

MAINTENANCE OF TRAFFIC NOTES

GENERAL:

1. THE REGULATORY SPEED USED FOR MOT CALCULATIONS FOR EACH FACILITY ARE NOTED BELOW. MODIFICATIONS TO THE REGULATORY SPEED MAY REQUIRE RESUBMITTAL OF THE MOT PLAN.

<u>TURNPIKE FACILITY NAME</u>	<u>REGULATORY SPEED</u>
SR 91	X MPH
RAMP X	X MPH
RAMP X	X MPH
RAMP X	X MPH

2. PREPARE AN INCIDENT MANAGEMENT PLAN (IMP) FOR EMERGENCY VEHICLE ACCESS WHILE TEMPORARY BARRIER WALL IS BEING UTILIZED ON THE PROJECT. SUBMIT PLAN 21 DAYS PRIOR TO THE INSTALLATION OF TEMPORARY BARRIER WALL ON SITE.
3. FHP TROOP K SHALL SERVE AS THE POINT OF CONTACT AND SCHEDULING FOR ALL TRAFFIC CONTROL NEEDS ON THE TURNPIKE. MAKE PROVISIONS FOR A TRAFFIC CONTROL OFFICER FOR TRAFFIC CONTROL AT THE SPECIFIC LOCATIONS CALLED OUT IN THE PLANS, BY CONTACTING THE REGIONAL DISTRICT AT (THE DESIGNER IS REQUIRED TO INSERT THE APPROPRIATE COUNTY CONTACT):

COUNTY	CONTACT NUMBER
Palm Beach	561-357-4294
St. Lucie/Okeechobee/Indian River/Martin	772-873-6541
Broward	954-908-3872
Miami-Dade	305-378-4235
Osceola/Orange/Lake/Sumter/Seminole	407-264-3225
Pasco/Hillsborough/Hernando/Polk	813-558-1117

4. MAKE PROVISIONS FOR A TRAFFIC CONTROL OFFICER (FHP TROOP K) FOR ALL LANE CLOSURES, RAMP CLOSURES REQUIRING DETOURS 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.
5. ACCELERATION AND DECELERATION OF ALL CONSTRUCTION VEHICLES WITHIN A TRAVEL LANE IS PROHIBITED. CONTRACTOR SHALL MAKE PROVISIONS FOR CONSTRUCTION VEHICLE ACCESS TO THE WORK AREAS INCLUDING MATERIAL DELIVERY. LANE CLOSURES MAY BE WARRANTED FOR CERTAIN CONSTRUCTION VEHICLES TO ACCESS THE WORK AREAS. COORDINATE ALL ACCESS LOCATIONS WITH THE ENGINEER.

6. ALL LANE CLOSURES AND CONSTRUCTION ACTIVITIES MUST COMPLY WITH PROVISIONS AS OUTLINED IN FLORIDA'S TURNPIKE ENTERPRISE "LANE CLOSURE POLICY" (FTE Policy #0006). THIS POLICY IS AVAILABLE IN THE DOCUMENTS & PUBLICATIONS SECTION OF THE FLORIDA'S TURNPIKE DESIGN WEBSITE, WHICH CAN BE ELECTRONICALLY FOUND AT <http://floridasturnpike.com/design/docsandpubs.html> OR BY CONTACTING THE TRAFFIC OPERATIONS CENTER IN POMPANO AT (954) 975-4855.
7. COMPLY WITH THE FLORIDA'S TURNPIKE ENTERPRISE U-TURN POLICY (FTE Policy #0008) THROUGHOUT THE DURATION OF THE CONSTRUCTION CONTRACT. THE U-TURN POLICY IS AVAILABLE IN THE DOCUMENTS & PUBLICATIONS SECTION OF THE FLORIDA'S TURNPIKE DESIGN WEBSITE, WHICH CAN BE ELECTRONICALLY FOUND AT <http://floridasturnpike.com/design/docsandpubs.html>.

LANE/RAMP CLOSURE(S):

1. RAMP CLOSURES WILL BE REQUIRED TO COMPLETE SOME CONSTRUCTION ACTIVITIES HOWEVER; THESE CLOSURES ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

WHEN IMPLEMENTING RAMP CLOSURES EITHER CLOSE BOTH ON RAMPS SIMULTANEOUSLY OR BOTH OFF RAMPS SIMULTANEOUSLY.

CLOSURE OF ALL RAMPS SIMULTANEOUSLY OR IN ANY OTHER COMBINATION IS NOT PERMITTED. ONLY CLOSE THOSE RAMPS THAT ARE INTENDED TO BE WORKED ON EACH EVENING. COORDINATE RAMP CLOSURES WITH ANY ADJACENT CONSTRUCTION AT ADJOINING INTERCHANGES IN THE AREA. THE ANTICIPATED NUMBER OF CLOSURES IS "XX" NIGHTS EACH FOR THE ON RAMPS AND "XX" NIGHTS EACH FOR THE OFF RAMPS.

