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: January 10, 2022

SUBJECT: **Interim Guidance; Part 3, Markings**
Section 3A.06 Regarding Pavement Marking Widths

This Interim Guidance to the Delaware Manual on Uniform Traffic Control Devices (MUTCD) provides new guidance to adopt 6" wide normal and 12" wide pavement markings along state-maintained roadways.

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

Revised Language

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

Revise the following language in Paragraphs 2B and 2C of section 3A.06 as shown below:

Guidance:

02B *(DE Revision) A normal line along all state-maintained roadways should be ~~5~~ 6 inches wide.*

02C *(DE Revision) A wide line along all state-maintained roadways should be ~~10~~ 12 inches wide.*

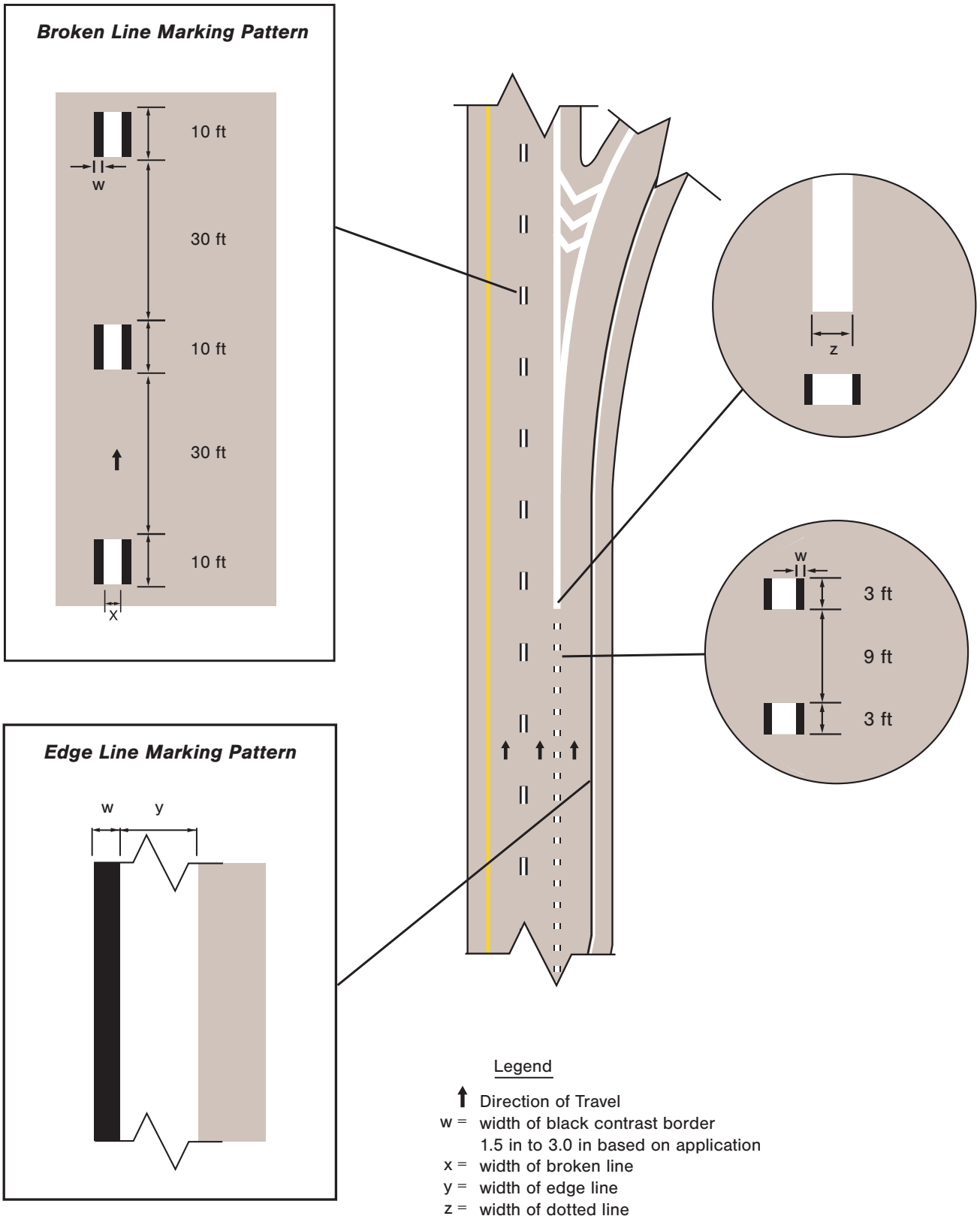
This Interim Guidance replaces the following figures within Part 3 of the Delaware MUTCD:

Figure 3A-1A
Figure 3A-1B
Figure 3B-8
Figure 3B-8A
Figure 3B-9
Figure 3B-9A
Figure 3B-9B
Figure 3B-10
Figure 3B-10A
Figure 3B-11
Figure 3B-11A
Figure 3B-13
Figure 3B-14
Figure 3B-14A
Figure 3B-14B
Figure 3B-14C
Figure 3C-1
Figure 3C-3
Figure 3C-4

02/03/2022

Concurred By: Mark Luszcz
Deputy Director, Design

Figure 3A-1A. Black Contrast Marking Patterns on Interstates, Freeways or Expressways
(Delaware Revision)



Legend

↑	Direction of Travel
w =	width of black contrast border 1.5 in to 3.0 in based on application
x =	width of broken line
y =	width of edge line
z =	width of dotted line
x, y, & z =	6 in or 12 in based on application

Figure 3A-1B. Black Contrast Marking Patterns on All Other Roads (Non-Interstates, Freeways or Expressways)
(Delaware Revision)

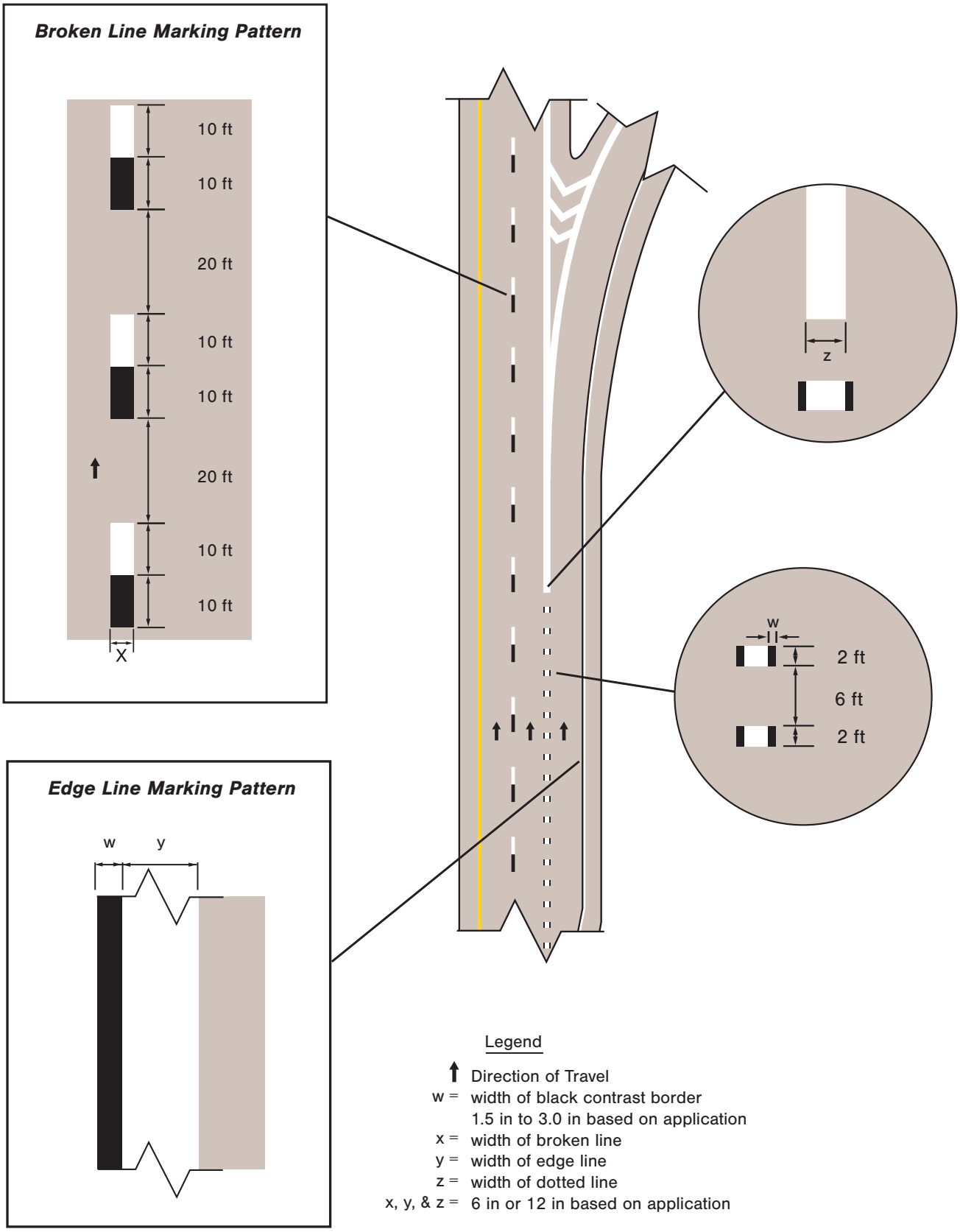


Figure 3B-8. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings along Interstates, Freeways and Expressways (Sheet 1 of 2)

(Delaware Revision)

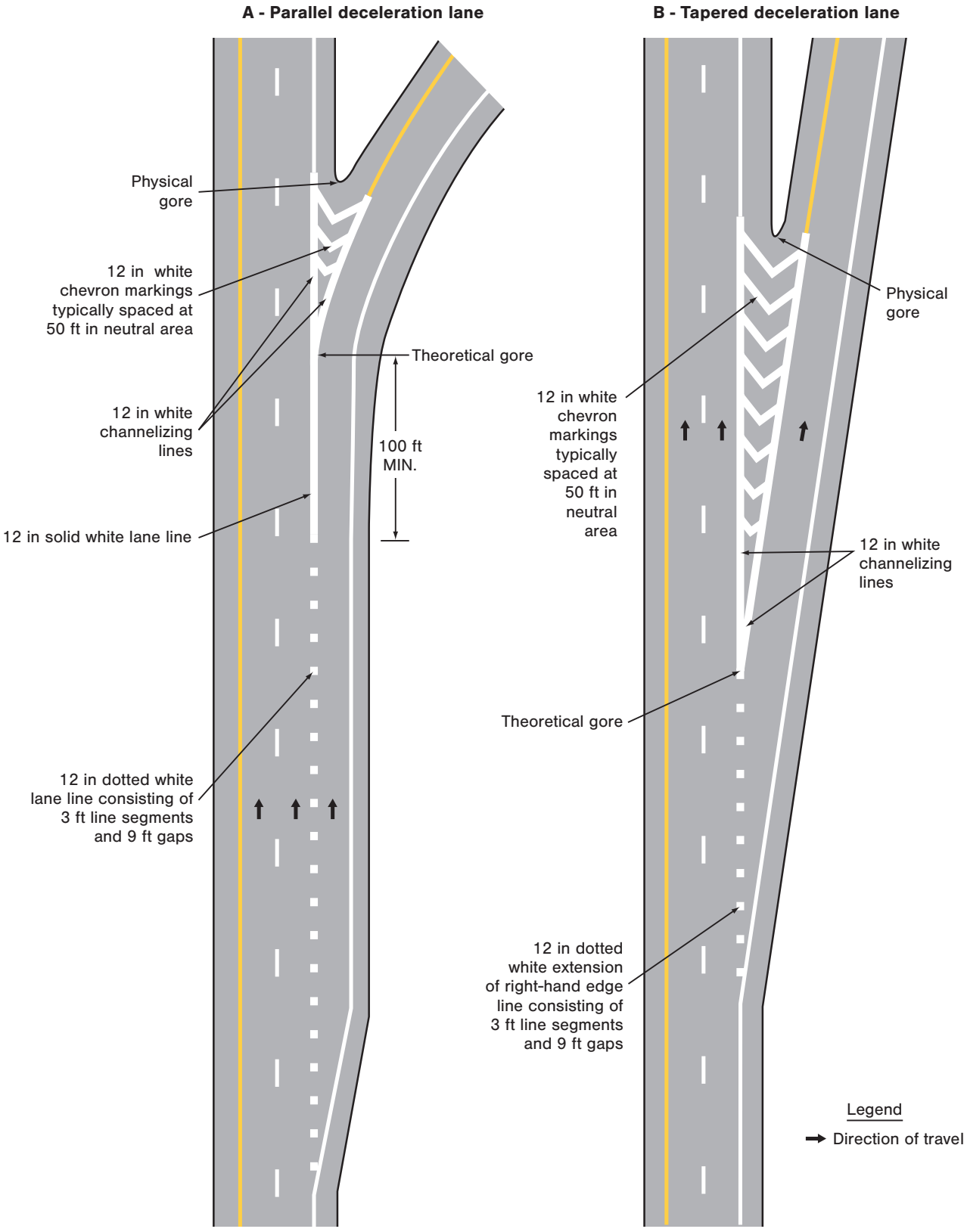


Figure 3B-8. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings along Interstates, Freeways and Expressways (Sheet 2 of 2)

(Delaware Revision)

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

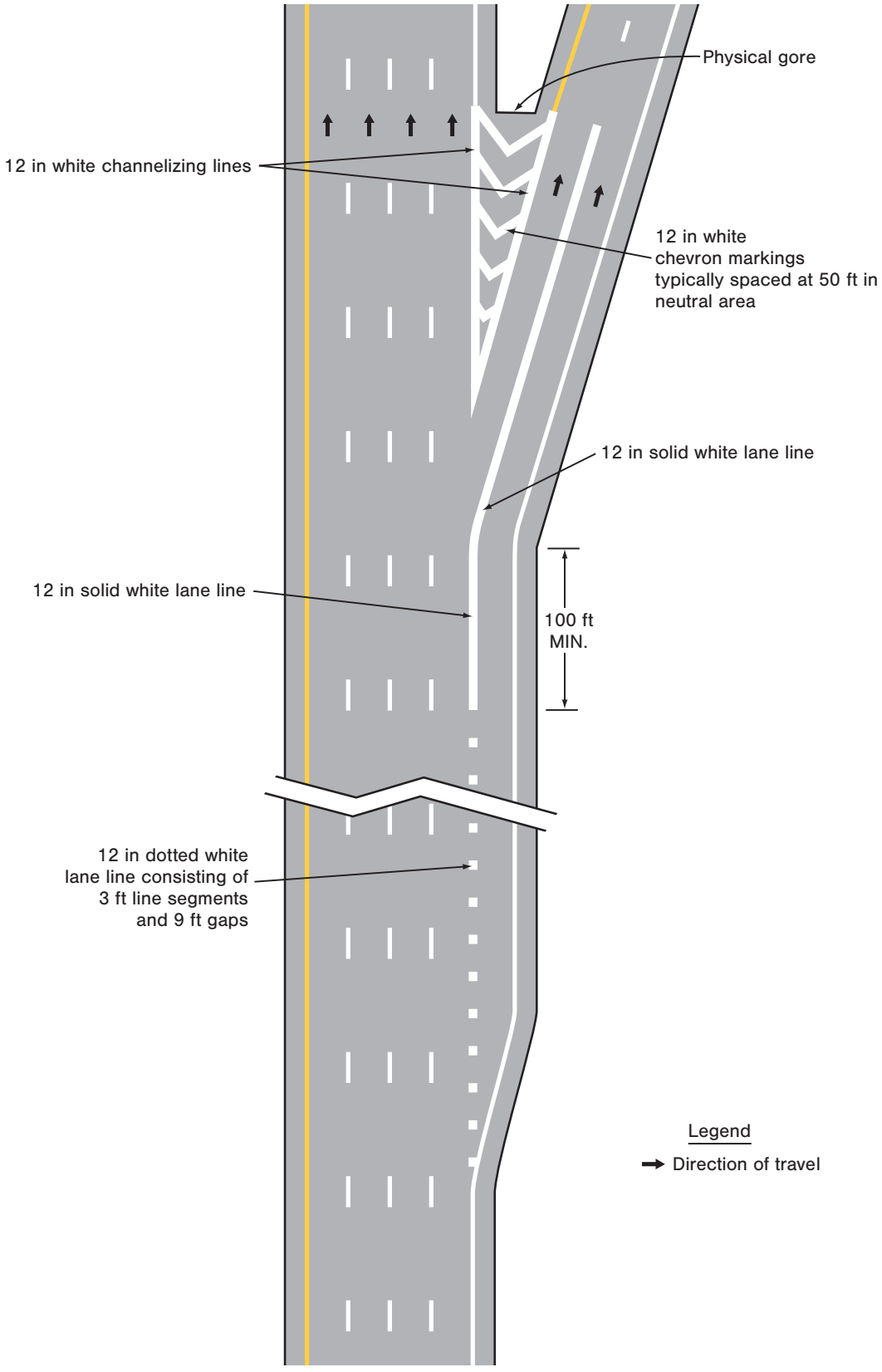


Figure 3B-8A. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 1 of 2)

(Delaware Revision)

