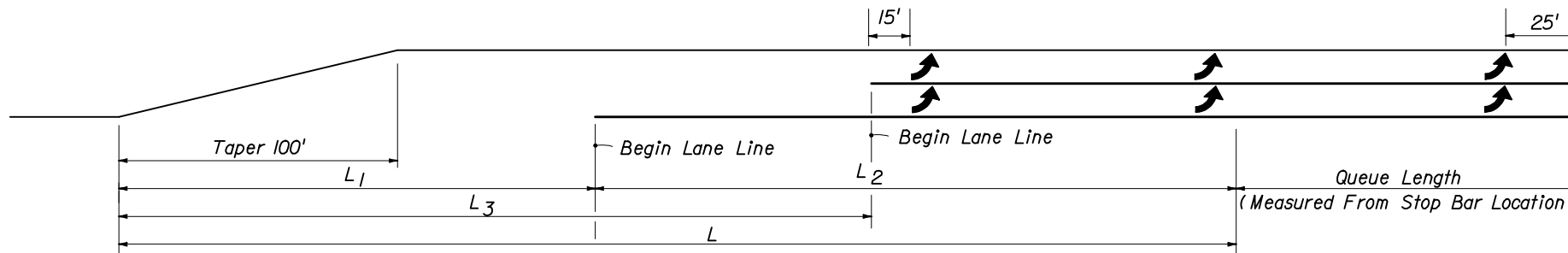
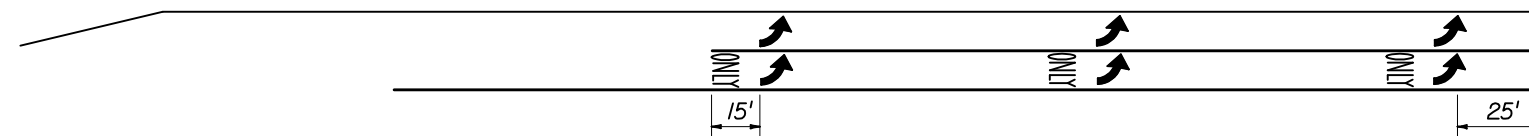


SINGLE LEFT TURNS

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

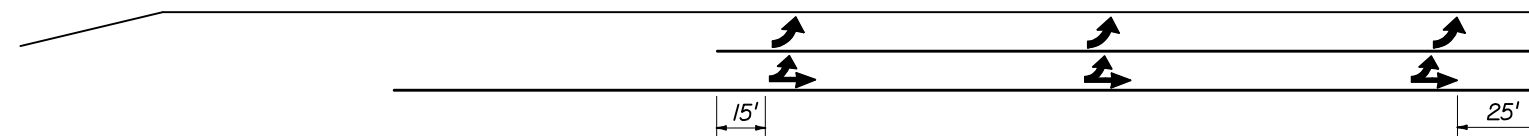


DOUBLE LEFT TURNS



Through Lane Becomes Exclusive Left Turn

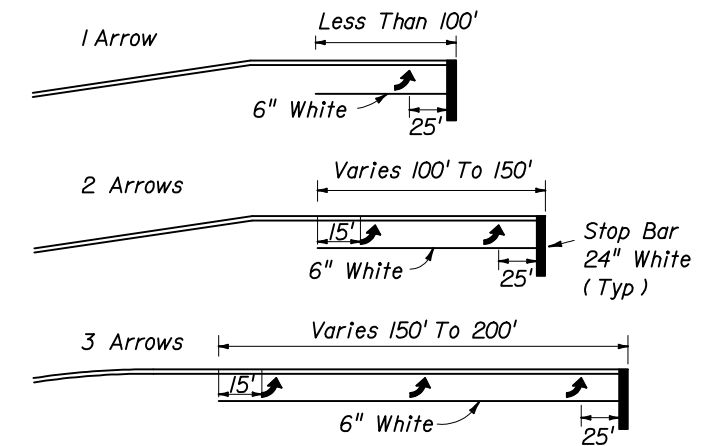
Pavement message ONLY is not required for created (shadowed) turn lanes, single or dual, where the driver must exit the thru lane to enter a turn lane.



Through Lane Becomes Optional Left Turn

DOUBLE LEFT TURN MARKINGS

TURN LANES o CURBED AND UNCURBED MEDIANS							
Design Speed (mph)	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'	185'	290'	160'
55	125'	---	---	---	225'	350'	195'
60	145'	---	---	---	260'	405'	230'
65	170'	---	---	---	290'	460'	270'



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

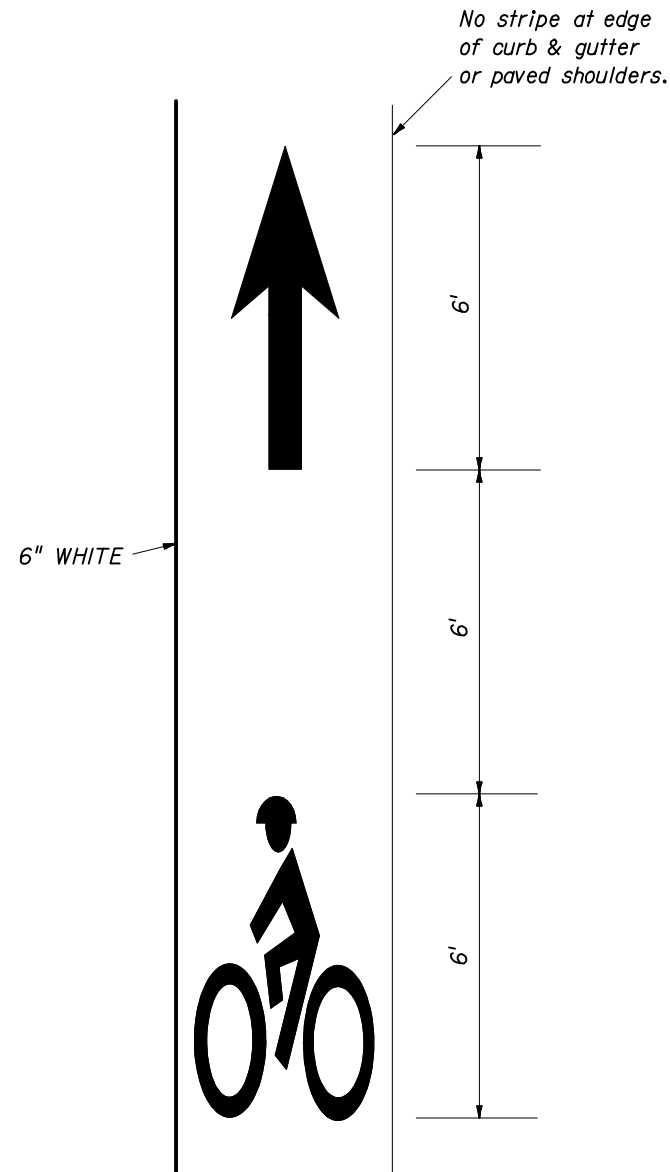
ARROW SPACING

NOTES:

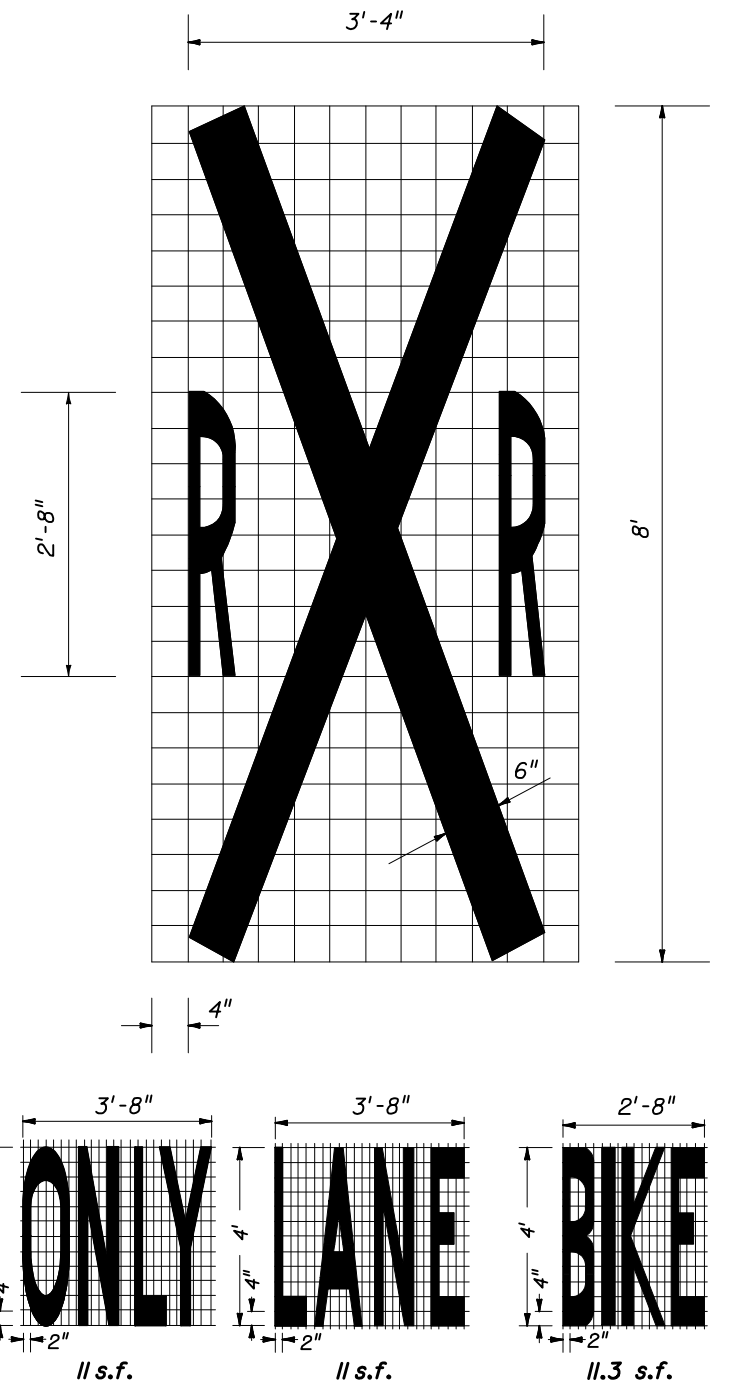
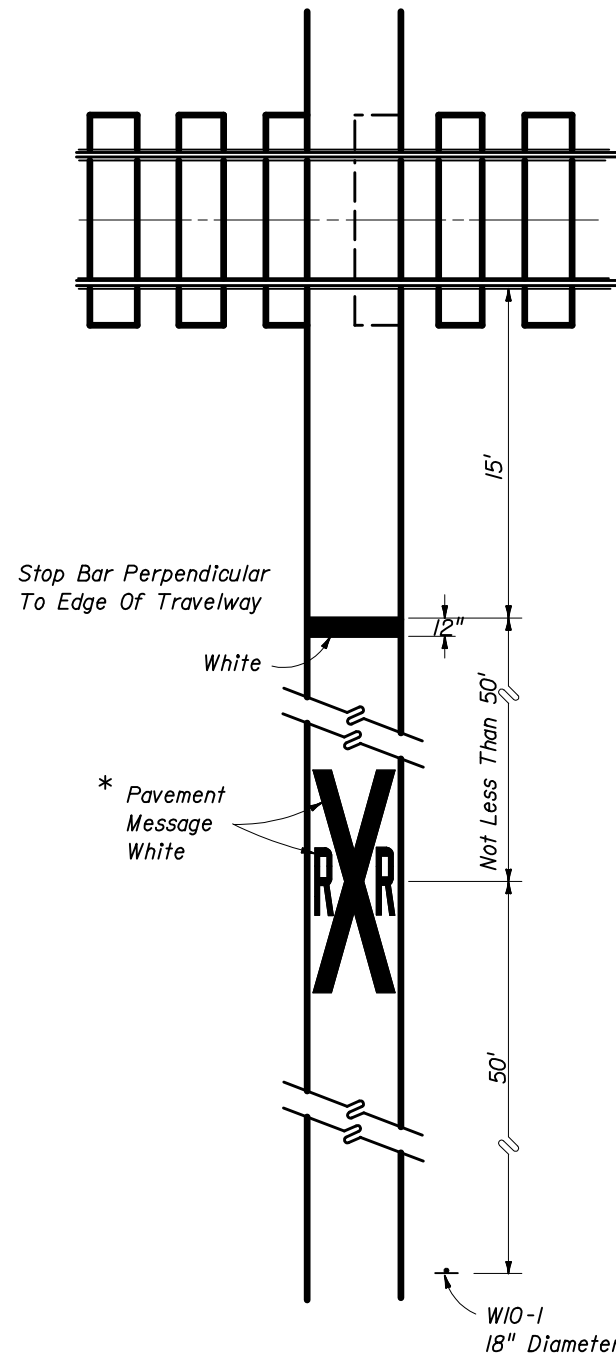
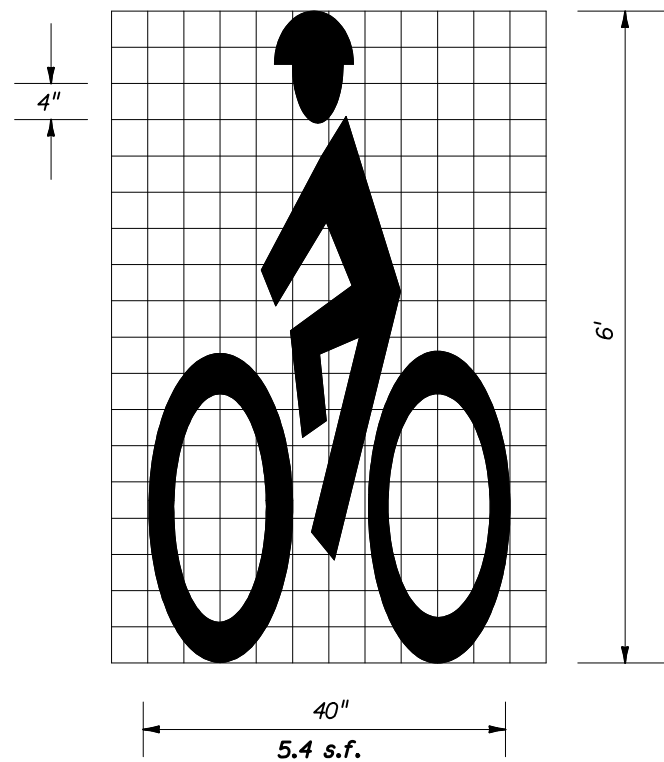
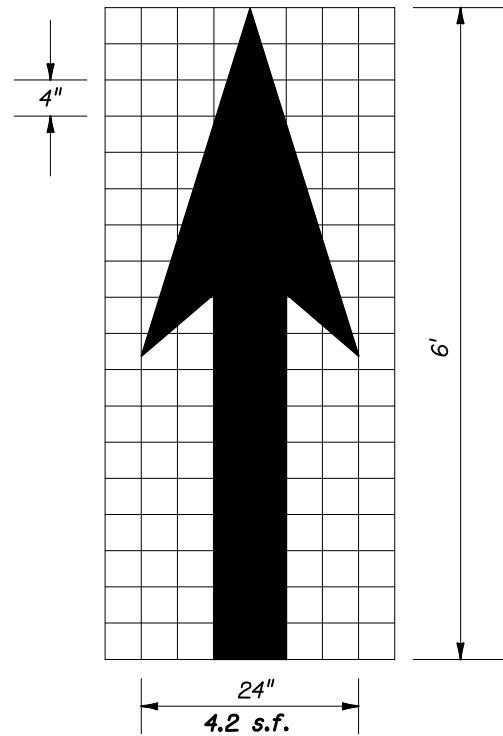
1. The "Begin Lane Line" locations are based on the standard lengths shown in Design Standard 301. These locations must be adjusted on a case by case basis for turn lanes not meeting the standard lengths.
2. Yellow left turn edge marking may be used adjacent to raised curb or grass medians if lane use is not readily apparent to drivers approaching a left turn storage lane.
3. Refer to Design Standard Index 301 for Roadway Details.



