

# NZRF LINE REMOVAL GUIDE

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This document is issued and controlled as an appendix to Section 12 of the NZRF Safety, Health and Environment Guide

This document has been developed by Quality Surveillance Ltd (QSL) for the New Zealand Roadmarkers Federation Inc (NZRF).

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## 1 Introduction and Need for the Guide

The revision of pavement marking layouts routinely requires the removal of existing markings and the re-application of markings at the revised location and pattern. In addition, particular materials and/or line types may have an adverse affect on subsequent resealing operations, and the markings need to be removed to enable effective seal application.

Although there are a number of methods that may be used to remove markings, the methods available for a particular application may be limited by the marking material and the pavement surface. In addition, the cost-effectiveness of particular treatments is dependent on the quantity of markings to be removed.

This guide is aimed at providing a general description of the more common line removal methods, with a simplified method for the selection of an appropriate removal system for different marking types on particular pavement substrates. References to appropriate legislation are also provided.

## 2 Scope

This document provides guidance to principals, contract specifiers, contractors and subcontractors on the methods used to remove pavement markings from paved surfaces.

The document is aimed at providing a useful minimum standard interpretation of current Road Controlling Authority requirements for line removal.

## 3 Application of the Guide

This document is limited to the process of line removal and does not specify the requirements for associated processes such as temporary traffic management. It is intended that this document be used in conjunction with NZRF Safety, Health and Environment Guide.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

This document is limited to the removal of pavement markings applied for delineation. Methods used to modify or alter pavement surfaces themselves are not covered.

## 4 Definitions and References

### 4.1 References

NZRF Safety, Health and Environment Guide  
 NZRF Roadmarking Materials Guide  
 TNZ T/3 Standard Test Procedure for Measurement of Texture by the Sand Circle Method

### 4.2 Definitions

“Blacking Out”	The practice of covering up unwanted markings with a topcoat of material similar in colour to the road surface.
“Ghost lines/markings”	Markings that result from the line removal process. The degree of ghosting may vary from faint to sharp definitions, i.e. pavement damage.
“Notification”	The advising of the local office of the Occupational Health and Safety division of the Department of Labour of an activity deemed to be particularly hazardous.
“Residual markings”	the parts of the original markings that remain following the removal process.
“Strip sealing”	The application of a bituminous compound (usually about a metre wide) over unwanted markings followed by the spreading of fine aggregate over the bituminous coating.

## 5 Line Removal Principles

1. Redundant pavement markings must be obliterated so as to not function as a recognisable marking.
2. Where original markings were reflectorised, obliteration must include the removal of reflective elements.

## 5.1 Supporting Principles

1. Where line markings are removed permanently, that this is done in such a way that chance of the motorist being confused as to position on the carriageway, particularly in wet weather and poor lighting conditions is minimised. Widening and softening the edges of existing marking type may do this.
2. When arrows, letters or figures (for example speed limit symbols) are to be removed permanently (or temporarily “blacked out”) that this be done in a rectangle or square pattern such a way that the motorist being confused, particularly in wet weather and poor lighting conditions is minimised.
3. Unwanted markings are to be removed permanently, not “blacked out”.
4. The line removal method(s) must not adversely affect or compromise the integrity of the pavement surface.
5. Prior to the commencement of work, the clients representative must approve the proposed method and determine acceptability standards
6. All line removal works must be carried out in accordance with the ordinances, statutes and laws relevant to the various jurisdictions.
7. All line removal works must be carried out in such a manner as to not endanger the health, safety or amenity of employees or the public in general.

## 6 Line Removal Standards

While it is possible to remove virtually all traces of the line markings in many instances, the costs related to line removal to this extent might be prohibitively high.

More importantly, the risk of and the degree of damage to the pavement increases exponentially as the degree of removal increases, as does the risk of creating “ghost markings”.

Effective line removal is managing the fine balance between leaving “residual markings”, and creating “ghost markings”, causing pavement damage.

It is suggested that the standard be set by practical assessment by viewing the work as a road-user.

Road-user preview times and extent of marking need to be taken into consideration when setting the standard of work. For example, the standard set for the degree of removal on an edge-line of a road having a chip seal surface and travel speeds in excess of 70kph, can be considerably lower than that for lane lines on a dense grade asphalt in an urban environment.

