

ORIGINATION FORM

Proposed Revisions to a Standard Plans Index

(Please provide all information — Incomplete forms will be returned)

Contact Information:

Date: July 20, 2022

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Standard Plans:

Index Number: 102-600

Sheet Number (s): All

Index Title: General Information for Traffic Control Through Work Zones



Summary of the changes:

Reorganized Standard Plan, Index 102-600. Please refer to the attached redline for information about the relocation or removal of existing information.

The following was Added:

- Sheet 1, Expanded Table 2 to include the example "L" values from the Quick Reference Sheet and add the Symbols legend .
- Sheet 3, Updated 'Lane Widths' requirements.
- Sheet 6, Survey Work Zone sign array detail to the survey signage requirements and added existing Posted Speed Limit Sign and Note 8 to 'Speed Reduction Signing' details.
- Sheet 9, New Auxiliary Lane Closure detail.

Commentary / Background:

These changes for FY 2023-24 include consolidation of Material/APL requirements into Specification 990. The Index was reorganized to streamline where information was found (e.g., sign notes and information was moved to be on the same sheet as work zone signs). Updated 'lane widths' requirements to add direction to get concurrence from the Engineer on which lane will be the designated 12' and added 12' minimum lane width for single-lane ramps. Added new requirement to reestablish existing posted speed by adding a posted speed limit sign for locations where an existing sign isn't present within "X" distance from the last work zone sign or channelizing device. Added auxiliary lane (turn-lane) closure detail to clarify the layout previously noted on Index 102-615, Sheet 2 & 3. Added a basic survey work zone sign layout detail.

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

Yes No

- | | | |
|-------------------------------------|--------------------------|---|
| ☐ | ☐ | Other Standard Plans – |
| ☒ | ☐ | FDOT Design Manual – Dewayne Carver |
| ☐ | ☐ | Basis of Estimates Manual – |
| ☒ | ☐ | Standard Specifications – Daniel Strickland |
| ☐ | ☐ | Approved Product List – |
| ☐ | ☐ | Construction – |
| ☐ | ☐ | Maintenance – |

Origination Package Includes: (Submit package to Rick Jenkins)

Yes N/A

- | | | |
|-------------------------------------|--------------------------|---|
| ☒ | ☐ | Redline Mark-ups |
| ☐ | ☐ | Revised or Proposed Standard Plan Instruction (SPI) |
| ☐ | ☐ | Other Support Documents |

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

UPDATE TABLE OF CONTENTS

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2	Definitions Temporary Traffic Control Devices Overhead Work Railroads Sight Distance Above Ground Hazard
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4	Flagger Control Survey Work Zones Signs
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7	Manholes/Crosswalks/Joints Truck Mounted Attenuators Signals Channelizing Devices Channelizing Devices Consistency Advanced Warning Arrow Boards
8	Drop-Offs In Work Zones
9	Business Entrance Temporary Asphalt Separator
10	Channelizing Devices Notes Temporary Barrier Notes
11	Pavement Markings

CHANGED TO:
Conjunction

GENERAL NOTES:

1. This Index contains information specific to the Federal and State guidelines and standards for the preparation of traffic control plans and for the execution of traffic control in work zones, for construction and maintenance operations and utility work on highways, roads and streets on the State Highway System. Certain requirements in this Index are based on the high volume nature of State Highways. For highways, roads and streets off the State Highway System, the local agency (City/County) having jurisdiction may adopt requirements based on the minimum requirements provided in the MUTCD.
2. Use this Index in accordance with the Plans and Indexes 102-601 through 102-680. Indexes 102-601 through 102-680 are Department-specific typical applications of commonly encountered situations. Adjust device location or number thereof as recommended by the Worksite Traffic Supervisor and approved by the Engineer. Devices include, but are not limited to, flaggers, portable temporary signals, signs, pavement markings, and channelizing devices. Comply with MUTCD or applicable Department criteria for any changes and document the reason for the change.
3. Except for emergencies, any road closure on State Highway System must comply with Section 335.15, F.S.

ADDED: , Specification 102

TABLE 1 CHANNELIZING DEVICE SPACING				
Work Zone Speed (mph)	Max. Spacing (feet)			
	Cones or Temporary Tubular Markers		Type I Barricades, Type II Barricades, Vertical Panels, or Drums	
	Taper	Tangent	Taper	Tangent
≤ 45	25	50	25	50
≥ 50	25	50	50	100

UPDATED TABLE

TABLE 2 TAPER LENGTH "L"	
Work Zone Speed (mph)	Min. Length (feet)
≤ 40	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$
Where: W = width of offset in feet S = speed in mph	

TABLE 3 WORK ZONE SIGN SPACING "X"	
Road Type	Min. Spacing (feet)
Arterials and Collectors with Work Zone Speed ≤ 40 mph	200
Arterials and Collectors with Work Zone Speed ≥ 45 mph	500
Limited Access Roadways *	1,500
* For Limited access roadways with work zone speed ≤ 55 mph, the minimum spacing may be reduced in accordance with the MUTCD and as approved by the Engineer.	

TABLE 4 BUFFER LENGTH "B"	
Work Zone Speed (mph)	Min. Length (feet)
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
Note: When Buffer Length "B" cannot be attained due to geometric constraints, use the greatest length possible, but not less than 155 feet.	

ADD SYMBOLS

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DEFINITIONS:

Regulatory Speed (In Work Zones)

The maximum permitted travel speed posted for the work zone is indicated by the regulatory speed limit signs. The work zone speed must be shown or noted in the plans. This speed should be used as the minimum design speed to determine runout lengths, departure rates, flare rates, lengths of need, clear zone widths, taper lengths, crash cushion requirements, marker spacings, superelevation and other similar features.

Advisory Speed

The maximum recommended travel speed through a curve or a hazardous area.

Travel Way

The portion of the roadway for the movement of vehicles. For traffic control through work zones, travel way may include the temporary use of shoulders and any other permanent or temporary surface intended for use as a lane for the movement of vehicular traffic.

- a. Travel Lane: The designated widths of roadway pavement marked to carry through traffic and to separate it from opposing traffic or traffic occupying other traffic lanes.
- b. Auxiliary Lane: The designated widths of roadway pavement marked to separate speed change, turning, passing and climbing maneuvers from through traffic.

Detour, Lane Shift, and Diversion

A detour is the redirection of traffic onto another roadway to bypass the temporary traffic control zone. A lane shift is the redirection of traffic onto a different section of the permanent pavement. A diversion is the redirection of traffic onto a temporary roadway, usually adjacent to the permanent roadway and within the limits of the right of way.

Aboveground Hazard

An aboveground hazard is any object, material or equipment other than traffic control devices that encroaches upon the travel way or that is located within the clear zone which does not meet the Department's safety criteria, i.e., anything that is greater than 4" in height and is firm and unyielding or doesn't meet breakaway requirements.

TEMPORARY TRAFFIC CONTROL DEVICES:

1. All temporary traffic control devices shall be ON the Department's Approved Products List (APL). Ensure the appropriate APL number is permanently marked on the device in a readily visible location.
2. All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate shall be removed or covered. Do not store temporary traffic control devices on the shoulder, sidewalk, or other roadway facility not affected by the work when work is suspended.
3. Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Trailer, Portable Regulatory Signs, and any other trailer mounted device shall be delineated with a channelizing device placed at each corner when in use and shall be moved outside the travel way and clear zone or be shielded by a barrier or crash cushion when not in use.

Capitalized All

OVERHEAD WORK:

Work is only allowed over a t

OPTION 1 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)

Overhead work using a modified traffic control plan when the following conditions are met:

- a. Work operation is located within the travel way, limited to signals, signs and other traffic control devices.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- e. Aerial lift equipment is used to install or maintain traffic control devices.
- f. Traffic control devices are used to protect the work area.
- g. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- h. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- i. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 2 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)

Overhead work above a open traffic lane is allowed if all of the following conditions are met:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 60 minutes or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within an area bounded by 2 feet outside the edge of travel way and 18 feet high.
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 3 (OVERHEAD WORK ADJACENT TO AN OPEN TRAFFIC LANE)

Overhead work adjacent to an open traffic lane is allowed if all of the following conditions are met:

- a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
- b. Work operations are 1 day or less.
- c. Speed limit is 45 mph or less.
- d. No encroachment by any part of the work activities and equipment within 2 feet from the edge of travel way up to 18' height. Above 18' in height, no encroachment by any part of the work activities and equipment over the open traffic lane (except as allowed in Option 2 for work operations of 60 minutes or less).
- e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
- f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
- g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
- h. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

UPDATED NOTE: Detour, shift, divert, or pace traffic to not encroach in the area directly below the overhead work operation in accordance with the associated Indexes or detailed in the Plans.

UPDATED NOTE: For initial tensioning of overhead cable and de-energized conductor pull to tension in accordance with the appropriate Indexes or Temporary Traffic Control Plan.

OVERHEAD WORK: (Cont.)

OPTION 4 (OVERHEAD WORK MAINTAINING TRAFFIC WITH NO ENCROACHMENT BELOW THE OVERHEAD WORK AREA)

Traffic shall be detoured, shifted, diverted or paced as to not encroach in the area directly below the overhead work operations in accordance with the appropriate index drawing or detailed in the plans. This option applies to, but not limited to, the following construction activities:

- a. Beam, girder, segment, and bent/pier cap placement.
- b. Form and falsework placement and removal.
- c. Concrete placement.
- d. Railing construction located at edge of deck.
- e. Structure demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)

Overhead cable and/or de-energized conductor installations initial pull to proper tension shall be done in accordance with the appropriate Index or temporary traffic control plan.

Continuous pulling operations of secured cable and/or conductors are allowed over open lane(s) of traffic with no encroachment by any part of the work activities, materials or equipment within the minimal vertical clearance above the travel way. The utility shall take precautions to ensure that pull ropes and conductors/cables at no time fall below the minimum vertical clearance.

On Limited Access facilities, a site specific temporary traffic control plan is required. The temporary traffic control plan shall include:

- a. The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
- b. During pulling operations, advance warning consisting of no less than a Changeable Message Sign upstream of the work area with alternating messages "Overhead Work Ahead" and "Be Prepared to Stop" followed by a traffic control officer and police vehicle with blue lights flashing during the pulling operation.

RAILROADS:

Railroad crossings affected by a construction project should be evaluated for traffic controls to reduce queuing on the tracks. The evaluation should include as a minimum: traffic volumes, distance from the tracks to the intersections, lane closure or taper locations, signal timing, etc.

SIGHT DISTANCE:

1. Tapers: Transition tapers should be obvious to drivers. If restricted sight distance is a problem (e.g., a sharp vertical or horizontal curve), the taper should begin well in advance of the view obstruction. The beginning of tapers should not be hidden behind curves.
2. Intersections: Traffic control devices at intersections must provide sight distances for the road user to perceive potential conflicts and to traverse the intersection safely. Construction equipment and materials shall not restrict intersection sight distance.

ABOVEGROUND HAZARD:

1. Aboveground hazards (see definitions) are to be considered work areas during working hours and treated with appropriate work zone traffic control procedures. During nonworking hours, all objects, materials and equipment that constitute an aboveground hazard must be stored/placed outside the travel way and clear zone or be shielded by a barrier or crash cushion.
2. For aboveground hazards within a work zone the clear zone required should be based on the regulatory speed posted during construction.

LAST REVISION 11/01/20	DESCRIPTION: 11/01/22	 FY 2022-23 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 2 of 11
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CLEAR ZONE WIDTHS FOR WORK ZONES:

The term 'clear zone' describes the unobstructed relatively flat area, impacted by construction, extending outward from the edge of the traffic lane. The table below gives clear zone widths in work zones for medians and roadside conditions other than for roadside canals; where roadside canals are present, clear zone widths are to conform with the distances to canals as described in the FDOT Design Manual 215.2.

TABLE 5 CLEAR ZONE WIDTHS FOR WORK ZONES		
WORK ZONE SPEED (MPH)	TRAVEL LANES & MULTILANE RAMPS (feet)	AUXILIARY LANES & SINGLE LANE RAMPS (feet)
60-70	30	18
55	24	14
45-50	18	10
30-40	14	10
ALL SPEEDS CURB & GUTTER	4' BEHIND FACE OF CURB	4' BEHIND FACE OF CURB
NOTE: For temporary conditions where existing curb has been removed but not reconstructed, curb and gutter values may be used.		

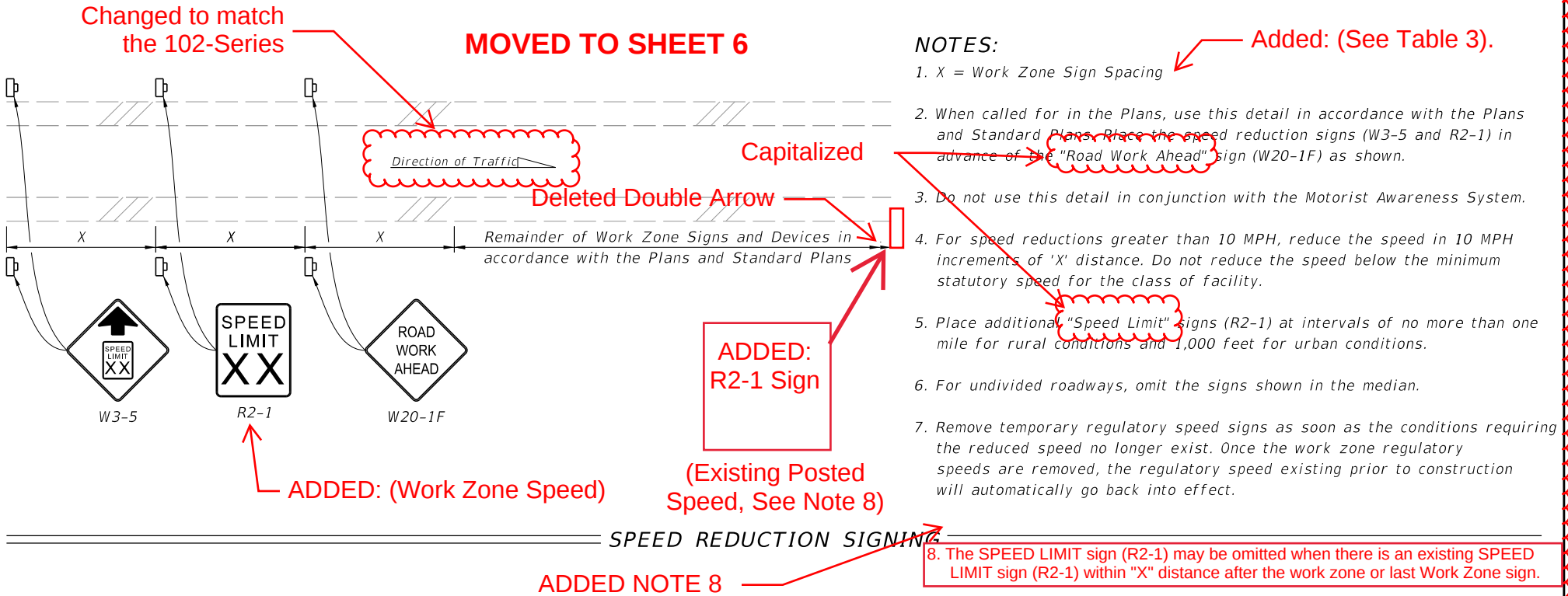
SUPERELEVATION:

Horizontal curves constructed in conjunction with work zone traffic control should have the required superelevation applied to the design radii. Under conditions where normal crown controls curvature, the minimum radii that can be applied are listed in the table below.

TABLE 6 MINIMUM RADII FOR NORMAL CROWN	
WORK ZONE POSTED SPEED (MPH)	MINIMUM RADIUS (Feet)
70	4090
65	3130
60	2400
55	1840
50	1390
45	1080
40	820
35	610
30	430
Superelevate When Smaller Radii is Used	

LENGTH OF LANE CLOSURES:

For interstates and state highways with a posted speed of 55MPH or greater, lane closures must not exceed 3 miles (includes taper, buffer, and work zone) in any given direction and must not close two consecutive interchanges.



OVERWEIGHT/OVERSIZE VEHICLES:

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over dimensioned loads. The Contractor shall notify the Engineer who in turn shall notify the State Permits Office, phone no. (850) 410-5777, at least seven calendar days in advance of implementing a maintenance of traffic plan which will impact the flow of overweight/oversized vehicles. Information provided shall include location, type of restriction (height, width or weight) and restriction time frames. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

LANE WIDTHS:

Lane widths of through roadways should be maintained through work zone travel ways wherever practical. Provide minimum widths for work zone travel lanes as follows: 11' for Interstate with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration; 11' for all other limited access roadways; and 10' for all other facilities.

HIGH-VISIBILITY SAFETY APPAREL:

All high-visibility safety apparel shall meet the requirements of the International Safety Equipment Association (ISEA) and the American National Standards Institute (ANSI) for "High-Visibility Safety Apparel", and labeled as ANSI/ISEA 107-2004 or newer. The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined by the standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. Class 3 apparel may be substituted for Class 2 apparel. Replace apparel that is not visible at 1,000 feet.

WORKERS: All workers within the right-of-way shall wear ANSI/ISEA Class 2 apparel. Workers operating machinery or equipment in which loose clothing could become entangled during operation shall wear fitted high-visibility safety apparel. Workers inside the bucket of a bucket truck are not required to wear high-visibility safety apparel.

UPDATED:

Existing lane widths should be maintained through work zone where ever practical.

Provide the minimum widths for work zone travel lanes as follows:

- A. 11' for Interstate and Toll Facilities with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration. Obtain concurrence from the Engineer for which lane will be designated the 12' lane.
- B. 11' for all other limited access roadways
- C. 12' for single lane ramps
- D. 10' for all other facilities

FLAGGER CONTROL: **MOVED TO SHEET 3**

Regulatory Speed (In Work Zones)

Where flaggers are used, a FLAGGER symbol or legend sign must replace the WORKERS symbol or legend sign.

The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the flagger's instructions, and to permit traffic to re-enter the work zone before entering the work site. Flaggers must wear high-visibility clothing with maximum color contrast between the flagger and the work area background.

Hand-Signaling Devices

STOP/SLOW paddles are the primary hand-signaling device. The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. If the STOP/SLOW paddle is placed on a rigid staff, the minimum length of the staff, measured from the bottom of the paddle to the top of the handle, must not be less than 6 ft. STOP/SLOW paddles must be fabricated from light semirigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at night-time, the STOP/SLOW paddle shall be retroreflectorized.

