

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.

Cones Or Tubular Markers At 25' Centers For First 250'  
 Thereafter At 50' Centers Or Either Type I Or Type II Barricades Or Vertical Panels Or Drums At 50' Centers For First 250'  
 Thereafter At 100' Centers.

**SYMBOLS**

- Work Area
- Sign With 18"x 18" (Min.) Orange Flag And Type B Light
- Type I Or Type II Barricade Or Vertical Panel Or Drum (With Steady Burning Light At Night Only). (Tubular Markers May Be Used During Daylight Only. Cones May Be Used -See Index 600).
- Type I, Type II Or Type III Barricade Or Vertical Panel Or Drum (With Flashing Light)
- Work Zone Sign
- Advance Warning Arrow Panel

**GENERAL NOTES**

1. Work operations shall be confined to one traffic lane, leaving the adjacent lane open to traffic.
2. All vehicles, equipment, workers and their activities are restricted at all times to one side of the roadway.
3. The first two warning signs, each side, shall have a 18" x 18" (min.) orange flag and a Type B light attached and operating at all times.
4. All signs shall be post mounted if the closure time exceeds 12 hours.
5. On undivided highways the median signs as shown are to be omitted.
6. When work is performed in the median lane on divided highways the barricading plan is inverted and left lane closed and lane reduction signs substituted for the right lane closed and lane reduction signs.  
  
 The same applies to undivided highways with the following exceptions:  
 (a) Work shall be confined within one median lane. (b) Additional barricades, cones, or drums shall be placed along the centerline abutting the work area and across the trailing end of the work area.  
  
 When work on undivided highways occurs across the centerline so as to encroach on both median lanes, the inverted plan is applied to the approach of both roadways.
7. Signs and traffic control devices are to be modified in accordance with INTERMITTENT WORK STOPPAGE details (sheet 2 of 2) when no work is being performed and the highway is open to traffic.

8.  $L$  (min.) = Length of taper in feet:  
 =  $WS$  for speeds  $\geq 45$  mph  
 =  $\frac{WS^2}{60}$  for speeds  $\leq 40$  mph

Where:  
 $W$  = Width of lateral transition in feet  
 $S$  = Posted speed limit (mph).

9. Arrows denote direction of traffic only and do not reflect pavement markings.
10. Longitudinal dimensions are to be adjusted to fit field conditions. See Index No. 600.
11. When work is being performed on a multilane undivided roadway the signs normally mounted in the median (as shown) shall be omitted.
12. When a side road intersects the highway on which work is being performed, additional traffic control devices shall be erected in accordance with other applicable TCZ Indexes.
13. For general TCZ requirements and additional information refer to Index No. 600.

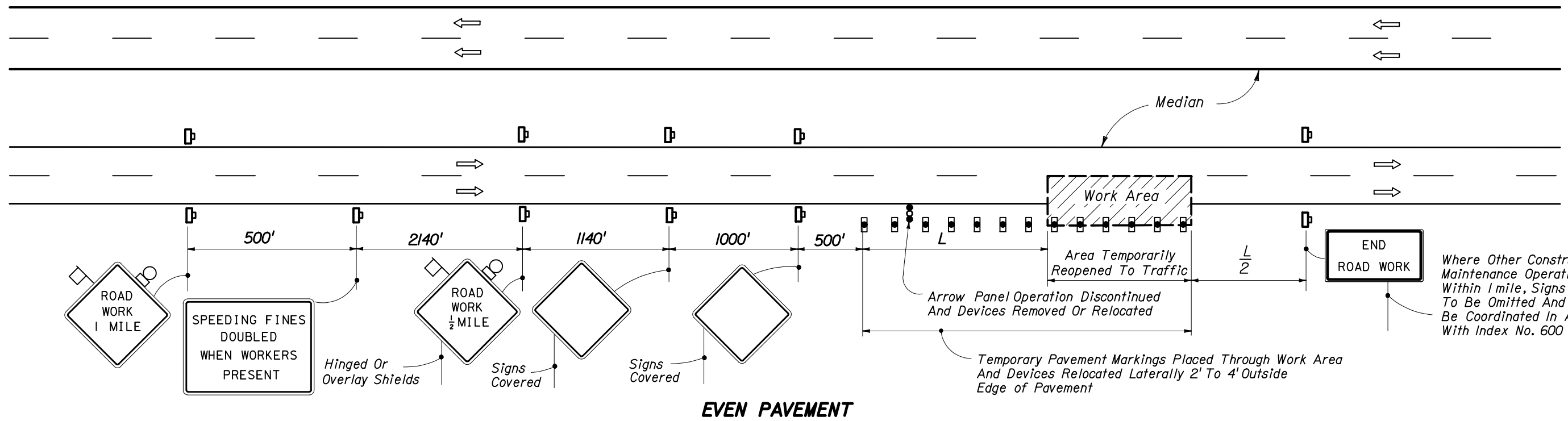
**TYPICAL APPLICATIONS**

- Pavement Resurfacing
- Pavement Repair
- Utility Work
- Bridge Repair
- Guardrail Work

