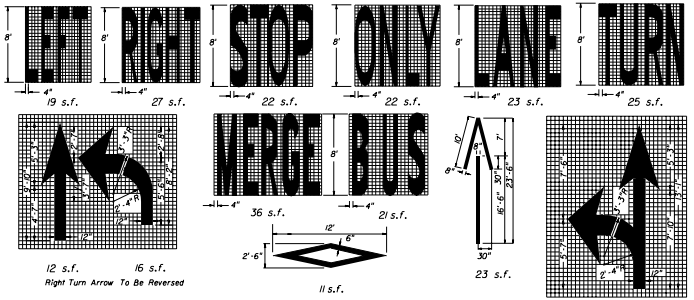
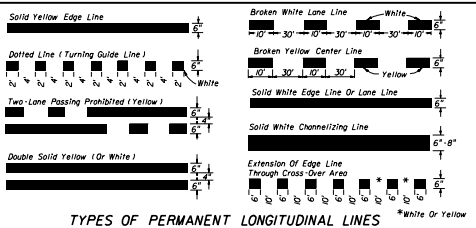


NOTE: When arrow and pavement message are used together, the arrow shall be located down stream of the pavement message and shall be separated from the pavement message by a distance of 25'(Base of the arrow to the base of the message).

DIMENSIONS ARE WITHIN 1" ±

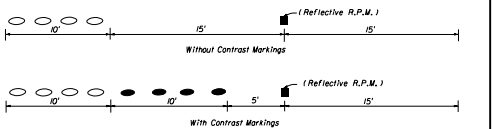
PAVEMENT ARROW AND MESSAGE DETAILS



BASIC COLOR RULE

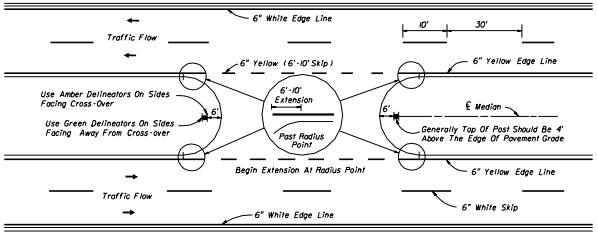
White lines separate traffic in the same direction.
Yellow lines separate traffic in opposing directions.
Yellow dotted lines may be used in special cases.

TYPES OF PERMANENT LONGITUDINAL LINES



NOTE: Ceramic Markers should not be installed unless specifically called for in the plans. Use is limited to high volume sections with ADT's greater than 50,000 where lane changing is to be discouraged or other areas where channelization is required.

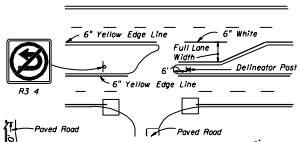
NON-REFLECTIVE CERAMIC PAVEMENT MARKER PLACEMENT

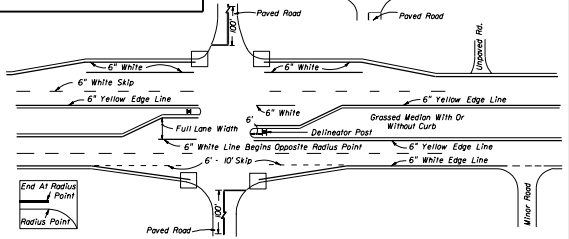


PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER

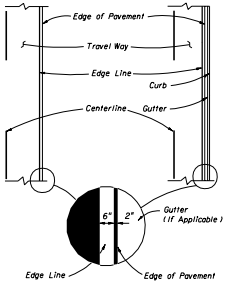
NOTE:

Markings applied to median noses shall be yellow in color.





PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS

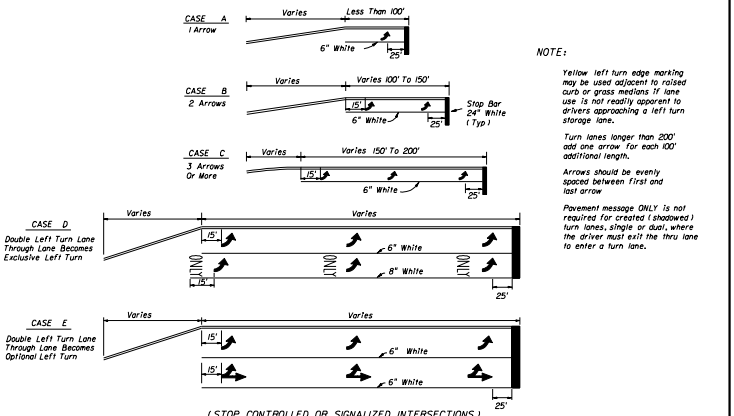


PLACEMENT OF EDGE LINES

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

	Names	Dates	Approved By
Designed By	P-72		State Traffic Plans Engineer
Drawn By			Revision / Sheet No. / Index No.
Checked By	P-72		00 / 1 of 9 / 17346



NOTE:

Yellow left turn edge marking may be used adjacent to raised curb or grass medians if lane use is not readily apparent to drivers approaching a left turn storage lane.

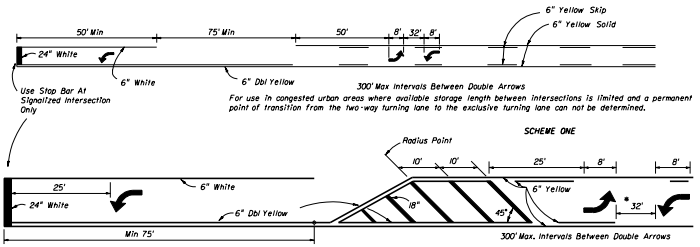
Turn lanes longer than 200' add one arrow for each 100' additional length.

Arrows should be evenly spaced between first and last arrow.

Pavement message ONLY is not required for created (shadowed) turn lanes, single or dual, where the driver must exit the thru lane to enter a turn lane.

(STOP CONTROLLED OR SIGNALIZED INTERSECTIONS)

PAINTED LEFT TURN STORAGE LANE(S) DETAILS



For use in congested urban areas where available storage length between intersections is limited and a permanent point of transition from the two-way turning lane to the exclusive turning lane can not be determined.

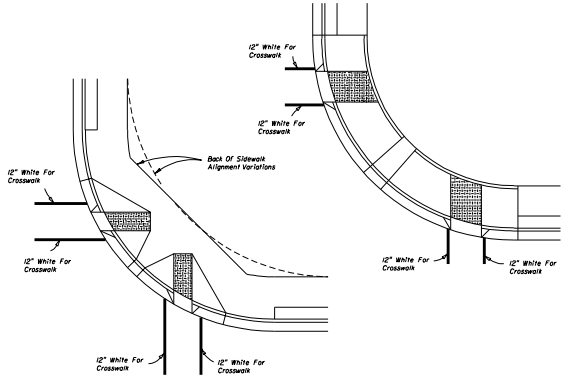
*Typical spacing reference page 3B-6 in the M.U.T.C.D.

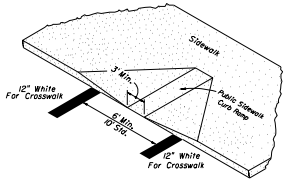
For use in rural & suburban areas where an adequate storage lane length can be specifically determined.

SCHEME TWO

(WITH SINGLE LANE LEFT TURN CHANNELIZATION)

TWO WAY LEFT TURN LANE



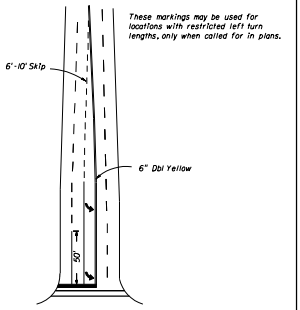


TYPICAL CROSSWALK MARKINGS FOR CURB RAMPS

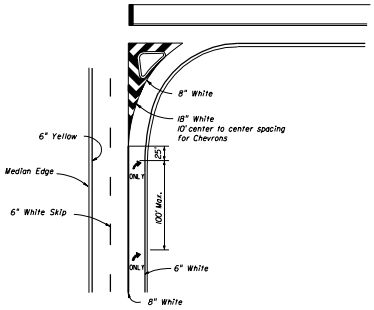
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