Flag use is limited to immediate emergencies, intersections, and when working on the centerline or shared left turn lanes where two (2) flaggers are required and there is opposing traffic in the adjacent lanes. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 inches in length. When used at nighttime, flags shall be retroreflectorized red.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used at night.

Flagger Stations

Flagger stations shall be located far enough in advance of the work area so that approaching road users will have sufficient distance to stop before entering the work area. When used at nighttime, the flagger station shall be illuminated.

SURVEY WORK ZONES:

1. The SURVEY CREW AHEAD symbol or legend sign shall be the principal Advance Warning Sign used for Traffic Control Through Survey Work Zones and may replace the ROAD WORK AHEAD sign when lane closures occur, at the discretion of the Party Chief.

2. When Traffic Control Through Work Zones is being used for survey purposes only, the END ROAD WORK sign as called for on certain 102 Series of Indexes should be omitted.

3. Survey Between Active Traffic Lanes or Shared Left Turn Lanes

The following provisions apply to Main Roadway Traffic Control Work Zones. These provisions must be adjusted by the Party Chief to fit roadway and traffic conditions when the Survey Work Zone includes intersections.

(A) A STAR IN YOUR LANE (MOT-1-96) sign shall be added to the Advance Warning Sign sequence as the second most immediate sign from the work area.

(B) Elevation Surveys-Cones may be used at the discretion of the Party Chief to protect prism holder and flagger(s). Cones, if used, may be placed at up to 50' intervals along the break line throughout the work zone.

MOVED TO SHEET 6

SURVEY WORK ZONES: (Cont.) **MOVED TO SHEET 5**

(C) Horizontal Control-With traffic flow in the same direction, cones shall be used to protect the backsight tripod and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' towards the flow of traffic.

(D) Horizontal Control-With traffic flow in opposite directions, cones shall be used to protect the backsight tripod and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' in both directions towards the flow of traffic.

SIGNS:

SIGN MATERIALS

Fresh signs and non-retroreflective vinyl signs may only be used for daylight operations. Non-retroreflective vinyl signs must meet the requirements of Specification Section 994.

Retroreflective vinyl signs meeting the requirements of Specification Section 994 may be used for daylight or night operations not to exceed 1 day except as noted in the Indexes.

Rigid or Lightweight sign panels may be used in accordance with the vendor's PL drawing for the sign stand to which they are attached.

INTERSECTING ROAD SIGNING

Signing for the control of traffic entering and leaving work zones by way of intersecting crossroads shall be adequate to make drivers aware of work zone conditions. When Work operations exceed 60 minutes, place the ROAD WORK AHEAD sign on the side street entering the work zone.

ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING

Adjoining work zones may not have sufficient spacing for standard placement of signs and other traffic control devices in their advance warning areas or in some cases other areas within their traffic control zones. Where such constraints or conflicts occur or are likely to occur, one of the following methods will be used to resolve the conflict:

(A) For schedule development of the project traffic control plan. This may entail revision of plans on preceding projects and coordination of plans on concurrent projects.

(B) Unit Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.

(C) The District Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.

(D) The Unit Maintenance Engineer will resolve conflicts that occur within routine maintenance works; between routine maintenance work, unscheduled work and/or permitted work; and, between unit controlled maintenance works and highway construction projects.

SIGNS: (Cont.)

SIGN COVERING AND INTERMITTENT WORK STOPPAGE SIGNING

Existing or inconsistent

Sign blanks Rigid signs in a manner

Sign covers

SIGNING

Detours shall easily detect (W1-4) warning A diversion

EXTENDED DISTANCE ADVANCE WARNING SIGN

Advance Warning Signs shall be used at extended distance of one-half mile or more when limited sight distance or the nature of the obstruction may require a motorist to bring their vehicle to a stop. Extended distance Advanced Warning Signs may be required on any type roadway, but particularly be considered on multilane divided highways where vehicle speed is generally in the higher range (45 MPH or more).

UTILITY WORK AHEAD SIGN

The UTILITY WORK AHEAD (W21-7) sign may be used as an alternate to the ROAD WORK AHEAD or the ROAD WORK XX FT (W20-1) sign for utility operations on or adjacent to a highway.

LENGTH OF ROAD WORK SIGN

The length of road work sign (G20-1) bearing the legend ROAD WORK NEXT _____ MILES is required for all projects of more than 2 miles in length. The number of miles entered should be rounded up to the nearest mile. The sign shall be located at the beginning of the construction project.

GROOVED PAVEMENT AHEAD SIGN **MOVED TO: Specifications 102-5**

The GROOVED PAVEMENT AHEAD sign is required 500 feet in advance of a milled or grooved surface open to traffic. The W8-15P placard shall be used in conjunction with the GROOVED PAVEMENT AHEAD sign.

END ROAD WORK SIGN

The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the work operation is less than 1 day. The sign should be placed approximately 500 feet beyond the end of a construction or maintenance project unless other distance is called for in the plans. When other Construction or Maintenance Operations occur within 1 mile this sign should be omitted and signing coordinated in accordance with Index 102-600, ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING.

MOVED TO SHEET 4

UPDATED: The SURVEY CREW sign (W21-6) may replace the ROAD WORK AHEAD sign (W20-F1) at the discretion of the Party Chief where lane closures occur.

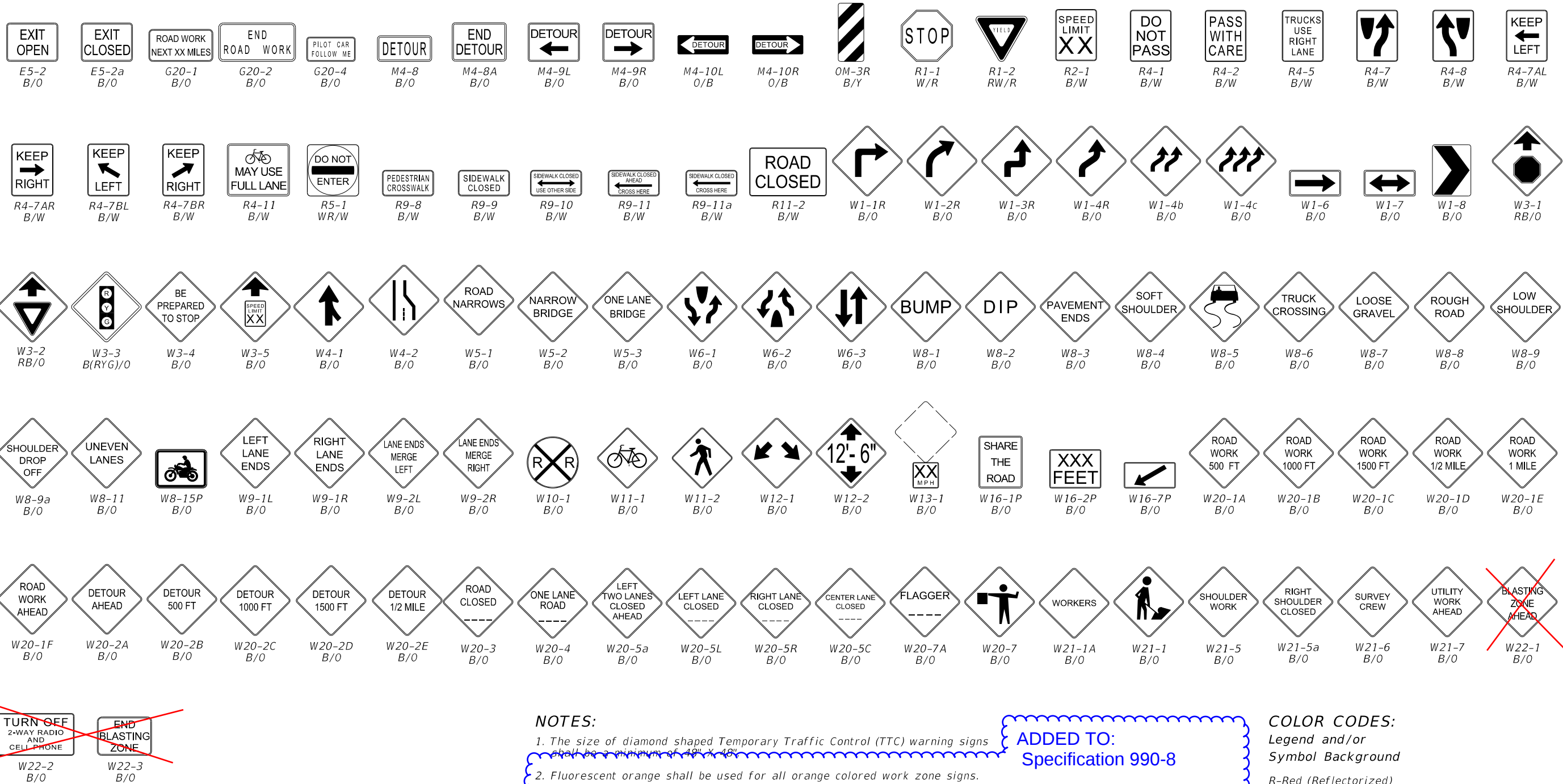
UPDATED: When only survey work is being performed in a Traffic Control Through Work Zones, the END ROAD WORK sign (G20-2) can be omitted.

Made into one sentence

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LAST REVISION	DESCRIPTION:	FY 2022-23 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
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MOVED THE "SIGNS" NOTES FROM SHEET 4

NOTES:

1. The size of diamond shaped Temporary Traffic Control (TTC) warning signs shall be a minimum of 49" x 49".
2. Fluorescent orange shall be used for all orange colored work zone signs.
3. The sign shields, symbols and messages contained on this sheet are provided for ready reference to those signs used in the development of the 102 Series of Indexes and are commonly used in the development of traffic control plans. For additional signs and sign detail information refer to the STANDARD HIGHWAY SIGNS MANUAL as specified in the MUTCD. Special signs for traffic control plans will be as approved by the State Traffic Plans Engineer.

The sign codes shown on this sheet are for the purpose of identifying cell names found in the Traffic Control Cell Library (TCZ.Cel).

The STANDARD HIGHWAY SIGNS MANUAL should be referenced for the official sign codes for use in the development of traffic control plans.

4. See Index 700-102 for MOT sign details.

ADDED TO:
Specification 990-8

Kept in Index

COLOR CODES:
Legend and/or
Symbol Background

R-Red (Reflectorized)
Y-Yellow (Reflectorized)
G-Green (Reflectorized)
O-Orange (Reflectorized)
B-Black (Non-Reflectorized)
W-White (Reflectorized)

Added: Department Specific

CHANGED TO: WORK ZONE SIGNS

RENUMBERED: 4

~~COMMONLY USED WARNING AND REGULATORY SIGNS IN WORK ZONES~~



FY 2022-23
STANDARD PLANS

GENERAL INFORMATION FOR TRAFFIC
CONTROL THROUGH WORK ZONES

INDEX
102-600

SHEET
6 of 11

LAST
REVISION
11/01/21
DESCRIPTION:
11/01/22

NOTES:

1. All signs shall be post mounted when work operations exceed one day except for:

Capitalized

- Road closure signs mounted in accordance with the vendor drawing for the Type III Barricade shown on the APL.
- Pedestrian and bicycle advanced warning or pedestrian regulatory signs mounted on sign supports in accordance with the vendor drawing shown on the APL.
- Median barrier mounted signs per Index 700-013.
- Bridge mounted signs per Index 700-012.

2. ~~Unless shielded with barrier or outside of the Clear Zone, signs mounted on temporary supports or barricades, and barricade/sign combination must be crashworthy in accordance with NCHRP 350 requirements and included on the Approved Products List (APL).~~

3. ~~Use only approved systems listed on the Department's Approved Products List (APL).~~

4. Manufacturers seeking approval of U-Channel and steel square tube sign supports for inclusion on the Approved Products List (APL) must submit a APL application, design calculations (for square tube only), and detailed drawings showing the product meets all the requirements of this Index.

5. Provide 3 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.43 in³ for 60 ksi steel, a minimum section modulus of 0.37 in³ for 70 ksi steel, or a minimum section modulus of 0.34 in³ for 80 ksi steel.

MOVED TO: Specification 990-8.1

6. Provide 4 lb/ft Steel U-Channel Posts with a minimum section modulus of 0.56 in³ for 60 ksi steel, or a minimum section modulus of 0.47 in³ for 70 ksi or 80 ksi steel.

7. U-channel posts shall conform with ASTM A 499, Grade 60, or ASTM A 576, Grade 1080 (with a minimum yield strength of 60 ksi). Square tube posts shall conform with ASTM A 653, Grade 50, or ASTM A 1011, Grade 50.

8. Sign attachment bolts, washers, nuts, and spacers shall conform with ASTM A307 or A 36.

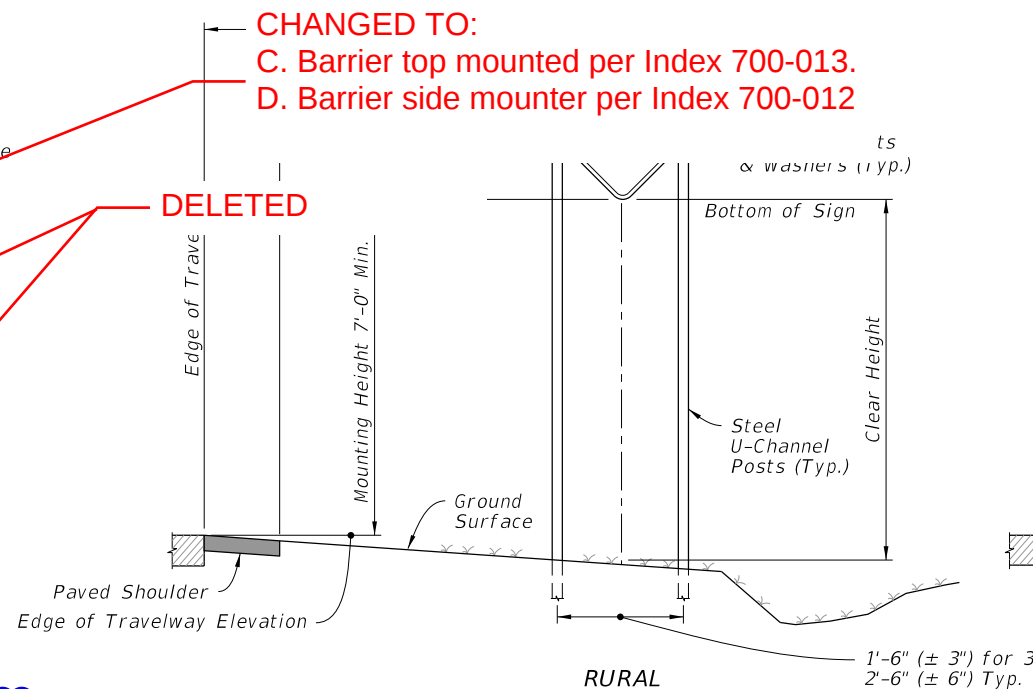
9. Install 4 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.

3. ~~10. The contractor may install 3 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.~~

4. ~~11. Install all posts plumb.~~

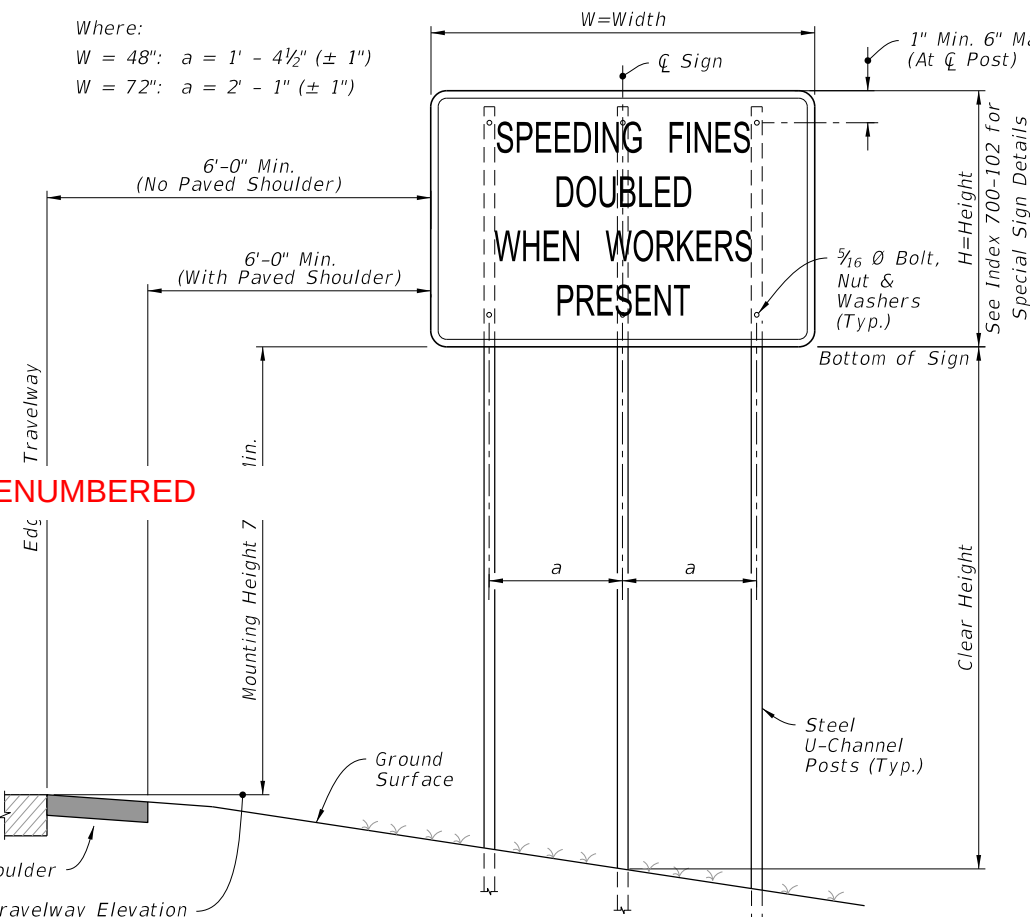
5. ~~12. The contractor may set posts in preformed holes to the specified depth with suitable backfill tamped securely on all sides, or drive 3 lb/ft sign posts and any size base post in accordance with the manufacturer's detail shown on the APL.~~

