
Index 102-615 Multilane, Work in Intersection

ORIGINATION

Date: May 20, 2020

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COMMENTARY

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

Sheet 2: Added Index 102-616 Sheets 1 and 2 as Sheet 2; Revised Detail; Deleted 'Distance Between Signs', 'Table I Device Spacing', and 'Table II Taper Length -Merge' Tables (Moved to 102-600); Revised Notes; Changed Index Title.

Sheet 3: Added Index 102-616 Sheet 3 as Sheet 3; Revised Details; Deleted 'Distance Between Signs', 'Table I Device Spacing', and 'Table II Taper Length -Merge' Tables (Moved to 102-600); Revised Notes; Changed Index Title.

Sheet 4: Added Index 102-617 as Sheet 4; Revised Detail and Notes; Deleted 'Distance Between Signs', 'Table I Device Spacing', and 'Table II Taper Length -Merge' Tables (Moved to 102-600); Deleted Duration Notes and Conditions; Changed Index Title.

Sheet 5: Added Index 102-618 as Sheet 5; Revised Details and Notes; Deleted 'Table II Taper Length – Merge' Table (Moved to 102-600) and Conditions; Changed Index Title.

COMMENTS AND RESPONSES

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

Name: K.C. Hose and Rick Peterson / FDOT District 4

Date: September 9, 2020

COMMENT:

Note 5 is a modified version of the duration notes provided in the old SPI 102-615 Sheet 1/1, 102-616 sheet 1/5, 102-617 sheet 1/1.

The 24-hour window may be reviewed – this would permit a maintenance agency to start work at 1:00 PM and continue overnight and to next day till 12PM. In such case lane reduction would require RPM as specified by 102-600 sheet 11/11.

Additional REMARKS:

If the work proposed is for an emergency utility repair, there may not be a signed and sealed MOT plan. Operators/ Utility companies may prefer to do the lane closure using the Standard Plans Index without speed reduction from posted speed – Another Note may be added requiring to keep speed reduction signs in advance when the work zone and lane closure is for more than 60 minutes and should avoid peak traffic hours.

RESPONSE: The Duration notes were revised and added to the General Notes. The changes were made for consistency throughout the TTC Standard Plans Indexes and to better align the Indexes with current requirements for all work zones (e.g., vehicle warning lights). However, this change does not affect the requirements of the TTC for the condition described above. It simply allows for a reduction in signage for short-duration work. This Index does not include temporary pavement markings; therefore, RPMs would not be used.

No Change

Date: 09/26/2020

Name: Dan Preslar / FDOT District 1

Date: September 14, 2020

COMMENT:

Sheet 1: editing comment, delete “ ” at end of Note 6 – also consider redrafting sign panels to be consistent with other sheets, sign panel font looks odd in comparison

RESPONSE: Agreed

Change Made

Date: 09/26/2020

Name: Bogdan Piorkowski / Balm Beach County

Date: September 14, 2020

COMMENT:

Sheet 1: Why was the men working sign removed? Where were the duration notes moved too?

RESPONSE: The Signs were updated for consistency throughout the TTC Standard Plans Indexes and the “Person Working” symbol sign is no longer required. Durations notes were revised and added to the General Notes (See Note #5)

No Change

Date: 09/26/2020

Name: ACEC-FL via Nick Benedico

Date: September 14, 2020

COMMENT:

1. 102-615 All Sheets: No Buffer is shown in any of the details to be located between the taper (L) and the Work Area. Realizing that in some cases there is insufficient distance for providing a Buffer, but is there a requirement to provide a Buffer when distance is available? Odd that a Buffer is not shown in any of the various layouts.

RESPONSE: Buffer spaces are not required per the MUTCD and have historically not been required for Intersection Work to limit the impacts of the TTC Application to other access points/turning movements.

No Change

2. Sheet 5 of 5: “DOUBLE LANE CLOSURE FOR WORK MORE THAN 200’ FROM INTERSECTION”

POSSIBLE PROBLEM: Design has 200 ft or more from intersection to work area and shows a 200-ft taper within that 200 ft or more area. That could allow for the taper to begin immediately at the intersection which effectively creates an “acceleration” taper setup. A driver might be induced to turn and “race” to merge into the one lane of traffic.

