

TURNPIKE PLANS PREPARATION AND PRACTICES HANDBOOK (TPPPH)

VOLUME I



**FLORIDA'S TURNPIKE ENTERPRISE
PRODUCTION DESIGN DEPARTMENT**

OCOEE, FL

~~JULY 1~~OCTOBER 4, 2013 EDITION, Addendum #1

7.5.1 Design Criteria

Add the following paragraph

All pull boxes and splice boxes shall be H-20 or HS-20 load rated.

7.5.4.1 Dynamic Message Sign (DMS)

Add the following paragraph

When general purpose mainline DMS are proposed, a travel time sensor compatible with the existing system shall be installed at the site.

7.5.7.4 Fiber Optic Cable Designating System

Add the following paragraph

In addition to the Sunshine One Call number (800-432-4770) provided on each route marker, the following contact information shall be shown:

1. Florida's Turnpike Enterprise, Traffic Management Center (Orlando) 407-264-3363
2. Florida's Turnpike Enterprise, Traffic Management Center (Pompano) 954-934-1370

7.5.8.2 ITS Pole and Lowering Device

Replace the first paragraph with the following

CCTV cameras shall be installed on ITS poles without lowering devices unless there are issues with maintenance and access to the camera, or other circumstances requiring a lowering device. The ITS pole for CCTV camera shall be designed as a square type pole mounted at approximately 45 feet.

Add the following paragraph

When prestressed concrete poles are specified for ITS Poles, the Design Consultant should provide design and details based on the proposed attachments. Symmetrically placed prestressing should be considered where applicable.

7.6.1 Guidance on Use of Various Pavement Marking Materials

Add the following paragraphs

Florida's Turnpike lets separate contracts for thermoplastic applications. Include the preformed thermoplastic exit number message in the thermoplastic plan set.

On resurfacing projects, the main Signing and Pavement Marking plan set must include the replacement of RPM's on bridge decks, but exclude painted pavement markings. The separate thermoplastic plan should include refreshing the thermoplastic pavement markings on bridge decks unless specified by Turnpike design staff to exclude.

Chapter 10

Transportation Management Plan

The following are changes, additions or deletions to the January 2013, Topic #625-000-007, Plans Preparation Manual (PPM), for use on Turnpike projects only.

10.2 References

Add the following reference

7. FDOT, Drainage Manual

10.3.1.1 Temporary Traffic Control (TTC) Plans

Add the following to bullet #4

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 bullet #10 to end of Step #2

10. Maintain drainage conveyance and spread.

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

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

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, review MOT General Notes and incorporate in plans the applicable traffic control officer notes and Regional contact information:

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

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 for all Turnpike roads are as follows:

- | | | |
|----|---|-------------------------------|
| 1. | Palm Beach County | 561-357- 4284 4294 |
| 2. | St. Lucie/Okeechobee/Indian River/Martin Counties | 772-873-6541 |
| 3. | Broward County | 954-321-2713 |
| 4. | Miami-Dade County | 305-378-4235 |
| 5. | Osceola/Orange/Lake/Sumter/Seminole Counties | 407-264-3222 |
| 6. | Pasco/Hillsborough/Hernando/Polk Counties | 813-558-1117 |

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.

Chapter 26

Bridge Project Development

The following are changes, additions or deletions to the January 2013, Topic #625-000-007, Plans Preparation Manual (PPM), for use on Turnpike projects only.

26.9.4 Aesthetics

Add the following items

- ~~3. The general aesthetic theme (color, textures, finishes, etc.) for bridges, retaining walls and sound barrier walls should be coordinated with the Turnpike Project Manager and Turnpike Architecture.~~
3. FTE offers the following guidance as to the implementation of Structures Design Bulletin 13-03 (SDB 13-03) "Concrete Surface Finish Requirements". Smooth uncoated surfaces are preferred for all concrete structures; however project specific conditions as described in SDB 13-03 may dictate that enhanced aesthetics are required. For projects that involve coatings, textures, colors or graphics on any concrete structures, please see the guidance below, request the appropriate approvals as necessary and coordinate with the FTE Project Manager. "Coating" refers to coatings, colors, tints, or stains. "Structures" are defined by SDB 13-03 and includes bridges, retaining walls, noise barriers and traffic railings/parapets on bridges and roadway.

<u>Projects with</u>	<u>Treatment</u>
<u>New Structures</u>	<u>No coating.</u>
<u>New Structures Adjacent to Existing Structures / Bridge Widening</u>	<u>No coating. If project specific conditions warrant (ex: existing coating on an adjacent structure), then coat new structure to match the existing scheme and clean the existing structure. If cleaning alone is insufficient, then clean and recoat the existing structure. In all cases, avoid where possible (re)coating areas that require Chief Engineer approval (ex: traffic face of traffic railing).</u>
<u>Painted Steel Girders</u>	<u>No (re)coating of concrete. Cleaning of the existing concrete may be considered where warranted.</u>
<u>Aesthetic Commitments</u>	<u>Meet aesthetic commitments.</u>
<u>Other Agencies</u>	<u>No (re)coating. If a Local Maintaining Agency requests (re)coatings then follow SDG 1.4.5.D (as revised by SDB 13-03).</u>
<u>Anti-Graffiti Coating</u>	<u>Do not use.</u>
<u>Textures/Graphics</u>	<u>Use of textures and graphics is acceptable. Get approval if texture/graphic is not from the Standard Index drawings.</u>

The Approval Letter for Concrete Surface Finishes can be found at:

http://design.floridasturnpike.com/prod_design/struct/structures.html

4. For projects with steel girders that require painting, coordinate the girder color with the FTE Project Manager. Typically steel girders are painted FTE Green (FC34090).
5. For historical documentation, the following are the colors that were previously used on FTE structures:
 - a) Light Tan: FC23717 for retaining walls
 - b) Dark Tan: FC20475 for traffic railings, copings and slab overhangs
 - c) FTE Green: FC34090 for beams

26.10 Bridge Development Report (BDR) Submittal Checklist

Add the following to item 4

Bridge deck spread shall be evaluated for all bridges. The Bridge Development Report (BDR) shall include preliminary spread calculations for the bridge deck in order to determine whether additional drainage conveyance is required. Typical drainage conveyance costs may include, but are not limited to, additional shoulder width during construction, cross slope adjustment, bridge deck drains and conveyance systems. Costs for the bridge deck drainage may be significant when comparing alternative bridge designs.

Add the following section

26.19 Deviations from Structures Manual

26.19.1 Deck Thickness Determination

Structures Manual – Volume 1: Structures Design Guidelines - Section 4.2.2.D shall be modified as follows:

The thickness of CIP bridge decks on beams or girders for minor widening will be 8” minimum unless otherwise approved by the Turnpike Structures Design Engineer.

26.19.2 Miscellaneous Structures Splice

Full penetration welded shop splices are not allowed for uprights or chord members.

26.19.3 Bridge Deck Grooving

Structures Manual – Volume 1: Structures Design Guidelines – Section 7.7.A shall be modified as follows: