

Maine Department of Transportation

Highway Program

Design Guidance

Title: Striping and Pavement Markings

Issue Date: December 16, 2021

Discipline: Highway Engineering

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Background:

The MaineDOT Striping and Pavement Markings Policy for Highway Capital Projects states that the striping and pavement markings will be determined by the designer by using the *MaineDOT Traffic Engineering Striping and Stenciling Handbook (TESSH)*, *Manual for Uniform Traffic Control Devices (MUTCD)*, Chapter 3 of the *AASHTO Green Book*, and will be provided in the contract documents. This guidance provides how the striping and pavement markings are determined based on the above references and what needs to be provided in the contract documents based on the project scope.

Guidance:

Determining Striping and Pavement Markings

For striping and pavement markings for segments of roadway for new construction, reconstruction and rehabilitation projects, refer to Chapter 3B of the *MUTCD* and the Definitions section of the *TESSH*. Minimum passing sight distance for no-passing striping shall be determined from the table titled “Passing Sight Distance for Design of Two Lane Highways” in Chapter 3 of the *AASHTO Green Book*.

For striping and markings at intersections on new construction, reconstruction and rehabilitation projects, refer to Section 4 of the *TESSH* for the correct markings except for roundabouts.

For roundabout project striping and markings, see the Pavement Striping and Markings section of Design Guidance – Roundabout Design.

For crosswalk pavement markings, see [MaineDOT Guidelines on Crosswalks](#).

For parking striping layout, see [Design Guidance – On and Off-Street Parking](#).

All other striping and markings can be found either in the *TESSH* or the *MUTCD*.

As per the [Policy](#), all proposed striping and markings shall be reviewed by the Region Traffic Engineer.

Contract Documents

If the project is a new construction, reconstruction or rehabilitation project with major changes to the striping and markings, a striping and markings plan needs to be provided in the plan set using the Definitions that are provided in the *TESSH*. Minor changes can be described using construction notes using the same Definitions.

For reconstruction, rehabilitation and preservation projects that have no striping or marking changes, use the following note found in the [General Notes](#):

The Contractor will place appropriately-marked stakes at the following locations on the project: striping pattern changes, cross-slope changes, and every 500 feet for stationing. The Contractor will paint every full station (100 feet) on the existing roadway and will transfer the painted stationing through all intermediate lifts (not surface). Appropriately-sized striping pattern changes will be painted on surface. Stationing control must be placed before work can commence. Cross-slope and striping change controls must be placed before paving can commence.