TRAFFIC OPERATIONS STANDARDS

JANUARY 1980
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**TRAFFIC SIGNAL AND EQUIPMENT**

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1) Ground rods shall have a resistance to ground not to exceed 25 ohms, where the resistance is not as low as 25 ohms, two or more ground rods connected in parallel shall be used. Contractor shall have necessary test equipment, current calibration certificate required at final inspection to insure acceptability of grounding system.

2) The contractor shall be responsible for contacting all utility companies prior to any underground work. The utility company will locate and identify their facilities.

3) Contractor shall determine the service required date for the power company transformer installation at the pre-construction conference.

4) The power company reserves the right to install, move, retie and reground all power company poles at the expense of the contractor. Contractor will pay for labor, material, and cost for any unforeseen costs for an alternate procedure.

5) Any damaged portions of galvanized steel poles and bracket arms shall be painted in accordance with Section 542 of the standard specifications.

6) Poles, bracket arm, and fangable device shall be designed in accordance with the design criteria as indicated in the plans and using the applicable equations found in "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" published by A.S.H.T.O. Dated 1975.

7) The luminaire manufacturer shall place a permanent tag on the luminaire housing on which is imprinted the following information: wattage, ballast type, color temperature, design data, lamp setting position in luminaire, light distribution with the lamp in the position specified, input voltage and power factor, luminaire photometrics, luminaire photometrics summary required.

8) Before final acceptance, the contractor shall provide 2 sets of full size as built plans to the maintenance agency.

9) Conduit routing shall be pole to pole, maintaining pole setback distance from edge of pavement. Any cable routing in locations where ground is proposed shall be 2'-0" in front of the standard guardrail position.

10) Pole positions and conduit routing may be adjusted, as approved by the engineer, to prevent conflicts with utility and drainage structures not indicated, and prevent guardrail post conflict with underground lighting circuits.

11) Where guardrail is constructed, the poles shall be placed a minimum of 4' in the face of guardrail.

12) Pole foundation installations shall be backfilled and compacted to a firm stable condition approximately equal to that of the adjacent soil. The fill shall conform to existing grade and fully sodded.

13) The wires at the pole handle and pull boxes shall be looped up in the pole and pull boxes with sufficient length to completely remove connectors to the outside of the handle, and pull boxes to make connectors accessible for changing fuses and trouble shooting the system.

14) Neutral wires to have white insulation. Circuit not to wire not to have black insulation. Other circuit to be color coded by insulation do not use white or green insulated wires for ungrounded conductors.

15) Unless otherwise specified, all cable shall be single conductor, 90 percent conductivity stranded copper with tin insulation.

16) All splices shall be made in pull boxes or on pole base. No splices shall be made inside the conduit.

17) All exposed or surfaced mounted conduit shall be rigid, galvanized. The conductor insulation shall be covered with either expansion joints or flexible steel conduit sections adequate to take care of vibrations and thermal expansions. All, galvanized conduit shall be gound.

18) All conduit that will remain empty as spares shall be marked, tested, cleaned inside and with ends capped. Leave the corrosion resistant pull wire and place cut mark, pull boxes to mark the location of the ends of the conduit.

19) Pull boxes shall be located at ends of conduit crossing roadways.

20) These plans represent minimum acceptable criteria. The inspection for these drawings represent the minimum base of acceptance.

21) All material, unless otherwise specified, shall be underwriters laboratory approved.

22) Prior to any equipment order, the contractor shall submit, for approval, equipment specifications or design data for all material proposed for the project and must include specifically:

   a) Luminaire photometrics
   b) Pole strength calculations
   c) Pole flammability test results
   d) Bolt specifications and bolt circle diameter

23) Review copy of shop drawings and design data for highway lighting equipment shall be submitted to the state traffic operations engineer at the following address with a copy of the submittal letter sent to the department of transportation resident construction engineer in charge of the project:

   State Traffic Operations Engineer
   Department of Transportation
   Haydon Burns Building
   Room 445
   Tallahassee, Florida 32304

       Approved by: John H. Jone 5-1-78

       State Traffic Operations

       DATE REVISIONS INSTALL DATES
       Designed by: G. X. 4-25-78
       Checked by: W. W. 5-1-78
       Approved by: 5-1-78
       LESTER JONES 5-1-78

       FLORIDA DEPARTMENT OF TRANSPORTATION
       HIGHWAY LIGHTING GENERAL NOTES

       DATE REVISIONS INSTALL DATES
       Approved by: John H. Jone 5-1-78

       State Traffic Operations


       DATE REVISIONS INSTALL DATES
       Approved by: John H. Jone 5-1-78

       State Traffic Operations


       DATE REVISIONS INSTALL DATES
       Approved by: John H. Jone 5-1-78

       State Traffic Operations
SUNR PROGRAM SPECIFICATIONS

1. THE UNIT SHALL WITHSTAND A SURGE CURRENT UP TO 20,000 AMPS, AND REPEATED SURGE OF 200 AMPS FOR A MINIMUM OF 10,000 OCCURRENCES.

2. THE UNIT SHALL RESIST LESS THAN 30 MICROSECONDS AND WITHIN THE TIME ONE A-FRAME CLAMPING VOLTAGE BETTER THAN 1000 VOLTS.

3. THE MAXIMUM ALLOWABLE VOLTAGE THAT CAN PASS CONTINUOUSLY THROUGH THE UNIT OF THE PROTECTION MUST BE LESS THAN 300 VOLTS.

4. THE CURRENT (A) SHALL BE LESS THAN 100 MICROAMPS.

5. THE UNIT SHALL BE ISOLATED 300 V TO GROUND AND SHALL BE WEATHERPROOF.

6. THE UNIT SHALL NOT ALLOW HOLDOVER CURRENT OR CONDUCTION TO PASS AFTER THE 30 MICROSECOND TIME PERIOD.

7. PROTECTION SHALL BE ACHIEVED FOR BOTH THE 480 V AND NEUTRAL CONDUCTOR WITH THE SURGE BEING PASSED TO GROUND AND NEUTRAL.

8. THERE SHALL BE NO DRAINAGE LAST IN THE PROTECTION OF THE 480 V CONDUCTOR OVER THE NEUTRAL CONDUCTOR.

9. UNDERWRITTEN LABORATORY APPROVAL NOT REQUIRED.
SCREW TYPE FOUNDATION SPECIFICATIONS

1) The foundation shaft and base plate shall be ASTM A-36 structural steel, or better.
2) The anchor bolts shall be ASTM A-325, or better.
3) The foundation shall have a handhole in the base plate at least 6" in diameter.
4) The base plate shall be marked to indicate the orientation of the shaft cables.
5) The drainage shall be provided in the bottom of the foundation by means of an opening of at least 3 square inches.
6) The installation of the foundation shall be hot dip galvanized after fabrication to ASTM A-123.
7) The foundation shall be installed using a 1-1/2" diameter wrench and cap nut.
8) The foundation shall be secured with 2-1/4" x 2-1/4" x 2-1/4" bolts, or better.

