Chapter 3 Marking
Section 15 Comprehensive Policy

3-15-5 Temporary Pavement Marking January 2018

GENERAL
Temporary Pavement Markings help delineate the roadway during a construction project.

POLICY
Temporary Pavement Markings shall resemble the width and color of the permanent pavement markings. Temporary Pavement Markings can be one of the markings listed below:

1. Paint
   a. Preferred product over the summer months.

2. Epoxy
   a. Preferred product if the project will extend over the winter.

3. Removable Tape
   a. May be used when it is applied to the permanent pavement, but not where the permanent marking will be placed.
   b. Shall not be used over the winter.

4. Mask-out Tape
   a. This is used to cover existing marking for the duration of the project, only if the marking will be there after the project.
   b. This product should only be used for short term work, as long-term usage this may leave a residue on the underlying markings.
   c. Shall not be used over the winter.

5. Temporary Raised Pavement Markers- See TEOpS 3-2-11 for further guidance. SDD 15C34-1 provides guidance on the placement of Temporary Raised Pavement Markers, Type II.

Transition Areas, Lane Shifts, and Crossovers may use the following marking for emphasis:
   • Contrast lane lines (removable tape)
   • Type I temporary raised pavement markers
   • Solid lines (any product)

When same day marking is used for less than 14 days, 4 foot temporary skips may be used with a 46-foot gap.

3-15-15 Dynamic Envelope Marking November 2015

PURPOSE
The MUTCD Section 8B.29 defines dynamic envelope pavement markings as a 4-inch solid white line, placed parallel to and 6 feet away from the nearest rail of an at-grade crossing. The MUTCD further defines a supplemental marking consisting of 12-inch solid white lines, placed at a 45-degree angle and 5 foot spacing between the 4-inch solid lines. This policy will clarify dynamic envelope pavement marking installation on state maintained roadways.

POLICY AND GUIDELINES
Between the 4-inch parallel lines, dynamic envelope markings fully cover 20 percent of the driving surface. This broad coverage area presents a potential safety hazard to bicycles and motorcyclists, as pavement marking material offers significantly less surface friction than unmarked pavement. In addition, this large amount of
marking creates a maintenance issue for the department. For these reasons, dynamic envelope markings shall not be utilized on state maintained roadways.

Certain grade-crossing locations on state maintained roadways may present operational issues. In lieu of dynamic envelope markings, the following signing countermeasures may be implemented:

1. The R8-8 “DO NOT STOP ON TRACKS” sign may be used at grade crossings where drivers tend to stop on the tracks.
2. The R10-6 “STOP HERE ON RED” sign may be used at grade crossings with signals downstream of the crossing.
3. The W10-11-A “XX FEET BETWEEN TRACKS & HIGHWAY” sign may be mounted in advance of a grade crossing where limited storage space exists between the tracks and a downstream intersection.
4. The W10-11-B “XX FEET BETWEEN HIGHWAY & TRACKS BEHIND YOU” sign may be used downstream of a grade crossing where limited storage space exists between the tracks and a downstream controlled intersection. If used, this sign should be mounted either below the STOP or YIELD sign, or just prior to the signalized intersection.