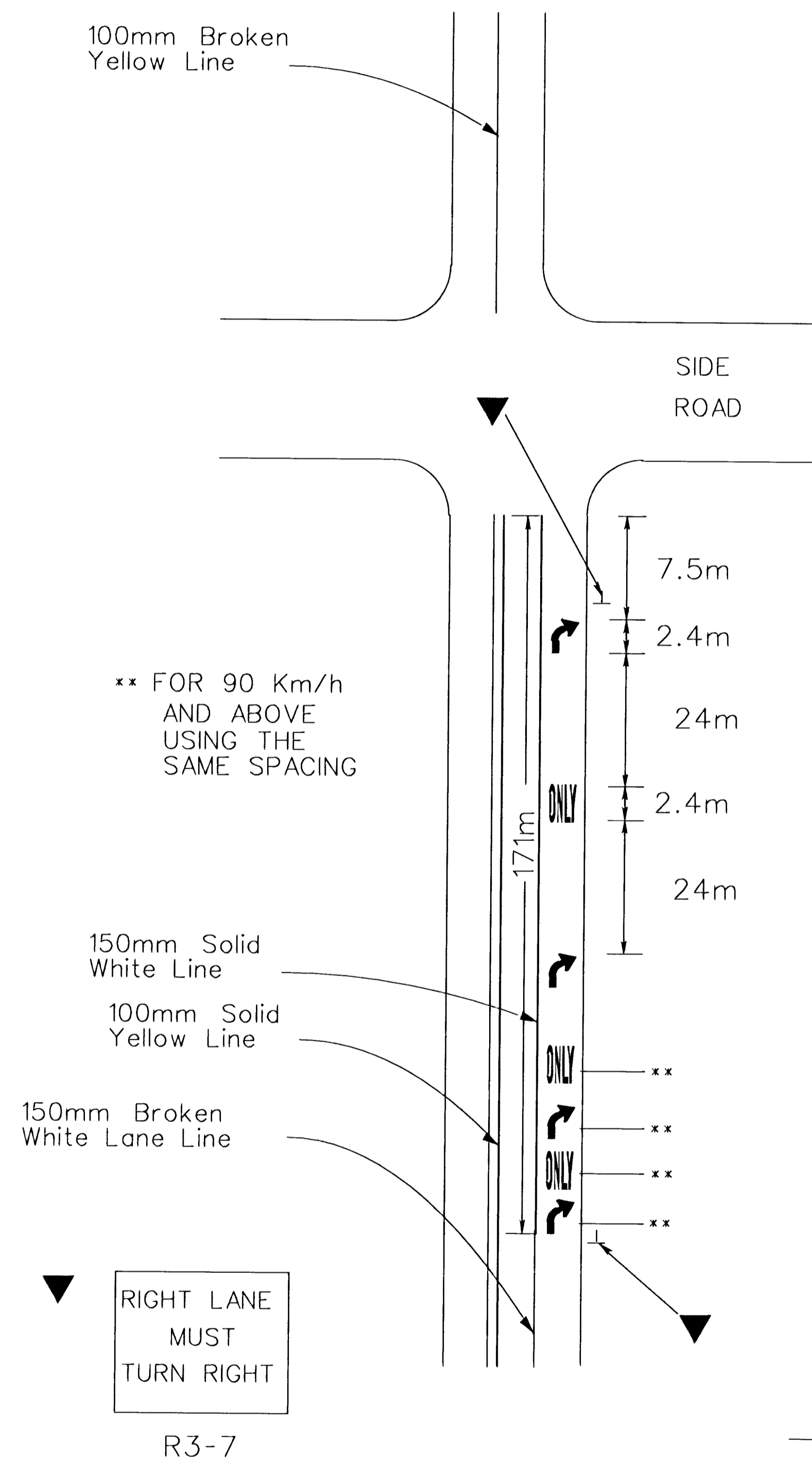


### TYPICAL SIGNING AND MARKING FOR RIGHT LANE MUST TURN RIGHT



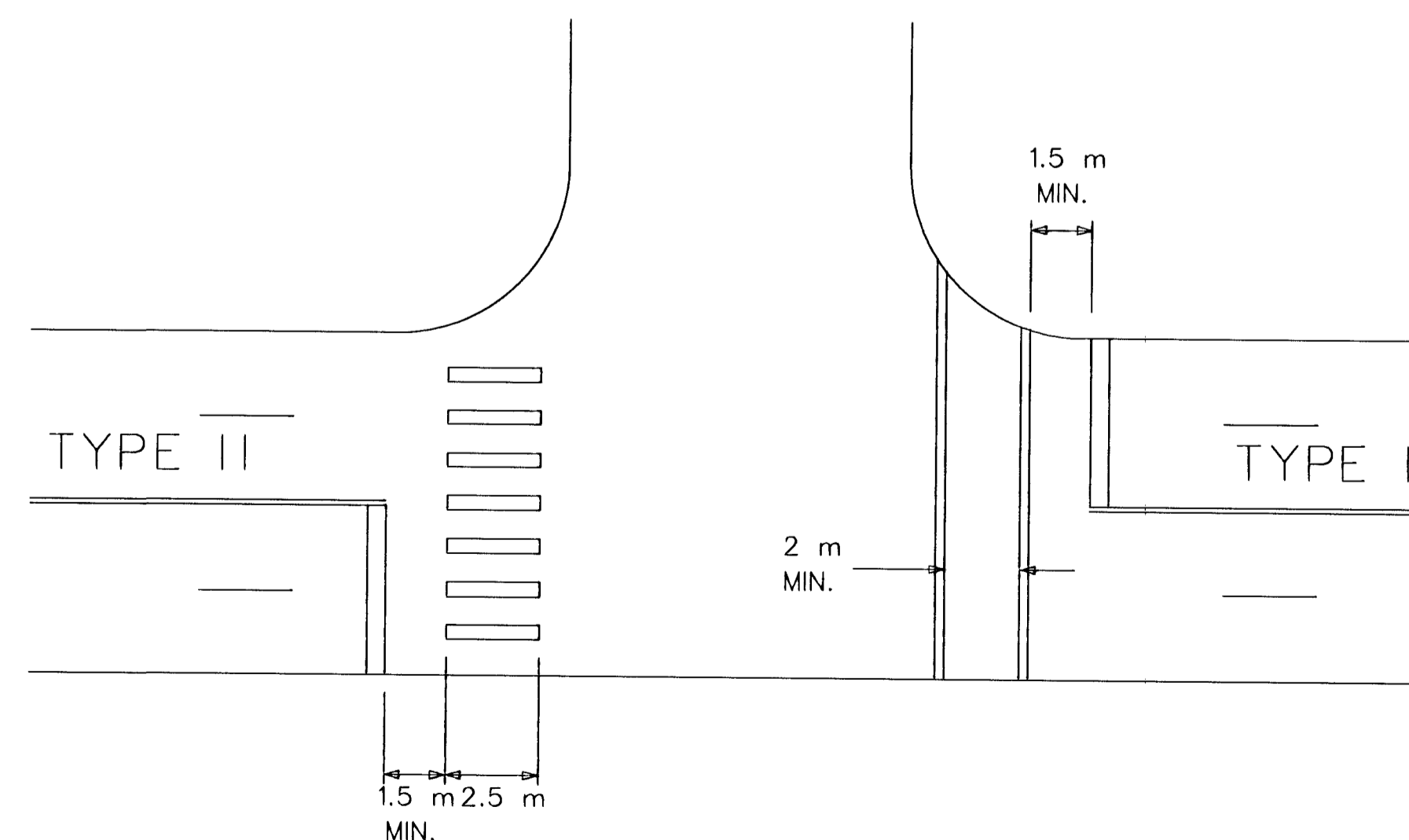
| MPH | km/h |
|-----|------|
| 20  | 30   |
| 25  | 40   |
| 30  | 50   |
| 35  | 60   |
| 40  | 60   |
| 45  | 70   |
| 50  | 80   |
| 55  | 90   |
| 60  | 100  |
| 65  | 110  |
| 70  | 110  |