MATERIALS

5/16" BOLT DIA.
3/4" BOLT DIA.
1" BOLT DIA.
1-1/2" BOLT DIA.
2" BOLT DIA.
4" BOLT DIA.
6" BOLT DIA.
8" BOLT DIA.
10" BOLT DIA.
12" BOLT DIA.
14" BOLT DIA.
16" BOLT DIA.
18" BOLT DIA.
20" BOLT DIA.
22" BOLT DIA.
24" BOLT DIA.
26" BOLT DIA.
28" BOLT DIA.
30" BOLT DIA.
32" BOLT DIA.
34" BOLT DIA.
36" BOLT DIA.
38" BOLT DIA.
40" BOLT DIA.
42" BOLT DIA.
44" BOLT DIA.
46" BOLT DIA.
48" BOLT DIA.
50" BOLT DIA.
52" BOLT DIA.
54" BOLT DIA.
56" BOLT DIA.
58" BOLT DIA.
60" BOLT DIA.
62" BOLT DIA.
64" BOLT DIA.
66" BOLT DIA.
68" BOLT DIA.
70" BOLT DIA.
72" BOLT DIA.
74" BOLT DIA.
76" BOLT DIA.
78" BOLT DIA.
80" BOLT DIA.
82" BOLT DIA.
84" BOLT DIA.
86" BOLT DIA.
88" BOLT DIA.
90" BOLT DIA.
92" BOLT DIA.
94" BOLT DIA.
96" BOLT DIA.
98" BOLT DIA.
100" BOLT DIA.

DATE REVISIONS INITIALS DATES

Florida Department of Transportation
Roadway Lighting Details

Approved by FORMA 6-16-7B

FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY LIGHTING SPECIFICATIONS

ROADWAY LIGHTING DETAILS

DATE REVISIONS INITIALS DATES

Shipped by

Revised by

Gantry No.

by

Gantry No.

1 of 1

17503
DETAIL "A"

AERIAL FEED

1. PHOTO ELECTRIC CONTROL AS REQUIRED.
2. ALL NEUTRAL WIRE TO HAVE WHITE INSULATION, CIRCUIT NO. 1 WIRE TO HAVE BLACK INSULATION.
   OTHER CIRCUITS TO BE COLOR CODED BY INSULATION. DO NOT USE WHITE OR GREEN INSULATED WIRE FOR UNDERGROUND USE.
3. LENGTH OF POLE IN GROUND PER INDEX 9821.

DETAIL "B"

UNDERGROUND FEED

CONCRETE POLE, PRESTRESSED
TYPE C, 20 FEET LONG PER INDEX 9821

CONCRETE POLE, PRESTRESSED
TYPE C, 20 FEET LONG PER INDEX 9821
SIGN LIGHTING INSTALLATION

The Roadway Lighting Contractor shall provide a means for sign service entry into a pole base or pull box interior to Lighting conduit, and loop 6 AWG Lighting circuit conductors for connection by Sign Contractor.

The sign contractor shall furnish and install luminaires, fused safety switches, conduit, conductors, and all other electrical equipment necessary for connection to Roadway Lighting circuit as provided by Roadway Lighting Contractor. Compensation type connection properly taped and wirewound shall be used. See roadway Lighting Plans for sign service locations.

PLACEMENT OF SIGN LIGHTS

1. Luminaires shall be mounted so that the Luminous Beam is 45° in Front of the Sign Face.
2. Luminaires shall be located so that the back of the fixture is 50° below the Bottom Edge of the Sign Face.
3. Luminaires from manufacturers who recommend that their fixtures be tilted shall be mounted on a bracket which provides this recommended tilt.
4. Photometric Data for Mercury Vapor Luminaires Proposed for Sign Lighting shall be submitted for approval to the Traffic Engineer, Florida Department of Transportation.

PL-101 OVERHEAD POWER SUPPLY

250 Watt Mercury Vapor Luminaires with Deluxe White Lamp

For complete details of Luminaires and Mounting Bracket see Index 2050 2 D 2.

Conduit to be used as Column and along lower edge of Sign shall be 1/2" Schedule 40 Steel conduit with proper grounding and electrical connections and shall be permanently bonded to the Structure away from Traffic.

Ground Lug Attached to Metal Sign Structure

Steel to be made with Corner Plate and Bolts Properly Insulated & Waterproofed

APPROVED BY PDM 01/16/78

FLORIDA DEPARTMENT OF TRANSPORTATION
EXTENSION LIGHTING FOR SIGNS

DATE REVISIONS INITIAL DATES

G. G. 76

LESTER JONES 1 2 17305
PROCEDURE FOR ASSEMBLY OF BASE CONNECTION

1. Assemble Post by sticking bolts and washers on each bolt in lower plates. Each bolt to be used in lower plates shall be fitted with washers and nuts bonded to the plate. The holes for the bolts shall be cleaned to the prescribed size. Clean, dry, and tighten in a systematic order to prevent thread loosening.

2. The plates shall be bolted together with 3/8" x 6" thick shims per post for stability.

BASE CONNECTION DATA

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<th>D</th>
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<td>B</td>
<td>T</td>
<td>D</td>
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FUSE PLATE DATA

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GENERAL NOTES


SHEETS AND PLATES: Material used shall meet the requirements of Aluminum Association Alloy 6061-T6 and A.S.T.M. Specification B-209. Sheets are to be degreased, picked, pickled, and annealed with Aluminum 6061, alloy m. e., mean F.P.S., or equal. No machining performed on sheets.

MATERIALS: All Aluminum Materials shall meet the requirements of the American Association Alloy 6061-T6 and also the requirements of the Standard Specification for the Following: Sheet and Plates B-209; Extruded Shapes B-2011; and Standard Structural Shapes B-108.

ALUMINUM BOLTS, NUTS & LOCKNUTS: Aluminum bolts shall meet the requirements of Aluminum Association Alloy 6061-T6 or 6061-T6 (A.S.T.M. Spec. B-16) and be Grade 5. Locknuts shall meet the requirements of Aluminum Association Alloy 7075-T6 (A.S.T.M. Specification B-16). Nuts shall be Grade 5.

SIGN FACE: A.S.A. Sign Face Color shall be specified. See Sign Layout Sheet for Dimension "L" and Sign Face Details. MATERIALS: All outdoor aluminum signs are to be coated with the Standard Specification for Structural Supports for Highway Signs, License Plates and Traffic Signals, A.S.A.S.C., 1979, for all materials shown in the Print.

