

# TYPICAL ROLLING ROADBLOCK GENERAL NOTES

- ALL CANTILEVER AND SPAN TRUSSES SIGN PANELS THAT HAVE BEEN REMOVED SHALL BE NOT BE LEFT IN CLEAR ZONE. THE CONTRACTOR SHALL REMOVE THEM FROM THE RIGHT-OF-WAY THE SAME DAY.
- THE CONTRACTOR SHALL HAVE THE OPTION TO DEVELOP AN ALTERNATE TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER. THE PLAN MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA.
- W20-3 SIGNS SHALL REMAIN COVERED UNTIL THE ROAD-CLOSURE PROCESS BEGINS. VARIABLE MESSAGE SIGN SHALL DISPLAY MESSAGES SHOWN IN DETAIL 2.
- SIGN TRUSS ASSEMBLY, STORAGE AND CRANE OPERATIONS SHALL NOT BE PERMITTED IN THE MEDIAN OR CLEAR ZONE WITHOUT PROTECTION BY BARRIER WALLS.
- DURING ALL INSTALLATIONS, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE 600 SERIES OF THE FDOT STADARD INDEXES. THE ENGINEER SHALL APPROVE THE CONTRACTOR'S PLAN PRIOR TO INITIATION. LANE CLOSURES SHALL NOT BE ALLOWED DURING THE FOLLOWING HOURS:  
  
(TO BE DETERMINED)  
  
THE ENGINEER SHALL APPROVE ALL LANE CLOSURES.
- VMS SIGNS SHALL BE DISPLAYED ONE WEEK PRIOR TO WORK USING MESSAGES DESCRIBED IN DETAIL 2.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING EACH FHP OFFICER WITH A TWO WAY RADIO FOR COMMUNICATION WITH THE CONTRACTOR'S SUPERVISORY PERSONNEL.

### PHASING NOTES FOR NEW FULL ROADWAY WIDTH SIGN TRUSSES:

- CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH FDOT STANDARD INDEXES: 600, 610, 611, 612, OR 613 AS APPLICABLE, WHEN ERECTING REMOVING OR REPLACING SIGN PANELS.
- SINGLE OR DOUBLE LANE CLOSURES MAY BE USED TO ADJUST AND INSTALL NEW PANELS. SINGLE LANE CLOSURE SHALL CONFORM TO INDEX NO. 613. FOR DOUBLE LANE CLOSURE OR REMOVE EXISTING PANELS, SEE NOTE 3 BELOW.
- FOR TOTAL LANE CLOSURES, INSTALL ADVANCE WARNING SIGNAGE AND TRAFFIC CONTROL AS NECESSARY PER DETAIL 1.
- USING ADVANCE WARNING VEHICLES WITH 2-WAY RADIOS, VMS ADVANCE WARNING SIGNS, TOWED ARROW PANELS, WARNING SIGNS AND TRUCK-MOUNTED ATTENUATORS, SLOW TRAFFIC ON MAINLINE AS SHOWN IN AND DETAIL 3, STAGES 1-4.
- AFTER TRAFFIC IS COMPLETELY STOPPED, REMOVE AND REPLACE SIGN PANELS.
- AFTER SIGN TRUSS IS SECURED AND CONSTRUCTION EQUIPMENT IS CLEAR OF THE ROADWAY, REOPEN ROADWAY, AS SHOWN IN DETAIL 3 STAGE 5.

### TOTAL LANE CLOSURES:

- TOTAL LANE CLOSURES WILL BE NECESSARY TO INSTALL OR REMOVE OVERHEAD GUIDE SIGNS.
- ROAD CLOSURES THAT WILL CLOSE ALL LANES IN ONE DIRECTION SHALL BE REQUESTED TWO WEEKS IN ADVANCE OF IMPLEMENTATION AND COORDINATED WITH THE FLORIDA'S TURNPIKE OFFICE OF PUBLIC INFORMATION. THE LENGTH OF THESE LANE CLOSURES SHALL BE LIMITED TO 30 MINUTES AT A TIME UNTIL THE WORK IS COMPLETE OR THE WORK HOUR LIMITS, WHICHEVER COMES FIRST.
- ALL TOTAL LANE CLOSURES SHALL BE LIMITED (TO BE DETERMINED BY THE ENGINEER) SUNDAY THROUGH THURSDAY NIGHTS. NO TOTAL CLOSURES SHALL BE PERMITTED ON SATURDAYS AND SUNDAYS IN DAYLIGHT HOURS.

