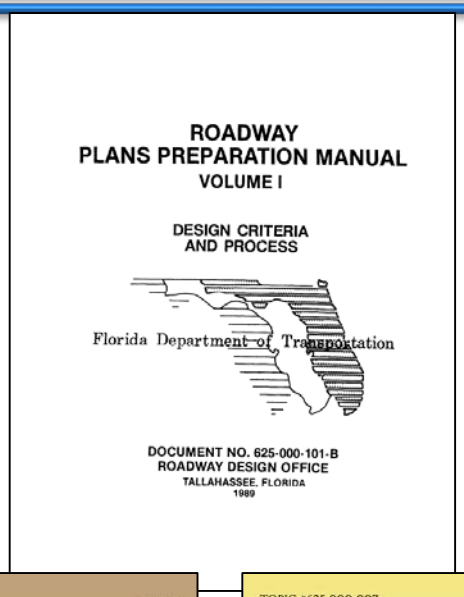
2017 Plans Preparation Manual (PPM) Revisions Overview

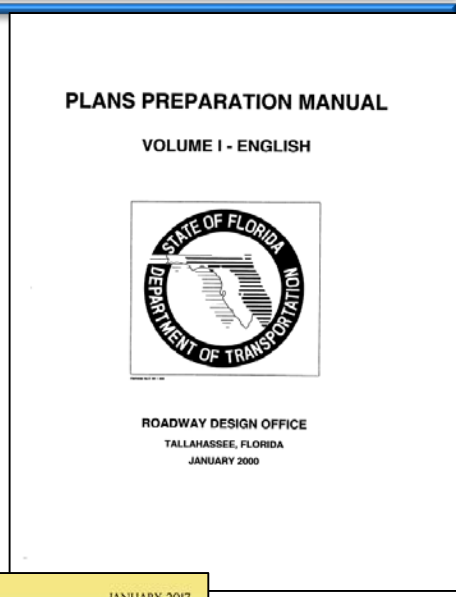
Mary Jane Hayden, P.E.
State Roadway Design Office
Criteria Section
850-414-4783
maryjane.hayden@dot.state.fl.us

PPM Future…


ROADWAY DESIGN MANUAL
issued by the
FLORIDA STATE ROAD DEPARTMENT
CLAUDE R. KIRK JR.
Governor
JAY W. BROWN
Commissioner
OCTOBER 1967
2nd EDITION


PLANS PREPARATION MANUAL
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN OFFICE
TALLAHASSEE, FLORIDA
1981


ROADWAY
PLANS PREPARATION MANUAL
VOLUME I
DESIGN CRITERIA
AND PROCESS
Florida Department of Transportation
DOCUMENT NO. 625-000-101-B
ROADWAY DESIGN OFFICE
TALLAHASSEE, FLORIDA
1989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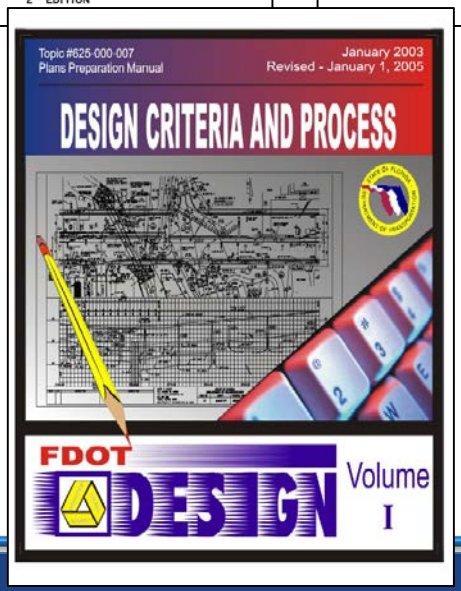
VOLUME I - ENGLISH
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN OFFICE
TALLAHASSEE, FLORIDA
JANUARY 2000


