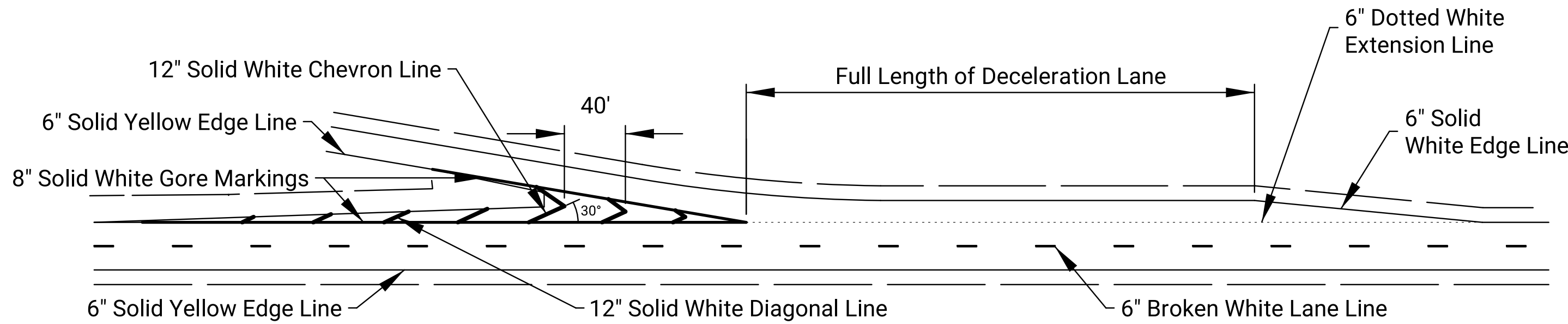
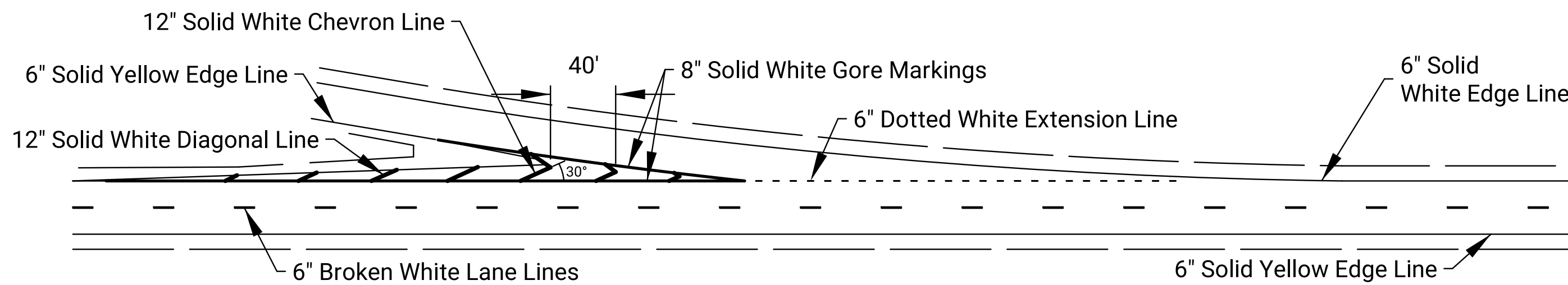


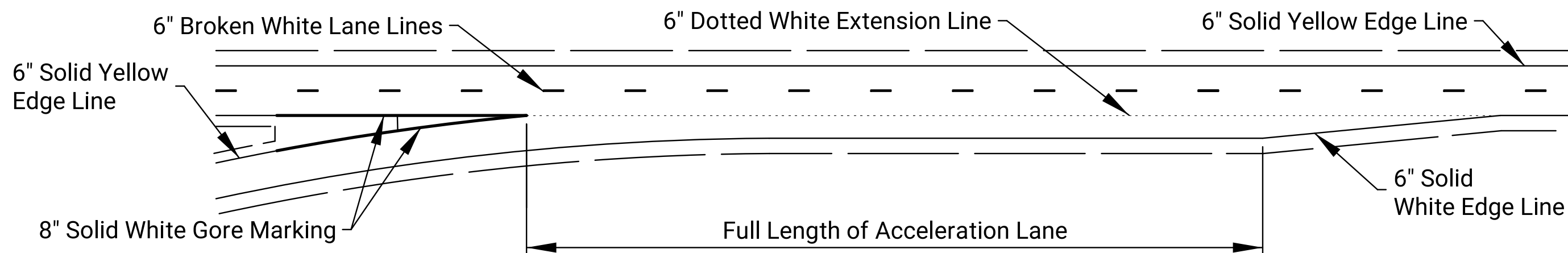
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	0	0	0	0



