



MS-32

DATE: January 1, 1999

TO: Registered Plans Preparation Manual Holders

FROM: James A. Mills, PE
Roadway Design Office
Criteria and Standards Section

CC: Freddie Simmons, Billy Hattaway, William Nickas

SUBJECT: IMPLEMENTATION - PLANS PREPARATION MANUAL
JANUARY 1999 UPDATES

The January, 1999 Updates include revisions to the Plans Preparation Manual, Volume 1 Metric, January, 1998 and a new metric version of Volume II dated January, 1999. These updates are to be implemented on Metric and English projects as stated below

Volume I, Chapter 2, Table 2.1.1 Lane Widths

SUMMARY OF REVISION

Footnote 1 was revised to indicate that reduced lane widths apply only to non-Florida Intrastate Highway System facilities

IMPLEMENTATION

This change is effective on all projects beginning design phase as of January 1, 1999. This change should be implemented to the maximum extent practical on all projects where design is currently underway, without impact to production schedules and budget.

This change applies to both Metric and English Projects

Volume I Chapter 8, Section 8.3.1 Sidewalks

SUMMARY OF REVISION

Section 8 3 1 was revised to address sidewalks on roadways with flush shoulders

IMPLEMENTATION

Effective immediately on all projects

This change applies to both Metric and English Projects

Volume I Chapter 10, Section 10.10.3. Variable Message Signs

SUMMARY OF REVISION

Section 10 3 3 was revised to add requirements for using Radar Activated Speed Signs on certain projects

IMPLEMENTATION

The use of Radar Activated Speed Signs are to be implemented on all applicable projects beginning with the July, 1999 letting

This change applies to both Metric and English Projects

Volume I Chapter 10, Section 10.13.2 Portable Concrete Safety Shape (Temporary Barrier Walls)

SUMMARY OF REVISION

Section 10 13 2 was revised to eliminate reference to the Roadway and Traffic Design Standards for anchorage when a 0 6 m deflection distance cannot be met The Standards provide a means only for anchoring on bridge decks No standard exists for anchoring to the ground

IMPLEMENTATION

This is a clarification and is effective immediately

This change applies to both Metric and English Projects

Volume I Chapter 13, Section 13.5.2 Projects Involving Bridges with Lead Based Paint

SUMMARY OF REVISION

Section 13 5 2 is a new section which describes requirements that must be met on projects which involve lead based paint

IMPLEMENTATION

The requirements described in this section were previously implemented

This change applies to both Metric and English Projects

Volume I Chapter 16, Section 16.2.3 Typical Section Package

SUMMARY OF REVISION

Section 16 2 3 has been completely revised Typical Section Package requirements have been clarified and made more specific

IMPLEMENTATION

This revision is to be implemented on all projects beginning design phase as of January 1, 1999 that do not have an approved typical section.

This revision applies to both Metric and English Projects

Volume I Chapter 20, Section 20.3 Plans Processing

SUMMARY OF REVISION

Section 20 3 has been revised to indicate the need to contact the District for information on plan set submittals that are required by the District prior to the Contract Plans Package submittal to Central Office

IMPLEMENTATION

This revision is a clarification and is effective immediately

This revision applies to both Metric and English Projects

**Implementation of January, 1999 Updates to the Plans Preparation Manual
January 1, 1999**

Volume I Chapter 25, Section 25.1.2 Application

SUMMARY OF REVISION

Section 25.1.2 has been revised to clarify the use of RRR criteria on FIHS facilities

IMPLEMENTATION

This revision is a clarification and is effective immediately

This revision applies to both Metric and English Projects

Plans Preparation Manual Volume II - Metric, January, 1999

SUMMARY OF REVISION

This is the first edition of a metric version of Volume II. It was developed using the same basic format as the English version and contains plans assembly and content requirements, and example plan sheet exhibits. In addition to changes as a result of metric conversion, each chapter has been updated to reflect current requirements. Designers should carefully review each chapter.

IMPLEMENTATION

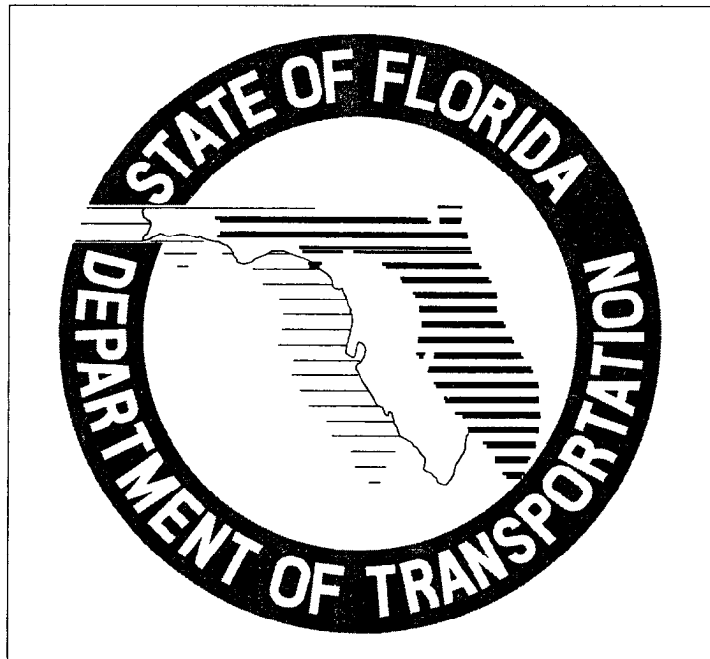
Plans Preparation Manual Volume II - Metric, January, 1999 is to be implemented on all metric projects beginning design phase as of January 1, 1999. Implementation on projects where design was previously underway is at the discretion of the Districts.

For English projects beginning design phase after January 1, 1999, the general plan assembly and content requirements indicated Volume II - Metric, January, 1999 shall be followed until a new English version is published. Past practice for displaying English units should be used.

All other revisions in the January, 1999 Plans Preparation Manual updates package primarily consist of clarification and/or error corrections. Other changes are a result of moving certain information from Volume I to Volume II. A complete listing is provided in this update package. These are effective immediately subject to the implementation requirements stated above.

PLANS PREPARATION MANUAL

VOLUME II - METRIC



Revised 10/98 10 10/98

ROADWAY DESIGN OFFICE

TALLAHASSEE, FLORIDA

JANUARY 1999

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INTRODUCTION

PLANS PREPARATION MANUAL, VOLUME II - METRIC

PURPOSE:

This *Plans Preparation Manual, Volume II - Metric* 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 construction 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 - Metric (Topic No 625-000-005)* 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 - METRIC 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.

The first metric version of Volume I was published in January, 1995. Until now there has been no metric version of Volume II. This 1999 issue of *Volume II - Metric* incorporates revisions issued since the previous PPM publication, additions to some of the existing chapters, as well as new chapters. Some of the new information was previously contained in *Volume I - Metric* of the *Plans Preparation Manual*, the *Structures Design Guidelines (SDG)*, *Topic No 625-020-150-b* or the *Structures Detailing Manual (Topic No 625-020-300)*.

The most significant changes are due to the incorporation of the Metric System. Other revisions or updates are the result of changes in the design process or procedures since publication of the original manual.

b Organization

The *Plans Preparation Manual, Volume II - Metric* 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
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For updates and manual registration information contact

Roadway Design Office
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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 - Metric 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 on which the contractor bases his bid for a construction project. These documents are also used in the construction of the project. 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 Roadway Standards Manual, Topic No. 625-010-007** (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 CADD Engineering Software 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. FDOT metric symbols are shown in ***Appendix A*** of this volume.

1.3 Application of the Metric System

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

1 Dimensioning Requirements

- For dimensions in meters, display values to at least one decimal place
- For dimensions in millimeters, display values as whole numbers with no decimal place
- Do not use the centimeter
- Using the preceding rules, do not show the unit symbols "m" and "mm" unless needed for clarification. Show even dimensions in meters with a decimal and following zero digit, e.g. 300.0 to avoid confusion with 300 mm
- If a dimensioned item has a numerical quantity that is part of a group of numbers in a different range, select the unit that most adequately covers the range without unduly large or small numbers. For example, if 300 mm is part of a group of numbers shown in meters, show it as 0.3 m

- Show long dimensions, including all horizontal and vertical geometry, wall lengths, bridge span lengths and box culvert lengths, spans and heights in meters
 - In general, show cross section dimensions of structural members in millimeters. This will normally include most drainage structures (except box culverts), drainage pipe, and special drainage structure details. (Note: The actual size of drainage pipe and standard drainage structure boxes will remain the same. However, label these items in nominal size based on 1" = 25 mm. Example: Label 24" pipe as 600 mm pipe, Label a 4' diameter structure as a 1200 mm structure.)
- 2 As a general rule, display metric dimensions to one more decimal place than the corresponding dimension in English units
- Typical Section Elements, including lane widths and shoulder widths - in meters, generally to 1 decimal place
 - Horizontal control points on plans, including survey centerline, baseline, intersections and alignment - in meters to 3 decimal places. The normal station interval for centerlines and baselines is 100 meters (1 + 00 000 = 100 m)
 - Vertical alignment control points, (PVC, PVI, PVT) and profile grade elevations - in meters to 3 decimal places
 - Profile Grade - in percent to 4 decimal places
 - Proposed flow lines - in meters to 2 decimal places
 - Manhole tops and grate elevations - in meters to 3 decimal places
 - Ditch elevations - in meters to 2 decimal places
 - Box Culvert Spans and Heights - in meters to 1 decimal for new construction, in meters to 3 decimal places for extensions of existing box culverts originally constructed to English dimensions
- 3 When project limits are identified by kilometer point location on the Key Sheet, show the equivalent milepost using direct mathematical conversion (example: kp 1 609 = MP 1 000)

- 4 Where practical, round and display short radius curves (<150 0 m), including curb returns and control radii, to the nearest meter. Round and display longer radius curves to the nearest 5 meters.
- 5 Display alignment bearings and delta angles in curve data in degrees, minutes and seconds, rounded to the nearest second.
- 6 Continue to post sign messages for speed limits and distances in English units.
- 7 Express slope ratios in vertical to horizontal (V:H) format. For example, show roadside slopes as 1:6, 1:4, rather than past convention as 6:1 or 4:1.
- 8 Label existing and proposed utilities in metric. Use the **FDOT Basis of Estimates Handbook** utility pay item list of metric sizes as a guide.
- 9 Omit "degree of curvature" from curve data. It has no definition in the metric system. Instead, use the radius definition.

Other important metric rules to remember

- 1 When converting 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 the nearest 0.001 m or 1 mm.
- 3 On resurfacing projects, hard convert typical section dimensions (lane widths, shoulder widths, etc.) where existing conditions permit. (A "hard" metric project is defined as one where metric standard index drawings and metric specifications are used, and the design complies with adopted metric criteria.)

Use direct mathematical (soft) conversion (Rule Number 2) for existing pavement widths in curbed sections, existing right of way widths, and existing median widths.

- 4 Do not use commas to separate digits if a number has more than 4 digits. For numbers with more than 4 digits either right or left of the decimal, leave a space when practical. (Where the displayed number must be used in a mathematical operation on a computer the space may not be recognized properly and should not be used)

Example 10 000 or 0 609 35 or 13 471 359

For these and other rules pertaining to FDOT metric practice see **Volume I, Appendix B**

The following table shows the approximate equivalent metric scales for standard English scales traditionally used by FDOT

ENGLISH SCALE	METRIC SCALE
1" = 2'	1 25
1" = 5'	1 50
1" = 10'	1 100
1" = 20'	1 200
1" = 40'	1 400 or 1 500
1" = 50'	1 500
1" = 100'	1 1000
1" = 200'	1 2000
1" = 400'	1 5000

Recommended metric scales for individual plan sheets are given in the appropriate chapter in this volume

1.4 Base Sheet Format

All plan sheet formats are contained in the FDOT CADD Engineering Software

Contract plans shall be plotted to scale on size B (11" X 17") multipurpose paper

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 Display 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 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 with begin kp
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
Gradeline 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 (radii, 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

*May require accompanying cross section pattern sheet

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)
Standard alternate materials note

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 P C and P T
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 no
Proposed R/W lines
Existing utilities
Proposed side drain pipe requirements (including size) for access and intersections
Final geometrics and dimensions including radii, station pluses, 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 meters (M^3)
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)
Approach slabs

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)
Boring 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

SWPPP 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	3-4
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3 8	Governing Specifications and Standards	3-6
3 9	State Map	3-6
3 10	Railroad Crossing	3-6
3 11	Revisions	3-6

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 CADD Engineering Software. Levels and fonts for additional data can also be found in the FDOT CADD Engineering Software.

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 FPID 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 top right corner is the second year in the fiscal year, i.e., enter 99 for fiscal year beginning July 1998 and ending June 1999. 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)

Net = Roadway + Bridges

Gross = End Project - Begin Project

The roadway and bridge length shall be computed in meters to three decimal places. The survey line should be used to compute the length of the project unless the construction line is substantially different in length (20 meters 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 longest 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 or other appropriate map. "Clippings" of digitized county maps are available upon request, from the District CADD Manager by supplying him/her with 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 shall request the District Project Manager, who in turn shall request the District CADD Manager for the map "clipping". The map clippings shall be made available to the consultant.

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 kilometer point and mile post, correct to three decimal places, shall be shown under the begin and end 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 CADD Engineering 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 kilometer point and 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
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
Outfall/Lateral Ditch Plan-Profiles
Outfall/Lateral Ditch Cross Sections
Special Details
Cross Section Pattern Sheet
Borrow Pit Soil Survey
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. The Revision Date of a Contract Plans Set is the date when the lead key sheet is sealed by the Engineer of Record.

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.

Chapter 4

SUMMARY OF PAY ITEMS

4 1	General	4-1
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 CADD Engineering 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. (See the **CES User's Guide** on how to string jobs). 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

5 1	Drainage Map	5-1
5 1 1	Plan Portion	5-1
5 1 2	Profile Portion	5-3
5 1 3	Flood Data Summary Box	5-4
5 1 4	Interchange Drainage Map	5-4
5 2	Bridge Hydraulic Recommendation Sheet	5-5
5 2 1	Required Information on BHRS	5-5
5 2 1 1	Plan View	5-5
5 2 1 2	Profile View	5-6
5 2 1 3	Location Map, Drainage Map, and Existing Structures	5-6
5 2 1 4	Hydraulic Design Data, and Hydraulic Recommendations	5-6
Exhibit 5-1	Drainage Map Notes	5-7

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.

A preformatted drainage map sheet cell is located in the FDOT CADD Engineering Software. The upper (grid) portion of the sheet is used for plotting the project profile, which is optional at the discretion of 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 5000	1 50/1 100
Interstate & Other Rural	1 10 000	1 100/1 200
Municipal & Other	1 2000/5000	1 50/1 100

5.1.1 Plan Portion

The plan portion shall comply with the following requirements:

- 1 Stationing shall be shown every 500 meters for scales of 1 5000 and 1 10 000. For 1 2000 scale, stationing shall be shown every 100 meters.

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 hectares.

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 CADD Engineering 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 50 in level terrain and 1 100 in rolling terrain. A scale of 1 200 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 1 200 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 CADD Engineering 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 1:2000 or 1:5000 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 CADD Engineering 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 N H W and Design Flood elevations shall be shown For tidal crossings, the M 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 hectares or square kilometers) 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 meters per second (m^3/s) and stages are in meters, NGVD, 1929

Exhibit 5-1

Chapter 6

TYPICAL SECTIONS

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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 kilometer point/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 CADD Engineering 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 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 meter vertical per meter 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, structural course, friction course and shoulder pavement Use 0.1 m 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 thickness descriptions in millimeters or kilograms per square meter (kg/m^2)

- 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 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 **Exhibit SQ-1&2**.

7.2 Item Quantity "Boxes" and Format

The various "boxes" used for each type of summary are contained in the FDOT CADD Engineering 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

Box culvert data sheets are obtained by computer design of the box culvert. Only the data sheets showing concrete and steel quantities shall be included in the contract plans. Station numbers shall be inserted for cross reference. The concrete and steel output files shall be transferred to a graphics design file and placed on a normally formatted plan sheet. This sheet shall be placed in the plans directly behind the Summary of Quantities Sheet(s).

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 2102- 1- Includes approximately ____ M2 of Temporary Pavement

2 2104- 10- 1 Based on replacement every 3 months

3 2104- 13- 1 Based on replacement every 12 months

4 2110- 3- (To be used for the removal of existing bridge structures)

All salvageable material, as determined by the Engineer, is to be stockpiled within the right of way for removal by FDOT forces.

5 2110- 86- All salvageable material designated to be delivered by the contractor shall be delivered to

(Provide address of nearest FDOT Maintenance Yard)

6 2120- 2- 1 To be furnished by the contractor from areas provided by him. Measurement shall be based on measurement of the borrow pit. At the contractor's option, measurement may be based on loose truck volume, in which case payment will be made on ____% of the truck-measured quantity.

Exhibit 7-1, Sheet 1 of 3

- 7 2331- 2
 or 2334-1 (To be used on all resurfacing projects that include milling and
 resurfacing)
- Included (or Includes _____ MT) for adjustment of connections to
 existing drives, streets, etc , as directed by the Engineer
- 8 2400- 1- 15 Includes _____ M3 for miscellaneous construction, as directed by the
 Engineer
- 9 2536- 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
- 10 2538- 1- This is to include replacement of _____ panels, _____ regular posts &
 _____ 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 2538-5
 of the Specifications
- 11 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
- 2570- 1- Includes approximately _____ M2 Seeding for temporary grassing
- 2570- 2- Includes approximately _____ M2 Seed and Mulch for temporary
 grassing
- 2570- 3- Includes approximately _____ KG Grass Seed (Permanent Type) for
 temporary grassing
- 2570- 4- Includes approximately _____ MT Mulch Material for temporary
 grassing

Exhibit 7-1, Sheet 2 of 3

- 2570- 5- Includes approximately _____ MT Fertilizer for temporary grassing
 - 2570- 9- Includes approximately _____ KL Water for temporary grassing
 - 2570- 10- Includes approximately _____ KG Grass Seed (Quick Growing) for temporary grassing
 - 2575- 1- Includes approximately _____ M2 Sodding for temporary grassing
 - 12 2570- 5- Based on _____ applications
 - 13 2639- 2- 1 Payment shall be based on the linear meter of a single conductor
 - 14 The following pay item note should be shown in the Roadway Plans
 - 2710- 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
- 2710- 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

8 1	Summary of Drainage Structures	8-1
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 CADD Engineering Software. Specific levels and fonts which shall be used are also given in the FDOT CADD Engineering Software.

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

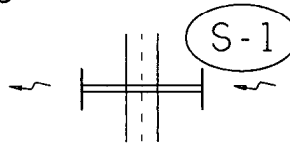
The remarks column shall contain all special notes pertaining to the structure The "Final Quantity" line is for construction to use and shall be left blank

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

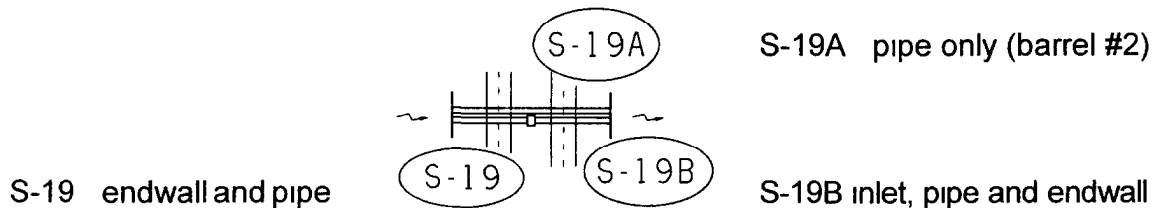
- 1 For simple cross-drains, one structure number is appropriate for the inlet and outlet treatments and the pipe

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 CADD Engineering 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 CADD Engineering 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 CADD Engineering Software. Plotting should typically be done at a horizontal scale of 1/400 or 1/500 for urban jobs. For rural jobs, the scale should typically be from 1/500 to 1/2000 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. For all scales up to and including 1/1000, additional tick marks shall be placed at 20 meter intervals between stations. An exception to this is scale 1/500, which shall have tick marks placed at 25 meter intervals, in order to line up with the standard metric grid used in the profile. 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 1/500, and outside the R/W lines for smaller scales.

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)
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 CADD Engineering 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 or 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 nonfederal-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 culverts shall be indicated in the plan by a symbol and identified by a drainage structure number only. Box culverts (single or multiple) of 6 meters 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 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 (see **Exhibit PP-1**) 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 radius 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 restoration 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 1 kilometer 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

10.3 Roadway Profile Portion

10.3.1 General Data

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. Each full station number should be shown, regardless of scale. In addition, for horizontal scales of 1:400, pluses should be shown at 20 meter intervals, and for 1:500 at 25 meter intervals. A general guideline for horizontal and vertical scale is the vertical scale should be 10% of the horizontal scale.

Vertical elevation datum selected shall be such that the profile will not crowd either the upper or lower limits of the profile format. Elevation datum shall be shown on both the left and right sides of the sheet.

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-1** or **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 4 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 4 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 DPIs 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. Bridges and bridge culverts shall be noted as such, and their beginning and ending stations shown.

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

When bench mark datum other than National Geodetic Vertical Datum of 1929 (NGVD -29) is used for the plans the applicable datum 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/remains) 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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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 1/25 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 Engineering Software.

For intersections detailed on separate plan format, the profile and sections shall be shown on a grid format. For street intersections of municipal projects, a scale of 1/200 horizontal, and 1/25 vertical 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 1:400 horizontally and 1:50 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 5 meter 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 1:200 horizontally and 1:25 vertically, or 1:1000 horizontally and 1:25 or 1:50 vertically.

Sections at nose points are required. They may be shown using a scale of 1:200 horizontally and 1:25 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 5 to 50 meters, 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 1:200 horizontally, 1:25 vertically or 1:400 horizontally and 1:50 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 1:200 horizontally and 1:25 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.

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 Engineering Software.

