
Index 102-600

General Information for Traffic Control Through Work Zones

ORIGINATION**Date:** 8/21/2020**Name:** Derwood Sheppard & Olivia Townsend**Phone:** 850-414-4334**Email:** Derwood.Sheppard@dot.state.fl.us or Olivia.Townsend@dot.state.fl.us**COMMENTARY**

Sheet 1: Updated Table of Contents; Revised General Notes 1 & 2; Added 'Temporary Traffic Control Tables'

Sheet 2: Revised 'Temporary Traffic Control Devices' notes; Deleted 'Pedestrian and Bicyclist' Notes (Moved to Spec 102)

Sheet 3: Added Note to 'Clear Zone Widths For Work Zones' Table; Revised 'Lane Widths' Notes; Deleted 'Regulatory Speeds in Work Zones' Narrative and Added New Detail and Notes

Sheet 4: Revised 'Flagger Stations' Note

Sheet 5: Revised temporary Sign Support Notes' Note 1

Sheet 7: Deleted 'Removing Pavement Markings' and 'Portable Changeable Message Signs' Notes (Moved to Spec 102); Revised 'Signals' Notes; Updated 'Truck/Trailer-Mounted Attenuators' Note

Sheet 9: Moved 'Table 3 Device Spacing' to Sheet 1; Updated Note 1 and Deleted Note 6 of 'Temporary Lane Separator' Notes; Updated 'Tubular Marker' Title

Sheet 10: Updated 'Tubular Marker' Title; Deleted 'Channelizing Device Notes' Notes 9 and 11; Deleted 'Vehicular LCD' Detail; Revised 'Pedestrian LCD' Details and Notes

Sheet 11: Revised 'Work Zone Pavement Markings' Details and Notes

COMMENTS AND RESPONSES

BLACK = Internal Review Comments **RED** = Standard Plans Response

Name: Edgar Munoz**Date:** 8/17/2020**COMMENTS:**

1. 102-600 (Table 3): Minimum spacing X is given for speeds using 200' at 40 MPH, 500 at 45 and over and 1,500 for limited access facilities. In the past we use to have spacing up to 2,640' at higher speeds. This is gone, why? At higher speeds we need repetition of signs and give them ahead of time.

RESPONSE: *This change was made to provide simplified and consistent work zone sign spacing requirements. Also, the Department uses additional optional signs that extend the Advance Warning Area well beyond the overall advance signage distances established by the MUTCD.*

No Change

2. 102-600 (1/11): Table 4 note reduces the minimum buffer length from 200' to 155'. Why?

RESPONSE: *Buffer space is typically optional in the MUTCD; however, the Department requires buffer in many cases. Therefore, to provide some additional flexibility for constrained locations the minimum value from table can now be used.*

No Change

3. 102-66 (11/11): The label for the shoulder is missing from the RPM Placement on two-lane roadways.

RESPONSE: *The "RPM Placement in Work Zones" details are intended to provide information solely for the purposes of RPM placement, for specific details of a Two-Lane, Two-Way Temporary Diversion, see Index 120-608.*

No Change

4. 102-600 (11/11): a length of 100' is labeled in the top detail but is unclear what is. Consider labeling it as a tangent area. It appears the curve is part of the 100'.

RESPONSE: *The 100' dimension label is denoting the length of RPM's along the tangent.*
Change Made: *The labeling will be clarified.*

5. 102-600 (11/11): Note No. 4 is a duplication/redundant to note No. 4 on index 706-001.

RESPONSE: *Agreed*

Change Made: *Note #4 Deleted*

6. All Indexes: Why the duration notes and conditions were removed? This information/guidance was useful and vital.

RESPONSE: *As noted on the "TTC Changes Summary", 'Duration' notes were removed because any time limitations/exceptions are now written into the "Notes" included on each Index as appropriate, and "Conditions" were deleted because the narrative was redundant to details illustrated.*

No Change

Date: 8/19/2020

Name: Mikhail Dubrovsky

Date: 8/20/2020

COMMENT: Table 1 will move to 102-600. The table has maximum distance of barricades on a tangent - 50 FT for all speeds up to 45 MPH. In urban areas with speed of 45 MPH or less this distance is too long. Consider reducing maximum distance to 20 ft in urban areas with posted speed of 45 MPH or less.

RESPONSE: *The channelizing device spacings guidance from the MUTCD recommends a spacing in feet equal to 1.0 times the speed limit in mph for tapers and 2.0 times the speed limit in mph for tangents. For consistency and simplicity, the Department has conservatively implemented spacings based on a 25 mph speed for all tapers regardless of speed, and for tangents up to 45 mph. The Worksite Traffic Supervisor, with approval of the Engineer, has the authority to alter the number of devices or the spacing when site specific conditions dictate changes are needed.*
No Change

Date: 8/20/2020

Name: K.C. Jones

Date: 8/21/2020

COMMENTS:

1. Sheet 3: Note #5, “No less than” may be replaced with “no more than”; The proposed wording matches the existing SPI.

RESPONSE: *Agreed*

Change Made: *Note changed to “no more than”.*

2. Sheet 7: Signals, Add spec 102-9.16 also to 102-9.15; 102-9.16 pertains to Temporary Traffic Detection and Maintenance

RESPONSE: *Agreed*

Change Made: *For simplicity, the note will be reduced to reference “102-9”*

Date: 8/21/2020

Name: Sharon Harris

Date: 8/21/2020

COMMENTS:

1. Sheet 7: PCMS note removal-recommend leaving a note of where the info is located for reference.

RESPONSE: *The comment is recognized; however, the Specification should already be used in combination with Standard Plans. Providing cross-references for removed item is not needed.*

No Change

2. General 102-Series Note: There are numerous activities performed by in-house maintenance employees and DOC inmates that do not exactly fit into a mobile operation or an extended shoulder or travel way closure. For example, filling a pot-hole can take up to 20 minutes-it would be nice if we had an index that addressed short but not quite mobile maintenance items.

RESPONSE: *Agreed, there is research recently completed for short-duration work operations. This will be evaluated for inclusion in the Standard Plans 102 Series in the future.*

No Change

Date: 8/21/2020

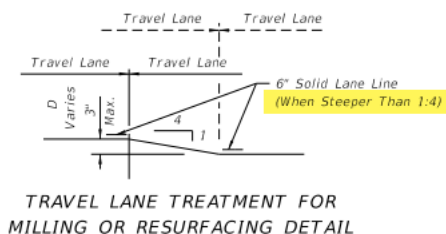
Name: Alfredo Rodriguez

Date: 8/21/2020

COMMENT: Previously had a note in 102-000 regarding 6" stripe. Why was the note removed? Requesting to add the note back since we have some projects with deep milling where we want to incorporate the double solid line to avoid having the wheel path within the 1:4 slope given the high speeds within our facility.

RESPONSE: *The requirement for the striping is still included; however, it is now referenced in the detail not the Note (see below). Previously, there was confusion about whether the striping was required for all treatments.*

No Change



Date: 8/21/2020

Name: Saud Khan

Date: 8/21/2020

COMMENT: RAILROADS – Input from our Rail Office and recommend to include - A railroad flagman is required anytime construction activities occupy or have the potential to impact Railway’s right of way or tracks. The railroad flagman will have to present anytime the roadway contractors are working within 50’ from the centerline of tracks. The need for a railroad flagman when in proximity to the crossing, but outside of the Railway’s right of way will be determined by the railroad.

