Section 3H.01 Standardization of Application

Support:

Colored pavements consist of differently-colored road paving materials, such as colored asphalt or concrete. Other surface treatments can be applied to the surface of a road, island, or area outside the traveled way to simulate a colored pavement.

If non-retroreflective colored pavement is used as a purely aesthetic surface treatment (see Section 3H.03) within the provisions of this Chapter and are not intended to communicate regulations, warnings, guidance, or other information to road users, the colored pavement is not considered to be a traffic control device, even if it is located between the lines of a crosswalk.

Standard:

If colored pavement is used within the traveled way, on flush or raised islands, or on shoulders to communicate regulations, warnings, guidance, or other information to road users, or if retroreflectivity is used, the colored pavement shall be considered a traffic control device and shall be limited to the colors and applications specified in this Chapter.

Except as provided in Paragraph 5 of Section 3H.07, colored pavement shall only be used if the corresponding regulations, warnings, or guidance are applicable at all times.

Guidance:

Colored pavements used as traffic control devices should only be used where the color pavement contrasts significantly with adjoining paved areas.

Support:

The chromaticity coordinates that define the ranges of acceptable colors for traffic control devices are found in the Appendix to Subpart F of 23 CFR 655.

Standard:
If used, colored pavement shall only be used to supplement other markings as provided in this Manual.

Support:

Longitudinal pavement markings, crosswalks, pavement marking symbols, and elongated route markers are not considered colored pavements.

Section 3H.02 Materials

Colored pavements may be either retroreflective or non-retroreflective, in accordance with the provisions of this Chapter for specific applications.

Guidance:

If surface treatments are applied to the surface of a road, island, or other area outside the traveled way to simulate a colored pavement, pavement marking materials should be selected that will minimize loss of traction for road users (see Paragraph 2 of Section 3A.02).

Support:

Section 3H.03 Aesthetic Surface Treatments

Providing for retroreflectivity, such as incorporating glass beads, can affect the skid resistance of pavement markings.

Installation of colored pavement to one lane or an area or portion of a multi-lane traveled way can create differentials in skid resistance values between the areas of colored pavement and non-colored pavement that might be unexpected by the road user.

Support:

Common examples of materials used as aesthetic surface treatments include brick, paving bricks, paving stones, or other materials designed to simulate such paving. Some examples of geometries for aesthetic surface treatments include honeycomb, lattice, mesh, grid, and regular polygon patterns.

Surfaces with individual units laid out of plane and those that are heavily-textured, rough, or chamfered, could increase rolling resistance and subject pedestrians who use wheelchairs to the effects of vibration; it is desirable to minimize surface discontinuities.

Common examples of colors for aesthetic surface treatments incorporated into the material or geometry are brick red, rust, brown, burgundy, clay, tan, or similar earth-tone equivalents (see Figure 3H-1).

Aesthetic surface treatments shall not interfere with traffic control devices.

Standard:

Aesthetic surface treatments shall not be of a surface that can confuse pedestrians with vision disabilities that rely on tactile treatments or cues for navigation.

Colors used for aesthetic surface treatments shall be outside the chromaticity coordinates that define the ranges of acceptable colors for traffic control devices.

Patterns that constitute a purely aesthetic surface treatment shall be devoid of advertising and shall not contain elements of retroreflectivity.

Patterns that constitute a purely aesthetic surface treatment for the interior area of a crosswalk shall not be designed to encourage road users to remain in the crosswalk, engage or interact with the pattern, or otherwise inhibit users from crossing the street in a safe and efficient manner.

Guidance:

Aesthetic surface treatments should not use colors or patterns that degrade the contrast of markings used to delineate an area, or that might be mistaken by road users as a traffic control application.

To provide contrast, a gap of at least one-half the width of the white transverse line used to establish the crosswalk, but not less than 6 inches, should be used between the white crosswalk lines and the aesthetic surface treatment, such as unmarked pavement or a black contrast line (see Section 3A.03).

To provide contrast, a gap of at least the width of the longitudinal line used to establish the area should be used between the longitudinal line and the aesthetic surface treatment, such as unmarked pavement or a black contrast line (see

Section 3A.03). If the longitudinal line is a double line, the gap should be at least the width of one of the lines that makes up the double line.

Aesthetic surface treatments should not contain pictographs, illustrations, or symbols.

Section 3H.04 Yellow-Colored Pavement

Yellow-colored pavement is used to enhance the conspicuity of areas separating traffic traveling in opposite directions of travel and the left-hand edge of the roadway.

Support:

Standard:
If used, yellow-colored pavement shall be limited to:

A. Flush or raised median islands separating traffic flows in opposite directions, B. Left-hand shoulders of divided highways, and
C. Left-hand shoulders of one-way streets or ramps.

Yellow-colored pavement shall not be incorporated into elements of the roadway that function as reversible lanes or two-way left-turn lanes.

