

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

- ALL TTC SHALL BE IN CONFORMANCE WITH MUTCD STANDARDS.
- CONTRACTOR SHALL NOTIFY THE CITY OF JACKSONVILLE TRAFFIC ENGINEERING DIVISION, RONALD THIGPEN (904-255-8704) OR THE MAIN OFFICE (904-255-7533) A MINIMUM OF 5 WORKING DAYS PRIOR TO IMPLEMENTATION OF THE TTC.
- THE CONTRACTOR SHALL PROVIDE THE CITY OF JACKSONVILLE TRAFFIC ENGINEERING DIVISION WITH THE NAME OF THE PERSON ON THE CONTRACTOR'S STAFF DESIGNATED TO BE RESPONSIBLE FOR THE IMPLEMENTATION OF ALL PHASES OF TTC PRIOR TO THE BEGINNING OF CONSTRUCTION.
- ANY EXISTING PAVEMENT MARKINGS WHICH ARE REMOVED FOR TTC PURPOSES SHALL BE REPLACED BEFORE COMPLETION OF THE PROJECT.
- THE REFLECTIVE SHEETING ON SIGNS, DRUMS OR BARRICADES SCRATCHED OR DAMAGED TO THE POINT THAT REFLECTIVITY IS IMPAIRED SHALL BE REPLACED. DAMAGED, DEFACED OR DIRTY SIGNS, CONES OR BARRICADES SHALL IMMEDIATELY BE REPAIRED, REPLACED OR CLEANED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING FORMAL TTC INSPECTIONS AND SHALL IMMEDIATELY REPLACE ALL EQUIPMENT AND DEVICES NOT CONFORMING TO FDOT STANDARDS. THESE INSPECTIONS SHALL TAKE PLACE AT LEAST ONCE A DAY AND SOME OF THESE INSPECTIONS SHALL BE CONDUCTED AT NIGHT. THE JEA SHALL BE ADVISED OF THE SCHEDULE OF THE INSPECTIONS AND BE GIVEN THE OPPORTUNITY TO JOIN IN THE INSPECTION.
- SHORT TERM STOPPING OR PARKING OF A VEHICLE, OR PLACING ANYTHING ELSE NEXT TO THE WORK AREA (FOR EXAMPLE, A STACK OF CONES, PARKED CONSTRUCTION EQUIPMENT/VEHICLES, ETC.) CREATES A CHANNEL EFFECT WHICH CAN ADVERSELY AFFECT TRAFFIC FLOW. THEREFORE, ALL CONSTRUCTION EQUIPMENT SHALL BE PLACED A MINIMUM OF 15 FEET FROM THE TRAVEL LANE WHEN NOT IN USE.
- ALL DROP OFFS ALONG CONSTRUCTION WORK AREAS SHALL BE HANDLED AS PER FDOT INDEX 600 CURRENT EDITION.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER EMERGENCY CONDITIONS MAY REQUIRE THE OWNER TO MODIFY ANY CHANNELIZATION SHOWN IN THESE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS, AS DIRECTED BY THE CITY OF JACKSONVILLE TRAFFIC ENGINEERING DIVISION OR THE JEA, WITHOUT DELAY.
- WARNING LIGHTS SHALL BE USED TO MARK PLASTIC DRUMS OR BARRICADES AT NIGHT AS NEEDED.
- TEMPORARY PAVEMENT, IF REQUIRED, SHALL CONSIST OF 1" OF TYPE S-III OR S-1 ASPHALT ON 6" OF LIMEROCK.
- DUST CONTROL MEASURES SHALL BE IMPLEMENTED ON ALL UNPAVED SURFACES UNTIL PAVED OR GROUND COVER IS ESTABLISHED.
- THE CONTRACTOR SHALL RETURN THE GROUND TO ITS ORIGINAL CONDITION AND ELEVATION WHEN REMOVING ANY TEMPORARY PAVEMENT.
- THE CONTRACTOR SHALL, AS REQUIRED, PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION, AS NEEDED.
- TEMPORARY TRAFFIC CONTROL PLANS WITHIN FDOT RIGHT OF WAY (ST. JOHNS AVE. / S.R. 211) ARE SUBJECT TO FDOT APPROVAL.

