



# TRAFFIC AND SAFETY MANUAL

## Chapter 3 – Pavement Markings 3C – Application

### Traffic Control

Originally Issued: 01-27-04, Last Revised: 01-27-04

#### General

Pavement marking is a slow moving operation within the traveled portion of the roadway thereby constituting a source of conflict with normal traffic flow. Traffic control layouts in this section are designed to give adequate advance warning to passing and oncoming traffic to assure safety for the traveling public and those operating pavement marking equipment.

#### Responsibilities

The District Operations Manager (DOM) shall check that all vehicles, equipment, signs, flashers, arrow panels, etc. are made available to the Pavement Marking Crew before authorizing them to proceed. The Garage Operations Assistant (GOA) shall be in immediate charge of the operation and determine that all vehicles and equipment are in good operating condition before commencing work. The Area Supervisor shall provide vehicles and/or personnel as needed to make up a complete compliment as shown on the Traffic Control Layouts. If vehicles and personnel are not available in the area, the DOM or the District Maintenance Manager (DMM) may obtain them from adjacent areas as directed.

#### Traffic Control Layouts

Traffic Control Layouts are shown in Figures 1 through 5. Figures 1 and 2 are for centerline and edge line placement on two lane roadways while Figures 3, 4, and 5 are for centerline, lane line and edge line placement on four-lane divided and undivided roadways. All equipment and signs shown on these illustrations shall be present before work begins. The distance between units should be obtained shortly after operations begin. These distances are suggested under normal conditions and may be varied for unusual circumstances. The lead pickup should be in the right hand lane proceeding in the direction of the marking operation to assure that oncoming traffic will have the best opportunity to see the first sign in the convoy. Traffic overtaking the pavement marking operation shall be aided by the lead pickup moving to the shoulder to make the passing maneuver safer and to keep traffic moving. The operator of the lead pickup must use care in moving from the shoulder to the traffic lane and stay clear of the traffic at all times.

The District Engineer or the State Traffic Engineer shall approve all variations from the Traffic Control Layout requirements before being used. The District Engineer should report variations to the State Traffic Engineer so improvements can be made to the existing Layouts.