RENUMBERED

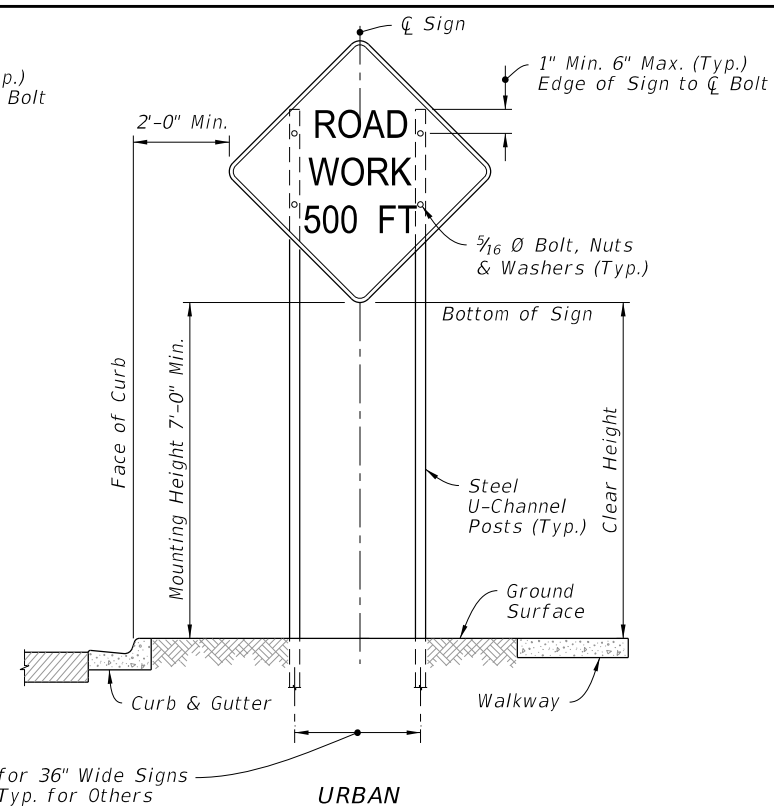


2 POST SIGN SUPPORT MOUNTING DETAILS
(SINGLE POST SIMILAR)

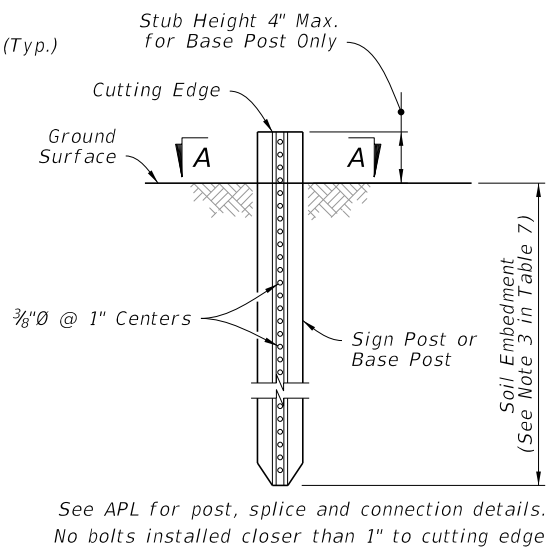
Where:
 $W = 48"$: $a = 1' - 4\frac{1}{2}" (\pm 1")$
 $W = 72"$: $a = 2' - 1" (\pm 1")$



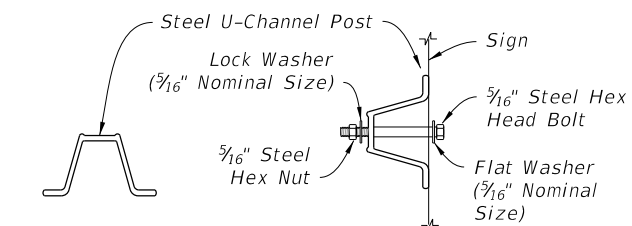
3 POST SIGN SUPPORT MOUNTING DETAILS



URBAN



FOUNDATION DETAIL



(SCHEMATIC)
SECTION A-A

(WITHOUT Z-BRACKET)

SIGN ATTACHMENT DETAIL

TABLE 7
POST AND FOUNDATION
TABLE FOR
WORK ZONE SIGNS

SIGN SHAPE	SIGN SIZE (Inches)	NUMBER OF STEEL U CHANNEL POSTS
Octagon	30x30	1
Triangle	36x36x36	1
	48x48x48	1
	60x60x60	2
Rectangle (W x H)	24x18	1
	24x30	1
	30x24	1
	36x18	1
	36x24	1
	48x18	1
	48x24	1
	36x48	2
	48x30	2
	48x36	2
	54x36	2
Square	48x60	3
	72x48	3
	30x30	1
Diamond	36x36	2
	48x48	2
Circle	36Ø	2

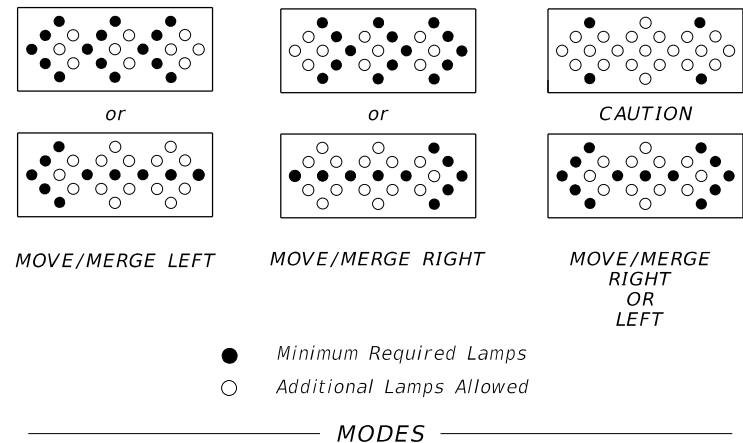
Notes For Table:

- Use 3 lb/ft posts for Clear Height up to 10' and 4 lb/ft posts for Clear Height up to 12'.
- Minimum foundation depth is 4.0' for 3 lb/ft posts and 4.5' for 4 lb/ft posts.
- For both 3 lb/ft and 4 lb/ft base or sign posts installed in rock, a minimum cumulative depth of 2' of rock layer is required.
- The soil plate as shown on the APL vendor drawing is not required for base posts or sign posts installed in existing rock (as defined in Note 3), asphalt roadway, shoulder pavement or soil under sidewalk.
- For diamond warning signs with supplement plaque (up to 5 ft² in area), use 4 lb/ft posts for up to 10 ft Clear Height (measure to the bottom of diamond warning sign).

WORK ZONE SIGN SUPPORTS

NEW SHEET 6

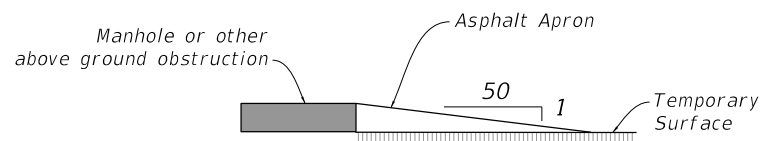
SURVEY WORK ZONES - DETAIL AND NOTES (New Detail)
SPEED REDUCTION SIGNING - DETAILS AND NOTES (Moved from Sheet 5)



NOTES:

1. An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multilane roadways.
2. For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.
3. A single arrow board shall not be used to merge traffic laterally more than one lane. When arrow boards are used to close multiple lanes, a single board shall be used at the merging taper for each closed lane.
4. When Advance Warning Arrow Boards are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

ADVANCE WARNING ARROW BOARDS



NOTES:

Manholes extending 1" or more above the travel lane and crosswalks having an uneven surface greater than 1/4" shall have a temporary asphalt apron constructed as shown above.

All transverse joints that have a difference in elevation of 1" or more shall have a temporary asphalt apron constructed as shown above.

~~The apron is to be removed prior to constructing the next lift of asphalt. The cost of the temporary asphalt shall be included in the contract unit price for Maintenance of Traffic, LS.~~

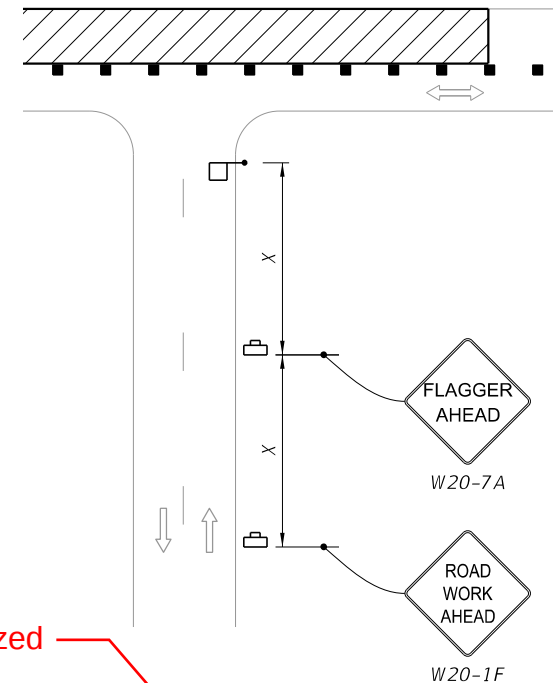
DELETED

MANHOLES/CROSSWALKS/JOINTS

MOVED TO SHEET 8

UPDATED NOTES:

2. Use arrow board in the caution mode for shoulder work, blocking the shoulder, roadside work near the shoulder, or for temporarily closing one lane on a two-lane roadway.
3. Do not use a single arrow board to merge traffic laterally more than one lane. To close multiple lanes using arrow boards, place a single arrow board at the merging taper of each closed lane.



Capitalized

NOTE:

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

ADDED NOTE:
X = Work Zone Sign Spacing (See Table 1).

SIDE ROAD INTERSECTING THE WORK ZONE

SIGNALS:

Existing traffic signal operations that require modification in order to carry out work zone traffic control shall be included in the Plans and be approved by the District Traffic Operations Engineer.

MOVED TO SHEET 3

Refer to Specification 102-9 for additional information.

CHANNELIZING DEVICES:

Channelizing devices for work zone traffic control shall be as prescribed in Part VI of the MUTCD, subject to supplemental revisions provided in the contract documents and the 102 Series of Indexes. Lighting Devices must not be used to supplement channelization. Omit tapers and channelizing devices for paved shoulders less than 4' in width.

MOVED TO SHEET 10

CHANNELIZING DEVICE CONSISTENCY:

Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed within either the lateral transition or within the tangent alignment.

TRUCK/TRAILER-MOUNTED ATTENUATORS:

Truck/Trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Index 102-607. For short-term, stationary operations, see Part VI of the MUTCD.

MOVED TO SHEET 3

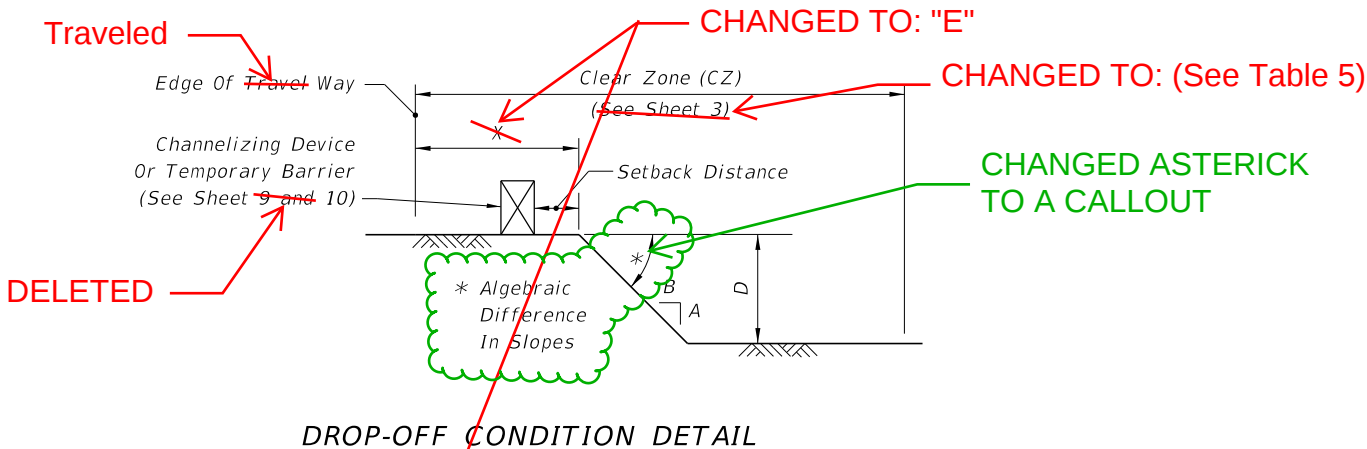
Changed to:
Removed the asphalt apron

12/21/2021 11:07:02 AM

LAST REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
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DROP-OFF CONDITION NOTES

- 1. These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.
- 2. When drop-offs occur within the clear zone due to construction or maintenance activities, protection devices are required (See Table 8). A drop-off is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3" with slope (A:B) steeper than 1:4. In superelevated sections, the algebraic difference in slopes should not exceed 0.25 (See Drop-off Condition Detail).
- 3. Drop-offs may be mitigated by placement of slopes with optional base material per Specifications Section 285. Slopes shallower than 1:4 may be required to avoid algebraic difference in slopes greater than 0.25. Include the cost for the placement and removal of the material in Maintenance of Traffic, LS. Use of this treatment in lieu of a temporary barrier is not eligible for CSIP consideration. Conduct daily inspections for deficiencies related to erosion, excessive slopes, rutting or other adverse conditions. Repair any deficiencies immediately.
- 4. For Setback Distance, refer to the Index or Approved Products List (APL) drawing of the selected barrier.
- 5. For Conditions 1 and 3 provided in Table 8, any drop-off condition that is created and restored within the same work period will not be subject to use of temporary barriers; however, channelizing devices will be required.
- 6. When permanent curb heights are ≥ 6", no channelizing device will be required. For curb heights < 6", see Table 8.



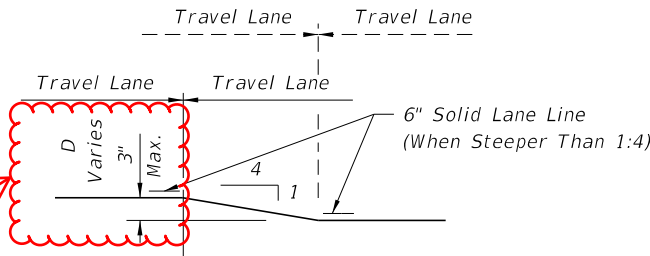
DROP-OFF CONDITION DETAIL

Table 8 Drop-off Protection Requirements			
Condition	X (ft)	D (in.)	Device Required
1	0-12	> 3	Temporary Barrier
2	> 12-CZ	> 3 to ≤ 5	Channelizing Device
3	0-CZ	> 5	Temporary Barrier
4	Removal of Bridge or Retaining Wall Barrier		Temporary Barrier
5	Removal of portions of Bridge Deck		Temporary Barrier

CHANGED TO:
If the slope is steeper than 1:4 (not to be steeper than 1:1), use the DO NOT PASS sign (R4-1) and STAY IN YOUR LANE sign (MOT-1-22) as a supplement to the UNEVEN LANE sign (W8-11); this condition should never exceed 3 miles in length.

TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING NOTES

- 1. This treatment applies to resurfacing or milling operations between adjacent travel lanes.
- 2. Whenever there is a difference in elevation between adjacent travel lanes, the W8-11 sign with "UNEVEN LANES" is required at intervals of 1/2 mile maximum.
- 3. If D is 1 1/2" or less, no treatment is required.
- 4. Treatment allowed only when D is 3" or less.
- 5. ~~If the slope is steeper than 1:4 (not to be steeper than 1:1), the R4-1 and MOT-1-06 signs shall be used as a supplement to the W8-11; this condition should never exceed 3 miles in length.~~



TRAVEL LANE TREATMENT FOR MILLING OR RESURFACING DETAIL

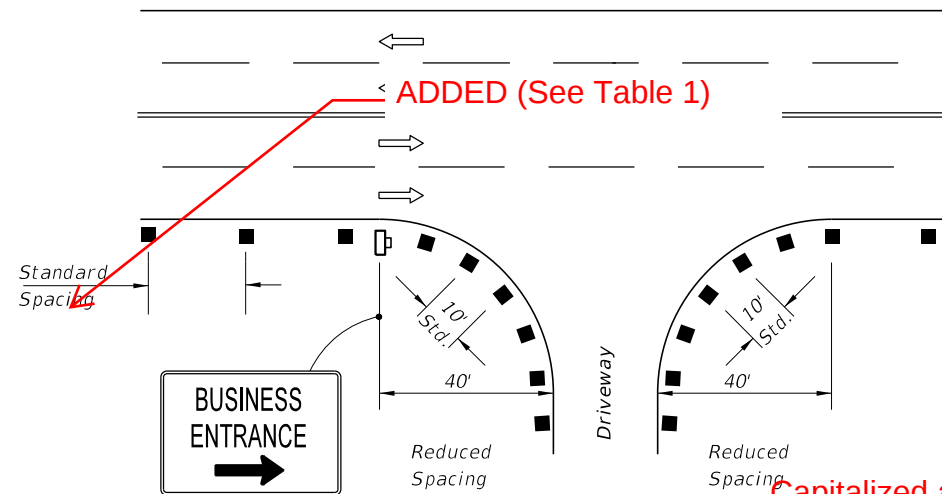
PEDESTRIAN WAY DROP-OFF CONDITION NOTES

- 1. A pedestrian way drop-off is defined as:
 - a. a drop in elevation greater than 10" that is closer than 2' from the edge of the pedestrian way
 - b. a slope steeper than 1:2 that begins closer than 2' from the edge of the pedestrian way when the total drop-off is greater than 60"
- 2. Protect any drop-off adjacent to a pedestrian way with pedestrian longitudinal channelizing devices, temporary barrier wall, or approved handrail.

