**Implementing Memo**

To: DISTRICT DIRECTORS
   DIVISION CHIEFS
   Engineering Services, Construction, Design, and Maintenance
   DEPUTY DISTRICT DIRECTORS
   Traffic Operations, Maintenance, Construction, and Design

Date: May 19, 2017

File: Division of Traffic Operations

From: AMARJEET S. BENIPAL
   Acting Chief
   Division of Traffic Operations

**Subject:** IMPLEMENTATION OF SIX-INCH WIDE TRAFFIC LINES AND DISCONTINUING USE OF NON-REFLECTIVE RAISED PAVEMENT MARKERS

The California Department of Transportation (Caltrans) is discontinuing the use of Type A and Type AY non-reflective raised pavement markers (RPMs) and increasing the width of all four-inch wide longitudinal traffic lines to six-inch wide lines for permanent pavement delineation on state highways. The revisions to the 2015 Standard Plans and Standard Specifications will be posted in July 2017. This Memorandum provides guidance regarding the implementation of the Revised Standard Plans (RSP) and Revised Standard Specifications (RSS).

The increased width of longitudinal traffic lines will benefit older drivers and increase visibility of lane line delineation for all road users by providing improved roadway guidance, especially during periods of impaired visibility, such as wet conditions at night (refer to the Federal Highway Administration’s (FHWA) “Handbook for Designing Roadways for the Aging Population”).

Type A and Type AY RPMs are non-reflective and do not comply with “minimum maintained retroreflectivity of pavement markings” per FHWA’s Supplemental Notice of Proposed Amendments (SNPA) to the Manual on Uniform Traffic Control Devices (MUTCD). Discontinuing the use of Type A and Type AY RPMs will allow the use of durable striping material with retroreflectivity and enhanced visibility, reduce highway workers’ exposure to traffic, reduce traffic delays during lane closures, and achieve uniformity with other states.

**Non-Reflective RPMs:**

Discontinue the use of Type A and Type AY RPMs for permanent pavement delineation on state highways on all new construction contracts and maintenance restriping of existing traffic lines.

**Six-inch Longitudinal Traffic Lines:**

- All longitudinal traffic lines for lane lines, edgelines, and centerlines must be six inches wide.

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- On maintenance refresher activities (Repair/Replace striping), all longitudinal traffic lines for lanelines, edgelines, and centerlines must be six-inch wide lines except existing four-inch wide double lines with retroreflective pavement markers on both sides of the longitudinal line (Details 16, 19, 22, 29, 32, 34, and 35) and recessed striping shall remain four inches wide.
- When a state highway intersects with a local road, only mainline state highway longitudinal traffic lines for lanelines, edgelines, and centerlines must be six-inch wide lines.

This memorandum rescinds Traffic Operations Program Directive (TOPD) 00-02 “Policy for Optional Laneline Delineation.” (attached)

If you have any questions regarding this memorandum, please contact Duper Tong, Chief, Office of Traffic Engineering at (916) 654-5176, or by e-mail at duper.tong@dot.ca.gov.

Attachment:
Traffic Operations Program Directive (TOPD) 00-02

c: Steve Takigawa, Deputy Director, Maintenance and Operations
Karla Sutliff, Deputy Director, Project Delivery

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**TRAFFIC OPERATIONS PROGRAM DIRECTIVE**

KIM NYSTROM, ACTING PROGRAM MANAGER (Signature)  

Original signed by Kim Nystrom 2/01/2000  

SUBJECT  

Policy for Optional Laneline Delineation

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- ☑ All District Directors  
- ☑ All District Division Chiefs - Traffic Operations  
- ☑ All District Division Chiefs - Maintenance  
- ☑ All District Division Chiefs - Construction  
- ☑ All District Division Chiefs - Project Development  
- ☑ All District Division Chiefs - Planning  
- ☑ Engineering Service Center Director  
- ☑ All Headquarters Program Managers (for Maintenance, Construction & Project Development)

DOES THIS DIRECTIVE SUPERSEDE ANOTHER DOCUMENT?  
☐ YES ☑ NO

IF YES, DESCRIBE  

WILL THIS DIRECTIVE BE INCORPORATED IN THE TRAFFIC MANUAL?  
☑ YES ☑ NO

IF YES, DESCRIBE  

Pages 6-5 & 6-26 will be amended per attachments

**DIRECTIVE**

Practice has been to require non-reflective raised pavement markers in conformance with Caltrans’ Traffic Manual, Detail 10 for freeway ramps and Detail 13 (Page 6-26), for laneline pattern on freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads. Effective immediately, Districts have the option of using either Detail 9, a 2.14-meter solid white stripe, or Detail 10, three (3) non-reflective white markers for lanelines (between retroreflective markers) for freeway ramps for speed zones 60 km/hr or less. Districts also have the option of using either Detail 12, a 3.66 meter solid white stripe or Detail 13, four (4) non-reflective white markers for lane lines (between retroreflective markers) on freeways and expressways for speed zones 70 km/hr or more. This does not change the pattern for raised retroreflective markers shown in Details 9, 10, 12, 13 and 14. The change in laneline marking guidance is noted in red on the attached pages 6-5 (Section 6-02.2) and 6-26 (Details 9, 12 and 14) of the Caltrans Traffic Manual.

