

PAVEMENT MARKINGS

GUIDELINES

Crosswalks guide pedestrians to the proper path to cross the intersection.



In the absence of crosswalks, stop bars may be used to indicate the location where vehicles are required to stop.

In some instances, stop bars and crosswalks are used together at the same intersection. Mn/DOT is moving away from using both markings together because of maintenance problems. They are only used together at locations where heavy pedestrian traffic exists, such as school crossings, and in problem areas.



Materials used for pavement markings (polymer preformed, epoxy paint, conventional paint, etc.) will be as specified in the Contract documents.

INSTALLATION



Before construction begins, the locations of all crosswalks and stop bars are established and tied in. This is essential because the location of nearly all other signal components is dependent on the location of the crosswalks/stop bars.

Pavement markings can be installed as part of the contract or by the agency's maintenance forces. The size and configuration of crosswalks and or stop bars are defined in the signal plans or striping plan.





Because they are subjected to severe stress from traffic and weather, the installation of pavement markings must closely follow the manufacturer's installation directions and Mn/DOT requirements as outlined in the contract documents. Close attention must be paid to temperature and surface conditions, such as moisture and cleanliness, before the markings are installed.

Tape installation, regarding materials and required properties, must follow Mn/DOT requirements as outlined in the contract documents. Tape installation, regarding effective product performance, must follow manufacturer's recommendations, usually supplied with the pavement marking material.

Questions should be directed to the Mn/DOT Project Engineer and District Traffic Office.