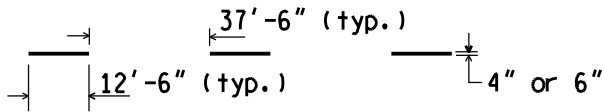
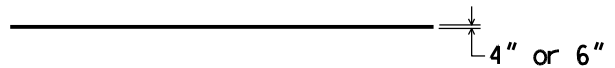


TYPES OF PERMANENT LONGITUDINAL LINES

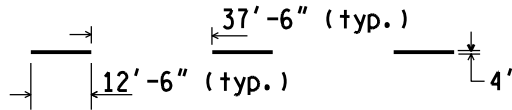
BROKEN WHITE LANE LINE



SOLID WHITE LANE LINE



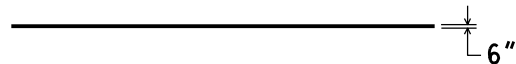
BROKEN YELLOW CENTERLINE



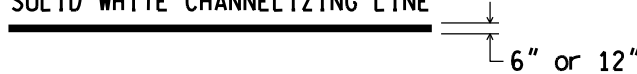
SOLID WHITE EDGE LINE



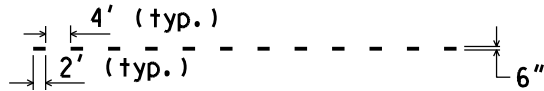
SOLID YELLOW EDGE LINE



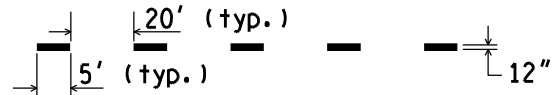
SOLID WHITE CHANNELIZING LINE



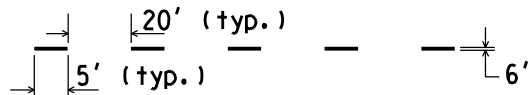
**WHITE OR YELLOW DOTTED LINE
(GUIDE LINES, LANE LINE EXTENSIONS)**



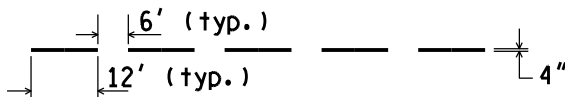
**WHITE DOTTED LINE
(LANE DROP, LANE DROP EXIT AND WEAVE LANES)**



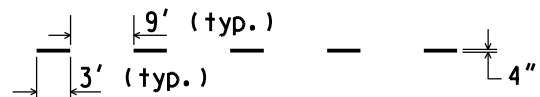
**WHITE DOTTED LINE
(PARALLEL AND TAPERED EXITS AND ENTRANCES)**



**WHITE DASHED LINE
(ROUNDBOULT LANE LINES)**

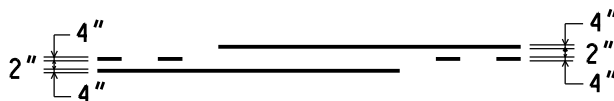


**YELLOW DASHED LINE
(CENTERLINE FOR MULTI-USE PATHS)**

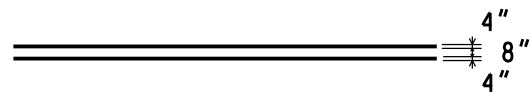


LINE PATTERNS

TWO - LANE PASSING PROHIBITED (YELLOW)



DOUBLE SOLID YELLOW (OR WHITE)



