



Statewide Pavement Committee Bulletin

Routes/ Corridors Eligible for STIP Preservation Funded Durable Striping

As part of the current Pavement System Preservation Strategy developed and approved by the Highway Leadership Team (HLT), the Statewide Pavement Committee (SPC) was directed to define how and where preservation funds could be used for the application of durable striping lines.

In response to this direction, the SPC authored and approved an issue paper proposing a new process plan that would assist regional STIP project delivery teams in determining which routes and corridors are eligible for STIP preservation funded durable striping lines.

The plan utilizes a specialized map and matrix for determining eligibility, which is based on route and location, striping line type, durable material type, application method, estimated preservation reimbursement cost, and SPC approved Regional Striping Plans. (Regional Striping Plans include specific “must have” durable striping material designations for selected routes and corridors.)

The expectation from HLT is that all Regions will use the map and matrix in the planning of 1R & 3R STIP preservation projects. (STIP chip seal projects and Low Volume projects are not eligible for STIP preservation funded durable striping lines.)

Effective October 1, 2012, all STIP preservation projects in design that are pre-DAP must abide by the new process plan. Projects that are post-DAP before the effectivity date are “grandfathered” and do not have to follow the new process plan.

See the Frequently Asked Questions section to view questions and answers related to STIP preservation funded durable striping.

Frequently Asked Questions

1) **Q: What is durable striping?**

A: Durable striping is a wear-resistant, non-paint based product such as Methyl Methacrylate (MMA), Thermoplastic, or Preformed Plastic Tape.

2) **Q: How do I know which projects are eligible for STIP preservation funded durable striping lines?**

A: Only 1R & 3R STIP preservation projects are eligible for STIP preservation funds. Use the map and matrix to determine which routes/ corridors are eligible for STIP preservation funded durable striping lines. (STIP chip seal projects and Low Volume projects are not eligible.)

3) **Q: What is a High Volume Highway?**

A: A High Volume Highway is a state highway that exceeds the Low Volume Highway thresholds of average daily traffic (ADT) of less than 5,000 vehicles and 20-year equivalent single axle truck loads (ESAL's) less than 3 million. Lists and maps of Low Volume Highways (which are not eligible) are designated each biennium by MLT and Pavement Services and are available at:

http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/pages/pavement_low_volume.aspx

4) **Q: What is a Statewide Highway?**

A: Statewide Highways typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate highways. Statewide Highways are designated by ODOT's Roadway Inventory and Classification Unit and designation of highways is available at:

http://highway.intranet.odot.state.or.us/cf/highwayReports/appendixd_parms.cfm

5) **Q: What is a Coastal Feeder Route?**

A: A Coastal Feeder Route is any High Volume Statewide Highway that extends from I-5(001) or I-405(061) to US-101(009), or as identified on the map.

6) **Q: What is a Regional Striping Plan?**

A: A Regional Striping Plan defines the types of striping material and application method to be used on the routes/ corridors with a specific Region. This plan can also define which select routes/ corridors are "must haves" for durable striping. (Not all "must have" routes/ corridors qualify for preservation funding.)

FAQs Cont'd

- 7) **Q: What is the Maintenance Funded Durables Program?**
A: The Maintenance Funded Durables Program is a set aside in the Maintenance Limitation, currently \$2.757 million per biennium, to maintain and/ or add durable striping to the system. It can be used to buy material for ODOT forces to use or to contract durable marking projects. Prior to the beginning of each biennium the 5 Region Striping Program Managers develop proposals for the use of a portion of the funds in their respective Regions. The proposals must be for areas included in the approved Region Striping Plans. The Statewide Striping Committee selects which proposals will be funded.
- 8) **Q: What is meant by the terms “Skip Lines” and “Skip Only”?**
A: The terms are meant to define any linework used to provide separation of opposing traffic on a two lane highway, or in the case of a multi-lane highway it would define skip stripes between lanes.
- 9) **Q: Does the Highway Design Manual require in-kind replacement of existing striping for 1R resurfacing projects?**
A: No. The standard only requires the replacement of striping impacted by project work, but does not require the same material type to be used for replacement.

FAQs Cont'd

10) **Q: What guiding philosophy drove the decision making process to determine where and what type of durable striping would be paid for out of STIP pavement preservation funds?**

A: In short there were three principles that drove most of the decisions. These were the ADT on the highway, the statewide importance of the route, and the weather conditions that could be expected on the route.

So, starting with the interstate (highest priority route) you will see very high quality durable products on most of the lines on the west side where we have more rain and high ADTs. As you move east with dryer climates and less ADT you will see a reduction in the quality of the durables and the number of lines showing durables.

Next the statewide classification of high volume highways that connect I-5 to the coast and US 101 have moderate to high traffic volumes and are characteristic of high precipitation rates that leads to poor visibility. As a result you see high quality durables shown on these highways on all the lines.

As we move into the rest of the statewide high volume (> 5000 ADT or > 3 million ESALs) highways we show durables on the center skip line because of the importance of the corridor (state wide classification highway) and the moderate to low traffic volumes and moderate to dry climates.

We identified high quality durables for snow zones on all our interstates and high volume statewide highways because without it we loose the stripe in the wintertime. Snow zones include all sections that are signed for snow zones on these routes.