

9710400 TRAFFIC MARKING MATERIALS
COMMENTS FROM INDUSTRY REVIEW

Dan Hurtado
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Comments: (Internal Review Comment – 12-3-09)

At the top of page 3, the sentence, “The average weight loss for the four plates shall not exceed 50 mgper plate.”

There should be a space between “mg” and “per.”

Response:

N. Rose (Bob Burleson)
NRose@aol.com

Comments: (Internal Review comment 12-3-09)

I don't think we need a new specification for a new type of paint. If the Department wants a more durable product then specify the performance requirements and let industry formulate the product, determine the application rates, etc.

The idea of two types of paint, durable and not as durable is an inventory nightmare.

Response:

Barry Smith
414-4776

Comments: (12-11-09)

971-4.3.2: The new value for abrasion loss is incorrect if is a direct conversion. .178 oz = 5.0 g not 50 mg.

Response:

Marshall Douberley
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Comments: (12-14-09)

1. Reference is made in this specification to Section 710 which is tied to products listed on the QPL. Do any of the changes affect products currently listed under S710 on the QPL?

2. If so, what steps are in place to remove, retest or recertify current products listed?

Response:

Ed Petersen
Leesburg Operations
352-326-7729

Comments: (1-5-10)

971-4.3.3 Retroreflectivity: The white and yellow pavement markings shall attain an initial retroreflectance of not less than 300 mcd/lx•m2 and 250 mcd/lx•m2, respectively. The retroreflectance of the white and yellow pavement markings at the end of the [six /18] month service life shall not be less than 150 mcd/lx•m2. This specification is in conflict with specification 710-4.3 Spec 710-4.3 discusses a 6 month period after initial application (for work zone markings). If specification is not referring to work zones, then it should be stated. If so, then the time frames need to be the same.

Response:

Ken Zinck
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Comments: (1-5-10)

Comments from Trevor Williams of District 5 / Orlando Operations 407-482-7820: Section 971-4.3.1 of the 2007 specification made reference to the application of the Traffic paint in Section 710. This was subsequently removed in the 2010 specification. There's still seemly a lack of clarity regarding the paint set time frame stipulated during application between Section 971-4.3.1 and Section 710-7. The propose Section 971-4.3.1 above now states that the material set to bear traffic time is not more than ten minutes. Base on Section 971-4.4 (Application Properties) reference to Section 710, which(Section 710-7) basically states that Traffic is not permitted to cross the newly applied pavement marking until they are sufficiently dry. Is it a maximum ten minutes or until it's sufficiently dry? Base on field conditions (e.g sufficiently high humidity), ambient air and surface temperature at least 40 degree F and rising, the set time maybe a lot longer than ten minutes.

Response:
