Pavement Marking – How did it get there?

2019 REGIONAL ASPHALT SEMINARS

SCOTT MERRIMAN – PAYNE’S TRAFFIC LINES
Pavement Marking – How did it get there?
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- “The Award” – The first notice that a Schedule has been awarded.
- Mapping – Knowing the site conditions and markings to be replaced or changed? Passing Zones? Drawings? Go Pro Video? Google Earth?
- Pre Con Meeting – Significance of what to expect from the Marking Company (Striper) before a project begins.
- Surface Treatment Schedules – Is it necessary to remove lines?
- Plant Mix Schedules – Understanding the timing and necessity of temporary and permanent markings.
- Planning – When do we begin?
- Communication -
Pavement Marking – How did it get there?

- WHO TALKS WITH WHO?
  - VDOT to Paver
  - Paver to Striper
  - Striper to Paver
  - Striper to VDOT

COMMUNICATION!!!
Pavement Marking – How did it get there?

- When it Rains….. We need HELP!
- Understand that the striper is typically the last “man in” on the project. When delays happen to any progress of the project, is it correct to always think the striper is behind?
- When a striper requests for additional days or times outside standard work hours early in the project, Consider this as a positive! It allows the striper to stay ahead of what could happen later in the project.
- It’s a good idea for an inspector to discuss the project with the striper’s management staff early and often for understanding how to keep the marking’s from falling behind, before the “Rains"
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- **Temporary Markings & Eradication**
- Know the Contract – Special Provisions and Specifications
- Eradication – Do not dig to China! 90% removal does not mean potholes!
- On the Surface treatment schedules – what markings need to be temporarily painted in after the scarification?
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- **Temporary Markings – It’s Necessary – Is it not Necessary?**

  - On Milled Surface, pavement markings are needed for traffic management.
  
  - On Final Surface - Long Line Markings are necessary before messages and the handwork AND LAYOUT MUST BE CORRECT!

- **Control Points:** Sometimes it is necessary for a drawing to be provided on complicated layouts. Marking Crews will rely on the inspector to assist with these special requests.
Final Markings – It’s an art!

- It **IS** still necessary to have a tape measure, string line and paint chalk to layout a road on a blank mat.

- Without Drawings, markings are laid out from Left to Right on a roadway separated with a median.

- Without Drawings, markings are laid out from Center Line to Edge Line. The longitudinal joint should only be a resource for the layout crew. “Hopefully” the paver has offset the joint for the markings not to be applied onto them.

- Long Line Markings are necessary before messages and handwork!
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- **Hand Work Markings – it's Takes Time!!**
  - Layout follows MUTCD standards, typically replaced as originally eradicated or milled out **unless** drawings are provided by VDOT.
- Type B Class I or Class II?
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- Long Line Pavement Marking Equipment: After the layout…….
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- **Long Line Trucks:**
  - After Layout, Typically 10,000 feet on a two-lane secondary road can be striped with a long line truck in less than one hour. It is not uncommon for a truck to complete over 50,000 feet in one shift.
  - Thermoplastic Trucks has furnace’s that heat the material up to 450 degrees!
  - Paint Trucks (Latex) Paint Trucks also “heat” the material.
  - Epoxy/Polyurea Trucks “mix” the 2 parts together at application.
  - Tape Application is typically down with a push cart. The warmer the weather, the better the material will perform.
  - **ALL TRUCKS NEED CONSIDERABLE PREVENTITIVE MAINTANENCE ALL YEAR!**
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- **Clearing the Obstacles to actually get the Lines there?**
  - Keep Communications between VDOT and Striper fluid.. and the Paver..
  - Keep the Paver updated on expectations and share the Pavers TWLA with the Striper. If the Paver gets behind... The Striper will also be behind!
  - Understand that the typical approved Striper in Virginia works on multiple different schedules simultaneously.
  - Most stripers may work with up to 10 different pavers in the same season.
  - Recognize that the delays at the beginning of any project will push the specifications on conducive placement of pavement markings in the proper weather.
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............. It Does!