### TYPICAL CROSSWALKS

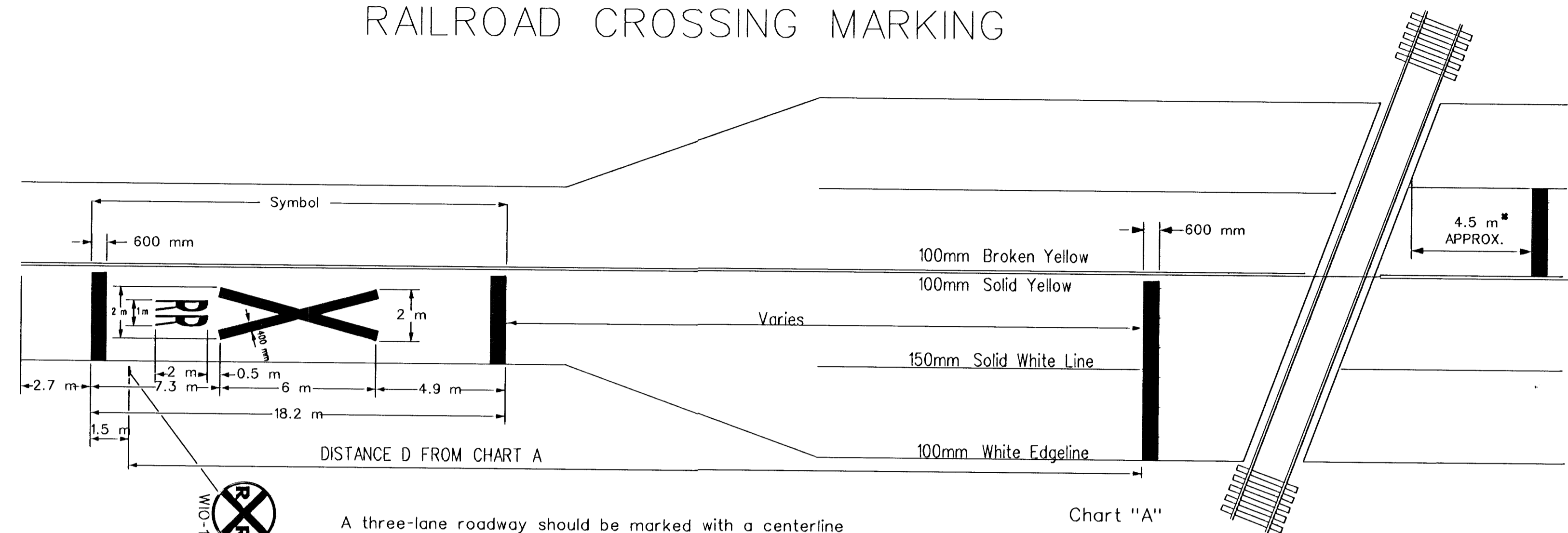
TYPE I: Crosswalk lines shall be 300 mm solid white lines. They shall be spaced a minimum of 2 m apart from inside edge to inside edge.

TYPE II: These lines should be solid white 600 mm wide placed parallel to the direction of traffic flow. The line placement is determined by lane line, center line, and wheelpath in such a manner as to minimize traffic wear. The crosswalk width should be not less than 2.5 m. The transverse crosswalk lines may be added.

When required, Stop lines shall be installed a minimum of 1.5 m from crosswalks.



