Use Strip Bar At Signalized Intersection Only

TWO WAY LEFT TURN LANE

SCHEME ONE

For use in congested urban areas where available storage length between intersections is limited and a permanent point of transition from the two-way turning lane to the exclusive turning lane can not be determined.

300' Max. Intervals Between Double Arrows

SCHEME TWO

For use in rural/suburban areas where an adequate storage lane length can be specifically determined.

(WITH SINGLE LANE LEFT TURN CHANNELIZATION)
These markings may be used for locations with restricted left turn lengths, only when called for in plans.

**RESTRICTED LEFT TURN MARKING**

100 Minimum or as determined by LRD

\[
L = \frac{W}{S} \times 45 \text{ mph}
\]

\( L \) is the lateral offset in feet and \( W \) is the 85th percentile speed in miles per hour (speed limit).

For left turn storage lane detail see sheet 2 at 11 of this index.

**TYPICAL INTERSECTION 2 THRU LANES PLUS LEFT TURN LANE, WITH CROSSWALK**

**RIGHT TURN LANE DROP AND ISLAND DETAILS**

**LEFT TURN LANE DROP IS MIRROR IMAGE**

**STOP BARS, CROSSWALKS AND DOUBLE CENTER LINE DETAILS**

**SPECIAL MARKING AREAS**

1. When public sidewalk curb ramps are present, refer Index 17346 and Index No. 304 for crosswalk widths.

2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.

3. When specified, "stop" message shall be placed 25' back of stop line.
(ONE WAY signs (R6-1) are not ordinarily needed at divided highway intersections with nose widths of less than 30', and should be installed only if specifically called for in the plans.)

**FIGURE 1**

**FIGURE 2**

**ONE-WAY SIGNS ON DIVIDED HIGHWAY INTERSECTIONS**

**PAVEMENT MARKINGS FOR TRAFFIC CHANNELIZATION AT GORE**

(TRAFFIC FLOWS IN SAME DIRECTION)

**PAVEMENT MARKING FOR TRAFFIC SEPARATION**

(TRAFFIC FLOWS IN OPPOSING DIRECTIONS)
NOTES:

1. Messages shall meet requirements of Specification Section 971-7 and Section 711.

2. The thickness of the preformed message shall be 125 mils.

3. The message shall consist of white letters and numbers with black contrasting material. The black material shall meet the mat dimensions shown and have a minimum skid resistance value of 55 RPN.

4. The "EXIT NUMBER" position remains the same (117'-8") from the beginning of taper regardless of the number of lines of information.

MESSAGE SIZE AND SPACING

MAT DIMENSIONS
SINGLE LEFT TURNS

The ONLY pavement marking is required for turn lanes, where the thru lane becomes turn lane.

The Median Noise Reduction Design is measured from the Median Noise Target Point D, when a stop bar is required, from the stop bar.

DOUBLE LEFT TURNS

Through Lane Becomes Exclusive Left Turn

Through Lane Becomes Optional Left Turn

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.
4. This Index also applies to right turn lanes.
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. Alleviate markings and pavement messages should be white.

3. When used on a bike lane (adjacent to vehicle lane) markings shall be placed adjacent to markings for vehicles & W2-1 sign shall be sized and placed for vehicles.
GENERAL NOTES (Signalized & Nonsignalized)

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. If parking lane markings shall be 6' wide.
4. Parking lane lines shall be broken at driveways.
5. Refer to Chapter 306, 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.

MINIMUM PARKING RESTRICTION FOR NONSIGNALIZED INTERSECTIONS

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 nonsignalized 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 nonaccessible parking.

FOR ACCESSIBLE MARKINGS – SEE ABOVE

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

MINIMUM PARKING RESTRICTION FOR SIGNALIZED INTERSECTION

NOTES:
1. Parking restrictions measured from curb radius point.
2. Restrictions for accessible parking are the same as those applied to nonsignalized intersections.

"UNIVERSAL SYMBOL OF ACCESSIBILITY"
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)
"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)