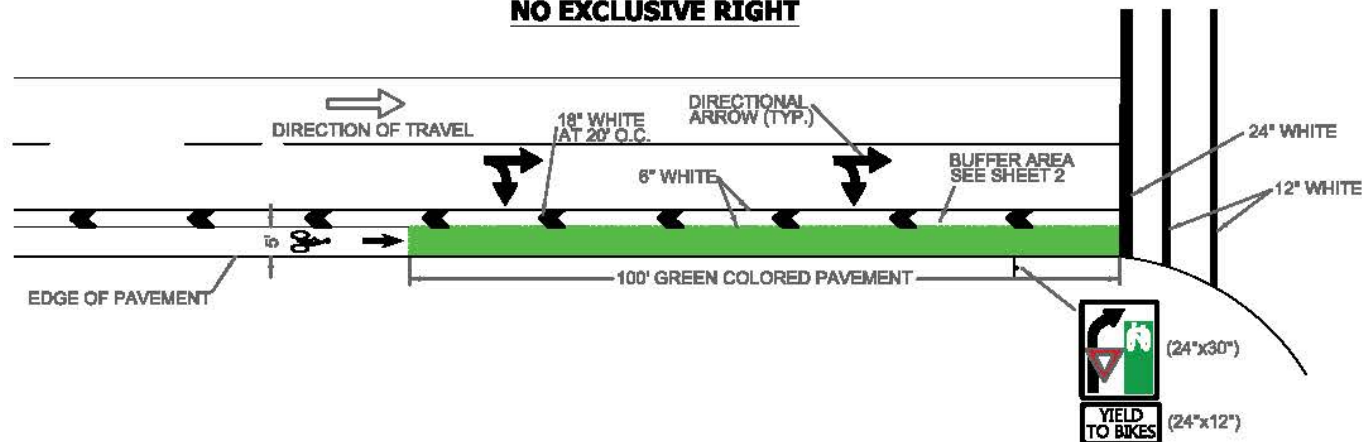


EXHIBIT C

**Broward County Traffic Engineering Division
Bicycle Pavement Markings and Signs Details**

NO EXCLUSIVE RIGHT

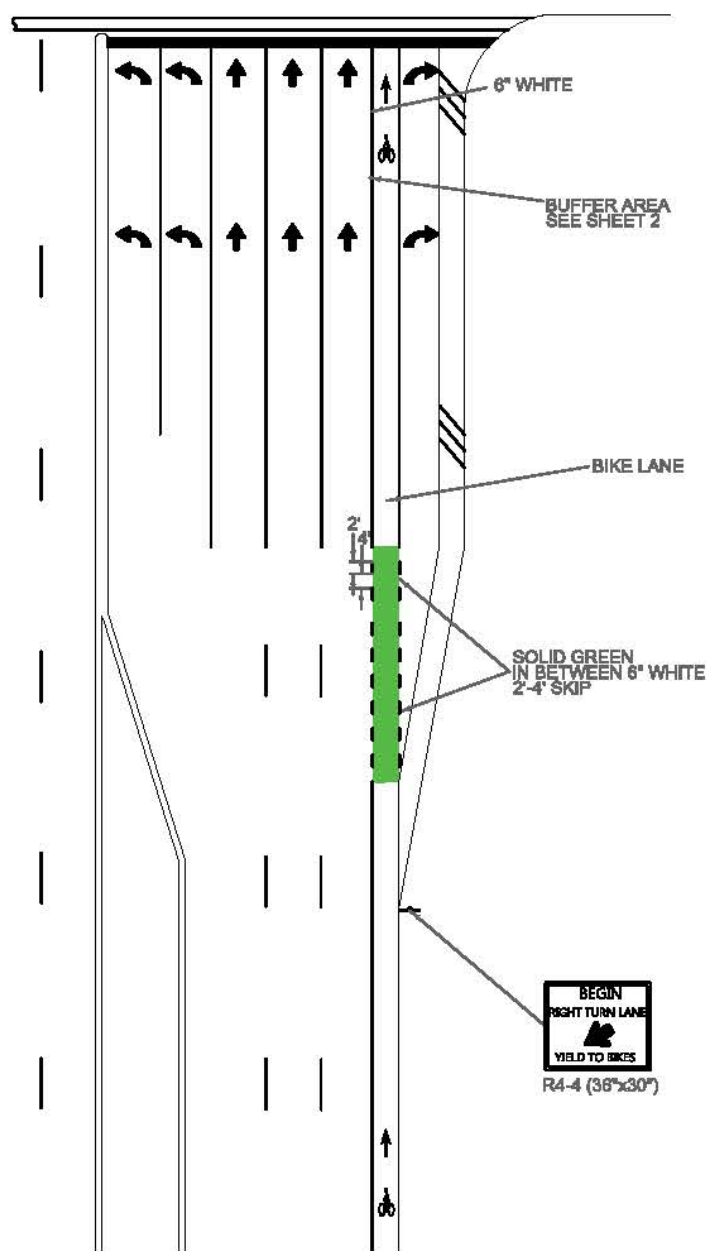


LEGEND

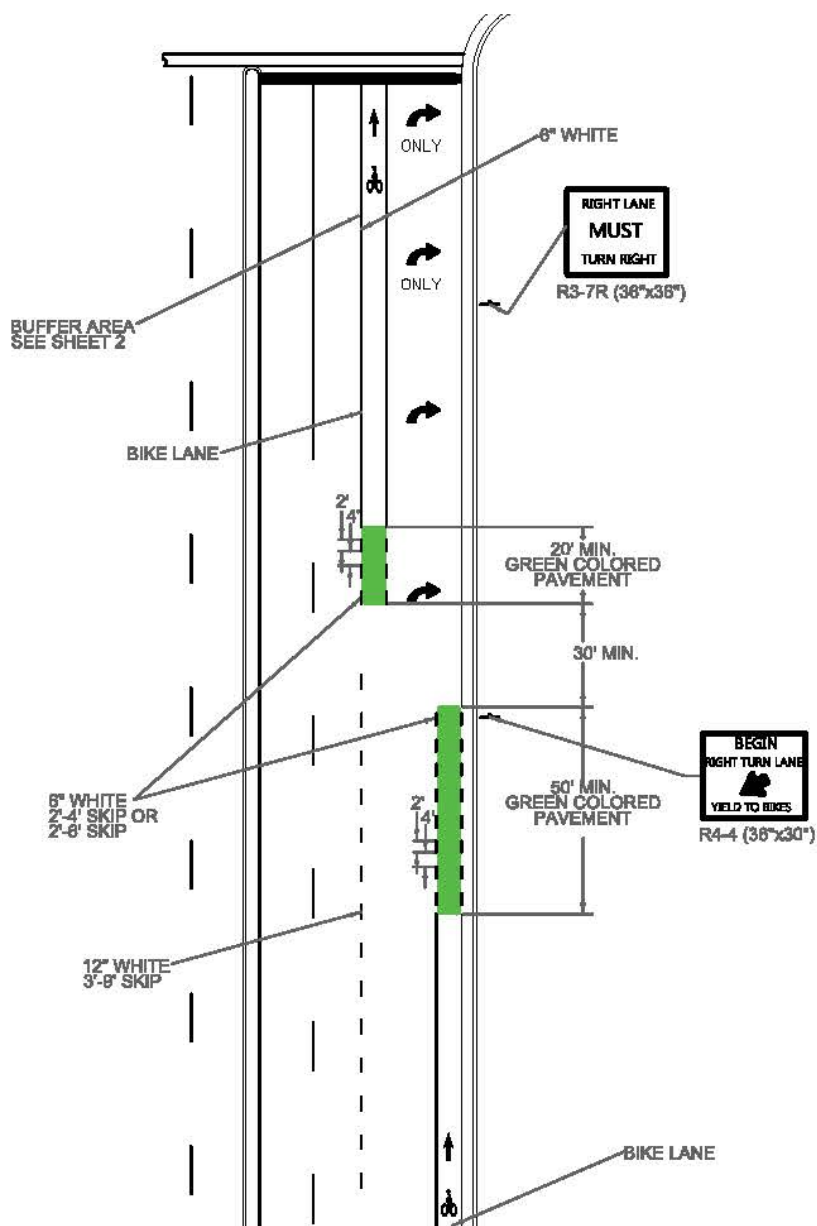


GREEN PATTERNED PAVEMENT

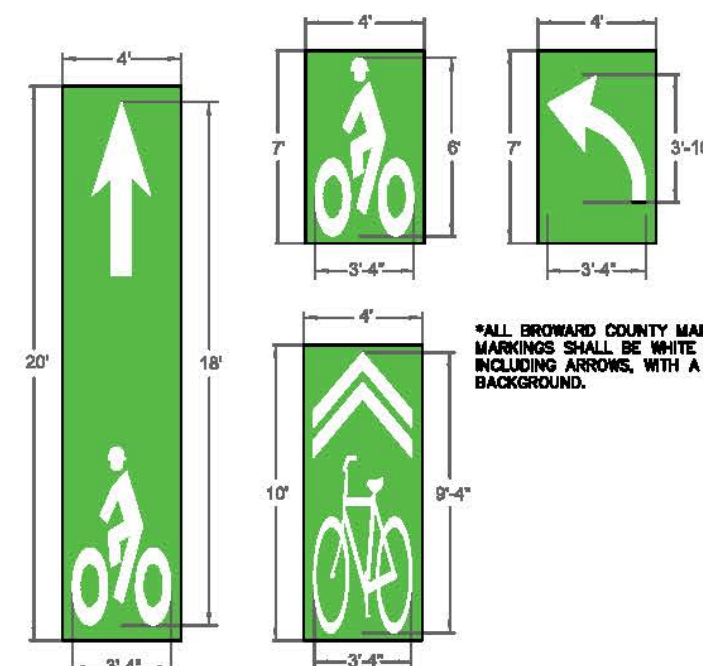
BIKE LANE WITH SEPARATE RIGHT TURN LANE



BIKE LANE WITH RIGHT TURN DROP LANE



BICYCLE PAVEMENT MARKING STANDARDS



*ALL BROWARD COUNTY MAINTAINED WHITE AND GREEN BICYCLE MARKINGS SHALL BE WHITE PREFORMED THERMOPLASTIC SYMBOLS, INCLUDING ARROWS, WITH A GREEN PREFORMED THERMOPLASTIC BACKGROUND.

