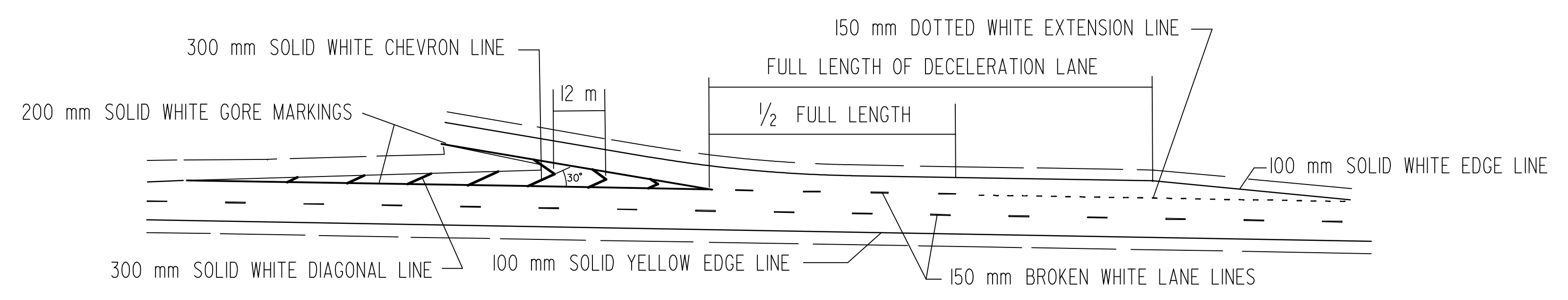
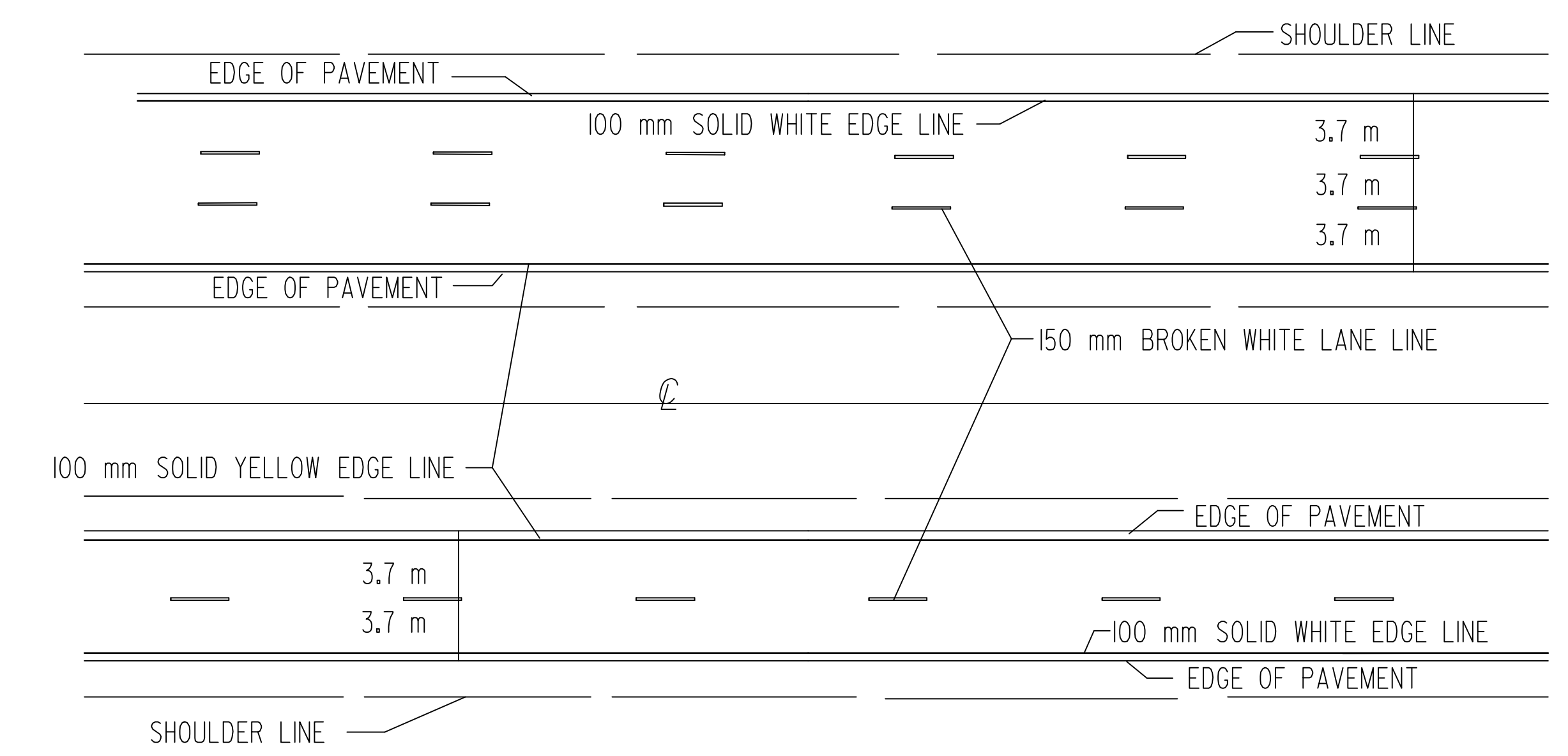