RESPONSE: *Specification 7-11.4 already addresses the requirements for “Operations within Railroad Right-of-Way”.*

No Change

Date: 8/21/2020

Name: Jeffery Cicerello

Date: 8/21/2020

COMMENT: Sheet 8, Drop Off Condition Note 3: Typo on Maintenance of Traffic, “LS”, not “LSD”

RESPONSE: *Agreed*

Change Made: *‘LSD’ corrected to ‘LS’*

Date: 8/23/2020

Name: D5

Date: 8/21/2020

COMMENTS:

1. Revised index appears silent on items formerly included in “Pedestrian and Bicyclist” section

RESPONSE: *New Section has been added to the Specification to consolidate information into one location.*

No Change

2. Regulatory Speed in Work Zones” section is inconspicuous in the rewrite.

RESPONSE: *As stated in the first sentence of the old Index, TTC Plans will provide regulatory speeds for all phases of work. As such, the information within 102-600 was reduced to only that information need by the contractor. See FDM 240 for additional information.*

No Change

3. Recommend a fix of the clear zone widths for work zones table while we are updating everything, this table is being ignored by engineers and contractors.

RESPONSE: *Comment Acknowledged. There has been a conflict with Work Zone Clear Zones and RRR Clear Zones for some time. A comprehensive evaluation will be made and changes will be made at a late date.*

No Change, at this time

4. Lane width verbiage - do we define LA roadways or do we define freeways?

RESPONSE: *While the Standards and Specifications do not specifically define either "Limited Access" is the more commonly used term in both documents.*

No Change

5. Some of the info under PCMS is being lost. The guidance on placement and first three bullets aren't in specs or FDM. We recommend adding this to FDM so EOR's can retain knowledge. PG7

RESPONSE: *FDM Revision will provided at a later date.*

No Change

6. It is unclear where all signal notes removed on page 7 have been incorporated.

RESPONSE: *Specification 102-9.15 and 102-9.16 already address requirements for maintaining existing signal. Information within Index 102-600 was redundant.*

No Change

7. PG 11, we recommend that the tangent/transition/approach labels should be added back to the RPM details.

RESPONSE: *Comment acknowledged. The detail could be clarified.*

Change Made: *Added Tangent Point (TP) references for clarity*

8. PG 11, placement of pavement markings – recommend to add CL indication back.

RESPONSE: *Agreed*

Change Made: *Added Centerline references to "Placement Of Pavement Markings" detail.*

Date: 8/23/2020

SHEET	TABLE OF CONTENTS
1	General Notes, TTC Tables
2	Definitions Temporary Traffic Control Devices Overhead Work Railroads Sight Distance Above Ground Hazard
3	Clear Zone Widths For Work Zones Superelevation Length Of Lane Closures Overweight/Oversize Vehicles Lane Widths High-Visibility Safety Apparel Speed Reduction Signing
4	Flagger Control Survey Work Zones Signs
5	Work Zone Sign Supports
6	Commonly Used Warning and Regulatory Signs In Work Zones
7	Manholes/Crosswalks/Joints Truck Mounted Attenuators Signals Channelizing Devices Channelizing Devices Consistency Advanced Warning Arrow Boards
8	Drop-Offs In Work Zones
9	Business Entrance Temporary Asphalt Separator
10	Channelizing Devices Notes Temporary Barrier Notes
11	Pavement Markings

GENERAL NOTES:

- 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, roads 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.
- Use this Index in accordance with the Plans and Indexes 102-601 through 102-680. Indexes 102-601 through 102-680 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.
- Except for emergencies, any road closure on State Highway System must comply with Section 335.15, F.S.

Work Zone Speed (mph)	Max. Spacing (feet)			
	Cones or Temporary Tubular Markers		Type I Barricades, Type II Barricades, Vertical Panels, or Drums	
	Taper	Tangent	Taper	Tangent
≤ 45	25	50	25	50
≥ 50	25	50	50	100

Work Zone Speed (mph)	Min. Length (feet)
≤ 40	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$

Where: W = width of offset in feet
S = speed in mph

Road Type	Min. Spacing (feet)
Arterials and Collectors with Work Zone Speed ≤ 40 mph	200
Arterials and Collectors with Work Zone Speed ≥ 45 mph	500
Limited Access Roadways *	1,500

* For Limited access roadways with work zone speed ≤ 55 mph, the minimum spacing may be reduced in accordance with the MUTCD and as approved by the Engineer.

Work Zone Speed (mph)	Min. Length (feet)
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

Note: When Buffer Length "B" cannot be attained due to geometric constraints, use the greatest length possible, but not less than 155 feet.

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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 runoff lengths, departure rates, flare rates, lengths of need, clear zone widths, taper lengths, crash cushion requirements, marker spacings, superelevation and other similar features.

Advisory Speed

The maximum recommended 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 zones, travel way may include the temporary use of shoulders and any other permanent or temporary surface intended for use as a lane for the movement of vehicular traffic.

- a. **Travel Lane:** The designated widths of roadway pavement marked to carry through traffic and to separate it from opposing traffic or traffic occupying other traffic lanes.
- b. **Auxiliary Lane:** The designated widths of roadway pavement marked to separate speed change, 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 different section of the permanent pavement. A diversion 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 readily visible location.

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 that are no longer appropriate shall be removed or covered. Do not store temporary traffic control devices on the shoulder, sidewalk, or other roadway facility not affected by the work when work is suspended.

Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Trailer, Portable Regulatory Signs, and any other trailer mounted device shall be delineated with a channelizing device placed at each corner when 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.

OVERHEAD WORK

Work is only allowed over a traffic lane when one of the following options is used:

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:

- a. Work operation is located in a signalized intersection and limited to signals, signs, lighting and utilities.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- e. Aerial lift equipment is placed directly below the work area to close the lane.
- f. Traffic control devices are placed in advance of the vehicle/equipment closing the lane using a minimum 100 foot taper.
- g. 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 a open traffic lane is allowed if all of the following conditions are met:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within an area bounded by 2 feet outside the edge of travel way and 18 feet high.
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

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:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 1 day or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within 2 foot from the edge of travel way up to 18' height.
Above 18' in height, no encroachment by any part of the work activities and equipment over the open traffic lane (except as allowed in Option 2 for work operations of 60 minutes or less).
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

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 directly below the overhead work operations in accordance with the appropriate index drawing or detailed in the plans. This option applies to, but not limited to, the following construction activities:

- a. Beam, girder, segment, and bent/pier cap placement.
- b. Form and falsework placement and removal.
- c. Concrete placement.
- d. Railing construction located at edge of deck.
- e. Structure demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)

Overhead cable and/or de-energized conductor installations initial 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:

- a. The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
- b. 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 "Be Prepared 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 should be evaluated for traffic controls to reduce queuing on the tracks. The evaluation should include as a minimum: 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 areas during working hours and treated with appropriate work zone 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.

