

## Chapter 7

### Traffic and ITS Design

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## Chapter 7

# Traffic and ITS Design

### 7.1 General

Traffic control devices and intelligent transportation system (ITS) deployments are necessary to help ensure highway safety by providing the orderly and predictable movement of all traffic, motorized and non-motorized, throughout the highway transportation system, and to provide such guidance and warnings as are needed to ensure the safe and informed operation of individual elements of the traffic stream. The design and layout of signs, signals, pavement marking and lighting should complement the basic highway design.

Projects including signing, lighting, traffic signals, pavement marking and ITS shall comply with applicable criteria and standards. In addition to Department Standard Specifications, the following standards shall be followed:

**Manual on Uniform Traffic Control Devices (MUTCD)** - The **MUTCD** was adopted by the Department as the uniform system of traffic control for use on the streets and highways of the State. This action was in compliance with **Chapter 316.0745** of the **Florida Statutes**. The **MUTCD** is therefore the basic guide for marking. The requirements of the **MUTCD** shall be met, as a minimum, on all roads in the State.

**Standard Highway Signs, FHWA** - This manual contains detailed drawings of all standard highway signs and pavement marking messages. Each sign is identified by a unique designation. Signs and pavement markings not included in this manual or in the **Design Standards** shall be detailed in the plans.

**Roadway Lighting Design Guide, AASHTO** - This is the basic guide for highway lighting. It includes information on warranting conditions and design criteria.

**AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals** and **FDOT Structures Manual** - These documents provide structural design criteria.

**Design Standards** - These standards are composed of a number of standard drawings

or indexes that address specific situations that occur on a large majority of construction projects.

**Manual on Uniform Traffic Studies (MUTS)** - This is a Department manual containing documentation for several types of traffic studies. This manual provides a systematic data collection procedure for the studies described.

**Traffic Engineering Manual (TEM)** – This is a Department manual which provides traffic engineering standards and guidelines.

## 7.1.1 Railroad-Highway Grade Crossing Near or Within Project Limits

Federal-aid projects shall be reviewed to determine if a railroad-highway grade crossing is in or near the limits of the project. If such railroad-highway grade crossing exists, the project shall be upgraded in accordance with **Section 6.2.3**.

## 7.1.2 Attachments to Traffic Railings

### 7.1.2.1 Outside Shoulder Traffic Railings

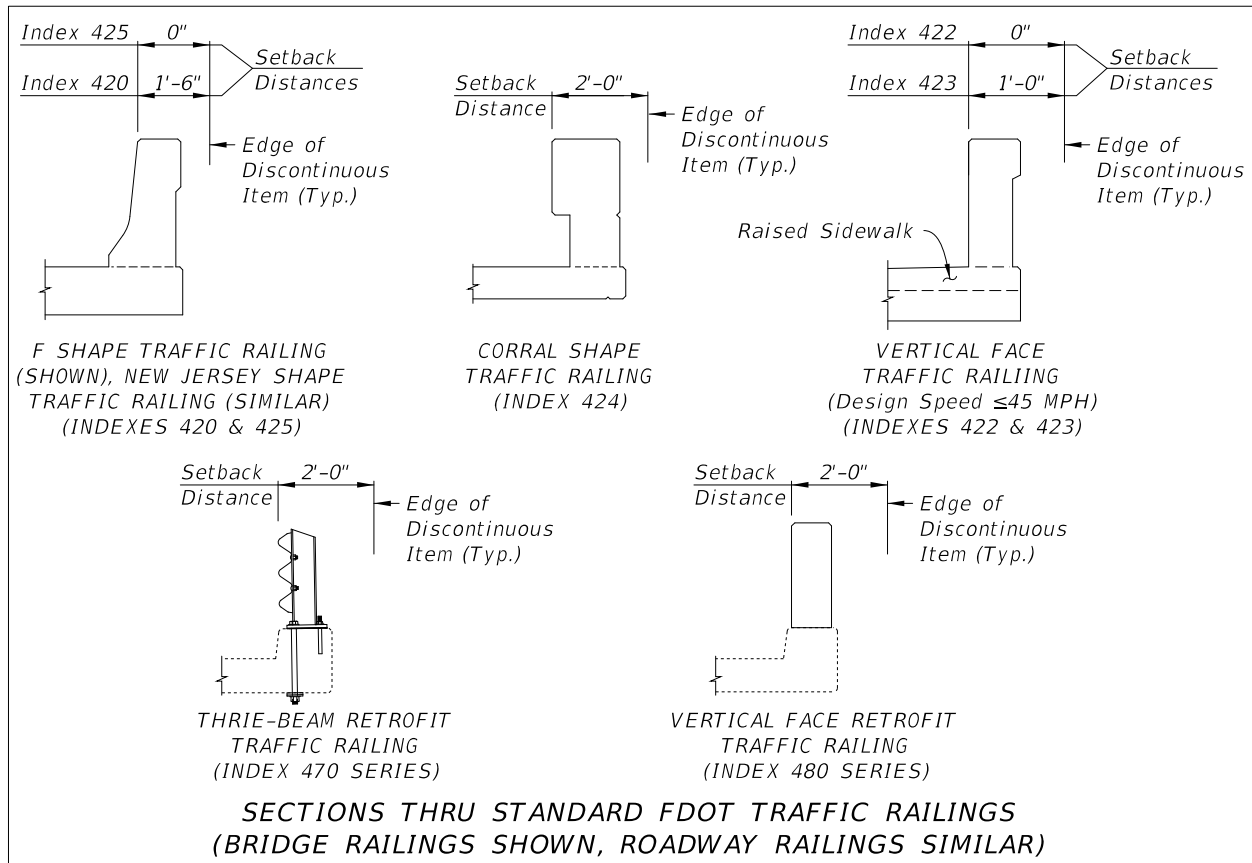
Provide setback distances as shown in **Figure 7.1.2.1** to non-crash tested discontinuous items, e.g., light poles, sign supports, traffic signal controller boxes, flood gauges, etc., that are attached to or located behind outside shoulder traffic railings. Discontinuous items located within these setback distances shall be crash tested to, or accepted at, **NCHRP Report 350** or **MASH** Test Level 3 minimum as attachments to traffic railings.

Fender access ladders are exempt from this requirement. Sign panels may be placed within the given setback distances, however the setback to the sign support shall be increased to assure sign panels do not extend past the top inside face of the traffic railing.

Provide a setback distance of 5'-0" minimum from the traffic face of outside shoulder traffic railings at deck or roadway level (gutter line) to non-crash tested continuous items, e.g., sound barriers, glare screens, fences, etc., that are attached to or located behind the railings. Noise barrier/traffic railing combinations located within this setback distance shall be crash tested to, or accepted at, **NCHRP Report 350** or **MASH** Test Level 4. Other

continuous items located within this setback distance shall be crash tested to, or accepted at, **NCHRP Report 350** or **MASH** Test Level 3 minimum as attachments to traffic railings.

**Figure 7.1.2.1 Setback Distances for Discontinuous Attachments to Standard FDOT Traffic Railings**



## 7.1.2.2 Median Traffic Railings

Overhead sign supports may be located on median traffic railings to reduce span or cantilever lengths and provide more cost effective designs. When placing overhead sign supports on median traffic railings, project specific details that supplement **Index 410** are required to be shown in the plans.

Do not place single column sign supports on median traffic railings unless AASHTO or FDOT standard design requirements for sign visibility cannot be met by placing the sign supports on the outside shoulder of the roadway or outside shoulder of bridge or roadway traffic railing as shown in **Figure 7.1.2.1**. If single column sign supports must be attached to or placed on a median traffic railing, utilize **Index 11871**. For permanent signs, **Index 11871** can only be used for the following signs which are considered critical to safety: No U-Turns (R3-1) w/ Official Use Only (FTP 65-06), Left Lane Ends (W9-1), Lane Ends Merge Right (W9-2) and Merge Symbol (W4-2). For all temporary/work zone signs, when **Index 600** cannot be achieved for post mounted signs and barrier or traffic railing exists, **Index 11871** shall be used. Other similar discontinuous items located on median traffic railings for which no FDOT standard detail or design is available, must adhere to the following design requirements:

1. Post shall be ASTM A53 Grade B, 3" NPS (minimum) Schedule 40 steel pipe.
2. Base plate shall be ASTM A36 or ASTM A709 Grade 36,  $\frac{3}{4}$ " thick (minimum), 1  $\frac{1}{4}$ " thick (maximum) steel plate. Width of base plate shall be 8" for use with **Design Standards Indexes 420** and **425** (placed back to back), **Index 421** and **Index 410** full wall median barrier. Width of base plate shall be 7" for use with **Design Standards Index 410** half wall median barriers (placed back to back).
3. Design for the wind loads specified in **PPM Section 7.2.2**.
4. Attach the post to the base plate using a full penetration weld.
5. Provide 45 degree beveled edges at both ends of the base plate.
6. Hot-dip galvanize the support and base after fabrication in accordance with **Specification Section 962**.
7. Use a minimum of four -  $\frac{3}{4}$ " diameter adhesive bonded anchor bolts embedded a minimum of 12" into the top of the traffic railing to attach the sign support to the railing. Use ASTM F1554 Grade 36 headless anchor bolts threaded full length, ASTM A563 or A194 self locking hex nuts and ASTM F436 flat washers hot-dip galvanized in accordance with **Specification Section 962**. Design the adhesive bonded anchor bolts in accordance with **Structures Design Guidelines Section 1.6**. Position the anchor



bolts to clear reinforcing steel within the traffic railing. A staggered anchor bolt arrangement is recommended.

