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.mcginiss@dot.state.fl.us

**Summary of the changes:**

Sheet 1: Changed Note 5 and 7 - "work zone" to "work operation; Changed Note 8 - "ribley shoulder" to "4' or greater paved Shoulder".


**Commentary/Background:**

Sheet 1: 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.

**Commentary / Background:**

Sheet 5: This note was added back to the Standard Plans to help clarify when to use the MAS system. The note was removed and added to the FDM in 2020 however, this created confusion when to use the MAS for shorter duration projects on lower speed roads.

**Other Affected Offices / Documents:** (Provide name of person contacted)

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td></td>
<td>☑</td>
</tr>
</tbody>
</table>

**Origination Package Includes:**  
(Email or hand deliver package to Rick Jenkins)

<table>
<thead>
<tr>
<th>Yes</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>☑</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Implementation:**

| Design Bulletin (Interim) |
| DCE Memo |
| Program Mgmt. Bulletin |
| ☑ FY-Standard Plans (Next Release) |

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
GENERAL NOTES:

1. L = Taper Length
2. B = Buffer Length
3. X = Work Zone Sign Distance
   See Index 102-600 for "L", "B", and channelizing device spacing values.
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 distance, may be omitted when the work zone will be in place for 24 hours or less. For Single Lane Closures, arrow boards and buffer may also be omitted when the work zone will be in place for 40 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 will be in place for 3 days or less.
8. If the work encroaches on a marked bicycle lane or frail, shoulder, close the lane or shoulder in accordance with the Plans.
ADDED NOTE: 1. Use the Motorist Awareness System (MAS) for lane closures of at least 5 days (consecutive or not) on multilane divided facilities with a posted speed of 55 or greater when workers are present and not protected by a barrier.

2. When called for in the Plans, use the Motorist Awareness System (MAS) in accordance with the Plans and the Notes. When using the MAS, 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.

TYPICAL PCMS DISPLAY:

With speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: SPEED REDUCED NEXT XX MI

Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT XX MILES

LOCATION: Motorist Awareness System (MAS) for lane closures of at least 5 days (consecutive or not) on multilane divided facilities with a posted speed of 55 or greater when workers are present and not protected by a barrier.
SYMBOLS:
- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Arrow Board
- Lane Identification and Direction of Traffic

GENERAL NOTE:
1. L = Taper Length
2. B = Buffer Length
3. X = Work Zone Sign Distance
4. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (W20-7F) and "Shoulder Closed Ahead" (W21-5b), along with associated work zone sign spacing distances, may be omitted when the work operation 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 operation will be in place for 60 minutes or less and the speed limit is 45 mph or less.
5. The "End Road Work" signs (W20-7F) and "Shoulder Closed Ahead" (W21-5b), along with associated work zone sign spacing distances, may be omitted when the work operation will be in place for 3 days 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 operation is in place for 3 days or less.
8. If the work encroaches on a marked bicycle lane or 4' or greater paved shoulder, close the lane or shoulder in accordance with the Plans.

Note:
- See General Note 5)
MOTORIST AWARENESS SYSTEM:

SYMBOLS:

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

NOTES:

1. Use the Motorist Awareness System (MAS) for lane closures of at least 5 days (consecutive or non-consecutive) on multilane divided facilities with a posted speed of 55 mph or greater when workers are present and not protected by a barrier.

2. Locate the Motorist Awareness System (MAS) devices (i.e., PCMS, PRS, and RSDU) 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.

3. For a posted speed of 65 mph or greater, display the posted speed with a ten mph reduction. For a posted speed of 60 mph or less, display a reduced speed of 55 mph. For areas outside of the lane closure, use the posted speed as the work zone speed.

4. 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 XX MI

Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT XX MILES