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<th>CONTENTS</th>
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<tbody>
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### Definitions
- Temporary Traffic Control Devices
- Pedestrian and Bicyclist
- Railroad Work
- Sight Distance
- Above Ground Hazard

### Clear Zone Widths For Work Zones
- Speed
- Safety
- panda bear

### Overhead Work
- Railroads
- Sight Distance
- Above Ground Hazard

### General Notes:
1. All projects and works on highways, roads and streets shall have a traffic control plan. All work shall be executed under the established plan and Department-approved procedures. This Index contains information specific to the Federal and State guidelines and standards for the preparation of traffic control plans and for the execution of traffic control in work zones, for construction and maintenance operations and utility work on highways, roads and streets on the State Highway System. Certain requirements in this Index are based on the high volume nature of State Highways. For highways, road and streets off the State Highway System, the local agency (City/County) having jurisdiction may adopt requirements based on the minimum requirements provided in the MUTCD.

2. Indexes 102-601 through 102-670 are Department-specific typical applications of commonly encountered situations. Adjust device location or number thereof, as recommended by the Worksite Traffic Supervisor and approved by the Engineer. Devices include, but are not limited to, flaggers, portable temporary signals, signs, pavement markings, and channelizing devices. Comply with MUTCD or applicable Department criteria for any changes and document the reason for the change.

3. Except for emergencies, any road closure on State Highway System shall comply with Section 305.15, F.S.
DEFINITIONS

Regulatory Speed (In Work Zones)
The maximum permitted travel speed posted for the work zone is indicated by the regulatory speed limit signs. The work zone speed must be shown or noted in the plans. This speed should be used as the minimum design speed to determine lane lengths, grade, run-up distances, clear zone widths, taper lengths, and other requirements. Regulatory speed limit signs should also be provided at intersections as determined in the general information section.

Advisory Speed
The recommended maximum travel speed through a curve or a hazardous area.

Travel Way
The portion of the roadway for the movement of vehicles. For traffic control through work zone lanes, travel way length may be the length of the travel way to accommodate travel way width, clear zone widths, and potentially high-intensity lighting and traffic control devices along the work zone.

Travel Lane
The designated widths of roadway pavement marked to carry traffic and to separate it from opposing traffic or traffic occupying other travel lanes.

Auxiliary Lane
The designated widths of roadway pavement marked to separate traffic through a lane, turning, passing and climbing maneuvers from through traffic.

Detour, Lane Shift, and Diversion
A detour is the redirection of traffic onto another roadway to bypass the temporary traffic control zone. A lane shift is the redirection of traffic onto a temporary roadway, usually adjacent to the permanent roadway and within the limits of the right of way.

Aboveground Hazard
An aboveground hazard is any object, material or equipment other than traffic control devices that encroaches upon the travel way or that is located within the clear zone which does not meet the Department’s safety criteria, i.e., anything that is greater than 4’ in height and is firm and unyielding or doesn’t meet breakaway requirements.

TEMPORARY TRAFFIC CONTROL DEVICES
All temporary traffic control devices shall be on the Department’s Approved Products List (APL). Ensure the appropriate APL number is permanently marked on the device in a readable visible location.

Penalty:
For every temporary traffic control device that is not on the Department’s Approved Products List (APL) with a recognizable number, an additional 50 work zone points shall be given to the Contractor.

All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, temporary traffic control devices may be left in place. Temporary traffic control devices that are no longer appropriate shall be removed or covered.

Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Portable, Regulatory Signage, and any other trailer mounted devices shall be delineated with a channeling device placed at each corner in use and shall be moved outside the travel way and clear zone or be shielded by a barrier or crash cushion when not in use.

PEDESTRIAN AND BICYCLIST
When an existing pedestrian way or bicycle way is located within a traffic control work zone, accommodation must be maintained and provision for the disabled must be provided.

Only approved pedestrian longitudinal channelizing devices may be used to delineate a temporary traffic control zone pedestrian walkway.

Advanced notification of sidewalk closures and marked detours shall be provided by appropriate signs.