Capitalized

DROP-OFFS IN WORK ZONES

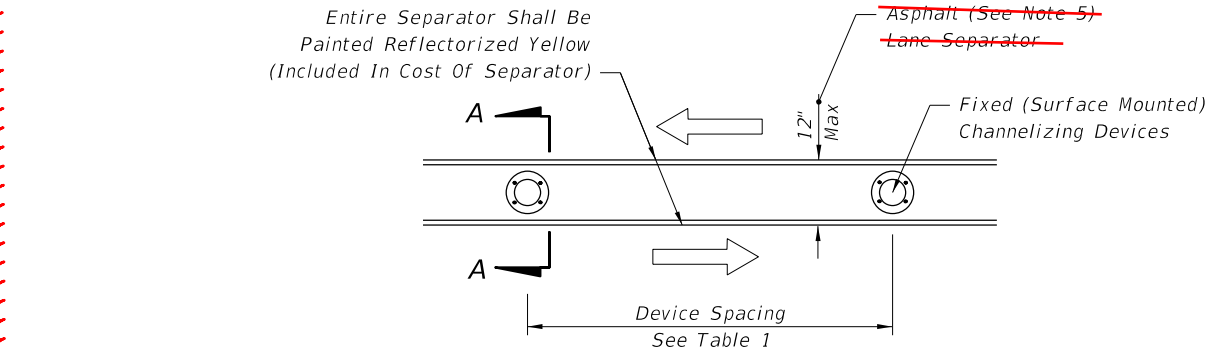
ADDED NEW AUXILIARY LANE CLOSURE DETAIL



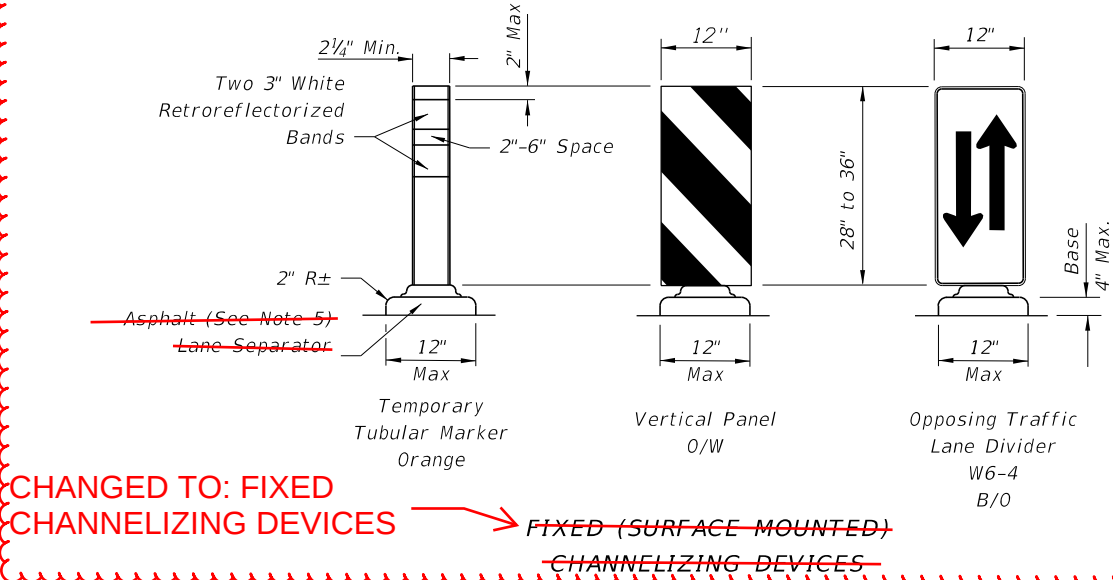
Capitalized and/ or
Added: Sign Number
(MOT-11-06)

1. For single business entrances, place one 24" x 36" business sign for each driveway entrance affected. Signs shall show specific business names. Logos may be provided by business owners. Standard BUSINESS ENTRANCE sign in Index 700-102 may be used when approved by the Engineer.
2. When several businesses share a common driveway entrance, place one 24" x 36" standard BUSINESS ENTRANCE sign in accordance with Index 700-102 at the common driveway entrance.
3. Channelizing devices shall be placed at a reduced spacing on each side of the driveway entrance, but shall not restrict sight distance for the driveway users.
4. Business entrance signs are intended to guide motorist to business entrances moved/modified or disturbed during construction projects. Business entrance signs are not required where there is minimal disruption to business driveways which is often the case with resurfacing type projects.

PLACEMENT OF BUSINESS ENTRANCE SIGNS AND
CHANNELIZING DEVICES AT BUSINESS ENTRANCE



PLAN
MOVED TO SHEET 10



CHANGED TO: FIXED
CHANNELIZING DEVICES
~~FIXED (SURFACE MOUNTED)
CHANNELIZING DEVICES~~

ADDED Note:
Use tapered ends at the
beginning and end of each run
of temporary lane separator to
form a gradual increase in
height from the pavement level
to the top of the temporary lane
separator.

SECTION AA

1. Temporary lane separators shall be supplemented with any of the following approved fixed (surface mounted) channelizing devices: temporary tubular markers, vertical panels, or opposing traffic lane divider panels. Opposing traffic lane divider panels (W6-4) shall only be used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation. Temporary Tubular Markers, Vertical Panels and Opposing Traffic Lane Divider panels shall not be intermixed within the limits where the temporary lane separator is used. The connection between the channelizing device and the temporary lane separator curb shall hold the channelizing device in a vertical position.
2. ReflectORIZED materials shall have a smooth sealed outer surface which will display the same approximate color day and night. Furnish channelizing devices having retroreflective sheeting meeting the requirements of Section 990.
3. 12" openings for drainage shall be constructed in the asphalt and portable temporary lane separator at a maximum spacing of 25' in areas with grades of 1% or less or 50' in areas with grades over 1% as directed by the Engineer.
4. Tapered ends shall be used at the beginning and end of each run of the temporary lane separator to form a gradual increase in height from the pavement level to the top of the temporary lane separator.
5. The Contractor has the option of using portable temporary lane separators containing fixed channelizing devices in lieu of the temporary asphalt separator and channelizing devices detailed on this sheet. The portable temporary lane separator shall come in portable sections that can be connected to maintain continuous alignment between the separate curb sections. Each temporary lane separator section shall be 36 inches to 48 inches in total length. Portable temporary lane separators shall duplicate the color of the pavement marking. Portable temporary lane separators shall be one of those listed on the Approved Products List.

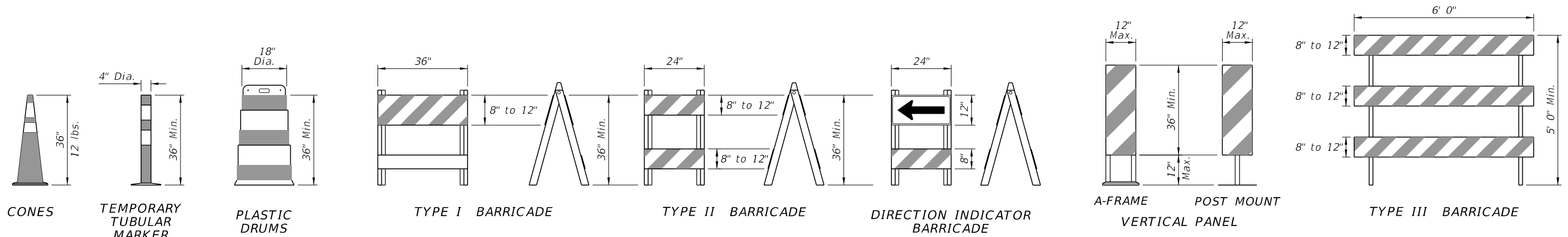
MOVED TO:
Specification
102-9.16

MOVED TO:
Specification 102-9.16

MOVED TO:
Specification 102-9.16
Covered in Specification
990-16

TEMPORARY LANE SEPARATOR

LAST REVISION	DESCRIPTION:	FDOT	FY 2022-23 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX	SHEET
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CHANNELIZING DEVICES

CHANNELIZING DEVICE NOTES:

- The details shown on this sheet are for the following purposes:
 - for ease of identification and
 - to provide information that supplements or supersedes that provided by the MUTCD.
- The Type III Barricade shall have a unit length of 6'-0" only. When barricades of greater lengths are required those lengths shall be in multiples of the 6'-0" unit.
- No sign panel should be mounted on any channelizing device unless the channelizing device/sign combination was found to be crashworthy and the sign panel is mounted in accordance with the vendor drawing for the channelizing device shown on the Approved Products List (APL).
- Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
- The direction indicator barricade may be used in tapers and transitions where specific directional guidance to drivers is necessary. If used, direction indicator barricades shall be used in series to direct the driver through the transition and into the intended travel lane.

6. The splicing of sheeting is not permitted on channelizing devices or MOT signs.

7. For rails less than 3'-0" long, 4" stripes shall be used.

MOVED TO: Specification 990-13

8. Cones shall:

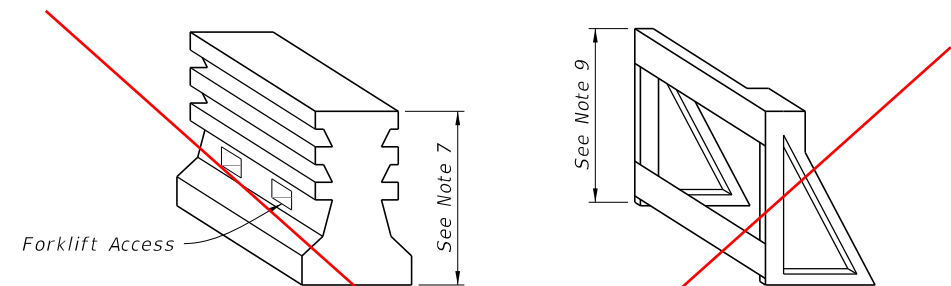
- Be used only in active work zones where workers are present.
- Be reflectorized as per the MUTCD with Department-approved reflective collars when used at night.

UPDATED: Cones abd Temporary Tubular Markers...

9. For pedestrian longitudinal channelizing devices, the device shall have a minimum of 8" continuous detectable edging above the walkway. A gap not exceeding a height of 2" is allowed to facilitate drainage. The top surface of the device shall be a minimum height of 32" and have a 1/8" or less difference in any plane at all connection points between the devices to facilitate hand trailing. The bottom and the top surface of the device shall be in the same vertical plane. If pedestrian drop-off protection is required, the device shall have a footprint or offset of at least 2', otherwise the device must be at least 42" in height above the walkway and be anchored or ballasted to withstand a 200 lb lateral point load at the top of the device.

MOVED TO: Specification 990-14

ADDED:
"Channelizing
Devices" Notes from
Sheet 7 as Notes 8
and 9



PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES

DELETED DETAIL AND NOTES

TEMPORARY BARRIER NOTES:

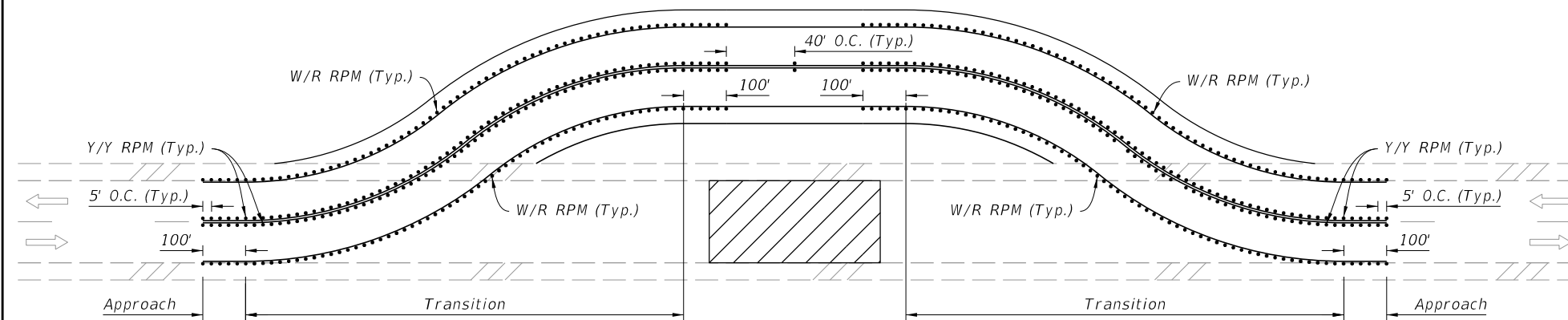
- Where a barrier is specified, any of the types below may be used in accordance with the applicable Index:

Index	Description
102-100	Temporary Barrier
102-120	Low Profile Barrier
536-001	Guardrail

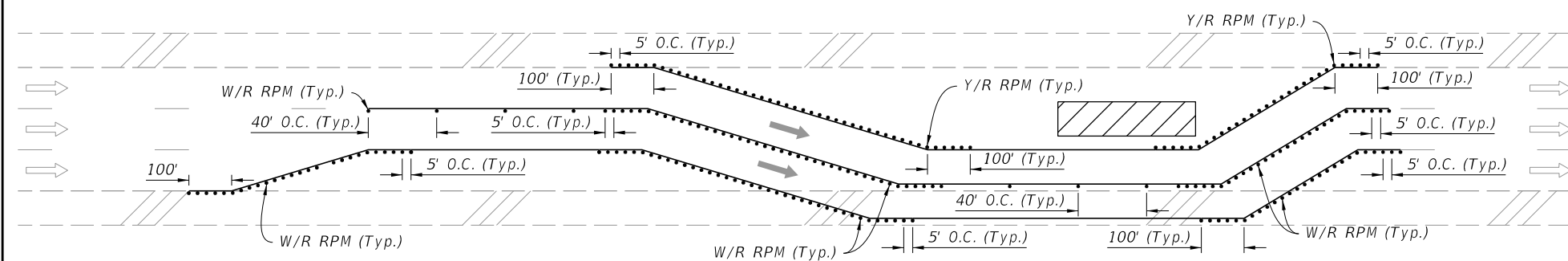
- Trailer Mounted Barriers may be used to provide positive protection for workers within the work areas. APL drawings may be used as a guide to develop project specific Temporary Traffic Control Plans that are signed and sealed by the Contractor's Engineer.

MOVED TO: Specification 102

ADDED FIXED
CHANNELIZING DEVICES
detail and note from Sheet 9



RPM PLACEMENT ON TWO-LANE ROADWAYS



RPM PLACEMENT ON MULTILANE ROADWAYS
(Lane Shift Shown, Other Multilane Typical Applications Similar)

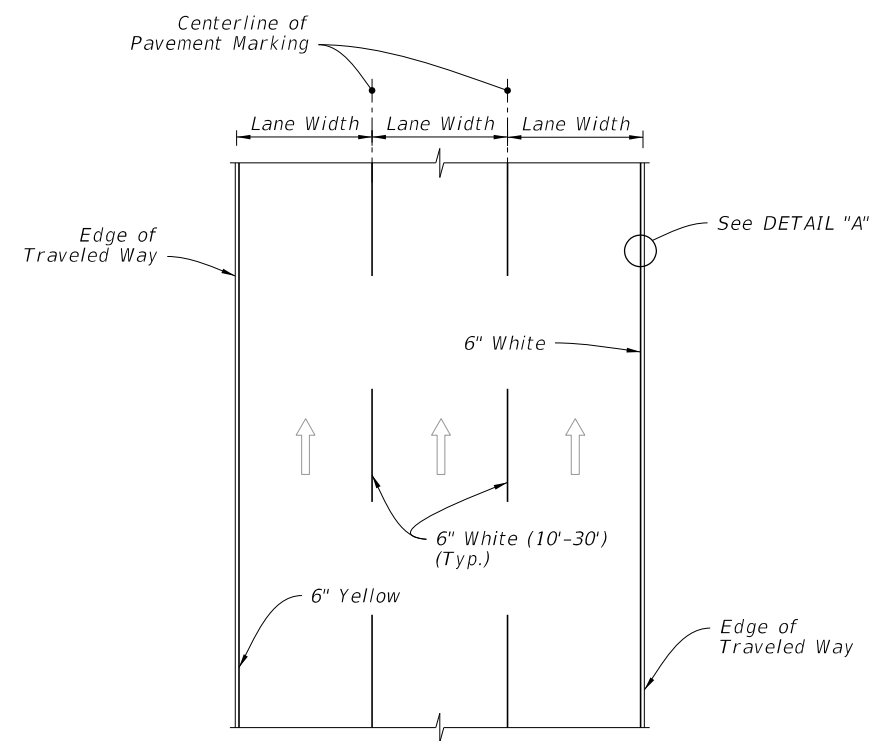
NOTES:

1. Install RPMs as a supplement to:
 - a. All lane lines
 - b. Edge lines in transitions (e.g., merges, diversions, lane shifts)
 - c. Edge lines of gore areas
2. Extend pavement marking and 5' RPM spacing by 100' in each direction for all transitions regardless of the line type.
3. Place RPMs in accordance with this detail and Index 706-001.

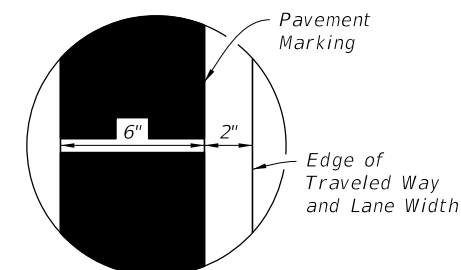
SYMBOLS:

-  Work Area
-  Lane Identification and Direction of Traffic

MOVED TO SHEET 1



PLAN VIEW



DETAIL "A"

RPM PLACEMENT IN WORK ZONES

PAVEMENT MARKINGS PLACEMENT

WORK ZONE PAVEMENT MARKINGS

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GENERAL NOTES:

1. This Index contains information specific to the Federal and State guidelines and standards for the preparation of Traffic Control Plans and for the execution of traffic control in work zones, for construction and maintenance operations and utility work on highways, roads and streets on the State Highway System. Certain requirements in this Index are based on the high volume nature of State Highways. For highways, roads and streets off the State Highway System, the local agency (City/County) having jurisdiction may adopt requirements based on the minimum requirements provided in the MUTCD.
2. Use this Index in conjunction with the Plans, Specification 102, and Indexes 102-601 through 102-680. Indexes 102-601 through 102-680 are Department-specific typical applications of commonly encountered situations. Adjust device location or number thereof as recommended by the Worksite Traffic Supervisor and approved by the Engineer. Devices include, but are not limited to, flaggers, portable temporary signals, signs, pavement markings, and channelizing devices. Use temporary barrier in accordance with Specification 102 and Indexes 102-100 through 102-120. Comply with MUTCD or applicable Department criteria for any changes and document the reason for the change.
3. Except for emergencies, any road closure on State Highway System must comply with Section 335.15 F.S.

