

TYPICAL GENERAL NOTES

1.

ALL CONSTRUCTION ACTIVITIES THAT REQUIRE THE REDUCTION OF THROUGH LANES TO A SINGLE LANE IN ANY DIRECTION SHALL BE ACCOMPLISHED BETWEEN THE HOURS OF (TO BE DETERMINED BY LANE CLOSURE ANALYSIS BY ENGINEER). IF TRAFFIC CONDITIONS WARRANT, THE PROJECT ENGINEER MAY REDUCE THE LENGTH OF THIS TIME PERIOD.
2.

THE CONTRACTOR SHALL NOTIFY ALL CONCERNED UTILITY COMPANIES (48 HOURS IN ADVANCE BEFORE WORKING NEAR THEIR EXISTING FACILITIES. NO UNDERGROUND EXCAVATION SHALL COMMENCE UNTIL EXISTING UTILITIES HAVE BEEN PROPERLY MARKED. THE LOCATIONS OF THE UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR DURING CONSTRUCTION.
3.

ALL TRAILING ENDS OF TEMPORARY GUARDRAIL SHALL BE TYPE II END ANCHORAGE UNLESS OTHERWISE NOTED. ALL LEADING ENDS OF TEMPORARY GUARDRAIL SHALL BE TYPE SRT 350 END ANCHORAGE UNLESS OTHERWISE NOTED. COSTS ARE TO BE INCLUDED IN THE COST OF TEMPORARY GUARDRAIL.
4.

THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS AS OUTLINED IN FLORIDA'S TURNPIKE "LANE CLOSURE POLICY AND PROCEDURES. THE CONTRACTOR WILL COMPLETE AND SUBMIT THE "ANTICIPATED LANE CLOSURE" FORM TO THE TURNPIKE DISTRICT CONSTRUCTION ENGINEER FOURTEEN DAYS PRIOR TO THE PROPOSED LANE CLOSURE.
5.

CONTRACTOR SHALL BRING WIDENED PAVEMENT SECTION TO FINAL GRADE AFTER OTHER LANES ARE MILLED AND RESURFACED.
6.

THE ONLY APPROVED METHOD OF REMOVING PAVEMENT MARKINGS IS BY WATER BLASTING.
7.

IMPACT ATTENUATOR SHALL BE QUADGUARD WITH (X) BAYS (NUMBER TO BE DETERMINED BY ENGINEER).
8.

QUADGUARD ATTENUATORS WILL AS REQUIRED IF THE BEGINNING OF THE CONCRETE BARRIER WALL IS INSIDE THE CLEAR ZONE- THE CONCRETE WALL DEFLECTIONS SHALL BE A MAXIMUM OF 20:1. REFER TO STANDARD INDEX 600, 8 OF 10.
9.

MILLING AND RESURFACING OPERATION SHALL BE DONE FROM HIGH SIDE TO LOW SIDE LANE TO MAINTAIN DRAINAGE.
10.

ALL TEMPORARY BARRIER WALL SHALL HAVE DRAIN SLOTS (TO BE DETERMINED BY ENGINEER) AS PER STANDARD INDEX 415.
11.

THE CONTRACTOR SHALL MAINTAIN EXISTING LIGHTING IN SERVICE UNTIL ALL PROPOSED LIGHTING IS OPERATIONAL.
12.

THE POSTED SPEED IS TO BE DETERMINED BY THE ENGINEER.
13.

ANY LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE "FLORIDA'S TURNPIKE LANE CLOSURE POLICY" AND THE "OFFICE OF TOLL OPERATIONS LANE CLOSURE POLICY". ALL SINGLE LANE CLOSURES SHALL BE LIMITED TO (DETERMINED BY ENGINEER BY LANE CLOSURE ANALYSIS) SUNDAY THROUGH THURSDAY NIGHTS AND ALL DAY REQUEST OF THE ENGINEER. LANE CLOSURES NEAR TOLL PLAZAS SHALL BE COORDINATED WITH SERVICES 48 HRS IN ADVANCE OF CLOSURE. ON SATURDAYS AND SUNDAYS, REQUESTS TO CLOSE LANES SHALL BE APPROVED THROUGH A WRITTEN THE TOLL PLAZA MANAGER BY THE ENGINEER. THE ENGINEER SHALL NOTIFY ALL EMERGENCY SERVICES AND THE DISTRICT TRAFFIC ENGINEER 48 HOURS IN ADVANCE OF THE CLOSURE.
14.

OFFICE OF TOLL OPERATIONS LANE CLOSURE POLICY:

A.

WHEN IT IS NECESSARY TO CLOSE TOLL COLLECTION TRAFFIC LANES IN ORDER TO FACILITATE CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE HIS ACTIVITIES SO AS NOT TO IMPEDE TRAFFIC MOVEMENT OR TOLL COLLECTION OPERATIONS. THE CONTRACTOR SHALL ADHERE TO THE LANE CLOSURE POLICY.

B.

NO LANE CLOSURES WILL BE PERMITTED DURING PEAK TRAFFIC PERIODS. PEAK TRAFFIC PERIODS AND TRAFFIC DIRECTION MAY VARY AT DIFFERENT PLAZAS AND SHALL BE CONFIRMED WITH THE TOLL PLAZA MANAGER BY THE ENGINEER. IN GENERAL, NO MORE THAN ONE LANE MAY BE CLOSED AT A RAMP PLAZA, AND NO MORE THAN ONE LANE IN EACH DIRECTION MAY BE CLOSED AT THE SAME TIME AT A MAINLINE PLAZA. LANE CLOSURES MAY BE RELAXED AT NIGHT AND ON THE WEEKENDS TO PERMIT CLOSING OF MORE TRAFFIC LANES IN ONE DIRECTION.

C.

THE CONTRACTOR SHALL SUBMIT A WEEKLY ACTIVITY SCHEDULE CLEARLY SHOWING TIME AND DATE OF ANTICIPATED LANE CLOSURES. A MINIMUM 48-HOUR NOTICE WILL BE REQUIRED TO CLOSE A TRAFFIC LANE. SAID LANE CLOSURE SHALL BE COORDINATED WITH THE TOLL PLAZA MANAGER AND APPROVED BY THE ENGINEER. CLOSE COORDINATION BY THE CONTRACTOR WITH TOLL PLAZA MANAGER IS REQUIRED AT ALL TIMES IN ORDER TO DEAL WITH UNFORESEEN EMERGENCIES OR PROBLEMS.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE TRAFFIC DESIGN				
TYPICAL GENERAL NOTES TRAFFIC CONTROL PLANS				
	NAMES	DATES	APPROVED BY	
DESIGNED BY				
DRAWN BY				
CHECKED BY			REVISION NO.	SHEET NO.
				DRAWING NO.
				1 of 1
				301