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## Index 711-001 Pavement Markings

### ORIGINATION

**Date:** June 2, 2020

**Name:** Rick Jenkins/Gevin McDaniel

**Phone:** (850) 414-4355

**Email:** rick.jenkins@dot.state.fl.u

### COMMENTARY

Sheet 5: Added nose extension and Tubular Marker to traffic separator; Continue 6" white edge-line marking around radius at curb.

Sheet 6: Added nose extension and Tubular Marker to traffic separator; Continue 6" white edge-line marking around radius at curb.

Sheet 7: Changed from Delineators to Tubular Markers on traffic separator noses; Clarified application limitations for delineators on grass medians.

Sheet 8: Added Tubular Markers to island noses for channelization purposes. (Please note, Ben Gerrell is proposing additional changes to these details and the Tubular Markers will need to be part of his new details.)

Sheet 11: Deleted table; Delete top two details.

### COMMENTS AND RESPONSES

**BLACK** = Industry Review Comments    **RED** = Standard Plans Response

**Name:** David Hubbard / HNTB Corporation

**Date:** September 4, 2020

**COMMENT: Sheet 7:** For Detail "A", should there be a 4" maximum dimension above ground line added for the concrete foundation, to avoid the foundation from becoming a hazard within the clear zone? The 4" dimension is used on Index 700-010, Sheet 4 and 5 for the non-frangible sign base.

**RESPONSE:** This is a good point.

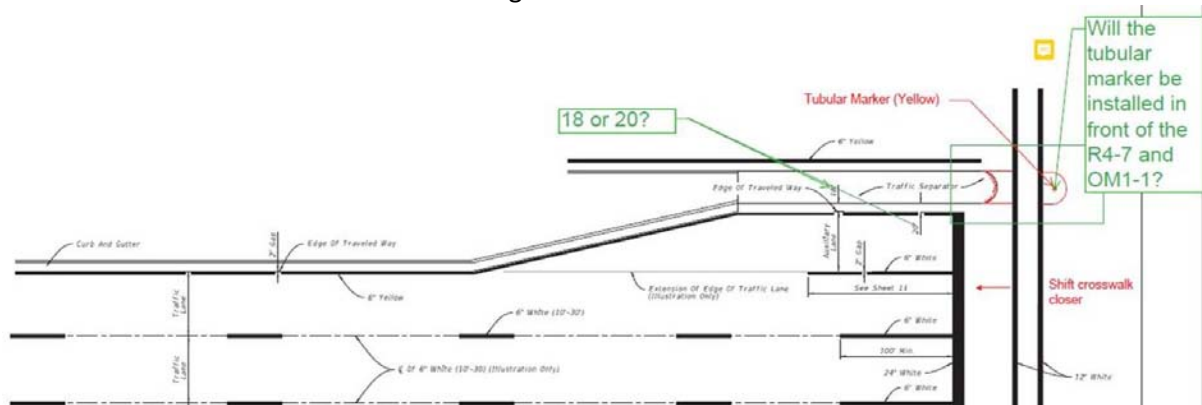
**Change made to Index:** add to Note #2.A.: "Install Non-Paved Surface Foundation flush with the surrounding ground surface."

**Date:** 9/10/20

**Name:** Cristina Dos Santos / HNTB Corporation

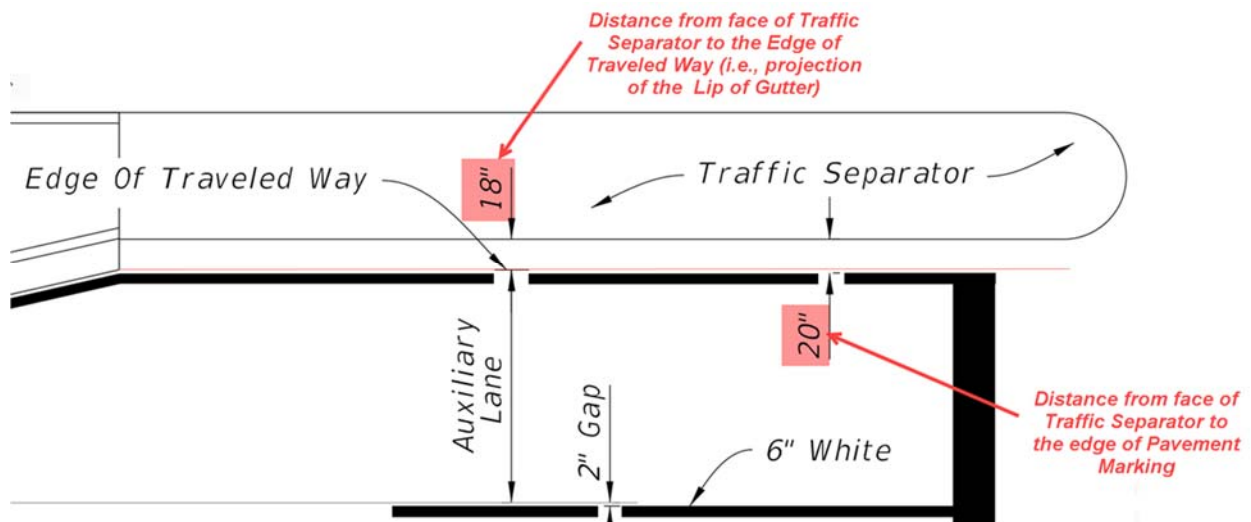
**Date:** September 9, 2020

**COMMENT:** Sheet 5 - Please see below in green our comments.



**RESPONSE:** If the R4-7 (keep right) or R4-8 (keep left) signs are used with object markers, we would not use the tubular marker as well. The MUTCD shows these as an option where it is not readily apparent that traffic is required to keep right or left. The only place we show these is in the Wrong Way Driving scenarios in Exhibits 230-1b and 230-2. We do not show the tubular markers in these cases. **We will clarify this in the FDM.**

The 18" is dimensioning the Edge of Traveled Way and the 20" is dimensioning the Edge of the Pavement Marking (see below). The distinction is made to establishing the placement of the Turn-Lane Lane Line.