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

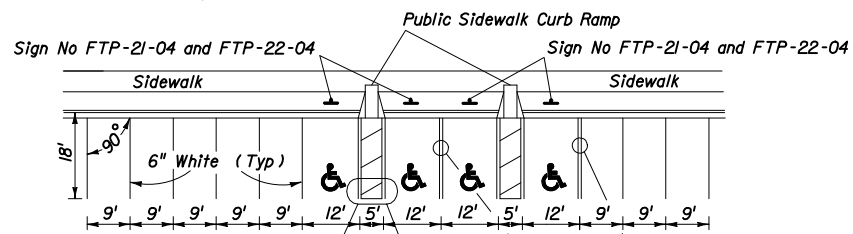
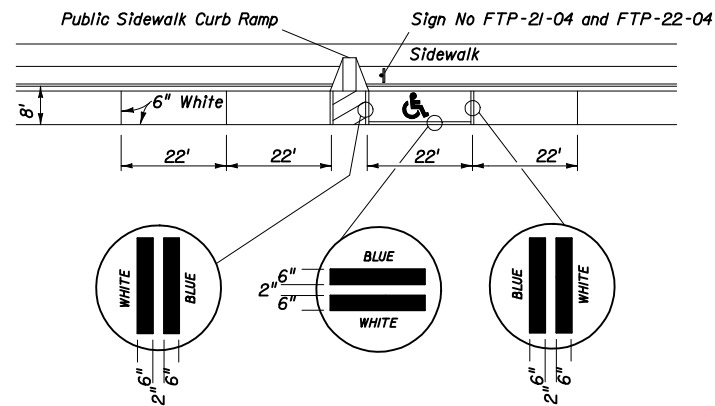
3. When used on a bike lane (adjacent to vehicle lane) markings shall be placed adjacent to markings for vehicles & W10-1 sign shall be sized and placed for vehicles.



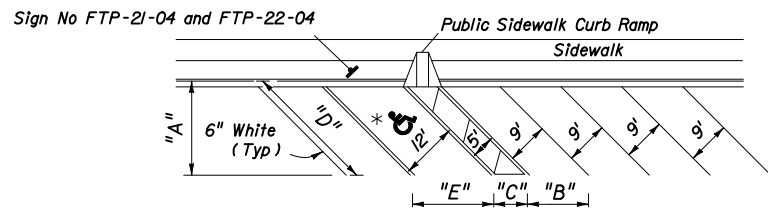
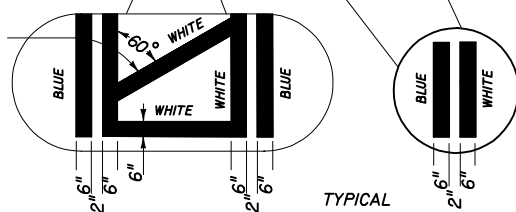
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3-6" white chevrons equally spaced per aisle.

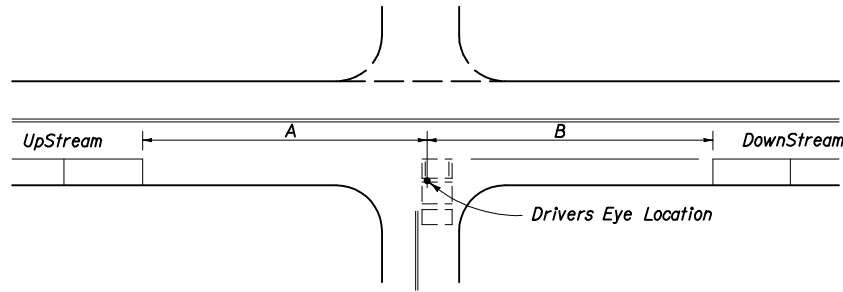


* FOR ACCESSIBLE MARKINGS - SEE ABOVE

"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-22-04 panel shall be mounted below the FTP-21-04 sign.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN REST AREAS

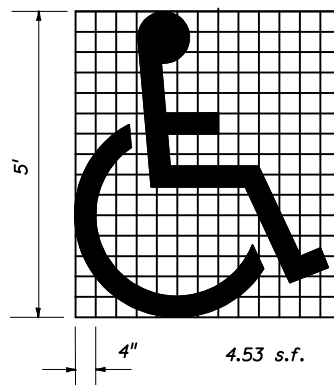


SPEED MPH	UP STREAM (A)	DOWN STREAM (B)	
		2 LANE	4 LANE
0-30	85'	60'	45'
35	100'	70'	50'

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

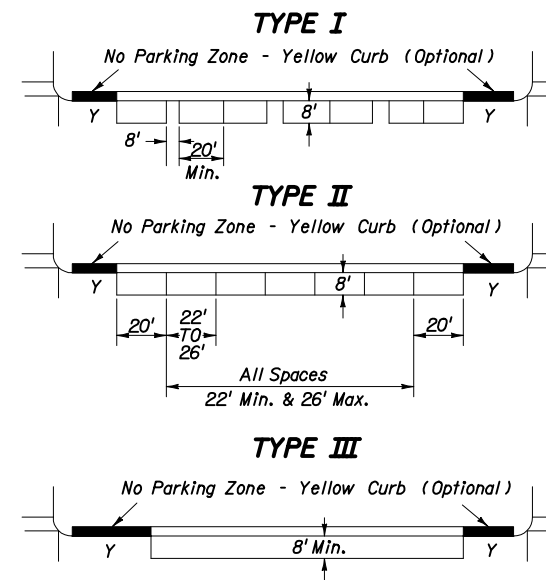


Use of pavement symbol in accessible parking spaces is optional, when used the symbol shall be 3' or 5' high and white in color.

