



Florida Department of Transportation

11201 North McKinley Drive
Tampa, FL 33612

MEMORANDUM

DATE: January 29, 2025

TO: Resident Construction Engineers, Design Project Managers, Consultant Engineers, Construction Engineering and Inspection (CEI), In-House Designers and Project Administrators

FROM: Ping (Peter) Hsu, P.E., District Safety Administrator ^{OS} PH
Allan Urbonas, P.E., District Design Engineer ^{Initial} AU
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Conrad Campbell, P.E., District Construction Engineer ^{OS} CC

COPIES: David W. Gwynn, P.E., District Secretary
Francis Lewis, P.E., Director of Transportation Operations
Justin Hall, P.E., Director of Transportation Development

SUBJECT: **Supplemental Temporary Traffic Control (TTC) Guidelines for Major Traffic Control Device Installation or Modifications.**

This memo introduces supplemental guidelines to the Florida Department of Transportation (FDOT) Specifications, FDOT Standard Plans, FDOT Design Manual (FDM), design plans, and project documentation for pedestrian access and control during the construction or modification of major traffic control devices. Any improvements identified and required by this memo should be considered in addition to the requirements and procedures established by the documents listed above.

The recommended strategy for additional public information dissemination is enclosed, including, but not limited to, Portable Changeable Message Sign (PCMS) messages and advanced static signs informing the traveling public of the ongoing work and operational status of the signalized intersection or midblock crossing locations.

COMMENTARY

Following a thorough evaluation of current practices and feedback from field operations, enhanced guidelines are necessary to standardize the approach to traffic control device installations across the District. These updates address inconsistencies and optimize installation and testing procedures for the safety of public road users and our construction teams. We appreciate your continued support in pursuing Target Zero and your efforts in promoting and designing safe pedestrian facilities, signals, and Temporary Traffic Control (TTC) plans.

Below is a list of documents related to this memo and website links where the information is available.

1. [FDOT Standard Specifications for Road and Bridge Construction FY 2025-26](#)
 - a. Chapter 6: Traffic Control Signals and Devices
 - i. Sections 603, 611, 650, 653, and 654, 665, and all sections governing testing and installation of signal assemblies, pedestrian detection equipment, midblock signalization, or removal of existing systems.
2. [FDOT Design Manual 2025](#)
 - a. [Chapter 222](#): Pedestrian Facilities
 - b. [Chapter 232](#): Signalization
 - c. [Chapter 240](#): Transportation Management Plan
 - d. [Chapter 243](#): Portable Changeable Message Signs
3. [FDOT Standard Plans for Road Construction – FY 2025-26](#)
 - a. [102-600](#): General Information for Traffic Control Through Work Zones
 - b. [102-604](#): Two-Lane, Two-Way, Intersection Work
 - c. [102-615](#): Multilane Roadway, Intersection Work
 - d. [653-001](#): Pedestrian Control Signal Installation Details
 - e. [665-001](#): Pedestrian Detector Assembly Installation Details

REQUIREMENTS

All projects with any of the following types of work must adhere to the guidelines in Attachment A: Traffic Device Installation Guideline Matrix

1. Installation of new signalized intersections
2. Reconstruction of existing signalized intersections
3. Modification to curb ramps at intersections with existing signals
4. Introducing previously excluded crosswalk movements
5. Installation of Midblock Pedestrian Signals (MPS)
6. Installation of Pedestrian Hybrid Beacons or High-Intensity Activated Crosswalks (PHB or HAWK)
7. Installation of Rectangular Rapid Flashing Beacons (RRFB)
8. Conversion of an existing RRFB to MPS or PHB

The matrix outlines the required procedures during construction, testing, and subsequent operational stages, including additional requirements for restricting pedestrian access to these areas and determining when access should be made available to the public. It specifies the recommended treatments for curb ramps, pedestrian detectors, and traffic and pedestrian signals, as well as additional directives for public information dissemination regarding these operations. Attachments B and C provide typical sign and PCMS placements at midblock and intersection locations and suggested PCMS messages for each scenario.