Topic #625-000-007
Plans Preparation Manual
January 2003
Revised - January 1, 2005
DESIGN CRITERIA AND PROCESS
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Volume
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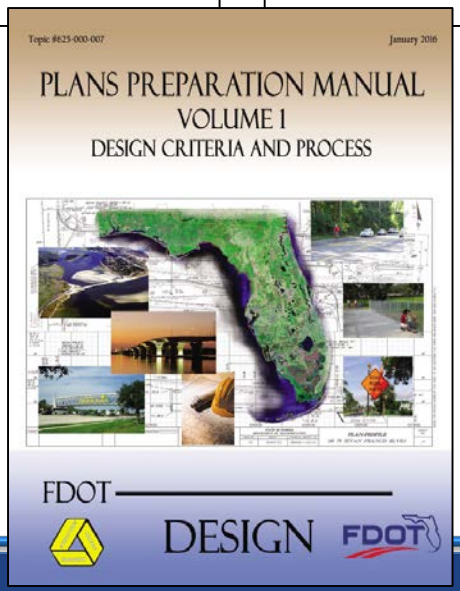
Topic #625-000-007
January 2016
PLANS PREPARATION MANUAL
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DESIGN CRITERIA AND PROCESS
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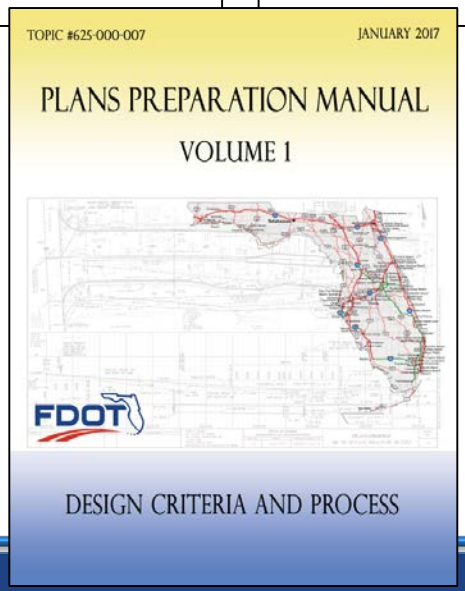
TOPIC #625-000-007
JANUARY 2017
PLANS PREPARATION MANUAL
VOLUME 1
FDOT
DESIGN CRITERIA AND PROCESS

2018 FDOT Design Manual

http://www.fdot.gov/roadway/PPMManual/PPM.shtm

2018 FDOT Design Manual

Florida Department of TRANSPORTATION

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Roadway Design

Roadway Design / Roadway Criteria / FDOT Design Manual / 2018-FDOT Design Manual

2018 - FDOT Design Manual - Topic 625-000-007

There are no live links to draft documents on this page by design

This web page is only an illustration of what is to come

Click here for a **crosswalk** explaining where topics are going from the current PPM to the proposed FDM

FDOT Design Manual

RDB17-01 - 2018 FDM Implementation Letter

To skip directly to each part of the Manual, click on the Part desired:

