




STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. BOX 778  
DOVER, DELAWARE 19903

NICOLE MAJESKI  
SECRETARY

**MEMORANDUM**

**TO:** All Users of the Delaware Manual on Uniform Traffic Control Devices

**FROM:** Peter Haag, P.E., PTOE  
Chief of Traffic Engineering 

**DATE:** November 15, 2023

**SUBJECT:** **Interim Guidance; Part 3, Markings**  
**Section 3B.20, Pavement Word, Symbol, and Arrow Markings**

---

This Interim Guidance to the Delaware Manual on Uniform Traffic Control Devices (DE MUTCD) is related to the usage of Lane-Use Arrow markings on divided highways.

**This Interim Guidance memorandum and figures supersede the previous Interim Guidance memorandum and figures regarding Lane-Use Arrow markings on divided highways, dated December 29, 2022.**

Paragraph 21 of Section 3B.20 states:

*Guidance:*

*<sup>21</sup> (DE Revision) Lane-use arrow markings (see Figures 3B-11 and 3B-24) 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). For exclusive turn lanes with a full-width turn lane length less than 200 feet, one arrow should be placed at the upstream end of the full-width turn lane. For turn lanes with a full-width turn lane length equal to or greater than 200 feet and less than or equal to 500 feet, one arrow should be placed at the upstream end of the full-width turn lane and one arrow should be placed 30 feet in advance of the stop line or the edge of the intersecting roadway. For turn lanes with a full-width turn lane length greater than 500 feet, one arrow should be placed at the upstream end of the full-width turn lane, one arrow should be placed 30 feet in advance of the stop line or*

*the edge of the intersecting roadway, and one arrow should be placed at one-half the length of the full-width turn lane (see Drawings A, B, D, and E of Figure 3B-11).*

21A (DE Revision) *If used on approaches to a signalized intersection, lane-use arrow markings should not be installed on top of loop detectors.*

**Standard:**

21B (DE Revision) **Through or Combination Turn and Through Lane-Use Arrows shall be placed in each lane of a divided highway where its approach is controlled by a STOP (R1-1) sign or a traffic control signal.**

*Guidance:*

21C (DE Revision) *Through or Combination Turn and Through Lane-Use Arrows should be placed in each lane of a divided highway where its approach is uncontrolled and intersects one or more State-Maintained Roadways, excluding Subdivision Streets.*

*Option:*

21D (DE Revision) Through and Combination Turn and Through Lane-Use Arrows may be placed in each lane of a divided highway where its approach is uncontrolled and intersects Subdivision Streets, Non-DelDOT Owned Roadways and Median U-Turn Openings.

**Standard:**

21E (DE Revision) *If used, Through and Combination Turn and Through Lane-Use Arrows on a divided highway approach shall be placed 30 feet in advance of the stop line or the edge of the intersecting roadway (see Drawings A, B, C, D, and E of Figure 3B-11).*

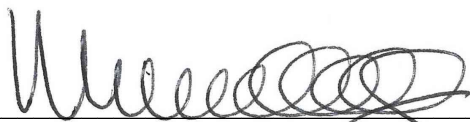
*Support:*

24 (DE Revision) Lane-Use Arrows at the downstream end of through and turn lanes can help to prevent wrong way movements.

