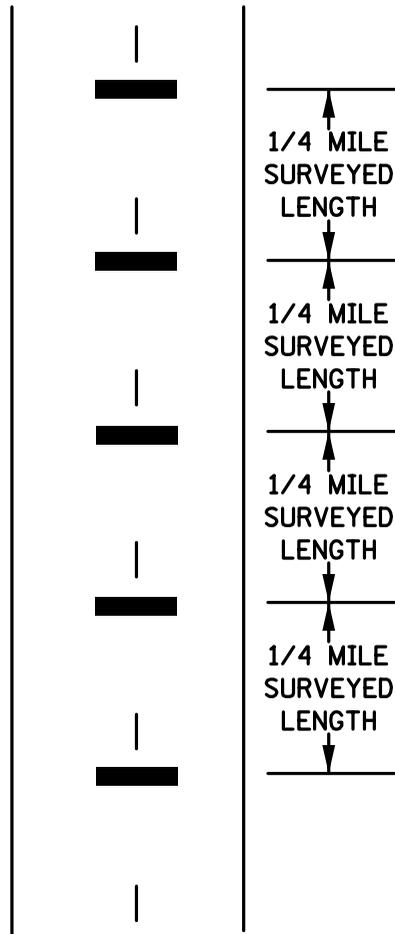


AIRPLANE PAVEMENT MARKINGS

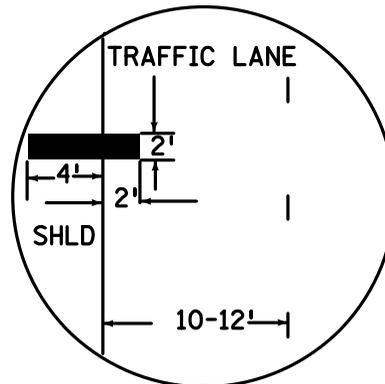
AIRPLANE MARKER LONGITUDINAL SPACING



DESIGNER'S NOTE:

PAY FOR AIRPLANE MARKER AS 24" SOLID LINE.

AIRPLANE MARKER DETAIL



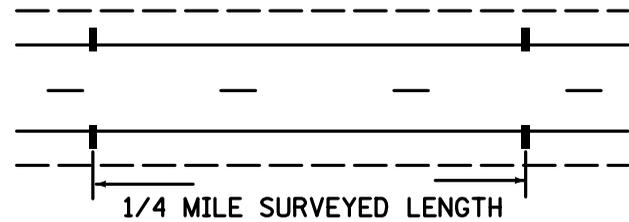
2 LANE ROADWAY

GRAVEL SHOULDERS



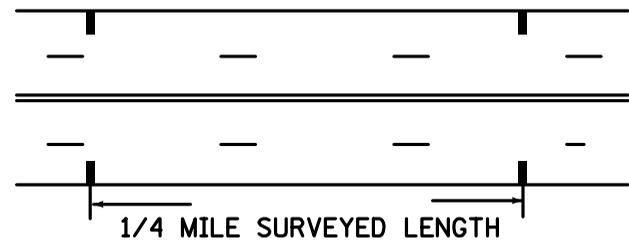
2 LANE ROADWAY

PAVED SHOULDERS



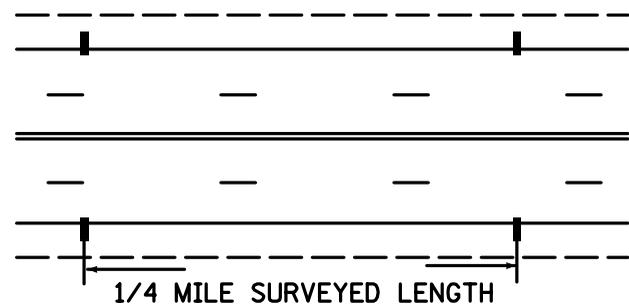
4 LANE ROADWAY (UNDIVIDED)