Yellow-colored pavement shall not be used on channelizing islands where traffic travels in the same general direction on both sides.

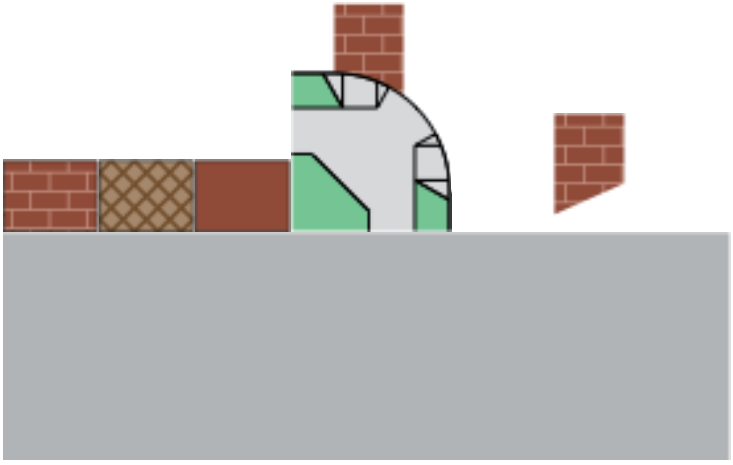
Figure 3H-1. Aesthetic Treatments for Transverse Crosswalks

Material

Examples of: Geometry

Lattice Mesh Grid Polygon

Color



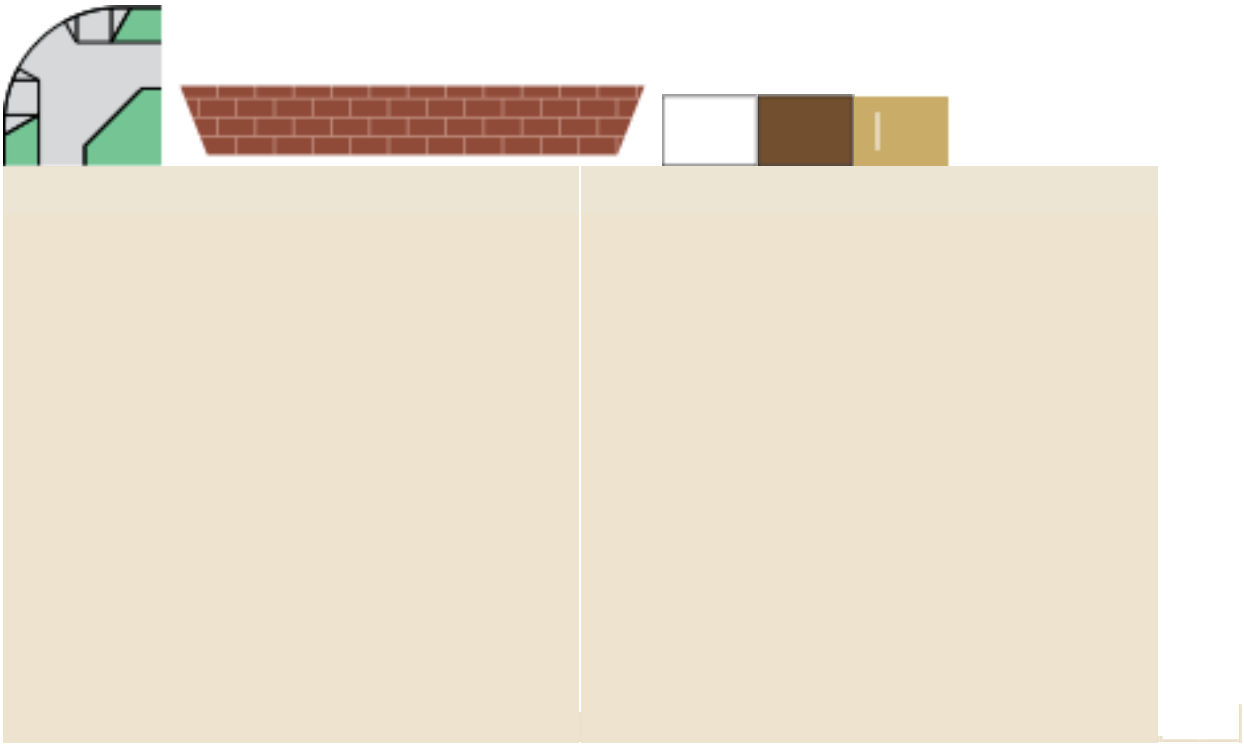
Brick

Stone

Paver

Red Brown Tan

Clay



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Option:

Yellow-colored pavement may be installed for the entire length of the roadway, island, or shoulder, or for only a portion or portions of the roadway, island, or shoulder.

Support:
An example of an application of yellow-colored pavement is shown in Figure 3H-2.