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Preparing Activity: USACE Replacing without change
UFGS-02763A (February 2004)

UNIFIED FACILITIES GUIDE SPECIFICATIONS

References are in agreement with UML dated 1 April 2006

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PAVEMENT MARKINGS 04/06

NOTE: This guide specification covers the requirements for marking and remarking airport and heliport pavements primarily, but may also be used for marking roads, streets and parking areas; this section also includes removal of paint or tape markings from pavement surfaces.

Comments and suggestions on this guide specification are welcome and should be directed to the technical proponent of the specification. A listing of technical proponents, including their organization designation and telephone number, is on the Internet.

Recommended changes to a UFGS should be submitted as a Criteria Change Request (CCR).

Use of electronic communication is encouraged.

Brackets are used in the text to indicate designer choices or locations where text must be supplied by the designer.

This guide specification includes tailoring options for preformed tape and thermosetting plastic compounds. Selection or deselection of a tailoring option will include or exclude that option in the section, but editing the resulting section to fit the project is still required.

PART 1 GENERAL

NOTE: Pavement markings are usually removed by water blasting; few chemical methods are effective. Sand or shotblasting may be prohibited by local air pollution regulations. Drawings will show the extent of pavement to have markings removed.

Removal of raised or recessed markers or reflectors
is not covered in this section.

1.1 REFERENCES

NOTE: This paragraph is used to list the publications cited in the text of the guide specification. The publications are referred to in the text by basic designation only and listed in this paragraph by organization, designation, date, and title.

Use the Reference Wizard's Check Reference feature when you add a RID outside of the Section's Reference Article to automatically place the reference in the Reference Article. Also use the Reference Wizard's Check Reference feature to update the issue dates.

References not used in the text will automatically be deleted from this section of the project specification when you choose to reconcile references in the publish print process.

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
(AASHTO)

AASHTO M 247 (2002) Glass Beads Used in Traffic Paints

ASTM INTERNATIONAL (ASTM)

ASTM D 4280 (2004) Extended Life Type, Nonplowable, Raised, Retroreflective Pavement Markers

ASTM D 4505 (2001a) Preformed Retroreflective Pavement Marking Tape for Extended Service Life

ASTM D 792 (2000) Density and Specific Gravity (Relative Density) of Plastics by Displacement

ASTM E 28 (2004) Softening Point of Resins Derived from Naval Stores by Ring and Ball Apparatus

U.S. GENERAL SERVICES ADMINISTRATION (GSA)

FS TT-B-1325 (Rev C) Beads (Glass Spheres) Retro-Reflective (Metric)

FS TT-P-1952 (Rev D) Paint, Traffic and Airfield

Markings, Waterborne

1.2 UNIT PRICES

NOTE: This paragraph should be deleted when
pavement marking is included in a lump sum project.

1.2.1 Measurement

1.2.1.1 Surface Preparation

The unit of measurement for surface preparation will be the number of square meters feet of pavement surface prepared for marking and accepted by the Contracting Officer.

1.2.1.2 Pavement Striping and Markings

The unit of measurement for pavement striping and markings will be the number of square meters feet of reflective and nonreflective striping or marking actually completed and accepted by the Contracting Officer.

1.2.1.3 Raised Pavement Markers

The unit of measurement for raised pavement markers will be the number of square meters feet of each specific color required. Payment will be for the total number actually placed and approved by the Contracting Officer.

1.2.1.4 Removal of Pavement Markings

The unit of measurement for removal of pavement markings shall be the number of square meters feet of pavement markings actually removed and accepted by the Contracting Officer.

1.2.2 Payment

The quantities of surface preparation, pavement striping or markings, raised pavement markers, and removal of pavement markings determined as specified in paragraph Measurement, will be paid for at the contract unit price. The payment will constitute full compensation for furnishing all labor, materials, tools, equipment, appliances, and doing all work involved in marking pavements. Any striping or markings which are placed without reflective media, when reflective media is required, shall be removed and replaced at no cost to the Government. Striping or markings which do not conform to the alignment and/or location required shall be removed and replaced at no cost to the Government.

1.3 SUBMITTALS

NOTE: Review submittal description (SD) definitions
in Section 01 33 00 SUBMITTAL PROCEDURES and edit
the following list to reflect only the submittals
required for the project. Submittals should be kept
to the minimum required for adequate quality control.