The standard scales are 1" = 1000' horizontally and 1" = 50' 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" = 25' and a horizontal scale of 1" = 500' 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 1/400. The scale shall not be smaller than 1/500.

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 1/4000. 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.

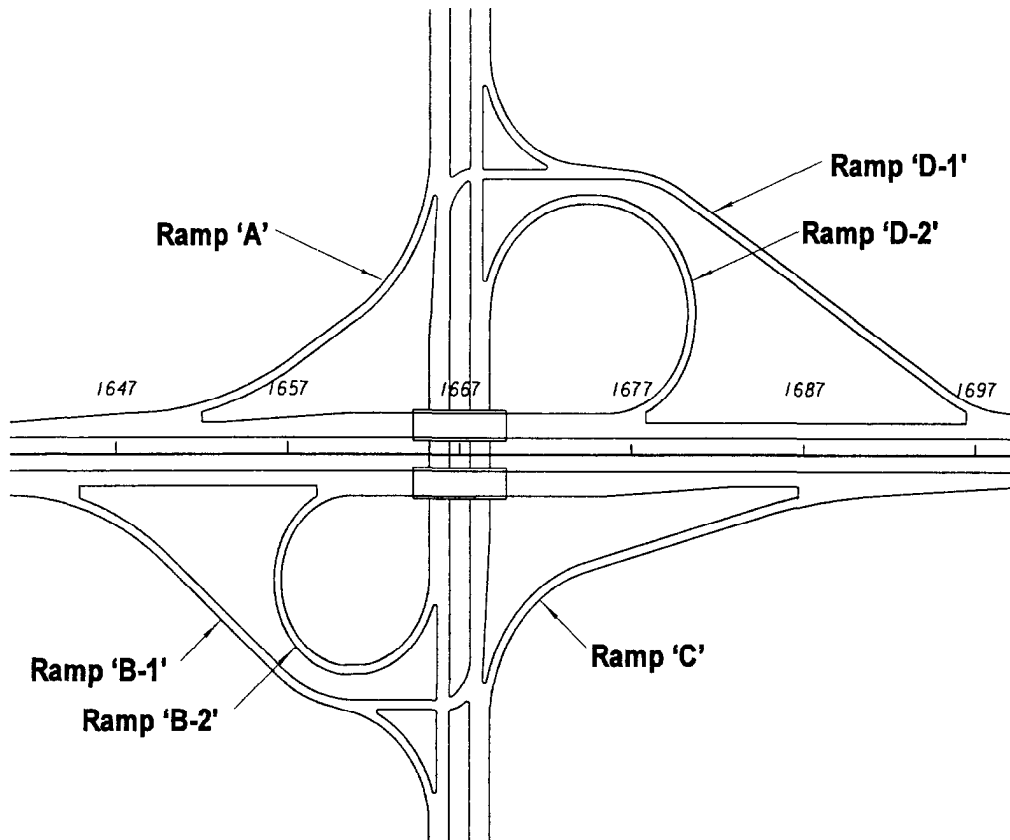


Figure 13.1

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 1/4000. 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 1/500. Standard scale 1/400 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 1/4000. 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 (see **Exhibit DS-1**).

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.

Sections for skewed cross drains shall be depicted along the centerline of the structure. For these structures, clear zone distances shall be measured at right angles to the project centerline and noted on the sheet.

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 curb and gutter inlets shall be shown if not controlled by typical section.

Alternate "G" or other special grate treatment shall be included with the inlet note. Additional details, such as special bedding, 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**)

If existing structures are to be plugged and abandoned, they shall be shown with an appropriate note.

Applicable notes are 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 this 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" = 1000'. However, if storm drain construction is proposed for a portion of the ditch, a scale of 1" = 400' or 1" = 500' 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 1/100, vertical and horizontal. Regardless of the horizontal scale used, the vertical scale shall always be 1/100.

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 and if the suitable material is to be used in the roadway. Excavation shall be tabulated whether the material is classified or unclassified.

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 1:100 vertical. The standard horizontal scale is also 1:100, although another scale may be used if necessary.

If material excavated from the pond is to be used in the roadway, a soil survey is required. The data from the soil survey sheet shall be shown on the cross sections. Excavation shall be tabulated whether the material is classified or unclassified.

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 CADD Engineering 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 5 millimeters 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 CADD Engineering Software.

The recommended vertical scale is 1/50. The horizontal scale shall be such that the entire roadway R/W is shown on the sheet, but shall not be smaller than 1/400 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**. Limits of unsuitable material shall also be shown.

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 for suitable material shall be indicated in the appropriate columns on the right side of the sheet, quantities for all other materials should be indicated in appropriate columns on the left 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 shown on the last cross section sheet of the plans set.

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 CADD Engineering 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 1:200 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 1/1000 for plan sheets and 1/500 for special details.

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

Chapter 20

UTILITY ADJUSTMENTS

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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 aids 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 Engineering Software). 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 Engineering Software.

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 1 kilometer of the construction, the Transportation Statistics Office in Tallahassee shall be added to the list of utility owners. 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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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 *Detailing Manual (Topic 625-020-200)*.

22.2 Approach Slabs

Approach slab details sheets are included in the structures plans, beginning with the July, 1999 letting. 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 and retaining walls, which are part of the roadway approaches to the bridge and which interface with the approach slabs 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
- Plans Sheet
- 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 and vendor number of consultant (when plans are prepared by a consultant) shall be shown as described in **Chapter 3**. Refer to **Exhibit S-KS** for an example key sheet.

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. The sheet shall be set up as shown in **Exhibit S-Q1**. Pay items shall be listed in numerical order and quantities shall be tabulated per sheet. Provision 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 are normally shown on the first plan sheet. If space is not available on this sheet, the general notes may be shown on a separate plan format 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. For complex projects 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. Refer to **Exhibits S-P1 thru 3** for an example of signing and pavement marking plan sheets.

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. Only 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. This sheet should be prepared on the standard plan sheet format to any convenient scale that will preserve clarity and legibility.

For multi-support roadside signs, cross sections may not be included in the plans set, but the support data (size and average length) for each sign shall be tabulated on the guide sign worksheet. Either the format utilizing the *GuidSIGN* Program output, shown in **Exhibit S-GS1**, or the format shown in **Exhibit S-GS2** may be used.

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 1:100 horizontally and vertically.

For overhead signs, the design of the support truss, columns and foundations shall be included in the signing and marking plans.

The design of the attachment system for signs mounted on bridge structures shall be the responsibility of the Structures 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.

Foundation details and boring data sheets for overhead signs shall also be included in the signing and pavement markings 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

2710- 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 plan 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 and vendor number of consultant (when plans are prepared by a consultant), shall be shown as described in **Chapter 3**. Refer to **Exhibit T-KS** for an example key sheet.

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 be set up as shown in **Exhibit T-Q1**. 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 1/4" = 1' or 1/5" = 1'. 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. Refer to **Exhibit T-P1** for an example of a signalization plan sheet.

24.5.2 Required Information

The basic information requirements include roadway geometrics, street names, construction stationing or kilometer point/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. Only 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 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

Foundation details and boring data sheets for mast arms shall also be included in the signalization plans

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.

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. Stationing shall progress from left to right and top to bottom.

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.

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
- Plans Sheet or Layout Sheet
- 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 and vendor number of consultant (when plans are prepared by a consultant), shall be shown as described in **Chapter 3**. Refer to **Exhibit L-KS** for an example key sheet.

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 be set up as shown in **Exhibit L-Q1**. 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 standard notes that refer to item numbers shall also be shown on this sheet. General notes shall be shown on the plan sheets or a separate plan format 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.

25.4 Pole Data and Legend Sheet

The pole data sheet shall be prepared on a standard plan format and shall be set up as shown in **Exhibit L-PD1**.

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

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 1/1000. 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. 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. Stationing shall progress from left to right and top to bottom.

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. Only 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 CADD Engineering 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 conventional poles is shown in the ***Roadway and Traffic Design Standards*** and need not be shown in the lighting plans. Foundations for high mast poles are not in the Standards and must be designed by the responsible structural engineer's office.

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

Chapter 26

LANDSCAPE PLANS

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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 a component set they shall include the following:

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

Sheets shall be numbered consecutively with the sheet number prefixed by the letters LD.

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

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 and vendor number of consultant (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 1/1000. 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 (150 mm 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 100 mm (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 CADD standards. When practical, the scale used should be the same as that used for the roadway plan-profile sheets.

APPENDIX A

FDOT Metric Symbols

FDOT METRIC SYMBOL STANDARDS

QUANTITY	UNIT	FDOT SPECS/ ROADWAY & TRAFFIC SYMBOLS	ASTM E380	2 CHARACTERS (i.e., PAY UNITS)	3 CHARACTERS (i.e., CQR FORMAT)
Length	millimeter	mm	mm		MM
	centimeter		cm	CM	CM
	meter	m	m	M1	M1
	kilometer	km	km	KM	KM
	lane kilometer	lane km		LK	LK
	net kilometer	net km		NK	NK
	gross kilometer	gross km		GK	GK
	kilometer point	kp			
Area	square meter	m ²	m ²	M2	M2
	hectare*	ha	ha	HA	HA
Volume	cubic meter	m ³	m ³	M3	M3
	liter	L	L	LI	LI
	kiloliter	kL		KL	KL
Mass (in the in - lb system called weight)	milligram	mg	mg		MGS
	gram		g	G	G
	kilogram	kg	kg	KG	KG
	metric ton*	t	t	MT	MT
Density	kg/cubic meter	kg/m ³	kg/m ³		KG3
Temperature	degree Celsius	°C	°C	DC	DC
	kelvin	K	K		K
Time	month*			MO	MON
	day*		d	DA	DAY
	hour*	h	h	HR	HR
	minute*	min	min		MIN
	second	s	s	SE	SEC
Plane Angle	radian	rad	rad		RD
	degree*	°	°	DG	DG
	minute*	'	'		MIN
	second*	"	"	SE	SEC
Frequency	hertz	Hz	Hz		HZ
Force	newton	N	N	N	N
	kilogram force	kgf	kgf		KGF
Viscosity dynamic	pascal second	Pa·s	Pa·s		PAS
Viscosity, kinematic	centistokes		m ² /s		M2S

QUANTITY	UNIT	FDOT SPECS/ ROADWAY & TRAFFIC SYMBOLS	ASTM E380	2 CHARACTERS (i.e., PAY UNITS)	3 CHARACTERS (i.e., CQR FORMAT)
Pressure Stress	pascal	Pa	Pa	PZ	PZ
	megapascal	MPa	MPa		MPA
	bar*	bar	bar		BR
Torque	newton-meter	N • m	N • m	N1	N1
Energy, Work	joule	J	J		J
	kilowatthour*	kWh	kWh		KWH
Power, Radiant Flux	watt	W	W		W
Electric Current	ampere	A	A		A
Electric Charge					
Electric Potential	volt	V	V		V
Capacitance	farad	F	F		F
Electric Resistance	ohm	Ω	Ω		OHM
Electric Conductance	seimens	S	S		S
Magnetic Flux	weber	Wb	Wb		WB
Magnetic Flux Density	tesla	T	T		T
Inductance	henry	H	H		H
Luminous Intensity	candela	cd	cd	CA	CA
Luminous Flux	lumen	lm	lm	LN	LN
Illuminance	lux	lx	lx		LX
	millicandela/	mcd/lx • m ²	mcd/lx • m ²		MCD
Speed Velocity	kilometer/hour	km/h	km/h	KH	KMH
	meter/second	m/s	m/s		M1S
	knot*	kn	kn		KN
Spread	square meter/	m ² /kg	m ² /kg		M/K
Rotational Frequency	radian/second	rad/s	rad/s		RDS
	rev/second*	r/s	r/s		RPS
	rev/minute*	r/min	r/min		RPM
Activity	becquerel	Bq	Bq		BQ
Absorbed Dose	gray	Gy	Gy		GY
Dose Equivelant	sievert	Sv	Sv		SV
Amt of Substance	mole	mol	mol		MOL

* non-SI units approved for use

OTHER FDOT METRIC DERIVED SYMBOLS USED IN SPECS

UNIT	SYMBOL
blows per meter	blows/m
blows per millimeter	blows/mm
candelas per lux per square meter	cd/(lx m ²)
cubic meter per second	m /s
gram per liter	g/L
kilogram per linear meter	kg/m
kilogram per metric ton (US dollar per liter) per kilogram per liter	kg/t(\$/L)/kg/L
kilogram per millimeter	kg/mm
kilogram per square meter	kg/m ²
kilogram per square meter x millimeter per kilogram per liter (US dollar per liter)	kg/m • mm/kg/L(\$/L)
kilojoule per kilogram	kJ/kg
kilojoule per millimeter	kJ/mm
kilojoule per square meter	kJ/m ²
kilonewton millimeter	J
liter per cubic meter	L/m
liter per kilogram	L/kg
liter per second	L/s
liter per square meter	L/m ²
lux per millimeter	lx/mm
meganewton per square meter	MN/m ²
meter per minute	m/min
millicandelas per lux square meter	mcd/(lx m ²)
milligram per centimeter	mg/cm
millimeter per meter	mm/m
millimeter per millimeter per degree Celsius	mm/mm/ ° C
millimeter per second	mm/s
nanogram per pascal second square meter	ng/(Pa s m ²)
newton per millimeter	N/mm
square meter per liter	m ² /L
square millimeter per square meter	mm ² /m ²
US dollars per cubic meter	\$/m ³
US dollars per liter	\$/L
US dollars per metric ton	\$/t
US dollars per square meter	\$/m ²

ROADWAY PLANS
SIGNING AND PAV
SIGNALIZATION P
LIGHTING PLANS
LANDSCAPE PLAN
ARCHITECTURAL
STRUCTURE PLAN

DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

THIS 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 - 2A	SUMMARY OF PAY ITEMS
3 - 9	BOX CULVERT DATA SHEETS
10	DRAINAGE MAP
11 - 12	TYPICAL SECTIONS
13	TYPICAL SECTION DETAILS
14	SUMMARY OF QUANTITIES
15 - 16	SUMMARY OF DRAINAGE STRUCTURES
17	PROJECT LAYOUT
18 - 22	ROADWAY PLAN-PROFILES
23 -	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


BEGIN PROJECT
STA 25+07.705
+0.5781 = MP 3+592

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 1991 AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 1991
AS AMENDED BY CONTRACT DOCUMENTS

REVISIONS

FINANCIAL PROJECT ID	00000	1-52-01
Roofing Sheets 1	6	7 (Revised 3-30-96)
Slipping & Palletment Working Sheets 5	2	5 & 3 (Revised 3-30-96)
Specialization Sheets 7-1	1	7 & 2 (Revised 11-30-96)
Roofing Sheets 14	33	(Revised 3-31-97)
Summary Of Pro Items	(Revised 3-31-97)	

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

 RECYCLED PAPER

FDOT PROJECT MANAGER

LENGTH OF PROJECT

	METERS
ROADWAY	IS 408 780
BRIDGES	100 406
NET LENGTH OF PROJ	IS 509 186
EXCEPTIONS	
GROSS LENGTH OF PROJ	IS 509 186

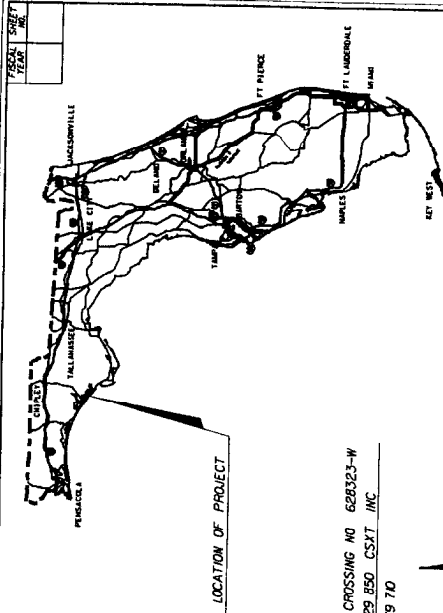
NOTE. THIS IS A METRIC UNIT PROJECT

METRIC UNIT NOTE TO BE PLACED
ON THE LEAD KEY SHEET AND ALL
COMPONENT PLAN KEY SHEETS

ROADWAY PLANS
ENGINEER OF RECORD

P E NO

EXHIBIT	KS-1
Date	1/1/99



ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO

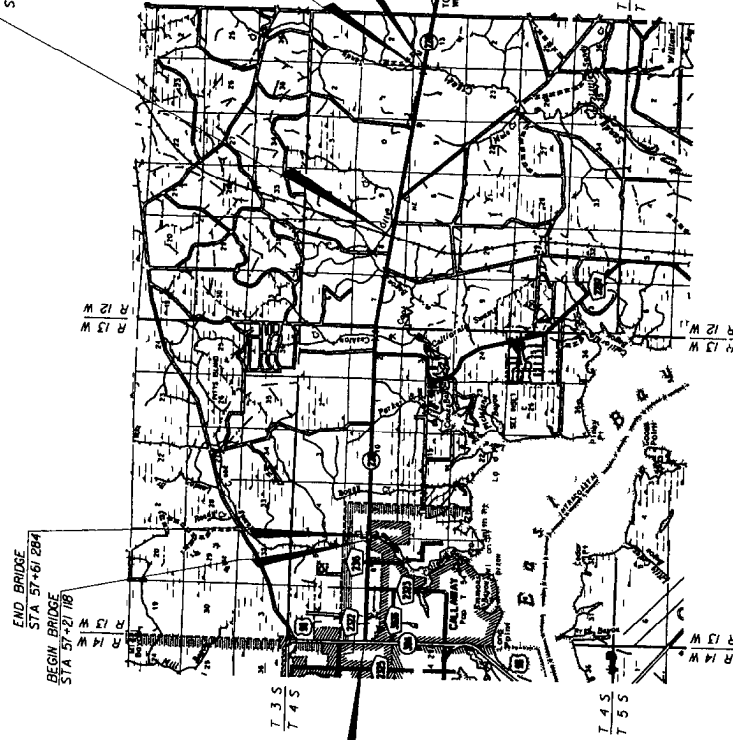
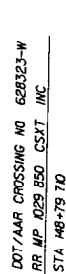
NAME(S) AND ADDRESS(ES) OF
ENGINEER(S) RESPONSIBLE FOR REVIEW
OF SHOP DRAWINGS WHEN REQUIRED

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 TO BE LET TO CONTRACT
WITH FINANCIAL PROJECT ID 000001-1-52-04

NOTE THE SCALE OF THESE PLANS MAY
HAVE CHANGED BY REPRODUCTION



KEY SHEET REVISIONS

DATE	BY	DESCRIPTION
3-96	JEW	Revised sequence of contract plans

COMPONENTS OF CONTRACT PLANS SET

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

THIS CONTRACT PLANS SET MAY NOT
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COMPONENTS/SHEETS

A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

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SHEET NO	SHEET DESCRIPTION
1	KEY SHEET
2 - 24	SUMMARY OF PAY ITEMS
3 - 9	BOX CULVERT DATA SHEETS
10	DRAINAGE MAP
11 - 12	TYPICAL SECTIONS
13	SUMMARY OF QUANTITIES
14	SUMMARY OF DRAINAGE STRUCTURES
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58 - 62	

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 1981, AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 1981
AS AMENDED BY CONTRACT DOCUMENTS

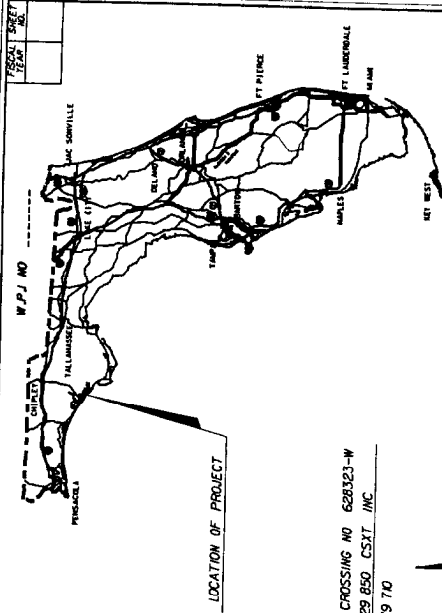
REVISIONS
FINANCIAL PROJECT ID: 000001-1-52-01
Standard: SH-1, L & T, R. D. (Revised: 3-30-86)
Standard: SH-2, L & T, R. D. (Revised: 3-30-86)
Standard: SH-3, L & T, R. D. (Revised: 3-30-86)
Standard: SH-4, L & T, R. D. (Revised: 3-30-86)
Standard: SH-5, L & T, R. D. (Revised: 3-30-86)
Standard: SH-6, L & T, R. D. (Revised: 3-30-86)
Standard: SH-7, L & T, R. D. (Revised: 3-30-86)
Standard: SH-8, L & T, R. D. (Revised: 3-30-86)
Standard: SH-9, L & T, R. D. (Revised: 3-30-86)
Standard: SH-10, L & T, R. D. (Revised: 3-30-86)
Standard: SH-11, L & T, R. D. (Revised: 3-30-86)
Standard: SH-12, L & T, R. D. (Revised: 3-30-86)
Standard: SH-13, L & T, R. D. (Revised: 3-30-86)
Standard: SH-14, L & T, R. D. (Revised: 3-30-86)
Standard: SH-15, L & T, R. D. (Revised: 3-30-86)
Standard: SH-16, L & T, R. D. (Revised: 3-30-86)
Standard: SH-17, L & T, R. D. (Revised: 3-30-86)
Standard: SH-18, L & T, R. D. (Revised: 3-30-86)
Standard: SH-19, L & T, R. D. (Revised: 3-30-86)
Standard: SH-20, L & T, R. D. (Revised: 3-30-86)
Standard: SH-21, L & T, R. D. (Revised: 3-30-86)
Standard: SH-22, L & T, R. D. (Revised: 3-30-86)
Standard: SH-23, L & T, R. D. (Revised: 3-30-86)
Standard: SH-24, L & T, R. D. (Revised: 3-30-86)
Standard: SH-25, L & T, R. D. (Revised: 3-30-86)
Standard: SH-26, L & T, R. D. (Revised: 3-30-86)
Standard: SH-27, L & T, R. D. (Revised: 3-30-86)
Standard: SH-28, L & T, R. D. (Revised: 3-30-86)
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Standard: SH-30, L & T, R. D. (Revised: 3-30-86)
Standard: SH-31, L & T, R. D. (Revised: 3-30-86)
Standard: SH-32, L & T, R. D. (Revised: 3-30-86)
Standard: SH-33, L & T, R. D. (Revised: 3-30-86)
Standard: SH-34, L & T, R. D. (Revised: 3-30-86)
Standard: SH-35, L & T, R. D. (Revised: 3-30-86)
Standard: SH-36, L & T, R. D. (Revised: 3-30-86)
Standard: SH-37, L & T, R. D. (Revised: 3-30-86)
Standard: SH-38, L & T, R. D. (Revised: 3-30-86)
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Standard: SH-40, L & T, R. D. (Revised: 3-30-86)
Standard: SH-41, L & T, R. D. (Revised: 3-30-86)
Standard: SH-42, L & T, R. D. (Revised: 3-30-86)
Standard: SH-43, L & T, R. D. (Revised: 3-30-86)
Standard: SH-44, L & T, R. D. (Revised: 3-30-86)
Standard: SH-45, L & T, R. D. (Revised: 3-30-86)
Standard: SH-46, L & T, R. D. (Revised: 3-30-86)
Standard: SH-47, L & T, R. D. (Revised: 3-30-86)
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Standard: SH-54, L & T, R. D. (Revised: 3-30-86)
Standard: SH-55, L & T, R. D. (Revised: 3-30-86)
Standard: SH-56, L & T, R. D. (Revised: 3-30-86)
Standard: SH-57, L & T, R. D. (Revised: 3-30-86)
Standard: SH-58, L & T, R. D. (Revised: 3-30-86)
Standard: SH-59, L & T, R. D. (Revised: 3-30-86)
Standard: SH-60, L & T, R. D. (Revised: 3-30-86)
Standard: SH-61, L & T, R. D. (Revised: 3-30-86)
Standard: SH-62, L & T, R. D. (Revised: 3-30-86)

