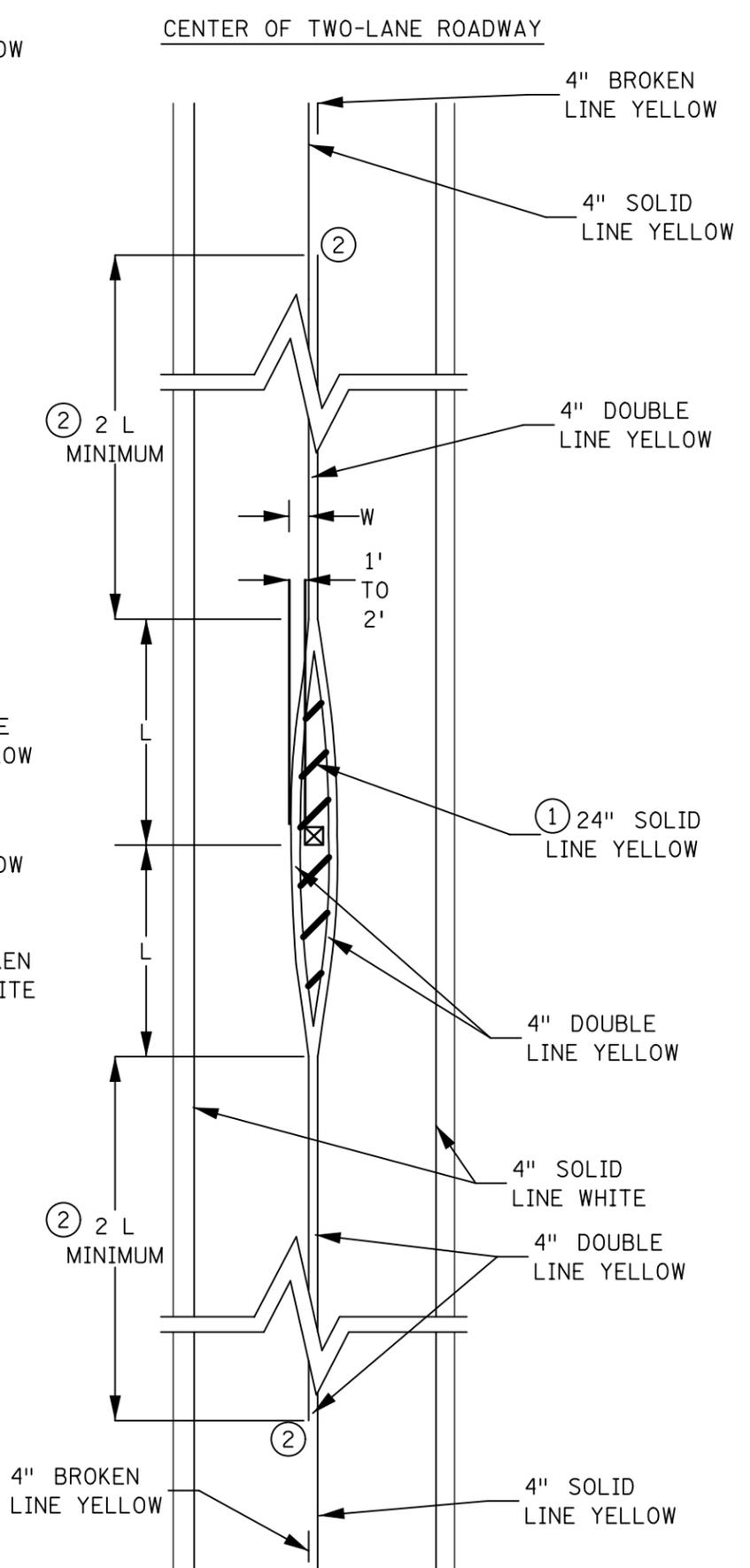
