



**SPECIAL PROVISIONS
FOR
MULTI-COMPONENT LIQUID PAVEMENT MARKINGS**

**Jasper County
IMX-080-5(343)174--02-50**

**Polk County
MBIN-235-1(517)4--0M-77**

**Effective Date
December 15, 2020**

THE STANDARD SPECIFICATIONS, SERIES 2015, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE SPECIAL PROVISIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

150709.01 DESCRIPTION.

Provide reflectorized white and yellow multi-component, 100% solids Multi-Component Liquid pavement markings that are free of toxic heavy metals for installation on bituminous and concrete pavement surfaces.

150709.02 MATERIALS.

A. General.

1. Apply Multi-Component Liquid pavement markings in accordance with [Article 2527.01](#) of the Standard Specifications.
2. Use materials capable of producing pavement markings with a wet-film thickness (WFT) of at least 20 mil. Apply at a greater wet-film thickness as recommended by the material manufacturer based on pavement type, pavement composition, environmental conditions, placement within a rumble, and other relevant factors. The following is a list of approved products. The Contractor has the option of using an approved equal product pursuant to meeting all other areas of this specification.
 - HPS-4 manufactured by Ennis-Flint, Inc.
 - 3180 Series MFUA-10 manufactured by SWARCO
3. Provide materials in accordance with the Retroreflectivity requirements below, unless otherwise required by the contract.

Table 150709.02-1: Minimum Initial Retroreflectivity Requirements

Minimum Coefficient of Retroreflected Luminance	
White lines, Symbols, and Legends	400 mcd/sq. m/lux
Yellow lines	250 mcd/sq. m/lux

4. Provide yellow markings distinguishable from white markings in the dark.
5. The Department will not require the mixing of individual components before use if stored for no greater than 12 months.

B. Multi-Component Liquid Material.

1. Provide multi-component liquid material meeting the following requirements and characteristics:
 - a. Composed only of multi-component liquids and pigments,
 - b. Does not emit or leach solvents into the environment upon application to a pavement surface,
 - c. The infrared spectrum for all components shall match the reference sample provided by the manufacturer for the product tested and approved by the Department,
 - d. Free of lead, cadmium, mercury, hexavalent chromium and other toxic heavy metals as defined by the Environmental Protection Agency,
 - e. White material no darker than or no yellower than 17778 of Federal Standard Number 595C Colors,
 - f. Daytime color of the yellow epoxy meeting the following CIE Chromaticity limits using illuminant "D65/2":

Table 150709.02-2: Daytime Chromaticity Coordinates

Daytime Chromaticity Coordinates (Corner Points) - Yellow				
	1	2	3	4
x	0.470	0.485	0.520	0.480
y	0.440	0.460	0.450	0.420

- g. White daylight directional reflectance (Y) of least 83%,
- h. Yellow daylight directional reflectance (Y) of at least 50%,
- i. Nighttime color of yellow meeting the following chromaticity limits in ASTM D 6628:

Table 150709.02-3: Nighttime Chromaticity Coordinates

Nighttime Chromaticity Coordinates (Corner Points) - Yellow				
	1	2	3	4
x	0.575	0.508	0.473	0.510
y	0.425	0.415	0.453	0.490

- j. Contrast Ratio of 0.98 or greater when measured on a black/white drawdown card at 15 mils WFT application rate.
2. Provide shadow lane line markings (legend BLB6) according to attached modified Standard Road Plans. Black epoxy should satisfy color chip 37038 of Federal Standard 595B, and have similar quality as the white and yellow multi-component pavement markings. An anti-skid material shall be incorporated with the shadow line marking.

3. Adhesion Capabilities.

Provide material meeting the adhesion requirements of the American Concrete Institute Committee 403 when tested on Portland cement concrete. Apply Multi-Component Liquid pavement markings during the test to concrete pavements with a tensile strength of at least 300 psi and ensure the failure of the system occurs in the concrete during testing.

4. Abrasion Resistance.

Provide material with an abrasion resistance wear index no greater than 82 when tested in accordance with ASTM C 501 with a CS 17 wheel under a load of 1000 g for 1000 cycles. The Department defines the wear index as the weight in milligrams of material abraded from the sample under the test conditions.

5. Hardness.

Provide material with a Type D durometer hardness from 75 to 90 when tested in accordance with ASTM D 2240 after curing for 72 hours at 73°F ±4°F.

6. Tensile Strength.

For epoxy-amine based multicomponent systems, including variations of this base chemistry, provide material with a tensile strength of at least 6000 psi when tested in accordance with ASTM D 638 after curing for 72 hours at 73°F ±4°F. For polyurea based multicomponent systems provide material with a tensile strength of at least 3000 psi when tested in accordance with ASTM D 638 after curing for 72 hours at 73°F ±4°F.