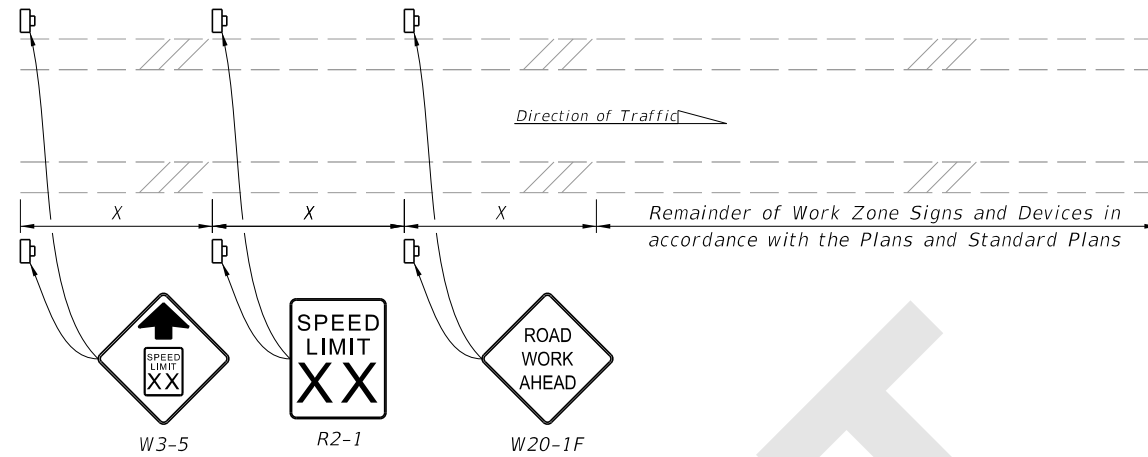
LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 2 of 11
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CLEAR ZONE WIDTHS FOR WORK ZONES

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 FDOT Design Manual 215.2.

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

NOTE: For temporary conditions where existing curb has been removed but not reconstructed, curb and gutter values may be used.



NOTES:

1. X=Work Zone Sign Spacing
2. When called for in the Plans, use this detail in accordance with the Plans and Standard Plans. Place the speed reduction signs (W3-5 and R2-1) in advance of the "Road Work Ahead" sign (W20-1F) as shown.
3. Do not use this detail in conjunction with the Motorist Awareness System.
4. For speed reductions greater than 10 MPH, reduce the speed in 10 MPH increments of 'X' distance. Do not reduce the speed below the minimum statutory speed for the class of facility.
5. Place additional "Speed Limit" signs (R2-1) at intervals of no more than one mile for rural conditions and 1,000 feet for urban conditions.
6. For undivided roadways, omit the signs shown in the median.
7. Remove temporary regulatory speed signs 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.

SPEED REDUCTION SIGNING

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.

WORK ZONE POSTED SPEED	MINIMUM RADIUS
MPH	feet
70	4090
65	3130
60	2400
55	1840
50	1390
45	1080
40	820
35	610
30	430
Superelevate When Smaller Radii is Used	

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 travel ways wherever practical. Provide minimum widths for work zone travel lanes 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 all other limited access roadways; 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 as 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 3 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.

UTILITIES: 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, Flagger shall wear ANSI/ISEA Class 2 apparel. For nighttime activities, Flagger shall wear ANSI/ISEA Class 3 apparel.

LENGTH OF LANE CLOSURES

For interstates and state highways with a posted speed of 55MPH or greater, lane closures must not exceed 3 miles (includes taper, buffer, and work zone) in any given direction and must not close two consecutive interchanges.

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FLAGGER CONTROL

Where flaggers are used, a FLAGGER symbol or legend sign must replace the WORKERS symbol or legend sign.

The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the flagging instructions, and to permit traffic to reduce speed or to stop as required before entering the work site. Flaggers shall be positioned to maintain maximum color contrast between the flagger's high-visibility safety apparel and equipment and the work area background.

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 night-time, the STOP/SLOW paddle shall be retroreflectorized.

Flag use is limited to immediate emergencies, intersections, and when working on the centerline or shared left turn lanes where two (2) flaggers are required and there is opposing traffic in the adjacent lanes. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 inches in length. When used at nighttime, flags shall be retroreflectorized red.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used at night.

Flagger Stations

Flagger stations shall be located far enough in advance of the work area so that approaching road users will have sufficient distance to stop before entering the work area. When used at nighttime, the flagger station shall be illuminated.

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.

Survey Between Active Traffic Lanes or Shared Left 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 Survey Work Zone includes intersections.

- (A) A STAY IN YOUR LANE (MOT-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 prism holder and flagger(s). Cones, if used, may be placed at up to 50' intervals along the break line throughout the work zone.
- (C) Horizontal Control-With traffic flow in the same direction, cones shall be used to protect the backsight tripod and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' towards the flow of traffic.
- (D) Horizontal Control-With traffic flow in opposite directions, cones shall be used to protect the backsight tripod 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.

SIGNS

SIGN MATERIALS

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

Retroreflective vinyl signs meeting the requirements of Specification Section 994 may be used for daylight or night operations not to exceed 1 day except as noted in the Indexes.

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

INTERSECTING ROAD SIGNING

Signing for the control of traffic entering and leaving work zones by way of intersecting crossroads shall be adequate to make drivers aware of work zone conditions. When Work operations exceed 60 minutes, place the ROAD WORK AHEAD sign on the side street entering the work zone.

ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING

Adjoining work zones may not have sufficient spacing for standard placement of signs and other traffic control devices in their advance warning areas or in some cases other areas within their traffic control zones. Where such restraints or conflicts occur or are likely to occur, one of the following methods will be employed to avoid conflicts and prevent conditions that could lead to misunderstanding on the part of the traveling public as to the intended travel way by the traffic control procedure applied:

- (A) For scheduled projects the engineer in responsible charge of project design will resolve anticipated work zone conflicts during the development of the project traffic control plan. This may entail revision of plans on preceding projects and coordination of plans on concurrent projects.
- (B) Unanticipated conflicts arising between adjoining in progress highway construction projects will be resolved by the Resident Engineer for projects under his residency, and, by the District Construction Engineer for in progress projects under adjoining residencies.
- (C) The District Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.
- (D) The Unit Maintenance Engineer will resolve conflicts that occur within routine maintenance works; between routine maintenance work, unscheduled work and/or permitted work; and, between unit controlled maintenance works and highway construction projects.

SIGN COVERING AND INTERMITTENT WORK STOPPAGE SIGNING

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 blanks or other available coverings must completely cover the existing sign. Rigid sign coverings shall be the same size as the sign it is covering, and bolted in a manner to prevent movement.

Sign covers are incidental to work operations and are not paid for separately.

SIGNING FOR DETOURS, LANE SHIFTS AND DIVERSIONS

Detours should be signed clearly over their entire length so that motorists can easily determine how to return to the original roadway. The reverse curve (W1-4) warning sign should be used for the advanced warning for a lane shift. A diversion should be signed as a lane shift.

EXTENDED DISTANCE ADVANCE WARNING SIGN

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 Advanced 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) bearing 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.


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 W8-15P placard shall be used in conjunction with the GROOVED PAVEMENT AHEAD sign.

