



Florida Department of Transportation

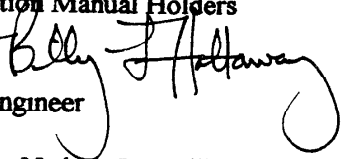
JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F BARRY, JR.
SECRETARY

DATE: September 28, 2000

TO: Registered Plans Preparation Manual Holders

FROM: Billy Hattaway, P E 
State Roadway Design Engineer

CC: Freddie Simmons, William Nickas, Jim Mills

SUBJECT: IMPLEMENTATION - PLANS PREPARATION MANUAL
JANUARY 2001 UPDATES

The January 2001 Updates include

- 1 Revisions to Plans Preparation Manual, Volume I Metric, January, 1998
- 2 Revisions to Plans Preparation Manual, Volume II Metric, January, 1999
- 3 Revisions to Plans Preparation Manual, Volume I English, January, 2000
- 4 Revisions to Plans Preparation Manual, Volume II English, January, 2000

The revisions to the English and Metric manuals are nearly identical except for units of measure. The major changes in design requirements included in both the English and Metric revisions are to be implemented as follows

Volume I, Chapter 1, Section 1.7.1 Transportation Design for Livable Communities (TDLC)

SUMMARY OF CHANGE

This section has been revised to reference the new TDLC chapter (Chapter 21). Changes have also been made to Table 1 9 1 to incorporate TDLC design speeds.

IMPLEMENTATION

These changes may be implemented on applicable projects beginning immediately. These changes apply to both Metric and English Projects.

Volume I Chapter 2, Section 2.5.1 Limited Access Facilities

SUMMARY OF CHANGE

Section 2 5 1 has been added to include a new requirement for fencing (or other treatment) on Limited Access facilities

IMPLEMENTATION

The general requirement for fencing on Limited Access facilities is a clarification of existing requirements and is effective immediately

This change applies to both Metric and English Projects

Volume I Chapter 2, Section 2.5 Borders, Table 2.5.1 Highways with Flush Shoulders

SUMMARY OF CHANGE

Table 2 5 1 has been revised to show the measurement of the border width for freeways (including ramps) from the edge of the outside travel lane Corresponding changes were made to Exhibits TYP-10, TYP-11, and TYP-12 (English only)

IMPLEMENTATION

This change is a correction to existing requirements and is effective immediately

This change applies to both Metric and English Projects

Volume I Chapter 2, Section 2.10.1 Vertical Clearance

SUMMARY OF CHANGE

The minimum vertical clearance above Mean High Water (MHW) has been corrected

IMPLEMENTATION

This change is a correction and is effective immediately

These changes apply to both Metric and English Projects

Volume I Chapter 2, Section 2.12 Bridge Railings and Separators

SUMMARY OF CHANGE

Section 2 12 has been added to address the applications of different bridge rail types as detailed in the new Figures 2 12 1 thru 2 12 4 Corresponding changes have been made to Figures 2 0 1 thru 2 0 4

IMPLEMENTATION

These changes are clarification of existing guidance and are to be implemented on all projects beginning design as of January 1, 2001

These changes apply to both Metric and English Projects

Volume I Chapter 4, Roadside Safety

SUMMARY OF CHANGE

Section 4 2 has been renamed Hazard Standards and expanded to include a new section, 4 2 2, on Drop-off Hazards This section defines drop-off hazards and provides guidelines for shielding them A new corresponding figure has also been added (Figure 4 2 2 - Drop-Off Hazards in Urban Sections)

Because of this new section on drop-off hazards, the bullet on roadside barrier requirements for vertical drop-offs created by retaining walls has been removed from Section 4 3 1

IMPLEMENTATION

The general requirement that roadside vertical drop-offs be addressed is a clarification and is not new New design criteria values for drop-off hazards are to be implemented on all projects beginning design as of January 1, 2001

This change applies to both Metric and English Projects

Volume I Chapter 7, Section 7.3.2.2 Standard Aluminum Light Poles

SUMMARY OF CHANGE

This section has been added to address the use of Standard Aluminum Light Poles

IMPLEMENTATION

The new Standard Aluminum Light Pole is available Interim Index 17515, Standard Aluminum Light Pole has been issued and may be used on projects beginning with the July 2001 letting

This change applies to both Metric and English Projects

Volume I Chapter 7, Section 7.4.12.2 Standard Monotube Signal Structures

SUMMARY OF CHANGE

This section has been added to address the use of Standard Monotube Signal Structures

IMPLEMENTATION

The new Standard Monotube Signal Structure is available Interim Index 17746, Standard Monotube Signal Structure has been issued and may be used on projects beginning with the July 2001 letting

This change applies to both Metric and English Projects

Volume I Chapter 7, Section 7.4.14 LED Light Sources

SUMMARY OF CHANGE

This section has been added to reference the Light Emitting Diode (LED) as the new Department standard for the red indication of traffic signals Incandescent lamps will remain the standard for the yellow and green indications

IMPLEMENTATION

The new LED criteria is effective on all projects beginning with the January 2001 letting

This change applies to both Metric and English Projects

Volume I Chapter 8, Pedestrian and Bicycle Facilities

SUMMARY OF CHANGE

Sections 8 3 3 and 8 4 4 regarding Pedestrian and Bicycle Railings have been deleted This information has been included in the new Section 8 8 Drop-off Hazards for Pedestrians and Bicyclists Also new is the corresponding figure for this section, Figure 8 2 Section 8 7, Shared Use Paths, has several changes and clarification regarding drop-offs, railings and grades

IMPLEMENTATION

These changes are to be implemented on all applicable projects beginning design as of January 1, 2001

These changes apply to both Metric and English Projects

Volume I Chapter 9, Landscaping

SUMMARY OF CHANGE

Language has been added to this chapter regarding requirements for wildflower use

IMPLEMENTATION

This change has previously been implemented by Federal requirement

This change applies to both Metric and English Projects

Volume I Chapter 10, Section 10.14.7 Lane Closure Analysis

SUMMARY OF CHANGE

Section 10 14 7 and its exhibits (10-A Sheets 1 thru 11) have been changed to clarify the use of the Peak Season Conversion Factor (PSCF) in a Lane Closure Analysis

IMPLEMENTATION

These changes are clarification to existing requirements and are effective immediately

These changes apply to both Metric and English Projects

Volume I Chapter 10, Section 10.17 Motorist Awareness System

SUMMARY OF CHANGE

This section has been added to reference the purpose, uses, and components of a Motorist Awareness System (MAS) Corresponding changes have been made to Sections 10 4 and 10 8 to add a bullet for MAS in each section

IMPLEMENTATION

The MAS may be used on approved, applicable projects beginning with the July 2001 letting Construction may implement the use of a MAS prior to July 2001 by Construction Supplemental Agreement

These changes apply to both Metric and English Projects

Volume I Chapter 11, Section 11.2 Narrative Description, Section 12.2.1 Site Description

SUMMARY OF CHANGE

This corrected copy contains added language that matches the English PPM

IMPLEMENTATION

These changes are corrections of existing requirements and are effective immediately
These changes apply only to Metric Projects

Volume I Chapter 16, Design Submittals, Exhibit B, Sheet 1 of 6

SUMMARY OF CHANGE

This exhibit has been revised to include Criteria on the Typical Section Data Sheet

IMPLEMENTATION

This change is to be implemented on all projects beginning design as of January 1, 2001
This change applies to both Metric and English Projects

Volume I Chapter 17, Section 17.4.3 Utility Contract Plans (Joint Project Agreements)

SUMMARY OF CHANGE

Language has been added to this section chapter regarding requirements for the use of Mobilization and Maintenance of Traffic pay items in contracts containing a Joint Project Agreement (JPA)

IMPLEMENTATION

This change is effective with the January 2001 Letting (or sooner if it does not affect production)
This change applies to both Metric and English Projects

Volume I Chapter 19, Section 19.2 Sealing of Contract Plans / Record Set

SUMMARY OF CHANGE

New language has been added to this section regarding requirements for the inclusion of information on the engineer or engineering business on each sheet (Rule 61G15-23 002)

IMPLEMENTATION

These changes are a result of rules previously implemented by the Florida Board of Professional Engineers (FBPE)
These changes apply to both Metric and English Projects

Volume I Chapter 19, Section 19.3 Sealing Other Engineering Documents

SUMMARY OF CHANGE

In Section 19.3, Exceptions and Variations have been added to the list of sealed documents to be kept in the district's project file

IMPLEMENTATION

These changes are effective on all projects beginning design as of January 1, 2001
These changes apply to both Metric and English Projects

Volume I Chapter 20, Section 20.3.1 District Activities, Exhibits

SUMMARY OF CHANGE

Language has been revised regarding the number of copies of the contract plans set and specifications package submitted. Corresponding changes have been made to Exhibit 20-A (page 1 of 2)
Exhibit 20-C, page 1 of 3, includes changes to the copy distribution list, and the addition of a concurrence signature line

IMPLEMENTATION

These changes are effective on all projects beginning with the January 2001 letting
These changes apply to both Metric and English Projects

Volume I Chapter 21, Transportation Design for Livable Communities

SUMMARY OF CHANGE

Chapter 21 is an entirely new chapter addressing various aspects on TDLC including application, design criteria and design considerations

IMPLEMENTATION

The TDLC policy has been previously implemented. New TDLC criteria may be used on applicable TDLC projects in accordance with the conditions stated in the chapter
These changes apply to both Metric and English Projects

Volume I Chapter 23, Design Exceptions and Variations

SUMMARY OF CHANGE

Chapter 23 has been rewritten and reorganized to address several major changes. Major changes include

- 1 Reference to the Utility Accommodations Manual when design criteria for utilities is not met
- 2 New information on conceptual concurrence
- 3 New information on acceptable benefit/cost analysis methods
- 4 Reference to Chapter 19 for sealing requirements for Design Exceptions and Variations
- 5 New information regarding copies and distribution of Design Exceptions
- 6 Revised Exhibits 23-A, 23-B, and 23-C

IMPLEMENTATION (Volume I Chapter 23, Design Exceptions and Variations)

These changes are to be implemented on all projects beginning design as of January 1, 2001

These changes apply to both Metric and English Projects

Volume I Chapter 25, Section 25.3.4 Survey Guidelines for RRR Projects

SUMMARY OF CHANGE

New sections have been added to reference the types of work for RRR projects and the level of survey effort required for each

IMPLEMENTATION

These new guidelines may be used on applicable projects beginning immediately

These changes apply to both Metric and English Projects

Volume I Chapter 25, Section 25.4.5 Bridges

SUMMARY OF CHANGE

New language has been added to reference bridges on RRR projects, and the determination as to whether an existing bridge should remain, be rehabilitated, or be replaced

IMPLEMENTATION

These changes are to be implemented on applicable projects beginning design as of January 1, 2001

These changes apply to both Metric and English Projects

Volume I Chapter 29, Section 29.3.5 Design of Monotube Signal Structures and Foundations

SUMMARY OF CHANGE

This section has been added to include the new structural criteria for Standard Monotube Signal Structures and foundations

IMPLEMENTATION

The new Standard Monotube Signal Structure is Available Interim Index 17746, Standard Monotube Signal Structure has been issued and may be used on projects beginning with the July 2001 letting

This change applies to both Metric and English Projects

Volume I Chapter 29, Section 29.4 Structural Design of Roadway Light Poles

SUMMARY OF CHANGE

This section has been rewritten to include the new structural criteria for Standard Aluminum Light Poles and foundations

IMPLEMENTATION (Volume I Chapter 29, Section 29 4)

The new Standard Aluminum Light Pole is available Interim Index 17515, Standard Aluminum Light Pole has been issued and may be used on projects beginning with the July 2001 letting This change applies to both Metric and English Projects

Volume II Chapter 1, Section 1.4 Base Sheet Format

SUMMARY OF CHANGE

New language has been added to this section regarding the box provided for the inclusion of information on the engineer or engineering business on each sheet The corresponding figure has also been modified to show this

IMPLEMENTATION

This change is a result of rules previously implemented by the Florida Board of Professional Engineers (FBPE)
This change applies to both Metric and English Projects

Volume II Chapter 3, Section 3.2.2 Fiscal Year and Sheet Number, Section 3.2.3 Length of Project Box

SUMMARY OF CHANGE

The location of the fiscal year box has been corrected in Section 3 2 2 The method of computation for length of project in Section 3 2 3 has been clarified by including adjustment for equations

IMPLEMENTATION

These changes are clarification of existing requirements and are effective immediately
These changes apply to both Metric and English Projects

Volume II Chapter 3, Section 3.3 Project Location Map

SUMMARY OF CHANGE

Requirements for requesting key map clips have been clarified

IMPLEMENTATION

This change is effective on all projects beginning design as of January 1, 2001
This change applies to both Metric and English Projects

Volume II Chapter 3, Section 3.6 Index of Sheets

SUMMARY OF CHANGE

The location of Box Culvert details in the order of assembly of Roadway plans is dependent on the type of design (PSTDN55 or LRFD)

IMPLEMENTATION (Volume II Chapter 3, Section 3.6)

This change is effective on all projects beginning design as of January 1, 2001

This change applies only to English Projects

Volume II Chapter 7, Section 7.3 Box Culvert Data Sheet

SUMMARY OF CHANGE

This section has been rewritten to reference the two methods for doing Box Culvert Data Sheets based on the type of design (PSTDN55 or LRFD)

IMPLEMENTATION

This change is effective on all projects beginning design as of January 1, 2001

This change applies only to English Projects

Volume II Chapter 10, Section 10.2.6, Drainage Structures and Bridges

SUMMARY OF CHANGE

Language has been added to clarify the information regarding cross drain pipes and box culverts

IMPLEMENTATION

This change is effective on all projects beginning design as of January 1, 2001

This change applies to both Metric and English Projects

Volume II Chapter 14, Section 14.2, Required Information

SUMMARY OF CHANGE

Language has been changed to clarify the information to be shown regarding inlet elevations

IMPLEMENTATION

This change is effective on all projects beginning design as of January 1, 2001

This change applies to both Metric and English Projects

Volume II Chapter 22, Section 22.2, Approach Slabs

SUMMARY OF CHANGE

Language has been changed to clarify the information on the roadway elements that interface with the approach slab areas, which are included in the roadway quantities

IMPLEMENTATION

This change is effective on all projects beginning design as of January 1, 2001

This change applies to both Metric and English Projects

Volume II Chapter 23, Section 23.6, Guide Sign Worksheet

SUMMARY OF CHANGE

Language has been added to clarify the information on the Guide Sign Worksheet format

IMPLEMENTATION

This change is a clarification to existing requirements and is effective on all projects beginning design as of January 1, 2001

This change applies to both Metric and English Projects

Volume II Chapter 24, Section 24.8 Monotube Sheets

SUMMARY OF CHANGE

This section has been added to include the new information regarding the Monotube Tabulation Sheets

IMPLEMENTATION

This change is effective on all projects beginning with the July 2001 letting

This change applies to both Metric and English Projects

Volume II Chapter 25, Section 25.6 Foundations and Boring Detail Sheets

SUMMARY OF CHANGE

This section has been revised to include new information for standard conventional light pole foundation design

IMPLEMENTATION

This change is effective on all projects beginning with the July 2001 letting

This change applies to both Metric and English Projects

All other changes in the January, 2001 Plans Preparation Manual updates package primarily consist of minor editing for clarification and/or error corrections

If you have any questions please contact this office, 850-414-4318, Suncom 994-4318

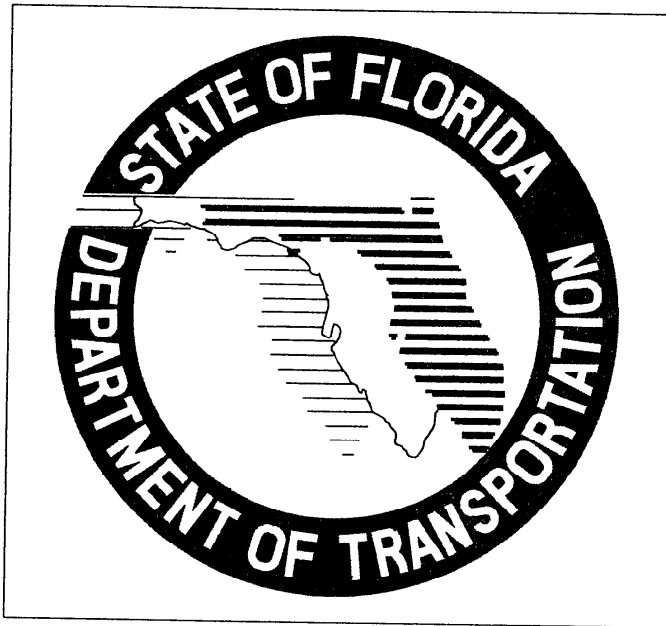
January 2001 Revision to Plans Preparation Manual Volume II - English

Please replace the following sheets and chapters

| CHAPTER | REPLACEMENT SHEETS |
|------------|--------------------------------|
| Chapter 1 | Complete chapter |
| Chapter 2 | 7, 8 |
| Chapter 3 | Complete chapter |
| Chapter 7 | Complete chapter |
| Chapter 10 | 5, 6 |
| Chapter 14 | Complete chapter |
| Chapter 22 | 1, 2 |
| Chapter 23 | Complete chapter |
| Chapter 24 | 1, 5, 6, 7 |
| Chapter 25 | Complete chapter |
| Exhibits | TYP-9B, TYP-10, TYP-11, TYP-12 |

PLANS PREPARATION MANUAL

VOLUME II - ENGLISH



ROADWAY DESIGN OFFICE

TALLAHASSEE, FLORIDA

JANUARY 2000

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SUGGESTIONS AND COMMENTS
PLANS PREPARATION MANUAL
VOLUME II - ENGLISH

NAME OF FIRM OR
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ADDRESS:

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SUGGESTIONS OR
COMMENTS:

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SUGGESTIONS
OR COMMENTS:

(Comments or Suggestions may be attached as marked up copies of pages from the manual)

Please complete the requested information on a copy of this sheet and return to:

FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN OFFICE
MAIL STATION 32
605 SUWANNEE STREET
TALLAHASSEE, FLORIDA 32399-0450
FAX NUMBER (850) 922-9293

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INTRODUCTION

PLANS PREPARATION MANUAL, VOLUME II - ENGLISH

PURPOSE:

This *Plans Preparation Manual, Volume II - English* sets forth requirements for the preparation and assembly of contract plans for Florida Department of Transportation (FDOT) projects. The information contained herein applies to the preparation of plans for both roadways and structures.

AUTHORITY:

Section 334.044(2), Florida Statutes

SCOPE:

This procedure impacts anyone preparing roadway and structures contract plans for the Department.

GENERAL INFORMATION:

Chapter 334 of the Florida Statutes, as part of the Florida Transportation Code, establishes the responsibilities of the State, counties, and municipalities for the planning and development of the transportation systems serving the people of Florida, with the objective of assuring development of an integrated, balanced statewide system. The Code's purpose is to protect the safety and general welfare of the people of the State and to preserve and improve all transportation facilities in Florida. Under Section 334.044, the Code sets forth the powers and duties of the Department of Transportation including to adopt rules, procedures and standards for the conduct of its business operations and the implementation of any provisions of law for which the Department is responsible.

PROCEDURE:

The standards and applications contained in this volume of the Plans Preparation Manual are requirements for the design and preparation of contract plans used in the construction of FDOT projects. This volume is to be used in conjunction with *Volume I - English (Topic No 625-000-007)* of the *Plans Preparation Manual (PPM)*.

The preparation of roadway and structures plans is primarily a matter of sound application of acceptable engineering criteria, standards and presentation techniques. While the requirements contained in this volume provide a basis for uniformity in plans preparation, precise formatting and presentation standards which apply to individual situations must rely on good engineering practice and judgement. The use of these requirements does not relieve the engineer from the professional responsibility for the accuracy and completeness of the contract plans set(s).

1 PLANS PREPARATION MANUAL, VOLUME II - ENGLISH MANUAL ORGANIZATION

a Background

The Florida Department of Transportation *Plans Preparation Manual* was previously published as a two volume set in 1989. The manual preceded Department requirements for use of the Metric System, and featured only English units. Volume I contained design criteria and process requirements, while Volume II addressed plans preparation and assembly.

This English version of Volume II has been produced using the same basic format, and closely paralleling, Volume II - Metric. This is due in large part to the outdated information in the 1989 English version for such areas as Computer Aided Design Drafting (CADD), plans processing, sheet sizes, etc.

b Organization

The *Plans Preparation Manual, Volume II - English* contains specific requirements for plans production and assembly. The manual consists of individual chapters, each addressing the requirements for a plan sheet or component, and is ordered according to the way a standard plans set would be assembled.

2 DISTRIBUTION

This document is distributed through **FDOT Maps and Publications Sales**

Copies may be obtained from

Florida Department of Transportation
Maps and Publications Sales
Mail Station 12
605 Suwannee Street
Tallahassee, FL 32399-0450

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For updates and manual registration information contact

Roadway Design Office
Mail Station 32
Telephone (850) 414-4310
SUNCOM 994-4310
FAX Number (850) 922-9293

3 REVISIONS AND UPDATES

Plans Preparation Manual holders are encouraged to submit comments and suggestions for changes to the manual to the Roadway Design Office. When ideas or suggestions are received they will be reviewed by appropriate Roadway and/or Structures Design staff in a timely manner and will be coordinated with other offices affected by the proposed change.

Structures design issues which are subject to modification and revision will be processed in coordination with the Structures Design Office.

Proposed revisions are distributed in draft form to the District Design Engineers (DDE). The DDE coordinates the review of the proposed revisions with other affected district offices such as Structures Design. The goal is to obtain a majority opinion before revisions are made.

The Roadway Design Office will also coordinate proposed revisions or additions with affected offices within the Central Office. Substantive revisions that result in policy change will be coordinated with the Executive Committee for concurrence.

Revisions are voted on jointly by the District Design Engineers and the State Roadway Design Engineer (for Roadway Design issues) or the State Structures Design Engineer (for Structures Design issues). Each district will have one vote and the central office will have two votes, for a total of ten votes. Requirements mandated by FHWA or State Rules will not be subject to this majority vote.

All revisions and updates will be coordinated with the Organization and Procedures Office prior to distribution to ensure conformance with and incorporation into the Department's Standard Operating System. The standard interval for issuing updates to the PPM is yearly, in January, when the adopted revisions and addenda will be distributed to registered holders of the manual.

Items warranting immediate change will be made with the approval of the State Roadway Design Engineer in the form of a Design Bulletin.

TRAINING:

None required

FORMS ACCESS:

Documents marked as **SAMPLES** provide only a starting point allowing users to change or alter the document as needed to fit specific situations. Samples are not official forms of the Department.

Chapter 1

PRODUCTION OF PLANS

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Chapter 1

PRODUCTION OF PLANS

1.1 General

This volume shall be used in conjunction with *Volume I - English of the Plans Preparation Manual*. Close attention must be paid to the harmonizing of design criteria and processes outlined in *Volume I* with the related areas of plans preparation and presentation required in this volume

The contract plans set and the specifications are the key documents for project construction and on which the contractor bases his bid. Hence, it is imperative that the contract plans and specifications set forth the work to be done in a clear and concise manner.

As stated in the FDOT *Policy for the Development of Construction Plans via Computer Aided Design and Drafting (CADD)*, *Topic No. 000-625-010*, "All construction plans prepared by the Department of Transportation, either by in-house staff or by consultants, shall be totally prepared utilizing computer aided design and drafting (CADD) techniques."

The Engineer of Record (EOR) must provide quality control of plans, CADD files and deliverables as outlined in the Department's *CADD Manual, Topic No. 625-050-001* (or latest version) and this volume. These resources, in conjunction with district and project scope requirements, shall form the basis for contract plans format and assembly.

Plan sheets content and appearance will follow the requirements of this volume. Refer to the FDOT CADD Production Criteria Guide for such features as line weight, style, color, and level.

The exhibits shown in this volume were developed using FDOT criteria/standards in force at the time of their creation. See *Volume I* for criteria.

1.2 Legibility Guidelines

Normally, all letters and figures should be readable from either the bottom or right edge of the sheet. The guide for reading is as follows:

- (1) Horizontal Line - Read left to right
- (2) Vertical Line - Read bottom to top
- (3) Diagonals - Read left to right

Abbreviations may be used where they save time and space. Abbreviations must be clear and easily understood. A list of standard abbreviations is given in the *Roadway and Traffic Design Standards, Index 001*.

Standard symbols for Roadway Design are shown in the *Roadway and Traffic Design Standards, Index 002*, the Symbol Cell Library, and other CADD sources.

1.3 Displaying Information and Data

The following rules apply for displaying information and data in the plans:

1 Dimensioning Requirements

- Typical Section Elements, including lane widths and shoulder widths - in feet, generally as a whole number
- Horizontal control points on plans, including survey centerline, baseline, intersections and alignment - in feet to 2 decimal places
- Vertical alignment control points, (PVC, PVI, PVT) and profile grade elevations - in feet to 2 decimal places
- Profile Grade - in percent to 3 decimal places
- Proposed flow lines - in feet to 1 decimal place
- Manhole tops and grate elevations - in feet to 2 decimal places
- Ditch elevations - in feet to 1 decimal place (to nearest .05 when controlled by percent of grade)

- Box Culvert Spans and Heights - (Show feet as a whole number using the span by height format e g , 10 x 6 means the span is 10 feet and the height is 6 feet) In feet as a whole number for new construction, in feet to 2 decimal places for extensions of existing box culverts
- 2 Display alignment bearings, degree of curve and delta angles for curve data in degrees, minutes and seconds, rounded to the nearest second
- 3 Express slope ratios in vertical to horizontal (V H) format For example, show roadside slopes as 1 6, 1 4, etc

1.3.1 Converting From Metric to English:

- 1 When converting metric values related to surveys, right of way and other geometric alignment use the U S Survey Foot taken to a minimum of 8 decimal places

$$1 \text{ foot} = \frac{12 \text{ inches/foot}}{39.37 \text{ inches/meter}} = 0.30480061 \text{ meters}$$

For other direct mathematical conversions use the SI definition 1 foot = 0.3048 meters

- 2 Display direct mathematical (soft) converted values to 2 decimal places
- 3 On resurfacing projects where the original construction was done in metric, hard convert typical section dimensions (lane widths, shoulder widths, etc) where existing conditions permit

Use direct mathematical (soft) conversion for existing pavement widths in curbed sections, existing right of way widths, and existing median widths

1.4 Base Sheet Format

All plan sheet formats are contained in the FDOT Engineering/CADD Systems Software Sheet borders include a place for the Financial Project ID For those projects which still have a State Project Number, the number must be added to each sheet in the plans A separate cell is available for placement above the Financial Project ID as shown below

| | | |
|--|--------|----------------------|
| STATE PROJECT NO. | | |
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| | | |

The blank space immediately left of the box for Financial Project ID information is provided for the name, address and engineering license number of the Engineer of Record If practicing through a duly authorized engineering business, the engineering business name, address, and engineering business license number is shown See **Section 19.2, Volume I** of this manual

Contract plans shall be plotted to scale on size B (11" X 17") multipurpose paper These plots are to be generated from image files in accordance with the **CADD Manual, Section 3.8.3** Care must be taken in setting up plotting equipment and software to center the sheet border and provide a minimum 3/4" margin at each end of the sheet This is necessary to maintain plan sheet scales and to facilitate the reproduction process used for providing contract plan sets for advertisement and construction

Sheets which feature grds (cross sections, plan-profile, etc) can be plotted with minor grid lines turned off or on If the minor grds are plotted, they are to be half-toned The FDOT Engineering/CADD System Software provides MicroStation system plot drivers for this task Pen tables for half-toning, using CADNet plotting, are also available from the FDOT Engineering/CADD Systems Office

No aerial photography of any type is permitted in final contract plans

Chapter 2

SEQUENCE OF PLANS PREPARATION

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Chapter 2

SEQUENCE OF PLANS PREPARATION

2.1 General

The set of plans depicting in detail the desired construction work is known as the "Contract Plans Set". This set consists of all sheets pertaining to roadway design (Roadway Plans), and component plans. The component plans are comprised of

- Signing and Pavement Marking Plans
- Signalization Plans
- Lighting Plans
- Landscape Plans
- Architectural Plans
- Structures Plans

Utility Joint Participation Agreement Plans have a separate Financial Project ID and are placed in the back of the contract plans set.

The contract plans set should be prepared systematically, undergoing phases of review and revision to ensure technically correct and clear plans.

2.2 Data Collection and Presentation

2.2.1 Type of Project

The type and amount of data required for each project depends on the project. For new construction and reconstruction projects which have had a Project Development and Environment (PD&E) phase the data to be used for plans preparation could include the following:

- Preliminary Engineering Report
- Project Scope
- Project schedule
- Field survey and/or CADD files (including existing features such as topography, ground elevations, drainage structures, and right of way)

- R/W requirements
- Soils information
- Commitments for environmental permits or mitigation
- Typical Section Package
- Traffic Data
- Pedestrian and bicycle considerations
- Structural design requirements
- Commitments to local government(s)

For projects without the PD&E phase, such as RRR or Safety projects, some of the items listed will not be required. Regardless of type, all projects should begin with a field review to determine other requirements such as additional survey needs, utility information, etc.

Additional information can be found in **Chapters 13-16 of Volume I**. These chapters contain a comprehensive discussion of the critical issues and major activities for the design process, from initial to final engineering.

2.2.2 Presentation of Existing Data

CADD files generated from the field survey will contain existing topography and other characteristics of the project site. These also include the existing utilities and drainage structures within the limits of the project.

All data pertaining to topography, horizontal location of existing utilities and drainage structures shall be shown on the plan portion of the appropriate sheets (whether they are plan view only, or plan-profile).

2.2.3 Proposed Typical Section

Typical sections show the cross sectional design elements of a roadway. In addition to the Typical Section Sheet, certain elements of the typical section are shown on various other plan sheets, such as the Plan-Profile Sheets and Cross Sections. The various chapters for individual plan sheets address the specific requirements for displaying data (including typical section elements) on those sheets.

2.2.4 Geometrics

The Engineer of Record (EOR) sets the horizontal and vertical geometrics for a project and develops or supervises development of the CADD files used in the production of various plans sheets

Horizontal geometrics include the baseline survey/centerline construction with bearings, curve data, angles or bearings at street intersections, pavement widths, taper lengths, left turn lanes, and other geometric elements. These elements are plotted on the plan portion of the plan-profile sheets, as well as other appropriate plan sheets.

Vertical geometrics show the vertical curves and grades of the roadway along the profile grade line. On municipal projects back-of-sidewalk profiles are developed to provide a vertical alignment which addresses drainage requirements and harmonizes connections to adjacent properties. The back-of-sidewalk profiles may be included in the roadway plans as directed by the district.

On all projects which include the development of a vertical alignment the existing ground line along the baseline of survey and the proposed profile grade line shall be plotted on the profile portion of appropriate sheets in the roadway or structures plans.

2.2.5 Cross Sections

Information required for plotting existing cross sections is obtained from survey data and CADD files. These data, along with existing utilities and proposed templates, are shown on the cross sections. Refer to **Chapter 18** for additional information.

2.3 Phase Submittals

2.3.1 General

Requirements relating to the *design process* for various submittals are given in **Chapter 16, Volume I** of this manual. Refer to that chapter for additional guidance in preparing submittals for review by the Department.

For bridge submittal requirements see **Chapter 26, Volume I**.

2.3.2 Phases

The remainder of this chapter outlines, in detail, the sequence for contract plans preparation and assembly, as well as the information required to be presented on the various plan sheets which are included in design phase submittals

As stated in **Section 16.4 of Chapter 16, Volume I** "The number of submittals and phase reviews shall be determined on a project-by-project basis and shall be defined in the scope. Submittals allow functional areas to review the development of the project as contained in the scope."

Standard submittal phases are as follows

SUBMITTAL PHASES

- Phase I
- Phase II
- Phase III
- Phase IV

Minor projects should typically have two phase reviews

Figure 2.1 summarizes the plans sheet status for each submittal. No phase is complete until all review comments have been resolved and documented.

The technical accuracy required for the design is the responsibility of the Engineer of Record. Prior to submitting the plans for a formal FDOT Phase review, the design organization (in-house or consultant) shall conduct a review to ensure technically correct and complete plans. Any revisions or corrections noted during the review shall be incorporated into the plans before submittal for the formal Phase review.

When deemed necessary by the Engineer of Record, or as requested by the district, phase submittals may include an additional plan sheet titled "Notes for Reviewers." This sheet is placed as the second sheet in the submittal package. It contains information pertinent to design criteria and special project requirements, as well as other details or notes which call the reviewer's attention to issues and features unique to the project design. The sheet is to be used only in the review process and is not included in the final plans.

Figure 2.1 - Summary of Phase Submittals

| ITEM | PHASE | PHASE* | PHASE | PHASE |
|---|-------|--------|-------|-------|
| | I | II | III | IV |
| Key Sheet | P | P | C | F |
| Summary of Pay Items | | P | C | F |
| Drainage Map | P | P | C | F |
| Interchange Drainage Map | P | P | C | F |
| Typical Section | P | C | C | F |
| Summary of Quantities | | | C | F |
| Box Culvert Data | | | C | F |
| Summary of Drainage Structures | | | C | F |
| Project Layout | P | C | C | F |
| Roadway Plan-Profile | P | P | C | F |
| Special Profile | P | P | C | F |
| Back-of-Sidewalk Profile | P | C | C | F |
| Interchange Layout | P | P | C | F |
| Ramp Terminal Details | | P | C | F |
| Intersection Layout/Detail | P | P | C | F |
| Drainage Structures | | P | C | F |
| Lateral Ditch Plan-Profile | | P | C | F |
| Lateral Ditch Cross Section | | P | C | F |
| Retention/Detention Ponds | | P | C | F |
| Cross Section Pattern Sheet | | P | C | F |
| Roadway Soil Survey | | P | C | F |
| Cross Sections | P | P | C | F |
| Traffic Control Plans | P | P | C | F |
| Utility Adjustment | | P | C | F |
| Selective Clearing and Grubbing | | P | C | F |
| Miscellaneous Structures Plans | | P | C | F |
| Signing and Pavement Marking Plans | | P | C | F |
| Signalization Plans | | P | C | F |
| Lighting Plans | | P | C | F |
| Landscape Plans | P | P | C | F |
| Utility Joint Participation Agreement Plans | | | C | F |
| Mitigation Plans | | P | C | F |
| SWPPP Plans | | P | C | F |
| Computation Book | | | C | F |
| Contract Time | | | P | F |

Status Key

- P - Preliminary
- C - Complete but subject to change
- F - Final

* Projects which have a structures plans component are required to submit the latest set of structures plans with the phase II roadway submittal

2.3.2.1 Requirements for Phase I Submittal

Unless otherwise directed by the district, the following elements are required for a Phase I set of plans

KEY SHEET

Location Map w/ location of project on map
All applicable Financial Project ID's
(Federal Funds) notation, if applicable
Exceptions & Equations
County Name
State Road Number
Length of project box
North arrow and scale
Approval signature lines
Railroad crossing (if applicable)
Revision box
Governing Standards & Specifications dates
Project Manager's Name
Begin & end project station and begin mile post
Begin & end bridge stations
Consultant's name, address, contract number
and vendor number (if applicable)

DRAINAGE MAP - PLAN VIEW

North arrow and scale
Drainage divides and ground elevations
Drainage areas and flow direction arrows
Equations
High water information as required
Preliminary horizontal alignment
Section, township, range lines
Street names
Begin & end stations of project, bridge, bridge
culverts & exceptions
Existing structures & pipes with relevant
information

State, Federal, county highway numbers (as
appropriate)

DRAINAGE MAP - PROFILE VIEW

Preliminary profile grade & existing ground line
Horizontal & vertical scale
Begin & end stations of project, bridges, bridge
culverts & exceptions
Equations

INTERCHANGE DRAINAGE MAP

North arrow and scale
Stationing along baselines
Ramp baselines with nomenclature
Begin and end bridge stationing
Preliminary interchange configuration
R/W lines
Preliminary interchange drainage with drainage
areas and flow direction arrows

TYPICAL SECTIONS

Mainline and crossroad typicals
R/W lines
Special details (bifurcated sections, high fills,
etc)
Traffic data

PROJECT LAYOUT / Reference Points

Plan-profile sheet sequence (mainline and
crossroads)
Reference points (if layout sheet is required)

PLAN AND PROFILE - PLAN VIEW

North arrow and scale
Baseline of survey, equations
Curve data (including superelevation)
Existing topography including utilities
Preliminary horizontal geometrics/dimensions
Existing & proposed R/W lines (if available)
Centerline of construction (if different from the baseline of survey)
Begin and end stations for the project, bridges, bridge culverts and exceptions
Reference points (if project layout sheet not included in plans set)

PLAN AND PROFILE - PROFILE VIEW

Scale
Appropriate existing utilities
Bench mark information
Preliminary profile grade line
Equations
Existing ground line with elevations at each end of sheet
Begin and End Stations for the Project, bridges, bridge culverts and exceptions

SPECIAL PROFILE

Scale
Ramp profile worksheet including nose sections
Existing ground line of intersections
Preliminary grade line of intersections
Preliminary curb return profiles, if applicable

BACK-OF-SIDEWALK PROFILE (Worksheet)

Scale
Begin and end project stations
Begin and end sidewalk stations
Cross-street locations and elevations
Drainage flow direction arrows
Mainline equations
Existing driveway locations and details

Superelevation details
Back-of-sidewalk profile grades and vertical curve information
Building floor elevations with offset distance left and right
Graseline notation Specifically the numeric difference relative to roadway profile gradeline

INTERCHANGE DETAIL

North arrow and scale
Schematic of traffic flow and volumes
Proposed bridge limits
R/W lines
Preliminary configuration and geometrics
Quadrant identification
Ramp Labels

INTERSECTION LAYOUT

North arrow and scale
Existing topography (if applicable)
Proposed R/W limits
Length of turn lanes
Taper lengths
Existing Utilities
Geometric dimensions (radius, offsets, widths)

CROSS SECTIONS*

Scale
Existing ground line
Existing survey baseline elevations
Station numbers
Baseline of survey labeled
Existing utilities
Proposed template with profile grade elevations along mainline and cross-streets as necessary

TRAFFIC CONTROL PLANS

Project specific
Other worksheets as necessary to convey concept and scope

LANDSCAPE PLANS

Conceptual landscape plan

2.3.2.2 Requirements for Phase II Submittal

Unless otherwise directed by the district, the following elements are required for a Phase II set of plans

KEY SHEET

Index of sheets
Contract plans and component plans list

SUMMARY OF PAY ITEMS

Item numbers with descriptions

DRAINAGE MAP - PLAN VIEW

Proposed structures with structure numbers
Proposed storm sewer pipes
Flow arrows along proposed ditches
Retention/Detention ponds, pond number and area size
Cross drains with pipe sizes and structure numbers
Bridges/bridge culverts with begin and end stations
Flood data (if applicable)

DRAINAGE MAP - PROFILE VIEW

Ditch gradients including DPI's
Final roadway profile grade line
Mainline storm sewer pipes
Mainline flow line elevations
Mainline structures with structure numbers and pipes
Bridge, Bridge Culvert
Cross drains with pipe sizes, structure numbers and flow line elevation

INTERCHANGE DRAINAGE MAP

Final geometrics including PC and PT
Proposed structures with structure numbers
Proposed storm sewer pipes
Special ditches with DPI and elevation

TYPICAL SECTIONS

Pavement Design

PROJECT LAYOUT

Complete

PLAN AND PROFILE - PLAN VIEW

Curb return numbers, station ties and elevations
Proposed drainage structures with structure numbers
Proposed R/W lines
Existing utilities
Proposed side drain pipe requirements (including size) for access and intersections
Final geometrics and dimensions including radii, station points, offsets, widths, taper/transition lengths, curve data
General notes (if project layout sheet not included)
Flood data if not shown elsewhere

