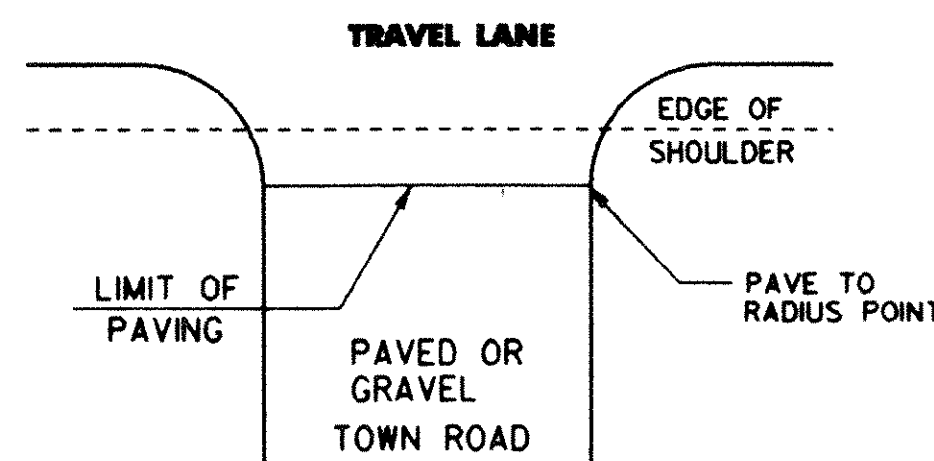


PAVEMENT MARKING PLACEMENT DETAIL

TRAFFIC NOTES

NOT TO SCALE



PAVING LIMITS FOR TOWN ROADS

GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS FOR CONSTRUCTION ZONES

A. DEFINITION - INTERIM MARKINGS ARE MARKINGS THAT ARE PLACED PRIOR TO THE APPLICATION OF FINAL PAVEMENT MARKINGS ON THE WEARING COURSE AS SPECIFIED IN THE PROJECT PLANS. THE COST ASSOCIATED WITH THE INTERIM MARKINGS INCLUDING MATERIAL COST, PLACEMENT COSTS, AND REMOVAL COSTS SHALL BE SUBSIDIARY TO THE SPECIFIED FINAL PAVEMENT MARKINGS.

B. INTERIM MARKINGS SHALL CONSIST OF TAPE, OR, TEMPORARY RAISED PAVEMENT MARKERS (RPM'S).

THE TAPE SHALL BE OF A TYPE EASILY REMOVED IF PLACED ON THE FINAL PAVEMENT SURFACE. INTERIM TAPE MARKINGS OR RPM'S WILL BE OFFSET AND REMOVED IMMEDIATELY UPON APPLICATION OF THE SPECIFIED FINAL MARKINGS AND SHALL BE APPLIED AS DESCRIBED BELOW.

STATEMENTS A OR B PERTAIN TO THE PAVEMENT MARKINGS PLACED ON THE WEARING COURSE. MARKINGS PLACED ON THE BASE COURSE OR VARIOUS LIFTS OF PAVEMENT MAY CONSIST OF TAPE, PAINT OR RPM'S. IF TAPE IS USED, IT SHALL BE THE TYPE THAT CAN BE PAVED OVER OR A TYPE EASILY REMOVED. IF RPM'S ARE USED, PAYMENT SHALL BE THE LINEAR RATE AS IF A SOLID LINE WAS APPLIED.

C. CENTERLINE AND GORE AREA MARKINGS SHALL BE APPLIED AT THE END OF EACH WORKING DAY. THE FOLLOWING LAYOUT REQUIREMENTS SHALL BE MET:

- NO PASSING ZONE
 - SOLID STRIPES- DOUBLE YELLOW REMOVABLE PAVEMENT MARKING TAPE LINES SPACED 4" APART.
 - OR
 - RAISED PAVEMENT MARKERS- IN NO CASE SHALL TEMPORARY RAISED PAVEMENT MARKERS BE USED FOR MORE THAN THREE CALENDAR DAYS BEFORE THE APPLICATION OF THE SPECIFIED FINAL MARKINGS.

