
Index 700-101

Typical Sections for Placement of Single and Multi-Column Signs

ORIGINATION

Date: 6/30/25

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COMMENTARY

Note 7 does not provide enough information for placing signs along a shared use path or urban side path. Additional language is needed inform proper placement of sign columns along shared use and urban side paths.

COMMENTS AND RESPONSES

BLACK = Industry Review Comments **BLUE** = Standard Plans Response **GREEN** = Change Made to Index

Name: Ernest Polo

Date: 8/28/25

COMMENT: Sidewalk Detail: Since a single-column cantilever ground-mounted sign is shown, the maximum vertical clearance should be 9'-0"', as indicated in the Typical Section on Ind. 700-011, sheet 1 of 2.

RESPONSE: This is correct. Thank you for catching this typo. The detail will be updated to show 9' max instead of 8'.

CHANGE MADE TO INDEX: Yes.

Response Date: 8/29/25

Name: Ernest Polo

Date: 8/28/25

COMMENT: Shared Use Path Detail: Since the SUP is utilized by bicyclists and micro-mobility users, who may off-track, it is recommended to provide a standard vertical clearance of 10' (8' minimum) for sign panels extending over both the SUP and its horizontal clear area. The same consideration should also be applied to Urban Side Paths. Note: if these recommendations are implemented, please update FDM Section 224.8 accordingly.

RESPONSE: Thank you for the comment. Currently our requirements state that the minimum clearance should be 8'. The detail will be updated to show this 8' clearance.

CHANGE MADE TO INDEX: Yes.

Response Date: 8/29/25

Name: Ernest Polo

Date: 8/28/25

COMMENT: Sidewalk Detail: Since a single-column cantilever ground-mounted sign is shown, the maximum vertical clearance should be 9'-0"', as indicated in the Typical Section on Ind. 700-011, sheet 1 of 2.

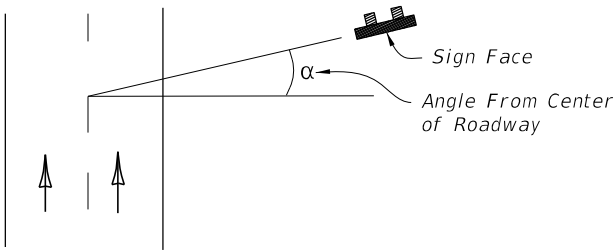
RESPONSE: Thank you for the comment. The details for the shared use path and the urban side path will be updated to 8' minimum.

CHANGE MADE TO INDEX: Yes.

Response Date: 8/29/25

GENERAL NOTES:

- 1. Single-Column Signs Shown, Multi-Column Signs similar. These typical sections serve as a guide for locating the traffic signs required under various roadside conditions. For size and details of sign construction and footing, refer to the appropriate Index and Plans.
- 2. Verify the length of sign supports in the field prior to fabrication.
- 3. Install ground signs at an angle of 1 to 4 degrees away from the traffic flow (see illustration). Install shoulder mounted signs rotated counterclockwise and median mounted signs rotated clockwise. Install signs on a curve as noted above from the perpendicular to the motorist line of sight.



- 4. The setback for Stop and Yield signs may be reduced to 3' minimum from the Edge of Traveled Way if required for visibility in business or residential sections with no curb and speeds of 30 MPH or less.
- 5. The mounting heights are measured from the bottom of the sign panel to a horizontal line extended from the Edge of Traveled Way or from the ground surface at the back of curb. If the standard heights cannot be met, the minimum heights are as follows:

Limited Access Roadways – 7'

Arterial and Collector Roadways:

5'-Rural

7'-Urban (including residential with parking and/or pedestrian activity)

Limited Access Roadways:

If a secondary sign is mounted below the major sign, mount the major sign so that the bottom of the sign is at least 8' above the edge of the traveled way and the secondary sign at least 5' above the edge of the traveled way.

