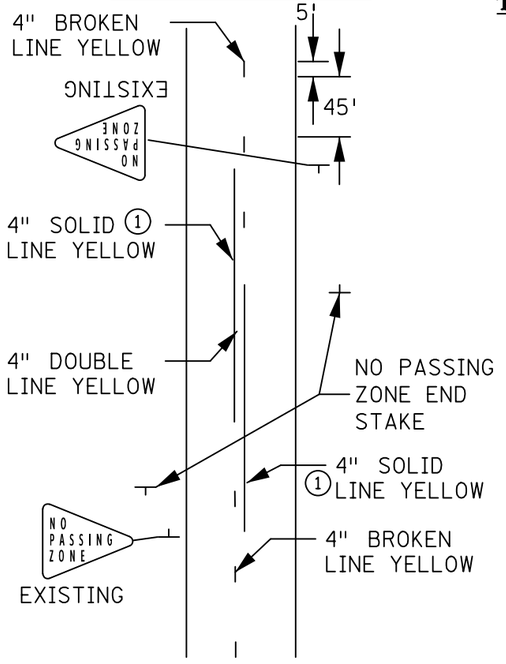
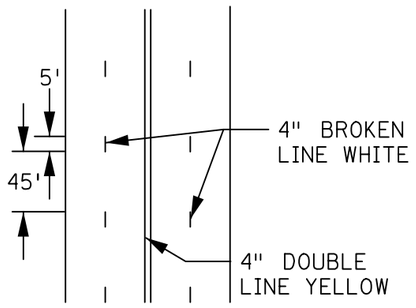
DISTRICT *: Metro
PLOT NAME: Interim pavement markings 20180417
PATH & FILENAME: OTST\PavementMarkings\Typicals\Web Page Typ\modified typ\Interim pavement markings 20180417.dgn
PLOTTED/REVISED: 18-JAN-2019