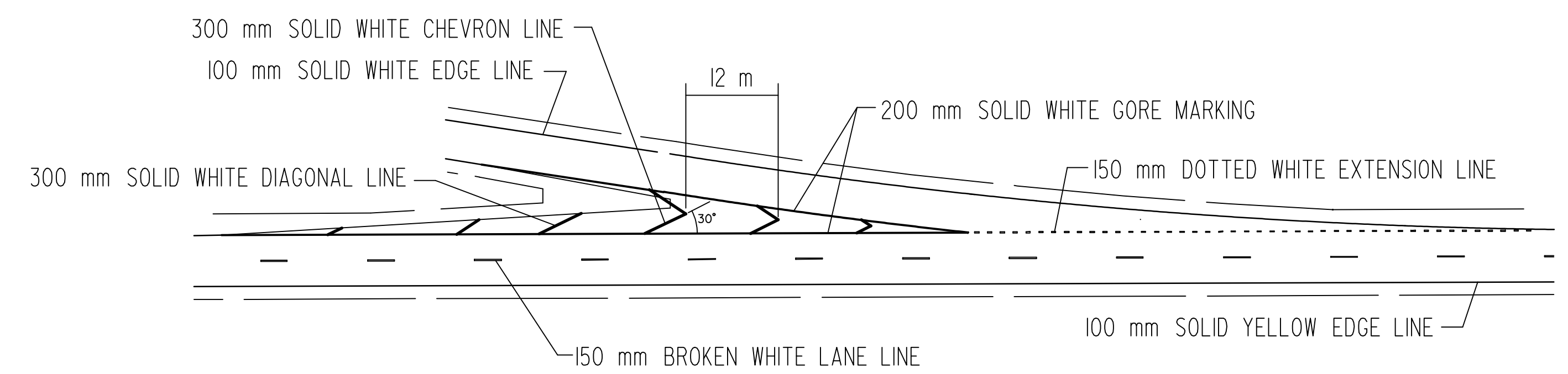
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-6657-01	2002	789	1122



