

## 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 aid the contractor in avoiding possible conflicts or damage to the utilities involved.

## 20.2 Required Information

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

All proposed and relocated utilities shall be clearly shown on the plan using lines and standard utility symbols, and shall be labeled (see ***Index No. 002*** of the ***Design Standards*** and the ***FDOT CADD Production Criteria Handbook***). Disposition of all existing utilities that are not to remain in place and in service shall be clearly indicated: for example "To Be Removed", "To Be Adjusted", "To Be Relocated", etc. The disposition of existing utilities that are to remain in place and in service need not be labeled. 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, and only the plan portion should be shown. Levels, fonts and line weights shall be in accordance with the ***FDOT CADD Production Criteria Handbook***.

Information and graphic data that 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. All major utilities that have been field verified (see *Quality Level "A" locates, Volume I, Chapter 5*) shall be labeled in accordance with the following symbol:

$V_{vh}$  = Verified Vertical Elevation and Horizontal Location

At the District's option, a table of field verified utilities containing the following information can replace the profile view on each sheet:

$V_{vh}$ No.	Utility Description	Station	Offset	Existing Ground Elevation	Top Elevation	Comments

8. Disposition of existing utilities that are not to remain in place and in service.
9. Location of new or relocated utilities.

### Exhibit 20-1 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. Existing utilities are to remain in place unless otherwise noted.
3. Utility/Agency Owners:

#### Companies

#### Telephone Numbers

(Note: The above company names and phone numbers are for emergency utility contacts. Contact information shall also be included for persons responsible for the maintenance (by contract or internally) of any FDOT utility infrastructure such as traffic counters, lighting, signal components, and ITS.)

If there is a traffic-monitoring site on the project or within one-half mile of the construction, the Transportation Statistics Office in Tallahassee shall be added to the list of Utility/Agency Owners. The contact person is the Traffic Data Section Manager. Refer to **Chapter 10, Section 10.2.7, Item No. 13** for plan requirements involving traffic-monitoring sites).