OVERHEAD WORK

Work is only allowed over a traffic lane when one of the following conditions is met:

OPTION 1 (OVERHEAD WORK USING A MODIFIED LANE CLOSURE)
Overhead work using a modified lane closure is allowed if all of the following conditions are met:

- Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- Work operations are 60 minutes or less.
- Speed limit is 45 mph or less.
- Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- Aerial lift equipment is placed directly below the work area to close the lane.
- Traffic control devices are placed in advance of the vehicle/equipment closing the lane using a minimum 100 foot taper.
- Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.

OPTION 2 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)
Overhead work above an open traffic lane is allowed if all of the following conditions are met:

- Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- Work operations are 60 minutes or less.
- Speed limit is 45 mph or less.
- Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance.

OPTION 3 (OVERHEAD WORK ADJACENT TO AN OPEN TRAFFIC LANE)
Overhead work adjacent to an open traffic lane is allowed if all of the following conditions are met:

- Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- Work operations are 3 day or less.
- Speed limit is 45 mph or less.
- No encroachment by any part of the work activities and equipment within 2 feet from the edge of travel way up to 18 feet.
- Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance.

OPTION 4 (OVERHEAD WORK MAINTAINING TRAFFIC WITH NO ENCROACHMENT BELOW THE OVERHEAD WORK AREA)
Traffic shall be detoured, shifted, diverted or paced as to not encroach in the area below the overhead work operations in accordance with the appropriate index or details in the plans. This option applies to, but not limited to, the following construction activities:

- Beam, girder, segment, and bent/berm cap placement.
- Form and falsework placement and removal.
- Concrete placement.
- Rail construction located at a grade change.
- Structures demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)
Overhead cable and/or de energized conductor installations in internal pull to proper tension shall be done in accordance with the appropriate index or temporary traffic control plan.

Continuous pulling operations of secured cable and/or conductors are allowed over open lane(s) of traffic with no encroachment by any part of the work activities, materials or equipment within the minimal vertical clearance above the travel way. The utility shall take precautions to ensure that pull ropes and conductors/cables at no time fall below the minimum vertical clearance.

On Limited Access facilities, a site specific temporary traffic control plan is required. The temporary traffic control plan shall include:

- The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
- During pulling operations, advance warning consisting of no less than a Changeable Message Sign upstream of the work area with alternating messages; ‘Overhead Work Ahead’ and ‘Prepare to Stop’ followed by a traffic control officer and police vehicle with blue lights flashing during the pulling operation.

RAILROADS
Railroad crossings affected by a construction project shall be evaluated for traffic control devices to reduce queuing on the tracks. The evaluation should include as a minimum the traffic volumes, distance from the tracks to the intersections, lane closure or taper locations, signal timing, etc.

SIGHT DISTANCE
Tapers: Transition tapers should be obvious to drivers. If restricted sight distance is a problem (e.g., a sharp vertical or horizontal curve), the taper should begin well in advance of the view obstruction. The beginning of tapers should not be hidden behind curves.

Intersections: Traffic control devices at intersections must provide sight distances for the road user to perceive potential conflicts and to traverse the intersection safely. Construction equipment and materials shall not restrict intersection sight distance.

ABOVEGROUND HAZARD
Aboveground hazards (see definitions) are to be considered work area during working hours and treated with appropriate temporary traffic control procedures. During nonworking hours, all objects, materials and equipment that constitute an aboveground hazard must be stored/placed outside the travel way and clear zone or be shielded by a barrier or crash cushion.

For aboveground hazards within a work zone the clear zone required should be based on the regulatory speed posted during construction.

INDEX
102-600

FY 2018-19 STANDARD PLANS
GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES

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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 the FDM 213.2.

Lane closures must not exceed the following total lengths (includes taper, buffer clear zone widths are to conform with distances to canals as described in the FDM 213.2.

lobe to normal service the State Permits Office shall be notified immediately.

LANE WIDTHS

Lane widths of through roadways should be maintained through work zone travel lanes wherever practical. The minimum widths for work zone travel lanes shall be as follows: 11’ for Interstate; 11’ for Freeways; and 10’ for all other facilities.

