

7130000 PERMANENT TAPE TRAFFIC STRIPES AND MARKINGS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

D4 Construction

Comments: (2-13-15)

1. 713-7 Observation Period: recommend adding the word “by” in front of “vehicular damage” in the second paragraph. (Jose Kandarappallil K. C. JOSE, P.E. Project Oversight I, 772-429-4936; Cell : 772-519-2348, Kandarappallil.Jose@dot.state.fl.us)

Response: These are all performance measures. They are not deficiencies caused by vehicular damage.

No changes made.

2. 713-8 Corrections for Deficiencies: recommend modifying this section such that it state, “Correct all deficiencies by removal and reapplication of the section centered around the deficiency, plus 100’ on either side as determined by the Engineer, at no additional cost to the Department.” (Tapes are usually applied over concrete surface/ bridges.) (Jose Kandarappallil K. C. JOSE, P.E. Project Oversight I, 772-429-4936; Cell : 772-519-2348, 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.

3. 713-4.1: I have concerns over the below statement, if the Engineer dictates the method of removal of material that will affect the bond, then the contractor can blame the removal procedure in the event that the permanent tape adhesion comes into question. “Before applying permanent tape traffic stripes and markings, remove any material by a method approved by the Engineer that would adversely affect the bond of the tape” (Salas, Albert, Construction Engineer, 954-958-7628)

Response: The Contractor proposes the method of removal.
No change made.
