Montana Department of Transportation

PO Box 201001
Helena, MT 59620-1001

VISION ZERO
zero deaths
zero serious injuries

Memorandum

To: e-distribution
see listing below

From: Roy A Peterson, P.E. *RAP*
Traffic and Safety Engineer

Date: June 18, 2019

Subject: Centerline Pavement Markings for Rural Highways

This design memo will update and replace the October 31, 2018 design memo titled 'Pavement Stripes on Centerline Rumble Strips (CLRS)'.

Background

MDT's historic application of centerline pavement markings, both rural and urban, has been a 4" stripe, 4" separation, 4" stripe configuration, except for passing allowed in each direction, which is indicated by a single 4" stripe down the center of the roadway.

An October 31, 2018 memorandum established guidance that when CLRS are installed the centerline striping is modified to move the placement of the stripes out from the bottom of the rumbles as much as practicable. The modified striping separated the two solid and solid-skip longitudinal stripes by 12" rather than the normal 4", while the skip line (passing allowed in both directions) remained in the center of the roadway.

This change will now be applied to provide consistency across the state for both driver and contractor. The 4"-12"-4" striping configuration will be applied to all rural non-freeways regardless of the presence of CLRS.

Striping Design Detail

Effective immediately, the striping design detail is changed when striping is being applied to rural non-freeways in the following locations and methodology:

- Non-freeways that are 24' and wider
- Speed limit is greater than 45 mph
    - Exception: If the state highway travels through a community and the speed limit drops to 45 or below, but the mainline remains visually continuous and rural in nature, the modified striping will be maintained through the community. Examples include HWY 12 through Elliston and Townsend.

- Anytime there are two centerline stripes, the stripes are to be placed offset both yellow stripes (whether skip or solid) 6 inches from the roadway centerline to the edge of the stripe.
- The skip stripe is to be placed on the centerline if there is passing allowed in both directions.
- Other double yellow configurations such as tapers and painted medians will also maintain the 4”-12”-4” configuration.

Chapter 19 of the 2007 Montana Traffic Engineering Manual will be updated to reflect this change when the entirety of the Manual is updated.

Any existing striping that cannot be effectively removed or covered over should be replaced as is. This is to avoid have conflicting longitudinal lines on the roadway that may confuse the drivers.

Please contact Roy Peterson (406.444.9252) with any questions on this guidance.

Attachment

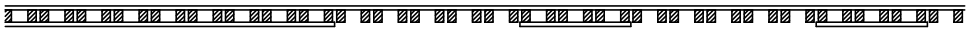
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John Cornell, Road Plans Checker
Jerry Sabol, Road Plans Checker
Marcee Allen, FHWA



Double Yellow and No Passing Stripe



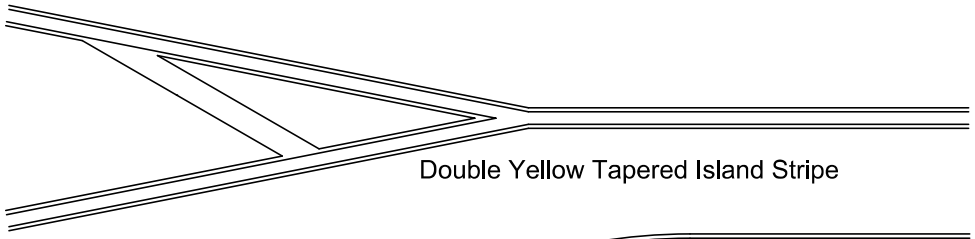
Double Yellow and No Passing Rumble Stripe



