

## **CITY OF WEST BEND GENERAL PAVEMENT MARKING PHILOSOPHY**

All pavement markings shall conform to the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. This philosophy touches on the pavement markings most used within the City and is not all inclusive. Refer to the MUTCD for additional information on all pavement markings.

### **COLORS:**

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.

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
- C. The separation of two-way left-turn lanes.

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

Black may be used in combination with other colors where a light-colored pavement does not provide sufficient contrast with the markings. Black is not considered a marking color, but only a contrast-enhancing system for the markings.

### **FUNCTIONS, WIDTHS, AND PATTERNS OF LONGITUDINAL PAVEMENT MARKINGS:**

The general functions of longitudinal lines shall be:

- A. A double line indicates maximum or special restrictions,
- B. A solid line discourages crossing,
- C. A broken line indicates a permissive condition, and
- D. A dotted line provides guidance.

The widths and patterns of longitudinal lines shall be:

- 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 discernable space.
- D. Broken line – 10 foot line segments with 30 foot gaps.
- E. Dotted line – 2 foot line segment with 6 foot gaps.

### **Yellow Centerline Pavement Markings**

Centerline pavement markings may be placed in a location that is not the geometric center of the roadway.

When used, the centerline markings on two-way roadways shall be no-passing zone markings consisting of a solid double (4 inch each) yellow line.

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

Centerline markings shall be placed on all paved arterials or collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater. Centerline markings shall also be placed on all paved two-way streets that have three or more lanes for moving motor vehicle traffic.

The two-way left-turn lane (TWLTL) shall consist of a normal broken (4 inch) yellow line and a normal solid (4 inch) 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. Signs and white two-way left-turn arrows shall be used in conjunction with the TWLTL markings.

### **White Lane Line Pavement Markings**

Lane line markings shall be used on all roadways that are intended to operate with two or more adjacent traffic lanes in the same direction of travel.

Where crossing the lane line markings with care is permitted, the lane line markings shall consist of a normal broken (4 inch) white line.

Where guidance is necessary through an intersection, the lane line markings shall consist of a normal dotted white line at least the same width as the line markings they extend.

On approaches to intersections, a solid (8 inch) white channelizing line marking should be used to separate a through lane from an added mandatory turn lane.

### **Edge Line Pavement Markings**

Except for dotted edge line extensions, edge line markings shall not be continued through intersections or major driveways.

If used, right edge line pavement markings shall consist of a normal solid (4 inch) white line to delineate the right-hand edge of the roadway.

Edge line markings shall not be broken for minor driveways.

Edge lines shall be used on all rural arterials with a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater.

## **TRANSVERSE MARKINGS:**

### **Stop and Yield Lines**

Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control device.

Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a traffic control device.

Stop lines shall consist of a solid wide (12 inch) line.

If crosswalk markings exist, stop lines shall be placed at least 4 feet before the crosswalk.

### **Crosswalk Markings**

See "City of West Bend Crosswalk Painting Philosophy" for more crosswalk information.

Crosswalk markings provide guidance for pedestrians.

At non-intersection locations, crosswalk markings legally establish the crosswalk. Warning signs shall be used in conjunction with mid-block crossings.

Crosswalk markings shall be normal (6 inch) solid white lines, parallel to each other and 6 feet apart.

### **Parking Space Markings**

Parking space markings shall be normal (4 inch) solid white lines.

### **Pavement Word, Symbol and Arrow Markings**

Pavement word, symbol and arrow markings shall be white and shall be 8 feet in height.

Spacing between pavement word, symbol and arrow markings should be a minimum of 32 feet and a maximum of 80 feet

Lane-use arrows should be used in lanes designated for the exclusive use of a turning movement.

Where through lanes approaching an intersection become mandatory turn lanes, lane-use arrow markings shall be used and shall be accompanied by standard signs.

Where through lanes approaching an intersection become mandatory turn lanes, *ONLY* word markings should be used in addition to the required lane-use arrow markings.