

Chapter 10

Transportation Management Plan

The following are changes, additions or deletions to the January 2012, Topic #625-000-007, Plans Preparation Manual (PPM) for use on Turnpike projects only:

10.2 References

Add the following as #7

7. FDOT, Drainage Manual

10.3.1.1 Temporary Traffic Control Plans (TTC) *Add the following to item 4*

“Temporary drainage concepts and maintenance of drainage concepts.”

Add the following paragraphs

Several issues associated with milling and resurfacing requires the designer to develop project specific notes for the plans. Generally these notes are part of the TCP.

It is the Turnpike’s policy that traffic **shall not** be allowed on any milled surfaces and all milled surfaces **shall** be paved within the same work period. It is also the Turnpike’s policy **not** to allow ponding conditions during the milling and resurfacing. The Traffic Control Plan may require alternate stages/notes within a milling and resurfacing phase to meet this requirement.

The plan may require the contractor to alternate stages or pave multiple lifts during the same work period to comply with ponding avoidance and drop off restrictions.

It is the designer’s responsibility to evaluate his/her plans and to incorporate notes or phasing such that the contractor clearly understands the conditions associated with milling and resurfacing in order to adhere to the Turnpike’s policy.

10.3.1.1.1 TTC Plan Development *Add the following as # 10 to end of Step # 2*

10. Maintain drainage conveyance and spread.

Add the following as # 4 to the end of Step #5

4. Identify which areas do not meet drainage conveyance and spread objectives.

Add the following as # 13 to end of Step # 6

13. Detail temporary drainage and maintenance of offsite drainage plans.

10.4 Coordination

Add the following paragraph

Refer to TPPPH Volume 1, section 16.2.6.1, for specific coordination and preliminary traffic control plan requirements.

10.7 Signs

Add the following as paragraph 2

The Designer shall prepare details for nonstandard TTC signs that do not have a standard MUTCD or FTP number. Provide the details on guide sign worksheets in the plans.

10.7.3 Project Information Sign & Work Zone Signs

Add the following paragraph

Project Information Signs and Toll Dollars At Work Signs are required for all projects with more than 90 days of contract time. Placement of the Project Information Sign and Toll Dollars At Work Sign should be in advance of the first advance warning sign or as close to the beginning of the project as practice on each mainline approach. Ensure proper sign spacing criteria is maintained as described in section 7.2.1. The Project Information Sign should precede the Toll Dollars At Work Sign. See Index 600 and the Guide Drawings for sign layout details.

10.10 Pavement Markings

Add the following paragraph

All proposed, temporary, or pavement markings to be removed shall be detailed completely in the plans for a proper layout. This includes either dimensions to physical features or stations and offsets.

10.10.1 Removing Pavement Markings

Add the following paragraphs

The PPM and the Design Standards present positive options to control conflicting and misleading pavement scars created from water blasting as well as multiple pavement markings associated with multiple phase contracts.

The Turnpike is advising all consultants that overlays or milling with overlays will be the only acceptable method(s) to achieve a positive means for the obliteration of existing pavement markings in areas such as long term crossovers, diversions and in some cases tangent sections that provide a rough riding pavement.

High pressure water blasting is the only acceptable method for the removal of conflicting pavement markings in those areas not mentioned above. When removing pavement messages via water blasting, the entire area within the pavement message, including the interior of the message that is not painted or have thermoplastic, shall be water blasted so that the message

outline is completely obliterated and drivers are not able to read or see the scar outlining the former message.

10.12 Temporary Traffic Control Plan Details

Add item 11

11. Temporary pavement and drainage maintenance details.

10.12.5 Superelevation

Add the following as paragraph 2 after table

The transition from existing to temporary pavements is a critical area. These areas are prone to flooding since all of the permanent construction features do not exist. These incomplete features include final pavement elevations and drainage facilities. Frequently, these temporary pavement transitions are superelevated with almost flat profiles. Elevations and grades with all superelevation data are required to be shown to ensure the intended design is constructed.