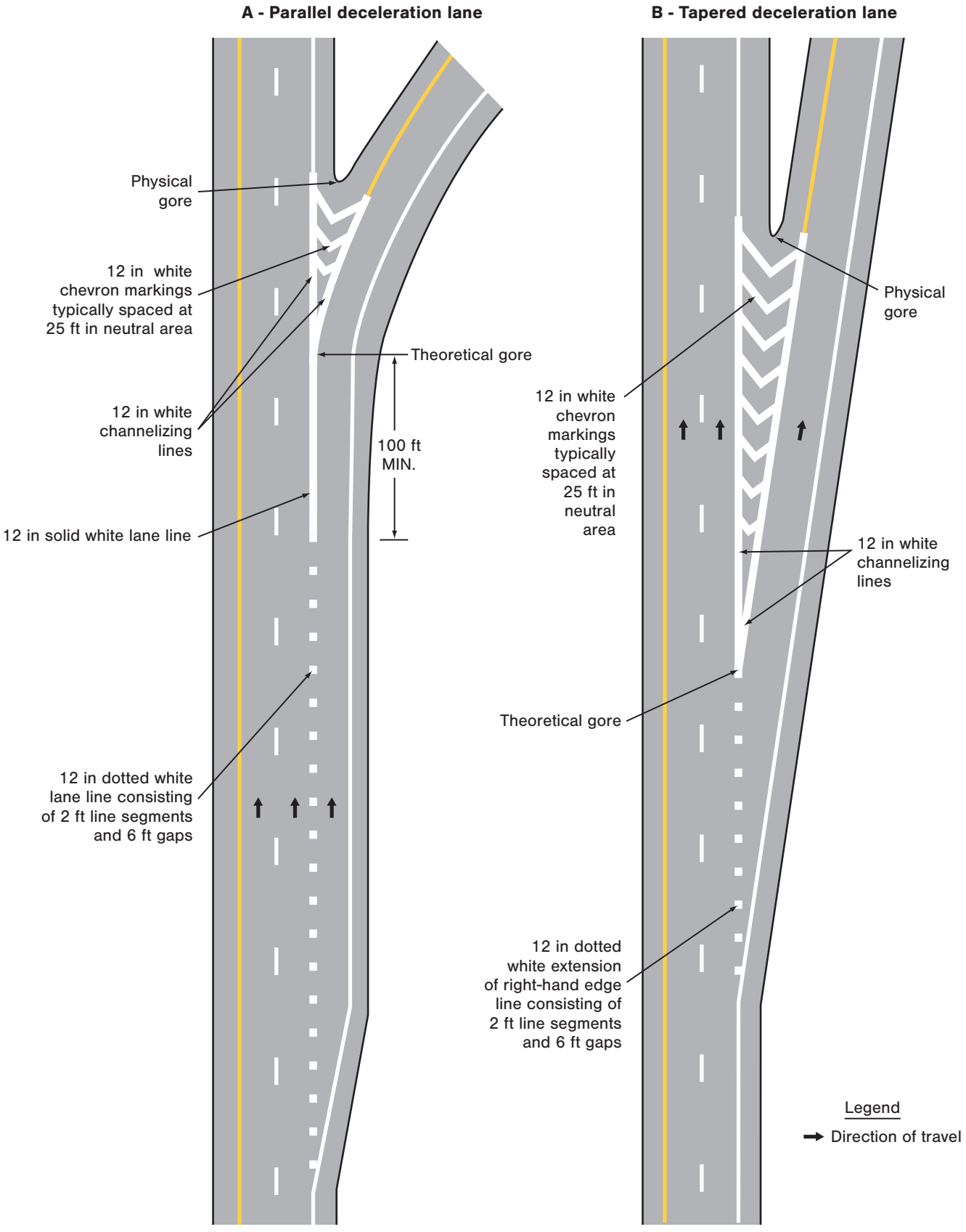


Figure 3B-8A. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 2 of 2)

(Delaware Revision)

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

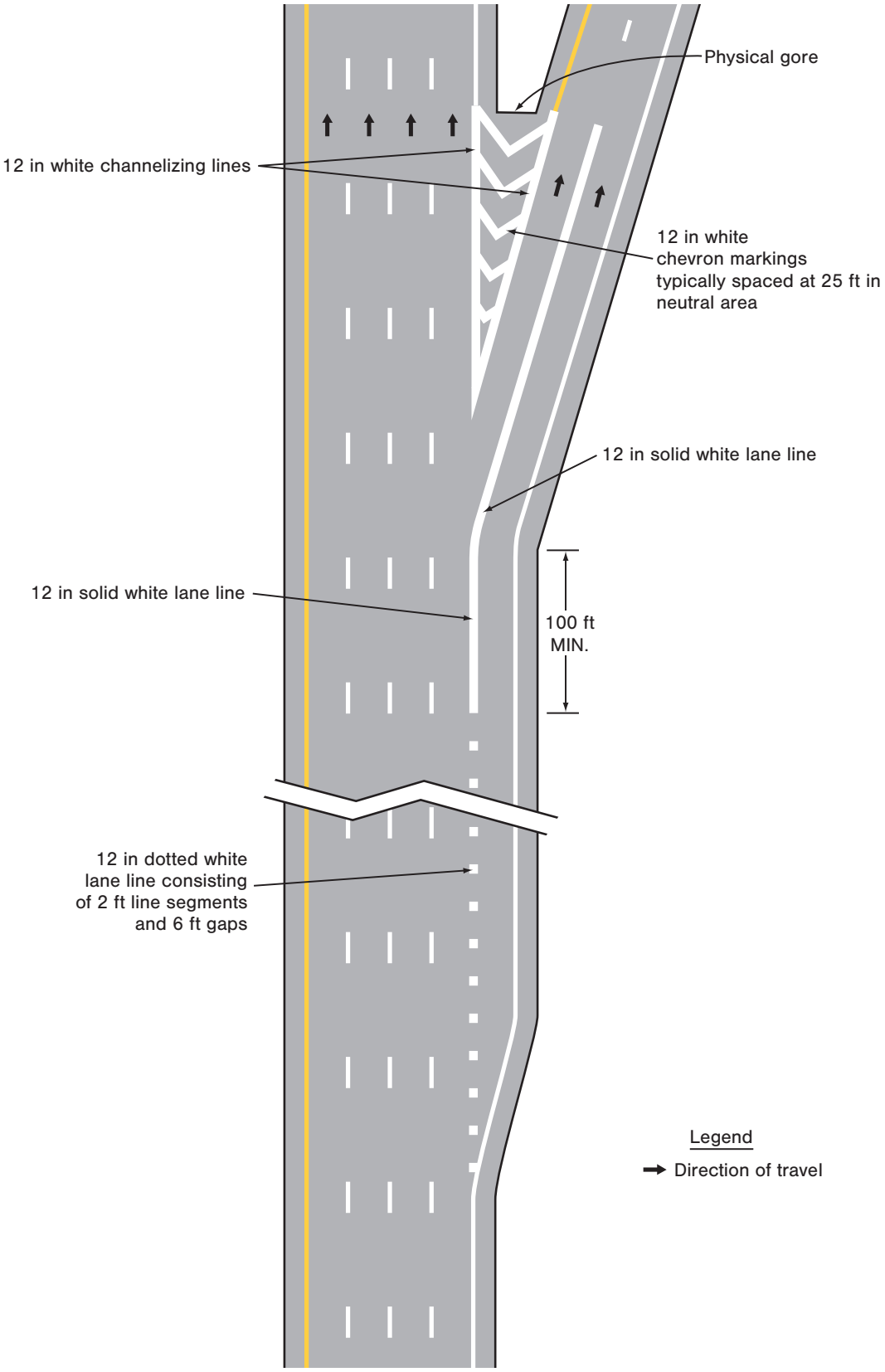


Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings along Interstates, Freeways and Expressways

(Delaware Revision)

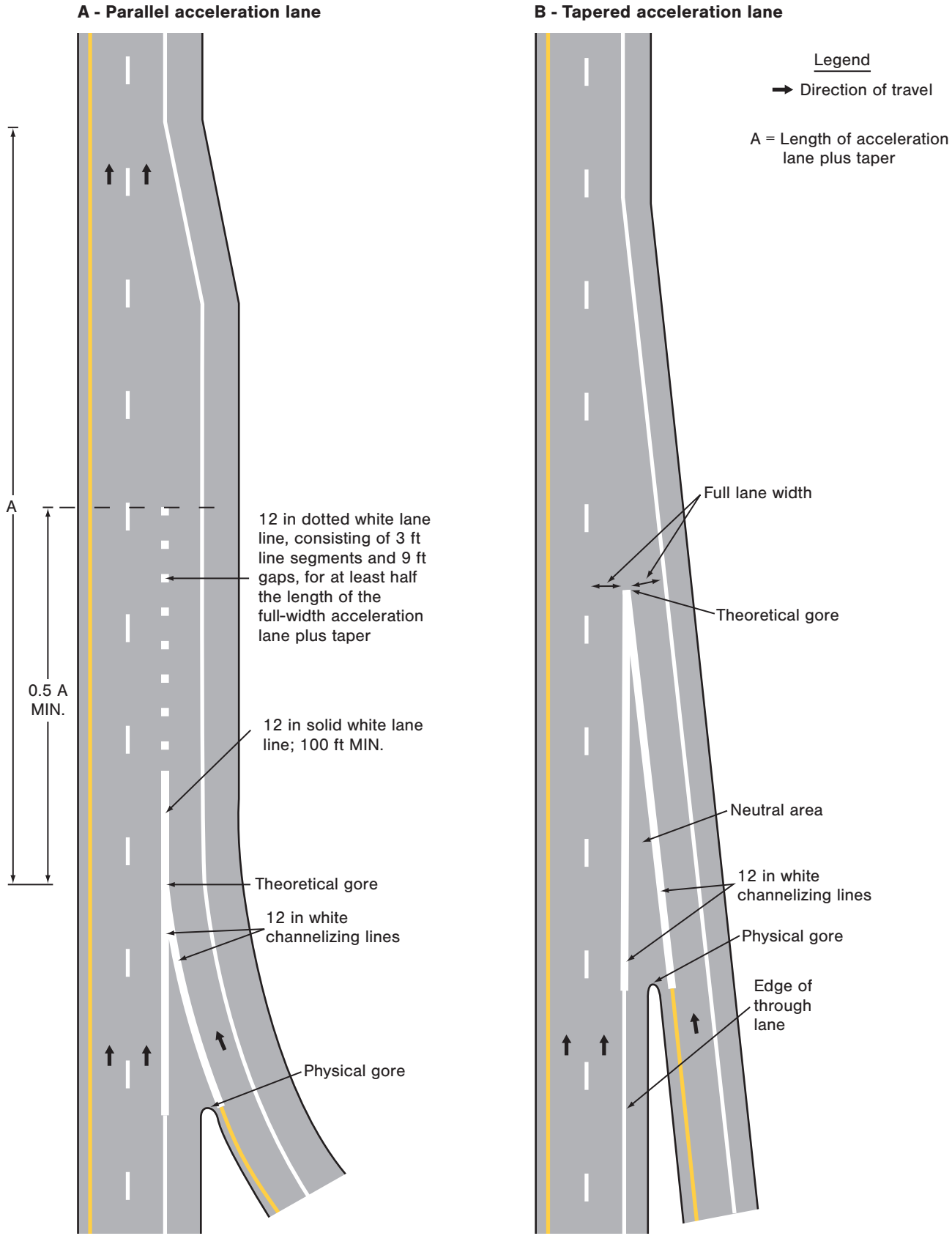


Figure 3B-9A. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings along All Other Roads (Non-Interstates, Freeways and Expressways)
(Delaware Revision)

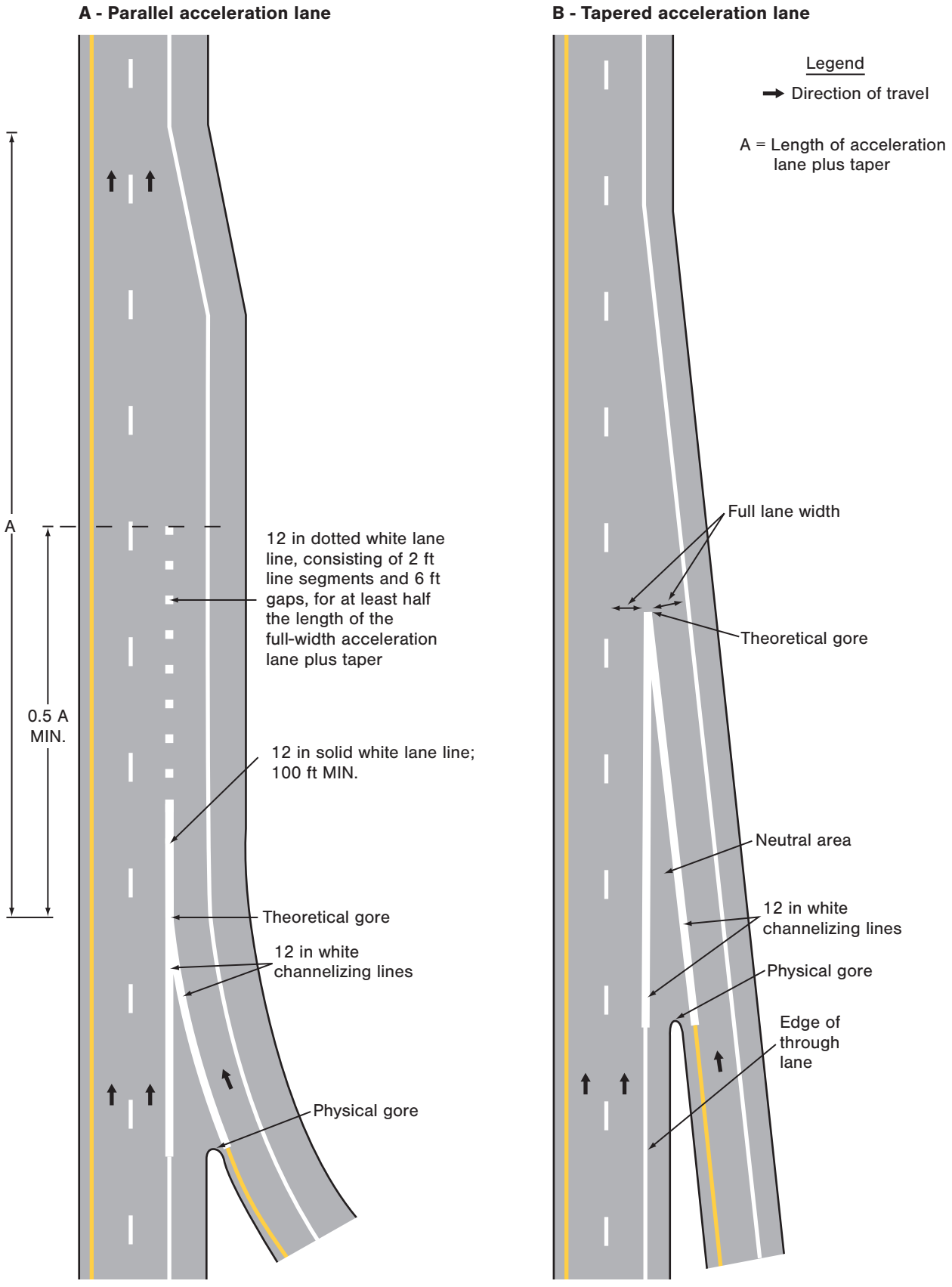


Figure 3B-9B. Example of Channelizing Line Application for Added Lane Entrance Ramp
(Delaware Revision)

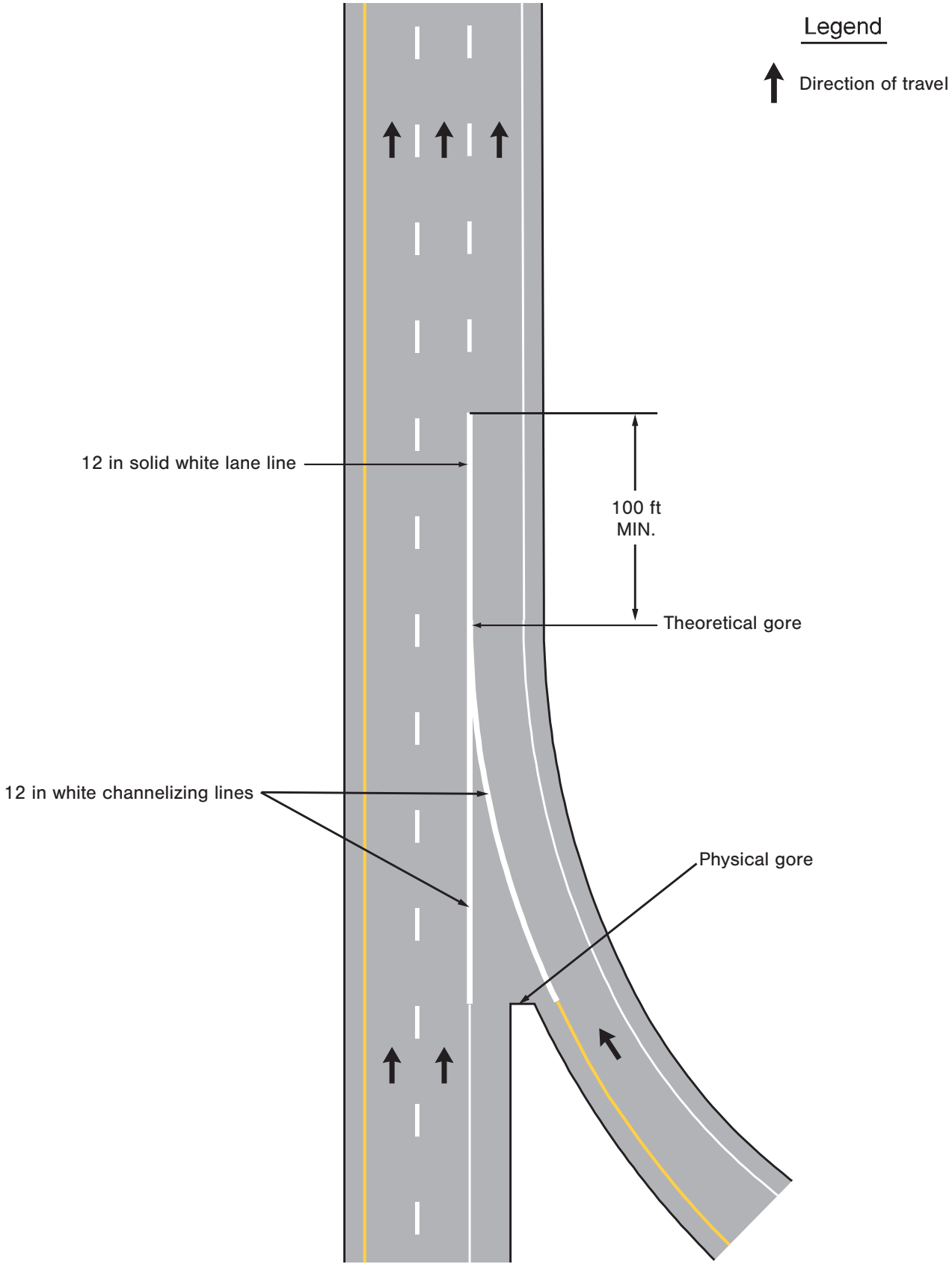


Figure 3B-10. Examples of Applications of Interstate, Freeway and Expressway Lane-Drop Markings (Sheet 1 of 5)