NOTES

1. THE PREFORMED THERMOPLASTIC MARKINGS SHALL MEET STATE SPECIFICATIONS AND BE APPROVED FOR USE BY THE APPROPRIATE MAINTAINING AGENCY. GREEN AND WHITE PREFORMED THERMOPLASTIC MARKINGS MUST BE ON THE FDOT APL SPECIFICATION 523 FOR GREEN AND 711 FOR WHITE PREFORMED THERMOPLASTIC MARKINGS.
2. THE SURFACE OF THE PREFORMED THERMOPLASTIC MATERIAL SHALL CONTAIN FACTORY APPLIED NON-SKID MATERIAL WITH A MINIMUM HARDNESS OF 8 (MOHS SCALE). UPON APPLICATION THE MATERIAL SHALL PROVIDE A MINIMUM SKID RESISTANCE VALUE OF 80 BPN WHEN TESTED ACCORDING TO ASTM E 303.
3. THE MATERIAL MUST BE APPLIED AT A MINIMUM THICKNESS OF 90 MILS (2.29 MM) OR 125 MILS (3.15 MM).
4. THE MATERIAL MUST CONTAIN A MINIMUM OF THIRTY PERCENT (30%) INTERMIXED GRADED GLASS BEADS BY WEIGHT. THE INTERMIXED BEADS SHALL BE CLEAR AND TRANSPARENT. NO MORE THAN TWENTY PERCENT (20%) SHALL CONSIST OF IRREGULAR FUSED SPHEROIDS OR SILICA.
5. THE MATERIALS SHALL BE APPLIED USING THE PROPANE TORCH METHOD RECOMMENDED BY THE MANUFACTURER. THE MATERIAL MUST BE APPLIED WITHOUT PREHEATING OF THE PAVEMENT TO A SPECIFIC TEMPERATURE. FOR CONCRETE APPLICATION, A COMPATIBLE PRIMER SEALER MAY BE APPLIED BEFORE APPLICATION TO ASSURE PROPER ADHESION.

