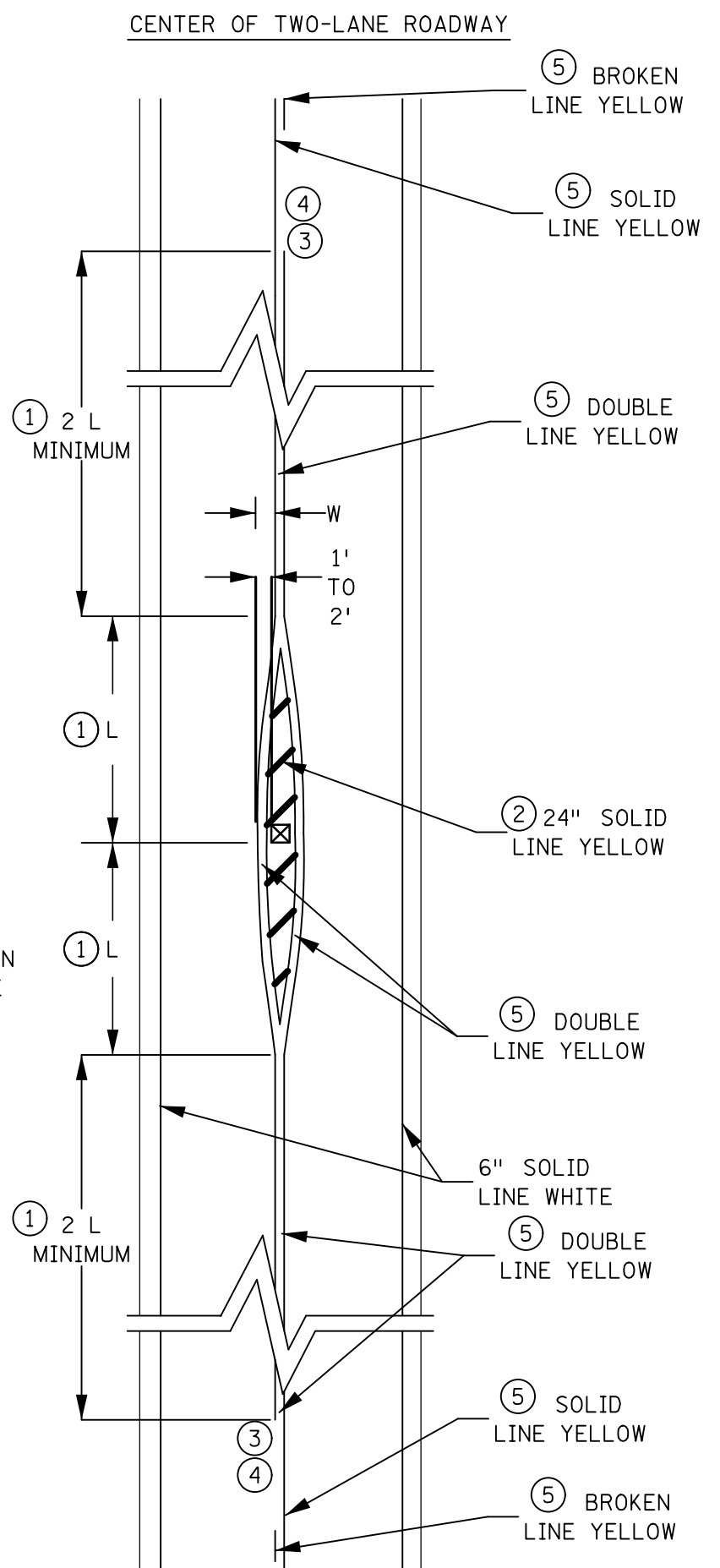