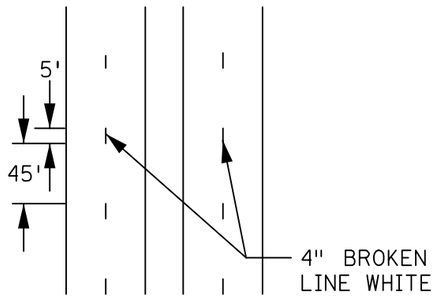
TWO LANE, TWO WAY



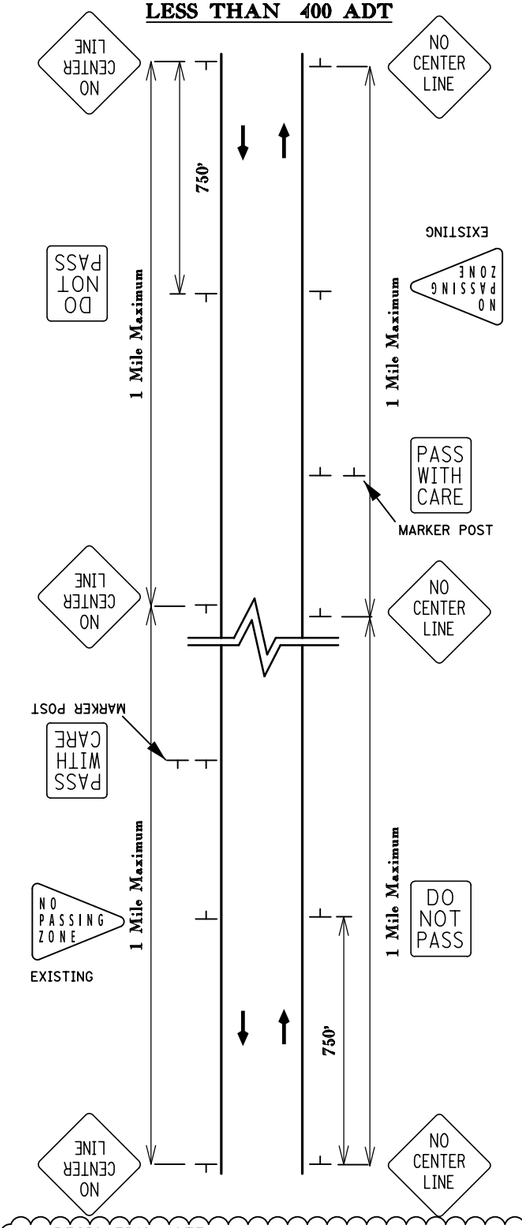
MULTI-LANE, UNDIVIDED



MULTI-LANE, DIVIDED



TWO LANE, TWO WAY - WITHOUT MARKINGS LESS THAN 400 ADT

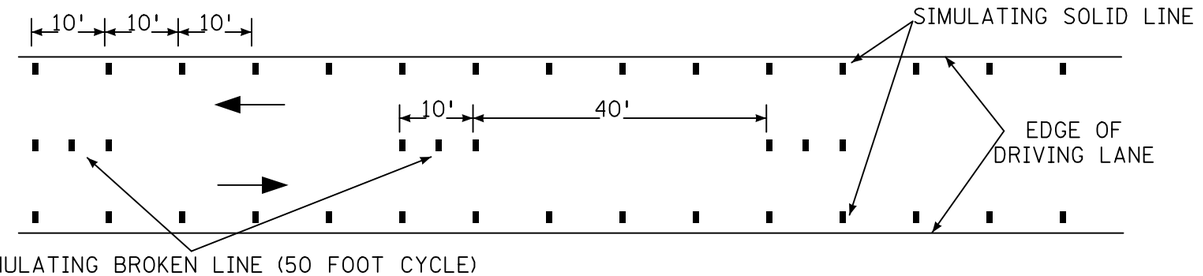


DESIGNER'S NOTE:

(1) CONTACT TRAFFIC ENGINEER FOR NO PASSING ZONE SURVEY.

IF THE DISTANCE BETWEEN TWO NO-PASSING ZONES IS LESS THAN THAT SPECIFIED IN TABLE 7-5 OF THE TEM, THE NO-PASSING LINES SHOULD BE CONNECTED TO PROVIDE A CONTINUOUS RESTRICTION THROUGH BOTH ZONES.

SIMULATING A SOLID LINE AND A BROKEN LINE (50 FOOT CYCLE) WITH TRPM'S



SIMULATING BROKEN LINE (50 FOOT CYCLE)

USING TRPM'S AS INTERIM PAVEMENT MARKING

WHEN TRPM'S ARE USED TO SIMULATE A LINE THE FOLLOWING GUIDELINE APPLIES:

SKIP STRIPE - USES 3 TRPM's PER 10' SKIP STRIPE ON 5' CENTERS WITH A 40' GAP

SOLID LINE - USES TRPM'S ON 10' CENTERS ON TANGENTS, FLATTER GRADES AND CURVES UNDER 6 DEGREES. FOR CURVES OVER 6 DEGREES AND STEEP GRADES, THIS SPACING SHALL BE REDUCED TO 5' CENTERS.

DOUBLE SOLID LINE USE 2 (DOUBLE SIDED) TRPM'S 4'' APART ON 10' CENTERS ON TANGENTS, FLATTER GRADES AND CURVES UNDER 6 DEGREES. FOR CURVES OVER 6 DEGREES AND STEEP GRADES, THIS SPACING SHALL BE REDUCED TO 5' CENTERS.

GENERAL NOTES:

SEE SPECIAL PROVISIONS FOR INTERIM PAVEMENT MARKING GUIDELINES

THESE INTERIM PAVEMENT MARKING GUIDELINES APPLY TO ALL TEMPORARY TRAFFIC CONTROL ZONES OF AT LEAST 300' IN LENGTH ON TANGENT AND 50' ON CURVES OF 6 DEGREES OR GREATER.

