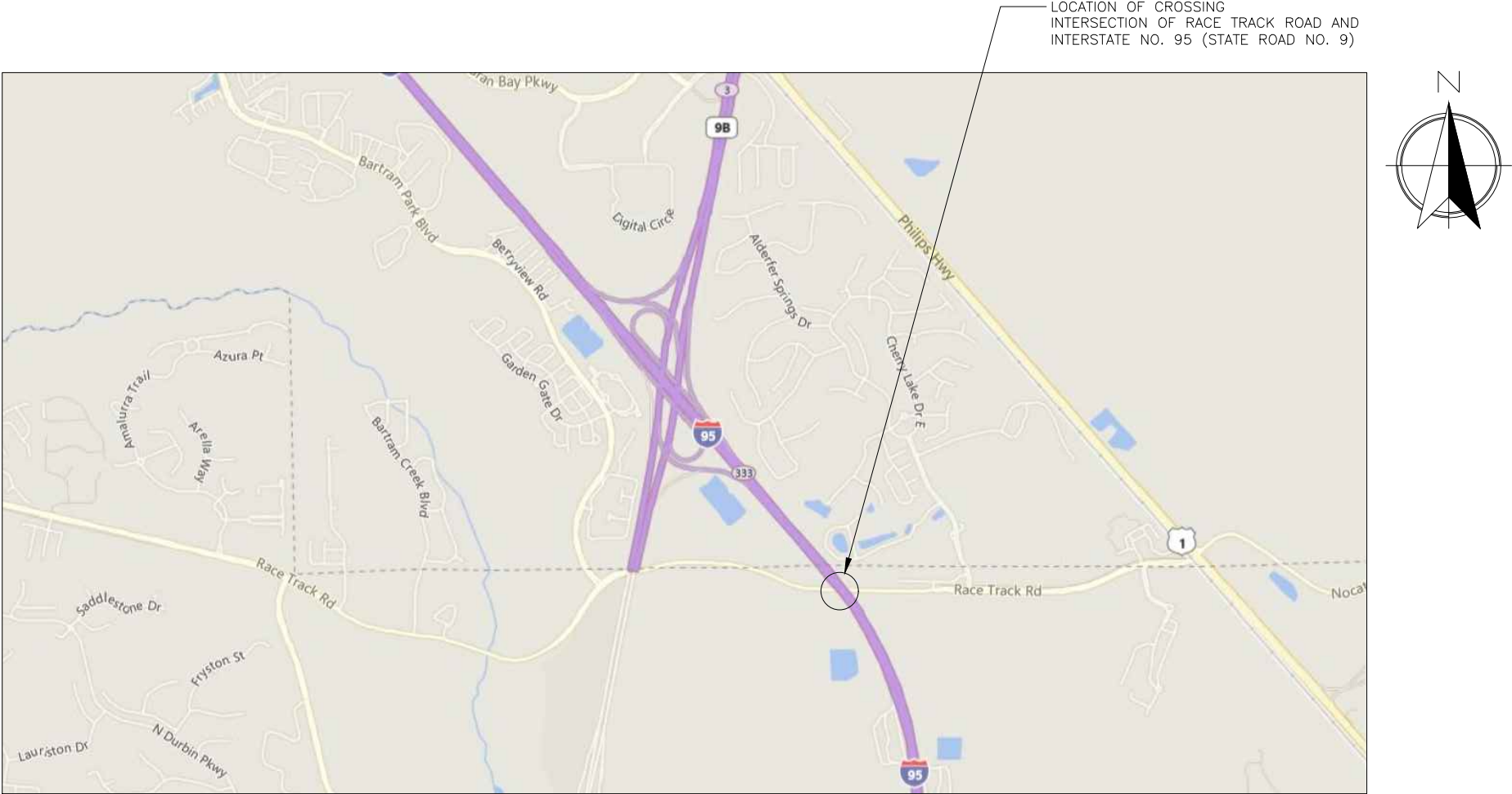


PHASE II OF THE JEA CIRCUIT 909 ADDITION
CROSSING OF
INTERSTATE NO. 95 (STATE ROAD NO. 9), ST. JOHNS COUNTY



LOCATION MAP NOT TO SCALE

GENERAL NOTES

JEA IS SEEKING AN FDOT PERMIT FOR THE INSTALLATION OF A NEW 230kV TRANSMISSION CIRCUIT. THE PROPOSED CIRCUIT WILL CONSIST OF THREE (3) 1590 ACSR "FALCON" PHASE CONDUCTORS, ONE (1) 3#6 ALUMOWELD (AW) SHIELD WIRE, AND ONE (1) 72 COUNT ADSS FIBER OPTIC CABLE.

THERE IS AN EXISTING OVERHEAD DISTRIBUTION CROSSING IN THE AREA OF THE PROPOSED TRANSMISSION CIRCUIT. THE EXISTING DISTRIBUTION CIRCUIT WILL BE TRANSFERRED / REPLACED AND UNDER-BUILT ONTO THE NEW PROPOSED TRANSMISSION POLES. A TOTAL OF THREE (3) 636 AAC "ORCHID" PHASE CONDUCTORS, AND ONE (1) 4/0 AAAC "ALLIANCE" NEUTRAL WIRE WILL BE UNDER-BUILT TO THE NEW TRANSMISSION CIRCUIT/POLES.

WORK WILL NOT IMPACT JOINT COMMUNICATION FACILITIES SUCH AS COMCAST, AT&T, AND/OR OTHERS AT THIS LOCATION.

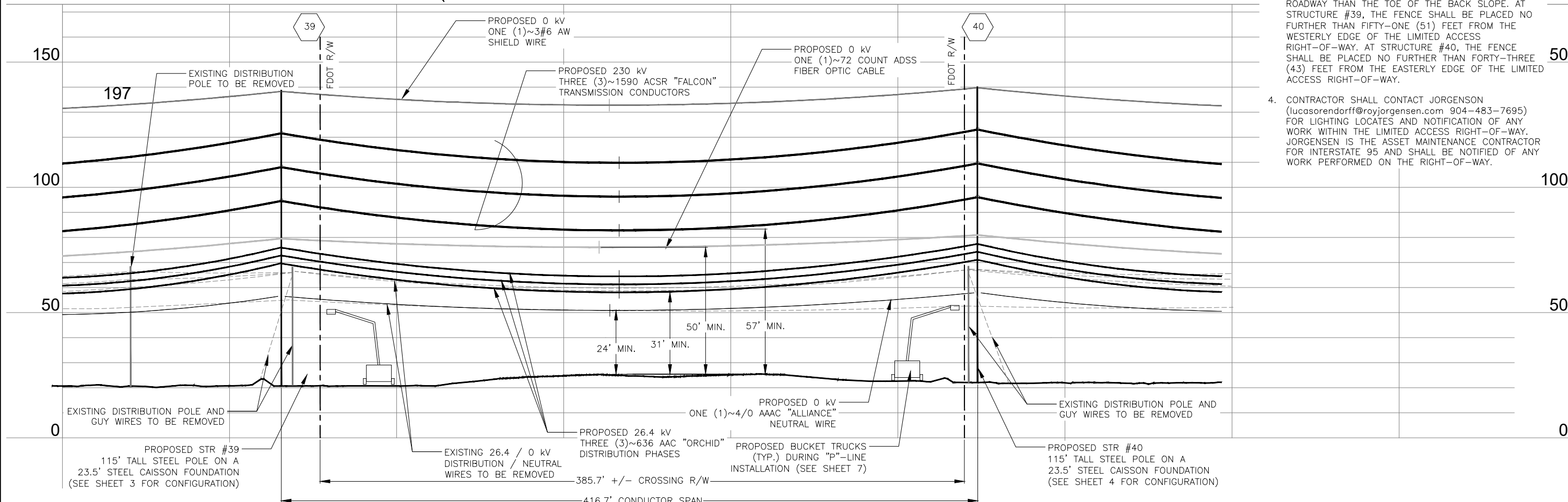
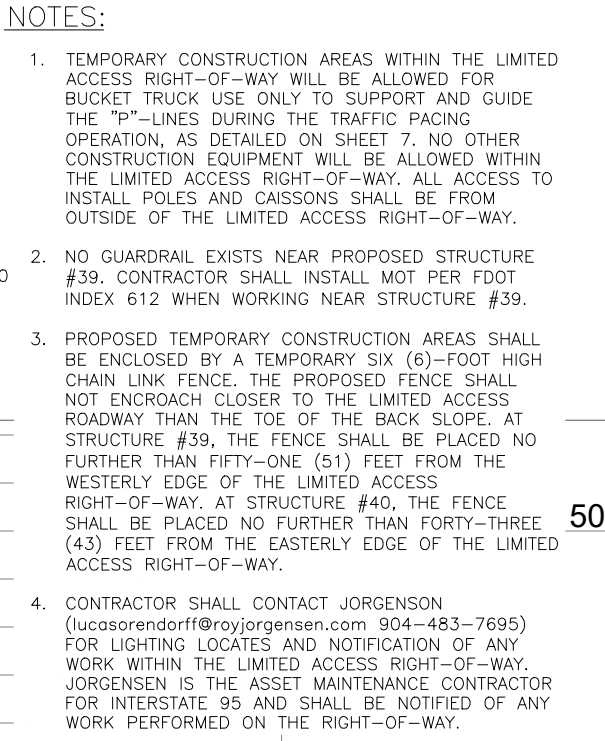
TRANSMISSION PLAN / PROFILE LEGEND