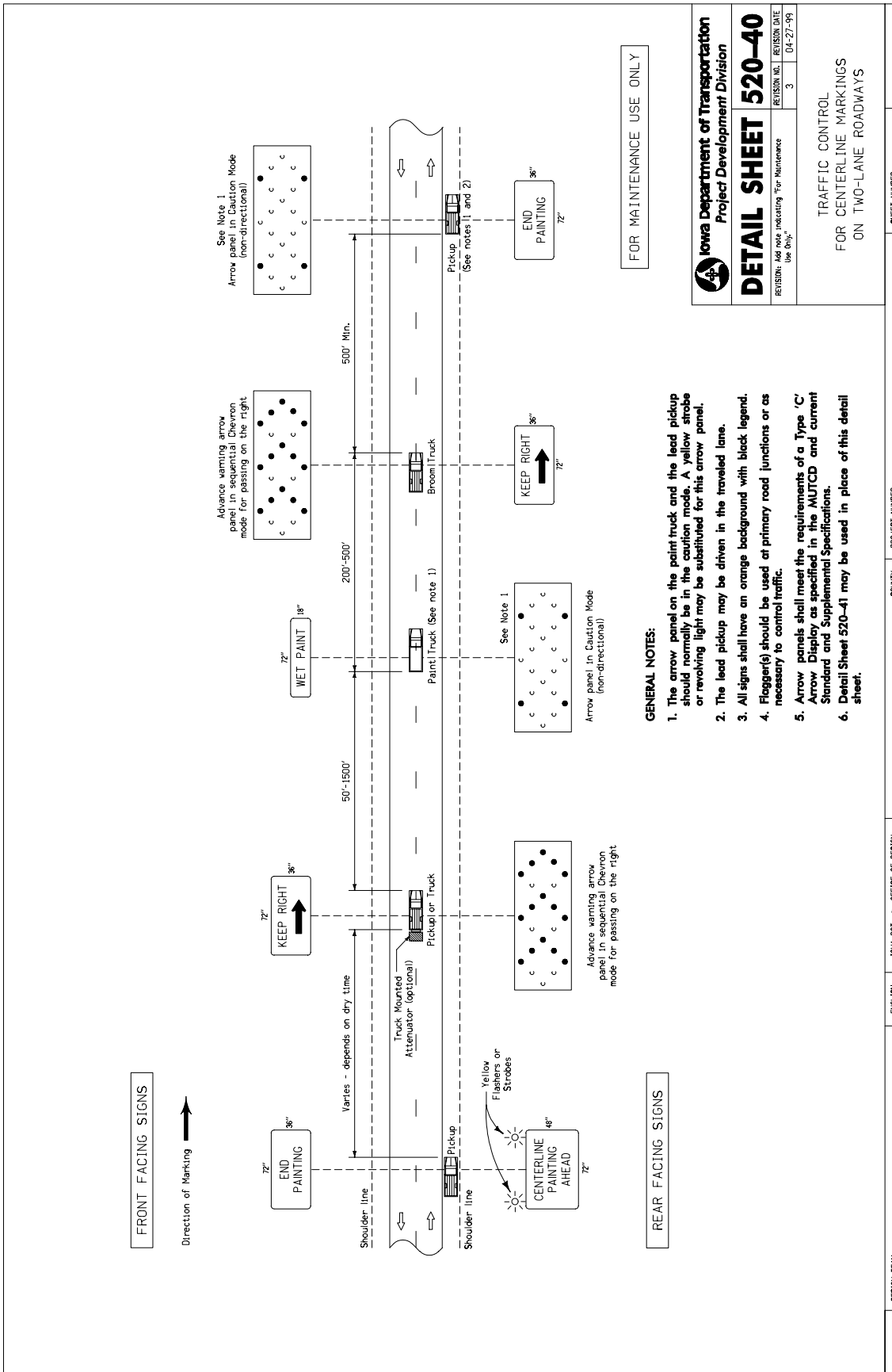
