
Index 102-613 Multilane, Work Within the Travel Way – Median or Outside Lane

ORIGINATION

Date: May 26, 2020

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COMMENTARY

Sheet 1: Revised Detail; Deleted 'Distance Between Signs', 'Table I Device Spacing', and 'Table II Buffer Space and Taper Length' Tables (Moved to 102-600); Deleted Duration Notes and Conditions; Revised 'General Notes'; Changed Index Title.

Sheet 2: Deleted Current Details and Added Index 102-623 as Sheet 2; Revised Detail; Deleted 'Distance Between Signs', 'Table I Device Spacing', and 'Table II Buffer Space and Taper Length' Tables (Moved to 102-600); Deleted Duration Notes and Conditions; Consolidated 'General Notes' and Moved to Sheet 1; Changed Index Title.

Sheet 3: Added New Sheet 3 with 'Triple Lane Closure' Detail.

Sheet 4: Added Index 102-614, Sheet 2 as New Sheet 4; Revised Detail; Deleted 'Table I Device Spacing', and 'Table II Buffer Space and Taper Length' Tables (Moved to 102-600); Deleted Duration Notes, Proposed Work Zone Speeds Table, Conditions, and Condition Notes; Changed Index Title.

Sheet 5: Added Index 102-670 as New Sheet 5; Revised Detail and Notes; Deleted 'Table I Device Spacing', and 'Table II Buffer Space and Taper Length' Tables (Moved to 102-600); Changed Index Title.

COMMENTS AND RESPONSES

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

Name: Christian Cummings / ACME Barricades

Date: September 3, 2020

COMMENT:

Sheet 5: Note 2. The last sentence isn't clear. Is the department intending for the display speed on the PRS to be 55 mph when the posted speed limit is 55mph?

RESPONSE: Agreed, additional clarification of the note is needed.

Change Made

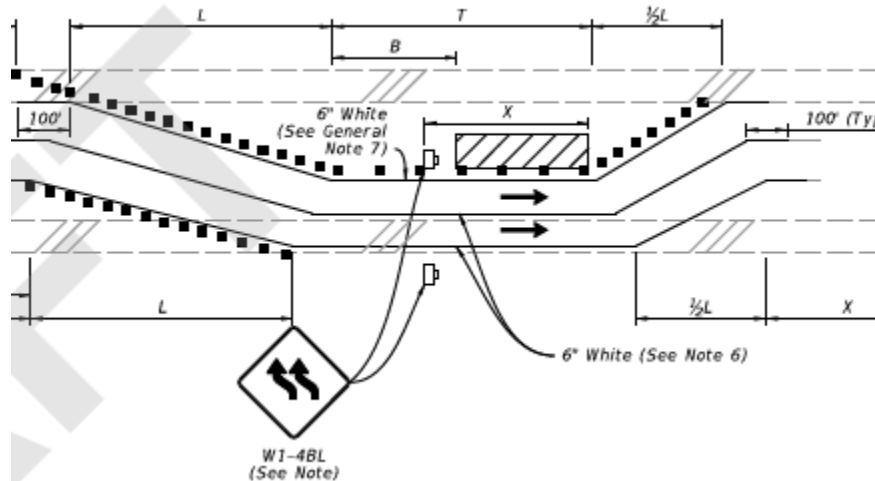
Date: 9/25/2020

Name: Robb Hideck / Hardesty & Hanover

Date: September 1, 2020

COMMENT:

Sheet 4: is the intent to use a solid 6" white separating the lanes on the tangent, regardless of the length? I'd assume that if the tangent length is greater than a certain distance, a skip line could be used.



RESPONSE: Temporary Pavement Markings must meet the requirements of the FDOT Design Manual (FDM), Chapter 230, MUTCD Section 3A & 3B, and be shown in the TTC Plans.

No Change

Date: 09/25/2020

Name: Dan Preslar / FDOT District 1

Date: September 14, 2020

COMMENTS:

1. You're proposing folding the Motorist Awareness System into the multilane closure 102-613. Our preference would be that this remains in its own index (currently 102-670), eventually it can be part of a group of Smart Work Zone standards.