10.12.6 Lane & Shoulder Widths

Add the following as paragraph 2

Excluding issues to accommodate spread, shoulder widths associated with the travel lanes shall be designed to achieve a minimum of 2ft. in width (paved). Any deviation from the 2 ft. shall be justified to and approved by FTE staff.

Milling and resurfacing of Turnpike's mainline and maintained facilities (SR 417, Veterans Expressway, Sawgrass Expressway, etc.) should utilize a minimum offset of 4 feet from Turnpike Traffic and the milling operation or the resurfacing operation. Where a 4 foot shoulder (buffer) cannot be maintained, an acceptable buffer space must be justified to and approved by FTE staff.

10.12.6.1 Emergency Pull Off Area

Add the following section

All capacity improvement (widening, reconstruction, etc.) or interchange projects that are greater than one mile in length along the mainline, and reduce the outside mainline shoulder width less than 8 feet wide, shall include provisions for an emergency pull off area. The emergency pull off area shall be located to the right of the outside travel lane for use by patrons and emergency management personnel. The emergency pull off area shall be a minimum of 12 feet wide and 500 feet long located every 1/2 to 1 mile and no closer than 1/2 mile from an interchange. The emergency pull off area should maintain the adjacent lane or paved shoulder cross slope and be paved with chevron pavement markings at 60 foot spacing. The emergency pull off area should not be designated as an ingress/egress location for the contractor.

10.12.7 Lane Closure Analysis

Add the following after paragraph 6

The Turnpike System is a major intrastate facility that is vital in the case of evacuations due to weather and other disasters. The Turnpike also serves as a diversion route for various Interstates, including I-95 and I-4. It is essential that the Turnpike be able to reopen its facilities to all lanes even within construction zones. The development of a traffic control plan shall not include prolonged lane reductions. The staging of a particular construction project shall permit the roadway to be restored to its original number of lanes within 24 hours. If necessary the use of temporary bridges shall be included in the traffic control plans to avoid prolonged lane closures due to work on the bridge.

Turnpike lane closure traffic data shall be obtained from Turnpike Traffic and Planning Departments including a growth rate factor and peak seasonal factor for all production design projects. See Florida's Turnpike Lane Closure Policy for additional information and guidance for non production projects (Permit and Maintenance). The design consultant will be responsible for developing analysis for both the begin construction year and the end construction year for projects twenty four months and longer. Lane closure analyses are to be submitted for review in electronic format and include traffic data as attachment for reference. If a detour is proposed for the project the lane closure analysis should also include a traffic analysis of the affected ramps for the proposed detour route. Once reviewed and approval is provided, a signed and sealed Lane Closure Analysis will be requested by Project Manager for filing in the project folder.

The use of **daytime lane closures** cannot be incorporated into the design plans without an official request by the designer and approval by the Turnpike as outlined in Florida's Turnpike Lane Closure Policy. Even though the lane closure analysis may support a daytime closure, approval must be obtained.

Daytime closures will be considered/allowed if the EOR for the design makes a recommendation to the Project Manager that a closure is more beneficial to the Turnpike, its customers and adjacent property owners. For example, driving guardrail posts at night adjacent to homes is not as desirable as daytime closures which would support the work during the day and minimize the noise pollution and complaints from the adjacent property owners.

In addition to daytime lane closures, Florida's Turnpike prohibits lane closures from sunup Friday until sundown Sunday (weekend). Weekend lane closures will also be considered/allowed if the EOR for the design makes a recommendation to the Project Manager that a closure is more beneficial to the Turnpike, its customers and adjacent property owners. A weekend lane closure request shall follow the same process as a daytime lane closure request.

The day time lane closure process starts with the Project Manager and the EOR for the design. The EOR for the design will be required to provide all supporting documentation including, but not limited to, lane closure analysis and the specific reasons why the request is being made to the Project Manager. On certain projects, daytime lane closures may not be applicable throughout the entire project. This aspect has to be considered by the EOR for the design when making his

recommendation. The EOR for the design shall evaluate adjacent projects for their closure hours and provide that information along with their analysis and recommendation.

10.12.7.1 Exit Ramp Lane Closure

Add the following section

Work in the vicinity of an exit ramp shall follow the latest MUTCD requirements with the following modification;

Minimum Ramp Opening of 200’.

