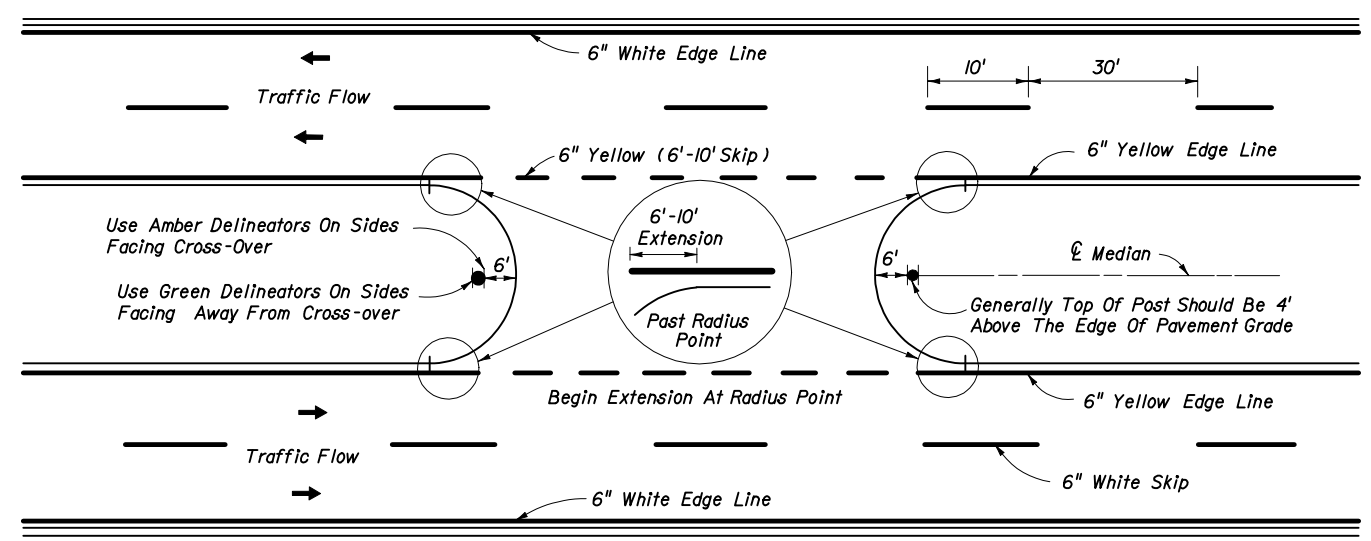


NOTE: When arrow and pavement message are used together, the arrow shall be located down stream of the pavement message and shall be separated from the pavement message by a distance of 25' (Base of the arrow to the base of the message).

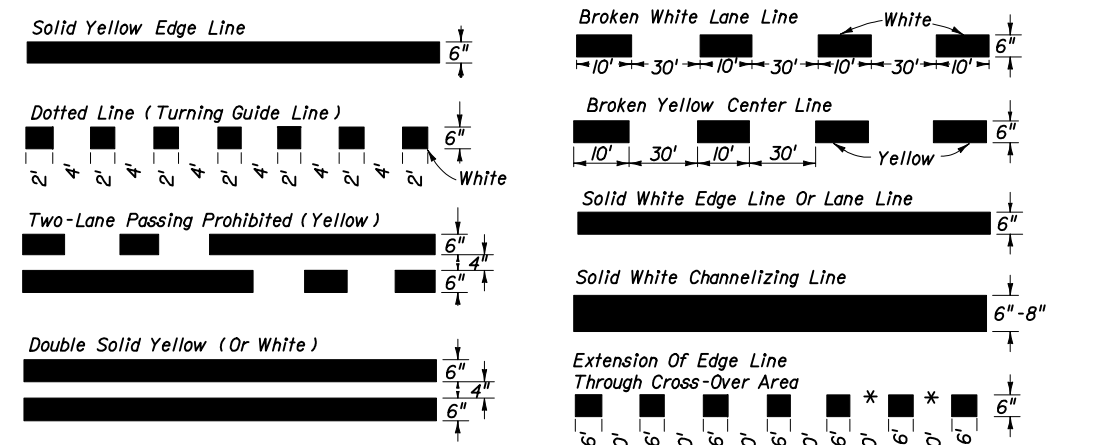
DIMENSIONS ARE WITHIN 1" ±

PAVEMENT ARROW AND MESSAGE DETAILS



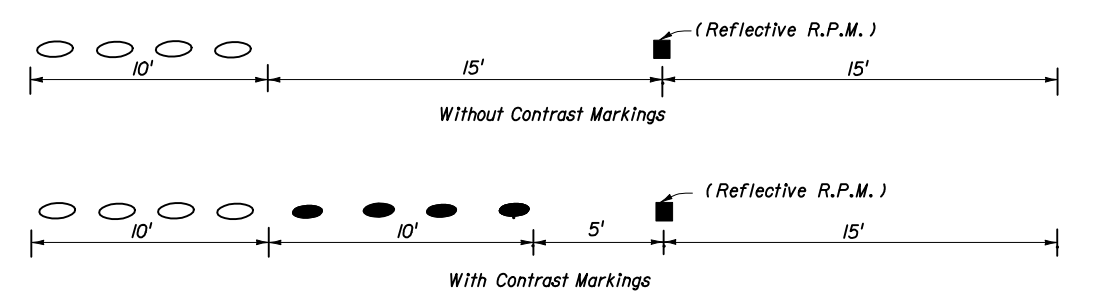
PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER

NOTE: Markings applied to median noses shall be yellow in color.



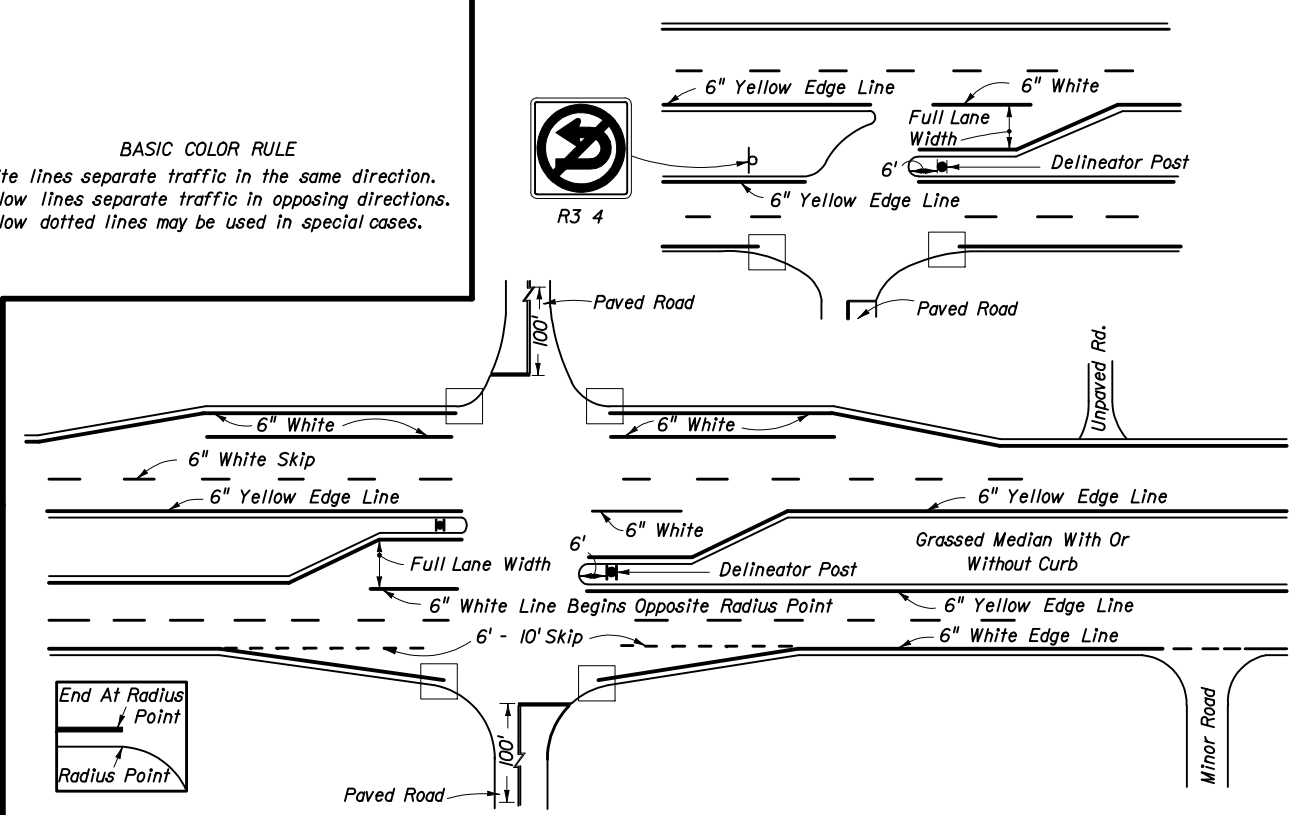
TYPES OF PERMANENT LONGITUDINAL LINES *White Or Yellow

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.

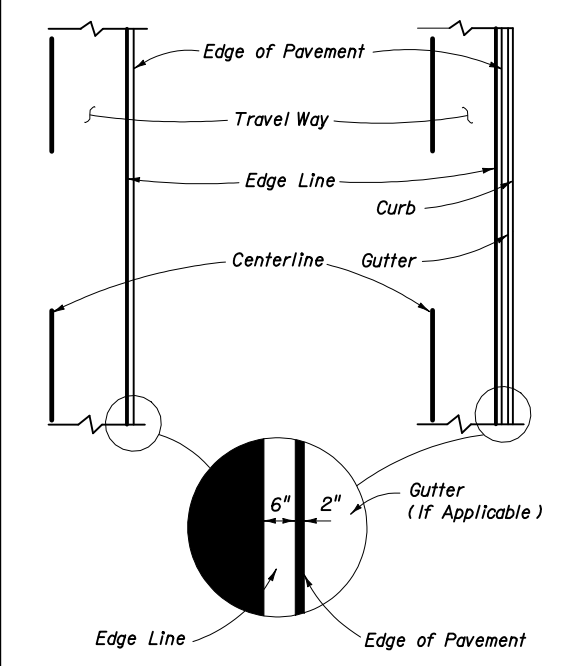


NOTE: Ceramic Markers should not be installed unless specifically called for in the plans. Use is limited to high volume sections with ADT's greater than 50,000 where lane changing is to be discouraged or other areas where channelization is required.

NON-REFLECTIVE CERAMIC PAVEMENT MARKER PLACEMENT



PAVEMENT MARKINGS 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

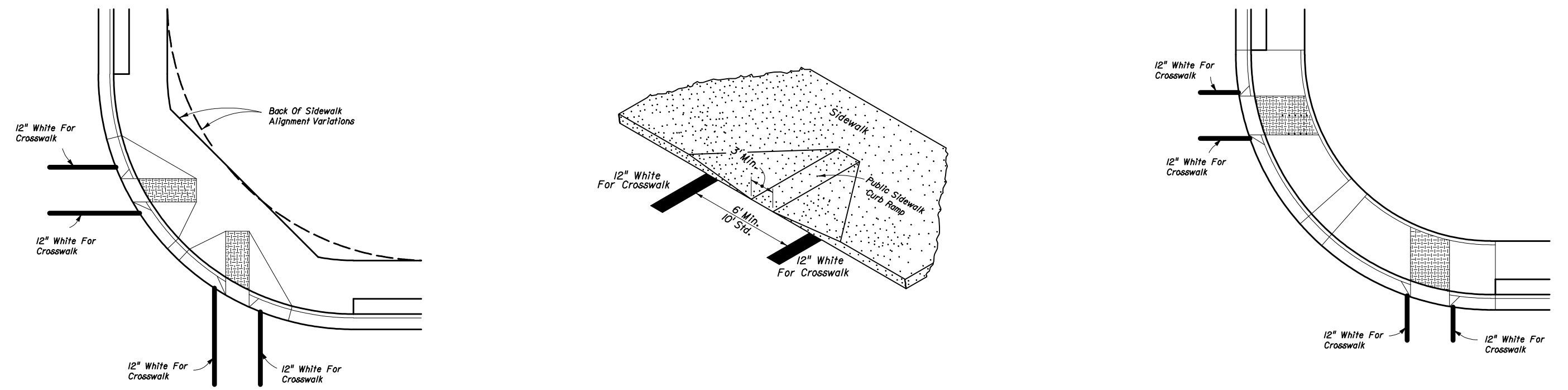
SPECIAL MARKING AREAS

INTERIM STANDARD

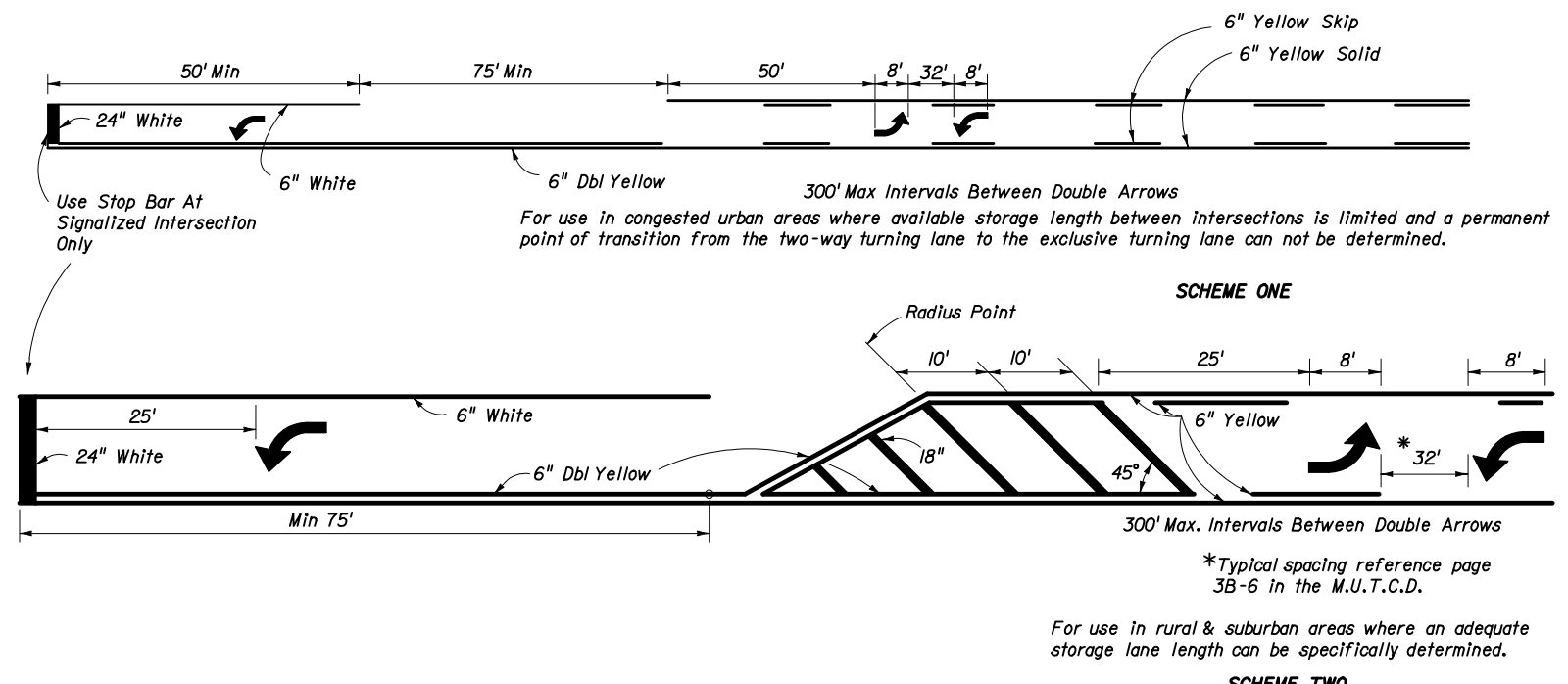
APPROVED BY *Clark A. Scott*
State Traffic Plans Engineer

SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. IT346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

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TYPICAL CROSSWALK MARKINGS FOR CURB RAMP



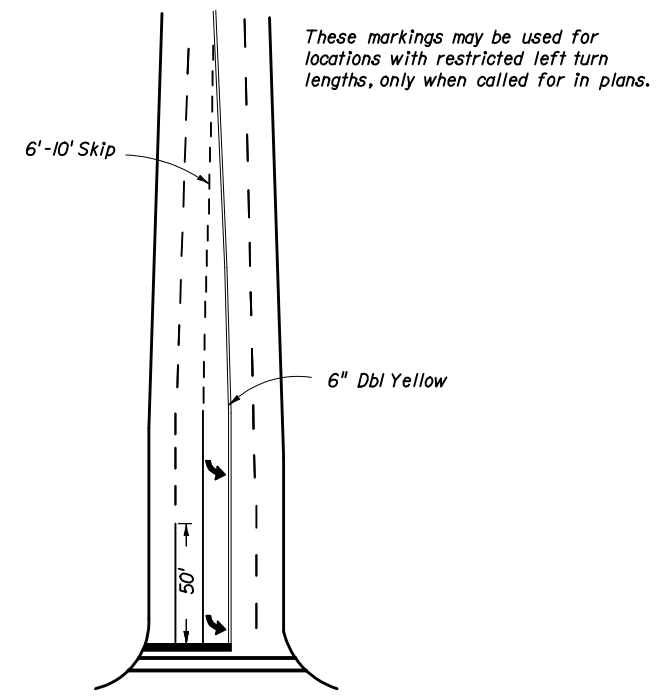
**(WITH SINGLE LANE LEFT TURN CHANNELIZATION)
TWO WAY LEFT TURN LANE**

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.

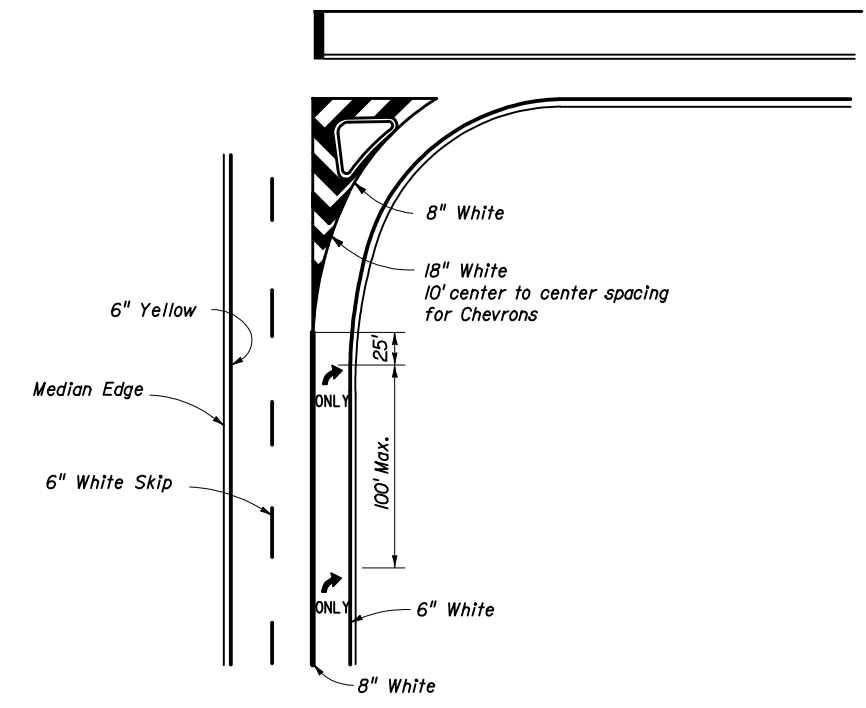
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY <i>Clark A. Scott</i> State Traffic Plans Engineer	
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.		
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Revised: 12-26-01

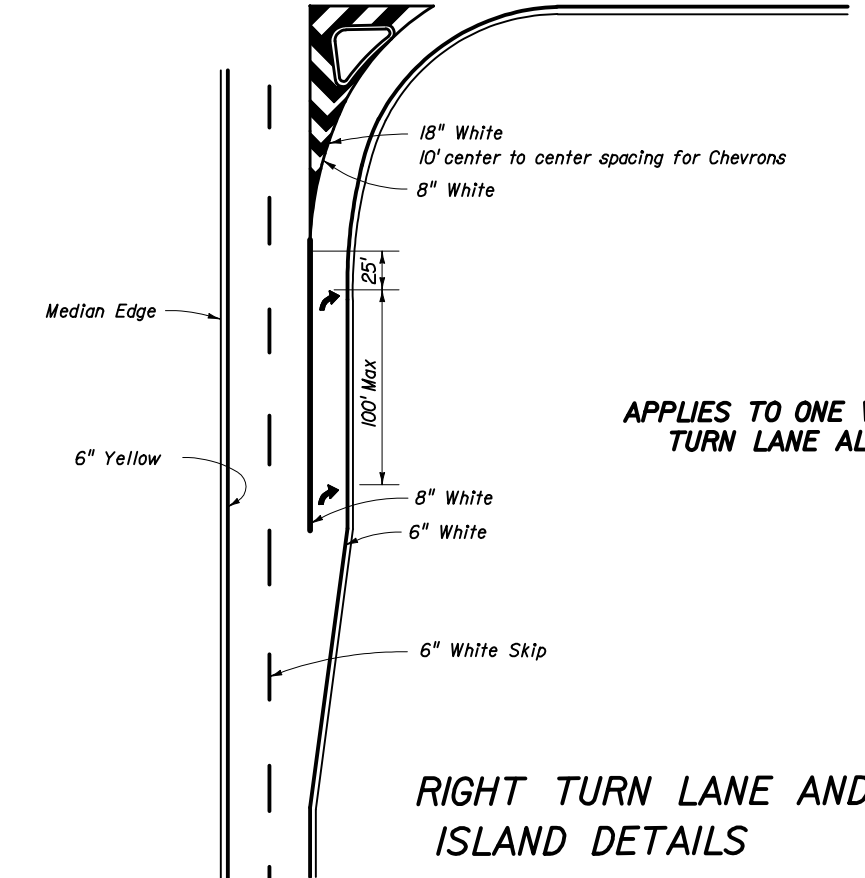


These markings may be used for locations with restricted left turn lengths, only when called for in plans.

RESTRICTED LEFT TURN MARKING



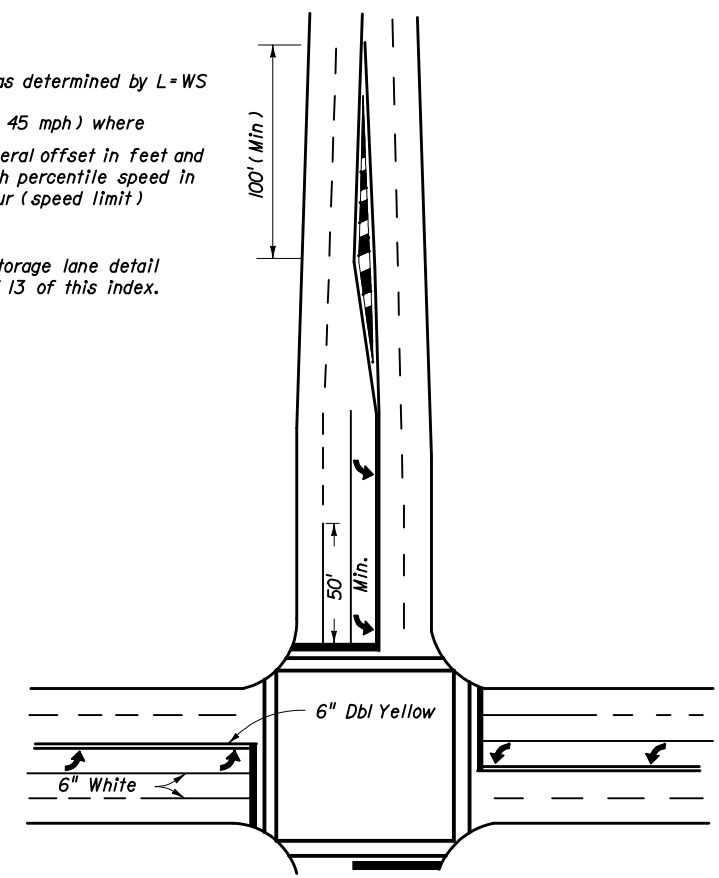
**RIGHT TURN LANE DROP AND ISLAND DETAILS
LEFT TURN LANE DROP IS MIRROR IMAGE**



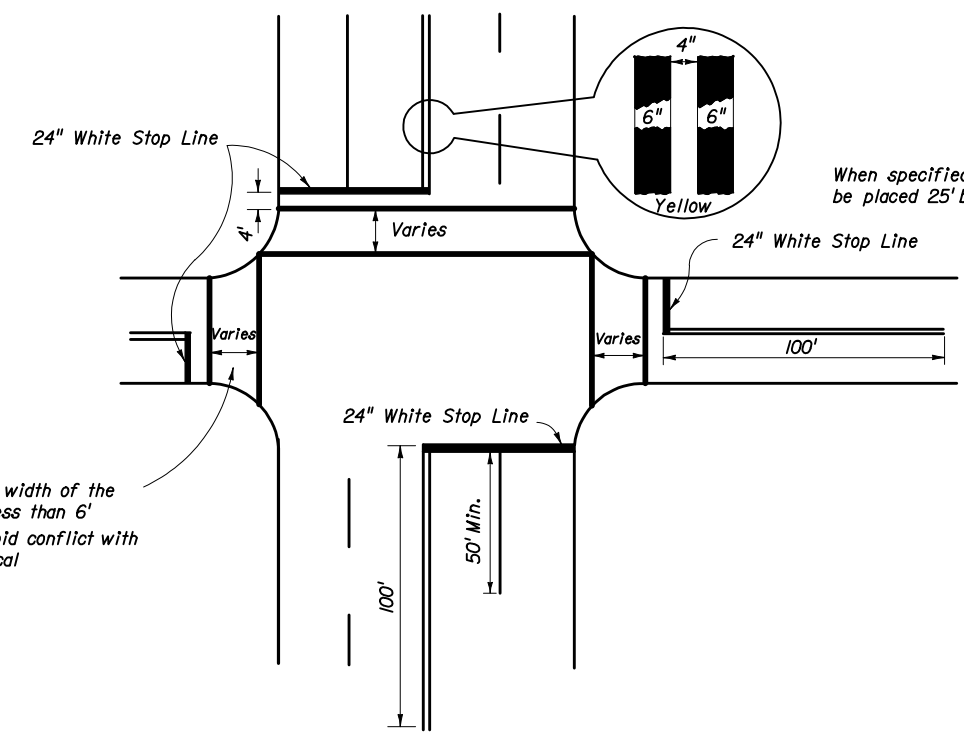
APPLIES TO ONE WAY LEFT TURN LANE ALSO

100' Minimum or as determined by $L = WS$
 $(L = \frac{WS^2}{60} < 45 \text{ mph})$ 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



Width of crosswalk to equal width of the adjacent sidewalk, but not less than 6'. Crosswalk locations shall avoid conflict with drainage inlets when practical

When specified, "stop" message shall be placed 25' back of stop lines.

NOTES:

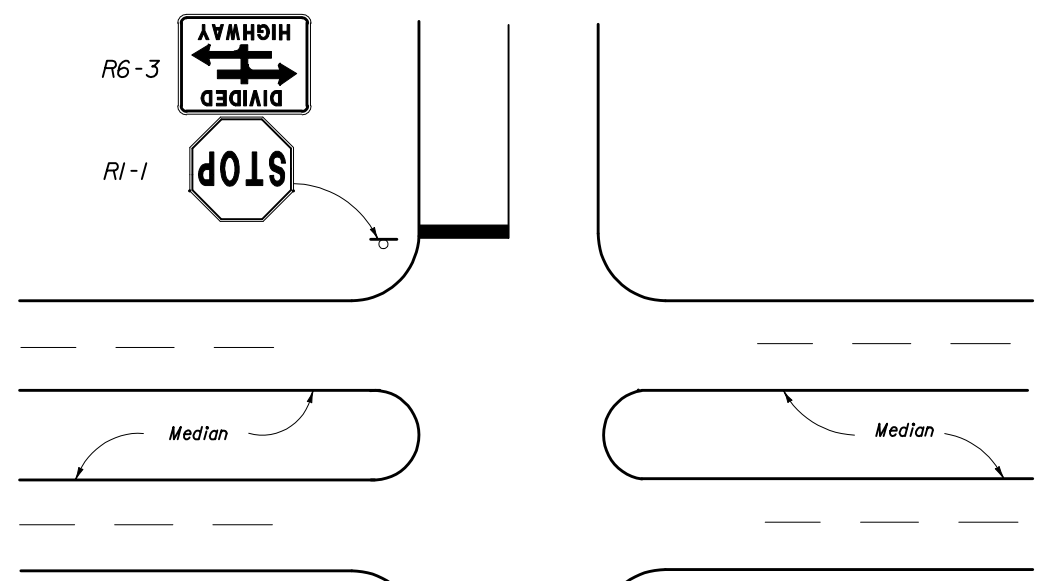
1. When public sidewalk curb ramps are present, refer to sheet 2 of 13 & 7 of 13 of this Index 17346 and Index No. 304 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.

