

## CLEAR ZONE WIDTHS FOR WORK ZONES

The term 'clear zone' describes the unobstructed relatively flat area, impacted by construction, extending outward from the edge of the traffic lane. The table below gives clear zone widths in work zones for medians and roadside conditions other than for roadside canals; where roadside canals are present, clear zone widths are to conform with the distances to canals as described in Volume I, Chapter 4, Section 4.2 and Exhibit 4-A and 4-B of the Plans Preparation Manual.

CLEAR ZONE WIDTHS FOR WORK ZONES		
WORK ZONE SPEED (MPH)	TRAVEL LANES & MULTILANE RAMPS (feet)	AUXILIARY LANES & SINGLE LANE RAMPS (feet)
60-70	30	18
55	24	14
45-50	18	10
30-40	14	10
ALL SPEEDS CURB & GUTTER	4' BEHIND FACE OF CURB	4' BEHIND FACE OF CURB

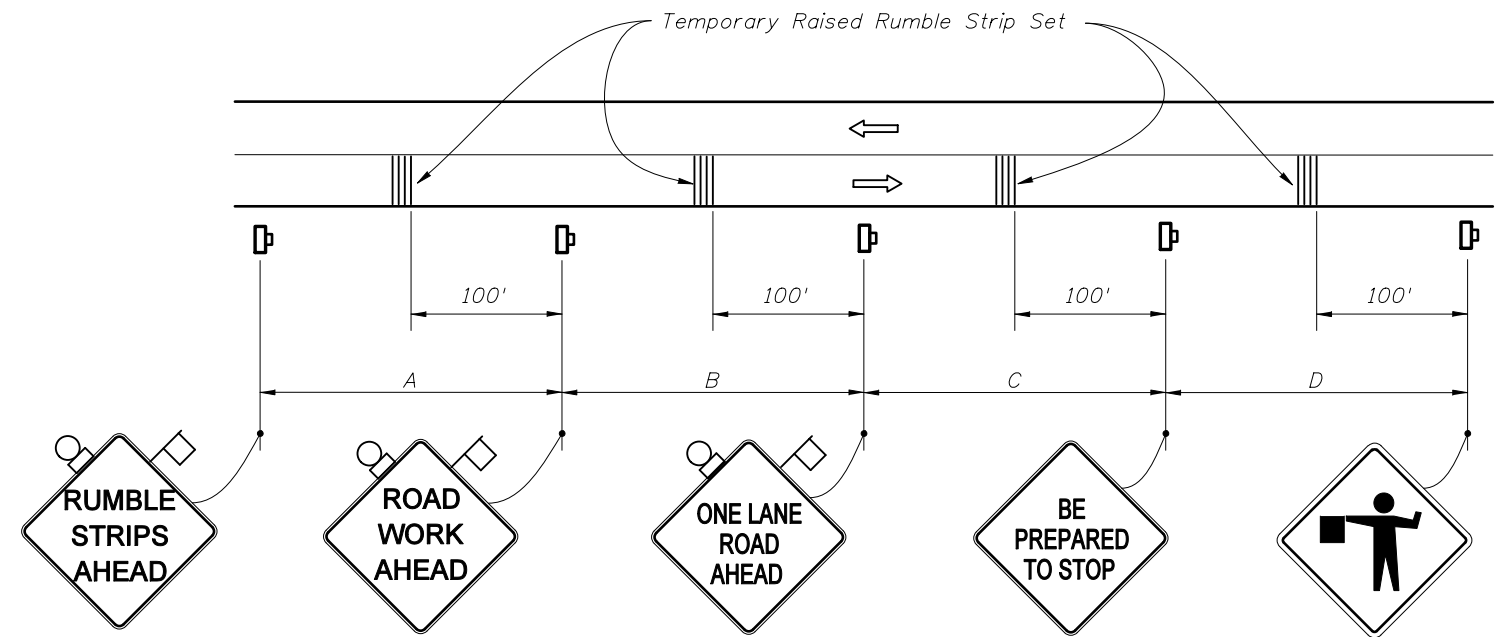
## SUPERELEVATION

Horizontal curves constructed in conjunction with work zone traffic control should have the required superelevation applied to the design radii. Under conditions where normal crown controls curvature, the minimum radii that can be applied are listed in the table below.