	PROPOSED TRANSMISSION STRUCTURE WITH NUMBER
	PROPOSED 0kV SHIELD WIRE
	PROPOSED 230kV TRANSMISSION CONDUCTORS
	PROPOSED 26.4kV DISTRIBUTION CONDUCTORS
	PROPOSED 0kV DISTRIBUTION NEUTRAL WIRE
	PROPOSED 0kV 72 COUNT ADSS FIBER OPTIC CABLE
	EXISTING DISTRIBUTION CONDUCTORS/ WIRES TO BE REMOVED
	RIGHT OF WAY LINE (SIZE AND OWNER AS INDICATED)
	EXISTING FENCE
	PROPOSED FDOT TYPE A FENCE PER FDOT INDEX 801


TRAFFIC PACING LEGEND

	MARKED FLORIDA HIGHWAY PATROL VEHICLE WITH FLASHING LIGHTS
	LANE IDENTIFICATION & DIRECTION OF TRAFFIC
	PORTABLE CHANGEABLE MESSAGE SIGN
	TO BE PLACED THE DAY OF PACING OPERATION

NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD					PROJECT LOCATION AND LEGEND PHASE II OF THE JEA CIRCUIT 909 ADDITION CROSSING INTERSTATE 95 AT RACE TRACK ROAD		PROJECT NO. 8004064
												STATUS	BY	DATE					DRAWING NO. TR 1352-PR1
												ASSIGNED	PLAN	02/09/17					
												DESIGNED	SMC	12/02/19					
												DRAWN	SMC	12/11/19					
												CHECKED	SMC	12/11/19					
												APP'D	SMC	02/10/20					
															SCALE: N/A		PROJECT DESIGN SEGMENT 20410		SHEET NO. 1 OF 10



REVISION						DATE	BY	CHK'D	APP'D	ENGINEERING RECORD		
1.	ADDED NOTES, CORRECTED PLAN AND PROFILE	03/09/20	SMC	SMC	SMC					STATUS		
2.	REMOVED CONSTRUCTION EQUIPMENT FROM LA ROW	03/13/20	SMC	SMC	SMC					ASSIGNED	PLAN	02/09/17
										DESIGNED	SMC	12/02/19
										DRAWN	SMC	12/11/19
										CHECKED	SMC	12/11/19
										APP'D	SMC	02/10/20



Building Community

PLAN / PROFILE DRAWING

PHASE II OF THE JEA CIRCUIT 909 ADDITION

CROSSING INTERSTATE 95

AT RACE TRACK ROAD

PROJECT NO.

8004064

DRAWING NO.

TR 1352-PR1

SHEET NO.

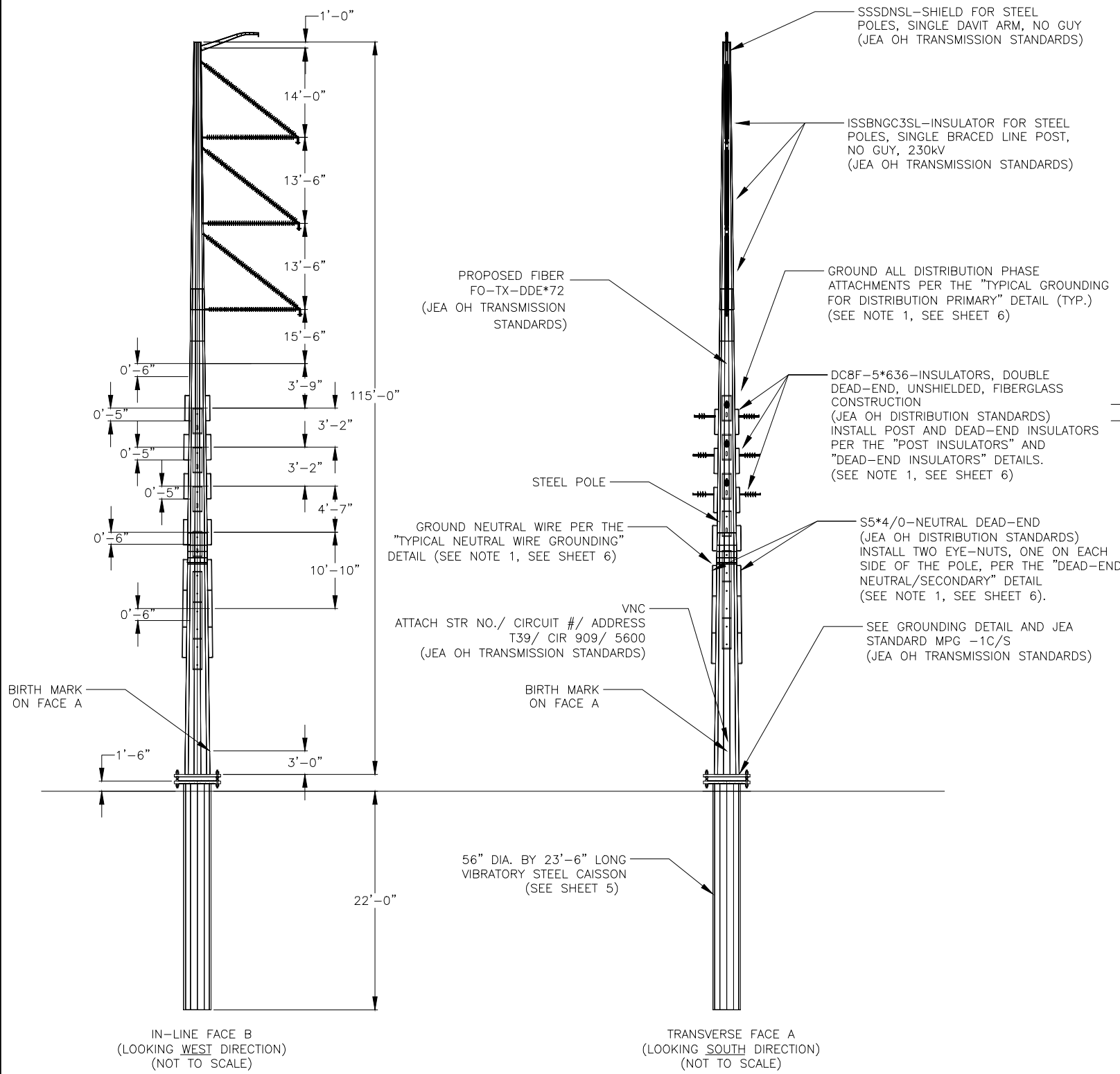
2 OF 10

SCALE: H: 1"=60', V: 1"=40'

