2011

Effectiveness Study on Temporary Pavement Marking Removals Methods

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Nebraska Transportation Center

MID-AMERICA TRANSPORTATION CENTER

NDOR
Nebraska Department of Roads

Report # SPR-P1 (11) M305

Final Report

WBS# 26-1121-4003-001

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2011
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"This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation."

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A Report on Research Sponsored By:

Nebraska Department of Roads

Lincoln, NE

June 2011

<table>
<tr><td>1. Report No
(SPR-P1 (11) M305)</td><td>2. Government Accession No.</td><td colspan="3">3. Recipient’s Catalog No.</td></tr>
<tr><td colspan="2" rowspan="2">4. Title and Subtitle
Effectiveness Study on Temporary Pavement Marking Removals Methods</td><td colspan="3">5. Report Date
June 2011</td></tr>
<tr><td colspan="3">6. Performing Organization Code</td></tr>
<tr><td colspan="2">7. Author/s
Dr. Yong Cho, Koudous Kabassi, and Dr. Jae-Ho Pyeon</td><td colspan="3">8. Performing Organization Report No. 26-1121-4003-001</td></tr>
<tr><td colspan="2" rowspan="2">9. Performing Organization Name and Address

The Charles W. Durham School
of Architectural Engineering & Construction
1110 S 67th St.
Omaha, NE 68182</td><td colspan="3">10. Work Unit No. (TRAIS)</td></tr>
<tr><td colspan="3">11. Contract and Grant No.</td></tr>
<tr><td colspan="2" rowspan="2">12. Sponsoring Organization Name and Address
Nebraska Department of Roads (NDOR)
1400 Highway 2
PO BOX 94759
Lincoln, NE 68509</td><td colspan="3">13. Type of Report and Period Covered</td></tr>
<tr><td colspan="3">14. Sponsoring Agency Code
26-1121-4003-001</td></tr>
<tr><td colspan="5">15. Supplementary Notes</td></tr>
<tr><td colspan="5">16. Abstract

This study was conducted to identify effective temporary marking removal methods and procedures on concrete and asphalt pavements. Pavement markings provide guidance to road travelers and can lead to accidents when not properly removed. Current state guidelines on removal do not provide clear and objective methods of measurement. After testing the most common removal methods, this research concluded that removing markings by chemical was not only cost efficient, result-oriented, and effective compared to other methods, but it was also safe to the environment and road users. Finally, a baseline of measurements was developed by the research team for this project, along with the feasibility of using digital image processing to objectively determine whether or not a removal method could be deemed effective.</td></tr>
<tr><td>17. Key Words
Image processing, temporary pavement markings, marking removal, chemicals.</td><td colspan="4">18. Distribution Statement</td></tr>
<tr><td>19. Security Classification (of this report)
Unclassified</td><td colspan="2">20. Security Classification (of this report)
Unclassified</td><td>21. No. of Pages
50</td><td>22. Price</td></tr>
</table>

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Acknowledgements

The authors would like to thank the Nebraska Department of Roads (NDOR) for the financial support needed to complete this study. In particular, the authors thank the NDOR Technical Advisory Committee (TAC)—Dan Waddle, Matt Neemann, Kevin Wray, Jasmine Dondlinger, Jodi Gibson, Matt Beran, Lieska Halsey, and Amy Starr—for their technical support and illuminating discussions. Special thanks to Matt Neemann for his extra help throughout the whole project. Mark Bors from NDOR was also a great help in finding test sites. The research team would also like to thank Blast-it-Clean, Inc. from Kansas City, Missouri for their excellent work on this project. Thanks also to Mid-America Transportation Center for their help throughout the project. Last but not least, acknowledgements also go to the following students for their major contributions to the project: Chao Wang, Ziqing Zhuang, Bill Blevins, Nicole Voelte, Thaddaeus Bode, and Heejung Im.

Disclaimer

This report was funded through grant[s] from the Nebraska Department of Roads (NDOR). The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of NDOR.

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Abstract

This study was conducted to identify effective temporary marking removal methods and procedures on concrete and asphalt pavements. Pavement markings provide guidance to road travelers and can lead to accidents when not properly removed. Current state guidelines on removal do not provide clear and objective methods of measurement. After testing the most common removal methods, this research concluded that removing markings by chemical was not only cost efficient, result-oriented, and effective compared to other methods, but it was also safe to the environment and road users. Finally, a baseline of measurements was developed by the research team for this project, along with the feasibility of using digital image processing to objectively determine whether or not a removal method could be deemed effective.

Chapter 1 Introduction

In Nebraska, reconstruction and improvements of roads are a major cause of traffic lane shifts and the requisite pavement marking removal therein. Alteration of pavements' colors and/or textures as well as incomplete removal of pavement markings can confuse motorists as to the navigable lanes when driving through work zones. To make matters worse, under different lighting and weather conditions, the removed markings are often more visible than the new ones. Motorists or drivers rely heavily on pavement markings for roadway guidance; therefore, a method that will completely remove old markings is imperative to reduce possible accidents due to lane confusion.

The Manual on Uniform Traffic Control Devices (MUTCD) defines the standards for signs, traffic and pavement markings in the United States. When addressing the removal of temporary marking, the MUTCD requirements are as follows: "Markings that are no longer applicable for roadway conditions or restrictions and that might cause confusion for the road user shall be removed or obliterated to be unidentifiable as a marking as soon as practical" (FHWA 2009). The MUTCD is supplemented by specific standards determined by the entity in each state that oversees highway transportation and administration.

The Nebraska Department of Roads (NDOR) 2002 Construction Manual 404.14 has a passage, REMOVAL OF TEMPORARY PAVEMENT MARKINGS SSHC Section 422, given to this purpose (Nebraska 2002). The proper method suggested by NDOR is merely that removal "shall not cause damage to the final pavement surface." The level of damage is not clearly defined in this clause, and can lead to very subjective conclusions.

Chapter 2 Literature Review

2.1 Current pavement marking removal methods

Among the pavement markings available to contractors, the most commonly used are the chemical removal method, grinding, high pressure water jet, hot compressed air burning, oxygen burning, hydro blasting, shot blasting, sand blasting, and temporary taping. Many pavement marking removal methods are available to contractors. Problems with these methods involve damage to the road that can create complications for motorists. Among those problems, scarring of the pavement is very important as “ghost stripes,” the image of the old marking, are created (FHWA 2006). These scars are confusing to motorists, especially under wet weather conditions at night. Figure 2.1 shows an example of a scar on highway I-80 west bound in Lincoln, NE. The sections that follow introduce some common methods used to remove pavement markings.

Figure 2.1 Scars on I-80 that can confuse drivers

2.1.1 Chemicals Method

Chemical paint strippers are applied to the marking lanes with a brush. During application, workers are required to wear a face mask, as recommended by the paint manufacturers. The

chemical, in the form of liquid or gel, is left on the marking to set for 20 to 30 minutes; the set time is dependent on the thickness of the markings and the temperature of the road surface. Afterwards, the chemical can be rinsed off the pavement with a simple water jet (400 to 1000 psi). Some chemical paint strippers are water rinsable, non-flammable, and contain no Methylene chloride (MCl). The Environmental Protection Agency (EPA) does not have specific or additional guidelines for paint strippers that do not contain MCl (EPA 2007). The Occupational Safety & Health Administration (OSHA) also has no standard or laws on common solvents or chemicals found in most chemical paint strippers (OSHA 2009). When removing long and multiple lanes, the chemical methods process can be very fast and cost-effective.

2.1.2 Water Blasting

Water blasting is a process of using a high pressurized water jet—usually greater than 10,000 psi depending on the thickness of the paint and/or type of pavement surface—to remove markings from pavements. This method is effective in removing the markings, but can also leave scars on the pavement and leave the site messy. Water blasting costs can be high depending on the amount of water needed to remove the markings. Removal speed might also be a disadvantage as it requires added time to completely remove the markings. Figure 2.2, taken from a Florida Department of Transportation final report on the subject, shows a high pressure truck mounted water blaster unit being used on an asphalt surface (Ellis and al. 1999).

Figure 2.2 High pressure water jet water blasting pavement marking

2.1.3 Grinding

The method used most commonly, grinding, effectively removes markings. Depending on the cutting teeth applied on the grinder, it can be rapid by quickly cutting through the pavement. Interchangeable heads make grinding ideal for different pavement thicknesses and applications. The biggest disadvantage of grinding is scarring, which affects both the pavement texture and color since a deep scar will confuse motorists and lead to accidents. Figure 2.3 is an example of a grinder being used to remove paint on concrete.