RECOMMENDED CHANGE: Call for the 200’ or more to be between the intersection and the BEGINNING of the 200’ Taper.

RESPONSE: Comment acknowledged; however, application has been used for many years with no known issues. We will continue to monitor for possible future improvements.








No Change

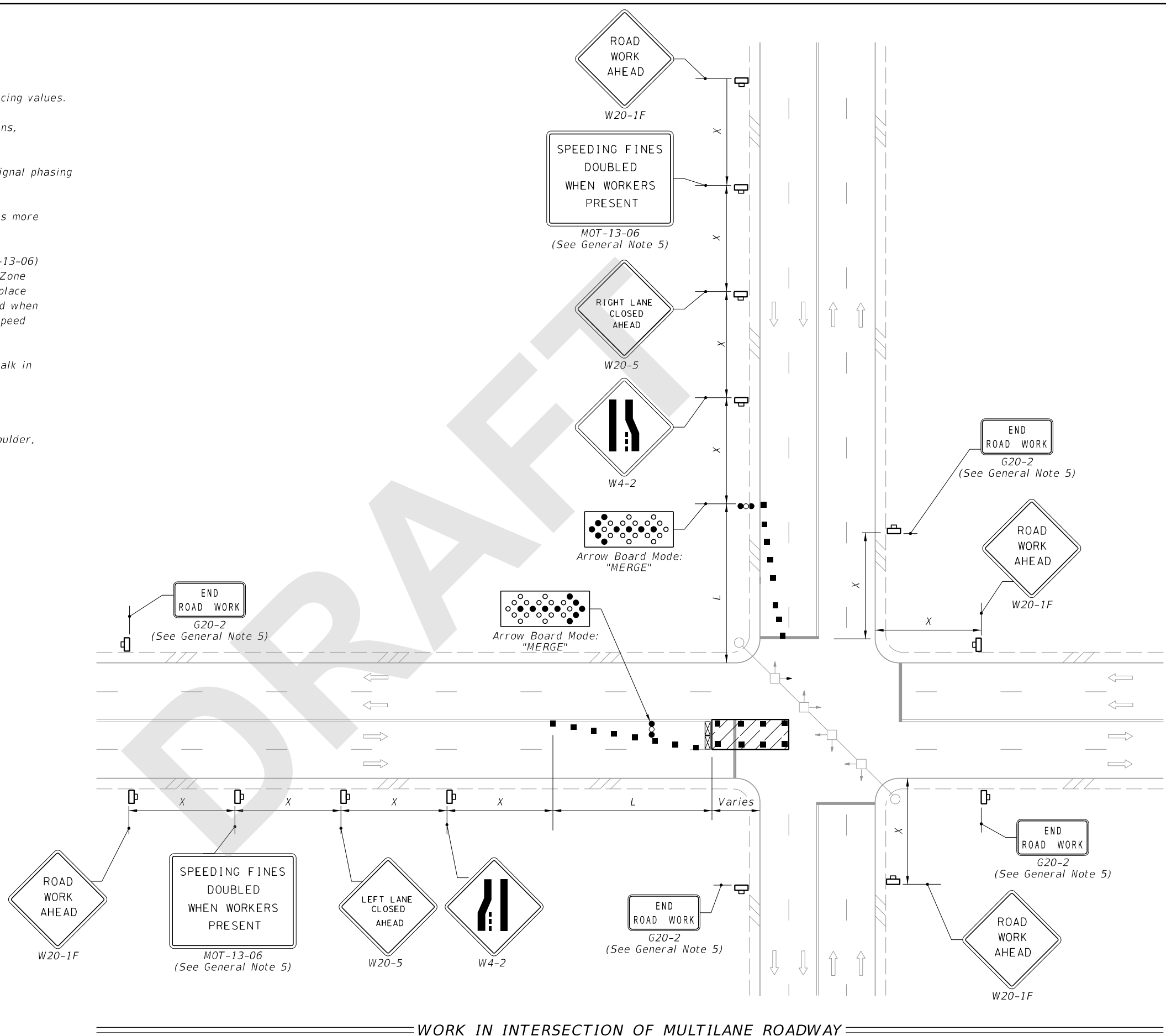
Date: 9/26/2020

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. If vehicles in a parking zone block the line of sight to TCZ signs, locate and post mount signs in accordance with Index 700-101.
3. District Traffic Operations Engineer must approve temporary signal phasing modifications prior to beginning of work.
4. Use temporary "STOP" sign (R1-1) where the existing stop bar is more than 30' from the taper, remove or cover existing sign.
5. The "Speeding Fines Doubled When Workers Present" sign (MOT-13-06) and "End Road Work" Sign (G20-2), along with associated Work Zone Sign Distances, may be omitted when the work zone will be in place for 24 hours or