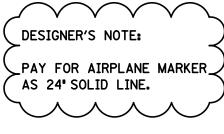
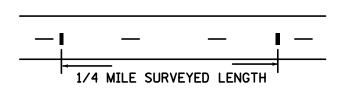
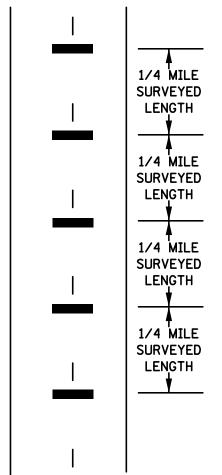
AIRPLANE PAVEMENT MARKINGS

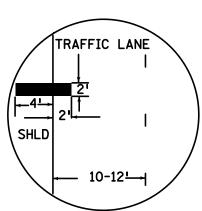
AIRPLANE MARKER LONGITUDINAL SPACING DESIGNER'S NOTE: PAY FOR AIRPLANE MARKER AS 24" SOLID LINE. 1/4 MILE **SURVEYED**







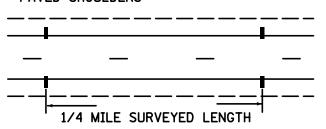
AIRPLANE MARKER DETAIL



2 LANE ROADWAY **PAVED SHOULDERS**

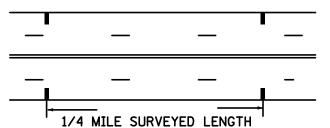
2 LANE ROADWAY

GRAVEL SHOULDERS



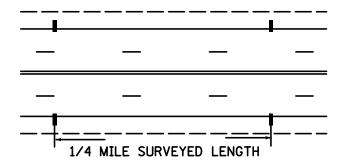


GRAVEL SHOULDERS



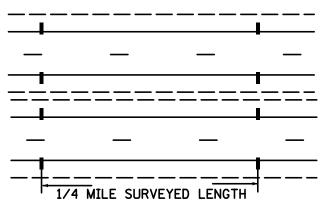
4 LANE ROADWAY (UNDIVIDED)

PAVED SHOULDERS



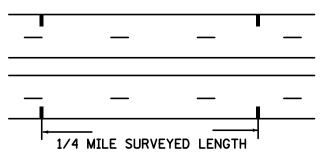
4 OR MORE LANE ROADWAY (DIVIDED)

PAVED SHOULDERS



4 OR MORE LANE ROADWAY (DIVIDED)

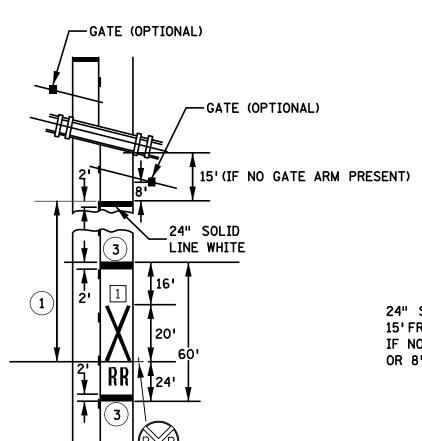
GRAVEL SHOULDERS



PUBLISHED BY OTST: 20 NOV 2015

MODIFIED:

RAILROAD CROSSING WITH TRUCK STOPPING LANE



4" SOLID LINE YELLOW 4" SOLID LINE WHITE 4" BROKEN LINE YELLOW 2)500' 4" SOLID MINIMUM 50' LINE WHITE **SOLID** YELLOW LINE 24" SOLID LINE WHITE. 15' FROM NEAREST RAIL IF NO GATE ARM PRESENT 8" DOTTED OR 8'PRIOR TO GATE ARM. LINE WHITE 8" DOTTED LINE WHITE

י 500 (2

MINIMUM **SOLID** YELLOW

LINE

TRUCK STOPPING

4" SOLID

LINE YELLOW

4" SOLID

4" BROKEN

LINE YELLOW

PASSING ZONE

LINE WHITE

NOTES:

SIGN LOCATION FOR REFERENCE ONLY.

WHEN USED, A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

DESIGNER'S NOTES:

- REFER TO TABLE 2C-4 OF THE MNMUTCD FOR ADVANCED PLACEMENT OF WARNING SIGNS.
- IF THE DISTANCE BETWEEN TWO NO-PASSING ZONES IS LESS THAN THAT SPECIFIED IN TABLE 7-5 OF THE TEM, THE NO-PASSING LINES SHOULD BE CONNECTED TO PROVIDE A CONTINUOUS RESTRICTION THROUGH BOTH ZONES.
- 3) INSTALLATION AND REMOVAL OF HORIZONTAL BARS FOR RAILROAD CROSSING PAVEMENT MESSAGE PAID FOR AS 24" SOLID LINE WHITE.
- ON MULTI -LANE ROADS THE HORIZONTAL BARS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
- ► 5. USE THE SAME SIGNING AND PAVEMENT MARKINGS FOR THE OPPOSITE DIRECTION.