7. Compressive Strength.

For epoxy-amine based multicomponent systems, including variations of this base chemistry, provide material with a compressive strength of at least 12,000 psi when tested in accordance with ASTM D 695 after curing for 72 hours at 73°F ±4°F.

C. Retroreflective Media.

1. Provide first drop wet media per manufacturers recommendation using either of the following products for all Edge Lines, Broken Lines (except Black Broken Lines), Ramp Edge Lines, and Lane Drop Lines:

- 3M Connected Roads All Weather Elements Series 70 for Epoxy Pavement Markings
- Potters VisiUltra 455

2. Provide second drop glass spheres per the manufacturer's recommendation with the following gradation on all lines except for the Black Broken Lane Lines:

Table 250709.02-4: Utah Blend Gradation

Sieve Size	% Passing
No. 18	65-80
No. 30	30-50
No. 50	0-5

- a. Glass spheres shall be dual coated.
- b. Apply glass spheres at a rate of at least 25 pounds per gallon. Apply at a greater rate if recommended by the material manufacturer to meet the required minimum levels of retroreflectivity in accordance with Table 150709.02-1.

3. Provide beads packaged in moisture-proof, multi-wall shipping bags, and in containers marked with the following information:

- a. Manufacturer name,
- b. Manufacturer address,

- c. Type of treatment,
- d. Batch number, and
- e. Date of manufacture.

D. Sampling and Testing.

1. Test the daylight directional reflectance and the color meeting the requirements of ASTM E 1349.
2. Provide 1 pint samples of each manufacturer's lot or batch of material when manufactured to an independent lab for this testing. NTPEP data may be substituted if the product has not changed from initial submittal to NTPEP for evaluation of these products.
3. Submit to the Engineer a manufacturer's Certificate of Compliance for all components of the Multi-Component Liquid pavement marking system.
4. Mark containers with the following information:
 - a. Name of manufacturer,
 - b. Product identification number,
 - c. Lot or batch number,
 - d. Date of manufacture,
 - e. Color, and
 - f. Net weight of contents.

150709.03 CONSTRUCTION.

A. General.

1. The contract documents will specify the quantity, locations, and type of pavement markings required.
2. The minimum atmospheric and surface temperatures for application of pavement markings shall follow the manufacturer's written recommendations.
3. For all pavement markings, ensure the pavement surface is dry and free from dirt, dust, oil, curing compound, and other contaminants which may interfere with markings properly bonding to the surface. Ensure the clean surface is at least 1 inch wider than the anticipated marking. Shoot an air blast on the pavement surface immediately prior to placing the new marking. The air blast is not intended to remove large amounts of dust, but only a very small amount of residue that might be left from the removal and cleaning operation.
4. Ensure the following for all painted pavement markings:
 - Uniform thickness
 - Uniform distribution of glass beads throughout the line width,
 - Line widths as specified, with a tolerance of $\pm 1/2$ inch for all lines,
 - Markings have sharp edges and cutoffs at the ends.

B. Grooving.

1. Groove in the following lines: Edge Lines, White and Black Broken Lines, Lane Drop Lines, and Ramp Edge Lines. Do not groove in Channelizing Lines or Dotted Lines.
2. Grooved in lines shall be 80 mils with a tolerance of ± 10 mils in depth and the width of the line plus 1 inch with a tolerance of $\pm 1/8$ inch.
3. The equipment shall be capable of recessing the total width of the recess in one pass

resulting in a fine corduroy finish.

C. Traffic Control.

Apply the provisions of [Section 2528](#) to traffic control for removing and placing painted and taped pavement markings, along with the following additional requirements:

1. Place traffic control devices on the roadway before removal operations have commenced. Leave traffic control devices in place through the completed curing time of the newly applied pavement markings.
2. Do not close any longer length of lane than can be adequately removed and replace in a single working day.
3. For painted pavement markings, do not remove traffic control devices until the newly applied pavement markings are tack free.

D. Permanent Pavement Marking.

1. When permanent marking is required, place:
 - Center lines, lane lines, no passing zone lines, and edge lines,
 - Barrier lines and transverse lines,
 - Other markings required by the contract documents or by the Engineer.
2. Permanent marking will normally be required, according to this specification, for all projects on which public traffic is allowed during construction.
3. Accurately place all lines to a close tolerance using a guide extending at least 3 feet ahead of the machine. The location of edge lines may be referenced to the pavement edge. The locations of other longitudinal lines may be referenced to accurately located longitudinal joints. Where such references do not exist or are not reliable, locate the lines as follows:
 - a. For straight or nearly straight lines, reference the locations to a stringline set between marking line points.
 - b. For curves, reference the locations to closely spaced marking line points. For sharp curves, a spacing of 10 feet may be required.
 - c. Other equally effective systems the Engineer approves.

E. Final Inspection

Provide an acceptable, calibrated 30 meter geometry (100 feet), retroreflectometer to use on the project which will remain the property of the Contractor. In the presence of the Engineer, measure the retro-reflectivity of the pavement markings. Take a minimum of five randomly spaced readings per line type every 1 mile. The average minimum retro-reflectivity per mile shall be as per Table 150709.02-1.

F. Defective Pavement Markings.

1. Markings that are low on initial retroreflectivity up to 20% may, at the discretion of the Engineer, be accepted with a price adjustment.
2. Repair, at no additional cost to the Contracting Authority, all pavement markings which, after application and curing, the Engineer determines to be defective and not in conformance with these specifications. Remove the defective markings completely and clean to the underlying pavement surface according to the requirements of [Article 2527.03, C](#) of the Standard Specifications. Remove the defective area plus all adjacent marking material extending 1 foot in any direction. After surface preparation work is complete, finish the repair by reapplying new marking material over the cleaned pavement surface according to the requirements of these specifications.

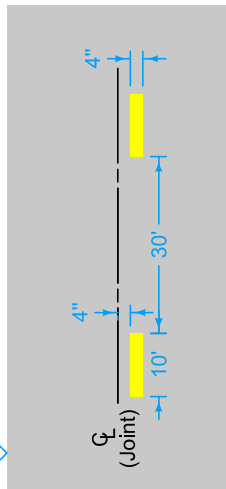
150709.04 METHOD OF MEASUREMENT.

Painted Pavement Markings, Multi-Component Liquid and Grooves Cut for Pavement Markings will be measured per [Article 2527.04](#) of the Standard Specifications.

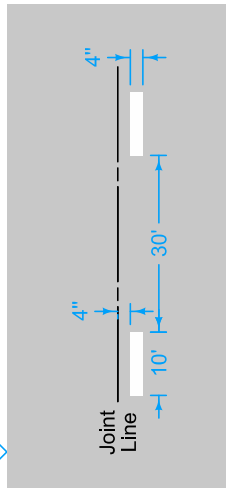
150709.05 BASIS OF PAYMENT.

Painted Pavement Markings, Multi-Component Liquid and Grooves Cut for Pavement Markings will be paid for per [Article 2527.05](#) of the Standard Specifications.

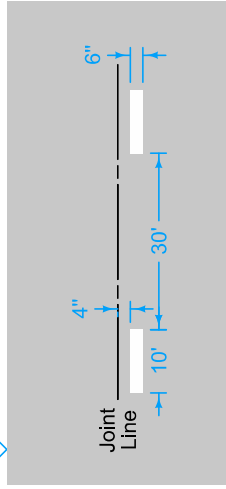
BCY4 BROKEN CENTERLINE (Yellow)



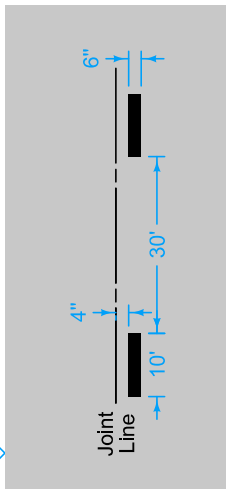
BLW4 BROKEN LANE LINE (White)



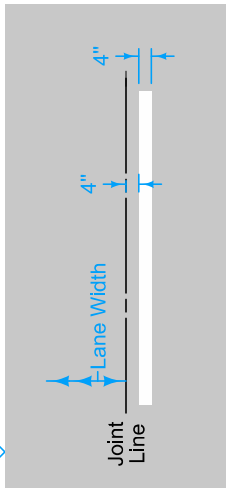
BLW6 BROKEN LANE LINE (White)



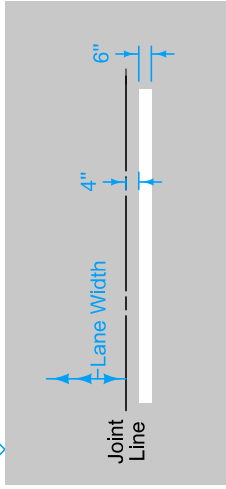
BLB6 BROKEN LANE LINE (Black)



