

GUIDELINES FOR THE USE OF COLORED PAVEMENTS USED AS TRAFFIC CONTROL DEVICES

The following guidelines are for the use of colored pavements, which apply but not limited to bicycle lanes, crosswalks and bus lanes.

- Materials used for the coloring of pavements must be evaluated and approved by the Signing & Delineation Unit. If the material is to be a mixture of color and asphalt, additional evaluation will be required by the Materials & Tests Unit.
- Green colored bicycle pavements shall not be used in place of longitudinal lines or in place of word, symbol and arrow pavement markings.
- Green colored pavement can be installed for the entire length of the bicycle lane or only for a portion(s) of the bicycle lane.
- If a bicycle lane extends across an intersection using dotted lines, driveway or ramp, green colored pavement may be installed through these areas to supplement the dotted lines.
- Colored pavements are a **supplement** to other traffic control devices and shall not be used in place of longitudinal, word or symbol pavement markings.
- Any colored pavements must be maintained. Since colored pavements serve as a supplement to other traffic control devices, maintenance of those primary devices is a priority.
- Remove and replace any section of colored pavement if it begins to pose a hazard to pedestrians or motorists. Maintain the section so that it does not become unsightly.
- Colored pavements shall meet the requirements for daytime/nighttime color and luminance.
- Pavement markings cannot be used to delineate the full width of a colored pavement lane. Though they may be durable, they cannot provide the skid resistance as required by ASTM-E303. This includes, but is not limited to paint, thermoplastic, epoxy and polyurea.
- Other requirements for colored pavements can be found at MUTCD Section 3G.01.