

## MAINTENANCE OF TRAFFIC NOTES

### GENERAL:

1. THE REGULATORY SPEED USED FOR MAINTENANCE OF TRAFFIC (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 IMP 21 DAYS PRIOR TO THE INSTALLATION OF TEMPORARY BARRIER WALL ON SITE. OBTAIN THE ENGINEER'S APPROVAL OF THE IMP PRIOR TO INSTALLING TEMPORARY BARRIER WALL. ***(NOTE TO EOR – This note is in the process of being incorporated into standard specification language. Please coordinate with FTE Specs and Roadway to determine if this note should be added to the plans or if specification language is available prior to plan submittal)***
3. TWO WEEKS PRIOR TO ACCESSING THE WORK SITE, SUBMIT AN ACCESS CONTROL PLAN (ACP). ACP MUST INCLUDE, BUT NOT BE LIMITED TO: 1) ASSURANCE THAT CONSTRUCTION VEHICLE AND MATERIAL DELIVERY VEHICLES DO NOT USE ACTIVE TRAVEL LANES TO ACCELERATE OR DECELERATE, 2) IDENTIFICATION OF ALL ACCESS LOCATIONS AND 3) LANE CLOSURES THAT MAY BE NEEDED TO GAIN ACCESS. TWO WEEKS PRIOR TO ALTERING ANY ASPECT OF WORK SITE ACCESS, SUBMIT A REVISED ACP. INITIAL ACP AND ALL ACP REVISIONS TO BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.

### LANE/RAMP CLOSURE(S):

1. RAMP CLOSURES ARE REQUIRED TO COMPLETE SOME CONSTRUCTION ACTIVITIES AND 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 WHERE AND WHEN WORK IS INTENDED. COORDINATE RAMP CLOSURES WITH ALL 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:

NUMBER OF LANES CLOSED	SUNDAY		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
ONE LANE	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM
TWO LANES	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM
THREE LANES	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM
SINGLE LANE RAMPS	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM
SINGLE LANE ON MULTI-LANE RAMPS	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM

**MAINLINE/RAMP DETOUR(S):**

1. MAINLINE AND RAMP DETOURS ARE REQUIRED TO COMPLETE SOME CONSTRUCTION ACTIVITIES AND THESE DETOURS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

WHEN IMPLEMENTING RAMP DETOURS EITHER DETOUR BOTH ON OR OFF RAMPS SIMULTANEOUSLY. DETOURS OF ALL RAMPS SIMULTANEOUSLY OR IN ANY OTHER COMBINATION IS NOT PERMITTED. ONLY CLOSE THOSE RAMPS WHERE AND WHEN WORK IS INTENDED.

COORDINATE DETOURS WITH ALL ADJACENT CONSTRUCTION AT ADJOINING INTERCHANGES IN THE AREA.

2. DETOURS ARE PERMITTED AS FOLLOWS:

DETOUR X – ***(NOTE TO EOR - DESCRIBE WHEN DETOUR CAN BE USED E.G. TOLL GANTRY ERECTION AND TESTING OR SIGN STRUCTURE ERECTION)***

THE ALLOWABLE HOURS ARE:

SUNDAY		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM	X PM-X AM

### **MARKINGS, SIGNING:**

1. ONLY USE REMOVABLE PAVEMENT MARKINGS ON BRIDGE DECKS. ***(NOTE TO EOR – Note will only be used in conjunction with Level 1 TCP. Note will not be used when TCP Level 2 or 3 plans are prepared. Striping should be detailed in the plans in those cases.)***

### **TEMPORARY SIGNALS:**

1. AT LOCATIONS WHERE TEMPORARY SIGNAL HEADS ARE TO BE SUPPORTED ON NEWLY CONSTRUCTED MAST ARMS, SECURE THE TEMPORARY SIGNAL CABLE OUTSIDE OF THE MAST ARMS AND PROTECT THE MAST ARMS THROUGHOUT THE CONTRACT DURATION. DO NOT DRILL TEMPORARY HOLES IN EITHER THE MAST ARMS OR POLES.

### **TOLL PLAZA COORDINATION:**

#### **ALL ELECTRONIC TOLLING (AET) LANE CLOSURE RESTRICTIONS**

1. ***NOTE TO EOR – Allowable closure times and restrictions for the tolling points must be defined in these notes. Notes should be similar in style and content to the lane closure or detour hours.***
2. WHEN MOT DEVICES MUST BE PLACED WITHIN THE TOLL LOOP PAVEMENT AREA, THE MOT DEVICES MUST NOT BE MADE OF OR CONTAIN METAL, EXCEPT FOR TYPE K BARRIER WALL. DO NOT PIN BARRIER WALL WITHIN THE TOLL LOOP PAVEMENT AREA. THE ENGINEER WILL DETERMINE THE ALLOWABLE DISTANCE FROM TOLL LOOP PAVEMENT AREAS WHERE METAL CONTAINING MOT DEVICES MAY BE PLACED.
3. 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. 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/OR THE LOOP SEALANT MATERIAL. THERE IS NO DIRECT COMPENSATION FOR THIS ACTIVITY AND THE COST IS INCLUDED IN OTHER ITEMS OF WORK. ***(NOTE TO EOR – This note is in the process of being incorporated into standard specification language. Please coordinate with FTE Specs and Roadway to determine if this note should be added to the plans or if specification language is available prior to plan submittal)***

2. PROTECT THE TOLLING LOOPS WHEN PAVING OPERATIONS REQUIRE EQUIPMENT TO TRAVEL THROUGH THE AET LANES. ***(NOTE TO EOR – This note is in the process of being incorporated into standard specification language. Please coordinate with FTE Specs and Roadway to determine if this note should be added to the plans or if specification language is available prior to plan submittal)***
  
3. 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 COST IS INCLUDED IN OTHER ITEMS OF WORK.

**SPECIAL NOTES FOR ALL RESURFACING WORK:**

1. SWEEP THE SHOULDERS AND CLEAN THEM OF DEBRIS, TO THE SATISFACTION OF THE ENGINEER, PRIOR TO SHIFTING TRAFFIC ONTO THEM. ***(NOTE TO EOR – This note is in the process of being incorporated into standard specification language. Please coordinate with FTE Specs and Roadway to determine if this note should be added to the plans or if specification language is available prior to plan submittal)***