2. THE NUMBER OF LANES CLOSED AND THE HOURS LANE CLOSURES ARE PERMITTED ARE AS FOLLOWS:

FACILITY NAME (TPK MAINLINE, RAMPS, SIDEROADS):

ONE LANE CAN BE CLOSED IN ONE DIRECTION BETWEEN XX: XX AM/PM TO XX: XX AM/PM
TWO LANES CAN BE CLOSED IN ONE DIRECTION BETWEEN XX: XX AM/PM TO XX: XX AM/PM
THREE LANES CAN BE CLOSED IN ONE DIRECTION BETWEEN XX: XX AM/PM TO XX: XX AM/PM
SINGLE LANE RAMPS CAN BE CLOSED BETWEEN XX:XX AM/PM TO XX:XX
SINGLE LANE CLOSURE ON MULTILANE RAMPS CAN BE CLOSED BETWEEN XX:XX AM/PM TO XX/XX
RAMP DETOURS CAN OCCUR BETWEEN XX:XX AM/PM TO XX/XX

MARKINGS, SIGNING:

1. REMOVABLE PAVEMENT MARKINGS WILL BE PERMITTED ON BRIDGE DECKS ONLY OR WHERE INDICATED IN THE TRAFFIC CONTROL PLAN.

TEMPORARY SIGNALS:

1. AT LOCATIONS WHERE TEMPORARY SIGNAL HEADS ARE TO BE SUPPORTED ON THE NEWLY CONSTRUCTED MAST ARMS, THE TEMPORARY SIGNAL CABLE IS TO BE SECURED OUTSIDE OF THE MAST ARMS AND PROTECTED THROUGHOUT CONSTRUCTION. UNDER NO CIRCUMSTANCES WILL TEMPORARY HOLES BE DRILLED IN EITHER THE MAST ARMS OR POLES.

TOLL PLAZA COORDINATION:

TOLLS AET LANE CLOSURE RESTRICTIONS

1. WHEN IT IS NECESSARY TO CLOSE AET TRAFFIC LANES (AET LANES) IN ORDER TO FACILITATE CONSTRUCTION, TAKE RESPONSIBILITY TO SCHEDULE ACTIVITIES SO AS TO MINIMALLY IMPEDE TRAFFIC MOVEMENT AND/OR TOLL COLLECTION OPERATIONS.
2. NO AET LANE CLOSURES WILL BE PERMITTED DURING PEAK TRAFFIC PERIODS. PEAK TRAFFIC PERIODS AND TRAFFIC DIRECTION MAY VARY ON DIFFERENT DATES AND MUST BE CONFIRMED WITH THE TOLL FACILITIES ENGINEERING MANAGER AND THE TURNPIKE TRAFFIC OPERATIONS ENGINEER.
3. WHEN MOT DEVICES MUST BE PLACED IN AET LANES WITHIN OR IN THE IMMEDIATE VICINITY OF THE TOLLING LOOPS, THE MOT DEVICES SHALL NOT BE MADE OF METAL OR CONTAIN METAL. METALLIC DEVICES OR DEVICES CONTAINING METAL WILL INTERFERE WITH THE PERFORMANCE OF THE TOLLING LOOPS AND SHALL NOT BE USED WITHIN OR IN THE IMMEDIATE VICINITY OF THE TOLLING LOOPS.
4. SUBMIT A WEEKLY ACTIVITY SCHEDULE SHOWING TIME AND DATE OF ANTICIPATED AET LANE CLOSURES. A MINIMUM OF TWO WORKING DAYS NOTICE WILL BE REQUIRED TO CLOSE AET LANE(S). AET TOLL LANE CLOSURES MUST BE COORDINATED WITH AND APPROVED BY THE TOLL FACILITIES ENGINEERING MANAGER.

TOLLS AET LANE MILLING AND RESURFACING RESTRICTIONS

1. ASSUME RESPONSIBILITY TO CLEAN AET LANE(S) WITH A DEPARTMENT APPROVED METHOD AS A RESULT OF PAVING (MILLING AND RESURFACING) OPERATIONS NEAR THE AET LANES. WATER BLASTING METHOD MAY BE USED TO REMOVE TAR AND TACK BUILD UP IN AREAS OUTSIDE OF THE TOLLING LOOPS. TAR AND TACK BUILD UP WITHIN THE TOLLING LOOP PAVEMENT AREA MUST BE CAREFULLY REMOVED MANUALLY BY A DEPARTMENT APPROVED METHOD THAT DOES NOT DAMAGE THE LOOPS AND THE LOOP SEALANT MATERIAL. THERE IS NO DIRECT COMPENSATION FOR THIS ACTIVITY AND THE PRICE IS TO BE INCLUDED IN THE OTHER ITEMS OF WORK.
2. PROTECT THE TOLLING LOOPS WHEN PAVING OPERATIONS REQUIRE EQUIPMENT TO TRAVEL THROUGH THE AET LANES.

