

ORIGINATION FORM

Proposed Revisions to a Standard Plans Index
(Please provide all information – Incomplete forms will be returned)

Contact Information:

Date: July 1, 2019
Originator: **Eric Griffin**
Phone: (850) 414-4709
Email:

Standard Plans:

Index Number: **695-001**
Sheet Number (s): 5 of 7
Index Title: Traffic Monitoring Site

Summary of the changes:

Sheet 5: Changed the PVC Conduit or Non-Metallic Flexible Conduit from 1.5" to 3".

Commentary / Background:

Other Affected Offices / Documents: (Provide name of responsible personnel)

- | Yes | No | |
|--------------------------|--------------------------|-----------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | Other Standard Plans – |
| <input type="checkbox"/> | <input type="checkbox"/> | FDOT Design Manual – |
| <input type="checkbox"/> | <input type="checkbox"/> | Basis of Estimates Manual – |
| <input type="checkbox"/> | <input type="checkbox"/> | Standard Specifications – |
| <input type="checkbox"/> | <input type="checkbox"/> | Approved Product List – |
| <input type="checkbox"/> | <input type="checkbox"/> | Construction – |
| <input type="checkbox"/> | <input type="checkbox"/> | Maintenance – |

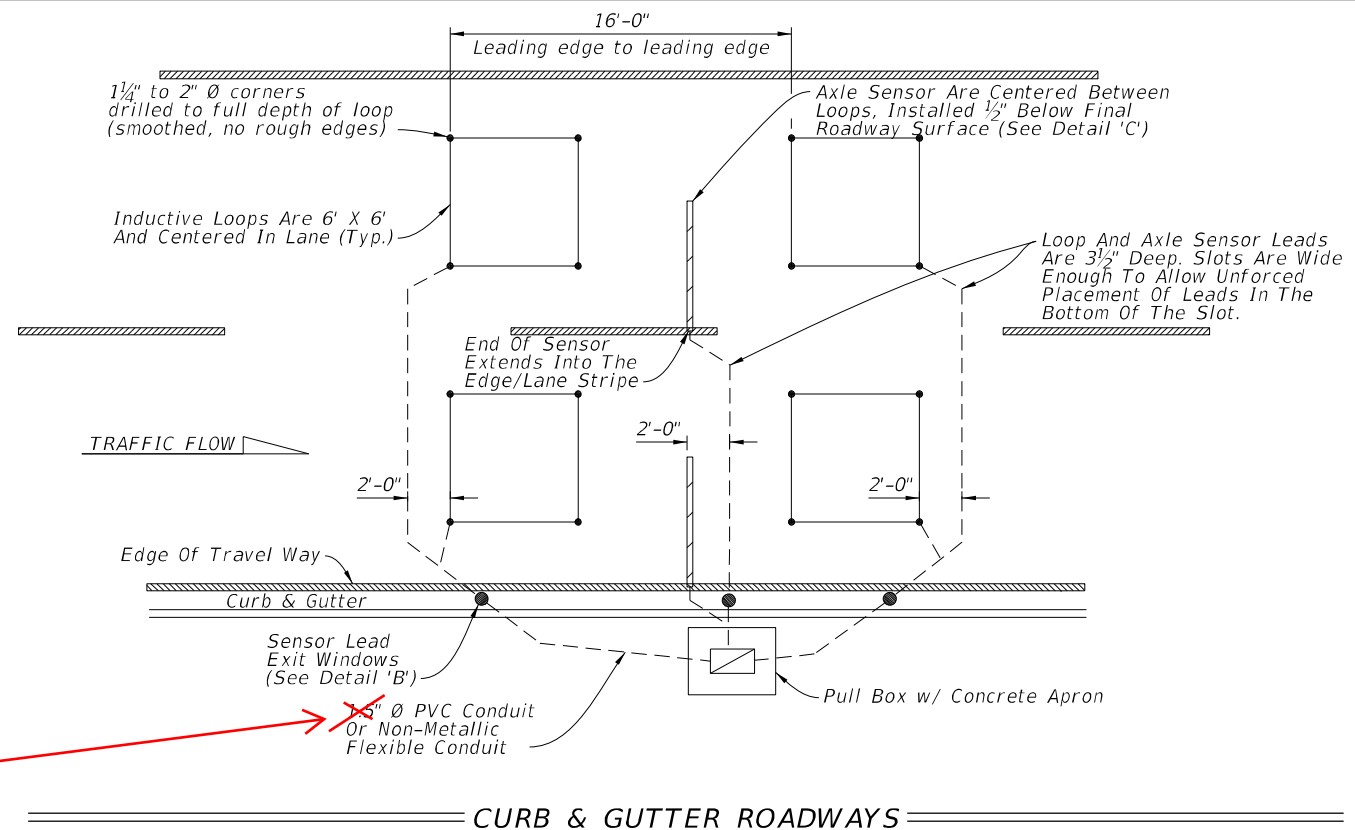
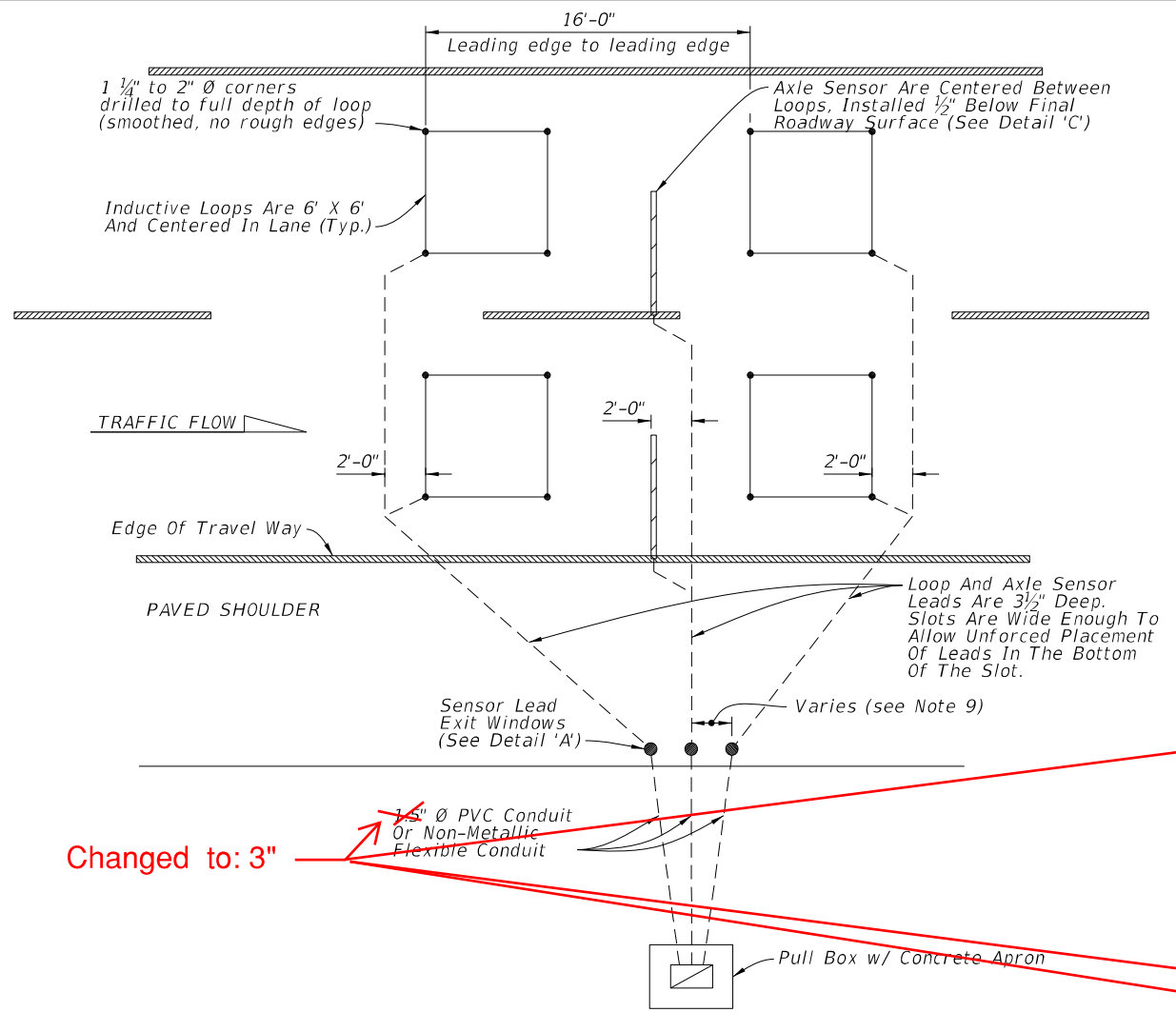
Origination Package Includes: (Email or hand deliver package to Derwood Sheppard)