**IMPLEMENTATION**

When specifying either Detail 9 or 10; or, Detail 12 or 13, Districts should consider: 1) Day and night visibility of lanelines; 2) Exposure of maintenance and contractor personnel to traffic; 3) Traffic delays caused by lane closures; and, 4) Long-term maintenance requirements.
IMPLEMENTATION (continued)
If a freeway, expressway, freeway ramp, freeway to freeway connector or collector road has delineation with non-reflective markers as in Details 10 and 13, a District may place a white stripe on the non-reflective markers in accordance with Details 9 and 12 if this is judged to improve visibility of delineation.

For new construction, if a District proposes using a combination of both nonreflective markers and white stripe, District Traffic Operations Liaison should be consulted.

BACKGROUND
District 3 has undertaken three test projects where the non-reflective markers were replaced with thermoplastic lane lines. These were on sections of Interstate Routes 5 and 80 and State Route 51. Before and after accident data were analyzed for periods between 1990 and 1998. The accident data showed no increase in lane change type accidents on any of these routes.
6-02.1 Centerlines

A yellow centerline separates traffic traveling in opposite directions. It need not be at the geometrical center of the pavement. Centerlines provide important guidance to motorists. On roads where a continuous centerline is not used, short sections may be used to control the position of traffic at specific locations, such as around curves, over hills, and on approaches to intersections, railroad crossings, and bridges.

Centerlines should be used on paved highways or portions thereof under the following conditions:

1. In rural areas on two-lane pavements 4.88 m or greater in width with speed zones of 55 km/h or more.

2. In business or residential districts on through highways, and on other highways where there are significant traffic volumes.

3. On all undivided pavements of four or more lanes.

4. At other locations where an engineering study indicates a need for them.

The centerline on undivided highways where three or more lanes are always available shall be a double solid yellow line.

Centerline patterns shall be selected from those shown in Figure 6-1, CENTERLINES - 2 LANE HIGHWAYS. Raised reflective pavement markers shall be used to supplement the centerline markings on State highways, except in snow areas.

INTERSECTION MARKINGS - CVC 21752 restricts passing (driving on left side of a two-way roadway) when approaching within 30 m (100 feet) of or when traversing any intersection. The patterns and policy are shown in Figure 6-9, INTERSECTION MARKINGS.

6-02.2 Lanelines

White lanelines separate lanes of traffic traveling in the same direction and shall be used on all multilane highways.

A single solid white line may be used as the laneline in critical areas to discourage lane changing. Typical locations for such applications are tunnels or bridges having width restrictions, interchange areas where lane changing disrupts traffic flow and the delineation of separate turn lanes.

It may also be used to separate through traffic lanes from special secondary lanes, such as passing lanes, left or right-turn lanes and transit bus lanes.

Laneline patterns shall be selected from those shown in Figure 6-2, LANELINES - MULTILANE HIGHWAYS. Detail 9 or 10 (60 km/h or less) or Detail 12 or 13 (70 km/h or more) shall be used on State freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads, except in snow areas.

1. LANEDROPS

A. Freeways - A 200 mm wide dotted white lane drop line shall be placed in advance of lane drops at exit-ramps. The basic purpose of this line is to provide a "crossable" line to show the edge of the roadway to entering, exiting, and through traffic. If the dropped lane is an auxiliary lane 0.8 km or less in length, the lane drop line shall extend throughout the entire length. The lane drop line pattern shall be as shown in Figure 6-11, LANE DROP MARKINGS. Also, see Figure 6-13, LANE DROP SIGNING AND MARKINGS AT EXIT RAMPS, and Figure 6-14, FREEWAY TO FREEWAY CONNECTOR SIGNING AND MARKINGS, for further details of marking and signing on State freeways.
Figure 6-2
LANELINES - MULTILANE HIGHWAYS

FOR SPEED ZONES 60 KM/H OR LESS

DETAIL 8

| 2.14 m | 5.18 m | 2.14 m | 5.18 m | 2.14 m |

DETAIL 9

| 2.59 m | 2.14 m | 5.18 m | 2.14 m | 2.59 m |

DETAIL 10

| 2.44 m | 2.44 m | 4.88 m | 2.44 m | 2.44 m |

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

FOR SPEED ZONES 70 KM/H OR MORE

DETAIL 11

| 3.66 m | 14.64 m | 3.66 m |

DETAIL 12

| 5.49 m | 3.66 m | 5.49 m |

Laneline 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 14.

DETAIL 13

| 5.49 m | 3.66 m | 5.49 m |

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

DETAIL 14

Laneline pattern with red-clear pavement markers shall be used on freeways approaching exit ramps. Used with Detail 12 or 13, in a pattern of four red-clear pavement markers, at intervals as shown.

LEGEND

100 mm White
Direction of Travel
One-Way Clear Reflective Markers
Red-Clear Reflective Markers
Non-Reflective White Markers
NOT TO SCALE