RESPONSE: The current TTC Typically Applications represent current policy and criteria, and MAS current applies specifically to the scenarios included within Index 102-613. It is still unknown when and how Smart Work Zone standards will be included in the future; however, the Department's Developmental Standard Plans and Specifications Process will be used. As such, the details will be separated initially.

No Change

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2. Sheet 5: Consider returning this to stand-alone 102-670 – District 1 is taking initiative to create some smart work zone standards, and this would be one component of that.

RESPONSE: See above response.

No Change

3. Sheet 5: Note 2 is somewhat confusing, consider deleting the last sentence

RESPONSE: Agreed, the sentence was rewritten for clarity.

Change Made

4. Sheet 5: W20-XX on diagram is confusing... it looks like you intend continuation of normal setup signs, there was a good example of that earlier in the set

RESPONSE: Agreed, the detail and Note #1 was updated to clarify the intent.

Change Made

Date: 09/25/2020

Name: Bogdan Piorkowski / Balm Beach County

Date: September 14, 2020

COMMENTS:

1. Sheet 1: Why are the channelizing devices removed in front of the work area?

RESPONSE: The channelizing devices are no longer applicable because Specification 102 requires all vehicles in the work area to have SAE J595, Class 2 warning lights.

No Change

2. Note # 5. Why was note # 7 removed?

RESPONSE: The note is not needed. All TTC Typical Applications show within Indexes 102-601 thru 102-680 are rudimentary and most often must be used in combination or as described in TTC Plans. Having an abundance of redundant or cross-referencing notes implies that the Index stands on its own, which it does not.

No Change

3. Sheet 4: Why did was the 500 feet advance warning sign removed?

RESPONSE: All TTC Typical Applications included in Indexes 102-601 thru 102-680 have been reevaluated and re-detailed for simplicity and consistency throughout.

No Change

Date: 09/25/2020

Name: ACEC-FL via Nick Benedico

Date: September 14, 2020

COMMENT:

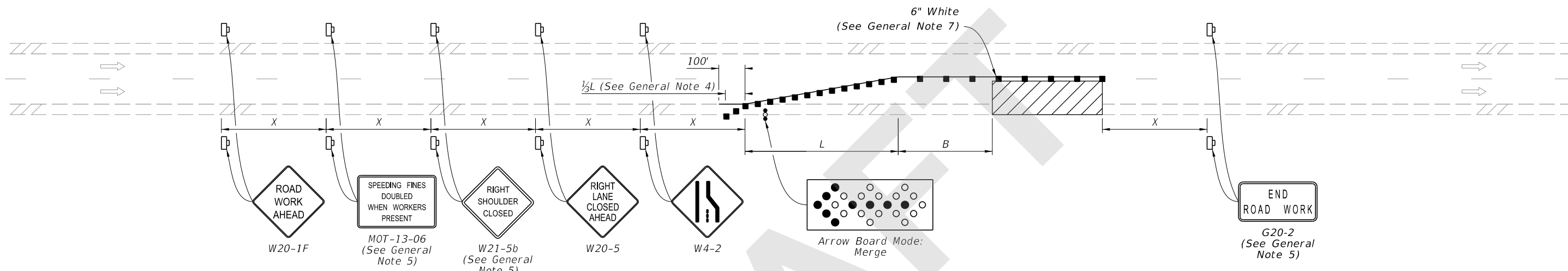
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Note shown in detail “Remainder of Work Zone Signs and Devices in accordance with the Plans and Standard Plans”, AND, Note 1. “When called for in the Plans, use the MAS in accordance with the Plans and this Index. When using this detail, place the MAS devices in advance of the “Road Work Ahead” sign (W20-1F) as shown.”

QUESTION: Does this mean that **all** the signs that would otherwise be required (say for a lane closure) as shown on Sheet 1 of 5 be required also, ie. duplication of Road Work Ahead, Speed Fines Doubled, Right Lane Closed Ahead signs?