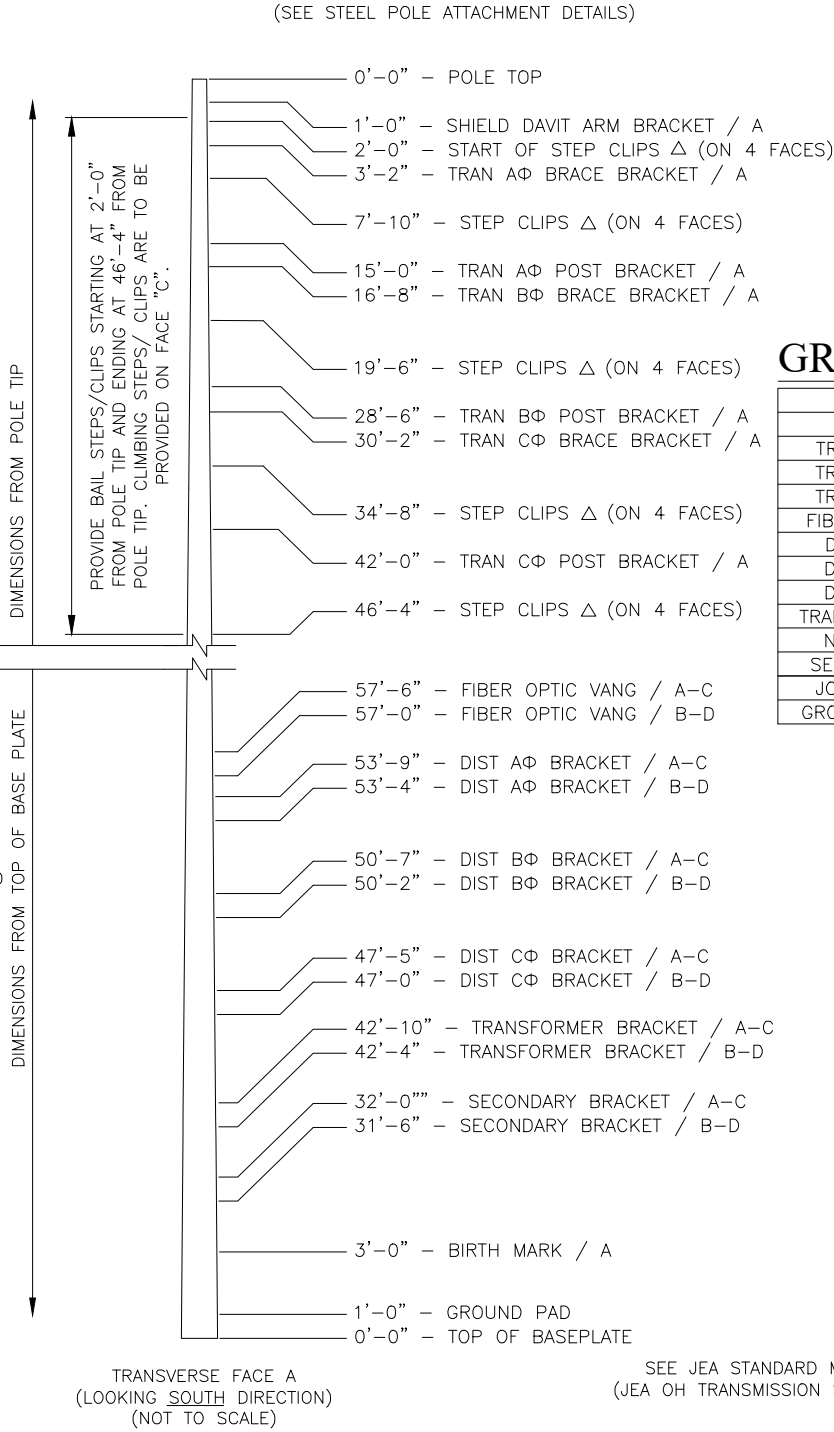
PROJECT DESIGN SEGMENT 20410

STRUCTURE #39
C1331L SINGLE BRACED LINE POST, UN-GUYED, 3-PHASE, WITH UNDER-BUILT DISTRIBUTION

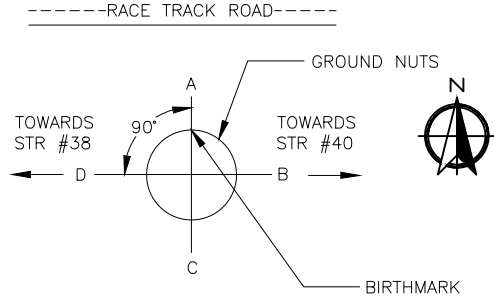
ELEVATION VIEW



DRILLING DETAIL



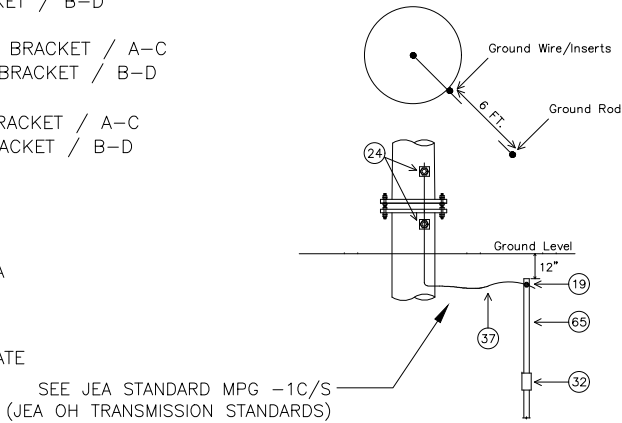
POLE TIP VIEW



GROUNDING NUT LOCATIONS

FOR	FROM POLE TOP	FROM POLE BASEPLATE
SHIELD	1'-6"	-
TRANS AΦ	15'-6"	-
TRANS BΦ	29'-0"	-
TRANS CΦ	42'-6"	-
FIBER OPTIC	-	55'-0"
DIST AΦ	-	53'-1"
DIST BΦ	-	49'-11"
DIST CΦ	-	46'-9"
TRANSFORMER	-	42'-6"
NEUTRAL	-	33'-8"
SECONDARY	-	32'-5"
JOINT USE	-	29'-8"
GROUND ROD	-	1'-0"

GROUNDING DETAIL



NOTES:

1. PROVIDED STEEL POLES UTILIZE STEEL BRACKETS FOR THE ATTACHMENT OF ANY DISTRIBUTION EQUIPMENT. INSULATORS, ETC. THE EXISTING JEA OH DISTRIBUTION STANDARDS WERE NOT DESIGNED FOR USE WITH STEEL BRACKETS. THE CONTRACTOR SHALL USE PROVIDED SHORTER MACHINE BOLTS, EYE NUTS, WASHERS, ETC. TO ATTACH ALL DISTRIBUTION EQUIPMENT AS PER THE BOLTING DETAILS SHOWN ON SHEET 6 OF THESE DRAWINGS.

NO.	REVISION	DATE	BY	CH'D	APP'D	REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD		
											STATUS	BY	DATE
											ASSIGNED	PLAN	02/09/17
											DESIGNED	SMC	12/02/19
											DRAWN	SMC	12/11/19
											CHECKED	SMC	12/11/19
											APP'D	SMC	02/10/20




STR #39 CONFIGURATION
PHASE II OF THE JEA CIRCUIT 909 ADDITION
CROSSING INTERSTATE 95
AT RACE TRACK ROAD

SCALE: N/A

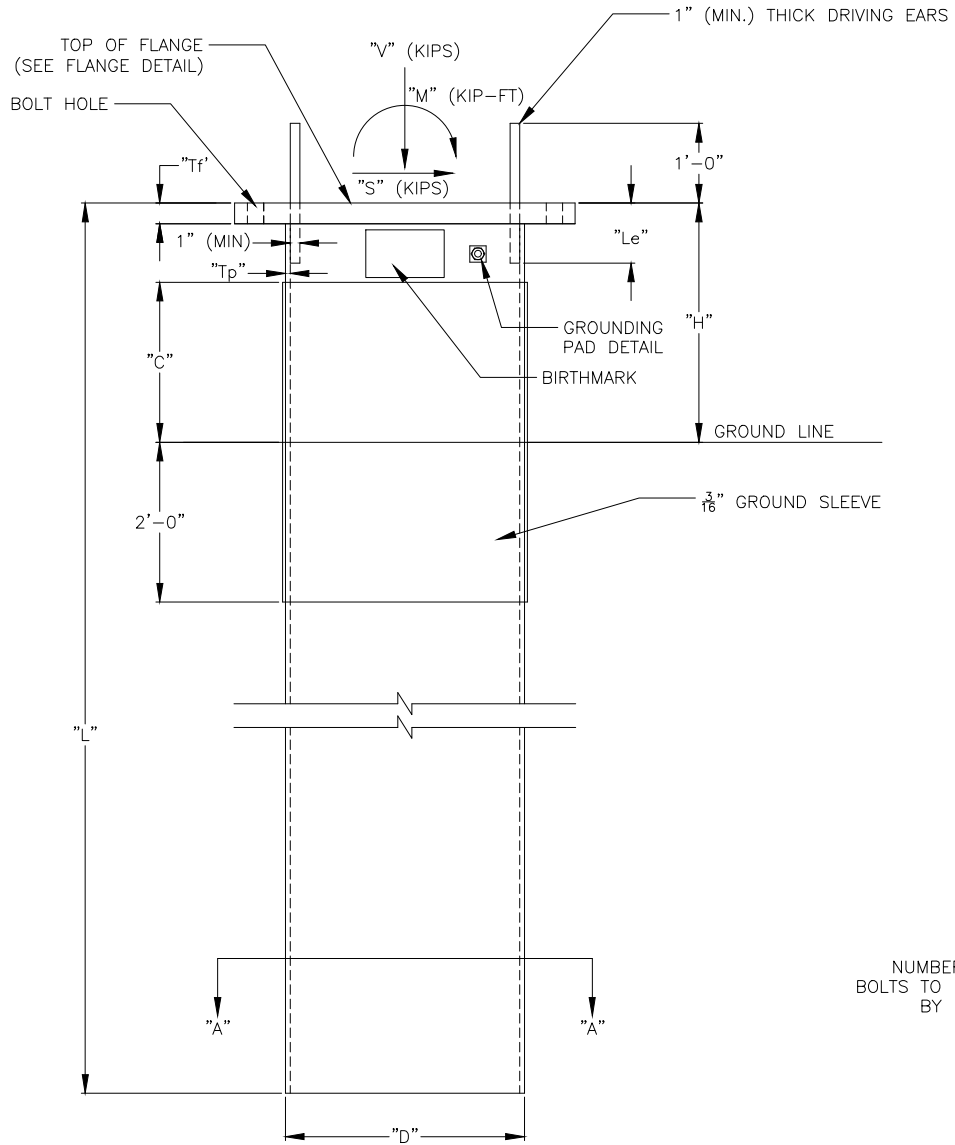
PROJECT DESIGN SEGMENT 20410

PROJECT NO.	8004064
DRAWING NO.	TR 1352-PR1
SHEET NO.	3 OF 10

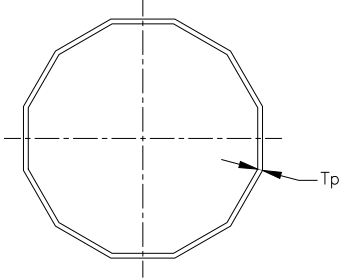
NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD				STR #40 CONFIGURATION PHASE II OF THE JEA CIRCUIT 909 ADDITION CROSSING INTERSTATE 95 AT RACE TRACK ROAD	PROJECT NO. 8004064
												STATUS	BY	DATE			
													ASSIGNED	PLAN	02/09/17		
													DESIGNED	SMC	12/02/19		DRAWING NO. TR 1352-PR1
													DRAWN	SMC	12/11/19		
													CHECKED	SMC	12/11/19		
													APP'D	SMC	02/10/20		SHEET NO. 4 OF 10