SHEET	TABLE OF CONTENTS
1	General Notes, TTC Tables
2	Deinitions Temporary Traffic Control Devices Overhead Work Railroads Sight Distance Aboveground Hazard
3	Clear Zone Widths for Work Zones Superelevations Length of Lane Closures Lane Widths Overweight/Oversize Vehicles Signals Truck/Trailer-Mounted Attenuators Flagger Control High-Visibility Safety Apparel
4	Work Zone Signs
5	Work Zone Sign Supports
6	Survey Work Zones Speed Reduction Signing
7	Advance Warning Arrow Boards Side Road Intersecting the Work Zone
8	Drop-Off Condition Detail Pedestrian Way Drop-Off Conditions Travel Lane Treatment for Milling or Resurfacing Details Manholes/Crosswalks/Joints
9	Placement of Business Entrance Signs and Cannelizing Devices at Business Entrance Auxiliary Lane Closure
10	Channelizing Devices
11	Work Zone Pavement Markings

TABLE 1 CHANNELIZING DEVICE SPACING				
Work Zone Speed (mph)	Max. Spacing (feet)			
	Cones or Temporary Tubular Markers		Type I Barricades, Type II Barricades, Vertical Panels, or Drums	
	Taper	Tangent	Taper	Tangent
≤ 45	25	50	25	50
≥ 50	25	50	50	100

TABLE 2 TAPER LENGTH																
Work Zone Speed (mph)							Minimum Length (Feet)									
≤ 40							L = (WS²)/60									
≥ 45							L = WS									
Example "L" Values																
S (mph)	W (Width of Offset in Feet)															
	4			5			8			10			12			
	L	L/2	L/3	L	L/2	L/3	L	L/2	L/3	L	L/2	L/3	L	L/2	L/3	
25	42	21	14	52	26	17	83	42	28	104	52	35	125	63	42	
30	60	30	20	75	38	25	120	60	40	150	75	50	180	90	60	
35	82	41	27	102	51	34	163	82	54	204	102	68	245	123	82	
40	107	53	36	133	67	44	213	107	71	267	133	89	320	160	107	
45	135	68	45	225	113	75	360	180	120	450	225	150	540	270	180	
50	167	83	56	250	125	83	400	200	133	500	250	167	600	300	200	
55	202	101	67	275	138	92	440	220	147	550	275	183	660	330	220	
60	240	120	80	300	150	100	480	240	160	600	300	200	720	360	240	
65	282	141	94	325	163	108	520	260	173	650	325	217	780	390	260	
70	327	163	109	350	175	117	560	280	187	700	350	233	840	420	280	
NOTE: Unless otherwise shown: Use L for merging tapers Use L/2 for shifting tapers Use L/3 for shoulder tapers																

TABLE 3 WORK ZONE SIGN SPACING "X"	
Road Type	Min. Spacing (feet)
Arterials and Collectors with Work Zone Speed ≤ 40 mph	200
Arterials and Collectors with Work Zone Speed ≥ 45 mph	500
Limited Access Roadways *	1,500
* For Limited access roadways with work zone speed ≤ 55 mph, the minimum spacing may be reduced in accordance with the MUTCD and as approved by the Engineer.	

SYMBOLS:	
	Work Area
	Channelizing Device
	Work Zone Sign
	Type III Barricade
	Lane Identification and Direction of Traffic

TABLE 4 BUFFER LENGTH "B"	
Work Zone Speed (mph)	Min. Length (feet)
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
Note: When Buffer Length "B" cannot be attained due to geometric constraints, use the greatest length possible, but not less than 155 feet.	

DEFINITIONS:

Regulatory Speed (In Work Zones)

The maximum permitted travel speed posted for the work zone is indicated by the regulatory speed limit signs. The work zone speed must be shown or noted in the plans. This speed should be used as the minimum design speed to determine runout lengths, departure rates, flare rates, lengths of need, clear zone widths, taper lengths, crash cushion requirements, marker spacings, superelevation and other similar features.

Advisory Speed

The maximum recommended travel speed through a curve or a hazardous area.

Traveled Way

The portion of the roadway for the movement of vehicles. For traffic control through work zones, travel way may include the temporary use of shoulders and any other permanent or temporary surface intended for use as a lane for the movement of vehicular traffic.

- A. Travel Lane: The designated widths of roadway pavement marked to carry through traffic and to separate it from opposing traffic or traffic occupying other traffic lanes.
- B. Auxiliary Lane: The designated widths of roadway pavement marked to separate speed change, turning, passing and climbing maneuvers from through traffic.

Detour, Lane Shift, and Diversion

A detour is the redirection of traffic onto another roadway to bypass the temporary traffic control zone. A lane shift is the redirection of traffic onto a different section of the permanent pavement. A diversion is the redirection of traffic onto a temporary roadway, usually adjacent to the permanent roadway and within the limits of the right of way.

Aboveground Hazard

An aboveground hazard is any object, material or equipment other than traffic control devices that encroaches upon the travel way or that is located within the clear zone which does not meet the Department's safety criteria, i.e., anything that is greater than 4" in height and is firm and unyielding or doesn't meet breakaway requirements.

TEMPORARY TRAFFIC CONTROL DEVICES:

1. All temporary traffic control devices shall be ON the Department's Approved Products List (APL). Ensure the appropriate APL number is permanently marked on the device in a readily visible location.
2. All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate shall be removed or covered. Do not store temporary traffic control devices on the shoulder, sidewalk, or other roadway facility not affected by the work when work is suspended.
3. Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Trailer, Portable Regulatory Signs, and any other trailer mounted device shall be delineated with a channelizing device placed at each corner when in use and shall be moved outside the travel way and clear zone or be shielded by a barrier or crash cushion when not in use.

OVERHEAD WORK:

Work is only allowed over a traffic lane when one of the following options is used:

OPTION 1 (OVERHEAD WORK USING A MODIFIED LANE CLOSURE)

- Overhead work using a modified lane closure is allowed if all of the following conditions are met:
- A. Work operation is located in a signalized intersection and limited to signals, signs, lighting and utilities.
 - B. Work operations are 60 minutes or less.
 - C. Speed limit is 45 mph or less.
 - D. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
 - E. Aerial lift equipment is placed directly below the work area to close the lane.
 - F. Traffic control devices are placed in advance of the vehicle/equipment closing the lane using a minimum 100 foot taper.
 - G. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.

OPTION 2 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)

- Overhead work above a open traffic lane is allowed if all of the following conditions are met:
- A. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
 - B. Work operations are 60 minutes or less.
 - C. Speed limit is 45 mph or less.
 - D. No encroachment by any part of the work activities and equipment within an area bounded by 2 feet outside the edge of traveled way and 18 feet high.
 - E. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
 - F. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
 - G. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
 - H. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 3 (OVERHEAD WORK ADJACENT TO AN OPEN TRAFFIC LANE)

- Overhead work adjacent to an open traffic lane is allowed if all of the following conditions are met:
- A. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
 - B. Work operations are 1 day or less.
 - C. Speed limit is 45 mph or less.
 - D. No encroachment by any part of the work activities and equipment within 2 foot from the edge of traveled way up to 18' height. Above 18' in height, no encroachment by any part of the work activities and equipment over the open traffic lane (except as allowed in Option 2 for work operations of 60 minutes or less).
 - E. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
 - F. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
 - G. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
 - H. Other Governmental Agencies, Rail facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OVERHEAD WORK: (Cont.)

OPTION 4 (OVERHEAD WORK MAINTAINING TRAFFIC WITH NO ENCROACHMENT BELOW THE OVERHEAD WORK AREA)

- Detour, shift, divert, or pace traffic to not encroach in the area directly below the overhead work operation in accordance with the associated Indexes or detailed in the Plans This option applies to, but not limited to, the following construction activities:
- A. Beam, girder, segment, and bent/pier cap placement.
 - B. Form and falsework placement and removal.
 - C. Concrete placement.
 - D. Railing construction located at edge of deck.
 - E. Structure demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)

- For initial tensioning of overhead cable and de-energized conductor, pull to tension in accordance with the appropriate Indexes or Temporary Traffic Control Plan.
- Continuous pulling operations of secured cable and/or conductors are allowed over open lane(s) of traffic with no encroachment by any part of the work activities, materials or equipment within the minimal vertical clearance above the traveled way. The utility shall take precautions to ensure that pull ropes and conductors/cables at no time fall below the minimum vertical clearance.

- On Limited Access facilities, a site specific temporary traffic control plan is required. The temporary traffic control plan shall include:
- A. The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
 - B. During pulling operations, advance warning consisting of no less than a Changeable Message Sign upstream of the work area with alternating messages, "Overhead Work Ahead" and "Be Prepared to Stop" followed by a traffic control officer and police vehicle with blue lights flashing during the pulling operation.

RAILROADS:

Railroad crossings affected by a construction project should be evaluated for traffic controls to reduce queuing on the tracks. The evaluation should include as a minimum: traffic volumes, distance from the tracks to the intersections, lane closure or taper locations, signal timing, etc.

SIGHT DISTANCE:

1. Tapers: Transition tapers should be obvious to drivers. If restricted sight distance is a problem (e.g., a sharp vertical or horizontal curve), the taper should begin well in advance of the view obstruction. The beginning of tapers should not be hidden behind curves.
2. Intersections: Traffic control devices at intersections must provide sight distances for the road user to perceive potential conflicts and to traverse the intersection safely. Construction equipment and materials shall not restrict intersection sight distance.

ABOVEGROUND HAZARD:

1. Aboveground hazards (see definitions) are to be considered work areas during working hours and treated with appropriate work zone traffic control procedures. During nonworking hours, all objects, materials and equipment that constitute an aboveground hazard must be stored/placed outside the travel way and clear zone or be shielded by a barrier or crash cushion.
2. For aboveground hazards within a work zone the clear zone required should be based on the regulatory speed posted during construction.

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CLEAR ZONE WIDTHS FOR WORK ZONES:

The term 'clear zone' describes the unobstructed relatively flat area, impacted by construction, extending outward from the edge of the traffic lane. The table below gives clear zone widths in work zones for medians and roadside conditions other than for roadside canals; where roadside canals are present, clear zone widths are to conform with the distances to canals as described in the FDOT Design Manual 215.2.

TABLE 5 CLEAR ZONE WIDTHS FOR WORK ZONES		
WORK ZONE SPEED (MPH)	TRAVEL LANES & MULTILANE RAMPS (feet)	AUXILIARY LANES & SINGLE LANE RAMPS (feet)
60-70	30	18
55	24	14
45-50	18	10
30-40	14	10
ALL SPEEDS CURB & GUTTER	4' BEHIND FACE OF CURB	4' BEHIND FACE OF CURB
NOTE: For temporary conditions where existing curb has been removed but not reconstructed, curb and gutter values may be used.		

SUPERELEVATION:

Horizontal curves constructed in conjunction with work zone traffic control should have the required superelevation applied to the design radii. Under conditions where normal crown controls curvature, the minimum radii that can be applied are listed in the table below.

TABLE 6 MINIMUM RADII FOR NORMAL CROWN	
WORK ZONE POSTED SPEED (MPH)	MINIMUM RADIUS (feet)
70	4090
65	3130
60	2400
55	1840
50	1390
45	1080
40	820
35	610
30	430
Superelevate When Smaller Radii is Used	

LENGTH OF LANE CLOSURES:

For interstates and state highways with a posted speed of 55 MPH or greater, lane closures must not exceed 3 miles (includes taper, buffer, and work zone) in any given direction and must not close two consecutive interchanges.

LANE WIDTHS:

Existing lane widths should be maintained through the work zone wherever practical. Provide minimum widths for work zone travel lanes as follows:

- A. 11' for Interstates and Toll Facilities with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration. Obtain concurrence from the Engineer for the designation of the 12' lane.
- B. 11' for all other limited access roadways
- C. 12' for single lane ramps
- D. 10' for all other facilities

OVERWEIGHT/OVERSIZE VEHICLES:

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over dimensioned loads. The Contractor shall notify the Engineer who in turn shall notify the State Permits Office, phone no. (850) 410-5777, at least seven calendar days in advance of implementing a maintenance of traffic plan which will impact the flow of overweight/oversized vehicles. Information provided shall include location, type of restriction (height, width or weight) and restriction time frames. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

SIGNALS:

Existing traffic signal operations that require modification in order to carry out work zone traffic control shall be included in the Plans and be approved by the District Traffic Operations Engineer.

Refer to Specification 102-9 for additional information.

TRUCK/TRAILER-MOUNTED ATTENUATORS:

Truck/Trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Index 102-607. For short-term, stationary operations, see Part VI of the MUTCD.

FLAGGER CONTROL:

Where flaggers are used, a FLAGGER symbol or legend sign must replace the WORKERS symbol or Legend sign.

The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the flagging instructions, and to permit traffic to reduce speed or to stop as required before entering the work site. Flaggers shall be positioned to maintain maximum color contrast between the Flagger's high-visibility safety apparel and equipment and the work area background.

Hand-Signaling Devices

STOP/Slow paddles are the priamary hand-signaling device.

Flag use is limited to immediate emergencies, intersections, and when working on the centerline or shared left turn lanes where two (2) flaggers are required and there is opposing traffic in the adjacent lanes. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 inches in length. When used at nighttime, flags shall be retroreflectORIZED red.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used at night.

Flagger Stations

Flagger stations shall be located far enough in advance of the work area so that approaching road users will have sufficient distance to stop before entering the work area. When used at nighttime, the flagger station shall be illuminated.

HIGH-VISIBILITY SAFETY APPAREL:

All high-visibility safety apparel shall meet the requirements of the International Safety Equipment Association (ISEA) and the American National Standards Institute (ANSI) for "High-Visibility Safety Apparel", and labeled as ANSI/ISEA 107-2004 or newer. The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined by the standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. Class 3 apparel may be substituted for Class 2 apparel. Replace apparel that is not visible at 1,000 feet.

WORKERS: All workers within the right-of-way shall wear ANSI/ISEA Class 2 apparel. Workers operating machinery or equipment in which loose clothing could become entangled during operation shall wear fitted high-visibility safety apparel. Workers inside the bucket of a bucket truck are not required to wear high-visibility safety apparel.

UTILITIES: When other industry apparel safety standards require utility workers to wear apparel that is inconsistent with FDOT requirements such as NFPA, OSHA, ANSI, etc., the other standards for apparel may prevail.

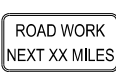
FLAGGERS: For daytime activities, Flaggers shall wear ANSI/ISEA Class 2 apparel. For nighttime activities, Flaggers shall wear ANSI/ISEA Class 3 apparel.



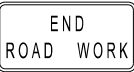
E5-2
B/O



E5-2a
B/O



G20-1
B/O



G20-2
B/O



G20-4
B/O



M4-8
B/O



M4-8A
B/O



M4-9L
B/O



M4-9R
B/O



M4-10L
O/B



M4-10R
O/B



0M-3R
B/Y



R1-1
W/R



R1-2
RW/R



R2-1
B/W



R4-1
B/W



R4-2
B/W



R4-5
B/W



R4-7
B/W



R4-8
B/W



R4-7AL
B/W



R4-7AR
B/W



R4-7BL
B/W



R4-7BR
B/W



R4-11
B/W



R5-1
WR/W



R9-8
B/W



R9-9
B/W



R9-10
B/W



R9-11
B/W



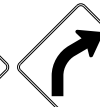
R9-11a
B/W



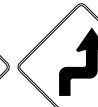
R11-2
B/W



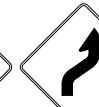
W1-1R
B/O



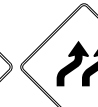
W1-2R
B/O



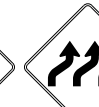
W1-3R
B/O



W1-4R
B/O



W1-4b
B/O



W1-4c
B/O



W1-6
B/O



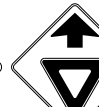
W1-7
B/O



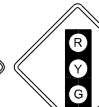
W1-8
B/O



W3-1
RB/O



W3-2
RB/O



W3-3
B(RYG)/O



W3-4
B/O



W3-5
B/O



W4-1
B/O



W4-2
B/O



W5-1
B/O



W5-2
B/O



W5-3
B/O



W6-1
B/O



W6-2
B/O



W6-3
B/O



W8-1
B/O



W8-2
B/O



W8-3
B/O



W8-4
B/O



W8-5
B/O



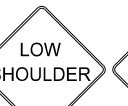
W8-6
B/O



W8-7
B/O



W8-8
B/O



W8-9
B/O



W8-9a
B/O



W8-11
B/O



W8-15P
B/O



W9-1L
B/O



W9-1R
B/O



W9-2L
B/O



W9-2R
B/O



W10-1
B/O



W11-1
B/O



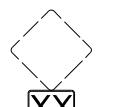
W11-2
B/O



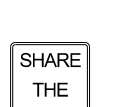
W12-1
B/O



W12-2
B/O



W13-1
B/O



W16-1P
B/O



W16-2P
B/O



W16-7P
B/O



W20-1A
B/O



W20-1B
B/O



W20-1C
B/O



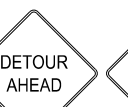
W20-1D
B/O



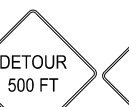
W20-1E
B/O



W20-1F
B/O



W20-2A
B/O



W20-2B
B/O



W20-2C
B/O



W20-2D
B/O



W20-2E
B/O



W20-3
B/O



W20-4
B/O



W20-5a
B/O



W20-5L
B/O



W20-5R
B/O



W20-5C
B/O



W20-7A
B/O



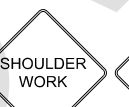
W20-7
B/O



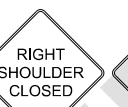
W21-1A
B/O



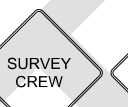
W21-1
B/O



W21-5
B/O



W21-5a
B/O



W21-6
B/O



W21-7
B/O

COLOR CODES:
Legend and/or Symbol Background

R-Red (Reflectorized)

O-Orange (Reflectorized)

Y-Yellow (Reflectorized)

B-Black (Non-Reflectorized)

G-Green (Reflectorized)

W-White (Reflectorized)

NOTES:

1. The size of diamond shaped Temporary Traffic Control (TTC) warning signs shall be a minimum of 48" X 48".

2. Fluorescent orange shall be used for all orange colored work zone signs.

3. The sign shields, symbols and messages contained on this sheet are provided for ready reference to those signs used in the development of the 102 Series of Indexes and are commonly used in the development of traffic control plans. For additional signs and sign detail information refer to the STANDARD HIGHWAY SIGNS MANUAL as specified in the MUTCD. Special signs for traffic control plans will be as approved by the State Traffic Plans Engineer.