"UNIVERSAL SYMBOL OF ACCESSIBILITY"

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	DISTANCE FROM CURB RADIUS (Y)
0-30	30'	
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.

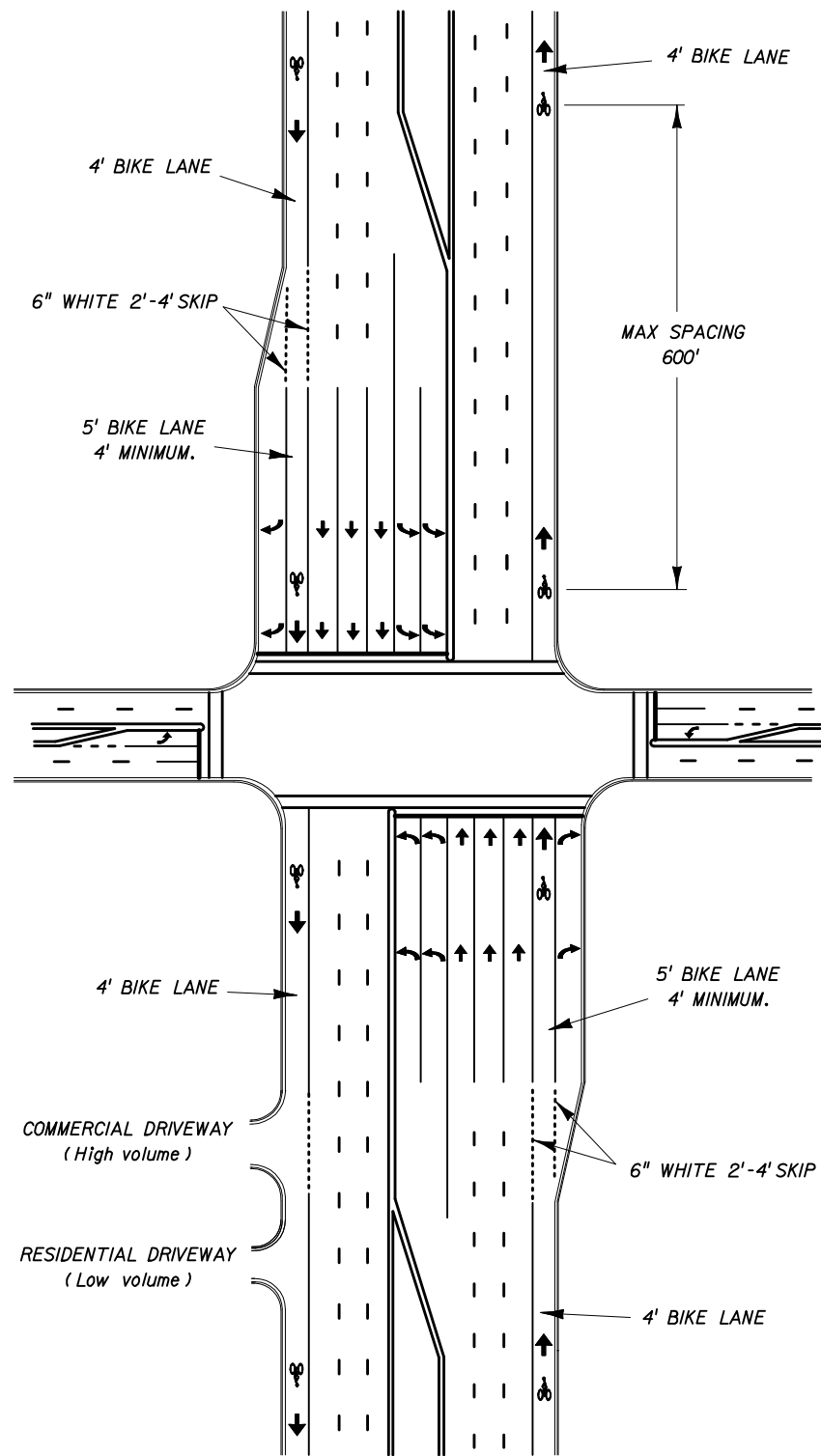
MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION



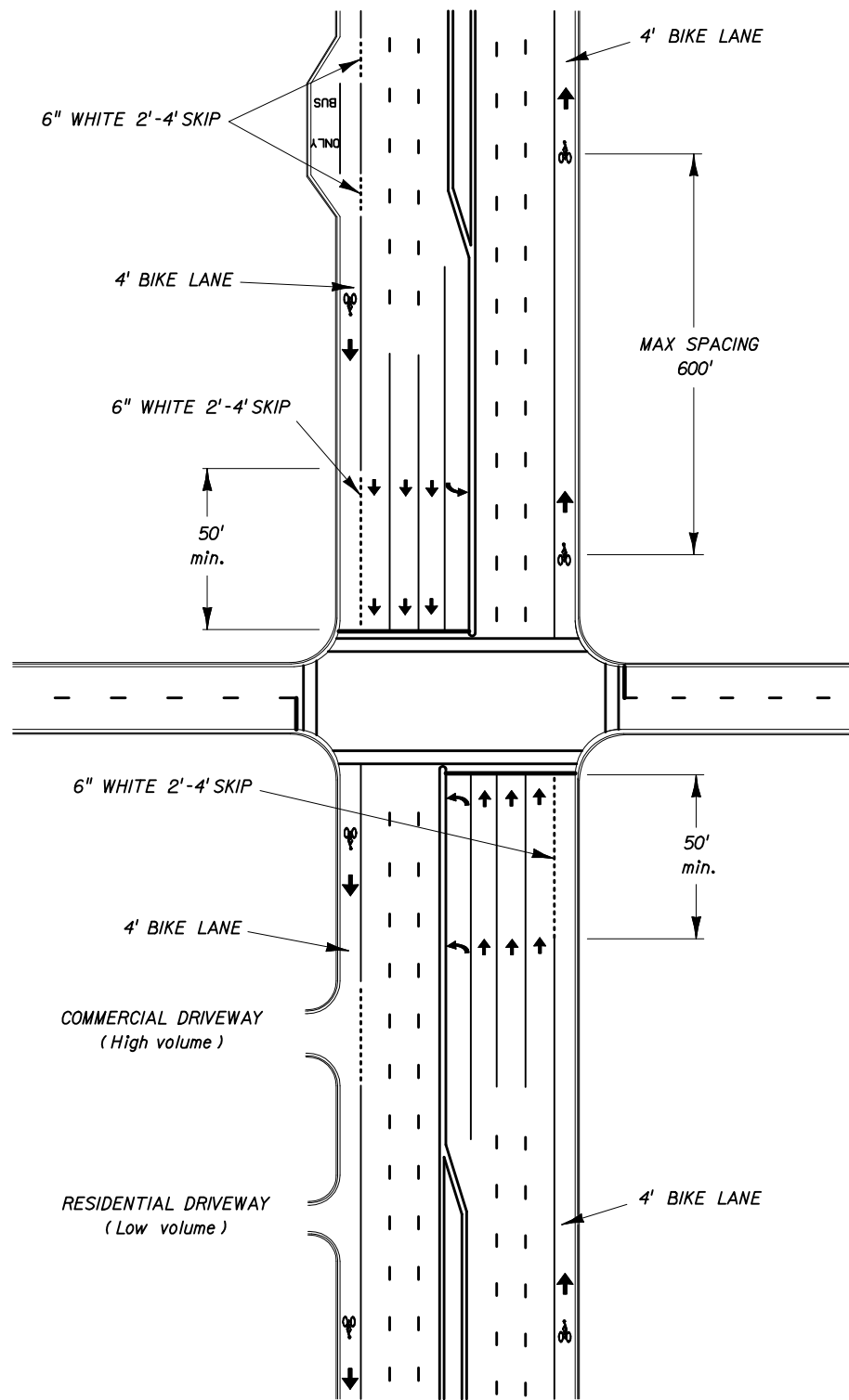
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SPECIAL MARKING AREAS (PARKING)

