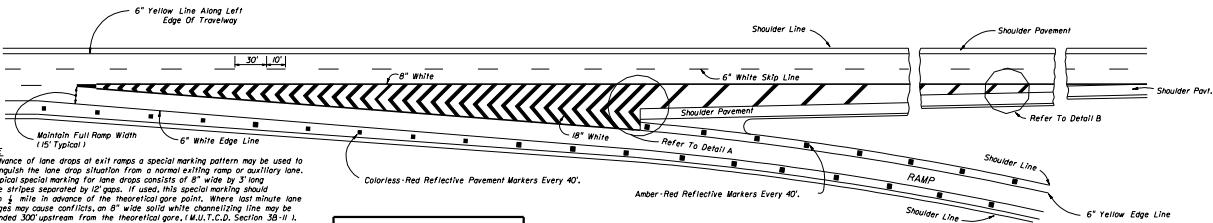
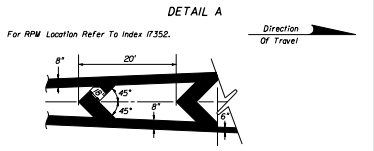


Colorless-Red reflective Pavement Markers Shall Begin at the Transition

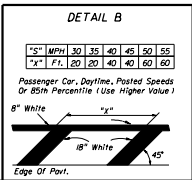
Maintain Full Ramp Width (15' Typical)

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

**NORMAL TAPERED EXIT**  
(TWO THRU LANES)



**NOTE**  
In advance of 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 consists of 8" wide by 3' long white stripes separated by 12' gaps. If used, this special marking should begin 1/4 mile in advance of the theoretical gore point. Where last minute lane changes may cause conflicts, an 8" wide solid white channelizing line may be extended 300' upstream from the theoretical gore. (M.U.T.C.D. Section 3B-11).

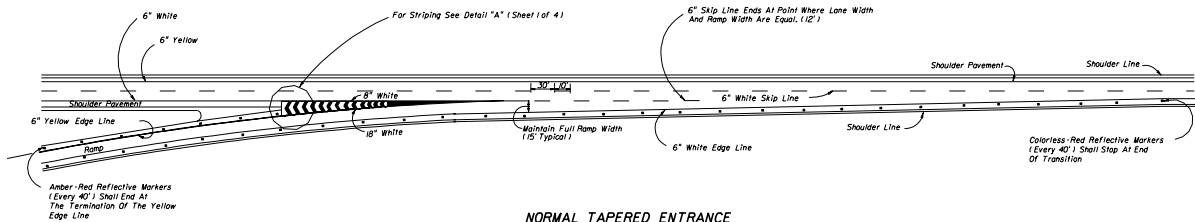


**NORMAL TAPERED EXIT ONLY**  
(TWO THRU LANES - THREE APPROACH LANES)

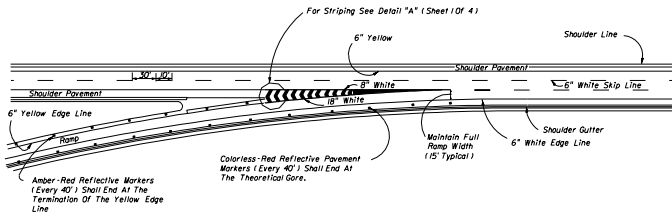
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC DESIGN

**INTERCHANGE MARKINGS**

Drawn By	Checked By	Revised	Approved By
			<i>Clark A. Smith</i>
Scale	Date	Sheet No.	Project No.
	00	1 of 4	17345



NORMAL TAPERED ENTRANCE

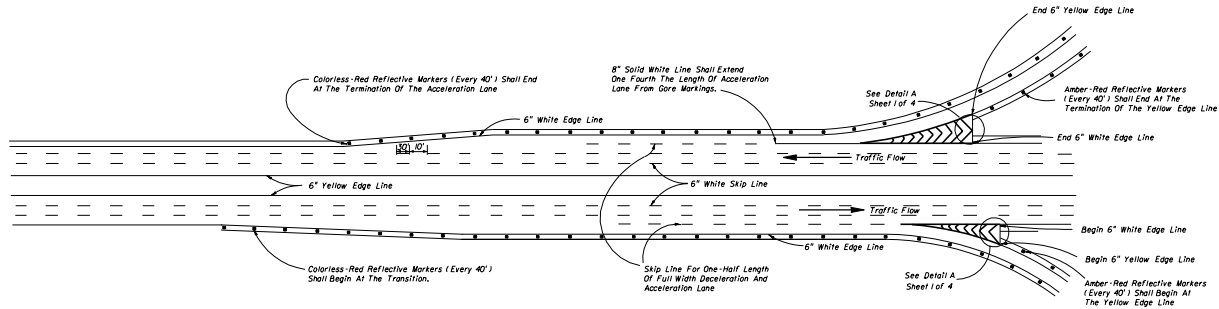


NORMAL TAPERED ENTRANCE  
WITH ADDED LANE

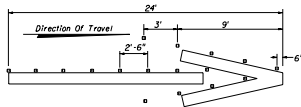
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC DESIGN