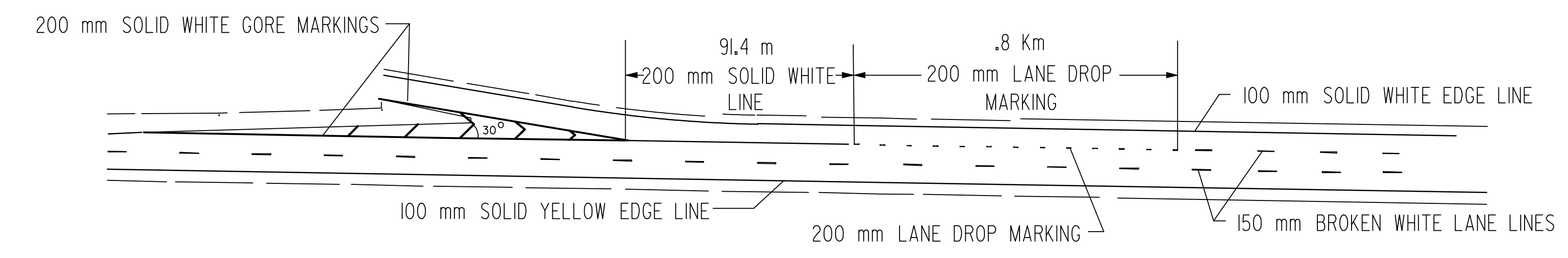
TYPICAL DECELERATION EXIT RAMP



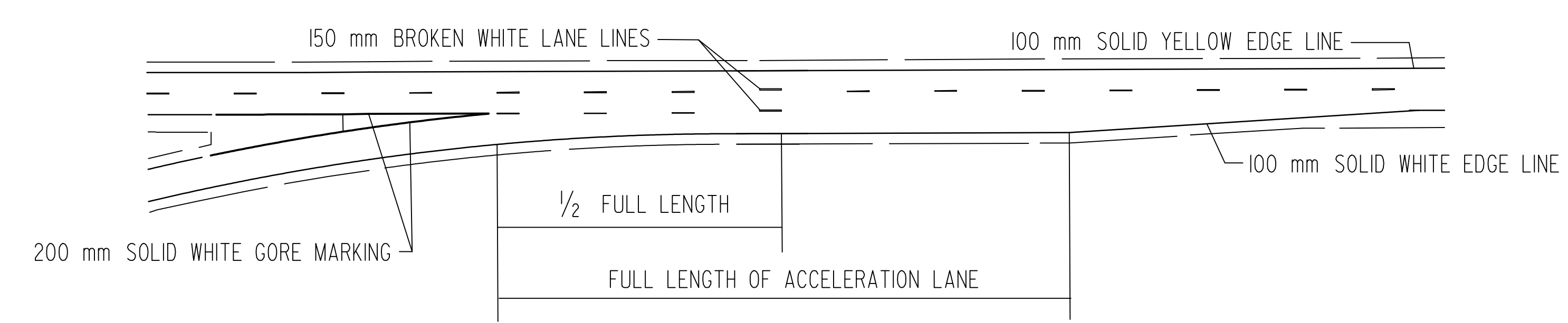
TYPICAL LANE LINE AND EDGE LINE MARKINGS FOR FOUR LANE AND SIX LANE DIVIDED HIGHWAYS



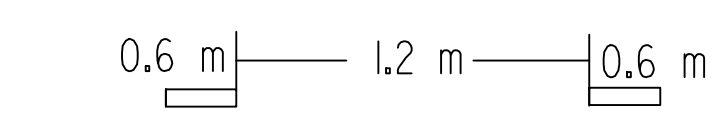
TYPICAL TAPERED EXIT RAMP



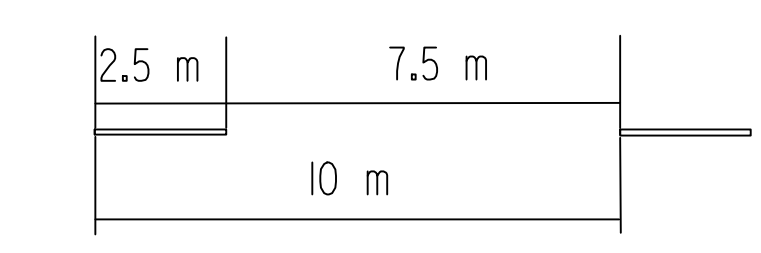
TYPICAL LANE DROP



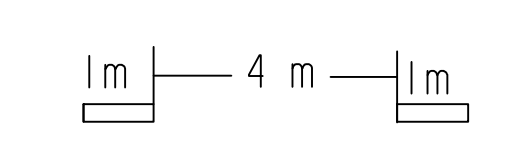
TYPICAL ACCELERATION RAMP



TYPICAL SPACING FOR DOTTED EXTENSION LINES, UNLESS OTHERWISE NOTED ON PLANS.



TYPICAL SPACING FOR BROKEN LINES UNLESS OTHERWISE NOTED ON PLANS.



TYPICAL SPACING FOR LANE DROP. UNLESS OTHERWISE NOTED ON PLANS.

NOTE:  
LONGITUDINAL PAVEMENT MARKING LINES SHALL BE OFFSET A MINIMUM OF 50mm FROM LONGITUDINAL PAVEMENT JOINTS.

**RECORD DRAWING**

NO.	DATE	REVISION	BY	APP'D
3				
2	04/14/97	ADD DETAIL FOR LANE DROP	GSB	
1	03/06/96	DOTTED EXTENSION, BROKEN AND DIAGONAL LINES	JFF	JET

**KANSAS DEPARTMENT OF TRANSPORTATION**  
TYPICAL PAVEMENT MARKING DETAILS FOR MULTI-LANE DIVIDED ROADWAYS

TE307SI 05/12/94

FHWA APPROVAL	05/05/97	APP'D	JAMES E. TOBACEN
DESIGNED	JFF	DETAILED	GSB
DESIGN CK.	JET	DETAIL CK.	JFF
		QUANTITIES	TRACED
		QUAN. CK.	TRACE CK.

DSNR: OPER: SVB Scale = 1  
 1/1997/97362/As-Builts/dgn/s/Vol 4/Sh 789-KDOT STD-Mark-TE307SI.dgn Last Rev. 10-4-07 By: gdr