PAVEMENT ARROW AND MESSAGE DETAILS

- Two-Lane Passing Prohibited Lines
  - Solid Channelizing Line
  - Dotted Edge Line or Lane Line
  - Two-Lane Passing Prohibited Line
  - Solid Channelizing Line
  - Solid Pedestrian Crosswalk Line
  - Solid Stop Line
  - Solid Pedestrian Crosswalk Line

CONTRAST MARKINGS

- Yield Lines consist of five - 18" x 27" white triangles which face traffic. Equally space triangles within travel lane. Add one additional triangle using same spacing when a bike lane is present.

TYPES OF PAVEMENT MARKING LINES

- Solid Edge Line or Lane Line
- Solid Channelizing Line
- Two-Lane Passing Prohibited Line
- Solid Pedestrian Crosswalk Line
- Solid Stop Line
- 3'-9' Dotted Lane Drop Line
- 6'-10' Dotted Extension Line
- 8'-12' or 18" Dotted Guide Line
- 10'-30' Skip Line
- 12" Solid Pedestrian Crosswalk Line
- 24" Solid Stop Line

DIMENSIONS ARE WITHIN 1" ±
**PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER**

- Use Yellow Delineators on sides facing cross-over.
- Use Green Delineators on sides facing away from cross-over.
- Generally Top Of Post Should Be 6' Above The Edge Of Pavement Grade.
- Markings applied to median noses shall be yellow in color.

**PLACEMENT OF EDGE LINES**

Markings applied to median noses shall be yellow in color.

**PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS**

- Use Yellow Delineators on sides facing cross-over.
- Use Green Delineators on sides facing away from cross-over.
- Generally Top Of Post Should Be 6' Above The Edge Of Pavement Grade.

**NOTE:**

- Markings applied to median noses shall be yellow in color.
Use Stop Line At Signalized Intersection Only

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 can not be determined.

(WITH SINGLE LANE LEFT TURN CHANNELIZATION)
TWO WAY LEFT TURN LANE

300' Max. Intervals Between Double Arrows
For use in rural & suburban areas where an adequate storage lane length can be specifically determined.

TYPICAL CROSSWALK MARKINGS FOR CURB RAMPS
RESTRICTED LEFT TURN MARKING

These markings may be used for locations with restricted left turn lengths, only when called for in plans.

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

RIGHT TURN LANE DROP IS MIRROR IMAGE

NOTES:
1. When public sidewalk curb ramps are present, refer to Index No. 17344 and Index No. 304 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100 feet for projects involving intersection improvements only.
3. When specified, 'stop' message shall be placed 25 feet back of stop lines.
NOSE WIDTHS UNDER 30'

NOSE WIDTHS 30' AND GREATER

Divided Highway signs (R6-3) may be on the same structure with the STOP and ONE WAY signs or on a separate structure.

FIGURE 1

FIGURE 2

ONE-WAY SIGNS ON DIVIDED HIGHWAY INTERSECTIONS

PAVEMENT MARKINGS FOR TRAFFIC SEPARATION

PAVEMENT MARKINGS FOR TRAFFIC CHANNELIZATION AT GORE

(TRAFFIC FLOWS IN SAME DIRECTION)

(TRAFFIC FLOWS IN OPPOSING DIRECTIONS)

SPECIAL MARKING AREAS

2016 DESIGN STANDARDS

Index No. 17346

Sheet No. 5 of 14
TYPICAL TRANSITION MARKING
COLOR SHALL BE THE SAME AS RESPECTIVE EDGE LINE

LEFT ROADWAY CENTERED ON EXISTING ROADWAY

RIGHT ROADWAY CENTERED ON EXISTING ROADWAY

SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

SPECIAL MARKING AREAS

REV 1038 17346 6 of 14
NOTES:

1. Messages shall meet requirements of Specification Section 813-6 and Section 711.
2. The thickness of the preformed message shall be 125 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 BPN.
4. The "EXIT NUMBER" position remains the same distance from the beginning of taper regardless of the number of lines of information.
**Railroad Crossing at 2-Lane Roadway**

- **Pavement Marking Symbol:**
  - 6" Yellow
  - 24" White
  - 24" White

- **Width May Vary According to Lane Width**

**TYPICAL PAVEMENT MARKINGS FOR R/R CROSSING**

- **Width May Vary According to Lane Width**

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

- **NOTE:** Pavement Markings symmetrical about centerline

**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 crossbar 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 W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 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 W10-1 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 W10-1 sign.