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

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

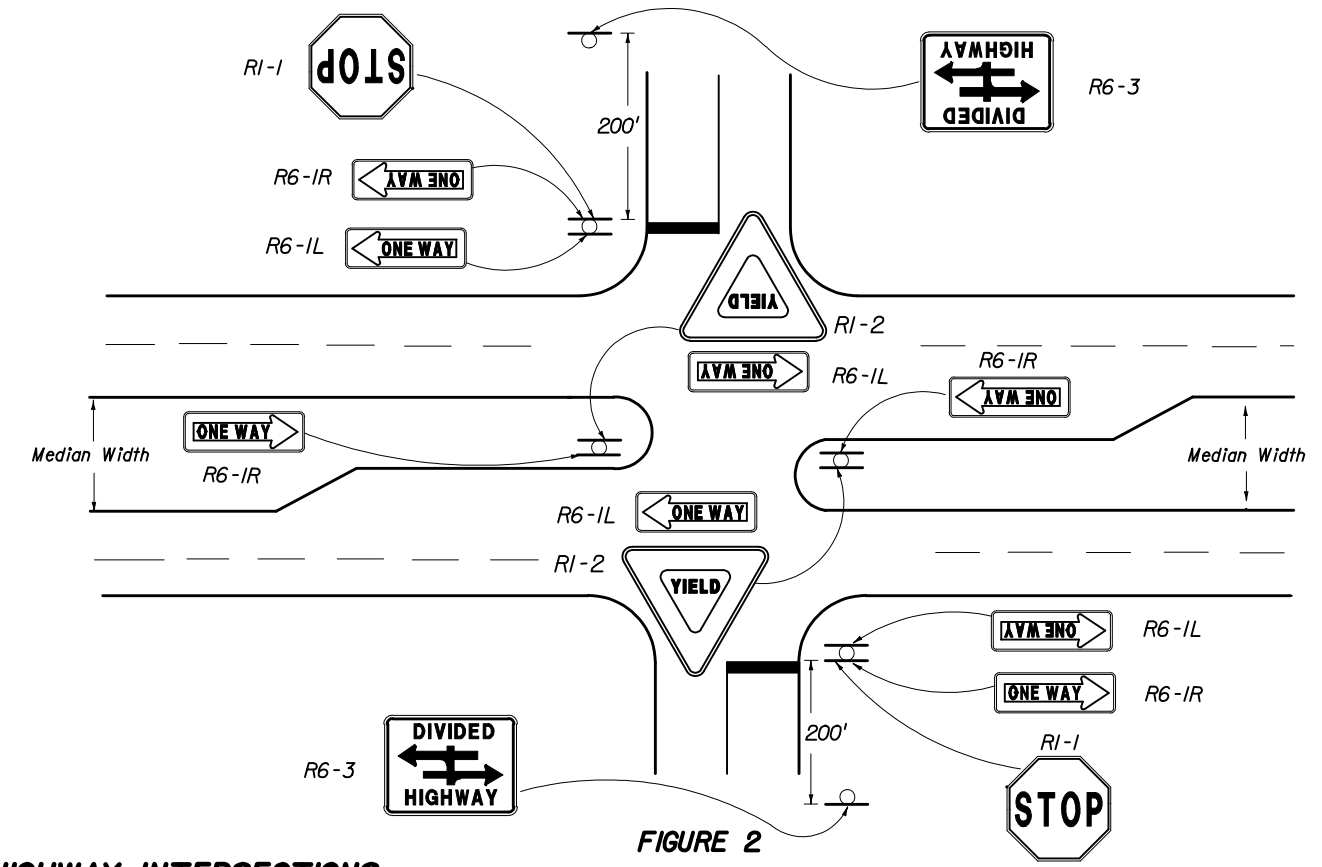
Revised: 12-26-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY <i>Clark A. Scott</i> State Traffic Plans Engineer	
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.		
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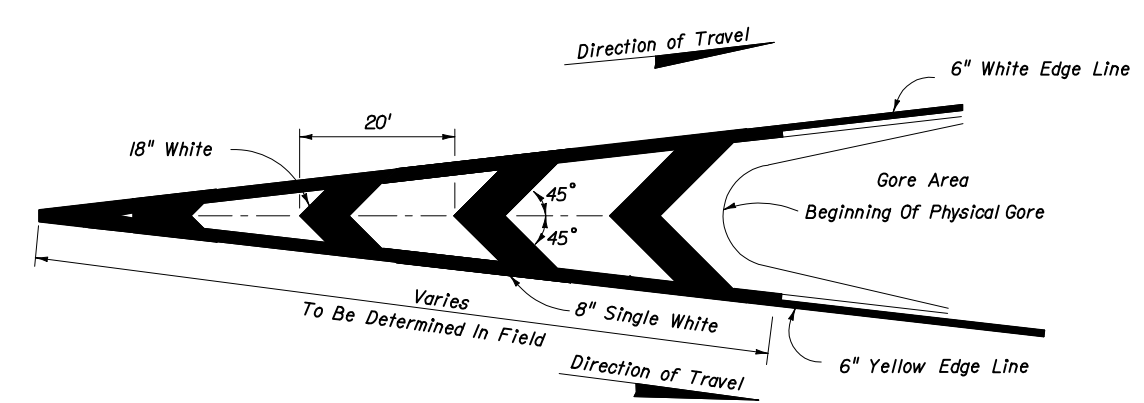
ONE WAY signs (R6-1) are not ordinarily needed at divided highway intersections with median widths of less than 30', and should be installed only if specifically called for in the plans.

FIGURE 1
MEDIAN WIDTHS UNDER 30'

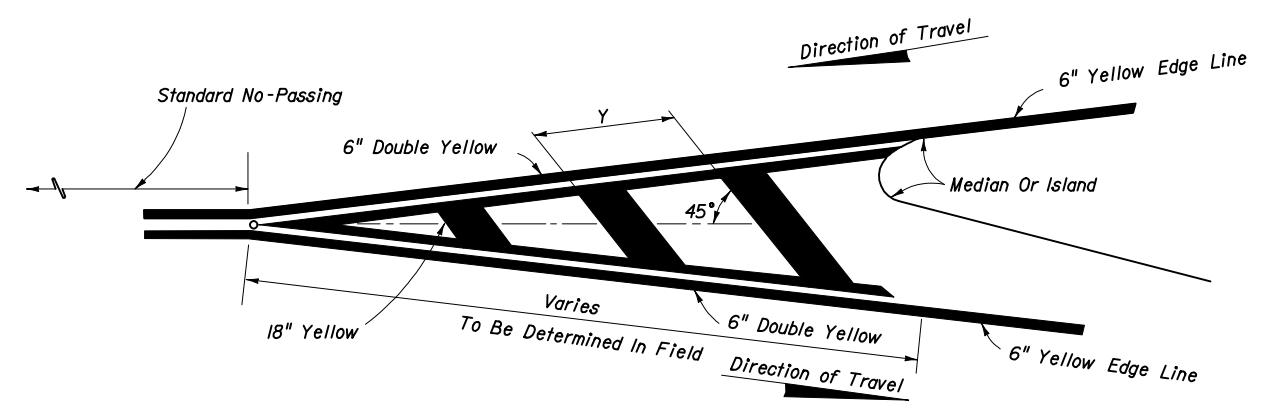


ONE-WAY SIGNS ON DIVIDED HIGHWAY INTERSECTIONS

FIGURE 2
MEDIAN WIDTHS 30' AND GREATER



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

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.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

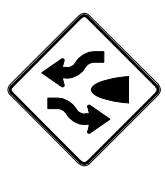
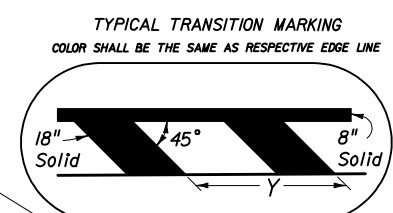
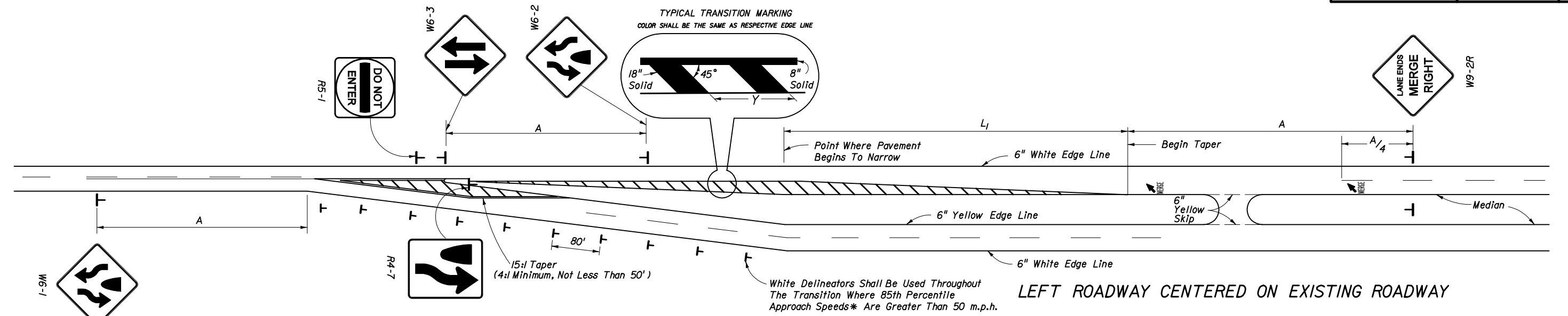
SPECIAL MARKING AREAS

INTERIM STANDARD

APPROVED BY *Clark A. Scott*
State Traffic Plans Engineer

SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. IT346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

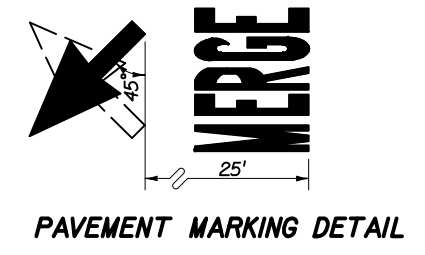
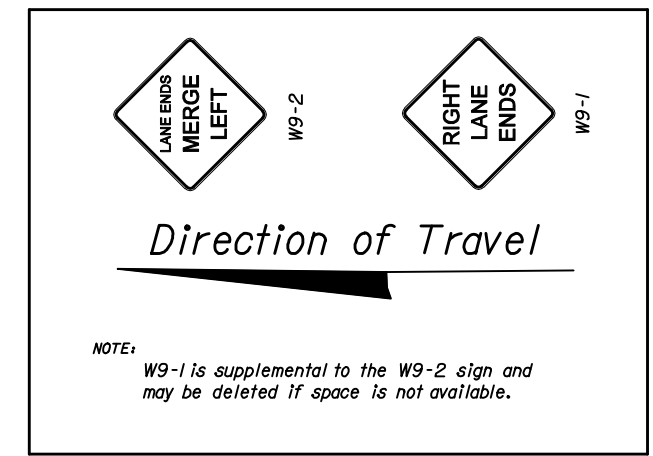
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* S	** W							
	TRANSITION DISTANCE L ₁ (FEET)							
MPH	8	9	10	11	12	13	14	
30	120	135	150	165	180	195	210	
35	165	185	205	225	245	265	285	
40	215	240	270	295	320	350	375	
45	360	405	450	495	540	585	630	
50	400	450	500	550	600	650	700	
55	440	495	550	605	660	715	770	
60	480	540	600	660	720	780	840	
65	520	585	650	715	780	845	910	

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



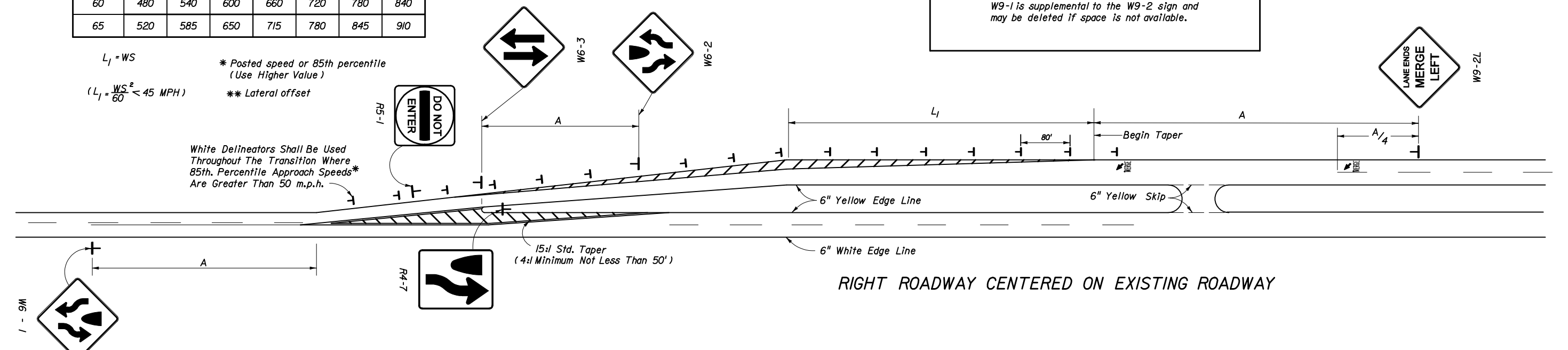
$L_1 = WS$

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

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

** Lateral offset

White Delineators Shall Be Used Throughout The Transition Where 85th. Percentile Approach Speeds* Are Greater Than 50 m.p.h.



SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

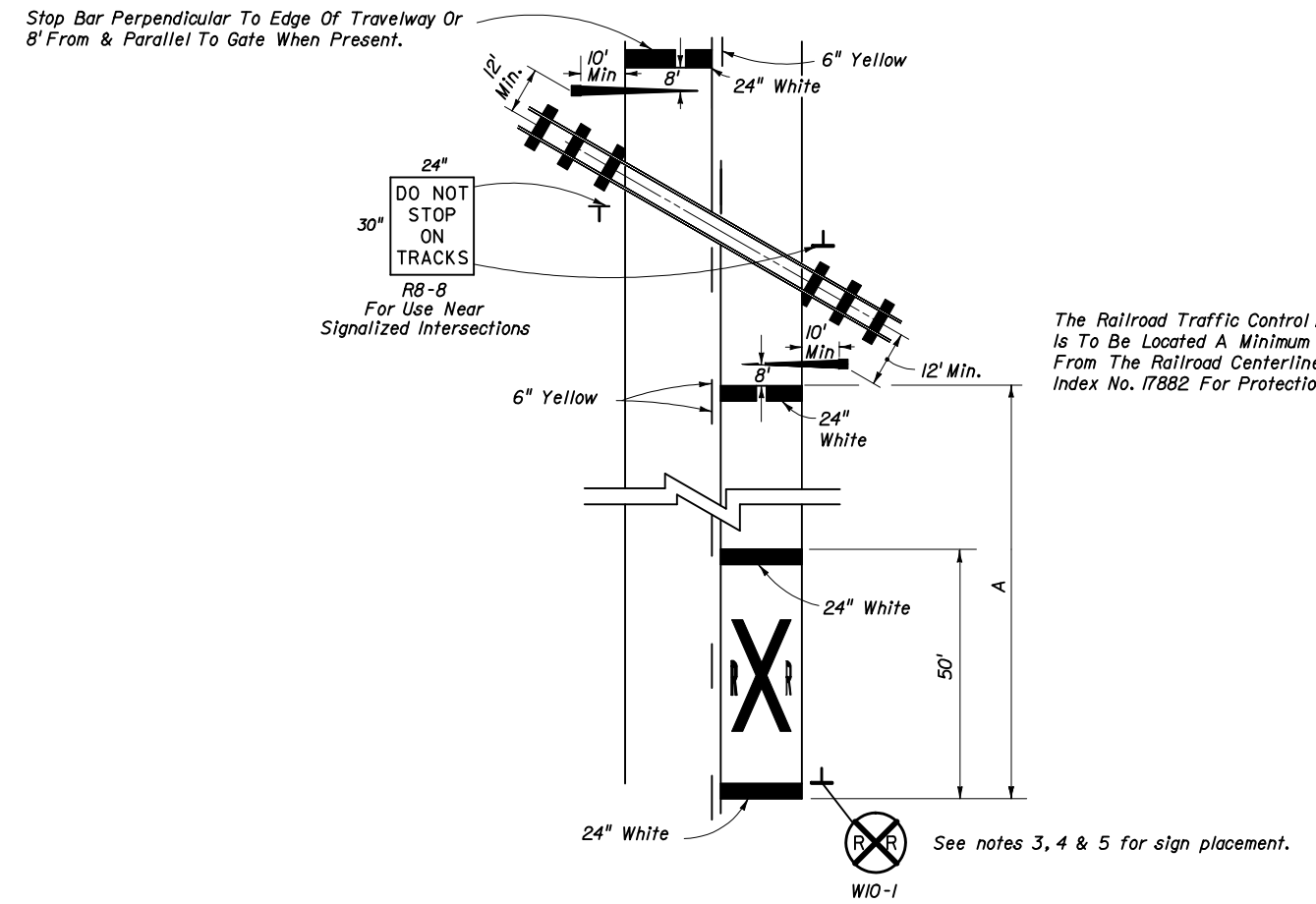
SPECIAL MARKING AREAS

INTERIM STANDARD

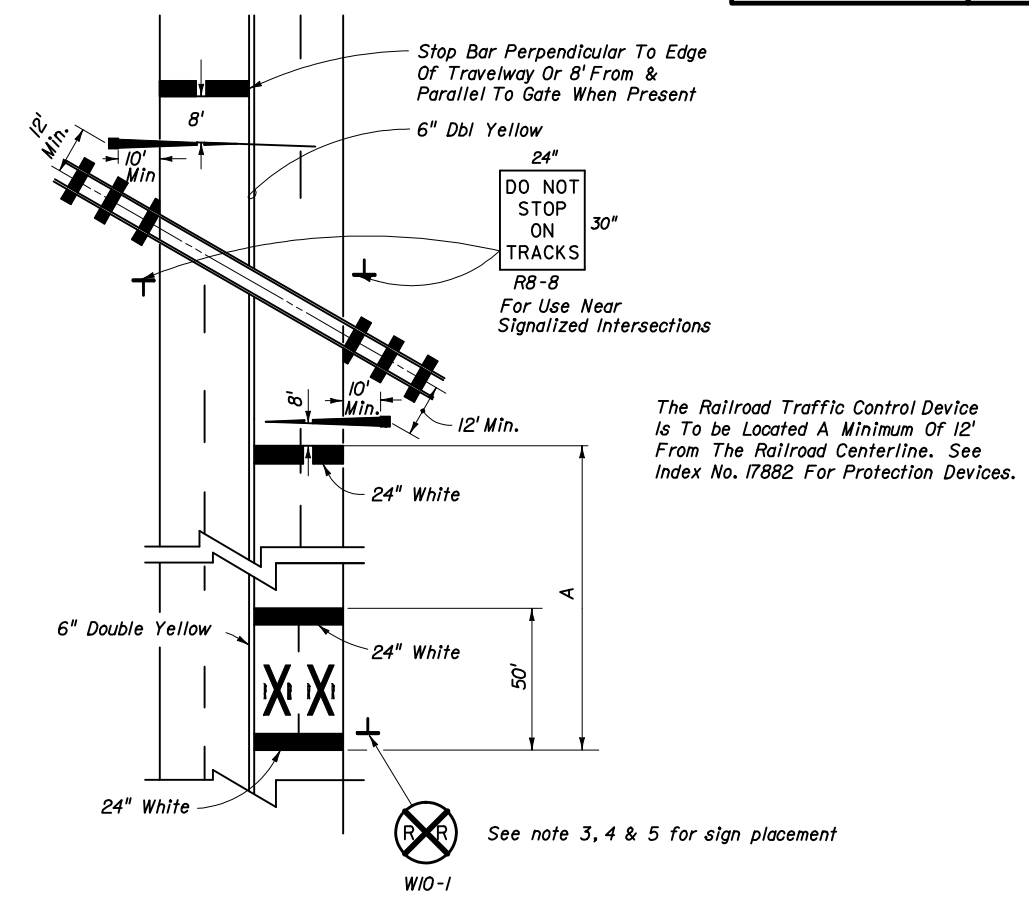
APPROVED BY *Clark A. Scott*
State Traffic Plans Engineer

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.

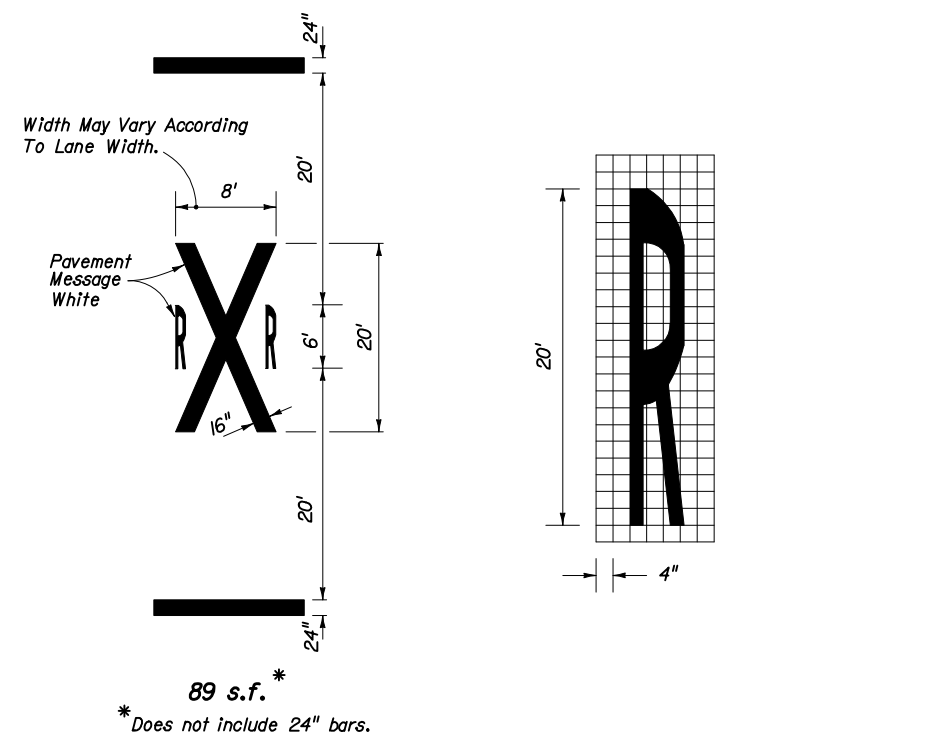
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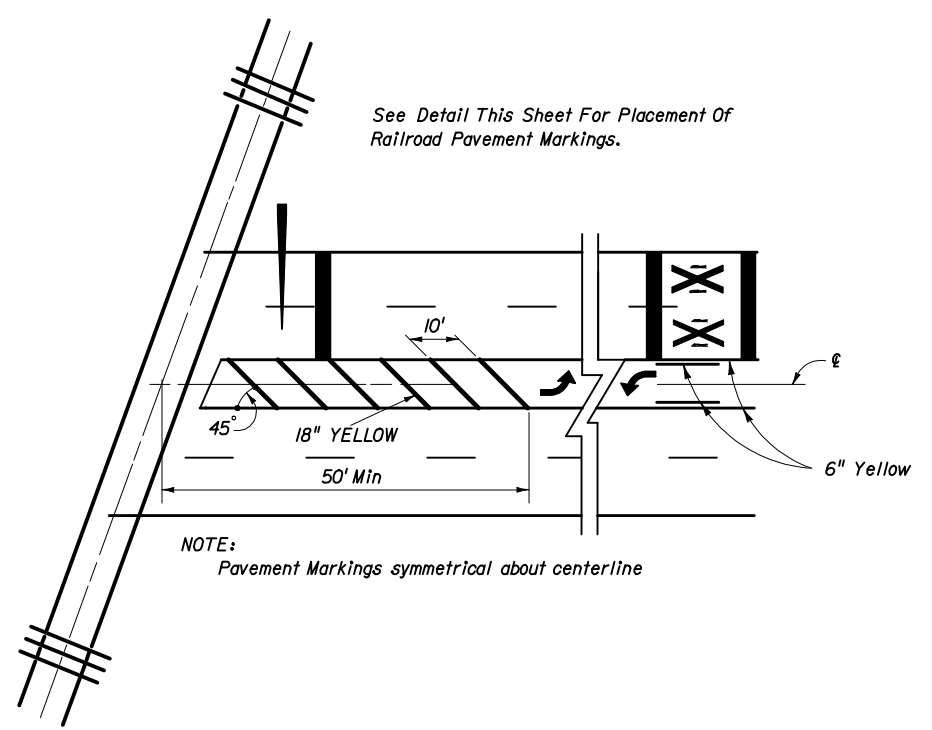
RAILROAD CROSSING AT 2-LANE ROADWAY



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:

- When computing pavement messages, quantities do not include transverse lines.
- 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.
- 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.
- Recommended location for FTP-38 or FTP 38B sign, 100' urban & 300' rural in advanced of the crossing.
- 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SPECIAL MARKING AREAS

INTERIM STANDARD

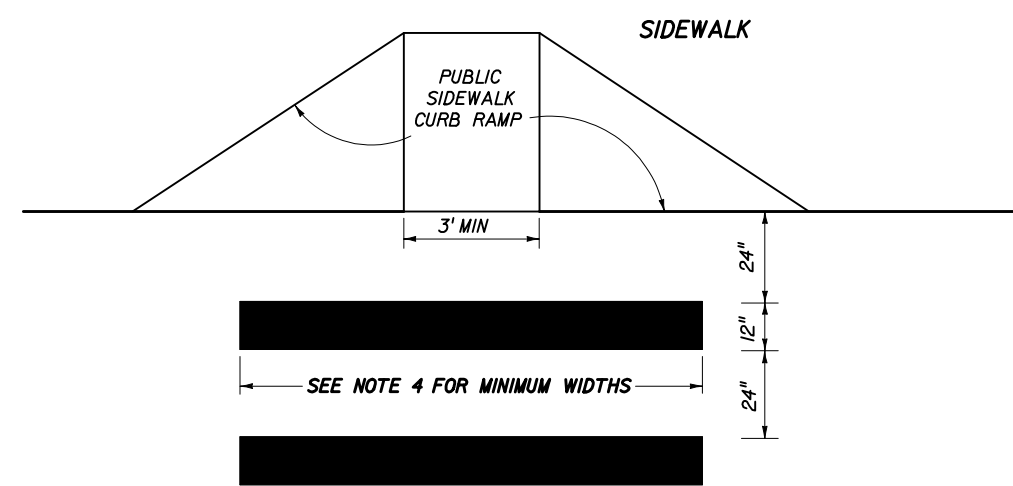
APPROVED BY *Charles A. Scott*
State Traffic Plans Engineer

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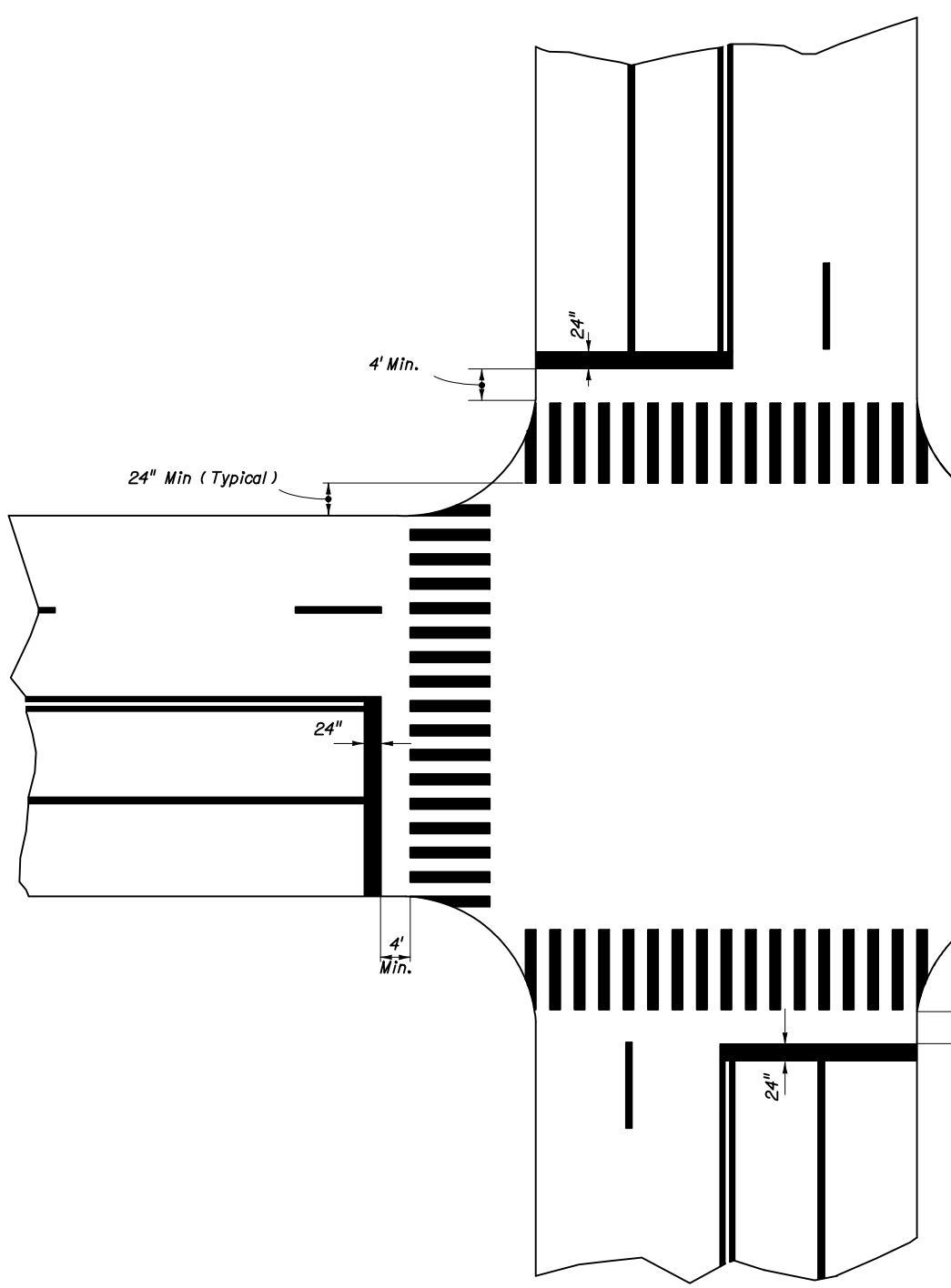
REVISION NO. SHEET NO. INDEX NO.