PLAN AND PROFILE - PROFILE VIEW

Final profile grades and vertical curve data
Mainline storm sewer pipes
Proposed special ditches
Ditch gradients with DPI station and elevation
Non-standard superelevation transition details
High water elevations
Existing utilities
Mainline drainage structures with structure numbers
Cross drains with structure number, size and flow line elevations

SPECIAL PROFILE

Final intersection profile grades
Final curb return profiles (if applicable)
Superelevation diagrams as required
Final ramp profile grades including nose sections
Preliminary access and frontage road profiles (may contain one or more types of special profiles)

BACK-OF-SIDEWALK PROFILE

Complete

INTERCHANGE LAYOUT

Curve data including superelevation and design speed
Coordinate data, stationing and ties
Access and/or frontage roads with dimensions and R/W
Fence location
Ramp identification

RAMP TERMINAL DETAILS

Preliminary geometrics
Radii, transition/taper lengths
Ramp identification

INTERSECTION LAYOUT

Limits of proposed construction along side roads
Applicable notes
Cross drains with structure numbers and pipe sizes
Storm sewer pipes including sizes
Final geometrics including dimensions, radii, offsets, station pluses and taper/transition lengths

DRAINAGE STRUCTURES

Vertical and horizontal scale
Roadway template with profile grade elevation
Underground utilities
Special sections at conflict points
R/W lines (at critical locations)
Storm sewer construction notes
Flow arrows
Applicable notes
Structure numbers and location station along right side of sheet
Drainage structures with numbers in numerical order, type, size, location and flowline elevations

OUTFALL/LATERAL DITCH SYSTEM - PLAN VIEW

North arrow and scale
Roadway centerline
Existing and/or survey ditch centerline
Proposed ditch centerline with stationing
Begin and end ditch stations
Equations
Ditch centerline intersection stations
R/W lines
Bearings of ditch and mainline centerlines
Proposed storm sewer pipes
Ditch PI stations with deflection angle left or right
Proposed drainage structures with structure numbers
Existing topography, drainage structures, utilities

**OUTFALL/LATERAL DITCH SYSTEM -
PROFILE VIEW**

Bench mark information
Scale
Existing ground line
Proposed ditch profile with grades
Begin and end ditch stations
High water elevations
Proposed storm sewer pipes with size
Existing Utilities
Overland flow or overtopping elevations
Proposed drainage structures with structure numbers
Typical section can be placed in either plan or profile

LATERAL DITCH CROSS SECTIONS

Horizontal and vertical scale
Existing ground line
Station numbers
Survey centerline and elevation
R/W
Begin and end ditch stations
Begin and end excavation stations
Earthwork quantities
Existing utilities
Total earthwork quantity in cubic yards (CY)
Proposed template with ditch bottom elevation

CROSS SECTION PATTERN SHEET

North arrow and scale
Interchange layout
Access and frontage roads
Mainline and ramp stationing
Begin and end bridge stations
Cross section location lines
Ramp baselines with nomenclature and stationing

ROADWAY SOIL SURVEY

Soil data
Project specific

CROSS SECTIONS

R/W
Special ditch bottom elevations
Equivalent stations for ramps and mainline
Mainline equation stations
Soil borings
Water table
Extent of unsuitable material
Proposed template with profile grade elevation
Earthwork Columns
Begin and end stationing for project, construction and earthwork, bridge and bridge culvert
Existing utilities affected by the template and where unsuitable materials are present

TRAFFIC CONTROL PLANS

Preliminary traffic control plan
Detour plan
Phasing plan
R/W - existing and additional if required
Existing Utilities

UTILITY ADJUSTMENT

All existing utilities highlighted

SELECTIVE CLEARING AND GRUBBING

Limits of construction by station and type of selective clearing and grubbing

MISCELLANEOUS STRUCTURES PLANS

Retaining walls (Cast in place, proprietary, temporary) if required

**SIGNING AND PAVEMENT MARKING
PLANS - KEY SHEET**

Financial Project ID
(Federal Funds) notation, if applicable
State Road Number
County Name
FDOT Project Manager's Name
Begin/end stations & exceptions
Station Equations (if location map is shown)
Governing Standards & Specifications Date
Engineer of Record
Consultants name & address, if applicable

**SIGNING AND PAVEMENT MARKING
PLANS - TABULATION OF QUANTITIES**
Project Specific

**SIGNING AND PAVEMENT MARKING
PLANS - PLAN SHEETS**

North arrow and scale
Basic Roadway Geometrics
Begin/End Stations and Exceptions
Station equations
Conflicting utilities, lighting or drainage
Pavement markings
Sign locations
Applicable pay items

**SIGNING AND PAVEMENT MARKING
PLANS - SIGN DETAIL SHEETS**
GUIDE SIGN WORK SHEETS
Project Specific

SIGNALIZATION PLANS - KEY SHEET

Financial Project ID
(Federal Funds) notation, if applicable
State Road Number
County Name
FDOT Project Manager's Name
Begin/end stations & exceptions
Station Equations (if location map is shown)
Governing Standards & Specifications Date
Engineer of Record
Consultants name & address, if applicable

**SIGNALIZATION PLANS - TABULATION OF
QUANTITIES**
Project Specific

SIGNALIZATION PLANS - PLAN SHEET

North arrow and scale
Basic Roadway Geometrics
Begin/End Stations and Exceptions
Station Equations
Conflicting utilities, lighting or drainage
Signal Pole Location
Type and location of loops
Type and location of signal heads
Pedestrian Signal
Location of Stop Bars
Location of Pedestrian Crosswalks
Sheet Title
Applicable pay items

SIGNALIZATION PLANS - POLE SCHEDULE

Pole location, number, type
Pole dimensions
Pay item number and quantity
Joint use pole details, if applicable
Foundation design

**SIGNALIZATION PLANS - INTERCONNECT/
COMMUNICATION CABLE PLAN**

Placement of interconnect/communication
cable
Conflicting utilities, lighting or drainage
Other project specific details

LIGHTING PLANS - KEY SHEET

Financial Project ID
(Federal Funds) notation, if applicable
State Road Number
County Name
FDOT Project Manager's Name
Begin/end stations & exceptions
Station Equations (if location map is shown)
Governing Standards & Specifications Date
Engineer of Record
Consultants name & address, if applicable

LIGHTING PLANS - TABULATION OF QUANTITIES

Project Specific

LIGHTING PLANS - POLE DATA AND LEGEND SHEET

Each pole by number with location, arm length, mounting height and luminaire wattage noted
Design value for light intensities and uniformity ratios shown
Legend and sheet title

LIGHTING PLANS - PLAN SHEETS

North arrow and scale
Basic Roadway Geometrics
Begin/End Stations and Equations
Station Equations
Conflicting utilities, drainage, signal poles, etc
Sheet title
Applicable pay items
Pole symbols shown at correct station location and approximate offset

LIGHTING PLANS - HIGH MAST

Foundation detail sheets (project specific)
Bonng data sheets (project specific)
Conflicting utilities, drainage, lighting

LANDSCAPE PLANS - KEY SHEET

Financial Project ID
(Federal Funds) notation, if applicable
State Road Number
County Name
FDOT Project Manager's Name
Begin/end stations & exceptions
Station Equations (if location map is shown)
Governing Standards & Specifications Date
Engineer of Record
Consultants name & address, if applicable

LANDSCAPE PLANS - TABULATION OF QUANTITIES

Project Specific

LANDSCAPE PLANS - STANDARD DETAIL SHEET

Applicable standard details

LANDSCAPE PLANS - PLAN SHEETS

Roadway and sidewalk plan
Component plans features (signing, signalization, lighting, etc)
Plant placement by symbol
Legend for plant symbols
Existing utilities
Limits of clear sight
Canopy limits/location of existing vegetation
Billboard view zones

LANDSCAPE PLANS - IRRIGATION PLAN (if applicable)

Type of system
Location and size of pipes
Type and location of heads

LANDSCAPE PLANS - SPECIFICATIONS PLAN SHEET

Project specific

MITIGATION PLANS

Project Specific

2.3.2.3 Phase III Plans Submittal

Ordinarily, the only other remaining work to be done will be to comply with comments received as a result of the review. The Work Zone Traffic Control items paid for on a 'per day' basis shall be estimated and included in the Phase III submittal.

The FDOT construction department will make a biddability review and will establish construction duration as a part of the Phase III review after receiving the computation book. This information should be included in the Phase III review comments transmitted back to the EOR. The estimated pay items for Work Zone Traffic Control shall be revised as necessary based on the established construction duration.

All plan sheets and computation books are complete and the Financial Management (FM) system has been updated. Final drainage tabulations shall also be furnished for review.

Utility Joint Participation Agreement (JPA) Plans, consisting of a key sheet, and mainline plan-profile showing proposed utility horizontal and vertical locations, are also to be included in the Phase III submittal.

A "marked up" set of the plans and review comments shall be returned to the EOR for incorporation of the comments into the plans. When the review comments have been resolved and documented by the designer, the plans are ready to proceed to completion.

2.3.2.4 Phase IV Plans Submittal

After all corrections noted in the Phase III submittal are complete and the cost estimate is complete, the plans are considered final.

Chapter 3

KEY SHEET

| | | |
|------|---|-----|
| 3.1 | General | 3-1 |
| 3.2 | Project Identification | 3-1 |
| | 3.2.1 Financial Project ID, Federal Funds, County Name and State Road Number | 3-1 |
| | 3.2.2 Fiscal Year and Sheet Number | 3-2 |
| | 3.2.3 Length of Project Box | 3-2 |
| 3.3 | Project Location Map | 3-3 |
| 3.4 | North Arrow and Scale | 3-4 |
| 3.5 | Component Plans in Contract Plans Set | 3-4 |
| 3.6 | Index of Sheets | 3-5 |
| 3.7 | Professional Responsibility | 3-6 |
| 3.8 | Governing Specifications and Standards | 3-6 |
| 3.9 | State Map | 3-6 |
| 3.10 | Railroad Crossing | 3-6 |
| 3.11 | Revisions | 3-7 |

Chapter 3

KEY SHEET

3.1 General

This is the first sheet in the contract plans. It describes the project, the contents of the plans, and identifies those responsible for preparing the plans. The key sheet cell can be found in the FDOT Engineering/CADD Systems Software. Levels and fonts for additional data can be found in the FDOT CADD Production Criteria Guide.

For key sheet examples, see the exhibits at the back of this chapter.

3.2 Project Identification

Background On May 21, 1997, the State Highway Engineer, instructed District Secretaries on the implementation of the Financial Management System. This system replaces the Work Program Administration, the Job Cost Reporting and the Federal Project Accounting systems. Once implemented, all contract documents/sheets that historically had shown project or WPI numbers were to have the new project number on every sheet. Beginning March 16, 1998, a Financial Project ID was assigned to each old project, and from then on new projects have been assigned the Financial Project ID only. In his memorandum to the District Design Engineers dated April 22, 1998, the State Roadway Design Engineer requested that, starting with the plans packages mailed to Tallahassee for the January, 1999 letting, the new number be printed on all sheets. On June 30, 1998, the Secretary instructed the Department to use the Financial Project ID in all project documents.

3.2.1 Financial Project ID, Federal Funds, County Name and State Road Number

The Financial Project ID is the main number identifying each individual project within the Department. On the key sheet, this number is located immediately under the heading "CONTRACT PLANS", as shown in the exhibits. Where Federal funds are involved, the words "(Federal Funds)" are to be placed under the Financial Project ID. The county name and the state road number will be included under the Financial Project ID. Also, the "county and roadway section number" associated with Straight Line Diagrams will be placed within parentheses to the right of the county name, as shown on **Exhibit KS-1**.

If a project has been previously assigned a State Project Number and a Work Program Item number, both will be shown on the respective key sheet of the Contract Plans, as indicated on **Exhibit KS-2**. The State Project Number will be placed immediately under the Financial Project ID and the Work Program Item number will be placed on the upper right corner of the sheet

Strung projects, those that are independently prepared but are to be let in the same construction contract, shall have the additional Financial Project ID's noted on the right side of the key sheet

3.2.2 Fiscal Year and Sheet Number

The construction fiscal year to be entered in the fiscal year box on the bottom right corner is the second year in the fiscal year, i.e., enter 01 for fiscal year beginning July 2000 and ending June 2001. The key sheet of each component of the plans set will be numbered as the first sheet of that component

3.2.3 Length of Project Box

Lengths of roadway, bridges, bridge culverts, exceptions, and net and gross lengths of the project shall be shown in a box in the center of the sheet below the location map. The length of the project is computed as follows

Roadway = End Project - Begin Project - Exceptions - Bridges (not including bridge culverts) adjusted for Equations

Net = Roadway + Bridges

Gross = End Project - Begin Project (adjusted for Equations)

The roadway and bridge length shall be computed in feet and converted to miles, to three decimal places, without rounding off. The roadway and/or bridge mileage shall then be rounded so that their total equals the net length. The survey line should be used to compute the length of the project unless the construction line is substantially different in length (100 feet or more), or the survey line is outside the right of way, or the survey line bridge length is different from the construction line bridge length. The use of the survey line will generally result in less equations on the key map.

If divided highways have significantly different lengths for the left and right roadways, the project length shall be based on the longer roadway. A note stating which roadway was used shall be placed adjacent to the project length box.

The "Begin Project" and "End Project" stations are the basis for computing the length. Begin and end construction stations are not to be used in computing the length of the project.

A length of project box is not required on component key sheets.

3.3 Project Location Map

This map is placed in the center of the sheet and consists of a reproduced portion of one or more maps showing the project location. The map may be a county map or other appropriate map. A "clipped" area of the county maps is available upon request, from the District CADD Manager. The request must include the lower left and upper right corner coordinates of the required area. The coordinates shall be on the State Plane Coordinate System.

For consultant prepared plans, the consultant requesting the key map clip file will provide to the District CADD Manager:

- 1) A completed KEY MAP CLIPPING REQUEST (Form 625-010-08)
- 2) A county map with the location of the clip area boxed, or the state plane coordinates as previously described
- 3) The media diskette on which to provide the clipped file, or an E-mail address

There is no fee for key map clipping services if the consultant is working on an active state project. For key map clipping services not on state projects a fee will be charged.

The intent of the location map is to provide enough information so that the project location is easily understood. This may make it necessary to show the Section, Township, Range and County lines together with Section, Township and Range numbers to make the location clear. City and urban limits should be shown where applicable. The begin mile post, correct to three decimal places, shall be shown under the begin project station.

Streets shall be designated by name and State road number or U S Highway number, if appropriate. The name of the next incorporated city to which these roads lead shall be placed at the edge of the map. Roads and topography shall be indicated by standard symbols as shown in the *Roadway and Traffic Design Standards, Index No. 002* and FDOT Engineering/CADD Systems Software.

Project location shall be shown by a heavy solid line of substantial width. It is sometimes

advantageous to show station numbers at regular intervals, particularly with city street projects. The begin and end of projects, any station equations, begin and end of proposed bridges along the state project, bridge culverts and exceptions shall be stationed and flagged.

When several projects are covered by the same set of plans, the beginning and end of each project shall be indicated clearly by the Financial Project ID and stationing. The beginning of each project shall also be indicated by a mile post correct to three decimal places.

The scale of the location map should be chosen so that it will not interfere with other features on the key sheet. A common error is to position the location map on the sheet and then discover that insufficient space remains for the index of sheets, project title or the length of project box.

A location map is not required on component key sheets.

3.4 North Arrow and Scale

The north arrow shall be placed on either side of the location map, preferably to the right. The map scale shall be shown directly below the north arrow. The scale shall be indicated by using a bar scale. The scale distance shall be shown between the ticks. The map shall be oriented so that the arrow will point toward the top of the sheet. If the arrow cannot be oriented to the top, then it must be oriented to point to the right.

3.5 Component Plans in Contract Plans Set

A list of component plans included in the contract plans set shall be shown in the upper left corner. The order of listing shall be:

- Roadway
- Signing and pavement marking
- Signalization
- Lighting
- Landscape
- Architectural
- Structures

If sheets covering items such as signing and pavement markings, signalization, lighting and landscape are included and numbered consecutively within the roadway plans, these are

not to be shown as components of the contract plans set

3.6 Index of Sheets

A complete index of roadway plan sheets shall be placed on the left side of the key sheet under the heading When projects contain component plans, each plans set shall have an index of sheets on its respective key sheets

Roadway plans sheets shall be assembled as follows

- Key Sheet
- Summary of Pay Items
- Drainage Map (optional)
- Interchange Drainage Map
- Typical Section
- Summary of Quantities
- Box Culvert Data Sheet (if PSTDN55 design)
- Summary of Drainage Structures
- Project Layout (optional)
- Roadway Plan-Profiles
- Special Profiles
- Back-of-Sidewalk Profiles (optional)
- Interchange Layout
- Ramp Terminal Details
- Intersection Layout/Detail
- Drainage Structures
- Box Culvert Details (if LRFD design)
- Outfall/Lateral Ditch Plan-Profiles
- Outfall/Lateral Ditch Cross Sections
- Special Details
- Cross Section Pattern Sheet
- Roadway Soil Survey
- Cross Sections
- Traffic Control Plans
- Utility Adjustments
- Selective Clearing and Grubbing
- Signing and Pavement Marking Plans (when included as part of roadway plans)
- Signalization Plans (when included as part of roadway plans)
- Lighting Plans (when included as part of roadway plans)

Landscape Plans (when included as part of roadway plans)
Miscellaneous Structures Plans
Interim Roadway and Traffic Design Standards (as required)

3.7 Professional Responsibility

The name of the Engineer of Record, Architect or Landscape Architect of Record and registration number shall be included on the right side of the sheet. For specific instructions on sealing plans, see **Volume I, Chapter 19**.

For plans prepared by a consulting firm, the name, address, consultant contract number and vendor number of the firm shall be shown on the right side of the sheet.

The FDOT Project Manager's name shall be shown below the length of project box for consultant and FDOT prepared plans. For key sheets where length of project is not required, the FDOT Project Manager's name shall be shown in the same relative location on the sheet.

If shop drawings are anticipated for a project, the name(s) and address(es) of the Delegated Engineer(s) for shop drawing review(s) shall be shown on the right side of the sheet.

3.8 Governing Specifications and Standards

The date of the governing **Standard Specifications for Road and Bridge Construction** and **Roadway and Traffic Design Standards** shall be inserted in a note at the lower left corner of the key sheet.

3.9 State Map

A small scale state map shall be shown at the upper right portion of the key sheet. The location of the project shall be indicated thereon.

3.10 Railroad Crossing

The location of any railroad crossing within the limits of construction will be identified on the key sheet as follows: DOT/AAR crossing number, railroad milepost, name of railroad, and the highway project station number.

3.11 Revisions

The lead key sheet (usually roadway) shall show a complete record of all plans revisions. The component (such as roadway, structures, signing and pavement marking), the sheet numbers involved, and the date when the sheet was revised shall be listed.

A newly sealed lead key sheet is required when any sheet is revised.

Revisions shall be shown on the lower left corner of the key sheet. Revisions to strung project sheets shall be listed here, under the respective Financial Project ID.

A key sheet revision box shall be shown on the right side of each component key sheet which shall contain a record of all revisions particular to that sheet. It shall list the revision date, the initials of the person responsible for the revision and a brief description of the revision.

If the changes to a key sheet only involve notes in the Revisions area, no entry is made in the key sheet revisions block at the lower right corner. The Key Sheet Revisions Block is only used to record changes other than revisions notes.

Chapter 4

SUMMARY OF PAY ITEMS

| | | |
|-----|--------------------------------------|-----|
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| 4.2 | Summary of Pay Items Sheet | 4-1 |

Chapter 4

SUMMARY OF PAY ITEMS

4.1 General

The summary of pay items sheet is generated from information provided by the Engineer of Record (EOR) and input into the "Contract Estimating System" (CES). This sheet shall be transferred to a graphics design file and placed on a standard formatted plan sheet available in the FDOT Engineering/CADD Systems Software. The CES file must be established and kept current with the quantities listed in the plans. It is critical that any revisions to the CES be transferred to update the graphics design file. The CES is used to prepare the bid documents and must match the plans.

4.2 Summary of Pay Items Sheet

The summary of pay items sheet(s) show all items and quantities for all components (Design Groups) for the project, or projects, in a contract. CADD produced summary of pay items sheets are placed directly behind the lead key sheet and must include

- 1 All the summaries for all component plans listed for the project

These should be placed in the same order as the contract plans listed on the key sheet. They should be numbered consecutively.

Note: Only the lead key sheet for the entire contract should contain reference to summary of pay items.

- 2 All projects let under this contract

Projects that are let under the same contract should be "strung" together. The lead project should be the first project on the summary of pay items.

Summary of pay items notes may be included on this sheet if they do not fit on the summary of quantities sheet. For small projects, the summary or pay item sheet(s) may be combined with the summary of quantities sheet.

A summary of pay items sheet without quantities is required at the Phase II submittal, and a complete summary of pay items sheet with quantities is required at the Phase III and Phase IV submittals. Refer to **Chapter 2** for requirements of phase submittals.

For a list of standard pay item notes see **Chapter 7, Exhibit 7-1**

Chapter 5

DRAINAGE MAP AND BRIDGE HYDRAULIC RECOMMENDATION SHEET

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| 5.1.1 | Plan Portion | 5-1 |
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Chapter 5

DRAINAGE MAP AND BRIDGE HYDRAULIC RECOMMENDATION SHEET

5.1 Drainage Map

When a drainage map is required (see FDOT *Drainage Manual, Topic No. 625-040-001*) it shall be prepared and included in the project file. Inclusion of a drainage map in the contract plans set is optional at the district's discretion.

Preformatted drainage map sheet cells are located in the FDOT Engineering/CADD Systems Software. The upper (grid) portion of each sheet is used for plotting the project profile, which is optional at the discretion of the district. The standard grid pattern for the profile portion of the sheet is five lines per inch, both in the horizontal and vertical. This will accommodate most scales. An optional grid with four lines per inch is available. This sheet may be used if approved by the district.

Topography of the project area shall be located in the remaining portion of the sheet. Aerial photography may be used to develop a drainage map but must not be used in the contract plans set.

The horizontal and vertical scales of the profile should be such that the stations and elevations can be read directly from the grid without the use of a scale. The horizontal scale must be the same for both the plan and profile views. Recommended scales for facility types are as follows:

| <u>Type of Facility</u> | <u>Horizontal Scale</u> | <u>Vertical Scale</u> |
|--------------------------|-------------------------|-----------------------|
| Interstate Urban | 1" = 500' | 1" = 5'/1" = 10' |
| Interstate & Other Rural | 1" = 1000'/2000' | 1" = 10'/1" = 20' |
| Municipal & Other | 1" = 200'/500' | 1" = 5'/1" = 10' |

5.1.1 Plan Portion

The plan portion shall comply with the following requirements:

- 1 Stationing shall be shown every 500 feet for scales of 1" = 100'/200', every 1000 feet for a scale of 1" = 500' and every 5000 feet for scales of 1" = 1000'/2000'. For additional information see **Figure 10.1 in Chapter 10**

Station equations and exceptions shall be shown. Begin and end stations of project, construction, bridge and bridge culverts shall also be shown.

- 2 Existing physical land features affecting drainage, such as lakes, streams and swamps, shall be clearly labeled by name and direction of flow. Past high water elevations and date of occurrence, if available, and present water elevations along with the dates the readings were taken shall be shown.

Drainage divides and other information (such as pop-off elevations and spot elevations) shall be shown, where applicable, to indicate the overland flow of water. Drainage areas on maps shall be shown in acres.

Inserts shall be used to show areas that are of such magnitude that the boundaries cannot be plotted at the selected scale.

- 3 Existing road numbers and street names, drainage structures with type, size, flow line elevations, flow arrows and any other pertinent data shall be shown. Refer to the FDOT Engineering/CADD Systems Software and the **Roadway and Traffic Design Standards, Index No. 002** for correct symbols for existing drainage facilities. In a situation of limited space, all data relating to existing drainage structures and pipes may be compiled in a table format and shown in either the plan or profile portion of the sheet. Should the space limitations be such that a table will not fit within the plan or profile view, a supplemental drainage data sheet is acceptable.

- 4 Proposed drainage structures, pipes, outfall structures and retention/detention pond locations, shall be shown. Structures and pipes shall be noted by structure number and ponds by pond number. Arrows shall be shown to indicate direction of flow along proposed ditches.

- 5 Section, Township, Range and county lines shall be indicated for rural and urban projects when occurring within the project limits.

- 6 A north arrow and graphic scale shall be shown, preferably in the upper right corner of the plan view.

- 7 If the drainage map is to be included in the contract plans set, include Note No 1 (see **Exhibit 5-1**)

5.1.2 Profile Portion

The profile portion, if shown, shall comply with the following requirements

- 1 The recommended vertical scale for rural and urban projects is 1" = 5' in level terrain and 1" = 10' in rolling terrain. A scale of 1" = 20' may sometimes be used for rural projects through rough terrain to avoid numerous profile breaks. The profile can be broken for rolling terrain in urban areas. However, a scale of 1" = 20' should never be used at locations of proposed storm sewer systems.
- 2 Elevation datum shall be shown at each side of the sheet. In cases where the profile block is insufficient and excess space is available on the plan portion of the sheet, the profile block may be expanded.
- 3 The profile of the existing natural ground shall be plotted and labeled and the existing elevation noted at each end.
- 4 The proposed profile grade line shall be plotted. Per cent of grade need not be shown. The PC, PI, and PT of vertical curves shall be plotted using their respective standard symbols, however, no data (station, elevation, length of curve) needs be noted. Begin and end project, bridge and bridge culvert stations, station equations and exceptions shall be flagged. Profile grade line elevations shall be shown at begin and end project stations and at the beginning and end of each additional drainage sheet.
- 5 Proposed cross drains shall be plotted and identified by structure number. Do not show skew or pipe slope in plotting, but plot to elevation and location at point of crossing the construction centerline.
- 6 For projects with storm sewer systems, only the mainline structure and pipes shall be shown. Laterals need not be shown. Each structure shall be flagged with its appropriate structure number, and flow line elevations noted for the incoming and outgoing pipes.
- 7 All high water elevations affecting base clearance or roadway grades shall be shown.

5.1.3 Flood Data Summary Box

The flood data shall be shown on the drainage map, either in the plan or in the profile portion. If the drainage map is not included in the plans the flood data shall be shown on the summary of quantities sheet or on the first plan-profile sheet.

Design, base and overtopping or greatest flood discharge and stage values are required for all cross structures (culverts and bridges), regardless of size, under the following conditions:

- 1 All new cross structures
- 2 All cross structures that are being modified (extended, new end section, replaced, etc.)
- 3 All cross structures that have a history of flooding or other hydraulic problems, even if the structure is not to be modified, or
- 4 Cross structures that are not being modified but are being impacted by the modification of another cross structure within the same drainage basin.

A "disclaimer" and definitions are required to avoid misuse and possible responsibility for changes in the flood information values over which the FDOT has no control (see **Exhibit 5-1**). A preformatted summary box with disclaimer and definitions is located in the FDOT Engineering/CADD Systems Software.

The project drainage engineer shall provide the information required to complete the box.

5.1.4 Interchange Drainage Map

If projects include interchanges or rest areas, a drainage map on a 1" = 200' or 1" = 500' scale shall be included. The purpose of this detail is to show the small areas needed to calculate pipe sizes for the tabulation of drainage structures within these special areas. Should major drains pass through one of these areas, a cross reference note should indicate the proper sheet which reflects the drainage area for that through-structure.

5.2 Bridge Hydraulic Recommendation Sheet

When a Bridge Hydraulic Recommendation Sheet (BHRS) is required (see FDOT *Drainage Manual, Topic No. 625-040-001*), it shall be prepared on a preformatted sheet. The cell for this sheet is located in the FDOT Engineering/CADD Systems Software.

The inclusion of this sheet in the plans set is optional at the discretion of the district. When included in the plans, the BHRS shall be placed in the structures plans. If the BHRS is not included in the plans, sufficient details to show the location and extent of bottom and slope protection shall be contained in the plans.

Parallel (dual) bridges may be shown on one sheet, although a second sheet should be used, if necessary, to clearly convey the fit of the bridge to the stream bank. When two sheets are used, only the plan and profile information needs to be furnished on the second sheet.

A completed Bridge Hydraulic Recommendation Sheet is shown as **Exhibit BHD-1**.

5.2.1 Required Information on BHRS

The preformatted BHRS is divided into the four areas listed below. The required information for each area is described in the following sections:

- Plan View
- Profile View
- Location Map, Drainage Area and Existing Structures
- Hydraulic Design Data, and Hydraulic Recommendations

5.2.1.1 Plan View

- 1 Stationing, scale, and north arrow
- 2 Existing topography (i.e., including existing bridge) and contours (i.e., Show Elevations). Sufficient detail shall be shown in the vicinity of the proposed bridge to depict how the structure will tie to natural ground.
- 3 Label the name of the water body (i.e., St. Johns River)
- 4 Arrows showing the direction of the flow
- 5 Proposed bridge begin and end station
- 6 Limits of riprap

5.2.1.2 Profile View

- 1 Stationing and scale
- 2 One cross section which most represents the section at the proposed crossing
- 3 Road profile for the proposed structure (i e , stationing and elevation)
- 4 Proposed bridge with low member, and pier locations (when practical)
- 5 Abutment locations (i e , toe of slope)
- 6 Flood elevations For non-tidal crossings, the Normal High Water (N H W) and Design Flood elevations shall be shown For tidal crossings, the Mean Higher High Water (M H H W) and Design Flood Stage elevations shall be shown
- 7 Present water elevation with month, day and year of survey

5.2.1.3 Location Map, Drainage Map, and Existing Structures

- 1 A north arrow
- 2 The range and township
- 3 An arrow showing the project location
- 4 A location map similar to that used on the key sheet for most projects The map shall be of a scale so that the entire drainage area for the proposed structure is shown (For projects with very large drainage areas, the map shall be of a scale that clearly shows the project location rather than a scale that shows the entire drainage area)

The drainage area boundaries shall be shown using a very heavy, broken line, with the area (in acres or square miles) shown within the boundary The proposed structure location should be shown Existing structures over the same water body and those structures that affect the hydraulics of the proposed structure should be located and numbered and corresponding existing structure information listed in the appropriate columns

5.2.1.4 Hydraulic Design Data, and Hydraulic Recommendations

The *Cross Drain Handbook* provides guidance for filling out this section

Drainage Map Notes

Below are standard notes which shall be placed on the drainage map as applicable

- 1 (To be placed on the drainage map when it is to be included in the plans)

DO NOT USE THE INFORMATION ON THIS SHEET FOR CONSTRUCTION PURPOSES This sheet is in the plans for documentation and to assist construction personnel with drainage concerns

- 2 (To be placed under Flood Data Box)

Note The hydraulic data is shown for informational purposes only, to indicate the flood discharges and water surface elevations which may be anticipated in any given year This data was generated using highly variable factors determined by a study of the watershed Many judgements and assumptions are required to establish these factors The resultant hydraulic data is sensitive to changes, particularly of antecedent conditions, urbanization, channelization and land use Users of this data are cautioned against the assumption of precision which can not be attained Discharges are in cubic feet per second (cfs) and stages are in feet, NGVD, 1929 or NAVD 88, as appropriate

Exhibit 5-1

Chapter 6

TYPICAL SECTIONS

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| 6.1 | General | 6-1 |
| 6.2 | Mandatory Information | 6-2 |
| | Exhibit 6-1 Standard Notes for Typical Section Sheets | 6-4 |

Chapter 6

TYPICAL SECTIONS

6.1 General

Typical sections are detailed cross section depictions of the highway's principal elements that are standard between certain station or milepost limits. These sections are the basis for construction details and information shown on the various plan sheets throughout the plans package.

Typical sections should show typical conditions only. Non-standard conditions that prevail for short distances only should not be shown. Existing elements that are to be incorporated into the highway's final section are depicted in conjunction with the proposed elements.

When more than one typical section is necessary for a project, the station limits of each section shall be shown below the typical section title. Typical section stationing shall cover the entire project. Transitions from one typical to another shall be included in the stationing of one or the other typical section. Sheets that feature more than one typical section should read from the top down, with the sections in the order in which they occur within the project.

The hierarchy for typical sections shall be as follows:

- 1 Project mainline
- 2 Ramps and service roads (for projects which include an interchange)
- 3 Crossing side roads
- 4 Minor side streets

Half sections and details which supplement or support various typical sections should be placed on the same sheet as the typical section to which they apply. In the event that this is not possible, additional sheets for details should be placed behind the typical section sheet(s).

Half sections are necessary when changes occur that affect several typical section elements such as number of lanes, border width, ditch/drainage features, clearing and grubbing, R/W width, etc.

Details and partial sections are necessary for the clarification of construction techniques or sequence, and to show alternates, such as the placement of shoulder gutter in high fill areas, changes in sidewalk location, etc. Judgement will be necessary in making decisions about when and where details should be shown.

The FDOT Engineering/CADD Systems Software contains a number of typical sections that can be used and adjusted to suit the conditions of a particular project. Usually typical sections are not created to scale, but the horizontal dimensions should be proportionate.

For illustrations of various typical sections, see **Exhibits TYP-1 thru TYP-12**.

6.2 Mandatory Information

Typical sections for all projects shall include the following data:

- 1 Design speed for each typical section
- 2 Traffic data (description, date and 2-way AADT)
 - a Current Year
 - b Estimated Opening Year
 - c Estimated Design Year
 - d K, D and T factors. Distinguish between T(peak hour) and T(24 hour)

For skid hazard projects, only the current year or estimated opening year for traffic data (AADT) is required to be noted.

All traffic data shown shall be consistent with the data used for pavement design.

- 3 Cross Slopes
 - a Cross slopes of roadway pavement, shoulder surfaces, sidewalks and bridge decks shall be expressed as a decimal part of a foot vertical per foot horizontal. These cross slopes shall be rounded to two decimal places, i.e., 0.02, 0.06 (See **Volume I, Chapter 2**)
 - b Median and outer slopes shall be shown by ratio, vertical to horizontal, i.e., 1:4, 1:2 (See **Volume I, Chapter 2**)
 - c Either feathering details or notes (or both) shall be shown when resurfacing without milling in urban curb and gutter sections is specified or when milling depth is less than the overlay thickness.

- d When cross slope correction is necessary, special milling and layering details showing the method of correction shall be shown in the plans (See **Exhibits TYP- 9 thru 9B**)
- 4 Profile grade point shall be flagged
- 5 Pavement construction shall be described in a clear, precise manner by indicating the LBR requirement and the thickness of the subgrade stabilization, subbase or base, as well as spread rates for structural course, friction course and shoulder pavement Use 4 inches for both base extension on rural sections and for stabilization extension on curbed sections

Pavement structure information shall be obtained from the approved pavement design and shall be described in the order of construction, i e starting with bottom layer and ending with friction course Show pavement spread rate descriptions for leveling, overbuild, structural course and friction course in pounds per square yard (lbs/sy)
- 6 Limits of grassing
- 7 Sidewalk location and width
- 8 Curb and gutter location and type (show Type "E" or "F", not the dimension)
- 9 Limits of clearing and grubbing, where applicable
- 10 R/W, where applicable
- 11 Template dimensions

For widening projects, the existing pavement width shall be shown as a +/- dimension, and the base widening width shall be shown with an asterisk Note 3, of **Standard Notes for Typical Section Sheets (Exhibit 6-1)**, shall be shown as near to this noted asterisk as possible.

NOTE For typical sections with varying dimensions, the dimensions shall be clearly indicated on the plan-profile sheets
- 12 Standard notes for typical sections are shown on **Exhibit 6-1**

Standard Notes for Typical Section Sheets

Below are standard notes which shall be shown on typical section sheets as applicable

1 For details and limits of selective clearing and grubbing see _____

2 (Under paved shoulders)

At the contractor's option, this area may be constructed of base material at no additional compensation

3 (On widening projects)

Actual width of base widening may vary due to actual existing pavement width
Contractor may elect to place uniform width base widening strip at no additional cost to the Department

Exhibit 6-1

Chapter 7

SUMMARY OF QUANTITIES

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| 7.1 | General | 7-1 |
| 7.2 | Item Quantity "Boxes" and Format | 7-1 |
| 7.3 | Box Culvert Data Sheet | 7-1 |
| | Exhibit 7-1 Standard Notes for Summary of Quantities Sheet | 7-3 |

Chapter 7

SUMMARY OF QUANTITIES

7.1 General

The summary of quantities sheet shows individual summaries of guardrail, fence, turnouts, sodding, ditch pavement, side drains, mitered end sections, underdrains, and earthwork when applicable. The tabulation shall show location and quantities in the plan quantity column (P). The final quantity column (F), is reserved for construction and final estimates. As noted in **Chapter 4**, the necessary pay items and the quantities shall be shown on the summary of pay items sheet.

For examples of summary of quantities sheets see **Exhibits SQ-1 thru 3**

7.2 Item Quantity "Boxes" and Format

The various "boxes" used for each type of summary are contained in the FDOT Engineering/CADD Systems Software. Each box is identified by the appropriate Form Number required for the Computation Book. The arrangement of these "boxes" on the sheet is dependent on the number used and the size each one must be to contain all of the necessary information.

On contracts with multiple Financial Project ID's or federal aid and non-federal aid quantities, provisions shall be made to tabulate and summarize their respective quantities.

Standard notes (see **Exhibit 7-1**) shall be shown under the appropriate box.

Applicable pay item notes, listed in **Exhibit 7-1**, shall also be included on this sheet.

7.3 Box Culvert Data Sheet

The structural design of box culverts may be done by one of two computer programs. The first program (PSTDN55) designs the culvert based on the details shown on **Index 290** of the *Roadway and Traffic Design Standards*. When this is used, the program output (data sheets) showing the concrete and steel quantities shall be transferred to a graphics design file and placed on a normally formatted plan sheet. The plan sheet shall be placed in the contract plans directly behind the Summary of Quantities Sheet(s).

The second program is the LRFD Box Culvert Program. When this is used, **Index 290**

does not apply The program generates detail plan sheets, with quantities, for constructing culverts These sheets should be placed together, behind the drainage structure sheets in the contract plans

Standard Notes for Summary of Quantities Sheet

Below are standard notes which should be used on the summary of quantities sheet, as applicable

1 (Under Summary of Earthwork)

Earthwork has been calculated using the _____ base option. If another option is constructed, there shall be no revision to the earthwork quantities for which payment is made by plan quantity.

