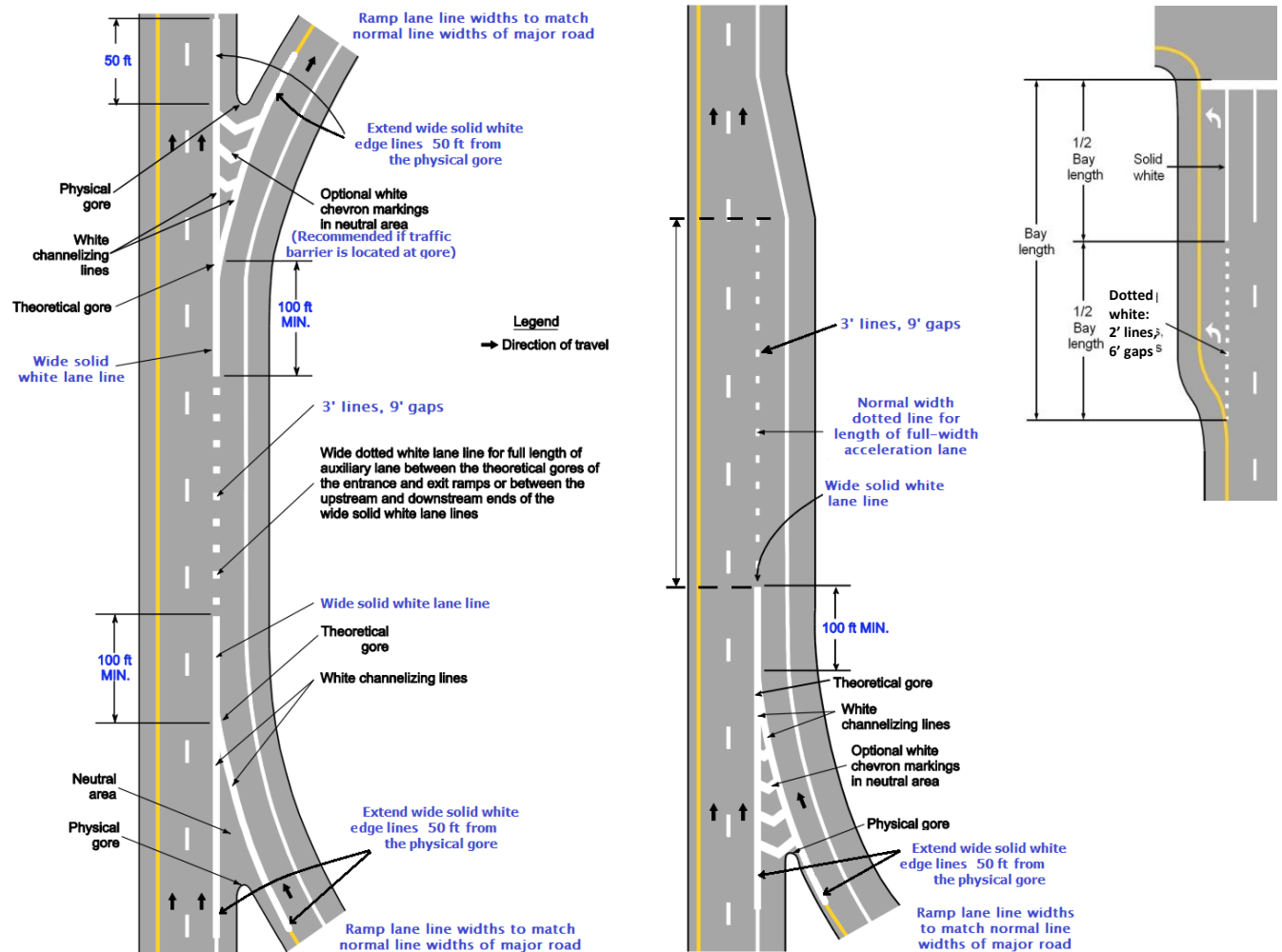






| | | INTERCHANGES & LIMITED ACCESS ROADS | INTERSECTIONS |
|--------------------------|--|---|--|
| Marking width | "Normal" width | 6" on freeways and expressways* 4" on other roads | Usually 4" 6" on expressways (rare) |
| | "Wide" width | Twice as wide as "normal" markings | 8" on all roads and ramp termini |
| Lane separation markings | 10 ft line with 30 ft gaps, "normal" width | <ul style="list-style-type: none"> Regular lane separation markings | <ul style="list-style-type: none"> Regular lane separation markings |
| | 2 ft. line with 6 ft. gaps, "normal" width | DO NOT USE | <ul style="list-style-type: none"> Where a turn bay is added "Puppy tracks" through intersections |
| | 3 ft line with 9 ft gaps, "wide" width | <ul style="list-style-type: none"> In advance of exit ramp drop lanes (at least 1/2 mile) Auxiliary lanes between an entrance ramp and an exit ramp | <ul style="list-style-type: none"> In advance of drop lanes at intersections Auxiliary lanes between two intersections |
| | 3 ft line with 9 ft gaps, "normal" width | <ul style="list-style-type: none"> Where an exit ramp deceleration lane is formed The first half of entrance ramp acceleration lanes | DO NOT USE |
| | Solid, "wide" width | <ul style="list-style-type: none"> 100' on approach to theoretical gore Between theoretical gore and physical gore 150' beyond the physical gore | <ul style="list-style-type: none"> Channelizing lines at intersections Extension of wide dotted lines to define drop lanes |
| | Solid, "normal" width | <ul style="list-style-type: none"> Edge lines | <ul style="list-style-type: none"> Edge lines (if used) 100' on approach to stop bars |

Interchange marking examples (Source: VA MUTCD Supplement section 3B.04)



Turn lane arrows and “ONLY” pavement messages (Source: VA MUTCD Supplement section 3B.04)

Turn arrows not required in all turn lanes. See NRO Traffic Engineering practice No.301.1

| Length of turn bay (measuring only the full-width portion, excluding taper) | Number and position of arrows (unless otherwise shown on plans) |
|---|--|
| Shorter than 100'  | <p>Signalized and Unsignalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the solid white line |
| Between 100' and 300'  | <p>Signalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the full-width turn lane • 1 arrow located 50' upstream of the stop bar <p>Unsignalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the solid white line |