REVISIONS

DATE	DESCRIPTION
07-31-2017	N/A



**PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION**

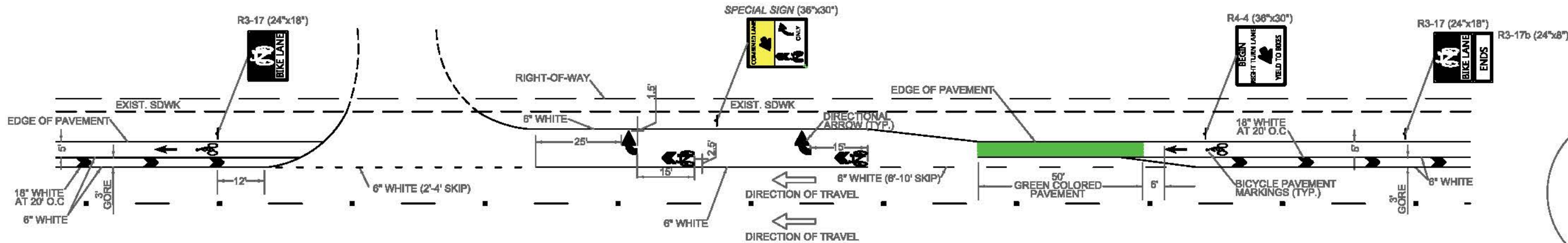
DESIGN BY: CARMELO CARATOZZOLO, P.E. SCALE: NTS
 DRAWN BY: STEPHON RAMOUTAR
 CHECKED BY: ANDREW SEBO, P.E., P.T.O.E

**BICYCLE PAVEMENT
MARKINGS AND SIGNS
DETAILS**

**SHEET
NO.**

1 OF 2

SPECIAL AREA MARKING DETAIL # 1



SPECIAL SIGN DETAIL (36"x30")

SPECIAL AREA MARKING DETAIL #1 NOTES

- USE DETAIL #1 WHEN BIKE LANE CANNOT BE MAINTAINED ADJACENT TO RIGHT TURN LANE.

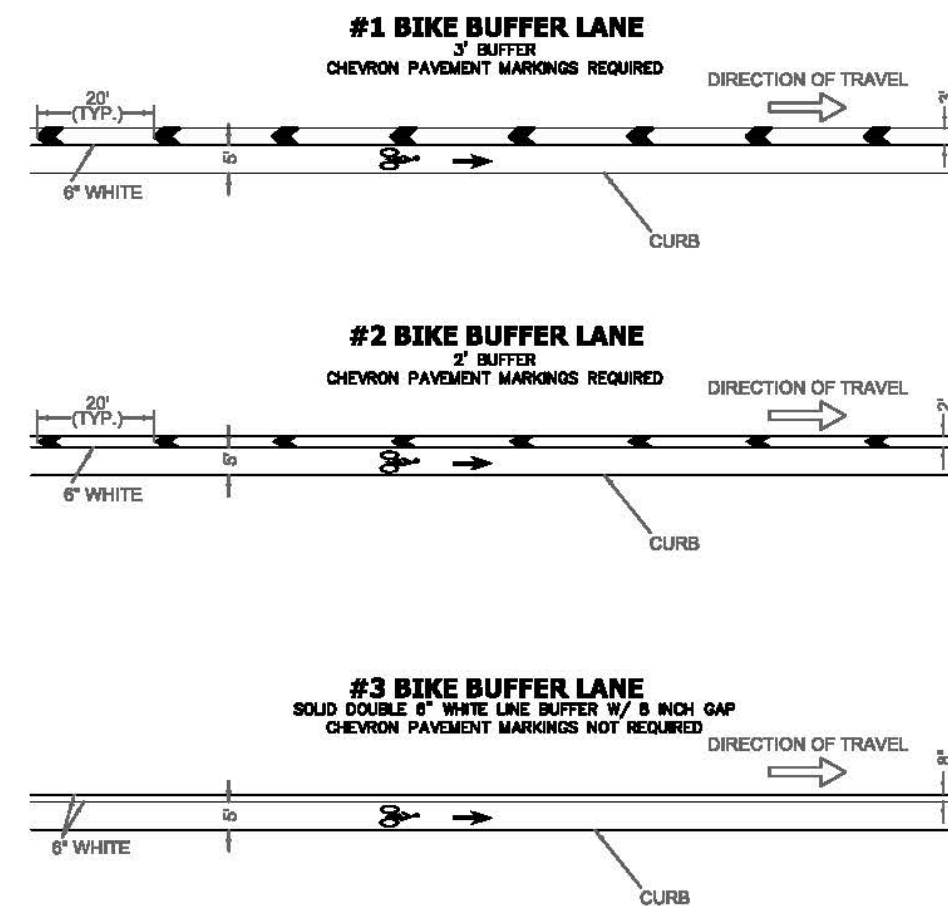
TYPICAL SECTION: TRANSPORTATION COMPONENTS