**No change made to Index**

**Date:** 9-11-20

**Name:** K.C. Jose / FDOT D4

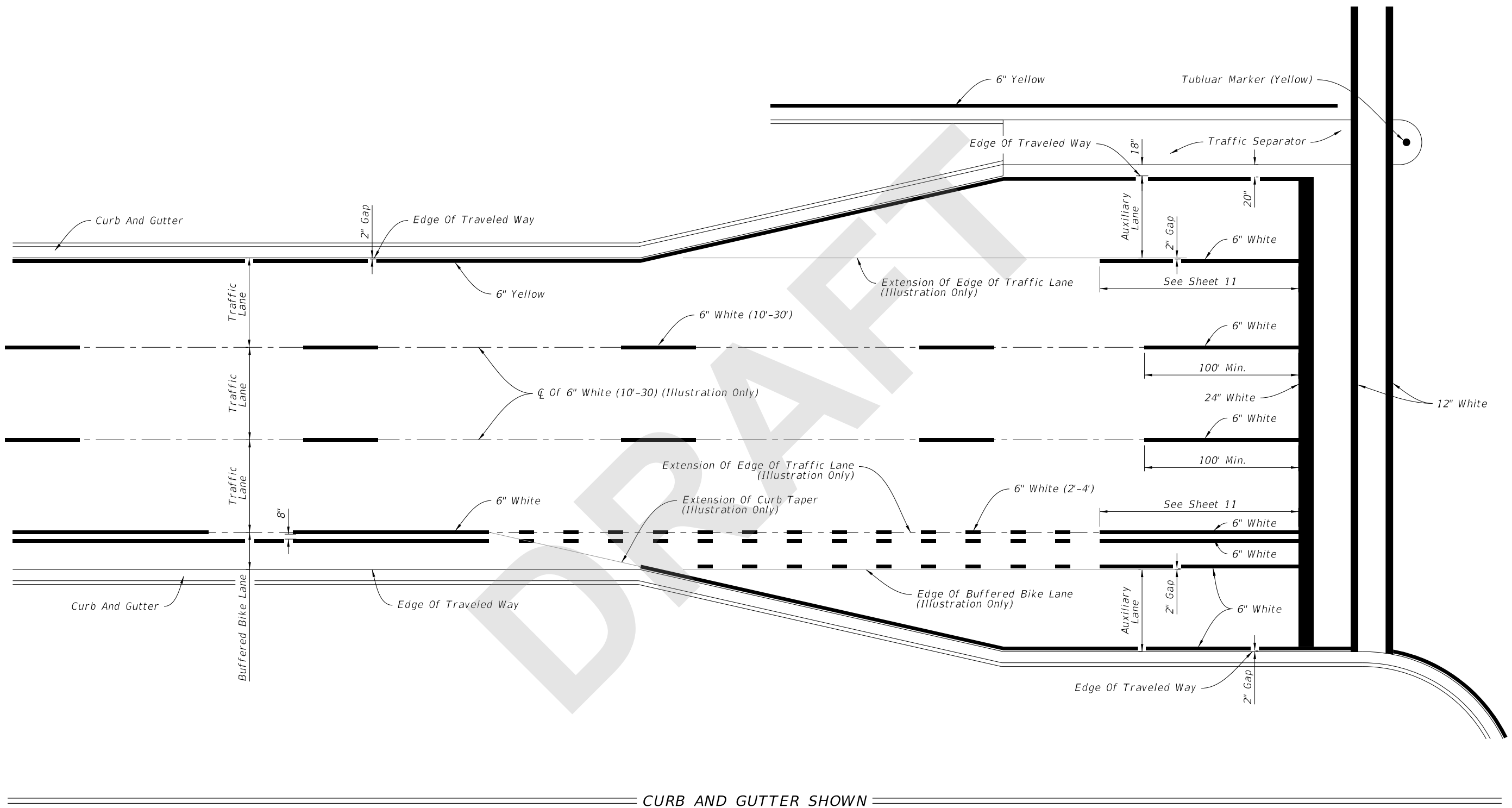
**Date:** September 11, 2020

**COMMENT:** The yellow tubular marker on the Left Turn Vehicle auxiliary lane (sheets 5 and 6) may be reviewed; the turning vehicles may hit this.

**RESPONSE:** The purpose of the tubular marker is to reduce the turning speeds and improve the angle of approach to the crosswalk for the turning vehicles. There are other options to accommodate conditions where the turning radii cannot be met.