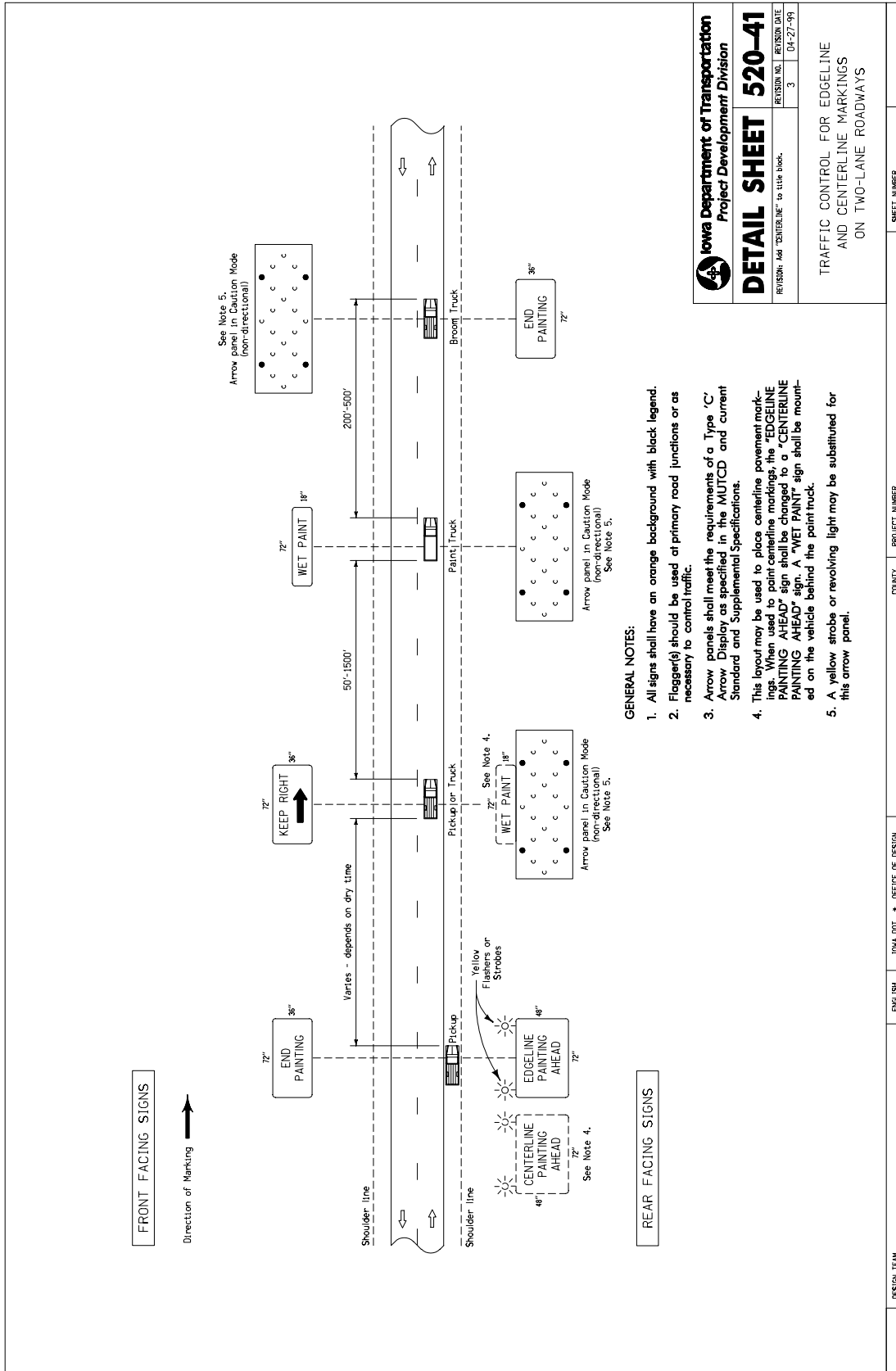


