646 Pavement Marking

646.1 Description

(1) This section describes providing and removing pavement marking.

646.2 Materials

Revise 646.2 to add time frame for pavement marking and glass bead certification submittals.

646.2.1 General

(1) Furnish pavement marking products from the APL. Submit certificates of compliance certifying that the products supplied under the contract conform to these specifications not more than 2 weeks before installation.

646.2.2 Glass Beads

(1) Furnish dual coated glass beads treated for both moisture resistance and adherence conforming to AASHTO M247, Type I, except with a minimum of 80 percent true spheres. For each batch of beads actually furnished for the work, submit a certificate of compliance certifying that beads supplied under the contract conform to these specifications not more than 2 weeks before installation.

(2) Furnish beads in containers or bags labeled with the bead type, net weight, lot or batch number, blend date, and manufacturer's name and address.

646.3 Construction

646.3.1 General

Holt: (C9) Traffic - marking

646.3.1.1 General Marking

Revise 646.3.1.1 to add that truck printouts are an acceptable option to replace DT2130 and DT2131 forms, add that on two-lane two-way roadways the lead vehicle may be removed, and add to distribute beads uniformly across the line.

(1) Prepare the surface and apply marking as the manufacturer specifies. Provide manufacturer specifications as the engineer requests. Do not remove polymer overlay materials in areas receiving pavement marking. Use only epoxy pavement marking where the contract requires marking placed on polymer overlays.

(2) On projects with a net length of 1 mile or more, complete department forms DT2130 and DT2131 daily or truck print outs providing the same information and submit to the engineer weekly unless the engineer agrees otherwise.

(3) On highways open to 2-way traffic, in addition to the marking vehicle, provide a leading vehicle and at least one trailing vehicle. Lead vehicle may be omitted on two-lane two-way roadways. Do not use flashing arrow panels to direct traffic to pass. Equip each leading and trailing vehicle with the following:

1. A slow-moving vehicle emblem.

2. One or more flashing or revolving yellow lights showing to the front and rear.

3. Signs to advise traffic of the wet line.

(4) On one-way roadways, operate marking train vehicles in the direction of traffic. Provide the same marking train as specified for 2-way traffic in 646.3.1.1(2) except as follows:

- A leading vehicle is not required but use 2 trailing vehicles.

- The contractor may use flashing arrow panels to direct traffic to pass.

(5) After the marking can sustain exposure to traffic, re-apply clear protective surface treatment conforming to 502.2.11 where removed from structures during marking surface preparation. Seal exposed concrete including grooves for tape. Cover marking during resealing with a system that will not degrade the marking's retroreflectivity when removed. Uncover marking before opening to traffic.

(6) If the roadway is open to traffic use temporary raised pavement markers or apply temporary marking. Apply permanent marking within 7 days of completing mainline paving, or pavement surface treatment. If the roadway is closed during construction, apply permanent marking before opening to traffic.

(7) Apply marking to the width and color the bid item indicates. Distribute beads uniformly across the line. Provide a sharp cutoff for both sides and ends of the marking with a uniform cross-section. Do not damage existing marking that will remain in place.

646.3.1.2 Liquid Marking

Revise 646.3.1.2 to remove the term exceeding and replace in (4) with a range for pounds per gallon of beads.

(1) If the engineer requests, provide calculations demonstrating that the application rate is consistent with the specified dimensions and that the bead application rate is consistent with the specified rate. If on any 0.5-mile section or individual special marking have a calculated application rate less than 90 percent of that specified, remove and remark this section or special marking.

(2) Protect freshly applied marking until the line is dry or cured enough to prevent pickup under traffic. Place 28-inch traffic cones on wet marking or use a convoy of moving vehicles to keep traffic from crossing the wet marking. Remove cones promptly after the line dries or cures.

(3) Prepare stone matrix asphalt (SMA) by scarifying to expose 75 percent or more of the stone substrate. Limit scarification to no more than the following:

- 3 inches from the beginning and end of the applied line.

- 1/2-inch on either side of the applied line.

(4) Apply liquid marking and glass beads across the line at the following:

LIQUID MARKING PAVEMENT TYPE THICKNESS BEAD APPLICATION

(mils) (pounds per gallon)

Paint all 16 10 - 12

Epoxy SMA, seal coats, and polymer overlays 25 25 - 27

Epoxy all other 20 22.5 - 25

Wet Reflective Epoxy all 20 *[1]*

*[1]* Use the product specific bead application rate for wet reflective epoxy specified on the APL.