A "G" following a submittal item indicates that the
submittal requires Government approval. Some

submittals are already marked with a "G". Only delete an existing "G" if the submittal item is not complex and can be reviewed through the Contractor's Quality Control system. Only add a "G" if the submittal is sufficiently important or complex in context of the project.

For submittals requiring Government approval on Army projects, a code of up to three characters within the submittal tags may be used following the "G" designation to indicate the approving authority. Codes for Army projects using the Resident Management System (RMS) are: "AE" for Architect-Engineer; "DO" for District Office (Engineering Division or other organization in the District Office); "AO" for Area Office; "RO" for Resident Office; and "PO" for Project Office. Codes following the "G" typically are not used for Navy, Air Force, and NASA projects.

Choose the first bracketed item for Navy, Air Force and NASA projects, or choose the second bracketed item for Army projects.

Government approval is required for submittals with a "G" designation; submittals not having a "G" designation are for [Contractor Quality Control approval.] [information only. When used, a designation following the "G" designation identifies the office that will review the submittal for the Government.] The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

SD-03 Product Data

Equipment [; G] [; G, [_____]]

Lists of proposed equipment, including descriptive data, and notifications of proposed Contractor actions as specified in this section. List of removal equipment shall include descriptive data indicating area of coverage per pass, pressure adjustment range, tank and flow capacities, and safety precautions required for the equipment operation.

Composition Requirements

Manufacturer's current printed product description and Material Safety Data Sheets (MSDS) for each type paint/color proposed for use.

Qualifications

Documentation on personnel qualifications, as specified.

SD-06 Test Reports

Sampling and Testing

Certified copies of the test reports, prior to the use of the materials at the jobsite. Testing shall be performed in an

approved independent laboratory.

SD-07 Certificates

Volatile Organic Compound (VOC)

Certificate stating that the proposed pavement marking paint meets the VOC regulations of the local Air Pollution Control District having jurisdiction over the geographical area in which the project is located.

1.4 DELIVERY AND STORAGE

All materials shall be delivered and stored in sealed containers that plainly show the designated name, formula or specification number, batch number, color, date of manufacture, manufacturer's name, and directions, all of which shall be plainly legible at time of use.

1.5 EQUIPMENT

All machines, tools and equipment used in the performance of the work shall be approved and maintained in satisfactory operating condition. Equipment operating on roads and runways shall display low speed traffic markings and traffic warning lights.

1.5.1 Paint Application Equipment

1.5.1.1 Self-Propelled or Mobile-Drawn Pneumatic Spraying Machines

The equipment to apply paint to pavements shall be a self-propelled or mobile-drawn pneumatic spraying machine with suitable arrangements of atomizing nozzles and controls to obtain the specified results. The machine shall have a speed during application not less than 8 km/hour 5 mph, and shall be capable of applying the stripe widths indicated, at the paint coverage rate specified in paragraph APPLICATION, and of even uniform thickness with clear-cut edges. [Equipment used for marking streets and highways shall be capable of placing the prescribed number of lines at a single pass as solid lines, intermittent lines or a combination of solid and intermittent lines using a maximum of two different colors of paint as specified.] [The equipment used to apply the paint binder to airfield pavements shall be a self-propelled or mobile-drawn pneumatic spraying machine with an arrangement of atomizing nozzles capable of applying a line width at any one time in multiples of 150 mm 6 inches, from 150 mm 6 inches to 900 mm 36 inches]. The paint applicator shall have paint reservoirs or tanks of sufficient capacity and suitable gauges to apply paint in accordance with requirements specified. Tanks shall be equipped with suitable air-driven mechanical agitators. The spray mechanism shall be equipped with quick-action valves conveniently located, and shall include necessary pressure regulators and gauges in full view and reach of the operator. Paint strainers shall be installed in paint supply lines to ensure freedom from residue and foreign matter that may cause malfunction of the spray guns. The paint applicator shall be readily adaptable for attachment of an air-actuated dispenser for the reflective media approved for use. Pneumatic spray guns shall be provided for hand application of paint in areas where the mobile paint applicator cannot be used.