OVERHEAD SIGNS: For details to mount Proposed Assembly to Overhead Signs refer to Details for mounting to Type A or B Ground Signs.

APPROVED BY FHWA 1/78/78

INTERCHANGE AND EXIT NUMBERING FOR SIGNS WITH HORIZONTAL BIRD BEAKS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DETAILS FOR MOUNTING EXIT NUMBERING PANELS TO HIGHWAY SIGNS

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<td>C</td>
<td>Premium Mounting</td>
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NOTE: EXIT NUMBERING PANELS shall be located to the right side for right exits and to the left for left exits.
<table>
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### GENERAL NOTES
- For sign identification numbers see sheet "Title". Site, reference, and certification numbers follow the sign identification numbers. This will be used to determine the height of the support column. The Sign Panel Brackets will be supplied. The bracket height will be determined by the Column Size and Panel Height. The Sign Panel will be supplied by the Architect.

### BASE DETAILS
- For sign identification numbers see sheet "Title". Site, reference, and certification numbers follow the sign identification numbers. This will be used to determine the height of the support column. The Sign Panel Brackets will be supplied. The bracket height will be determined by the Column Size and Panel Height. The Sign Panel will be supplied by the Architect.

### BOLT KEEPER DETAIL
- For sign identification numbers see sheet "Title". Site, reference, and certification numbers follow the sign identification numbers. This will be used to determine the height of the support column. The Sign Panel Brackets will be supplied. The bracket height will be determined by the Column Size and Panel Height. The Sign Panel will be supplied by the Architect.

### SLIP BASE NOTES
- For sign identification numbers see sheet "Title". Site, reference, and certification numbers follow the sign identification numbers. This will be used to determine the height of the support column. The Sign Panel Brackets will be supplied. The bracket height will be determined by the Column Size and Panel Height. The Sign Panel will be supplied by the Architect.

### SLEEVE & BASE PLATE DETAILS
- For sign identification numbers see sheet "Title". Site, reference, and certification numbers follow the sign identification numbers. This will be used to determine the height of the support column. The Sign Panel Brackets will be supplied. The bracket height will be determined by the Column Size and Panel Height. The Sign Panel will be supplied by the Architect.

### APPROVED BY FIBA (1/16/76)
**SPECIFICATIONS**

EXTENDED TUBING: The material used shall meet the requirements of the Aluminum Association Alloy 6063-T6 and also the A.S.T.M. Specifications B-631.

WELDING RODS: Aluminum Association No. 3554 Filler wire.

TOLERANCES: All reference diameters shall be true size for the purpose of this specification. The fit of the parts shall conform to the tolerances allowed by the requirements of the Aluminum Association Alloy 6063-T6 and 6061-T6 A.S.T.M. Specification D-201. The parts shall be in proper position at all welds and cleaned before welding. Care shall be taken to prevent damage to the surface of the Aluminum Association Alloy 5077-T6 A.S.T.M. Specification B-631.

MATERIAL STRESSES: All allowable stresses are in accordance with the United States of America, Civil Engineers, Specifications for Structures Supportsfor Highway, Bridge and Traffic Signal bor8576.

SHEETS AND PLATES: The material used shall meet the requirements of the Aluminum Association Alloy 6063-T6 and also the A.S.T.M. Specifications B-631.

**NOTE:** All dimensions shall be in accordance with the requirements of A.S.T.M. Specification A-307. The dimensions shown in the drawings are for information purposes only.

**APPROVED BY:**

Furniture 11/16/78

Bases for 3 Post Canister Tubs
4 Post Canister Tubs
Single Post Canister

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

**REFERENCE**

<table>
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<th>COUNTY</th>
<th>RATING</th>
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**TABLE 1926**
SIGN SIZES & LEGEND LOCATIONS
(Upper case, lower case, logo height)
BUREAU OF PUBLIC ROADS

TYPICAL ARROW LOCATIONS - 100-200-300-400

- Nearest edge of first letter when arrows are used at left.
- Bottom of line of legend.
- Nearest edge of first letter when used at right.
- Bottom line is used when line.
- Variable.
- Bottom of line of legend.

These arrows are to be used when U.S. shield or Florida symbol is reversed on sign panel.

1. When arrow appears at left of message, message to begin as shown.
2. Arrow is required from edge of sign to nearest edge of first letter when arrows appear at right of message.
3. Details of arrows on one end of panel may be used on opposite end also.
4. The legend on these signs may be either detachable.
5. Screened copy.
6. Background overall reflectorized green, legend and border white.

APPROVED BY FHWA 5/16/78
FLORIDA DEPARTMENT OF TRANSPORTATION
PLATE SERVICE

CONSTRUCTION

DATE: 06-10-78
OWNER: State of Florida
Suit: SD-44

INITIALS: K.R.
DATE: 06-10-78

EDITED: T.W.
DATE: 06-10-78

DESIGN NO: 1117
REV: A

State Road Engineering Dept.

Engineer's Office

06-10-78

Design No: 1117

Edition No: A

Engineer's Office

06-10-78
NOTE:
(1) Florida shield shall be black opaque
(2) Legend shall be 1" caps, black opaque
(3) Panel background shall be reflective white
(4) Length of panel will vary with legend
(5) Full size drawings available upon request from Traffic Operations, Tallahassee

MATCH LINE "A"

MATCH LINE "A"

MATCH LINE "B"

MATCH LINE "B"

MATCH LINE "B"

1/2" R.A.D.

1/16" R.A.D.

1/2" R.A.D.

1 1/2" MIN

30° Florida Shield

Use this format with 3 or more digits
NOTE:
1. Florida shield shall be black opaque
2. Legend shall be 15" caps, black opaque
3. Background shall be reflective white
4. Length of panel will vary with legend
5. Full size drawings available upon request from Traffic Operations, Tallahassee

USE THIS FORMAT WITH 3 OR MORE DIGITS

36" Florida Shield
FOR FREEWAY USE

WEIGH STATION 1 MILE

ALL TRUCKS ENTER WEIGH STATION

WEIGH STATION NEXT RIGHT

WEIGH STATION NEXT LEFT

FOR OTHER THAN FREEWAY USE

WEIGH STATION MILE

ALL TRUCKS ENTER WEIGH STATION

WEIGH STATION 1000 FT

WEIGH STATION

NOTE:
ALL SIGNS TO HAVE GREEN REFLECTORIZED BACKGROUND WITH WHITE LEGEND AND BORDER EXCEPT SIGNS NO. 2 & 6 WHICH SHALL have WHITE BACKGROUND WITH BLACK LEGEND AND BORDER ALL DIMENSIONS SHOWN IN INCHES AND EIGHTH
WEIGH STATION AGRICULTURAL INSPECTION 1 MILE

