

## Chapter 7

### Signing, Marking, Lighting and Signals

The following are changes, additions or deletions to the January 2003, Topic #625-000-007, Plans Preparation Manual (PPM) - English, for use on Turnpike projects only:

#### 7.2.1 Design Criteria

*Add the following to paragraph 3*

When locating these structures, consideration shall be given, and noted on the signing cross sections, as to the placement of the sign structure foundation outside of the clear zone, as well. Signs located behind guardrail shall be located at a minimum of 4 feet from the face of the guardrail. This applies to the uprights on overhead signs and for the sign face (panel) for ground mounted signs. In addition, all overhead signs shall be designed with a roadway to luminaire vertical clearance of 18' – 0" minimum. This additional height allows for future panel revisions as well as possible maintenance friendly luminaire devices.

*Add the following paragraphs*

Signs of dissimilar shape shall not be mounted back to back. For example, a "STOP" sign shall not be mounted back to back on the same post behind a "Do Not Enter" sign.

All Advance Exit signs should use the physical gore as the point of reference for mileage designations. The only time this should not be done is if the physical gore and theoretical gore are separated by more than 500 feet.

Guide signs on ramps shall include destination signing that repeats the exit guide sign information and provides route guidance to the driver. A horizontal line shall separate destinations in different directions clearly to associate the destinations with their respective directions.

Exit Warning Speed (W13-2) and Ramp Warning Speed (W13-3) signs are to be used on exit ramps, except when the ramp has the same or greater design speed than the mainline.

The Florida's Turnpike mainline shall use the sign panel shown in the latest Guide Drawings. The panel sizes shall meet the following standards:

- To identify the Turnpike from a cross road or for trailblazing – 30" x 36"
- For all guide sign uses along a freeway and for Post Interchange signs – 40" x 48"
- For "special" applications – 50" x 60"

For all other Turnpike operated facilities the Toll Route Marker shall be used as shown in the Traffic Engineering Manual, Section 2.23. The size of this panel shall meet the standards in the TEM with the following exception:

- For identification along the mainline (i.e., Post Interchange Sign) – 36" x 48"

## 7.2.8 Toll Plazas

*Add the following sections*

All Toll Plaza signing shall conform to the latest standards and guidelines set forth by the Turnpike. These guidelines and standards are either specified or shown in this manual or can be obtained from the Turnpike Traffic Plans Engineer.

### 7.2.8.1 Approach Signing for Mainline Toll Plazas

The sequence of the advance signs to a standard mainline toll plaza should include as a minimum "Toll Plaza, 1 Mile, Cars \$X/XX", "Prepaid Tolls Only, SunPass (logo), (directional message)", "Toll Plaza, ½ Mile, Reduce Speed", "Exact Coins, Cars Only"/"Change Provided"/"Prepaid Tolls Only, SunPass (logo)" lane assignment signs, "Wide Lane Keep Right/Left" and the "Toll Schedule". There are other approach signs that may be used such as a "Toll Plaza, 2 Miles, Cars \$X.XX" sign or various speed reduction signs. The use of these signs should be coordinated with the Turnpike prior to design. Signs should not include the toll amount for plazas located within the Ticket System of the Turnpike Mainline.

All of the standard mainline approach signing mentioned above has been designed by the Turnpike and is shown in the latest Guide Drawings. These signs should be placed along the mainline according to the distances shown in the Guide Drawings. Any deviation from this placement should be clearly justified by the Engineer.

### 7.2.8.2 Approach Signing for Ramp Toll Plazas

The sequence of the advance signs to a ramp plaza should include as a minimum "Toll Plaza Ahead, Cars \$X.XX", "Prepaid Tolls Only, SunPass (logo), (directional message)", "Toll Violations", "Wide Lane Keep Right/Left" and the "Toll Schedule". There are other approach signs that may be used such as various speed reduction signs. The use of these signs should be coordinated with the Turnpike prior to design. Signs should not include the toll amount for plazas located within the Ticket System of the Turnpike mainline. Advance directional signing should only be provided at locations where geometry will not permit adequate directional signing on the departure side of the plaza.

All of the standard ramp approach signing mentioned above has been designed by the Turnpike and are shown in the latest Guide Drawings. These signs should be placed along the ramps while maintaining the typical 100 ft. spacing necessary for sign legibility. When geometry on the ramp plaza does not allow enough room for sufficient sign spacing, the Designer should look to remove the "Prepaid Tolls Only, SunPass (logo), (directional message)" sign and/or locate signs opposite each other along the ramp. When the distance from an intersecting roadway to the toll plaza is less than 400 ft., the "Prepaid Tolls Only, SunPass (logo), (directional message)" sign should be removed from the signing scheme.