Figure 2.3 Grinder removing paint on asphalt pavement

2.1.4 Shot Blasting

This process consists of using small steel balls at high velocity to blast the pavement surface. The shots can be recycled for reuse, which can reduce cost. Shot blasting works better on dry surfaces to allow shots to be blasted and recycled easily. This method can be slow because of the recycling process, and is not every effective for thicker lanes or application on tapes (Ellis and al. 1999).

2.1.5 Sand Blasting

Sand blasting is the process of propelling very fine materials at high velocity to blast the markings. In previous years, sand was the most commonly used material, but has been replaced as a result of lung diseases caused by dust inhalation. Although sand blasting can be effective on both concrete and asphalt pavements, it can leave scars on the pavement. Sand blasting is slow and the operator’s skill and experience affect the effectiveness of the process.

2.1.6 Hydro Blasting

Just like water blasting, this method also uses a high-pressure water blast but is also combined with sand to blast markings. Hydro blasting is effective, though it can leave scars (Ellis

and al. 1999). Hydro blasting is effective because of the ability to recapture and reuse the water, reducing waste and the impact on the environment.

2.1.7 Hot Compressed Air Burning

Here, a combination of propane heat (over 2400 degrees F) mixed with heated air is used to vaporize the marking. The process can be effective, but can also burn the surface and leave some marks. Hot compressed air burning can be time consuming as the operators have to move slowly to remove the markings. When burning temporary tapes, this process can be faster than others.

2.1.8 Excess Oxygen Burning

Just like hot compressed air burning, excess oxygen burning also uses a high temperature propane flame, oxygen in this case, to remove the marking. Excess oxygen burning usually takes more time especially for thicker markings; however, scars left on the pavement disappear quickly with weather and traffic wear.

2.1.9 Black Paint

To mask the marking, black paint has been used for temporary purposes. When the new applied paint dries off, however, the pre-existing paint can sometimes be visible enough to confuse motorists. Most state agencies do not allow its use for temporary marking removal purposes.

2.1.10 Dry ice Blasting

Dry ice blasting is the process of applying pressure to the pavement using the solid form of carbon dioxide (CO_2) on the marking (Bernold et al. 2010). Several studies have shown that dry ice blasting can be very effective but costly.

2.2 Related research work

As the descriptions indicate, all the removal methods discussed above can either damage the road or create scars that confuse motorists. Many studies done by different departments of transportation and other research groups to test the effectiveness of marking removal have identified

other methods as more effective than grinding. In 1999, the Florida DOT tested marking removals by using grinding, water blasting, and a combination of both. The markings were tested on asphalt pavements and lanes were marked by water-based paint, thermoplastics, and pre-formed tape. Furthermore, water blasting was found to be more effective than grinding, as scarring was found to be minimal when compared to the other methods. However, water blasting was not recommended as a standard because the research concluded that operator skills and experience affected the results (Ellis and al. 1999).

In an earlier study done by the New York DOT, sand blasting, water blasting, and hydro blasting were the methods evaluated against grinding. Here, traffic paint, thermosplatic, epoxy and preformed tape were stripped. Sand blasting was concluded to be the most effective method. However, hydro blasting and water blasting also sometimes displayed similar results with sand blasting; nonetheless, results were not consistent with the markings' thicknesses and equipment used. Grinding left noticeable scarring, but removed thicker markings.

In 2001, the Oregon Department of Transportation (ODOT) conducted field trials to also evaluate different stripping methods on asphalt pavements (Haas 2001). In this study a soda blaster, scarifier, and grinder were used to remove the markings. Results showed that the soda blaster removed the majority of the markings with very minimal scarring. The grinder and scarifier also removed the markings while leaving some scarring. Operator skills and experience likewise affected the results.

In 2006, Ellis and Pyeon studied various pavement marking removal techniques, and concluded that no removal methods completely eliminate pavement markings without causing permanent scarring (Ellis and Pyeon 2006). As an alternative method, several seal coating methods were tested to obscure the existing unnecessary markings, and they concluded that the modified

sand-seal covering method is most effective to completely cover temporary traffic paint markings. An additional draft specification was recommended in order to implement the alternate method.

Although the aforementioned studies all advised different removal methods, there were common agreements about their conclusions:

(1) There was no one method that was always better than the others;

(2) Operator skills and experience play a significant role in all the test methods; and

(3) Removal performance was also dependent on thickness of marking and type of equipment used.

Chapter 3 Research Objectives

The goals of this study are to determine ways for safe, cost-effective and environmentally acceptable removal of temporary markings in work zones with minimal damage to the underlying pavement or the visible character of the surface course. In other words, this research is aimed to (1) investigate emerging techniques that would not adversely affect the pavement or the environment, and (2) study the effectiveness of selected current methods in removing temporary markings on roadways in the state of Nebraska. After this testing, the final goal (3) was to develop tested and proven guidelines that would allow NDOR and state contractors to appropriately select the most effective temporary marking removal method. The selected method would cause minimal visual damage to the pavement by non-subjective measures, with the aid of digital image processing technology.

Chapter 4 Methodology

4.1 Approach to Objective No. 1

A survey questionnaire link, shown in Appendix I and approved by the University of Nebraska Institutional Review Board (IRB) #20101111321 EX was sent to a list composed of the American Association of State Highway and Transportation Officials (AASHTO) subcommittee on construction in order to study other agencies' experience with temporary pavement marking removal techniques. The results were then summarized and analyzed to identify common removal technique trends among the agencies.

4.2 Approach to Objective No. 2

Through proposed field tests on both asphalt and concrete pavement using selected current marking removal methods, evaluation criteria were developed to analyze each method.

4.2.1 Testing

Several current temporary marking removal methods were selected for the field tests including water blasting, dry ice blasting, grinding (regular grinder, scarifier and Polycrystal diamond), shot blasting, and heat torching for tape. For research purposes, the chemical removal method has been added to those methods that were investigated.

The research team used the NDOR District 1 office parking lot (Figure 4.1) and yard (Figure 4.2) to test onto concrete and asphalt sites. Marking lines were applied onto each site for testing. A total of 40 lines were made with yellow paint, each measuring about 50 ft in length. To test differences in paint types, 12 and 20 mils of water-based and oil based paint were used to make lines 6 in. wide on both the concrete and asphalt pavements. Additionally, 5 pre-formed foil-backed tape lines also measuring about 50 ft were installed on both sites.

Figure 4.1 Concrete site used for testing

Figure 4.2 Asphalt yard used for tests

4.2.2 Evaluation Criteria

The marking removals were initially evaluated based on the completeness of removal, condition of the surface after removal or the degree of scarring and the rate of removal measured in feet per minute. This last analysis measures how long it takes to remove the marking after one pass, which was sufficient time to remove the markings. Completeness of removal was also evaluated using a scale of 0 to 5, 0 being not complete at all and 5 being very complete. This evaluative measure provides a clear idea of the effectiveness of each removal method at eliminating markings.

Finally, a cost analysis was performed to determine the most cost effective removal method. Once an ideal method was selected, a visibility test was conducted at night to identify which methods can be the most distracting to motorists.

4.3 Approach to Objective No. 3

After a subjective manner of evaluation, the research team used a developed digital image analyzing program to objectively evaluate the state of the pavement after the markings were removed. These results were afterwards compared with the subjectively analyzed results from objective No. 2. With the aid of grayscale and saturation image analysis, the research team provided guidelines and objective measurements of ratings to determine whether or not the markings had been properly removed.

Chapter 5 Data Analysis

5.1 Survey Results

There were a total of 50 responses to the survey. Table 5.1 breaks down the number of respondents per state. Out of the 50 responses, 25 different states had representatives that used a total of 12 different removal methods. In addition, a variety of materials were used for temporary markings including epoxy, inlaid marking material (MMA), tape, paint, and thermoplastic. The marking removal methods that were mentioned at least once are grinding, heat torching, sand blasting, shot blasting, water blasting, black out tape, black thermoplastic/paint, flail milling, lift off, overlay, strip seals, and, finally, torch and scraper. Figure 5.1 shows a distribution of responses as it regards techniques used for temporary marking removal purposes.