VIBRATORY STEEL CAISSON CONFIGURATION
FOR STEEL POLES
STRUCTURES #39 AND #40

VERTICAL VIEW



SECTION "A-A"



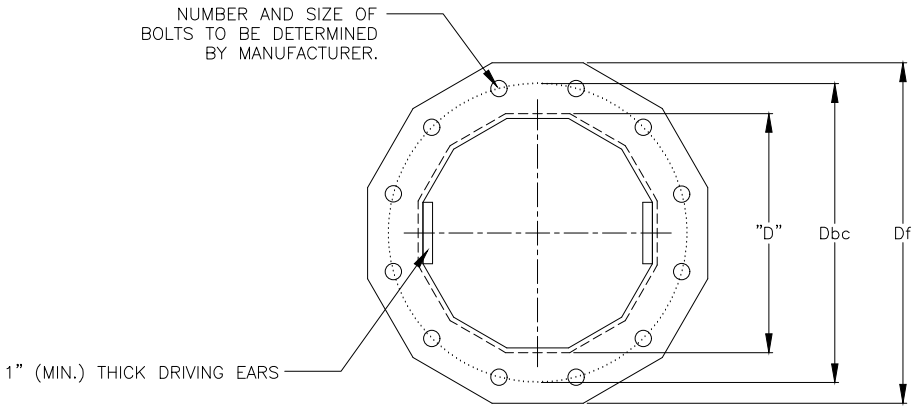
CAISSON IDENTIFICATION & DIMENSIONS

STRUCTURE NUMBER(S)	CAISSON LENGTH "L"	CAISSON DIAMETER "D"	CAISSON HEIGHT ABOVE GRADE "H"	CAISSON THICKNESS "Tp"	ABOVE GRADE GROUND SLEEVE "C"	MAXIMUM FLANGE DIAMETER "Df"	QUANTITY REQUIRED
#39 & 40	23'-6"	56"	1'-6"	0.4375"	1'-0"	73"	2


LOADING TABLE

STR #	ULTIMATE MOMENT "M" (KIP-FT) @ POLE FLANGE	ULTIMATE SHEAR "S" (KIPS) @ POLE FLANGE	ULTIMATE LOAD "V" (KIPS) @ POLE FLANGE
#39 & 40	2,200	36	30

FLANGE DETAIL

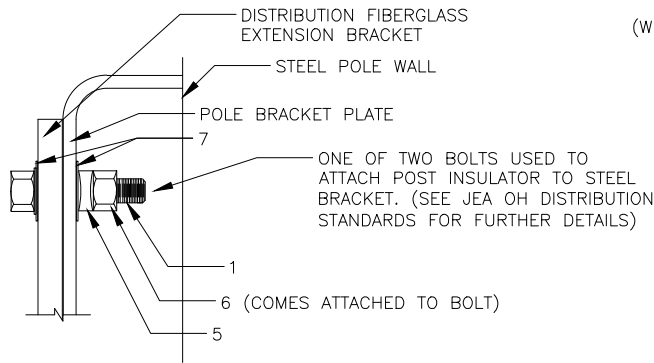


- NOTES:
1. DETAILED CAISSON DIMENSIONS AND FABRICATION DRAWINGS ARE FOUND IN THE "STEEL CAISSON SHOP DRAWINGS" OF APPENDIX A.
 2. PRE-FABRICATION DETAILS OF VANGS, BRACKETS, STEP BOLTS, GROUNDING NUTS, ETC ARE SHOWN IN THE "POLE ATTACHMENT DETAILS" OF APPENDIX A
 3. DIMENSIONS Tf, Le, and Df WILL BE DETERMINED BY THE STEEL CAISSON MANUFACTURER. "Df" SHALL BE AT MOST 24" GREATER THEN "D".

NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD				VIBRATORY STEEL CAISSON CONFIGURATION PHASE II OF THE JEA CIRCUIT 909 ADDITION CROSSING INTERSTATE 95 AT RACE TRACK ROAD		PROJECT NO. 8004064		
												STATUS	BY	DATE		DRAWING NO. TR 1352-PR1	SHEET NO. 5 OF 10			
																		ASSIGNED	PLAN	02/09/17
																		DESIGNED	SMC	12/02/19
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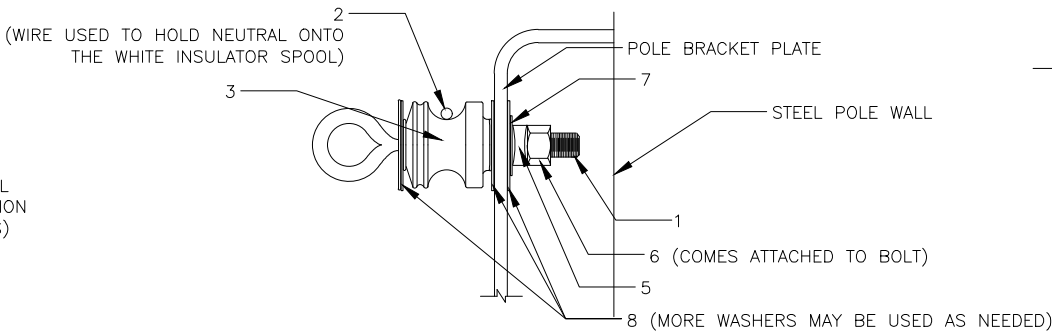
STEEL POLE DISTRIBUTION BOLT DETAILS

POST INSULATORS



NO.	ITEM_ID	QTY.	DESCRIPTION
1	BOLMS031	1	MACHINE BOLT, 3/4"x4", GALVANIZED
5	NUTSL004	1	SQUARE MF LOCKNUT, FOR 3/4" BOLTS
6	NUTSQ004	0	SQUARE NUT, 3/4" GALVANIZED
7	WASRD005	2	WASHER, ROUND FOR 3/4" BOLTS

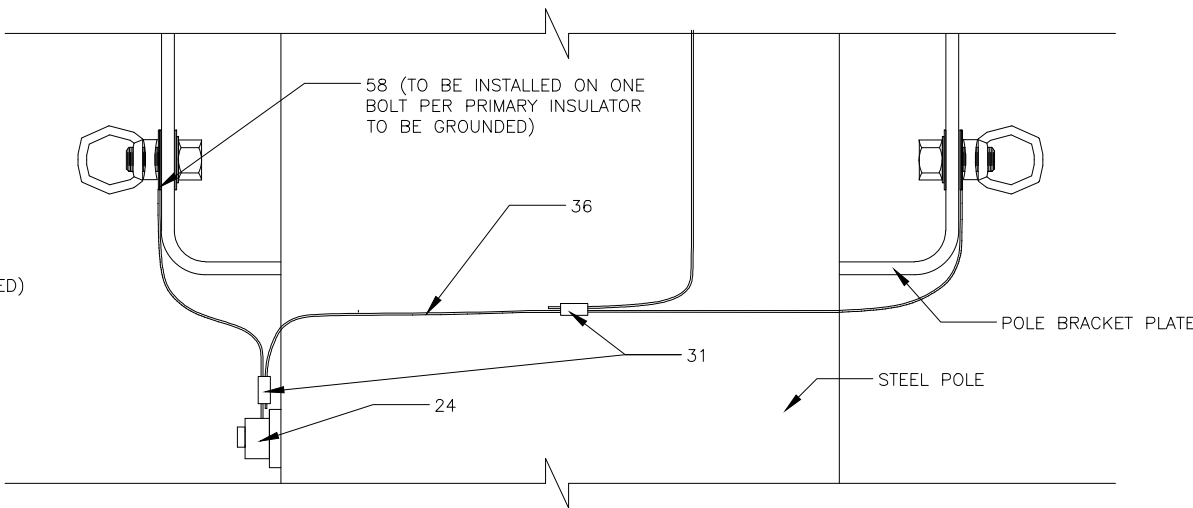
TANGENT/DEAD-END NEUTRAL



NO.	ITEM_ID	QTY.	DESCRIPTION
1	BOLEY001	1	BOLT, EYE, 5/8"x8", GALVANIZED
2	COBTW006	1	CONDUCTOR, EC GRADE #2AAC
3	INSST002	1	INSULATOR, SPOOL, WHITE
5	NUTSL003	1	SQUARE MF LOCKNUT, FOR 5/8" BOLTS
6	NUTSQ003	0	SQUARE NUT, 5/8" GALVANIZED
7	WASRD004	1	WASHER, ROUND FOR 5/8" BOLTS
8	WASSF003	3	WASHER, SQUARE FOR 5/8" BOLTS