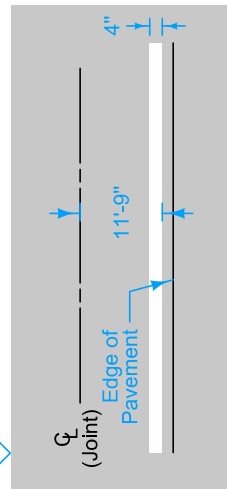
SLW4 SOLID LANE LINE (White)



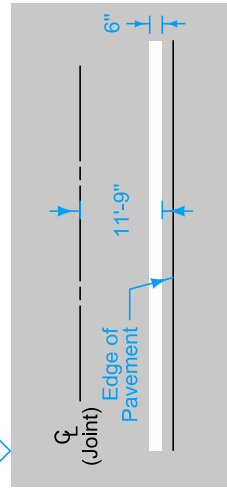
SLW6 SOLID LANE LINE (White)



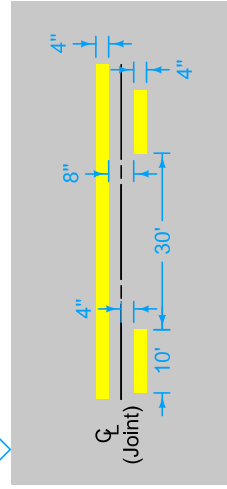
ELW4 EDGE LINE RIGHT (White)



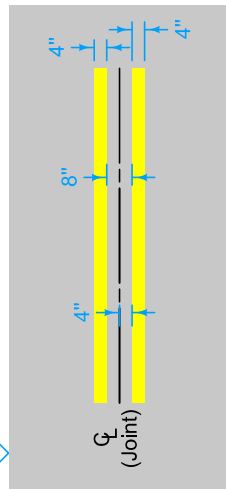
ELW6 EDGE LINE RIGHT (White)



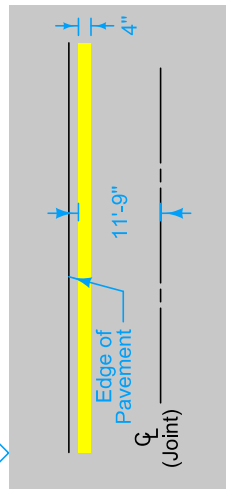
NPY4 NO PASSING ZONE LINE (Yellow)



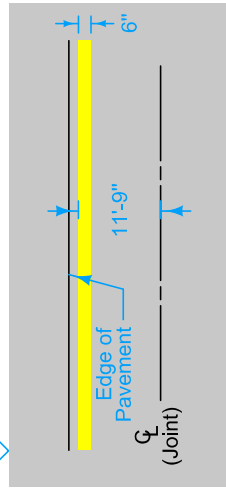
DCY4 DOUBLE CENTERLINE (Yellow)



ELY4 EDGE LINE LEFT (Yellow)



ELY6 EDGE LINE LEFT (Yellow)



Lane layouts shown are typical.

Centerlines and lane lines may be painted either side of centerline.

Drawings on sheets 1 to 3 are oriented to represent direction of traffic moving from left to right.

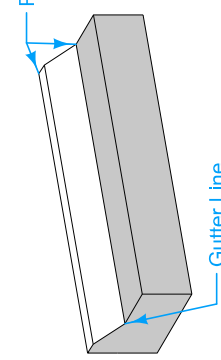
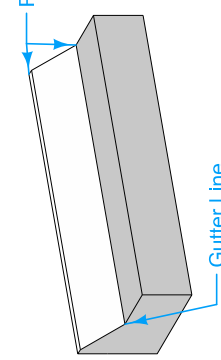
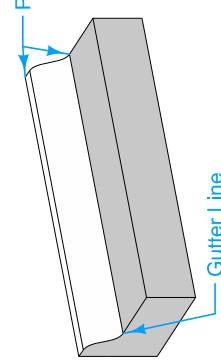
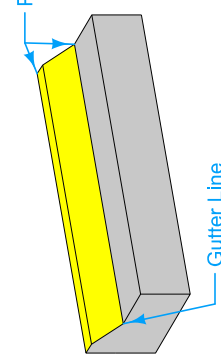
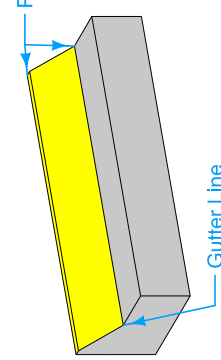
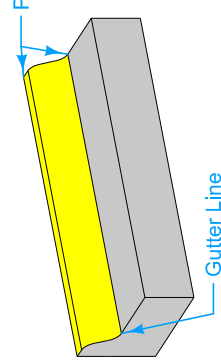
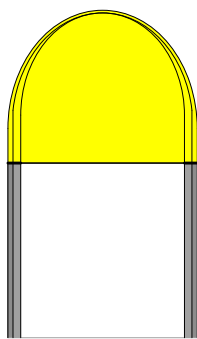
Possible Contract Item:
Pavement Marking Line Items
Possible Tabulation:
108-22