10.12.8.1 Traffic Pacing

Add the following Section

Index 655 also includes a design table applicable to most work times of 20 minutes or less. The table is based on a pacing speed of 20 mph. Slower pacing speeds are not recommended but can be selected by the designer when necessary to shorten the pacing distance. See section IV Traffic Pacing of the Florida’s Turnpike Enterprise Lane Closure Policy for additional guidelines on Traffic Pacing.

Site specific conditions will dictate whether a pacing operation can be implemented; therefore, it is necessary that the designer coordinate with Florida’s Turnpike Enterprise at the time the Traffic Control Plan is being developed. The type of work will determine the construction equipment and required staging areas the contractor will need, particularly for placing bridge beams. Review of these issues with Florida’s Turnpike Enterprise will determine if lane closures will need to be used along with the pacing operation, or if the traffic will have to be detoured instead of paced. If it is determined that a pacing operation will be used, the designer should obtain concurrence from the Captain of the Florida Highway Patrol troop (Troop K) who will assist in the operation.

Exhibit 10-B and 10-C will not be applicable. See Florida’s Turnpike Enterprise Lane Closure Policy for allowable hours of Traffic Pacing.

10.12.12 Narrow Bridges and Roadways

Add the following paragraph

In the development of the detailed traffic control plan, any existing guardrail and barrier wall end treatments shall be compared with standards to ensure the current standards are met. If the traffic control plan impacts these end treatments, then protective device upgrades will be necessary.

10.12.18 Temporary Drainage

Add this new section

The Designer is responsible for designing the temporary drainage facilities necessary during construction. This would include pipe sizes, lengths, inlets and their related quantities.

The presence of temporary barrier walls in construction zones can be both a positive and negative for temporary drainage. The barrier wall can trap water on its uphill side resulting in a flooded roadway or the barrier wall can prevent water from crossing the roadway. The Designer shall note in the plans if temporary barrier walls with drainage slots will be used to address these conditions.

10.12.19 Friction Course on Temporary Pavement

Add this new section

New structural asphalt has similar friction factors as friction course. The use of friction course asphalt on temporary pavement during construction will be used on a case by case basis and consider the duration of the construction phase, drainage, cross slope, operating speed and horizontal curvature.

10.12.20 Temporary Barrier Wall Tape

Add this new section

During the development of traffic control plans on major projects it is not unusual for traffic phasing to require the implementation of traffic crossovers / transitions. Typically, the design requires the installation of concrete barrier wall on both sides of the travel way including minimum shoulder width through the transitions. Transitions of this type require the designer to evaluate a multiple of measures and provide as much delineation through the transition area as possible. These measures are extremely important to guide the driver during low light and or adverse weather conditions.

One such temporary measure is the application of yellow tape to the face of the barrier wall. The purpose of the tape is to high light the face of the wall through the transition areas. The **yellow tape** is applied as a warning device on the upper reaches of the barrier (either side of the travel way), warning the drivers they are in a transition or lane shift area and to assist in guiding the drivers. The tape is not to be placed near the bottom of the wall indicating the tape serves as a substitute for line striping. It is the designer's responsibility to evaluate the need for temporary tape on temporary concrete barrier wall at transition locations within their TCP and include the appropriate notes, pay items, call outs and details in the plans.

For temporary barrier wall tape guide, refer to Turnpike Design website, under TPPPH manual, Roadway guide drawings:

http://design.floridasturnpike.com/prod_design/roadway/roadwayguidedrawings.html

10.12.21 Reflective Pavement Markers

Add this new section

Reflective Pavement Markers (RPM) used to delineate traffic control lane lines shall be installed in conjunction with lane stripes. The use of RMP's independent of pavement stripes must be approved by the Turnpike Design Engineer.