FINANCIAL PROJECT ID: 000001-1-52-01
Standard: SH-1, L & T, R. D. (Revised: 3-30-86)
Standard: SH-2, L & T, R. D. (Revised: 3-30-86)
Standard: SH-3, L & T, R. D. (Revised: 3-30-86)
Standard: SH-4, L & T, R. D. (Revised: 3-30-86)
Standard: SH-5, L & T, R. D. (Revised: 3-30-86)
Standard: SH-6, L & T, R. D. (Revised: 3-30-86)
Standard: SH-7, L & T, R. D. (Revised: 3-30-86)
Standard: SH-8, L & T, R. D. (Revised: 3-30-86)
Standard: SH-9, L & T, R. D. (Revised: 3-30-86)
Standard: SH-10, L & T, R. D. (Revised: 3-30-86)
Standard: SH-11, L & T, R. D. (Revised: 3-30-86)
Standard: SH-12, L & T, R. D. (Revised: 3-30-86)
Standard: SH-13, L & T, R. D. (Revised: 3-30-86)
Standard: SH-14, L & T, R. D. (Revised: 3-30-86)
Standard: SH-15, L & T, R. D. (Revised: 3-30-86)
Standard: SH-16, L & T, R. D. (Revised: 3-30-86)
Standard: SH-17, L & T, R. D. (Revised: 3-30-86)
Standard: SH-18, L & T, R. D. (Revised: 3-30-86)
Standard: SH-19, L & T, R. D. (Revised: 3-30-86)
Standard: SH-20, L & T, R. D. (Revised: 3-30-86)
Standard: SH-21, L & T, R. D. (Revised: 3-30-86)
Standard: SH-22, L & T, R. D. (Revised: 3-30-86)
Standard: SH-23, L & T, R. D. (Revised: 3-30-86)
Standard: SH-24, L & T, R. D. (Revised: 3-30-86)
Standard: SH-25, L & T, R. D. (Revised: 3-30-86)
Standard: SH-26, L & T, R. D. (Revised: 3-30-86)
Standard: SH-27, L & T, R. D. (Revised: 3-30-86)
Standard: SH-28, L & T, R. D. (Revised: 3-30-86)
Standard: SH-29, L & T, R. D. (Revised: 3-30-86)
Standard: SH-30, L & T, R. D. (Revised: 3-30-86)
Standard: SH-31, L & T, R. D. (Revised: 3-30-86)
Standard: SH-32, L & T, R. D. (Revised: 3-30-86)
Standard: SH-33, L & T, R. D. (Revised: 3-30-86)
Standard: SH-34, L & T, R. D. (Revised: 3-30-86)
Standard: SH-35, L & T, R. D. (Revised: 3-30-86)
Standard: SH-36, L & T, R. D. (Revised: 3-30-86)
Standard: SH-37, L & T, R. D. (Revised: 3-30-86)
Standard: SH-38, L & T, R. D. (Revised: 3-30-86)
Standard: SH-39, L & T, R. D. (Revised: 3-30-86)
Standard: SH-40, L & T, R. D. (Revised: 3-30-86)
Standard: SH-41, L & T, R. D. (Revised: 3-30-86)
Standard: SH-42, L & T, R. D. (Revised: 3-30-86)
Standard: SH-43, L & T, R. D. (Revised: 3-30-86)
Standard: SH-44, L & T, R. D. (Revised: 3-30-86)
Standard: SH-45, L & T, R. D. (Revised: 3-30-86)
Standard: SH-46, L & T, R. D. (Revised: 3-30-86)
Standard: SH-47, L & T, R. D. (Revised: 3-30-86)
Standard: SH-48, L & T, R. D. (Revised: 3-30-86)
Standard: SH-49, L & T, R. D. (Revised: 3-30-86)
Standard: SH-50, L & T, R. D. (Revised: 3-30-86)
Standard: SH-51, L & T, R. D. (Revised: 3-30-86)
Standard: SH-52, L & T, R. D. (Revised: 3-30-86)
Standard: SH-53, L & T, R. D. (Revised: 3-30-86)
Standard: SH-54, L & T, R. D. (Revised: 3-30-86)
Standard: SH-55, L & T, R. D. (Revised: 3-30-86)
Standard: SH-56, L & T, R. D. (Revised: 3-30-86)
Standard: SH-57, L & T, R. D. (Revised: 3-30-86)
Standard: SH-58, L & T, R. D. (Revised: 3-30-86)
Standard: SH-59, L & T, R. D. (Revised: 3-30-86)
Standard: SH-60, L & T, R. D. (Revised: 3-30-86)
Standard: SH-61, L & T, R. D. (Revised: 3-30-86)
Standard: SH-62, L & T, R. D. (Revised: 3-30-86)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

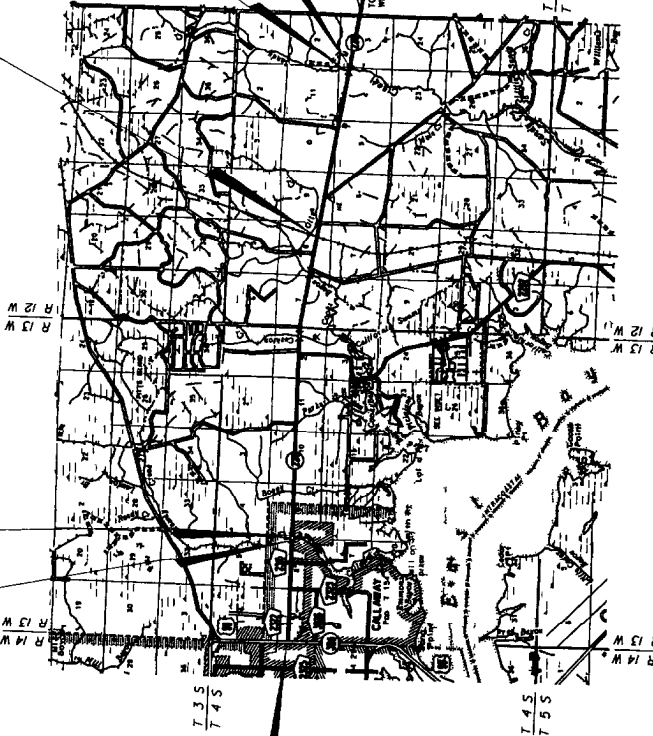
FINANCIAL PROJECT ID 000001-1-52-01
STATE PROJECT NO 00001-3502
(FEDERAL FUNDS)
BAY COUNTY
STATE ROAD NO 220



DOT/AAR CROSSING NO 628323-W
RR MP 028 850 CSXT INC
STA 148+79 TO

BEGIN BRIDGE
STA 203+06 821
T 3 S
T 4 S
END BRIDGE
STA 203+61 061

END PROJECT
STA 220+6 891
MP 25 189 = MP 15 652



ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO

NAME(S) AND ADDRESSES 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 000001-1-52-04

NOTE THE SCALE OF THESE PLANS MAY
HAVE CHANGED BY REPRODUCTION

NOTE THIS IS A METRIC UNIT PROJECT

METRIC UNIT NOTE TO BE PLACED
ON THE LEAD SHEET AND ALL
COMPONENT PLAN KEY SHEETS

ROADWAY PLANS
ENGINEER OF RECORD

EXHIBIT KS-2
Date 1/1/99

P E NO

DATE	BY	DESCRIPTION
3-96	JEN	Revised quantity of roadwork items

LENGTH OF PROJECT	
	METERS
ROADWAY	0.402 180
BRIDGES	0.406
NET LENGTH OF PROJ	0.509 186
EXCEPTIONS	
GROSS LENGTH OF PROJ	0.509 186

FDOT PROJECT MANAGER

11/18/98
CES0152

CES0152 2
PAGE 02 OF 01

99000 3011

SUMMARY OF ROADWAY		CONTRACT ITEMS CONTINUED	
ITEM NUMBER	ITEM	UN IT	QUANTITY TOTAL
12710 29	REFLECTIVE PAINT (ISLAND NOSE)(WHITE)	MG	814 000

NOTE IDENTITIES ITEMS NORMALLY REQUIRING SHOP DRAWINGS CONTRACTOR SHALL DETERMINE OTHER ITEMS REQUIRING SHOP DRAWINGS

11/18/98
CES0152

CES0152 2
PAGE 01 OF 01

99000 3011

SUMMARY OF SIGNING		PAY ITEMS	
ITEM NUMBER	ITEM	UN IT	QUANTITY TOTAL
12700 40 1	510R SINGLE POST	EA	159 000
12700 40 2	510R MULTI POST	EA	11 000
12700 41 1	510R SINGLE POST (REMOVAL)	EA	11 000
12700 41 2	510R MULTI POST (REMOVAL)	EA	11 000
32705 2	DELINEATOR DOUBLE UNIT	EA	157 000
12706 1	WARRANT PAVEMENT REFLECTIVE (F8)	EA	6 000
12706 2	WARRANT PAVEMENT REFLECTIVE (F8)	EA	6 000
12711 4	TRAFFIC STRIPE SOLID (THERMOPLASTIC) (WHITE)	EA	2456 000
32711 31	TRAFFIC STRIPE SOLID (THERMOPLASTIC) (WHITE)	EA	45 000
32711 35 181	TRAFFIC STRIPE SOLID (THERMOPLASTIC) (WHITE)	EA	45 000
32711 35 241	TRAFFIC STRIPE SOLID (THERMOPLASTIC) (WHITE)	EA	25 060
32711 31 61	TRAFFIC STRIPE SOLID (THERMOPLASTIC) (WHITE)	EA	971 000
		EA	35 540

NOTE IDENTITIES ITEMS NORMALLY REQUIRING SHOP DRAWINGS CONTRACTOR SHALL DETERMINE OTHER ITEMS REQUIRING SHOP DRAWINGS

EXHIBIT SPI-2
Date: 11/19/99

SHEET 2 of 2

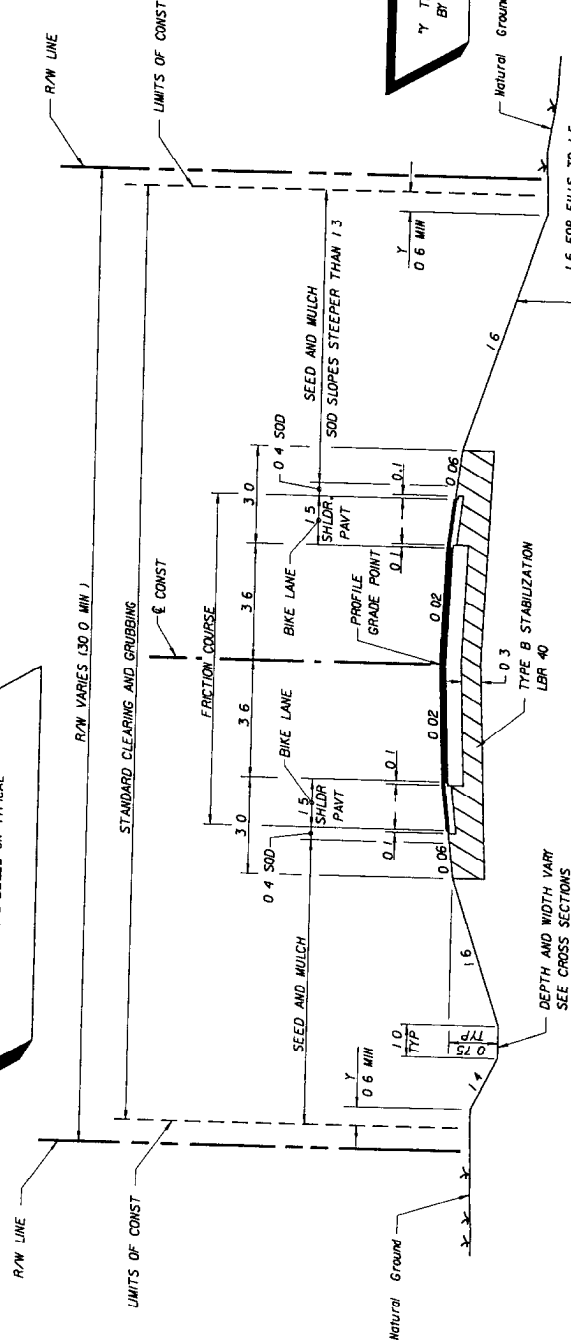
SUMMARY OF PAY ITEMS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

REVISIONS		REVISIONS	
DATE	DESCRIPTION	DATE	DESCRIPTION

2-LANE (2-WAY)
ARTERIAL/COLLECTOR
NEW CONSTRUCTION
RURAL
WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
DESIGN SPEED 90 km/h
OR GREATER
WITH PROJECTED
20 YR ADFT OF 1500
OR GREATER

THE AREA DISTURBED
BY CONSTRUCTION VARIES



TYPICAL SECTION
SR 10 (U.S. 90-A)

STA. 10+00.000 TO STA. 30+00.000

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 AADT = 6800
OPENING YEAR ESTIMATE = 1998 AADT = 7600
DESIGN YEAR ESTIMATE = 2018 AADT = 15 000
 $K = 10/$ D = 57/ T = 8/ (24 HOUR)
DESIGN HOUR T = 4/
DESIGN SPEED = 90 km/h

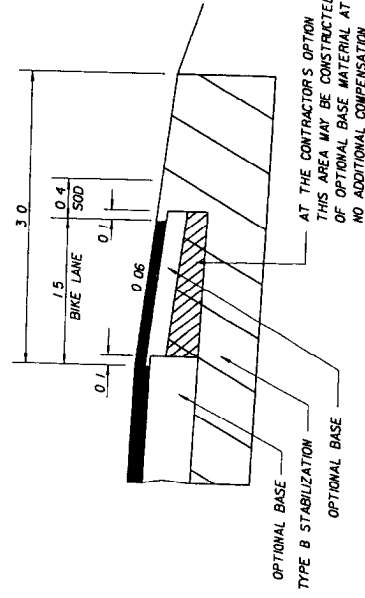
TRAFFIC DATA IS REQUIRED TO BE NOTED FOR
CURRENT YEAR OPENING YEAR AND DESIGN YEAR
POSTED SPEED (MPH) IS OPTIONAL

NEW CONSTRUCTION

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 4) (50 mm)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1
FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)



SHOULDER PAVEMENT DETAIL

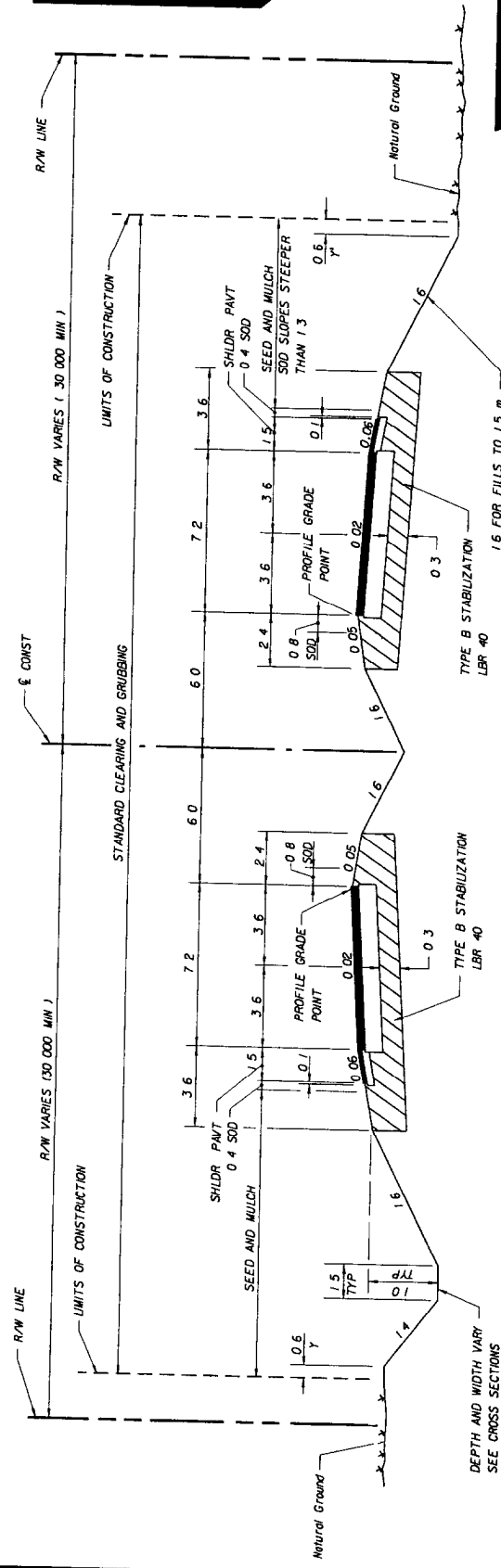
EXHIBIT TYP-1
Date 1/1/99

TYPICAL SECTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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 80 km/h

DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL



1.6 FOR FILLS TO 1.5 m
1.6 TO EDGE OF CLEAR ZONE & 1.4 FOR FILLS 1.5 TO 3.0 m
1.6 TO EDGE OF CLEAR ZONE & 1.3 FOR FILLS 3.0 TO 6.0 m
1.2 WITH GUARDRAIL FILLS OVER 6.0 m

NOTE

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

TYPICAL SECTION SR 500

STA. 63+65.420 TO STA. 189+65.140

TRAFFIC DATA

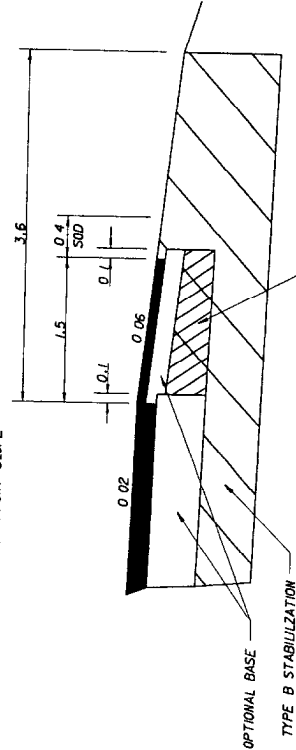
CURRENT YEAR ESTIMATE = 1894 AADT = 22 300
OPENING YEAR ESTIMATE = 6896 AADT = 23 300
DESIGN YEAR ESTIMATE = 2006 AADT = 51 500
K = 97 D = 56/ T = 10/ (24 HOUR)
DESIGN HOUR T = 5/
DESIGN SPEED = 10 km/h

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 5) (90 mm)
AND FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 5) (40 mm)
AND FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)



SHOULDER PAVEMENT DETAIL

EXHIBIT TYP-2
Date 1/1/99

TYPICAL SECTION

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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

DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL

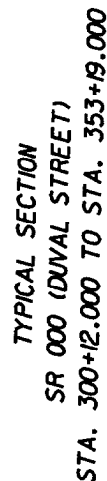
•• IF LIMITS OF CONSTRUCTION
EXCEEDS RIGHT OF WAY A
PROPERTY AGREEMENT IS REQUIRED

SEED
SEED AND MULCH
SOD OR SEED

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

EXHIBIT TYP-3
Date 1/11/99

TYPICAL SECTION



NEW CONSTRUCTION

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 3) (40 mm)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 AADT = 9900
OPENING YEAR ESTIMATE = 1998 AADT = 10 600
DESIGN YEAR ESTIMATE = 2018 AADT = 14 000
 $K = 10\%$ $D = 55\%$ $T = 4\%$ (24 HOUR)
DESIGN HOUR $T = 2\%$
DESIGN SPEED = 60 km/h

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

[illegible]

5-LANE
ARTERIAL/COLLECTOR
NEW CONSTRUCTION
UNDIVIDED
URBAN
WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
DESIGN SPEED 60 km/h
OR LESS
WITH PROJECTED
20 YR ADT OF 1500
OR GREATER