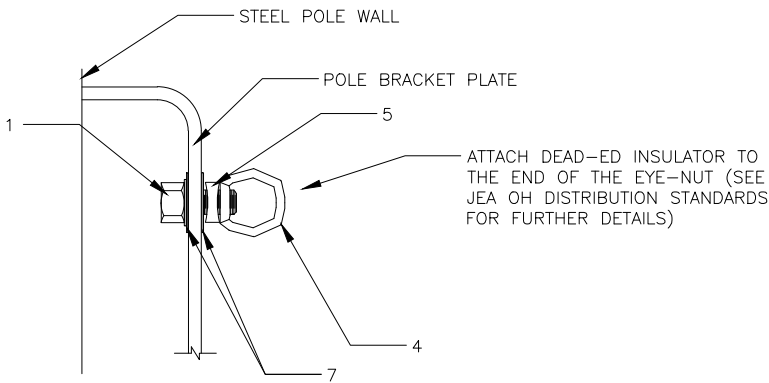
TYPICAL GROUNDING FOR DISTRIBUTION PRIMARY

(DEPENDING ON THE TYPE OF ATTACHMENT, MORE OR LESS HARDWARE WILL BE REQUIRED AND PROVIDED BY JEA)



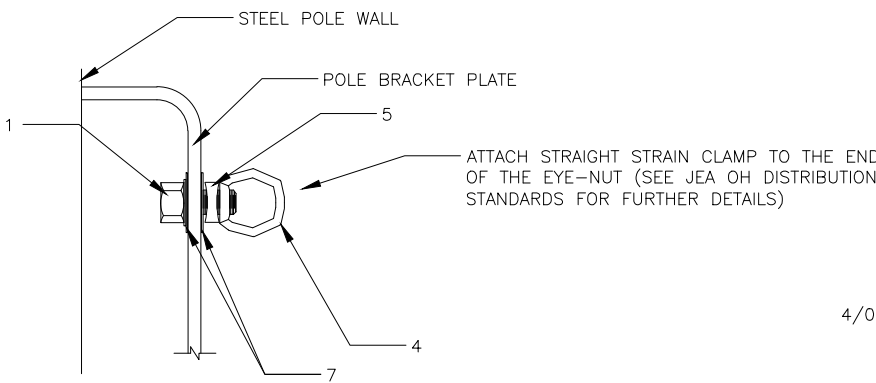
NO.	ITEM_ID	QTY.	DESCRIPTION
24	CLATG001	1	TRANSFORMER, TANK GROUND, BRONZE
36	COBC0028	6 FT	#4 SOLID COPPER CONDUCTOR
31	CNNCP016	2	COMPRESSION CONNECTOR #4 TO #4
58	LUGGR001	3	LUG FOR 3/4" BOLT, #4 WIRE

DEAD-END INSULATORS



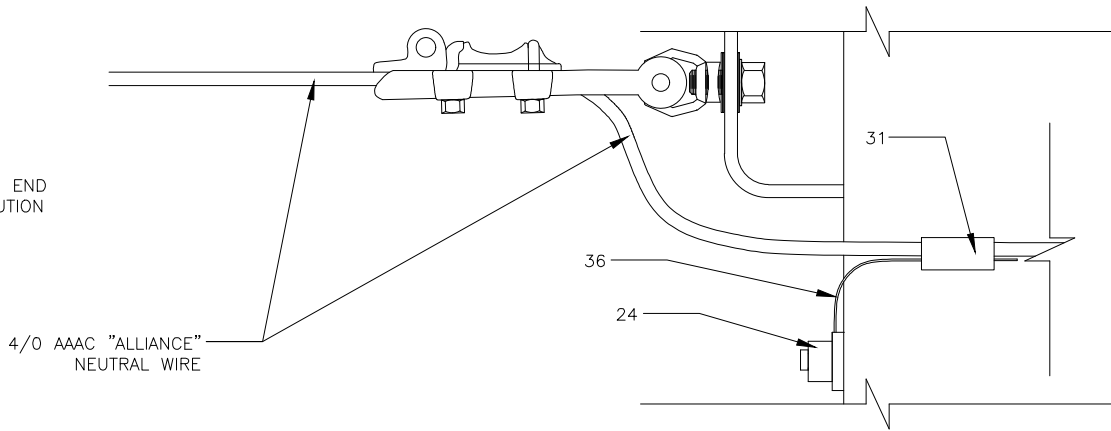
NO.	ITEM_ID	QTY.	DESCRIPTION
1	BOLMS029	1	3/4" x 2" SQUARE HEAD MACHINE BOLT
4	NUTEY003	1	NUT EYE 3/4", GALVANIZED
5	NUTSL004	1	SQUARE MF LOCKNUT, FOR 3/4" BOLTS
7	WASRD005	2	WASHER, ROUND FOR 3/4" BOLTS

DEAD-END NEUTRAL/SECONDARY



NO.	ITEM_ID	QTY.	DESCRIPTION
1	SCWHU617	1	5/8"-11 x 2" HEX HEAD CAP BOLT
4	NUTEY002	1	NUT EYE 5/8", GALVANIZED
5	NUTSL003	1	SQUARE MF LOCKNUT, FOR 5/8" BOLTS
7	WASRD004	2	WASHER, ROUND FOR 5/8" BOLTS

TYPICAL GROUNDING FOR NEUTRAL WIRE



NO.	ITEM_ID	QTY.	DESCRIPTION
24	CLATG001	1	TRANSFORMER, TANK GROUND, BRONZE
31	CNNCP008	1	COMPRESSION CONNECTOR 4/0 TO #4
36	COBC0028	3 FT	#4 SOLID COPPER CONDUCTOR

NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD		
												STATUS	BY	DATE
												ASSIGNED	PLAN	02/09/17
												DESIGNED	SMC	12/02/19
												DRAWN	SMC	12/11/19
												CHECKED	SMC	12/11/19
												APP'D	SMC	02/10/20



STEEL POLE DISTRIBUTION BOLT DETAILS
PHASE II OF THE JEA CIRCUIT 909 ADDITION
CROSSING INTERSTATE 95
AT RACE TRACK ROAD

SCALE: N/A

PROJECT DESIGN SEGMENT 20410

PROJECT NO.
8004064
DRAWING NO.
TR 1352-PR1
SHEET NO.
6 OF 10

INTERSTATE NO. 95 (STATE ROAD NO. 9) / RACE TRACK ROAD, ST. JOHNS COUNTY, 4 MINUTE PACING OPERATION
(FLORIDA HIGHWAY PATROL TROOP CONTROLLED)

THE CONDUCTOR INSTALLATION CROSSING THE ROADWAY WILL BE ACCOMPLISHED BY UTILIZING A "P"–LINE TO PULL EACH OVERHEAD ELECTRIC WIRE (OHE) INTO PLACE. TO SAFELY POSITION THESE ("P"–LINES) ACROSS THE ROADWAY, THE ROADWAY WILL REQUIRE THE HALTING OR INTERRUPTION OF TRAFFIC. THIS SLOWING OF TRAFFIC TO ALLOW FOR THIS INSTALLATION WILL BE ACCOMPLISHED BY "TRAFFIC PACING". ONE (1) MANNED BUCKET TRUCK WILL BE POSITIONED ON THE NORTH BOUND I–95 RIGHT–OF–WAY, NEAR PROPOSED STRUCTURE #40 AND A SECOND MANNED BUCKET TRUCK WILL BE POSITIONED ON THE SOUTH BOUND I–95 RIGHT–OF–WAY, NEAR PROPOSED STRUCTURE #39. THE TWO (2) PROPOSED BUCKET TRUCKS ALONG WITH TWO (2) CONTRACT EMPLOYEES DESIGNATED AS "RUNNERS", WHO WILL RUN ACROSS THE NORTH AND SOUTH BOUND LANES, WILL BE USED TO FACILITATE THE TRANSFER OF THE "P"–LINE ACROSS I–95 NORTH AND SOUTH BOUND LANES. THE MANNED BUCKET TRUCKS WILL ALSO SERVE AS GUARD STRUCTURES FOR THE "P"–LINE INSTALLATION. BEFORE BEGINNING THE UTILITY WORK, WORK WARNING SIGNS, CONES, FLAG MEN (IF REQUIRED), AND VARIABLE MESSAGE SIGNS WILL BE POSITIONED ACCORDING TO THE FDOT STANDARD INDEXES 600, 612, AND 655. SINCE THERE ARE NINE (9) "P"–LINES REQUIRED FOR INSTALLATION, THIS MOT PLAN WILL NEED TO BE REPEATED UP TO NINE (9) TIMES DURING THE INSTALLATION OF THE PROPOSED OHE FACILITIES. THE PROPOSED 72 COUNT ADSS FIBER OPTIC CABLE WILL NEED TO BE INSTALLED AT A DIFFERENT DATE/TIME THEN ALL THE OTHER OHE FACILITIES. IN ADDITION, THE EXISTING OHE FACILITIES WILL NEED TO BE REMOVED AT A LATER DATE ONCE THE PROPOSED FACILITIES ARE PLACED IN SERVICE. THE REMOVAL OF THE EXISTING OHE FACILITIES WILL BE ACCOMPLISHED USING THE SAME SETUP OF BUCKET TRUCKS AND RUNNERS AS DURING THE INSTALLATION, EXPECT THE EXISTING OHE WIRES WILL BE REMOVED INSTEAD OF "P"–LINES BEING TRANSFERRED ACROSS. THE MOT PLAN WIL NEED TO BE REPEATED ONE (1) ADDITIONAL TIME IN ORDER TO REMOVE THE EXISTING OHE FACILITIES.