646.3.1.3 Cold Weather Marking

Revise 646.3.1.3 to change from ambient or pavement temperature to ambient and pavement temperature for cold weather marking.

(1) Do not place permanent paint or permanent tape marking if the ambient and pavement temperature are below 50 F. Choose an epoxy marking compatible with field conditions when placed. Do not place permanent epoxy marking if the ambient and pavement temperature are below 35 F unless the engineer allows in writing.

(2) If the engineer allows or requires marking below the specified minimum temperatures, apply epoxy from the APL in the exact location and width where permanent marking would be installed. Place epoxy at the mil thickness and the glass bead application rate specified for permanent epoxy. Maintain until weather permits permanent placement.

(3) Using the failure criteria specified in 646.3.1.5, perform corrective maintenance whenever the failure rate exceeds 25 percent of any section of marking. Completely remove and replace cold weather marking with permanent marking when weather permits. Cold weather markings within a pavement rumble may remain in place. The proving period for the final marking begins after replacement.

646.3.1.4 Removing Marking

(1) Completely remove marking from locations the plan show or as the engineer directs. Unless the bid item designates water blasting, the contractor may use one or a combination of air blasting, water blasting, grooving, and grinding. Do not damage pavement and limit scaring. Provide a dust control system and remove accumulated sand or other materials. Collect, haul, and dispose of dust or residue from removals.

(2) Perform air blasting conforming to the following:

- If air blasting within 10 feet of a lane open to traffic, remove dust and other residue continuously while blast cleaning.

- If removing existing marking before applying new marking, expose at least 90 percent of the marking surface.

- If removing yellow center lines for no passing zone changes, ensure that the cycling mechanism on line removal equipment produces a uniform cycle or alternatively remove by hand.

(3) Perform water blasting only if the ambient temperature is at least 36F and rising. Use a truck mounted ultra-high pressure pump and water tank capable of delivering up to 40,000 psi to water jet nozzles. Adjust water pressure to avoid damaging the pavement. Provide a vacuum recovery system that contains waste water and debris to provide a clean, damp-dry surface, without a secondary cleanup operation.

(4) Grind using a truck-mounted or hand system capable of complete removal of the marking. Provide a vacuum system to completely collect dust and debris.

646.3.1.5 Marking Acceptance

Revise 646.3.1.5 to lower the yellow reflectivity readings for both paint and epoxy. Add paragraphs 5 and 6 to add language to support reflective width of a line.

(1) The department may measure initial retroreflectivity conducted when the contractor completes the work as a part of the marking acceptance decision. The department will take initial day dry retroreflectivity readings between 15 and 60 days after installation or before the first snow fall whichever comes first.

(2) Conform to ASTM D6628 color requirements. The department measures reflectivity in the direction of travel. Ensure that the initial reflectivity, in millicandelas/lux/m2, meets or exceeds the following:

INITIAL DAY

MATERIAL COLOR RETROREFLECTIVITY

Paint White 275

Yellow 170

Epoxy White 275

Yellow 170

Wet Reflective Epoxy White 290

Yellow 195

Permanent Tape White 650

Yellow 425

(3) The engineer will inspect each marking section defined as follows:

1. Each edge line, lane line, or center line, measured through any 0.5 mile section.

2. Gore marking or turning lane marking at a single interchange or intersection.

3. Each roundabout.

(4) Replace all marking in sections with failing initial retroreflectivity and repair or replace marking that the engineer deems improperly constructed. Remove existing marking in the groove before replacement. If post-acceptance inspections uncover evidence of defective material or improper construction, the department may revoke acceptance under 105.11.2.3.

(5) The department may measure the reflective width when the contractor completes the work as a part of the marking acceptance decision. The department may measure reflective width as +/-1/2-inch on longline markings.

(6) In the instance of a dispute use the higher quantity of readings to determine acceptance.

646.3.1.6 Proving Period

646.3.1.6.1 General

Revise 646.3.1.6.1 to add bead uniformity to the list of defined failures.

(1) The engineer may conduct post acceptance inspections periodically during a proving period to evaluate the physical presence of pavement marking and, for grooved-in marking only, the retroreflectivity. The proving period begins on the last day of the week, for all marking placed within that week. The proving period extends through April 15 of the next calendar year or 180 days, whichever is longer. If weather or road surface conditions prevent the engineer from fully evaluating the marking at the end of the proving period, the engineer may extend the proving period.