1.5.1.2 Hand-Operated, Push-Type Machines

NOTE: Where pavement marking is limited to small street and parking areas, hand-operated push-type machines may be specified in lieu of detailed equipment requirements.

All machines, tools, and equipment used in performance of the work shall be approved and maintained in satisfactory operating condition. Hand-operated push-type machines of a type commonly used for application of paint to pavement surfaces will be acceptable for marking small streets and parking areas. Applicator machine shall be equipped with the necessary paint tanks and spraying nozzles, and shall be capable of applying paint uniformly at coverage specified. Sandblasting equipment shall be provided as required for cleaning surfaces to be painted. Hand-operated spray guns shall be provided for use in areas where push-type machines cannot be used.

1.5.2 Thermoplastic Application Equipment

1.5.2.1 Thermoplastic Material

Thermoplastic material shall be applied to the primed pavement surface by spray techniques or by the extrusion method, wherein one side of the shaping die is the pavement and the other three sides are contained by, or are part of, suitable equipment for heating and controlling the flow of material. By either method, the markings shall be applied with equipment that is capable of providing continuous uniformity in the dimensions of the stripe.

1.5.2.2 Application Equipment

a. Application equipment shall provide continuous mixing and agitation of the material. Conveying parts of the equipment between the main material reservoir and the extrusion shoe or spray gun shall prevent accumulation and clogging. All parts of the equipment which come into contact with the material shall be easily accessible and exposable for cleaning and maintenance. All mixing and conveying parts up to and including the extrusion shoes and spray guns shall maintain the material at the required temperature with heat-transfer oil or electrical-element-controlled heat.

b. The application equipment shall be constructed to ensure continuous uniformity in the dimensions of the stripe. The applicator shall provide a means for cleanly cutting off stripe ends squarely and shall provide a method of applying "skiplines". The equipment shall be capable of applying varying widths of traffic markings.

c. The applicator shall be equipped with a drop-on type bead dispenser capable of uniformly dispensing reflective glass spheres at controlled rates of flow. The bead dispenser shall be automatically operated and shall begin flow prior to the flow of composition to assure that the strip is fully reflectorized.

1.5.2.3 Mobile and Maneuverable

Application equipment shall be mobile and maneuverable to the extent that straight lines can be followed and normal curves can be made in a true arc. The equipment used for the placement of thermoplastic pavement markings shall be of two general types: mobile applicator and portable applicator.

a. Mobile Application Equipment: The mobile applicator shall be defined as a truck-mounted, self-contained pavement marking machine that is capable of hot applying thermoplastic by either the extrusion or spray method. The unit shall be equipped to apply the thermoplastic marking material at temperatures exceeding 190 degrees C 375 degrees F, at widths varying from 75 to 300 mm 3 to 12 inches and in thicknesses varying from 1.0 to 5.0 mm 0.020 to 0.190 inch and shall have an automatic drop-on bead system. The mobile unit shall be capable of operating continuously and of installing a minimum of 6 km 20,000 lineal feet of longitudinal markings in an 8-hour day.

(1) The mobile unit shall be equipped with a melting kettle which holds a minimum of 2.7 metric tons 6000 pounds of molten thermoplastic material. The kettle shall be capable of heating the thermoplastic composition to temperatures of 195 to 220 degrees C 375 to 425 degrees F. A thermostatically controlled heat transfer liquid shall be used. Heating of the composition by direct flame will not be allowed. Oil and material temperature gauges shall be visible at both ends of the kettle. [The mobile unit shall be equipped with a minimum of two extrusion shoes located one on each side of the truck, and shall be capable of marking simultaneous edgeline and centerline stripes. Each extrusion shoe shall be a closed, oil-jacketed unit; shall hold the molten thermoplastic at a temperature of 195 to 220 degrees C 375 to 425 degrees F; and shall be capable of extruding a line of 75 to 200 mm 3 to 8 inches in width; and at a thickness of not less than 3 mm 0.125 inch nor more than 5.0 mm 0.190 inch, and of generally uniform cross section.] [The mobile unit shall be equipped with a spray gun system. The spray system shall consist of a minimum of four spray guns, located two on each side of the truck, and shall be capable of marking simultaneous edgeline and centerline stripes. The spray system shall be surrounded (jacketed) with heating oil to maintain the molten thermoplastic at a temperature of 195 to 220 degrees C 375 to 425 degrees F; and shall be capable of spraying a stripe of 75 to 300 mm 3 to 12 inches in width, and in thicknesses varying from 1.5 mm 0.055 inch to 2.5 mm 0.095 inch, and of generally uniform cross section.]

