PAVEMENT ARROW AND MESSAGE DETAILS

Solid Yellow Edge Line
0.125"-0.25" Wide Solid Yellow Arrow Line

3"Gaps 4'Skip Dotted Line (Turning Guide Line)

Black Solid Yellow 1/4" Wide Line

Two-Line Pavement Prohibited (Yellow)

Double Solid Yellow (Or White)

4'Gaps Solid Yellow 1/4" Wide Line

TYPES OF PERMANENT LONGITUDINAL LINES

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.

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.

PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER

NOTE:
Markings applied to median noise shall be yellow in color.

PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS

NOTE:
Ceramic markers shall not be installed unless specifically authorized for in the plans. Use is limited to high volume sections with AADT'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
**Scheme One**

- Use, Slip Bar at
  - Signalized intersection
  - Only

- 6" White
- 6" Old Yellow

- 300'-Max Interval Between Double Arrows
  - For use in congested urban areas where available approach 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.

**Scheme Two**

- 6" White
- 6" Old Yellow

- 300'-Max Interval Between Double Arrows

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

**Signing for Moveable and Non-Moveable Bridges with Steel Deck**

Slippery when wet signs shall be placed in advance of all moveable and non-moveable steel deck bridges.

ONE WAY signs (RE-1) are not ordinarily needed at divided highway intersections with nose widths of less than 30', and should be installed only if specifically called for in the plan.

FIGURE 1
NOSE WIDTHS UNDER 30'  ONE WAY SIGNS ON DIVIDED HIGHWAY INTERSECTIONS  NOSE WIDTHS 30' AND GREATER

FIGURE 2

PAVEMENT MARKINGS FOR TRAFFIC CHANNELIZATION AT GORE
(TRAFFIC FLOWS IN SAME DIRECTION)

PAVEMENT MARKING FOR TRAFFIC SEPARATION
(TRAFFIC FLOWS IN OPPOSING DIRECTIONS)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SPECIAL MARKING AREAS

<table>
<thead>
<tr>
<th>POSTED 1 DAY SPEED LIMIT</th>
<th>MPH</th>
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<tbody>
<tr>
<td>20 OR LESS</td>
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<td>50 OR MORE</td>
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LEFT ROADWAY CENTERED ON EXISTING ROADWAY

TRANITION DISTANCE L

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POSTED / DAY

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<tr>
<td>30 OR LESS 30</td>
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<td>50 OR MORE 40</td>
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</table>

WHITE DELINEATORS SHOUL be USED Throughout The Transition Where 85th Percentile Approach Speeds are Greater Than 50 mph.

RIGHT ROADWAY CENTERED ON EXISTING ROADWAY

SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SPECIAL MARKING AREAS

Dated

Enter Grade

Enter Grade

Enter Grade

Enter Grade

Enter Grade

Enter Grade
RAILROAD CROSSING AT 2-LANE ROADWAY

RAILROAD CROSSING AT 4-LANE ROADWAY

NOTES:
1. When consulting pavement needages, quantified do not include intersection lines.
2. When dynamic devices are not present or are to be installed, the crossbeam shall be placed at the future location of the RR gate or signal and gate in accordance with Index No. FBB.
3. Placement of signs WO-1 in a residential or business district, where low speeds are prevalent, the WO-1 sign may be placed a minimum distance of 100 ft. from the crossing, where street intersections occur between the RR pavement needage and the tracks an additional WO-1 sign and additional pavement needage should be used.
4. Recommended location for FTP-50-04 or FTP-60-04 sign, 100' urban & 300' rural in advance of the crossing.
5. A portion of the pavement marking symbol should be directly opposite the WO-1 sign.

WIDTHS Vary According To Lane Widths

Pavement Markings - White

99 a.f.

TYPICAL PAVEMENT MARKINGS FOR R/R CROSSING

Pavement Markings are centered about centerline

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

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SPECIAL MARKING AREAS
**SINGLE LEFT TURNS**

**Queue Length is Measured From The Bicton Snap Roadway Point Or, When A Stop Bar Is Required, From The Stop Bar.**

**DOUBLE LEFT TURNS**

Notes:
1. The "Begin Lane Line" location are based on the abundant lengths shown in Design Standard 30. These lengths must be adjusted on a case by case basis for turn lanes not meeting the standard lengths.
2. Yellow left turn edge marking may be used adjacent to round curb or grass medians if lane uses is not readily apparent to drivers approaching a left turn storage lane.

Refer to Design Standard 30 for Roadway Details.

**ARROW SPACING**

1. Arrow should be evenly spaced between final and last arrow. Turn lanes longer than 200 add one arrow for each 100 additional length.
1. Recommended spacing of symbols immediately after intersections and major driveways and at a minimum spacing of 600 feet for urban areas and 1300 feet for rural areas.

2. Raised pavement markings and raised barriers can cause steering difficulties and should not be used to delineate bicycle lanes. All pavement markings and painted messages shall be white.

3. When used on a bike lane (adjacent to vehicle lane), markings shall be placed adjacent to markings for vehicle & WP-1 sign shall be sized and placed for vehicle.
PATHWAY MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN REST AREAS

"UNIVERSAL SYMBOL OF ACCESSIBILITY"

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SPECIAL MARKING AREAS (PARKING)

NOTE: For accessibility, a one way street, the downstream restriction shall be reduced to 20.
2. Parking shall not be allowed within 20 of a driveway.
3. All parking lane markings shall be 6 white.
4. Parking lane lines shall be broken at driveways.
5. Refer to Chapter XX, Ftie, Exception, for lane governing parking locations.
6. Where curb and gutter is used, the gutter pan which may be included as part of the minimum width of parking lane, but exceeding the lane width shall be in addition to that of the gutter pan.

MINIMUM PARKING RESTRICTION FOR NON-SIGNALIZED INTERSECTIONS

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

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

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

GENERAL NOTES (Signalized & Non-Signalized)
1. For extraneous to a one way street, the downstream restriction shall be reduced to 20.
2. Parking shall not be allowed within 20 of a driveway.
3. All parking lane markings shall be 6 white.
4. Parking lane lines shall be broken at driveways.
5. Refer to Chapter XX, Ftie, Exception, for lane governing parking locations.
6. Where curb and gutter is used, the gutter pan which may be included as part of the minimum width of parking lane, but exceeding the lane width shall be in addition to that of the gutter pan.

TYPE I
No Parking Zone - Yellow Curb (Optional)

TYPE II
No Parking Zone - Yellow Curb (Optional)

TYPE III
No Parking Zone - Yellow Curb (Optional)