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## Index 102-628 Two-Way Left Turn Lane Closure

### ORIGINATION

**Date:** May 20, 2020

**Name:** Derwood Sheppard

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**Email:** derwood.sheppard@dot.state.fl.us

### COMMENTARY

Sheet 1: Revised Detail to include closure of one Through Lane and turn-lane on a multi-lane roadway and Notes; Deleted Conditions; Updated Symbols.

Sheet 2: Added option for "Work Within the Traveled Way" of a Two-Lane Roadway using a flagger.

Sheet 3: Added option for "Work Within the Traveled Way" of a Two-Lane Roadway using the turn-lane as a temporary through lane.

### 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:**

Sheet 2: If the work extends to night hours, though with in the 24-hour threshold,

- lighting arrangements are needed for the safety of the Flagger.
- RPMs required for lane shift / diversion per SPI 102-600.
- Arrow Board not shown in Draft to warn the approaching traffic.

#### **ADDITIONAL REMARKS:**

Sheet 2 and 3: 24-hour window may be reviewed / reduced for safety concerns noted.

**RESPONSE:** 24-hr duration provisions are consistent with other TTC Standard Plans Indexes. Additionally, reducing the duration further would not preclude the Indexes from being used at night. The requirements for including lighting and RPMs is covered within Index 102-600; as such, there is no need to repeat the requirements. There are no temporary pavement markings included therefore, RMPs would not be used. Finally, Arrow Boards are typically not required for one-lane flagger-controlled operations (e.g., Indexes 102-603 and 102-604), but rather reserved for merging or lane shift operations on multilane roadways.

**No Change**

*Date: 09/26/2020*

**Name:** Dan Preslar / FDOT District 1

**Date:** September 14, 2020

**COMMENT:**

Sheet 1: assuming that feedback to date has been that the closure of the TWLTL only (no additional lanes) is rarely used and is no longer needed as a standard. Consider redrafting sign panels this sheet, sign panel font looks odd in comparison to other sheets.

**RESPONSE:** Correct, the pervious application did not generally provide sufficient space for a work area. Sign fonts will be updated for consistency.

**Change Made**

*Date: 09/26/2020*

**Name:** Bogdan Piorkowski / Balm Beach County

**Date:** September 14, 2020

**COMMENTS:**

1. Sheet 1: Why was the taper reduced? Why is the attenuator in the buffer space? Are they no longer allowed just to close the center lane? Do they have to take out an additional lane?

**RESPONSE:** The pervious application did not generally provide sufficient space for a work area. Therefore, a more practical and safer application was developed. The TMA and Arrow Board is allowed within the Buffer space because it is being used as an additional warning device.

**No Change**

2. Sheet 2: Why was the prepared to stop sign removed?

**RESPONSE:** To provide more consistency between TTC Applications and reduce signage where possible the signs were revised to better align with the MUTCD. The “Flagger Ahead” sign is consistent with the MUTCD. The “Be Prepared To STOP” Signs are not shown in the MUTCD for flagger-controlled operations.

