Provide Turn Path Markings

**WHERE TO USE**
Complex unsignalized intersections with a high frequency of crashes related to turning vehicle positioning (e.g., sideswipe crashes).

This diagram shows how path marking could be used to assist left turning drivers at an unsignalized intersection.

**DETAILS**
At most intersections, pavement markings are provided on the intersection approaches, but the pavement markings end near the stop line. Rarely are pavement markings extended into or continued through intersections. At complex intersections, however, it may be beneficial to provide motorists with additional information to help with vehicle positioning through the intersections. In particular, it may be desirable to extend pavement markings through intersections that have offset approaches, are skewed, have multiple turn lanes, or are located at unsignalized ramp terminals. This approach is especially useful for delineating vehicle turning paths through an intersection. The MUTCD provides guidance on extending pavement markings through intersections.

**KEY TO SUCCESS**
Determine which maneuvers drivers are having trouble performing, and define and mark the appropriate turning paths. This may require extensive review of individual crash reports, as well as observations and measurements at a site.

Proper maintenance of the markings will also be important to the success of this strategy.
ISSUES
If too many markings are extended through the intersection, the intersection could become very confusing for drivers.

In cases where snow and ice collect on the road, the effectiveness of the markings may be reduced.

TIME FRAME
The implementation time for providing turn path markings could be 3 months or less.

COSTS
The costs involved in providing turn path markings are minimal. Agencies may experience additional maintenance costs.

EFFECTIVENESS
TRIED: The safety effectiveness of extending pavement markings through intersections has not been evaluated.

COMPATIBILITY
This strategy can be used in conjunction with most other strategies for improving safety at intersections.

SUPPLEMENTAL INFORMATION
Highway agencies may need to adopt a policy for extending pavement markings through intersections. Guidance is provided in the MUTCD.

For more details on this and other countermeasures: http://safety.transportation.org

For more information contact:
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