Table 5.1 Breakdown of removal techniques per state

Pavement Marking Removal Methods	**Number of States (Out of 25)**	**Percentage**
Grinding	25	100%
Water Blasting	20	80%
Sand Blasting	15	60%
Shot Blasting	13	52%
Black Line Removal Tape	13	52%
Asphalt Pavement Overlay	12	48%
Heat Torch	10	40%
Other Methods	5	20%

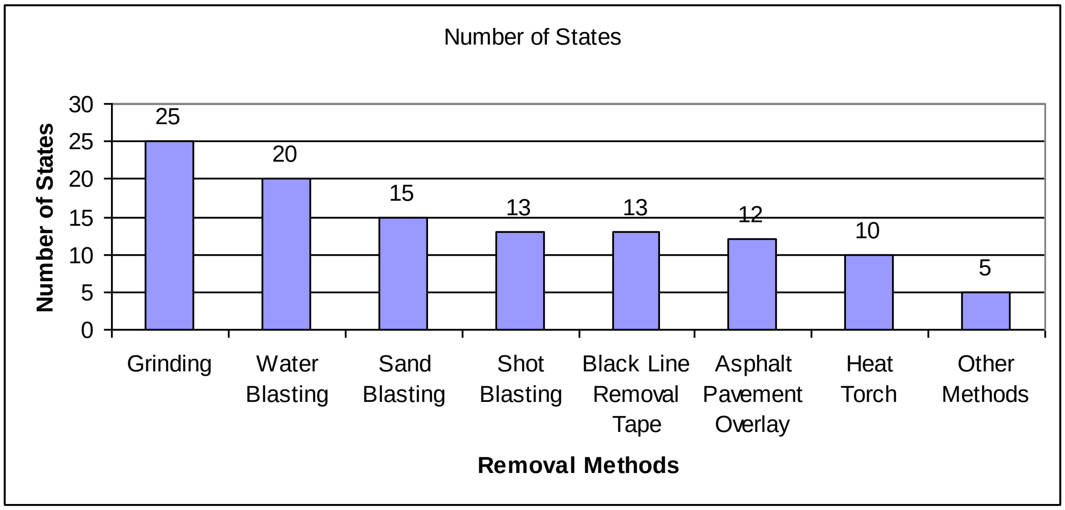

Figure 5.1 Removal methods usage frequency in 25 states

The responses to the most commonly used methods are summarized in figure 5.2, and broken down by percentage in table 5.2.

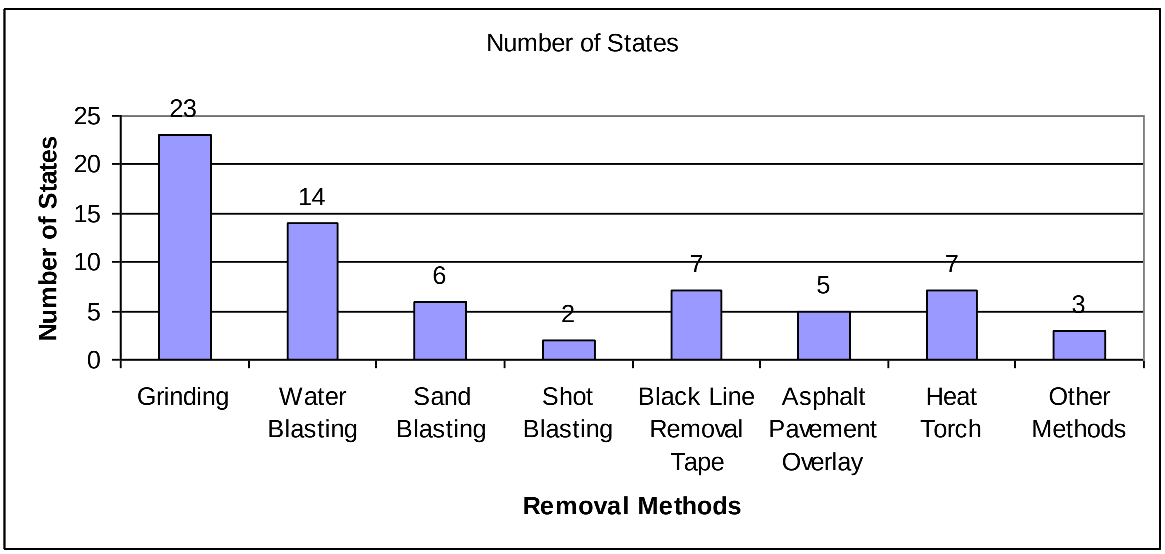

Figure 5.2 Most commonly used methods frequency graph

Table 5.2 Breakdown of most common techniques percentage from the 25 states

Pavement Marking Removal Methods	Number of States (Out of 25)	Percentage
Grinding	23	92%
Water Blasting	14	56%
Sand Blasting	6	24%
Shot Blasting	2	8%
Black Line Removal Tape	7	28%
Asphalt Pavement Overlay	5	20%
Heat Torch	7	28%
Other Methods	3	12%

Figure 5.3 and table 5.3 summarize the answers received from question 5, which asked for the pavement marking removal(s) that has (have) been the most satisfactory to the agencies.

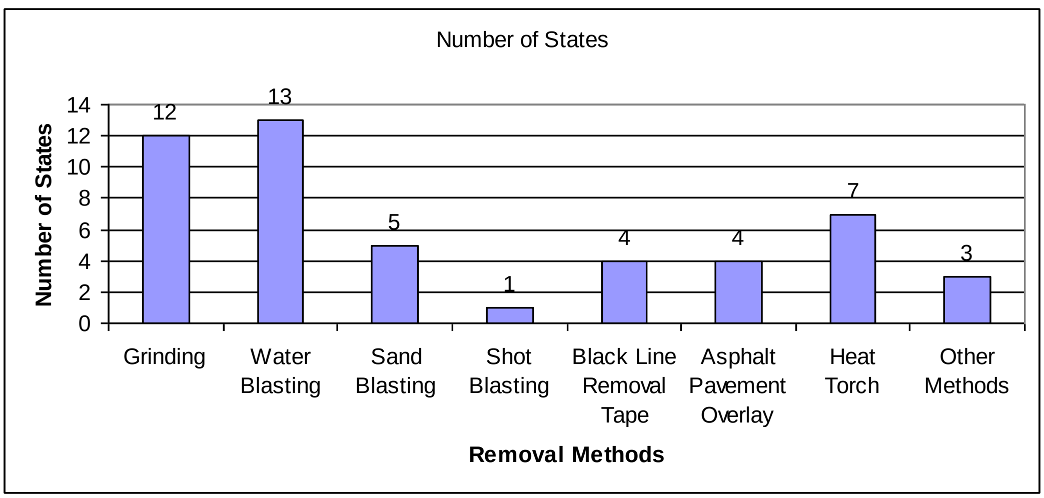

Figure 5.3 Most satisfactory used techniques frequency graph

Table 5.3 Percentage of most satisfactory methods breakdown per state

Pavement Marking Removal Methods	Number of States (Out of 25)	Percentage
Grinding	12	48%
Water Blasting	13	52%
Sand Blasting	5	20%
Shot Blasting	1	4%
Black Line Removal Tape	4	16%
Asphalt Pavement Overlay	4	16%
Heat Torch	7	28%
Other Methods	3	12%

Next, when asked about the common problems associated with each marking removal, agency respondents provided detailed explanations that are reproduced exactly in the following list.

- Grinding
  - Damage to existing pavement leaving the appearance of a line
  - Scarring of pavement and residual amount of reflectivity
  - Doesn't always remove it and can still be seen where it was
  - Ghost stripe due to deep grinding scars and poor removal of existing paint
  - Grinding grooves are forever present
  - Over grinding
  - Painted lines are difficult to fully remove by grinding as the paint penetrates the surface to lower layers.
  - Still see the ghost stripes due to exposed aggregate
  - Surface deterioration
  - The surface has a different appearance where marking was removed.
  - Visual issues surrounding the ground pavement

- Water Blasting
  - Complete removal without damaging pavement
  - Not cost effective , but does a good job
  - Removal of surface fines
  - Removes some of the asphalt as well, but still leaves discolorations sometimes viewed as markings
  - Scarring of pavement and residual amount of reflectivity
  - Small pieces of tape often remain behind which are still reflective at night.

- Shot Blasting
  - Old asphalt crumbles away
  - Scarring to the pavement
  - Shots remaining in removed line, then gets rusted when shot gets wet
  - Surface damage

- Sand Blasting
  - Leaves ghost image
  - Not complete removal
  - Sand blasting leaves permanent scars that accelerate the deterioration of the pavement surface

- Blasting
  - Embeds the paint and doesn't remove all of it
  - Still see the ghost stripes due to exposed aggregate

- Flail Milling
  - Too deep and can scar pavement which can simulate the stripe.
  - Too shallow and leaves traces of pavement markings which reflect from headlights at night or the from a low sun angle.

- Black Thermoplastic/Paint
  - Can wear off the underlying paint or thermoplastic which allows the stripe to show through.

- Black Out Tape
  - Black out tape moves
  - Color does not always match existing roadway, and can still show location of markings
  - In high traffic areas, problems are performance and maintenance problems
  - Sometimes after 10 months, the tape can become permanent.

- Lift off
  - Black out tape stuck to the permanent markings and parts of the roadway were left without markings
  - Left residue or glue creating the appearance of a lane change when one was not present
  - Tears/small pieces

- Heat Torching
  - Overheating
  - Time consuming

- Overlay
  - Cost is too much just to remove markings

- Strip Seals
  - Can wear away or flush under traffic which can simulate stripe during low light conditions especially when stripe is running diagonally across traffic during phased construction.