CLEAR ZONE WIDTHS FOR WORK ZONES

<table>
<thead>
<tr>
<th>WORK ZONE SPEED (MPH)</th>
<th>TRAVEL Lanes &amp; Multilane ramps (feet)</th>
<th>Auxiliary Lanes &amp; Single lane ramps (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td>35</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>40</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>55</td>
<td>18</td>
<td>10</td>
</tr>
<tr>
<td>60</td>
<td>18</td>
<td>10</td>
</tr>
<tr>
<td>65</td>
<td>12</td>
<td>10</td>
</tr>
<tr>
<td>70</td>
<td>10</td>
<td>8</td>
</tr>
</tbody>
</table>

SUPERELEVATION

Horizontal curves constructed in conjunction with work zone traffic control should have the required super elevation 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.

<table>
<thead>
<tr>
<th>MINIMUM RADIUS FOR NORMAL CROWN</th>
<th>WORK ZONE POSTED SPEED</th>
<th>MINIMUM RADIUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feet</td>
<td>MPH</td>
<td>Feet</td>
</tr>
<tr>
<td>70</td>
<td>70</td>
<td>4000</td>
</tr>
<tr>
<td>65</td>
<td>65</td>
<td>3130</td>
</tr>
<tr>
<td>60</td>
<td>60</td>
<td>2600</td>
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<td>55</td>
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<td>1840</td>
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<td>50</td>
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<td>830</td>
</tr>
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<td>630</td>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>490</td>
</tr>
</tbody>
</table>

OVERWEIGHT/OVERSIZE VEHICLES

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over-dimensional 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 and weight) and restriction time frames. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

Lane widths of through roadways should be maintained through work zone travel lanes 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.

HIGH-VISIBILITY SAFETY APPAREL

All high-visibility safety apparel shall meet the requirements of the International Safety Equipment Association (ISEA) and the American National Standards Institute (ANSI) for ‘High-Visibility Safety Apparel’, and labeled an ANSI/ISEA 107-2004 or newer. The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined by the standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. Class 2 apparel may be substituted for Class 2 apparel. Replace apparel that is not visible at 1,000 feet.

WORKERS: All workers within the right-of-way shall wear ANSI/ISEA Class 2 apparel. Workers operating machinery or equipment in which loose clothing could become entangled during operation shall wear fitted high-visibility safety apparel. Workers inside the bucket of a bucket truck are not required to wear high-visibility safety apparel.

UTILITY WORKERS: When other industry apparel safety standards require utility workers to wear apparel that is inconsistent with FDOT requirements such as NFPA, OSHA, ANSI, etc., the other standards for apparel may prevail.

FLAGGERS: For daytime activities, flaggers shall wear ANSI/ISEA Class 2 apparel. For nighttime activities, flaggers shall wear ANSI/ISEA Class 3 apparel.

LENGTH OF LANE CLOSURES

Lane closures must not exceed the following total lengths (includes 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:

1. 3 miles for ground-in rumble strip operations on two-lane, two-way roadways.
2. 2 miles for all other operations.

REGULATORY SPEEDS IN WORK ZONES

Traffic Control Plans (TCPs) for all projects must include specific regulatory speeds for each phase of work. This can either be the posted speed or a reduced speed. The speed shall be noted in the TCPs; this includes indicating the existing speed if no reduction is to be made. Regulatory speeds are to be uniformly established through each phase.

In general, the regulatory speed should be established to route vehicles safely through the work zone as close as to normal highway speed as possible. The regulatory speed should not be reduced more than 10 mph below the posted speed and never below the minimum statutory speed for the class of facility. When a speed reduction greater than 10 mph is imposed, the reduction is to be done in 10 mph per 500 feet increments.

Temporary regulatory speed signs shall be removed as soon as the conditions requiring the reduced speed no longer exist. Once the work zone regulatory speeds are removed, the regulatory speed existing prior to construction will automatically go back into effect unless new speed limit signing is provided for in the plans.

On projects with interspaced work activities, speed reductions should be located in proximity to those activities which merit a reduced speed, and not “blanketed” for the entire project. At the departure of such activities, the normal highway speed should be posted to give the motorist notice that normal speed can be resumed.

If the existing regulatory speed is to be used, consideration should be given to supplementing the existing signs when the construction work zone is between existing regulatory speed signs. For projects where the reduced speed conditions exist for greater than 1 mile in rural areas (non-interstate) and on rural or urban interstate, additional regulatory speed signs are to be placed at no more than 1 mile intervals. Engineering judgment should be used in placement of the additional signs. Locating these signs beyond ramp entrances and beyond major intersections are examples of improper placement. For urban situations (non-interstate), additional speed signs are to be placed at a maximum of 3000 feet apart.