Pay Item Notes

- | | | |
|---|--------------------|--|
| 1 | 102- 1- | Includes approximately _____ SY of Temporary Pavement |
| 2 | 104- 10- 1 | Based on replacement every 3 months |
| 3 | 104- 13- 1 | Based on replacement every 12 months |
| 4 | 110- 86- | All salvageable material designated to be delivered by the contractor shall be delivered to (Provide address of nearest FDOT Maintenance Yard) |
| 5 | 331- 2 or 334-1 | Includes _____ TN for turnouts, connections to existing drives, streets, etc , as directed by the Engineer |
| 6 | 400- 1- 15 | Includes _____ CY for miscellaneous construction, as directed by the Engineer |

Exhibit 7-1, Sheet 1 of 3

- 7 536- 73- (To be used for the removal of existing guardrail when FDOT Maintenance wants materials)
- Existing guardrail to be dismantled and stockpiled within the right of way in areas designated by the Engineer for removal by FDOT maintenance forces
- 8 538- 1- This is to include replacement of _____ panels, _____ regular posts and _____ special posts which have been determined to be non-salvageable. Additional posts and panels determined to be non-salvageable during resetting shall be paid for under Section 538-5 of the Specifications
- 9 Temporary Grassing When required by the project design, these items shall be included in the cost of the Permanent Grassing items. A pay item note should show the approximate quantities. For example
- 570- 1- Includes approximately _____ SY Seeding for temporary grassing
- 570- 2- Includes approximately _____ SY Seed and Mulch for temporary grassing
- 570- 3- Includes approximately _____ lbs Grass Seed (Permanent Type) for temporary grassing
- 570- 4- Includes approximately _____ Tons Mulch Material for temporary grassing
- 570- 5- Includes approximately _____ Tons Fertilizer for temporary grassing
- 570- 9- Includes approximately _____ Gallons Water for temporary grassing
- 570- 10- Includes approximately _____ lbs Grass Seed (Quick Growing) for temporary grassing
- 575- 1- Includes approximately _____ SY Sodding for temporary grassing

Exhibit 7-1, Sheet 2 of 3

- 10 570- 5- Based on _____ applications
- 11 639- 2- 1 Payment shall be based on the linear feet of a single conductor
- 12 The following pay item note should be shown in the Roadway Plans

710- The totals shown on the Summary of Roadway Pay Items include the quantities for pavement markings used for Traffic Control Pavement Markings (as shown in the Roadway Plans) and for final pavement markings (as shown on the Signing and Pavement Marking Plans)

The following pay item note should be shown on the Signing and Pavement Markings Tabulation of Quantities Sheet

710- All pavement markings shall be paint unless otherwise noted in the plans The quantities for pavement markings indicated in the Signing and Pavement Marking Plans are included in the quantities for Pavement Markings shown in the Summary of Roadway Pay Items

Exhibit 7-1, Sheet 3 of 3

Chapter 8

SUMMARY OF DRAINAGE STRUCTURES AND OPTIONAL MATERIALS TABULATION

| | | |
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| 8.1.1 | Sheet Setup and Data | 8-1 |
| 8.2 | Optional Materials Tabulation | 8-3 |

Chapter 8

SUMMARY OF DRAINAGE STRUCTURES AND OPTIONAL MATERIALS TABULATION

8.1 Summary of Drainage Structures

The summary of drainage structures sheet shows the location, size, length, number and type of drainage structures used in a project. The sheet format is available in the FDOT Engineering/CADD Systems Software. Specific levels and fonts which shall be used are given in the FDOT CADD Production Criteria Guide.

For an illustration of the summary of drainage structures sheet, see **Exhibit SDS-1**.

8.1.1 Sheet Setup and Data

A summary of drainage structures shall be prepared and included in the plans. The structures shall be listed by structure number in numerical order. The location of each structure shall be identified by station along the construction centerline (**Exhibit SDS-1**).

For cross drains, and storm sewer the summary of drainage structures shall be tabulated by structure number, providing the station, size, length and incidental quantities appropriate for the material detailed in the plans. Optional culvert material will be provided and a tabulation form shall be prepared and included (see **Section 8.2**).

Various drainage elements shall be shown in columns. This information shall be obtained from drainage structure sheets or plan-profile sheets. The order in which the elements are listed should be as follows:

- Pipe Sizes for
 - Cross Drains
 - Storm Sewer
 - Gutter Drain
- Curb Inlets
- Manholes
- Junction Boxes
- Ditch Bottom Inlets
- Gutter Inlets

Flared End Sections
 Mitered End Sections
 Sod
 Class of Concrete
 Reinforcing Steel
 Rip Rap

The "Description" column shall be used to specify the type of structure, the outgoing pipe and the end treatment of that pipe, if applicable

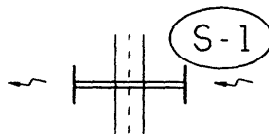
The remarks column shall contain all special notes pertaining to the structure. The "Final Quantity" line is for construction to use and shall be left blank

On smaller projects the summary of quantities and the summary of drainage structures may be combined on one sheet

It is recommended that structure numbers be established using the convention shown in the exhibits and described as follows

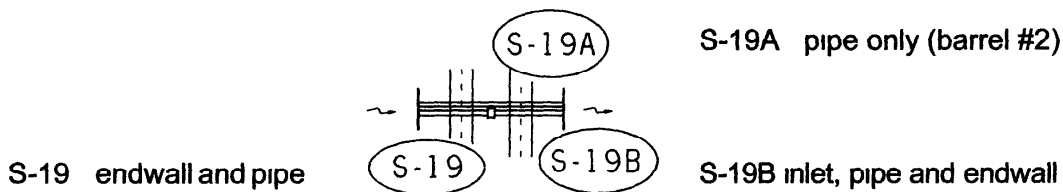
- 1 For simple cross-drains, one structure number is appropriate for the inlet and outlet treatments and the pipe

Example #1 (cross drain w/o median inlet)



- 2 For complex cross drains, it is suggested that the first and all intermediate structure numbers identify the hydraulically upper end treatment and pipe. The last structure number should identify the hydraulically upper end treatment, pipe and hydraulically lower end treatment

Example #2 (Double pipe CD and median inlet)



8.2 Optional Materials Tabulation

An optional materials tabulation shall be prepared and included in the plans (see **Exhibits SDS-2 and SDS-3**) The sheet format is available in the FDOT Engineering Systems Software

As a minimum, the optional pipe material tabulation should include size, thickness or class, corrugation requirements, if necessary, and protective coating, if any Additional information such as structure number, design service life (DSL), length, and flow line information may be included

The general notes shown on the exhibits are also required

Chapter 9

PROJECT LAYOUT

| | | |
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| 9.2 | Alignment Sheet Sequence | 9-1 |
| 9.3 | Survey Reference Points | 9-2 |
| 9.4 | General Notes | 9-2 |

Chapter 9

PROJECT LAYOUT

9.1 General

The project layout sheet (or sheets) shows the horizontal alignment and plan or plan-profile sheet sequence and numbering for the project. This is an optional sheet, to be included in the plans set at the discretion of the district. The project layout sheet can prove to be of great advantage for large or complicated projects involving large interchanges with a number of diverging routes. If included in the plans set, this sheet should also show all survey reference points and list all general notes applicable to the project.

The layout sheet shall be prepared on a standard plan format sheet in the FDOT Engineering/CADD Systems Software. Scale shall be such that clarity and legibility are preserved. North arrow and scale shall be shown at a point of maximum visibility on the sheet. For large, complicated projects, more than one sheet may be required to clearly depict all required information. Appropriate match lines shall be shown if more than one sheet is required.

9.2 Alignment Sheet Sequence

Complete project alignment with baseline of survey and/or centerline of construction shall be shown. Edge of pavements shall be shown if scale permits. Outlines of the plan, or plan-profile sheets shall be superimposed on the alignment to depict the sheet sequence with relation to the alignment stationing. Each sheet outline shall contain the appropriate plan sheet number. The order of plan/plan-profile sheet numbering shall be as follows:

- Mainline (for widely separated roadways, the right roadway in the direction of stationing takes precedence)
- Crossroads
- Ramps
- Frontage roads
- Access roads

Beginning and ending stations for project, construction and ramps shall be flagged and labeled, including equations and/or exceptions.

9.3 Survey Reference Points

Generally, survey reference points should be shown on the project layout sheet just beneath the alignment sheet sequence plan or where other space allows. Baseline survey and reference points, with all ties, shall be clearly indicated. Complete length of survey baseline between two consecutive reference points need not be shown. Each reference point shall be clearly labeled, beginning at the first reference point within the limits of the project, and progressing in the direction of stationing. Usually, reference points need not be drawn to any particular scale, but distances and angles shown shall be proportionate. Care should be taken to ensure that clarity and legibility are maintained.

9.4 General Notes

When the layout sheet is included in the plans set, applicable general notes should be included on the layout sheet instead of the first plan-profile sheet to help simplify the plan-profile sheets.

For a list of general notes, refer to **Exhibit 10-1** in **Chapter 10** of this Volume.

Chapter 10

ROADWAY PLAN AND ROADWAY PLAN-PROFILE

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Chapter 10

ROADWAY PLAN AND ROADWAY PLAN-PROFILE

10.1 General

The roadway plan sheet shows the project's complete horizontal alignment. The plan-profile sheet shows the project's complete horizontal and vertical alignments. Various roadway elements such as pavement width, medians, paved shoulders, curbs, drainage elements, tapers, turn provisions, and intersecting roadways, are also shown on these sheets.

Roadway plan and roadway plan-profile sheets shall be prepared on standard formatted sheets that are contained in the FDOT Engineering/CADD Systems Software. Plotting should typically be done at a horizontal scale of 1" = 40' or 1" = 50' for urban jobs. For rural jobs, the scale should typically be from 1" = 100' or 1" = 200' horizontally, depending on the project specific details.

If a project layout sheet is not included in the plans set, provision shall be made on the first plan-profile sheet to show applicable general notes. Refer to **Exhibit 10-1** for a list of general notes.

10.2 Roadway Plan Portion

10.2.1 Centerline

The baseline survey and/or centerline of construction should be centered in the plan portion of the sheet, with stationing running from left to right. When alignment includes horizontal curves, the centerline should be positioned on the sheet to avoid breaks or match lines (except at the beginning or end of the sheet).

A "tick" mark shall be placed on the upper side of the centerline at every station. In addition, intermediate ticks shall be placed as shown in **Figure 10.1**. Intermediate ticks should be about half the length of those at each station.

Station numbers should be placed close to tick marks for scales up to and including 1" = 50' and outside the R/W lines for smaller scales.

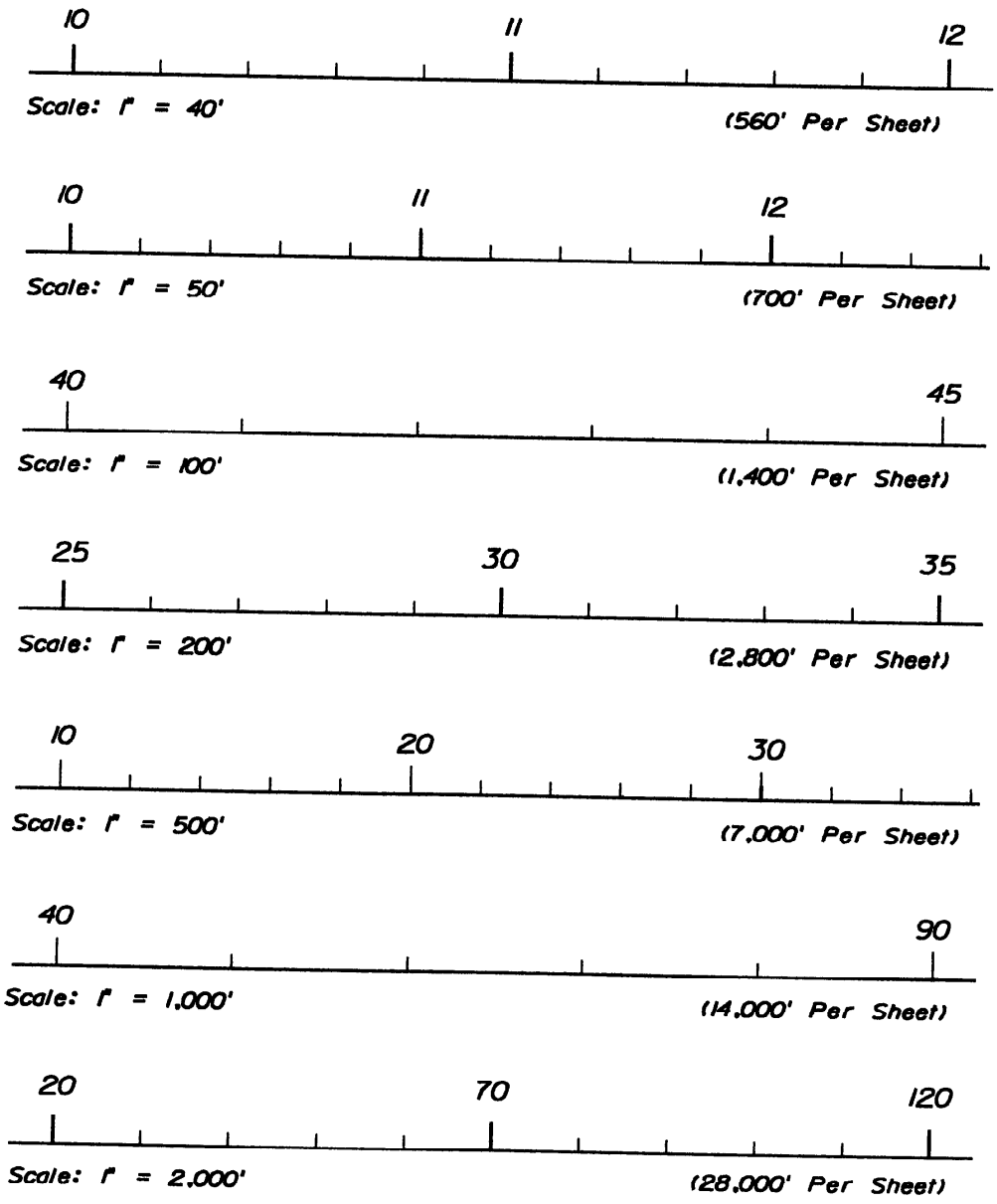


Figure 10.1

In cases where the construction centerline does not coincide with the survey baseline, the construction centerline shall be identified with complete alignment data and ties to the survey baseline. However, the construction centerline need not be shown when it is uniformly offset from the survey baseline for the entire length of the project, and is shown on the typical sections. All station equations shall be included. These include equations occurring on the survey baseline and those equating survey baseline and construction centerline.

A north arrow and scale shall be shown at a point of maximum visibility, preferably in the upper right portion of the plan view.

10.2.2 Horizontal Curves

PC and PT points of horizontal curves shall be indicated by small circles. Short radial lines shall be drawn from these points and identified. PI's shall be noted by the use of a small triangle with a short section of tangent on either side. Care must be taken in the clipping of plan sheets to properly orient the horizontal curves within the plan view. In cases where the curve extends over more than one sheet, the curve data shall be repeated on each sheet showing the curve.

Complete curve data shall be shown for each horizontal curve using the following format:

CURVE DATA
PI (Station)
Δ (Delta Angle with Direction)
D (Degree of Curve)
T (Tangent Length)
L (Length of Curve)
R (Radius Length)
PC (Station)
PT (Station)
e (Superelevation Rate)

10.2.3 Existing Topography

All existing topography shall be shown. Existing roads, streets, drives, buildings, underground and overhead utilities, walls, curbs, pavements, fences, railroads, bridges, drainage structures and similar items shall be plotted and labeled. Streams, ponds, lakes, wooded areas, ditches and all other physical features shall also be shown.

All existing utilities shall be shown on the plan and noted by an appropriate symbol (see the **Roadway and Traffic Design Standards, Index 002** and the FDOT Engineering/CADD Systems Software for standard symbols) If the type of utility pipe is unknown it should be labeled as such Existing gasoline storage tanks within limits of topographical survey shall be located and illustrated

10.2.4 Reference Data

Bearings, in the direction of stationing, shall be shown for all tangent sections

Station equivalencies, angles with mainline centerline and/or bearings in the direction of stationing of the crossroad shall be shown for all roads and streets intersecting or crossing the project

All the survey reference points shall be shown (if layout sheet is not included in plans set) at locations removed from the centerline

If section lines or city limits are encountered within the limits of the project, the intersection shall be tied by station and angle/bearings to the baseline of survey

10.2.5 Construction and Project Limits

Proposed construction and project limits shall be indicated in the plans The limits to be flagged and stationed are

- 1 Begin and end of project, and begin and end of construction where construction limits are other than project limits If plans cover more than one project, the limits of each shall be clearly identified by station and Financial Project ID Limits identification shall be shown both in plan and in profile

It is the responsibility of the Engineer of Record (EOR) to set the project and construction limits If the plans cover more than one project or are part of a corridor improvement, the project limits should be at the beginning of the full typical sections, with any construction (transitions, etc) outside these limits being within the construction limits Examples of types of work that may fall within construction limits but outside project limits are feathering, friction course, guardrail, drainage work and signing and marking work

- 2 The limits of project breakdown necessary for separation of length and quantities for federal aid and non-federal aid projects
- 3 The limits of each type of construction classification where more than one type is involved, such as, new construction, resurfacing, bridge work, widening, and milling
- 4 The begin and end of exceptions and equations

10.2.6 Drainage Structures and Bridges

Proposed cross drain pipes and box culverts shall be indicated in the plan by a symbol and identified by a drainage structure number. Cross drain pipe sizes and lengths shall be shown. (Box culvert lengths shall be shown on the drainage structure sheets)

Box culverts (single or multiple) of 20 feet total span or more between inside faces of end supports, measured along the center of the roadway, shall be designated as bridge culverts and shall be identified by both a bridge number and a drainage structure number. The beginning and ending stations (outside wall to outside wall) shall be flagged.

Proposed bridges and approach slabs shall be shown by simple outline. Bridges shall be identified by bridge number and their beginning and ending stations noted by station flags. The beginning and ending stations of approach slabs shall be noted.

A short section of lateral ditch/outfall centerline shall be shown, when appropriate, on the roadway plan-profile sheet, together with a note referring to lateral ditch/outfall sheets for details.

The proposed drainage system is indicated by showing storm sewer pipes with a single line, and the outline of inlets, manholes and junction boxes. The outline of structure bottoms may be shown at the designer's discretion. The pipe size and length between structures shall be given. Structure numbers shall be provided for inlets, manholes, junction boxes and special structures.

10.2.7 Plan Layout

- 1 Right of way lines shall be shown. Right of way shall be dimensioned only if the applicable typical section shows a varying dimension from the baseline or centerline. Dimensions of the R/W line shall be from the centerline or

- baseline, if survey and construction lines are parallel, otherwise it shall be dimensioned from the construction centerline
- 2 The showing of detailed information regarding median openings or intersections should be avoided when they are of a type which can be detailed and grouped on a separate sheet. When this is the case, median openings and intersections shall be identified by station location.
 - 3 At locations along the alignment where traveled way dimensions change, or begin to change, the station and dimensions of the traveled way shall be shown.
 - 4 Curb, curb and gutter, traffic separators, sidewalks, curb ramps, retaining walls, etc shall be shown. Driveways shall be shown as required by **Section 1.8 of Volume I**.
 - 5 Stations of return points, shall be shown in tabular form or shown on the plan, unless shown on an intersection detail sheet. Offsets shall also be shown, if not governed by a typical.
 - 6 Station of radius points of traffic separator or median curb at median openings shall be shown in the plan. Elevation of these points shall also be shown if not shown in the intersection details sheet or unobtainable in plans.
 - 7 Control radii for traffic turns that set median nose locations shall be indicated, unless shown on the intersection detail sheet.
 - 8 Station of end of curb and gutter at side street intersections, (when end is not at a return point) shall be shown with proposed gutter grade elevation of these points.
 - 9 Limits of pavement and grading at side street intersections shall be indicated.
 - 10 When incidental construction extends beyond the right of way lines, construction easements or license agreements may be required and should be shown on the plan sheets.
 - 11 All utilities shall be shown in the plan. All major utilities that have been field verified (see *Level "A" locates*, **Chapter 5 of Volume I**) shall be labeled in accordance with the following symbol
 V_{vh} = Verified Vertical Elevation and Horizontal Location

- 12 All traffic monitoring sites on or within one-half mile of the project shall be identified with the following notation

Traffic Monitoring Site Number (XXXX)
Roadway Identifying Number (RCI Section #) Milepost (XX XXX)
Site includes vehicle detectors in roadway and pedestal, pole or base mounted cabinet, buried cable, and solar power unit on right of way

Inquiries about monitoring sites should be addressed to the Traffic Data Section Manager of the Transportation Statistics Section, Office of Planning

10.3 Roadway Profile Portion

10.3.1 General Data

Preformatted plan-profile sheets are located in the FDOT Engineering/CADD Systems Software. The grid portion of each sheet is used for plotting the project profile. The standard grid pattern for the profile portion of the sheet is five lines per inch, both in the horizontal and vertical. This will accommodate most scales. An optional grid with four lines per inch is available. This sheet may be used if approved by the district.

The horizontal scale for the profile portion of the sheet shall be the same as that used for the plan portion. A graphic scale should be shown just above the profile grid on the right end of sheet. Station limits of the profile shall correspond to those of the plan portion of each sheet. Station numbers shall be placed across the bottom of the sheet just above the title block. Intervals for profile stations shall be the same as those in the plan view.

Vertical elevation datum selected shall be such that the profile will not crowd either the upper or lower limits of the profile format. A general guideline is the vertical scale should be 10% of the horizontal grid. Elevation datum shall be shown on both the left and right sides of the sheet in the space provided adjacent to the grid.

The existing ground line profile shall be shown and labeled. Existing ground line elevations shall be noted vertically, just above the station numbers at each end of the sheet only.

All high water elevations affecting base clearance or roadway grades shall be shown and labeled.

Benchmark data shall normally be given just below the upper margin of the profile portion. However, if space permits, it may be placed in the plan portion just above the upper profile.

margin at the appropriate corresponding station. Refer to **Exhibit PP-2** for correct format.

Station equations and exceptions shall be shown. Begin and end stations of project, construction, bridge and bridge culverts shall also be shown.

10.3.2 Vertical Alignment

The proposed profile grade shall be shown and labeled. Vertical curve PC's and PT's shall be indicated by small circles and PI's by a small triangle with short sections of tangent shown on each side. Percents of grade to 3 significant decimal places shall be shown on the tangent line (zeros need not be shown). Vertical lines shall be extended from the PC and PT points and a dimension line placed between these lines indicating the length of the vertical curve. The PC and PT stations and elevations shall be indicated on the vertical lines.

For vertical curves, the profile grade elevations shall be given on even stations and at appropriate intervals. The elevations shall be placed between the dimension line and the grade line. The curve length, dimension lines and the profile grade elevations shall be placed above the grade line for sag vertical curves and below the grade line for crest vertical curves. The dimensions and elevations shall be placed reasonably near the grade line whenever possible. The PI station and elevation shall be noted, lettered vertically above the PI symbol for crest curves and below for sag curves.

The profile grade elevation of the beginning and ending station of each sheet shall be shown vertically just above the grade line, except when the beginning or ending station on the sheet is on a vertical curve.

10.3.3 Grades

Percents of grades to 3 decimal places shall be indicated for each tangent section on every sheet (trailing zeros need not be shown). When two tangent grades intersect and no vertical curve is required the PI station and elevation shall be labeled vertically, using the same criteria as for vertical curves.

10.3.4 Superelevation and Special Profiles

For non-standard superelevated sections of the project, the begin and end superelevation stations should be indicated on the profile with a note "For Superelevation details see sheet _____" (special profiles sheet)

Other special profiles which can not be clearly shown on the plan-profile sheets shall be referenced in a similar manner to non-standard superelevated sections. For additional information regarding special profiles see **Chapter 11**

10.3.5 Other Profile Features

For rural construction projects, special ditches shall be indicated in the profile and labeled Percent of ditch grade and a beginning or ending ditch PI with elevation and station plus shall be shown. For multi-lane divided projects, three special ditch grades (right and left roadway ditches and median ditch) sometimes occur at the same location. In such cases it may be advantageous to show the median ditch at a convenient location on the sheet with a separate elevation datum.

Uniform ditches of non-standard depth should be indicated by a dimension line in the lower portion of the grid and noted as a special ditch with location and depth, or they should be indicated by flagging the DPI's at each end with station elevation and side. Standard depth ditches are not shown.

Special gutter grades shall be shown in profile for cases where the gutter grades are not controlled by the typical section and no "special profiles" are included in the plans set.

Prolongations of gutter profile grades across street intersections shall be included on plan-profile sheets if an inlet is not provided before the intersection.

Storm sewer pipe, inlets and manholes along the main line shall be shown. Pipes shall be noted by size. Proposed structures may be shown by structure number only. Flow line elevations shall be shown for all pipes entering and leaving the structure.

Proposed cross drain pipes and culverts shall be plotted. The section shall be shown at the correct location and elevation of the proposed structure crossing the centerline of construction. Cross drains shall be identified by structure number only.

Where the project overpasses a road or railroad, the cross section template of the road/railroad under the bridge shall be shown at the appropriate location in profile

All field-located (Level "A"), major underground utilities, as defined in **Chapter 5 of Volume I**, shall be shown to scale in profile and labeled in accordance with the following symbol

V_{vh} = Verified Vertical Elevation and Horizontal Location

10.4 General Notes for Roadway Plan and Roadway Plan-Profile Sheets

General notes for the project shall be placed on the left portion of the first plan-profile sheet if a project layout sheet is not included in the plans set, otherwise, they shall be included on the layout sheet See **Exhibit 10-1** for a list of General Notes required

General Notes for Roadway Plan and Roadway Plan-Profile Sheets

The bench mark datum used for the plans (whether NGVD-29, NAVD 88 or other) shall be noted in the first General Note Other notes are as follows

- 1 Buildings to be removed by others, unless otherwise noted
- 2 Existing drainage structures within construction limits shall (be removed/remain) unless otherwise noted
- 3 (When there are no utility adjustment sheets in the plans, the notes shown in **Exhibit 20-1** shall be included here as part of the general notes)
- 4 (If there are no drainage structure sheets in the plans, the following notes shall be included in the general notes, if applicable)
 - a Special attention is directed to the fact that portions of some drainage structures extend into the stabilized portion of the roadbed and extreme caution will be necessary in stabilization operations at these locations
 - b (To be used when there are cross drain pipe and/or storm sewer pipe and optional materials are provided for one or both)

Some/All of the drainage structures have optional culvert materials When optional materials are allowed, one of the optional materials has been used as the basis of the pay quantities The material selected as the basis of pay quantities is identified on the Tabulation of (Cross Drain, Storm Sewer, or Cross Drain/Storm Sewer) Optional Materials Sheet All options are described and design and installation information for each option is provided on this sheet

- 5 Any public land corner within the limits of construction is to be protected If a corner monument is in danger of being destroyed and has not been properly referenced, the Engineer should notify the District Location Surveyor, without delay, by telephone
- 6 Existing driveways within the limits of this project are to be replaced at the same location and width, unless otherwise shown in the plans

Exhibit 10-1

Chapter 11

SPECIAL PROFILES

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| 11.2 Intersections | 11-1 |
| 11.3 Curb Returns | 11-2 |
| 11.4 Ramps | 11-2 |
| 11.5 Spline Grade | 11-2 |
| 11.6 Superelevation | 11-3 |
| 11.7 At-Grade Railroad Crossings | 11-3 |

Chapter 11

SPECIAL PROFILES

11.1 General

The special profiles sheet shows profiles of pavement edges or gutter flow lines. Special profiles occur at street intersections, ramp termini, curb returns, railroad crossings and roadway or bridge sections requiring special superelevation details. Vertical transitions between roadways and bridges may also require special profiling. All of these areas require special analysis and design to ensure a safe, efficient, well drained, and smooth roadway/bridge system. The special profiles sheet shall show details at close intervals and at a scale large enough to clearly identify all construction details within these areas.

11.2 Intersections

In addition to normal profile grade lines, supplemental profiles and sections at intersections may be necessary to define edge of pavement profiles. Sections showing pavement surface elevations shall be shown for nose points and other critical locations. It is important to develop accurate profiles and sections at locations of curbed channelization to ensure proper drainage.

When plan-profile format is used for intersection details, the profile's horizontal scale shall be the same as that for the plan portion. A vertical scale of 1" = 2' for the profile portion is recommended as it enables intermediate elevations to be determined from the profile with reasonable accuracy. The existing ground line and/or curb line shall be as called for in the FDOT CADD Production Criteria Guide.

For intersections detailed on a plan only format, the profile and sections shall be shown on a separate grid sheet. The standard cross section sheet, available in the FDOT Engineering/CADD Systems Software, should be used. This sheet features a standard grid of five lines per inch, both in the vertical and horizontal. The vertical scale can be altered to ten lines per inch by utilizing a toggle feature in the CADD software.

For street intersections of municipal projects, a scale of 1" = 20' horizontally and 1" = 2' vertically, or 1" = 50' horizontally and 1" = 5' vertically is recommended.

11.3 Curb Returns

Curb return profiles show the profiles of the gutter flow line from the PC to the PT point of the return at an intersection

Curb return profiles shall be shown on a grid format. They shall be included in the plans set if the required information cannot clearly be shown on the plan-profile sheet or intersection detail sheet, or if extreme grades are involved, rendering the standard curb return profiles (**Index 303 of the *Roadway and Traffic Design Standards***) inadequate

Standard scale used should be 1" = 20' horizontally and 1" = 2' vertically. Other scales may be used provided all construction details are clearly and legibly shown. Each return profile shall be identified and its PC and PT stations shown. Elevations should be shown at appropriate intervals and low and high spots shall be identified by location and elevation.

11.4 Ramps

Ramp profile grades shall be developed along the baseline of each ramp. A profile of the edge of the pavement opposite the baseline shall also be shown. These profiles shall be shown on a grid format. Data required to be shown shall be similar to that required for roadway profile (**Chapter 10**)

Recommended scales for ramp profiles are 1" = 20' horizontally and 1" = 2' vertically, or 1" = 40' or 50' horizontally and 1" = 4' or 5' vertically

Sections at nose points are required. They may be shown using a scale of 1" = 20' horizontally and 1" = 2' vertically

11.5 Spline Grade

Intersections of ramp pavement with mainline pavement and other sections of pavement within special superelevated zones need special attention, not only during the design phase of the project, but also during construction. Hence, all construction details pertaining to these areas should be clearly and accurately shown in the plans

Spline grades are often used to show the interconnection and interrelation of the edges of pavement with the mainline edge of pavement. This profile proves to be especially helpful if the mainline pavement is superelevated or within the superelevation transition zone

A spline grade shall show the elevations at intervals of 20 to 100 feet, depending on the scale. Elevations shall be shown for the outer edge of mainline pavement and inner and outer edges of the ramp pavement at the nose areas.

Grades of the three pavement edges shall be shown on a grid format. Recommended scales are 1"=20' horizontally, 1"=2' vertically, or 1"= 40' or 50' horizontally and 1"= 4' or 5' vertically.

Grades of each pavement edge shall be joined by smooth splines or simple curves. The three grade profiles shall be clearly labeled and all equality stations indicated. Nose stations shall be flagged and labeled. Scale shall be indicated in close proximity of the profile and shall be clearly visible.

11.6 Superelevation

The standard superelevation details (**Indexes 510 and 511** of the *Roadway and Traffic Design Standards*) may be used for projects which include simple curves. For projects which include reverse curves, or compound curves, or any other situation requiring special superelevation not covered in the standards, the superelevation diagram shall be shown in the plans. Special profile details may be used to design superelevation on multilane facilities, when a simple diagram will not be sufficient.

Complete profile grade line and right and left edges of pavement within the superelevation zone shall be shown on the grid format. A scale of 1"= 20' horizontally and 1"= 2' vertically is recommended for clarity. The begin and end superelevation stations shall be labelled and indicated by a solid vertical line at the appropriate station. A horizontal dimension line shall be utilized to indicate a section in full superelevation.

11.7 At-Grade Railroad Crossings

In addition to normal profile grade lines, supplemental profiles for at-grade railroad crossings may be necessary to define lane lines, edges of pavement, and/or gutter flow lines. It is important to develop accurate profiles to ensure proper drainage.

For at-grade railroad crossings that cannot be adequately detailed on the plan-profile sheets, the profiles shall be shown on a separate grid format. A horizontal scale of 1" = 20' and a vertical scale of 1" = 2' is recommended.

Chapter 12

BACK-OF-SIDEWALK PROFILES

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Chapter 12

BACK-OF-SIDEWALK PROFILES

12.1 General

Back-of-sidewalk profiles are used to establish the profile grade and therefore play an important role in plan preparation, especially if the project site is located in a built-up urban area. Profiles help ensure the constructability of the project within the right of way without excessive disturbance or rework of adjoining properties. Back-of-sidewalk profiles are also used for checking of storm water trapped behind the sidewalks and as a major input for establishing centerline grade profiles.

Grades shown on this sheet are at the back of the proposed sidewalk, and grades shown on roadway plan-profile sheets are at the profile grade line (PGL) denoted on the typical section.

The inclusion of the back-of-sidewalk profiles in the plans set is optional - at the discretion of the district. Work sheets may be required with phase reviews.

12.2 Sheet Set Up

Back-of-sidewalk profiles shall be prepared on standard cross section format. For simple projects which do not involve many cross streets or driveways, the sheet may be divided horizontally to maximize usage. Stationing shall progress from left to right and top to bottom. Match lines shall be stationed. Care should be taken to preserve clarity and legibility.

12.3 Required Information

Profiles for use in establishing back-of-sidewalk grades consist of existing profiles along the back edge of each proposed sidewalk. The existing profiles shall be shown so as to distinguish between the profiles for the right and left sidewalk, and in accordance with the FDOT CADD Production Criteria Guide.

The standard scales are 1" = 100' horizontally and 1" = 5' vertically. This combination works well for projects having few locations where back-of-sidewalk grades would be critical. It may be advantageous to use a vertical scale of 1" = 2' and a horizontal scale of 1" = 50' for projects located in business and commercial areas, or where greater clarity is required. Elevation datum shall be shown on both sides of the sheet, with station numbers below the profile.

Limits of existing pavement, such as parking areas and drives, which should be matched as closely as possible, shall be identified on all sidewalk profiles. The centerline for each intersecting street and driveway shall be indicated with a vertical line at the proper station and the street name and station noted. Intersecting streets and driveways on the right shall be shown below the profile, and those on the left above the profile.

At each station, as well as locations of significant drainage, arrows shall be drawn to indicate the slope of ground at the outer edges of the sidewalk.

Drainage arrows shall be placed below the profile line for the right profile and above the profile line for the left profile. Arrows pointing outwards from the profile indicate drainage away from the project, while arrows pointing inwards indicate drainage to the project.

Floor elevations for buildings shall be indicated by a horizontal line drawn at the floor elevation between the building limits. The numeric elevation shall be shown, as well as the offset (distance and side) from centerline of project to the face of the building. Entrances to buildings, elevations of top of existing major utilities (as defined in **Chapter 5 of Volume I**), and water table elevation may be shown when appropriate.

Once the proposed back-of-sidewalk profile has been developed, percents of grade, PI stations and elevations shall be shown. Vertical curves, if any, shall be dimensioned. Elevations along vertical curves are not required. Stations for begin and end project, exceptions, and back-of-sidewalk special profiles shall be flagged and labeled. Mainline station equations within the limits of the sidewalk profile shall also be flagged and labeled.

The difference in elevation between the profile grade and back-of-sidewalk profile grade shall be noted on the sheet. Superelevation notes, if applicable, shall also be noted on the sheet.

Chapter 13

INTERSECTION AND INTERCHANGE DETAILS/LAYOUTS

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Chapter 13

INTERSECTION AND INTERCHANGE DETAILS/LAYOUTS

13.1 General

These sheets provide layouts and details for intersections and interchanges, with consideration for turning and weaving movements of vehicular traffic. For a safe and efficient roadway system (including provisions for bicycles and pedestrians), these areas must be designed with special attention to channelization, turning movements, signalization, drainage and vertical alignment. The various design details shall be shown explicitly for accurate construction.

Intersection and interchange layout sheets shall show all necessary details and geometric controls/access management features, including channelization, tapers, turn lanes, special drainage, and grading. The sheets shall be prepared on a standard plan format using a scale large enough to show details clearly and legibly.

13.2 Intersections

Intersection details shall be shown on separate plan sheet format if they cannot be shown clearly on the plan-profile sheet format.

In cases of simple, non-signalized intersections covering relatively small areas, regular plan-profile format may be used. The intersection layout shall be placed, using an appropriate scale, in the plan portion, and the necessary profile grades in the profile portion.

For larger, more complicated intersections involving channelization, signalization or tapered connections, the layout shall be placed on a standard plan format. Match lines should be used when more than one sheet is required.

The profiles shall be presented separately on a grid format. (See **Chapter 11 - Special Profiles**)

Existing topography need not be shown on these details if it is shown elsewhere in the plans. Information given is generally the same as in the plan portion. Pavement edges,

R/W lines, curb and gutter, channelizing and median curbs, driveways, drainage structures, pavement dimensions, radii and appropriate notes shall be included

All intersection layouts shall be dimensioned, stationed adequately, and shall include all pertinent construction notes and alignment data. Design speed data shall be given when appropriate. Widths of turning lanes and turning paths shall be checked for possible encroachments or conflicts.

A north arrow and scale shall be shown at a point of maximum visibility on the plan. The scale used shall be sufficient to cover all necessary details, preferably 1" = 40'. The scale shall not be smaller than 1" = 50'.

13.3 Interchanges

13.3.1 Geometric Layout

Interchange layouts shall be prepared on a standard plan format. The entire interchange shall be placed on one sheet when possible, using a scale not smaller than 1" = 400'. In cases of large cloverleaf or directional interchanges, more than one sheet may be required. Appropriate match lines shall be shown.

Layouts shall be dimensioned and completely stationed, with all alignment data and construction notes included. All curves shall be assigned a number and curve data presented in a tabular form. It is preferred that the tabular curve and coordinate data be placed on the same sheet as the interchange layout.

Interchange ramps shall be identified by the use of letters or a combination of letters and numbers. The recommended practice for assigning ramp names is as follows:

Ramps in the first left quadrant along mainline stationing should be assigned first. Name assignments shall progress in a counterclockwise direction around the interchange (see **Figure 13.1**). For projects with two or more interchanges, continue name assignments with the next letter and in same counter clockwise direction noted above.

Ramp baselines are usually located on the right edge of the pavement with relation to the direction of traffic, and shall be clearly indicated. Stationing of ramps should be in the same direction as the project.

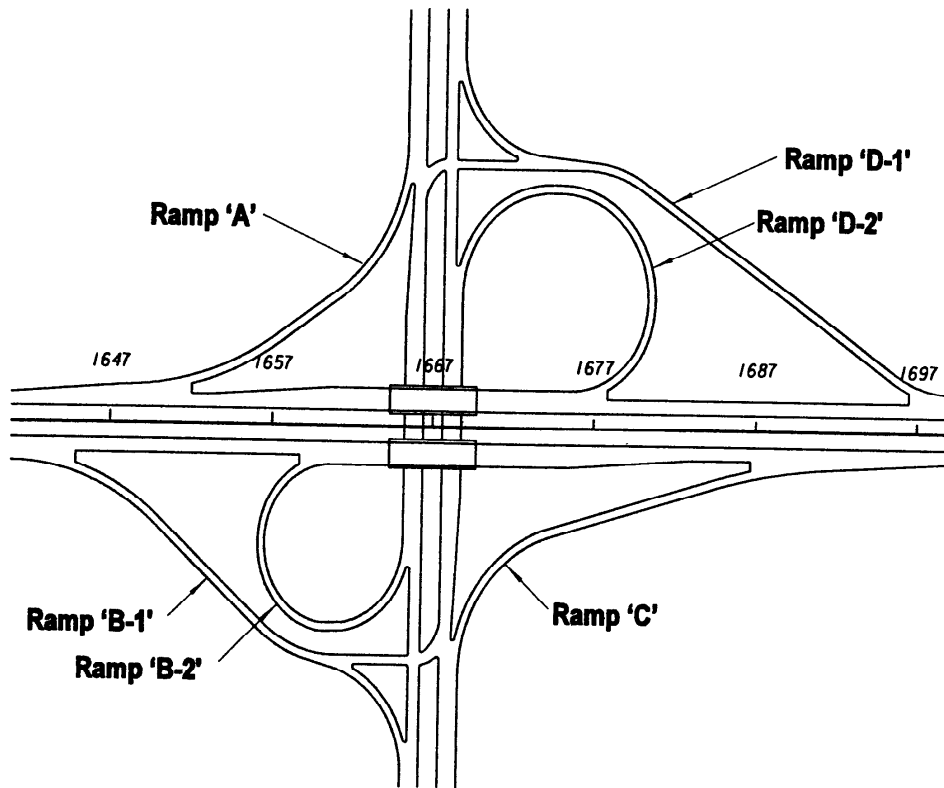


Figure 13.1

A topographic worksheet for all interchanges is required and will be considered as the preliminary layout of the interchange. This worksheet shall be prepared on a standard plan format on a scale not smaller than 1" = 400'. The following information shall be shown:

- 1 All topography, such as existing roads, property lines, utilities, buildings, driveways, etc
- 2 Preliminary interchange geometrics and proposed right of way limits
- 3 Drainage right of way and easements
- 4 Proposed reconstruction of the crossroad, and all access roads and frontage roads within the interchange
- 5 Frontage roads should be assigned a unique alpha or numeric designation to avoid confusion with ramp nomenclature
- 6 Contours, unless the terrain is relatively flat
- 7 Traffic diagram with AADT, DHV, K, D and T values
- 8 The length of speed change lanes
- 9 Design speed for ramps and crossroads
- 10 Proposed bridge limits
- 11 Pavement transitions
- 12 Limits of construction along the crossroad

The contract plans set shall include the following interchange sheets:

- 1 Interchange geometric layout
- 2 Interchange drainage map
- 3 Interchange topographic map
- 4 Interchange cross section pattern sheet
- 5 Ramp terminal details
- 6 Ramp cross sections

13.3.2 Ramp Terminal Details

Details of ramp terminals with mainline and crossroads shall be shown on separate plan sheets. The scale used shall not be smaller than 1" = 50'. Standard scale 1" = 40' is preferred. Complete details of the terminal shall be shown including:

Curve data

Station equality and horizontal tie to mainline or crossroad at critical ramp locations

- Turning radii, taper/transition lengths, curb/curb and gutter (if any)
- Channelization (if any)
- Ramp and crossroad intersection station and angle
- Median nose data (if any)
- Limits of construction
- R/W
- Limited Access R/W and fence location
- Drainage structures
- Spot elevations (as needed)
- Roadway dimensions
- Station pluses and offsets

13.3.3 Cross Section Pattern Sheet

The cross section pattern sheet shows the entire interchange layout including frontage and access roads, if any, with location and extent of proposed cross sections. This information is of special importance for projects involving new interchanges located in rural, undeveloped areas. Information to be shown shall include:

- North arrow and scale
- Interchange layout
- Access and frontage roads (if any)
- Centerline construction and baseline survey
- Ramp base lines
- Stationing along mainline, crossroads, ramps, access and frontage roads
- PC and PT points by symbol
- Bridge outline
- Cross section pattern

This sheet shall be prepared on a standard plan format. The scale shall be such that the complete interchange is shown on one plan sheet, with care taken to ensure clarity and legibility. Normal scale is 1" = 400'. North arrow and scale shall be located at a point of maximum visibility.

Chapter 14

DRAINAGE STRUCTURES

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Chapter 14

DRAINAGE STRUCTURES

14.1 General

Drainage structure sheets show the drainage structures, their location, cross section, flow line elevations of all weirs or slots, top of grates, culverts and top of manhole elevations, and similar data. Drainage structure sheets also show the vertical relationships of the entire drainage system. During the process of design/placement of the drainage structures, potential conflicts with existing or proposed utilities shall be identified and resolved early, thereby avoiding costly time delays during the construction phases.

All projects require the plotting of drainage structures. When only cross drains are to be constructed or modified, drainage structures may be plotted on the cross section sheets. Otherwise drainage structures should be plotted on separate drainage structure sheets, utilizing the cross section sheet cell available in the FDOT Engineering/CADD Systems Software (see **Exhibit DS-2**).

14.2 Required Information

The existing ground line for rural projects shall be shown at the location of the structure, with the existing elevation placed immediately below the ground line at the survey baseline. No existing structures shall be shown except those to be incorporated into the proposed drainage system or otherwise modified. These shall be shown and their flow line elevations noted. Where storm sewers run laterally or diagonally across the project, the drawing should show the pipe cover.

The roadway template and proposed structures shall be shown, with the proposed profile grade elevation placed above the grade point. The structure shall be located by station and offset to the centerline of construction. Flow line information shall be provided at each structure and at each culvert end. Structures are to be plotted in detail according to the applicable index of the **Roadway and Traffic Design Standards**, with walls, grates, tops, pipes, etc. shown.

Cross drain sections shall include the size and length for each proposed structure.

Sections for skewed cross drains shall be depicted along the centerline of the structure.

Clear zone distances are to be measured at right angles to the traffic lane for all structures

All structure locations should be checked and R/W shown where the R/W may have potential impact on construction of a structure

For each drainage structure, all necessary information shall be shown by note, including, as appropriate size, end treatment and flow lines, as well as structure, index and station number. The note shall be placed as close to the structure as possible, preferably below the plotted structure. Elevations shall be given for manhole tops, and ditch bottom inlet grates and slots. Grate elevations for shoulder gutter and edge of pavement elevations for curb and gutter inlets shall be shown.

Alternate "G" or other special grate treatment shall be included with the inlet note. Additional details, such as special bedding, 36" manhole rings, etc., shall be indicated. Flow direction arrows shall be shown.

Material options shall be shown on the Optional Material Tabulation Sheet (See **Exhibits SDS-2** and **SDS-3** at the back of **Chapter 8** of this volume)

If existing structures are to be filled and/or plugged and are to remain in place, they should be shown in the plans with an appropriate note.

Applicable notes to be shown on the first drainage structure sheet are given in **Exhibit 14-1**.

14.3 Utility Conflicts

All major underground utilities, as defined in **Chapter 5** of **Volume I**, shall be plotted in conjunction with the structures so that conflicts may be detected during design, and to alert construction forces of potential conflicts.

In the case of longitudinal pipes, a section should be plotted for each location of a crossing of any major underground line.

Utilities that have been verified (Level A locate) shall be noted and plotted to scale in the appropriate locations on the Drainage Structure Sheets, Cross Section Sheets and bridge foundation plans. These utilities should be labeled with the following symbol:

V_{vh} = Verified Vertical Elevation and Horizontal Location

14.4 Sheet Set Up

Structures should be plotted as sections along the centerline of the structure. They should be shown on a standard cross section format with the sections spaced sufficiently apart to avoid overlapping of structures or notes. Beginning at the bottom of the sheet, the sections should be shown successively by stations and should be numbered sequentially, from the beginning to the end of the project. The structure number and location station should be shown near the right border of the sheet.

If a structure must be shown out of order, a note shall be placed in the correct sequence, referring to the sheet where the structure is shown. The scale shall be the same as that used for roadway cross sections, with the centerline of construction placed near the center of the sheet.

Drainage Structure Notes

These notes, when required, are to be placed on the first drainage structure sheet

- 1 Special attention is directed to the fact that portions of some drainage structures extend into the stabilized portion of the roadbed and extreme caution will be necessary in stabilization operations at these locations

- 2 (To be used when there are Cross Drain Pipe and/or Storm Sewer Pipe and optional materials are provided for one or both)

Some/All of the drainage structures have optional culvert materials. When optional materials are allowed, one of the optional materials has been used as the basis of the pay quantities. The material selected as the basis of pay quantities is identified on the Tabulation of (Cross Drain, Storm Sewer, or Cross Drain/Storm Sewer) Optional Materials Sheet. All options are described and design and installation information for each option is provided on the Tabulation of Optional Materials Sheet.

Exhibit 14-1

Chapter 15

LATERAL DITCH/OUTFALLS RETENTION/DETENTION AND MITIGATION AREAS

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Chapter 15

LATERAL DITCH/OUTFALLS RETENTION/DETENTION AND MITIGATION AREAS

15.1 General

Drainage systems that convey storm water from the roadway may be made up of many components such as inlets, manholes, pipes, ditches, and retention/detention areas. Usually, these systems require additional right of way and/or easements.

Mitigation areas, although not usually a component of the highway drainage system, may have drainage components in them.

If space permits, drainage components adjacent to the roadway may be shown on the roadway plan-profile sheets. Drainage components not adjacent to the roadway may require separate plan view sheets. In either case, profile views and/or cross sections may also be needed to provide enough detail to construct the components.

Plans for drainage components can generally be grouped into three categories:

- Lateral ditch/outfalls
- Retention/detention areas
- Mitigation areas

15.2 Lateral Ditch/Outfall

Lateral ditch plans and profiles shall be prepared on a standard plan-profile format using a horizontal scale of 1" = 100'. However, if storm drain construction is proposed for a portion of the ditch, a scale of 1" = 40' or 1" = 50' may be used.

15.2.1 Plan Portion

Data presentation in the plan portion shall be oriented so that the lateral ditch/outfall centerline is parallel to the long side of the sheet. Information shall be shown in a manner similar to that described in **Chapter 10 - Roadway Plan and Roadway Plan-Profile**.

Right of way (or easement) alignment data and topography shall be shown in the plan portion. An alignment tie between the lateral ditch/outfall and the project shall also be shown. The north arrow and graphic scale shall be placed at the proper location on the sheet (refer to **Chapter 10**)

15.2.2 Profile Portion

The profile portion shall be prepared in the same manner as the profile portion of the roadway plan-profile sheets (**Chapter 10**). Existing ground line profiles, high water elevations, underground utilities, bench mark information and elevation datum shall be shown as described for roadway plan-profiles.

Where the lateral ditch/outfall survey baseline does not follow the flow line of the existing ditch or channel, the existing ditch or channel profile shall be shown with a broken line and identified.

If storm drain construction is proposed along a lateral ditch/outfall, the proposed structures shall be plotted on the drainage structures sheets, or in the lateral ditch/outfall profile. Structures shown in the profile will include flow line, structure numbers, pipe or culvert sizes, and utilities (if applicable).

The normal water elevation of the receiving system shall be indicated and labeled.

15.2.3 Typical Section

A typical section showing the width of proposed clearing and grubbing, right of way, ditch bottom width and side slopes shall be shown on the lateral ditch plan and profile sheet. This section does not need to be to scale, but shall be dimensionally proportionate. If the width of clearing and grubbing is variable for a lateral ditch/outfall, the various widths and their respective station limits shall be noted below the typical section.

15.2.4 Ditch Cross Sections

Lateral ditch cross section sheets are included in the plans. These sheets show the right of way required, the extent of clearing and grubbing required and the amount of earthwork.

Lateral ditch cross sections shall be prepared in a manner similar to that of roadway cross sections (**Chapter 18**) The scale, generally, should be 1" = 10', vertical and horizontal. Regardless of the horizontal scale used, the vertical scale shall always be 1" = 10'.

Often it is possible to place two or more columns of ditch cross sections on one sheet. They shall be plotted with the stationing progressing from the bottom of the sheet to the top, and from left to right.

Usually, soil surveys are made along the lateral ditch only when a large amount of material is expected to be excavated.

Guidance given in **Roadway Cross Sections (Chapter 18)** shall be applicable equally to lateral ditch cross sections.

15.3 Retention or Detention Areas

15.3.1 Pond Detail Sheet

The retention or detention pond, including the outlet structure, is usually the end point of the drainage system for a particular project. The retention/detention pond detail sheet shall show the pond in plan view, with station and offset ties to the project centerline of construction. The plan view shall also include the following:

- Locations of pond sections
- Side slopes and base dimensions
- Bottom and top elevations
- Location of maintenance berm
- Fence and gate locations
- Right of way
- Pond drainage structures with structure numbers
- Soil boring locations, and
- Any other necessary data pertaining to the pond

The pond sections shall show the bottom width and elevation, side slopes, normal water depth, if applicable, as well as soil borings. A minimum of two (2) sections, taken in directions perpendicular to each other, shall be shown.

15.3.2 Typical Section

A typical section is required when the pond sections do not represent the *typical* design features of the pond. Following is a list of appropriate information to be shown on the typical section:

- Limits of clearing and grubbing
- Typical side slopes
- Bottom and top elevations
- Details of maintenance berm
- Fence location
- Right of way
- Water level information
- Vegetation requirements

The typical section does not need to be to scale, but shall be dimensionally proportionate. It should be shown on the pond detail sheet, if room allows, or on a separate sheet when necessary.

15.3.3 Pond Cross Sections

Pond cross sections shall be prepared in a manner similar to that for roadway cross sections (**Chapter 18**). As with lateral ditches, the standard scale is 1" = 10' vertical. The standard horizontal scale is also 1" = 10', although another scale may be used if necessary.

If material is to be excavated from the pond, the data from the soil survey sheet shall be shown on the cross sections.

Guidance given in **Roadway Cross Sections (Chapter 18)** shall be applicable to pond cross sections.

15.4 Mitigation Areas

If construction details for mitigation areas are included in the plans, follow the requirements for retention/detention areas.

CHAPTER 16

SPECIAL DETAILS

16.1 General 16-1

CHAPTER 16

SPECIAL DETAILS

16.1 General

Special details sheets are usually included in the plans set if the project contains areas which require special attention to some construction elements. Construction details that are not covered in the *Roadway and Traffic Design Standards* booklet or elsewhere in the plans set shall be shown on the special details sheet.

This sheet shall be prepared on a standard plan format. Any convenient scale may be used, provided the information shown is clear and legible. Details shown shall be clear, legible, labeled, complete in all respects and should be adequately cross-referenced in the plans set.

Chapter 17

SOIL SURVEY

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Chapter 17

SOIL SURVEY

17.1 General

The soil survey sheet, essentially a soil test analysis sheet, depicts the various types of soils encountered within the limits of the project. This sheet also shows the classification, mechanical properties and recommended usage of those soils. A preformatted CADD sheet can be found in the FDOT Engineering/CADD Systems Software.

Soils having identical characteristics shall be assigned to the same stratum and group for identification and recommendation purposes. The test analysis sheet shall be signed by the responsible Engineer.

17.2 Roadway Soil Survey

17.2.1 Method of Compilation and Presentation

Upon completion of the proposed typical section, and after placing alignment, proposed grades and existing utilities on the plan-profile sheets and preliminary sections, prints of these sheets shall be utilized for determining the location and depth of borings for the sampling of soils for testing and classifications. These classification and test results, including pH, resistivity, sulfides and chlorides shall be shown on the test analysis sheet. Date and weather conditions at the time of sampling shall also be shown. Refer to **Exhibit SS-1** for an example of soil survey sheet.

After completion of soils testing, the boring data shall be shown on cross sections by columns approximately 1/4 inch wide below the ground line at test sample locations. Stratum limits and numbers shall be shown inside the column. This information shall be transmitted to the appropriate responsible materials engineer for verification. One hard copy of the soils information, including cross sections with soils information, shall be retained in the Soils Engineer's Record.

17.3 Other Soil Surveys

Soil surveys other than those for roadway plans are required for various plans components Included in these are soil surveys/borings for retention/detention ponds, overhead sign structures, high mast poles and traffic signal mast arms

Soil survey sheets generated for such components are generally located in the plans set with the other details and information for each component Requirements for the soil survey sheets are similar to those prepared for the roadway soil survey, showing such things as the location of test holes, various strata encountered, soil properties, classification and recommended usage

Chapter 18

ROADWAY CROSS SECTIONS

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Chapter 18

ROADWAY CROSS SECTIONS

18.1 General

Cross sections depict the existing ground conditions, including all manmade features, as sections perpendicular to the respective stations along a survey baseline or construction centerline. The proposed cross-sectional outline of the new facility with all its functional elements is also shown on cross sections. Standard cross section sheets shall be used for showing roadway cross sections. The preformatted sheet cell is located in the FDOT Engineering/CADD Systems Software. This sheet features a standard grid of five lines per inch, both in the vertical and horizontal. The vertical scale can be altered to ten lines per inch by utilizing a toggle feature in the CADD software.

The recommended vertical scale is 1" = 10'. The horizontal scale shall be such that the entire roadway R/W is shown on the sheet (generally 1' = 10' or 1' = 20'), but shall not be smaller than 1" = 40' horizontal. If the entire R/W cannot be shown on one sheet, more sheets may be utilized and appropriate match lines shall be shown with referenced sheet numbers. The scale shall be shown at the bottom right corner of the sheet above the title box.

18.2 Required Information

Existing ground lines shall be shown and the existing elevation at the centerline shall be noted just below the ground line at the centerline. The station number of the section shall be indicated opposite the ground line on the right side of the sheet and location baseline of survey indicated along the top and bottom of the sheet. Lines parallel to the baseline of survey should show station equivalencies to the baseline of survey.

The surface, as well as the below ground portions of existing features such as pavements, curbs and sidewalks, shall be shown.

Existing parallel underground utilities which lie within the horizontal limits of the project shall be shown along with verification notation for those locations which have been verified. Utilities that have been verified should be labeled as shown in **Section 14.3 of Chapter 14**. Small distribution or service lines need not be drafted.

Soil data and water table shall be shown on cross sections as described in **Section 17.2.1** of **Chapter 17**. If it is determined that an organic or plastic material must be removed below the finished grading template, the lower limits of removal of organic or plastic material will be shown to determine the area and volume of subsoil excavation

The proposed roadway template shall be shown. The proposed profile grade elevation shall be placed vertically or at an angle to the horizontal, just above the profile grade line. Special ditch elevations shall also be shown.

Station equations shall be shown, even though a cross section may not be plotted at that point. For ramp cross sections equivalent mainline stations shall also be shown.

The right of way limits shall be symbolically shown for each cross section.

The begin and end stations for project, construction, exceptions, bridge/bridge culvert and the toe of slope under the bridge shall be shown. The beginning and ending earthwork stations shall be shown.

On projects with grade separations, intersections, interchanges, etc., the earthwork shall be totaled on the last cross section sheet for each of the above and noted as to the station in which the earthwork is included on the project cross sections. Earthwork quantities shall be indicated in the appropriate columns on the right side of the sheet. Earthwork summaries shall be shown on the last cross section sheet of each roadway, ramp, etc. The grand total shall be tabulated in the Summary of Earthwork and shown on the Summary of Quantities Sheet.

The order of assembling the cross sections in the plans set shall be

- Mainline
- Side streets
- Ramps

18.3 Sheet Set Up

Cross sections shall be shown on a standard preformatted cross section sheet (available in the FDOT Engineering/CADD Systems Software) with stations increasing from the bottom to the top of the sheet. Usually, only one column of sections shall be placed on a sheet.

Sections shall be centered on the sheet with the survey baseline or the construction centerline placed vertically in the center. In cases where additional lanes are to be constructed adjacent to existing lanes, centering the sections will depend upon the location of the survey line and the side on which the new construction is to be placed. Sections shall be oriented such that the complete ultimate section will be approximately centered on the sheet. When the centerlines of construction and survey are not parallel, the distance between the two at each cross section shall be shown.

As many sections as possible shall be placed on a sheet with sections being spaced to avoid overlapping. The soil profile should be checked for possible unsuitable material below existing ground which may cause overlapping of sections.

When right of way is narrow enough and a horizontal scale of 1" = 20' is used, two columns of cross sections may be placed on a sheet. Cross section placement progresses from the left to the right as well as from the bottom to the top of the sheet. The sheet shall be set up to provide earthwork columns for each column of sections.

For additional information on cross sections see **Chapter 3 of Volume I**

CHAPTER 19

WORK ZONE TRAFFIC CONTROL

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CHAPTER 19

WORK ZONE TRAFFIC CONTROL

19.1 General

A Traffic Control Plan (TCP) will accompany all plans for a construction project. The TCP is the final document that summarizes the considerations and investigations made in the development of a comprehensive plan for maintaining traffic through a work zone.

The TCP is used to describe the actions to be taken by the contractor to minimize traffic impacts while conveying traffic safely through a work zone. The traffic control plans may include, but are not limited to, general notes, phase notes, phase typical sections, phase plan-profile sheets, special details, and temporary cross-sections.

19.2 Required Information

Specific traffic control plans are required on all projects. The information provided on the traffic control plans may consist of nothing more than notes and references to the *Roadway and Traffic Design Standards, Series 600* or may be as elaborate as detailed individual phase layouts using profile sheets and interchange and intersection layout sheets. Information shall be provided to inform the contractor of the following:

- location of the centerline, pavement edge, curb line, shoulder,
- placement of temporary pavement markings,
- lane configurations,
- locations of work zone signs and any other temporary work zone traffic control device (including variable message signs, advanced warning arrow panels, barriers, crash cushions, temporary signals, etc),
- layouts and placement of channelizing devices,
- work to be accomplished during the individual phases of construction,
- lane closures and other restrictions that apply,
- regulatory speed limits for each phase,
- project specific requirements such as school zones, railroads, waterborne vessels, etc

When a project requires more than one phase of construction, the traffic control plans should address each individual phase.

19.3 Levels of Complexity to be Anticipated for Traffic Control Plans

The following guidelines have been developed to assist in determining the level of detail and complexity that may be required for a project

19.3.1 Level I

Application - Simple projects where method of construction is straight forward (Examples RRR, Enhancements, Resurfacing, Minor Widening)

Components of the TCP

General Notes (including references to the applicable indexes in the *Roadway and Traffic Design Standards*)

Phase Typical Section(s)

Special Details - MINIMAL - where unique situations for the project exist

19.3.2 Level II

Application - Moderately complex Construction projects, such as reconstruction of roadways (Examples Urban or rural widening projects, Projects with Diversions or Detours)

Components of the TCP

General Notes

Phase Notes (including references to the applicable indexes in the *Roadway and Traffic Design Standards*)

Phase Typical Section(s)

Detailed plan sheets (when an index in the *Roadway and Traffic Design Standards* does not apply)

Cross Sections as determined necessary (Example diversions, temporary drainage, temporary bridge structure)

Special Details - As necessary for constructability (Example temporary drainage, slope requirements due to diversions, temporary signalization, railroad work, etc)

19.3.3 Level III

Application - Complex projects

Components of the TCP

General Notes

Phase Notes (including any references to the applicable standard indexes)

Phase Typical Section(s)

Detailed Plan Sheets

Cross Sections

Special Details may include - Temporary Drainage, Temporary Signalization, Intersection Details, etc

19.4 Format

TCP's will be prepared on standard plan sheet format. A scaled drawing is not always required, however, clarity and legibility are critical. When scaled drawings are required, the scale shall not be less than 1" = 100' for plan sheets and 1" = 40' for special details. Levels, fonts and line weights shall be in accordance with the FDOT CADD Production Criteria Guide.

Tools are available in FDOT Engineering/CADD Systems Software to assist in the development of Traffic Control Plans.

Chapter 20

UTILITY ADJUSTMENTS

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20.2 Required Information 20-1

20.3 Sheet Format 20-1

Exhibit 20-1 General Notes for Utility Adjustments 20-3

Chapter 20

UTILITY ADJUSTMENTS

20.1 General

The purpose of utility adjustment sheets is to provide coordination between the contractor and the affected utility companies. These sheets show the contractor the approximate locations of existing, proposed and relocated utilities, and thus aid the contractor in avoiding possible conflicts or damage to the utilities involved.

20.2 Required Information

Locations of all existing and proposed utilities within the project limits shall be shown on the plans.

All proposed and relocated utilities shall be clearly shown on the plan using lines and standard utility symbols, and shall be labeled (see **Index No. 002** of the *Roadway and Traffic Design Standards* and the FDOT CADD Production Criteria Guide). Disposition of all existing utilities shall be clearly indicated for example **"To Be Removed"**, **"To Be Adjusted"**, **"To Be Relocated"**, **"To Remain"**, etc. All proposed utilities shall be appropriately labeled.

Applicable general notes shall also be shown on the first utility adjustment sheet (see **Exhibit 20-1**).

20.3 Sheet Format

The utility adjustment sheets shall be prepared from CADD files generated for the plan or plan-profile sheets. Levels, fonts and line weights shall be in accordance with the FDOT CADD Production Criteria Guide.

Information and graphic data which is not necessary for utility adjustment sheets may be removed by turning off the appropriate level(s) on which the data is stored. This will help ensure that information pertinent to utility adjustments is more easily seen. However, the utility adjustment sheets shall show the following information as a minimum:

- (1) Baseline and/or centerline of survey
- (2) Curb and gutter or edge of pavement
- (3) Drainage structures (existing and proposed)
- (4) Right-of-way lines
- (5) Station numbers
- (6) Street names
- (7) Location of existing utilities
- (8) Disposition of existing utilities, and
- (9) Location of new or relocated utilities

General Notes for Utility Adjustments

The following notes shall be placed on the first Utility Adjustment Sheet (If there are no utility adjustment sheets in the plans, these notes shall be included in the General Notes shown on **Exhibit 10-1**)

1 The location(s) of the utilities shown in the plans (including those designated V_v , V_h and V_{vh}) are based on limited investigation techniques and should be considered approximate only. The verified locations/elevations apply only at the points shown. Interpolations between these points have not been verified.

2 Utility Owners

Companies

Telephone Numbers

(Note: If there is a traffic-monitoring site on the project or within ½ mile of the construction, the Transportation Statistics Office in Tallahassee shall be added to the list of utility owners. The contact person is the Traffic Data Section Manager. Refer to **Chapter 10, Section 10.2.7, Item No. 12** for plan requirements involving traffic-monitoring sites.)

Exhibit 20-1

Chapter 21

SELECTIVE CLEARING AND GRUBBING

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Chapter 21

SELECTIVE CLEARING AND GRUBBING

21.1 General

Selective clearing and grubbing plans show the extent and type of clearing operation required within the project right of way limits. This information may be shown on the plan-profile sheet, if no substantial clutter of the sheet results. Otherwise, selective clearing and grubbing shall be shown on a separate plan sheet.

21.2 Required Information and Sheet Set Up

When separate selective clearing and grubbing sheets are required, they shall be shown on a standard plan format. Complete existing topography shall be shown together with centerline of construction with stationing, R/W lines and limits of construction. The type of selective clearing and grubbing operation to be performed shall be clearly shown by symbol (refer to **Section 21.3**).

A north arrow and graphic scale shall be placed at a point of maximum visibility on the sheet. Any convenient scale may be used provided clarity and legibility are preserved. However, it is recommended that the selective clearing and grubbing plans be prepared at the same scale as the roadway plan-profile sheets. Appropriate match lines shall be used when necessary.

For an illustration of a selective clearing and grubbing sheet, see **Exhibit SCG-2**.

21.3 Standard Symbols and Notes

The amount and type of notes required for selective clearing and grubbing will vary depending on the project. It may be desirable to provide a separate detail sheet in the plans to display the notes, symbols and details which are applicable to the project. An example of such a sheet is given in **Exhibit SCG-1**.

All areas that are not included in one of the selective clearing and grubbing categories, as shown on the detail sheet or elsewhere in the plans, shall be standard clearing and grubbing

Undesirable exotic pest plants, including Australian Pine, Brazilian Pepper, Malaleuca and Chinese Tallow trees, as well as Cogon grass should be labeled to be totally removed, regardless of size or location within the project limits

Chapter 22

MISCELLANEOUS STRUCTURES PLANS

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22.2 Approach Slabs 22-1

22.3 Retaining Walls (Cast in Place, Proprietary, Temporary) 22-1

Chapter 22

MISCELLANEOUS STRUCTURES PLANS

22.1 General

Miscellaneous structures not included in the bridge plans shall be included in the appropriate component plans. This includes box culvert details, high mast lighting supports, traffic mast arm supports, signal strain poles, overhead sign supports, rest area structures or buildings, barrier walls (traffic or sound), retaining walls and toll facilities.

For guidelines on structural detailing, refer to the *Structures Detailing Manual (Topic No. 625-020-200)*

22.2 Approach Slabs

As of the July, 1999 letting, approach slab details sheets are included in the structures plans. However, some roadway elements may need to be carried onto the approach slab, and in these cases special attention must be given to clarifying in the plans which elements are to be included as part of the roadway.

The stabilization required under the approach slabs shall be paid for using the standard roadway pay item and the quantity included in the roadway plans. In addition, roadway elements such as guardrail, earthwork, sidewalks, approach slab surfacing, etc., which are part of the roadway approaches to the bridge and which interface with the approach slab areas, will also be included and paid for in the roadway quantities.

22.3 Retaining Walls (Cast in Place, Proprietary, Temporary)

When cast in place retaining walls other than standard gravity walls are required, complete design and construction details, including pay items and quantities are required in the contract plans. The same is true for steel or concrete sheet piles for either permanent or temporary retaining walls.

Proprietary walls are handled differently than cast in place, steel and concrete sheet pile

retaining walls A set of control plan details must be developed for retaining walls (See **Chapter 30, Volume I** for a discussion concerning the requirements for control plan details)

On projects with bridges the control plan details shall be included in the bridge plans. When there are no bridge plans the control plan details shall be included in the appropriate component plans. Examples of control plan details are included as exhibits at the back of this chapter.

Standard drawings from the preapproved wall companies are included in the **Roadway and Traffic Design Standards** (available as Interim Index Drawings)

Chapter 23

SIGNING AND PAVEMENT MARKING PLANS

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Chapter 23

SIGNING AND PAVEMENT MARKING PLANS

23.1 General

Signing and pavement marking plans are usually a component set of plans. Projects with minor signing and pavement markings may include these features on sheets in the roadway plan set or detailed on roadway sheets. When prepared as component plans they shall be assembled as a separate plans set complete with a key sheet, tabulation of quantities and all other signing and pavement marking sheets. The sheets shall be numbered consecutively with the sheet numbers prefixed by the letter S.

A complete set of signing and pavement marking plans shall include the following sheets:

- Key Sheet
- Tabulation of Quantities
- Plan Sheets
- Guide Sign worksheet (if required)
- Overhead Sign Cross Section Sheet (if required)
- Overhead Sign Support Design (if required)
- Foundation Details (if required)
- Boring Data Sheets (if required)

Pavement marking material on projects which include new asphalt surfaces will generally be paint, rather than thermoplastic. This is based on the requirement of a 90 day curing period for new asphalt. Thermoplastic markings on these projects must be placed using a separate contract. Exceptions must be coordinated with the District Construction Office.

Section 23.9 provides guidance for preparation of separate plans for Thermoplastic markings.

Thermoplastic may be called for in the plans on those projects which are exclusively of concrete pavement surfaces.

23.2 Key Sheet

The key sheet is the first sheet in the set and shall be prepared on a standard key sheet format as described in **Chapter 3**. Contract plans set information, location map and length of project box are not required on this sheet when shown on the lead key sheet. A complete index of signing and pavement marking plans shall be shown on the left side of the sheet. The date of the governing **Standard Specifications for Road and Bridge Construction** and **Roadway and Traffic Design Standards** shall be inserted in a note at the lower left corner of the key sheet.

Other data, including name, consultant contract number and vendor number of the firm (when plans are prepared by a consultant) shall be shown as described in **Chapter 3**.

23.3 Tabulation of Quantities and Pay Item Notes

The tabulation of quantities sheet shall be prepared on the standard plan format and shall show quantities, standard sign numbers, pay item numbers and size of sign for all pay items. The sign size is not required if shown in the plans sheets. Pay items shall be listed in numerical order and quantities shall be tabulated per sheet. Provisions shall be made to show the original and final quantities. Pay item notes shall also be shown on this sheet (see **Exhibit 23-1**).

On contracts with multiple Financial Project ID's or federal aid and non-federal aid quantities, provisions shall be made to tabulate and summarize their respective quantities.

23.4 General Notes

General notes pertaining to signing and pavement markings may be shown on a separate plan format sheet. This sheet shall be placed behind the tabulation of quantities in the plans assembly. On minor projects, general notes may be combined with the tabulation of quantities sheet.

23.5 Plan Sheets

23.5.1 Format and Scale

The plan sheets shall be prepared on a standard plan format. The scale shall be such that all details are clear and legible. See the requirements of **Section 10.1** as a guide. For simple projects, or sections of a project, it may be possible to "stack" two plans on one sheet, one below the other. Stationing shall progress from left to right and top to bottom. Clarity and legibility shall be preserved in all cases.

A north arrow and scale shall be shown at a point of maximum visibility on the sheet. If two plans are "stacked" on one sheet, then each plan portion shall contain a north arrow and scale.

23.5.2 Required Information

The basic information pertaining to roadway geometrics and project limits required on the signing and pavement marking plan sheets is the same as that required on the plan portion of the plan-profile sheets (**Chapter 10**). Topography and construction details need not be shown. Utilities, drainage, lighting, sidewalks, driveways, landscape features, etc. shall be checked for conflicts. Those that may cause conflicts with sign placement shall be shown.

All pavement markings shall be clearly shown and labeled with their widths, color and spacing specified. Either the begin and end pavement marking stations, with offset or the begin pavement marking station with offset and the total length of roadway for pavement marking shall be shown. The location of raised pavement markers and delineators shall be indicated by specifying the type, color, spacing, and limits of application by stations.

All regulatory, warning and directional signs shall be shown at the proper locations. Each sign face shall be shown in close proximity to its respective sign with a leader line connecting the sign location and sign face. Each sign face shall be oriented on the plan sheet to be read as viewed from the direction of travel along the roadway. The location of all signs shall be indicated by station or kilometer point/milepost.

The pay item number and standard sign designation, or assigned number if non-standard, shall be shown for each sign.

Any signs to be mounted on signal span wires should be shown and listed on the signalization plan for illustration and placement purposes. Sign details should be included.

on the signing plans

Begin and end stations shall be shown

23.6 Guide Sign Worksheet

The sign face, with the complete message layout with legend spacing (vertical and horizontal), margins, border widths and corner radii shall be shown on the guide sign worksheet

For multi-support roadside signs, cross sections are not required in the plans set, but the support data (size and average length) for each sign shall be tabulated on the guide sign worksheet

This sheet should be prepared on the standard plan sheet format to any convenient scale that will preserve clarity and legibility. The number of signs which may be shown on a single sheet depends on the sign size and complexity. The format of the sheet is flexible as long as the information listed above is shown. The output from the Transoft *GuidSign* Program or a similar format may be used for the sheet

23.7 Sign Supports

23.7.1 Multi-Post Signs

Standard foundations for multi-post signs are provided in the *Roadway and Traffic Design Standards*. These foundations are based on the sign support size. However, the post size and length are not included in the *Roadway and Traffic Design Standards* and must be included as a part of the design and shown in the plans

23.7.2 Overhead Sign Cross Section and Support Structure

The sign cross section sheet shows the location of overhead sign(s) in cross section. A standard profile format should be utilized. The cross section of the roadway at the sign location shall be shown and fully dimensioned. The recommended scale for the cross section is 1" = 10' horizontally and vertically.

For overhead signs, the design of the support truss, columns and foundations, along with

the boring data information, shall be included in the signing and marking plans. The **Structures Design Office Standard Drawings (Topic No. 625-020-300)** should be used. **S-2004**, a Semi-Standard for cantilever sign supports, is used with **2001, 2002 and 2003**, **S-2012**, a Semi-Standard for truss sign supports, is used with **2011**. These standards include the information noted above and should be completed by the Structures Design Engineer of Record and inserted as a sheet in the plans.

A computer program for the design of overhead cantilever sign structures and a program for the design of overhead span sign structures are available. The programs were developed by the Structures Design Office and may be downloaded from the Structures Design web site.

The design of the attachment system for signs mounted on bridge structures shall be the responsibility of the Structures Design Engineer of Record. The design shall be included in the structures plans if bridge work is included in the project. If bridge work is not in the project, design details shall be included in the signing and pavement marking plans.

23.8 Typical Pavement Marking Sheet

For simple projects, or sections of a project, it may be possible to show signing and pavement marking plan details schematically using straight-line format and typical markings. All signs shall be properly identified and shown at their graphic location on the straight-line diagram. Pavement markings shall be shown and labeled on a typical marking plan.

23.9 Plans for Thermoplastic Markings

As discussed under **Section 23.1**, placement of thermoplastic markings on most projects will require a separate contract to be let after original construction (and striping with paint) is complete. For convenience and economy several projects may be let under one contract.

As a minimum, contract plans will consist of a Key Sheet, Summary of Pay Items, Tabulation of Quantities and details about the areas to be marked. This will include any changes in pavement markings which may have occurred since completion of the original project. The scope and final content of the plans shall be as directed by the district.

Standard Notes for Signing and Pavement Marking Plans

The following pay item note should be shown on the Signing and Pavement Marking Plans Tabulation of Quantities Sheet

- 710- All pavement markings shall be paint unless otherwise noted in the plans
The quantities for pavement markings indicated in the Signing and Pavement Marking Plans are included in the quantities for Pavement Markings shown in the Summary of Roadway Pay Items

Exhibit 23-1

Chapter 24

SIGNALIZATION PLANS

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Chapter 24

SIGNALIZATION PLANS

24.1 General

Signalization Plans are usually a component set of plans. Projects with minor signalization may include these features on sheets in the roadway plans set or on the roadway sheets. When prepared as component plans they shall be assembled as a separate plans set complete with a key sheet, tabulation of quantities and all other relevant signal sheets. The sheets shall be numbered consecutively with the sheet numbers prefixed by the letter T.

The signalization plans show the construction details, electrical circuits, signal phasing and other relevant data.

A complete set of signalization plans shall include the following sheets:

- Key Sheet
- Tabulation of Quantities
- Plan Sheets
- Mast Arm Details (if required)
- Foundation Details - Mast Arms (if required)
- Boring Data Sheets - Mast Arms (if required)

24.2 Key Sheet

The key sheet is the first sheet in the component plans set and shall be prepared as described in **Chapter 3**. The location map, length of project box and contract plans set information are not required on this sheet when shown on the lead key sheet. The index of signalization plans shall be shown on the left of the sheet. The date of the governing ***Standard Specifications for Road and Bridge Construction*** and ***Roadway and Traffic Design Standards*** shall be inserted in a note below the Index of Plan Sheets. Other data, including name, consultant contract number and vendor number of the firm (when plans are prepared by a consultant), shall be shown as described in **Chapter 3**.

24.3 Tabulation of Quantities and Standard Notes

The tabulation of quantities sheet lists the item numbers, description and quantity of materials. This sheet shall be placed behind the key sheet in plans assembly.

The tabulation of quantities sheet shall follow the key sheet. Pay item numbers shall be listed in numerical order. Provisions shall be made to show the original and final quantities per sheet. Pay item notes and general notes that refer to item numbers, description of work to be performed and quantity estimates shall also be shown on this sheet. If space is limited, notes may be shown on the General Notes Sheet.

On contracts with multiple Financial Project ID's, or federal-aid and non-federal-aid quantities, provisions shall be made to tabulate and summarize their respective quantities.

24.4 General Notes

The general notes sheet lists special signal design information such as controller operations, loop installations, signal heads, interconnect cable, and computer interface that is generally not covered in the FDOT Standard Specifications, Supplement or Special Provisions. This sheet shall be placed behind the tabulation of quantities in the plans assembly. On minor projects, general notes may be combined with the tabulation of quantities sheet.

24.5 Plan Sheets

24.5.1 Format and Scale

Signalization Plans shall be prepared on standard plan format at a scale large enough to show all details clearly and legibly. The recommended scale is 1" = 40' or 1" = 50'. Usually, the complete intersection shall be shown on one plan sheet. However, for large intersections more sheets may be used with appropriate match lines. A north arrow and scale shall be shown at a point of maximum visibility on the sheet.

24.5.2 Required Information

The basic information requirements include roadway geometrics, street names, construction stationing or milepost, curb and gutter, drainage inlets, sidewalks and right of way lines as similarly required on the plan portion of the roadway plan-profile sheets. Those underground and overhead utilities, signing structures, and lighting structures that may cause construction conflicts with signal components shall be shown. All locations, including existing trees, should be checked for potential conflicts.

The plan sheet shall also show

- Signal head locations with directional arrows and movements (movements 2 and 6 shall be the major streets)
- Details of signal heads in tabular form with pay item numbers
- Phasing diagram/signal operating plan
(NOTE: If the SOP conforms to the *Index No. 17870* of the *Roadway and Traffic Design Standards*, then the reference to the index is all that is required. For all other operating plans, the plan shall be shown)
- Signal controller timing chart
- Loop detectors
- Electrical service location
- Location of signal poles and span wires (ground elevation and elevation of roadway crown)
- Signal wire signs
- Pedestrian signals
- Turning radii
- Median nose locations
- Location of "stop bars" and pedestrian crosswalks
- Coordination unit-timing chart
- Lane lines with directional arrows

All equipment shown on the plan shall be clearly labeled and their respective pay item numbers and quantity indicated.