- Torch and Scraper
  - None (only one person responded in this section).

Finally, the responses concerning the types of pavement marking materials that are used often are summarized in figure 5.4, as well as tables 5.4 and 5.5.

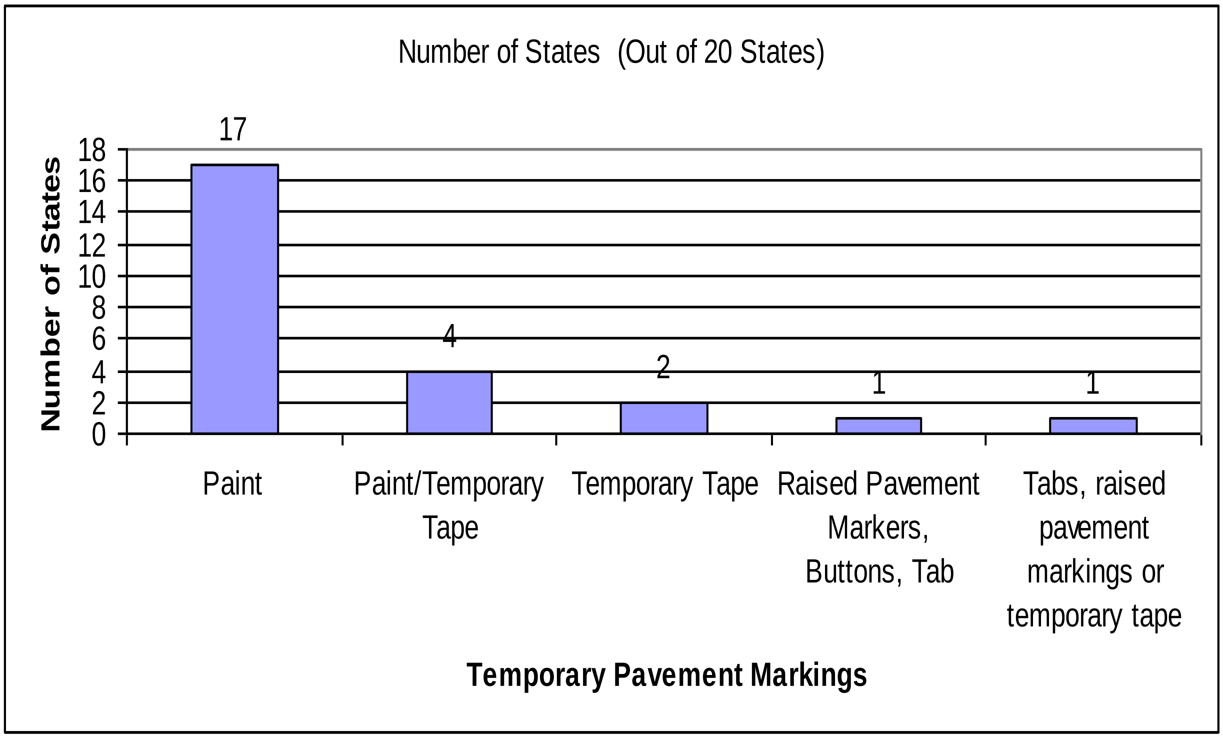

Figure 5.4 Most types of pavement markings frequency graph

Table 5.4 Most frequent temporary pavement markings used per state

State	Most Frequently Used Temporary Pavement Markings
Alaska	Paint
Georgia	Paint
Illinois	Paint
Iowa	Paint
Kentucky	Paint
Michigan	Paint
Mississippi	Paint/Temporary Tape
Nebraska	Paint/Temporary Tape
New Hampshire	Paint
North Carolina	Paint
Nova Scotia	Temporary Tape
Ohio	Paint
Oklahoma	Paint
Québec	Paint
South Dakota	Tabs, Raised Pavement Markers or Temporary Tape
Tennessee	Paint/Temporary Tape
Texas	Raised Pavement Markers, Buttons, Tab
Vermont	Paint
Washington	Paint/Temporary Tape
West Virginia	Paint

Table 5.5 Breakdown per state of most frequently used temporary pavement markings

Most Frequently Used Temporary Pavement Markings	Number of States	Percentage
Paint	17	85%
Paint/Temporary Tape	4	20%
Temporary Tape	2	10%
Raised Pavement Markers, Buttons, Tab	1	5%
Tabs, raised pavement markings or temporary tape	1	5%

5.2 Survey Conclusions

In summary, grinding and water blasting are the two most commonly used techniques, but water blasting has been the most satisfactory. When asked about problems associated with the

removal techniques, grinding had the most faults, as shown in figure 5.5. The same problems that were mentioned above in the literature review section were the same provided by the survey respondents. Scarring of the pavement, color and texture discrepancies of the surface can all lead to motorists' confusion.

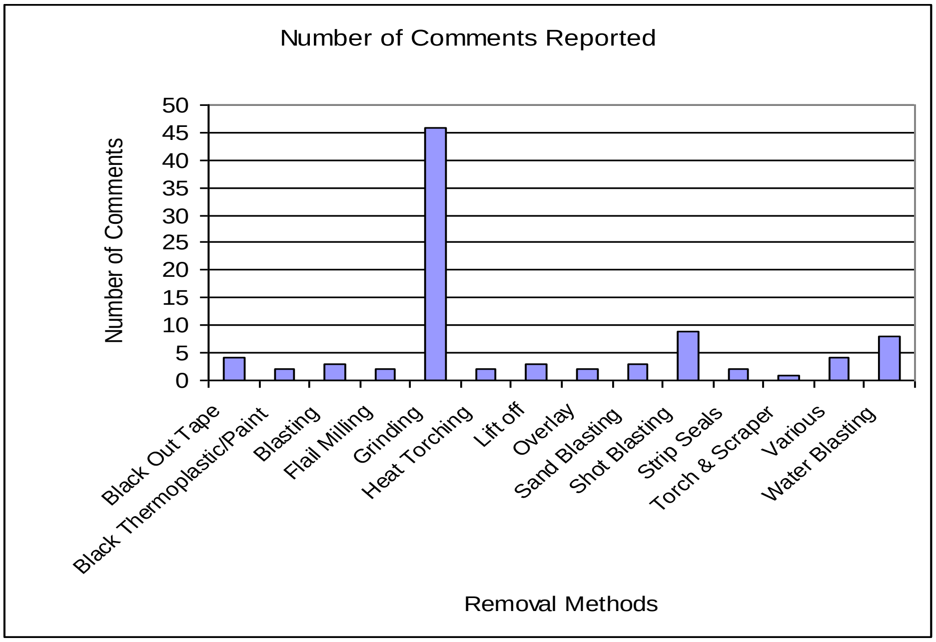

Figure 5.5 Problems and/or comments per removal technique

According to the responses, water blasting is the most satisfactory method of marking removal. Despite this rating, some respondents felt that water blasting sometimes leaves minimal scarring to the pavement, especially when tape is being removed. The heat torch method is also satisfactory to many agencies, although this technique takes a long time and can burn the pavement. Sand blasting, black line asphalt, and asphalt overlay pavement are also satisfactory methods, but all leave ghost stripes.

6.1 Markings removed by water blasting

Water blasting removed the marking on all surfaces, but left a scar that could lead to confusion. Water blasting worked the best on concrete while removing water based paint of 12 mils (fig. 6.1). Figures 6.2 and 6.3 show the results of water blasting on oil-based paint concrete and water-based paint on asphalt, respectively.

Figure 6.1 Concrete pavement condition before (left) and after (right) 12 mils water-based paint has been removed by water blasting

Figure 6.2 Concrete pavement condition before (left) and after (right) 10 mils oil-based paint has been removed by water blasting

Figure 6.3 Asphalt pavement condition before (left) and after (right) 10 mils water-based paint has been removed by water blasting

The process of water blasting was much slower compared to the other methods, but was very fast and effective on tape (fig. 6.4). It was relatively easier to remove the tape by water blasting. The surface was free of scars as shown in figure 6.4. It should be noted here that the tests were performed at non-favorable weather conditions for the tape. The temperature outside may not have allowed the tape to have properly set down before testing.

Figure 6.4 Concrete pavement condition before (left) and after (right) tape has been removed by water blasting

6.2 Markings removed by dry ice blasting

Dry ice blasting did not entirely remove the paint markings on the concrete surface, as shown in figures 6.7 and 6.8. On asphalt pavement, however, the removal was complete, but left a scar on the pavement (fig. 6.9). Dry ice blasting was the slowest method of removal. Results improved as the operator spent longer times on the markings. Both pavement surfaces were left with scars and texture

change after removal. As mentioned previously, a container of dry ice pellets (fig. 6.5) is attached to a hose that shoots the dry ice onto the pavement (fig. 6.6).