It is critical that this assessment takes into consideration all likely road conditions in that particular environment. Consideration must be given to but not limited to, day-light, wet-night, low incident light, change of lay-out, posted speed limits, consequences of possible driver confusion.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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<b>Line Type</b>	<b>Posted Speed Limit (kph)</b>	<b>Viewing Direction</b>	<b>Viewing Point Distance (m)</b>
Edgeline	Above 70	With travel	50
Centre Line and Lane Lines	Above 70	Both	30
Centre Line and Lane Lines – Divided carriageways	Above 70	With travel	30
Edgeline	Below 70	With travel	20
Centre Line and Lane Lines	Below 70	Both	20
Centre Line and Lane Lines – Divided carriageways	Below 70	With travel	20
Intersection Markings	Rural	With travel	10
Intersection Markings	Urban	Both	10

Once the standard has been set, a series of photographic standards should be produced for use by supervisors and operatives for on-going work / future work.

**Important Note:**

On delicate surfaces - open graded asphalts, slurry seals, and new chipseals the surface is likely to be destroyed before removal to a standard that can be achieved on sound surfaces is met.

## 7 Selection of Removal Method

There is no one single method of line removal that will work well on all of the various marking materials used on the many different pavement surfaces commonly encountered.

However, given an understanding of the marking materials used and the characteristics of the particular pavement types, it is possible to determine the method most likely to achieve a satisfactory end result. In particular circumstances, an effective result may be dependent on the utilisation of a combination of line removal methods.

A method selection matrix is provided below. The information supporting the decision rationale is provided in following sections.

It is strongly recommended that the supporting information is read and understood before selections using the matrix are made.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 7.1 Selection Matrix

The following matrix is aimed at describing methods that may be appropriate for a range of marking types on a range of pavement surfaces. The key for the methods is as follows:

1. High Pressure Water Cutting / Milling
2. Grinding
3. Abrasive Blasting
4. Water Blasting – Sodium Bicarbonate System
5. Chemical
6. Heat Lance
7. Permanent overlay

Type Of Marking Material To Be Removed	Type of Pavement Surface				
	Chipseal	Open Graded Asphaltic Concrete	Dense Graded Asphaltic Concrete	Concrete	Pavers
Solvent-borne Paint	1, 3, 4	1, 3, 4	1, 2, 3, 4 (2+7)	1, 2, 3, 4, 5	1, 3, 4, 5
Water-borne Paint	1, 3, 4	1, 3	1, 2, 3, 4 (2+7)	1, 2, 3, 4, 5	1, 3, 4, 5
Thermoplastic	1, 3	1, 3	1, 2, 3 (2+7)	1, 2, 3, 5	1, 3, 4, 5
Preformed Thermoplastic	1, 3	1, 3	1, 2, 3 (2+7)	1, 2, 3, 5	1, 3, 4, 5
Cold-applied Plastic	7	7	7	1, 2, 3	3
Temporary Tape	7	6	6	6	6
Permanent Tape	7	6	2	2	7

## 8 Pavement Marking Material Types

A wide range of materials is used by the roadmarking industry. Information on the use and characteristics of each of these materials is provided in the NZRF Roadmarking Materials Guide, available as a printed document or in electronic format on the NZRF Website [www.nzrf.co.nz](http://www.nzrf.co.nz)

## 9 Pavement Characteristics

Pavement surfaces on roads are designed to provide a dust free, waterproof, skid resistant surface on which the motorist may travel safely. The characteristics that may be compromised by line removal are related to change in surface texture / chip loss and membrane integrity.

### 9.1 Pavement Texture

Effective obliteration of redundant markings is dependent on ensuring that the surface is restored as much as possible to that of the surrounding pavement areas.

The primary cause of the increase in texture depth resulting from many line removal processes on bituminous pavements is bitumen removal, where excess bitumen near the surface is removed, hence the bitumen –stone bond is weakened and stripping can occur.

In addition, the failure to adequately remove detritus from the pavement will severely degrade the draining ability of that pavement. In particular, blasting media and fines will clog open graded asphalts (OGPA)

A mismatch in macrotexture significantly increases the chances of “ghost markings” particularly during wet weather. Therefore, it is critical that the macrotexture, (i.e. the gaps between the stones) match that existing in the surrounding pavement as closely as possible.

Estimates of texture depth may be determined by texture depth instruments or by the sand circle method, refer TNZ T/3.

### 9.2 Membrane Integrity

A key component in a chipseal pavement is the integrity of the waterproof membrane that is formed between the wearing course and the underlying basecourses. This membrane is particularly sensitive to damage from certain line removal processes and / or “over-enthusiastic” line removal. The most common problem caused by a failure of membrane is the development of potholes.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 10 Pavement Types

A wide range of materials and structures are used on pavements in New Zealand. A critical component in the selection of the appropriate line removal method is an understanding of the pavement surface, its performance characteristics and how these characteristics may be adversely affected by the line removal operation.

A selection of the more common pavement types are as follows.

