PORTABLE SIGNALS

CENTRAL SIGNALS

SPAN WIRE SIGNALS

GENERAL NOTES

1. Work operations shall be confined to one traffic lane, except for haul road crossings, leaving the opposite lane open to traffic.
2. The installation and timing of signals shall be approved by the District Traffic Operations Engineer prior to signals being placed in operation.
3. Where sight distance to the signal is limited, the signal may be mounted on span wire at the discretion of the Engineer.
4. The maximum distance between portable traffic signals (receiver/controllers) shall be 0.25 mile; however, in no case shall the distance exceed the maximum distance at which the remote operator (transmitter) can positively and safely operate both portable signals.
5. Flaggers to supplement the signal operator/flagger shall be used when needed to assure safe movements between traffic and operating equipment, as determined by the Engineer.
6. Flaggers to supplement the signal operator/flagger shall be used when needed to assure safe movements between traffic and operating equipment, as determined by the Engineer.
7. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed in accordance with other applicable TCC indexes.
8. For general TCC requirements and additional information, refer to index No. 500.
9. Span wire signals are to be used only in work zones with workers present, where the contractor can monitor signal operation and maintain traffic with flaggers in the event of a power failure.

 CONDITIONS

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON ONE LANE OR MOMENTARILY ENCROACH ON BOTH LANES OF A TWO-LANE TWO-WAY ROADWAY AND TRAFFIC SIGNALS ARE NEEDED.
SINGLE LANE CLOSURE • ROADWAY AND BRIDGES ALL LENGTHS

SINGLE LANE CLOSURE • SHORT BRIDGES

2008 FDOT Design Standards
TWO-LANE TWO WAY, WORK WITHIN THE TRAVEL WAY
SIGNAL CONTROL