less. Additionally, arrow boards may 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. If the work area extends across a crosswalk, close the crosswalk in accordance with Index 102-660.
7. Dual signs are required for divided roadways.
8. If the work encroaches on a marked bicycle lane or rideable shoulder, close the lane or shoulder in accordance with the Plans.


SYMBOLS:

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



WORK IN INTERSECTION OF MULTILANE ROADWAY

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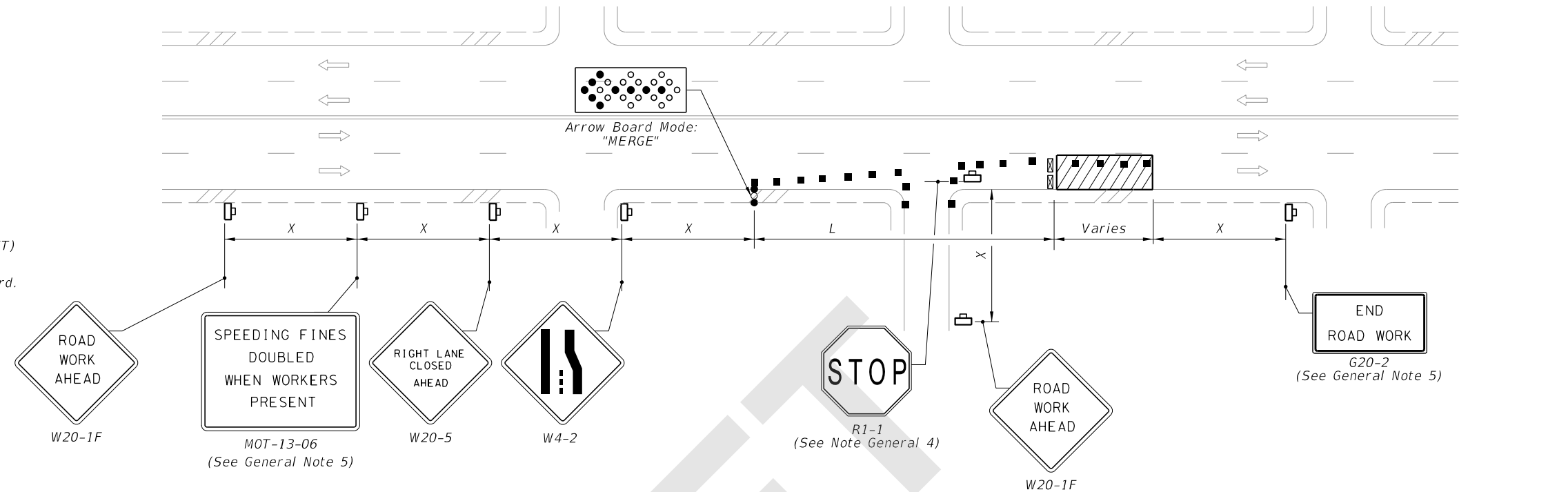
LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	MULTILANE ROADWAY, INTERSECTION WORK	INDEX 102-615	SHEET 1 of 5
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NOTE:

Confine work operations to the following lane or lane combinations:

- a. Outside travel lane
- b. Outside auxiliary lane
- c. Outside travel lane and adjoining auxiliary lane
- d. Inside travel lane
- e. Inside auxiliary lane
- f. Inside travel lane and adjoining auxiliary lane