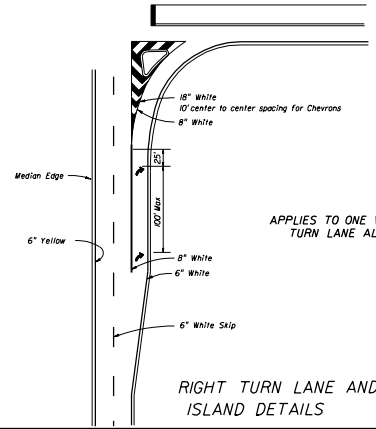
	Names	Dates	Approved By: Charles A. Hoffstetter
Designed By		7-74	State Traffic Plans Engineer
Drawn By			Revision — Sheet No. — Index No.
Checked By		7-74	00 — 2 of 9 — 17346



RESTRICTED LEFT TURN MARKING

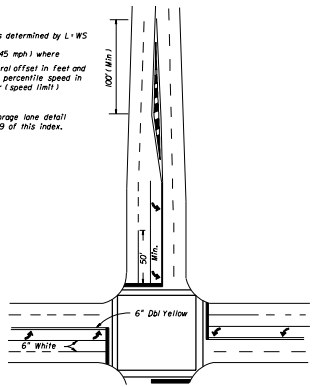


RIGHT TURN LANE DROP AND ISLAND DETAILS
LEFT TURN LANE DROP IS MIRROR IMAGE

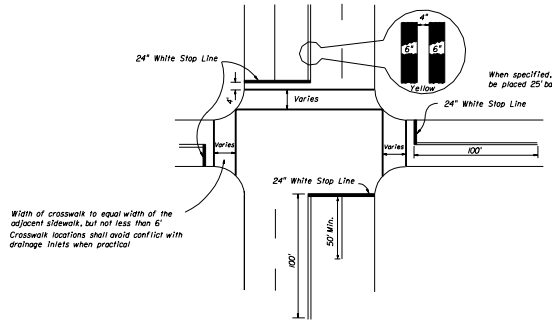


APPLIES TO ONE WAY LEFT TURN LANE ALSO

RIGHT TURN LANE AND ISLAND DETAILS



TYPICAL INTERSECTION 2 THRU LANES
PLUS LEFT TURN LANE, WITH CROSSWALK



STOP BARS, CROSSWALKS AND DOUBLE CENTER LINE DETAILS

NOTES:

1. When public sidewalk curb ramps are present, refer to sheet 2 of 9 & 7 of 9 of this Index 17346 and Index No. 304 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

	Names	Dates
Designed By		7-15
Drawn By		
Checked By		7-17

Approved By: Clark A. Hurst
State Traffic Plans Engineer

Revision	Sheet No.	Index No.
00	3 of 9	17346

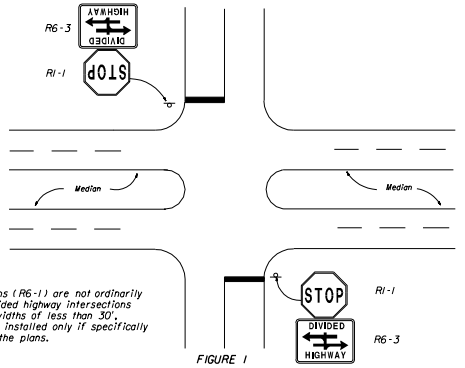


FIGURE 1

MEDIAN WIDTHS UNDER 30'