A separate signalization plan shall be prepared for each signalized intersection included in the construction project.

Any span wire or mast arm mounted signs shall be coordinated with the appropriate signing and pavement marking plans to avoid duplication.

The sign details for signs must be included on the signalization plans, if signing and pavement markings are not included in the plans package.

24.6 Interconnect/Communication Plan

The interconnect/communication plan is required when signal equipment is being coordinated with other signal installations or with a computerized system. The interconnect/communication plan shows pictorially the placement of interconnect/communication cable, either underground or aerial, and tabulates all related interconnect quantities. The interconnect/communication plan sheet shall indicate all signal poles, service poles, and/or joint-use poles to which interconnect/communication cable will be attached.

The interconnect/communication plan shall be prepared on standard plan format. Unless otherwise approved, the preferred scale of the interconnect/communication plan shall be 1" = 100' for underground cable, and 1" = 200' for aerial cable. For simple projects, or sections of a project, "stacking" two plans on one sheet is generally permitted if clarity and legibility are maintained. Stationing shall progress from left to right and top to bottom.

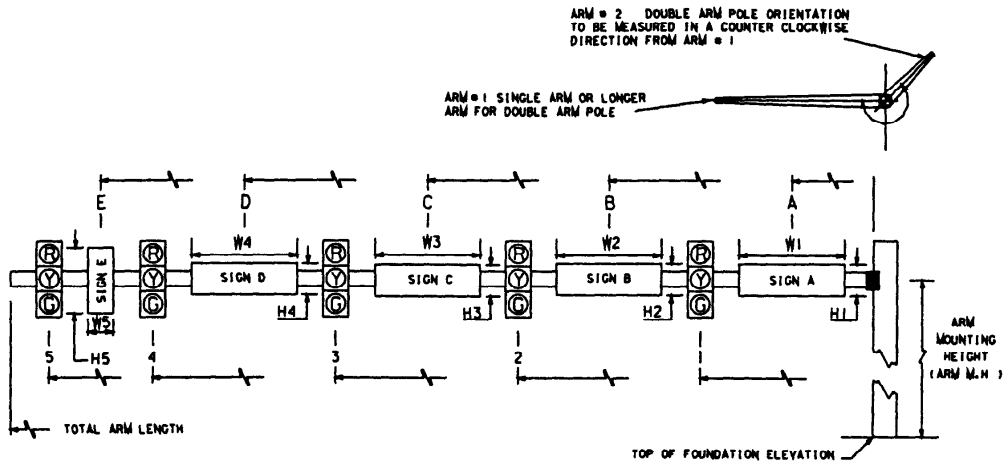
A north arrow and scale shall be shown at a point of maximum visibility on the sheet. If two plans are "stacked" on one sheet, each plan portion shall contain a north arrow and scale.

The basic plan information requirements include roadway schematic, showing cross streets and driveways, cable information, pole location, pole number, utility pole identification number, pay item number and quantity.

24.7 Mast Arm Sheets

The Mast Arm Tabulation Sheet, completed by the signal designer, and the Standard Mast Arm Assemblies Design Table, **Structures Standard Drawings S-1700**, completed by the structures designer, will be included in the plans. These and the applicable **Interim Standard Indexes** are the only plan sheets required for mast arm assemblies which meet the Department's Standard and are included on the Qualified Products List. The structures data table may be placed on a signal plan sheet, if space permits. Mast arm assemblies which do not meet the mast arm standard will require a special design. The completed Table of Signal Structures Variables, **Structures Standard Drawings S-1710**, will be included in the plans for special designs.

The following instructions are for use with the mast arm tabulation sheet



- 1 Each mast arm assembly is identified by a unique ID number
- 2 Dimensions 1-5 are for signals and dimensions A-E are for signs Record the distance from the edge of the pole, at ground level, to the center of the signal or sign
- 3 Signals may be mounted vertically or horizontally Indicate the mounting in the appropriate column in the table
- 4 The entire line for arm #2 and the space for the angle between dual arms are left blank for single arm assemblies
- 5 All arms and poles will be galvanized If a color is required, indicate the color in the table, otherwise leave blank
- 6 Starting at the pole, select the signals and/or signs that match the configuration you are tabulating. The spaces representing the signs or signals not used will be blank
 Example 1 if no sign is located between the pole and signal 1, the spaces for Sign A would be blank. Example 2 A configuration for three signals and one sign between signal 1 and signal 2 – Only the spaces for signals 1, 2, 3 and sign B would be completed, the others will be blank
- 7 Record the number of sections in each signal head in the space following the distance to that head
- 8 Record the height and width of each sign in the space following the distance to the sign

24.8 Monotube Sheets

The Monotube Tabulation Sheet, completed by the signal designer, and the Standard Monotube Signal Structure Design Table, **Structures Standard Drawings S-1720**, completed by the structures designer will be included in the plans. These and the applicable **Interim Standard Indexes** are the only plan sheets required for mast arm assemblies which meet the Department's Standard and are included on the Qualified Products List. The structures data table may be placed on a signal plan sheet, if space permits. Monotube assemblies which do not meet the mast arm standard will require a special design. The Structures Design Engineer will provide all design details for a special design to be included in the plans. Shop drawings will be required for a special design.

Chapter 25

LIGHTING PLANS

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Chapter 25

LIGHTING PLANS

25.1 General

Lighting Plans are usually a component set of plans. Projects with minor lighting may include these features on sheets in the roadway plan set or detailed on the roadway plans. When prepared as component plans they shall be assembled as a separate plans set complete with a key sheet, tabulation of quantities and all other relevant lighting sheets. The sheets shall be numbered consecutively with the sheet numbers prefixed by the letter L.

The lighting plans shall show the construction details, electrical circuits, pole data, conduits, service points, luminaires, foundations, boring details and other relevant data.

A complete set of lighting plans shall include the following sheets:

- Key Sheet
- Tabulation of Quantities
- Pole Data and Legend Sheet
- Plan Sheets or Layout Sheets
- Foundation Details - High Mast (if required)
- Boring Data Sheets - High Mast (if required)

25.2 Key Sheet

The key sheet is the first sheet in the component plans set and shall be prepared as described in **Chapter 3**. The location map, length of project box and contract plans set information are not required on this sheet when shown on the lead key sheet. Index of lighting plans shall be shown on the left of the sheet. The date of the governing ***Standard Specifications for Road and Bridge Construction and Roadway and Traffic Design Standards*** shall be inserted in a note below the index of plan sheets. Other data, including name, consultant contract number and vendor number of the firm (when plans are prepared by a consultant), shall be shown as described in **Chapter 3**.

25.3 Tabulation of Quantities and Standard Notes

The tabulation of quantities sheet lists the item numbers, description and quantity of materials. This sheet shall be placed behind the key sheet in plans assembly.

The tabulation of quantities sheet shall follow the key sheet. Pay item numbers shall be listed in numerical order. Provisions shall be made to show the original and final quantities per sheet.

On contracts with multiple Financial Project ID's, or federal-aid and non-federal-aid quantities, provisions shall be made to tabulate and summarize their respective quantities.

Pay item notes and standard notes that refer to item numbers shall also be shown on this sheet. General notes shall be shown on a separate plan format sheet. This sheet shall be placed behind the tabulation of quantities in the plans assembly. On minor projects, general notes may be combined with the tabulation of quantities sheet.

25.4 Pole Data and Legend Sheet

The pole data sheet shall be prepared on a standard plan format and shall include details and notes pertaining to pole placement and construction.

This sheet shall provide a listing of each pole by pole number. The following information shall also be given for each pole:

- Circuit Number
- Roadway Station and Offset
- Arm Length
- Luminaire Wattage
- Mounting Height
- Pay Item Number

The pay item number will indicate if the pole is a standard pole or a special design. Two pay item numbers are utilized, one for standard poles and one for non-standard poles.

The design values for light intensities and uniformity ratios shall be shown together with a legend and description of the symbols used on the plan sheets.

25.5 Plan Sheets

25.5.1 Format and Scale

The plan sheets shall be prepared on a standard plan format. The scale shall be such that all details are clear and legible. However, the scale shall not be smaller than 1" = 100'. For simple projects, or for narrow sections of a project, it may be possible to "stack" two plans on one sheet, one below the other. Stationing shall progress from left to right and top to bottom. Clarity and legibility shall be preserved in all cases.

A north arrow and scale shall be shown at a point of maximum visibility on the sheet. If two plans are "stacked" on one sheet, each plan portion shall contain a north arrow and scale.

25.5.2 Required Information

The basic information pertaining to roadway geometrics and project limits required on the lighting plan sheets is the same as that required on the plan portion of the roadway plan-profile sheets. Topography and construction details need not be shown. Utilities, drainage, signal structures, sign structures, landscape features, sidewalks, driveways, etc. shall be checked for conflicts. Those that may cause conflicts shall be shown.

The lighting layout shall be shown on the plan format. This shall be accomplished by symbols which represent poles, conduits and service points. The symbols used shall be in accordance with the requirements of the FDOT Engineering/CADD Systems Software and shall be used throughout the plans. A flag or note shall be used to identify conduit runs with conductor size or numbers different than that shown on the pole data sheet legend.

The beginning and ending of the lighting limits shall be shown on the appropriate plan sheet(s). The symbols for poles shall be shown at the correct baseline or centerline station and the approximate offset from the roadway noted.

The poles shall be flagged and specific information for each pole shall be shown. The pole number, baseline or centerline station, circuit number and offset from baseline or centerline (for high mast) shall be shown.

The service point locations shall be shown on the plan sheets as determined through utility negotiations. **Index No. 17504** of the *Roadway and Traffic Design Standards* provides details for the service point. The service point shall be shown at the location where it is to be installed. The following information is not covered on the index and must be shown on

the plan sheet

Description--voltages, phases, etc Ex 240/480 Volt, 3 wire, Overhead
Breaker sizes--The main breaker size and the number of branch circuits and the
breaker size of each

25.6 Foundations and Boring Detail Sheets

The foundation design for standard conventional poles is shown in the ***Roadway and Traffic Design Standards, Index 17515, Sheet 3 of 8 and Index 17503*** for non-standard conventional poles. These foundations do not need to be shown in the plans. Foundations for high mast poles are not in the Standards and must be designed by the responsible structures design engineer of record.

Plans showing the foundation details and boring data for high mast poles shall be included in the lighting plans.

Chapter 26

LANDSCAPE PLANS

26.1 General 26-1

26.2 Key Sheet 26-1

26.3 Tabulation of Quantities 26-2

26.4 Details Sheet 26-2

26.5 Planting and Irrigation Plan Sheets 26-2

 26.5.1 Format and Scale 26-2

 26.5.2 Requirements for Planting Plan Sheets 26-3

 26.5.3 Requirements for Irrigation Plan Sheets 26-4

Chapter 26

LANDSCAPE PLANS

26.1 General

Landscape plans are usually a component set of plans. Projects with minor or typical landscaping may include these features on separate sheets in the roadway plans set or features may be detailed on roadway plans sheets. When prepared as component plans they shall be assembled as a separate plans set complete with a key sheet, tabulation of quantities and all other relevant landscape sheets. The sheets shall be numbered consecutively with the sheet numbers prefixed by the letters LD.

A complete set of landscape plans shall include the following:

- Key sheet
- Tabulation of Quantities
- Planting Sheets
- Irrigation Layout
- Details Sheet
- Other relevant plan sheets as outlined in this chapter

Additional information regarding landscape plans may be found in the *Florida Highway Landscape Guide* and the *Highway Landscape, Beautification, and Plan Review Procedure (Topic No. 650-050-001)*. Standard landscape symbols are contained in the FDOT Engineering/CADD Systems Software.

As stated in **Chapter 481, Part II Florida Statutes** and **Rule Chapter 61G10-11.010 (2)**: "All plans, specifications or reports, including all permit documents, prepared or issued by the registered landscape architect and filed for public record shall be signed by the registered landscape architect, dated and stamped with his seal."

26.2 Key Sheet

The key sheet is the first sheet in the component plans set and shall be prepared as described in **Chapter 3**. The location map, length of project box and contract plans set information are not required if shown on the lead key sheet. The index of landscape plans shall be shown on the left of the sheet. The date of the governing **Standard**

Specifications for Road and Bridge Construction and Roadway and Traffic Design Standards shall be inserted in a note below the Index of Landscape Plans. Other data, including name, consultant contract number and vendor number of the firm (when plans are prepared by a consultant) shall be shown as described in **Chapter 3**.

26.3 Tabulation of Quantities

The tabulation of quantities sheet shall be prepared on a standard plan format and shall show all pay items, the breakdown of plants or materials within each pay item as applicable, the quantities of each, and the total quantities for all pay items. Pay items shall be listed in numerical order. Plant quantities may be tabulated by sheet either on this or on a separate sheet of "Quantities by Sheet".

Notes referring to specific pay items should be shown on this sheet. Notes of a more general nature may be shown on this sheet or on the details sheet.

The tabulation of quantities sheet or a similar sheet should also be utilized to tabulate the materials required for the construction of irrigation systems.

On contracts with multiple Financial Project ID's or federal aid and non-federal aid quantities, provisions shall be made to tabulate and summarize their respective quantities.

26.4 Details Sheet

This sheet shall show all details which are applicable to the project. General notes and additional landscape and/or irrigation detail drawings may also be shown on this sheet.

26.5 Planting and Irrigation Plan Sheets

26.5.1 Format and Scale

Plan sheets shall be prepared on a standard plan sheet format. The scale shall be such that all details are clear and legible. However, the scale shall not be smaller than 1" = 100'. For simple projects, or narrow sections of a project, it may be possible to "stack" two plans on one sheet, one below the other. Stationing shall progress from left to right and top to bottom. Clarity and legibility shall be preserved in all cases.

A north arrow and graphic scale shall be shown, as applicable, at a point of maximum visibility on the sheet. If two plans are "stacked" on one sheet, each plan portion shall contain a north arrow and scale.

26.5.2 Requirements for Planting Plan Sheets

The base information required is as follows:

- Project Centerline
- Edge of Pavement (edge of traffic lanes)
- Curbs or Curb and Gutter
- Drainage Structures
- Guardrails
- Right of way and/or Limited Access Fence Line
- Sidewalks or other planned or existing structures
- Lighting, signs and signal poles
- Intersections and driveways
- Overhead and Underground Utility Locations
- Clear Zone/Horizontal Clearance (should be plotted or safety setback distances noted frequently on each plan sheet)
- Vegetation Management Zones for permitted outdoor advertising signs
- Canopy limits and location of existing vegetation
- Limits of clear sight (**Index No. 546** of the *Roadway and Traffic Design Standards*)

All plants shall be located on the plans, with the following information provided in the plant schedule:

- Common name
- Botanical name, including variety or cultivar
- Quantity
- Size when installed (height, spread, container size, clear trunk, multi-trunk, caliper, etc.)
- Maximum maintained or typical mature height, spread and trunk diameter (6 inches above the ground) of normal mature specimens

26.5.3 Requirements for Irrigation Plan Sheets

These sheets shall be prepared using the planting plan sheets (devoid of unnecessary text and labeling) and shall contain all details and information pertaining to the irrigation system

Chapter 27

UTILITY JOINT PARTICIPATION AGREEMENT PLANS

27.1 General 27-1

27.2 Key Sheet 27-2

27.3 Tabulation of Quantities 27-2

27.4 Plan Sheets 27-2

Chapter 27

UTILITY JOINT PARTICIPATION AGREEMENT PLANS

27.1 General

Most utility adjustment work is performed by the utility owners or their contractor. In some cases it is advantageous to the FDOT and Utility to include the utility work as part of the roadway contract. In such cases the FDOT will enter into an agreement with a Utility for this purpose. These agreements are called Joint Participation Agreements or JPA's. The highway contractor is required to construct or relocate the specified utilities in accordance with the plans and special provisions developed by the Utility and incorporated as part of the bid package. More than one utility plans set may be included. For example, the contract plans may include separate plans for a gas utility and a water utility. It is also possible for the utilities to combine their individual facilities into one plans set and supply them to the FDOT. It is essential that the Engineer of Record (EOR) be aware which method is to be used. This is necessary because reimbursable costs and quantities must be separated and identified in each utility project.

Occasionally utility work may extend outside the normal construction limits of the project. When this is the case the limits of the utility work shall be shown or noted on the plans.

For JPA's, the utility plans shall be prepared in the same basic format as FDOT plans and as a separate plans set. The plans shall contain the following:

- Key Sheet
- Tabulation of Quantities
- Plan-Profile Sheets
- Cross Sections (as required)
- Detail Sheets (as required)

The plans shall also reflect any special technical or relocation agreement provisions. In some cases it may not be practical or reasonable to develop separate plans sets for incidental construction under a JPA. The EOR should consult with the District Utility Engineer to determine the requirements in these cases. For further guidance, the FDOT's *Utility User's Handbook* and the *JPA Handbook* should be used.

27.2 Key Sheet

The key sheet, which shall be the first sheet in the set, shall be prepared on a standard key sheet format as described in **Chapter 3** of this volume. Contract plans set information, location map and length of project box are not required if shown on the lead key sheet (usually roadway). An index of plan sheets shall be shown on the left side of the utility plans key sheet. The date of the governing ***Standard Specifications for Road and Bridge Construction*** and ***Roadway and Traffic Design Standards*** shall be inserted in a note at the lower left corner of the key sheet.

In the Financial Project ID, the phase number 56 indicates reimbursable work, and 52 indicates non-reimbursable work. All other data shall be as described in **Chapter 3** of this volume.

27.3 Tabulation of Quantities

The tabulation of quantities sheet shall be prepared in standard FDOT format and should show any quantities tabulated for location, size, quantity, etc. Standard notes referring to item numbers shall also be shown on this sheet or on plan sheets.

Summary of pay item sheets will be prepared as noted in **Chapter 4**.

27.4 Plan Sheets

Utility plans shall show full construction details for all utilities to be relocated or constructed by the contractor as covered by the JPA Agreement. A plan-profile sheet format should be utilized where appropriate. All underground utilities shall be shown in the plan portion, and those which equal or exceed 4" shall also be shown in the profile portion. All above ground Utilities shall be shown in the plan portion (inclusive of underground connections).

When the construction limits are restricted such as when a power line is above and near a sanitary or water facility, either the facility (overhead lines) must be identified and shown in profile, or the minimum available vertical clearances, along with the type facility, stated on the plans. Applicable project information shall be shown similar to that described in **Chapter 10**. Utilities to be relocated or constructed shall be shown in plan and profile and in accordance with the FDOT Engineering/CADD Systems Software. When practical, the scale used should be the same as that used for the roadway plan-profile sheets.

COMPONENTS OF CONTRACT PLANS SET

- ROADWAY PLANS
- SIGNING AND PAVEMENT MARKING PLANS
- SIGNALIZATION PLANS
- LIGHTING PLANS
- LANDSCAPE PLANS
- ARCHITECTURAL PLANS
- STRUCTURE PLANS

EXAMPLE ONLY - CONTRACT PLANS SET MAY NOT CONTAIN ALL OF THE LISTED COMPONENTS/SHEETS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

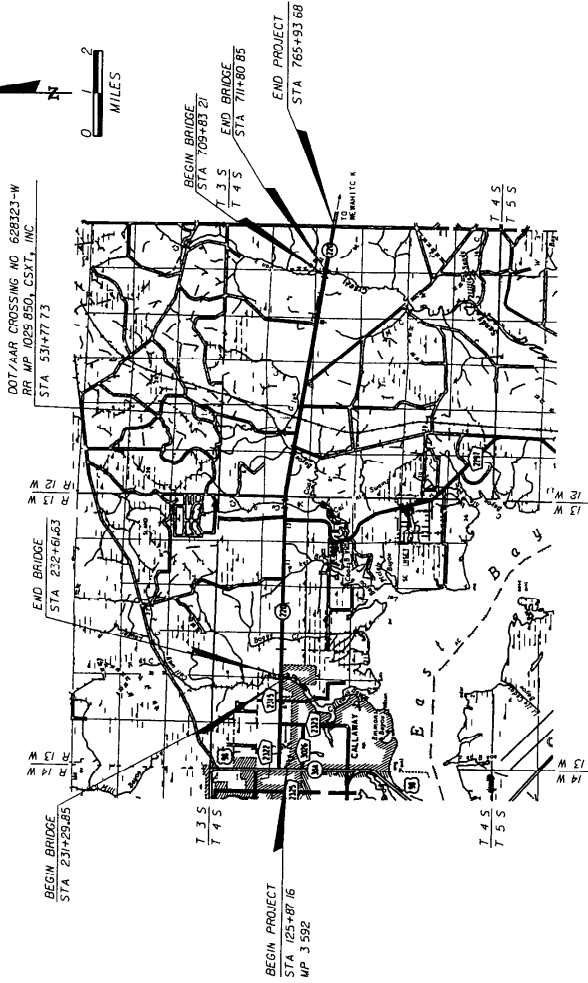
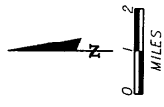
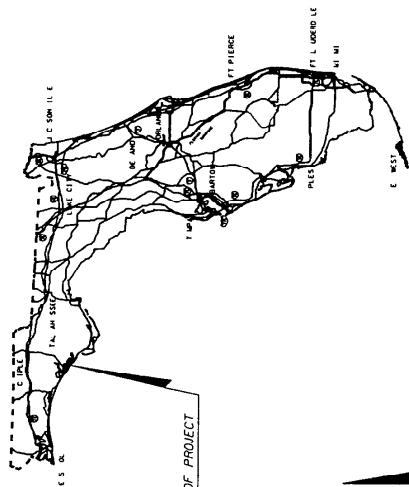
INDEX OF ROADWAY PLANS

| SHEET NO | SHEET DESCRIPTION |
|----------|---------------------------------|
| 1 | KEY SHEET |
| 2 | SUMMARY OF PAY ITEMS |
| 3 | DRAINAGE MAP |
| 4 - 5 | TYPICAL SECTIONS |
| 6 | TYPICAL SECTION DETAILS |
| 7 | SUMMARY OF QUANTITIES |
| 8 - 14 | BOX CULVERT DATA SHEETS |
| 15 - 16 | SUMMARY OF DRAINAGE STRUCTURES |
| 17 | PROJECT LAYOUT |
| 18 - 22 | ROADWAY PLAN-PROFILES |
| 23 | SPECIAL PROFILES |
| 24 | INTERSECTION LAYOUT/DETAIL |
| 25 | DRAINAGE STRUCTURES |
| 26 - 32 | LATERAL DITCH PLAN-PROFILES |
| 33 | LATERAL DITCH CROSS SECTIONS |
| 34 | SPECIAL DETAILS |
| 35 | ROADWAY SOIL SURVEY |
| 36 | CROSS SECTIONS |
| 37 - 47 | TRAFFIC CONTROL PLANS |
| 48 - 52 | UTILITY ADJUSTMENTS |
| 53 - 57 | SELECTIVE CLEARING AND GRUBBING |
| 58 - 62 | |

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

CONTRACT PLANS

FINANCIAL PROJECT ID 000001-I-52-01
(FEDERAL FUNDS)
BAY COUNTY (46001)
STATE ROAD NO. 220



ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO NAME(S) AND ADDRESS(ES) OF ENGINEER(S) RESPONSIBLE FOR REVIEW OF SHOP DRAWINGS, WHEN REQUIRED

PLANS PREPARED BY NAME ADDRESS CONTRACT NUMBER AND VENDOR NUMBER OF THE CONSULTANT FIRM WHEN THE PLANS ARE PREPARED BY A CONSULTANT

NOTE THIS PROJECT IS TO BE LET TO CONTRACT WITH FINANCIAL PROJECT ID 000001 52 04
NOTE THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION

LENGTH OF PROJECT

| | LINE FT | MILES |
|----------------------|-----------|--------|
| ROADWAY | 63,677.10 | 12.060 |
| BRIDGES | 329.42 | 0.062 |
| NET LENGTH OF PROJ | 64,006.52 | 12.122 |
| EXCEPTIONS | | |
| GROSS LENGTH OF PROJ | 64,006.52 | 12.122 |

KEY SHEET REVISIONS

| DATE | BY | REVISION |
|------|-----|------------------------------------|
| 3-96 | JAW | Revised sequence of contract plans |

ROADWAY PLANS
ENGINEER OF RECORD

P-E NO

EXHIBIT KS-1
Date 1/1/00

FISCAL YEAR NO

SHEET NO

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED
AS AMENDED BY CONTRACT DOCUMENTS

REVISIONS
FINANCIAL PROJECT ID 000001 52-01
Roadway Sheets 1, 6, 7 & 13 (Revised 3/30/96)
Signing & Pavement Marking Sheets 5, 2 & 5.3 (Revised 3/30/96)
Signalization Sheets T 1 & T 2 (Revised 11/30/96)
Roadway Sheets M & 31 (Revised 3/31/97)
Summary of Pay Items (Revised 3/31/97)

FINANCIAL PROJECT ID 000001 52 04
Roadway Sheets 1, 8 & 10 (Revised 3/31/97)
Structure Sheets B 1, C & 1 thru C 10 (Revised 11/30/97)

FOOT PROJECT MANAGER

COMPONENTS OF CONTRACT PLANS SET

- ROADWAY PLANS
- SHOWING AND PAVEMENT MARKING PLANS
- UTILIZATION PLANS
- CONSTRUCTION PLANS
- LANDSCAPE PLANS
- ARCHITECTURAL PLANS
- STRUCTURE PLANS

EXAMPLE ONLY: CONTRACT PLANS SET MAY NOT CONTAIN ALL OF THE LISTED COMPONENTS/SHEETS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

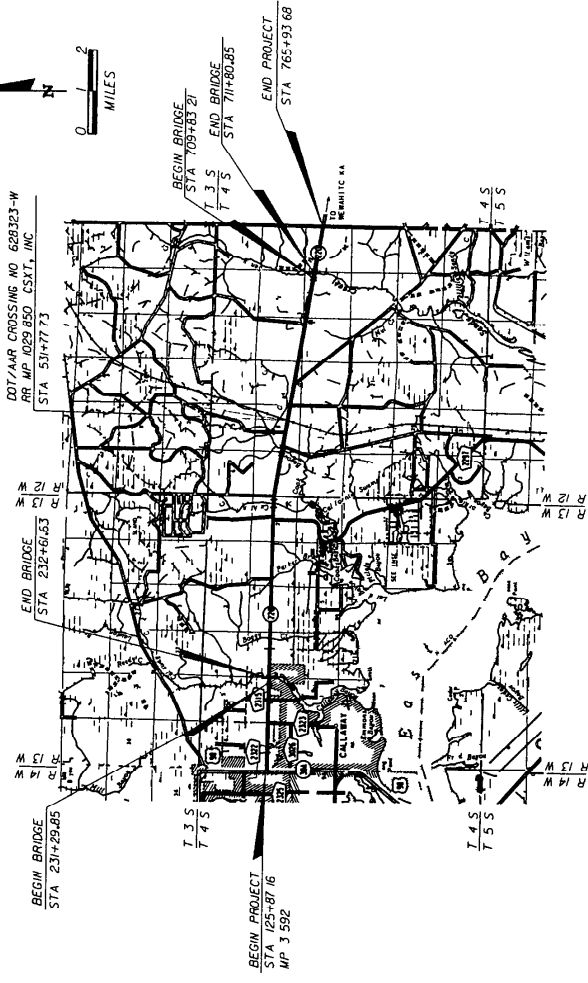
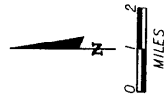
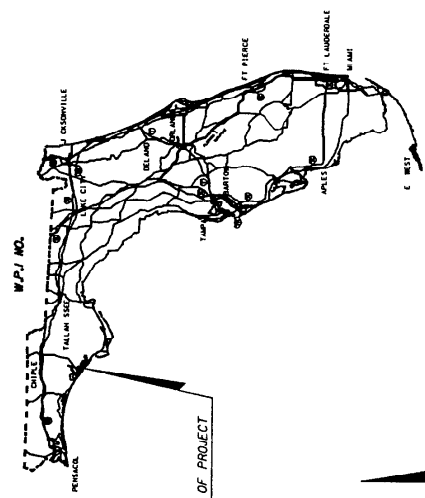
INDEX OF ROADWAY PLANS

| SHEET NO | SHEET DESCRIPTION |
|----------|---------------------------------|
| 1 | KEY SHEET |
| 2 - 24 | SUMMARY OF PAY ITEMS |
| 3 | DRAINAGE MAP |
| 4 - 5 | TYPICAL SECTIONS |
| 6 | TYPICAL SECTION DETAILS |
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| 23 - 24 | SPECIAL PROFILES |
| 25 | INTERSECTION LAYOUT/DETAIL |
| 26 - 32 | DRAINAGE STRUCTURES |
| 33 | LATERAL DITCH PLAN-PROFILES |
| 34 | LATERAL DITCH CROSS SECTIONS |
| 35 | SPECIAL DETAILS |
| 36 | ROADWAY SOIL SURVEY |
| 37 - 47 | CROSS SECTIONS |
| 48 - 52 | TRAFFIC CONTROL PLANS |
| 53 - 57 | UTILITY ADJUSTMENTS |
| 58 - 62 | SELECTIVE CLEARING AND GRUBBING |

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

CONTRACT PLANS

FINANCIAL PROJECT ID 000001-1-52-01
STATE PROJECT NO. 46001-3502
(FEDERAL FUNDS)
BAY COUNTY
STATE ROAD NO. 220



ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO (NAME(S) AND ADDRESS(S) OF ENGINEER(S) RESPONSIBLE FOR REVIEW OF SHOP DRAWINGS WHEN REQUIRED)

PLANS PREPARED BY (NAME ADDRESS CONTRACT NUMBER AND VENDOR NUMBER OF THE CONSULTANT FIRM WHEN THE PLANS ARE PREPARED BY A CONSULTANT)

NOTE THIS PROJECT TO BE LET TO CONTRACT WITH FINANCIAL PROJECT ID 000001-52-04
NOTE THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION

LENGTH OF PROJECT

| | LINE FT | MILES |
|----------------------|-----------|--------|
| ROADWAY | 63,677.10 | 12.060 |
| BRIDGES | 329.42 | 0.062 |
| NET LENGTH OF PROJ | 64,006.52 | 12.122 |
| EXCEPTIONS | | |
| GROSS LENGTH OF PROJ | 64,006.52 | 12.122 |

KEY SHEET REVISIONS

| DATE | BY | DESCRIPTION |
|------|-----|------------------------------------|
| 3 96 | JBW | Revised sequence of contract plans |

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 1997 AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 1997
AS AMENDED BY CONTRACT DOCUMENTS

REVISIONS
FINANCIAL PROJECT ID 000001-52-01
Roadway Sheets 1 6 7 & 13 (Revised 3-30-96)
Signaling & Pavement Marking Sheets 5 2 & 5-3 (Revised 3 30 96)
Stationing Sheets 1 & 2 (Revised 11 30-96)
Roadway Sheets 14 & 33 (Revised 3-31-97)
Summary of Pay Items (Revised 3 31 97)

FINANCIAL PROJECT ID 000001-52-04
Roadway Sheets 1 8 & 9 (Revised 3 31 97)
Structure Sheets B 1 & C 1 thru C 10 (Revised 11 30 97)

ROADWAY PLANS
ENGINEER OF RECORD
P.E. NO.

EXHIBIT KS-2
Date 1/1/00

| | |
|-------------|--|
| FISCAL YEAR | |
| SHEET NO | |

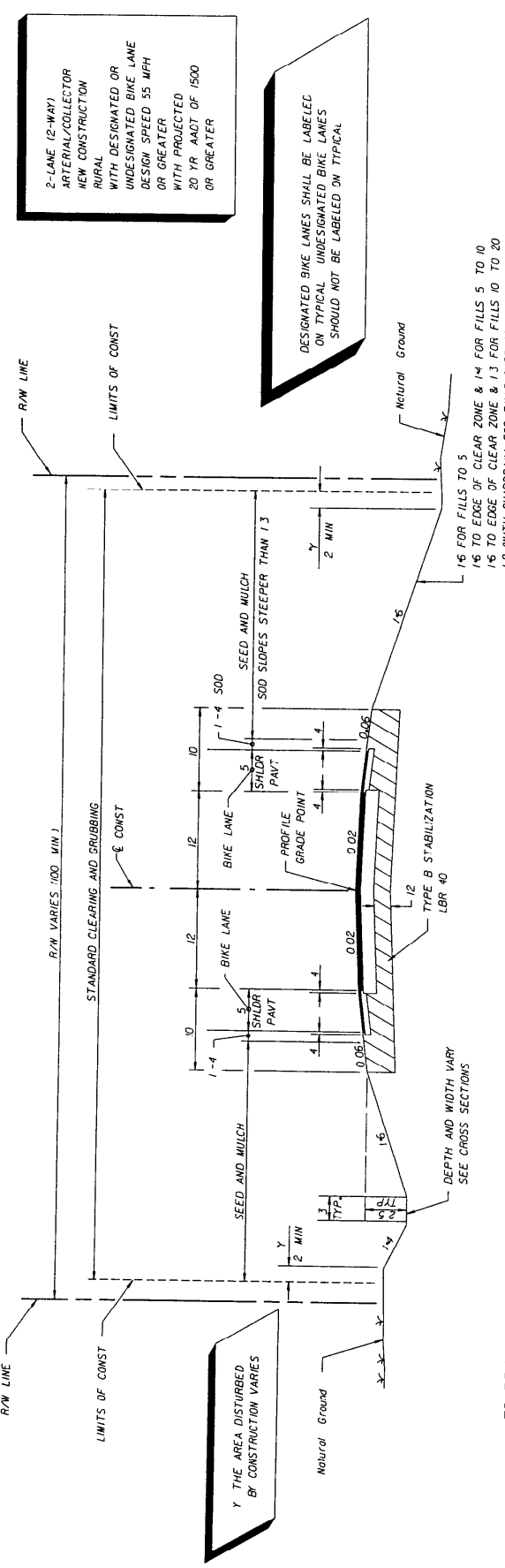
99000 3011

| SUMMARY OF BRIDGE | | PAY ITEMS | | QUANTITY | |
|-------------------|-----|-----------|---|---------------|------------|
| A | S | ITEM | ITEM | UN | TOTAL |
| L | P | NUMBER | DESCRIPTION | F.A. NOM PART | |
| T | C | | | | |
| 1 | 110 | 3 | STRUCTURES REMOVAL OF EXISTING | LS | 1 000 |
| 2 | 400 | 7 | BRIDGE FLOOR GROOVING | ST | 2339 000 |
| 3 | 400 | 8 | TRAFFIC PAINTING (FBI) (BARRIER) | LF | 2454 000 |
| 4 | 415 | 1 | REINFORCING STEEL (SUBSTRUCTURE) | LB | 427592 000 |
| 5 | 455 | 3 | PILING FURNISHED (PRESTRESSED CONCRETE) (18 S0) | LF | 63855 000 |
| 6 | 455 | 2 | PILING DRIVEN (PRESTRESSED CONCRETE) (18 S0) | LF | 5512 000 |
| 7 | 455 | 15 | PILING DRIVEN (PNEUMATIC) (18 S0) | EA | 4 000 |
| 8 | 455 | 17 | PILE SPLICES (18 S0) | EA | 4 000 |
| 9 | 455 | 85 | PILE EXTRACTION (0.50 PENETRATION) (18 S0) | EA | 4 000 |
| 10 | 455 | 137 | TEST (LOAD) (FURNISHED) | EA | 4 000 |
| 11 | 455 | 140 | TEST PILES (FURNISHED) | EA | 1267 000 |
| 12 | 455 | 141 | TEST PILES DRIVEN | EA | 1267 000 |
| 13 | 400 | 2 | CONCRETE CLASS II (SUPERSTRUCTURE) | CY | 2834 000 |
| 14 | 400 | 4 | CONCRETE CLASS IV (SUBSTRUCTURE) | CY | 1088 000 |
| 15 | 400 | 5 | CONCRETE CLASS II (SUBSTRUCTURE) | CY | 319 000 |
| 16 | 400 | 4 | CONCRETE CLASS IV | CY | 319 000 |

