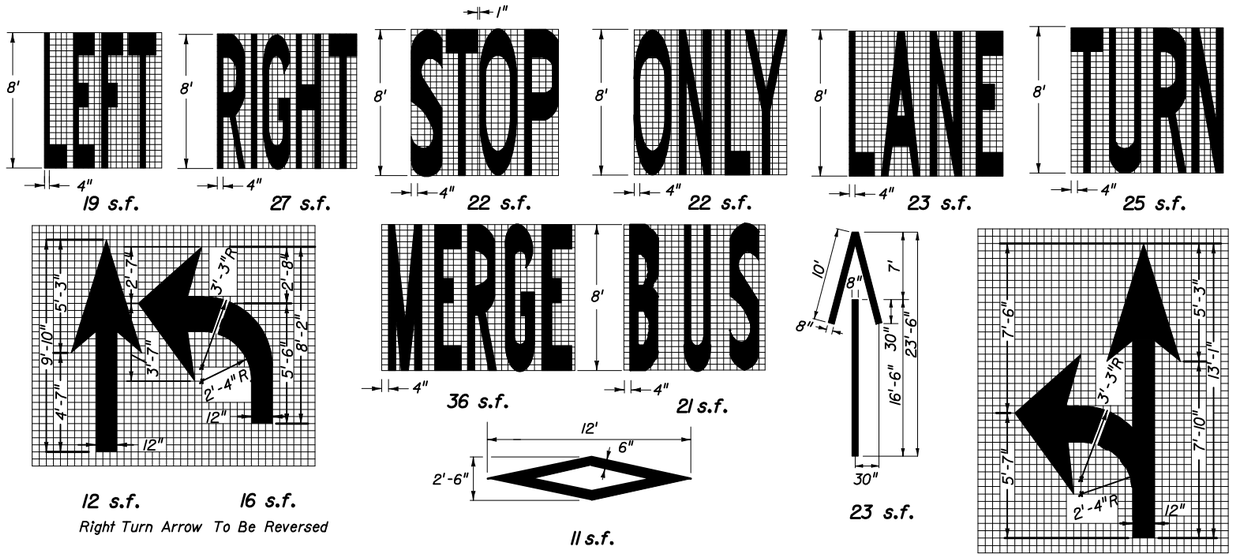
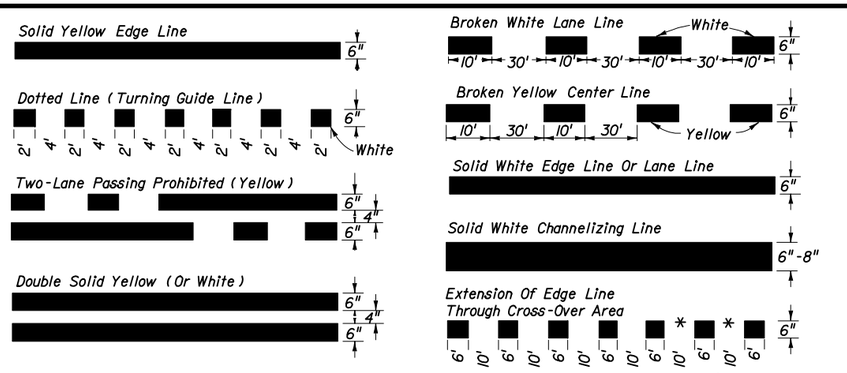
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.



NOTE: When arrow and pavement message are used together, the arrow shall be located down stream 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).

DIMENSIONS ARE WITHIN 1" ±

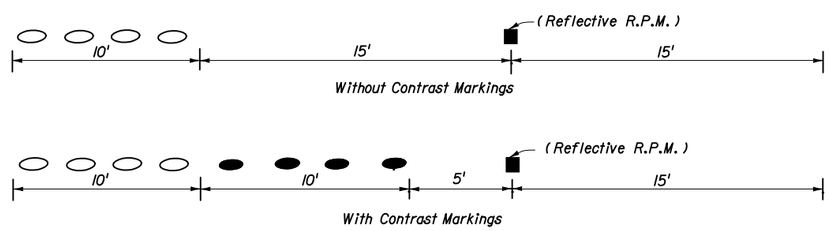
PAVEMENT ARROW AND MESSAGE DETAILS



BASIC COLOR RULE

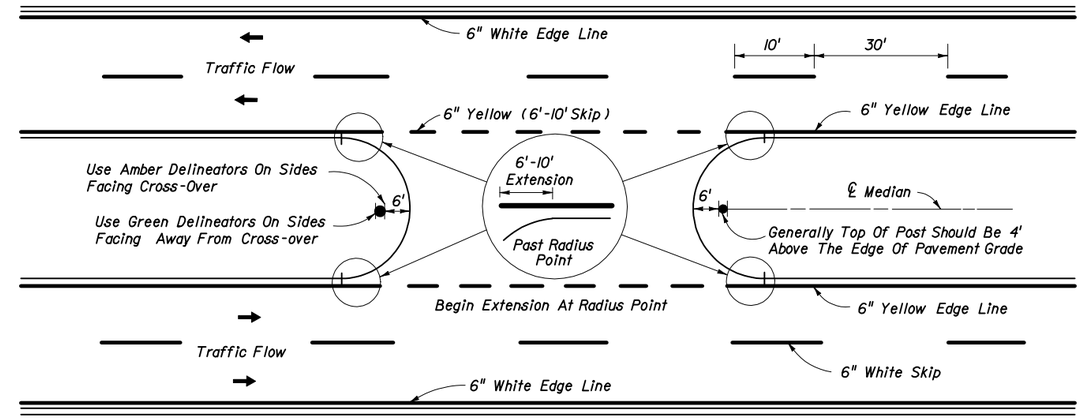
White lines separate traffic in the same direction.
Yellow lines separate traffic in opposing directions.
Yellow dotted lines may be used in special cases.

TYPES OF PERMANENT LONGITUDINAL LINES



NOTE: Ceramic Markers should not be installed unless specifically called for in the plans. Use is limited to high volume sections with ADT's greater than 50,000 where lane changing is to be discouraged or other areas where channelization is required.

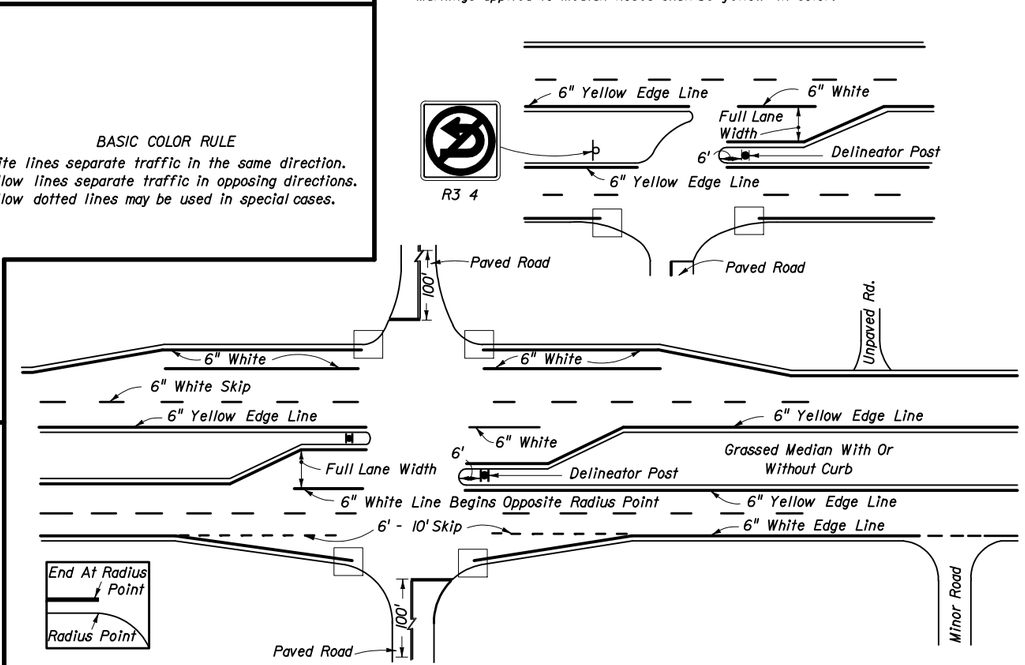
NON-REFLECTIVE CERAMIC PAVEMENT MARKER PLACEMENT



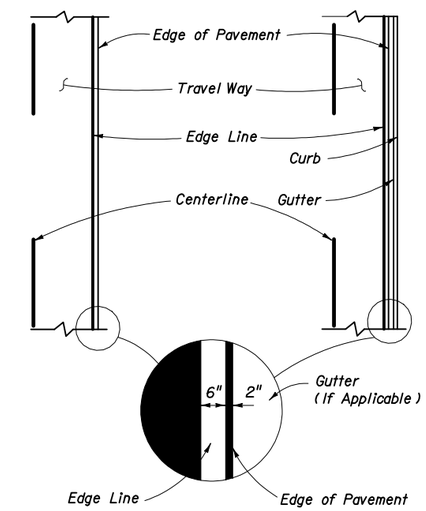
PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER

NOTE:

Markings applied to median noses shall be yellow in color.



PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS



PLACEMENT OF EDGE LINES

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

Revised: 12-26-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SPECIAL MARKING AREAS

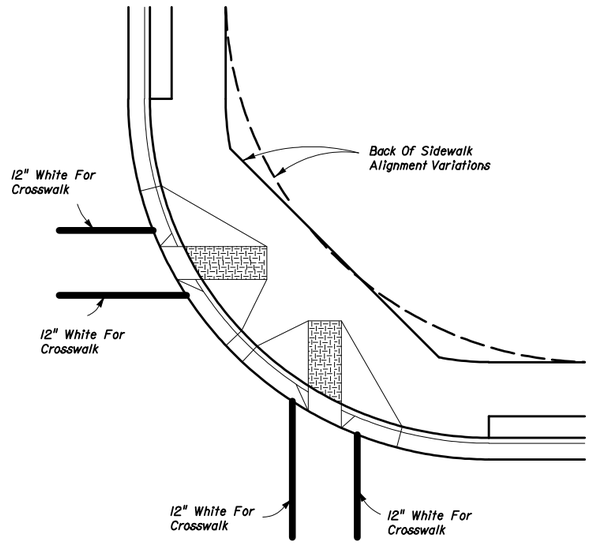
INTERIM STANDARD

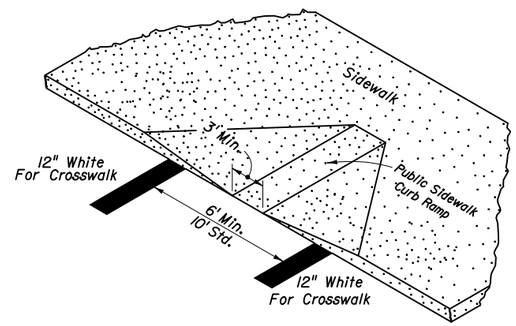
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

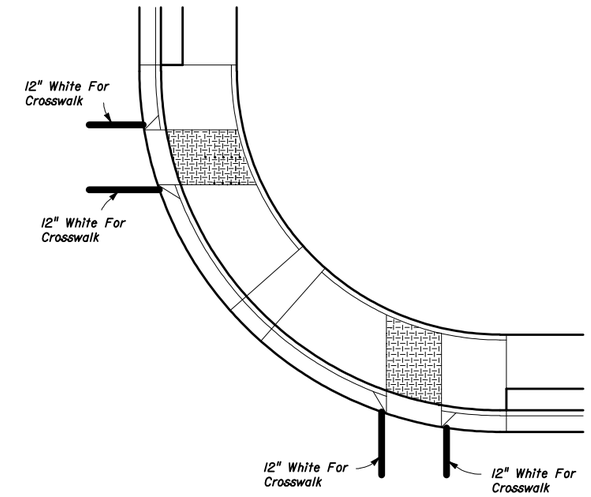
APPROVED BY Clark A Scott
State Traffic Plans Engineer