GRAVEL SHOULDERS



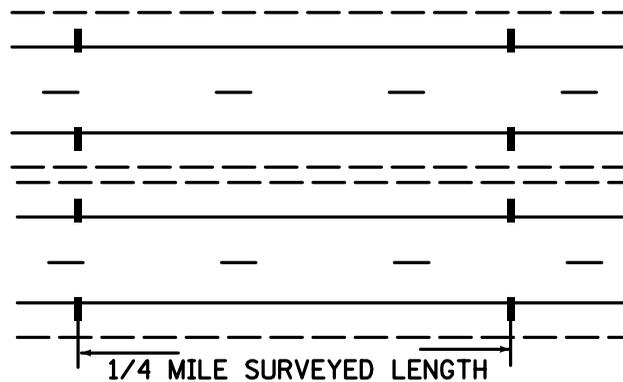
4 LANE ROADWAY (UNDIVIDED)

PAVED SHOULDERS



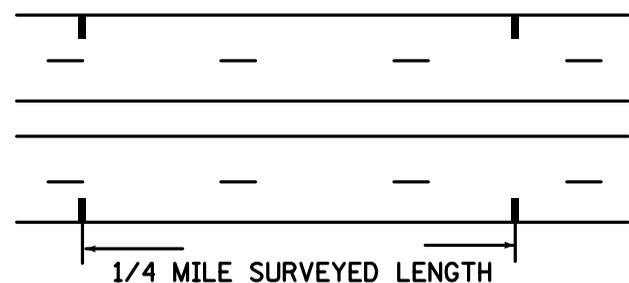
4 OR MORE LANE ROADWAY (DIVIDED)