NOTE IDENTIFIES ITEM NORMALLY REQUIRING SHOP DRAWINGS CONTRACTOR SHALL DETERMINE OTHER ITEMS REQUIRING SHOP DRAWINGS

99000 3011

| SUMMARY OF ROADWAY | | PAY ITEMS | | QUANTITY | |
|--------------------|-----|-----------|---|---------------|------------|
| A | S | ITEM | ITEM | UN | TOTAL |
| L | P | NUMBER | DESCRIPTION | F.A. NOM PART | |
| T | C | | | | |
| 1 | 101 | 1 | REINFORCEMENT | LS | 1 000 |
| 2 | 101 | 2 | MATERIALS OF TRAFFIC | LS | 1 000 |
| 3 | 101 | 7 | SPECIAL DETOUR (DETOUR 1) | LS | 1 000 |
| 4 | 101 | 11 | BARRIER WALL (TEMP) (FBI) (STANDARD CONCRETE) | LF | 3871 000 |
| 5 | 101 | 12 | BARRIER WALL (PERMANENT) (FBI) (STANDARD CONCRETE) | LF | 3871 000 |
| 6 | 101 | 13 | BARRIER WALL (TEMP) (FBI) (STANDARD CONCRETE) | LF | 3871 000 |
| 7 | 101 | 14 | BARRIER WALL (PERMANENT) (FBI) (STANDARD CONCRETE) | LF | 3871 000 |
| 8 | 101 | 70 | WORK ZONE SIGNS (TYPICAL) (TYPE 1) (1/4" B GROUP) | EA | 217000 000 |
| 9 | 101 | 60 | WORK ZONE SIGNS (TYPICAL) (TYPE 2) (1/4" B GROUP) | EA | 71610 000 |
| 10 | 101 | 76 | PAVEMENT ADVANCE WARNING (TYPE C) (STANDARD) | EA | 2604 000 |
| 11 | 101 | 77 | PAVEMENT ADVANCE WARNING (TYPE C) (STANDARD) (RUBBER) | EA | 2590 000 |
| 12 | 101 | 87 | IMPACT ATTENUATOR MODULES (HEAVY) (INERTIAL) (TEMP) | EA | 2 000 |
| 13 | 101 | 88 | IMPACT ATTENUATOR MODULES (HEAVY) (INERTIAL) (TEMP) | EA | 2 000 |
| 14 | 101 | 10 | SOFT SHOULDER BALD (TYPE 1) | EA | 2985 000 |
| 15 | 101 | 17 | MALIBOX (TYPE 1) | EA | 2985 000 |
| 16 | 101 | 18 | ELEVATION REGULAR (SINGLE) | EA | 5 000 |
| 17 | 101 | 19 | ELEVATION REGULAR (DOUBLE) | EA | 5 000 |
| 18 | 101 | 20 | ELEVATION REGULAR (TRIPLE) | EA | 5 000 |
| 19 | 101 | 21 | ELEVATION REGULAR (QUADRUPLE) | EA | 5 000 |
| 20 | 101 | 22 | ELEVATION REGULAR (QUINTUPLE) | EA | 5 000 |
| 21 | 101 | 23 | ELEVATION REGULAR (SIXTUPLE) | EA | 5 000 |
| 22 | 101 | 24 | ELEVATION REGULAR (SEVENTUPLE) | EA | 5 000 |
| 23 | 101 | 25 | ELEVATION REGULAR (EIGHTUPLE) | EA | 5 000 |
| 24 | 101 | 26 | ELEVATION REGULAR (NINETUPLE) | EA | 5 000 |
| 25 | 101 | 27 | ELEVATION REGULAR (TENTUPLE) | EA | 5 000 |
| 26 | 101 | 28 | ELEVATION REGULAR (ELEVENTUPLE) | EA | 5 000 |
| 27 | 101 | 29 | ELEVATION REGULAR (TWELFUPLE) | EA | 5 000 |
| 28 | 101 | 30 | ELEVATION REGULAR (THIRTEENTUPLE) | EA | 5 000 |
| 29 | 101 | 31 | ELEVATION REGULAR (FOURTEENTUPLE) | EA | 5 000 |
| 30 | 101 | 32 | ELEVATION REGULAR (FIFTEENTUPLE) | EA | 5 000 |
| 31 | 101 | 33 | ELEVATION REGULAR (SIXTEENTUPLE) | EA | 5 000 |
| 32 | 101 | 34 | ELEVATION REGULAR (SEVENTEENTUPLE) | EA | 5 000 |
| 33 | 101 | 35 | ELEVATION REGULAR (EIGHTEENTUPLE) | EA | 5 000 |
| 34 | 101 | 36 | ELEVATION REGULAR (NINETEENTUPLE) | EA | 5 000 |
| 35 | 101 | 37 | ELEVATION REGULAR (TWENTY) | EA | 5 000 |
| 36 | 101 | 38 | ELEVATION REGULAR (TWENTY ONE) | EA | 5 000 |
| 37 | 101 | 39 | ELEVATION REGULAR (TWENTY TWO) | EA | 5 000 |
| 38 | 101 | 40 | ELEVATION REGULAR (TWENTY THREE) | EA | 5 000 |
| 39 | 101 | 41 | ELEVATION REGULAR (TWENTY FOUR) | EA | 5 000 |
| 40 | 101 | 42 | ELEVATION REGULAR (TWENTY FIVE) | EA | 5 000 |
| 41 | 101 | 43 | ELEVATION REGULAR (TWENTY SIX) | EA | 5 000 |
| 42 | 101 | 44 | ELEVATION REGULAR (TWENTY SEVEN) | EA | 5 000 |
| 43 | 101 | 45 | ELEVATION REGULAR (TWENTY EIGHT) | EA | 5 000 |
| 44 | 101 | 46 | ELEVATION REGULAR (TWENTY NINE) | EA | 5 000 |
| 45 | 101 | 47 | ELEVATION REGULAR (THIRTY) | EA | 5 000 |
| 46 | 101 | 48 | ELEVATION REGULAR (THIRTY ONE) | EA | 5 000 |
| 47 | 101 | 49 | ELEVATION REGULAR (THIRTY TWO) | EA | 5 000 |
| 48 | 101 | 50 | ELEVATION REGULAR (THIRTY THREE) | EA | 5 000 |
| 49 | 101 | 51 | ELEVATION REGULAR (THIRTY FOUR) | EA | 5 000 |
| 50 | 101 | 52 | ELEVATION REGULAR (THIRTY FIVE) | EA | 5 000 |
| 51 | 101 | 53 | ELEVATION REGULAR (THIRTY SIX) | EA | 5 000 |
| 52 | 101 | 54 | ELEVATION REGULAR (THIRTY SEVEN) | EA | 5 000 |
| 53 | 101 | 55 | ELEVATION REGULAR (THIRTY EIGHT) | EA | 5 000 |
| 54 | 101 | 56 | ELEVATION REGULAR (THIRTY NINE) | EA | 5 000 |
| 55 | 101 | 57 | ELEVATION REGULAR (FORTY) | EA | 5 000 |
| 56 | 101 | 58 | ELEVATION REGULAR (FORTY ONE) | EA | 5 000 |
| 57 | 101 | 59 | ELEVATION REGULAR (FORTY TWO) | EA | 5 000 |
| 58 | 101 | 60 | ELEVATION REGULAR (FORTY THREE) | EA | 5 000 |
| 59 | 101 | 61 | ELEVATION REGULAR (FORTY FOUR) | EA | 5 000 |
| 60 | 101 | 62 | ELEVATION REGULAR (FORTY FIVE) | EA | 5 000 |
| 61 | 101 | 63 | ELEVATION REGULAR (FORTY SIX) | EA | 5 000 |
| 62 | 101 | 64 | ELEVATION REGULAR (FORTY SEVEN) | EA | 5 000 |
| 63 | 101 | 65 | ELEVATION REGULAR (FORTY EIGHT) | EA | 5 000 |
| 64 | 101 | 66 | ELEVATION REGULAR (FORTY NINE) | EA | 5 000 |
| 65 | 101 | 67 | ELEVATION REGULAR (FIFTY) | EA | 5 000 |
| 66 | 101 | 68 | ELEVATION REGULAR (FIFTY ONE) | EA | 5 000 |
| 67 | 101 | 69 | ELEVATION REGULAR (FIFTY TWO) | EA | 5 000 |
| 68 | 101 | 70 | ELEVATION REGULAR (FIFTY THREE) | EA | 5 000 |
| 69 | 101 | 71 | ELEVATION REGULAR (FIFTY FOUR) | EA | 5 000 |
| 70 | 101 | 72 | ELEVATION REGULAR (FIFTY FIVE) | EA | 5 000 |
| 71 | 101 | 73 | ELEVATION REGULAR (FIFTY SIX) | EA | 5 000 |
| 72 | 101 | 74 | ELEVATION REGULAR (FIFTY SEVEN) | EA | 5 000 |
| 73 | 101 | 75 | ELEVATION REGULAR (FIFTY EIGHT) | EA | 5 000 |
| 74 | 101 | 76 | ELEVATION REGULAR (FIFTY NINE) | EA | 5 000 |
| 75 | 101 | 77 | ELEVATION REGULAR (SIXTY) | EA | 5 000 |
| 76 | 101 | 78 | ELEVATION REGULAR (SIXTY ONE) | EA | 5 000 |
| 77 | 101 | 79 | ELEVATION REGULAR (SIXTY TWO) | EA | 5 000 |
| 78 | 101 | 80 | ELEVATION REGULAR (SIXTY THREE) | EA | 5 000 |
| 79 | 101 | 81 | ELEVATION REGULAR (SIXTY FOUR) | EA | 5 000 |
| 80 | 101 | 82 | ELEVATION REGULAR (SIXTY FIVE) | EA | 5 000 |
| 81 | 101 | 83 | ELEVATION REGULAR (SIXTY SIX) | EA | 5 000 |
| 82 | 101 | 84 | ELEVATION REGULAR (SIXTY SEVEN) | EA | 5 000 |
| 83 | 101 | 85 | ELEVATION REGULAR (SIXTY EIGHT) | EA | 5 000 |
| 84 | 101 | 86 | ELEVATION REGULAR (SIXTY NINE) | EA | 5 000 |
| 85 | 101 | 87 | ELEVATION REGULAR (SEVENTY) | EA | 5 000 |
| 86 | 101 | 88 | ELEVATION REGULAR (SEVENTY ONE) | EA | 5 000 |
| 87 | 101 | 89 | ELEVATION REGULAR (SEVENTY TWO) | EA | 5 000 |
| 88 | 101 | 90 | ELEVATION REGULAR (SEVENTY THREE) | EA | 5 000 |
| 89 | 101 | 91 | ELEVATION REGULAR (SEVENTY FOUR) | EA | 5 000 |
| 90 | 101 | 92 | ELEVATION REGULAR (SEVENTY FIVE) | EA | 5 000 |
| 91 | 101 | 93 | ELEVATION REGULAR (SEVENTY SIX) | EA | 5 000 |
| 92 | 101 | 94 | ELEVATION REGULAR (SEVENTY SEVEN) | EA | 5 000 |
| 93 | 101 | 95 | ELEVATION REGULAR (SEVENTY EIGHT) | EA | 5 000 |
| 94 | 101 | 96 | ELEVATION REGULAR (SEVENTY NINE) | EA | 5 000 |
| 95 | 101 | 97 | ELEVATION REGULAR (EIGHTY) | EA | 5 000 |
| 96 | 101 | 98 | ELEVATION REGULAR (EIGHTY ONE) | EA | 5 000 |
| 97 | 101 | 99 | ELEVATION REGULAR (EIGHTY TWO) | EA | 5 000 |
| 98 | 101 | 100 | ELEVATION REGULAR (EIGHTY THREE) | EA | 5 000 |
| 99 | 101 | 101 | ELEVATION REGULAR (EIGHTY FOUR) | EA | 5 000 |
| 100 | 101 | 102 | ELEVATION REGULAR (EIGHTY FIVE) | EA | 5 000 |
| 101 | 101 | 103 | ELEVATION REGULAR (EIGHTY SIX) | EA | 5 000 |
| 102 | 101 | 104 | ELEVATION REGULAR (EIGHTY SEVEN) | EA | 5 000 |
| 103 | 101 | 105 | ELEVATION REGULAR (EIGHTY EIGHT) | EA | 5 000 |
| 104 | 101 | 106 | ELEVATION REGULAR (EIGHTY NINE) | EA | 5 000 |
| 105 | 101 | 107 | ELEVATION REGULAR (NINETY) | EA | 5 000 |
| 106 | 101 | 108 | ELEVATION REGULAR (NINETY ONE) | EA | 5 000 |
| 107 | 101 | 109 | ELEVATION REGULAR (NINETY TWO) | EA | 5 000 |
| 108 | 101 | 110 | ELEVATION REGULAR (NINETY THREE) | EA | 5 000 |
| 109 | 101 | 111 | ELEVATION REGULAR (NINETY FOUR) | EA | 5 000 |
| 110 | 101 | 112 | ELEVATION REGULAR (NINETY FIVE) | EA | 5 000 |
| 111 | 101 | 113 | ELEVATION REGULAR (NINETY SIX) | EA | 5 000 |
| 112 | 101 | 114 | ELEVATION REGULAR (NINETY SEVEN) | EA | 5 000 |
| 113 | 101 | 115 | ELEVATION REGULAR (NINETY EIGHT) | EA | 5 000 |
| 114 | 101 | 116 | ELEVATION REGULAR (NINETY NINE) | EA | 5 000 |
| 115 | 101 | 117 | ELEVATION REGULAR (HUNDRED) | EA | 5 000 |
| 116 | 101 | 118 | ELEVATION REGULAR (HUNDRED ONE) | EA | 5 000 |
| 117 | 101 | 119 | ELEVATION REGULAR (HUNDRED TWO) | EA | 5 000 |
| 118 | 101 | 120 | ELEVATION REGULAR (HUNDRED THREE) | EA | 5 000 |
| 119 | 101 | 121 | ELEVATION REGULAR (HUNDRED FOUR) | EA | 5 000 |
| 120 | 101 | 122 | ELEVATION REGULAR (HUNDRED FIVE) | EA | 5 000 |
| 121 | 101 | 123 | ELEVATION REGULAR (HUNDRED SIX) | EA | 5 000 |
| 122 | 101 | 124 | ELEVATION REGULAR (HUNDRED SEVEN) | EA | 5 000 |
| 123 | 101 | 125 | ELEVATION REGULAR (HUNDRED EIGHT) | EA | 5 000 |
| 124 | 101 | 126 | ELEVATION REGULAR (HUNDRED NINE) | EA | 5 000 |
| 125 | 101 | 127 | ELEVATION REGULAR (HUNDRED TEN) | EA | 5 000 |
| 126 | 101 | 128 | ELEVATION REGULAR (HUNDRED ELEVEN) | EA | 5 000 |
| 127 | 101 | 129 | ELEVATION REGULAR (HUNDRED TWENTY) | EA | 5 000 |
| 128 | 101 | 130 | ELEVATION REGULAR (HUNDRED TWENTY ONE) | EA | 5 000 |
| 129 | 101 | 131 | ELEVATION REGULAR (HUNDRED TWENTY TWO) | EA | 5 000 |
| 130 | 101 | 132 | ELEVATION REGULAR (HUNDRED TWENTY THREE) | EA | 5 000 |
| 131 | 101 | 133 | ELEVATION REGULAR (HUNDRED TWENTY FOUR) | EA | 5 000 |
| 132 | 101 | 134 | ELEVATION REGULAR (HUNDRED TWENTY FIVE) | EA | 5 000 |
| 133 | 101 | 135 | ELEVATION REGULAR (HUNDRED TWENTY SIX) | EA | 5 000 |
| 134 | 101 | 136 | ELEVATION REGULAR (HUNDRED TWENTY SEVEN) | EA | 5 000 |
| 135 | 101 | 137 | ELEVATION REGULAR (HUNDRED TWENTY EIGHT) | EA | 5 000 |
| 136 | 101 | 138 | ELEVATION REGULAR (HUNDRED TWENTY NINE) | EA | 5 000 |
| 137 | 101 | 139 | ELEVATION REGULAR (HUNDRED THIRTY) | EA | 5 000 |
| 138 | 101 | 140 | ELEVATION REGULAR (HUNDRED THIRTY ONE) | EA | 5 000 |
| 139 | 101 | 141 | ELEVATION REGULAR (HUNDRED THIRTY TWO) | EA | 5 000 |
| 140 | 101 | 142 | ELEVATION REGULAR (HUNDRED THIRTY THREE) | EA | 5 000 |
| 141 | 101 | 143 | ELEVATION REGULAR (HUNDRED THIRTY FOUR) | EA | 5 000 |
| 142 | 101 | 144 | ELEVATION REGULAR (HUNDRED THIRTY FIVE) | EA | 5 000 |
| 143 | 101 | 145 | ELEVATION REGULAR (HUNDRED THIRTY SIX) | EA | 5 000 |
| 144 | 101 | 146 | ELEVATION REGULAR (HUNDRED THIRTY SEVEN) | EA | 5 000 |
| 145 | 101 | 147 | ELEVATION REGULAR (HUNDRED THIRTY EIGHT) | EA | 5 000 |
| 146 | 101 | 148 | ELEVATION REGULAR (HUNDRED THIRTY NINE) | EA | 5 000 |
| 147 | 101 | 149 | ELEVATION REGULAR (HUNDRED FORTY) | EA | 5 000 |
| 148 | 101 | 150 | ELEVATION REGULAR (HUNDRED FORTY ONE) | EA | 5 000 |
| 149 | 101 | 151 | ELEVATION REGULAR (HUNDRED FORTY TWO) | EA | 5 000 |
| 150 | 101 | 152 | ELEVATION REGULAR (HUNDRED FORTY THREE) | EA | 5 000 |
| 151 | 101 | 153 | ELEVATION REGULAR (HUNDRED FORTY FOUR) | EA | 5 000 |
| 152 | 101 | 154 | ELEVATION REGULAR (HUNDRED FORTY FIVE) | EA | 5 000 |
| 153 | 101 | 155 | ELEVATION REGULAR (HUNDRED FORTY SIX) | EA | 5 000 |
| 154 | 101 | 156 | ELEVATION REGULAR (HUNDRED FORTY SEVEN) | EA | 5 000 |
| 155 | 101 | 157 | ELEVATION REGULAR (HUNDRED FORTY EIGHT) | EA | 5 000 |
| 156 | 101 | 158 | ELEVATION REGULAR (HUNDRED FORTY NINE) | EA | 5 000 |
| 1 | | | | | |



TYPICAL SECTION
 SR 10 (U.S. 90-A)
 STA. 10+00.00 TO STA. 267+34.89

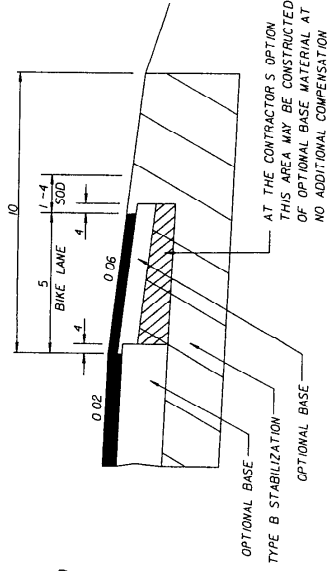
NEW CONSTRUCTION
 OPTIONAL BASE GROUP 8 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC C) (200 LBS/SY)
 AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

SHOULDER PAVEMENT
 OPTIONAL BASE GROUP 1 WITH
 FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

TRAFFIC DATA
 CURRENT YEAR = 1998 AADT = 6800
 ESTIMATED OPENING YEAR = 2000 AADT = 7600
 ESTIMATED DESIGN YEAR = 2020 AADT = 15000
 K = 6 / D = 55 / T = 2 / (24 HOUR)
 DESIGN HOUR T = 1 /
 DESIGN SPEED = 45 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR
 CURRENT YEAR OPENING YEAR AND DESIGN YEAR
 POSTED SPEED (MPH) IS OPTIONAL

FOR STANDARD TYPICAL SECTION NOTES
 REFER TO EXHIBIT 6-1, THIS CHAPTER

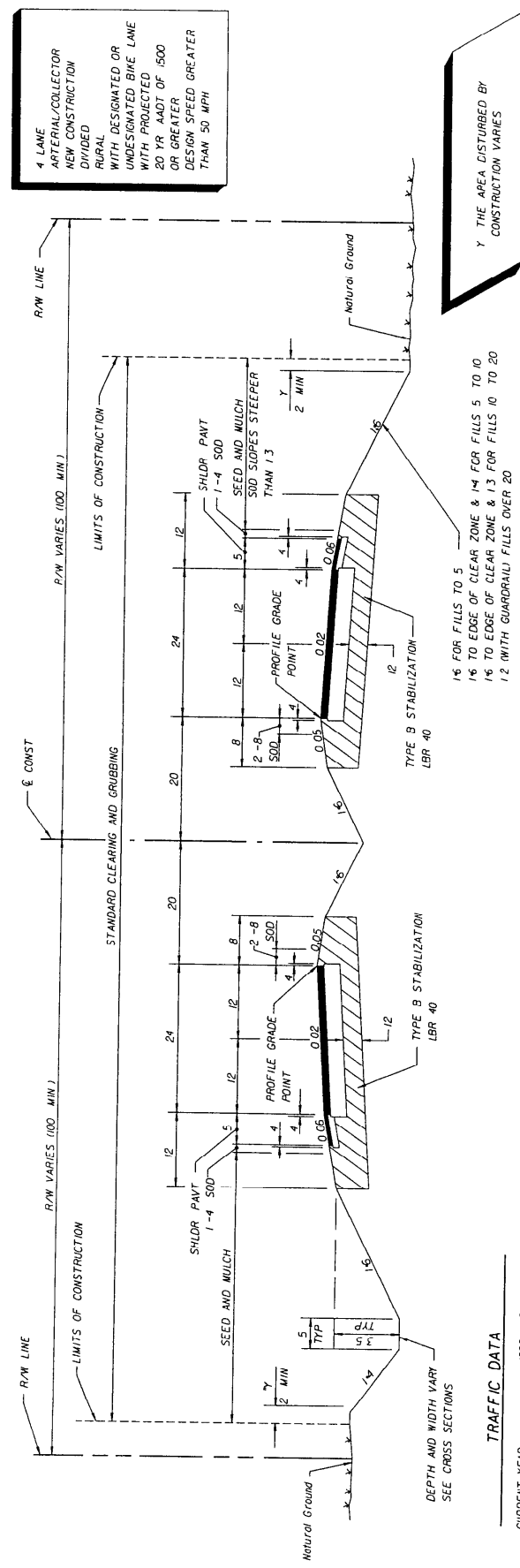


SHOULDER PAVEMENT DETAIL
 EXHIBIT TYP-1
 Date 1/1/00

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| TYPICAL SECTION | |
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4 LANE ARTERIAL/COLLECTOR NEW CONSTRUCTION DIVIDED RURAL WITH DESIGNATED OR UNDESIGNATED BIKE LANE WITH PROJECTED 20 YR AADT OF 1500 OR GREATER DESIGN SPEED GREATER THAN 50 MPH

Y THE AREA DISTURBED BY CONSTRUCTION VARIES

NOTE HEIGHT OF FILL IS THE VERTICAL DISTANCE FROM THE EDGE OF THE OUTSIDE TRAVEL LANE TO TOE OF FRONT SLOPE

16 FOR FILLS TO 5
 16 TO EDGE OF CLEAR ZONE & 14 FOR FILLS 5 TO 10
 16 TO EDGE OF CLEAR ZONE & 13 FOR FILLS 10 TO 20
 12 (WITH GUARDRAIL) FILLS OVER 20

TYPICAL SECTION
SR 500
STA. 63+65.42 TO STA. 328+65.14

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC D) (350 LBS/SY)
 AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

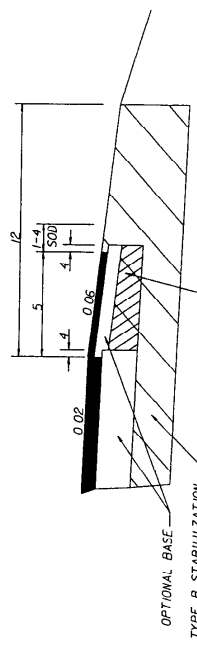
SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
 TYPE SP STRUCTURAL COURSE (TRAFFIC D) (150 LBS/SY)
 AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR, OPENING YEAR AND DESIGN YEAR POSTED SPEED (MPH) IS OPTIONAL

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 5-1 THIS CHAPTER



AT THE CONTRACTOR'S OPTION THIS AREA MAY BE CONSTRUCTED OF OPTIONAL BASE MATERIAL AT NO ADDITIONAL COMPENSATION

EXHIBIT TYP-2
 Date 1/11/00

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| TYPICAL SECTION | |
| SHEET NO | |

5-LANE ARTERIAL/COLLECTOR NEW CONSTRUCTION UNDIVIDED URBAN WITH DESIGNATED OR UNDESIGNATED BIKE LANE MINIMUM RIGHT OF WAY DESIGN SPEED 40 MPH OR LESS WITH PROJECTED 20 YR AADT OF 1500 OR GREATER

** IF LIMITS OF CONSTRUCTION EXCEEDS RIGHT OF WAY A PROPERTY AGREEMENT IS REQUIRED

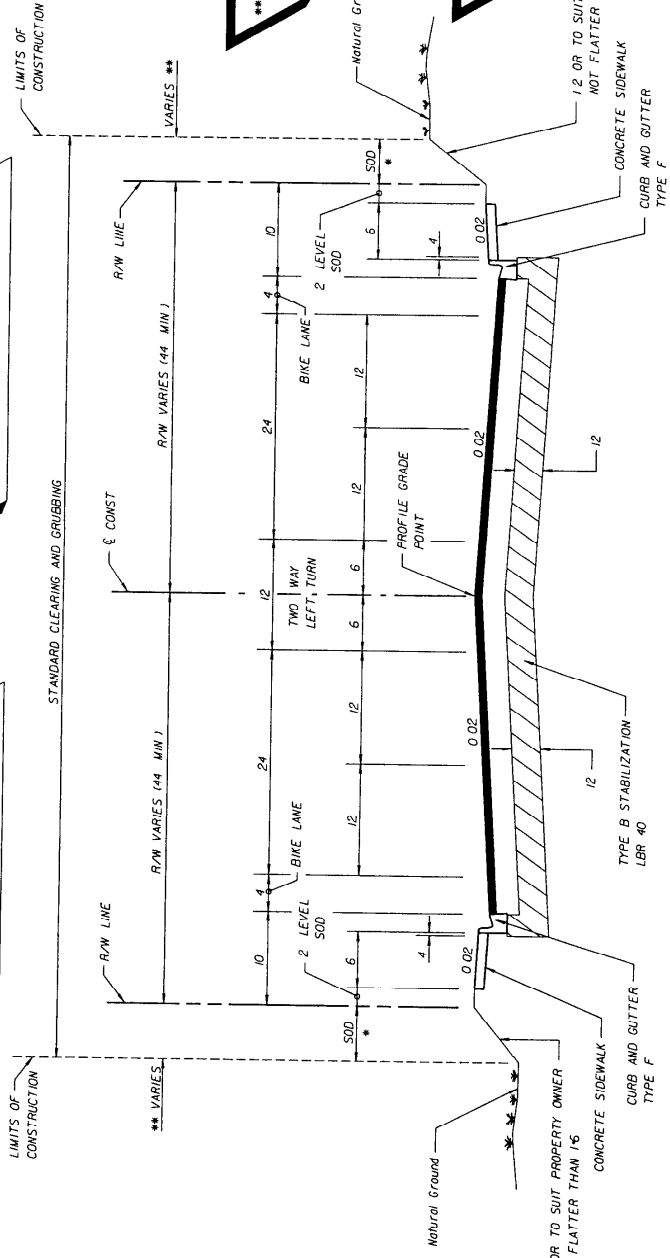
* SEED AND MULCH SOD OR SEED

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1 THIS CHAPTER

EXHIBIT TYP-3
Date 1/1/00

5-LANE SECTIONS ARE TO INCLUDE SECTIONS OF RAISED OR RESTRICTIVE MEDIAN SEE PPM TABLE 2.2.1

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL



TYPICAL SECTION
SR 00 (DUVAL STREET)
STA. 252+12.00 TO STA. 323+19.42

NEW CONSTRUCTION

OPTIONAL BASE GROUP B WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC BI 1150 LBS/SY)
AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

TRAFFIC DATA

CURRENT YEAR = 1998 AADT = 9200
ESTIMATED OPENING YEAR = 2000 AADT = 10500
ESTIMATED DESIGN YEAR = 2020 AADT = 14000
K = 8/ D = 55/ T = 21/ (24 HOUR)
DESIGN HOUR T = 1/
DESIGN SPEED = 45 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR OPENING YEAR AND DESIGN YEAR POSTED SPEED (MPH) IS OPTIONAL

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| DEPARTMENT OF TRANSPORTATION | | | |

TYPICAL SECTION

SHEET NO.

5-LANE ARTERIAL/COLLECTOR NEW CONSTRUCTION UNDIVIDED URBAN WITH DESIGNATED OR UNDESIGNATED BIKE LANE DESIGN SPEED 40 MPH OR LESS WITH PROJECTED 20 YR AADT OF 1500 OR GREATER

** IF LIMITS OF CONSTRUCTION EXCEEDS RIGHT OF WAY, A PROPERTY AGREEMENT IS REQUIRED

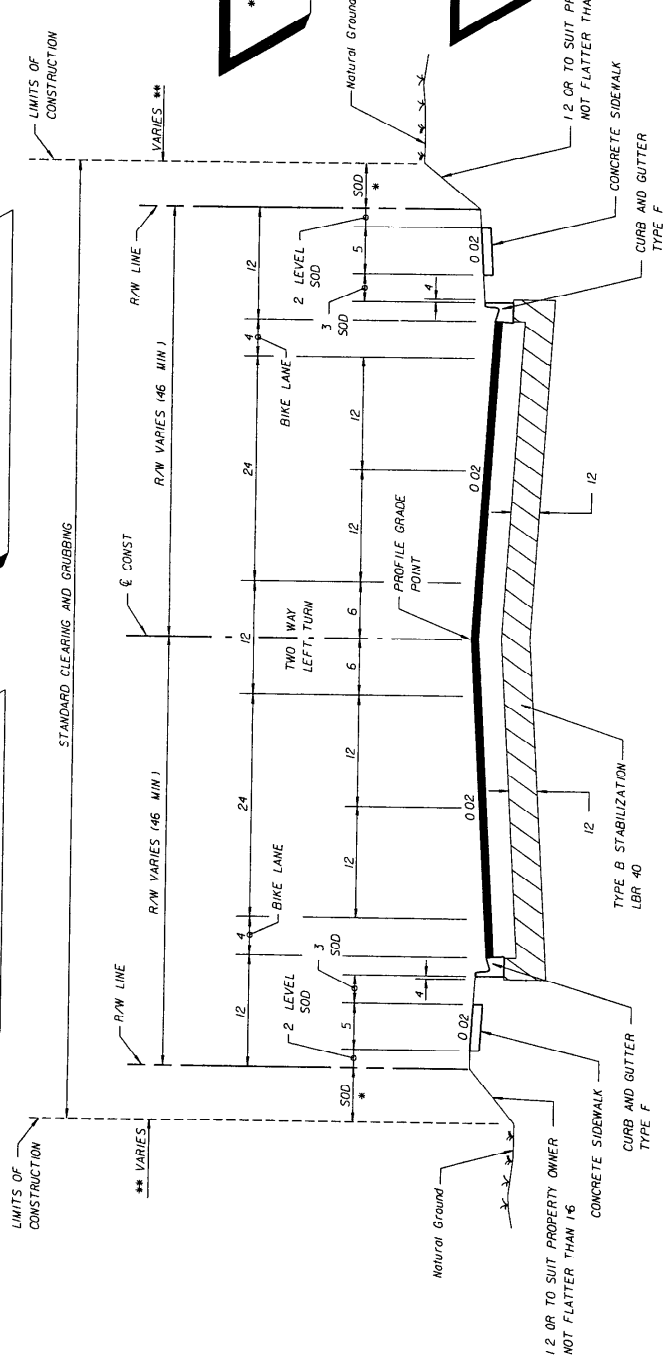
* SEED SEED AND MULCH SOD OR SEED SOD

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1 THIS CHAPTER

EXHIBIT TYP-4
Date 1/1/00

5-LANE SECTIONS ARE TO INCLUDE SECTIONS OF RAISED OR RESTRICTIVE MEDIUM SEE PPM TABLE 2.2.1

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL



TYPICAL SECTION
SR 00 (MATTHEWS STREET)
STA. 202+42.00 TO STA. 263+29.68
NEW CONSTRUCTION

TRAFFIC DATA
CURRENT YEAR = 1998 AADT = 2089
ESTIMATED OPENING YEAR = 2003 AADT = 2400
ESTIMATED DESIGN YEAR = 2023 AADT = 24900
K = 97 D = 60V T = 2 / (24 HOUR)
DESIGN HOUR T = 2 /
DESIGN SPEED = 40 MPH

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B) (150 LBS/SY)
AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR OPENING YEAR AND DESIGN YEAR POSTED SPEED (MPH) IS OPTIONAL

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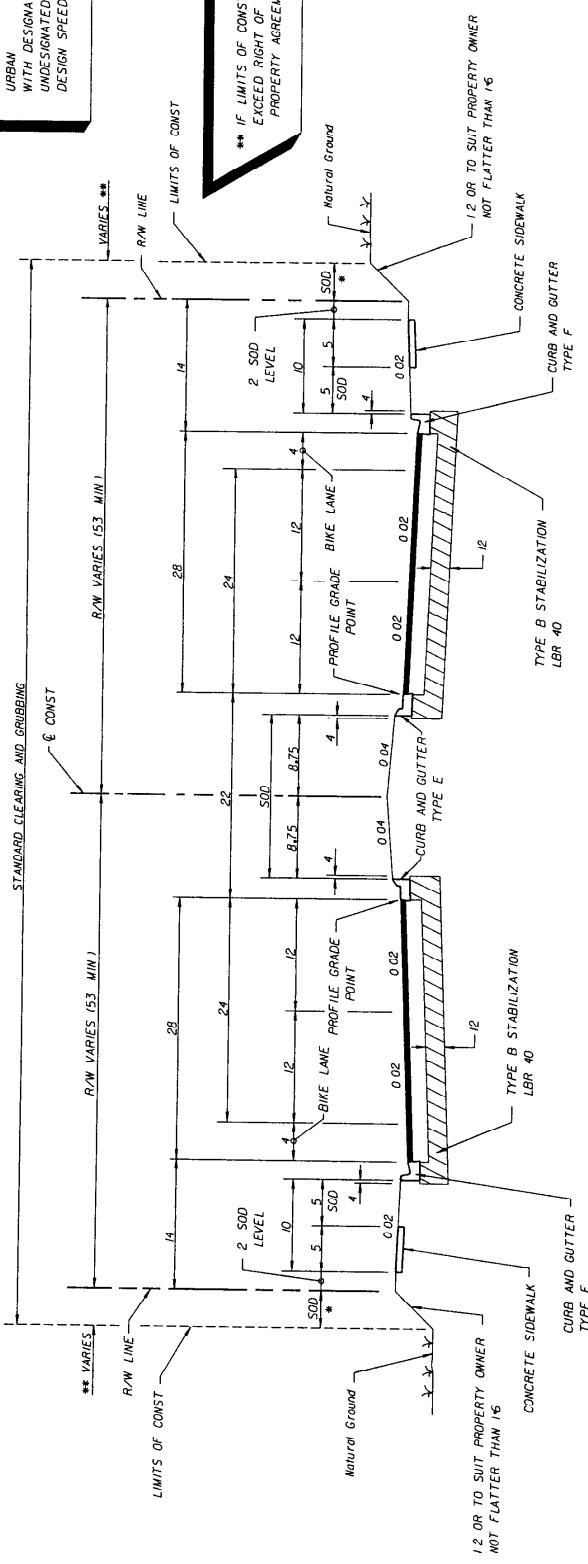
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| STATES OF FLORIDA | FINANCIAL PROJECT ID |
| DEPARTMENT OF TRANSPORTATION | |
| ROAD NO | COUNTY |

TYPICAL SECTION

SHEET NO

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL. UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL.

4-LANE
ARTERIAL
NEW CONSTRUCTION
DIVIDED
URBAN
WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
DESIGN SPEED 45 MPH OR LESS



** IF LIMITS OF CONSTRUCTION EXCEED RIGHT OF WAY A PROPERTY AGREEMENT IS REQUIRED

* SEED
SEED AND MULCH
SOD OR SEED
SOD

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1, THIS CHAPTER

TYPICAL SECTION

SR 00 WILSON STREET
STA. 98+40.00 TO STA. 202+33.00

NEW CONSTRUCTION

TRAFFIC DATA

CURRENT YEAR = 1988 ADOT = 22800
ESTIMATED OPENING YEAR = 2000 ADOT = 25800
ESTIMATED DESIGN YEAR = 2020 ADOT = 30600
K = 6 / D = 55 / T = 2 / (24 HOUR)
DESIGN HOUR T = 1 /
DESIGN SPEED = 45 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR OPENING YEAR AND DESIGN YEAR OPENING POSTED SPEED (MPH) IS OPTIONAL

EXHIBIT TYP-5
Date 1/17/00

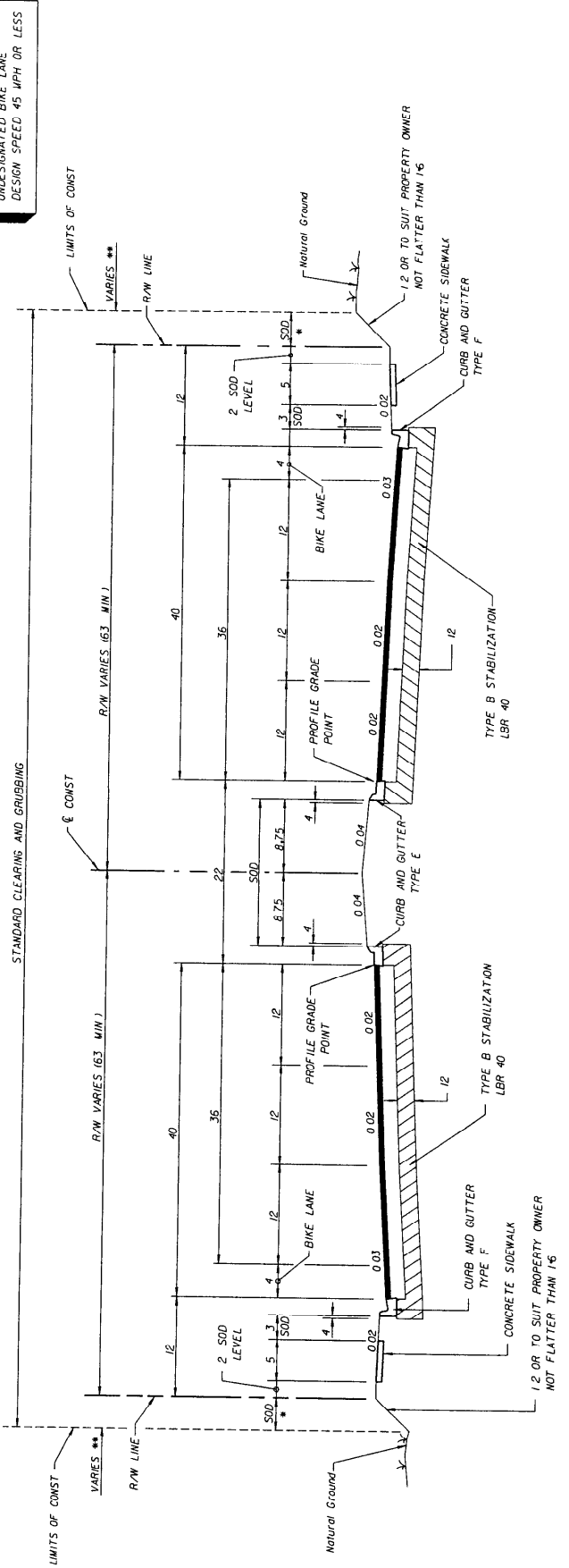
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| DATE | DESCRIPTION | DATE | BY |
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| REVISIONS | | | |
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| TYPICAL SECTION | | SHEET NO | |

REVISIONS: 1/17/00

6-LANE
ARTERIAL
NEW CONSTRUCTION
DIVIDED
URBAN
WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
DESIGN SPEED 45 MPH OR LESS

** IF LIMITS OF CONSTRUCTION
EXCEED RIGHT OF WAY A
PROPERTY AGREEMENT IS REQUIRED

DESIGNATED BIKE LANES SHALL BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL



* SEED AND MULCH
SOD OR SEED
SOD

FOR STANDARD TYPICAL SECTION NOTES
REFER TO EXHIBIT 6-1 THIS CHAPTER

EXHIBIT TYP-6
Date 1/1/00

TYPICAL SECTION
SR 00 (JACKSON STREET)
STA. 101+21.00 TO STA. 221+44.00

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (200 LBS/SY)
AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

TRAFFIC DATA

CURRENT YEAR = 1998 AADT = 22800
ESTIMATED OPENING YEAR = 2000 AADT = 25800
ESTIMATED DESIGN YEAR = 2020 AADT = 30600
K = 6/ D = 55/ T = 2/ (24 HOUR)
DESIGN HOUR T = 1/
DESIGN SPEED = 45 MPH

TRAFFIC DATA IS REQUIRED TO BE
NOTED FOR CURRENT YEAR, OPENING
YEAR AND DESIGN YEAR

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| STATE OF FLORIDA | ROAD NO. | FINANCIAL PROJECT ID. |
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TYPICAL SECTION

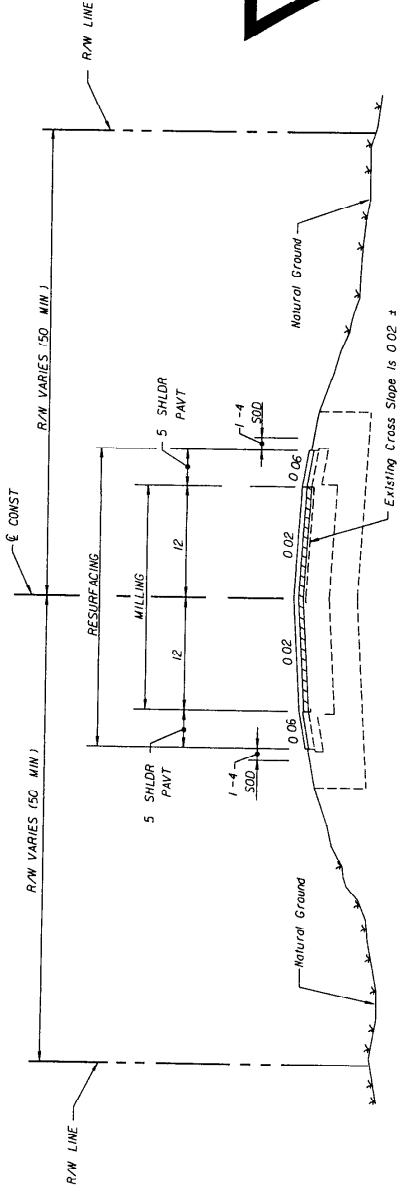
SHEET NO.