8. Design the attachment to the post per ***Design Standards, Index 11860***.
9. Do not design the support for vehicular impact loads.
10. Do not use aluminum for the post and base plate.
11. Do not use a saddle-type base plate that fits over the top of the traffic railing.
12. Do not use a frangible or slip base to attach the support to the traffic railing.
13. Do not use a sleeve type connection between the support and the base plate.

***Index 11871*** can only be used to mount permanent signs to bridge shoulder traffic railings if there is insufficient space for ***Index 11870***, and when the sign is critical to safety. Otherwise, ***Design Standard Index 11870*** shall be used.

Continuous items, e.g., glare screens and fences, located on median traffic railings must be crash tested to, or accepted at ***NCHRP Report 350*** or ***MASH*** Test Level 3 minimum as attachments to traffic railings.

These requirements also apply to attachments made to back-to-back outside shoulder traffic railings that are located so close together that the required setback distances cannot be provided for both railings. However, the concrete traffic railings and supporting decks shown in ***Figure 7.1.2.1*** that are located back-to-back are exempt from these requirements. See also the requirements stated in ***Table 2.11.2*** of this volume.

### **7.1.2.3 Existing Attachments to Traffic Railings**

Evaluate existing attachments to traffic railings on existing facilities on a case by case basis as the facility is incorporated into a project. Existing barrier mounted signs that have not been installed using ***Index 11870***, ***Index 11871*** or the criteria listed in ***Section 7.1.2.2*** shall be removed.

## 7.2 Signing

### 7.2.1 Design Criteria

The **MUTCD** and the **Design Standards** shall be consulted for sign location. All signs not bridge or barrier wall mounted and installed within the clear zone, shall be breakaway or protected by an approved barrier. **Chapter 4, Roadside Safety** of this volume contains detailed instructions on safety design.

Post sizes for single column signs are covered in the **Design Standards**. The supports for multicolumn signs are not in that reference and shall be included in the plans. The designer must provide post sizes and lengths for multicolumn signs. The Structures Design Office has written a program for personal computers that calculates post sizes and lengths for multicolumn signs. This program may be used for these calculations.

Locations and attachments of signs on bridge structures shall be coordinated with the bridge structural designer. Details for signs mounted to bridge structures shall be included in the plans. See **Structures Design Guidelines**, Section 1.9 for details of and restrictions related to making attachments to bridges.

The design for all overhead sign structures and foundations shall be included in the plans. Refer to **Section 7.7, Foundation Design**, and **Chapter 29** of this volume for more information.

The designer shall determine the lighting requirements for all overhead signs. The sign lighting requirements shall be shown in the plans on the Guide Sign Worksheet for each sign. Sign lighting calculations shall be included in the Lighting Design Analysis Report.

### 7.2.2 Wind Loading Criteria - Signs

The wind loadings given below are based on the **AASHTO Standard Specification For Structural Supports for Highway Signs, Luminaires and Traffic Signals** and **FDOT Structures Manual**. The Counties are listed by wind loading for the appropriate sign type.

110 mph	Alachua, Baker, Bradford, Clay, Columbia, Gadsden, Gilchrist, Hamilton, Hardee, Jackson, Jefferson, Lafayette, Lake, Leon, Madison, Marion, Polk, Putnam, Sumter, Suwannee, and Union
---------	---

- 130 mph Bay, Brevard, Calhoun, Charlotte, Citrus, DeSoto, Dixie, Duval, Flagler, Franklin, Glades, Gulf, Hendry, Hernando, Highlands, Hillsborough, Holmes, Lee, Levy, Liberty, Manatee, Nassau, Okaloosa, Okeechobee, Orange, Osceola, Pasco, Pinellas, Sarasota, Seminole, St. Johns, Taylor, Volusia, Wakulla, Walton, and Washington.
- 150 mph Broward, Collier, Miami-Dade, Escambia, Indian River, Martin, Monroe, Palm Beach, Santa Rosa, and St. Lucie

## 7.2.3 Use of Overhead Signs on Freeways and Expressways

**Section 2A.17** of the **MUTCD** lists thirteen optional conditions where overhead signs have value on freeways and expressways. This section specifies the specific conditions which shall apply for certain locations. Locations other than those required by the **MUTCD** or noted below shall utilize ground mounted signs.

Overhead signs shall be used for freeway and expressway Exit Direction signs when any of the following conditions exists:

1. Interchange Spacing  $\leq$  3 Miles
2. Left Exits on Freeways
3. Three or More Through Lanes (When Determined by the District Design Engineer to be Appropriate)

Overhead signs shall be used for freeway and expressway Advance Guide signs when any of the following conditions exists:

1. Interchange Spacing  $\leq$  3 Miles
2. Left Exits on Freeways
3. Freeway to Freeway Ramps (1/2 mile and 2 mile, 1 mile required by **MUTCD**)

This criteria is not intended to restrict the use of overhead signs where there is insufficient space for post mounted signs or where there is restricted sight distance.

Overhead advance guide signs shall be placed over the shoulder with the edge of the sign aligned with the edge of the traveled way unless otherwise shown in the **MUTCD**. Overhead exit signs shall extend over the ramp. If a barrier is present to protect another hazard, the upright shall be located near the back of the barrier with proper setback for barrier performance.

## 7.2.4 Use of Local Street Names on Guide Signs

The normal practice is to use route numbers on guide signs to designate roadways. In some areas, the local names for certain roadways are more familiar than the route number. For this situation, the local street name may be used. However, some roadways are known by more than one name as well as the route number. In many instances, the existing sign panel is not large enough to accommodate the street name and would require a new panel.

For these reasons, the decision to use local names on guide signs must be evaluated on a case-by-case basis. It is recommended that the District Traffic Operations Engineer be contacted for input in these decisions.

## **7.2.5 External Lighting of Overhead Signs**

External lighting of overhead signs shall only be provided under the following conditions:

1. Horizontal curves with radii of 880 feet or less in rural areas.
2. Horizontal curves with radii of 2500 feet or less in urban areas.
3. In sag vertical curves with a K value of 60 or less.

## 7.2.6 Signing Project Coordination

Coordination with other offices and other agencies is a very important aspect of project design. The offices discussed in this section are not intended to be an all inclusive list with which the designer should coordinate, but are those that are typically involved in a signing and marking project.

**Roadway Design** - The designer of a signing and pavement marking project receives the base sheets for design from the roadway designer, who can also provide any required cross sections. If the signing project is not an active roadway design project, base sheets may be created from existing plans.

**Utilities** - The District Utilities Engineer provides the coordination between the designer and the various utilities involved in the project. The Utilities Section can also identify potential conflicts with overhead and underground utilities or verify those which have previously been identified. The District Utilities Engineer should be contacted as early in the design phase as possible.

**Structures Design** - The Engineer of Record for Structures Design provides the design of the sign structures for overhead cantilever and overhead truss sign assemblies. This includes the design of the foundation for these structures. The Engineer of Record must be contacted early in the design phase to allow adequate time for coordination with the Geotechnical Engineer in obtaining the necessary soils information.

**Right of Way** – The State Outdoor Advertising and Logo Manager must be contacted on any projects affecting business logo structures. See **Section 13.5.4** for requirements and additional information.

Modification for Non-Conventional Projects:

Delete **PPM 7.2.6** and replace with the following:

### **7.2.6 Signing Project Coordination**

The Design-Build firm shall submit a master signing plan with the Technical Proposal. The master signing plan can be on a roll plot.

## 7.2.7 Signing for Bridges with Steel Decks

Slippery When Wet Signs (W8-5) shall be placed in advance of all movable and non-movable bridges with steel decks. Refer to Section 2.1 of the Traffic Engineering Manual (Topic No. 750-000-005). This also applies to temporary bridges.

## 7.2.8 Delineators and Object Markers

The **MUTCD** defines the differences between delineators and object markers. Object markers are used to mark obstructions within or adjacent to the roadway. The **MUTCD** describes four object markers and how they are to be used. Type 1 or Type 3 object markers are used to mark obstructions within the roadway and Type 2 and Type 3 markers are used to mark obstructions adjacent to the roadway. Type 4 object markers, end-of-roadway markers are used to alert users of the end of the road.

Delineators are considered guidance devices rather than warning devices. The **MUTCD** shows the use of delineators along the edge of freeways and expressways and on the side of interchange ramps. **Design Standards, Index 17345** details the use of this type of delineator. This delineator may be a flexible or a non-flexible type delineator. District maintenance units generally have a preference on which should be specified.

Modification for Non-Conventional Projects:

Delete the last sentence of the above paragraph and see RFP for requirements.

The Department also uses delineators to mark median opening for both rural and urban openings. In general, flexible delineators are used on urban median openings and non-flexible are used on rural median openings. A high visibility median delineator should be used on traffic separators in the following locations:

1. At multilane intersections where additional visibility is required for the marking of the traffic separator,
2. Where the separator is obstructed due to crest vertical curves,
3. At intersections where the alignment thru the intersection is not straight, and
4. Where traditional flexible delineators are constantly being replaced.