**No change made to Index**

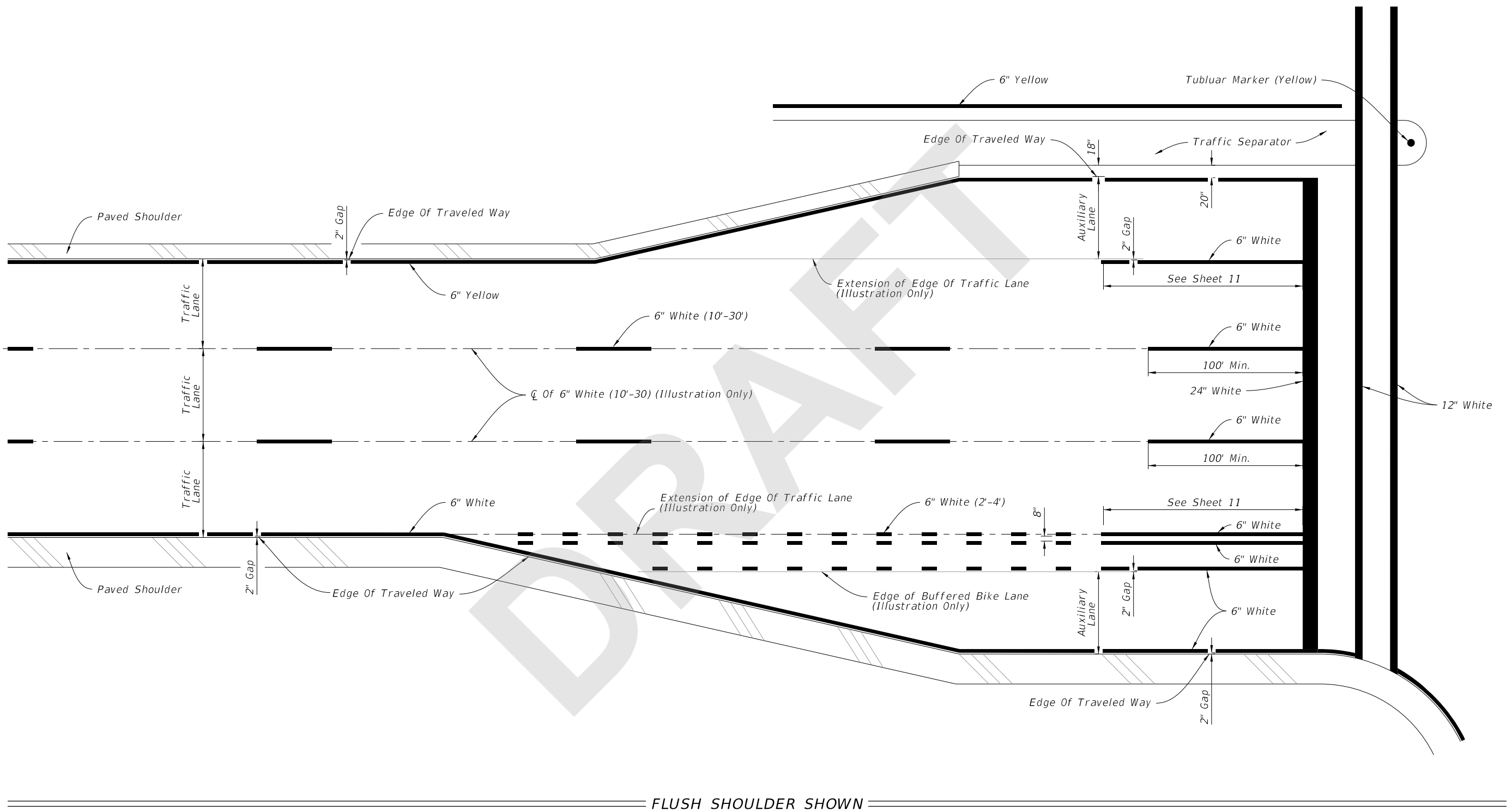
**Date:** 9/14/20



PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS

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PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS

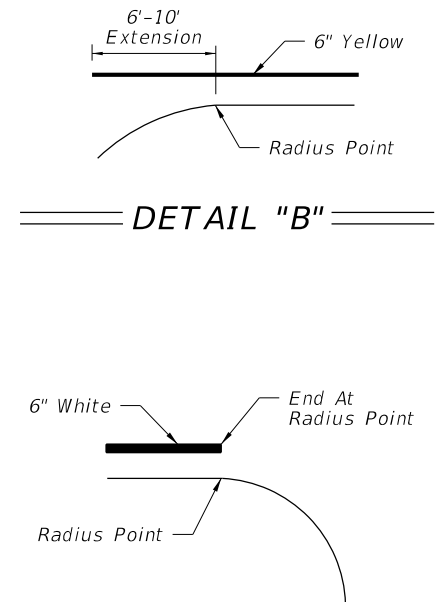
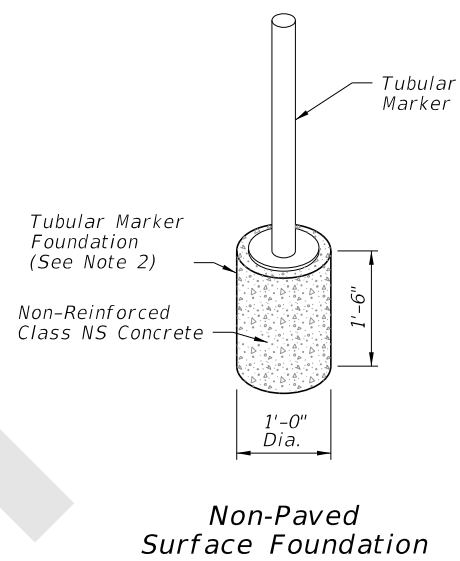
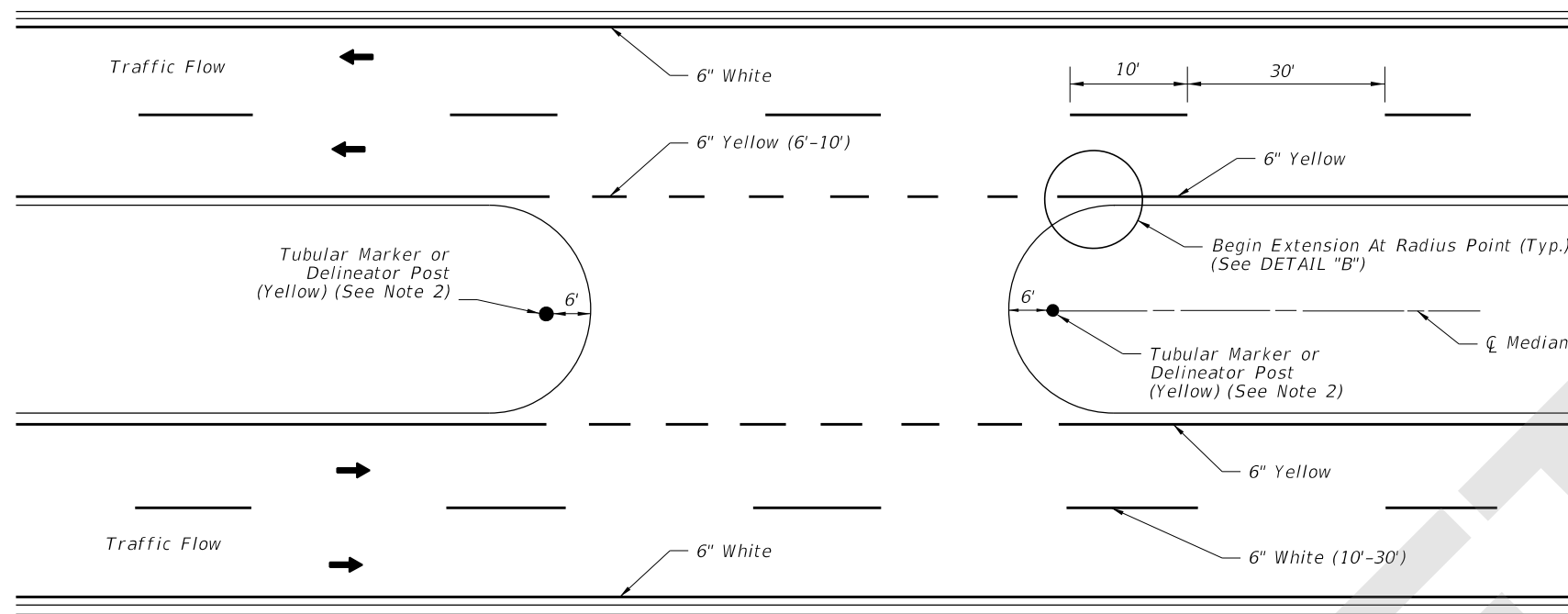
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**FY 2021-22  
STANDARD PLANS**

