

TEMPORARY DIVERSION FOR DIVIDED ROADWAYS

GENERAL NOTES:

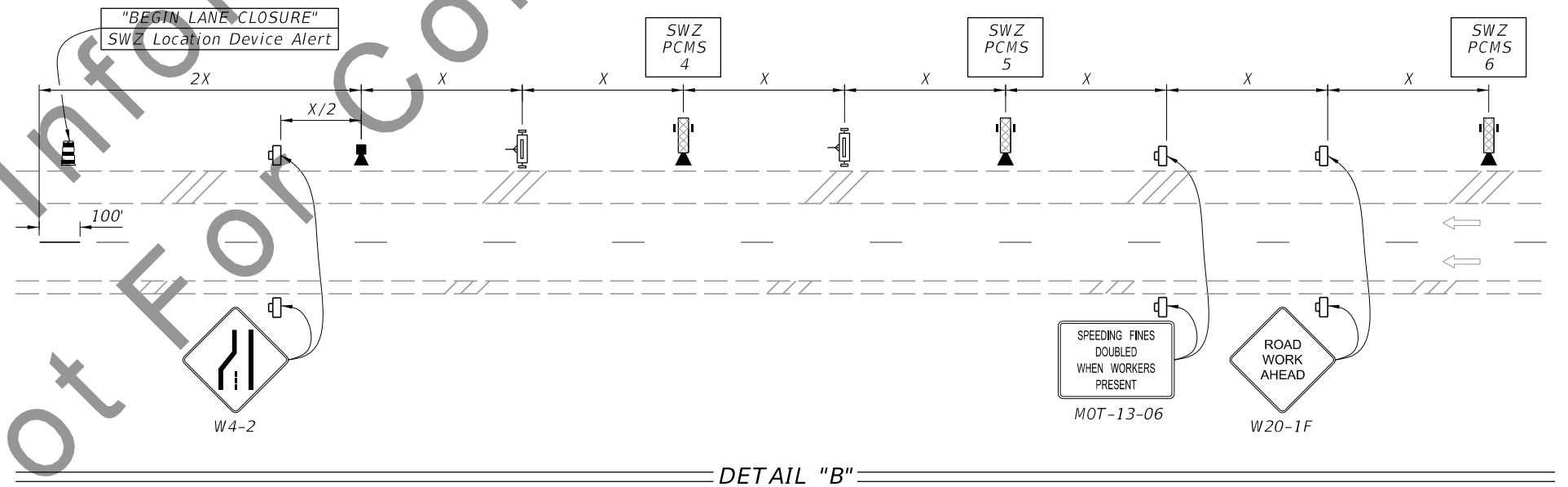
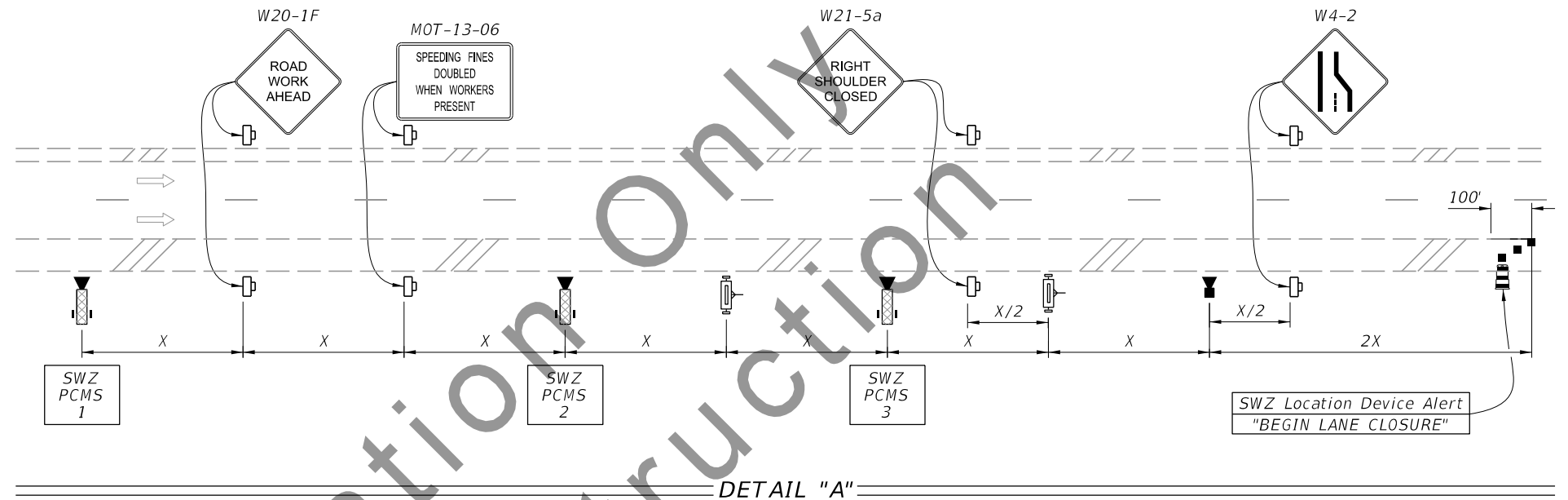
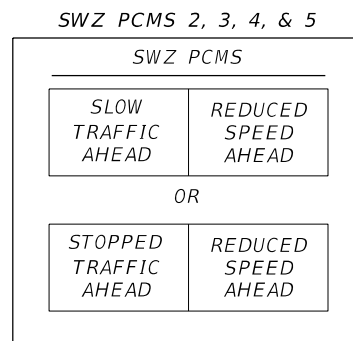
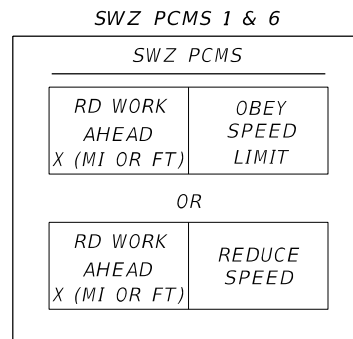
- This Index applies to multilane roadways, except with undivided roadways with 6 or more lanes, where the work requires the closure of the lanes in one direction and diversion is provided to convert the opposing traffic lanes to temporary two-way travel.
- L = Taper Length
B = Buffer Length
X = Work Zone Sign Distance
R = Radius of Curve
See Index 102-600 for "L", "B", "X", channelizing device spacing values. See Plans for "R" values.
- For undivided roadways with a tangent distance "T" less than 600', use "Double Reverse Curve" signs (W24-1A) instead of the first pair of "Reverse Curve" signs (W1-4B) and omit the second pair of "Reverse Curve" signs.
- If the paved shoulder is less than 4' in width, omit the taper and channelizing devices shown on the paved shoulder.
- Temporary Lane Separator may be used in lieu of Temporary Barrier for speed limits of 45 mph or less.
- See FDOT Speed Zoning Manual for criteria on smart work zones, setting and managing variable speed limits (VSL), and setting work zone speed limits.
- Extend SWZ PCMS upstream, as needed, to ensure the first PCMS viewable to traffic is at least 1/2 mile in advance of expected traffic backup. If SWZ PCMS coverage is extended, also extend SWZ Vehicle Detector coverage to within 1/2 mile of the SWZ PCMS coverage.
- For Limited Access facilities, spacing of SWZ Vehicle Detectors and SWZ PCMS may be adjusted due to actual field conditions as directed or approved by the Engineer. For long work zones, place SWZ Vehicle Detectors every half mile downstream from beginning of work area. Spacing of SWZ Vehicle Detectors and SWZ PCMS shown apply to urban areas. For rural areas, SWZ PCMS 2 with SWZ Vehicle Detector may be deleted and spacing of SWZ Vehicle Detectors through long work areas may be increased to one mile. Device spacing for suburban areas should be determined based on whether traffic is most similar to urban or rural conditions.

