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TRAFFIC AND SAFETY DIVISION

____ CITY _____

____ PAVEMENT _____

____ PAINTING _____

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In following the proper practices of traffic control, markings have become a valuable assistant and supplement to the standard traffic signs. Their value is somewhat limited because of the possible obliteration by snow and dirt, and because they become worn away in a relatively short time. They are, however, very useful in amplifying the implications of traffic signs and they tend to promote an orderly traffic flow. They also serve as a very effective means of conveying certain regulations and warnings which could not otherwise be made clearly understandable. In the category of road surface markings fall such markings as center lines, lane lines, crosswalk indications, parking area indications, words, etc.

Michigan State Highway Department reserves the right to paint center lines and lane lines in municipalities where equipment adequate to do this work is not available to such municipality.

The painting of parking spaces, stop lines, curbs and crosswalks shall be done by the city, or village in accordance with the Michigan Laws relating to motor vehicles and their operation on the streets and highways.

LANE LINES AND CENTER LINES:

In all cases a traffic lane will be 10 feet or more wide. A clear space of 20 feet between curbs (parking prohibited) or between parked cars, must be had before a street is considered 2-lane, and 40 feet for 4-lane. A 2-lane pavement may have 2 lanes each up to 19.9 (theoretically) feet in width and still be called 2-lane. Refer to drawings Plate No. 1, Plate No. 2, Plate No. 3 and Plate No. 4. In all cases center line and lane line will stop at first crosswalk line. Where cross street is unimportant and no crosswalk lines are painted, carry center line and lane line through the intersection. Where there is a large amount of cross movement center line and lane line should be stopped at a point where crosswalk line would normally be, even though not painted.

Where rural highway conditions prevail within the incorporated limits of municipalities rural pavement painting specifications shall continue to a point where urban conditions begin. From this point pavement painting should be done in accordance with city specifications.

Crosswalk boundaries may be marked at all signalized intersections wherever there is considerable pedestrian movement. These lines shall indicate areas in which the motorist must relinquish the right-of-way to the pedestrian, or the pedestrian must relinquish the right-of-way to the motorist, in accordance with the signal indication. Crosswalks may also be marked at unsignalized intersections where there is a heavy pedestrian volume. Crosswalk lines shall be solid yellow lines 4 inches wide.

STOP LINES:

When intersections are protected by stop signs or signals it is desirable that vehicles stop somewhat in advance of the crosswalk line in order to prevent interference with orderly pedestrian flow. Stop lines, when used, shall be placed 4 feet in advance of the nearest crosswalk line and shall extend from the curb across the right half of the roadway. They shall be solid yellow lines at least 12 inches wide.

APPROACHES TO OBSTRUCTIONS:

Pavement markings may be used to warn of the approach to an obstruction in the roadway. They shall consist of two lines starting 6 inches outside of each corner of the approach end of the obstruction, and converging at a point in advance of the obstruction a distance equal to 15 times the width of the obstruction. These lines shall be 4-inch solid yellow lines. Starting from and in advance of the point of convergence of these two lines shall be an additional warning line which shall be an 8-inch solid yellow line 40 feet long. See Fig. M-2 Michigan Manual of Uniform Traffic Control Devices. None of the above markings shall be used when the obstruct-

ion is within an intersection.

APPROACHES TO RAILROAD CROSSINGS:

It is often desirable, especially on rural highways, to give warning of approach to a railroad crossing by means of road markings. The purpose of such markings is not only to give warning of the approach, but to provide the proper stop lines and to align traffic in as orderly a fashion as possible. See Fig. M-3 Michigan Manual Uniform Traffic Control Devices. These are not marked in business areas or for spur and house tracks in outskirts of cities.

In all cases when it is deemed necessary to paint railroad approaches this work will be done by the Michigan State Highway Department.

PARKING ZONES:

Lines may be used to designate areas on the roadway in which parking is permitted. Where such parking is permitted the ends of the zones shall be designated by solid yellow lines 4 inches wide. These same lines may also be used to mark the outside longitudinal boundaries of such zones and to separate the individual parking stalls.