Development and Processes | Design Criteria | Plans Production

Development and Processes

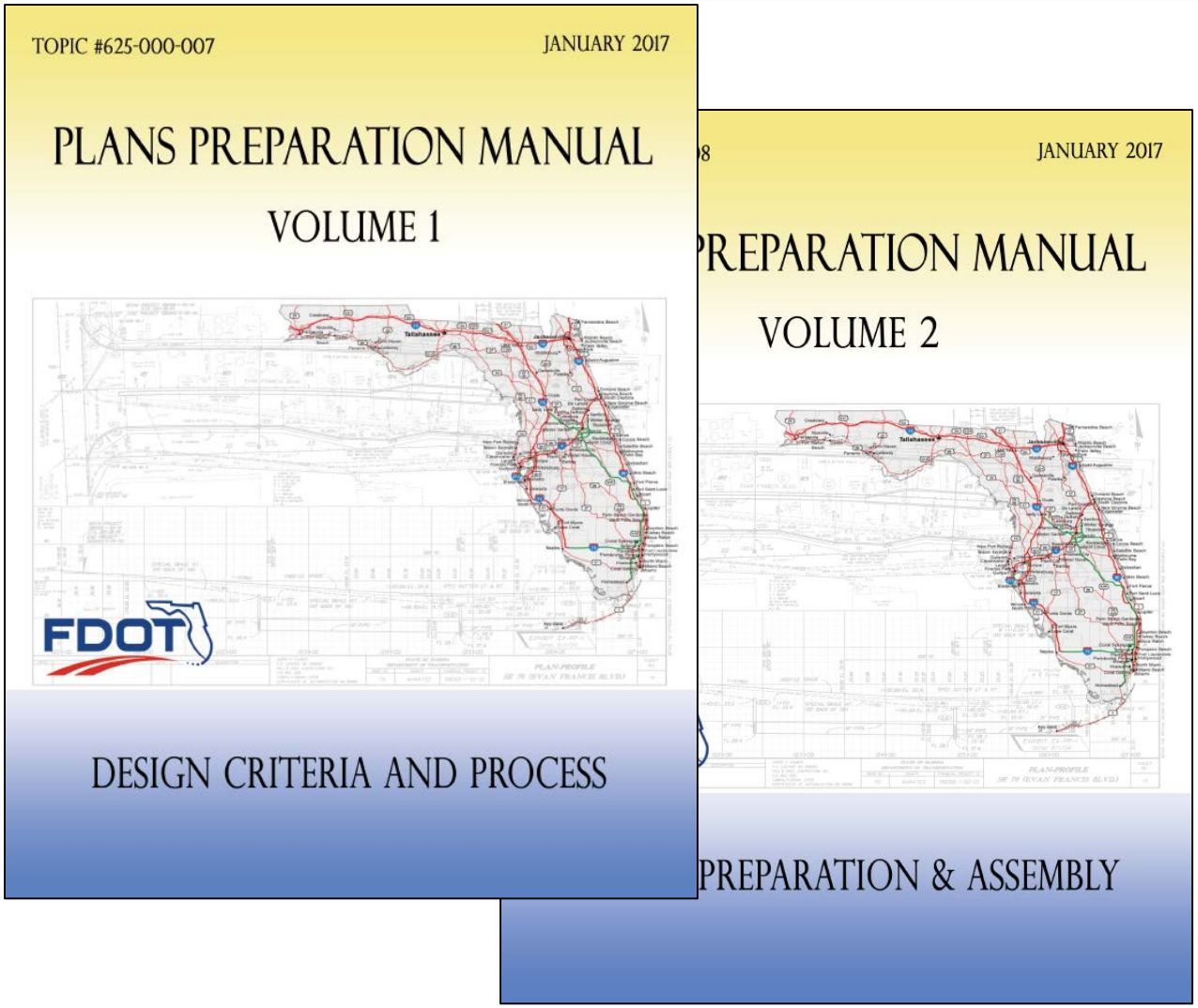
Section	Description

2018 FDOT Design Manual

DRAFT FDOT Design Manual

Plans Preparation Manual (PPM)		FDOT Design Manual (FDM)	
Current Chapter Number	Current Chapter Name	Proposed Chapter Number	Proposed Chapter Name
			Roadway Geometrics
V1, 2	Design Geometrics and Criteria	210	Arterials and Collectors **
		211	Limited Access Facilities *
V1, 25	Florida's Design Criteria for Resurfacing, Restoration and Rehabilitation (RRR) of Streets and Highways	212	Resurfacing, Restoration and Rehabilitation (RRR) **
- -	- -	213	Intersections *
		214	Interchanges *
- -	- -	215	Turnouts and Driveways *
V1, 4	Roadside Safety	216	Roadside Safety **
V1, 3	Earthwork	217	Earthwork

2017 PPM Updates



V1 PPM Updates: Chapter 2, Section 2.2.2

Topic #625-0
Plans Prepar

anuary 1, 2016

2.2.2

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FLORIDA DEPARTMENT OF TRANSPORTATION

LAWTON CHILES
GOVERNOR

605 Suwannee Street, Tallahassee, Florida 32399-0450

BEN G. WATTS
SECRETARY

POLICY STATEMENT

Effective: January 29, 1993
Responsible Office:
Roadway Design
Topic No.: 000-625-015-a
References: Sections 334.046, 336.045, Florida Statutes

MULTILANE FACILITY MEDIAN POLICY

All multilane facilities shall be designed with a raised or restrictive median except four-lane sections with design speeds of 65 km/h (40 mph) or less. Facilities having design speeds of 65 km/h (40 mph) or less are to include sections of raised or restrictive median for enhancing vehicular and pedestrian safety, improving traffic efficiency, and attainment of the standards of the Access Management Classification of that highway section.