THE FOLLOWING MAINTENANCE OF TRAFFIC (MOT) PLAN FOR THIS OPERATION IS BEING SUBMITTED FOR APPROVAL:

1.

THIS MOT PLAN SHALL BE USED TO PACE TRAFFIC FROM 70 MPH TO 20 MPH ON INTERSTATE NO. 95 IN ORDER TO PROVIDE A FOUR (4) MINUTE GAP IN TRAFFIC. THE FOUR (4) MINUTE GAP WILL BE USED TO COMPLETE OVERHEAD UTILITY "P"–LINE INSTALLATIONS.
2.

EXCEPT WHERE SPECIFICALLY DESIGNATED BY THIS MOT PLAN, THE MOT SHALL BE IN ACCORDANCE WITH FDOT DESIGN STANDARDS (CURRENT EDITION) 600 SERIES FOR TRAFFIC CONTROL AND LANE CLOSURES, INTERSTATE LANE CLOSURE POLICY, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AS A MINIMUM CRITERIA. THE CONTRACTOR SHALL REFER TO STANDARD INDEX 655 FOR STANDARD PACING INFORMATION SHOULD ADDITIONAL INFORMATION BE REQUIRED.
3.

SET WORK TIME RANGE DURING WHICH THE PACING OPERATION MAY TAKE PLACE IS FROM MIDNIGHT TO 5:00 AM SUNDAY THRU THURSDAY. THE DATE OF THE OPERATION IS TO BE DETERMINED BY JEA AND ITS CONTRACTOR AND APPROVED BY FDOT AT LEAST 2 WEEKS PRIOR TO IMPLEMENTING THE PACING OPERATION.
4.

CONTRACTOR SHALL COORDINATE WITH ACTIVE CONSTRUCTION PROJECTS AND FDOT AT LEAST ONE WEEK IN ADVANCE OF WORK TO AVOID CONFLICTS IN SIGNAGE, OPERATIONS, AND MAINTENANCE OF TRAFFIC OPERATIONS.
5.

EACH TROOPER WILL BE DRIVING A FULLY MARKED FHP VEHICLE WITH FLASHING ROOF–MOUNTED LIGHTS, FOR ADDITIONAL DETAILS, REFER TO STANDARD INDEX 655, SHEET 2 OF 3. THE LOCATION AND NUMBER OF TROOPERS AND SUPPORT VEHICLES WILL BE AS FOLLOWS:
- | DESCRIPTION | DIRECTION & LOCATION | PRIMARY FUNCTION |
|--|-------------------------------------|---|
| FHP1 – TRAFFIC CONTROL OFFICER SUPERVISOR | AT THE WORK AREA | STATIONARY AT SPECIFIED LOCATION TO COORDINATE BETWEEN FHP AND THE WORK CREW, ENSURING SAFE CONDITIONS WITHIN THE WORK AREA. |
| FHP2 – NORTH BOUND SHOULDER VEHICLE | NORTH BOUND I–95 SHOULDER | STATIONARY ON THE ROADWAY SHOULDER AT THE BEGINNING OF THE NORTH BOUND PACING OPERATION WITH ROOF–MOUNTED LIGHTS ON. |
| FHP3 – NORTH BOUND LEAD VEHICLE
– WORK AREA VEHICLE | NORTH BOUND I–95 MAIN LINE | ENTER NORTH BOUND I–95 AT THE BEGINNING OF THE PACING OPERATION (SOUTH OF THE WORK AREA) ALONG WITH FHP NORTH BOUND PACING VEHICLES AT THE POSTED SPEED LIMIT. BEGIN TRAILING REGULAR TRAFFIC IN FRONT OF THE FHP NORTH BOUND PACING VEHICLES AND COME TO A COMPLETE STOP ON THE RIGHT SHOULDER AT A POINT 500 FEET FROM THE WORK AREA. THEN TURN ON FLASHING BLUE LIGHTS TO SIGNAL THE BEGINNING OF THE WORK PERIOD. |
| FHP4–6 – NORTH BOUND PACING VEHICLES | NORTH BOUND I–95 MAIN LINE | ENTER NORTH BOUND I–95 AT THE BEGINNING OF THE PACING OPERATION (SOUTH OF THE WORK AREA) AT THE POSTED SPEED LIMIT AND BEGIN DECELERATING TO 20 MPH AT A RATE OF APPROXIMATELY 1 MPH PER SECOND. MAINTAIN MAIN LINE TRAFFIC AT REDUCED SPEED UNTIL REACHING THE NORTH BOUND LEAD FHP VEHICLE STATIONED AT THE RIGHT SHOULDER, 500 FEET IN ADVANCE OF THE WORK AREA. IF NECESSARY, THE PACING VEHICLES SHALL COME TO A COMPLETE STOP UNTIL THE ROADWAY CAN BE REOPENED. *SEE NOTE 9. |
| FHP7 – SOUTH BOUND SHOULDER VEHICLE | SOUTH BOUND I–95 SHOULDER | STATIONARY ON THE ROADWAY SHOULDER AT THE BEGINNING OF THE SOUTH BOUND PACING OPERATION WITH ROOF–MOUNTED LIGHTS ON. IN THE EVENT OF A CONSTRUCTION PROBLEM, THE OFFICER SHALL RE–DIRECT SOUTH BOUND I–95 TRAFFIC ONTO THE FAIL SAFE ROUTE. * SEE NOTE 9. |
| FHP8 – SOUTH BOUND LEAD VEHICLE
– WORK AREA VEHICLE | SOUTH BOUND I–95 MAIN LINE | ENTER SOUTH BOUND I–95 AT THE BEGINNING OF THE PACING OPERATION (NORTH OF THE WORK AREA) ALONG WITH FHP SOUTH BOUND PACING VEHICLES AT THE POSTED SPEED LIMIT. BEGIN TRAILING REGULAR TRAFFIC IN FRONT OF THE FHP SOUTH BOUND PACING VEHICLES AND COME TO A COMPLETE STOP ON THE RIGHT SHOULDER AT A POINT 500 FEET FROM THE WORK AREA. THEN TURN ON FLASHING BLUE LIGHTS TO SIGNAL THE BEGINNING OF THE WORK PERIOD. |
| FHP9–11 – SOUTH BOUND PACING VEHICLES | SOUTH BOUND I–95 MAIN LINE | ENTER SOUTH BOUND I–95 AT THE BEGINNING OF THE PACING OPERATION (NORTH OF THE WORK AREA) AT THE POSTED SPEED LIMIT AND BEGIN DECELERATING TO 20 MPH AT A RATE OF APPROXIMATELY 1 MPH PER SECOND. MAINTAIN MAIN LINE TRAFFIC AT REDUCED SPEED UNTIL REACHING THE SOUTH BOUND LEAD FHP VEHICLE STATIONED AT THE RIGHT SHOULDER, 500 FEET IN ADVANCE OF THE WORK AREA. IF NECESSARY, THE PACING VEHICLES SHALL COME TO A COMPLETE STOP UNTIL THE ROADWAY CAN BE REOPENED. *SEE NOTE 9. |
| FHP12 – NORTH BOUND ENTRY CONTROL | REST STOP TO I–95 NORTH BOUND RAMP | STATIONARY ON THE NORTH BOUND I–95 ENTRY RAMP TO PREVENT TRAFFIC FROM ENTERING NORTH BOUND I–95. ONCE THE NORTH BOUND PACING VEHICLES HAVE REACHED THIS POINT, REOPEN THE NORTH BOUND ENTRY RAMP TO TRAFFIC. TRAFFIC ENTERING NORTH BOUND I–95 AT THIS POINT WILL FALL INTO THE PACING OPERATION AT THE REDUCED SPEED UNTIL THE END OF THE PACING OPERATION. |
| FHP13 – SOUTH BOUND ENTRY CONTROL | I–9B NORTH TO I–95 SOUTH BOUND RAMP | STATIONARY ON THE SOUTH BOUND I–95 ENTRY RAMP TO PREVENT TRAFFIC FROM ENTERING SOUTH BOUND I–95. ONCE THE SOUTH BOUND PACING VEHICLES HAVE REACHED THIS POINT, REOPEN THE SOUTH BOUND ENTRY RAMPS TO TRAFFIC. TRAFFIC ENTERING SOUTH BOUND I–95 AT THIS POINT WILL FALL INTO THE PACING OPERATION AT THE REDUCED SPEED UNTIL THE END OF THE PACING OPERATION. |
| FHP14 – SOUTH BOUND ENTRY CONTROL | I–9B SOUTH TO I–95 SOUTH BOUND RAMP | STATIONARY ON THE SOUTH BOUND I–95 ENTRY RAMP TO PREVENT TRAFFIC FROM ENTERING SOUTH BOUND I–95. ONCE THE SOUTH BOUND PACING VEHICLES HAVE REACHED THIS POINT, REOPEN THE SOUTH BOUND ENTRY RAMPS TO TRAFFIC. TRAFFIC ENTERING SOUTH BOUND I–95 AT THIS POINT WILL FALL INTO THE PACING OPERATION AT THE REDUCED SPEED UNTIL THE END OF THE PACING OPERATION. |
| FHP15 – NORTH BOUND SHOULDER VEHICLE | NORTH BOUND I–95 SHOULDER | STATIONARY ON THE ROADWAY SHOULDER SOUTH OF OLD PALM VALLEY ROAD (C.R. 210) OF THE NORTH BOUND LANES OF I–95 WITH ROOF–MOUNTED LIGHTS ON. IN THE EVENT OF A CONSTRUCTION PROBLEM, THE OFFICER SHALL RE–DIRECT NORTH BOUND I–95 TRAFFIC ONTO THE FAIL SAFE ROUTE. * SEE NOTE 9. |
6.