### 10.1 Chipseal

Chipseal roads make up a large portion of New Zealand roads. Chipseal (or spray seal) is produced by spraying molten bitumen binders onto the prepared surface before applying selected aggregates which are rolled into the bitumen.

Chipseals may be produced using a range of aggregate sizes, which produces a relatively coarse texture. The resultant texture is dependent on the aggregate size(s), process / seal design and age. The texture depth range can vary between <1mm and >3mm when determined in accordance with TNZ T/3.

The comparatively large macrotexture of chip seals, its resultant tendency to “consume” significant quantities of marking material, and the requirement of restoring the macrotexture without localised damage requires careful selection and management of the line removal process.

The issues relating to line removal on chipseals are stripping of aggregate, removal of aggregate, destruction of membrane integrity and / or the generation of ghost lines.

### 10.2 Open Graded Asphalt

Asphaltic concretes may generally be defined as an intimate mixture of coarse aggregate, fine aggregate, filler material and asphalt cement. The mixture is combined prior to delivery to the paving machine.

Open grade asphalts contain a lower proportion of fines such that the surface is free draining or “open”. These pavements have a large percentage of air voids and rely mainly on particle interlock for stability. The draining of water from the surface is dependent on the interconnected voids within the structure.

The texture depth range is typically around 1mm when determined in accordance with TNZ T/3.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

The issue of line removal on open graded asphalt is primarily one of the clogging of the drainage courses, and as the aggregate has less bitumen holding it in position than in dense graded mixes, the surface can strip with overzealous water blasting.

### ***10.3 Dense Grade Asphalt***

Dense or fine graded asphalts, although having a similar maximum aggregate size have a high proportion of fines, which produces a much lower texture depth to the open grades. The texture depth range is typically around 0.5 mm when determined in accordance with TNZ T/3.

The issue of line removal on dense graded asphalt is the removal of fine material components of the structure and / or the cutting of trench in the top surface. Water consequently collecting in such trenches may create ghost markings at times of rain.

### ***10.4 Slurry Seals***

As the name implies, this is a viscous material consisting of bituminous emulsion binders and aggregates screeded onto existing road surfaces. This overlay can be very thin, i.e. less than 10 mm, and has a comparatively fine surface texture.

Slurry seals are comparatively more brittle than the surfacing types described above.

The issue of line removal on slurry seals is the destruction of the bond between the slurry and the substrate and / or within the slurry itself.

### ***10.5 Concrete***

Although Portland cement pavements are common on roads in Australia and the United States, concrete pavements are not commonly encountered on carriageways in New Zealand.

Textures of the cement pavement surfaces encountered may vary significantly, but in general have a fine graded finish.

The issue of line removal on concrete is the loss of its finished surface or fines with water cutting, abrasive blasting or scabber / grinder and spalling / scaling with heat lance.

Removal of markings on patterned concrete with coloured pigments and sealing compounds may result in the exposure of aggregate and a contrasting background colour, possibly requiring rectification.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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## 10.6 Segmental Block Pavements

Paving blocks made from either fired clays or moulded concrete may be used to provide flexible pavements in shared or specialised roading pedestrian areas. The sand used to fill between the segments is an integral part of the pavement. The paving units may give varying reactions to line removal depending on the style of manufacture.

Concrete and dry pressed clay units can be porous, with wet extruded pavers more dense and glassy.

The issue of line removal on pavers is the maintenance of surface texture / appearance of the surface. Line removal on these pavements can cause:

- Abrasion and pitting of surface
- Spalling of edges and cracking
- Loss of sand between segments allowing excessive movement
- Change of appearance of surface
- Change of colour of paver.

## 10.7 Specialist Coatings (Coloured & Antiskid)

These surfaces are specialist cold applied plastics, epoxies, polyurethanes or hot applied materials containing aggregates sometimes having a high polished stone value such as calcined bauxite. They are used to provide a high skid resistance and / or coloured surface to delineate stopping areas, bus lanes, etc.

It is unlikely that any line removal process would be successful on such surfaces without seriously compromising the surface characteristic.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 11 Line Removal Types

### 11.1 Wet paint markings

Although this guide is aimed primarily at providing information with removal of markings that are set or dry, an explanation is provided of the methods and issues relating to immediate remedial actions or clean ups of inadvertent transfers or damage of painted markings.

Crushed glass, sand or similar powdered material may be used to absorb incorrectly marked pavements, provided it is applied immediately, and at such a quantity that it blots up all free solvents. This material is then swept up and disposed of in a controlled manner. Any remaining markings should be indiscernible to the motorist after light trafficking.

