

# Origination Form

## Specifications

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<b>Date:</b>	2025-06-03T15:13:03Z	<b>Associated Specs:</b>	706

### Summary:

102-7 Traffic Control Officer: Contractor to provide the officer with equipment to manually operate the traffic signal. 102-10.1 Work Zone Pavement Marking: Change "stop bars" to "stop lines" to be consistent with terminology used in MUTCD. 102-10.4 Temporary Raised Pavement Markers (RPMs): Call out Class D RPMs for ground-in rumble strips at centerline locations for clarification. 102-11.17 Temporary Signalization and Maintenance: Item to be paid for the duration the contractor is maintaining the signal in lieu of the full duration of the contract. 102-11.18 Temporary Traffic Detection and Maintenance: Item to be paid for the duration the temporary traffic detection is functional in lieu of the full duration of the contract. 102-11.20 Work Zone Pavement Markings: Added Class B and Class D for clarification. 102-13.27 Payment Items: Item No. 102-78 Temporary Raised Pavement Markers: add Class D for clarification; Add Pay Item No. 102-XX Temporary Raised Pavement Markers: add Class B RPMs under 102 pay item to track temporary Class B RPMs in 102, temporary Class B RPMs will no longer be paid under Specification 706.

### Justification:

102-7 Traffic Control Officer: This is to help with safety for the traffic control officer 102-10.1 Work Zone Pavement Marking: Changed terminology to be consistent with MUTCD 102-10.4, 102-11.20, 102-13.27: Clarification of use and payment for temporary RPMs 102-11.17, 102-11.18: Make language more consistent with other sections and clarify duration for payment.

### Do the changes affect other types of specifications?

Neither

### List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual	Joshua Toole	Yes

<b>Approved Product List</b>		No
<b>Construction Office</b>	Amanda Ulmer	Yes
<b>Maintenance Office</b>		No
<b>Materials Manual</b>		No
<b>Traffic Engineering Manual</b>		No

**Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?**

Yes, the changes promote safety and clarification for the Contractor and FDOT to better perform Maintenance of Traffic duties during construction.

**What financial impact does the change have; project costs, pay item structure, or consultant fees?**

Add one pay item for clarification and better tracking of project costs for data and future estimating.

**What impact does the change have on production or construction schedules?**

N/A

**How does this change improve efficiency or quality?**

The clarifications will improve efficiency and quality by not having as many questions or issues during construction.

**Which FDOT offices does the change impact?**

Design, Construction, and Basis of Estimates.

**What is the impact to districts with this change?**

None.

**Does the change shift risk and to who?**

No.

**Provide summary and resolution of any outstanding comments from the districts or industry.**

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: <https://www.fdot.gov/programmanagement/Specs.shtm>

**What is the communication plan?**

Through the established specification revision process (e.g., Internal and Industry Review)

**What is the schedule for implementation?**

The Standard Specifications eBook and Workbook are effective July 1st every year.

## MAINTENANCE OF TRAFFIC (REV 7-17-25)

ARTICLE 102-7 is deleted and the following substituted:

### **102-7 Traffic Control Officer.**

Provide uniformed law enforcement officers, including marked law enforcement vehicles, to assist in controlling and directing traffic in the work zone when the following types of work is necessary on projects:

1. When directing traffic/overriding the signal in a signalized intersection. Make all equipment necessary to manually operate the traffic signal available to the traffic control officer.
2. When nighttime mobile operations are used on freeway facilities (interstates, toll roads, and expressways) for work within the travel lane.
3. When traffic pacing is called for in the TTCP or approved by the Engineer.
4. When pulling conductor/cable above an open traffic lane on limited access facilities, when called for in the TTCP or approved by the Engineer.
5. When a Temporary Road Closure is used.
6. When performing lane closures during nighttime operations on roadways with posted speed limits 55 mph or greater.

At no additional cost to the Department, traffic control officers may be used for operations other than those listed above.

The Department will not consider any claim arising from the failure of a traffic control officer to be present or available on the project. A noncompensable time extension may be granted when a state or local emergency requires all area law enforcement officers to be on-duty and not available for hire.

SUBARTICLE 102-10.1 is deleted and the following substituted:

**102-10.1 Description:** Furnish and install work zone pavement markings for MOT in construction areas and in close conformity with the lines and details shown in the Plans and Standard Plans.

Centerlines, lane lines, edge lines, stop ~~bar~~lines, standard crosswalks, and turn arrows will be required in work zones prior to opening the road to traffic.

SUBARTICLE 102-10.4 is deleted and the following substituted:

**102-10.4 Temporary Raised Pavement Markers (RPMs):** Use Class B RPMs except for work that consists of ground-in rumble strips at centerline locations. For ground-in rumble strips at centerline locations, use ~~temporary~~Class D RPMs in accordance with Section 706. Install all markers in accordance with the manufacturer's recommendations, the Standard Plans, and Section 706. After initial installation, replace broken or missing temporary RPMs in locations where more than three consecutive temporary RPMs are broken or missing at no expense to the Department.

SUBARTICLE 102-11.18 is deleted and the following substituted:

**102-11.18 Temporary Traffic Detection and Maintenance:** For existing intersections, the certified quantity to be paid for will be the number of signalized intersections per day beginning the day Contract Time begins and ending ~~on~~ the day the permanent detection is operational and the final lane configuration is in place. For temporary and new intersections, the certified quantity to be paid for will be the number of signalized intersections per day beginning the day the temporary detection is functional and ending the day ~~;~~ the permanent detection is operational and the final lane configuration is in place for a new intersection~~;~~ <sup>1</sup> or <sup>5</sup> when the detection is removed for a temporary intersection.