



2016 VDOT-VAA Asphalt Seminars

Feb. 25 – Fredericksburg | March 1 – Richmond | March 10 – Roanoke

2016 Volume II Specifications Changes

Harry A. Campbell, P.E., PTOE
Central Office Traffic Engineering Division

<http://www.virginiadot.org/business/trafficeng-default.asp>

Agenda

- Collaborative Process Circle
- Risk (Safety and Exposure)
- Milled Surface time (Plant Mix)
- Markings Revisions on Surface Treatment
- Markings Revisions on Plant Mix (Mil & Fill)
- Bonus for early completion
- Links to Documents:

www.virginiadot.org/business/trafficeng-default.asp

www.virginiadot.org/business/resources/const/Announce_VOL2_2016_F_PlantMix.pdf

www.virginiadot.org/business/resources/const/Volume_II_Surface_Treatment_2016.pdf

www.extranet.vdot.state.va.us/locdes/electronic_pubs/2008Standards/January2015RevisionLetter.pdf

www.virginiadot.org/business/locdes/2008_standard_revision_index.asp

Make sure you read the NOTES specific to each route on the schedule!

Overview | Stakeholders Engagement for Policy Development (Including Specs & Standards)

■ The “Change Process” Stakeholders & Partners:

➤ VDOT

✓ Materials, Construction, L&D, S&B, Maintenance, Operations, Safety, Districts/Regions, VTRC, Chief Engineer, Deputy CE