Ben G. Watts, P.E.
Secretary

V1 PPM Updates: Chapter 2, Section 2.2.2

2.2.2 ~~Multilane Facilities~~ Median Policy for Multilane Facilities

Design ~~all~~ multilane ~~SIS~~ facilities with a design speed of 45 mph or greater with a raised or restrictive median. ~~Design all other multilane facilities with a raised or restrictive median except four-lane sections~~Multilane facilities with design speeds of 40 mph or less may be designed without a raised or restrictive median~~.~~; however, ~~Facilities having design speeds of 40 mph or less are to include~~ sections of raised or restrictive medians or islands must be provided to:

- ~~for enhancing~~ Enhance vehicular and pedestrian safety,
- ~~improving~~ Improve traffic efficiency, and
- ~~attainment~~ Attain ~~of~~ the standards of the Access Management Classification of that highway system.

V1 PPM Updates: Chapter 25, Section 25.4.27

25.4.27 Median Policy for Multilane Facilities

It is recommended to provide raised or restrictive medians as discussed in ***Section 2.2.2*** of this Volume.

V1 PPM Updates: Chapter 2, Section 2.13.1

Questions on Roundabouts?

Contact:
Paul Hiers
Paul.Hiers@dot.state.fl.us
850-414-4324

Dave Amato
David.Amato@dot.state.fl.us
850-414-4792

V1 PPM Updates: Chapter 4, Section 4.2.6.2

4.2.6.2 RRR Slope Criteria

Meet the Roadside Slope criteria provided in ***Table 4.2.4*** on RRR projects, except for the following:

1. Front Slopes:
   - a. For constrained conditions, new slopes at 1:4 may be constructed within the Clear Zone.
   - ~~a.~~b. Existing 1:3 or flatter slopes within the Cclear Zzone may remain.
   - c. Flattening slopes of 1:3 or steeper at locations where run-off-the-road type crashes are likely to occur (e.g., on the outsides of horizontal curves) should be evaluated.
   - ~~b.~~d. Existing front slopes steeper than 1:3 within the Clear Zone should be evaluated for shielding.
2. Back Slopes:
   - a. For constrained conditions, new slopes at 1:3 may be constructed within the Clear Zone.
   - ~~a.~~b. Existing 1:2 or flatter slopes may remain.
   - ~~b.~~c. Existing back slopes steeper than 1:3 within the clear zone should be evaluated for shielding.

When the above criteria are applied, RRR lateral offset and clear zone requirements must also be met.

Modification for Non-Conventional Projects:
Delete ***Section 4.2.6.2*** and see RFP for requirements.

V1 PPM Updates: Chapter 4, Section 4.4.2.2

4.4.2.2 Rigid Barrier End Treatments

Rigid Barrier ends must be terminated by either transitioning into another barrier system (e.g. guardrail), or by shielding with a Crash Cushion. Details and requirements are provided in the ***Design Standards***.

Sloped Concrete End Treatments (i.e., the 10' long vertical height transitions detailed on Sheets 12 and 13 of ***Design Standards***, ***Index 410***) are not permitted within the clear zone of approaching traffic lanes unless site-specific justification is provided and approved by the District Design Engineer. When used, sloped end treatments are only permitted for Design Speeds < 40 mph and only when no other more crashworthy solution is available.

Treatment of the trailing end of rigid barriers is not required unless additional hazards exist beyond the rigid barrier or the barrier is within the clear zone of opposing traffic.

V1 PPM Updates: Chapter 4, Section 4.4.6.5

4.4.6.5 ~~Considerations for Placement of~~ Temporary Barriers

Installation instructions and flare rates are given in the ***Design Standards***, ***Indexes 412, 414, 415*** and ***600***.

A temporary or permanent pavement surface with a maximum cross slope of 1:10 is required when a Temporary Barrier is used. The paved surface must extend the full distance of the required deflection space behind the barrier.

Show or note the location of temporary barriers in the Temporary Traffic Control (TTC) Plans. Also provide a Work Area Access Plan for projects with work zones shielded with a barrier. For additional information regarding TTC Plans, refer to ***Chapter 10*** of this Volume.