ALL TRUCKS-TRAILERS PICKUPS-VANS NEXT RIGHT

WEIGH STATION AGRICULTURAL INSPECTION NEXT RIGHT

TRUCKS-TRAILERS PICKUPS-VANS

NOTE
ALL SIGNS SHALL HAVE GREEN REFLECTORIZED BACKGROUND WITH WHITE LEGEND AND BORDER, EXCEPT SIGNS VIA 8 X 6 INCH WHICH SHALL HAVE A WHITE BACKGROUND WITH BLACK LEGEND AND BORDER.
ALL DIMENSIONS SHOWN ARE IN INCHES AND EIGHTS

APPROVED BY F.H.W.A. 7-8-75
FORTY NINTH DEPARTMENT OF TRANSPORTATION TRAFFIC OPERATIONS

TYPICAL SIGNING FOR TRUCK, WEIGHT AND INSPECTION STATIONS

<table>
<thead>
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<th>DATE</th>
<th>INITIALS</th>
<th>DESCRIPTION</th>
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<tr>
<td>01-01-79</td>
<td>K.R.</td>
<td>REVISED SIGN NO. 9A B-12</td>
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</table>
5. TRAFFIC CONTROL DEVICES FOR A REDUCED SPEED ZONE AT A SCHOOL CROSSWALK WITH OVERHEAD FLASHING BEACON SPEED LIMIT SIGNS (4 Lanes Undivided - 2 Way Traffic) (Midblock or thru street at an intersection)
9. Traffic control devices at school entrances where there are little or no walking students

These signs are intended for use only at those few locations where the school entrance is not evident to the motorist, and must be approved by the responsible traffic engineering authority.

10. Traffic control devices for a typical school zone fronting the school property

**Diagram Description**

- **Sign Placement**
  - School zone limits (RSS-10) shall not be utilized to provide sight distance for an established school zone.
  - The location of school speed limit signs when a school speed limit has been approved.

- **Note**
  - Roll-out school signs are not to be utilized anywhere through an established school zone.

- **Location**
  - The school bus stop ahead sign is to be used in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible for a distance of 500 feet. It shall have a minimum of 12 feet of clearance between the sign and the road edge. These signs are intended for use only where traffic volumes and speeds limit the approach sight distance and where there is no opportunity to relocate the stop to another location with adequate visibility.
**School Zone Speed Limit 00 MPH When Flashing**

**End School Zone**

---

**Note:**
Existing school speed limit signs (ground mount) utilizing a single 6" min size beacon or two 6" min size beacons inside the sign border are considered as meeting the standard. However, replacement or up-grading of these school speed limit signs shall conform to the above standard.

Numerical speed limit displayed shall be the limit established by appropriate regulatory authorities.

**Color:** Black on white or black on reflective yellow background.

**Maintenance Part Number:** 903-000

---

**School Signs & Markings**

---

**Revision:**

---

**Approved by:**
Florida Department of Transportation

---

**Initials:/Date:**

---

**Signature:**

---

**Signature:** E.E. Negley, P.E.
DETAIL FOR GROUND MOUNT SCHOOL SPEED LIMIT SIGN

GENERAL NOTES FOR FLASHING BEACON INSTALLATIONS

1. It shall be the responsibility of the engineer, based upon soil conditions, to determine if concrete foundations are required. (Cost of concrete foundation to be included in bid item provided.)

2. If a concrete foundation is not required, method of stabilization is to be determined by the engineer and an approved anti-twist device shall be provided and installed on the post below grade. (Cost of device to be included in bid item 730-90.)

3. One (1) flasher unit and cabinet to be used with each school zone unless otherwise provided in the installation plan.

4. Flasher-2 circuit - 10 amperes each circuit, solid state design for plug-in mounting in a weatherproof, ventilated aluminum cabinet.

5. Cabinet shall be equipped with a junction box, terminal and fuse block, and shall be of sufficient size to house all related equipment.

6. Cabinet shall be furnished with a cylinder lock and two (2) keys.

7. Time clock to be 7 days, 24 hour dial, with day or month/any combination of days. Time clock to be settable in 5 minute increments. Minimum on and off times settable to 5 minutes, a minimum of 4 on-off cycles per day and a 10 hour reserve (spring) is required.

SCHOOL SIGNS & MARKINGS

APPROVED: 8/26/76

F. JONES, DEPARTMENT OF TRANSPORTATION

SIGN RADIO OPERATOR

PHASE OPERATOR

REVISIONS

Sheet No.

REV. DEC. DEPT. DESIGNER

CHECKED BY

APPROVED BY

DATE

10-20-76

10-20-76

10-20-76

D.F. NAPLES

D.F. NAPLES

D.F. NAPLES
MARKINGS FOR LEFT OFF-RAMP

THE LEFT EDGE LINE YELLOW WILL BE CONTINUOUS
FROM THE MAIN LINE DOWN THE RAMP TO CROSS ROAD.
The main line left edge line (yellow) will start
again at the physical gore which is the end of
8" line used in gore delineation.

NOTE

FOR DETAIL OF PAVEMENT MARKERS
SHEET 20 OF 4 INDEX 17345

NORMAL TAPERED EXIT
(TWO THRU LANES)

NORMAL TAPERED EXIT ONLY
(TWO THRU LANES; THREE APPROACH LANES)

NOTE

WHERE ANY LANE, AUXILIARY OR OTHER,
WASHED OR PROBED AS AN EXIT
AREA AND IS LESS THAN 400 FT BEYOND
THE NOSE OF THE GORE. IT SHOULD BE
STREDOWN AS AN EXIT ONLY AS SHOWN
UPPER DETAIL.

INTERCHANGE MARKINGS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS

REVISIONS

DATE INITIALS DESCRIPTIONS
7-1-78 PB REVISED NOTES & TITLE BLOCK

APPROVED BY FIWBA 11-16-78
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS

NOTE

ANY LANE, AUXILIARY OR OTHER,
WASHED OR PROBED AS AN EXIT
AREA AND IS LESS THAN 400 FT BEYOND
THE NOSE OF THE GORE. IT SHOULD BE
STREDOWN AS AN EXIT ONLY AS SHOWN
UPPER DETAIL.
TYPES OF PERMANENT LONGITUDINAL LINES

LEFT  RIGHT  BUS  STOP  ONLY LANE  TURN

MERGE

NOTE: WHEN ARROW AND PAVEMENT MESSAGE ARE USED TOGETHER, THE ARROW SHALL BE LOCATED OVER (OR CROSSED) THE PAVEMENT MESSAGE AND SHALL BE SEPARATED FROM THE PAVEMENT MESSAGE BY A DISTANCE OF 5 FEET.