3. IF MILLING AND RESURFACING WITHIN THE TOLLING LOOPS OF AET LANE(S), REPAIR AND REPLACE ALL FLEX DELINEATORS AND ASSOCIATED EQUIPMENT AND ALSO MAKE SURE THAT PROVISIONS ARE INCLUDED WHICH ADDRESS THE REPLACEMENT OF THE TOLLING LOOPS AND RE-TUNING OF THE TOLLING SYSTEM.
4. IF MILLING AND RESURFACING WITHIN THE TOLLING LOOPS OF AET LANE(S), THE CONTRACTOR SHALL NOTIFY FTE TOLLS OF ANY IMPENDING MILLING AND RESURFACING OF TOLLING LOOPS UNDER THE AET GANTRY NO LESS THAN SIX (6) WEEKS PRIOR TO THE WORK BEING PERFORMED. THIS WORK (FURNISH AND INSTALL) MUST BE PERFORMED BY A CERTIFIED IDRIS TECHNOLOGY PARTNER (ITP) AND INSTALLATION SHALL BE OBSERVED BY A DEPARTMENT DESIGNATED REPRESENTATIVE FROM THE DEPARTMENT'S TOLL OPERATIONS DEPARTMENT. ALL REQUIRED CORRECTIVE ACTIONS TO BRING THE AET LANES INTO OPERATION NO LESS THAN EQUIVALENT TO OPERATION PRIOR TO THE MILLING AND RESURFACING IS REQUIRED. THERE IS NO DIRECT COMPENSATION FOR THIS ACTIVITY AND THE PRICE IS TO BE INCLUDED IN THE OTHER ITEMS OF WORK.
5. IF MILLING AND RESURFACING WITHIN THE TOLLING LOOPS OF AET LANE(S), REPLACE THE VDAC TRANSVERSE PAVEMENT MARKING EXISTING AT AET LANES IF AFFECTED BY THE MILLING AND RESURFACING WORK. PAINT MANUFACTURER AND TYPE TO BE APPROVED BY THE DEPARTMENT. THERE IS NO DIRECT COMPENSATION FOR THIS ACTIVITY AND THE PRICE IS TO BE INCLUDED IN THE OTHER ITEMS OF WORK.

SPECIAL NOTES FOR ALL RESURFACING WORK:

1. MEDIAN BARRIER IMPROVEMENT SHALL BE CONSTRUCTED WITH INSIDE LANE CLOSURES UNLESS OTHERWISE SPECIFIED. ANY GAPS IN THE MEDIAN BARRIER DUE TO CONSTRUCTION ACTIVITIES WILL BE PROTECTED DURING NON-WORK HOURS.
2. SHOULDERS SHALL BE SWEEPED AND CLEANED OF DEBRIS PRIOR TO SHIFTING TRAFFIC ONTO THEM.
3. ALL MILLED SURFACES SHALL BE PAVED PRIOR TO OPENING TO TRAFFIC.

GENERAL MOT NOTES FOR LANDSCAPING PROJECTS:

1. *(This note shall apply if the design plans do not include a traffic control plan.)* PRIOR TO BEGINNING WORK THE CONTRACTOR SHALL SUBMIT, TO THE ENGINEER, A TRAFFIC CONTROL PLAN FOR INSTALLATION AND MAINTENANCE ACTIVITIES.
2. ACCELERATION AND DECELERATION OF ALL CONSTRUCTION VEHICLES WITHIN A TRAVEL LANE IS PROHIBITED. CONTRACTOR SHALL MAKE PROVISIONS FOR CONSTRUCTION VEHICLE ACCESS TO THE WORK AREAS INCLUDING MATERIAL DELIVERY. LANE AND/OR SHOULDER CLOSURES MAY BE WARRANTED FOR CERTAIN CONSTRUCTION VEHICLES TO ACCESS THE WORK AREAS. CONTRACTOR SHALL COORDINATE ALL ACCESS LOCATIONS WITH THE ENGINEER.

