
Index 102-603

Two-Lane, Two-Way, Work Within the Travel Way

ORIGINATION

Date: May 26, 2020

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COMMENTARY

Sheet 1: Consolidated Detail with Sheet 2 Detail and Revised; Revised General Notes; Deleted Table 1 (Moved to 102-600); Deleted 'Conditions'.

Sheet 2: Consolidated Detail with Sheet 1 Detail and Moved to Sheet 1; Updated Rumble Strip Set Titles; Added and Revised 'Special Conditions' Details from Sheet 3.

Sheet 3: Relocated 'Special Conditions' Details to Sheet 2 and Deleted Sheet.

COMMENTS AND RESPONSES

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

Name: Edgar Munoz

Date: August 17, 2020

COMMENT: 102-603 (and other index): The taper length of the channelization portion in front of the flagger is given a length of 50' to 100'. This also was done in past standards. Please consider provide guidance of when to use 50' and when to use 100'.

RESPONSE: *MUTCD guidance considers a taper between 50 and 100 feet to be relatively short, yet sufficient for guiding traffic into a one-lane section controlled by a flagger or temporary signal. No additional guidance is given.*

No Change

Date: 8/19/2020

Name: Sharon Harris

Date: 8/21/2020

COMMENT: Sheet 2: Upstream of flagger on both details has a label "Cont. Layout" I am assuming this is for the upstream signs but I do not see where it gives a note of where to look for the information.

RESPONSE: *Agreed, the intent is to continue with the signage and spacings from Sheet 1.*

Change Made: *Call-outs revised for clarity.*

Date: 8/22/2020

Name: Jeffery Cicerello

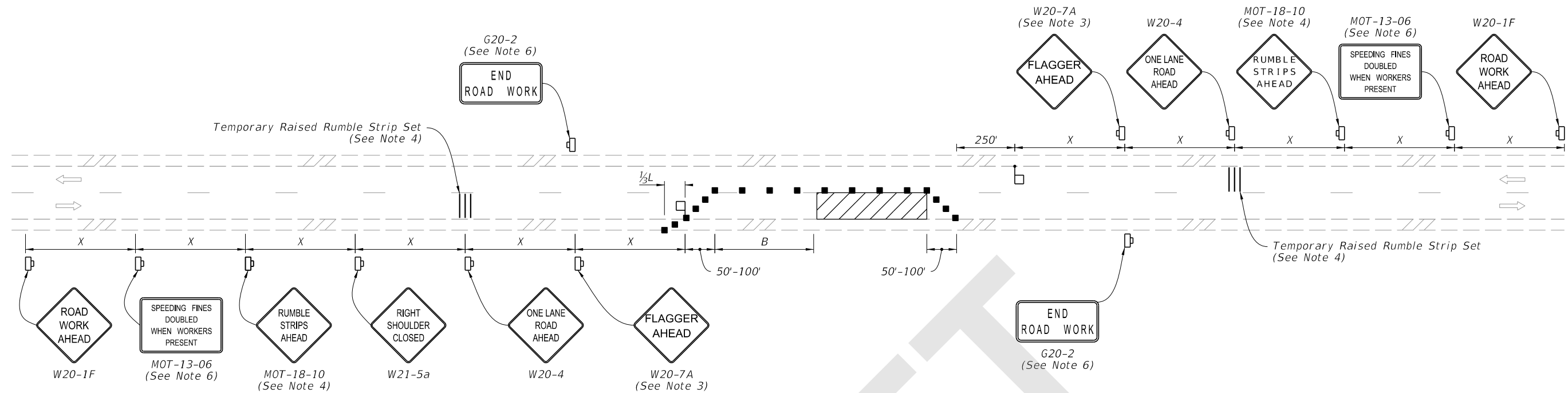
Date: 8/21/2020

COMMENT: Keep note "When buffer space cannot be attained due to geometric constraints...".

