
Index 102-600

General Information for Traffic Control Through Work Zones

ORIGINATION

Date: 9-7-2021

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COMMENTARY

The duration provisions of the index are intended to apply to the length time needed to perform the specific temporary traffic control work “operation” shown, which is independent of the duration of an overall construction project. The term “Work Zone” is being replaced with “Work Operation” to clarify the intent.

COMMENTS AND RESPONSES

BLACK = Industry Review Comments **RED** = Standard Plans Response **GREEN** = Change Made to Index

Name: Andy Ferlita

Date: 9-7-2021

COMMENT: Good morning, I am writing in regards to table 3 “Work Zone Sign Spacing” on Index 102-600, sheet 1 of 11 for Limited Access Roadways (LAR): The spacing of 1500’ is a bit too great for urban areas. In the footnote it states “minimum spacing may be reduced in accordance with the MUTCD...” – this is actually more problematic for the spacing for signs A, B & C are 1000’, 1500’ and 2640’ respectively. We have a job in downtown Jacksonville (MLK Blvd. & I-95) where, when using these spacing standards, we have signs going all the way back onto I-10 which is confusing to I-10 motorist. May I suggest that this line be broken into TWO lines, one for Urban LAR (with sign spacing of 500’) and one for Rural LAR (with sign spacing of 1500’). It’s extremely difficult to meet these spacing standards when working in areas where you have interchanges of 2 different interstates in urban areas.

RESPONSE:

The asterisk in Table 3 of Standard Plan 102-600 was used to give engineers the flexibility shown in the MUTCD Part 6. For advanced signing, the MUTCD mentions the distances contained in Table 6C-1 are approximate and are intended for guidance purposes only, and should be applied with engineering judgment. The MUTCD continues on to say that these distances should be adjusted for field conditions, if necessary, by increasing or decreasing the recommended distances.

Change Made: No change needed.

Date: 9-7-2021