~~In some situations, t~~The ~~installation~~ presence of barriers on both shoulders ~~will~~ may eliminate any ~~practical~~ effective shoulder width or refuge area. The effective shoulder width is required to ensure an area is available for both disabled vehicles during normal traffic conditions and access for emergency responders during stopped conditions. Therefore, on ~~any~~interstate or freeway projects requiring barriers on both sides of the work zone traveled way, a minimum 10-foot lateral offset from the edge of the traveled way to the barrier is required on at least one side of the roadway. Bridge construction and associated roadway approaches are exempt from this requirement. Providing this 10-foot lateral offset on arterials and collectors should be considered. For all other applications, provide the minimum lateral offset required per ***Design Standards***, ***Index 415***.

V1 PPM Updates: Chapter 4, Section 4.7.2

4.7.2 Existing Longitudinal Roadway Barriers on RRR Projects

Existing longitudinal guardrail sections that do not conform to ***31" Guardrail*** must be upgraded or replaced on RRR projects, with the following exceptions:

1. ***27" Guardrail*** – Existing W-Beam guardrail installations installed to a 1'-9" mounting height (27" top height), meeting the requirements of the ***2013 Design Standards*** with regards to delineation, height, grading, mounting hardware, and consisting of crashworthy end treatments tested to at least ***NCHRP 350***, is acceptable and allowed to remain in place.

2. ***Thrie-Beam Guardrail*** – Existing Thrie-Beam guardrail meeting the installation requirements of ***2013 Design Standards***, and consisting of crashworthy end treatments tested to at least ***NCHRP 350***, is acceptable and allowed to remain in place.

3. ***Steel Blocks*** – Existing ***27" Guardrail*** constructed with steel blocks, which is not being evaluated for upgrading according to the criteria above, may remain in place for projects with Design Speeds ≤ 45 mph.

Replacing or resetting ~~When an~~ existing ***27" Guardrail*** to meet the ~~current~~ ***31" Guardrail*** mounting height requirement is at the discretion of the District. ~~system is to be extended/upgraded, the decision of extending/upgrading the installation with *31" Guardrail* or replacing/resetting the entire run is at the discretion of the District. In general~~Typically, if 50% or more of ~~the~~an existing run of ***27" Gguardrail*** ~~installation~~ is affected or if the existing installation is extended by 50% or more, the entire run should be replaced or reset with ***31" Guardrail***.

Modification for Non-Conventional Projects:
Delete the last paragraph and see RFP for requirements.

V1 PPM Updates: Chapter 7, Section 7.6.1.1

7.6.1.1 Standard and Refurbishment Thermoplastic

Use Standard Thermoplastic traffic stripes and markings unless Rumble Striping, Profiled Thermoplastic, Preformed Thermoplastic or Permanent Tape is required. Standard Thermoplastic is not used on bridge structures with concrete riding surfaces due to vibration and durability issues.

Refurbishment Thermoplastic is the placement of new thermoplastic material on existing pavement markings. Refurbishment Thermoplastic is not to be used on concrete riding surfaces; i.e. concrete pavement and bridge structures. Remove existing stripes and markings from concrete surfaces before placing new stripes and markings.

The performance of Refurbishment Thermoplastic has been evaluated by the Department for a period of 36 months. ~~On asphalt pavement, c~~Coordinate with the District Maintenance Engineer to determine if Refurbishment Thermoplastic is appropriate. If Refurbishment Thermoplastic cannot be applied without exceeding the maximum thickness of 0.15~~0~~ inch, remove the existing stripes and markings before placing new stripes and markings.

Coordinate with the District Maintenance Engineer to determine if black paint contrast is required for skip lines, messages and arrows.

~~Consider the use of Durable Paint for refurbishment markings on asphalt pavement where the longer service life of Refurbishment Thermoplastic is not required. The performance of Refurbishment Thermoplastic has been evaluated by the Department for a period of 36 months. Contact the District Maintenance Engineer to determine if Durable Paint is acceptable.~~

Modification for Non-Conventional Projects:
Delete the last ~~three~~ two paragraphs above and see the RFP.

