



Florida Department of Transportation

11201 North McKinley Drive
Tampa, FL 33612

MEMORANDUM

DATE: February 10, 2022

TO: Resident Construction Engineers, Design Project Managers, Consultant Engineers, and In-House Designers

FROM: Ping (Peter) Hsu, P.E., District Safety Administrator
Allan Urbonas, P.E., District Design Engineer
Ronald Chin, P.E., District Traffic Operations Engineer

COPIES: David W. Gwynn, P.E., District Seven Secretary
Francis Lewis, P.E., Director of Transportation Operations
Richard Moss, P.E., Director of Transportation Development

SUBJECT: Posted Speed Reduction on Interstate System for Temporary Traffic Control Plans (MOT Plans)

Effectively immediately, all designs for Temporary Traffic Control Plans (TTCP's) shall limit Posted Speed(s) to a ***maximum of 60 MPH within District Seven on our Interstate System.*** This shall take effect for all projects currently in the design phase. For those projects let to construction, we are requesting our Construction/CEI teams to work with Design Project Managers and EOR's to implement this change. As you are aware, the safety of our work zones is a high-emphasis area of our Florida Strategic Highway Safety Plan and continues to be a challenge, not only for our first responders, law enforcement and construction partners - but ultimately - the motoring public. Tampa Bay is extremely fortunate to have a thriving economy with more people moving to Florida every day. As we embrace the growth of our population and especially the Tampa Bay Metropolitan area, it is imperative we build and maintain an infrastructure that is not only efficient but as ***safe as practicably feasible.***

This systemic Posted Speed reduction from 70 MPH to **60 MPH** on our Interstate System in construction work zones is attributed to many factors, but one in particular - to include an intolerable statistical increase with traffic fatalities in the last 4 years. In comparison of 2018 versus 2021, the number of fatalities has doubled (see Summary Crash Experience below). There are many other factors to include but not limited to: physical changes of our highways

during temporary traffic control; driver behavior and expectation; annual rainfall in Florida and prevailing traffic condition (freight traffic).

Further, we are requesting our consultant engineers and in-house designers look for opportune designs that considers Florida an elder user State to provide designs that accommodate higher reaction times especially with queuing, lane diversions and/or lane transitions to avoid short or abrupt lane and/or speed change lanes. Our expectation of designs is to influence reasonable time (gap acceptance) for our citizens and visitors of Florida to merge safely in and out of mainline traffic streams - mindful that we are not mandated to minimum standards.

Summary: Crash Experience – Tampa Bay Interstates – Year/Traffic Fatalities

2018	2019	2020	2021
28	40	44	56

We continue to appreciate your spirited efforts to promote and design safe, temporary traffic control plans and ultimately, permanent highway construction plans. Should you have questions, please feel free to contact Allan Urbonas or Peter Hsu for projects under Design or Ronald Chin for projects let to construction.

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Ping Hsu

2/11/2022 | 12:14 PM EST

District Safety Administrator

Printed Name

Date

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Allan Urbonas

2/11/2022 | 12:49 PM EST

District Design Engineer

Printed Name

Date

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Ron Chin

2/15/2022 | 9:27 AM EST

District Traffic Operations Engineer

Printed Name

Date