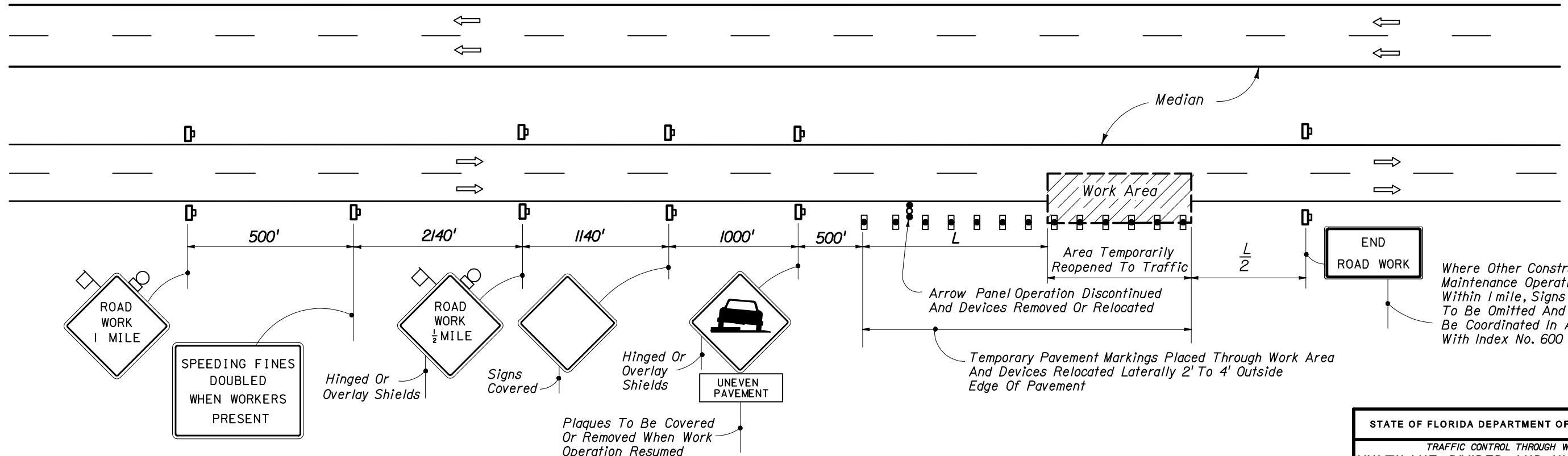
**CONDITIONS**

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH ON THE LANE ADJACENT TO EITHER SHOULDER AND THE AREA 2' OUTSIDE THE EDGE OF PAVEMENT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL THROUGH WORK ZONES				
<b>MULTILANE, DIVIDED AND UNDIVIDED • RURAL NIGHT OPERATIONS OR OPERATIONS EXCEEDING ONE DAYLIGHT PERIOD</b>				
Designed By	Names	Dates	Approved By <i>J. D. Smith</i>	
Drawn By		12/87	Roadway Design Engineer	
Checked By		12/87	Revision	Sheet No. Index No.
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**EVEN PAVEMENT**



**UNEVEN PAVEMENT**

**INTERMITTENT WORK STOPPAGE • RIGHT LANE REOPENED TO TRAFFIC • DAYTIME OR NIGHTTIME**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				
TRAFFIC CONTROL THROUGH WORK ZONES				
<b>MULTILANE, DIVIDED AND UNDIVIDED • RURAL</b>				
<b>NIGHT OPERATIONS OR OPERATIONS EXCEEDING ONE DAYLIGHT PERIOD</b>				
Designed By	Names	Dates	Approved By <i>Samuel D. Hill</i>	
Drawn By		12/87	Roadway Design Engineer	
Checked By		12/87	Revision	Sheet No. Index No.
			00	2 of 2 613