V1 PPM Updates: Chapter 7, Section 7.6.1.2

Office of Design / Design Standards

GENERAL					
D519 Certification Statement	***Note*** **** Projects in **bold red text** have been approved after the release of **Roadway Design Bulletin 16-07** and may either be on open-graded or dense graded friction course.*	Gevin McDaniel	IDDS-D519	--	--
	Rumble Striping **Summary-of-Rumble-Striping.pdf**				
	Permitted Projects FPID No(s): 208001-4-52-01, 208001-6-52-01, 209537-4-52-01, **249615-5-52-01**, 256243-2-52-01, 408286-5, 408286-6, 414547-1-52-01, 419312-1-52-01, 421644-1-52-01, 421644-2-52-01, **425841-5-52-01, 427280-1-52-01,** **427280-1-52-02, 430552-1-52-01**, 430564-1-52-01, **430603-1-52-01**, **432262-1-52-01**, 432309-1-52-01, 432311-1-52-01, 432313-1-52-01, **432269-1-52-01**, 432315-1-52-01, **432720-1-52-01, 434318-1-52-01**, **434319-1-52-01**, 435444-1-52-01				

V1 PPM Updates: Chapter 7, Section 7.6.2

7.6.2 Work Zone Pavement Markings

Use Standard Paint for work zone markings on asphalt and concrete pavement. The performance of Standard Paint has been evaluated by the Department for a period of 6 months.

Use Removable Tape for transitions on the final asphalt surface.

Consider using Refurbishment Thermoplastic when a work zone phase is expected to last for more than a year under heavy traffic volumes.

V1 PPM Updates: Chapter 8, Section 8.3.2

8.3.2 ~~Accessibility Considerations~~Curb Ramps

A continuous accessible pedestrian route, including curb ramps, landings and ~~-~~transition ~~areass (e.g., such as depressed corners, raised street crossings, or flush roadway~~

From Index 304:

GENERAL NOTES

1. *Sidewalk curb ramps shall be constructed at locations that will provide continuous unobstructed pedestrian circulation path to pedestrian areas, elements and facilities within the right of way and to accessible pedestrian routes on adjacent sites. Curbed facilities with sidewalks and those without sidewalks are to have curb ramps constructed for all intersections and turnouts with curbed returns. To accommodate curb ramps, partial curb returns are to extend to the limits prescribed in Index No. 515. Ramps constructed at locations without sidewalks are to have a landing constructed at the top of each ramp, see LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS.*

each ramp.

- On curbed roadways between intersections where a crosswalk has been established

Pull boxes, manholes (and other utility covers), and other types of existing surface features in the location of a proposed curb ramp or detectable warning should be relocated ~~when feasible~~. When relocation is not feasible, adjust the feature to meet the ADA requirements for surfaces (including the provision of a nonslip top surface, and adjustment to be flush with and at the same slope as the adjacent surface).

V1 PPM Updates: Chapter 8, Section 8.3.2

From Index 304:

2. *When altering existing pedestrian facilities, where existing restricted conditions preclude the accommodation of a ramp slope of 1:12, a ramp slope between 1:12 and 1:10 is permitted for a rise of 6" maximum. Where compliance with the requirements for cross slope cannot be fully met, the minimum feasible cross slope shall be provided. Ramp slopes are not required to exceed 15' in length.*

3. *If sidewalk curb ramps are located where pedestrians must walk across the ramp, then provide transition slopes to the ramp; otherwise a sidewalk curb may be required.*

~~is present) on the opposite side of the crossing.~~ Crossings ~~must also~~ are required to meet the same grade and cross slope requirements as sidewalks. Where criteria for maximum cross slope cannot be met, process a Design Variation and provide the minimum attainable cross slope. When following the profile grade of the roadway, curb ramp slopes should not exceed 15 feet in length. ~~where the grade should not exceed 5%, and the maximum cross slope must be no more than 2%.~~

~~Project design must include an evaluation of~~Evaluate existing driveways and turnouts for compliance to ADA requirements.~~to determine if it is feasible to upgrade nonconforming driveway turnouts to meet the criteria in *Design Standards, Indexes 304, 310* and *515*.~~ Nonconforming driveways are not required to be upgraded if it is not feasible within the scope of the project.

Provide transition slopes (flared sides) where a pedestrian circulation path crosses the curb ramp. The maximum slope of transition slopes is 1:10, measured parallel with and adjacent to the curb line.