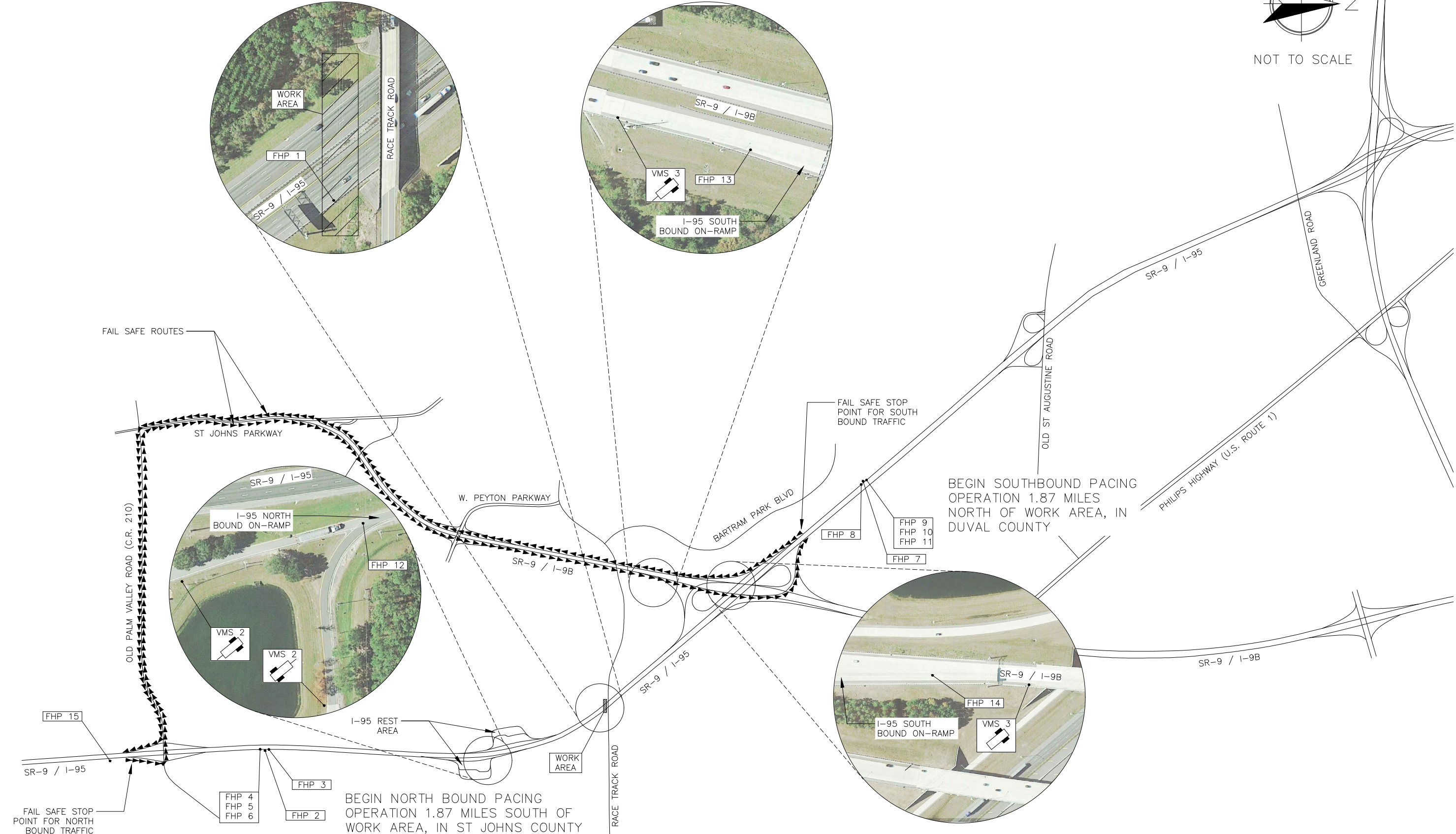
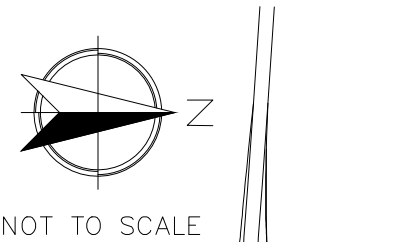
PRIOR TO REQUESTING THE FHP SUPERVISOR TO INITIATE THE PACING OPERATION, THE CONTRACTOR SHALL ENSURE THAT THE NECESSARY SAFETY DEVICES, EQUIPMENT, VEHICLES, AND MATERIALS ARE PROPERLY POSITIONED AND WORKERS ARE READY TO INITIATE AND COMPLETE OPERATIONS WITHIN THE ALLOTTED FOUR (4) MINUTES.
7.

AFTER EACH LEAD FHP VEHICLE HAS REACHED THEIR POSITION ON THE RIGHT SHOULDER 500 FEET IN ADVANCE OF THE WORK AREA, THE CONTRACTOR SHALL COMMENCE WITH THE FOUR (4) MINUTE UTILITY OPERATION. THE CONTRACTOR WILL NEED TO PREPARE TO REOPEN THE ROADWAY TO NORMAL TRAFFIC AND TO ENSURE IT IS SAFE TO DISCONTINUE THE ROAD CLOSURE. WHEN THE CLOSURE PERIOD HAS EXPIRED, THE ROADWAY MUST BE CLEARED OF EQUIPMENT AND WORKERS, AT WHICH POINT THE CONTRACTOR SHALL NOTIFY THE FHP SUPERVISOR THAT THE ROADWAY IS CLEAR.
8.

THE CONTRACTOR SHALL ALLOW EMERGENCY VEHICLES ACCESS THROUGH THE WORK ZONE TO THE FURTHEST EXTENT POSSIBLE.
9.

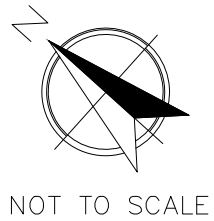
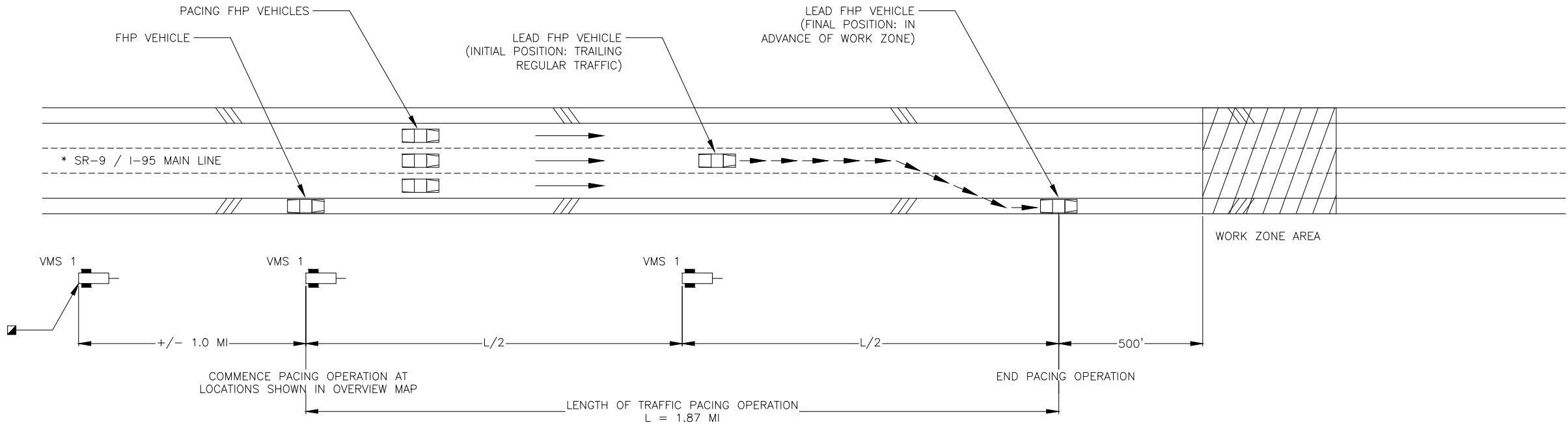
IN THE EVENT OF A CONSTRUCTION PROBLEM THAT CANNOT BE IMMEDIATELY CLEARED, FAIL SAFE "STOP POINTS" ARE IDENTIFIED IN THE PACING PLAN. A FAIL SAFE STOP POINT IS THE LAST SAFE EGRESS FROM THE HIGHWAY FACILITY PRIOR TO TRAFFIC COMING UPON THE WORK THAT IS BEING COMPLETED DURING THE PACING OPERATION. IN THE UNLIKELY EVENT THAT THE WORK IS NOT COMPLETED DURING THE TIME ESTIMATED TIME FOR PACING, TRAFFIC WILL BE DIRECTED ONTO THE FAIL SAFE ROUTE OUTLINED IN THE PLAN.