| Longer than 300'  | <p>Signalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the full-width turn lane • 1 arrow located 50' upstream of the stop bar (or end of lane line) • 1 arrow located midway between first two arrows <p>Unsignalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the full-width turn lane • 1 arrow located 50' upstream of the stop bar (or end of lane line) |
| Long mandatory turn movement lanes (“drop lanes”)  | <p>Signalized and Unsignalized</p> <ul style="list-style-type: none"> • 1 arrow at the beginning of the solid wide white lane line • 1 arrow located 50' upstream of the stop bar (or end of lane line) • 1 arrow located midway between first and last arrows • “ONLY” should be positioned midway between arrows |

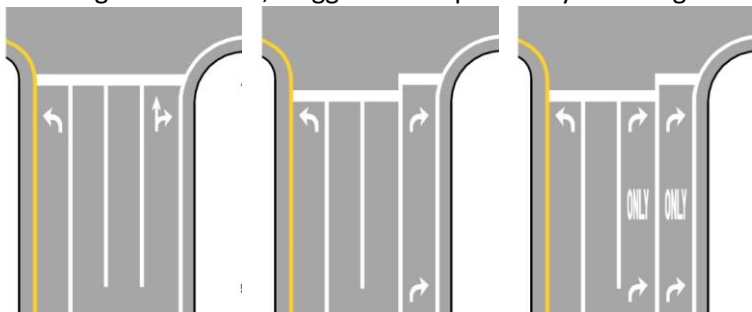
The “ONLY” pavement message is normally limited to locations where a thru lane drops at an intersection. Where dual or triple turn lanes include a drop lane, all turn lanes for that movement shall include ONLY markings.

Stop bar staggering (Sources: VA MUTCD Supplement section 3B.16 and NRO TE Practice No.301.1)

Stop bars should be staggered, up to 10' or as shown on plans, in right turn lanes only when the staggering provides a sight-distance benefit to traffic turning right on red, and when:

- Right turns on red are permitted
- Only right-turns are permitted in the right lane

At dual right-turn lanes, stagger the stop bar only in the right-most lane.



Double Yellow Line Spacing



All double yellow lines shall have a 7-inch space between lines.

Questions? Call VDOT Northern Region Traffic Engineering Section, 703-259-2388. rev.10/24

This document is intended to illustrate Northern Virginia District practices and is not a comprehensive guide.

For additional information, see:

- Virginia Supplement to the MUTCD
- MUTCD (mutcd.fhwa.dot.gov)
- VDOT Road and Bridge Standards

*Freeways and Expressways are identified by functional classifications “Interstate” and “Other Freeways and Expressways” for existing highways. For proposed highway improvements, highways designed according to design standards GS-INT, GS-1 and GS-5 for all Interstates and Freeways, and ramps connecting to and from them are considered Freeways and Expressways for marking.