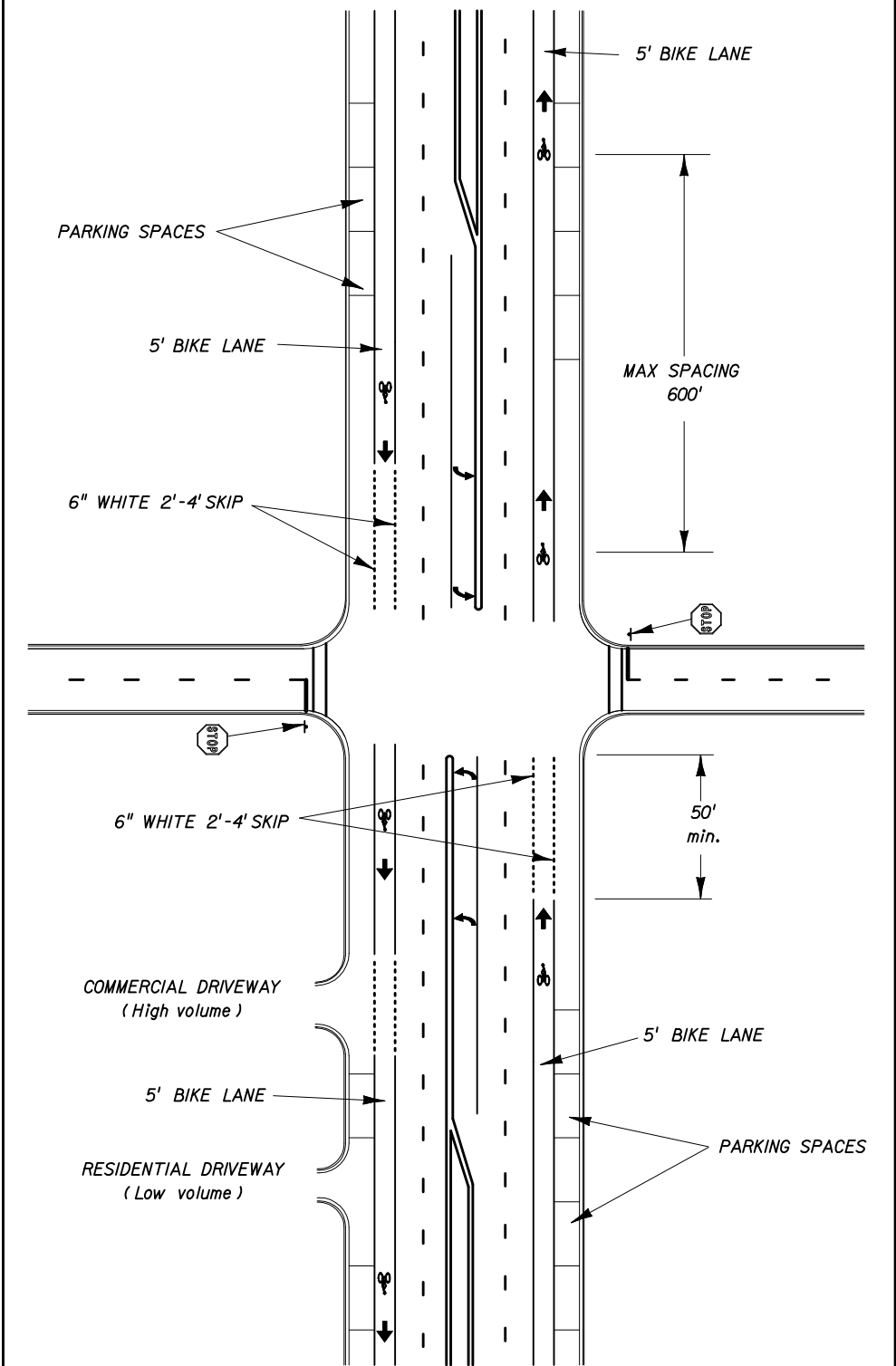
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MAJOR INTERSECTION WITH SEPARATE RIGHT TURN LANE URBAN TYPICAL SECTION (CURB AND GUTTER)



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)