This matrix is intended to supplement existing guidance in the FDOT Standard Specifications, FDOT Standard Plans, FDM, and Manual on Uniform Traffic Control Devices. This integration will provide a more unified approach to managing these sites across the District.

IMPLEMENTATION

The requirements of this memo are effective immediately for all projects that fall under one of the eight improvement scenarios listed under the requirements section of this memo.

ATTACHMENTS

Attachment A - Traffic Device Installation Guideline Matrix

Attachment B - PCMS Messages

Attachment C - Static Signs and Signing Layouts

CONTACT

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CONCURRENCE BY:

<small>DocuSigned by:</small> <i>Ping Hsu</i> <small>627EACDEB6CA44B...</small>	Ping Hsu	01/29/2025 10:47 AM EST
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<small>Signed by:</small> <i>Allan Urbonas</i> <small>F946A2C28E72466...</small>	Allan Urbonas	01/31/2025 1:27 PM EST
District Design Engineer	Printed Name	Date
<small>DocuSigned by:</small> <i>Ron Chin</i> <small>5706102A8D63438...</small>	Ron Chin	01/31/2025 4:24 PM EST
District Traffic Operations Engineer	Printed Name	Date
<small>DocuSigned by:</small> <i>Conrad Campbell</i> <small>9D3E897872F54E8...</small>	Conrad Campbell	01/31/2025 3:38 PM EST
District Construction Engineer	Printed Name	Date