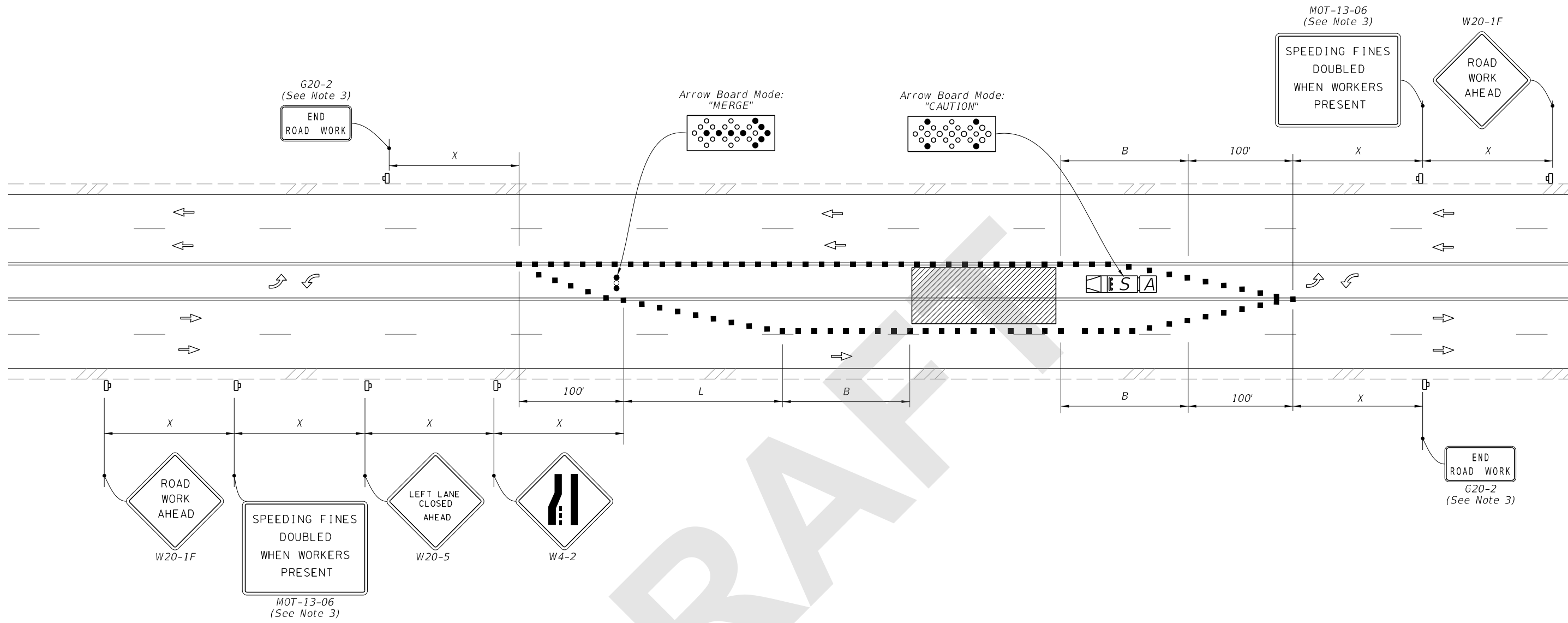
**No Change**

3. Sheet 3: The same configuration should be set up for westbound as eastbound. So we don't have a merge situation happening in the opposing two way left turn lane.

**RESPONSE:** Agreed

**Change Made**

*Date: 09/26/2020*



**TEMPORARY MULTILANE, TWO-WAY LEFT-TURN LANE, TURN LANE CLOSURE**  
 (Closure of One Inside Lane Shown, Closure of both Similar)

**SYMBOLS:**

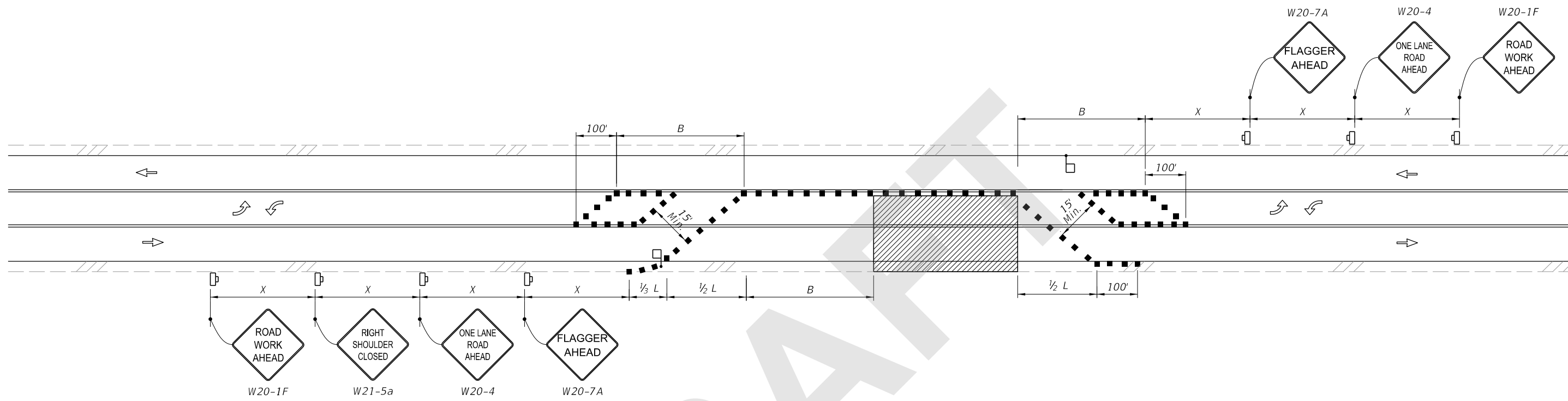
- Work Area
- Channelizing Device (See Index 102-600)
- Arrow Board
- Work Zone Sign
- Lane Identification and Direction of Traffic
- Truck/Trailer Mounted Attenuator (TMA)
- Shadow (S) Vehicle With Warning Lights And Arrow Board