(Delaware Revision)

A – Lane drop at a single lane exit ramp

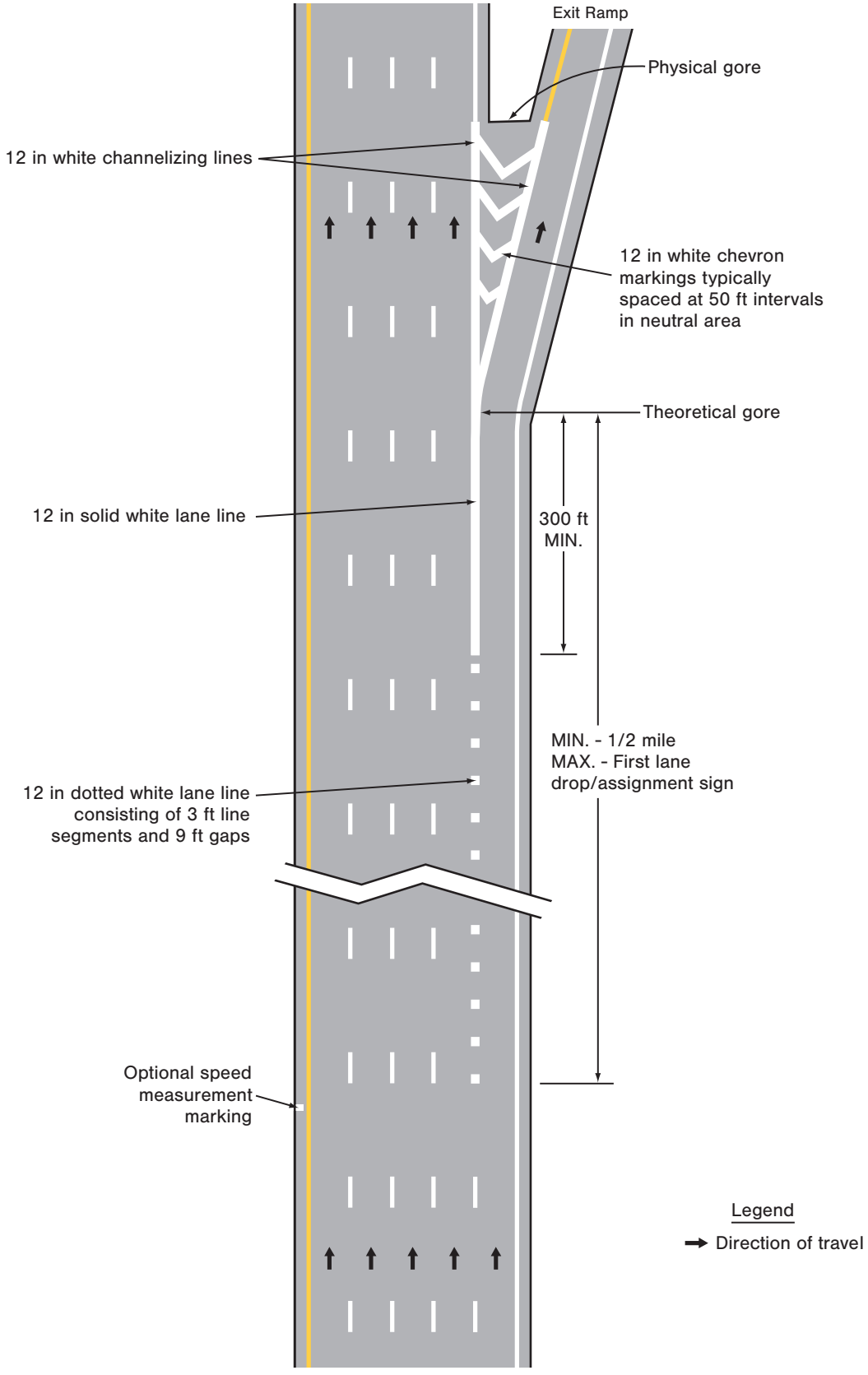


Figure 3B-10. Examples of Applications of Interstate, Freeway and Expressway Lane-Drop Markings (Sheet 2 of 5)

(Delaware Revision)

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

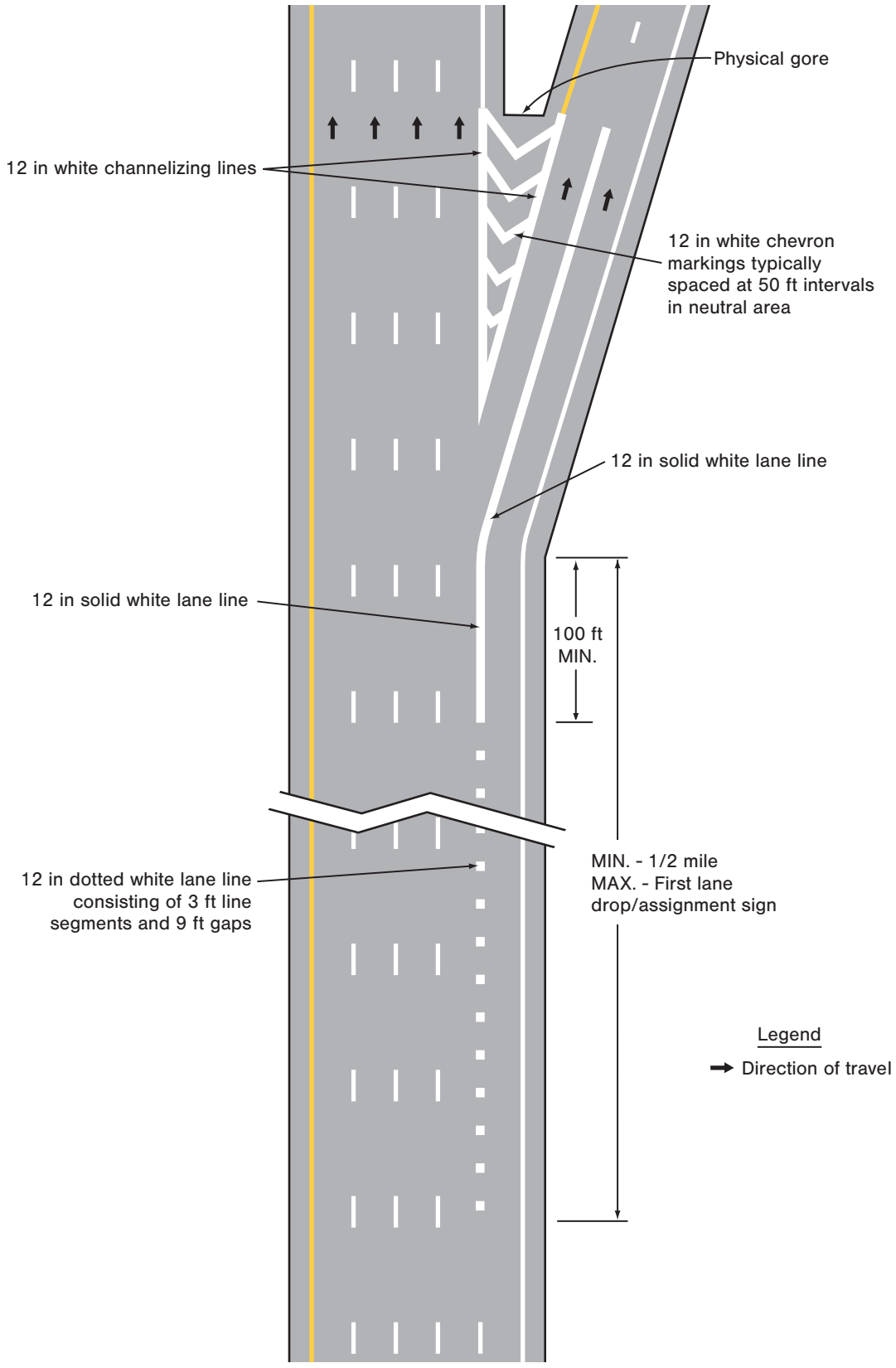


Figure 3B-10. Examples of Applications of Interstate, Freeway and Expressway Lane-Drop Markings (Sheet 3 of 5)

(Delaware Revision)

C – Two-lane lane drop at an exit ramp

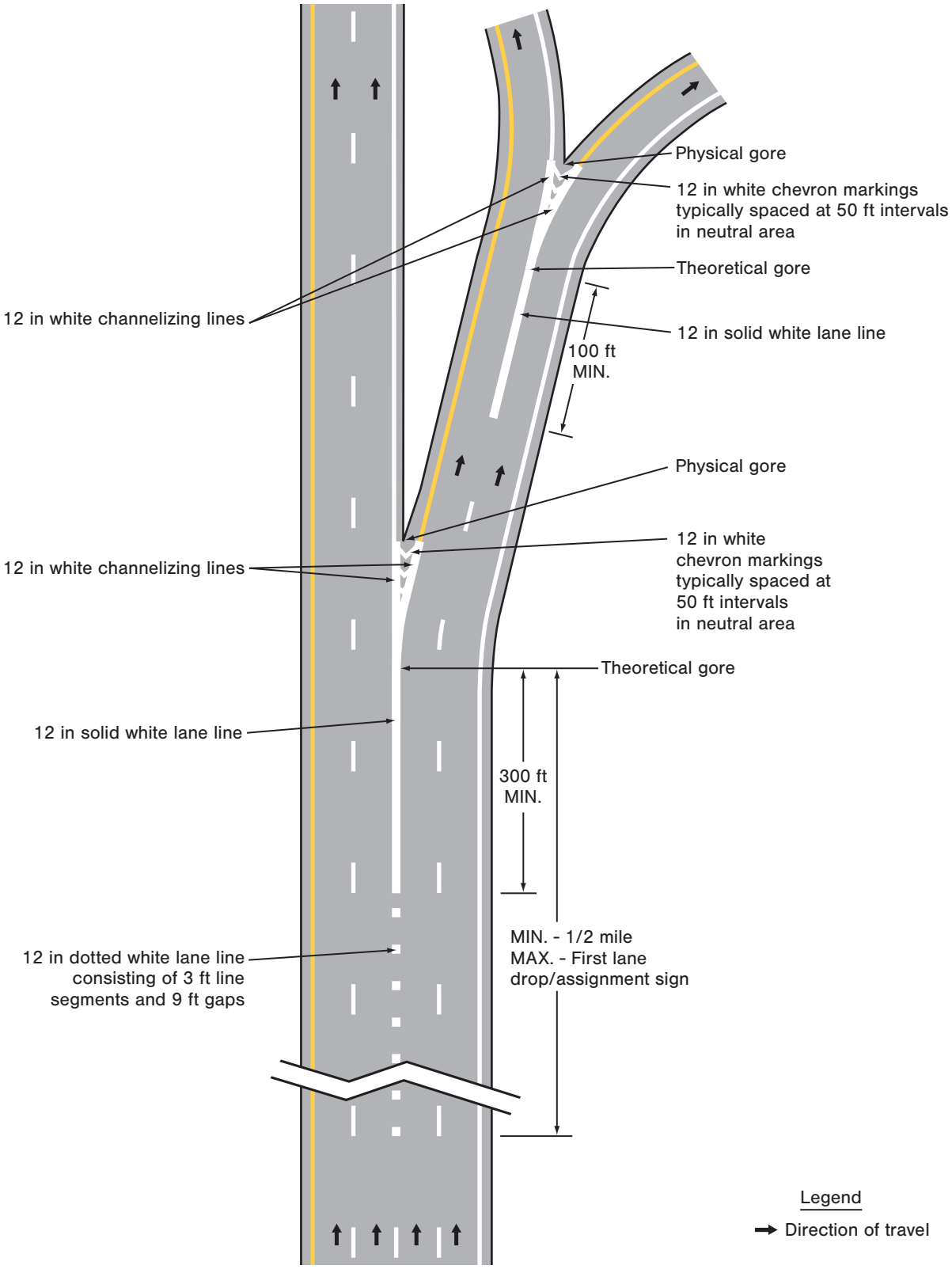


Figure 3B-10. Examples of Applications of Interstate, Freeway and Expressway Lane-Drop Markings (Sheet 4 of 5)

(Delaware Revision)

D – Route split with dedicated lanes

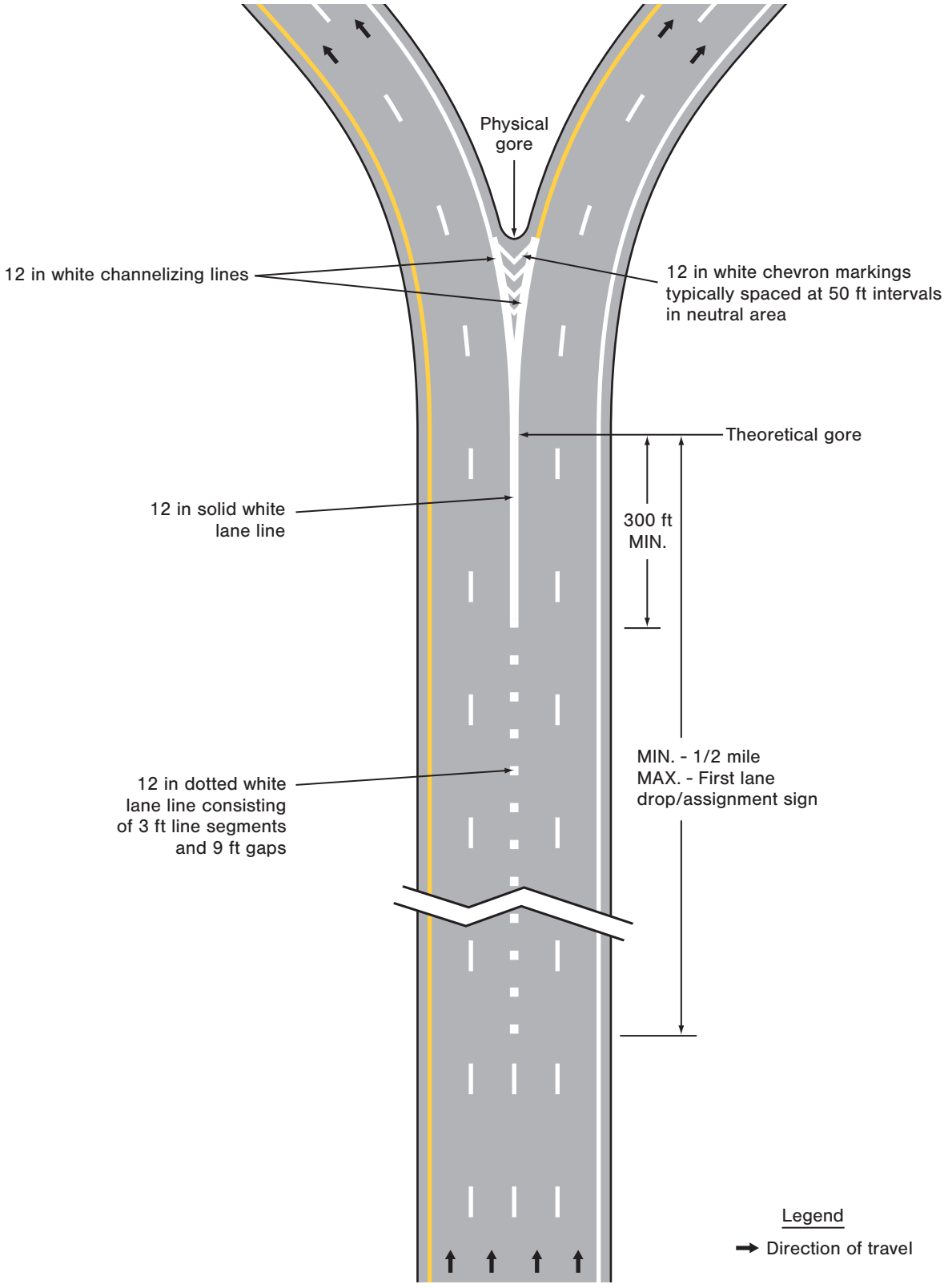


Figure 3B-10. Examples of Applications of Interstate, Freeway and Expressway Lane-Drop Markings (Sheet 5 of 5)

(Delaware Revision)