High visibility median delineators can be specified for urban median separators.

High performance delineators should be used in all applications where the delineator is being used to maintain lane positions, restrict vehicle movements or any other area where the delineator is subject to being frequently hit.

The particular type of object marker or delineator shall be identified in the plans by the use of the pay item.

Modification for Non-Conventional Projects:

Delete the last sentence and replace with the following:

The particular type of object marker or delineator shall be identified in the plans.

## 7.2.9 Electronic Display Signs

Highway safety features within the clear zone must demonstrate acceptable crashworthy performance. Manufacturers of electronic display signs typically sell and provide only the electronic display sign housing which contains the dynamic display components, sign controller and related electronics. Support structures are designed and provided by others. Electronic display signs may be supported on single or double sign post configurations which may vary by state and the final assembly may also include static signs, flashing beacons, solar panels and batteries. Due to the wide range of variables, manufacturers of these signs are reluctant to make the investment in pursuing crash testing for these devices.

The following criteria shall be followed for electronic display signs that have not been crash tested in the configuration which is to be used on a given project:

1. Ground mounted electronic display signs shall be installed outside the clear zone.
2. Ground mounted electronic display signs may be installed within the clear zone if they are protected by existing guardrail or barrier wall. Additional guardrail shall not be installed to install signs within the clear zone.

Electronic display signs that are mounted on mast arms or overhead structures are exempt from these requirements.



## 7.2.10 Internally Illuminated Street Name Signs

The width of an internally illuminated street name sign shall not exceed nine feet. When used in conjunction with span wire systems, the signs shall be mounted to the strain poles. On mast arm supports the signs may be mounted to the support or to the arm. When mounted to the arm, the distance between the upright and the near side edge of the sign shall not be greater than 10 feet.

The sign design shall be in accordance with *Traffic Engineering Manual, Section 2.2*. When possible the text should utilize the following text attributes in descending order to limit the maximum width to nine feet:

- 10-inch upper case with 8-inch lower case, Type EM font
- 10-inch upper case with 8-inch lower case, Type E font
- 8-inch upper case with 6-inch lower case, Type EM font
- 8-inch upper case with 6-inch lower case, Type E font

## 7.3 Lighting

### 7.3.1 Design Criteria

The ***AASHTO Roadway Lighting Design Guide*** permits either the illuminance technique or the luminance technique to be used in the design of highway lighting. The luminance technique requires a more complex design process and knowledge of the reflective characteristics of the pavement surface used. These reflective characteristics change as the pavement ages and with variations in weather conditions. The Department has elected to use the illuminance technique for lighting design. The design values for light levels given by the ***AASHTO Roadway Lighting Design Guide*** are maintained values. The light levels given in this criteria have been adjusted and are listed as average initial foot candle. This, in effect, sets the maintenance factor to be used in the calculation process to a value of 1. Lighting criteria is contained in ***Tables 7.3.1 – 7.3.6***.

Mounting height (M.H.) for conventional lighting is the vertical distance from the roadway to the light source, regardless of lateral placement of the pole. Pole setback is the horizontal distance from the edge of the travel lane to the pole.

Refer to ***Chapter 29*** of this volume for more information.

**Table 7.3.1 Conventional Lighting - Roadways**

ROADWAY CLASSIFICATIONS	ILLUMINATION LEVEL AVERAGE INITIAL HORIZONTAL FOOT CANDLE (H.F.C.)	ILLUMINATION UNIFORMITY RATIOS		VEILING LUMINANCE RATIO  Lv(max)/Lavg
		AVG./MIN.	MAX./MIN.	
INTERSTATE, EXPRESSWAY, FREEWAY & MAJOR ARTERIALS	1.5	4:1 or Less	10:1 or Less	0.3:1 or Less
ALL OTHER ROADWAYS	1.0	4:1 or Less	10:1 or Less	0.3:1 or Less
*SIDEWALKS AND SHARED USED PATHS	2.5	4:1 or Less	10:1 or Less	-----

**Note:** These values shall be considered standard, but should be increased if necessary to maintain an acceptable uniformity ratio. The maximum value should be one and one-half values.

\* This assumes a separate facility. Facilities within the range of the proposed or existing light poles shall use the levels for that roadway.

**Table 7.3.2 Highmast Lighting - Roadways**

ROADWAY CLASSIFICATIONS	ILLUMINATION LEVEL AVERAGE INITIAL (H.F.C.)	ILLUMINATION UNIFORMITY RATIOS	
		AVG./MIN.	MAX./MIN.
INTERSTATE, EXPRESSWAY, FREEWAY & MAJOR ARTERIALS	0.8 to 1.0	3:1 or Less	10:1 or Less
ALL OTHER ROADWAYS	0.8 to 1.0	3:1 or Less	10:1 or Less

**Table 7.3.3 Sign Lighting**

AMBIENT LUMINANCE	ILLUMINATION LEVEL AVERAGE INITIAL (H.F.C.)	ILLUMINATION UNIFORMITY RATIOS
		MAX./MIN.
LOW	15 - 20	6:1
MEDIUM & HIGH	25 - 35	6:1

**Table 7.3.4 Underdeck Lighting - Roadways**

LUMINAIRE TYPE	LIGHT SOURCE	MOUNTING LOCATION
PIER CAP	150 watt to 250 watt HPS	Pier or Pier Cap

**Note:**

1. The light levels for underdeck lighting should be equal to the adjacent roadway lighting.
2. The only luminaire to be used for underdeck lighting is a wall mount fixture.

**Table 7.3.5 Rest Area Lighting**

AREA ILLUMINATED	ILLUMINATION LEVEL AVERAGE INITIAL (H.F.C.)	ILLUMINATION UNIFORMITY RATIOS	
		AVG./MIN.	MAX./MIN.
ENTRANCE & EXIT	1.5	4:1 or Less	10:1 or Less
INTERIOR ROADWAYS	1.5	4:1 or Less	10:1 or Less
PARKING AREAS	1.5	4:1 or Less	10:1 or Less

**Table 7.3.6 Mounting Height Restrictions**

LUMINAIRE WATTAGE	LIGHT SOURCE	MOUNTING HEIGHT (MIN.) (FEET)
150	High Pressure Sodium (HPS)	25
200	High Pressure Sodium (HPS)	30
250	High Pressure Sodium (HPS)	30
400	High Pressure Sodium (HPS)	40
750	High Pressure Sodium (HPS)	50
1000	High Pressure Sodium (HPS)	80

## 7.3.2 Pole Design Criteria

### 7.3.2.1 General

**Chapter 2** of this volume specifies the minimum lateral offsets for light poles. High mast lighting poles shall not be located in gore areas within the runout length as defined in the **AASHTO Roadside Design Guide**. Engineering judgment should be used when locating high mast poles adjacent to bridges and high fills. All conventional height poles shall be breakaway unless bridge or barrier wall mounted.

See the **Design Standards** for breakaway requirements.

The installation of lighting in certain locations (e.g., adjacent to residential areas) may require the luminaires to be shielded. This is especially true for high mast poles.

### 7.3.2.2 Standard Aluminum Light Poles

The Department has developed an aluminum light pole standard for Conventional Lighting. The standard provides details for 40, 45 and 50 foot luminaire mounting heights on poles mounted either at grade or on fills up to 25 feet in height, all of which accommodate fixture arm lengths of 8, 10, 12 and 15 feet. Standard Aluminum Light Poles have been designed for 110, 130 and 150 mph design wind speeds.

When the standard assemblies are used, neither design details in the plans nor Shop Drawing submittals are required. Custom designs, for those locations where the Standard Aluminum Light Poles are not appropriate, will require the pole Fabricator's complete Shop Drawings and the Specialty Engineer's sealed calculations, all submitted as Shop Drawings in accordance with **Section 5** of the **Standard Specifications for Road and Bridge Construction**.

### 7.3.2.3 Standard Galvanized Steel High Mast Poles

The Department has developed a galvanized steel light pole standard for High Mast Lighting. The standard provides details for 80, 100 and 120 foot heights on poles mounted either at grade or on fills up to 25 feet in height. Standard Galvanized Steel High Mast Poles have been designed for 110, 130 and 150 mph design wind speeds.

When the standard assemblies are used, neither design details in the plans nor Shop Drawing submittals are required.

### 7.3.3 Wind Loading Criteria - Lighting

See *Chapter 29* of this volume.

### 7.3.4 Lighting Justification

Lighting benefits motorists by improving their ability to see roadway geometry and other vehicles at extended distances ahead. This results in greater driver confidence and improved safety, particularly in inclement weather.

The Department currently follows the warrants for lighting established by the *American Association of State Highway and Transportation Officials (AASHTO)*. The warrants are based on benefit-cost ratios determined from the Average Daily Traffic (ADT), the ratio of night to day crashes, initial cost and maintenance. A benefit-cost ratio of 2.0 or greater is currently the threshold for interchange lighting.

For consistency and to meet driver expectations, all interchanges on the interstate highway system shall be lighted. A warrant analysis will be required but will not be used as the determining factor for the installation of lighting at these interchanges.

### 7.3.5 Lighting Project Coordination

Coordination with other offices and other agencies is a very important aspect of project design. The offices discussed in this section are not intended to be an all inclusive list with which the designer should coordinate; instead it includes offices that are normally involved in projects.