ARROWS (ROUTE DIRECTIONS) (LEFT TURNS):

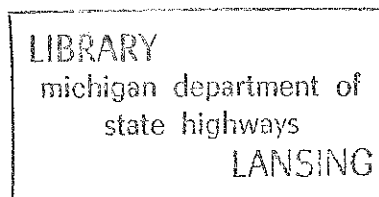
A series of short arrows in the center of a lane may sometimes be used to advantage in routing traffic at complicated route turns and junctions. A route number is usually included in such markings. Arrows may sometimes be advantageously used to indicate the method of negotiating left turns at high volume intersections where such maneuvers are permitted. If after proper determinations it is found that vehicles temporarily halted in the act of turning or in effecting such turns, unduly restrict the regular flow of traffic through pursuing a course more hazardous and obstructing than another, the proper paths of turning vehicles and areas for temporary halting shall be marked.

WORD MARKINGS:

Words may sometimes be painted or stenciled on the roadway to convey brief informatory or directional messages or to lend special emphasis to a warning sign. Such markings shall be used only as a supplement to a standard sign. Due to the small angle at which road markings are viewed by the motorist it is necessary to elongate such word markings in the direction of traffic, and since they are somewhat difficult to read, it is recommended that all messages conveyed by this means consist of not more than three words.

CURB MARKINGS:

At certain locations where parking is prohibited because of state legal requirements such as at fire hydrants, curbs adjacent to intersections, etc., curb markings may be used to indicate the extent of such prohibitions. These markings shall consist of yellow paint covering the entire side of the curb throughout the prohibited area and extending 6 inches over the top of the curb.



FOUR LANE
INTERSECTIONS AS PER MANUAL
IF SIGNAL USED OR STOP REQUIRED

CROSS WALK LINES

PARKING
LIMITS

STOP LINE

LANE LINES

CENTER LINE

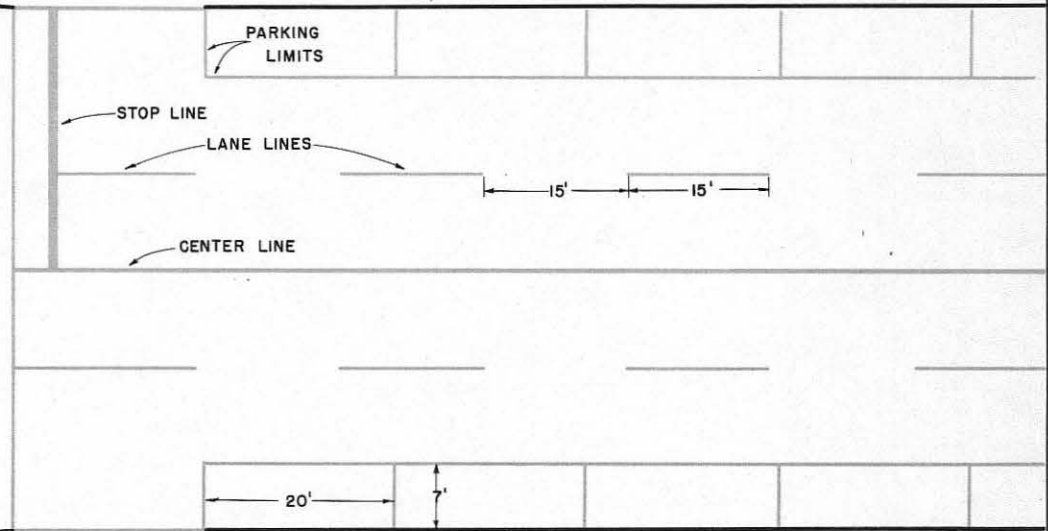
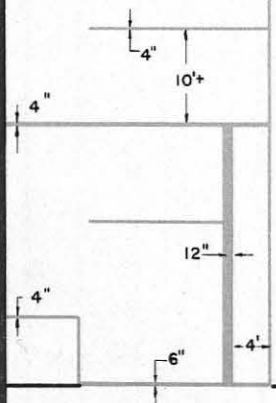
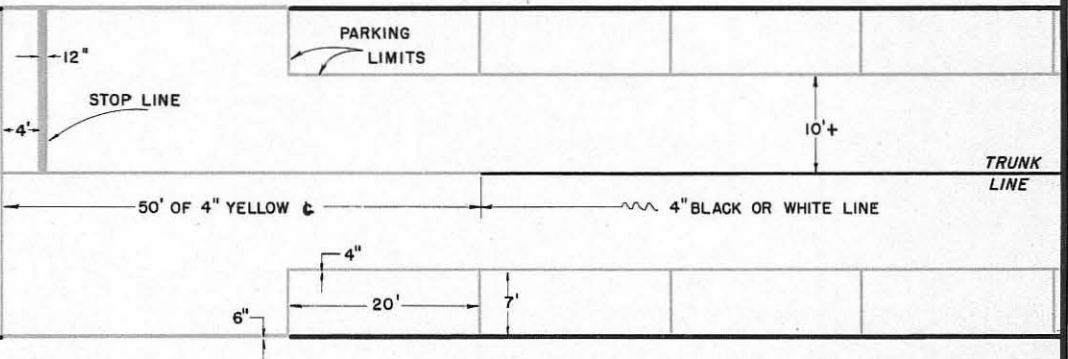


