**PAVEMENT ARROW AND MESSAGE DETAILS**

**TYPES OF PERMANENT LONGITUDINAL LINES**

- **Solid Yellow Edge Line**
- **2" Skip 4" Gap Dotted Line (Turning Solid Line)**
- **Two Lane Passing Prohibited (Yellow)**
- **Double Solid Yellow (Dr White)**
- **10" Skip 30" Gap Yellow Centerline**
- **3" Skip 9" Gap Lane Drop Markings At Interstate Ramps**
- **6" Skip 10" Gap Extension Of Edge Line Through Cross-Over Area**
- **6" Solid White Channelizing Line**
- **10" White Skip With Black Contrast**
- **10" White Skip With 10" Black Contrast and 20" Gaps**

**CONTRAST MARKINGS**

**NOTE:** When arrow and pavement message are used together, the arrow shall be located downstream 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). Stop message shall be placed 25' from back of stop line.

**Yield Lines 5" X 18" X 27"** White triangles facing traffic equally spaced within travel lane with 1 additional triangle using some spacing when a bike lane is present.
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
SPECIAL MARKING AREAS

### SCHEME ONE

- **6" Yellow Solid**
- **6" Yellow Skip**
- **6" White**

300' Max Intervals Between Double Arrows

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 cannot be determined.

Use Stop Bar at Signalized Intersection Only

### SCHEME TWO

- **24" White**
- **6" White**

300' Max Intervals Between Double Arrows

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

(WITH SINGLE LANE LEFT TURN CHANNELIZATION)

TWO WAY LEFT TURN LANE

### TYPICAL CROSSWALK MARKINGS FOR CURB RAMPS

- **12" White For Crosswalk**
These markings may be used for locations with restricted left turn lengths, only when called for in plans.

RESTRICTED LEFT TURN MARKING

12" White Crosswalk Lines
24" White Stop Line
6" Yellow
6" White
6" White Median Edge
18" White Chevron 10" center to center spacing
6" White
6" White Skip
100' Min

100' Minimum; or as determined by L-WS

L = \( \frac{W^2}{60^2} \times 45 \) mph where

W is the lateral offset in feet and
S is the 85th percentile speed in miles per hour (speed limit)

For left turn storage lane detail see sheet 2 of 13 of this index.

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

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

12" White Crosswalk Lines
6" Yellow
6" White
6" White
8" White
18" White Chevron 10" center to center spacing
6" White
12" White Crosswalk Lines
8" White

APPLIES TO ONE WAY LEFT TURN LANE ALSO

12" White Crosswalk Lines
6" Yellow
6" White
6" White
8" White
6" White Skip
6" White

RIGHT TURN LANE AND ISLAND DETAILS

24" White Stop Line
12" White
24" White Stop Line

VARIES

STOP BARS, CROSSWALKS AND DOUBLE CENTER LINE DETAILS

NOTES:
1. When public sidewalk curb ramps are present, refer to Index 17344 and Index No. 394 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.
3. When specified, "stop" message shall be placed 25' back of stop lines.
DIVIDED HIGHWAY

NOSE WIDTHS UNDER 30' Nose Width

6" White

24" White

NOSE WIDTHS 30' AND GREATER Nose Width

6" White

24" White

ONE WAY signs (R6-1) 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 plans.

FIGURE 1

FIGURE 2

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)

STANDARD NO-PASSING

6" Double Yellow

VARIES

To Be Determined In Field

6" Yellow Edge Line

6" Yellow Edge Line

6" Yellow Edge Line

Direction of Travel

Gore Area

Beginning 1/4 Physical Gore

6" Single White

Direction of Travel

8" White

20'