RAISED PAVEMENT MARKERS (REMOVABLE) WHEN USED, SHALL BE PLACED ON 5' CENTERS WITH EVERY 4TH MARKER BEING REFLECTORIZED. THE RAISED PAVEMENT MARKINGS SHALL BE SUPPLEMENTED WITH BLACK OR ORANGE "DO NOT PASS" SIGNS PLACED AT THE BEGINNING OF THE NO PASSING ZONE AND EVERY 1000' THEREAFTER THROUGHOUT THE NO PASSING ZONE. ALL TEMPORARY RAISED PAVEMENT MARKERS SHALL BE REMOVED IMMEDIATELY UPON PLACEMENT OF THE SPECIFIED FINAL MARKINGS. ALL COSTS ASSOCIATED WITH "DO NOT PASS" SIGNS AND THEIR INSTALLATION SHALL BE SUBSIDIARY TO THE SPECIFIED FINAL PAVEMENT MARKINGS.

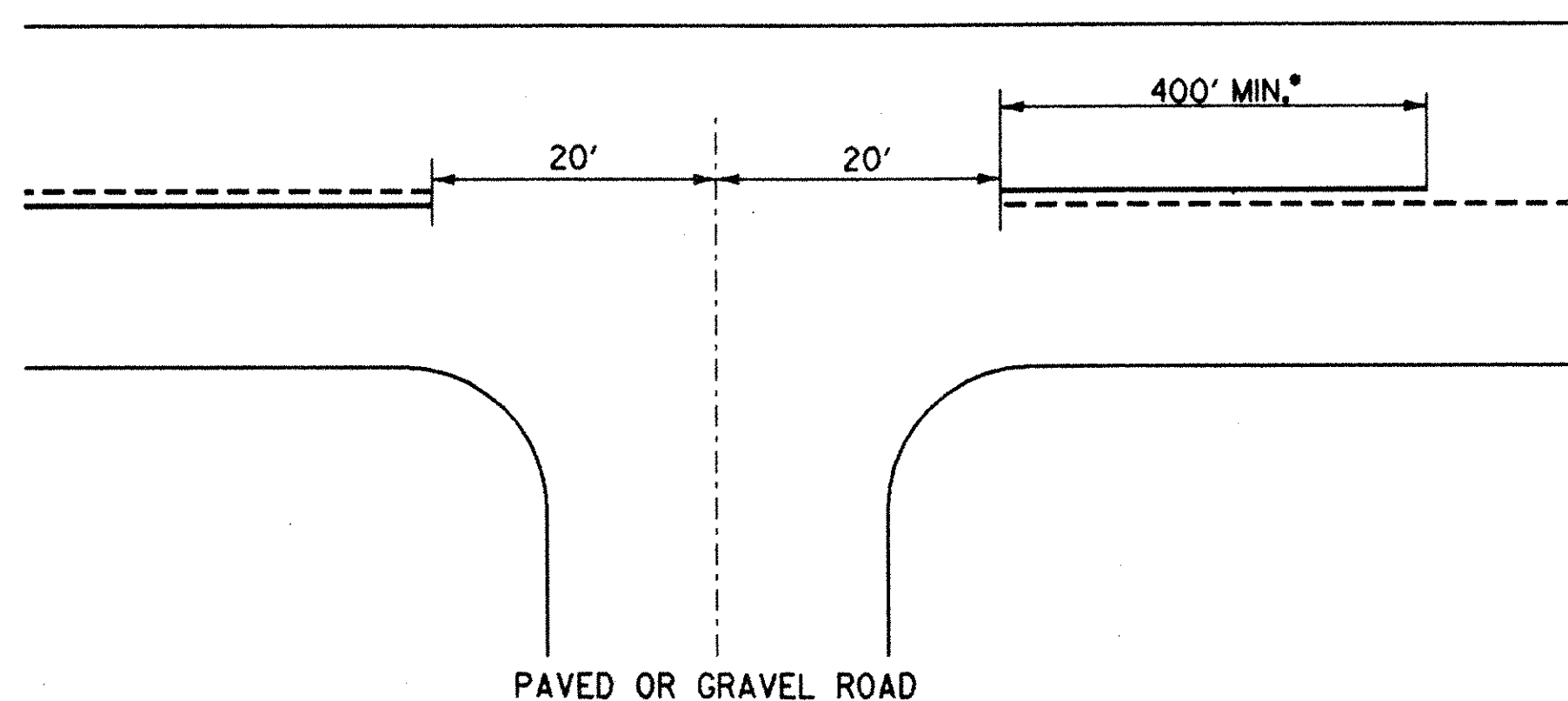
- DASHED LINE
 - 10-FOOT SOLID LINE WITH 30-FOOT GAP.
 - OR
 - FOR MARKINGS TO BE USED FOR THREE DAYS OR LESS
 - 4 FOOT SOLID LINE WITH 36 FOOT GAP TO BE REMOVED IMMEDIATELY UPON THE APPLICATION OF THE SPECIFIED FINAL MARKINGS.
 - OR
 - 4 RETRO-REFLECTIVE RPM'S ON THREE FOOT CENTERS WITH A 30 FOOT GAP TO BE REMOVED IMMEDIATELY UPON THE APPLICATION OF THE SPECIFIED FINAL MARKINGS.