10.12.22 Standard MOT General Notes

Add this section

See Roadway Guide Drawings for standard MOT General Notes that shall be shown on traffic control plans as applicable. Roadway Guide Drawings are at the following link on the Turnpike Design Website:

http://design.floridasturnpike.com/prod_design/roadway/roadwayguidedrawings.html

10.13.1 Regulatory Speeds in Work Zones

Add the following as paragraph 12

All transitions and tapers for work zones shall be based upon the preconstruction speed limits. For any locations incorporating speed reductions, speed limit signs shall be installed departing the work zone to "restore" the speed limit to its preconstruction limit. During non-construction periods the speed limits shall be restored to preconstruction limits.

10.14.2 Use of Traffic Control Officer

Add the following

The designer needs to coordinate the use of additional Traffic Control Officers with FTE Construction at the preliminary TCP submittal, or at a minimum, prior to the Phase II submittal. This should be an item of discussion at the 45% Traffic Control Meeting.

The locations and/or need for additional traffic control, must be outside of the four conditions called out in the Specification 102-7 and shall be brought to the Turnpike's attention by memo identifying the additional locations and the corresponding considerations of a safety issue to the motorist and workers.

A matrix indicating the estimated hours for traffic control should be developed and provided to FTE Construction during coordination of law enforcement personnel. Coordination with FTE Construction should include discussion on placement of the matrix within the plans and/or the Computation Book.

FHP TRAFFIC CONTROL OFFICER ESTIMATE				
Direction/Phase	Number Work Periods	Hours/Work Period	No. Troopers Required	Total FHP Hours
NB Phase I	2	8	1	16
NB Phase II	2	8	1	16
SB Phase I	2	8	1	16
SB Phase II	2	8	1	16
Total FHP				64

This matrix is *an example* and shall be modified as required for each project.

Upon concurrence with the designer's recommendation for the use of additional traffic control officers on the project, the following notes should be provided in the plans: :

Note 1. FHP Troop K is the official law enforcement troop for the Florida's Turnpike Enterprise. FHP shall serve as the point of contact and scheduling for **all** law enforcement needs on the Turnpike System. The contractor shall make provisions for a law enforcement officer for traffic control at the specific locations called out in the plans, by contacting the regional district (*The designer is required to insert the appropriate District and remove all other references*).

The District Contacts are as follows:

- All Turnpike roads in Palm Beach, Martin, St. Lucie, Okeechobee and Indian River Counties: 561-683-4646.
- All Turnpike roads in Broward and Miami-Dade Counties: 305-252-4433.
- All Turnpike roads in Osceola, Orange, Lake, Sumter, Seminole, Hillsborough, Polk and Hernando Counties: 407- 532-6797.

Note 2. Make provisions for a law enforcement officer (FHP Troop K) for all lane closures and/or as directed by the Engineer. All costs are included in 102-14. If the Contractor elects to use officers for any other activity, include the cost in lump sum MOT, pay item 102-1.

10.15 Motorist Awareness System

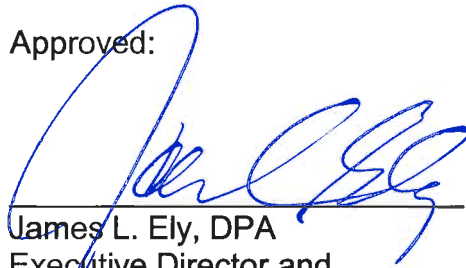
Add the following section

All lane closures on an FTE mainline facility require the use of Index 670 – Motorist Awareness System.



FLORIDA'S TURNPIKE ENTERPRISE Lane Closure Policy

Approved:


James L. Ely, DPA
Executive Director and
Chief Executive Officer

Effective: March 6, 2009
Office: Traffic Operations

PURPOSE:

To establish guidelines to minimize the disruption of the flow of traffic in conjunction with any activity that requires roadway lane closures, including toll plaza lanes, interchange ramp closures, or traffic pacing on Florida's Turnpike System.

