



BRIAN J. WISE, P.E., P.S.

ENGINEER'S OFFICE AND HIGHWAY DEPT.
200 KENSINGTON ROAD, N.E.
OFFICE 330-627-4110 FAX 330-627-3661
GARAGE 330-627-2345

CARROLLTON, OHIO 44615

TAX MAP DEPT.
COURTHOUSE
119 S. LISBON STREET
OFFICE 330-627-7010 FAX 330-627-7496

CARROLL COUNTY, OHIO
COUNTY ENGINEERS POLICY

Subject:

CENTERLINE STRIPING

Policy:

The use of painted centerline stripes on paved roads is a proven traffic control and traffic safety device. The Ohio Manual of Uniform Traffic Control Devices (OMUTCD) recommends that centerline markings should be placed on all rural arterials and collectors that have a traveled way of 18 feet or more and ADT of 3,000 vehicles per day or greater. Currently there are no County roads on the inventory with an ADT of more than 3,000 vehicles per day. The OMUTCD further recommends that centerline markings should be used on paved low-volume roads consistent with the principles of the Manual and with the policies and practices of the road agency and on the basis of either an engineering study or the application of engineering judgment. The following guidelines are intended to serve as the standard policy and practice of the County Highway Department.

This policy is intended as a guide in making judgments so that the goal of ultimately striping all suitably paved County roads can progress in a fair and reasonable manner within the financial ability of the County to maintain, and to serve the greatest number of highway users.

The County Engineer or designee shall determine the need for centerline striping.

The following warrants or guidelines are recommended:

1. Average daily traffic (ADT) volume of 300 vehicles or more as of the most recent traffic count data, or based on a consistent past history of ADT>300.
2. Pavement width to provide at least two adequate lanes of acceptable widths. Pavement width should not be less than 18 feet.
3. Route continuity or established through highways.
4. Roads with gravel or stone surface shall not receive centerline pavement markings.
5. High motor vehicle accident rate.
6. Special conditions or based on an engineering study.
7. In the event of a substantial road improvement project, such as gas and oil, on a road of less than 300 ADT, the centerline shall be maintained in the improved zone only.
8. Existing centerlines, warranted by these guidelines, shall continue on the striping list and shall be restriped as necessary based on a condition assessment by the Engineer or designee. It is noted that many county roads consist of a chip and sealed surface which is a preventative maintenance treatment and does not meet the definition of a paved surface. Furthermore, stone type and stone gradation could adversely affect the condition of the pavement markings. The following condition rating criteria will be used in conducting a field assessment of the need to restripe a centerline. New pavement markings shall be rated as a "10". Markings that are barely visible or non-existent shall be rated as a "0". Judgment and experience shall be used in selecting a condition rating from this scale that is representative of the existing markings. Markings should be prioritized for restriping when their condition rating falls below a "4". The most recent traffic count data will be utilized in prioritizing roads for restriping.