

CHAPTER 18

SIGNING AND MARKING

A	INTRODUCTION	18-1
B	BACKGROUND	18-1
C	SIGNS.....	18-1
C.1	Advance Street Name Signs	18-1
C.1.a	Standards.....	18-2
C.1.b	Installation.....	18-2
C.1.c	Sign Design.....	18-2
C.2	Advance Traffic Control Signs.....	18-3
C.3	Overhead Street Name Signs	18-3
C.3.a	Standards.....	18-3
C.3.b	Installation.....	18-4
C.3.c	Sign Design.....	18-4
C.4	Internally Illuminated Overhead Street Name Signs	18-4
C.5	Design Details for Signs.....	18-5
D	PAVEMENT MARKINGS.....	18-5
D.1	6-inch Pavement Markings.....	18-5
D.2	Reflective Pavement Markers	18-5

TABLES

TABLE 18-1	DESIGN GUIDELINES FOR ADVANCE STREET NAME SIGNS....	18-2
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CHAPTER 18

SIGNING AND MARKING

A INTRODUCTION

Signing and pavement markings help improve highway safety by providing guidance information to road users. Both signs and pavement markings should provide sufficient visibility to meet the user's needs. The design of signs and pavement markings should complement the basic highway design. Designers and engineers should also be aware of the capabilities and needs of seniors, and consider appropriate measures to better meet their needs and capabilities.

Sections C and D of this chapter specifically discuss traffic control devices for both signing and pavement marking that accommodate not only the needs of all types of road users, but also the special needs of seniors.

B BACKGROUND

Section 316.0745, F.S., mandates that the Department compile and publish a manual of uniform traffic control devices for use on the streets and highways of the state. To comply with this statute, the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) has been adopted for use in Rule 14-15.010, Florida Administrative Code (F.A.C.):

<https://www.flrules.org/gateway/ruleNo.asp?ID=14-15.010>

All references in this chapter are in conformance with the MUTCD:

<http://mutcd.fhwa.dot.gov/>

C SIGNS

C.1 Advance Street Name Signs

The use of advance street name signs provides advance notification to road users to assist them in making safe roadway decisions. Signs should be used for signalized or non-signalized intersections that are classified as a minor arterial or higher, or a cross street that provides access to a traffic generator or possesses other comparable physical or traffic characteristics deemed to be critical or significant.

C.1.a Standards

The words Street, Boulevard, Avenue, etc., may be abbreviated or deleted to conserve sign panel length. However, if confusion would result due to similar street names in the area, the deletion should not be made.

Use of the local name is preferred on advance street name signs.

When a cross street has a different name on each side of the intersection, both names shall be shown with an arrow beside each name to designate direction.

Additional legend such as NEXT SIGNAL or XX FEET may be added.

C.1.b Installation

Advance street name signs should be installed in advance of the intersection in accordance with the distances shown in "Condition A" of Table 2C-4. Guidelines for Advance Placement of Warning Signs of the MUTCD. These distances are to be considered the minimum for a single lane change maneuver, and should be measured from the begin taper point for the longest auxiliary lane designed for the intersection. The degree of traffic congestion and the potential number of lane change maneuvers that may be required should also be considered when determining the advance placement distance.

C.1.c Sign Design

Advance street name signs shall be designed in accordance with Part 2 Signs of the MUTCD. The lettering for the signs shall be composed of a combination of lower case letters with initial upper case letters.

Letter height should conform to Table 18-1, Design Guidelines for Advance Street Name Signs.

Table 18-1
Design Guidelines for Advance Street Name Signs

Posted Speed Limit (mph)	Letter Size (inches) Series E Modified	
	Upper	Lower
30 - 35	8	6
40 or Greater	10.67	8

C.2 Advance Traffic Control Signs

Advance Traffic Control signs, i.e., Stop Ahead (W3-1), Yield Ahead (W3-2), and Signal Ahead (W3-3) signs, shall be installed on an approach to a primary traffic control device that is not visible for a sufficient distance to permit the driver to respond to the device. The visibility criteria for a traffic control device shall be based on having a continuous view of at least two signal faces for the distance specified in Table 4D-2. Minimum Sight Distance for Signal Visibility of the MUTCD.

An Advance Traffic Control sign may be used for additional emphasis of the primary traffic control device, even when the visibility distance to the device is satisfactory.

C.3 Overhead Street Name Signs

Overhead street name signs with mixed-case lettering should be used at major intersections (with multi-lane approaches) as a supplement to post mounted street name signs.

C.3.a Standards

Overhead street name signs shall only be used to identify cross streets, not destinations such as cities or facilities.

The words Street, Boulevard, Avenue, etc., may be abbreviated or deleted to conserve sign panel length.

The border should be eliminated on overhead street name signs to minimize sign panel size.

When a cross street is known by both a route number and a local name, use of the local name is preferred.

When a cross street has dual local street name designations, both names may be used on the overhead street name sign.

When a cross street has a different name on each side of the intersection, both names shall be shown on the overhead street name sign. When one sign panel is used, the names shall be separated with a border, with the left name displayed over the right. The display of block numbers is not

required when two street names with arrows are provided on a single panel. When two signs are used, they should be installed with one sign panel on the left and the other sign panel on the right side of the intersection.

Due to the possibility of hurricane strength winds, overhead street name signs should not be installed on span wire.

C.3.b Installation

The location of the overhead street name sign on a signal strain pole and/or mast arm may vary. However, it shall not interfere with the motorist's view of the signal heads. The preferred location is shown in the Department's Design Standards, Index No. 17748. In the case of separate street names on each side of the street, one sign should be placed to the right of the centerline and signal heads and the other sign to the left side of the centerline and signal heads.

C.3.c Sign Design

On roadways with speeds of 40 mph or above, the sign panel should be at least 24 inches in height with the length determined by text. At a minimum, 8-inch upper case and 6-inch lower case lettering for the street name and 6-inch all upper case lettering for the block numbering text on the second line shall be used. The preferred font is Series E-Modified; however, Series E may be used to accommodate the amount of legend so as not to exceed the 96-inch maximum length.

Where structurally possible, overhead street name signs should be designed in compliance with the FHWA recommendations for older drivers using a minimum lettering size of 12-inch upper case with 9-inch lower case.

C.4 Internally Illuminated Overhead Street Name Signs

Internally illuminated overhead street name signs should be used to improve night-time visibility and benefits older drivers.

Internally illuminated overhead street name signs should have a standardized height of 24-inches and length of 72-inches, with either Series E Modified or Series E font, which may vary to accommodate the amount of text on the panel.

In extreme cases, a 96-inch maximum length sign may be used.

Internally illuminated overhead street name signs shall be on the Department's Approved Products List, in accordance with Section 316.0745, F.S.

C.5 Design Details for Signs

The MUTCD shall govern the sign details for all signs. At a minimum, the "Conventional Road" size should be used on signs intended for motor vehicle operators. Signs intended for shared use path users should use "Shared-Use Path" sizing.

D PAVEMENT MARKINGS

D.1 6-inch Pavement Markings

6-inch pavement markings should be used for all centerline pavement and edge line pavement markings.

D.2 Reflective Pavement Markers

In order to provide greater emphasis and increase visibility, reflective (raised) pavement markers (RPM) should be placed at 40-foot spacings along the centerline markings of roadways with speeds 40 mph or greater.

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