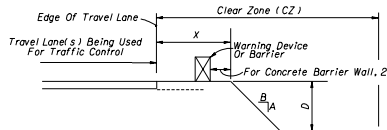


DROPOFF CONDITION

- A dropoff is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3" with slopes (A:B) steeper than 1:4. When dropoffs occur within the clear zone during construction or maintenance activities, protection devices will be required, see chart.
- Distance X is to be the maximum practical under project conditions.
- Distance from the travel lane to the barrier or warning device should be maximum practical for project conditions.
- Any dropoff condition that is created and restored within the same work period will not be subject to the use of barriers; however, warning devices will be required.
- When permanent curb heights are $\geq 6"$, no warning device will be required. For curb heights $< 6"$, see chart.



DROPOFF PROTECTION REQUIREMENTS ALL SPEEDS NO CURB AND GUTTER		
X (ft)	D (in)	Device Required
0-CZ	≤ 3	Sign WB-9AS
0-I2	> 3	Barrier
I2-CZ	> 3 to ≤ 5	Warning Device
0-CZ	> 5	Barrier

For Clear Zone widths, see Index No. 600 sheet 4.

DROPOFF NOTES

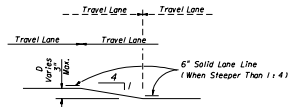
- These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.
- The following are defined as acceptable warning devices:
 - Vertical Panel
 - Type I Or Type II Barricades
 - Drum
 - Cone (where allowed)
 - Tubular Marker (where allowed)
- Where a barrier is specified any of the types below may be used as shown in the plans:
 - Concrete temporary barrier wall;
 - Temporary guardrail and end anchorages;
 - Temporary Curb;
 - Temporary water filled barriers.
- Warning device spacing shall be as follows:
 - On Taper**
Maximum spacing between cones and tubular markers shall be 25'. Maximum spacing between Type I or Type II barricades or vertical panels or drums shall be based on the speed limit as follows: 15' up to 25 MPH; 30' for 30 - 40 MPH; 50' for 45 MPH and greater.
 - On Alignments**
Maximum spacing between cones or tubular markers shall be 25', and for Type I or Type II barricades, vertical panels or drums is 50' on center for the first 250'; thereafter, cones or tubular markers at 50' on center and Type I or Type II barricades drums or vertical panels at 100' on center.



NOTES

- The contractor may use shoulder treatment in lieu of barrier. Warning devices are required.
- Daily inspections shall be conducted to assure that no erosion, excessive slopes, rutting, or other adverse conditions exist. Any deficiencies shall be repaired immediately.
- Compensation for the placement and removal of the material required for the shoulder treatment shall be included in the cost for Maintenance Of Traffic, LS. Use of shoulder treatment in lieu of a barrier is not eligible for VECP consideration.

SHOULDER TREATMENT



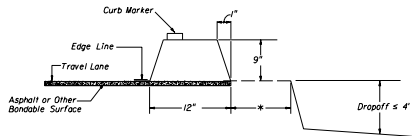
NOTES

- This treatment applies to resurfacing or milling operations between adjacent travel lanes.
- Whenever there is a difference in elevation between adjacent travel lanes, the WB-9A sign with "UNEVEN PAVEMENT" plaque is required at intervals of $\frac{1}{2}$ mile maximum.
- If D is $1\frac{1}{2}"$ or less, no treatment is required.
- Treatment allowed only when D is 3" or less.
- If the slope is steeper than 1:4 (not to be steeper than 1:1), the R4-1 and M07-1 signs shall be used as a supplement to the WB-9A; this condition should never exceed 3 miles in length.

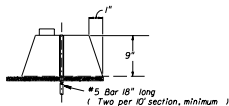
TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING

DROPOFFS IN WORK ZONES

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN					
TRAFFIC CONTROL THROUGH WORK ZONES					
GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES					
Names	Dates	Approved By			
Designed By	02/87	Roadway Design Engineer			
Drawn By	02/87	Section	Sheet No.	Total No.	
Checked By	02/87	00	6 of 11	600	

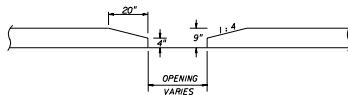


TEMPORARY CURB DETAIL

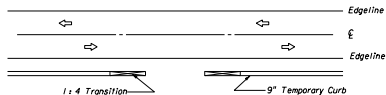


PINNING DETAIL

* 12" (or more) is desirable in order to enhance/improve stability. However, it is recognized that there may be cases where 12" (or more) is not feasible or obtainable. In these instances, engineering judgement must be used to balance this offset distance with the depth of dropoff, soil type, etc.



