

7110402 THERMOPLASTIC PAVEMENT MARKINGS  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Arthur Berger  
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Comments: (12-19-19, Internal)

I recommend eliminating the parentheses and making any edits needed to accomplish that.

Response:

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Rhonda Taylor  
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Comments: (12-19-19, Internal)

One little comment...

→ → **711-4.2.3-Preformed Thermoplastic:** Apply 0.125<sup>o</sup>inch or 125<sup>o</sup>mils of preformed thermoplastic material. Use preformed thermoplastic for bicycle markings, shared use path markings, 24<sup>o</sup>inch markings of the special emphasis crosswalks, route shields, ramp exit numbers, roundabout informational markings, white dotted lines (2'-4') with trailing black contrast, and black contrast arrows, messages, and symbols. On concrete surfaces, use preformed thermoplastic for railroad dynamic envelope markings.  
→ → → Measure, record and certify on Department approved form and submit to the Engineer, the thickness of the pavement markings in accordance with FM<sup>o</sup>5-541.

TR Taylor, Rhonda  
For? On?¶

Response:

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Paul Gentry  
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Comments: (12-19-19, Internal)

SUBARTICLE 711-4.3 is deleted and the following substituted:¶

→ **711-4.3-Retroreflectivity:** Apply white and yellow pavement markings that will attain an initial retroreflectivity of not less than 450<sup>o</sup>mcd/lx·m<sup>2</sup> and not less than 350<sup>o</sup>mcd/lx·m<sup>2</sup>, respectively for all longitudinal lines. All chevrons, diagonal lines, stop lines, messages, symbols, Railroad Dynamic Envelopes (on asphalt) and arrows will attain an initial retroreflectivity of not less than 300<sup>o</sup>mcd/lx·m<sup>2</sup> and 250<sup>o</sup>mcd/lx·m<sup>2</sup> for white and yellow respectively. All crosswalks, Railroad Dynamic Envelopes (on concrete), railroad dynamic envelopes, and bicycle markings shall attain an initial retroreflectivity of not less than 275<sup>o</sup>mcd/lx·m<sup>2</sup>. Black pavement markings must have a retroreflectance of less than 5<sup>o</sup>mcd/lx·m<sup>2</sup>.  
→ → Measure, record and certify on Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with FM<sup>o</sup>5-541.¶

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Frimmel, Rebecca  
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Response:

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Ervin Sterling  
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Comments: (1-2-20, Industry)

In 711-4.2.3, the new sentence at the end of the first paragraph requires thermoplastic on concrete surfaces. I was under the impression that thermoplastic does not work well on concrete surfaces (that is why we use painted pavement markings on bridge decks).

Response:

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No Name

Comments: (1-3-20, Industry)

I had not heard of Railroad Dynamic Envelope, so I googled it. There are a couple of different ways to envelope the RR. Please add a detail to 509-070.

Response:

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Daniel Strickland  
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Comments: (1-14-20, Industry)

ARTICLE 711-10 is deleted and the following substituted:

**711-10 Method of Measurement.**

The quantities, authorized and acceptably applied, under this Section will be paid as follows:

1. The length, in gross miles, of solid, 10'-30' skip, 3'-9' dotted, 6'-10' dotted, 2'-2' dotted, and 2'-4' dotted lines.

2. The length, in linear feet, of transverse lines, diagonal lines, chevrons, and parking spaces.

3. The number of pavement messages, symbols, and arrows. Each arrow is paid as a complete marking, regardless of the number of "points" or directions.

4. The plan quantity length, in linear feet, of railroad dynamic envelope markings.

54. The area, in square feet, for removal of existing thermoplastic pavement markings acceptably removed. Payment for removal of thermoplastic pavement markings will only be made for locations where the existing pavement surface is to remain.

The gross mile measurement will be taken as the distance from the beginning of the thermoplastic line to the end of the thermoplastic line and will include the unmarked gaps for skip and dotted lines. The gross mile measurement will not include designated unmarked lengths at intersections, turn lanes, etc. Final measurement will be determined by plan dimensions or stations, subject to 9-1.3.1.

Response:

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