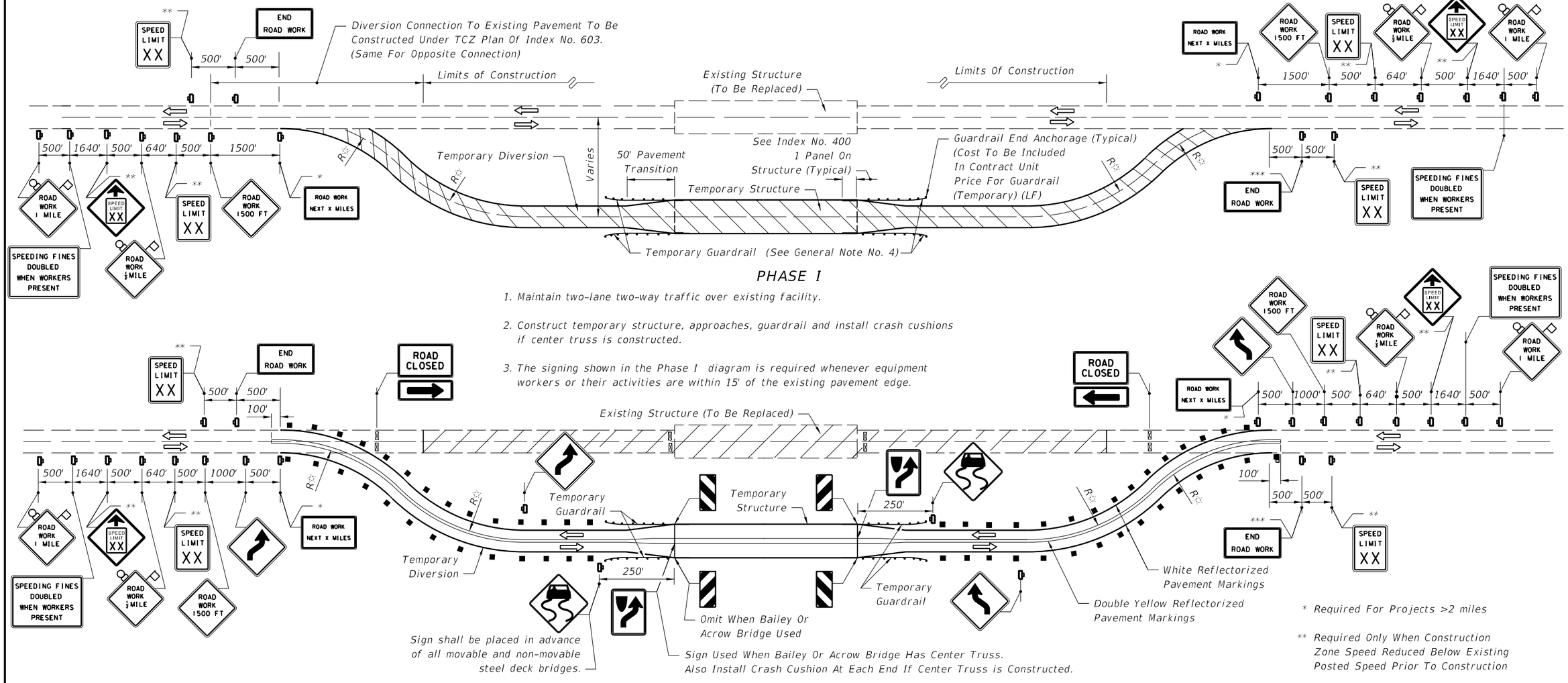

PHASE I

1. Maintain two-lane two-way traffic over existing facility.
2. Construct temporary structure, approaches, guardrail and install crash cushions if center truss is constructed.
3. The signing shown in the Phase I diagram is required whenever equipment workers or their activities are within 15' of the existing pavement edge.

PHASE II

1. Resign and mark as shown in Phase II plan.
2. Reroute traffic to diversion and maintain two-way traffic on diversion. Install Type III barricades.
3. Construct proposed structure and reconstruct or resurface existing approaches.

PHASE III and General Notes (See Sheet 2)

☆ See SUPERELEVATION Index No. 600.

* Required For Projects >2 miles

** Required Only When Construction Zone Speed Reduced Below Existing Posted Speed Prior To Construction

*** When Other Construction Or Maintenance Operations Occur Within 1 Mile, Sign(s) To Be Omitted And Signing To Be Coordinated In Accordance With Index No. 600.

SYMBOLS

- Sign With 18" x 18" (Min.) Orange Flag And Type B Light
- Channelizing Device (See Index No. 600)
- Type III Barricade
- Work Zone Sign
- Lane Identification + Direction of Traffic

LEGEND

- Phase I
- Phase II

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LAST REVISION	REVISION	DESCRIPTION:			INDEX NO.	SHEET NO.
07/01/09			FDOT DESIGN STANDARDS 2013	TWO-LANE TWO-WAY, RURAL STRUCTURE REPLACEMENT	650	1

PHASE III

1. Reroute traffic to final alignment and maintain two-way traffic.

2. Remove all temporary construction items.

GENERAL NOTES

1. All signing, pavement marking, barricades and warning lights necessary for maintenance of traffic shall conform to Index No. 600.

2. For speed sign applications, see Index No. 600.

3. For lane width requirements see Index No. 600. When one-way one-lane operations are necessary, a minimum width of 12' shall be maintained and traffic controlled in accordance with Index Nos. 603, 606 or 607. Minimum width for the diversion shoulders is 6'.

4. Method of attaching temporary guardrail to the diversion structure to be approved by the Engineer. Cost of temporary guardrail systems, including end anchorage assemblies, transitions and attachment to temporary structures, are to be included in the contract unit price for Guardrail (Temporary) LF.

5. Provisions approved by the Engineer shall be made for the removal of storm water from the roadway(s) during construction.

6. Only temporary crash cushions approved by the Department shall be used unless specified devices called for in the plans.

7. Where the temporary structure is not required, the diversion may be constructed in accordance with Index No. 608, unless otherwise stipulated in the plans.

8. For reflective raised pavement marker application, see Index Nos. 600 and 17352.

9. For general TCZ requirements and additional information, refer to Index No. 600.

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