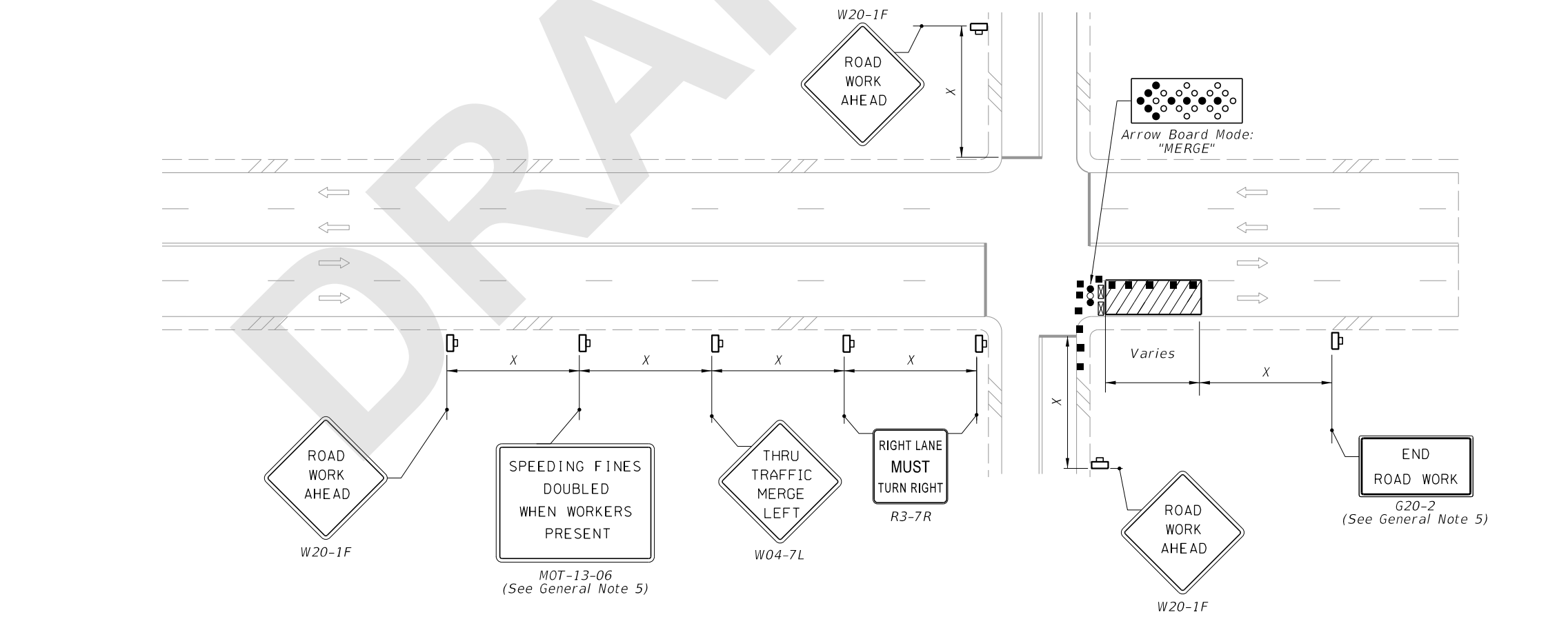
If the work area is confined to an auxiliary lane, the work area must be barricaded. Replace the RIGHT (LEFT) LANE CLOSED AHEAD signs with ROAD WORK AHEAD signs, and omit the merge symbol signs and arrow board.



SYMBOLS:

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

RIGHT LANE CLOSED ON FAR SIDE OF MINOR SIDE STREET



RIGHT LANE CLOSED ON FAR SIDE OF INTERSECTION WITH SIGNIFICANT RIGHT TURNING MOVEMENTS

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	MULTILANE ROADWAY, INTERSECTION WORK	INDEX 102-615	SHEET 2 of 5
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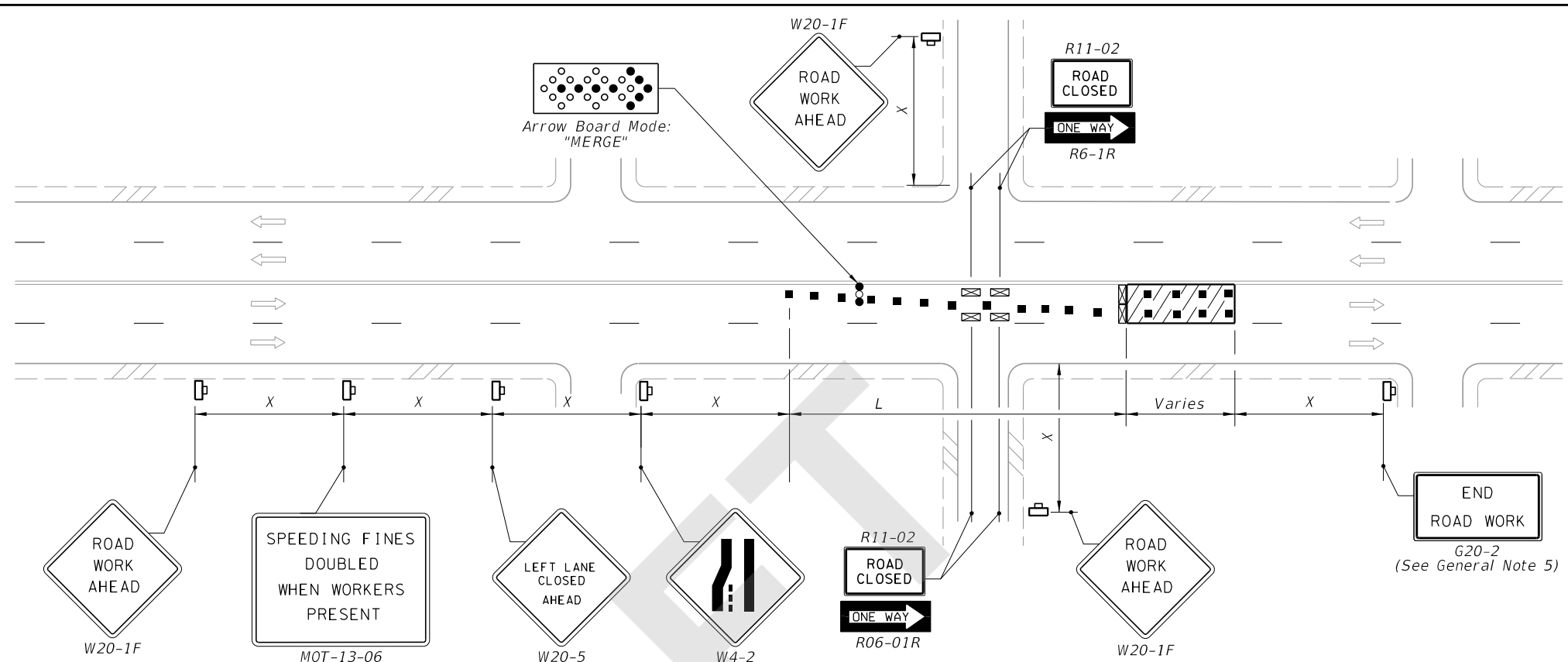
NOTE:

1. Confine work operations to the following lane or lane combinations:

- a. Outside travel lane
- b. Outside auxiliary lane
- c. Outside travel lane and adjoining auxiliary lane
- d. Inside travel lane
- e. Inside auxiliary lane
- f. Inside travel lane and adjoining auxiliary lane

If the work area is confined to an auxiliary lane, the work area must be barricaded. Replace the RIGHT (LEFT) LANE CLOSED AHEAD signs with ROAD WORK AHEAD signs, and omit the merge symbol signs and arrow board.