PAVEMENT MARKINGS

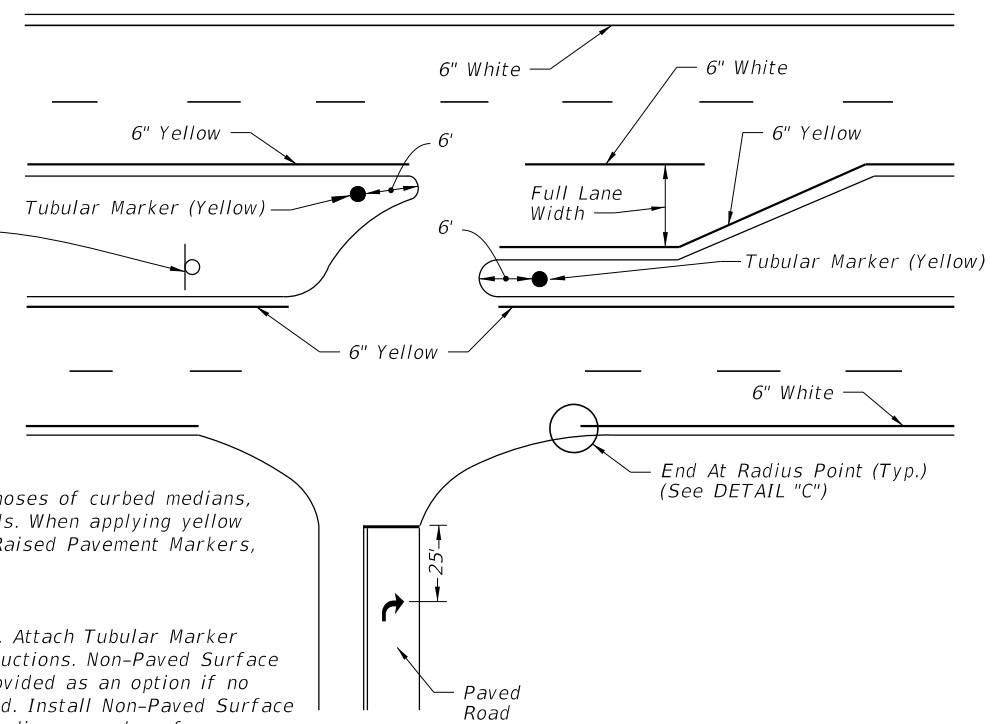
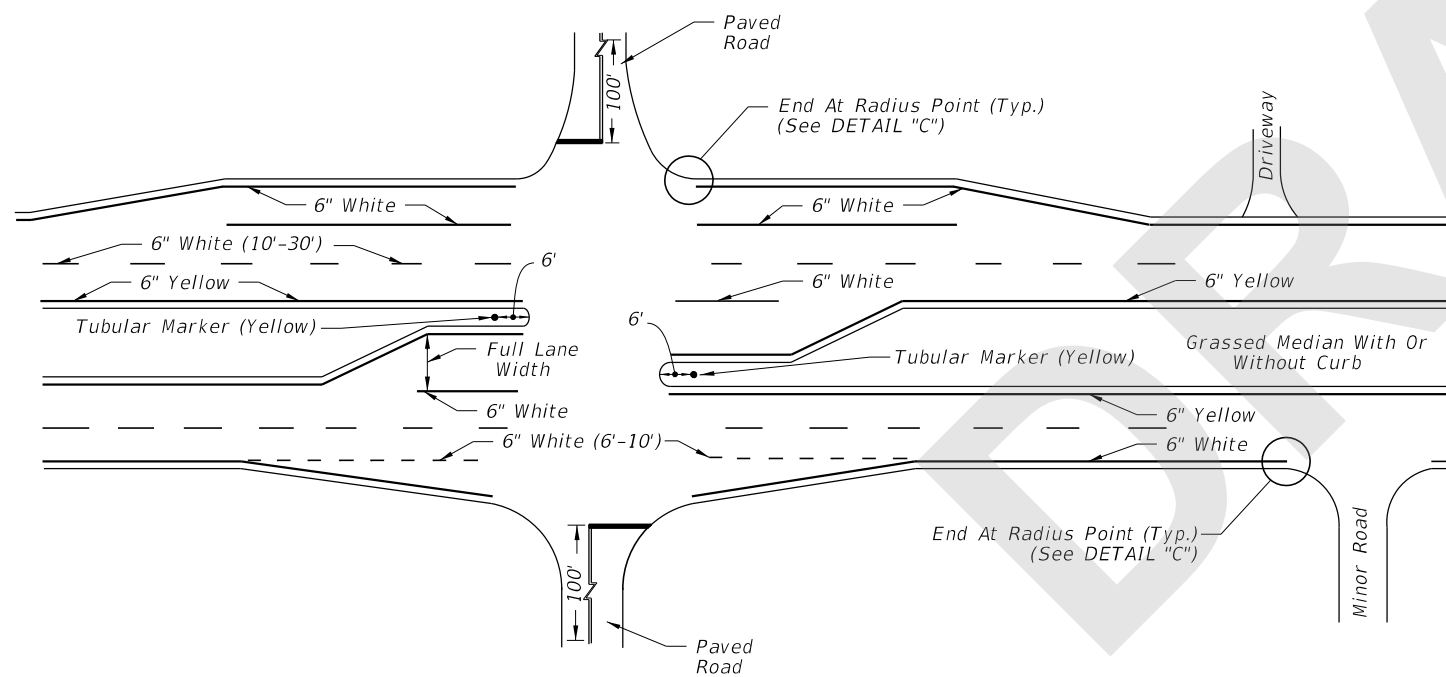
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PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSSOVER

DETAIL "A"

DETAIL "C"



NOTE:

1. Apply yellow reflective paint to the noses of curbed medians, traffic separators, and raised islands. When applying yellow reflective paint in conjunction with Raised Pavement Markers, see Index 706-001.
2. Options for grassed medians:
  - A. Option 1: Tubular Marker (Yellow). Attach Tubular Marker according to manufacturer's instructions. Non-Paved Surface Foundation (See Detail "A") is provided as an option if no other suitable surface is provided. Install Non-Paved Surface Foundation flush with the surrounding ground surface.
  - B. Option 2: Delineator Post. Use yellow retro-reflective sheeting on both sides of the delineator. Install the post so that the top is 4'-0" above the grade at the edge of the pavement.
3. Extend double yellow centerlines 100' back from intersection on all approaches or 50' for unmarked cross roads.

PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS

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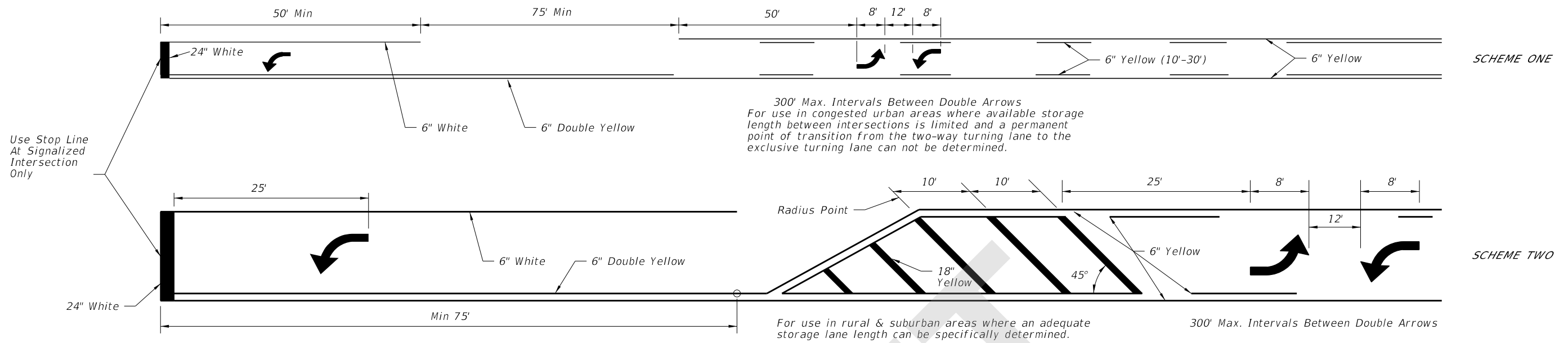