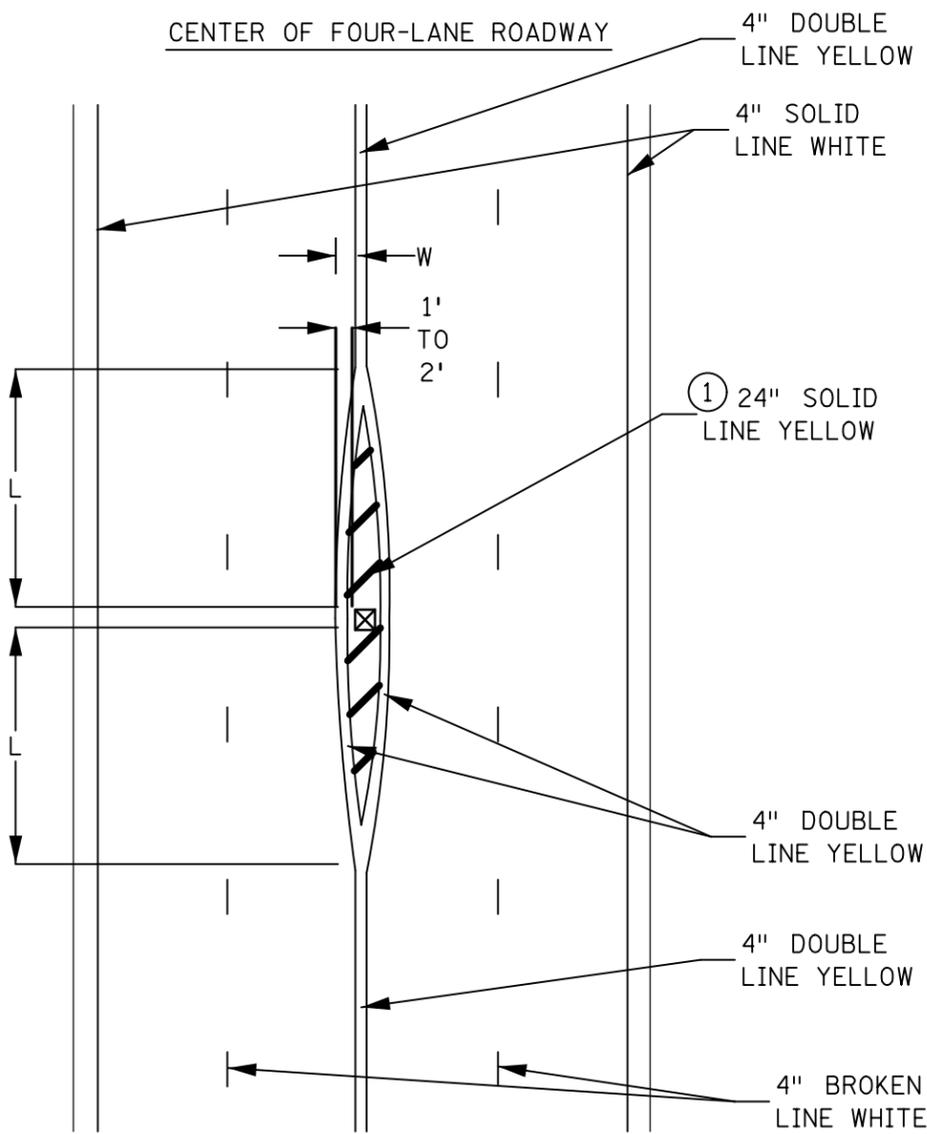