The removal of waterborne painted markings that are not totally dry constitute a significant environmental risk and must be dealt with caution. The resultant water and washings are ecotoxic and must be stopped from entering drainage systems, collected and disposed of in the correct manner.

### 11.2 Markings that are set or dry

In addition to the temporary “blacking out” of markings, there are six common methods of “permanent” line removal:

1. High Pressure Water Cutting
2. Grinding or Scabbling
3. Abrasive Blasting
4. Water Blasting – Sodium Bicarbonate System
5. Chemical Paint Removers
6. Heat Lance
7. Permanent overlays

## 12 Temporary Line Removal

“Blacking Out” must be considered only as a temporary method of covering up unwanted markings. “Blacking Out” should only be used in situations where line removal equipment is not immediately available or in work zones where permanent markings are to be installed after the completion of road works.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

### 12.1 Advantages of “Blacking Out”

Expedites traffic delineation changes by allowing traffic to temporarily use the revised layout until permanent removal work can be scheduled at a later time.

Allows temporary traffic changes resulting from requirements of pavement repairs, etc.

### 12.2 Disadvantages of “Blacking Out”

The blacked out area can appear to have a different colour and gloss from that of the pavement surface. This phenomenon is more apparent under particular lighting and weather conditions.

Where the lines incorporate the use of glass beads, masking of the line through blacking out is ineffective as the retroreflective effect of the glass is from the white/yellow paint that creates the ‘mirror’ around the back of the embedded glass. A black line can appear white or yellow at night and may give a brighter line than the replacement line.

The blacked out area can change in both colour and gloss as traffic erodes the coating. This has been known to cause problems, especially when sunlight reflects upon the "blacked out" markings at sunrise and sunset.

The blacked out area will eventually wear away to reveal the original unwanted markings.

Worn blacked out surfaces may exhibit a different skid resistance to the rest of the pavement surface; this may lead to skidding problems especially in wet weather,

### 12.3 Blacking Out Materials

#### 12.3.1 Paint

Black road marking paints, both solvent-borne and water-borne, can be applied by brush, roller or spray, and offer a simple method of covering up unwanted markings. These paints are often tinted with white road marking paint in order to approximate the colour of the pavement surface. The use of water-borne paint is generally considered to be more effective than solvent-borne paint due to superior wear characteristics. Crushed aggregate up to 1.0 mm may be surface applied to attain a lower gloss level and improve skid resistance.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

### 12.3.2 Black Tape

Removable black line masking tapes are designed to provide a short-term obliteration of pavement markings. These offer a fast way of creating temporary lane changes during road maintenance and on construction sites. The traffic flow can be restored to normal when required by removing the black masking tape to reveal the original markings. The ease of removal is dependent on degree of trafficking.

## 13 High Pressure Water Cutting / Milling

High pressure water cutting or milling uses water pressurised at up to 280,000 kpa (40,000psi) in conjunction with rotating blasting heads. These devices can deliver pressure at the rotating head of up to 138,000 kpa. The sheer force of the water delivered literally “knocks” the markings off the pavement. The quantity of water used is typically in the region of 2 to 4 litres a minute. Removal rates can be in the order of 1km/hr.

The more sophisticated systems have the heads mounted on a trolley. The nozzle orientation, height from the surface and the travel speed of the cleaning heads over the pavement can be well controlled.

This system also involves the vacuum removal of the water and removed materials. The recovered water and material are then recycled through a filtering process which removes the paint and other material before reusing the water.

Alternatively the head orientation, height and travel may be controlled manually by the operator. Such systems may or may not include vacuum removal of the water and removed materials.

### 13.1 Advantages of High Pressure Water Cutting Milling

When operated by skilled operators, the trolley mounted process is capable of consistently removing most types of road marking products without significantly damaging the road surface.

### 13.2 Disadvantages of High Pressure Water Cutting Milling

With the manually directed head units, the results are highly dependent on the pavement surface conditions, the controllability of the machine, the skill of the operator and the cleanup methods used.

May damage surfacing with loosening or removal of larger aggregate.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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Failure to remove fines as an integral part of the line removal process may lead to the clogging of open graded asphalt surfaces.

## 14 Grinding or Scabbling

Grinding is achieved by the use of motorised, high-speed rotation of hardened steel or tungsten carbide cutters. The orientation and pressure on the cutter head and the depth of grinding is continuously adjusted during operation to achieve optimum results. The device is commonly mounted on a specialist multi-purpose rubber tyred machine e.g. a Bobcat.

A push-along grinder is a comparatively inexpensive item of equipment that can effectively be operated by a single operator.

This method of line removal results in detritus that includes marking material and particles of surfacing material, which must be cleared from the site using vacuum brooms.