REVISION NO.	SHEET NO.	INDEX NO.
	1 of 13	017346

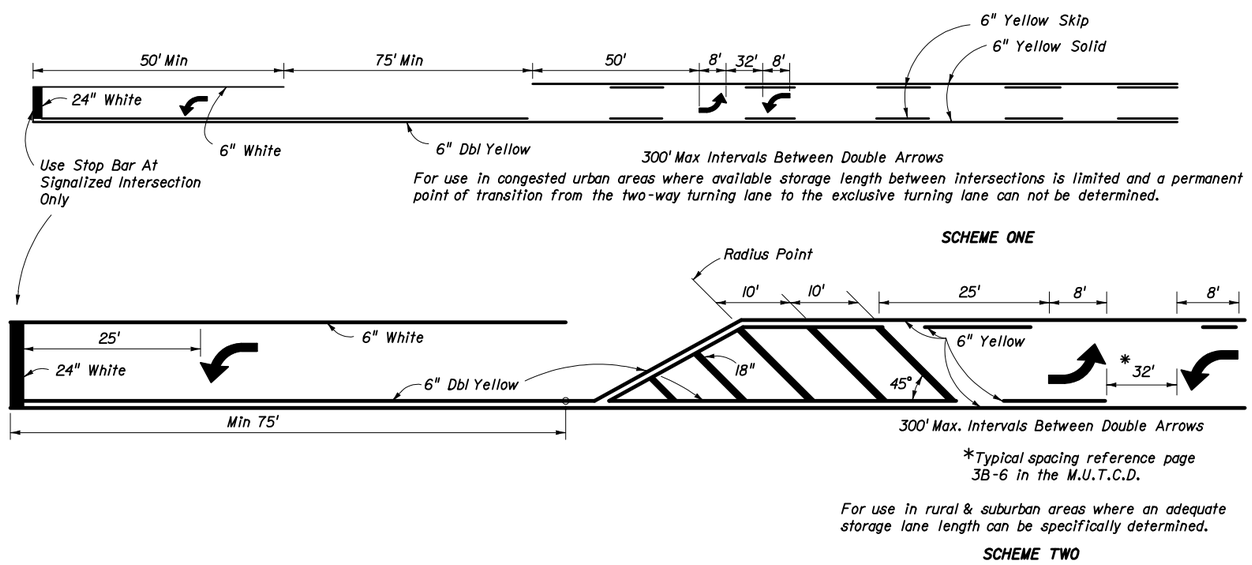
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.







TYPICAL CROSSWALK MARKINGS FOR CURB RAMPS



(WITH SINGLE LANE LEFT TURN CHANNELIZATION)

TWO WAY LEFT TURN LANE

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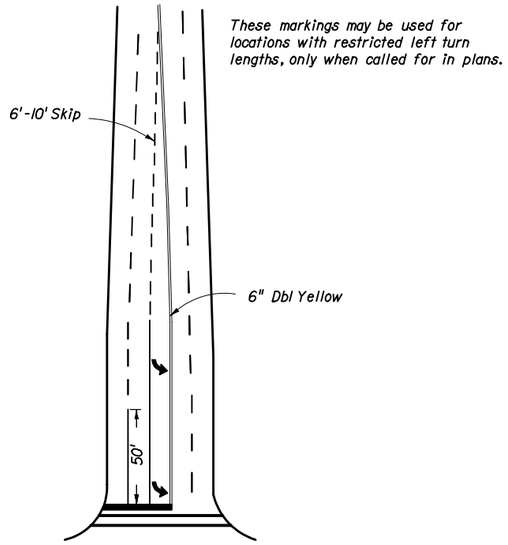
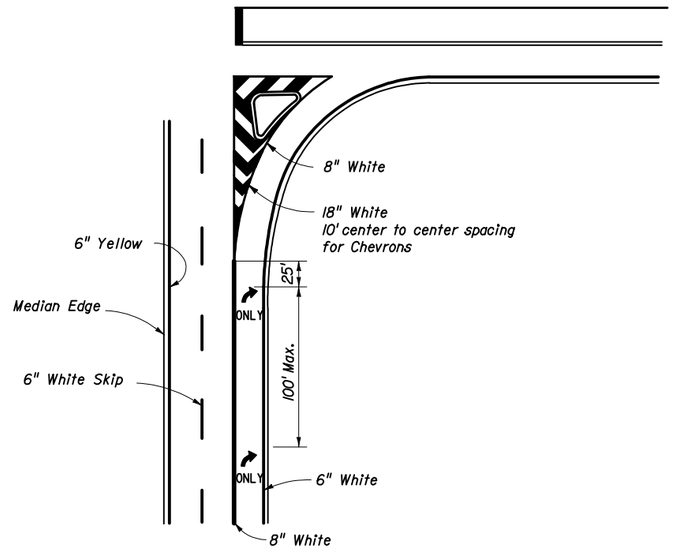
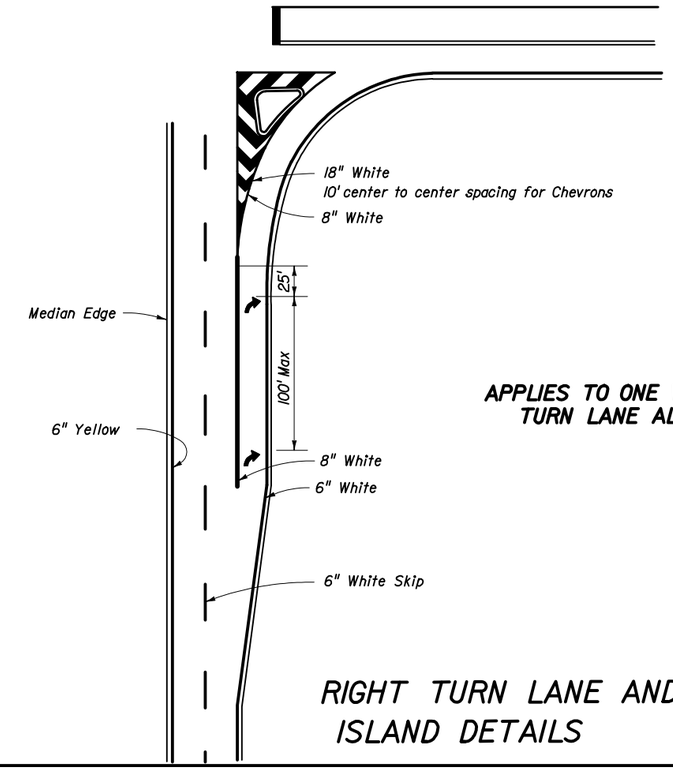
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.



RESTRICTED LEFT TURN MARKING



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



APPLIES TO ONE WAY LEFT TURN LANE ALSO

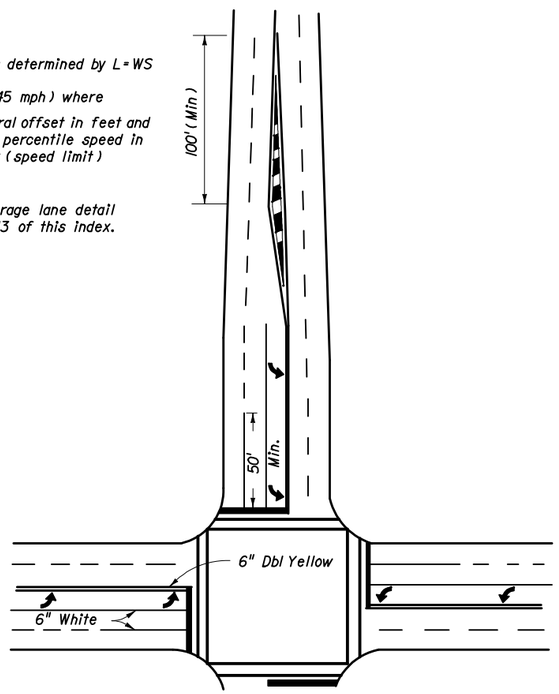
RIGHT TURN LANE AND ISLAND DETAILS

100' Minimum or as determined by L=WS

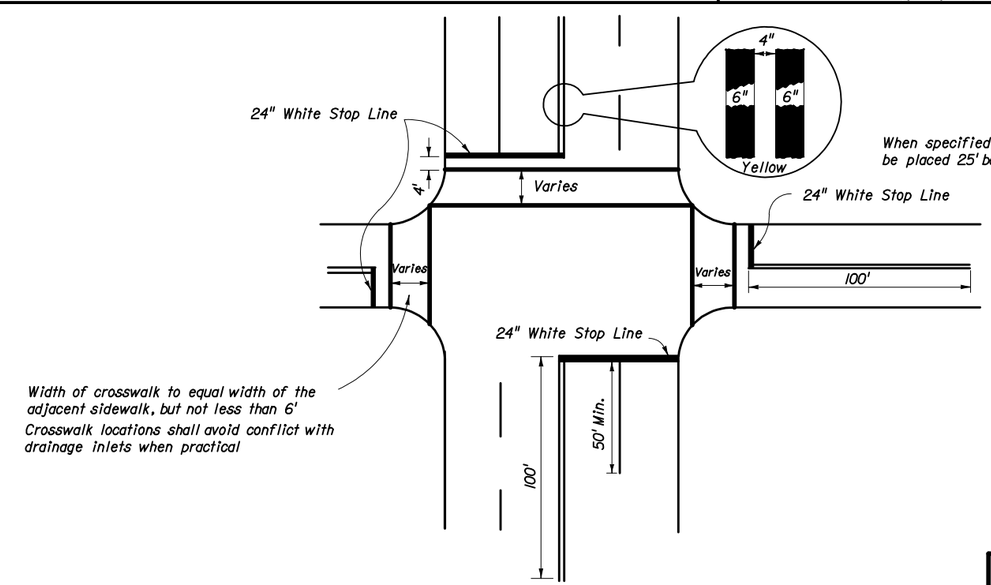
$$\left(L = \frac{WS^2}{60} < 45 \text{ mph}\right)$$ where

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



STOP BARS, CROSSWALKS AND DOUBLE CENTER LINE DETAILS

NOTES:

1. When public sidewalk curb ramps are present, refer to sheet 2 of 13 & 7 of 13 of this Index 17346 and Index No. 304 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

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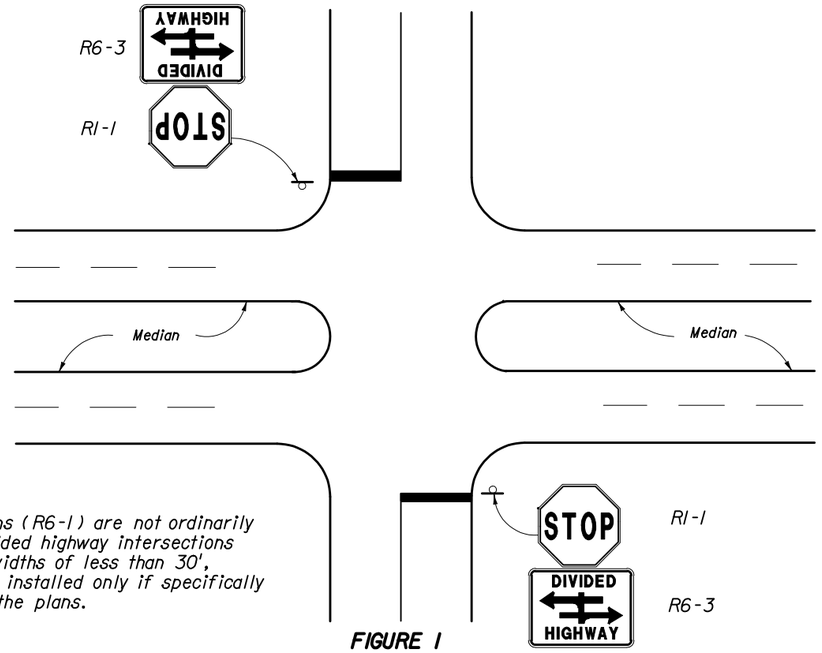


ONE WAY signs (R6-1) are not ordinarily needed at divided highway intersections with median widths of less than 30', and should be installed only if specifically called for in the plans.