**Roadway Design** - Normally the designer of a lighting project receives the base sheets for lighting design from the roadway designer. The roadway designer can also provide any required cross sections. If the lighting project is not an active roadway design project, base sheets may be created from existing plans.

**Utilities** - The District Utilities Engineer provides the coordination between the designer and the various utilities involved in the project. This usually is limited to agreements with the power company for electrical service. The Utilities Section can also identify potential conflicts with overhead and underground utilities or verify those which have previously been identified.

The Utilities Engineer should be contacted as soon as pole locations are set and the electrical load has been determined. The designer should indicate a preferred location for the electrical service.

**Drainage** - When the locations of light poles are established, they shall be checked with the Drainage Section to determine if high water tables or stormwater retention areas create a problem with the light poles and the light pole pull boxes. Coordination with the Drainage Section will alleviate this type problem.

**Structures Design** - Conventional height and highmast poles require the standard base shown in the *Design Standards* and *Standard Specifications*. A foundation design is only required in special cases. Soil borings are required for this design. The Engineer of Record for Structures Design provides the foundation design for highmast poles. He or she must be contacted early in the design phase to allow adequate time for coordination with the Geotechnical Engineer in obtaining necessary soils information.

Locations and attachments of lights and conduits on bridge structures shall be coordinated with the bridge structural designer. Light and conduit locations and attachment details shall be included in the plans. See *Structures Design Guidelines, Section 1.9* for details of and restrictions related to making attachments to bridges.

Normally the District Traffic Operations Engineer in conjunction with the District Utilities Engineer obtains the required maintenance agreements. The designer should coordinate with these offices to ensure that this activity is either underway or scheduled.

Any lighting project, especially high mast, adjacent to or in the vicinity of an airport, may be a potential problem. Any lighting project within 3 miles of an airport shall be discussed with the Office of Freight Logistics and Passenger Operations, Aviation and Spaceports Office to determine if a problem exists.

Modification for Non-Conventional Projects:

Delete *PPM* 7.3.5 and replace with the following:

### **7.3.5 Lighting Project Coordination**

The Lighting Engineer of Record is responsible for all necessary coordination.

### 7.3.6 Voltage Drop Criteria

When determining conductor sizes for lighting circuits, the maximum allowable voltage drop from the service point on any one circuit is 7%.

### 7.3.7 Maintenance of Existing Lighting During Construction

The maintenance of existing lighting shall be the responsibility of the contractor only if the lighting is affected by the construction. The contractor should not be expected to replace lamps and pole knockdowns or to repair wiring if these problems are not caused by the construction work. As an example, a milling and resurfacing project should have no effect on the roadway lighting and the contractor should not be responsible for the maintenance of the lighting system.

The plans shall specify the scope of the contractor's responsibility for the maintenance of existing lighting.

### 7.3.8 Grounding

The grounding requirements for lighting systems shall be as follows:

1. Install 20' of ground rod at each conventional height light pole and at each pull box.
2. Install 40' of ground rod at each electrical service point.
3. At each high mast pole, install an array of 6 ground rods 20' in length, as shown in the ***Design Standards, Index 17502***.

This information is covered in the ***Design Standards***. The above lengths of ground rod will be installed at each pole, pull box and service point, and the cost will be incidental to the unit or assembly being installed.



## 7.4 Traffic Signals

### 7.4.1 Design Criteria

The design of traffic signal mast arms and foundations shall be included in the plans. Refer to **Section 7.7, Foundation Design**, and **Chapter 29** of this volume for more information.

The lateral offset requirements for signal poles and controller cabinets are given in **Chapters 2** and **25** of this volume. Final location of these devices shall be based on safety of the motorist, visibility of the signal heads, ADA requirements, and access by maintenance.

The criteria in the following sections supplement the **MUTCD**.

## 7.4.2 Certification and Specialty Items

Traffic signal equipment installed in Florida is required to be certified by the Department. The Office of Traffic Engineering in the Central Office is charged with the responsibility of certifying traffic control equipment. The designer of a traffic signal project, if requiring new equipment types or types not normally used, shall contact Traffic Engineering in Tallahassee to determine the certification status of the equipment. Noncertified equipment cannot be used.

Standard Specifications have not been developed for all signal equipment. Some items are project dependent and the development of standard specifications is difficult. Specifications for these items shall be developed on a project by project basis and included in the contract as a special provision. The Office of Traffic Engineering shall be consulted on these items.

## 7.4.3 Stop Line Location

A stop line that is not properly located invites violation by the motorist. The **MUTCD** specifies the minimum and maximum distances from the signal head to the stop line for adequate visibility. The traffic signal designer shall insure that this requirement is met.

Instead of relocating the signal heads, the stop lines at many intersections have been moved from their proper location to comply with these requirements. The tendency for the motorist is not to stop at the new stop line location, but rather to creep beyond the stop line. This could in some cases result in valid calls being dropped, thereby increasing delay and decreasing the overall efficiency of the intersection.

## 7.4.4 Controller Assemblies

**Controller Timings:** The development of controller timings is a basic part of traffic signal design. A recent ruling from the Board of Professional Engineers stated that the development of timings is considered engineering and therefore requires the signature and seal of a professional engineer.

All traffic signal designs prepared for or by the Department shall include initial timings of all controllers. This is also true for signals to be included in local systems. If the timings in the plans are not implemented, it will be the responsibility of the agency providing the timings to insure they were prepared under the supervision of a professional engineer.

**Future Intersection Expansion:** Any planned intersection improvements, should be considered in the signal design. The controller type, cabinet type and the number of load switches are examples of design features that may be affected by future intersection improvements. It is the responsibility of the signal design engineer to determine if the current design should include capabilities for future improvements.

**Upgrade of Existing Controller Assemblies:** For projects requiring an upgrade to an existing controller assembly, the assembly may either be expanded or replaced. Minor expansions include the addition of load switches, new controller timings, and/or new controller unit if the cabinet is properly wired. These may be made in the field; therefore, expansion is the logical choice. On the other hand, major expansions include cabinet rewiring or any work requiring the removal of the cabinet back panel. Major expansions shall not be made in the field and replacement of the assembly is required. The designer may wish to contact the District Traffic Operations Engineer before making the decision to expand or replace an existing controller assembly.

Modification for Non-Conventional Projects:

Delete the last sentence of the above paragraph and see RFP for controller modification requirements.

## 7.4.5 Left Turn Treatments

The guidelines given below should be followed when determining signal treatments for left turns.

1. Single Turn Lane
  - a. Protected/Permissive Phasing

**Option #1:** A five-section cluster or a separate turn signal head may be used for this location. If a separate turn signal head is used, it should be positioned over the center of the left turn lane. If a five-section cluster is used, it should be installed over the lane line between the left turn lane and through lane. The five-section cluster can serve as one of the two indications required for the through traffic.

**Option #2:** A flashing yellow arrow signal indication may be used. A flashing yellow arrow shall use a separate four section head. The four section head should be positioned over the center of the left turn lane.
  - b. Protected Phasing - A separate signal head for the left turn lane with red, yellow and green arrow indications should be positioned over the center of the left turn lane.
2. Dual Turn Lanes – Only protected phasing shall be used. Permissive movements shall not be allowed for dual turn lanes. A single three-section head with red, yellow, and green arrow indications should be centered over each turn lane. These heads are in addition to the dual indications required for the thru movement.
3. Separated Turn and Thru Lanes – For signal operation guidelines for separated left turn and thru lanes, see [Section 3.2 of the Traffic Engineering Manual](#).
4. Single Lane Approach on Stem of "T" – Two three-section heads are required as minimum.
5. Two Approach Lanes on Stem of "T"

**Option #1:** The approach may display two three-section heads with circular indications on all sections.

**Option #2:** The approach may display a five-section cluster in conjunction with a three-section head. If the lanes are exclusive left and right turn lanes, then the five-section cluster should be placed over the center of the lane line and the three-section head over the major movement lane. If one of the lanes is a shared left and right lane, then the five-section cluster should be placed over the center of this lane and the three-section head over the center of the other lane.

**Option #3:** The approach may display two three-section heads for the major movement and a single three-section head for the secondary movement.
6. Three Approach lanes on Stem of "T"

**Option #1:** The approach may display two three-section heads for the major movement and one for the secondary movement (Exclusive left and right turn lanes).

**Option #2:** The approach may display a five-section cluster in conjunction with three-section head (exclusive left and right turn lanes). The five-section cluster should be placed over the center of the lane line separating the left turn lane(s) from the right turn lane(s). The three-section head should be placed over the other lane line to provide dual indication for the major movement.

**Option #3:** When the middle lane is a shared left and right turn lane, then a five-section cluster should be placed over the center of this lane and a three-section head placed over each of the other two lanes. Each head shall contain green and yellow arrow indications in this situation.

Modification for Non-Conventional Projects:

Add the following sentence:

7. Coordinate requirements with the local maintaining agency.

**NOTE:**

1. For all cases, the approach shall display "dual indications". This means that there shall be at least two heads with identical indications on the major approach. For example, if a green arrow is displayed on one head of the major movement or approach then a green arrow shall be displayed on the second head.
2. The same signal display option should be used throughout an urban area to provide consistency in display to the motorist.
3. The use of advance and/or overhead lane use signs should be used as a supplement to pavement arrows on stems of signalized "T" intersections.