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

• SEED
SEED AND MULCH
SOD OR SEED

12 OR TO SUIT PROPERTY OWNER
NOT FLATTER THAN 16

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

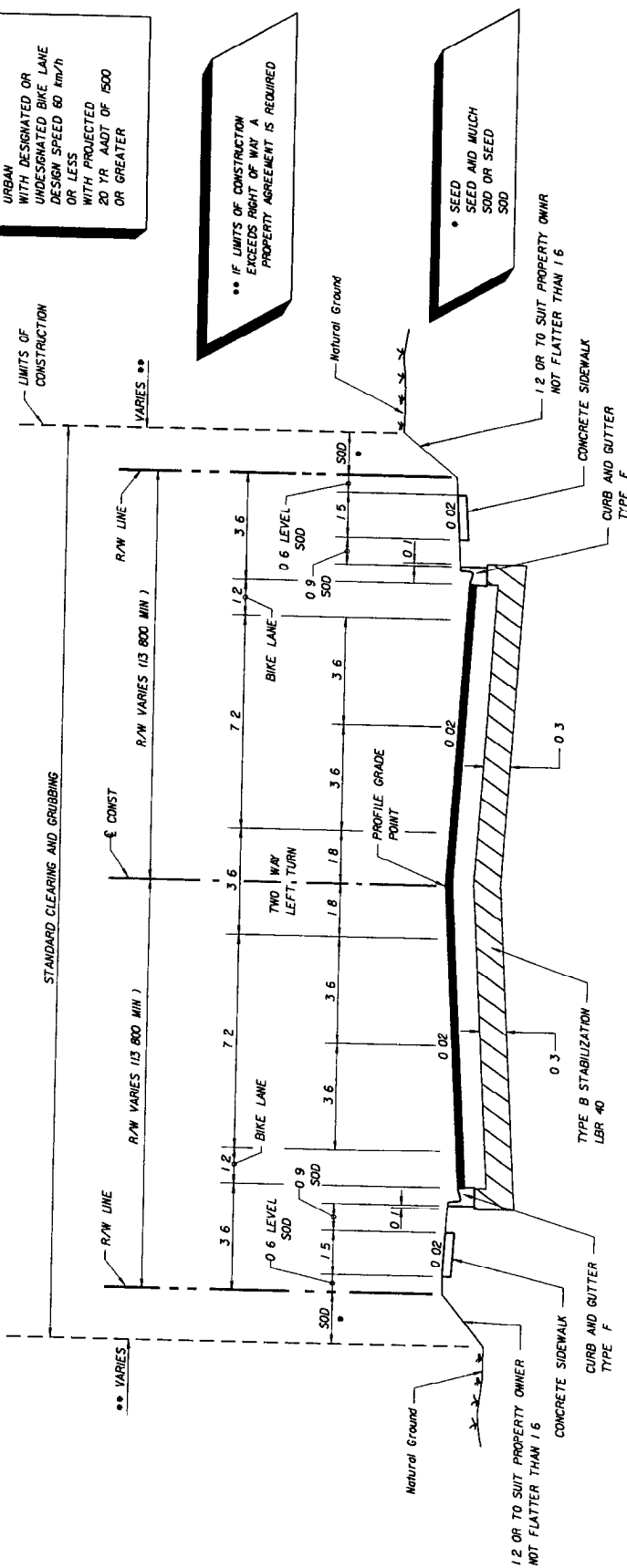
EXHIBIT TYP-4
Date 1/1/99

TYPICAL SECTION

1-LANE SECTIONS ARE TO INCLUDE SECTIONS
OF RAISED OR RESTRICTIVE MEDIA
SEE PPM TABLE 2 2 1

DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL

STANDARD CLEARING AND GRUBBING



TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 ADT = 20 819
OPENING YEAR ESTIMATE = 1999 ADT = 24 100
DESIGN YEAR ESTIMATE = 2019 ADT = 24 900
 $K = 9\%$ $D = 60\%$ $T = 2/ (24 \text{ HOUR})$
DESIGN HOUR $T = 2\%$
DESIGN SPEED = 60 km/h

TYPICAL SECTION

SR 000 (MATTHEWS STREET)
STA. 202+42.000 TO STA. 253+29.000

NEW CONSTRUCTION

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 3) (40 mm)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

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

[illegible]

4-LANE
ARTERIAL
NEW CONSTRUCTION
DIVIDED
URBAN
WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
DESIGN SPEED 80 km/h OR LESS

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

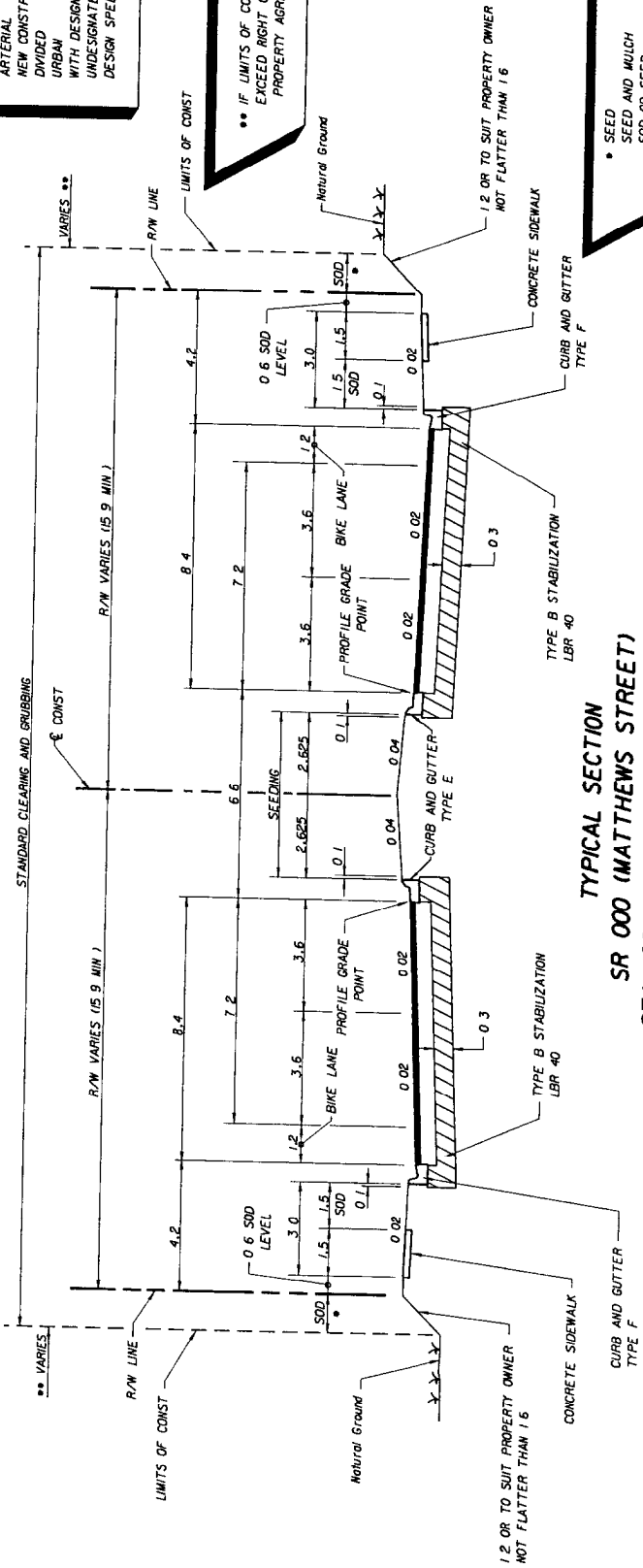
• SEED
SEED AND MULCH
SOD OR SEED
SOD

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

EXHIBIT TYP-5
Date 1/1/99

TYPICAL SECTION

DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL



TYPICAL SECTION
SR 000 (MATTHEWS STREET)
STA. 98+40.000 TO STA. 102+33.000

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 3) (40 mm)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 AADT = 22 800
OPENING YEAR ESTIMATE = 1996 AADT = 25 800
DESIGN YEAR ESTIMATE = 2016 AADT = 30 600
K = 6/ D = 55/ T = 27 (24 HOUR)
DESIGN HOUR T = 1/
DESIGN SPEED = 70 km/h

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

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION

6-LANE
ARTERIAL
NEW CONSTRUCTION
DIVIDED
URBAN
WITH DESIGNATED
UNDESIGNATED BIKE
DESIGN SPEED 80

•• 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

EXHIBIT TYP-6
Date 1/1/99

TYPICAL SECTION

DEPARTMENT OF TRANSPORTATION



DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL

TYPICAL SECTION
SR 000 (JACKSON STREET)
STA. 101+21.000 TO STA. 121+44.000

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 4) (50 mm)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 ADT = 22 800
 OPENING YEAR ESTIMATE = 1996 ADT = 25 800
 DESIGN YEAR ESTIMATE = 2016 ADT = 30 600
 $K = 6/ D = 55/ T = 2/ (24 \text{ HOUR})$
 DESIGN HOUR $T = 1 \gamma$
 DESIGN SPEED = 80 km/h

TRAFFIC DATA IS REQUIRED TO BE
NOTED FOR CURRENT YEAR OPENING
YEAR AND DESIGN YEAR

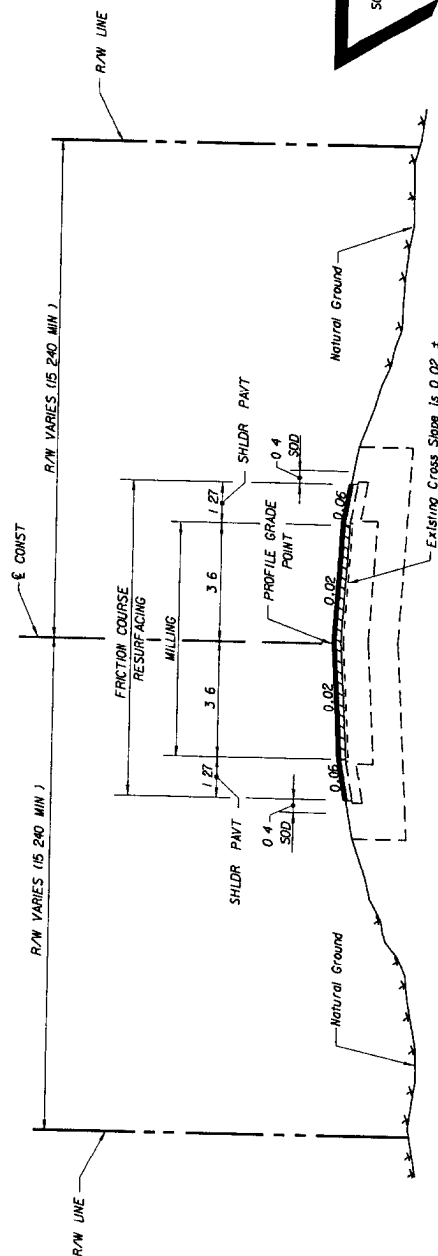
[illegible]

DESIGNATED BIKE LANES ARE TO BE LABELED
UNDESIGNATED BIKE LANES ARE NOT TO BE
LABELED ON TYPICAL

EXISTING
2-LANE (2-WAY)
ARTERIAL/COLLECTOR
MILLING AND RESURFACING
NO CROSS SLOPE
CORRECTION REQUIRED
UNDIVIDED
RURAL
(WITH DESIGNATED OR
UNDESIGNATED BIKE LANE
EXISTING)
WITH PROJECTED 20 YR
AADT OF 500 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



TYPICAL SECTION

SR 000
STA. 10+53.000 TO STA. 30+77.000
STA. 36+82.280 TO STA. 48+41.210

TRAFFIC DATA

CURRENT YEAR ESTIMATE = 1994 AADT = 9670
OPENING YEAR ESTIMATE = 1996 AADT = 11 900
DESIGN YEAR ESTIMATE = 2010 AADT = 20 200
 $K = 10/$ $D = 60\%$ $T = 7/$ (24 HOUR)
DESIGN HOUR $T = 3/$
DESIGN SPEED = 90 km/h

MILLING

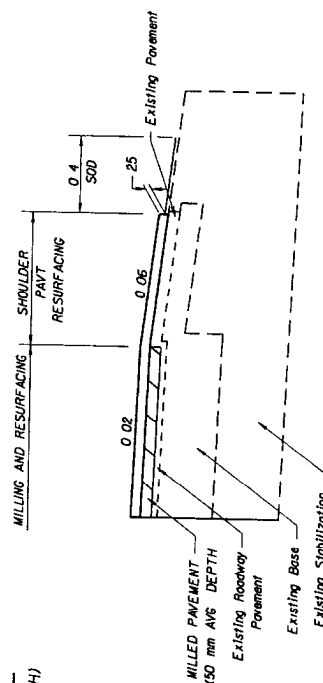
NO.	SECTION	DATE	BY	CHECKED	APPROVED	REVISION	REMARKS
1	EXISTING ASPHALT CONCRETE PAVEMENT (50 mm AVG DEPTH)						

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC 3) (110 kg/m² AVG)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

SHOULDER PAVEMENT RESURFACING

FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)



SHOULDER PAVEMENT DETAIL

EXHIBIT TYP-7
Date 1/1/99

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR
CURRENT YEAR OPENING YEAR AND DESIGN YEAR

EXISTING
2-LANE (2-WAY)
ARTERIAL/COLLECTOR
WIDENING
MILLING AND RESURFACING
UNDIVIDED
RURAL
CONST 1.5 SHOULDER
PAVEMENT OR BIKE LANE
WITH PROJECTED 20 YR
AADT OF 1500 OR GREATER
DESIGN SPEED GREATER
THAN 80 km/h

THE AREA DISTURBED BY CONSTRUCTION VARIES

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

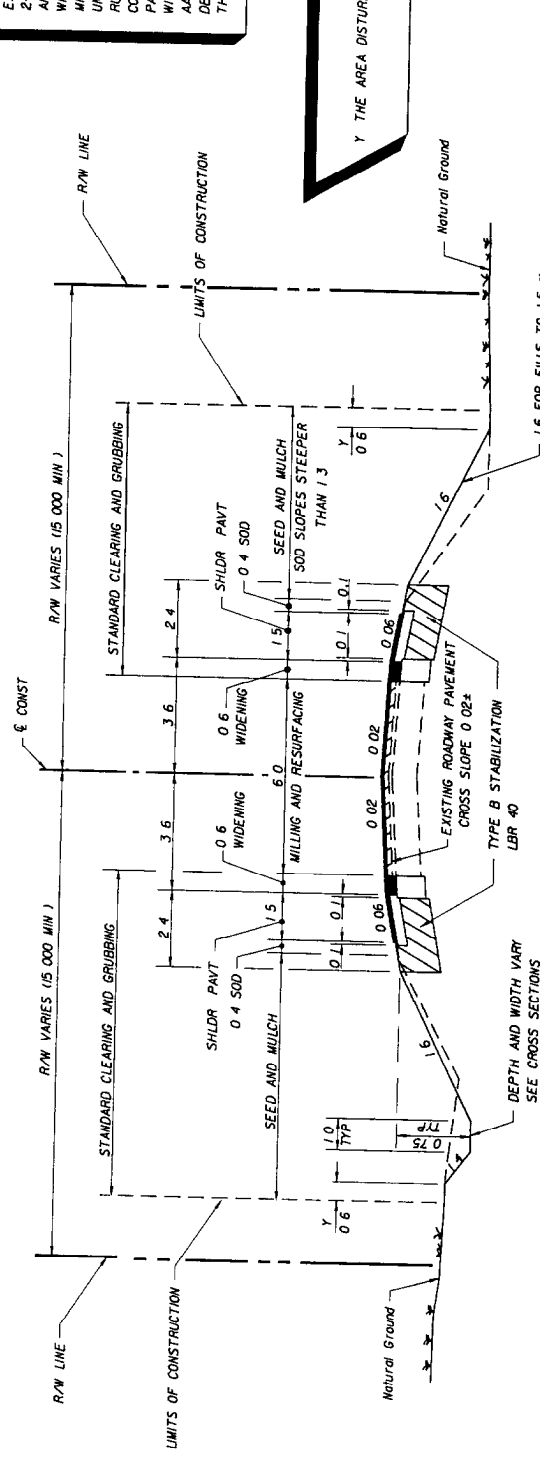
EXHIBIT TYP-8
Date 1/1/99

SEE SHEET 2 OF 2 FOR WIDENING
AND SHOULDER PAVEMENT DETAIL

SHEET 1 OF 2

TYPICAL SECTION

DESIGNATED BIKE LANES ARE TO BE LABELED
ON TYPICAL UNDESIGNATED BIKE LANES
SHOULD NOT BE LABELED ON TYPICAL



TYPICAL SECTION
SR 000

STA. 10+53.000 TO STA. 30+77.000
STA. 36+82.280 TO STA. 48+41.20

TRAFFIC DATA
STA 10+53 000 TO STA 30+77 100
CURRENT YEAR ESTIMATE = 1994 AADT = 8700
OPENING YEAR ESTIMATE = 1996 AADT = 9200
DESIGN YEAR ESTIMATE = 2016 AADT = 23 600
K = 10/ D = 56/ T = 5/
DESIGN HOUR T = 3/
DESIGN SPEED = 90 km/h

MILLING

MILL EXISTING ASPHALT CONCRETE PAVEMENT (50 mm AVG DEPTH)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC 4) (188 kg/m² AVG)
AND FRICTION COURSE FC-6 (88 kg/m²) (RUBBER)

WIDENING

OPTIONAL BASE GP-01P II WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 4) (176 kg/m² AVG)
AND FRICTION COURSE FC-6 (188 kg/m²) (RUBBER)

TRAFFIC DATA IS REQUIRED TO BE NOTED FOR
CURRENT YEAR OPENING YEAR AND DESIGN YEAR

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

The diagram illustrates a symmetrical cross-section of a roadway pavement. Key features include:

- R/W LINE**: Right-of-way boundary lines at both ends.
- LIMITS OF CONSTRUCTION**: Dashed vertical lines defining the work area.
- STANDARD CLEARING AND GRUBBING**: The outermost section on each side.
- MILLING**: A layer of 7.3 units thick.
- RESURFACING**: A layer of 7.2 units thick.
- REWORK SHOULDERS**: Shoulders of 6.096 units wide.
- SHLDR PAVT 0.4 SOD**: Shoulder pavement with a 0.4 unit subgrade depth.
- SEED AND MULCH**: A layer of 0.1 units thick.
- PROFILE GRADE POINT**: Indicated by a star symbol (*).
- SOD**: Subgrade depth of 0.8 units.
- EXISTING ROADWAY PAVEMENT CROSS SLOPE 0.005 ±**: The existing road surface slope.
- Natural Ground**: The original terrain profile.
- TYP**: Typical cross-section indicator.
- DEPTH AND WIDTH VARY SEE CROSS SECTIONS**: Note indicating variations in dimensions.

Dimensions are provided in feet and inches (e.g., 7.3, 6.096, 3.0, 2.4, 0.8, 0.1, 0.05, 0.02, 0.06, 0.6, 1.5, 1.0, 4.0, 1.6). Slopes are indicated as 1.6 and 1.3.