(2) The mobile unit shall be equipped with an electronic programmable line pattern control system. The control system shall be capable of applying skip or solid lines in any sequence, through any and all of the extrusion shoes, or the spray guns, and in programmable cycle lengths. In addition, the mobile unit shall be equipped with an automatic counting mechanism capable of recording the number of lineal meters feet of thermoplastic markings applied to the pavement surface with an accuracy of 0.5 percent.

b. Portable Application Equipment: The portable applicator shall be defined as hand-operated equipment, specifically designed for placing special markings such as crosswalks, stopbars, legends, arrows, and short lengths of lane, edge and centerlines. The portable applicator shall be capable of applying thermoplastic pavement markings by the extrusion method. The portable applicator shall be loaded with hot thermoplastic composition from the melting kettles on the mobile applicator. The portable applicator shall be equipped with all the necessary components, including a materials storage reservoir, bead dispenser, extrusion shoe, and heating accessories, so as to be capable of holding the molten thermoplastic at a temperature of 195 to 220

degrees C 375 to 425 degrees F, of extruding a line of 75 to 300 mm 3 to 12 inches in width, and in thicknesses of not less than 3.0 mm 0.125 inch nor more than 5.0 mm 0.190 inch and of generally uniform cross section.

1.5.3 Reflective Media Dispenser

The dispenser for applying the reflective media shall be attached to the paint dispenser and shall operate automatically and simultaneously with the applicator through the same control mechanism. The dispenser shall be capable of adjustment and designed to provide uniform flow of reflective media over the full length and width of the stripe at the rate of coverage specified in paragraph APPLICATION, at all operating speeds of the applicator to which it is attached.

1.5.4 Preformed Tape Application Equipment

Mechanical application equipment shall be used for the placement of preformed marking tape. Mechanical application equipment shall be defined as a mobile pavement marking machine specifically designed for use in applying precoated, pressure-sensitive pavement marking tape of varying widths, up to 300 mm 12 inches. The applicator shall be equipped with rollers, or other suitable compactive device, to provide initial adhesion of the preformed, pressure-sensitive marking tape with the pavement surface. Additional hand-operated rollers shall be used as required to properly seat the thermoplastic tape.

1.5.5 Surface Preparation Equipment

1.5.5.1 Sandblasting Equipment

Sandblasting equipment shall include an air compressor, hoses, and nozzles of proper size and capacity as required for cleaning surfaces to be painted. The compressor shall be capable of furnishing not less than 70.8 L/sec 150 cfm of air at a pressure of not less than 620 kPa 90 psi at each nozzle used, and shall be equipped with traps that will maintain the compressed air free of oil and water.

1.5.5.2 Waterblast Equipment

The water pressure shall be specified at 17.9 MPa 2600 psi at 60 degrees C 140 degrees F in order to adequately clean the surfaces to be marked.

1.5.6 Marking Removal Equipment

Equipment shall be mounted on rubber tires and shall be capable of removing markings from the pavement without damaging the pavement surface or joint sealant. Waterblasting equipment shall be capable of producing an adjustable, pressurized stream of water. Sandblasting equipment shall include an air compressor, hoses, and nozzles. The compressor shall be equipped with traps to maintain the air free of oil and water.

1.5.6.1 Shotblasting Equipment

Shotblasting equipment shall be capable of producing an adjustable depth of removal of marking and pavement. Each unit shall be self-cleaning and self-contained, shall be able to confine dust and debris from the operation, and shall be capable of recycling the abrasive for reuse.

1.5.6.2 Chemical Equipment

Chemical equipment shall be capable of application and removal of chemicals from the pavement surface, and shall leave only non-toxic biodegradeable residue.