PAVEMENT ARROW AND MESSAGE DETAILS

NOTE: FOR DETAILS ON TEMPORARY LINES, SEE MANUAL ON TRAFFIC CONTROLS AND SAFE PRACTICES, FIGURE 2-19.

BASIC COLOR RULE:
WHITE LINES SEPARATE FLOWS IN THE SAME DIRECTION
YELLOW LINES SEPARATE FLOWS IN THE OPPOSITE DIRECTION

PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER

PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS

APPROVED BY FHWA 01-18-78

FLORIDA DEPARTMENT OF TRANSPORTATION
Traffic Operations

SPECIAL MARKING AREAS

REVISIONS

INITIALS DATES

5-23-78 Original copy

5-25-78 Final copy

PREPARED BY

SIGN DISTRICT

DRAWN BY

SUPPLEMENT TO

SIGN DESIGNER

DRAWING NO.

INDEX NO.

1 17344
PAVEMENT MARKING FOR WHEELCHAIR RAMP IN PARKING ZONES

ON STREET PARKING

NOTE:
ALL PARKING AND REFUSE LANE MARKINGS SHALL BE 4" WHITE

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

PRINTED LEFT TURN STORAGE LANE(S) DETAILS
FOR STOP CONTROLLED OR SIGNALIZED INTERSECTIONS

NOTE:
YELLOW LEFT TURN STORAGE MARKING PAINTED TO END OF TURN LANE IS NOT READY TO ACCEPT A LEFT TURN STORAGE LANE.

ARROWS SHOULD BE EVENLY SPACED BETWEEN FIRST AND LAST ARROW

CRITERIA FOR LANE MARKINGS USED ON WHEELCHAIR RAMP LOCATIONS. FOR RAMP CRITERIA SEE FLORIDA DESIGN INDEX FOR C.

SPECIAL MARKING AREAS

REVISIONS
INITIALS
D.I.A.T.
EDITED
DEPT
TRAFFIC OPERATIONS
ENGINEERING
APPROVED

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING

SPECIAL MARKING AREAS

TYPE 1
PARKING RESTRICTION
DISTANCE TABLE
SPEED LIMIT

30 MPH OR 60 FT

35 MPH OR MORE 50 FT

TYPE 2
NO PARKING ZONE MARKER-YELLOW CURB

TYPE 3
NO PARKING ZONE MARKER-YELLOW CURB

NOTE:
For mid-block driveway crossover from parking stall to the drop card shall be 20 ft.

APPROVED BY DIVA 11-16-78

STATE PUBL NO. 901

2 OF 6 17345
TYPICAL INTERSECTION 2 THRU LANES PLUS LEFT TURN LANE, WITH CROSSWALK

DETAIL "A"

RIGHT TURN LANE AND ISLAND DETAILS

RIGHT TURN LANE DROP AND ISLAND DETAILS

STOP BARS, CROSSWALKS AND DOUBLE CENTER LINES DETAILS

SPECIAL MARKING AREAS

APPROVED BY: 11-16-78
FLORIDA DEPARTMENT OF TRANSPORTATION
Traffic Operations

REVISED

INITIAL

DATE

DESCRIPTION

CHECKED BY

APPROVED

STATE POWER NO. 17546

1 OF 11
### MI-4 U.S. Route Marker for Guide Sign Use

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**COLORS**
- LEGEND: BLACK (NON-REFL)
- BACKGROUND: WHITE (REFL)

### MI-1 Interstate Shield for Guide Sign Use

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<td>4</td>
<td>5C</td>
<td>15-9/16</td>
</tr>
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</table>

**COLORS**
- LEGEND: WHITE (REFL)
- TOP: RED (REFL)
- BOTTOM: BLUE (REFL)

**Approved by:** 9-27-74

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**SHIELDS FOR USE ON GUIDE SIGNS**

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**REVIEWS**
- Description: [Details]
- Date: [Date]

**Specifications**

- [Specifications]

**Drawings No**: 17-347
CASE I: REFLECTOR SHALL HAVE A YELLOW REFLECTIVE BACKGROUND AND YELLOW REFLECTIVE BUTTONS.
(SIGN SHOP #80-175)

CASE II: REFLECTOR SHALL HAVE A RED REFLECTIVE BACKGROUND AND RED REFLECTIVE BUTTONS.
(SIGN SHOP #80-171)

YELLOW REFLECTORS

DEAD END

CASE I

DEAD END SIGN SHALL BE POSTED A SUFFICIENT DISTANCE TO WARNING TRAFFIC OF THE APPROACH TO THE DEAD END;

AVOID THE DEAD END BY TURNING OFF IF POSSIBLE AT THE NEAREST INTERSECTING STREET.

NOTE: For Park and Missing Sign (States No. 12361)
NO GUARDING IS REQUIRED UNLESS SPECIAL
FIELD CONDITIONS REQUIRE ITS USE.

SUPPLEMENTAL SIGN WITH DISTANCE SHOWN, TO BE
USED AS NEEDED.
The document contains various diagrams and charts, including one labeled "DETAIL "A" (1 TO 3 SYMBOLS ON SEPARATE PANELS)," "DETAIL "B" (4 SYMBOLS)," "DETAIL "C" (4 SYMBOLS)," and "DETAIL "D" (4 SYMBOLS)." The text includes guidelines and notes related to the placement and design of road signs, focusing on the height, placement, and design of symbols on separate panels. It also refers to "GENERAL NOTES" and "FOR ATTACHMENT DETAILS." The document is a technical specification sheet for road signs, likely used for guidance in road construction or signage design. The text is detailed and specific, providing instructions for the layout and appearance of road signs to ensure clear and effective communication on the roads.
NOTE
DISTANCE MESSAGE OF 1/2 MILE MAY BE USED TO KEEP THIS SIGN WITHIN THE STATE LINE.

NOTE
ROADWAY NOT DRAWN TO SCALE
DISTANCES SHOWN ARE APPROPRIATE FOR ADEQUATE DRIVER COMMUNICATION BUT MAY BE ALTERED SLIGHTLY IF FIELD CONDITIONS REQUIRE.

Tourist Information Center
NEXT RIGHT

NOTE:
SIGN SHALL HAVE BLUE REFLECTORIZED BACKGROUND WITH WHITE REFLECTORIZED LETTERING IN MATTE FINISH. SIGN MAY BE USED AS A SUPPLEMENTAL GUIDE SIGN AT INTERCHANGES WHICH HAVE A TOURIST INFORMATION CENTER APPROVED FOR SUCH SIGNS. LOCATE HALF WAY BETWEEN NORMAL GUIDE SIGNS.