Figure 6.5 Container full of dry ice

Figure 6.6 Dry ice is shot onto the markings

Figure 6.7 Concrete pavement condition before (left) and after (right) 10 mils water-based paint has been removed by dry ice blasting

Figure 6.8 Concrete pavement condition before (left) and after (right) 12 mils oil-based paint has been removed by dry ice blasting

Figure 6.9 Asphalt pavement condition before (left) and after (right) paint has been removed by dry ice blasting

6.3 Markings removed by grinder

To remain consistent throughout the whole test, the operator only made a single pass every time with the grinder. For the most part, the rate of removal with the grinder is higher than the other techniques. As the pressure applied onto the machine increases, the depth of the scar on the pavement also increases. The grinder damaged the pavement by causing minimal color and texture

discrepancies. Regardless of the pavement type or marking material, the grinder did leave scars, as shown by figure 6.10 on concrete and figure 6.11 on asphalt.

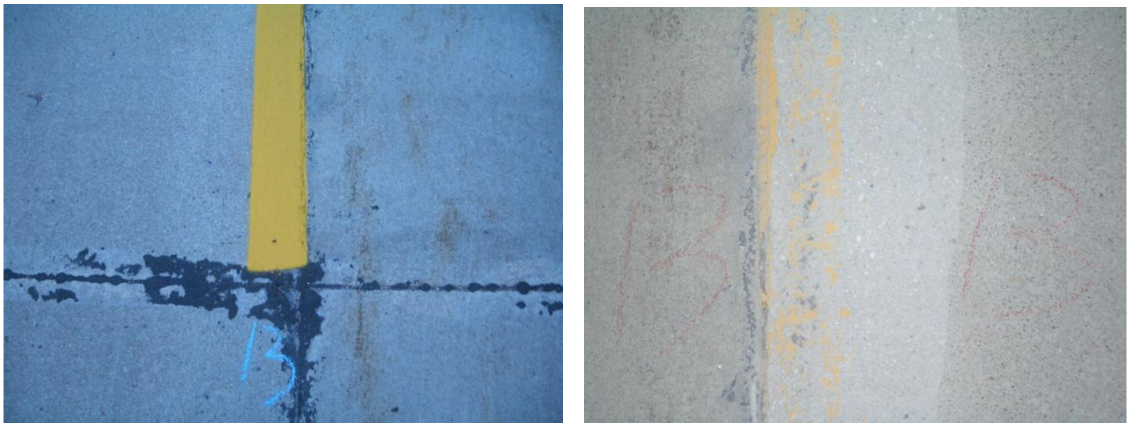

Figure 6.10 Concrete pavement condition before (left) and after (right) paint has been removed by grinding

Figure 6.11 Asphalt pavement condition before (left) and after (right) paint has been removed by grinding

6.4 Markings removed by scarifier

The scarifier is just like a grinder except the cutting blade heads never leave the surface while cutting in forward and reverse directions. While the scarifier is a fast process, it damages the pavement and does not completely remove the paint markings. The scarifier also left scars on the pavements. Figures 6.12 and 6.13 show the results of using a scarifier on concrete and asphalt pavements, respectively.

Figure 6.12 Concrete pavement condition before (left) and after (right) paint has been removed with scarifier

Figure 6.13 Asphalt pavement condition before (left) and after (right) paint has been removed with scarifier

<u>6.5 Markings removed by polycrystalline diamond cutter (PCD)</u>

This method is also a form of grinding, but the only difference is that the cutter is made of polycrystalline diamond material, which generates less heat during the cutting process and increases grinding efficiency (fig. 6.14). The PCD scrapper allows the operators to decrease the intensity of labor while effectively removing the markings.

Figure 6.14 PCD plate cutter

For evaluative purposes, the PCD was only used to remove one marking, and it displayed similar results as the grinder. Figure 6.15 shows the concrete pavement condition before and after the PCD was used.

Figure 6.15 Concrete pavement condition before (left) and after (right) 12 mils paint has been removed by PCD grinder

6.6 Markings removed by chemical

The research team tested the use of an environmentally friendly chemical stripper—it did not contain Methylene Chloride (MeCl)—to remove paint markings. First, the operator or worker needs to apply one pass of the chemical solution on the paint marking with a brush or roller (fig. 6.16) and let it set for approximately half an hour. The set time depends on the chemical stripper and marking material types. The material safety data sheet will have more details on setting time. The next step consists of power washing the solution from the pavement with a sprayer hose of about 400 to 1000 psi.

The Environmental Protection Agency (EPA) only has specific and additional guidelines for paint strippers that contain MeCl in their solution (EPA 2007). According to the EPA, any paint stripping that does not contain MeCl is not a hazardous air pollutant and is therefore not a risk to public health. While applying and removing the chemical stripper, the operator should wear protective clothing, gloves, and a face shield (fig. 6.17) as recommended by the operation manual. There are no specific regulations on paint stripping by the Occupational Safety and Health Administration (OSHA 2009). For larger projects, chemicals could be dispensed from a paint truck equipped with an attached vacuum that operates concurrently with removal operations to clean any mess left from power washing. This would also allow the surface to be ready for stripping shortly after removal.

Figure 6.16 Applying the chemicals on the markings

Figure 6.17 Operator with proper protection while removing marking by chemical method

The chemical stripping method was the most effective during testing and left no or very little paint on both surfaces (fig. 6.18 and 6.19).

Figure 6.18 Concrete pavement condition before (left) and after (right) paint has been removed by chemicals

Figure 6.19 Asphalt pavement condition before (left) and after (right) paint has been removed by chemicals

There was no visible scar on the pavement after the use of chemical strippers. Table 6.1 below is a summary of some data that were recorded during testing. The complete data is shown in Appendix II. The completeness of removal rating shows whether or not there was paint left on the surface (5 represented little or no paint, and 1 was significant amount of paint left). The degree of scarring rating was used to classify how much damage and/or texture difference was/were left on the pavement (5 represented a lot of scarring, and 1 for little or no scarring). Please note that the set time of the chemicals was not used to calculate the rate of removal.

Table 6.1 Test data results

Removal Method	Type	Marking	Marking Size	Rate (Ft/min)	Completeness of Removal	Degree of Scarring
Chemicals	Concrete	Water Based	12 mils	12.58	5	1
	Concrete	Solvent Based	20 mils	10.10	5	1
	Asphalt	Water Based	20 mils	5.00	5	1
	Asphalt	Solvent Based	12 mils	8.61	5	1
Water Blasting	Concrete	Water Based	20 mils	3.11	4	1
	Concrete	Solvent Based	12 mils	1.52	4	1
	Asphalt	Water Based	12 mils	11.58	5	5
	Asphalt	Solvent Based	20 mils	1.14	3	5
	Asphalt	Tape	4 inch	74.92	5	1
Dry Ice Blasting	Concrete	Water Based	12 mils	1.48	1	1
	Concrete	Solvent Based	20 mils	0.19	1	4
	Concrete	Tape	4 inch	87.05	5	1
	Asphalt	Water Based	20 mils	22.83	4	5
	Asphalt	Solvent Based	12 mils	6.83	3	5
Shot Blasting	Concrete	Water Based	20 mils	57.73	4	4
	Concrete	Solvent Based	12 mils	26.59	3	4
	Asphalt	Water Based	12 mils	45.92	5	1
	Asphalt	Solvent Based	20 mils	22.37	4	5
	Asphalt	Tape	4 inch	28.00	5	1
Scarifier	Concrete	Water Based	12 mils	36.01	3	5
Grinding	Concrete	Solvent Based	20 mils	44.49	3	5
Heat Torch	Concrete	Tape	4 inch	63.25	5	1
Grinding	Asphalt	Water Based	12 mils	116.09	5	5
PCD	Asphalt	Solvent Based	20 mils	1.34	5	5
Scarifier	Asphalt	Tape	4 inch	2.05	5	1

The chemical stripping method was the most efficient on both surfaces for paint, and was rather fast if one does not consider the setting time. There was also little or no scarring left on the pavement after using chemical strippers. The outside temperature was about 20°F when the tape was laid down on the pavements; therefore, most of the tape did not stick well to the surface, and some was not even entirely set. Almost every method used on tape was successful except for dry ice and heat torching which left some marks on the pavement. Figure 6.20 shows the result of the heat torch on concrete pavement.

Figure 6.20 Condition of concrete pavement after heat torch applied on tape

After determining the most efficient methods, the research team also referred to cost data to gauge the overall value of the different removal techniques.