Functional Classification	Posted Speed (MPH)	Bicycle Space		On-Street Parallel Parking Requested Through Land Development Code Process for Context Sensitive Corridor Designation	
		Bicycle Lane **	Buffer ***	Door Zone This is in addition to the bicycle space ^^^	Parking Space Measured from curb face ****
Local Streets	30 or less	N/A	N/A	4'	7'
Residential Collector	30 or less	4'-5'^^	2'-3'^^	4'	7'
Collector & Above	35	4'-5'^^	2'-3'^^	4'	7'
Collector & Above	40	4'-5'	2'-3'	4'-5'	7'
Minor Arterial	45 or less	4'-5'	2'-3'	4'-5'	7'
Principal Arterial	55 or less	5'-6'	3' or Greater	N/A	N/A

TYPICAL SECTION: TRANSPORTATION COMPONENTS NOTES

- 1.** A FIVE-FOOT BICYCLE LANE IS THE COUNTY'S TARGET BICYCLE LANE WIDTH
- 2.*** IF A BUFFER CAN BE INCORPORATED, THREE FEET IS THE TARGET BUFFER WIDTH. A FOUR-FOOT BIKE LANE WITH A THREE-FOOT BUFFER IS PREFERRED TO A FIVE-FOOT BICYCLE LANE WITH A TWO-FOOT BUFFER. IF A BUFFER CANNOT BE PROVIDED, A SOLID DOUBLE 6 INCH WHITE LINE WITH 8 INCH GAP WILL BE USED AS THE BIKE LANE STRIPE. THE BUFFER AREA SHOULD INCLUDE CHEVRON PAVEMENT MARKINGS. SEE BIKE BUFFER LANE OPTIONS.
- 3.**** IF CURB AND GUTTER DOES NOT EXIST, THE PARKING SPACE WOULD BE EIGHT FEET WIDE MEASURED FROM THE EDGE OF PAVEMENT. PEDESTRIAN AND BICYCLE SPACE TAKES PRIORITY OVER ON-STREET PARKING WHEN RIGHT-OF-WAY IS LIMITED.
- 4.^ SLM - SHARED LANE MARKING (FOOT STANDARD INDEX 17347) CAN BE USED ON COLLECTORS AND ABOVE WHEN APPROPRIATE.
- 5.^^^ WILL CONSIDER A THREE-FOOT DOOR ZONE ON A CASE-BY-CASE BASIS.

BIKE BUFFER LANE - OPTIONS



BIKE BUFFER LANE OPTIONS NOTES

1. OPTION #1 IS DESIRED FIVE FOOT BICYCLE LANE WITH THREE FOOT BUFFER.
2. IF OPTION #1 CANNOT BE ACHIEVED THEN CONSIDER OPTION #2 AND OPTION #3

REVISIONS

DATE	DESCRIPTION
07-31-2017	N/A



PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

DESIGN BY: CARMELO CARATOZZOLO, P.E. SCALE: NTS
DRAWN BY: STEPHON RAMOUTAR
CHECKED BY: ANDREW SEBO, P.E., P.T.O.E

BICYCLE PAVEMENT MARKINGS AND SIGNS DETAILS

SHEET NO.

2 OF 2