

## ***FY 2026-27 Standard Plans – 706-001 (Typical Placement of Raised Pavement Markers) –***

### **Update Wrong-Way Arrow**

For review by the Chief Engineer

#### **Summary of the Revisions:**

The Department is removing two RPMs from the typical Wrong-Way Arrow. This revision is being made at the request of the Districts based on public input to remove the RPMs from the tire path. Other revisions were made to FDM 230 to allow more flexibility in the placement of Wrong-Way Arrows and signage. These revisions were made in coordination with District personnel based on public comments.

#### **Are changes in line with promoting and making meaningful progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?**

Yes, these changes promote meaningful progress as it comes at the request of the public. It is not desirable or safe for users to focus on trying to avoid travelling over the RPMs. This update will make it much easier for the drivers to avoid the RPMs. Public input has stated that in some locations, there are too many signs or too many wrong-way arrows, therefore the updated criteria allow for flexibility in more clustered locations that can help limit driver confusion.

#### **What financial impact does the change have; project costs, pay item structure, or consultant fees?**

Project costs will not substantially change.

#### **What impacts does the change have on production or construction schedules?**

Production and construction schedules will not change.

#### **How does this change improve efficiency or quality?**

The quality of the user's ride will improve with the RPMs no longer being located in the tire path.

#### **Which FDOT offices does the change impact?**

This update impacts the Design, Traffic and Construction offices. It may also prevent the Maintenance Office from having to replace as many RPMs with the RPMs not being located in the tire path.

#### **What is the impact to Districts with this change?**

No new challenges are anticipated for Districts. The Districts should receive less complaints about the RPMs being located in the tire path and hopefully better sign placement.

#### **Does the change shift risk and to who?**

These changes do not shift any risks.

**Provide summary and resolution of any outstanding comments from the districts or industry?**

All comments from Industry and Internal Review have been reviewed, addressed and responded to. These specific comments are available for review on the [Track the Status Page](#).

**What is the communication plan?**

After completion of FHWA Review/Approval, this index will be published by November 1<sup>st</sup> of this year with FY 2026-27 Standard Plans (Effective July 1, 2026). Standard Plans Update Training will be provided prior to January 1, 2026. All documents will be available on our website.

**What is the schedule for implementation?**

- *The FY 2026-27 Standard Plans will be published on or before November 1, 2025.*
- *Standard Plans Update Training webinars will be provided for revisions in December of 2025.*
- *The FY 2026-27 Standard Plans will be effective for all projects let in July 2026 or after.*