More elaborate versions of self-propelled and ride-on grinders complete with dust collection systems are better suited where long distances or where large areas of markings are to be removed. Some of the smaller grinding units may also have the option to include a dust collection system, thus providing a dust free working environment.

### 14.1 Advantages of Grinding or Scabbling

Grinding is one of the most cost-effective methods of removing high build pavement markings off fine textured pavements.

### 14.2 Disadvantages of Grinding or Scabbling

Grinding or scabbling cannot be carried out on most chipseal surfaces or open graded asphalts without compromising seal characteristics, destroying the seal and / or producing significant “ghosting”.

“Ghost lines” often result as a consequence of a rough surface profile or channel having been created by the grinding process. However, when used in conjunction with the subsequent application of bituminous compounds, this effect can be minimised.

The results are highly dependent on the pavement surface conditions, the controllability of the machine, the skill of the operator and the cleanup methods used.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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## 15 Abrasive Blasting

Blasting is one of the most widely used techniques in surface preparation. The blasting media is accelerated and propelled at great speed and tremendous force using compressed air.

Experienced operators can select the appropriate blasting media and regulate the blasting pressure to remove redundant markings without significant damage to the pavement surface.

Markings are removed by being either shattered, broken loose and / or removed by abrasion by the particular blasting media striking the surface.

Occasionally, for expediency and in order to speed up the effectiveness of the blasting process, the top surface of the unwanted markings can also be broken up by physical means (e.g. by bolster, chisel etc) before being abrasive blasted.

While lines are typically removed in an open environment, it is possible to build mobile blast booths that control noise and dust.

### 15.1 Advantages of Abrasive Blasting

Can be carried out by roadmarking operatives during periods of inclement weather.

With care, many pavement surfaces can be restored to near original condition.

### 15.2 Disadvantages of Abrasive Blasting

Abrasive blasting is not effective in removing elastomeric marking materials such as cold applied plastics.

Blasting is by nature a noisy operation, and may prove to be an unacceptable option at certain locations or times of the day, especially in built up areas.

The blasting media may generate considerable quantities of dust and particular media requires the injection of water to limit the dust hazard.

Abrasive Blasting is “Notifiable” under the HSE Regulations 1995. In addition proof is required that all sand used has a silica content below 5%.

All spent abrasives must be removed from the pavement surface, as these adversely affect drainage and other surface characteristics.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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Abrasive blasting using steel shot as a media causes significant damage to open graded asphalt surfaces.

### ***15.3 Abrasive Blasting Using Sand as the Media***

Sand shatters as it strikes the markings, therefore generating dust in the process. This presents a health hazard (Silicosis and acknowledged carcinogen) to operators, and pavement users. Water must be introduced to minimise dust, but care is still required during operation.

### ***15.4 Abrasive Blasting Using Garnet or Copper Slag as the Media***

Garnet and copper slag are much harder than sand and as such, more effective in removing both painted and thermoplastic pavement markings. The choice of the media is often made on the basis of availability/cost.

Spent media is swept or vacuumed up. Small quantities of garnet or slag left on site present considerably less risk to road-users and / or the pavement surface.

The use of this media does not generate much dust especially if moistened copper slag is used. Blasting with garnet or copper slag is cost effective; skilled operators are capable of removing several hundred square metres of pavement markings per day.

### ***15.5 Abrasive Blasting Using Steel Shot as the Media***

The steel shot blaster method is a dust free enclosed operation. A dust collector vacuum is operated in conjunction with the blaster.

When accelerated steel shot strikes the surface, pavement marking materials are broken loose. Shot and dust rebound up the chamber where they pass through an air stream which draws out the impurities into the dust collector vacuum. The shot is then recycled and continues to be reused. The debris collected in the dust collector is emptied as needed.

Even though an experienced operator may be capable of removing several hundred square metres of markings per day, this is an expensive system, requiring daily maintenance and the use of blast wheels having a relatively short life cycle

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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## 16 Water Blasting – Sodium Bicarbonate System

In this removal method Sodium Bicarbonate is mixed in a special blasting head with a high-pressure water jet.

### 16.1 Advantages of Water Blasting – Sodium Bicarbonate System

Sodium Bicarbonate is a relatively benign chemical, and easily disposed of, as it dissolves readily in water.

### 16.2 Disadvantages of Water Blasting – Sodium Bicarbonate System

While it is claimed this method can remove all types of marking materials in an environmentally friendly manner with minimum damage to the pavement surface, trials indicate that this method has little success in removing waterborne, thermoplastic markings and cold-applied plastics.

As with all blasting systems the effectiveness of the method may well depend upon the skill of the operator.