## 7.4.6 Signal Preemption

The engineer responsible for the design of a traffic signal project shall, as a matter of routine, check each intersection to determine if the need for signal preemption is present.

Intersections located in accordance with [Department Procedure 750-030-002](#) should be considered for preemption. Department signalization projects may also include preemption or priority systems for emergency vehicles or mass transit vehicles.

Modification for Non-Conventional Projects:

Delete **PPM** 7.4.6 and coordinate requirements with the local maintaining agency.

## 7.4.7 Intersection Design - Lane Configuration

The engineer responsible for the traffic signal design may be asked to verify the number and configuration of traffic lanes required for an intersection to function properly when signalized.

The results are dependent upon the traffic volumes used in the analysis. The traffic used for this calculation shall be the design hourly volume based on the Department's Standard K factor and not a peak to daily (P/D) ratio based on a 24-hour count.

The K, D, and T factors convert the two-way AADT volumes to a one-way Design Hourly Volume (DHV). This is appropriate for the total approach movements. The AM and PM peak turning movement counts on each approach should be addressed individually. Current turning movement counts should be taken to determine the percentage of turns for each approach. These percentages should then be applied to the DHV for each approach volume to determine the turning volumes that should be used for the turn lane design calculations. These values should be compared to the movement counts supplied by Planning and the greater of the two values used for the design of turn lanes. The District Planning Office should be contacted to determine if recent counts are available and also if any use changes are planned which would require adjustments to the turn percentages found in the current counts.

Storage lanes for left turns can affect the capacity and safety of intersections. The storage length of a left turn lane is a critical design element. The queue of left turn vehicles in a storage lane of inadequate length may extend into the through lanes. The result is loss of capacity for the through lanes. The queue of through vehicles may also extend beyond the entrance of a short left turn storage lane, blocking access to the storage lane. Either case results in a less efficient operation of the intersection and may cause last minute lane changes, thereby increasing the possibility of conflicts.

Turn lanes should comply with the *Design Standards, Index 301* to the extent practical. The available queue length provided should be based on a traffic study.

The important factors that determine the length needed for a left turn storage lane are:

1. The design year volume for the peak hour (see discussion above).
2. An estimate for the number of cycles per hour.

**NOTE:** If the cycle length increases, the length of the storage for the same traffic also increases.

3. The signal phasing and timing.

There are several techniques used to determine necessary storage length. The following are suggested guidelines for left turn lanes.

1. Where protected left turn phasing is provided, an exclusive turn lane should be provided.
2. Left turn lanes should be provided when turn volumes exceed 100 vehicles per hour (VPH) and may be considered for lesser volumes if space permits.
3. For signalized intersections, the following formula may be used, assuming an average vehicle length of 25 feet.

$$Q = \frac{(2.0)(DHSV)(25)}{N}$$

Where:

- Q = design length for left turn storage in ft.
- DHSV = left turn volume during design peak hour, in VPH.
- N = number of cycles per hour for peak hour, use N = 30 as default.

Note: Computer programs, such as **TRANSYT-7F**, are used to develop signal phasing and timing. One of the outputs of these programs is the queue length. For projects where traffic signal timing is included as a part of the project, the output of these programs should be considered in determining storage length.

4. Where left turn volumes exceed 300 vph, a double left turn should be considered.
5. When right of way has already been purchased, and the designer has to choose between a long wide grass median or a long left turn lane, the storage length for the left turn should be as long as practical without hindering other access.

Right turn lanes are provided for many of the same reasons as left turn lanes. Right turns are, however, generally made more efficiently than left turns. Right turn storage lanes should be considered when right turn volume exceeds 300 vph and the adjacent through volume also exceeds 300 vehicles per hour per lane (vphpl).

## 7.4.8 Signal Loops

Traffic signal loops are detailed in the *Design Standards, Index 17781*. These loops are standard and will be appropriate for most locations.

The traffic signals for each intersection shall be individually designed. The requirement for type and placement of loops is a part of this design. The above standard allows for some variation in size and placement of the standard loops. These modifications are intended to be used only when required by the design of a particular location.

## 7.4.9 Grounding and Electrical Bonding

The grounding requirements for traffic signal components shall be as follows:

1. Install 20' of ground rod at each signal pole, mast arm, pedestrian signal, etc. and at each pull box.
2. Install 40' of ground rod at each electrical service and controller cabinet.

This information is covered in the *Design Standards* and specifications. The above lengths of ground rod will be installed at each component, and the cost will be incidental to the unit or assembly being installed.

*Design Standards, Index 17736* requires a bond wire connecting all poles, controllers, mast arms and pedestrian signal pedestals. This conductor is incidental to the cost of the signal installation.

## 7.4.10 Wind Loading - Traffic Signals

See *Chapter 29* of this volume.



## 7.4.11 Mast Arm Supports

All new signals installed on the State Highway System shall meet the following criteria:

1. Signalized Intersections within the ten mile coastline boundary defined by the State Traffic Engineering Office Implementation Guidelines (considered the mast arm policy area):

Signals shall be supported by galvanized mast arms, with the signal head(s) rigidly attached to the mast arm, along corridors within the ten mile coastline boundary. When it is impractical to use a mast arm or overhead rigid structure within the ten mile coastline boundary, a two point span wire assembly with pivotal adjustable hangers shall be used and a Design Variation shall be approved in accordance with **Chapter 23** of this volume. The Department will cover the cost for a galvanized mast arm only. If the Local Maintaining Agency wants a painted mast arm, they shall provide the additional funding and commit to cover the maintenance cost.

Modification for Non-Conventional Projects:

Delete the last three sentences of the above paragraph and see RFP for requirements.

2. Signalized Intersections outside the ten mile coastline boundary:

Signals along all corridors outside the ten mile coastline boundary shall be supported by two point span wire assembly with pivotal adjustable hangers. If the Local Maintaining Agency wants a mast arm, they shall provide the additional funding and commit to cover the maintenance cost if it is painted.

Modification for Non-Conventional Projects:

Delete the last sentence of the above paragraph and see RFP for requirements.

In addition, an underground communication cable infrastructure shall be utilized for those signals operating as part of an advanced traffic management system on these designated corridors.

Mast arm signal structures shall be oriented approximately 90° to approach traffic, mast arms diagonal to traffic are not allowed.

The Department has developed a Traffic Signal Mast Arm Design Standard. The standard

includes single arm designs, with and without luminaires and double arm designs without luminaires. The standard designs include 110, 130 and 150 mph design wind speeds. A foundation and base plate design has been developed for each pole type.

When the standard assemblies are used, design details in the plans or shop drawing submittals will not be required. Custom designs, for those locations where the standard design is not appropriate, will require complete design details for the pole, arm and foundation to be included in the plans, and will require shop drawings.

Mast arm design will require close coordination between the signal designer and the Structures Office. If standard designs are utilized, the Structures Engineer shall review applicability of structural parts with site conditions. Early coordination is important.

The Signal Designer will provide the Structural Engineer with a copy of the mast arm tabulation sheet that includes the following information:

1. The pole and arm locations
2. Elevations and offsets
3. Signal locations on the mast arm
4. Size and location of the signs. Signs on mast arms shall be restricted to required regulatory and street name signs.

The Structural Engineer will analyze the data and determine the standard pole and arm configuration required, and complete the "Standard Mast Arm Assemblies Data Table" (Structures CADD cell table) for the plans. If a custom design is required, the Structural Engineer will provide the complete design details for the custom mast arm assembly. As noted above, the standard includes a foundation design for each pole. These designs were based on assumed soil conditions. The Structural Engineer will verify the project soil conditions to ensure the standard foundations are adequate. A custom design will be developed if required.

The engineer responsible for signal design will seal the mast arm tabulation sheet and the Structural Engineer will seal the structures data table and custom design details if required for the plans.

Refer to **Volume 2, Chapter 24** for instructions on the mast arm tabulation sheet.

## 7.4.12 Traffic Signal Project Coordination

Coordination with other offices and other agencies is a very important aspect of project design. The offices discussed in this section are not intended to be an all inclusive list with which the designer should coordinate; instead it includes offices that are normally involved in projects.

**Roadway Design** - Normally the designer of a signal project receives the base sheets for design from the roadway designer. The roadway designer can also provide any required cross sections. If the signal project is not an active roadway design project, base sheets may be created from existing plans.

**Utilities** - The District Utilities Engineer provides the coordination between the designer and the various utilities involved in the project. This usually is limited to agreements with the power company for electrical service. The Utilities Section can also identify potential conflicts with overhead and underground utilities or verify those that have previously been identified.

The Utilities Engineer should be contacted early in the design phase. The designer should indicate a preferred location for the electrical service.

**Structures Design** - The Engineer of Record for Structures Design provides the design of the traffic signal mast arms and strain poles. This includes the design of the foundation for these structures. The Engineer of Record must be contacted early in the design phase to allow adequate time for coordination with the Geotechnical Engineer in obtaining the necessary soils information.

Locations and attachments of traffic signals and conduits on bridge structures shall be coordinated with the bridge structural designer. Traffic signal and conduit locations and attachment details shall be included in the plans. See **Structural Design Guidelines, Section 1.9** for details of and restrictions related to making attachments to bridges.

