



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

DATE: October 4, 2018
TO: Division Engineers
FROM: J. K. Lacy, PE, CPM
State Traffic Engineer
Director, Transportation Mobility & Safety Division
Subject: TEPL Topic # C-54, Decorative Crosswalks

Attached is the Department's standard practice for Decorative Crosswalks. This practice is intended to ensure statewide consistency and compliance with Manual on Uniform Traffic Control Devices (MUTCD).

This document has been posted on the Traffic Engineering Policies, Practices, and Legal Authority (TEPL) web site and is effective immediately. If further information is needed, please contact me.

JKL: rbr

Attachments

cc: T. M. Little, PE
J. W. Rouse, Jr., PE
L. M. Mitchell, PE
Regional Traffic Engineers
Division Traffic Engineers
R. B. Roach, PE

**North Carolina Department of Transportation
Division of Highways
Mobility and Safety Division**

**STANDARD PRACTICE
FOR
DECORATIVE CROSSWALKS**

The purpose of this Standard Practice is to provide guidance on the use of decorative (aesthetic) treatments for crosswalks within State maintained facilities. Decorative treatment of a crosswalk is a discretionary item. Non-retroreflective colored pavement within the marked crosswalk lines for the purpose of decoration only is not considered to be a traffic control device, but the color of the pavement surface within the crosswalk should not degrade the contrast of the white crosswalk lines nor be potentially mistaken by road users as a traffic control application. The following criteria will be the standard practice of NCDOT to maintain consistency, and to be compliant with the Manual on Uniform Traffic Control Devices (MUTCD).

Only a municipality or county can request decorative crosswalks. This provides assurance to NCDOT of the requesting party's agreement to maintain or return crosswalk to original condition. This assurance can be provided in a memo from the municipality or county manager indicating they will be responsible for the cost of maintaining or returning crosswalk to original condition.

Design Guidelines

- The white lines prescribed by MUTCD Section 3B.18 are necessary to establish a "marked" crosswalk. The decision to provide a marked crosswalk at a given location is based on engineering studies and judgment. All decorative crosswalks shall have two transverse white lines as per current North Carolina Standard Drawings.
- Use of retroreflective colored pavement within the marked crosswalk lines is considered a traffic control device. Therefore, only non-retroreflective colored pavement may be used for decorative/art work within crosswalks to meet the current edition of the MUTCD, which only provides for the use of diagonal or longitudinal white lines to provide enhanced visibility of a marked crosswalk.
- Crosswalks shall not be designed in such a way as to detract driver attention from traffic control devices or pedestrians. As indicated in the MUTCD Section 3G.01 "Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines, or that might be mistaken by road users as a traffic control application."
- The interior treatment shall not implement pictographs, advertisements, text, symbols, 3D designs, etc., and/or attempt to communicate with any roadway user. Three-dimensional design gives the appearance of a visual obstruction within the roadway; therefore, this type of design is not allowed.

- Decorative crosswalks can include brick lattice patterns, paving bricks, paving stones, setts, cobbles, or approved simulated bricks using thermoplastic or other resources designed to simulate such paving. Earth tone colors are preferred.
- Decorative crosswalk treatment should provide a stable, durable, skid and slip resistant surface.

Location requirements

- All requests for installation of decorative crosswalks must be approved by the appropriate Division Engineer or designated representative having jurisdiction in the county in which the decorative crosswalk(s) are proposed.
- Installation of decorative crosswalks should be limited to facilities with a speed limit of 35 mph or less.
- School zone crosswalks or high visibility crosswalks shall not be considered for decorative crosswalks.
- Must be at a location where there is an existing marked crosswalk or a location that meets NCDOT requirements for installation of a crosswalk.
- Existing pavement surface must be in satisfactory condition to ensure proper installation of proposed decorative treatment.
- Roads are subject to be repaved at any given time. The Department will not replace the decorative crosswalk after resurfacing or any other NCDOT activity.
- A discernable buffer space between the white transverse line and the decorative treatment shall be required between 4 to 6 inches.

Installation and Maintenance

- Installation and maintenance of the decorative treatment for a crosswalk shall be covered by an Encroachment Agreement with the Department.
- The Department considers decorative (art work) crosswalks as a discretionary item and unnecessary for the function of the crosswalk; therefore, cost and maintenance of the art work is the sole responsibility of requestor.
- If the crosswalk is not maintained and becomes unsightly, the requesting party (municipality or county) will be responsible for all costs to return the crosswalk to its original condition.