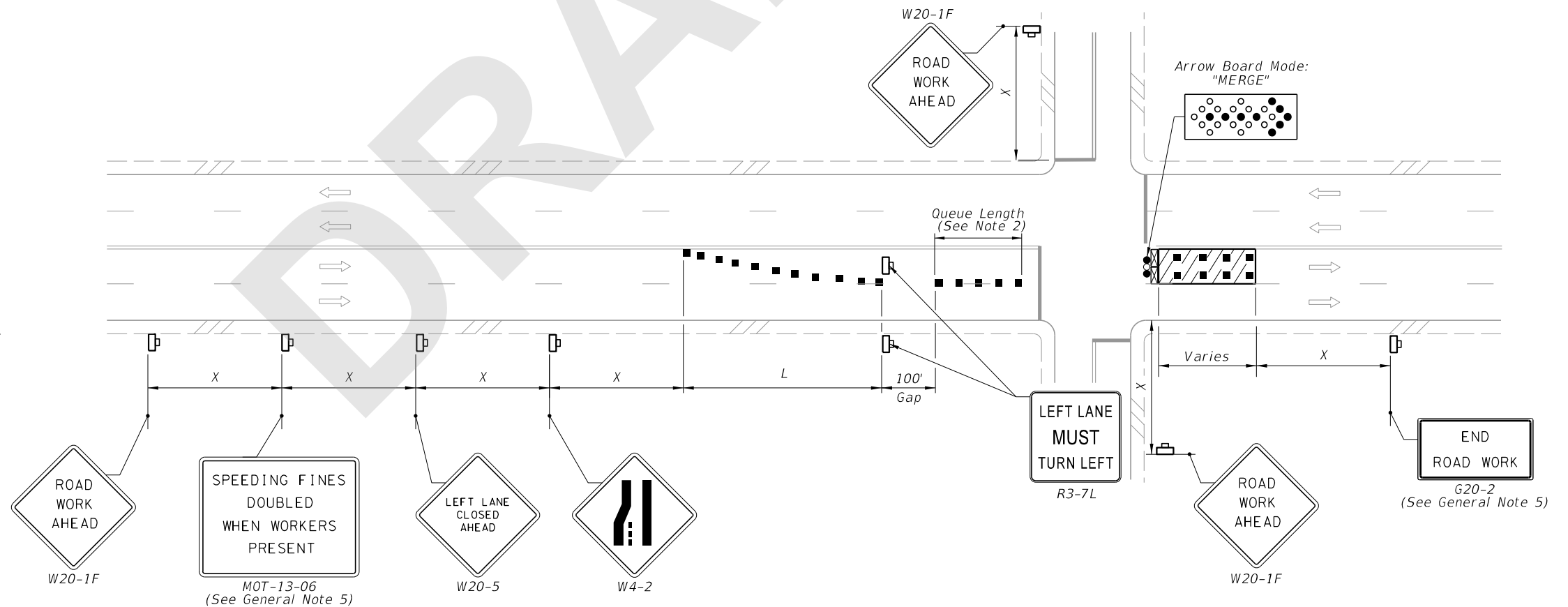
2. Provide sufficient Queue Length so that left-turning vehicles do not block through lanes.



LEFT LANE CLOSED ON FAR SIDE OF MINOR SIDE STREET - RESTRICTED TURNING MOVEMENTS

SYMBOLS:

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



LEFT LANE CLOSED ON FAR SIDE OF INTERSECTION TURNING MOVEMENTS ALLOWED










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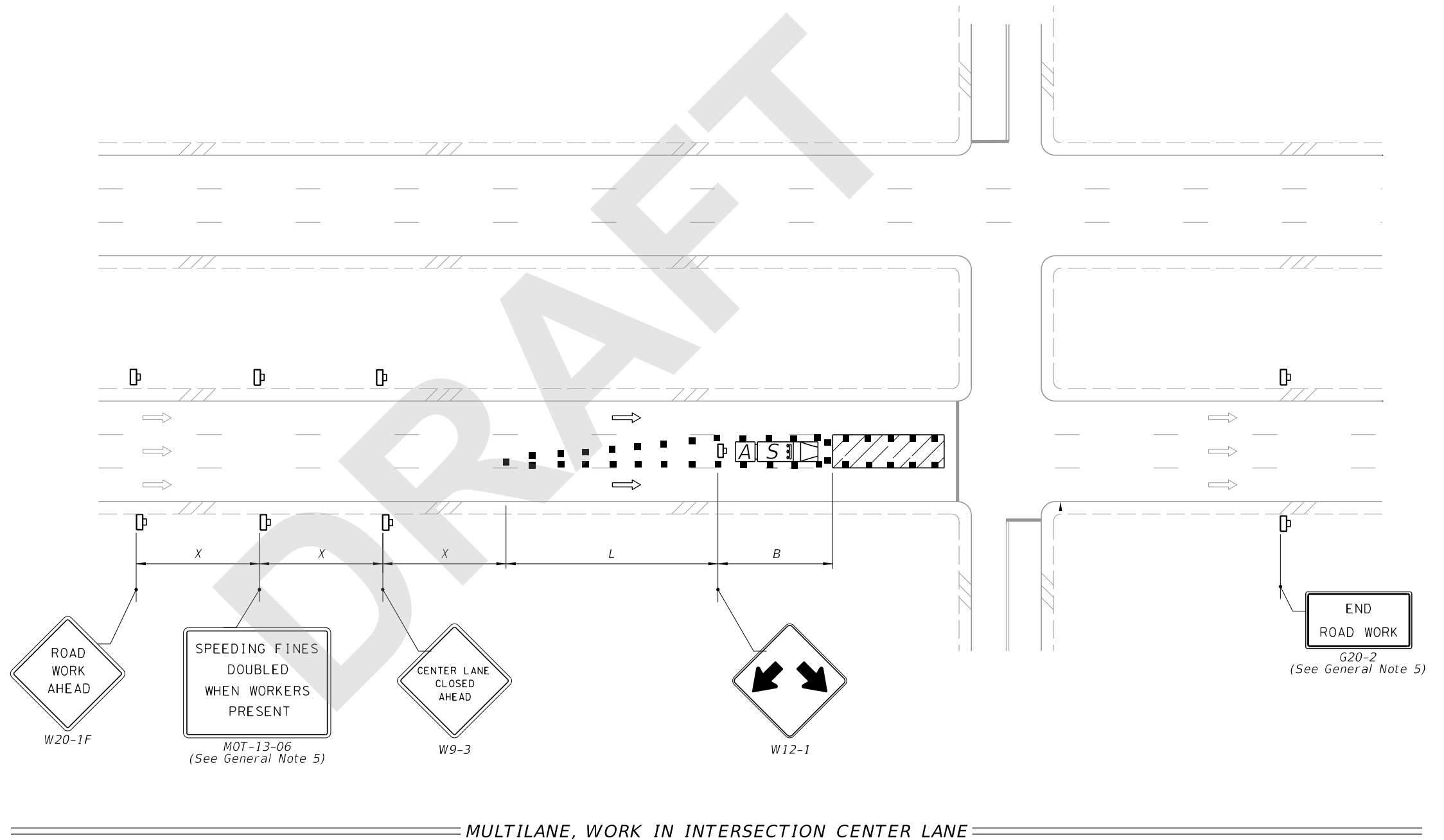
LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	MULTILANE ROADWAY, INTERSECTION WORK	INDEX 102-615	SHEET 3 of 5
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NOTE:


1. Confine work operations to one center travel lane and leave the adjacent travel lanes open to traffic.
2. Ensure that the merging taper only directs vehicular traffic into either the right or left lane.

