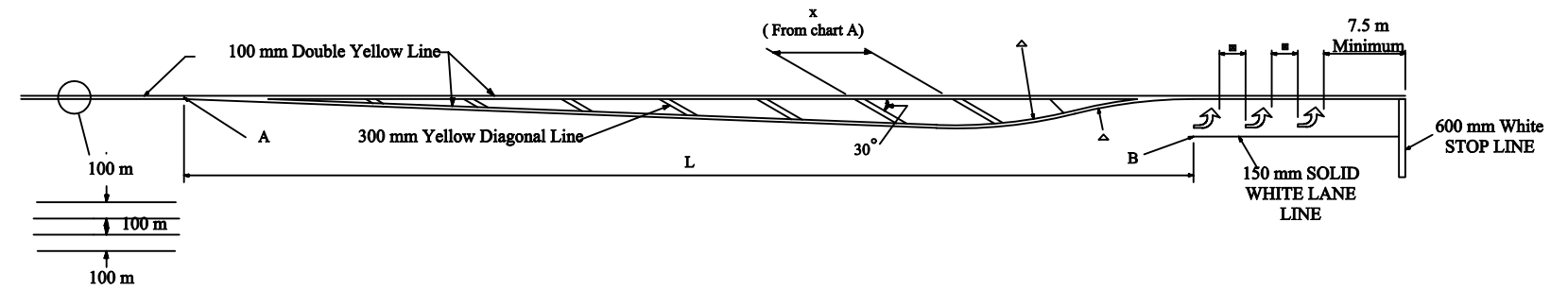


TYPICAL APPROACH TAPER DETAIL



The approach taper length from point A to point B is to be determined using CHART B. Values for L were calculated using the equations below and increased to the next higher 5 m increment.

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

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

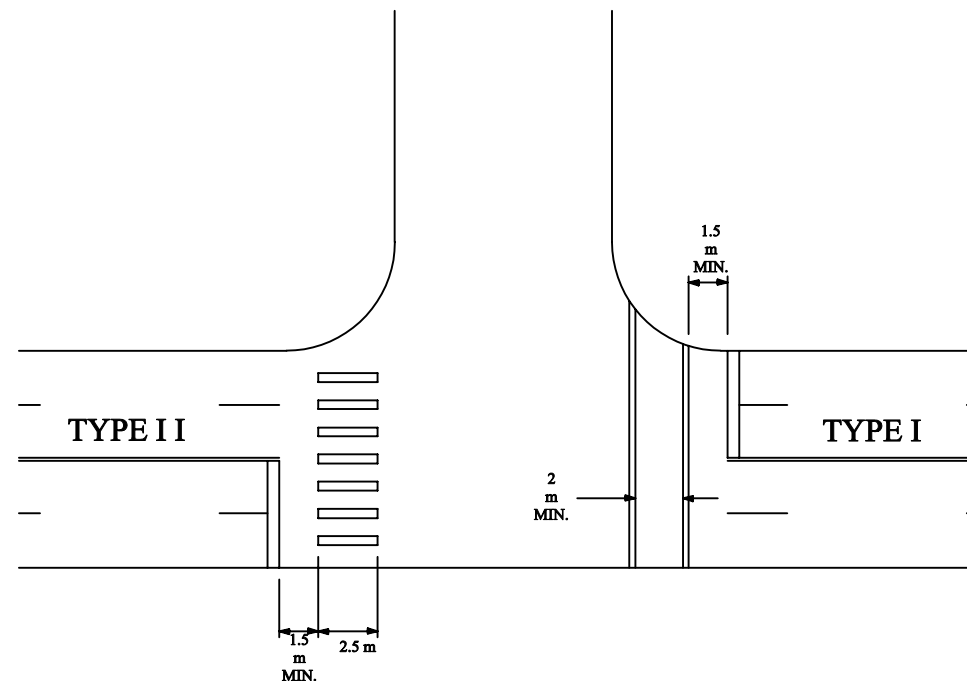
MPH	km/h
20	30
25	40
30	50
35	60
40	60
45	70
50	80
55	90
60	100
65	110
70	110

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 wheel path 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.



3				
2				
1	09/04/96	ADDED STOP LINE NOTE ON RAILROAD DETAIL	OSB	
NO.	DATE	REVISION	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION
 TYPICAL
 MISCELLANEOUS
 PAVEMENT
 MARKING
 DETAIL SHEET

TE309SI	05/12/94
DESIGNED BY JFF	TRACED BY JFF
DESIGNED BY JFF	TRACED BY JFF
DESIGNED BY JFF	TRACED BY JFF