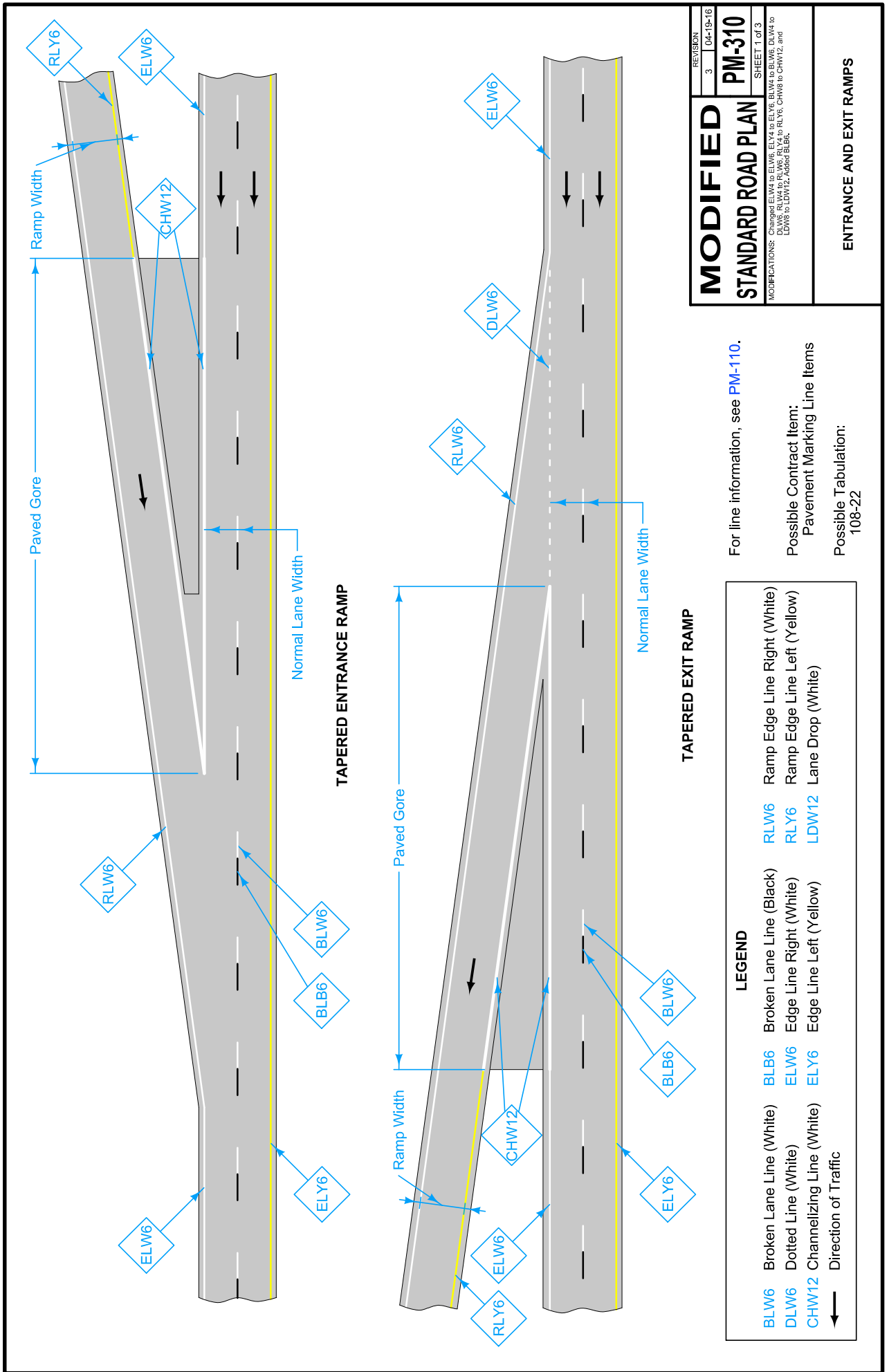
MODIFIED	REVISION	2	10-18-18
	PM-110		
STANDARD ROAD PLAN	SHEET 1 of 4		
	MODIFICATIONS: Added BLW6, BLB6, SLW6, ELW6, RLY6, RLW6, CHW12, and LDW12.		
			LINE TYPES