Location	Improvement Scenario	Type of Work	Curb Ramps	Pedestrian Detector	Traffic Signal Heads	Pedestrian Signal Heads	Additional Public Information
Signalized Intersection	A	New Signal Installation	<ul style="list-style-type: none"> Maintain any existing side street crossings and curb ramps per TTCP. Place pedestrian LCDs on the curb ramps leading to any new crossing movements as soon as the curb ramp is traversible except for side street crossings with existing curb ramps that are not currently striped, until all specification required testing is complete. Crosswalk pavement markings must be installed after all specification required testing and verification is completed. Bi-directional curb ramps to remain unrestricted unless addressed in TTCP or as determined by the engineer.* 	<ul style="list-style-type: none"> Cover/disable pedestrian detectors until all specification required testing is complete. 	<ul style="list-style-type: none"> Cover all signal heads. Refer to specifications for requirements. 	<ul style="list-style-type: none"> Cover all pedestrian signal heads. Refer to specifications for requirements. 	<ul style="list-style-type: none"> PCMS Traffic Warning Signs Pedestrian Warning Signs Public Outreach
	B	Signal Reconstruction - Four Existing Crossing Legs	<ul style="list-style-type: none"> The existing traffic control devices and pedestrian features must be functional throughout construction and testing as required in the specifications. Immediately cover curb ramps with pedestrian LCDs if the devices cannot maintain a controlled crossing movement. 	<ul style="list-style-type: none"> Cover any newly built pushbuttons until the existing pedestrian detection is removed and functionality of new equipment is verified. 	<ul style="list-style-type: none"> Follow FDOT Specifications, FDOT Standard Plans, FDM, design plans, and project documentation. 	<ul style="list-style-type: none"> Cover any newly built pedestrian signal heads until the existing pedestrian signal heads are removed and functionality of new equipment is verified. 	<ul style="list-style-type: none"> PCMS Public Outreach
	C	Curb Ramp Reconfiguration - Four Existing Crossing Legs	<ul style="list-style-type: none"> Refer to TTCP for any restrictions or required closures during pedestrian detours. Follow specification requirements for maintaining crossing movements during construction. Bi-directional curb ramps to remain unrestricted unless addressed in TTCP or as determined by the engineer.* 	<ul style="list-style-type: none"> Cover existing pedestrian detectors if temporary detection is provided or pedestrian recall mode is activated. If temporary detection cannot be achieved, activate recall mode only if work on curb ramps makes physically reaching an operational push button unfeasible.* 		<ul style="list-style-type: none"> Follow FDOT Specifications, FDOT Standard Plans, FDM, design plans, and project documentation. 	<ul style="list-style-type: none"> PCMS
	D	Adding Previously Excluded Crosswalks	<ul style="list-style-type: none"> Cover curb ramps facing the new crossing movement/s with pedestrian LCDs. Open ramps to public use after specification required testing of the new signal equipment is complete. If TTCP specifies the opening of a new crossing to support detour routes, fully test all functionality for establishing the added crossing movement and open to public use per TTCP.* 	<ul style="list-style-type: none"> Cover/disable pedestrian detectors for the added crossing movement until specification required testing of the new signal equipment is complete. 		<ul style="list-style-type: none"> Cover/disable pedestrian signal heads for the added crossing movement until specification required testing of the new signal equipment is complete. 	<ul style="list-style-type: none"> PCMS
Midblock Crosswalk	E	PHB or HAWK Installation	<ul style="list-style-type: none"> Place pedestrian LCDs on the curb ramps leading to any new crossing movements as soon as the curb ramp is traversible except for side street crossings with existing curb ramps that are not currently striped, until all specification required testing is complete. Crosswalk pavement markings must be installed after all specification required testing and verification is completed. 	<ul style="list-style-type: none"> Cover/disable pedestrian detectors until all specification required testing is complete. 		<ul style="list-style-type: none"> Cover PHBs until all specification required testing is complete. 	<ul style="list-style-type: none"> Cover pedestrian signal heads until all specification required testing is complete.
	F	MPS Installation			<ul style="list-style-type: none"> Cover signal heads until all specification required testing is complete. 		
	G	RRFB Installation			<ul style="list-style-type: none"> Cover flashers until all specification required testing is complete. Cover signs if not at a previous uncontrolled midblock crossing location. 		
	H	RRFB to PHB or MPS Conversion ^{1, 2}			<ul style="list-style-type: none"> Once construction affects the RRFB's functionality (including use of existing curb ramps, median walkways, RRFB assemblies and their ADA compliance) cover curb ramps with pedestrian LCDs, only open ramps to public use after the functionality of the midblock traffic control is confirmed. 	<ul style="list-style-type: none"> Once construction affects the RRFB's functionality (including use of existing curb ramps, median walkways, RRFB assemblies and their ADA compliance) cover signals (RRFBs, PHBs, or Signal Heads) until all specification required testing is complete. Once construction affects the RRFB's functionality (including use of existing curb ramps, median walkways, RRFB assemblies and their ADA compliance) cover pedestrian detectors until all specification required testing is complete. 	

*MOT Considerations

**Designer Considerations:

1 - Consider pedestrian detour options to minimize disruptions to foot traffic. This may involve keeping the existing RRFB crossing operational and constructing elements that do not interfere with current infrastructure (such as curb ramps and RRFB signals).

2 - When building multiple pedestrian crossings (whether converting to RRFBs, new PHBs, MPS, or full signals), evaluate detour options where the existing RRFB is converted only after the other signals are completed and open to the public, using the existing RRFB in the pedestrian detours.

ABBREVIATIONS:

ADA	Americans with Disabilities Act	RRFB	Rectangular Rapid Flashing Beacon	FDOT	Florida Department of Transportation
HAWK	High-Intensity Activated Crosswalk	TTCP	Temporary Traffic Control Plan	FDM	FDOT Design Manual
PCMS	Portable Changeable Message Sign	LCD	Longitudinal Channelizing Device		
MPS	Midblock Pedestrian Signal	PHB	Pedestrian Hybrid Beacon		