RESPONSE: *Buffer space note is included as footnote to Table 4 on Index 102-600 and applies to all TCC applications.*

No Change

Date: 8/23/2020



NOTES:

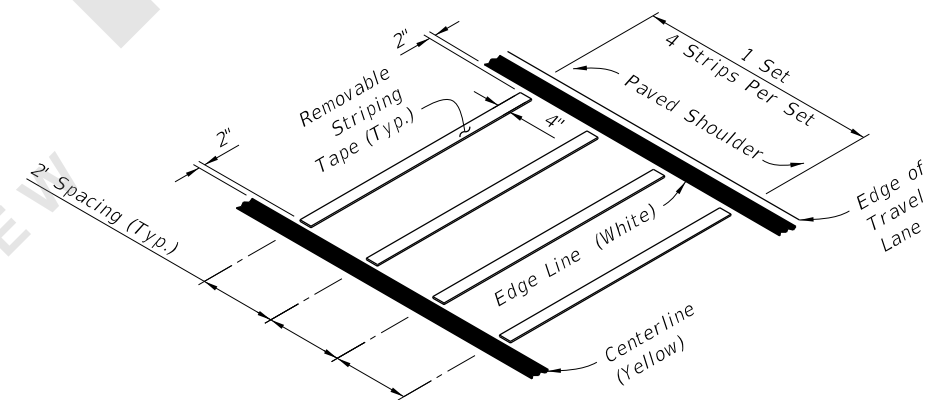
1. This Index applies to Two-Lane, Two-Way Roadways with work within the traveled way.
2. L = Taper Length
B = Buffer Length
X = Work Zone Sign Spacing
See Index 102-600 for "L", "B", "X" and channelizing device spacing values.
3. Optionally, use "Flagger Ahead" sign with symbol (W20-7) instead of "Flagger Ahead" sign with text (W20-7A).
4. Use temporary raised rumble when the existing posted speed is 55 mph or greater and the work duration is greater than 60 minutes. If temporary raised rumble strips are not used, omit "Rumble Strips Ahead" signs (MOT-18-10) and associated work zone sign spacing.
5. Additional one-way control may be provided by the following means:
 - a. Flag-carrying vehicle
 - b. Official vehicle
 - c. Pilot vehicles
 - d. Traffic signals

When flaggers are the sole means of one-way control, the flaggers must be in sight of each other or in direct communication at all times.

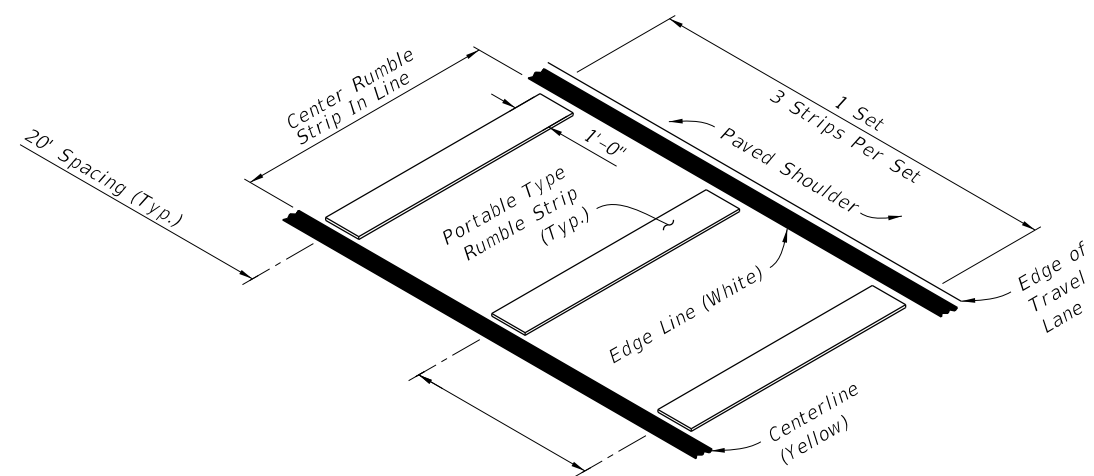
SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- Flagger

6. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign spacing, may be omitted when the work zone will be in place for 24 hours or less.
7. Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specification Sections 102, 990 and the APL vendor drawings.
8. Special Conditions may be required in accordance with these notes and the following sheets:
 - A. Railroad Crossings:
 - a. If an active railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 2.
 - b. If the queuing of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or flagger at the highway-rail grade crossing to prevent vehicles from stopping within the highway-rail grade crossing, even if automatic train warning devices are in place.
 - B. If the Work Area encroaches on the Centerline, use the Layout for Temporary Lane Shift to Shoulder on Sheet 2 only if the Existing Paved Shoulder width is sufficient to provide for an 11' lane between the Work Area and the Edge of Existing Paved Shoulder and the Work Zone will be in place for 24 hours or less. Reduce the posted speed when appropriate.
9. If the work encroaches on a marked bicycle lane or rideable shoulder, close the lane or shoulder in accordance with the Plans.



