

614 TEMPORARY RAISED PAVEMENT MARKERS

GENERAL

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING AND SUBSEQUENTLY REMOVING TEMPORARY RAISED PAVEMENT MARKERS (TRPM'S). THE MARKERS SHALL BE YELLOW OR WHITE, AS DESCRIBED IN THE PLAN.

MATERIAL

ALL MARKERS AND RETROREFLECTORS SHALL BE OF SUFFICIENT STRENGTH AND PROPERLY SHAPED SO AS NOT TO BE DISLODGED OR BROKEN, BY IMPACTS FROM VEHICLES TIRES, INCLUDING THOSE OF HIGH PRESSURE TRUCK TIRES LOADED TO 2043 KILOGRAMS.

RETROREFLECTORS SHALL BE PROVIDED IN ONE OR TWO DIRECTIONS ON EACH MARKER AS REQUIRED BY THE USAGE AND SHALL RETURN WHITE OR YELLOW LIGHT AS IS APPROPRIATE FOR THE APPLICATION.

THE REFLECTOR SHALL HAVE AN EFFECTIVE AREA OF 225 SQUARE MILLIMETERS FOR TYPE A OR 1935 SQUARE MILLIMETERS FOR TYPE B. ITS BRIGHTNESS OR SPECIFIC INTENSITY (WHEN TESTED AT 0.2 DEGREE ANGLE OF OBSERVATION AND THE FOLLOWING ANGLES OF INCIDENCE) SHALL MEET OR EXCEED THE FOLLOWING:

SPECIFIC INTENSITY

| INCIDENCE ANGLE (DEGREES) | TYPE A | |
|---------------------------|--------|--------|
| | WHITE | YELLOW |
| 0 | 1.0 | 0.6 |
| 20 | 0.4 | 0.24 |
| 45 | — | — |

| INCIDENCE ANGLE (DEGREES) | TYPE B | |
|---------------------------|--------|--------|
| | WHITE | YELLOW |
| 0 | 3.0 | 1.8 |
| 20 | 1.2 | 0.72 |
| 45 | 0.3 | 0.2 |

ANGLE OF INCIDENCE FORMED BY A RAY FROM LIGHT SOURCE TO THE MARKER AND THE NORMAL TO THE LEADING EDGE OF THE MARKER FACE (ALSO HORIZONTAL ENTRANCE ANGLE).

ANGLE OF OBSERVATION FORMED BY A RAY FROM LIGHT SOURCE TO THE MARKER AND THE RETURNED RAY FROM THE MARKER TO THE MEASURING RECEPTOR.

SPECIFIC INTENSITY IS THE MEAN CANDLEPOWER OF THE REFLECTED LIGHT (AT GIVEN INCIDENCE AND DIVERGENCE ANGLES) FOR EVERY 10.7 LUX AT THE REFLECTOR (ON A PLANE PERPENDICULAR TO THE INCIDENT LIGHT).

TYPE A MARKERS ARE INTENDED TO PROVIDE HIGH VISIBILITY BOTH DAY AND NIGHT. THEIR DAYTIME VISIBILITY SHALL BE ASSURED BY SIZE, SHAPE AND COLOR AS FOLLOWS:

1) THE MARKERS SHALL BE A HIGH VISIBILITY YELLOW OR WHITE COLOR WHICH WILL NOT DEGRADE SUBSTANTIALLY DUE TO TRAFFIC WEAR AND WHICH WILL MATCH THE COLOR OF THE REFLECTOR.

2) WHEN VIEWED FROM ABOVE, THE MARKERS SHALL HAVE A VISIBLE AREA OF NOT LESS THAN 9030 SQUARE MILLIMETERS.

3) WHEN VIEWED FROM THE FRONT, PARALLEL TO THE PAVEMENT, AS FROM APPROACHING TRAFFIC, THE MARKER SHALL HAVE A WIDTH OF APPROXIMATELY 100 MILLIMETERS AND A VISIBLE AREA OF NOT LESS THAN 970 SQUARE MILLIMETERS.

TYPE B MARKERS ARE INTENDED TO PROVIDE HIGH VISIBILITY AT NIGHT BY RETROREFLECTING LIGHT FROM AUTOMOTIVE HEADLIGHTS BACK TO THE DRIVER.

INSTALLATION

TEMPORARY RAISED PAVEMENT MARKERS SHALL BE ATTACHED TO CLEAN, DRY PAVEMENT BY A BUTYL ADHESIVE PAD, A BITUMINOUS ADHESIVE OR OTHER CONSTRUCTION GRADE ADHESIVES (SUCH AS FRANKLIN PANEL AND METAL ADHESIVE) SUITABLE TO ANCHOR THE MARKER UNDER THE ABOVE CONDITIONS. WHEN IT IS NECESSARY TO ATTACH MARKERS TO NEW CONCRETE PAVEMENT WITH CURING COMPOUND REMAINING, THE CURING COMPOUND MEMBRANE SHALL BE REMOVED BY SANDBLASTING OR OTHER MECHANICAL CLEANING METHOD. MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL IMMEDIATELY REPLACE, AT HIS EXPENSE, ANY MARKERS WHICH FAIL (BROKEN HOUSING, HOUSING WORN TO THE EXTENT THAT DAYTIME VISIBILITY IS SIGNIFICANTLY DIMINISHED OR OF AN UNACCEPTABLE COLOR, DETACHED OR BROKEN REFLECTOR, HOUSING DETACHED FROM ADHESIVE).