<p>RLW4 RAMP EDGE LINE RIGHT (White)</p>	<p>RLW6 RAMP EDGE LINE RIGHT (White)</p>	<p>RLY4 RAMP EDGE LINE LEFT (Yellow)</p>
<p>RLY6 RAMP EDGE LINE LEFT (Yellow)</p>	<p>DLY4 DOTTED LINE (Yellow)</p>	<p>DDY4 DOUBLE DOTTED LINE (Yellow)</p>
<p>DLW4 DOTTED LINE (White)</p>	<p>DLW6 DOTTED LINE (White)</p>	<p>CHY8 CHANNELIZING LINE (Yellow)</p>
<p>CHW8 CHANNELIZING LINE (White)</p>	<p>CHW12 CHANNELIZING LINE (White)</p>	<p>CHY8 CHANNELIZING LINE (Yellow)</p>

<p>MODIFIED STANDARD ROAD PLAN</p> <p><small>MODIFICATIONS: Added DLW6, DLW8, SLW6, ELW6, RLW6, RLY6, DLW6, CHW12, and LDW12.</small></p>	<p>REVISION 2 10-18-18</p>
	<p>PM-110</p>
	<p>SHEET 2 of 4</p>
<p>LINE TYPES</p>	

<p>LDW8 LANE DROP (White)</p>	<p>LDW12 LANE DROP (White)</p>									
<p>SLW2 STOP LINE (White)</p>	<p>YLW2 YIELD LINE (White)</p>									
<p>CBW6 CROSSWALK BAR (White)</p>	<p>CLW6 CROSSWALK LINE (White)</p>									
<table border="1"> <tr> <td data-bbox="1240 60 1300 1001"> <p>REVISION 2 10-16-18</p> </td> <td data-bbox="1305 60 1382 1001"> <p>MODIFIED STANDARD ROAD PLAN</p> </td> </tr> <tr> <td colspan="2" data-bbox="1386 60 1446 1001"> <p>PM-110 SHEET 3 of 4</p> </td> </tr> <tr> <td colspan="2" data-bbox="1451 60 1555 1001"> <p>MODIFICATIONS: Added BLW6, BLW8, SLW6, SLW8, ELW6, ELW8, RLW6, RLW8, DLW6, DLW8, CHW12 and LDW12.</p> </td> </tr> <tr> <td colspan="2" data-bbox="1463 1010 1555 1514"> <p>LINE TYPES</p> </td> </tr> </table>			<p>REVISION 2 10-16-18</p>	<p>MODIFIED STANDARD ROAD PLAN</p>	<p>PM-110 SHEET 3 of 4</p>		<p>MODIFICATIONS: Added BLW6, BLW8, SLW6, SLW8, ELW6, ELW8, RLW6, RLW8, DLW6, DLW8, CHW12 and LDW12.</p>		<p>LINE TYPES</p>	
<p>REVISION 2 10-16-18</p>	<p>MODIFIED STANDARD ROAD PLAN</p>									
<p>PM-110 SHEET 3 of 4</p>										
<p>MODIFICATIONS: Added BLW6, BLW8, SLW6, SLW8, ELW6, ELW8, RLW6, RLW8, DLW6, DLW8, CHW12 and LDW12.</p>										
<p>LINE TYPES</p>										