Figure 1 [Figure Links](#)



Iowa Department of Transportation Project Development Division	<b>DETAIL SHEET 520-41</b>	
	REVISION NO. 3	REVISION DATE 04-27-99
TRAFFIC CONTROL FOR EDGELINE AND CENTERLINE MARKINGS ON TWO-LANE ROADWAYS		

Figure 2 [Figure Links](#)

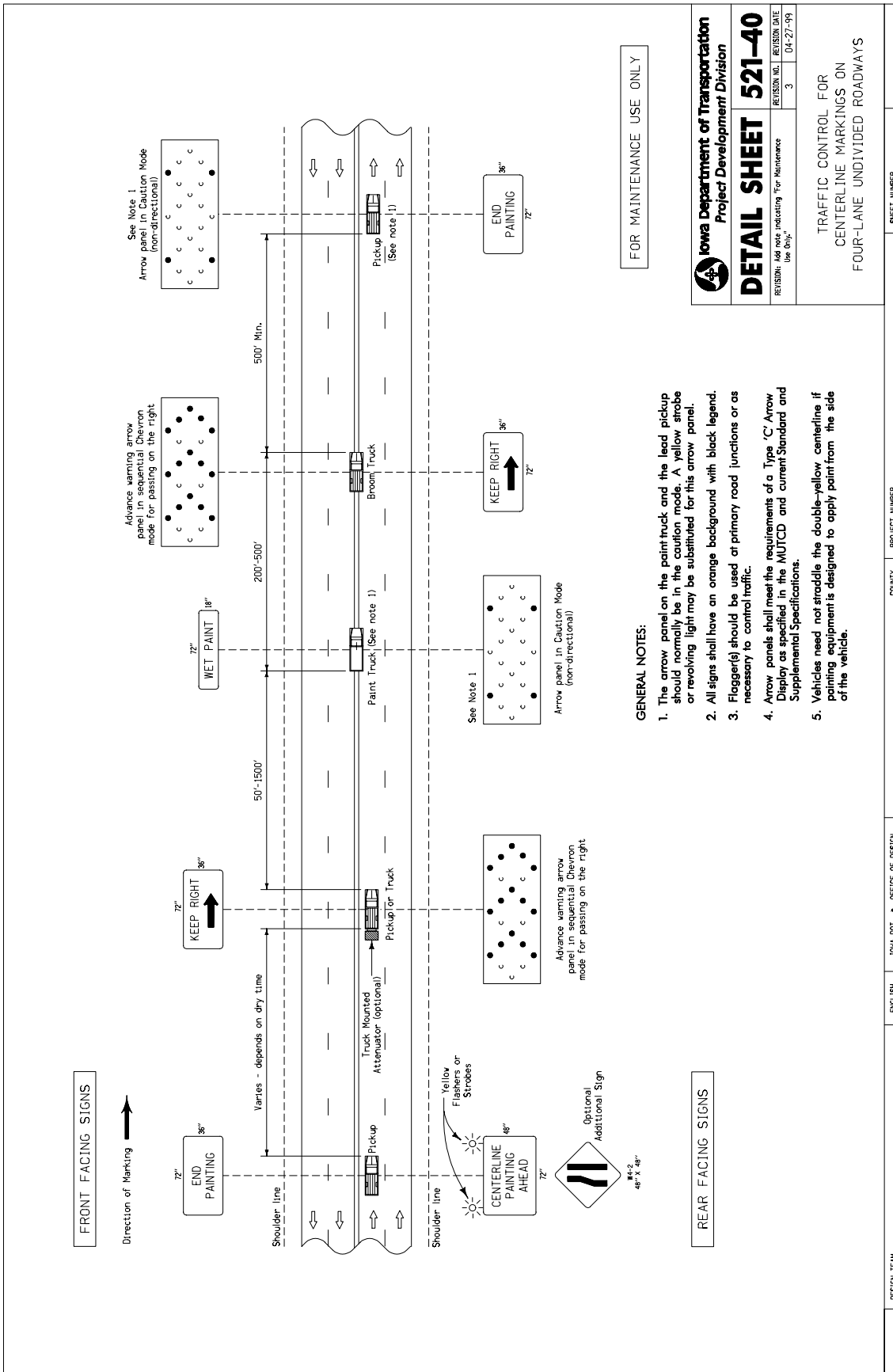
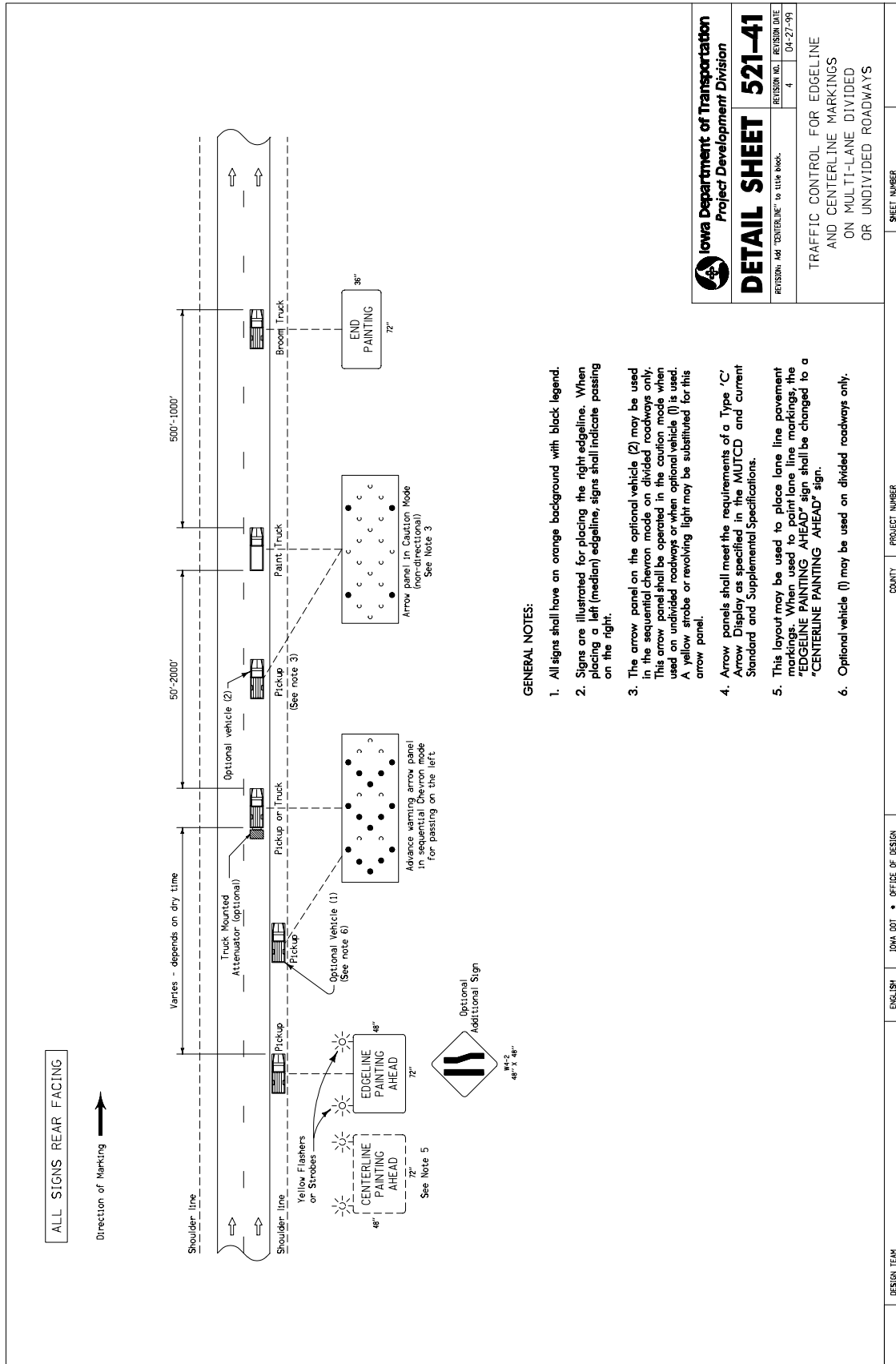