6.7 Cost information

The lack of information available to individually estimate each technique per surface has made it difficult to obtain much comparable data. For the project, the contractors selected quoted the whole removal as a lump sum, and found it cumbersome to break down. Nevertheless, the contractor that was hired to remove the markings was able to provide the research team with a cost per linear foot estimate based on how much material, equipment and labor was spent on each lane and technique. The contractor, from Kansas City, Missouri, also used other information like past jobs, and removal time to develop an estimate. Table 6.2 highlights some costs that were provided. See Appendix III for the complete data with all the cost information.

Table 6.2 Cost data for pavement marking removal techniques

Removal	Type	Marking	Marking Size	Cost per Linear Foot
Chemicals	Concrete	Water Based	12 mils	$0.33
	Concrete	Solvent Based	20 mils	$0.41
	Asphalt	Water Based	20 mils	$0.83
	Asphalt	Solvent Based	12 mils	$0.48
Water Blasting	Concrete	Water Based	20 mils	$2.14
	Concrete	Solvent Based	12 mils	$4.39
	Asphalt	Water Based	12 mils	$0.58
	Asphalt	Solvent Based	20 mils	$5.86
	Asphalt	Tape	4 inch	$0.09
Dry Ice Blasting	Concrete	Water Based	12 mils	$3.37
	Concrete	Solvent Based	20 mils	$26.00
	Concrete	Tape	4 inch	$0.06
	Asphalt	Water Based	20 mils	$0.22
	Asphalt	Solvent Based	12 mils	$0.73
Shot Blasting	Concrete	Water Based	20 mils	$0.12
	Concrete	Solvent Based	12 mils	$15.95
	Asphalt	Water Based	12 mils	$3.47
	Asphalt	Solvent Based	20 mils	$0.55
	Asphalt	Tape	4 inch	$0.02
Scarifier	Concrete	Water Based	12 mils	$0.19
Grinding	Concrete	Solvent Based	20 mils	$0.15
Heat Torch	Concrete	Tape	4 inch	$0.11
Grinding	Asphalt	Water Based	12 mils	$0.58
PCD	Asphalt	Solvent Based	20 mils	$0.80
Scarifier	Asphalt	Tape	4 inch	$3.25

Water blasting and dry ice blasting are the most expensive methods among the ones tested for paint removal. Shot blasting and chemical are the other non-grinding techniques for paint removal. For tape removal, dry ice blasting is the cheapest non-grinding method, while heat torch and water blasting are the most expensive. Removal of paint by chemical is therefore both result-oriented and economically effective.

In order to evaluate the effectiveness of all removal methods including those tested in this research, a software program was developed using a digital imaging processing technology.

Chapter 7 Image processing

Road marking properties have been assessed in the past by the use of digital image analysis (Burrows et al. 2000). Image processing was selected because of its simplicity in quantifying and analyzing the removed marking area. In order to do so, a background image must be compared with an image of the removed marking. The pixels of these digital images were then analyzed by their grayscale and saturation properties.

7.1 Grayscale

By definition, grayscale is an image in which the value of each pixel is a single sample. Grayscale images contain a range of gray tones, from white to black, for a better representation of pictures. Figure 7.1 is an example of a grayscale image of a pavement marking that was grinded away. The research team then developed a computer program that would calculate the average grayscale difference of a picture to find a baseline of measurement.

The first step to determine the grayscale difference (GD) is to take a picture of the pavement with a digital camera showing the area where the marking has been removed, as well as a background image (or undisturbed pavement with no marking). The second step is to upload the picture on a computer and open it with the developed program. Next, manually select an area of removed marking from the image. The user has to be careful not to include much of the background picture in the first area selection. The next step is to select an area that will be used as a comparison section against the first area selected. Click on the “Select Background Area” function to select an area next to the first area selected. The background area must contain an undisturbed and clean section of pavement, or, in other words, the pavement area that contains no markings. Figure 7.2 is an example showing the marking and background areas selected. The program will then automatically calculate a grayscale difference percentage by using the following formula:

Equation 7.1

$$\text{Gray Scale Difference \% (GD)} = [(G1 - G2) / G1] \times 100$$

Where,

G1: Average grayscale of removed marking area

G2: Average grayscale of background area

Figure 7.1 Actual picture (on left) and grayscale image (on right) of pavement after marking has been removed

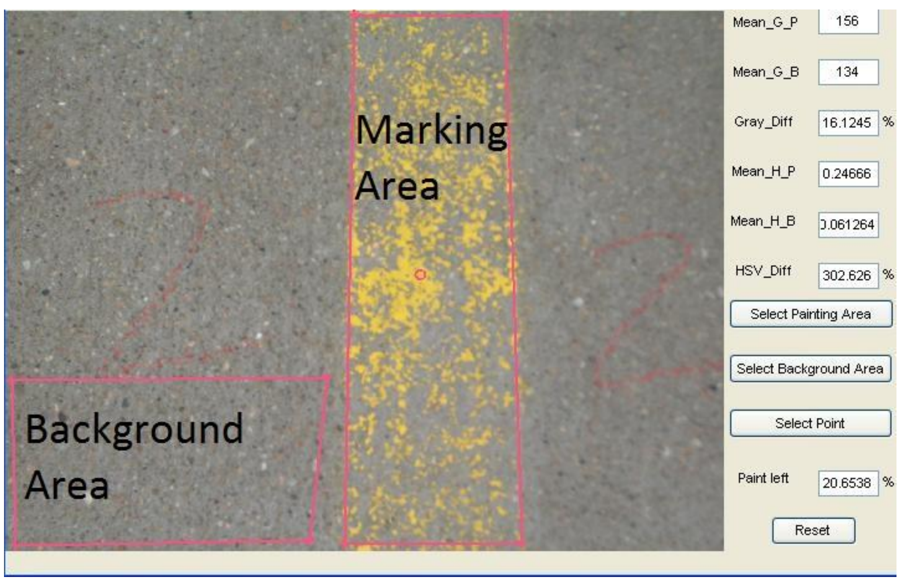

Figure 7.2 Marking and background areas of picture to be analyzed

Other conditions used to evaluate the pavement after marking removal in this computer analysis were image saturation and the percentage of marking remaining.

7.2 Saturation and marking remaining

A standard image is usually analyzed by the red, green, and blue (RGB) model in which the previously mentioned colors are added together in various ways to interpret the other surrounding colors. However, for this research, the hue, saturation, and value (HSV) color space was used because of its capability to rearrange colors and better read bright colors. All the markings on the pavements were bright and reflective yellow, so HSV was a better color model. Saturation is typically used to describe the intensity of the color of an image and works better on bright colors. Similar to the grayscale analysis method, the saturation difference (%) formula below was programmed to be calculated by selecting the area of the marking removed as well as its background. Figure 7.3 is an example of a saturation image.

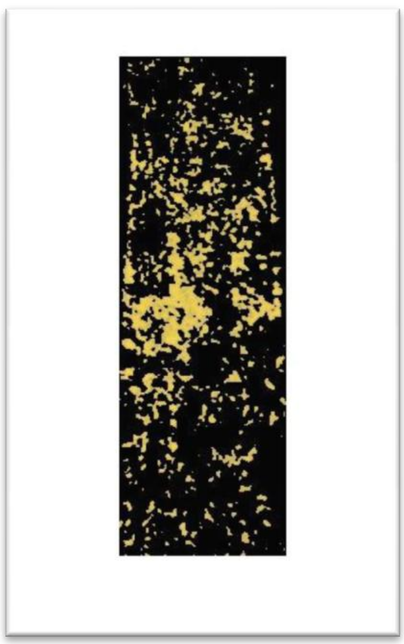

Figure 7.3 Saturation image of the marking removed on Figure 6.18

Equation 7.2

$$\text{Saturation Difference \% (SD)} = [(S1 - S2) / S1] \times 100$$

Where,

S1: Average saturation of removed marking area

S2: Average saturation of background area

Additionally, the marking remaining, representing the amount of marking color left after the marking was removed, was also quantified by this computer program. To do so, the user would have to select the removed marking area and then click on the original color of the marking to allow the program to identify how much color is still present in the selected area.

7.3 Image processing analysis

To achieve the goals set by objectives No. 3 of this research, the saturation and grayscale differences were computed, as well as the percentage of the markings remaining. Some of the results are shown in table 7.1.