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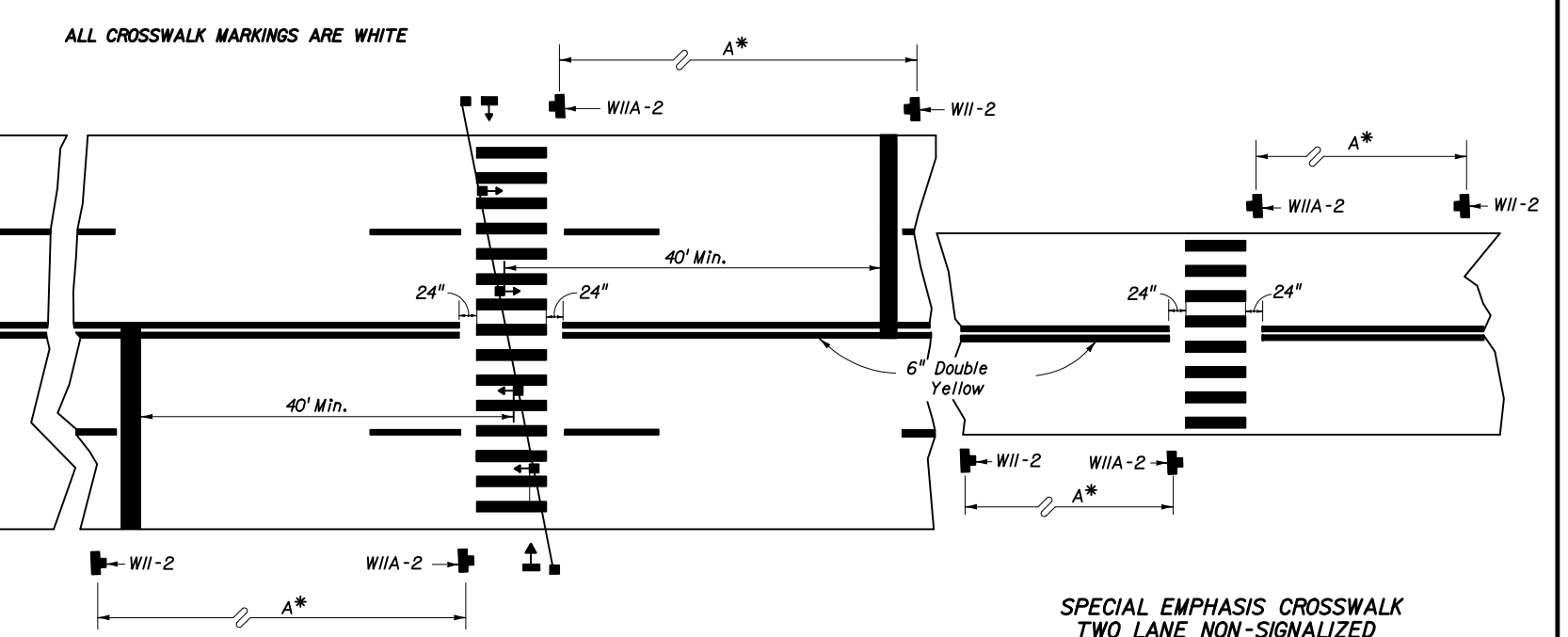
Revised: 12-26-01



- 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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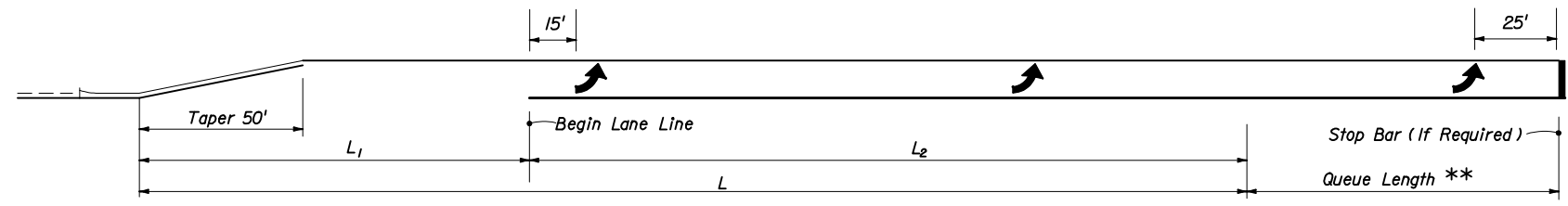
SPECIAL MARKING AREAS

INTERIM STANDARD

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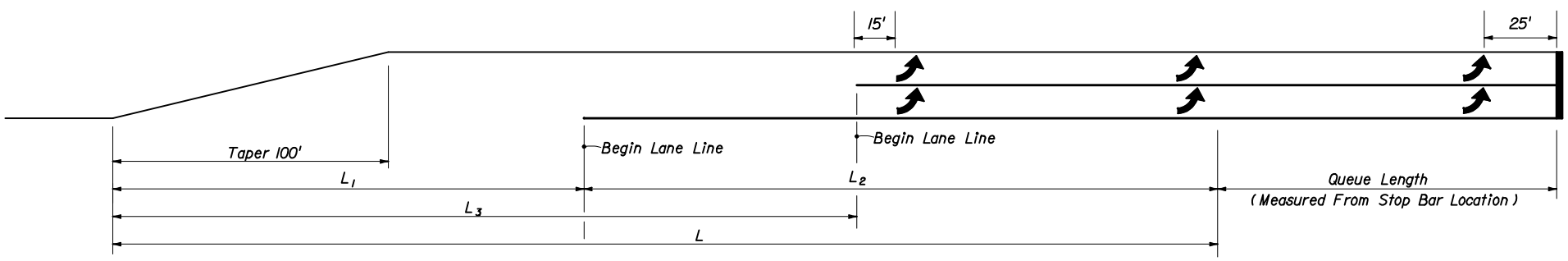
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

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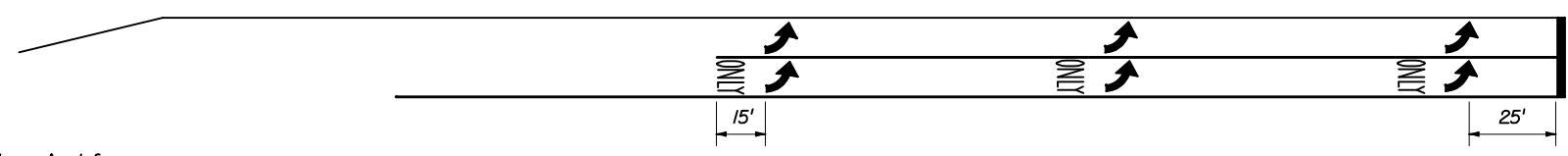


SINGLE LEFT TURNS

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

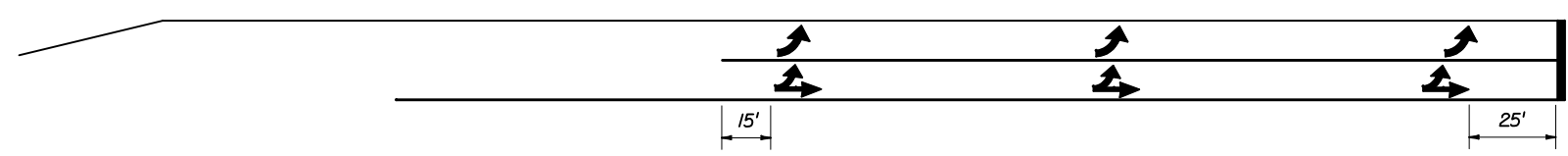


DOUBLE LEFT TURNS



Through Lane Becomes Exclusive Left Turn

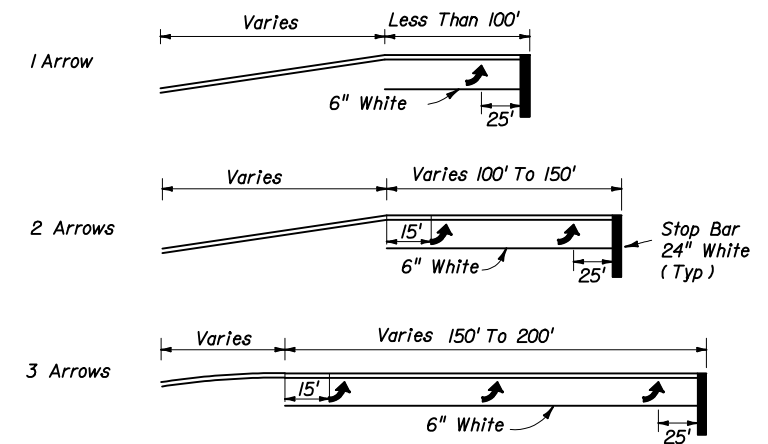
Pavement message ONLY is not required for created (shaded) turn lanes, single or dual, where the driver must exit the thru lane to enter a turn lane.



Through Lane Becomes Optional Left Turn

DOUBLE LEFT TURN MARKINGS

Design Speed (mph)	TURN LANES ◦ CURBED AND UNCURBED MEDIANS						
	Clearance Distance L ₁	URBAN CONDITIONS			RURAL CONDITIONS		
		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

NOTES:

- 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.
- 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.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SPECIAL MARKING AREAS

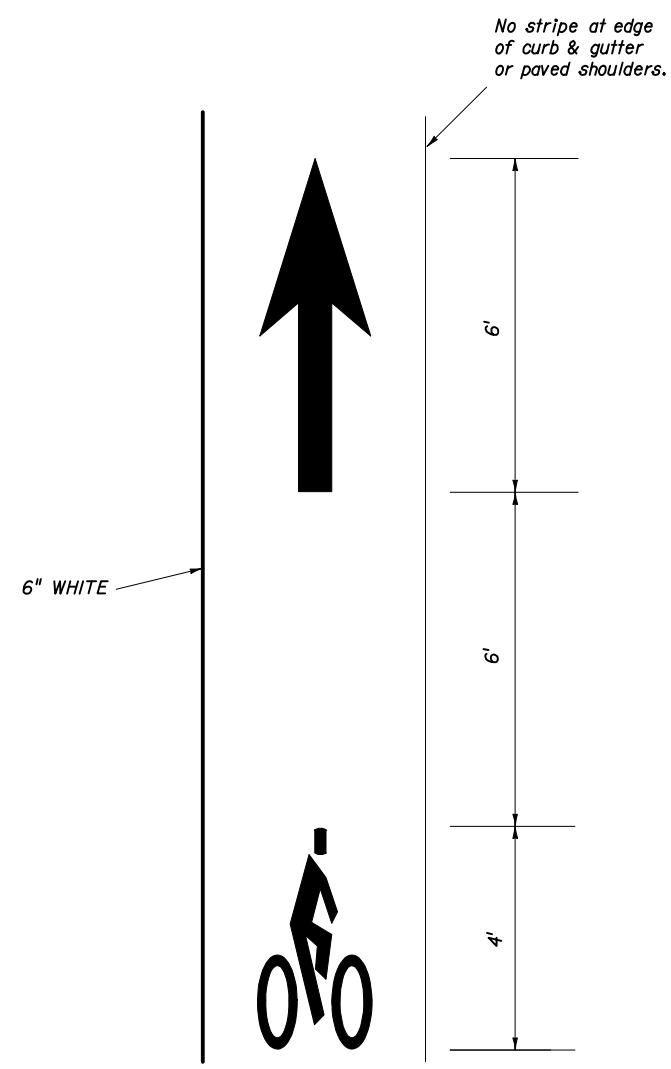
INTERIM STANDARD

APPROVED BY *Charles A. Scott*
State Traffic Plans Engineer

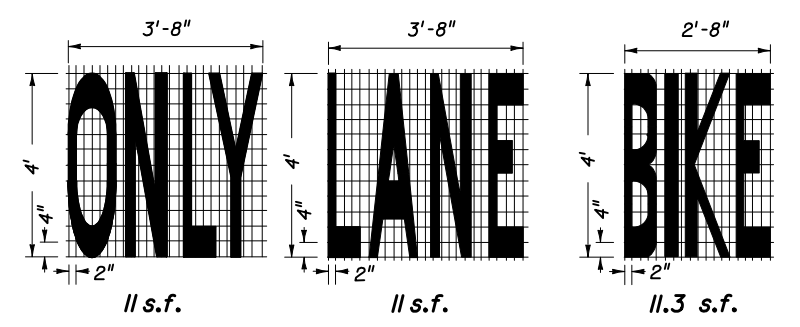
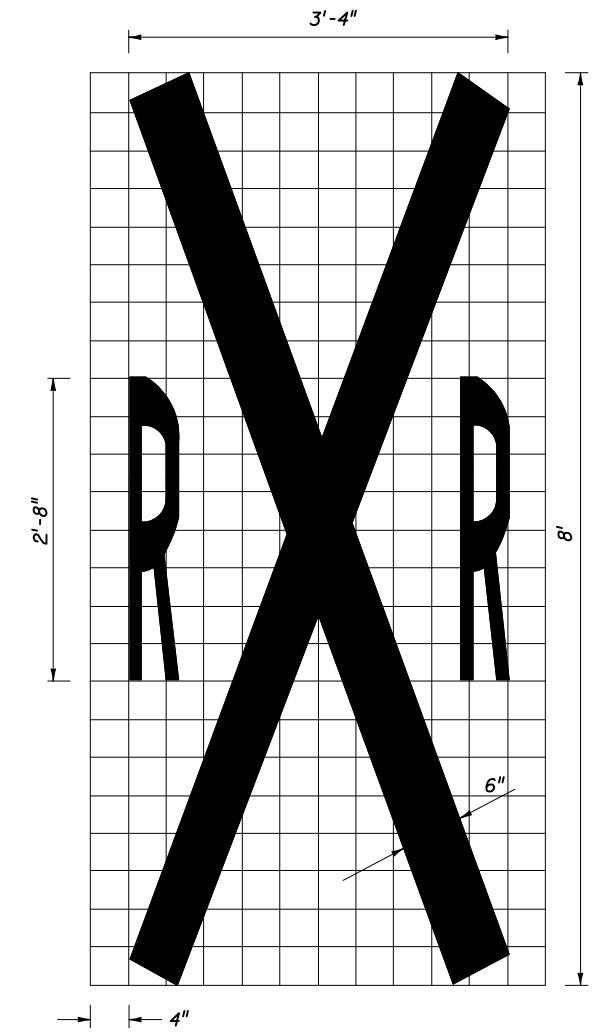
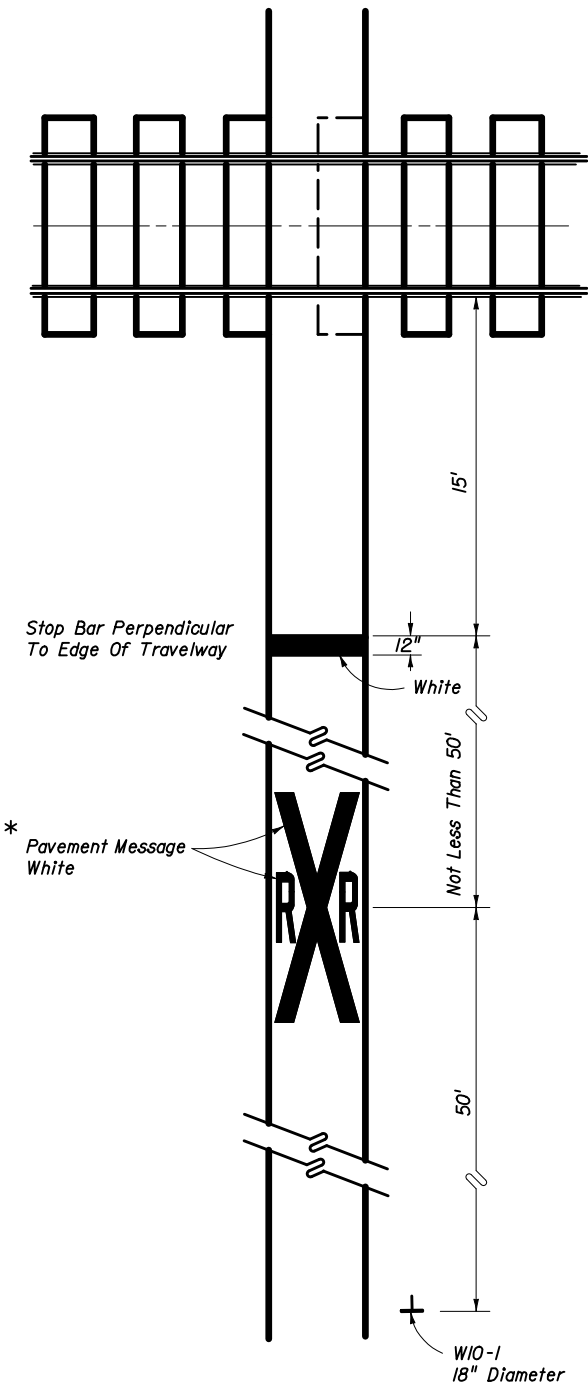
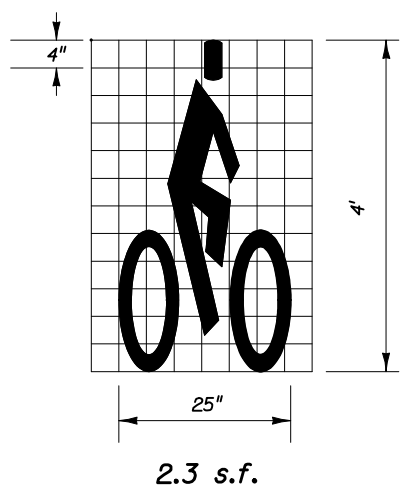
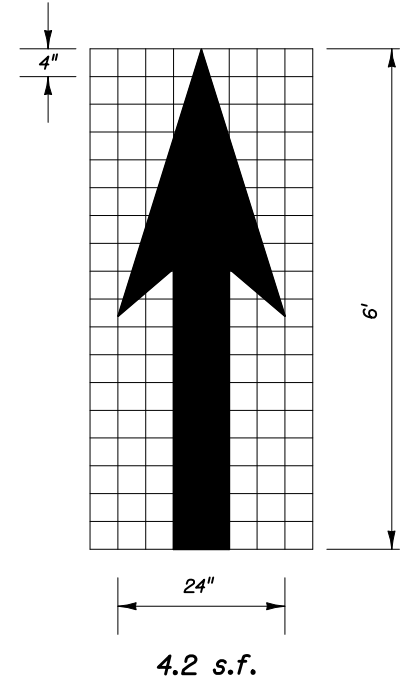
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