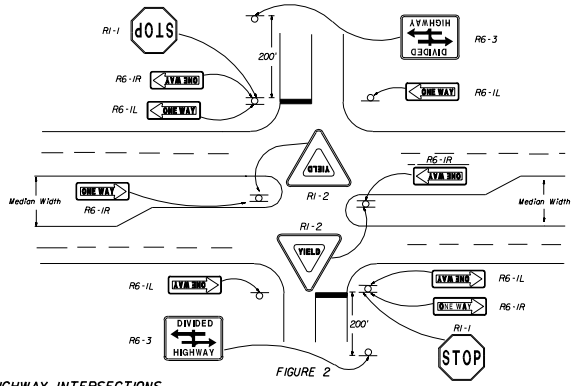
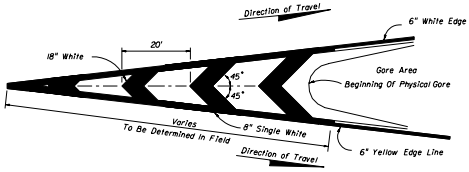


FIGURE 2

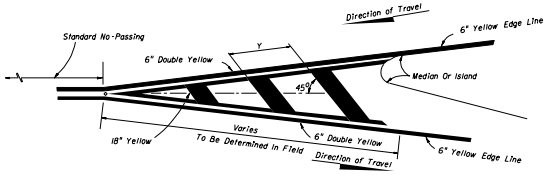
MEDIAN WIDTHS 30' AND GREATER

ONE-WAY SIGNS ON DIVIDED HIGHWAY INTERSECTIONS



PAVEMENT MARKINGS FOR TRAFFIC CHANNELIZATION AT GORE

(TRAFFIC FLOWS IN SAME DIRECTION)



PAVEMENT MARKING FOR TRAFFIC SEPARATION

(TRAFFIC FLOWS IN OPPOSING DIRECTIONS)

POSTED (DAY) SPEED LIMIT M.P.H.	"Y" ft
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

	Names	Dates
Designed By		7-73
Drawn By		
Checked By		7-73

Approved By: Clark A. Hostetler
State Traffic Plans Engineer

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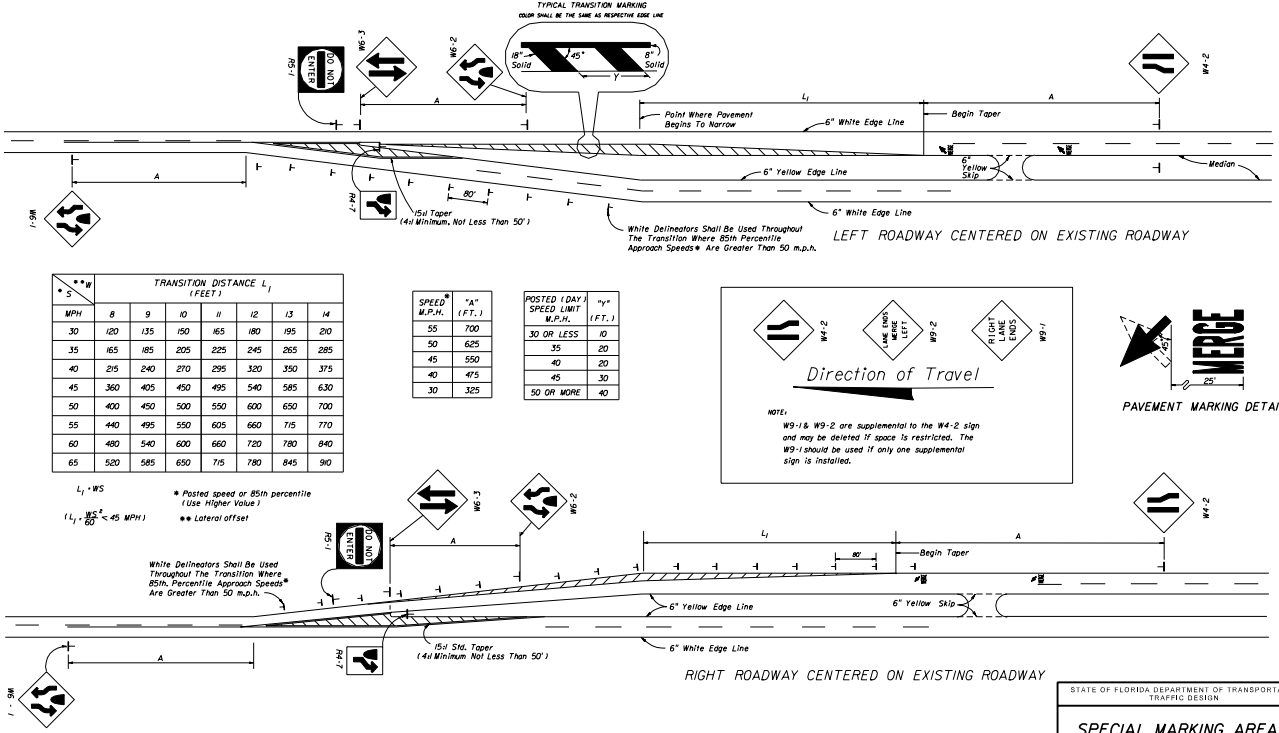