MARKERS ARE LIKELY TO BE REMOVED BY SNOW PLOWING OPERATIONS, THUS THEY ARE NOT CONSIDERED SUITABLE FOR USE DURING THE PERIOD FROM OCTOBER 15 UNTIL APRIL 30. THE CONTRACTOR IS ADVISED TO SCHEDULE HIS WORK AND/OR THE USE OF THESE DEVICES TO AVOID THIS PERIOD. SHOULD THE CONTRACTOR CHOOSE TO USE TRPM'S DURING THIS PERIOD AND THEY ARE SUBSEQUENTLY REMOVED OR DESTROYED BY SNOW AND ICE CONTROL ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY, AT HIS EXPENSE, PROVIDE A SUBSTITUTE TRAFFIC GUIDANCE SYSTEM EFFECTIVE DURING DAY AND NIGHT AND WHICH IS ACCEPTABLE TO THE ENGINEER.

THE MARKERS SHALL BE PLACED ACCURATELY TO DEPICT STRAIGHT OR UNIFORMLY CURVING LINES. WHEN USED TO SUPPLEMENT TEMPORARY PAVEMENT MARKINGS, THEY SHALL BE PLACED ON OR IMMEDIATELY ADJACENT TO THE PAVEMENT MARKING. LOCATIONS SHALL BE ADJUSTED UP TO 300 MILLIMETERS LONGITUDINALLY OR 150 MILLIMETERS LATERALLY TO AVOID PLACEMENT ON JOINTS, OR ON CRACKED OR DETERIORATED PAVEMENT. MARKERS SHALL NOT BE PLACED DIRECTLY ON PAVEMENT MARKINGS IF THIS DETRACTS FROM THEIR ABILITY TO REMAIN ATTACHED TO THE PAVEMENT.

APPLICATION

1) WHEN REQUIRED TO SUPPLEMENT PAVEMENT MARKING, TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED AS FOLLOWS:

| LINE | TYPE | SPACING |
|---|--------|---|
| EDGE LINE | A OR B | 6 m C/C |
| LANE LINE | A OR B | 12 m C/C* |
| CENTER LINE (SINGLE BROKEN) | A OR B | 12 m C/C* |
| CENTER LINE (DOUBLE/SOLID) | A OR B | 2 UNITS SIDE BY SIDE 100 mm APART 6 m C/C |
| CHANNELIZING LINE (INCLUDES EXIT GORE NOSE) | A OR B | 3 m C/C |

* CENTERED IN GAP

2) WHEN USED TO SUBSTITUTE FOR (REPLACE) PAVEMENT MARKING, TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED AS FOLLOWS:

| LINE | TYPE | SPACING |
|---|------|--|
| EDGE LINE | A | 1.5 m C/C |
| LANE LINE | A | 4 @ 0.75 m C/C 9 m GAP (12 m CYCLE) |
| CHANNELIZING LINE (INCLUDES EXIT GORE NOSE) | A | 1.5 m C/C |
| EDGE LINE (TWO COLOR) (WHITE/YELLOW) | A | BACK TO BACK 1.5 m C/C |

YELLOW MARKERS USED TO SEPARATE OPPOSITE FLOWS OF TRAFFIC (CENTER LINES) SHALL INCLUDE RETROREFLECTORS FOR BOTH DIRECTIONS. ALL OTHER YELLOW AND WHITE MARKERS SHALL PROVIDE RETROREFLECTIVITY FOR ONE DIRECTION ONLY.

REMOVAL

REMOVAL SHALL BE ACCOMPLISHED IN A MANNER SUCH THAT LITTLE OR NONE OF THE ADHESIVE REMAINS ON THE PAVEMENT. PERMANENT PAVEMENT SURFACES SHALL NOT BE SCARRED, BROKEN OR ROUGHENED SIGNIFICANTLY.

PAYMENT

BASIS OF PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE PER EACH MARKER AND SHALL INCLUDE ALL LABOR, EQUIPMENT, HARDWARE AND INCIDENTALS REQUIRED TO PERFORM THE WORK. IT SHALL ALSO INCLUDE REPLACEMENT AT NO ADDITIONAL COST OF ALL TEMPORARY RAISED PAVEMENT MARKERS WHICH, IN THE JUDGEMENT OF THE ENGINEER, FAIL FOR ANY REASON, EXCEPT DUE TO FAILURE OF THE PAVEMENT TO WHICH THEY ARE ATTACHED.

| ITEM | UNIT | DESCRIPTION |
|------|------|----------------------------------|
| 614 | EACH | TEMPORARY RAISED PAVEMENT MARKER |



metric
units

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| OFFICE OF TRAFFIC ENGINEERING DIVISION OF ENGINEERING POLICY OHIO DEPARTMENT OF TRANSPORTATION | |
| MAINTENANCE OF TRAFFIC | DATE 03/01/96 |
| TEMPORARY RAISED PAVEMENT MARKERS | |
| STANDARD CONSTRUCTION DRAWING | MT-101.20M |
| APPROVED <i>[Signature]</i> | ADMINISTRATOR |