AUTHORITY:

Sections 334.046, 335.15, Florida Statutes

DEFINITIONS:

ADT:	Average Daily Traffic Volumes.
Department:	Florida Department of Transportation, Florida's Turnpike Enterprise.
Emergency:	Any occurrence, or threat thereof, whether accidental, natural, technological, or manmade, in war or in peace, which results or may result in substantial injury or harm to the population or substantial damage to or loss of property [F.S. 252.34(3)].
Engineer:	The Department's Engineer(s) authorized to monitor and control activities on the State Turnpike System, [F.S. 334.141].
Indexes:	FDOT Design Standard indexes (600 series), current edition.
Lane Closure:	Temporary closure of one (1) or more through traffic lane(s), auxiliary lane(s), toll lane(s), ramp lane(s), moving operations, or traffic pacing.
Moving Operations:	Some temporary work operations such as pothole patching and striping operations can be performed using moving vehicles in accordance with Standard Index 600 and the MUTCD.
MUTCD:	Manual on Uniform Traffic Control Devices, current edition.

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<i>Other Roadways:</i>	Includes Turnpike System roadways such as S.R. 528 Beachline Expressway, S.R. 429 Western Beltway, S.R. 417 Seminole Expressway and Southern Connector, S.R. 869 Sawgrass Expressway, S.R. 589 Veterans Expressway, S.R. 589 Suncoast Parkway, and S.R. 570 Polk Parkway.
<i>PPM:</i>	Florida Department of Transportation Plans Preparation Manual, current edition.
<i>TMC:</i>	Traffic Management Centers for Florida's Turnpike, located at Pompano Beach and Turkey Lake (Orlando).
<i>Traffic Pacing:</i>	Traffic pacing is the slowing of traffic to provide a maximum of 30 minutes of clear travel way for the contractor to work over existing travel lanes.
<i>TPPPH:</i>	Turnpike Plans Preparation and Practices Handbook, current edition.
<i>Turnpike Mainline:</i>	Homestead Extension of Florida's Turnpike (HEFT), Southern Coin System, Ticket System, Northern Coin System, and the Golden Glades Spur.
<i>Turnpike System:</i>	Includes the Turnpike Mainline and Other Roadways owned and operated by the Turnpike.

GENERAL POLICY:

The policy of Florida's Turnpike Enterprise is to limit lane closures as described below. With the exception of emergencies, the responsible party will plan and coordinate the lane closure in advance with notice given to Turnpike Enterprise customers.

Unless specified differently in the remainder of this policy, if lane closures are required, a lane closure request will need to be submitted a minimum of two (2) weeks in advance of the proposed closure. The Turnpike's preferred method is for lane closure requests to be submitted electronically. Turnpike Traffic Operations publishes a separate Lane Closure Procedure document that describes the specific process that should be followed when requesting lane closures. This document can also be obtained from Turnpike Traffic Operations at the following:

Turnpike Traffic Operations
(954) 975-4855
PO Box 9828
Fort Lauderdale, FL 33310

Personnel involved in the approval process will accommodate any emergency requests that do not meet the two (2) weeks criteria and will address each request on a case-by-case basis.

For all lane closures on the Turnpike System, notification via phone call must be provided to the Turnpike Traffic Management Center (TMC) at the beginning and end of each lane closure activity. Contact information for the TMC will be provided in a

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separate document (Lane Closure Procedure) that is published by Turnpike Traffic Operations and is available upon request.

Daytime Lane Closures:

The highest restriction for lane closures shall occur on the Turnpike System during daytime hours, generally defined as the period between the locally published sunup and sundown. Lane closures will only be allowed after all other possible alternatives have been explored and found to be impossible, impractical, or unsafe, with the closure reasons being warranted and documented. Lane closures will not be allowed merely for the convenience of the contractor, permittee, or other requesting party. Providing premium service and safety to Turnpike customers are two of the Turnpike Enterprise's most important priorities; lane closures that infringe on these priorities will not be permitted.

The lane closure can only occur during specified hours and lane closure requests must be submitted at least 2 weeks prior to the proposed closure. Approval must be obtained from the Department at least 48 hours in advance of the proposed closure by the Turnpike Deputy Executive Director / Chief Operating Officer and the Director of Operations or designee.

Weekend Lane Closures:

As Florida's Turnpike provides an important transportation link to and from north/central Florida and south Florida for weekend and holiday travelers, closing travel lanes, ramp lanes, or auxiliary lanes during the weekend is a restricted activity. Weekend lane closures will only be allowed after all other possible alternatives have been explored and found to be impossible, impractical, or unsafe, with the closure reasons being warranted and documented. A weekend lane closure is defined as the period beginning Sunup Friday through 10:00 p.m. Sunday.