**Added Language**

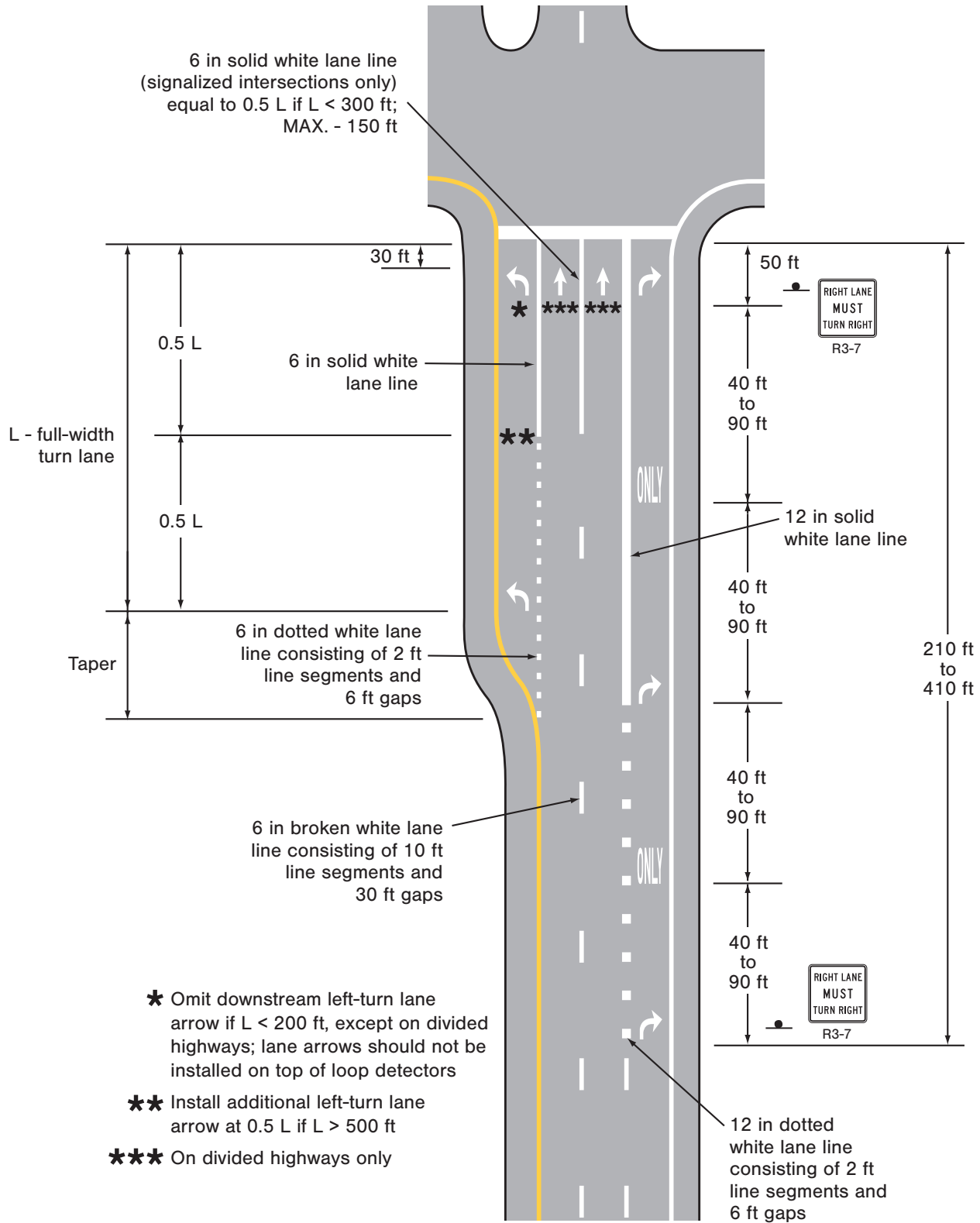
- Revised Paragraphs 21B through 21E;
- Revised Paragraph 24;
- Revised Drawings A, B, C, D, and E of Figure 3B-11.

Should you have questions concerning the information contained in this Interim Guidance, please contact my office at (302) 659-4060.