STA. 129+81.430 TO STA 155+60.470

CURRENT YEAR ESTIMATE = 1994 ADOT = 18 100
OPENING YEAR ESTIMATE = 1996 ADOT = 21 000
DESIGN YEAR ESTIMATE = 2010 ADOT = 30 900
 $K = 11\%$ $D = 58\%$ $T = 23\%$ (24 HOUR)
DESIGN HOUR $T = 11\%$
DESIGN SPEED = 100 km/h
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

MILLING	MILL EXISTING ASPHALT CONCRETE PAVEMENT (40 mm AVG DEPTH)	RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC 6) (176 kg./m² AVG)
AND FRICTION COURSE FC-5 (44 kg./m²) (RUBBER)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 6) (88 kg/m² AVG)
AND FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

STA. 235+60.470 TO STA. 300+00.000

MILLING	MILL EXISTING ASPHALT CONCRETE PAVEMENT (50 mm AVG DEPTH)	RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC 6) (98 kg/m² AVG)
AND FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 6) (88 kg/m² AVG)
AND FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

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 1/1/99
SHEET 1 OF 3

TYPICAL SECTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

WHEN CROSS SLOPE CORRECTION IS NECESSARY
SPECIAL MILLING AND LAYERING DETAILS MUST
BE PROVIDED TO SUPPLEMENT TYPICAL SECTION

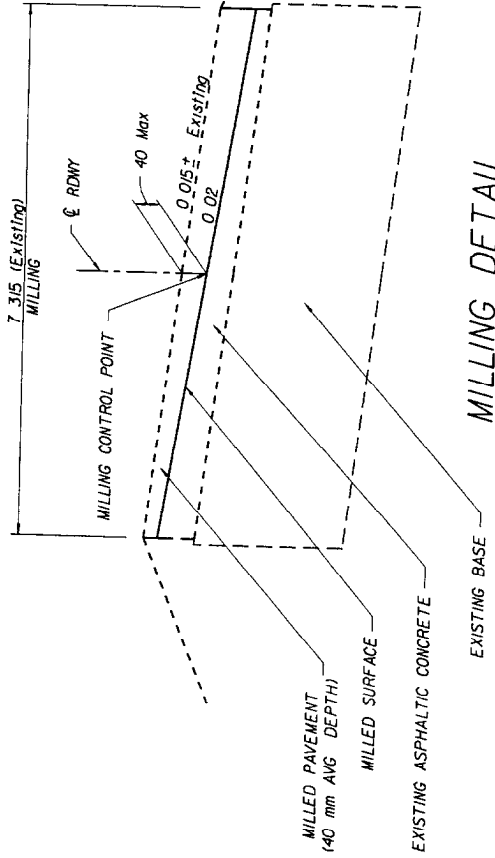
EXAMPLE OF CROSS SLOPE CORRECTION BY MILLING

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

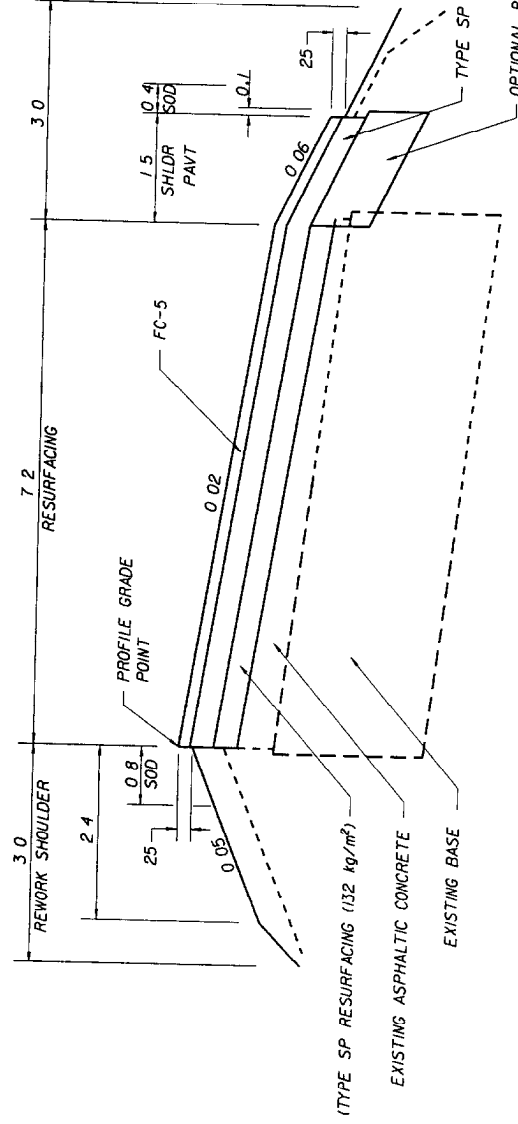
EXHIBIT TYP-9A
Date 1/1/99

SHEET 2 OF 3

TYPICAL SECTION DETAILS



MILLING DETAIL

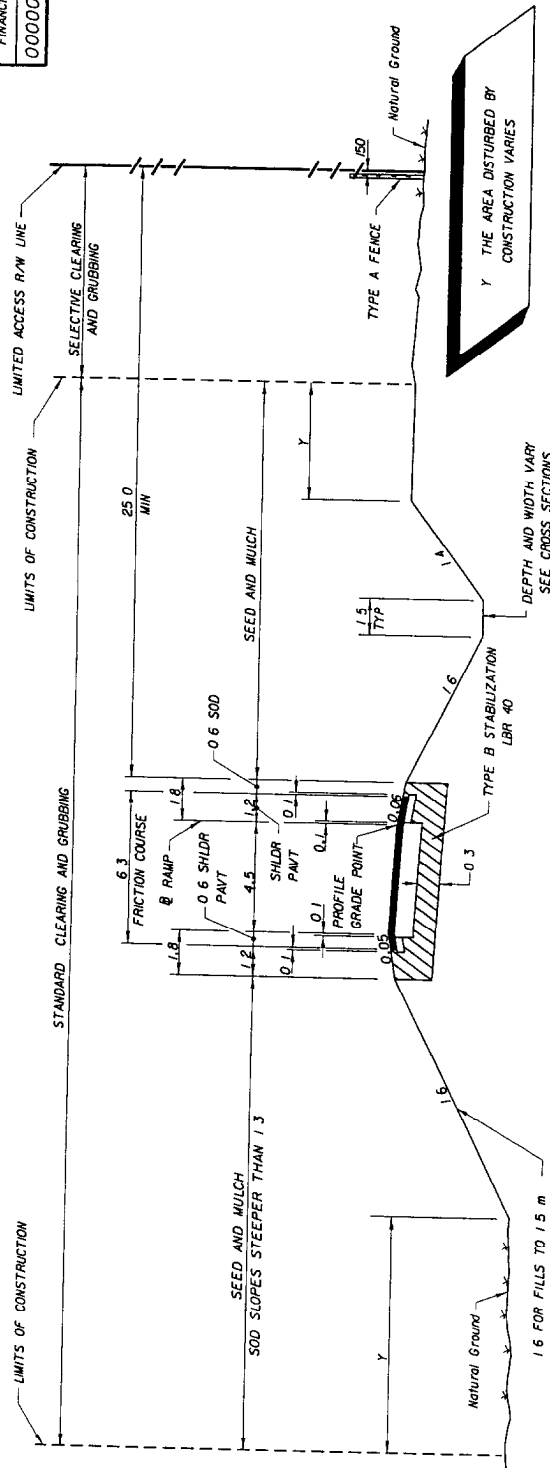


RESURFACING DETAIL

STA 129+81.430 TO STA. 155+60.470

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION



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

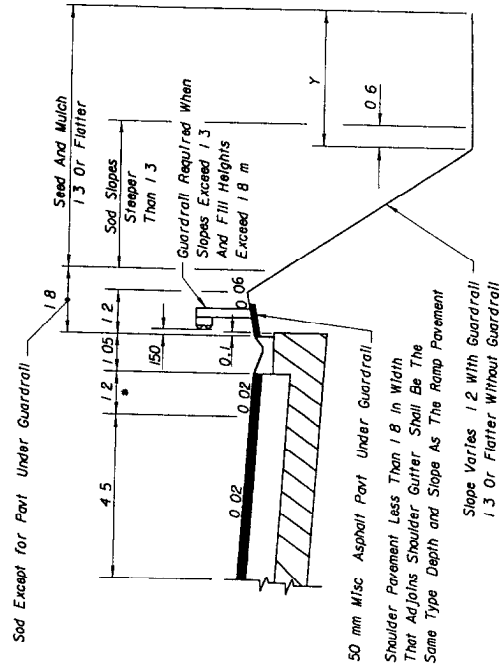
TYPICAL SECTION
SR 8 & I-75
STA. 0000+00.000 TO STA. 0000+00.000
(SINGLE LANE RAMP)

NEW CONSTRUCTION

OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 5) (60 mm) AND
FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

SHOULDER PAVEMENT

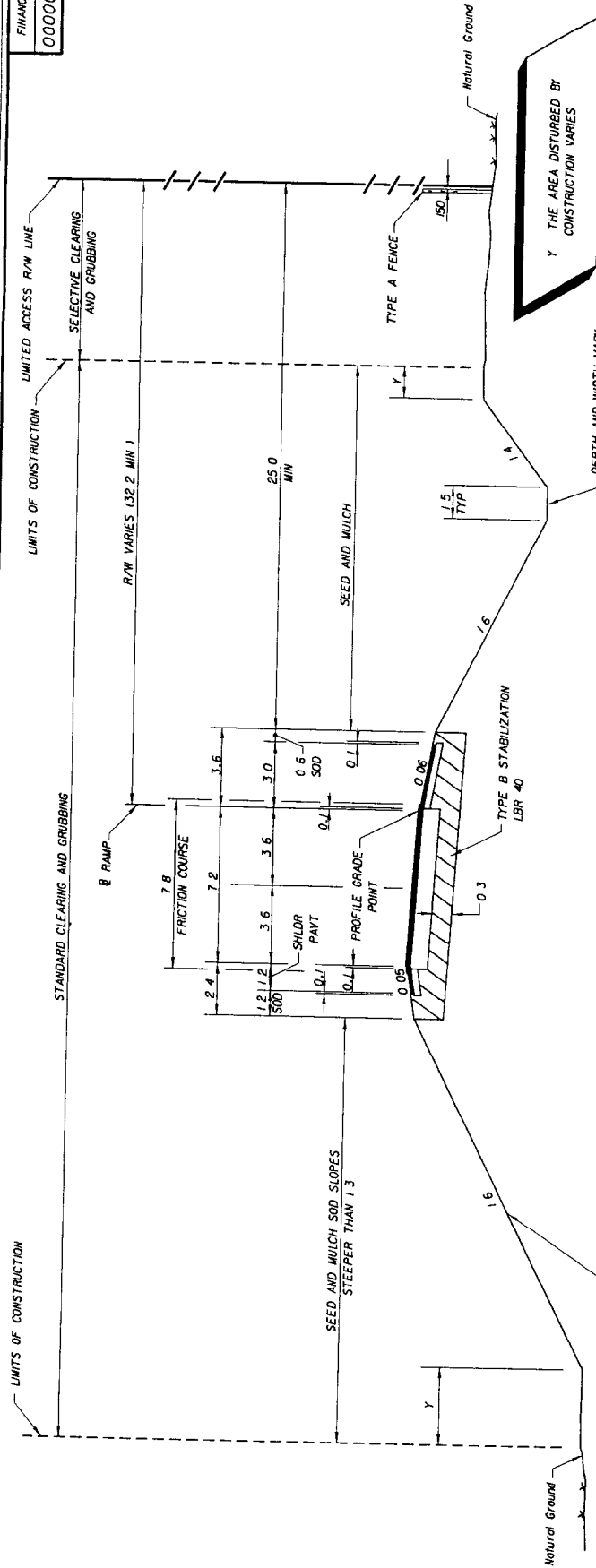
OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 5) (60 mm) AND
FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)



SHOULDER PAVEMENT & SHOULDER GUTTER DETAIL
FOR SINGLE LANE RAMP

EXHIBIT TYP-II
Date 1/1/99

[illegible]



TYPICAL SECTION

SR 8 & 1-75

STA 0000+00 000 @ RAMP TO

STA 0000+00 000 @ RAMP

(TWO LANE RAMP)

NEW CONSTRUCTION

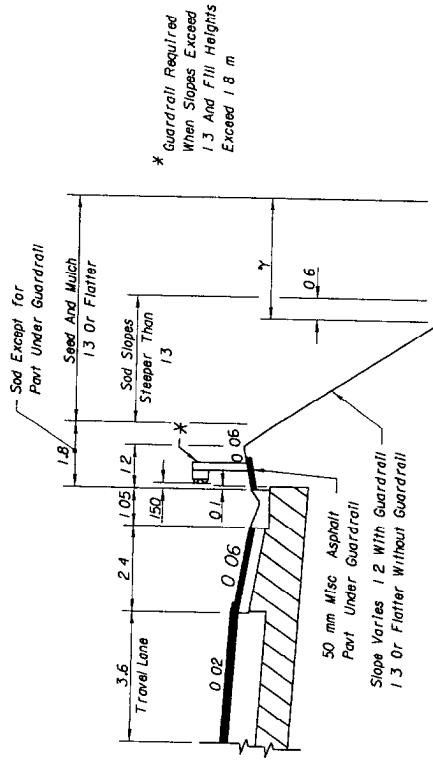
OPTIONAL BASE GROUP 9 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 5) (50 mm) AND
FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

LEFT SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
TYPE 5 STRUCTURAL COURSE (TRAFFIC 5) (50 mm) AND
FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)

RIGHT SHOULDER PAVEMENT

OPTIONAL BASE GROUP 1 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC 3) (50 mm) AND
FRICTION COURSE FC-5 (44 kg/m²) (RUBBER)



SHOULDER PAVEMENT & SHOULDER GUTTER DETAIL MAINLINE AND MULTI-LANE RAMPS

EXHIBIT TYP-12

Date 1/1/99

RAMP TYPICAL SECTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

[illegible]

FORM 625 000 30 ROADWAY DESIGN 07 94

SUMMARY OF SIDEDRAIN & MITERED END SECTIONS

LOCATION	STA TO STA	SIDE	PIPE LENGTH (MI)						MES (EA)	MES 375 mm (EA)	MES 450 mm (EA)	MES 600 mm (EA)	MES 750 mm (EA)	MES 900 mm (EA)	MES (EA)
			P	F	L	W	M2								
P	150+10 - 150+31	RT							20 5	2					
F															
P	160+85 - 161+02	LT									16 7	2			
F															
P	176+36 - 176+54	LT											18 5	2	
F															
P	181+46 - 181+60	RT										14 2	2		
F															
P	192+69 - 192+82	LT							13 0	2					
F															
P	194+50 - 194+75	RT												25 0	2
F															
P															
F															
P	TOTAL								33 5	4	16 7	2	14 2	2	25 0
F															
P															
F															
P															
F															

FORM 625 000 28 ROADWAY DESIGN 03 94

SUMMARY OF EARTHWORK

DESCRIPTION	P	F
	M3	M3
ROADWAY EXCAVATION (A-2 A-3 MATERIAL)	34 265	
ROADWAY EXCAVATION (A-8 MUCK)	260	
TOTAL ROADWAY EXCAVATION	34 525	
EMBANKMENT		441 877
SUBSOIL EXCAVATION (A-8 MATERIAL)		11 945
SUBSOIL EXCAVATION (A-2 A-3 MATERIAL)		2 493
TOTAL SUBSOIL EARTHWORK		14 438

FORM 625 000 29 ROADWAY DESIGN 03 94

SUMMARY OF SODDING

LOCATION		SIDE	P			F			FIELD BOOK REFERENCE
STA	TO STA		L	W	M2	L	W	M2	
N B 1-00									
570+00	580+62	MED	1062 0	0 4	424 8				
570+00	- 574+57	RT	457 0	0 4	182 8				
575+45	- 576+80	RT	135 0	0 4	54 0				
576+80	579+95	RT	315 0	17 5	5512 5				
579+95	- 580+62	RT	67 0	10 6	710 2				
580+62	- 586+37	MED	575 0	0 4	230 0				
580+62	- 586+37	RT	575 0	0 4	230 0				
S B 1-00									
570+00	- 580+62	MED	1062 0	0 4	424 8				
570+00	574+57	LT	457 0	0 4	182 8				
575+45	- 577+25	LT	180 0	0 4	72 0				
577+25	- 580+62	LT	309 0	14 8	4573 2				
580+34	580+62	LT	28 0	11 3	316 4				
580+62	586+37	MED	575 0	0 4	230 0				
580+62	- 586+37	LT	575 0	0 4	230 0				
RAMP A									
182+99	- 187+24	LT	425 0	0 4	170 0				
180+87	- 187+74	RT	687 0	0 4	274 8				
RAMP B									
276+62	281+75	LT	513 0	0 4	205 2				
274+47	- 280+29	RT	582 0	0 4	232 8				
RAMP C									
382+45	- 386+88	RT	443 0	0 4	177 2				
381+95	- 388+30	LT	635 0	0 4	254 0				
RAMP D									
481+05	- 485+63	LT	458 0	0 4	183 2				
480+64	- 487+31	RT	667 0	0 4	266 8				
DRAINAGE STRUCTURES									
					246 0				
PAVED DITCHES									
					85 0				
TOTAL					15 469				

QUANTITY		STATION	DESCRIPTION	BARRELS	SIZE (MM)	LENGTH (M)	CROSS DRAIN OPTIONAL TYPE				STORM DRAIN OPTIONAL TYPE				OUTLET DRAIN OPT TYPE	CURB INLETS	MH	DITCH BOTTOM INLETS	GUTTER INLET	FLARED END SECTION	MITERED END SECTION	SOD	CLASS I CONC	CLASS II CONC	REINF STEEL	SAND CEMENT RIPRAP	REMARKS	SHEET NO	
FINANCIAL PROJECT ID		000000-0-00-00																										SHEET NO	
FINANCIAL PROJECT ID		000000-0-00-00																										00	
FINANCIAL PROJECT ID		000000-0-00-00																										00	
P	1	M6-50	Pipe	1	450	3.7	375	450	600	750	900	1050	1200	1350	3.7												Coast Conc Jockey		
P	2	M6-54.1	Pipe	1	450	78.6									78.6												Coast Conc		
P	3	M7-33.8	Inst Pipe	1	375	27.1																							
P	4	M7-60	Inst Pipe	1	900	54.3									54.3														
P	5	M8-15.9	Inst Pipe	1	375	28.4																							
P	6	M8-45.3	MH Pipe	1	900	54.3																							
P	7	M8-77.5	Inst Pipe	1	900	30.5									30.5														
P	8	M8-77.5	EW Pipe	1	450	3.8																							
P	9	M9-35	Inst Pipe	1	750	56.5									56.5														
P	10	M9-35	Inst Pipe	1	450	16.0																							
P	11	M9-35	Inst Pipe	1	450	23.2																							
P	12	M9-35	Inst Pipe	1	450	23.2																							
P	13	M9-35	Inst Pipe	1	450	23.2																							
P	14	M9-35	Inst Pipe	1	450	23.2																							
P	15	M9-35	Inst Pipe	1	450	23.2																							
P	16	M9-35	Inst Pipe	1	450	23.2																							
P	17	M9-35	Inst Pipe	1	450	23.2																							
P	18	M9-35	Inst Pipe	1	450	23.2																							
P	19	M9-35	Inst Pipe	1	450	23.2																							
P	20	M9-35	Inst Pipe	1	450	23.2																							
P	21	M9-35	Inst Pipe	1	450	23.2																							
P	22	M9-35	Inst Pipe	1	450	23.2																							
P	23	M9-35	Inst Pipe	1	450	23.2																							
P	24	M9-35	Inst Pipe	1	450	23.2																							
P	25	M9-35	Inst Pipe	1	450	23.2																							
P	26	M9-35	Inst Pipe	1	450	23.2																							
P	27	M9-35	Inst Pipe	1	450	23.2																							
P	28	M9-35	Inst Pipe	1	450	23.2																							
P	29	M9-35	Inst Pipe	1	450	23.2																							
P	30	M9-35	Inst Pipe	1	450	23.2																							
P	31	M9-35	Inst Pipe	1	450	23.2																							
P	32	M9-35	Inst Pipe	1	450	23.2																							
P	33	M9-35	Inst Pipe	1	450	23.2																							
P	34	M9-35	Inst Pipe	1	450	23.2																							
P	35	M9-35	Inst Pipe	1	450	23.2																							
P	36	M9-35	Inst Pipe	1	450	23.2																							
P	37	M9-35	Inst Pipe	1	450	23.2																							
P	38	M9-35	Inst Pipe	1	450	23.2																							
P	39	M9-35	Inst Pipe	1	450	23.2																							
P	40	M9-35	Inst Pipe	1	450	23.2																							
P	41	M9-35	Inst Pipe	1	450	23.2																							
P	42	M9-35	Inst Pipe	1	450	23.2																							
P	43	M9-35	Inst Pipe	1	450	23.2																							
P	44	M9-35	Inst Pipe	1	450	23.2																							
P	45	M9-35	Inst Pipe	1	450	23.2																							
P	46	M9-35	Inst Pipe	1	450	23.2																							
P	47	M9-35	Inst Pipe	1	450	23.2																							
P	48	M9-35	Inst Pipe	1	450	23.2																							
P	49	M9-35	Inst Pipe	1	450	23.2																							
P	50	M9-35	Inst Pipe	1	450	23.2																							
P	51	M9-35	Inst Pipe	1	450	23.2																							
P	52	M9-35	Inst Pipe	1	450	23.2																							
P	53	M9-35	Inst Pipe	1	450	23.2																							
P	54	M9-35	Inst Pipe	1	450	23.2																							
P	55	M9-35	Inst Pipe	1	450	23.2																							
P	56	M9-35	Inst Pipe	1	450	23.2																							
P	57	M9-35	Inst Pipe	1	450	23.2																							
P	58	M9-35	Inst Pipe	1	450	23.2																							
P	59	M9-35	Inst Pipe	1	450	23.2																							
P	60	M9-35	Inst Pipe	1	450	23.2																							
P	61	M9-35	Inst Pipe	1	450	23.2																							
P	62	M9-35	Inst Pipe	1	450	23.2																							
P	63	M9-35	Inst Pipe	1	450	23.2																							
P	64	M9-35	Inst Pipe	1	450	23.2																							
P	65	M9-35	Inst Pipe	1	450	23.2																							
P	66	M9-35	Inst Pipe	1	450	23.2																							
P	67	M9-35	Inst Pipe	1	450	23.2																							
P	68	M9-35	Inst Pipe	1	450	23.2																							
P	69	M9-35	Inst Pipe	1	450	23.2																							
P	70	M9-35	Inst Pipe	1	450	23.2																							
P	71	M9-35	Inst Pipe	1	450	23.2																							
P	72	M9-35	Inst Pipe	1	450	23.2																							
P	73	M9-35	Inst Pipe	1	450	23.2																							
P	74	M9-35	Inst Pipe	1	450	23.2																							
P	75	M9-35	Inst Pipe	1	450	23.2																							
P	76	M9-35	Inst Pipe	1	450	23.2																							
P	77	M9-35	Inst Pipe	1	450	23.2																							
P	78	M9-35	Inst Pipe	1	450	23.2																							
P	79	M9-35	Inst Pipe	1	450	23.2																							
P	80	M9-35	Inst Pipe	1	450	23.2																							
P	81	M9-35	Inst Pipe	1	450	23.2																							
P	82	M9-35	Inst Pipe																										