### 7.2.8.3 Canopy Signing

All canopy-mounted signs shall be included in the plans as shown in the latest Guide Drawings. These panels shall be included as standard sized panels. The designer shall begin the design with the largest panels first and proceed smaller only if an existing canopy cannot accommodate the larger panel. All canopy signs should be the same height when placed along the same approach fascia for a Toll Plaza. When a Changeable Message Sign (CMS) is used on a canopy, all static signs on that same fascia shall be 5 ft. in height to match the display height of the CMS panel.

Associated with all canopy-mounted signs should be a Lane Use Control Signal. Information about this signal is mentioned in Section 7.4.1.1, Lane Use Signals.

### 7.2.8.4 Pavement Markings

All pavement marking details and descriptions are shown in the latest Guide Drawings. The designer should refer to these Drawings as a guide for striping design. Deviation from these Drawings may be necessary at times and should be coordinated with the Turnpike Traffic Plans Engineer.

Mainline plaza approach striping shall be designed and placed in a way that directs the driver to a segment of the plaza from the mainline travel lanes. This is accomplished by segregating the plaza into sections based upon the number of toll lanes and the number of mainline travel lanes. This type of design is used to try and eliminate high-speed weaving and last minute lane changes. A detail showing this is included in the latest Guide Drawings.

## 7.2.9 SunPass

*Add the following sections*

### 7.2.9.1 Signing

Island signing for SunPass shall consist of the following as a minimum:

1. A 25 mph speed limit sign with a 45 degree arrow (M6-2) shall be added to the left of the dedicated lane to provide liability protection and speed enforcement.
2. A toll collector warning sign shall be added on the island on each side of the dedicated lane. This sign is installed curbside near the sidewalk between the administration building and the first lane of a mainline plaza. At locations with dedicated lanes on the outside of the plaza, the toll collector warning sign shall also be placed on the shoulder. Layouts for these signs and others are shown in the latest Guide Drawings.

### 7.2.9.2 Pavement Markings

All SunPass equipped lanes shall have toll attendant/collector warning symbols placed in any walkway across adjacent islands, in the doorways of booths on the adjacent islands, and on the sidewalk between the administration building and the first lane on the plaza. A note shall be added to the plans as follows: "The Attendant Pavement Warning Symbols shall be 3M Sidewalk Graphic Image as distributed by Ad Graphics, Inc., of Pompano, Florida, or an approved equal." These symbols are intended to warn toll attendants of the danger in crossing the SunPass lanes, since vehicles are not required to stop as part of a dedicated SunPass lane electronic toll transaction. Dedicated SunPass lanes shall have approach and departure channelization with pavement messages as shown in the latest Guide Drawings. The dedicated SunPass markings shall be supplemented with RPMs and flexible delineators as shown in these Guide Drawings. For dedicated SunPass lanes that are 12 feet wide or greater, the lane shall be narrowed to 10 feet through the plaza area. Details for the toll attendant signs and marking symbols are shown in the latest Guide Drawings.

### 7.3 Lighting

*Add the following references*

**Roadway Lighting Handbook**, USDOT/FHWA (Implementation Package 78-15) - This Handbook provides additional information on roadway lighting design and also provides a warranting condition to be used for arterial roads.

**Federal Aviation Regulation, Part 77, Objects Affecting Navigable Airspace**, USDOT/FAA - This regulation sets the requirements to follow on projects near airports.

**Federal Aviation Administration Advisory Circular AC 70/7460-1, Obstruction Marking and Lighting**, FAA. This advisory circular defines the requirements to follow to identify objects that require special lighting near airports.

**Manual on Uniform Traffic Studies (January 1992) Chapter XIV Highway Lighting Justification Procedure**, FDOT

**Recommended Practice for Roadway Lighting IES RP- 8**, ANSI/IESNA

#### 7.3.1 Design Criteria

*Add the following paragraphs*

If the adjoining mainline roads are not illuminated, then the lighting design shall include mainline transition lighting to allow a driver a reasonable reduction in lighting levels from a lighted roadway to an unlit road. The mainline transition lighting shall extend beyond the project lighting limits by approximately a four-to six-pole spacing.