When field conditions warrant speed reductions different from those shown in the TCP the contractor may submit to the project engineer for approval by the Department, a signed and sealed study to justify the need for further reducing the posted speed, or, the engineer may request the District Traffic Operations Manager to investigate the need. It will not be necessary for the District Traffic Operations Manager to issue regulations for regulatory speeds in work zones due to the revised provisions of F.S. 316.07451(2) (b). Advisory Speed plates will be used at the option of the field engineer for temporary use while processing a request to change the regulatory speed specified in the plans when deemed necessary. Advisory speed plates cannot be used alone but must be placed below the construction warning sign for which the advisory speed sign is required.

For additional information, refer to the Plans Preparation Manual, Volume I, Chapter 10.
Survey Between Active Traffic Lanes or Shared-Use Turn Lanes
The following provisions apply to Main Roadway Traffic Control Work Zones. These provisions must be adjusted by the Party Chief to fit roadway and traffic conditions when the Work Zone Survey includes intersections.

(A) A STAY IN YOUR LANE (M6-1-06) sign shall be added to the Advance Warning Sign sequence as the second most immediate sign from the work area.

(B) Elevation Surveys—Cones may be used at the discretion of the Party Chief to protect the back/white trip and/or instrument. Cones shall be placed at the equipment, and up to 50 intervals for at least 200 towards the flow of traffic.

(C) Horizontal Control—With traffic flow in the same direction, cones shall be used to protect the back/white trip and/or instrument. Cones shall be placed at the equipment, and up to 50 intervals for at least 200 in both directions towards the flow of traffic.

Hand-Signaling Devices
STOP/SLOW paddles are the primary hand-signaling device. The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. If the STOP/SLOW paddle is placed on a rigid staff, the minimum length of the staff, measured from the bottom of the paddle to the end of the staff that rests on the ground, must not be less than 6 ft. STOP/SLOW paddles shall be at least 24 inches wide with letters at least 6 inches high and should be fabricated from light semirigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at nighttime, the STOP/SLOW paddle shall be retroflectoresized.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used during nighttime, flags shall be retroflectoresized or illuminated.

Flagger Stations
Flagger stations shall be located far enough in advance of the work zone so that approaching road users will have sufficient distance to stop before entering the work zone. Where used at nighttime, the STOP/SLOW paddle shall be retroflectoresized.

Survey Work Zones
The SURVEY CREW AHEAD symbol or legend sign shall be the principal Advance Warning Sign used for Traffic Control Through Survey Work Zones and may replace the ROAD WORK AHEAD sign when lane closures occur, at the discretion of the Party Chief.

When Traffic Control Through Work Zones is being used for survey purposes only, the END ROAD WORK sign as called for on certain 102 Series of Indexes should be omitted.

Surrounding Flagger Station
Flaggers shall be positioned to maintain maximum color contrast between the flagger's high-visibility safety apparel and equipment and the work area background.

SIGN MATERIALS
Mesh signs and non-retroflective vinyl signs may only be used for daylight operations. Non-retroflective vinyl signs must meet the requirements of Specifications Section 994.

Rigid or Lightweight sign panels may be used in accordance with the vendor APL drawing for the sign stand to which they are attached.

Existing or temporary traffic control signs that are no longer applicable or are inconsistent with intended travel paths shall be removed or fully covered.

SIGN COVERING AND INTERMITTENT WORK STOPPAGE SIGNING
Advance Warning Signs shall be used at extended distance of one-half mile or more when limited sight distance or the nature of the obstruction may require a motorist to bring their vehicle to a stop. Extended distance Advance Warning Signs may be required on any type roadway, but particularly be considered on multilane divided highways where vehicle speed is generally in the higher range (45 MPH or more).

UTILITY WORK AHEAD SIGN
The UTILITY WORK AHEAD (W21-7) sign may be used as an alternate to the ROAD WORK AHEAD or the ROAD WORK XX FT (W20-1) sign for utility operations on or adjacent to a highway.