RESPONSE: The intent is for the MAS units to be intermixed with the signage, not in addition to. Based on this comments and others similar, the Notes and Detail have been revised for clarity.
Change Made

Date: 9/26/2020



SINGLE LANE CLOSURE

SYMBOLS:

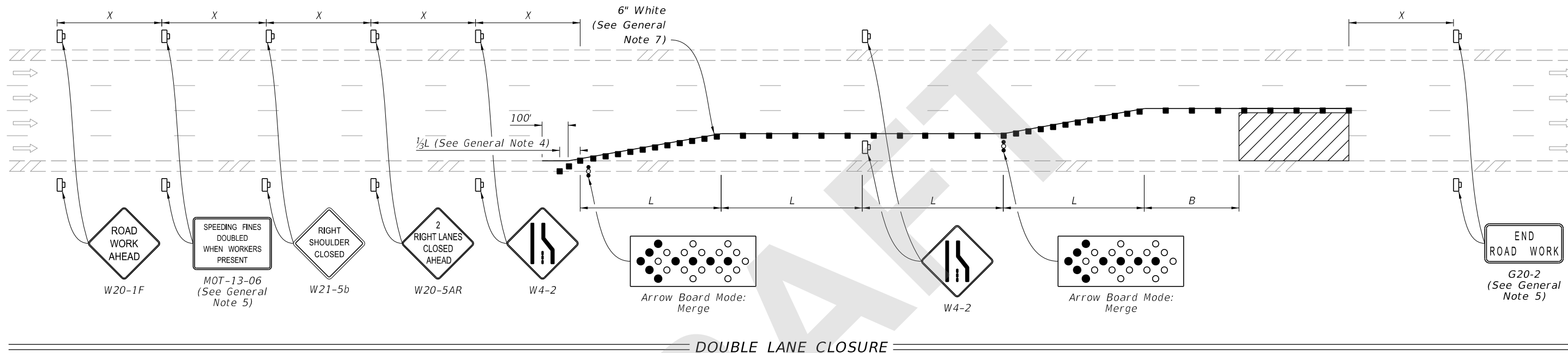
- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- Arrow Board

GENERAL NOTES:

1. L = Taper Length
B = Buffer Length
X = Work Zone Sign Distance
See Index 102-600 for "L", "B", "X", and channelizing device spacing values.
2. On undivided highways the median signs as shown are to be omitted.
3. On limited access facilities, omit "Shoulder Closed Ahead" signs (W21-5b) and associated work zone sign spacing distances.
4. If the paved shoulder is less than 4' in width, omit the taper and channelizing devices from the paved shoulder.
5. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (G20-2) and "Shoulder Closed Ahead" (W21-5b), along with associated work zone sign distances, may be omitted when the work zone will be in place for 24 hours or less. For Single Lane Closures, arrow boards and buffer (B) may also be omitted when the work zone will be in place for 60 minutes or less and the speed limit is 45 mph or less.
6. Use inverted plan of the illustrations for work on left side of roadways.
7. Temporary pavement markings may be omitted when the work zone is in place for 3 days or less.
8. If the work encroaches on a marked bicycle lane or rideable shoulder, close the lane or shoulder in accordance with the Plans.






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DOUBLE LANE CLOSURE

SYMBOLS:

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

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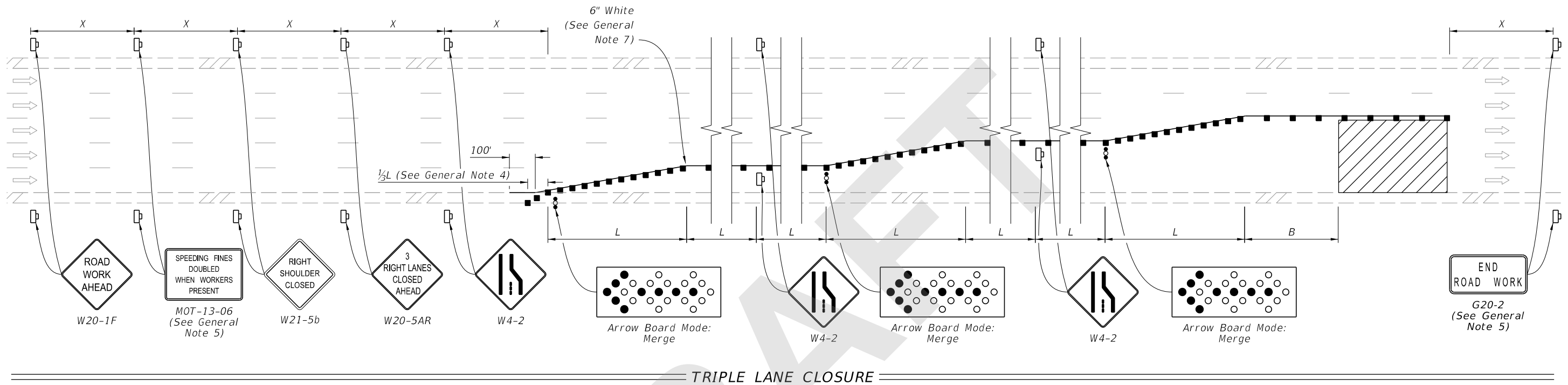


FY 2021-22
STANDARD PLANS






MULTILANE ROADWAY, LANE CLOSURES

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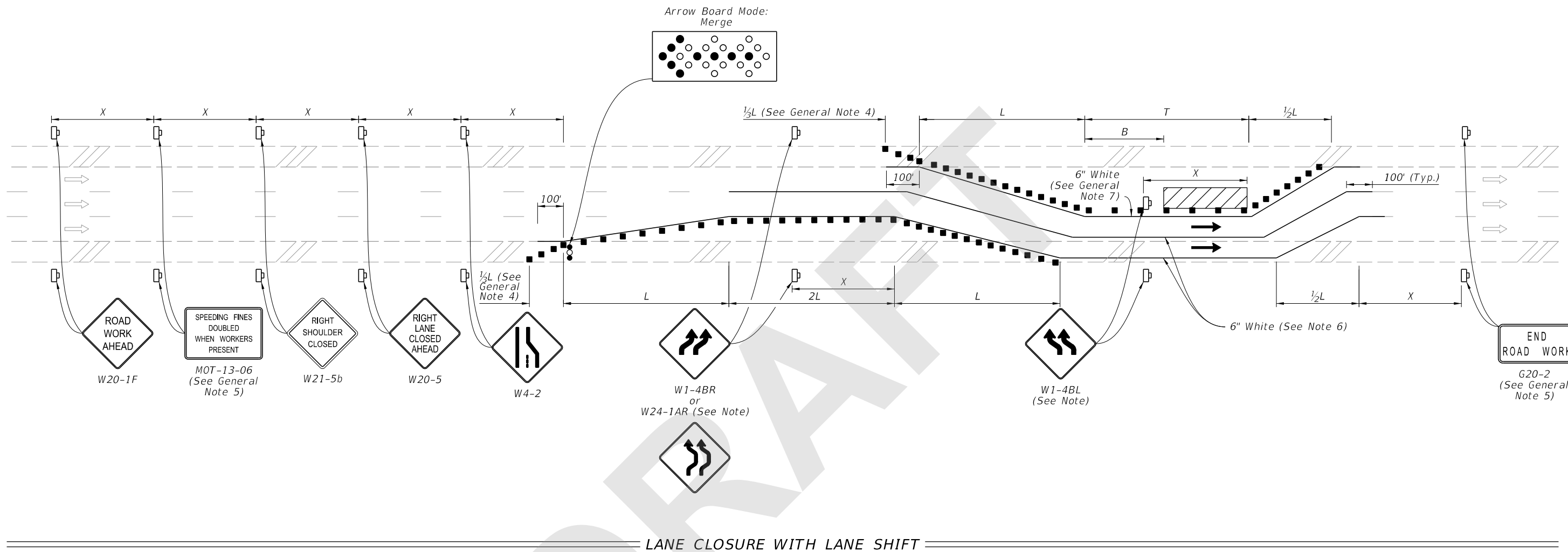


