



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS
SECRETARY

June 22, 2009

Monica Gourdine
Program Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section 711
Proposed Specification: 7110201 Thermoplastic Traffic Stripes and Markings

Dear Ms. Gourdine:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Chester Henson of the State Roadway Design Office to remove references to FM 5-579 because that method has been moved into FM 5-541, to clarify the retroreflectivity requirements during the observation period and to renumber references to Section 971 as Article 971-6 was deleted because thermoplastic material hot spray will no longer be used.

Please review and transmit your comments, if any, within four weeks. Comments should be sent via Email to ST986RP or rudy.powell@dot.state.fl.us.

If you have any questions relating to this specification change, please call Rudy Powell, State Specifications Engineer at 414-4110.

Sincerely,

Rudy Powell, Jr., P.E.
State Specifications Engineer

RP/dt

Attachment

cc: Gregory Jones, Chief Civil Litigation
Florida Transportation Builders' Assoc.
State Construction Engineer

THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS.
(REV 5-6-09)

SUBARTICLE 711-2.1.2 (page 802) is deleted and the following substituted:

711-2.1.2 Refurbishing Existing Stripes and Markings: Use materials meeting the requirements of 971-1 and 971-5, ~~or 971-6 when specifically indicated in the Contract Documents.~~

SUBARTICLE 711-2.1.3 (page 802) is deleted and the following substituted:

711-2.1.3 Preformed Stripes and Markings: Use Materials meeting the requirements of 971-1 and 971-~~76~~.

SUBARTICLE 711-4.1 (pages 803 - 804) is deleted and the following substituted:

711-4.1 General: Remove existing pavement markings such that scars or traces of removed markings will not conflict with new stripes and markings by a method approved by the Engineer. Cost for removing conflicting pavement markings during maintenance of traffic operations to be included in Maintenance of Traffic, Lump Sum.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes. Before applying traffic stripes to any Portland cement concrete surface, apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from any longitudinal joints of Portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surfaces.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and markings over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply thermoplastic material to the pavement either by spray, extrusion or other means approved by the Engineer.

Conduct field tests in accordance with FM 5-541 ~~and 5-579~~. Remove and replace traffic stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all final pavement markings prior to opening the road to traffic.

SUBARTICLE 711-4.3 (page 804) is deleted and the following substituted:

711-4.3 Retroreflectivity: Apply white and yellow traffic stripes and markings that will attain an initial retroreflectivity of not less than 450 mcd/lx·m² and not less than 350 mcd/lx·m², respectively for all longitudinal lines. All transverse lines, messages and arrows will attain an initial retroreflectivity of not less than 300 mcd/lx·m² and 250 mcd/lx·m² for white and yellow respectively. All pedestrian crosswalks, bike lane symbols or messages in a proposed bike lane shall attain an initial retroreflectivity of not less than 275 mcd/lx·m².

Measure, record and certify on Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with Florida Method FM-5-~~579~~*541*.

The Department reserves the right to test the markings within three days of receipt of the Contractor's certification. The test readings should be representative of the Contractor's striping performance. If the retroreflectivity values measure below values shown above, the striping will be removed and reapplied at the Contractor's expense.

ARTICLE 711-7 (page 805) is deleted and the following substituted:

711-7 Observation Period.

Pavement markings are subject to a 180 day observation period under normal traffic. The observation period shall begin with the satisfactory completion and acceptance of the work.

The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular damage. *The retroreflectivity shall meet the initial requirements of 711-4.3.* The Department reserves the right to check the color and retroreflectivity any time prior to the end of the observation period.

Replace, at no additional expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.

THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS.
(REV 5-6-09)

SUBARTICLE 711-2.1.2 (page 802) is deleted and the following substituted:

711-2.1.2 Refurbishing Existing Stripes and Markings: Use materials meeting the requirements of 971-1 and 971-5.

SUBARTICLE 711-2.1.3 (page 802) is deleted and the following substituted:

711-2.1.3 Preformed Stripes and Markings: Use Materials meeting the requirements of 971-1 and 971-6.

SUBARTICLE 711-4.1 (pages 803 - 804) is deleted and the following substituted:

711-4.1 General: Remove existing pavement markings such that scars or traces of removed markings will not conflict with new stripes and markings by a method approved by the Engineer. Cost for removing conflicting pavement markings during maintenance of traffic operations to be included in Maintenance of Traffic, Lump Sum.

Before applying traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the traffic stripes. Before applying traffic stripes to any Portland cement concrete surface, apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from any longitudinal joints of Portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surfaces.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and markings over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Apply thermoplastic material to the pavement either by spray, extrusion or other means approved by the Engineer.

Conduct field tests in accordance with FM 5-541. Remove and replace traffic stripes and markings not meeting the requirements of this Section at no additional cost to the Department.

Apply all final pavement markings prior to opening the road to traffic.

SUBARTICLE 711-4.3 (page 804) is deleted and the following substituted:

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Measure, record and certify on Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with Florida Method FM-5-541.

The Department reserves the right to test the markings within three days of receipt of the Contractor's certification. The test readings should be representative of the Contractor's striping performance. If the retroreflectivity values measure below values shown above, the striping will be removed and reapplied at the Contractor's expense.

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The pavement markings shall show no signs of failure due to blistering, excessive cracking, chipping, discoloration, poor adhesion to the pavement, loss of reflectivity or vehicular damage. The retroreflectivity shall meet the initial requirements of 711-4.3. The Department reserves the right to check the color and retroreflectivity any time prior to the end of the observation period.

Replace, at no additional expense to the Department, any pavement markings that do not perform satisfactorily under traffic during the 180 day observation period.