

INDIAN RIVER COUNTY TYPICAL DRAWINGS FOR PAVEMENT MARKINGS, SIGNING & GEOMETRICS


SHEET NO.

1. GENERAL NOTES
2. TURN LANE GEOMETRICS
3. PAVEMENT MARKINGS
4. RAISED REFLECTIVE PAVEMENT MARKERS (RPMs)
5. ROAD HUMPS
6. EXPANDED INTERSECTION & DROP TURN LANE
7. ROUNDABOUT
8. SIGN PLACEMENT
9. STREET NAME SIGN WITH STOP SIGN

10. FLEXIBLE DELINEATOR POST (FDP)
11. 80' X 80' EXPANDED W/SINGLE LEFT
12. 80' X 80' EXPANDED "T" W/SINGLE LEFT
13. 80' X 80' EXPANDED "T" W/ DUAL LEFTS
14. 120' X 80' EXPANDED "T" W/ DUAL LEFTS
15. 80' X 120' EXPANDED INTERSECTION
16. 110' X 110' EXPANDED INTERSECTION
17. 120' X 120' EXPANDED INTERSECTION
18. 160' X 160' EXPANDED INTERSECTION

GENERAL NOTES:

1. THERMOPLASTIC SHALL CONFORM TO THE REQUIREMENTS OF THE FLA. D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SEE SECTION 711. MINIMUM THICKNESS SHALL BE 90 MILS (ALKYD ONLY, LEADED MATERIAL ONLY, ON ALL COUNTY MAINTAINED ROADWAYS.
2. EXISTING ROAD SURFACE SHALL BE OVERLAID THROUGHOUT THE LIMITS OF CONSTRUCTION, IF THE EXISTING PAVEMENT MARKINGS ARE INCONSISTENT WITH THOSE PROPOSED, UNLESS OTHERWISE APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING.
3. THERMOPLASTIC SHALL BE USED UNLESS OTHERWISE APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING.
4. ALL PAVEMENT MARKINGS SHALL BE INSTALLED OR REPLACED ON EACH APPROACH WITH THE SAME MATERIAL USED AT THE TRANSITION, CONSTRUCTED FOR A DISTANCE (X), (SEE CHART #1, SHEET 2) TO CONFORM WITH EXISTING ROADWAY DESIGN AS APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING.
5. SPEED EQUALS POSTED SPEED IN M.P.H. OR DESIGN SPEED. WHICHEVER IS GREATER.
6. DIMENSIONS AND GEOMETRIC LAYOUTS INDICATED IN THIS DOCUMENT REPRESENT MINIMUM REQUIREMENTS AND DO NOT SUPERCEDE THE NEED FOR FURTHER ENGINEERING DESIGN TO MEET THE NEEDS OF SPECIFIC PROJECTS.
7. PAVEMENT MARKING INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE M.U.T.C.D., AND THE F.D.O.T. ROADWAY & TRAFFIC DESIGN STANDARDS (LATEST EDITION). HOWEVER, WHERE CONFLICTS EXIST, THIS TYPICAL SHALL TAKE PRECEDENT OVER F.D.O.T. SPECIFICATIONS.
8. ALL EXISTING ABOVE GROUND UTILITIES AND ANY OBJECTS WITHIN THE RIGHT-OF-WAY OR ROADSIDE CLEAR ZONE, WHICHEVER IS GREATER (WITHIN THE LIMITS OF CONSTRUCTION), SHALL BE SHOWN ON THE PAVEMENT MARKINGS PLANS.
9. WHEN USING ENCLOSED CHARTS, DESIGN SPEED SHALL BE SHOWN ON THE PLANS.
10. TRANSITION FROM PAVED SHOULDER TO EXISTING PAVEMENT EDGE SHALL BE 30:1.
11. IF EXISTING PAVEMENT MARKING MATERIAL IS NOT COMPATIBLE WITH ALKYD THERMOPLASTIC, IT SHALL BE REMOVED PRIOR TO COMMENCEMENT OF WORK.
12. DISTANCE BETWEEN STOP BAR AND CROSSWALK SHALL BE A MINIMUM OF 4 FEET.
13. ANY PAVEMENT WIDENING, TURNOUTS, AND STREET IMPROVEMENTS WITHIN DISTANCE (X) (SEE CHART #1, SHEET 2), SHALL BE SHOWN ON THE PLANS.
14. 2' SHOULDERS SHALL BE USED ON NON-THOROUGHFARE PLAN ROADWAYS.
4' SHOULDERS SHALL BE USED ON THOROUGHFARE PLAN ROADWAYS.
15. THERMOPLASTIC SHALL NOT BE INSTALLED ON ROADWAY UNTIL FIVE (5) CALENDAR DAYS AFTER THE FINAL LIFT OF ASPHALT HAS BEEN COMPLETED, WITH THE EXCEPTION OF FRICTION COURSE #2, WHICH SHALL BE THIRTY (30) DAYS OR AS SPECIFIED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING.
16. ALL PAVEMENT MARKINGS SHALL HAVE REFLECTIVITY OF NOT LESS THAN 350 MINICANDLES AT INSTALLATION.
17. ALL LONGITUDINAL PAVEMENT MARKINGS SHALL BE 6" WIDE UNLESS OTHERWISE NOTED, PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS OR INDIAN RIVER COUNTY DESIGN STANDARDS.
18. IF THE PROPOSED TRANSITION FALLS WITHIN DISTANCE (X) (SEE CHART #1, SHEET 2), OF AN EXISTING TURN LANE TRANSITION, THE AREA BETWEEN TRANSITIONS SHALL BE CONSTRUCTED AS A CONTINUOUS WIDENED SECTION, FOR GEOMETRIC CONTINUITY.
19. VARIATIONS FROM THIS STANDARD SHALL BE APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING.
20. ALL PAVEMENT MARKING DIMENSIONS MEASURE TO THE CENTER OF THE PAVEMENT MARKING LINE.
21. ALL PAVEMENT MARKINGS SHALL BE SHOWN TO SCALE ON THE PLANS.
22. ALL REFLECTIVE PAVEMENT MARKERS SHALL BE APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING BEFORE INSTALLATION.
23. ALL MARKERS SHALL BE CLASS "B" AS PER F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE SECTION 706.
24. FOR TWO LANE ROADWAYS, DOUBLE YELLOW CENTERLINE (RUN BACK) SHALL BE INSTALLED AT INTERSECTIONS AS FOLLOWS: MINIMUM OF 50' FOR LOCAL STREETS AND 100' FOR THOROUGHFARE PLAN ROADWAYS.

25.  INDICATES TRAFFIC FLOW (NOT A PAVEMENT MARKING)
26. REFLECTORS SHALL BE PLACED AT EACH CROSS HATCH. SPACING VARIES WITH SPEED AS SHOWN ON THIS TYPICAL (SHEET 4).
27. EPOXY SHALL BE USED WHEN INSTALLING RPMs ON CONCRETE. NO BITUMINOUS ADHESIVE SHALL BE USED TO SECURE RPMs. THERMOPLASTIC OR EPOXY SHALL BE USED ON ASPHALTIC SURFACES.
28. RPMs SHALL BE SET ON BRIDGE DECK AND AT EDGE LINES IN ADVANCE OF BRIDGE FOR A DISTANCE OF (X) FEET. (SEE CHART #1 ON SHEET 2 OF 18).
29. RPMs ARE TO BE INSTALLED ON TOP OF THERMOPLASTIC LANE LINES. WHEN INSTALLING RPMs WITH PAINT LANE LINES, RPMs ARE TO BE PLACED 1" (INCH) TO THE RIGHT OR LEFT OF THE LINE, AS APPROVED BY THE COUNTY.
30. 'O' OR "FDP" DENOTES FLEXIBLE DELINEATOR POST.
31. PLANS OR DRAWINGS SHALL BE SUBMITTED EITHER IN 1" = 20' OR 1" = 40' SCALE.
32. ALL PAVEMENT MARKING MATERIAL SHALL BE ON THE APPROVED DEPARTMENT OF TRANSPORTATION "APPROVED PRODUCTS LIST" (APL) AND APPROVED BY INDIAN RIVER COUNTY TRAFFIC ENGINEERING, BEFORE INSTALLATION ON COUNTY ROADWAYS.
33. REMOVAL OF PAVEMENT MESSAGES SHALL BE IN BLOCK STYLE SUCH THAT THE MESSAGE IS NO LONGER DISCERNABLE. IN ADDITION, ALL PAVEMENT MARKINGS SHALL BE REMOVED BY MECHANICAL GRINDING, HYDRO-BLASTING, OR AS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.
34. LANE LINE RPMs ON THE 4 (OR MORE) LANE PORTION OF ANY MEDIAN-DIVIDED ROADWAY SHALL BE BI-DIRECTIONAL WHITE/RED (SEE STRIPING KEY "T"). RPMs SHALL BE INSTALLED IN ACCORDANCE WITH FOOT INDEX 17352, BUT INSTALLED ON THE STRIPE IN ACCORDANCE WITH INDIAN RIVER COUNTY STANDARD.
35. ALL PAVEMENT MARKINGS AND REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH INDIAN RIVER COUNTY TYPICAL DRAWINGS, THE MOST RECENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AND THE F.D.O.T. ROADWAY & TRAFFIC DESIGN STANDARDS.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION	
TYPICAL	
GENERAL NOTES	
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR	
March 2012	SHEET 1 of 19

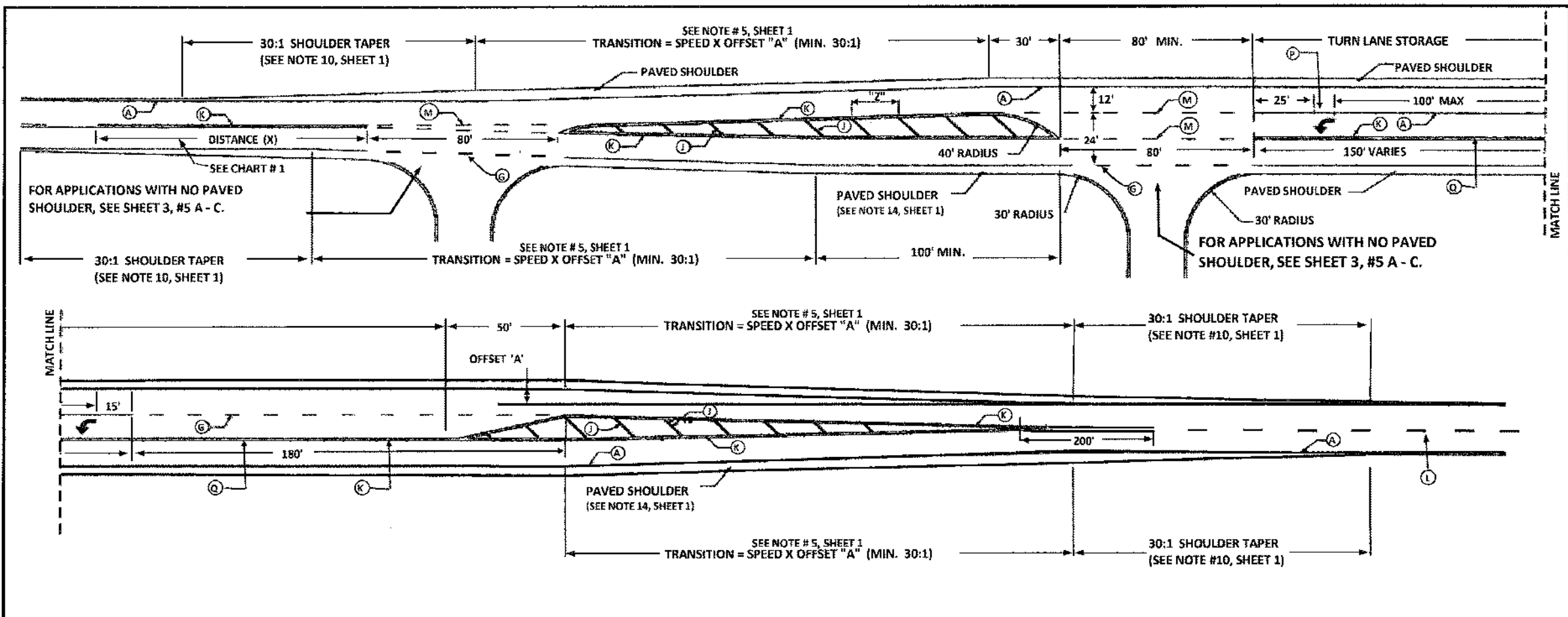


CHART #1
LENGTHS OF APPROACH STRIPING (FT)
SEE NOTES 5 & 6

SPEED	DISTANCE (X)
30	500
35	550
40	600
45	700
50	800
55	900
60	1000
65	1100

CHART #3
SINGLE TURN LANE STORAGE (MINIMUM - FT)

MPH	TURNING VEHICLES PER HOUR										
	30 - 60	61 - 90	91 - 120	121 - 150	151 - 180	181 - 210	211 - 240	241 - 270	271 - 300	> 301	
55	365	390	415	440	465	490	515	540	565	590	
50	300	325	350	375	400	425	450	475	500	525	
45	280	280	295	320	345	370	395	420	445	470	
40	280	280	280	280	285	310	335	360	385	410	
35	280	280	280	280	280	290	315	340	365	390	

CHART #3

NOTES:

1. STORAGES SHOWN ARE MINIMUMS IN FEET, EXCLUDING 50' SHADOW.
2. APPLIES TO RIGHT OR LEFT TURN LANES, SIGNALIZED OR UNSIGNALIZED.
3. ENTRY SPEED ASSUMED TO BE 5 MPH LESS THAN SPEED LIMIT. STORAGE LENGTHS CALCULATED UTILIZING FOOT INDEX 301.
4. ASSUMES UNIFORM ARRIVALS WITH TOTAL QUEUE DISPERSAL EVERY TWO (2) MINUTES.
5. 6'-10" WHITE SKIP LINE LENGTH = 180 FEET
6. USE OF SINGLE LEFT TURN LANE FOR PEAK HOUR LEFT TURN VOLUMES IN EXCESS OF 250 REQUIRES APPROVAL FROM THE COUNTY TRAFFIC ENGINEER.

- A = 6" SOLID WHITE
- B = 8" SOLID WHITE
- C = 12" SOLID WHITE
- D = 18" SOLID WHITE
- E = 24" SOLID WHITE
- F = 6" SKIP WHITE (10' - 30')
- G = 6" SKIP WHITE (6' - 10')
- H = 6" SKIP WHITE (2' - 4')
- I = 6" SOLID YELLOW
- J = 18" SOLID YELLOW
- K = 6" DOUBLE YELLOW
- L = 6" SKIP YELLOW (30' - 30')
- M = 6" SKIP YELLOW (6' - 10')
- N = 6" SKIP YELLOW (2' - 4')
- P = RPM MONO-DIRECTIONAL (WHITE/CLEAR)
- Q = RPM BI-DIRECTIONAL (AMBER/AMBER)
- R = FDP (WHITE)
- S = PDP (YELLOW)
- T = RPM (WHITE/RED)

CHART #2
DISTANCE BETWEEN CROSS HATCH LINES

POSTED SPEED LIMIT (M.P.H.)	"Z" (FT.)
≤ 40	20
45	30
≥ 50	40

CHART #4
DUAL TURN LANE STORAGE (MIN. - FT) TURNING VEHICLES PER HOUR

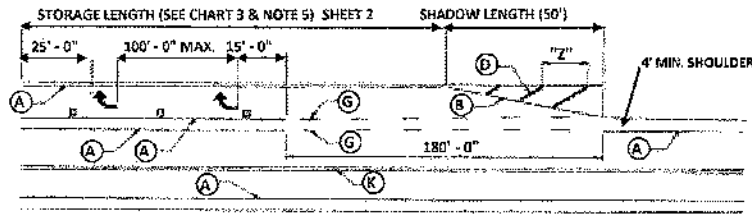
MPH	TURNING VEHICLES PER HOUR						
	0 - 240	241 - 300	301 - 360	361 - 420	421 - 480	481 - 540	> 541
55	490	515	540	565	590	615	665
50	450	450	475	500	525	550	600
45	450	450	450	450	470	495	545
40	450	450	450	450	450	450	465
35	450	450	450	450	450	450	485

CHART #4

NOTES:

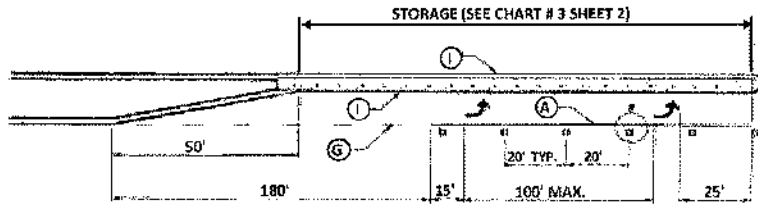
1. STORAGES SHOWN ARE MINIMUMS IN FEET, EXCLUDING 100' SHADOW.
2. APPLIES TO RIGHT OR LEFT TURN LANES.
3. ENTRY SPEED ASSUMED TO BE 5 MPH LESS THAN SPEED LIMIT. STORAGE LENGTHS CALCULATED UTILIZING FOOT INDEX 301.
4. ASSUMES UNIFORM ARRIVALS WITH TOTAL QUEUE DISPERSAL EVERY TWO (2) MINUTES, AT 95% LEVEL OF CONFIDENCE.
5. ASSUMES 50% - 50% LANE DISTRIBUTION.
6. 6'-10" WHITE SKIP LINE LENGTH = 250 FEET.

