GENERAL NOTES:

1. TEMPORARY LIGHTING CRITERIA: 1.5 FOOT CANDLES AVERAGE INITIAL INTENSITY

4:1 OR LESS AVERAGE/MINIMUM UNIFORMITY RATIO

10:1 OR LESS MAXIMUM/MINIMUM UNIFORMITY RATIO

0.3:1 OR LESS VEILING LUMINANCE RATIO

1. BARRIER-MOUNTED 100 W HPS FLOODLIGHT (RAB-FX100 OR EQUIVALENT) SPACED:

XX’ ON CENTERS AT 20’ M.H. (XX°TILT) FOR 1 LANE OF TRAFFIC;

XX’ ON CENTERS AT 20’ M.H. (XX°TILT) FOR 2 LANES OF TRAFFIC;

XX’ ON CENTERS AT 20’ M.H. (XX°TILT) FOR 3 LANES OF TRAFFIC.

1. MAINTAIN LIGHTING THROUGHOUT ALL PHASES OF CONSTRUCTION EITHER BY MAINTAINING THE EXISTING LIGHTING SYSTEM, PROVIDING TEMPORARY LIGHTING, OR ACTIVATING THE PROPOSED LIGHTING SYSTEM. THE TEMPORARY LIGHTING SYSTEM SHOULD BE OPERATIONAL BEFORE REMOVAL OF THE EXISTING LIGHTING SYSTEM. TEMPORARY LIGHTING SHALL BE PROVIDED FOR MAINLINE, RAMPS, MERGING, AND DIVERGING AREAS DURING ALL PHASES OF CONSTRUCTION, EITHER BY USING THE EXISTING LIGHTING WHERE PRACTICAL OR BY PROVIDING NEW TEMPORARY LIGHTING WHEN THE ROADWAY RECONSTRUCTION AFFECTS THE EXISTING LIGHTING. EXISTING ILLUMINATION LEVELS SHALL BE MAINTAINED BY THE ELECTRICAL CONTRACTOR DURING ALL PHASES OF CONSTRUCTION. PORTABLE-GENERATOR-OPERATED LIGHTS ARE NOT ACCEPTABLE FOR USE AS TEMPORARY LIGHTING. THE COST FOR MAINTAINING HIGHWAY LIGHTING (INCLUDING ELECTRIC SERVICE) IS INCLUDED IN THE COST FOR LUMP SUM MAINTENANCE OF TRAFFIC.
2. FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE THE TEMPORARY LIGHTING SYSTEM IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE AND NATIONAL ELECTRIC SAFETY CODE REQUIREMENTS.
3. PROVIDE OVERHEAD WIRING WHEREVER POSSIBLE AT A MINIMUM HEIGHT OF 15’ ABOVE THE HIGHEST CONSTRUCTION GRADE LEVEL DURING ALL PHASES OF CONSTRUCTION. UNDERGROUND CONDUIT AND CONDUCTORS SHALL BE PROVIDED WHERE OVERHEAD WIRING WOULD INTERFERE WITH CONSTRUCTION.
4. WHEREVER POSSIBLE, UTILIZE EXISTING CIRCUITS FROM THE EXISTING SERVICE POINTS TO POWER THE TEMPORARY LIGHTING SYSTEM.
5. INSTALL TEMPORARY OR PROPOSED FIXTURES AND MODIFICATIONS TO EXISTING SYSTEMS DURING DAYLIGHT HOURS. THESE POLES SHALL BE OPERATIONAL AT NIGHT. THE CONTRACTOR MAY ELECT TO REMOVE/INSTALL POLES AT NIGHT, BUT SHALL PROVIDE SUFFICIENT LIGHTING PER TEMPORARY LIGHTING CRITERIA (PROVIDED ABOVE) TO COMPENSATE FOR THE DOWN POLES.
6. ALL COMPONENTS OF THE TEMPORARY LIGHTING SYSTEMS THAT ARE NOT PART OF THE PROPOSED LIGHTING SYSTEM SHALL BE REMOVED WHEN NO LONGER NEEDED.
7. PRIOR TO ANY EQUIPMENT ORDER, SUBMIT FOR APPROVAL EQUIPMENT SPECIFICATION OR DESIGN DATA FOR ALL MATERIAL PROPOSED FOR THE TEMPORARY LIGHTING DESIGN, SPECIFICALLY INCLUDING:
8. LUMINAIRE PHOTOMETRICS, INCLUDING ELECTRONIC IES PHOTOMETRIC FILES
9. POLE STRENGTH CALCULATIONS
10. POLE FRANGIBILITY TEST (IF APPLICABLE)
11. TEMPORARY SERVICE POINTS (IF REQUIRED, INCLUDING WIRING DIAGRAMS)
12. CALCULATIONS AND DRAWINGS FOR TEMPORARY BARRIER WALL AND/OR DIRECT BURIAL LIGHT POLES AND MOUNTINGS
13. LOAD CENTER ELECTRICAL EQUIPMENT, INCLUDING WIRING SCHEMATICS
14. DESIGN CALCULATIONS, INCLUDING VOLTAGE DROP CALCULATIONS AND LOAD ANALYSIS
15. REFER TO FDOT ROADWAY DESIGN BULLETIN 14-04 (TEMPORARY HIGHWAY LIGHTING) FOR UPDATED REQUIREMENTS.
16. TEMPORARY LIGHT POLES NOT BEHIND BARRIER MUST BE BREAKAWAY.
17. ALL STRUCTURE CALCULATIONS AND DRAWINGS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA.
18. THE NOMINAL HEIGHT OF THE TEMPORARY LIGHT POLES SHALL NOT EXCEED THE NOMINAL HEIGHT OF THE EXISTING LIGHT POLES.
19. TEMPORARY LIGHTING SHALL BE IN COMPLIANCE WITH FAA/GOAA REQUIREMENTS FOR LIGHTING IN THE GLIDE PATH.