S / **W	TRANSITION DISTANCE L_1 (FEET)						
MPH	8	9	10	11	12	13	14
30	120	135	150	165	180	195	210
35	165	185	205	225	245	265	285
40	215	240	270	295	320	350	375
45	360	405	450	495	540	585	630
50	400	450	500	550	600	650	700
55	440	495	550	605	660	715	770
60	480	540	600	660	720	780	840
65	520	585	650	715	780	845	910

$L_1 = WS$

$(L_1 = \frac{WS^2}{60} < 45$ MPH$)$

* Posted speed or 85th percentile (Use Higher Value)

** Lateral offset

SPEED* M.P.H.	"A" (FT.)
55	700
50	625
45	550
40	475
30	325

POSTED (DAY) SPEED LIMIT M.P.H.	"Y" (FT.)
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40

NOTE:
W3-1 & W9-2 are supplemental to the W4-2 sign and may be deleted if space is restricted. The W9-1 should be used if only one supplemental sign is installed.

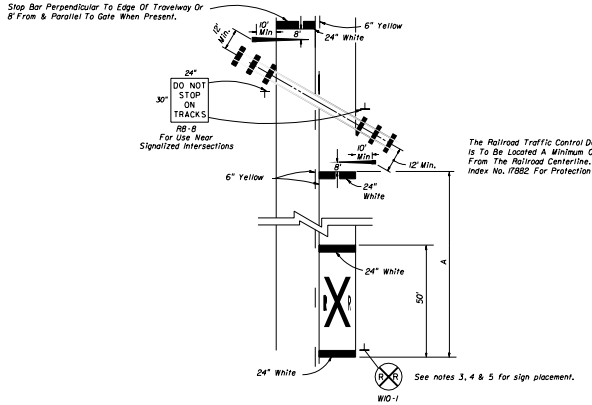
SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

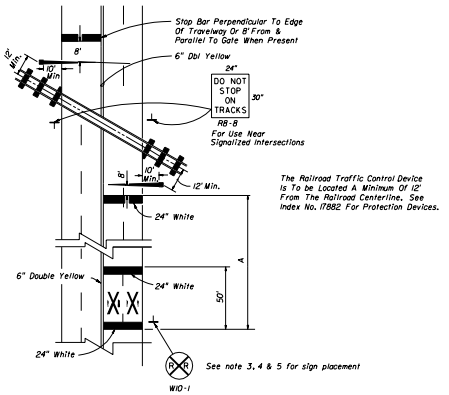
SPECIAL MARKING AREAS

	Name	Dates	Approved By
Designed By		7-12	Clarke Scott
Drawn By			State Traffic Plans Engineer
Checked By		7-12	Revision 00 · Sheet No. 5 of 9 · Index No. 17346

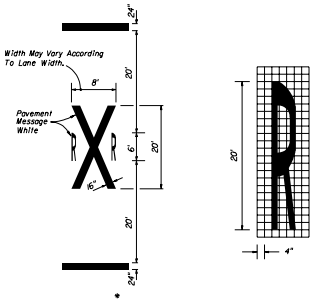
$$$$$$$SITIME$$$$$$$



RAILROAD CROSSING AT 2-LANE ROADWAY



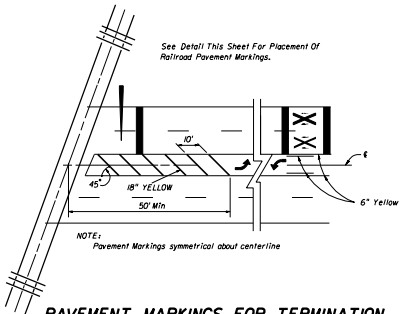
RAILROAD CROSSING AT 4-LANE ROADWAY



89 s.f. *

*Does not include 24" bars.