MINIMUM RADII FOR NORMAL CROWN	
DESIGN SPEED	MINIMUM RADIUS
MPH	feet
65	3130
60	2400
55	1840
50	1390
45	1080
40	820
35	610
30	430
Superelevate When Smaller Radii is Used	

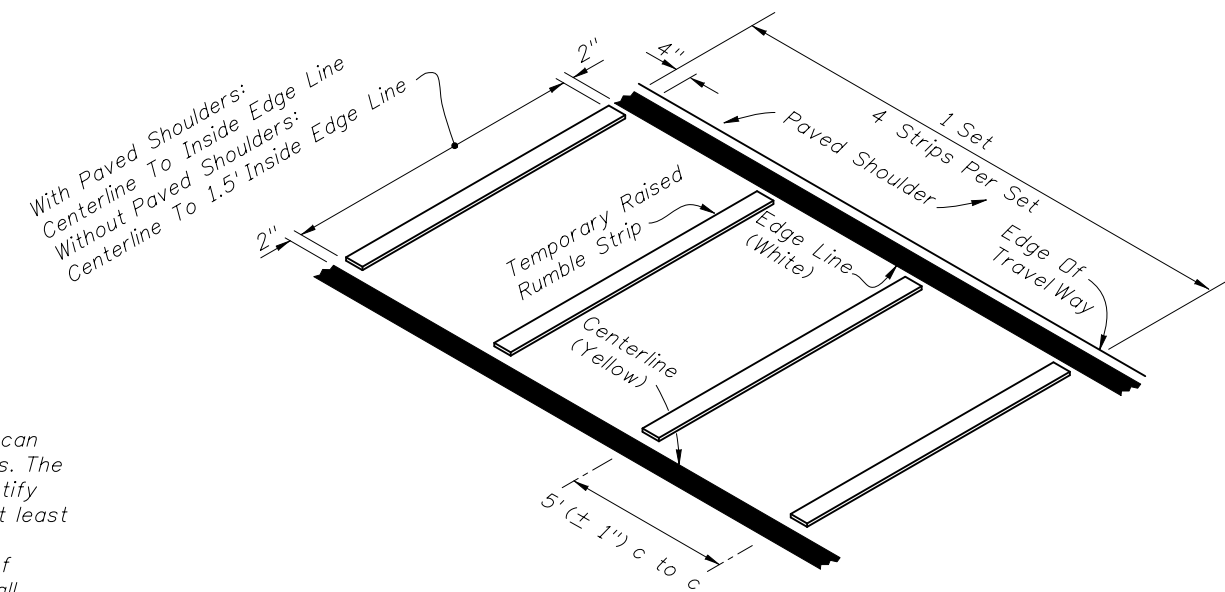
## LENGTH OF LANE CLOSURES

Lane closures shall not exceed 2 miles in total length (taper, buffer space and work space) in any given direction on the Interstate or on state highways with a posted speed of 55 MPH or greater.



TYPICAL PLACEMENT OF TEMPORARY RAISED RUMBLE STRIPS

DISTANCE BETWEEN SIGNS				
Speed (mph)	Spacing (ft.)			
	A	B	C	D
40 or less	200	200	200	100
45	350	350	350	175
50	500	500	500	250
55 or greater	500	1640	1000	500



TEMPORARY RAISED RUMBLE STRIP SET (PAVED SHOULDER SHOWN)

## OVERWEIGHT/OVERSIZE VEHICLES

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over dimensioned loads. The Contractor shall notify the Engineer who in turn shall notify the State Permits Office, phone no. (850) 410-5777, at least seven calendar days in advance of implementing a maintenance of traffic plan which will impact the flow of overweight/oversized vehicles. Information provided shall include location, type of restriction (height, width or weight) and restriction time frames. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

## LANE WIDTHS

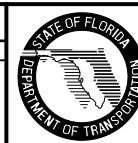
Lane widths of through roadways should be maintained through work zone travelways wherever practical. The minimum widths for work zone travel lanes shall be as follows: 11' for Interstate with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration; 11' for freeways; and 10' for all other facilities.

## GENERAL NOTES

1. Temporary raised rumble strips sets shall be placed in advance of each flagging station when called for in the plans.
2. Temporary raised rumble strip sets are used to supplement a series of advanced warning signs and shall be installed and removed when the signs are installed and removed.
3. Remove the temporary raised rumble strips prior to removing the advance warning signs.

## REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	CA	Added RUMBLE STRIPS AHEAD sign and Chart for DISTANCE BETWEEN SIGNS, and deleted "Color:White (Typical)" from TEMPORARY RAISED RUMBLE STRIP SET (PAVED SHOULDER SHOWN)			



2010 Interim Design Standard

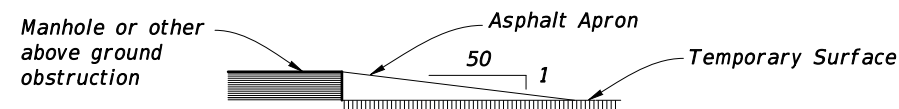
GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES

Interim Date: 01/01/11  
Sheet No.: 3 of 13  
Index No.: 600





**MANHOLES/CROSSWALKS/JOINTS**



The apron is to be removed prior to constructing the next lift of asphalt. The cost of the temporary asphalt shall be included in the contract unit price for Maintenance of Traffic, LS.

**TRUCK/TRAILER-MOUNTED ATTENUATORS**

Truck/Trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Index Nos. 607 and 619. For short-term, stationary operations, see Part VI of the MUTCD.

**REMOVING PAVEMENT MARKINGS**

Existing pavement markings that conflict with temporary work zone delineation shall be removed by any method approved by the Engineer, where operations exceed one daylight period. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as a substitute for removal or obliteration. Full pavement width overlays of either a structural or friction course are a positive means to achieve obliteration.

**SIGNALS**

Existing traffic signal operations that require modification in order to carry out work zone traffic control shall be included in the TCP and be approved by the District Traffic Operations Engineer.

Maintain all existing actuated or traffic responsive mode signal operations for main and side street movements for the duration of the Contract and require restoration of any loss of detection within 12 hours. The contractor shall select only detection technology listed on the Department's Approved Products List (APL) and approved by the Engineer to restore detection capabilities. The plans should identify the intersections where Temporary Traffic Detection is required.

**CHANNELIZING AND LIGHTING DEVICES**

Channelizing and lighting devices for work zone traffic control shall be as prescribed in Part VI of the MUTCD, subject to supplemental revisions provided in the contract documents and Index 600 requirements.

**CHANNELIZING AND LIGHTING DEVICE CONSISTENCY**

Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed within either the lateral transition or within the tangent alignment.

**WARNING LIGHTS**

The PCMS can be used to:  
 (1) Supplement standard signing in construction or maintenance work zones.  
 (2) Reinforce static advance warning messages.  
 (3) Provide motorists with updated guidance information.

PCMS should be placed approx. 500 to 800 feet in advance of the work zone conflicts or 1.5 to 2 miles in advance of complex traffic control schemes which require new and/or unusual traffic maneuvers.

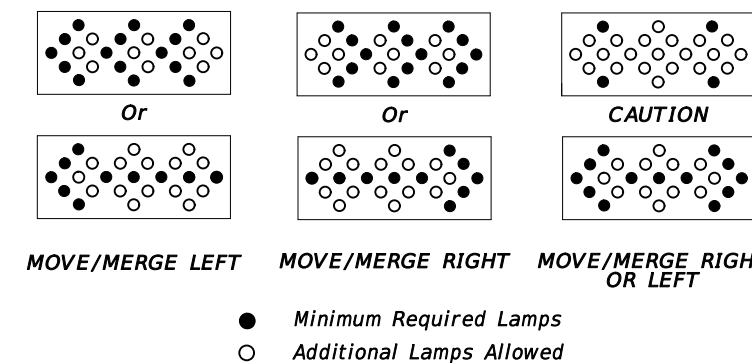
If PCMS are to be used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

For additional information refer to the FDOT Plans Preparation Manual, Volume I, Chapter 10.

**ADVANCE WARNING ARROW PANELS**

**STANDARD ORANGE FLAG**

For post-mounted signs a standard orange flag 18"x 18" (min.) shall be mounted on the first advanced warning sign and on the first and second advanced warning sign where two or more signs are used; this ap



**MODES**

**REVISIONS**

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	CAV	Added notes to WARNING LIGHTS and STANDARD ORANGE FLAG sections.			

