

TYPICAL PAVEMENT MARKING DETAIL

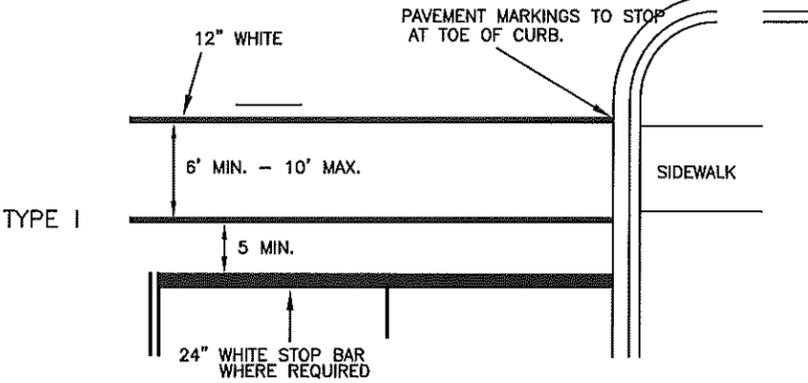
SHARROW - WHEN THERE IS NO PARKING, DISTANCE FROM FACE OF CURB TO CENTER OF SHARROW IS 5 FEET. WHEN PARKING IS PRESENT DISTANCE FROM FACE OF CURB TO CENTER OF SHARROW IS 11'.

NOTE: CROSSWALK PAVEMENT MARKINGS SHALL NOT BE INSTALLED AT LOCATIONS WHERE CROSSWALK PAVEMENT MARKINGS HAVE NOT ALREADY BEEN USED UNLESS SPECIFICALLY APPROVED BY THE TRAFFIC ENGINEER.

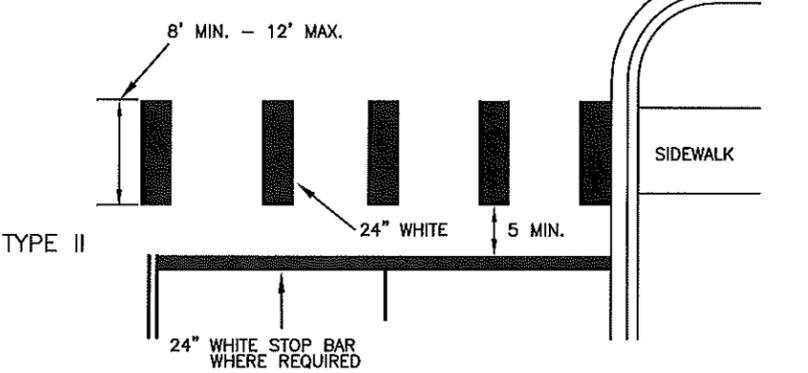
TYPE I CROSSWALK SHALL BE INSTALLED AT MARKED CROSSWALK LOCATIONS CONTROLLED BY A TRAFFIC SIGNAL OR STOP SIGN.

TYPE II CROSSWALKS SHALL BE INSTALLED AT MARKED CROSSWALK LOCATIONS THAT ARE NOT CONTROLLED BY A TRAFFIC SIGNAL OR STOP SIGN.

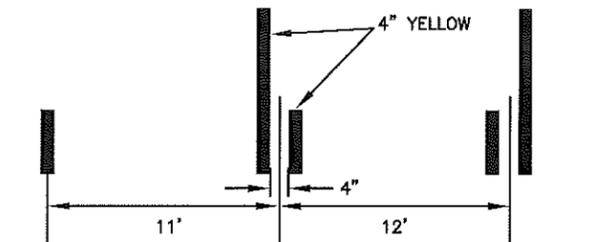
TYPE I - CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE. WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS. CROSSWALK LINE MEASUREMENTS ARE LINE EDGE TO LINE EDGE



TYPE II - CROSSWALK LINES SHALL BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE, CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED. WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS. CROSSWALK LINE MEASUREMENTS ARE LINE EDGE TO LINE EDGE



TYPICAL CROSSWALK MARKINGS



LANE LINE MEASUREMENT DETAIL

TYPICAL LANE WIDTH MEASUREMENTS ARE - CENTER OF SKIP LINE TO CENTER OF THE SOLID/SKIP LINES. TWO WAY CENTER TURN LANE LINES SHOULD BE CENTER OF SOLID/SKIP TO CENTER OF SOLID/SKIP LINES

GENERAL NOTES:

- EXCEPT AS NOTED BELOW PAVEMENT MARKINGS ARE REQUIRED TO COMPLY WITH KDOT AND CITY SPECIFICATIONS.
- EQUIPMENT** - USE EQUIPMENT DESIGNED FOR THE PREPARATION OF THE APPROPRIATE TYPE OF PAVEMENT MARKING MATERIAL.
- SURFACE PREPARATION** - ON EXISTING PAVEMENTS, REMOVE THE EXISTING PAVEMENT MARKINGS ACCORDING TO RECOMMENDATIONS OF THE MANUFACTURER OF THE NEW MARKINGS.
- ON AGED ASPHALT PAVEMENTS, THOROUGHLY REMOVE ALL DIRT, GRIT, GREASE, RESIDUE OF PRIOR PAVEMENT MARKINGS APPLICATION (INCLUDING ADHESIVES OR PRIMERS THAT MAY HAVE BEEN USED IN THEIR APPLICATION), AND ANY OTHER FOREIGN MATTER FROM THE ROADWAY SURFACE PRIOR TO THE APPLICATION OF THE NEW MARKINGS.
- ON NEW PORTLAND CEMENT CONCRETE PAVEMENT AND NEW CONCRETE BRIDGE DECKS USE SHOT BLASTING TO REMOVE CURING COMPOUND AND LAITANCE FROM THE SURFACES TO WHICH THE PAVEMENT MARKINGS WILL BE APPLIED.
- ALIGNMENT** - LAYOUT THE PAVEMENT MARKINGS AS DETAILED IN THE PLANS. IF THE PLANS DO NOT PROVIDE DETAILS, SUBMIT TO THE ENGINEER FOR APPROVAL A LAYOUT PLAN FOR THE PAVEMENT MARKINGS THAT COMPLY WITH THE 2009 MUTCD.
- PROVIDE ADEQUATE GUIDE MARKS - APPROXIMATELY 2" BY 12" AT APPROXIMATELY 30 TO 50 FOOT INTERVALS - FOR THE APPLICATION OF THE MARKINGS.
- APPLY MARKINGS STRAIGHT AND CLOSE TO THE INTENDED ALIGNMENT WITHOUT ABRUPT CHANGES THAT RESULT IN AN UNACCEPTABLE APPEARANCE. LINES THAT DEVIATE Laterally FROM THE INTENDED ALIGNMENT MORE THAN 2' IN 200' MAY BE REJECTED.
- APPLICATION** - PROVIDE THE CITY INSPECTOR WITH A COPY OF THE MANUFACTURER'S APPLICATION INSTRUCTIONS. APPLY THE MARKINGS ACCORDING TO THE RECOMMENDATIONS. FOLLOW THE RECOMMENDATIONS REGARDING PAVEMENT AND AMBIENT TEMPERATURES. THE CITY INSPECTOR WILL VERIFY THE PAVEMENT AND AMBIENT TEMPERATURES BEFORE BEGINNING WORK AND WHEN DEEMED NECESSARY.
- TAPES SHALL BE INLAID IN ASPHALT. OTHER PERMANENT MARKINGS SHALL BE INSTALLED IMMEDIATELY AFTER OVERLAYING UNLESS PRIOR APPROVAL IS RECEIVED BY THE ENGINEER OR THE CITY INSPECTOR. IF THE PAVEMENT MARKINGS CANNOT BE INSTALLED AND THUS THE ROADWAY WOULD BE UNMARKED OVERNIGHT, INTERIM REMOVABLE MARKINGS SHALL BE INSTALLED AND REMAIN UNTIL THE PERMANENT MARKINGS CAN BE INSTALLED. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REMOVE THE INTERIM MARKINGS AND INSTALL THE PERMANENT MARKINGS WITHIN 48 HOURS. UNDER NO CIRCUMSTANCE SHALL THE INTERIM PAVEMENT MARKINGS BE IN PLACE FOR MORE THAN 14 DAYS. THE INTERIM REMOVABLE MARKINGS SHALL BE REMOVED PRIOR TO THE INSTALLATION OF THE PERMANENT PAVEMENT MARKINGS.
- REMOVE AND REPLACE NEWLY INSTALLED PAVEMENT MARKINGS THAT HAVE DRAG MARKS, GASHES, GOUGES, FOREIGN COVERING, DISCOLORED AREA OR AREAS THAT HAVE FAILED TO SOLIDIFY, HAVE IMPROPER ADHESION OR THICKNESS.
- ON NEW PORTLAND CEMENT CONCRETE, LANES CANNOT BE OPEN UNTIL INTERIM OR PERMANENT MARKINGS ARE IN PLACE. INTERIM MARKINGS CANNOT BE LEFT IN PLACE MORE THAN 14 DAYS AND MUST BE REMOVED WHEN PERMANENT MARKINGS ARE INSTALLED.
- PERFORMANCE MEASURES** - LACK OF SPECIFIED LENGTH/CYCLE: LANE LINES ARE EXPECTED TO BE 10' LONG; GAPS ARE EXPECTED TO BE 30' IN LENGTH. PAYMENT SHALL BE MADE WITH PENALTY BEING EQUAL TO 25% OF THE UNIT PRICE BID PER FOOT FOR EACH 2" OF LENGTH LACKING OR EXCEEDING THE 10'/30' CRITERIA NOTED ABOVE. SHOULD LINE OR GAP BE LACKING OR EXCEEDING 12" THE CITY WILL EITHER NOT PAY FOR THE MARKINGS (100% PENALTY) OR REQUIRE THEY BE REMOVED AND REINSTALLED. TO CLARIFY, EXAMPLE, SHOULD A REQUIRED 10' LINE BE MEASURED AT 10'-3" THE CONTRACTOR WILL BE PAID FOR 75% FOR THE ENTIRE 10'. SHOULD A SPACE BE 30'-3", THE CONTRACTOR WILL BE PAID FOR 75% OF THE 10' LINE. PENALTIES WILL BE APPLIED UNTIL THE MARKINGS RESUME THE 10'/30' REQUIREMENT.
- LACK OF SPECIFIED WIDTH: MARKINGS SHALL BE AT LEAST AS SPECIFIED ON THE PLANS. SHOULD MARKINGS BE 1/2" LESS THAN NOTED, THE CITY WILL DIRECT THE CONTRACTOR TO REDO OR 25% OF PAYMENT WILL BE WITHHELD.
- WARRANTY** - AT THE END OF ONE YEAR WARRANTY PERIOD, THE CONTRACTOR WILL BE REQUIRED TO REPLACE MISSING OR DEFECTIVE MARKINGS.

NO.	DATE	REVISION	BY	APP'D
2	07/08/16	UPDATE CROSSWALK SPECIFICATIONS	KAP	TC
1	01/30/12	UPDATE SPECIFICATIONS	KAP	LGV

DRAWN BY: K. PELTON

APP'D BY: [Signature]

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PAVEMENT MARKINGS	DATE: _____
	PAGE: _____ OF _____
	DRAWING: <u>DT-116</u>
	PROJ. _____