Arterial and Collector Roadways:

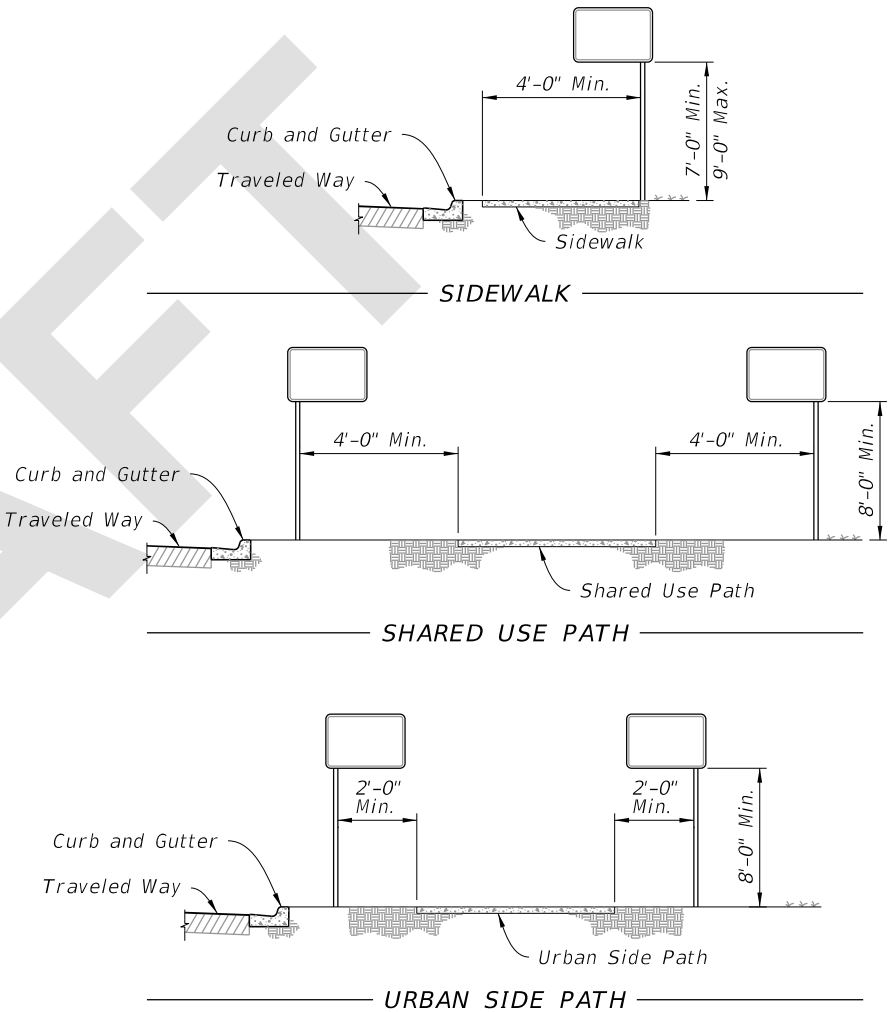
Rural, mount the secondary sign at least 5' above the edge of the traveled way.

Urban, mount the secondary sign at least 7' above the edge of the traveled way.

6. Do not install sign supports in the bottom of ditches.

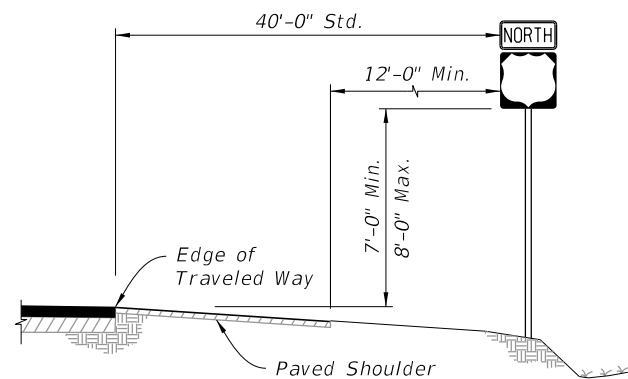
7. Sign Supports:

- A. Install sign supports, so they do not reduce the accessible width of sidewalk to less than 4' min. clear width.
- B. Install sign supports along shared use paths, so a 4-foot clear area is adjacent to both sides of the shared use path.
- C. Install sign supports along urban side paths so there is a 2-foot buffer along both sides of the path.



8. CASE X sign placement is for Interstate Exit Ramps only. Use CASE I through Case VIII as appropriate for all other Wrong Way signs.