(2) The engineer will determine the percent failing at the end of the proving period. The engineer will exclude failures due to abrasion loss at private entrances and within intersections, except for roundabouts. The department defines failure as uneven bead distribution, discoloration, chipping, or substrate exposure.

(3) Remove and replace all marking in sections, as defined in 646.3.1.5, with more than 10 percent failing and repair, or remove and replace, marking that the engineer deems improperly constructed.

646.3.1.6.2 Retroreflectivity

(1) For grooved-in markings, the engineer will also evaluate the percent failing retroreflectivity at the end of the proving period. Ensure that the 180-day reflectivity, in millicandelas/lux/m2, meets or exceeds the following:

180 DAY DRY

MATERIAL COLOR RETROREFLECTIVITY

Wet Reflective Epoxy White 250

Yellow 150

Permanent Tape White 400

Yellow 335

646.3.2 Long-Line Marking

646.3.2.1 General

(1) Long lines are center lines, lane lines, edge lines, channelizing lines, and dotted extension lines.

(2) On contracts without the Locating No-Passing Zones bid item where pavement resurfacing covers the marking, mark the beginning and end of all existing center lines. After completing the resurfacing, accurately re-mark the center lines.

646.3.2.2 Liquid Marking Equipment

(1) Use equipment that can spray both yellow and white material to produce uniform lines of the specified dimension. Ensure the equipment can do the following:

- Applies lines both on the left and right sides, not necessarily simultaneously.

- Applies 2 lines simultaneously, with either line in a solid or intermittent pattern, in yellow or white.

- Reports a daily-accumulated installed length for each gun.

- Reports a volume of paint used each day.

(2) Use automatic, mechanical devices to apply glass beads and report the volume used.

646.3.2.3 Grooving

646.3.2.3.1 General

Revise 646.3.2.3.1 to install grooves uniformly across the slot.

(1) Provide a uniform groove depth as follows:

PRODUCT GROOVED DEPTH

Grooved Wet Reflective Epoxy 90 +/- 10 mils

Grooved Tape 175 +/- 10 mils

(2) Groove a maximum of 4 inches from both ends and 1 inch wider than the width of the marking segment. Achieve straight alignment with the grooving equipment, not to exceed a 3/8 inch variation in any 40-foot section of travelled way. Use a high-pressure air blower to clean the groove.

(3) For grooving concrete, if water is used in the grooving process, allow the groove to dry a minimum of 24 hours before cleaning. Before applying the marking, ensure that the groove surface is clean and dry.

(4) For grooving asphalt, wait 48 hours or longer after paving. Notify the engineer immediately if the structural integrity of the asphalt pavement is inadequate to support grooving operations.

(5) For grooving black epoxy match the groove depth of the adjacent white marking. Groove as one grooved slot for both the white and black markings.

646.3.2.3.2 Wet Reflective Epoxy

(1) Apply wet reflective epoxy binder in a grooved slot. and provide a double drop bead system as follows:

1. Wet reflective/recoverable elements at the application rate specified in the APL.

2. Glass beads conforming to 646.2.2 at the application rate specified in the APL.

646.3.2.3.3 Tape

Add new subsection 646.3.2.3.3 for tape within grooving subsection.

(1) Apply tape in a grooved slot.

646.3.2.4 Black Epoxy

(1) Apply black epoxy in a grooved slot with a matte finish directly after the white marking. Apply epoxy at a wet mil thickness of 20. Apply black aggegate at a rate of 10 pounds per gallon of epoxy. Do not apply glass beads to black epoxy.

646.3.2.5 Permanent Same-Day Marking

(1) Under the Marking Line Same Day bid item, apply liquid marking conforming to 646.3.1.2. Apply long line marking on the same day the final surface is placed or on the same day existing marking is removed. If weather or pavement conditions prohibit same-day applications, delineate the travel lanes with flexible delineators or type II temporary raised pavement markers and provide signing as the engineer directs. Apply long-line marking as soon as conditions allow. The engineer may restrict operations until this marking is completed.

(2) As an option, the contractor may use temporary marking to conform to these same-day requirements. Remove temporary marking before placing same-day permanent marking.

646.3.3 Special Marking

Revise 646.3.3 to remove language regarding long lines at railroad crossings. This could be confusing since they are paid for seperately.

(1) Under the Marking Railroad Crossings bid items, apply the RXR symbol and 3 transverse lines as the plans show.

(2) Under the Marking Curb bid items, mark the vertical face and the top of the curb.

