PART 3
MARKINGS

CHAPTER 3A. GENERAL

Section 3A.01 Functions and Limitations

Support:

01 Markings on highways and on private roads open to public travel (see definition in Section 1A.13) have important functions in providing guidance and information for the road user. Major marking types include pavement and curb markings, delineators, colored pavements, channelizing devices, and islands. In some cases, markings are used to supplement other traffic control devices such as signs, signals, and other markings. In other instances, markings are used alone to effectively convey regulations, guidance, or warnings in ways not obtainable by the use of other devices.

02 Markings have limitations. Visibility of the markings can be limited by snow, debris, and water on or adjacent to the markings. Marking durability is affected by material characteristics, traffic volumes, weather, and location. However, under most highway conditions, markings provide important information while allowing minimal diversion of attention from the roadway.

Section 3A.02 Standardization of Application

Standard:

01 **Each standard marking shall be used only to convey the meaning prescribed for that marking in this Manual. When used for applications not described in this Manual, markings shall conform in all respects to the principles and standards set forth in this Manual.**

Guidance:

02 *Before any new highway, private road open to public travel (see definition in Section 1A.13), paved detour, or temporary route is opened to public travel, all necessary markings should be in place.*

Standard:

03 **Markings that must be visible at night shall be retroreflective unless ambient illumination assures that the markings are adequately visible. All markings on Interstate highways shall be retroreflective.**

03a All longitudinal pavement markings shall be retroreflective except non-reflective pavement markers and directional markings for tourists. Refer to CVC 21374.

04 **Markings that are no longer applicable for roadway conditions or restrictions and that might cause confusion for the road user shall be removed or obliterated to be unidentifiable as a marking as soon as practical.**

Option:

05 Until they can be removed or obliterated, markings may be temporarily masked with tape that is approximately the same color as the pavement.

Guidance:

06 *If used, the masking tape should match the pavement surface color and not provide undue contrast.*

Support:

07 Use of black tape for temporary "masking" is effective for new Asphalt Concrete pavement. However, for faded Asphalt Concrete pavement or Portland Cement Concrete pavements, black "masking" pavement markings could appear as a stripe in low light conditions and result in confusion to road users.

Section 3A.03 Maintaining Minimum Pavement Marking Retroreflectivity

(This Section is reserved for future text based on FHWA rulemaking.)

Section 3A.04 Materials

Support:

01 Pavement and curb markings are commonly placed by using paints or thermoplastics; however, other suitable marking materials, including raised pavement markers and colored pavements, are also used. Delineators and channelizing devices are visibly placed in a vertical position similar to signs above the roadway.

02 Some marking systems consist of clumps or droplets of material with visible open spaces of bare pavement between the material droplets. These marking systems can function in a manner that is similar to the marking systems that completely cover the pavement surface and are suitable for use as pavement markings if they meet the other pavement marking requirements of the highway agency.

Guidance:

03 *The materials used for markings should provide the specified color throughout their useful life.*

04 *Consideration should be given to selecting pavement marking materials that will minimize tripping or loss of traction for road users, including pedestrians, bicyclists, and motorcyclists.*

05 *Delineators should not present a vertical or horizontal clearance obstacle for pedestrians.*

Section 3A.05 Colors

Standard:

01 **Markings shall be yellow, white, red, blue,** green **or purple. The colors for markings shall conform to the standard highway colors. Black in conjunction with one of the colors mentioned in the first sentence of this paragraph shall be a usable color.**

01a The color of curb markings shall conform to CVC 21458. Refer to CVC 21374 for exceptions.

02 **When used, white markings for longitudinal lines shall delineate:**

A. The separation of traffic flows in the same direction, or

B. The right-hand edge of the roadway.

03 **When used, yellow markings for longitudinal lines shall delineate:**

A. The separation of traffic traveling in opposite directions,

B. The left-hand edge of the roadways of divided highways and one-way streets or ramps, or

C. The separation of two-way left-turn lanes and reversible lanes from other lanes.

04 **When used, red raised pavement markers or delineators shall delineate:**

A. Truck escape ramps, or

B. One-way roadways, ramps, or travel lanes that shall not be entered or used in the direction from which the markers are visible.

Support:

04a Red pavement markers are used to alert possible wrong way drivers on freeways as shown in Figure 3A-102(CA), Details 14 and 14A.

05 **When used, blue markings shall supplement white markings for parking spaces for persons with disabilities.**

06 **When used, purple markings shall supplement lane line or edge line markings for toll plaza approach lanes that are restricted to use only by vehicles with registered electronic toll collection accounts.**

Option:

07 Colors used for official route shield signs (see Section 2D.11) may be used as colors of symbol markings to simulate route shields on the pavement (see Section 3B.20.)

08 Black may be used in combination with the colors mentioned in the first sentence of Paragraph 1 where a light-colored pavement does not provide sufficient contrast with the markings.

08a If the material used for centerline marking is paint, a 3-inch wide black line may be placed between the 4-inch wide yellow lines on streets and highways under local jurisdiction.

Standard:

08b If the material used for centerline marking is paint, a 3-inch wide black line shall be placed between the 4-inch wide yellow lines on State highways.

Support:

09 When used in combination with other colors, black is not considered a marking color, but only a contrast-enhancing system for the markings.

Section 3A.06 Functions, Widths, and Patterns of Longitudinal Pavement Markings

Standard:

01 **The general functions of longitudinal lines shall be:**

A. A double line indicates maximum or special restrictions,

B. A solid line discourages or prohibits crossing (depending on the specific application),

C. A broken line indicates a permissive condition, and

D. A dotted line provides guidance or warning of a downstream change in lane function.

02 **The widths and patterns of longitudinal lines shall be as follows:**

A. Normal line—4 to 6 inches wide.

B. Wide line—at least twice the width of a normal line.

C. Double line—two parallel lines separated by a discernible space.

D. Broken line—normal line segments separated by gaps.

E. Dotted line—noticeably shorter line segments separated by shorter gaps than used for a broken line. The width of a dotted line extension shall be at least the same as the width of the line it extends.

Support:

03 The width of the line indicates the degree of emphasis.

~~*Guidance:*~~

04 ~~*Broken lines should consist of 10-foot line segments and 30-foot gaps, or dimensions in a similar ratio of line segments to gaps as appropriate for traffic speeds and need for delineation.*~~

Support:

05 Patterns for dotted lines depend on the application (see Sections 3B.04 and 3B.08.)

~~*Guidance:*~~

06 ~~*A dotted line for line extensions within an intersection or taper area should consist of 2-foot line segments and 2- to 6-foot gaps. A dotted line used as a lane line should consist of 3-foot line segments and 9-foot gaps.*~~

Standard:

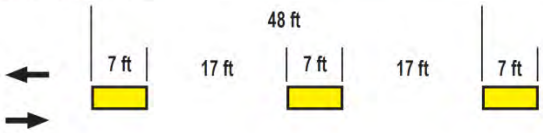
07 The widths and patterns of longitudinal lines shall conform to the details shown in Figures 3A-101(CA) through 3A-113(CA).

Figure 3A-101 (CA). Centerlines - 2 Lane Highways

FOR SPEEDS 40 mph OR LESS

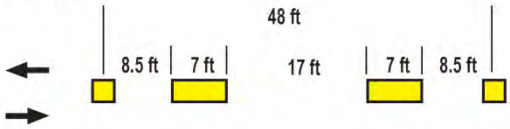
POLICY

DETAIL 1



Centerline pattern for use on two-lane streets and highways (normally used on local streets and highways).

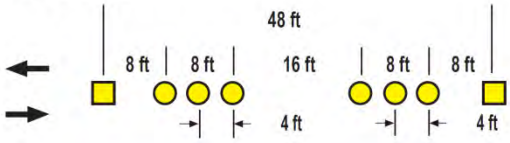
DETAIL 2



Centerline pattern with pavement markers for use on two-lane streets and highways.

DETAIL 3
(Deleted)

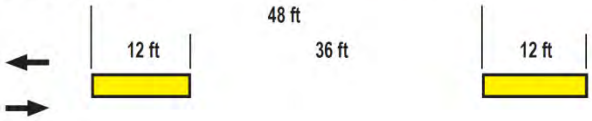
DETAIL 4



Alternate to Detail 2. For use at problem locations where it is difficult to place and maintain centerline because of moisture, sand, etc.

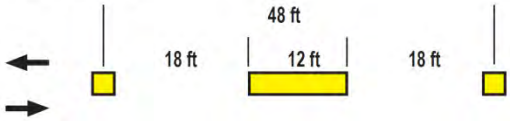
FOR SPEEDS 45 mph OR MORE

DETAIL 5



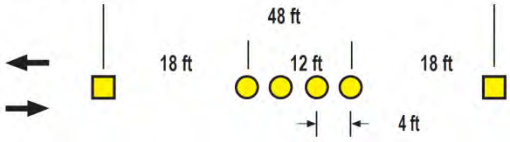
Centerline pattern for use on two-lane streets and highways (normally used on local streets and highways).

DETAIL 6



Centerline pattern with pavement markers for use on two-lane streets and highways.

DETAIL 7



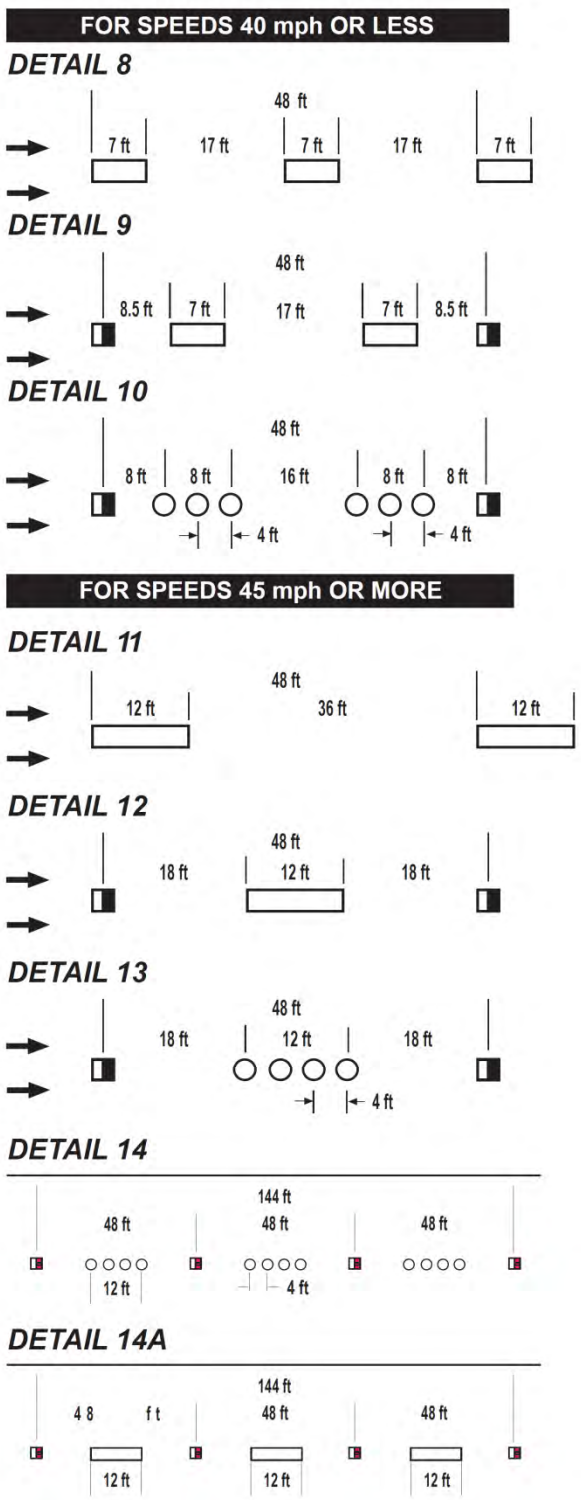
Alternate to Detail 6. For use at problem locations where it is difficult to place and maintain centerline because of moisture, sand, etc.

LEGEND

- 4 in Yellow
- Direction of Travel
- Two-Way Yellow Retroreflective Markers
- Non-Retroreflective Yellow Markers

NOT TO SCALE

Figure 3A-102 (CA). Lane Lines - Multilane Highways



POLICY

Lane Line pattern for use on multilane streets and highways (normally used on local streets and highways).

Lane Line pattern with pavement markers for use on multilane streets, highways and freeway ramps.

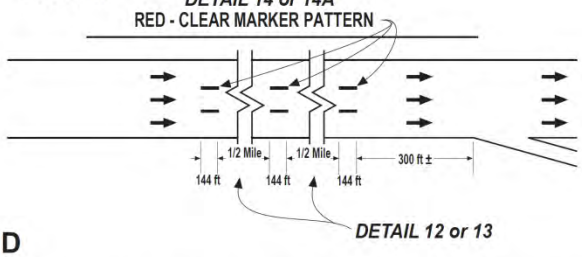
Lane Line pattern with pavement markers for use on multilane streets, highways and freeway ramps.

Lane Line pattern for use on multilane streets and highways (normally used on local streets and highways).

Lane Line pattern with pavement markers for use on multilane conventional streets and highways, State freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads. See Detail 14A.

Lane Line pattern with pavement markers for use on State freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads. See Detail 14.

Lane Line pattern with red-clear pavement markers shall be used on freeways approaching exit ramps. Detail 14 is used with Detail 13 and Detail 14A is used with Detail 12, in a pattern of four red-clear pavement markers, at intervals as shown.

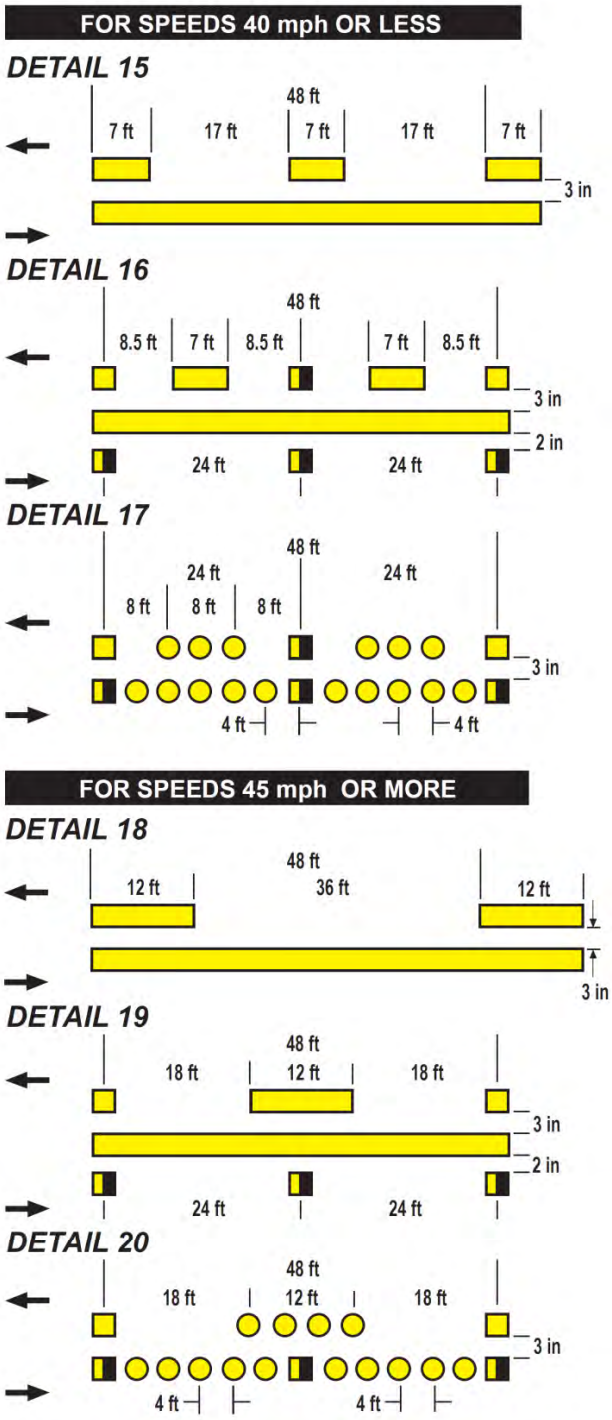


LEGEND

- 4 in White
- Direction of Travel
- One-Way Clear Retroreflective Markers
- Red-Clear Retroreflective Markers
- Non-Retroreflective White Markers

NOT TO SCALE

Figure 3A-103 (CA). No Passing Zones - One Direction



POLICY

One direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

One direction no-passing pattern with pavement markers for use on two-lane streets and highways. See Notes 1 and 2.

Alternate to Detail 16. For use with Detail 4.

One direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

One direction no-passing pattern with pavement markers for use on two-lane streets and highways. See Notes 1 and 2.

Alternate to Detail 19. For use with Detail 7.

NOTES:
1. Pavement markers shown off the solid line in Details 16 and 19 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

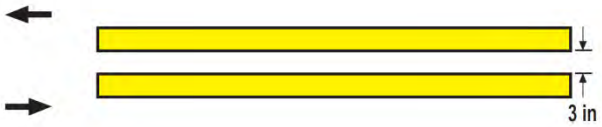
LEGEND

- 4 in Yellow
- Direction of Travel
- Two-Way Yellow Retroreflective Markers
- One-Way Yellow Retroreflective Markers
- Non-Retroreflective Yellow Markers

NOT TO SCALE

Figure 3A-104 (CA). No Passing Zones - Two Direction

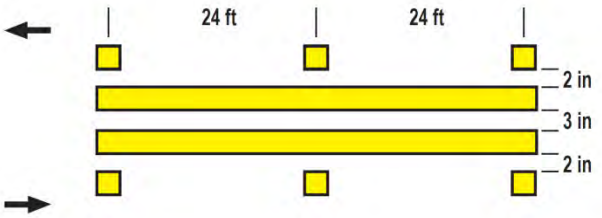
DETAIL 21



POLICY

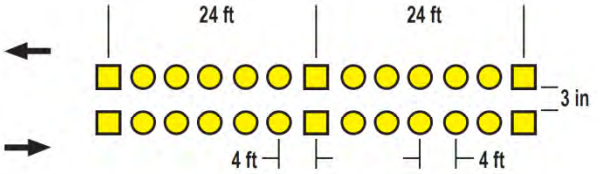
Two-direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

DETAIL 22



Two-direction no-passing pattern with pavement markers for use on two-lane streets and highways. See Notes 1 and 2.

DETAIL 23



Alternate to Detail 22. For use with either Detail 4 or Detail 7.

NOTES:
1. Pavement markers shown off the solid line in Detail 22 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND

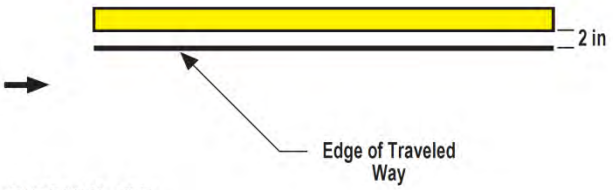
- 4 in Yellow
- Direction of Travel
- Two-Way Yellow Retroreflective Markers
- Non-Retroreflective Yellow Markers

NOT TO SCALE

Figure 3A-105 (CA). Left Edge Lines for Divided Highways

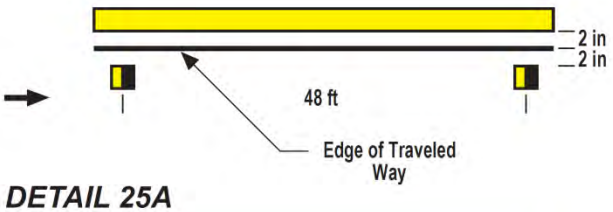
POLICY

DETAIL 24



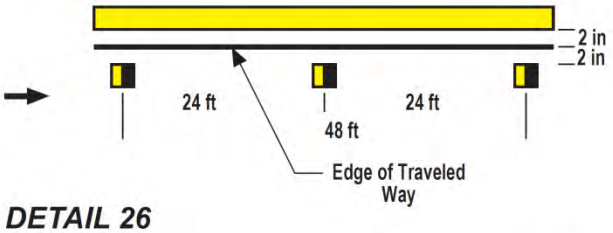
Left Edge Line pattern for use on streets and highways (normally used on local streets and highways).

DETAIL 25



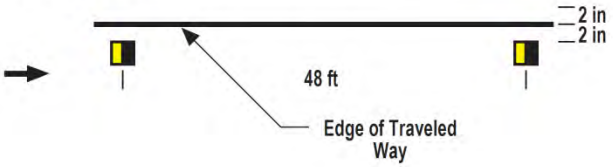
Left Edge Line for use on State highways.

DETAIL 25A



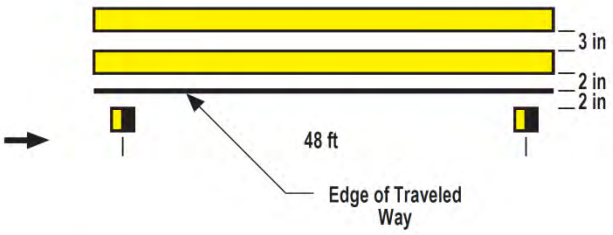
Left Edge Line for use on freeway ramps and connectors.

DETAIL 26



Alternate to Details 24 and 25 when there is adequate contrast between travelled way and shoulder.

DETAIL 27



Alternate to Detail 25. A double solid yellow line may be used for more emphasis when motorists tend to use the shoulder for a through lane, or where encroachments onto the shoulder occasionally occur. See Note 1.

NOTE: 1. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

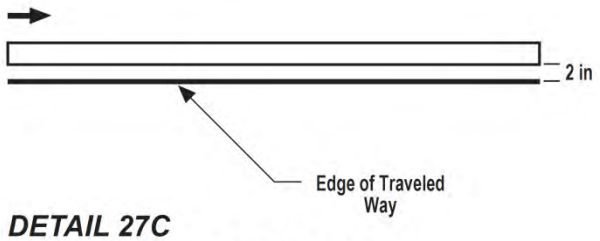
LEGEND

4 in Yellow — One-Way Yellow Retroreflective Markers

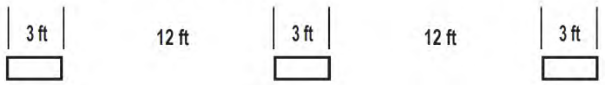
Direction of Travel — NOT TO SCALE

Figure 3A-106 (CA). Right Edge Line and Right Edge Line Extension Through Intersections

DETAIL 27B
Right Edge Line



DETAIL 27C
Right Edge Line Extension Through Intersections



POLICY

Right Edge Line pattern for use on all State highways may be used on local streets and highways. It is generally dropped at the beginning of the intersection flares on conventional highways. See also Detail 27C. On freeways, it may be flared in advance of the exit ramp as shown in Figure 3B-8 (CA).

Right Edge Line Extension Through Intersections pattern for use to extend the right edgeline through an intersection where climatic conditions, such as areas of heavy fog, may require additional guidance.

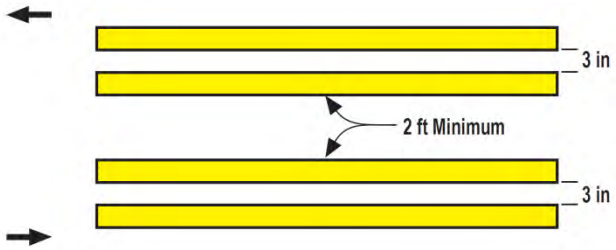
LEGEND

4 in White Direction of Travel

NOT TO SCALE

Figure 3A-107 (CA). Median Islands

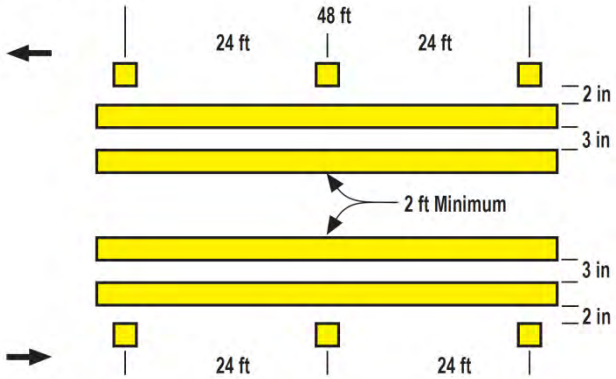
DETAIL 28



POLICY

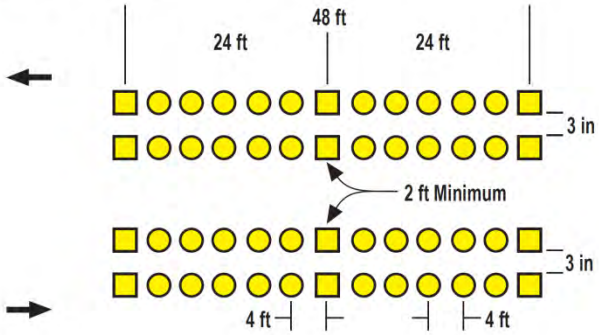
Double Left Edge Line pattern for use on all-paved sections of streets and highways (normally used on local streets and highways). See Note 2.

DETAIL 29



Double Left Edge Line pattern with pavement markers for use on all-paved sections of streets and highways. See Notes 1 and 2.

DETAIL 30



Alternate to Detail 29. For use at problem locations where it is difficult to place and maintain lines because of moisture, sand, etc.

NOTES:
1. Pavement markers shown off the solid line in Detail 29 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND

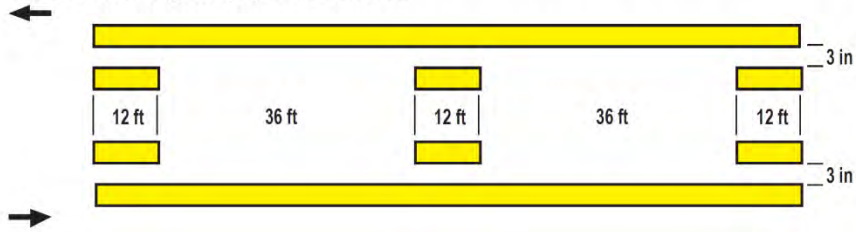
- 4 in Yellow
- Direction of Travel
- Two-Way Yellow Retroreflective Markers
- Non-Retroreflective Yellow Markers

NOT TO SCALE

Figure 3A-108 (CA). Two-Way Left-Turn Lanes

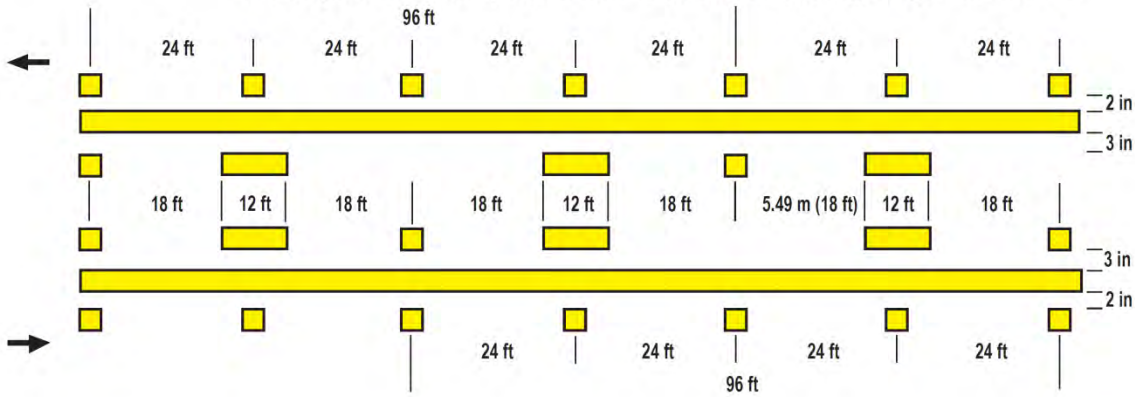
DETAIL 31 **POLICY**

Two-way left-turn lane pattern for use on streets and highways (normally used on local streets and highways). See Note 2.



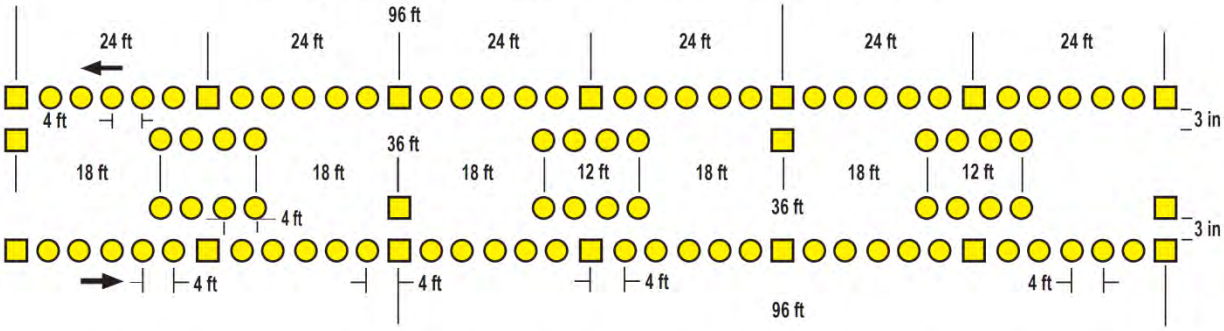
DETAIL 32 **POLICY**

Two-way left-turn lane pattern for use on streets and highways. See Note 2.



DETAIL 33 **POLICY**

Two-way left-turn lane pattern for use on streets and highways.



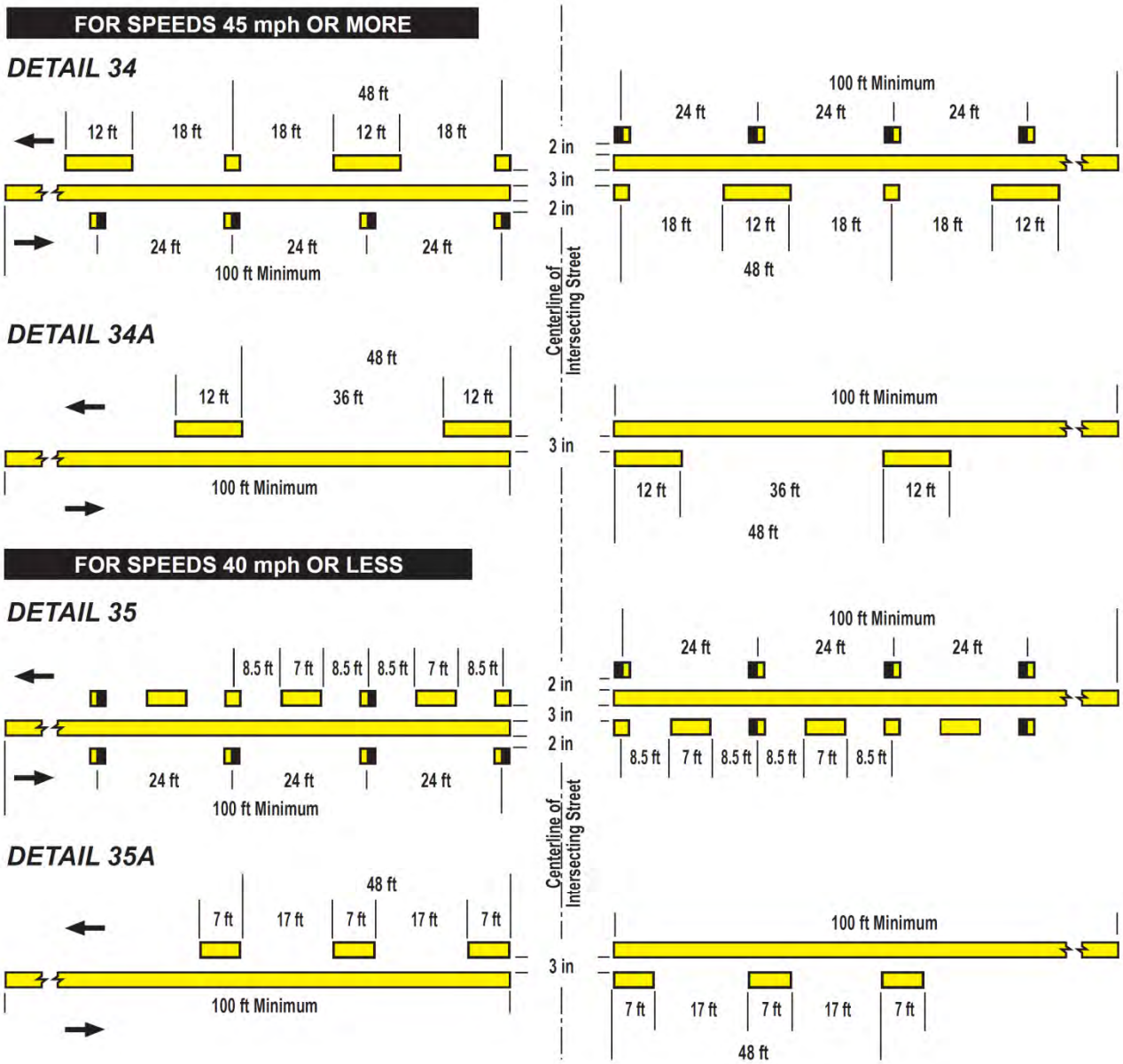
NOTES:
1. **Pavement markers shown off the solid line in Detail 32 may be placed on the line.**
2. **If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.**

LEGEND

4 in Yellow	**Two-Way Yellow Retroreflective Markers**
Direction of Travel	**Non-Retroreflective Yellow Markers**

NOT TO SCALE

Figure 3A-109 (CA). Intersection Markings



NOTES:
1. Raised Pavement Markers are optional on non-state highways.
2. Raised Pavement Markers shown off the solid line may be placed on the line.
3. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND

4 in Yellow
Direction of Travel
Two-Way Yellow Retroreflective Markers
One-Way Yellow Retroreflective Markers

NOT TO SCALE

Figure 3A-110 (CA). Freeway Exit and Entrance Ramp Channelizing Line (Sheet 1 of 2)

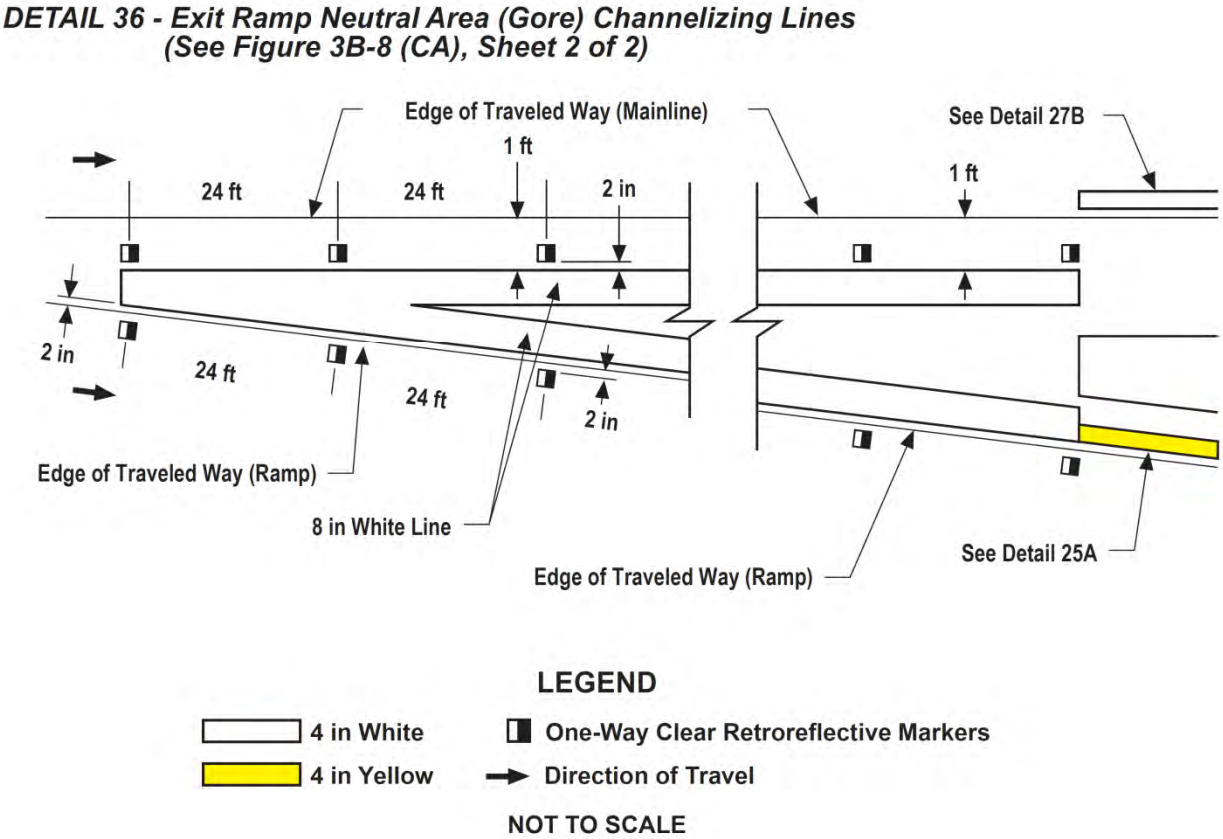
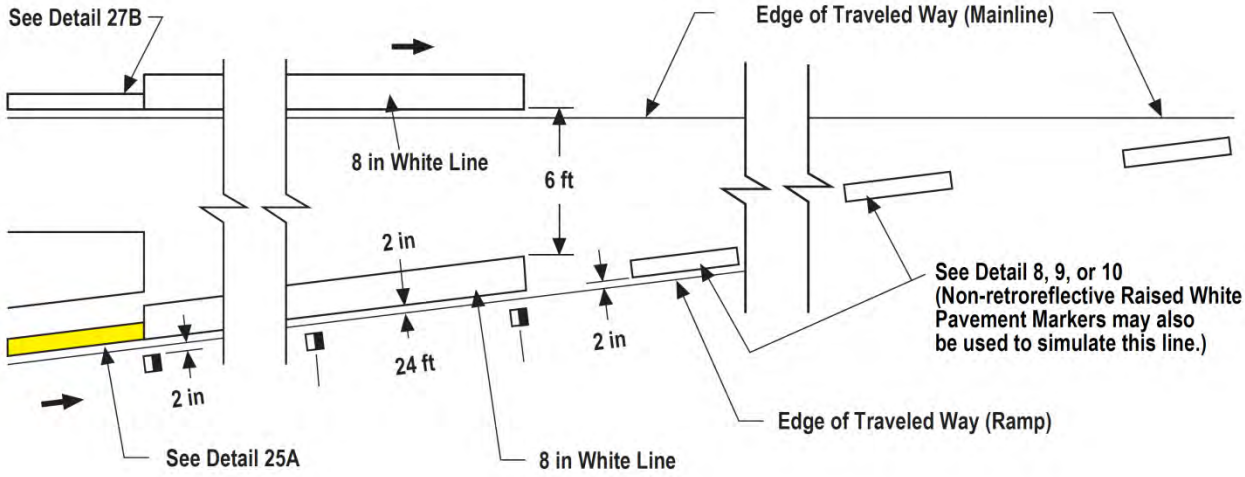
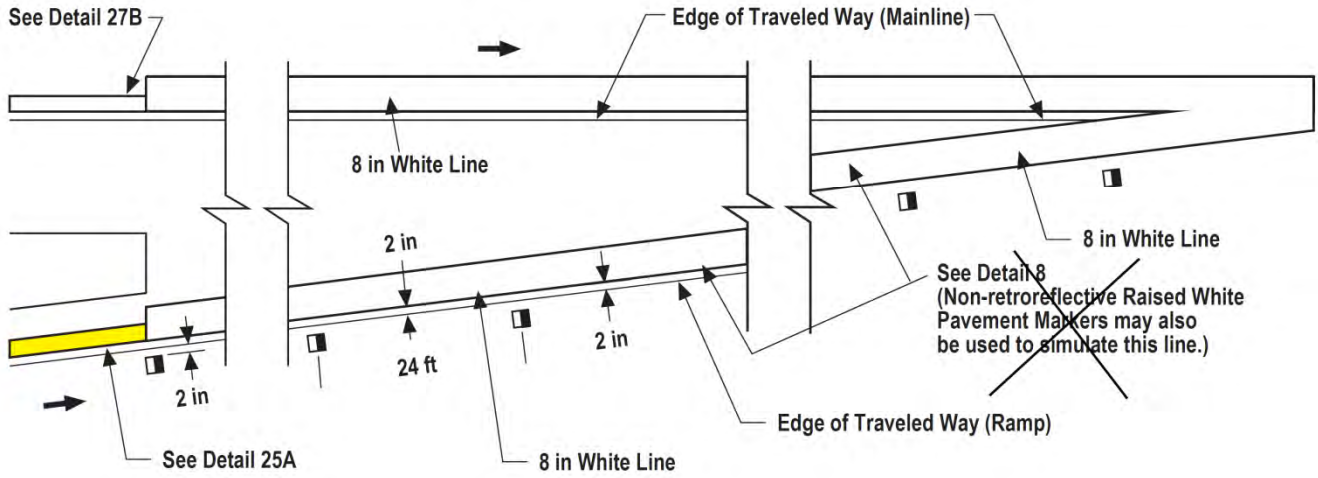


Figure 3A-110 (CA). Freeway Exit and Entrance Ramp Channelizing Lines (Sheet 2 of 2)

DETAIL 36A - Entrance Ramp Neutral Area (Merge) Channelizing Lines (See Figure 3B-9 (CA), Sheet 1 of 2)



DETAIL 36B - Entrance Ramp Neutral Area (Acceleration Lane) Channelizing Lines (See Figure 3B-8 (CA), Sheet 3 of 3)



LEGEND

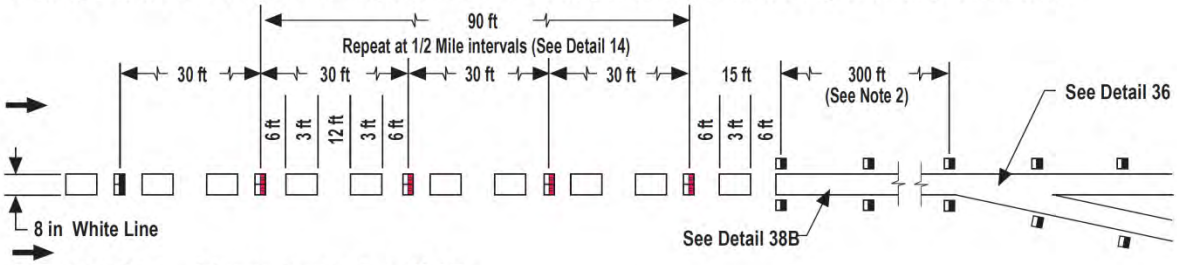
4 in White	One-Way Clear Retroreflective Markers
4 in Yellow	Direction of Travel

NOT TO SCALE

Figure 3A-111 (CA). Lane Drop Markings

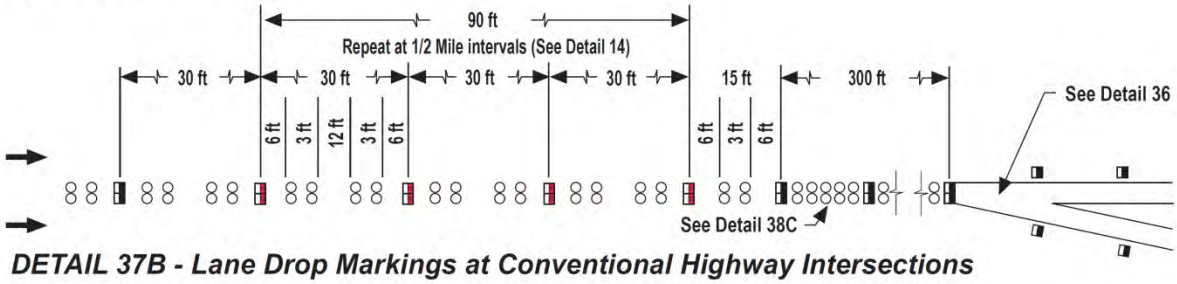
DETAIL 37 - Lane Drop Markings at Exit Ramps

Marking pattern for use on mandatory lane drops at freeway exit ramps and freeway to freeway connectors.



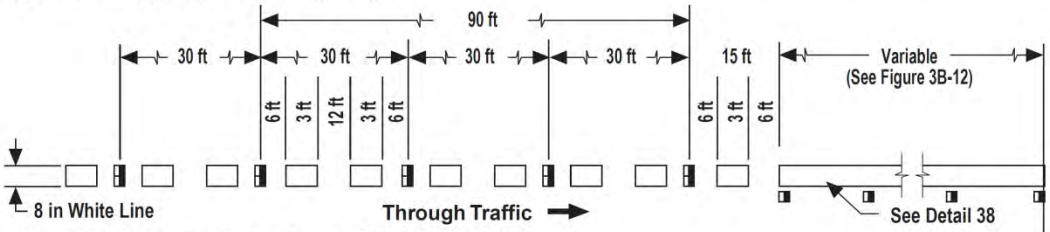
DETAIL 37A - Alternate to Detail 37

For use with Detail 10 and 13.



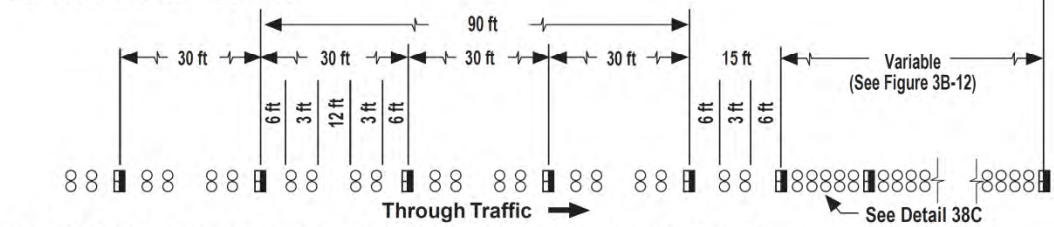
DETAIL 37B - Lane Drop Markings at Conventional Highway Intersections

Marking pattern for use on mandatory turn lanes at intersections. Pavement markers shown are optional on local streets and highways.



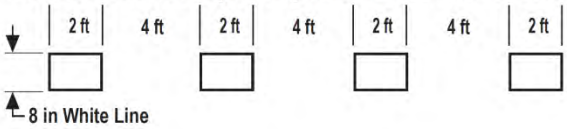
DETAIL 37C - Alternate to Detail 37B

For use with Detail 10 and 13.



DETAIL 37D - Lane Drop Line For Two-Lane Roundabouts

For use on mandatory exiting lanes from two-lane roundabouts.



NOT TO SCALE

NOTES:
1. Pavement markers shown off the solid line in Detail 37 may be placed on the line.
2. The Solid Channelizing Line shown in Detail 37 and 37A may be omitted on short auxilary lanes where weaving length is critical.

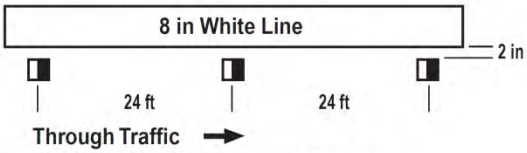
LEGEND

- Non-Retroreflective White Markers
- Direction of Travel
- One-Way Clear Retroreflective Markers
- Red-Clear Retroreflective Markers

Figure 3A-112 (CA). Channelizing Line and Lane Line/Centerline Extensions

POLICY

DETAIL 38 - Channelizing Line

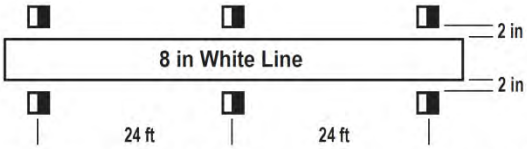


Typical channelizing line for use on Left-Turn or Right-Turn lanes on State highways. Pavement Markers when used should be place on the through traffic side only.

DETAIL 38A - Channelizing Line

Typical channelizing line for use on Left-Turn or Right-Turn lanes on local streets and highways and freeway off-ramp terminals.

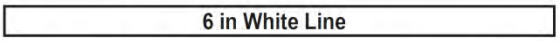
DETAIL 38B - Channelizing Line at Exit Ramps



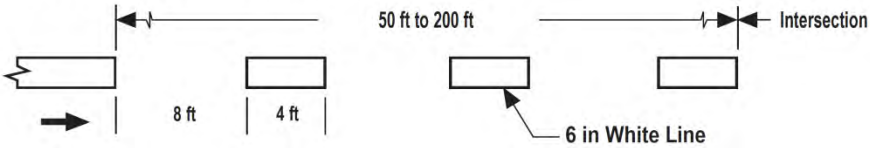
Typical channelizing line for use on Exit Ramps. Pavement Markers as shown may also be placed on the line.

DETAIL 38C - Alternate to Detail 38 and 38B

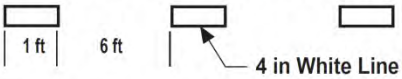
DETAIL 39 - Bike Lane Line



DETAIL 39A - Bike Lane Intersection Line



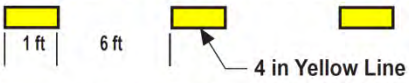
DETAIL 40 - Lane Line Extension Through Intersections



The Lane Line Extension Through Intersections line is used to extend the lane line through an intersection that might otherwise be confusing to the motorist.

DETAIL 40A - Alternate to Detail 40

DETAIL 41 - Centerline Extension Through Intersections



The Centerine Extension Through Intersections line is used to extend the centerline through an intersection that might otherwise be confusing to the motorist.

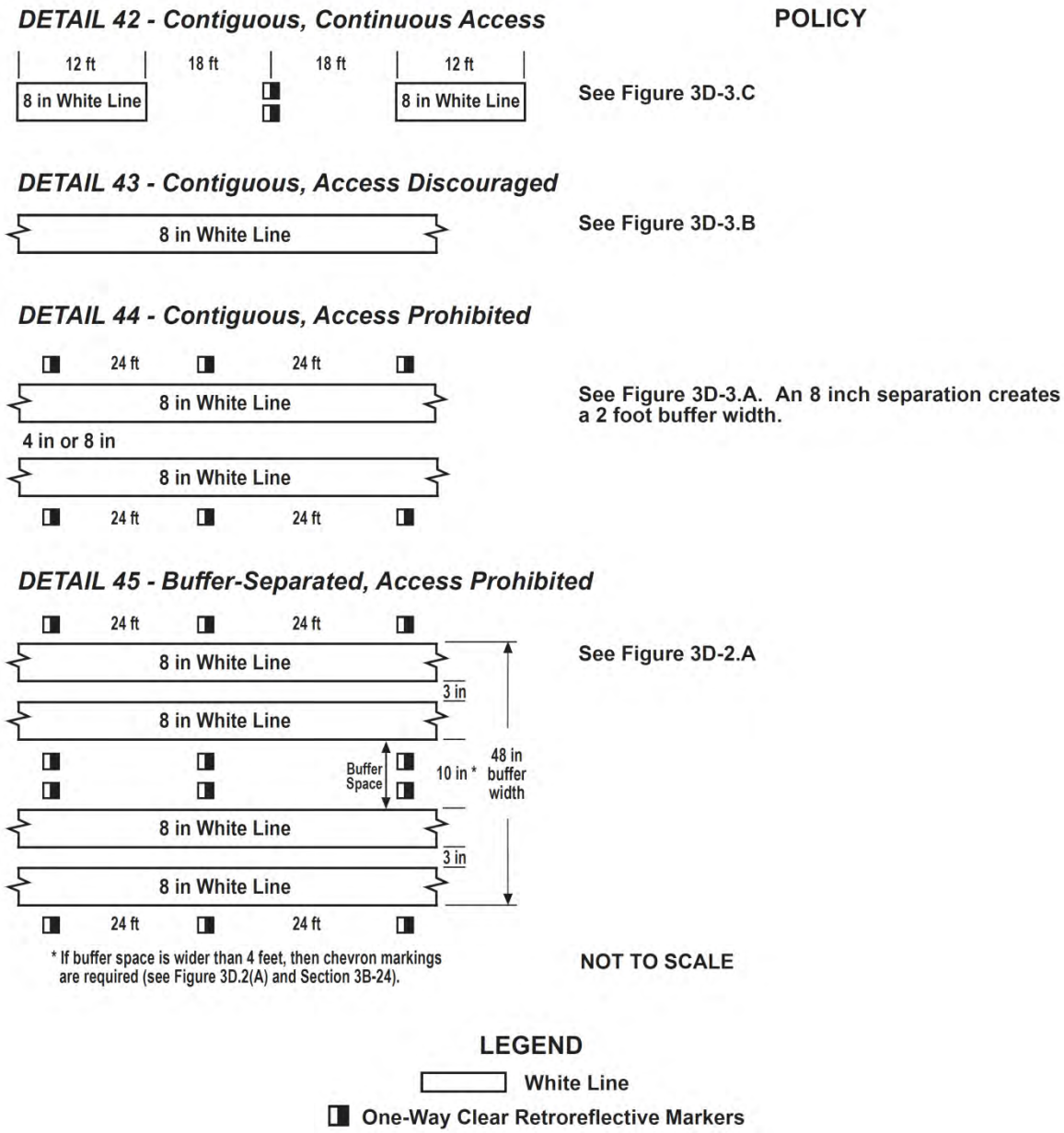
DETAIL 41A - Alternate to Detail 41

NOT TO SCALE

LEGEND

White Line
Yellow Line
Non-Retroreflective White Markers
Non-Retroreflective Yellow Markers
Direction of Travel
One-Way Clear Retroreflective Markers

Figure 3A-113 (CA). Examples of Preferential Lane Lines



CHAPTER 3B. PAVEMENT AND CURB MARKINGS

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

Standard:

01 **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:

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

03 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 grade crossings, at grade crossings, and at bridges.

Standard:

04 **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, one of which 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 two normal solid yellow lines where crossing the center line markings for passing is prohibited for traffic traveling in either direction.

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

06 **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 a solid double yellow line as shown in Figure 3B-2.**

Guidance:

07 *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:~~

~~08 Sections 11-301(c) and 11-311(c) of the "Uniform Vehicle Code (UVC)" 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:

09 **Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet 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:

10 *Center line markings should be placed on paved urban arterials and collectors that have a traveled way of 20 feet 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 18 feet 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.*

11 *Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 16 feet 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:

12 Center line markings may be placed on other paved two-way traveled ways that are 16 feet or more in width.

13 If a traffic count is not available, the ADTs described in this Section may be estimates that are based on engineering judgment.

Standard:

14 **Centerline patterns shall be selected from those shown in Figures 3A-101(CA) and 3A-104(CA).**

15 **Raised retroreflective pavement markers shall be used to supplement the centerline markings on State highways, except in snow areas.**

Support:

16 On horizontal curves with radii less than 3280 feet and without street lighting, Detail 22 instead of Detail 21 can be helpful in improving the delineation for centerline markings as it includes retroreflective raised pavement markers. Detail 22 can be applied in advance of the approach to the curve per Table 2C-4 and continued throughout the length of the curve.

17 Refer to CVC 21460 for Double Lines.

18 Refer to CVC 21460.5 for Two-Way Left-Turn Lanes.

Standard:

19 **A left edge line shall consist of a solid 4 inch wide yellow line, yellow reflective pavement markers or a combination of line and markers as shown in Figure 3A-105(CA).**

Option:

20 Two normal solid yellow lines may be used as a left edge line on a divided roadway for more emphasis when motorists tend to use the shoulder for a through lane or where encroachments onto the shoulder occasionally occur.

Support:

21 Left edge line patterns for median islands are shown in Figure 3A-107(CA).

Standard:

22 **When a passing lane is provided, a two-direction no passing marking (see Figure 3A-104(CA)) shall be used when the Average Daily Traffic (ADT) exceeds 3,000. See Figure 3B-106(CA).**

Option:

23 Passing in both directions may be provided by alternating the direction of the middle lane at about 1 mile intervals.

24 A one-direction no passing marking (see Figure 3A-103(CA)) with one or more YIELD TO UPHILL TRAFFIC (R55(CA)) signs may be used when the ADT is 3,000 or less.

Section 3B.02 No-Passing Zone Pavement Markings and Warrants

Standard:

01 **No-passing zones shall be marked by either the one direction no-passing zone pavement markings or the two-direction no-passing zone pavement markings described in Section 3B.01 and shown in Figures 3B-1 and 3B-3.**

02 **When center line markings are used, no-passing zone markings shall be used on two-way roadways at lane-reduction transitions (see Section 3B.09) and on approaches to obstructions that must be passed on the right (see Section 3B.10).**

03 **On two-way, two- or three-lane roadways where center line markings are installed, no-passing zones shall be established at vertical and horizontal curves and other locations where an engineering study indicates that passing must be prohibited because of inadequate sight distances or other special conditions.**

04 **On roadways with center line markings, no-passing zone markings shall be used at horizontal or vertical curves where the passing sight distance is less than the minimum shown in Table 3B-1 for the 85th-percentile speed or the posted or statutory speed limit. The passing sight distance on a vertical curve is the distance at which an object 3.5 feet above the pavement surface can be seen from a point 3.5 feet above the pavement (see Figure 3B-4). Similarly, the passing sight distance on a horizontal curve is the distance measured along the center line (or right-hand lane line of a three-lane roadway) between two points 3.5 feet above the pavement on a line tangent to the embankment or other obstruction that cuts off the view on the inside of the curve (see Figure 3B-4).**

Support:

05 The upstream end of a no-passing zone at point "a" in Figure 3B-4 is that point where the sight distance first becomes less than that specified in Table 3B-1. The downstream end of the no-passing zone at point "b" in Figure 3B-4 is that point at which the sight distance again becomes greater than the minimum specified.

06 The values of the minimum passing sight distances that are shown in Table 3B-1 are for operational use in marking no-passing zones and are less than the values that are suggested for geometric design by the AASHTO Policy on Geometric Design of Streets and Highways (see Section 1A.11).

~~*Guidance:*~~

~~07 *Where the distance between successive no-passing zones is less than 400 feet, no-passing markings should connect the zones.*~~

Standard:

07a **If the gap between successive no-passing zones is less than the sight distance for the prevailing speed shown in Table 3B-1, the no-passing zone shall be continuous.**

08 **Where center line markings are used, no-passing zone markings shall be used on approaches to grade crossings in compliance with Section 8B.27.**

Option:

09 In addition to pavement markings, no-passing zone signs (see Sections 2B.28, 2B.29, and 2C.45) may be used to emphasize the existence and extent of a no-passing zone.

Support:

10 Section 11-307 of the "Uniform Vehicle Code (UVC)" contains further information regarding required road user behavior in no-passing zones. The UVC can be obtained from the National Committee on Uniform Traffic Laws and Ordinances at the address shown on Page i.

Standard:

11 **On three-lane roadways where the direction of travel in the center lane transitions from one direction to the other, a no-passing buffer zone shall be provided in the center lane as shown in Figure 3B-5. A lane-reduction transition (see Section 3B.09) shall be provided at each end of the buffer zone.**

12 **The buffer zone shall be a flush median island formed by two sets of double yellow center line markings that is at least 50 feet in length.**

Option:

13 Yellow diagonal crosshatch markings (see Section 3B.24) may be placed in the flush median area between the two sets of no-passing zone markings as shown in Figure 3B-5.

Guidance:

14 *For three-lane roadways having a posted or statutory speed limit of 45 mph or greater, the lane transition taper length should be computed by the formula* $L = WS$. *For roadways where the posted or statutory speed limit is less than 45 mph, the formula* $L = WS^2/60$ *should be used to compute the taper length.*

Support:

15 Under both formulas, L equals the taper length in feet, W equals the width of the center lane or offset distance in feet, and S equals the 85th-percentile speed or the posted or statutory speed limit, whichever is higher.

Guidance:

16 *The minimum lane transition taper length should be 100 feet in urban areas and 200 feet in rural areas.*

Support:

17 Refer to CVC 21750 through 21759 for overtaking and passing.

18 Refer to CVC 21460 for Double Lines.

19 CVC 21752 restricts passing (driving on left side of a two-way roadway) when approaching within 100 feet of or when traversing any intersection or railroad grade crossing. CVC 21752 also restricts passing (driving on left side of a two-way roadway) when the view is obstructed upon approaching within 100 feet of any bridge, viaduct, or tunnel. The patterns and policy for intersection markings are shown in Figure 3A-109(CA).

Standard:

20 **No-passing zone patterns shall be selected from those shown in Figures 3A-103(CA) and 3A-104(CA).**

Guidance:

21 *The no-passing zone markings at intersections, when used, should be between 100 feet and 300 feet in length at the approach to an intersection and placed in a pattern as shown in Figure 3A-109(CA).*

Section 3B.03 Other Yellow Longitudinal Pavement Markings

Standard:

01 **If reversible lanes are used, the lane line pavement markings on each side of reversible lanes shall consist of a normal broken double yellow line to delineate the edge of a lane in which the direction of travel is reversed from time to time, such that each of these markings serve as the center line markings of the roadway during some period (see Figure 3B-6).**

02 **Signs (see Section 2B.26), lane-use control signals (see Chapter 4M), or both shall be used to supplement reversible lane pavement markings.**

03 **If a two-way left-turn lane that is never operated as a reversible lane is used, the lane line pavement markings on each side of the two-way left-turn lane shall consist of a normal broken yellow line and a normal solid yellow line to delineate the edges of a lane that can be used by traffic in either direction as part of a left-turn maneuver. These markings shall be placed with the broken line toward the two-way left-turn lane and the solid line toward the adjacent traffic lane as shown in Figure 3B-7.**

~~*Guidance:*~~

Option:

04 White two-way left-turn lane-use arrows (see Figure 3B-7), ~~should~~ may be used in conjunction with the longitudinal two-way left-turn markings at the locations described in Section 3B.20.

05 Signs ~~should~~ may be used in conjunction with the two-way left turn markings (see Section 2B.24).

Standard:

06 **If a continuous flush median island formed by pavement markings separating travel in opposite directions is used, two sets of solid double yellow lines shall be used to form the island as shown in Figures 3B-2 and 3B-5. Other markings in the median island area shall also be yellow, except crosswalk markings which shall be white (see Section 3B.18).**

07 **On State highways, reversible lanes shall be separated by physical barriers or delineators.**

Support:

08 A two-way left-turn lane is a lane reserved in the center of a highway for exclusive use of left or U-turning vehicles. Refer to CVC 21460.5. It is normally used where there are many points of access.

Standard:

09 **The two-way left-turn lane markings shall be selected from those shown in Figure 3A-108(CA).**

Option:

10 Optional treatments at signalized, major and minor intersections as shown in Figure 3B-7(CA) may be used.

11 Two-way opposing pavement arrows may be used as shown in Figure 3B-7(CA). The arrows may be supplemented by Two-Way Left Turn Lane (R67(CA)) sign at new installations and problem locations.

Guidance:

12 *A gap in the markings should be made at all intersections.*

Support:

13 For left turn channelization, see Figure 3B-101(CA) and Caltrans' Highway Design Manual, Section 405.2. See Section 1A.11 for information regarding this publication.

14 Channelized left-turn lanes in combination with continuous raised-curb medians are used instead of two-way left-turn lanes (TWLTL) if one or more of the following conditions exist:

A. Average daily traffic volumes exceed 20,000 vehicles per day
B. For remediation where there is a demonstrated crash problem,
C. Wherever a need is demonstrated through engineering study.

15 Refer to CVC 21460.5 for Two-Way Left-Turn Lanes.

16 For details of two-way left-turn lanes, see Figure 3B-7(CA). For left turn channelization, see Figure 3B-101(CA) and Caltrans' Highway Design Manual, Section 405.2. See Section 1A.11 for information regarding this publication.

Standard:

17 **Left-turn or right-turn lanes shall be separated from the through lanes by a single solid 8 inch wide white line as shown in Figure 3A-112(CA) except as provided in paragraph 18.**

Option:

18 Left-turn or right-turn lanes may be separated from the through lanes by multiple solid 8 inch wide white lines or two longitudinal solid 8 inch wide lines with diagonal lines used for crosshatch markings.

Section 3B.04 White Lane Line Pavement Markings and Warrants

Standard:

01 **When used, lane line pavement markings delineating the separation of traffic lanes that have the same direction of travel shall be white.**

02 **Lane line markings shall be used on all freeways and Interstate highways.**

Guidance:

03 *Lane line markings should be used on all roadways that are intended to operate with two or more adjacent traffic lanes in the same direction of travel, except as otherwise required for reversible lanes. Lane line markings should also be used at congested locations where the roadway will accommodate more traffic lanes with lane line markings than without the markings.*

Support:

04 Examples of lane line markings are shown in Figures 3B-2, 3B-3, and 3B-7 through 3B-13.

Standard:

05 **Except as provided in Paragraph 6, where crossing the lane line markings with care is permitted, the lane line markings shall consist of a normal broken white line.**

06 **A dotted white line marking shall be used as the lane line to separate a through lane that continues beyond the interchange or intersection from an adjacent lane for any of the following conditions:**

A. A deceleration or acceleration lane,
B. A through lane that becomes a mandatory exit or turn lane,
C. An auxiliary lane 2 miles or less in length between an entrance ramp and an exit ramp, or
D. An auxiliary lane 1 mile or less in length between two adjacent intersections.

07 **For exit ramps with a parallel deceleration lane, a normal width dotted white lane line shall be installed from the upstream end of the full-width deceleration lane to the theoretical gore or to the upstream end of a solid white lane line, if used, that extends upstream from the theoretical gore as shown in ~~Drawings A and C of~~ Figure ~~3B-8~~ 3B-8(CA).**

Option:

08 For exit ramps with a parallel deceleration lane, a normal width dotted white line extension may be installed in the taper area upstream from the full-width deceleration lane as shown in ~~Drawings A and C of~~ Figure ~~3B-8~~ 3B-8(CA).

09 For an exit ramp with a tapered deceleration lane, a normal width dotted white line extension may be installed from the theoretical gore through the taper area such that it meets the edge line at the upstream end of the taper as shown in ~~Drawing B of~~ Figure ~~3B-8~~ 3B-8(CA).

Standard:

10 **For entrance ramps with a parallel acceleration lane, a normal width dotted white lane line shall be installed from the theoretical gore or from the downstream end of a solid white lane line, if used, that extends downstream from the theoretical gore, to a point at least one-half the distance from the theoretical gore to the downstream end of the acceleration taper, as shown in ~~Drawing A of~~ Figure ~~3B-9~~ 3B-9(CA).**

Option:

11 For entrance ramps with a parallel acceleration lane, a normal width dotted white line extension may be installed from the downstream end of the dotted white lane line to the downstream end of the acceleration taper, as shown in ~~Drawing A of~~ Figure ~~3B-9~~ 3B-9(CA).

12 For entrance ramps with a tapered acceleration lane, a normal width dotted white line extension may be installed from the downstream end of the channelizing line adjacent to the through lane to the downstream end of the acceleration taper, as shown in ~~Drawings B and C of~~ Figure ~~3B-9~~ 3B-9(CA).

Standard:

13 **A wide dotted white lane line shall be used:**

A. As a lane drop marking in advance of lane drops at exit ramps to distinguish a lane drop from a normal exit ramp (see ~~Drawings A, B, and C of~~ Figure ~~3B-10~~ 3B-10(CA)),
B. In advance of freeway route splits with dedicated lanes (see ~~Drawing D of~~ Figure ~~3B-10~~ 3B-10(CA)),
C. To separate a through lane that continues beyond an interchange from an adjacent auxiliary lane between an entrance ramp and an exit ramp (see ~~Drawing E of~~ Figure ~~3B-10~~ 3B-10(CA)),

D. As a lane drop marking in advance of lane drops at intersections to distinguish a lane drop from an intersection through lane (see Drawing A of Figure 3B-11), and

E. To separate a through lane that continues beyond an intersection from an adjacent auxiliary lane between two intersections (see Drawing B of Figure 3B-11).