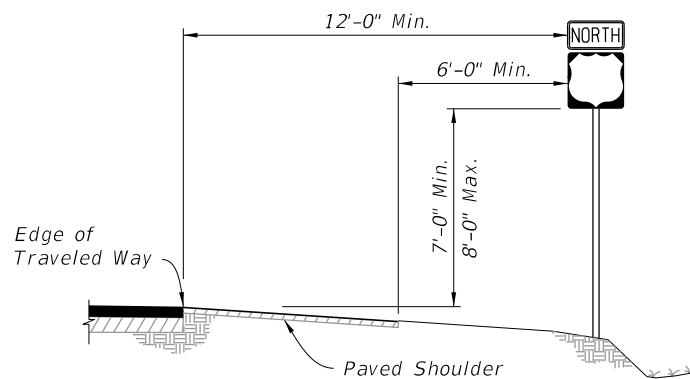
LAST REVISION	DESCRIPTION:	FDOT	FY 2026-27 STANDARD PLANS	TYPICAL SECTIONS FOR PLACEMENT OF SINGLE AND MULTI-COLUMN SIGNS	INDEX	SHEET
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NOTE:
If median width does not allow standard offset from both roadway, center sign in median.

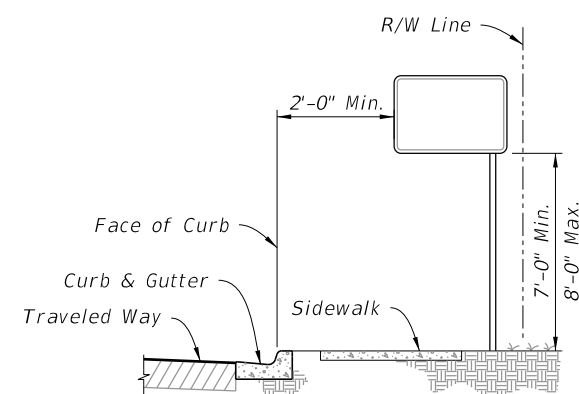
CASE I

Use on Limited Access Roadways



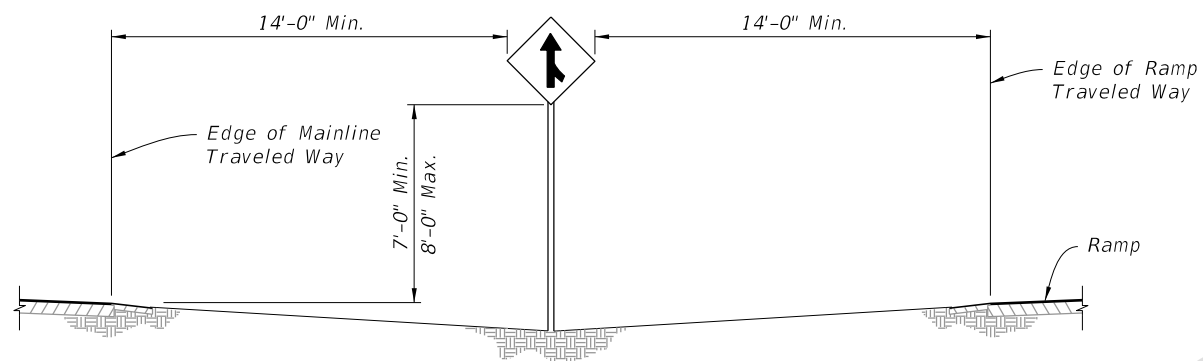
CASE II

Use on Arterial and Collector Roadways, and Limited Access Ramps



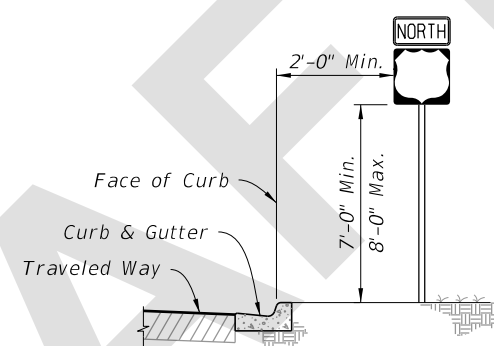
CASE III

Use on Arterial and Collector Roadways



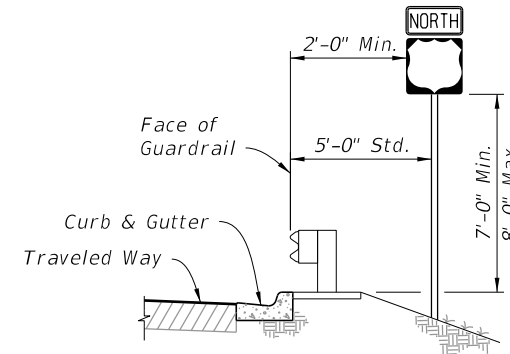
CASE IV

Use on Limited Access Roadways



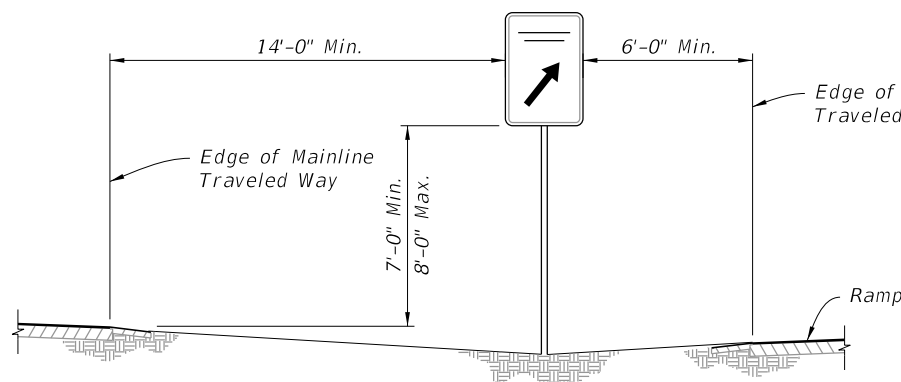
CASE V

Use in Business or Residential Areas Only



