Traffic control devices are essential for the safe and efficient movement of people and goods on your roadways. The Ohio Manual of Uniform Traffic Control Devices (OMUTCD 2012 Edition) establishes minimum warrants for traffic control signing and pavement markings. This manual must be consulted when installing signs and pavement markings. Please note that both state and local requirements may be more restrictive pertaining to traffic control and signing. We have provided some excerpts from the current OMUTCD for your use.

Pavement markings have an important function, which is to provide guidance and information to the road user. Part 3 of the OMUTCD provides standards for proper installation of pavement markings.

Markings that must be visible at night shall be retroreflective unless ambient illumination assures that the markings are adequately visible.

All markings on Interstate highways shall be retroreflective.


CENTER LINE PAVEMENT MARKINGS

- Center line pavement markings, when used, shall be the pavement markings used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and shall be yellow
- Shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an Average Daily Traffic (ADT) of 6,000 vehicles per day or greater
- Should be placed on all rural arterials and collectors that have a traveled way of 18 feet or more in width and an ADT of 3,000 vehicles per day or greater
- Shall be placed on all paved two-way streets or highways that have three or more lanes of moving motor vehicle traffic
- Shall not be a single yellow line on a two-way road
- Engineering judgment should be used in determining whether to place center line markings on traveled ways that are less than 16 feet wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane
EDGE LINE PAVEMENT MARKINGS

- If used, edge line pavement markings shall delineate the right or left edges of a roadway
- Shall be placed on paved streets or highways with the following characteristics: Freeways, Expressways, and rural arterials with a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater
- Should be placed on rural arterials and collectors with a traveled way of 20 feet or more in width and an ADT of 3,000 vehicles per day or greater
- Should be placed on other paved streets and highways where an engineering study indicates a need for edge line markings
- If used on the roadways of divided highways or one-way streets, or on any ramp in the direction of travel, left edge line pavement markings shall consist of a normal solid yellow line to delineate the left-hand edge of a roadway or to indicate driving or passing restrictions left of these markings
- If used, right edge line pavement markings shall consist of a normal solid white line to delineate the right-hand edge of the roadway

For additional Standards, Guidance and Options regarding center line and edge line pavement markings, please refer to O MUTCD Part 3.

The figures on the next three pages illustrate six examples of pavement marking applications: on two-lane, two-way roadways; on four-or-more lane, two-way roadways; and on three-lane, two-way roadways.

Looking at Figure 3B-1, two roadways are shown, (a) and (b):

- Example (a) shows "typical two-lane, two-way marking with passing permitted in both directions." A two-lane roadway is shown with a center line marking of a broken yellow line. Arrows show that the direction of travel is one lane in each direction.
- Example (b) shows "typical two-lane, two-way marking with no-passing zones." A two-lane roadway is shown with center line markings of (from the top to the bottom of the figure): a single broken yellow line; a solid yellow line adjacent to the left lane and a broken yellow line adjacent to the right lane; a double solid yellow line; a broken yellow line adjacent to the left lane and a solid yellow line adjacent to the right lane; and a single broken yellow line. In the middle of the figure, each section of solid yellow line, which overlaps in the section having a double solid yellow line, is marked as a "no-passing zone." A solid white line is marked on the outside edge of each lane. A legend shows a black arrow indicating the direction of travel in the lanes.
Figure 3B-1. Examples of Two-Lane, Two-Way Marking Applications

A - Typical two-lane, two-way marking with passing permitted in both directions

B - Typical two-lane, two-way marking with no-passing zones
Figure 3B-2. Examples of Four-or-More Lane, Two-Way Marking Applications

A - Typical multi-lane, two-way marking

B - Typical multi-lane, two-way marking with single lane left turn channelization

Legend

★ Optional in some conditions (see Section 3B.20)

→ Direction of travel

Optional yellow diagonal crosshatch markings

Optional dotted extension
No-passing zones shall be marked by either the one direction, no-passing zone pavement markings or the two-direction, no-passing zone pavement markings described in OMUTCD Section 3B.01 and shown in Figures 3B-1, 3B-2 and 3B-3.

When center line markings are used, no-passing zone markings shall be used on two-way roadways at lane reduction transitions (see Section 3B.09) and on approaches to obstructions that must be passed on the right (see Section 3B.10).

On two-way, two- or three-lane roadways where center line markings are installed, no-passing zones shall be established at vertical and horizontal curves and other locations where an engineering study indicates that passing must be prohibited because of inadequate sight distances or other special conditions.

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