
Index 102-608

Two-Lane, Two-Way, Temporary Diversion Connection

ORIGINATION

Date: May 26, 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: Revised Detail and Notes; Deleted Conditions.

COMMENTS AND RESPONSES

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

Name: Edgar Munoz

Date: August 17, 2020

COMMENTS:

1. The W1-4L and W1-4R at the center of the diversion are incorrect. W1-4L is shown at the right side, but due to the arrow deflection (shown on the sign) it should be on the left side facing traffic heading to the right. W1-4R should be on the right-side facing traffic heading to the right.

RESPONSE: *Agreed*

Change Made: *Sign call-outs have been switched to correct L/R orientation*

2. Why are there no channelization devices on the left side edge? Why there are no channelization devices at the tangent portion?

RESPONSE: *Channelizing devices should be used to direct traffic into an altered condition or to delineate areas traffic should not enter (i.e., the work area). Additionally, the MUTCD does not use channelizing devices on the outside of lane shifts. Within a diversion temporary striping delineates lane location/width.*

No Change

3. Why are we not showing signs like "Road Work 1 Mile Away"? When required the intent of these type of signs was to call attention ahead of time and keep reinforcing the message. At higher speeds drivers tend to miss signs and everything is coming fast. We need to give advance warning and reinforce the message several times.

RESPONSE: *Depending on if there is a Speed Reduction or not, the proposed signs would extend from between 6,000 and 9,000 feet which is further than the current requirements.*

No Change

4. Consider adding a note referring to 102-600 for the Speed Reduction signs. In this scenario we tend to reduce the speed.

RESPONSE: *Comment acknowledged; however, speeds reduction signing is controlled by Index 102-600 which applies to the entire 102 Series of Indexes.*

No Change

Date: 8/19/2020

Name: Saud Khan

Date: August 18, 2020

COMMENT: Index 102-608. Sheet 1/1 – Check for conflict with RPM Supplement in Index 102-600. Sheet 11/11 or include note in sheet 1/1 with reference to Index 102-600. Sheet 11/11 in Index.

RESPONSE: *No conflicts are noted. The RPM placement details included on Index 102-600 Sheet 11 of 11 provide RPM placement requirements regardless to TCC configuration. The Two-Lane, Two-Way Temporary Diversion is used as an example for this roadway type.*

No Change

Date: 8/19/2020

Name: D5

Date: August 21, 2020

COMMENT: Reverse curve signs within diversion need to be reversed to mimic condition correctly (WI-4L should be WI-4R, and vice versa)

RESPONSE: *Agreed*

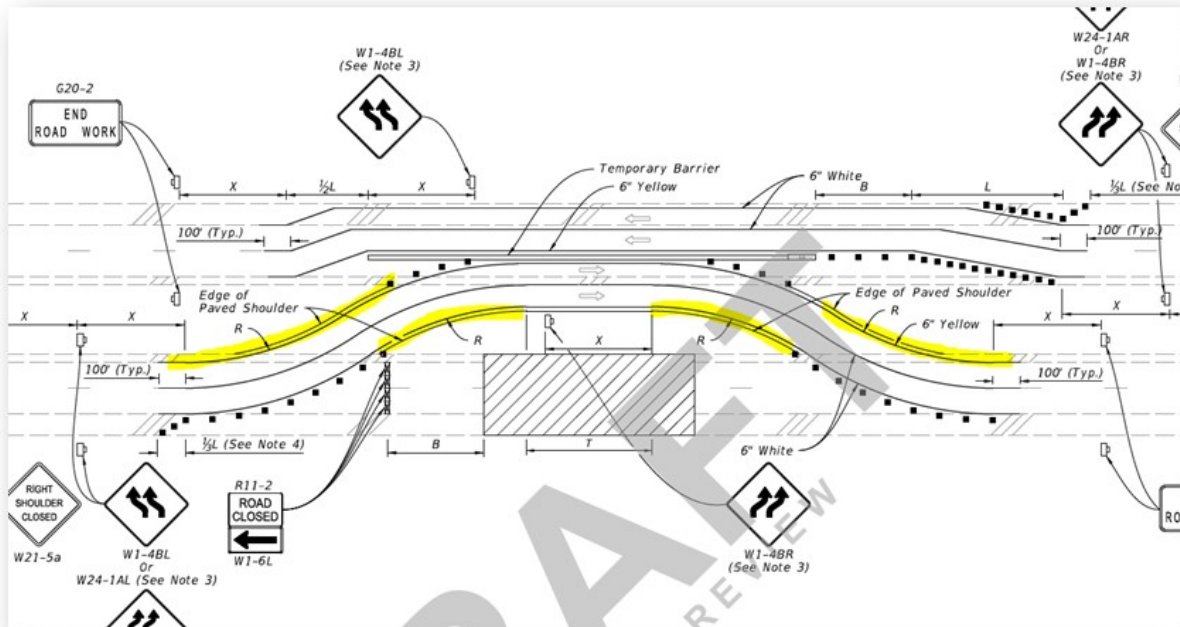
Change Made: *Sign call-outs have been switched to correct L/R orientation*

Date: 8/23/2020

Name: Alfredo Rodriguez

Date: 8/21/2020

COMMENT: If barrier wall is placed in the area highlighted below sight distance must be accounted for around the inside of the curve. We have several projects where we have implemented diversions and due to the limited space available barrier wall had to be placed on both sides of the diversion and stopping sight distance must be taken into consideration. Adding a note to alert the contractors and EOR would be beneficial.