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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



PAVEMENT MESSAGE DETAILS

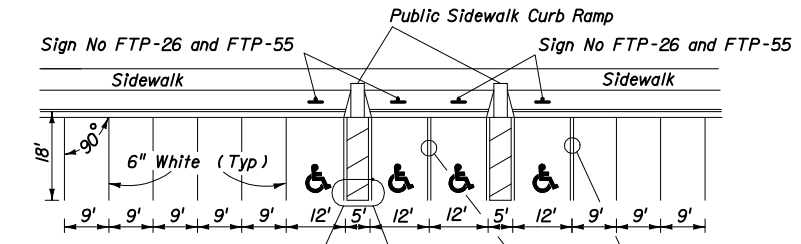
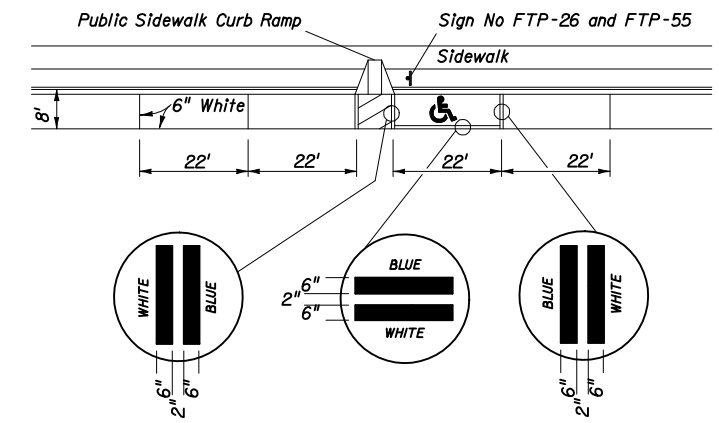
- * NOTE
3. When used on a bike lane (adjacent to vehicle lane) markings shall be placed adjacent to markings for vehicles & W10-1 sign shall be sized and placed for vehicles.

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

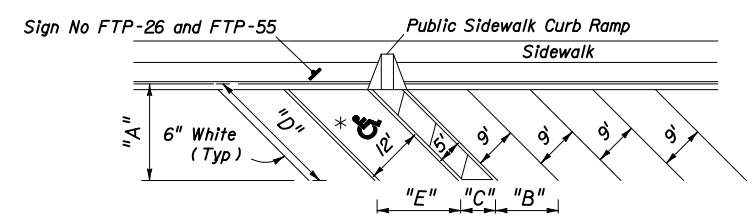
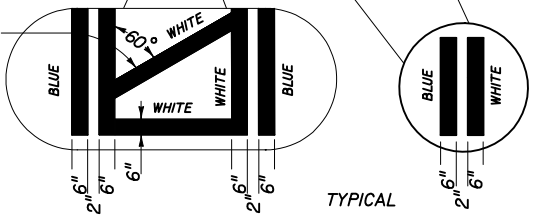
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY <i>Clark A. Scott</i> State Traffic Plans Engineer	
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3-6" white chevrons equally spaced per aisle.

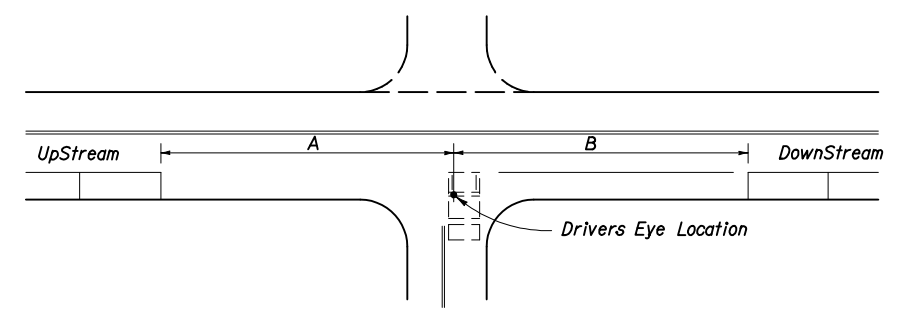


* FOR ACCESSIBLE MARKINGS - SEE ABOVE

"DIMENSIONS"					
Δ°	"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

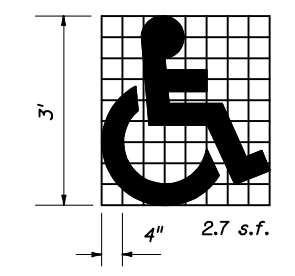
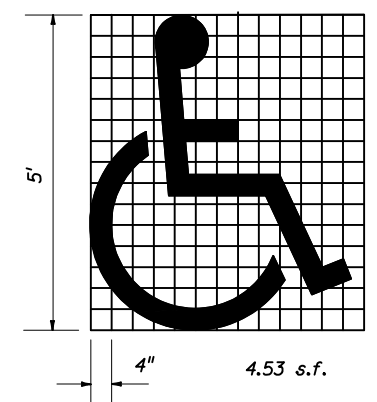


SPEED MPH	UP STREAM (A)	DOWN STREAM (B)	
		2 LANE	4 LANE
0-30	85'	60'	45'
35	100'	70'	50'

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"

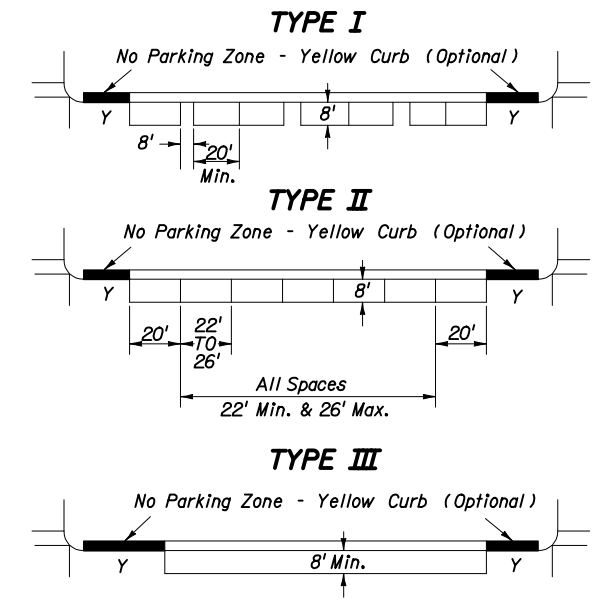
THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

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

Revised: 12-26-01

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
35	50

DISTANCE FROM CURB RADIUS (Y)

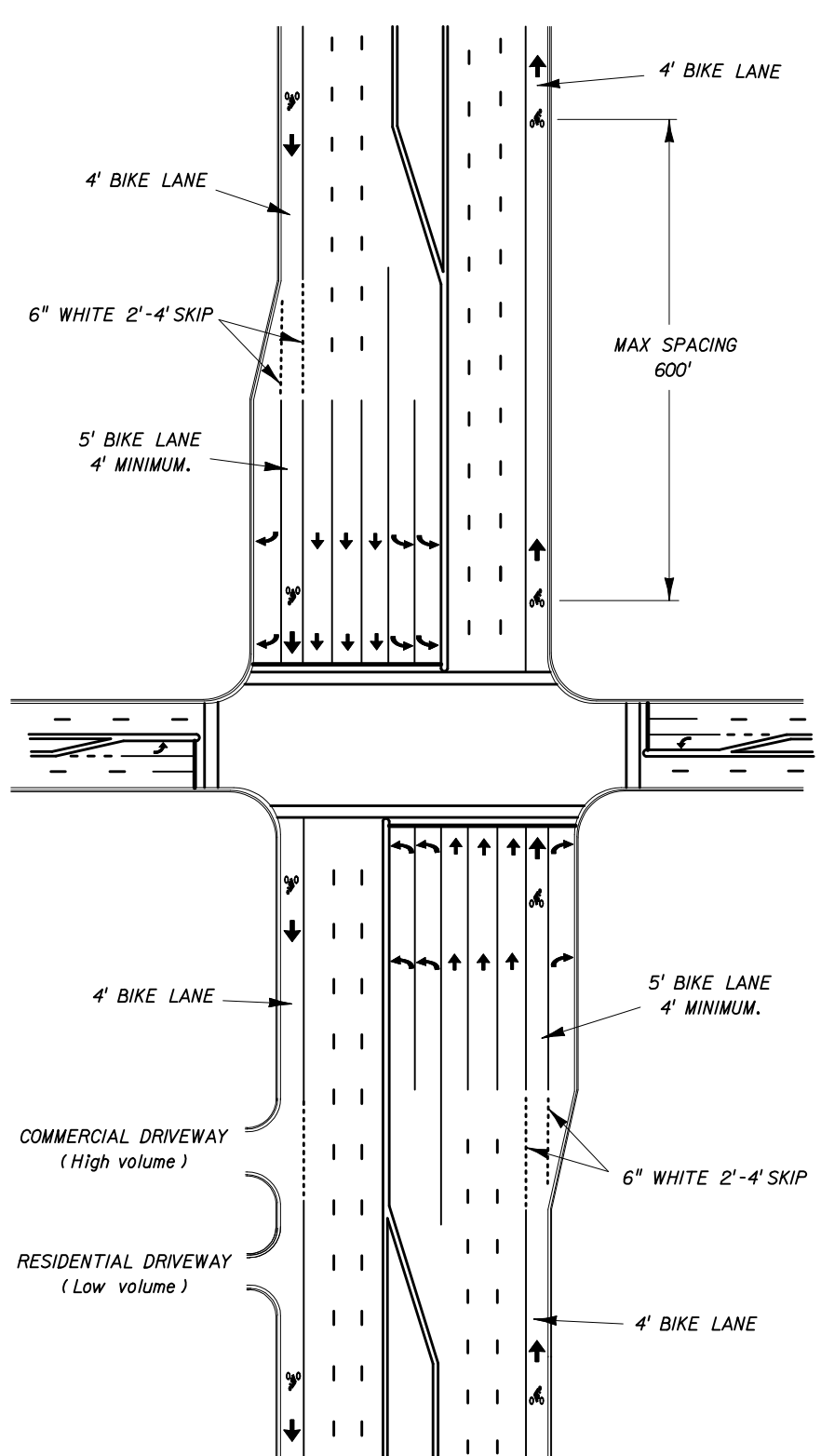
PARKING RESTRICTION (FT.) FOR SIGNALIZED INTERSECTION

NOTES:

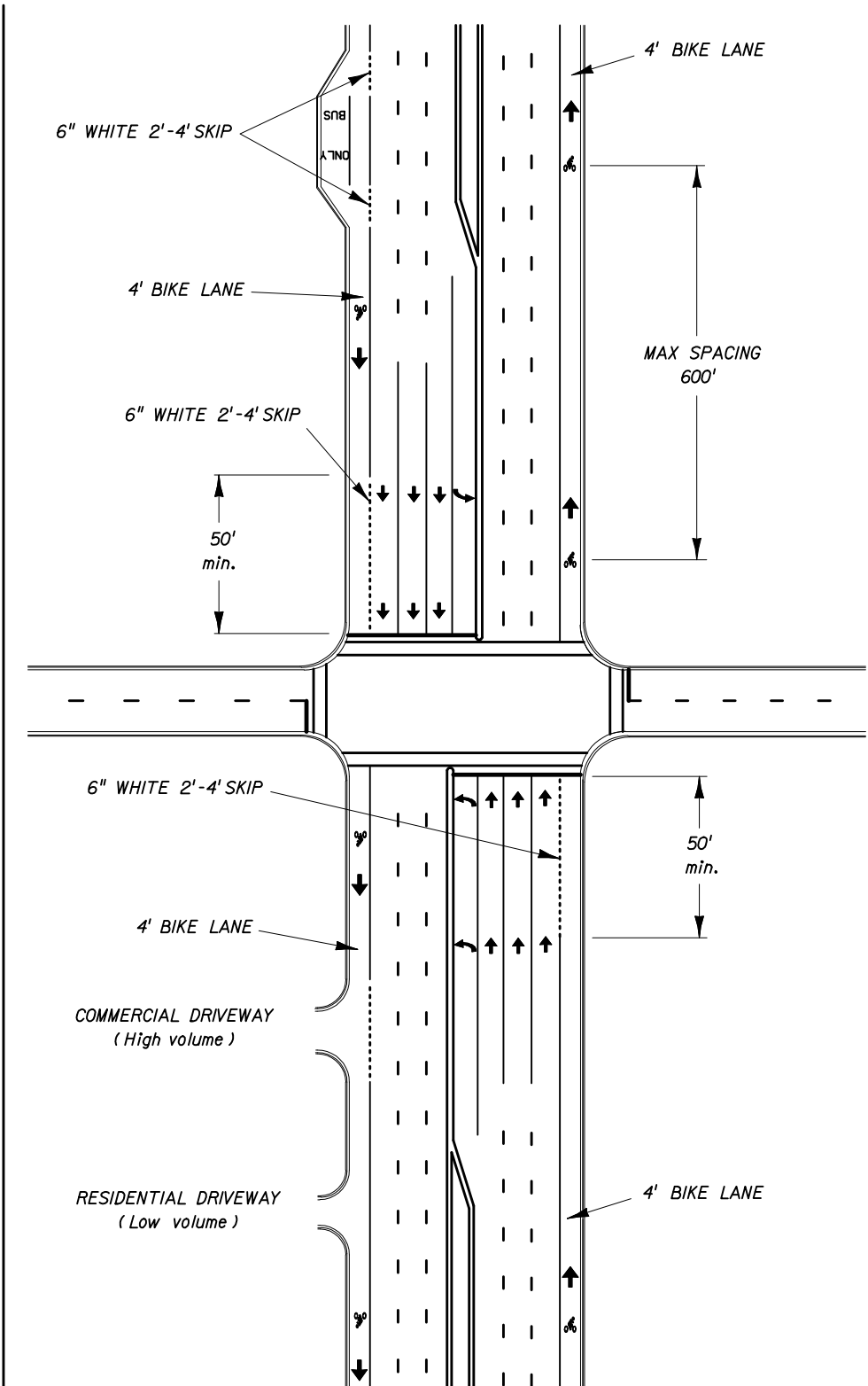
1. Parking restrictions measured from curb radius point.
2. Restrictions for accessible parking are the same as those applied to non-signalized intersections.