- | Yes | N/A | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Redline Mark-ups |
| <input type="checkbox"/> | <input type="checkbox"/> | Proposed Standard Plan Instructions (SPI) |
| <input type="checkbox"/> | <input type="checkbox"/> | Revised SPI |
| <input type="checkbox"/> | <input type="checkbox"/> | Other Support Documents |

Implementation:

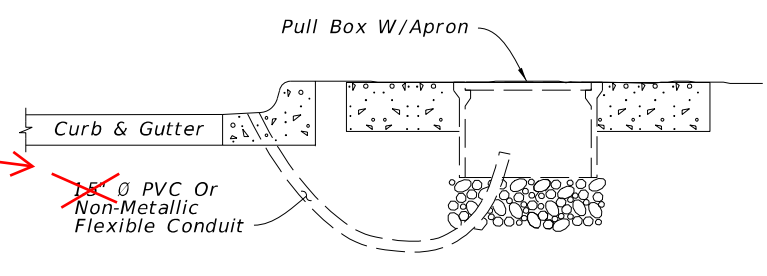
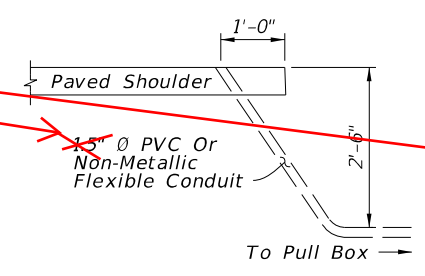
- Design Bulletin (Interim) DCE Memo Program Mgmt. Bulletin FY-Standard Plans (Next Release)

————— **Contact the Roadway Design Office for assistance in completing this form** —————



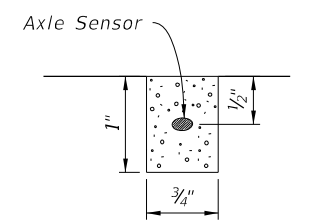
Changed to: 3"

ROADWAYS WITH PAVED SHOULDERS



EXIT WINDOW
DETAIL 'A'

EXIT WINDOW
DETAIL 'B'



END VIEW
(Axle Sensor Slot)
DETAIL 'C'


NOTES:

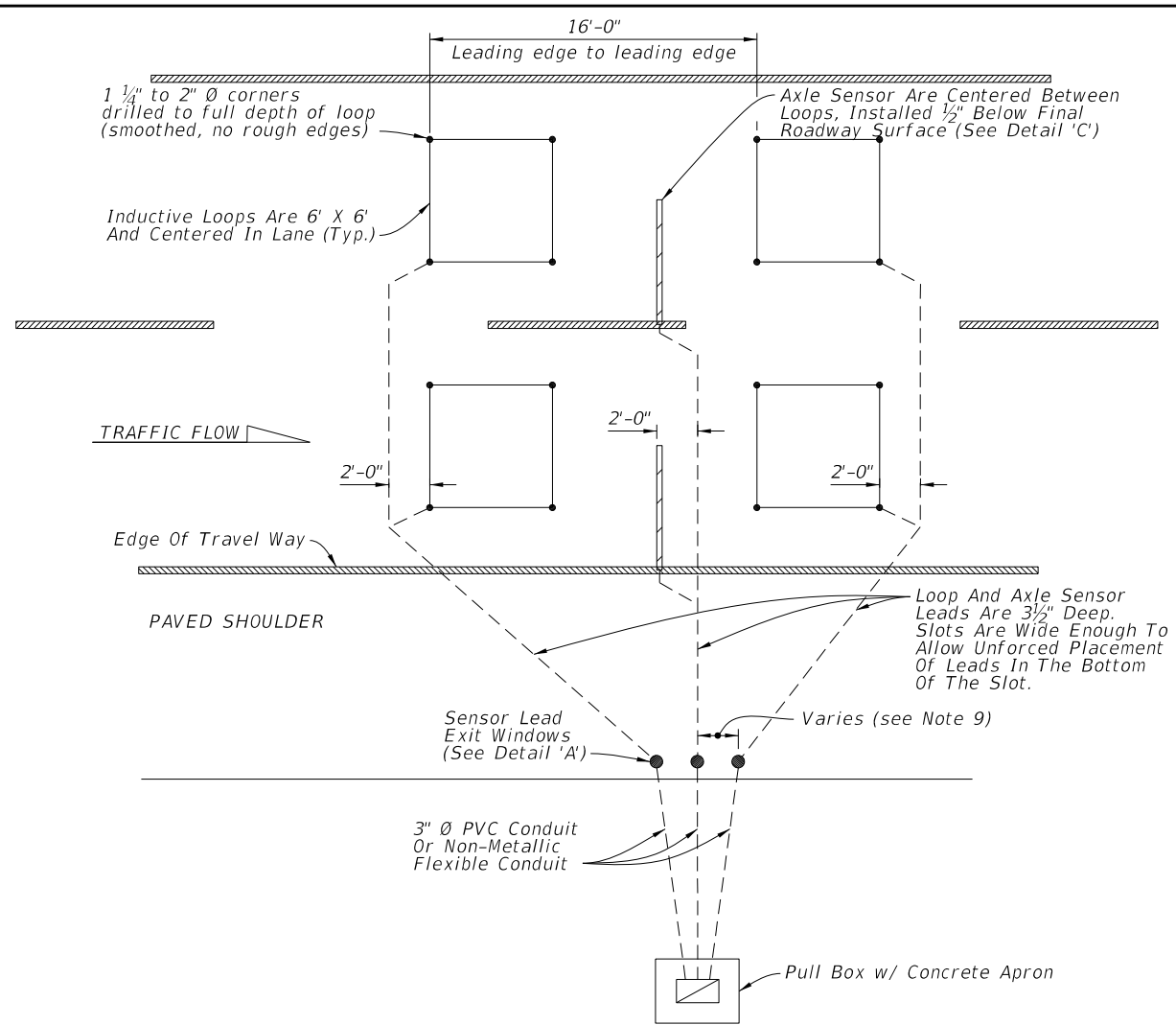
1. Install axle sensors and loops associated with axle sensors after placement of the friction course.
2. Cut a 3 1/2" deep slot for the Inductive loops. Loop slots will be cut wide enough to allow unforced placement of the wire into the bottom of the slot. Four turns of #14 AWG, place the IMSA 51-7 copper wire in the slot. Place short pieces of backer rod (2" to 3" in length) every 18" to 24" to hold the loop wire in the bottom of the slot.
3. Twist loop leads at the rate of 8 to 16 twists per foot. Loops that are within 150' of the cabinet, extend the twisted pair loop wire directly to the cabinet. For distances over 150', #14 IMSA 50-2 shielded lead-in cable must be spliced to the loop wire twisted pair at the first pull box to which the loop wire is pulled.
4. Marking will consist of two rounds of contrasting colored tape, one color for the lane number and the second color for the lead loop location in the lane. The first band closest to the cabinet will represent the lane number, one round of tape will be for lane 1 and two rounds will be lane 2, etc. The lead loop in lane one would have one round of tape and a second round of a contrasting colored tape for the lead loop in the lane. The trailing loop would not have a second contrasting colored band of tape.
5. See Index 635-001 for pull box and apron details.
6. All splices will be performed using splice kits designed for direct burial. Splice kits will include screw on wire connectors and a housing with sufficient sealant to fully encapsulate the spliced connections. Taped splices are not permitted.
7. Use a chalk line or string and paint to layout the position of the sensor and lead-in cable slots. Ensure saw cuts do not deviate more than 0.5 inches from the chalk line. Use a single blade or ganged blade saw wide enough to cut the axle sensor slot at full width in a single pass. Cutting two slots and chipping out roadway material between them is not allowed.
8. All sensor slots and any cuts in the roadway will be thoroughly blown out to ensure there is no dust or debris prior to installation of sensors or leads.
9. Install Exit Windows at least 2' apart.