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL

EXISTING 2-LANE (2-WAY) ARTERIAL/COLLECTOR MILLING AND RESURFACING NO CROSS SLOPE CORRECTION REQUIRED UNDIVIDED RURAL RWY DESIGNATED OR UNDESIGNATED BIKE LANE WITH PROJECTED 20 YR AADT OF 1500 OR GREATER

SOME PROJECTS MAY REQUIRE SHOULDER WORK WHEN REQUIRED THIS SHOULD BE IDENTIFIED ON THE TYPICAL SECTION SHEET

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1 THIS CHAPTER



TRAFFIC DATA

STA 10+53.00 TO STA 130+77.10
 CURRENT YEAR = 1998 AADT = 9670
 ESTIMATED OPENING YEAR = 2000 AADT = 11900
 ESTIMATED DESIGN YEAR = 2010 AADT = 20200
 K = 10/ D = 60/ T = 7.1 (24 HOUR)
 DESIGN HOUR T = 3/
 DESIGN SPEED = 55 MPH

TYPICAL SECTION
SR 00

STA. 10+53.00 TO STA. 130+77.00
 STA. 206+82.28 TO STA. 368+41.21

MILLING

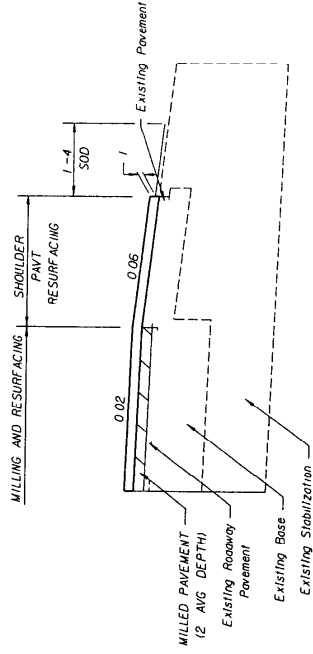
MILL EXISTING ASPHALT PAVEMENT (2 AVG DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC BI) (200 LBS/SY)
 AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

SHOULDER PAVEMENT RESURFACING

FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)



SHOULDER PAVEMENT DETAIL

EXHIBIT TYP-7
 Date 1/1/00

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STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 ROAD NO. _____ COUNTY _____ FINANCIAL PROJECT ID _____

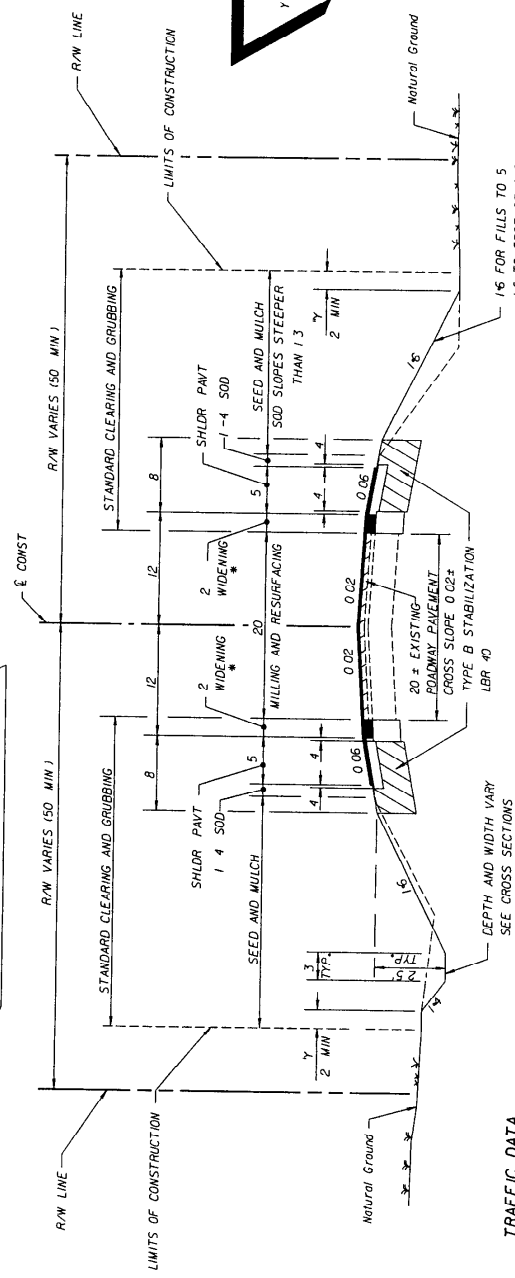
TYPICAL SECTION

SHEET NO _____

DESIGNATED BIKE LANES SHALL BE LABELED ON TYPICAL UNDESIGNATED BIKE LANES SHOULD NOT BE LABELED ON TYPICAL

EXISTING
2 LANE (2 WAY)
ARTERIAL/COLLECTOR
WIDENING
MILLING AND RESURFACING
UNDIVIDED
RURAL
CONST 5 SHOULDER
PAVEMENT OR BIKE LANE
WITH PROTECTED 20 YR
ADOT OF 1800 OR GREATER
DESIGN SPEED GREATER
THAN 50 MPH

THE AREA DISTURBED BY CONSTRUCTION VARIES



FOR FILLS TO 5
1:6 TO EDGE OF CLEAR ZONE & 1:4 FOR FILLS 5 TO 10
1:6 TO EDGE OF CLEAR ZONE & 1:3 FOR FILLS 10 TO 20
1:2 WITH GUARDRAIL FILLS OVER 20

NOTE
HEIGHT OF FILL IS THE VERTICAL DISTANCE FROM THE EDGE OF THE OUTSIDE TRAVEL LANE TO TOE OF FRONT SLOPE

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1 THIS CHAPTER

TYPICAL SECTION
SR 000

STA. 20+25.00 TO STA. 48+16.56
STA. 57+82.78 TO STA. 93+41.21

MILLING

MILL EXISTING ASPHALT PAVEMENT (2 AVG DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C) (150 LBS/SY)
AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

WIDENING

OPTIONAL BASE GROUP II WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (300 LBS/SY)
AND FRICTION COURSE FC-6 (160 LBS/SY) (RUBBER)

TRAFFIC DATA
STA. 20+25.00 TO STA. 48+16.56

CURRENT YEAR = 1998 AADT = 8700
ESTIMATED OPENING YEAR = 2000 AADT = 9200
ESTIMATED DESIGN YEAR = 2020 AADT = 23600
K = 10 / D = 56 / T = 3 / (24 HOUR)
DESIGN HOUR T = 3 /
DESIGN SPEED = 55 MPH

STA. 57+82.78 TO STA. 93+41.21

CURRENT YEAR = 1998 AADT = 6835
ESTIMATED OPENING YEAR = 2000 AADT = 8600
ESTIMATED DESIGN YEAR = 2020 AADT = 17200
K = 10 / D = 65 / T = 7 / (24 HOUR)
DESIGN HOUR T = 3 /
DESIGN SPEED = 55 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR, OPENING YEAR AND DESIGN YEAR

* SEE SHEET 2 OF 2 FOR WIDENING AND SHOULDER PAVEMENT DETAIL

EXHIBIT TYP-8
Date 1/1/00

SHEET 1 OF 2

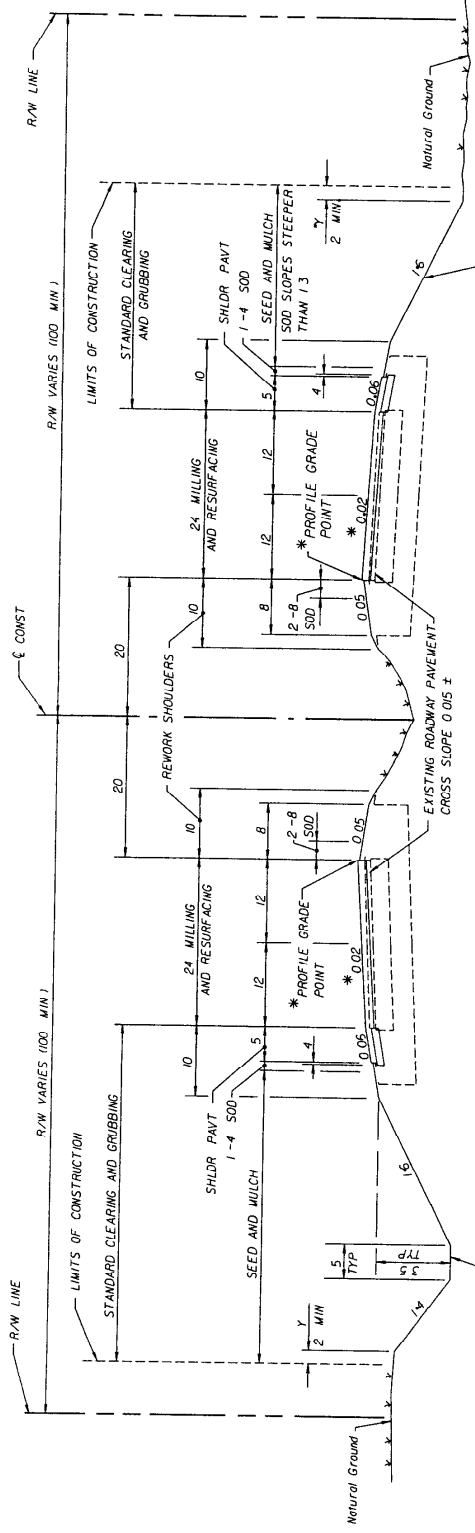
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| ROAD NO. | COUNTY |
| FINANCIAL PROJECT ID | |

TYPICAL SECTION

SHEET NO

4 LANE
ARTERIAL/COLLECTOR
MILLING & RESURFACING
CROSS SLOPE CORRECTION
BY MILLING
CONST. 5 SHLDR PAV T
DIVIDED
RURAL
DRAINAGE IMPROVEMENTS
SAFETY IMPROVEMENTS
WITH DESIGNATED BIKE LANE
WITH PROTECTED
20 YR ADOT OF 1500
OR GREATER
DESIGN SPEED 45 MPH
OR GREATER



DEPTH AND WIDTH VARY
SEE CROSS SECTIONS

DESIGNATED BIKE LANES SHALL BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL

**TYPICAL SECTION
SR 500**
STA. 204+34.58 TO STA. 288+95.16

MILLING
MILL EXISTING ASPHALT PAVEMENT (1/2" AVG DEPTH)

RESURFACING
TYPE SP STRUCTURAL COURSE (TRAFFIC E) (300 LBS/SY AVG)
AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC E) (150 LBS/SY AVG)
AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

STA. 316+53.67 TO STA. 527+82.00

MILLING
MILL EXISTING ASPHALT PAVEMENT (2" AVG DEPTH)

RESURFACING
TYPE SP STRUCTURAL COURSE (TRAFFIC E) (350 LBS/SY AVG)
AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC E) (150 LBS/SY AVG)
AND FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

TRAFFIC DATA
CURRENT YEAR = 1988 ADOT = 1800
ESTIMATED OPENING YEAR = 2000 ADOT = 2000
ESTIMATED DESIGN YEAR = 2002 ADOT = 30500
K = 11/ D = 367 T = 23/ (24 HOUR)
DESIGN HOUR T = 11/
DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR
CURRENT YEAR OPENING YEAR AND DESIGN YEAR
POSTED SPEED (MPH) IS OPTIONAL

* WHEN CROSS SLOPE CORRECTION IS NECESSARY
SPECIAL MILLING AND LAYERING DETAILS MUST
BE PROVIDED TO SUPPLEMENT TYPICAL SECTION
THE NEED FOR AND LOCATION OF PROFILE GRADE
POINTS WILL DEPEND ON SITE SPECIFIC CONDITIONS

NOTE
HEIGHT OF FILL IS THE VERTICAL DISTANCE
FROM THE EDGE OF THE OUTSIDE TRAVEL LANE
TO TOE OF FRONT SLOPE

Y THE AREA DISTURBED BY CONSTRUCTION VARIES

FOR STANDARD TYPICAL SECTION NOTES
REFER TO EXHIBIT 6-1 THIS CHAPTER

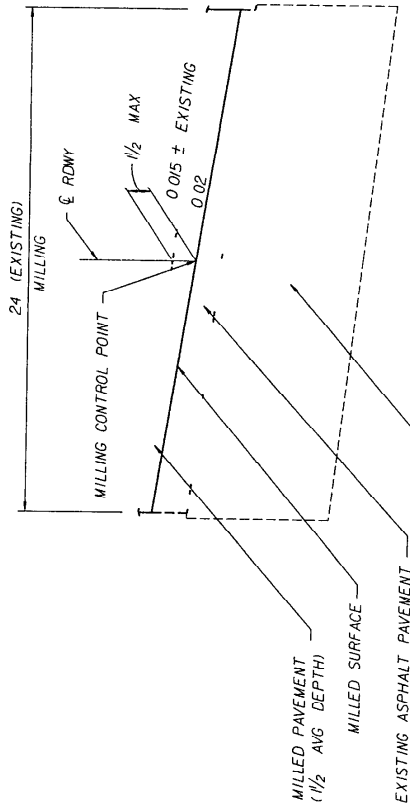
FOR MILLING AND RESURFACING DETAILS SEE
TYPICAL SECTION DETAILS SHEET 2 AND 3

EXHIBIT TYP-9
Date 1/1/00
SHEET 1 OF 3

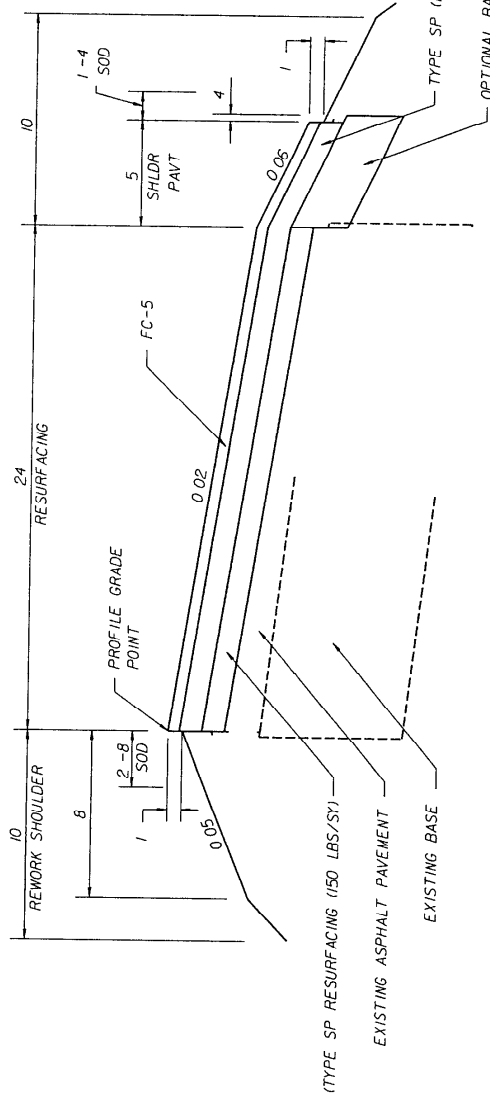
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TYPICAL SECTION



MILLING DETAIL



RESURFACING DETAIL

WHEN CROSS SLOPE CORRECTION IS NECESSARY SPECIAL MILLING AND LAYERING DETAILS MUST BE PROVIDED TO SUPPLEMENT TYPICAL SECTION THE NEED FOR AND LOCATION OF PROFILE GRADE POINTS WILL DEPEND ON SITE SPECIFIC CONDITIONS

EXAMPLE OF CROSS SLOPE CORRECTION BY MILLING

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1, THIS CHAPTER

STA. 204+34.58 TO STA. 288+95.16

EXHIBIT TYP-9A
Date 1/1/00

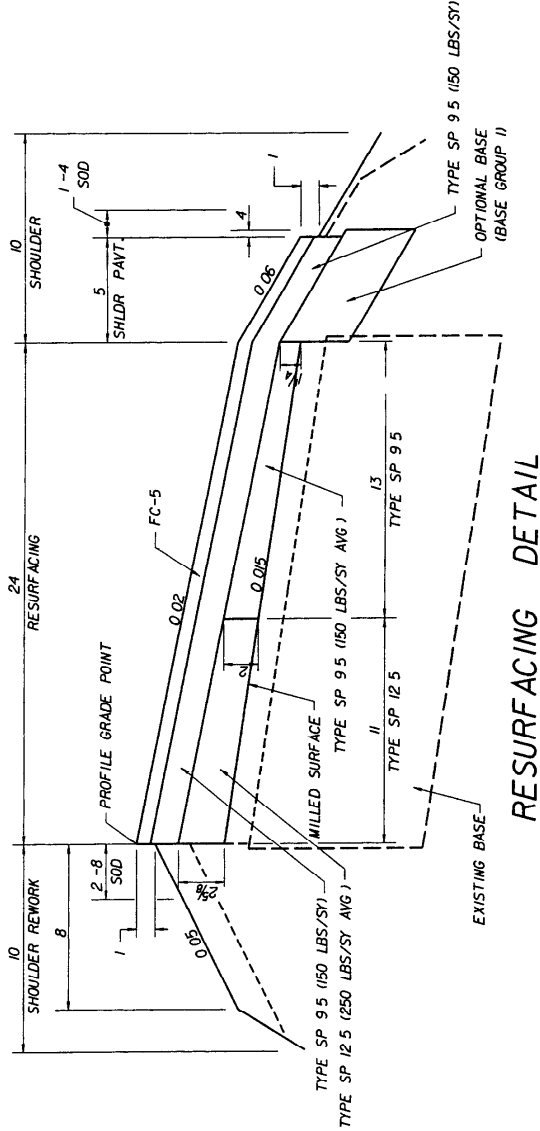
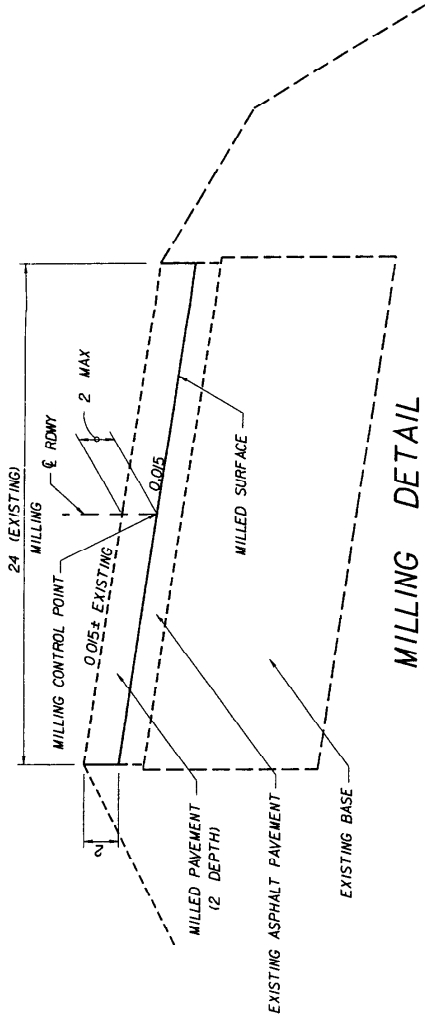
SHEET 2 OF 3

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. COUNTY FINANCIAL PROJECT ID

TYPICAL SECTION DETAILS

SHEET NO.



WHEN CROSS SLOPE CORRECTION IS NECESSARY SPECIAL MILLING AND LAYERING DETAILS MUST BE PROVIDED TO SUPPLEMENT TYPICAL SECTION

WHEN CROSS SLOPE CORRECTION IS NECESSARY SPECIAL MILLING AND LAYERING DETAILS MUST BE PROVIDED TO SUPPLEMENT TYPICAL SECTION THE NEED FOR AND LOCATION OF PROFILE GRADE POINTS WILL DEPEND ON SITE SPECIFIC CONDITIONS

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT 6-1, THIS CHAPTER

TRAFFIC LEVEL E ON THIS TYPICAL REQUIRES COARSE GRADED MIXES

SUGGESTED CONSTRUCTION SEQUENCES SHOWN OTHER SEQUENCES THAT MEET SPECIFICATIONS, THICKNESS AND CROSS SLOPE REQUIREMENTS MAY BE CONSIDERED BY THE ENGINEER

STA 316+53.67 TO STA 527+82.00

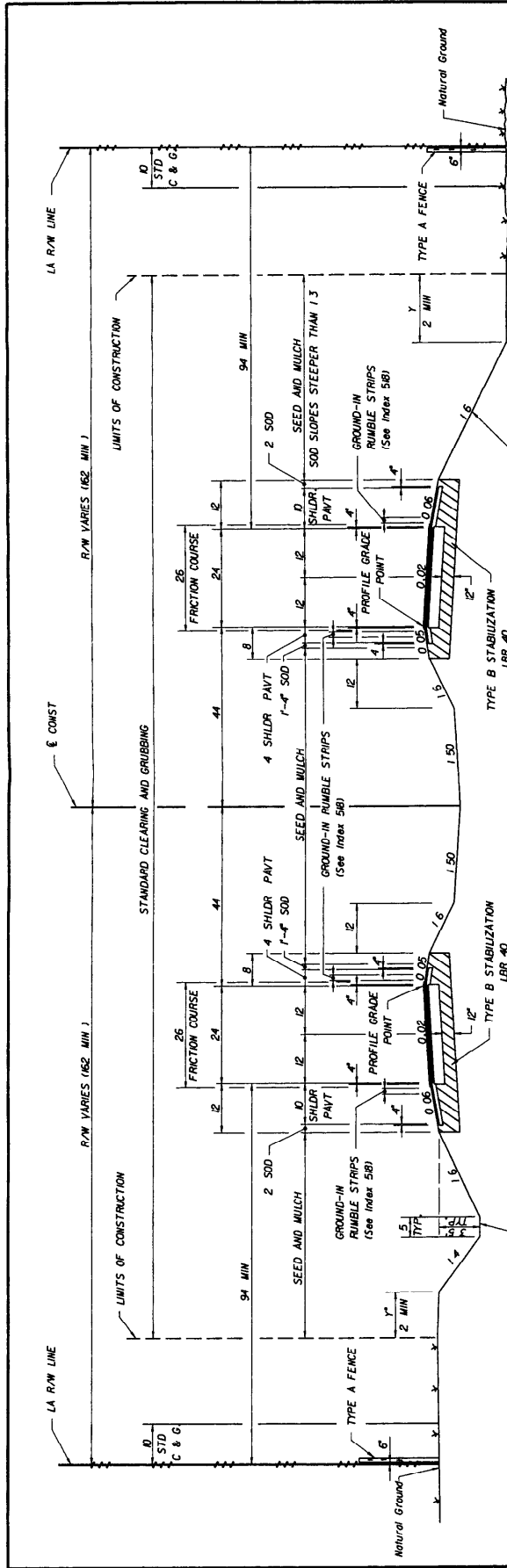
EXHIBIT TYP-98
Date 1/1/01

SHEET 3 OF 3

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| STATES OF FLORIDA | DEPARTMENT OF TRANSPORTATION |
| ROAD NO. | COUNTY |
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| TYPICAL SECTION DETAILS | |
| SHEET NO. | NO. |



4 LANE INTERSTATE SYSTEM NEW CONSTRUCTION DIVIDED RURAL WITH PROTECTED 20 YR ADOT OF 1500 OR GREATER DESIGN SPEED TO MPH

NOTE HEIGHT OF FILL IS THE VERTICAL DISTANCE FROM THE EDGE OF THE OUTSIDE TRAVEL LANE TO TOE OF FRONT SLOPE

16 FOR FILLS TO 5
16 TO EDGE OF CLEAR ZONE & 14 FOR FILLS 5 TO 10
16 TO EDGE OF CLEAR ZONE & 13 FOR FILLS 10 TO 20
12 (WITH GUARDRAIL) FILLS OVER 20

TYPICAL SECTION SR 8
STA. 567+25.67 TO STA. 1056+84.35

NEW CONSTRUCTION
OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (400 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

MEDIAN SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (150 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

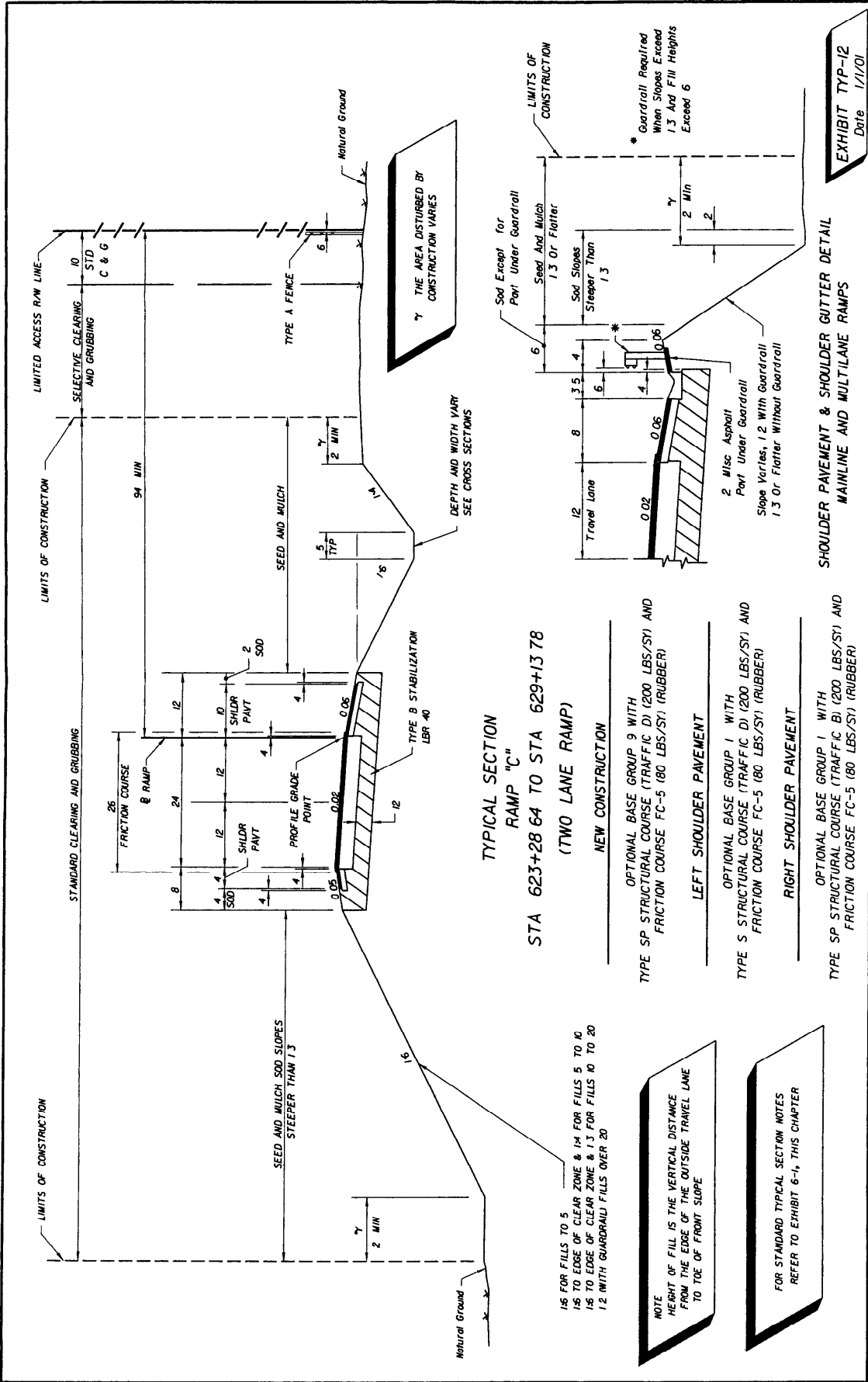
OUTSIDE SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B) (150 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

TRAFFIC DATA
CURRENT YEAR = 1998 ADOT = 23300
ESTIMATED OPENING YEAR = 2000 ADOT = 23300
ESTIMATED DESIGN YEAR = 2020 ADOT = 55500
A = 9, X, D = 96, T = 10, I (24 HOUR)
DESIGN HOUR T = 5
DESIGN SPEED = 70 MPH

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR CURRENT YEAR OPENING YEAR AND DESIGN YEAR POSTED SPEED (MPH) IS OPTIONAL

FOR STANDARD TYPICAL SECTION NOTES REFER TO EXHIBIT B-1 THIS CHAPTER

| | | | | | |
|---|------|-----------|------|-------------|------|
| DATE | | REVISIONS | | DESCRIPTION | |
| BY | DATE | BY | DATE | BY | DATE |
| STATES OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. COUNTY FINANCIAL PROJECT ID | | | | | |
| TYPICAL SECTIONS | | | | | |
| EXHIBIT TYP-10 Date 1/1/01 | | | | | |
| SHEET NO. | | | | | |



**TYPICAL SECTION
RAMP "C"**
STA 623+28 64 TO STA 629+13 78
(TWO LANE RAMP)
NEW CONSTRUCTION

- OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC D) (200 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)
- LEFT SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE S STRUCTURAL COURSE (TRAFFIC D) (200 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)
- RIGHT SHOULDER PAVEMENT
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B) (200 LBS/SY) AND
FRICTION COURSE FC-5 (80 LBS/SY) (RUBBER)

NOTE
HEIGHT OF FILL IS THE VERTICAL DISTANCE
FROM THE EDGE OF THE OUTSIDE TRAVEL LANE
TO TOE OF FRONT SLOPE

FOR STANDARD TYPICAL SECTION NOTES
REFER TO EXHIBIT 6-1, THIS CHAPTER

EXHIBIT TYP-12
Date 1/1/01

| REVISIONS | | DATE | DESCRIPTION |
|-----------|--|------|-------------|
| | | | |
| | | | |

| | |
|------------------------------|----------------------|
| STATE OF FLORIDA | FINANCIAL PROJECT ID |
| DEPARTMENT OF TRANSPORTATION | COUNTY |
| ROAD NO | |

RAMP TYPICAL SECTION

SHEET NO

10/27/01 10:56 AM C:\P02020\102020.dwg

SUMMARY OF SODDING

| LOCATION | STA TO STA | SIDE | P | | | F | | | FIELD BOOK REFERENCE |
|--------------------------------------|-----------------|------|------|------|------|---|---|----|----------------------|
| | | | L | W | SY | L | W | SY | |
| MB 1-00 | 570+00 - 580+62 | MED | 1062 | 1.33 | 157 | | | | |
| | 570+00 - 574+57 | RT | 457 | 1.33 | 68 | | | | |
| | 575+45 - 576+80 | RT | 135 | 1.33 | 20 | | | | |
| | 576+80 - 579+95 | RT | 315 | 56 | 1960 | | | | |
| | 579+95 - 580+62 | RT | 67 | 32 | 238 | | | | |
| | 580+62 - 586+37 | MED | 575 | 1.33 | 85 | | | | |
| | 580+62 - 586+37 | RT | 575 | 1.33 | 85 | | | | |
| SB 1-00 | 570+00 - 580+62 | MED | 1062 | 1.33 | 157 | | | | |
| | 570+00 - 574+57 | LT | 457 | 1.33 | 68 | | | | |
| | 575+45 - 577+25 | LT | 180 | 1.33 | 27 | | | | |
| | 577+25 - 580+34 | LT | 309 | 48 | 1648 | | | | |
| | 580+34 - 580+62 | LT | 28 | 37 | 115 | | | | |
| | 580+62 - 586+37 | MED | 575 | 1.33 | 85 | | | | |
| | 580+62 - 586+37 | LT | 575 | 1.33 | 85 | | | | |
| RAMP A | 182+99 - 187+24 | LT | 425 | 1.33 | 63 | | | | |
| | 180+87 - 187+74 | RT | 687 | 1.33 | 102 | | | | |
| RAMP B | 276+62 - 280+75 | LT | 513 | 1.33 | 76 | | | | |
| | 274+47 - 280+29 | RT | 582 | 1.33 | 86 | | | | |
| RAMP C | 382+45 - 386+88 | RT | 443 | 1.33 | 65 | | | | |
| | 381+95 - 388+30 | LT | 635 | 1.33 | 94 | | | | |
| RAMP D | 481+05 - 485+63 | LT | 458 | 1.33 | 68 | | | | |
| | 480+64 - 487+31 | RT | 667 | 1.33 | 99 | | | | |
| DRAINAGE STRUCTURES PAVED DITCHES | | | | | 807 | | | | |
| | | | | | 278 | | | | |
| TOTAL | | | | | 6536 | | | | |

SUMMARY OF SIDEDRAIN & MITERED END SECTIONS

| LOCATION | STA TO STA | SIDE | PIPE LENGTH (LF) | | | | | | | | | | | | | | | |
|----------|-----------------|------|------------------|----|----------|----|----------|----|----------|----|----------|----|----------|----|---|--|--|----|
| | | | MES (EA) | 15 | MES (EA) | 18 | MES (EA) | 24 | MES (EA) | 30 | MES (EA) | 36 | MES (EA) | | | | | |
| P | 150+10 - 150+50 | RT | 40 | 2 | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | 160+85 - 161+21 | LT | | | | 36 | 2 | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | 176+36 - 176+78 | LT | | | | | | | | | | | 42 | 2 | | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | 181+46 - 181+98 | RT | | | | | | | | | | | | 52 | 2 | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | 192+46 - 192+82 | LT | | | | 36 | 2 | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | 194+50 - 195+14 | RT | | | | | | | | | | | | | | | | 64 |
| F | | | | | | | | | | | | | | | | | | |
| P | | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | |
| P | TOTAL | | 76 | 4 | 36 | 2 | 42 | 2 | 52 | 2 | 42 | 2 | 64 | 2 | | | | |
| F | | | | | | | | | | | | | | | | | | |

EXHIBIT SQ-1
Date 1/11/00

| STATE OF FLORIDA | | DEPARTMENT OF TRANSPORTATION | | FINANCIAL PROJECT ID | | SHEET NO | |
|------------------|--------|------------------------------|--------|----------------------|--------|----------|--------|
| ROAD NO | COUNTY | ROAD NO | COUNTY | ROAD NO | COUNTY | ROAD NO | COUNTY |
| | | | | | | | |
| REVISIONS | | | | DESCRIPTION | | | |
| DATE | BY | DATE | BY | DATE | BY | DATE | BY |
| | | | | | | | |

SUMMARY OF QUANTITIES

SUMMARY OF DITCH PAVEMENT AND SODDING

| LOCATION | STA TO STA | SIDE | RIPRAP (SAND CEMENT) | | RIPRAP (RUBBLE) | | CONCRETE | | SODDING | | REMARKS | FIELD BOOK REFERENCE |
|----------|------------|-------|----------------------|---|-----------------|---|----------|---|---------|-----|---------|----------------------|
| | | | P | F | P | F | P | F | P | F | | |
| | | LT | 216 | | | | | | | | | |
| | | RT | 242 | | | | | | | | | |
| | | LT | | | | | 26 | | | 8 | | |
| | | LT | | | | | 30 | | | 9 | | |
| | | LT/RT | | | | | 96 | | | 42 | | |
| | | LT | | | | | 40 | | | 10 | | |
| | | RT | | | | | 108 | | | 12 | | |
| | | RT | | | | | 56 | | | 10 | | |
| | | LT | | | | | 20 | | | 8 | | |
| | | RT | | | | | 20 | | | 7 | | |
| | TOTAL | | 458 | | | | 396 | | | 106 | | |

SUMMARY OF GUARDRAIL

| LOCATION | STATION | SIDE | GUARDRAIL (LF) | | ROADWAY, DOUBLE FACE | | FLARED | | PARALLEL | | TYPE II | | TYPE CRT | | REMARKS | FIELD BOOK REFERENCE |
|----------|-------------|------|----------------|---|----------------------|---|--------|---|----------|---|---------|---|----------|---|---------|----------------------|
| | | | P | F | P | F | P | F | P | F | P | F | P | F | | |
| | FROM 600+50 | RT | | | | | | | | | | | | | | |
| | TO 601+37 | | | | | | | | | | | | | | | |
| | FROM 600+10 | LT | | | | | | | | | | | | | | |
| | TO 601+35 | | | | | | | | | | | | | | | |
| | FROM 602+25 | RT | | | | | | | | | | | | | | |
| | TO 603+25 | | | | | | | | | | | | | | | |
| | FROM 600+50 | MED | | | | | | | | | | | | | | |
| | TO 603+25 | | | | | | | | | | | | | | | |
| | FROM 604+25 | RT | | | | | | | | | | | | | | |
| | TO 604+87 | | | | | | | | | | | | | | | |
| | FROM 602+45 | LT | | | | | | | | | | | | | | |
| | TO 603+20 | | | | | | | | | | | | | | | |
| | FROM | | | | | | | | | | | | | | | |
| | TO | | | | | | | | | | | | | | | |
| | TOTAL | | 450 | | | | | 3 | | | | | | 7 | | |

EXHIBIT SQ-2
Date 1/1/00

| | | | | | |
|------|----|-------------|------|----|-------------|
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| | | | | | |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. COUNTY FINANCIAL PROJECT ID

SUMMARY OF QUANTITIES

SHEET NO.

FORM 625-000-08
ROADWAY DESIGN 01/2000

SUMMARY OF EARTHWORK

| DESCRIPTION | P | | F | |
|---|--------|--|----|--|
| | CY | | CY | |
| ROADWAY EXCAVATION, MAINLINE | 10,000 | | | |
| ROADWAY EXCAVATION, ADAMS ST | 800 | | | |
| REGULAR EXCAVATION, POND #1 | 1,005 | | | |
| REGULAR EXCAVATION FROM LATERAL DITCHES | 5,000 | | | |
| TOTAL REGULAR EXCAVATION | 16,805 | | | |
| EMBANKMENT, MAINLINE | 20,000 | | | |
| EMBANKMENT, ADAMS ST | 7,000 | | | |
| TOTAL EMBANKMENT | 27,000 | | | |
| SUBSOIL EXCAVATION, MAINLINE | 2,080 | | | |
| SUBSOIL EXCAVATION, ADAMS ST | 1,400 | | | |
| TOTAL SUBSOIL EXCAVATION | 3,480 | | | |

Earthwork has been calculated using the ----- base option
if another option is constructed, there shall be no revision to the
earthwork quantities for which payment is made by Plan Quantity

FOR PROJECTS WITH CROSS SECTIONS

FORM 625-000-08
ROADWAY DESIGN 01/2000

SUMMARY OF EARTHWORK

| DESCRIPTION | P | | F | |
|------------------------------------|------|--|----|--|
| | CY | | CY | |
| FILL, MAINLINE | 253 | | | |
| FILL, GUARDRAIL LOCATIONS | 70 | | | |
| FILL, CROSS DRAINS | 100 | | | |
| SUB-TOTAL FILL | 423 | | | |
| FILL ADJUSTMENT (35% (423 x 0.35) | +148 | | | |
| SUB-TOTAL WITH FILL ADJUSTMENT | 571 | | | |
| TRUCK ADJUSTMENT (25% (571 x 0.25) | +143 | | | |
| TOTAL BORROW EXCAVATION | 714 | | | |

FOR PROJECTS WITHOUT CROSS SECTIONS

EXHIBIT SQ-3
Date 1/1/00

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|------|----|-------------|------|----|-------------|
| | | | | | |

| | | | |
|------------------------------|----------|--------|----------------------|
| STATE OF FLORIDA | ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
| DEPARTMENT OF TRANSPORTATION | | | |

| | | |
|------------------------------|--|-----------|
| SUMMARY OF QUANTITIES | | SHEET NO. |
|------------------------------|--|-----------|

| STR NO | DSL ITEMS | SIZE (Inches) | PLOTTED | MATERIAL & THICKNESS | FL | FL | AS BUILT | REMARKS |
|--------|-----------|---------------|---------|---|----|------|----------|---------|
| 1 | 00 | 18 | X | RCP CLASS II | | | | |
| 2 | 00 | 18 | X | RCP CLASS II | | | | |
| 3 | 00 | 15 | X | RCP CLASS II | | 7.0 | | |
| 4 | 00 | 36 | X | RCP CLASS II SRAP 12 GA SRAP 16 GA SRASP 16 GA | | 5.7 | | |
| 5 | 00 | 15 | X | RCP CLASS II SRAP | | 7.7 | | |
| 6 | 00 | 36 | X | RCP CLASS II SRAP 12 GA SRAP 16 GA SRASP 16 GA | | 6.4 | | |
| 7 | 00 | 36 | X | RCP CLASS II SRAP 16 GA SRASP 16 GA | | 6.5 | 6.4 | |
| 8 | 00 | 42 | X | RCP CLASS II SRAP | | 7.9 | 7.7 | |
| 9 | 00 | 30 | X | RCP CLASS II SRAP 16 GA SRASP 16 GA | | 6.8 | 6.5 | |
| 10 | 00 | 18 | X | RCP CLASS II SRAP 16 GA SRASP 16 GA | | 7.6 | 7.2 | |
| 11 | 00 | 18 | X | RCP CLASS II SRAP 16 GA SRASP 16 GA | | 8.0 | 7.6 | |
| 12 | 00 | 24 | X | RCP CLASS III | | | | ENDWALL |
| 13 | 00 | 30 | X | RCP CLASS II | | 10.4 | 10.3 | |
| 14 | 50 | 30 | X | RCP CLASS III SRASP 14 GA SRAP 14 GA EPE | | 6.0 | 5.9 | |
| | | 36 | | PVC | | 5.0 | 5.8 | |
| | | 36 | | ESP 16 GA BIT COATED | | 5.9 | 5.8 | |
| 14A | 50 | 30 | X | RCP CLASS III SRASP 14 GA SRAP 14 GA EPE | | 5.9 | 5.8 | |
| | | 16 | | CAP 16 GA | | 5.8 | 5.7 | |
| | | 16 | | ESP 16 GA BIT COATED | | 5.8 | 5.7 | |

EXHIBIT SDS-2
Date 1/1/00

| | |
|--|--|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION |
| ROAD NO. | COUNTY |
| FINANCIAL PROJECT ID | |
| DATE | DESCRIPTION |
| BY | DATE |
| BY | DATE |
| DESCRIPTION | DESCRIPTION |

OPTIONAL MATERIALS
TABULATION

GENERAL NOTES

- The Contractor may use any of the optional pipe materials tabulated for a given structure. Only the material options tabulated for a given structure can be used.
- Adjustment to the bid quantities, prices and payment will not be allowed for an increase or decrease in structure size, shape, length, width, depth or access or for any other changes. The use of an optional pipe material other than the plotted optional materials will be no added or reduced compensation for structure alterations required to relieve utility conflicts which arise from the use of an optional material other than the plotted option.
- Adjustment to the bid quantities, prices and payment will not be allowed for an increase or decrease in excavation, bedding, borrow, backfilling, or for any other changes. The use of an optional material other than the plotted optional materials will be no added or reduced compensation for structure alterations due to differences in end treatment size or types, pipe length, alternate joining and connecting materials, saddles, cradles, filter fabrics, shoring or similar features due to the use of an optional material other than the plotted option.
- If adjustments are required due to plan errors or omissions or authorized field changes, the plotted quantities shall be the quantities elected by the Contractor and used to establish new pay quantities.
- The Contractor shall notify the Department in writing as to which optional pipe materials he chooses to use at the preconstruction conference. Once identified the Contractor may not change pipe material selected without the approval of the Engineer.