STATE OF FLORIDA
WELCOME CENTER
1 MILE

SIGN NO FTD-17
6'-6" x 19'-0"
3" Box 9" Rad.
BLUE REF. BACKGROUND
WHITE REF. LEGEND & BORDER

SIGN NO FTD-18
7'-0" x 19'-0"
3" Box 9" Rad.
BLUE REF. BACKGROUND
WHITE REF. LEGEND & BORDER

SIGN NO FTD-19
4'-6" x 12'-6"
2" Box 9" Rad.
BLUE REF. BACKGROUND
WHITE REF. LEGEND & BORDER
ORANGE REF. STATE SILHOUETTE
(SIGN NO 4 TO BE PAID FOR WITH FUNDS OTHER THAN DOT)

SIGN NO FTD-20
5'-6" x 7'-0"
2" Box 9" Rad.
BLUE REF. BACKGROUND
WHITE REF. LEGEND & BORDER

STATE OF FLORIDA
OFFICIAL WELCOME CENTER

STATE OF FLORIDA
WELCOME CENTER

WELCOME CENTER

NOTES:
1. SIGNS AND SIGN STRUCTURES SHALL BE ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON HOARD SHEETS.
2. SIGN NO 4 SHALL BE LOCATED ON THE WELCOME CENTER GROUND. THE SIGN MAY BE LOCATED NO MORE THAN 30 FT FROM THE MAIN LINE ROADWAY AS POSSIBLE (2 SIGNS BACK TO BACK). 4. USING NO 2(M) SHALL BE LOCATED ON LIMITED ACCESS HIGHWAYS ONLY.
5. NOT OF FLORIDA SYMBOL IS AVAILABLE ON REQUEST FROM TRAFFIC OPERATIONS OFFICE OF DOT.

APPROVED BY FHWA 9-175

FOR LIMITED ACCESS HIGHWAYS

TYPICAL WELCOME CENTER SIGNING

DATE INITIALS DESCRIPTION
APPROVED BY
RECOMMENDED FOR APPROVAL
CHECKED BY
APPROVAL
CONTRACTOR
COMPLETED BY

NOTE:
SIGN SHALL HAVE BLUE REFLECTORIZED BACKGROUND WITH WHITE REFLECTORIZED LETTERING IN MATTE FINISH. SIGN MAY BE USED AS A SUPPLEMENTAL GUIDE SIGN AT INTERCHANGES WHICH HAVE A TOURIST INFORMATION CENTER APPROVED FOR SUCH SIGNS. LOCATE HALF WAY BETWEEN NORMAL GUIDE SIGNS.
Note: Reflective Pavement Markers shall be placed 40' c.c. on all projects, however on sharp curves less than 40' may be used, if specified by the plans.

THERMOPLASTIC TRAFFIC LINES
DIRECTION OF TRAVEL WITH STATIONING

NOTES
1. FOR LANE LINES SEPARATE 1'-0" ANY TRAFFIC. RAISED REFLECTIVE MARKERS SHALL BE B-I-DIRECTIONAL (COLORLESS & RED).
2. FOR CENTER LINE MARKING: FOR TWO-WAY TRAFFIC, B-I-DIRECTION REFLECTIVE PAINT SHALL BE 8" X 8" X "DARK GREEN" EXCEPT WHERE PASSING IS RESTRICTED IN ONE DIRECTION ONLY.
3. RAISED REFLECTIVE MARKERS SHALL BE PLACED 42" CC ON ALL PROJECTS. HOWEVER, ON SHARP CURVES LESS THAN 40 MAY BE USED, IF SPECIFIED IN THE PLANS.
4. ALL MARKERS SHALL BE APPLIED BEFORE RAISED MARKERS ARE INSTALLED.
S BUTTON DELINERATOR
(REFER TO DETAIL)

INERTIAL SYSTEM
(YELLOW BARRELS)

NOTES:
1. DELINERATOR(S) SHALL BE ATTACHED TO
   SUITABLE WOOD OR ALUMINUM FACINGS
   WHICH IS FITTED ATTACHED TO THE
   ATTENUATOR.
2. USE SINGLE DELINERATOR WHEN FACINGS IS
   LESS THAN 30" WIDE. USE DOUBLE
   DELINERATOR WHEN FACINGS IS GREATER
   THAN 30" WIDE.

3. BUTTON DELINERATOR(S)
   (REFER TO DETAIL)

WOOD OR ALUMINUM FACINGS

NOTE:
ATTACH DELINERATOR TO BRACKET
AND BRACKET TO ATTENUATOR
WITH 1/2" x 6" BOLTS AND NUTS, 5 M4D.

G-R-E-A-T UNIT

HYDRO CELL UNIT

APPROVED BY F.H.W.A. 01-18-78
FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS
MARKINGS FOR
ATTENUATION SYSTEMS

REVISIONS
DATE INITIAL DESCRIPTION
2-14-78 F.E. REVISION TO BLOCK
2-14-78 K.S. DELINERATOR & HANDLE REMOVED
1-24-78 K.S. DELINERATOR UNIT AND ORIGIN ATE
DELETED

SPECIFIED IN
1 of 1 17553
NOTE:
The color of the sign shall be high intensity silver-white reflectorized background with black opaque border and legend.

1. Structures spanning a highway with traffic in opposite directions shall have a sign for both approaches mounted to the right of the driver viewing the sign.
2. Clearance signs should be mounted four feet from right edge of right guide sign when practical.
3. Clearances shown on sign shall be to the nearest whole inch any fraction shall be rounded down (example: 6' 6 1/2" shall be shown 6' 6"").
4. Signed clearance to be measured from lowest point of overhead structure to highest point of traveled roadway.

FOR TWO DIGITS USE 15" SERIES D.
FOR THREE DIGITS USE 15" SERIES B.

COLOR: yellow reflectorized legend and border on blue reflectorized background.

COLOR: white on green
PARKING BY DISABLED PERMIT ONLY

Note:
1. All letters are "C" Series "C".
2. Top portion of sign shall have a reflectiveized blue background with white reflectiveized legend & border.
3. Bottom portion of sign shall have a reflectiveized white background with black opaque legend & border.

Notes:
1. All letters are 1.5" Series "C".
2. Top sign shall have a reflectiveized blue background with white reflectiveized legend & border.
3. Bottom sign shall have a reflectiveized white background with black opaque legend & border.
**FIGURE A**

PULL BOX SPACING, CONDUIT ENTRY AND GROUNDING DETAIL

*Pull box spacing should be adjusted in the field to avoid placing boxes in driveways or cross streets.

