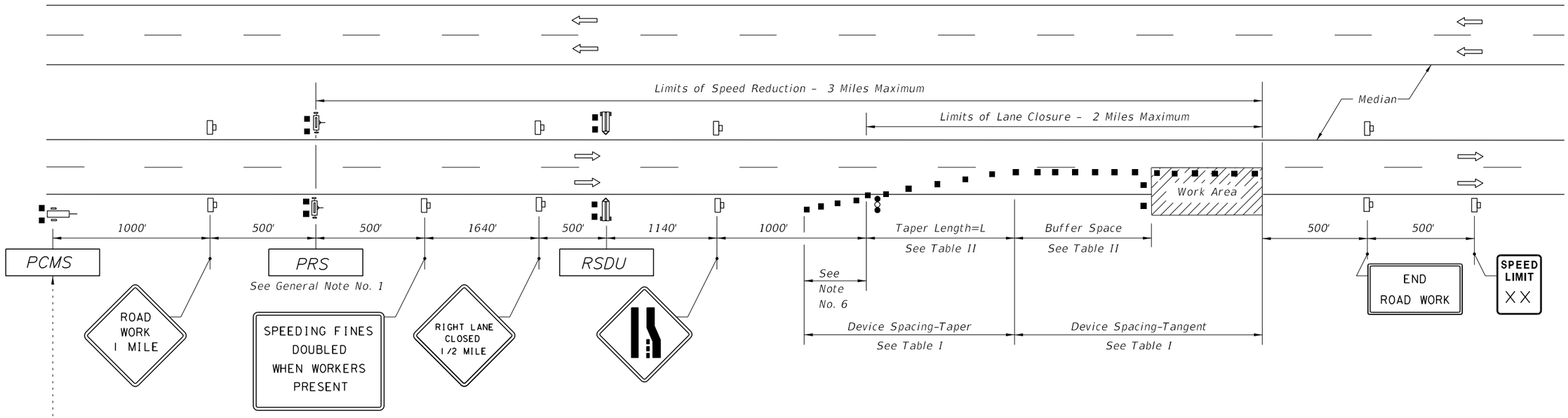

TYPICAL PCMS DISPLAY

With speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: SPEED REDUCED NEXT 3MI

Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT 3 MILES

SYMBOLS

- Work Area
- Channelizing Device (See Index No. 600)
- Work Zone Sign
- Advance Warning Arrow Board
- Lane Identification + Direction of Traffic
- (1) PCMS= Portable Changeable(Variable) Message Sign
- (2) PRS= Portable Regulatory Sign– Speed Limit When Flashing
- (2) RSDU= Radar Speed Display Unit

Table I
Device Spacing

Posted Speed (mph)	Max. Distance Between Devices (ft.)			
	Cones or Tubular Markers		Type I or Type II Barricades or Vertical Panels or Drums	
	Taper	Tangent	Taper	Tangent
55 to 70	25	50	50	100

Table II
Buffer Space and Taper Length

Posted Speed (mph)	Buffer Space	Taper Length (12' Lateral Transition)	
	Dist. (ft.)	L (ft.)	Notes (Merge)
55	495	660	L = WS
60	570	720	
65	645	780	
70	730	840	

When Buffer Space cannot be attained due to geometric constraints, the greatest attainable length shall be used, but not less than 200 ft.

For lateral transitions other than 12', use formula for L shown in the notes column.
Where:
L= Length of taper in feet
W= Width of lateral transition in feet
S= Posted speed limit (mph)

GENERAL NOTES

1. If the posted speed (speed limit that existed prior to construction) is 65 MPH or greater, reduce the posted speed by 10 MPH using the Portable Regulatory Sign (PRS). If the posted speed is 55 MPH or 60 MPH, display 55 MPH using the PRS. Use the messages provided in the TYPICAL PCMS DISPLAY. Taper lengths, buffer space and device spacing shall be selected using the posted speed, not the reduced speed.
2. All Arrow Boards, Portable Changeable Message Signs, Portable Regulatory Signs and Radar Speed Display Trailers, shall be turned off and moved outside the clear zone or be shielded by a barrier or crash cushion when not in use.
3. Work operations shall be confined to one traffic lane, leaving the adjacent lane(s) open to traffic.
4. When work is performed in the median lane on divided highways, the barricading plan is inverted and left lane closed and lane reduction signs substituted for the right lane closed and lane reduction signs.
5. When work is being performed on a multilane undivided roadway, the signs and traffic control devices normally placed in the median (as shown) shall be omitted.
6. When paved shoulders having a width of 8 ft. or more are closed, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the travel way. See Index No. 612 for shoulder taper formulas.
7. For general TCZ requirements and additional information, refer to Index No. 600.

CONDITIONS

The MAS shall be used if all the following conditions exist:

MULTILANE FACILITY

POSTED SPEED LIMIT IS 55 MPH OR GREATER

WORK ACTIVITY REQUIRES A LANE CLOSURE FOR MORE THAN 5 DAYS (CONSECUTIVE OR NOT)

WORKERS ARE PRESENT AND NOT PROTECTED BY BARRIER

9:13:17 AM
12/3/2015

LAST REVISION	REVISION	DESCRIPTION:				
07/01/15			FDOT FY 2016-17 DESIGN STANDARDS	MOTORIST AWARENESS SYSTEM	INDEX NO. 670	SHEET NO. 1 of 1