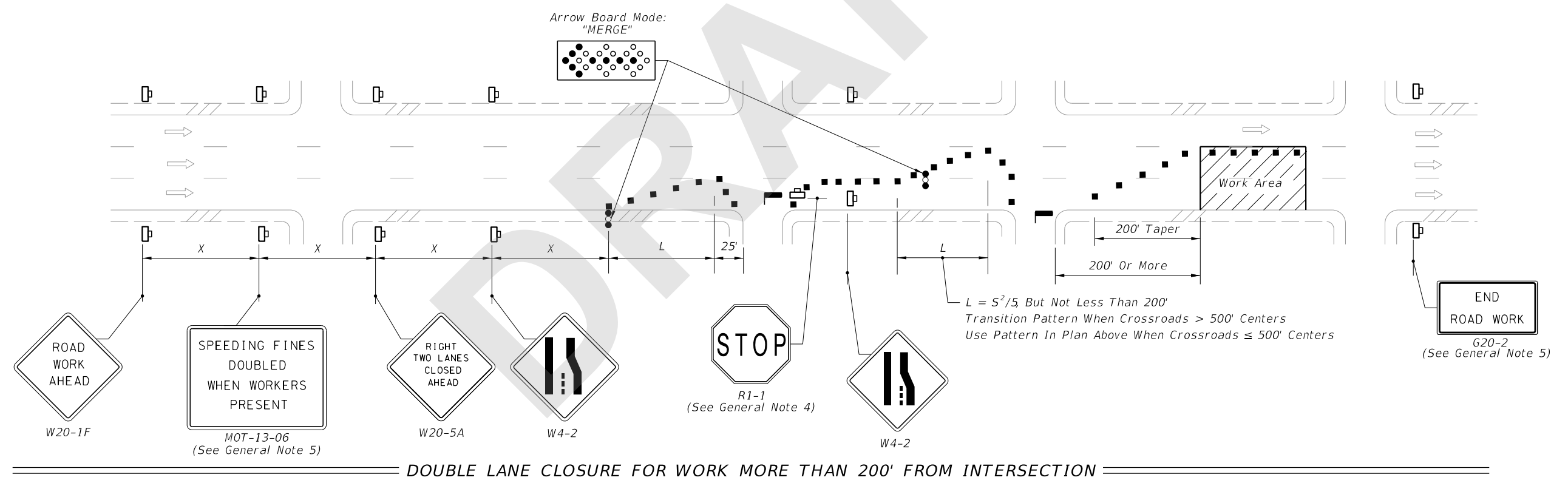
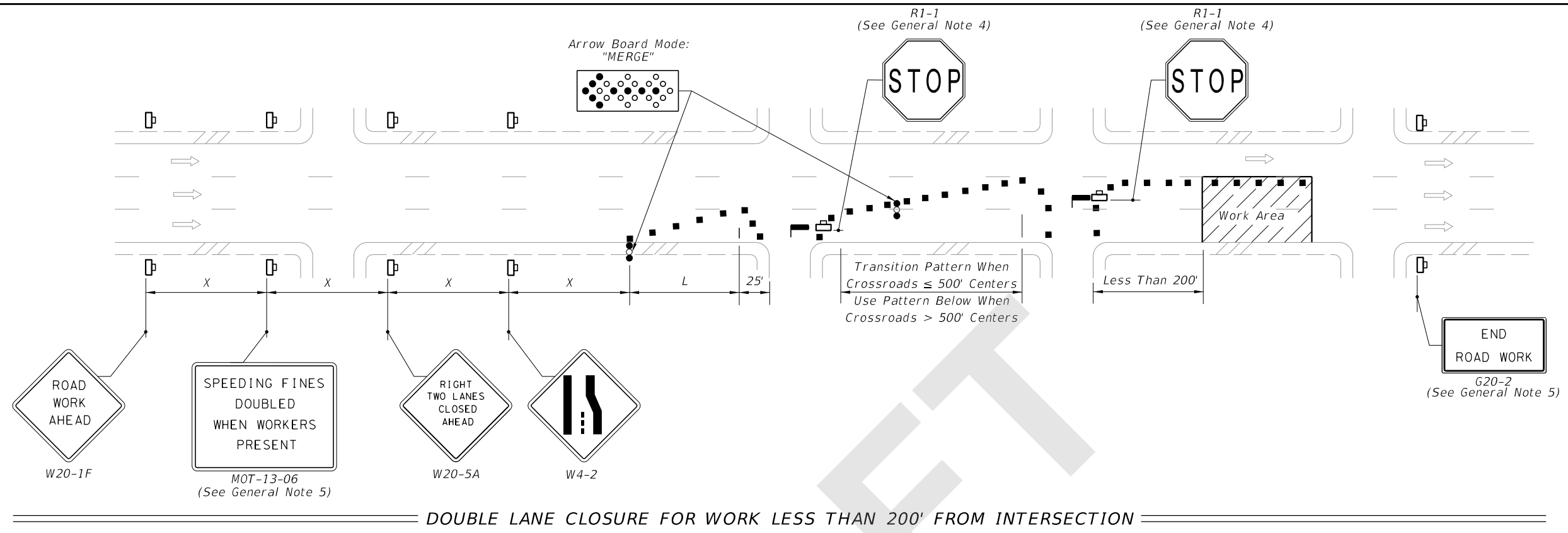
SYMBOLS:

-  Work Area
-  Channelizing Device (See Index 102-600)
-  Type III Barricade
-  Arrow Board
-  Work Zone Sign
-  Stop Bar
-  Lane Identification and Direction of Traffic
-  Truck/Trailer Mounted Attenuator (TMA)
-  Shadow (S) Vehicle With Warning Lights And Arrow Board



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

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LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	MULTILANE ROADWAY, INTERSECTION WORK	INDEX 102-615	SHEET 5 of 5
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