**Pedestrian and Bicycle Coordinator** - The pedestrian and bicycle coordinator should be consulted to be sure that all of the pedestrian and bicyclist concerns have been fully considered.

Modification for Non-Conventional Projects:

Delete *PPM* 7.4.12 and replace with the following:

### **7.4.12 Traffic Signal Project Coordination**

The Traffic Signal Engineer of Record is responsible for all necessary coordination.

### **7.4.13 LED Light Sources**

The Light Emitting Diode (LED) is the standard light source for all signal indications.

### **7.4.14 Pedestrian Countdown Signal Applications**

Countdown pedestrian signals are the Department's standard installation on all projects that include pedestrian signal head devices. The Department's *Traffic Engineering Manual, Section 3.9*, contains specific criteria for their installation and operation.

### **7.4.15 Number of Signal Heads for Through Lanes**

For two lane approaches, a three-section head shall be placed over the center of each lane. If a single left turn lane is provided and protected/permissive phasing is used, a five-section cluster can serve as one of the two indications required for the through lane.

For three or more lane approaches, a three-section head shall be placed over the center of each lane. If a single left turn lane is provided, a five-section cluster can serve as one of the indications required for the inside through lane.

### **7.4.16 Backplates**

Louvered backplates shall be installed on all signal sections for all approaches. Retroreflective backplate borders are required for all backplates where the posted speed for the approach is 45 mph or greater. Retroreflective borders are encouraged on all backplates where the posted speed for the approach is less than 45 mph.

## 7.4.17 Span Wire Assemblies

Perpendicular spans, box spans or drop box spans shall be used for all signal span wire assemblies. Diagonal span assemblies shall only be used for flashing beacon installations. A Design Variation is required for other diagonal installations. The Design Variation shall be signed by both the District Design Engineer and the District Traffic Operations Engineer.

Modification for Non-Conventional Projects:

Delete the last two sentences of the above paragraph.

Signs on span wires shall be restricted to required regulatory signs.

## 7.5 Intelligent Transportation System (ITS) Components

The plans preparation information provided in this section applies to the placement and installation of ITS devices and systems along Florida's limited-access and non-limited-access corridors. ITS device requirements as adopted by the Department are published by the State Specifications Office and available online at the FDOT Web site. The ITS project designer is advised that plans involving ITS devices shall also include provisions for grounding and surge suppression in order to protect ITS equipment and ensure human safety.

### 7.5.1 Design Criteria

ITS design criteria, in general, require that devices and systems be able to gather, analyze, and distribute accurate information to support the overall goal of improving the safety, efficiency, mobility, security, and integration of transportation systems. Designers shall consider the strengths and limitations of various technologies for collecting, analyzing, and disseminating information, and select devices that are most appropriate for a specific application. Many ITS devices have specific placement and configuration requirements that shall be met for the equipment to perform properly. Designers are strongly encouraged to familiarize themselves with the strengths and limitations of various devices and technologies prior to incorporating them into their designs. Other general considerations for ITS designs include promoting safety for road users, monitoring traffic and travel conditions, supporting traffic management operations, providing equipment access for maintenance personnel, and disseminating

useful information to motorists. Lastly, the designer needs to ensure that the ITS project is consistent with the FDOT regional ITS architecture, and that the project reflects the application of system engineering management principles.

For vehicle detection systems, such as those utilizing video, microwave, magnetic field, or acoustic technologies, the designer should consult with the device manufacturers to ensure that placement and installation plans facilitate proper operation of a particular device type. Be aware of a technology's capabilities and limitations in a given location in order to create a design that is capable of achieving the required levels of detection accuracy.

The offset requirements for poles, sign structures, field cabinets, and communication hubs for ITS deployments should conform to those provided in **Chapters 2** and **25** of this volume. Any deviation or alternative or special design must be coordinated with the District Design Engineer.

## 7.5.2 ITS Device Approval and Compatibility

For ITS devices follow approval requirements listed in **Section 7.4.2**.

Designs should ensure that ITS devices which share communications networks or provide related functions are compatible with each other and will not interfere with the operation of other devices or systems. In addition, designs should incorporate features and functions that allow interoperability with other ITS deployments throughout the state. Examples of general design characteristics that promote interoperability include:

1. Systems and products based on open architectures and standards.
2. Systems and products that are scalable and nonproprietary.
3. Compatibility with the Department's SunGuide® Software System directly or via support of one or more of its related Interface Control Documents (ICDs).

## 7.5.3 Required Information

The basic information necessary for ITS plans includes device placement and installation requirements (including communication and power interconnect), roadway geometrics, street names, construction stationing or milepost information, right of way lines, location of underground utilities, and presence of other roadside features or existing devices that may impact ITS device locations in the field.

The requirements for a complete set of ITS project plans are found in **Chapter 29** of **Volume 2**.

## 7.5.4 Motorist Information Systems

### 7.5.4.1 Dynamic Message Sign (DMS)

The DMS is an electronic sign capable of displaying more than one message, which is changeable manually, by remote control, or by automatic control. The DMS is intended primarily to advise approaching motorists of roadway and traffic conditions. Messages displayed on DMS must meet the messaging policy established by the **Traffic Engineering and Operations Office, Topic No.: 000-750-015**. A DMS generally displays messages that can be selected or modified by electronic means from a TMC or other central command location.

The DMS should be positioned to be legible from the roadway, taking into account the display characteristics of DMS technology (e.g., the vertical and horizontal viewing angles of the LED displays). DMS sign types include walk-in, front-access, or embedded with monochrome (typically Amber text), full-color, or tri-color displays. Select the appropriate sign type based upon project-specific needs.

Design the DMS and support structure in accordance with **Chapter 29** of this volume.

Placement of a DMS should be determined by project-specific needs, as well as the following general design criteria:

1. Ability to communicate a meaningful message that can be read and understood by motorists within a brief time period (dictated by the sight distance characteristics of the location and the design features of the sign). This is also dependent upon the posted speed limit of the roadway. DMS can display a variety of highway standard fonts and graphics. The DMS design should take into account the message library proposed for use on the project, including text and graphics. For messages displayed on arterial roadways with speed limits of 55 mph or higher and freeways, the minimum character height must be 18 inches. For messages displayed on arterial roadways with speed limits of 45 mph or 50 mph, the minimum character height must be 15 inches. For messages displayed on arterial roadways with speed limits less than 45 mph, the minimum character height must be 12 inches.
2. Placement on freeways prior to interchanges that offer alternate routes.
  - a. In advance of 1-mile exit approach signing.
  - b. Maintain minimum 800-foot spacing between existing and planned overhead static sign panels and other signs, per the **MUTCD**. Consider increased spacing when conditions allow.

- c. Maintain minimum of 1450-foot distance from decision points (meets **MUTCD/AASHTO Green Book** requirements).
3. Placement on arterials prior to major intersections that offer alternate routes.
  - a. At a distance ranging from a half mile to one mile in advance of the major intersection.
  - b. At a location at least 600 feet from adjacent signalized intersections.
  - c. At a location where the DMS is continuously visible to motorists for at least 600 feet.
  - d. At a location where no existing or planned guide signs exist within the 600-foot minimum visibility distance.
  - e. At a location with minimum interference with adjacent driveways, side streets or commercial signage.
4. Placement in advance of high crash locations and traffic bottlenecks.
5. At a location where sufficient space is available between the edge of travel lanes and the right of way limits. The space must be wide enough to allow the DMS structure to be located within the right of way limits, while meeting the minimum clear zone requirement.
6. At a location where no conflict with underground or overhead utilities exists.
7. Placement that accommodates access for service and maintenance.
8. Placement in advance of system interchanges.
9. Placement along key commuter or evacuation corridors.

The sign housing must be mounted with a minimum vertical clearance height as specified in **Table 2.10.4**.

### **7.5.4.2 Highway Advisory Radio**

A highway advisory radio (HAR) system design should include all the equipment necessary for the operator to record verbal messages from onsite or remote locations, and to continually broadcast live, prerecorded, or synthesized messages from roadside transmission sites. HAR designs also include highway signs with remotely operated flashing beacons to notify motorists of HAR broadcasts.

The designer should be aware of the Federal Communications Commission (FCC) regulations in **CFR Title 47, Part 90.242**, pertaining to the operation of travelers' information stations. Additional information on licensing issues, frequency allocation, and other specifics can be obtained by contacting the FDOT ITS Telecommunications Office.



Placement of a HAR installation should be determined by project-specific needs, as well as the following general design criteria:

1. Ability to transmit a meaningful message that can be received by motorists traveling through the broadcast zone.
2. Placement prior to freeway interchanges that offer alternate routes.
3. Placement in advance of high crash locations and traffic bottlenecks.
4. Placement that accommodates access for service and maintenance.
5. Placement along key commuter or evacuation corridors.

### 7.5.4.3 Road Weather Information System

A road weather information system (RWIS) receives input from an environmental sensor station (ESS) in the field to produce readings for temperature, precipitation, barometric pressure, wind speed and direction, visibility, and other variables. The designer should locate the ESS where its weather observations will be the most representative of the roadway segment of interest.