E – Auxiliary lane, such as at a cloverleaf interchange

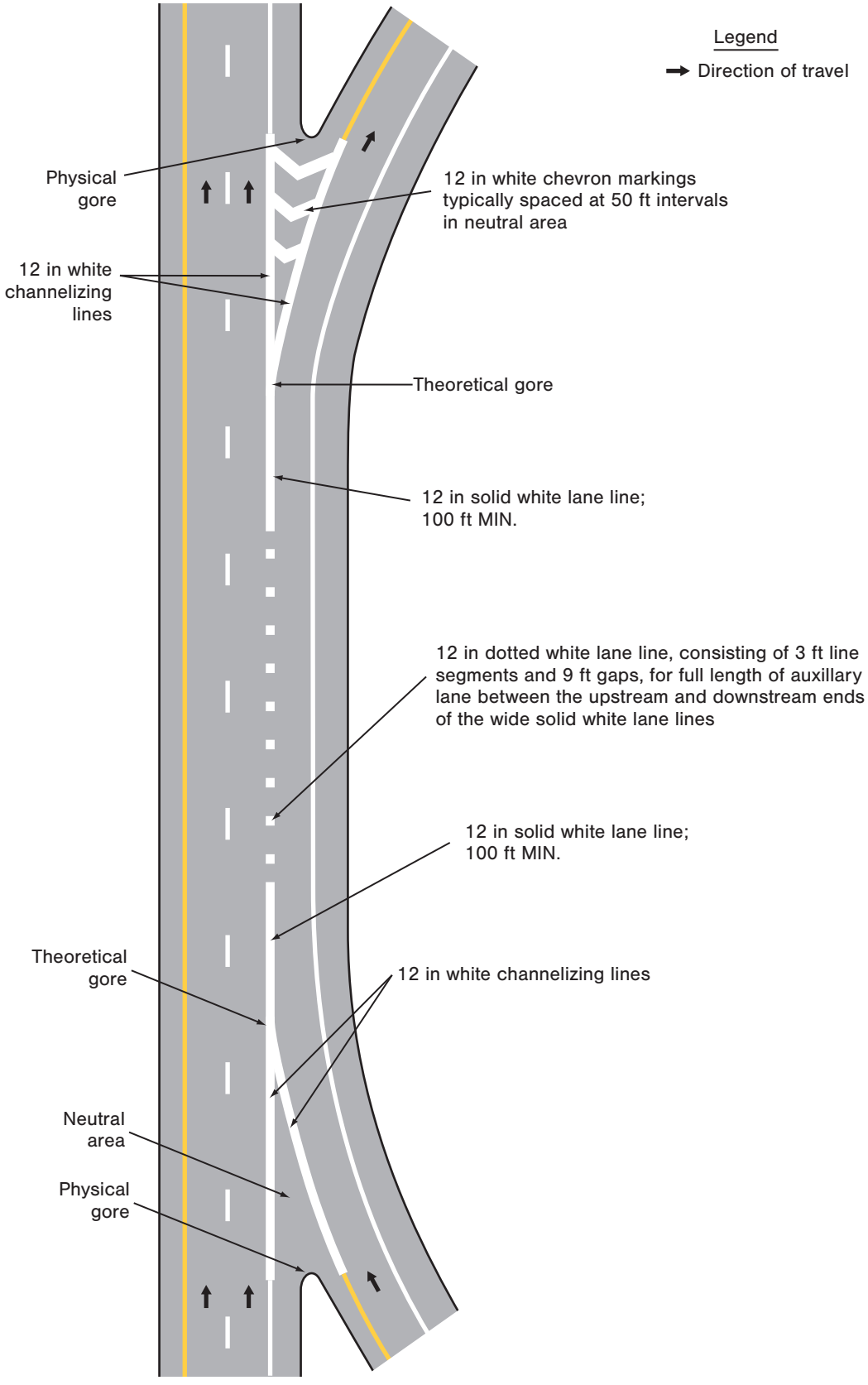


Figure 3B-10A. Examples of Applications of Lane-Drop Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 1 of 5)

(Delaware Revision)

A – Lane drop at a single lane exit ramp

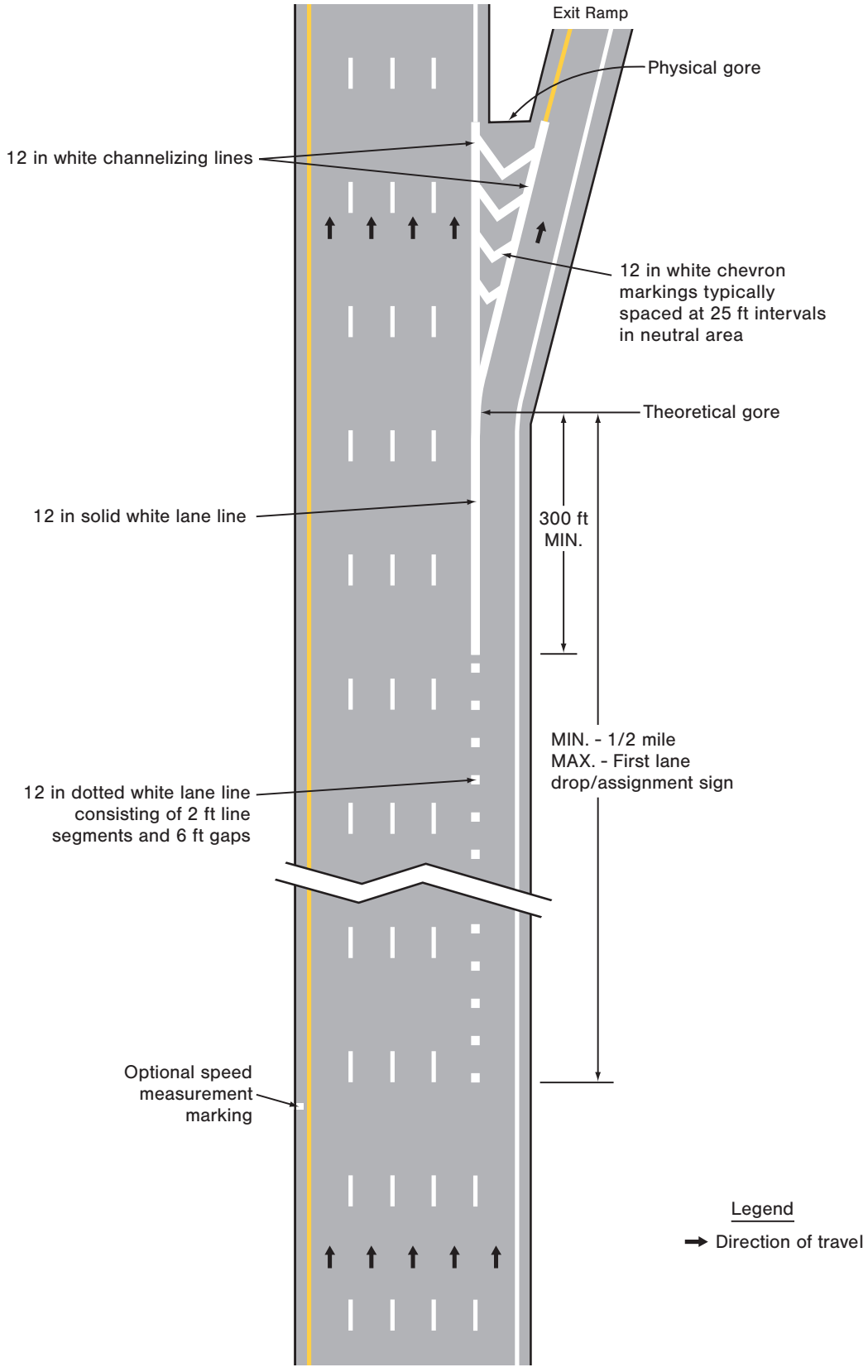


Figure 3B-10A. Examples of Applications of Lane-Drop Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 2 of 5)

(Delaware Revision)

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

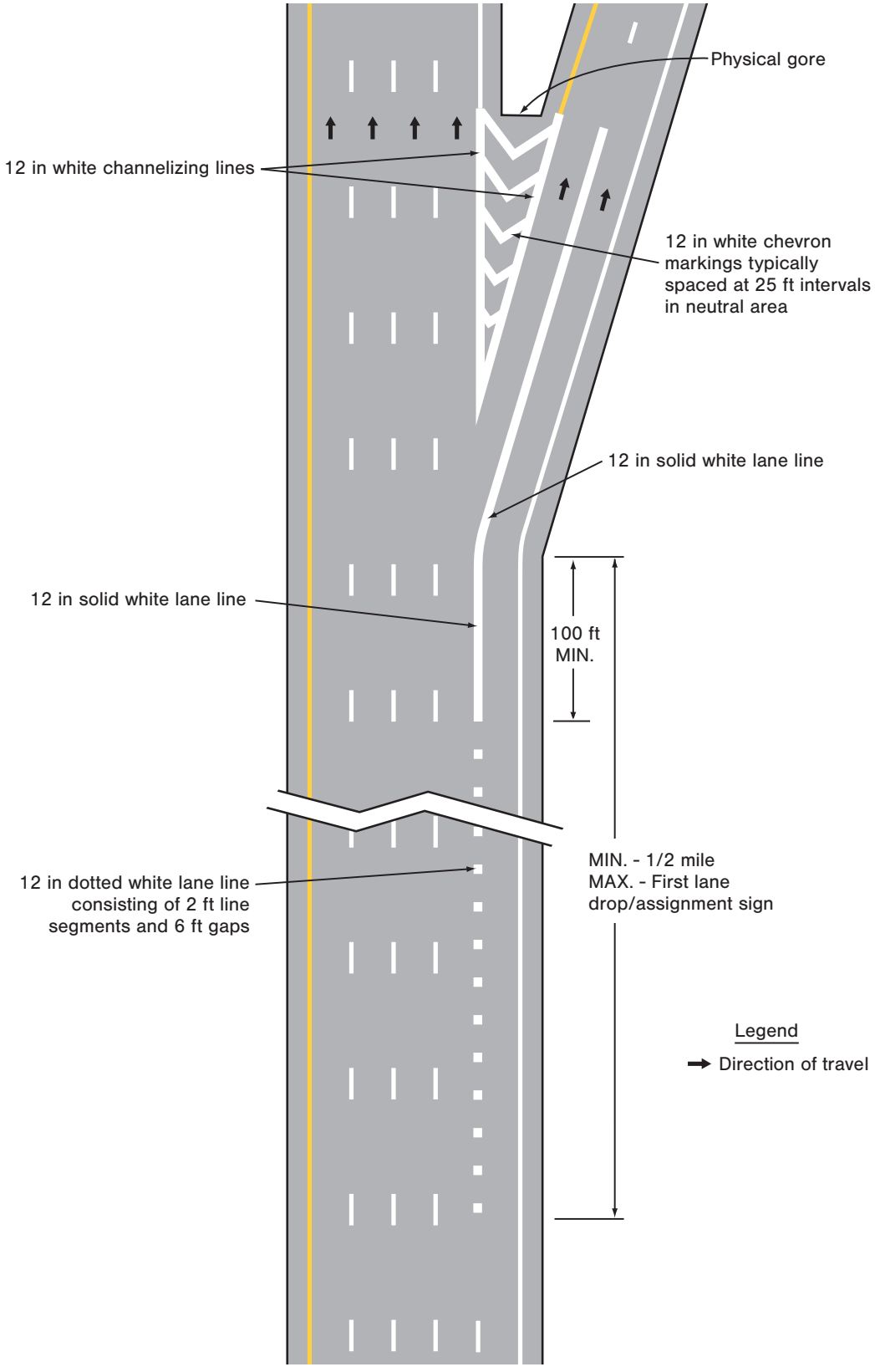


Figure 3B-10A. Examples of Applications of Lane-Drop Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 3 of 5)

(Delaware Revision)

C – Two-lane lane drop at an exit ramp

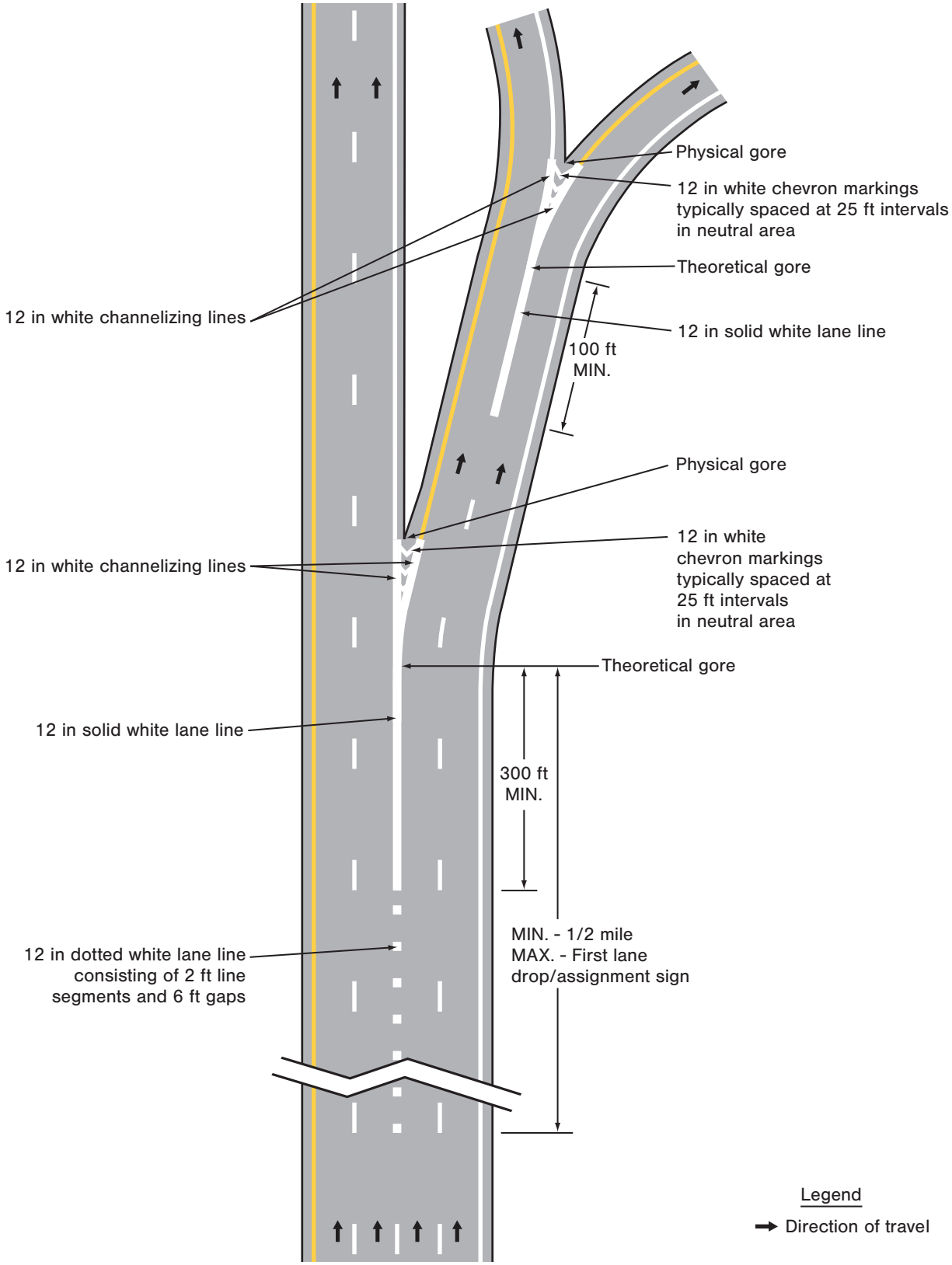


Figure 3B-10A. Examples of Applications of Lane-Drop Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 4 of 5)

(Delaware Revision)

D – Route split with dedicated lanes

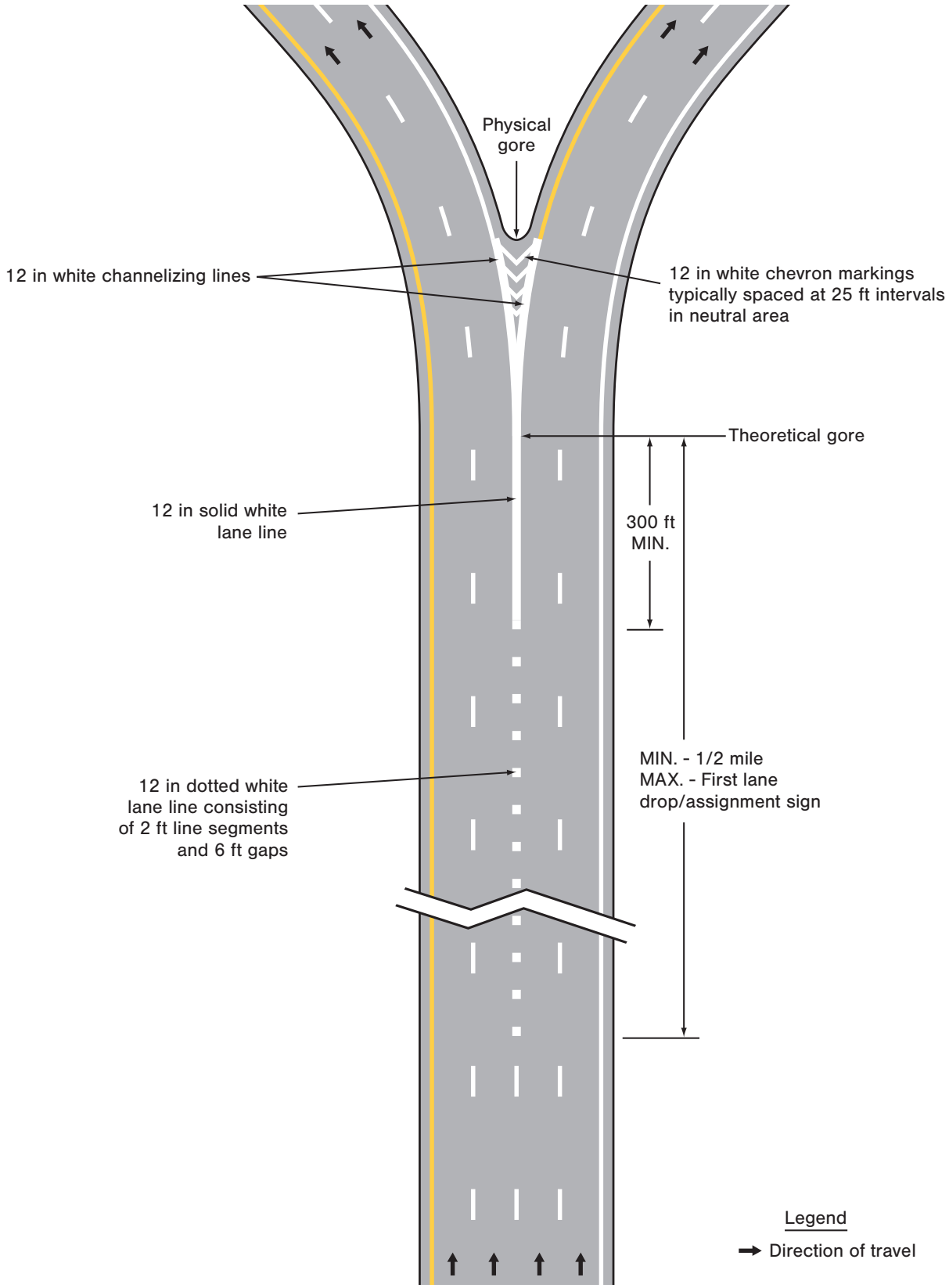


Figure 3B-10A. Examples of Applications of Lane-Drop Markings along All Other Roads (Non-Interstates, Freeways and Expressways) (Sheet 5 of 5)

