

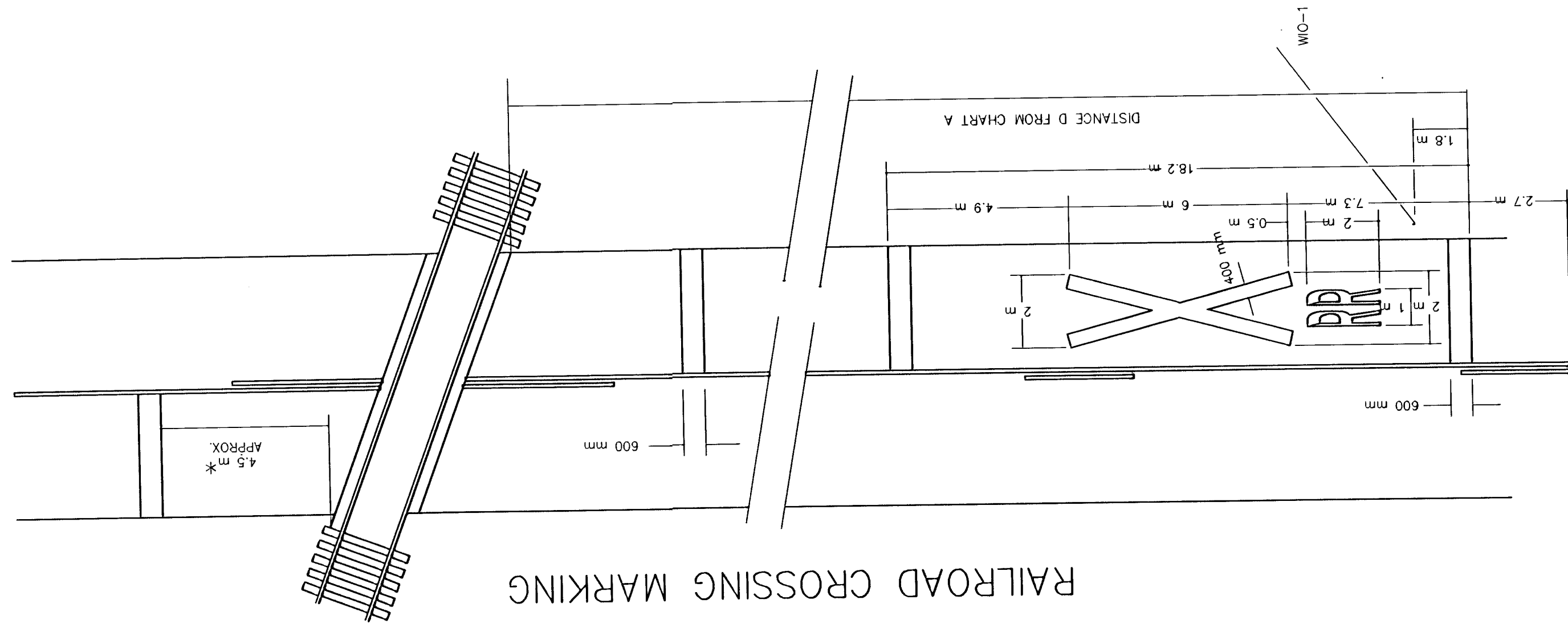
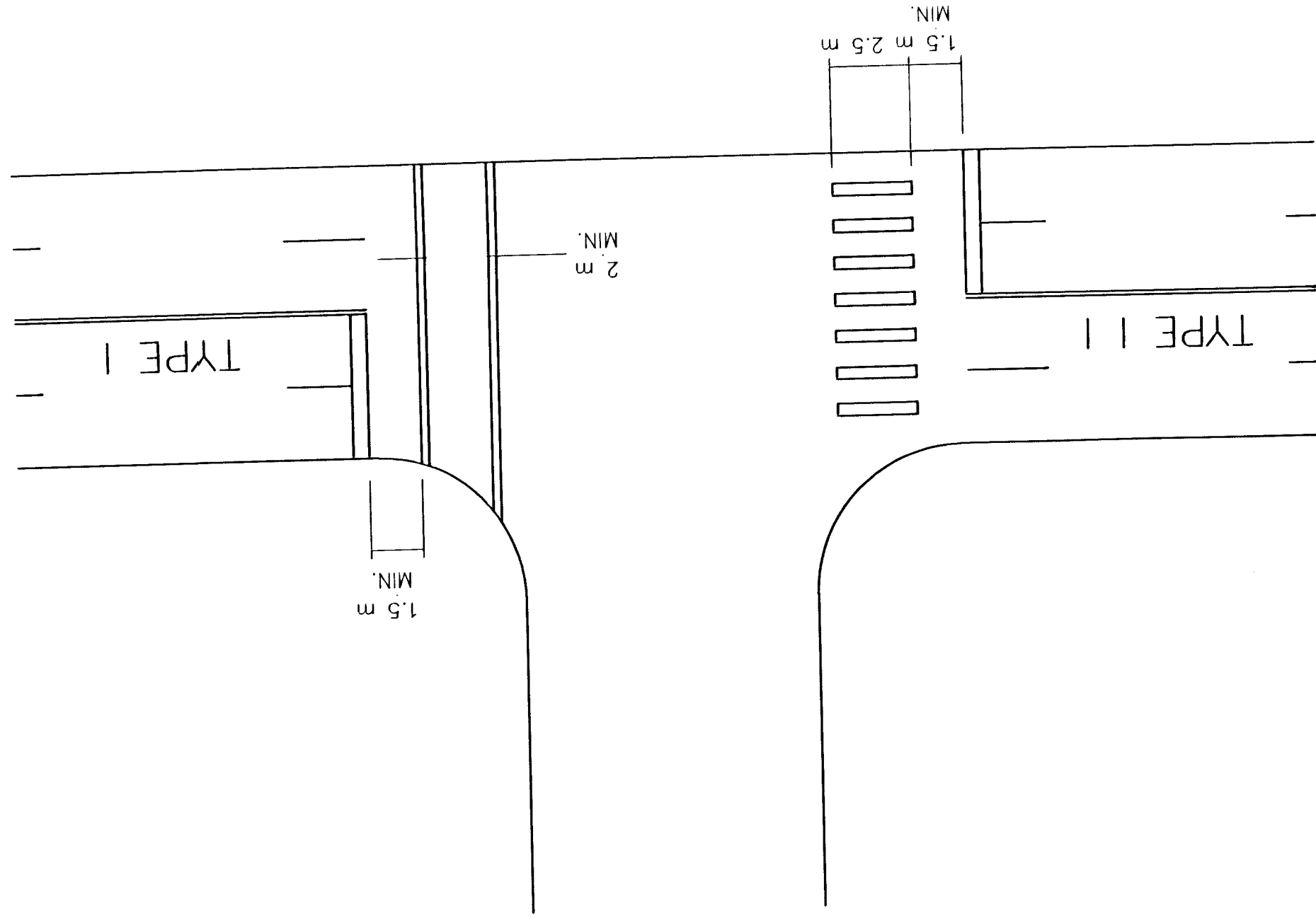
SPEED CONVERSION		MPH	km/h
		20	30
		25	40
		30	50
		35	60
		40	60
		45	70
		50	80
		55	90
		60	100
		65	110
		70	110

