

FY 2023-24 Standard Plans – 102-600 (General Information for Traffic Control through Work Zones)- Maintenance Drawings and TTC Standards

For review by the Chief Engineer

Evaluation Summary:

In early 2022, proposing revisions to the Temporary Traffic Control (TTC/MOT) *Standard Plans, Index 102-600* to consolidate technical requirements for TTC operations into the Standard Specifications. These proposed changes precipitated comments at the August Executive Workshop about creating separate Maintenance Standards. Vetting of the changes with Districts Operations staff was still underway at the time of the August Executive Workshop. The proposed changes had been previously discussed at a Joint Directors Meeting, at the request of Will Watts, and at that time it was agreed that creating a standalone Maintenance Special Provision for *Specification 102* would provide maintenance staff with all the necessary information in an easily accessible format. However, when we presented this proposal to the DME's and other operations staff there was still a strong desire to leave the majority of the information in the standard as is.

We also discussed the viability of creating separate Maintenance TTC Standards. There are several logistical issues with creating a separate standard. First and foremost, is the federal and state requirements for the TTC/MOT Training Certifications. The current training program is used to train all personal (internal and external) involved in the design, installation, and maintenance of temporary traffic control. The training is specifically tailored to educate users on navigating the Standard Plans. If there are separate versions of the standards published, separate training programs would also have to be created, District and Provider Network trainers would have offer two different classes, and in many cases FDOT Operations Staff would have to be educated on both standards, as the same staff that enforce TTC requirements on maintenance contracts also review construction projects. There is also the issue of In-house Maintenance versus Contract Maintenance. The same contractors that provide contract maintenance (in particular TTC/MOT Contracts) are the same contractors that provide TTC on Construction projects. These Industry Partners have a strong desire to utilize a single set of TTC Standards for both construction and maintenance contracts. If we use a separate set of TTC standards for in-house maintenance, it will likely lead to significant confusion about the which standards are effective for contract work. Lastly, creating a separate set of TTC Maintenance Standards would require additional resources to maintain and currently the State Maintenance Office does not have the expertise to create and manage the document.

After considerable vetting of the proposed revisions, it is the recommendation of the State Roadway Design Office that we do not move forward with consolidating information from *Standard Plans, Index 102-600* into *Specification 102*. There are still targeted improvements and additions that both our internal and industry partner's support; therefore, only those changes will be carried forward. This course of action would allow the current Standard Plans and Specifications to be provided in a format that meets the needs and desires of all users without creating additional/separate documents.