FIGURE 1

MEDIAN WIDTHS UNDER 30'

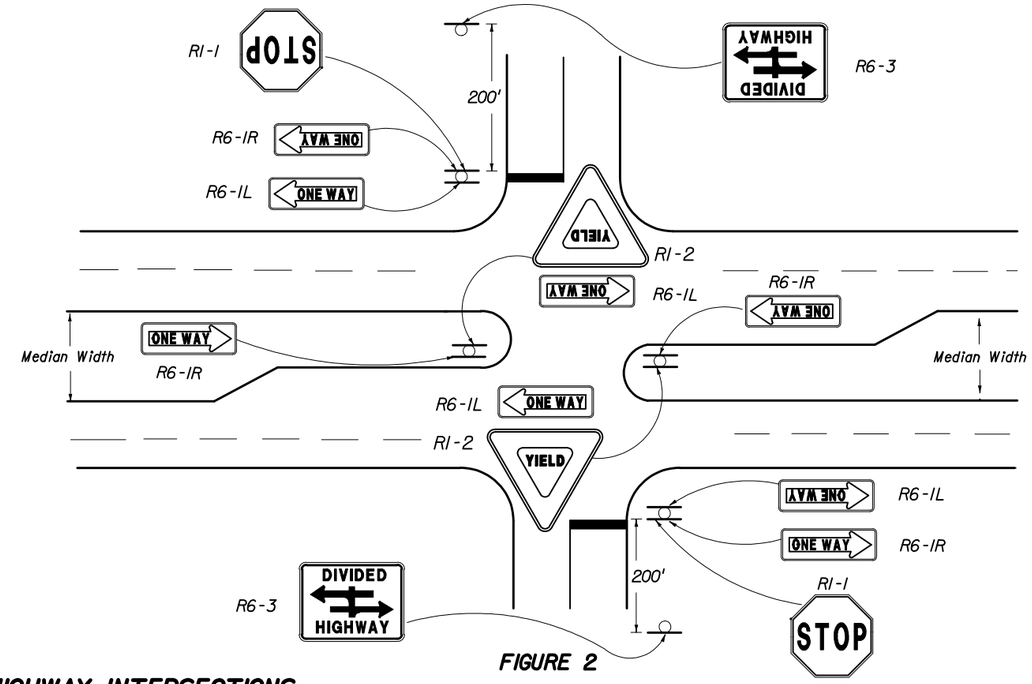
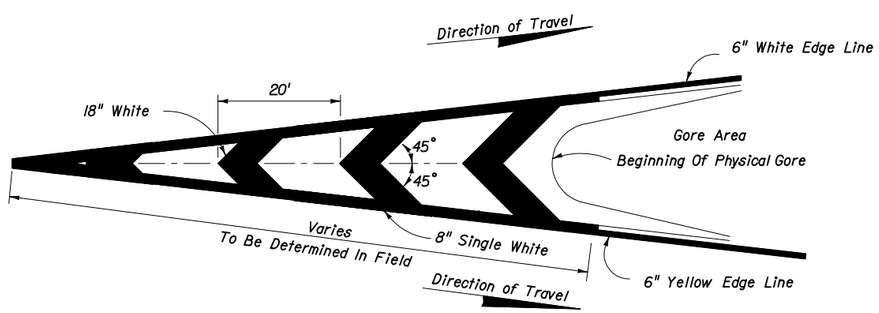


FIGURE 2

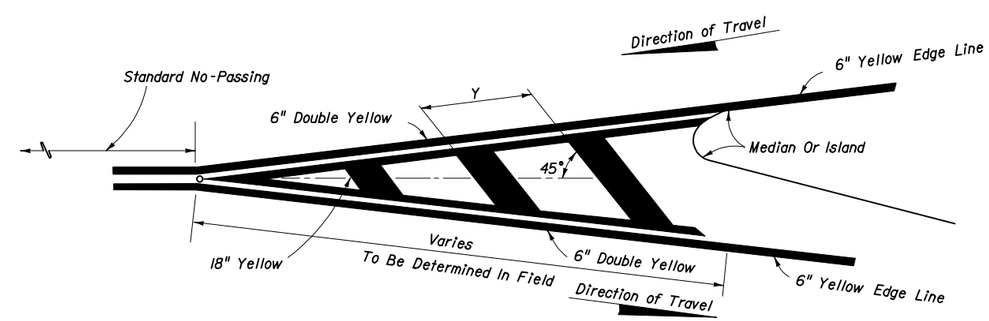
MEDIAN WIDTHS 30' AND GREATER

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)

POSTED (DAY) SPEED LIMIT M.P.H.	"Y" ft
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40

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INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

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APPROVED BY Clark A Scott
State Traffic Plans Engineer

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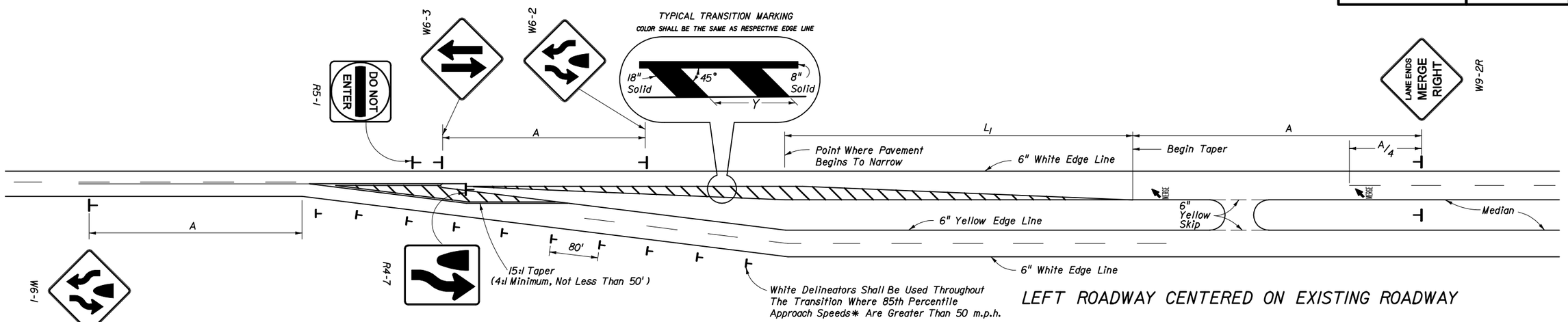


LEFT ROADWAY CENTERED ON EXISTING ROADWAY

** W / * S	TRANSITION DISTANCE L_1 (FEET)						
MPH	8	9	10	11	12	13	14
30	120	135	150	165	180	195	210
35	165	185	205	225	245	265	285
40	215	240	270	295	320	350	375
45	360	405	450	495	540	585	630
50	400	450	500	550	600	650	700
55	440	495	550	605	660	715	770
60	480	540	600	660	720	780	840
65	520	585	650	715	780	845	910

$L_1 = WS$

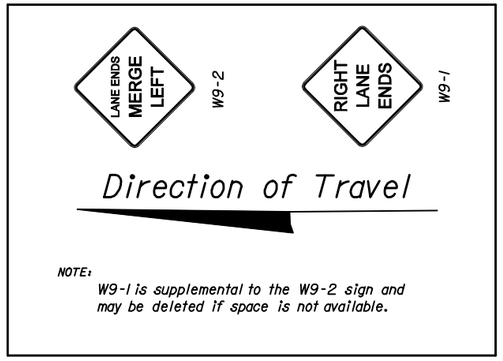
$\left(L_1 = \frac{WS^2}{60} < 45 \text{ MPH}\right)$

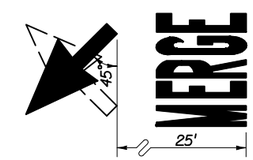
* Posted speed or 85th percentile (Use Higher Value)

** Lateral offset

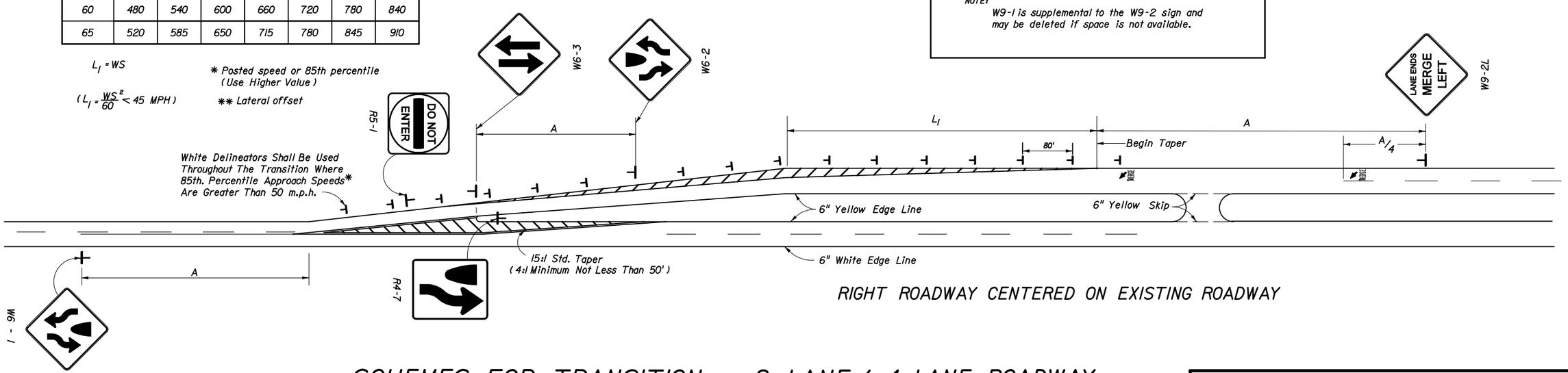
SPEED* M.P.H.	"A" (FT.)
55	700
50	625
45	550
40	475
30	325

POSTED (DAY) SPEED LIMIT M.P.H.	"Y" (FT.)
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40