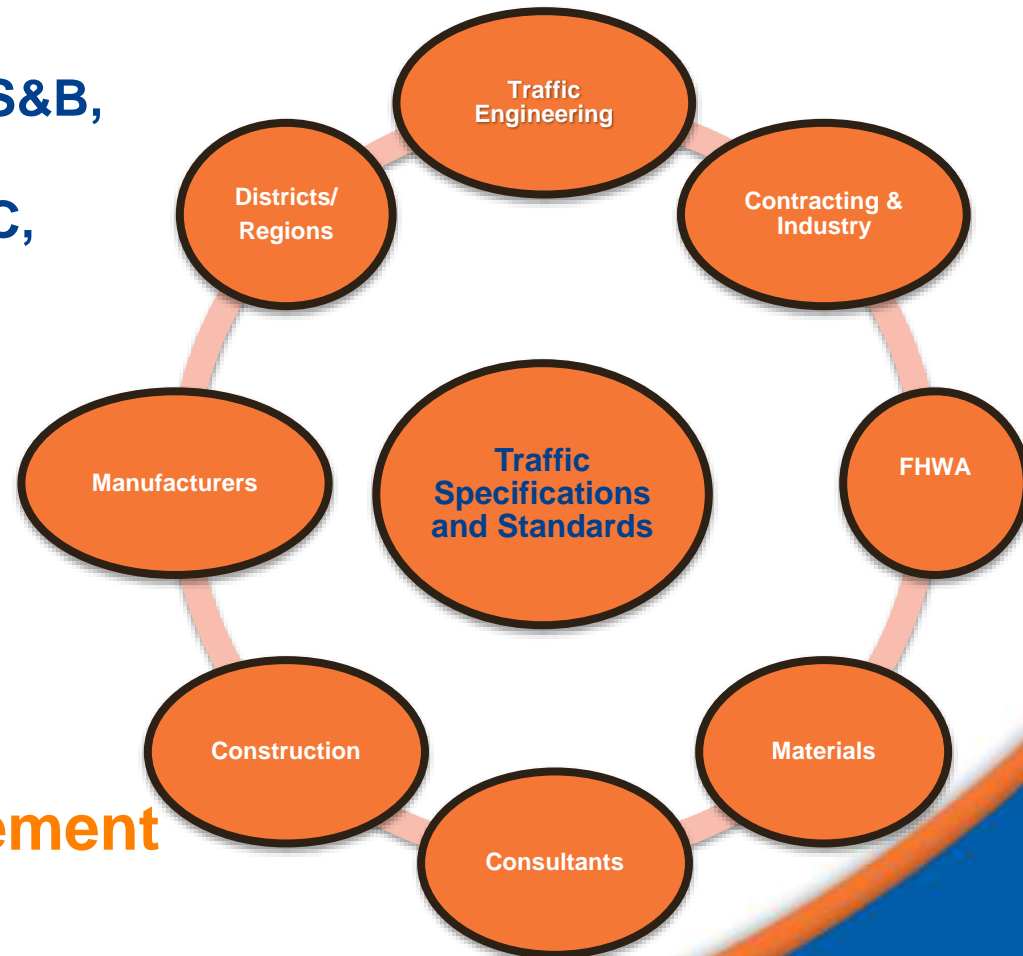
➤ Industry

✓ Contractors, Manufacturers, Consultants, Industry Associations

➤ Partner Agencies

✓ FHWA, Localities

➤ Process = Time to Implement



Risk Based | *Safety & Exposure*

➤ Current SP is Primarily Traffic Volume Based

- Interstates and other freeways (limited access) posted at 55 MPH and greater = critical markings before open to traffic
- Non-freeway roads with ADT 10,000 or greater = 24 hours
- Non-freeway roads with ADT between 3,000 and 9,999 = 48 hours
- Non-freeway roads with ADT less than 3,000 = 72 hours

➤ Safety and Risk:

- Posted (or Statutory Speed) and Operating Speed
- ✓ 55 MPH or greater = increased risks and exposure
- ✓ 45 to 50 MPH = risks (can increase if other conditions exist)
- ✓ Lower speed can be lower risk and improved safety
- ✓ Not maintaining the posted speed through the WZ

Risk Based | *Safety & Exposure (continued)*

➤ **Safety and Risk (continued):**

- **Multi-lane approach**
- **Complex intersection**
- **Signalized intersection**
- **Degree of curvature (sharp curve or change in direction)**
- **Lane ends (MERGE markings)**
- **Lane drops (RLMTR)**
- **Railroad crossing adjacent to a Traffic Signal**
- **Dual or triple turn lanes**
- **Bicycle lanes**
- **Pedestrian crossings (schools, hospitals, downtown areas)**
- **Limited sight distance**
- **Etc....**

Milled Surface Time – | S515B03-1215 through S315NM5-1215 (pages 118 -133)

- **Note the limitations and the requirements to pave back (regular planing and performance planing)**
 - Only the limits that can be paved back in the times specified
 - Maintain positive drainage, warning devices, signing, etc...
- **Roadway classifications**
 - Interstates and all other Limited Access Roadways including ramps and loops posted at 55 MPH or greater
 - Non-Limited Access roadways with an ADT of 10,000 or greater and posted speed of 45 MPH or greater
 - All other roads
- **Note \$5,000 disincentive amount - time to pave back Interstate and other Limited Access**

Special Provision Section 704 Pavement Markings & Markers – | *Key Revisions*

➤ Surface Treatment

- Temporary markings on the Interstate will typically be applied at the end of latex emulsion application (unless lane delineation is clear and signs posted)
- Reapplication of temporary markings will normally need to be scheduled based upon the surface condition
- Slurry (typically applied on low volume roads) normally cannot support temporary markings within 72 hours
- If the lanes are delineated by the milled surface or asphalt overlay, the engineer may further extend the time limit for straight segments of non-freeway roads as outlined on page 145
- Latex emulsion on the Interstate needs to be evaluated by the contractor to determine if the surface will support application of B-VI tape

Special Provision Section 704 Pavement Markings & Markers – | *Key Revisions*

- **Cover the entire SRPM by an approved method:**
 - **Recommend 24" x 5" piece of thick cardboard or other approved material covering the entire SRPM, including 12" in front of and behind the SRPM center**
- **Covering held in place with tape from all sides**
- **Lens visible from both sides and not damaged during**



- **Prevent any adhesive or asphalt from contacting the lens (no duct tape on the lens)**