18" White

100'
TYPICAL TRANSITION MARKING
COLOR SHALL BE THE SAME AS RESPECTIVE EDGE LINE

DO NOT ENTER

TRANSITION DISTANCE \( L_1 \) (FEET)

\[
\begin{array}{cccccccc}
\text{MPH} & 8 & 9 & 10 & 11 & 12 & 13 & 14 \\
30 & 110 & 110 & 110 & 110 & 110 & 110 & 110 \\
35 & 115 & 115 & 115 & 115 & 115 & 115 & 115 \\
40 & 120 & 120 & 120 & 120 & 120 & 120 & 120 \\
45 & 125 & 125 & 125 & 125 & 125 & 125 & 125 \\
50 & 130 & 130 & 130 & 130 & 130 & 130 & 130 \\
55 & 135 & 135 & 135 & 135 & 135 & 135 & 135 \\
60 & 140 & 140 & 140 & 140 & 140 & 140 & 140 \\
65 & 145 & 145 & 145 & 145 & 145 & 145 & 145 \\
\end{array}
\]

\[
\begin{array}{cccccccc}
\text{MA} & 1 & 2 & 3 & 4 & 5 & 6 & 7 \\
55 & 55 & 55 & 55 & 55 & 55 & 55 & 55 \\
50 & 50 & 50 & 50 & 50 & 50 & 50 & 50 \\
45 & 45 & 45 & 45 & 45 & 45 & 45 & 45 \\
40 & 40 & 40 & 40 & 40 & 40 & 40 & 40 \\
35 & 35 & 35 & 35 & 35 & 35 & 35 & 35 \\
30 & 30 & 30 & 30 & 30 & 30 & 30 & 30 \\
20 & 20 & 20 & 20 & 20 & 20 & 20 & 20 \\
\end{array}
\]

LEFT ROADWAY CENTERED ON EXISTING ROADWAY

PAVEMENT MARKING DETAIL

*Design Speed
Lateral offset

SPEED LIMIT (MPH)

NOTE
W9-1 & W9-2 are supplemental to the W4-2 sign and may be deleted if space is not available. The W9-1 should be used if only one supplemental sign is installed.

RIGHT ROADWAY CENTERED ON EXISTING ROADWAY

SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY
NOTES:
1. Messages shall meet requirements of Specification Section 971-7 and Section 711.

2. The thickness of the preformed message shall be 0.50 mils.

3. The message shall consist of white letters and numbers with black contrasting material. The black material shall meet the mat dimensions shown and have a minimum skid resistance value of 55 SRM.

4. The "EXIT NUMBER" position remains the same (117'-8") from the beginning of taper regardless of the number of lines of information.

MESSIZE SIZE AND SPACING

MAT DIMENSIONS
The Railroad Traffic Control Device is to be located a minimum of 12' from the Railroad Centerline. See Index No. 17882 for Protection Devices.

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 crossblock 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 W2-1 in a residential or business district, where low speeds are prevalent the W2-1 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 W2-1 sign & additional pavement message should be used.
4. Recommended location for FTP-61-06 or FTP-62-06 sign, 100' urban & 300' rural in advance of the crossing.
5. A portion of the pavement marking symbol should be directly opposite the W2-1 sign.

Pavement Markings symmetrical about centerline

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>A IN FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>450</td>
</tr>
<tr>
<td>55</td>
<td>420</td>
</tr>
<tr>
<td>50</td>
<td>390</td>
</tr>
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<tr>
<td>40</td>
<td>300</td>
</tr>
<tr>
<td>30</td>
<td>200</td>
</tr>
<tr>
<td>20</td>
<td>100</td>
</tr>
</tbody>
</table>
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 1200 through 17306.


5. All crosswalk markings shall be white.

6. Longitudinal lines in Special Emphasis Crosswalk shall be 24” wide and spaced to avoid the wheelpath of vehicles as shown in detail. The maximum space between markings shall not exceed 60”. A longitudinal marking shall be centered on each lane line. Additional longitudinal markings shall be placed at the center of each lane (1/2W).

   Where the Crosswalk is skewed to the lane line, the Special Emphasis longitudinal lines should be parallel to the lane line.
1. Plans shall indicate which crosswalk scheme is to be used.

2. The details shown do not depict the signing and markings for multi-lane roadways with divided medians. For these applications, additional signs shall be installed on the median side.