1.5.7 Traffic Controls

**NOTE: Guidance for traffic control procedures can
be obtained from the Manual on Uniform Traffic
Control Devices (MUTCD) for Streets and Highways.**

Suitable warning signs shall be placed near the beginning of the worksite and well ahead of the worksite for alerting approaching traffic from both directions. Small markers shall be placed along newly painted lines or freshly placed raised markers to control traffic and prevent damage to newly painted surfaces or displacement of raised pavement markers. Painting equipment shall be marked with large warning signs indicating slow-moving painting equipment in operation.

1.6 MAINTENANCE OF TRAFFIC

1.6.1 Airfield

The performance of work in the controlled zones of airfields shall be coordinated with the Contracting Officer and with the Flight Operations Officer. Verbal communications shall be maintained with the control tower before and during work in the controlled zones of the airfield. The control tower shall be advised when the work is completed. A radio for this purpose [will be provided by the Government] [shall be provided by the Contractor and approved by the Contracting Officer].

1.6.2 Roads, Streets, and Parking Areas

When traffic must be rerouted or controlled to accomplish the work, the necessary warning signs, flagpersons, and related equipment for the safe passage of vehicles shall be provided.

1.7 WEATHER LIMITATIONS FOR REMOVAL

Pavement surface shall be free of snow, ice, or slush. Surface temperature shall be at least 5 degrees C 40 degrees F and rising at the beginning of operations, except those involving shot or sand blasting. Operation shall cease during thunderstorms. Operation shall cease during rainfall, except for waterblasting and removal of previously applied chemicals. Waterblasting shall cease where surface water accumulation alters the effectiveness of material removal.

1.8 QUALIFICATIONS

The Contractor shall submit documentation certifying that pertinent personnel are qualified for equipment operation and handling of chemicals.

PART 2 PRODUCTS

2.1 PAINT

The paint shall be homogeneous, easily stirred to smooth consistency, and shall show no hard settlement or other objectionable characteristics during a storage period of 6 months. Paints for airfields, roads, parking areas, and streets shall conform to FS TT-P-1952, color as [indicated] [selected].

Pavement marking paints shall comply with applicable state and local laws enacted to ensure compliance with Federal Clean Air Standards. Paint materials shall conform to the restrictions of the local Air Pollution Control District.

2.2 THERMOPLASTIC COMPOUNDS

The thermoplastic reflectorized pavement marking compound shall be extruded or sprayed in a molten state onto a primed pavement surface. Following a surface application of glass beads and upon cooling to normal pavement temperatures, the marking shall be an adherent reflectorized strip of the specified thickness and width that is capable of resisting deformation by traffic.

2.2.1 Composition Requirements

The binder component shall be formulated as a hydrocarbon resin. The pigment, beads and filler shall be uniformly dispersed in the binder resin.

The thermoplastic composition shall be free from all skins, dirt, and foreign objects and shall comply with the following requirements:

Component	Percent by Weight	
	White	Yellow
Binder	17 min.	17 min.
Titanium dioxide	10 min.	-
Glass beads,	20 min.	20 min.
Calcium carbonate & inert fillers	49 max.	*
Yellow pigments	-	*

*Amount and type of yellow pigment, calcium carbonate and inert fillers shall be at the option of the manufacturer, providing the other composition requirements of this specification are met.

2.2.2 Physical Properties

2.2.2.1 Color

The color shall be as indicated.

2.2.2.2 Drying Time

When installed at 20 degrees C 70 degrees F and in thicknesses between 3

and 5 mm 1/8 and 3/16 inch, after curing 15 minutes.

2.2.2.3 Softening Point

The composition shall have a softening point of not less than 90 degrees C 194 degrees F when tested in accordance with ASTM E 28.

2.2.2.4 Specific Gravity

The specific gravity of the composition shall be between 1.9 and 2.2 as determined in accordance with ASTM D 792.

2.2.3 Asphalt Concrete Primer

The primer for asphalt concrete pavements shall be a thermosetting adhesive with a solids content of pigment reinforced synthetic rubber and synthetic plastic resin dissolved and/or dispersed in a volatile organic compound (VOC). Solids content shall not be less than 10 percent by weight at 20 degrees C 70 degrees F and 60 percent relative humidity. A wet film thickness of 0.10 mm 0.005 inch plus or minus 0.025 mm 0.001 inch, shall dry to a tack-free condition in less than 5 minutes.

