

## Highway Pavement Marking Guide Clarifications for Intersection Markings

### Summary

This Bulletin is issued to clarify for practitioners and department staff the appropriate pavement markings to be used at public and private highway intersections of all types.

Under Section 15(3) of the Use of Highway and Rules of the Road Regulation, motorists are legally able to cross solid lines when necessary turning off of the highway or onto the highway at private roadway/driveway intersections. However, where private accesses are higher volume it is good traffic engineering practice to provide a gap in the directional dividing line(s) to achieve better motorist understanding.

As such, changes have been made to Drawing TCS-C-501.1 (for Type I intersections) in the Highway Pavement Marking Guide to provide a gap in the directional dividing line(s) to allow traffic to cross the centerline (turning left).

There should be a gap in the directional dividing line(s) through public and private highway intersections except:

- Private road Type 1 intersections with low commercial use (as defined below).
- Residential and field accesses.

### Key Changes

Changes to the department practice for pavement marking at Type I intersections are as follows:

- Pavement markings shown in TCS-C-501.1 (Typical Pavement Markings - Highway/Local Road Type I Intersection) apply to public and private Type I intersections in both urban and rural areas.
- There should be a gap in the directional dividing line(s) of 10 metres on either side of the intersection centerline.
- Directional dividing line(s) should be broken or solid, single or double, depending on the situation (urban vs. rural, passing permitted vs. passing prohibited).
- Directional dividing line(s) should continue through the intersection for private roads with low commercial use (less than 30 vehicles per hour in the peak hour, approximated based on projected volumes and local knowledge).

To resolve areas of common confusion, the following statements confirm existing department practice for pavement marking at public and private intersections of all types:

- Highway intersections (Types II or higher) with private roadways should be marked in accordance with typical pavement marking drawings for the applicable intersection type in the Highway Pavement Marking Guide, 2003 (same markings as at public roadway intersections).

- Highway accesses to Vehicle Inspection Stations, Safety Rest Areas, Tourist Information Centres, etc. should have a directional dividing line gap unless centreline markings are required for traffic operational reasons.

The new recommended practices as indicated in this Bulletin are to be implemented immediately as per the usual practice.

**Effective Date**

May 17, 2013

**Contact**

Elena Yin at (780) 415-4827  
Technical Standards Branch, Alberta Transportation

**References**

TCS-C-501.1 – revised May 2013

Recommended:

*Original signed  
by Steve Otto*

---

Steve Otto  
Director, Highway Operations  
Technical Standards Branch

Approved:

*Original signed  
by Moh Lali*

---

Moh Lali  
Executive Director  
Technical Standards Branch