LAST REVISION 1/29/25	REVISION	DESCRIPTION:
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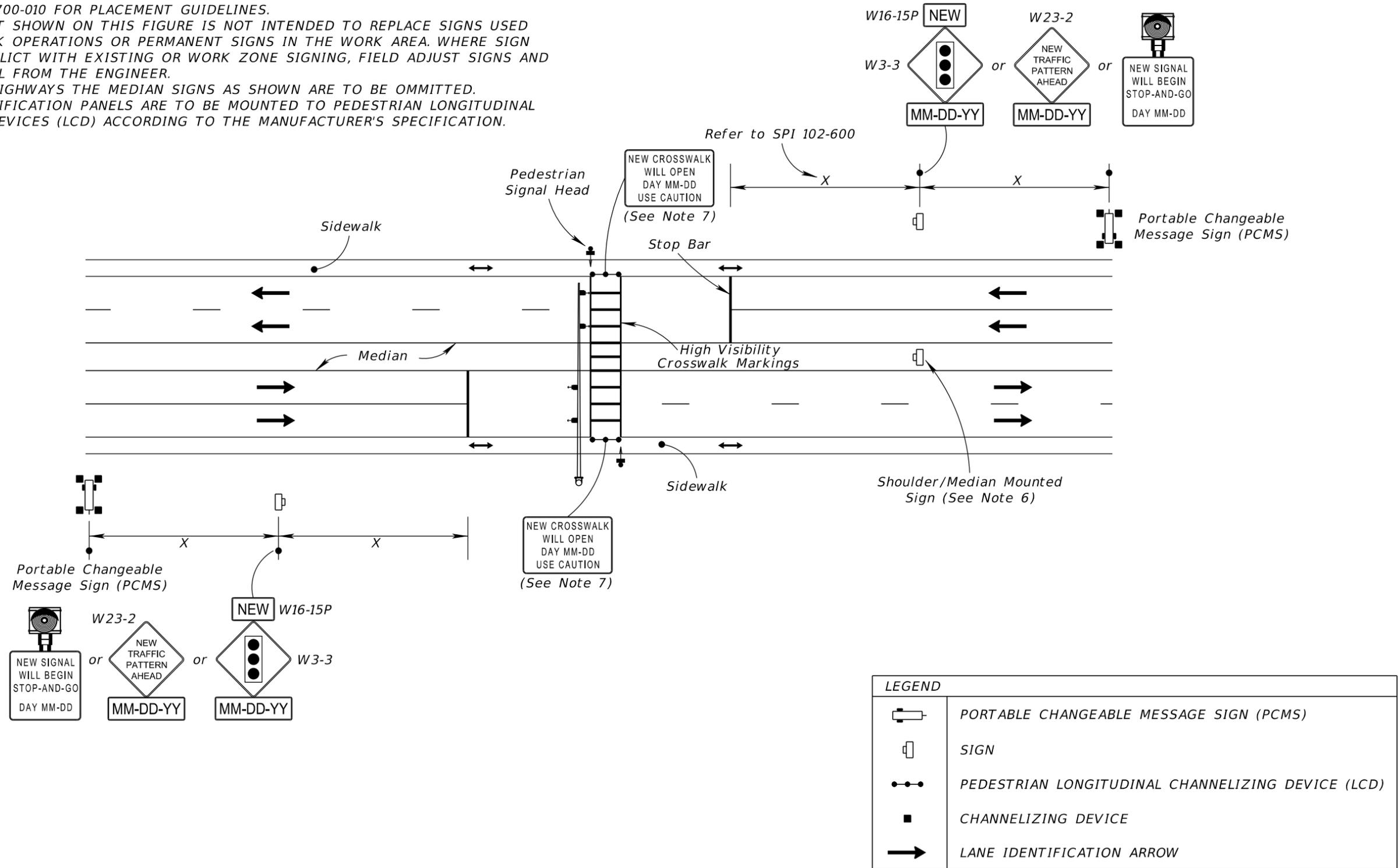


ATTACHMENT A: TRAFFIC DEVICE
INSTALLATION GUIDELINE MATRIX

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GENERAL NOTES:

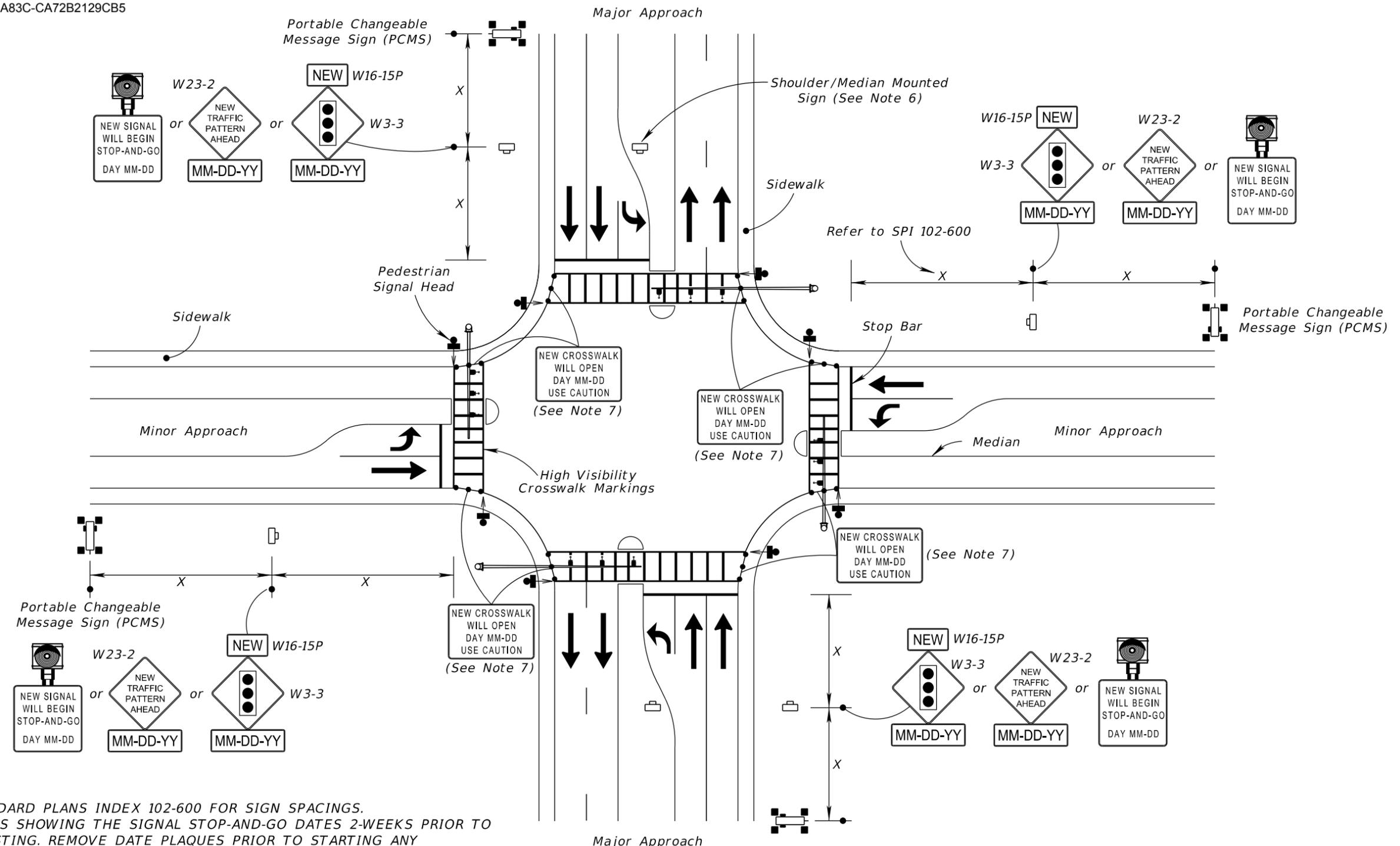
1. REFER TO STANDARD PLANS INDEX 102-600 FOR SIGN SPACINGS.
2. ESTABLISH SIGNS SHOWING THE SIGNAL STOP-AND-GO DATES 2-WEEKS PRIOR TO ANY SIGNAL TESTING. REMOVE DATE PLAQUES PRIOR TO STARTING ANY TESTING PROCEDURES.
3. IF AN ASSEMBLY INCLUDING THE "NEW" PLAQUE (W16-15P) IS USED, REMOVE THE PLAQUE ONE MONTH AFTER SIGNAL BEGINS STOP-AND-GO OPERATIONS OR AS DETERMINED BY THE ENGINEER NOT TO EXCEED SIX MONTHS AFTER OPENING DATE.
4. FIELD ADJUST SIGN LOCATIONS TO ENSURE VISIBILITY AND NON-OBSTRUCTIVE PLACEMENT. AVOID PLACING COLLAPSIBLE FRAME SIGNS DIRECTLY ON THE SIDEWALK, REFER TO SPI 700-101 AND 700-010 FOR PLACEMENT GUIDELINES.
5. THE SIGN LAYOUT SHOWN ON THIS FIGURE IS NOT INTENDED TO REPLACE SIGNS USED FOR OTHER WORK OPERATIONS OR PERMANENT SIGNS IN THE WORK AREA. WHERE SIGN LOCATIONS CONFLICT WITH EXISTING OR WORK ZONE SIGNING, FIELD ADJUST SIGNS AND OBTAIN APPROVAL FROM THE ENGINEER.
6. ON UNDIVIDED HIGHWAYS THE MEDIAN SIGNS AS SHOWN ARE TO BE OMITTED.
7. PEDESTRIAN NOTIFICATION PANELS ARE TO BE MOUNTED TO PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES (LCD) ACCORDING TO THE MANUFACTURER'S SPECIFICATION.