Guidance:

14 *Lane drop markings used in advance of lane drops at freeway and expressway exit ramps should begin at least 1/2 mile in advance of the theoretical gore.*

14a *If the dropped lane is an auxiliary lane 1/2 mile or less in length, the lane drop line should extend throughout the entire length.*

15 *On the approach to a multi-lane exit ramp having an optional exit lane that also carries through traffic, lane line markings should be used as illustrated in ~~Drawing B of~~ Figure ~~3B-10~~ 3B-10(CA). In this case, if the right-most exit lane is an added lane such as a parallel deceleration lane, the lane drop marking should begin at the upstream end of the full-width deceleration lane, as shown in ~~Drawing C of~~ Figure ~~3B-8~~ 3B-8(CA).*

16 *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 lane drop marking should begin no closer to the intersection than the most upstream regulatory or warning sign associated with the lane drop.*

17 *The dotted white lane 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 3 feet in length separated by 9-foot gaps.*

Standard:

17a **The lane drop line pattern shall be as shown in Figure 3A-111(CA).**

Support:

17b See Figures 3A-111(CA), 3B-8(CA), 3B-9(CA), 3B-10(CA), 3B-14(CA) and 3B-106(CA) for further details of markings and signing.

Option:

17c A 8 inch wide single solid white line preceded by a 8 inch wide dotted white line may be placed in advance of an intersection where the outside lane is dropped at the intersection, and as a result, creates a mandatory turn lane.

Standard:

17d **If used, diagonal lines shall be the same color as the edge line.**

Support:

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

19 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:

20 **Where crossing the lane line markings is discouraged, the lane line markings shall consist of a normal or wide solid white line, except as provided in paragraph 5.**

Option:

21 Where it is intended to discourage lane changing on the approach to an exit ramp, a wide solid white lane line may extend upstream from the theoretical gore or, for multi-lane exits, as shown in ~~Drawing B of~~ Figure ~~3B-10~~ 3B-10(CA), for a distance that is determined by engineering judgment.

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

23 In the case of a lane drop at an exit ramp or intersection, such a solid white line may replace a portion, but not all of the length of the wide dotted white lane line.

Support:

24 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.

Guidance:

25 *On approaches to intersections, a solid white lane line marking should be used to separate a through lane from an added mandatory turn lane.*

Option:

26 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.

27 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-17.

28 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 3D.02).

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

Standard:

30 **Where crossing the lane line markings is prohibited, the lane line markings shall consist of a solid double white line (see Figure 3B-12).**

31 **Lane line patterns shall be selected from those shown in Figure 3A-102(CA). Detail 9 or 10 (40 mph or less) or Detail 12 or 13 (45 mph or more) shall be used on State freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads, except when used in snow areas, the raised pavement markers, if used, shall be recessed; otherwise, use Detail 8 or 11.**

32 **When a climbing lane is provided on an upgrade and it is necessary to prohibit trucks from passing slower moving vehicles, an 8 inch solid white line shall be used in place of the standard lane line stripe. See Section 2B.31 for truck lane control signs.**

Section 3B.05 Other White Longitudinal Pavement Markings

Standard:

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

Option:

02 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:

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

Support:

04 Examples of channelizing line applications are shown in Figures ~~3B-8~~ 3B-8(CA), ~~3B-9~~ 3B-9(CA), and ~~3B-10~~ 3B-10(CA), and in Drawing C of Figure 3B-15.

05 Channelizing lines at exit ramps as shown in Figures ~~3B-8~~ 3B-8(CA) and ~~3B-10~~ 3B-10(CA) define the neutral area, direct exiting traffic at the proper angle for smooth divergence from the main lanes into the ramp, and reduce the probability of colliding with objects adjacent to the roadway.

06 Channelizing lines at entrance ramps as shown in Figures ~~3B-9~~ 3B-9(CA) and ~~3B-10~~ 3B-10(CA) promote orderly and efficient merging with the through traffic.

Standard:

07 **For all exit ramps and for entrance ramps with parallel acceleration lanes, channelizing lines shall be placed on both sides of the neutral area (see Figures ~~3B-8~~ 3B-8(CA) and ~~3B-10~~ 3B-10(CA) and ~~Drawing A of Figure 3B-9~~ 3B-9(CA)).**

08 **For entrance ramps with tapered acceleration lanes, channelizing lines shall be placed along both sides of the neutral area ~~to a point at least one-half of the distance to the theoretical gore~~ (see ~~Drawing C of Figure 3B-9~~ 3B-9(CA)).**

Option:

09 For entrance ramps with tapered acceleration lanes, the channelizing lines may extend to the theoretical gore as shown in ~~Drawing B of~~ Figure ~~3B-9~~ 3B-9(CA).

10 White chevron crosshatch markings (see Section 3B.24) may be placed in the neutral area of exit ramp and entrance ramp gores for special emphasis ~~as shown in Figures 3B-8 and 3B-10 and Drawing A of Figure 3B-9~~. The channelizing lines and the optional chevron crosshatch markings at exit ramp and entrance ramp gores may be supplemented with white retroreflective or internally illuminated raised pavement markers (see Sections 3B.11 and 3B.13) for enhanced nighttime visibility.

Section 3B.06 Edge Line Pavement Markings

Standard:

01 **If used, edge line pavement markings shall delineate the right or left edges of a roadway.**

02 **Except for dotted edge line extensions (see Section 3B.08), edge line markings shall not be continued through intersections or major driveways.**

03 **If used on the roadways of divided highways or one-way streets, or on any ramp in the direction of travel, left edge line pavement markings shall consist of a normal solid yellow line to delineate the left-hand edge of a roadway or to indicate driving or passing restrictions left of these markings.**

04 **If used, right edge line pavement markings shall consist of a normal solid white line to delineate the right-hand edge of the roadway.**

Guidance:

05 *Edge line markings should not be broken for minor driveways.*

Support:

06 Edge line markings have unique value as visual references to guide road users during adverse weather and visibility conditions.

Option:

07 Wide solid edge line markings may be used for greater emphasis.

Standard:

08 **A right edge line shall consist of a solid 4 inch wide white line.**

Guidance:

09 *The edge line should be placed 2 inch in from the edge of traveled way, approximately 12 feet from the lane line or centerline on highway mainlines, ramps, and connectors. See Figure 3A-106(CA).*

10 *Generally, the solid edge line should be dropped at the beginning of intersection flares.*

Option:

11 In heavy fog areas, or locations where additional guidance would be beneficial, a dotted 4 inch wide white right edge line may be continued across an intersection.

Support:

12 Edge line is not used at turnouts. See Figure 3B-107(CA).

Standard:

13 **Exit and entrance ramps, including freeway connectors, shall be marked with a yellow edge line supplemented with yellow reflective pavement markers on the left and a white edge line on the right. See Figure 3A-105(CA).**

Section 3B.07 Warrants for Use of Edge Lines

Standard:

01 **Edge line markings shall be placed on paved streets or highways with the following characteristics:**

A. Freeways,

B. Expressways, and

C. Rural arterials with a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater.

Guidance:

02 *Edge line markings should be placed on paved streets or highways with the following characteristics:*

A. Rural arterials and collectors with a traveled way of 20 feet or more in width and an ADT of 3,000 vehicles per day or greater.

B. ~~At~~ On other paved streets and highways where an engineering study indicates a need for edge line markings.

03 *Edge line markings should not be placed where an engineering study or engineering judgment indicates that providing them is likely to decrease safety.*

Option:

04 Edge line markings may be placed on streets and highways with or without center line markings.

05 Edge line markings may be excluded, based on engineering judgment, for reasons such as if the traveled way edges are delineated by curbs, parking, or other markings.

06 If a bicycle lane is marked on the outside portion of the traveled way, the edge line that would mark the outside edge of the bicycle lane may be omitted.

07 Edge line markings may be used where edge delineation is desirable to minimize unnecessary driving on paved shoulders or on refuge areas that have lesser structural pavement strength than the adjacent roadway.

Standard:

08 **Edge lines shall be used on all State highways, except urban type streets with curbs and parking provisions.**

Option:

09 The Two-Way Traffic (W6-3) sign may be used in conjunction with edge lines at locations where road users could perceive that they are on a one-way roadway when, in fact, they are on a two lane, two-way highway. See Section 2C.44 for W6-3 sign.

Section 3B.08 Extensions Through Intersections or Interchanges

Standard:

01 **Except as provided in Paragraph 2, pavement markings extended into or continued through an intersection or interchange area shall be the same color and at least the same width as the line markings they extend (see Figure 3B-13).**

Option:

02 A normal line may be used to extend a wide line through an intersection.

Guidance:

03 *Where highway design or reduced visibility conditions make it desirable to provide control or to guide vehicles through an intersection or interchange, such as at offset, skewed, complex, or multi-legged intersections, on curved roadways, where multiple turn lanes are used, or where offset left turn lanes might cause driver confusion, dotted line extension markings consisting of 2-foot line segments and 2- to 6-foot gaps should be used to extend longitudinal line markings through an intersection or interchange area.*

Option:

04 Dotted edge line extensions may be placed through intersections or major driveways.

Guidance:

05 *Where greater restriction is required, solid lane lines or channelizing lines should be extended into or continued through intersections or major driveways.*

Standard:

06 **Solid lines shall not be used to extend edge lines into or through intersections or major driveways.**

Guidance:

07 *Where a double line is extended through an intersection, a single line of equal width to one of the lines of the double line should be used.*

08 *To the extent possible, pavement marking extensions through intersections should be designed in a manner that minimizes potential confusion for drivers in adjacent or opposing lanes.*

Support:

09 See Figure 3A-112(CA), Detail 40 and 40A for lane line extensions.

Section 3B.09 Lane-Reduction Transition Markings

Support:

01 Lane-reduction transition markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. Lane-reduction transition markings are not used for lane drops.

Standard:

02 **Except as provided in Paragraph 3, where pavement markings are used, lane-reduction transition markings shall be used to guide traffic through transition areas where the number of through lanes is reduced, as shown in Figure ~~3B-14~~ 3B-14(CA). On two-way roadways, no-passing zone markings shall be used to prohibit passing in the direction of the convergence, and shall continue through the transition area.**

Option:

03 On low-speed urban roadways where curbs clearly define the roadway edge in the lane-reduction transition, or where a through lane becomes a parking lane, the edge line and/or delineators shown in Figure ~~3B-14~~ 3B-14(CA) may be omitted as determined by engineering judgment.

Guidance:

04 *For roadways having a posted or statutory speed limit of 45 mph or greater, the transition taper length for a lane-reduction transition should be computed by the formula L = WS. For roadways where the posted or statutory speed limit is less than 45 mph, the formula $L = WS^2/60$ should be used to compute the taper length.*

Support:

05 Under both formulas, L equals the taper length in feet, W equals the width of the offset distance in feet, and S equals the 85th-percentile speed or the posted or statutory speed limit, whichever is higher.

Guidance:

06 *Where observed speeds exceed posted or statutory speed limits, longer tapers should be used.*

Option:

07 On new construction, where no posted or statutory speed limit has been established, the design speed may be used in the transition taper length formula.

Guidance:

08 *Lane line markings should be discontinued one-quarter of the distance between the Lane Ends sign (see Section 2C.42) and the point where the transition taper begins.*

09 *Except as provided in Paragraph 3 for low-speed urban roadways, the edge line markings shown in Figure ~~3B-14~~ 3B-14(CA) should be installed from the location of the Lane Ends warning sign to beyond the beginning of the narrower roadway.*

Support:

10 Pavement markings at lane-reduction transitions supplement the standard signs. See Section 3B.20 for provisions regarding use of lane-reduction arrows.

11 Typical lane reduction transitions (four lane to two lane) and transitions from two lanes to four lanes are shown in Figure 3B-14(CA).

Section 3B.10 Approach Markings for Obstructions

Standard:

01 **Pavement markings shall be used to guide traffic away from fixed obstructions within a paved roadway. Approach markings for bridge supports, refuge islands, median islands, toll plaza islands, and raised channelization islands shall consist of a tapered line or lines extending from the center line or the lane line to a point 1 to 2 feet to the right-hand side, or to both sides, of the approach end of the obstruction (see Figure 3B-15).**

Support:

02 See Chapter 3E for additional information on approach markings for toll plaza islands.

Guidance:

03 *For roadways having a posted or statutory speed limit of 45 mph or greater, the taper length of the tapered line markings should be computed by the formula L = WS. For roadways where the posted or statutory speed limit is less than 45 mph, the formula $L = WS^2/60$ should be used to compute the taper length.*

Support:

04 Under both formulas, L equals the taper length in feet, W equals the width of the offset distance in feet, and S equals the 85th-percentile speed or the posted or statutory speed limit, whichever is higher.

Guidance:

05 *The minimum taper length should be 100 feet in urban areas and 200 feet in rural areas.*

Support:

06 Examples of approach markings for obstructions in the roadway are shown in Figure 3B-15.

Standard:

07 **If traffic is required to pass only to the right of the obstruction, the markings shall consist of a two-direction no-passing zone marking at least twice the length of the diagonal portion as determined by the appropriate taper formula (see Drawing A of Figure 3B-15).**

Option:

08 If traffic is required to pass only to the right of the obstruction, yellow diagonal crosshatch markings (see Section 3B.24) may be placed in the flush median area between the no-passing zone markings as shown in Drawings A and B of Figure 3B-15. Other markings, such as yellow delineators, yellow channelizing devices,

yellow raised pavement markers, and white crosswalk pavement markings, may also be placed in the flush median area.

Standard:

09 **If traffic can pass either to the right or left of the obstruction, the markings shall consist of two channelizing lines diverging from the lane line, one to each side of the obstruction. In advance of the point of divergence, a wide solid white line or normal solid double white line shall be extended in place of the broken lane line for a distance equal to the length of the diverging lines (see Drawing C of Figure 3B-15).**

Option:

10 If traffic can pass either to the right or left of the obstruction, additional white chevron crosshatch markings (see Section 3B.24) may be placed in the flush median area between the channelizing lines as shown in Drawing C of Figure 3B-15. Other markings, such as white delineators, white channelizing devices, white raised pavement markers, and white crosswalk markings may also be placed in the flush median area.

Section 3B.11 Raised Pavement Markers – General

Standard:

01 **The color of raised pavement markers under both daylight and nighttime conditions shall conform to the color of the marking for which they serve as a positioning guide, or for which they supplement or substitute.**

Option:

02 The side of a raised pavement marker that is visible to traffic proceeding in the wrong direction may be red (see Section 3A.05).

03 Retroreflective or internally illuminated raised pavement markers may be used in the roadway immediately adjacent to curbed approach ends of raised medians and curbs of islands, or on top of such curbs (see Section 3B.23).

Support:

04 Retroreflective and internally illuminated raised pavement markers are available in mono-directional and bidirectional configurations. The bidirectional marker is capable of displaying the applicable color for each direction of travel.

05 Blue raised pavement markers are sometimes used in the roadway to help emergency personnel locate fire hydrants.

Standard:

06 **When used, internally illuminated raised pavement markers shall be steadily illuminated and shall not be flashed.**

Support:

07 Flashing raised pavement markers are considered to be In-Roadway Lights (see Chapter 4N).

Guidance:

08 *Non-retroreflective raised pavement markers should not be used alone, without supplemental retroreflective or internally illuminated markers, as a substitute for other types of pavement markings.*

09 *Directional configurations should be used to maximize correct information and to minimize confusing information provided to the road user. Directional configurations also should be used to avoid confusion resulting from visibility of markers that do not apply to the road user.*

10 *The spacing of raised pavement markers used to supplement or substitute for other types of longitudinal markings should correspond with the pattern of broken lines for which the markers supplement or substitute.*

Standard:

11 ~~**The value of N cited in Sections 3B.12 through 3B.14 for the spacing of raised pavement markers shall equal the length of one line segment plus one gap of the broken lines used on the highway.**~~

11a **The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA). See Section 3A.06.**

Option:

12 For additional emphasis, retroreflective raised pavement markers may be spaced closer than described in Sections 3B.12 through 3B.14, as determined by engineering judgment or engineering study.

Support:

13 Figures 9-20 through 9-22 in the "Traffic Control Devices Handbook" (see Section 1A.11) contain additional information regarding the spacing of raised pavement markers on longitudinal markings.

Support:

14 Raised pavement markers are not normally placed where snow plows would damage the markers and require an unusual amount of replacement.

Guidance:

15 *When used in these areas, they should be recessed, as shown in Caltrans' Standard Plan A20-D. See Section 1A.11 for information regarding this publication.*

Advance Markers

Option:

16 Advance Markers at exit ramps may be used to help motorists locate exit ramps in heavy fog areas.

Support:

17 The Advance Markers consist of a 3-2-1 countdown pattern of one-way clear reflective pavement markers. The pattern consists of three markers placed on the right shoulder 2100 feet in advance of the neutral area (gore), two markers at 1400 feet and one marker at 700 feet. The markers are placed on a line perpendicular to the lane line at 1 foot spacing beginning 2 inch off the edge of traveled way.

Location Markers for Fire Hydrants

Option:

18 Blue raised reflective pavement markers, may be placed on a highway, street, or road, to mark fire hydrant and/or water supply locations.

Standard:

19 **The blue raised reflective pavement markers shall not be used for any other purpose.**

20 **Local agencies shall not place blue reflective pavement markers on a State highway unless they first obtain an encroachment permit from Caltrans. The agency responsible for the placement shall also be responsible for the maintenance and replacement. See Section 13060, of the Health and Safety Code. See Section 1A.11 for information regarding this publication.**

Guidance:

21 *In general, the blue reflective pavement markers should be placed 6 inch from the centerline stripe, or approximate center of the pavement where there is no centerline stripe, on the side nearest the fire hydrant.*

22 *When placed on expressways, freeways and freeway ramps, they should be placed on the shoulder, 1 foot to the right of the edge line, opposite the fire hydrant. Typical marker locations are shown on Figure 3B-102(CA).*

Option:

23 Because fire hydrants adjacent to freeways may be out of the right-of-way and, in many locations, out of view from the freeway, some fire districts may want to install small supplemental signs (S9(CA) and S10(CA)) or markings to identify the hydrant number or distance to the hydrant. These installations are optional and at the discretion of Caltrans' Districts.

Section 3B.12 Raised Pavement Markers as Vehicle Positioning Guides with Other Longitudinal Markings

Option:

01 Retroreflective or internally illuminated raised pavement markers may be used as positioning guides with longitudinal line markings without necessarily conveying information to the road user about passing or lane-use restrictions. In such applications, markers may be positioned in line with or immediately adjacent to a single line marking, or positioned between the two lines of a double center line or double lane line marking.

~~*Guidance:*~~

02 ~~*The spacing for such applications should be 2N, where N equals the length of one line segment plus one gap (see Section 3B.11).*~~

Option:

03 Where it is desired to alert the road user to changes in the travel path, such as on sharp curves or on transitions that reduce the number of lanes or that shift traffic laterally, the spacing ~~may be reduced to N or less~~ shown in Details 16, 17, 19, 20, 22 or 23 may be used.

04 ~~On freeways and expressways, the spacing may be increased to 3N for relatively straight and level roadway segments where engineering judgment indicates that such spacing will provide adequate delineation under wet night conditions.~~

Standard:

05 **The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA). See Section 3A.06.**

Section 3B.13 Raised Pavement Markers Supplementing Other Markings

Guidance:

01 *The use of retroreflective or internally illuminated raised pavement markers for supplementing longitudinal line markings should comply with the following:*

A. Lateral Positioning

1. *When supplementing double line markings, pairs of raised pavement markers placed laterally in line with or immediately outside of the two lines should be used.*
2. *When supplementing wide line markings, pairs of raised pavement markers placed laterally adjacent to each other should be used.*

B. Longitudinal Spacing

1. ~~*When supplementing solid line markings, raised pavement markers at a spacing no greater than N (see Section 3B.11) should be used, except that when supplementing channelizing lines or edge line markings, a spacing of no greater than N/2 should be used.*~~
2. ~~*When supplementing broken line markings, a spacing no greater than 3N should be used. However, when supplementing broken line markings identifying reversible lanes, a spacing of no greater than N should be used.*~~
3. *When supplementing dotted lane line markings, a spacing appropriate for the application should be used.*
4. *When supplementing longitudinal line extension markings through at-grade intersections, one raised pavement marker for each short line segment should be used.*
5. ~~*When supplementing line extensions through freeway interchanges, a spacing of no greater than N should be used.*~~

02 *Raised pavement markers should not supplement right-hand edge lines unless an engineering study or engineering judgment indicates the benefits of enhanced delineation of a curve or other location would outweigh possible impacts on bicycles using the shoulder, and the spacing of raised pavement markers on the right-hand edge is close enough to avoid misinterpretation as a broken line during wet night conditions.*

Option:

03 Raised pavement markers also may be used to supplement other markings such as channelizing islands, gore areas, approaches to obstructions, or wrong-way arrows.

04 To improve the visibility of horizontal curves, center lines may be supplemented with retroreflective or internally illuminated raised pavement markers for the entire curved section as well as for a distance in advance of the curve that approximates 5 seconds of travel time.

Standard:

05 **The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA). See Section 3A.06.**

Section 3B.14 Raised Pavement Markers Substituting for Pavement Markings

Option:

01 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may be substituted for markings of other types.

Guidance:

02 *If used, the pattern of the raised pavement markers should simulate the pattern of the markings for which they substitute.*

Standard:

03 **If raised pavement markers are used to substitute for broken line markings, a group of three to five markers ~~equally spaced at a distance no greater than N/8 (see Section 3B.11)~~ shall be used. ~~If N is other than 40 feet, the markers shall be equally spaced over the line segment length (at 1/2 points for three markers, at 1/3 points for four markers, and at 1/4 points for five markers).~~ At least one retroreflective or internally illuminated marker per group shall be used or a retroreflective or internally illuminated marker shall be installed midway in each gap between successive groups of non-retroreflective markers.**

04 ~~**When raised pavement markers substitute for solid line markings, the markers shall be equally spaced at no greater than N/4, with retroreflective or internally illuminated units at a spacing no greater than N/2.**~~

04a **The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA). See Section 3A.06.**

Guidance:

05 *Raised pavement markers should not substitute for right-hand edge line markings unless an engineering study or engineering judgment indicates the benefits of enhanced delineation of a curve or other location would outweigh possible impacts on bicycles using the shoulder, and the spacing of raised pavement markers on the right-hand edge line is close enough to avoid misinterpretation as a broken line during wet night conditions.*

~~**Standard:**~~

06 ~~**When raised pavement markers substitute for dotted lines, they shall be spaced at no greater than N/4, with not less than one raised pavement marker per dotted line segment. At least one raised marker every N shall be retroreflective or internally illuminated.**~~

Option:

07 When substituting for wide lines, raised pavement markers may be placed laterally adjacent to each other to simulate the width of the line.

Standard:

08 **If used on State highways, internally-illuminated raised pavement markers shall be installed by an encroachment permit and include a maintenance agreement as a provision of the permit for the service life of the markers.**

Section 3B.15 Transverse Markings

Standard:

01 **Transverse markings, which include shoulder markings, word and symbol markings, arrows, stop lines, yield lines, crosswalk lines, speed measurement markings, speed reduction markings, speed hump markings, parking space markings, and others, shall be white unless otherwise provided in this Manual.**

01a **Crosswalk markings near schools shall be yellow. Refer to CVC 21368 and Part 7.**

Guidance:

02 *Because of the low approach angle at which pavement markings are viewed, transverse lines should be proportioned to provide visibility at least equal to that of longitudinal lines.*

Support:

03 Refer to Caltrans' Standard Plans for pavement marking letters, numerals and symbols. See Section 1A.11 for information regarding this publication

Section 3B.16 Stop and Yield Lines

Guidance:

01 *Stop lines, if used, should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.*

Option:

02 Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, ~~a Stop Here For Pedestrians (R1-5b or R1-5c) sign,~~ or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

03 Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.

Standard:

04 **Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.**

05 **Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, ~~a Stop Here For Pedestrians (R1-5b or R1-5c) sign,~~ a traffic control signal, or some other traffic control device.**

06 **Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.**

07 **Yield lines (see Figure 3B-16) shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.**

Guidance:

08 *Stop lines should be 12 to 24 inches wide.*

09 *The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.*

10 *If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.*

11 *Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).*

12 *If yield ~~or stop~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield lines ~~or stop lines~~ should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield ~~or stop~~ line and the crosswalk (see Figure 3B-17).*

Standard:

13 **If yield ~~(stop)~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here To ~~(Stop Here For)~~ Pedestrians (R1-5 series) signs (see Section 2B.11) shall be used.**

Guidance:

14 *Yield ~~(stop)~~ lines and Yield Here To ~~(Stop Here For)~~ Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Support:

15 When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in the other lanes.

Option:

16 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D of Figure 3B-13).

Support:

17 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.

18 Section 8B.28 contains information regarding the use of stop lines and yield lines at grade crossings.

Support:

19 As defined in CVC 377, a "limit line" is a solid white line not less than 12 inch nor more than 24 inch wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements.

Standard:

20 **For all purposes, limit line(s) as defined per CVC 377shall mean stop line(s). See Paragraph 5.**

Guidance:

21 *If a sidewalk exists, the limit line should be placed in advance of an unmarked crosswalk area.*

Option:

22 A limit line may be placed in advance of a crosswalk where vehicles are required to stop, in compliance with a STOP (R1-1) sign, traffic control signal or some other traffic control device.

Support:

23 If a marked crosswalk is in place, it would normally function as a limit line.

24 Typical limit line markings are shown in Figure 3B-103(CA).

Section 3B.17 Do Not Block Intersection Markings

Support:

00 Refer to CVC 22526 for entering intersection, rail crossing or marked crosswalk.

Option:

01 Do Not Block Intersection markings may be used to mark the edges of an intersection area that is in close proximity to a signalized intersection, railroad crossing, or other nearby traffic control that might cause vehicles to stop within the intersection and impede other traffic entering the intersection. If authorized by law, Do Not Block Intersection markings with appropriate signs may also be used at other locations.

Standard:

02 **If used, Do Not Block Intersection markings (see Figure ~~3B-18~~ 3B-18(CA)) shall consist of one of the following alternatives:**

~~A. Wide solid white lines that outline the intersection area that vehicles must not block;~~

B. Wide solid white lines that outline the intersection area that vehicles must not block and a white word message such as DO NOT BLOCK or KEEP CLEAR;

~~C. Wide solid white lines that outline the intersection area that vehicles must not block and white cross-hatching within the intersection area; or~~

D. A white word message, such as DO NOT BLOCK or KEEP CLEAR, within the intersection area that vehicles must not block.

03 **Do Not Block Intersection markings shall be accompanied by one or more DO NOT BLOCK INTERSECTION (DRIVEWAY) (CROSSING) (R10-7) signs (see Section 2B.53), one or more DO NOT STOP ON TRACKS (R8-8) signs (see Section 8B.09), or one or more similar signs.**

Section 3B.18 Crosswalk Markings

Support:

01 Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

02 In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.

03 At non-intersection locations, crosswalk markings legally establish the crosswalk.

Standard:

04 **When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall not be less than ~~6~~ 12 inches or greater than 24 inches in width.**

Guidance:

05 *If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.*

06 *Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).*

07 *At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).*

08 *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

09 *New marked crosswalks across uncontrolled roadways should include ~~alone, without~~ other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, ~~should not be installed across uncontrolled roadways~~ where the speed limit exceeds 40 mph and either:*

A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or

B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.

09a *If a marked crosswalk exists across an uncontrolled roadway where the speed limit exceeds 40 mph and the roadway has four or more lanes of travel and an ADT of 12,000 vehicles per day or greater, advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 ft in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used (See Figure 3B-17(CA)).*

Support:

10 Chapter 4F contains information on Pedestrian Hybrid Beacons. Section 4L.03 contains information regarding Warning Beacons to provide active warning of a pedestrian's presence. Section 4N.02 contains information regarding In-Roadway Warning Lights at crosswalks. Chapter 7D contains information regarding school crossing supervision.

Guidance:

11 *Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.50) should be installed for all marked crosswalks at non-intersection locations and adequate visibility should be provided by parking prohibitions.*

Support:

12 Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

Option:

13 For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.

14 When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted

Guidance:

14a *This type of marking should be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.*

15 *If used, the diagonal or longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the diagonal or longitudinal lines.*

Option:

16 When an exclusive pedestrian phase that permits diagonal crossing of an intersection is provided at a traffic control signal, a marking as shown in Figure 3B-20 may be used for the crosswalk.

Guidance:

17 *Crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings.*

Support:

18 Detectable warning surfaces mark boundaries between pedestrian and vehicular ways where there is no raised curb. Detectable warning surfaces are required by 49 CFR, Part 37 and by the Americans with Disabilities Act (ADA) where curb ramps are constructed at the junction of sidewalks and the roadway, for marked and unmarked crosswalks. Detectable warning surfaces contrast visually with adjacent walking surfaces, either light-on-dark, or dark-on-light. The "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11) contains specifications for design and placement of detectable warning surfaces.

Standard:

19 **Crosswalk markings near schools shall be yellow as provided in CVC 21368. See Part 7.**

Option:

20 Pedestrian crosswalk markings may be placed at intersections, representing extensions of the sidewalk lines, or on any portion of the roadway distinctly indicated for pedestrian crossing. Refer to CVC 275.

Guidance:

21 *In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device.*

22 *The following factors may be considered in determining whether a marked crosswalk should be used:*

A. Vehicular approach speeds from both directions.
B. Vehicular volume and density.
C. Vehicular turning movements.
D. Pedestrian volumes.
E. Roadway width.
F. Day and night visibility by both pedestrians and road users.
G. Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians.
H. Discouragement of pedestrian use of undesirable routes.
I. Consistency with markings at adjacent intersections or within the same intersection.

Option:

23 Crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a).

Guidance:

24 *Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.*

Option:

25 When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Standard:

26 **However, when the factor that determined the need to mark a crosswalk is the clarification of pedestrian routes for sight-impaired pedestrians, the transverse crosswalk lines shall be marked.**

Option:

27 At controlled approaches, limit lines (stop lines) help to define pedestrian paths and are therefore a factor the engineer may consider in deciding whether or not to mark the crosswalk.

28 Where it is desirable to remove a marked crosswalk, the removal may be accomplished by repaving or surface treatment.

Guidance:

29 *A marked crosswalk should not be eliminated by allowing it to fade out or be worn away.*

Support:

30 The worn or faded crosswalk retains its prominent appearance to the pedestrian at the curb, but is less visible to the approaching road user.

Standard:

31 **Notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice of proposed removal shall inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal. Refer to CVC 21950.5**

Option:

32 Signs may be installed at or adjacent to an intersection directing that pedestrians shall not cross in a crosswalk indicated at the intersection in accordance with CVC 21106(b).

33 White PED XING pavement markings may be placed in each approach lane to a marked crosswalk, except at intersections controlled by traffic signals or STOP or YIELD signs.

Section 3B.19 Parking Space Markings

Support:

01 Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Examples of parking space markings are shown in Figure ~~3B-21~~ 3B-21(CA).

Standard:

02 **Parking space markings shall be white.**

Option:

03 Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Support:

04 Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.20 and illustrated in Figure ~~3B-22~~ 3B-22(CA). The design and layout of accessible parking spaces for persons with disabilities is provided in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" (see Section 1A.11).

Support:

05 Refer to CVC 22500 through 22522 for parking space markings.

06 Refer to Section 2B.39 for Parking Regulations.

Policy on Parking Restrictions

Option:

07 Local authorities may, by ordinance, provide for the establishment of parking meter zones and cause streets and highways to be marked with white lines designating parking spaces. Refer to CVC Section 22508.

Standard:

08 **Where the proposed zones are on State highways, the ordinances shall be approved by Caltrans.**

09 **Local authorities shall furnish a sketch or map showing the definite location of all parking meter stalls on State highways before Caltrans approval is given.**

Support:

10 The District Directors have been delegated the authority to approve such ordinances.

11 The desirable dimensions of parking meter stalls are 8 feet by 24 feet with a minimum length of 20 feet.

Guidance:

12 *At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 6 feet measured from the curb return should be provided at alleys and driveways.*

13 *At signalized intersections parking should be prohibited for a minimum of 30 feet on the near side and one stall length on the far side. See Figure 3B-21(CA).*

Standard:

14 **The departmental approval for the installation of the parking meters shall be covered by an encroachment permit.**

Option:

15 Local authorities may by ordinance permit angle parking. Refer to CVC 22503.

Support:

16 Caltrans does not approve ordinances establishing angle parking on State highways.

17 Diagonal parking stalls are not permitted on State highways.

Section 3B.20 Pavement Word, Symbol, and Arrow Markings

Support:

01 Word, symbol, and arrow markings on the pavement are used for the purpose of guiding, warning, or regulating traffic. These pavement markings can be helpful to road users in some locations by supplementing signs and providing additional emphasis for important regulatory, warning, or guidance messages, because the markings do not require diversion of the road user's attention from the roadway surface. Symbol messages are preferable to word messages. Examples of standard word and arrow pavement markings are shown in Figures ~~3B-23~~ 3B-23(CA) and ~~3B-24~~ 3B-24(CA).

01a Normally, pavement word and symbol markings supplement standard signing.

Option:

02 Word, symbol, and arrow markings, including those contained in the "Standard Highway Signs and Markings" book (see Section 1A.11), may be used as determined by engineering judgment to supplement signs and/or to provide additional emphasis for regulatory, warning, or guidance messages. Among the word, symbol, and arrow markings that may be used are the following:

A. Regulatory:
   1. STOP
   2. YIELD
   3. RIGHT (LEFT) TURN ONLY
   4. 25 MPH
   5. Lane-use and wrong-way arrows
   6. Diamond symbol for HOV lanes
   7. Other preferential lane word markings

B. Warning:
   1. STOP AHEAD
   2. YIELD AHEAD
   3. YIELD AHEAD triangle symbol
   4. SCHOOL XING
   5. SIGNAL AHEAD
   6. PED XING
   7. SCHOOL
   8. R X R
   9. BUMP
   10. HUMP
   11. Lane-reduction arrows
   12. TRAIL XING

C. Guide:
   1. Route numbers (route shield pavement marking symbols and/or words such as I-81, US 40, STATE 135, or ROUTE 10)
   2. Cardinal directions (NORTH, SOUTH, EAST, or WEST)
   3. TO
   4. Destination names or abbreviations thereof

Standard:

03 **Word, symbol, and arrow markings shall be white, except as otherwise provided in this Section.**

04 **Pavement marking letters, numerals, symbols, and arrows shall be installed in accordance with the design details in the Pavement Markings chapter of the "Standard Highway Signs and Markings" book (see Section 1A.11).**

Guidance:

05 *Letters and numerals should be 6 feet or more in height.*

06 *Word and symbol markings should not exceed three lines of information.*

07 *If a pavement marking word message consists of more than one line of information, it should read in the direction of travel. The first word of the message should be nearest to the road user.*

08 *Except for the two opposing arrows of a two-way left-turn lane marking (see Figure 3B-7), the longitudinal space between word or symbol message markings, including arrow markings, should be at least four times the height of the characters for low-speed roads, but not more than ten times the height of the characters under any conditions.*

09 *The number of different word and symbol markings used should be minimized to provide effective guidance and avoid misunderstanding.*

10 *Except for the SCHOOL word marking (see Section 7C.03), pavement word, symbol, and arrow markings should be no more than one lane in width.*

Option:

11 Pavement word, symbol, and arrow markings ~~should~~ may be proportionally ~~scaled~~ spaced to fit within the width of the facility upon which they are applied.

Option:

12 On narrow, low-speed shared-use paths, the pavement words, symbols, and arrows may be smaller than suggested, but to the relative scale.

13 Pavement markings simulating Interstate, U.S., State, and other official highway route shield signs (see Figure 2D-3) with appropriate route numbers, but elongated for proper proportioning when viewed as a marking, may be used to guide road users to their destinations (see Figure 3B-25).

Standard:

14 **Except at the ends of aisles in parking lots, the word STOP shall not be used on the pavement unless accompanied by a stop line (see Section 3B.16) and STOP sign (see Section 2B.05). At the ends of aisles in parking lots, the word STOP shall not be used on the pavement unless accompanied by a stop line.**

15 **The word STOP shall not be placed on the pavement in advance of a stop line, unless every vehicle is required to stop at all times.**

Guidance:

15a *A STOP pavement marking should be placed on all but minor approaches to State highways not controlled by signals.*

Option:

15b Pavement markings with appropriate figures may be used to supplement speed limit signs. See Section 2B.13.

Option:

16 A yield-ahead triangle symbol (see Figure 3B-26) or YIELD AHEAD word pavement marking may be used on approaches to intersections where the approaching traffic will encounter a YIELD sign at the intersection.

Standard:

17 **The yield-ahead triangle symbol or YIELD AHEAD word pavement marking shall not be used unless a YIELD sign (see Section 2B.08) is in place at the intersection. The yield-ahead symbol marking shall be as shown in Figure 3B-26.**

~~*Guidance:*~~

~~18 **The International Symbol of Accessibility parking space marking (see Figure 3B-22) should be placed in each parking space designated for use by persons with disabilities.**~~

~~Option:~~

18 **The International Symbol of Accessibility (ISA) parking space marking shall be placed in each off-street parking space (see Figure 3B.22(CA)).**

Guidance:

18a *The ISA parking space marking (3B-22(CA)) should be placed in each on-street parking space designated for use by persons with disabilities.*

Standard:

19 **A blue background with white border ~~may~~ shall supplement the wheelchair symbol as shown in Figure ~~3B-22~~ 3B-22(CA).**

19a **If used, new construction of accessible off-street parking spaces, and, loading and unloading areas shall include pavement marking details shown on Figure 3B-22 (CA), or as shown on Caltrans' Standard Plan A90A. The loading and unloading area shall be marked by a border and hatched lines. The border shall be painted blue and the hatched lines shall be painted a suitable contrasting color to the parking space (blue or white paint is preferred).**

19b **If used, new construction of accessible on-street parking shall include a blue painted curb, as shown on Caltrans' Standard Plan A90B. If on-street parking designated and designed for persons with disabilities includes a loading and unloading area, it shall be marked by a border and hatched lines. The border shall be painted blue and the hatched lines shall be painted a suitable contrasting color to the parking space (blue or white paint is preferred).**

19c **Loading and unloading areas shall include the words "NO PARKING" within the blue border and shall be painted in white letters no less than 12 inch high (See detail in Figure 3B-22 (CA)). Refer to California Code of Regulations Title 24, Section 1129B.4.**

Support:

20 Lane-use arrow markings (see Figure ~~3B-24~~ 3B-24(CA)) are used to indicate the mandatory or permissible movements in certain lanes (see Figure 3B-27) and in two-way left-turn lanes (see Figure 3B-7).

Guidance:

21 *Lane-use arrow markings (see Figure ~~3B-24~~ 3B-24(CA)) should be used in lanes designated for the exclusive use of a turning movement, including turn bays, except where engineering judgment determines that physical conditions or other markings (such as a dotted extension of the lane line through the taper into the turn bay) clearly discourage unintentional use of a turn bay by through vehicles. Lane-use arrow markings should also be used in lanes from which movements are allowed that are contrary to the normal rules of the road (see Drawing B of Figure 3B-13). When used in turn lanes, at least two arrows should be used, one at or near the upstream end of the full-width turn lane and one an appropriate distance upstream from the stop line or intersection (see Drawing A of Figure 3B-11).*

Option:

22 An additional arrow or arrows may be used in a turn lane. When arrows are used for a short turn lane, the second (downstream) arrow may be omitted based on engineering judgment.

Guidance:

23 *Where opposing offset channelized left-turn lanes exist, lane-use arrow markings should be placed near the downstream terminus of the offset left-turn lanes to reduce wrong-way movements (see Figure 2B-17).*

Support:

24 An arrow at the downstream end of a turn lane can help to prevent wrong way movements.

Standard:

25 **Where through lanes approaching an intersection become mandatory turn lanes, lane-use arrow markings (see Figure ~~3B-24~~ 3B-24(CA)) shall be used and shall be accompanied by standard signs.**

Arrows:

Standard:

25a **Where a turning movement is mandatory, an arrow marking accompanied by a regulatory sign shall be used. However, when an additional clearly marked lane is provided for the approach to the turning movement, the sign is not required. Refer to CVC 22101.**

Support:

25b Examples of entrance/exit ramp terminal signs and pavement markings are shown in Figure 3B-24(CA).

Guidance:

25c *The Type V arrows and warning signs, as shown in Figure 3B-104(CA), should be used at locations where road users could perceive that they are on a one-way roadway when, in fact, they are on a two lane, two-way highway. Following are some typical situations:*

A. Construction sites where a two-lane highway is being converted to a freeway or an expressway.
B. Two-lane, two-way highways where ultimate freeway or expressway right-of-way has been purchased and grading for the full width has been completed.
C. Two-lane, two-way highways following long sections of multi-lane freeway or expressway.

Exit Ramp Arrows:

Standard:

25d **A minimum of two pavement arrows shall be placed on each freeway exit ramp lane.**

25e **A Type V arrow shall be the first arrow, on the ramp, in the direction of travel when exiting the freeway.**

25f **Where a mandatory movement is required, a Type I, II, III, IV, VII, or VIII arrow shall be placed with its point approximately 20 feet preceding the limit line, crosswalk or "STOP" pavement legend. Where no mandatory movement is required, a Type V arrow shall be used at this location.**

25g **All other additional arrows, when used, shall be a minimum of 24 feet in length.**

25h **All arrows shall be placed in the center of the lane and spaced approximately 100 feet to 300 feet apart.**

Guidance:

25i *The actual position and spacing should be determined in the field to provide the optimum visibility for traffic that may attempt to enter the exit ramp in the wrong direction.*

Support:

25j See Figure 3B-24(CA).

Entrance Ramp Arrows:

Standard:

25k **A minimum of one Type I arrow, not less than 18 feet in length, shall be positioned in the center of each freeway entrance ramp lane so that it is clearly in view of a right-way road user.**

Guidance:

25l *The distance between arrows, when more than one per lane is needed, should be 100 feet to 300 feet. The Type V arrow should not be used on entrance ramps.*

Support:

25m See Figure 3B-24(CA).

25n Additional information on signing of ramp terminals is shown in Section 2E.53.

Turn Lane Arrows:

Standard:

25o **One directional arrow, a minimum of 8 feet in length, shall be placed in the center of each turning lane near the point of entrance.**

Option:

25p High approach speeds may justify the use of a longer arrow. Two or more arrows may be placed in long turning lanes.

Support:

25q See Figures 3B-7(CA) and 3B-101(CA).

25r Refer to Section 2B.41 and 2E.53 for Wrong-Way Traffic Control at Interchange Ramps.

Guidance:

26 *Where through lanes approaching an intersection become mandatory turn lanes, ONLY word markings (see Figure ~~3B-23~~ 3B-23(CA)) should be used in addition to the required lane-use arrow markings and signs (see Sections 2B.19 and 2B.20). These markings and signs should be placed well in advance of the turn and should be repeated as necessary to prevent entrapment and to help the road user select the appropriate lane in advance of reaching a queue of waiting vehicles (see Drawing A of Figure 3B-11).*

Option:

27 On freeways or expressways where a through lane becomes a mandatory exit lane, lane-use arrow markings may be used on the approach to the exit in the dropped lane and in an adjacent optional through-or-exit lane if one exists.

Guidance:

28 *A two-way left-turn lane-use arrow pavement marking, with opposing arrows spaced as shown in Figure 3B-7, should be used at or just downstream from the beginning of a two-way left-turn lane.*

Option:

29 Additional two-way left-turn lane-use arrow markings may be used at other locations along a two-way left-turn lane where engineering judgment determines that such additional markings are needed to emphasize the proper use of the lane.

Standard:

30 **A single-direction lane-use arrow shall not be used in a lane bordered on both sides by yellow two-way left-turn lane longitudinal markings.**

31 **Lane-use, lane-reduction, and wrong-way arrow markings shall be designed as shown in Figure ~~3B-24~~ 3B-24(CA) and in the "Standard Highway Signs and Markings" book (see Section 1A.11).**

Option:

32 The ONLY word marking (see Figure ~~3B-23~~ 3B-23(CA)) may be used to supplement the lane-use arrow markings in lanes that are designated for the exclusive use of a single movement (see Figure 3B-27) or to supplement a preferential lane word or symbol marking (see Section 3D.01).

Standard:

33 **The ONLY word marking shall not be used in a lane that is shared by more than one movement.**

Guidance:

34 *Where a lane-reduction transition occurs on a roadway with a speed limit of 45 mph or more, the lane-reduction arrow markings shown in Drawing f in Figure ~~3B-24~~ 3B-24(CA) should be used (see Figure ~~3B-14~~ 3B-14(CA)). Except for acceleration lanes, where a lane-reduction transition occurs on a roadway with a speed limit of less than 45 mph, the lane-reduction arrow markings shown in Drawing f in Figure ~~3B-24~~ 3B-24(CA) should be used if determined to be appropriate based on engineering judgment.*

Option:

35 Lane-reduction arrow markings may be used in long acceleration lanes based on engineering judgment.

Guidance:

36 *Where crossroad channelization or ramp geometrics do not make wrong-way movements difficult, the appropriate lane-use arrow should be placed in each lane of an exit ramp near the crossroad terminal where it will be clearly visible to a potential wrong-way road user (see Figure 2B-18).*

Option:

37 The wrong-way arrow markings shown in Drawing D in Figure ~~3B-24~~ 3B-24(CA)may be placed near the downstream terminus of a ramp as shown in Figures 2B-18 ~~and 2B-19~~, or at other locations where lane-use arrows are not appropriate, to indicate the correct direction of traffic flow and to discourage drivers from traveling in the wrong direction.

38 Electric vehicle charging stations in off-street locations may be marked with white EV CHARGING ONLY, or ELECTRIC VEHICLE CHARGING ONLY pavement markings (See Figure 3B-108(CA)) to supplement Electric Vehicle Charging Station signs in Section 2B.46 and 2I.03.

Section 3B.21 Speed Measurement Markings

Support:

01 A speed measurement marking is a transverse marking placed on the roadway to assist the enforcement of speed regulations.

Standard:

02 **Speed measurement markings, if used, shall be white, and shall not be greater than 24 inches in width.**

Option:

03 Speed measurement markings may extend 24 inches on either side of the center line or 24 inches on either side of edge line markings at 1/4-mile intervals over a 1-mile length of roadway. When paved shoulders of sufficient width are available, the speed measurement markings may be placed entirely on these shoulders (see ~~Drawing A of~~ Figure ~~3B-10~~ 3B-105(CA)). Advisory signs may be used in conjunction with these markings.

Support:

04 The California Highway Patrol patrols certain highways with both helicopters and fixed-wing aircraft. The purpose of the patrol is to monitor traffic, provide motorist assistance and initiate appropriate enforcement action.

05 In order to make the air patrol effective, the California Highway Patrol and Caltrans have agreed upon markings and signs as shown in Figure 3B-105(CA).

Option:

06 Speed measurement markings may be placed on the right shoulder in areas patrolled by aircraft as requested by the California Highway Patrol.

Standard:

07 **Where there is an equation of more than 100 feet in a 1 mile posting, a white 'X' pavement marking shall be placed at each end of the section to indicate the markings are less than 1 mile apart.**

Support:

08 An equation is a place where post mile on a linear feature, such as a highway or rail line, fail to increase normally, usually due to realignment or changes in planned alignment.

Guidance:

09 *The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign should be used for both directions of travel and should be spaced at 25 mile intervals.*

10 *Pavement marking should be placed on the shoulder in one direction only, except where the opposing roadway is widely separated.*

Option:

11 In areas where identifying features are widely separated, white 3 feet high post mile numbers may be placed at 5 mile points where needed for aircraft reference.

Standard:

12 **Markings shall not be on the traveled way.**

Option:

13 If routes with narrow shoulders are requested for marking, the standard marking shape may be modified to provide an equivalent area without encroaching on the traveled way or the Alternate Marking System described.

Support:

14 The Alternate Marking System is an 8 inch wide solid white longitudinal line, 20 feet in length and in line with the right edge line. It is preceded and followed by a 20 feet gap in the right edge line.

Section 3B.22 Speed Reduction Markings

Support:

01 Speed reduction markings (see Figure 3B-28) are transverse markings that are placed on the roadway within a lane (along both edges of the lane) in a pattern of progressively reduced spacing to give drivers the impression that their speed is increasing. These markings might be placed in advance of an unexpectedly severe horizontal or vertical curve or other roadway feature where drivers need to decelerate prior to reaching the feature and where the desired reduction in speeds has not been achieved by the installation of warning signs and/or other traffic control devices.

Guidance:

02 *If used, speed reduction markings should be reserved for unexpected curves and should not be used on long tangent sections of roadway or in areas frequented mainly by local or familiar drivers, (e.g., school zones). If used, speed reduction markings should supplement the appropriate warning signs and other traffic control devices and should not substitute for these devices.*

Standard:

03 **If used, speed reduction markings shall be a series of white transverse lines on both sides of the lane that are perpendicular to the center line, edge line, or lane line. The longitudinal spacing between the markings shall be progressively reduced from the upstream to the downstream end of the marked portion of the lane.**

Guidance:

04 *Speed reduction markings should not be greater than 12 inches in width, and should not extend more than 18 inches into the lane.*

Standard:

05 **Speed reduction markings shall not be used in lanes that do not have a longitudinal line (center line, edge line, or lane line) on both sides of the lane.**

Section 3B.23 Curb Markings

Support:

01 Curb markings are most often used to indicate parking regulations or to delineate the curb.

Standard:

02 **Where curbs are marked to convey parking regulations in areas where curb markings are frequently obscured by snow and ice accumulation, signs shall be used with the curb markings except as provided in Paragraph 4.**

Guidance:

03 *Except as provided in Paragraph 4, when curb markings are used without signs to convey parking regulations, a legible word marking regarding the regulation (such as "No Parking" or "No Standing") should be placed on the curb.*

Option:

04 Curb markings without word markings or signs may be used to convey a general prohibition by statute of parking within a specified distance of a stop sign, YIELD sign, driveway, fire hydrant, or crosswalk.

05 Local highway agencies may prescribe special colors for curb markings to supplement standard signs for parking regulation.

Support:

06 Since yellow and white curb markings are frequently used for curb delineation and visibility, it is advisable to establish parking regulations through the installation of standard signs (see Sections 2B.46 through 2B.48).

Standard:

07 **Where curbs are marked for delineation or visibility purposes, the colors shall comply with the general principles of markings (see Section 3A.05).**

Guidance:

08 *Retroreflective solid yellow markings should be placed on the approach ends of raised medians and curbs of islands that are located in the line of traffic flow where the curb serves to channel traffic to the right of the obstruction.*

09 *Retroreflective solid white markings should be used when traffic is permitted to pass on either side of the island.*

Support:

09a Refer to Sections 2C.63 through 2C.66 for marking noses of raised medians and curbs of islands with object markers.

Support:

10 Where the curbs of the islands become parallel to the direction of traffic flow, it is not necessary to mark the curbs unless an engineering study indicates the need for this type of delineation.

11 Curbs at openings in a continuous median island need not be marked unless an engineering study indicates the need for this type of marking.

Option:

12 Retroreflective or internally illuminated raised pavement markers of the appropriate color may be placed on the pavement in front of the curb and/or on the top of curbed ~~as~~ noses of raised medians and curbs of islands, as a supplement to or substitute for retroreflective curb markings used for delineation.

Support:

13 Refer to Section 2B.46 for Parking Regulations.

14 In California, curb markings are not used for delineating traffic. They are mainly used for parking regulations.

Standard:

15 **The color of curb markings shall conform to CVC 21458 quoted below:**

(a) Whenever local authorities enact local parking regulations and indicate them by the use of paint upon curbs, the following colors only shall be used, and the colors indicate as follows:

(1) Red indicates no stopping, standing, or parking, whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or sign posted as a bus loading zone.

(2) Yellow indicates stopping only for the purpose of loading or unloading passengers or freight for the time as may be specified by local ordinance.

(3) White indicates stopping for either of the following purposes:

(A) Loading or unloading of passengers for the time as may be specified by local ordinance.

(B) Depositing mail in an adjacent mailbox.

(4) Green indicates time limit parking specified by local ordinance.

(5) Blue indicates parking limited exclusively to the vehicles of disabled persons and disabled veterans.

(b) Regulations adopted pursuant to subdivision (a) shall be effective on days and during hours or times as prescribed by local ordinances.

16 **Parking regulations shall be covered by ordinance or order of the authority having jurisdiction over the street or highway.**

Option:

17 Curb markings may supplement standard signs.

18 Prohibitions or restrictions enacted by local authorities under Sections 22506 or 22507 may be indicated by marking curbs as prescribed by CVC Section 21458.

Policy on Parking Restrictions

Support:

19 Loading Zones - Local authorities are authorized by Section 21112 of the CVC to license and regulate the location of stands on streets and highways for use of taxicabs and other public carriers for hire. Where such stands are located on State highways, and highway maintenance is not delegated to the local authority, the approval of Caltrans is required. The District Directors have been delegated authority to approve local ordinances establishing such stands.

20 Loading zone ordinances restricted for certain segments of traffic such as "hotel patrons only" will not be approved. Bus stand ordinances are generally approved.

Standard:

21 **Whenever practicable, bus stands shall be located on the far side of the intersection.**

Section 3B.24 Chevron and Diagonal Crosshatch Markings

Option:

01 Chevron and diagonal crosshatch markings may be used to discourage travel on certain paved areas, such as shoulders, gore areas, flush median areas between solid double yellow center line markings or between white channelizing lines approaching obstructions in the roadway (see Section 3B.10 and Figure 3B-15), between solid double yellow center line markings forming flush medians or channelized travel paths at intersections (see Figures 3B-2 and 3B-5), buffer spaces between preferential lanes and general-purpose lanes (see Figures 3D-2 and 3D-4), and at grade crossings (see Part 8).

Standard:

02 **When crosshatch markings are used in paved areas that separate traffic flows in the same general direction, they shall be white and they shall be shaped as chevron markings, with the point of each chevron facing toward approaching traffic, as shown in Figure ~~3B-8~~ 3B-8(CA), ~~Drawing A of~~ Figure ~~3B-9~~ 3B-9(CA), Figure ~~3B-10~~ 3B-10(CA), and Drawing C of Figure 3B-15.**

03 **When crosshatch markings are used in paved areas that separate opposing directions of traffic, they shall be yellow diagonal markings that slant away from traffic in the adjacent travel lanes, as shown in Figures 3B-2 and 3B-5 and Drawings A and B of Figure 3B-15.**

04 **When crosshatch markings are used on paved shoulders, they shall be diagonal markings that slant away from traffic in the adjacent travel lane. The diagonal markings shall be yellow when used on the left-hand shoulders of the roadways of divided highways and on the left-hand shoulders of one-way streets or ramps. The diagonal markings shall be white when used on right-hand shoulders.**

Guidance:

05 *The chevrons and diagonal lines used for crosshatch markings should be at least 12 inches wide for roadways having a posted or statutory speed limit of 45 mph or greater, and at least 8 inches wide for roadways having posted or statutory speed limit of less than 45 mph. The longitudinal spacing of the chevrons or diagonal lines should be determined by engineering judgment considering factors such as speeds and desired visual impacts. The chevrons and diagonal lines should form an angle of approximately 30 to 45 degrees with the longitudinal lines that they intersect.*

06 *Diagonal and chevron markings should be used, when in the opinion of an engineer, it is necessary to add emphasis or to discourage vehicular travel upon a paint-formed roadway feature such as an unusually wide shoulder area, a pedestrian refuge island, or a traffic divisional or channelization island.*

07 *Diagonal lines, when used, should be installed between an edge line and traffic island, or between pairs of double yellow lines.*

08 *Chevron markings, when used, should be installed between channelizing lines for traffic flows in the same direction.*

Support:

09 The applicable channelizing lines for chevron markings are shown in Figure 3A-110(CA), Details 36, 36A and 36B and pairs of lines shown in Figure 3A-112(CA), Details 38 and 38A.

10 The diagonal lines or chevron markings are normally 12 inch wide.

Standard:

11 **Diagonal lines and chevrons shall be the same color as the line or lines to which they connect and shall point at a 45-degree forward angle.**

12 **Diagonal lines or chevrons, if used, shall be the same color as the edge line.**

Option:

13 The spacing between these lines may vary from 1 feet in a pedestrian crosswalk to 200 feet for vehicular traffic.

Section 3B.25 Speed Hump Markings

Standard:

01 **If speed hump markings are used, they shall be a series of white markings placed on a speed hump to identify its location. If markings are used for a speed hump that does not also function as a crosswalk or speed Table, the markings shall comply with Option A, B, or C shown in Figure 3B-29. If markings are used for a speed hump that also functions as a crosswalk or speed Table, the markings shall comply with Option A or B shown in Figure 3B-30.**

Support:

02 Per CVC 440, speed humps or bumps are not official traffic control devices.

Section 3B.26 Advance Speed Hump Markings

Option:

01 Advance speed hump markings (see Figure 3B-31) may be used in advance of speed humps or other engineered vertical roadway deflections such as dips where added visibility is desired or where such deflection is not expected.

02 Advance pavement wording such as BUMP or HUMP (see Section 3B.20) may be used on the approach to a speed hump either alone or in conjunction with advance speed hump markings. Appropriate advance warning signs may be used in compliance with Section 2C.29.

Standard:

03 **If advance speed hump markings are used, they shall be a series of eight white 12-inch transverse lines that become longer and are spaced closer together as the vehicle approaches the speed hump or other deflection. If advance markings are used, they shall comply with the detailed design shown in Figure 3B-31.**

Guidance:

04 If used, advance speed hump markings should be installed in each approach lane.

Section 3B.101(CA) Turnouts

Guidance:

01 *Paved turnouts should be marked with a 8 inch wide single solid white line between the through lane and the turnout. The line should not extend through the entry and exit areas. See Figure 3B-107(CA) and Caltrans' Highway Design Manual, Section 204.5 (4). See Section 1A.11 for information regarding this publication.*

02 *Turnouts should be 200 feet to 500 feet in length including a short taper of 50 feet at each end. Turnouts should not be longer than 500 feet.*

03 *The right edge line should be dropped throughout the length of the turnout.*

Option:

04 Turnout length may be increased 100 feet on down grades over 3%.

Figure 3B-1. Examples of Two-Lane, Two-Way Marking Applications

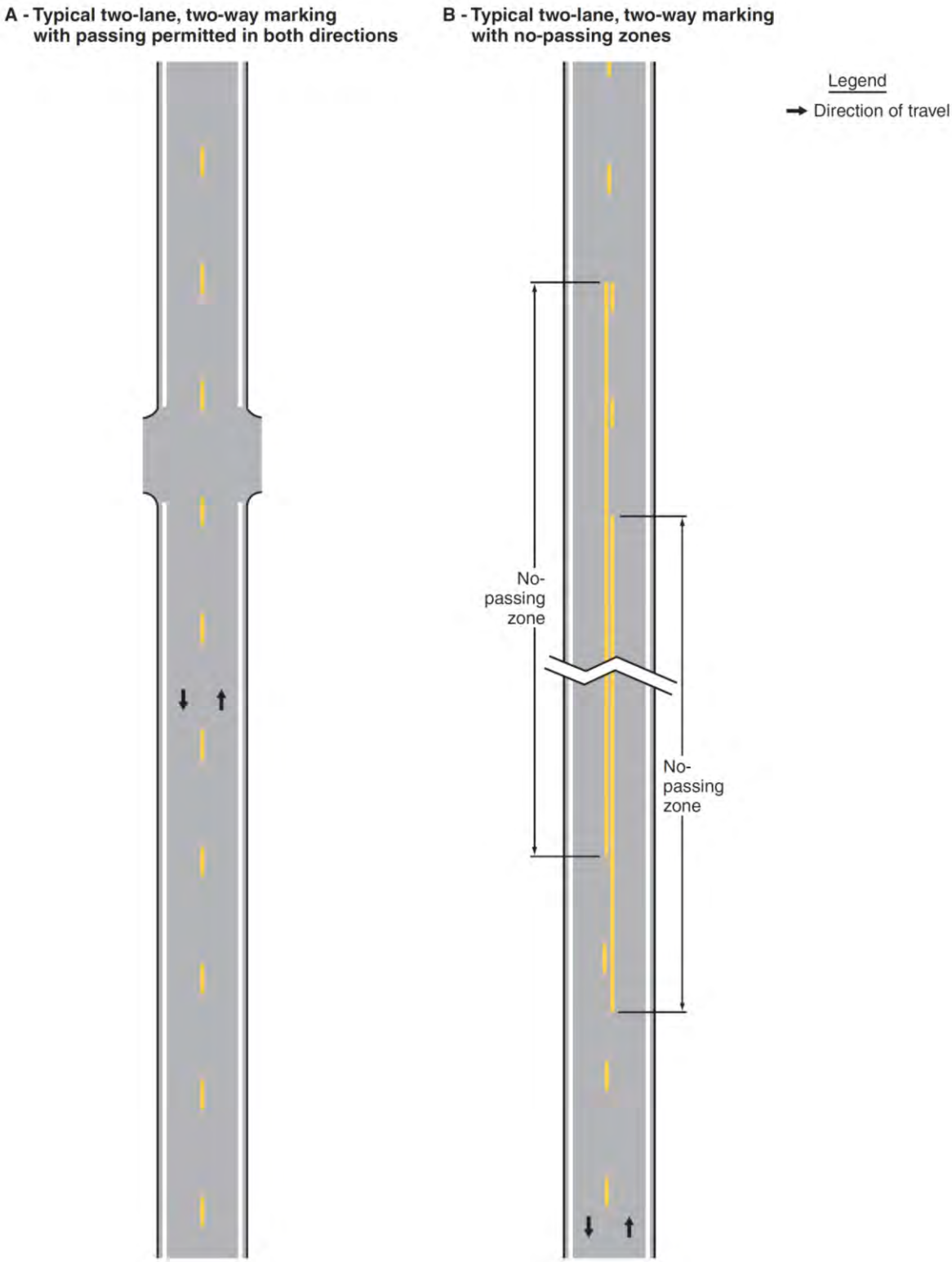


Figure 3B-2. Examples of Four-or-More Lane, Two-Way Marking Applications

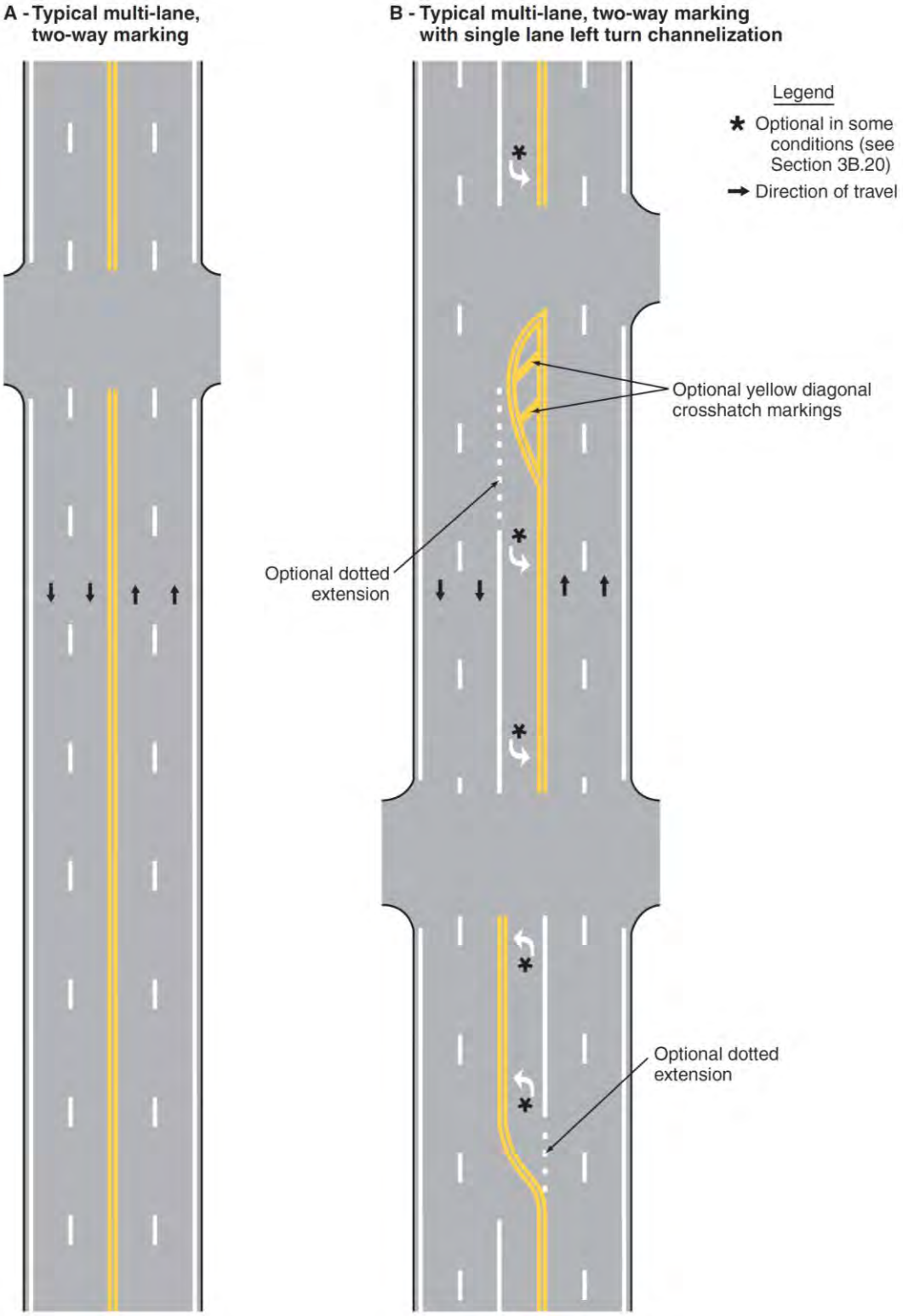


Figure 3B-3. Examples of Three-Lane, Two-Way Marking Applications

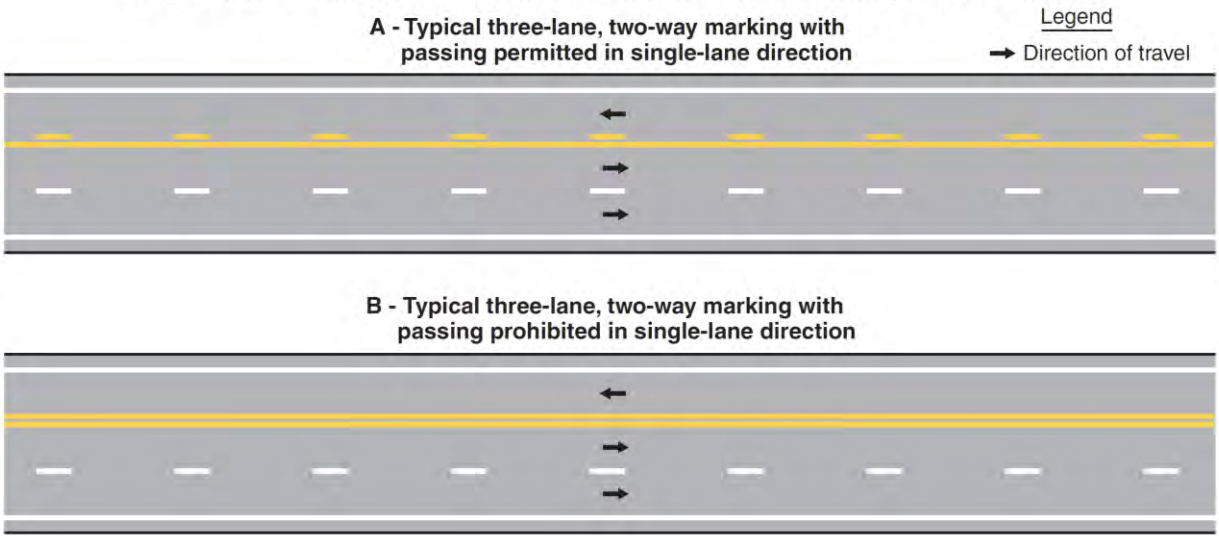
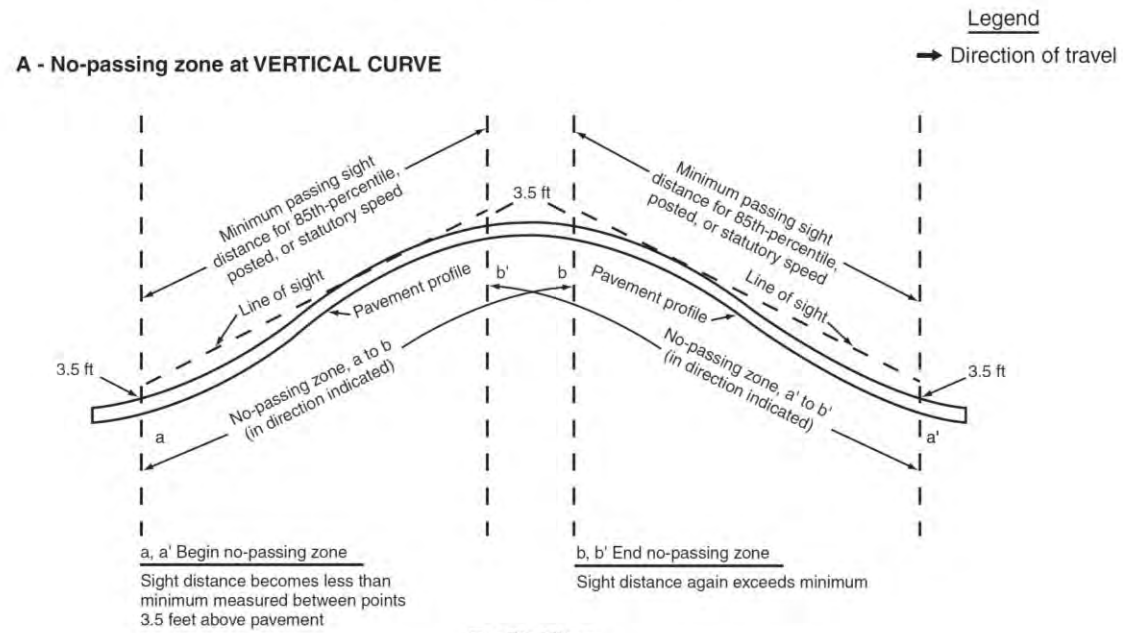
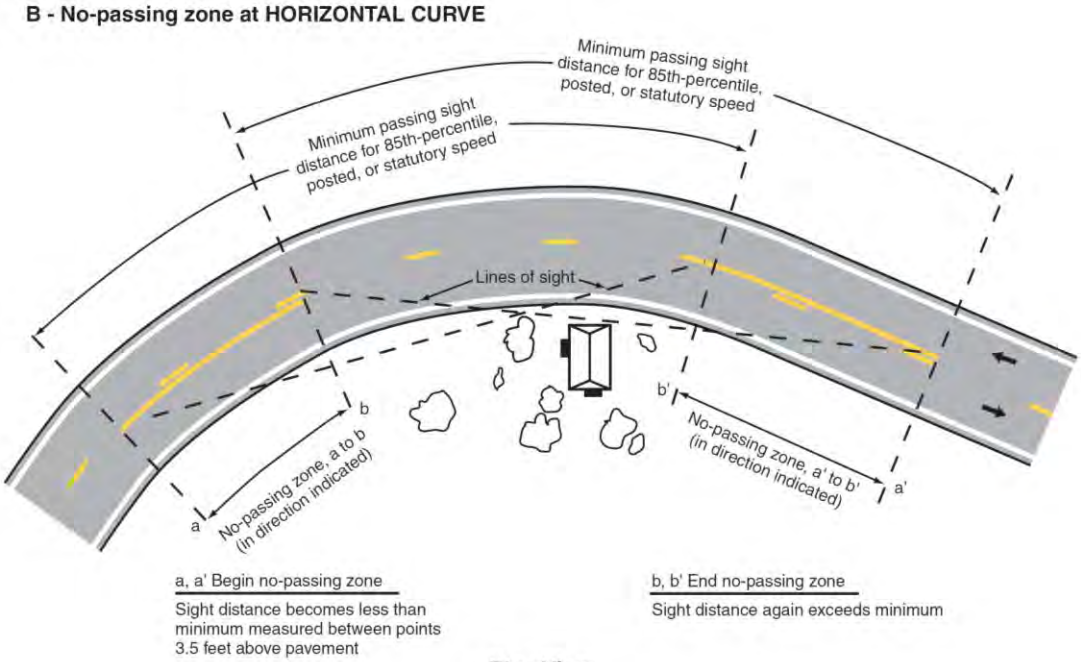