SYMBOLS:

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






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LANE CLOSURE WITH LANE SHIFT

SYMBOLS:

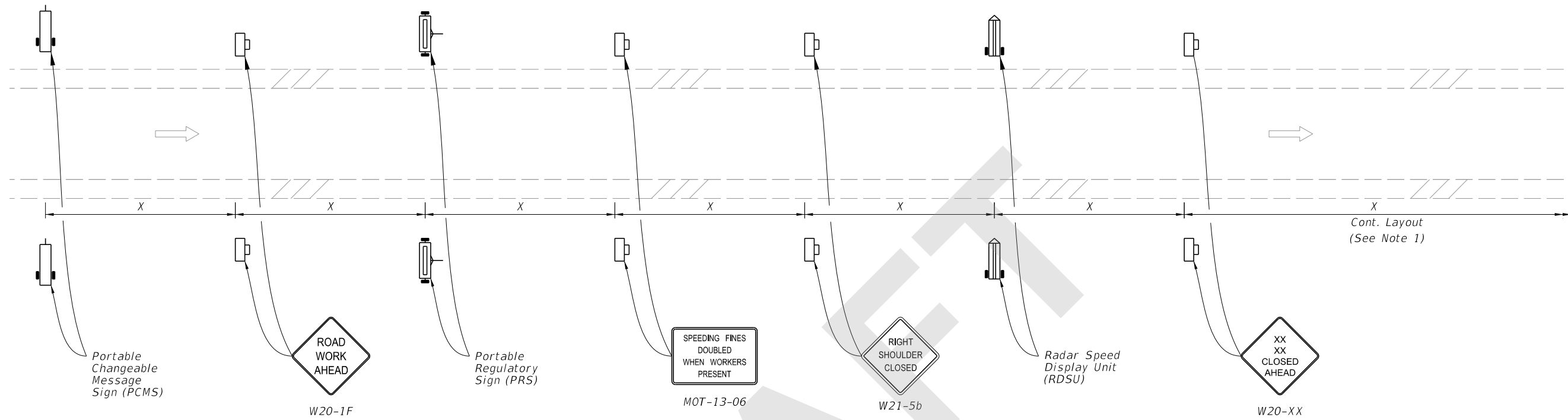
-  Work Area
-  Channelizing Device (See Index 102-600)
-  Work Zone Sign
-  Lane Identification and Direction of Traffic
-  Arrow Board

NOTE:

If the tangent distance "T" is less than 600', then 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.






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MOTORIST AWARENESS SYSTEM

SYMBOLS:

-  Work Zone Sign
-  Lane Identification and Direction of Traffic
-  (1) PCMS= Portable Changeable (Variable) Message Sign
-  (2) PRS= Portable Regulatory Sign-Speed Limit When Flashing
-  (2) RSDU= Radar Speed Display Unit

NOTES:

1. When called for in the Plans, use the Motorist Awareness System (MAS) in accordance with the Plans and this Index. When using this detail, locate the MAS devices (i.e., PCMS, PRS, and RDSU) within the advance warning signs as shown. Continue with the remainder of the work zone signs and devices in accordance with the Plans or Standard Plans after the appropriate "Lane Closed Ahead" (W20-XX) sign.
2. For a posted speed of 65 mph or greater, display speed with a ten mph reduction. For a posted speed of 60 mph, display a reduced speed of 55 mph. For areas outside of the lane closure, use the posted speed as the work zone speed.
3. Omit the PCMS in the median for roadways with three lanes or less in the same direction of traffic.

TYPICAL PCMS DISPLAY:

- With speed reduction:
 Message 1: WORKERS PRESENT AHEAD
 Message 2: SPEED REDUCED NEXT XXMI
- Without speed reduction:
 Message 1: WORKERS PRESENT AHEAD
 Message 2: NEXT XX MILES

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