TEMPORARY TRAFFIC CONTROL SIGNING NOTES

- THE CONTRACTOR SHALL INSURE THAT PERMANENT SIGNS DO NOT CONFLICT WITH TTC SIGNS. THE CONTRACTOR SHALL COVER ALL SIGNS, BOTH PERMANENT AND TEMPORARY, THAT CONFLICT WITH TRAFFIC CONTROL DURING CONSTRUCTION OPERATIONS.
- THE EXISTING POSTED SPEED LIMIT SIGNS SHALL REMAIN THROUGHOUT ALL PHASES UNLESS OTHERWISE NOTED. THE CONTRACTOR MAY ADD ORANGE AND BLACK ADVISORY SPEED PLATES TO EXISTING SPEED LIMIT SIGNS.
- ANY EXISTING STREET AND ROAD NAME SIGNS THAT ARE IMPACTED BY CONSTRUCTION SHALL BE TEMPORARILY RELOCATED AND KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLE TRAFFIC.
- CONTRACTOR MUST MAINTAIN EXISTING SIGNING. IF SIGNS ARE DAMAGED DUE TO HIS ACTIVITY, THE CONTRACTOR IS REQUIRED TO REPLACE THEM IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS AT NO ADDITIONAL COST TO JEA.

LANE CLOSURES

- LENGTH OF LANE CLOSURES – LANE CLOSURES SHALL NOT EXCEED 2 MILES IN TOTAL LENGTH (TAPER, BUFFER SPACE AND WORK SPACE) IN ANY GIVEN DIRECTION ON STATE HIGHWAYS WITH A POSTED SPEED OF 55 MPH OR GREATER.

SPECIAL FLAGGER CONTROL NOTES

- THE CONTRACTORS SELECTION OF MEANS, METHODS, TECHNIQUES AND SEQUENCE OF CONSTRUCTION MAY REQUIRE PERIODIC FLAGGER CONTROL.
- IT MAY BE ADVISABLE TO EMPLOY FLAGGERS FOR THE SAFETY OF THE MOTORING PUBLIC WHEN MOVING EQUIPMENT AND HANDLING MATERIAL.
- IT WILL BE INCUMBENT UPON THE CONTRACTOR TO DETERMINE WHEN HIS OR HER OPERATIONS REQUIRE FLAGGER CONTROL.

TEMPORARY TRAFFIC CONTROL HURRICANE NOTE

- IN THE EVENT A HURRICANE IS THREATENING THE JACKSONVILLE AREA, IMPLEMENTATION OF THESE TTC PLANS SHALL BE HELD IN ABEYANCE UNTIL THE THREAT PASSES.

PEDESTRIAN ACCESS REQUIREMENTS

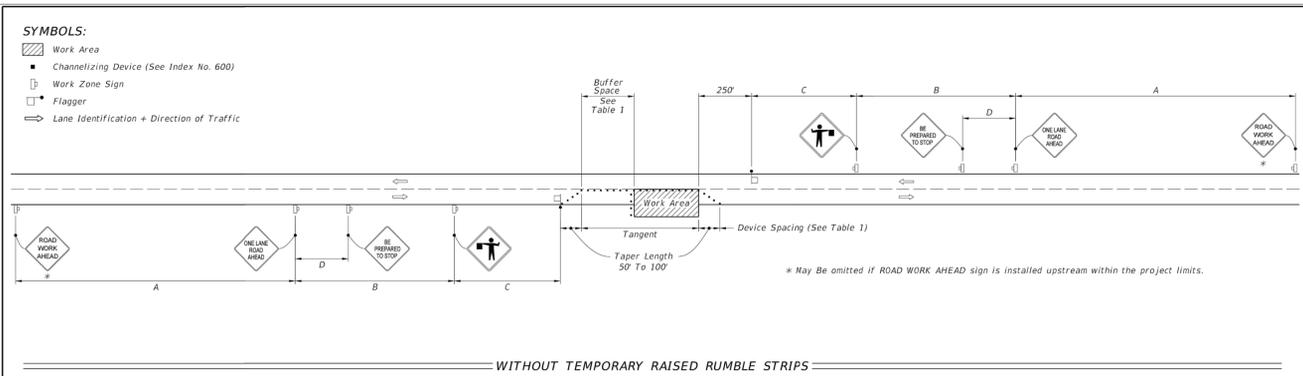
- THE CITY OF JACKSONVILLE PROHIBITS MID-BLOCK CROSSING OF PEDESTRIANS. WHEN AN ALTERNATIVE ROUTE IS NOT FEASIBLE, CONTRACTOR SHALL PROVIDE AN ADA COMPLIANT PEDESTRIAN PATHWAY THROUGH THE WORK ZONE WHEN SIDEWALK IS CLOSED.
- COSTS FOR PEDESTRIAN ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR TEMPORARY TRAFFIC CONTROL.
- IF SIDEWALKS ARE DISTURBED AND HAVE TO BE REPLACED, HANDICAP RAMPS WITH TRUNCATED DOMES ARE TO BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD INDEX.

