1. MARKINGS MAY BE USED ON PUBLIC ROADS CROSSED BY PSPs WHERE THERE IS A DANGER THE STOPPED OR QUIESCENT VEHICLES AT RAILWAY CROSSINGS MAY OBSTRUCT THE CYCLE PATH. THE MARKINGS MAY ALSO BE USED WHERE PSP S CROSS DRIVEWAYS AND EXISTING TRAFFIC MAY BLOCK THE PSP WHILE WAITING TO TURN PROVIDING THAT THE THE DRIVER OF A VEHICLE STOPPED BEING THE KEEP CLEAR MARKINGS MEETS THE DISTANCE THE MAIN ROADS DRIVEWAYS GUIDELINES.

2. IF INSTALLED ON PUBLIC ROADS: LENGTH OF LINE TO BE EQUAL TO APPROACH LANE WIDTH. APPROACH WIDTH MORE THAN ONE LANE, LINE SHOULD SPAN ACROSS BOTH LANES WITH MESSAGE INSTALLED IN BOTH LANES.

3. FOR DRIVEWAYS, WIDTH, LENGTH OF LINE TO BE EQUAL TO DRIVEWAY WIDTH WITH MESSAGE INSTALLED CENTRALLY FACING EXITING TRAFFIC.

4. FOR DRIVEWAYS: WIDTH, LENGTH OF LINE TO BE EQUAL TO HALF THE DRIVEWAY WIDTH WITH MESSAGE INSTALLED FACING EXITING TRAFFIC.

5. ALL PAVEMENT MARKINGS TO BE LONG LIFE THERMOPLASTIC OR COLD APPLIED PLASTIC WITH GLASS BEADS FOR RETROREFLECTIVITY. LONG LIFE THERMOPLASTIC WILL BE IN ACCORDANCE WITH AWA SPECIFICATION 60. TWO PART COLD APPLIED PLASTIC WILL BE AS PER THE PRINCIPAL'S METHOD SPECIFICATION FOR THE INSTALLATION OF 6MM A PAVEMENT MARKINGS FOR SCHOOL ZONES (DOCUMENT & DESIGNED WITH 1.5MM SIZE FUSED ALUMINA OR CALCIUM BESITE AGGREGATE FOR SKID RESISTANCE.

REFERENCE LINE [CENTRE OF LANE]

LOCATION OF TRANSVERSE LINES AS REQUIRED TO DEFINE AREA OF ROADS TO KEEP CLEAR, WIDTH TO BE NOT LESS THAN WIDTH OF PSP.

STANDARD DRAWING
KEEP CLEAR PAVEMENT MARKING
FOR USE WITH PSPs

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