Figure 3B-4. Method of Locating and Determining the Limits of No-Passing Zones at Curves



Profile View

Note: No-passing zones in opposite directions may or may not overlap, depending on alignment



Plan View

Note: No-passing zones in opposite directions may or may not overlap, depending on alignment

Figure 3B-5. Example of Application of Three-Lane, Two-Way Marking for Changing Direction of the Center Lane

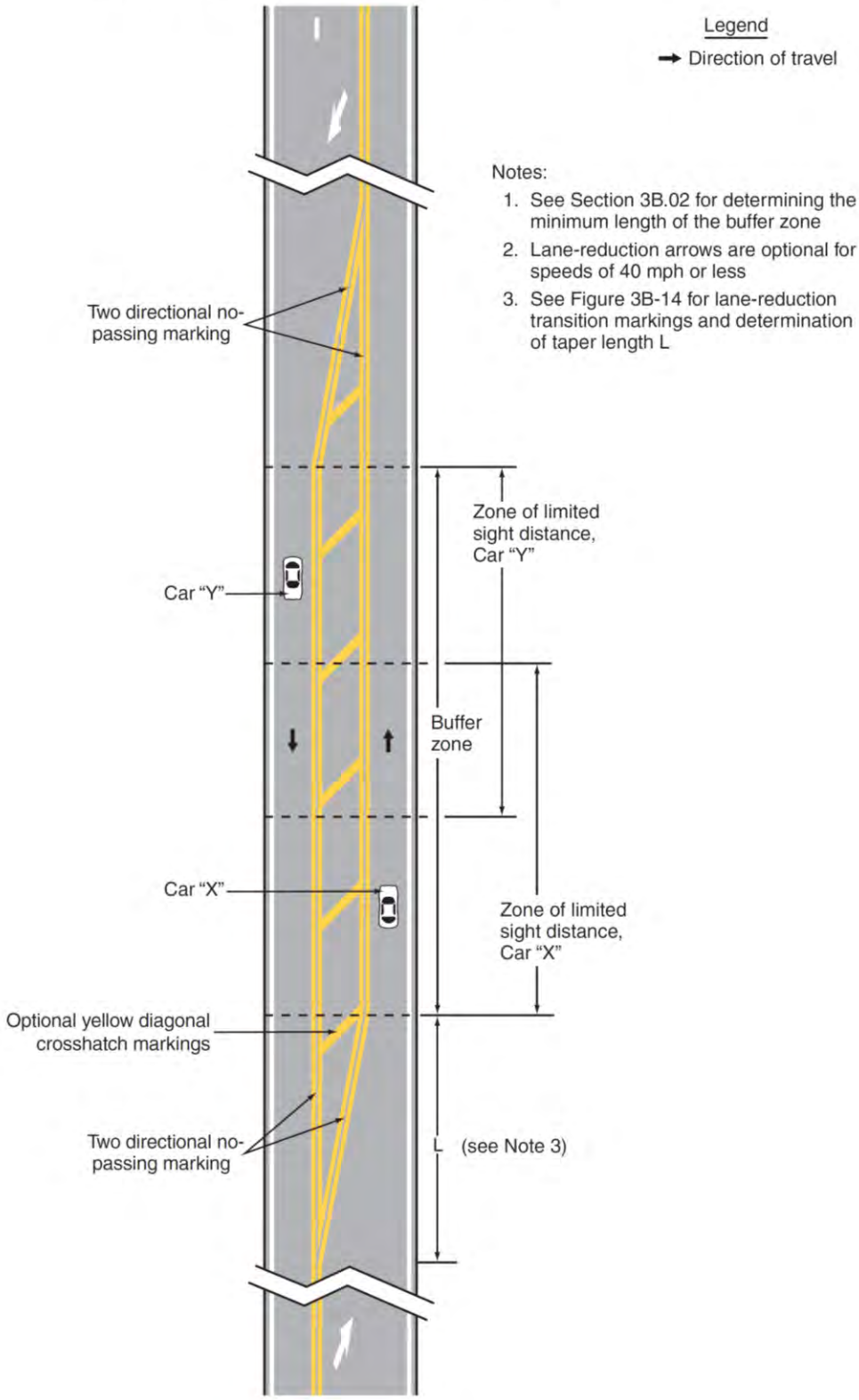


Figure 3B-6. Example of Reversible Lane Marking Application

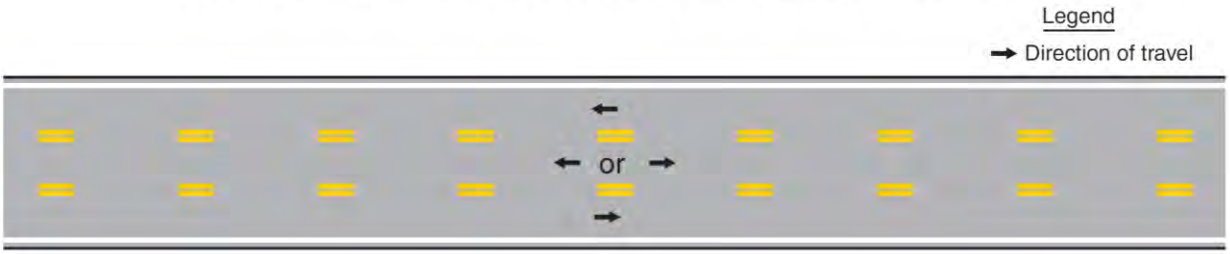


Figure 3B-7. Example of Two-Way Left-Turn Lane marking Applications

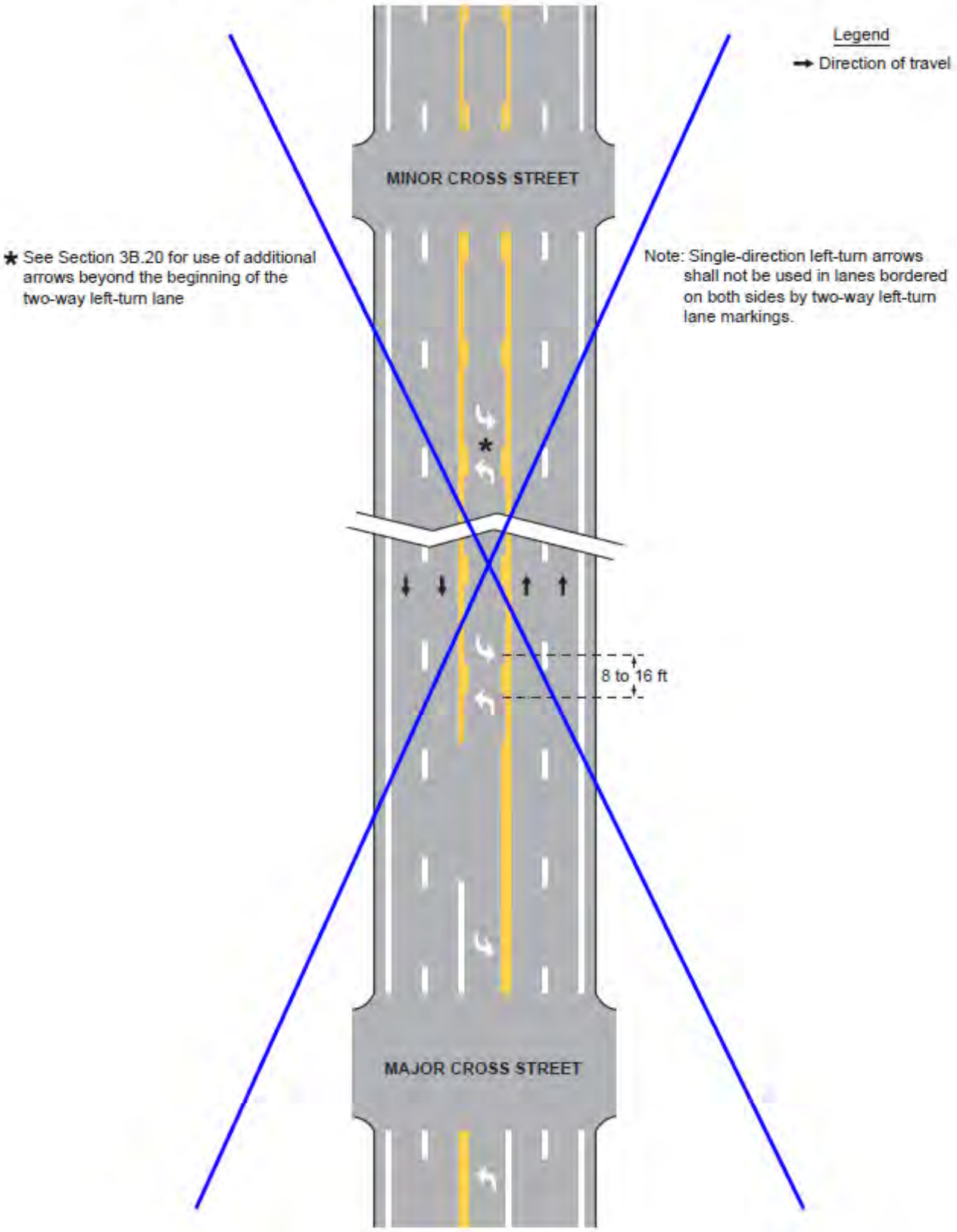


Figure 3B-7 (CA). Example of Two-Way Left-Turn Lane Marking Applications

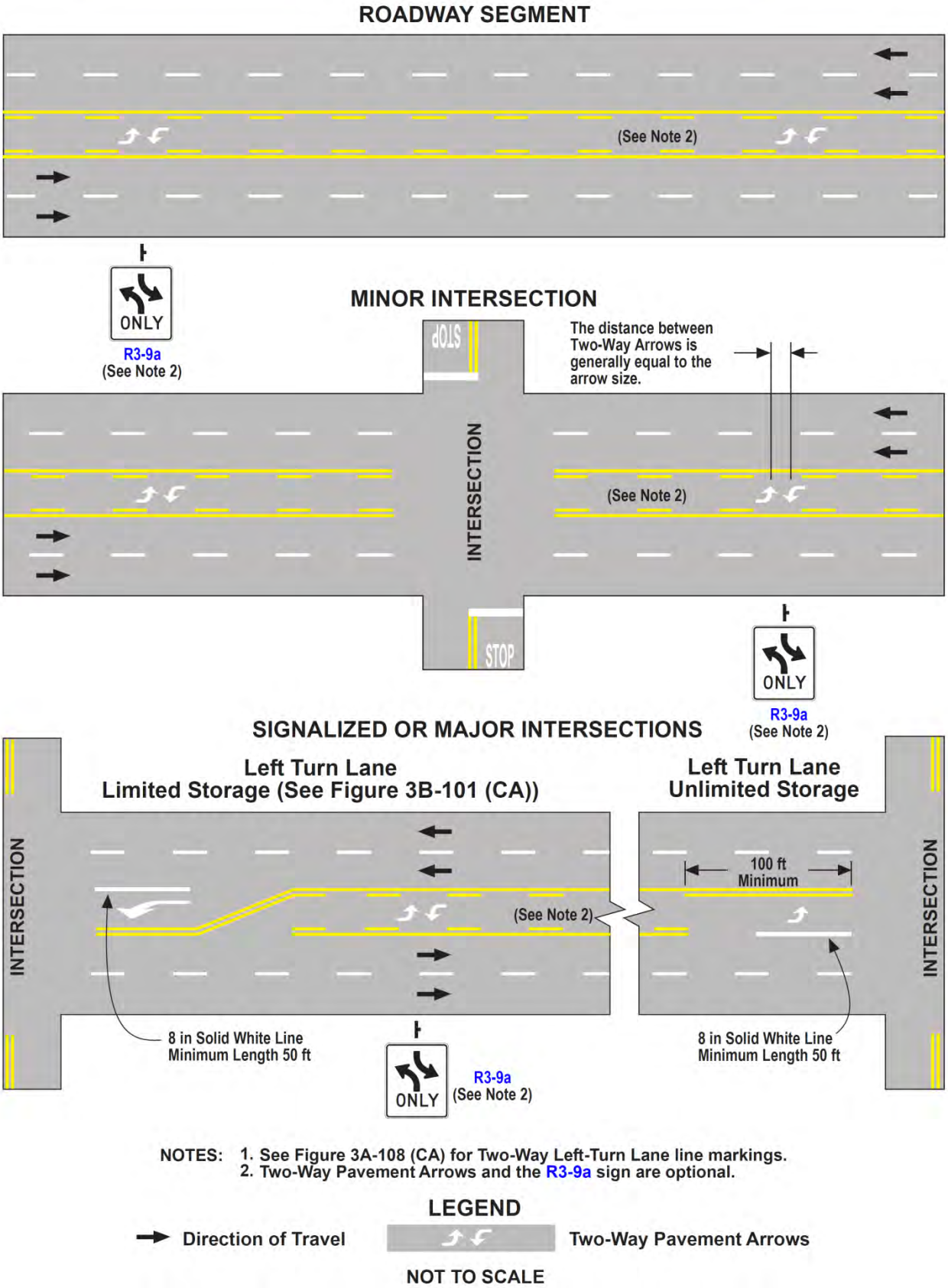


Figure 3B-8. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 2)

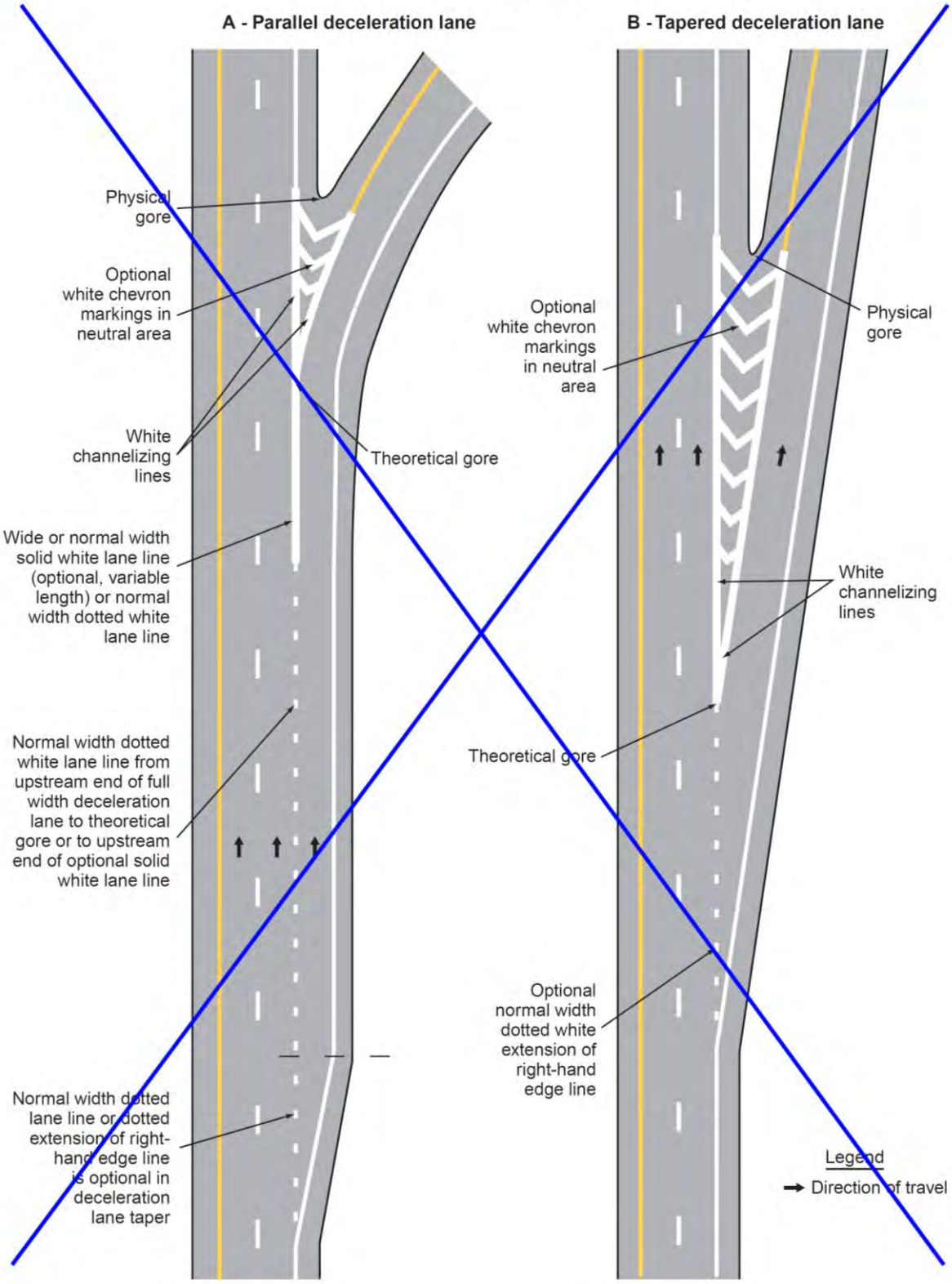


Figure 3B-8. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 2 of 2)

C – Parallel deceleration lane at a multi-lane exit ramp having an optional exit lane that also carries the through route

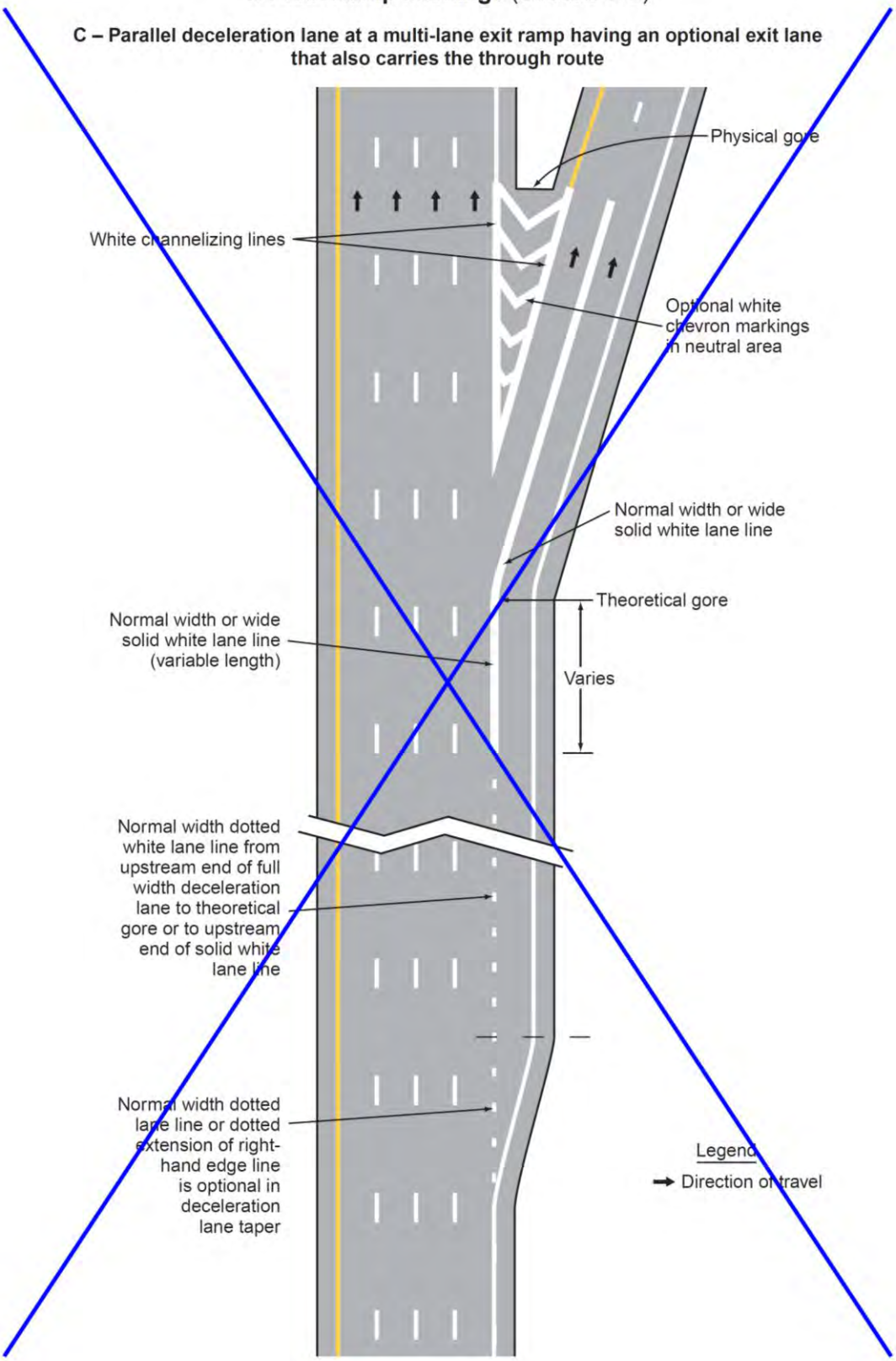
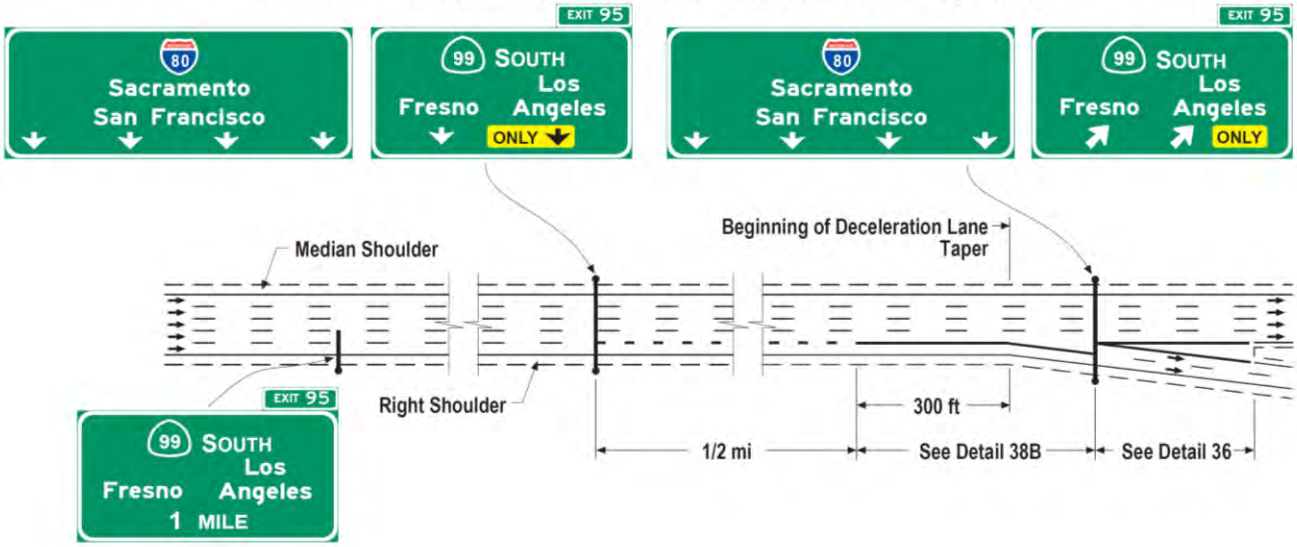


Figure 3B-8 (CA). Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 3)

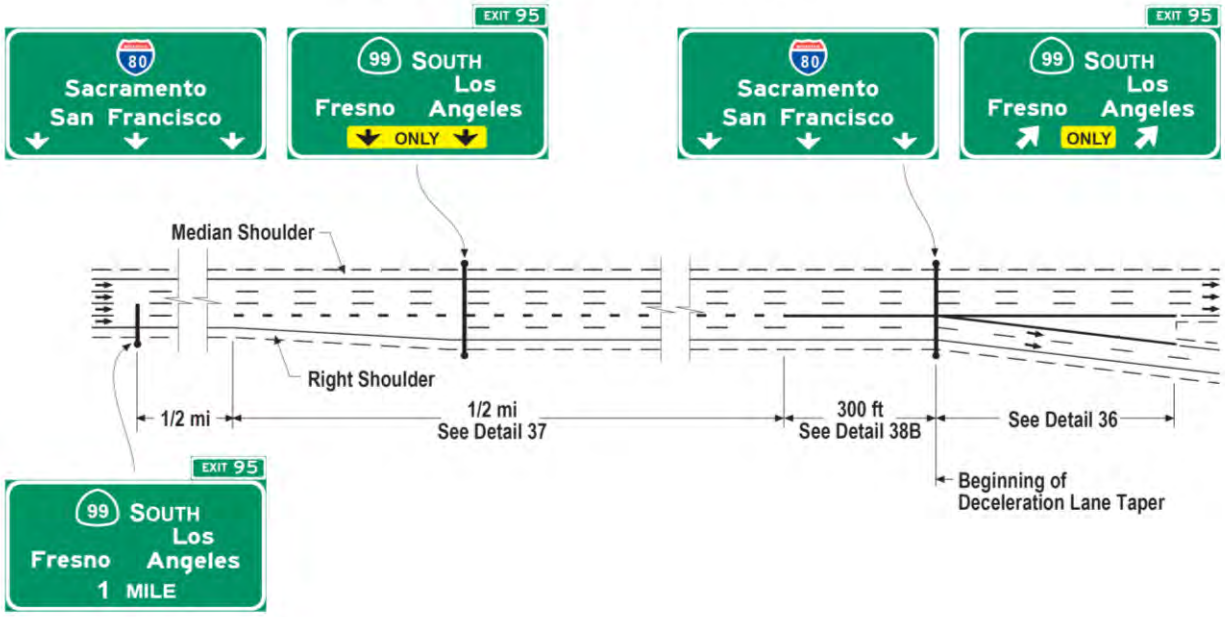
a - Parallel deceleration lane

Freeway to Freeway Connector

TWO LANE BRANCH CONNECTOR with One Lane Optional



TWO LANE BRANCH CONNECTOR



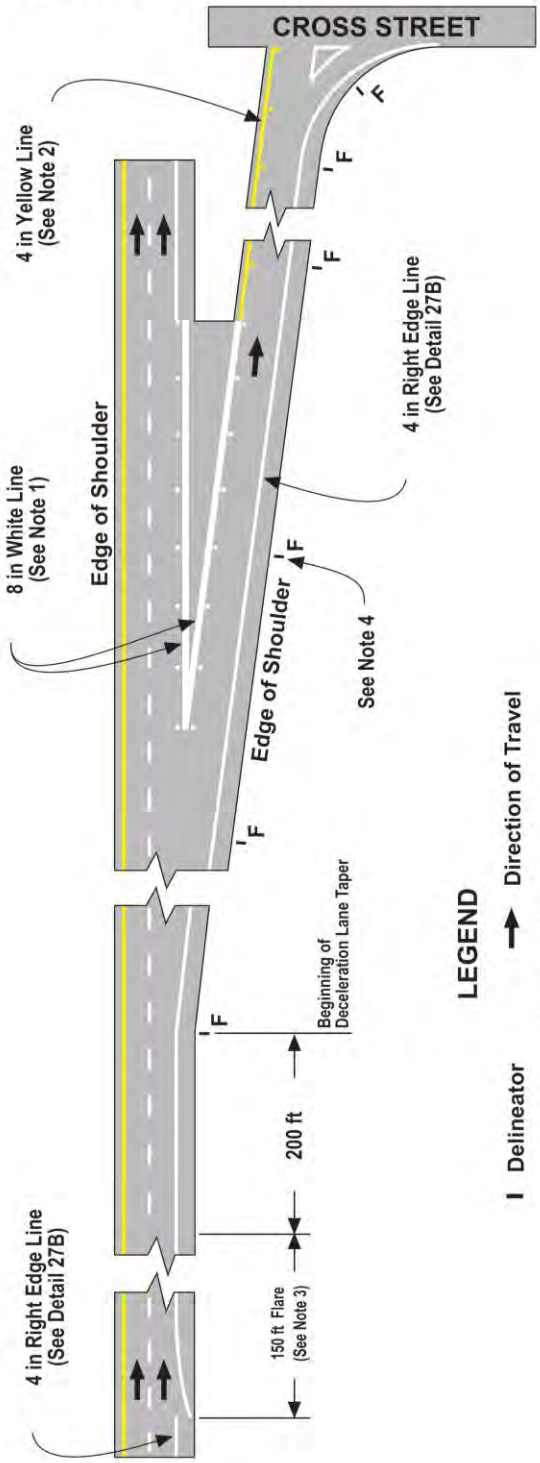
LEGEND

→ Direction of Travel - - - Lane Drop Pattern

NOT TO SCALE

Figure 3B-8 (CA). Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 2 of 3)

b - Tapered deceleration lane



LEGEND

Delineator

Direction of Travel

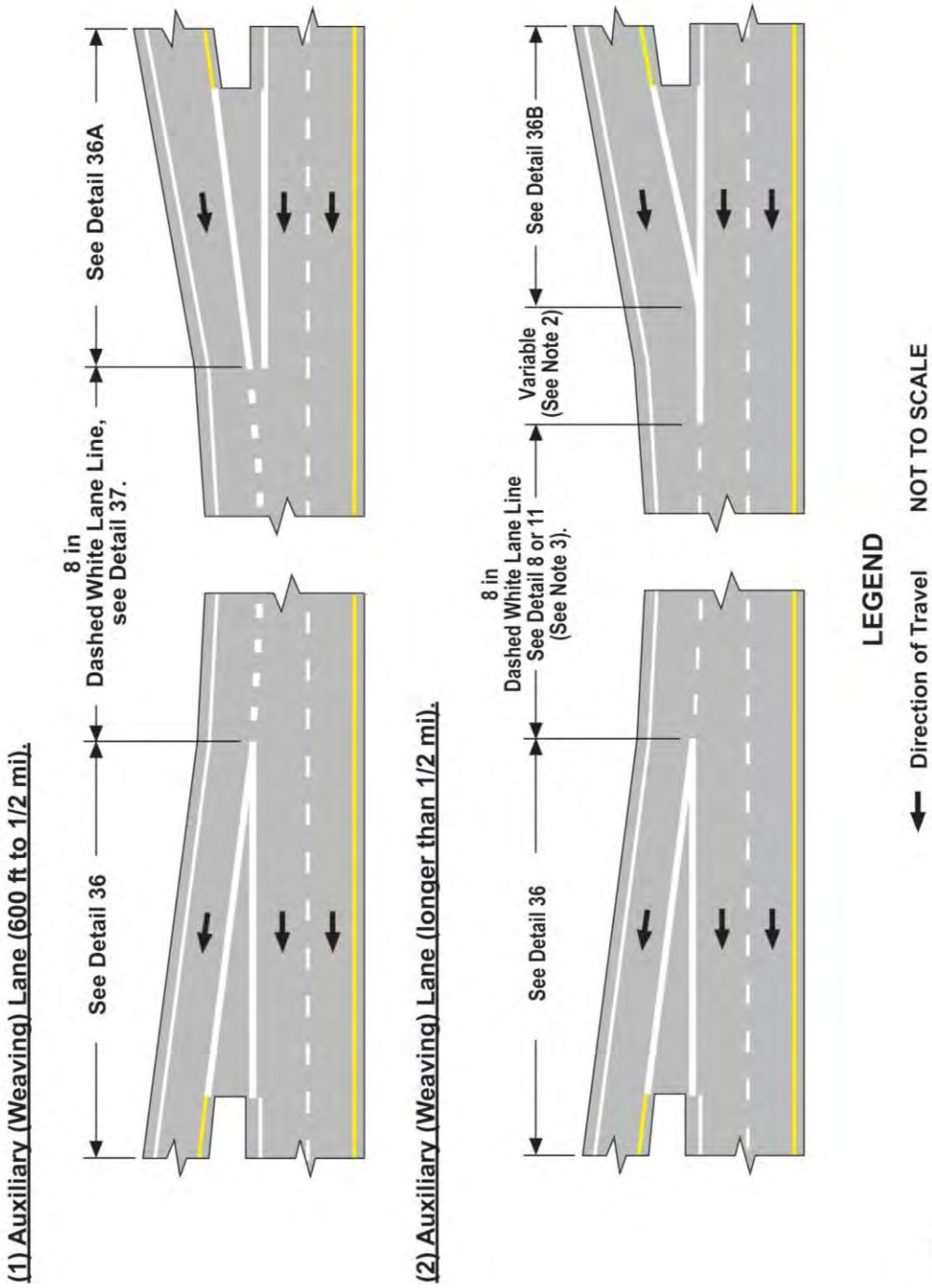
NOT TO SCALE

NOTES:

1. Place a 8 in Solid White Line and One-Way Clear Retroreflective Markers on 24 ft centers. See Detail 36.
2. Place a 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers. See Detail 25A.
3. A flared Right Edge Line 150 ft in advance of an exit ramp, is recommended where climatic conditions, such as areas that experience heavy fog, may require additional guidance. In areas that normally do not experience these conditions, a continuous edge line may be used. See also Section 3B.11, Advance Markers - Exit Ramps.
4. Place delineators 2 ft to 6 ft outside edge of paved shoulder, approximately 200 ft apart with a minimum of 3 delineators per tangent. For additional details on delineator locations and spacing on curves, see Figure 3F-1 and 3F-102 (CA).
5. See Figure 3B-22 (CA) for Ramp Terminal Markings and Section 2B.41.

Figure 3B-8 (CA). Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 3 of 3)

c - Auxiliary (Weaving) Lane, such as at Cloverleaf Interchange



NOTES:

1. Auxiliary (Weaving) Lanes less than 600 ft are normally marked as Exit Ramps (see Sheets 1 and 2) and Entrance Ramps (see Figure 3B-9(CA)).
2. An 8 in Solid White Channelizing Line should be continued for approximately one-tenth the length of the acceleration lane beyond the tangent point. See Detail 38A.
3. A 4 in Dashed White Lane Line (Detail 8 or 11) is normally used for the remaining length of the lane. However, in those locations where the lane may give the appearance of an added lane and to discourage its use by through traffic, an 8 in Dashed White Channelizing Line (Detail 37) may be considered.

Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 1 of 2)

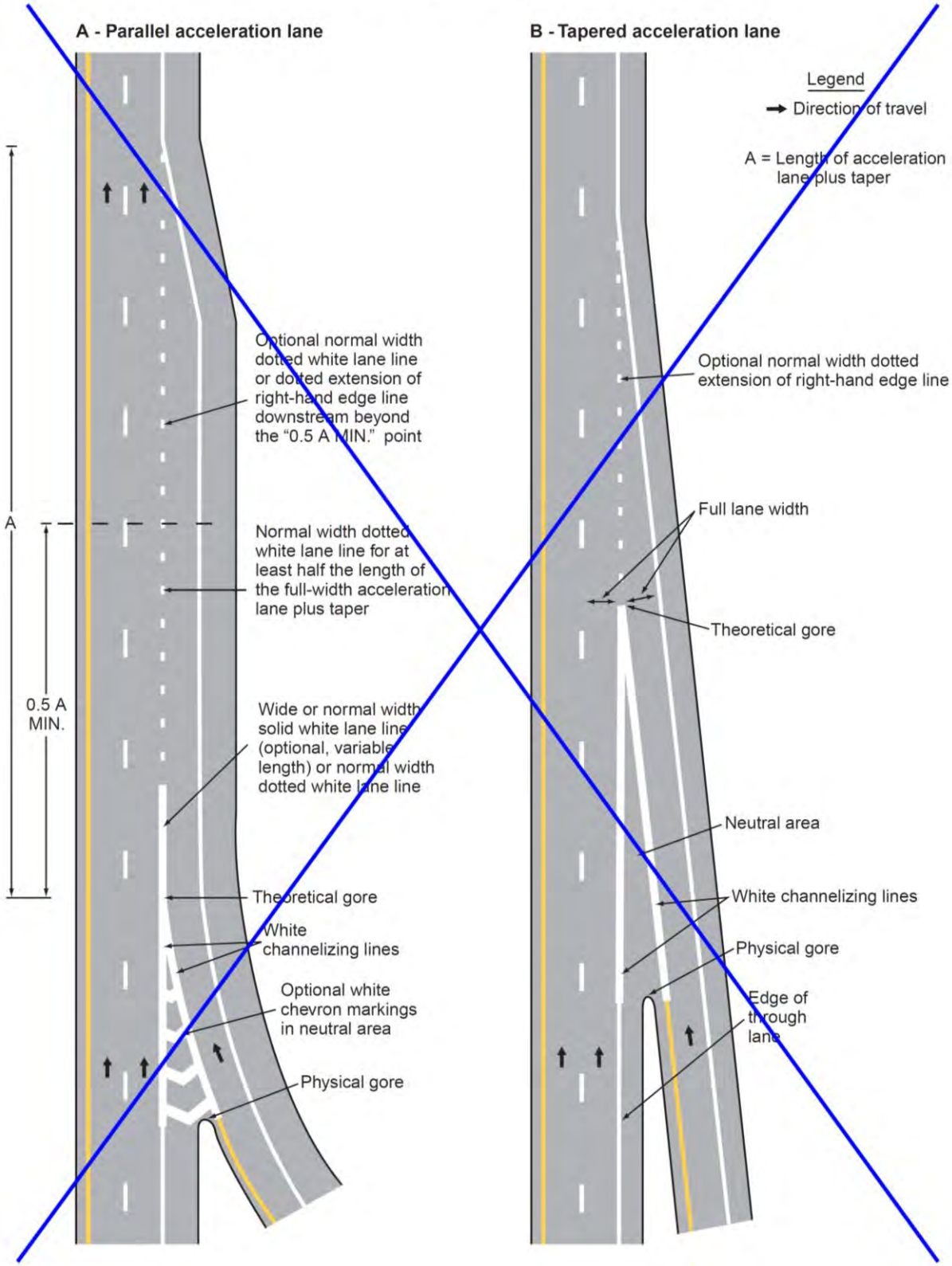


Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 2 of 2)

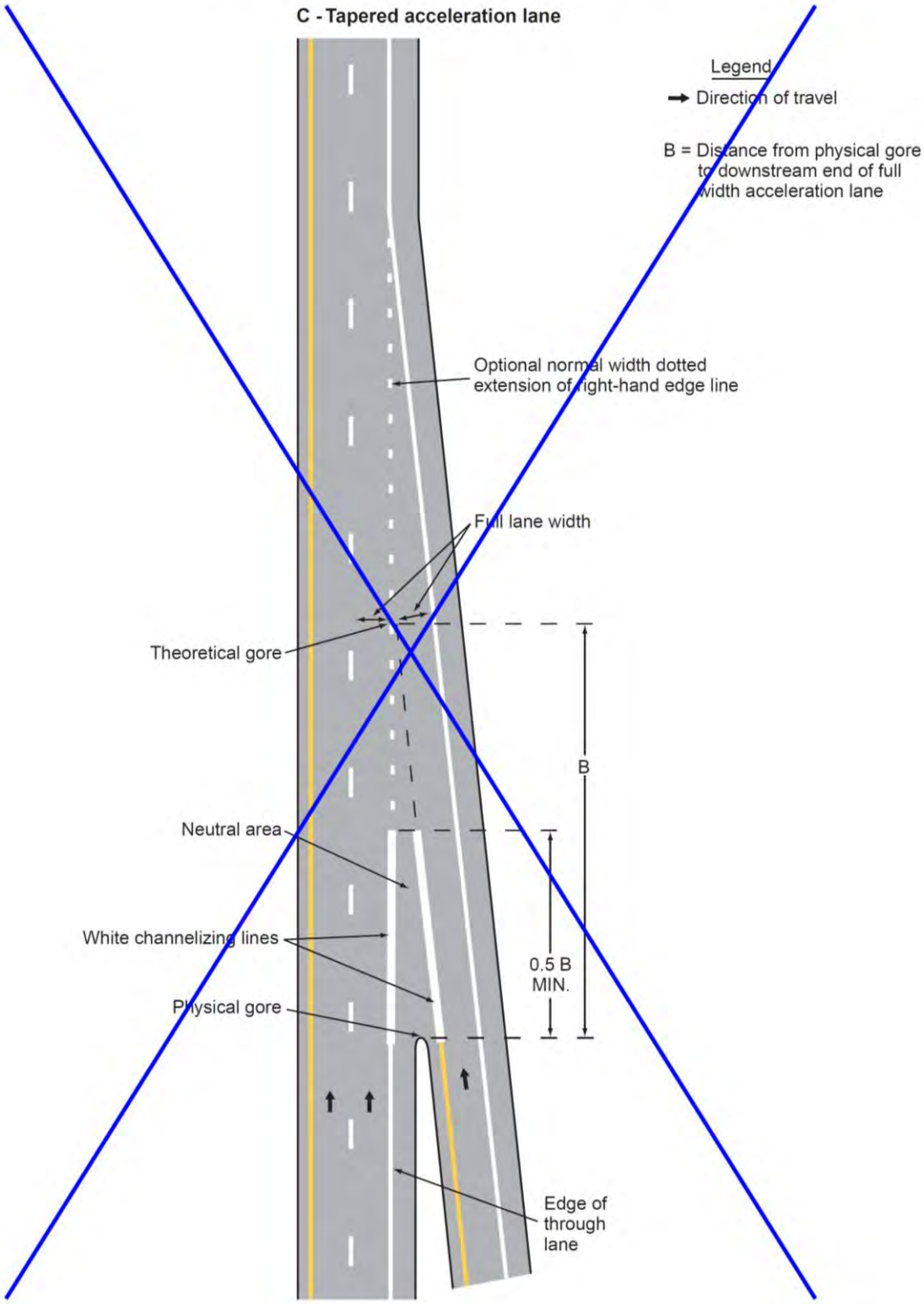
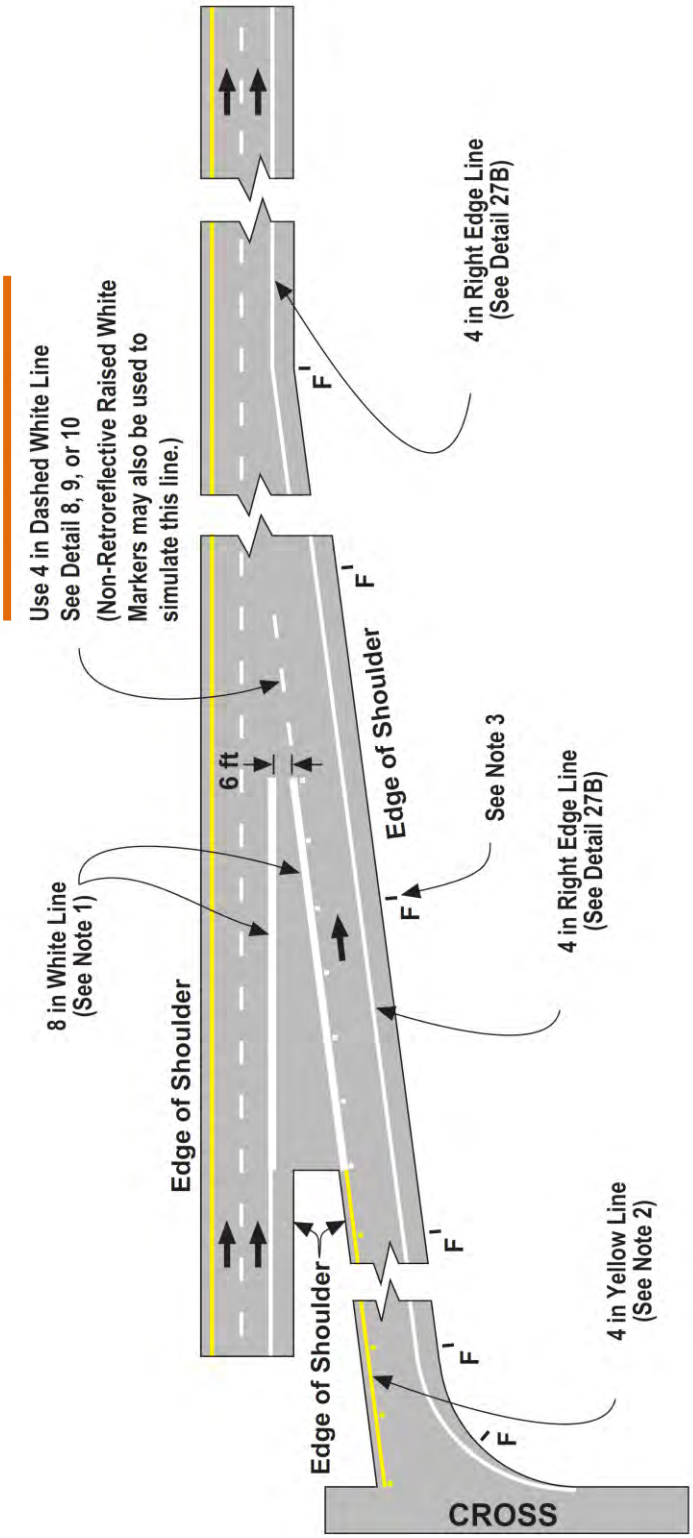


Figure 3B-9 (CA). Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 1 of 2)



NOTES:

1. Place an 8 in Solid White Line and One-Way Clear Retroreflective Markers on 24 ft centers. See Detail 36A.
2. Place a 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers. See Detail 25A.
3. Place delineators 2 ft to 6 ft outside the edge of paved shoulder, approximately 200 ft apart with a minimum of 3 delineators per tangent. For additional details on delineator locations and spacing on curves, see Figure 3F-1 and 3F-102 (CA)
4. When the entrance ramp lane becomes an added freeway lane, it shall be marked as a standard lane line. If the additional lane terminates at an exit ramp within 1/2 mi.

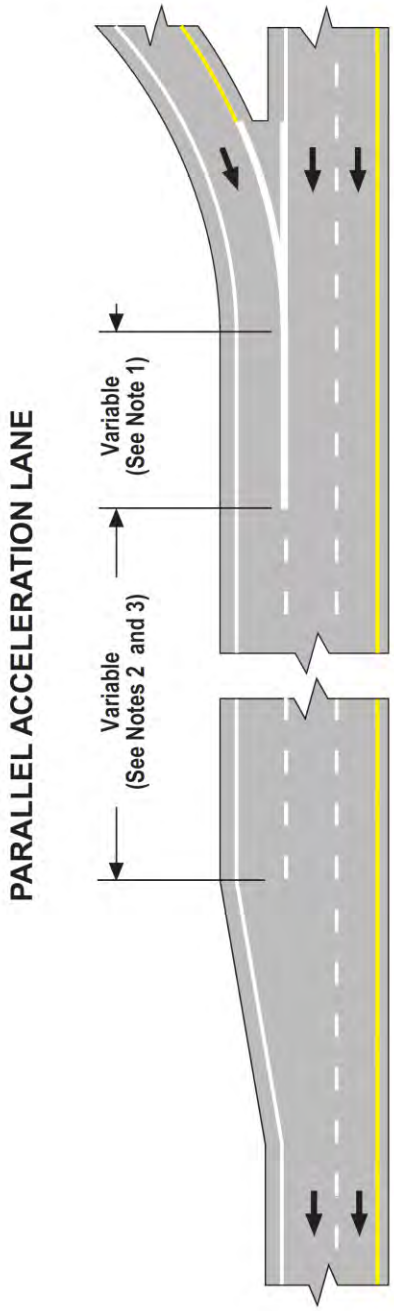
LEGEND

I Delineator

→ Direction of Travel

NOT TO SCALE

Figure 3B-9 (CA). Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 2 of 2)



NOTES:

1. An 8 in Solid White Channelizing Line should be continued for approximately one-tenth the length of the acceleration lane beyond the tangent point. See Detail 38A.
2. A 4 in Dashed White Lane Line (Detail 8 or 11) is normally used for the remaining length of the lane. However, in those locations where the lane may give the appearance of an added lane and to discourage its use by through traffic, an 8 in Dashed White Channelizing Line (Detail 37) may be considered.
3. See Figure 3B-14 (CA) for transition area signing and marking details, when the acceleration lane is longer than 1 mi.

LEGEND

Direction of Travel

NOT TO SCALE

Figure 3B-10. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 1 of 5)

A – Lane drop at a single lane exit ramp

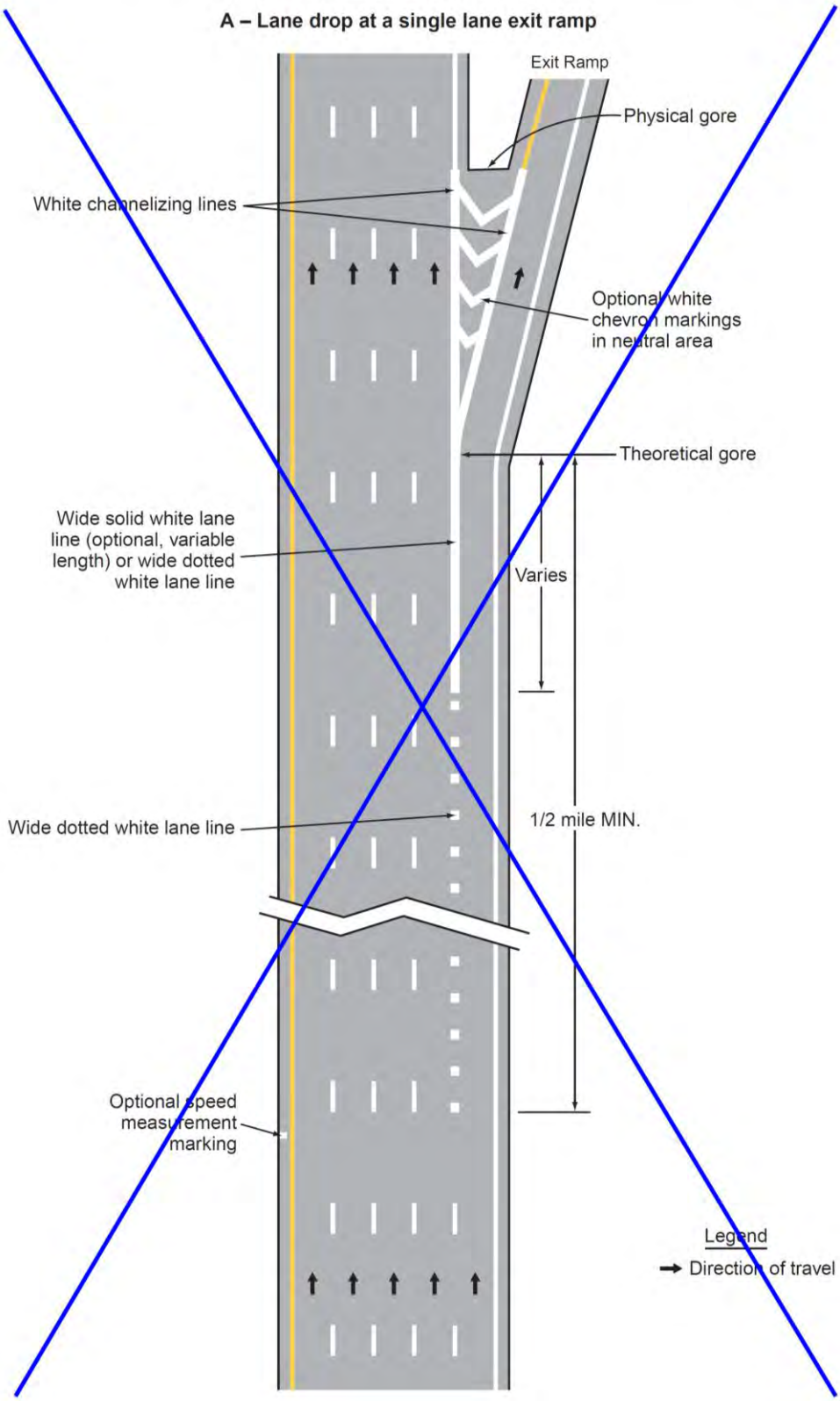


Figure 3B-10. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 2 of 5)

B – Lane drop at a multi-lane exit ramp having an optional exit lane that also carries the through route

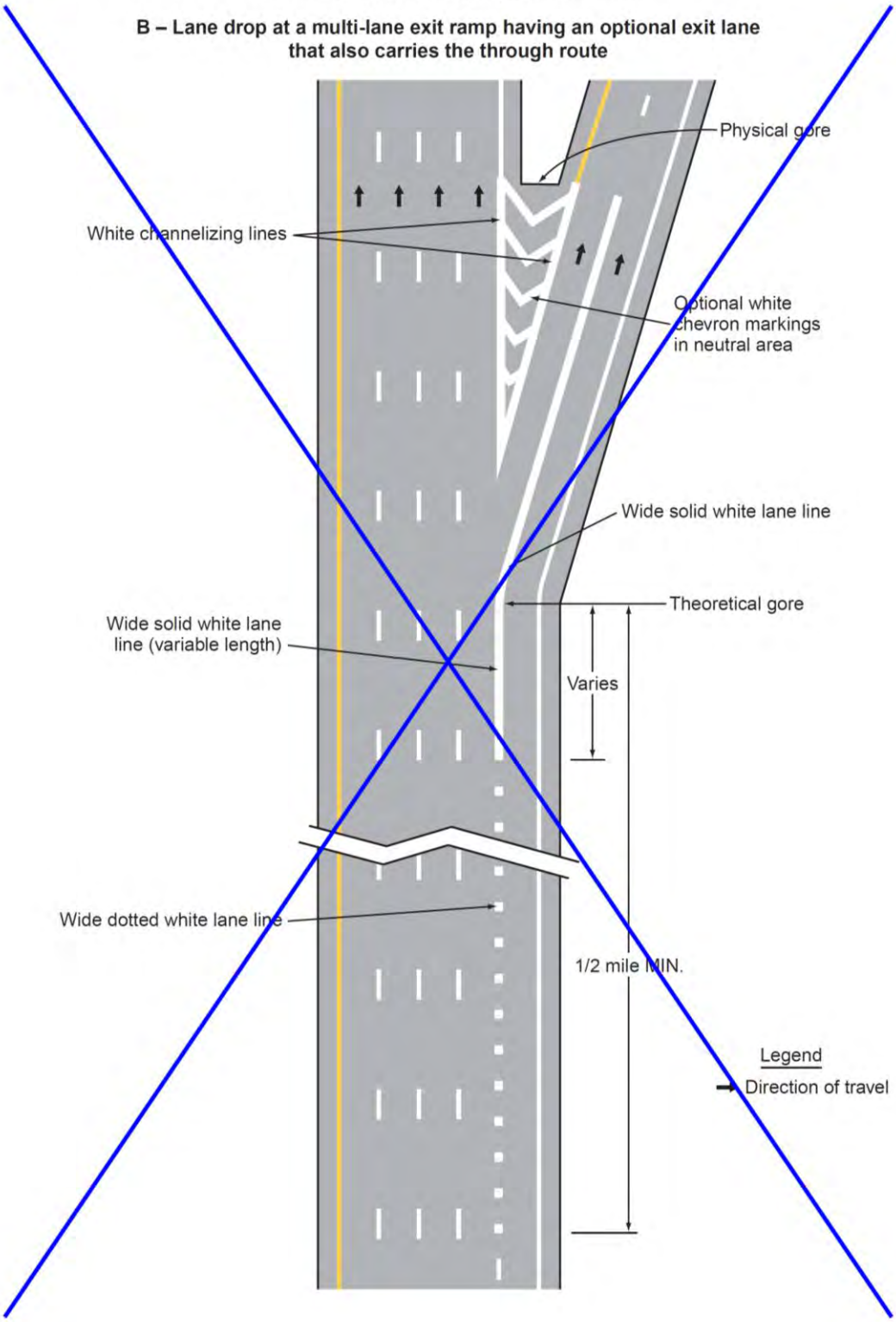


Figure 3B-10. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 3 of 5)

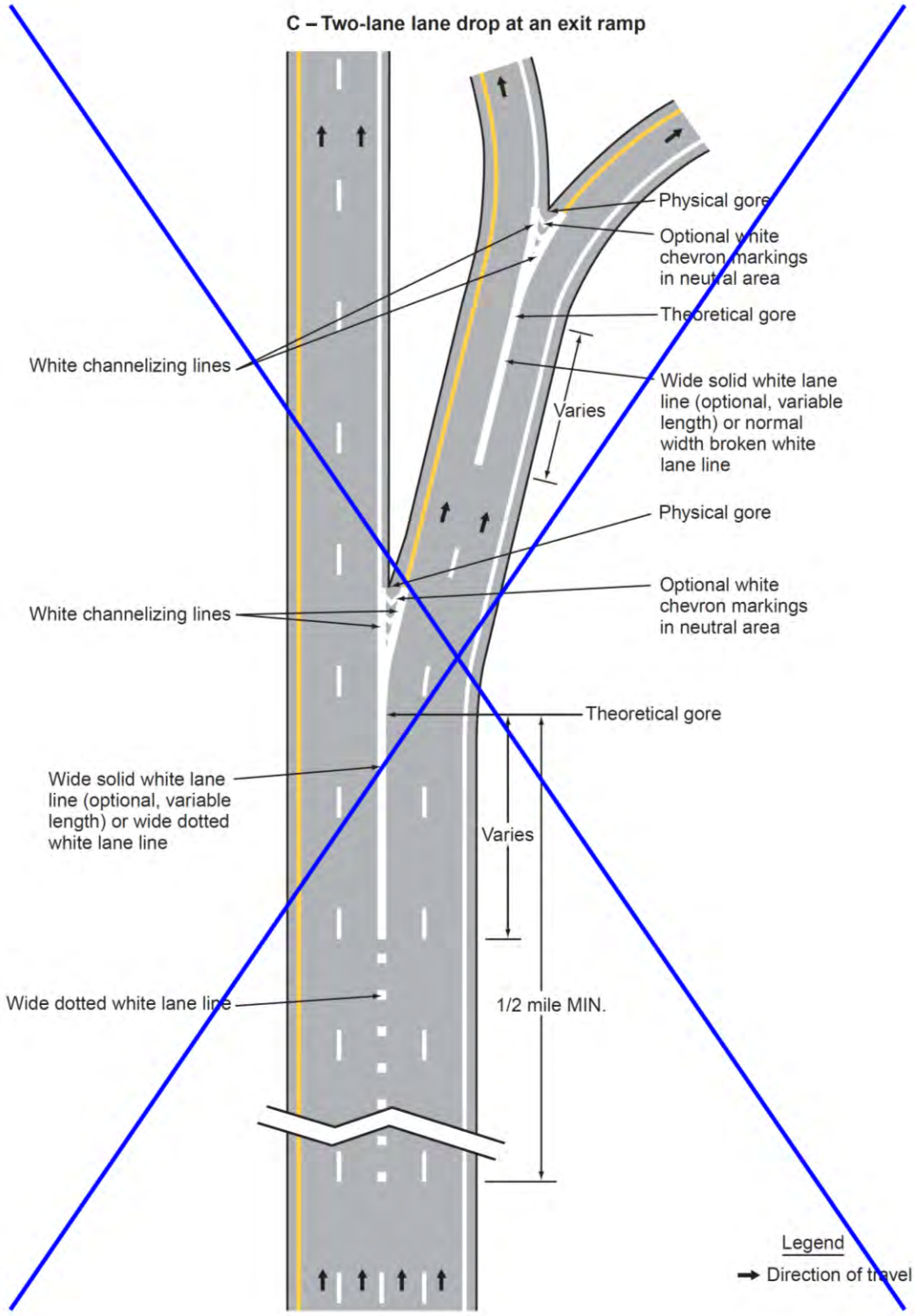


Figure 3B-10. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 4 of 5)

D – Route split with dedicated lanes

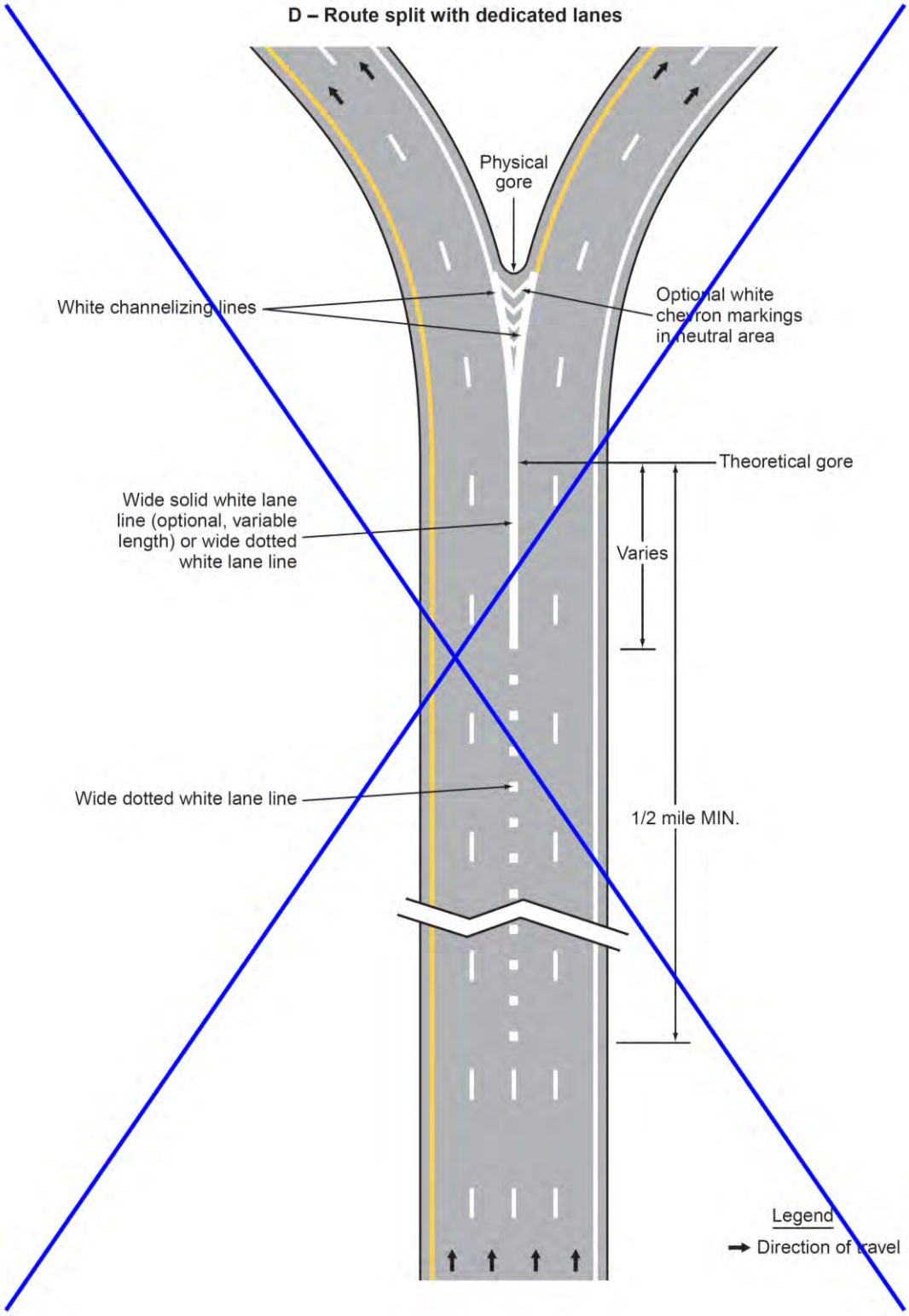


Figure 3B-10. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 5 of 5)

E – Auxiliary lane, such as at a cloverleaf interchange

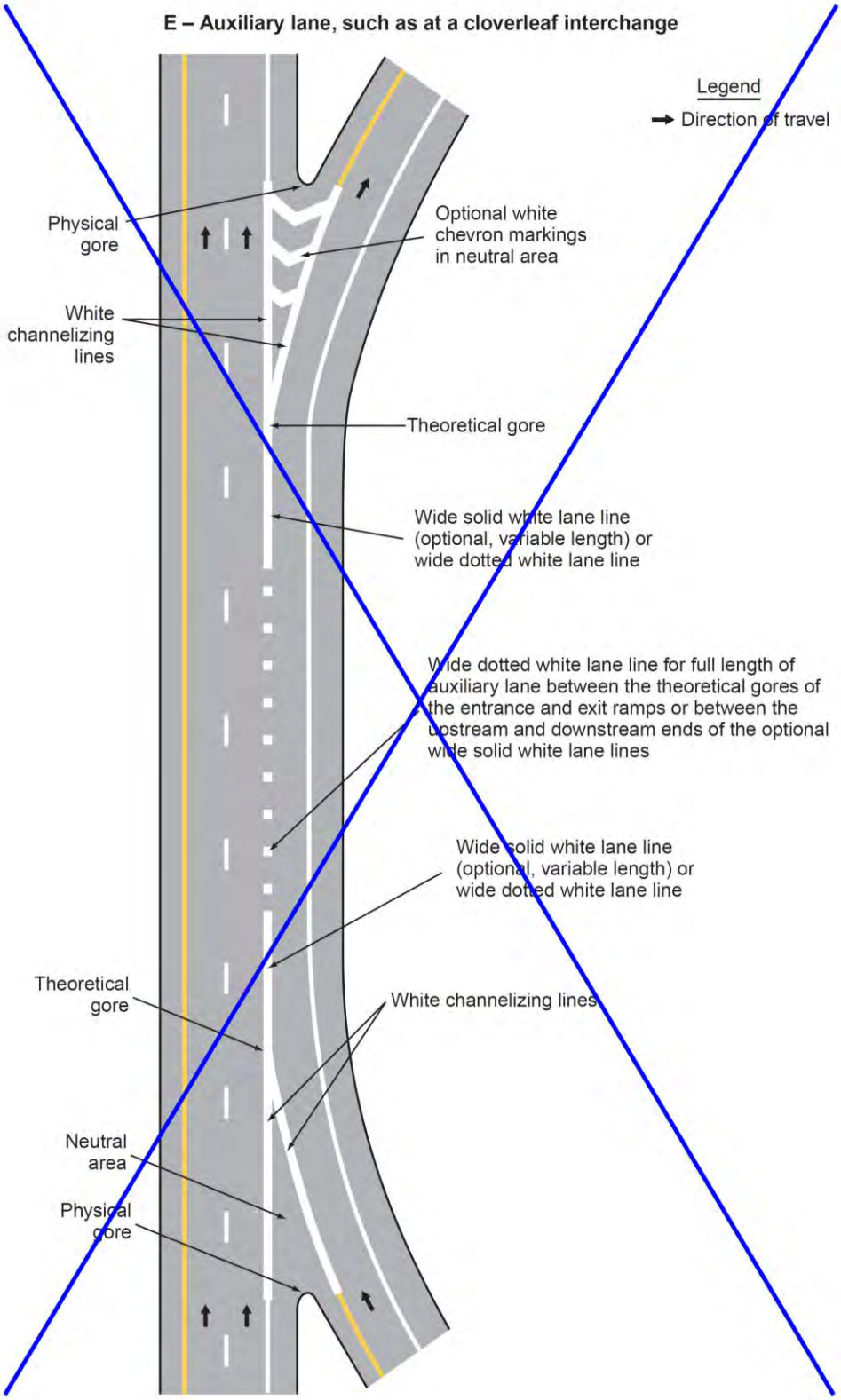
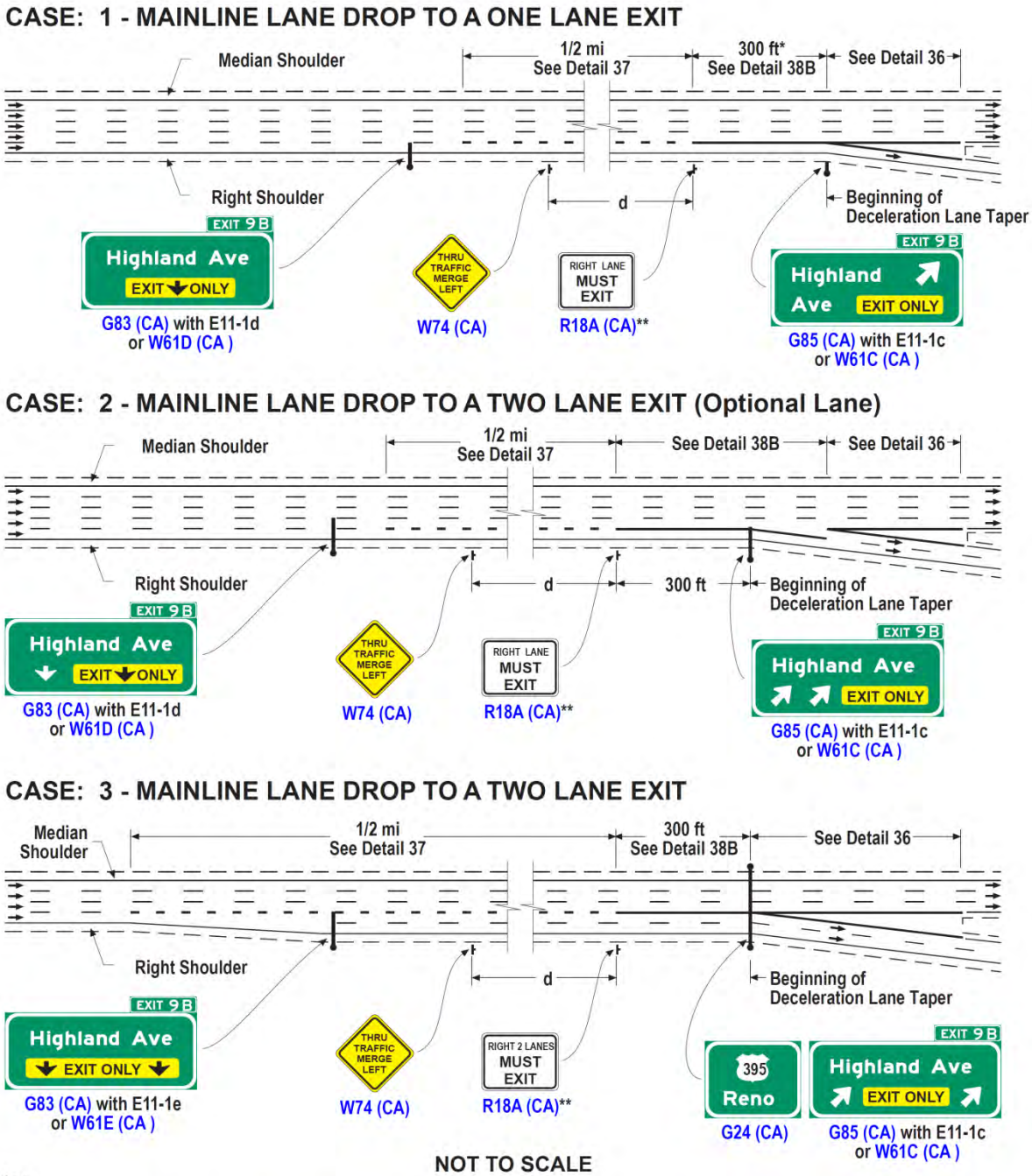


Figure 3B-10 (CA). Examples of Applications of Freeway and Expressway Lane-Drop Markings



Notes:

* The solid line may be eliminated where additional weaving distance is needed. When it is eliminated, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be used in lieu of the R18A (CA) sign.

