

7100401 PAINTED PAVEMENT MARKINGS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Bill Sears
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Comments: (10-27-14)

The below is a suggested addition

Misalignment of final pavement markings on open graded friction course shall be repaired by milling and resurfacing the length of the deficiency for the full width of the lane.

Response:

Felipe Jaramillo
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Comments: (10-28-14)

710-11-2 will also have to be amended to jive with the new proposed language. I would recommend modifying the language, to say

" When contract pay items exist to cover the first application of paint, painted pavement markings (final surface) will cover the second application of paint and one application of retroreflective pavement markers only."

Response:

Chris Sweitzer
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Comments: (10-31-14)

I do not agree with the use of the term "permanent" in reference to markings without further definition within the Contract Documents. Presumably this means thermo markings, but the last set of markings laid will be the "permanent" pattern. If this is to be paint we want two layers to give us some time to get the thermo contractor out there. The last layer is not paid for as temporary markings under roadway, therefore I'm afraid a Contractor will argue that the final painted markings are permanent and say they only want to put down one layer.

Response:

Eddy Scott
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Comments: (10-31-14)

For the subject spec please see my suggested changes (**highlighted**) and explanations below.

→ → 710-4.1.1 Final Surface: ~~For Contracts with new asphalt where the permanent pavement markings are not included in the Contract, place p~~ Painted pavement markings (final surface) ~~as follows: For locations on new asphalt where permanent pavement markings are placed, painted pavement markings (final surface) will include one application of painted pavement markings (final surface) and one application of retroreflective pavement markers applied to the final surface. For locations where no permanent pavement markings are placed, painted pavement markings (final surface) will include two applications of standard painted pavement markings (final surface) and one application of retroreflective pavement markers applied to the final surface. For locations on new asphalt, Wait at least 14 days after the first application to apply the second application of painted pavement markings (final surface). Second application must be applied prior to final acceptance of the project.~~

→ → → ~~For Contracts with new asphalt where the permanent pavement markings are included in the Contract, painted pavement markings (final surface) will include one application of standard painted pavement markings and one application of retroreflective pavement markers applied to the final surface.~~

→ → → Apply all retroreflective pavement markers per the requirements of Section 706.

1. Removed “standard” throughout and substituted “final surface”. The term standard isn’t defined and was used interchangeable with final surface.

Response:

2. The wait period should only apply for the locations installed on new asphalt so I’ve rearranged that language. There are many projects that have new asphalt that also have new or existing concrete pavement or concrete bridge decks or existing to remain asphalt pavement for which the contractor shouldn’t have to wait.

Response:

3. With the recent change to install Audible Vibratory Markings on Narrow Bridge Approaches D2 would like to be able to place these markings as the only permanent markings on Construction Contracts without processing MSP’s. Additionally the change again takes into account projects with multiple pavement types by requiring the second application only where no permanent markings are being installed and only on new asphalt.

Response:

4. One more thing which I didn’t include in the suggested change. Using the term permanent pavement markings might be a little confusing but I didn’t know how to clarify. You could change the different Pavement Marking Specs to define those as permanent or put the definition here.

Response:

Tim Parker
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Comments: (11-5-14)

The 14 days for the paint is fine. Most projects require that now.

The thermoplastic spec changes might be more difficult. Other states use this moisture test, North Carolina is one state, but other states don't have our afternoon showers or humidity. We have seen on projects where it has not rained in 2 days but doing this test shows moisture. Not a fan of this specification. The department already have the language in place that if the thermoplastic line fails the contractor has to come back and repair it. This specification is just going to add cost and time to the projects.

The thermoplastic manufacturers would have to respond to the change to a 14 day cure time. I don't have an issue as an installer, I just know that the white thermoplastic has a tendency to change colors if placed too soon after asphalt has been layed.

Response:

Deborah Ihsan
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Comments: (11-19-14)

The 2nd application can be placed on Friction Course 14 days after individual Friction Course areas have cured by 14 days. The spec could be interrupted that you have to wait 14 days after the last load of Friction Course has been placed. "Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperatures is are at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surfaces." There should be a stipulation in the spec denoting who test the new asphalt for dryness, i.e.: Contractor or field inspector. I would like to know what is the limits of the dryness test. In other words, if we are putting down a long stripe, what is the limits of that we should adhere to as to its dryness.

Response:
