



STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**

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CAROLANN WICKS, P.E.  
SECRETARY

**MEMORANDUM**

**TO:** All Users of the Delaware Manual On Traffic Control Devices

**VIA:** Don Weber, P.E.  
Chief Traffic Engineer 

**FROM:** Mark Luszcz, P.E., PTOE   
Assistant Chief Traffic Engineer

**DATE:** June 17, 2009

**SUBJECT:** Guidance on the use of Transverse Markings

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Transverse markings are addressed in Sections 3B.15 through 3B.23, 8B.08, and 8B.20 through 8B.22 of the Delaware MUTCD. This memorandum serves as a clarification on the appropriate use of transverse lines, on DelDOT owned and maintained roadways.

Transverse markings include shoulder markings; word and symbol markings, stop lines, yield lines, crosswalk lines, speed measurement markings, parking space markings, and speed hump markings. They are also used in support of highway-rail at-grade crossings.

In recent months we have observed the inappropriate placement of transverse lines at several locations statewide. In these instances the lines that have been placed appear similar to stop bars; however, they are not authorized for the manner in which they were installed.

Stop lines shall be placed on all approaches to a signalized intersection. Stop lines may be placed on all stop sign-controlled approaches outside of residential developments, including the access point of a residential development onto the adjacent roadway network. Stop (or Yield) lines may also be placed at highway-rail grade crossings having two or more trains per day.

Transverse lines that appear similar to stop lines shall not be used in the following applications:

1. For a yield condition;
2. Speed measurement purposes;
3. "Block the box" applications;

4. In association with school zone markings (unless at an actual stop sign or traffic signal);
5. For uncontrolled pedestrian crossings, whether within a school zone or otherwise.

In summary, stop lines, or transverse lines that appear similar and serve the function of stop lines, should only be used for signalized or stop-controlled approaches, or for rail crossings, consistent with Delaware MUTCD. When existing markings matching the descriptions in the above list are impacted by a project, they should not be re-installed. If you have questions regarding this, please contact the Traffic Section before you reinstall.

If markings for speed measurement purposes are requested by a local law enforcement agency, please contact the Traffic Section before taking any action. The following options are available for these:

1. If at least one shoulder is available, a 12-inch wide transverse line may be marked on the shoulder(s).
2. If no shoulder is available, a 24" long, 12-inch wide transverse line may be marked and centered on the centerline and lane lines. In addition, a 24" long, 12-inch wide line may be placed on the edge line extending in towards the center or lane lines. The minimum amount of markings required for speed measurement purposes should be installed in the travel lane.

If you have any questions concerning the appropriate use of transverse lines, please contact the Traffic Section.

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