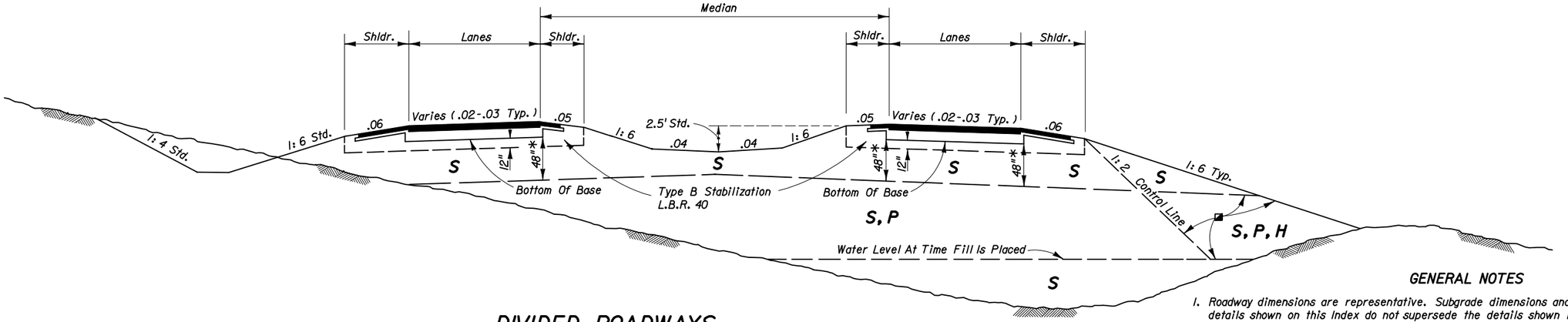
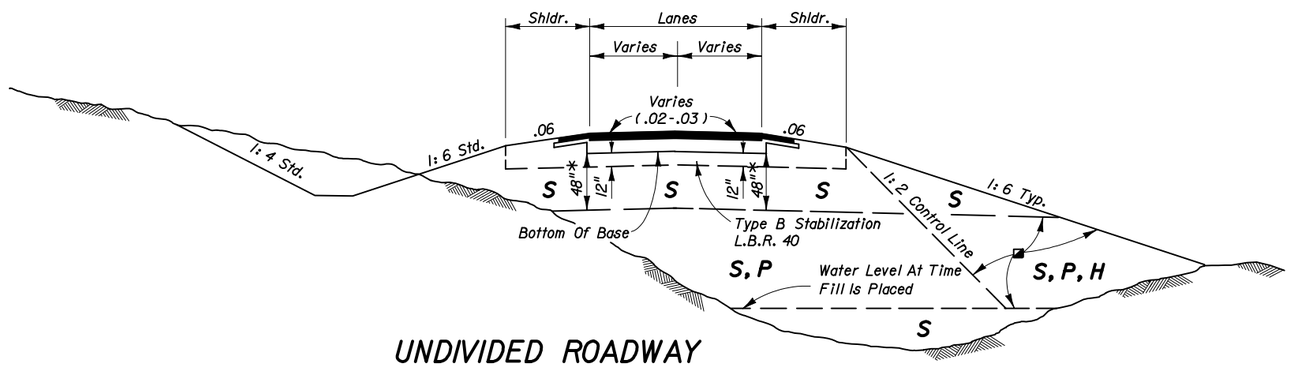
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL< 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL> 50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Geotechnical Engineer. A-2-4 material placed below the existing water level must be non-plastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500.
For minor collectors and local facilities this dimension may be reduced to 18".

FLEXIBLE PAVEMENT

GENERAL NOTES

1. Roadway dimensions are representative. Subgrade dimensions and control lines are standard. The details shown on this Index do not supersede the details shown in the plans or on Index Nos. 500 or 506.
2. Plastic (P) soils may be placed above the existing water level (at the time of construction) to within 4 feet of the proposed base. It should be placed uniformly in the lower portion of the embankment for some distance along the project rather than full depth for short distances.
3. High Plastic (H) soils excavated within the project limits may be used in embankment construction as indicated on this Index. High Plastic soils are not to be used for embankment construction when obtained from outside the project limits.
4. Select (S) soils having an average organic content of more than two and one-half (2.5) percent, or having an individual test value which exceeds four (4) percent, shall not be used in the subgrade portion of the roadbed.

   Select (S), Plastic (P), or High Plastic (H) soils having an average organic content of more than five (5) percent, or an organic content individual test result which exceeds seven (7) percent, shall not be used in the portion of embankment inside the control line, unless written authorization is provided by the District Geotechnical Engineer; these soils may be used for embankment construction outside the control line, unless restricted by the plans or otherwise specified in the plans, provided they can be compacted sufficiently to sustain a drivable surface for operational vehicles as approved by the Engineer.