END ROAD WORK SIGN

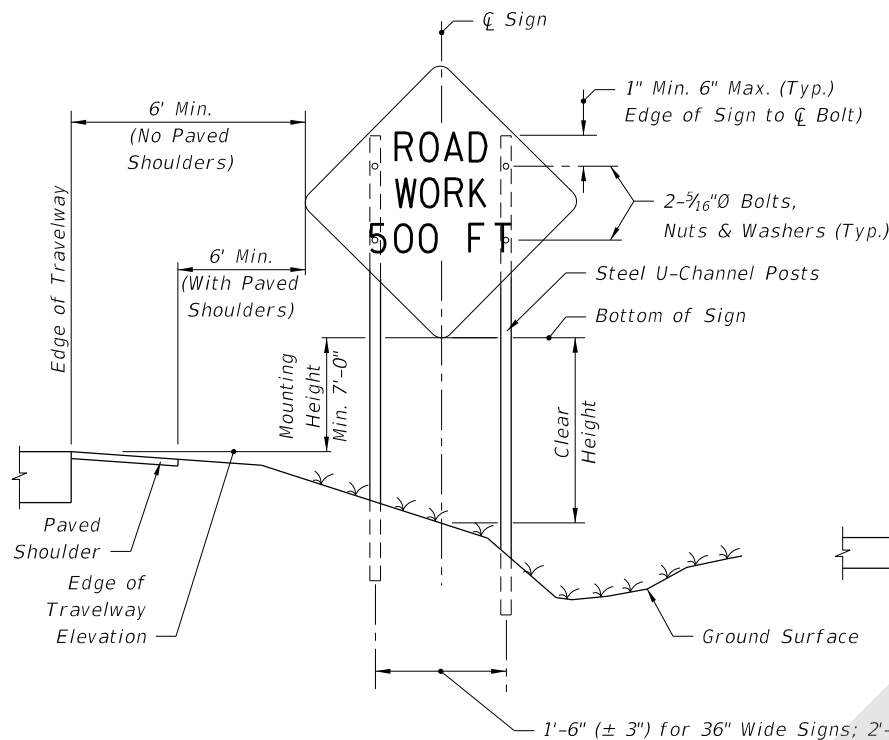
The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the work operation is less than 1 day. The sign should be placed approximately 500 feet beyond the end of a construction or maintenance project unless other distance is called for in the plans. When other Construction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

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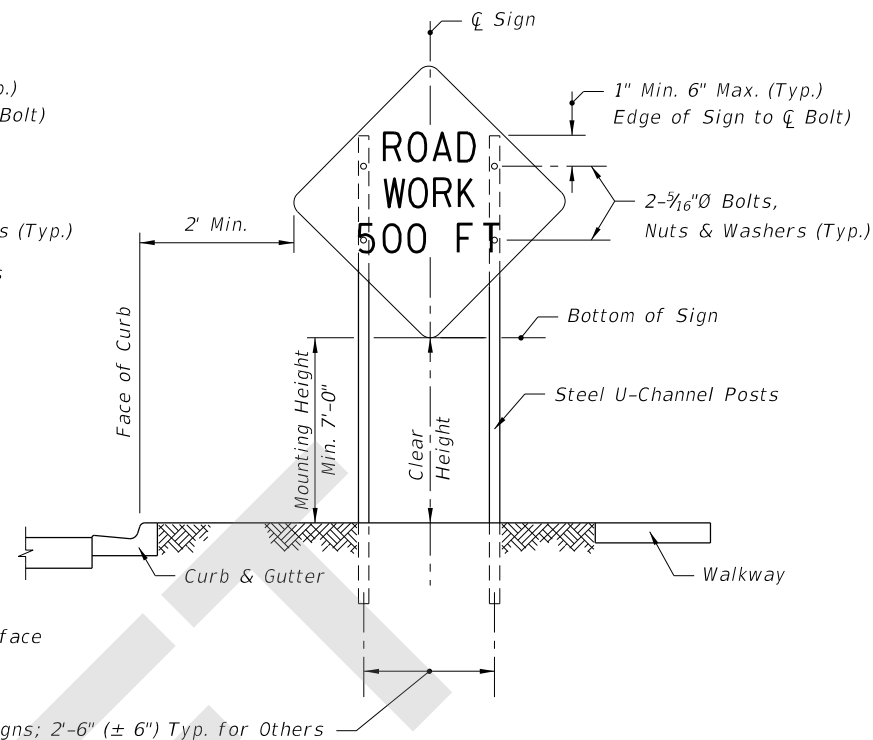
LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 4 of 11
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TEMPORARY SIGN SUPPORT NOTES:

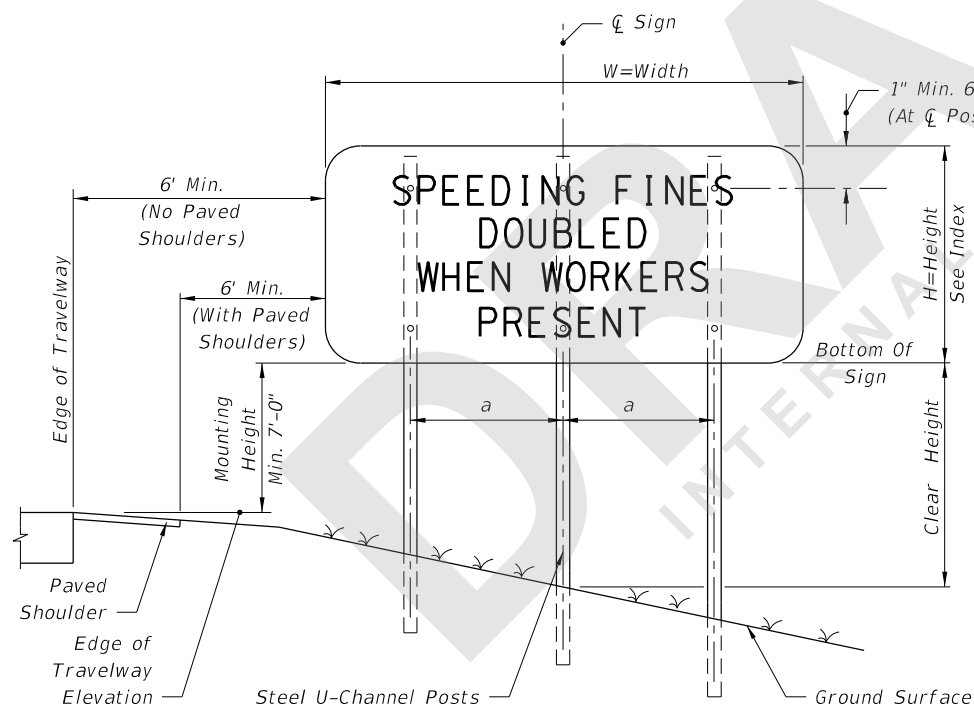
- All signs shall be post mounted when work operations exceed one day except for:
 - Road closure signs mounted in accordance with the vendor drawing for the Type III Barricade shown on the APL.
 - Pedestrian and bicycle advanced warning or pedestrian regulatory signs mounted on sign supports in accordance with the vendor drawing shown on the APL.
 - Median barrier mounted signs per Index 700-013.
 - Bridge mounted signs per Index 700-012.
- Unless shielded with barrier or outside of the Clear Zone, signs mounted on temporary supports or barricades, and barricade/sign combination must be crashworthy in accordance with NCHRP 350 requirements and included on the Approved Products List (APL).
- Use only approved systems listed on the Department's Approved Products List (APL).
- Manufacturers seeking approval of U-Channel and steel square tube sign support assemblies for inclusion on the Approved Products List (APL) must submit a APL application, design calculations (for square tube only), and detailed drawings showing the product meets all the requirements of this Index.
- 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.
- 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.
- U-channel posts shall conform with ASTM A 499, Grade 60, or ASTM A 576, Grade 1080 (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.
- Sign attachment bolts, washers, nuts, and spacers shall conform with ASTM A307 or A 36.
- For diamond warning signs with supplement plaque (up to 5 ft² in area), use 4 lb/ft posts for up to 10 ft Clear Height (measure to the bottom of diamond warning sign).
- Install 4 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.
- The contractor may install 3 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.
- Install all posts plumb.
- The contractor may set posts in preformed holes to the specified depth with suitable backfill tamped securely on all sides, or drive 3 lb/ft sign posts and any size base post in accordance with the manufacturer's detail shown on the APL.



