

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: The method of measurement language was changed to plan quantity and the parentheses were removed as a result.

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

One little comment...

→ → **711-4.2.3-Preformed Thermoplastic:** Apply 0.125°inch or 125°mils of preformed thermoplastic material. Use preformed thermoplastic for bicycle markings, shared use path markings, 24°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°5-541.¶

TR Taylor, Rhonda
For? On?¶

Response: Agree. Change made.

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°mcd/lx·m² and not less than 350°mcd/lx·m², 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°mcd/lx·m² and 250°mcd/lx·m² 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°mcd/lx·m². Black pavement markings must have a retroreflectance of less than 5°mcd/lx·m².
→ → 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°5-541.¶

Frimmel, Rebecca
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Frimmel, Rebecca
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Response: Agree. Change made.

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: The language requires preformed thermo to be used on concrete surfaces.

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: Standard Plans has a new detail for Railroad Dynamic Envelopes.

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.
5. 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: Method of Measurement language has been updated to plan quantity.

Katherine Kehres

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Comments: (1-28-20, Industry)

I am concerned with the method of measurement.... Provided Draft Update to Specification 711-10 notes that the railroad dynamic envelope markings will be "The plan quantity length,

in linear feet,”. However, the Standard 711 Specification Section 711-9, which would still be in effect, requires a certification of quantities from the contractor for payment purposes for all 711 pay items (field measure not plan quantity in my opinion). Furthermore, the Draft Bulletin states that “Per the specification, the linear foot measurement will be Plan Quantity, along the length of each marking.” And that “the pay items have been added to the BOE”. However, again, in contradiction, the BOE indicates that the 711 pay items are not Plan Quantity. See below:

Response: Specification 711-9 has been revised to allow plan quantity for the Railroad Dynamic Envelope pavement markings.

Christopher Dicks
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Comments: (1-29-20, Industry)

Is it possible to clarify in the Spec that the edge line is paid for as part of the Dynamic Message per linear foot? The Standard seems to imply this, but if it was covered in the Spec, I missed it. Also, this seems to be an unusual way to pay for mixed widths. We’re going to pay for the 12” white and the 4” white as a Dynamic Message per linear foot? But, the 24” white associated with the Railroad Crossing Pavement Message is paid for separately from the message. Why?

The bigger question is.... If the Contractor can figure out how much 12” white they are going to need for this.... Why don’t we pay for MOT paint as lump sum and the final markings per unit of measure?

Response: The edge line is not included in the payment for the Railroad Dynamic Envelope pavement markings. Method of Measurement has been revised to actual length in linear feet of the Railroad Dynamic Envelope pavement markings.
