

**SECTION 32 17 23  
PAVEMENT MARKINGS**

**PART 1 - GENERAL****1.1 DESCRIPTION**

- A. This work shall consist of furnishing and applying paint and reflective glass beads on pavement surfaces, in the form of traffic lanes, parking bays, areas restricted to handicapped persons, crosswalks, and other detail pavement markings, in accordance with the details as shown or as prescribed by the Resident Engineer/COTR. Conform to the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Department of Transportation, Federal Highway Administration, for details not shown.

**1.2 SUBMITTALS**

- A. In accordance with Section 01 33 23, SHOP DRAWINGS, PRODUCT DATA, AND SAMPLES, furnish Manufacturer's Certificates and Data certifying that the following materials conform to the requirements specified.
- B. Paint.
- C. Reflective Glass Beads

**1.3 APPLICABLE PUBLICATIONS**

- A. The publications listed below form a part of this specification to the extent referenced. The publications are referenced in the text by the basic designation only.
- B. Federal Specifications (Fed. Spec.):
- TT-B-1325C.....Beads (Glass Spheres); Retro-Reflective
- TT-P-1952D.....Paint, Traffic Black, and Airfield Marking,
- Waterborne
- C. Master Painters Institute (MPI):
- Approved Product List - 2010

**PART 2 - PRODUCTS****2.1 PAINT**

- A. Paint for marking pavement shall conform to MPI No. 97, color as shown. Paint for obliterating existing markings shall conform to Fed. Spec. TT-P-1952D. Paint shall be in containers of at least 18 L (5 gallons). A certificate shall accompany each batch of paint stating compliance with the applicable publication.

**2.2 REFLECTIVE GLASS BEADS**

- A. Beads shall conform to Fed. Spec. TT-B-1325C, Type I, Gradation A. When used in regions of high humidity, coat beads with silicone or other suitable waterproofing material to assure free flow. Furnish the glass beads in containers suitable for handling and strong enough to prevent loss during shipment. A certificate shall accompany each batch of beads stating compliance with this section.

**2.3 PAINT APPLICATOR**

- A. Apply all marking by approved mechanical equipment. The equipment shall provide constant agitation of paint and travel at controlled speeds. Synchronize one or more paint "guns" to automatically begin and cut off paint flow in the case of skip lines. The equipment shall have manual control to apply continuous lines of varying length and marking widths as shown. Provide pneumatic spray guns for hand application of paint in areas where a mobile paint applicator cannot be used. If the equipment does not have a glass bead dispenser, use a separate piece of equipment. Adjust and synchronize the equipment with the paint applicator so that the reflective beads are distributed uniformly on the paint lines within ten seconds without any waste. An experienced technician that is thoroughly familiar with equipment, materials, and marking layouts shall control all painting equipment and operations.

**2.4 SANDBLASTING EQUIPMENT**

- A. 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 furnish not less than 0.08 m<sup>3</sup>/s (150 cfm) of air at a pressure of not less than 625 kPa (90 psi) at each nozzle used.

**PART 3 - EXECUTION****3.1 SURFACE PREPARATION**

- A. Allow new pavement surfaces to cure for a period of not less than 14 days before application of marking materials.
- B. Thoroughly clean all surfaces to be marked before application of paint. Remove dust, dirt, and other granular surface deposits by sweeping, blowing with compressed air, rinsing with water, or a combination of these methods. Completely remove rubber deposits, existing paint markings, and other coatings adhering to the pavement with scrapers, wire brushings, sandblasting, mechanical abrasion, or approved chemicals

as directed by the Resident Engineer/COTR. The application of paint conforming to Fed. Spec. TT-P-1952D is an option to removal of existing paint markings on asphalt pavement. Apply the black paint in as many coats as necessary to completely obliterate the existing markings. Where oil or grease are present on old pavements to be marked, scrub affected areas with several applications of trisodium phosphate solution or other approved detergent or degreaser, and rinse thoroughly after each application. After cleaning, seal oil-soaked areas with cut shellac to prevent bleeding through the new paint. Pavement marking shall follow as closely as practicable after the surface has been cleaned and dried, but do not begin any marking until the Resident Engineer/COTR has inspected the surface and gives permission to proceed. The Contractor shall establish control points for marking and provide templates to control paint application by type and color at necessary intervals. The Contractor is responsible to preserve and apply marking in conformance with the established control points.