V1 PPM Updates: Chapter 8, Section 8.3.2

From Index 304: **Detectable Warnings**

8. *Detectable warnings shall extend the full width of the ramp and to a depth of 2'. Detectable warnings shall be constructed in accordance with Specification Section 527. For the layout of detectable warnings, refer to the TYPICAL PLACEMENT OF DETECTABLE WARNINGS details. Detectable warnings shall not be provided on transition slopes.*

9. *When detectable warnings are placed on a slope greater than 5%, domes shall be aligned with the centerline of the ramp; otherwise domes are not required to be aligned.*

10. *Detectable warnings shall be required on sidewalks and shared use paths at:*
    a. *Intersecting roads,*
    b. *Median Crossings greater than or equal to 6' in width,*
    c. *Railroad Crossings,*
    d. *Signalized driveways.*

11. *Detectable Warnings – Acceptance Criteria:*
    a. *Color and texture shall be complete and uniform.*
    b. *90% of individual truncated domes shall be in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705.*
    c. *There shall be no more than 4 non-compliant domes in any one square foot.*
    d. *Non-compliant domes shall not be adjacent to other non-compliant domes.*
    e. *Surfaces shall not deviate more than 0.10" from a true plane.*

12. *Detectable warnings shall be installed no greater than 5' from the back of curb or edge of pavement.*

13. *Detectable warnings shall not be installed over grade breaks.*

short section of concrete that will accommodate any system.

V1 PPM Updates: Chapter 13, Section 13.5.4

13.5.4 Wildlife Connectivity

Wildlife connectivity features include new or modified structures; e.g. bridges, bridges with shelves, specially designed culverts, enlarged culverts or drainage culverts. Exclusionary devices such as fencing, walls or other barriers may be included to funnel wildlife to a crossing. Disciplines that may be involved in this effort include Structures, Roadway, Drainage, Environmental Management, Permitting, Right of Way and Utilities.

Wildlife connectivity needs are usually identified during the PD&E study. However, coordinate with the District Environmental Management Office and District Permit Office early in the design phase for determination of the type, size and other parameters for the wildlife crossing feature. For further guidance on wildlife connectivity refer to the ***FDOT Wildlife Crossing Guidelines***, commitments section of the Environmental Document, and any other documentation regarding the wildlife connectivity related to the project.

In the event that wildlife connectivity needs are not identified until after the design process has begun, immediately start the coordination process with the District Environmental Management Office and District Permit Office.

V1 PPM Updates: Chapter 19, Section 19.2.1

19.2.1 Manual Signing and Sealing

Digital Delivery is the standard practice for Signing and Sealing, and transmittal of contract documents. Manual Signing and Sealing must be coordinated with the District Plans, Specifications, and Estimates (PS&E) Office. The requirements for manually Signing and S~~properly s~~ealing ~~a document~~ are covered in the Laws and Rules for each licensee's profession.

V1 PPM Updates: Chapter 19, Section 19.2.2

Component plans may require insertion of sheets that were prepared early in, or prior to the design process. The following early plan sheets may be contained in a separate Signed and Sealed PDF that is to be included as part of the Contract Plans:

CTL-# Project Control Sheets

GR-# Soil Survey and Report of Core Borings

TR-# Tree Survey Sheets

UTV-# Verified Utility Locate Sheets

No other plans sheets than those listed above are to be submitted separate from the component plans.

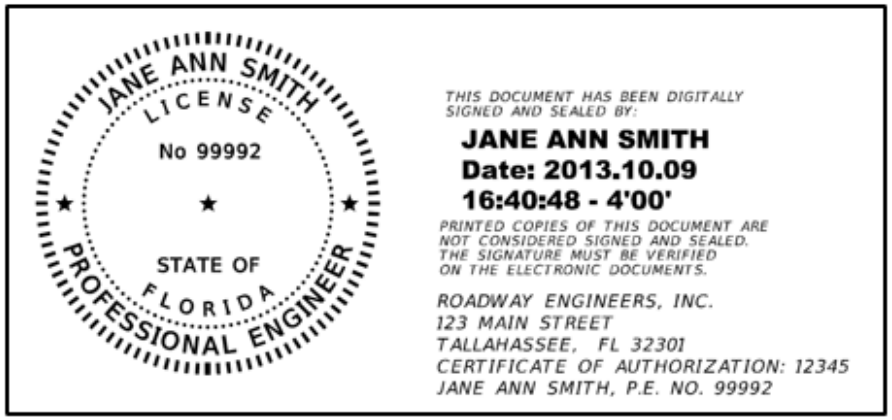
See ***Chapter 3*** of Volume 2 for instruction on how to show early plan sheets on the Key Sheet.