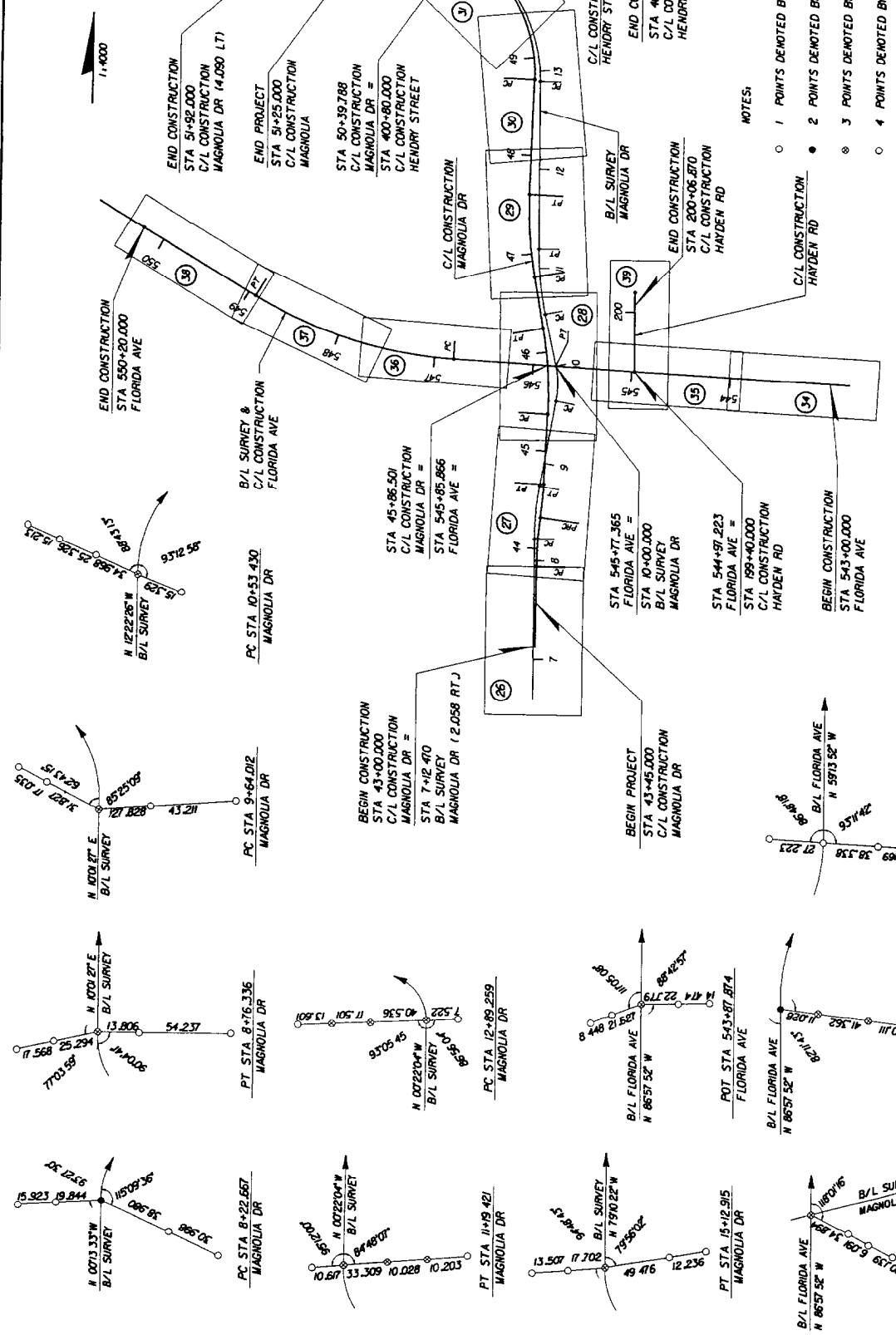
GENERAL NOTES

- 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, shape, 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 excavations, bedding, backfilling, compaction, specification, or 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 jointing 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 of 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 line lengths and/or sizes for individual options are the same

STRUCTURE	SIZE (mm)	MATERIAL	PLOTTED	AS BUILT	REMARKS
	375	RC/P CLASS II SRAP M GA	X		
EXCEPTION S-1 & S-2	450	RC/P CLASS II	X		
RC/P CLASS II		SRAP M GA			
ONLY		SRASP M GA			
EXCEPTION S 12	600	RC/P CLASS III	X		
RC/P CLASS III		SRAP M GA			
ONLY		SRASP M GA			
EXCEPTION S 13	750	RC/P CLASS III	X		
RC/P CLASS III		SRAP M GA			
ONLY		SRASP M GA			
EXCEPTION S 7	900	RC/P CLASS II	X		
RC/P CLASS II		SRAP M GA			
ONLY		SRASP M GA			

EXHIBIT SDS-3
Date 1/1/99



NOTES:

- 1 POINTS DENOTED BY 13 mm 1/2 1 ROD AND CAP
- 2 POINTS DENOTED BY 600 MAIL AND TIN TAB
- 3 POINTS DENOTED BY 8d MAIL AND TIN TAB
- 4 POINTS DENOTED BY PK NAILS WITH DISK

WHEN ROOM PERMITS PLACE GENERAL NOTES ON THIS SHEET INSTEAD OF PLACING ON FIRST PLAN-PROFILE SHEET

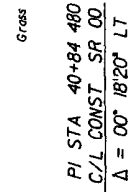
EXHIBIT PL-1
Date 1/1/99

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

PROJECT LAYOUT

Diagram illustrating a road cross-section. A dashed line represents the road edge, and a solid line represents the asphalt surface. The word "Asphalt" is written vertically along the solid line.



S/A 943 248 EL. 18.893

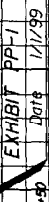
SEE SHEET [] FOR RETURN PROFILES

450 PIPE
Asphalt
CURE (CR



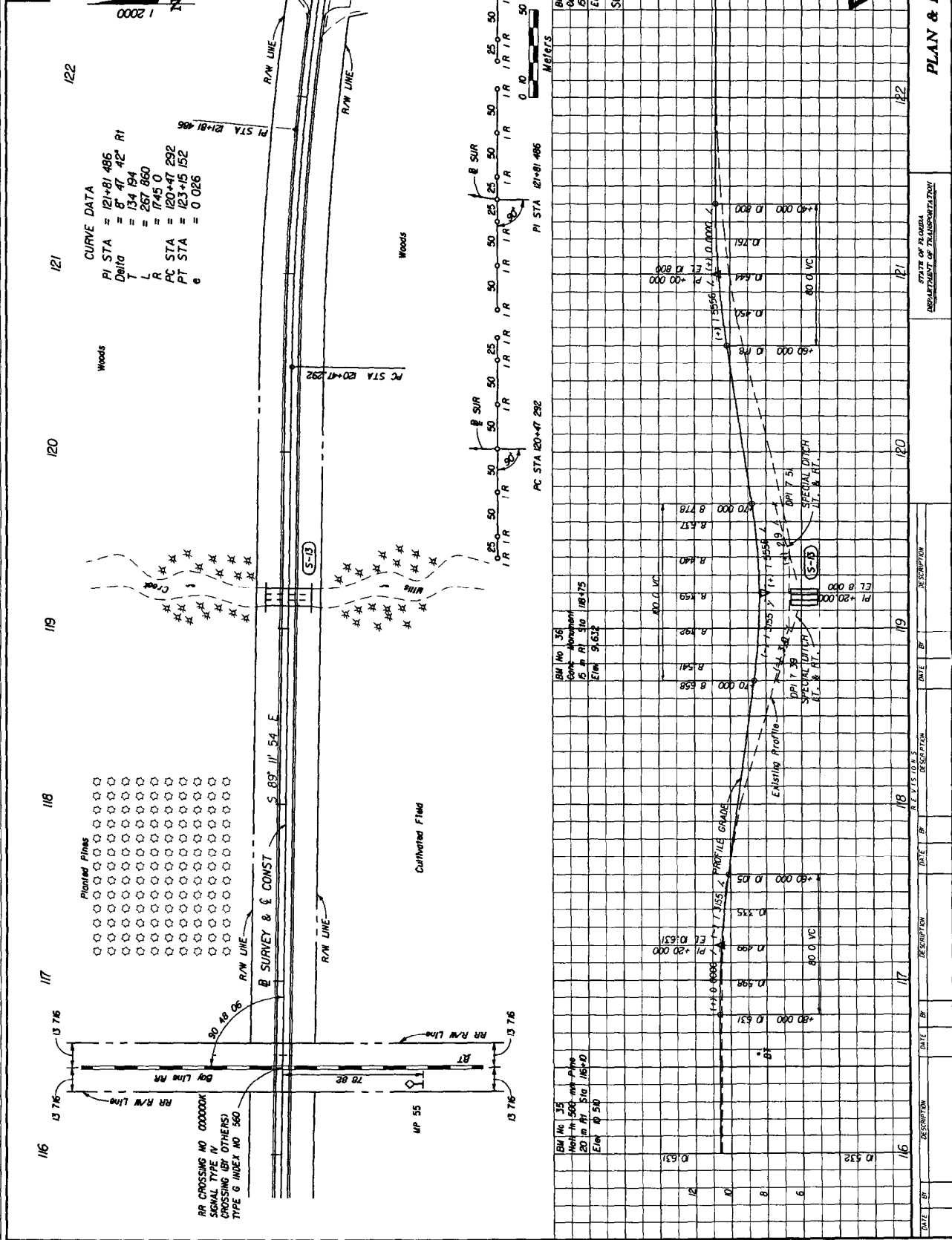
STA 8+76 627
RETURN

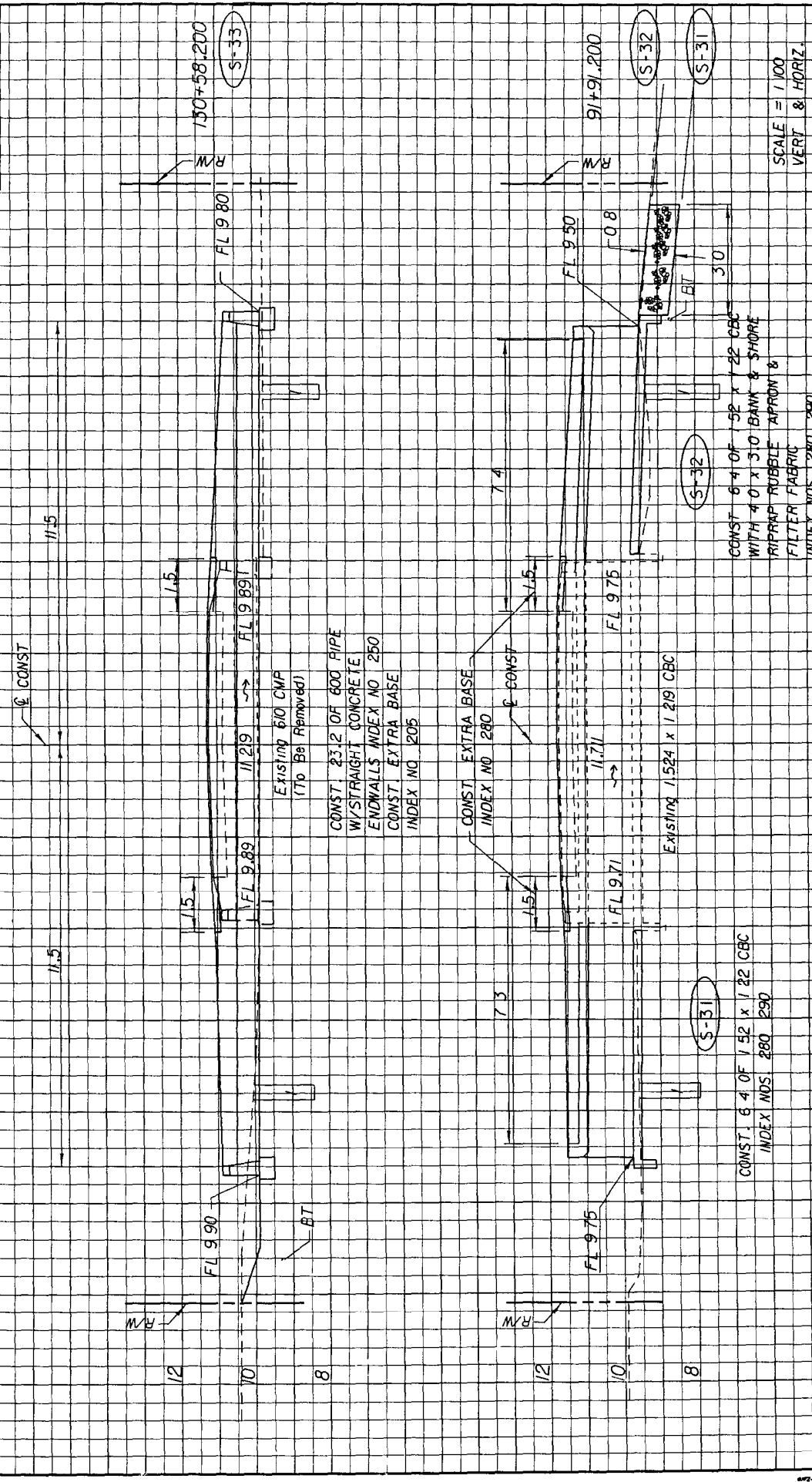
3 / 174100 7/27



DATE	BY
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FINANCIAL PROJECT ID	SHEET NO
000000-0-00-00	00





SCALE = 1/100
VERT & HORIZ.
EXHIBIT DS-2
Date 1/1/99

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		DRAINAGE STRUCTURES	
DATE	DESCRIPTION	DATE	DESCRIPTION
15		10	
10		5	
5		0	
5		5	
10		15	

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION MATERIALS AND RESEARCH

DATE OF SURVEY 2/15/95 - 5/1/95
SURVEY MADE BY HOSFORD TESTING COMPANY
SUBMITTED BY LARRY BULL, P.E.

PROJECT NO 56555-3505

DISTRICT 3
ROAD NO S.R. 20
COUNTY LIBERTY

CROSS SECTION SOIL SURVEY FOR THE DESIGN OF ROADS

SURVEY BEGINS STA 400+00 SURVEY ENDS STA 554+00

ORGANIC CONTENT

SIEVE ANALYSIS RESULTS

ATTERBERG LIMITS (1/)

STRATUM NO.	NO OF TESTS	% ORGANIC CONTENT	MOISTURE	NO OF TESTS	10 MESH	40 MESH	60 MESH	100 MESH	200 MESH	NO OF TESTS	LIQUID LIMIT	PLASTIC INDEX	AASHTO GROUP
-------------	-------------	-------------------	----------	-------------	---------	---------	---------	----------	----------	-------------	--------------	---------------	--------------

1 N P

2 4 98-87 93 77 82-59 55-44 10 3 N P A-3

3 7 3 5 2 5 7 00 94 94-86 71-65 45 34 21 15 N P A-2-4

4 3 1 5-1 9 4 00-84 93-71 90-60 82-53 45-37 4 38-25 9 5 A-4

5 3 100 100-99 98-96 80 75 34-30 3 44-42 5-11 A-2-7

6 3 16 2-40 20-40 3 100 92 88 79-73 69-60 55 51 3 33-25 5-10 A-6

7 3 15 5 20 20 58 3 100 99 97 97-88 80 77 15 10 A-7

8 3 15 5 20 20 58 3 100 99 97 97-88 80 77 15 10 A-8

CORROSION TEST RESULTS

NO OF TESTS	RESISTIVITY OHM CM	CHLORIDE ppm	SULFATES ppm	pH
-------------	--------------------	--------------	--------------	----

7 43000-54000 60-40 72-88 8 3-6 4

4 28000-23000 120-60 96-84 8 9-8 4

3 8000-6600 120-60 296-155 8 2-7 5

3 35000 20000 120 120 5 2-4 6

EMBANKMENT AND SUBGRADE MATERIAL

STRATA BOUNDARIES ARE APPROXIMATE MAKE FINAL CHECK AFTER GRADING

Σ - 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 Number 6 is ORGANIC/A-8 material and shall be removed in accordance with Index 500.

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.

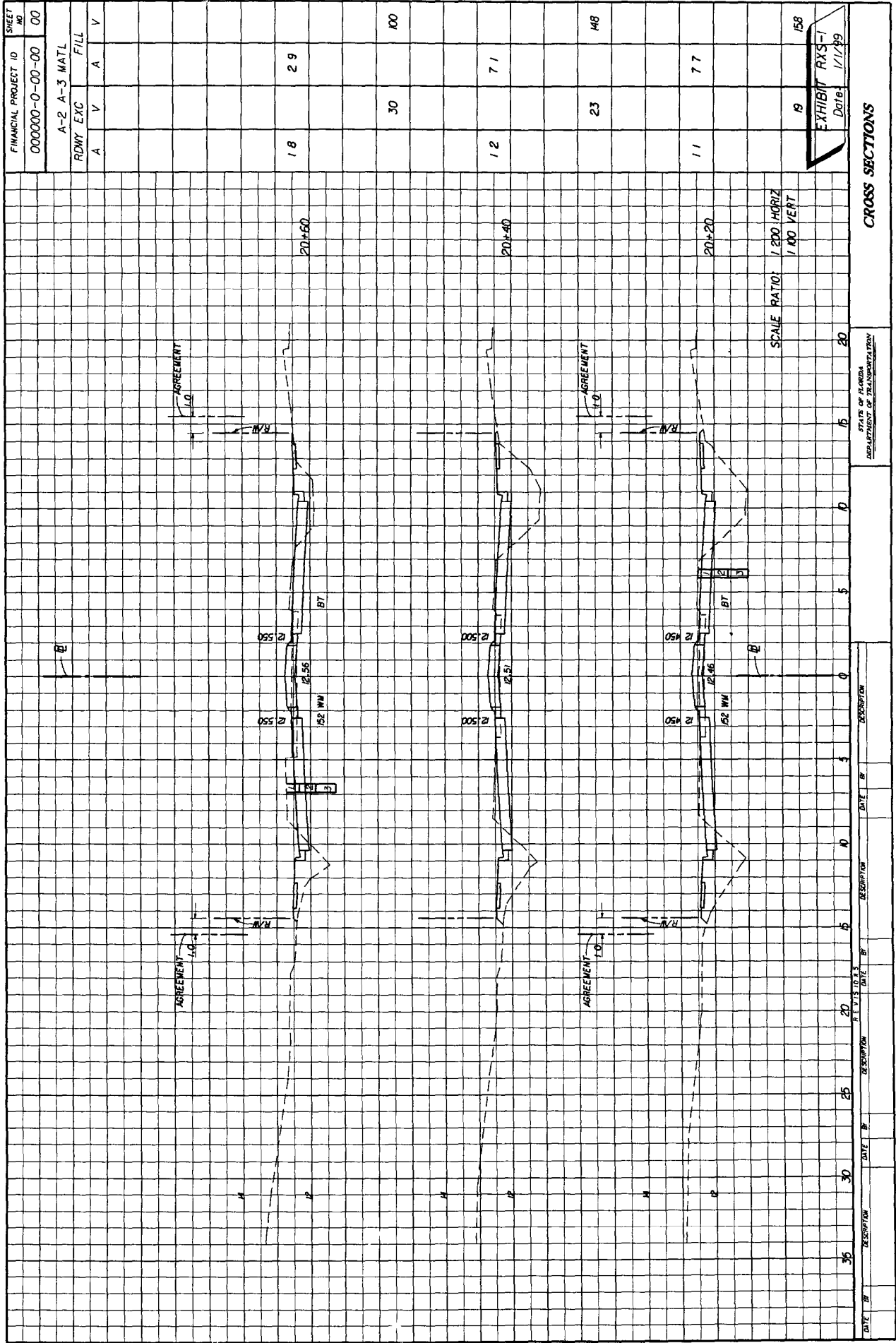
The material from Stratum Number 8 is ORGANIC/A-8 material and will be removed during clearing and grubbing.

EXHIBIT SS-1
Date 1/1/99

ROADWAY SOILS SURVEY

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION
------	-------------	------	-------------	------	-------------	------	-------------	------	-------------



FINANCIAL PROJECT ID
000000-0-00-00

SHEET NO
00

A-2 A-3 MATL

RDWY EXC FILL

A V A V

18 29

30 100

12 71

23 148

11 77

19 158

EXHIBIT RXS-1

Date: 1/11/99

SCALE RATIO: 1/200 HORIZ
1/400 VERT

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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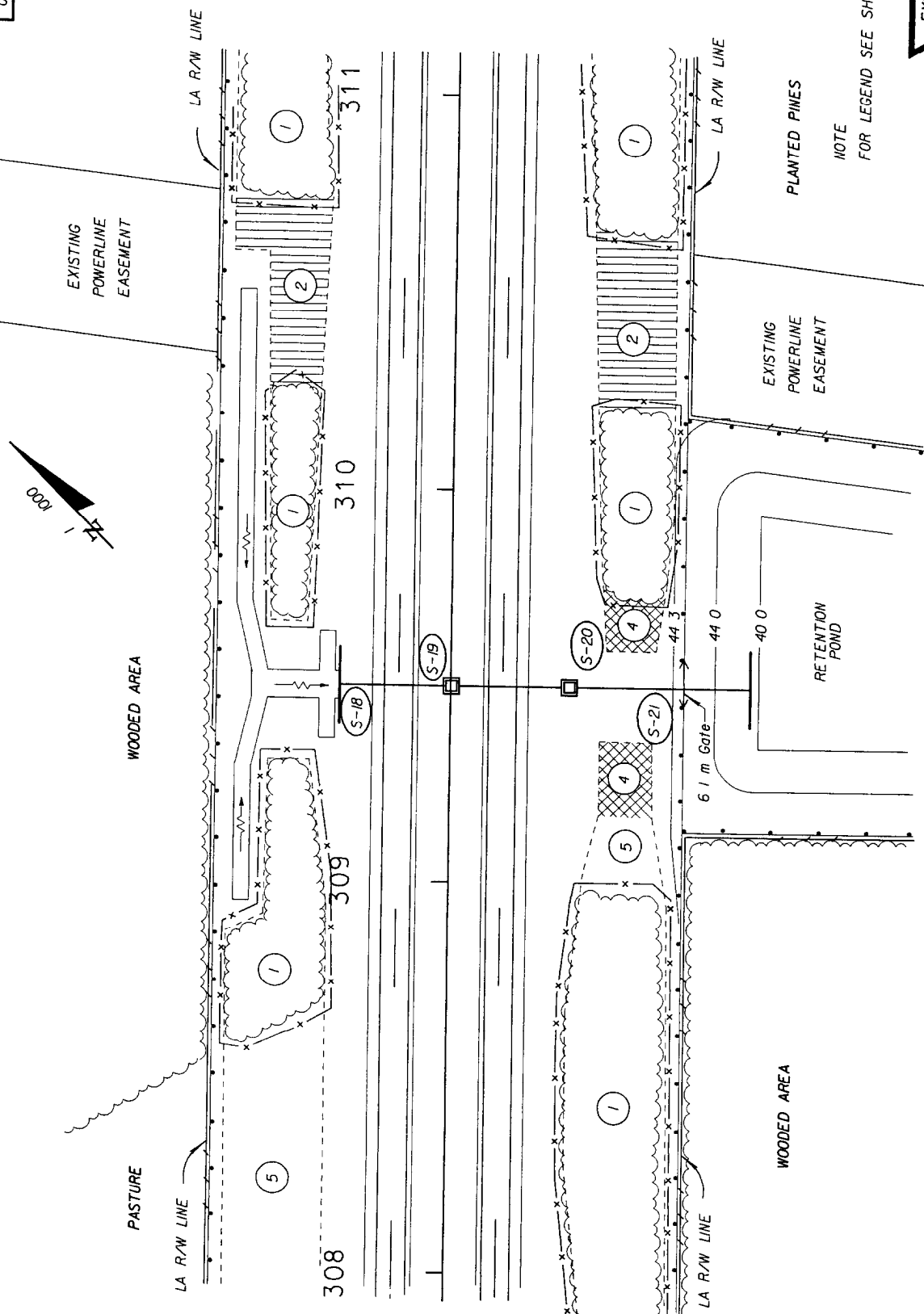
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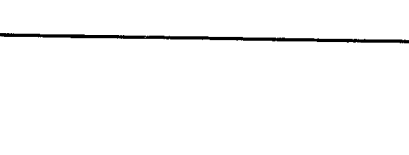
NOTE
FOR LEGEND SEE SHEET SCG-1