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Type III Barricade
- Lane Identification and Direction of Traffic
- Crash Cushion
- (2) SWZ Vehicle Detector
- (2) SWZ Location Device

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LAST REVISION 01/26/24	REVISION	DESCRIPTION:		DEVELOPMENTAL STANDARD PLANS	DYNAMIC SPEED HARMONIZATION - MULTILANE ROADWAY, TEMPORARY DIVERSION	INDEX D102-620c	SHEET 1 of 4
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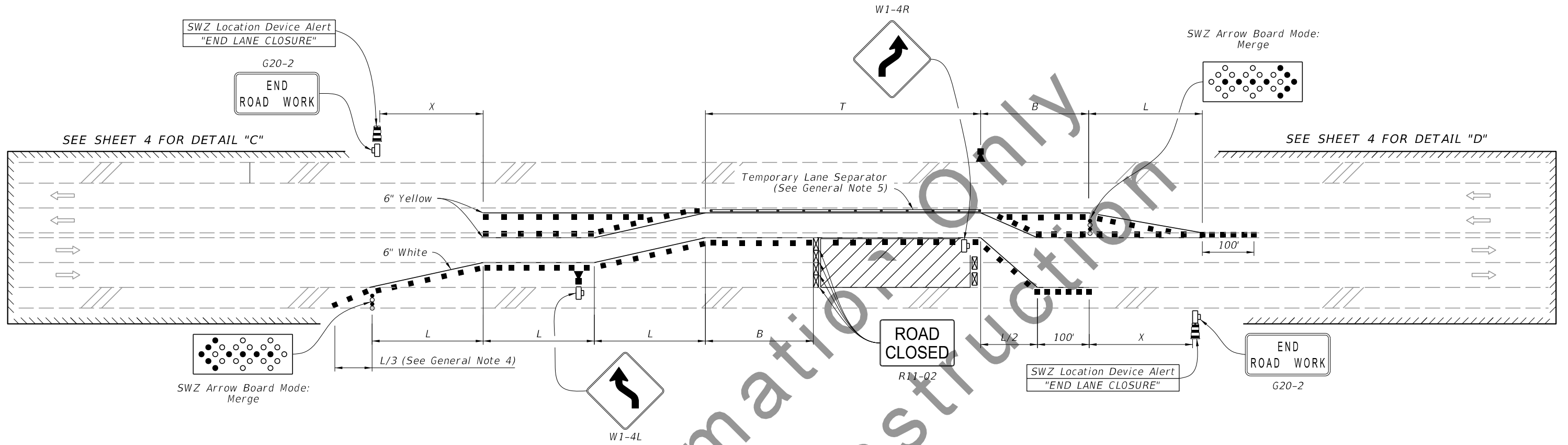
SYMBOLS:

- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- ▣ (6) SWZ Portable Changeable Message Sign (PCMS) with SWZ Vehicle Detector
- ⏏ (4) SWZ Portable Variable Speed Limit Sign with Electronic Speed Feedback Sign
- ▼ (2) SWZ Vehicle Detector
- ▤ (2) SWZ Location Device

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TEMPORARY DIVERSION FOR DIVIDED ROADWAYS

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TEMPORARY DIVERSION FOR UNDIVIDED ROADWAYS

NOTES:

1. Temporary pavement markings may be omitted when the work operation is in place 3 days or less.
2. Omit the SWZ Vehicle Detector when T is greater than 2X.

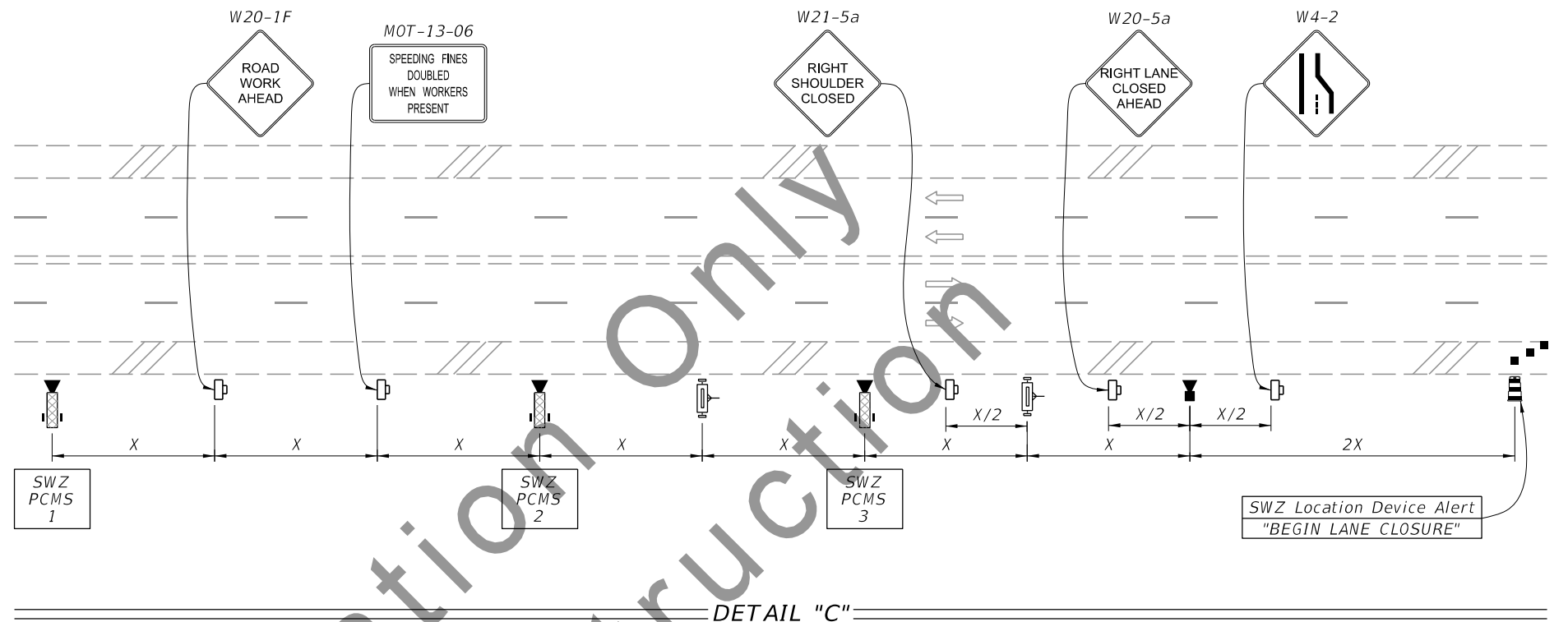
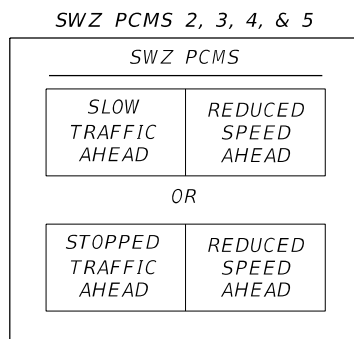
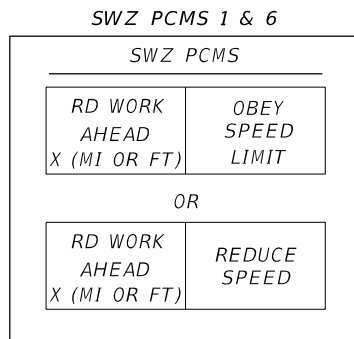
SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- SWZ Arrow Board
- Type III Barricade
- Lane Identification and Direction of Traffic
- Crash Cushion
- (2) SWZ Vehicle Detector
- (2) SWZ Location Device

