

**Wainwright, Scott**

**From:** Murray Bodin (Concerned Grandparents) [ConcernedGrandpa@aol.com]  
**Sent:** Tuesday, October 05, 2004 8:24 AM  
**To:** Wainwright, Scott  
**Cc:** Huckaby, Ernest; (Various Copies)  
**Subject:** Entrance Ramp Markings

Dear Mr. Wainwright, (FHWA Team Member, MUTCD Part 3 - Markings)

With 350 miles of 65 MPH highway in New York State, it is time to show the driver (especially the older driver, I'm 71 years old) where the thru lanes are. I am referring to lanes such as exits and entrances on the New York State Thruway.

Auxiliary lanes such as EXIT ONLY should be designated by "cat tracks" rather than the usual dashed lines, which are used for traffic lane separation. Then drivers would know which were the thru lanes, and which were the "different" lanes that did something else.

I would guess that 99% of the people passing an exit (or entrance) go past without turning. These are the people who should get the information they need, which are the lanes that go past the exit.

At the high speeds of traffic today, CONSISTENCY is VERY important! These decisions can no longer be left to the discretion of a local traffic engineer. Road markings MUST be consistent in every state and every city. Which is why the "U" in the MUTCD means **UNIFORM**.

Thank you for your consideration.

Sincerely,

Murray Bodin

The broken line markings for one-half length of full width acceleration lane should be "lane drop markings" (as you show elsewhere) the entire length of the acceleration lane.

"Lane drop markings as shown in Figure 3B-10 may (should) be used in advance of lane drops at exit ramps to distinguish a lane drop from a normal exit ramp or from an auxiliary lane. The lane drop marking may (should) consist of a wide, white dotted line with line segments 0.9 m (3 ft) in length separated by 2.7 m (9 ft) gaps." (I think this is the "cat tracks.")

Figure 3B-9 Examples of Channelizing Line Applications for Entrance Ramp Markings



**Standard:**

For exit ramps, channelizing lines shall be placed along the sides of the neutral area adjacent to the through traffic lane and the ramp lane. With a parallel deceleration lane, a lane line shall be extended from the beginning of the channelizing line upstream for a distance of one-half the length of the full-width deceleration lane as shown in Figure 3B-8.

**Option:**

White chevron markings may be placed in the neutral area for special emphasis as shown in Figure 3B-8.

**Guidance:**

For entrance ramps, a channelizing line should be placed along the side of the neutral area adjacent to the ramp lane.

For entrance ramps with a parallel acceleration lane, a lane line should be extended from the end of the channelizing line for a distance of one-half the length of the full-width acceleration lane as shown in Figure 3B-9.

10/13/2004