The ESS towers on which the weather instruments are mounted are frequently installed within a range of 30 to 50 feet from the roadway's edge to avoid the effects of passing traffic (e.g., heat, wind, splash), yet still be able to detect the weather conditions affecting motorists there. The location of ESS towers shall conform to the lateral offset requirements of **Table 2.11.10**.

Avoid standing water or locations where billboards, surrounding trees or other vegetation would affect the weather measurements. Median placement of an ESS on a divided highway is generally not feasible unless the median is 100 feet or wider. For more siting criteria, refer to the **FHWA's Road Weather Information System Environmental Sensor Station Siting Guidelines, Publication No. FHWA-HOP-05-026**, available at [www.ops.fhwa.dot.gov/publications/ess05/index.htm](http://www.ops.fhwa.dot.gov/publications/ess05/index.htm).

At locations where the FDOT has Motorist Aid System towers, preference should be given in the design to mounting RWIS instruments on these structures. Also, consider the communication link the RWIS installation requires for transmitting the weather data. Options include twisted-pair copper wire, microwave, Ethernet communications over a fiber optic network, or use of a cellular telephone network.

## 7.5.5 Video Equipment

### 7.5.5.1 Closed-circuit Television Cameras

Closed-circuit television (CCTV) systems consist of roadside cameras, communication devices, as well as camera control and video display equipment at one or more remote monitoring locations that allow surveillance of roadway and traffic conditions

CCTV device placement and overall system design should be determined by project-specific needs, as well as the following general design criteria:

1. A camera should be strategically located to obtain a complete view of the freeway (keeping all ramps in mind) and to view the arterial traffic.
2. Camera location should provide the ability to view any nearby DMS for message verification.
3. A camera's location should provide the ability to view crossing features (i.e., streets, rail, bridges), as feasible.
4. Camera structures must be placed in accordance with **Section 2.11**.
5. Device placement should be such that it accommodates access for service and maintenance with minimal to no impact on traffic. For instance, the use of lowering devices to allow cameras to be lowered from the pole top to ground level for servicing with little or no disruption of traffic.

Coordinate the CCTV placement with the Highway Signing Engineer and Landscape Architect to assure a clear unobstructed view.

Designs and plans should consider and illustrate camera mounting height. Mounting height should be selected based upon project specific needs, as well as the following general design criteria:

1. Required viewing distance.
2. Roadway geometry and lane configuration.
3. Roadway classification (i.e., arterial or freeway).
4. Life-cycle cost, including maintenance impacts.
5. Environmental factors, such as glare from the horizon or from headlights.
6. Vertical clearance.

All camera housings, enclosures, lowering devices, and mounts must be designed to withstand sustained wind loads and gust factors according to **Chapter 29** of this volume.

CCTV camera poles should also be designed and installed according to the requirements of the **FDOT Specifications**, and as depicted in **Index 18111** and **Index 18113** of the **Design Standards**.

Designs for support structures and foundations should be based on the **PPM**, the **Design Standards**, and on the **AASHTO LTS-4** standard with current addenda. The wind load requirements as specified in **Volume 3** of the **FDOT Structures Manual** should also be used as design criteria for CCTV structures and their associated foundations.

### **7.5.5.2 Video Display Equipment**

Video display equipment is utilized in the TMC for viewing CCTV images and other information obtained from field locations. It is important to develop a display system design plan that is based on a detailed, documented analysis of the control center room dimensions, the operator's console desk layout, various distances from the operator's seating position to the video wall display, and the viewing angles to the display wall at the proposed mounting height for the display supporting structure.

The designer should consider any potential limitations introduced or imposed by existing facility construction that may hinder the installation of the video wall display. The video display components should be capable of being brought into the TMC control room and assembled in place without the Contractor having to make modifications to existing doorways, walls, floors, or ceilings.

### **7.5.6 Network Devices**

Network devices utilized in ITS include a variety of Internet Protocol (IP)-addressable electronic equipment used for the collection and dissemination of video, traffic data, and other information.

Due to the critical nature of the network equipment described below, the complexity of the electronics, and harsh environmental conditions at installation locations, designs utilizing network devices should facilitate immediate replacement of defective or damaged units with minimal system downtime.

Consideration should be given to designs that promote open architecture, non-proprietary systems, as well as survivability and reliability. Designers should consider solutions that provide immunity to single-point failure and implement redundant paths for reliability and survivability.

### **7.5.6.1 Managed Field Ethernet Switch**

The managed field Ethernet switch (MFES) is an environmentally hardened field device that provides Ethernet connectivity from the remote ITS device installation location to the ITS network trunk interconnection point. However, when planning connections of the MFES to other Ethernet devices beyond a distance of 300 feet, fiber optic cabling from optical ports on the MFES is generally the preferred method. The designer should also consider fiber optic connection to devices outside the local cabinet if the design requires additional protection from transients or interference that may be induced on copper-based interconnects.

The design should provide an Ethernet port for the connection of each remote ITS field device. Field devices that typically connect to an MFES include, but are not limited to, CCTV camera systems, HAR field assemblies, vehicle detection systems, DMS, road weather information systems (RWIS), and traffic controllers.

### **7.5.6.2 Device Server**

The device server encapsulates serial data in network packets and transports the packets across IP networks. Designs generally include device servers when remote field devices must connect to an Ethernet network, yet only possess serial communication interfaces.

Equipment that may require the use of device servers includes, but is not limited to, HAR field assemblies, DMS, vehicle detection systems, RWIS stations, and other low-speed data output devices.

## **7.5.7 Fiber Optic Cable and Interconnect**

The following sections describe the various fiber optic facilities that are used for device control and data communications between ITS field devices, TMCs, regional transportation management centers (RTMCs), and other identified stakeholder facilities. Designs that include network facilities should meet project-specific needs, as well as include the following information:

1. Facility diagrams illustrating facility routes.
2. General network topology.

### **7.5.7.1 Fiber Optic Cable**

Fiber optic cable is utilized in the statewide ITS network infrastructure to provide data and device control communications between TMCs, RTMCs, ITS devices, and other identified stakeholder facilities. The designer should refer to Department specifications for material requirements of fiber optic cable and related material.

### **7.5.7.2 Fiber Optic Conduit**

The type of fiber optic cable installation will determine the design for the conduit needed. For example, use polyvinyl chloride (PVC), fiberglass, or high-density polyethylene (HDPE) conduit for fiber optic cable that is exposed or placed underground along the roadway. Use HDPE SDR 11 conduit underground along the interstate. Use a UV-rated, flexible conduit to protect the cable in above-ground installations.

The design of the conduit should depict all required fittings and incidentals necessary to construct a complete installation. The conduit system should allow the fiber optic cable to maintain the minimum bend radius after installation.

### **7.5.7.3 Fiber Optic Splices and Terminations**

Fiber optic splices provide a continuous optical path for transmission of optical pulses from one length of optical fiber to another. Designs and plans should identify splice points and provide splicing diagrams that detail the interconnection of specific fiber strands, their origination and final destination points, and expected link loss. The preferred method of presentation is a graphical format.

Fiber optic terminations connect the optical fibers housed within a cable to a fiber distribution panel (FDP) or a fiber patch panel (FPP). The FDP and FPP help connect the optical fibers to the electronic equipment and devices located throughout the network. Therefore, all fiber optic terminations should include the installation of a FPP or a FDP. Field terminations also include the installation of fiber optic connectors to the optical fibers if factory-installed connectors are not used.

#### **7.5.7.4 Fiber Optic Cable Designating System**

The fiber optic cable designating system provides visual notification of the presence of the underground fiber optic conduit/cable system, and provides a mechanism for electronically locating the physical presence of the conduit system below ground. The designating system provides a means to identify, locate, and protect the statewide fiber optic network between RTMCs, TMCs, ITS devices, and other facilities.

The designating system may consist of several components, including electronic markers, above-ground route markers, tone wire access points, buried cable warning tape, underground tracers, and tone wires. Design the designating system to support both high-power, office-based tone generators and portable field tone generators.

The design and construction of the designating system should consist of furnishing and installing the type, size, and quantity of system components as specified by the project, and meeting the following functional requirements based on project needs:

1. Provide visual notification of the presence of the conduit installed on FDOT projects.
2. Inform the public of potential hazards and provide contact information for conduit system marking prior to planned excavation.
3. Provide an end-to-end electrical conductor (tone wire) attached to the conduit system for conductive facility locating.
4. Provide above-ground access to the tone wire.

## 7.5.7.5 Fiber Optic Access Points

More information about pull and junction boxes is provided in **Section 635** of the **FDOT Specifications**.

Access point items should be planned and designed according to the type, size, and quantity necessary for the project. Design the access points to meet the following minimum functional requirements:

1. Provide at-grade access to fiber optic cables housed within conduit systems used for FDOT ITS communications.
2. Provide assist points to aid in fiber optic cable installation.
3. Provide protection for the fiber optic cable.
4. Provide adequate space for storing cable slack/coils and splice enclosures.
5. Make certain that pull boxes and splice boxes provide sidewall entry of the fiber optic cables.

Fiber optic access points should be placed at the following locations unless otherwise directed by the Engineer:

1. All major fiber optic cable and conduit junctions.
2. At all planned or future splice locations.
3. Every 2,500 feet in a continuous straight conduit section if no fiber optic cable splice is required.
4. At a maximum of 1,000 to 1,500 feet in metropolitan areas.
5. On each side of a river or lake crossing and at each end of a tunnel.
6. On each side of an above-ground conduit installation (i.e., attachment to bridge or wall).
7. All 90-degree turns in the conduit system.