  
Concurred By: Maureen Kelley  
Deputy Director, Design

**Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 1 of 5)**  
**(Delaware Revision)**

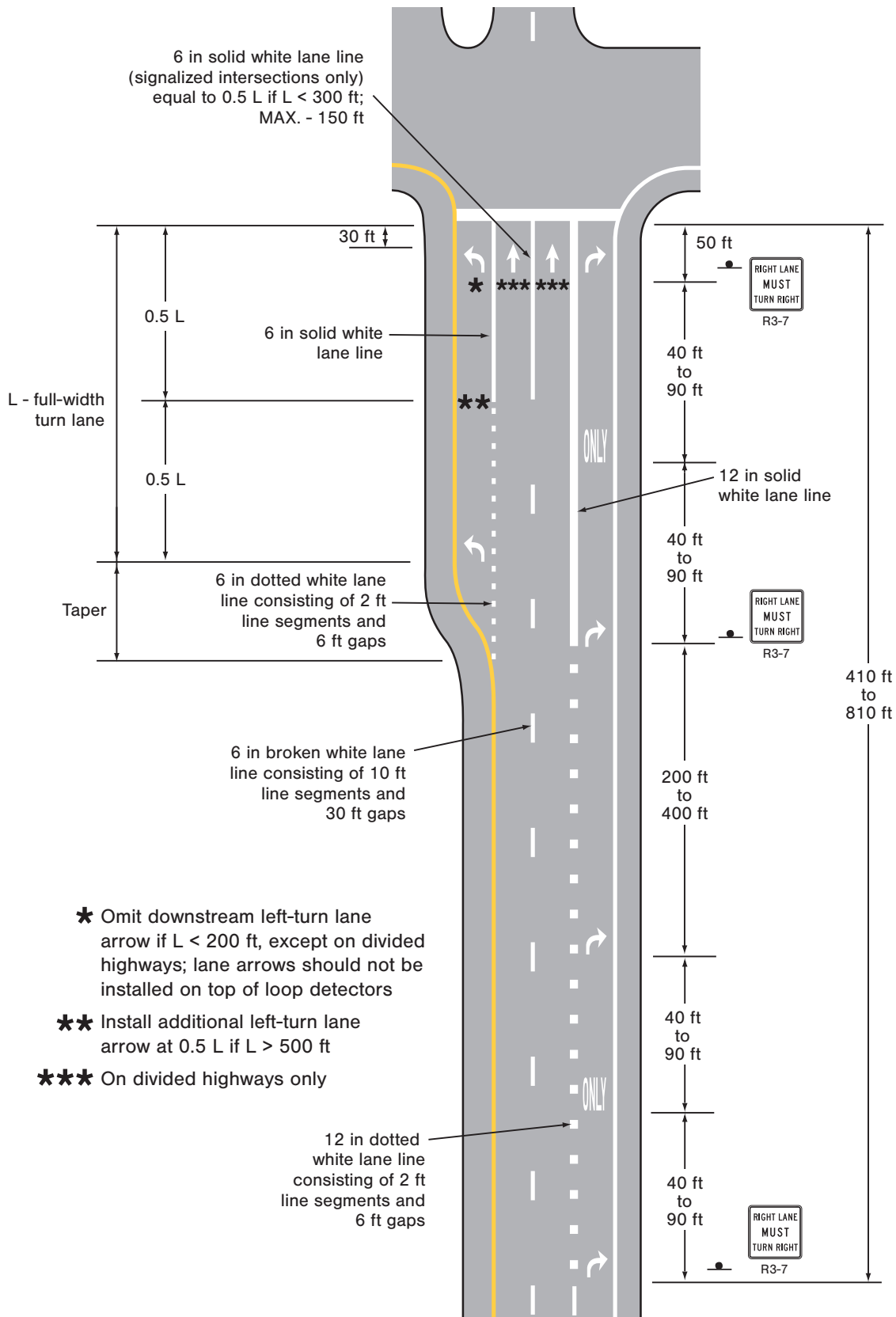
**A – Right-turn lane drop at an intersection**  
**(Posted or 85th-percentile speed < 35 MPH)**



**Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 2 of 5)**

**(Delaware Revision)**

**B – Right-turn lane drop at an intersection  
(Posted or 85th-percentile speed  $\geq$  35 MPH)**

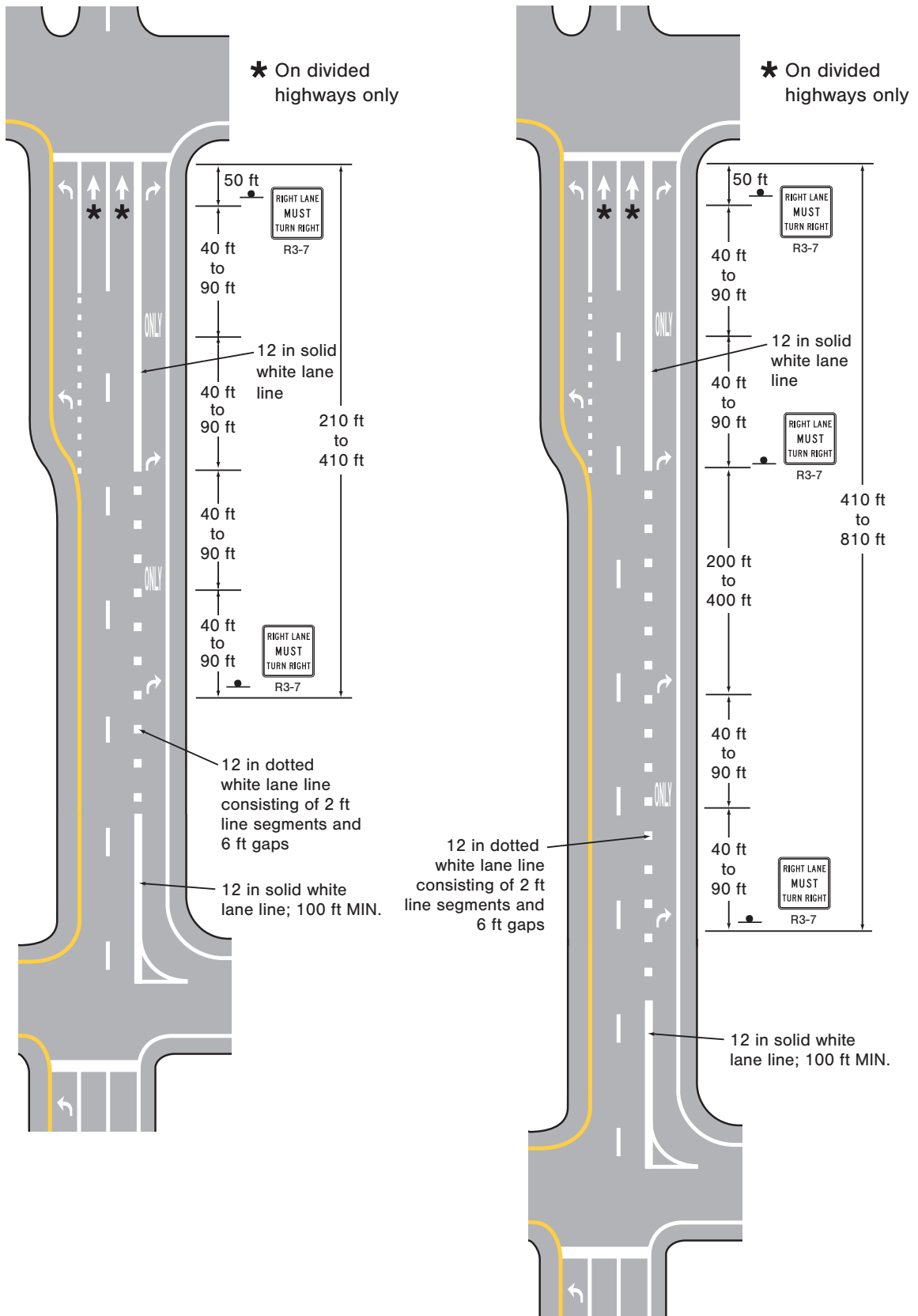


**Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 3 of 5)**  
**(Delaware Revision)**

**C – Auxiliary lane between intersections**

Posted or 85th-percentile speed < 35 MPH

Posted or 85th-percentile speed ≥ 35 MPH

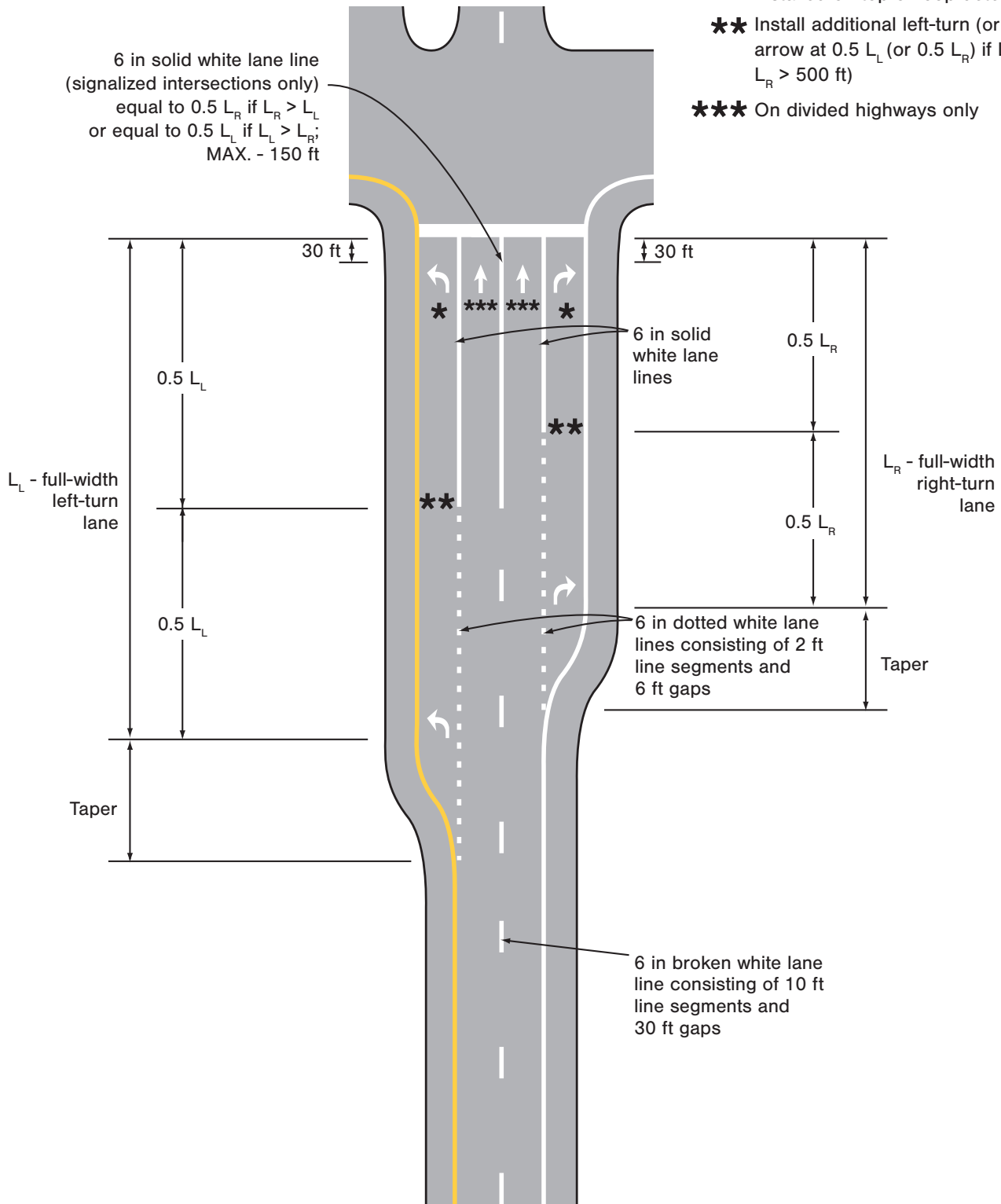


**Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings**

(Sheet 4 of 5)

**(Delaware Revision)**

**D - Exclusive turn lanes at an intersection**



- ★ Omit downstream left-turn (or right-turn) lane arrow if  $L_L < 200$  ft (or  $L_R < 200$  ft), except on divided highways; lane arrows should not be installed on top of loop detectors
- ★★ Install additional left-turn (or right-turn) lane arrow at  $0.5 L_L$  (or  $0.5 L_R$ ) if  $L_L > 500$  ft (or  $0.5 L_R > 500$  ft)
- ★★★ On divided highways only

**Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings**  
(Sheet 5 of 5)  
**(Delaware Revision)**

**E – Two left-turn lanes at an intersection**