** At locations where the overhead EXIT ONLY (E11-1 Series or W61 (CA) Series) signs are not in place, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be placed, approximately midway between the W74 (CA) and the R18A (CA) signs.

LEGEND

d = Advance Placement Distance (see Section 2C.05)

→ Direction of Travel - - - Lane Drop Pattern

Figure 3B-11. Examples of Applications of Conventional Road Lane-Drop Markings
(Sheet 1 of 2)

A – Lane drop at an intersection

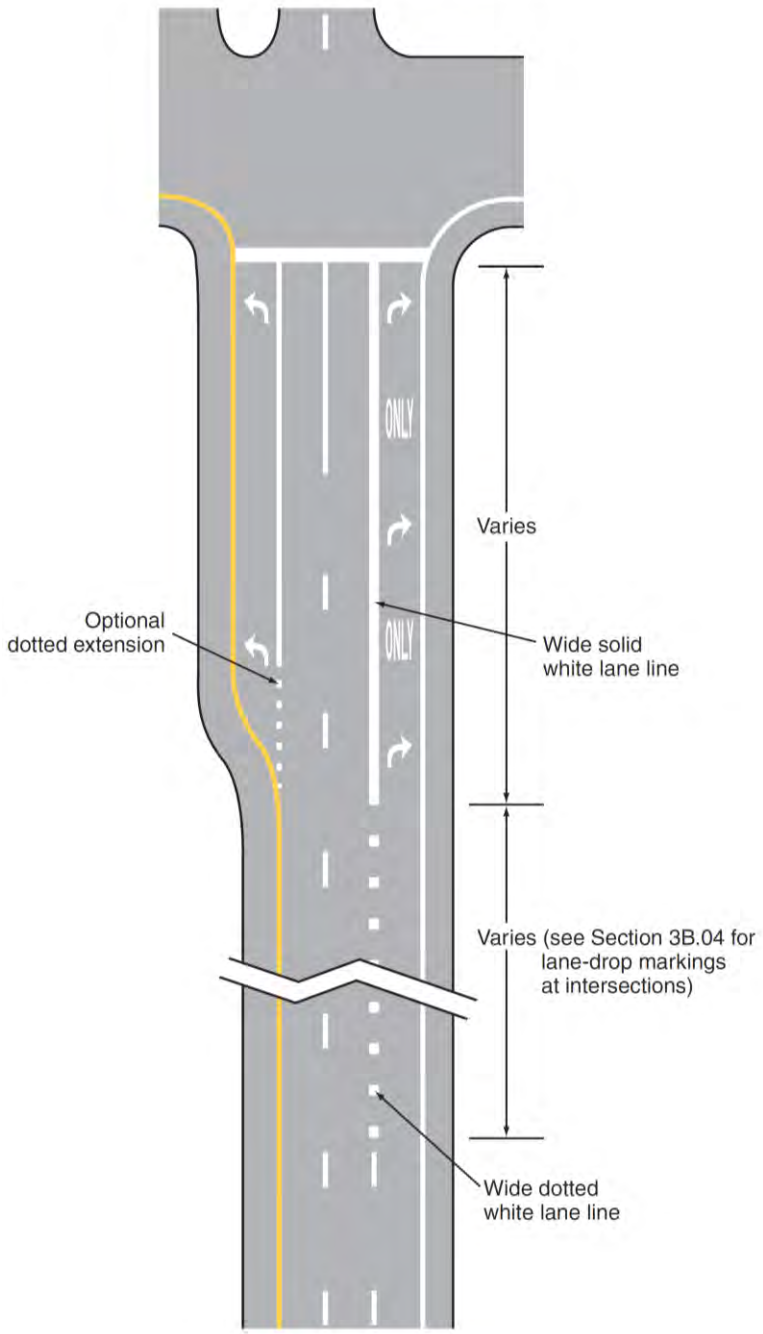


Figure 3B-11. Examples of Applications of Conventional Road Lane-Drop Markings
(Sheet 2 of 2)

B – Auxiliary lane between intersections

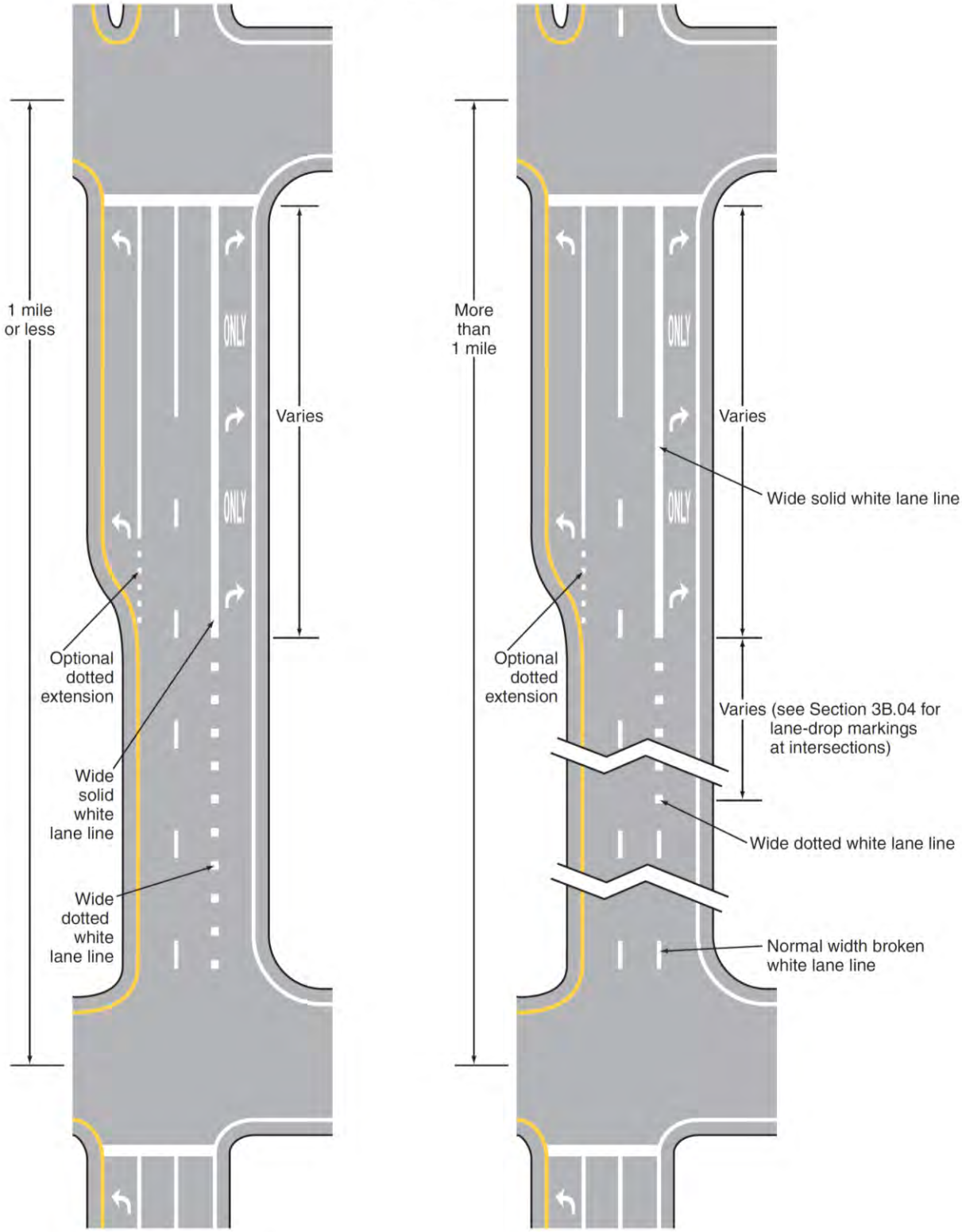


Figure 3B-12. Example of Solid Double White Lines Used to Prohibit Lane Changing

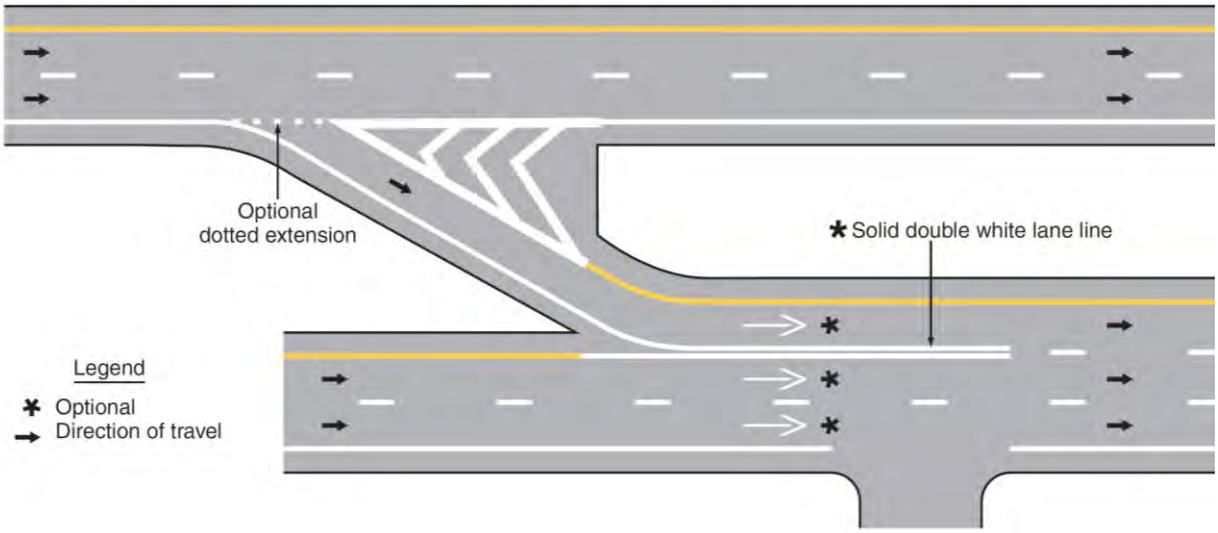
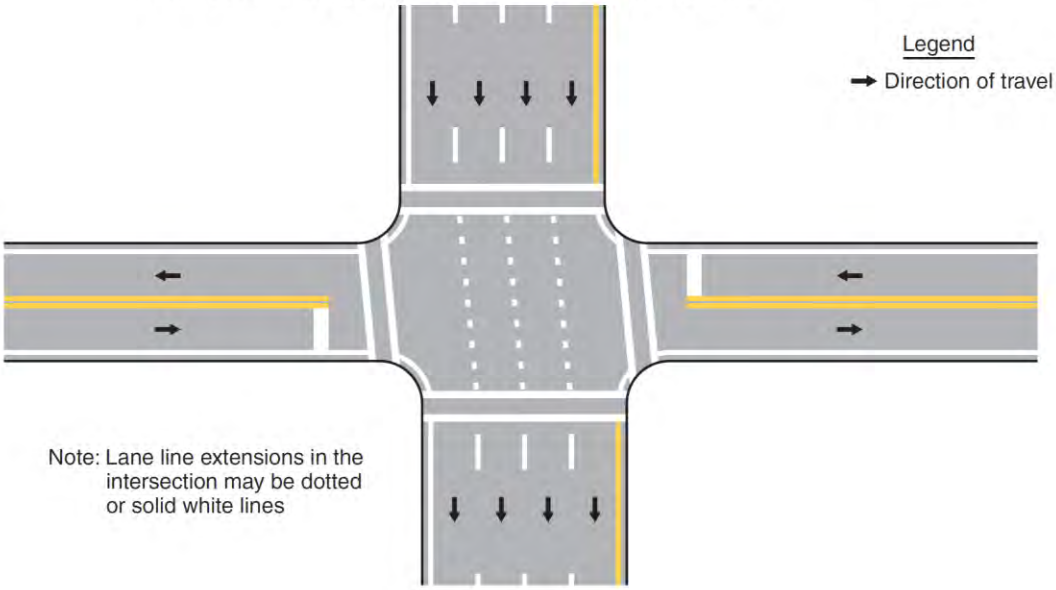


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 1 of 2)

A - Typical pavement markings with offset lane lines continued through the intersection and optional crosswalk lines and stop lines



B - Typical pavement markings with double-turn lanes, lane-use turn arrows, and optional crosswalk lines, stop lines, and line extensions into intersection for double turns

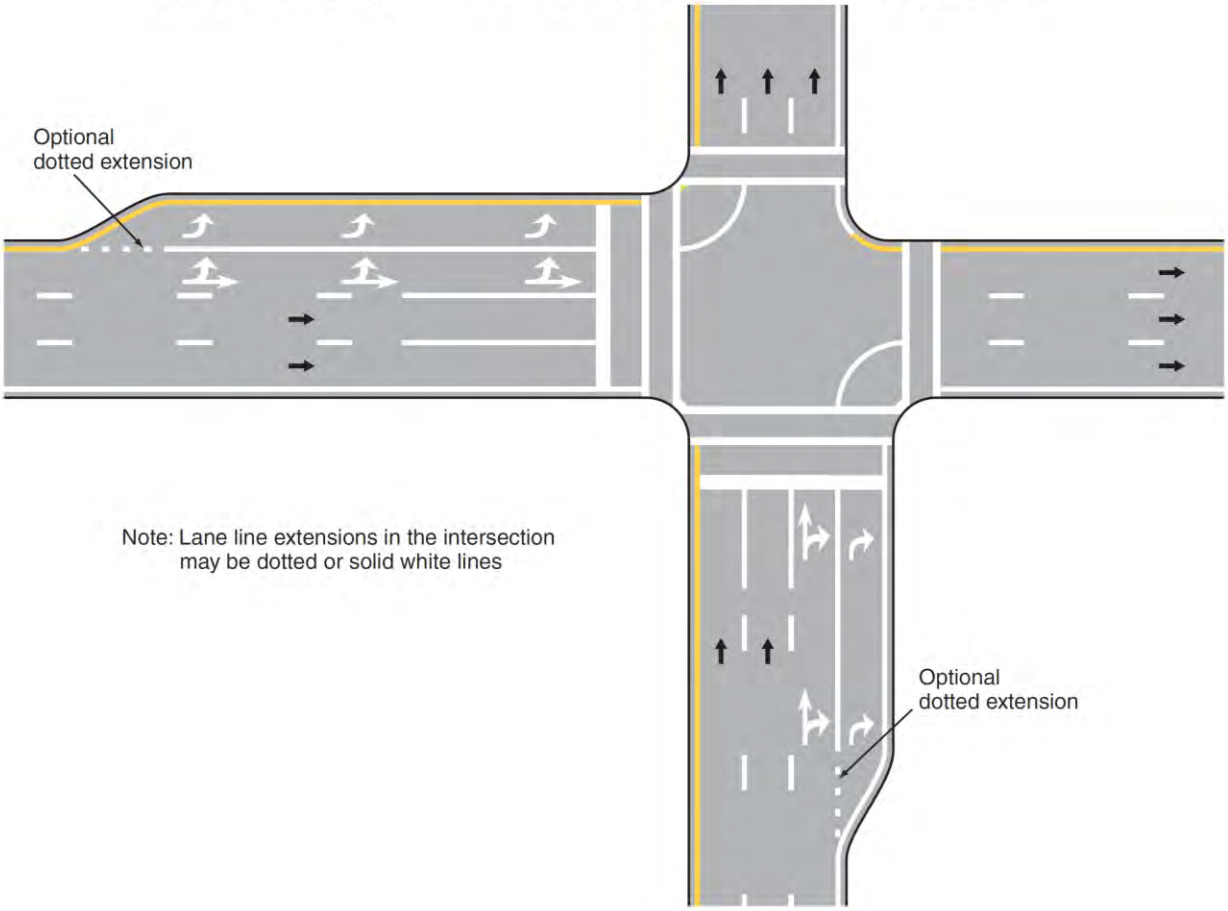
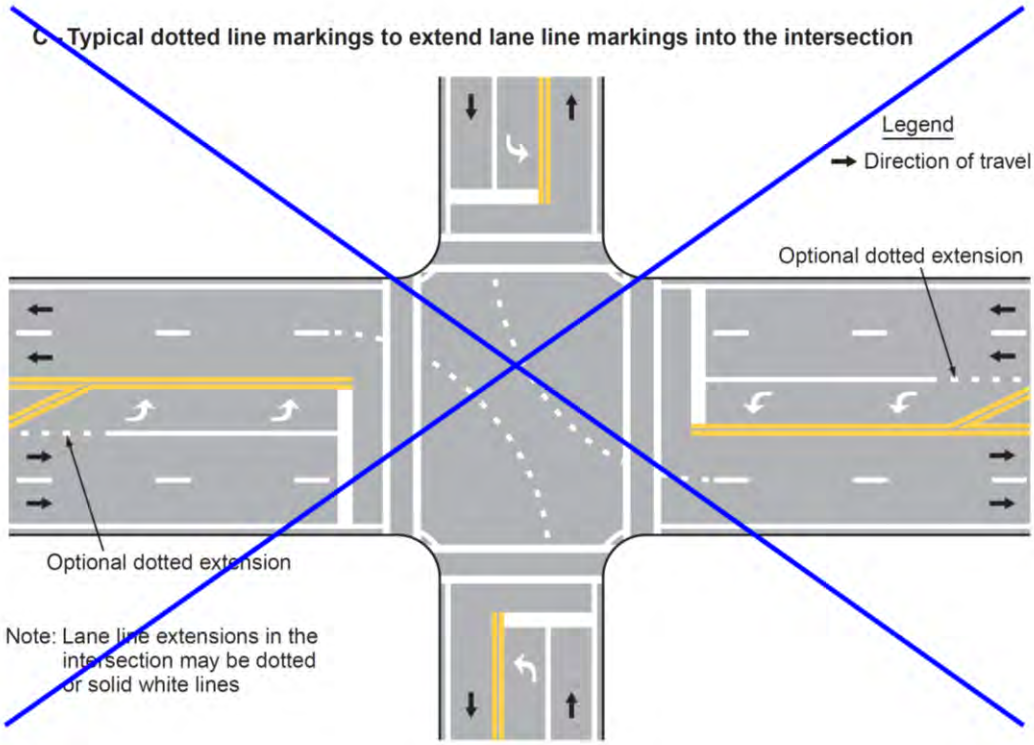


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 2 of 2)

C - Typical dotted line markings to extend lane line markings into the intersection



D - Typical dotted line markings to extend center line and lane line markings into the intersection

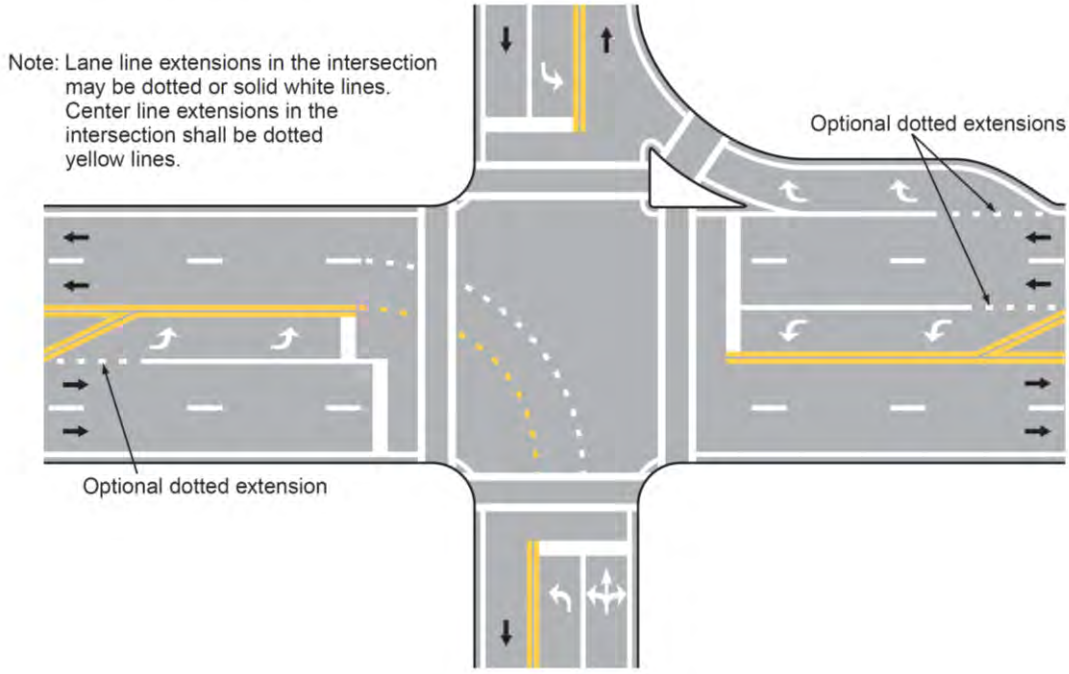


Figure 3B-14. Examples of Applications of Lane-Reduction Transition Markings

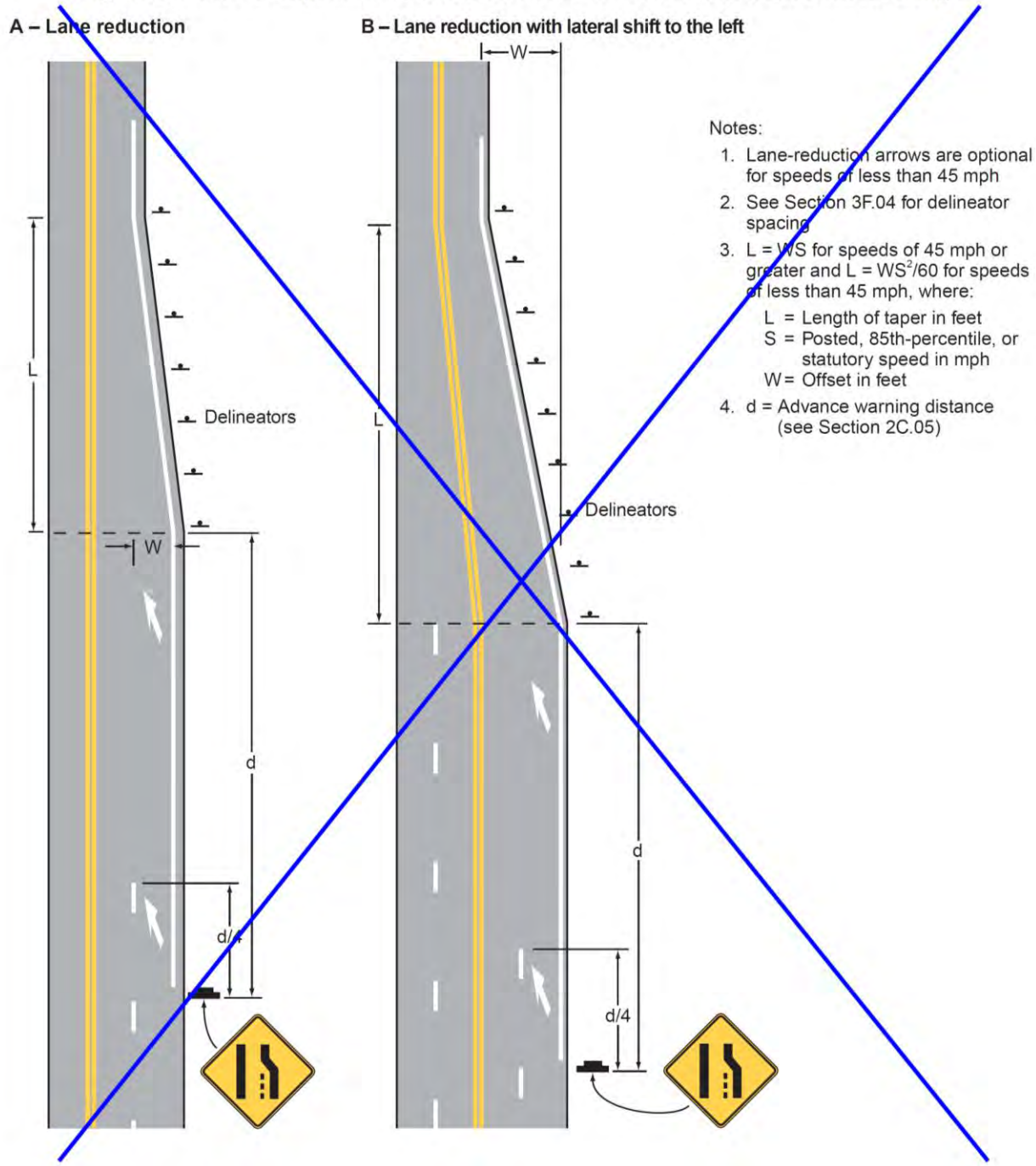


Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 1 of 3)

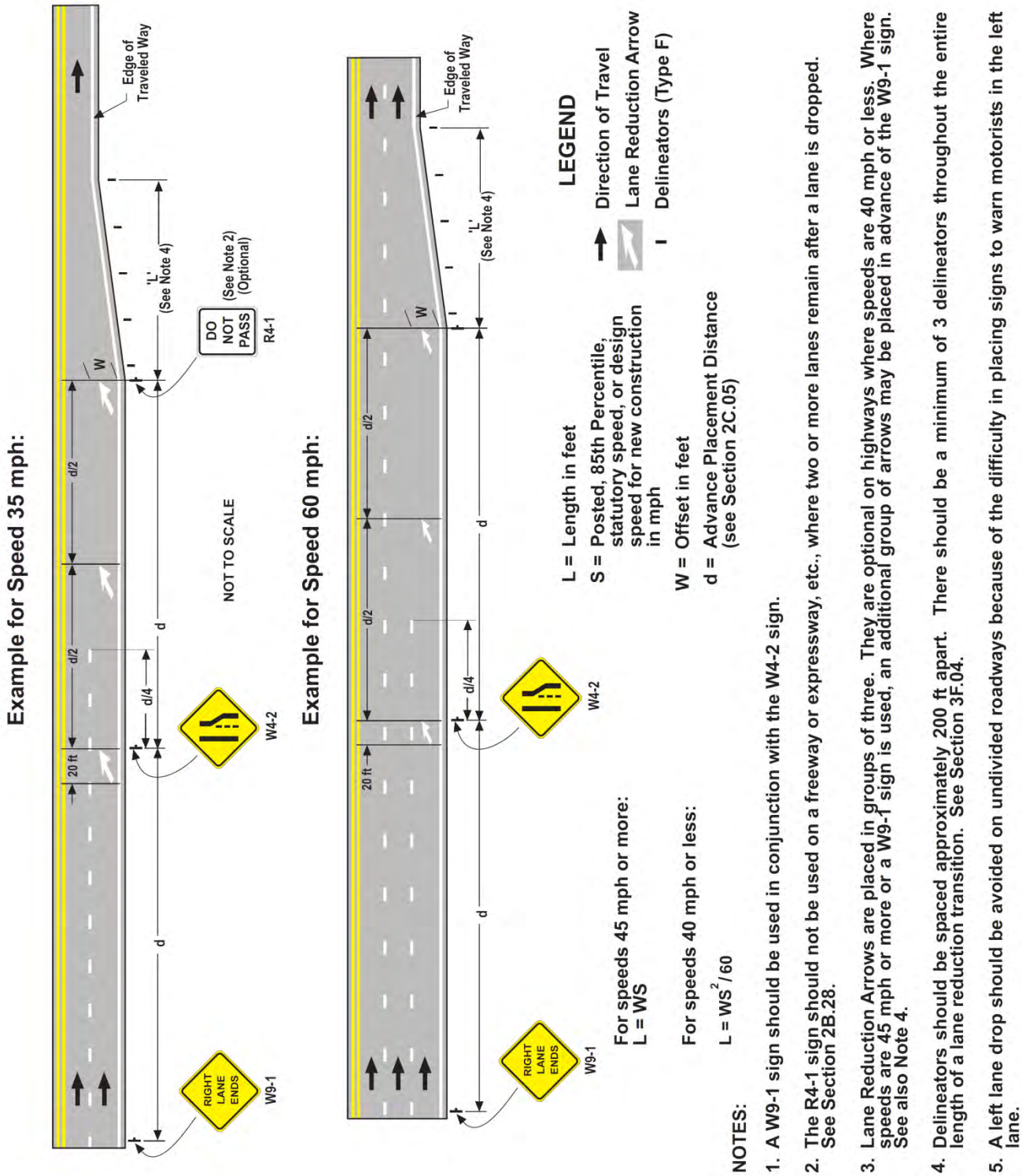
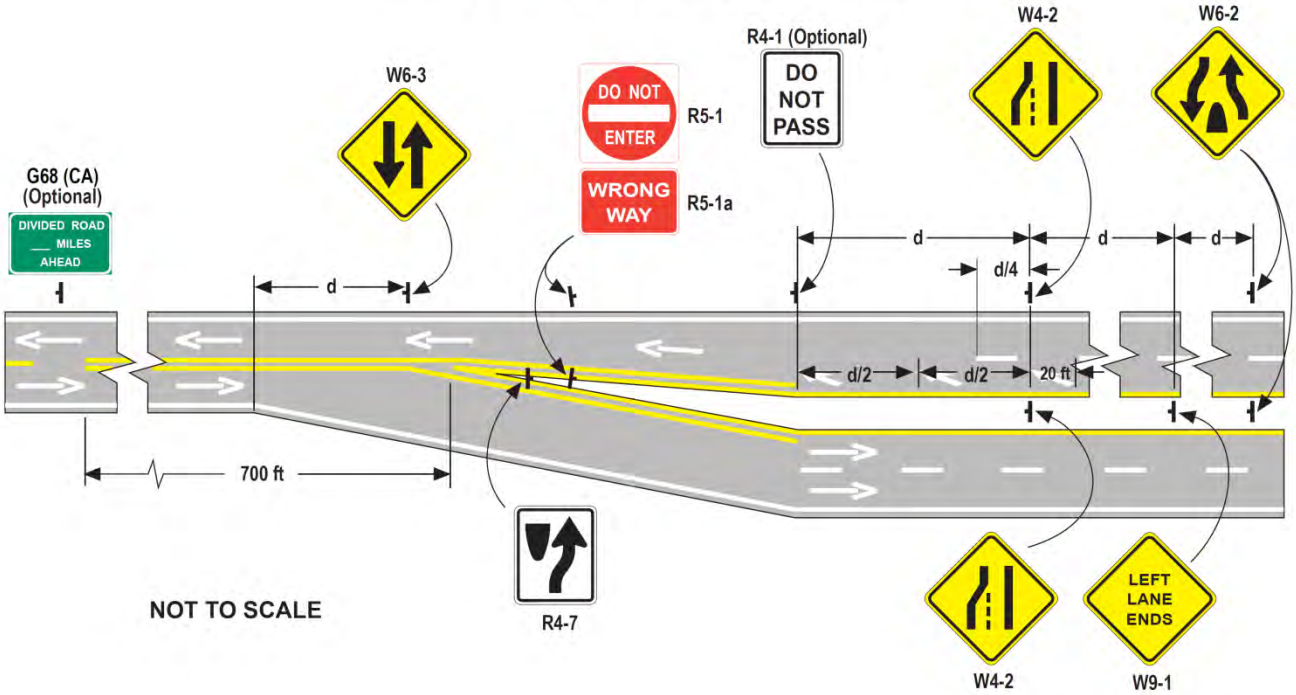
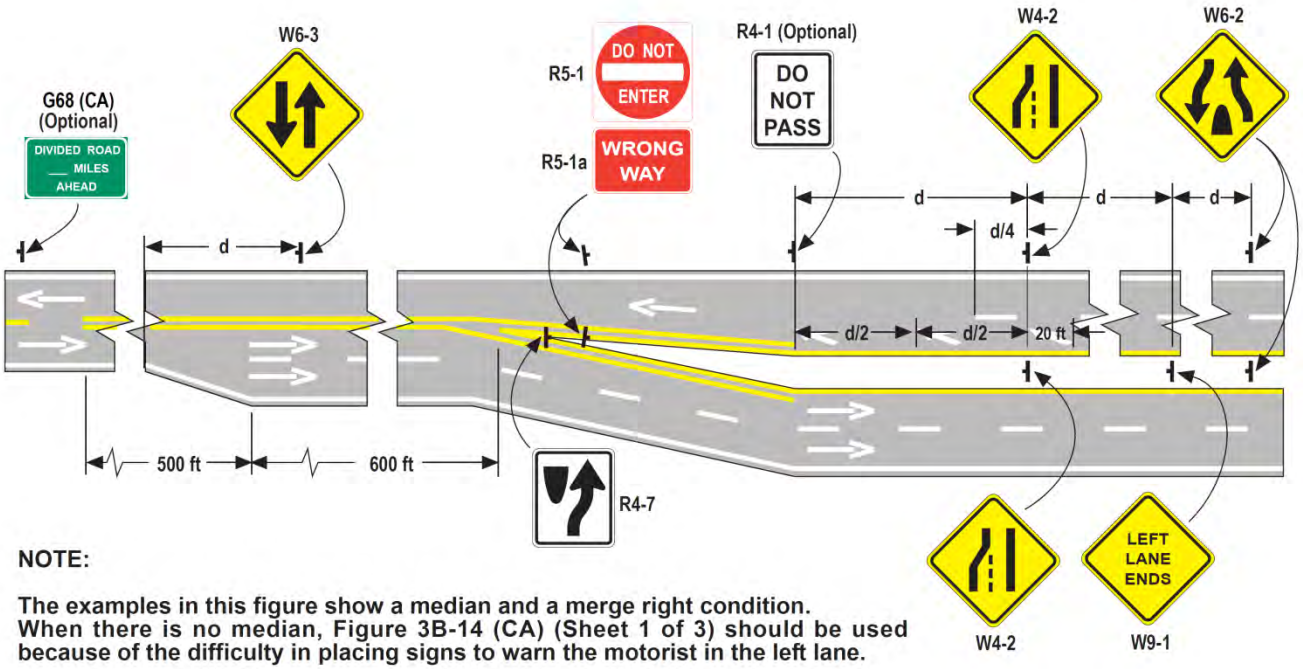


Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 2 of 3)

From 4 lanes to 2 lanes (With Median)



NOT TO SCALE



NOTE:

The examples in this figure show a median and a merge right condition. When there is no median, Figure 3B-14 (CA) (Sheet 1 of 3) should be used because of the difficulty in placing signs to warn the motorist in the left lane.

LEGEND

d = Advance Placement Distance (see Section 2C.05)

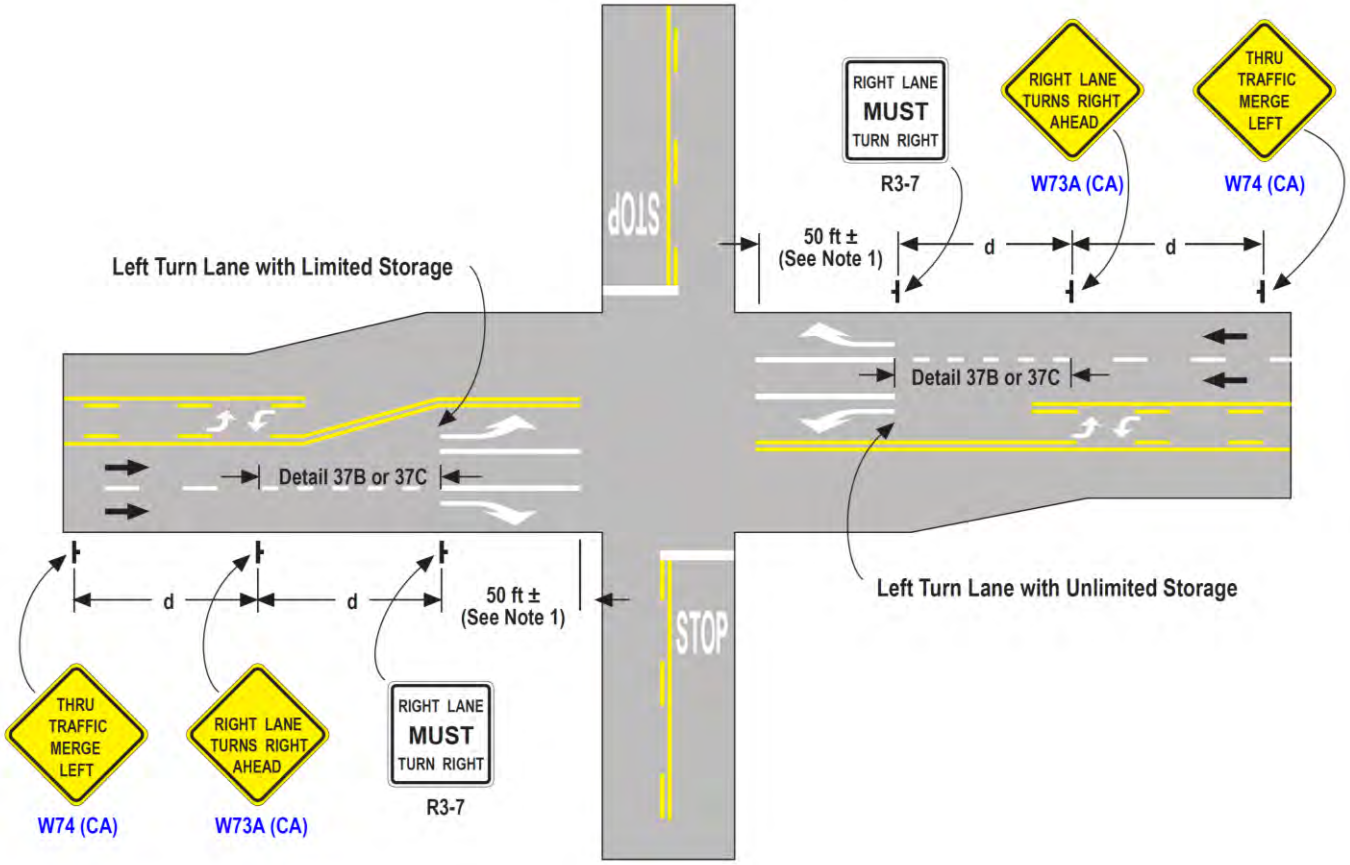
Sign Location

Lane Reduction Arrow

Wrong Way Arrow

Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 3 of 3)

Conventional Highway Intersections



NOTES:

1. See Figure 3B-101 for taper and storage lengths. See Detail 37B and 37C for lane drop markings. The minimum length of solid channelizing line is 50 ft. However, if using Detail 37C, the minimum length will be 48 ft.

2. The RIGHT LANE TURNS RIGHT AHEAD, (W73A (CA)) sign should be placed in conjunction with the RIGHT LANE MUST TURN RIGHT (R3-7) sign and the appropriate lane line and markings. A THRU TRAFFIC MERGE LEFT (W74 (CA)) sign may be placed in advance of the W73A (CA) sign. However, adequate sight distance or proximity to a freeway ramp, cross road, etc., may dictate the need and location of additional signs and the length of the turn lane.

LEGEND

→ Direction of Travel	Pavement Arrows
⊢ Sign Location	d = Advance Placement Distance (see Section 2C.05)

NOT TO SCALE

Figure 3B-15. Examples of Applications of Markings for Obstructions in the Roadway
(Sheet 1 of 2)

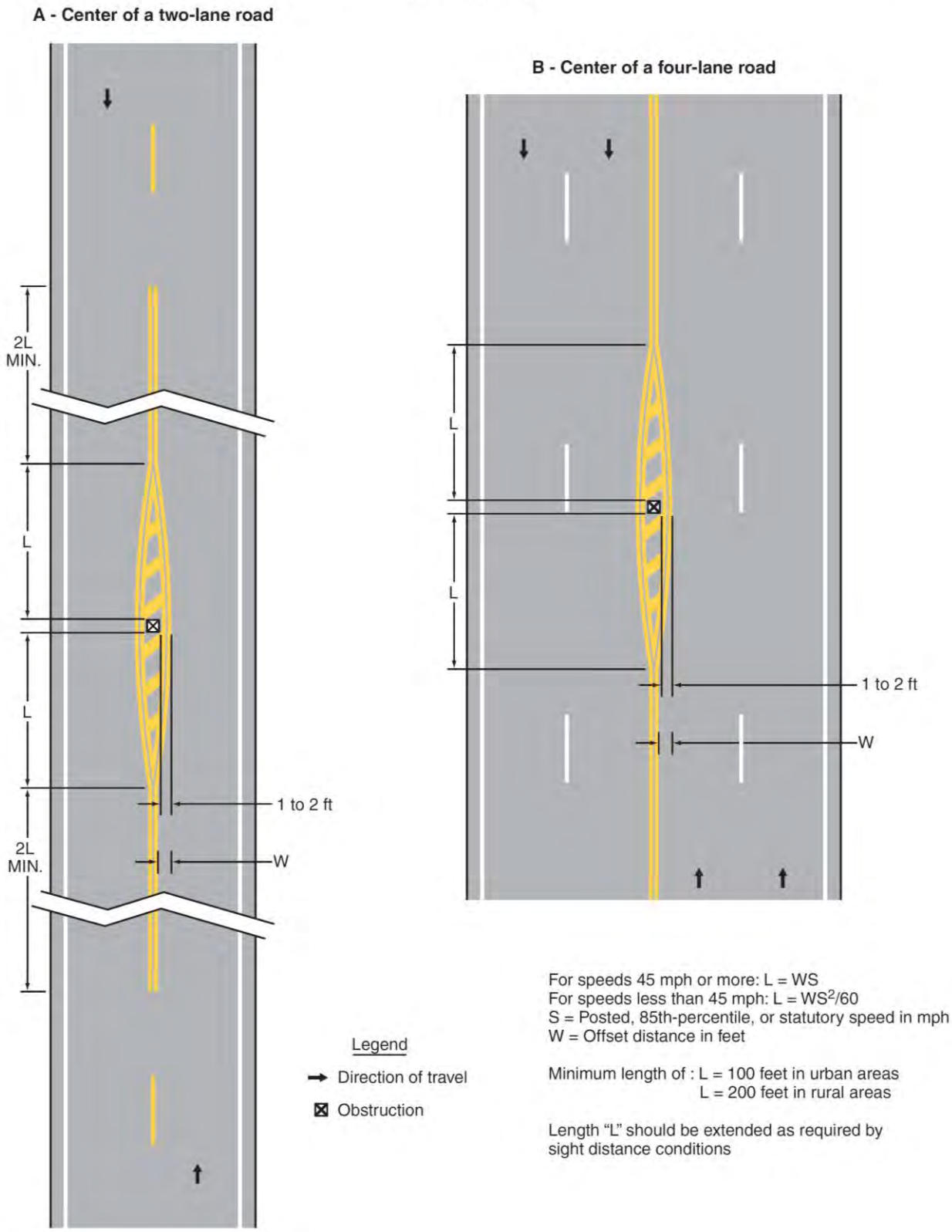
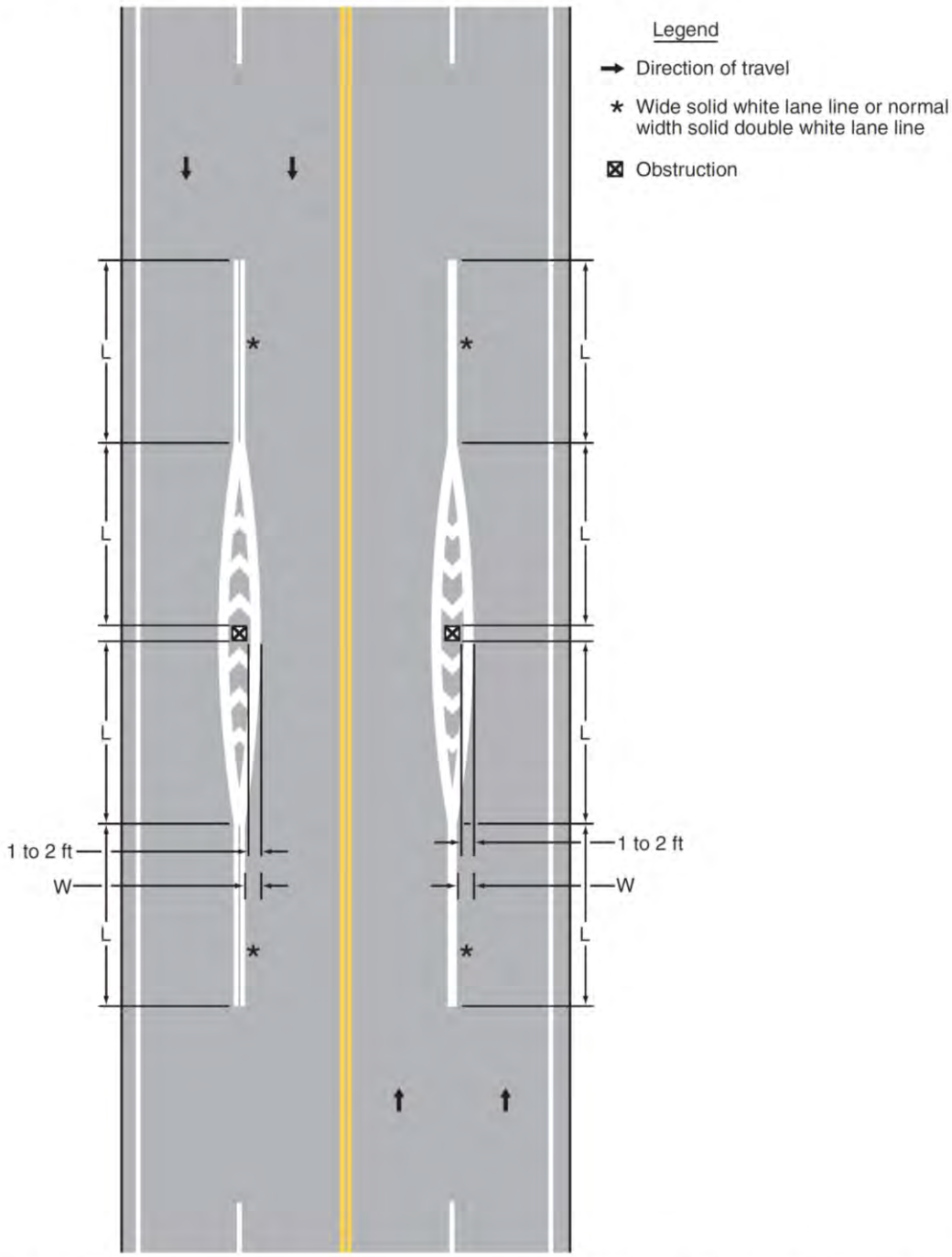


Figure 3B-15. Examples of Applications of Markings for Obstructions in the Roadway
(Sheet 2 of 2)

C - Traffic passing in the same direction on both sides of an obstruction

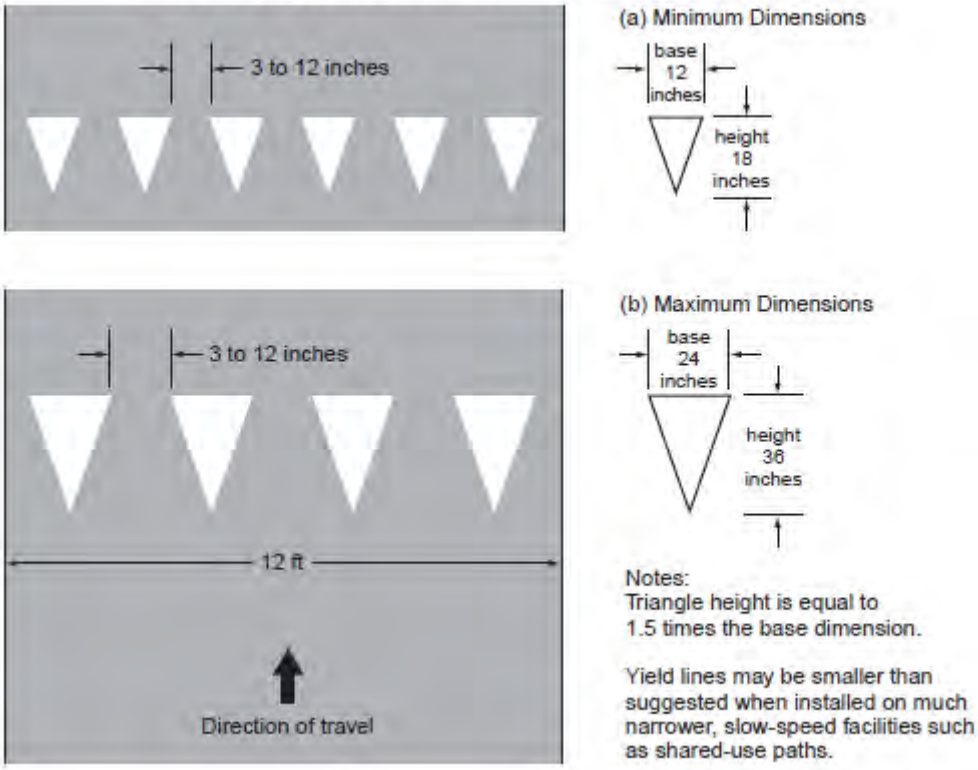


For speeds of 45 mph or more: L = WS
For speeds of less than 45 mph: $L = WS^2/60$
S = Posted, 85th-percentile, or statutory speed in mph
W = Offset distance in feet

Minimum length of: L = 100 feet in urban areas
L = 200 feet in rural areas

Length "L" should be extended as required by sight distance conditions

Figure 3B-16. Recommended Yield Line Layouts



Notes:
Triangle height is equal to 1.5 times the base dimension.

Yield lines may be smaller than suggested when installed on much narrower, slow-speed facilities such as shared-use paths.

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks

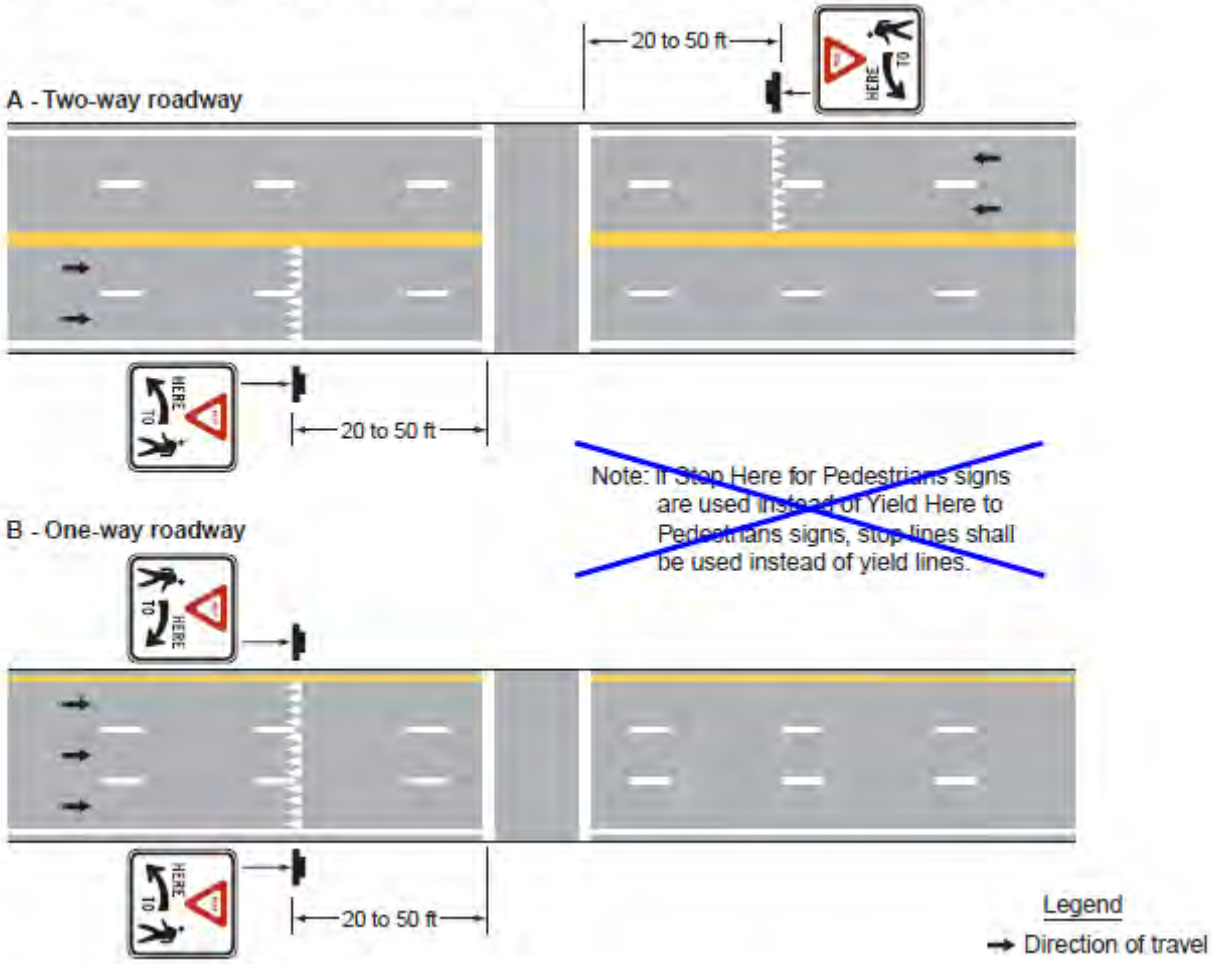


Figure 3B-17 (CA). Examples of Crosswalk Enhancements at Uncontrolled Multilane Approaches

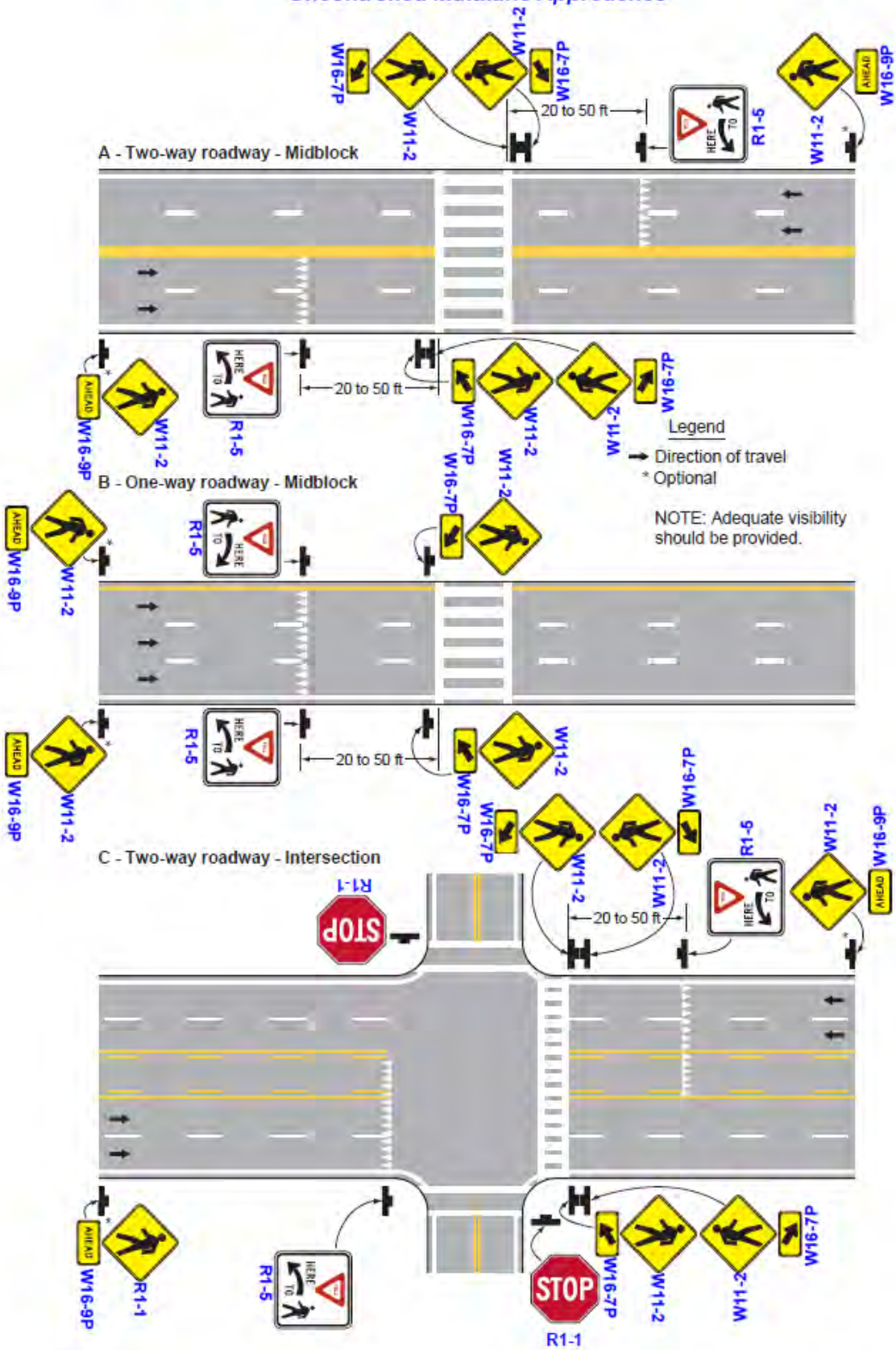


Figure 3B-18. Do Not Block Intersection Markings

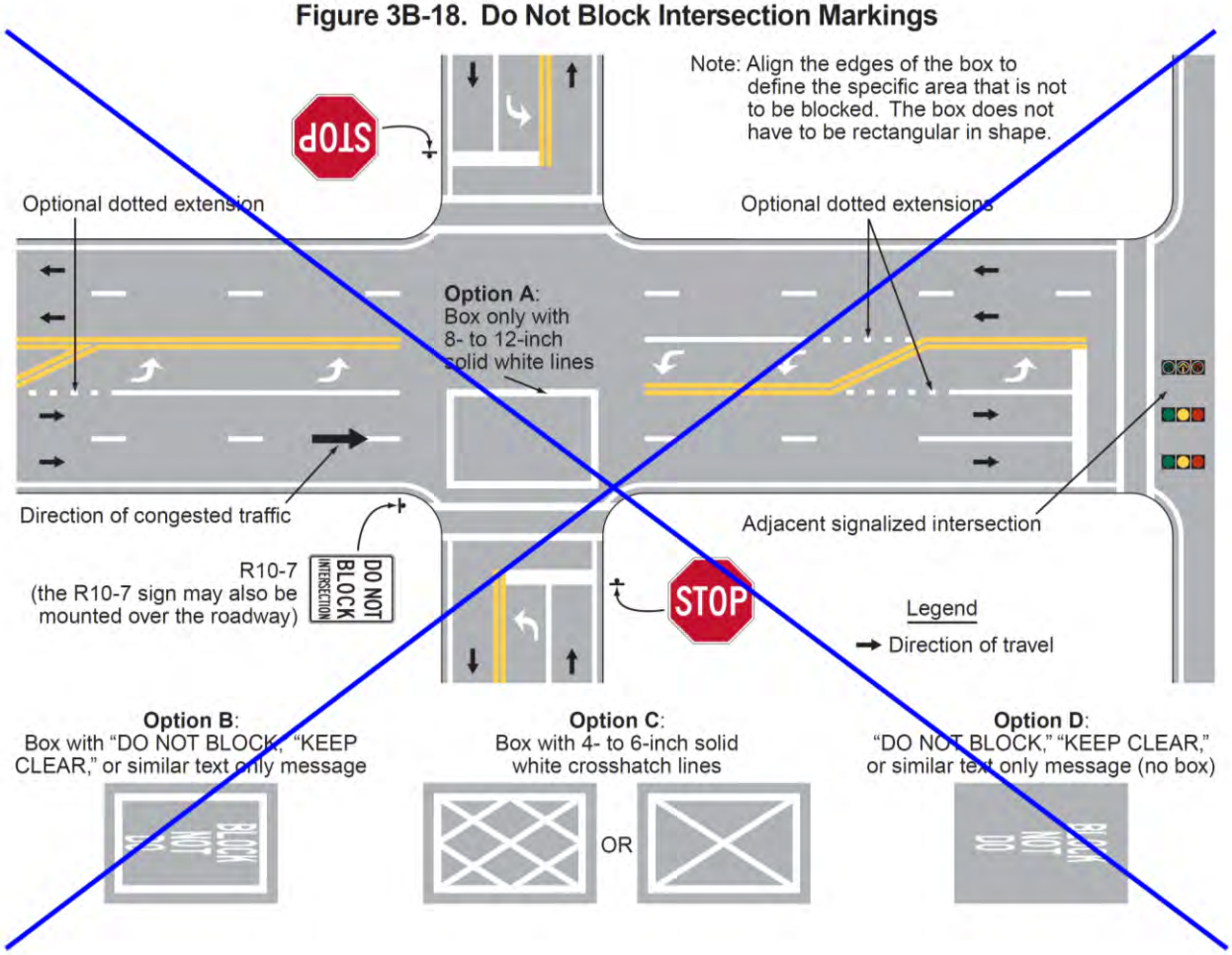


Figure 3B-18 (CA). Do Not Block Intersection Markings

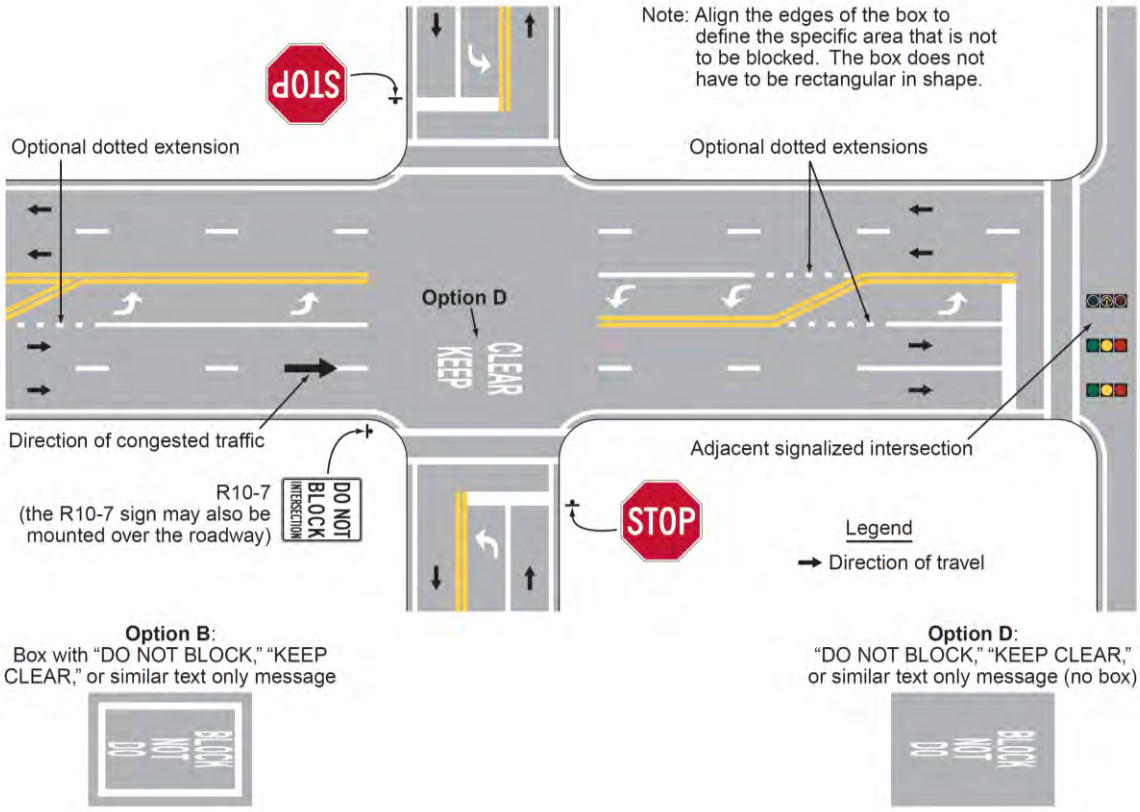


Figure 3B-19. Examples of Crosswalk Markings

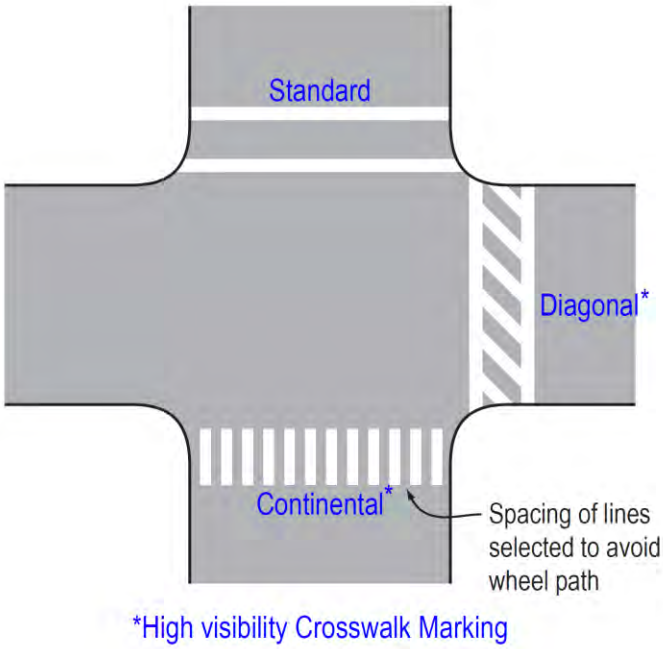


Figure 3B-19 (CA). Examples of Crosswalk Markings

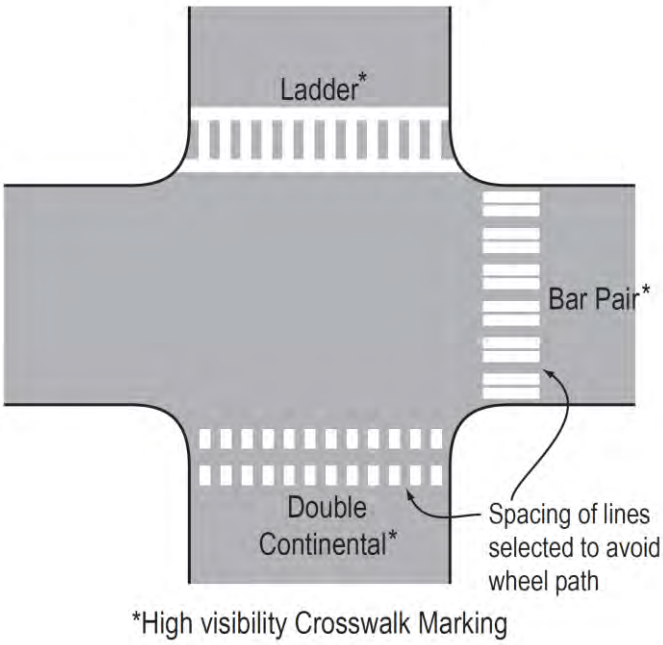


Figure 3B-20. Example of Crosswalk Markings for an Exclusive Pedestrian Phase that Permits Diagonal Crossing