**OPTION - 1
REMOVABLE STRIPING TYPE**

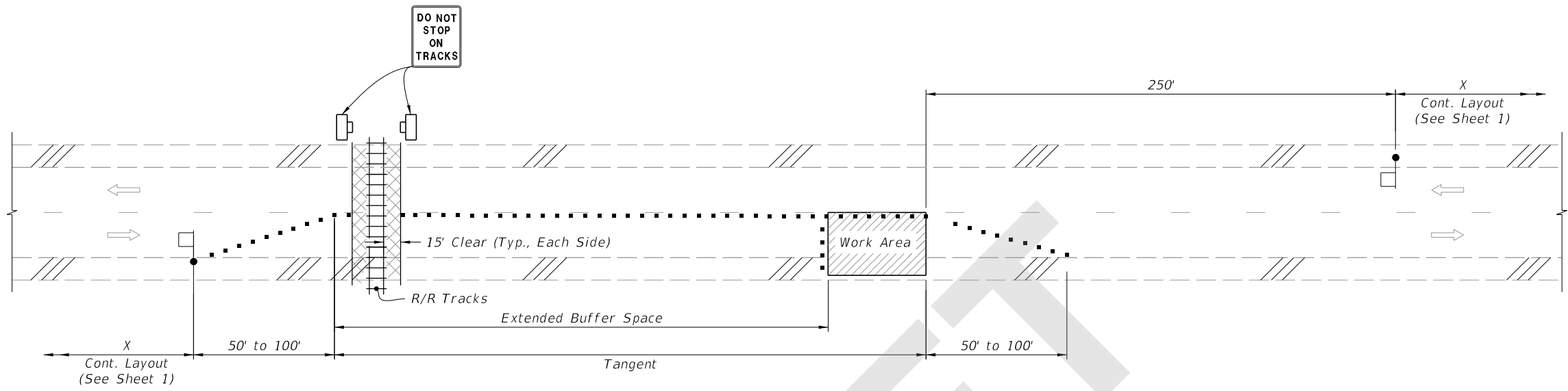


**OPTION - 2
PORTABLE TYPE**

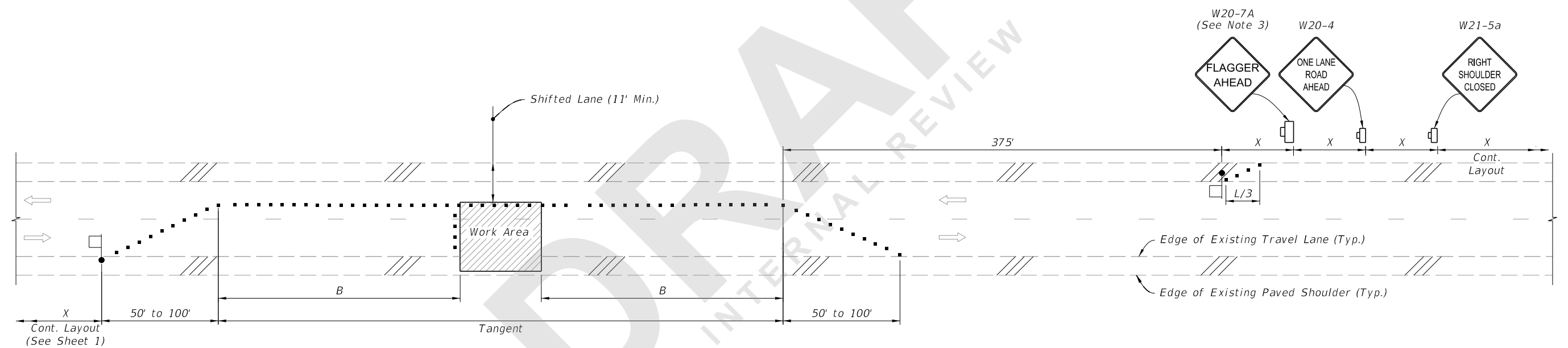
RUMBLE STRIP SETS

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	TWO-LANE, TWO-WAY WORK WITHIN THE TRAVEL WAY	INDEX 102-603	SHEET 1 of 2
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TEMPORARY RAILROAD CROSSING BUFFER SPACE EXTENSION



TEMPORARY LANE SHIFT TO SHOULDER WHEN WORK AREA ENCROACHES ON THE CENTERLINE

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- Flagger

SPECIAL CONDITIONS

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:	FY 2021-22 STANDARD PLANS	TWO-LANE, TWO-WAY WORK WITHIN THE TRAVEL WAY	INDEX 102-603	SHEET 2 of 2
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