
Index 711-003 Interchange Markings

ORIGINATION

Date: 3-5-21

Name: Rick Jenkins

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COMMENTARY

The Wrong-Way Arrow detail was moved to Index 706-001 as it applies to other situations in addition to Interchange Markings. A reference was added to Index 706-001. Moved Detail "C" from sheet 5 to Sheet 3 of Index 706-001.

COMMENTS AND RESPONSES

BLACK = Internal Review Comments **RED** = Standard Plans Response **GREEN** = Change Made to Index

Name: Ryan Gray

Date: 5-6-21

COMMENT: On the 711-003 draft, the "See Note 1" remark was removed along with the "See Detail C." Might be a little confusing since Note 2 is still referenced for the delineators, and there is a second Wrong Way arrow that Note 1 does not apply to.

RESPONSE: Agree this will be updated.

Change made to Index: Note 1 on Sheet 5 will be deleted, and the information moved to the first Wrong-Way Arrow callout.

Date: 5-6-21

Name: K.C. Jose

Date: 5-14-21

COMMENT: Note 1 on index sheet 711-003 says " Place the Wrong Way Arrow at the gore" .

Comment- this may be corrected to read as – Place Wrong Way Sign at the gore.

Reasoning: Per note 8 of 700-101 of SPI, Wrong way signs are to be used on Interstate exit ramps.

RESPONSE: Index 711-003 is for markings while 700-101 is for signs. However, it looks like there is room for some clarification.

Change made to Index: Revisions to the notes and callouts will be made to clarify intent.

Date: 5-17-21

Name: Derwood Sheppard

Date: 5-17-21

COMMENT: The Note is specific to the first Wrong-Way Arrow closest to the gore. I recommend we go back to the original callouts shown prior to the current note (i.e., circa 2016). Please check that the 100' option from the arrow near the gore was initially removed (i.e., Note 1 only states to place it "at the gore" but the older standards had 100' option from the theoretical gore) . Also, Note 1 on Sheet 6 only applies to one of the arrows (see 2016 Design Standards). This needs to be corrected.

RESPONSE: Agree. The Wrong-Way Arrow callout for the first arrow will be updated to the previous version. Note 1 will be clarified to specifically point to the appropriate arrow.

Change made to Index: Note 1 on Sheet 5 will be deleted, and the information moved to the first Wrong-Way Arrow callout. The Wrong-Way Arrow callouts on Sheet 6 will be updated and Note 1 will be deleted.

