DETAIL A

For IWM Location Refer To Index 17350.

6" Yellow

White-Red reflective Pavement Markers Shall Begin at the Transition.

Maintain Full/Ramp Width (12' Typical)

10" White

Refer To Detail B

Shoulder Line

Shoulder Pavement

NOTE:
Reflective pavement markers are installed adjacent to the edge line.

NORMAL TAPERED EXIT
(TWO THRU LANES)

NOTE:
In advance at lane drops at exit ramps a special marking pattern may be used to distinguish the lane drop situation from a normal exiting ramp or auxiliary lane.

A typical special marking for lane drops consist of 8" wide by 3" long white stripes separated by 8" gaps. It used this special marking should begin 1/2 mile in advance of the theoretical gore point. Where lane changes may cause conflicts, an 8" wide solid white channelizing line may be extended 300' upstream from the theoretical gore. (MUTCD Section 3B.05).

DETAIL B

Passenger Car, Daytime, Posted Speeds Or 85th Percentile (Use Higher Value)

8" White

18" White

Edge Of Pav.

NORMAL TAPERED EXIT ONLY
(TWO THRU LANES - THREE APPROACH LANES)
Notes:
1. Post delineators spaced at 40' on curves of the entrance and exit of ramps. 
The spacing on the tangent portion of the ramp section shall be 500'. All delineators are to be setback 4' from shoulder break. Post delineators should not be discontinued in sections with guardrail.
2. "For signalized interchanges, the wrong-way pavement arrows shall be deleted which would be located in an area from the slope line to 300 before the lane-use arrow. Wrong-way arrows located outside this area shall be installed."

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