

## ORIGINATION FORM

**Date:** June 19, 2012

**Originator:** Stefanie Maxwell

**Contact Information:** Stefanie.Maxwell@dot.state.fl.us

**Specification Title:** Raised Retro-reflective Pavement Markers and Bituminous Adhesive

**Specification Section, Article, or Subarticle Number:** 706-4

**Why does the existing language need to be changed?** The requirement to not install the RPMs on joints is unachievable.

**Summary of the changes:** Delete requirement that prohibits the RPMs to be placed on joints. RPMs are required to be placed in line with the skip pavement marking or next to the solid pavement marking, and it is sometimes impossible to avoid the joints.

**Are these changes applicable to all Department jobs?** Yes

**Will these changes result in an increase or decrease in project costs?** No substantial change in cost.

**With who have you discussed these changes?** Chester Henson

**What other offices will be impacted by these changes?** None

**Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual?** No

**Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed?** No

Contact the State Specifications Office for assistance in completing this form.

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### MEMORANDUM

**DATE:** July 3, 2012

**TO:** Specification Review Distribution List

**FROM:** V. Y. “Trey” Tillander, III, State Specifications Engineer

**SUBJECT:** Proposed Specification: **7060400 Raised Retroreflective Pavement Markers and Bituminous Adhesive.**

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

This change was proposed by Stefanie Maxwell of the State Construction Office to delete the requirement that prohibits the placement of Retroreflective pavement markers (RPMs) on longitudinal or transverse pavement joints.

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 e-mail at SP965TT or [trey.tillander@dot.state.fl.us](mailto:trey.tillander@dot.state.fl.us). Comments received after **August 2, 2012**, may not be considered. Your input is encouraged.

TT/dt  
Attachment

**RAISED RETROREFLECTIVE PAVEMENT MARKERS AND BITUMINOUS ADHESIVE.**  
**(REV 6-20-12)**

ARTICLE 706-4 (Pages 791 - 792) is deleted and the following substituted:

**706-4 Application.**

Apply RPMs to the bonding surface using bituminous adhesives only. The Engineer will conduct field testing in accordance with FM 5-566. Correct RPMs not applied in accordance with these requirements at no cost to the Department.

Prior to application of adhesive, clean the portion of the bonding surface of any material which would adversely affect the adhesive.

Apply the adhesive to the bonding surface (not the marker) so that 100% of the bonding area of the marker will be covered, in accordance with adhesive manufacturer's recommendations. Apply sufficient adhesive to ensure, that when the marker is pressed downward into the adhesive, adhesive will be forced out around the entire perimeter of the marker.

Immediately remove excess adhesive from the bonding surface and exposed surfaces of the RPMs. Soft rags moistened with mineral spirits meeting Federal Specifications TT-T-291 or kerosene may be used to remove adhesive from exposed faces of the RPMs. Do not use any other solvent. If any adhesive, pavement marking materials or other foreign matter adheres to the reflective face of the marker, replace the marker at no cost to the Department.

Install RPMs with the reflective face of the RPM perpendicular to a line parallel to the roadway centerline. ~~Do not install RPMs over longitudinal or transverse joints of the bonding surface.~~

Ensure that all final RPMs are in place prior to opening the road to traffic.

If more than 2% of the RPMs fail in adhesion or alignment within the first 45 days under traffic, replace all failed markers at no expense to the Department. If more than 5% of the markers fail in adhesion and or alignment during the initial 45 day period, the Engineer will extend the replacement period an additional 45 days from the date that all replacement markers have been installed. If, at the end of the additional 45 day period, more than 2% of all markers (initial installation and 45 day replacements combined) fail in adhesion or alignment, replace all failed markers at no expense to the Department.