Special Provision Section 704 Pavement Markings & Markers – | *Key Revisions*

➤ Mill & Fill

- **Table VII-3, Note 5, Page 261-** When Type F paint is used as a temporary marking on the final surface prior to installation of permanent markings, the film thickness shall be 8-10 mils when wet except lane lines on arterial roads 10,000 or greater with posted/statutory 45 mph or greater may be 10 to 15 mils if expected to be in service for greater than 14 days.
- **The Notes for Table VII-4, Time Limits For Unmarked Roads (Page 264)** provide some clarity for items such as when temporary symbol/message markings or temporary edge line marking are required and provides additional flexibility within specific limits.
- **A clarification note added below the Table on Page 265:** Type A paint thickness options for the temporary lane line markings if Type A is worn down to no more than 10 mils thickness prior to permanent marking installation.

Special Provision Section 704 Pavement Markings & Markers – *Bonus*

- “Bonus” designation is an adjustment of 1.25 to be made to the regular Contract unit bid price for the designated item in accordance with Section 102.05 of the Specifications which is to be paid to the Contractor if the conditions specified herein are met.
- If permanent marking on a logical segment is completed in 14 days or less the contractor will receive compensation at the Bonus rate
- Establish up-front at Pre-Con or shortly thereafter, what the “logical paving segments” will be and both contractor and inspector record the time and date of completed final paving on the logical segments.

Special Provision Section 704 Pavement Markings & Markers – *Bonus (continued)*

- Internally VDOT will discuss how partial completion on a logical segment will be addressed
- In all cases the permanent marking work must be completed within the 30 days.
- Constant schedule updates and discussion needs to be occurring as the 30 day point approaches.

2016 Links to Documents | *TED Site, to Volume II with Special Provisions, Standards*

- **Central Office TED – WAPM, VA Supplement, TE Memos:**
www.virginiadot.org/business/trafficeng-default.asp
- **Volume II – Construction Division Page:**
www.virginiadot.org/business/resources/const/Announce_VOL2_2016_F_PlantMix.pdf

www.virginiadot.org/business/resources/const/Volume_II_Surface_Treatment_2016.pdf
- **Updates to the Road & Bridge Standards:**
www.virginiadot.org/business/locdes/2008_standard_revision_index.asp
Location & Design Division Page

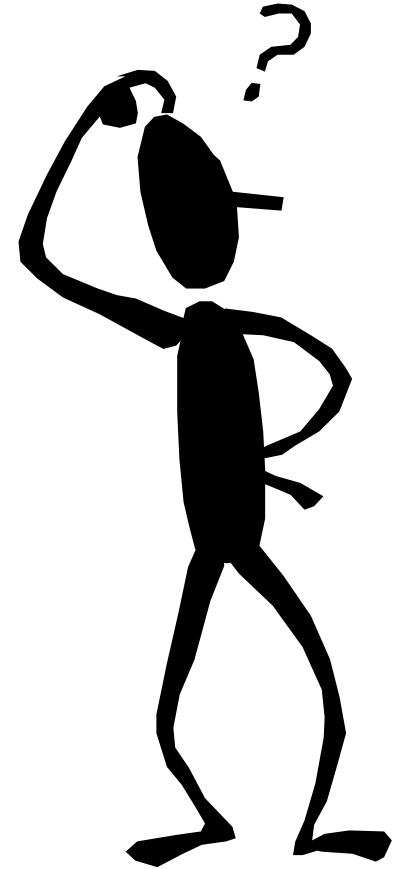


The paving job isn't done until the pavement markings are done correctly!

QUESTIONS THIS AFTERNOON AT PANEL DISCUSSION

Traffic Engineering Division Info & Contacts:

- www.virginiadot.org/business/trafficeng-default.asp
- TED Assistant Division Administrator (TCD):
 - ✓ Vanloan.Nguyen@VDOT.Virginia.gov
- Pavement Markings, Signs, and coordination of TCD Specs/Standards:
 - ✓ Harry.Campbell@VDOT.Virginia.gov
- Temporary Traffic Control:
 - ✓ David.Rush@VDOT.Virginia.gov



Traffic Engineer
Answers – This
Afternoon's Panel