3. ALL LANE CLOSURES AND CONSTRUCTION ACTIVITIES MUST COMPLY WITH PROVISIONS AS OUTLINED IN FLORIDA'S TURNPIKE ENTERPRISE "LANE CLOSURE POLICY AND PROCEDURE". THIS POLICY IS AVAILABLE AT THE END OF CHAPTER 10, VOLUME 1 OF THE TURNPIKE PLANS PREPARATION AND PRACTICES HANDBOOK (TPPPH), WHICH CAN BE ELECTRONICALLY FOUND AT <http://design.floridasturnpike.com> WITHIN THE DESIGN MANUALS SECTION, OR BY CONTACTING THE TRAFFIC OPERATIONS CENTER IN POMPANO AT (954) 975-4855. COORDINATE ALL LANE CLOSURES REQUESTS ON TURNPIKE ENTERPRISE FACILITIES WITH THE TRAFFIC OPERATIONS CENTER. REQUESTS ARE TO BE SUBMITTED TWO (2) WEEKS IN ADVANCE OF ANY LANE CLOSURES. IN ADDITION, ALL LANE CLOSURES MUST BE COORDINATED WITH PUBLIC INFORMATION OFFICER AND TOLL OPERATIONS AS WELL AS LOCAL SPECIAL EVENTS.
4. DURING THE ESTABLISHMENT OF THE LANDSCAPE PROJECT, ALL MAINTENANCE ACTIVITIES THAT IMPACT THE TRAVELING PUBLIC ARE PROHIBITED DURING PEAK TRAFFIC PERIODS. PEAK TRAFFIC PERIODS AND TRAFFIC DIRECTION MAY VARY ON DIFFERENT DATES AND MUST BE CONFIRMED WITH THE ENGINEER THROUGH THE TRAFFIC OPERATIONS CENTER.
5. *(This note may apply if the design plans include a traffic control plan.)* RECOMMENDED ACCESS POINTS TO WORK ZONES, AS WELL AS LENGTHS AND LOCATIONS OF SHOULDER/SINGLE LANE CLOSURES HAVE BEEN PROVIDED IN THE TRAFFIC CONTROL PLANS. DEVIATION FROM THE ACCESS POINT LOCATION, THE LENGTH AND LOCATION OF SHOULDER/SINGLE LANE CLOSURES, OR TCP DEVICES DEPICTED IN THE PLANS IS PERMITTED AS LONG AS THEY ARE COORDINATED WITH THE ENGINEER AND ALL APPLICABLE REQUIREMENTS OF FDOT DESIGN STANDARDS (600 SERIES) HAVE BEEN MET.
6. *(This note may apply if the project limits include tolling points.)* WHEN IT IS NECESSARY TO CLOSE LANES AND/OR SHOULDERS NEAR TOLLING POINTS IN ORDER TO FACILITE CONSTRUCTION, TAKE RESPONSIBILITY TO SCHEDULE ACTIVITIES SO AS TO MINIMALLY IMPEDE TRAFFIC MOVEMENT AND/OR TOLL COLLECTION OPERATIONS.
7. *(This note may apply if the project limits include tolling points.)* NO AET LANE CLOSURES WILL BE PERMITTED DURING PEAK TRAFFIC PERIODS. PEAK TRAFFIC PERIODS AND TRAFFIC DIRECTION MAY VARY ON DIFFERENT DATES AND MUST BE CONFIRMED WITH THE ENGINEER THROUGH THE TOLL FACILITIES ENGINEERING MANAGER AND THE TURNPIKE TRAFFIC OPERATIONS ENGINEER.
8. *(This note may apply if the project limits include tolling points.)* WHEN MOT DEVICES MUST BE PLACED IN AET TRAFFIC LANES WITHIN OR IN THE IMMEDIATE VICINITY OF THE TOLLING LOOPS, THE MOT DEVICES SHALL NOT BE MADE OF METAL OR CONTAIN METAL. METALLIC DEVICES OR DEVICES CONTAINING METAL WILL INTERFERE WITH THE PERFORMANCE OF THE TOLLING LOOPS AND SHALL NOT BE USED WITHIN OR IN THE IMMEDIATE VICINITY OF THE TOLLING LOOPS.

9. *(This note may apply if the project limits include tolling points.)* THE CONTRACTOR SHALL SUBMIT A WEEKLY ACTIVITY SCHEDULE SHOWING TIME AND DATE OF ANTICIPATED AET LANE CLOSURES. A MINIMUM OF TWO WORKING DAYS NOTICE WILL BE REQUIRED TO CLOSE AET LANE(S). AET TOLL LANE CLOSURES MUST BE COORDINATED WITH AND APPROVED BY THE ENGINEER THROUGH THE TOLL FACILITIES ENGINEERING MANAGER.