1 RIGHT TURN LANE



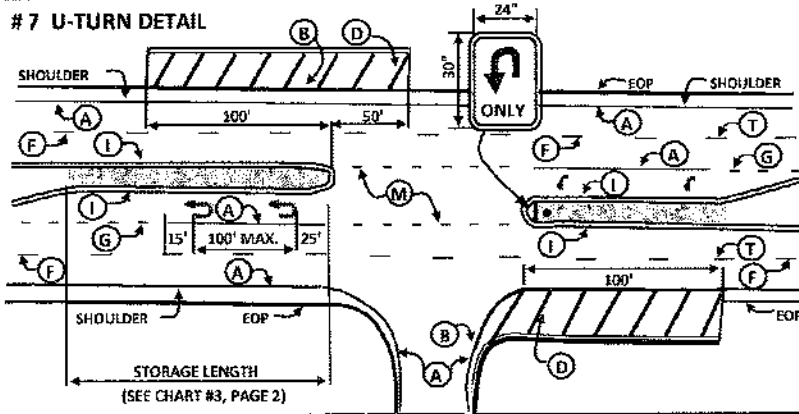
FOR DISTANCE "Z" SEE CHART 2 ON SHEET 2

4 LEFT TURN LANE

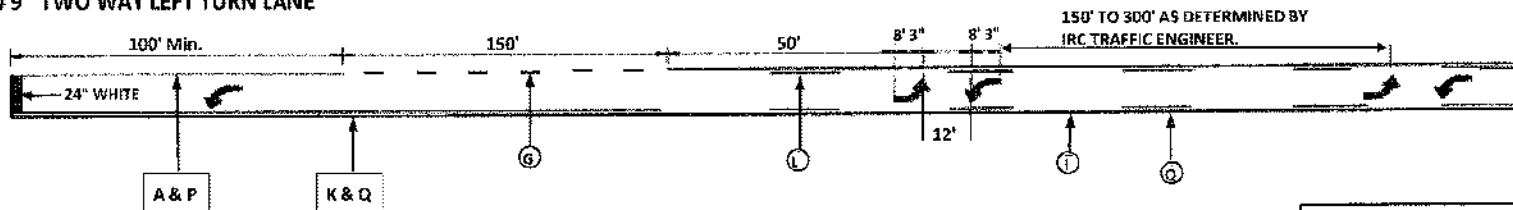


Shadow lengths shall be 100 feet at all dual left applications, with 250' of 6'-10' skips.

7 U-TURN DETAIL

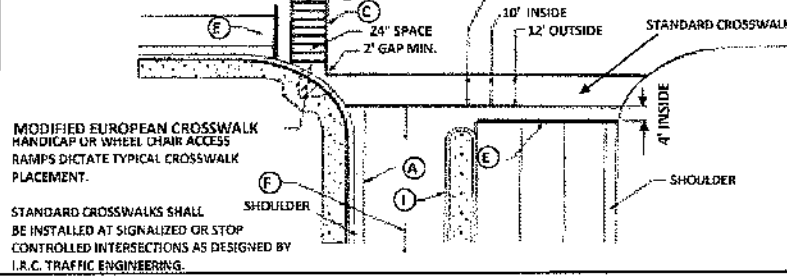


9 TWO WAY LEFT TURN LANE

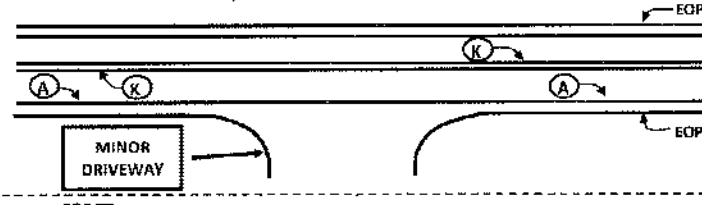


RPMs in the two way left turn lane section shall be BI-DIRECTIONAL AMBER/AMBER (SEE ITEM "K" IN THE STRIPING KEY) AND SHALL BE INSTALLED IN ACCORDANCE WITH SHEET 4 OF 18, #11 OF THIS DOCUMENT, BUT INSTALLED ON-THE-STRIPES IN ACCORDANCE WITH INDIAN RIVER COUNTY STANDARDS. ALSO, SEE SHEET 1 OF 18, # 34 OF THIS TYPICAL.

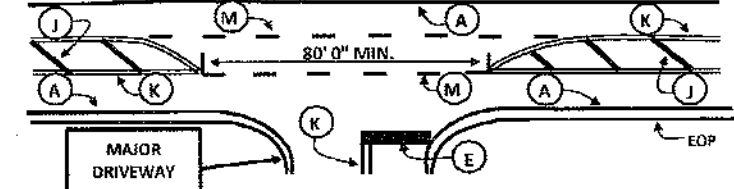
2 MODIFIED EUROPEAN CROSSWALK & STOP BAR PLACEMENT (Special Emphasis)



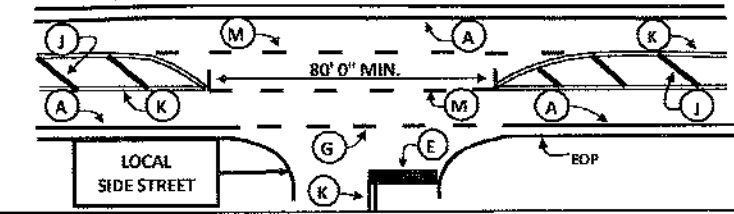
5A DRIVEWAY ON LOCAL, COLLECTOR & ARTERIAL ROADWAYS



5B

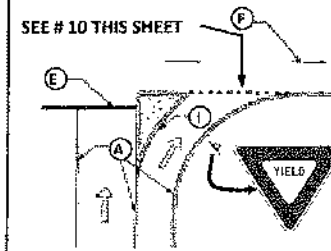


5C

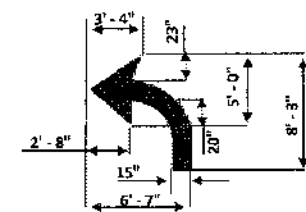


SEE FDOT DESIGN STANDARDS (2010 EDITION) INDEX 17346, SHEET 3 OF 14, SCHEME ONE. HOWEVER, DIMENSIONS SHALL BE IN ACCORDANCE WITH THIS TYPICAL.

3 YIELD LINE

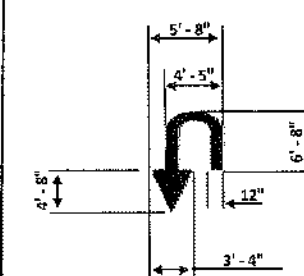


6 TYPICAL TURN LANE ARROW



100 FEET MAXIMUM DISTANCE BETWEEN ARROWS

8 TYPICAL U-TURN ARROW



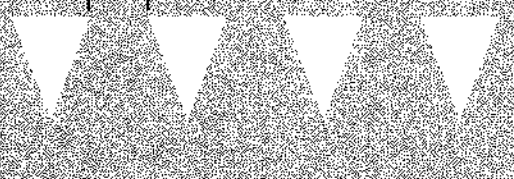
100 FEET MAXIMUM DISTANCE BETWEEN ARROWS

#10

75 to 300 mm (3 to 12 in)



75 to 300 mm (3 to 12 in)

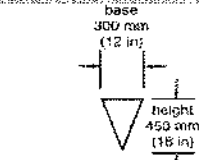


3.7 m (12 ft)

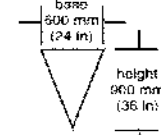
Direction of travel

YIELD LINE LAYOUT
2009 M.U.T.C.D.
FIGURE 3B-16

NOTES:
TRIANGLE HEIGHT IS EQUAL TO 1.5 TIMES THE BASE DIMENSION.



(a) Minimum Dimensions



(b) Maximum Dimensions

- A = 6" SOLID WHITE
- B = 8" SOLID WHITE
- C = 12" SOLID WHITE
- D = 18" SOLID WHITE
- E = 24" SOLID WHITE
- F = 6" SKIP WHITE (20'-30')
- G = 6" SKIP WHITE (6'-10')
- H = 6" SKIP WHITE (2'-4')
- I = 6" SOLID YELLOW
- J = 18" SOLID YELLOW
- K = 6" DOUBLE YELLOW
- L = 6" SKIP YELLOW (10'-30')
- M = 6" SKIP YELLOW (6'-10')
- N = 6" SKIP YELLOW (2'-4')
- P = RPM, MONO-DIRECTIONAL (WHITE/CLEAR)
- Q = RPM, BI-DIRECTIONAL (AMBER/AMBER)
- R = FDP (WHITE)
- S = FDP (YELLOW)
- T = RPM, (WHITE/RED)

INDIAN RIVER COUNTY, FLORIDA
TRAFFIC ENGINEERING DIVISION

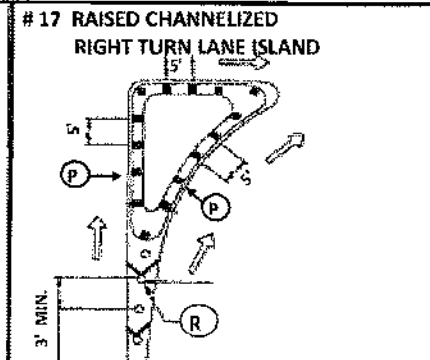
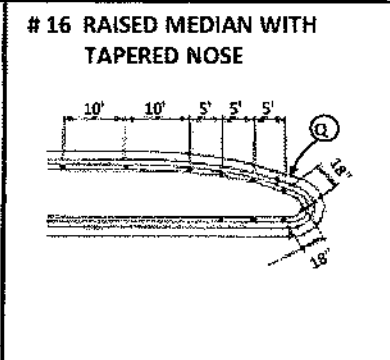
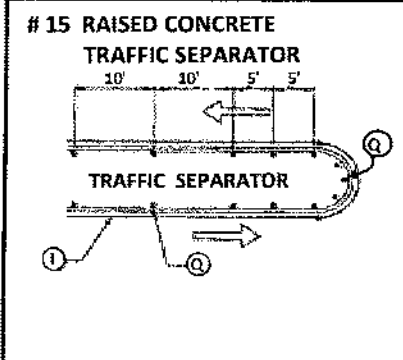
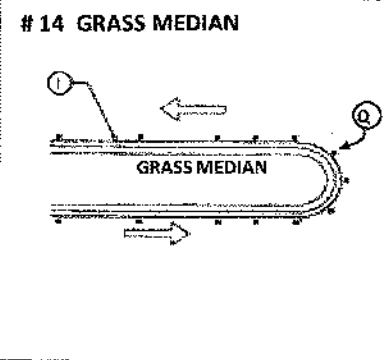
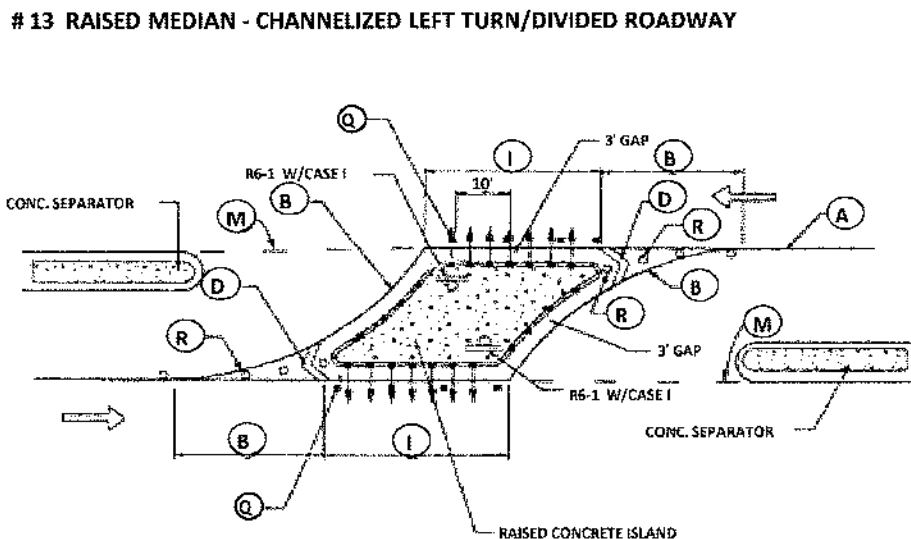
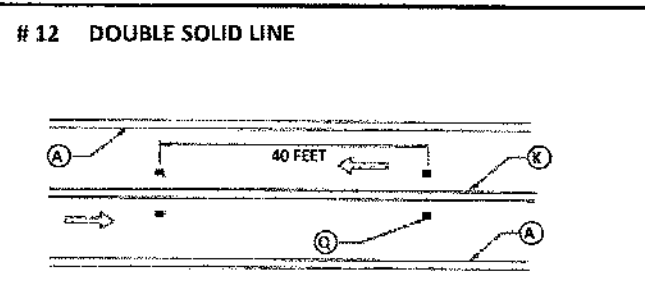
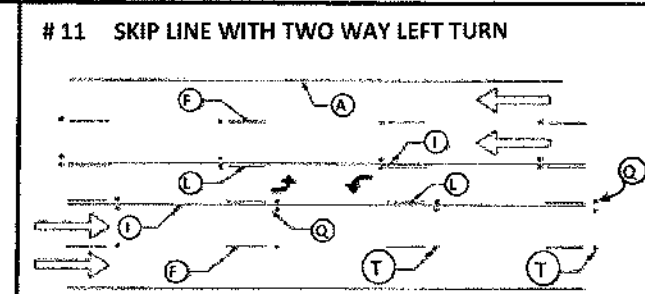
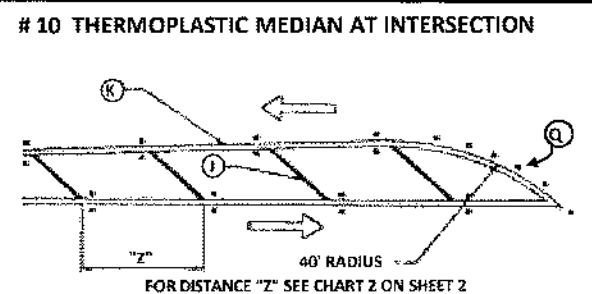
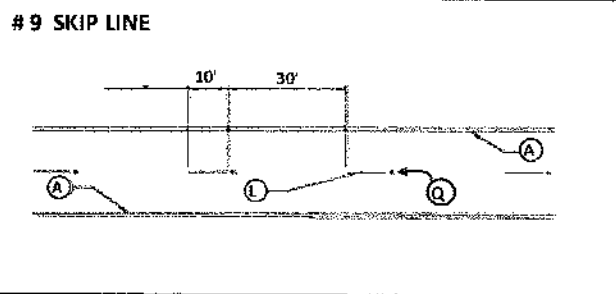
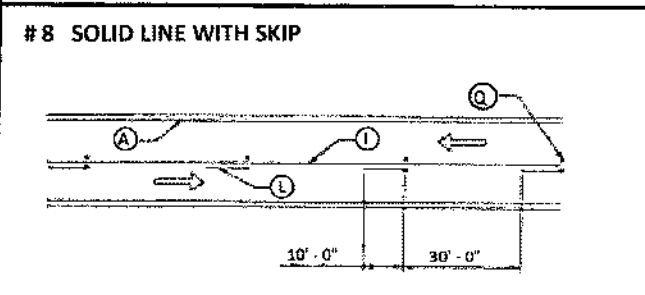
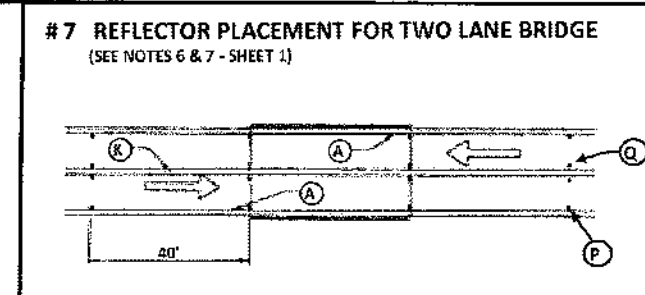
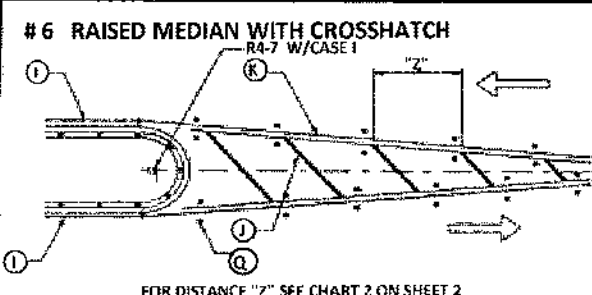
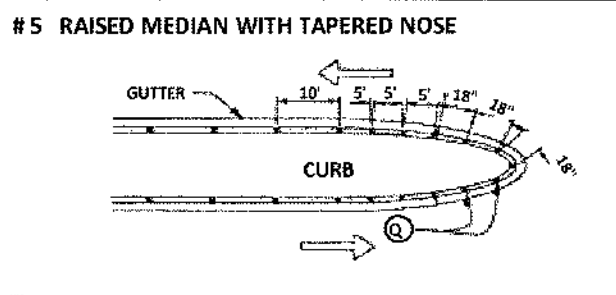
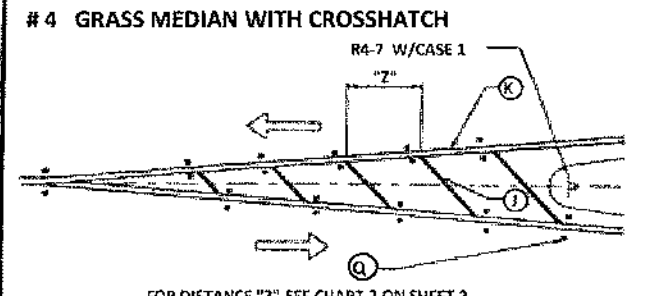
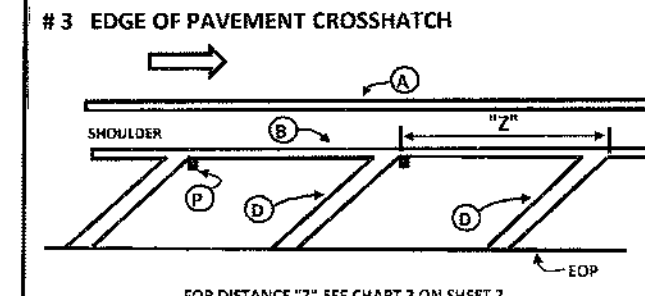
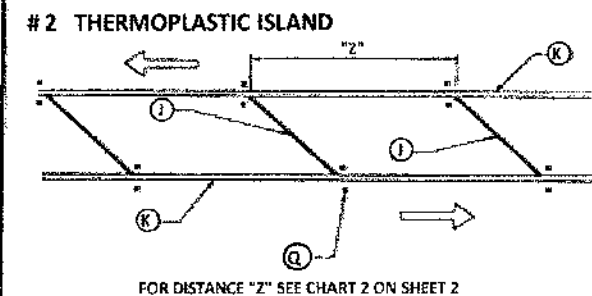
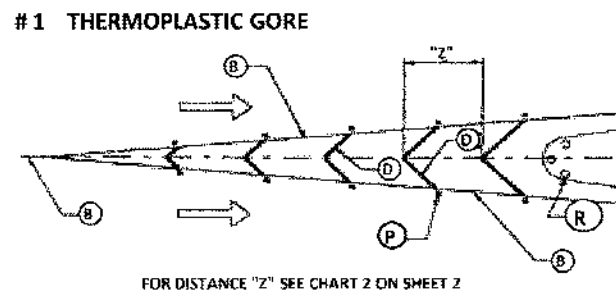
TYPICAL

PAVEMENT MARKINGS

CHRISTOPHER R. MORA, P.E.
PUBLIC WORKS DIRECTOR

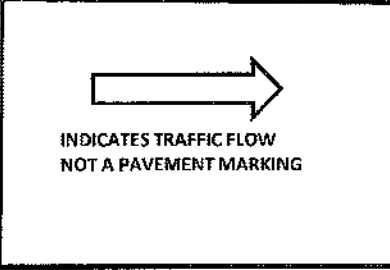
March 2012

SHEET 3 of 19



RPMs SHALL BE INSTALLED IN ACCORDANCE WITH FDOT INDEX 17352, BUT INSTALLED ON THE STRIPE IN ACCORDANCE WITH INDIAN RIVER COUNTY STANDARDS.

A = 6" SOLID WHITE	G = 6" SKIP WHITE (6'-10')	M = 6" SKIP YELLOW (6'-10')
B = 8" SOLID WHITE	H = 6" SKIP WHITE (2'-4')	N = 6" SKIP YELLOW (2'-4')
C = 12" SOLID WHITE	I = 6" SOLID YELLOW	P = RPM, WHITE/MONO
D = 18" SOLID WHITE	J = 18" SOLID YELLOW	Q = RPM, AMBER/AMBER
E = 24" SOLID WHITE	K = 6" DOUBLE YELLOW	R = FDP (WHITE)
F = 6" SKIP WHITE (10'-30')	L = 6" SKIP YELLOW (10'-30')	S = FDP (YELLOW)
		T = RPM, WHITE/RED



INDIAN RIVER COUNTY, FLORIDA
TRAFFIC ENGINEERING DIVISION

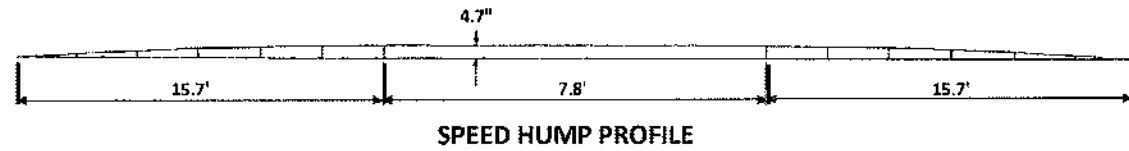
TYPICAL

RAISED REFLECTIVE
PAVEMENT MARKERS
(RPMs)

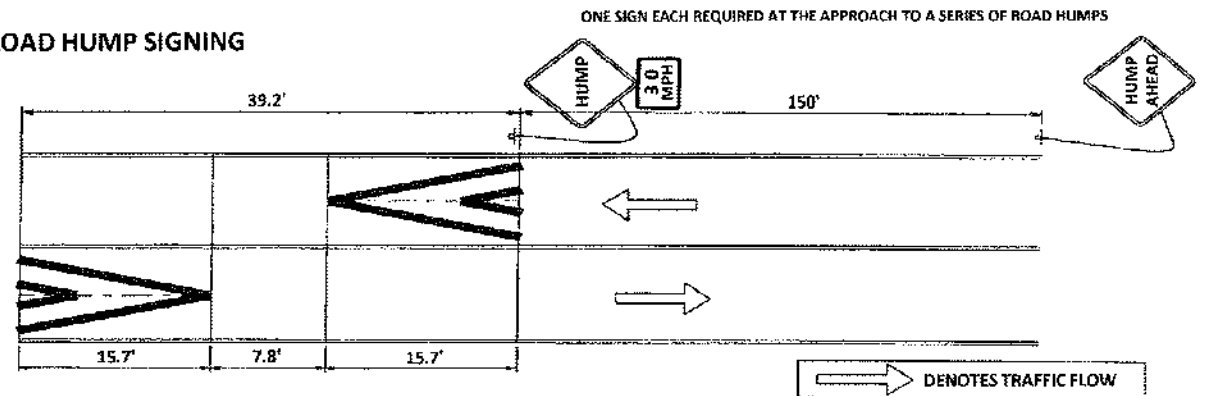
CHRISTOPHER R. MORA, P.E.
PUBLIC WORKS DIRECTOR

March 2012 SHEET 4 of 19

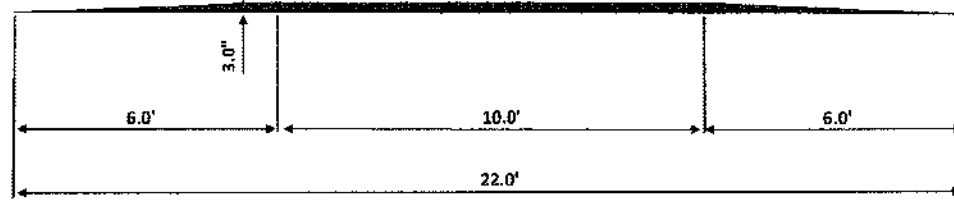
SPEED HUMP (DUTCH DESIGN)



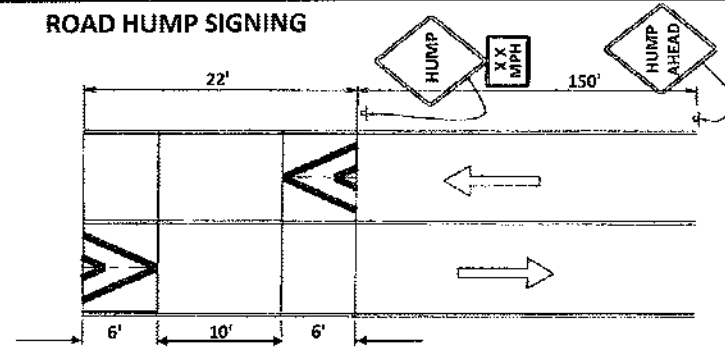
ROAD HUMP SIGNING



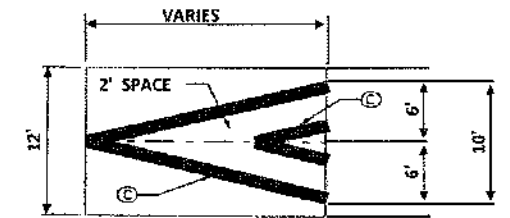
SEMINOLE SPEED HUMP



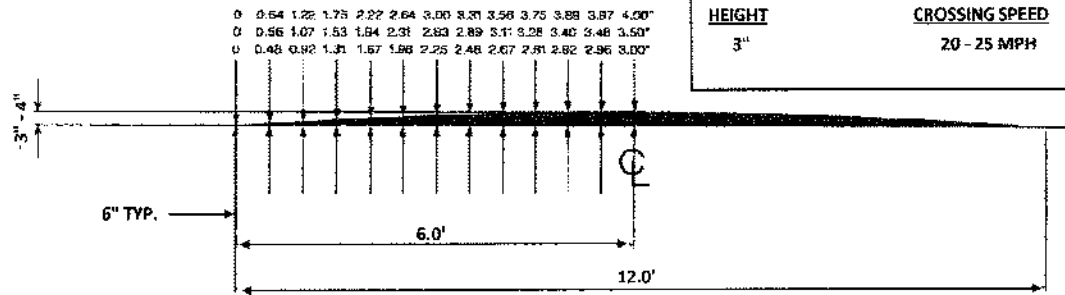
ROAD HUMP SIGNING



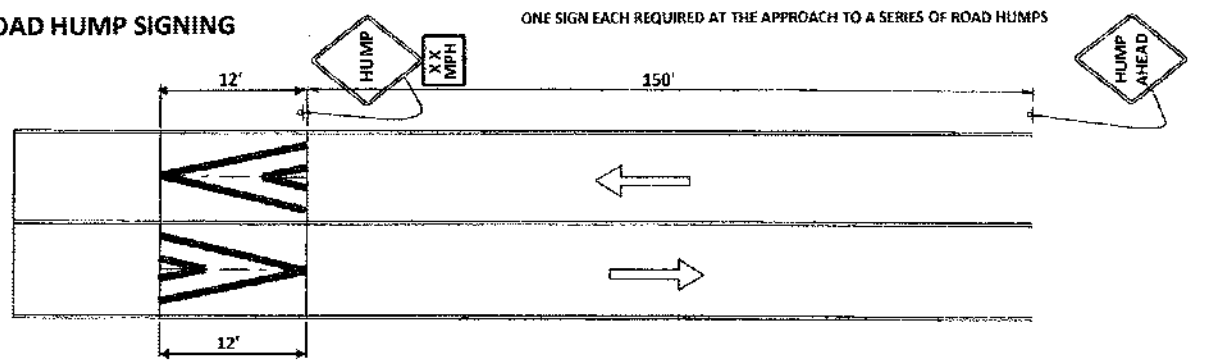
ROAD HUMP PAVEMENT MARKINGS



I.T.E. SPEED HUMP



ROAD HUMP SIGNING



COORDINATION WITH STREET GEOMETRY

A THOROUGH ON-SITE ANALYSIS OF ROADWAY GEOMETRICS SHOULD BE PERFORMED TO ENSURE THAT SPEED HUMPS WILL NOT BE INTRODUCED AT A CRITICAL POINT IN THE ROADWAY SYSTEM, E.G. A COMBINATION OF HORIZONTAL, VERTICAL CURVATURE AND/OR GRADIENT.

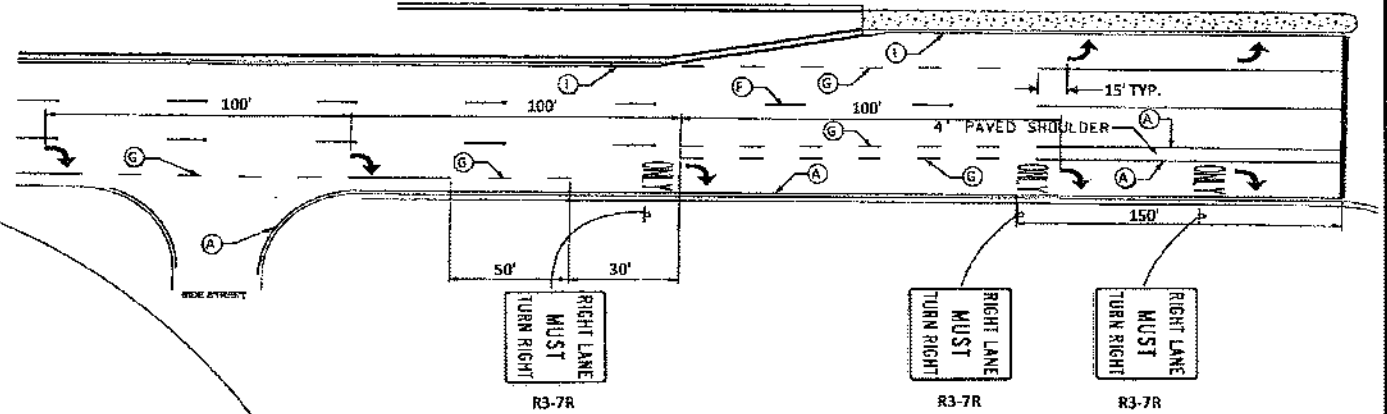
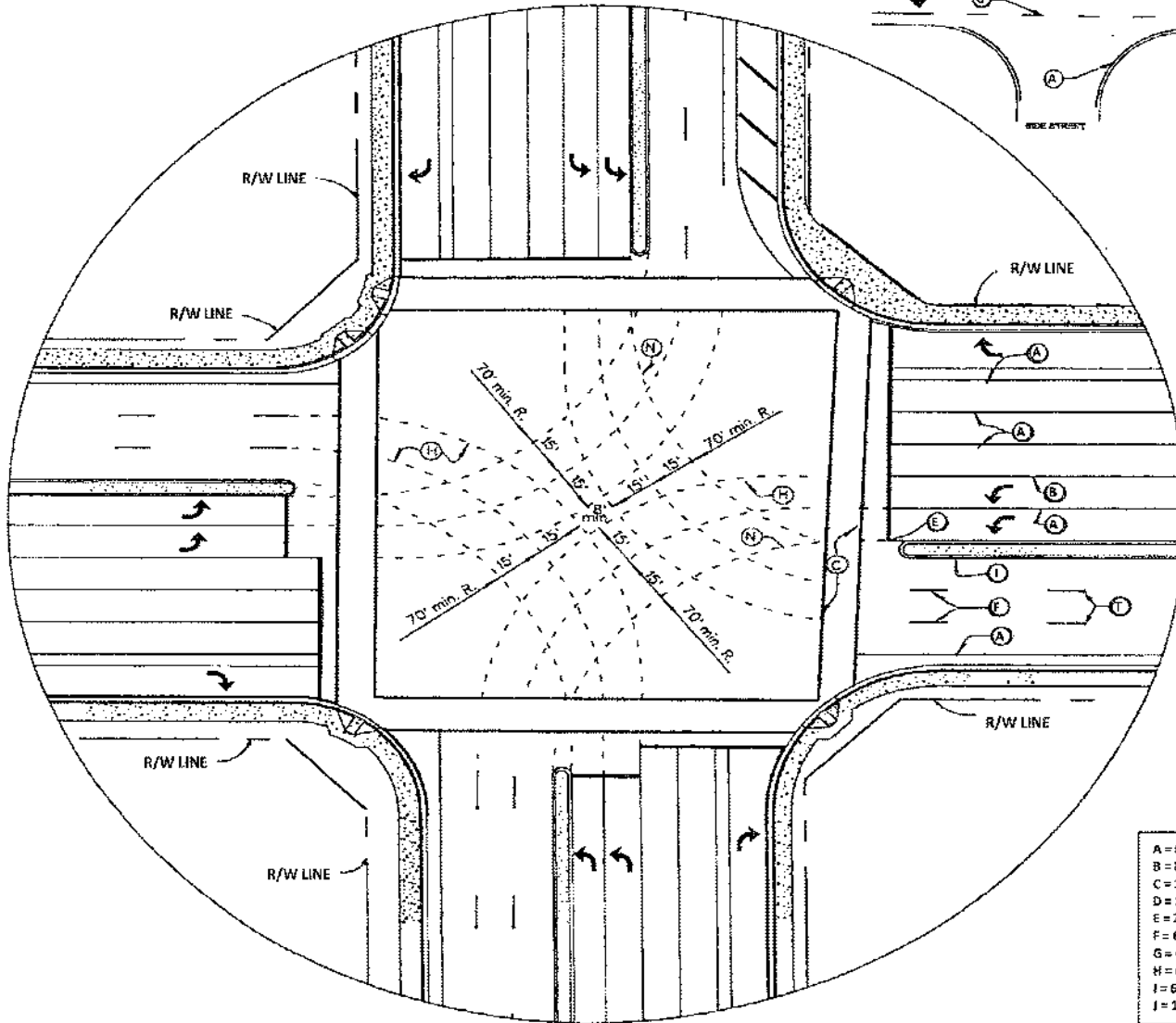
COORDINATION WITH TRAFFIC OPERATIONS

SPEED HUMPS SHOULD NOT BE INSTALLED WITHIN 250 FT. OF A TRAFFIC SIGNAL OR STOP SIGN OR WITHIN AN INTERSECTION OR DRIVEWAY. MIN. DISTANCE BETWEEN ROAD HUMPS IS 400' OR AS APPROVED BY THE COUNTY TRAFFIC ENGINEER.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
ROAD HUMP
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 5 of 19

EXPANDED INTERSECTION
(SHOWING TREATMENTS FOR DIFFERENT CONDITIONS)

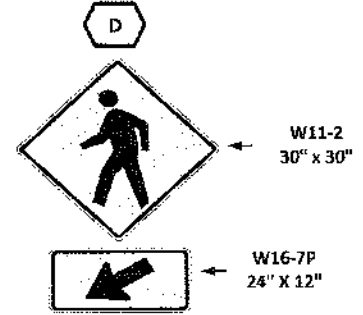
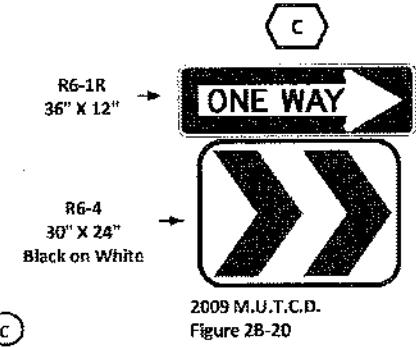
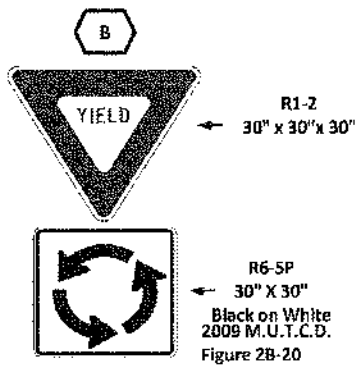
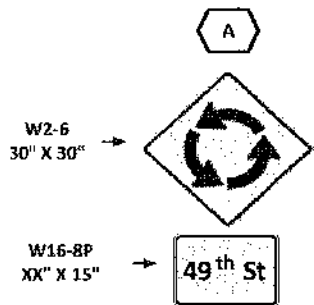
PAVED SHOULDER RIGHT TURN DROP LANE



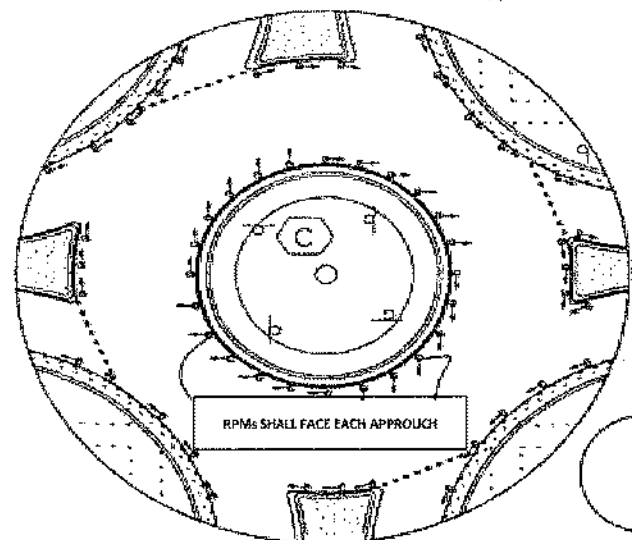
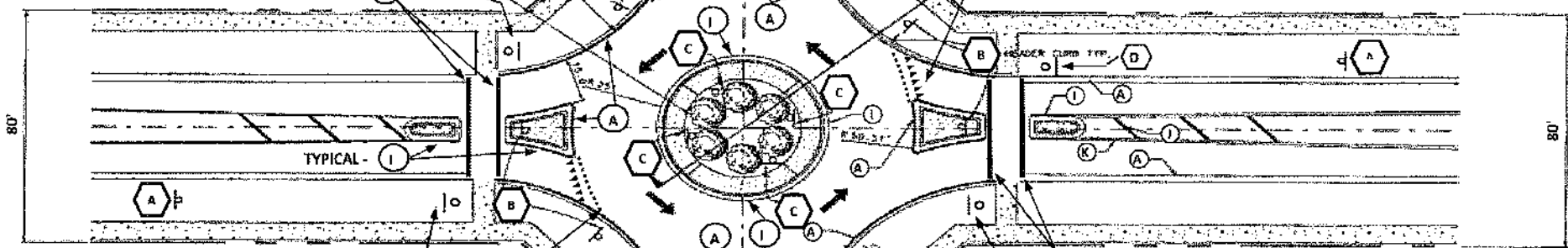
ALL PAVEMENT MARKINGS AND REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH INDIAN RIVER COUNTY TYPICAL DRAWINGS, THE MOST RECENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AND THE F.D.O.T. ROADWAY & TRAFFIC DESIGN STANDARDS.

- | | |
|-----------------------------|---|
| A = 6" SOLID WHITE | K = 6" DOUBLE YELLOW |
| B = 8" SOLID WHITE | L = 6" SKIP YELLOW (10'-30') |
| C = 12" SOLID WHITE | M = 6" SKIP YELLOW (6'-10') |
| D = 18" SOLID WHITE | N = 6" SKIP YELLOW (2'-4') |
| E = 24" SOLID WHITE | P = RPM, MONO-DIRECTIONAL (WHITE/CLEAR) |
| F = 6" SKIP WHITE (10'-30') | Q = RPM, BI-DIRECTIONAL (AMBER/AMBER) |
| G = 6" SKIP WHITE (6'-10') | R = FDP (WHITE) |
| H = 6" SKIP WHITE (2'-4') | S = FDP (YELLOW) |
| I = 6" SOLID YELLOW | T = RPM, (WHITE/RED) |
| J = 18" SOLID YELLOW | |

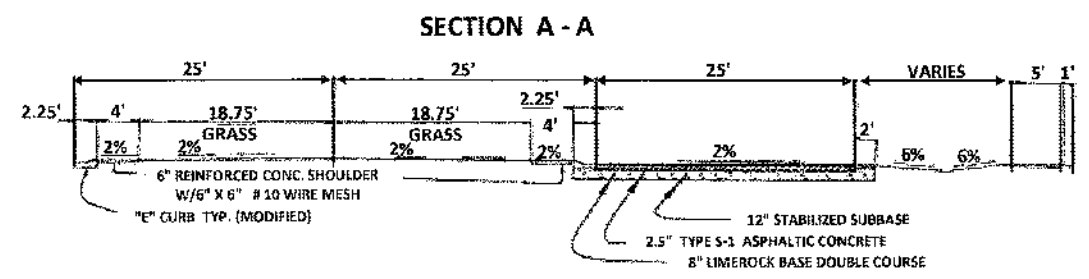
INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
EXPANDED INTERSECTION AND DROP TURN LANE
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 6 of 19



LANDSCAPING REQUIRES SEPARATE PERMIT



RPM PLACEMENT DETAILS

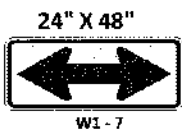


- | | |
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| F = 6" SKIP WHITE (10'-30') | Q = RPM, BI-DIRECTIONAL (AMBER/AMBER) |
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| I = 6" SOLID YELLOW | T = RPM, (WHITE/RED) |
| J = 18" SOLID YELLOW | |

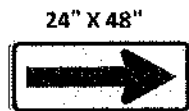
1

SIGN SPECIFICATIONS:

SIGN FACE - HIGH INTENSITY GRADE REFLECTIVE SHEETING
 SIZE - AS SHOWN
 COLOR - IN ACCORDANCE WITH THE M.U.T.C.D.
 HEIGHT - 7' MEASURED FROM THE BOTTOM OF THE SIGN TO
 HEIGHT OF THE NEAR EDGE OF PAVEMENT, OR TO THE TOP OF
 THE TRAFFIC SEPARATOR.
 THICKNESS (ALUMINUM): .080 INCHES
 BOLTS: 3/8" X 3/4" W/HEX NUTS, 2 MIN. PER SIGN
 POSTS: SIGNS 9 SQUARE FEET AND LARGER, SHALL BE DOUBLE
 POSTED.



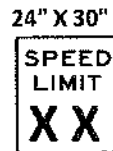
W1-7



W1-6

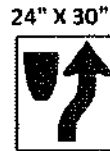


R1-1



R2-1

BLACK ON WHITE
 LOCATION: 100' TO 200' PAST
 SIGNALIZED INTERSECTION AND
 AT 2640' (1/2 MILE) INCREMENTS.



R4-7

BLACK ON WHITE
 LOCATION: ON THE END OF TRAFFIC SEPARATORS
 AT SIGNALIZED INTERSECTIONS OR THE END OF
 THE TRAFFIC SEPARATOR WHEN THE CURVATURE
 OF THE ROAD WARRANTS.



W14-1

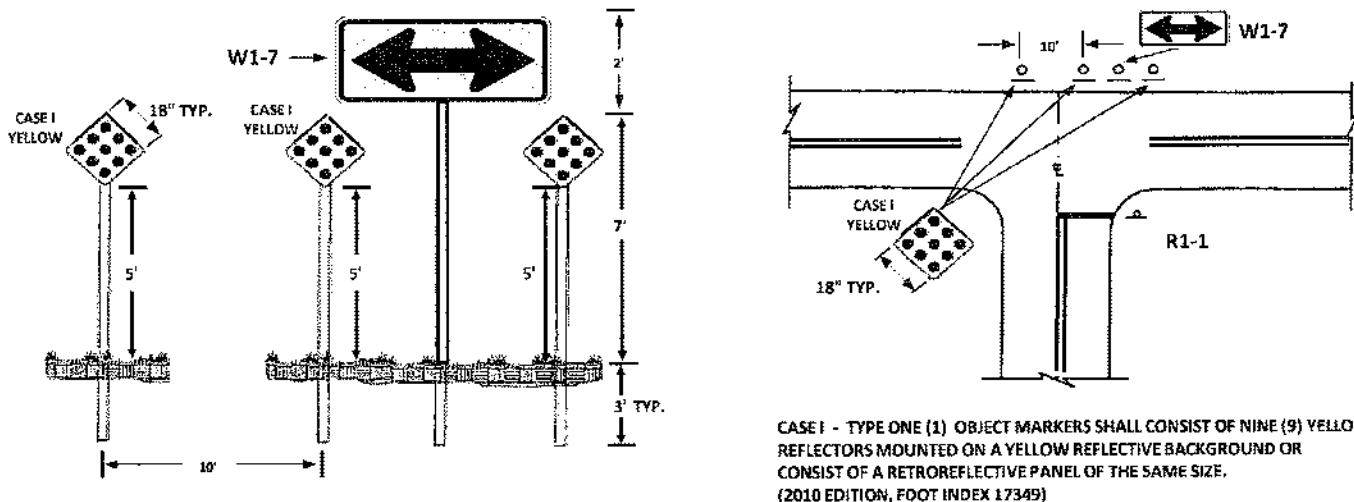
BLACK ON YELLOW
 LOCATION: 90' FROM
 LAST INTERSECTING ROADWAY.



W14-2

BLACK ON YELLOW
 LOCATION: 50' FROM
 LAST INTERSECTING ROADWAY.

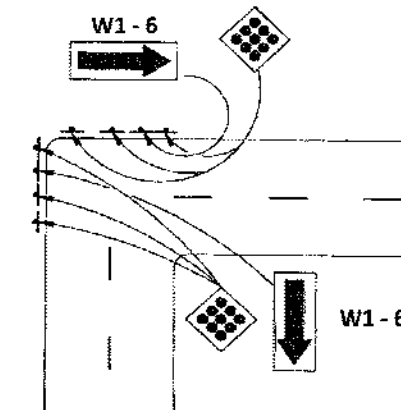
2



CASE I - TYPE ONE (1) OBJECT MARKERS SHALL CONSIST OF NINE (9) YELLOW REFLECTORS MOUNTED ON A YELLOW REFLECTIVE BACKGROUND OR CONSIST OF A RETROREFLECTIVE PANEL OF THE SAME SIZE. (2010 EDITION, FOOT INDEX 17349)

3

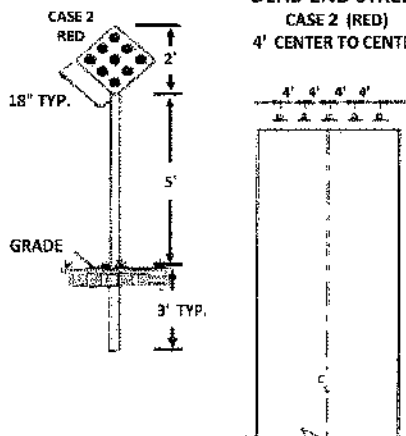
**SIGN LOCATION AT CURVE
 W1-6 WITH CASE I YELLOW**



CASE I - TYPE ONE (1) OBJECT MARKERS SHALL CONSIST OF NINE (9) YELLOW REFLECTORS MOUNTED ON A YELLOW REFLECTIVE BACKGROUND OR CONSIST OF A RETROREFLECTIVE PANEL OF THE SAME SIZE.

