ORIGINATION FORM

Proposed Revisions to a Standard Plans Index
(Please provide all information — Incomplete forms will be returned)

**Contact Information:**
- Date: June 15, 2021
- Originator: James McGinnis
- Phone: (850) 414-4952
- Email: james.mcginnis@dot.state.fl.us

**Summary of the changes:**
Sheet 1: Changed Note 6 - "work zone" to "work operations"; Changed Note 8B - "work zone" to "work operations"; Deleted Note 9.
Sheet 2: Updated the TEMPORARY LANE SHIFT... title to add "(For Work Operations in Place 24 Hours or Less)"

**Commentary / Background:**
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.

**Other Affected Offices / Documents:** (Provide name of person contacted)
- Yes ☑ Other Standard Plans –
- ☐ FDOT Design Manual –
- ☐ Basis of Estimates Manual –
- ☑ Standard Specifications –
- ☐ Approved Product List –
- ☐ Construction –
- ☑ Maintenance –

**Origination Package Includes:**
(Email or hand deliver package to Rick Jenkins)
- Yes ☑ Redline Mark-ups
- ☐ Proposed Standard Plan Instruction (SPI)
- ☐ Revised SPI
- ☐ Other Support Documents

**Implementation:**
- ☑ FY-Standard Plans (Next Release)
- ☐ Design Bulletin (Interim)
- ☐ DCE Memo
- ☐ Program Mgmt. Bulletin

Contact the Roadway Design Office for assistance in completing this form
Email to: Rick Jenkins rick.jenkins@dot.state.fl.us and Darren Martin darren.martin@dot.state.fl.us
NOTES:

1. This Index applies to Two-Lane, Two-Way Roadways with work within the travel way.

2. 
   - **L** = Taper Length
   - **B** = Buffer Length
   - **X** = Work Zone Sign Spacing
   - See Index 102-600 for "L", "B", "X" and channelizing device spacing values.

3. Optionally, use "Flagger Ahead" sign with symbol (W20-7) instead of "Flagger Ahead" sign with text (W20-7A).

4. Use temporary raised rumble when the existing posted speed is 35 mph or greater and the work duration is greater than 60 minutes. If temporary raised rumble strips are not used, omit "Rumble Strips Ahead" signs (MOT-18-10) and associated work zone sign spacing.

5. Additional one-way control may be provided by the following means:
   - a. Flag-carrying vehicle
   - b. Official vehicle
   - c. Pilot vehicles
   - d. Traffic signals

   When flaggers are the sole means of one-way control, the flaggers must be in sight of each other or in direct communication at all times.

SYMBOLS:

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

CHANGED TO: operation

UPDATED NOTE 8

DELETED: Note 9.
TEMPORARY RAILROAD CROSSING BUFFER SPACE EXTENSION

TEMPORARY LANE SHIFT TO SHOULDER WHEN WORK AREA ENCROACHES ON THE CENTERLINE

SYMBOLS:
- Work Area
- Channelizing Device (See Index 102-600)
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3. Optionally, use "Flagger Ahead" sign with symbol (W20-7) instead of "Flagger Ahead" sign with text (W20-7A).

4. Use temporary raised rumble strips when the existing posted speed is 75 mph or greater and the work duration is greater than 60 minutes. If temporary raised rumble strips are not used, omit "Rumble Strips Ahead" signs (MOT-18-10) and associated work zone sign spacing.

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SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Flagger
- Lane Identification and Direction of Traffic
- Temporary Raised Rumble Strip Set (See Note 4)

6. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign spacing, may be omitted when the work operation will be in place for 24 hours or less.

7. Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specification Sections 102, 990 and the APL vendor drawings.

8. Railroad Crossings:
   a. If an active railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 2.
   b. If the queuing of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or flagger at the highway-rail grade crossing to prevent vehicles from stopping within the work zone. If temporary raised rumble strips are not used, omit "Rumble Strips Ahead" signs (MOT-18-10) and associated work zone sign spacing.
   c. When the work operation will be in place for 24 hours or less, use temporary raised rumble strips when the existing posted speed is 75 mph or greater and the work duration is greater than 60 minutes.
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SPECIAL CONDITIONS