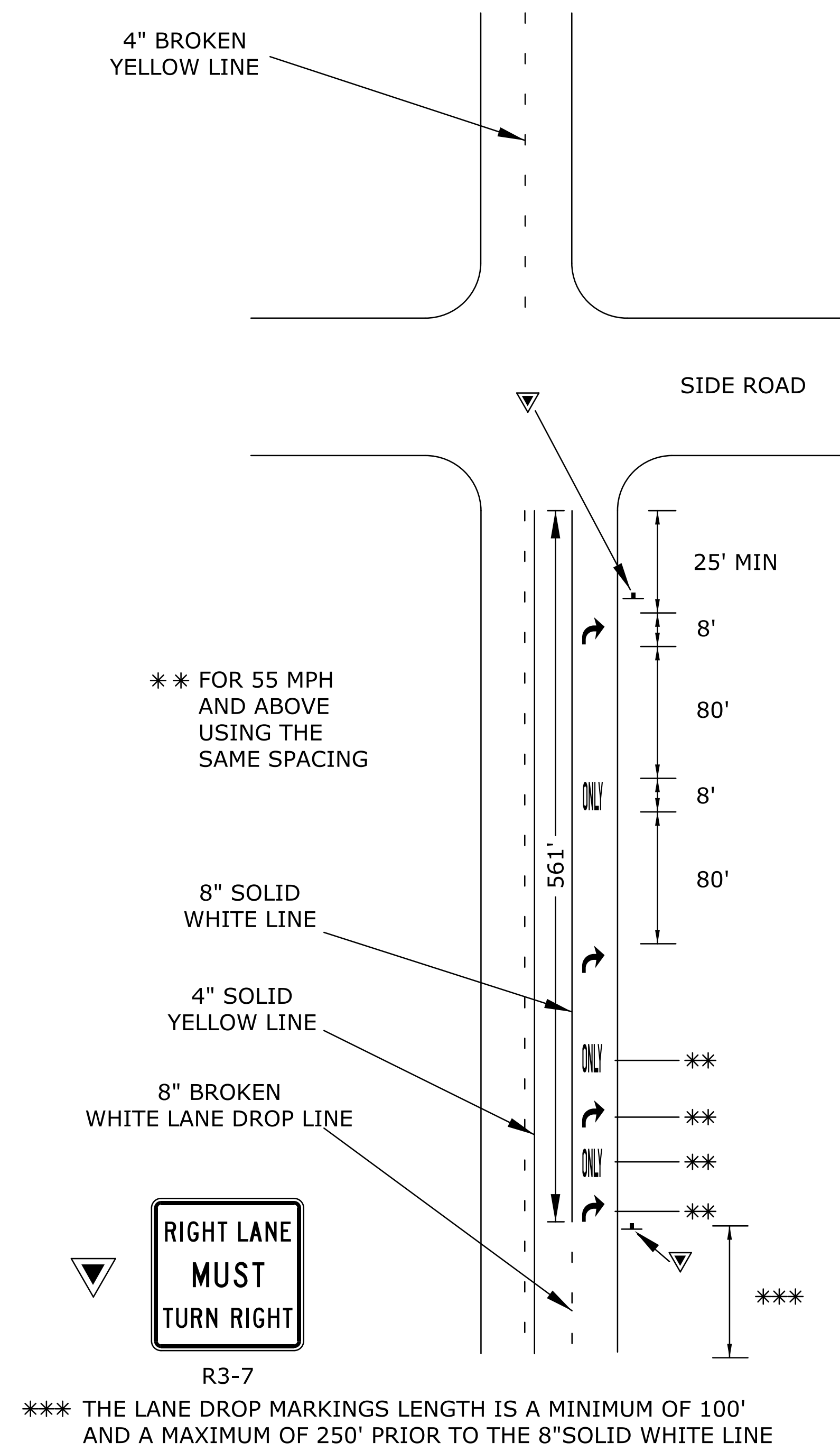
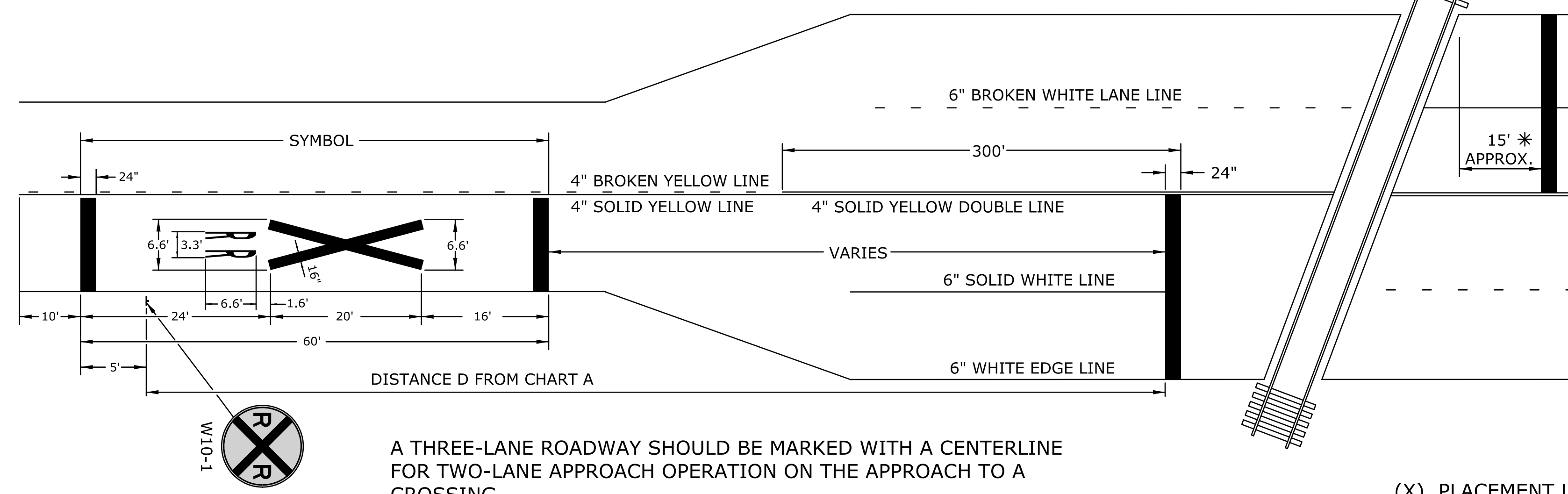


TYPICAL SIGNING AND MARKING FOR RIGHT LANE MUST TURN RIGHT



RAILROAD CROSSING MARKING



A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR R X R SYMBOLS DETAILS.

*STOP LINE 8' FROM NEAR EDGE OF GATE OR CANTILEVER, IF PRESENT.

NOTE:
ON NON I, US, AND K ROUTES, 4" EDGE LINES MAY BE INSTALLED.
6" EDGE LINES ARE NOT REQUIRED ON NON I, US, AND K ROUTES.

CHART "B"

| SPEED MPH | DISTANCE D (feet) |
|-----------|-------------------|
| 75 | 850 |
| 70 | 750 |
| 65 | 650 |
| 60 | 550 |
| 55 | 450 |
| 50 | 375 |
| 45 | 300 |
| 40 | 225 |
| 35 | 150 |
| 30 | (X) |
| 25 | (X) |
| 20 | (X) |

ALL DISTANCES ARE MINIMUM.

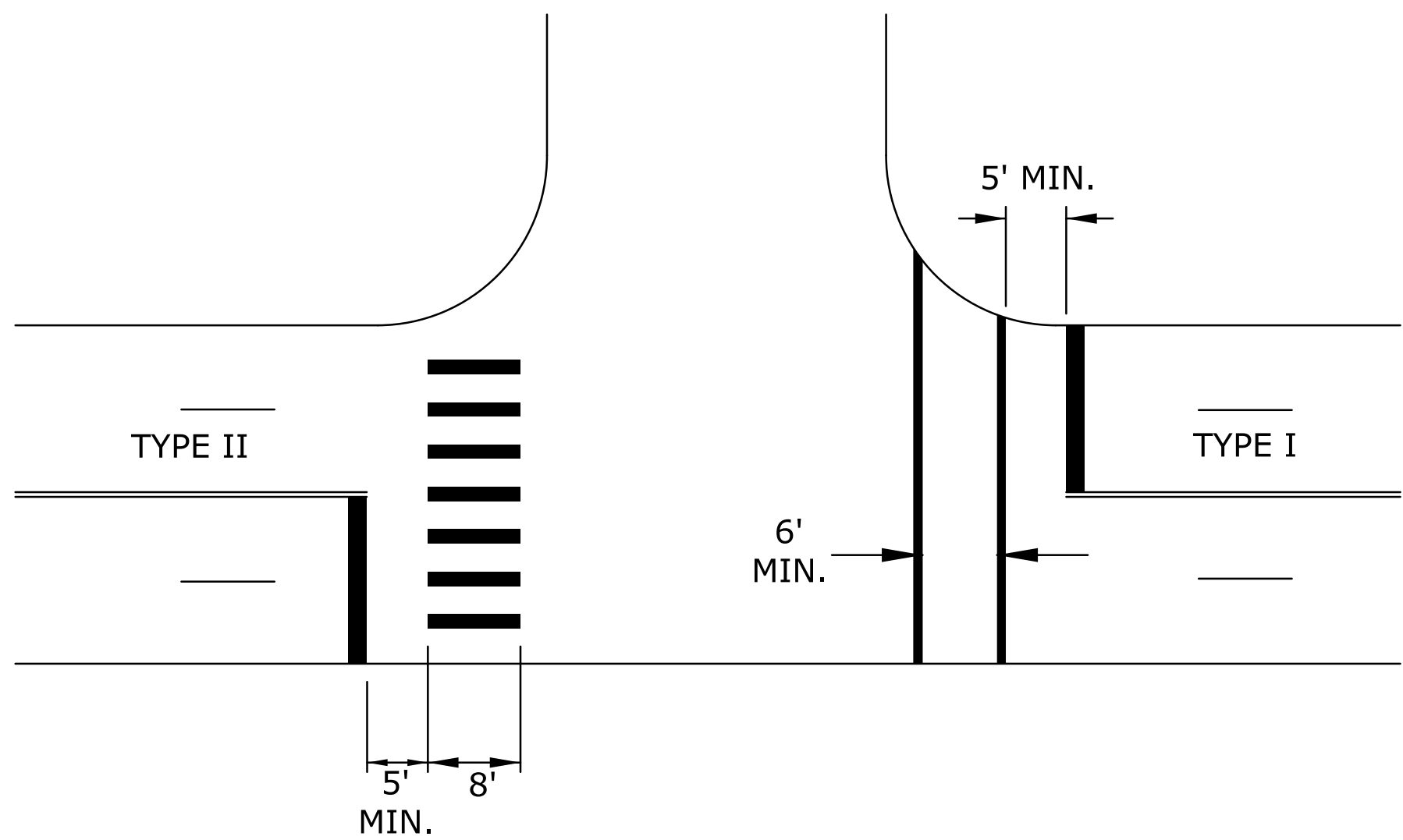
(X) PLACEMENT LOCATION IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING TO PROVIDE ADEQUATE ADVANCE WARNING TO THE DRIVER

TYPICAL CROSSWALKS

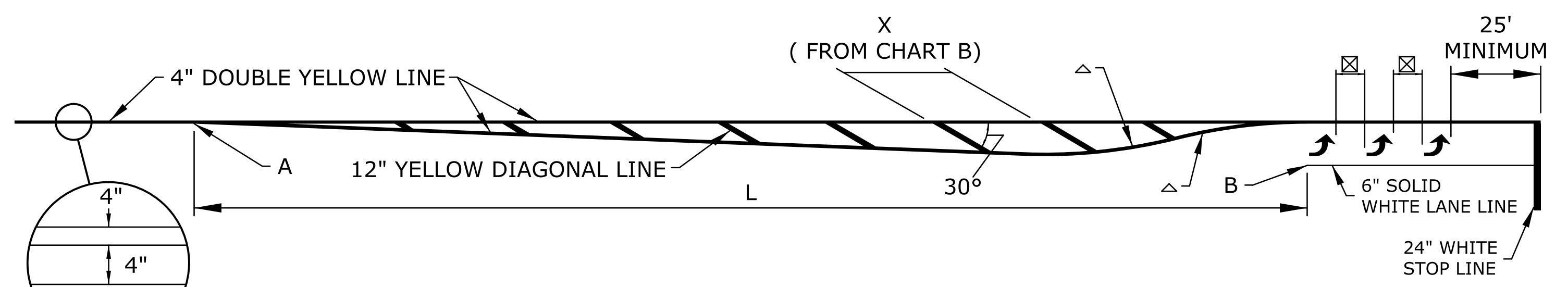
TYPE I: CROSSWALK LINES SHALL BE 12" SOLID WHITE LINES. THEY SHALL BE SPACED A MINIMUM OF 6' APART FROM INSIDE EDGE TO INSIDE EDGE.