2.2.4 Portland Cement Concrete Primer

The primer for Portland cement concrete pavements shall be an epoxy resin primer. The primer shall be of the type recommended by the manufacturer of the thermoplastic composition. Epoxy primers recommended by the manufacturer shall be approved by the Contracting Officer prior to use. Requests for approval shall be accompanied with technical data, instructions for use, and a 1 liter 1 quart sample of the primer material.

2.3 PREFORMED TAPE

The preformed tape shall be an adherent reflectorized strip in accordance with ASTM D 4505 Type I or IV, Class optional.

2.4 RAISED REFLECTIVE MARKERS

NOTE: Line marker segments having a 1 to 3 ratio of stripe to gap are standard. Line segments of 3 meters (10 feet) with gaps of 9 meters (30 feet) are recommended. When raised pavement markers are used in lieu of striping, the line marker segments shall have a 3 to 5 ratio of stripe to gap with line segments of 5 meters (15 feet) with gaps of 8 meters (25 feet) recommended.

Either metallic or nonmetallic markers of the button or prismatic reflector type may be used. Markers shall be of permanent colors, as specified for pavement marking, and shall retain the color and brightness under the action of traffic. Button markers shall have a diameter of not less than 100 mm 4 inches, and shall be spaced not more than 12 meters 40 feet apart on solid longitudinal lines. Broken centerline marker spacings shall be in segments [of _____] [indicated] with gaps [of _____] [indicated] between segments. Markers shall have rounded surfaces presenting a smooth contour to traffic and shall not project more than 19 mm 3/4 inch above level of pavement. Pavement markers and adhesive epoxy shall conform to

ASTM D 4280.

2.5 REFLECTIVE MEDIA

Reflective media for airfields shall conform to FS TT-B-1325, Type I, Gradation A. Reflective media for roads and streets shall conform to FS TT-B-1325, Type I, Gradation A or AASHTO M 247, Type I.

2.6 SAMPLING AND TESTING

NOTE: Although provision is made for obtaining test reports, importance of Government testing of each batch of paint and reflective media is emphasized where quantities of 200 or more liters (50 or more gallons) are involved. For 200 (50) or less, the factor of time and value of material versus cost of testing may justify acceptance on the basis of test reports furnished. In such cases acceptability will be determined by persons within division or district offices technically qualified and specifically designated by division engineers. Requirements in this paragraph for Contractor testing may be modified to exempt materials that definitely will be Government tested. If all batches will be Government tested, requirements for Contractor testing will be deleted.

Materials proposed for use shall be stored on the project site in sealed and labeled containers, or segregated at source of supply, sufficiently in advance of needs to allow 60 days for testing. Upon notification by the Contractor that the material is at the site or source of supply, a sample shall be taken by random selection from sealed containers by the Contractor in the presence of a representative of the Contracting Officer. Samples shall be clearly identified by designated name, specification number, batch number, manufacturer's formulation number, project contract number, intended use, and quantity involved. [Materials will be sampled and tested by the Government. No material shall be used at the project prior to receipt by the Contractor of written notice that the materials meet the laboratory requirements. The cost of initial testing of samples from each lot of materials will be borne by the Government. If the sample fails to meet specification requirements, the material represented by the sample shall be replaced and the new material will be tested. Cost of sampling and testing the new material will be borne by the Contractor.] [Testing shall be performed in an approved independent laboratory. If materials are approved based on reports furnished by the Contractor, samples will be retained by the Government for possible future testing should the material appear defective during or after application.]

PART 3 EXECUTION

3.1 SURFACE PREPARATION

NOTE: Newly laid flexible and rigid pavements require aging prior to painting in order to obtain satisfactory paint performance. If practicable, all new pavement surfaces should be at least 30 days old

before applying paint. When earlier application of paint is necessary because of operations requirements, the maximum period practicable should be specified.

Surfaces to be marked shall be thoroughly cleaned before application of the pavement marking material. Dust, dirt, and other granular surface deposits shall be removed by sweeping, blowing with compressed air, rinsing with water or a combination of these methods as required. Rubber deposits, surface laitance, existing paint markings, and other coatings adhering to the pavement shall be completely removed with scrapers, wire brushes, sandblasting, approved chemicals, or mechanical abrasion as directed. Areas of old pavement affected with oil or grease shall be scrubbed with several applications of trisodium phosphate solution or other approved detergent or degreaser, and rinsed thoroughly after each application. After cleaning, oil-soaked areas shall be sealed with cut shellac to prevent bleeding through the new paint. Pavement surfaces shall be allowed to dry, when water is used for cleaning, prior to striping or marking. Surfaces shall be recleaned, when work has been stopped due to rain.

