



BOARD OF SUPERVISORS

County of Linn, Iowa

SUBJECT: Secondary Road Pavement Marking Policy			Directive Number:
Approval Date: 12-12-07	Effective Date: 12-12-07	Revision No.: 2	Policy Section & Number: OP-001
Reference: BOS Minutes: 12-12-07 BOS Minutes: 12-11-07 BOS Minutes: 01-23-07 BOS Minutes: 01-16-02		Distribution: Secondary Road Dept., Board of Supervisors	

I. Purpose

The purpose of this policy is to provide for the proper application of pavement markings throughout the Secondary Road System in Linn County. This policy enhances the safe use of the Linn County Secondary Road System and provides for continuity with State Primary Roads and adjacent secondary roads.

II. Scope

This policy delineates the use of pavement markings for traffic control on roads under the jurisdiction of the Linn County Secondary Road Department. The pavement marking policy for the Linn County Secondary Road Department conforms to the Manual on Uniform Traffic Control Devices (MUTCD) as adopted by the Iowa Department of Transportation. The MUTCD provides application rates, materials, colors, widths and lengths of pavement markings. This policy provides guidance to work crews and outlines the basis for the engineer's determination of when and how to provide pavement markings for traffic control purposes.

III. Objectives

The objectives of this policy are to outline types of pavement markings to be used, indicate effective guidelines for application in accordance with material standards, ensure uniformity of application and cost-effective operations to enhance the safe use of secondary roads within the county secondary road system.

IV. Definitions

- 1) Average Daily Traffic (ADT): Average daily traffic is the traffic count on any road based on the official counts conducted by the Iowa Department of Transportation. These counts are based on actual field data and traffic engineering studies.
- 2) VPD: Vehicles per day
- 3) Pavement Marking: Markings used to regulate and guide traffic movements and promote safety.
- 4) Centerline Pavement Markings: Marking used to delineate the separation of traffic lanes moving in the opposite directions. There are three types of centerline pavement markings: passing, single no passing, and double no passing. Passing consists of a single broken yellow line. Single no passing consists of a single broken yellow line and a parallel solid yellow line. Double no passing consists of double parallel solid yellow lines.
- 5) Edge Line: White, solid lines that delineate the edges of the traveled roadway.

- 6) Water-Based Paint: Type of paint used by Linn County Secondary Road Crews for application of pavement markings.
- 7) Epoxy Paint: Two component paint that is used for contract pavement markings by Linn County.
- 8) P.C.C.: Portland Cement Concrete
- 9) A.C.C.: Asphalt Cement Concrete
- 10) Seal Coat: Asphalt Cement with crushed rock surface
- 11) Hard Surfaced Road: Roads that are P.C.C., A.C.C. or seal coat, maintained by Linn County and listed on the Linn County Hard Surface Map.
- 12) Paved Road: Road Surfaced with A.C.C. or P.C.C.
- 13) Railroad Crossing Ahead: Marking to warn of railroad crossing
- 14) Stop Bar: White line used to indicate where vehicles should stop at a controlled intersection

V. Procedure

Application

Linn County may apply pavement markings to secondary roads that meet the following requirements*:

1. Center Line and Edge Line
 - Speed Limit ≥ 45 m.p.h.
 - Paved Road
 - AADT ≥ 700 Vpd
2. Center Line Only
 - Speed Limit ≥ 45 m.p.h.
 - Paved Road
 - Seal Coat Surface
 - AADT ≥ 400 Vpd
3. Railroad Crossing Ahead and Stop Bar
 - Paved Road

*The Linn County Engineer may evaluate hard surfaced roads not meeting all of the above requirements for application of pavement markings. Situations that may warrant evaluation include: temporary pavement markings, low visibility, horizontal and vertical curves, and specified detour routes for construction projects. In addition to the markings enumerated above, additional pavement markings including: Left Turn Ahead, Right Turn Ahead, Stop Ahead and School Crossing may be evaluated for use when deemed appropriate by the county engineer.

Maintenance

The service life of pavement markings depends on many factors including quality of paint, quality of application, road alignment, weather conditions and traffic. Water-based pavement markings typically have a service life of 1-2 years. Epoxy markings have a service life of 3 to 5 years. Cost-effectiveness is the deciding factor for the selection of paint by the Linn County Secondary Road Department. The Linn County Engineer will determine when reapplication of pavement markings is necessary.