**GENERAL NOTES:**

1. This Index applies to roadways with work in the two-way left-turn lane.
2. L = Taper Length  
 X = Work Zone Sign Distance  
 B = Buffer Length  
 See Index 102-600 for "L", "X", "B", and channelizing device spacing values.
3. The "Speeding Fines Doubled When Workers Present" signs (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.
4. If closure of both inside lanes on multilane roadways is needed, duplicate lane closure and merge; signs, channelizing devices, taper, and arrow board, for both directions






9/21/2020 11:24:10 AM

LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2021-22 STANDARD PLANS	TWO-WAY LEFT-TURN LANES	INDEX 102-628	SHEET 1 of 3
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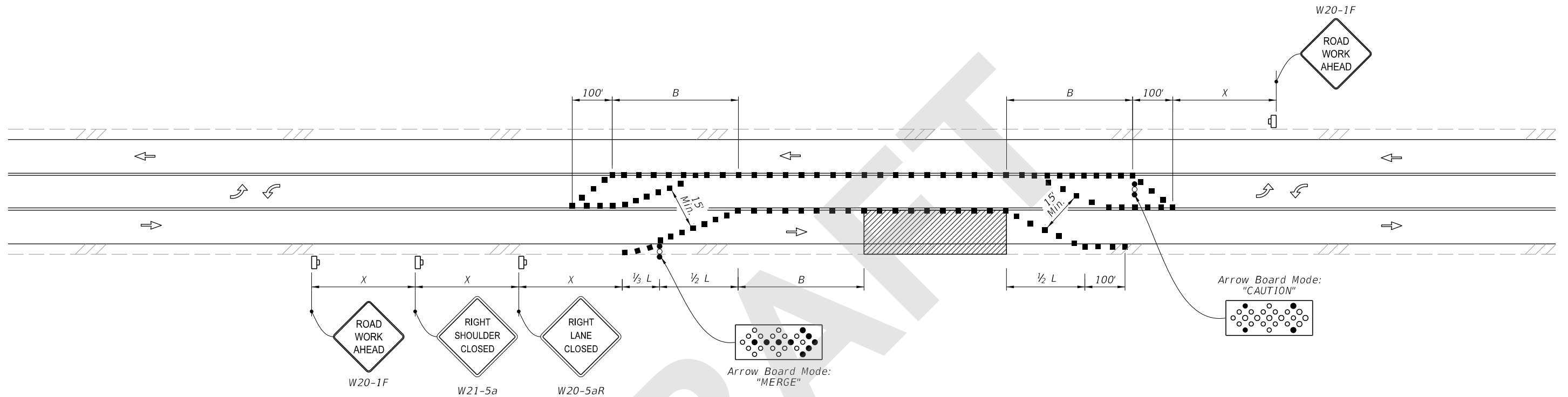
TEMPORARY TWO-WAY LEFT-TURN LANE CLOSURE, TWO-LANE, TWO-WAY ROADWAY, WORK WITHIN THE TRAVELED WAY WITH LANE CLOSURES OF 24 HRS OR LESS AND WORK ZONE SPEED OF 45 MPH OR LESS

**SYMBOLS:**

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







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LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	TWO-WAY LEFT-TURN LANES	INDEX 102-628	SHEET 2 of 3
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TEMPORARY SHIFT TO TWO-WAY LEFT-TURN LANE, WORK WITHIN THE TRAVELED WAY  
 WITH LANE CLOSURES OF 24 HRS OR LESS AND WORK ZONE SPEED OF 45 MPH OR LESS

**SYMBOLS:**

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

9/21/2020 11:24:14 AM

LAST REVISION 11/01/20	REVISION	DESCRIPTION:	 FY 2021-22 STANDARD PLANS	TWO-WAY LEFT-TURN LANES	INDEX 102-628	SHEET 3 of 3
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