TYPE II: THESE LINES SHOULD BE SOLID WHITE 24" WIDE PLACED PARALLEL TO THE DIRECTION OF TRAFFIC FLOW. THE LINE PLACEMENT IS DETERMINED BY LANE LINE, CENTER LINE, AND WHEEL PATH IN SUCH A MANNER AS TO MINIMIZE TRAFFIC WEAR. THE CROSSWALK WIDTH SHOULD BE NOT LESS THAN 8'. THE TRANSVERSE CROSSWALK LINES MAY BE ADDED.

WHEN REQUIRED, STOP LINES SHALL BE INSTALLED A MINIMUM OF 5' FROM CROSSWALKS.



TYPICAL APPROACH TAPER DETAIL



THE APPROACH TAPER LENGTH FROM POINT A TO POINT B IS TO BE DETERMINED USING CHART C. VALUES FOR L WERE CALCULATED USING THE EQUATIONS BELOW AND INCREASED TO THE NEXT HIGHER 5 MPH INCREMENT.

- SPEEDS < 45 MPH $L = \frac{W * S^2}{60}$

- SPEEDS = 45 MPH $L = W * S$

IF ARROWS ARE USED AND UNLESS OTHERWISE SPECIFIED THE SPACE BETWEEN LINES SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS, UNDER ANY CONDITIONS.

FOR SPEEDS LESS THAN OR EQUAL TO 40 MPH, R=150'.
FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH, R=300'.

CHART "B"

| APPROACH SPEED | X |
|----------------|-----|
| 20 MPH | 20' |
| 25 MPH | 25' |
| 30 MPH | 30' |
| 35 MPH | 35' |
| 40 MPH | 40' |
| 45 MPH | 45' |
| 50 MPH | 50' |
| 55 MPH | 55' |
| 60 MPH | 60' |
| 65 MPH | 65' |
| 70 MPH | 70' |

CHART "C"

| APPROACH SPEED | L |
|----------------|------|
| 20 MPH | 80' |
| 25 MPH | 125' |
| 30 MPH | 180' |
| 35 MPH | 245' |
| 40 MPH | 320' |
| 45 MPH | 540' |
| 50 MPH | 600' |
| 55 MPH | 660' |
| 60 MPH | 720' |
| 65 MPH | 780' |
| 70 MPH | 840' |

| | | | | |
|-----|----------|--|--------|--------|
| 3 | 5/25/12 | Updated Chart B and Lane Drop Lines | B.A.H. | B.D.G. |
| 2 | 10/20/06 | RR Xing Symbol Changed from 18" to 16" | T.L.H. | B.D.G. |
| 1 | 9/20/05 | Added 4" Solid Yellow Double Line to RR Xing | J.F.F. | B.D.G. |
| NO. | DATE | REVISIONS | BY | APP'D |

KANSAS DEPARTMENT OF TRANSPORTATION
TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET
TE309

| | | | |
|---------------|-----------|------------|----------------|
| FHWA APPROVAL | 5/25/2012 | APP'D | Brian D. Gower |
| DESIGNED | J.F.F. | DETAILED | J.F.F. |
| DESIGN CK. | B.D.G. | DETAIL CK. | B.D.G. |
| QUANTITIES | TRACED | QUAN. CK. | TRACE CK. |