Table 7.1 Image Processing analyses results

Marking	Type	Marking	Marking Size	Grayscale Difference (%)	Saturation Difference (%)	Paint Left (%)
Water Blasting	Concrete	Water-Based	12 mils	3.88	17.60	1.55
Dry Ice	Concrete	Water-Based	12 mils	16.07	302.53	20.73
Grinding	Concrete	Water-Based	12 mils	20.12	0.02	4.85
Chemicals	Concrete	Water-Based	12 mils	5.64	3.60	0.74
Chemicals	Concrete	Water-Based	20 mils	7.69	22.57	0.00
Dry Ice	Concrete	Water-Based	20 mils	55.37	15.55	9.78
Scarifier	Concrete	Water-Based	20 mils	15.28	8.47	15.93
Water Blasting	Concrete	Water-Based	20 mils	1.63	38.15	0.11
Dry Ice	Concrete	Solvent-Based	12 mils	11.93	373.09	91.15
Chemicals	Concrete	Solvent-Based	12 mils	6.37	28.00	0.23
Chemicals	Concrete	Solvent-Based	20 mils	8.49	25.58	1.25
Dry Ice	Concrete	Solvent-Based	20 mils	5.84	477.44	30.23
Shot Blasting	Concrete	Solvent-Based	20 mils	8.27	61.33	20.24
Chemicals	Asphalt	Water-Based	12 mils	6.92	16.07	0.07
Shot Blasting	Asphalt	Water-Based	12 mils	7.93	0.25	0.00
Water Blasting	Asphalt	Water-Based	20 mils	13.97	34.38	0.05
Chemicals	Asphalt	Water-Based	20 mils	9.54	59.54	0.00
Grinding	Asphalt	Water-Based	20 mils	11.52	22.47	0.00
Shot Blasting	Asphalt	Water-Based	20 mils	0.13	29.25	0.00
Dry Ice	Asphalt	Water-Based	20 mils	24.06	193.81	2.35
Scarifier	Asphalt	Water-Based	20 mils	16.14	48.66	1.68
Water Blasting	Asphalt	Solvent-Based	12 mils	24.20	96.38	0.25
Chemicals	Asphalt	Solvent-Based	12 mils	7.82	8.32	0.00
Chemicals	Asphalt	Solvent-Based	20 mils	2.29	70.30	0.00
PCD	Asphalt	Solvent-Based	20 mils	8.66	44.91	0.00
Heat Torch	Asphalt	Tape	4 inch	21.88	98.79	0.00
Heat Torch	Concrete	Tape	4 inch	23.74	136.94	0.00

The GD and SD values calculated were compared against the pictures taken from the sites to find a baseline that would objectively determine whether or not a method was deemed effective. With the aid of image digital processing technology, NDOR could develop specific guidelines in their standards instead of the passage that currently says "removed markings shall no longer be visible on the final surface" (Nebraska 2002). For this study, the baseline for this set of data analyzed would be as followed:

(1) If the grayscale difference is below 10% or less, the marking removal is considered effective.

(2) If the grayscale difference is over 10%, then the saturation difference needs to be examined. If the saturation difference is 25% or less, then the marking removal method is effective. If the saturation difference is over 25%, the removal method is not effective. This means that if the GD is greater than 10% and the SD is over 25%, scars from the removal and/or color texture, or marking residues are still apparent on the pavement.

This baseline was used to validate the site tests that were done. It should also be noted that the baseline would not be applicable to some of the techniques that would leave a very noticeable visible scar. Most grinding techniques, although showing grayscale and saturation differences that could pass the baseline, would leave scars that will not require the need of image processing to identify. The percentage left could also be used to determine how much paint is left on the pavement. Using the baseline, the chemical method of removal was validated to be the most effective among all of those tested.

Chapter 8 Driving Visibility Tests

The research team also took pictures of the removed markings on both types of pavements during unfavorable driving conditions. Motorists are more likely to be confused by scars left on pavements at night and/or when it's raining. Snapshots of the pavements were taken at night to see how the scars left from the methods would affect motorists. Figure 8.1 is a picture taken right after sunset.

Figure 8.1 Night picture of concrete pavement site taken after tests

The markings removed by chemical methods were unrecognizable, as they were not visible on both types of pavement. The grinder, scarifier, PCD and the dry ice blasting marks were the most visible. The waterblasted markings were only visible on the asphalt pavement.

Chapter 9 Conclusions and Recommendations

Pavement markings are one of the most important items on road for guidance to motorists. Effectively managing temporary markings is of even greater importance because their removal can create ghost striping—leading to driver confusion and potential accidents. Several removal techniques were carefully analyzed through developed evaluation methods. The removal by chemicals was concluded to be the most effective way as both asphalt and concrete pavements had no scars or marking material residues after removal. The process of removal by chemicals is environmentally safe and also cost effective. The state of Tennessee, for example, allows the use of chemicals or/and solvents for temporary marking removal. In section 712.05 of Tennessee Department of Transportation's Standard specifications for road and bridge construction, "Temporary Traffic Control, Pavement Marking Removal," the methods listed as acceptable for marking removal are "solvents and chemicals" (Tennessee 2006). It should also be pointed out that the standard did not however say that the removal by chemical was the most effective among all used.

On the other hand, one of chemical usage disadvantages is that operators have to wait for the chemicals to set before rinsing them off. However, on lengthy projects, operators can apply the chemicals on the markings to be removed, and come back later to power wash the chemicals applied earlier. This is feasible because the chemicals would have already set by the time water is applied on all markings to be removed. A truck mounted stripper could be used where the chemicals could be first sprayed and brushed on the markings. After a while, a vacuum recovery system that would concurrently power wash and clean the surface could also be mounted on a truck and allow the surface to be ready to stripe shortly after removal. By saving time, this method increases productivity while yielding better results.

Finally, using feasibility digital image processing was recommended. Digital image processing would provide an objective approach that produces easy to understand results when in doubt of a removal technique. For example, for this study, when the grayscale difference of the removed markings is 10% or less, the marking removal would be effective. When the grayscale difference is over 10%, the marking removal method would only be acceptable if the saturation difference is 25% or less.

Chapter 10 NDOR Implementation Plan

The University of Nebraska has recently completed research on the available methods of temporary pavement marking removal. The study was centered on the effectiveness of the removal methods both in the percentage of removal and also the damage caused to the roadway surface as a result of the removal. Several methods currently not utilized in Nebraska were evaluated in the study.

This research will provide NDOR guidance on the development of new specifications for the removal of temporary pavement markings. The conclusions of this research will also serve to expand the knowledge base of NDOR regarding removal methods and their advantages and disadvantages.

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Appendix I

IRB # 20101111321 EX

Problem Statement

Proper pavement markings help motorists navigate the roads safely. However, such markings have a finite lifespan due to normal wear and tear of the road. They must be eventually removed and subsequently replaced. Currently, many roads are operating near or beyond capacity, and there is a growing demand for frequent road maintenance or repair. During such activities, highway construction operations often require that traffic be shifted to alternate vehicle paths. When this occurs, the original permanent markings must be removed, and temporary markings must be applied. When the traffic pattern is shifted back after completion of the application of new markings, the temporary markings must be removed. To avoid confusing or misguiding the motorist, removed markings should not be visible under any driving conditions.

Questions
Please complete the following:

Name:
Address:
Company or Agency:
Phone Number:

What criteria/guidance is used by your agency in removal of temporary pavement markings? Please explain or provide a specification reference if different from the ***Manual on Uniform Traffic Control Devices*** (MUTCD).

What pavement marking removal techniques have been used in your state?
☐ Grinding
☐ Chemical
☐ Water Blasting
☐ Sand Blasting
☐ Heat Torching
☐ Shot Blasting
☐ Hot Compress-Air Burning
☐ Oxygen Burning

☐ Black Line Removable Tapes
☐ Asphalt pavement over lays
☐ Other methods: ______________________________

Which pavement marking removal methods have been most commonly used?
☐ Grinding
☐ Chemical
☐ Water Blasting
☐ Sand Blasting
☐ Heat Torching
☐ Shot Blasting
☐ Hot Compress-Air Burning
☐ Oxygen Burning
☐ Black Line Removable Tapes
☐ Asphalt pavement over lays
☐ Other methods: ______________________________

Which pavement marking removal method has been most satisfactory?
☐ Grinding
☐ Chemical
☐ Water Blasting
☐ Sand Blasting
☐ Heat Torching
☐ Shot Blasting
☐ Hot Compress-Air Burning
☐ Oxygen Burning
☐ Black Line Removable Tapes
☐ Asphalt pavement over lays
☐ Other methods: ______________________________

What are the most common problems that you have experienced with pavement marking removal practice? (If any, please specify Removal method, Pavement Type, Marking Type, and Problems)

Pavement Type	***Marking Type***	***Problem***

What type(s) of temporary pavement markings do you use the most? Why?