**FIGURE B**

FOR USE UNDER RAILROADS

1. PVC conduit to contain 6 AWG insulated copper ground wire (where)
2. A pull box is required on each side of the railroad, 10' to 30' from the outside track.

**FIGURE C**

PULL BOX ENTRY OF CONDUIT UNDER SIDEWALKS

*See figure "A" or figure "E", sheet 1, for minimum depth under sidewalks or other areas not exposed to vehicular traffic.

**FIGURE D**

PULL BOX SPACING, CONDUIT ENTRY AND GROUNDING DETAIL

*Crushed rock (see Sec. 8.25-2 of "Ring Specifications")

**NOTES:**

- Pull boxes shall not contain more than 30% of bends including pull box bends.
- Cast iron covers
- Crushed rock
- 6 AWG bare copper ground wire, stranded (see Sec. 8.25-2 of "Ring Specifications")
FIGURE A
CONTINUATION DETAIL
AERIAL INTERCONNECT FIGURE "B"

FIGURE B
CABLE DROP DETAIL
AERIAL INTERCONNECT FIGURE "B"

FIGURE C
TERMINATION DETAIL
AERIAL INTERCONNECT FIGURE "B"

FIGURE D
CONTINUATION DETAIL
AERIAL INTERCONNECT MESSAGER WIRE WITH CLAMPS

FIGURE E
CABLE DROP DETAIL
AERIAL INTERCONNECT MESSAGER WIRE WITH CLAMPS

FIGURE F
TERMINATION DETAIL
AERIAL INTERCONNECT MESSAGER WIRE WITH CLAMPS

NOTES:
1. WHERE POLE TO HAM-INTERNAL GROUNNING SYSTEM, THEN GROUNDING OF THE MESSAGER CABLE SHOULD BE ATTACHED TO THE POLE GROUNDING SYSTEM, HERE THE RACK CONNECT MUST BE MADE THEN MESSAGER GROUND SHOULD BE CONNECTED TO THE RACK CONDUCT TO PROVIDE FOR GROUND CONTACT.
2. TERMINATION OF THE AERIAL WIRE AS REQUIRED IS TO BE-fed TO THE MESSAGER CABLE OF THE MESSAGER CONDUCTION FOR BASED ULTIMATE PVC LAYER OR RUBBER LAYER THROUGH USE OF AN INTERMEDIATE AERIAL JUNCTION BOX.
3. ALL CONNECTORS TO JUNCTION BOXES SHALL BE WATERPROOF CONNECTORS SHOULDE BE OF NON-CORROSIVE TYPE METAL.
4. LOCKING CABLE TIES, OR LASHING WIRE, WHEN USED, SHALL BE PLACED NO FURTHER THAN ONE FOOT APART.
5. PAYMENT FOR EACH TYPE OF INTERCONNECT CABLE SHALL INCLUDE THE MESSAGER CABLE, MESSAGER CABLE SHEATHING, WIRE, AND WIRE CONDUCTORS. WIRE, CONDUCTORS, WIRE, AND WIRE CONDUCTORS SHALL BE PAID SEPARATELY.

APPROVED BY FLAS JUL 25, 1978.

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSMISSION/INTERCONNECT

REVISIONS
DATE INITIALS COMMENTS
11-05-74 J.N.G. APPROVED FOR PRINTING
11-06-74 J.N.G. PRINTED FOR CORRECTION
11-07-74 J.N.G. CORRECTED PRINTED
11-08-74 J.N.G. CHECKED

DRAWING NO. 17735
INDEX NO. 1
DETAILS FOR SPlicing LOOP WIRE TO LEAD-IN WIRE

STEP 1

LEAD-IN WIRE
DRAIN WIRE
LOOP WIRES

FOIL SHEET

STRIPE LOOP AND LEAD-IN CABLE CONDUCTORS. IF NEEDED SHINKABLE SILICONE LINED, CROSS-LINKED POLYETHYLENE INSULATING TUBING IS TO BE USED. SLIP TUBING OVER LEAD-IN CABLE AND INDIVIDUAL CONDUCTORS.

STEP 2

TWIST THE BARE CONDUCTORS TOGETHER.

GRIP THE BARE CONDUCTORS TOGETHER WITH AN UNINSULATED BUTT CONNECTOR.

STEP 3

SOLDER EACH SPLICE USING 60/40 (TIN/LEAD) RESIN CORE SOLDER.

SOLDER EACH SPLICE USING 60/40 (TIN/LEAD) RESIN CORE SOLDER.

STEP 4

WRAP EACH SPLICE WITH SILICONE TAPE. HALF LAP STARTING AT CENTER OF SPLICE AND PROCEEDING TO THE RIGHT (OR LEFT) OF THE END OF SPLICE THEN PROCEEDING TO THE LEFT (OR RIGHT) OF THE OTHER END OF SPLICE, AND RETURNING TO CENTER. WRAP EACH SPLICE, WITH AN ALL WEATHER, HEAVY DUTY ELECTRICAL TAPE IN THE SAME MANNER FOR EACH END OF SILICONE TAPE.

STEP 5

SLIDE HEAT SHRINKABLE TUBING OVER SPLICE, THE TUBING SMALL COVER 4" OF CONDUCTOR INSULATION AT EACH END OF SPLICE HEAT TUBING AS SPECIFIED BY MANUFACTURER.

SLIDE OUTER HEAT SHRINKABLE TUBING OVER ENTIRE SPLICE AREA. THE TUBES SHALL COVER 4" OF THE LEAD-IN CABLE INSULATION AND 4" OF THE LOOP CONDUCTOR INSULATION.

GENERAL NOTES

1. THE MAXIMUM DISTANCE BETWEEN THE "TWISTED PAIRS" OF LOOP LEAD-IN WIRE IS 6".

2. IF THE LOOP LEAD-IN IS 5' OR LESS FROM THE EDGE OF THE LOOP TO THE DETECTOR LOOP IRON EYES, THE DETECTOR LOOP IRON EYES SHALL BE CUSHIONED WITH NON-METALLIC MATERIAL IN ACCORDANCE WITH THE CODE FOR СИСТЕМЫ ПОДКЛЮЧЕНИЯ ИЗМЕРИТЕЛЬНЫХ ПРИБОРОВ И КИПЕВ СИСТЕМ ПОДКЛЮЧЕНИЯ ИЗМЕРИТЕЛЬНЫХ ПРИБОРОВ, AND THIS NOTE Does NOT Apply TO TYPE H.