## 17 Chemical Paint Removers

Several types of chemical paint removers are commercially available:

- (a) those based on methylene chloride or similar solvents.
  - (b) those based on alkalis.
  - (c) these that contain no caustic or chlorinated hydrocarbon solvents.
- Only type (a) and (c) materials should be used for removal of pavement markings.

Methylene chloride is a strong solvent that softens and swells the markings allowing them to be removed using water jetting and/or stiff bristle brooming.

In order to keep the solvent (which is very volatile) in contact with the marking for as long as possible, the remover is usually thickened and paraffin wax included to retard evaporation. The paint remover which is usually of a 'gel' like consistency, should be liberally applied to the marking by brush or broom, left for the period recommended in the manufacturers specifications, and then removed by brooming or water jetting.

When using chemical paint removers, the manufacturer's material safety data sheet must be carefully read and all precautions observed.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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Companies specialising in the removal of pavement markings by chemical means generally use several chemical formulations, and by varying the ratio of chemicals are able to effectively remove pavement markings. Due diligence is required to handle and dispose of used chemicals and removed markings in a safe and environmentally acceptable manner.

### ***17.1 Advantages of Chemical Paint Removers***

Method is relatively simple, inexpensive and appropriate for small areas.

### ***17.2 Disadvantages of Chemical Paint Removers***

The use of chemical paint removers can be time consuming and labour intensive. It is generally cost effective only when a small area of pavement marking is to be removed.

The materials used are hazardous and adequate precautions must be implemented to ensure that all materials are collected and prevented from polluting waterways. Skin as well as eye contact and the breathing of vapours must be avoided. Measures must be introduced that ensure the prevention of inadvertent contact by members of the public.

Multiple applications of remover may be necessary in order to remove heavy film builds of pavement marking material.

Paint removers will also soften bitumen and asphalt. Application to the markings must therefore be carefully controlled in order to minimise contact with bituminous surfaces.

## **18 Heat Lance**

Heat lances use a mixture of propane gas and compressed air to produce a concentrated, powerful, high velocity flame. The air pressure and flame is regulated to achieve the desired heat.

Originally designed for burning off unwanted thermoplastic and painted markings, this method is also effective in the removal of temporary marking tape. Heat from the flame softens the adhesive of the marking tape, which can then be peeled off with relative ease.

A heat lance can also be used to soften the raised ribs of profile thermoplastic markings, which can then be easily scraped off leaving just the base line.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
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### ***18.1 Advantages of Heat Lance***

A heat lance may also effectively be used as a drying burner; an effective method of negating a wet or damp surface when road marking. The hot compressed air from a heat lance can be directed to remove loose or flaked thermoplastic and paint, dirt and sand when remarking.

### ***18.2 Disadvantages of Heat Lance***

The lance generates a considerable amount of noise and fumes when working. The method may require specific precautions due to the noise emitted when operating. Due to the noise and the likelihood of fumes / smoke, Regional / District Council Consent may be necessary.

Particular marking materials, e.g. PMMA and coloured thermoplastic when heated/burnt change state and may alter the colour and or texture/structure of bituminous substrates.

The equipment is relatively expensive to purchase and operate. Operation of the plant needs to be carried out by operators having appropriate training and / or under adequate supervision.

As the fumes given off by the superheated materials and road surface contaminants may be toxic, appropriate protective equipment may be necessary.

## **19 Permanent Overlays**

Permanent overlays have application where it is either difficult to remove the particular marking type from that particular substrate or where the line removal method is either not cost-effective or practical.

The overlays used obviously need to be long-life, these may be bituminous, thermoplastic or cold applied plastics.

### ***19.1 Advantages of Permanent Overlays***

These can closely match the pavement surface / road environment and are less likely to compromise the integrity of the membrane on bituminous pavements.

This method is especially useful for eliminating “ghost images” that occur when grinding and blasting removal methods are used in the removal of unwanted markings.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 19.2 Disadvantages of Permanent Overlays

Relatively high material cost. Although permanent, costs of particular overlays, e.g. cold applied plastics, may be prohibitively high.

Typically “black”, hence only appropriate on bituminous surfaces.

May contribute to high build markings.

Must be applied with caution to ensure that markings do not exhibit characteristics of the markings being overlaid in particular circumstances.

## 19.3 Permanent Overlay Types

### 19.3.1 Bituminous Compounds

A bituminous compound is applied (usually at about a metre wide) over the unwanted marking and crusher dust or sand is then spread over the bituminous coating. The crusher dust or sand serves to lower the gloss level and improve skid resistance.

“Asphalt rejuvenators”, a mixture of bitumen emulsion, water and sand which are cold applied can provide a relatively cheap and easy cover.