ELEVATION



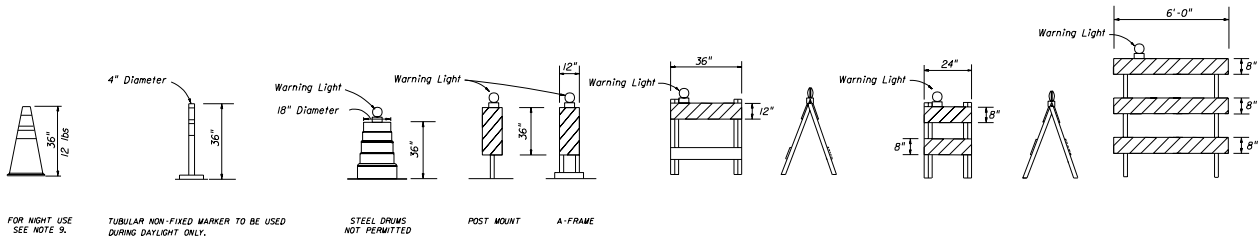
PLAN
TEMPORARY CURB OPENINGS

TEMPORARY CURB

- Application: Temporary curb shall not be used on facilities with posted speeds greater than 45 mph or dropoffs greater than 4' deep. It shall not be used on interstate or limited access facilities.
- Edgelines shall be provided in accordance with the traffic striping specifications, including reflective beads. The face of the curb shall also be painted (white or yellow as appropriate). A Curb Marker shall be placed on the temporary curb every 10'. Colorless when curb is on the right side of the lane, and amber when the curb is on the left side of the lane.
- The temporary asphalt curb is to be bonded to the surface by use of a tack coat. It is important that the curb adhere to the surface in order to provide the strength necessary to redirect errant vehicles. Concrete curb and curb of other approved materials shall be pinned to a paved surface as shown in detail.
- When temporary curb is call for in the plans the contractor has the option to construct temporary curb of asphalt, Class I concrete, or other Department approved material.
- When concrete is used to construct temporary curb, $\frac{1}{2}$ " open joints shall be constructed every 10' in order to control cracking.
- Drainage needs must be addressed when using temporary curb. If driveways or other accesses are not frequent enough to allow for water runoff, the designer may need to specify the need for "drainage slots" at an appropriate spacing based on grades, number of lanes, etc. Typically, a drainage slot should be 12" wide (a break in the curb) at 50' spacings.
- At openings such as driveways and business accesses, the temporary curb should be transitioned in height from 4" up to 9" at a 1:4 slope in order to eliminate a potential hazard at the end points.
- Temporary curb shall be paid for under the contract unit price for Temporary Curb, LF, and will include all materials (including Curb Markers) and work necessary to construct, maintain and remove the temporary curb. Any damage to existing pavement caused by the removal of temporary curb shall be satisfactorily repaired and the cost of such repairs are to be included in the cost of the temporary curb.

TEMPORARY CURB

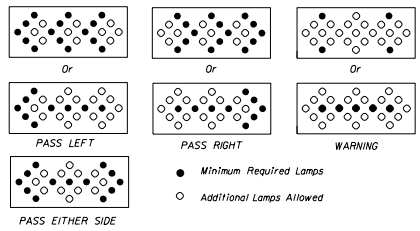
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN			
TRAFFIC CONTROL THROUGH WORK ZONES GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES			
DESIGNED BY	DATE	APPROVED BY	
		<i>James R. Mill</i>	
DRAWN BY		SCALE	WORK NO.
		00	7 of 11 600
CHECKED BY			



FOR NIGHT USE SEE NOTE 9. TUBULAR NON-FIXED MARKER TO BE USED DURING DAYLIGHT ONLY. STEEL DRUMS NOT PERMITTED. POST MOUNT A-FRAME. CONES TUBULAR MARKER PLASTIC DRUMS VERTICAL PANEL TYPE I BARRICADE TYPE II BARRICADE TYPE III BARRICADE

