

Specification Section 710

Subarticle 710-4

ORIGINATION

Date: 4-30-25

Name: Ryan Gray

Email: ryan.gray@dot.state.fl.us

COMMENTARY

Island noses do not receive MOT paint applications – A misconception exists, because the curb is constructed first and they are sometimes painted before the friction course is laid, and they oftentimes need repainting by the time final lift comes around. Technically, this is wrong. The Specifications already require the contractor to protect all markings and repair damage at no cost to the Dept. So, regardless of WHEN it is painted, it should still be considered Final Surface, as it is the permanent "lift" of paint (incumbent upon the contractor to protector maintain those markings). Including island nose in LS and removing the existing pay item will help reinforce this and avoid potential duplicative payments for multiple applications.

INTERNAL COMMENTS AND RESPONSES

(Please note all comments and responses are verbatim as received. The Specifications Office does not alter typos or grammar.)

BLACK = Comment **BLUE** = Specifications Response **GREEN** = Change Made to Specification

Name: Keith Krieger

Date: 5-6-25

COMMENT: Should this specification refer to Index 706-001? Instead of 711-001? It is Index 706-001 that calls for durable paint.

RESPONSE: Thank you for your comments. It's true that Index 706-001 references durable paint but that Index is for Typical RPM placement, and the markings are shown for their relationship when used in conjunction with the RPMs. Index 711-001 deals directly with the placement of Pavement Markings and instructs where to apply durable nose paint (see 711-001 Sheet 7 of 13).

ACTION TAKEN: None

Name: Brian Blair

Date: 5-8-25

COMMENT: Before this spec change is implemented, the definition of "Final Surface" needs to be clarified. Logically, it would appear that this term should only apply to the pavement markings for the final asphalt or concrete pavement surface and, thus, should not include raised infrastructure such as curbs, traffic separators, etc. Recommend keeping the Island Nose pay item

separate from the Final Surface pay item since it is associated with raised infrastructure rather than the final pavement surface.

RESPONSE: Thank you for your comments. Island Nose Paint is currently listed and paid for in Section 710 under “*Item No. 710 Painted Pavement Markings*”, indicating that the Department currently considers them a pavement marking. The intent of this proposed language is to shift payment to the 710 pay item under which it more appropriately belongs - If island nose paint is no longer considered pavement markings, then it would need to move out of Section 710 altogether, and that is outside the scope of this change.

The term “final surface” is used several times in the Specifications to refer to the actual exposed surfaces of items (e.g. steel structures) and is not exclusive to pavement markings. It is used in Section 710 to differentiate the final “lift” of painted pavement markings from the preceding MOT “lifts” of paint. In this sense, the surface of the curbs, separators, etc. is the “final surface” of the construct, and does not receive intermediate MOT “lifts”.

ACTION TAKEN: None

Name: Brian Blair

Date: 5-8-25

COMMENT: Potentially paying for a second coat of paint seems like a worthwhile investment given its relatively low cost to ensure safety if the curb/traffic separator nose is constructed and painted well in advance of the final pavement surface construction.

RESPONSE: Thank you for your comments. The language as currently written requires only that the markings be installed prior to opening the road to traffic, and the performance of Durable Paint has been evaluated by the Department for a period of 18 months (under heavy traffic-volume work-zone conditions; see FDM 230). Specification 710-7 requires the contractor to protect newly applied markings, and to subsequently replace any damaged markings at no cost. The intent is not to change how/when island noses are painted, but rather to rectify an oversight and ensure greater compliance and integrity moving forward.

ACTION TAKEN: None

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COMMENTARY

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INDUSTRY COMMENTS AND RESPONSES

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Name: Raul Alessandri

Date: 5-15-2025

COMMENT: Will this change eliminate the possibility of painting the island nose as a standalone task, i.e. apart from Final Surface? Restoring island nose treatment is often done in pushbutton tasks without any resurfacing or Final Surface striping.

RESPONSE:

Thanks for your comment. No, this change will not eliminate that possibility – a separate maintenance-type pay item will be created for standalone work that is unrelated to the Final Surface application during Construction.

ACTION TAKEN:

None.

Name: John Simms

Date: 5-30-2025

COMMENT: I just want to point out that the comment below is misleading. The department will now be paying for 2 or possible 3 applications even if we only need to install 1. I don't expect the industry is going to plan on and bid only 1 application knowing the Department is going to have us install a second now that it is lump sum. What financial impact does the change have; project costs, pay item structure, or consultant fees? May slightly reduce project costs; Including island nose in Final Surface LS and removing the existing pay item will potentially help avoid payments for improper paint applications

RESPONSE:

Thanks for your comment. The intent of this change is to *eliminate* the possibility of paying for two or three applications – as it stands now, the island noses are potentially being paid for several times under the standalone pay item - Per Specifications and intent, the nose paint is on the “Final Surface” of the island, and should be treated the same as the other Final Surface markings (i.e., as a single application that is to be protected, or repainted at no expense to the Department). Removing the standalone pay item and including that work in the Final Surface LS item is meant to reinforce that concept and help enforce compliance with the existing requirements.

ACTION TAKEN:

None