GORE AREAS
GORE AREAS TO INCLUDE 8" CHANNELIZING LINE AND 4" DASHED LINE.
SEE STANDARD E-191.

D. EDGE LINES
UNLESS SPECIFIED, FINAL EDGE LINES ARE NOT REQUIRED UNTIL COMPLETION OF THE PROJECT. EDGE LINES HOWEVER SHOULD BE APPLIED AT THE END OF THE DAY. WHERE TRAFFIC VOLUMES ARE HIGH AND/OR A DELAY OF SEVERAL DAYS IS ANTICIPATED. IN THESE INSTANCES, TAPE, PAINT OR RPM'S CAN BE USED AS THE MARKING. MATERIAL QUANTITIES ARE TO BE PAID UNDER THE APPROPRIATE BID ITEM FOR TEMPORARY LINES. RPM'S SHOULD BE RETRO-REFLECTIVE TEMPORARY MARKERS ON A 5' SPACING PATTERN AND THE SAME COLOR AS THE LINE THEY ARE SUBSTITUTING FOR.

E. PRIOR TO ACCEPTANCE, THE PAVEMENT MARKINGS SHALL BE COMPLETED FOR THE ENTIRE PROJECT BY THE CONTRACTOR AS DETAILED ON THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.

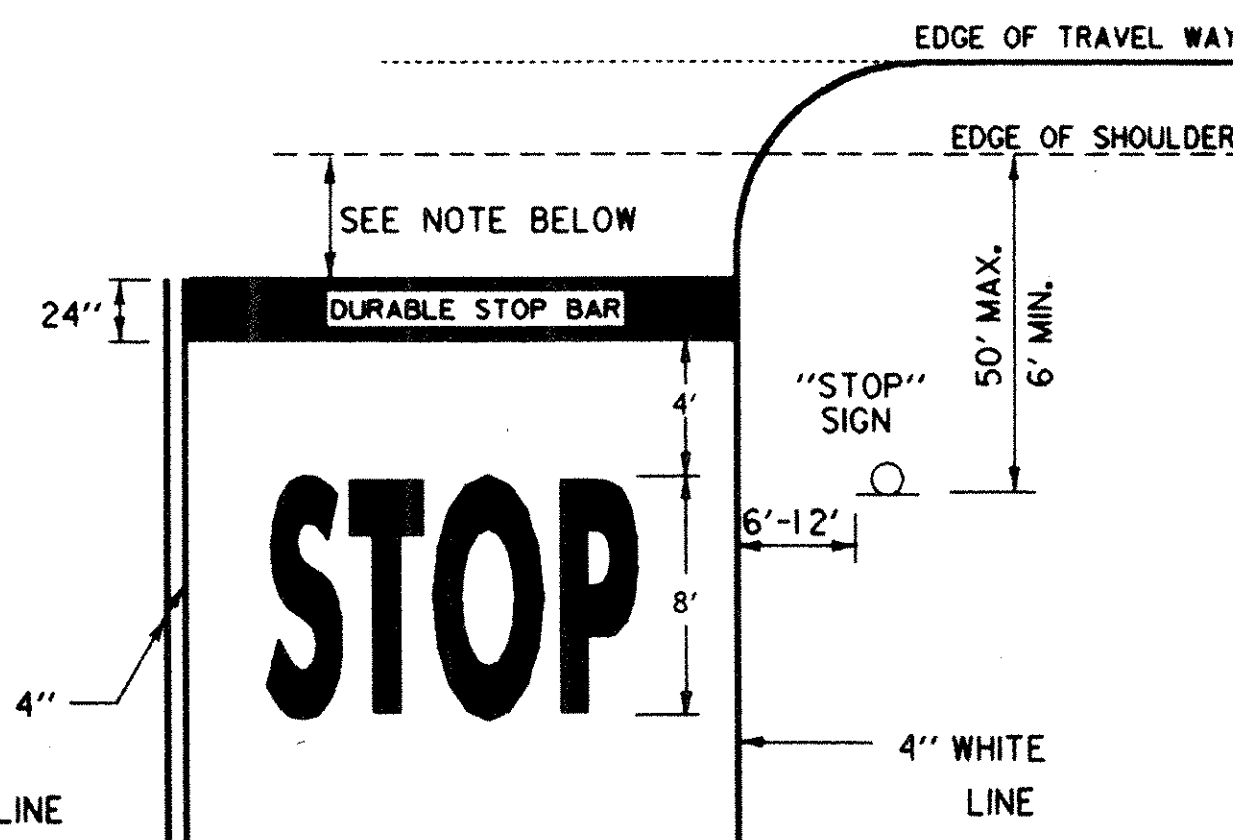
F. THE DURABLE STOP BAR SHALL BE APPLIED AT ALL SIDEROAD LOCATIONS, BUT THE DURABLE "STOP" MARKINGS ARE TO BE APPLIED ONLY ON PAVED SIDEROADS OR AS DIRECTED BY THE RESIDENT ENGINEER.



A SOLID LINE IN THE DIRECTION OF TRAVEL IS BEGUN AT A LOCATION 400 FEET IN ADVANCE OF THE INTERSECTION. THE DISTANCE IS MEASURED FROM A POINT 20 FEET IN ADVANCE OF THE CENTERLINE OF THE INTERSECTING ROADWAY.