The lane closure can only occur during specified hours and lane closure requests must be submitted at least 2 weeks prior to the proposed closure. Approval must be obtained from the Department at least 48 hours in advance of the proposed closure by the Turnpike Deputy Executive Director / Chief Operating Officer and the Director of Operations or designee.

Holiday Lane Closures:

As holiday traffic increases on Florida's Turnpike, and providing all possible travel lanes and toll plaza lanes increases customer satisfaction and safety, no daytime or nighttime lane closures will be permitted during certain holidays throughout the year. Holidays are subject to the same restrictions as Daytime and Weekend lane closures.

A Holiday Calendar will be developed by Turnpike Traffic Operations each year for coordination with other stakeholders in the Turnpike. This Holiday Calendar will be

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reviewed each year during the Annual Holiday Traffic Meeting. Holiday Calendar information will be provided in a separate document (Lane Closure Procedure) that is published by Turnpike Traffic Operations and is available upon request.

Other Lane Closure Time Considerations:

During special events of regional significance, no lane closures will be permitted 2 days before the event to 24 hours after the event. These events will be determined by the Director of Communications and Marketing each year and provided to the Turnpike Traffic Operations Office by January 30th for use in approving lane closure requests. Examples of special events of regional significance are Spring Break, College and Professional sporting events (for example, NASCAR) or local cultural events.

Maintenance and Permit Projects:

To facilitate lane closure requests by permitting agencies and Maintenance, the Turnpike Traffic Operations Office will provide lane closure hours concurrent with its Traffic Count Program or as needed on a case-by-case basis.

During Permit and Maintenance plans production the appropriate lane closure hour restrictions shall be inserted into the Traffic Control Plan. During construction, lane closures shall fall within the hours indicated on the plans and shall be allowed after following the appropriate notification process without additional approval. During plans production or construction, an expansion of the allowable lane closure hours will be considered by following these steps:

The Director of Communications and Marketing must concur with all written requests for exceptions to the general policy listed above for daytime, weekend and special event lane closures prior to submitting a daytime or weekend/holiday lane closure as stated in the general policy.

All lane closure requests shall be submitted at least 2 weeks in advance of the proposed lane closure. The Director of Highway Operations or a designee shall have the authority to approve nighttime lane closures. All daytime and weekend lane closure requests shall be approved as stated in the general policy.

I. Operations Activities (Excluding Department Work Program Construction Projects)

1. See general policy. When lane closures are allowed, every possible effort must be made to minimize the length of time of closure.
2. All lane closure requests should be accompanied by a Traffic Control Plan (TCP) that is in compliance with the Department's Design Standards and the MUTCD. If the proposed TCP is not a Standard Index, a separate signed and sealed plan, by an engineer registered in the State of Florida, shall be

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provided for the anticipated work activity. The lane closure request shall be submitted through the regional Turnpike Enterprise Office in charge of the corresponding project.

3. Lane closures will not be allowed on the Turnpike during daytime or weekend hours as specified in the General Policy unless site specific conditions dictate otherwise. The requestor shall provide supporting evidence of "site specific conditions" to be approved as stated in the general policy.
4. The basis for establishing time of closure limits, other than above, will be the consideration of ADT, seven (7) consecutive days of peak hour volumes, site specific conditions, available lane capacity, annual growth rate, peak seasonal factor, regional special events, other projects within vicinity, and roadway conditions.
5. Allowable lane closure time for all activities authorized by the Department will be specified by the Department.
6. The Department reserves the right to modify previously approved or specified time of closure when, if in the opinion of the engineer, it becomes necessary to do so in the interest of public safety.
7. The Department may require construction of lane shifts or additional (temporary) pavement to maintain the same number of traffic lanes as in the pre-activity condition.
8. Prior to any lane closure, the Engineer must approve in writing, any Exceptions to the criteria established herein.

