

7010401 AUDIBLE AND VIBRATORY PAVEMENT MARKINGS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Charles Boyd  
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Comments: (11-5-14, Internal)

Here's my suggestion (highlighted) to eliminate potential shortcuts that might be taken:

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 surface. All pavement types must be more than visibly dry. Check for moisture by placing an 18 inch by 18 inch piece of tar paper on the pavement and apply thermoplastic heated to 420°F to the entire top surface of the paper in accordance with 701-4.2. Wait two minutes and lift the tar paper. If moisture is present on the underside, do not apply thermoplastic markings.

Response:

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Alan Autry  
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Comments: (11-13-14)

The origination form indicates that this change will address how moisture checks will be performed on concrete surfaces prior to beginning striping operations. However, the specification seems to indicate that the moisture check is to be performed on all surface types. Is the intent for this only to apply to concrete surfaces or all surfaces?

Response:

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Gilbert Soles  
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Comments: (11-13-14)

This note doesn't state how often depending on the length of the project the pavement needs to be checked for moisture. If the project is multiple miles should it be check every x miles.

→ **701-4.1 General:** Before applying traffic stripes and markings, remove any material that would adversely affect the bond of the traffic stripes by a method approved by the Engineer. ¶  
→ → *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 surface. All pavement types must be more than visibly dry. Check for moisture by placing an 18 inch by 18 inch piece of tar paper on the pavement and apply thermoplastic heated to 420°F to the top of the paper. Wait two minutes and lift the tar paper. If moisture is present on the underside, do not apply thermoplastic markings. ¶*

Response:

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Maria Connolly  
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Comments: (11-21-14)

Regarding the standard moisture test that was added to the spec, who is responsible for conducting the test? Is it reasonable to assume it is the contractor? Also should documentation of this test be required?

Response:

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Dave Villani  
678-588-1660  
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Comments: (12-2-14)

With the high humidity FL usually experiences, this: Check for moisture by placing an 18 inch by 18 inch piece of tar paper on the pavement and apply thermoplastic heated to 420°F to the top of the paper. Wait two minutes and lift the tar paper. If moisture is present on the underside, do not apply thermoplastic markings. Roads in FL may never pass. Suggest: Check for moisture by placing an 18 inch by 18 inch piece of tar paper on the pavement and apply thermoplastic heated to 420°F to the top of the paper. Wait two minutes and lift the tar paper. If excessive moisture is present on the underside, do not apply thermoplastic markings. If slight moisture is present, install a short test section of thermoplastic marking, let cool, and test for bubbles and adhesion.

Response:

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Mayur Patel  
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Comments: (12-5-14)

Method of determining moisture is too subjective. Also testing one spot of 18 x 18 is not a good representative sample of miles of striping. Recommend to remove the requirements or allow for more testing.

Response:

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Comments: (12-9-14)

Add the following section to match the proposed industry revision in 711-4.1 (REV 10-23-14) that states: “Do not place thermoplastic traffic stripes and markings on newly constructed final surface courses prior to 14 calendar days after placement of the final surface course. Provide temporary pavement markings during the interim period prior to opening the road to traffic.”

Response:

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#### D5 Construction

Comments: (12-11-14)

1. Will this proposed moisture test apply to the particular location the test was taken, or the entire length of the planned striping for the day?

Response:

2. Does the tar paper need to be specified to clarify the correct type to use?

Response:

3. Consider adding to clarify: “If moisture is present on the underside of the tar paper, do not...”

Response:

4. Is there any other method to prove that the moisture present on the underside of the Tar Paper after the 420 F is applied to the top of the paper rather than visual, To eliminate any disagreement at the field?

Response:

5. If we add this language to the contract, in effect you will change the temperature limits of asphalt paving. You can pave from 40 and rising. You cannot mill and resurface an area if you cannot stripe it back. A definition of how wet is wet needs to be provided.

Response:

6. We suggest to tell the contractor tell what TO do, not what NOT to do. Potential Example Language: If moisture is not present on the underside, then proceed with application of the thermoplastic markings. This specification is speaking to the contractor and instructs him to check for moisture. It doesn't instruct him where on the pavement to check it or specify a frequency. This opens up doors for the contractor to be subjective on where and how often he checks. I would revise the specification to include the location on the roadway of the moisture check and a minimum frequency. They could also add language stating check moisture at the discretion of the engineer.

Response:

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