MARKINGS FOR OBSTRUCTIONS IN THE ROADWAY



DESIGNER'S NOTES:

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

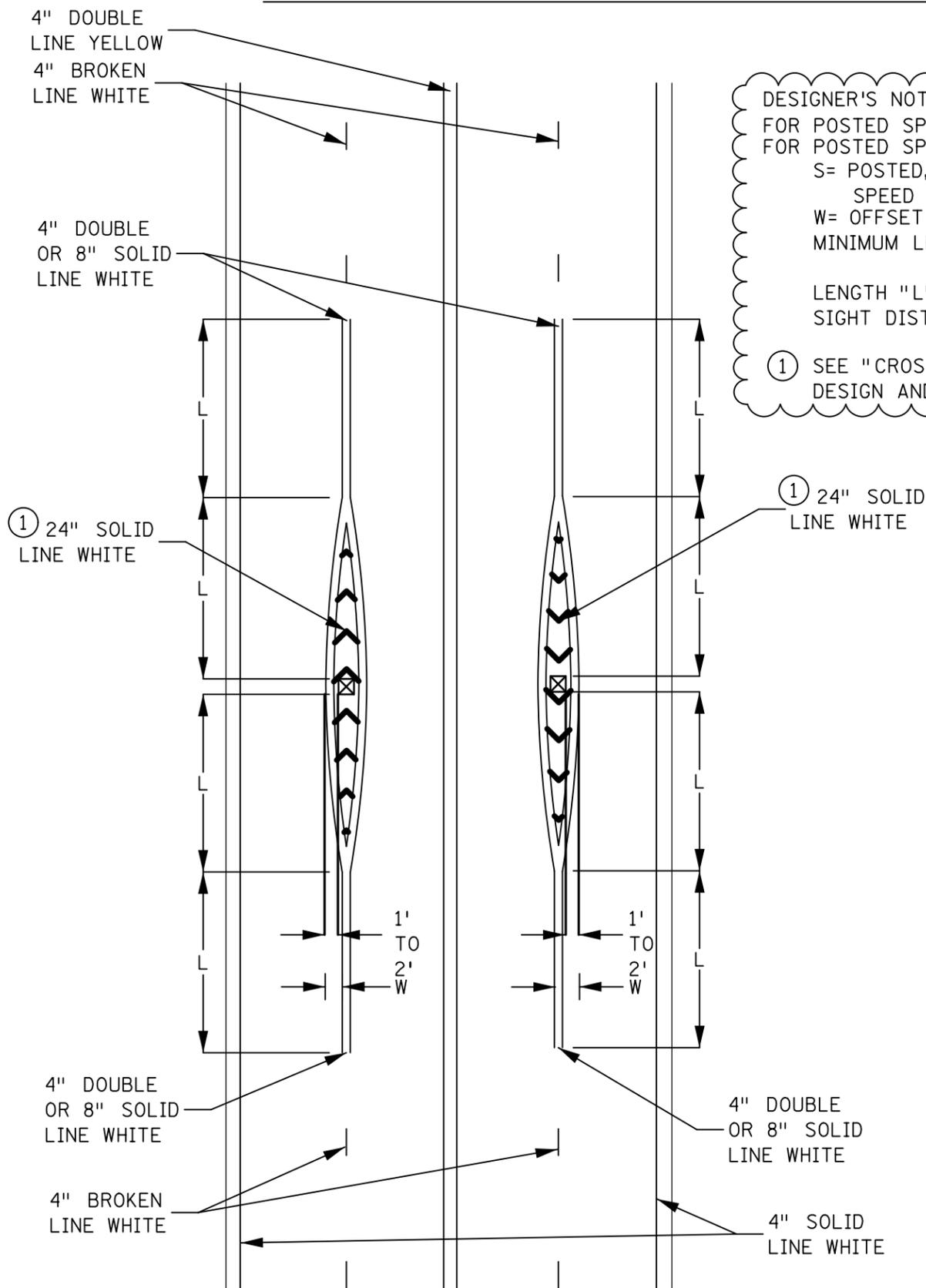
MINIMUM LENGTH (L): L=100 FEET IN URBAN AREAS
 L=200 IN FEET IN RURAL AREAS

LENGTH "L" SHOULD BE EXTENDED AS REQUIRED BY
 SIGHT DISTANCE CONDITIONS

- ① SEE "CROSSHATCHING" TYPICAL FOR DESIGN AND PLACEMENT OF CROSSHATCHING.
- ② CONTACT TRAFFIC ENGINEER FOR NO PASSING ZONE SURVEY. 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.

MARKINGS FOR OBSTRUCTIONS IN THE ROADWAY

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



DESIGNER'S NOTES:

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 OF: L=100 FEET IN URBAN AREAS

L=200 IN FEET IN RURAL AREAS

LENGTH "L" SHOULD BE EXTENDED AS REQUIRED BY
 SIGHT DISTANCE CONDITIONS

① SEE "CROSSHATCHING" TYPICAL FOR
 DESIGN AND PLACEMENT OF CROSSHATCHING.