If the length of the mainline between lighted interchanges is 0.5 mile or less, then that section of the mainline shall be lighted regardless of what the Lighting Justification Report says. See the latest Guide Drawings for Turnpike Lighting Criteria.

High mast lighting at interchanges may be used provided that the surrounding area is not an urban residential area. Lighting designers shall investigate future development plans of the area and obtain approval from the Turnpike Project Manager before considering high mast lighting.

## 7.3.2 Pole Design Criteria

### 7.3.2.1 General

*Add the following paragraphs*

It is desirable not to locate any light poles on highway bridges. Spacing shall be adjusted, if possible, to keep light poles off bridge structures. If light poles are required on bridges, their location shall be closely coordinated with the Bridge Structural Designer. Bridge-mounted poles shall be provided with vibration dampers inside the pole and with vibration pads at the base (this requirement applies for all bridges and fly over ramps even if they are not over open bodies of water or on causeway sections). Bridge-mounted poles shall have the handhole 1.0 foot above the barrier wall and the handhole shall face the traffic lane.

Nominal pole heights for conventional poles shall be 45 feet for mainlines and 35 feet for ramps, 45 or 35 feet for arterial roads and between 100 and 120 feet for high mast poles. When 50-foot pole heights are required to meet the minimum lighting design criteria, the Designer shall coordinate with Turnpike Maintenance to determine whether they can maintain the 50-foot pole heights.

All conventional light poles not mounted in bridge traffic railing barriers or on barriers shall be provided with frangible transformer type bases. Conventional light poles in parking lots shall not be provided with frangible bases.

Conventional light poles shall be aluminum. High mast light poles shall be either galvanized steel or weathering (Corten) steel AASHTO M270 or ASTM A709. Consult with the Turnpike Project Manager whether the light poles shall be painted.

For lighting designs on or near coastal areas, consult with the Turnpike Project Manager whether galvanized steel conventional poles should be used in lieu of aluminum poles due to the salt in the atmosphere. Also coordinate the type of material to use for the high mast poles.

The spacing of conventional light poles on curved ramps at clover leaf interchanges and at hills shall be reduced to account for the curvature of the road in order to provide higher illumination and improved uniformity ratios.

### 7.3.3 Foundations Criteria

*Add the following paragraphs*

Screw type foundations may be used only when they are needed due to the complexity and location of underground utilities. The Roadway Lighting Design Documentation shall include the proper Technical Special Provisions since the Standard Specifications may not apply.

When conventional light poles are located on slopes steeper than 4:1, the standard concrete foundation detail shown on FDOT Design Standards, Index 17503 is not applicable. In this case, the Designer shall incorporate a special concrete foundation in its design. The applicable detail shall be shown on the lighting plans and the affected poles shall be properly identified on the Pole Data sheet. Proper structural calculations shall be submitted for review to substantiate the size of the special foundations.

A concrete slab is not required in those instances when the poles are located behind sidewalks. The pull box shall be located flush with the sidewalk in front of the light pole, and is paid for as "roadside".

### 7.3.5 Lighting Project Coordination

*Add the following paragraphs*

When a project is within 3 miles (5.0 kilometers) of an airport, flight path clearances need to be checked. The Lighting Designer shall coordinate with the Airport Manager on specific requirements. A proper airspace analysis shall be performed and submitted for review. The analysis shall be prepared following the Federal Aviation Administration (FAA), Federal Aviation Regulations Part 77 Objects Affecting Navigable Airspace requirements. FAA Form 7460-1 shall be prepared and submitted to the Turnpike Project Manager for proper transmittal to the FAA.

A note shall be placed on the lighting plans to require a shop drawing for the service point load center and associated equipment.

### 7.3.6 Voltage Drop Criteria

*Replace with the following paragraph*

When determining conductor sizes for lighting branch circuits, the maximum allowable voltage drop from the service point to the last luminaire within a circuit is 6 percent.

*Add the following paragraph*

Voltage drop calculations shall be submitted for each lighting branch circuit. Voltage drop calculations shall be prepared, signed and sealed by a Professional Electrical Engineer licensed in the State of Florida.

### **7.3.6.1 Load Analysis Criteria**

*Add this Section*

Load analysis calculations shall be submitted for each branch circuit breaker within a load center and for the entire load center to back-up the branch circuit breaker and main breaker ratings and the service feeder size. These calculations shall be prepared, signed and sealed by a Professional Electrical Engineer licensed in the State of Florida.