   Average organic content shall be determined from the test results from a minimum of three randomly selected samples from each stratum or stockpile of a particular material. Tests shall be performed in accordance with AASHTO T 267 on the portion of a sample passing the No. 4 sieve.
5. Highly organic soils, composed primarily of partially decayed organic matter, often dark brown or black in color with an odor of decay, and sometimes fibrous, shall be designated as muck. Further, any stratum or stockpile of soil which contains pockets of highly organic material may be designated as Muck (M).

   Highly organic soils shall not be used within the subgrade or embankment portion of the roadbed, with the exception of muck used as a supplement to construct a finish soil layer as described in Section 162 of the FDOT Standard Specifications.

DESIGN NOTE

1. The designer shall take into consideration the expectancy of roadway widening to the outside, and where widening is anticipated, specify in the plans the utilization of Select (S), Plastic (P) and/or High Plastic (H) soils classified as organic material, in the embankment outside the control line.

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

Revised: 11-14-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

EMBANKMENT UTILIZATION

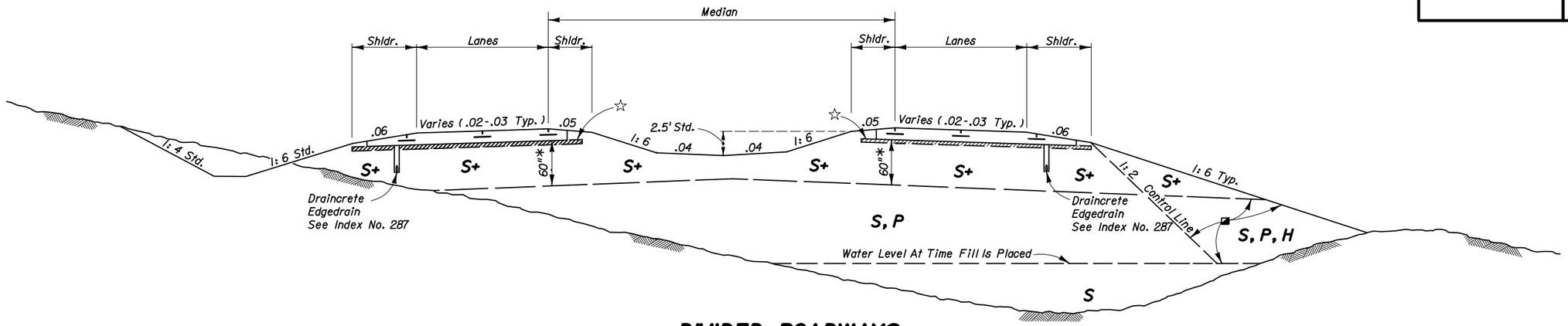
INTERIM STANDARD

SHEETS 1-3 OF 3 ARE REPLACEMENTS FOR INDEX NO. 505 OF THE ENGLISH ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

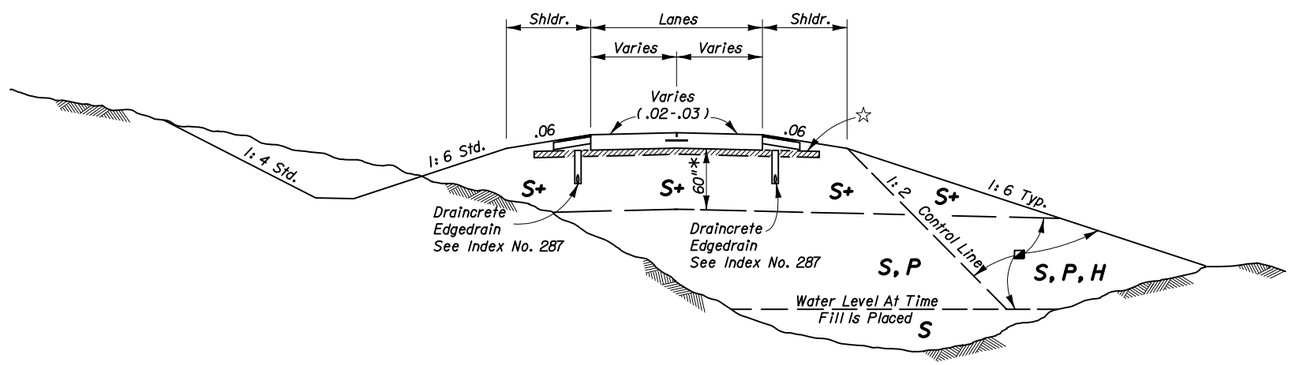
APPROVED BY
State Geotechnical Engineer

REVISION NO.	SHEET NO.	INDEX NO.
00	1 of 3	0505

FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
S+	Special Select	A-3 *** With Minimum Average Lab Permeability of 5×10^{-5} cm/sec (0.14 ft./day) as per FM 1-T215
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL< 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL> 50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

*** When allowed by the plans, some types of A-2-4 material may be approved in writing by the District Materials Engineer. This material must meet the minimum lab permeability requirement, be non-plastic, and not exceed 12% passing the No. 200 U.S. Standard sieve.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. A-2-4 material placed below the existing water level must be non-plastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500. For minor collectors and local facilities this dimension may be reduced to 18".