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Not For Construction

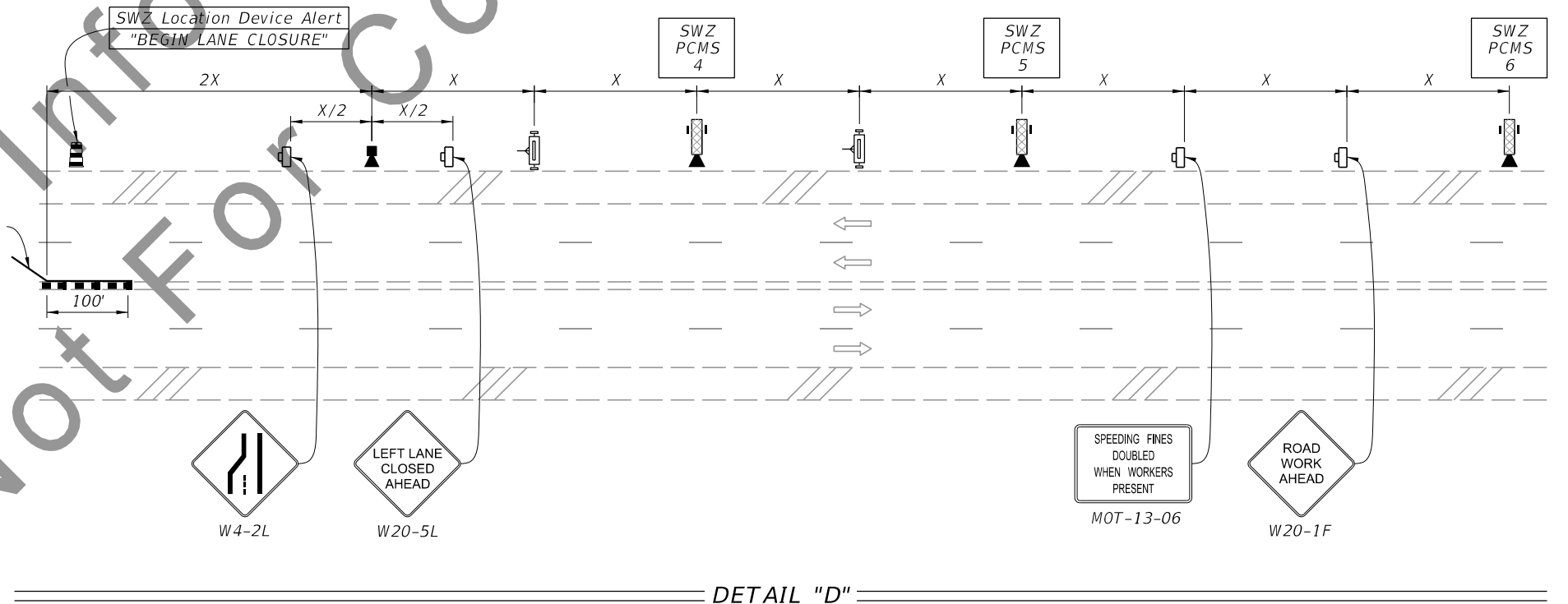
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SYMBOLS:

- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- ▣ (6) SWZ Portable Changeable Message Sign (PCMS) with SWZ Vehicle Detector
- ▣ (4) SWZ Portable Variable Speed Limit Sign with Electronic Speed Feedback Sign
- ▣ (2) SWZ Vehicle Detector
- ▣ (2) SWZ Location Device



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TEMPORARY DIVERSION FOR UNDIVIDED ROADWAYS

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