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

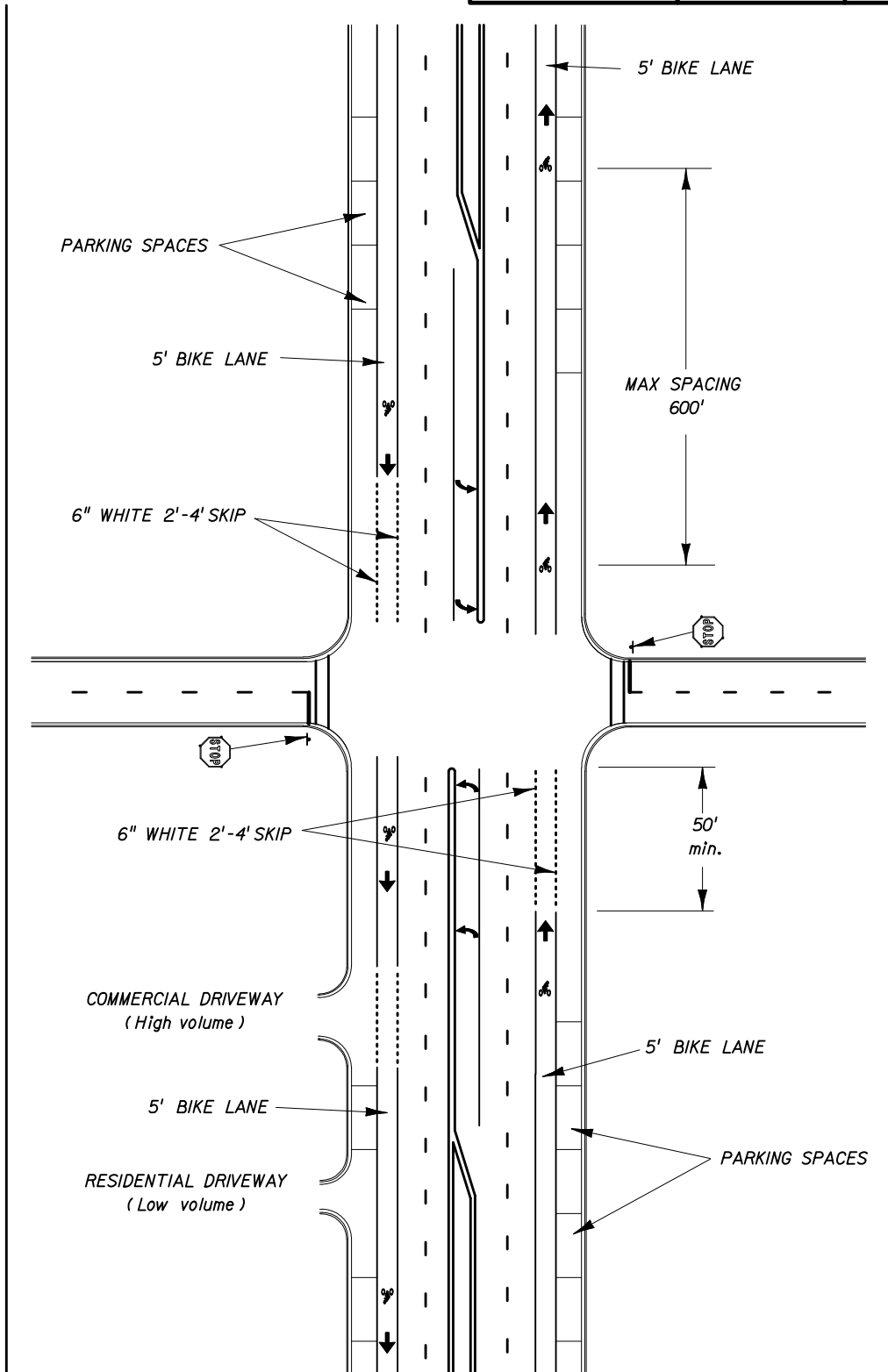
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY <i>Clark A. Scott</i> State Traffic Plans Engineer	
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.		
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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)



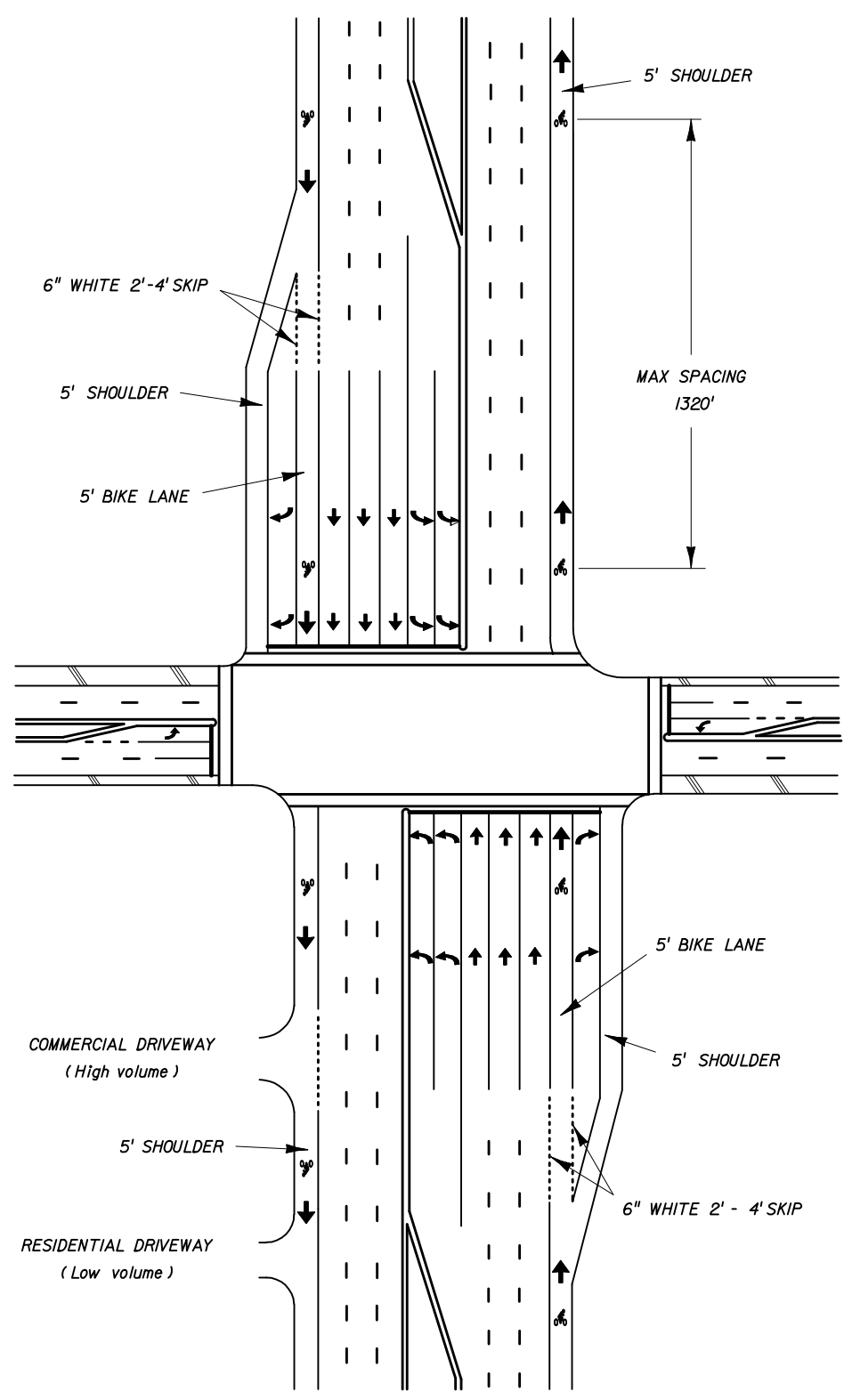
MAJOR WITH LOCAL STREET INTERSECTION, NO RIGHT TURN LANE, ON STREET PARKING URBAN TYPICAL SECTION (CURB AND GUTTER)

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

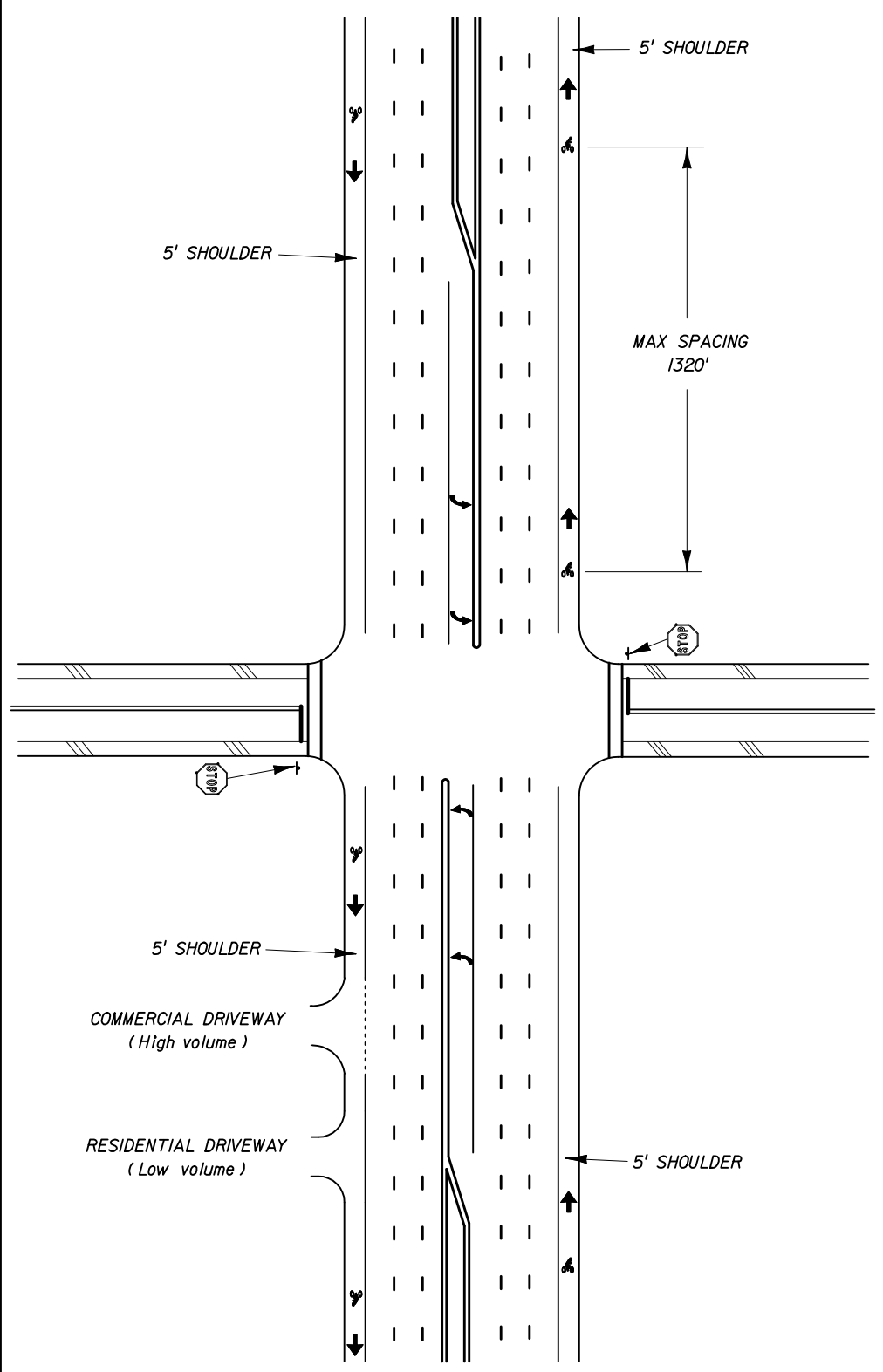
INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