### **3.2 APPLICATION**

- A. Apply uniformly painted and reflective pavement marking of required color(s), length, and width with true, sharp edges and ends on properly cured, prepared, and dried surfaces in conformance with the details as shown and established control points. The length and width of lines shall conform within a tolerance of plus or minus 75 mm (3 inches) and plus or minus 3 mm (1/8 inch), respectively, in the case of skip markings. The length of intervals shall not exceed the line length tolerance. Temperature of the surface to be painted and the atmosphere shall be above 10°C (50°F) and less than 35°C (95°F). Apply the paint at a wet film thickness of 0.4 mm (0.015 inch). Disperse reflective glass beads evenly on the wet paint at a rate of 720 g/L (6 pounds per gallon) of paint. Apply paint in one coat. At the direction of the Resident Engineer/COTR, markings showing light spots may receive additional coats. The maximum drying time requirements of the paint specifications will be strictly enforced, to prevent undue softening of asphalt, and pick-up, displacement, or discoloration by tires of traffic. If there is a deficiency in drying of the marking, discontinue paint operations until cause of the slow drying is determined and corrected. Remove and replace marking that is applied at less than minimum material rates; deviates from true alignment; exceeds stipulated length and width tolerances; or shows light spots, faulty distribution of beads, smears, or other deficiencies or irregularities. Use carefully controlled sand

blasting, approved grinding equipment, or other approved method to remove marking so that the surface to which the marking was applied will not be damaged.

### **3.3 PROTECTION**

- A. Conduct operations in such a manner that necessary traffic can move without hindrance. Protect the newly painted markings so that, insofar as possible, the tires of passing vehicles will not pick up paint. Place warning signs at the beginning of the wet line, and at points well in advance of the marking equipment for alerting approaching traffic from both directions. Place small flags or other similarly effective small objects near freshly applied markings at frequent intervals to reduce crossing by traffic. Efface and replace damaged portions of markings at no additional cost to the Government.

### **3.4 DETAIL PAVEMENT MARKING**

- A. Use Detail Pavement Markings, exclusive of actual traffic lane marking, at exit and entrance islands and turnouts, on curbs, at crosswalks, at parking bays, and at such other locations as shown. Show the International Handicapped Symbol at indicated parking spaces. Color shall be as shown. Apply paint for the symbol using a suitable template that will provide a pavement marking with true, sharp edges and ends. Place detail pavement markings of the color(s), width(s) and length(s), and design pattern at the locations shown.

### **3.5 TEMPORARY PAVEMENT MARKING**

- A. When shown or directed by the Resident Engineer/COTR, apply Temporary Pavement Markings of the color(s), width(s) and length(s) shown or directed. After the temporary marking has served its purpose and when so ordered by the Resident Engineer/COTR, remove temporary marking by carefully controlled sandblasting, approved grinding equipment, or other approved method so that the surface to which the marking was applied will not be damaged. As an option, an approved preformed pressure sensitive, reflective, adhesive tape type of temporary pavement marking of the required color(s), width(s) and length(s) may be furnished and used in lieu of temporary painted and reflective marking. The Contractor shall be fully responsible for the continued durability and effectiveness of such marking during the period for which its use is required. Remove any unsatisfactory tape type marking and replace with painted and reflective markings at no additional cost to the Government.

**3.6 FINAL CLEAN-UP**

A. Remove all debris, rubbish and excess material from the Station.

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