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.



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 bonds 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 controller, if present.

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

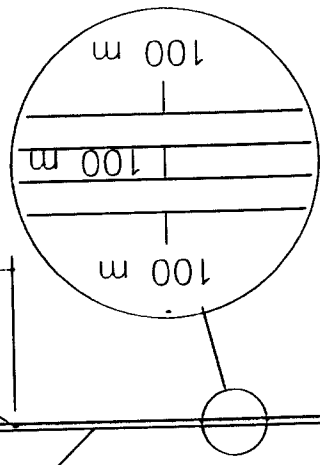
ALL DISTANCES
ARE MINIMUM.

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 $L = (S/157)$
Speeds > 70 km/h $L = (SW)/1.6$

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.



TYPICAL
APPROACH TAPER DETAIL

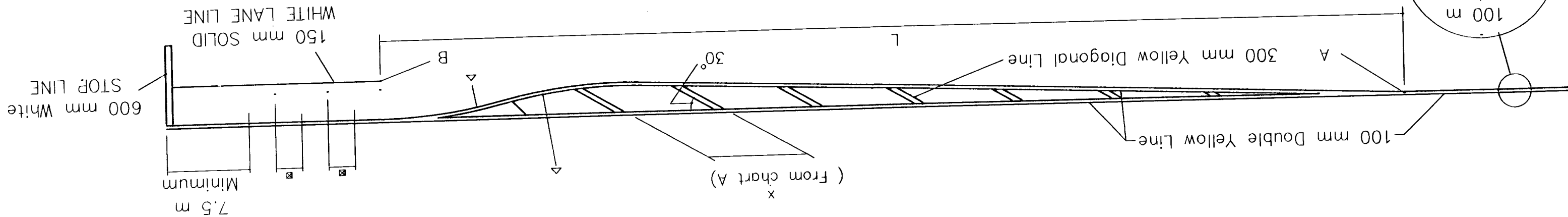


CHART A

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

CHART B

Approach Speed	X
25 km/h	30 km/h
40 km/h	40 km/h
50 km/h	50 km/h
60 km/h	60 km/h
70 km/h	70 km/h
80 km/h	80 km/h
90 km/h	90 km/h
100 km/h	100 km/h
110 km/h	110 km/h
120 km/h	120 km/h
130 km/h	130 km/h
140 km/h	140 km/h
150 km/h	150 km/h
160 km/h	160 km/h
185 km/h	185 km/h
210 km/h	210 km/h
235 km/h	235 km/h
255 km/h	255 km/h

NO	DATE	REVISIONS
1	09/04/96	ADDED STOP LINE NOTE ON RAILROAD DETAIL
2		
3		

KANSAS DEPARTMENT OF TRANSPORTATION		
TYPICAL		
MISCELLANEOUS		
PAYEMENT MARKING		
DETAIL SHEET		
05/12/94		

F.H.W.A. APPROVAL	09/10/96	APP'D JAMES E. TORRES
DESIGNED	QUANTITIES	TRACED
CK	CHK	CK
DET	DET	DET

FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87JE-0115-01	1997	38	49