PAVEMENT MARKING DETAIL



RIGHT ROADWAY CENTERED ON EXISTING ROADWAY

SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

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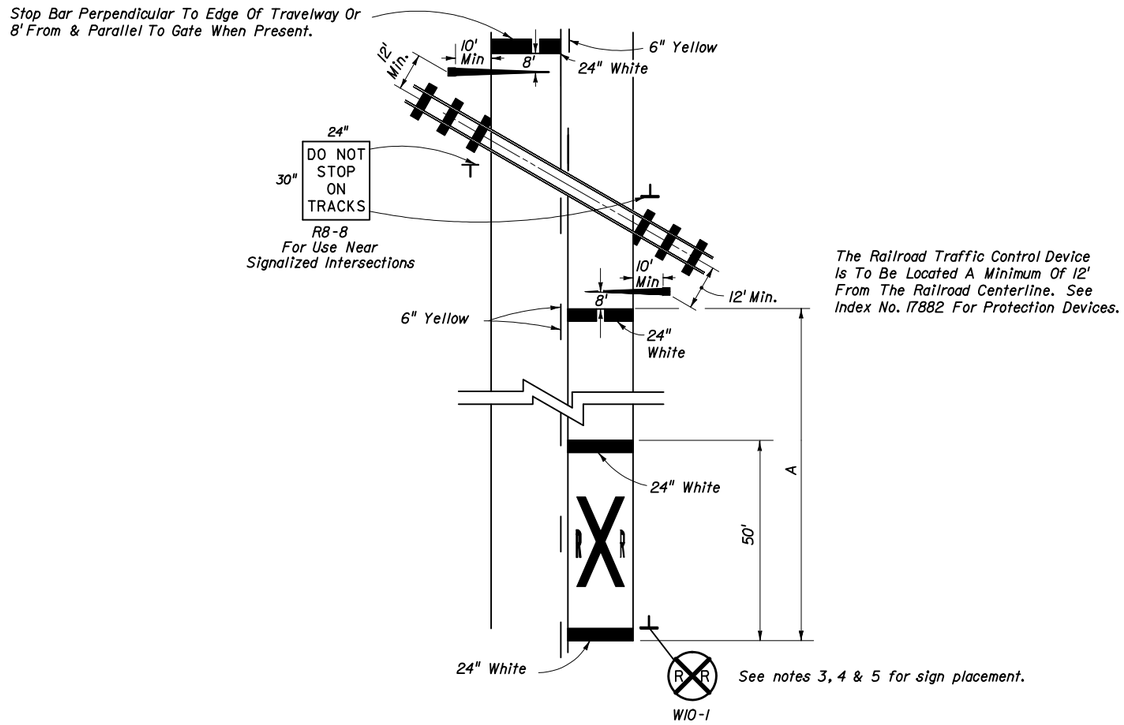
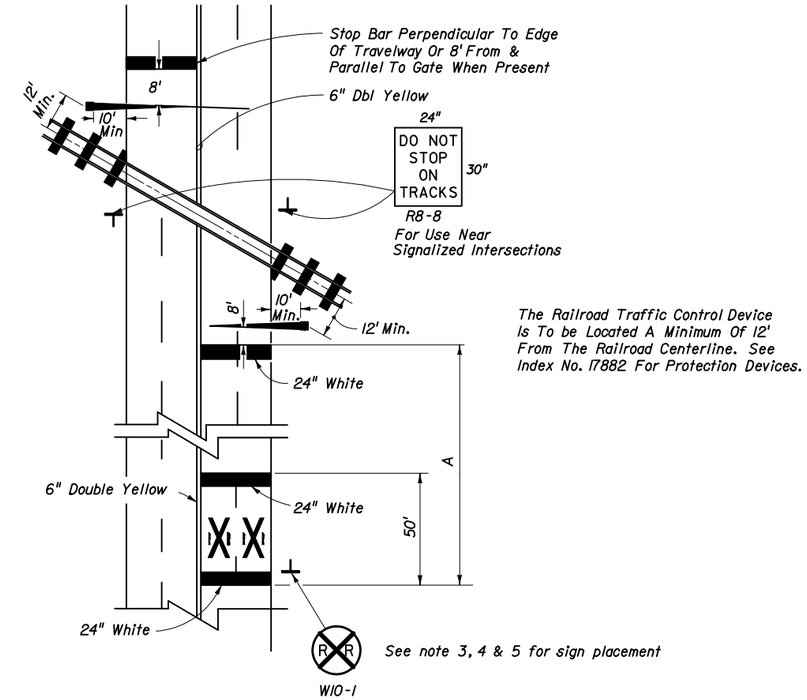


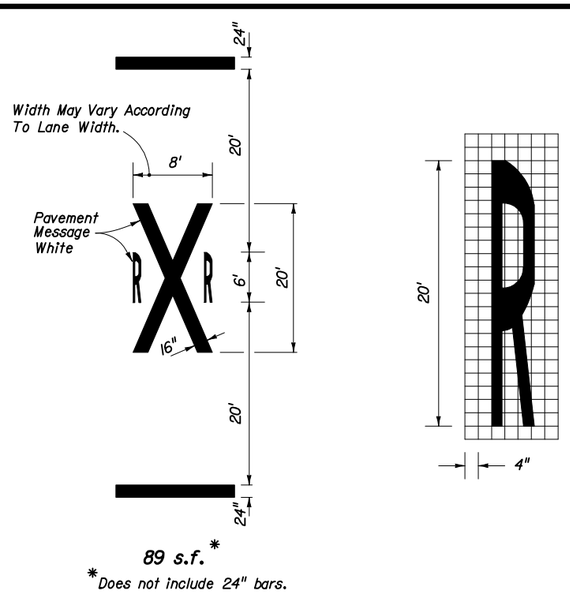
The Railroad Traffic Control Device Is To Be Located A Minimum Of 12' From The Railroad Centerline. See Index No. 17882 For Protection Devices.

RAILROAD CROSSING AT 2-LANE ROADWAY

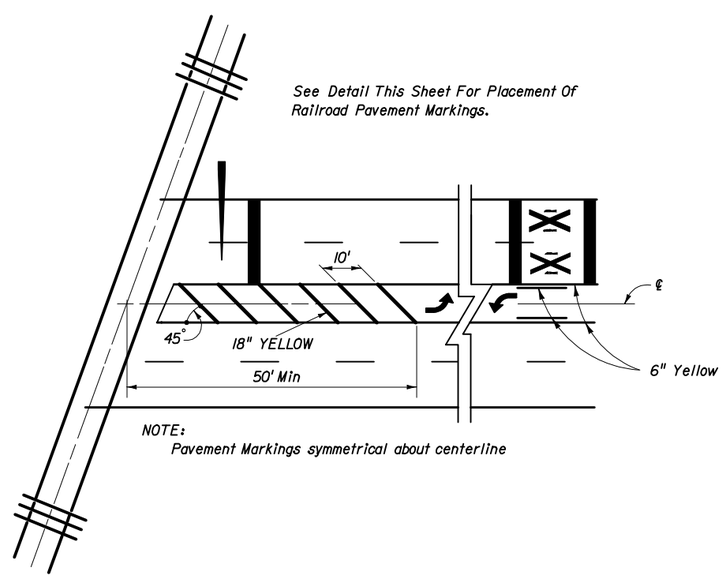


The Railroad Traffic Control Device Is To be Located A Minimum Of 12' From The Railroad Centerline. See Index No. 17882 For Protection Devices.

RAILROAD CROSSING AT 4-LANE ROADWAY



TYPICAL PAVEMENT MARKINGS FOR R/R CROSSING



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

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 crossbuck 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-38 or FTP 38B sign, 100' urban & 300' rural in advanced of the crossing.
5. A portion of the pavement marking symbol should be directly opposite the W10-1 sign.

SPEED MPH	A (Ft)
65	650
60	550
55	450
50	375
45	300
40	225
35	150
30	100
Urban	50 Min.

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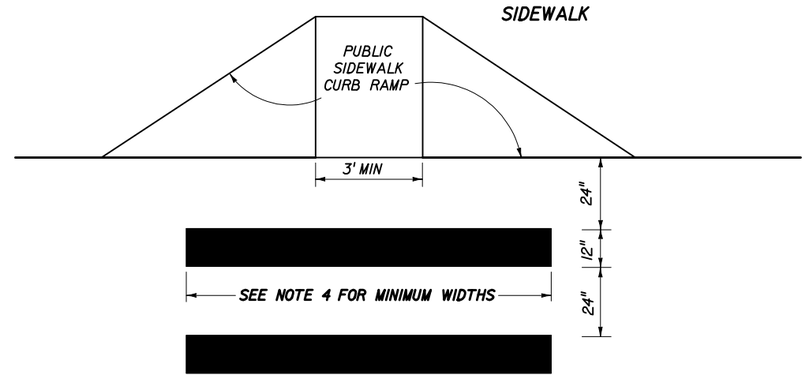
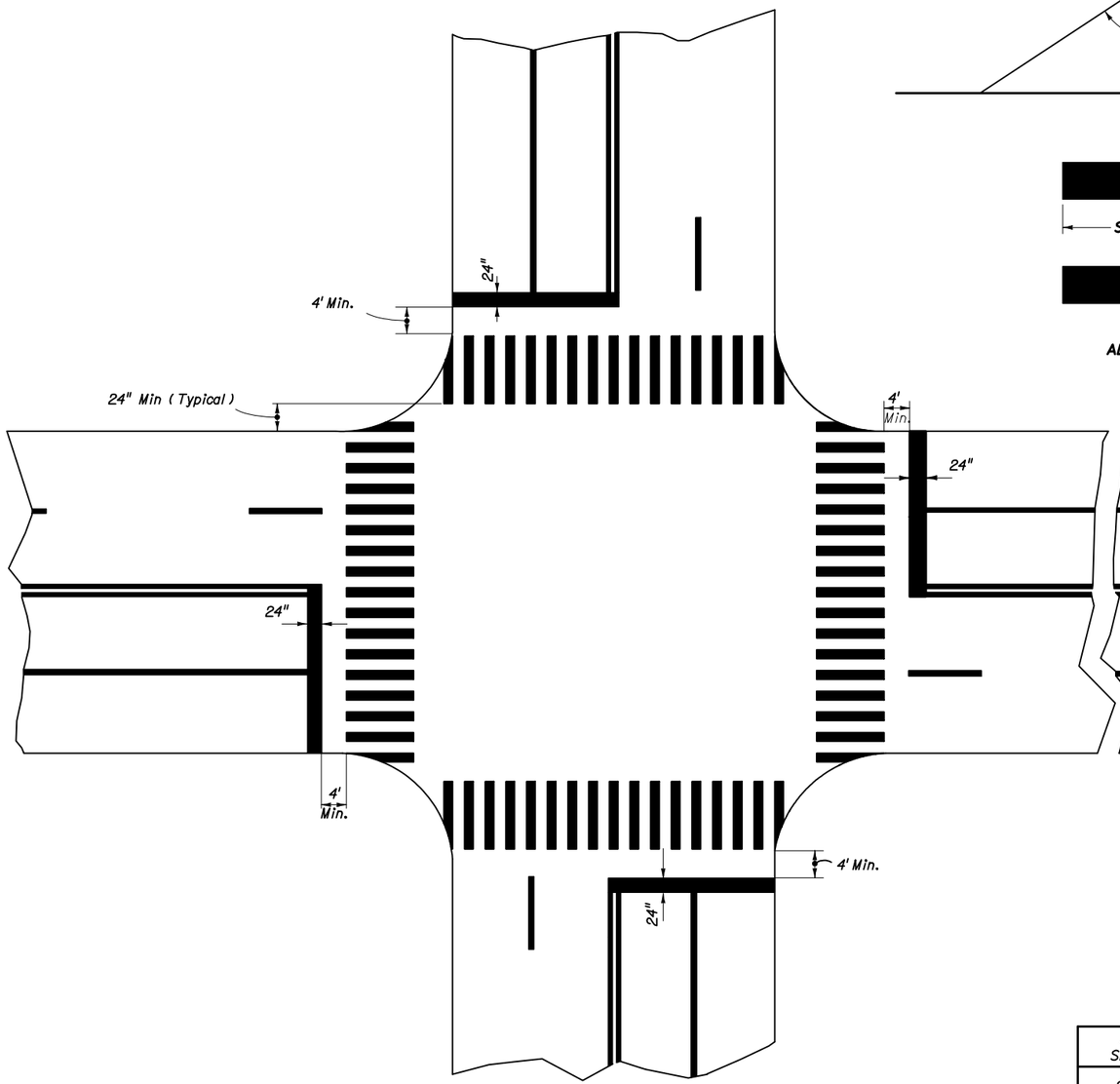