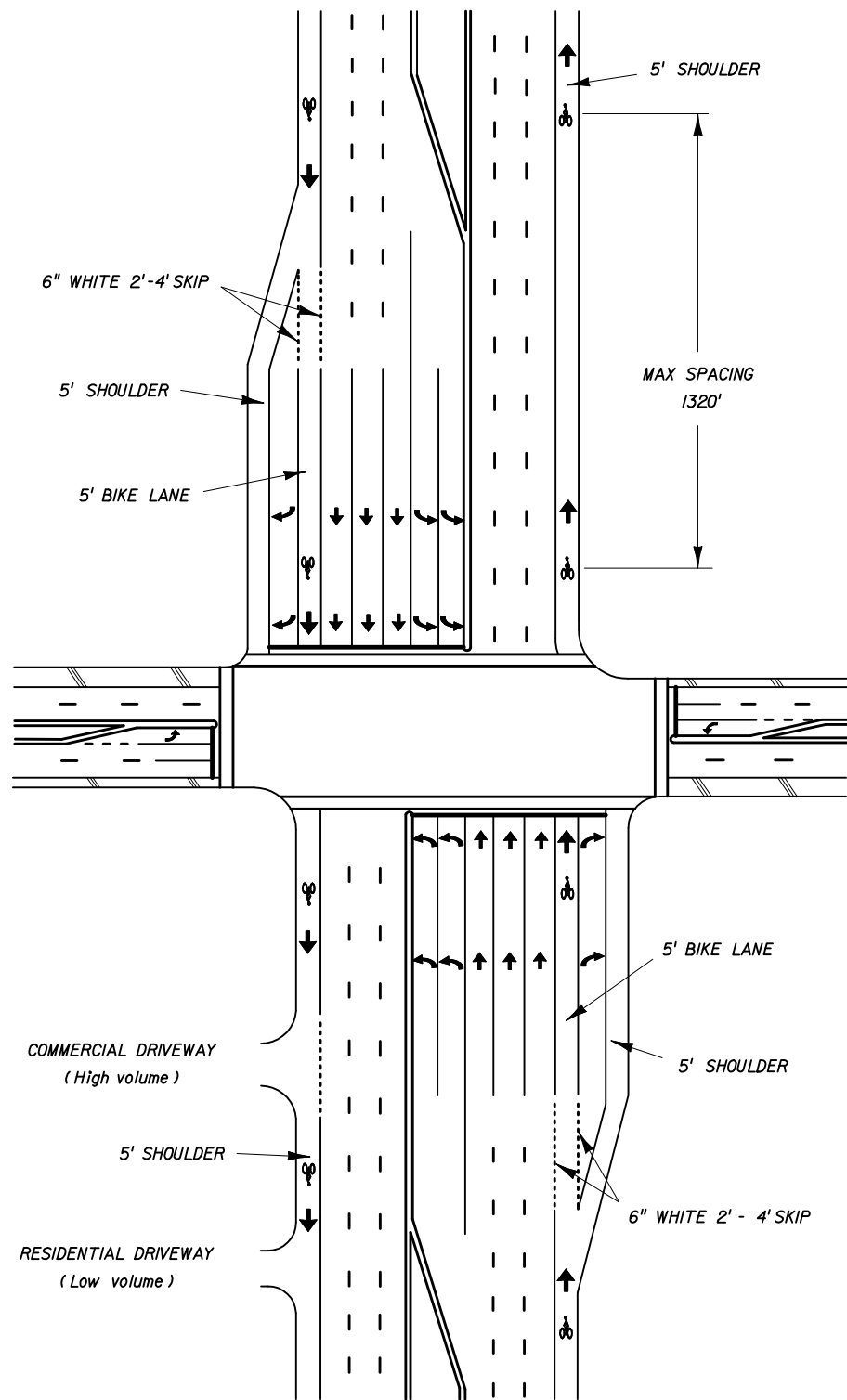


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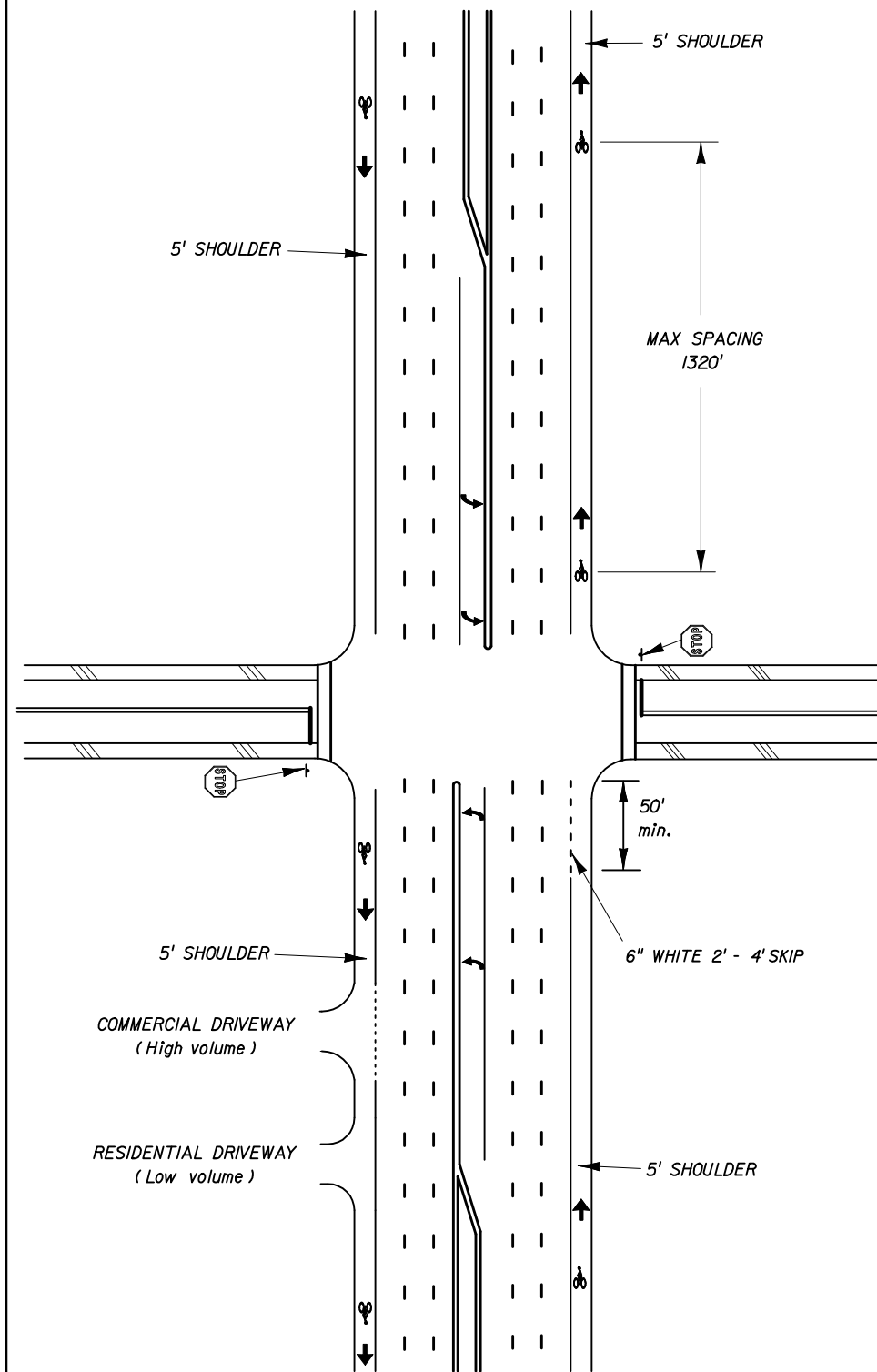
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