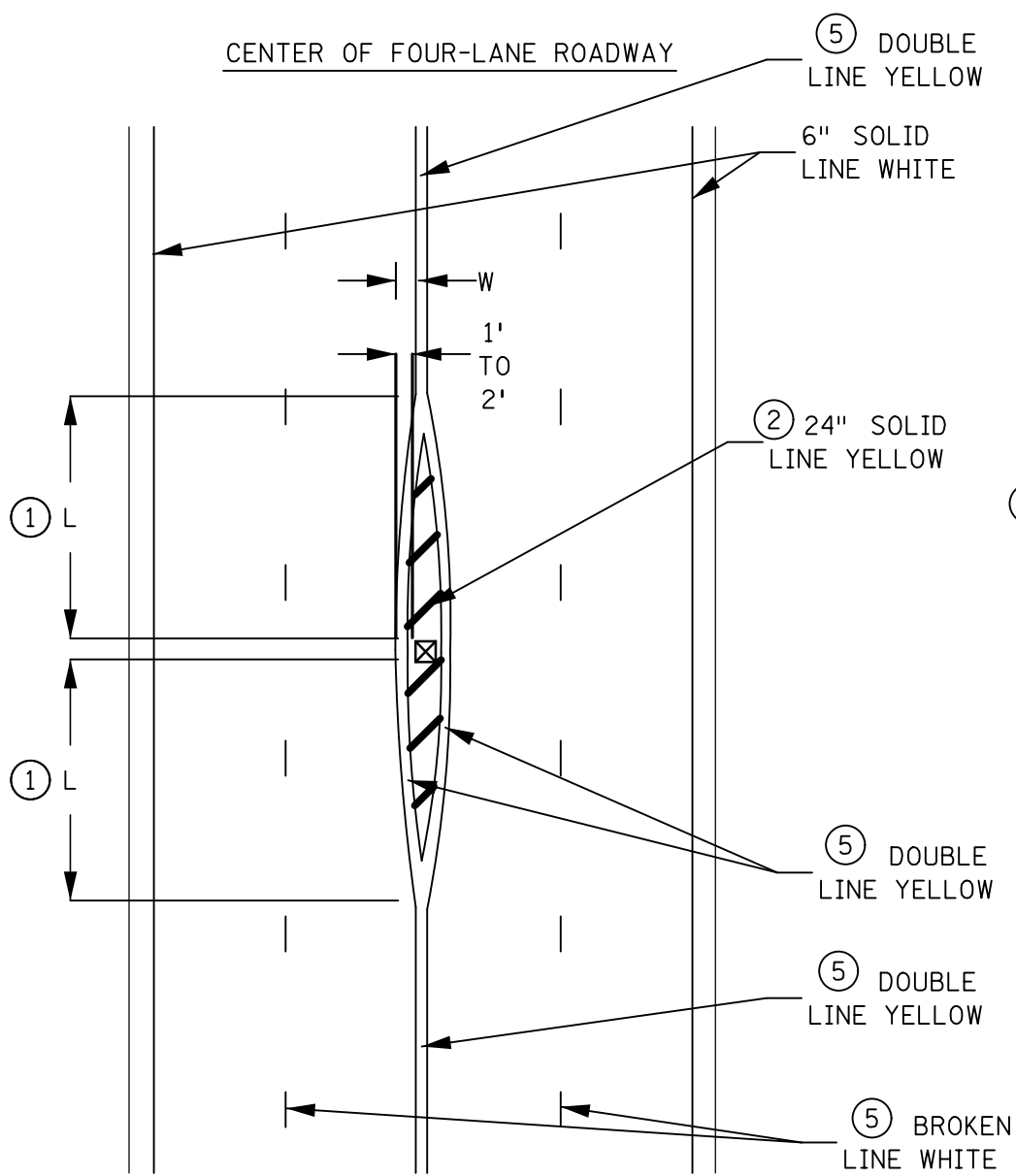