### 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.

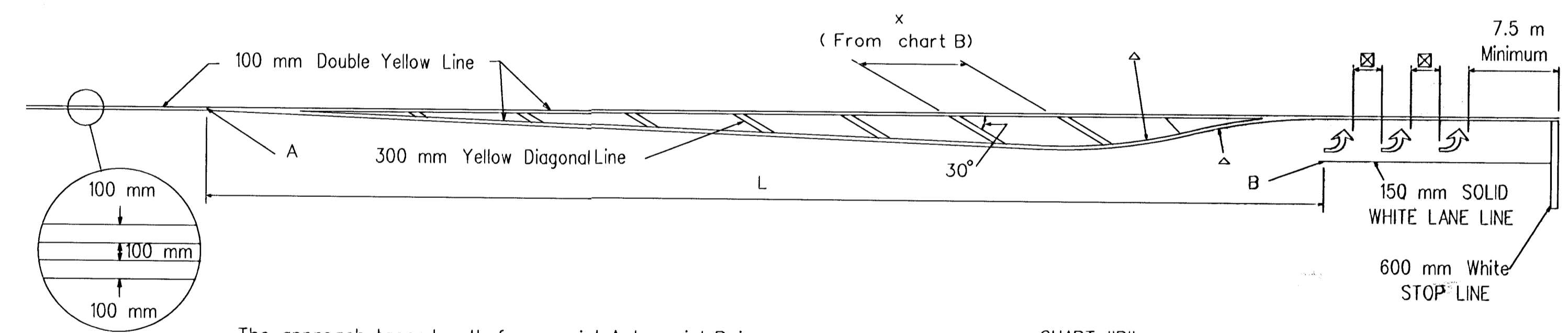
Refer to Standard Alphabet for Highway Signs and Markings for R X R symbols details.

\* Stop line 2.5 m from near edge of gate or cantilever, if present.

| SPEED (km/h) | DISTANCE D (METERS) |
|--------------|---------------------|
| 110          | 265                 |
| 90           | 210                 |
| 80           | 190                 |
| 70           | 165                 |
| 60           | 145                 |
| 50           | 100                 |
| 40           | 75                  |
| 30           | 55                  |

ALL DISTANCES ARE MINIMUM.

### 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 m increment.

- Speeds < 60 km/h  $L = (S^2 W) / 157$
- Speeds > 70 km/h  $L = (SW) / 1.6$

☒ 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 60 km/h, R=45 m.  
For speeds greater than or equal to 70 km/h, R=90 m.

| Approach Speed | X    |
|----------------|------|
| 30 km/h        | 6 m  |
| 40 km/h        | 8 m  |
| 50 km/h        | 10 m |
| 60 km/h        | 12 m |
| 70 km/h        | 14 m |
| 80 km/h        | 16 m |
| 90 km/h        | 18 m |
| 100 km/h       | 20 m |
| 110 km/h       | 22 m |

| Approach Speed |      |
|----------------|------|
| 30 km/h        | 25m  |
| 40 km/h        | 40m  |
| 50 km/h        | 60m  |
| 60 km/h        | 85m  |
| 70 km/h        | 165m |
| 80 km/h        | 185m |
| 90 km/h        | 210m |
| 100 km/h       | 235m |
| 110 km/h       | 255m |

| NO. | DATE     | REVISION                                       | BY  | APP'D |
|-----|----------|--|-----|-------|
| 3   | 01/02/03 | Added right lane must turn right & updated R/R | GJI | LGV   |
| 2   | 05/31/01 | Renamed Charts & Upgraded R/R Standard         | GJI |       |
| 1   | 09/04/98 | ADDED STOP LINE NOTE ON RAILROAD DETAIL        | GSB |       |

| KANSAS DEPARTMENT OF TRANSPORTATION                 |                |                        |           |  |
|---|----------------|------------------------|-----------|--|
| TYPICAL MISCELLANEOUS PAVEMENT MARKING DETAIL SHEET |                |                        |           |  |
| TE309SI   | 01/17/03       | APP'D JAMES E. TOBAREN | 05/12/94  |  |
| DESIGNED JFF  | QUANTITIES GSB | QUANTITIES JFF         | TRACED    |  |
| DESIGN CK. JET                                      | DETAIL CK. JFF | QUAN. CK.              | TRACE CK. |  |