LENGTH OF ROAD WORK SIGN
The length of road work sign (G20-1) baroing the legend ROAD WORK NEXT MILES is required for all projects of more than 2 miles in length. The number of miles entered should be rounded up to the nearest mile. The sign shall be located at begin construction points.

DEFINE FINES DOUBLED WHEN WORKERS PRESENT SIGN
The SPEEDING FINES DOUBLED WHEN WORKERS PRESENT sign should be installed on all projects, but may be omitted if the work operation is less than 1 day. The placement should be 500 feet beyond the ROAD WORK AHEAD sign or midway to the next sign whichever is less.

GROOVED PAVEMENT AHEAD SIGN
The GROOVED PAVEMENT AHEAD sign is required 500 feet in advance of a milled or grooved surface open to traffic. The 8" x 15" placard shall be used in conjunction with the GROOVED PAVEMENT AHEAD sign.

END ROAD WORK SIGN
The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the work operation is less than 1 day. The sign should be placed approximately 500 feet beyond the end of a construction or maintenance project unless other distance is called for in the plans. When other Construction or Maintenance Operations occur within 1 mile this sign should be omitted and signs coordinated in accordance with Index 102-600, ADJOINING OR OVERLAPPING WORK ZONE SIGNING.

PROJECT INFORMATION SIGN
The Project information sign shall be installed when called for in the plans.
TEMPORARY SIGN SUPPORT NOTES:
1. All signs shall be post mounted when work operations exceed one day except for:
   a. Road closure signs mounted in accordance with the vendor drawing for the Type I1 Barrier shown on the APL.
   b. Pedestrian advanced warning or pedestrian regulatory signs mounted on signs in accordance with the vendor drawing shown on the APL.
   c. Median barrier mounted signs per Index 700-013.

2. Unless shielded with barrier or outside of the Clear Zone, signs mounted on temporary supports or barricades, and barricades/sign combination must be crashworthy in accordance with NCHRP 350 requirements and included on the Approved Products List (APL).

3. Use only approved systems listed on the Department's Approved Products List (APL).

4. Manufacturers seeking approval of U-Channel and steel square tube sign support assemblies for inclusion on the APL shall submit a PLU application, design calculations (for square tube only), and detailed drawings showing the product meets all the requirements of this Index.

5. Provide 3 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.43 in³ for 60 ksi steel, a minimum section modulus of 0.37 in³ for 70 ksi steel, or a minimum section modulus of 0.34 in³ for 80 ksi steel.

6. Provide 4 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.56 in³ for 60 ksi steel, or a minimum section modulus of 0.47 in³ for 70 ksi or 80 ksi steel.

7. U-channel posts shall conform with ASTM A 499, Grade 60, or ASTM A 596, Grade 100 (with a minimum yield strength of 60 ksi). Square tube posts shall conform with ASTM A 653, Grade 50, or ASTM A 1011, Grade 50.

8. Sign attachment bolts, washers, nuts, and spacers shall conform with ASTM A307 or A 36.

9. For diamond warning signs with supplement plaque (up to 5 ft 11") in area, use 4 lb/ft posts for up to 10 ft Clear Height (measure to the bottom of diamond warning sign).

10. Use 4 lb/ft Steel U-Channel Posts with approved backaway splice in accordance with the manufacturer's detail shown on the APL.

11. The contractor may install 3 lb/ft Steel U-Channel Posts with approved backaway splice in accordance with the manufacturer's detail shown on the APL.

12. Install all posts plumb.

13. The contractor may set posts in preferred holes to the specified depth with suitable backfill tamped securely on all sides, or drive 3 lb/ft sign posts and any base posts in accordance with the manufacturer's detail shown on the APL.

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SR** XXX

IMPROVEMENTS
BY FDOT AND CONTRACTOR

COMPLETION: SEASON YR.

