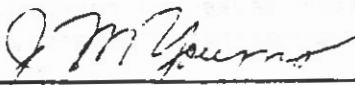


TO: MODIFIED BY EB 98-045 EFFECTIVE 12/1/98	<h1>ENGINEERING INSTRUCTION</h1> <p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p>	
	SUBJECT: PAVEMENT MARKING POLICY Subject Code: 7.27-1-640, 685, 687, 688	
Distribution: 30 Main Office 32 Regions 34 Special	Code: EI 87-30 Date: 8-15-87 Supersedes: 83-26 83-28 83-33	
APPROVED:  J. M. YORNO, Acting Deputy Chief Engr., Fac. Design Division		

Under present policy, established by engineering instruction 79-34 and revised in EI 83-26, construction, reconstruction, and resurfacing contracts, with few exceptions, are to include durable pavement markings. The existing program has resulted in mixed material combinations on the system, creating operational inefficiencies and performance variations. Because a more systematic program is needed, a new Pavement Marking Policy was established by the Department in June 1987.

It is the Department's goal that all roads be marked year round without committing substantially greater resources to the effort than present levels. The following are the major elements of the new policy:

1. Only qualifying roads shall receive durable long line markings. If the pavement surface is deteriorated, the highway does not qualify and shall not receive durable markings. Qualifying roads are defined as follow:
 - Interstates (regardless of AADT)
 - Limited access facilities (regardless of AADT)
 - Urban arterials, 4 lanes, AADT greater than 10,000
 - Urban arterials, 2 lanes AADT greater than 5,000
 - Other urban arterials with average lane ADT greater than 2,500
 - Certain other highways included on the Regional Marking Plan.
2. Construction, reconstruction or resurfacing contracts will contain items for durable marks only if the contract quantity is 100,000+ or more LF and the road is a qualifying highway. These markings are to be thermoplastic if to be applied to asphalt concrete or epoxy on Portland Cement concrete.
3. Projects not to include durable long-line markings shall be marked with traffic paint applied either by maintenance forces or by pay items in the contract. Pay items should be included if:
 - A. The total long-line marking quantity is less than 10,000 LF or ;

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B. There are any 3 lane intersection approaches: or,

C. The intersections or interchanges (between bullnose) are spaced closer than 1200 feet on the average.

If none of the above apply, Maintenance Forces will apply the project's "permanent" marks using paint. Construction Zone markings (detour marks and pavement delineation) will remain contract pay items, painted or tape as appropriate, regardless of who is to install the project's permanent stripes.

4. There will also be large (250,000 LF desired minimum), single purpose, capitally funded Regional striping contracts to install epoxy long-line markings on qualifying highways. Region Design groups will be requested to put together the Contract Documents for these large contracts but the selection of roads to be included in these contracts and the programming of the projects will be by others.
5. Arrows, letters, symbols, stop lines, crosswalks should be preformed, regardless of volume. Lane lines at intersections on qualifying urban arterials should also be preformed. Hatchlines shall be considered long line markings. As such, they shall be durably marked only on qualifying highways using the same materials as the long line markings.
6. Preformed tape was previously allowed as long-line markings when the highway was lighted, volumes were heavy, and quantities limited. Under the new policy, there is a reduced need for preformed long-line markings because the improved utilization of durable markings and improved traffic paint will normally provide year round service. There may be unusual situations, however, where especially heavy traffic or unusual wear patterns - such as through a rotary -- may warrant the use of small quantities of preformed tape in projects that otherwise will be marked using either paint, epoxy, or thermoplastic. Where the use of tape is warranted for safety purposes as described above, it may be included in construction contracts and Regional durable marking contracts.

Preformed tape may be used to stripe bridge decks and other small portland cement concrete areas within contracts receiving thermoplastic provided there are less than 1500 LF of preformed marking necessary for that purpose.

To coordinate the application of markings by maintenance forces, it will be necessary for the designer to indicate, in the PS&E letter, the approximate length of long line markings for each color required on the project and an estimate of what season and year these markings are likely to be applied. A copy of the PS&E letter shall be sent to the Regional Traffic Engineer and to the Regional Maintenance Engineer.

The designer also shall notify the Traffic Engineer of any areas on qualifying highways that do not receive the durable mark.

Additional details are provided in the 1987 Pavement Marking Policy and in Engineering Instructions to be prepared by the Traffic and Safety Division covering the following items:

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1. Who, how, and when to select roads for the Regional durable marking contracts.
2. How, when, and with whom the EIC will coordinate the application of long line markings on projects to be marked by maintenance forces.
3. Who will monitor the costs and effectiveness of the changed policy and recommend adjustments.

This policy will take effect with the letting of December 3, 1987.