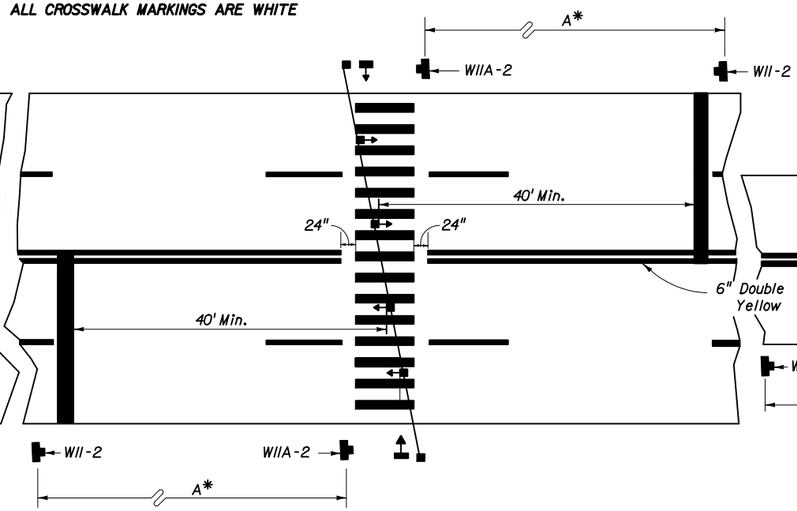
ALL CROSSWALK MARKINGS ARE WHITE

GENERAL NOTES

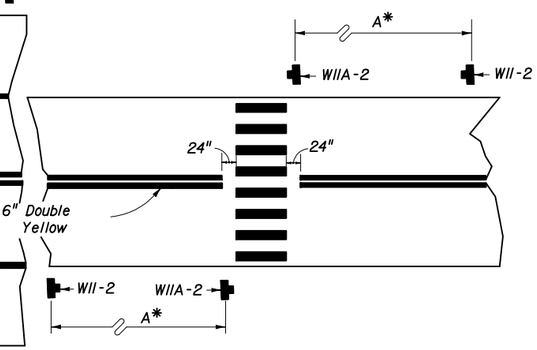
1. For traffic and pedestrian signal installation, refer to Index No. 17721 through 17890.
2. For public sidewalk curb ramps, refer to Index No. 304.
3. For pavement marking and sign installation, refer to Indexes 9535 through 17356.
4. Crosswalk minimum widths:
   Intersection Crosswalk 6'
   Mid Block Crosswalk 10'



SPECIAL EMPHASIS CROSSWALK
SIGNALIZED OR STOP SIGN CONTROLLED INTERSECTION



SPECIAL EMPHASIS CROSSWALK
MID BLOCK-SIGNALIZED



SPECIAL EMPHASIS CROSSWALK
TWO LANE NON-SIGNALIZED

APPROACH SPEED MPH	A* SUGGESTED DISTANCE (Ft)
25 To 35	275
36 To 45	350
46 To 55	500

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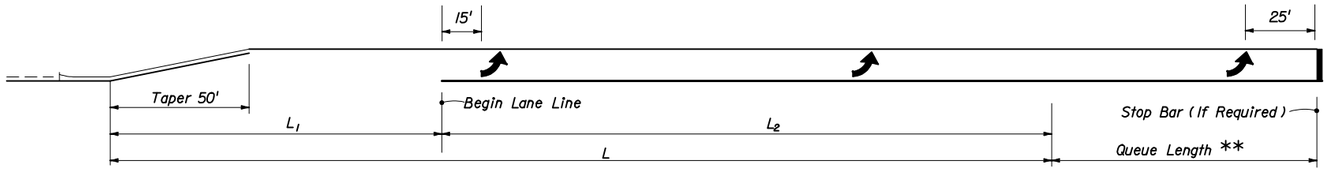
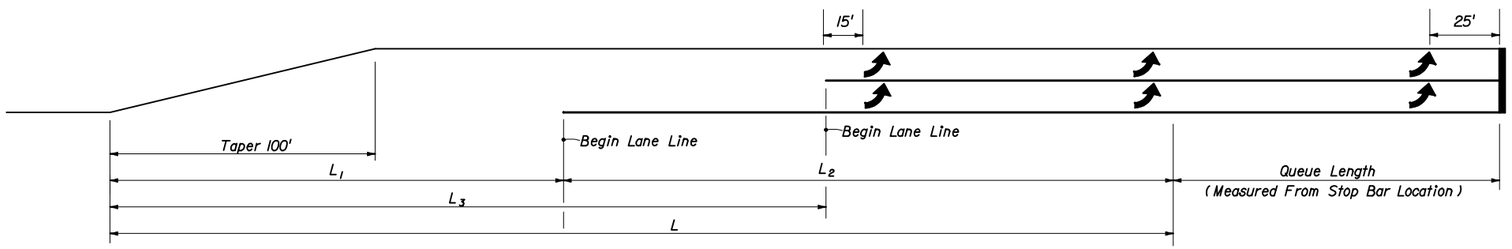


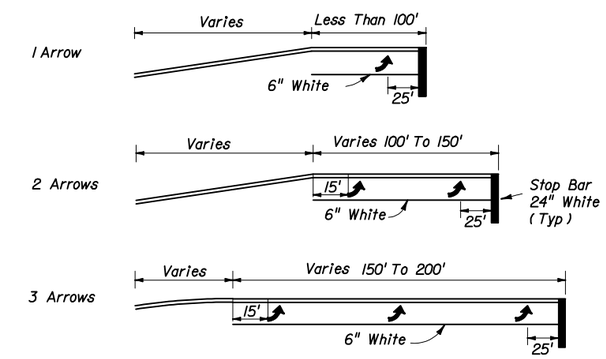
SINGLE LEFT TURNS

** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.



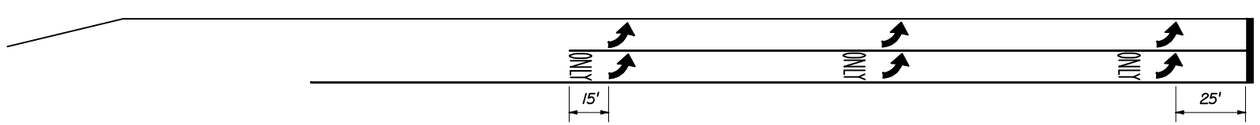
DOUBLE LEFT TURNS

	TURN LANES ○ CURBED AND UNCURBED MEDIANS						
		URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Clearance Distance L_1	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	70'	75'	145'	110'	— —	— —	— —
40	80'	75'	155'	120'	— —	— —	— —
45	85'	100'	185'	135'	— —	— —	— —
50	105'	135'	240'	160'	215'	320'	160'
55	125'	— —	— —	— —	260'	385'	195'
60	145'	— —	— —	— —	310'	455'	230'
65	170'	— —	— —	— —	350'	520'	270'



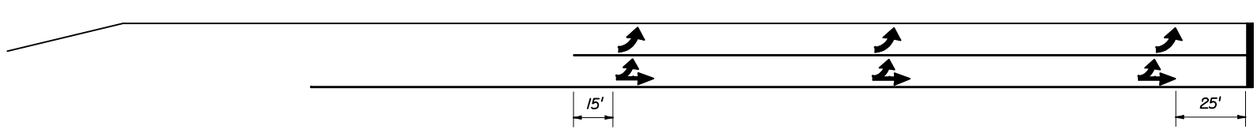
Arrow should be evenly spaced between first and last arrow. Turn lanes longer than 200' add one arrow for each 100' additional length.

ARROW SPACING



Through Lane Becomes Exclusive Left Turn

Pavement message ONLY is not required for created (shadowed) turn lanes, single or dual, where the driver must exit the thru lane to enter a turn lane.



Through Lane Becomes Optional Left Turn

DOUBLE LEFT TURN MARKINGS

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.

Refer to Design Standard 301 for Roadway Details.

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

Revised: 12-26-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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INTERIM STANDARD

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APPROVED BY Clark A Scott
State Traffic Plans Engineer

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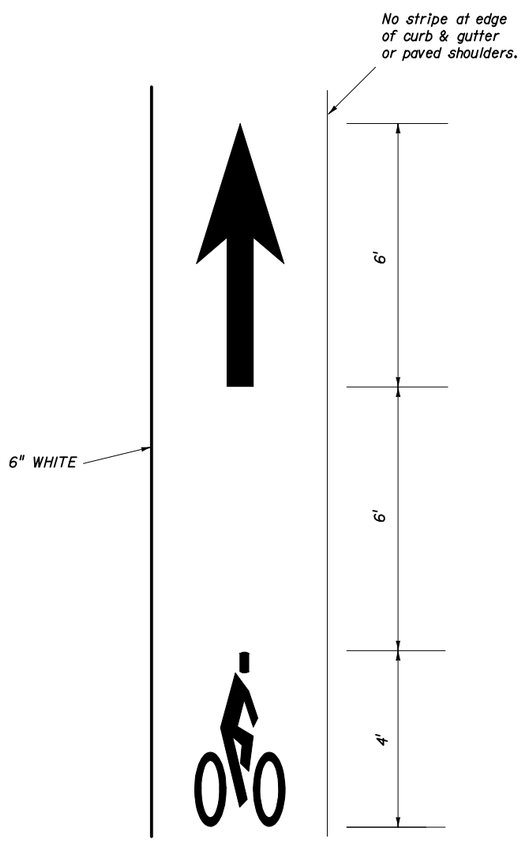
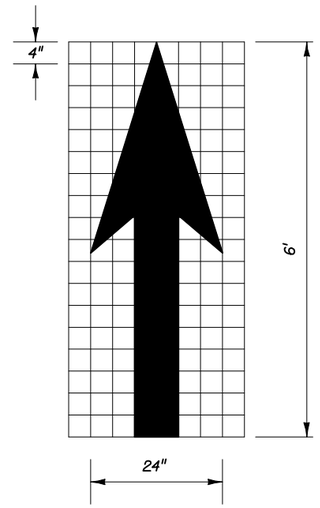
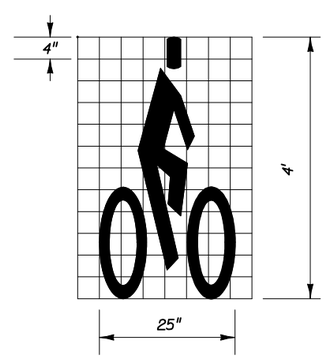
1. Recommended spacing of symbols: Immediately after intersections and major driveways and at a maximum spacing of 600 feet for urban sections and 1320 feet for rural sections.
2. Raised pavement markings and raised barriers can cause steering difficulties and should not be used to delineate bicycle lanes. All pavement markings and pavement messages shall be white.



