

SPECIFICATION

NON-REFLECTIVE, INTERCONNECTED PREFORMED THERMOPLASTIC PAVEMENT MARKING

1. **USE:** A durable, high skid resistant, non-reflective pavement marking material suitable for custom logos and horizontal surface signage where branding identification, directional, guidance, instructional or informational markings are desired for motorist, bicyclist or pedestrian use. Locations for use include but are not limited to: roadways, sidewalks, trails, parking areas, access routes, commercial properties, and shopping malls. The material shall be equally suitable for concrete and asphalt surfaces.
 - 1.1. The material must be a resilient preformed thermoplastic product which contains a minimum of thirty percent (30%) intermixed anti-skid/anti-slip elements and where the top surface contains anti-skid/anti-slip elements. These anti-skid/anti-slip elements must have a minimum hardness of 8 (Mohs scale).
 - 1.2. The markings must be resistant to the detrimental effects of motor fuels, lubricants, hydraulic fluids etc.
 - 1.3. The material shall be capable of being affixed to bituminous and/or Portland cement concrete pavements by the use of the normal heat of a propane torch, an infrared heater, or a blue-flame radiant heater. The use of a compactor or similar equipment shall not be necessary.
 - 1.4. The material must be capable of conforming to pavement contours, breaks and faults through the action of traffic at normal pavement temperatures. It shall not be necessary to use a grid template or to make pattern grooves or other indentations in the asphalt or concrete surface prior to installing the material. It shall not be necessary to inlay the material in grooves or indentations.
 - 1.5. The material must be able to be applied in temperatures down to 45°F (7°C) without any special storage, preheating or treatment of the material before application.
 - 1.6. If multicolored, the individual pieces in each material segment, typically 24 in. (.6 m) by 36 in. (.91 m), must be factory assembled with a compatible material and interconnected so that in the field it is unnecessary to assemble the individual pieces within a material segment.
 - 1.7. The material must be able to be applied to asphalt and concrete surfaces without preheating the application surface to a specific temperature. The material must be capable of being affixed to green concrete (concrete that has set but not appreciably hardened). The material shall not require the portland cement concrete application areas to be cured or dried out. The material must be capable of being affixed to bituminous and/or portland cement concrete pavements by the use of the heat of a propane torch, infrared heater, or blue-flame heater.
 - 1.8. The material must be able to be applied to asphalt and concrete surfaces without using a grid template and without forming a pattern in the application surface. The material must cover the entire application area. Once applied, no part of the pavement surface must be visible in the application area.
 - 1.9. Heating indicators must be evenly distributed on the surface of the material to act as a visual cue during application and post-application.
2. **MANUFACTURING CONTROL AND ISO CERTIFICATION:** The manufacturer must be ISO 9001:2008 certified for design, development and manufacturing and provide proof of current certification. The scope of the certification shall include the design, development and manufacture of preformed thermoplastic marking material.
3. **MATERIAL:** Must be composed of an ester modified rosin resistant to degradation by motor fuels, lubricants etc. in conjunction with aggregates, pigments, binders, and anti-skid/anti-slip elements. Pigments and anti-skid/anti-slip elements must be uniformly distributed throughout the material. The thermoplastic material conforms to AASHTO designation M249, with the exception of the relevant differences due to the material being supplied in a preformed state, being non-reflective, and potentially being of a color different from white or yellow.
 - 3.1. Anti-Skid/Anti-Slip Elements:
 - 3.1.1. The material must be a resilient preformed thermoplastic product which contains a minimum of thirty percent (30%) intermixed anti-skid/anti-slip elements and where the top surface contains anti-skid/anti-slip elements. These anti-skid/anti-slip elements must have a minimum hardness of 8 (Mohs scale).

3.2. Pigments:

3.2.1. White: The material shall be manufactured with sufficient titanium dioxide pigment to meet FHWA Docket No. FHWA-99-6190 Table 5 and Table 6 as revised and corrected.

3.2.2. Red, Blue, and Yellow: The material shall be manufactured with sufficient pigment to meet FHWA Docket No. FHWA-99-6190 Table 5 and Table 6 as revised and corrected. The pigment system must not contain heavy metals nor any carcinogen, as defined in 29 CFR 1910.1200 in amounts exceeding permissible limits as specified in relevant Federal Regulations.

3.2.3. Other Colors: The pigment system must not contain heavy metals nor any carcinogen, as defined in 29 CFR 1910.1200 in amounts exceeding permissible limits as specified in relevant Federal Regulations.

3.3. Heating Indicators: The top surface of the material shall have regularly spaced indents. The closing of these indents during application, shall act as a visual cue that the material has reached a molten state allowing for satisfactory adhesion and proper embedment of the slip/skid resistant elements, and a post-application visual cue that proper application procedures have been followed.

3.4. Skid Resistance: The surface of the preformed thermoplastic material shall contain factory applied non-skid material with a minimum hardness of 8 (Mohs scale). Upon application the material shall provide a minimum skid resistance value of 60 BPN when tested according to ASTM E 303.

3.5. Slip Resistance: The surface of the preformed thermoplastic material shall contain factory applied non-skid material with a minimum hardness of 8 (Mohs scale). Upon application the material shall provide a minimum static friction of coefficient of 0.6 when tested according to ASTM C 1028 (wet and dry), and a minimum static coefficient of friction of 0.6 when tested according to ASTM D 2047.

3.6. Thickness: The material must be supplied at a minimum thickness of 90 mil (2.29 mm) or 125 mil (3.18 mm)

3.7. Environmental Resistance: The material must be resistant to deterioration due to exposure to sunlight, water, salt or adverse weather conditions and impervious to oil and gasoline.

3.8. Interconnected: If multicolored, the material must consist of interconnected individual pieces of preformed thermoplastic material, which through a variety of colors and patterns make up the desired design. The individual pieces in each material segment, typically 24 in. (.6 m) by 36 in. (.91 m), must be factory assembled with a compatible material and interconnected so that in the field it is not necessary to assemble the individual pieces within a material segment.

4. **APPLICATION:**

4.1. Asphalt: The material shall be applied using the heating method recommended by the manufacturer. The material must be able to be applied at ambient and road temperatures down to 45°F (7°C) without any preheating of the pavement to a specific temperature. A sealer specified by the manufacturer must be applied to the substrate prior to material application to assure proper adhesion. A thermometer shall not be required during the application process. The pavement shall be clean, dry and free of debris. Supplier must enclose application instructions with each box/package.

4.2. Portland Cement Concrete: The same application procedure shall be used as described under Section 4.1.

5. **PACKAGING:** The preformed thermoplastic material shall be packaged in cardboard cartons with a plastic sheet between each layer of preformed thermoplastic. The cartons in which packed shall be non-returnable and shall not exceed 40 in. (1.02 m) in length and 25 in. (.64 m) in width. The cartons shall be labeled for ease of identification. The weight of the individual carton must not exceed seventy (70) pounds (32 kg). A protective film around the carton must be applied in order to protect the material from rain or premature aging.

6. **TECHNICAL SERVICES:** The successful bidder shall provide technical services as required.