INTERCHANGE MARKINGS

DESIGNED BY	DATE	APPROVED BY
	11-17	<i>Charles A. Smith</i>
DRAWN BY		STATE TRAFFIC DESIGN
CHECKED BY	11-17	00 2 of 4 17345



PARALLEL ACCELERATION AND DECELERATION LANE



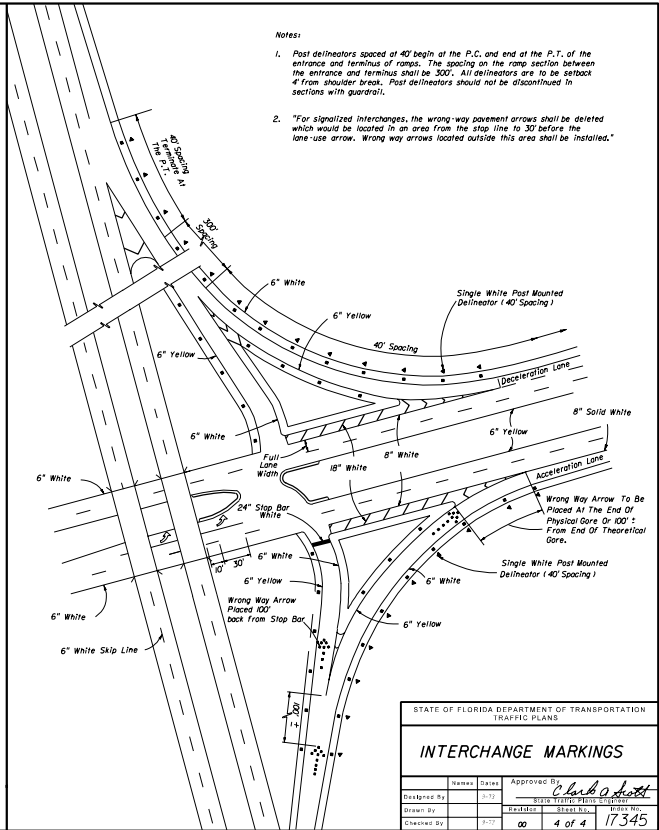
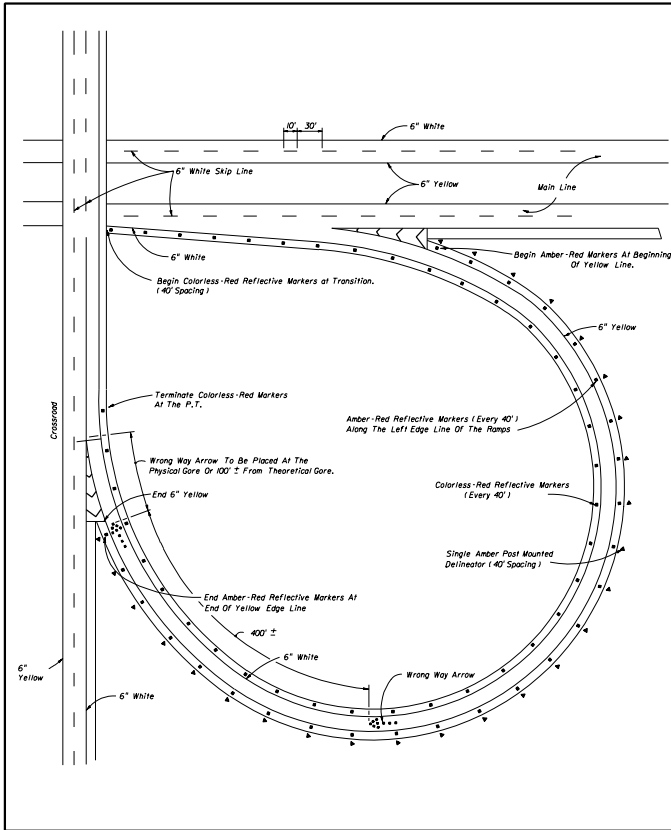
White Arrow With  
Colorless-Red Reflective Markers  
For Arrow details see Index No. 17346  
sheet 1 of 5.

WRONG WAY ARROW

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC PLANS

INTERCHANGE MARKINGS

Designed By	Name	Date	Approved By
Drawn By		10-17	<i>Charles A. Smith</i>
Checked By		10-17	00
			3 of 4
			17345



- Notes:
1. Post delineators spaced at 40' begin at the P.C. and end at the P.T. of the entrance and terminus of ramps. The spacing on the ramp section between the entrance and terminus shall be 300'. 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 stop line to 30' before the lane-use arrow. Wrong way arrows located outside this area shall be installed.\*

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC PLANS

**INTERCHANGE MARKINGS**

DESIGNED BY	DATE	APPROVED BY
	10-17	<i>Clark A. Scott</i>
DRAWN BY	10-17	SCALE
CHECKED BY	10-17	00