Pavement marking inspections should take place, at random, throughout the life of the contract.

Pavement marking vehicle inspections are to take place before the start of a project and anytime thereafter, for the life of the contract. (Refer to Equipment Certification Guidelines – Pavement Markings.)

The Inspector may request samples of the pavement marking materials from the Contractor. Binder and bead plate samples should be taken during striping to provide a sample of the actual quality of line being placed by the striper (Refer to BINDER AND BEAD PLATE SAMPLE, page 2).

**BASIC CHECK LIST**

**VERIFY:**

1. Material certification and/or inspection documents for the binder and glass beads.

2. Appropriate measures have been taken to protect binder materials from freezing or extreme heat.

3. Striping vehicle certification is located on the inside of the driver’s door. Certification must be current.

4. Required safety equipment is on the vehicle, clearly visible and operating appropriately.

5. Pavement surfaces are clean and dry. (Refer to MOISTURE TEST, page 2.)

6. Air and surface temperatures are at or above recommended minimums.

7. Pavement marking material application rates are as specified by the Engineer.

8. Pavement marking lines are applied within tolerances.

9. Markings are sharp, well defined and free of uneven edges, overspray, or other visible defects.

10. Markings are straight or of uniform curvature.

11. When specified, all old pavement markings being removed are done so according to subsection 812.03.H. of the Standard Specifications of Construction.
MOISTURE TEST

EQUIPMENT NEEDED:
Plastic Wrap
Duct Tape

PROCESS:
1. Place a 12 inch square (approximate) piece of plastic wrap on the pavement. Using the duct tape, tape all four sides to the pavement. Wait 10 minutes.

2. Remove the plastic wrap from the roadway at the end of the waiting period. Visibly inspect and touch the underside of the wrap. If there is no indication of moisture, striping may begin.

BEAD DROP TEST

Refer to STEP I on page 1 of Equipment Certification Guidelines – Pavement Markings. This test can be run at any time during production striping to assure a certified vehicle is operating as required.

MATERIAL THICKNESS TEST

Refer to STEP II on page 2 of Equipment Certification Guidelines – Pavement Markings. This test can be run at anytime during production striping to assure a certified vehicle is operating as required.

BINDER AND BEAD PLATE SAMPLE

EQUIPMENT NEEDED:
6 inch x 12 inch Aluminum Plates (6 inch x 16 inch Aluminum Plates for 12 inch Lines)
Marking Pen
Watch
Gloves
Duct Tape
Plastic Bags

PROCESS:
1. Record the date, time, truck #, material, temperature, contractor and location of the sample on the back of an aluminum plate.

2. Place the aluminum plate on the ground, using duct tape to hold it in place. Place the plate so the entire width of the marking will be contained on the plate.
3. Allow the striper to pass over the plate. Note the time when the striper passes over the plate. Carefully remove the plate from the road, keeping it level until the material is dry. Once the plate is dry, turn it over and record the dry time.

4. Place the dried plate into the plastic bag and seal the bag so that any loose beads are captured in the bag and will not be lost.

NOTE:
If there appears to be a problem, notify the striper Operator/Contractor immediately. The Contractor must adjust the equipment so the marking is placed to MDOT specifications. Refer to Sections 811, 812 and 920 of the Standard Specifications for Construction.

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