(Delaware Revision)

E – Auxiliary lane, such as at a cloverleaf interchange

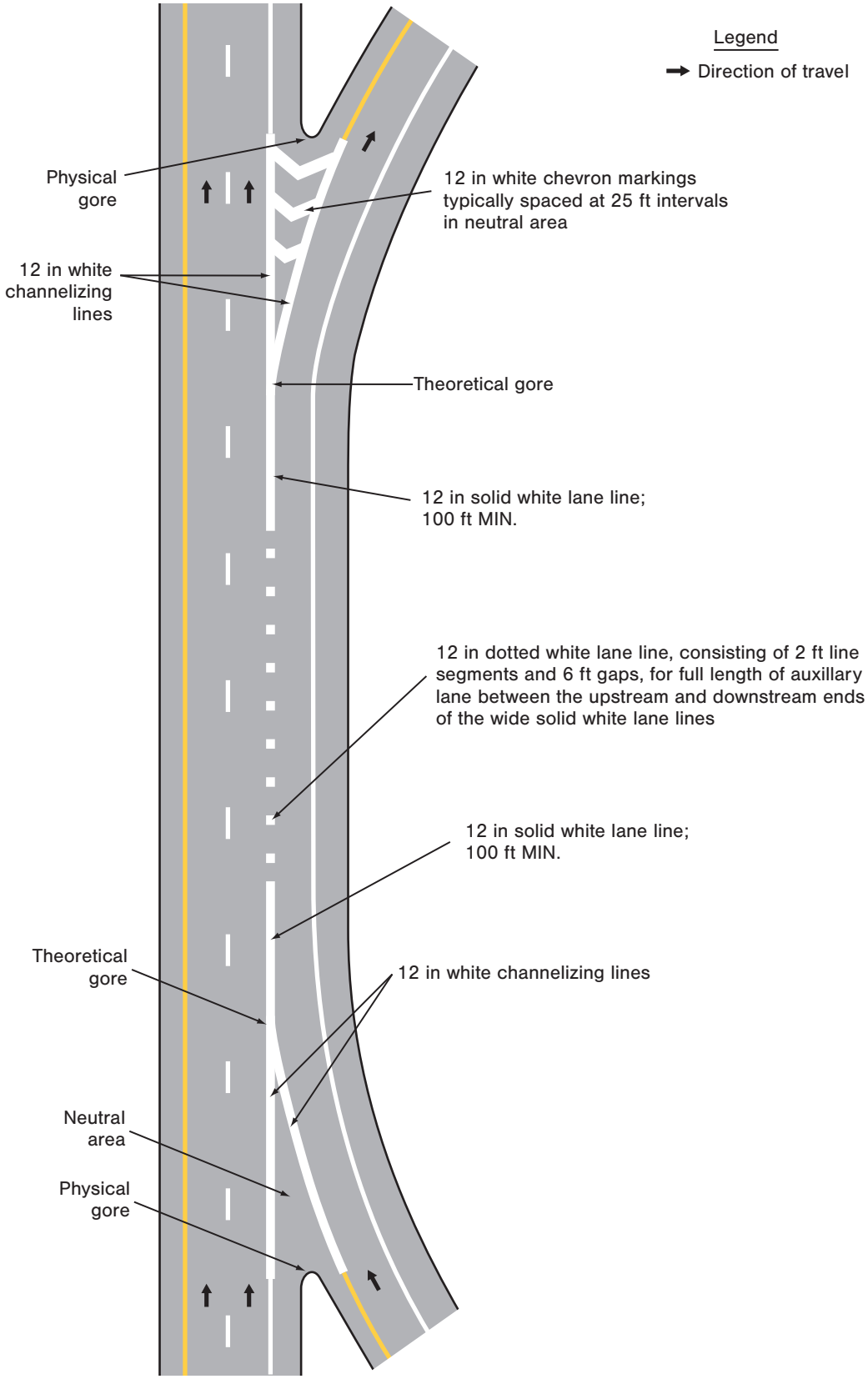


Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 1 of 5)

(Delaware Revision)

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

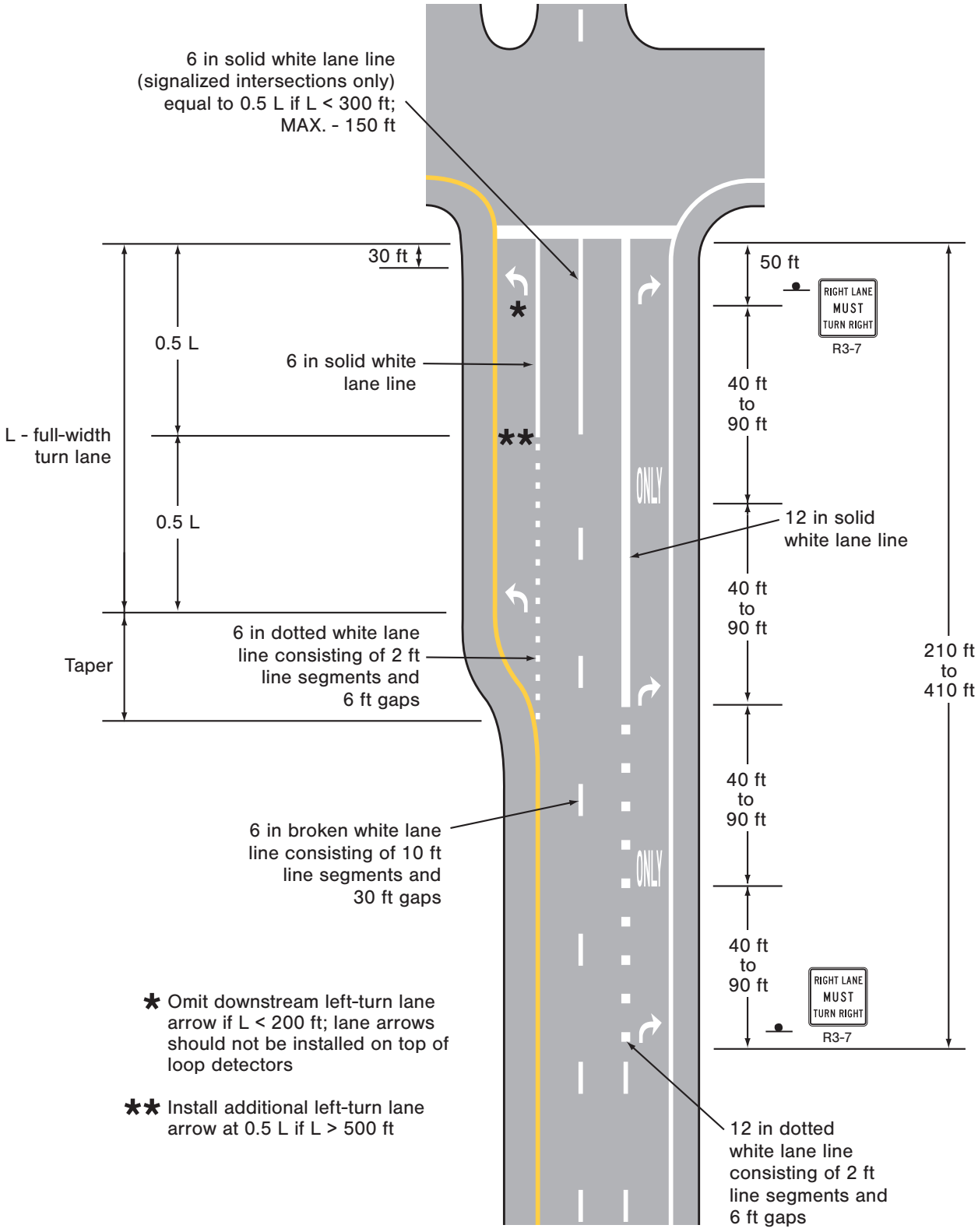


Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 2 of 5)

(Delaware Revision)

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

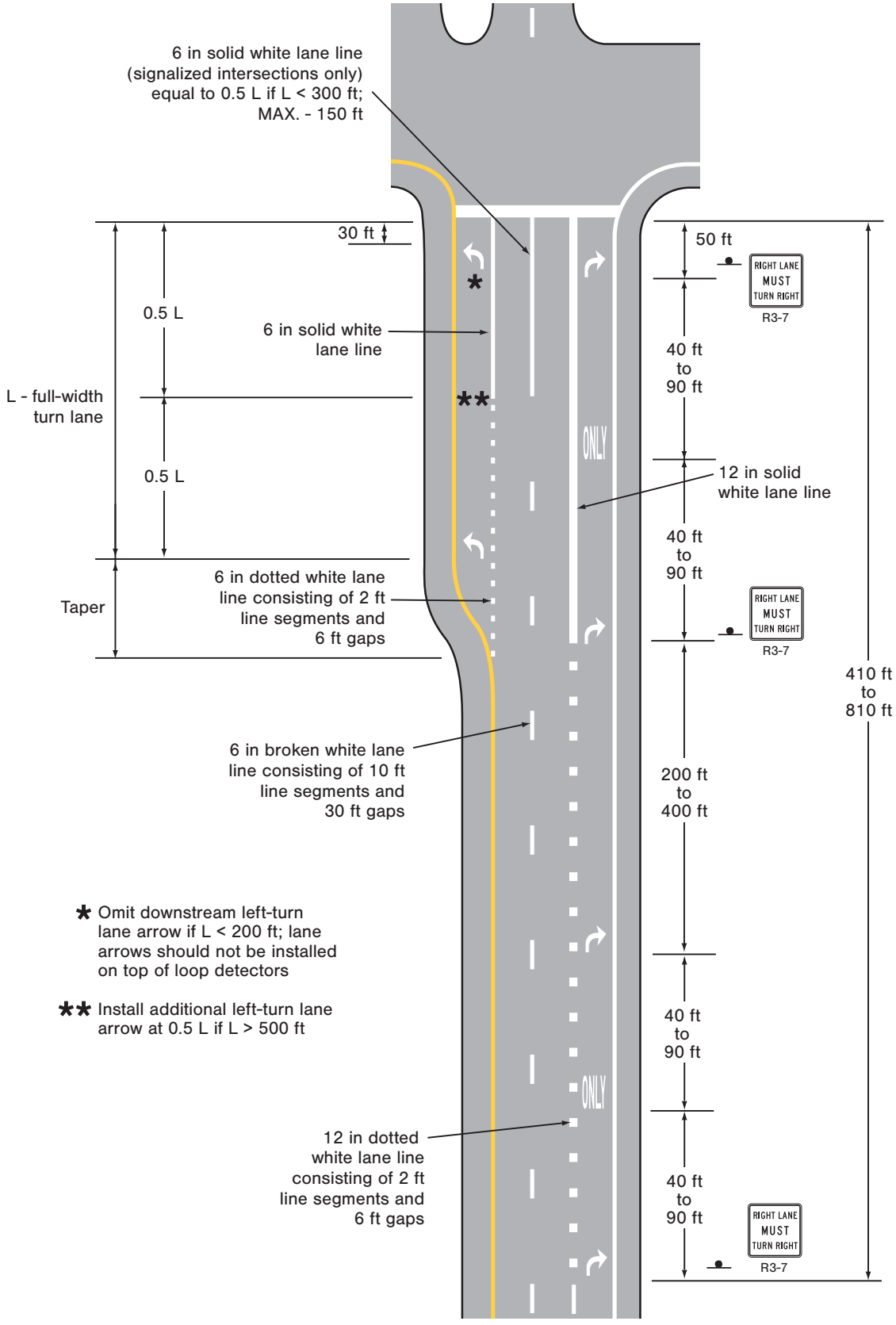


Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings (Sheet 3 of 5)

(Delaware Revision)

C – Auxiliary lane between intersections

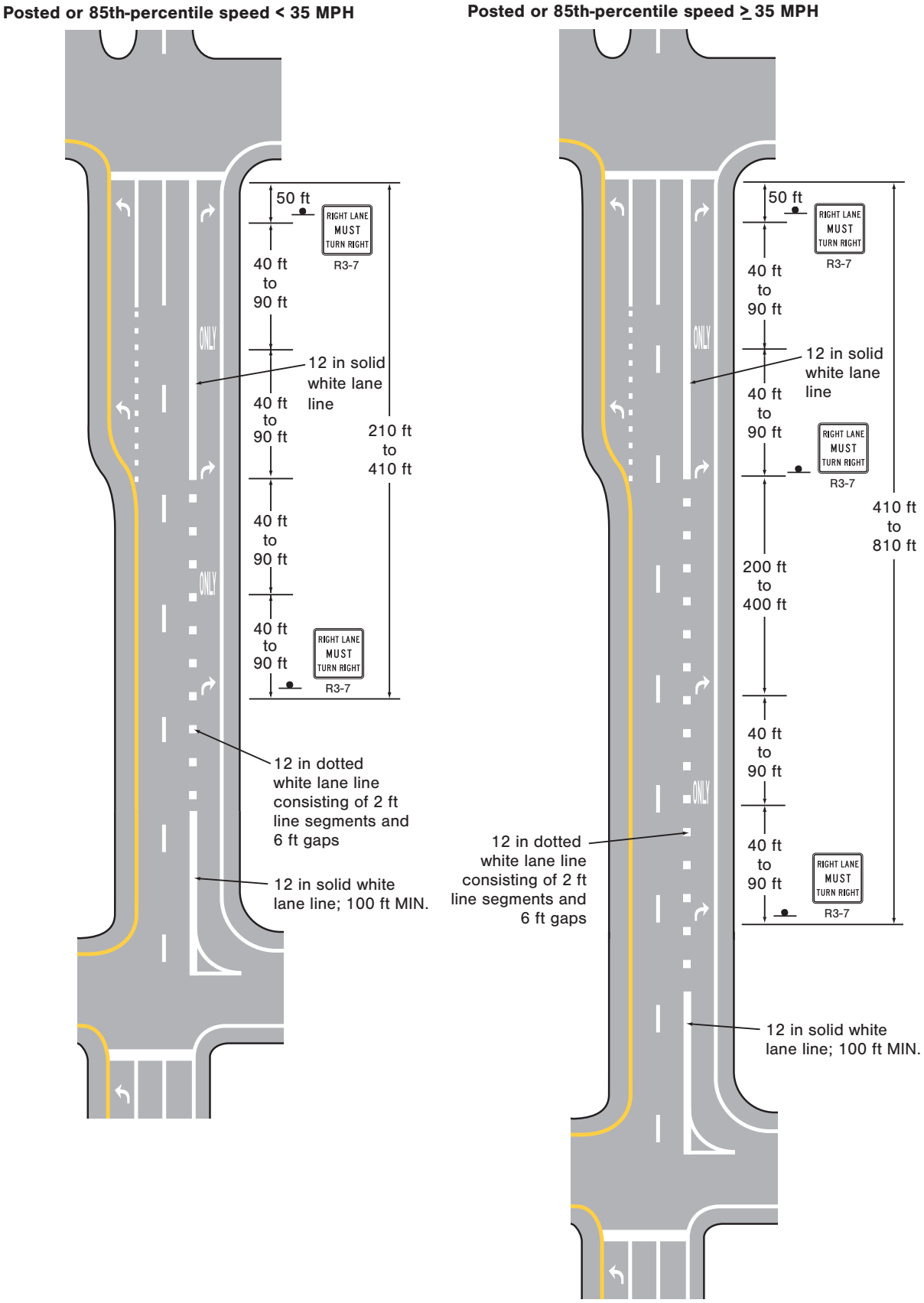


Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings

(Sheet 4 of 5)

(Delaware Revision)