The sign codes shown on this sheet are for the purpose of identifying cell names found in the Traffic Control Cell Library (TCZ.Cel).

The STANDARD HIGHWAY SIGNS MANUAL should be referenced for the official sign codes for use in the development of traffic control plans.

4. See Index 700-102 for Department specific MOT sign details.

5. Mesh signs and non-retroreflective vinyl signs may only be used for daylight operations. Non-retroreflective vinyl signs must meet the requirements of Specifications 994.

6. Retroreflective vinyl signs meeting the requirements of Specification 994 may be used for daylight or night operations not to exceed 1 day except as noted in the Indexes.

7. Rigid or Lightweight sign panels may be used in accordance with the vendor APL drawing for the sign stand to which they are attached.

8. Signing for the control of traffic entering and leaving work zones by way of intersecting crossroads shall be adequate to make drivers aware of work zone conditions. When Work operations exceed 60 minutes, place the ROAD WORK AHEAD sign on the side street entering the work zone.

9. Adjoining work zones may not have sufficient spacing for standard placement of signs and other traffic control devices in their advance warning areas or in some cases other areas within their traffic control zones. Where such restraints or conflicts occur or are likely to occur, one of the following methods will be employed to avoid conflicts and prevent conditions that could lead to misunderstanding on the part of the traveling public as to the intended travel way by the traffic control procedure applied:

A. For scheduled projects the engineer in responsible charge of project design will resolve anticipated work zone conflicts during the development of the project traffic control plan. This may entail revision of plans on preceding projects and coordination of plans on concurrent projects.

B. Unanticipated conflicts arising between adjoining in progress highway construction projects will be resolved by the Resident Engineer for projects under his residency, and, by the District Construction Engineer for in progress projects under adjoining residencies.

C. The District Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.

D. The Unit Maintenance Engineer will resolve conflicts that occur within routine maintenance works; between routine maintenance work, unscheduled work and/or permitted work; and, between unit controlled maintenance works and highway construction projects.

10. Existing or temporary traffic control signs that are no longer applicable or are inconsistent with intended travel paths shall be removed or fully covered.

11. Sign blanks or other available coverings must completely cover the existing sign. Rigid sign coverings shall be the same size as the sign it is covering, and bolted in a manner to prevent movement.

12. Sign covers are incidental to work operations and are not paid for separately.

13. Detours should be signed clearly over their entire length so that motorists can easily determine how to return to the original roadway. The reverse curve (W1-4) warning sign should be used for the advanced warning for a lane shift. A diversion should be signed as a lane shift.

14. Advance Warning Signs shall be used at extended distance of one-half mile or more when limited sight distance or the nature of the obstruction may require a motorist to bring their vehicle to a stop. Extended distance Advanced Warning Signs may be required on any type roadway, but particularly be considered on multilane divided highways where vehicle speed is generally in the higher range (45 MPH or more).

15. The UTILITY WORK AHEAD sign (W21-7) may be used as an alternate to the ROAD WORK AHEAD or the ROAD WORK XX FT sign (W20-1) for utility operations on or adjacent to a highway.

16. The length of road work sign (G20-1) bearing the legend ROAD WORK NEXT _____ MILES is required for all projects of more than 2 miles in length. The number of miles entered should be rounded up to the nearest mile. The sign shall be located at begin construction points.

17. The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the work operation is less than 1 day. The sign should be placed approximately 500 feet beyond the end of a construction or maintenance project unless other distance is called for in the plans. When other Construction or Maintenance Operations occur within 1 mile this sign should be omitted and signing coordinated in accordance with Index 102-600, ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING.

WORK ZONE SIGNS

LAST REVISION 11/01/22	REVISION	DESCRIPTION:		FY 2023-24 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 4 of 11
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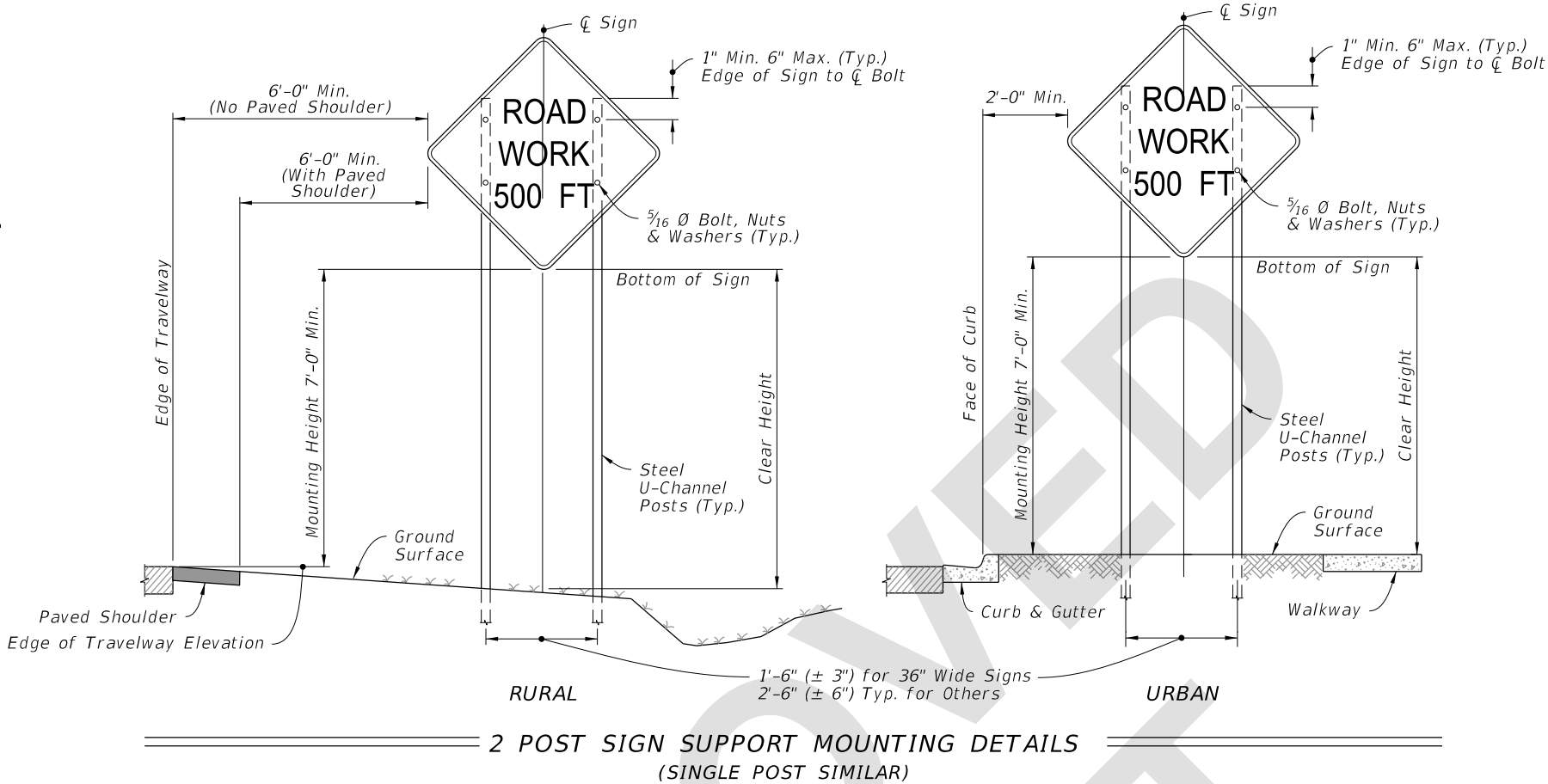
NOTES:

1. All signs shall be post mounted when work operations exceed one day except for:
- A. Road closure signs mounted in accordance with the vendor drawing for the Type III Barricade shown on the APL.

B. Pedestrian and bicycle advanced warning or pedestrian regulatory signs mounted on sign supports in accordance with the vendor drawing shown on the APL.

C. Barrier top mounted signs per Index 700-013.

D. Barrier side mounted signs per Index 700-012.
2. Signs mounted on temporary supports or barricades, and barricade/sign combination must be crashworthy.
3. The contractor may install 3 lb/ft Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.
4. Install all posts plumb.
5. The contractor may set posts in preformed holes to the specified depth with suitable backfill tamped securely on all sides, or drive 3 lb/ft sign posts and any size base post in accordance with the manufacturer's detail shown on the APL.

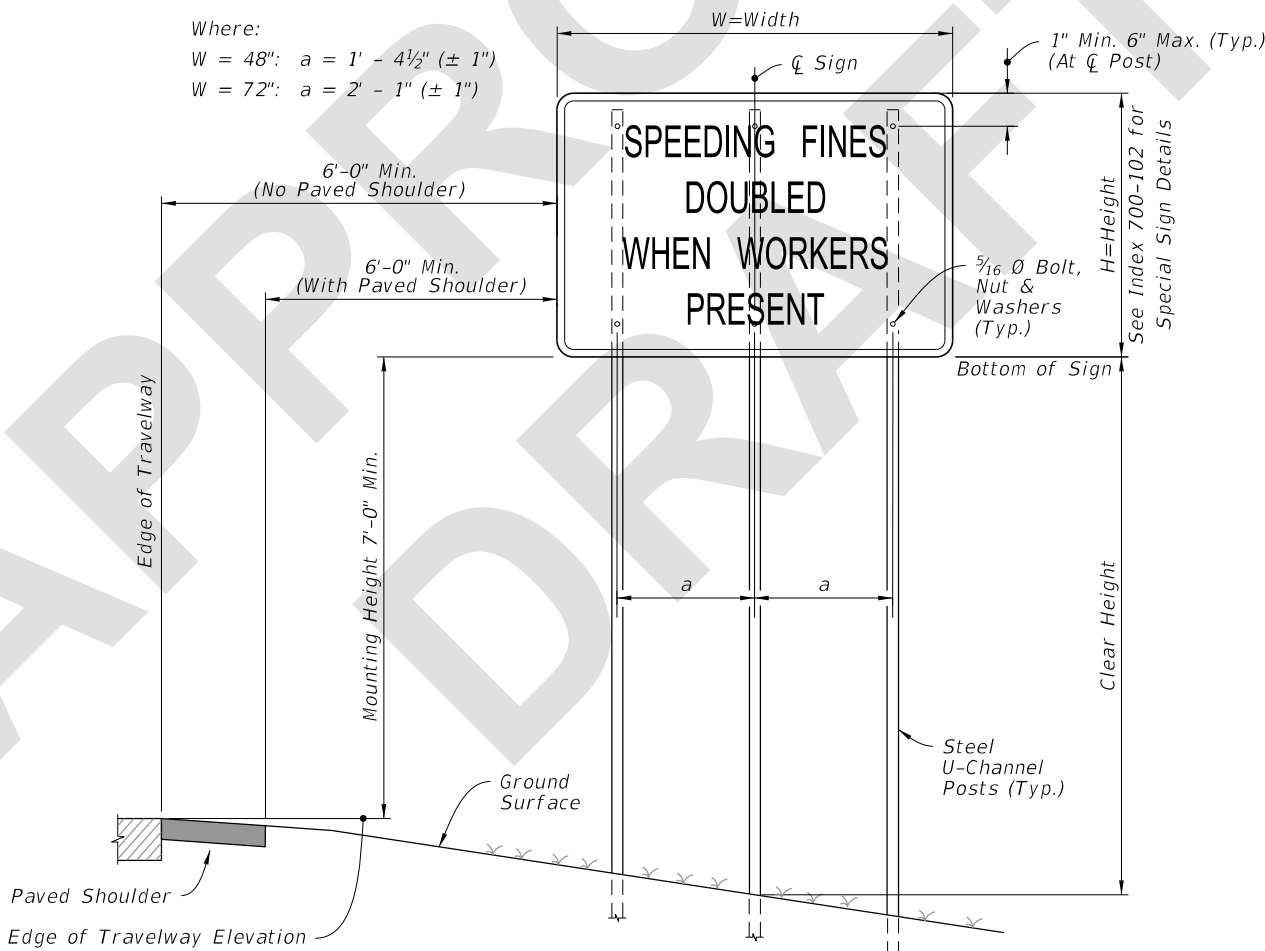


2 POST SIGN SUPPORT MOUNTING DETAILS
(SINGLE POST SIMILAR)

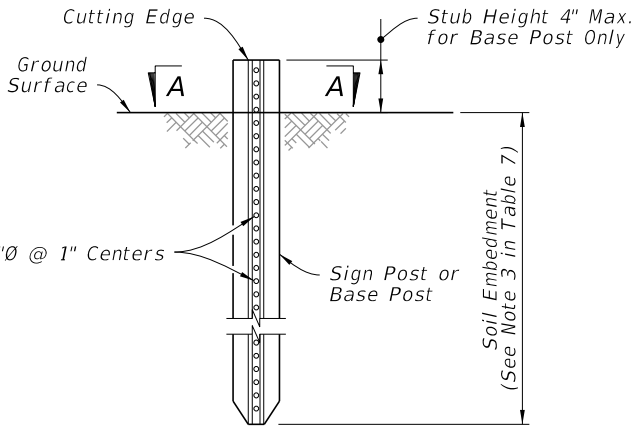
Where:

$W = 48": a = 1' - 4\frac{1}{2}" (\pm 1")$

$W = 72": a = 2' - 1" (\pm 1")$

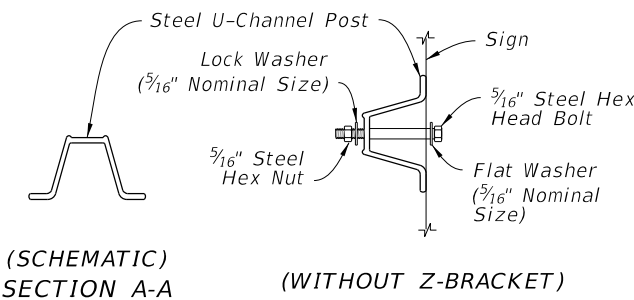


3 POST SIGN SUPPORT MOUNTING DETAILS



See APL for post, splice and connection details.
No bolts installed closer than 1" to cutting edge.

FOUNDATION DETAIL



(SCHEMATIC)
SECTION A-A

(WITHOUT Z-BRACKET)

SIGN ATTACHMENT DETAIL

TABLE 7
POST AND FOUNDATION
TABLE FOR
WORK ZONE SIGNS

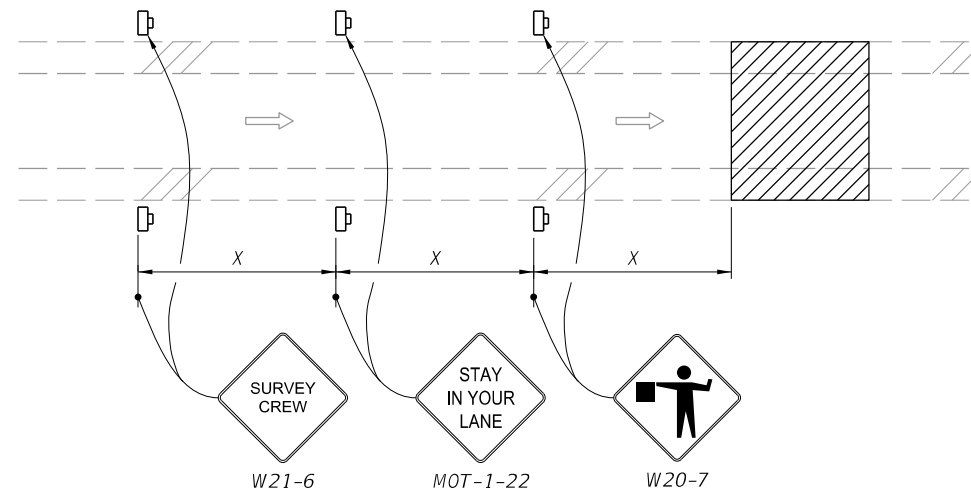
SIGN SHAPE	SIGN SIZE (inches)	NUMBER OF STEEL U CHANNEL POSTS
Octagon	30x30	1
	36x36x36	1
Triangle	48x48x48	1
	60x60x60	2
Rectangle (W x H)	24x18	1
	24x30	1
	30x24	1
	36x18	1
	36x24	1
	48x18	1
	48x24	1
	36x48	2
	48x30	2
	48x36	2
	54x36	2
	48x60	3
Square	72x48	3
	30x30	1
	36x36	2
	48x48	2
Diamond	48x48	2
Circle	36Ø	2

Notes For Table:

1. Use 3 lb/ft posts for Clear Height up to 10' and 4 lb/ft posts for Clear Height up to 12'.
2. Minimum foundation depth is 4.0' for 3 lb/ft posts and 4.5' for 4 lb/ft posts.
3. For both 3 lb/ft and 4 lb/ft base or sign posts installed in rock, a minimum cumulative depth of 2' of rock layer is required.
4. The soil plate as shown on the APL vendor drawing is not required for base posts or sign posts installed in existing rock (as defined in Note 3), asphalt roadway, shoulder pavement or soil under sidewalk.
5. For diamond warning signs with supplement plaque (up to 5 ft² in area), use 4 lb/ft posts for up to 10 ft Clear Height (measure to the bottom of diamond warning sign).