3.1.1 Pretreatment for Early Painting

NOTE: For new rigid pavements which require early painting, the following paragraph will be added.

Where early painting is required on rigid pavements, a pretreatment with an aqueous solution containing 3 percent phosphoric acid and 2 percent zinc chloride shall be applied to prepared pavement areas prior to painting.

3.1.2 Cleaning Existing Pavement Markings

In general, markings shall not be placed over existing pavement marking patterns. Existing pavement markings, which are in good condition but interfere or conflict with the newly applied marking patterns, shall be removed. Deteriorated or obscured markings that are not misleading or confusing or interfere with the adhesion of the new marking material do not require removal. New preformed and thermoplastic pavement markings shall not be applied over existing preformed or thermoplastic markings. Whenever grinding, scraping, sandblasting or other operations are performed the work must be conducted in such a manner that the finished pavement surface is not damaged or left in a pattern that is misleading or confusing. When these operations are completed the pavement surface shall be blown off with compressed air to remove residue and debris resulting from the cleaning work.

3.1.3 Cleaning Concrete Curing Compounds

On new Portland cement concrete pavements, cleaning operations shall not begin until a minimum of 30 days after the placement of concrete. All new concrete pavements shall be cleaned by either sandblasting or water blasting. When water blasting is performed, thermoplastic and preformed markings shall be applied no sooner than 24 hours after the blasting has been completed. The extent of the blasting work shall be to clean and prepare the concrete surface as follows:

- a. There is no visible evidence of curing compound on the peaks of the

textured concrete surface.

- b. There are no heavy puddled deposits of curing compound in the valleys of the textured concrete surface.
- c. All remaining curing compound is intact; all loose and flaking material is removed.
- d. The peaks of the textured pavement surface are rounded in profile and free of sharp edges and irregularities.
- e. The surface to be marked is dry.

3.2 APPLICATION

All pavement markings and patterns shall be placed as shown on the plans.

3.2.1 Paint

Paint shall be applied to clean, dry surfaces, and only when air and pavement temperatures are above 5 degrees C 40 degrees F and less than 35 degrees C 95 degrees F. Paint temperature shall be maintained within these same limits. New asphalt pavement surfaces and new Portland concrete cement shall be allowed to cure for a period of not less than 30 days before applications of paint. Paint shall be applied pneumatically with approved equipment at rate of coverage specified . The Contractor shall provide guide lines and templates as necessary to control paint application. Special precautions shall be taken in marking numbers, letters, and symbols. Edges of markings shall be sharply outlined.

3.2.1.1 Rate of Application

- a. Reflective Markings: Pigmented binder shall be applied evenly to the pavement area to be coated at a rate of 2.9 plus or minus 0.5 square meter/L 105 plus or minus 5 square feet/gallon. Glass spheres shall be applied uniformly to the wet paint [on airfield pavement at a rate of 1.0 8] [on road and street pavement at a rate of 0.7 6] plus or minus 0.06 kg 0.5 pounds of glass spheres per L gallon of paint.
- b. Nonreflective Markings: Paint shall be applied evenly to the pavement surface to be coated at a rate of 2.9 plus or minus 0.5 square meter/L 105 plus or minus 5 square feet/gallon.

3.2.1.2 Drying

The maximum drying time requirements of the paint specifications will be strictly enforced to prevent undue softening of bitumen, and pickup, displacement, or discoloration by tires of traffic. If there is a delay in drying of the markings, painting operations shall be discontinued until cause of the slow drying is determined and corrected.

3.2.2 Thermoplastic Compounds

Thermoplastic pavement markings shall be placed upon dry pavement; surface dry only will not be considered an acceptable condition. At the time of installation, the pavement surface temperature shall be a minimum of 5 degrees C 40 degrees F and rising. Thermoplastics, as placed, shall be free from dirt or tint.