II. Department Work Program Construction Projects

Design:

1. Lane closure requirements within the limits of individual Department construction projects will be established during the development of Traffic Control Plans (TCP) for each project (or during the PD&E phase for large, complex projects). These will be developed using seven consecutive days of twenty-four (24) hour counts to determine peak hour restrictions and will comply with the limitations of the other categories of work. Traffic counts may be provided by Florida's Turnpike Traffic Planning and/or Traffic Operations staff or may be provided by a qualified Consulting Traffic Engineer. Twenty-four (24) hour traffic counts must be taken within the project limits and upstream and downstream traffic flow impacts such as interchanges and mainline toll plazas must be taken into account. Accurate traffic counts are necessary to provide lane closure times that will provide the least disturbance to through traffic. In addition to traffic counts, the design consultant must

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request the peak seasonal factor, truck percentage and annual growth factor to be used for each Turnpike production project from Turnpike's Traffic Planning Staff.

2. If daytime or weekend lane closures are specified in the design plans, the Designer must obtain approval of these closures prior to final plans processing. This approval process shall begin between the Phase II and Phase III plan submittals via a written request for the lane closure to the Turnpike Production Project Manager. This request shall include all supporting documentation including, but not limited to, lane closure analyses (Plans Preparation Manual Volume I - Chapter 10), and traffic operations simulation, signed and sealed by the Engineer of Record. Specific reasons for the lane closure and any backup information must be included with the request. This written request must be processed through the Turnpike Roadway Engineer, Turnpike Design Manager, and Turnpike Construction Engineer, for approval as stated in the general policy above.

Construction:

1. See general policy.
2. The Contractor shall comply with all the provisions outlined in the Traffic Control Plans.
3. The Maintenance-of-Traffic (MOT) implementation phase involving lane closures will not be allowed until the construction work requiring the lane closure is ready to begin and it will not be allowed to remain in place for longer than the work's duration.
4. If, in the opinion of the engineer and the Turnpike Construction Project Manager, the lane closures are unsafe, unnecessary, create undue traffic delay and congestion, or if field conditions have changed, he/she may suspend the contract or modify the MOT plans. This includes maintenance, permits, utilities, and other work within the limits of an active construction project.

III. Toll Plaza Lane Closure

1. See general policy.
2. All projects requiring a lane closure within the merge/diverge area of a mainline or ramp toll plaza must receive concurrence from the State Toll Facilities Engineer (STFE) and the Toll Plaza Manager.
3. Toll lane closures must be coordinated and approved by the STFE and the Toll Plaza Manager prior to final traffic control plans.

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4. Projects not requiring Traffic Control Plans must obtain approval for a toll lane closure. Approval by the STFE and Toll Plaza Manager must be obtained two (2) weeks prior to implementing the toll lane closure.

IV. Traffic Pacing

1. See general policy.
2. Traffic pacing procedures shall comply with the following:
 - Traffic pacing procedures are not allowed during daytime hours.
 - Unless specific hours are included in the plans, traffic pacing activities will only be allowed from 12:30 a.m. through 4:30 a.m., Monday through Thursday.
 - Hours of traffic pacing shall be the lowest volume weeknight hours as determined by traffic data or as directed by Florida's Turnpike Traffic Operations and/or Production staff.
 - TPPPH, Section 10.12.8.1 Traffic Pacing
 - TPPPH, Section 10.14.2 Additional Use of Traffic Control Officer Law Enforcement
 - PPM Section 10.14 Law Enforcement Services
 - PPM Section 10.14.1 Speed and Law Enforcement Officer
 - Florida's Turnpike Traffic Pacing Guide Drawings (1&2)

V. Emergency Conditions

1. Restricted hours of lane closures are waived under emergency conditions as defined under Florida Statute 252.34 (2).
2. Unless otherwise approved by the Engineer, work is to be performed on a continuous round-the-clock basis to minimize time of closures.
3. The Turnpike Public Information and Traffic Operations Offices are to be notified of any emergency lane closure that exceeds or is expected to exceed two (2) hours.

VI. Moving Operations

1. See general policy.
2. Includes testing and sampling procedures.