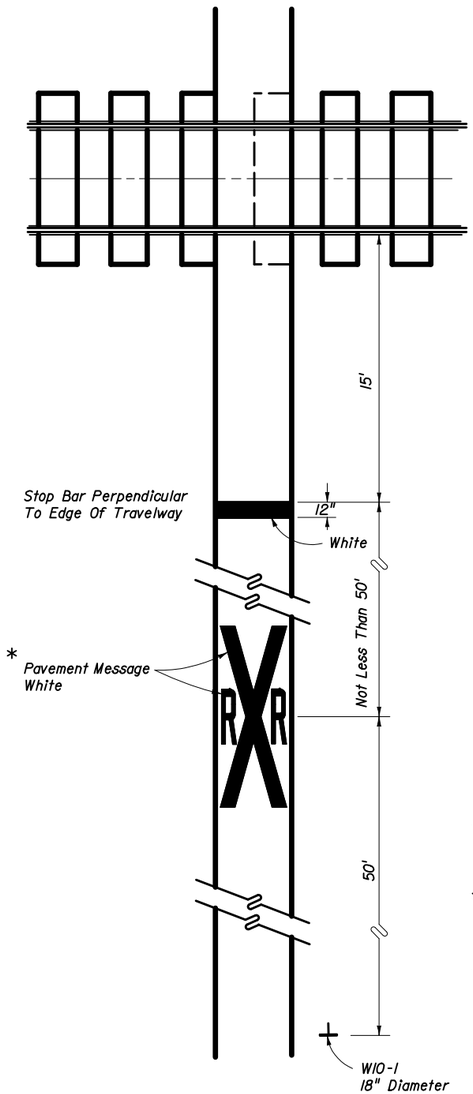
DETAIL OF BIKE LANE MARKINGS

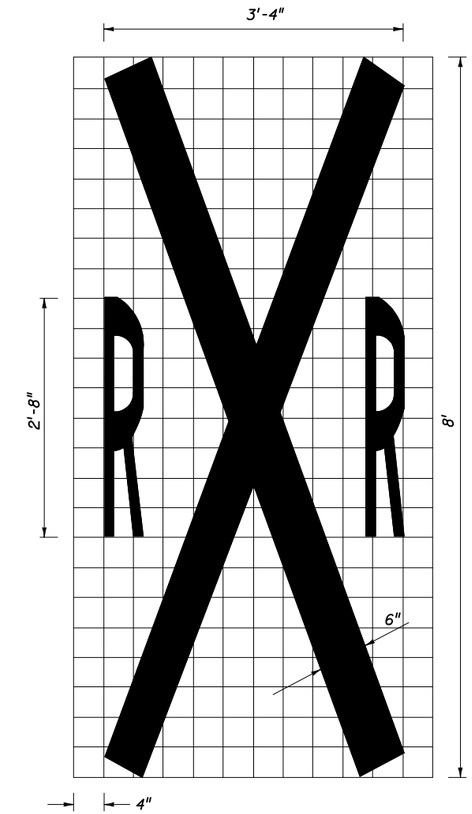


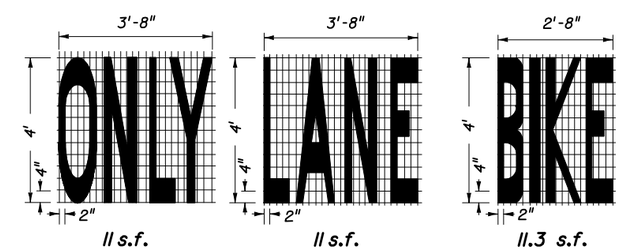
4.2 s.f.



2.3 s.f.







PAVEMENT MESSAGE DETAILS

*NOTE

3. When used on a bike lane (adjacent to vehicle lane) markings shall be placed adjacent to markings for vehicles & W10-1 sign shall be sized and placed for vehicles.

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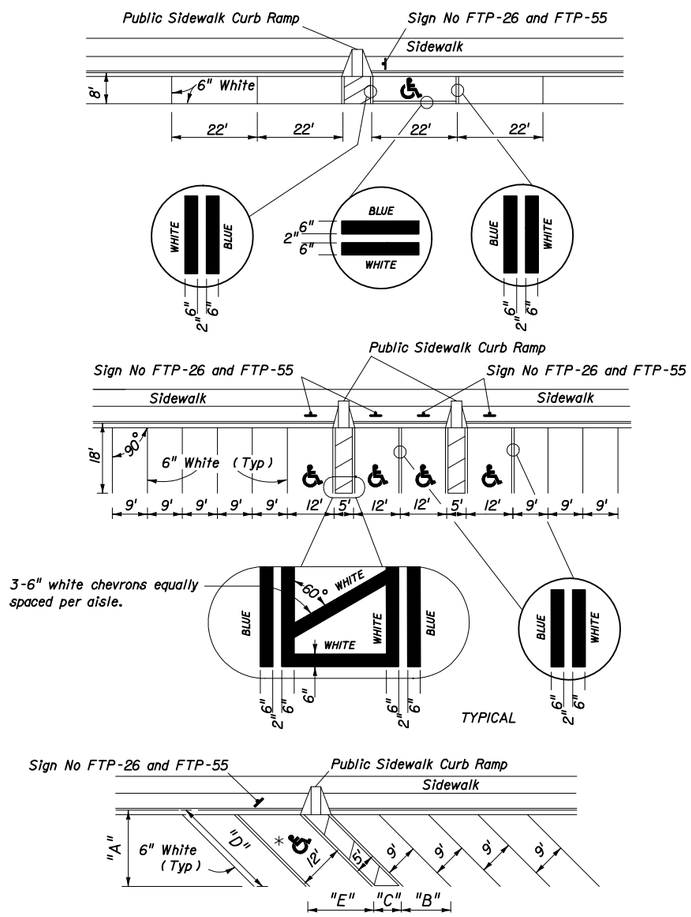


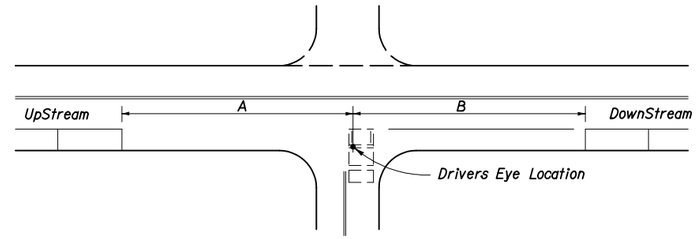
* FOR ACCESSIBLE MARKINGS - SEE ABOVE

	"DIMENSIONS"				
∠	"A"	"B"	"C"	"D"	"E"
45°	19'-1"	12'-9"	7'-0"	27'-0"	17'-0"
60°	20'-1"	10'-5"	5'-9"	23'-2"	13'-10"

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. For ramp locations refer to plans.
4. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.
5. The FTP-55 panel shall be mounted below the FTP-26 sign.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN REST AREAS

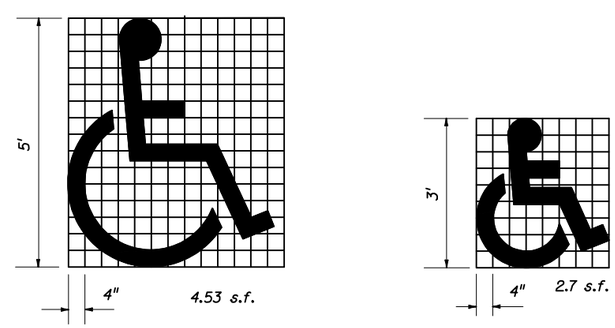


SPEED MPH	UP STREAM (A)	DOWN STREAM (B)	
		2 LANE	4 LANE
0-30	85'	60'	45'
35	100'	70'	50'

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 non-signalized 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 non-accessible parking.

MINIMUM PARKING RESTRICTION FOR NON-SIGNALIZED INTERSECTIONS



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

"UNIVERSAL SYMBOL OF ACCESSIBILITY"

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INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

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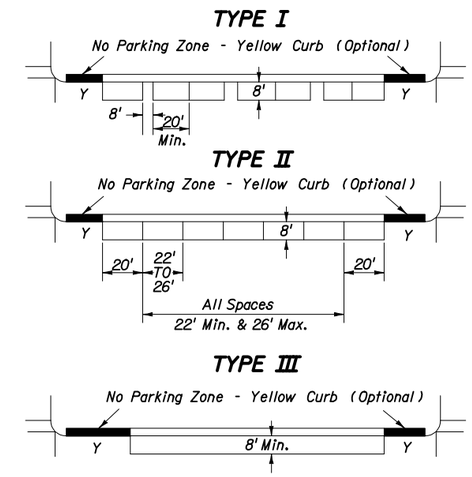
GENERAL NOTES (Signalized & Non-signalized)

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 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.



SPEED LIMIT MPH	SIGNALIZED INTERSECTIONS	
0 - 30	30	DISTANCE FROM CURB RADIUS (Y)
35	50	

PARKING RESTRICTION (FT.) FOR SIGNALIZED INTERSECTION

NOTES:

1. Parking restrictions measured from curb radius point.
2. Restrictions for accessible parking are the same as those applied to non-signalized intersections.

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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State Traffic Plans Engineer