WORK ZONE SIGN SUPPORTS

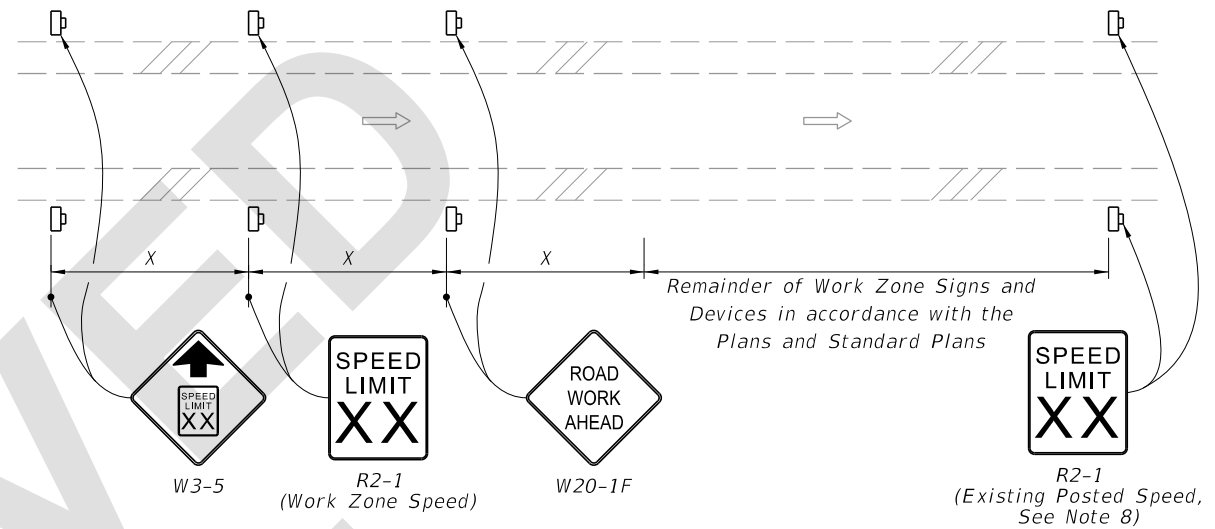
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NOTES:

- 1. X = Work Zone Sign Spacing (See Table 3).
- 2. The SURVEY CREW sign (W21-6) may replace the ROAD WORK AHEAD sign (W20-1F) at the discretion of the Party Chief where lane closures occur.
- 3. When only survey work is being performed using Temporary Traffic Control, the END ROAD WORK sign (G20-2) can be omitted.
- 4. When surveying between active traffic lanes or shared left turn lanes, the following provisions apply to Main Roadway Traffic Control Work Zones. These provisions must be adjusted by the Party Chief to fit roadway and traffic conditions when the Survey Work Zone includes intersections.
 - A. Add a STAY IN YOUR LANE (MOT-1-22) sign to the Advance Warning Sign sequence as the second most immediate sign from the work area.
 - B. Elevation Surveys: Cones may be used at the discretion of the Party Chief to protect prism holder and flagger(s). Cones, if used, may be placed at up to 50' intervals along the break line throughout the work zone.
 - C. Horizontal Control: Use cones to protect the backsite tripod or instrument when survey crew members are working between traffic lanes with traffic flow all in the same direction. Place cones at the equipment and a minimum of 200 feet toward both directions of traffic at a maximum of 50-foot intervals. When traffic is in only one direction, place cones at the equipment and a minimum of 200 feet toward the direction of traffic at a maximum of 50-foot intervals.

SURVEY WORK ZONES



NOTES:

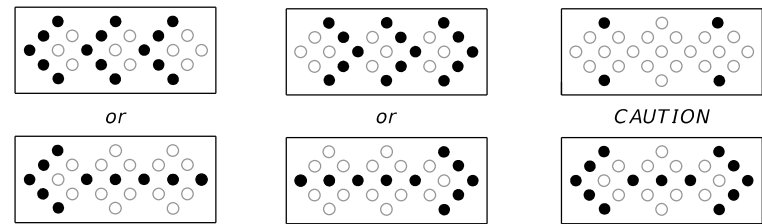
- 1. X = Work Zone Sign Spacing (See Table 3).
- 2. When called for in the Plans, use this detail in accordance with the Plans and Standard Plans. Place the speed reduction signs (W3-5 and R2-1) in advance of the ROAD WORK AHEAD sign (W20-1F) as shown.
- 3. Do not use this detail in conjunction with the Motorist Awareness System.
- 4. For speed reductions greater than 10 MPH, reduce the speed in 10 MPH increments of 'X' distance. Do not reduce the speed below the minimum statutory speed for the class of facility.
- 5. Place additional SPEED LIMIT signs (R2-1) at intervals of no more than one mile for rural conditions and 1,000 feet for urban conditions.
- 6. For undivided roadways, omit the signs shown in the median.
- 7. Remove temporary regulatory speed signs as soon as the conditions requiring the reduced speed no longer exist. Once the work zone regulatory speeds are removed, the regulatory speed existing prior to construction will automatically go back into effect.
- 8. The SPEED LIMIT sign (R2-1) may be omitted when there is an existing SPEED LIMIT sign (R2-1) within "X" distance after the last channelizing device or last Work Zone sign.

SPEED REDUCTION SIGNING

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MOVE/MERGE LEFT

MOVE/MERGE RIGHT

MOVE/MERGE
RIGHT
OR
LEFT

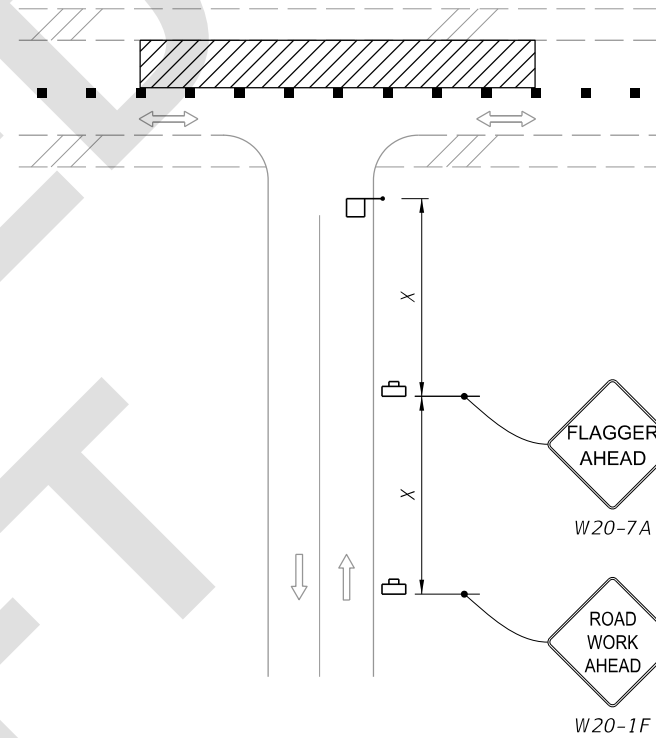
● Minimum Required Lamps
○ Additional Lamps Allowed

MODES

NOTES:

1. Use an arrow board in the arrow or chevron mode for stationary or moving lane closures on multilane roadways.
2. Use arrow board in the caution mode for shoulder work, blocking the shoulder, roadside work near the shoulder, or for temporarily closing one lane on a two-lane roadway.
3. Do not use a single arrow board to merge traffic laterally more than one lane. To close multiple lanes using arrow boards, place a single arrow board at the merging taper of each closed lane.
4. When Advance Warning Arrow Boards are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

ADVANCE WARNING ARROW BOARDS



NOTES:

1. X = Work Zone Sign Spacing (See Table 3).
2. Optionally, use FLAGGER AHEAD sign (W20-7A) with text instead of FLAGGER AHEAD sign (W20-7) with symbol.

SIDE ROAD INTERSECTING
THE WORK ZONE

9/21/2022 11:03:40 AM

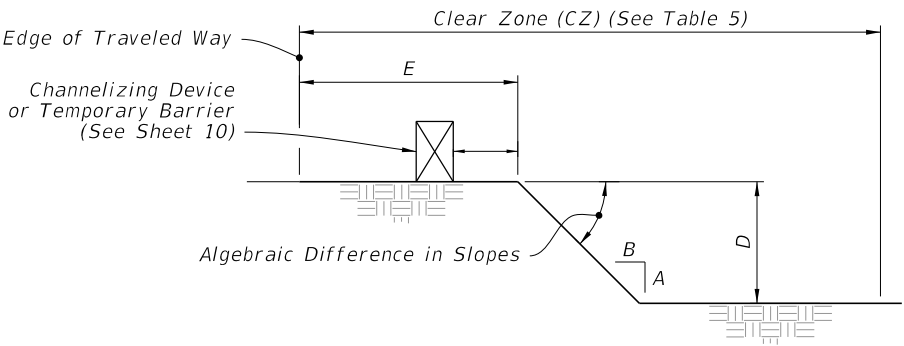


Table 8 Drop-off Protection Requirements			
Condition	E (ft)	D (in.)	Device Required
1	0-12	> 3	Temporary Barrier
2	> 12-CZ	> 3 to ≤ 5	Channelizing Device
3	0-CZ	> 5	Temporary Barrier
4	Removal of Bridge or Retaining Wall Barrier		Temporary Barrier
5	Removal of portions of Bridge Deck		Temporary Barrier

NOTES:

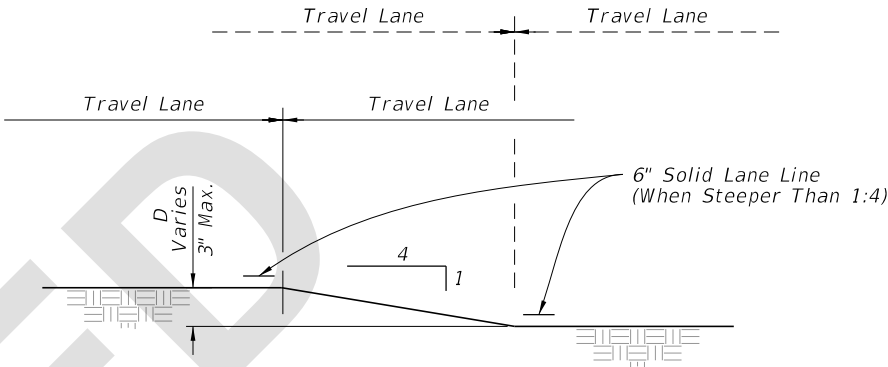
- These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.
- When drop-offs occur within the clear zone due to construction or maintenance activities, protection devices are required (See Table 8). A drop-off is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3" with slope (A:B) steeper than 1:4. In superelevated sections, the algebraic difference in slopes should not exceed 0.25 (See Drop-off Condition Detail).
- Drop-offs may be mitigated by placement of slopes with optional base material per Specifications Section 285. Slopes shallower than 1:4 may be required to avoid algebraic difference in slopes greater than 0.25. Include the cost for the placement and removal of the material in Maintenance of Traffic, LS. Use of this treatment in lieu of a temporary barrier is not eligible for CSIP consideration. Conduct daily inspections for deficiencies related to erosion, excessive slopes, rutting or other adverse conditions. Repair any deficiencies immediately.
- For Setback Distance, refer to the Index or Approved Products List (APL) drawing of the selected barrier.
- For Conditions 1 and 3 provided in Table 8, any drop-off condition that is created and restored within the same work period will not be subject to use of temporary barriers; however, channelizing devices will be required.
- When permanent curb heights are ≥ 6", no channelizing device will be required. For curb heights < 6", see Table 8.

DROP-OFF CONDITION DETAIL

NOTES:

- A pedestrian way drop-off is defined as:
 - a drop in elevation greater than 10" that is closer than 2' from the edge of the pedestrian way
 - a slope steeper than 1:2 that begins closer than 2' from the edge of the pedestrian way when the total drop-off is greater than 60"
- Protect any drop-off adjacent to a pedestrian way with pedestrian longitudinal channelizing devices, temporary barrier wall, or approved handrail.

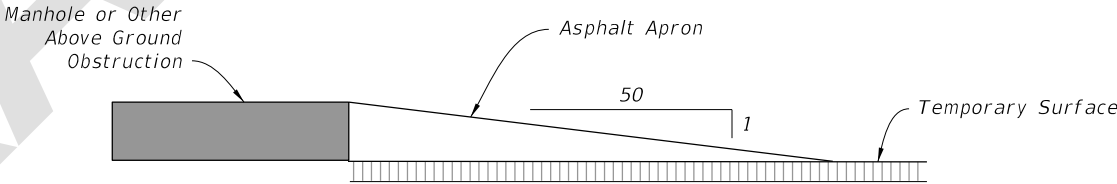
PEDESTRIAN WAY DROP-OFF CONDITIONS



NOTES:

- This treatment applies to resurfacing or milling operations between adjacent travel lanes.
- Whenever there is a difference in elevation between adjacent travel lanes, the W8-11 sign with "UNEVEN LANES" is required at intervals of ½ mile maximum.
- If D is 1½" or less, no treatment is required.
- Treatment allowed only when D is 3" or less.
- If the slope is steeper than 1:4 (not to be steeper than 1:1) use the DO NOT PASS sign (R4-1) and STAY IN YOUR LANE sign (M0T-1-22) as a supplement to the UNEVEN LANE sign (W8-11); this condition should never exceed 3 miles in length.

TRAVEL LANE TREATMENT FOR MILLING
OR RESURFACING DETAILS



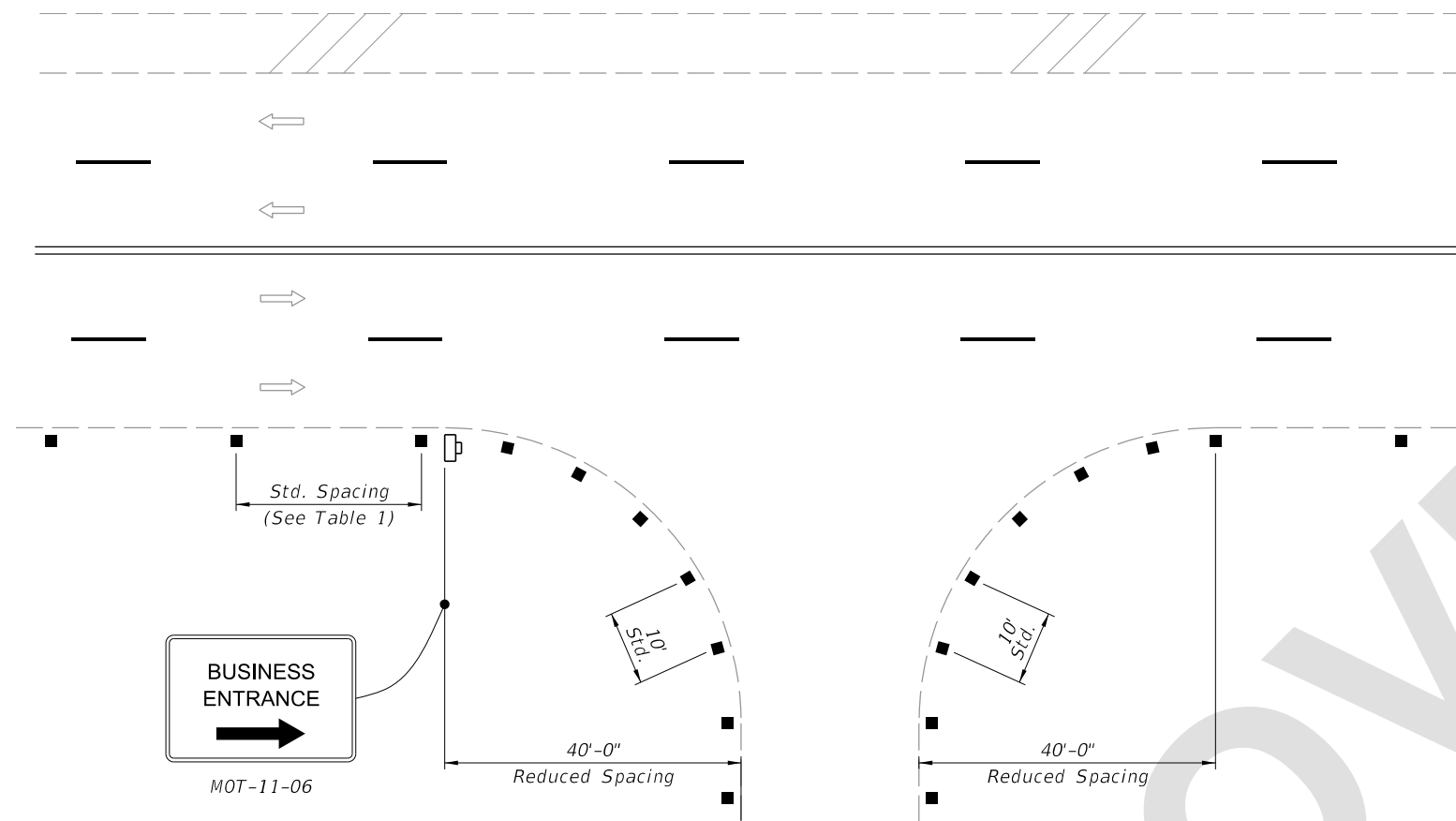
NOTES:

- Construct temporary asphalt apron as show above for the following:
 - Manholes extending 1" or more above the travel lane
 - Crosswalks having an uneven surface greater than 1/4"
 - All transverse joints that have a difference in elevation of 1" or more
- Remove the apshalt apron prior to constructing the next lift of asphalt.

MANHOLES/CROSSWALKS/JOINTS

DROP-OFFS IN WORK ZONES

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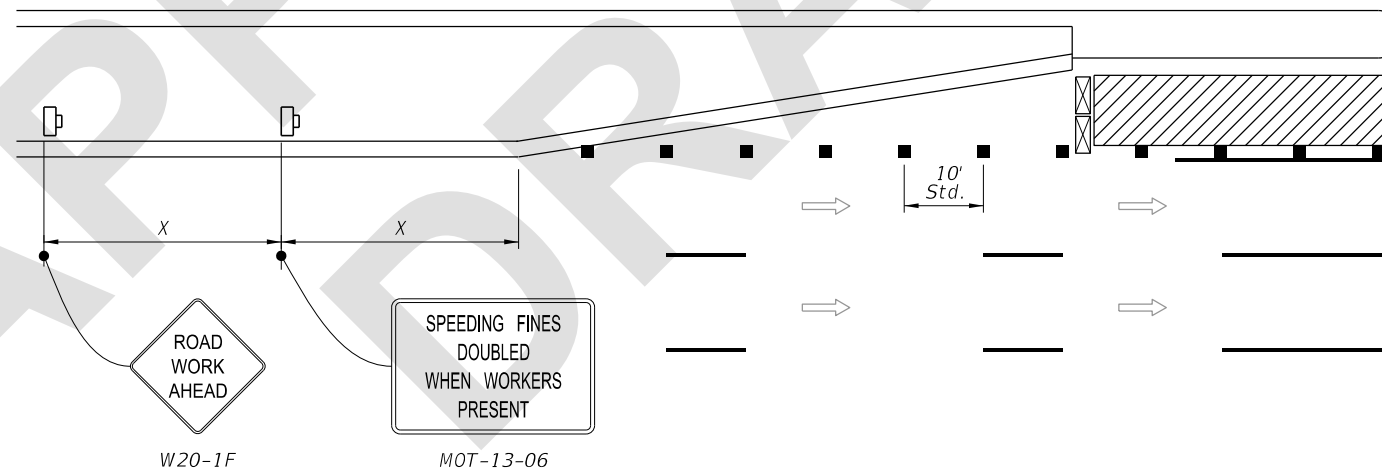
NOTES:

1. For single business entrances, place one 24" x 36" **BUSINESS ENTRANCE** sign (MOT-11-06) showing the specific business name for each affected driveway entrance. Logos may be provided by business owners. Standard **BUSINESS ENTRANCE** sign (MOT-11-06) may be used when approved by the Engineer.
2. When several businesses share a common driveway entrance, place one 24" x 36" standard **BUSINESS ENTRANCE** sign (MOT-11-06) in accordance with Index 700-102 at the common driveway entrance.
3. Channelizing devices shall be placed at a reduced spacing on each side of the driveway entrance, but shall not restrict sight distance for the driveway users.
4. Business entrance signs are intended to guide motorist to business entrances moved/modified or disturbed during construction projects. Business entrance signs are not required where there is minimal disruption to business driveways which is often the case with resurfacing type projects.