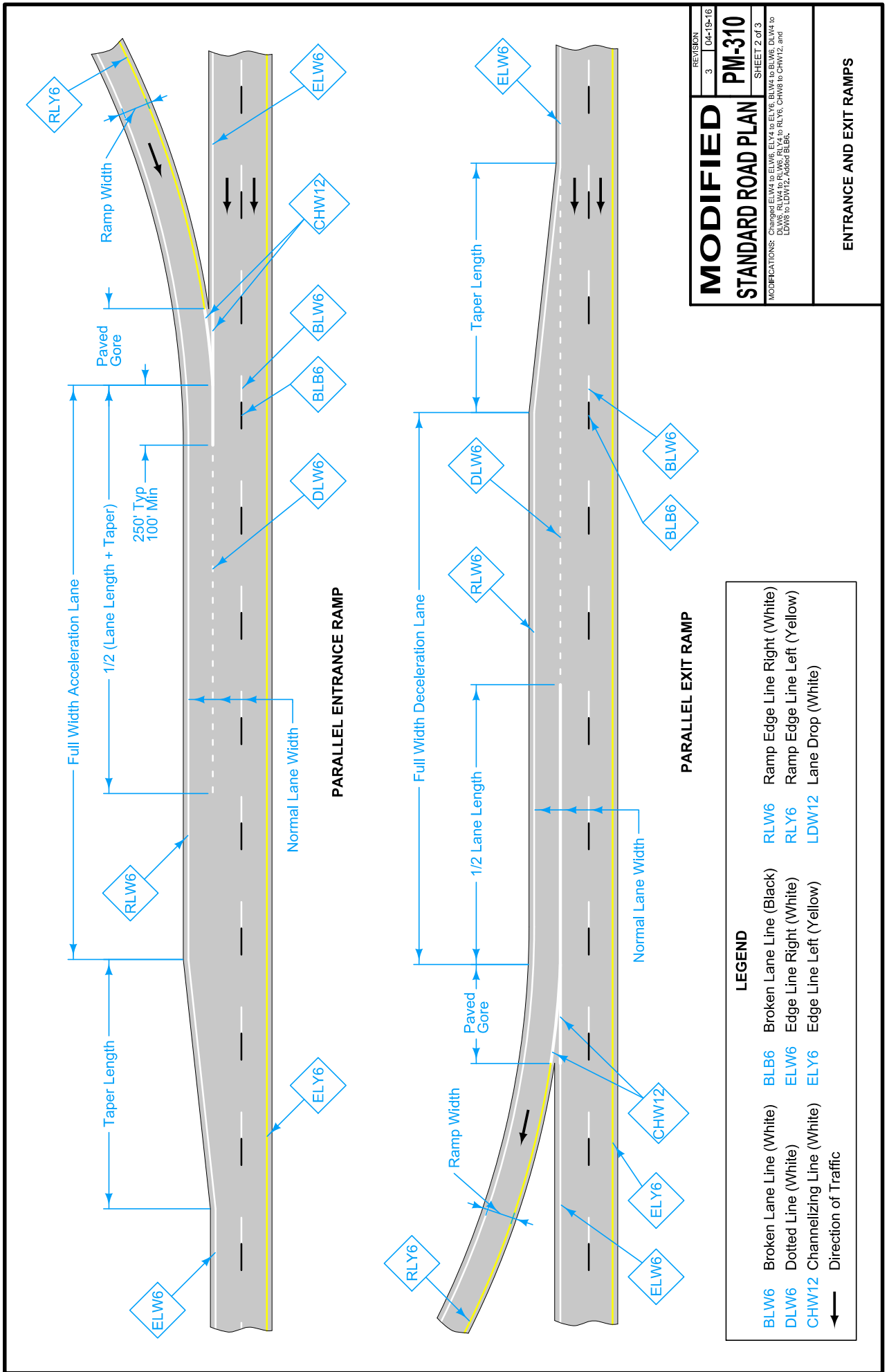
<p>SPW4 SLOPED CURB 4" (White)</p> 	<p>SPW6 SLOPED CURB 6" (White)</p> 	<p>STW6 STANDARD CURB 6" (White)</p> 	<table border="1"> <tr> <td>REVISION</td> <td>2</td> <td>10-18-18</td> </tr> <tr> <td colspan="3">PM-110</td> </tr> <tr> <td colspan="3">SHEET 4 of 4</td> </tr> <tr> <td colspan="3">MODIFICATIONS: Added BLW6, BLB6, SLW6, ELW6, RLW6, RLW6, DLW6, CHW12, and LDW12.</td> </tr> <tr> <td colspan="3">MODIFIED STANDARD ROAD PLAN</td> </tr> <tr> <td colspan="3">LINE TYPES</td> </tr> </table>	REVISION	2	10-18-18	PM-110			SHEET 4 of 4			MODIFICATIONS: Added BLW6, BLB6, SLW6, ELW6, RLW6, RLW6, DLW6, CHW12, and LDW12.			MODIFIED STANDARD ROAD PLAN			LINE TYPES		
REVISION	2	10-18-18																			
PM-110																					
SHEET 4 of 4																					
MODIFICATIONS: Added BLW6, BLB6, SLW6, ELW6, RLW6, RLW6, DLW6, CHW12, and LDW12.																					
MODIFIED STANDARD ROAD PLAN																					
LINE TYPES																					
<p>SPY4 SLOPED CURB 4" (Yellow)</p> 	<p>SPY6 SLOPED CURB 6" (Yellow)</p> 	<p>STY6 STANDARD CURB 6" (Yellow)</p> 																			
<p>MNY4 MEDIAN NOSE (Yellow)</p> 																					



REVISION	3	04-19-16
MODIFIED	PM-310	
STANDARD ROAD PLAN		
SHEET 1 of 3		
MODIFICATIONS: Changed ELW4 to ELW6, ELY4 to ELY6, BLW4 to BLW6, DLW4 to DLW6, RLY4 to RLY6, RLLW4 to RLLW6, CHW4 to CHW12, and LDW8 to LDW12, Added BLB6.		
ENTRANCE AND EXIT RAMP		