EXHIBIT SCG-2
Date 1/1/99

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

SELECTIVE CLEARING AND GRUBBING

REVISIONS		DATE		BY		DESCRIPTION	
DATE	BY	DATE	BY	DATE	BY	DESCRIPTION	DESCRIPTION



[illegible]

FILE #

DATE	6
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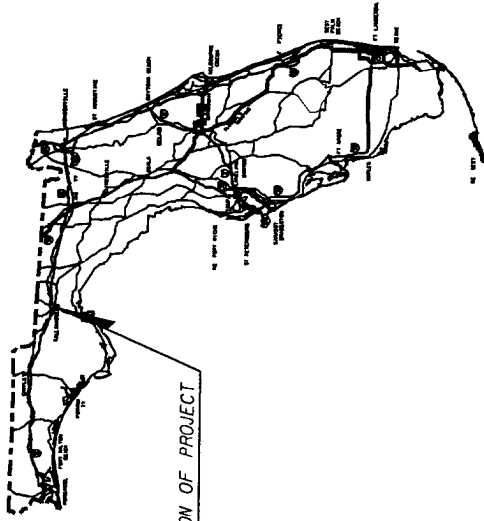
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 000003-1-52-03
(FEDERAL FUNDS)
LEON COUNTY (55001)
STATE ROAD NO 10

INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO	SHEET DESCRIPTION
S-1	KEY SHEET
S-2	TABULATION OF QUANTITIES
S-3 THRU S-5	SIGNING AND PAVEMENT MARKINGS
S-6	GUIDE SIGN WORK SHEET



LOCATION OF PROJECT

SIGNING AND PAVEMENT MARKING PLANS

PLANS PREPARED BY

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

NOTE THE SCALE OF THESE PLANS MAY
HAVE CHANGED BY REPRODUCTION

OTHER INFORMATION WILL BE REQUIRED IF
SIGNING AND PAVEMENT MARKING PLANS
IS THE LEAD PROJECT SEE CHAPTER 3
WRITE-UP AND EXHIBIT KS-1

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 89, AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 89,
AS AMENDED BY CONTRACT DOCUMENTS

NOTE THIS IS A METRIC UNIT PROJECT

KEY SHEET REVISIONS	
DATE	DESCRIPTION

SIGNING AND PAVEMENT MARKING PLANS
ENGINEER OF RECORD

FDOT PROJECT MANAGER

EXHIBIT S-KS
Date 1/1/99

P E NO

TABULATION OF QUANTITIES

[illegible]

210- 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.

NOTE: ITEMS AND QUANTITIES SHOWN ARE FOR SHEET EXHIBITS ONLY AND DO NOT REFLECT THE TOTAL ITEMS AND QUANTITIES FOR A COMPLETE SIGNING AND PAVEMENT MARKING PROJECT

EXHIBIT S-01
Date 1/1/99

TABULATION OF QUANTITIES

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

NON

28

REVISIONS

DATE	8/1/80
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3530

DATE BY

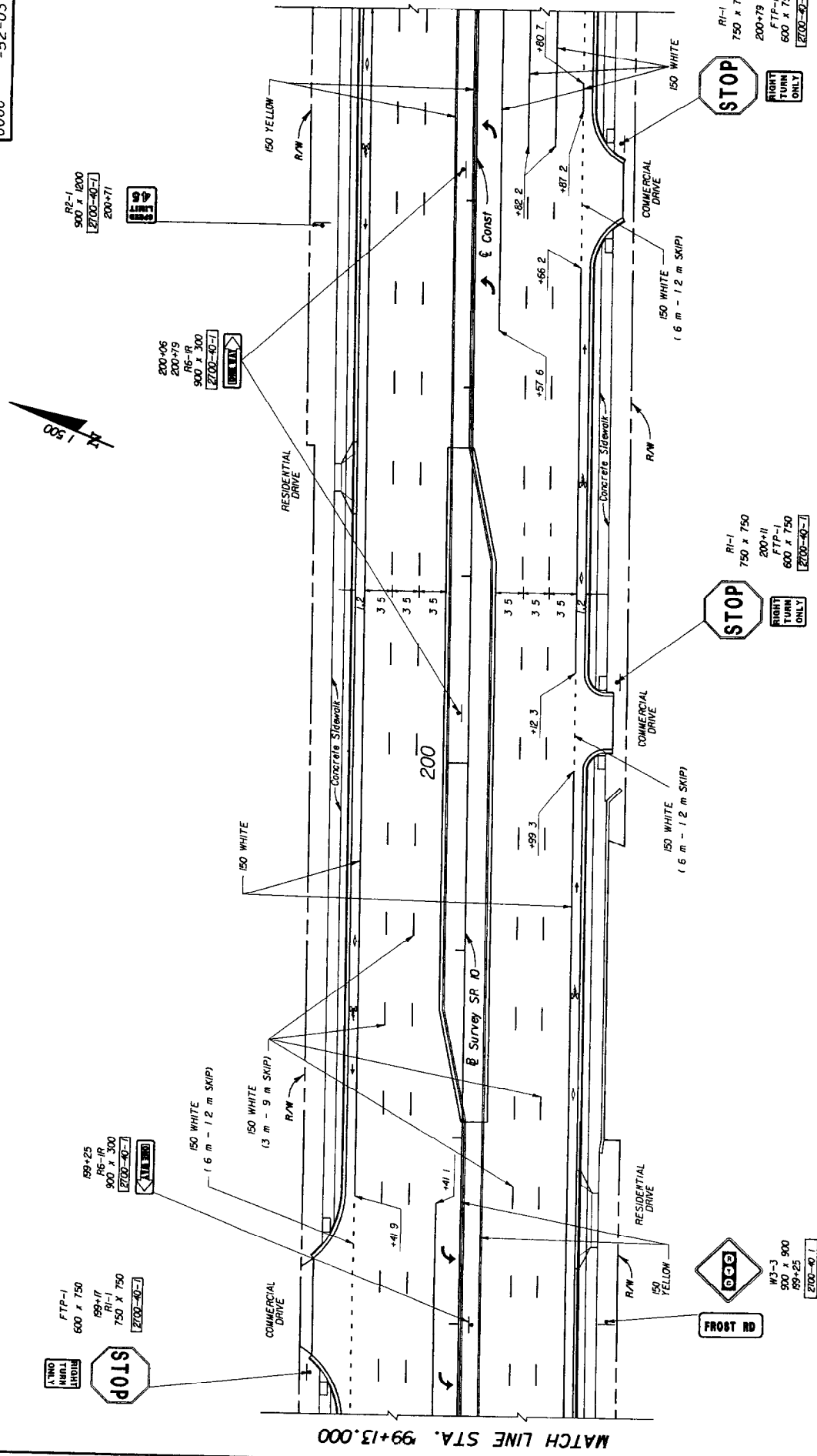
MATCH LINE STA. 201+00.000

EXHIBIT S-P2
 Date 1/1/99

SIGNING AND PAVEMENT MARKINGS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



MATCH LINE STA. 99+13.000

MATCH LINE STA. 202+88.000



202+60
 R6-1R
 900 x 300
 2700-40-1
 2700-40-1
 202+60

STOP
 600 x 750
 R1-1
 750 x 750
 2700-40-1
 202+53

600 x 750
 R3-1
 2700-40-1
 202+20

150 WHITE
 (6 m - 12 m SKIP)

150 WHITE
 (3 m - 9 m SKIP)

150 WHITE
 (6 m - 12 m SKIP)

600 WHITE

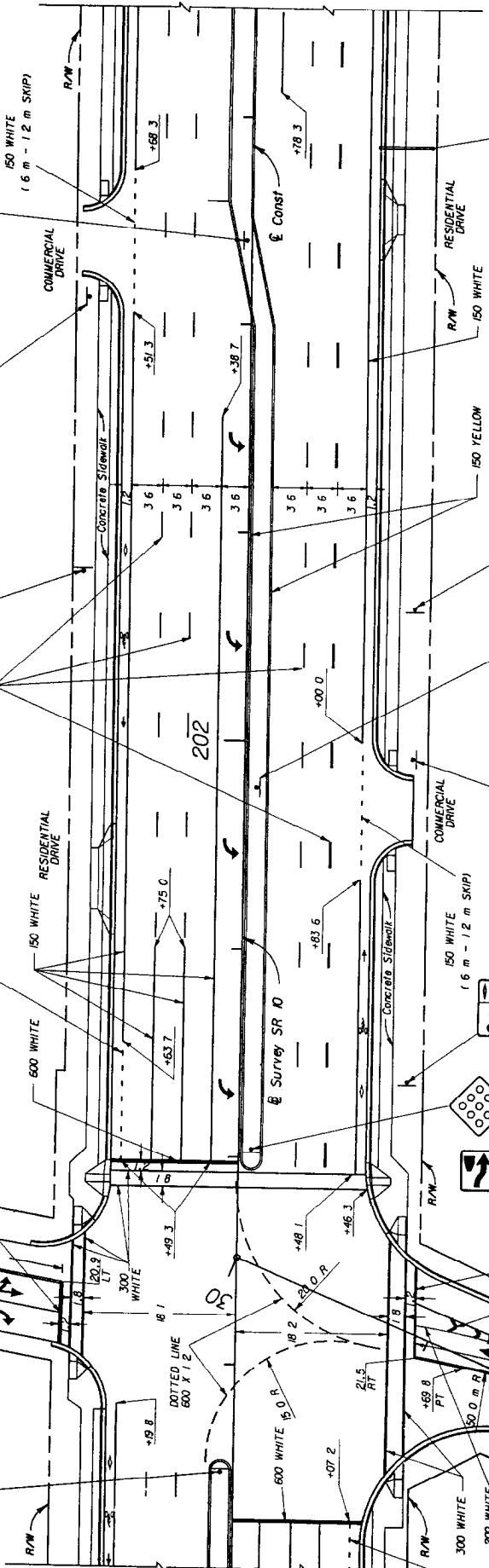
150 WHITE
 (6 m - 12 m SKIP)

600 WHITE

150 DOUBLE YELLOW

8-BUTTON
 600 x 750
 (YELLOW)
 450 x 450
 201+11

MATCH LINE STA. 201+00.000



White Springs
 Live Oak

SIGN NO. 1
 6450 x 3500
 2700-43-25
 202+71

600 x 1200
 R2-1
 2700-40-1
 202+16

900 x 300
 R6-1R
 2700-40-1
 201+94

750 x 750
 R1-1
 600 x 750
 2700-40-1
 201+57

STOP
 600 x 750
 R1-1
 750 x 750
 2700-40-1
 201+57

600 x 750
 R3-1
 2700-40-1
 201+59

8-BUTTON
 600 x 750
 (YELLOW)
 450 x 450
 201+51

600 x 750
 R4-7
 2700-40-1
 201+51

600 WHITE

600 WHITE

600 WHITE

600 WHITE

600 WHITE

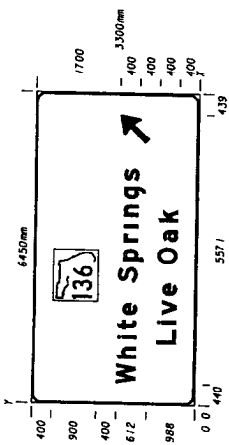
EXHIBIT S-P3
 Date 1/17/99

SIGNING AND PAVEMENT MARKINGS

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

THIS FORMAT OR THE GUIDE SIGN
WORK SHEET SHOWN IN THE
ENGLISH PPM IS ACCEPTABLE

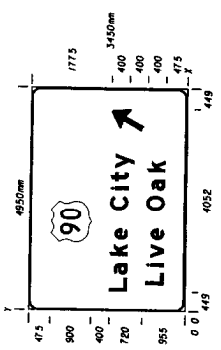
[illegible]

SPACINGS ARE TO START OF NEXT LETTER

[illegible]

TWO WISD X 18 STEEL POSTS AVERAGE LENGTH 4 26 IN
DIMENSIONS IN MM
SPACINGS ARE TO START OF NEXT LETTER

SIGN NUMBER	Z	WIDTH	HEIGHT	4950nm	2550nm
BORDER WIDTH	50				
CORNER RADIUS	200				
MOUNTING	GROUND				
BACKGROUND	TYPE	REFLECTIVE			
	COLOR	GREEN			
LEGEND/BORDER	TYPE	REFLECTIVE			
	COLOR	WHITE			

[illegible][illegible]

TWO W150 X 18 STEEL POSTS AVERAGE LENGTH 5.20 m
DIMENSIONS IN mm
SPACINGS ARE TO START OF NEXT LETTER

[illegible]

DIMENSIONS IN mm		SPACINGS ARE TO START OF NEXT LETTER	
Y	FOOT	LETTER SPACING	

[illegible]

LETTER SPACINGS										HT	LEH
1 FONT	F	t	w	h	i	t	e				
/200	606	355	204	400	534	413	191	295	257	1396	400
EN											300
											26+6
400	X	L	a	k	X	C	i	t	y		400
EN	402	387	413	345	257	400	458	191	287	329	500+

EXHIBIT S-GSI
Date 1/1/99

GUIDE SIGN WORK SHEETSTATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION[illegible]

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

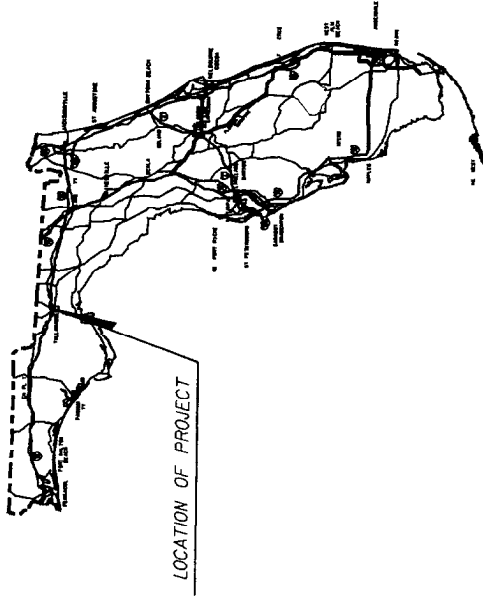
CONTRACT PLANS

FINANCIAL PROJECT ID 000003-1-52-03
(FEDERAL FUNDS)
LEON COUNTY (55001)
STATE ROAD NO 10

SIGNALIZATION PLANS

INDEX OF SIGNALIZATION PLANS

SHEET NO	SHEET DESCRIPTION
T-1	KEY SHEET
T-2	TABULATION OF QUANTITIES
T-3	SIGNALIZATION



LOCATION OF PROJECT

PLANS PREPARED BY

NAME ADDRESS CONTRACT NUMBER AND
VENDOR NUMBER OF THE CONSULTANT
FIRM WHEN THE PLANS ARE PREPARED BY
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NOTE: THE SCALE OF THESE PLANS MAY
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OTHER INFORMATION WILL BE REQUIRED IF
SIGNALIZATION PLANS ARE THE LEAD PROJECT
SEE EXHIBIT KS-1 FOR EXAMPLE

NOTE: THIS IS A METRIC UNIT PROJECT

KEY SHEET REVISIONS	
DATE	DESCRIPTION

SIGNALIZATION PLANS
ENGINEER OF RECORD

FOOT PROJECT MANAGER

EXHIBIT T-KS
Date 1/1/99

P E NO

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 89 AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 1991
AS AMENDED BY CONTRACT DOCUMENTS

TABULATION OF QUANTITIES

PAY ITEM NO	DESCRIPTION	UNIT	SHEET NUMBERS												TOTAL THIS SHEET		GRAND TOTAL		REF SHEET
			T-3			T-4			T-5			T-6							
			PLAN	FINAL	FINAL	PLAN	FINAL	FINAL	PLAN	FINAL	FINAL	PLAN	FINAL	FINAL	PLAN	FINAL	PLAN	FINAL	
2620-1	GROUNDING	MI																	
2630-1-11	CONDUIT (ABOVE GROUND)	MI	8														8		
2630-1-12	CONDUIT (UNDERGROUND)	MI	337														337		
2632-7-1	SIGNAL CABLE	PI	1														1		
2635-1-11	PULL AND JUNCTION BOXES (PULL BOX)	EA	20														20		
2639-1-22	ELECTRICAL POWER SERVICE	AS	1														1		
2639-2-1	ELECTRICAL SERVICE WIRE	MI	30														30		
2647-11-17	MAST ARM COMBINATION STD (F&I) STEEL SINGLE ARM (7' m)	EA	1														1		
2647-11-18	MAST ARM COMBINATION STD (F&I) STEEL SINGLE ARM (8' m)	EA	2														2		
2647-11-20	MAST ARM COMBINATION STD (F&I) STEEL SINGLE ARM (20' m)	EA	1														1		
2650-1-131	TRAFFIC SIGNAL 305mm STD (3-SEC 1-WAY)	AS	10														10		
2650-1-151	TRAFFIC SIGNAL 305mm STD (5-SEC 1-WAY)	AS	1														1		
2653-111	PEDESTRIAN SIGNALS 305mm INCANDESCENT SYMBOL 1-WAY	AS	2														2		
2653-112	PEDESTRIAN SIGNALS 305mm INCANDESCENT SYMBOL 2-WAY	AS	2														2		
2659-108	SIGNAL HEAD AUXILIARIES-STEEL PEDESTAL	EA	1														1		
2660-1-110	INDUCTIVE LOOP DETECTOR (2 CHANNEL)	EA	5														5		
2660-2-101	LOOP ASSEMBLY TYPE A (11'8" x 15')	AS	2														2		
2660-2-102	LOOP ASSEMBLY TYPE B (11'8" x 11'8")	AS	12														12		
2660-2-106	LOOP ASSEMBLY TYPE F (11'8" x 15')	AS	4														4		
2665-11	PEDESTRIAN DETECTOR	EA	6														6		
2672-1-1	TYPE T10 CONTROLLER ASSEMBLY	AS	1														1		
2685-128	SYSTEM AUXILIARIES (INTERFACE PANEL)	EA	1														1		
2685-140	SYSTEM AUXILIARIES (FIBER OPTIC MODULATOR/DEMODULATOR)	EA	1														1		
2700-48-28	SIGN PANEL (INSTALL)	EA	4														4		
<div>NOTE ITEMS AND QUANTITIES SHOWN ARE FOR SHEET EXHIBITS ONLY AND DO NOT REFLECT THE TOTAL ITEMS AND QUANTITIES FOR A COMPLETE SIGNALIZATION PROJECT</div>																			

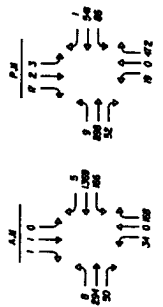
NOTE: ITEMS AND QUANTITIES SHOWN ARE FOR SHEET EXHIBITS ONLY AND DO NOT REFLECT THE TOTAL ITEMS AND QUANTITIES FOR A COMPLETE SIGNALIZATION PROJECT

EXHIBIT	T-01
Date	1/1/99

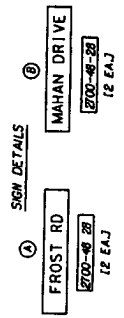
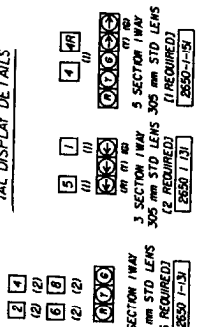
TABULATION OF QUANTITIES

[illegible]

ESTIMATED 1998 PEAK HOUR TRAFFIC



AL DISPLAY DETAILS



2 SECTION 1WAY
305 mm INTERNATIONAL
WITH 2 CHATE LENS COVER
(2 REQUIRED)
2553-112

NOTES

- 1 MAJOR STREET IS S R 10 (MAHAN DRIVE)
- 2 STANDARD SIGNAL OPERATION PLAN NO 7
WITH CONCURRENT/ACTUATED PEDS FOR
MOVEMENT 2 (P2) MOVEMENT 4 (P4) AND
MOVEMENT 6 (P6)
- 3 THE FLASHING OPERATION SHALL BE
YELLOW ON HEADS AND 6 AND 8 PEDESTRIAN SIGNALS
SHALL BE DARK
- 4 STREET NAMES FOR FTP-47 AND FTP-48 SIGNS
SHALL BE DRIVEWAY (P2) MAHAN (P4) AND FROST (P6)
- 5 LOOP LAR SHALL CALL FOR AND EXTEND TIMING
FUNCTION 5
- 6 INITIAL AND PASSAGE TIMES ARE TO RUN
CONCURRENTLY
- 7 RIGHT TURN ARROW FOR 4R TO OPERATE ONLY
DURING TF 5 GREEN

DETECTORS FOR LOOPS

LOOP NO	NO OF LOOPS	NO OF CHANNELS	TE	CALL	DELAY
L1	1	1	1		
L2A	3	1	2		
L2B	3	1	2		
L4	1	1	3		
L4R	1	1	3		
L5	1	1	5		
L6A	3	1	6		
L6B	3	1	6		
L8	1	1	3		
L8R	1	1	3		

