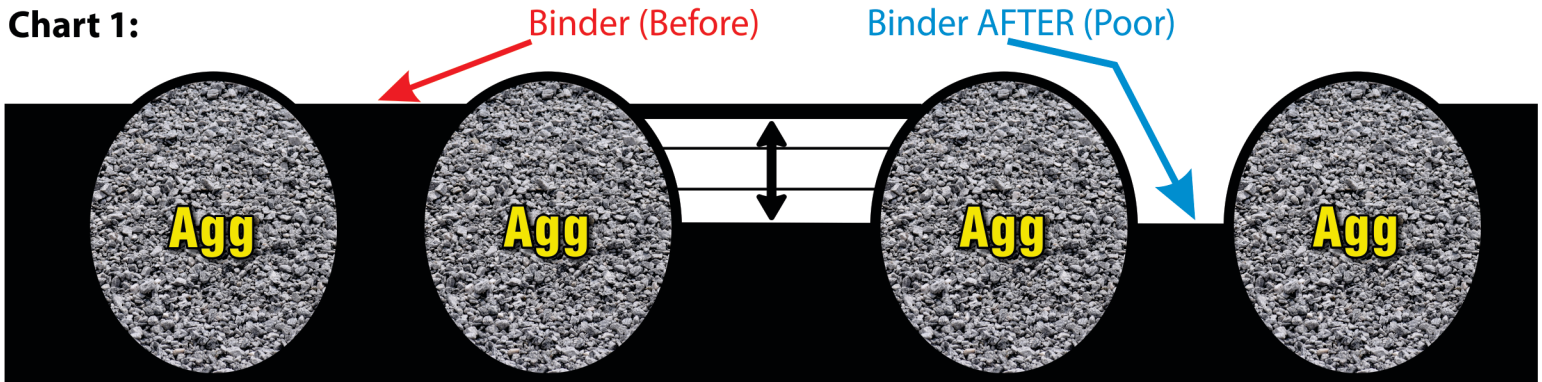


Before Removal

After Removal

Chart 1:



In order to get a much improved finished appearance on eradicated lines. Simply define the allowable distance of the Black Arrow above. This should accompany a rewrite of the spec though and it should be part of creating two separate specs for Grinders vs Blasters and it should give each of those two methods a high quality spec and a low quality spec. One to save the money and the other to save the appearance and the Pavement. SOME binder loss is inevitable. But the current spec does not limit the damage. This makes pricing Subjective and quality Elusive. Work zones will begin to look much better. It is as simple as that.

Much Airport Marking Removal is performed by Heavy Highway Personnel with a different spec. A clearer spec on highway work will benefit Airport results as well by more seasoned workers.

Grinding Left
Waterblasting on Right



Water Blasting
Better<>Best
Highway Removal



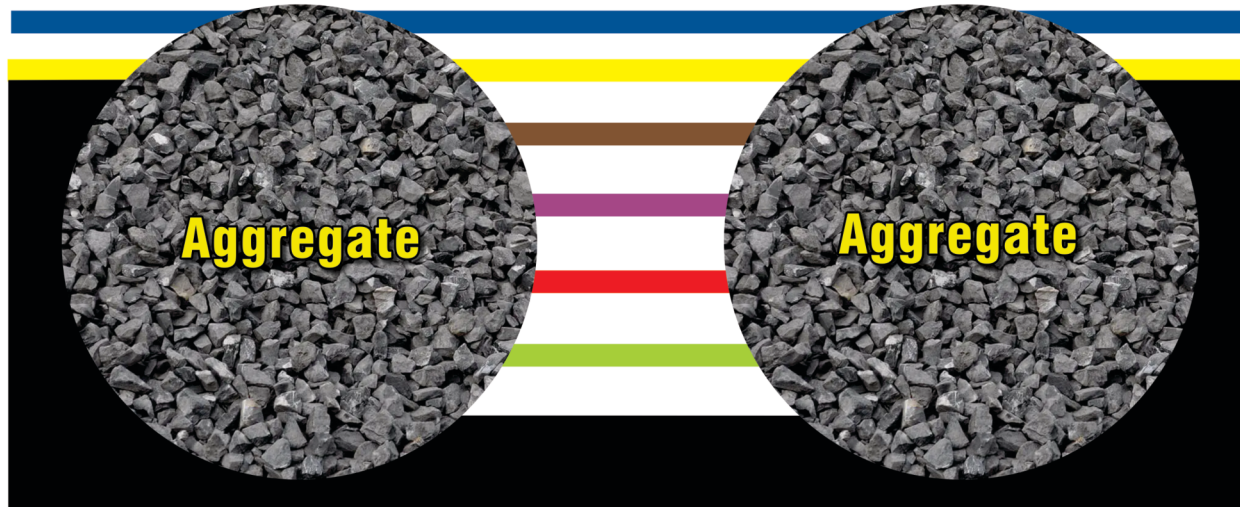
Two Lines with Two
Different Spray Bars



The Missing Metric 2 of 3

Seven levels of removal

Chart 2:



- █ Existing Binder Height
- █ **A** Acceptable Binder loss with minimal ghost line
- █ **B** Slightly excessive Binder loss with more pronounced ghost line
- █ **C** Deep Binder loss with bold shadow line that fades slightly over 3-5 years.
- █ **F** Boldly conflicting shadow line that doesn't fade over many years.
- █ **F** Binder below gripping curve of aggregate. some aggregates unravel.
- █ **F** Surface aggregates missing and unraveling. Second layers of aggregate exposed.