**RAILROAD CROSSING AT 4-LANE ROADWAY**

- **Pavement Marking Symbol:**
  - 6" Double Yellow
  - 6" Yellow
  - 24" White

- **NOTE:** Pavement Markings symmetrical about centerline

**NOTES:**
- When computing pavement messages, quantities do not include transverse lines.
- When dynamic devices are not present or are to be installed, the crossbar shall be located at the future location of the RR gate or signal and gate in accordance with Index No. 17882.
- Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 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 W10-1 sign & additional pavement message should be used.
- Recommended location for FTP-61-06 or FTP-62-06 sign, 100 urban & 300' rural in advance of the crossing.
- A portion of the pavement marking symbol should be directly opposite the W10-1 sign.

**SPECIAL MARKING AREAS**

**2016 DESIGN STANDARDS**

**INDEX NO.** 17346

**SHEET NO.** 8 of 14
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 11200 through 17356.
4. Crosswalk minimum widths: Intersection Crosswalk 6', Midblock Crosswalk 10'.
5. All crosswalk marking must be white.
6. Longitudinal markings in Special Emphasis Crosswalk must be 24" wide and spaced to avoid the wheel path of vehicles (see detail). Center the longitudinal markings at each lane line. Place additional longitudinal markings at the center of each lane (12") The maximum spacing allowed between longitudinal markings is 60".

When the Crosswalk is skewed to the lane lines, the longitudinal markings should be parallel to the lane lines.

24" Longitudinal Bars in Special Emphasis Crosswalk must be preformed thermoplastic.
12" Transverse lines in the Special Emphasis Crosswalk may be standard thermoplastic or preformed thermoplastic.

Crosswalk minimum widths: Intersection Crosswalk 6'. Midblock Crosswalk 10'.
### Special Marking Areas

1. Plans shall indicate which crosswalk scheme is to be used.
2. The details shown do not depict the signing and markings on multi-lane roadways with divided medians. For these applications, additional signs shall be installed on the median side. Minimum width of mid-block crosswalks is 10'.
3. All mid-block crosswalks shall use special emphasis crosswalk markings.
4. Crosswalk marking shall be performed marking materials.

#### Speed and Distance

<table>
<thead>
<tr>
<th>Approach Speed (MPH)</th>
<th>Suggested Distance (Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 or Less</td>
<td>200</td>
</tr>
<tr>
<td>26 to 35</td>
<td>250</td>
</tr>
<tr>
<td>36 to 45</td>
<td>300</td>
</tr>
</tbody>
</table>

*SCHEME 1*  
Crosswalk with Warning Signing

*SCHEME 2*  
Crosswalk with Stop Signing

*SCHEME 3*  
Signalized Crosswalk
** Queue Length **

Queue Length is measured from the Median Nose Radial Point or, when a stop bar is required, from the stop bar.

### SINGLE LEFTTurns

** Turn Lanes - Curbed and Uncurbed Medians **

![SINGLE LEFT TURNS Diagram]

### DOUBLE LEFTTurns

** ARROW SPACING **

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

### Design Standards

** 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.
General Notes (Signalized & Nonsignalized)

1. For entrances to one-way streets, 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' wide.
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.

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 minimum restrictions implemented. These restrictions apply to both accessible and nonaccessible parking.

Minimum Parking Restriction for Signalized Intersections

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

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

Pavement Marking for Public Sidewalk Curb Ramps in Rest Areas

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. Refer to plans for ramp locations.
4. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.
5. The FTP-22-06 panel shall be mounted below the FTP-21-06 sign.

Reference:
- SIDEWALK CURB RAMPS IN REST AREAS
- PAVEMENT MARKING FOR PUBLIC
GENERAL NOTES:

1. Remove raised retroreflective pavement markers when in conflict with the installation of the centerline profiled thermoplastic pavement markings. The cost of removal is included in the cost of the profiled thermoplastic pavement marking.

2. Replacement of retroreflective pavement markers removed during the installation of the centerline profiled thermoplastic pavement markings will be paid for under Pay Item 706.

PROFILED THERMOPLASTIC MARKINGS
2 LANE CONCRETE ROADWAYS