D – Exclusive turn lanes at an intersection

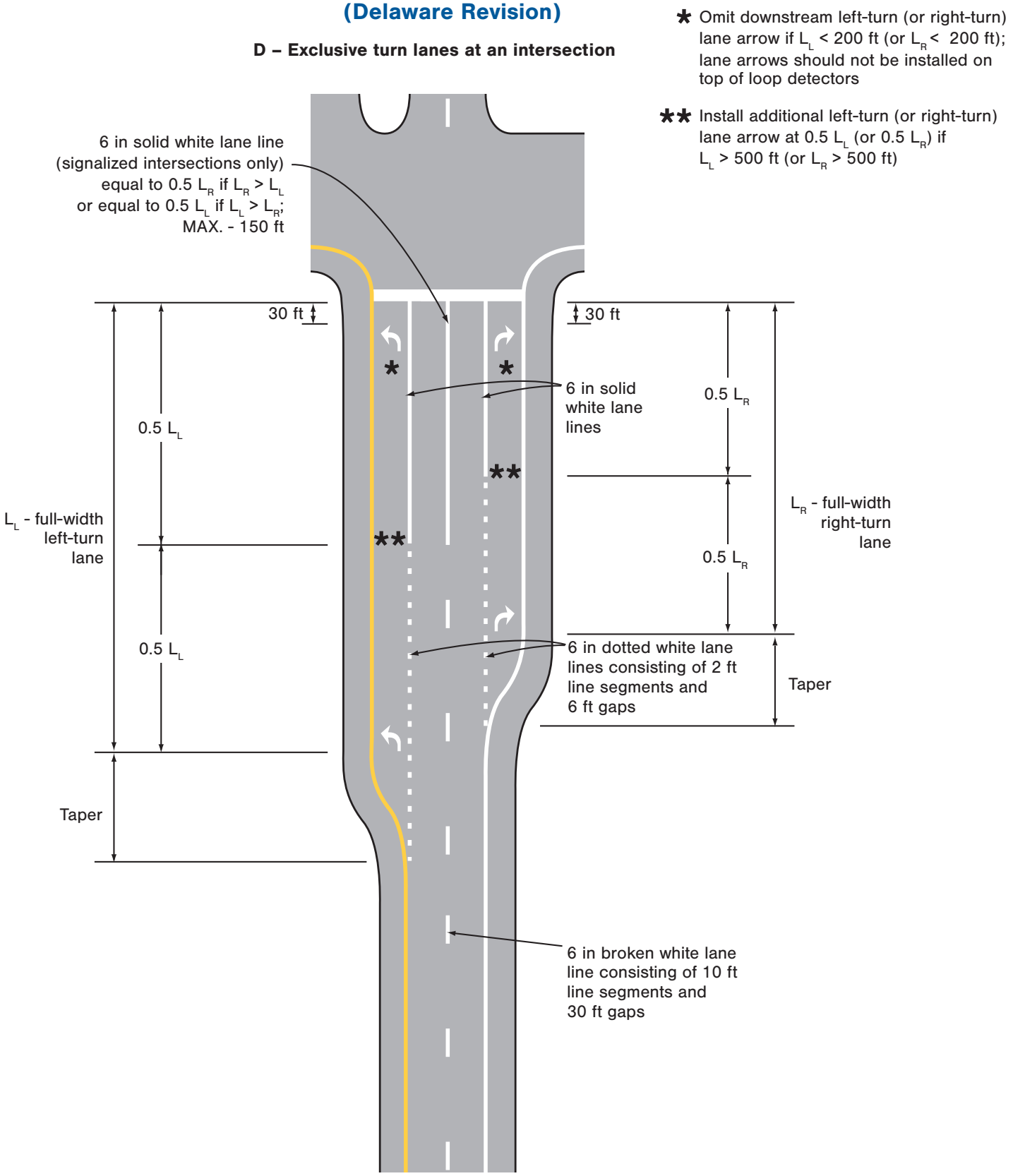


Figure 3B-11. Examples of Applications of Conventional Road Auxiliary Lane and Lane-Drop Markings

(Sheet 5 of 5)

(Delaware Revision)

E – Two left-turn lanes at an intersection

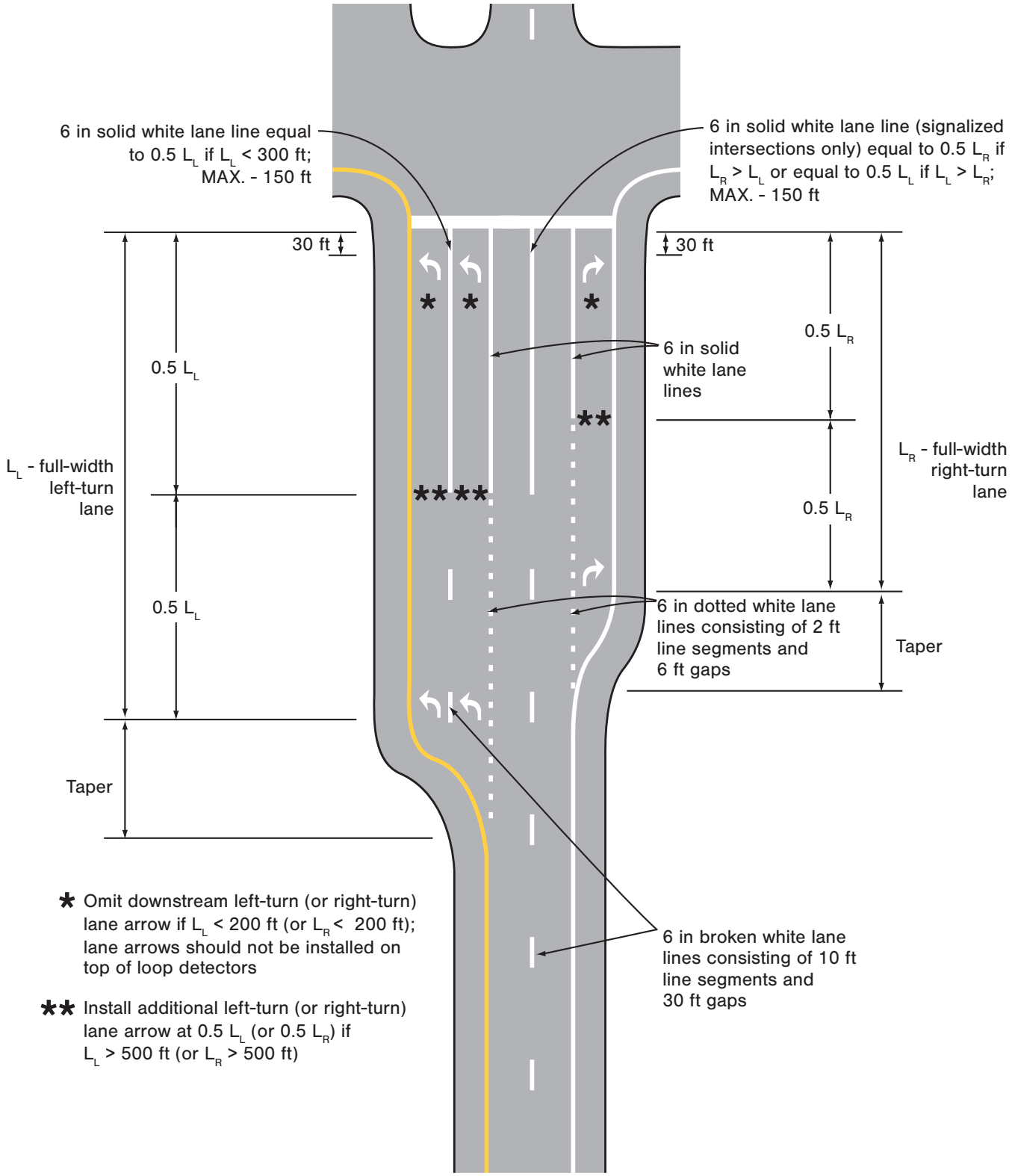


Figure 3B-11A. Example of Auxiliary Lane Lines - Bypass Lane
(Delaware Revision)

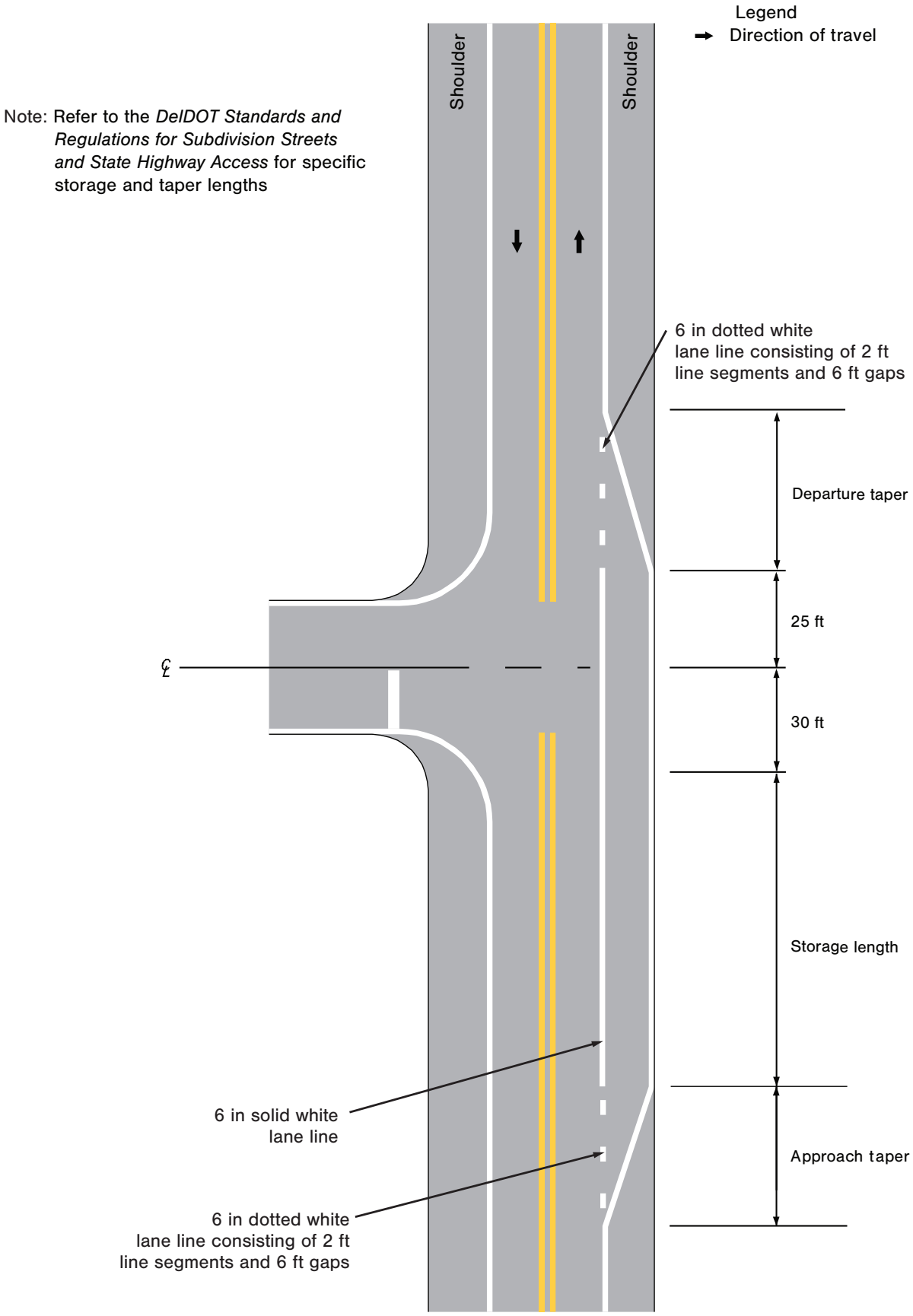
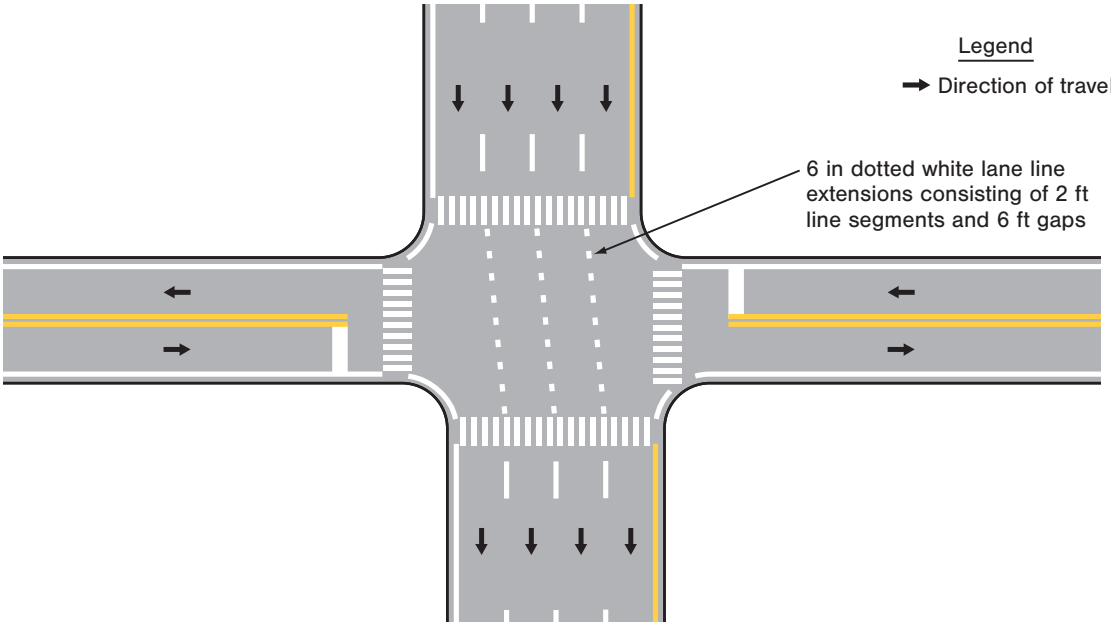


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 1 of 2)

(Delaware Revision)

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



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

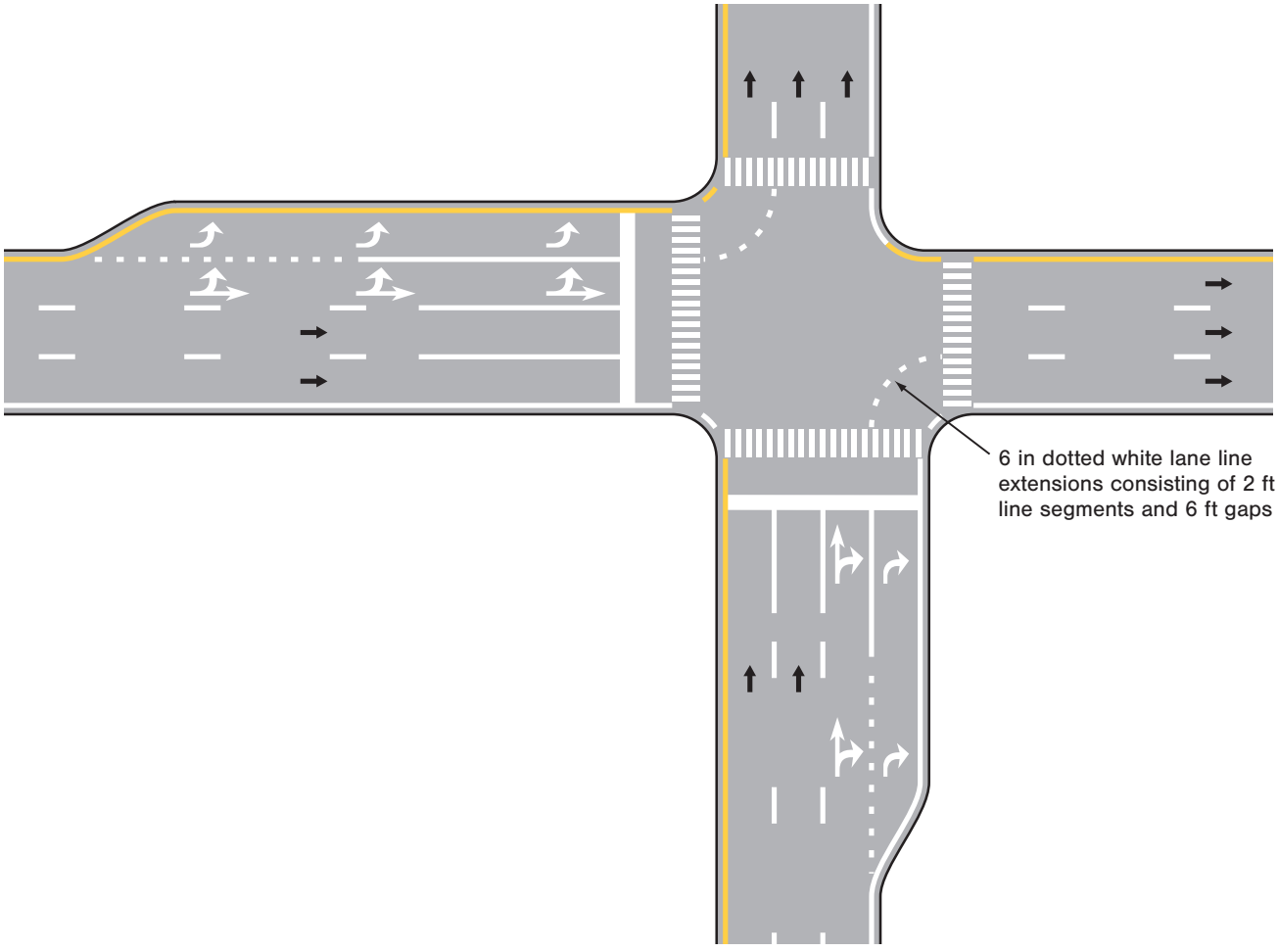
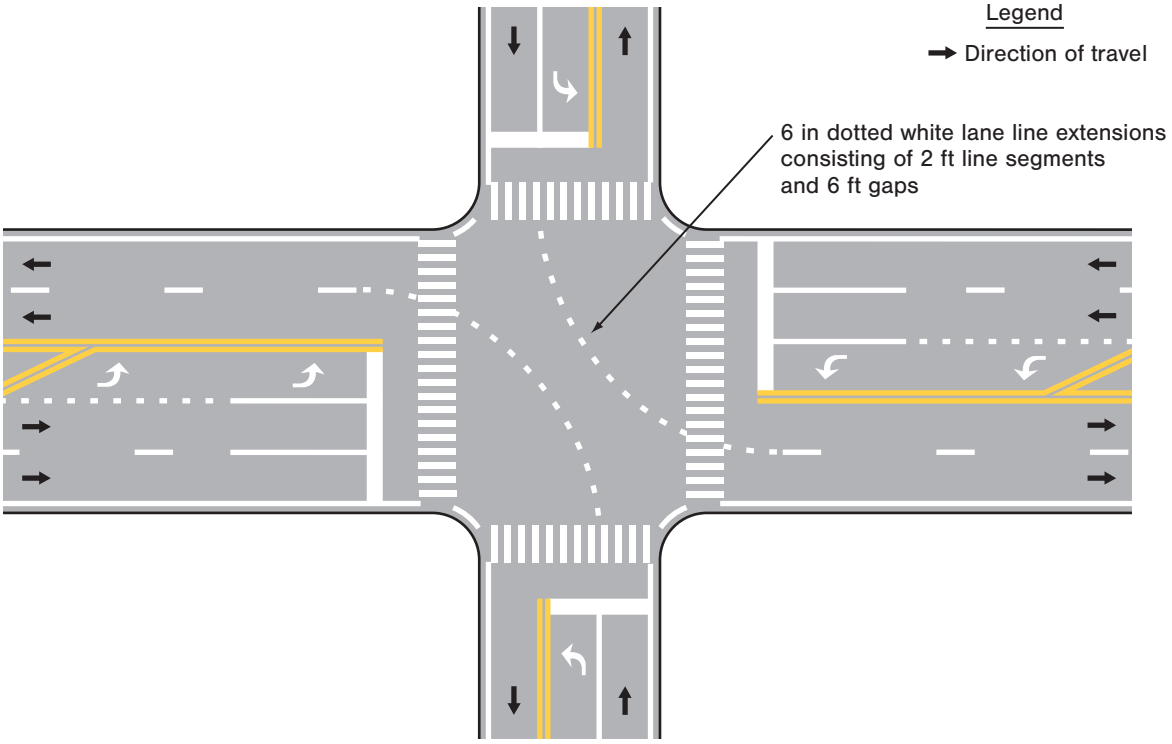