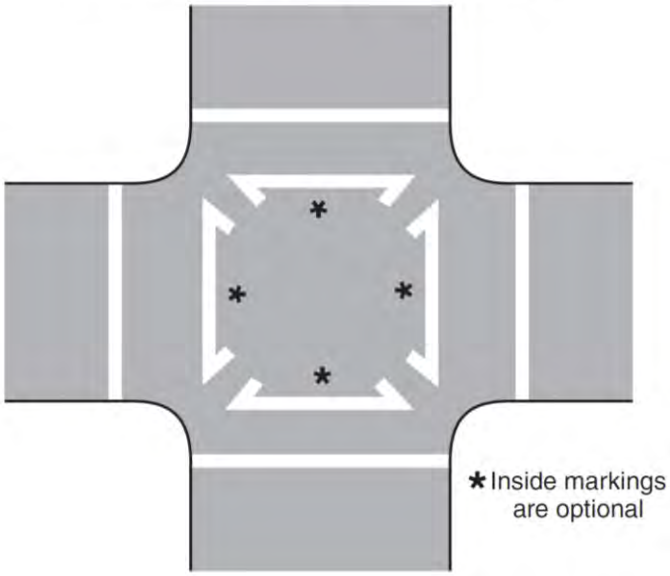


Figure 3B-21. Examples of Parking Space Markings

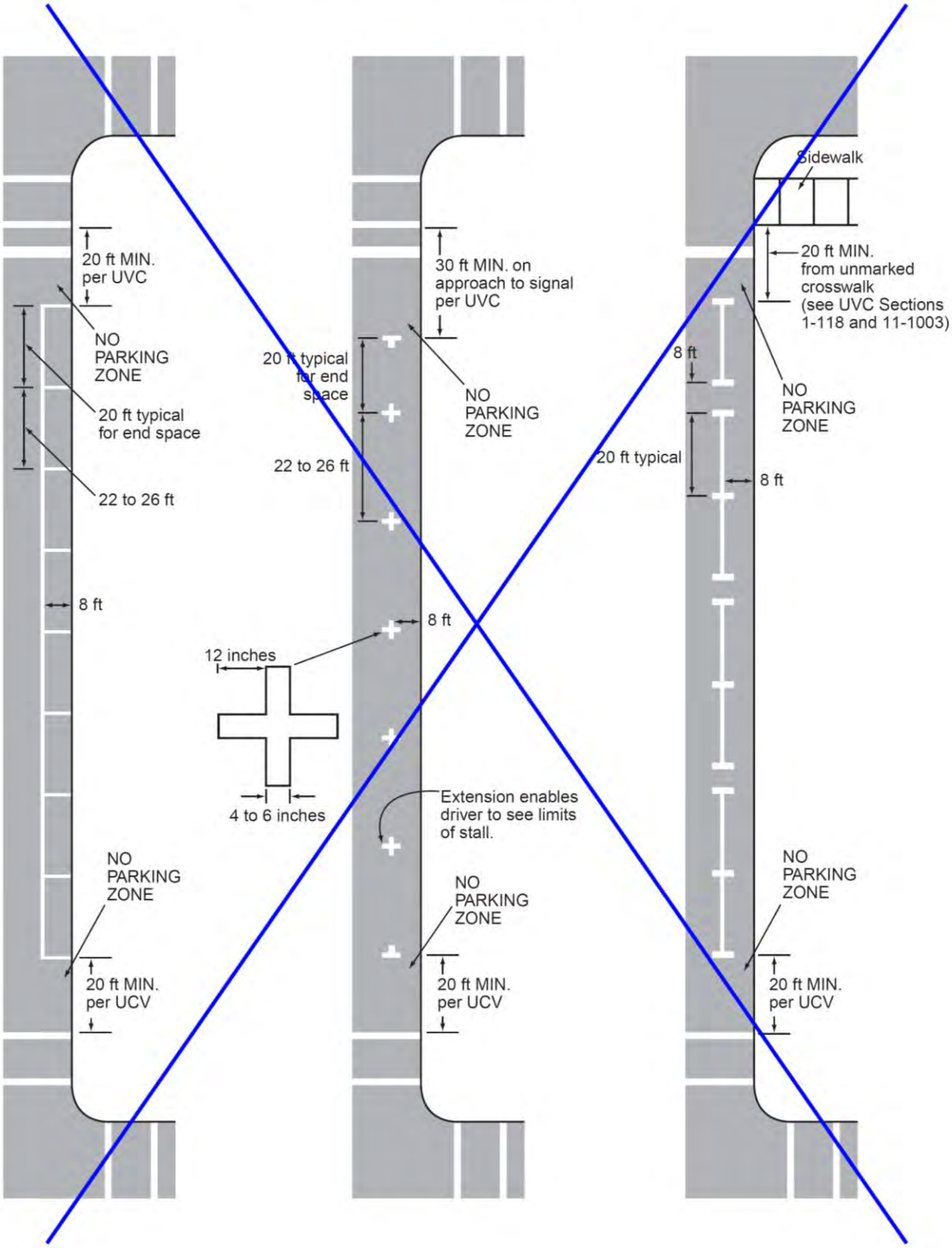
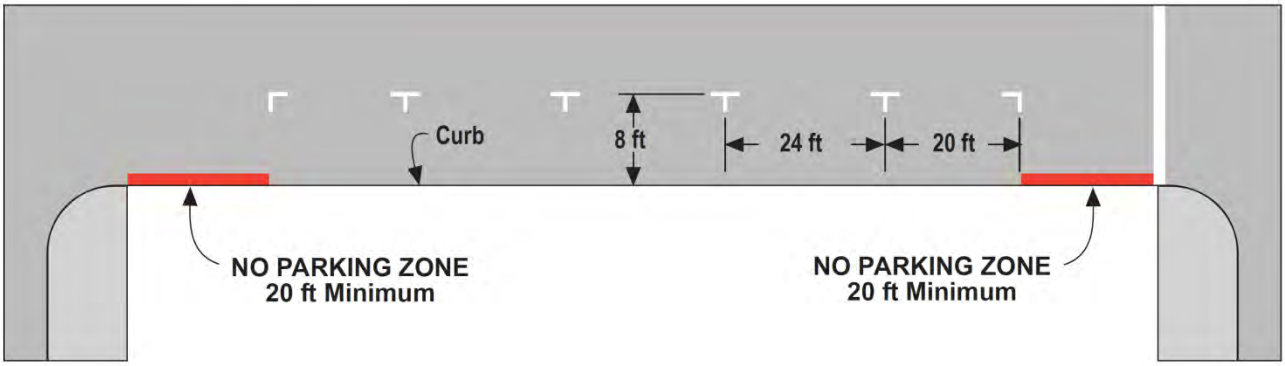
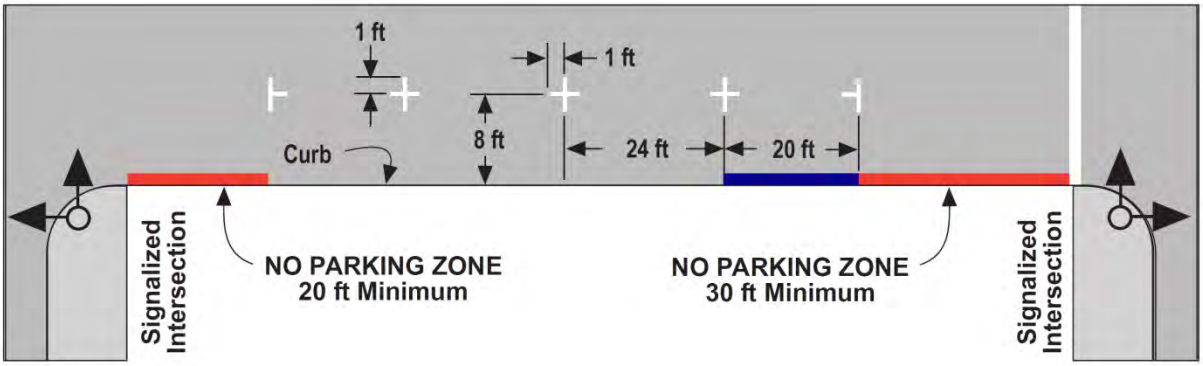
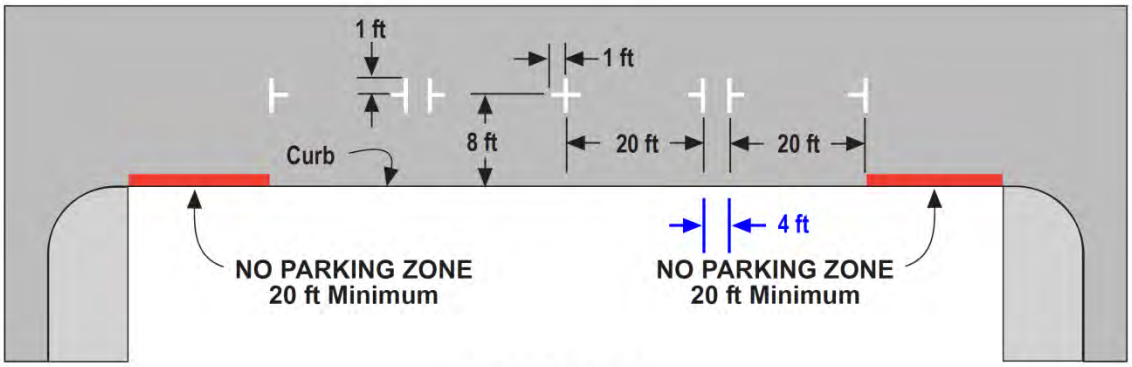


Figure 3B-21 (CA). Examples of Parking Space Markings







NOT TO SCALE

NOTES:

1. For Parking Stalls along the left side curb on one-way streets, markings may be placed on the curb delineating the ends of the individual stalls.
2. All stall markings are made with 4 in wide white lines. The shape is optional.
3. The parking stall cross line, 8 ft from the curb, may be continuous longitudinally.

Figure 3B-22. International Symbol of Accessibility Parking Space Marking

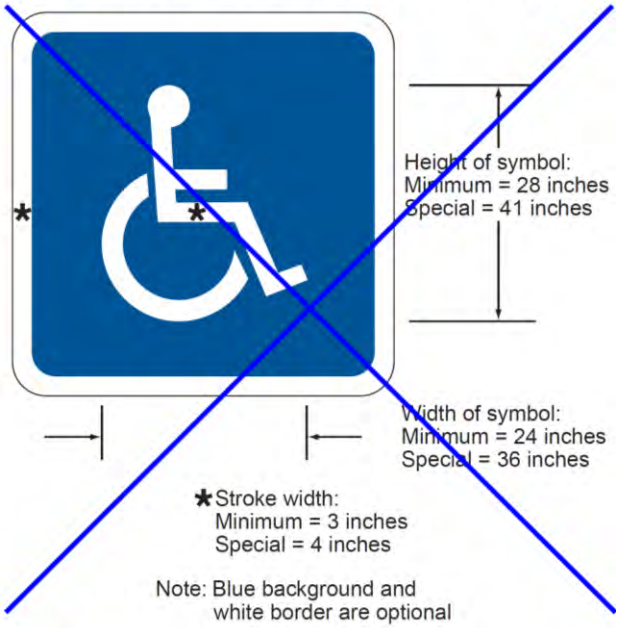
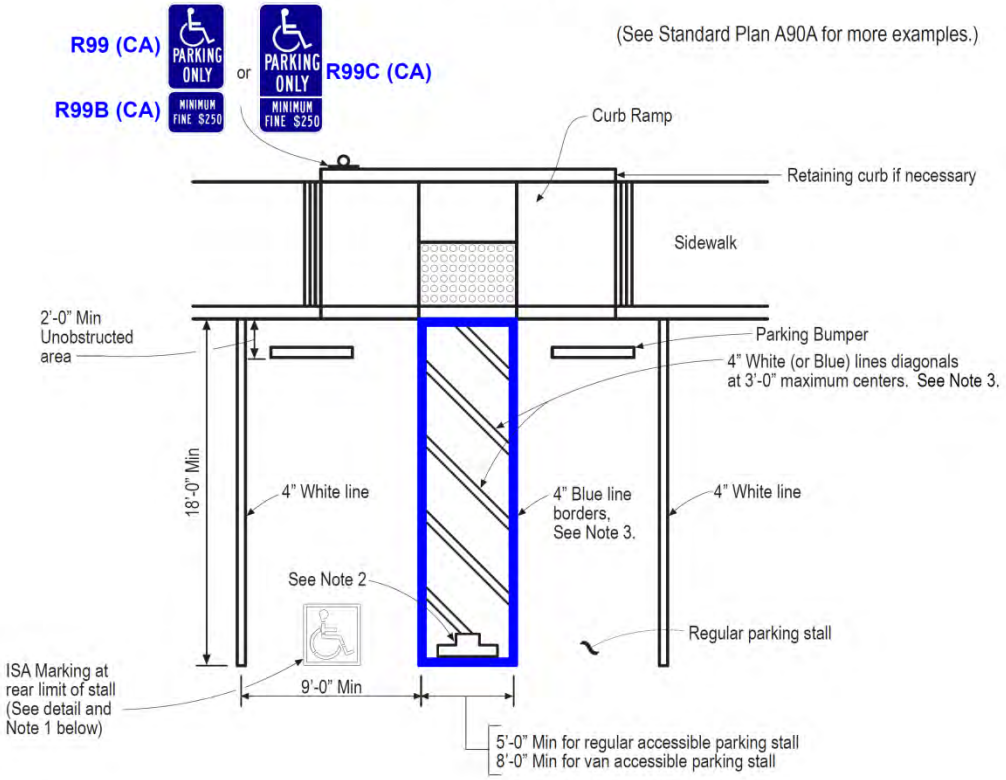
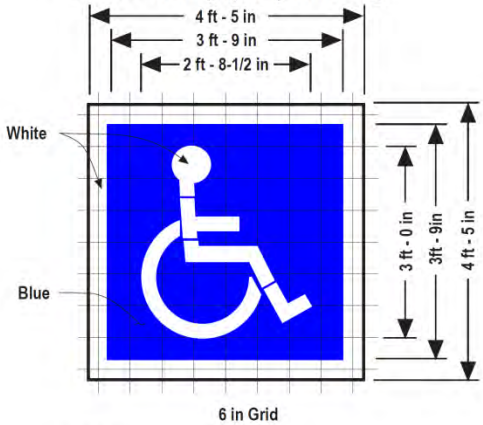


Figure 3B-22 (CA). Examples of Disabled Persons Parking Symbol, Legend and Related Markings (Sheet 1 of 2)

Off-Street Parking



International Symbol of Accessibility (ISA) Marking



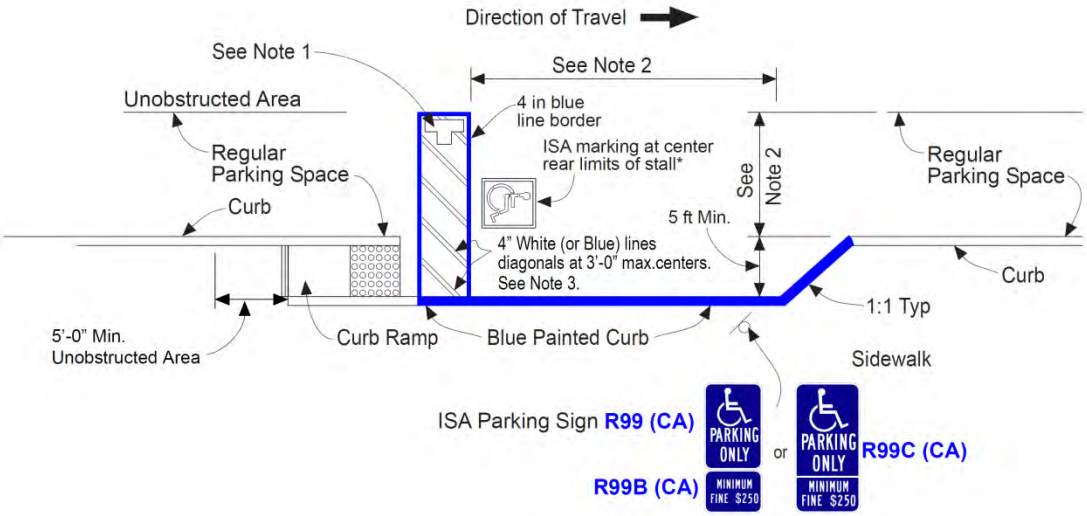
Loading and Unloading Area Pavement Marking Legend

NOTES:

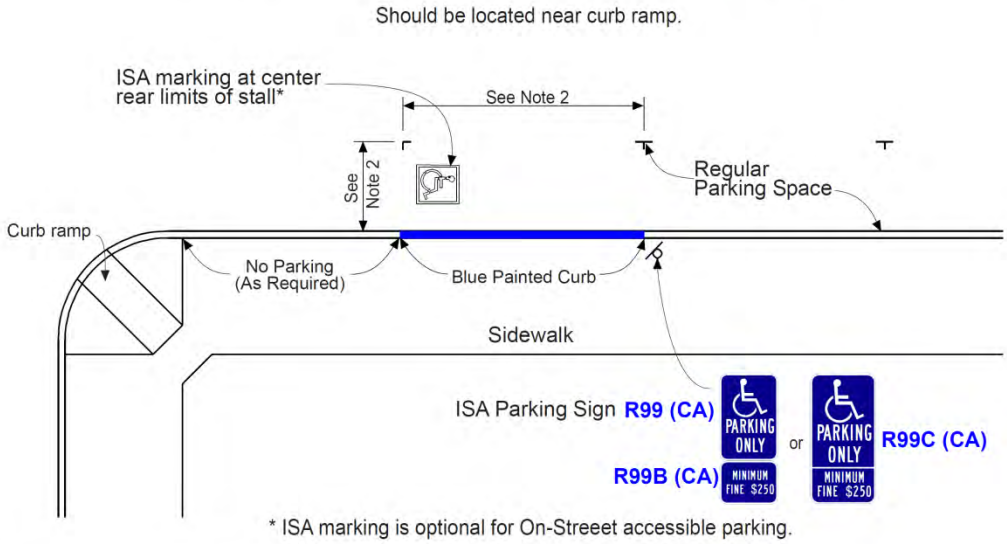
1. The design details for this symbol, legends, and related markings are shown in the Department of Transportation's Standard Plans. See Standard Plan A24C for square unit area for the ISA marking.
2. The words "NO PARKING" shall be painted in the loading and unloading area in white letters no less than 12 in high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square unit area for "NO PARKING" legend.
3. Loading and unloading area border shall be marked in blue paint. The hatched lines shall be painted a suitable contrasting color to the parking space. Blue or white paint is preferred.

Figure 3B-22 (CA). Examples of Disabled Persons Parking Symbol, Legend and Related Markings (Sheet 2 of 2)

On-Street Parking (Conventional)



On-Street Parking (Restricted Right of Way Width)



NOTES:

1. The words "NO PARKING", shall be painted in white letters no less than 12 in high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square unit area for painting the legend "NO PARKING".
2. Accessible on-street parking spaces shall not be smaller in length or width than that specified by the local jurisdiction for other parking spaces, but not less than 20 ft in length and not less than 8 ft in width.
3. The hatched lines shall be painted a suitable contrasting color to the parking space. Blue or white paint is preferred.
4. Actual dimensions and curb geometry may differ from that shown. See Standard Plan A90B for additional details.

Figure 3B-23. Example of Elongated Letters for Word Pavement Markings

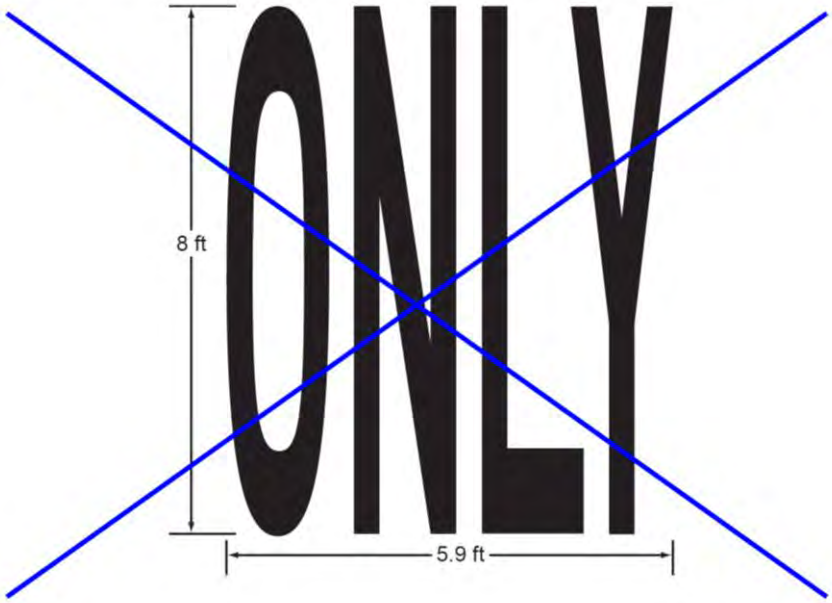
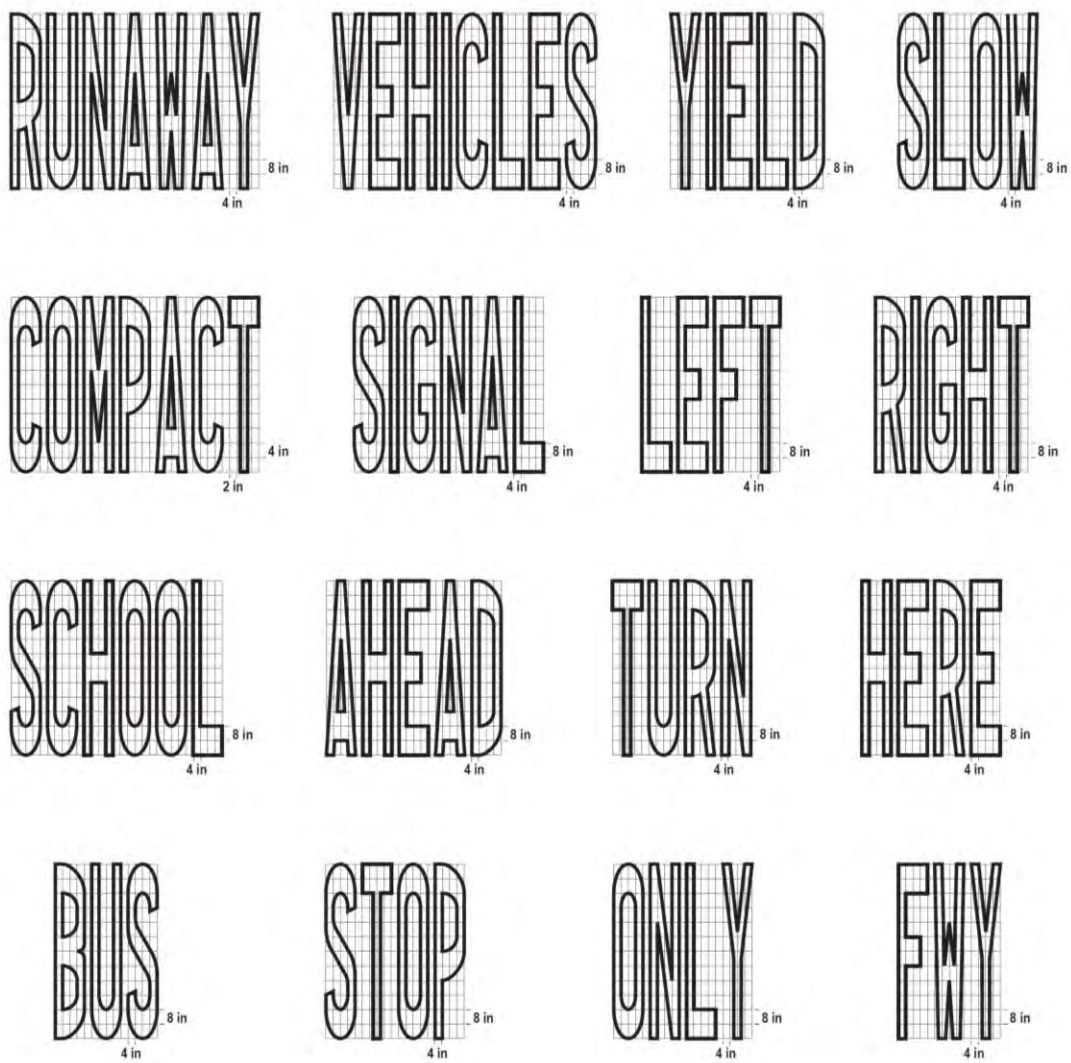


Figure 3B-23 (CA). Examples of Elongated Letters for Word Pavement Markings (Sheet 1 of 2)

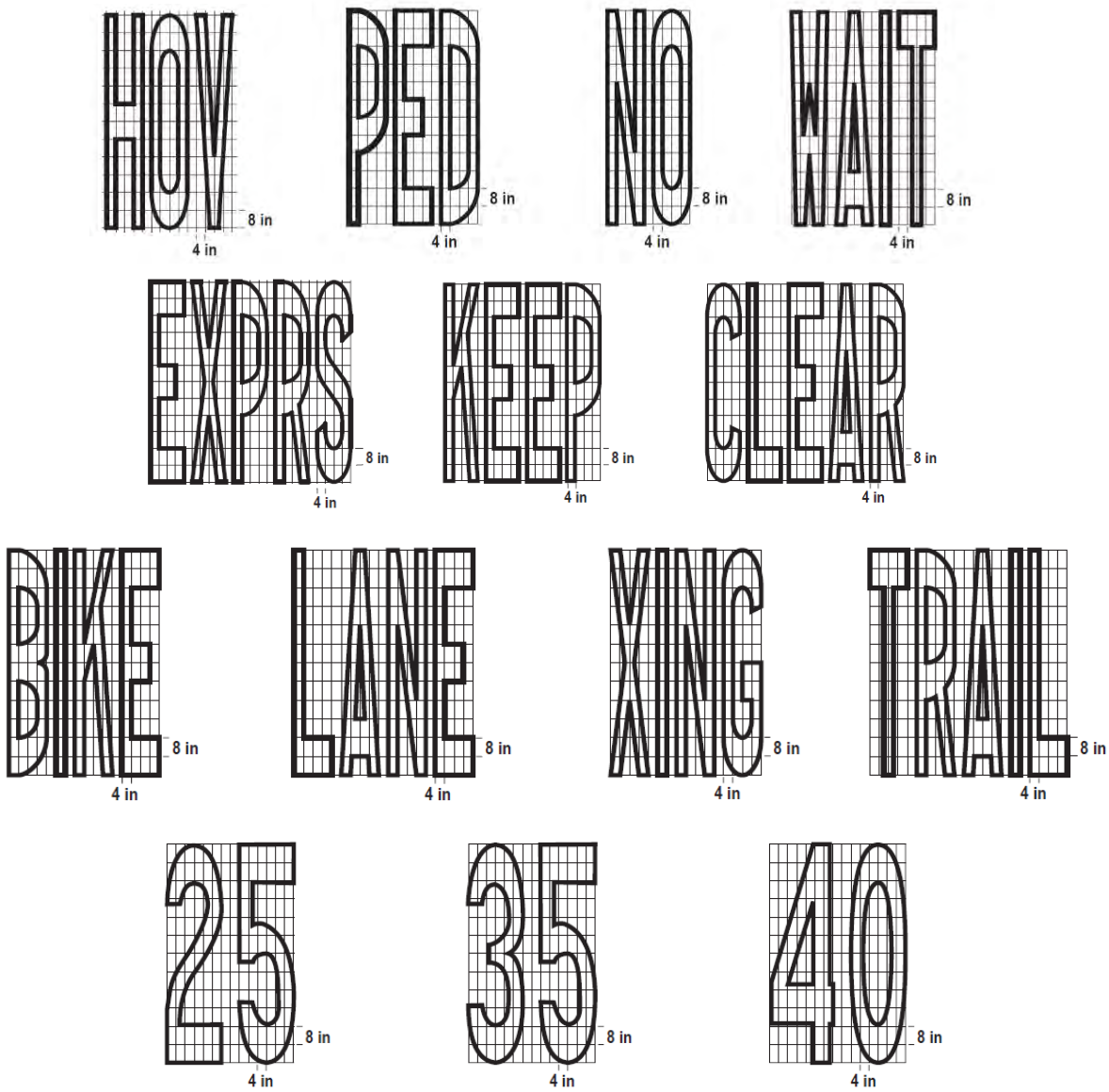


NOT TO SCALE

NOTES:

1. **All letters and numerals should be in conformance with the standard alphabets for highway signs and pavement markings approved by Department of Transportation.**
2. **The design details for various words are also shown in Department of Transportation's Standard Plans.**

Figure 3B-23 (CA). Examples of Elongated Letters for Word Pavement Markings (Sheet 2 of 2)

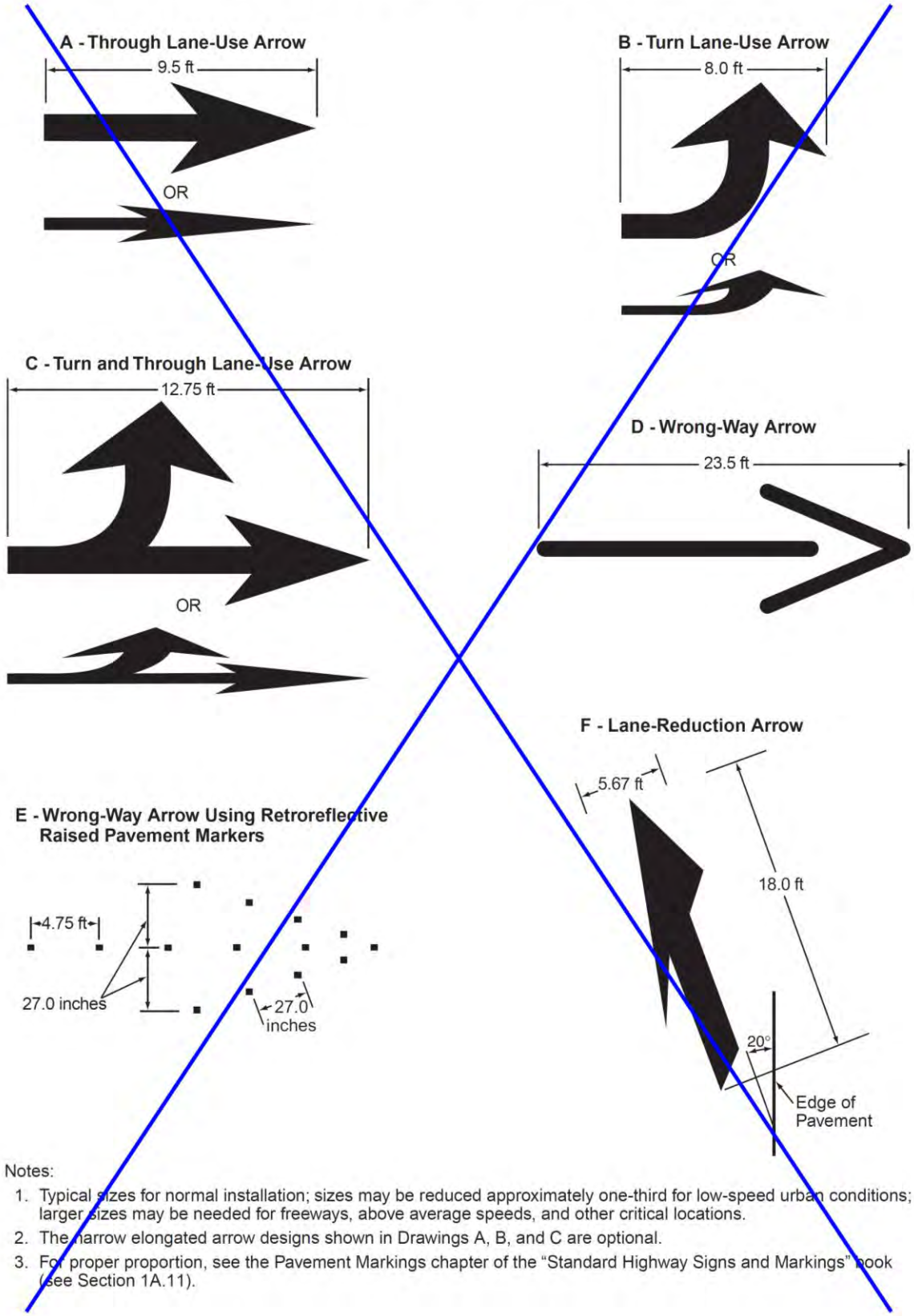


NOT TO SCALE

NOTES:

1. **All letters and numerals should be in conformance with the standard alphabets for highway signs and pavement markings approved by Department of Transportation.**
2. **The design details for various words are also shown in Department of Transportation's Standard Plans.**

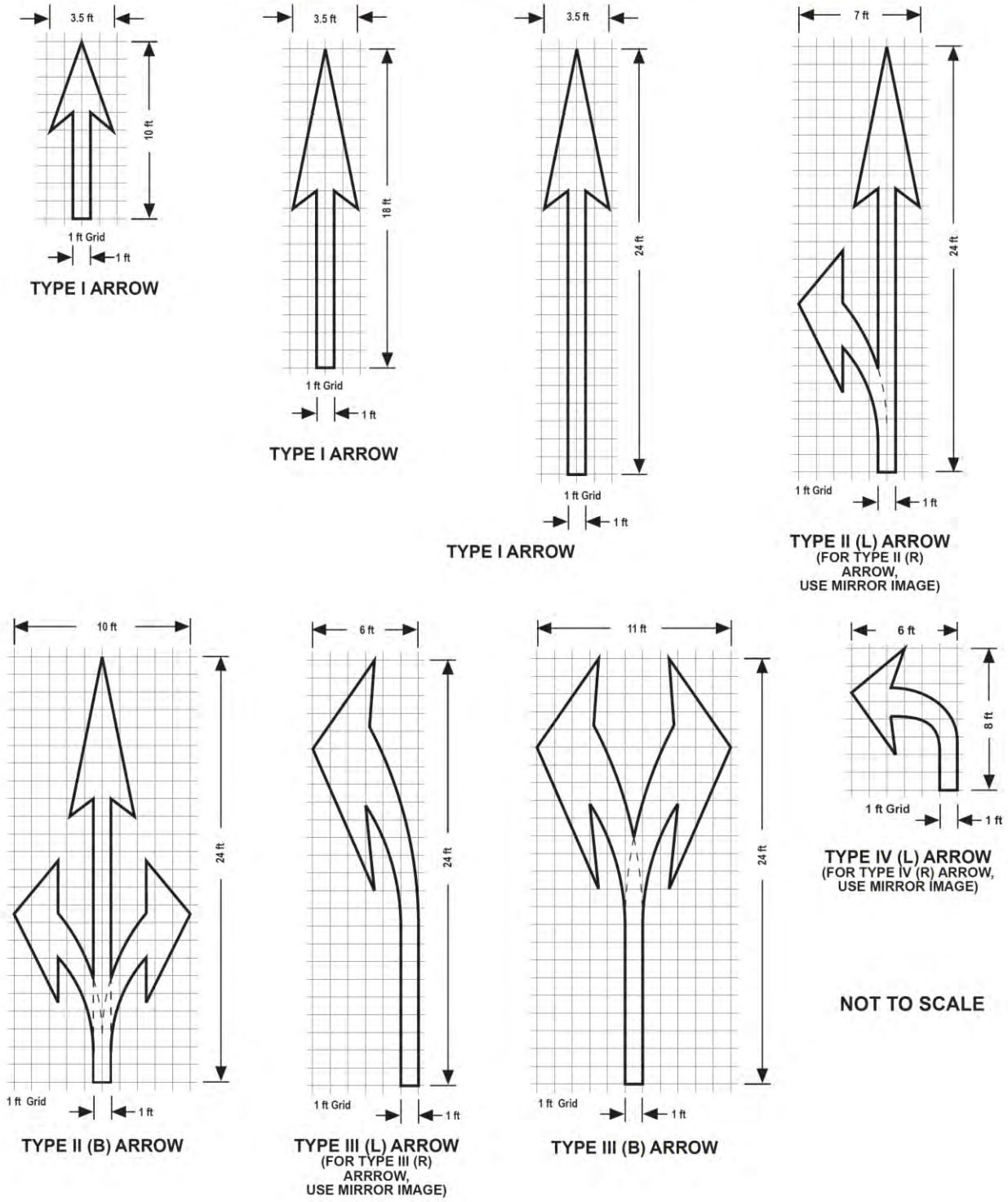
Figure 3B-24. Examples of Standard Arrows for Pavement Markings



Notes:

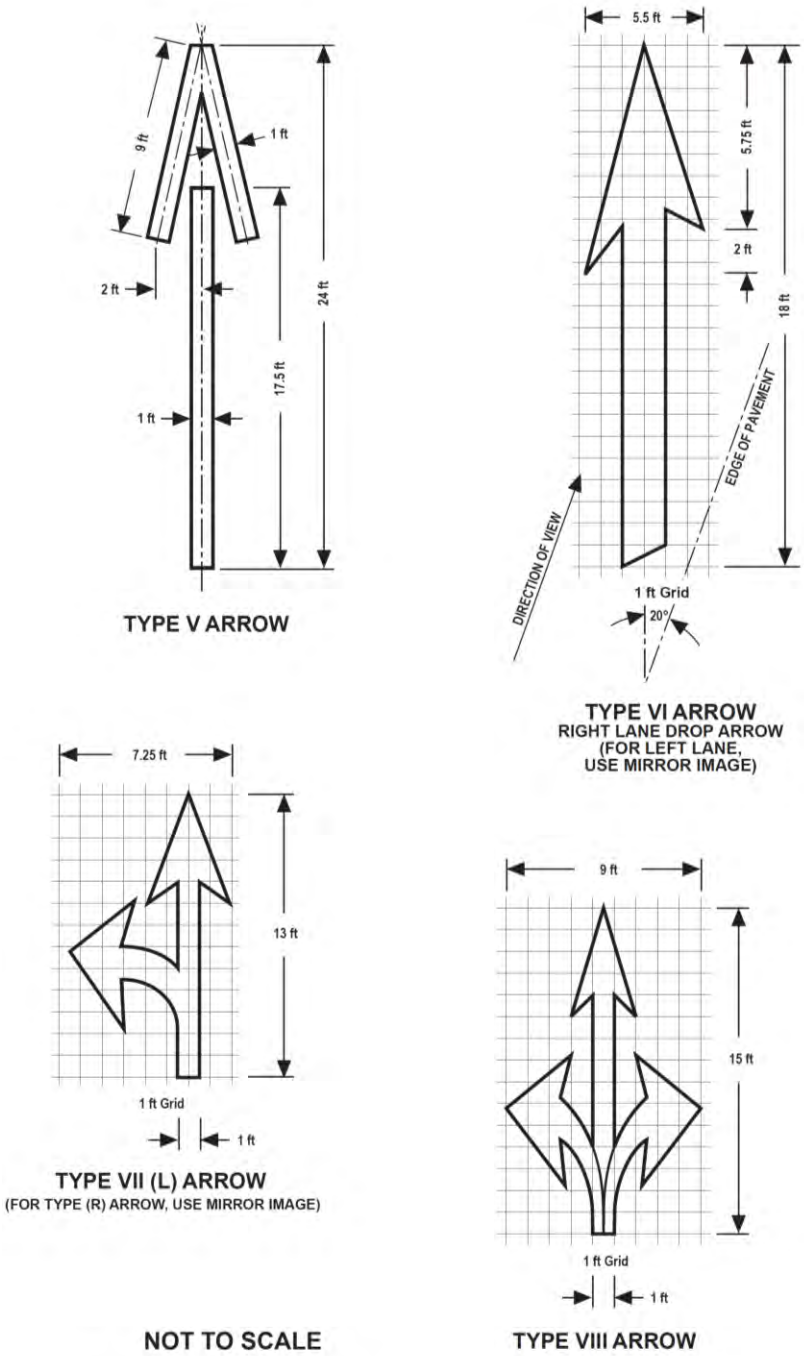
1. Typical sizes for normal installation; sizes may be reduced approximately one-third for low-speed urban conditions; larger sizes may be needed for freeways, above average speeds, and other critical locations.
2. The narrow elongated arrow designs shown in Drawings A, B, and C are optional.
3. For proper proportion, see the Pavement Markings chapter of the "Standard Highway Signs and Markings" book (see Section 1A.11).

Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 1 of 8)



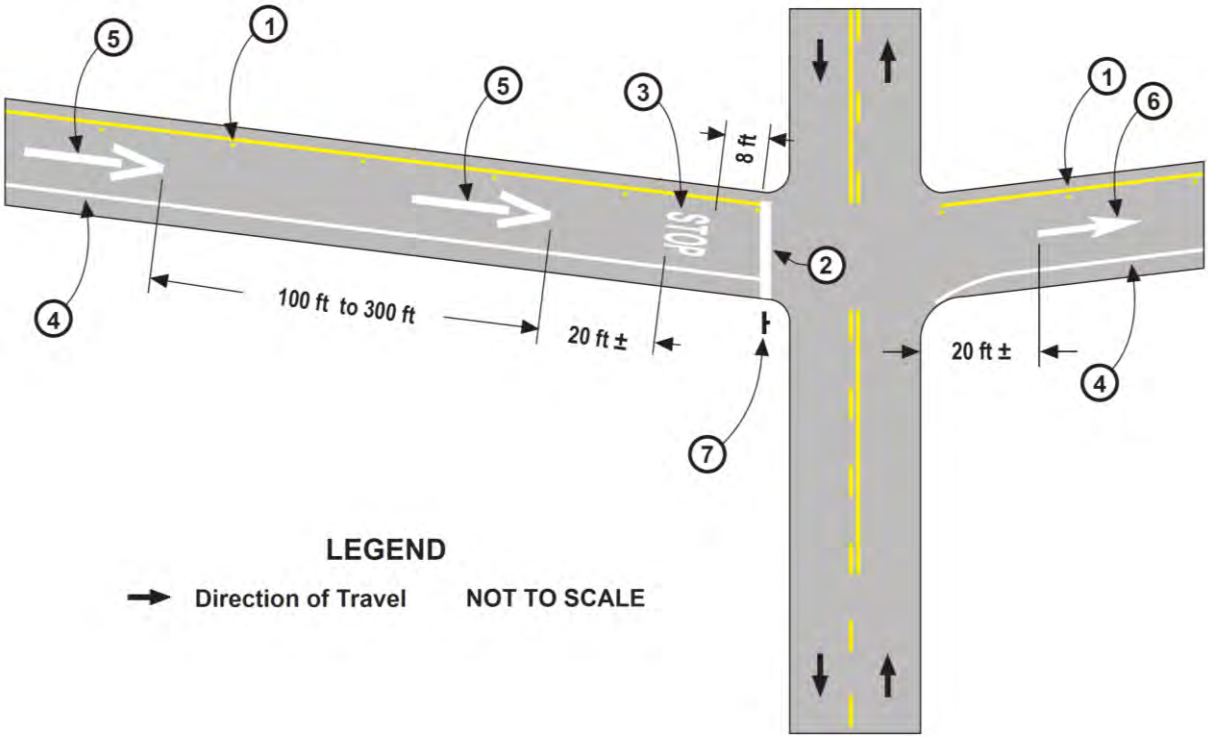
NOTE: The design details for various arrows are also shown in Department of Transportation's Standard Plans.

Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 2 of 8)



NOTE: The design details for various arrows are also shown in Department of Transportation's Standard Plans.

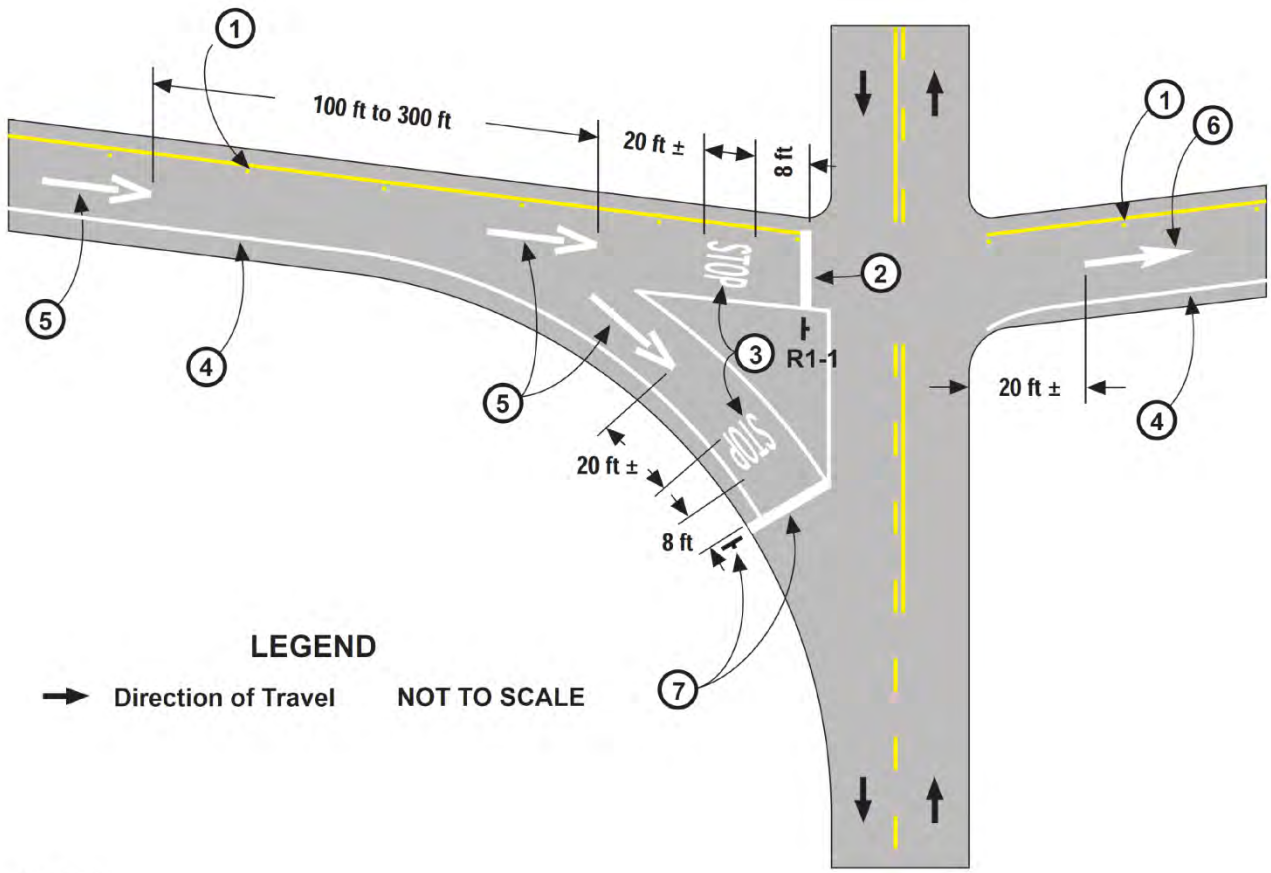
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 3 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See also Note 7 and Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrows, in pairs, as shown. See Section 3B.19.
6. Place Type I Arrow as shown. See Section 3B.19.
7. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.

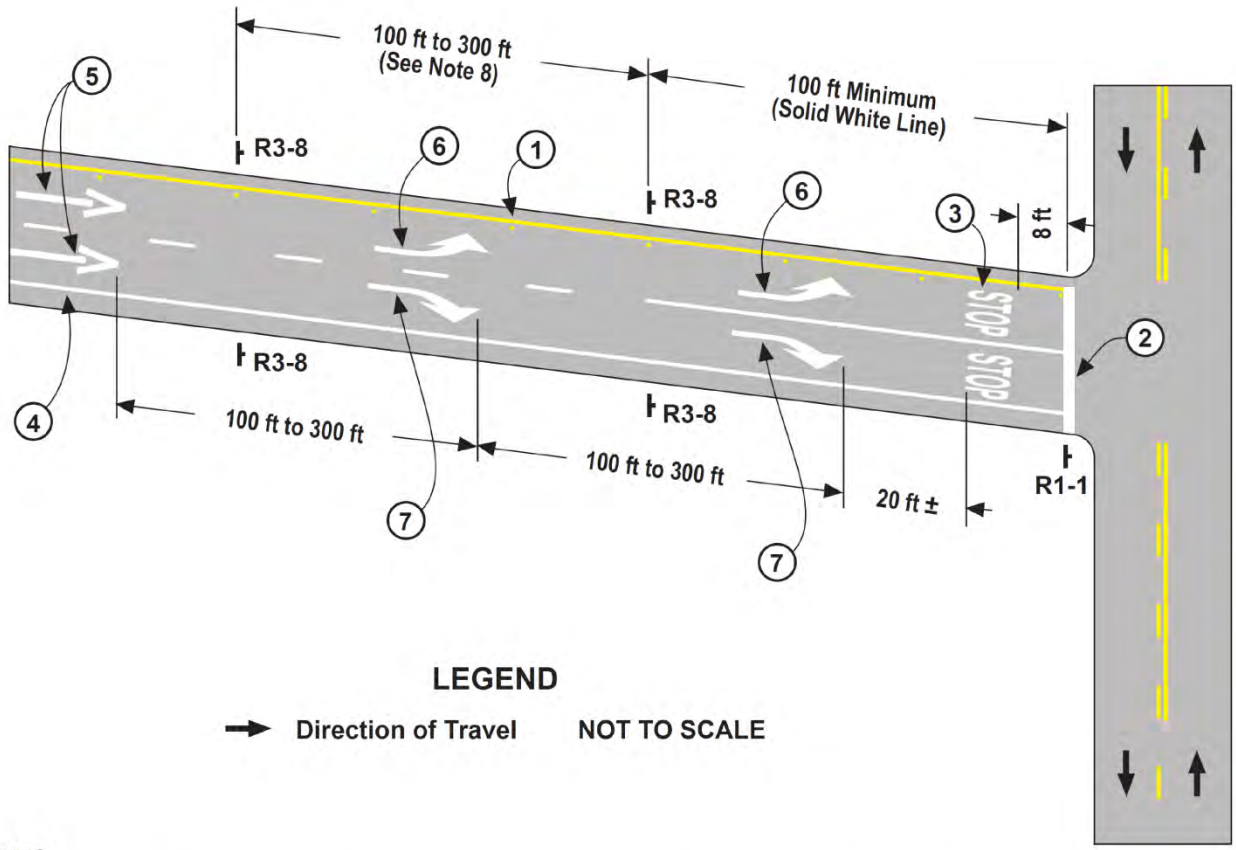
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 4 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrows, in pairs, as shown. See Section 3B.20.
6. Place Type I Arrow as shown. See Section 3B.20.
7. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.

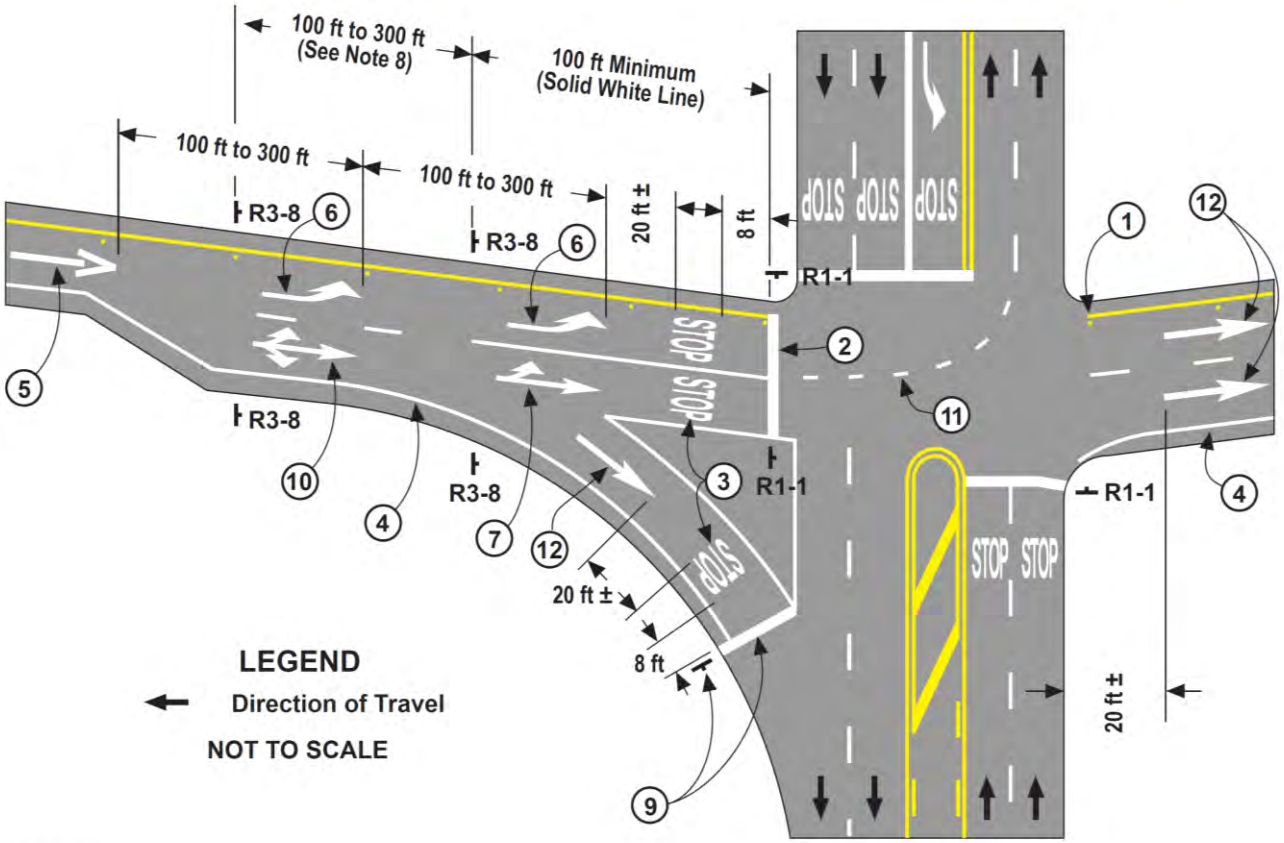
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 5 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrows as shown. See Section 3B.20.
6. Place Type III (L) Arrows, in pairs, as shown when distance permits. See Section 3B.20.
7. Place Type III (R) Arrows, in pairs, as shown when distance permits. See Section 3B.20.
8. Lane Use Control (R3-8) signs should be placed on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.

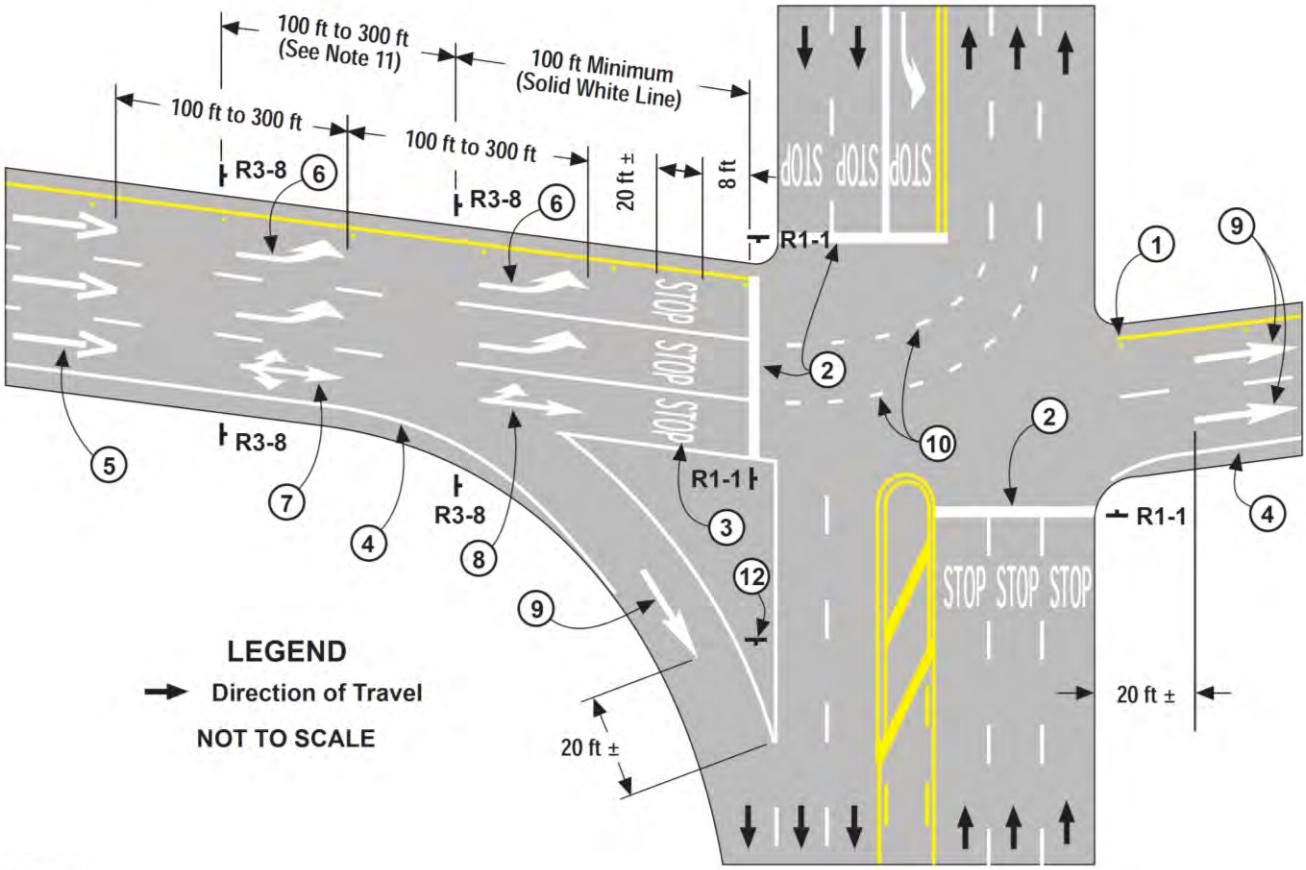
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 6 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrow as shown. See Section 3B.20.
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section 3B.20.
7. Place Type II(L) Arrow, as shown where distance permits. See Section 3B.20.
8. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
9. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.
10. Place Type II(B) Arrow, as shown. See Section 3B.20.
11. Lane Line Extensions through the intersection may be used, as shown. See Lane Line Detail 40.
12. Place Type I [24 ft] Arrows as shown. See Section 3B.20.

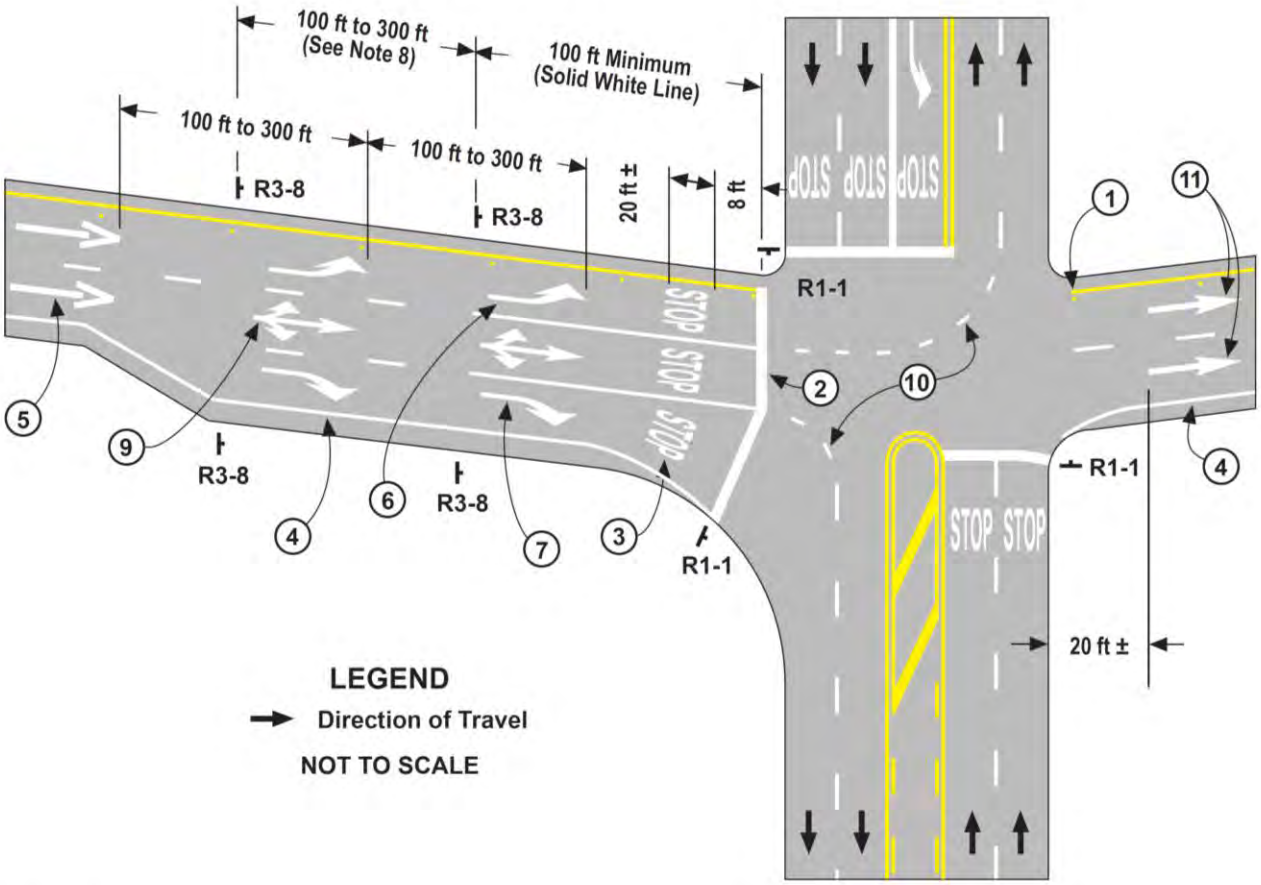
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 7 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrows as shown. See Section 3B.20.
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section 3B.20.
7. Place Type II(B) Arrow, as shown where distance permits. See Section 3B.20.
8. Place Type II(L) Arrow, as shown. See Section 3B.20.
9. Place Type I [24 ft] Arrow as shown. See Section 3B.20.
10. Lane Line Extensions through the intersection may be used, as shown. See Lane Line Detail 40.
11. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
12. The Added Lane Symbol (W4-3) sign should be used in lieu of the Merge Symbol (W4-1) sign, when an extra lane is provided of more than 1/2 Mile in length.