PAVED SHOULDERS

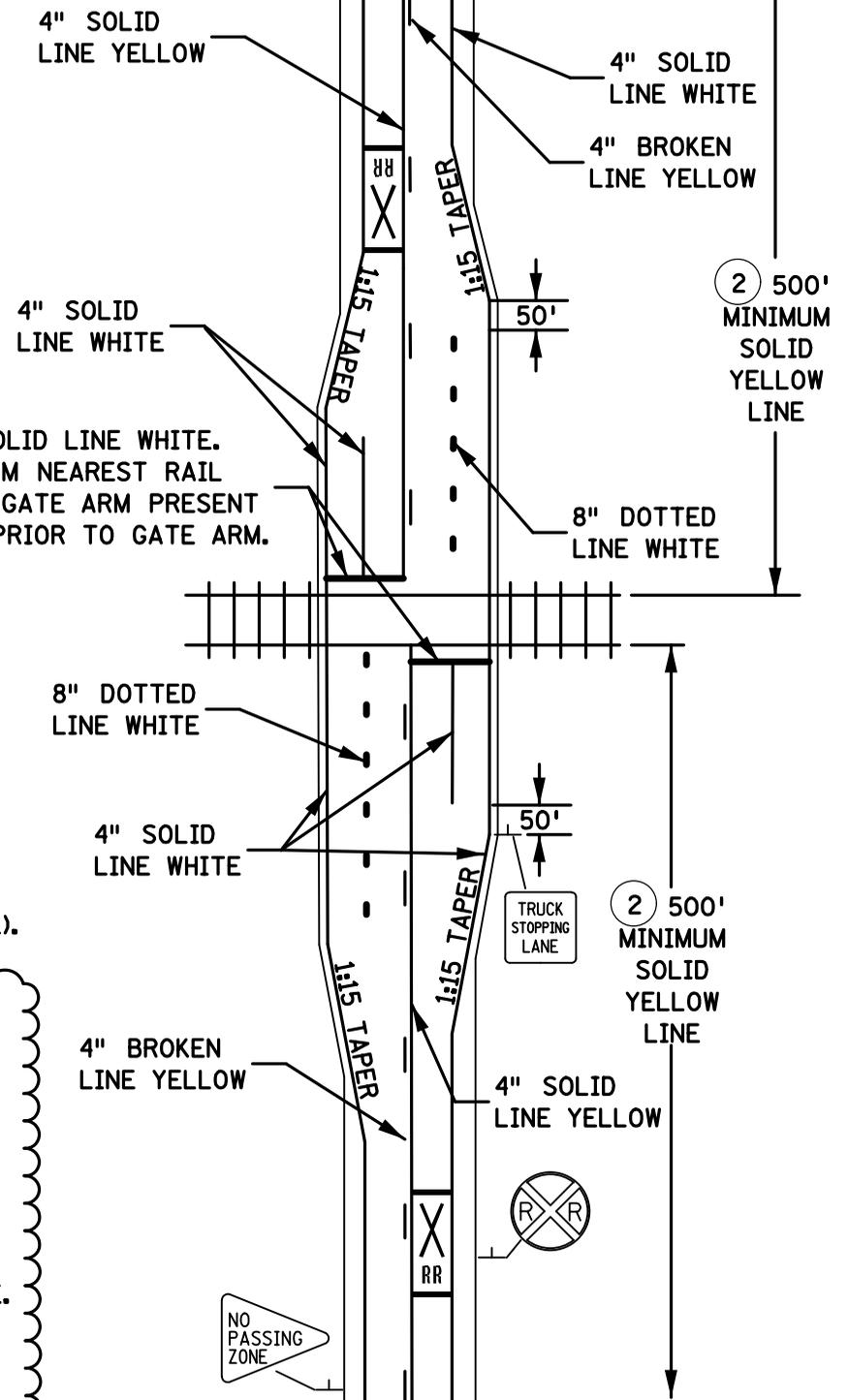
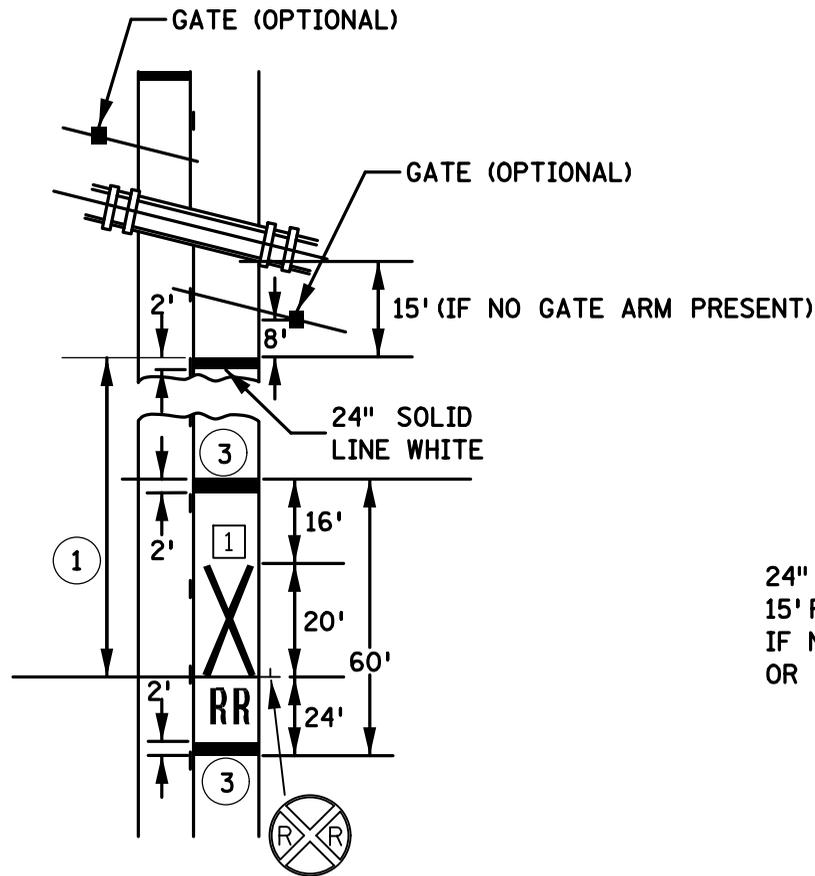


4 OR MORE LANE ROADWAY (DIVIDED)

GRAVEL SHOULDERS



RAILROAD CROSSING WITH TRUCK STOPPING LANE



NOTES:

SIGN LOCATION FOR REFERENCE ONLY.

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

DESIGNER'S NOTES:

- 1 REFER TO TABLE 2C-4 OF THE MNMUTCD FOR ADVANCED PLACEMENT OF WARNING SIGNS.
- 2 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.
4. 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.