CHANNELIZING AND LIGHTING DEVICE NOTES

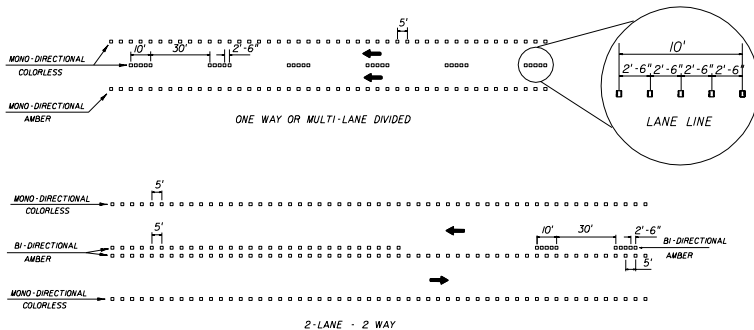
- Only approved traffic control devices may be used.
- The FDOT approval number shall be engraved on the device at a convenient and readily visible location. Where engraving is not practical a water-resistant type label may be used.
- The details shown on this sheet are for the following purposes: (a) For ease of identification and (b) To provide information that supplements or supercedes that provided by the MUTCD.
- The Type III Barricade shall have a unit length of 6'-0" only. When barricades of greater lengths are required those lengths shall be in multiples of the 6'-0" unit. Signs used in conjunction with Type III Barricades may be mounted on or above the Barricade. These Signs should not cover more than 50 percent of the top two rails or 33 percent of the total area of the three rails.
- During hours of darkness, warning lights shall be used on drums, vertical panels, Type I, Type II and Type III barricades in accordance with 'Warning Lights' Sheet 3.
- Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
- For rails less than 3'-0" long, 4" stripes shall be used.
- When Advance Warning Arrow Panels are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.
- Cones Shall:
 - Be used only in work zones where workers are present.
 - Not exceed 1 mile in length of use at any one time nor exceed a 12 hour work period.
 - Have as a minimum, one designated person for the purpose of continuous monitoring and maintenance of cones during lane closures.
 - Be reflectorized as per the MUTCD with Department approved reflective collars when used at night.
- The splicing of sheeting is not permitted on either channelizing devices or MOT signs.



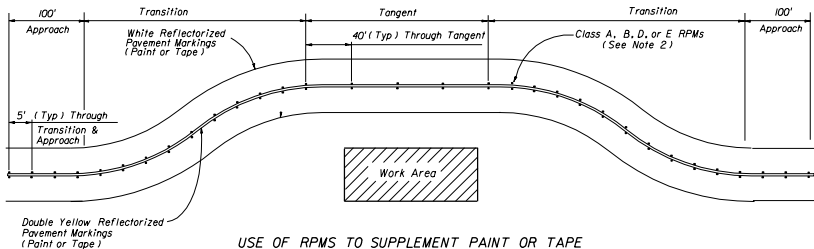
MODES ADVANCE WARNING ARROW PANELS

IDENTIFICATIONS - CHANNELIZING AND LIGHTING DEVICES AND ADVANCE WARNING ARROW PANEL MODES

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN			
TRAFFIC CONTROL THROUGH WORK ZONES GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES			
Designed By	Name	Date	Approved By
Drawn By	WAF	00	James D. Miller FLORIDA DEPT. OF TRANSPORTATION
Checked By	WAF	00	08 of 11
			600



TYPICAL PLACEMENT OF REFLECTIVE PAVEMENT MARKERS
IN LIEU OF TEMPORARY TAPE OR PAINT IN WORK ZONES



USE OF RPMs TO SUPPLEMENT PAINT OR TAPE

REFLECTIVE PAVEMENT MARKERS

RPM CLASS

APPLICATION

- A Permanent Applications in Non-Traffic Areas Or Can Be Used in Work Zone Applications For Traffic And Non-Traffic Areas.
- B Permanent Application in Traffic And Non-Traffic Areas Or Can Be Used in Work Zone Applications For Traffic And Non-Traffic Areas.
- D Work Zone Application Only, For Traffic And Non-Traffic Areas.
- E Temporary Work Zone Application Only, Not Exceeding Five (5) Continuous Days, For Traffic And Non-Traffic Areas.

NOTES

1. RPMs shall be installed as a supplement to all lane lines and the edge lines of of gore areas during construction. Placement of RPMs should be as shown in Index I7352 with the exception that Class D markers be placed at a maximum spacing of 5' center to center.
2. In work zones, CLASS A, B, or D RPMs may be used to form lane lines, edge lines and temporary gore areas, in lieu of tape or paint; however, tape or paint must be used in all transition areas in addition to RPMs in short term work zones, where the RPMs will be used for five (5) days or less. CLASS "E" RPMs may be used to form lane or edge lines.
3. Basic color rule: colorless reflectors supplement white lines and amber reflectors supplement yellow lines.
4. To provide contrast on concrete pavement, or light asphalt, the five (5) colorless RPMs shall be followed by five black RPMs. The spacing between RPMs shall be 2'-6". Black RPMs will not be required for contrast with amber RPMs.
5. It shall be the contractors responsibility to replace damaged or missing RPMs.
6. RPMs used to supplement lane lines are to be paid for as Reflective Pavement Marker (Temporary), I.E.A. RPMs used in lieu of temporary tape or paint are to be paid for as Removable Pavement Marking L.F.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN			
TRAFFIC CONTROL THROUGH WORK ZONES GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES			
Designed By	Name	Date	Approved By
Drawn By			<i>James D. Miller</i> TRAFFIC CONTROL ENGINEER
Checked By			00
			11 of 11
			600