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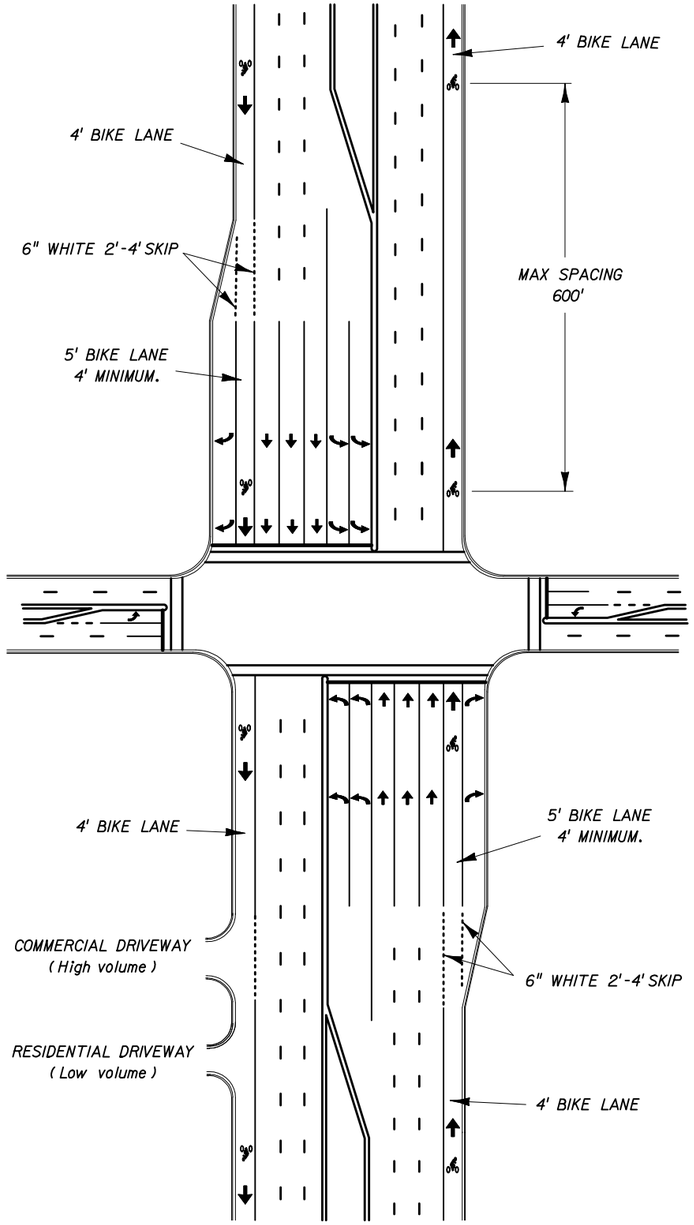
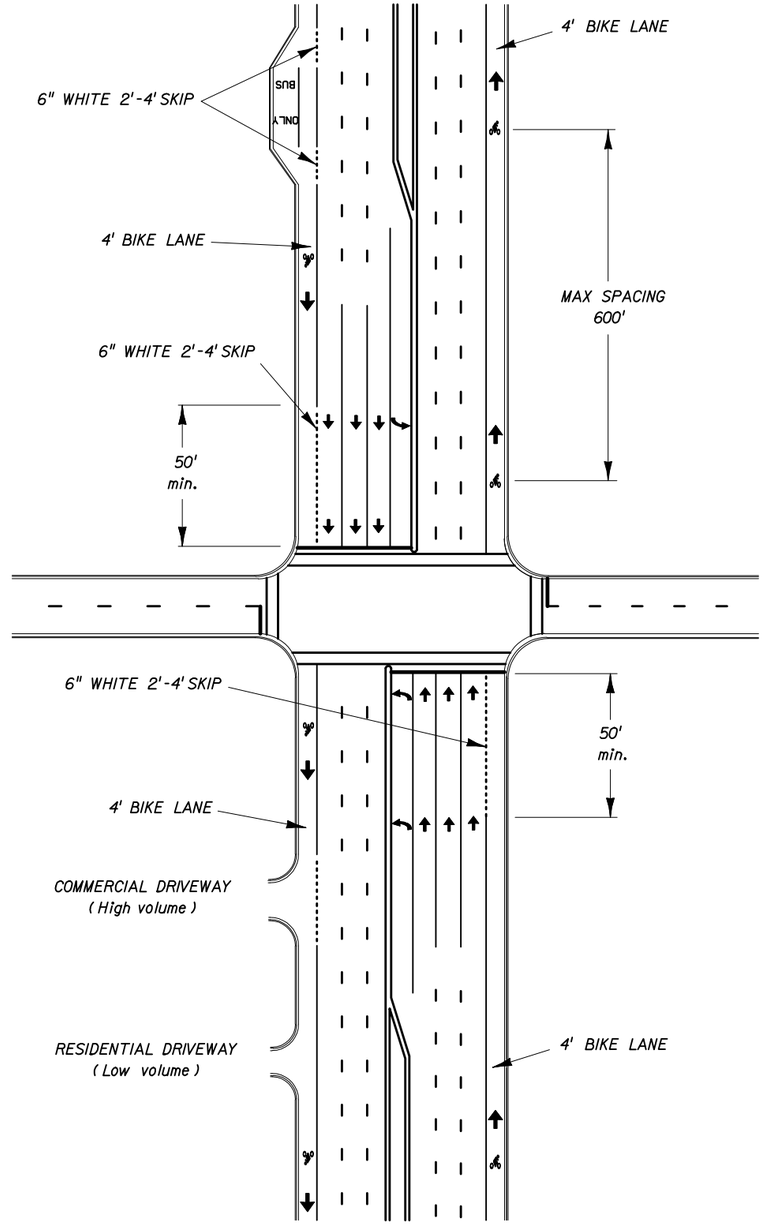
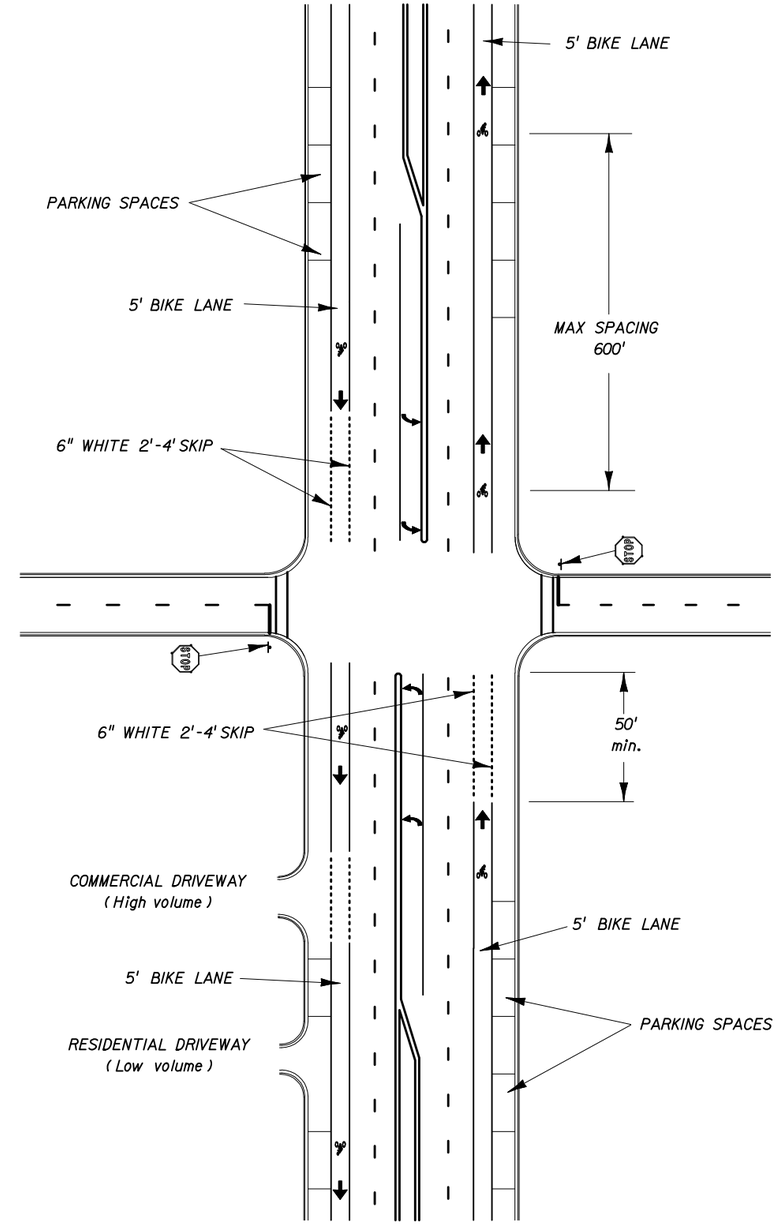


MAJOR INTERSECTION WITH SEPARATE RIGHT TURN LANE URBAN TYPICAL SECTION (CURB AND GUTTER)



MAJOR INTERSECTION, NO RIGHT TURN LANE PLUS BUSBAY URBAN TYPICAL SECTION (CURB AND GUTTER)



MAJOR WITH LOCAL STREET INTERSECTION, NO RIGHT TURN LANE, ON STREET PARKING URBAN TYPICAL SECTION (CURB AND GUTTER)

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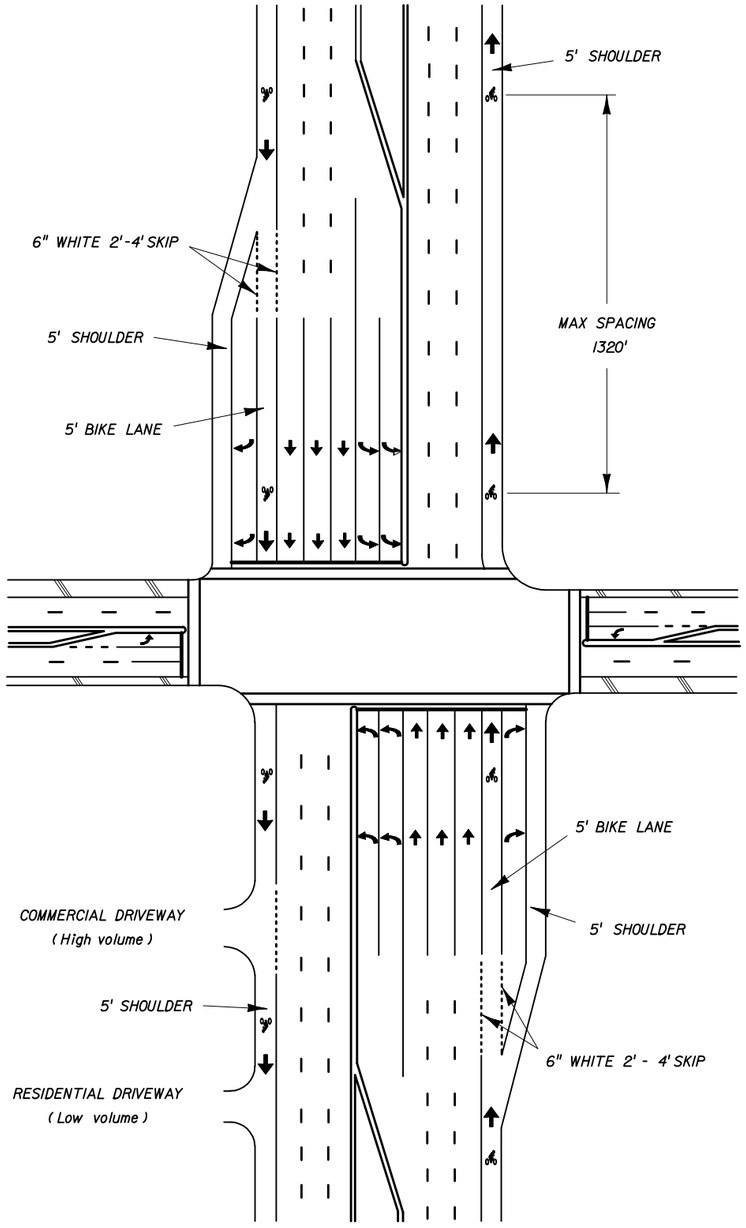
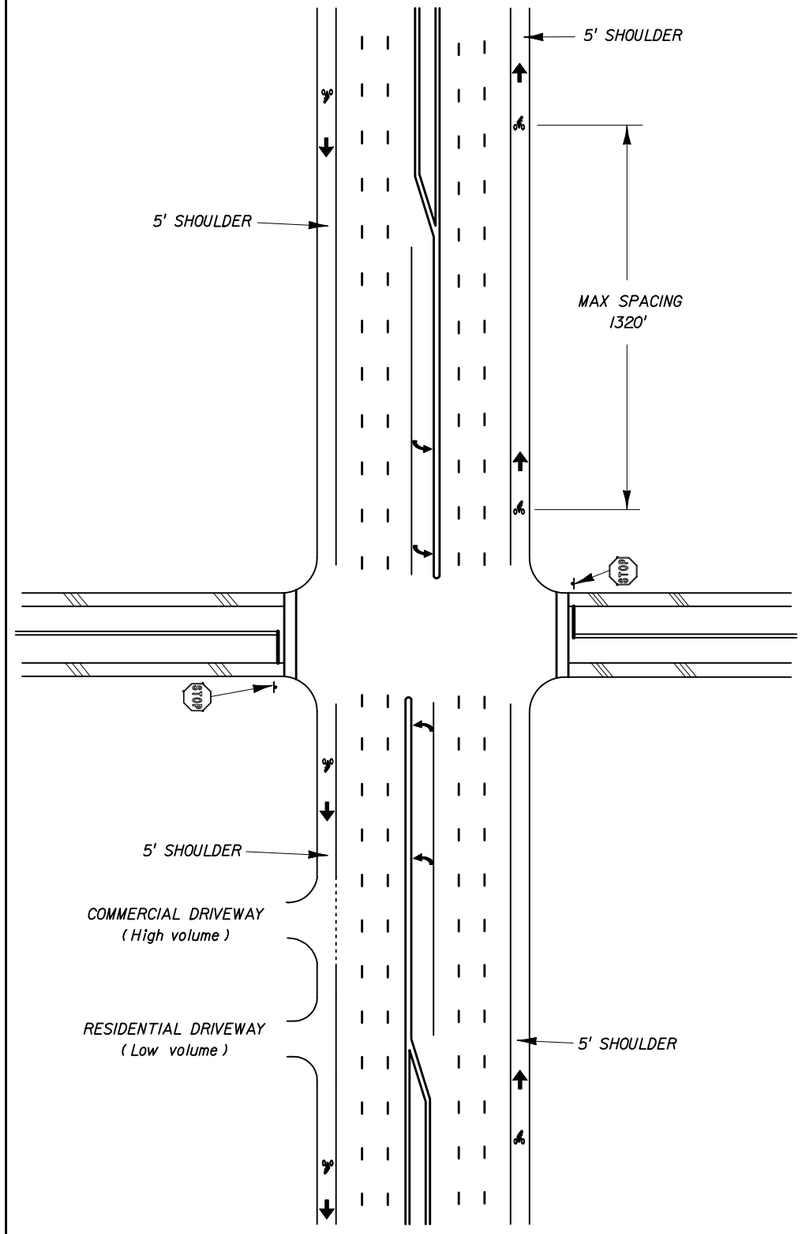
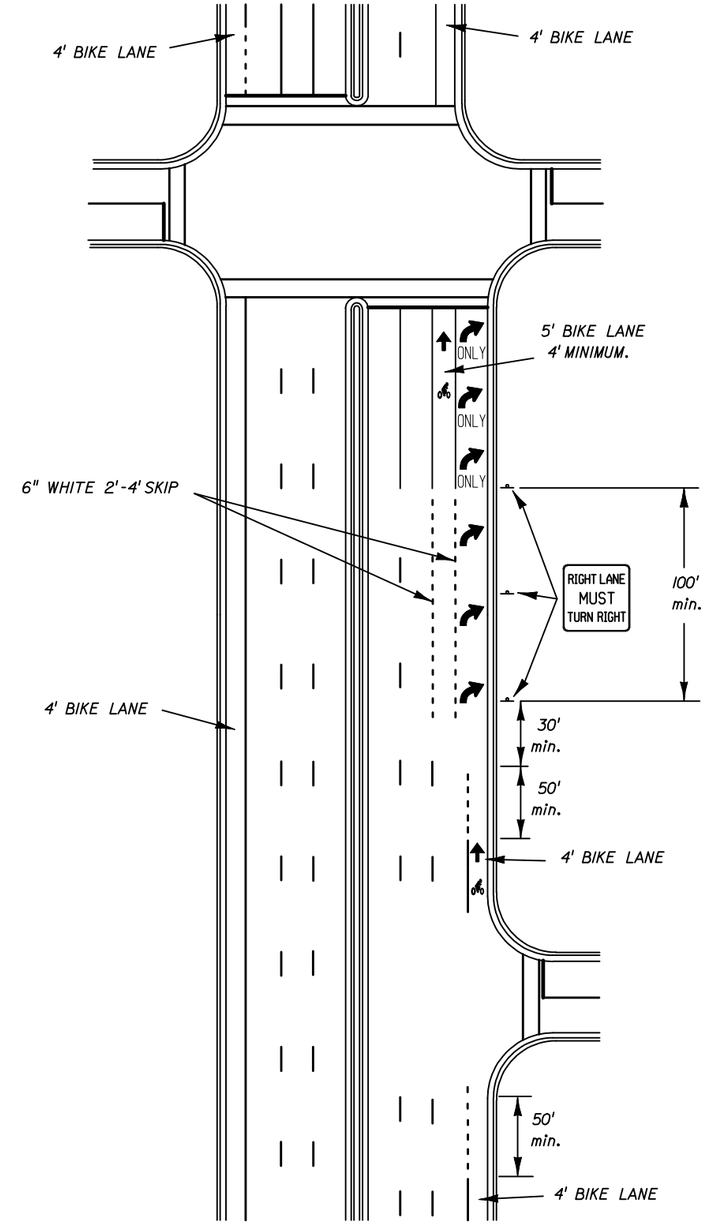


