
Index 102-600

General Information for Traffic Control Through Work Zones

ORIGINATION**Date:** 8/22/2022**Name:** James McGinnis**Phone:** (850) 414-4952**Email:** James.McGinnis@dot.state.fl.us**COMMENTARY**

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.

COMMENTS AND RESPONSES

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

Name: John Bosnoian**Date:** 8/19/2022**COMMENT:** Revised Sheet 7/10

Drop-off Condition Note #5, Recommend defining what a “work period” is or adding limitations. Is this “active work” or a contractor in his truck parked next to the drop off with strobes on over night while the crew sleeps? Or add limitations such as if the drop off is greater than 10” for say 1 mile, barriers will be required.

Thanks,

RESPONSE: The intent of the current note has been largely understood and properly implemented. There have been past attempts at adding clarification; however, proposed changes have not been universally acceptable to the Construction, Maintenance and Industry. The Department will continue to monitor adherence to the criteria through routine Process Reviews and will address language if a prevalent problem is discovered.

Response Date: 10/10/2022

Name: Ananth Prasad

Date: 8/30/2022

COMMENT: Note 8 on Sheet 3 of 10, is that in the current index? This note is a problem from a liability standpoint as we need to clearly delineate where the work zone ends. We need to modify to eliminate the option of not putting an “End Work Zone” sign.

Thanks.

RESPONSE: The current criteria and standards require reduced work zone speeds to be confined to the proximity of the work activity necessitating the reduction, and also requires that the existing posted speed must be restored as soon as the TTC/work operation meriting the reduction is completed. However, direction or details on exactly how to accomplish this was not previously included, which is why we added the note. The original comment that led us to add the “End Work Zone Speed Limit” sign (R2-12) as the standard (with a “Speed Limit” sign as an option) is shown below. It came from Michael Drew with the Preferred Materials (email attached). We originally had the “Speed Limit” sign as the standard but adjusted based on the comment. We can revert back if you would prefer.

CHANGE MADE TO INDEX: Reverted to original layout with the SPEED LIMIT sign as the standard to the Speed Reduction Signing Detail.

Response Date: 9/08/2022

Name: Jacqui Beebe

Date: 8/19/2022

COMMENT: Sheet 2 -I don't think removing the narrative for “travel way” and “detour, lane shift, and diversion” is a good idea. Even though these terms are “defined” in the FDM, our in-house field crews and contractors (including asset maintenance) are not using the FDM for any work (and probably not familiar with it). Keeping this narrative in the standard index (since it's also a contract document) should remain. Especially considering that there is an MOT certification requirement for contractors and field personnel.

Sheet 4 -The comment associated with the section “signing for detours, lane shifts and diversions” mention that this language is covered in Spec 102-6. It does not appear that this particular language is explicit within that section of the specifications (i.e. W1-4).

-Is the “Grooved Pavement Ahead Sign” requirement narrative to be added to the spec? The comment shows that it's covered in Spec. 102-5, but it appears that it's not mentioned in that section.

Sheet 5 -Notes no. 2, 3 and 4 are shown to be removed (comment shows “covered in spec. 102”). Note 2 requires items to be in accordance with NCHRP 350 and must be “crashworthy”. This language and requirement is not mentioned in Section 102 of the specifications.

Sheet 7-The bottom right hand note for truck/trailer-mounted attenuator is proposed to be removed because it's covered in the Standard Plans already (per comment). The standard plan for attenuator use (moving operations) is 102-607. However, the note also mentions to reference Part VI of the MUTCD for short-term and stationary operations, but nowhere else in the Standard Plans (unless I overlooked it) mentions anything about the stationary/short-term operations and MUTCD. Will Index 102-607 be updated to include this narrative?

RESPONSE: After discussing with our counterparts in both FDOT and Industry, we have decided to not move forward with these changes.

Response Date: 9/21/2022

Name: Jim Read

Date: 8/18/2022

COMMENT: When it comes to **FDOT Field Maintenance Employees**, removing notes such as these from the Standard Plans to other manuals such as the FDM or Spec book or removing them "because it's already mentioned in another manual" essentially means eliminating a resource our **maintenance field crews** rely heavily on. If a final decision is made to add these notes to the FDM or Spec Book, fine, I have no problem with that BUT I adamantly request these notes remain in 102-600. Thanks,

RESPONSE: After discussing with our counterparts in both FDOT and Industry, we have decided to not move forward with these changes.

Response Date: 9/21/2022

Name: Joseph M. Lauk

Date: 8/11/2022

COMMENT: I noticed that when we moved away from the standard index and towards the standard plans a ways back, we began removing information from these sheets and relying on other documents (FDM and Specs) to cover the removed information. This latest update to index 102-600 continues that trend, going so far as to remove definitions. Have there been discussions about the application and use of the standard plans? The standard plans are often relied upon by maintenance, permits and sometimes even adopted by local municipalities. When some of this general information is removed, the guiding criteria (FDM or Specs) does not always apply in those other situations and creates confusion.