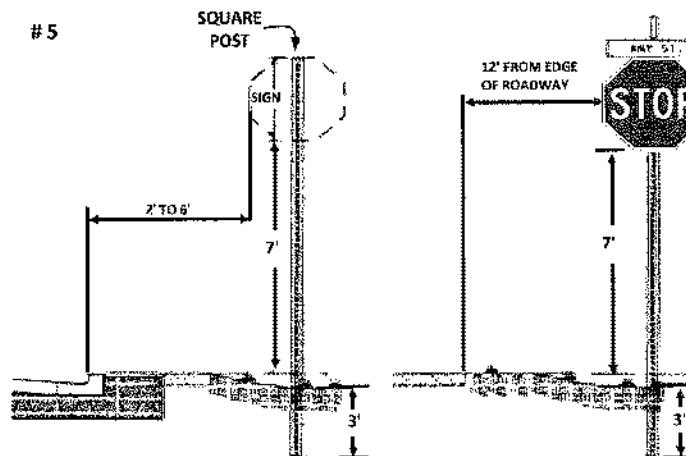
4

**SIGN LOCATION AT
 DEAD END STREET
 CASE 2 (RED)
 4' CENTER TO CENTER**



CASE II - END OF ROAD MARKERS SHALL CONSIST OF NINE (9) RED REFLECTORS MOUNTED ON A RED REFLECTIVE BACKGROUND OR CONSIST OF A RETROREFLECTIVE PANEL OF THE SAME SIZE.

5



POST: FHWA APPROVED, GALVANIZED SQUARE (1.75" X 1.75" MIN.) SIGN POST, WITH 7/16" DIA. HOLES 1" APART TOP TO BOTTOM. POST SHALL BE TELESAPAR OR EQUAL, AND MEET THE SPECIFICATIONS SHOWN ON SHEET 9 OF 18.

6

GENERAL SPECIFICATIONS:
 FLAT PLATE, ALCOA #86054, 6063-T6 ALLOY,
 ETCHED, DEGREASED WITH #1200 ALODINE FINISH
 WITH #2277 GREEN SCOTCHLITE BACKGROUND OR
 EQUAL.

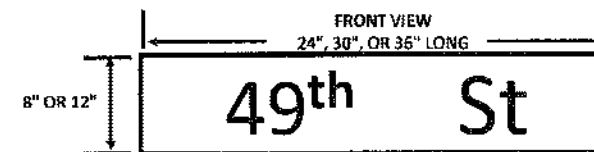
DIMENSIONS:
 < 40 MPH - 8" H. BLANK W/6" HIGH CAPITAL LETTERS OR
 4.5" HIGH LOWER CASE LETTERS.

WHEN A STREET INTERSECTS WITH A MULTI-LANE
 ROADWAY OR THE ADJACENT STREET POSTED SPEED
 LIMIT IS ≥ 40 MPH - 12" H. BLANK W/ 8" HIGH CAPITAL
 LETTERS OR 6" HIGH LOWER CASE LETTERS.
 (M.U.T.C.D. SECTION 2D.43 2009 EDITION)

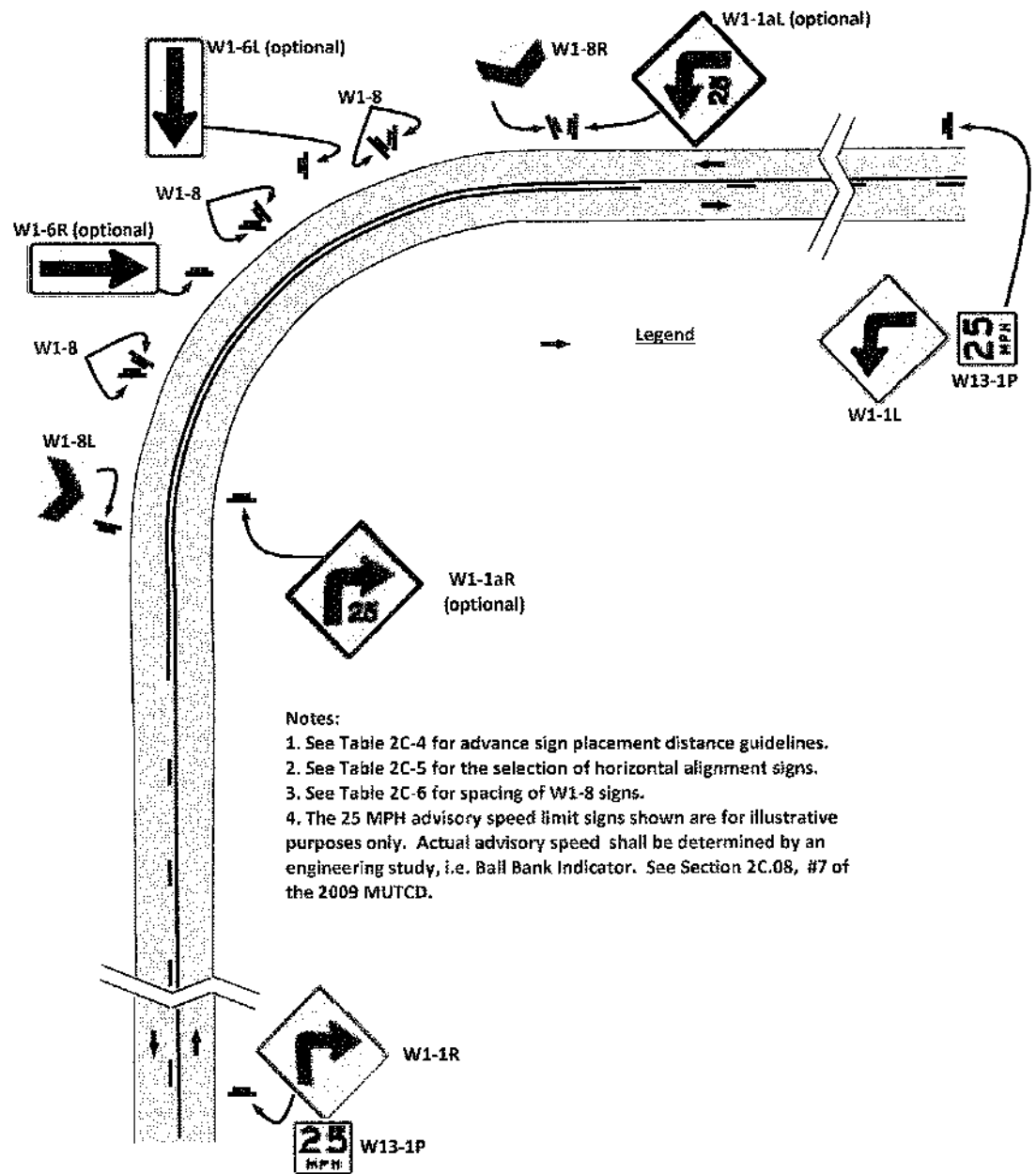
ALL LETTERS SHALL BE SCOTCHLITE (SILVER) OR EQUAL.

THE STREET NAME MUST BE SHOWN ON BOTH SIDES OF THE SIGN PLATE.

STREET NAME SIGN



INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
SIGN PLACEMENT/DETAILS
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR March 2012 SHEET 8 of 19



Notes:

1. See Table 2C-4 for advance sign placement distance guidelines.
2. See Table 2C-5 for the selection of horizontal alignment signs.
3. See Table 2C-6 for spacing of W1-8 signs.
4. The 25 MPH advisory speed limit signs shown are for illustrative purposes only. Actual advisory speed shall be determined by an engineering study, i.e. Ball Bank Indicator. See Section 2C.08, #7 of the 2009 MUTCD.

Table 2C-4. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance ²	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0 ⁴	10 ⁴	20 ⁴	30 ⁴	40 ⁴	50 ⁴	60 ⁴	70 ⁴
20 mph	225 ft	100 ft ⁵	N/A ⁵	-	-	-	-	-	-
25 mph	325 ft	100 ft ⁵	N/A ⁵	-	-	-	-	-	-
30 mph	460 ft	100 ft ⁵	N/A ⁵	-	-	-	-	-	-
35 mph	565 ft	100 ft ⁵	N/A ⁵	N/A ⁵	-	-	-	-	-
40 mph	670 ft	125 ft ⁵	100 ft ⁵	N/A ⁵	-	-	-	-	-
45 mph	775 ft	175 ft ⁵	125 ft ⁵	100 ft ⁵	N/A ⁵	-	-	-	-
50 mph	885 ft	250 ft ⁵	200 ft ⁵	175 ft ⁵	125 ft ⁵	100 ft ⁵	-	-	-
55 mph	990 ft	325 ft ⁵	275 ft ⁵	225 ft ⁵	200 ft ⁵	125 ft ⁵	N/A ⁵	-	-
60 mph	1,100 ft	400 ft ⁵	350 ft ⁵	325 ft ⁵	275 ft ⁵	200 ft ⁵	100 ft ⁵	-	-
65 mph	1,200 ft	475 ft ⁵	450 ft ⁵	400 ft ⁵	350 ft ⁵	275 ft ⁵	200 ft ⁵	100 ft ⁵	-
70 mph	1,250 ft	550 ft ⁵	525 ft ⁵	500 ft ⁵	450 ft ⁵	375 ft ⁵	275 ft ⁵	150 ft ⁵	-
75 mph	1,350 ft	650 ft ⁵	625 ft ⁵	600 ft ⁵	550 ft ⁵	475 ft ⁵	375 ft ⁵	250 ft ⁵	100 ft ⁵

1. The distances are adjusted for a sign legibility distance of 180 feet for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 feet, which is appropriate for an alignment warning symbol sign. For Conditions A and B, warning signs with less than 8-inch legend or more than four words, a minimum of 100 feet should be added to the advance placement distance to provide adequate legibility of the warning sign.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PRT of 14.0 to 14.3 seconds for vehicle maneuvers (2005 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver 1) minus the legibility distance of 180 feet for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2005 AASHTO Policy, Exhibit 3-1, Stopping Sight Distance, providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second², minus the sign legibility distance of 180 feet.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 10 feet/second², minus the sign legibility distance of 250 feet.
5. No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing. An alignment warning sign may be placed anywhere from the point of curvature up to 100 feet in advance of the curve. However, the alignment warning sign should be installed in advance of the curve and at least 100 feet from any other signs.
6. The minimum advance placement distance is listed as 100 feet to provide adequate spacing between signs.

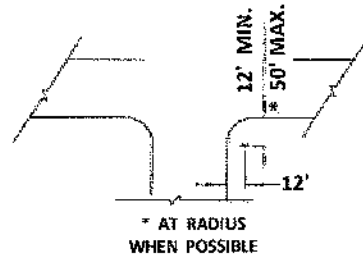
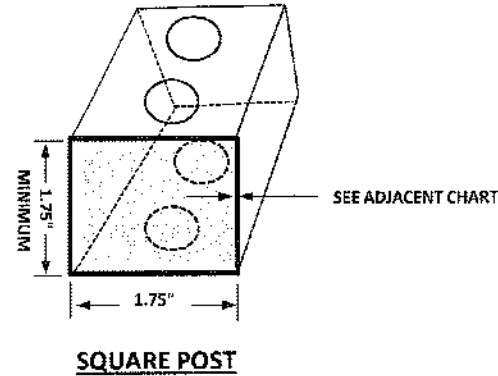
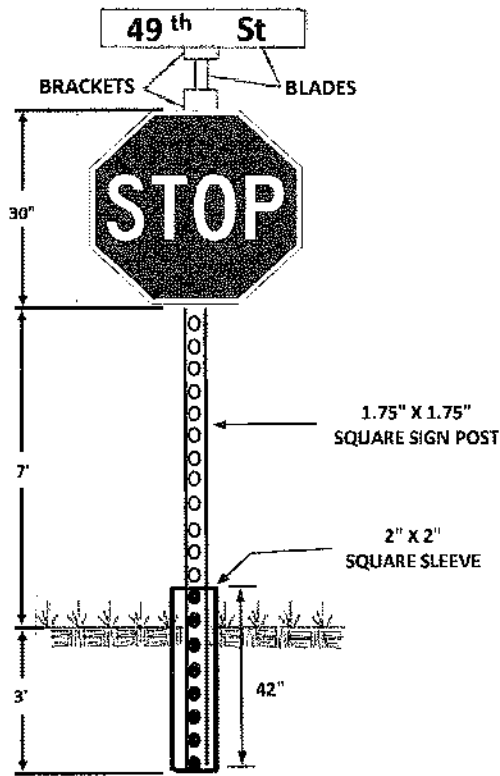
Table 2C-5. Horizontal Alignment Sign Selection

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W1-10) (see Section 2C.02 to determine which sign to use)	Recommended	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Recommended	Required	Required	Required	Required
Chevrons (W1-8) and/or One Direction Large Arrow (W1-6)	Optional	Recommended	Required	Required	Required
Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp	Optional	Optional	Recommended	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used, and optional means that the sign and/or plaque may be used. See Section 2C.25 for roadways with less than 1,000 AADT.

Table 2C-6. Typical Spacing of Chevron Alignment Signs on Horizontal Curves

Advisory Speed	Curve Radius	Sign Spacing
15 mph or less	Less than 200 feet	40 feet
20 to 30 mph	200 to 400 feet	60 feet
35 to 45 mph	401 to 700 feet	120 feet
50 to 60 mph	701 to 1,250 feet	160 feet
More than 60 mph	More than 1,250 feet	200 feet



TYPICAL STOP SIGN PLACEMENT
(UNCURBED SECTION)

SQUARE SIGN POST SPECIFICATIONS

ALL SIGN POST SHALL MEET FHWA APPROVED YIELDING CAPABILITY STANDARDS AND BE IN COMPLIANCE WITH AASHTO SPECIFICATIONS.

Tube Size	Wall Thickness	Area	Wt./Ft	I	s	r
Inches	Nominal/Decimal	Sq. In.	Lbs.	In. ⁴	In. ³	In.
1-3/4 x 1-3/4	12 (.105)	.485	2.06	.231	.264	.690
2 x 2	12 (.105)	.580	2.42	.372	.372	.794
2-1/4 x 2-1/4	12 (.105)	.695	2.77	.561	.499	.898
2-1/2 x 2-1/2	12 (.105)	.803	3.14	.804	.643	1.001
2-3/16 x 2-3/16	10 (.135)	.841	3.43	.605	.580	.848
2-1/2 x 2-1/2	10 (.135)	1.010	4.01	.979	.783	.985

I = Moment of Inertia s = Section Modulus r = Radius of Gyration

GENERAL SPECIFICATIONS:

FLAT BLADE: ALCOA # 86054, 6063-T6 ALLOY, ETCHED, DEGREASED WITH # 1200 ALODINE FINISH WITH #2277 GREEN SCOTCHLITE BACKGROUND OR EQUAL.

STREET NAME SIGN DIMENSIONS:

< 40 MPH - 8" H. BLANK W/6" HIGH CAPITAL LETTERS OR 4.5" HIGH LOWER CASE LETTERS.

WHEN A STREET INTERSECTS WITH A MULTI-LANE ROADWAY OR THE ADJACENT STREET POSTED SPEED LIMIT IS ≥ 40 MPH - 12" H. BLANK W/ 8" HIGH CAPITAL LETTERS OR 6" HIGH LOWER CASE LETTERS.

(2009 M.U.T.C.D. SECTION 2D.43)

LETTERS:

ALL LETTERS SHALL BE SCOTCHLITE (SILVER) OR EQUAL. THE STREET NAME MUST BE SHOWN ON BOTH SIDES OF THE SIGN PLATE.