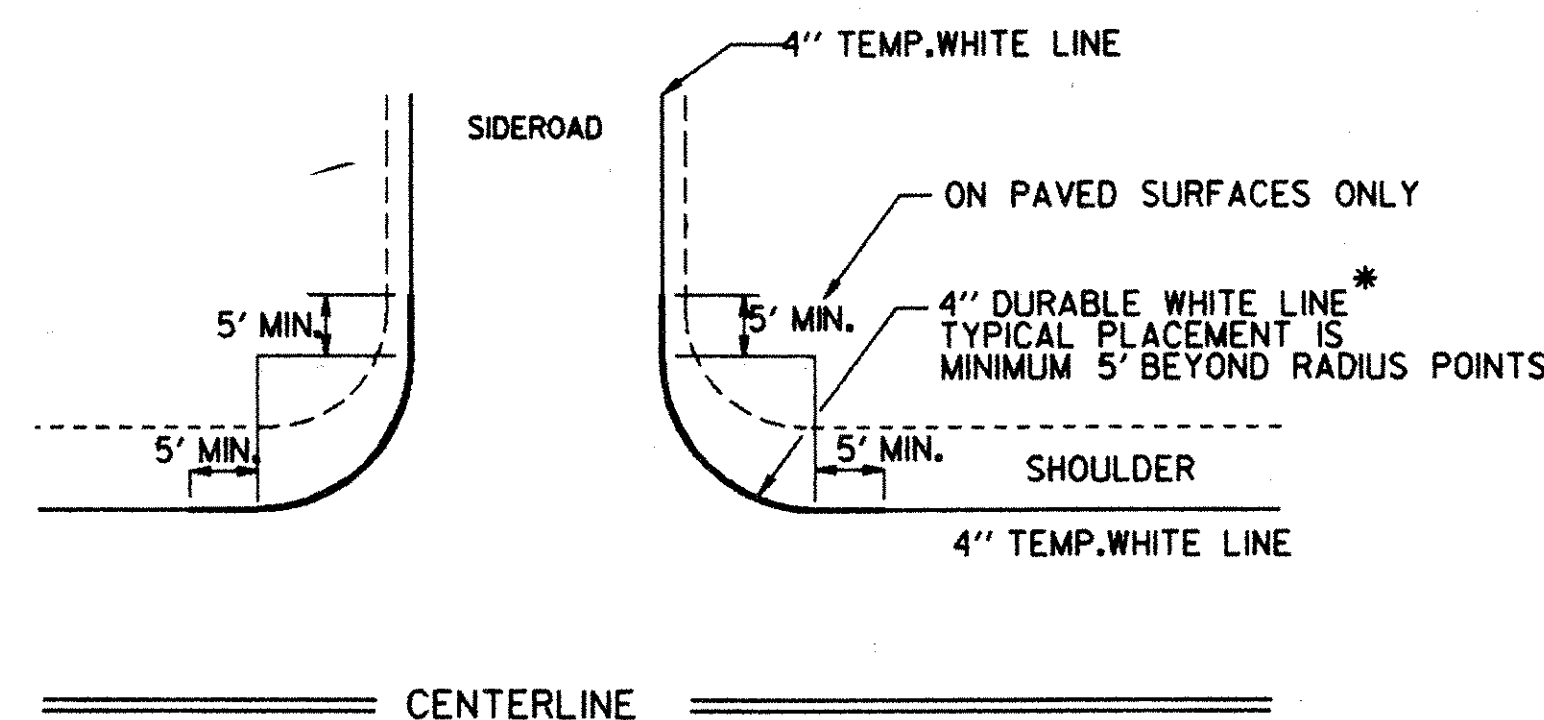
* CENTERLINE TREATMENT SHALL CONSIST OF A MINIMUM OF 400 FEET OF SOLID LINE IN ADVANCE OF THE INTERSECTION AND SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING LANE.