TYPICAL PAVEMENT MARKINGS FOR R/R CROSSING



PAVEMENT MARKINGS FOR TERMINATION OF TWO WAY LEFT TURN AT R/R CROSSINGS

NOTES:

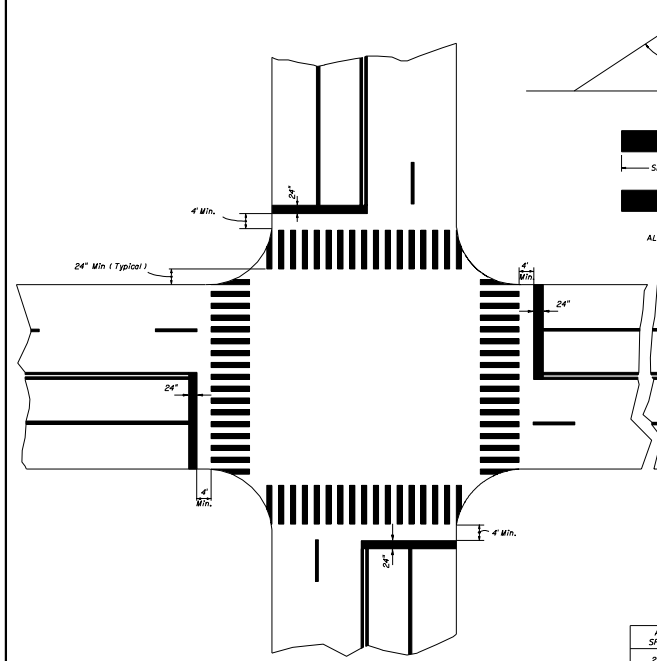
1. When computing pavement messages, quantities do not include transverse lines.
2. When dynamic devices are not present or are to be installed, the crossbuck shall be located at the future location of the RR gate or signal and gate in accordance with Index No. 17882.
3. Placement of sign WIO-1 in a residential or business district, where low speeds are prevalent, the WIO-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the RR pavement message and the tracks an additional WIO-1 sign & additional pavement message should be used.
4. Recommended location for FTP-38 or FTP 38B sign, 100' urban & 300' rural in advanced of the crossing.
5. A portion of the pavement marking symbol should be directly opposite the WIO-1 sign.

SPEED MPH	A (Ft.)
65	650
60	550
55	450
50	375
45	300
40	225
35	150
30	100
Urban	50 Min.

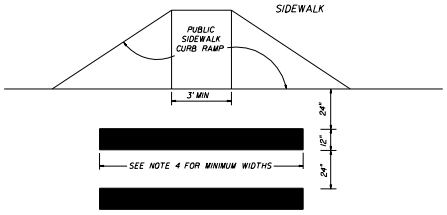
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

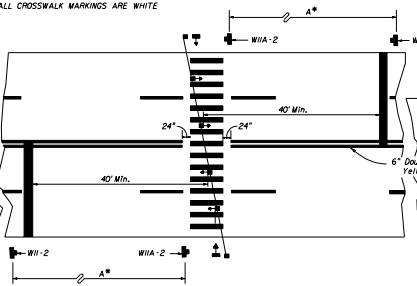
	Names	Dates	Approved By: Charles A. Hewett
Designed By		7-75	State Traffic Plans Engineer
Drawn By			Revision: 00 Sheet No.: 6 of 9 Index No.: 17346
Checked By		7-75	