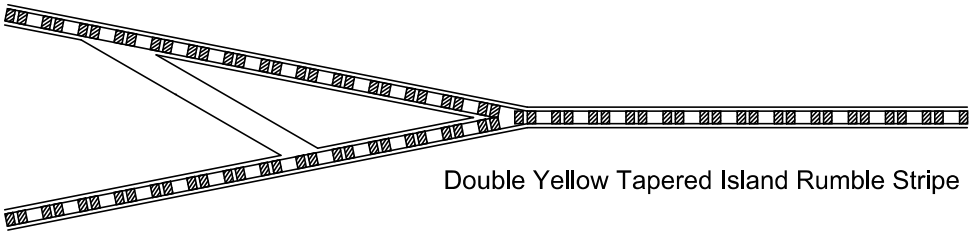
Yellow Skip Stripe



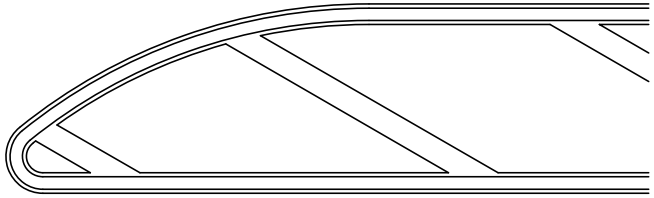
Yellow Skip Rumble Stripe



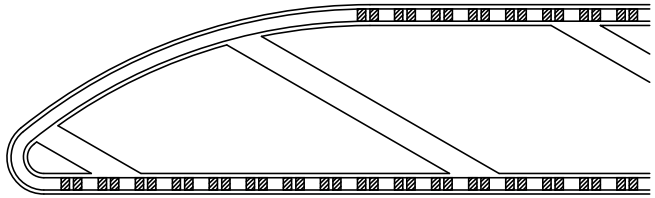
Double Yellow Tapered Island Stripe



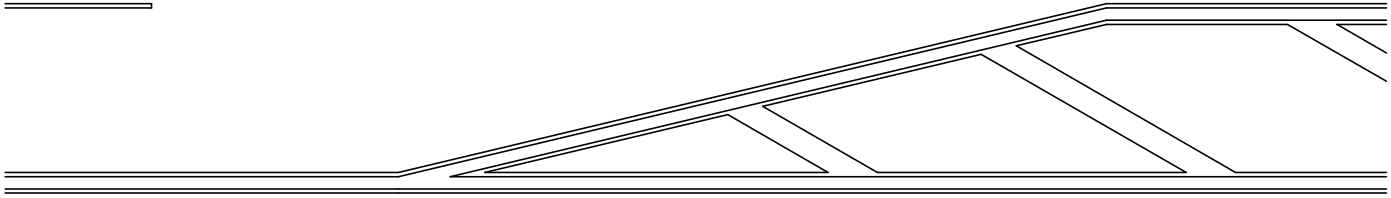
Double Yellow Tapered Island Rumble Stripe



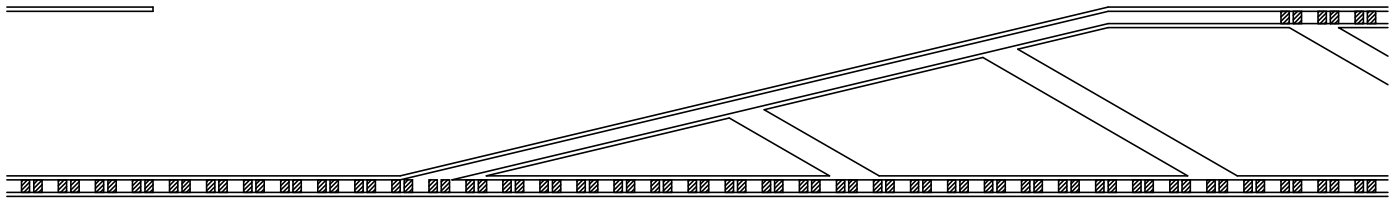
Double Yellow Bullnose Island Stripe



Double Yellow Bullnose Island Rumble Stripe



Double Yellow Turn Lane Stripe



Double Yellow Turn Lane Rumble Stripe

Centerline Pavement Markings for Rural Highways Detail

No Scale