(3) Under the Marking Aerial Enforcement Bars bid items, the department will locate the marking. Notify the engineer at least one week before marking so the State Patrol can provide exact locations.

646.4 Measurement

Revise 646.4 to add language about how railroad crossing should be paid.

(1) The department will measure the EACH bid items under this section as each individual unit acceptably completed and as follows:

- The department will measure the Marking Yield Line bid items as each individual triangle in the yield line.

- The department will measure the Marking Aerial Enforcement Bar as each individual block.

- The department will measure the Marking Railroad Crossing bid items as the RxR and 3 transverse lines.

(2) The department will measure the LF bid items under this section by the linear foot of line acceptably completed. The department will measure the Marking Block Crosswalk bid items as linear foot of each line placed.

(3) The department will measure the Marking Corrugated Median bid items by the square foot acceptably completed.

(4) The department will measure the Marking Removal bid items under this section as follows:

- Marking Removal Lines bid items by the linear foot of line acceptably completed.

- Marking Removal Special Marking bid items as each individual arrow, symbol, or word acceptably removed. The department will count removing an RXR symbol as 3 individual symbol removals.

(5) The department will measure the Cold Weather Marking Epoxy bid items by the LF of initial marking acceptably placed, maintained, and removed. The department will not measure work under these bid items as follows:

- If the contractor fails to maintain and remove the initial marking as required in 646.3.1.3(2).

- If initial marking is placed on days when the department is assessing liquidated damages.

646.5 Payment

646.5.1 General

Revise 646.5.1 to clarify that preparing the surface is included with the marking bid items.

(1) The department will pay for measured quantities at the contract unit price under the following bid items.

ITEM NUMBER DESCRIPTION UNIT

646.1000 - 1020 Marking Line (material) 4-Inch LF

646.1021 - 1999 Marking Line Grooved (material) 4-Inch LF

646.2000 - 2020 Marking Line (material) 6-Inch LF

646.2021 - 2999 Marking Line Grooved (material) 6-Inch LF

646.3000 - 3020 Marking Line (material) 8-Inch LF

646.3021 - 3999 Marking Line Grooved (material/type) 8-Inch LF

646.4000 - 4020 Marking Line (material) 10-Inch LF

646.4021 - 4999 Marking Line Grooved (material) 10-Inch LF

646.4500 - 4820 Marking Line Same Day (material) (width) LF

646.5000 - 5099 Marking Arrow (material) EACH

646.5100 - 5199 Marking Word (material) EACH

646.5200 - 5299 Marking Symbol (material) EACH

646.5300 - 5399 Marking Railroad Crossing (material) EACH

646.5400 - 5499 Marking Aerial Enforcement Bar (material) EACH

646.5500 - 5599 Marking Outfall (material) EACH

646.6000 - 6199 Marking Stop Line (material) (width) LF

646.6200 - 6299 Marking Yield Line (material) 18-Inch EACH

646.6300 - 6399 Marking Dotted Extension (material) 18-inch LF

646.6400 - 6499 Cold Weather Marking Epoxy (width) LF

646.7000 - 7199 Marking Diagonal (material) (width) LF

646.7200 - 7399 Marking Chevron (material) 24-inch LF

646.7400 - 7599 Marking Crosswalk (material/type) (width) LF

646.8000 - 8099 Marking Corrugated Median (material) SF

646.8100 - 8199 Marking Curb (material) LF

646.8200 - 8299 Marking Island Nose (material) EACH

646.8300 - 8399 Marking Parking Stall (material) LF

646.9000 - 9299 Marking Removal Line (various) LF

646.9300 - 9399 Marking Removal Special Marking (method) EACH

646.9400 - 9499 Marking Removal Plowable Raised Pavement Marker EACH

(2) Payment for the Marking bid items under this section is full compensation for preparing the surface, providing the marking; and for resealing areas of clear protective surface treatments on structures.

(3) Payment for liquid markings includes remarking as required under 646.3.1.2(2).

(4) Payment for the Marking bid items under this section also includes installing and removing temporary marking installed under the contractor option of same day marking.

(5) Payment for the Marking Removal bid items is full compensation for removing the marking and for resealing areas of clear protective surface treatments.

646.5.2 Cold Weather Marking

(1) Payment for the Cold Weather Marking Epoxy bid items is full compensation for providing the initial marking including maintenance and removal. If the associated Cold Weather Marking bid item is not in the contract, the department will pay for the initial marking, maintenance, and removal as extra work.

(2) The department will pay separately for the final marking under the associated Marking bid items.