3. All mid-block crossings shall use high emphasis crosswalk markings.

4. Crosswalk marking should utilize preformed marking materials.
SINGLE LEFT TURNS

**Queue Length** is measured from
The Median Vase Road/Point Dr.
When a Stop Bar is required, from
The Stop Bar.

DOUBLE LEFT TURNS

The **ONLY** pavement marking is required for turn lanes, where the thru lane becomes turn lane.

Through Lane Becomes Exclusive Left Turn

Through Lane Becomes Optional Left Turn

TURN Lanes & Curbed and Uncurbed Medians

<table>
<thead>
<tr>
<th>Design Speed (mph)</th>
<th>Clearance Distance L1</th>
<th>Brake To Stop Distance L2</th>
<th>Total Decal Distance L3</th>
<th>Clearance Distance L4</th>
<th>Brake To Stop Distance L5</th>
<th>Total Decal Distance L6</th>
<th>Clearance Distance L7</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>70</td>
<td>75</td>
<td>145</td>
<td>110</td>
<td>---</td>
<td>---</td>
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<tr>
<td>40</td>
<td>80</td>
<td>75</td>
<td>105</td>
<td>120</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>45</td>
<td>85'</td>
<td>100'</td>
<td>185</td>
<td>135</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>50</td>
<td>105'</td>
<td>135'</td>
<td>240</td>
<td>160</td>
<td>185'</td>
<td>290'</td>
<td>260'</td>
</tr>
<tr>
<td>55</td>
<td>125'</td>
<td>155'</td>
<td>305</td>
<td>195</td>
<td>225'</td>
<td>350'</td>
<td>290'</td>
</tr>
<tr>
<td>60</td>
<td>145'</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>260'</td>
<td>465'</td>
<td>320'</td>
</tr>
<tr>
<td>65</td>
<td>175'</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>290'</td>
<td>480'</td>
<td>270'</td>
</tr>
</tbody>
</table>

Arrow should be evenly spaced between first and last arrow. Turn lanes longer than 200' add one arrow for each 100' additional length.

ARROW SPACING

NOTES:

1. The "Begin Lane Line" locations are based on the standard lengths shown in Design Standard 301. These locations 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 raised curb or grass medians if lane use is not readily apparent to drivers approaching a left turn storage lane.
3. Refer to Design Standard Index 301 for Roadway Details.
4. This Index also applies to right turn lanes.

2010 FDOT Design Standards

SPECIAL MARKING AREAS

Sheet No. 17346

11 of 14
GENERAL NOTES (Signalized & Nonsignalized)

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 216, 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.

MINIMUM PARKING RESTRICTION FOR NONSIGNALIZED INTERSECTIONS

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 nonsignalized 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 nonaccessible parking.

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

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

UNIVERSAL SYMBOL OF ACCESSIBILITY

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN REST AREAS

NOTE:
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.
4. For ramp locations refer to plans.
5. Blue pavement markings shall be tinted to match shade 151850 of Federal Standards 595a.
6. The FTP-22-06 panel shall be mounted below the FTP-21-06 sign.

MINIMUM PARKING RESTRICTION FOR NONSIGNALIZED INTERSECTIONS

- **TYPE I**
  - No Parking Zone - Yellow Curb (Optional)

- **TYPE II**
  - No Parking Zone - Yellow Curb (Optional)

- **TYPE III**
  - No Parking Zone - Yellow Curb (Optional)
1. The Contractor Shall Adjust The Maintenance Of Traffic During Installation To Provide Sufficient Time For The Markings To Bear Traffic.

2. The Height Of The Transverse Bar Markings Shall Be 0.45 To 0.55 Inches Above The Pavement Surface At The Edge Of The Marking.

3. Transverse Bars Shall Be Evenly Spaced In The Marking At Intervals Of 30 Inches Center To Center.

4. The Transverse Bar May Have A Drainage Channel On Each Bar. The Length Of The Drainage Channel May Not Exceed 0.25 Inches At The Bottom Of The Channel.

5. Audible And Vibratory Markings Shall Only Be Installed On Centerline Markings Of Two Lane Roads When Shown In The Plans.


8. The Specifications Allow The Audible Markings To Utilize A Flat Base Line Or An Inverted Rib Profile Base Line.