QUESTIONS OR COMMENTS
1-XXX-XXX-XXXX

PROJECT INFORMATION SIGN

BORDER
R=8”
1M=0.25”
IN=0.75”
TH=0.25”

PROJECT INFORMATION SIGN DETAIL

50 MPH OR GREATER
Use SIGN ATTACHMENT DETAIL (WITH Z-BRACKET).

PROJECT INFORMATION SIGN DETAIL

45 MPH OR LESS
Use SIGN ATTACHMENT DETAIL (WITHOUT Z-BRACKET).

PROJECT INFORMATION SIGN NOTES:

1. Road designation should be the most common designation (ie. I-Interstate, SR-State Road or US.)

2. Italic text on signs indicate variable information specific to the project.

3. See Sheet 5 for Typical Foundation Details and Post and Foundations Table.

SR** XXX

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1M=0.25”
IN=0.75”
TH=0.25”

PROJECT INFORMATION SIGN DETAIL

50 MPH OR GREATER
Use SIGN ATTACHMENT DETAIL (WITH Z-BRACKET).

PROJECT INFORMATION SIGN DETAIL

45 MPH OR LESS
Use SIGN ATTACHMENT DETAIL (WITHOUT Z-BRACKET).

PROJECT INFORMATION SIGN NOTES:

1. Road designation should be the most common designation (ie. I-Interstate, SR-State Road or US.)

2. Italic text on signs indicate variable information specific to the project.

3. See Sheet 5 for Typical Foundation Details and Post and Foundations Table.
MANHOLES/CROSSWALKS/JOINTS

Manholes extending 1" or more above the travel lane and crosswalks having an uneven surface greater than 1/2" shall have a temporary asphalt apron constructed as shown in the diagram below.

All transverse joints that have a difference in elevation of 1" or more shall have a temporary asphalt apron constructed as shown in the diagram below.

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.

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. Remove conflicting pavement marking using a method that will not damage the surface texture of the pavement, unless the pavement will be restored prior to traffic use. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as substitute for removal or obliteration. Full pavement width overlays of either a structural or friction course (non-final surface) are an acceptable alternate means to achieve removal.

ADVANCE WARNING ARROW BOARDS

An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multimile roadways.

For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.

A single arrow board shall not be used to merge traffic laterally more than one lane. When arrow boards are used to close multiple lanes, a single board shall be used at the merging taper for each closed lane.

When Advance Warning Arrow Boards are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

CHANNELIZING DEVICES

Channelizing 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 the 102 Series of Indexes. Lighting Devices must not be used to supplement channelization.

MANHOLE OR OTHER ABOVE GROUND OBSTRUCTION

Asphalt Apron

MANHOLES/CROSSWALKS/JOINTS

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CHANGING DEVICE CONSISTENCY

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

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

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 0.5 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.

TRUCK/TRAILER-MOUNTED ATTENUATORS

Truck/trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Indexes 102-607 and 102-619. For short-term, stationary operations, see Part VI of the MUTCD.

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DROP-OFF CONDITION NOTES

1. These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.

2. When drop-offs occur within the clear zone due to construction or maintenance activities, protection devices are required (See Table 1). A drop-off is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3' with slope (A:B) steeper than 1:4. In superelevated sections, the algebraic difference in slopes should not exceed 0.25 (See Drop-off Condition Detail).

3. Drop-offs may be mitigated by placement of slopes with optional base material per Specifications Section 285. Slopes shallower than 1:4 may be required to avoid algebraic difference in slopes greater than 0.25. Include the cost for the placement and removal of the material in Maintenance of Traffic, LSD. Use of this treatment in lieu of a temporary barrier is not eligible for CSIP consideration. Conduct daily inspections for deficiencies related to erosion, excessive slopes, rutting or other adverse conditions. Repair any deficiencies immediately.

4. For Setback Distance, refer to the Index or Approved Products List (APL) drawing of the selected barrier.

5. For Conditions 1 and 3 provided in Table 1, any drop-off condition that is created and restored within the same work period will not be subject to the use of temporary barriers; however, channelizing devices will be required.

6. When permanent curb heights are ≥ 6", no channelizing device will be required. For curb heights < 6", see Table 1.

TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING NOTES

1. This treatment applies to resurfacing or milling operations between adjacent travel lanes.

2. Whenever there is a difference in elevation between adjacent travel lanes, the W8-11 sign with "UNEVEN LANES" is required at intervals of ½ mile maximum.

3. If D is 1½' or less, no treatment is required.

4. Treatment allowed only when D is 3' or less.

5. If the slope is steeper than 1:4 (not to be steeper than 1:1), the R4-1 and W8-11 sign with "UNEVEN LANES" is required at intervals of ½ mile maximum.

