

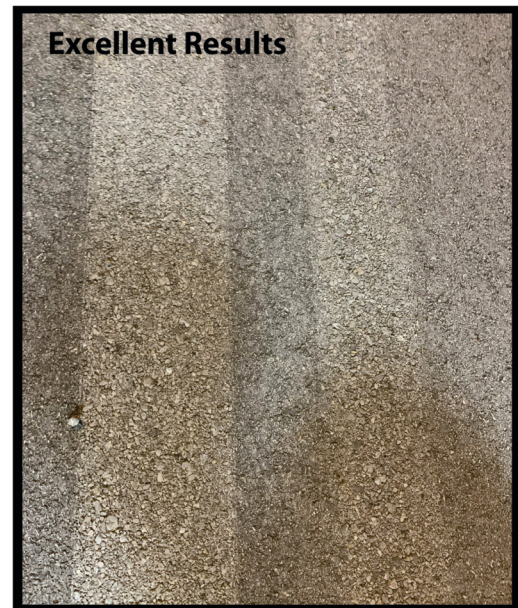


Runway vs Highway Marking Removal

What's the difference?

The goals are different for removing runway markings than they are for removing highway markings. The differences are many. Many highway projects include repaving upon completion. The written specifications for waterblasting may seem less urgent to a road than to a runway.

While the engineer and Prime contractor have the spec on their side, the technician is the expert-on-the-ground. Too little attention is given to the tech ahead of the work such as in a Pre-job meeting. The tech is usually far away for a Pre-job meeting and cannot review site conditions, much less do a test run before the meeting. The project manager often relies on the tech to be the expert and the spec to guide the tech. This works in most trades, but removing airfield markings is an outlier.



The Spec gives the PE and PM false assurance of reliance on the Mechanics expertise. But if the mechanic's expertise is built on satisfying a flawed spec, this dilemma will affect runways and highways alike.

A clear spec in both arenas will condition all mechanics for finesse.

Often the Tech is left to self-resolve pavement challenges as the expert, while the PM and PE rely on the spec. Ambiguity in spec language give the tech expertise power and sort of handcuff the PM and PE from making “best-for-the-pavement” decisions. Short work windows tend to stack the deck against all stakeholders when it comes to sound decisions about removal of pavement markings.

The team at Performance Hydroblasting is working hard to equip Pavement Engineers, Airfield Maintenance Officials, and Mechanics with curriculum, knowledge, experience, visual aids, references, and tools to ensure the best possible outcome on airfield pavements when removing markings.

These topics heavily influence the results on airfield projects.

Project Logistics and access to Work Windows.

- Complex regional, national and international air traffic logistics, affect on-site productivity and available work windows during the planning phase.
- Hierarchy and Chain of Command structure in critical decision making often present critical double-jeopardies during limited work windows.
- A rarely understood and even more rarely addressed difference between two basic removal methods (grinding and blasting) causes significant defects in the language of most removal specifications. This renders them difficult to apply and more difficult to enforce.
- The nuances of a new evolving trade set up a need for new criteria which obsoletes certain aspects of conventional wisdom in defining a written specification.
- Limited work windows place field mechanics and personnel into “situational power” roles and “expert power” roles. Many of these people have earned their “wings” in a less structured environment and under severely conflicted written specifications. This results in well disciplined overseers standing by with some of their authority capped, while they are forced to rely upon experts whose experience level is diminished by a conflicted written spec and the industry that the spec has nurtured.
- The mysteries inside the science, art, and physics of water blasting have rendered highly qualified specifiers short on words to define their goals in a written spec without using words that negate other key words in the spec. This can be decluttered by separating the two removed types with each it’s own spec.
- Conventional knowledge of Pavements, applied energy, and markings produces many “catch 22” scenarios on an airfield in which critical judgement and discretion are needed, but largely untrained.