3. THE MAXIMUM SAW CUT DEPTH SHALL BE 1/8" ON RESURFACING OR NEW ROADWAY CONSTRUCTION. WHERE LEAD-IN WIRE AND LOOP ARE TO BE LEASSED ON GALVANIZED, LASER-WIRE SPECIALS, THE LOOP LEAD-IN IS GREATER THAN 1/8" CONTINUE THE TWISTED PAIR TO THE SPECIFIED FULL BOX SPLICE TO SHIELD LEAD-IN WIRE AND CONTINUE TO THE DETECTOR OR CONTROL TROLLER CABLE. THIS NOTE DOES NOT APPLY TO TYPE K.

4. THE WIDTH OF SAW CUTS SHALL BE SUFFICIENT TO ALLOW UNFORCED PLACEMENT OF LOOP WIRE OR LEAD-IN WIRE INTO THE SAW CUT BUT NOT GREATER THAN 1/8".

5. A MINIMUM OF 1/2" OF SEALANT MATERIAL SHALL BE USED TO SECURE LOOP WIRE AND LEAD-IN WIRE TO THE LOOP LEAD-IN WIRE IN ORDER TO SECURE LOOP WIRE. A NON-METALLIC MATERIAL, SUCH AS A SANDWICH MATERIAL, SHALL BE USED TO PREVENT EXCESSIVE SEALANT MATERIAL FROM ENTERING THE FLEXIBLE CONDUIT.

6. A MINIMUM OF 1 1/2" OF SEALANT MATERIAL SHALL BE USED TO SECURE LOOP WIRE AND LEAD-IN WIRE TO THE LOOP LEAD-IN WIRE IN ORDER TO SECURE LOOP WIRE. A NON-METALLIC MATERIAL, SUCH AS A SANDWICH MATERIAL, SHALL BE USED TO PREVENT EXCESSIVE SEALANT MATERIAL FROM ENTERING THE FLEXIBLE CONDUIT.

ALTERNATIVE 1


ALTERNATIVE 2

DRILL A HOLE, 6" TO 12" IN DIAMETER, THROUGH THE ROADWAY SURFACE. INSTALL A MOLDED ROUNDING NON-METALLIC ON THE ROADWAY END OF THE LOOP LEAD-IN WIRE. INSTALL A MOLDED ROUNDING NON-METALLIC ON THE ROADWAY END OF THE LOOP LEAD-IN WIRE. INSTALL A MOLDED ROUNDING NON-METALLIC ON THE ROADWAY END OF THE LOOP LEAD-IN WIRE. INSTALL A MOLDED ROUNDING NON-METALLIC ON THE ROADWAY END OF THE LOOP LEAD-IN WIRE.

OTHER ALTERNATIVES MAY BE APPROVED BY THE STATE TRAFFIC OPERATIONS ENGINEER.

FLORENCE DEPARTMENT OF TRANSPORTATION TRAFFIC OPERATIONS

VEHICLE LOOP INSTALLATION DETAILS

Received By

Date

Checked By

Date

DESIGNER

DATE

DRAWING NO.

INDEX NO.

17781

Page 1 of 2
STANDARD VEHICLE LOOP TYPES

NOTES:
1. THE "NUMBER OF TURNS" INDICATED AT THE SPECIFIED POINT ON THE LOOP REFERS TO THE NUMBER OF PASSES OF LOOP WIRE WHICH ARE PLACED IN THE SAW CUT IN FORMING THE COMPLETE LOOP.
2. LOOP TYPES OR DETAILS NOT DRAWN TO SCALE.
3. LOOP TYPES ARE CENTERED IN A SINGLE LANE EXCEPT TYPE E WHICH IS CENTERED IN TWO LANES.

LOOP CORNER AND LEAD-IN DETAILS
TYPICAL POWER SERVICE

NOTES

1. BOTTOM OF CIRCUIT BREAKER BOX TO BE 7' ABOVE GRADE WHEN NO METER IS USED.

2. SEE STANDARD INDEX NO. 17922, "GRADE CROSSING WARNING DEVICES", FOR DESIGN AND PLACEMENT OF GRADE CROSSING WARNING DEVICES AND ROAD PAVEMENT MARKINGS IN ADVANCE OF RAILROAD GRADE CROSSING.

TABLE OF DIMENSION "X"

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TYPICAL PLAN SHEET
RAILROAD CROSSING AT TWO (2)-LANE ROADWAY

**NOTE:** fuller dimension of travel are on other drawings. location for future use, refer to scale of full plan when available.

**STOP LINE**

**RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES**

**SPEED**

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<th>IN. FT.</th>
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<td>275</td>
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<td>200</td>
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**URBAN 50 MIN.**

**R**

**STOP LINE**

**RAILROAD CROSSING AT MULTI-LANE ROADWAY**

**NOTE:** fuller dimension of travel are on other drawings. location for future use, refer to scale of full plan when available.

**STOP LINE**

**RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES**

**SPEED**

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**URBAN 50 MIN.**

**R**

**STOP LINE**

**RAILROAD DEPARTMENT OF TRANSPORTATION**

**RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES**

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES**

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**FLORIDA DEPARTMENT OF TRANSPORTATION**
1. "STOP HERE ON RED" is omitted in Type I operation and "TRAFFIC SIGNALS" are omitted in Type II operation.
2. The time between beginning of flashing red on "Drawbridge Ahead" sign and the clearance of traffic signal to red, or beginning of flashing red, should not be less than the travel time of a passenger car, from the sign location to the stop line, traveling at the 85th percentile approach speed.
3. Beginning of operation of drawbridge gates shall be not less than 15 seconds after steady red or 20 seconds after flashing red (Actual time may be determined by the bridge tender).
4. Time of gate lowering and raising is dependent upon gate type.
5. Time of bridge opening is determined by the bridge tender.
6. Each gate shall be operated by a separate switch.
7. On each approach (Type II), all four red signals shall be on the same two circuit fanner, with the two top signals on one circuit, and the two bottom signals on the alternately flashing circuit.
8. A drawbridge ahead sign is required for both types of signal operation. However a flashing beacon shall be added to the sign when physical conditions prevent a driver traveling at the 85th approach speed from having a continuous view of at least one signal indication for approximately 150 feet.
DRAWBRIDGE SIGNAL

2" x 4" Opaque Legend and Border on ReflectORIZED Yellow Background

To be used with Type I Operation, as shown on previous sheet
MONOTUBE SUPPORT MOUNTING

12 Volt Flashing Red Lights Shall Be Mounted Along Gate Arm and Shall Operate in the Flashing Mode Only When Gate Arm Is in the Lowered Position Or In the Process Of Being Lowered. The Number Of Lights Shall Vary According To Length Of The Gate Arm.

APPROVED BY:

Florida Department of Transportation

Drawing No. 17990

3 of 3