**2 POST SIGN SUPPORT MOUNTING DETAILS
(SINGLE POST SIMILAR)
RURAL**

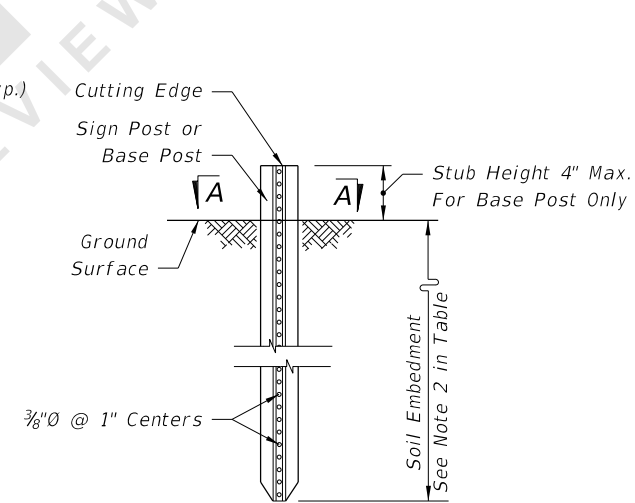


**2 POST SIGN SUPPORT MOUNTING DETAILS
(SINGLE POST SIMILAR)
URBAN**



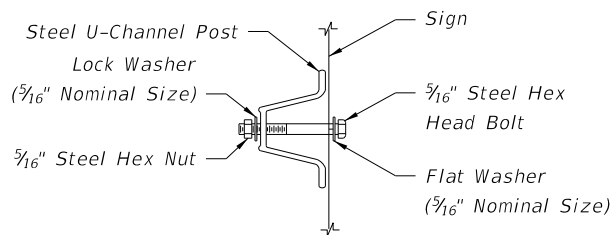
3 POST SIGN SUPPORT MOUNTING DETAILS

Where $W = 48"$: $a = 1' - 4\frac{1}{2}" (\pm 1")$
 $W = 60"$: $a = 1' - 9" (\pm 1")$
 $W = 72"$: $a = 2' - 1" (\pm 1")$



TYPICAL FOUNDATION DETAIL

See APL for post, splice and connection details.
No bolts installed closer than 1" to cutting edge.



**SECTION A-A
(SCHEMATIC)**

**SIGN ATTACHMENT DETAIL
(WITHOUT Z-BRACKET)**



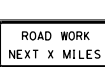
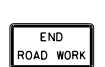























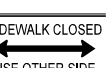


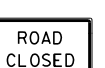





























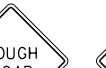


















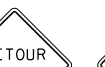
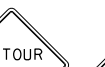
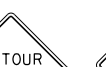
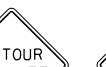







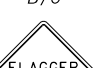

























SIGN SHAPE	SIGN SIZE (inches)	NUMBER OF STEEL U CHANNEL POSTS
Octagon	30x30	1
Triangle	36x36x36	1
	48x48x48	1
	60x60x60	2
Rectangle (W x H)	24x18	1
	24x30	1
	30x24	1
	36x18	1
	36x24	1
	48x18	1
	48x24	1
	36x48	2
	48x30	2
	48x36	2
	54x36	2
	48x60	3
Square	30x30	1
	36x36	2
	48x48	2
Diamond (See Note 7)	48x48	2
Circle	360	2

Notes For Table:

- Use 3 lb/ft posts for Clear Height up to 10' and 4 lb/ft posts for Clear Height up to 12'.
- Minimum foundation depth is 4.0' for 3 lb/ft posts and 4.5' for 4 lb/ft posts.
- For both 3 lb/ft and 4 lb/ft base or sign posts installed in rock, a minimum cumulative depth of 2' of rock layer is required.
- The soil plate as shown on the APL vendor drawing is not required for base posts or sign posts installed in existing rock (as defined in Note 3), asphalt roadway, shoulder pavement or soil under sidewalk.

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8/27/2020

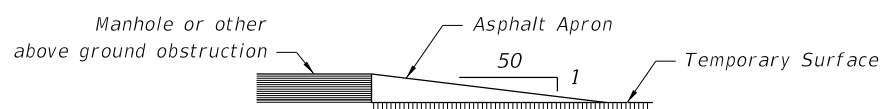
 E5-2 B/O	 E5-2a B/O	 G20-1 B/O	 G20-2 B/O	 G20-4 B/O	 M4-8 B/O	 M4-8A B/O	 M4-9L B/O	 M4-9R B/O	 M4-10L O/B	 M4-10R O/B	 OM-3R B/Y	 R1-1 W/R	 R1-2 RW/R	 R2-1 B/W	 R4-1 B/W	 R4-2 B/W	 R4-5 B/W	 R4-7 B/W	 R4-8 B/W	 R4-7AL B/W
 R4-7AR B/W	 R4-7BL B/W	 R4-7BR B/W	 R5-1 WR/W	 R9-8 B/W	 R9-9 B/W	 R9-10 B/W	 R9-11 B/W	 R9-11a B/W	 R11-2 B/W	 W1-1R B/O	 W1-2R B/O	 W1-3R B/O	 W1-4R B/O	 W1-4b B/O	 W1-4c B/O	 W1-6 B/O	 W1-7 B/O	 W1-8 B/O	 W3-1 RB/O	 W3-2 RB/O
 W3-3 B(RYG)/O	 W3-4 B/O	 W3-5 B/O	 W4-1 B/O	 W4-2 B/O	 W5-1 B/O	 W5-2 B/O	 W5-3 B/O	 W6-1 B/O	 W6-2 B/O	 W6-3 B/O	 W8-1 B/O	 W8-2 B/O	 W8-3 B/O	 W8-4 B/O	 W8-5 B/O	 W8-6 B/O	 W8-7 B/O	 W8-8 B/O	 W8-9 B/O	 W8-9a B/O
 W8-11 B/O	 W9-1L B/O	 W9-1R B/O	 W9-2L B/O	 W9-2R B/O	 W10-1 B/Y	 W11-2 B/O	 W12-1 B/O	 W12-2 B/O	 W13-1 B/O	 W20-1A B/O	 W20-1B B/O	 W20-1C B/O	 W20-1D B/O	 W20-1E B/O	 W20-1F B/O	 W20-2A B/O	 W20-2B B/O	 W20-2C B/O	 W20-2D B/O	 W20-2E B/O
 W20-3 B/O	 W20-4 B/O	 W20-5a B/O	 W20-5L B/O	 W20-5R B/O	 W20-5C B/O	 W20-7A B/O	 W20-7 B/O	 W21-1A B/O	 W21-1 B/O	 W21-5 B/O	 W21-5a B/O	 W21-6 B/O	 W21-7 B/O							
 W22-1 B/O	 W22-2 B/O	 W22-3 B/O																		
													<p>Notes:</p> <ol style="list-style-type: none"> The size of diamond shaped Temporary Traffic Control (TTC) warning signs shall be a minimum of 48" X 48". Fluorescent orange shall be used for all orange colored work zone signs. The sign shields, symbols and messages contained on this sheet are provided for ready reference to those signs used in the development of the 102 Series of Indexes and are commonly used in the development of traffic control plans. For additional signs and sign detail information refer to the STANDARD HIGHWAY SIGNS MANUAL as specified in the MUTCD. Special signs for traffic control plans will be as approved by the State Traffic Plans Engineer. <p>The sign codes shown on this sheet are for the purpose of identifying cell names found in the Traffic Control Cell Library (TCZ.Cel).</p> <p>The STANDARD HIGHWAY SIGNS MANUAL should be referenced for the official sign codes for use in the development of traffic control plans.</p> <p>See Index 700-102 for MOT sign details.</p>							
													<p>COLOR CODES Legend and/or Symbol Background</p> <p>O-Orange (Reflectorized) R-Red (Reflectorized) B-Black (Non-Reflectorized) Y-Yellow (Reflectorized) W-White (Reflectorized) G-Green (Reflectorized)</p>							
 MOT-1-06 B/O	 MOT-4-06 B/O	 MOT-5-06 MOT-6-06 B/O	 MOT-7-06 B/O	 MOT-8-06 B/O	 MOT-9-06 B/O	 MOT-10-06 B/O	 MOT-11-06 BLUE/W	 MOT-12-06R B/W	 MOT-12-06L B/W	 MOT-13-06 (Limited access facilities) MOT-14-06 (All other facilities)	 MOT-15-06 B/O	 MOT-16-06 B/O	 MOT-17-06 B/O	 MOT-18-10 B/O						

