

**PART 3. MARKINGS**

**TABLES**

Markings Technical Committee Recommendations

Approved by NCUTCD Council June 21, 2008

Red text and notes indicates recommended changes to the NPA.

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

85th-Percentile or Posted or Statutory Speed Limit (km/h)	Minimum Passing Sight Distance (meters)
40	140
50	160
60	180
70	210
80	245
90	280
100	320
110	355
120	395

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

**Table 3B-2. Standard Edge Line and Lane Line Markings for Preferential Lanes**

Type of Preferential Lane	Left-hand Edge Line	Right-hand Edge Line
<b>Barrier-Separated, Nonreversible</b>	A single normal solid yellow line	A single normal solid white line (see Drawing A of Figure 3B-31)
<b>Barrier-Separated, Reversible</b>	A single normal solid white line	A single normal solid white line (see Drawing B of Figure 3B-31)
<b>Buffer-Separated, Left-Hand Side</b>	A single normal solid yellow line	<p>A double solid wide white line along both edges of the buffer space where crossing is prohibited (see Drawing A of Figure 3B-32)</p> <p>A single solid wide white line along both edges of the buffer space where crossing is discouraged (see Drawing B of Figure 3B-32)</p> <p>A single broken wide white line along both edges of the buffer space, or a single broken wide white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing C of Figure 3B-32)</p>
<b>Buffer-Separated, Right-Hand Side</b>	<p>A double solid wide white line along both edges of the buffer space where crossing is prohibited (see Drawing D of Figure 3B-32)</p> <p>A single solid wide white line along both edges of the buffer space where crossing is discouraged (see Drawing D of Figure 3B-32)</p> <p>A single broken wide white line along both edges of the buffer space, or a single broken wide white line within the buffer space (resulting in wider lanes), where crossing is permitted (see Drawing D of Figure 3B-32)</p> <p>A single dotted normal 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 3B-32)</p>	A single normal solid white line (if warranted)
<b>Contiguous, Left-hand Side</b>	A single normal solid yellow line	<p>A double solid wide white line where crossing is prohibited (see Drawing A of Figure 3B-33)</p> <p>A single solid wide white line where crossing is discouraged (see Drawing B of Figure 3B-33)</p> <p>A single broken wide white line where crossing is permitted (see Drawing C of Figure 3B-33)</p>
<b>Contiguous, Right-hand Side</b>	<p>A double solid wide white line where crossing is prohibited (see Drawing D of Figure 3B-33)</p> <p>A single solid wide white line where crossing is discouraged (see Drawing D of Figure 3B-33)</p> <p>A single broken wide white line where crossing is permitted (see Drawing D of Figure 3B-33)</p> <p>A single dotted normal white line where crossing is permitted for any vehicle to perform a right-turn maneuver (see Drawing D of Figure 3B-33)</p>	A single normal solid 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 the first Standard in Section 3B.25.

**Table 3D-1. Approximate Spacing for Delineators on Horizontal Curves**

Radius (R) of Curve (meters)	Approximate Spacing (S) on Curve (meters)	Radius (R) of Curve (feet)	Approximate Spacing (S) on Curve (feet)
15	6	50	20
35	8	115	25
55	11	180	35
75	13	250	40
95	15	300	50
125	18	400	55
155	20	500	65
185	22	600	70
215	24	700	75
245	26	800	80
275	27	900	85
305	29	1,000	90

Spacing for specific radii may be interpolated from table. The minimum spacing should be 6.1 m (20 ft). The spacing on curves should not exceed 90 m (300 ft). 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 90 m (300 ft). S refers to the delineator spacing for specific radii computed from the formula  $S=1.7\sqrt{R-15}$  for metric units and  $S=3\sqrt{R-50}$  for English units. The distances in feet shown in the table above were rounded to the nearest 5 feet.