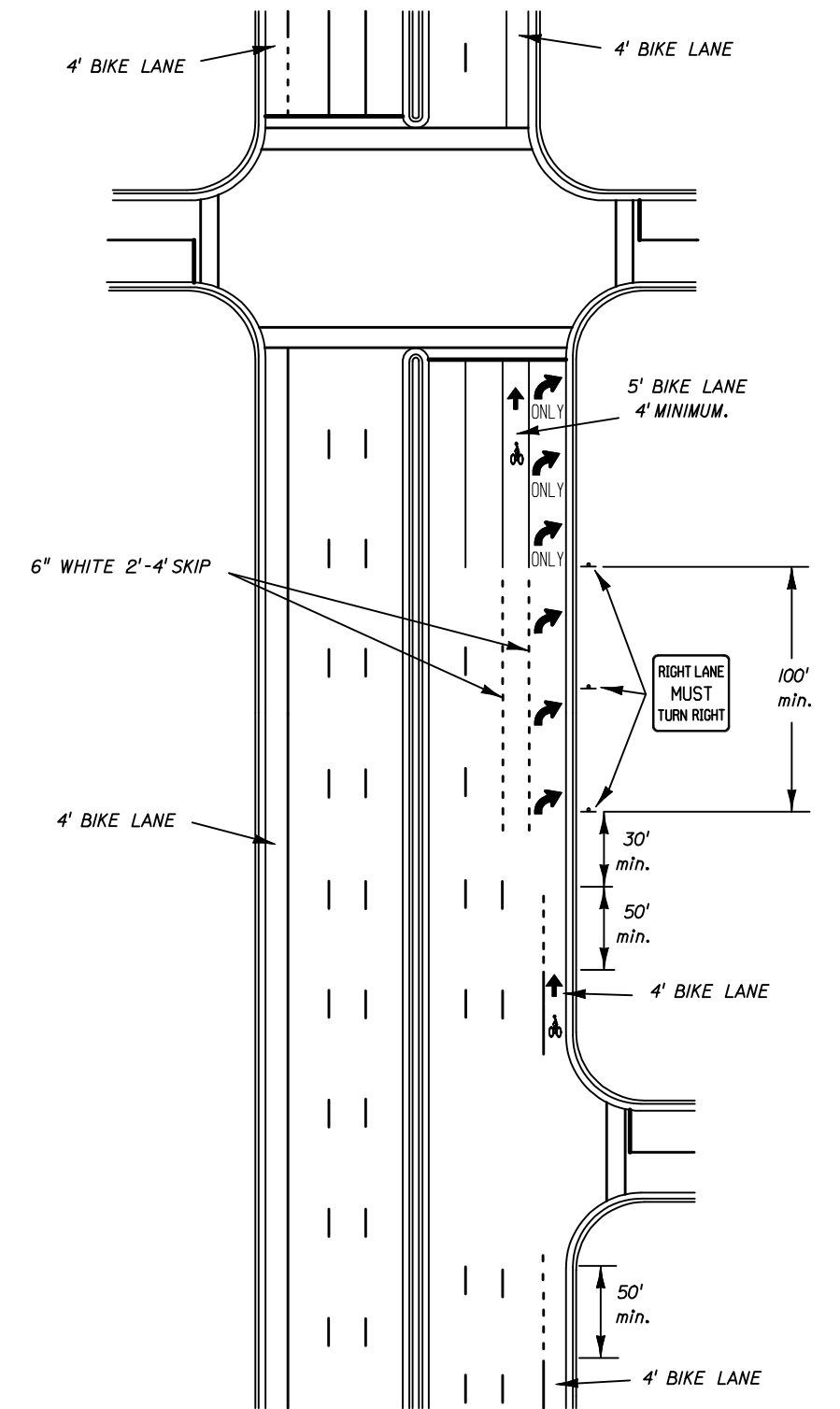
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MAJOR INTERSECTION WITH DESIGNATED SHOULDER, AND SEPARATE RIGHT TURN LANE RURAL TYPICAL SECTION (PAVED SHOULDER)