Figure 3 [Figure Links](#)



**GENERAL NOTES:**

1. All signs shall have an orange background with black legend.
2. Signs are illustrated for placing the right edgeline. When placing a left (median) edgeline, signs shall indicate passing on the right.
3. The arrow panel on the optional vehicle (2) may be used in the sequential chevron mode on divided roadways only. This arrow panel shall be operated in the caution mode when used on undivided roadways or when optional vehicle (1) is used. A yellow strobe or revolving light may be substituted for this arrow panel.
4. Arrow panels shall meet the requirements of a Type 'C' Arrow Display as specified in the MUTCD and current Standard and Supplemental Specifications.
5. This layout may be used to place lane line pavement markings. When used to paint lane line markings, the "EDGE LINE PAINTING AHEAD" sign shall be changed to a "CENTERLINE PAINTING AHEAD" sign.
6. Optional vehicle (1) may be used on divided roadways only.

Iowa Department of Transportation  
Project Development Division

**DETAIL SHEET 521-41**

REVISION NO. 4 REVISION DATE 04-27-99

TRAFFIC CONTROL FOR EDGE LINE AND CENTERLINE MARKINGS ON MULTI-LANE DIVIDED OR UNDIVIDED ROADWAYS

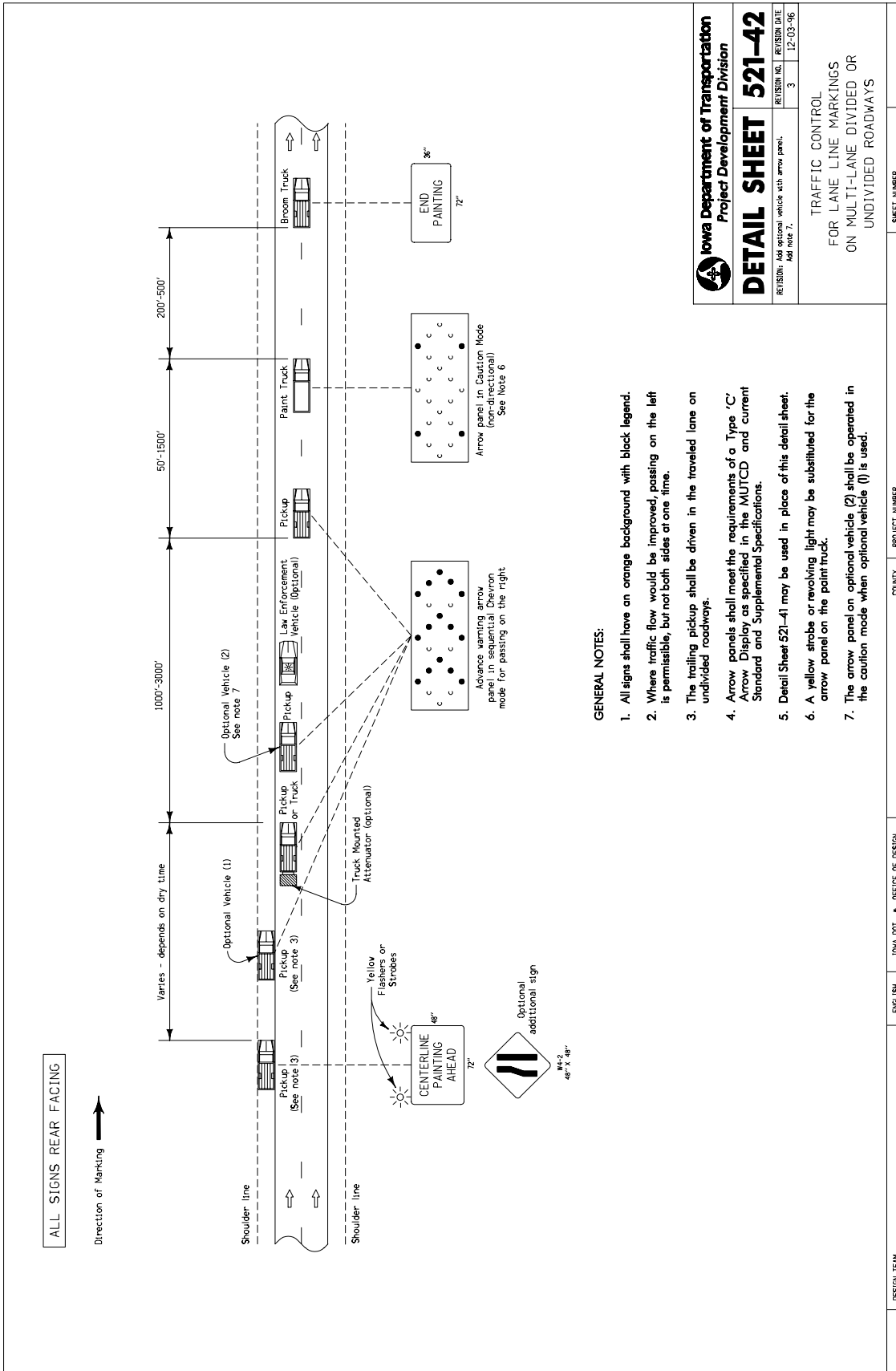
SHEET NUMBER

COUNTY PROJECT NUMBER

ENGLISH IOWA DOT OFFICE OF DESIGN

DESIGN TEAM

Figure 4 [Figure Links](#)



**GENERAL NOTES:**

1. All signs shall have an orange background with black legend.
2. Where traffic flow would be improved, passing on the left is permissible, but not both sides at one time.
3. The trailing pickup shall be driven in the traveled lane on undivided roadways.
4. Arrow panels shall meet the requirements of a Type 'C' Arrow Display as specified in the MUTCD and current Standard and Supplemental Specifications.
5. Detail Sheet 521-41 may be used in place of this detail sheet.
6. A yellow strobe or revolving light may be substituted for the arrow panel on the paint truck.
7. The arrow panel on optional vehicle (2) shall be operated in the caution mode when optional vehicle (1) is used.

figure 5 [Figure Links](#)

## **Miscellaneous Requirements**

Except in an emergency, traffic will not be stopped on the roadway near the pavement marking operation. Signs, flashing light, or arrow panels only will provide information for the motorists. Traffic entering an interstate or other four-lane highway may be warned by signs and/or a flagger but not stopped except in an emergency. Traffic entering the Primary Road being marked from another Primary or Secondary Road may need to be stopped and advised of the pavement marking operation nearby.

All signs shall be mounted on vehicles in such a manner that they can be folded down or covered when the message is not applicable.

## **Assistance By Law Enforcement Agency**

The Iowa State Patrol or City Police may be requested to have a law enforcement officer present, if available, during the marking of Interstate or other multilane facilities. See Figure 5 for the location of a law enforcement vehicle when used. When markings are scheduled, the DOM shall arrange with the law enforcement agency for this assistance, if deemed necessary.

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