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 2 of 2)
(Delaware Revision)

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

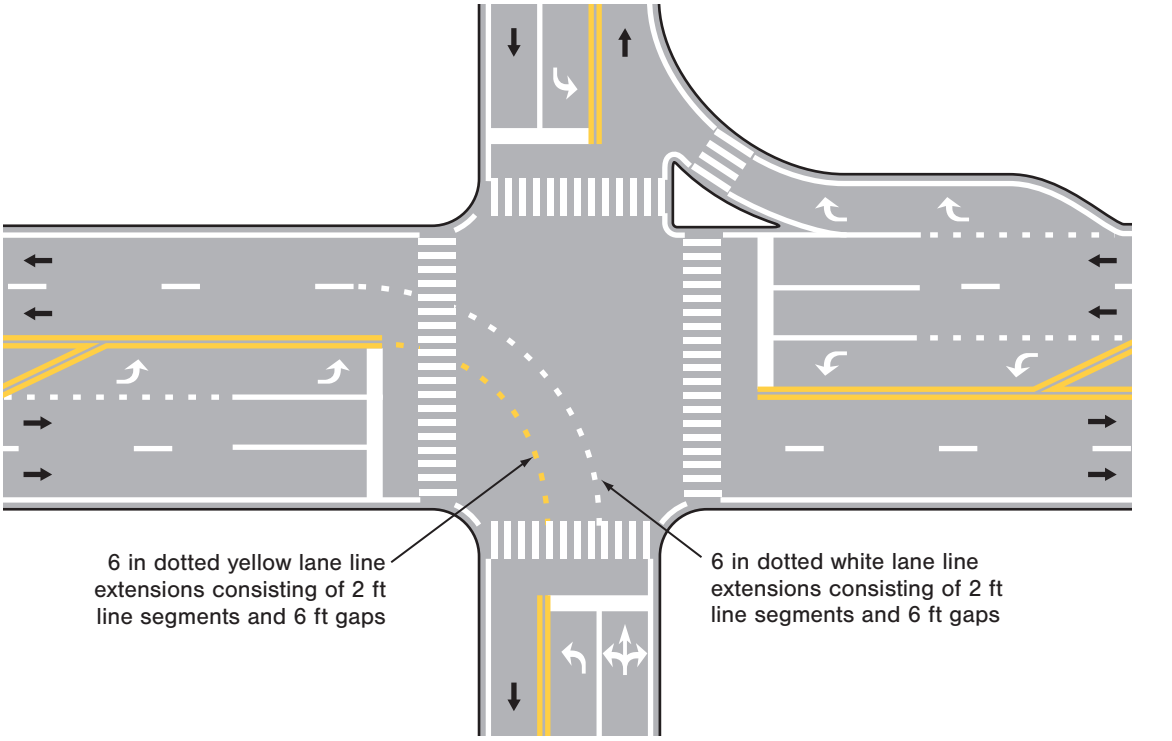
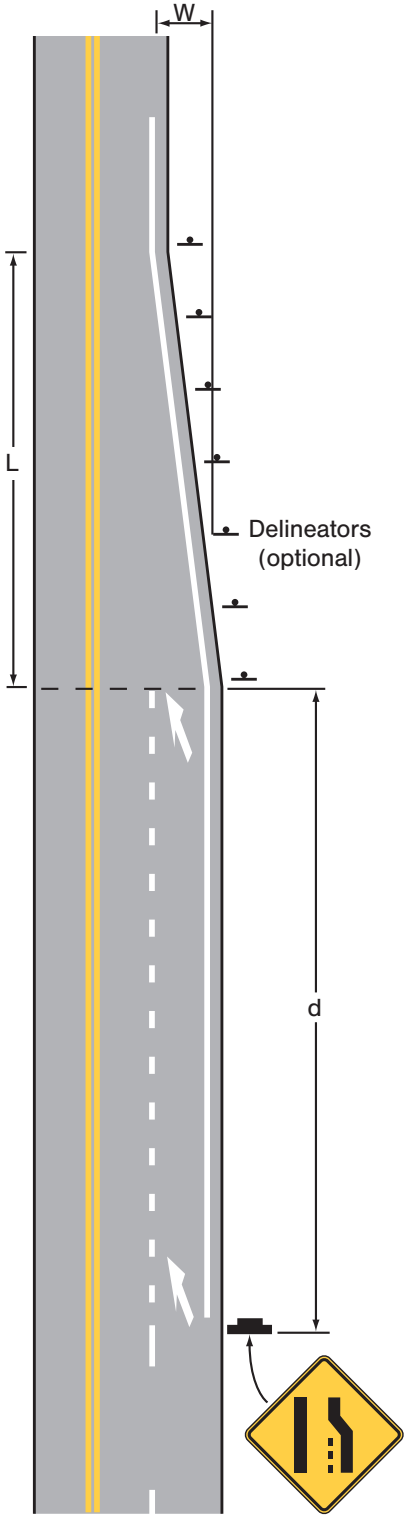
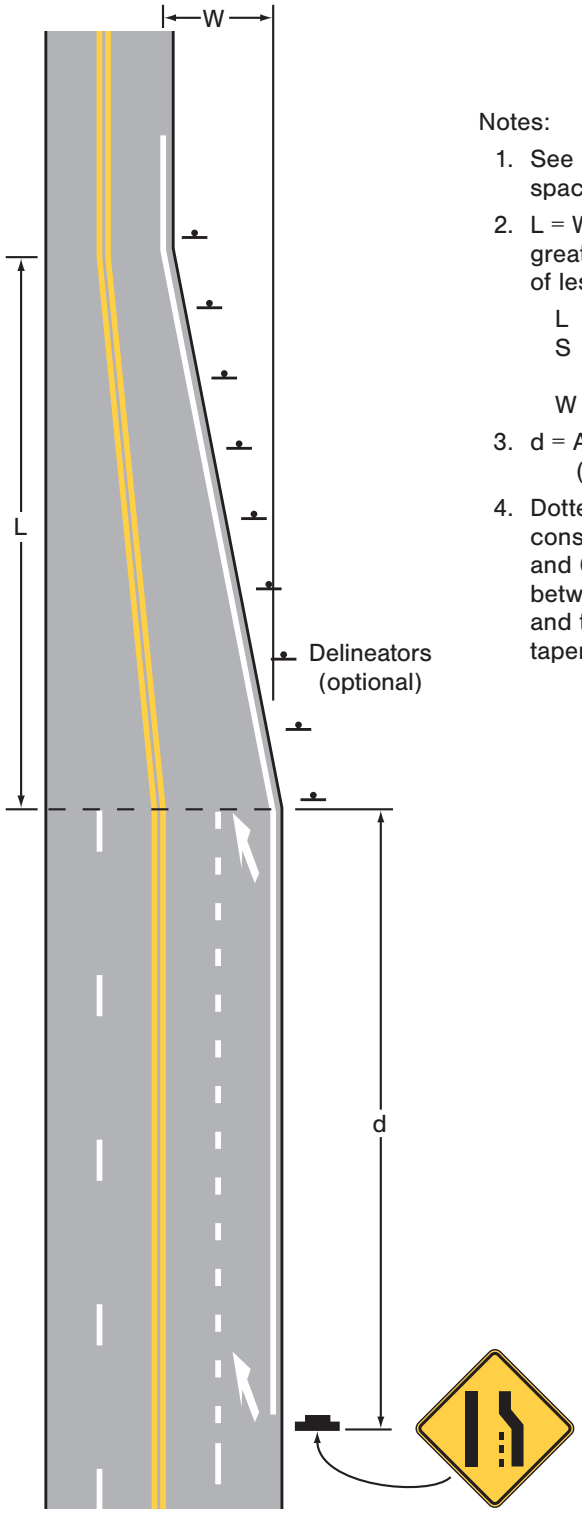


Figure 3B-14. Examples of Applications of Lane-Reduction Transition Markings (Delaware Revision)

A – Lane reduction



B – Lane reduction with lateral shift to the left



Notes:

1. See Section 3F.04 for delineator spacing
2. L = WS for speeds of 45 mph or greater and L = $WS^2/60$ for speeds of less than 45 mph, where:
   - L = Length of taper in feet
   - S = Posted, 85th-percentile, or statutory speed in mph
   - W = Offset in feet
3. d = Advance warning distance (see Section 2C.05)
4. Dotted 6 in lane line markings consisting of 2 ft line segments and 6 ft gaps should be installed between the first Lane Ends sign and the beginning of the transition taper

Figure 3B-14A. Example of Lane Reduction Markings for Interstates, Freeways or Expressways (45 MPH or greater)
(Delaware Revision)

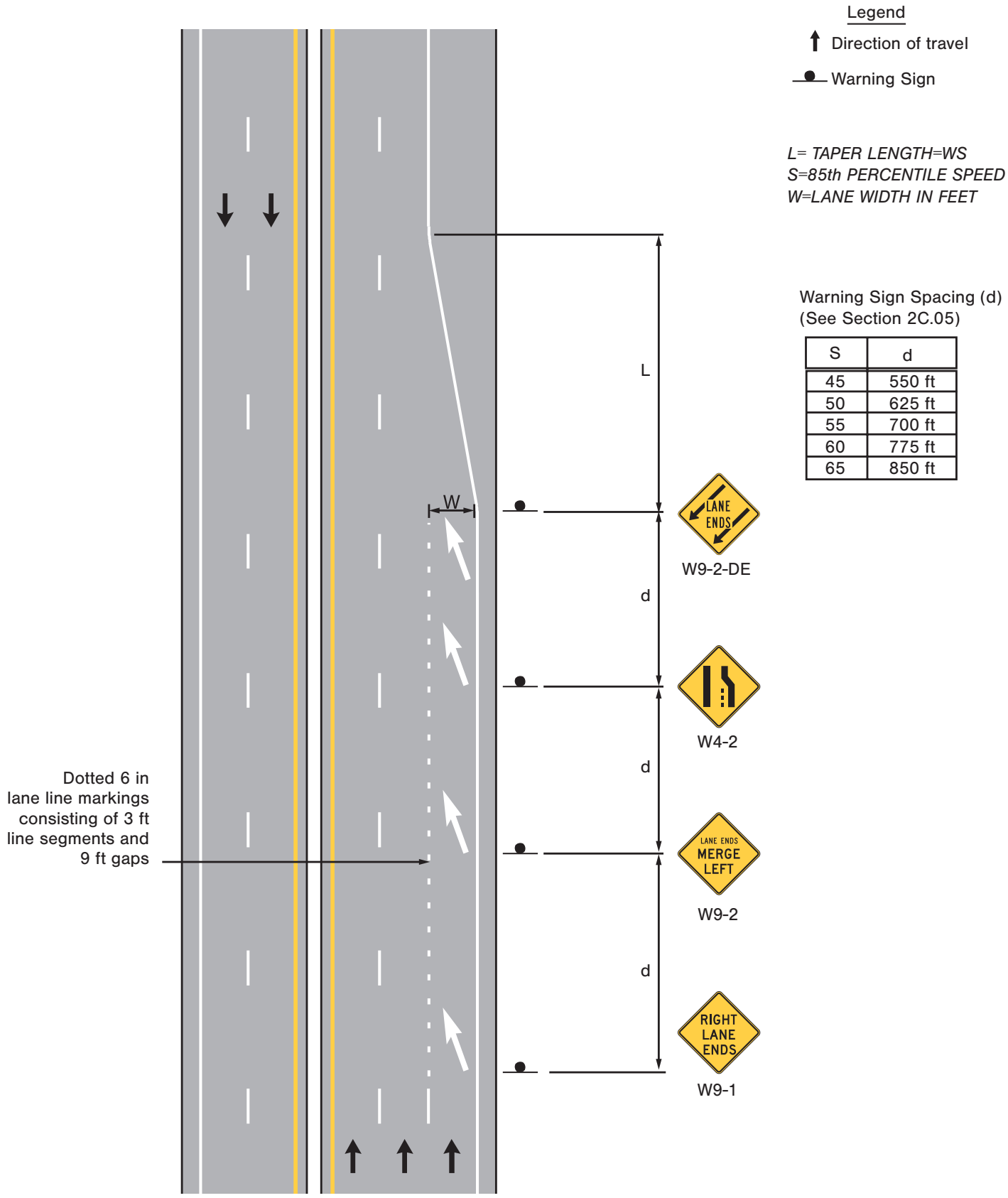


Figure 3B-14B. Example of Lane Reduction Beyond Intersection Marking Application along All Other Roads (Non-Interstates, Freeways or Expressways) (45 MPH or greater)
(Delaware Revision)

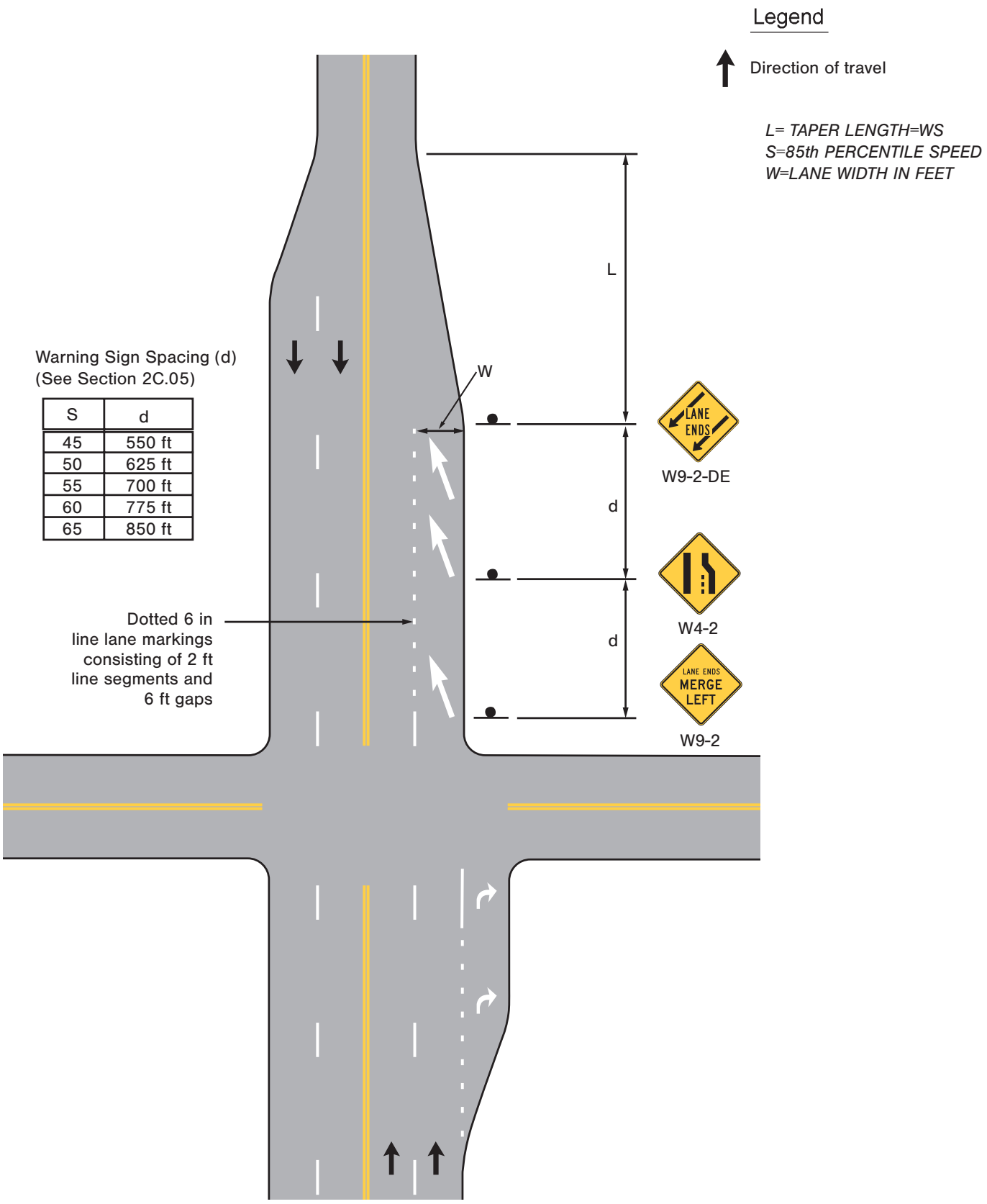
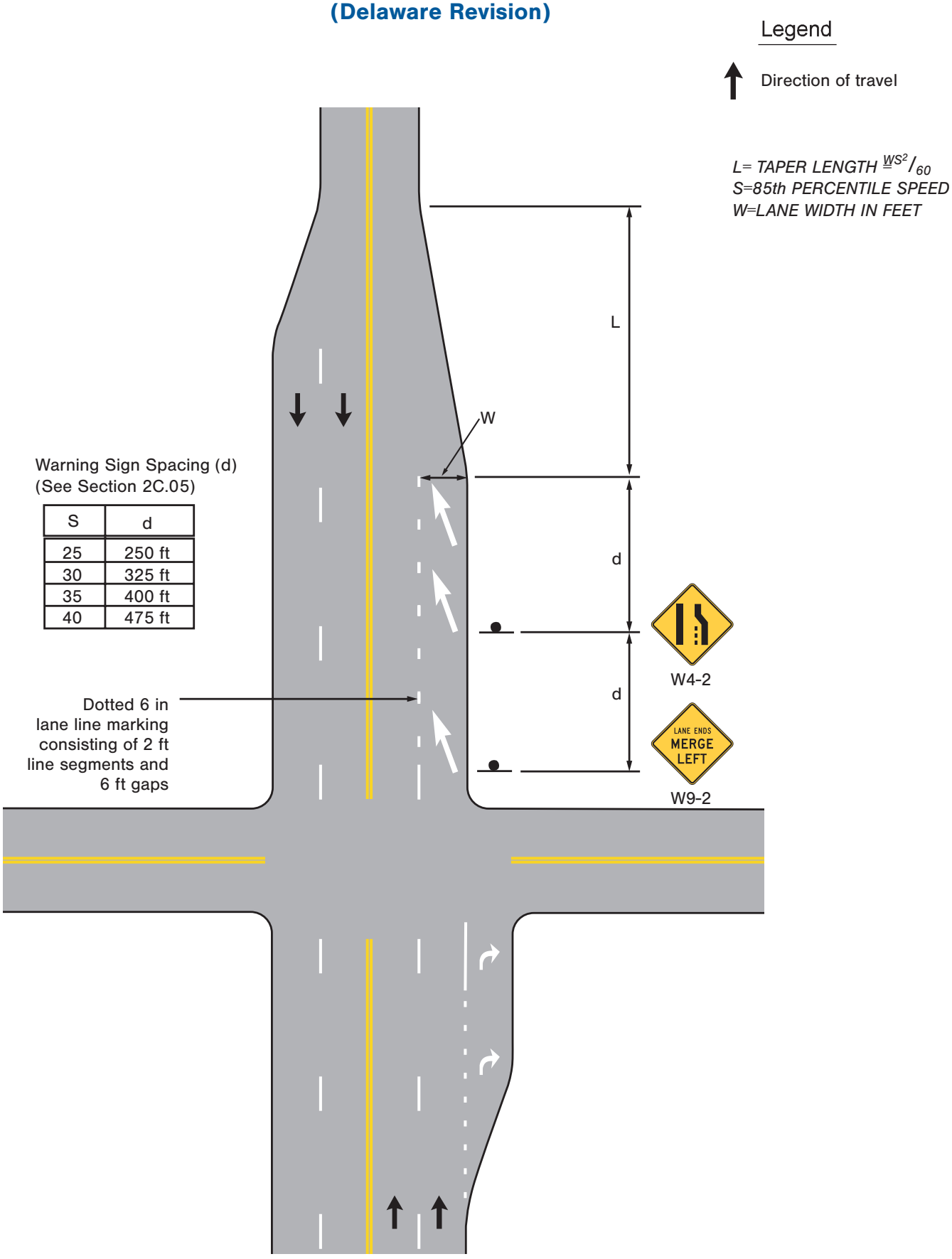