PREPARED
BY
TSMD DIVISION

DRAWN BY: LME

CHECKED BY: JGM

DEPARTMENT DIRECTOR
Paul C. Ajegba

APPROVED BY: Gregg Brunner, P.E.
DIRECTOR, BUREAU OF FIELD SERVICES

APPROVED BY: Bradley C. Wiefelich
DIRECTOR, BUREAU OF DEVELOPMENT

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

LONGITUDINAL LINE TYPES & PLACEMENT

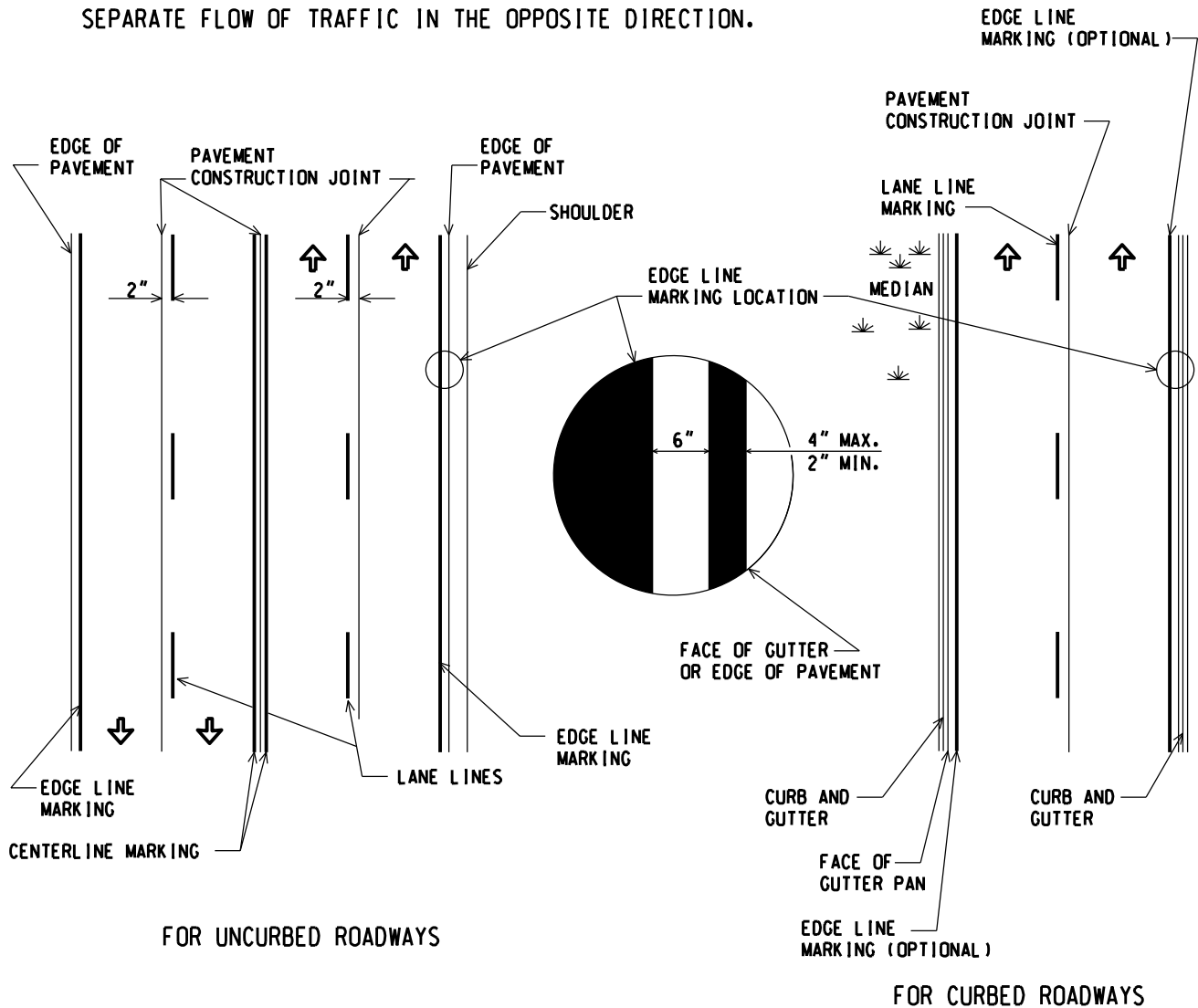
09/21/20
F.H.W.A. APPROVAL

03/25/20
PLAN DATE

PAVE-905-E

SHEET
1 OF 2

BASIC COLOR RULE: WHITE LINES SEPARATE FLOW OF TRAFFIC IN THE SAME DIRECTION, YELLOW LINES SEPARATE FLOW OF TRAFFIC IN THE OPPOSITE DIRECTION.



PLACEMENT OF LINES

Notes:

1. On all divided highways, lane lines shall be offset 2 inches from pavement construction joints toward the median side.
2. On 2-lane, 2-way north - south roadways a broken yellow centerline shall be offset 2 inches to the left of pavement construction joints when facing northward. Double solid yellow or solid and broken yellow centerline may straddle the construction joint.
3. On 2-lane, 2-way east - west roadways, a broken yellow centerline shall be offset 2 inches to the left of pavement construction joints when facing eastward. Double solid yellow or solid and broken yellow centerlines may straddle the construction joint.
4. When a centerline construction joint does not correspond to the geometric centerline of the roadway for roadway segments over $\frac{1}{2}$ mile, place the centerline in the location that will provide lanes of equal width unless directed otherwise by the Engineer.

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN

09/21/20
F.H.W.A. APPROVAL

03/25/20
PLAN DATE

PAVE-905-E

SHEET
2 OF 2

NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.