### **7.3.6.2 Pole Cable Distribution System**

*Add this section*

The pole cable distribution system shall be installed in the pull box adjacent to each light pole. A pole cable distribution system that is installed in the concrete pole foundation is not allowed.

### **7.3.9 Mainline Toll Plaza**

*Add this section*

Power for the main line toll plaza approach roadway lighting shall come from the main line plaza stand-by lighting panelboard and be backed up by the standby generator. This circuit(s) shall include a minimum of 3 conventional luminaires on each side of the plaza for each roadway direction and the conventional light poles on the express lanes (see latest Guide Drawings). The contractor shall terminate the branch circuit wiring in a pull box for extension into the stand-by lighting panel board. The light poles are to be symmetrically placed. Conventional lighting shall be used for the mainline toll plaza approach.

Lighting branch circuit conduits interconnecting light poles through the mainline toll plaza building shall not be installed on the same side where the toll plaza Administration Building is located but on the opposite side of the roadway to avoid the tunnel located at the toll plaza centerline and to avoid the plaza concrete apron. The roadway lighting plans shall show the proper lighting branch circuit conduits on the opposite side of the toll plaza Administration Building and also show the associated mainline roadway conduit crossings and pullboxes on either side of the toll plaza building. The wiring of the luminaires to be fed from the plaza generator shall be terminated in a pull box near the mainline toll plaza Administration Building by the roadway contractor for completion of roadway lighting wiring to the plaza stand-by panelboard by the toll plaza contractor (see latest Guide Drawings). Close coordination between the Toll Plaza Designer and the Roadway Designer is necessary. Separate conduits, wiring and pull boxes are required for those luminaires fed from the plaza generator.

A note shall be provided in the roadway lighting plans for the roadway contractor to provide the necessary equipment to test the luminaires fed from the plaza generator.

If the limits of the roadway contract fall within the limits of the toll plaza roadway lighting, adjacent section Designers shall coordinate new limits for the lighting portion of the contracts. The roadway contractor shall coordinate with the toll plaza contractor the location of the roadway lighting service distribution point if the roadway lighting arrangement deems this as the most appropriate installation location.

## 7.4 Traffic Signals

### 7.4.1 Design Criteria

*Add the following paragraph*

The Designer shall make every reasonable effort to incorporate the design preferences of the local maintaining agency. These preferences may include but are not limited to pole types, detector loop strategies, conduit routing, specific equipment, signal timing methods, etc. It is the responsibility of the design consultant to meet with the maintaining agency to ascertain their preferences and obtain all other pertinent information. The findings of the design consultant shall be reported to the Turnpike's project manager before proceeding with design.

#### 7.4.1.1 Lane Use Control Signals

*Add the following section*

The Designer should include Lane Use Control Signals as part of any Toll Plaza Canopy revision or design. These signals shall display either a red "X" or a green "double arrow" as specified in the MUTCD. The type of signal display should be a Lighting Emitting Diode (LED) or an approved equal. Sizes of these displays will vary depending upon the lanes that they are placed above. Coordination should be done prior to design with the Turnpike Project Manager to ensure proper size and placement.

### 7.4.2 Certification and Specialty Items

*Replace the last paragraph with the following*

The design of traffic signals compatible with local signal systems may require the use of materials for which there are no Department approved Standard Specifications or Supplemental Specifications. In those cases, the design consultant will be required to develop project specific Technical Special Provisions (TSPs) for inclusion in the contract document. The design consultant is encouraged to get samples of similar TSPs from the local and maintaining agency. The Turnpike Traffic Operations and plans review staff are available to assist or guide this endeavor. All traffic control products for signals shall be on the Qualified Products List (QPL) as maintained by the FDOT Specification Department.

#### 7.4.13 Traffic Signal Project Coordination

*Add the following as paragraphs 7, 8 & 9*

In general, the Turnpike will actively work with the local and local maintaining agencies for coordination of design and maintenance issues.

**Signal Systems** - At the request of the local or the local maintaining agency any signals designed by the Turnpike will include features and equipment typically used for their signals and signal systems. This will include time base, closed loop, UTCS or other technologies. The communications medium shall match that already in place.



**Legal Authorization and Maintenance Agreements** - The Turnpike must secure legal authorization and execute a maintenance agreement with the local maintaining agency. This will be accomplished through the assistance of the local Traffic Engineer. It is in the Turnpike's interest to make an effort to cooperate with the local and maintaining agency to expedite this process.