COMMONLY USED WARNING AND REGULATORY SIGNS IN WORK ZONES

MANHOLES/CROSSWALKS/JOINTS

Manholes extending 1" or more above the travel lane and crosswalks having an uneven surface greater than 1/4" 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.

SIGNALS

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

Refer to Specification 102-9 for additional information.

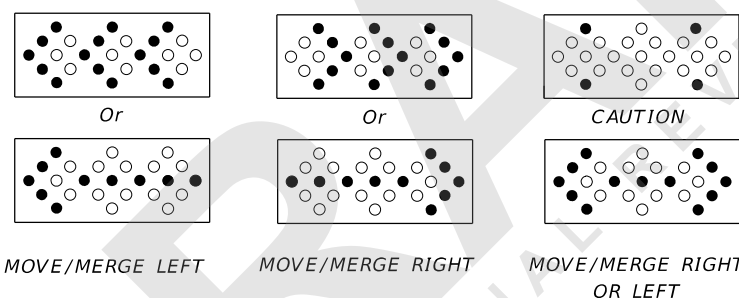
ADVANCE WARNING ARROW BOARDS

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



● Minimum Required Lamps
○ Additional Lamps Allowed

MODES

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 102-607. For short-term, stationary operations, see Part VI of the MUTCD.


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.

CHANNELIZING DEVICE CONSISTENCY

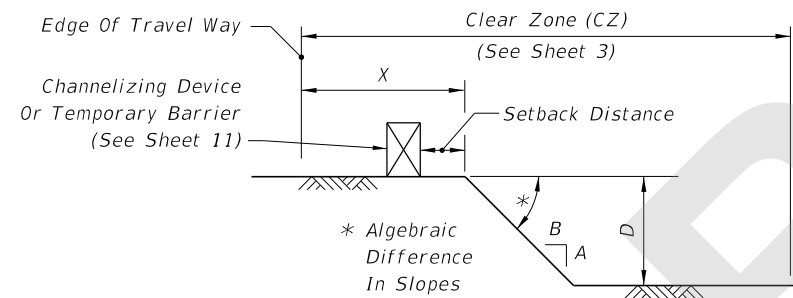
Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed within either the lateral transition or within the tangent alignment.

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 7 of 11
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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, LS. 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 use of temporary barriers; however, channelizing devices will be required.
6. When permanent curb heights are $\geq 6"$, no channelizing device will be required. For curb heights $< 6"$, see Table 1.



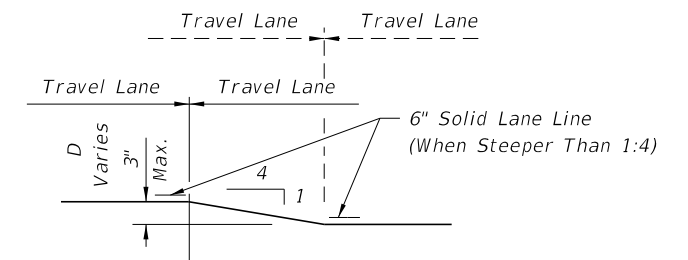
DROP-OFF CONDITION DETAIL

**Table 8
Drop-off Protection Requirements**

Condition	X (ft)	D (in.)	Device Required
1	0-12	> 3	Temporary Barrier
2	> 12-CZ	> 3 to ≤ 5	Channelizing Device
3	0-CZ	> 5	Temporary Barrier
4	Removal of Bridge or Retaining Wall Barrier		Temporary Barrier
5	Removal of portions of Bridge Deck		Temporary Barrier

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 1/2 mile maximum.
3. If D is 1 1/2" 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 MOT-1-06 signs shall be used as a supplement to the W8-11; this condition should never exceed 3 miles in length.



TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING DETAIL

PEDESTRIAN WAY DROP-OFF CONDITION NOTES

1. A pedestrian way drop-off is defined as:
 - a. a drop in elevation greater than 10" 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.

DROP-OFFS IN WORK ZONES

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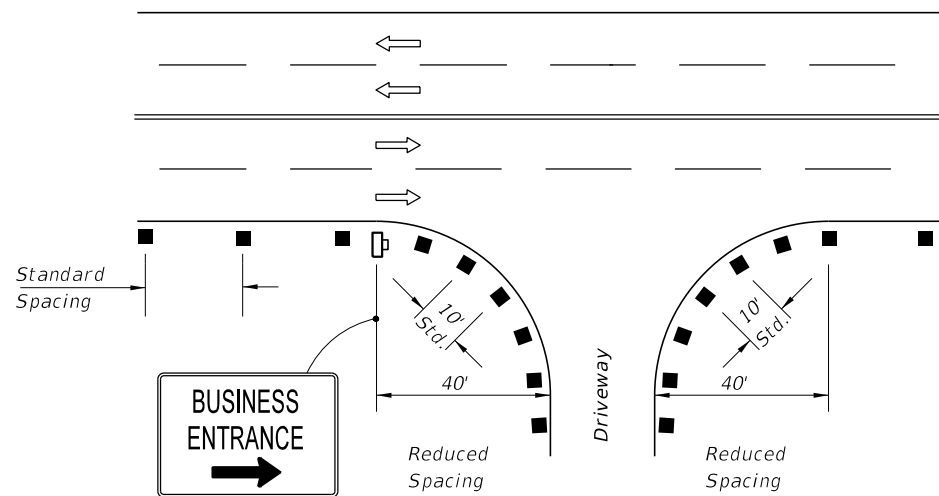


