**Special Note for Grooved All Weather Pavement Markings**

1. **Description.** Furnish and install a wet retroreflective pavement marking system in accordance with this special note. Project will include use of thermoplastic striping. Striping (both edge and skip lines) shall include specified elements to provide wet retroreflectivity. Lines shall be installed in a shallow groove to protect retroreflective elements.
2. **Thermoplastic Striping.** Thermoplastic pavement markings shall comply with Sections 714 and 837 of the Department of Highways' Standard Specifications for Road and Bridge Construction, unless otherwise noted. Contrary to Section 714 of the Standard Specifications, thermoplastic striping shall be a minimum thickness of 100 mils. Striping shall include specified elements to provide wet retroreflectivity.

Gaps in the edge lines, as outlined in the Subsection 714.03.01 of the Standard Specifications for Road and Bridge Construction, will not be necessary since striping will be recessed below the surface.

# Wet Reflective Elements. Wet reflective elements shall be one of the following products:

# 3M Connected Roads All Weather Elements

# Potters Visimax Highway Glass Bead System

# The color of the wet reflective beads shall match the color of the line being applied. Traditional and wet reflective beads shall be applied in a double-drop application of traditional glass beads and wet reflective optical elements. Contractor shall follow manufacturer’s recommendations as to incorporating wet reflective elements into the striping operation. Apply traditional beads and wet reflective elements in sufficient quantities to obtain the dry retroreflectivity requirements and desired wet retroreflectivity levels. A 50/50 ratio of traditional beads to wet reflective elements is recommended, but bead distribution may be modified with the approval of the engineer, if the contractor feels that a different distribution is necessary to meet dry/wet retroreflectivity levels.

# The manufacturer of the wet reflective bead shall have a factory representative on site before the contractor begins striping operations. The factory representative shall assure the engineer that the wet reflective system has been calibrated for proper application before the contractor begins. The factory representative shall remain available to periodically assure the engineer the system is being applied according to the manufacturer’s recommendations. A random sample of wet reflective elements shall be provided to the Division of Materials before use on the project.

1. **Placement in Groove.** In an attempt to protect the retroreflective elements, striping shall be installed in shallow grooves. Contractor shall follow bead manufacturer’s recommendations regarding grooving applications.

Grooves shall be a minimum of 2” from any longitudinal pavement joint. The groove shall not be installed on concrete surfaces or in other areas identified by the Engineer. The groove shall not be installed continuously for intermittent pavement markings, but only where markings are to be applied.

Grooves shall be 1 inch ± ¼ inch wider than the pavement marking material. Groove depth shall be 150 mils ±5 mils, unless otherwise approved by the Engineer. Depth shall be consistent across the full width of the groove. Depth plates shall be provided by the Contractor to the Engineer to assure that desired groove depth is achieved.

Grooves that are ground deeper or wider than the specified allowable limits shall be repaired per the direction of the Engineer at no additional cost. Grooves that are ground too shallow, too narrow, or with unacceptable rises between blade cuts shall be reground to the correct size, depth, and surface finish at no additional cost. Slots ground out of alignment shall be patched using an approved method and materials.

Prior to cutting out the grooves for all recessed lines, the Contractor shall use a chalk line or other suitable method to layout the proposed pavement markings on the surface course so that the Engineer can inspect the locations.

Grooves shall be clean, dry and free of laitance, oil, dirt, grease, paint or other foreign contaminants. If water is used to clean the groove or the grooving process takes place during rainfall, a minimum of 24 hours of dry time is required prior to the placement of pavement markings.

After the depth, width, length, and surface condition has been approved by the Engineer, grooves shall be cleaned of any fine particles using high-pressure compressed air before application of the striping. The Contractor shall prevent traffic from traversing the grooves and re-clean grooves, as necessary, prior to application of pavement markings at no additional cost to the Department.

# Pavement Marking Performance. Pavement marking retroreflectivity performance under dry conditions will be evaluated in accordance with the Standard Specifications for Road and Bridge Construction.

The use of wet reflective elements on this project is part of a pilot effort to evaluate potential pavement marking enhancements. As a result, minimum wet retroreflectivity values have been established and will be measured. However, the wet retroreflectivity performance will not be considered as part of the acceptance and payment for pavement striping on this project.

Desired minimum wet recovery retroreflectivity requirements at the end of the proving period (Standard Specifications for Road and Bridge Construction, Section 714.03.06) are as follows:

Retroreflectivity (mcd(ft-2)(fc-1)) {metric equivalent mcd(m-2)(lux-1)}

|  |  |  |
| --- | --- | --- |
|  | White | Yellow |
| Wet recovery (ASTM 2177) | 250 | 175 |
| Wet Continuous (ASTM E2832) | 150 | 100 |

# In support of wet retroreflectivity testing, samples of representative markings (both white and yellow) shall be provided on one-foot sections of rigid panel (20-gauge aluminum or thicker). Samples shall be taken at the beginning and end of the striping operation (total of two samples per color). Samples shall be protected from damage and submitted to the Division of Materials for testing and record of the project output for the materials used. Lines on the project are subject to future testing to monitor pavement marking performance in the field.

# Measurement. Wet retroreflective elements will be incidental to the pay items for pavement striping.

# The Department will measure work required for the installation of the recessed groove. The Department will not measure surface preparation and pre-marking of the groove for payment and will consider them incidental to the groove pay item. Corrective work will not be measured for payment.

# Payment. The Department will make payment for the completed and accepted quantities under the following:

# Code Pay Item Pay Unit

# 25019EC Groove for Pave Striping – 7 IN LF

25008EC Pave Striping-Thermo-6 IN W-Wet Reflect LF

25009EC Pave Striping-Thermo-6 IN Y- Wet Reflect LF