TYPICAL FOR UP TO 4 LANES OF SENSOR LEADS PULLED TO ONE SIDE OF THE ROADWAY

LANE LAYOUT FOR TMS INDUCTIVE LOOP AND AXLE SENSOR

10/24/2018 3:33:45 PM

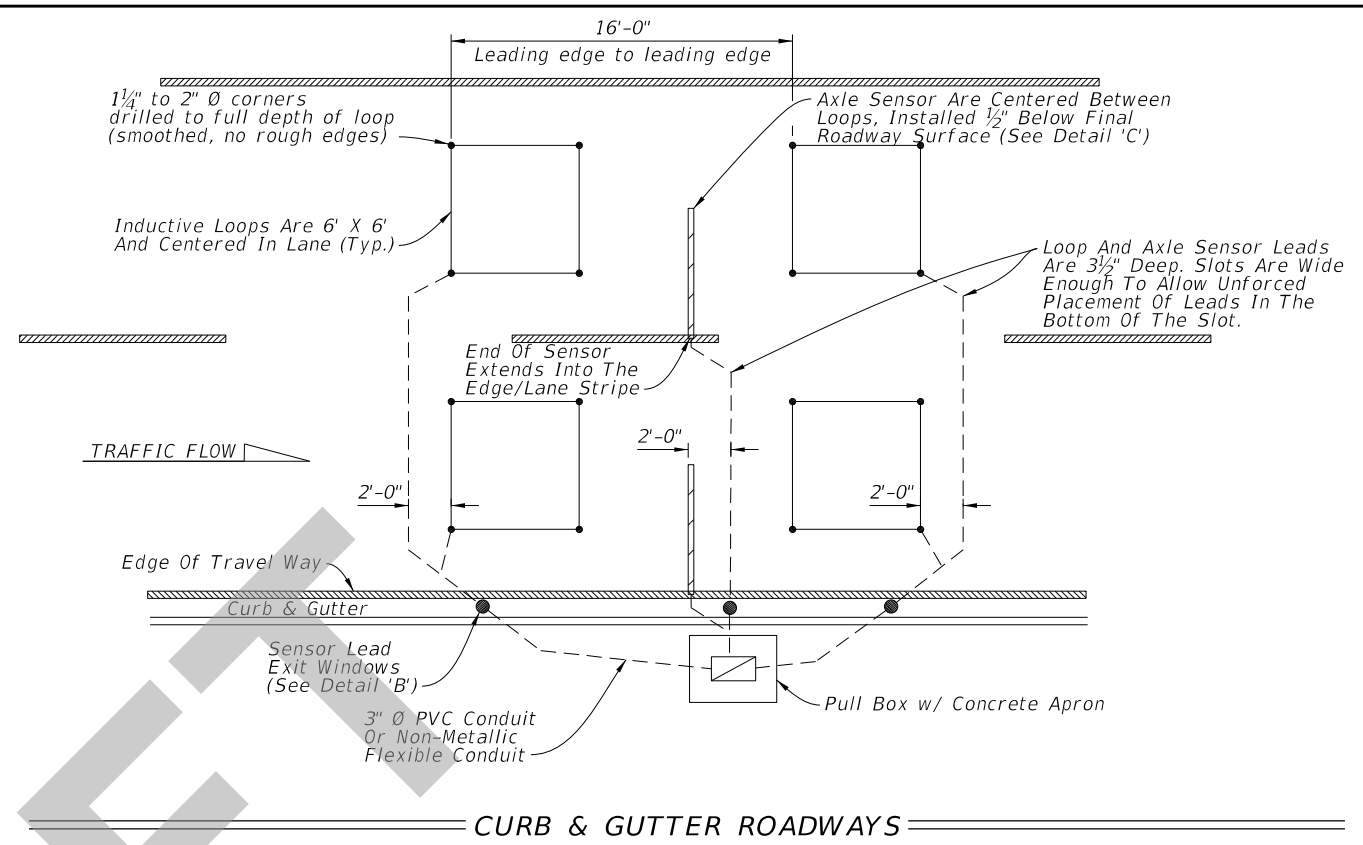
LAST REVISION 11/01/17	DESCRIPTION: 11/01/19	 FY 2019-20 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 5 of 7
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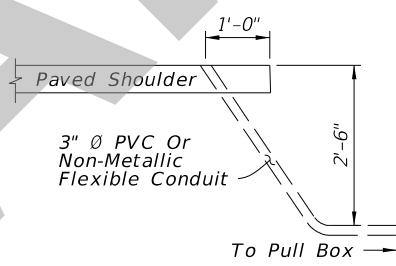
ROADWAYS WITH PAVED SHOULDERS