For line information, see **PM-110**.
 Possible Contract Item:
 Pavement Marking Line Items
 Possible Tabulation:
 108-22

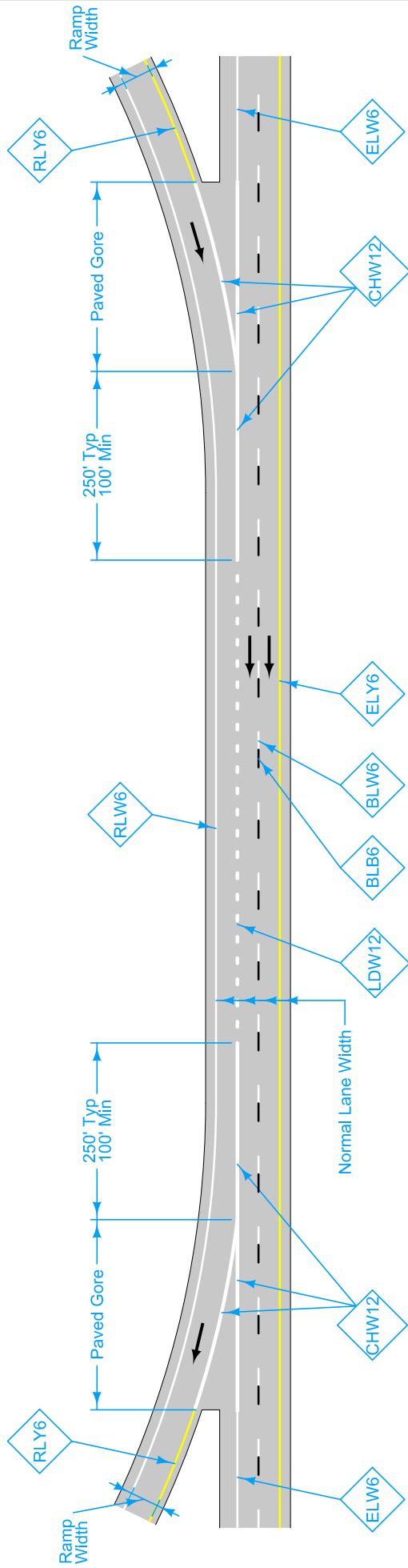
LEGEND			
BLW6	Broken Lane Line (White)	BLB6	Broken Lane Line (Black)
DLW6	Dotted Line (White)	ELW6	Edge Line Right (White)
CHW12	Channelizing Line (White)	ELY6	Edge Line Left (Yellow)
→	Direction of Traffic	RLW6	Ramp Edge Line Right (White)
		RLY6	Ramp Edge Line Left (Yellow)
		LDW12	Lane Drop (White)



MODIFIED	REVISION	3	04-19-16
	STANDARD ROAD PLAN		
		SHEET 2 of 3	
MODIFICATIONS: Changed ELW4 to ELW6, ELY4 to ELY6, BLW4 to BLW6, DLW4 to DLW6, RLY4 to RLY6, RLY4 to RLY6, CHW8 to CHW12, and LDW8 to LDW12, Added BLB6.			
ENTRANCE AND EXIT RAMP			

LEGEND

BLW6	Broken Lane Line (White)	BLB6	Broken Lane Line (Black)	RLW6	Ramp Lane Line (Black)	RLY6	Ramp Edge Line Right (White)
DLW6	Dotted Line (White)	ELW6	Edge Line Right (White)	RLY6	Ramp Edge Line Left (Yellow)	LDW12	Lane Drop (White)
CHW12	Channelizing Line (White)	ELY6	Edge Line Left (Yellow)	ELY6	Edge Line Right (White)		
	Direction of Traffic						



AUXILIARY LANE BETWEEN RAMP

LEGEND

BLW6	Broken Lane Line (White)	BLB6	Broken Lane Line (Black)	RLW6	Ramp Edge Line Right (White)
DLW6	Dotted Line (White)	ELW6	Edge Line Right (White)	RLY6	Ramp Edge Line Left (Yellow)
CHW12	Channelizing Line (White)	ELY6	Edge Line Left (Yellow)	LDW12	Lane Drop (White)
→	Direction of Traffic				

MODIFIED	REVISION 3 04-19-16
STANDARD ROAD PLAN	PM-310
SHEET 3 of 3 MODIFICATIONS: Changed ELW4 to ELW6, ELY4 to ELY6, BLW4 to BLW6, DLW4 to DLW6, RLW4 to RLW6, RLY4 to RLY6, CHW8 to CHW12, and LDW8 to LDW12, Added BLB6.	
ENTRANCE AND EXIT RAMP	