DROP-OFF CONDITION DETAIL

<table>
<thead>
<tr>
<th>Condition</th>
<th>X (m)</th>
<th>D (in.)</th>
<th>Device Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0-12</td>
<td>&gt; 3</td>
<td>Temporary Barrier</td>
</tr>
<tr>
<td>2</td>
<td>&gt; 12-24</td>
<td>&gt; 3 to ≤ 5</td>
<td>Channelizing Device</td>
</tr>
<tr>
<td>3</td>
<td>0-24</td>
<td>&gt; 5</td>
<td>Temporary Barrier</td>
</tr>
<tr>
<td>4</td>
<td>Removal of Bridge or Retaining Wall Barrier</td>
<td>Temporary Barrier</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Removal of portions of Bridge Deck</td>
<td>Temporary Barrier</td>
<td></td>
</tr>
</tbody>
</table>

PEDESTRIAN WAY DROP-OFF CONDITION NOTES

1. A pedestrian way drop-off is defined as:
   a. a drop in elevation greater than 19" that is closer than 2' from the edge of the pedestrian way
   b. a slope steeper than 1:2 that begins closer than 2' from the edge of the pedestrian way when the total drop-off is greater than 60"

2. Protect any drop-off adjacent to a pedestrian way with pedestrian longitudinal channelizing devices, temporary barrier wall, or approved handrail.
PLACEMENT OF BUSINESS ENTRANCE SIGNS AND CHANNELIZING DEVICES AT BUSINESS ENTRANCE

1. For single business entrances, place one 24" x 36" business sign for each driveway entrance affected. Signs shall show specific business names. Logos may be provided by business owners. Standard BUSINESS ENTRANCE sign in Index 700-102 may be used when approved by the Engineer.

2. When several businesses share a common driveway entrance, place one 24" x 36" standard BUSINESS ENTRANCE sign in accordance with Index 700-102 at the common driveway entrance.

3. Channelizing devices shall be placed at a reduced spacing on each side of the driveway entrance, but shall not restrict sight distance for the driveway users.

4. Business entrance signs are intended to guide motorists to business entrances moved/modified or disturbed during construction projects. Business entrance signs are not required where there is minimal disruption to business driveways which is often the case with resurfacing type projects.

TEMPORARY LANE SEPARATOR

Fixed (Surface Mounted) Channelizing Devices

SECTION AA

1. Temporary lane separators shall be supplemented with any of the following approved fixed (surface mounted) channelizing devices: tubular markers, vertical panels, or opposing traffic lane divider panels. Opposing traffic lane divider panels (W6-4) shall only be used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation. Tubular Markers, Vertical Panels and Opposing Traffic Lane Divider panels shall not be intermixed within the limits where the temporary lane separator is used. The connection between the channelizing device and the temporary lane separator curb shall hold the channelizing device in a vertical position.

2. Retroreflective materials shall have a smooth sealed outer surface which will display the same approximate color day and night. Furnish channelizing devices having retroreflective sheeting meeting the requirements of Section 990.

3. 12" openings for drainage shall be constructed in the asphalt and portable temporary lane separator at a maximum spacing of 25' in areas with grades of 1% or less or 50' in areas with grades over 1% as directed by the Engineer.

4. Tapered ends shall be used at the beginning and end of each run of the temporary lane separator to form a gradual increase in height from the pavement level to the top of the temporary lane separator.

5. The Contractor has the option of using portable temporary lane separators containing fixed channelizing devices in lieu of the temporary asphalt separator and channelizing devices detailed on this sheet. The portable temporary lane separator shall come in portable sections that can be connected to maintain continuous alignment between the separate curb sections. Each temporary lane separator section shall be 36 inches to 48 inches in total length. Portable temporary lane separators shall duplicate the color of the pavement marking. Portable temporary lane separators shall be one of those listed on the Approved Products list.

6. Any damage to existing pavement caused by the removal of temporary lane separator shall be satisfactorily repaired and the cost of such repairs are to be included in the cost of Maintenance of Traffic, if.
**CHANNELIZING DEVICE NOTES:**

1. The details shown on this sheet are for the following purposes:
   a. For ease of identification and
   b. To provide information that supplements or supersedes that provided by the MUTCD.