BUSINESS ENTRANCE SIGNS AND CHANNELIZING DEVICES PLACEMENT AT BUSINESS ENTRANCE

NOTES:

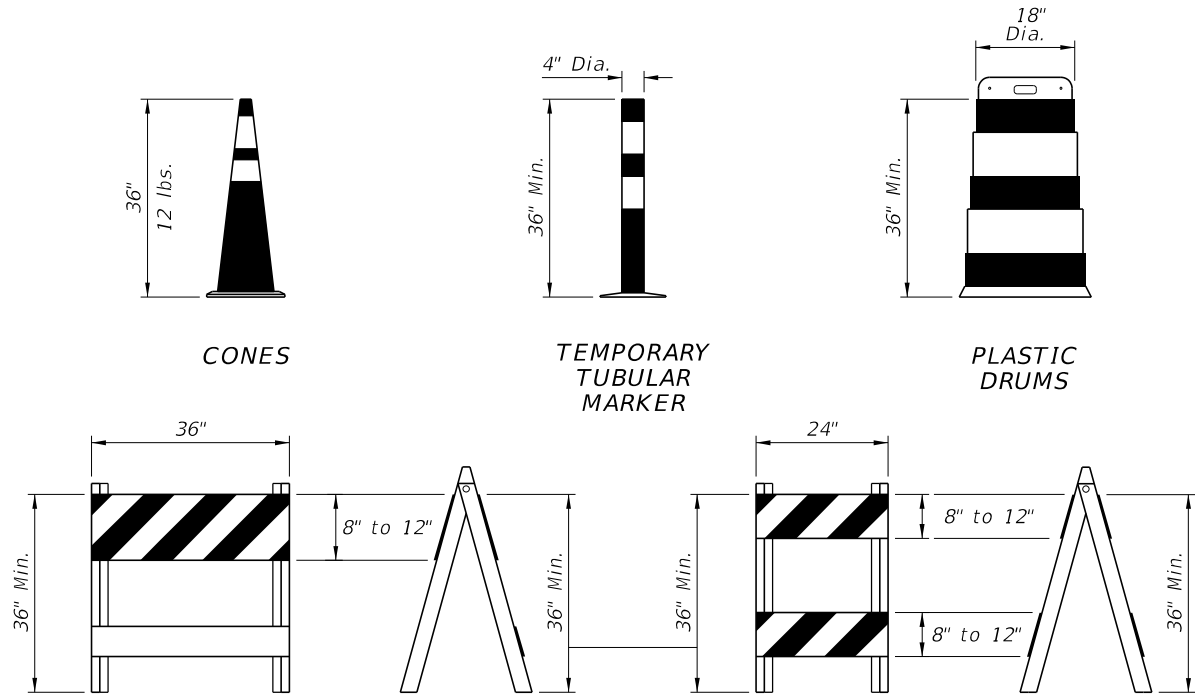
1. X = Work Zone Sign Spacing (See Table 3).
2. The **SPEEDING FINES DOUBLED WHEN WORKERS PRESENT** sign (MOT-13-06) may be omitted when work operation will be in place for 24 hours or less.



AUXILIARY LANE CLOSURE

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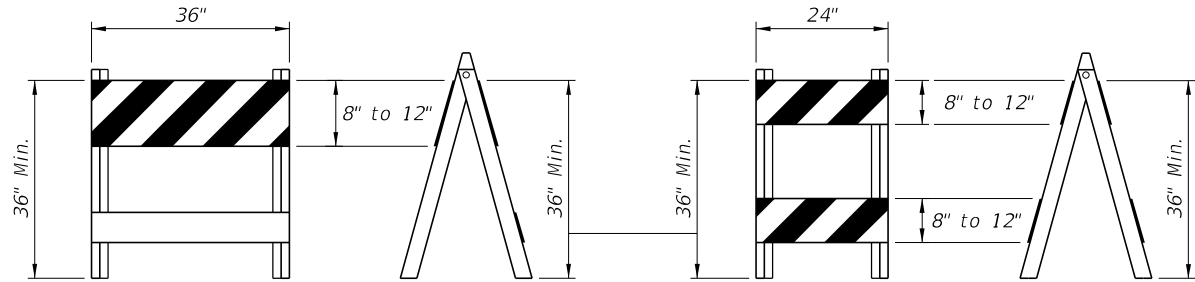
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CONES

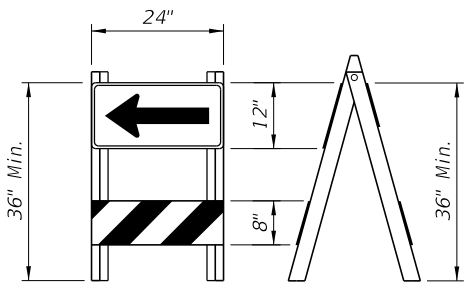
TEMPORARY
TUBULAR
MARKER

PLASTIC
DRUMS

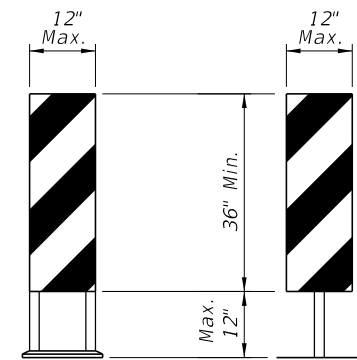


TYPE I BARRICADE

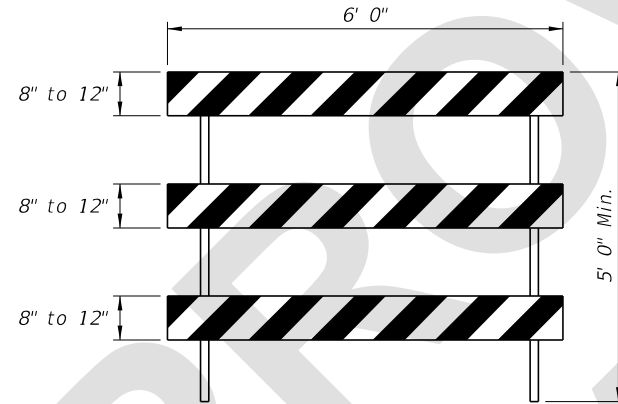
TYPE II BARRICADE



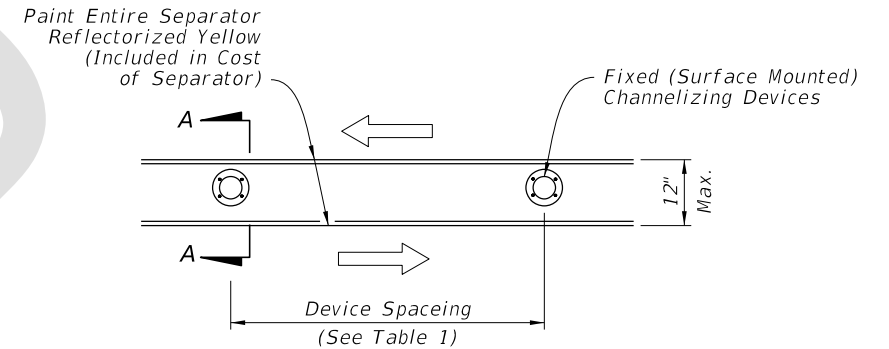
DIRECTION INDICATOR
BARRICADE



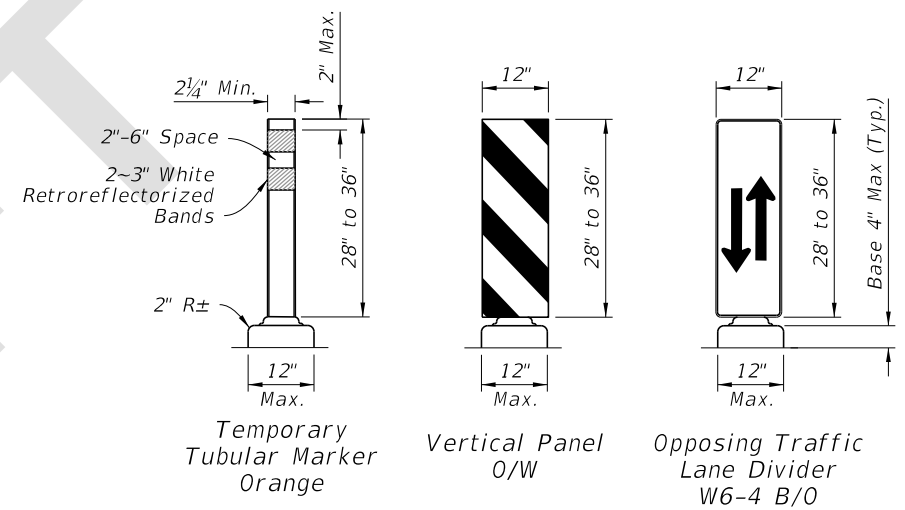
A-FRAME
VERTICAL PANEL



TYPE III BARRICADE



PLAN



SECTION A-A

NOTES:

- The details shown on this sheet are for the following purposes:
A. For ease of identification and
B. To provide information that supplements or supersedes that provided by the MUTCD.
- The Type III Barricade shall have a unit length of 6'-0" only. When barricades of greater lengths are required those lengths shall be in multiples of the 6'-0" unit.
- No sign panel should be mounted on any channelizing device unless the channelizing device/sign combination was found to be crashworthy and the sign panel is mounted in accordance with the vendor drawing for the channelizing device shown on the Approved Products List (APL).
- Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
- The direction indicator barricade may be used in tapers and transitions where specific directional guidance to drivers is necessary. If used, direction indicator barricades shall be used in series to direct the driver through the transition and into the intended travel lane.

- The splicing of sheeting is not permitted on channelizing devices or MOT signs.
- Cones and Temporary Tubular Markers must meet the following:
A. Used only in active work zones where workers are present.
B. ReflectORIZED per the MUTCD with Department-approved reflective collars when used at night.
- Channelizing devices for work zone traffic control shall be as prescribed in Part VI of the MUTCD, subject to supplemental revisions provided in the contract documents and the 102 Series of Indexes. Lighting Devices must not be used to supplement channelization. Omit tapers and channelizing devices for paved shoulders less than 4' in width.
- Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed within either the lateral transition or within the tangent alignment.

NOTE:

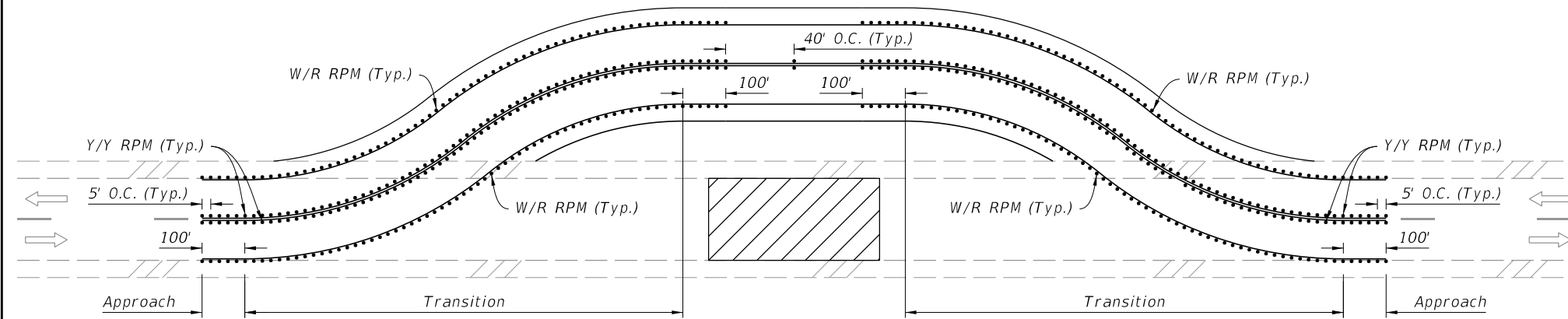
Use tapered ends at the beginning and end of each run of the temporary lane separator to form a gradual increase in height from the pavement level to the top of the temporary lane separator.

FIXED CHANNELIZING DEVICES
(Temporary Lane Separators)

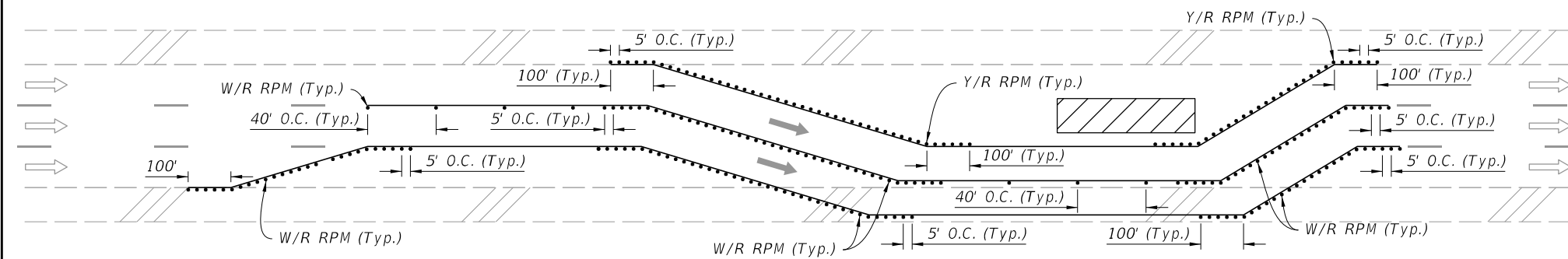
CHANNELIZING DEVICES

CHANNELIZING DEVICES

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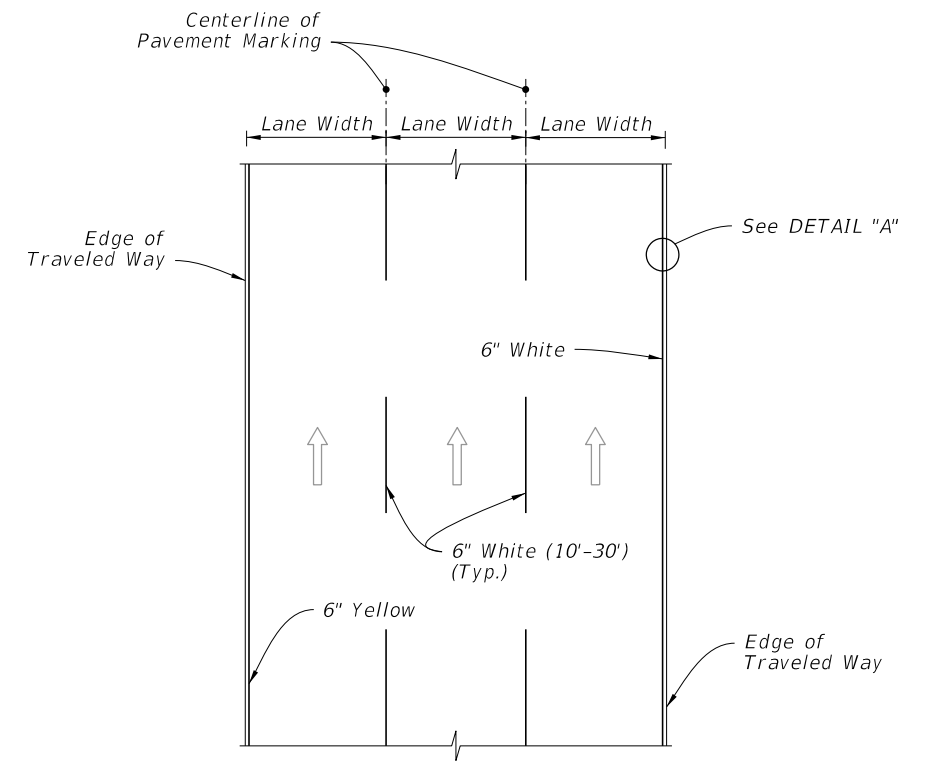
RPM PLACEMENT ON TWO-LANE ROADWAYS



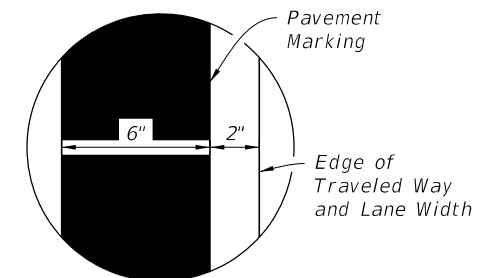
RPM PLACEMENT ON MULTILANE ROADWAYS
(Lane Shift Shown, Other Multilane Typical Applications Similar)

NOTES:

1. Install RPMs as a supplement to:
 - a. All lane lines
 - b. Edge lines in transitions (e.g., merges, diversions, lane shifts)
 - c. Edge lines of gore areas
2. Extend pavement marking and 5' RPM spacing by 100' in each direction for all transitions regardless of the line type.
3. Place RPMs in accordance with this detail and Index 706-001.



PLAN VIEW



DETAIL "A"

RPM PLACEMENT IN WORK ZONES

PAVEMENT MARKINGS PLACEMENT

WORK ZONE PAVEMENT MARKINGS

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