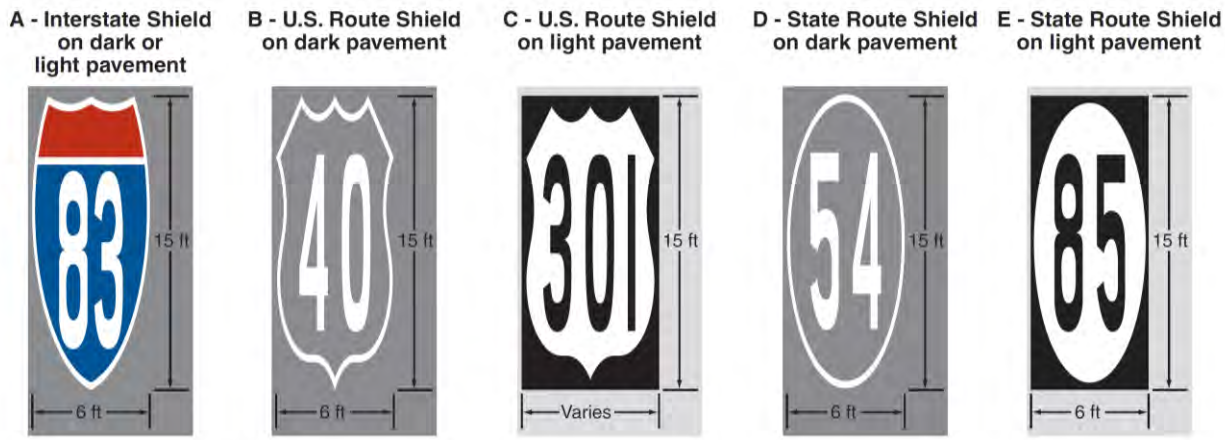
Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 8 of 8)



NOTES:

1. Place 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See Edge Line Detail 25A.
2. Place Limit Line as shown. See Section 3B.16.
3. Place "STOP" legend as shown. See Section 3B.16.
4. Place 4 in Solid White Right Edge Line, flared end optional, as shown. See Edge Line Detail 27B.
5. Place Type V Arrows as shown. See Section 3B.20.
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section 3B.20.
7. Place Type III(R) Arrows, in pairs, as shown where distance permits. See Section 3B.20.
8. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
9. Place Type II(B) Arrows, in pairs, as shown where distance permits. See Section 3B.20.
10. Lane Line Extensions through the intersection may be used, as shown. See Lane Line Detail 40.
11. Place Type I [24 ft] Arrows as shown. See Section 3B.20.

Figure 3B-25. Examples of Elongated Route Shields for Pavement Markings



Notes:

1. See the "Standard Highway Signs and Markings" book for other sizes and details
2. Colors and elongated shapes simulating State route shield signs may be used for route shield pavement markings where appropriate

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Figure 3B-26. Yield Ahead Triangle Symbols

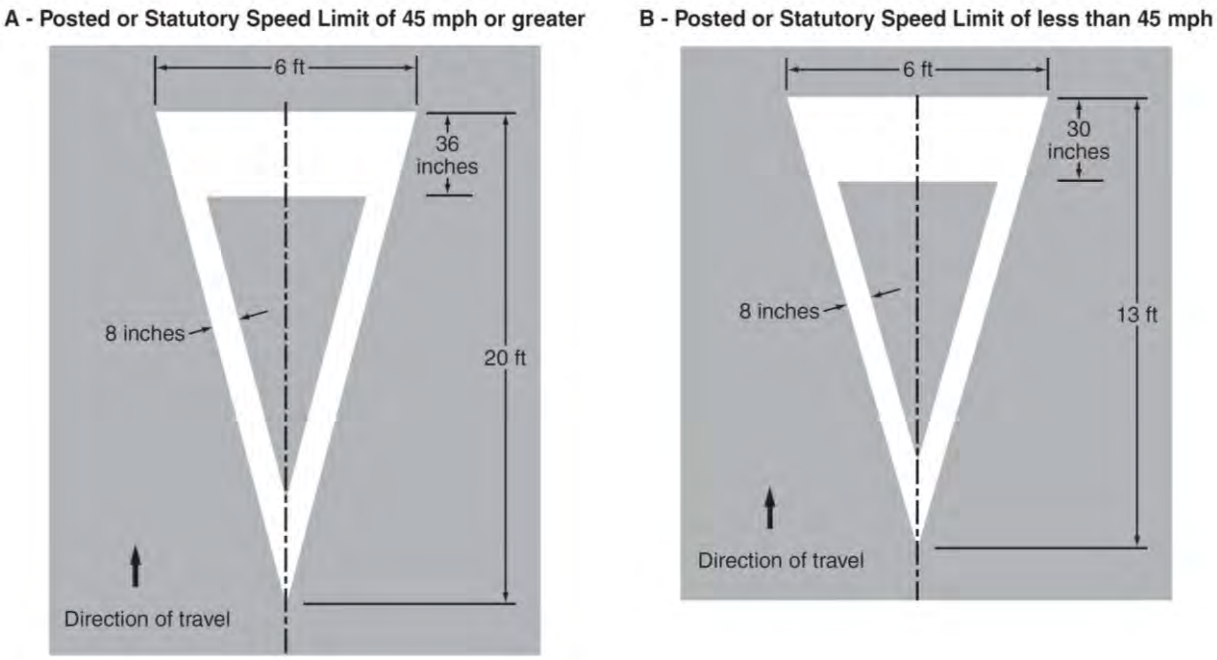


Figure 3B-27. Examples of Lane-Use Control Word and Arrow Pavement Markings

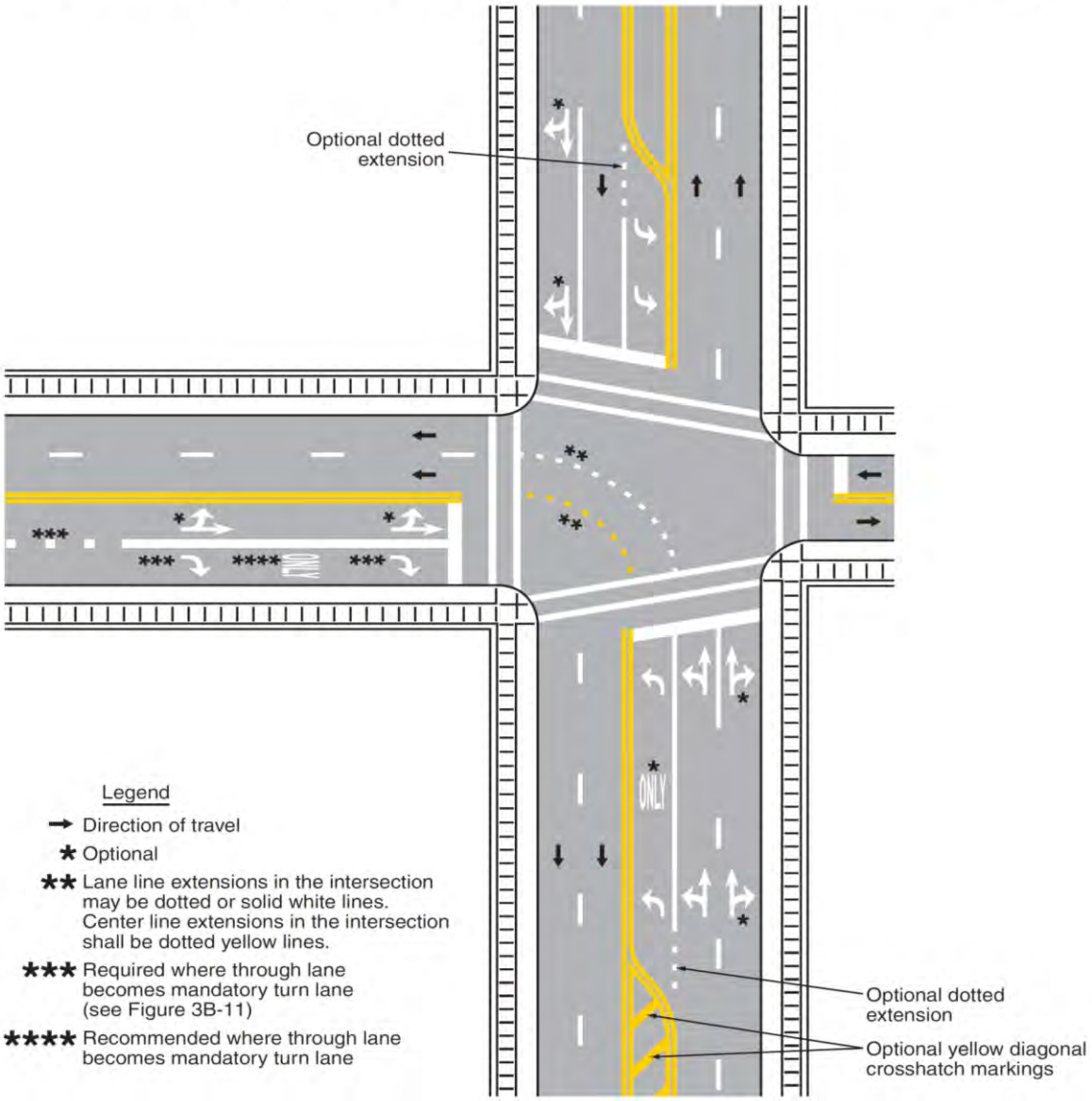


Figure 3B-28. Example of the Application of Speed Reduction Markings

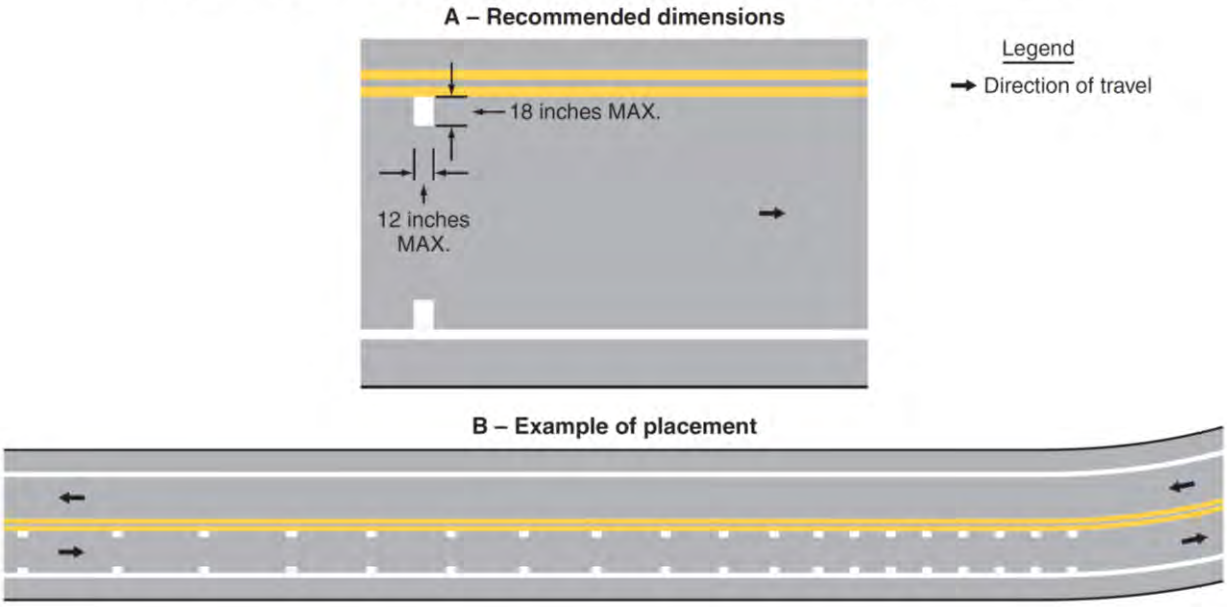


Figure 3B-29. Pavement Markings for Speed Humps without Crosswalks

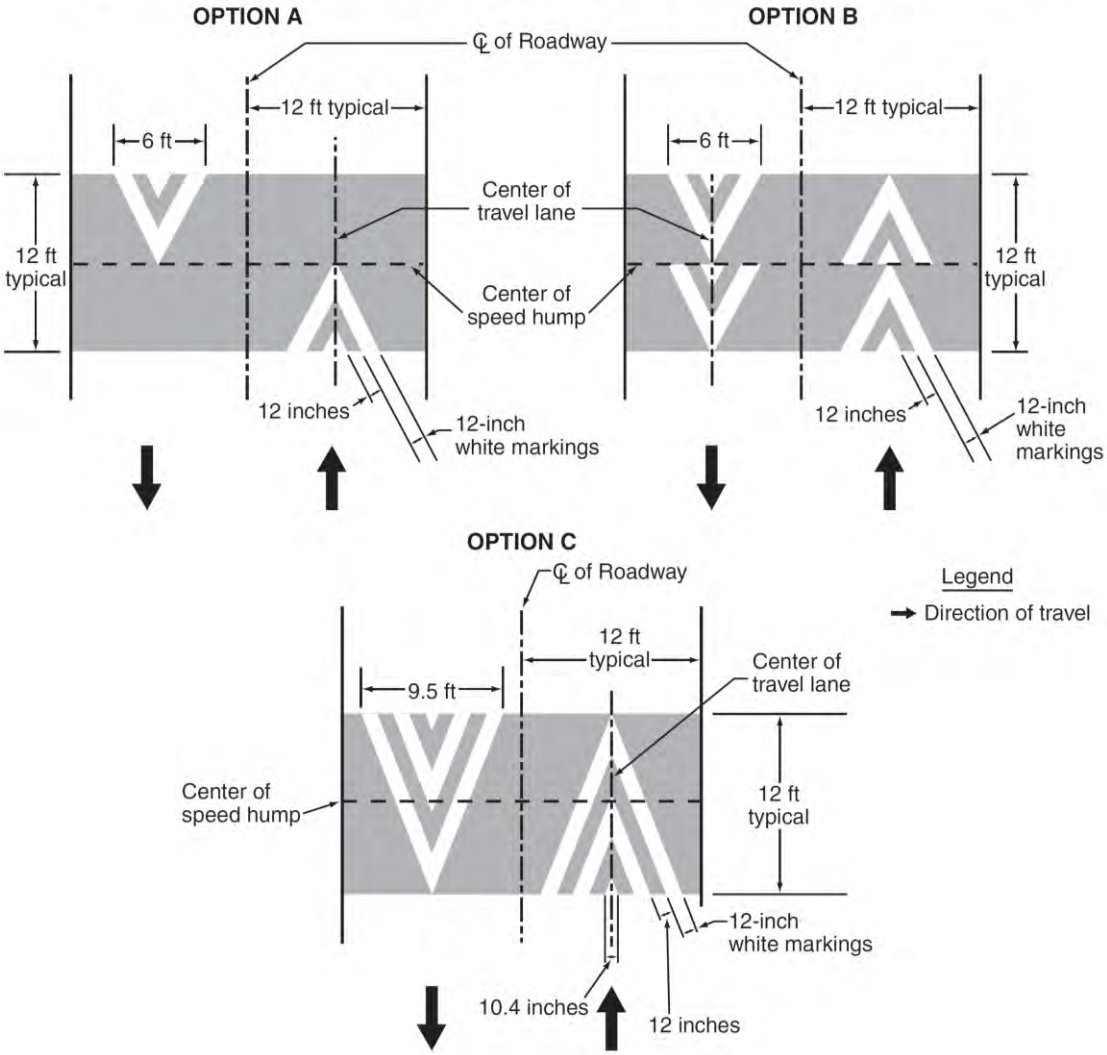
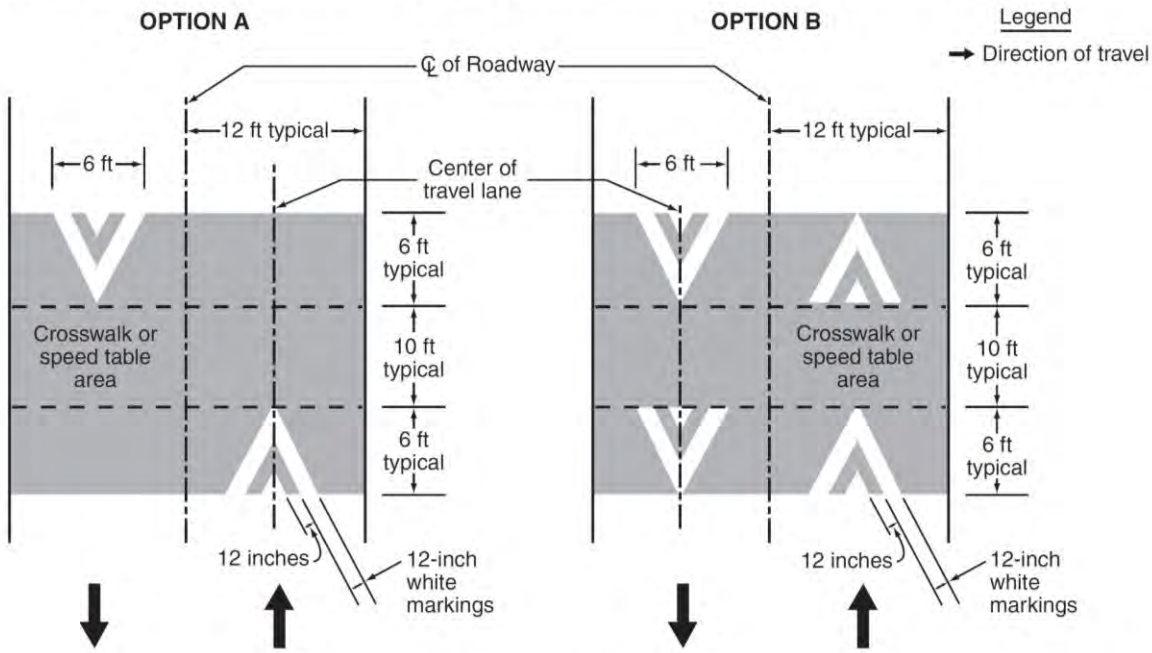


Figure 3B-30. Pavement Markings for Speed Tables or Speed Humps with Crosswalks



Note: Optional crosswalk lines are not shown in this figure

Figure 3B-31. Advance Warning Markings for Speed Humps

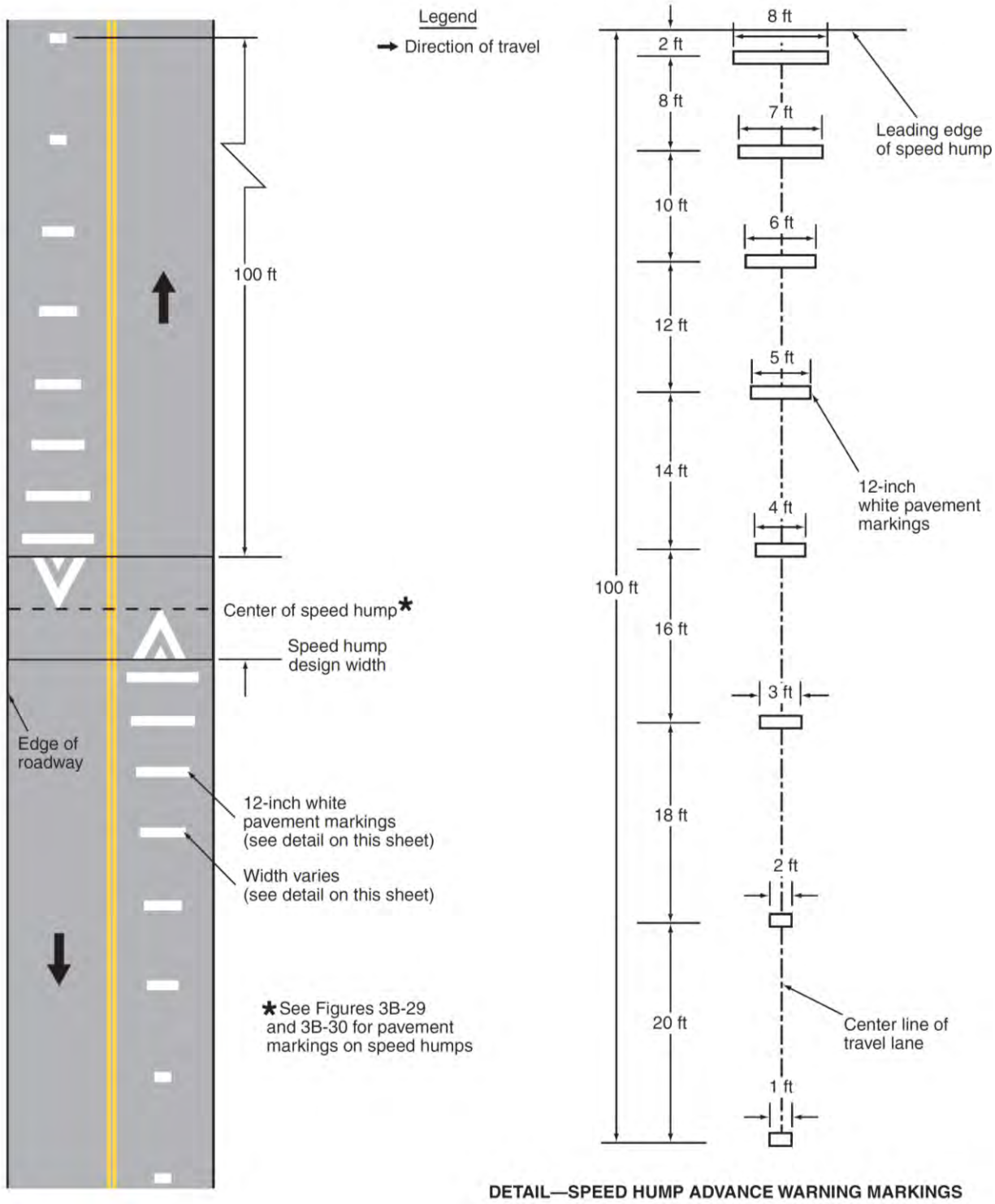
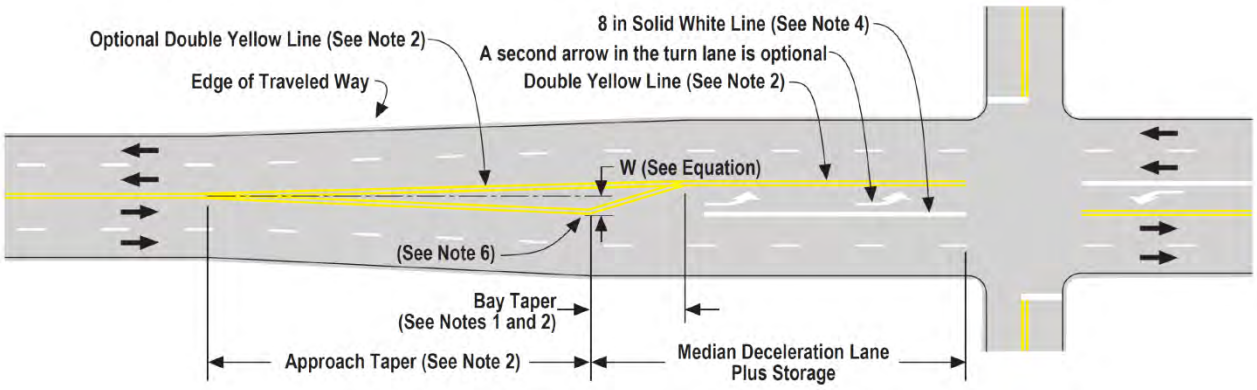
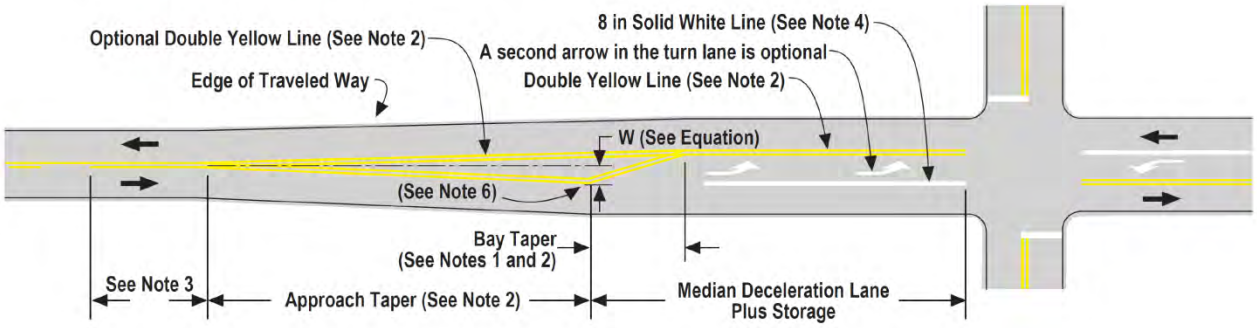


Figure 3B-101 (CA). Examples of Left-Turn Channelization Markings

4-Lane Roadway



2-Lane Roadway



NOT TO SCALE

Approach Taper = $\frac{WS^2}{60}$ for speeds of 40 mph or less and
WS for speeds of 45 mph or more.

Where S = Off Peak 85th Percentile Speed in mph.
W = Width of Lateral Traffic Shift in feet.

NOTES:

1. Bay taper length = 60 ft or 90 ft for Business, Residential and Urban Areas and 120 ft for high speed Rural Areas.
2. See Striping Details 21 through 23 or 28 through 30.
3. On two lane roads, use Striping Details 21 through 23 for one half (1/2) of the passing sight distance for the prevailing speed.
4. See Striping Detail 38, use a minimum storage length of 50 ft.
5. See Highway Design Manual, Section 405.2 for design details.
6. Based on engineering judgement, intersection of the Approach and Bay Tapers may be located within the width of the left-turn lane.

Figure 3B-102 (CA). Examples of Fire Hydrant Location Pavement Markers

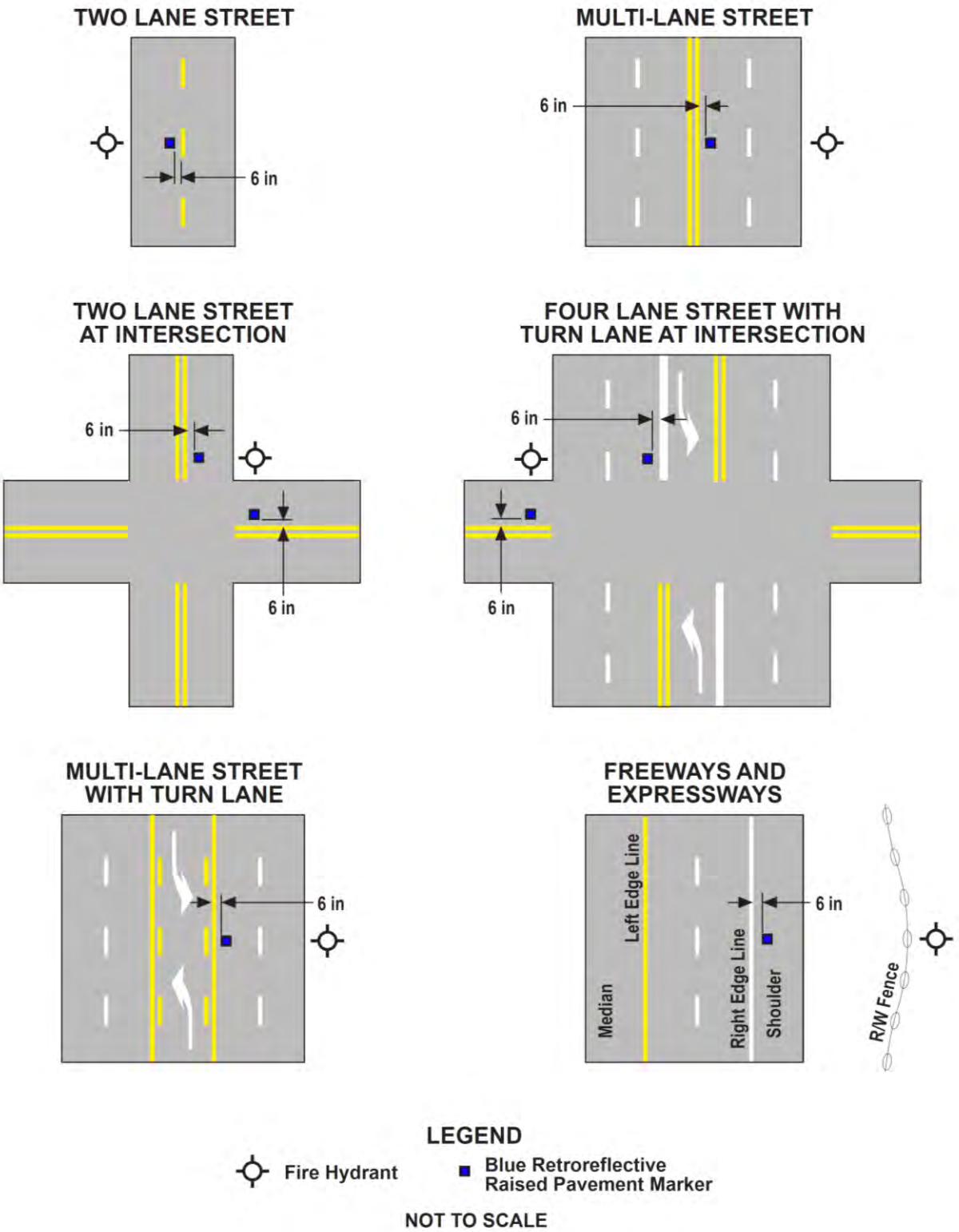
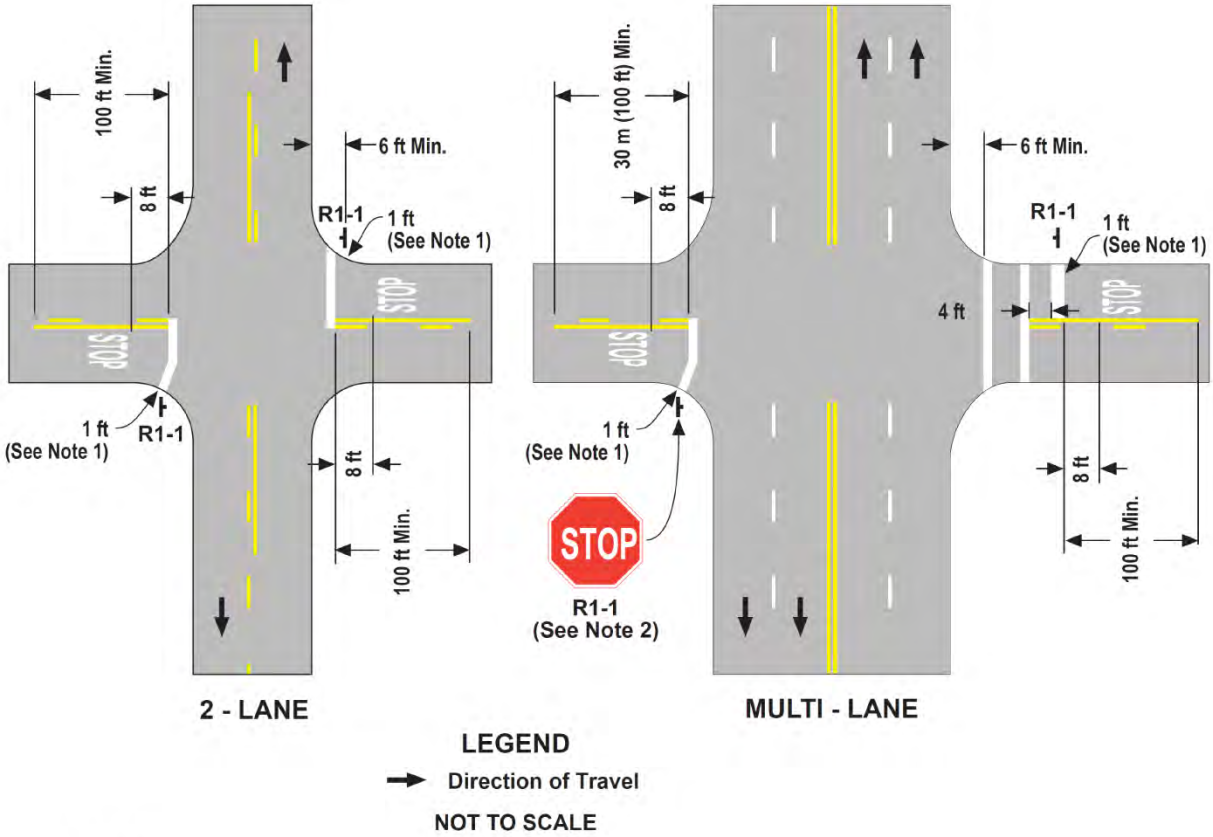


Figure 3B-103 (CA). Examples of Intersection Markings

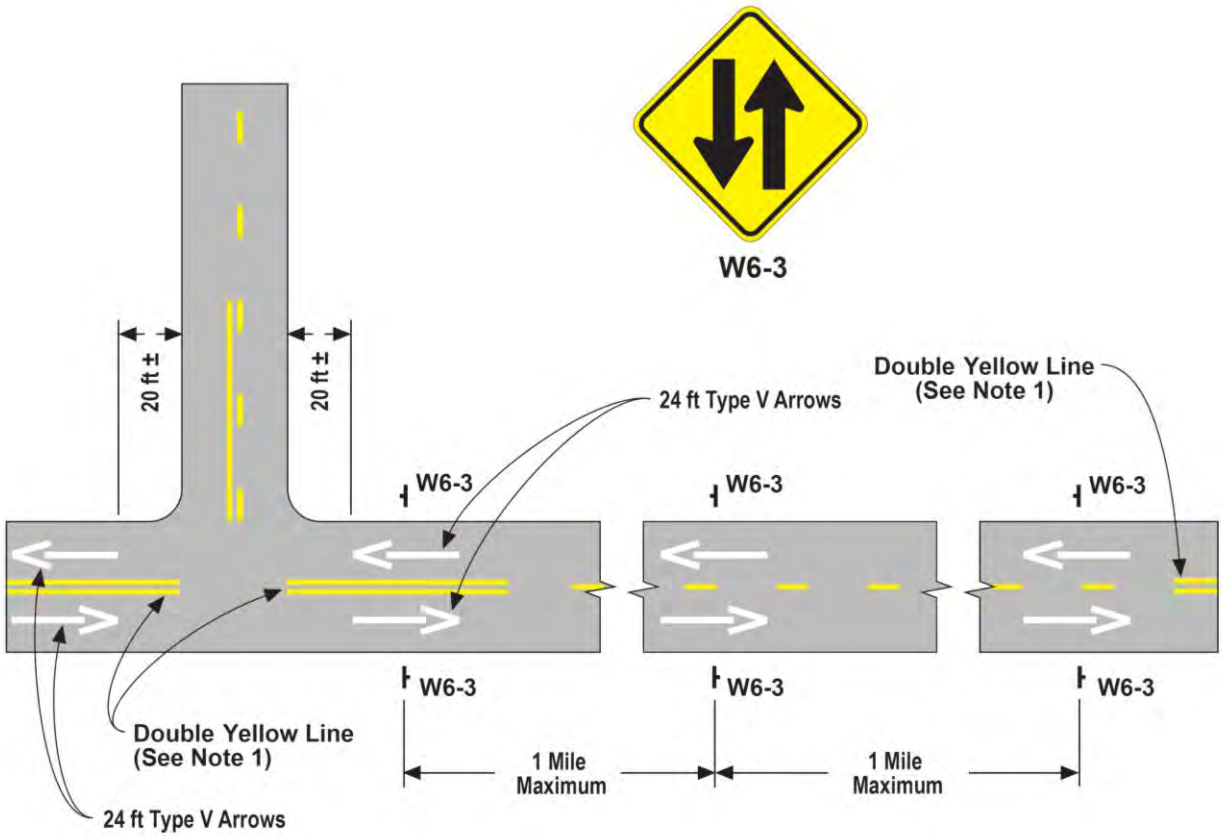


NOTES:

1. The Limit Line is optional, refer to Section 3B.16. The Limit Line on wide side roads on long radius corners may be bent at a 45°± angle for traffic making a right turn.

2. When a Stop Ahead (W3-1) or STOP AHEAD (W3-1a) sign is used, a STOP AHEAD pavement marking may be placed to supplement the sign according to Section 3B.20.

Figure 3B-104 (CA). Treatment for Divided Highway Illusion



NOT TO SCALE

NOTE:

1. Use a Double Yellow Line (Two Direction - No Passing) to discourage wrong way movements at critical locations, such as entering roads or approaches to transitions.

Figure 3B-105 (CA). Examples of Signs and Markings for Highways Where Speed is Enforced by Aircraft

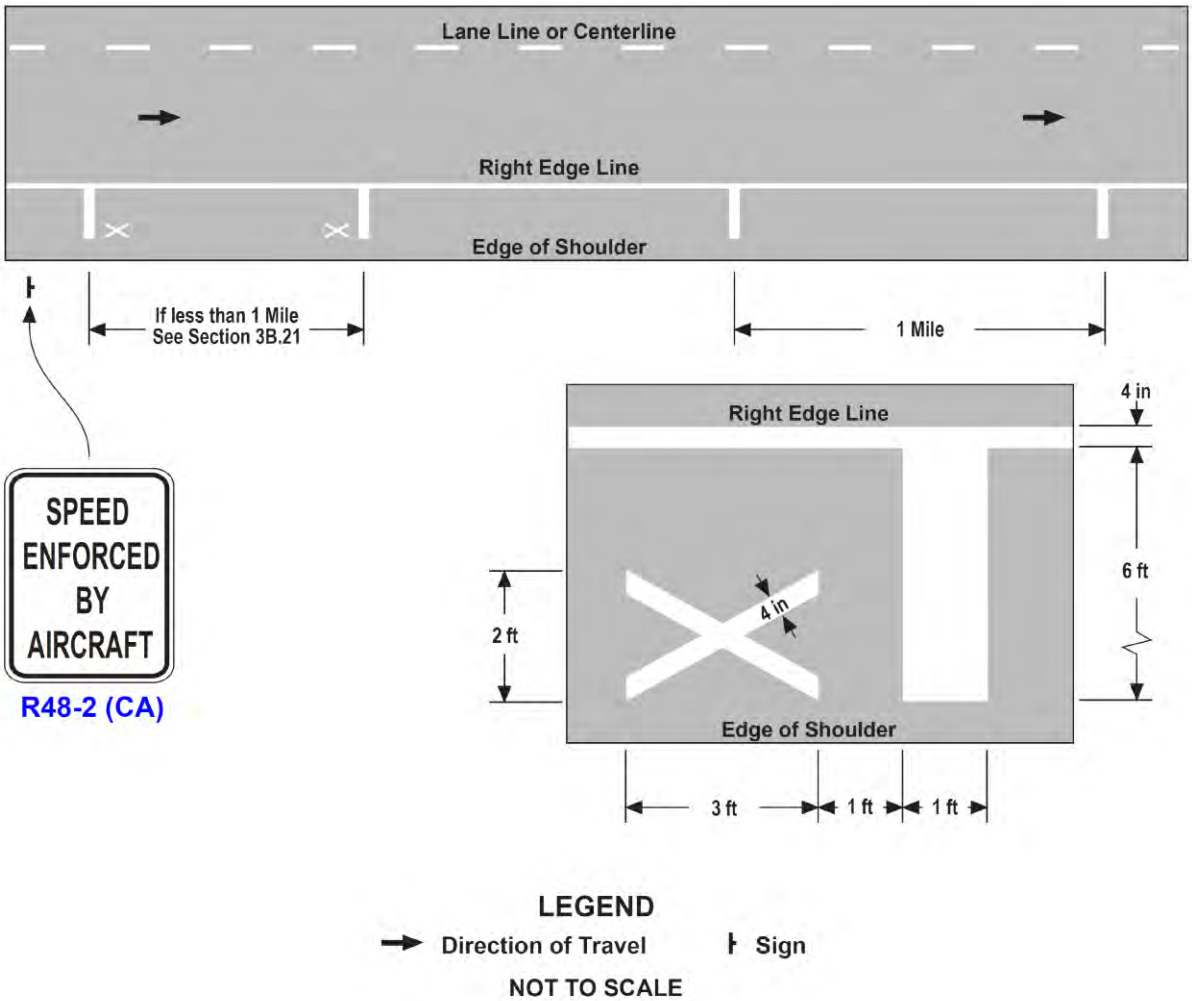
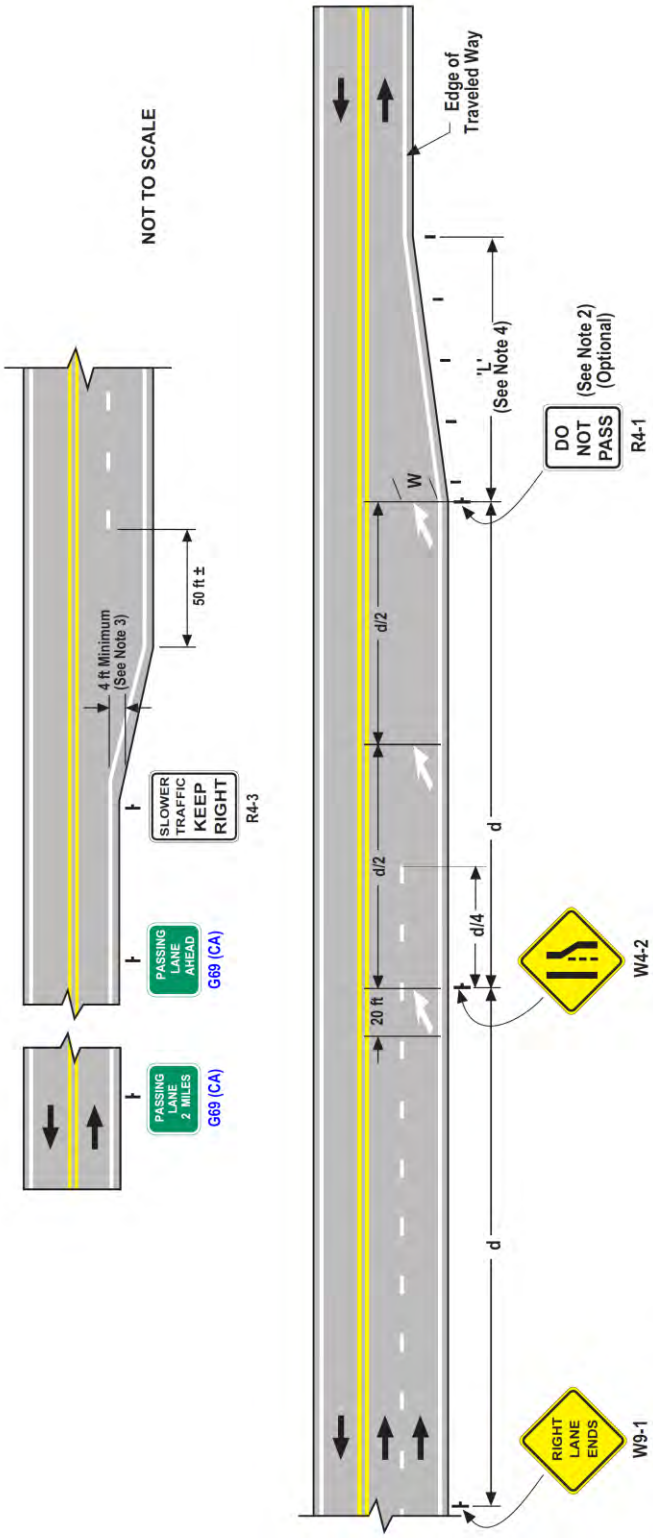


Figure 3B-106 (CA). Passing Lanes



NOTES:

1. For taper lengths, sign and delineator placement at different speeds, see Figure 3B-14 (CA) (Sheet 1 of 3).
2. The R4-1 sign should not be used on a freeway or expressway, etc., where two or more lanes remain after a lane is dropped. See Section 2B.28.
3. To discourage vehicular travel off the traveled way, the Right Edge Line should be continued until there is at least 4 ft between the beginning of the edge line taper and the edge of the traveled way.
4. Delineators should be spaced approximately 200 ft apart. There should be a minimum of 3 delineators throughout the entire length of a lane reduction transition. See Section 3F.04.
5. Lane Reduction Arrows may be placed when a passing lane is 1 mi or more in length.

LEGEND

L = Length in feet

S = Posted, 85th Percentile, statutory speed, or design speed for new construction in mph

W = Offset in feet

d = Advance Placement Distance (see Section 2C.05)

Direction of Travel

Lane Reduction Arrow

Delineators (Type F)

Sign Location

For speeds 45 mph or more:
L=WS

For speeds 40 mph or less:
$L=WS^2/60$

Figure 3B-107 (CA). Examples of Signing and Marking Turnouts

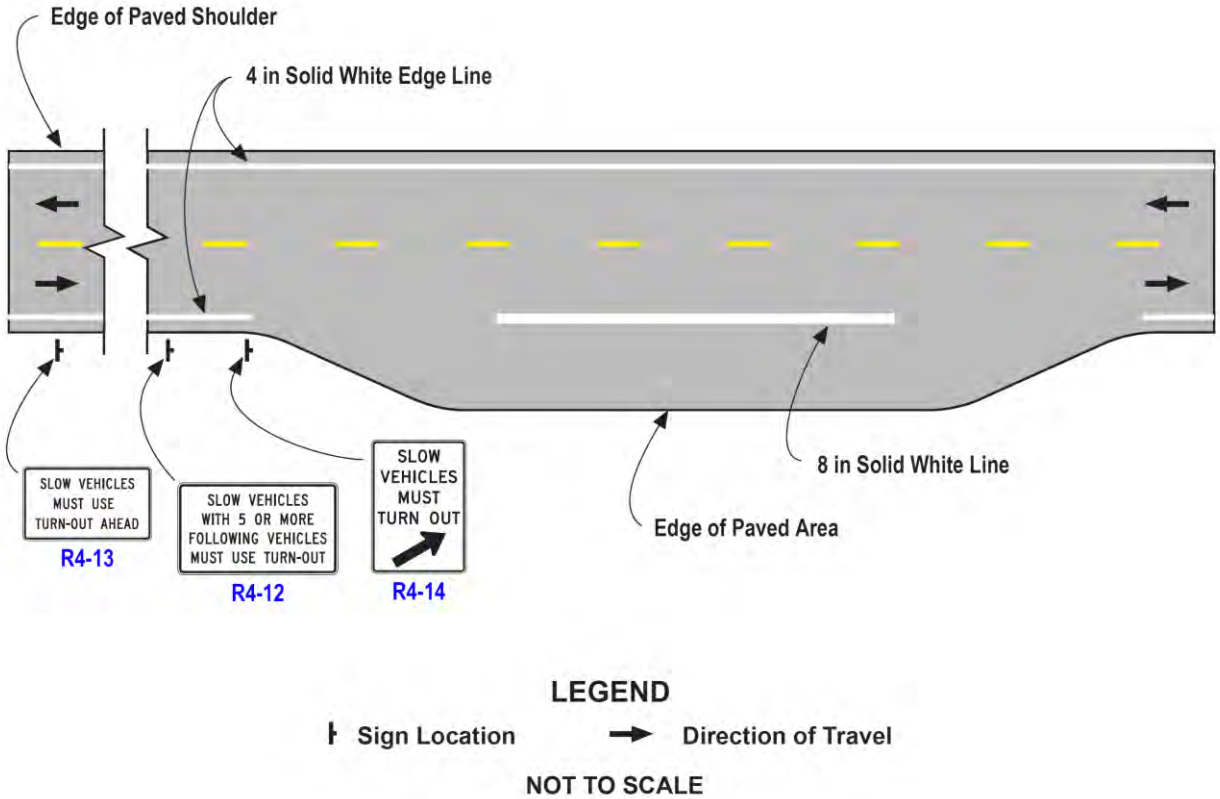


Figure 3B-108 (CA). Electric Vehicle Charging Station Pavement Marking Details (Sheet 1 of 2)

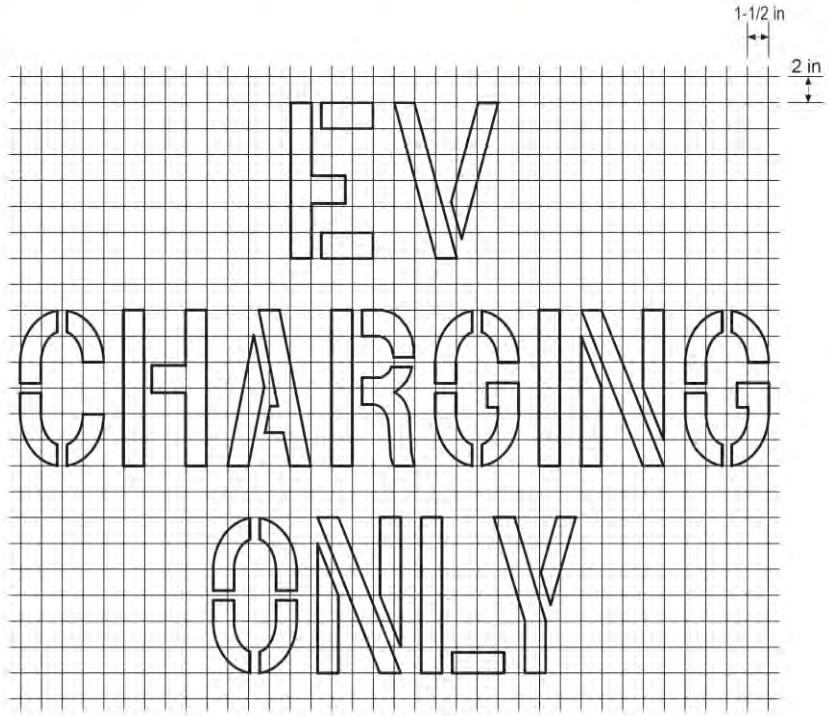


Figure 3B-108 (CA). Electric Vehicle Charging Station Pavement Marking Details (Sheet 2 of 2)

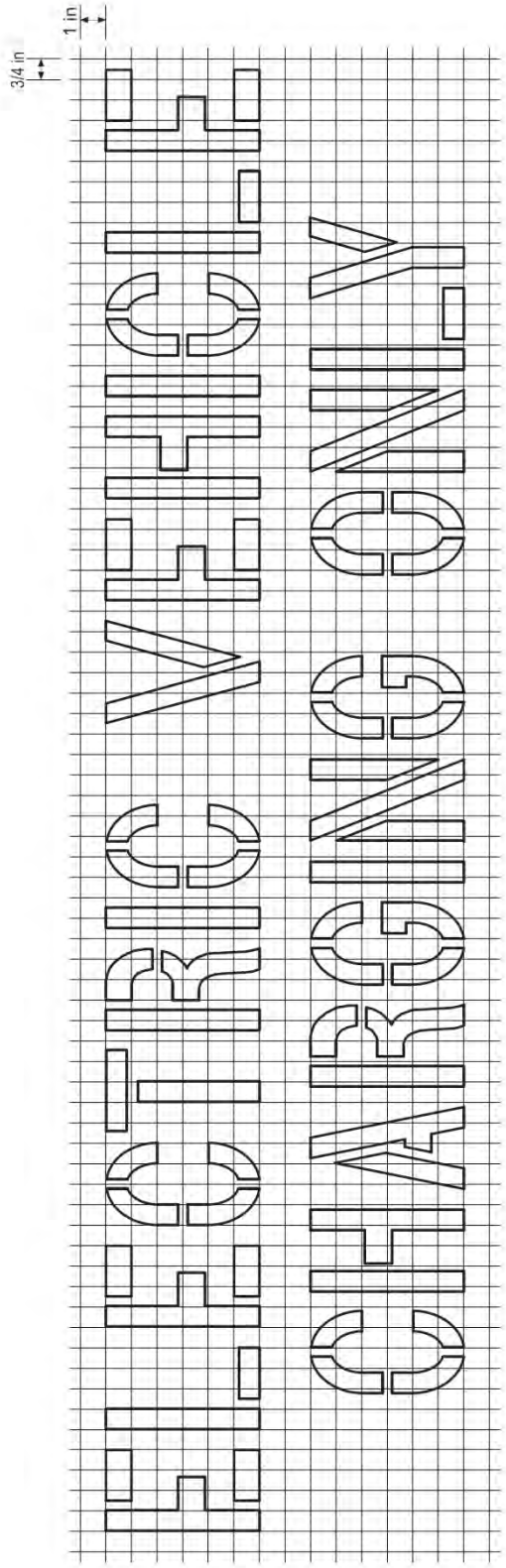


Table 3B-1. Minimum Passing Sight Distances for No-Passing Zone Markings

85th-Percentile or Posted or Statutory Speed Limit	Minimum Passing Sight Distance
25 mph	450 feet
30 mph	500 feet
35 mph	550 feet
40 mph	600 feet
45 mph	700 feet
50 mph	800 feet
55 mph	900 feet
60 mph	1,000 feet
65 mph	1,100 feet
70 mph	1,200 feet

CHAPTER 3C. ROUNDABOUT MARKINGS

Section 3C.01 General

Support:

01 A roundabout (see definition in Section 1A.13) is a specific type of circular intersection designed to control speeds and having specific traffic control features.

Guidance:

02 *Pavement markings and signing for a roundabout should be integrally designed to correspond to the geometric design and intended lane use of a roundabout.*

03 *Markings on the approaches to a roundabout and on the circular roadway should be compatible with each other to provide a consistent message to road users and should facilitate movement through the roundabout such that vehicles do not have to change lanes within the circulatory roadway in order to exit the roundabout in a given direction.*

Support:

04 Figure 3C-1 provides an example of the pavement markings for approach and circulatory roadways at a roundabout. Figure 3C-2 shows the options that are available for lane-use pavement marking arrows on approaches to roundabouts. Figures 3C-3 through 3C-14 illustrate examples of markings for roundabouts of various geometric and lane-use configurations.

05 Traffic control signals or pedestrian hybrid beacons (see Part 4) are sometimes used at roundabouts to facilitate the crossing of pedestrians or to meter traffic.

06 Section 8C.12 contains information about roundabouts that contain or are in close proximity to grade crossings.

Section 3C.02 White Lane Line Pavement Markings for Roundabouts

Standard:

01 **Multi-lane approaches to roundabouts shall have lane lines.**

02 **A through lane on a roadway that becomes a dropped lane (mandatory turn lane) at a roundabout shall be marked with a dotted white lane line in accordance with Section 3B.04.** See Detail 37D as shown in Figure 3A-111(CA).

Guidance:

03 *Multi-lane roundabouts should have lane line markings within the circulatory roadway to channelize traffic to the appropriate exit lane.*

Standard:

04 **Continuous concentric lane lines shall not be used within the circulatory roadway of roundabouts.**

Support:

05 Section 9C.04 contains information regarding bicycle lane markings at roundabouts.

Section 3C.03 Edge Line Pavement Markings for Roundabout Circulatory Roadways

Guidance:

01 *A white edge line should be used on the outer (right-hand) side of the circulatory roadway.*

02 *Where a white edge line is used for the circulatory roadway, it should be as follows (see Figure 3C-1):*

A. A solid line adjacent to the splitter island, and

B. A wide dotted line across the lane(s) entering the roundabout.

Standard:

03 **Edge lines and edge line extensions shall not be placed across the exits from the circulatory roadway at roundabouts.**

Option:

04 A yellow edge line may be placed around the inner (left-hand) edge of the circulatory roadway (see Figure 3C-1) and may be used to channelize traffic (see Drawing B of Figure 3C-4).

Section 3C.04 Yield Lines for Roundabouts

Option:

01 A yield line (see Section 3B.16) may be used to indicate the point behind which vehicles are required to yield at the entrance to a roundabout (see Figure 3C-1).

Section 3C.05 Crosswalk Markings at Roundabouts

Standard:

01 **Pedestrian crosswalks shall not be marked to or from the central island of roundabouts.**

Guidance:

02 *If pedestrian facilities are provided, crosswalks (see Section 3B.18) should be marked across roundabout entrances and exits to indicate where pedestrians are intended to cross.*

03 *Crosswalks should be a minimum of 20 feet from the edge of the circulatory roadway.*

Support:

04 Various arrangements of crosswalks at roundabouts are illustrated in the figures in this Chapter.

Section 3C.06 Word, Symbol, and Arrow Pavement Markings for Roundabouts

Option:

01 Lane-use arrows may be used on any approach to and within the circulatory roadway of any roundabout.

02 YIELD (word) and YIELD AHEAD (symbol or word) pavement markings (see Figure 3C-1) may be used on approaches to roundabouts.

03 Word and/or route shield pavement markings may be used on an approach to or within the circulatory roadway of a roundabout to provide route and/or destination guidance information to road users (see Figure 3C-14).

Guidance:

04 *Within the circulatory roadway of multi-lane roundabouts, normal lane-use arrows (see Section 3B.20 and Figure ~~3B-24~~ 3B-24(CA)) should be used.*

05 *On multi-lane approaches with double left-turn and/or double right-turn lanes, lane-use arrows as shown in Figures 3C-7 and 3C-8 should be used.*

Option:

06 If used on approaches to a roundabout, lane-use arrows ~~may be either normal or~~ (fish-hook arrows only), either with or without an oval symbolizing the central island, as shown in Figure 3C-2.

Section 3C.07 Markings for Other Circular Intersections

Support:

01 Other circular intersections include, but are not limited to, rotaries, traffic circles, and residential traffic calming designs.

Option:

02 The markings shown in this Chapter may be used at other circular intersections if engineering judgment indicates that their presence will benefit drivers, pedestrians, or other road users.