Appendix II: Complete Marking Results (without cost information)

Type	**Removal**	**Marking**	**Marking size**	**Rate (Ft/min)**	**Completeness of removal**	**Degree of scarring**
Concrete	Water Blasting	Water-Based	12 mils	5.017	4	1
Concrete	Dry Ice	Water-Based	12 mils	1.485294118	1	1
Concrete	Scarifier	Water-Based	12 mils	36.01428571	3	5
Concrete	Grinding	Water-Based	12 mils	63.125	3	5
Concrete	Chemicals	Water-Based	12 mils	12.5825	5	1
Concrete	Chemicals	Water-Based	20 mils	12.605	5	1
Concrete	Dry Ice	Water-Based	20 mils	1.732758621	1	5
Concrete	Shot Blasting	Water-Based	20 mils	57.73563218	4	4
Concrete	Scarifier	Water-Based	20 mils	47.93333333	3	5
Concrete	Grinding	Water-Based	20 mils	45.3	3	5
Concrete	Water Blasting	Water-Based	20 mils	3.114375	4	1
Concrete	Water Blasting	Solvent-Based	12 mils	1.517666667	4	1
Concrete	Dry Ice	Solvent-Based	12 mils	0.313479624	1	1
Concrete	Shot Blasting	Solvent-Based	12 mils	26.59235669	3	4
Concrete	Grinding	Solvent-Based	12 mils	47.85714286	4	5
Concrete	Scarifier	Solvent-Based	12 mils	33.93796359	3	5
Concrete	Chemicals	Solvent-Based	12 mils	10.05	5	1
Concrete	Chemicals	Solvent-Based	20 mils	10.1	5	1
Concrete	Dry Ice	Solvent-Based	20 mils	0.192307692	1	4
Concrete	Shot Blasting	Solvent-Based	20 mils	27.72727273	4	2
Concrete	Scarifier	Solvent-Based	20 mils	36.55	3	5
Concrete	Grinding	Solvent-Based	20 mils	44.49565217	3	5
Concrete	Water Blasting	Solvent-Based	20 mils	1.708333333	5	4

Asphalt	Grinding	Water-Based	12 mils	116.0930233	5	5
Asphalt	Dry Ice	Water-Based	12 mils	24.415	4	5
Asphalt	Scarifier	Water-Based	12 mils	103.893617	5	2
Asphalt	Chemicals	Water-Based	12 mils	15.52666667	5	1
Asphalt	Shot Blasting	Water-Based	12 mils	45.92	5	1
Asphalt	Water Blasting	Water-Based	12 mils	11.5825	5	5
Asphalt	Water Blasting	Water-Based	20 mils	3.84	5	4
Asphalt	Chemicals	Water-Based	20 mils	5	5	1
Asphalt	Grinding	Water-Based	20 mils	45.45454545	5	5
Asphalt	Shot Blasting	Water-Based	20 mils	23.35023041	5	4
Asphalt	Dry Ice	Water-Based	20 mils	22.835	4	5
Asphalt	Scarifier	Water-Based	20 mils	5.452562704	4	5
Asphalt	Water Blasting	Solvent-Based	12 mils	1.923076923	4	5
Asphalt	Dry Ice	Solvent-Based	12 mils	6.832857143	3	5
Asphalt	Scarifier	Solvent-Based	12 mils	3.410641201	3	5
Asphalt	Shot Blasting	Solvent-Based	12 mils	14.33333333	5	5
Asphalt	Grinding	Solvent-Based	12 mils	102.84	4	5
Asphalt	Chemicals	Solvent-Based	12 mils	8.611666667	5	1
Asphalt	Chemicals	Solvent-Based	20 mils	10.166	5	1
Asphalt	Dry Ice	Solvent-Based	20 mils	9.166	3	1
Asphalt	Scarifier	Solvent-Based	20 mils	7.142857143	4	4
Asphalt	Grinding	Solvent-Based	20 mils	77.21666667	5	5
Asphalt	PCD	Solvent-Based	20 mils	1.340694006	5	5
Asphalt	Shot Blasting	Solvent-Based	20 mils	22.36888889	4	5
Asphalt	Water Blas	Solvent-Based	20 mils	1.13825	3	5

Asphalt	Dry Ice	Tape	4 inch	282.3529412	5	5
Asphalt	Heat Torch	Tape	4 inch	27.90697674	5	5
Asphalt	Water Blasting	Tape	4 inch	54.50574713	5	1
Asphalt	Water Blasting	Tape	4 inch	74.91947291	5	1
Concrete	Dry Ice	Tape	4 inch	87.04974271	5	1
Concrete	Scarifier	Tape	4 inch	70.58823529	5	1
Concrete	Grinding	Tape	4 inch	196.25	5	1
Concrete	Heat Torch	Tape	4 inch	63.25301205	5	1
Concrete	PCD	Tape	4 inch	42.2	5	1
Asphalt	Scarifier	Tape	4 inch	2.054187192	5	1
Asphalt	Shot blasting	Tape	4 inch	28	5	1

Appendix III: Complete Cost Information of Removal Techniques

Type	Removal	Marking	Marking size	Cost per Linear FT
Concrete	Water Blasting	Water-Based	12 mils	$1.33
Concrete	Dry Ice	Water-Based	12 mils	$3.37
Concrete	Scarifier	Water-Based	12 mils	$0.19
Concrete	Grinding	Water-Based	12 mils	$0.11
Concrete	Chemicals	Water-Based	12 mils	$0.33
Concrete	Chemicals	Water-Based	20 mils	$0.33
Concrete	Dry Ice	Water-Based	20 mils	$2.89
Concrete	Shot Blasting	Water-Based	20 mils	$0.12
Concrete	Scarifier	Water-Based	20 mils	$0.14
Concrete	Grinding	Water-Based	20 mils	$0.15
Concrete	Water Blasting	Water-Based	20 mils	$2.14
Concrete	Water Blasting	Solvent-Based	12 mils	$4.39
Concrete	Dry Ice	Solvent-Based	12 mils	$15.95
Concrete	Shot Blasting	Solvent-Based	12 mils	$0.19
Concrete	Grinding	Solvent-Based	12 mils	$0.14
Concrete	Scarifier	Solvent-Based	12 mils	$0.20
Concrete	Chemicals	Solvent-Based	12 mils	$0.41
Concrete	Chemicals	Solvent-Based	20 mils	$0.41
Concrete	Dry Ice	Solvent-Based	20 mils	$26.00
Concrete	Shot Blasting	Solvent-Based	20 mils	$0.18
Concrete	Scarifier	Solvent-Based	20 mils	$0.18
Concrete	Grinding	Solvent-Based	20 mils	$0.15
Concrete	Water Blasting	Solvent-Based	20 mils	$3.90
Asphalt	Grinding	Water-Based	12 mils	$0.06
Asphalt	Dry Ice	Water-Based	12 mils	$0.20
Asphalt	Scarifier	Water-Based	12 mils	$0.06
Asphalt	Chemicals	Water-Based	12 mils	$0.27
Asphalt	Shot Blasting	Water-Based	12 mils	$0.15
Asphalt	Water Blasting	Water-Based	12 mils	$0.58
Asphalt	Water Blasting	Water-Based	20 mils	$1.74
Asphalt	Chemicals	Water-Based	20 mils	$0.83
Asphalt	Grinding	Water-Based	20 mils	$0.15
Asphalt	Shot Blasting	Water-Based	20 mils	$0.29
Asphalt	Dry Ice	Water-Based	20 mils	$0.22
Asphalt	Scarifier	Water-Based	20 mils	$1.22

Asphalt	Water Blasting	Solvent-Based	12 mils	$3.47
Asphalt	Dry Ice	Solvent-Based	12 mils	$0.73
Asphalt	Scarifier	Solvent-Based	12 mils	$1.95
Asphalt	Shot Blasting	Solvent-Based	12 mils	$0.47
Asphalt	Grinding	Solvent-Based	12 mils	$0.06
Asphalt	Chemicals	Solvent-Based	12 mils	$0.48
Asphalt	Chemicals	Solvent-Based	20 mils	$0.41
Asphalt	Dry Ice	Solvent-Based	20 mils	$0.55
Asphalt	Scarifier	Solvent-Based	20 mils	$0.93
Asphalt	Grinding	Solvent-Based	20 mils	$0.09
Asphalt	PCD	Solvent-Based	20 mils	
Asphalt	Shot Blasting	Solvent-Based	20 mils	$0.30
Asphalt	Water Blasting	Solvent-Based	20 mils	$5.86
Asphalt	Dry Ice	Tape	4 inch	$0.02
Asphalt	Heat Torch	Tape	4 inch	$0.12
Asphalt	Water Blasting	Tape	4 inch	$0.12
Asphalt	Water Blasting	Tape	4 inch	$0.09
Concrete	Dry Ice	Tape	4 inch	$0.06
Concrete	Scarifier	Tape	4 inch	$0.09
Concrete	Grinding	Tape	4 inch	$0.03
Concrete	Heat Torch	Tape	4 inch	$0.11
Concrete	PCD	Tape	4 inch	$0.08
Asphalt	Scarifier	Tape	4 inch	$3.25
Asphalt	Shot blasting	Tape	4 inch	$0.24