Date: 5-17-21

Name: Jeff Cicerello

Date: 5-18-21

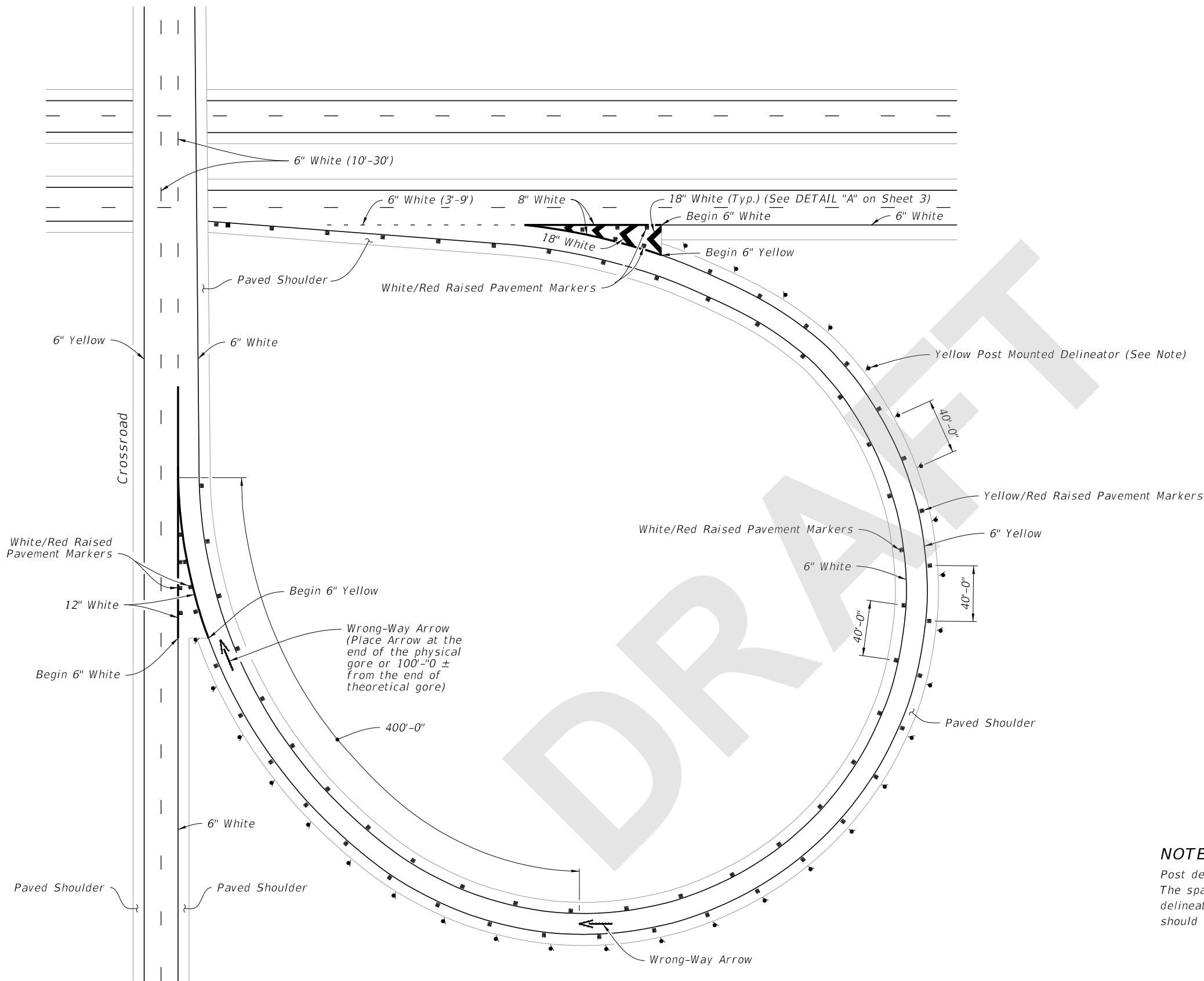
COMMENT: Callout on Sheet 3 for "18" White (See Detail "A" on Sheet 1)" should not reference Sheet 1. It is located on Sheet 3.

RESPONSE: Agree. The callout will be corrected.

Change made to Index: The reference to Sheet 1 will be deleted.

Date: 5-19-21

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NOTE:

Post delineators spaced at 40' on curves of the entrance and exit of ramps. The spacing on the tangent portion of the ramp section is 300'-0". All delineators are to be setback 4' from shoulder break. Post delineators should not be discontinued in sections with guardrail.