MARKINGS FOR OBSTRUCTIONS IN THE ROADWAY

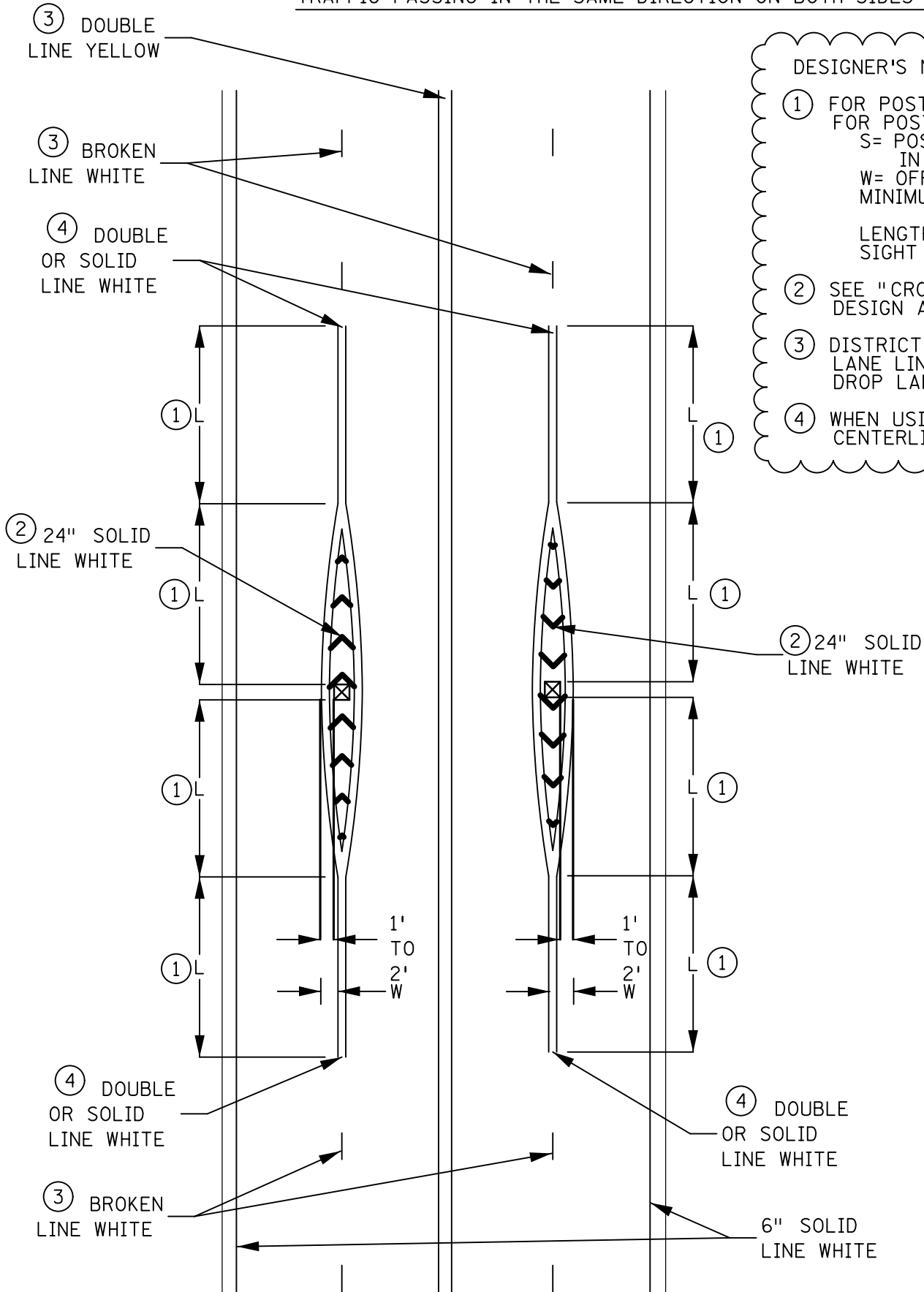


DESIGNER'S NOTES:

- ① FOR POSTED SPEEDS OF 45 MPH OR GREATER: $L=WS$.
FOR POSTED SPEEDS OF 40 MPH OR LESS: $L=WS^2/60$.
S= POSTED, 85TH-PERCENTILE, OR STATUTORY SPEED IN MPH.
W= OFFSET DISTANCE IN FEET.
MINIMUM LENGTH (L): L=100 FEET IN URBAN AREAS
L=200 IN FEET IN RURAL AREAS.
LENGTH "L" SHOULD BE EXTENDED AS REQUIRED BY
SIGHT DISTANCE CONDITIONS.
- ② SEE "CROSSHATCHING" TYPICAL FOR
DESIGN AND PLACEMENT OF CROSSHATCHING.
- ③ CONTACT TRAFFIC ENGINEER FOR NO PASSING ZONE SURVEY.
- ④ 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.
- ⑤ DISTRICT MAY USE 6" OR 4" FOR CENTERLINE AND LANE
LINES, EXCLUDING TURN, AUXILIARY, AND/OR DROP LANES.

MARKINGS FOR OBSTRUCTIONS IN THE ROADWAY

TRAFFIC PASSING IN THE SAME DIRECTION ON BOTH SIDES OF AN OBSTRUCTION



DESIGNER'S NOTES:

- ① FOR POSTED SPEEDS OF 45 MPH OR GREATER: $L=WS$.
FOR POSTED SPEEDS OF 40 MPH OR LESS: $L=WS^2/60$.
S= POSTED, 85TH-PERCENTILE, OR STATUTORY SPEED IN MPH.
W= OFFSET DISTANCE IN FEET.
MINIMUM LENGTH (L): L=100 FEET IN URBAN AREAS
L=200 IN FEET IN RURAL AREAS.
LENGTH "L" SHOULD BE EXTENDED AS REQUIRED BY SIGHT DISTANCE CONDITIONS.
- ② SEE "CROSSHATCHING" TYPICAL FOR DESIGN AND PLACEMENT OF CROSSHATCHING.
- ③ DISTRICT MAY USE 6" OR 4" FOR CENTERLINE AND LANE LINES, EXCLUDING TURN, AUXILIARY, AND/OR DROP LANES.
- ④ WHEN USING SOLID LINE, USE SINGLE 10" WITH 6" CENTERLINE OR SINGLE 8" WITH 4" CENTERLINE.