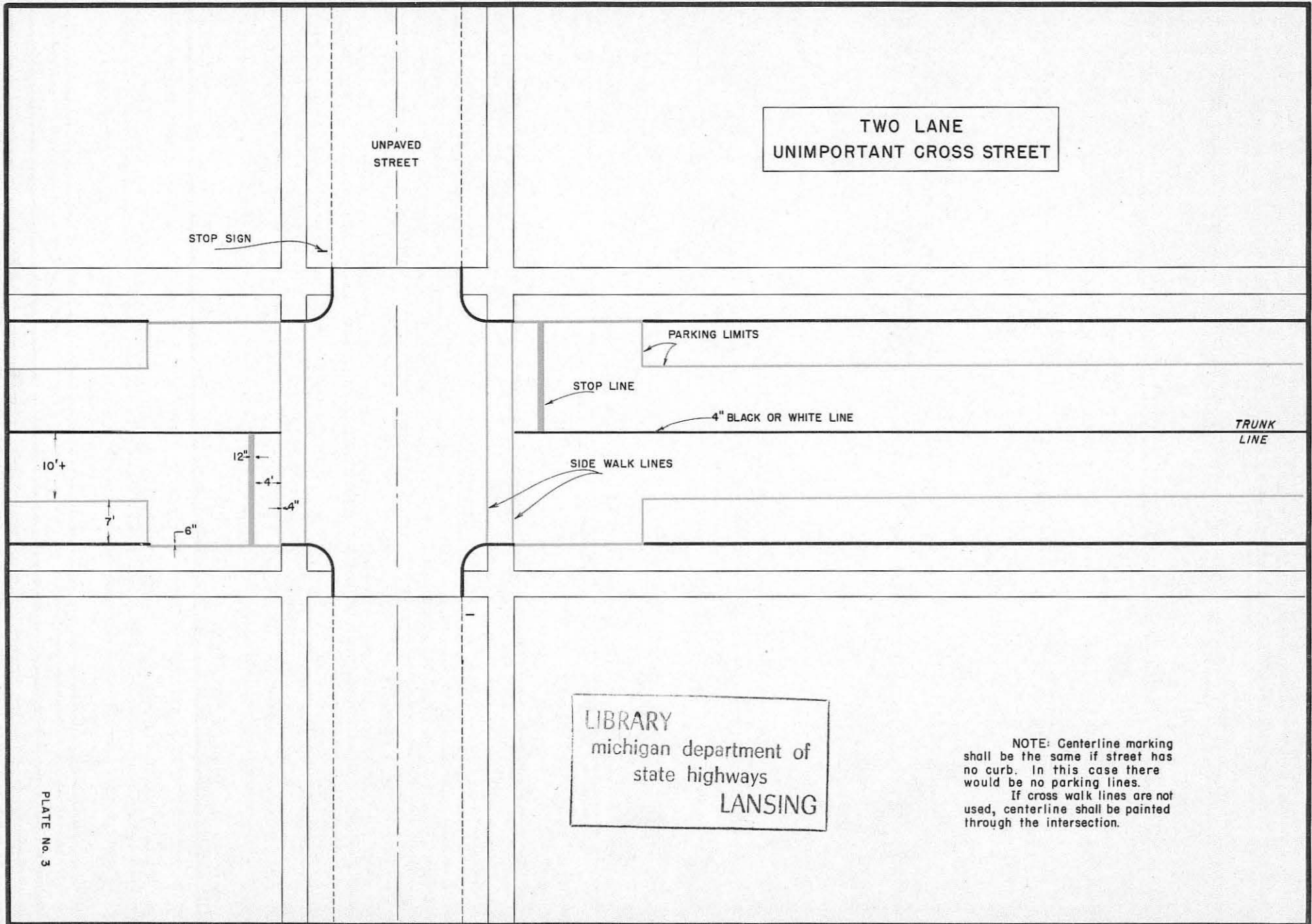
PLATE No. 1

TWO LANE
IMPORTANT CROSS STREET
WITH SIGNAL

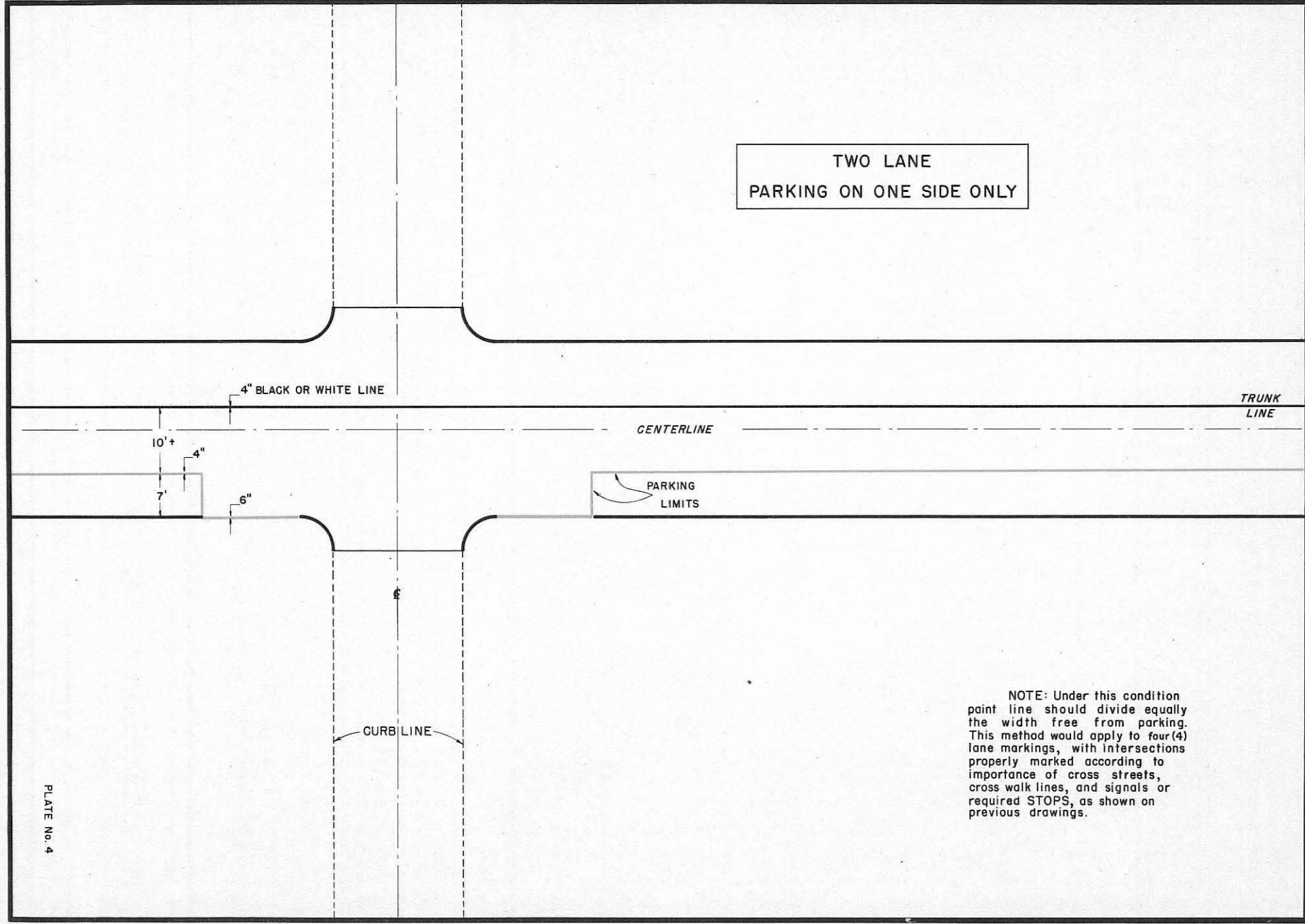
CROSS WALK LINES



40'



TWO LANE
PARKING ON ONE SIDE ONLY



NOTE: Under this condition paint line should divide equally the width free from parking. This method would apply to four (4) lane markings, with intersections properly marked according to importance of cross streets, cross walk lines, and signals or required STOPS, as shown on previous drawings.

PLATE No. 4