Figure 3C-1. Example of Markings for Approach and Circulatory Roadways at a Roundabout

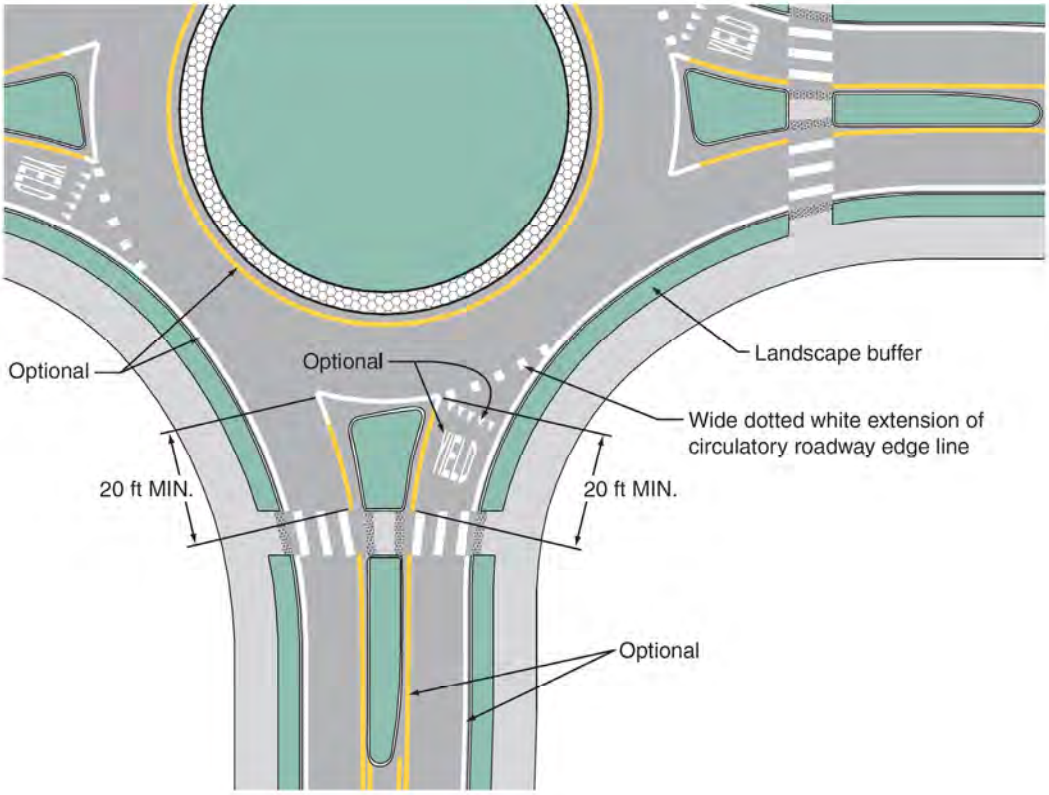


Figure 3C-2. Lane-Use Arrow Pavement Marking Options for Roundabout Approaches

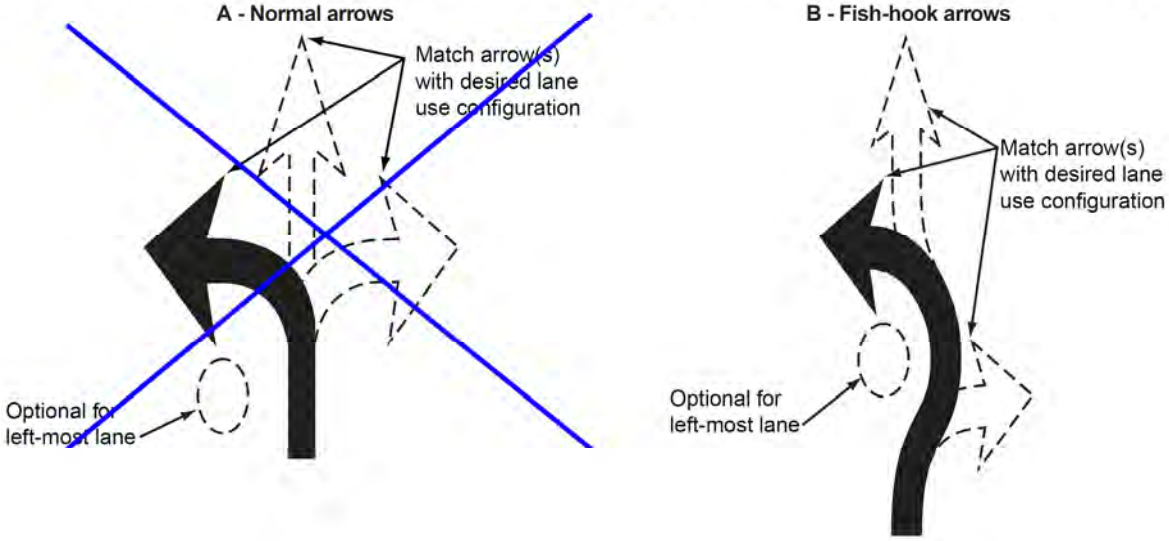


Figure 3C-3. Example of Markings for a One-Lane Roundabout

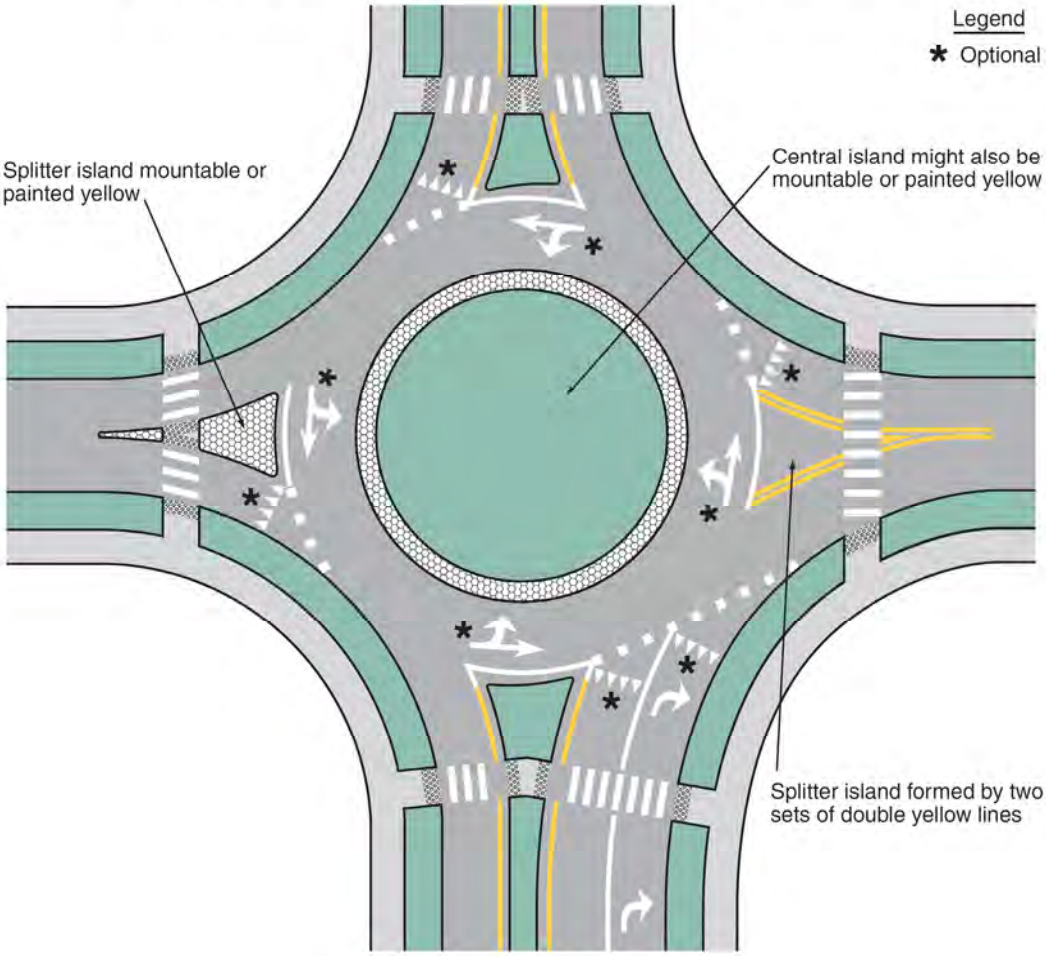


Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 1 of 2)

A – Unextended central island

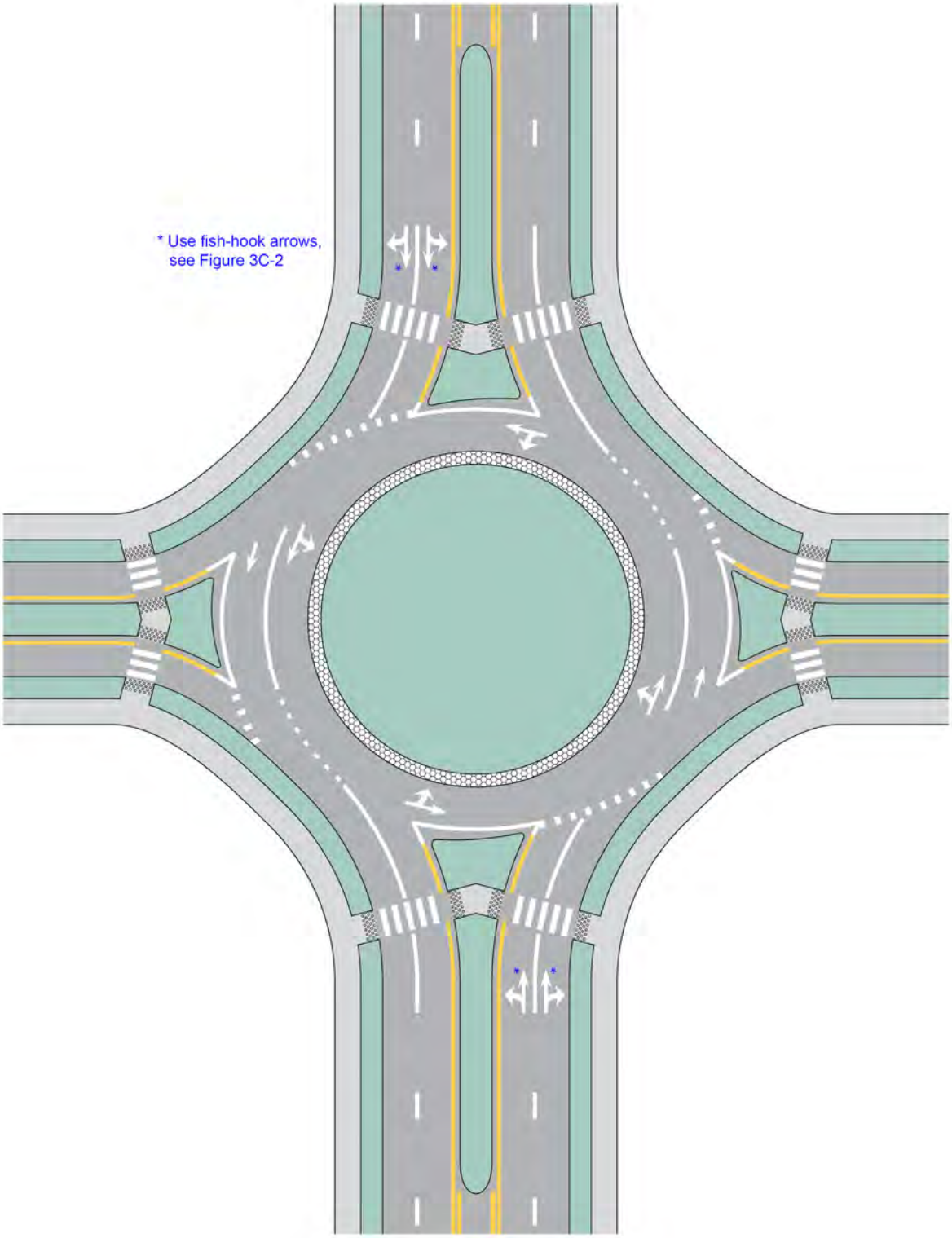
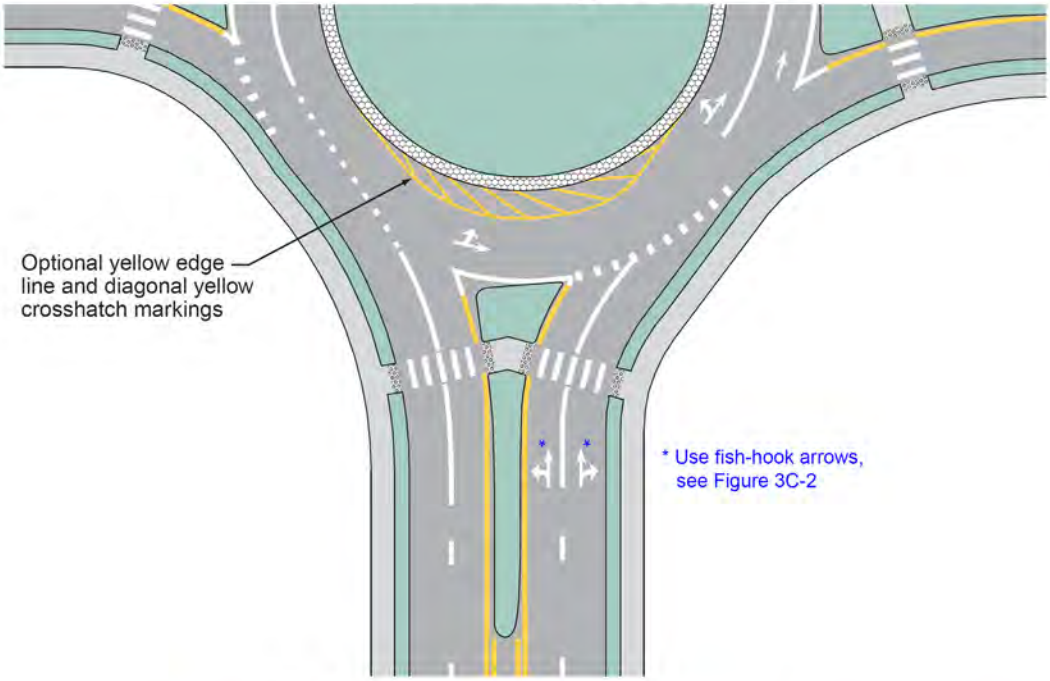


Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 2 of 2)

B – Central island extended by pavement markings



C – Central island extended by a truck apron

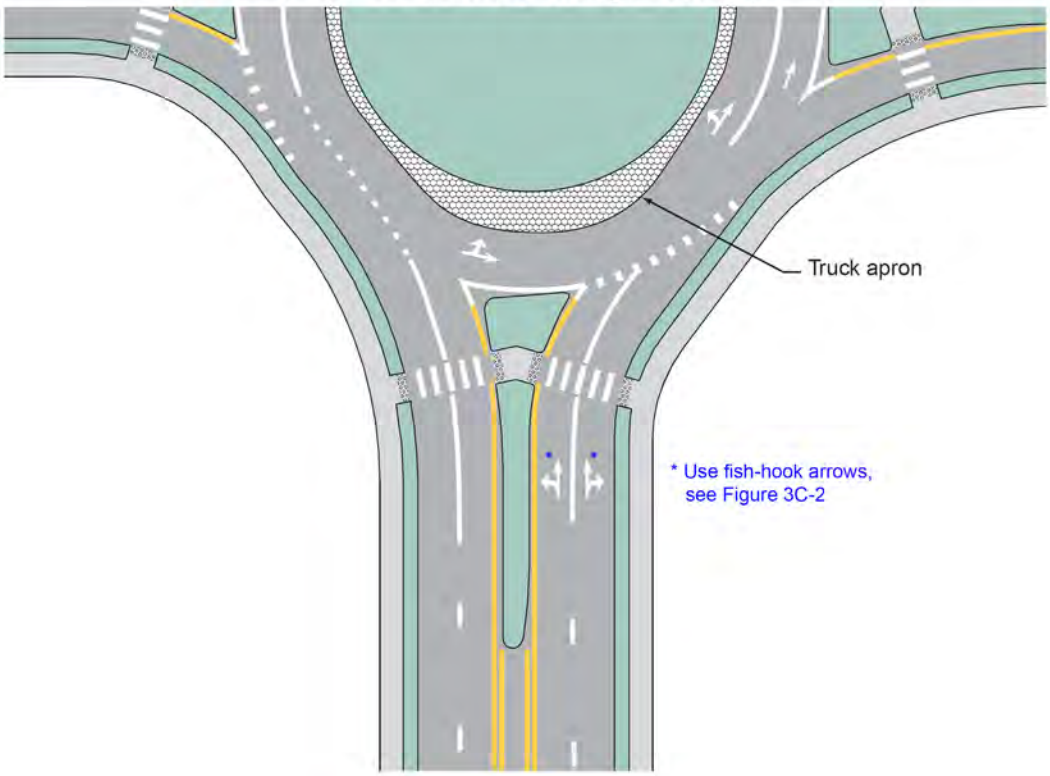


Figure 3C-5. Example of Markings for a Two-Lane Roundabout with One-Lane Exits

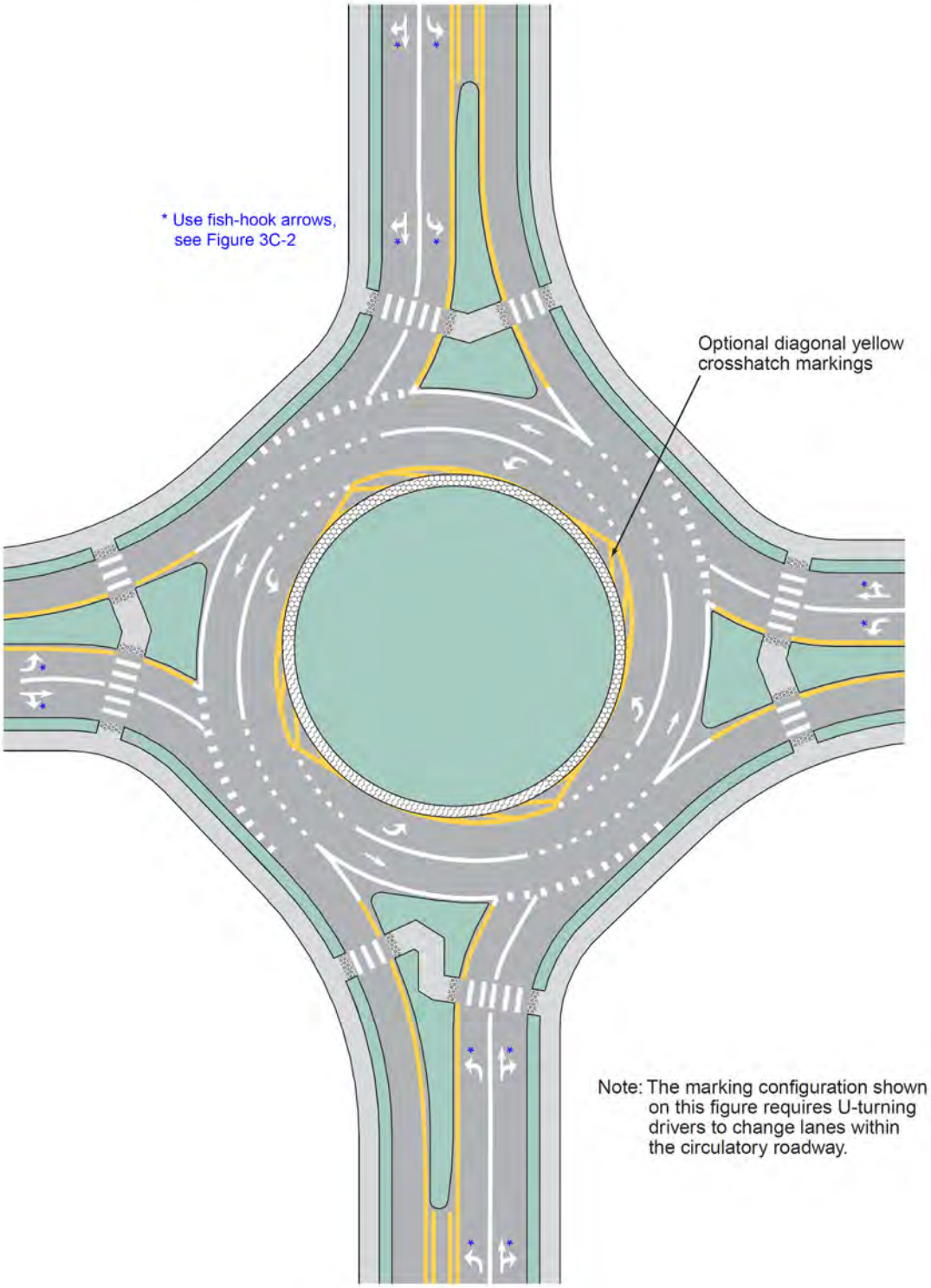


Figure 3C-6. Example of Markings for a Two-Lane Roundabout with Two-Lane Exits

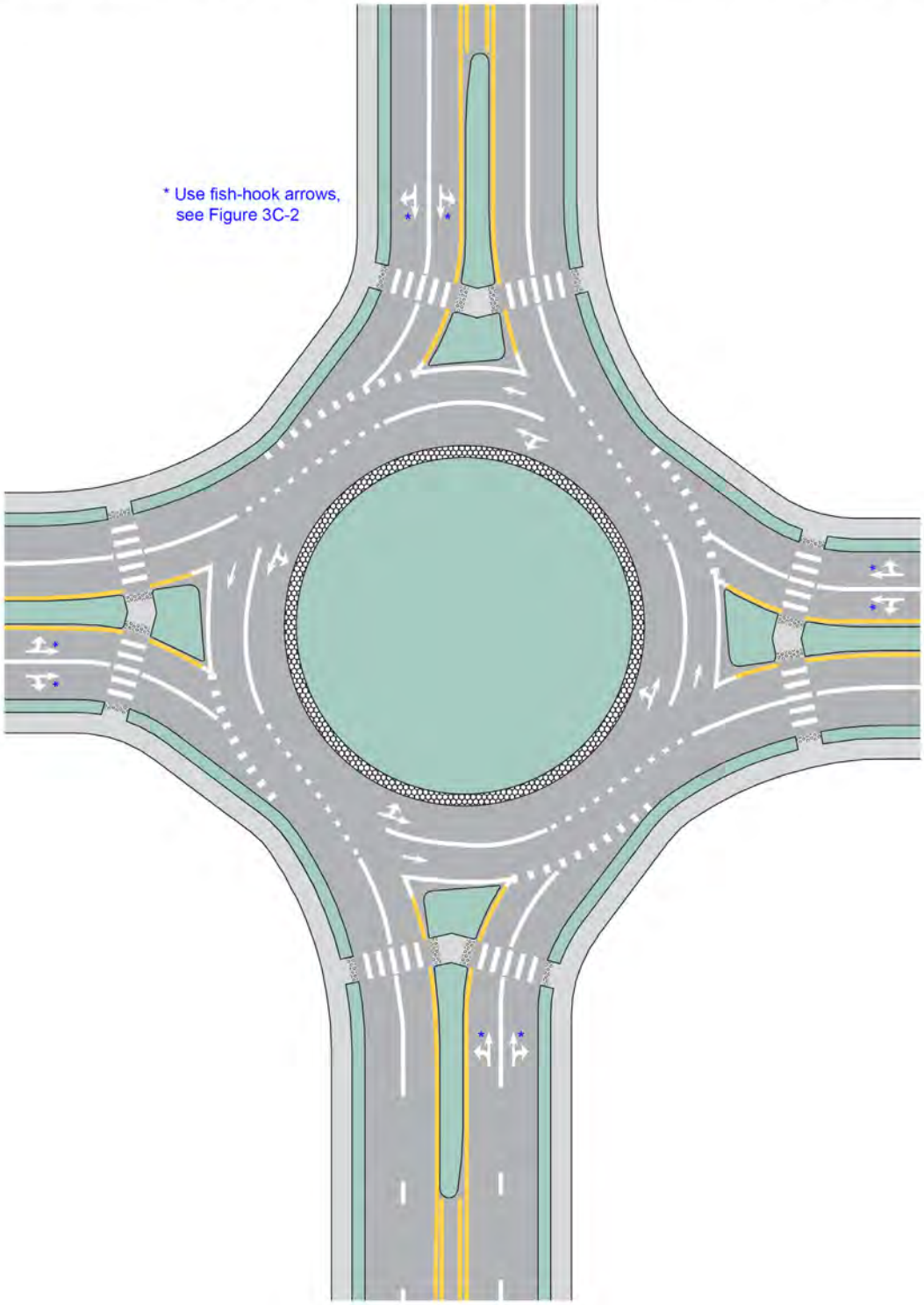


Figure 3C-7. Example of Markings for a Two-Lane Roundabout with a Double Left Turn

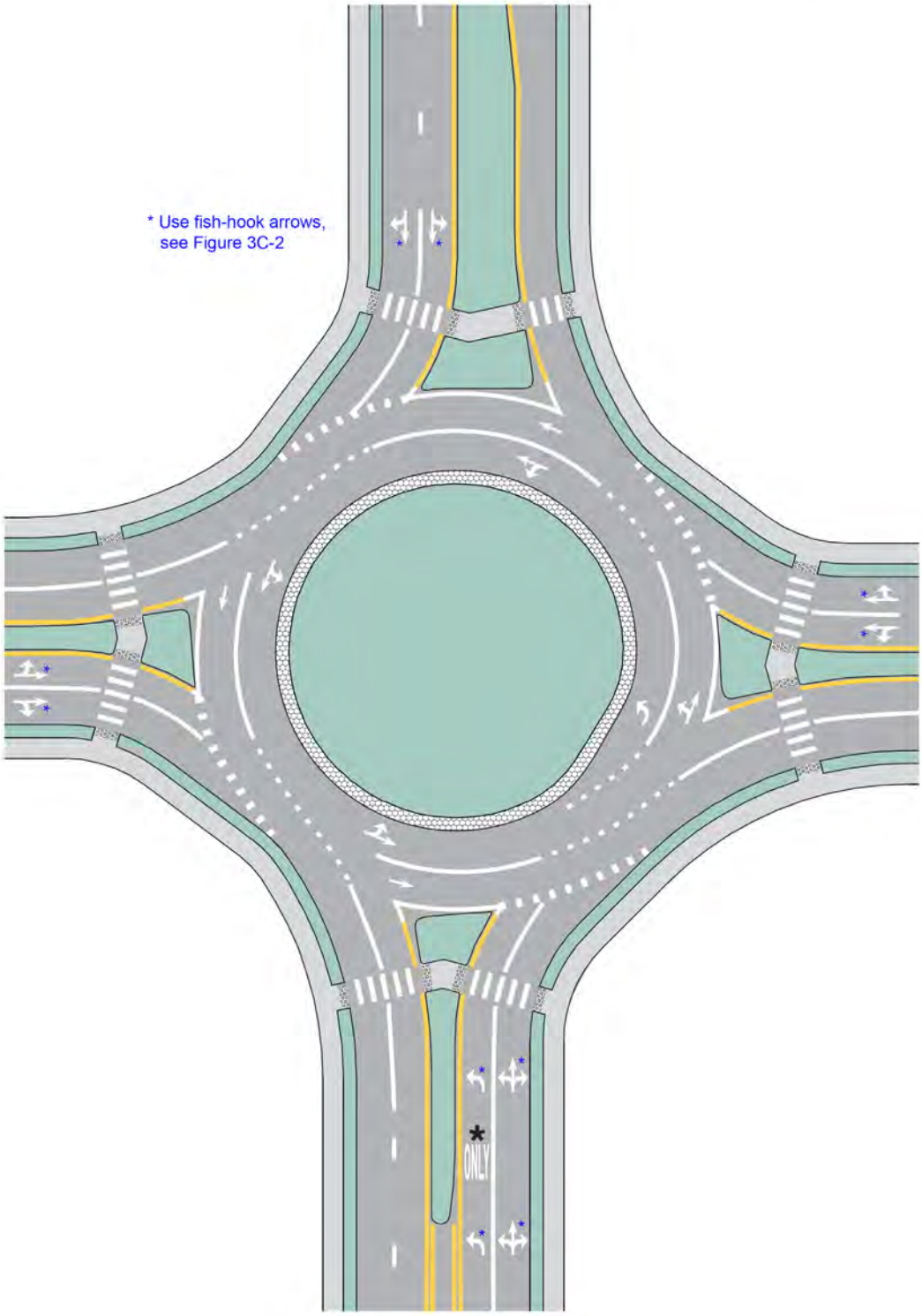


Figure 3C-8. Example of Markings for a Two-Lane Roundabout with a Double Right Turn

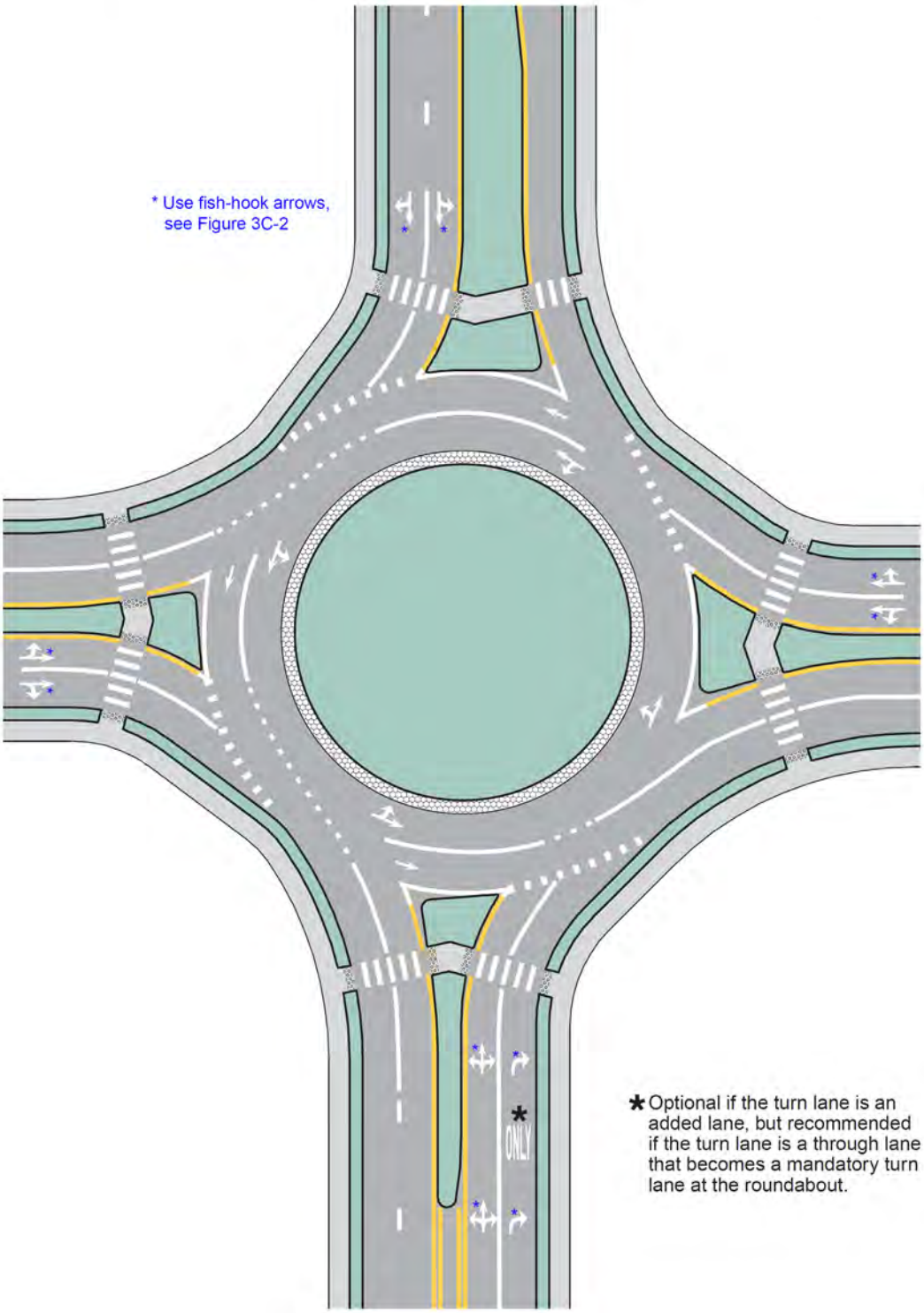


Figure 3C-9. Example of Markings for a Two-Lane Roundabout with Consecutive Double Left Turns

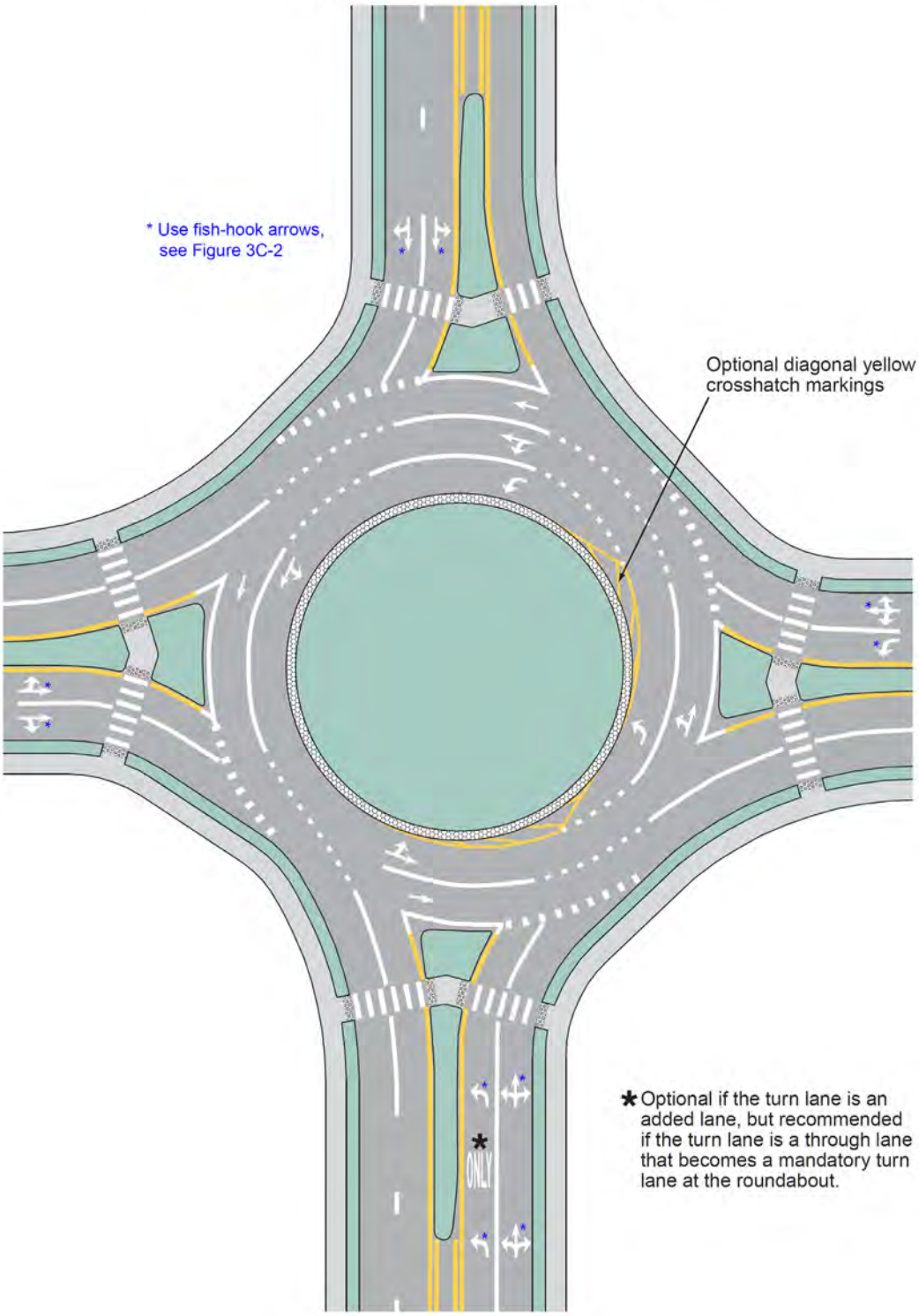


Figure 3C-10. Example of Markings for a Three-Lane Roundabout with Two- and Three-Lane Approaches

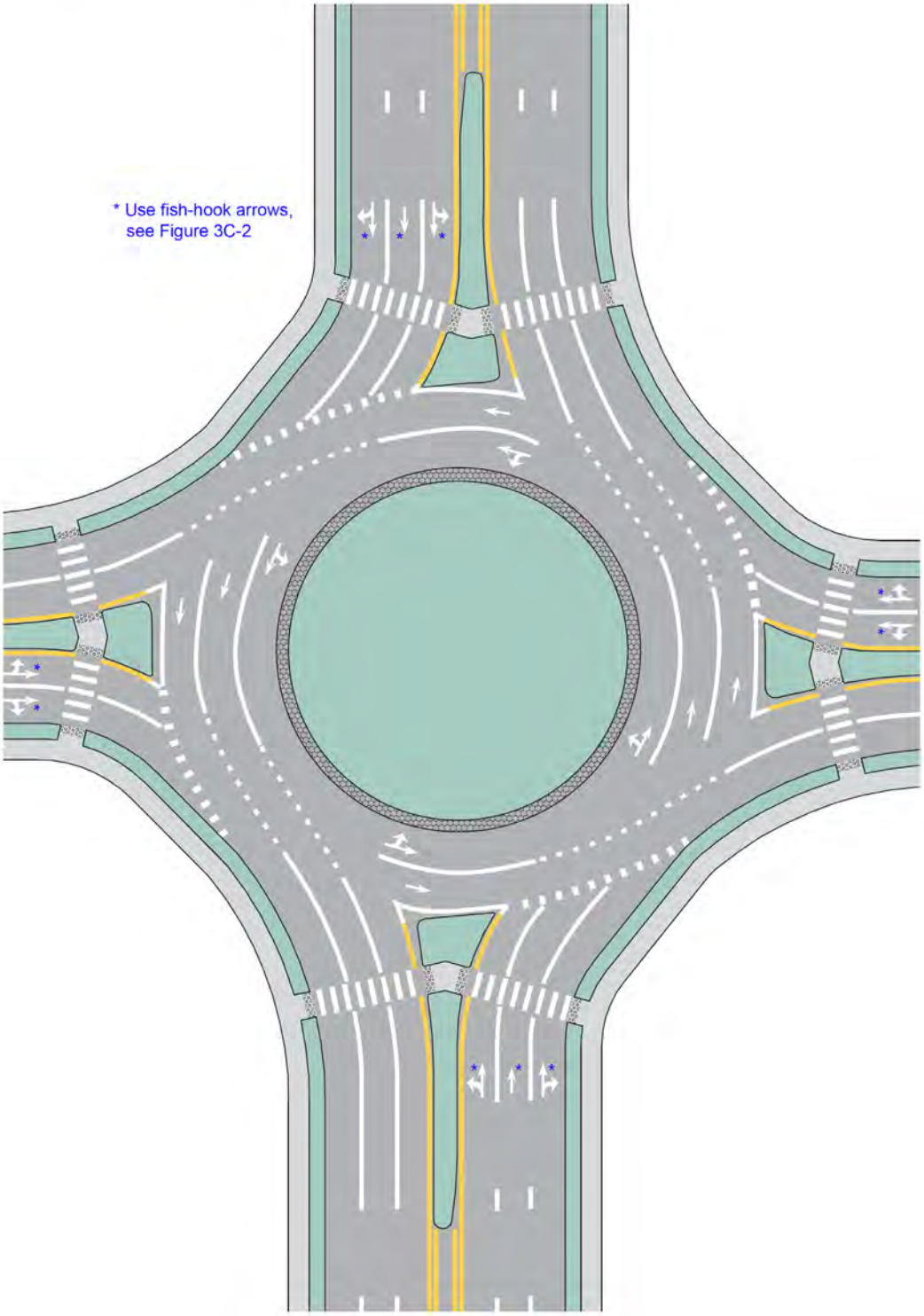


Figure 3C-11. Example of Markings for a Three-Lane Roundabout with Three-Lane Approaches

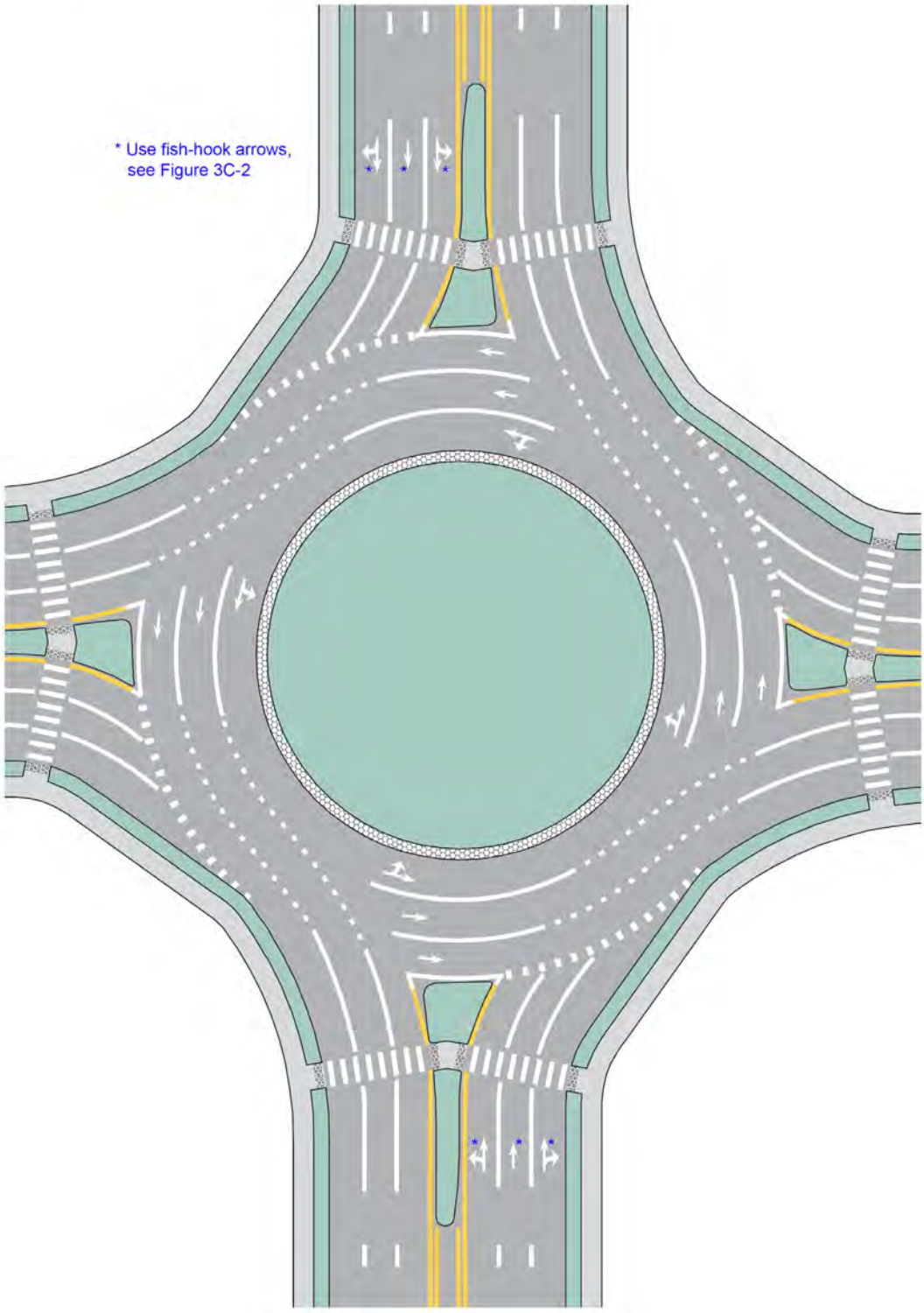


Figure 3C-12. Example of Markings for a Three-Lane Roundabout with Two-Lane Exits

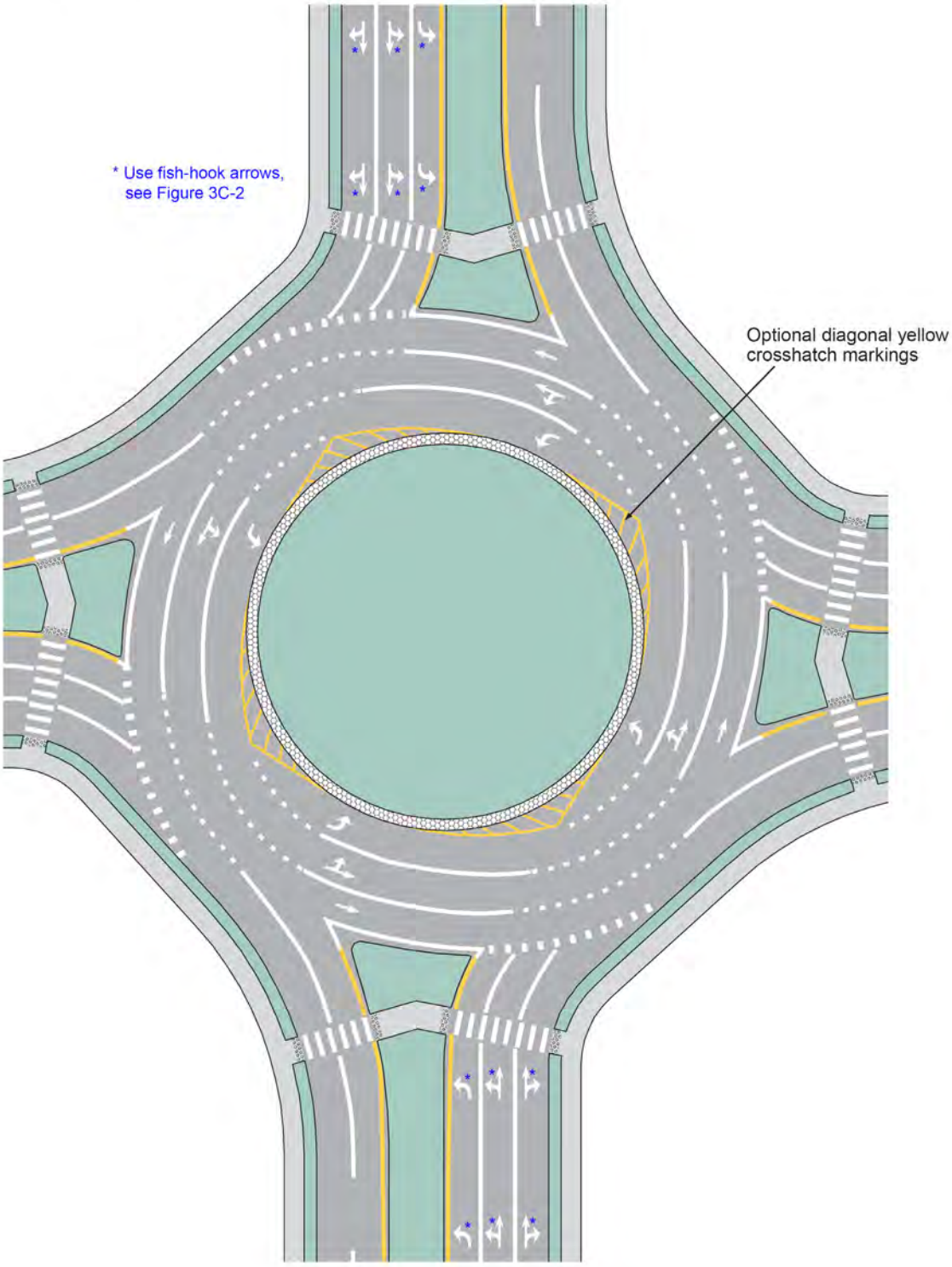


Figure 3C-13. Example of Markings for Two Linked Roundabouts

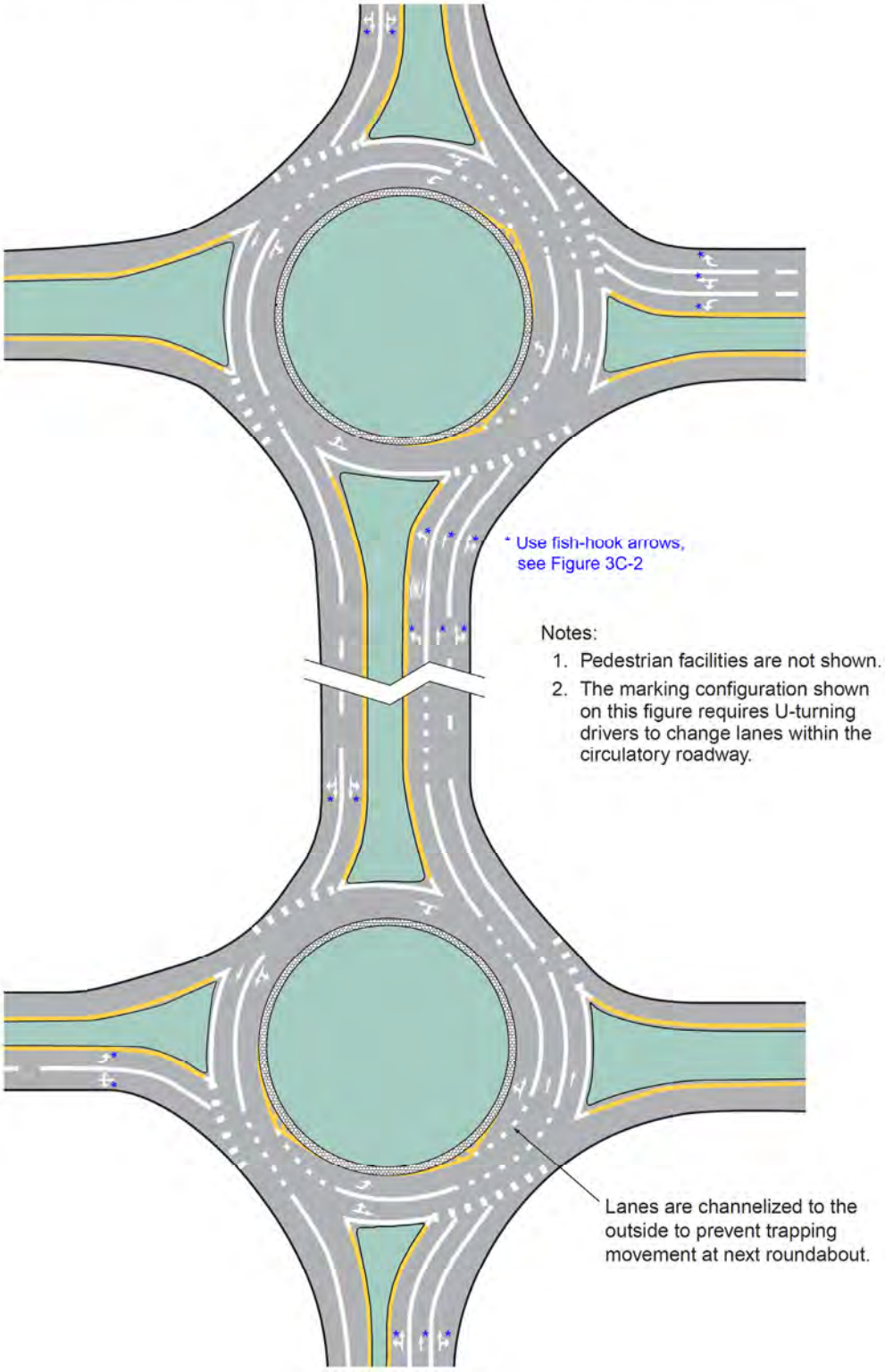
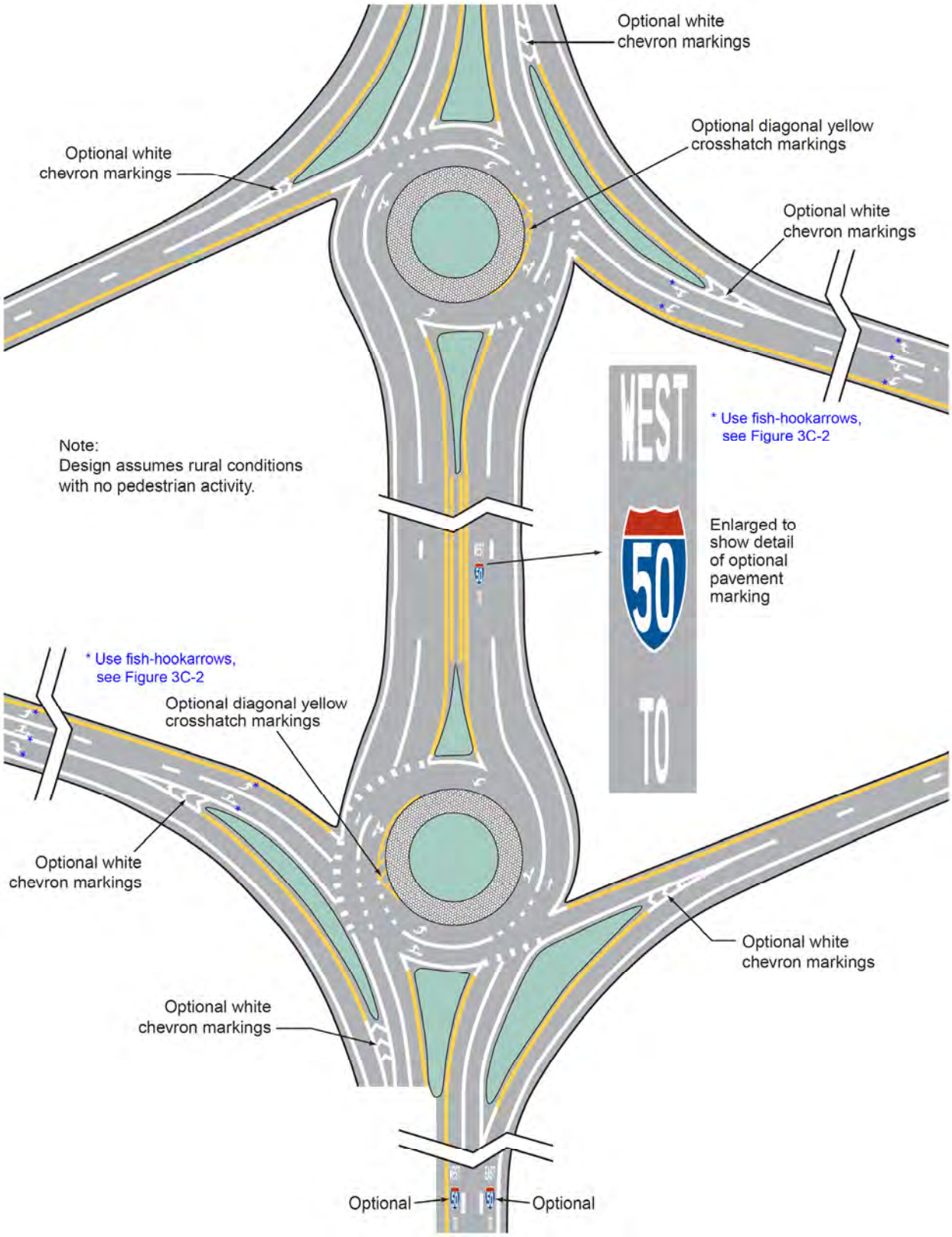


Figure 3C-14. Example of Markings for a Diamond Interchange with Two Circular-Shaped Roundabout Ramp Terminals



CHAPTER 3D. MARKINGS FOR PREFERENTIAL LANES

Section 3D.01 Preferential Lane Word and Symbol Markings

Support:

01 Preferential lanes are established for one or more of a wide variety of special uses, including, but not limited to, high-occupancy vehicle (HOV) lanes, ETC lanes, ~~high-occupancy toll (HOT)~~ priced managed lanes, bicycle lanes, bus only lanes, taxi only lanes, and light rail transit only lanes.

Standard:

02 **When a lane is assigned full or part time to a particular class or classes of vehicles, the preferential lane word and symbol markings described in this Section and the preferential lane longitudinal markings described in Section 3D.02 shall be used.**

03 **All longitudinal pavement markings, as well as word and symbol pavement markings, associated with a preferential lane shall end where the Preferential Lane Ends (R3-12a or R3-12c) sign (see Section 2G.07) designating the downstream end of the preferential only lane restriction is installed.**

04 **Static or changeable message regulatory signs (see Sections 2G.03 to 2G.07) shall be used with preferential lane word or symbol markings.**

05 **All preferential lane word and symbol markings shall be white and shall be positioned laterally in the center of the preferential lane.**

06 **Where a preferential lane use exists contiguous to a general-purpose lane or is separated from a general-purpose lane by a flush buffered space that can be traversed by motor vehicles, the preferential lane shall be marked with one or more of the following symbol or word markings for the preferential lane use specified:**

A. HOV lane—the preferential lane-use marking for high-occupancy vehicle lanes shall consist of white lines formed in a diamond shape symbol or the word message HOV. The diamond shall be at least 2.5 feet wide and 12 feet in length. The lines shall be at least 6 inches in width. See Figures 3B-23(CA) and 3D-101(CA).

B. ~~HOT lane or ETC Account-Only lane—except as provided in Paragraph 8, the preferential lane-use marking for a HOT lane or an ETC Account-Only lane shall consist of a word marking using the name of the ETC payment system required for use of the lane, such as E-Z PASS ONLY.~~

B. Priced managed lane – the preferential lane-use marking for a priced managed lane shall consist of the word marking EXPRS LANE. See Figure 3B-23(CA).

C. Bicycle lane—the preferential lane-use marking for a bicycle lane shall consist of a bicycle symbol or the word marking BIKE LANE (see Chapter 9C and Figures 9C-1 and 9C-3 through 9C-6).

D. Bus only lane—the preferential lane-use marking for a bus only lane shall consist of the word marking BUS ONLY.

E. Taxi only lane—the preferential lane-use marking for a taxi only lane shall consist of the word marking TAXI ONLY.

F. Light rail transit lane—the preferential lane-use marking for a light rail transit lane shall consist of the word marking LRT ONLY.

G. Other type of preferential lane—the preferential lane-use markings shall consist of a word marking appropriate to the restriction.

07 **If two or more preferential lane uses are permitted in a single lane, the symbol or word marking for each preferential lane use shall be installed.**

Option:

08 Preferential lane-use symbol or word markings may be omitted at toll plazas where physical conditions preclude the use of the markings (see Section 3E.01).

Guidance:

09 *The spacing of the markings should be based on engineering judgment that considers the prevailing speed, block lengths, distance from intersections, and other factors that affect clear communication to the road user.*

Support:

10 Markings spaced as close as 80 feet apart might be appropriate on city streets, while markings spaced as far as ~~1,000~~ 500 feet apart might be appropriate for freeways (Refer to HOV Guidelines publication) and 180 feet for onramps (Refer to Ramp Meter Design Manual). See Section 1A.11 for information regarding these publications.

Guidance:

11 *In addition to a regular spacing interval, the preferential lane marking should be placed at strategic locations such as major decision points, direct exit ramp departures from the preferential lane, and along access openings to and from adjacent general-purpose lanes. At decision points, the preferential lane marking should be placed on all applicable lanes and should be visible to approaching traffic for all available departures. At direct exits from preferential lanes where extra emphasis is needed, the use of word markings (such as "EXIT" or "EXIT ONLY") in the deceleration lane for the direct exit and/or on the direct exit ramp itself just beyond the exit gore should be considered.*

~~Option:~~

~~12 A numeral indicating the vehicle occupancy requirements established for a high-occupancy vehicle lane may be included in sequence after the diamond symbol or HOV word message.~~

Guidance:

13 *Engineering judgment should determine the need for supplemental devices such as tubular markers, traffic cones, or other channelizing devices (see Chapter 3H).*

Support:

14 For State highways, see Caltrans' High Occupancy Vehicle (HOV) Guidelines and Ramp Meter Design Manual. See Section 1A.11 for information regarding these publications.

Section 3D.02 Preferential Lane Longitudinal Markings for Motor Vehicles

Support:

01 Preferential lanes can take many forms depending on the level of usage and the design of the facility. They might be barrier-separated or buffer-separated from the adjacent general-purpose lanes, or they might be contiguous with the adjacent general-purpose lanes. Barrier-separated preferential lanes might be operated in a constant direction or be operated as reversible lanes. Some reversible preferential lanes on a divided highway might be operated counter-flow to the direction of traffic on the immediately adjacent general-purpose lanes. See Section 1A.13 for definitions of terms.

02 Preferential lanes might be operated full-time (24 hours per day on all days), for extended periods of the day, part-time (restricted usage during specific hours on specified days), or on a variable basis (such as a strategy for a managed lane).

Standard:

03 **Longitudinal pavement markings for preferential lanes shall be as follows (these same requirements are presented in tabular form in Table 3D-1):**

A. Barrier-separated, non-reversible preferential lane—the longitudinal pavement markings for preferential lanes that are physically separated from the other travel lanes by a barrier or median shall consist of a normal solid single yellow line at the left-hand edge of the travel lane(s), and a normal solid single white line at the right-hand edge of the travel lane(s) (see Drawing A in Figure 3D-1).

B. Barrier-separated, reversible preferential lane—the longitudinal pavement markings for reversible preferential lanes that are physically separated from the other travel lanes by a barrier or median shall consist of a normal solid single white line at both edges of the travel lane(s) (see Drawing B in Figure 3D-1).

C. Buffer-separated (left-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the left-hand side of and separated from the other travel lanes by a neutral buffer space shall consist of a normal solid single yellow line at the left-hand edge of the preferential travel lane(s) and one of the following at the right-hand edge of the preferential travel

lane(s):

~~**1. A wide solid double white line along both edges of the buffer space where crossing the buffer space is prohibited (see Drawing A in Figure 3D-2).**~~

1. Two sets of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 4 feet or greater (see Drawing A in Figure 3D-2 and Detail 45 in Figure 3A-113(CA)).

~~**2. A wide solid single white line along both edges of the buffer space where crossing the buffer space is discouraged (see Drawing B in Figure 3D-2).**~~

2. A set of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 2 feet (see Drawing A in Figure 3D-2 and Detail 44 in Figure 3A-113(CA)).

3. ~~A wide broken single white line along both edges of the buffer space, or a~~ A **wide broken single white lane line within the allocated buffer space (resulting in wider lanes), where crossing the buffer space is permitted (see** bottom half of **Drawing C in Figure 3D-2** and Detail 42 in Figure 3A-113(CA)**).**

D. Buffer-separated (right-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the right-hand side of and separated from the other travel lanes by a neutral buffer space shall consist of a normal solid single white line at the right-hand edge of the preferential travel lane(s) if warranted (see Section 3B.07) and one of the following at the left-hand edge of the preferential travel lane(s) (see Drawing D in Figure 3D-2):

~~**1. A wide solid double white line along both edges of the buffer space where crossing the buffer space is prohibited.**~~

1. Two sets of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 4 feet or greater (see Detail 45 in Figure 3A-113(CA)).

~~**2. A wide solid single white line along both edges of the buffer space where crossing of the buffer space is discouraged.**~~

2. A set of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 2 feet (see Detail 44 in Figure 3A-113(CA)).

3. A ~~wide broken single white line along both edges of the buffer space, or a~~ A **wide broken single white line within the allocated buffer space (resulting in wider lanes), where crossing the buffer space is permitted** (see Detail 42 in Figure 3A-113(CA))**.**

4. A wide dotted single white lane line within the allocated buffer space (resulting in wider lanes) where crossing the buffer space is permitted for any vehicle to perform a right-turn maneuver (see Detail 37 in Figure 3A-111(CA))**.**

E. Contiguous (left-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the left-hand side of and contiguous to the other travel lanes shall consist of a normal solid single yellow line at the left-hand edge of the preferential travel lane(s) and one of the following at the right-hand edge of the preferential travel lane(s):

1. A wide solid double white lane line where crossing is prohibited (see Drawing A in Figure 3D-3 and Detail 44 in Figure 3A-113(CA)**).**

2. A wide solid single white lane line where crossing is discouraged (see Drawing B in Figure 3D 3 and Detail 43 in Figure 3A-113(CA)**).**

3. A wide ~~solid~~ broken **single white lane line where crossing is permitted (see Drawing C in Figure 3D-3** and Detail 42 in Figure 3A-113(CA)**).**

4. A normal broken white line where crossing is permitted on preferential lanes that operate for only certain periods of the day. In these cases, markings shall conform to the purpose the lane serves a majority of the time.

F. Contiguous (right-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the right-hand side of and contiguous to the other travel lanes shall consist of a normal solid single white line at the right-hand edge of the preferential travel lane(s) if warranted (see Section 3B.07) and one of the following at the left-hand edge of the preferential travel lane(s) (see Drawing D in Figure 3D-3):

1. A wide solid double white lane line where crossing is prohibited (see Detail 44 in Figure 3A-113(CA))**.**

2. A wide solid single white lane line where crossing is discouraged (see Detail 43 in Figure 3A-113(CA))**.**

3. **A wide broken single white lane line where crossing is permitted** (see Detail 42 in Figure 3A-113(CA))**.**
4. **A wide dotted single white lane line where crossing is permitted for any vehicle to perform a right-turn maneuver** (see Detail 37 in Figure 3A-111(CA))**.**
5. A normal broken white line where crossing is permitted on preferential lanes that operate for only certain periods of the day. In these cases, markings shall conform to the purpose the lane serves a majority of the time.

Guidance:

04 *Where preferential lanes and other travel lanes are separated by a buffer space wider than 4 feet and crossing the buffer space is prohibited, chevron markings (see Section 3B.24) should be placed in the buffer area (see Drawing A in Figure 3D-2). The chevron spacing should be 100 feet or greater.*

04a *Buffer widths between 4 feet and 12 feet (see Figure 3A-113(CA), Detail 45) should be avoided, except when transitioning between narrow and wide buffer areas.*

Option:

05 If a full-time or part-time contiguous preferential lane is separated from the other travel lanes by a wide broken single white line (see Drawing C in Figure 3D-3), the spacing or skip pattern of the line may be reduced and the width of the line may be increased.

Standard:

06 **If there are two or more preferential lanes for traffic moving in the same direction, the lane lines between the preferential lanes shall be normal broken white lines.**

07 **Preferential lanes for motor vehicles shall also be marked with the appropriate word or symbol pavement markings in accordance with Section 3D.01 and shall have appropriate regulatory signs in accordance with Sections 2G.03 through 2G.07.**

Guidance:

08 *At direct exits from a preferential lane, dotted white line markings should be used to separate the tapered or parallel deceleration lane for the direct exit (including the taper) from the adjacent continuing preferential through lane, to reduce the chance of unintended exit maneuvers.*

Standard:

09 **On a divided highway, a part-time counter-flow preferential lane that is contiguous to the travel lanes in the opposing direction shall be separated from the opposing direction lanes by the standard reversible lane longitudinal marking, a normal width broken double yellow line (see Section 3B.03 and Drawing A of Figure 3D-4). ~~If a buffer space is provided between the part-time counter-flow preferential lane and the opposing direction lanes, a normal width broken double yellow line shall be placed along both edges of the buffer space (see Drawing B of Figure 3D-4).~~ Signs (see Section 2B.26), lane-use control signals (see Chapter 4M), or both shall be used to supplement the reversible lane markings.**

10 **On a divided highway, a full-time counter-flow preferential lane that is contiguous to the travel lanes in the opposing direction shall be separated from the opposing direction lanes by a solid double yellow center line marking (see Drawing C of Figure 3D-4). If a buffer space is provided between the full-time counter-flow preferential lane and the opposing direction lanes, a normal width solid double yellow line shall be placed along both edges of the buffer space (see Drawing D of Figure 3D-4).**

Option:

11 Cones, tubular markers, or other channelizing devices (see Chapter 3H) may also be used to separate the opposing lanes when a counter-flow preferential lane operation is in effect.

Figure 3D-1. Markings for Barrier-Separated Preferential Lanes

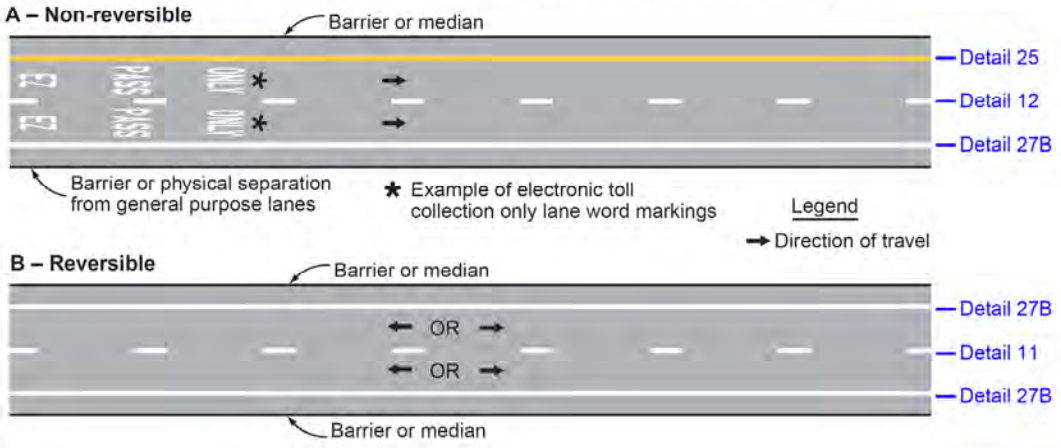


Figure 3D-2. Markings for Buffer-Separated Preferential Lanes (Sheet 1 of 2)

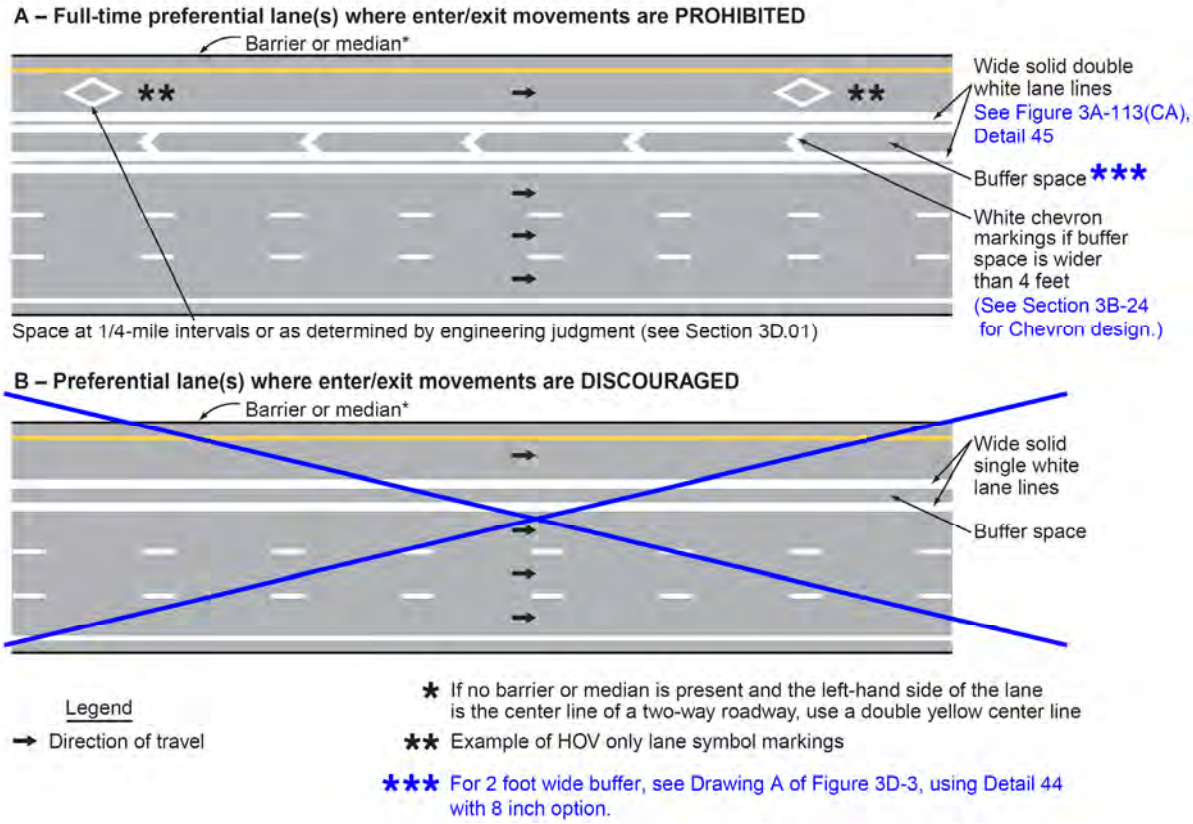


Figure 3D-2. Markings for Buffer-Separated Preferential Lanes (Sheet 2 of 2)

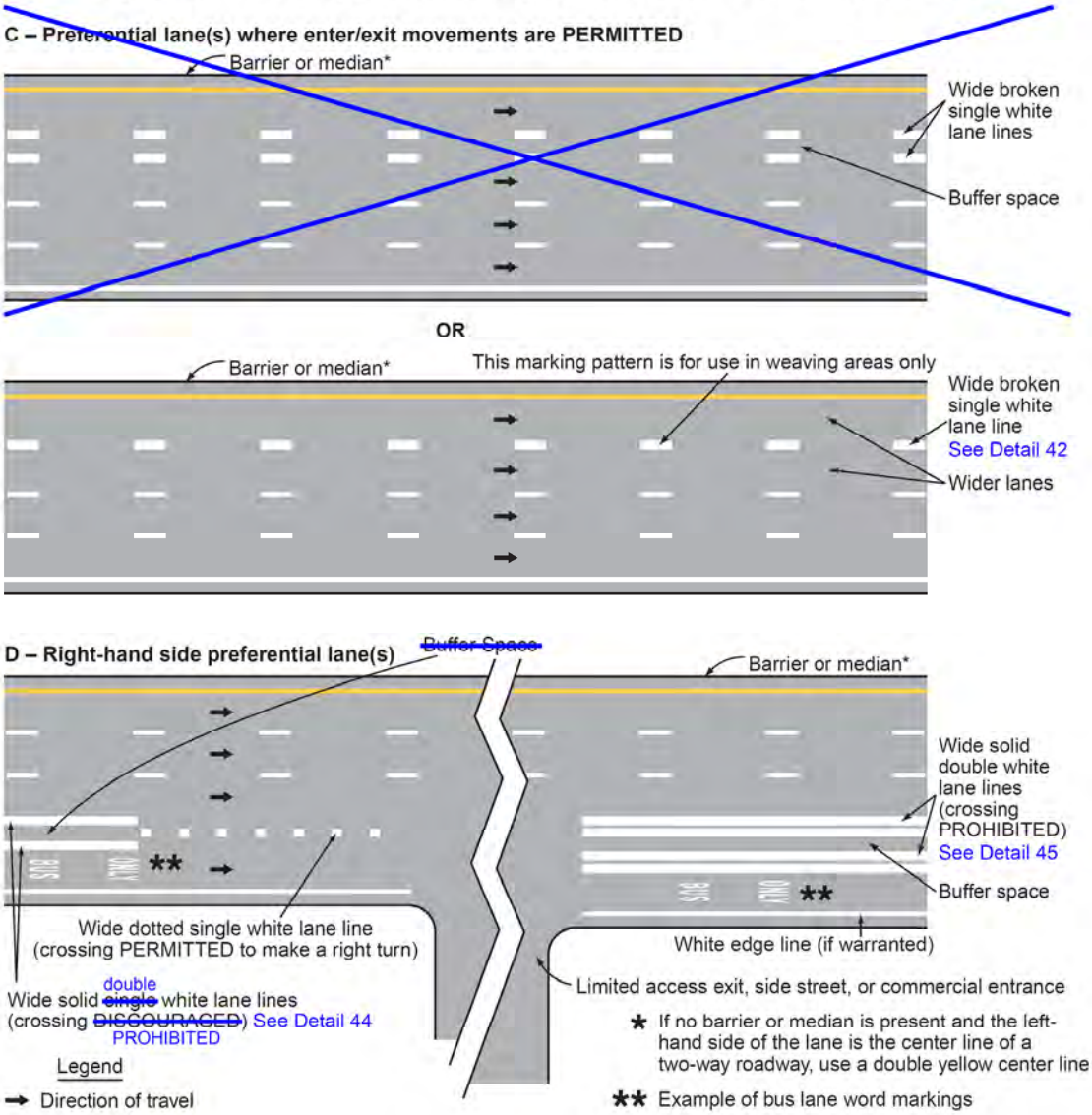


Figure 3D-3. Markings for Contiguous Preferential Lanes

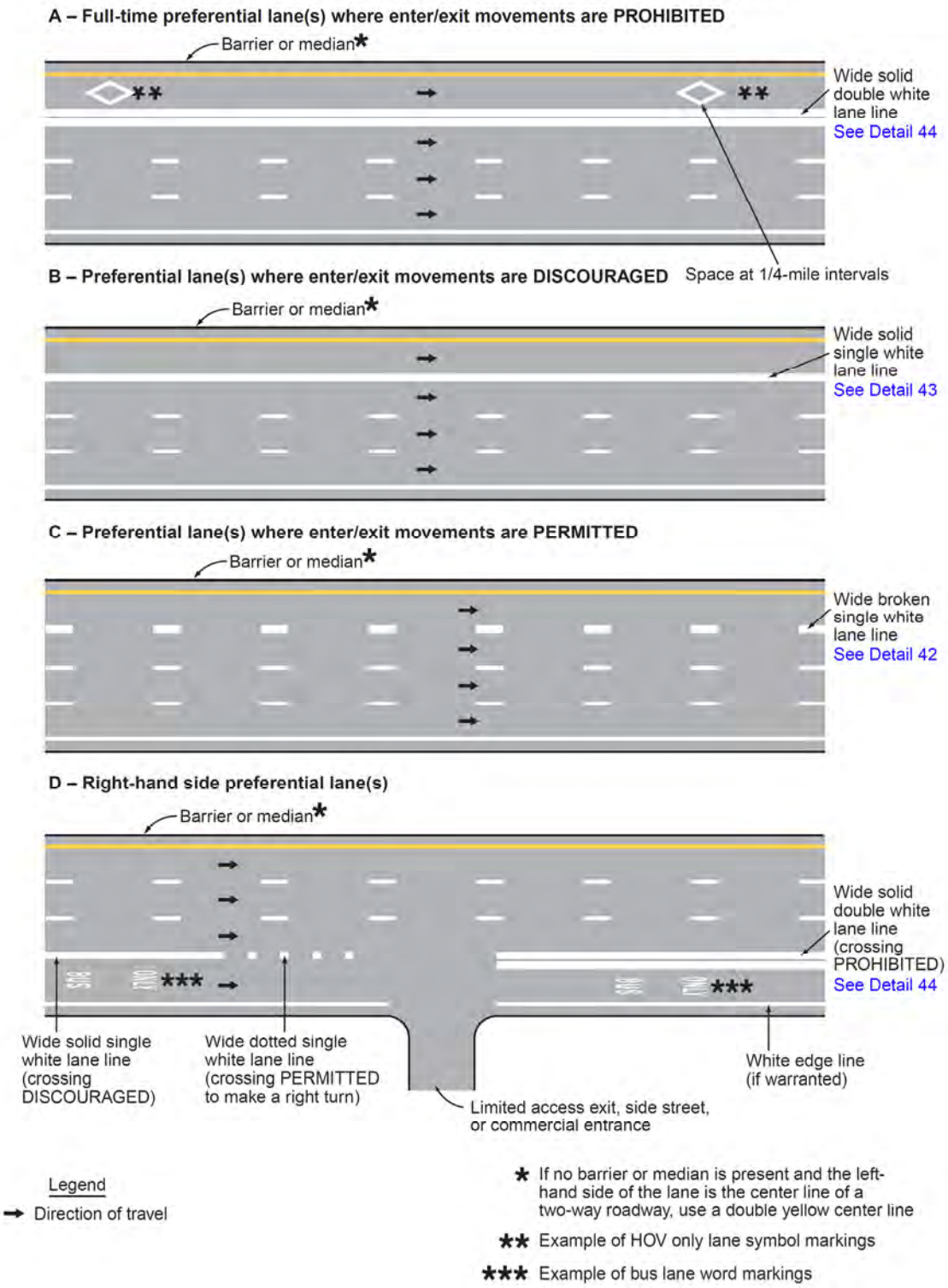


Figure 3D-4. Markings for Counter-Flow Preferential Lanes on Divided Highways

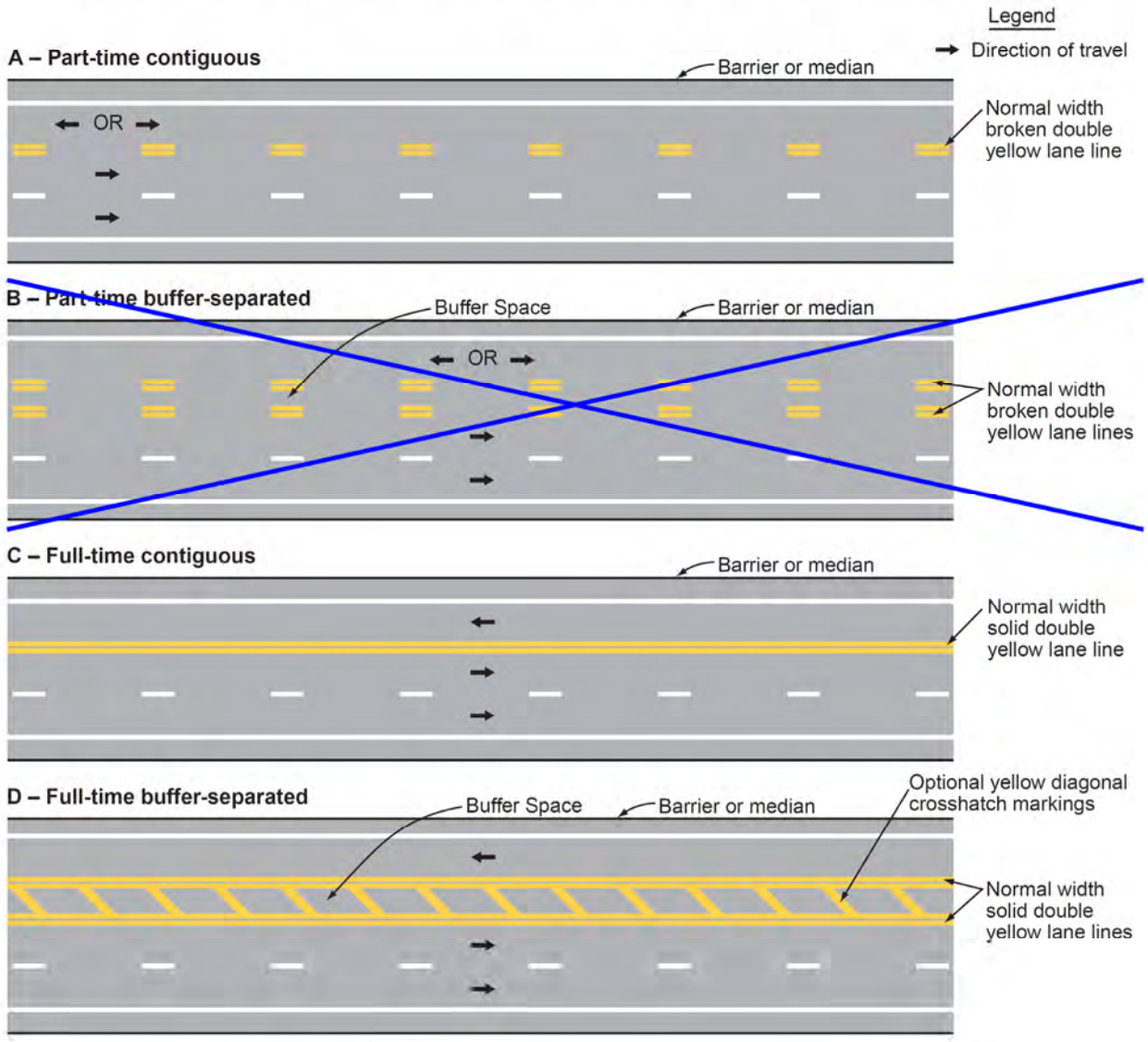
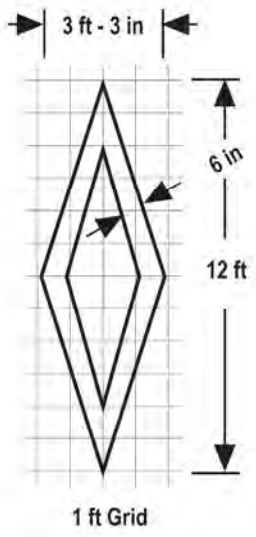


Figure 3D-101 (CA). Diamond Symbol (HOV Lane)



NOTE: The design detail for this symbol is also shown in the Department of Transportation's Standard Plans.