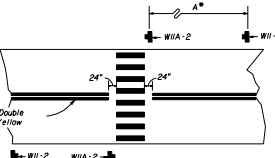
SPECIAL EMPHASIS CROSSWALK
SIGNALIZED OR STOP SIGN CONTROLLED INTERSECTION



ALL CROSSWALK MARKINGS ARE WHITE



SPECIAL EMPHASIS CROSSWALK
MID BLOCK-SIGNALIZED



SPECIAL EMPHASIS CROSSWALK
TWO LANE NON-SIGNALIZED

APPROACH SPEED MPH	A* SUGGESTED DISTANCE (FT)
25 To 35	275
36 To 45	350
46 To 55	500

GENERAL NOTES

1. For traffic and pedestrian signal installation, refer to Index No. 17721 through 17890.
2. For public sidewalk curb ramps, refer to Index No. 304.
3. For pavement marking and sign installation, refer to Indexes 9535 through 17356.
4. Crosswalk minimum widths:
   Intersection Crosswalk 6'
   Mid Block Crosswalk 10'

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS

	Names	Dates
Designed By		3-03
Drawn By		
Checked By		

Approved By: Clark A Scott
State Traffic Plans Engineer

Revision	Sheet No.	Index No.
00	7 of 9	17346

Markings in or adjacent to bike lanes should be thermoplastic with a mixture of 50 percent glass spheres and 50 percent sharp silica sand applied at a rate of 0.2 lb/ft².

The sharp silica sand shall meet the following gradation requirements:

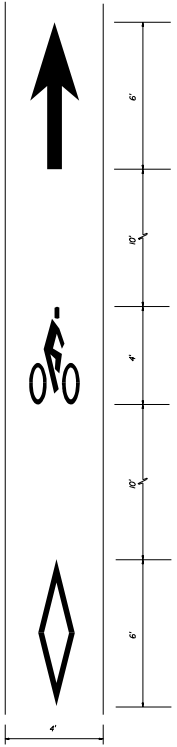
U.S. Sieve Number	Sieve Size (µ.m)	Percent Passing
20	850	100
50	300	0-10

(Florida Standard Spec. 711-4.6)

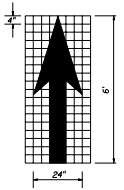
Recommended spacing of diamond symbols immediately after intersections and major driveways and at a maximum spacing of 600 feet for urban sections and 1320 feet for rural sections.

Raised pavement markings and raised barriers can cause steering difficulties and should not be used to delineate bicycle lanes.

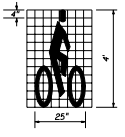
All pavement markings and pavement messages shall be white.



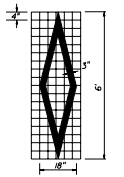
DETAIL OF BIKE LANE MARKINGS



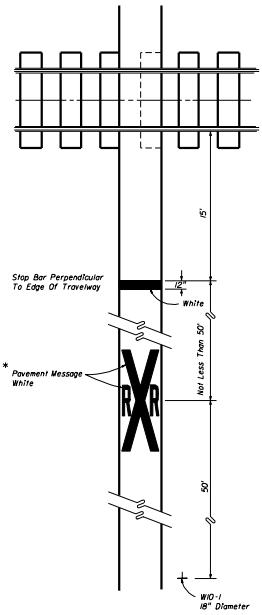
4.2 s.f.



2.3 s.f.

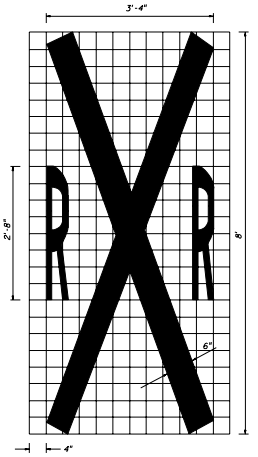


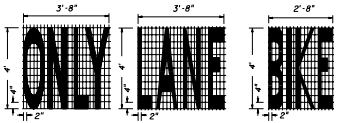
2.4 s.f.



* NOTE

When used on a bike lane (adjacent to vehicle lane) markings shall be placed adjacent to markings for vehicles & W10-1 sign shall be sized and placed for vehicles.