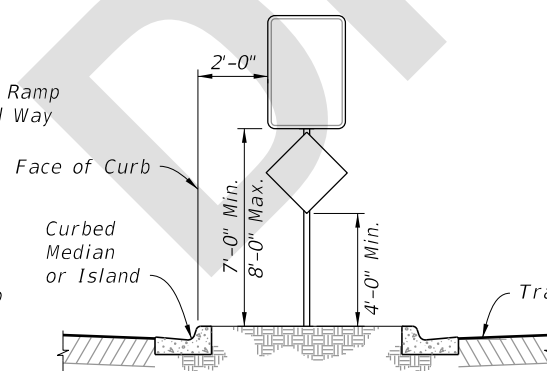
CASE VI

Use on Roadways With Signs Behind Guardrail



CASE VII

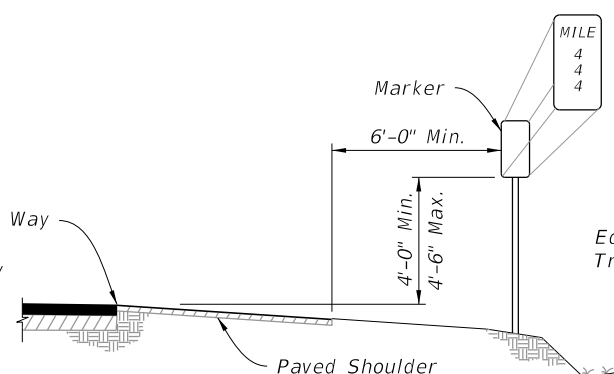
REST AREA AND EXIT GORE SIGNS
Use on Limited Access Roadways



NOTES:
1. For separators <6'-0", center the sign within the separator, center sign column on island.
2. Offset 6'-0" Std. (2'-0" Min.) from Median or Island Nose.

CASE VIII

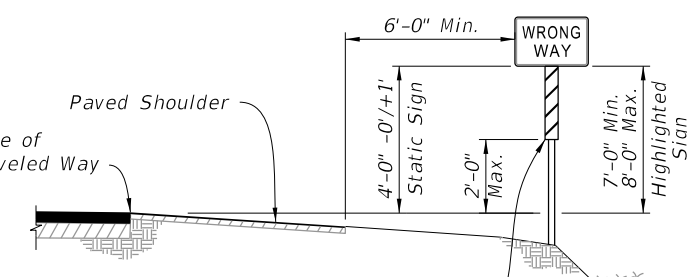
Use on Island or Curbed Median



NOTE:
For more information refer to Section 2H of the MUTCD.

CASE IX

MILE POST MARKER
Use on Limited Access Roadways



Install Retroreflective Strip in Accordance with Specification 700 (Static Signs Only)

CASE X

WRONG-WAY SIGNS
(See Note 8)

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