FY 2021-22  
STANDARD PLANS

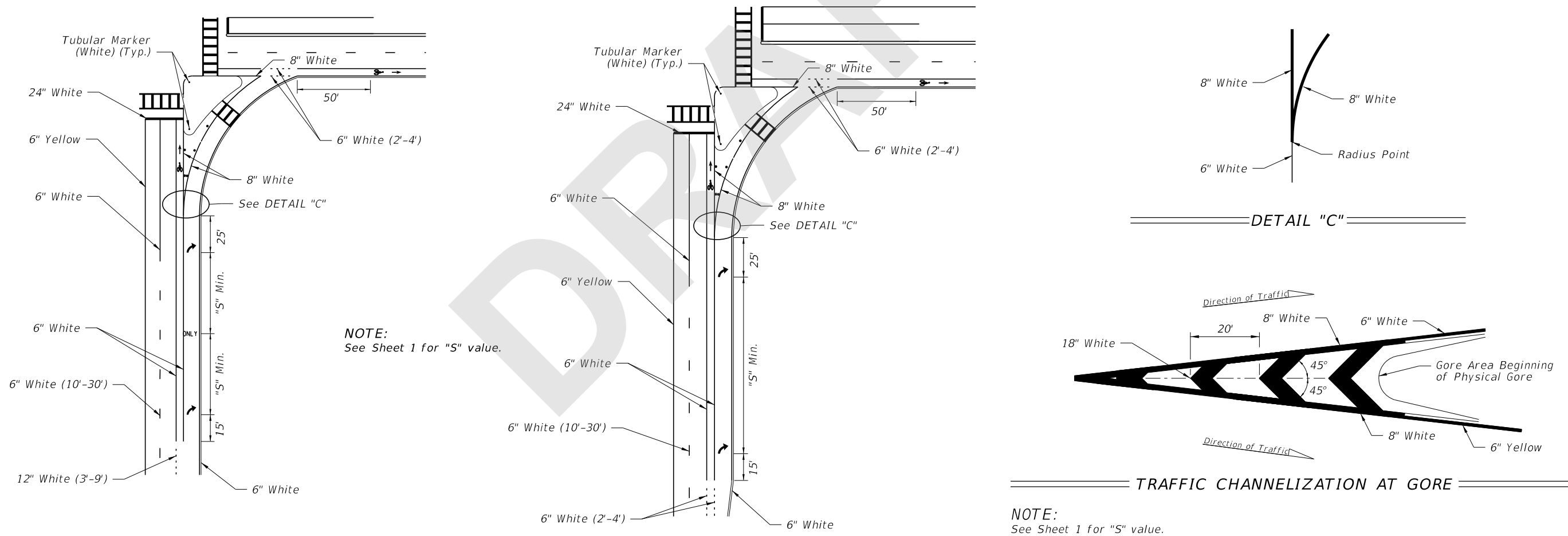
PAVEMENT MARKINGS

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**TWO WAY LEFT TURN LANE**  
(With Single Lane Left Turn Channelization)