Table 3D-1. Standard Edge Line and Lane Line Markings for Preferential Lanes

Type of Preferential Lane	Left-Hand Edge Line	Right-Hand Edge Line
Barrier-Separated, Non-Reversible	A normal solid single yellow line	A normal solid single white line (see Drawing A of Figure 3D-1)
Barrier-Separated, Reversible	A normal solid single white line	A normal solid single white line (see Drawing B of Figure 3D-1)
Buffer-Separated, Left Hand Side	A normal solid single yellow line	A wide solid double white line along both edges of the buffer space where crossing is prohibited (see Drawing A of Figure 3D-2 and Detail 44) ~~A wide solid single white line along both edges of the buffer space (less than 4 feet) where crossing is discouraged prohibited (see Drawing B of Figure 3D-2)~~ ~~A wide broken single white line along both edges of the buffer space, or a wide broken single white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing C of Figure 3D-2)~~
Buffer-Separated, Right-Hand Side	A wide solid double white line along both edges of the buffer space where crossing is prohibited (see Drawing D of Figure 3D-2 and Detail 44) ~~A wide solid single white line along both edges of the buffer space (less than 4 feet) where crossing is discouraged prohibited (see Drawing D of Figure 3D-2)~~ ~~A wide broken single white line along both edges of the buffer space, or a wide broken single white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing D of Figure 3D-2)~~ A wide dotted single white line within the buffer space (resulting in wider lanes) where crossing is permitted for any vehicle to perform a right-turn maneuver (see Drawing D of Figure 3D-2)	A normal solid single white line (if warranted)
Contiguous, Left-Hand Side	A normal solid single yellow line	A wide solid double white line where crossing is prohibited (see Drawing A of Figure 3D-3) A wide solid single white line where crossing is discouraged (see Drawing B of Figure 3D-3) A wide broken single white line where crossing is permitted (see Drawing C of Figure 3D-3)
Contiguous, Right-Hand Side	A wide solid double white line where crossing is prohibited (see Drawing D of Figure 3D-3) A wide solid single white line where crossing is discouraged (see Drawing D of Figure 3D-3) A wide broken single white line where crossing is permitted (see Drawing D of Figure 3D-3) A wide dotted single white line where crossing is permitted for any vehicle to perform a right-turn maneuver (see Drawing D of Figure 3D-3)	A normal solid single white line

Notes: 1. If there are two or more preferential lanes, the lane lines between the preferential lanes shall be normal broken white lines.
2. The standard lane markings listed in this table are provided in a tabular format for reference.
3. This information is also described in Paragraph 3 of Section 3D.02.

CHAPTER 3E. MARKINGS FOR TOLL PLAZAS

Section 3E.01 Markings for Toll Plazas

Support:

01 At toll plazas, pavement markings help road users identify the proper lane(s) to use for the type of toll payment they plan to use, to channelize movements into the various lanes, and to delineate obstructions in the roadway.

Standard:

02 **When a lane on the approach to a toll plaza is restricted to use only by vehicles with registered ETC accounts, the ETC Account-Only lane word markings described in Section 3D.01 and the preferential lane longitudinal markings described in Section 3D.02 shall be used. When one or more ORT lanes that are restricted to use only by vehicles with registered ETC accounts bypass a mainline toll plaza on a separate alignment, these word markings and longitudinal markings shall be used on the approach to the point where the ORT lanes diverge from the lanes destined for the mainline toll plaza.**

Option:

03 Preferential lane-use symbol or word markings may be omitted at toll plazas where physical conditions preclude the use of the markings.

Guidance:

04 *If an ORT lane that is immediately adjacent to a mainline toll plaza is not separated from adjacent cash payment toll plaza lanes by a curb or barrier, then channelizing devices (see Section 3H.01), and/or longitudinal pavement markings that discourage or prohibit lane changing should be used to separate the ORT lane from the adjacent cash payment lane. This separation should begin on the approach to the mainline toll plaza at approximately the point where the vehicle speeds in the adjacent cash lanes drop below 30 mph during off-peak periods and should extend downstream beyond the toll plaza approximately to the point where the vehicles departing the toll plaza in the adjacent cash lanes have accelerated to 30 mph.*

Option:

05 For a toll plaza approach lane that is restricted to use only by vehicles with registered ETC accounts, the solid white lane line or edge line on the right-hand side of the ETC Account-Only lane and the solid white lane line or solid yellow edge line on the left-hand side of the ETC Account-Only lane may be supplemented with purple solid longitudinal markings placed contiguous to the inside edges of the lines defining the lane.

Standard:

06 **If used, the purple solid longitudinal marking described in the previous paragraph shall be a minimum of 3 inches in width and a maximum width equal to the width of the line it supplements, and ETC Account-Only preferential lane word markings (see Section 3D.01) shall be installed within the lane.** 07 **Toll booths and the islands on which they are located are considered to be obstructions in the roadway and they shall be provided with markings that comply with the provisions of Section 3B.10 and Chapter 3G.**

Option:

08 Longitudinal pavement markings may be omitted alongside toll booth islands between the approach markings and any departure markings.

CHAPTER 3F. DELINEATORS

Section 3F.01 Delineators

Support:

01 Delineators are particularly beneficial at locations where the alignment might be confusing or unexpected, such as at lane-reduction transitions and curves. Delineators are effective guidance devices at night and during adverse weather. An important advantage of delineators in certain locations is that they remain visible when the roadway is wet or snow covered.

02 Delineators are considered guidance devices rather than warning devices.

Option:

03 Delineators may be used on long continuous sections of highway or through short stretches where there are changes in horizontal alignment.

Section 3F.02 Delineator Design

Standard:

01 **Delineators shall consist of retroreflective devices that are capable of clearly retroreflecting light under normal atmospheric conditions from a distance of 1,000 feet when illuminated by the high beams of standard automobile lights.**

02 **Retroreflective elements for delineators shall have a minimum dimension of 3 inches.**

Support:

03 Within a series of delineators along a roadway, delineators for a given direction of travel at a specific location are referred to as single delineators if they have one retroreflective element for that direction, double delineators if they have two identical retroreflective elements for that direction mounted together, or vertically elongated delineators if they have a single retroreflective element with an elongated vertical dimension to approximate the vertical dimension of two separate single delineators.

Option:

04 A vertically elongated delineator of appropriate size may be used in place of a double delineator.

Support:

05 There are two classes of delineator posts and several types of retroreflectorization as shown in Figure 3F-101(CA).

Section 3F.03 Delineator Application

Standard:

01 **The color of delineators shall comply with the color of edge lines stipulated in Section 3B.06**, except for the use of red at truck escape ramps**.**

02 **A series of single delineators shall be provided on the right-hand side of freeways and expressways and on at least one side of interchange ramps, except when either Condition A or Condition B is met, as follows:**

A. On tangent sections of freeways and expressways when both of the following conditions are met:

1. Raised pavement markers are used continuously on lane lines throughout all curves and on all tangents to supplement pavement markings, and

2. Roadside delineators are used to lead into all curves.

B. On sections of roadways where continuous lighting is in operation between interchanges.

Option:

03 Delineators may be provided on other classes of roads. A series of single delineators may be provided on the left-hand side of roadways.

Standard:

04 **Delineators on the left-hand side of a two-way roadway shall be white (see Figure 3F-1).**

Guidance:

05 *A series of single delineators should be provided on the outside of curves on interchange ramps.*

06 *Where median crossovers are provided for official or emergency use on divided highways and where these crossovers are to be marked, a double yellow delineator should be placed on the left-hand side of the through roadway on the far side of the crossover for each roadway.*

07 ~~*Double or vertically elongated delineators should be installed at 100-foot intervals along acceleration and deceleration lanes.*~~

08 *A series of delineators should be used wherever guardrail or other longitudinal barriers are present along a roadway or ramp.*

Option:

09 ~~Red delineators may be used on the reverse side of any delineator where it would be viewed by a road user traveling in the wrong direction on that particular ramp or roadway.~~ In California, except at truck escape ramps, red markers are used for wrong-way traffic, not delineators.

10 Delineators of the appropriate color may be used to indicate a lane-reduction transition where either an outside or inside lane merges into an adjacent lane.

Guidance:

11 *When used for lane-reduction transitions, the delineators should be installed adjacent to the lane or lanes reduced for the full length of the transition and should be so placed and spaced to show the reduction (see Figure ~~3B-14~~ 3B-14(CA)).*

Support:

12 Delineators are not necessary for traffic moving in the direction of a wider pavement or on the side of the roadway where the alignment is not affected by the lane-reduction transition.

Guidance:

13 *On a highway with continuous delineation on either or both sides, delineators should be carried through transitions.*

Option:

14 On a highway with continuous delineation on either or both sides, the spacing between a series of delineators may be closer.

Standard:

15 **When used on a truck escape ramp, delineators shall be red.**

Guidance:

16 *Red delineators should be placed on both sides of truck escape ramps. The delineators should be spaced at 50-foot intervals for a distance sufficient to identify the ramp entrance. Delineator spacing beyond the ramp entrance should be adequate for guidance according to the length and design of the escape ramp.*

Option:

17 Where delineation is required within a paved area, surface mounted channelizers may be used. See Section 3H.01.

Support:

18 Examples of the use of delineators are shown in Figure 3F-101(CA). Color exceptions are shown in Figure 3F-103(CA) and 3F-104(CA).

19 Following are typical delineators and their uses:

A. Type E - White Retroreflector (2 Sided). For use on the left or right of 2-lane 2-way streets and highways when it is desirable to have a reflector on the front and one on the back of the delineator facing the opposite direction of traffic.
B. Type F - White Retroreflector (1 Sided). For use on the right of freeways and expressways. They may also be used on 2-lane 2-way streets and highways when the Type E is not needed.
C. Type G - Yellow Retroreflector (1 Sided). For use on the left of divided highways and 2-lane highway intersections as shown in Figure 3F-102(CA).
D. Type J - Red Retroreflector (1 Sided). For placement on both sides of Truck Escape Ramps as shown in Figure 3F-103(CA).

Section 3F.04 Delineator Placement and Spacing

Guidance:

01 *Delineators should be mounted on suitable supports at a mounting height, measured vertically from the bottom of the lowest retroreflective device to the elevation of the near edge of the roadway, of approximately 4 feet.*

Option:

02 When mounted on the face of or on top of guardrails or other longitudinal barriers, delineators may be mounted at a lower elevation than the normal delineator height recommended in Paragraph 1.

Guidance:

03 *Delineators should be placed 2 to ~~8~~ 6 feet outside the outer edge of the shoulder, or if appropriate, in line with the roadside barrier that is 8 feet or less outside the outer edge of the shoulder.*

04 *Delineators should be placed at a constant distance from the edge of the roadway, except that where an obstruction intrudes into the space between the pavement edge and the extension of the line of the delineators, the delineators should be transitioned to be in line with or inside the innermost edge of the obstruction. If the obstruction is a guardrail or other longitudinal barrier, the delineators should be transitioned to be just behind, directly above (in line with), or on the innermost edge of the guardrail or longitudinal barrier.*

05 ~~*Delineators should be spaced 200 to 530 feet apart on mainline tangent sections. Delineators should be spaced 100 feet apart on ramp tangent sections.*~~

05a *Delineators should be spaced 530 feet apart on mainline tangent sections. Delineators should be spaced 200 feet apart on ramp tangent sections.*

Support:

06 Examples of delineator installations are shown in Figure 3F-1.

Option:

07 When uniform spacing is interrupted by such features as driveways and intersections, delineators which would ordinarily be located within the features may be relocated in either direction for a distance not exceeding one quarter of the uniform spacing. Delineators still falling within such features may be eliminated.

08 Delineators may be transitioned in advance of a lane transition or obstruction as a guide for oncoming traffic.

Guidance:

09 *The spacing of delineators should be adjusted on approaches to and throughout horizontal curves so that several delineators are always simultaneously visible to the road user. The approximate spacing shown in Table 3F-1 should be used.*

Option:

10 When needed for special conditions, delineators of the appropriate color may be mounted in a closely-spaced manner on the face of or on top of guardrails or other longitudinal barriers to form a continuous or nearly continuous "ribbon" of delineation.

Guidance:

11 *If used, delineators should be placed as follows:*

A. *On the outsides of highway curves of 3000 feet radius or less (including medians in divided highways), freeway exit and entrance ramps and connectors. Exception to this is where a median barrier is delineated as shown in the Median Barrier Delineation Detail in Figure 3F-105(CA). Delineator spacing on curves is shown in Figure 3F-1 and Table 3F-1.*
B. *On the right of tangent sections of freeway entrance and exit ramps, collector roads, freeway connectors and lane reduction transition sections at 200 feet spacing.*
C. *On embankments higher than 10 feet and with side slopes steeper than 4:1. The spacing of tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.*
D. *On approaches to narrow bridges as shown in Figure 3F-104(CA).*
E. *On tangent sections of rural State highways where there are no reflective pavement markers, such as in snow areas. Delineator spacing is approximately 525 feet.*
F. *On all new guardrail or bridge rail installations, or when maintenance is required on existing guardrail or bridge rail, within 12 feet of the edge of traveled way and curves of 3000 feet radius or less. The spacing on tangent sections is approximately 525 feet. For spacing on curves, see Figure 3F-1 and Table 3F-1.*

Option:

14 Delineators may also be placed as follows:

A. At intersections, road approaches, and median openings, as shown in Figure 3F-102(CA).
B. On sections of highway with non-standard shoulder width.

15 If the exit gore at an interchange is not illuminated or is partially illuminated, delineators may be placed as shown in Figure 3F-102(CA) per the following details:

A. Type F - White Retroreflectors (1 Sided) on the right side, beginning at a distance > 5S from the theoretical gore point at 100 feet spacing.
B. Type G - Yellow Retroreflectors (1 Sided) on the left side of the exit at 10 feet spacing and then shifting to 100 feet spacing.
C. Type F - White Retroreflectors (1 Sided) on the right side of the mainline, downstream of the exit at 10 feet spacing.

Support:

16 Refer to Table 3F-1 for formula to calculate value of S.

Section 3F.101(CA) Culvert Markers

Support:

01 Culvert markers are placed as a convenience to maintenance crews in marking locations of culvert openings. Such marking is sometimes necessary to protect culvert ends from damage from adjacent operations as well as to serve as an aid in locating culverts during storm conditions.

02 Refer to Caltrans' Maintenance Manual, Chapter M5 (Traffic Safety Devices) for more information on culvert markers. See Section 1A.11 for information regarding this publication.

Option:

03 Culvert markers may be placed on both sides of the highway at those culverts where they are necessary.

Guidance:

04 *Culvert markers should be so placed as not to interfere with a line of delineators.*

Standard:

05 Culvert markers shall not be retroreflective, or contain kilometer post marker information.

Section 3F.102(CA) Emergency Passageway Marker

Support:

01 Except for emergency passageways in median barriers, median openings are not allowed on freeways.

02 Refer to Caltrans' Traffic Manual, Section 7-04.7 for design considerations of emergency passageways. See Section 1A.11 for information regarding this publication.

Guidance:

03 *Where freeway median passageways are provided for emergency vehicles, delineation for the crossover should be as follows:*

A. At a point, 1/5 mile in advance of the crossover, one Class 1 Delineator, with a yellow post and two 3 x 12 inch white retroreflectors stacked vertically (24 inch of white retroreflectance), should be placed on the left side of the through roadway facing approaching traffic.
B. At a point, 1/10 mile in advance of the crossover, one Class 1 Delineator, with a yellow post and two 3 x 12 inch yellow retroreflectors stacked vertically, should be placed on the left side as in A.
C. At the far side of the crossover, one Class 1 Delineator, with a yellow post and one 3 x 12 inch white retroreflector over one 3 x 12 inch yellow retroreflector stacked vertically, should be placed on the left side as in A.

Section 3F.103(CA) Narrow Bridge Signing and Marking

Support:

01 The placement of warning signs, object markers, delineators, and edge lines at narrow bridges is dependent upon the width of the bridge and approach roadway.

Standard:

02 Narrow bridge signing and marking shall conform to the details shown in Figure 3F-104(CA).

Section 3F.104(CA) Median Barrier Delineation

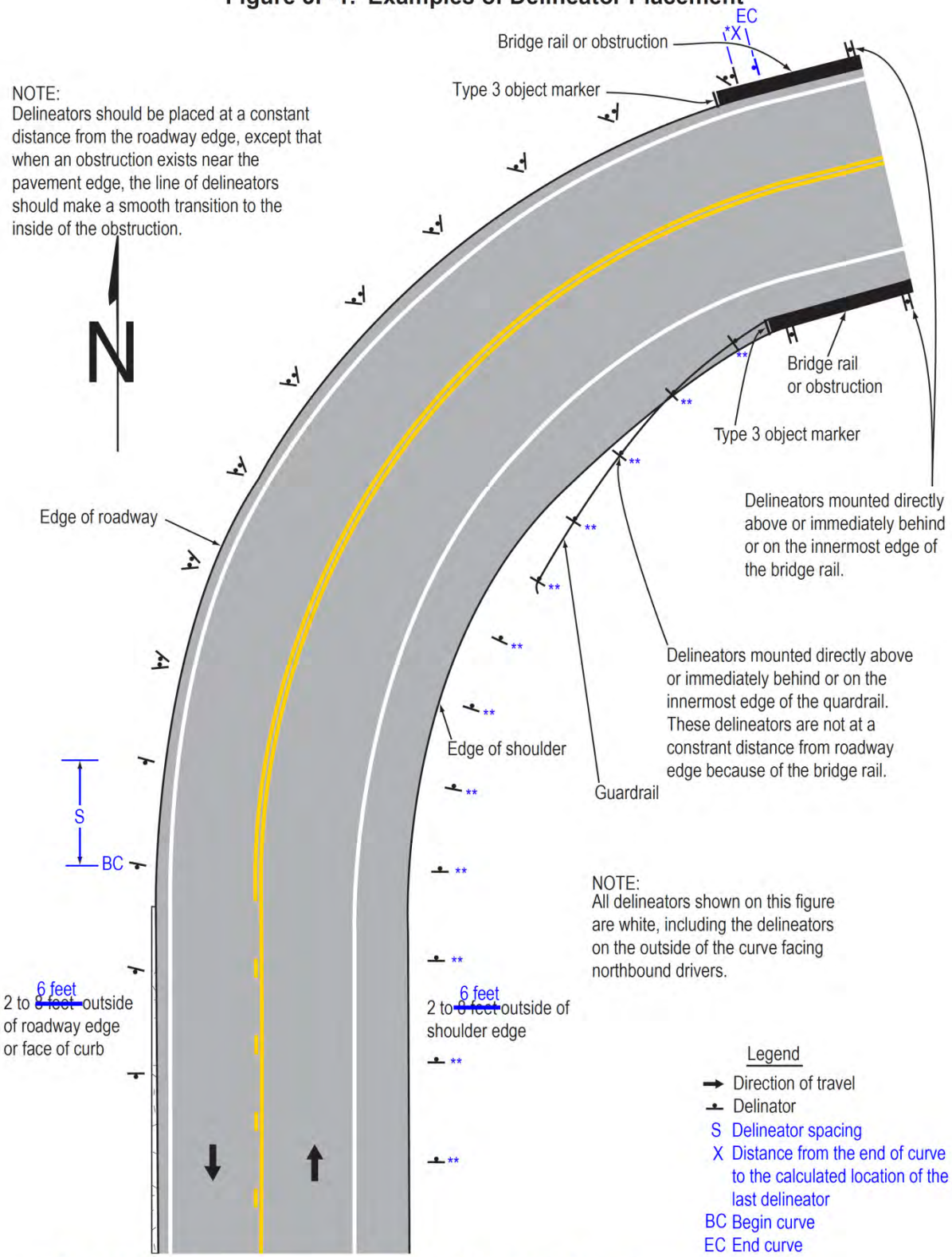
Guidance:

01 *Median barriers should be delineated when the clearance between the barrier and the edge of traveled way is less than 8 feet.*

02 *In general, when delineated, it should be with an approved median barrier marker, the same color as the left edge line. They should be placed on top of the barrier at 48 foot centers.*

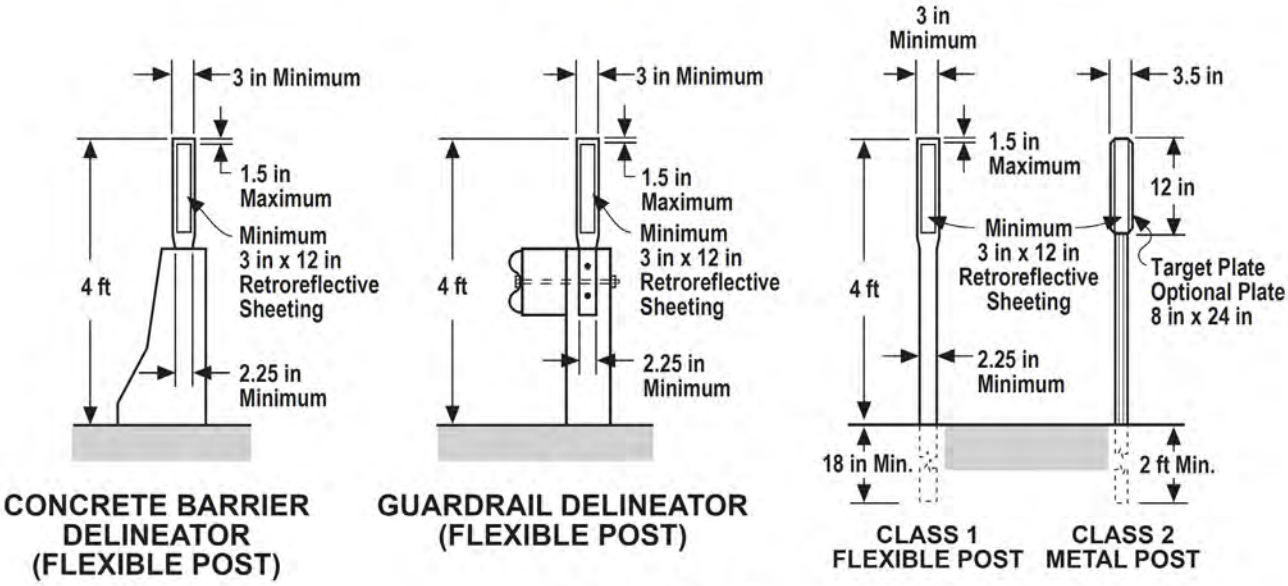
03 *Markers placed on the sides of barriers, near the splash zone, should be avoided because of the tendency to collect dirt which reduces their effectiveness. See Figure 3F-105(CA).*

Figure 3F-1. Examples of Delineator Placement

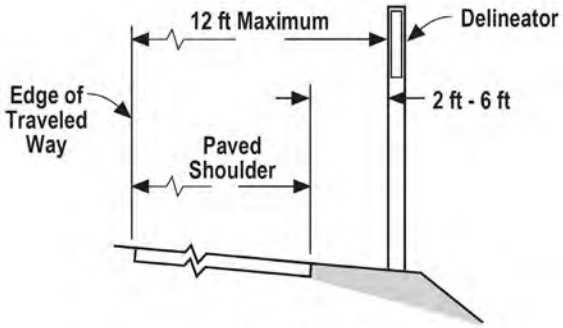


* Prorate distance "X" among all spacing so the delineator falls at the end of the curve.
** See Section 3F.03 Paragraph 8 for use of delineators when guardrail or other longitudinal barriers are present along a roadway.

Figure 3F-101 (CA). Examples of Delineators



NOT TO SCALE



TYPICAL DELINEATOR PLACEMENT

TYPES OF DELINEATORS

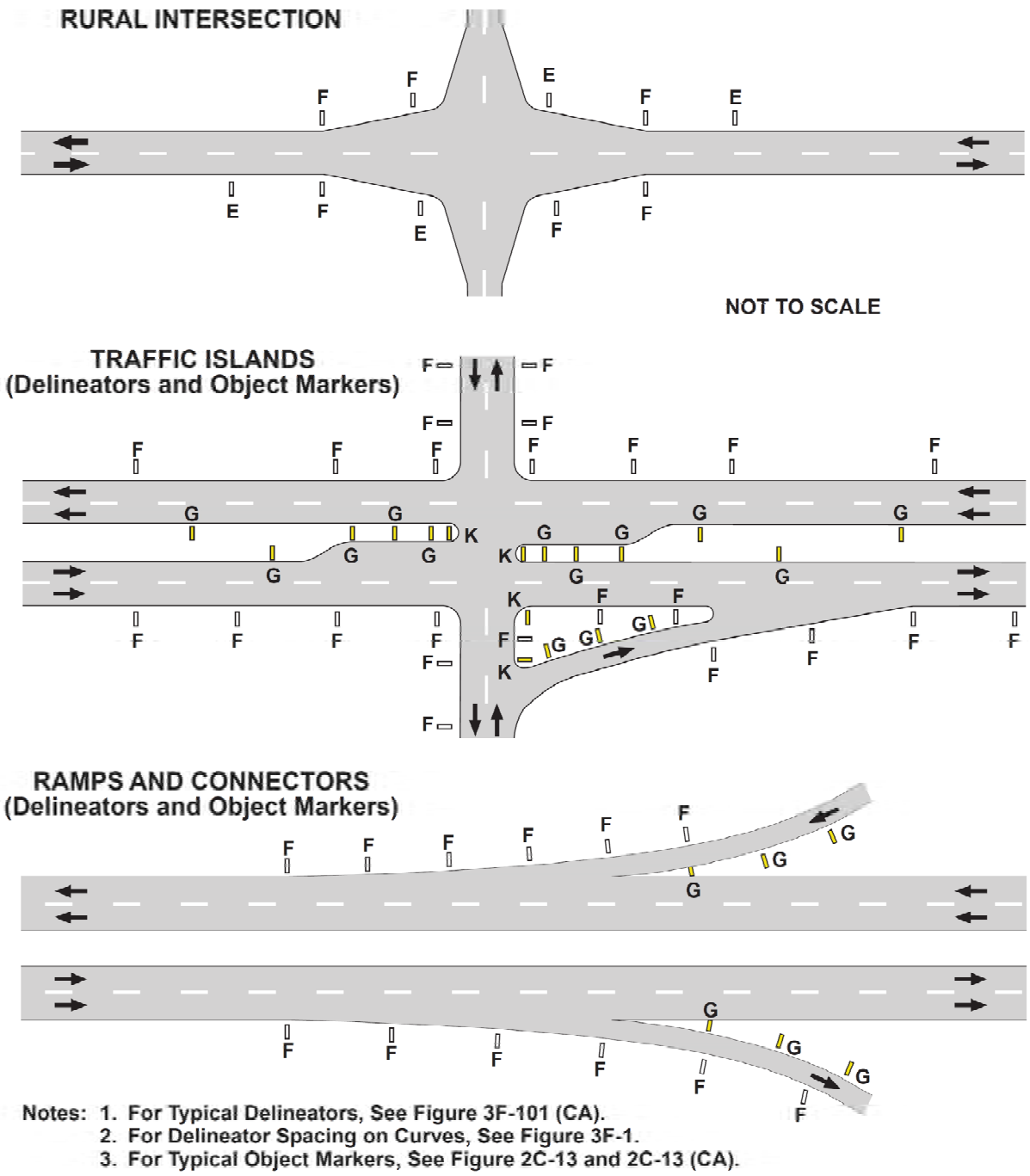
TYPE	RETROREFLECTOR COLOR	
	FRONT	BACK*
E	WHITE	WHITE
F	WHITE	NONE
G	YELLOW	NONE
J	RED	NONE

*Back Retroreflector:
Class 1 Delineator - 3 in ± square of retroreflective sheeting.
Class 2 Delineator - 3 in ± acrylic cube-corner retroreflective element.

Notes:

1. Class 1 (Flexible Post) Delineators are standard on State highways, except for certain locations, e.g., snow or protected areas behind guardrail, etc. The color of the post is white.
2. Class 1 (Flexible Post) Delineators used in construction or maintenance zones shall be orange with white retroreflective sheeting. However, if the delineators are to remain in place as a permanent roadway feature after the construction or maintenance period, the color of the post shall be white with the appropriate color of retroreflective sheeting as specified in Section 3F.03.
3. The Type of Retroreflective Element and Class of Post is designated as E-1, F-2, etc.

Figure 3F-102 (CA). Examples of Delineator Placement When Used at Intersections, Islands, Ramps, and Connectors (Sheet 1 of 2)

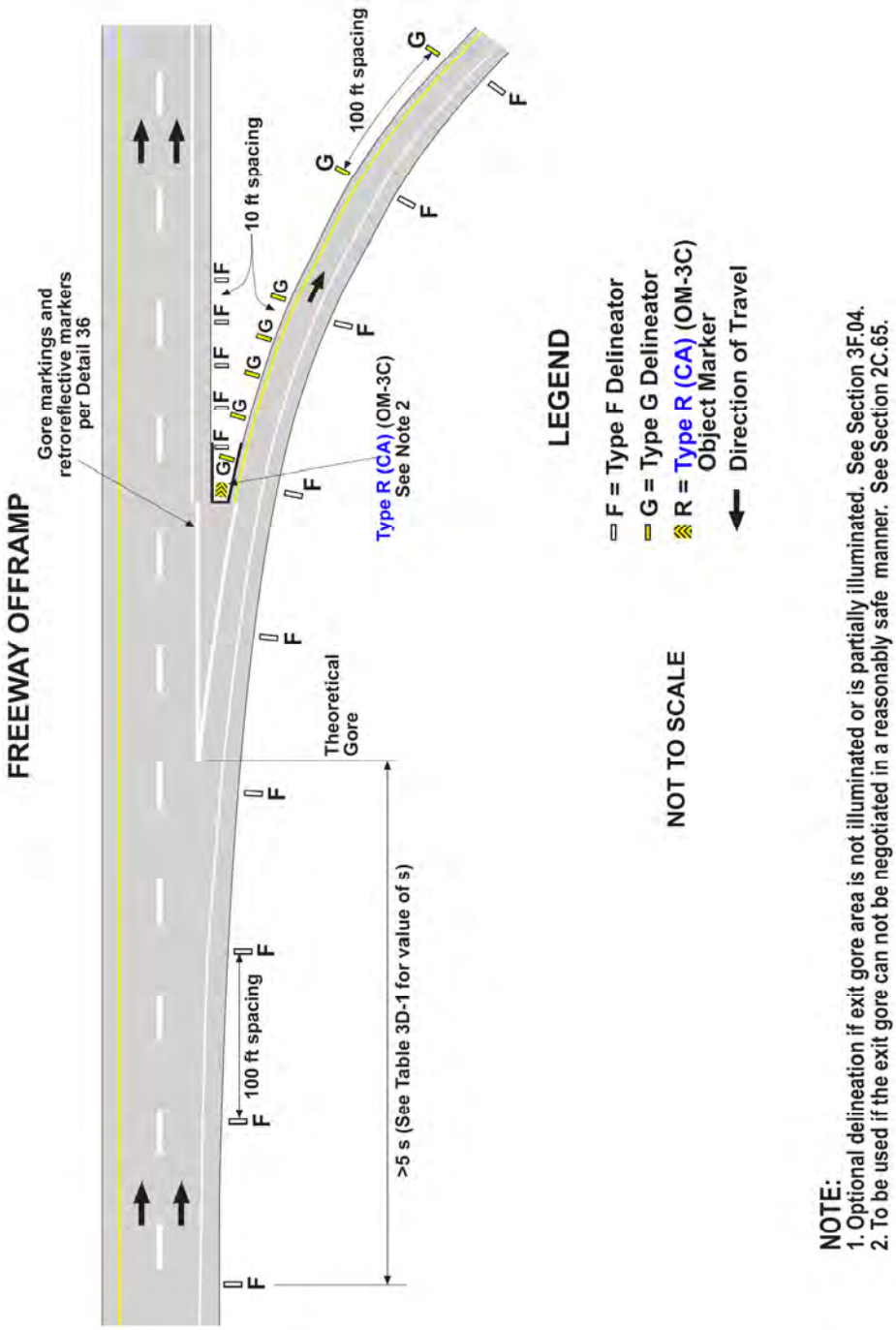


Notes: 1. For Typical Delineators, See Figure 3F-101 (CA).
2. For Delineator Spacing on Curves, See Figure 3F-1.
3. For Typical Object Markers, See Figure 2C-13 and 2C-13 (CA).

LEGEND

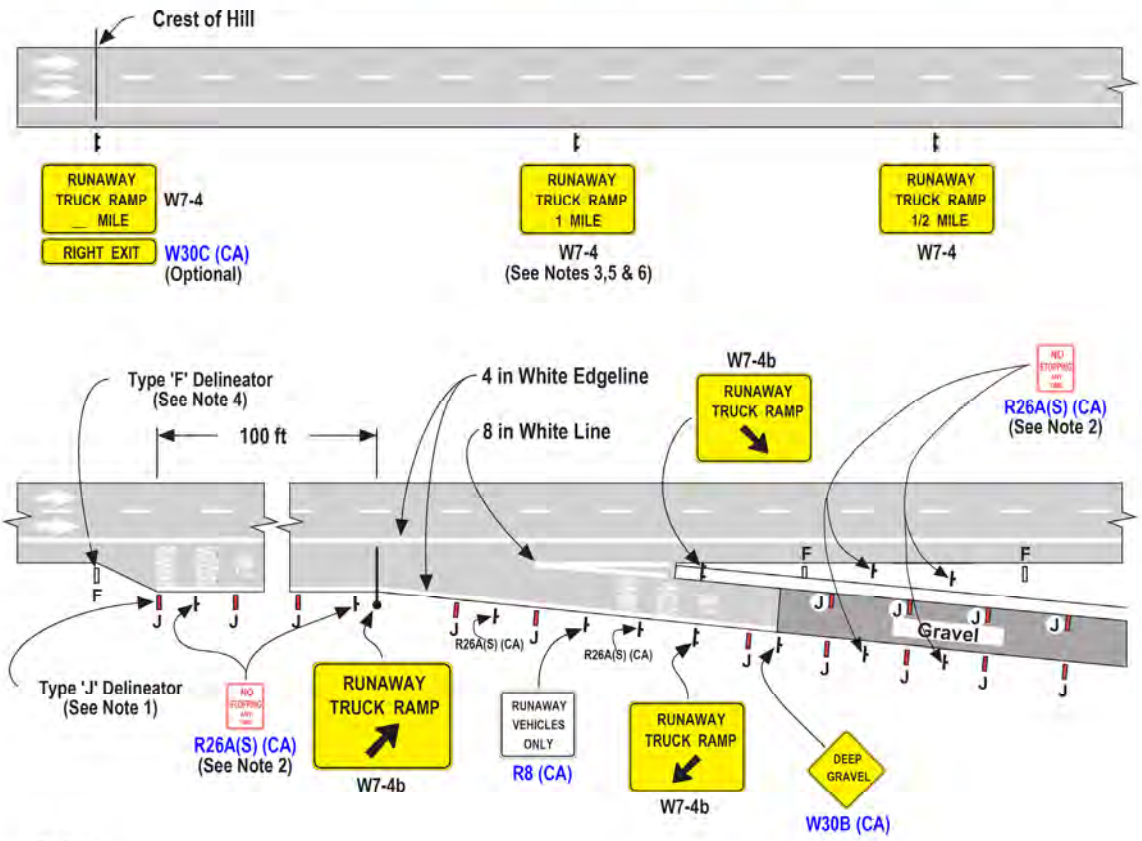
- E & F = Types of Delineators
- G = Type of Delineator
- K = Type K (CA) Object Marker
- Direction of Travel

Figure 3F-102 (CA). Examples of Delineator Placement When Used at Intersections, Islands, Ramps, and Connectors (Sheet 2 of 2)



NOTE:
1. Optional delineation if exit gore area is not illuminated or is partially illuminated. See Section 3F.04.
2. To be used if the exit gore can not be negotiated in a reasonably safe manner. See Section 2C.65.

Figure 3F-103 (CA). Examples of Runaway Truck Ramp Signs and Markings



Notes:

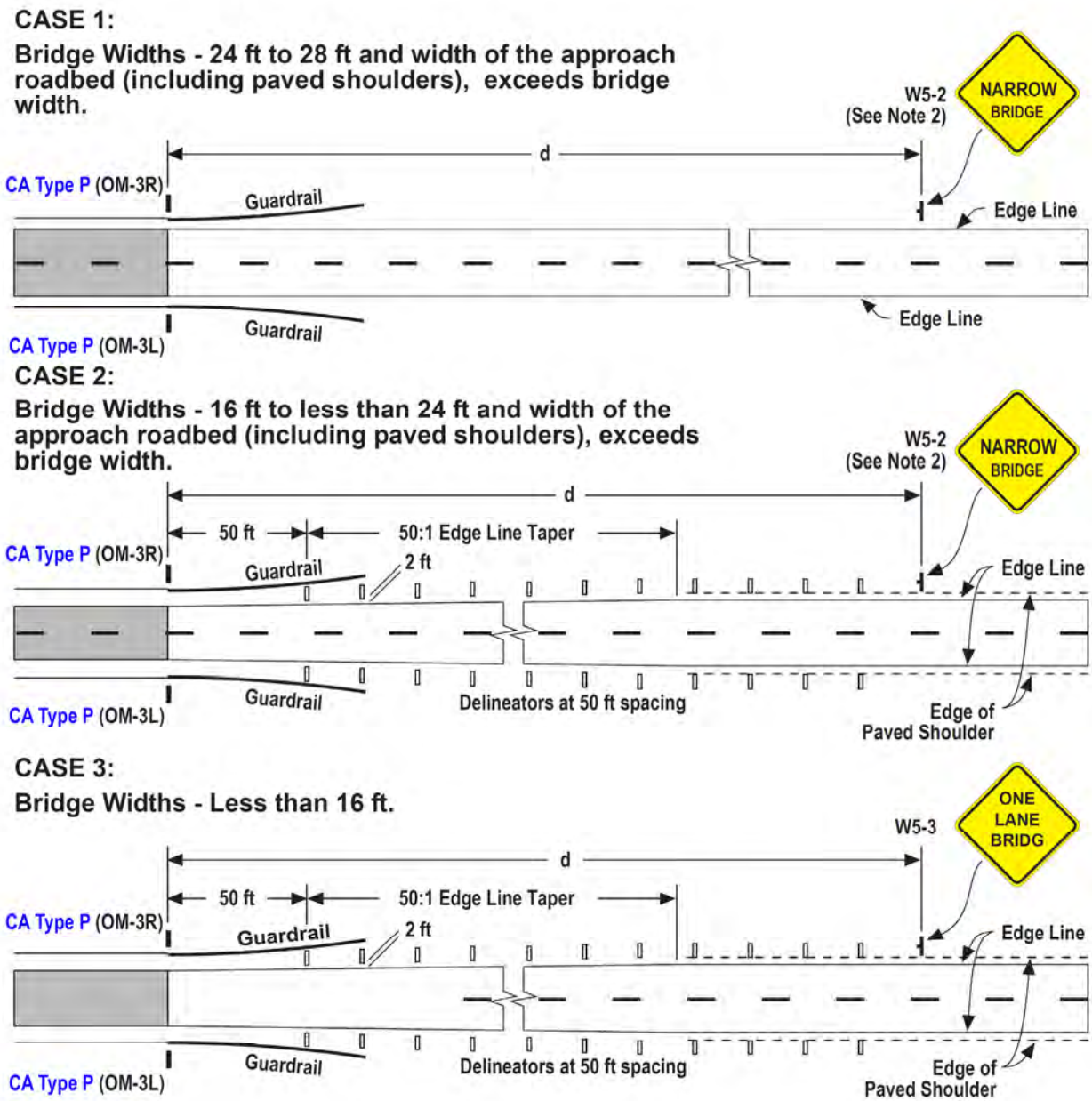
1. Place Type 'J' Delineators at 50 ft centers. See Figure 3F-101 (CA).
2. Place NO STOPPING ANY TIME, R26A(S) (CA) signs at 250 ft centers.
3. Additional RUNAWAY TRUCK RAMP 1 MILE and RUNAWAY TRUCK RAMP 1/2 MILE, W7-4 signs may also be placed in the median on a one-way roadway.
4. Place 3 - Type 'F' Delineators at 500 ft centers, preceding and following the Runaway Truck Ramp. See Figure 3F-101 (CA).
5. Additional advance RUNAWAY TRUCK RAMP (2 MILES, 3 MILES, etc.) W7-4 signs may be added as necessary.
6. Overhead signs may be substituted for ground mounted signs.

LEGEND

F = Type of Delineator
J = Type of Delineator
Direction of Travel

NOT TO SCALE

Figure 3F-104 (CA). Narrow Bridge Signs and Markings (One-Way and Two-Way Roadways)



NOT TO SCALE

Notes:
1. The Edge Line shall be continued across all bridges on State highways.
2. The NARROW BRIDGE (W5-2) sign should be erected on the right and in the median on a one-way roadway.
3. Delineators shall be contiued across the bridge in Cases 2 and 3.

LEGEND

I = CA Type P Object Marker. See Figure 2C-13 (CA).

d = Advance Placement Distance (see Section 2C.05)

▯ = Delineators (Type "F" for One-Way Roadways and Type "E" for Two-Way Roadways). See Figure 3F-101 (CA).

Figure 3F-105 (CA). Examples of Median Barrier Delineation

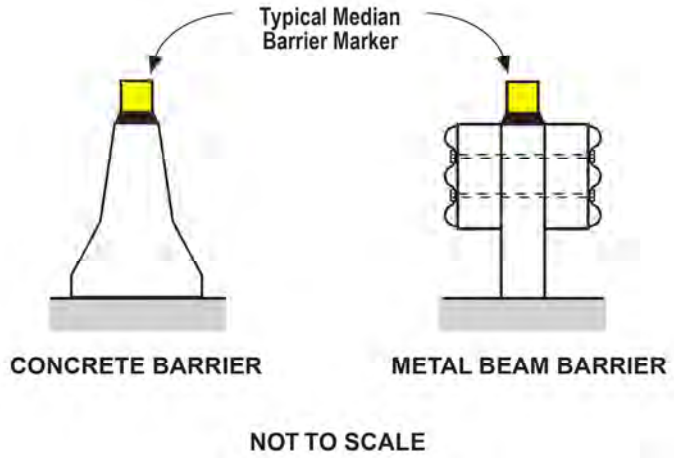


Table 3F-1. Approximate Spacing for Delineators on Horizontal Curves

Radius (R) of Curve	Approximate Spacing (S) on Curve
50 feet	20 feet
115 feet	25 feet
180 feet	35 feet
250 feet	40 feet
300 feet	~~50 feet~~ 40 feet
400 feet	~~55 feet~~ 40 feet
500 feet	~~65 feet~~ 40 feet
600 feet	~~70 feet~~ 40 feet
700 feet	75 feet
800 feet	80 feet
900 feet	85 feet
1,000 feet	90 feet

Notes:
1. Spacing for specific radii may be interpolated from table.
2. The minimum spacing should be 20 feet.
3. The spacing on curves should not exceed 300 feet.
4. In advance of or beyond a curve, and proceeding away from the end of the curve, the spacing of the first delineator is 2S, the second 3S, and the third 6S, but not to exceed 300 feet.
5. S refers to the delineator spacing for specific radii computed from the formula $S=3\sqrt{R-50}$.
6. The distances for S shown in the table above were rounded to the nearest 5 feet.

CHAPTER 3G. COLORED PAVEMENTS

Section 3G.01 General

Support:

01 Colored pavements consist of differently colored road paving materials, such as colored asphalt or concrete, or paint or other marking materials applied to the surface of a road or island to simulate a colored pavement.

02 If non-retroreflective colored pavement, including bricks and other types of patterned surfaces, is used as a purely aesthetic treatment and is not intended to communicate a regulatory, warning, or guidance message 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:

03 **If colored pavement is used within the traveled way, on flush or raised islands, or on shoulders to regulate, warn, or guide traffic or if retroreflective colored pavement is used, the colored pavement is considered to be a traffic control device and shall be limited to the following colors and applications:**

A. Yellow pavement color shall be used only for flush or raised median islands separating traffic flows in opposite directions or for left-hand shoulders of roadways of divided highways or one-way streets or ramps.

B. White pavement color shall be used for flush or raised channelizing islands where traffic passes on both sides in the same general direction or for right-hand shoulders.

04 **Colored pavements shall not be used as a traffic control device, unless the device is applicable at all times.**

Guidance:

05 *Colored pavements used as traffic control devices should be used only where they contrast significantly with adjoining paved areas.*

06 *Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines, or that might be mistaken by road users as a traffic control application.*

CHAPTER 3H. CHANNELIZING DEVICES USED FOR EMPHASIS OF PAVEMENT MARKING PATTERNS

Section 3H.01 Channelizing Devices

~~Option:~~

01 ~~Channelizing devices, as described in Sections 6F.63 through 6F.73, and 6F.75, and as shown in Figure 6F-7, such as cones, tubular markers, vertical panels, drums, lane separators, and raised islands, may be used for general traffic control purposes such as adding emphasis to reversible lane delineation, channelizing lines, or islands. Channelizing devices may also be used along a center line to preclude turns or along lane lines to preclude lane changing, as determined by engineering judgment.~~

~~**Standard:**~~

02 ~~**Except for color, the design of channelizing devices, including but not limited to retroreflectivity, minimum dimensions, and mounting height, shall comply with the provisions of Chapter 6F.**~~

03 ~~**The color of channelizing devices used outside of temporary traffic control zones shall be either orange or the same color as the pavement marking that they supplement, or for which they are substituted.**~~

04 ~~**For nighttime use, channelizing devices shall be retroreflective (as described in Part 6) or internally illuminated. On channelizing devices used outside of temporary traffic control zones, retroreflective sheeting or bands shall be white if the devices separate traffic flows in the same direction and shall be yellow if the devices separate traffic flows in the opposite direction or are placed along the left-hand edge line of a one-way roadway or ramp.**~~

Support:

04a In California, cones are used for temporary traffic control, not as permanent channelizing devices.

Guidance:

05 *Channelizing devices should be kept clean and bright to maximize target value.*

Support:

06 Channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Unlike delineators, which indicate the roadway alignment, channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation.

Option:

07 Channelizers may be used for additional emphasis to discourage median crossings at traffic islands and at lane separations.

Standard:

08 The design of a channelizer shall be as shown in Figure 3H-101(CA) and Figure 6F-102(CA).

09 The retroreflective unit used on channelizers shall be a minimum of 3 x 12 inch. The 3 x 24 inch minimum retroreflective unit shall be visible at 1000 feet at night under illumination of legal high beam headlights, by persons with vision of or corrected to 20/20. Refer to Caltrans' Standard Specifications Section 12-3.07. See Section 1A.11 for information regarding this publication.

10 The post shall be flexible with a 2 ¼ inch minimum width, except that the portion containing the retroreflective unit shall be a minimum width of 3 inch. The post shall be a minimum height of 36 inch above the pavement.

11 Channelizer posts used for temporary traffic control shall be orange with white reflectors. See Section 6F.101(CA).

12 If the channelizers are to remain in place as a permanent roadway feature, the post shall be white and the color of the reflector shall conform to that of the pavement markings it supplements with the following exceptions:

A. Retroreflective units used in narrow bridge shoulder tapers shall be yellow as shown in Figure 3F-104(CA).
B. Retroreflective units shall be white when used in construction and maintenance zones (posts shall be orange). See Section 6F.101(CA).

Option:

13 At locations where speeds are 40 mph or less a minimum post height of 28 inch may be used.

Support:

14 Since channelizers require closer spacing, their post size requirements differ from those of delineators.

15 There are two basic types of channelizers: one attaches to the pavement and the other attaches to an anchoring device imbedded in the pavement. Both the base and anchor systems are designed to permit replacement of the channelizer post. See Figure 3H-101(CA).

Guidance:

16 *Channelizers should be placed a minimum of 2 feet from the traffic line, away from traffic, to allow for future maintenance of the line.*

Option:

17 Space limitations may dictate exceptions to this criterion. At certain locations, placement directly on the traffic line may be required.

Support:

18 Spacing of the channelizers depends on the type of facility where they are to be used, the speed and volume of traffic, and the alignment to be channelized. Spacing which results in a visual fence/barrier effect is a key factor in channelizer installation.

Guidance:

19 *The maximum post spacing should be 100 feet on carpool lanes where channelizers are used primarily to delineate the separation between the carpool lane and the main facility.*

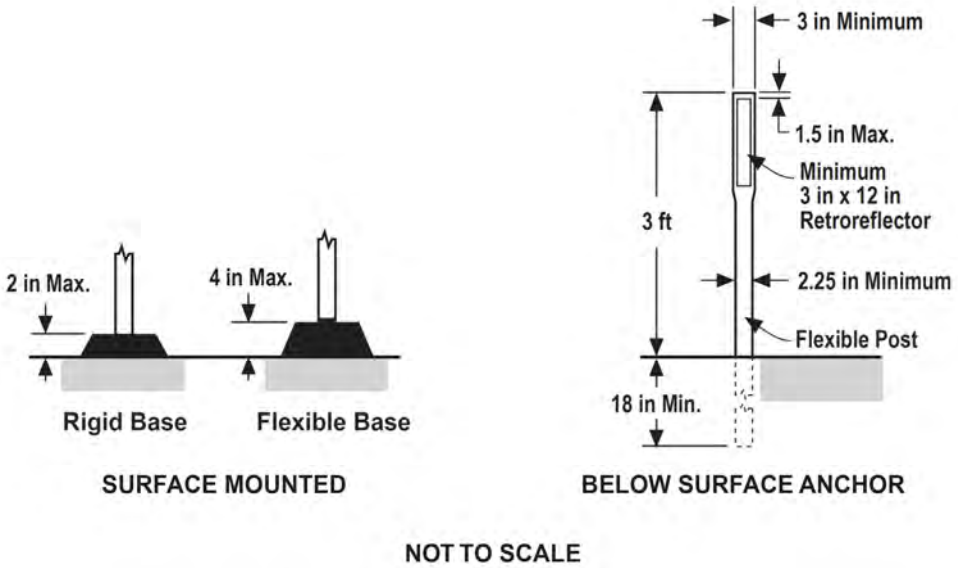
20 *In locations where a relatively high number of violations occur, the post spacing should be 25 feet.*

Option:

21 Where barrier violations are relatively minimal, a post spacing of 50 feet may be adequate. However, spacing in excess of 50 feet is of negligible value as a deterrent to intentional barrier violations.

22 Post spacing closer than 25 feet may be considered on lower speed roads, urban streets and at specific locations such as traffic islands.

Figure 3H-101 (CA). Example of Channelizers



CHAPTER 3I. ISLANDS

Section 3I.01 General

Support:

01 This Chapter addresses the characteristics of islands (see definition in Section 1A.13) as traffic-control devices. Criteria for the design of islands are set forth in "A Policy on Geometric Design of Highways and Streets" (see Section 1A.11).

Option:

02 An island may be designated by curbs, pavement edges, pavement markings, channelizing devices, or other devices.

Support:

03 Raised channelization with sloping (mountable) curbed medians are used instead of channelization accomplished through the use of pavement markings (flush), for the following operating conditions:

A. Left- and right-turn lane treatments at intersections on all roadways with operating speeds of less than 40 mph.
B. Right-turn treatments on roadways with operating speeds equal to or greater than 40 mph.

04 On State highways, criteria for the design of islands are set forth in Caltrans' Highway Design Manual. See Section 1A.11 for information regarding this publication.

Section 3I.02 Approach-End Treatment

Guidance:

01 *The ends of islands first approached by traffic should be preceded by diverging longitudinal pavement markings on the roadway surface, to guide vehicles into desired paths of travel along the island edge.*

~~Support:~~

~~02 The neutral area between approach-end markings that can be readily crossed even at considerable speed sometimes contains slightly raised (usually less than 1 inch high) sections of coarse aggregate or other suitable materials to create rumble sections that provide increased visibility of the marked areas and that produce an audible warning to road users traveling across them. For additional discouragement to driving in the neutral area, bars or buttons projecting 1 to 3 inches above the pavement surface are sometimes placed in the neutral area. These bars or buttons are designed so that any wheel encroachment within the area will be obvious to the vehicle operator, but will result in only minimal effects on control of the vehicle. Such bars or buttons are sometimes preceded by rumble sections or their height is gradually increased as approached by traffic.~~

~~*Guidance:*~~

~~03 *When raised bars or buttons are used in these neutral areas, they should be marked with white or yellow retroreflective materials, as determined by the direction or directions of travel they separate.*~~

Standard:

04 **Channelizing devices, when used in advance of islands having raised curbs, shall not be placed in such a manner as to constitute an unexpected obstacle.**

~~Option:~~

~~05 Pavement markings may be used with raised bars to better designate the island area.~~

Section 3I.03 Island Marking Application

Standard:

01 **Markings, as related to islands, shall consist only of pavement and curb markings, channelizing devices, and delineators.**

~~*Guidance:*~~

Option:

02 Pavement markings as described in Section 3B.10 for the approach to an obstruction may be omitted on the approach to a particular island based on engineering judgment.

Standard:

03 Double solid 4 inch wide yellow lines shall be used to delineate the edge of a median island where the median is an all-paved, at-grade section of the highway. The island formed by double yellow lines shall be at least 2 foot in width, as shown in Figure 3A-107(CA).

04 When used, other markings in the median island area shall be yellow.

Support:

05 This treatment is not intended for freeways or other highways with a positive barrier in the median. Single solid yellow left edge line and markers as shown in Figure 3A-105(CA) are standard.

06 The use of channelizing lines are shown in Figure 3A-112(CA) and no-passing markings are shown in Figures 3A-104(CA) and 3B-15.

Section 3I.04 Island Marking Colors

Guidance:

01 *Islands outlined by curbs or pavement markings should be marked with retroreflective white or yellow material as determined by the direction or directions of travel they separate (see Section 3A.05).*

02 *The retroreflective area should be of sufficient length to denote the general alignment of the edge of the island along which vehicles travel, including the approach end, when viewed from the approach to the island.*

Option:

03 On long islands, curb retroreflection may be discontinued such that it does not extend for the entire length of the curb, especially if the island is illuminated or marked with delineators or edge lines.

Section 3I.05 Island Delineation

Standard:

01 ~~**Delineators installed on islands shall be the same colors as the related edge lines except that, when facing wrong-way traffic, they shall be red (see Section 3F.03).**~~

01a Delineators installed on islands shall be the same colors as the related edge lines.

Support:

01b In California, red markers are used for wrong-way traffic, not delineators.

Standard:

02 **Each roadway through an intersection shall be considered separately in positioning delineators to assure maximum effectiveness.**

Option:

03 Retroreflective or internally illuminated raised pavement markers of the appropriate color may be placed on the pavement in front of the curb and/or on the top of curbed approach ends of raised medians and curbs of islands, as a supplement to or as a substitute for retroreflective curb markings.

Section 3I.06 Pedestrian Islands and Medians

Support:

01 Raised islands or medians of sufficient width that are placed in the center area of a street or highway can serve as a place of refuge for pedestrians who are attempting to cross at a midblock or intersection location. Center islands or medians allow pedestrians to find an adequate gap in one direction of traffic at a time, as the pedestrians are able to stop, if necessary, in the center island or median area and wait for an adequate gap in the other direction of traffic before crossing the second half of the street or highway. The minimum widths for accessible refuge islands and for design and placement of detectable warning surfaces are provided in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).

CHAPTER 3J. RUMBLE STRIP MARKINGS

Section 3J.01 Longitudinal Rumble Strip Markings

Support:

01 Longitudinal rumble strips consist of a series of rough-textured or slightly raised or depressed road surfaces intended to alert inattentive drivers through vibration and sound that their vehicle has left the travel lane. Shoulder rumble strips are typically installed along the shoulder near the travel lane. On divided highways, rumble strips are sometimes installed on the median side (left-hand side) shoulder as well as on the outside (right-hand side) shoulder. On two-way roadways, rumble strips are sometimes installed along the center line.

02 This Manual contains no provisions regarding the design and placement of longitudinal rumble strips. The provisions in this Manual address the use of markings in combination with a longitudinal rumble strip.

Option:

03 An edge line or center line may be located over a longitudinal rumble strip to create a rumble stripe.

Standard:

04 **The color of an edge line or center line associated with a longitudinal rumble stripe shall be in accordance with Section 3A.05.**

05 **An edge line shall not be used in addition to a rumble stripe that is located along a shoulder.**

Support:

06 Figure 3J-1 illustrates markings used with or near longitudinal rumble strips.

Section 3J.02 Transverse Rumble Strip Markings

Support:

01 Transverse rumble strips consist of intermittent narrow, transverse areas of rough-textured or slightly raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration, they attract the attention of road users to features such as unexpected changes in alignment and conditions requiring a reduction in speed or a stop.

02 This Manual contains no provisions regarding the design and placement of transverse rumble strips that approximate the color of the pavement. The provisions in this Manual address the use of markings in combination with a transverse rumble strip.

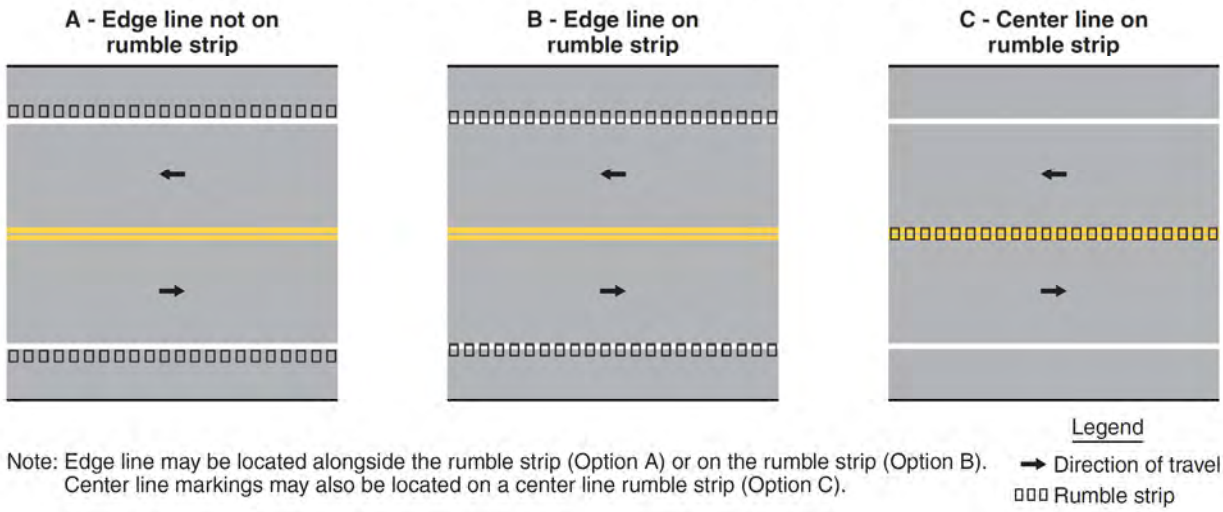
Standard:

03 **Except as otherwise provided in Section 6F.87 for TTC zones, if the color of a transverse rumble strip used within a travel lane is not the color of the pavement, the color of the transverse rumble strip shall be either black or white.**

Guidance:

04 *White transverse rumble strips used in a travel lane should not be placed in locations where they could be confused with other transverse markings such as stop lines or crosswalks.*

Figure 3J-1. Examples of Longitudinal Rumble Strip Markings



Note: Edge line may be located alongside the rumble strip (Option A) or on the rumble strip (Option B). Center line markings may also be located on a center line rumble strip (Option C).