

# YAKIMA COUNTY PUBLIC WORKS DEPARTMENT POLICY AND PROCEDURES

**SUBJECT:** Longitudinal Pavement Marking Guidelines

**EFFECTIVE DATE:** April 14, 1998; Yakima County shall conform to this policy and procedures at such time that it undertakes to renew or install permanent markings on new or existing roadways. This policy supersedes all previous policies.

**ISSUED BY:**



Daniel L. Hesse, P.E.  
Director/County Engineer

## POLICY AND PROCEDURE

Longitudinal pavement markings on County roads shall be installed in accordance with the *Manual On Uniform Traffic Control Devices* (MUTCD) published by the US Department of Transportation Federal Highway Administration as modified by the state of Washington. The following Yakima County guidelines shall be used to supplement the requirements of the MUTCD:

### MEANINGS OF "SHALL" AND "MAY"

- 1) **SHALL** - a *mandatory* condition. Where certain requirements in the application of a device are described with the "shall" stipulation, it is mandatory when an installation is made that these requirements be met.
- 2) **MAY** - a *permissive* condition. No requirement for design or application is intended.

### GUIDELINES

#### 1) Centerline Striping

##### Guideline

In general, all paved roads within the Yakima County Road System having a pavement width of 16 feet or greater, a posted speed limit of 30 mph or higher, and an annual average daily traffic count of 250 per day or greater shall be marked with a centerline stripe.

A centerline stripe may be marked at locations not meeting the above criteria when an engineering study indicates a need for a centerline stripe. This policy does not create a duty to conduct such an engineering study.

### **Implementation**

During February of each year, the Traffic Engineer shall review the pavement widths, posted speed limits, and traffic counts obtained from the *County Road Inventory System* (CRIS) to determine which roads meet the centerline striping guidelines. The Traffic Engineer shall report his/her findings and recommendations to the County Engineer for review and approval. The report shall be in the form of a recommended centerline striping plan for county roads.

The County Engineer will review and approve the centerline striping plan and return it to the Traffic Engineer for implementation. The Traffic Engineer shall implement the plan by issuing work orders to the maintenance and operations division.

## **2) Edge Line Striping**

### **Guideline**

In general, all paved roads within the Yakima County Road System having a pavement width of 20 feet or greater, a centerline stripe, an annual average daily traffic count of 1,000 per day or greater, and where the edge of traveled way is not otherwise marked with curbs or other pavement markings, shall be marked with an edge line stripe.

An edge line stripe may be marked at locations not meeting the above criteria when an engineering study indicates a need for an edge line stripe. This policy does not create a duty to conduct such an engineering study.

### **Implementation**

During February of each year, the Traffic Engineer shall review the pavement widths, posted speed limits, and traffic counts obtained from the *County Road Inventory System* (CRIS) to determine which roads meet the edge line striping guidelines. The Traffic Engineer shall report his/her findings and recommendations to the County Engineer for review and approval. The report shall be in the form of a recommended edge line striping plan for county roads.

The County Engineer will review and approve the edge line striping plan and return it to the Traffic Engineer for implementation. The Traffic Engineer shall implement the plan by issuing work orders to the maintenance and operations division.

### **3) Lane Line Striping**

#### **Guideline**

In general, lane lines shall be marked on all multilane roads within the Yakima County Road System. Lane lines may be marked at congested locations where the roadway will accommodate more lanes of traffic than would be the case without the use of lane lines, when the use of lane lines is supported by an engineering study.

#### **Implementation**

During February of each year, the Traffic Engineer shall review the *County Road Inventory System* (CRIS) to determine which roads meet the lane line striping guidelines. The Traffic Engineer shall report his/her findings and recommendations to the County Engineer for review and approval. The report shall be in the form of a recommended lane line striping plan for county roads.

The County Engineer will review and approve the lane line striping plan and return it to the Traffic Engineer for implementation. The Traffic Engineer shall implement the plan by issuing work orders to the maintenance and operations division.