NO.		REVISION		DATE	BY	CH'D	APP'D		REVISION		DATE	BY	CH'D	APP'D	ENGINEERING RECORD			<div><div>JEA</div><div>Building Community</div></div>	TRAFFIC CONTROL PLAN PHASE II OF THE JEA CIRCUIT 909 ADDITION CROSSING INTERSTATE 95 AT RACE TRACK ROAD		PROJECT NO.
1.		CORRECTED DIRECTION AND LOCATION ON FHP 13 AND 14		03/09/20	SMC	SMC	SMC								STATUS	BY	DATE		8004064		
															ASSIGNED	PLAN	02/09/17		DRAWING NO.		
															DESIGNED	SMC	12/02/19		TR 1352-PR1		
															DRAWN	SMC	12/11/19		SHEET NO.		
															CHECKED	SMC	12/11/19		7 OF 10		
															APP'D	SMC	02/10/20				
																		SCALE: N/A	PROJECT DESIGN SEGMENT 20410		



NO.	REVISION					REVISION					ENGINEERING RECORD			JEA		TRAFFIC CONTROL MAP PHASE II OF THE JEA CIRCUIT 909 ADDITION CROSSING INTERSTATE 95 AT RACE TRACK ROAD		PROJECT NO. 8004064
	DATE	BY	CH'D	APP'D		DATE	BY	CH'D	APP'D		STATUS	BY	DATE					
											ASSIGNED	PLAN	02/09/17					DRAWING NO. TR 1352-PR1
											DESIGNED	SMC	12/02/19					
											DRAWN	SMC	12/11/19					SHEET NO. 8 OF 10
											CHECKED	SMC	12/11/19					
											APP'D	SMC	02/10/20					
															SCALE: N/A		PROJECT DESIGN SEGMENT 20410	

PACING CONFIGURATION FOR SOUTH BOUND DIRECTION OF TRAVEL



	VMS 1		VMS 2		VMS 3	
ONE WEEK PRIOR TO PACING OPERATION	EXPECT DELAYS ON I-95	MMM DD-DD XAM-XAM	I-95 NB RAMP CLOSED	MMM DD-DD XAM-XAM	I-95 SB RAMP CLOSED	MMM DD-DD XAM-XAM
DAY OF PACING OPERATION	UTILITY WORK TONIGHT	EXPECT PERIODIC DELAYS	I-95 NB WORK TONIGHT	EXPECT PERIODIC DELAYS	I-95 SB WORK TONIGHT	EXPECT PERIODIC DELAYS
DURING PACING OPERATION	SLOW TRAFFIC AHEAD	BE PREPARED TO STOP	I-95 NB WORK AHEAD	BE PREPARED TO STOP	I-95 SB WORK AHEAD	BE PREPARED TO STOP

* ACTUAL NUMBER OF LANES ON SR-9/I-95 SOUTH BOUND IS 3 LANES

LEGEND

-
- MARKED FLORIDA HIGHWAY PATROL VEHICLE WITH FLASHING LIGHTS
-
- LANE IDENTIFICATION & DIRECTION OF TRAFFIC
-
- PORTABLE CHANGEABLE MESSAGE SIGN
-
- TO BE PLACED THE DAY OF PACING OPERATION

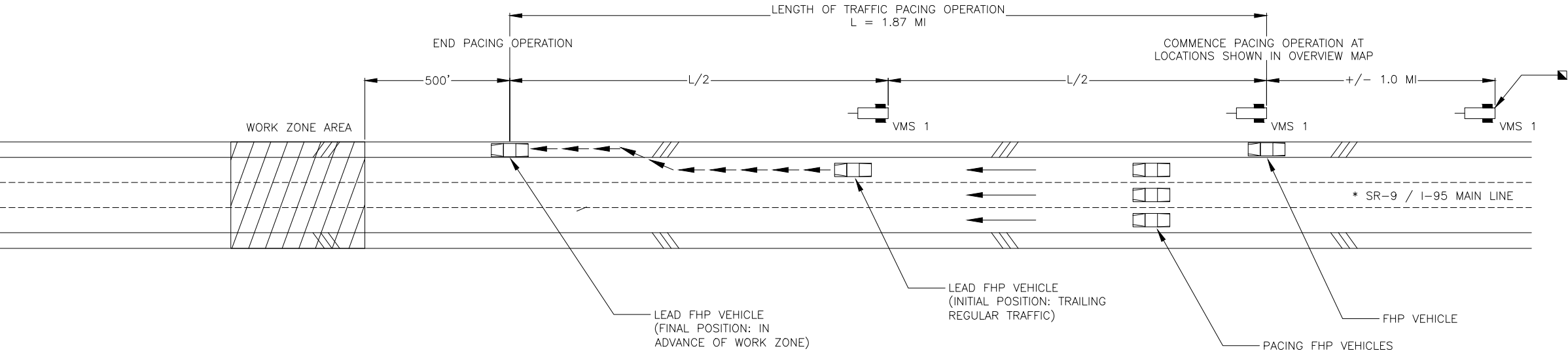
NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD			PROJECT NO. 8004064
												STATUS	BY	DATE	
												ASSIGNED	PLAN	02/09/17	DRAWING NO. TR 1352-PR1
												DESIGNED	SMC	12/02/19	
												DRAWN	SMC	12/11/19	SHEET NO. 9 OF 10
												CHECKED	SMC	12/11/19	
												APP'D	SMC	02/10/20	

SOUTH BOUND PACING CONFIGURATION
PHASE II OF THE JEA CIRCUIT 909 ADDITION
CROSSING INTERSTATE 95
AT RACE TRACK ROAD

SCALE: N/A

PROJECT DESIGN SEGMENT 20410

PACING CONFIGURATION FOR NORTH BOUND DIRECTION OF TRAVEL



	VMS 1		VMS 2		VMS 3	
ONE WEEK PRIOR TO PACING OPERATION	EXPECT DELAYS ON I-95	MMM DD-DD XAM-XAM	I-95 NB RAMP CLOSED	MMM DD-DD XAM-XAM	I-95 SB RAMP CLOSED	MMM DD-DD XAM-XAM
DAY OF PACING OPERATION	UTILITY WORK TONIGHT	EXPECT PERIODIC DELAYS	I-95 NB WORK TONIGHT	EXPECT PERIODIC DELAYS	I-95 SB WORK TONIGHT	EXPECT PERIODIC DELAYS
DURING PACING OPERATION	SLOW TRAFFIC AHEAD	BE PREPARED TO STOP	I-95 NB WORK AHEAD	BE PREPARED TO STOP	I-95 SB WORK AHEAD	BE PREPARED TO STOP

* ACTUAL NUMBER OF LANES ON SR-9/I-95 NORTH BOUND IS 3 LANES

LEGEND

- MARKED FLORIDA HIGHWAY PATROL VEHICLE WITH FLASHING LIGHTS
- LANE IDENTIFICATION & DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE SIGN
- TO BE PLACED THE DAY OF PACING OPERATION

NO.	REVISION	DATE	BY	CH'D	APP'D		REVISION	DATE	BY	CH'D	APP'D	ENGINEERING RECORD			PROJECT NO. 8004064
												STATUS	BY	DATE	
												ASSIGNED	PLAN	02/09/17	DRAWING NO. TR 1352-PR1
												DESIGNED	SMC	12/02/19	
												DRAWN	SMC	12/11/19	SHEET NO. 10 OF 10
												CHECKED	SMC	12/11/19	
												APP'D	SMC	02/10/20	

NORTH BOUND PACING CONFIGURATION
PHASE II OF THE JEA CIRCUIT 909 ADDITION
CROSSING INTERSTATE 95
AT RACE TRACK ROAD

SCALE: N/A

PROJECT DESIGN SEGMENT 20410