Use splice boxes as the preferred access points on fiber optic cable backbone routes. Use pull boxes as the access points when the conduit system extending from the backbone to the ITS field devices requires an access point to house only fiber optic drop cables.

## **7.5.8 Infrastructure**

### **7.5.8.1 Grounding and Transient Voltage Surge Suppression**

Effective grounding and surge suppression is generally achieved through a combination of three primary techniques: proper bonding and installation of grounding rods, use of air terminals, and the application of a transient voltage surge suppressor (TVSS). These three methods work in concert to protect ITS equipment installed in the field and should be incorporated, as applicable, in ITS designs and plans.

Designs and plans should consider existing geological and other physical characteristics at proposed installation locations that may affect the design or layout of grounding systems. Information such as locations of rock formations, buried utilities, gravel deposits, soil types and resistivity, and presence of groundwater should be considered when developing plans that include these systems. Any pertinent survey data gathered during plans development, such as soil resistivity measurements, should be noted on the plans.

Placement and layout of grounding arrays should be planned in such a way that grounding paths from the down cable to the primary electrode are as straight as possible. Where practical, plans should provide detail related to cable routing and other installation details required to maximize the efficiency of Grounding and TVSS.

Grounding and TVSS device placement and overall system design should be determined by project-specific needs, as well as these general design criteria:

1. Follow best practices defined in the NFPA 780 Standard for the Installation of Lightning Protection Systems.
2. Place TVSS equipment so that grounding connections are as short and straight as possible.
3. Cable routing should avoid excessive bending and provide physical separation between low-voltage and high-voltage signal paths.
4. Avoid routing unprotected or grounding wires parallel or adjacent to protected wiring.



## **7.5.8.2 ITS Pole and Lowering Device**

For installations of pole-mounted devices where height precludes easy access using a bucket truck, consider using a lowering device.

If designs call for a lowering device to be attached to an existing pole or similar structure, ensure that the design includes external conduit for housing the cabling, the necessary mounting box hardware at the top of the structure, and any other component details required for installation. Do not create designs that would require an operator to stand directly beneath equipment while it is being lowered.

The designer should consider the placement of all devices on the pole and how they affect the ability to utilize the lowering device.

## **7.5.8.3 ITS Field Cabinet**

Final location of the cabinet shall be based on safety of the motorist, visibility of roadside devices, and access by maintenance. ITS field cabinets can be base mounted on a concrete pad, structure mounted, or pole mounted.

The cabinet should be sized appropriately to accommodate the equipment to be installed inside. In addition, the cabinet design should take into account the ease of access to the equipment and the ability to achieve proper ventilation in order to maintain an internal operating environment that does not exceed the operating temperature ranges for the devices housed inside.

### **7.5.8.4 Equipment Shelter**

The location of equipment shelters shall conform to the lateral offset requirements of **Table 2.11.10**.

Though equipment shelters are prefabricated in large part, the designer must determine, and detail the site layout, including the shelter dimensions, site preparation work, fencing, landscape, conduit and pull box installation, as well as details for electrical, lighting, grounding, alarm, and HVAC systems necessary to accommodate the types and quantity of equipment the shelter will house. The design shall also include details that illustrate the equipment layout inside the shelter, including positioning of overhead cable trays, the quantity and placement of standard EIA/TIA 19-inch racks, demarcation and patch panels, and the equipment placement within each rack.

### **7.5.9 Vehicle Detection and Data Collection**

Prepare a design that details a complete detection assembly, including all other necessary components to be supplied and constructed. Detail in the drawings the exact location and placement of system components, and include installation details for the required cables. Design the cabling installation according to the manufacturer's recommendations.

## **7.6 Pavement Markings**

### **7.6.1 Guidance on Use of Various Pavement Marking Materials**

The Engineer should consider several factors before selecting the pavement marking materials to be used during the Maintenance of Traffic operations or in application of the permanent markings.

### **7.6.2 Maintenance of Traffic Applications**

The factors which should be considered in a Maintenance of Traffic (MOT) operation should include:

1. How long do the markings need to last?
2. Will the markings need to be removed or will they be covered by an asphalt course?
3. Cost of the markings.
4. Traffic Volumes.

Paint is normally used in MOT operations and is appropriate for short term operations. If a MOT operation lasts for more than a year under heavy traffic volumes a refurbishment thermoplastic should be considered.

### **7.6.3 Permanent Marking Applications**

The factors which should be considered for permanent marking should include:

1. How long do the markings need to last?
2. What are the traffic volumes?
3. Type of Surface.
4. Does the marking need to meet special requirements (audible & vibratory, contrast, etc?)
5. Cost of the markings.
6. If it is a refurbishment marking, what is the thickness and condition of the existing markings?

Thermoplastic shall be used for the permanent markings on asphalt surfaces. When used in conjunction with RPM's on centerline application, it provides excellent wet night visibility and long term performance at a reasonable cost. When used in an edge line application, it provides moderate wet night visibility and long term performance at a reasonable cost.

High performance contrast tape markings shall be used for centerline markings on concrete pavements and concrete bridge decks (with lengths of 300' or greater). For edge line markings on concrete pavements and bridges, the marking options include thermoplastic, high performance tapes and two-component reactive materials. For refurbishment markings on concrete surfaces, the old markings shall be removed prior to installing new markings.

**Modification for Non-Conventional Projects:**

Delete the second sentence of the above paragraph and see RFP for edge line material on concrete pavements and bridge decks.

Audible and vibratory markings shall be installed on all flush shoulder rural projects where the posted speed is 50 mph or greater excluding limited access facilities. This includes rural facilities where the posted speed has been reduced due to restricted horizontal or vertical geometry. These markings are a countermeasure for lane departure crashes. Audible and vibratory marking shall only be placed in areas with lower speeds when there is a specific location with a history of lane departure crashes. These markings shall be installed on the outside edge lines for all two lane and multi-lane undivided rural roadways; and on the inside and outside edge lines of all multi-lane divided rural roadways. The State Safety Office maintains a list of two-lane roads where audible & vibratory markings shall be installed as centerline markings. Audible & vibratory markings should only be installed over existing markings when the lines have minimal cracking.

For guidance on wet weather, contrast and other special use marking, contact the State Traffic Standards Engineer.

## 7.6.4 No-passing Zones

The procedures required by the Department for determining the limits of no-passing zones are contained in the ***Manual on Uniform Traffic Studies, (MUTS)***. The requirements of this manual must be followed.

Limits of pavement markings for no-passing zones shall be established by one of the following methods:

1. On projects where existing roadway conditions (vertical and horizontal alignments) are to remain unaltered by construction, the no-passing zones study shall be accomplished as part of the design phase. This will be either by in-house staff or included in design consultant contracts.

The limits of the no-passing zones shall be included in the contract documents, and a note to this effect shown on the plans.

2. On projects with new or altered vertical and horizontal alignments, limits for no-passing zones shall be established during construction. The required traffic study and field determination of limits shall be performed through the design consultant as a post design service, or as part of a districtwide consultant contract for such services.

When this service is included as part of post design services, sufficient time shall be included to accomplish the required field operations without delaying or interfering with the construction process.

## 7.6.5 Pavement Marking Project Coordination

Coordination with other offices and other agencies is a very important aspect of project design. The offices discussed in this section are not intended to be an all inclusive list with which the designer should coordinate, but are those that are typically involved in a signing and marking project.

**Roadway Design** - The designer of pavement marking project receives the base sheets for design from the roadway designer. If the pavement marking project is not an active roadway design project, base sheets may be created from existing plans.

Modification for Non-Conventional Projects:

Delete **PPM** 7.6.5 and replace with the following:

### **7.6.5 Pavement Marking Project Coordination**

The Pavement Marking Engineer of Record is responsible for all necessary coordination.

## 7.7 Foundation Design

For foundations for standard conventional Roadway Lighting Poles, refer to the ***Design Standards, Index 17515***.

The ***Design Standards, Index Nos. 17743 and 17745*** include foundations for standard Mast Arm Assemblies. Unique site circumstances may require the foundation variables to be modified from the foundations shown. If custom designs are required, the Geotechnical Engineer shall provide the soil information to be used by the Structures Design Engineer during the design phase of the project.

The foundation design and drawings where special foundations are required for locations where standard Mast Arm Assemblies are used and for overhead sign structures, high mast light poles, and traffic signal strain poles shall be the responsibility of the Structures Engineer of Record (EOR). The Geotechnical Engineer shall provide the EOR the following soils information (this information may be derived from the borings of other nearby structures or from roadway borings):

1. Soil Type
2. Effective Unit Weight of the Soil
3. Seasonal High Water Table Elevation
4. Effective Friction Angle of the Soil (if applicable)
5. Cohesion Value (if applicable)
6. Coefficient of Horizontal Subgrade Reaction
7. Factored Bearing Resistance (if applicable)

The above soils information shall be included in the plans. Additionally, Soil Boring Data Sheets shall be included in the plans, except for strain poles. This will provide the Contractor with the conditions for which the foundations were designed as compared to actual on-site conditions and establish criteria for any future analysis of the foundations.