PAVEMENT MESSAGE DETAILS

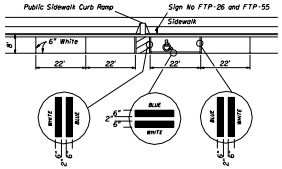
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

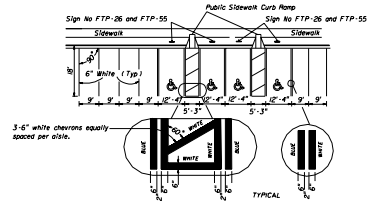
SPECIAL MARKING AREAS (BICYCLE)

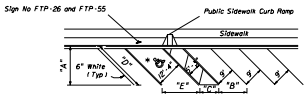
	Names	Dates
Designed By		7-11
Drawn By		
Checked By		

Approved By: Clark D. Scott
State Traffic Plans Engineer

Revision	Sheet No.	Index No.
00	8 of 9	17346





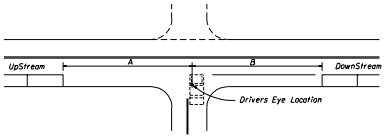


* FOR ACCESSIBLE MARKINGS - SEE ABOVE

	"DIMENSIONS"				
△θ	"A"	"B"	"C"	"D"	"E"
45°	19'-1"	12'-9"	7'-6"	27'-0"	17'-8"
60°	20'-1"	10'-5"	6'-4"	23'-2"	14'-4"

NOTES:
1. Dimensions are to the centerline of markings.
2. An Access Aisle is required for each accessible space when angle parking is used.
3. Criteria for pavement markings only, not public sidewalk curb ramp locations. For ramp locations refer to plans.
4. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.
5. The FTP-55 panel shall be mounted below the FTP-26 sign.

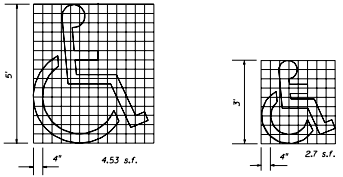
PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN REST AREAS



SPEED MPH	UP STREAM (A)	DOWN STREAM (B)	
		2 LANE	4 LANE
0-30	85'	60'	45'
35	100'	70'	50'

NOTES
1. Distances measured longitudinally along the street from driver location of entering vehicle to end of parking restriction.
2. Distances applicable to intersecting street, major driveways and other driveways to the extent practical.
3. For non-signalized intersections, the values above shall be compared with the values for signalized intersections and the maximum restrictions implemented. These restrictions apply to both accessible and non-accessible parking.

MINIMUM PARKING RESTRICTION FOR NON-SIGNALIZED INTERSECTIONS



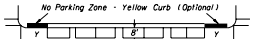
♿ Use of pavement symbol in accessible parking spaces is optional, when used the symbol shall be 3' or 5' high and white in color.

"UNIVERSAL SYMBOL OF ACCESSIBILITY"

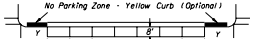
GENERAL NOTES (Signalized & Non-signalized)

1. For entrances to a one-way street, the downstream restriction may be reduced to 20'.
2. Parking shall not be allowed within 20' of a crosswalk.
3. All parking lane markings shall be 6" white.
4. Parking lane lines shall be broken at driveways.
5. Refer to Chapter 316, Fla. statutes, for laws governing parking spaces.
6. Where curb and gutter is used, the gutter pan width may be included as part of the minimum width of parking lane, but desirably the lane width should be in addition to that of the gutter pan.

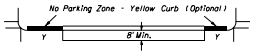
TYPE I



TYPE II



TYPE III



SPEED LIMIT MPH	SIGNALIZED INTERSECTIONS
0 - 30	30
35	50

DISTANCE FROM CURB RADIUS (Y)

PARKING RESTRICTION (FT.) FOR SIGNALIZED INTERSECTION

NOTES:
1. Parking restrictions measured from curb radius point.
2. Restrictions for accessible parking are the same as those applied to non-signalized intersections.

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

SPECIAL MARKING AREAS (PARKING)

	Names	Dates	Approved By: Charles A. Scott, State Traffic Plans Engineer
Designed By		7-15	
Drawn By			Revisions: Sheet No.: 9 of 9
Checked By		7-15	00 Index No. 17346