POST: FHWA APPROVED GALVANIZED SQUARE (1.75" X 1.75" MIN.) SIGN POST WITH 7/16" DIA. HOLES 1" APART TOP TO BOTTOM. POST SHALL BE TELESAR OR EQUAL AND MEET THE SPECIFICATIONS SHOWN ON THIS PAGE.

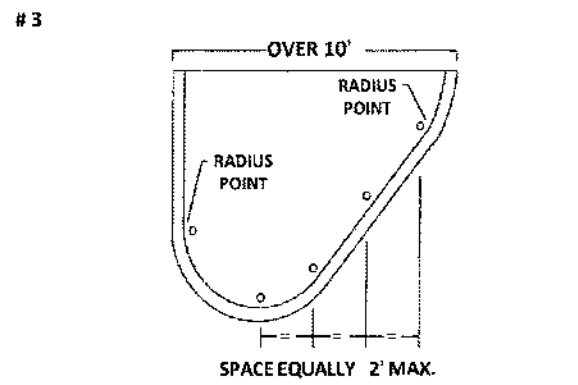
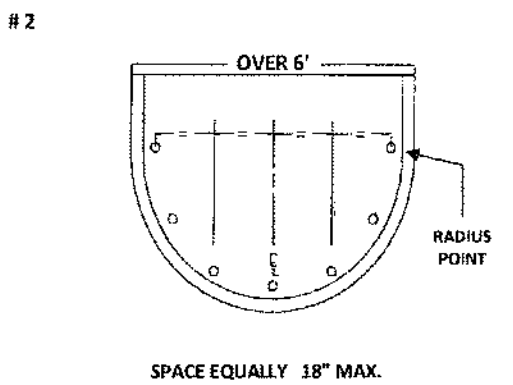
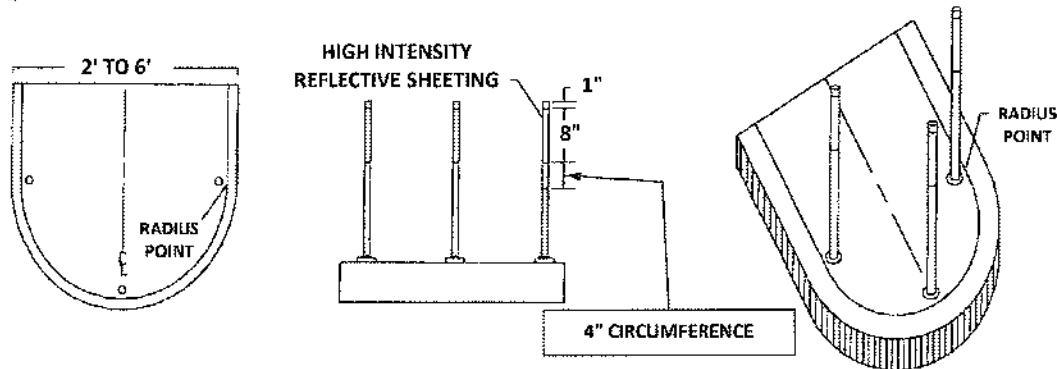
STOP SIGN: 30" X 30" (MIN.) W/HIGH INTENSITY SHEETING

LOCATION: IN ACCORDANCE WITH THE TYPICAL STOP SIGN PLACEMENT ABOVE. FOR ADDITIONAL LATERAL OFFSET CRITERIA SEE SECTION 2A.19 OF THE 2009 M.U.T.C.D.

REFLECTIVE POST STRIPS: SHALL BE A MINIMUM OF TWO (2) INCHES IN WIDTH AND SHALL EXTEND THE FULL LENGTH OF THE SIGN POST. THE COLOR SHALL MATCH THE BACKGROUND COLOR OF THE SIGN, EXCEPT THE COLOR FOR THE YIELD (R1-2) SIGN AND DO NOT ENTER (R5-1) SIGN SHALL BE RED. SEE SECTION 2A.21 OF THE 2009 M.U.T.C.D.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
STREET NAME SIGN WITH STOP SIGN
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR March 2012 SHEET 10 of 19

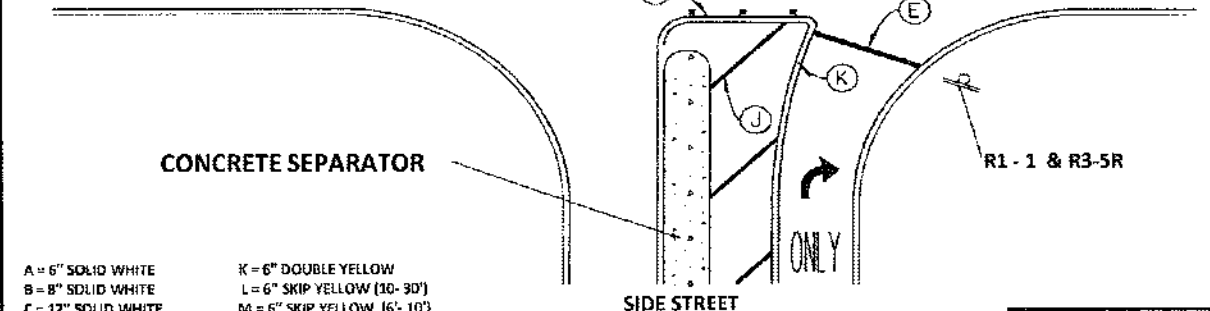
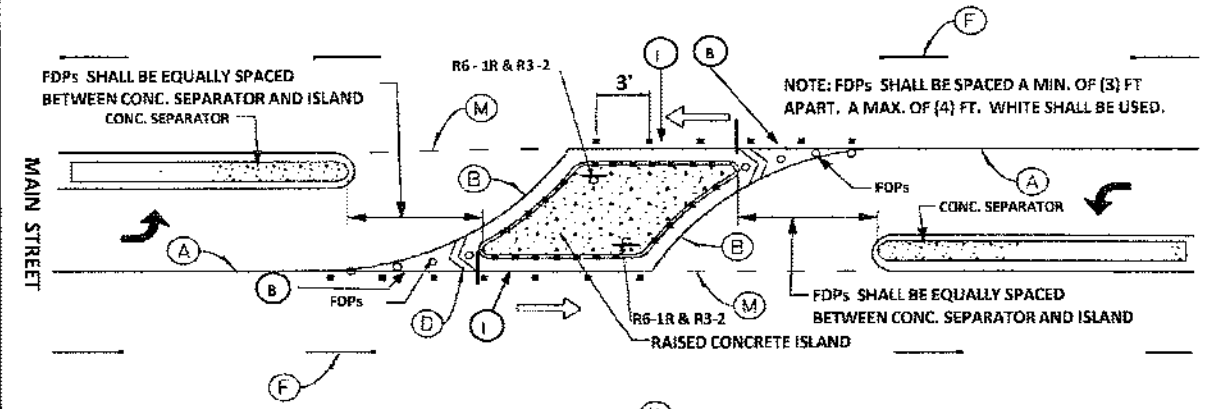
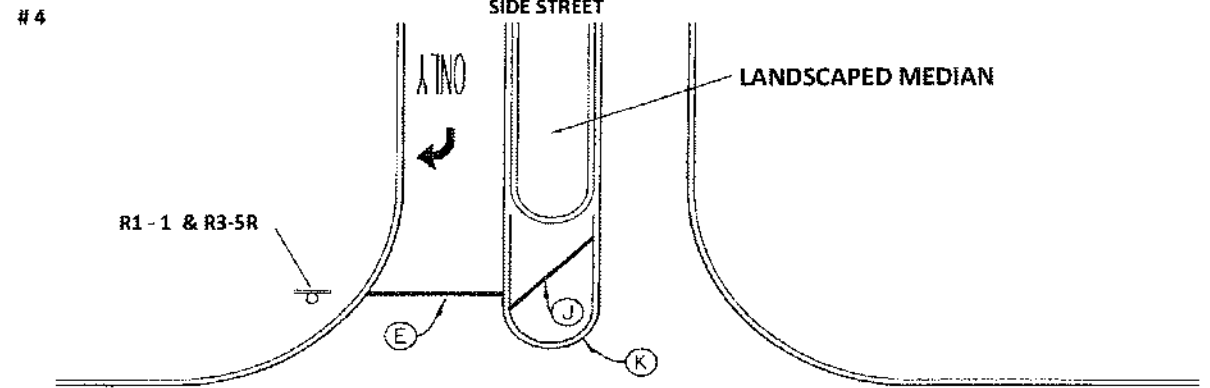
#1 FLEXIBLE DELINEATOR POST MEDIAN INSTALLATION



THE FLEXIBLE DELINEATOR POST (FDP) MAY BE USED AT THE FOLLOWING LOCATIONS:

- * THE FIRST MEDIAN END OF A DIVIDED SECTION
- * SIGNALIZED INTERSECTIONS
- * OTHER MAJOR INTERSECTIONS
- * LOCATIONS WHERE NEED HAS BEEN DETERMINED BY AN ENGINEERING STUDY
- * FDPs MAY BE INSTALLED ON MEDIAN BREAKS IMMEDIATELY IN ADVANCE OF ALL SIGNALIZED INTERSECTIONS

1. IT IS RECOMMENDED THAT BOTH THE SIGN AND POSTS BE USED ONLY WHERE NEED HAS BEEN DETERMINED BY AN ENGINEERING STUDY.
2. ON MEDIANS UNDER 4' WIDE, INSTALL ONLY ONE FDP AT THE MEDIAN NOSE.
3. THE FDP SHALL MATCH THE ADJACENT EDGE LINE COLOR (YELLOW OR WHITE).
4. EACH FDP SHALL HAVE AN 8" BAND OF HIGH INTENSITY SHEETING INSTALLED 1" BELOW THE TOP OF THE POST WHICH MUST MATCH THE POST COLOR.
5. FDP SHOULD BE 36" HIGH.
6. DESIGN SHOULD FOLLOW THE ADJACENT DRAWING. OTHER DESIGNS MAY BE APPROVED BY I.R.C. TRAFFIC ENGINEERING.
7. WHEN SHOWN ON THE PLANS, FDPs SHALL BE IDENTIFIED IN A SIMILAR MANNER TO THAT SHOWN ON THIS TYPICAL (EMPTY DONUT SHAPE). COLOR AND NUMBER OF EACH MUST BE SHOWN ON ALL SUMMARY OF QUANTITIES SHEETS. ALSO, COLOR MUST BE SPECIFIED FOR EACH FDP GROUP ON THE PLANS.
8. FDP TYPE AND INSTALLATION METHODS MUST BE APPROVED BY I.R.C. TRAFFIC ENGINEERING PRIOR TO USE.
9. ON DIRECTIONAL MEDIANS THE FDPs MARKED MAY BE USED TO SUPPLEMENT THE EXISTING SIGNING, MARKINGS, AND RPMs TO DETER WRONG WAY MANEUVERS. WHEN USED, FDPs SHOULD BE INSTALLED MIDWAY BETWEEN THE STRIPED CHEVRONS.

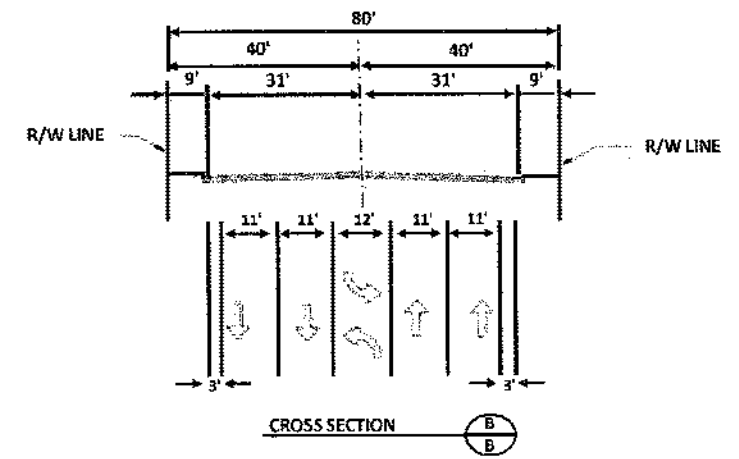
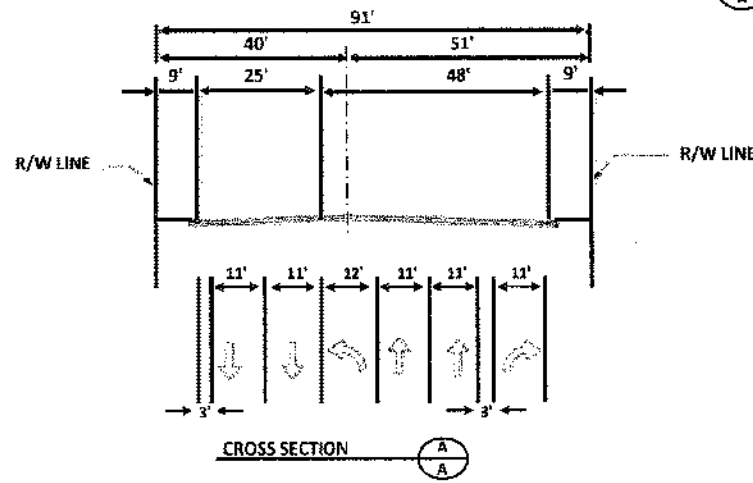
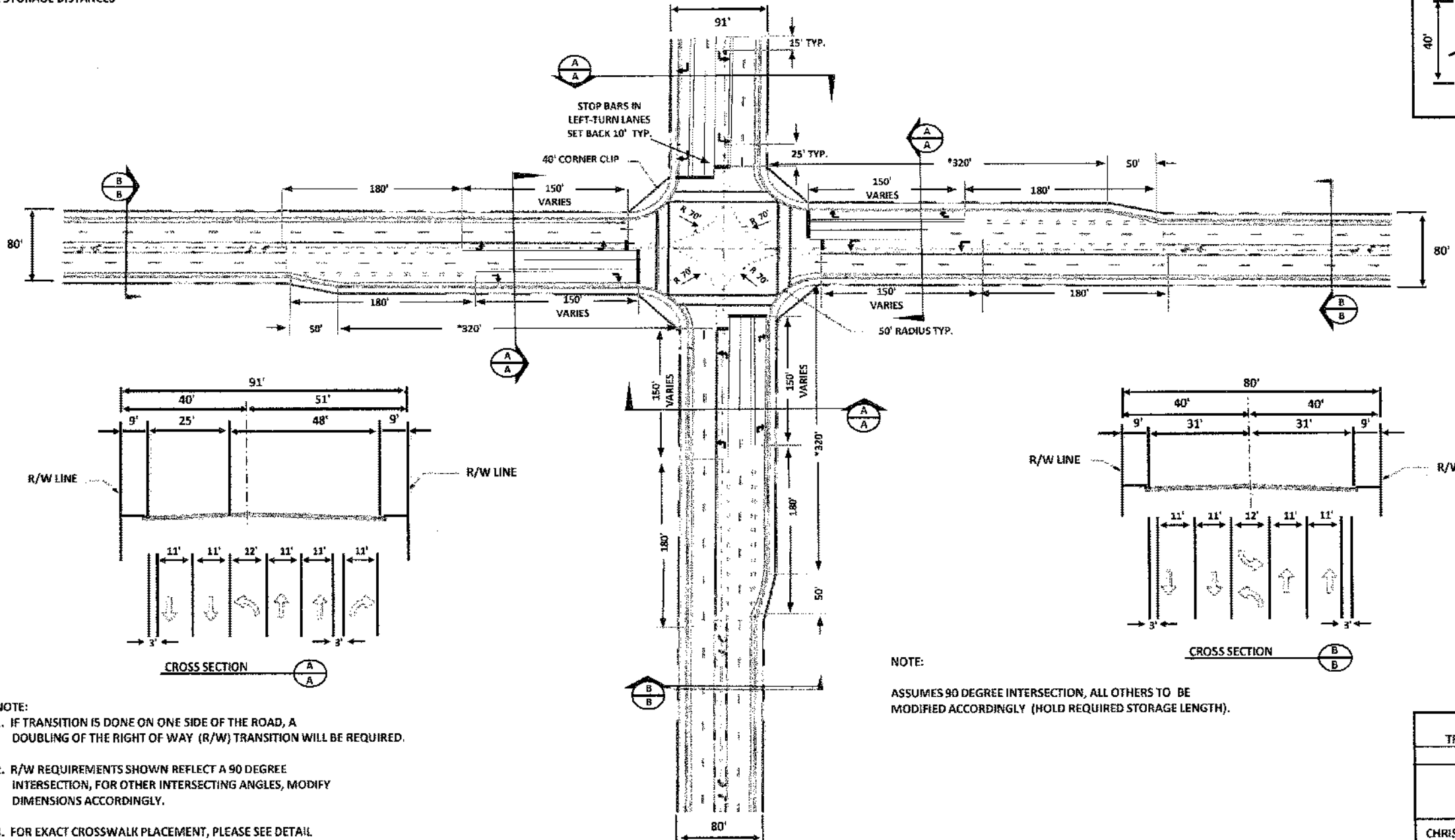
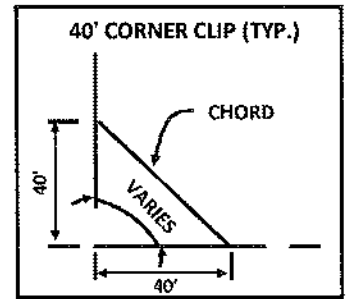