2. 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.

3. No sign panel should be mounted on any channelizing device unless the channelizing device/sign combination was found to be crashworthy and the sign panel is mounted in accordance with the vendor drawing for the channelizing device shown on the Approved Products List (APL).

4. Ballast shall not be placed on top rails or any striped rails or higher than 1.7 above the driving surface.

5. The direction indicator barricade may be used in tapers and transitions where specific directional guidance to drivers is necessary. If used, direction indicator barricades shall be used in series to direct the driver through the transition and into the intended travel lane.

6. The splicing of sheeting is not permitted on either channelizing devices or MOT signs.

7. For rails less than 3'-0" long, 4" stripes shall be used.

8. Cones shall:
   a. Be used only in active work zones where workers are present.
   b. Not exceed 2 miles in length of use at any one time.
   c. Be reflectorized as per the MUTCD with Department-approved reflective collars when used at night.

9. Vehicular longitudinal channelizing devices shall not exceed 36" in height. For vehicular longitudinal channelizing devices (LCDs) less than 32" in height, the LCD shall be supplemented with approved fixed (surface mounted) channelizing devices (tubular markers, vertical panels, etc.) along the run of the LCD, at the ends, at 50' centers on tangents, and 25' centers on radii. The cost of the fixed supplemented channelizing devices shall be included in the cost of the LCD. LCDs less than 32" in height shall not be used for speeds greater than 45 mph.

10. For pedestrian longitudinal channelizing devices, the device shall have a minimum of 8' continuous detectable edging above the walkway. A gap not exceeding a height of 2" is allowed to facilitate drainage. The top surface of the device shall be a minimum height of 32" and have a 1/4" or less difference in any plane at all connection points between the devices to facilitate hand trailing. The bottom and the top surface of the device shall be in the same vertical plane. If pedestrian drop-off protection is required, the device shall have a footprint or offset of at least 2', otherwise the device must be at least 42" in height above the walkway and be anchored or ballasted to withstand a 200 lb lateral point load at the top of the device.

11. For Barrier Delineators, see Specification 103. Place on top of unit so that retroreflective sheeting faces vehicular traffic. Color must match adjacent longitudinal pavement marking.

**TEMPORARY BARRIER NOTES:**

3. Where a barrier is specified, any of the types below may be used in accordance with the applicable notes:

<table>
<thead>
<tr>
<th>Index</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>102-100</td>
<td>Temporary Barrier</td>
</tr>
<tr>
<td>102-120</td>
<td>Low Profile Barrier</td>
</tr>
<tr>
<td>536-001</td>
<td>Guardrail</td>
</tr>
</tbody>
</table>

2. Trailer Mounted Barriers may be used to provide positive protection for workers within the work areas. APL drawings may be used as a guide to develop project specific Temporary Traffic Control Plans that are signed and sealed by the Contractor's Engineer.

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**CHANNELIZING DEVICES**

**VEHICULAR LCD**

**VEHICULAR/PEDESTRIAN LCD**

**PEDESTRIAN LCD**

**LONGITUDINAL CHANNELIZING DEVICE**
USE OF RPMS TO SUPPLEMENT PAINT OR REMOVABLE TAPE IN WORK ZONES

1. RPMS shall be installed as a supplement to:
   a. All lane lines.
   b. Edge lines in transition & approach areas.
   c. Edge lines of gore areas.
   2. Placement of RPMS should be as shown in Index 706-001 with the following exceptions:
      RPMS shall be placed at 5 feet center to center in approach and transition areas.

NOTES FOR RAISED PAVEMENT MARKERS:

1. The color of the raised pavement marker under both day and night conditions shall conform to the color of the marking for which they serve as a positioning guide, or for which they supplement.
2. RPMS used to supplement lane lines are to be paid for as Raised Pavement Marker (Temporary), EA. RPMS used as a temporary substitute for paint or removable tape due to equipment malfunction are to be placed at the Contractor’s expense.

PLACEMENT OF PAVEMENT MARKINGS

LW = Total width of travel lanes divided by the number of travel lanes unless other widths are shown in the plans.