CITY OF JACKSONVILLE TEMPORARY TRAFFIC CONTROL STANDARD NOTES

- THE PROJECT WORK HOURS FOR EACH WORK ZONE ARE NOTED ON THE TTC PLAN SHEETS.
- ACCESS FOR LOCAL TRAFFIC WITH DESTINATIONS WITHIN THE WORK AREA SHALL BE MAINTAINED TO THE EXTENT SAFETY WILL PERMIT.
- ACCESS TO INTERSECTING SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED WITHIN THESE TTC PLANS.
- IT IS ANTICIPATED THAT ALL EXISTING SIDEWALKS WILL REMAIN OPEN AND ACCESSIBLE DURING CONSTRUCTION.
- ANY MODIFICATIONS TO THESE TEMPORARY TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE CITY OF JACKSONVILLE TRAFFIC ENGINEERING DIVISION FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
- THE CONTRACTOR HAS THE OPTION TO SUBMIT ALTERNATIVE TRAFFIC CONTROL PLANS FOR APPROVAL BY THE CITY OF JACKSONVILLE TRAFFIC ENGINEERING DIVISION. ALTERNATE TRAFFIC CONTROL PLANS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA AND SHALL BE CONSISTENT WITH STANDARD TTC DESIGN PRACTICES. NO CONSTRUCTION ACTIVITY WILL BE ALLOWED UNTIL THE CONTRACTOR'S TTC PLANS ARE APPROVED IN WRITING.
- THE ROADWAY SHALL BE RESTORED TO AT LEAST A LIMEROCK SURFACE BEFORE IT IS REOPENED TO TRAFFIC AND BEFORE THE CONTRACTOR MOVES TO THE NEXT CONSTRUCTION ZONE.
- NO LANE CLOSURES ARE ALLOWED FROM 7:00 A.M. TO 9:00 A.M. AND 4:00 P.M. TO 7:00 P.M. MONDAY THROUGH FRIDAY.
- THE CONTRACTOR SHALL COORDINATE TRAFFIC SIGNAL OPERATION WITHIN THE TRAFFIC ENGINEERING DIVISION.
- TRAFFIC SIGNAL LOOPS SHALL BE RESTORED TO PROPER OPERATION WITHIN 36 HOURS OF BEING DESTROYED OR DAMAGED. CONTACT MASON BOYD AT (904-255-7549) A MINIMUM OF 48 HOURS PRIOR TO CUTTING ANY VEHICLE LOOPS.
- TRAFFIC SIGNAL ACTUATION SHALL BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEERING DIVISION. INFRARED-DETECTION MAY BE USED IF REQUIRED.
- OFF-DUTY LAW OFFICERS ARE REQUIRED FOR TRAFFIC CONTROL FOR THE DURATION OF THE TTC.
- THE JACKSONVILLE FIRE AND RESCUE COMMUNICATIONS CENTER (FRCC) SHALL BE NOTIFIED OF ROAD CLOSURES / DETOURS.