☆ 3" of #57 Coarse Aggregate Mixed Into Top 6".

RIGID PAVEMENT - SPECIAL SELECT SOIL

Revised: 11-14-01

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

EMBANKMENT UTILIZATION

INTERIM STANDARD

SHEETS 1-3 OF 3 ARE REPLACEMENTS FOR INDEX NO. 505 OF THE ENGLISH ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

APPROVED BY
State Geotechnical Engineer

REVISION NO.	SHEET NO.	INDEX NO.
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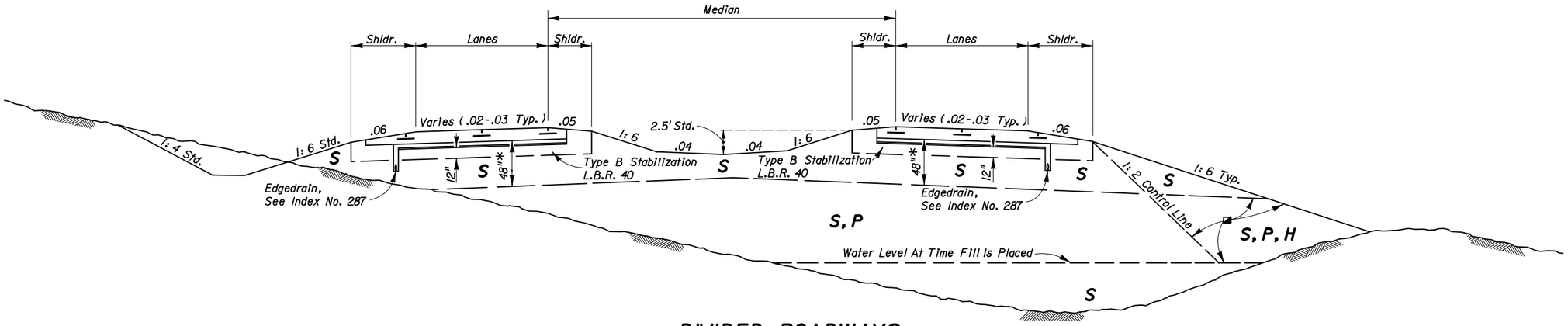
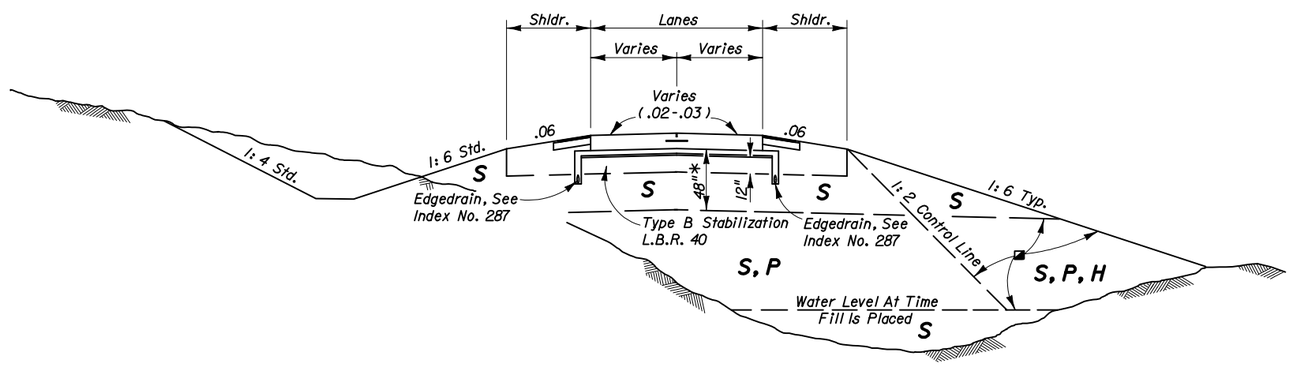
FINANCIAL PROJECT ID	STATE PROJ. NO.	SHEET NO.



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

DESIGN NOTE

1. Concrete pavement is to be placed over 4" of Asphalt Treated Permeable Base (ATPB) or Cement Treated Permeable Base (CTPB) as identified in the plans. This will be placed on an aggregate separator layer using 1" Type SP (Traffic C). This will be placed on a working platform using 12" of Type B Stabilization.

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL< 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL> 50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Geotechnical Engineer. A-2-4 material placed below the existing water level must be non-plastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500. For minor collectors and local facilities this dimension may be reduced to 18".

THE SEALED RECORD OF THIS STANDARD IS ON FILE IN THE ROADWAY DESIGN OFFICE.

RIGID PAVEMENT - TREATED PERMEABLE BASE

Revised: 11-14-01

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

EMBANKMENT UTILIZATION

INTERIM STANDARD

SHEETS 1-3 OF 3 ARE REPLACEMENTS FOR INDEX NO. 505 OF THE ENGLISH ROADWAY AND TRAFFIC DESIGN STANDARDS, BOOKLET DATED JANUARY 2000.

APPROVED BY
State Geotechnical Engineer

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