FY 2019-20 Standard Plans Update Training

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Standard Plans – Primary Updates

1) **Temporary Traffic Control Indexes**
   a) **Index 102-600 – General Information for Traffic Control Through Work Zones**
   b) **Index 102-655 – Traffic Pacing**

2) **Signal, Signing & Pavement Marking Indexes**

3) **Lighting Indexes**
General Information for Traffic Control Through Work Zones, Index 102-600

CLEAR ZONE WIDTHS FOR WORK ZONES

The minimum clear zone width should accommodate the width of vehicles that may enter the work zone, allowing for the safe and efficient movement of traffic. Clear zone widths are shown in the table below.

<table>
<thead>
<tr>
<th>WORK ZONE WIDTH OF LANE</th>
<th>CLEAR ZONE WIDTH OF LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-12</td>
<td>10-12</td>
</tr>
<tr>
<td>16-20</td>
<td>16-20</td>
</tr>
<tr>
<td>26-32</td>
<td>26-32</td>
</tr>
</tbody>
</table>

OVERWEIGHT/OVERSIZED VEHICLES

Vehicles weighing more than 100,000 pounds must be considered overweight and require special permits. The minimum clear zone width for these vehicles should be 10 feet wider than the standard clear zone width shown in the table above.

LANE WIDTHS

Lanes of travel through work zones should be maintained, and lane widths should be wide enough for the safe and efficient movement of traffic. The minimum lane width should be 12 feet for one-way traffic and 16 feet for two-way traffic.

HIGH-VISIBILITY SAFETY APPAREL

Motorists and workers should wear high-visibility safety apparel. The minimum visibility safety apparel should be reflective material and should be visible from at least 500 feet away.

REGULATORY SPEEDS IN WORK ZONES

Traffic control through work zones requires that the appropriate regulatory speeds be maintained to ensure the safe and efficient movement of traffic. The minimum regulatory speed is 10 mph for one-way traffic or 15 mph for two-way traffic.

SUPERELEVATION

Super-elevation is the upward inclination of a road. It should be considered in conjunction with clear zone widths, and may be required in certain conditions where the work zone is not completely visible.

MINIMUM RIDER FOR MAXIMUM GROWTH

The minimum rider for maximum growth is 12 feet for one-way traffic and 16 feet for two-way traffic.

LENGTH OF LANE CLOSURES

Lane closures should be of sufficient length to allow for the safe and efficient movement of traffic. The minimum length of lane closure should be 100 feet.

TEMPERATURE REGULATORY SPEED LIMIT

Temperature regulatory speed limits should be considered in conjunction with clear zone widths.

For additional information, refer to the Florida Manual on Uniform Traffic Control Devices (وح.102-601).
Old:

5. For Conditions 1 and 3 provided in Table 1, any drop-off condition that is created and restored within the same work period will not be subject to the use of temporary barriers; however, channelizing devices will be required.

New:

5. For Conditions 1 and 3 provided in Table 1, an isolated drop-off condition less than 100 feet in length that is created and restored within the same work period will not be subject to the use of temporary barriers; however, channelizing devices will be required.
Traffic Pacing Guide

Traffic Pacing is a traffic control technique to slow but not stop traffic to facilitate short duration work operations without an elaborate and difficult detour or diversion. Traffic Control Officers plan and control the traffic to a speed that provides approximately 20-25 minutes to perform the work operation. The Department has frequently used this technique for setting design fences, work zone sign structures, and replacing pre-erected signs.

See Sheet 2 of 3

New

Traffic Pacing General Notes

Traffic Control Plans or Technical Specification

Traffic Control Plans or Technical Specification

Symbols

Traffic Control Plans or Technical Specification
Standard Plans – Primary Updates

1) Temporary Traffic Control Indexes

2) Signal, Signing & Pavement Marking Indexes
   a) Index 654-001 – Rectangular Rapid Flashing Beacon Assembly
   b) Index 700-102 – Special Sign Details
   c) Index 700-103 – Tourist Oriented Directional Signs
   d) Index 700-109 – Traffic Controls for Street Terminations
   e) Index 700-120 – Enhanced Highway Signing Assemblies
   f) Index 706-001 – Typical Placement of Raised Pavement Markers
   g) Index 711-001 – Pavement Markings

3) Lighting Indexes
Deleted Index and moved the details into FDM 230.2.10.
Traffic Controls for Street Terminations, Index 700-109

Sheet 1 of 1

In addition to the highlighted changes to right, revised some sign locations.

Revised Wind Beam Details
There are Index-wide changes. The primary revisions are the following:

- **Changed title to “Enhanced Highway Signing Assemblies”**
- **The removal of RRFBs to separate Index 654-001**
- **An alpha-numerical system for easy identification**
- **The addition of highlighted signs**
- **The use of pedestals for all roadside signs**
Revised RPM and Reflective Yellow Paint placement.
Added sheet showing the placement of RPMs at Limited Access crossovers. This information was previously in FDM 211.3.2.
New!

Added sheet showing the placement of blue RPMs. This information is currently in TEM Section 4.3.
Significant changes on Sheet 1 are the following:

- Added standard details for route shields
- Added pavement message spacing table
Sheet 10 of 13
Revised sheet to show only basic crosswalk pavement marking details.

Moved to sheet 7 of 13

NOTES:
1. The provisional width, except widths of the adjacent sidewalk, but do not make width less than 8' for intersection crosswalks.
   See FDOT Standard Plans, Movement Widths From the Crosswalk End to the Intersection.

2. When the Special Emphasis Crosswalk is at an intersection, it shall be parallel to the sidewalk.

3. Include double yellow pedestrian markings 300 ft from intersection on all approaches on both signalized cross roads.

4. Refer to Index 500-002 when Cycle Ramps are present.
Pavement Markings, Index 711-001

Sheet 11 of 13

**TURN LANE MARKINGS**

**SINGLE LEFT TURNS**

**DOUBLE LEFT TURNS**

**TURN LANE - CURVED AND UNCURVED RADIUS**

**Design**

**Curved Radius**

<table>
<thead>
<tr>
<th>Design</th>
<th>Curved Radius</th>
<th>Average Turn Radius</th>
<th>Minimum Pivot Radius</th>
<th>Minimum Pivot Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>0°</td>
<td>80</td>
<td>120</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>40°</td>
<td>70</td>
<td>140</td>
<td>140</td>
<td>140</td>
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<tr>
<td>60°</td>
<td>60</td>
<td>160</td>
<td>160</td>
<td>160</td>
</tr>
<tr>
<td>80°</td>
<td>50</td>
<td>180</td>
<td>180</td>
<td>180</td>
</tr>
</tbody>
</table>

**ARROW SPACING**

Arrow should be parallel and extend between first and second arrow. Turn lane length > 200 and one arrow for each 300 additional length.

**NOTES:**

1. This turn lane is intended to right-turn lane.
2. Minimize pavement marking lengths for minimum recommended radius.
3. See Sheet 4 for "X" width.
This sheet has been deleted. See Index 509-070 for pavement markings at at-grade railroad crossings.
Standard Plans – Primary Updates

1) Temporary Traffic Control Indexes
2) Signal, Signing & Pavement Marking Indexes
3) Lighting Indexes
   a) Index 715-002 – Standard Aluminum Lighting
There are many revisions to this Index, but the changes are mostly formatting and for clarity.

Note: The values of tables that have changed or disappeared have been reworked, when possible, into the details to which the tables applied (see sheets 3-5 of 8).
Pole wall thicknesses have been revised!