



Traffic Engineering, Operations & Safety Manual

Chapter 3 Marking

Section 15 Comprehensive Policy

3-15-5 Temporary Pavement Marking

December 2021

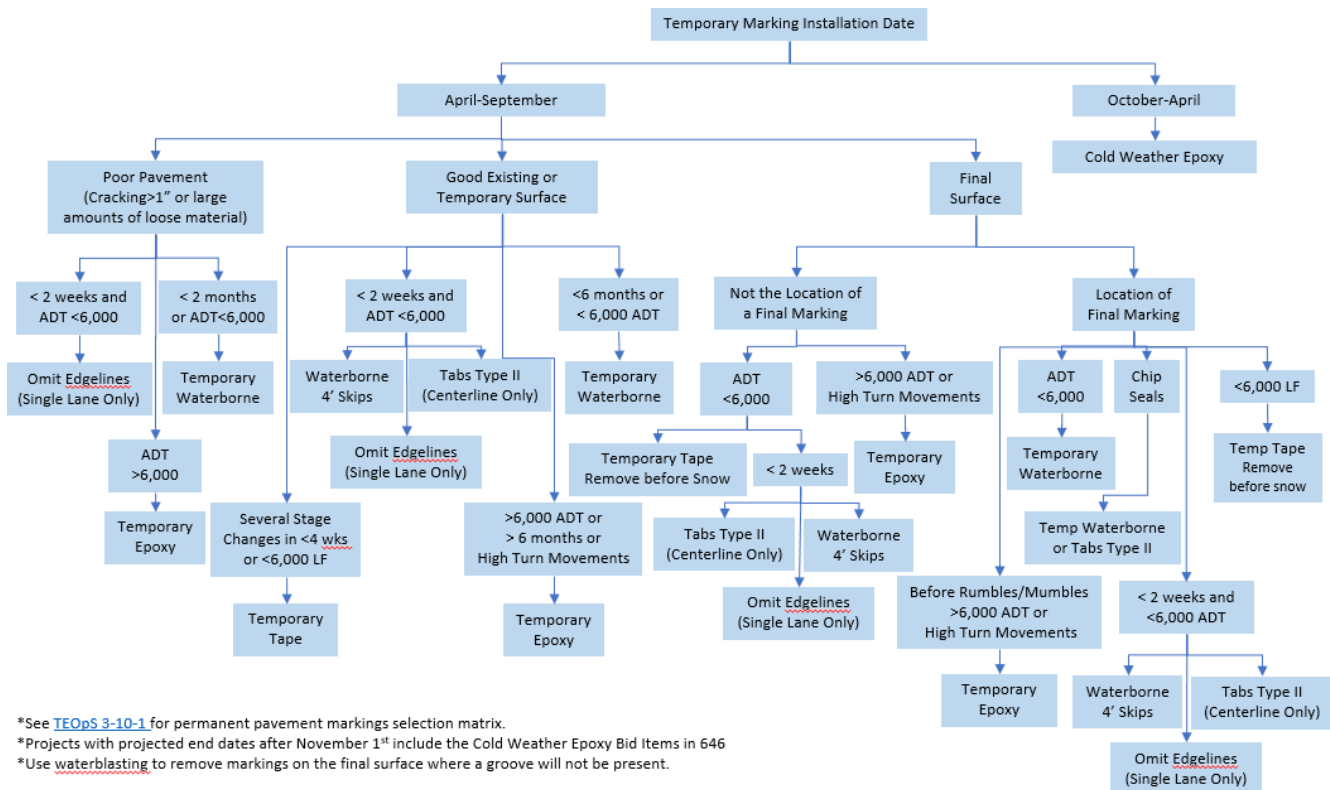
GENERAL

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. 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)
2. Same Day Marking
 - When the final marking needs to be placed quickly because the roadway is open to traffic.



*See [TEOps 3-10-1](#) for permanent pavement markings selection matrix.

*Projects with projected end dates after November 1st include the Cold Weather Epoxy Bid Items in 646

*Use [waterblasting](#) to remove markings on the final surface where a groove will not be present.

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.