

MaineDOT Striping and Pavement Markings Policy for Highway Capital Projects

General:

All striping and pavement markings shall be as per the *MaineDOT Traffic Engineering Striping and Stenciling Handbook (TESSH)* and/or the *Manual for Uniform Traffic Control Devices (MUTCD)*.

The MaineDOT Bureau of Maintenance and Operations will be responsible for final long line striping for Light Capital Paving projects outside the urban compact limits in Regions 1, 2, 3 and 4. All other striping and markings shall be done by the contractor.

The Bureau of Project Development will provide a list of upcoming traffic pattern changes for the following year for each Region to the Region Traffic Engineers to be reviewed for striping and marking changes.

Overlay, Light Capital Paving and Pugmill Projects:

The contractor will duplicate the existing striping pattern and pavement markings. If the designer or contractor believes the existing markings are not valid, they should contact the Region Traffic Engineer to review and modify the existing pattern and markings as necessary.

New Construction, Reconstruction and Rehabilitation Projects:

The striping pattern and pavement markings will be determined by the designer using the *TESSH* and *MUTCD*, reviewed by the Region Traffic Engineer and provided in the contract documents. Any intersection must be reviewed by the Region Traffic Engineer to ensure the proper markings and striping. All new construction, reconstruction or rehabilitation projects must have a striping and markings plan for all configuration changes at intersections within the project. A copy of any striping and markings plan is to be provided to the Region Traffic Engineer and to the Bureau of Maintenance and Operations if the project is outside the urban compact limits, or the town/city responsible for maintaining the striping and markings if the project is within an urban compact.