TYPICAL CURVED EXIT RAMP

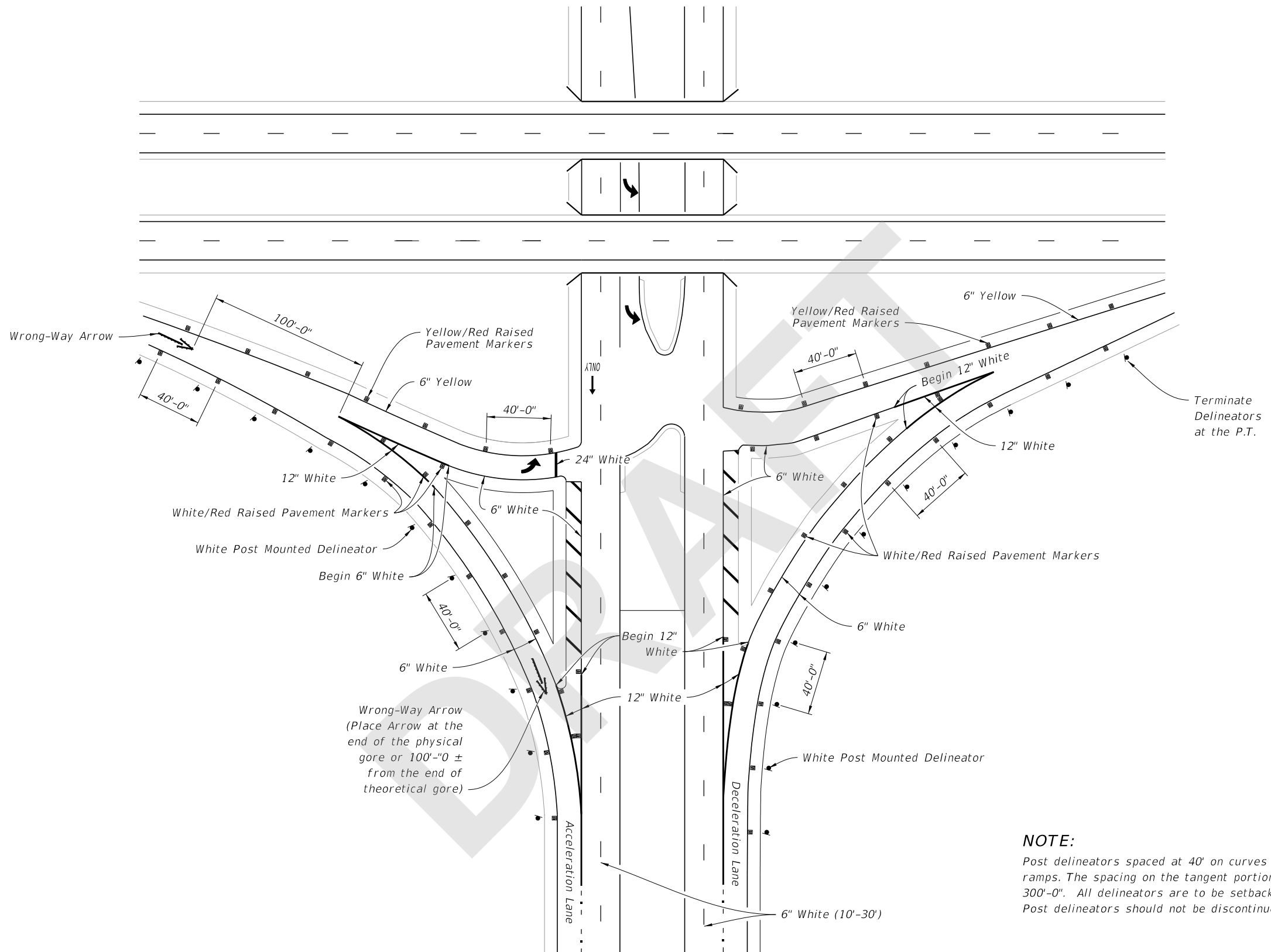
TYPICAL CURVED EXIT RAMP

LAST REVISION 11/01/21	DESCRIPTION:
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**FY 2022-23
STANDARD PLANS**

INTERCHANGE MARKINGS

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NOTE:

Post delineators spaced at 40' on curves of the entrance and exit of ramps. The spacing on the tangent portion of the ramp section is 300'-0". All delineators are to be setback 4' from shoulder break. Post delineators should not be discontinued in sections with guardrail.

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TYPICAL INTERSECTION

LAST REVISION 11/01/21	REVISION DESCRIPTION:	 FY 2022-23 STANDARD PLANS	INTERCHANGE MARKINGS	INDEX 711-003	SHEET 6 of 8
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