- A = 6" SOLID WHITE
 - B = 8" SOLID WHITE
 - C = 12" SOLID WHITE
 - D = 18" SOLID WHITE
 - E = 24" SOLID WHITE
 - F = 6" SKIP WHITE (10'-30')
 - G = 6" SKIP WHITE (6'-10')
 - H = 6" SKIP WHITE (2'-4')
 - I = 6" SOLID YELLOW
 - J = 18" SOLID YELLOW
 - K = 6" DOUBLE YELLOW
 - L = 6" SKIP YELLOW (10'-30')
 - M = 6" SKIP YELLOW (6'-10')
 - N = 6" SKIP YELLOW (2'-4')
 - P = RPM, MONO-DIRECTIONAL (WHITE/CLEAR)
 - Q = RPM, BI-DIRECTIONAL (AMBER/AMBER)
 - R = FDP (WHITE)
 - S = FDP (YELLOW)
 - T = RPM, (WHITE/RED)
- RPMs SHOWN OFF-LINE FOR GRAPHIC PURPOSES ONLY. RPMs SHALL BE INSTALLED ON THE STRIPE.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
FLEXIBLE DELINEATOR POST
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 11 of 19

* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

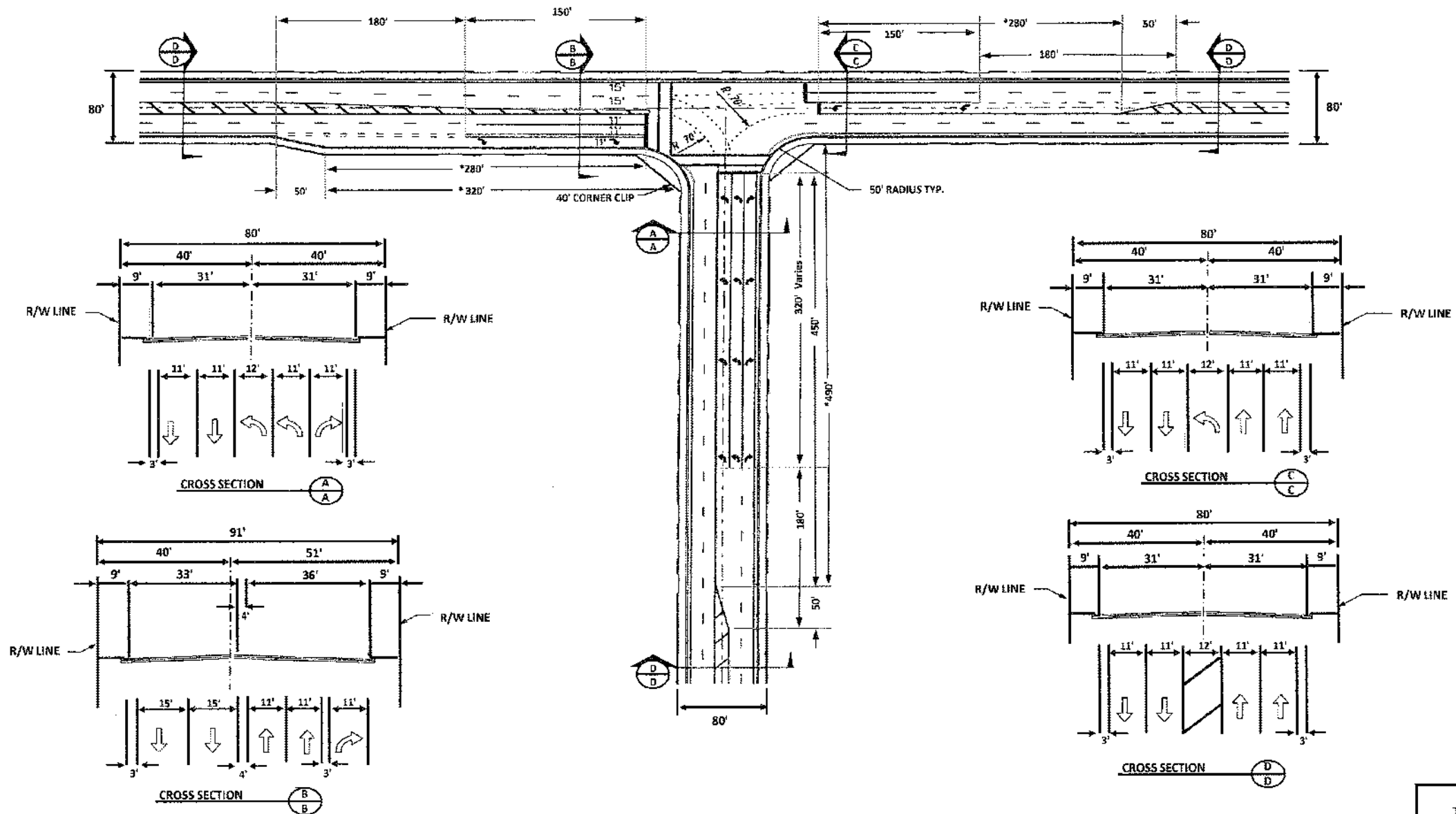
* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES



NOTE:
ASSUMES 90 DEGREE INTERSECTION, ALL OTHERS TO BE MODIFIED ACCORDINGLY (HOLD REQUIRED STORAGE LENGTH).

- NOTE:
1. IF TRANSITION IS DONE ON ONE SIDE OF THE ROAD, A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
 2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION, FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
 3. FOR EXACT CROSSWALK PLACEMENT, PLEASE SEE DETAIL #2 ON SHEET 3 OF 18 OF THIS TYPICAL.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
80' X 80' SINGLE LEFT TURN LANE EXPANDED INTERSECTION
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 12 of 19



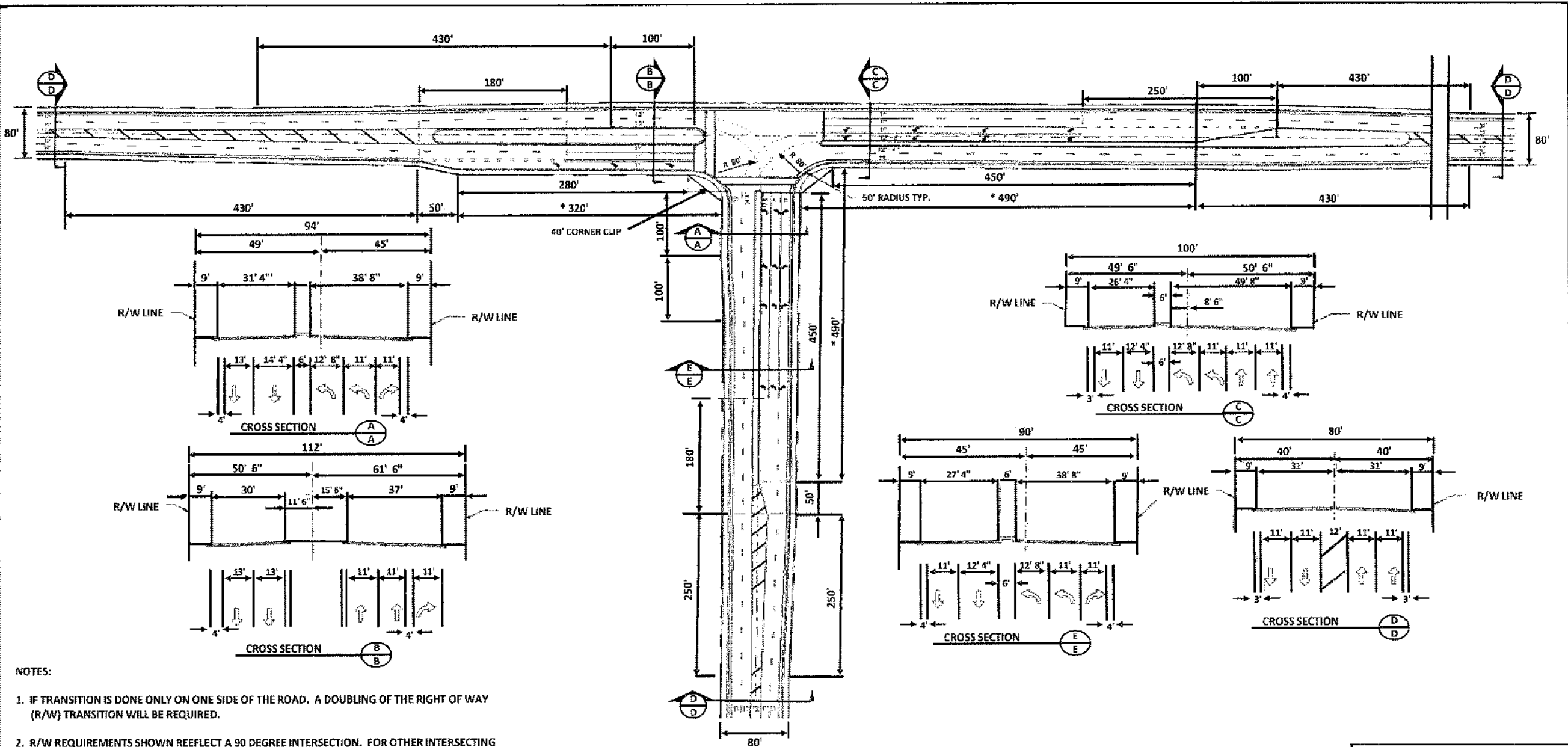
NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD, A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
3. FOR EXACT CROSSWALK PLACEMENT, PLEASE SEE DETAIL # 2, SHEET 3 OF THIS TYPICAL

* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

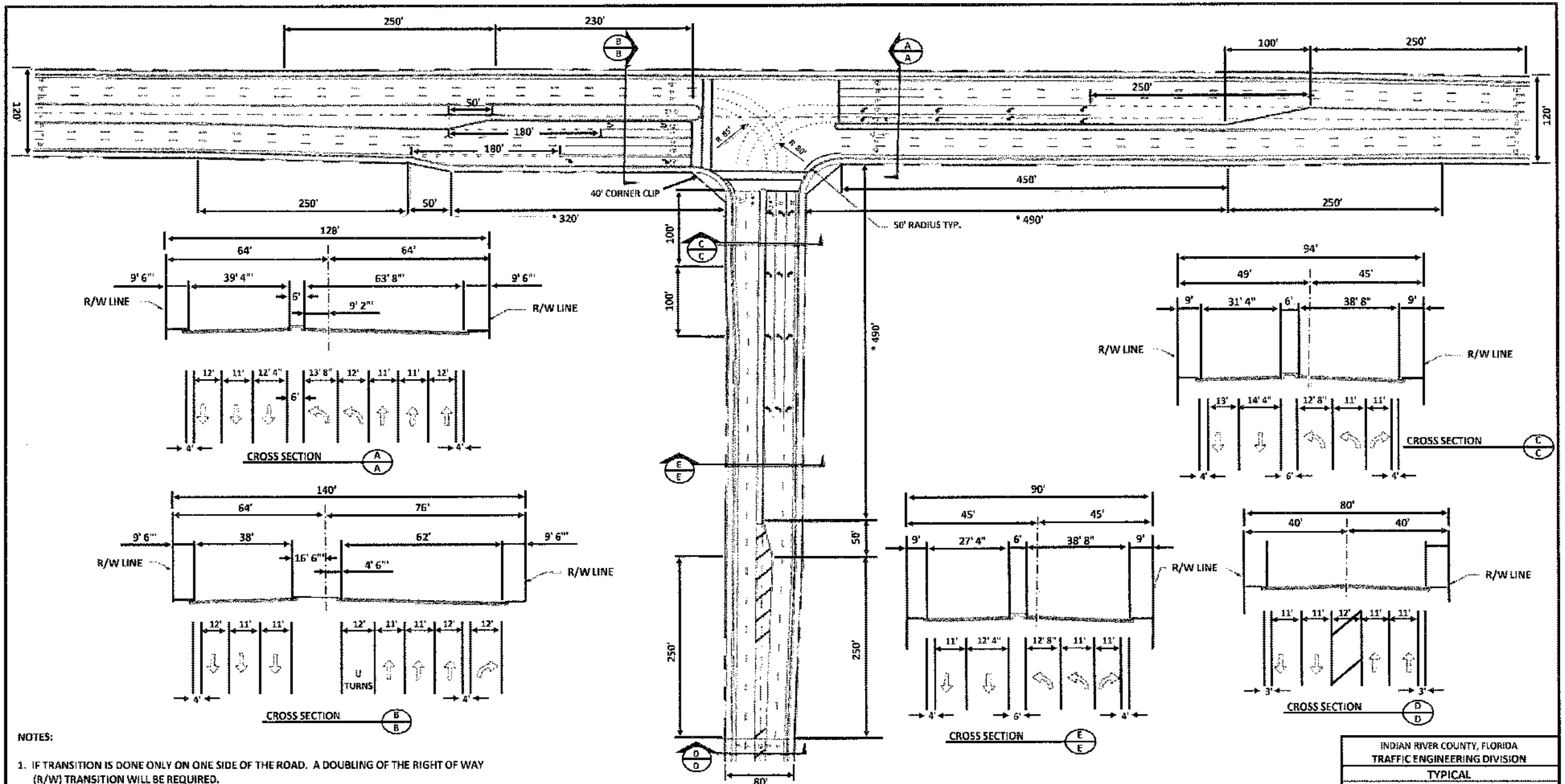
INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL 80' X 80' EXPANDED "T" INTERSECTION
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 13 of 19



NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD. A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
 2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
 3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 ON SHEET 3 OF THIS TYPICAL.
- * MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.
- * SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION	
TYPICAL	
80' X 80' EXPANDED "T" INTERSECTION	
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR	
March 2012	SHEET 14 of 19



NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD. A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 ON SHEET 3 OF THIS TYPICAL.

* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

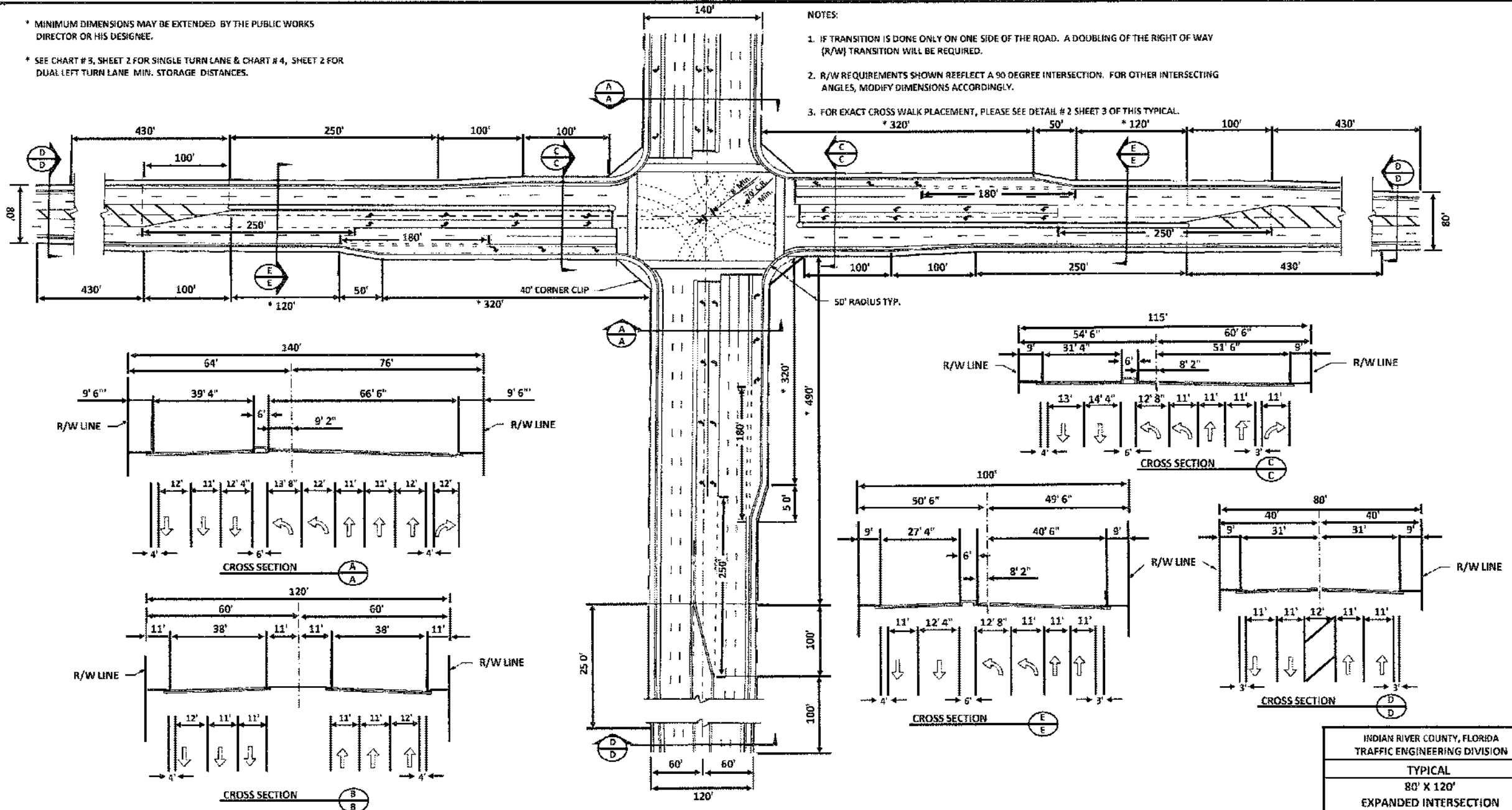
INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
120' X 80' EXPANDED "T" INTERSECTION DUAL LEFT TURN LANE
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 15 of 19

* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD. A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 SHEET 3 OF THIS TYPICAL.

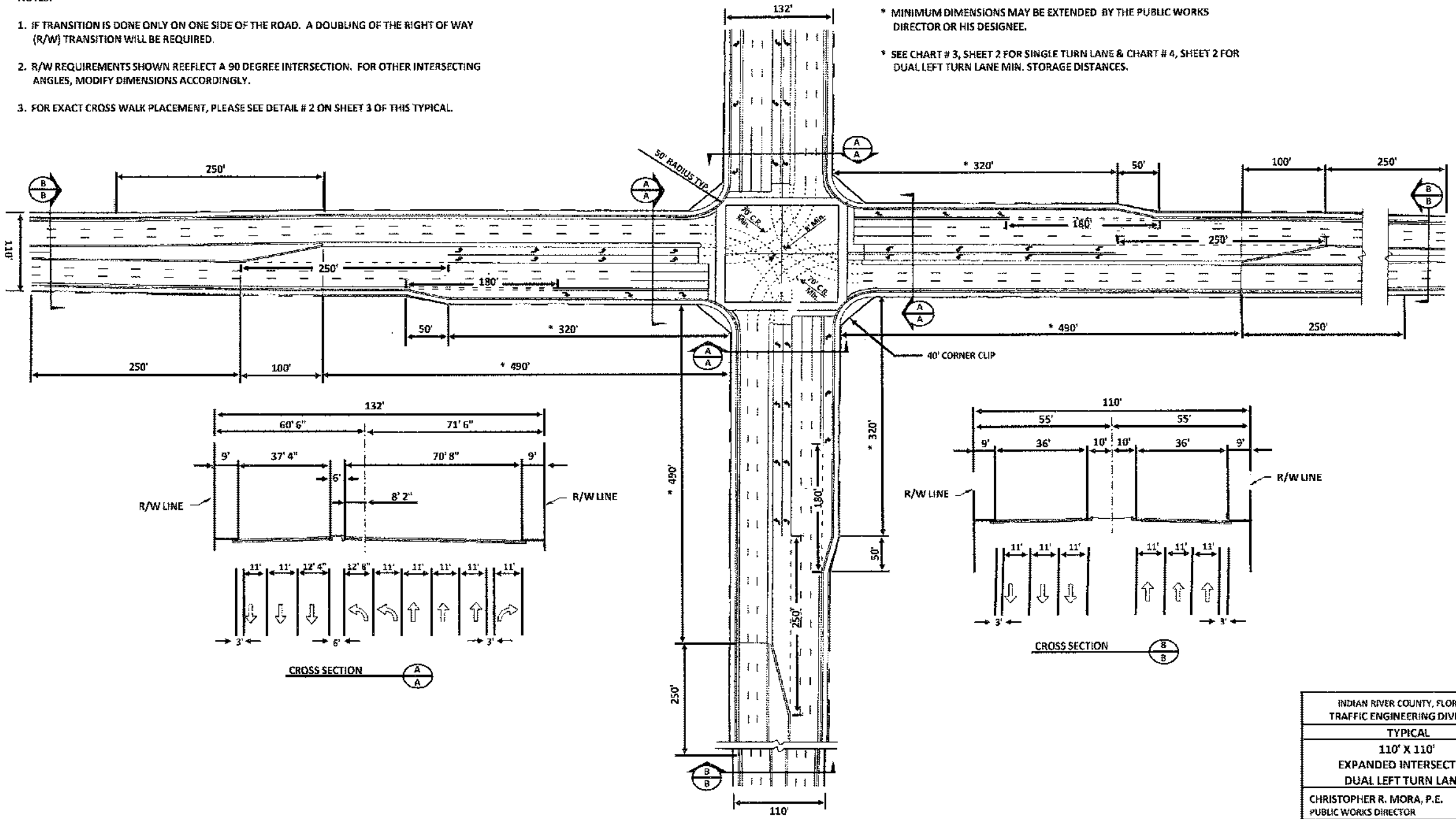


INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL 80' X 120'
EXPANDED INTERSECTION DUAL LEFT TURN LANES
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 16 of 19

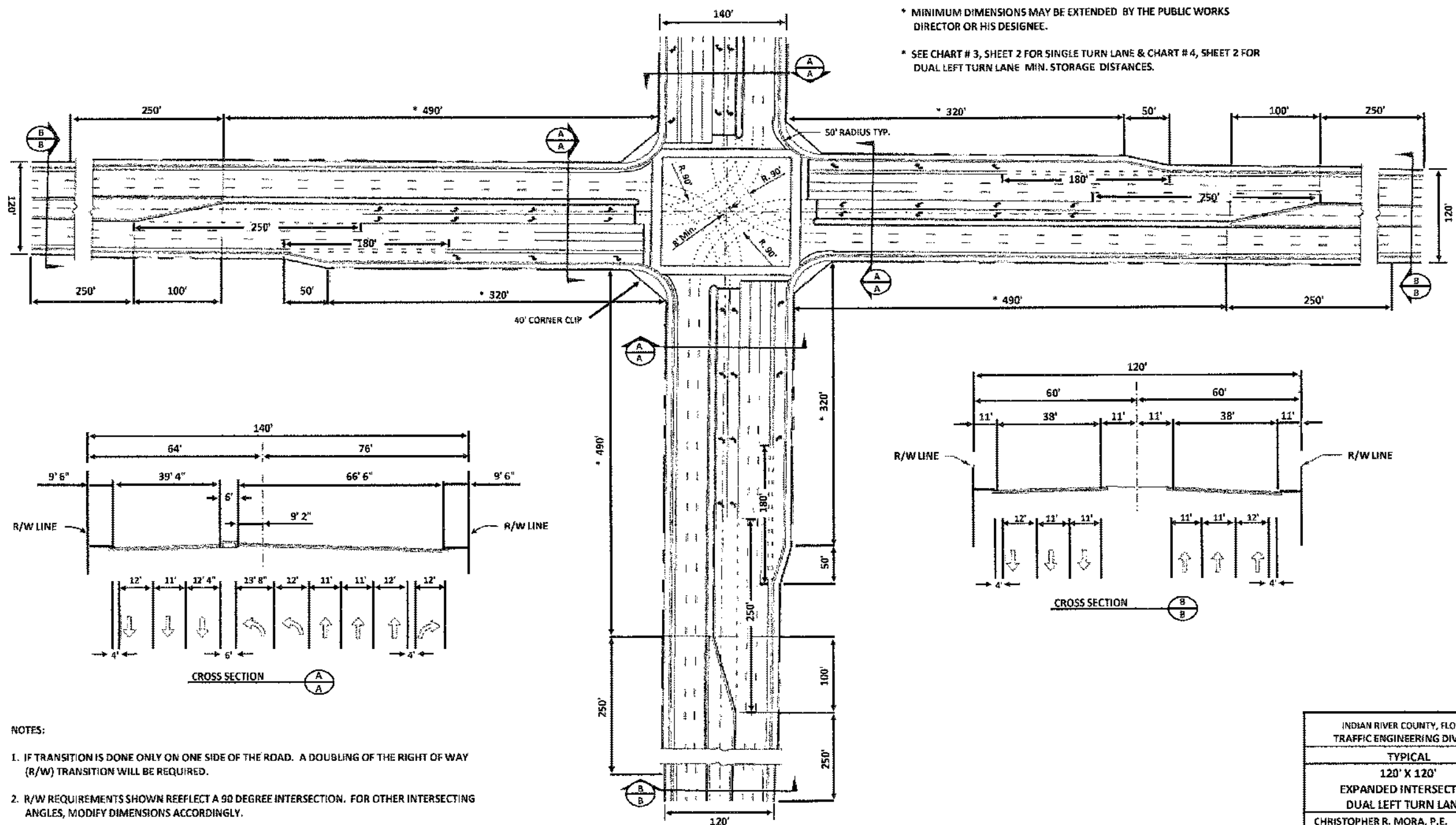
NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD, A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 ON SHEET 3 OF THIS TYPICAL.

- * MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.
- * SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.



INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
110' X 110' EXPANDED INTERSECTION DUAL LEFT TURN LANES
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 17 of 19

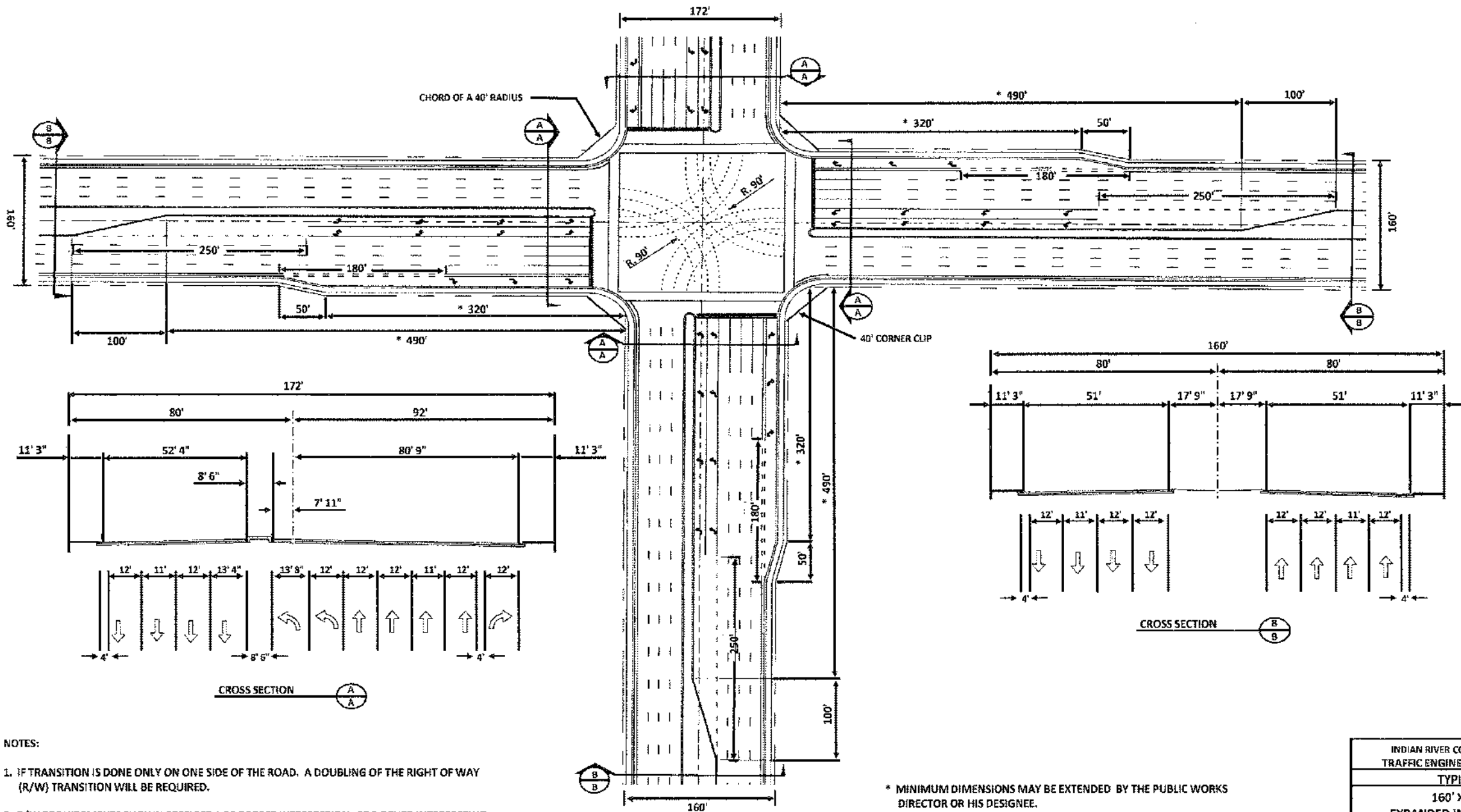


* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

- NOTES:
1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD. A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
 2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
 3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 ON SHEET 3 OF THIS TYPICAL.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
120' X 120'
EXPANDED INTERSECTION DUAL LEFT TURN LANES
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 18 of 19



NOTES:

1. IF TRANSITION IS DONE ONLY ON ONE SIDE OF THE ROAD, A DOUBLING OF THE RIGHT OF WAY (R/W) TRANSITION WILL BE REQUIRED.
2. R/W REQUIREMENTS SHOWN REFLECT A 90 DEGREE INTERSECTION. FOR OTHER INTERSECTING ANGLES, MODIFY DIMENSIONS ACCORDINGLY.
3. FOR EXACT CROSS WALK PLACEMENT, PLEASE SEE DETAIL # 2 ON SHEET 3 OF THIS TYPICAL.

* MINIMUM DIMENSIONS MAY BE EXTENDED BY THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE.

* SEE CHART # 3, SHEET 2 FOR SINGLE TURN LANE & CHART # 4, SHEET 2 FOR DUAL LEFT TURN LANE MIN. STORAGE DISTANCES.

INDIAN RIVER COUNTY, FLORIDA TRAFFIC ENGINEERING DIVISION
TYPICAL
160' X 160' EXPANDED INTERSECTION
CHRISTOPHER R. MORA, P.E. PUBLIC WORKS DIRECTOR
March 2012 SHEET 19 of 19