Chapter 8
MAINTENANCE OF TRAFFIC (MOT)

8.1 Background

Whenever work is done on or near the roadway, drivers are faced with changing and unexpected traffic conditions. These changes may be hazardous for drivers, workers, and pedestrians unless strict protective measures are taken.

Part 6 of the ***MUTCD*** is the national standard for all traffic control devices and methods used during construction, maintenance, and utility activities.

The State of Florida adopted the ***MUTCD*** as the minimum state standard for use on roadways other than the State Highway System such as city and county roadways.

Pursuant to ***334.044(25), F.S.***, the FDOT has adopted safety standards in addition to those found in the MUTCD.

The State of Florida adopted higher standards for some devices and conditions to be applied on the State Highway System managed by the **FDOT**. In addition to the ***MUTCD, the FDOT Standard Specifications*** in ***Appendix A,*** and the ***FDOT Design Standards*** in ***Appendix C*** shall be used on **FDOT** R/W. ***Index 600, pages 1 - 10***, provides **FDOT** Policy and Standards. Changes are only to be made through **FDOT** approved procedures. ***Indexes 601 - 670*** provide typical application for various situations. Modifications can be made to these Indexes as long as the changes comply with the ***MUTCD*** and ***FDOT*** standards in ***Index 600***, ***pages 1 - 10.***

Index 665 is exclusive to use on Limited Access Facilities and may not be revised by a Utility but would apply if an exception to be located or work on Limited Access is given.

8.2 Traffic Control Plan (TCP)

When a permit for utility installation, adjustment, or maintenance activity is required, a proposed TCP shall be submitted with the permit application for approval.

The TCP should be designed and submitted based on actual field conditions. However, when site conditions change significantly and warrant a change to the approved TCP that was submitted with the permit application, the Permittee is required to notify the **FDOT**. A new TCP that reflects actual conditions shall be designed in accordance with the standards set forth in the ***MUTCD***, the ***FDOT Design Standards*** and the ***FDOT Standard Specifications for Road and Bridge Construction.***

Almost all MOT can be accomplished using the typical applications in ***Indexes 601 - 670***. Some set-ups may require combining indexes or being adjusted to meet field conditions. These are not engineering decisions and therefore do not require signing and sealing by a qualified licensed Florida Professional Engineer. However, if the standards must be significantly compromised**,** an alternate TCP is required and must be prepared, signed and

sealed by a qualified, licensed Florida Professional Engineer.

All changes to standards contained in ***Standard Index 600, pages 1 - 10***, that are submitted as part of a TCP require **FDOT** approval and may require the signature of a qualified licensed Florida Professional Engineer. This standard index contains criteria adopted specific to the State Highway System and may be different from what is contained in the ***MUTCD***. For example, ***Index 600*** includes but is not limited to: signing size, specific signing language and reflectivity requirements; increased width, length, height, and reflectivity requirements for barricades and cones; pavement drop off requirements, etc.

Standard Indexes 601 - 670 were developed with the intent of applying ***MUTCD*** and **FDOT** guidelines for setting up traffic control devices for many common construction and maintenance scenarios while maintaining the specific criteria contained in ***Standard Index 600, pages 1 - 10***. Actual field conditions or utility work scenarios may not be identical to those represented in ***Standard Indexes 601 - 670***. The Utility may combine one or more, or use a portion of these specific standard indexes as appropriate without the signature of a qualified licensed Florida Professional Engineer. This is allowed as long as the safety provisions of the ***MUTCD*** are maintained and the standard indexes are not taken out of context. This allows for job specific set up revisions based on site conditions. This does not allow changes to devices or items specific to ***Standard Index 600.***

If the Utility elects to use portions of the ***FDOT's Standard Indexes*** as its TCP, the permit must include specific reference to the appropriate indexes and sections to be used.

For a TCP, utility companies may use drawings in their own manuals, and procedures which reflect the conditions and criteria in the Standard Indexes, provided they include a statement such as "in accordance with ***FDOT Standard Index (es)."*** These drawings do not require signing and sealing.

8.3 Specifications and Job Control

The Standard Specifications for Road and Bridge Construction, 2004 Edition, ***Subarticle 102-3.2***, Worksite Traffic Supervisor is deleted and replaced with the following: The Permittee shall provide an individual who is responsible for initiating, installing, and maintaining all traffic control devices as described in Section 102 and in the permit. This individual, when covered by an annual certification pursuant to Section 8.4, shall have in his/her possession suitable identification issued or approved by the UAO showing his or her relationship to the certifying UAO. If the UAO elects to have its employees, agents and/or subcontractors trained in accordance with the **FDOT's** Maintenance of Traffic Training Procedure in Appendix D in lieu of submitting an annual certification, as described in the ***UAM,*** Section 8.4, this individual shall have in his/her possession a valid (no more than four years old) wallet card verifying the successful completion of the appropriate training.

Provide trained flaggers to direct traffic where one-way operation in a single lane is in effect and in other situations as required.

8.4 Training

The Permittee is responsible for ensuring that individuals responsible for utility work zone traffic control planning, design, implementation, inspection, and/or for supervising the selection, placement, or maintenance of traffic control schemes and devices in work zones on the State Highway System R/W have proper training as to the MOT requirements prescribed in Appendix A and C of the ***UAM***. ~~The utility shall annually submit a written certification that all its employees, together with a list of agents and subcontractors, responsible for these utility work zone activities have been trained as to the MOT requirements prescribed in Appendix A and C of the ***UAM***. UAO employees, agents and/or subcontractors responsible for these work zone activities that are not covered by such certification shall satisfactorily complete the training requirements in accordance with the **FDOT's** Maintenance of Traffic Training Procedure 625-010-010 provided in Appendix D.~~ The Utility may choose to either self certify training or use an approved training provider in accordance with the **FDOT's** Maintenance of Traffic Training Procedure 625-010-010 provided in Appendix D. If the utility elects to self certify, the utility shall submit a written certification every two years that all its employees responsible for these utility work zone activities have been trained as to the MOT requirements prescribed in Appendix A and C of the ***UAM***. If the utility elects to self certify agents or subcontractors they shall list each agent or subcontractor with the self certification.

When changes are made to Appendix A or Appendix C, the Utility shall certify that the individuals responsible for utility work zone traffic control have been properly trained in such changes affecting work zone traffic control.

8.5 Rail Flagging

All permitted utility work performed on an operating rail corridor shall comply with the flagging requirements of the operating railroad.

8.6 Non-Compliance

Upon notification by the **FDOT** of deficiencies in the TCP or other matters involving traffic safety, the Permittee shall immediately make improvements as directed by the **FDOT**. Should the **FDOT** deem conditions to be such that imminent danger is present, all work shall cease immediately and shall not resume until the conditions are corrected.

8.7 Requirements for Flashing Lights

Construction and maintenance vehicles used on the State R/W shall be equipped with a minimum of one (1) Class 2 amber or white warning light that meets the ***Society of Automotive Engineers Recommended Practice SAE J845*** or ***SAE J1318***, incorporated herein by reference, that is unobstructed by ancillary vehicle equipment such as ladders, racks, or booms. If ancillary equipment obstructs the light, more than one light may be required. The lights shall be operating when a utility vehicle is operated in a utility work area, when a potential hazard exists, or when operating the vehicle at less than the

average speed for the facility while performing maintenance activities or making frequent stops.