This method is very effective on spray / chip seal surfaces but is less effective when used on asphaltic concrete or concrete surfaces.

### 19.3.2 Thermoplastic

Black preformed thermoplastic applied with the use of a blowtorch is a relatively easy method of masking unwanted markings. The black thermoplastic must, by necessity, be free of reflective glass beads.

### 19.3.3 Cold Applied Plastic

Black cold applied plastics are formulated with methyl methacrylate resins and inert fillers which then cure with the addition of benzol peroxide. These can be applied by trowel, roller, brush or cardboard, spread over the existing marking and then dusted with crushed blue metal aggregate of a 3-5 mm particle size so as to lower gloss and subsequently improve skid resistance.

Black cold applied plastic is considered to be the longest wearing of the permanent overlay materials and is semi-permanent, second only to the complete removal of unwanted markings.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 20 Legislation & Guidelines

The following legislation and guidelines have application to the practices described by this document:

The Health and Safety in Employment Act 1992, and its subsequent amendments

The Health and Safety in Employment Regulations 1995

The HSE Pressure Equipment, Cranes and Passenger Ropeways Regulations 1999

The Clean Air Act 1966

The Resource Management Act 1991

NZRF Safety, Health and Environment Guide

## 21 Obligations & Responsibilities

The legislation details specific requirements for particular operations and both Principals and Contractors are advised to familiarise themselves with those requirements.

### 21.1 In general

All Line Removal works must be carried out in such a manner as to not endanger the health, safety or amenity of employees or the public in general. All line removal operations are potentially hazardous and as such require hazard analysis prior to the commencement of work. Appropriate personal protective equipment must be supplied and regular checks made to ensure that these items are correctly fitted and worn.

As with all operations carried out on roads, the safety of the worker and the public is of paramount importance.

When removing markings in or near built up areas, the possible adverse effects of noise pollution and dust must be considered when selecting a removal method. Consents may be required, either for each exercise or as required by the Regional Council.

The removed markings and blasting materials must be contained, collected and disposed of in accordance with legislated environmental guidelines. It is recommended that traps be utilised to prevent dislodged marking materials from entering into the storm water drainage system. Markings removed by this process are either swept or vacuumed up at the end of the operation and disposed of in accordance with environmental guidelines.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## 21.2 Specific Requirements

Local OSH Offices of the Department of Labour must be “Notified” of any and all Abrasive blasting operations prior to the commencement of work. If sand is used as a blasting media, written proof that the silica content of the sand is below 5% is required. Regular operators of such plant must have regular health checks.

Due to the likely “dust nuisance”, wet and dry abrasive blasting are in general, specifically addressed in Regional Plans as “Restricted Discretionary Activities” and as such require Resource Consent from the appropriate Regional Council

Water blasting results in a likely discharge of contaminants to land or water and therefore is likely to be specifically addressed in Regional Plans. This activity is generally dealt with as a “Permitted Activity” with conditions attached.

Similarly, where a “noise nuisance” is likely, Consent is required from the appropriate Regional / Local Council.

Line removal activities on roads and public thoroughfares are required to be carried out within closures established in accordance with the RCA requirements for temporary traffic management.

Information on the operational requirements of the related legislation may be found in the NZRF Safety, Health and Environment Guide.

## 22 Training & Competency Assessment

Principals and Employers are obliged under the respective legislation to ensure that all operatives have been appropriately trained and / or supervised for the task that they are assigned to.

There are a number of Unit Standards registered on the NZQA Framework which relate to the practices as described by this document, i.e.

15922 Roadmarking	Remove redundant roadmarkings from paved surfaces
17522 Abrasive Blasting	Apply quality concepts to abrasive blasting
17523 Abrasive Blasting	Demonstrate knowledge of abrasive blasting materials
17524 Abrasive Blasting	Demonstrate knowledge of wet blasting
17525 Abrasive Blasting	Operate blast pot
17526 Abrasive Blasting	Operate low-bar water blaster in abrasive blasting environment
17547 Blaster Coater Operations	Demonstrate knowledge of health and safety in a blaster coating environment

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

Line removal strands are provided for in the Roadmarking National Certificates.

Assessors registered by the relevant Industry Training Organisation may assess competency against the appropriate unit standard.

## **23 Industry Review and Improvement**

### ***23.1 Document Development***

The content of this document has been developed on the basis of industry participation and consultation. The development group has endeavoured to provide clear interpretation of the information gained during consultation and an understanding of industry collected knowledge.

### ***23.2 Submissions for Change***

Submissions for change can be separated into three categories in relation to their importance and complexity; i.e.