Figure 3B-14C. Example of Lane Reduction Beyond Intersection Marking Application along All Other Roads (Non-Interstates, Freeways or Expressways) (less than 45 MPH)

(Delaware Revision)



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

(Delaware Revision)

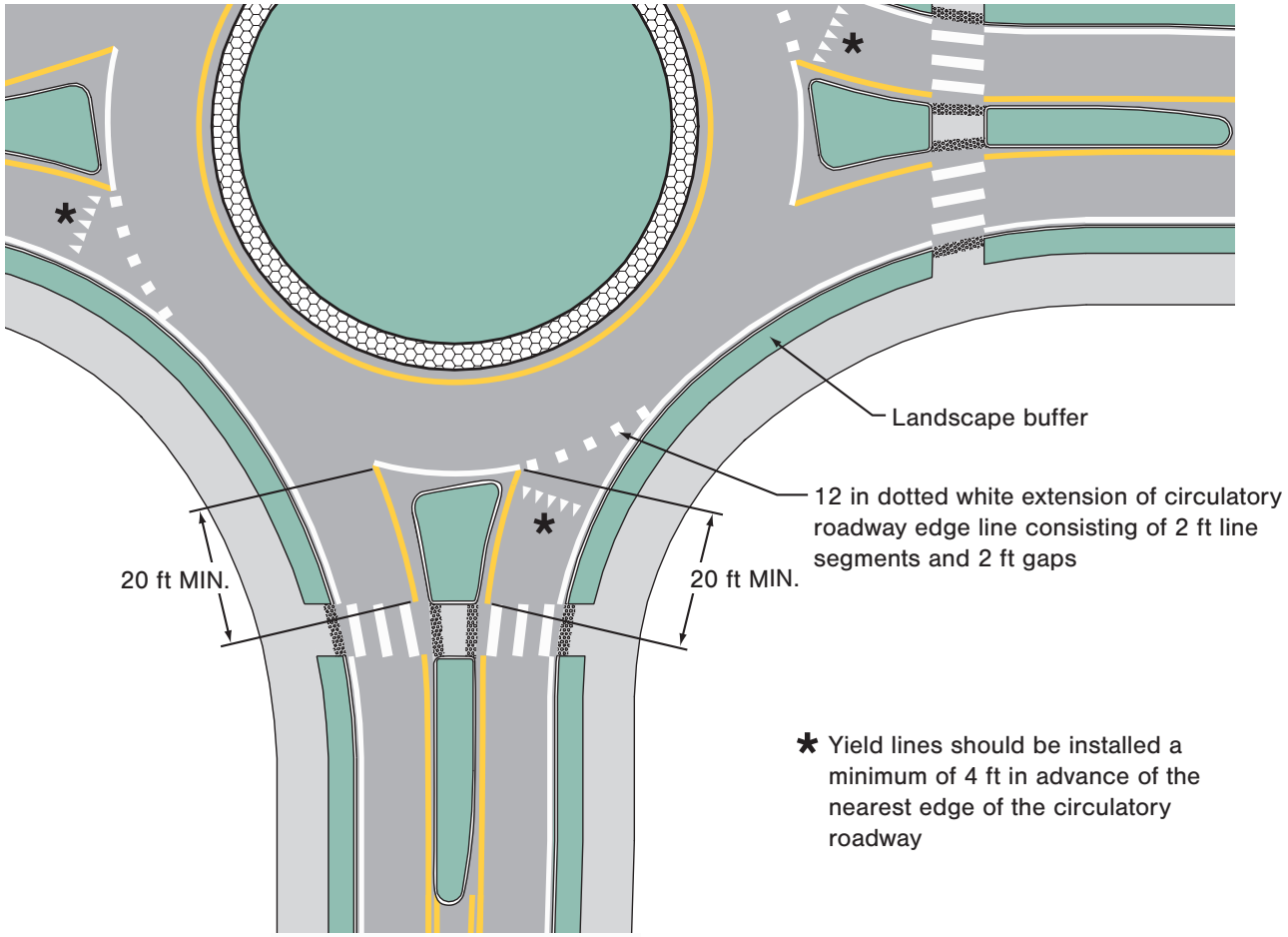


Figure 3C-3. Example of Markings for a One-Lane Roundabout
(Delaware Revision)

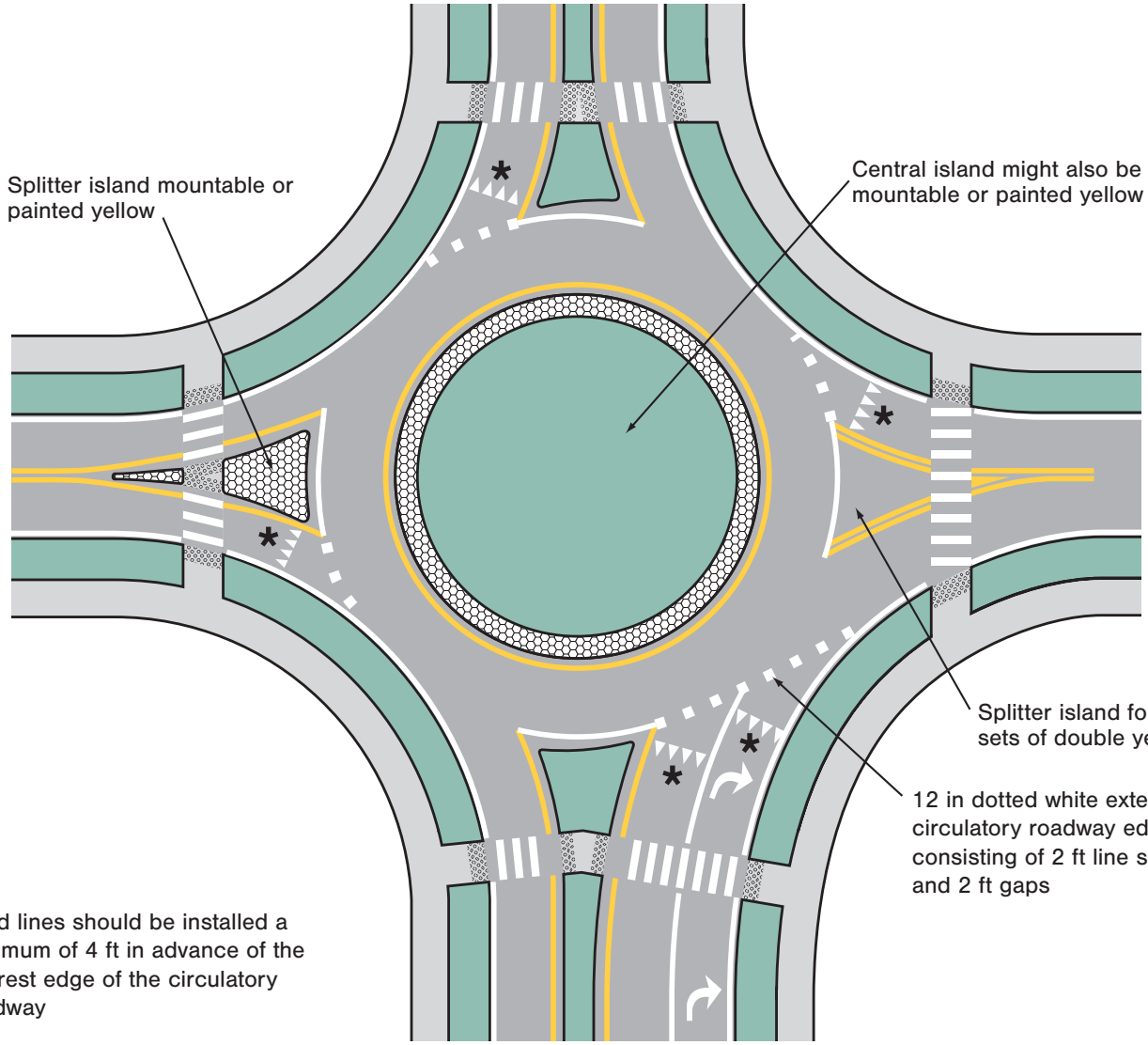


Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 1 of 2)

(Delaware Revision)

A – Unextended central island

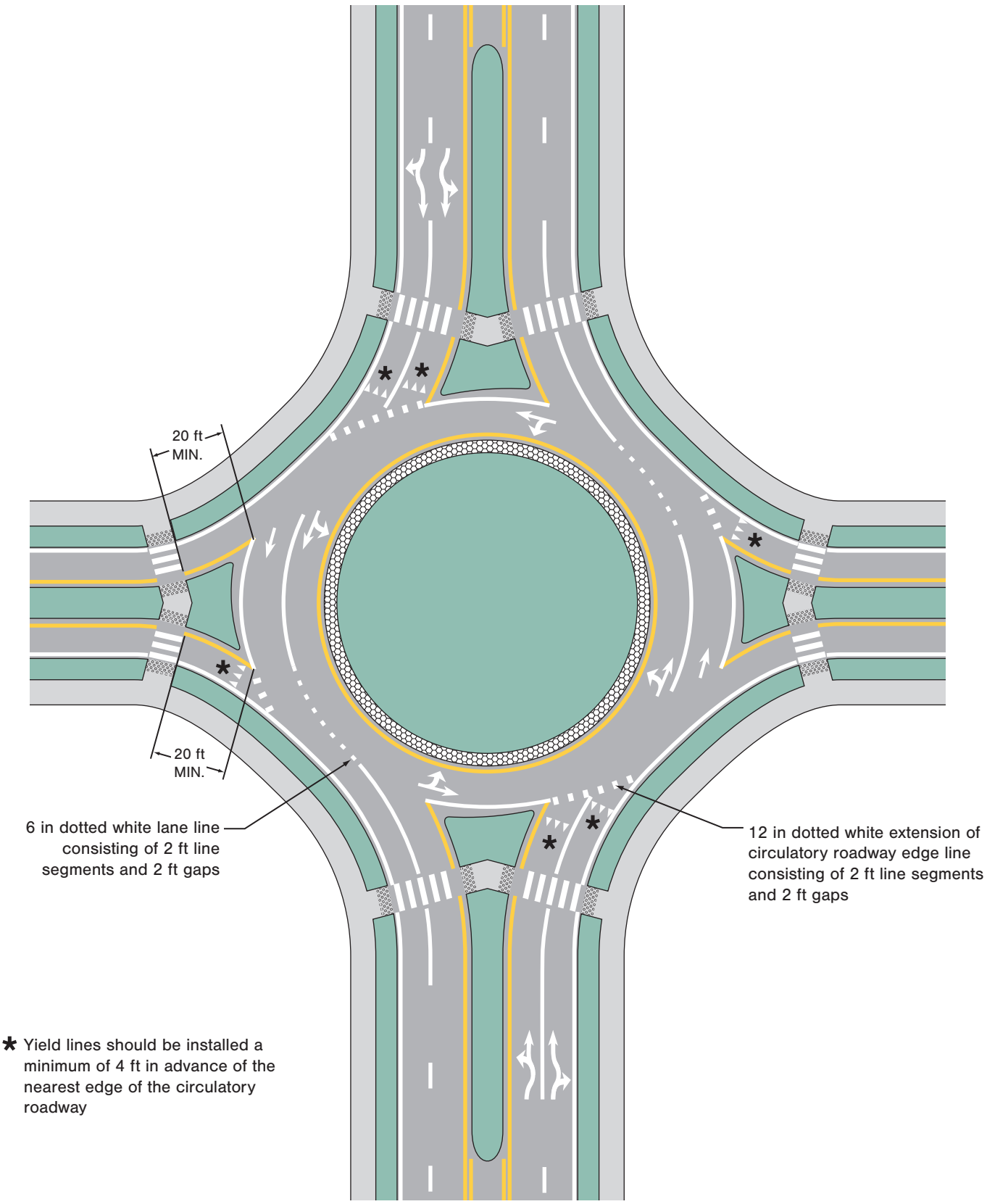
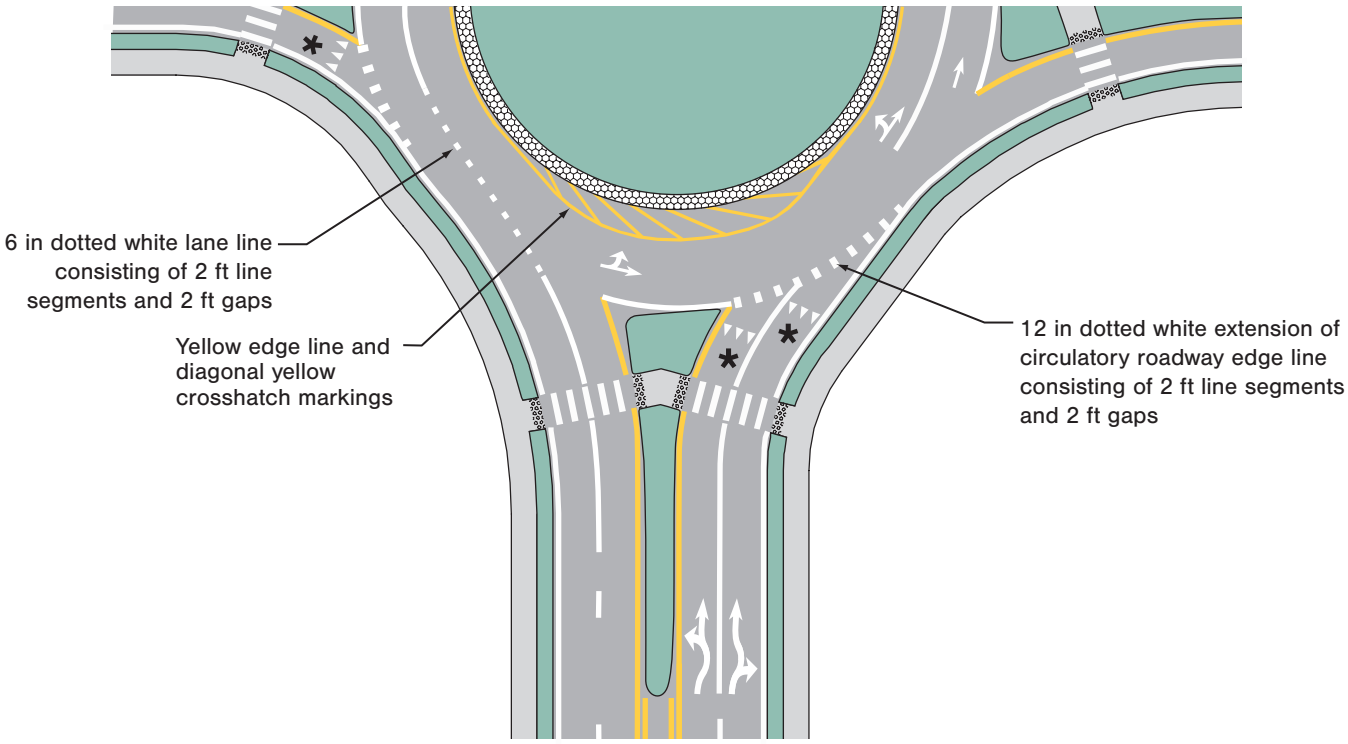


Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 2 of 2)

(Delaware Revision)

B – Central island extended by pavement markings



C – Central island extended by a truck apron