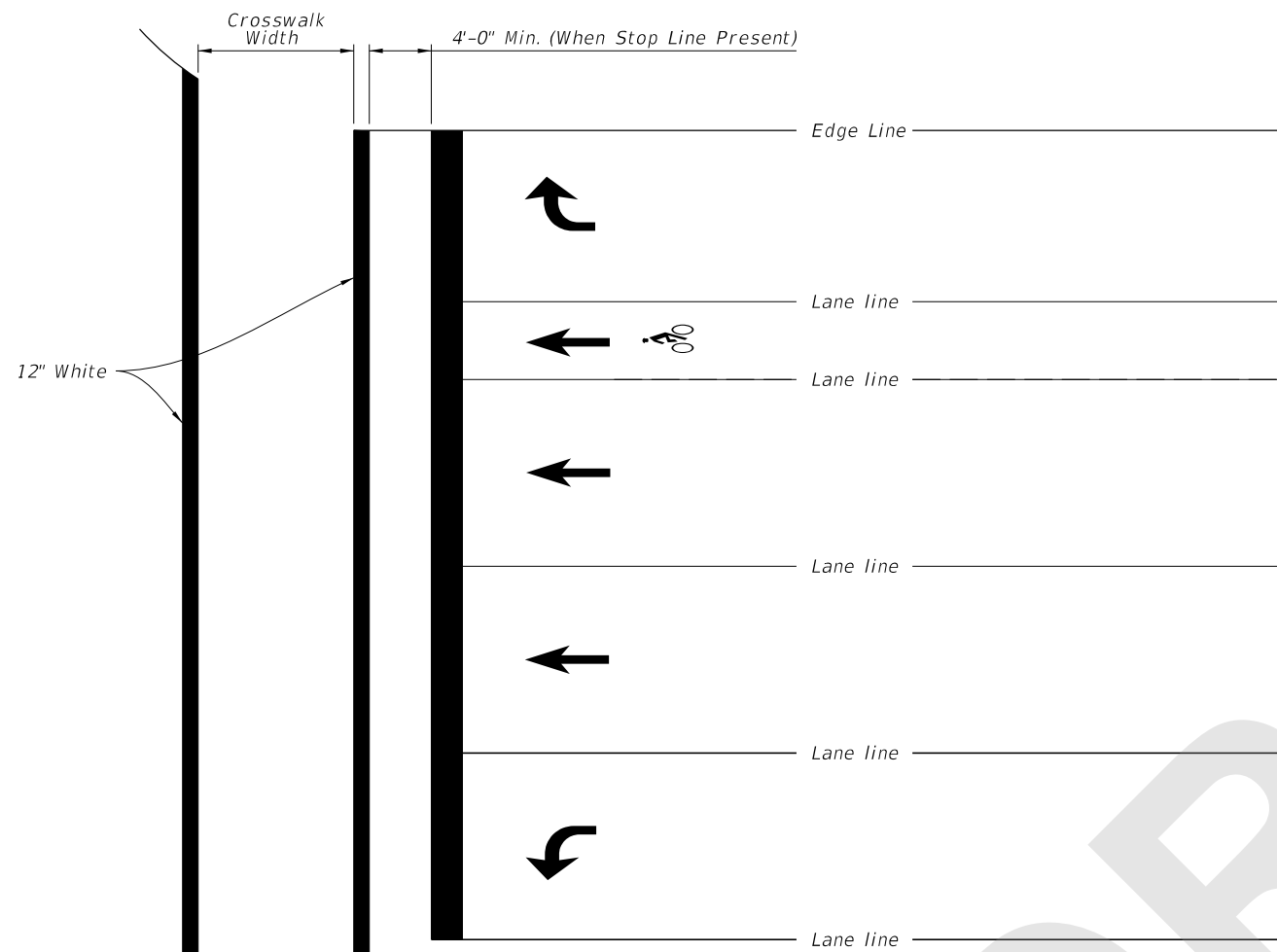


**RIGHT TURN LANE DROP AND ISLAND DETAILS**  
LEFT TURN LANE DROP IS MIRROR IMAGE

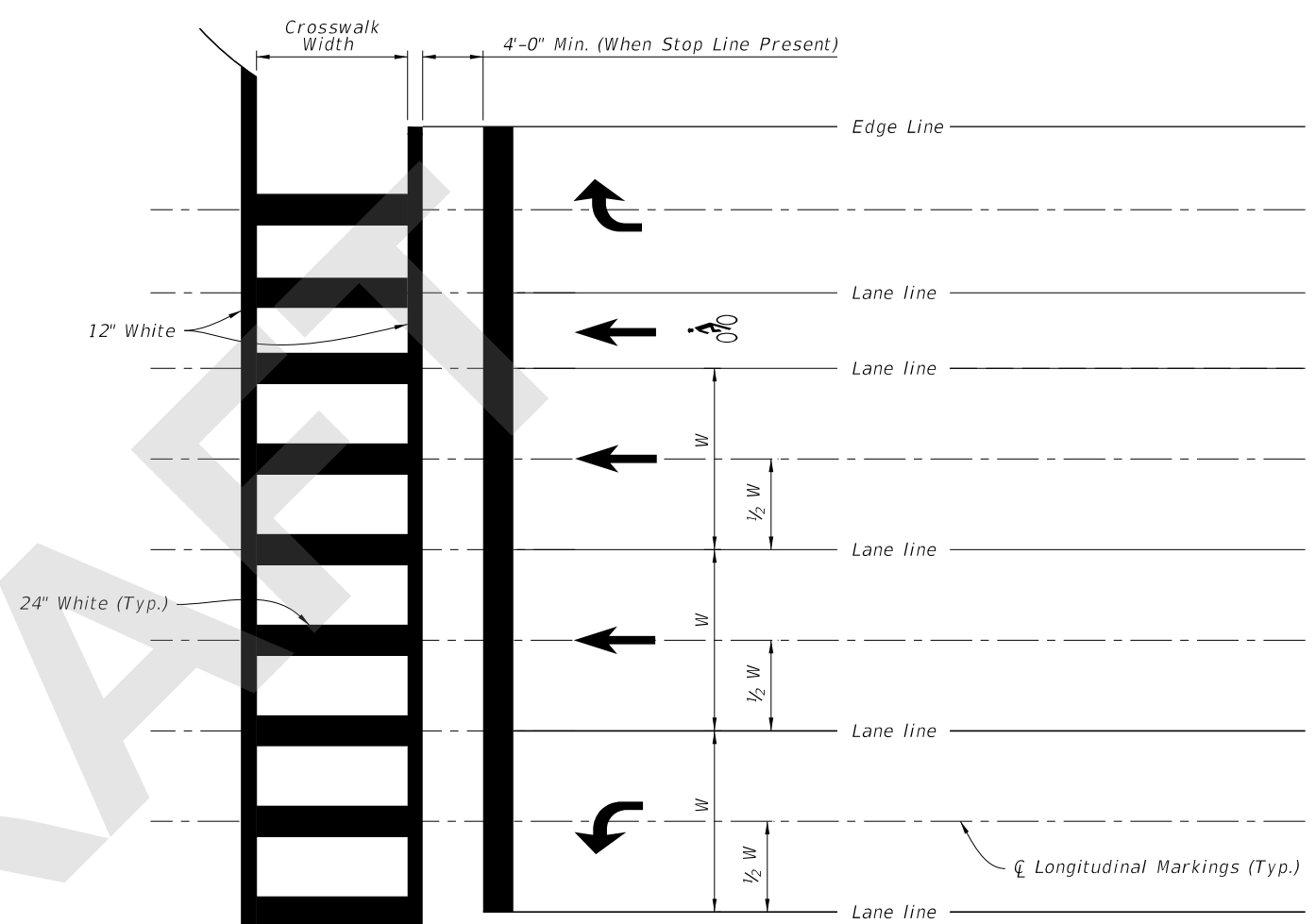
**RIGHT TURN LANE AND ISLAND DETAILS**

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STANDARD CROSSWALK DETAILS




SPECIAL EMPHASIS CROSSWALK DETAILS

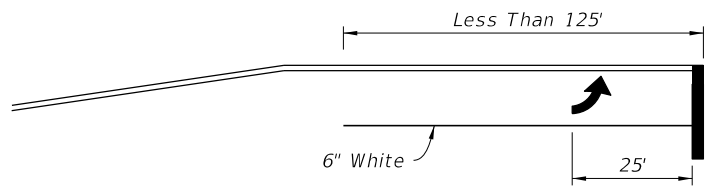
**NOTES:**

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

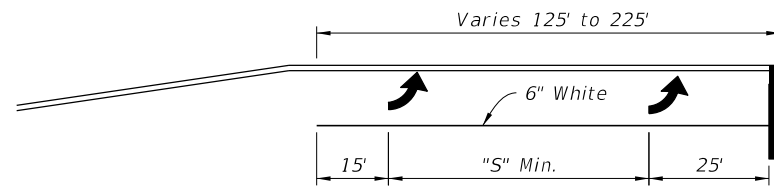
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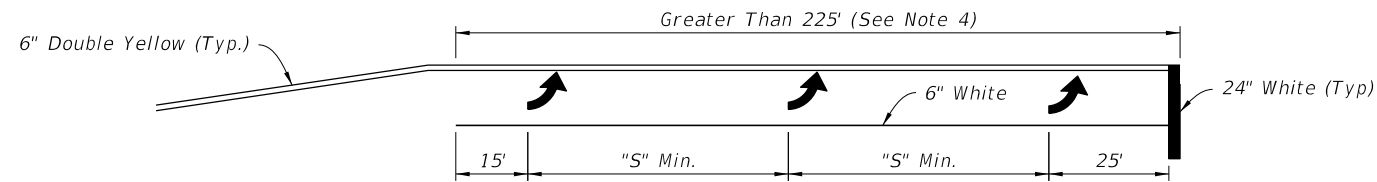




1 ARROW



2 ARROW

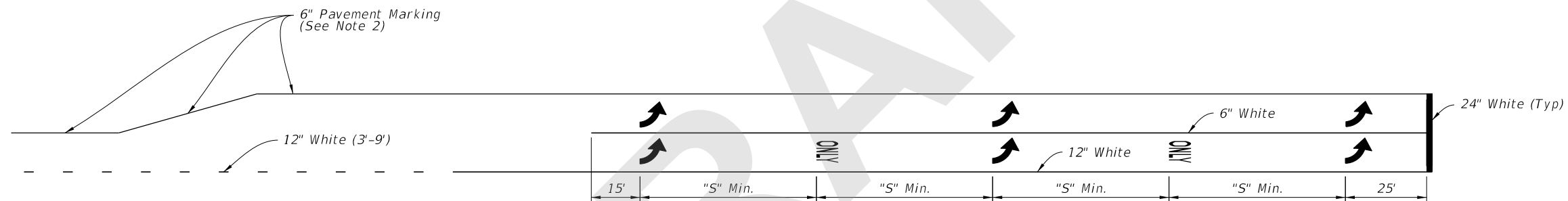


3 ARROW

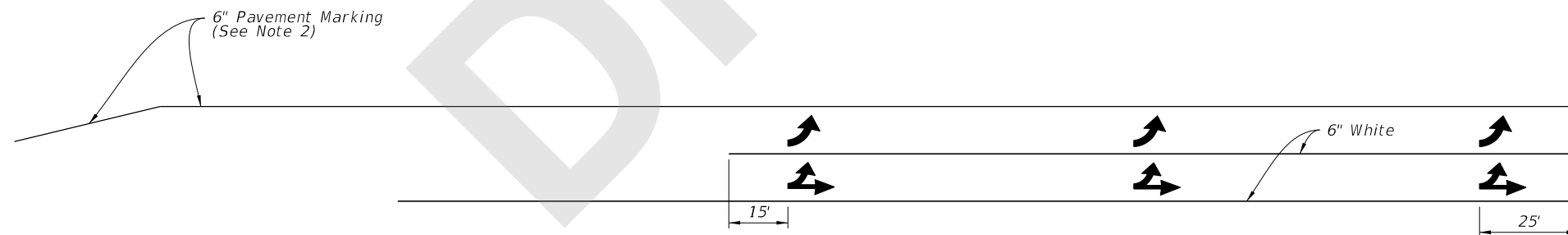
**NOTES:**

1. This Index also applies to right turn lanes.
2. Make pavement marking yellow for left-turn lanes and white for right-turn lanes.
3. See Sheet 1 for "S" value.
4. Space arrows evenly between the first and last arrow with a minimum spacing of "S" between arrows.
5. For turn lanes greater than 225' in length, use a minimum of three arrows. Use additional arrows in accordance with the Plans or as directed by the Engineer. Space arrows evenly throughout the available length with a minimum spacing of "S" between arrows.

**SINGLE LEFT TURNS**



Through Lane Becomes Exclusive Left Turn




Through Lane Becomes Optional Left Turn

**DOUBLE LEFT TURNS**

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**TURN LANE MARKINGS**

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