ORIGINATION FORM

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

Contact Information:
Date: July 13, 2021
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Summary of the changes:
- Changed "Class I" to "Class II" in SECTION A-A.
- Revised Note 1 to read " For asphalt base, use four expansion joints, spaced at 15-ft, per Index 350-001."

General Note 1 provides direction to use 4 expansion joints per Index 350-001, which provides the required joint dimensions. However, it is not clear what the required spacing of these 4 expansion joints should be. Spacing between these joints (for asphalt base concrete pavements) should be 15'. Clarification of General Note 1 to indicate the required spacing of the 4 expansion joints needed for asphalt base concrete pavements.

Commentary / Background:
Changed to Class II to reflect SMO Specification change that removes the designation for Class I Concrete. Please see the attached Standard Specification Section 346 DRAFT for the Class I revisions proposed by the State Materials Office.

Other Affected Offices / Documents: (Provide name of person contacted)
Yes No
☐ ☑ Other Standard Plans –
☐ ☑ FDOT Design Manual –
☐ ☑ Basis of Estimates Manual –
☑ ☐ Standard Specifications – Daniel Strickland
☐ ☑ Approved Product List –
☑ ☑ Construction –
☑ ☑ Maintenance –

Origination Package Includes:
(Email or hand deliver package to Rick Jenkins)
Yes N/A
☐ ☑ Redline Mark-ups
☐ ☑ Proposed Standard Plan Instruction (SPI)
☐ ☑ Revised SPI
☐ ☑ 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
Email to: Rick Jenkins rick.jenkins@dot.state.fl.us and Darren Martin darren.martin@dot.state.fl.us
RIGID SHOULDER PAVEMENT

SODDED SHOULDER OR FLEXIBLE SHOULDER PAVEMENT

NOTES:
1. Immediately prior to placing the seal, thoroughly clean the joint of all foreign material. Immediately after the seal is placed, bend up the sheet metal strip against the pavement edge.
2. Use a minimum 16 gauge steel, 12" wide sheet metal strip, Galvanized in accordance with ASTM A-526, Coating Designation G90.

GENERAL NOTES:
1. For asphalt base, use four expansion joints per Index 350-001.
2. The centerline of roadway and the centerline of bridge do not necessarily coincide. Determine the centerline of the roadway pavement prior to the placement of the expansion joint.
3. For information on other types of concrete pavement joints see Index 350-001.
4. Pay quantity for expansion joint is the length of joint to be constructed across the roadway and shoulder pavements, measured at right angles to the centerline of the roadway. Payment for expansion joint is full compensation for joint construction, including reinforced concrete slab, sheet metal strip and compression seal, but, not including roadway pavement reconstruction associated with joint replacement or reconstruction. Expansion joint to be paid for under the contract unit price for Bridge Approach Expansion Joint, LF.

CHANGE TO: Class II

NEW TEXT:
1. Immediately prior to placing the seal, thoroughly clean the joint of all foreign material. Immediately after the seal is placed, bend up the sheet metal strip against the pavement edge.
2. Use a minimum 16 gauge steel, 12" wide sheet metal strip, Galvanized in accordance with ASTM A-526, Coating Designation G90.

NOTE:
Thoroughly coat all contacting surfaces between the compression seal and concrete with a lubricant-adhesive.
GENERAL NOTES:

1. For asphalt base, use four expansion joints, spaced at 15 feet, per Index 350-001.

2. The centerline of roadway and the centerline of bridge do not necessarily coincide. Determine the centerline of the roadway pavement prior to the placement of the expansion joint.

3. For information on other types of concrete pavement joints see Index 350-001.

4. Pay quantity for expansion joint is the length of joint to be constructed across the roadway and shoulder pavements, measured at right angles to the centerline of the roadway. Payment for expansion joint is full compensation for joint construction, including reinforced concrete subslab, sheet metal strip and compression seal, but, not including roadway pavement reconstruction associated with joint replacement or reconstruction. Expansion joint to be paid for under the contract unit price for Bridge Approach Expansion Joint, LF.

NOTE:
Thoroughly coat all contacting surfaces between the compression seal and concrete with a lubricant-adhesive.

SHEET METAL STRIP DETAILS

COMPRESS SEAL DETAIL

JOINT DIMENSIONS

OPTIONAL SEALS

COORDINATE DRAWING

REVIEWED BY:

DATE:

DESCRIPTION:

REV

SY

INDEX

1

370-001