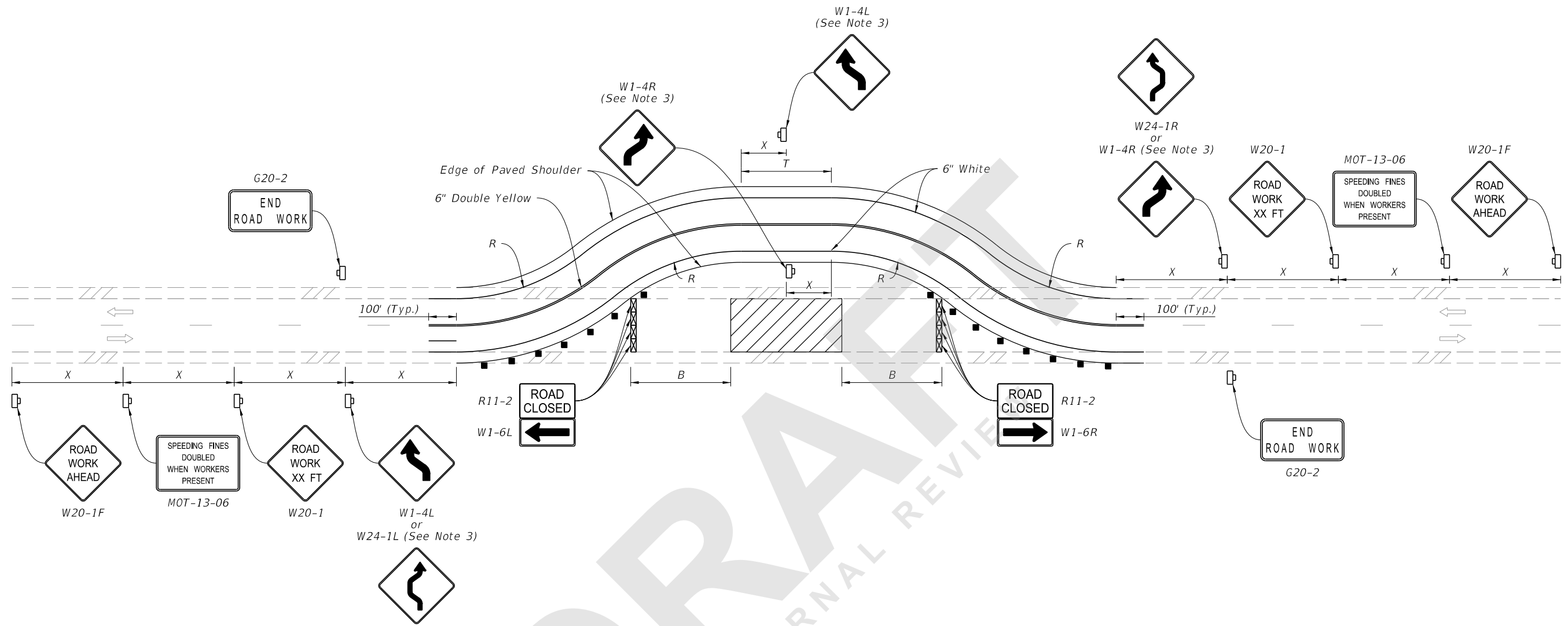


RESPONSE: This recommendation is acknowledged; however, sight distance should be a consideration for all TTC devices; as such, considerations are addressed in the FDM and on Index 102-600.

No Change

Date: 8/22/2020

8/11/2020 6:26:27 AM



SYMBOLS:

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

NOTES:

1. This Index applies to Two-Lane, Two-Way Roadways with temporary diversions.
2. B=Buffer Length
X=Work Zone Sign Distance
R=Radius of Curve
See Index 102-600 for "B", "X", and channelizing device spacing values.
See Plans for "R" values.
3. If the tangent distance "T" is less than 600', for each direction use a "Double Reverse Curve" sign (W24-1) instead of the first "Reverse Curve" sign (W1-4) and omit the second "Reverse Curve" sign.

LAST REVISION 11/01/20	REVISION	DESCRIPTION:
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**FY 2021-22
STANDARD PLANS**

**TWO-LANE, TWO-WAY
TEMPORARY DIVERSION CONNECTION**

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