### LOCATION 1 PRIOR TO WORK (SEQUENTIALLY DISPLAYED)

ROAD CLOSURE

9 PM - 5 AM

MM/DD

### DAY OF WORK

30 MIN CLOSURE

TONIGHT

9 PM - 5 AM

### DURING WORK

ROAD CLOSED

REDUCE SPEED

### LOCATION 2

### DURING WORK

ROAD CLOSED

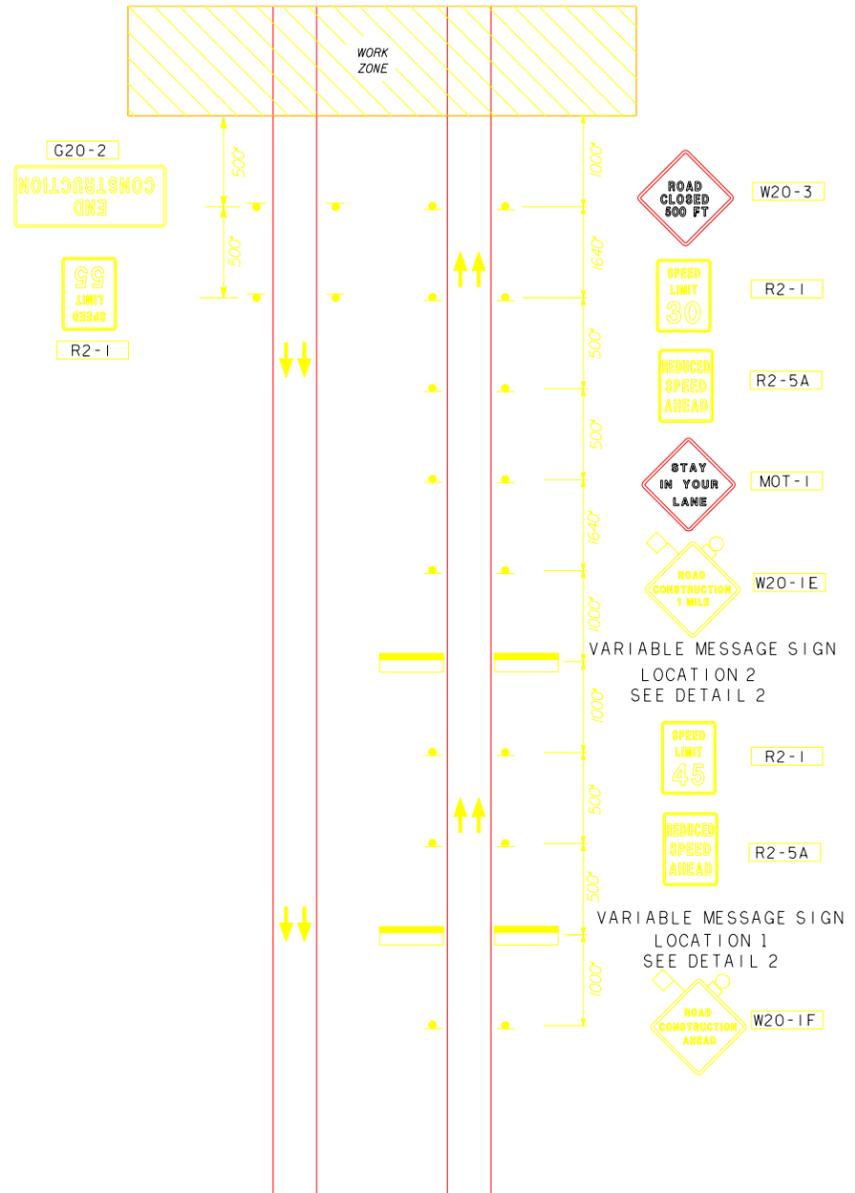
PREPARE TO

STOP

### DETAIL 2 VMS MESSAGES N.T.S.

### NOTES

- LOCATION OF UPSTREAM VMS SIGNS SHALL BE LOCATED UPSTREAM OF STARTING POINT OF ROADBLOCK. STARTING POINT OF ROADBLOCK SHALL BE BASED UPON 20-30 MINUTES OF CLOSURE TIME PLUS TRAVEL TIME AT THE REDUCED SPEED. ADDITONAL OFFICERS MAY BE NECESSARY TO CLOSE RAMPS BETWEEN STARTING POINT AND WORK SITE.



### DETAIL 1

N.T.S.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
TURNPIKE ENTERPRISE TRAFFIC DESIGN

## TYPICAL DETAILS ROLLING ROADBLOCK

DESIGNED BY	NAMES	DATES	APPROVED BY		
DRAWN BY					
CHECKED BY			REVISION NO.	SHEET NO.	DRAWING NO.
				1 of 2	303