NOTES:

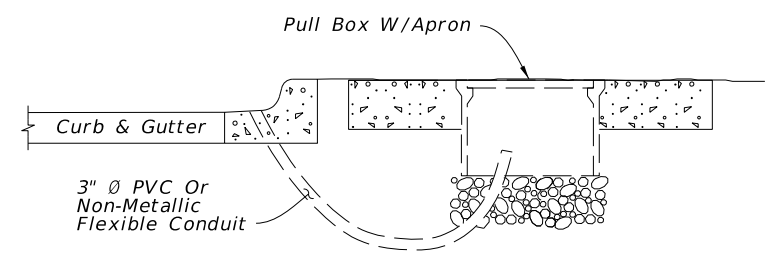
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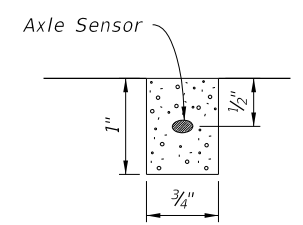
CURB & GUTTER ROADWAYS



**EXIT WINDOW
DETAIL 'A'**



**EXIT WINDOW
DETAIL 'B'**




**END VIEW
(Axle Sensor Slot)
DETAIL 'C'**

TYPICAL FOR UP TO 4 LANES OF SENSOR LEADS PULLED TO ONE SIDE OF THE ROADWAY

LANE LAYOUT FOR TMS INDUCTIVE LOOP AND AXLE SENSOR

8/14/2019 2:14:54 PM

LAST REVISION 11/01/19	DESCRIPTION:	 FY 2020-21 STANDARD PLANS	TRAFFIC MONITORING SITE	INDEX 695-001	SHEET 5 of 7
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