Revised: 12-26-01

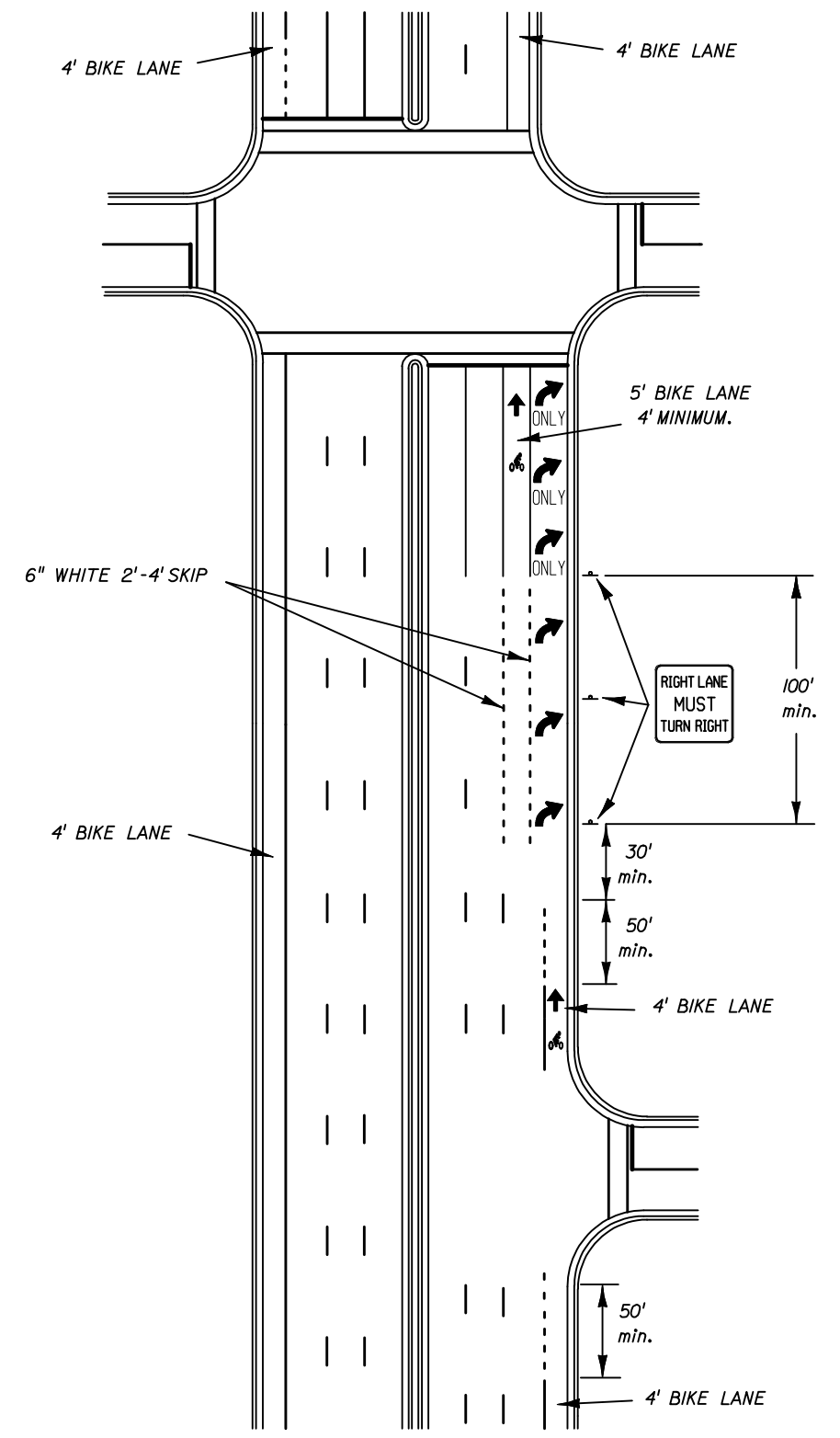
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY	<i>Clark A. Scott</i> State Traffic Plans Engineer
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.		
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MAJOR 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)



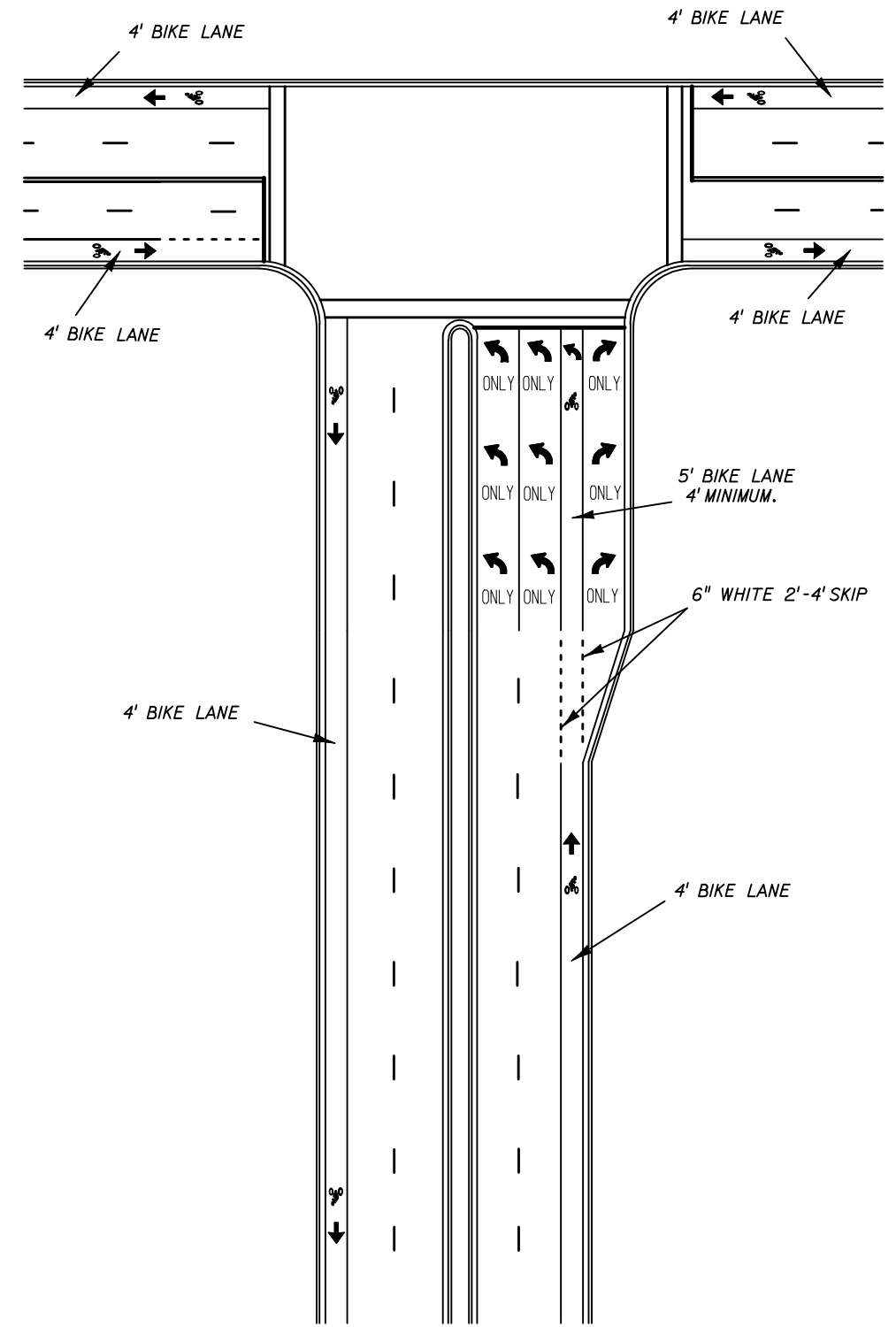
MAJOR INTERSECTION WITH RIGHT TURN DROP LANE AND DESIGNATED OR UNDESIGNATED BIKE LANE URBAN TYPICAL SECTION (CURB AND GUTTER)

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

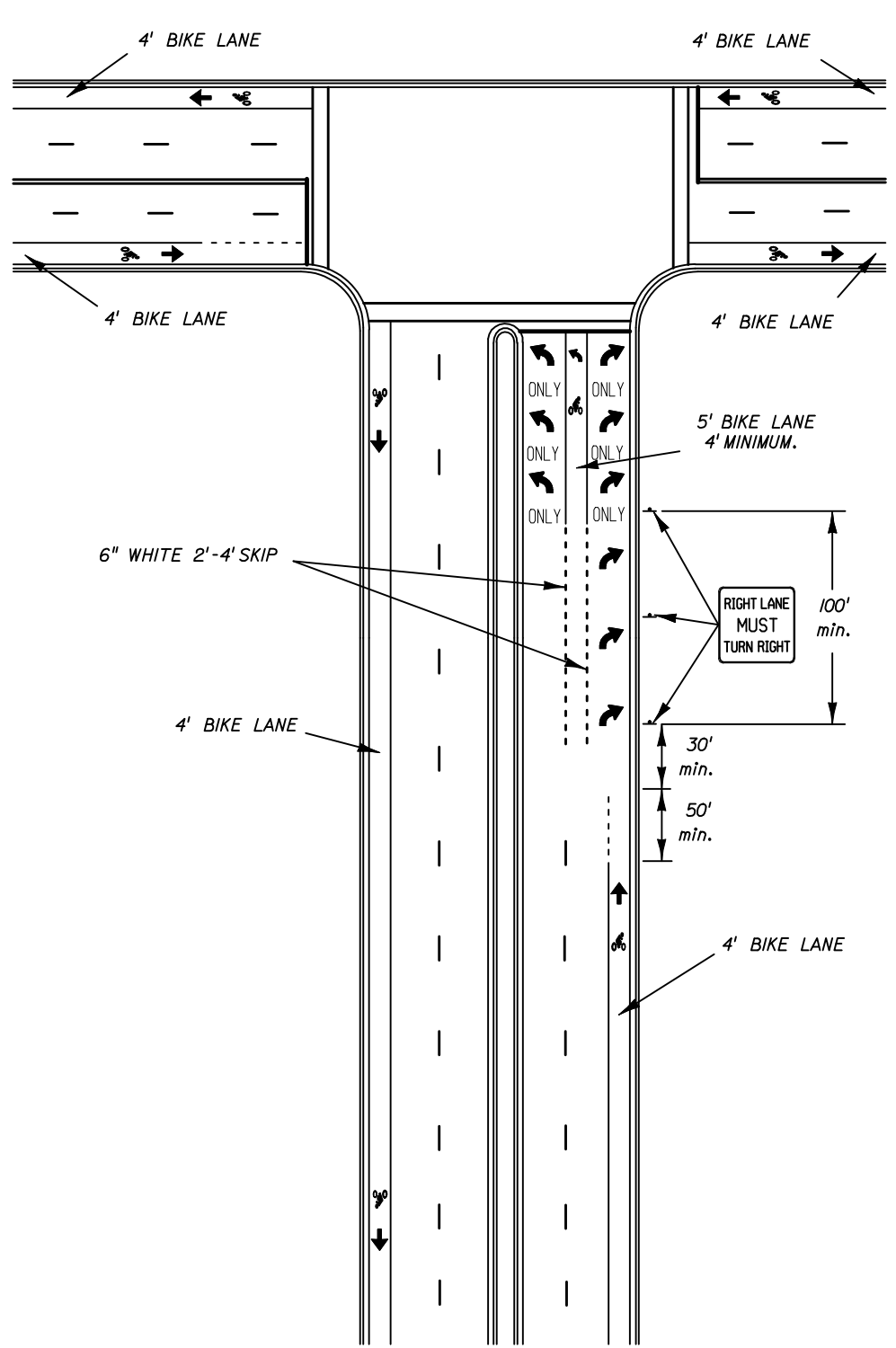
INTERIM STANDARD IN ENGLISH UNITS APPLICABLE TO ROADWAY AND TRAFFIC DESIGN STANDARD BOOKLETS PUBLISHED IN EITHER ENGLISH OR METRIC UNITS.

Revised: 12-26-01

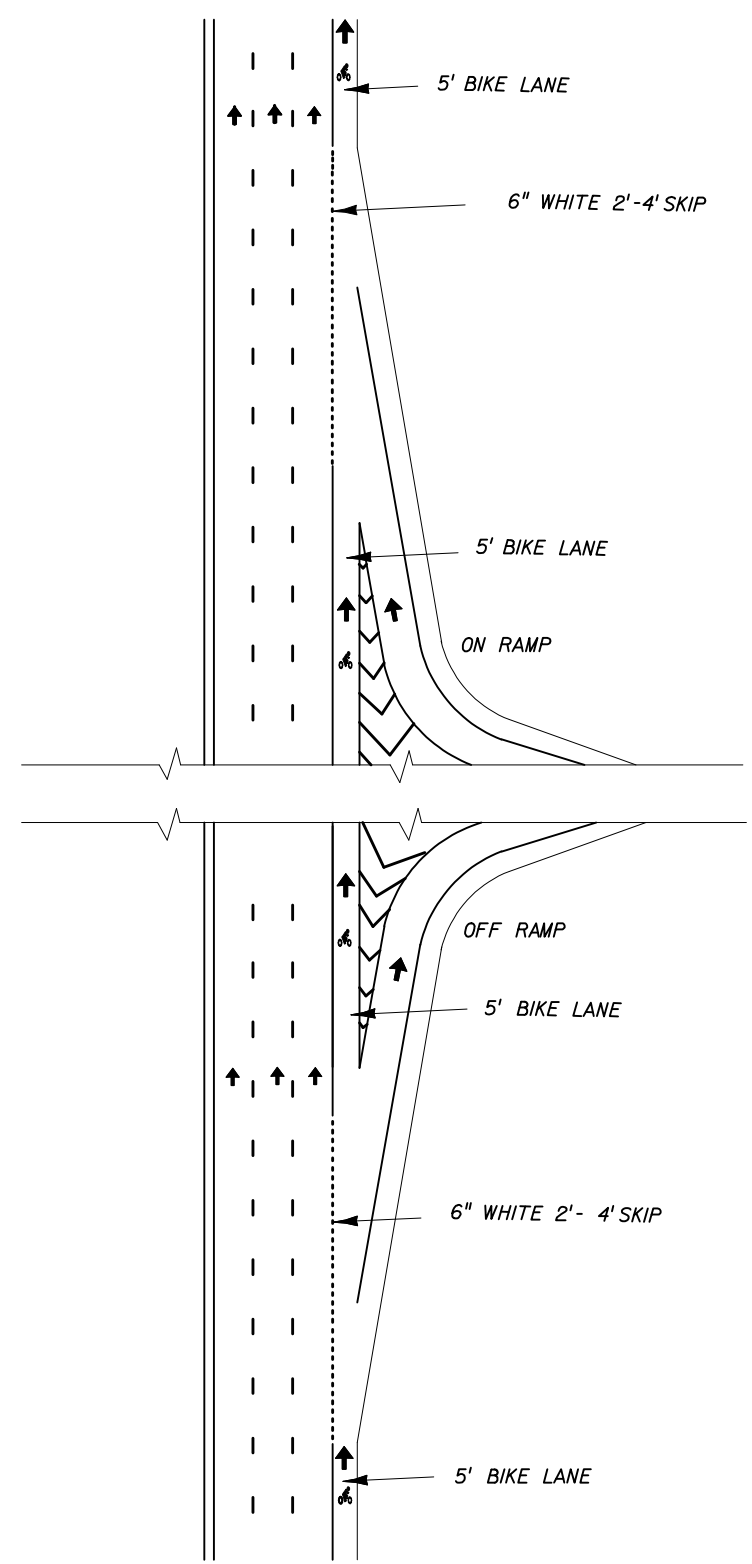
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
SPECIAL MARKING AREAS		
INTERIM STANDARD	APPROVED BY	<i>Clark A. Scott</i> State Traffic Plans Engineer
SHEETS NOS. 1-13 OF 13 REPLACE INDEX NO. 17346 (SHEETS 1-9 OF 9) OF THE METRIC ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.		
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"TEE" INTERSECTION WITH SEPARATE RIGHT TURN LANE URBAN TYPICAL SECTION (CURB & GUTTER)



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



INTERCHANGE RAMP
RURAL TYPICAL SECTION (PAVED SHOULDER)

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	APPROVED BY	<i>Clark A. Scott</i> State Traffic Plans Engineer
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