CONTROLLER TIMINGS

TIMING FUNCTION	1	2	3	5	6	7
MOVEMENT	1	2	4+8	5	6	
INITIAL	6	20	6	6	20	
VEN EXT	17	3.0	17	17	3.0	
MAX LIMIT	15	60	20	20	60	
YELLOW	3.5	4.7	4.0	3.5	4.7	
RED CLEAR	2.8	2.1	3.5	2.8	2.1	
RECALL	OFF	MIN	OFF	MIN	OFF	
WALK	7	7	7	7	7	
FLASH D/W	13	25	25	19		

EXHIBIT T-PI
Date 1/1/99

SIGNALIZATION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

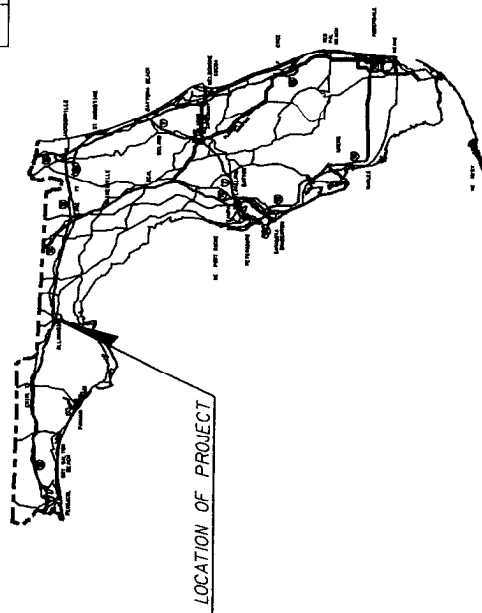
CONTRACT PLANS

FINANCIAL PROJECT ID 000003-1-52-03
(FEDERAL FUNDS)
LEON COUNTY (55001)
STATE ROAD NO 10

LIGHTING PLANS

INDEX OF LIGHTING PLANS

SHEET NO	SHEET DESCRIPTION
L-1	KEY SHEET
L-2	TABULATION OF QUANTITIES
L-3	POLE DATA AND LEGEND
L-4 Thru L-5	LIGHTING DETAILS
L-6 Thru L-8	LIGHTING PLAN SHEETS



LOCATION OF PROJECT

PLANS PREPARED BY

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

NOTE THE SCALE OF THESE PLANS MAY
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SEE EXHIBIT KS-1 FOR EXAMPLE

GOVERNING STANDARDS AND SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION
ROADWAY AND TRAFFIC DESIGN STANDARDS
DATED JANUARY 89 AND
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION DATED 88.
AS AMENDED BY CONTRACT DOCUMENTS

NOTE THIS IS A METRIC UNIT PROJECT

KEY SHEET REVISIONS	
DATE	DESCRIPTION
0-000	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

LIGHTING PLANS
ENGINEER OF RECORD

P E NO

EXHIBIT L-KS
Date 1/1/99

FDOT PROJECT MANAGER

POLE DATA

POLE NO	CKT	STATION	DIST OR ARM	LUM WATTAGE	M H	POLE SETBACK AND NOTES	FINAL
1	A-III	197+38 19.8 LT €	4.5	250/HPS	12.0	4.5 From Edge Of Pavement	
2	A-I	197+67 19.8 RT €	4.5				
3	A-III	197+96 19.8 LT €	4.5				
4	A-I	198+25 20.3 RT €	4.5				
5	A-III	198+54 19.6 LT €	3.6				
6	A-I	198+84 19.9 RT €	4.5				
7	A-III	199+10 19.8 LT €	4.5				
8	A-I	199+35 19.5 RT €	3.6				
9	A-III	199+62 19.8 LT €	4.5				
10	A-I	199+91 19.8 RT €	4.5				
11	A-III	200+16 19.5 LT €	3.6				
12	A-I	200+42 19.8 RT €	4.5				
13	A-III	200+67 19.4 LT €	3.6				
14	A-I	200+93 19.8 RT €	4.5				
15	A-III	201+18 19.4 LT €	3.6				
16	A-I	201+45 19.8 RT €	4.5				
17	A-III	201+72 19.6 LT €	3.6				
18	A-I	202+00 19.5 RT €	3.6				
19	A-III	202+28 19.8 LT €	4.5				
20	A-I	202+56 19.8 RT €	4.5				
21	A-III	202+84 19.8 LT €	4.5	250/HPS	12.0	4.5 From Edge Of Pavement	

CONVENTIONAL LIGHTING DESIGN CRITERIA

Average Initial Intensity 16 LUX
Uniformity Ratio Avg /Min 4.1 Or Less
Max /Min 10.1 Or Less
Wind Speed 130 km/h

LEGEND

SYMBOLS



250 Watt High Pressure Sodium Luminaire Designed For Medium Semi-cutoff Type III Distribution
Integral Regulator Type Ballast Wired For 480 Volt Operation
Single Arm Pole (Mounting Height 12.0 m) (Use GE Curve 7.321 Or Equal)



Size 35 Schedule 40 PVC Conduit With THW Or THWN Conductors Inside (Conduit And Conductor Size As Shown On Plan Sheets) Run 1 #6 Copper Bond Conductor (TW Green Insulation) Inside Conduit With Other Conductors



Size 51 Rigid Galvanized Steel Conduit Directional Bored Under Pavement With THW Or THWN Conductors Inside (Conduit And Conductor Size As Shown On Plan Sheets) Extend Conduit Beyond Edge Of Pavement To Pull Boxes Run 1 #6 Copper Bond Conductor (TW Green Insulation) Inside Conduit With Other Conductors



Distribution Point For Specifications See Index No 17504 of Roadway And Traffic Design Standards



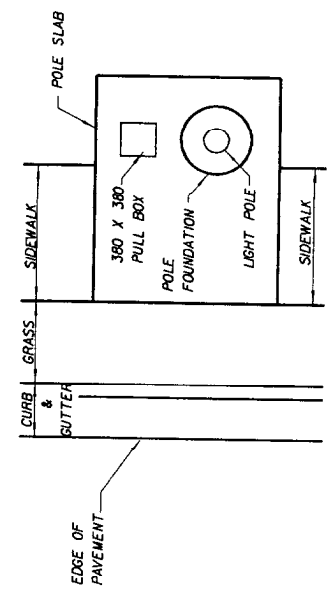
Pull Box For Specifications See Section 635 Of Standard Specifications For Road And Bridge Construction

EXHIBIT L-POLI
Date 1/1/99

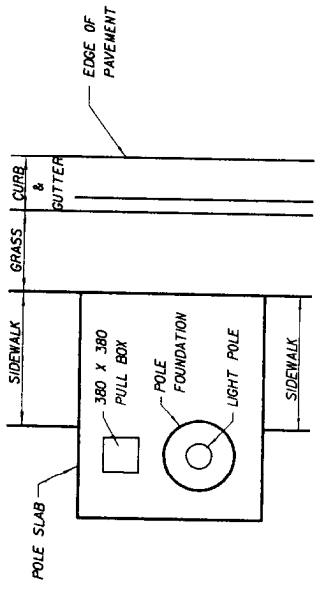
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

POLE DATA AND LEGEND

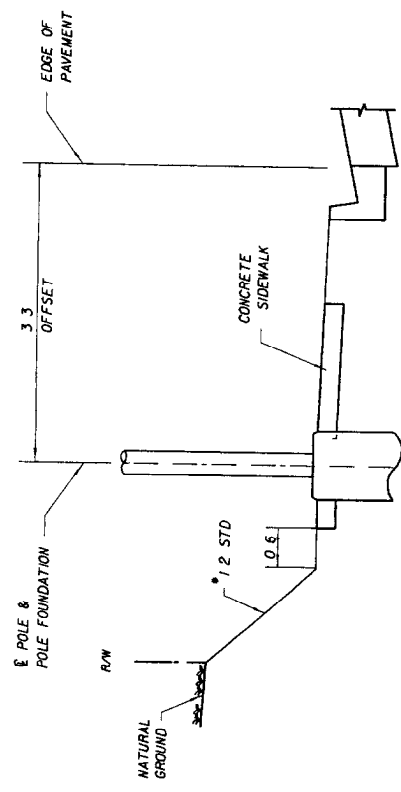
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
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PLAN
POLE SLAB DETAIL "B"



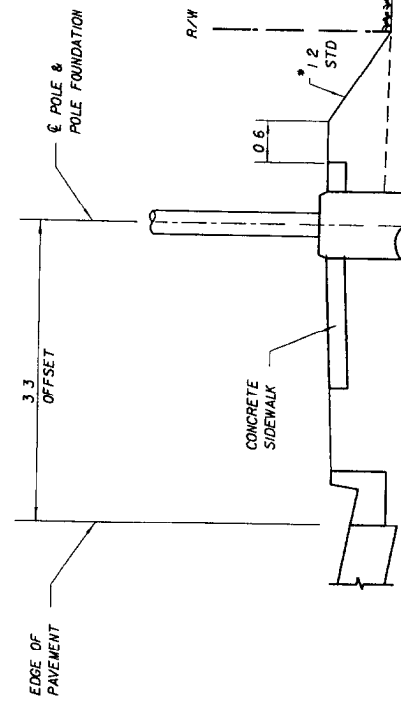
PLAN
POLE SLAB DETAIL "A"



Typical for Pole numbers 5, 11, 13, 15, & 17
Installation of poles at these locations may require adjustment of slopes behind pole slab

* Slopes in various locations are to be adjusted to accommodate installation of poles. Dress slopes 0.6 meters back of pole slab. See typical installation details for these adjustments.

SECTION



Typical for Pole number 8 & 18
Installation of poles at these locations may require adjustment of slopes behind pole slab

SECTION

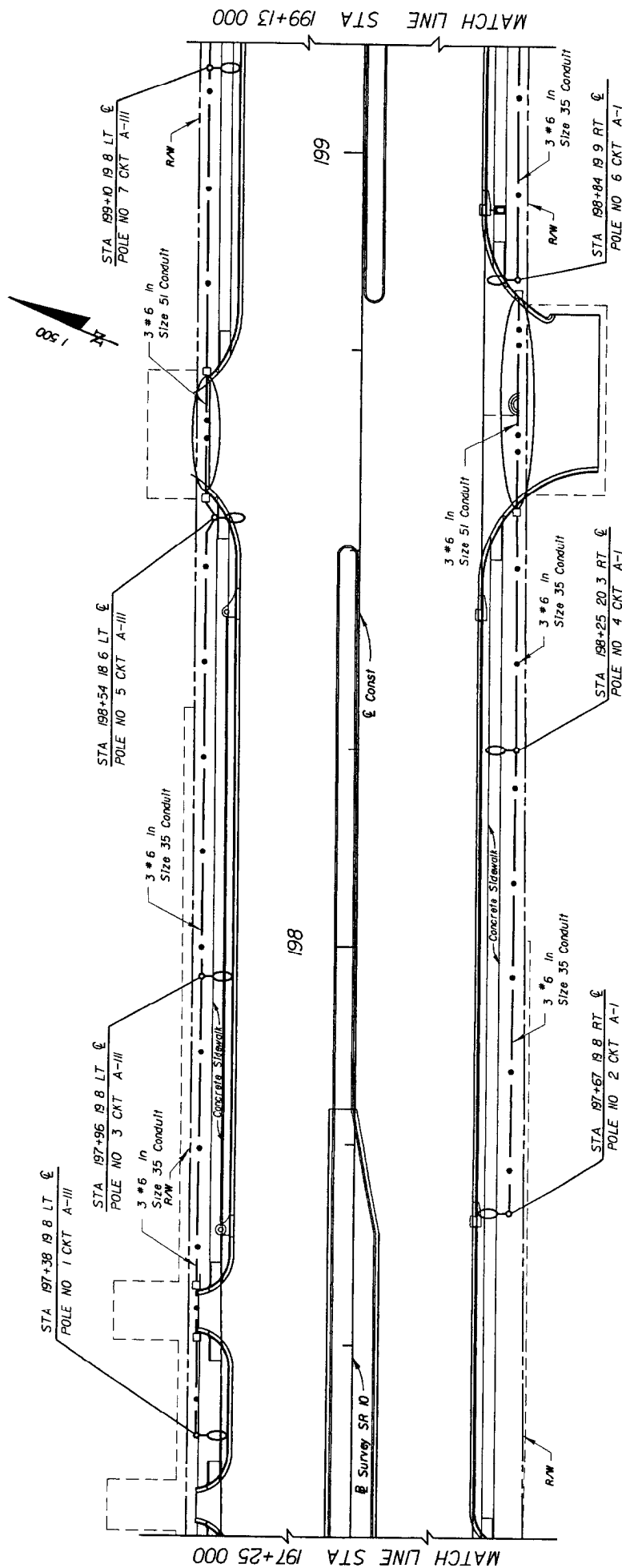
TYPICAL POLE INSTALLATION IN CUT SECTION (LT & CONST)

EXHIBIT L-D2
Date: 1/1/99

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

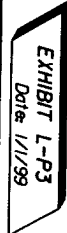
LIGHTING DETAILS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



Note Circuits Shown Are For Sheet Exhibit Only And Doesn't Reflect The Total Length Of Circuits For A Complete Project

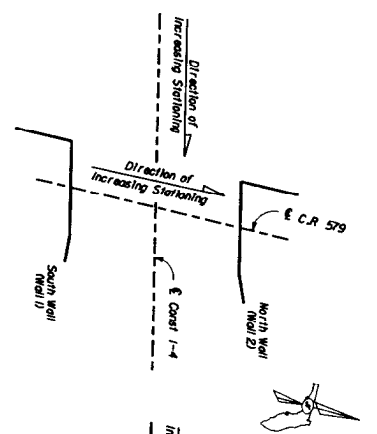




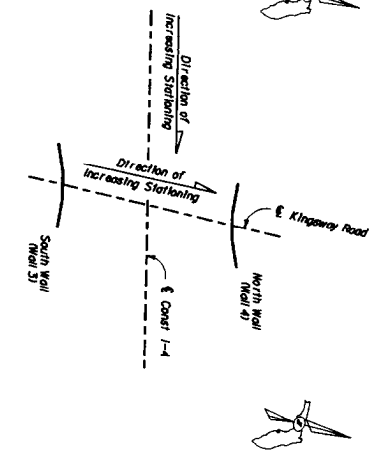
INDEX OF PROPRIETARY WALL CONTROL DRAWINGS

SHEET NO.	TITLE
W-1	KEY PLAN AND INDEX OF SHEETS
W-2	GENERAL NOTES AND TYPICAL SECTIONS
W-3	PROPRIETARY WALL 1 PLAN AND ELEVATION
W-4	PROPRIETARY WALL 2 PLAN AND ELEVATION
W-5	PROPRIETARY WALL 3 PLAN AND ELEVATION
W-6	PROPRIETARY WALL 4 PLAN AND ELEVATION
W-7	TYPICAL PROPRIETARY WALL DETAILS (SHEET 1 OF 2)
W-8	TYPICAL PROPRIETARY WALL DETAILS (SHEET 2 OF 2)
W-9	REINFORCED EARTH CO. STANDARD DETAILS
W-10	REINFORCED EARTH CO. STANDARD DETAILS
W-11	REINFORCED EARTH CO. STANDARD DETAILS
W-12	REINFORCED EARTH CO. STANDARD DETAILS
W-13	REINFORCED EARTH CO. STANDARD DETAILS
W-14	REINFORCED EARTH CO. STANDARD DETAILS
W-15	REINFORCED EARTH CO. STANDARD DETAILS
W-16	REINFORCED EARTH CO. STANDARD DETAILS
W-17	REINFORCED EARTH CO. STANDARD DETAILS
W-18	REINFORCED EARTH CO. STANDARD DETAILS
W-19	REINFORCED EARTH CO. STANDARD DETAILS
W-20	REINFORCED EARTH CO. STANDARD DETAILS
W-21	REINFORCED EARTH CO. STANDARD DETAILS
W-22	REINFORCED EARTH CO. STANDARD DETAILS
W-23	REINFORCED EARTH CO. STANDARD DETAILS

KEY PLAN C.R. 579 OVER I-40



KEY PLAN KINGSWAY OVER I-40



ESTIMATED QUANTITIES (SQ. YD.)			
ITEM	QUANTITY	UNIT	PRICE
C.R. 579 OVER I-40	1	SQ. YD.	240.3
KINGSWAY RD OVER I-40	1	SQ. YD.	240.3
Well 1	1	SQ. YD.	240.3
Well 2	1	SQ. YD.	240.3
Well 3	1	SQ. YD.	240.3
Well 4	1	SQ. YD.	240.3

* See Reinforcing Wall General Note 1

EXHIBIT CP-1 Date: 1/1/99

DESIGNER		CHECKED BY		APPROVED BY	
A.C.		A.C.		G.F.M.	
DATE		DATE		DATE	
1/1/99		1/1/99		1/1/99	
PROJECT NO.		PROJECT NO.		PROJECT NO.	
1000		1000		1000	
SHEET NO.		SHEET NO.		SHEET NO.	
1 OF 1		1 OF 1		1 OF 1	

FLORIDA DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN OFFICE

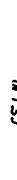
KEY PLAN AND
INDEX OF SHEETS

1 of 1

ent Base

- the erected cost of installation of drainage structures, both structures affected and not affected by the project, shall be paid for, at the contract unit prices per square meter of retaining wall, by Item No. 2340-3, Retaining Wall System (Itemment).
- It shall be included in the unit cost for retaining wall, by Item No. 2340-3, 2340-4

All Dimensions in Millimeters (mm) unless otherwise noted	
Part No.	Drawing No.
Product Code	Order No.

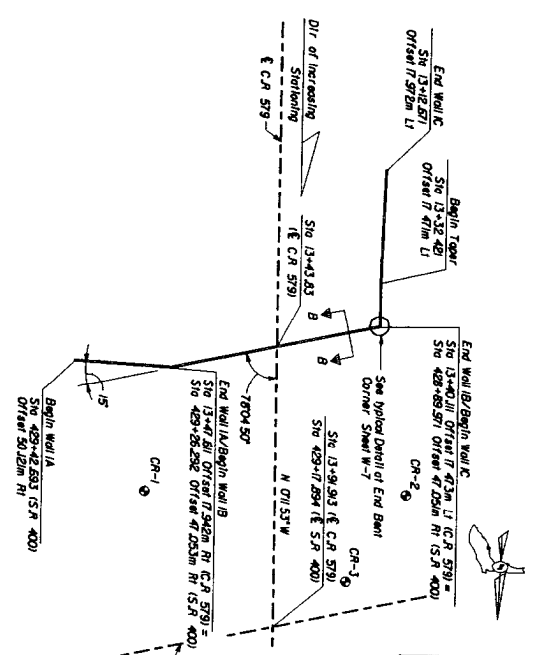


SEE DRAWING PAGES FOR COMPLETE DRAINAGE DETAILS

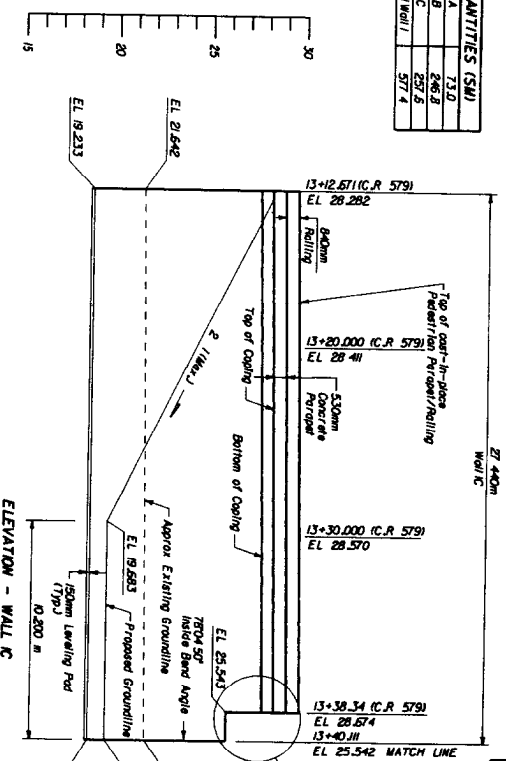
DATE: 1/1/91

COUNTY	PROJECT NO.

THEIR LIVES ON FIRE



ESTIMATED QUANTITIES (SM)		
WALL	A	B
W-1A	73.0	246.8
W-1B	257.5	257.5
TOTAL WALL	577.4	



NOTES

1. Top of leveling pad embedment depth shall be 500mm minimum.
2. Wall dimensions, offsets and angles are measured at the exterior face of retaining wall concrete facing panels.
3. All top of wall dimensions are to top of coping.
4. These walls have been designed to accommodate an anticipated total surcharge of 120kPa and on anticipated differential settlement of 12mm per meter.
5. Required soil reinforcement lengths for lateral stability.
6. The reinforcement stirrups shown in this row are the minimum reinforcement lengths used in the construction of the retaining wall. The reinforcement lengths used for internal or external stability shall be the larger of the two values.
7. The reinforcement stirrups shown in this row are the minimum reinforcement lengths used in the construction of the retaining wall. The reinforcement lengths used for internal or external stability shall be the larger of the two values.
8. Refer to Sheets W-2, W-3 & W-4 for Retaining Wall General Notes and Details.
9. Quantities are based on Payment Notes on Sheet W-2.

EXHIBIT CP-3
Date: 1/1/99

PROJECT INFORMATION		DESIGN INFORMATION		CHECKER OF RECORD		LOGO		SCALE		TERRA DEPARTMENT OF TRANSPORTATION		STRUCTURES DESIGN OFFICE		REINFORCING WALL SYSTEM DETAILS		PLAN AND ELEVATION		Drawing No.	
Project No.	13-000	Sheet No.	W-1	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL
Project Name	13-000	Sheet Name	W-1	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL	Checked By	EL

All Dimensions in millimeters unless otherwise noted

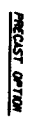
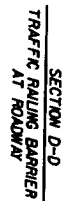
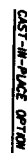
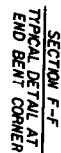


EXHIBIT CP-4
Date. 1/1/99

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