

7010000-2 PROFILED THERMOPLASTIC PAVEMENT MARKINGS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (2-10-15)

1. The Memorandum dated Feb. 2, 2015 mentions Roadway Design Bulletin 15-02. The Roadway bulletin should be 15-03 (and the Estimates bulletin is 15-02).

Response: The Memo is correct.

Roadway Design Bulletin 15-03 and Estimates Bulletin 15-02 subject is Rumble Striping and the related Specification is Section 546.

Roadway Design Bulletin 15-02 and Estimates Bulletin 15-01 subject is Pavement Marking Material Selection and the related Specification Sections are 546, 701, 709, 710, 711, 713 and 971.

No changes made.

2-Section 701-4.1 (general): In the third paragraph (first sentence) can omit “portland cement”; replace “any” with “the” to read: “Before applying pavement markings to the concrete surface, apply.....”.

Response: The Department only uses portland cement concrete to construct concrete pavement. Section 701 Profiled Thermoplastic Pavement Markings are to be placed on concrete pavement only.

No changes made.

3- Section 701-4.1 (general): In the third paragraph (second sentence), the offset of the pavement marking should be specifically indicated as 2-inches; omit “at least”; revise sentence to: “Offset longitudinal lines 2-inches from any pavement joint or pavement edge, except for outside slabs that are 13-ft. or 14-ft. wide, in which case the offset will be 2-inches from the designated edge of travel lane”.

Response: If the pavement joints are more than two inches from where the lane lines should be, we should not move them to two inches.

No changes made.

4-Section 701-4.3: Second sentence: Since markings will be on the travelled way pavement and not on the shoulder, replace “shoulder” with “edge line”; revise from “centerline” to “center line” (two words) to read: “Bumps on edge line and center line markings.....”.

Response: Accepted Department nomenclature is “centerline” as one word. Use of shoulder instead of edge line is appropriate.

No changes made.

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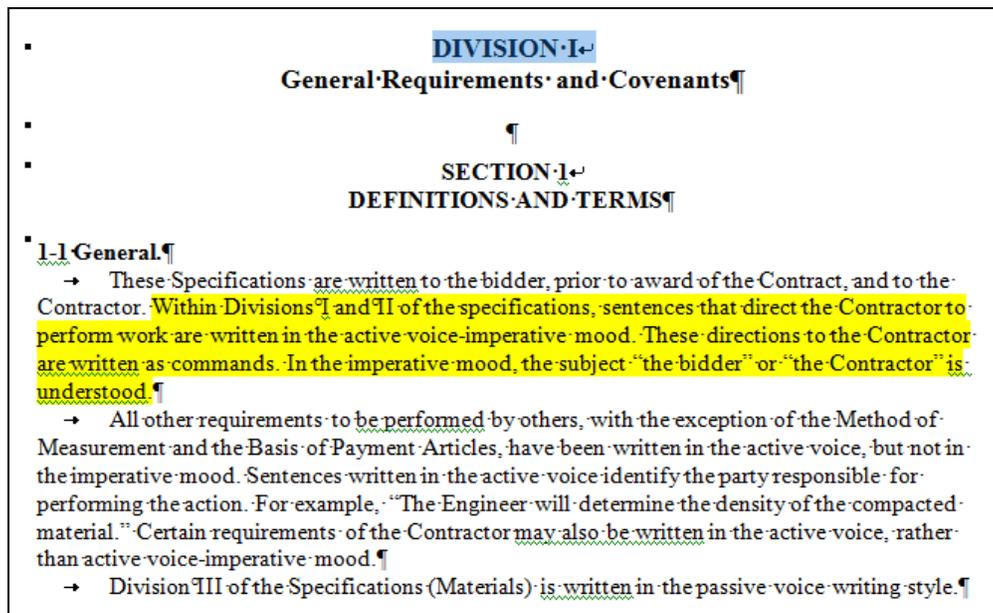
Comments: (2-12-15)

**1. From:** 701-8 Corrections for Deficiencies. Correct all deficiencies.....

**To: 701-8** Corrections for Deficiencies. Contractor to correct all deficiencies...

May need to add back profile thermo for asphalt for roads without shoulders or on open grade friction.

Response: It is understood that this direction is to the Contractor. Section 1 of the Specifications defines how Division II language is to be written. Please see excerpt below:



No changes made.

2. May need to add back profile thermo for asphalt for roads without shoulders or on open grade friction.

Response: This has been vetted within the Department to include the asphalt personnel at the Materials Office. There is no reason to use rumble striping on open graded friction course or where no shoulders are present. No changes made.

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#### D4 Construction

Comments: (2-13-15)

**1. 701-4.1 General:** the last paragraph still references "striping performance" while all other references appear to have revised "stripes" to "pavement markings". (Katherine Kehres)

Response: Agree. Change made.

**2. 701-4.3 Dimensions of Raised Bumps:** it is recommended for consistency with Section 701-3, to add the words “center-to-center” at the end of the last sentence of this section such that it reads, “The longitudinal distance between bumps shall be approximately 30 inches, center-to-center.” (Jose Kandarappallil, P.E. Project Oversight I office: 772-429-4936;Cell : 772-519-2348, [Kandarappallil.Jose@dot.state.fl.us](mailto:Kandarappallil.Jose@dot.state.fl.us))

Response: The distance is not that critical that is why it says approximately.  
No changes made

**3. 701-8 Corrections for Deficiencies:** It currently states, “Correct all deficiencies by removal and reapplication of a one mile section centered around the deficiency, at no cost to the Department.” This may be modified as: - “Correct all deficiencies by removal and reapplication of the section centered around the deficiency, plus 100’ on either sides as applicable at no cost to the Department.” (Profiled thermoplastic pavement markings is applied only to concrete and hence the proposal). (Jose Kandarappallil, P.E. Project Oversight I office: 772-429-4936;Cell : 772-519-2348, [Kandarappallil.Jose@dot.state.fl.us](mailto:Kandarappallil.Jose@dot.state.fl.us))

Response: The pavement marking is evaluated based on a one-mile segment, if deficiencies occur throughout the one-mile segment, then mile needs to be corrected. If the deficiency is limited to only one small area, the correction area will be considered on a case-by-case basis.  
No changes made.

**4. 701-4.1** “Remove existing pavement markings such that scars or traces of removed markings will not conflict with new pavement markings by a method approved by the Engineer.” What are the approved methods to remove markings? We need to state what are approved methods. Why do we need to state “at no additional cost to the Department” in this sentence “Remove and replace pavement markings not meeting the requirements of this Section at no additional cost to the Department?”

Response: We are not going to list the means and methods for removal. We want it to be clear that the Contractor needs to remove and replace the markings at no cost to the Department.  
No changes made.

**5. 701-4.1** “Cost for removing conflicting pavement marking during maintenance of traffic operations to be included in the Maintenance of Traffic, Lump Sum” is in conflict with 701-10 “Payment for removal of non-conflicting markings will be paid separately.” Deborah Ihsan P.E. Assistant District Construction Engineer 954-777-4387 [Deborah.ihsan@dot.state.fl.us](mailto:Deborah.ihsan@dot.state.fl.us)

Response: There is not a conflict. One is for conflicting markings and the other is for non-conflicting markings.  
No changes made.

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