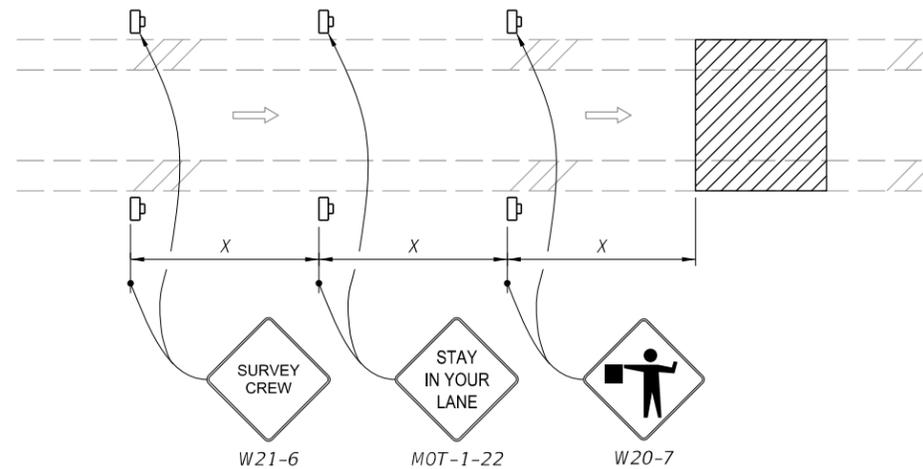
Just curious if this feedback has been shared in the past and if it was a part of the conversation with the updates.

RESPONSE: Good Morning Joseph! The purpose of the proposed revisions to *Index 102-600* and *Specification 102* is to consolidate materials, operational, workmanship, and payment requirements into one document. Currently, these documents contain a blend of information which is sometimes redundant, inconsistent, or requires cross-referencing to know all of the requirements for a specific topic. There is also currently information that is only found in the *Specifications* that must be followed by both Construction and Maintenance (e.g., *MUCTD* referencing for flagging procedures, vehicle and equipment visibility, traffic control officers, and device requirements).

All of the Department's *Standard Plans* are intended to work hand-in-hand with the *Specifications*. This is not unique to Temporary Traffic Control (TTC/MOT). For any work performed under maintenance contract or permit on the State Highway System; the materials and workmanship must meet FDOT *Standard Plans and Specifications*. By Contract, all maintenance personal must follow the requirements of the *Standard Specifications* and when appropriate the **Maintenance Special Provisions**. Florida Statutes and Rules require permittees to also follow Standards and Specifications (e.g., *Rule 14-96, State Highway System Connection Permits*, references both the Standards and Specifications). Additionally, Utilities are controlled by the 2017 UAM, which specifically references the 2016 Design Standards for TTC/MOT requirements. Modifications to the UAM will be needed in a future revision, if the current *Standard Plans* are adopted.

There are a number of operational and device requirements that are only found in the Specifications; therefore, all work forces will need to become familiar with both documents. This is true now but will be reinforced as part of the changes to *Index 102-600* and *Specification 102*. This is a cultural shift as it relates to TTC/MOT. The *Standard Plans* have been viewed as a "one-stop" shop for TTC/MOT for quite some time and we understand there will be a learning curve. To aid Maintenance and Permits, and as previously agreed upon through coordination with the State and District Maintenance Offices, we will create a standalone **Maintenance Special Provisions** for *Specification 102*. This will give maintenance personnel the ability to retrieve and print a complete copy of *Specification 102* (with all maintenance special provisions included) to accompany their copy of the *Standard Plans*.

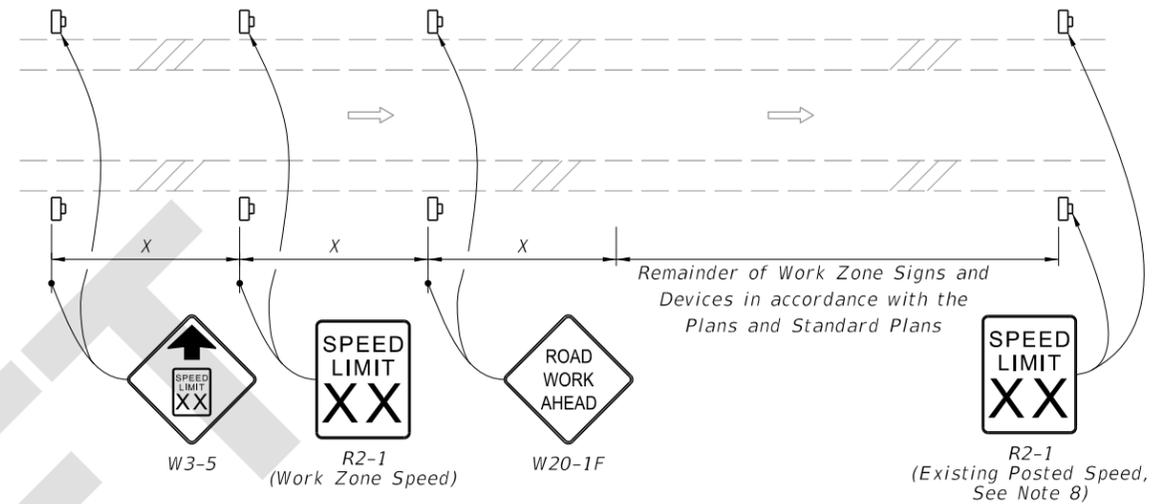
Response Date: 8/12/2022



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 =====

9/21/2022 11:03:38 AM

LAST REVISION 11/01/22	REVISION	DESCRIPTION:		FY 2023-24 STANDARD PLANS	GENERAL INFORMATION FOR TRAFFIC CONTROL THROUGH WORK ZONES	INDEX 102-600	SHEET 6 of 11
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