CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.01  Yellow Center Line Pavement Markings and Warrants

Standard:
Center line pavement markings, when used, shall be the pavement markings used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and shall be yellow.

Option:
Center line pavement markings may be placed at a location that is not the geometric center of the roadway.

On roadways without continuous center line pavement markings, short sections may be marked with center line pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to highway-rail grade crossings, at highway-rail grade crossings, and at bridges.

Standard:
The center line markings on two-lane, two-way roadways shall be one of the following as shown in Figure 3B-1:

A. Two-direction passing zone markings consisting of a normal broken yellow line where crossing the center line markings for passing with care is permitted for traffic traveling in either direction;

B. One-direction no-passing zone markings consisting of a double yellow line of which one is a normal broken yellow line and the other is a normal solid yellow line where crossing the center line markings for passing with care is permitted for the traffic traveling adjacent to the broken line, but is prohibited for traffic traveling adjacent to the solid line; or

C. Two-direction no-passing zone markings consisting of a double two-normal solid yellow lines where crossing the center line markings for passing is prohibited for traffic traveling in either direction.

A single solid yellow line shall not be used as a center line marking on a two-way roadway.

The center line markings on undivided two-way roadways with four or more lanes for moving motor vehicle traffic always available shall be the two-direction no-passing zone markings consisting of two-normal a double solid yellow lines shown in Fig. 3B-2

Guidance:
On two-way roadways with three through lanes for moving motor vehicle traffic, two lanes should be designated for traffic in one direction by using one- or two-direction no-passing zone markings as shown in Figure 3B-3.

Support:
Sections 11-301(c) and 11-311(c) of the “Uniform Vehicle Code (UVC) Revised” contain information regarding left turns across center line no-passing zone markings and paved medians, respectively. The “UVC” can be obtained from the National Committee on Uniform Traffic Laws and Ordinances at the address shown on Page i.

Standard:
Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 6.1 m (20 ft) or more in width and an ADT of 6,000 vehicles per day or greater. Center line markings shall also be placed on all paved two-way streets or highways that have three or more lanes for moving motor vehicle traffic.

Guidance:
Center line markings should be placed on paved urban arterials and collectors that have a traveled way of 6.1 m (20 ft) or more in width and an ADT of 4,000 vehicles per day or greater. Center line markings should also be placed on all rural arterials and collectors that have a traveled way of 5.5 m (18 ft) or more in width and an ADT of 3,000 vehicles per day or greater. Center line markings should also be placed on other traveled ways where an engineering study indicates such a need.

Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 4.9 m (16 ft) wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane.

Option:
Lane drop markings used in advance of lane drops at intersections should begin a distance in advance of the intersection that is determined by engineering judgment as suitable to enable drivers who do not desire to make the mandatory turn to move out of the lane being dropped prior to reaching the queue of vehicles that are waiting to make the turn.

The dotted white lines that are used for lane drop markings and that are used as a lane line separating through lanes from auxiliary lanes should consist of line segments that are 0.9 m (3 ft) in length separated by 2.7 m (9 ft) gaps.

Support:
Section 3B.20 contains information regarding other markings that are associated with lane drops, such as lane-use arrow markings and ONLY word markings.

Option:
Where lane changes might cause conflicts, a wide solid white lane line may extend upstream from the theoretical gore point of an exit ramp or, for multi-lane exits, as shown in Drawing B of Figure 3B-10.

Where lane changes might cause conflicts, a wide or normal solid white lane line may extend upstream from an intersection.

Support:
Section 3B.09 contains information about the lane line markings that are to be used for transition areas where the number of through lanes is reduced.

**Standard:**
Where crossing the lane line markings is discouraged, the lane line markings shall consist of a normal solid white line.

**Guidance:**
On approaches to intersections, a solid white lane line marking should be used to separate a through lane from an added mandatory turn lane. For a lane drop at an intersection, a solid white lane line marking should be used to separate the dropped lane from the adjacent through lane for a distance upstream of the intersection as determined by engineering judgment (see Drawing C of Figure 3B-10).

Option:
On approaches to intersections, solid white lane line markings may be used to separate adjacent through lanes or adjacent mandatory turn lanes from each other.

Where the median width allows the left-turn lanes to be separated from the through lanes to give drivers on opposing approaches a less obstructed view of opposing through traffic, white pavement markings may be used to form channelizing islands as shown in Figure 2B-20.

Solid white lane line markings may be used to separate through traffic lanes from auxiliary lanes, such as an added uphill truck lane or a preferential lane (see Section 3B.25).

Wide solid lane line markings may be used for greater emphasis.

**Standard:**
Where crossing the lane line markings is prohibited, the lane line markings shall consist of a two normal double solid white lines (see Figure 3B-11).

**Section 3B.05 Other White Longitudinal Pavement Markings**

**Standard:**
A channelizing line shall be a wide or double solid white line.

Option:
Channelizing lines may be used to form channelizing islands where traffic traveling in the same direction is permitted on both sides of the island.

**Standard:**
Other pavement markings in the channelizing island area shall be white.

Support:
Examples of channelizing line applications are shown in Figures 3B-8, 3B-9, 3B-10, and 3B-11.