



TRAFFIC AND SAFETY MANUAL

Chapter 3 – Pavement Markings 3A – General

General Requirements

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Operations and Scheduling

The operation of each District Paint Crew shall be under the direction of a Garage Operations Assistant (GOA) reporting to a designated District Operations Manager (DOM).

Work shall commence on approximately April 1, weather and surface conditions permitting, and continue through the season until all necessary pavement markings are completed or winter shutdown stops operations. During the winter months, any needed modifications or repair of equipment shall be done to minimize down time when summer operations are under way.

Each District shall determine which routes are to be included in the Annual Pavement Marking Program. Pavement marking renewal shall be done on an as needed basis determined through visual inspection by assigned personnel. Special equipment made available to the Districts may be used to determine which pavement markings need to be repainted. Pavement marking priorities shall be set on the basis of need, available funds, equipment, and personnel.

Primary Road Extensions

All pavement markings on primary road extensions of freeways shall be done by the Iowa DOT, including stop lines on exit ramps where required.

Pavement marking on non-freeway primary road extensions will be done in conjunction with normal pavement marking operations on rural primary routes near the city. If a city prefers to do the pavement marking on non-freeway primary extensions the Iowa DOT will reimburse the city at a recommended rate of \$0.07 per lineal foot of 4 inch line determined as shown in the example in Table 1 below.

Table 1

Example Problem for Pavement Marking Reimbursement

<p>One mile section of a 4 lane undivided urban road with a double centerline and lane lines.</p> <p>double yellow CL -- $2 \times 5280' = 10560'$</p> <p>2 lane lines -- $2 \times (5280'/4) = 2640'$</p> <p>total lineal feet = $13200' @ \\$0.07/\text{foot} = \\924 reimbursed</p>

When the city does the work, pavement markings shall be included in the supplemental one-year agreement (Form No. 810035). Pavement markings done by the City must conform to the requirements of this Manual and the Manual on Uniform Traffic Control Devices. Primary road

extensions with a traffic volume in excess of 3,000 vehicles per lane per day qualify for a second marking in a given year at the same rate of reimbursement.

In lieu of reimbursement, the city may at their request be furnished the paint and beads that would ordinarily be used in marking the primary road extension. Quantities will be calculated in accordance with the rates shown in Table 1 of [Section 3C-1](#), Operations and Equipment.

On primary road extensions constructed with a curbed cross section, stop lines and crosswalks are not painted by the Iowa DOT. This work is the responsibility of the city and must be done in accordance with provisions in this Manual and the Manual on Uniform Traffic Control Devices.

On primary road extensions constructed with a rural cross section, (no curb) the Iowa DOT is responsible for most maintenance functions, including the transverse markings.

State Park And Institutional Roads

The Iowa DOT has a duty to maintain certain roads within the boundaries of state-owned lands or community college property. The Office of Program Management determines which roads are eligible for maintenance funded by the State Park and Institutional Roads (P/IR) Program. Pavement marking is included in the routine maintenance activities for which the Iowa DOT is responsible on those roads. For further information about maintenance of State Park and Institutional Roads refer to Iowa DOT Policy 800.04.

Some park roads are of a structural quality or width that they would not accommodate pavement markings. For details on the procedure to be used in evaluating requests for pavement markings on park roads, refer to Office of Maintenance Instructional Memorandum 9.202.

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