MAJOR INTERSECTION WITH DESIGNATED SHOULDER, AND SEPARATE RIGHT TURN LANE RURAL TYPICAL SECTION (PAVED SHOULDER)



MAJOR WITH LOCAL STREET INTERSECTION, DESIGNATED SHOULDER, AND NO RIGHT TURN LANE RURAL TYPICAL SECTION (PAVED SHOULDER)



MAJOR INTERSECTION WITH RIGHT TURN DROP LANE AND DESIGNATED OR UNDESIGNATED BIKE LANE URBAN TYPICAL SECTION (CURB AND GUTTER)

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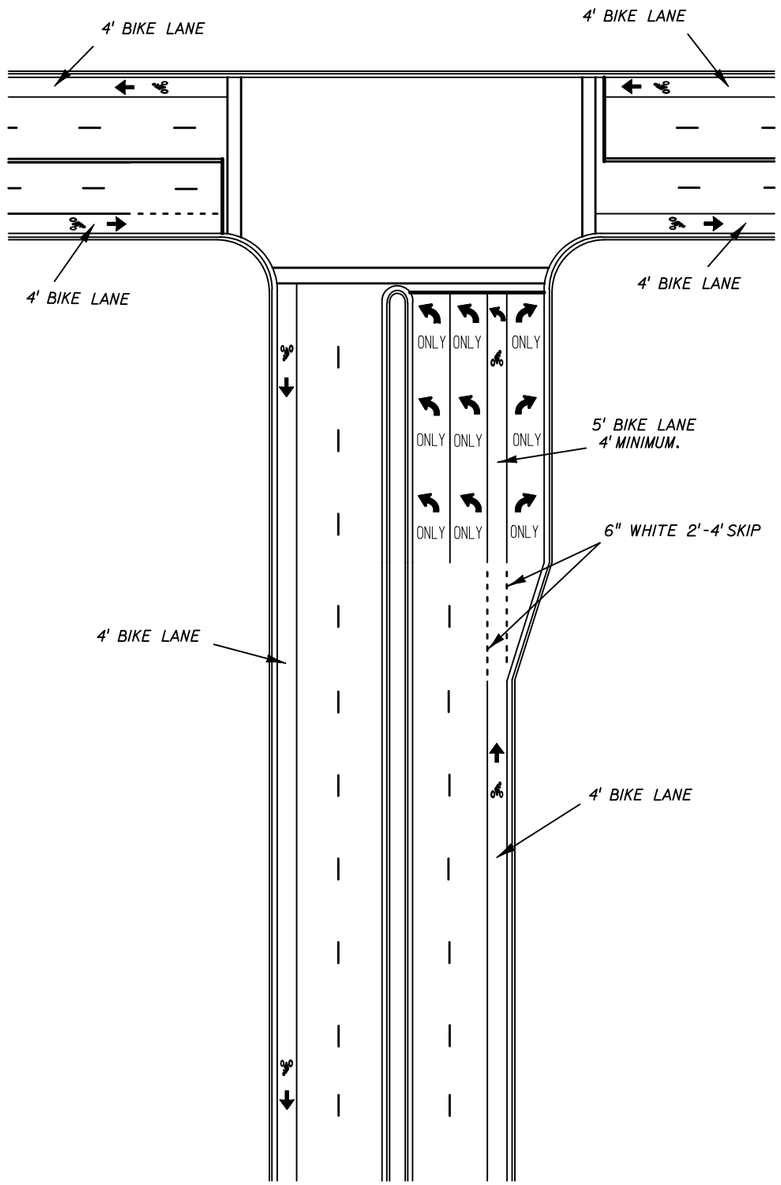
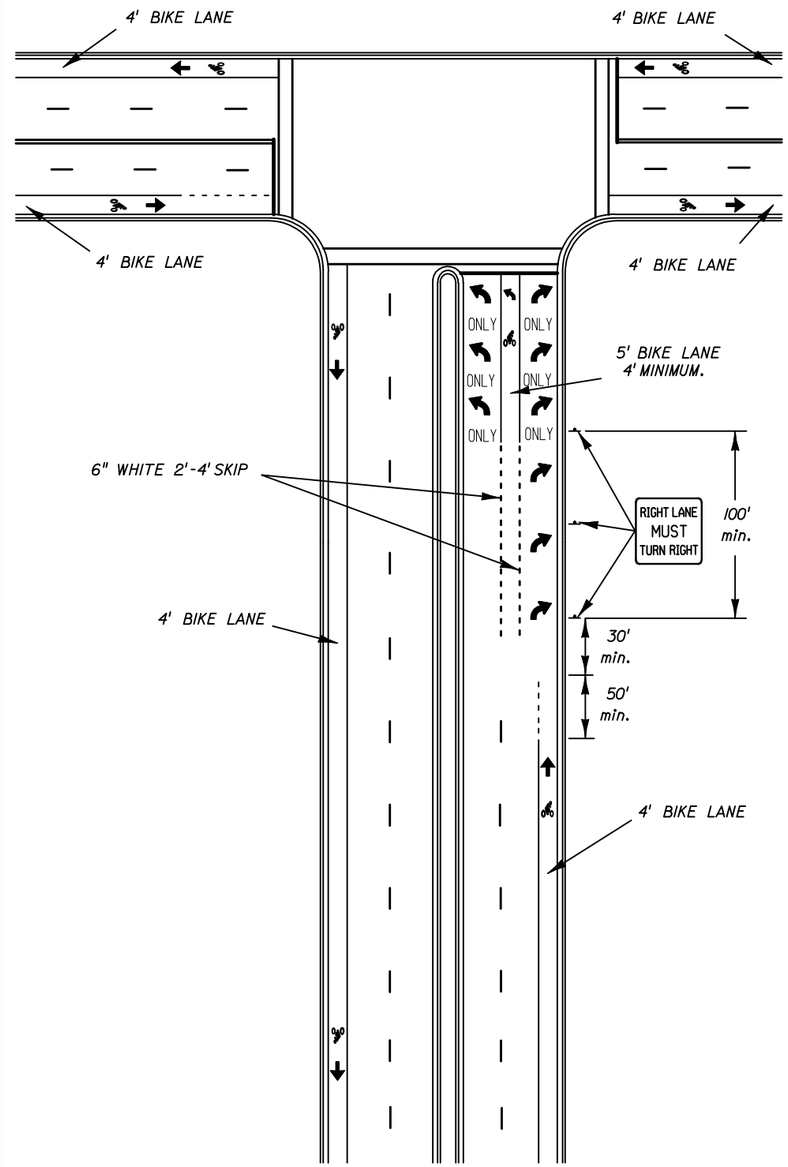
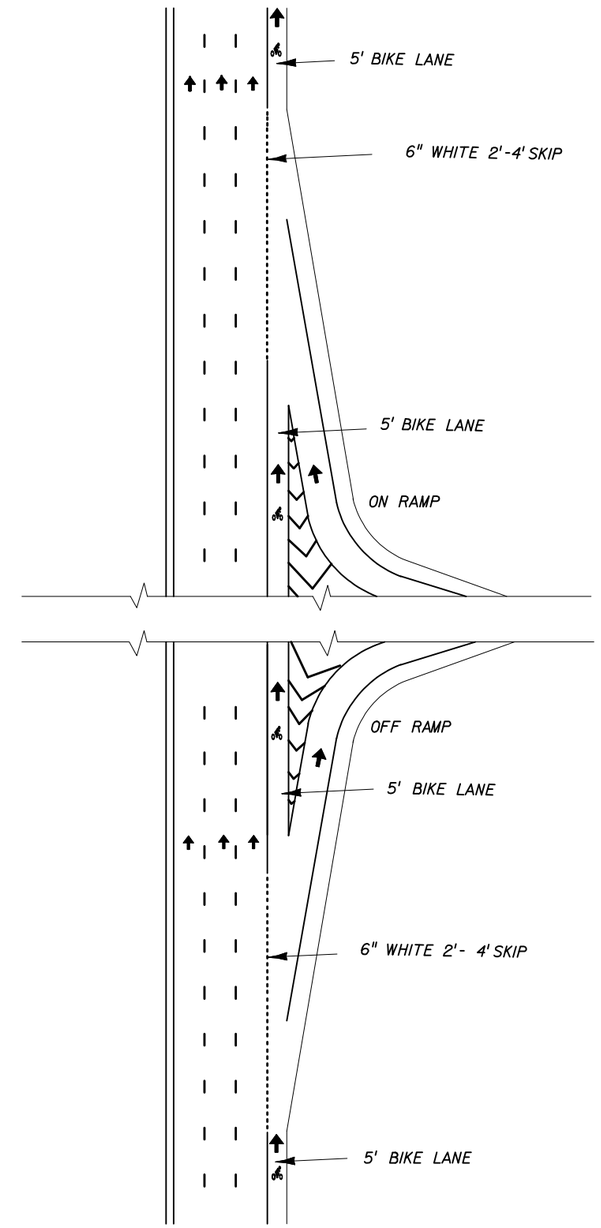


"TEE" INTERSECTION WITH SEPARATE RIGHT TURN LANE URBAN TYPICAL SECTION (CURB & GUTTER)



"TEE" INTERSECTION WITH RIGHT TURN DROP LANE URBAN TYPICAL SECTION (CURB & GUTTER)



INTERCHANGE RAMPS
RURAL TYPICAL SECTION (PAVED SHOULDER)

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