1. FOR ALL PROJECTS GREATER THAN 1.25 MILES IN LENGTH, INTERIM SKIP STRIPE PAVEMENT MARKINGS SHALL USE THE SAME CYCLE LENGTH AS FINAL PAVEMENT MARKINGS (50') AND SHALL BE A MINIMUM OF 5' LENGTH. DOTTED LINE CYCLE SHALL BE 3' LINE 12' GAP UNLESS STATED OTHERWISE IN THE PLAN.

2. ON PROJECTS GREATER THAN 300' IN LENGTH, BUT LESS THAN 1.25 MILES IN LENGTH, THE INTERIM MARKING SHALL MATCH THE CYCLE LENGTH AT EITHER END OF THE PROJECT. THE INTERIM STRIPE SHALL BE 5' IN LENGTH. DOTTED LINE CYCLE SHALL BE 3' LINE 12' GAP UNLESS STATED OTHERWISE IN THE PLAN.

ALL INTERIM MARKINGS SHALL BE PLACED PRIOR TO REMOVING LANE CLOSURE OR OPENING THE ROADWAY TO TRAFFIC . INTERIM PAVEMENT MARKINGS SHALL CONSIST OF CENTER LINE (INCLUDING NO-PASSING ZONES), PAINTED ISLAND (MINUS CROSSHATCHING), AND ALL LANE LINES (INCLUDING TURN LANE LINES). AND SHALL BE THE SAME WIDTH AS THE CORRESPONDING PERMANENT PAVEMENT MARKINGS.

FINAL MARKINGS AND ALL OTHER PAVEMENT MARKINGS INCLUDING EDGELINES, CHANNELIZING LINES LANE, LANE REDUCTION TRANSITIONS, GORE MARKINGS AND OTHER LONGITUDINAL MARKINGS AND THE VARIOUS NON-LONGITUDINAL MARKINGS (STOP LINES, RAIL ROAD CROSSING, CROSSWALKS, WORDS, SYMBOLS. ETC) SHOULD BE PLACED WITHIN 14 CALENDAR DAYS.

WHEN FINAL MARKINGS ARE TO BE MULTI COMPONENT AND PAINT IS USED FOR INTERIM SOLID LINES, A 10 MIL THICK LAYER APPLICATION OF A WATER-BASED TRAFFIC MARKING PAINT SHALL BE USED. WITH A 10 MIL LAYER OF PAINT APPLIED, BEADS SHOULD BE APPLIED AT A RATE OF 6 LBS/GAL. REMOVAL OF THE 10 MIL LAYER OF PAINT IS NOT REQUIRED PRIOR TO PLACING THE MULTI COMPONENT.

USING SIGNING AS INTERIM PAVEMENT MARKING

ON LOW VOLUME ROADS WITH AN ADT (AVERAGE DAILY TRAFFIC) OF LESS THAN 400 VEHICLES, THE SIGNS MAY BE USED IN LIEU OF PAVEMENT MARKINGS FOR UP TO 14 CALENDAR DAYS (SEE SECTION 5A.1 OF THE MMUTCD) OR AS DIRECTED BY THE PROJECT ENGINEER.

1. IF NO INTERIM MARKINGS ARE USED A "NO CENTER LINE" SIGN (W8-12) SHALL BE USED FOR EACH DIRECTION OF TRAVEL. THIS SIGN SHALL BE REPEATED AT MAJOR INTERSECTIONS OR ONE MILE INTERVALS, WHICHEVER IS GREATER.
2. IF NOT ALREADY IN PLACE, A "DO NOT PASS" SIGN (R4-1) SHALL BE PLACED ON THE RIGHT SIDE OF THE ROAD AT THE BEGINNING OF THE ZONE OPPOSITE OF THE "NO PASSING ZONE" SIGN (W14-3)

INTERIM PAVEMENT MARKINGS

PUBLISHED BY OTST: 1 JAN 2018	MODIFIED BY: XXX	CERTIFIED BY _____ LICENSED PROFESSIONAL ENGINEER	LIC. NO. _____	DATE $IDATE|$

STATE PROJ. NO. 0000-000 (TH 000) SHEET NO. 000 OF 000 SHEETS