THIS EXAMPLE SHOULD BE USED WHEN PIPE FLOW LINES, AND/OR SIZES FOR INDIVIDUAL OPTIONS ARE NOT THE SAME (SEE STRUCTURE NOS 14, 14-A, OR WHEN NUMEROUS EXCEPTIONS OCCUR)

GENERAL NOTES

- 1 The Contractor may use any of the optional pipe materials tabulated for a given structure. Only the material options tabulated for a given structure can be used.
- 2 Adjustment to the bid quantities, prices and payment will not be allowed due to increase or decrease in structure size, span, length, width, depth or accessory construction necessary to accommodate the use of an optional pipe material other than the plotted option. Likewise there will be no added or reduced compensation for structure alterations required to relieve utility conflicts which arise from the use of an optional material other than the plotted option.
- 3 Adjustment to the bid quantities, prices and payment will not be allowed due to increased or decreased quantities of bedding, backfill, compaction, special installation requirements or disposal of excess materials due to use of any of the pipe optional materials. Likewise, adjustment in the quantities, prices and payment will not be allowed due to differences in end treatment size or types, pipe length, alternate joining and connecting materials, saddles, cradles, filter fabrics, starting or similar features due to the use of an optional material other than the plotted option.
- 4 If adjustments are required due to plan errors or omissions or authorized field changes, the plotted material and not the material elected by the Contractor would be used to establish new pay quantities.
- 5 The Contractor shall notify the Department in writing as to which optional pipe materials he chooses to use at the preconstruction conference. Once identified the Contractor may not change pipe material selected without the approval of the Engineer.

THIS EXAMPLE SHOULD BE USED WHEN MATERIAL OPTIONS ARE THE SAME FOR THE DIFFERENT PIPE SIZES AND WHEN LIMITED EXCEPTIONS ARE NOTED

| STRUCTURE | SIZE (INCHES) | MATERIAL | PIOTTED | AS BUILT | REMARKS |
|-----------|---------------|--|---------|----------|---------|
| | 15 | RCP CLASS III SRAP 14 GA | X | | |
| | 18 | RCP CLASS II SRAP 16 GA SRSP 14 GA SRASP 16 GA | X | | |
| | 24 | RCP CLASS III SRAP 16 GA SRSP 16 GA SRASP 16 GA | X | | |
| | 30 | RCP CLASS III SRAP 14 GA SRASP 14 GA | X | | |
| | 36 | RCP CLASS II SRAP 14 GA SRASP 16 GA | X | | |

EXHIBIT SDS-3
Date 1/11/00

| | | | | | | | |
|--|----|-------------|------|--------|-------------|----------------------|----|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | ROAD NO | | COUNTY | | FINANCIAL PROJECT ID | |
| OPTIONAL MATERIALS TABULATION | | | | | | | |
| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | DATE | BY |
| | | | | | | | |

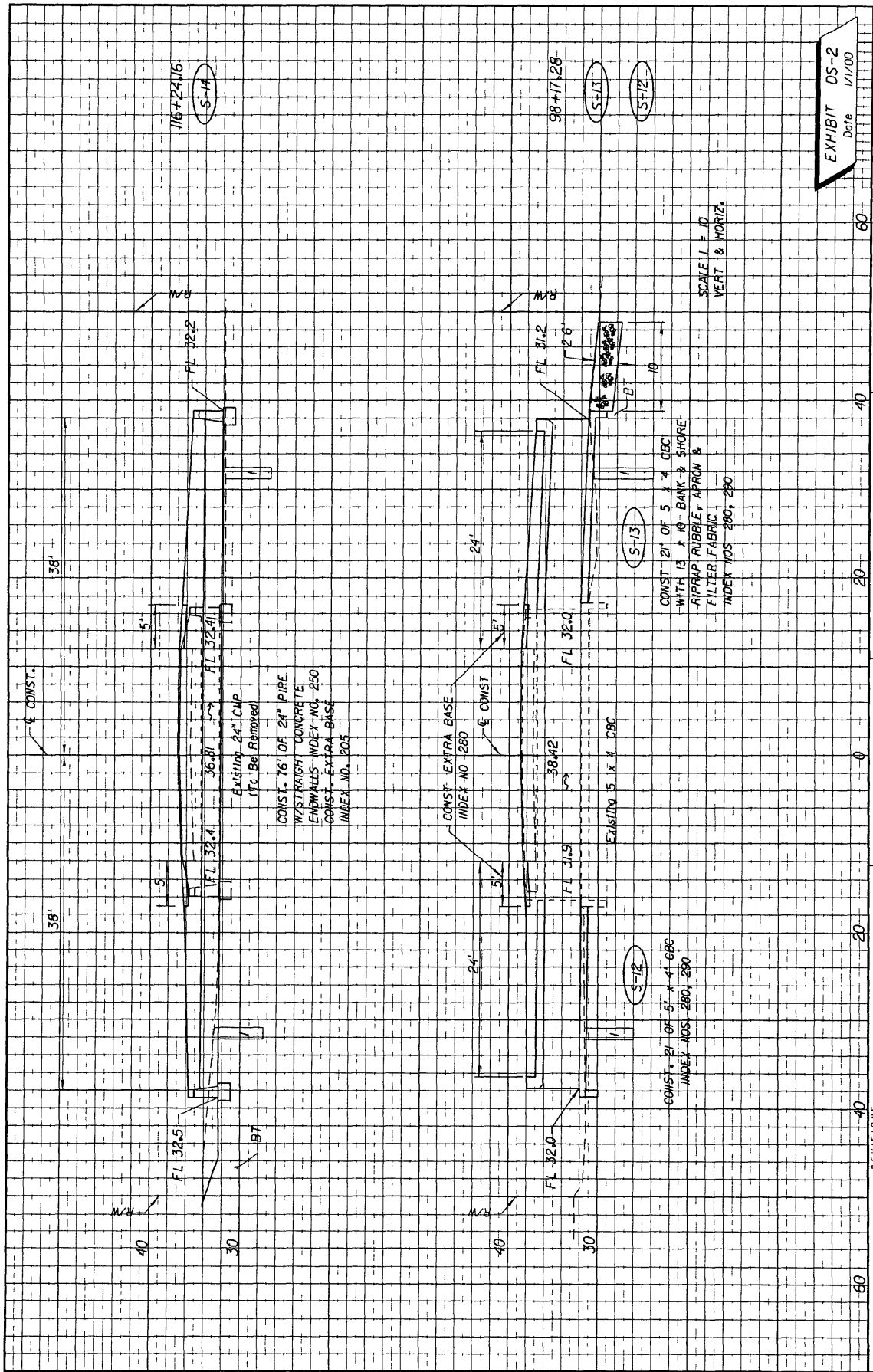


EXHIBIT DS-2
Date 1/1/00

SHEET NO

DRAINAGE STRUCTURES

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. COUNTY FINANCIAL PROJECT ID.

DESCRIPTION

REVISIONS

DATE BY

DATE BY

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
MATERIALS AND RESEARCH

DATE OF SURVEY 2/15/95 - 5/11/95
SURVEY MADE BY HARTFORD TESTING COMPANY
SUBMITTED BY LARRY BALLARD, P.E.

DISTRICT 3
ROAD NO S.R. 29
COUNTY HOLTSION

FINANCIAL PROJECT ID # _____

CROSS SECTION SOIL SURVEY FOR THE DESIGN OF ROADS

SURVEY BEGINS STA 400+00 SURVEY ENDS STA 554+00

| STRATUM NO. | ORGANIC CONTENT | | SIEVE ANALYSIS RESULTS / PASS | | | | | ATTERBERG LIMITS (L) | | DESCRIPTION | CORROSION TEST RESULTS | | | | | | |
|-------------|-----------------|-------------------|-------------------------------|---------|---------|---------|----------|----------------------|--------------|-------------|------------------------|---------------|--------------|--------------|---------------------|------------------|------------|
| | NO. OF TESTS | % ORGANIC CONTENT | NO. OF TESTS | 10 MESH | 40 MESH | 60 MESH | 100 MESH | 200 MESH | NO. OF TESTS | | LIQUID LIMIT | PLASTIC INDEX | AASHTO GROUP | NO. OF TESTS | RESISTIVITY OHMS CM | CHLORIDE OHMS CM | SULFATES % |
| 1 | | | | | | | | | | | | | | | | | |
| 2 | 4 | 98.87 | 93.77 | 82.59 | 55.44 | 10.3 | | | NP | | | | | | | | |
| 3 | 7 | 3.5 | 2.5 | 100.94 | 94.86 | 71.65 | 45.34 | 21.15 | NP | A 3 | | | | | | | |
| 4 | 3 | 15.19 | | 100.84 | 91.71 | 90.60 | 82.53 | 45.37 | 4 | A 2 4 | | | | | | | |
| 5 | 3 | | | 100.99 | 98.96 | 86.75 | 34.30 | 3 | 44.42 | 15.1 | A 2 7 | | | | | | |
| 6 | 3 | 18.2 | 40 | 20.60 | | | | | 46.30 | 3 | A 9 | | | | | | |
| 7 | 3 | 15.5 | 20 | 56 | 3 | 100.99 | 98.97 | 97.88 | 75.73 | 69.60 | 55.51 | 3 | 61.55 | 53.38 | A 7 | | |
| 8 | 3 | | | | | | | | 97.88 | 80.77 | 15.10 | | | | NP | A 8 | |

ROCK BASE ASPHALTIC CONCRETE
SUBGRADE (GRAY & TAN SAND W/TRACE SILT L.R. & SHELL)
FILL (DARK BROWN SAND W/SOME SILT & TRACE L.R.)
GRAY AND BROWN SILTY SAND W/TRACE CLAY AND L.R.
TAN AND LIGHT GRAY SILTY SAND W/SOME CLAY AND TRACE SHELL
MUCK (DARK BROWN SILTY SAND W/SOME CLAY)
YELLOW AND GRAY SILTY SAND CLAY
MUCK (BROWN SAND W/SOME ORGANIC AND TRACE SHELL)

EMBANKMENT AND SUBGRADE MATERIAL
STRATA BOUNDARIES ARE APPROXIMATE MAKE FINAL CHECK AFTER GRADING
SL - WATER TABLE ENCOUNTERED
GNE - GROUND WATER NOT ENCOUNTERED

The material from Stratum Number 1 is Rock Base under Asphaltic Concrete
The material from Stratum Number 2 appears satisfactory for use in the embankment when utilized in accordance with Index 505
The material from Stratum Number 3 appears satisfactory for use in the embankment when utilized in accordance with Index 505 However this material is likely to retain excess moisture and be difficult to dry and compact It should be used in the embankment above the water level existing at the time of construction This material may not be used in the subgrade portion of the roadbed due to its organic content
The materials from Stratum Numbers 4 and 5 are plastic materials and shall be removed in accordance with Index 500 They may be placed above the existing water level at the time of construction to within 4 Feet of the proposed base They should be placed uniformly in the lower portion of the embankment for some distances along the project rather than full depths for short distances
The material from Stratum Numbers 6 and 8 is ORGANIC/A-8 material and shall be removed in accordance with Index 500 It may be used within the project limits as indicated in Index 505 only when excavated within the project limits and is not to be used when obtained from outside the project limits
The material from Stratum Number 7 is Highly Plastic material and shall be removed in accordance with Index 500 It may be used within the project limits as indicated in Index 505 only when excavated within the project limits and is not to be used when obtained from outside the project limits

EXHIBIT SS-1
Date 1/1/00

| REVISIONS | | STATE OF FLORIDA | | DEPARTMENT OF TRANSPORTATION | | FINANCIAL PROJECT ID | |
|-----------|----|------------------|---------|------------------------------|------------|----------------------|--------|
| DATE | BY | DESCRIPTION | ROAD NO | COUNTY | PROJECT ID | ROAD NO | COUNTY |
| | | | | | | | |

ROADWAY SOILS SURVEY

SHEET NO. _____

SELECTIVE CLEARING AND GRUBBING - GENERAL NOTES



DESIGNATES AREAS TO REMAIN NATURAL NO CLEARING OR GRUBBING IN THESE AREAS. NO EQUIPMENT SHALL ENTER THESE AREAS. NO STAGING, STORAGE OR DUMPING IN THIS AREA.



DESIGNATES AREAS WHERE TREES AND STUMPS OVER 3 IN DIAMETER SHALL BE CUT FLUSH WITH THE GROUND OR REMOVED, AND ALL UNDERGROWTH IS TO REMAIN NATURAL. NO EQUIPMENT SHALL ENTER THESE AREAS THAT WOULD IN ANY WAY DAMAGE THE PLANT MATERIAL TO REMAIN. NO STAGING, STORAGE OR DUMPING IN THIS AREA.



DESIGNATES AREAS WHERE TREES OF 3 IN DIAMETER OR GREATER ARE TO REMAIN AND ALL UNDERGROWTH IS TO BE REMOVED. ONLY RUBBER TIRE EQUIPMENT SHALL ENTER THESE AREAS, AND REMAINING TREES SHALL BE PROTECTED FROM ROOT AND TRUNK DAMAGE. NO STAGING, STORAGE OR DUMPING IN THIS AREA.



DESIGNATES AREAS WHERE THE TYPE AND EXTENT OF CLEARING AND GRUBBING SHALL BE DETERMINED BY THE ENGINEER ACCORDING TO FIELD CONDITIONS.



DESIGNATES AREAS THAT SHALL REMAIN NATURAL WHEN, IN THE OPINION OF THE ENGINEER, ADEQUATE AND DESIRABLE NATURAL VEGETATION OR GRASS EXIST. WHERE THIS TYPE VEGETATION DOES NOT EXIST, ONLY HARROWING, DISKING, LEVELING, AND/OR CLEAN-UP SHALL BE UNDERTAKEN, TO A DEGREE SUFFICIENT TO PREPARE THE AREA FOR GRASSING OPERATIONS.



AREAS WHERE EQUIPMENT IS NOT ALLOWED AND OTHER LOCATIONS, AS DIRECTED BY THE ENGINEER, MUST BE PROTECTED BY TREE GUARDS. THE LOCATION FOR TREE GUARDS SHALL BE SHOWN IN THE PLANS.

ALL OTHER AREAS NOT INCLUDED IN ONE OF THE ABOVE CATEGORIES, OR THOSE DESIGNATED BY THE TYPICAL SECTIONS, SHALL BE STANDARD CLEARING AND GRUBBING.

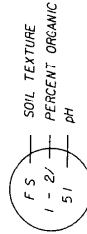
WHERE UNFORSEEN SITE CONDITIONS EXIST, ADJUSTMENTS OR EXCEPTIONS MAY BE MADE TO THE ABOVE PROCEDURE AT THE DIRECTION OF THE ENGINEER.

FINISH SOIL LAYER - GENERAL NOTES

STOCKPILING OF FINISH SOIL LAYER MATERIAL IS TO BE DONE ONLY IN AREAS REQUIRING STANDARD CLEARING AND GRUBBING AND/OR AREAS DESIGNATED AS TYPE 5 (SEE SELECTIVE CLEARING AND GRUBBING - GENERAL NOTES).

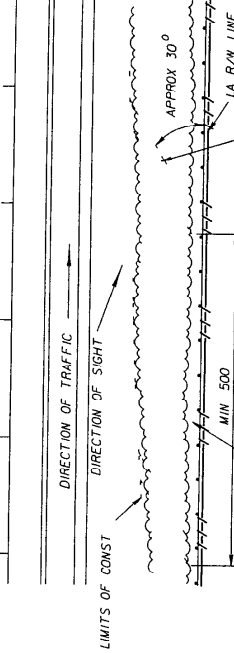
TYPE 4 AREAS MAY BE USED FOR STOCKPILING OF FINISH SOIL LAYER MATERIAL ONLY WHERE SUCH AREAS HAVE BEEN CLEARED AT THE DIRECTION OF THE ENGINEER DURING CONSTRUCTION OPERATIONS.

SUFFICIENT AREA HAS BEEN DESIGNATED SO THAT ALL STOCKPILING MAY BE DONE IN ACCORDANCE WITH THE REQUIREMENTS LISTED ABOVE.



SOIL INFORMATION DETAIL
EXPLANATION OF SYMBOLS & SOIL TEXTURE ABBREVIATIONS

265



10' STRIP WHICH MAY BE CLEARED FOR FENCE CONSTRUCTION WITH SELECTED DESIRABLE TREES ALLOWED TO REMAIN, AS DIRECTED BY THE ENGINEER.

AT THE DIRECTION OF THE ENGINEER, DIAGONAL PATH MAY BE CUT IN AREAS TO REMAIN NATURAL, AS SHOWN ABOVE, FOR THE REMOVAL OF TIMBER AND STUMPS FROM THE AREA CLEARED FOR FENCE CONSTRUCTION.

ACCESS FOR FENCE CONSTRUCTION
(APPLIES TO ALL TYPES OF SELECTIVE CLEARING AND GRUBBING)

EXHIBIT SCG-1
Date 1/17/00

| | | | | | | | | | | | |
|------------------|--|------------------------------|--|----------------------|--|-------------|--|-------------|--|-------------|--|
| STATE OF FLORIDA | | DEPARTMENT OF TRANSPORTATION | | FINANCIAL PROJECT ID | | ROAD NO | | COUNTY | | SHEET NO | |
| DATE | | BY | | DATE | | BY | | DATE | | BY | |
| DESCRIPTION | | DESCRIPTION | | DESCRIPTION | | DESCRIPTION | | DESCRIPTION | | DESCRIPTION | |

SELECTIVE CLEARING AND GRUBBING

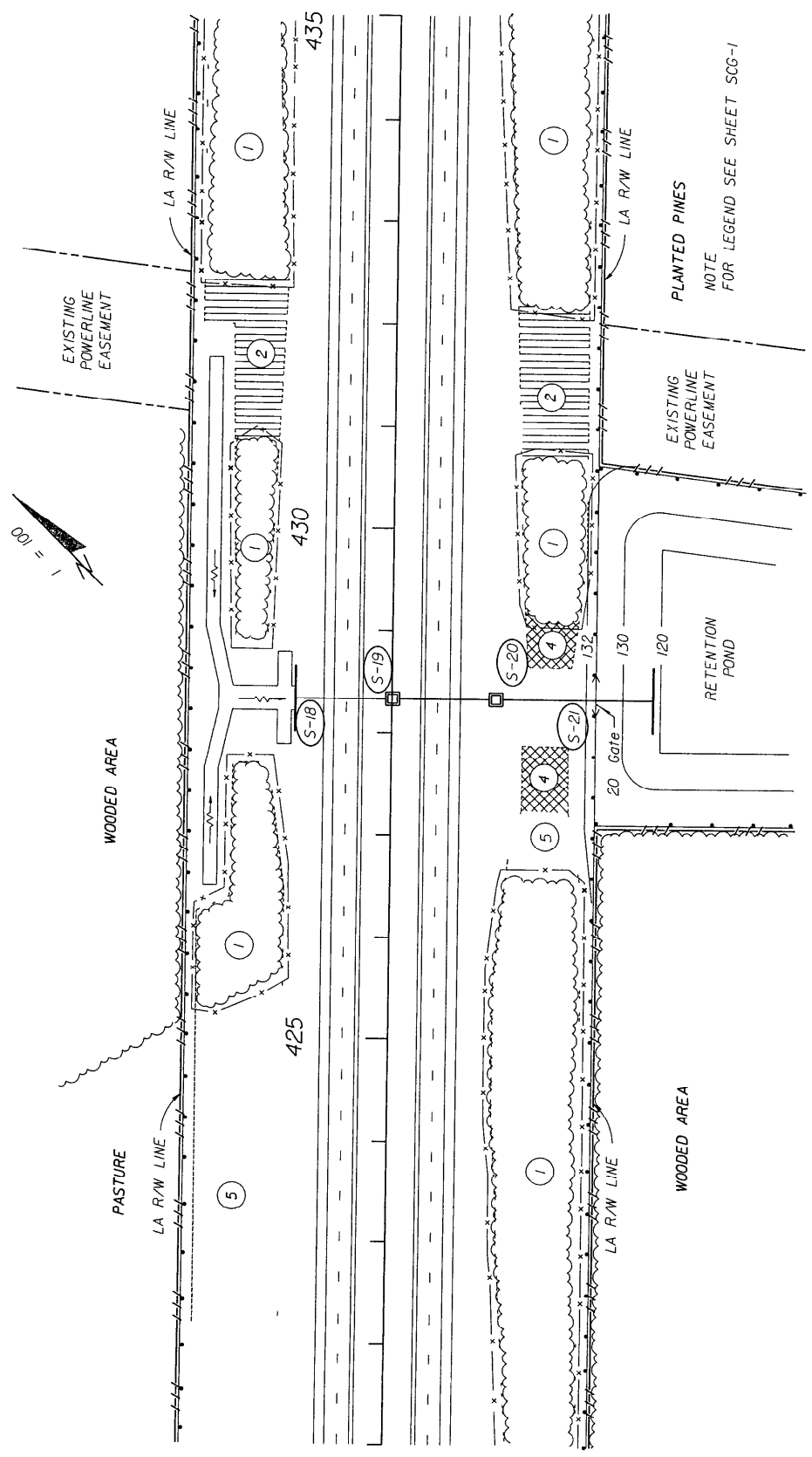
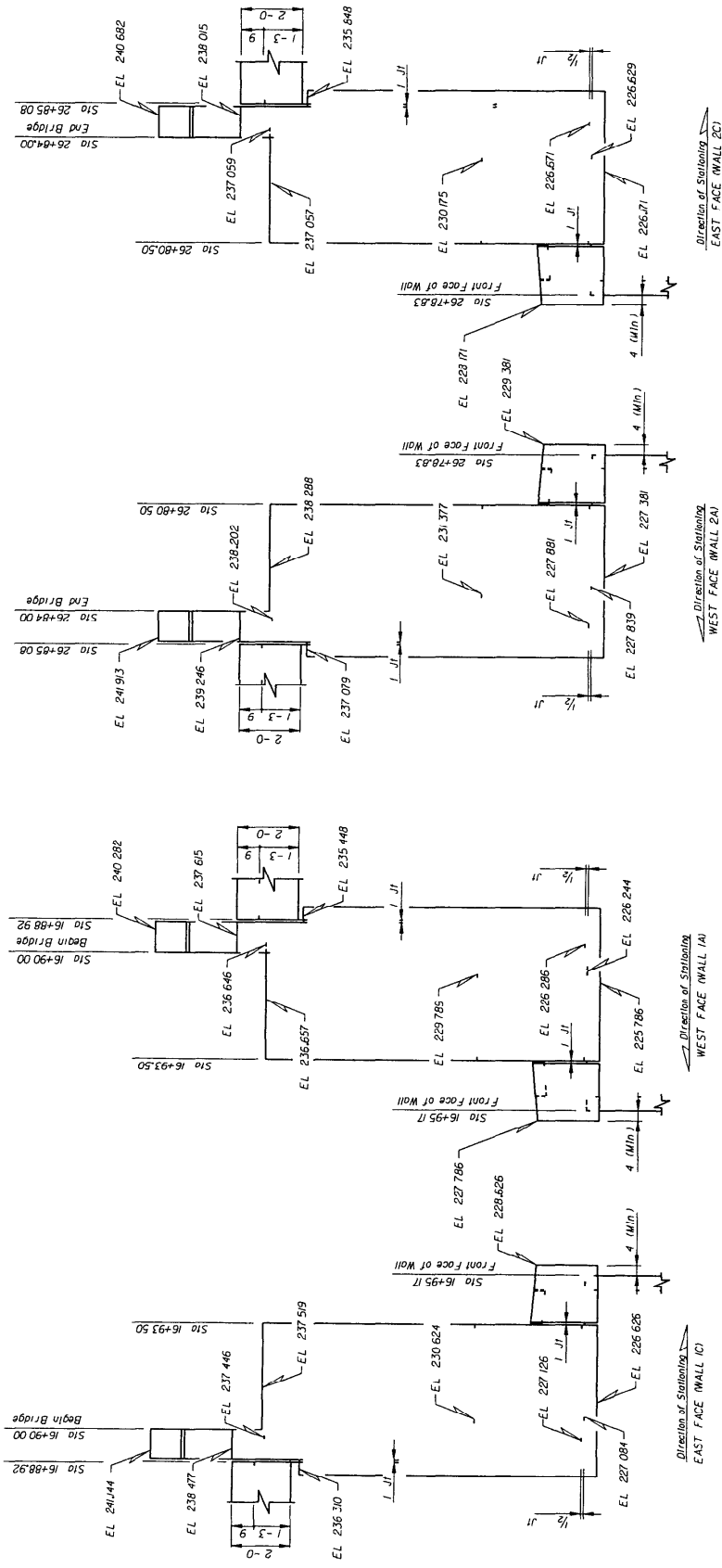


EXHIBIT SCG-2
Date 1/1/00

| REVISEMENTS | | DESCRIPTION | |
|-------------|----|-------------|-------------|
| DATE | BY | DATE | DESCRIPTION |
| | | | |
| | | | |

| | | | |
|------------------------------|--------|-----------------------|--|
| STATE OF FLORIDA | | SHEET NO. | |
| DEPARTMENT OF TRANSPORTATION | | NO. | |
| ROAD NO. | COUNTY | FINANCIAL PROJECT ID. | |

| | |
|--|--|
| SELECTIVE CLEARING AND GRUBBING | |
|--|--|



END BENT NO 1

END BENT NO 7

EXHIBIT CP-5
Date 1/1/00

| | | | | | | | | | | | |
|--------------------------------------|----|-------------|----------|---------|-------------|-----------------------|----------|------|----|-------------|----------|
| DATE | BY | DESCRIPTION | FILE NO. | DATE | BY | DESCRIPTION | FILE NO. | DATE | BY | DESCRIPTION | FILE NO. |
| | | | | | | | | | | | |
| FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROAD NO. | COMMIT. | PROJECT NO. | MISCELLANEOUS DETAILS | | | | | |
| | | | | | | SHEET NO. | | | | | |

GENERAL NOTES

1. CONSTRUCTION SPECIFICATIONS Florida Department of Transportation Standard Specifications for Road and Bridge Construction (1999) and supplements thereto
2. DESIGN SPECIFICATIONS Design shall be in accordance with the following specifications applicable Intern specifications Florida Department of Transportation Structures Design Guidelines (1999) and supplements thereto
3. MATERIAL STRESSES All allowable stresses shall be in accordance with the current AASHTO Specifications for all the materials shown on the plans
4. DESIGN METHOD Load Factor except that internal and external stability shall be designed for service loads The following minimum factors of safety shall be utilized in the design of the walls:
 - Overturning $F.S. = 2.0$
 - Sliding $F.S. = 1.5$
 - Bearing Capacity $F.S. = 1.5$
 - Internal Bulb $F.S. = 1.5$ (Allowable Deflection = $\frac{1}{4}$)
 - Overall Stability $F.S. = 1.5$
 - Steel $0.55 F_y$ (Straps)
 - Plastics $0.47 F_y$ (Wire Mat or Grid)
 - Steel Connections $0.19 F_u$ (HDPE) (Permanent Walls)
 - See AASHTO Specifications $0.29 F_u$ (Polyester and HDPE) (Temporary Walls)
5. DESIGN LOADS Live Loading HS20-44
6. For Typical Sections through roadway see Roadway Plans
7. Longitudinal dimensions shown in the plans are measured along the exterior face of the wall. Elevations shown are to the top of coping, top of leveling pad or top of wall footing
8. A structural extension of the connection of the wall panel to the soil reinforcement shall be used when the cutting or excessive skewing (greater than 15 degrees) of the soil reinforcements at pins or other obstructions
9. These walls are to be designed for the settlements noted for each wall Long term settlement is measured from the beginning of wall construction

GEOTECHNICAL INFORMATION

| Walls MSE-1 & MSE-2 (South Approach Area) | Reinforced Soil & Random Backfill | Medium Dense Fine Sand | Medium Dense Silty Fine Sand | Medium Dense to Dense Fine Sand | Loose Fine Sand |
|---|-----------------------------------|------------------------|------------------------------|---------------------------------|-----------------|
| Depth Below Existing Ground Line | 110 pcf | 0-9 | 9-23 | 23-37 | 37-45 |
| Unit Weight | 118 pcf | 118 pcf | 118 pcf | 120 pcf | 110 pcf |
| Cohesion | 0 | 0 | 0 | 0 | 0 |
| Internal Friction | 30 | 34 | 34 | 35 | 30 |

| Walls MSE-3 & MSE-4 (North Approach Area) | Reinforced Soil & Random Backfill | Loose to Medium Dense Clayey Fine Sand | Medium Dense Clayey Fine Sand | Hard Sandy Clay | Loose to Dense Fine Sand |
|---|-----------------------------------|--|-------------------------------|-----------------|--------------------------|
| Depth Below Existing Ground Line | 110 pcf | 0-10 | 10-15 | 15-17 | 17-45 |
| Unit Weight | 110 pcf | 116 pcf | 118 pcf | 120 pcf | 116 pcf |
| Cohesion | 0 | 0 | 0 | 4177 pcf | 0 |
| Internal Friction | 30 | 32 | 34 | 0 | 34 |

If the unit weight and/or ϕ angle of the fill proposed by the Contractor differs from the above the Project Engineer shall contact both the District Geotechnical Engineer and the Wall Designer for a possible redesign

Design Bossa Internal Friction Angle = 30 degrees (Sand Backfill)
34 degrees (Limerock) (Dodge, Monroe Co.)

Refer to Plan and Elevation sheets of individual walls for minimum reinforcement strip/mesh length allowable bearing capacities minimum wall embedment and anticipated long term and differential settlements

SOIL REINFORCEMENT LENGTHS FOR EXTERNAL STABILITY (0.7N)

| Wall Height | 5-0 | 5-5 | 6-0 | 5-6 | 7-0 | 7-6 |
|------------------------|------|------|------|------|------|------|
| * Reinforcement Length | 7-0 | 7-0 | 7-0 | 7-0 | 7-0 | 7-0 |
| Bearing Pressure (pcf) | 1082 | 1241 | 1426 | 1648 | 1454 | 1623 |

* The reinforcement strip lengths shown in this column are minimum lengths required for external stability. The proprietary wall companies are responsible for internal stability of the retaining walls. The reinforcement lengths used in the construction of the retaining walls shall be the longer of that required for internal or external stability

The applicable wall systems for each wall location are listed below. Wall systems not listed have been deemed unacceptable for use at that specific site due to the environment, excessive settlement etc and shall not be used and will not be considered for future substitution during construction

| Wall Nos 1 & 2 | Environment | Extremely Aggressive |
|---|------------------|----------------------|
| Long Term Settlement | $\frac{1}{2}$ | |
| Short Term Settlement | $\frac{3}{8}$ | |
| Differential Settlement | $\frac{1}{8}$ /1 | |
| Wall Nos 3 & 4 <th>Environment</th> <th>Extremely Aggressive</th> | Environment | Extremely Aggressive |
| Long Term Settlement | $\frac{1}{2}$ | |
| Short Term Settlement | $\frac{1}{4}$ | |
| Differential Settlement | $\frac{1}{8}$ /1 | |

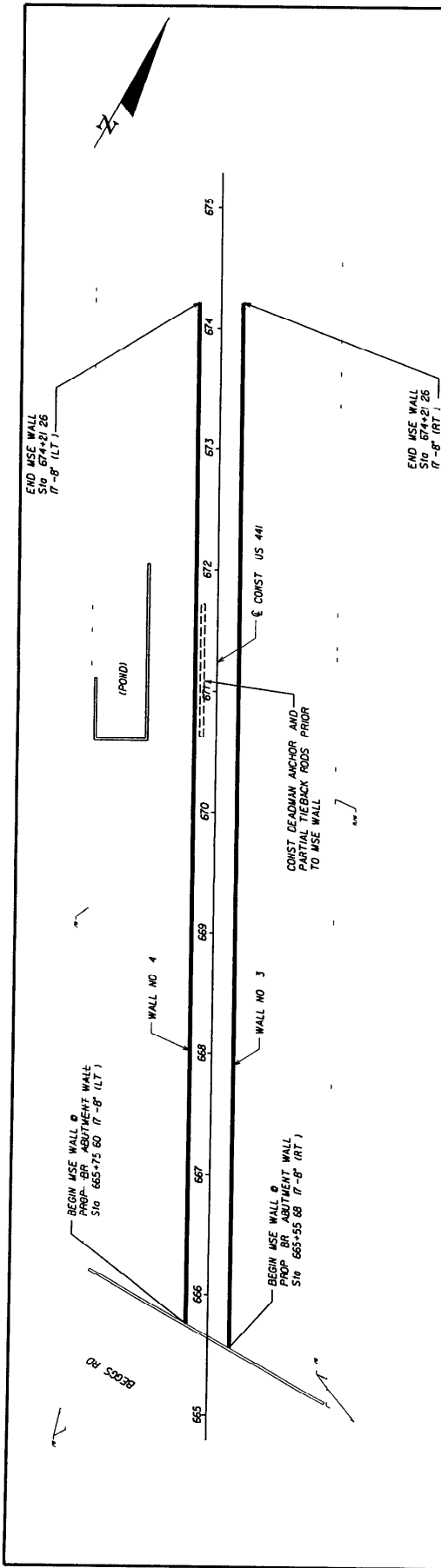
The following wall systems are acceptable for use at this location
Brand X
Brand Y
Brand Z

EXHIBIT CP-6
Date 1/1/00

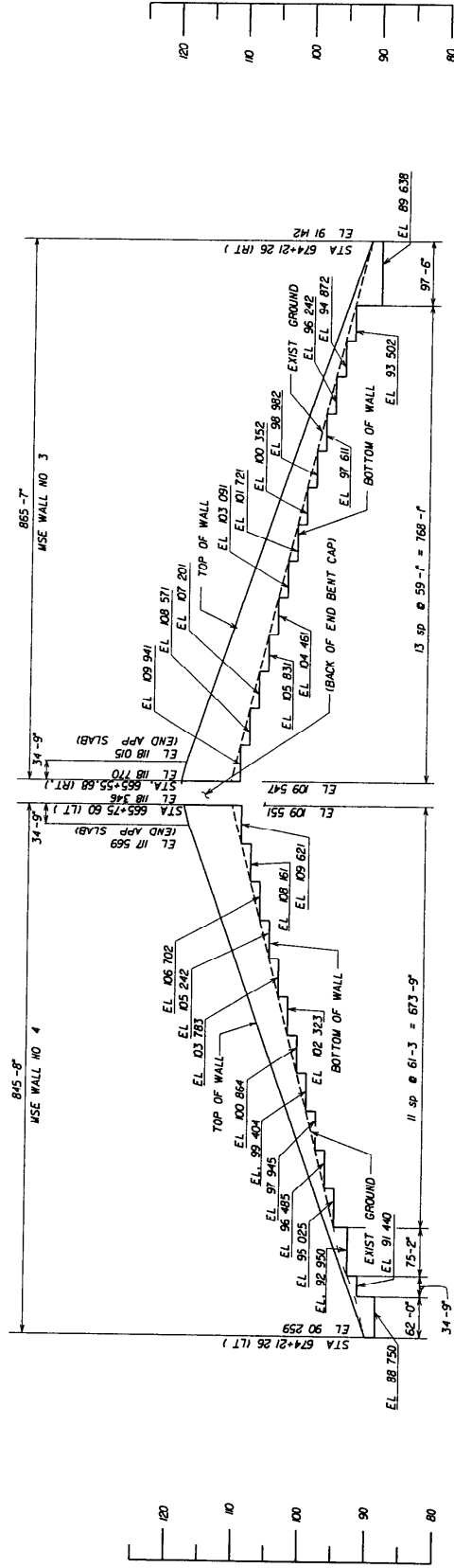
| DATE | DESCRIPTION | REVISIONS | DATE | BY | DESCRIPTION | NAME | DATE | ENGINEER OF RECORD | FLORIDA DEPARTMENT OF TRANSPORTATION |
|------|-------------|-----------|------|----|-------------|------|------|--------------------|--------------------------------------|
| | | | | | | | | | ROAD NO PROJECT NO |
| | | | | | | | | | PROJECT NO |

CONTROL DRAWING GENERAL NOTES
INDEX NO S-825, SHEET 1 OF 1

SHEET NO



PLAN VIEW TEMP MSE WALL NOS 3 & 4



EXPANDED ELEVATION VIEWS (TEMP MSE WALL NOS 3 & 4) LOOKING AT FRONT FACE OF WALL

EXHIBIT CP-8
Date 1/1/00

| DATE | BY | DESCRIPTION | REVISED CONS. | DATE | BY | DESCRIPTION | NAME | DATES | ENGINEER OF RECORD | ROAD NO. | COUNTY | PROJECT NO. | SHEET NO. |
|------|----|-------------|---------------|------|----|-------------|------|-------|--------------------|----------|--------|-------------|-----------|
| | | | | | | | | | | | | | 5 |

FLORIDA DEPARTMENT OF TRANSPORTATION
TEMPORARY RETAINING WALL SYSTEM

