

Our Ref. : () in H.O. 4/3/27

Tel No. : 3-682734

Highways Office Headquarters
Engineering Development Department
10th Floor, Empire Centre,
68 Mody Road,
Tsim Sha Tsui,
Kowloon.

24th May, 1984.

Road Note No. 7
Thermoplastic Road Marking Materials

Part A

1. Scope

- 1.1. This Road Note upgrades the requirements for road marking materials in the General Specification by substituting the use of thermoplastic road marking material for road marking paint.

2. Introduction

- 2.1. In recent years a policy has been adopted of using hot applied thermoplastic road marking material instead of cold applied road paint system, which were formerly used.
- 2.2. The Road Safety Division of the Transport Department supports this policy and has recommended the replacement of all existing marking with thermoplastic material.
- 2.3. Hot applied thermoplastic material has major advantages over road paint. Reflectorisation achieved by the addition of solid glass heads greatly improves the visibility of road markings at night. Furthermore, thermoplastic material is far more durable than road paint. These advantages outweigh the greater initial cost of thermoplastic material.
- 2.4. Hot applied thermoplastic material should therefore be used for road markings on all new carriageways, and for the replacement of existing permanent road markings.
- 2.5. Part B/this Road Note modifies the G.S. as follows :-
Clause 12.11 of Section 12 of the G.S. is replaced by Clause 12.11 of this Road Note.

It should be included as a mandatory P.S. Clause in all contracts until such time as the G.S. is modified to incorporate it.

*Part B superseded
by G.S. according to
HyD Technical Circular No 19/97*

3. Enquiries

Enquiries relating to this Road Note should be directed to Highways Research and Development Unit (HORDU) 3-7216029.



(S.A.W. Bowman)

Ag. Principal Government Highway Engineer
for Director of Engineering Development

PART B New Clauses to be incorporated in the General Specification

SECTION 12

TRAFFIC SIGNS ROAD MARKINGS AND EMERGENCY TELEPHONES

12.11 ROAD MARKINGS

- (a) Except where otherwise stated road markings shall be hot applied thermoplastic material delivered prepared and laid in accordance with BS 3262 1976 Hot Applied Thermoplastic Road Marking Material (amended 1982).
- (b) The thermoplastic material shall be laid in sprayed or screeded form as directed by the Engineer to the following thicknesses :-
- | | |
|---|----------------|
| (a) Screed markings | 4 ± 1 mm |
| (b) Sprayed marking other than yellow lines | 2 ± 0.5 mm |
| (c) Sprayed yellow edge lines | 1 ± 0.2 mm |
- (c) The thicknesses specified are exclusive of surface applied solid glass beads. The method of thickness measurement shall be in accordance with appendix H of BS 3262.
- (d) The apparatus for laying the thermoplastic material shall be capable of producing a marking to a uniform thickness and width with clean edges and free from streaks and blisters.
- (e) The reflectivity of the markings shall be achieved by the incorporation of solid glass beads in the mix, and by a surface application of solid glass beads applied evenly at a rate of 400 - 500 g/m². The incorporated solid glass beads shall comply with the requirements of BS 6088 for class B glass beads.
- (f) Before the application of screed or sprayed thermoplastic the road surface shall be prepared in accordance with the requirements of BS 3262 Clause 12.
- (g) Unless otherwise directed by the Engineer a tack coat compatible with the marking material shall be applied. Where required the Engineer may direct that the existing road paint, thermoplastic or carriageway marking film be removed, or may direct that the existing road marking be roughened to improve the adhesion of the new road marking.
- (h) Removal or roughening of existing road markings shall be carried out by machine without damage to the existing road surface. Painting over road markings will not be permitted, except on a temporary basis, and then only with the approval of the Engineer.
- (i) On completion of each day's work the road shall be left safe for traffic and shall be clean and free from surplus material spilled during the work.

Part B
Superseded by
GS
according to
Hy D Technical
Circular No
19/97