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)

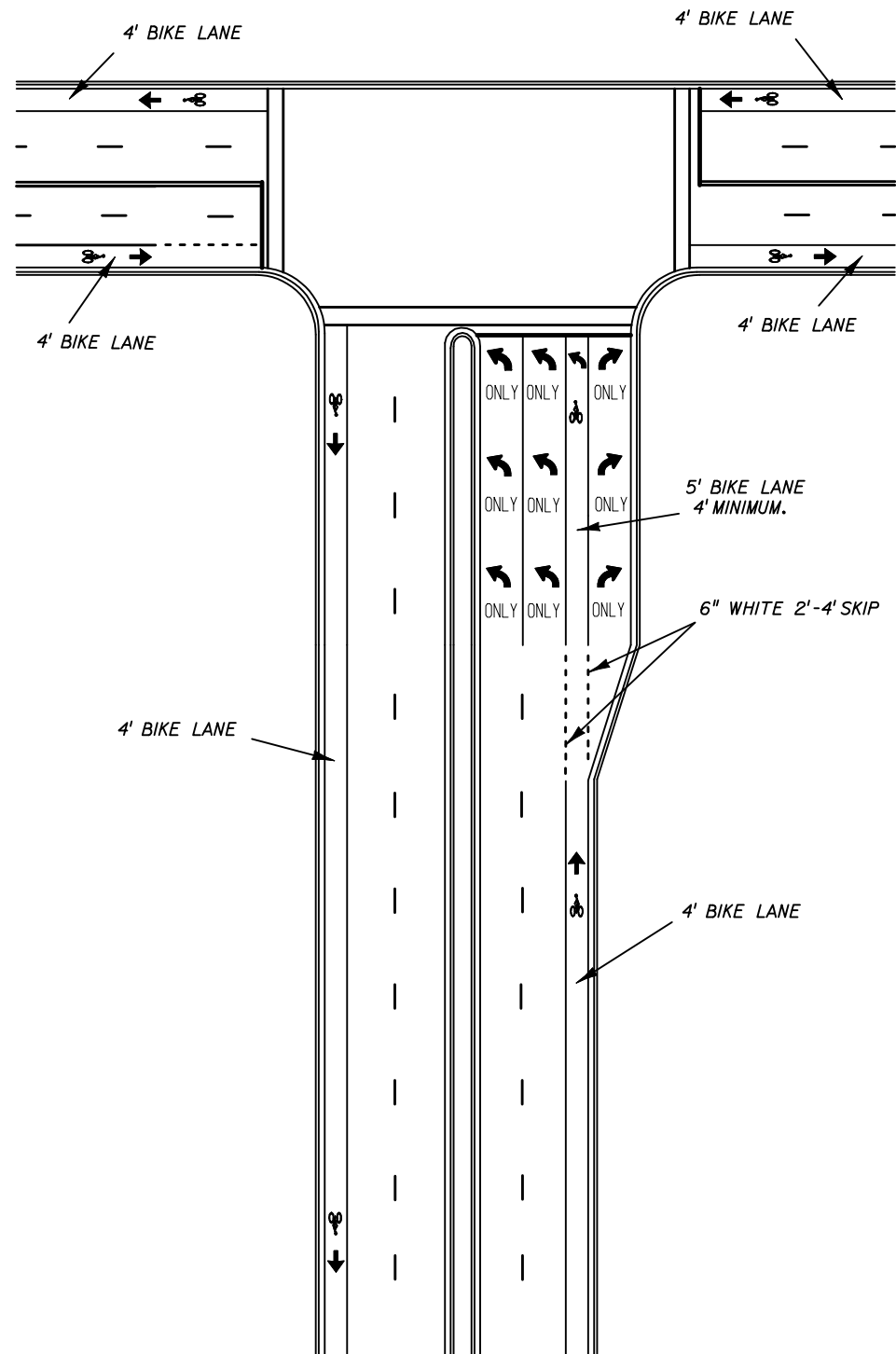


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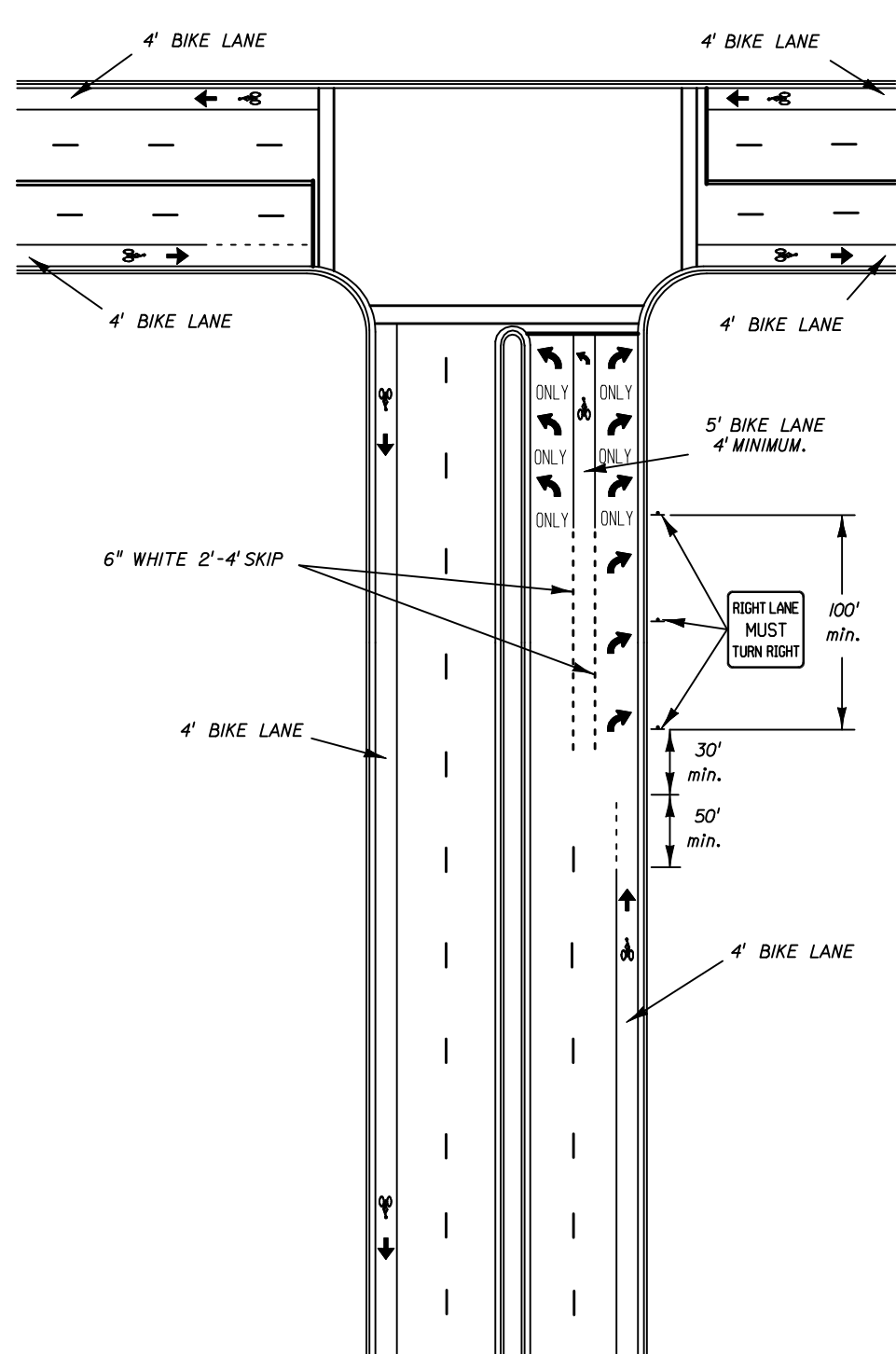
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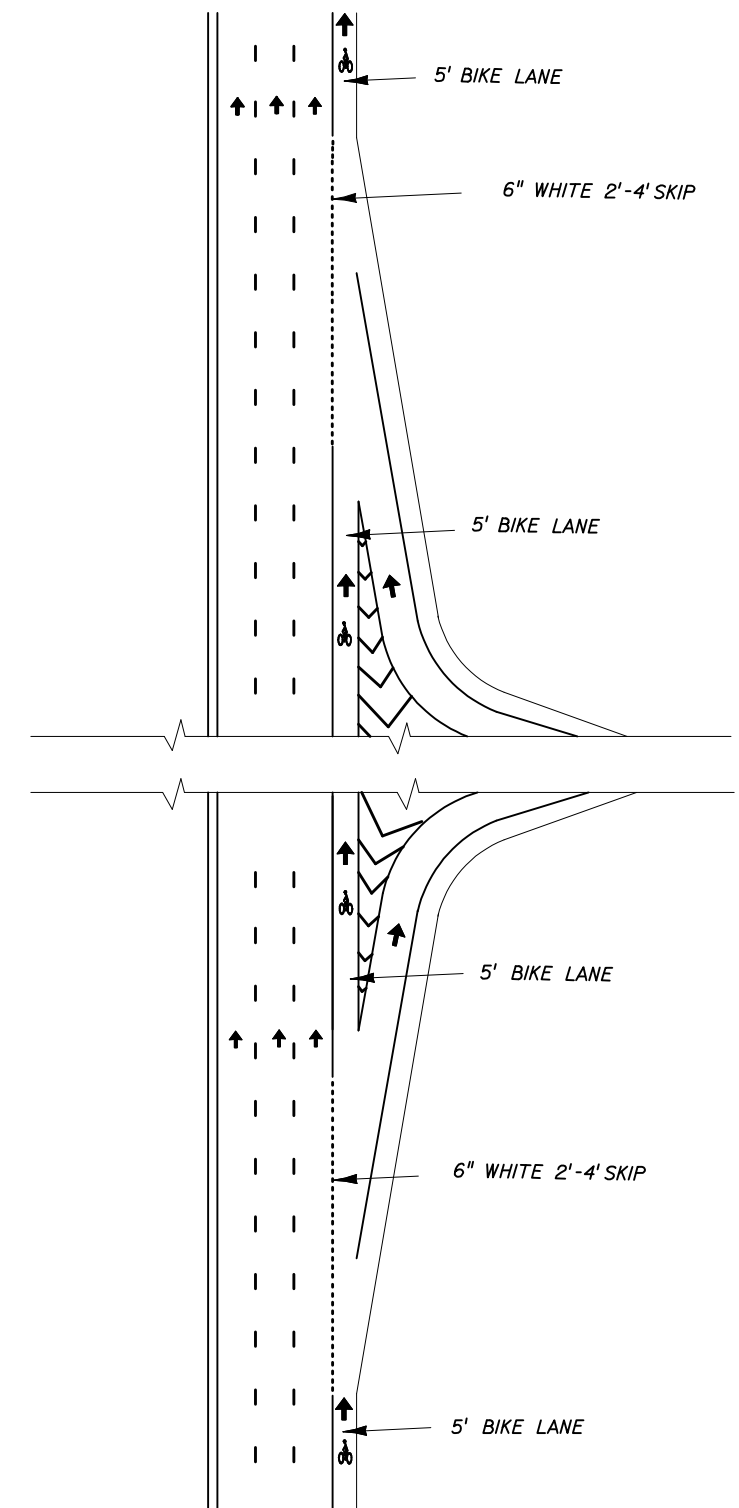
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"TEE" INTERSECTION WITH SEPARATE RIGHT TURN LANE URBAN TYPICAL SECTION (CURB & GUTTER)



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



INTERCHANGE RAMPS RURAL TYPICAL SECTION (PAVED SHOULDER)



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