May 12, 2016

REVISION OF SECTION 106

MODIFIED EPOXY PAVEMENT MARKING

ACCEPTANCE AND PAY FACTORS

**NOTICE**

This is a standard special provision that revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction.* It has gone through a formal review and approval process and has been issued by CDOT’s Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use in projects having modified epoxy pavement marking.

May 12, 2016

REVISION OF SECTION 106

MODIFIED EPOXY PAVEMENT MARKING

ACCEPTANCE AND PAY FACTORS

Sections 106 of the Standard Specifications is hereby revised for this project as follows:

Subsection 106.03 shall include the following:

The Contractor shall take retroreflectivity readings on all modified epoxy pavement marking lines for each mile of roadway striping on the project. A test section is defined as each continuous line type (lane lines, centerlines, edge lines, channelizing lines, and others) no greater than one mile in length, which has been completed in a single day. The Contractor shall use a Contractor-furnished retroreflectometer conforming to ASTM E 1710 or AASHTO TP111. The retroreflectometer shall be calibrated, tested and operated in accordance with manufacturer recommendations. The Contractor shall take 10 retroreflectivity readings within the test section for each stripe. These 10 readings shall be taken approximately 40 feet apart, and shall be averaged to determine the retroreflectivity of that test section of striping. In cases where striping is less than 500 feet long, 10 readings shall be taken in 10 equal intervals.

The calibration for the retroreflectometer shall be verified every day, prior to the readings being taken. The retroreflectivity readings shall be taken in the presence of the Engineer no sooner than 3 days and no later than 14 days after the marking is tack free. Traffic control required for retroreflectivity readings shall be included in the cost of the work. Initial minimum retroreflectivity reading (mcd/m2/lux) in a one mile line section of pavement marking paint shall be 400 for white and 250 for yellow. The pay factor for Modified Epoxy Pavement Marking which is allowed to remain in place at a reduced price shall be according to the following table and shall be applied to the unit bid price for Item 627, Modified Epoxy Pavement Marking:

|  |  |  |
| --- | --- | --- |
| **Color** | **Retro-reflectivity Reading (R) in a 1-mile section (**mcd/m2/lux**)** | **Pay Factor (Percent)**  **for the entire 1-mile section** |
| White | R > 400 | 100 |
| 375 ≤ R < 400 | 85 |
| 350 ≤ R < 375 | 75 |
| 325 ≤ R < 350 | 60 |
| 300 ≤ R < 325 | 50 |
| R < 300 | Remove and replace |
| Yellow | R > 250 | 100 |
| 225 ≤ R < 250 | 85 |
| 200 ≤ R < 225 | 75 |
| 175 ≤ R < 200 | 60 |
| 150 ≤ R < 175 | 50 |
| R < 150 | Remove and replace |

Prior to taking retro-reflectivity readings, the Contractor shall remove at the retro-reflectivity reading locations any excess beads placed during marking application.