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REVISION OF SECTION 627
PAVEMENT MARKING

Section 627 of the Standard Specifications is hereby revised for this project as follows:

Delete subsection 627.03(b) and replace with the following:

- (b) *Roadways Closed to Traffic During Construction.* Full-compliance final markings shall be in place prior to opening the roadway to traffic.

Pavement markings on detour routes shall be full-compliance markings.

Delete subsections 627.03(d) and 627.03(e) and replace with the following:

- (d) *Temporary Pavement Markings.* Temporary pavement markings and control points for the installation of those pavement markings for roadways that are being constructed under traffic shall be installed as follows:

1. When one roadway of a normally physically divided highway is closed, and a crossover is constructed, full-compliance pavement markings shall be placed along the tapers and through the median crossovers to the two-way traffic section. Pavement markings through the two-way traffic section shall be as shown on the plans.

All temporary paved roadways shall have full-compliance center line, lane line, and edge line markings before they are open for traffic.

Markings applied to a final surface shall not leave a scar that conflicts with permanent markings.

2. The following criteria apply to all construction on roadways open to traffic other than (d)1. above:

Full-compliance center line, lane line, and edge line temporary markings shall be in place at the end of each work day.

No-passing zone restrictions shall be identified by full-compliance no-passing zone markings. No-passing zone markings shall be in place daily.

Temporary pavement stencils (SCHOOL, RR xing, etc) are not required unless specified in the plans.

Temporary pavement markings shall be installed according to the manufacturer's recommendations in such a way that the markings adequately follow the desired alignment.

3. Control Points consisting of 4 inch by 1 foot marks at 40-foot intervals may be placed as guide markers for the installation of temporary or final pavement markings. Raised flexible pavement markers may be substituted for these marks. Control points shall not be used as a substitute for any required marking.

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(e) *Pavement Marking for Seal Coats (Section 409).*

1. Raised flexible pavement markers, suitable for use on seal coats, shall be installed as follows:

No-passing zones shall be marked with two markers placed side-by-side at 40-foot intervals throughout the zone.

Passing zones shall be marked with one marker at 40-foot centers. Closer spacing shall be used on curves, as deemed appropriate.

Raised flexible pavement markers, installed on 40-foot centers, may also be used to mark lane lines through multi-lane roadway sections. Auxiliary lanes and shoulder lines may be marked with flexible markers on 80-foot centers or as appropriate.

2. Full-compliance final pavement markings shall be placed within one week of completion of the seal coat project.

Subsection 627.13 shall include the following:

Each authorized application of temporary pavement marking will be measured and paid for at the contract unit price for the type of material used.

Control points and Contractor pavement marking plans will not be measured and paid for separately, but shall be included in the work.