3.2.2.1 Longitudinal Markings

All centerline, skipline, edgeline, and other longitudinal type markings shall be applied with a mobile applicator. All special markings, crosswalks, stop bars, legends, arrows, and similar patterns shall be placed with a portable applicator, using the extrusion method.

3.2.2.2 Primer

After surface preparation has been completed the asphalt and/or concrete pavement surface shall be primed. The primer shall be applied with spray equipment. Primer materials shall be allowed to "set-up" prior to applying the thermoplastic composition. The asphalt concrete primer shall be allowed to dry to a tack-free condition, usually occurring in less than 10 minutes. The Portland cement concrete primer shall be allowed to dry in accordance with the thermoplastic manufacturer's recommendations. To shorten the curing time of the epoxy resins an infrared heating device may be used on the concrete primer.

a. Asphalt Concrete Primer: Primer shall be applied to all asphalt concrete pavements at a wet film thickness of 0.10 mm 0.005 inch, plus or minus 0.025 mm 0.001 inch (25-40 square meters/L 265-400 square feet/gallon).

b. Portland Cement Concrete Primer: Primer shall be applied to all concrete pavements (including concrete bridge decks) at a wet film thickness of between 1.0 to 1.3 mm 0.04 to 0.05 inch (30-40 square meters/L 320-400 square feet/gallon).

3.2.2.3 Markings

After the primer has "set-up", the thermoplastic shall be applied at temperatures no lower than 190 degrees C 375 degrees F nor higher than 220 degrees C 425 degrees F at the point of deposition. Immediately after installation of the marking, drop-on glass spheres shall be mechanically applied so that the spheres are held by and imbedded in the surface of the molten material.

a. Extruded Markings: All extruded thermoplastic markings shall be applied at the specified width and at a thickness of not less than 3.0 mm 0.125 inch nor more than 5.0 mm 0.190 inch.

b. Sprayed Markings: All sprayed thermoplastic markings shall be applied at the specified width and the thicknesses designated in the contract plans. If the plans do not specify a thickness, centerline markings shall be applied at a wet thickness of 2.0 mm 0.090 inch, plus or minus 0.10 mm 0.005 inch, and edgeline markings at a wet thickness of 1.5 mm 0.060 inch plus or minus 0.10 mm 0.005 inch.

c. Reflective Glass Spheres: Immediately following application, reflective glass spheres shall be dropped onto the molten thermoplastic marking at the rate of 1 kg/2 square meters 1 pound/20 square feet of compound.

3.2.3 Preformed Tape

The pavement surface temperature shall be a minimum of 15 degrees C 60 degrees F and the ambient temperature shall be a minimum of 15 degrees C 60 degrees F and rising. The preformed markings shall be placed in accordance

with the manufacturer's written instructions.

3.2.4 Raised Reflective Markers

Prefabricated markers shall be aligned carefully at the required spacing and permanently fixed in place by means of epoxy resin adhesives. To insure good bond, pavement in areas where markers will be set shall be thoroughly cleaned by sandblasting and use of compressed air prior to applying adhesive.

3.2.5 Reflective Media

Application of reflective media shall immediately follow application of pigmented binder. Drop-on application of glass spheres shall be accomplished to insure that reflective media is evenly distributed at the specified rate of coverage. Should there be malfunction of either paint applicator or reflective media dispenser, operations shall be discontinued immediately until deficiency is corrected.

3.3 MARKING REMOVAL

Pavement marking, including plastic tape, shall be removed in the areas shown on the drawings. Removal of marking shall be as complete as possible without damage to the surface. Aggregate shall not be exposed by the removal process. After the markings are removed, the cleaned pavement surfaces shall exhibit adequate texture for remarking as specified in paragraph SURFACE PREPARATION. Contractor shall demonstrate removal of pavement marking in an area designated by the Contracting Officer. The demonstration area will become the standard for the remainder of the work.

3.3.1 Equipment Operation

Equipment shall be controlled and operated to remove markings from the pavement surface, prevent dilution or removal of binder from underlying pavement, and prevent emission of blue smoke from asphalt or tar surfaces.

3.3.2 Cleanup and Waste Disposal

The worksite shall be kept clean of debris and waste from the removal operations. Cleanup shall immediately follow removal operations in areas subject to air traffic. Debris shall be disposed of at approved sites.

-- End of Section --