LAST REVISION 1/29/25	REVISION	DESCRIPTION:
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ATTACHMENT C: STATIC SIGNS
MIDBLOCK SIGNALIZATION



GENERAL NOTES:

1. REFER TO STANDARD PLANS INDEX 102-600 FOR SIGN SPACINGS.
2. ESTABLISH SIGNS SHOWING THE SIGNAL STOP-AND-GO DATES 2-WEEKS PRIOR TO ANY SIGNAL TESTING. REMOVE DATE PLAQUES PRIOR TO STARTING ANY TESTING PROCEDURES.
3. IF AN ASSEMBLY INCLUDING THE "NEW" PLAQUE (W16-15P) IS USED, REMOVE THE PLAQUE ONE MONTH AFTER SIGNAL BEGINS STOP-AND-GO OPERATIONS OR AS DETERMINED BY THE ENGINEER NOT TO EXCEED SIX MONTHS AFTER OPENING DATE.
4. FIELD ADJUST SIGN LOCATIONS TO ENSURE VISIBILITY AND NON-OBSTRUCTIVE PLACEMENT. AVOID PLACING COLLAPSIBLE FRAME SIGNS DIRECTLY ON THE SIDEWALK, REFER TO SPI 700-101 AND 700-010 FOR PLACEMENT GUIDELINES.
5. THE SIGN LAYOUT SHOWN ON THIS FIGURE IS NOT INTENDED TO REPLACE SIGNS USED FOR OTHER WORK OPERATIONS OR PERMANENT SIGNS IN THE WORK AREA. WHERE SIGN LOCATIONS CONFLICT WITH EXISTING OR WORK ZONE SIGNING, FIELD ADJUST SIGNS AND OBTAIN APPROVAL FROM THE ENGINEER.
6. ON UNDIVIDED HIGHWAYS THE MEDIAN SIGNS AS SHOWN ARE TO BE OMITTED.
7. PEDESTRIAN NOTIFICATION PANELS ARE TO BE MOUNTED TO PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES (LCD) ACCORDING TO THE MANUFACTURER'S SPECIFICATION.

LEGEND	
	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
	SIGN
	PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICE (LCD)
	CHANNELIZING DEVICE
	LANE IDENTIFICATION ARROW

LAST REVISION	1/29/25	REVISION	DESCRIPTION:
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**ATTACHMENT C: STATIC SIGNS
INTERSECTION SIGNALIZATION**