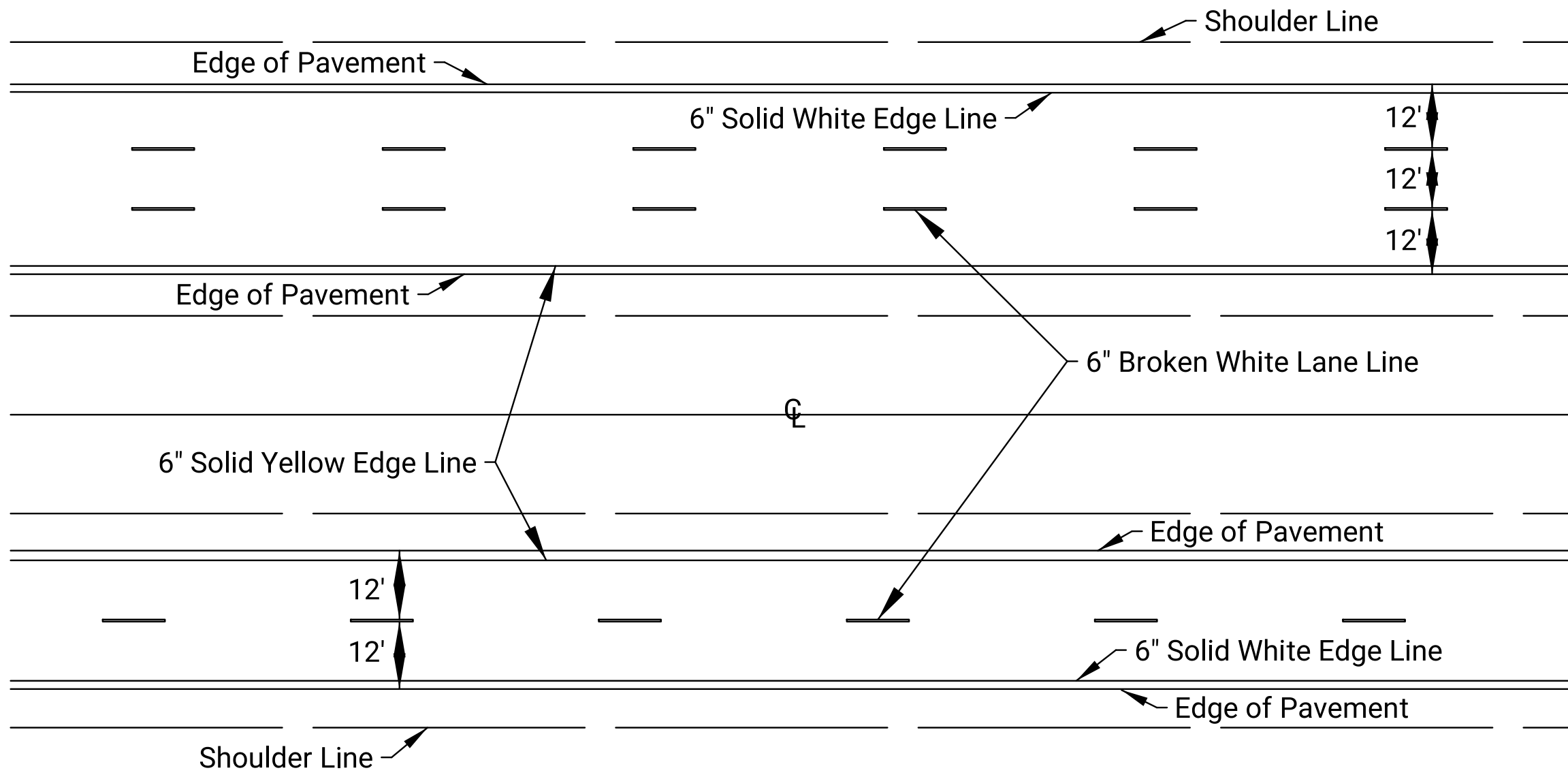
TYPICAL DECELERATION EXIT RAMP



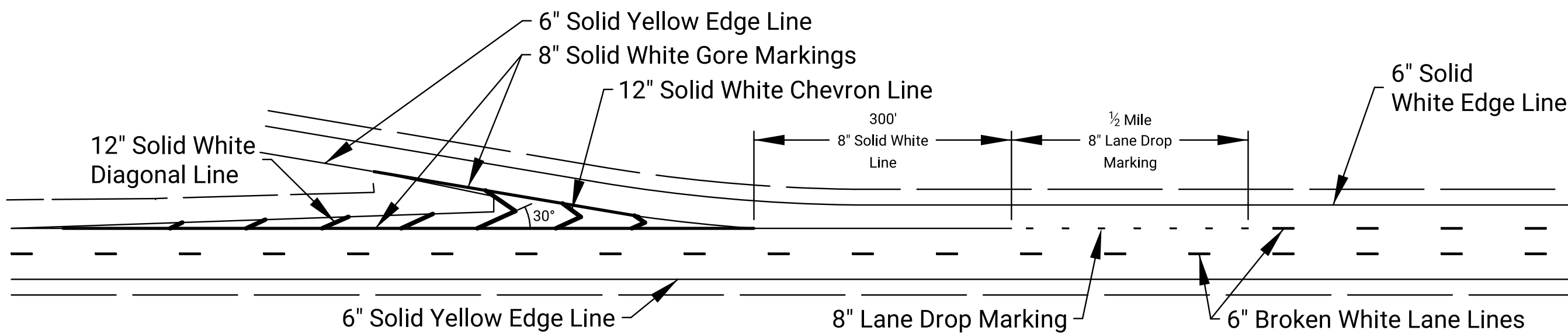
TYPICAL TAPERED EXIT RAMP



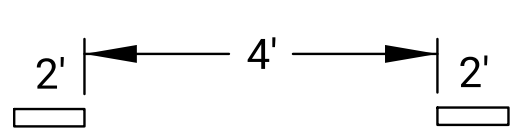
TYPICAL ACCELERATION RAMP



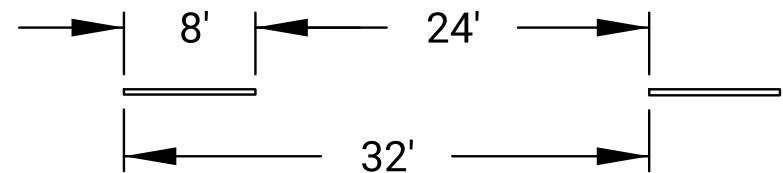
TYPICAL LANE LINE AND EDGE LINE MARKINGS
FOR FOUR LANE AND SIX LANE DIVIDED HIGHWAYS



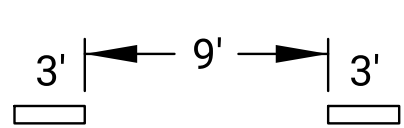
TYPICAL LANE DROP



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 2" from longitudinal pavement joints.

At ramp terminals with cross-roads, wrap 6" edge lines around radii.

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.

02	05-25-12	Dotted Extension Lines and Lane Drop Lines	B.A.H.	B.D.G.	
01	07-26-05	New FHWA Approval Date	J.F.F.	B.D.G.	
NO.	DATE	REVISIONS	BY	APPD	
KANSAS DEPARTMENT OF TRANSPORTATION TYPICAL PAVEMENT MARKING DETAILS FOR MULTI-LANE DIVIDED ROADWAYS					
TE307					
FHWA APPROVAL		05-25-12	APPD.	Brian D. Gower	
DESIGNED	J.F.F.	DETAILED	J.F.F.	QUANTITIES	TRACED
DESIGN CK.	B.D.G.	DETAIL CK.	B.D.G.	QUAN. CK.	TRACE CK.