**FY 2021-22
STANDARD PLANS**

GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES

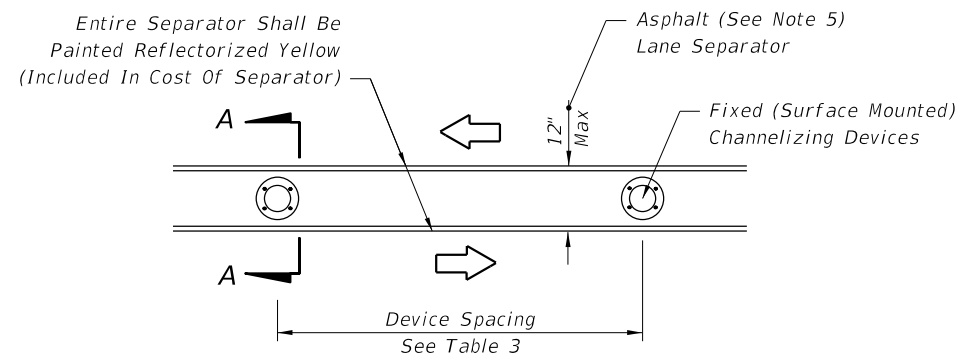
INDEX
102-600

SHEET
8 of 11

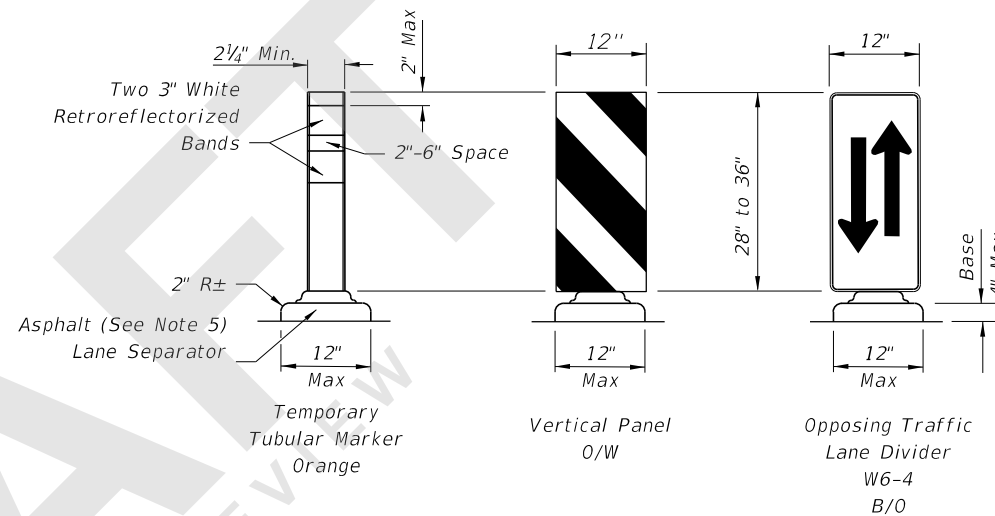


1. For single business entrances, place one 24" x 36" business sign for each driveway entrance affected. Signs shall show specific business names. Logos may be provided by business owners. Standard BUSINESS ENTRANCE sign in Index 700-102 may be used when approved by the Engineer.
2. When several businesses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

PLACEMENT OF BUSINESS ENTRANCE SIGNS AND CHANNELIZING DEVICES AT BUSINESS ENTRANCE



PLAN




FIXED (SURFACE MOUNTED) CHANNELIZING DEVICES

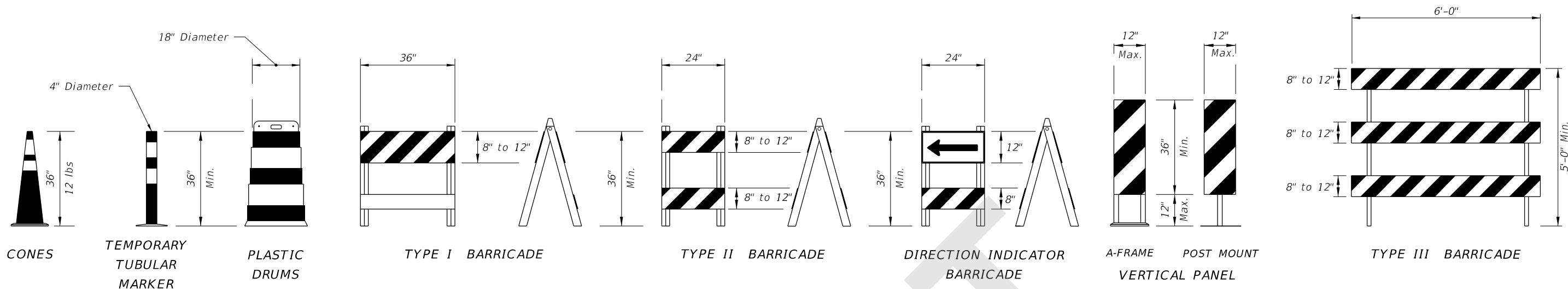
SECTION AA

1. Temporary lane separators shall be supplemented with any of the following approved fixed (surface mounted) channelizing devices: temporary 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. Temporary 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. ReflectORIZED 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.

TEMPORARY LANE SEPARATOR

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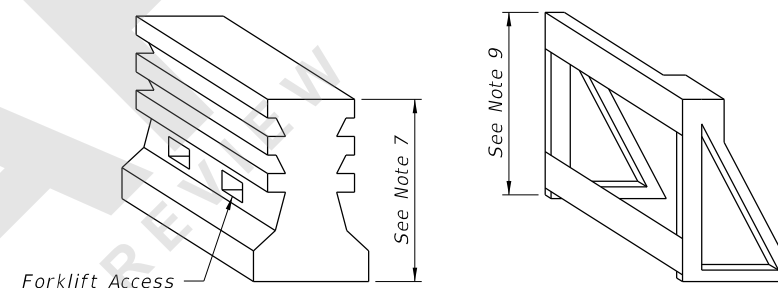
LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 9 of 11
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CHANNELIZING DEVICES

CHANNELIZING DEVICE NOTES:

- The details shown on this sheet are for the following purposes:
 - For ease of identification and
 - To provide information that supplements or supersedes 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.
- 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).
- Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
- 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.
- The splicing of sheeting is not permitted on channelizing devices or MOT signs.
- For rails less than 3'-0" long, 4" stripes shall be used.
- Cones shall:
 - Be used only in active work zones where workers are present.
 - Be reflectorized as per the MUTCD with Department-approved reflective collars when used at night.
- 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 1/8" 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.



PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES

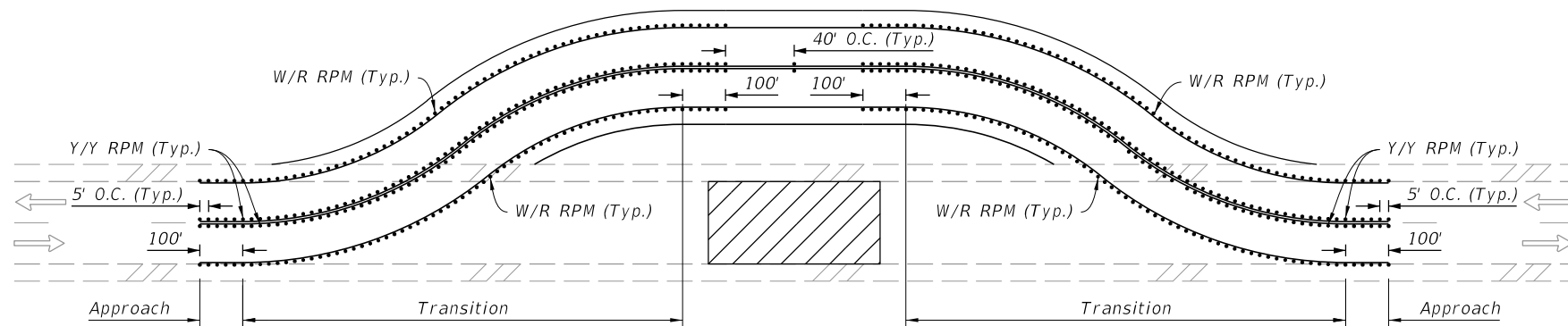
TEMPORARY BARRIER NOTES:

- Where a barrier is specified, any of the types below may be used in accordance with the applicable Index:

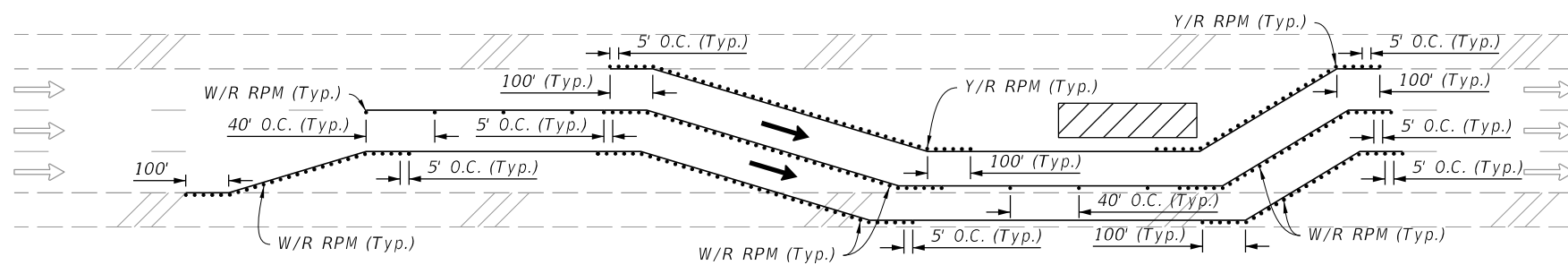
Index	Description
102-100	Temporary Barrier
102-120	Low Profile Barrier
536-001	Guardrail
- Trailer Mounted Barriers may be used to provide positive protection for workers within the work areas. APL drawings may be used as a guide to develop project specific Temporary Traffic Control Plans that are signed and sealed by the Contractor's Engineer.

8/27/2020 8:25:16 AM

LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 10 of 11
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RPM PLACEMENT ON TWO-LANE ROADWAYS



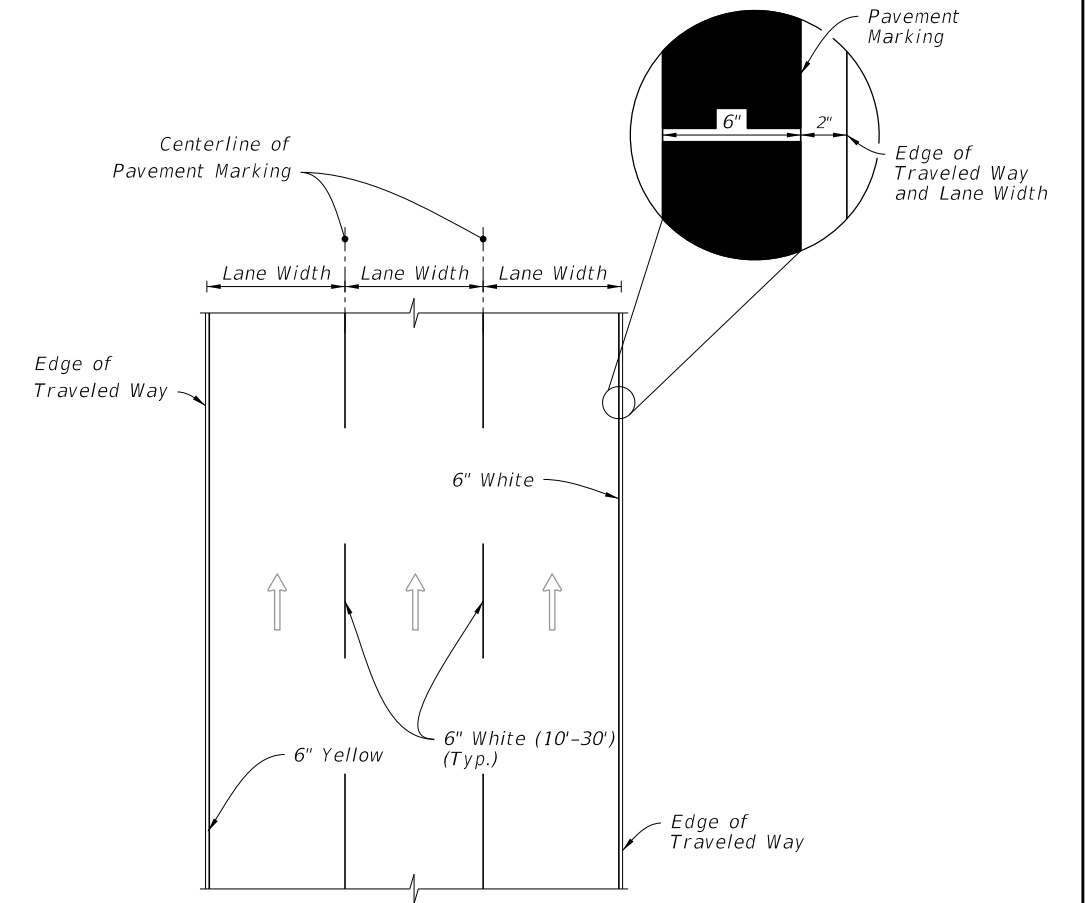
RPM PLACEMENT ON MULTILANE ROADWAYS
(Lane Shift Shown, Other Multilane Typical Applications Similar)

NOTES:

1. Install RPMs as a supplement to:
 - a. All lane lines
 - b. Edge lines in transitions (e.g., merges, diversions, lane shifts)
 - c. Edge lines of gore areas
2. Extend pavement marking and 5' RPM spacing by 100' in each direction for all transitions regardless of the line type.
3. Place RPMs in accordance with this detail and Index 706-001.

SYMBOLS:

- Work Area
- Lane Identification and Direction of Traffic



RPM PLACEMENT IN WORK ZONES

PLACEMENT OF PAVEMENT MARKINGS

8/27/2020 8:25:19 AM

WORK ZONE PAVEMENT MARKINGS

LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 11 of 11
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