APPROACH TO A SIDE ROAD INTERSECTION



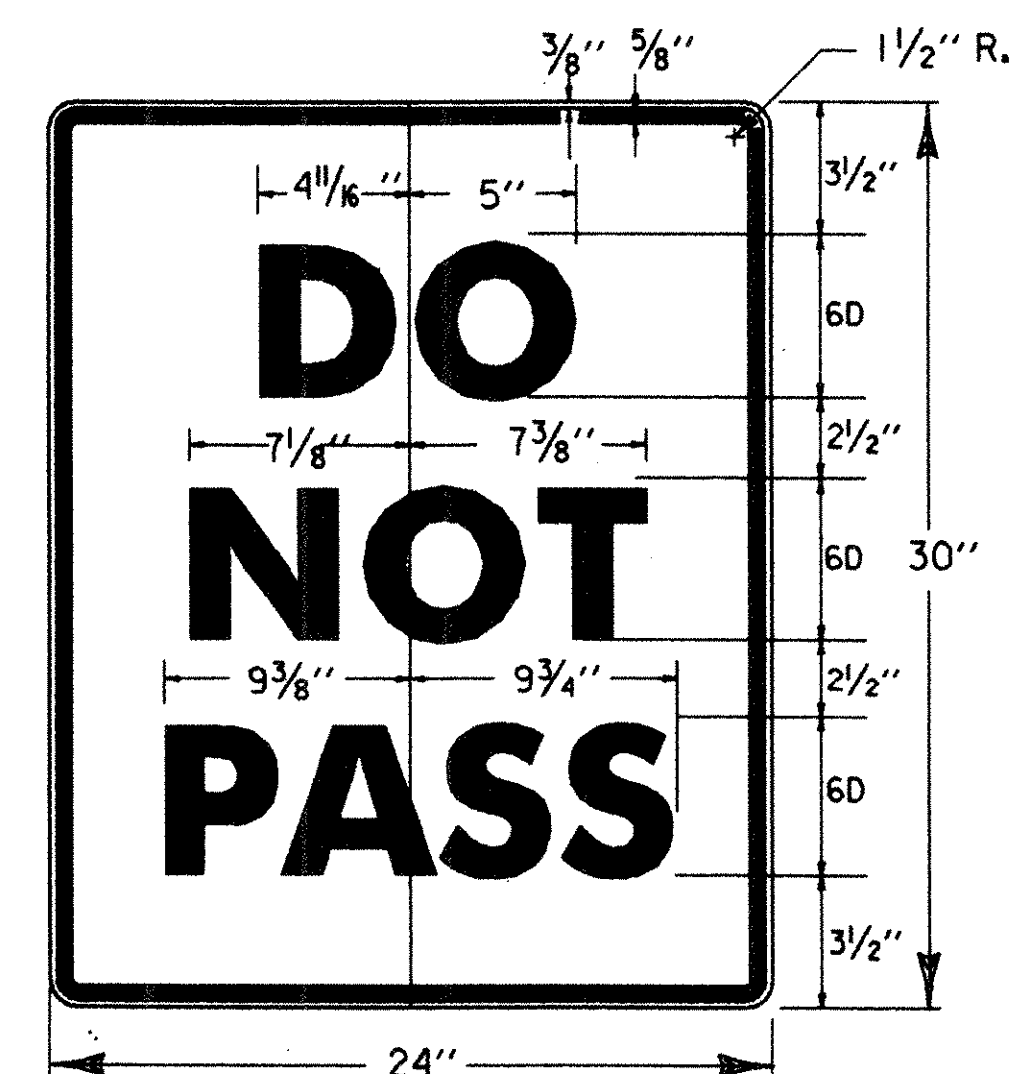
THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC, IN NO CASE MORE THAN 30 FEET OR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

PAVEMENT MARKING DETAILS
(SEE TRAFFIC NOTE "P")



* FOR ALL PAVED CLASS 1 & CLASS 2 TOWN HIGHWAYS AND ANY CLASS 3 TOWN HIGHWAY WIDER THAN 22 FEET.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL



LEGEND - BLACK (NON-REFL.)
BACKGROUND - ORANGE (ENCAPSULATED LENS)
SEE NOTE * C SIGN DETAIL

Traffic Sht. of **MASHMA.DGN**

REVISIONS		SURVEYED BY	DATE
DELETED DRIVE DETAIL			
REVISED STOPBAR - CL			
07/11/89			
NOTES CHANGED, SIGN ADDED			
10/03/89 DAR			
		DRAWN BY	DATE
		SQUAD LEADER	Perkins
		DESIGN FILE NO.	DATE PLOTTED
		PROJ. NAME	SHOREHAM - BRIDPORT - ADDISON
		PROJ. NO.	FO17-1(2)
		SHEET	237 OF 420 SHEETS