TTC LEGEND

- WORK ZONE
- CHANNELIZING DEVICE (DRUM, WITH WARNING LIGHT)
- TYPE III BARRICADE
- SIGN WITH 18"x18" (MIN.)
- PORTABLE CHANGEABLE (VARIABLE) MESSAGE SIGN (PCMS)
- ADVANCE WARNING ARROW PANEL
- LANE IDENTIFICATION PLUS DIRECTION OF TRAFFIC
- WORK ZONE SIGN
- FLAGGER



GENERAL NOTES:

- Special Conditions may be required in accordance with these notes and the following sheets:
 - Railroad Crossings:
 - If an active railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 3.
 - If the queuing of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or flagger at the highway-rail grade crossing to prevent vehicles from stopping within the highway-rail grade crossing, even if automatic train warning devices are in place.
 - If the Work Area encroaches on the Centerline, use the Layout for Temporary Lane Shift to Shoulder on Sheet 3 only if the Existing Paved Shoulder width is sufficient to provide for an 11' lane between the Work Area and the Edge of Existing Paved Shoulder. Reduce the posted speed when appropriate.
- Temporary Raised Rumble Strips:
 - Use when both of the following conditions are met concurrently:
 - Existing Posted Speed is 55 mph or greater;
 - Work duration is greater than 60 minutes;
 - Use a consistent Strip color throughout the work zone.
 - Place each Rumble Strip Set transversely across the lane at locations shown.
 - Use Option 1 or Option 2 as shown on Sheet 2. Use only one option throughout work zone.
- Additional one-way control may be provided by the following means:
 - Flag-carrying vehicle;
 - Official vehicle;
 - Pilot vehicles;
 - Traffic signals.

When flaggers are the sole means of one-way control, the flaggers must be in sight of each other or in direct communication at all times.
- When a side road intersects the highway within the TTC zone, place additional TTC devices in accordance with other applicable TCZ Indexes.
- The two channelizing devices directly in front of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
- When Buffer Space cannot be attained due to geometric constraints, use the greatest attainable length, not less than 200 ft. for posted speeds greater than 25 mph.
- ROAD WORK AHEAD and the BE PREPARED TO STOP signs may be omitted if all of the following conditions are met:
 - Work operations are 60 minutes or less.
 - Speed limit is 45 mph or less.
 - There are no sight obstructions to vehicles approaching the work area for a distance equal to the Buffer Space shown in Table 1.
 - Vehicles in the work area have high-intensity, rotating, flashing, oscillating, or strobe lights operating.
 - Volume and complexity of the roadway has been considered.
 - If a railroad crossing is present, vehicles will not queue across rail tracks.
 - AFADs are not in use.
- See Index 600 for general TCZ requirements and additional information.
- Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specifications Section 102.990 and the APL vendor drawings.

Posted Speed	DEVICE SPACING						Distance Between Signs			Buffer Space
	Maximum Spacing of Cones or Tubular Markers		Maximum Spacing of Type I or Type II Barricades/Panels/Drums		A	B	C	D		
	On a Taper	On a Tangent	On a Taper	On a Tangent						
25	20'	50'	20'	50'	200'	200'	200'	100'	155'	
30	20'	50'	20'	50'	200'	200'	200'	100'	200'	
35	20'	50'	20'	50'	200'	200'	200'	100'	250'	
40	20'	50'	20'	50'	200'	200'	200'	100'	305'	
45	20'	50'	20'	50'	350'	350'	350'	175'	360'	
50	20'	50'	20'	100'	500'	500'	500'	250'	425'	
55	20'	50'	20'	100'	2640'	1500'	1000'	500'	495'	
60	20'	50'	20'	100'	2640'	1500'	1000'	500'	570'	
65	20'	50'	20'	100'	2640'	1500'	1000'	500'	645'	
70	20'	50'	20'	100'	2640'	1500'	1000'	500'	730'	

CONDITIONS
WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRoACH THE AREA BETWEEN THE CENTERLINE AND A LINE 2' OUTSIDE THE EDGE OF TRAVEL WAY.

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JonesEdmunds
CERTIFICATE OF AUTHORIZATION #1841
770 NE WILCOX ROAD, SUITE 100, JACKSONVILLE, FL 32256 / (904) 744-5401

Construction & Engineering Services Consultants, Inc.
9432 Baymeadows Road, Suite 100
Jacksonville, FL 32256
Tel: (904) 652-1186
Business Number CA 27598

DESIGN ENGINEER: CLARO NACU MAGPANTAY
FLORIDA REGISTRATION NO.: 60164

DESIGNER: C&ES
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KING STREET AND SHIRCLIFF WAY WATER MAIN REPLACEMENT TTC NOTES AND LEGEND