

ORINATION FORM

THE INFORMATION BELOW IS TO BE PROVIDED BY THE ORIGINATOR

(The person who receives or originates the issue and needs to forward the issue for action.)

Modify Specification 701.
Section/File number

New Section _____.
Section number

Subject: Audible & Vibratory Pavement Markings

Origination date: November 2, 2010

Originator: Chester Henson
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Userid: rd960ch

Problem statement: The method of measuring the audible bump is misleading to construction personnel. The wording was modified to clarify how the bump height should be measured.

Information source: The requirements were coordinated with specifications and construction.

Background data: Construction felt the wording could imply that the entire bump should meet the minimum height.

**Recommended
Usage Note:**

**Estimated fiscal
impact, if
implemented:** No financial impact.

**Desired
implementation
date:** Beginning with the July 2011 letting.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

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STEPHANIE KOPELOUSOS
SECRETARY

MEMORANDUM

DATE: November 16, 2010

TO: Specification Review Distribution List

FROM: Rudy Powell, Jr., P.E., State Specifications Engineer

SUBJECT: Proposed Specification: 7010400 Audible and Vibratory Pavement Markings - Application.

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Chester Henson of the State Roadway Design Office to clarify how the audible bump should be measured.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or to my attention via email at SP965RP or rudy.powell@dot.state.fl.us. Comments received after **December 14, 2010** may not be considered. Your input is encouraged.

RP/cah
Attachment

AUDIBLE AND VIBRATORY PAVEMENT MARKINGS.
(REV 11-4-10)

ARTICLE 701-4 (of the Supplemental Specification) is deleted and the following substituted:

701-4 Application.

701-4.1 General: Before applying traffic stripes and markings, remove any material that would adversely affect the bond of the traffic stripes by a method approved by the Engineer.

Before applying traffic stripes to any Portland cement surface, apply a primer, sealer or surface preparation adhesive of the type recommended by the manufacturer. Offset longitudinal lines at least 2 inches from construction joints of Portland cement concrete pavement.

Apply traffic stripes or markings only to dry surfaces, and when the ambient air and surface temperature is at least 50°F and rising for asphalt surfaces and 60°F and rising for concrete surface.

Apply striping to the same tolerances in dimensions and in alignment specified in 710-5. When applying traffic stripes and marking over existing markings, ensure that not more than 2 inches on either end and not more than 1 inch on either side of the existing line is visible.

Conduct field tests in accordance with FM 5-541. *Take test readings representative of the striping performance.* Remove and replace markings not meeting the requirements of this Section.

701-4.2 Thickness: Apply base lines having a thickness of 0.100 to 0.150 inches, exclusive of the audible bumps, when measured above the pavement surface ~~at the edge of the base line.~~

For profiled thermoplastic markings make profile measurements above the pavement surface. Provide a baseline thickness not to exceed 0.050 inches. Provide individual profiles across the full width of the marking on approximately 1.0 inch centers with a space between profiles of approximately .25 inches and an average thickness of at least 0.110 inches above the baseline profile. ~~As an alternative to the flat base line, a profiled baseline meeting the following dimensions may be applied. The profiled baseline shall have a minimum height of 0.155 inches, when measured above the pavement surface at the edge of the inverted rib profile. The thickness in the bottom of the profile marking shall be 0.035 to 0.050 inches. The individual profiles shall be located transversely across the full width of the traffic stripe at approximately 1 inch on center, with a bottom width between 0.090 to 0.310 inches.~~

Measure, record and certify on a Department approved form and submit to the Engineer, the thickness of white and yellow pavement markings in accordance with FM 5-541.

701-4.3 Dimensions of Audible Bumps: Apply the raised bumps with a profile such that the leading and trailing edges are sloped at a sufficient angle to create an audible and vibratory warning.

Bumps on shoulder and centerline markings shall ~~be at least have a minimum height of 0.45 inches~~ *at the highest point of the bump, above the pavement surface*, including the base line. The height shall be measured ~~above the pavement surface at the edge of the marking,~~ after application of drop-on reflective elements. Bumps shall have a minimum *baseline coverage* dimension of 2.5 inches *in both transverse and longitudinal directions.* The bumps may have a

drainage channel, the width of each drainage channel will not exceed 1/4 inch at the bottom of the channel. The longitudinal distance between bumps shall be approximately 30 inches.

701-4.4 Retroreflectivity: Apply white and yellow audible and vibratory markings that will attain an initial retroreflectance of not less than 300 mcd/lx·m² and not less than 250 mcd/lx·m², respectively. Measure, record and certify on a Department approved form and submit to the Engineer, the retroreflectivity of white and yellow pavement markings in accordance with FM 5-541.

~~_____The Department reserves the right to test the markings within 3 days of receipt of the Contractor's certification. If the retroreflectivity values measure below values shown above, remove and reapply the striping.~~

701-4.5 Color: Use pavement marking materials that meet the requirements of 971-1.

701-4.6 Reflective Elements: Apply reflective elements to all markings at the rates determined by the manufacturer's recommendations as identified for the QPL System.

701-4.7 Loss: If more than 1% of the bumps or more than three consecutive bumps are missing or broken (less than half a bump remaining) within the first 45 days under traffic, replace all failed bumps at no expense to the Department. If more than 2% of the bumps fail within the first 45 days under traffic, the replacement period will extend an additional 45 days from the date all replacement bumps were installed. If, at the end of the additional 45 days, more than 2% of all bumps (initial and replacement) fail, replace all failed bumps at no expense to the Department. Measure, record and certify on a Department approved form and submit to the Engineer, the loss of bumps.