1. Critical and Urgent – Make submission directly to the writer
2. Formal Submission – Make submission to the NZRF Executive Director
3. Informal enhancement/discussion point – Make submission through Industry Representatives/Review Group Members.

### ***23.3 Roadmarking Materials Review Group***

This group is made up of a small number of people having line removal / materials knowledge and / or experience, and is responsible for the ongoing improvement of this document. Additional members may be co-opted where a specific requirement is to be met. The members provided valuable in the initial development of the Guide were as follows:

Alister Harlow, New Zealand Roadmarkers Federation Inc.

Bill Caplin & Pat O'Brien, Caplin Group

Bob Carnaby, Potters Industries Pty Ltd

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Bruce Belton, Independent Roadmarkers Taranaki Ltd

Bryan Knox & Graham Sims, AquaMax Hydroblasting

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Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

### ***23.4 Notice of Amendments***

A control copy of this document and the attachments are available on the NZRF website [www.nzrf.co.nz](http://www.nzrf.co.nz). This copy is to be the formal notice of change. Hard copies may be available on request from the NZRF.

Revision No.: 001	Prepared by Quality Surveillance Ltd	Date Issued: June 2004
Guide Edition No.: 001	Authorised by: NZ Roadmarkers Federation Inc.	QA. Reference: NZRF.COP.001

## INDEX

1	Introduction and Need for the Guide.....	1
2	Scope .....	1
3	Application of the Guide .....	2
4	Definitions and References .....	2
4.1	References.....	2
4.2	Definitions.....	2
5	Line Removal Principles .....	3
5.1	Supporting Principles .....	4
6	Line Removal Standards.....	4
7	Selection of Removal Method .....	6
7.1	Selection Matrix .....	8
8	Pavement Marking Material Types .....	9
9	Pavement Characteristics.....	9
9.1	Pavement Texture.....	9
9.2	Membrane Integrity .....	10
10	Pavement Types .....	10
10.1	Chipseal.....	10
10.2	Open Graded Asphalt .....	10
10.3	Dense Grade Asphalt .....	10
10.4	Slurry Seals .....	10
10.5	Concrete.....	10
10.6	Segmental Block Pavements .....	10
10.7	Specialist Coatings (Coloured & Antiskid) .....	10
11	Line Removal Types .....	10
11.1	Wet paint markings.....	10
11.2	Markings that are set or dry .....	10
12	Temporary Line Removal.....	10
12.1	Advantages of “Blacking Out”.....	10
12.2	Disadvantages of “Blacking Out” .....	10
12.3	Blacking Out Materials .....	10
12.3.1	Paint .....	10
12.3.2	Black Tape.....	10
13	High Pressure Water Cutting / Milling.....	10
13.1	Advantages of High Pressure Water Cutting Milling.....	10
13.2	Disadvantages of High Pressure Water Cutting Milling .....	10
14	Grinding or Scabbling .....	10
14.1	Advantages of Grinding or Scabbling .....	10
14.2	Disadvantages of Grinding or Scabbling .....	10
15	Abrasive Blasting .....	10
15.1	Advantages of Abrasive Blasting .....	10
15.2	Disadvantages of Abrasive Blasting.....	10
15.3	Abrasive Blasting Using Sand as the Media .....	10
15.4	Abrasive Blasting Using Garnet or Copper Slag as the Media.....	10
15.5	Abrasive Blasting Using Steel Shot as the Media .....	10

16	Water Blasting – Sodium Bicarbonate System.....	10
16.1	Advantages of Water Blasting – Sodium Bicarbonate System.....	10
16.2	Disadvantages of Water Blasting – Sodium Bicarbonate System.....	10
17	Chemical Paint Removers.....	10
17.1	Advantages of Chemical Paint Removers.....	10
17.2	Disadvantages of Chemical Paint Removers .....	10
18	Heat Lance .....	10
18.1	Advantages of Heat Lance .....	10
18.2	Disadvantages of Heat Lance .....	10
19	Permanent Overlays .....	10
19.1	Advantages of Permanent Overlays .....	10
19.2	Disadvantages of Permanent Overlays .....	10
19.3	Permanent Overlay Types.....	10
19.3.1	Bituminous Compounds.....	10
19.3.2	Thermoplastic .....	10
19.3.3	Cold Applied Plastic .....	10
20	Legislation & Guidelines.....	10
21	Obligations & Responsibilities .....	10
21.1	In general.....	10
21.2	Specific Requirements .....	10
22	Training & Competency Assessment.....	10
23	Industry Review and Improvement .....	10
23.1	Document Development .....	10
23.2	Submissions for Change .....	10
23.3	Roadmarking Materials Review Group .....	10
23.4	Notice of Amendments .....	10