Consider an A, B, C, and Fail Rating. (No "D" in scoring)

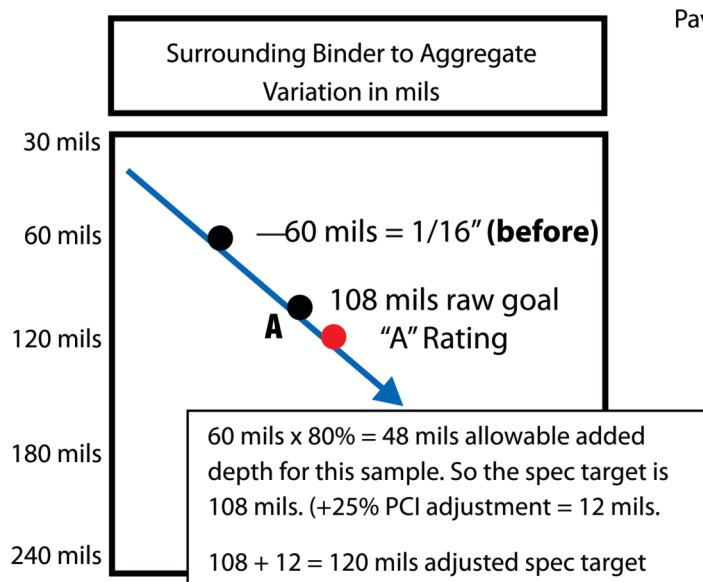
	mil	mm	inch
	15	0.381	0.015
	20	0.608	0.02
	30	0.762	0.03
	60	1.524	0.060 1/16"

This chart is ONLY for a maximum quality spec which would be used only for those highest value areas which merit the added cost and the slower production rates (such as work zone tapers on permanent course pavements.) The percentage values and measures below are the meaningful conversation about this critical and unaddressed concept, and would improve current results but are not necessarily the final ratios or values.

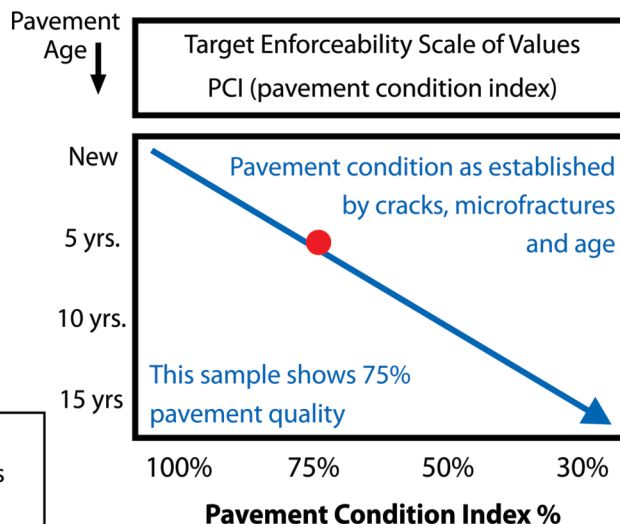
Surface Erosion Sample Charts and Specs

Define surface damage or surface erosion

Use Interactive Objectivity Charts to set an accurate Objective Valuation



Suggested Spec to allow 80% increase of variation from agg surface to binder surface



Disclaimer: All notes and ratios on this page are strictly for conveying a concept to generate conversation ! These are not actual ratios. Also, Premium Spec or standard spec are not defined here.

"There ARE sample values only and need adjusted before becoming code."

Create an escalated removal spec that defines scarring as increasing the binder to aggregate variation by more than 80%. (general suggestion)

In this example, the surrounding average nominal variation from aggregate surface down to binder surface is 1/16" (or 60 mils). After applying the pavement condition of 8 years old and 75% remaining quality the allowed removal of fines is established at the nominal final depth of 120mils.

This standard in this example would have allowed a 100% increase to be surrounding nominal depth to the top of the binder. Deeper removal would be considered scarring.

Disclaimer: These numbers should be generously applied in the early years as well as mercifully enforced while the stakeholders partner in practice to establish the requisite experience and accuracy.

The early benefits would be significant even with a gracious administration of these criteria.

The new spec should also create a similar Chart and Targets for Joint and Crack Erosion.