V1 PPM Updates: Chapter 19, Section 19.2.2.1

19.2.2.1 Single Digital Signature

Component plans that will be Signed and Sealed by a single professional (signatory) may place a signature block, as shown in ***Figure 19.1***, on the component Key Sheet in lieu of using a Signature Sheet. Listing the sheets contained in the PDF to be Signed and Sealed is not required~~See ***Chapter 3*** of Volume 2 for Signature Sheet requirements~~.

Figure 19.1 Signature Block



19.2.2.2 Multiple Digital Signatures

A Signature Sheet is required for component plans that will be Signed and Sealed by more than one professional. See ***Chapter 3*** of Volume 2 for Signature Sheet requirements.

V1 PPM Updates: Chapter 26, Section 26.10

26.10 Bridge Development Report (BDR) Submittal Checklist

The Bridge Development Report (BDR) Submittal Checklist (***Exhibit 26-A***) contains a list of the key supporting elements that are required for the preparation, submittal and review of a BDR. Include ~~T~~this Checklist ~~must be included~~ with the BDR when submitted for review and consists of the following items:

9. Wildlife Connectivity:

   Describe the decision to include or exclude wildlife connectivity features into the design. The discussion for excluding a wildlife connectivity feature should summarize coordination with the Environmental Management or Permit office (or may be an attached summary memo from one of these offices). The discussion for including wildlife connectivity should refer to the ***FDOT Wildlife Crossing Guidelines***, commitments made during PD&E and any other documentation regarding the wildlife connectivity related to the bridge (or may be an attached summary memo from the Environmental Management or Permit office).

V1 PPM Updates: Chapter 23

- 13 Controlling Elements:
  - Design Speed
  - Lane Width
  - Shoulder Width
  - Bridge Width
  - Structural Capacity
  - Vertical Clearance
  - Grades
  - Cross Slope
  - Superelevation
  - Horizontal Alignment
  - Vertical Alignment
  - Stopping Sight Distance
  - Lateral Offset

V1 PPM Updates: Chapter 23

- ~~13~~**10** Controlling Elements for Design Speed ≥ 50 mph:
  - Design Speed
  - Lane Width
  - Shoulder Width
  - ~~Bridge Width~~
  - **Design Loading** Structural Capacity
  - Vertical Clearance
  - **Maximum** Grade
  - Cross Slope
  - Superelevation **Rate**
  - Horizontal ~~Alignment~~ **Curve Radius**
  - ~~Vertical Alignment~~
  - Stopping Sight Distance
  - ~~Lateral Offset~~

V1 PPM Updates: Chapter 23

- 2 Controlling Elements for Design Speed < 50 mph:
  - Design Speed
  - Design Loading Structural Capacity

V2 PPM Updates: Chapter 3, Section 3.2

THIS PROJECT TO BE LET TO CONTRACT WITH FINANCIAL PROJECT ID(S): 123456-1-56-01, 123457-1-52-01, 123457-1-56-01

CONTRACT PLANS COMPONENTS

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS
INTELLIGENT TRANSPORTATION SYSTEMS PLANS
LIGHTING PLANS
LANDSCAPE PLANS
ARCHITECTURAL PLANS
STRUCTURE PLANS
TOLL FACILITIES PLANS

INDEX OF ROADWAY PLANS

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2	SIGNATURE SHEET
3	SUMMARY OF PAY ITEMS
4	DRAINAGE MAP
5 - 6	TYPICAL SECTIONS
7	TYPICAL SECTION DETAILS
SQ-1 - SQ-6	SUMMARY OF QUANTITIES
8	SUMMARY OF DRAINAGE STRUCTURES
9	OPTIONAL MATERIALS TABULATION
10	PROJECT LAYOUT
11	PROJECT CONTROL
12	GENERAL NOTES
13 - 16	ROADWAY PLAN-PROFILES
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GR-1*	ROADWAY SOIL SURVEY

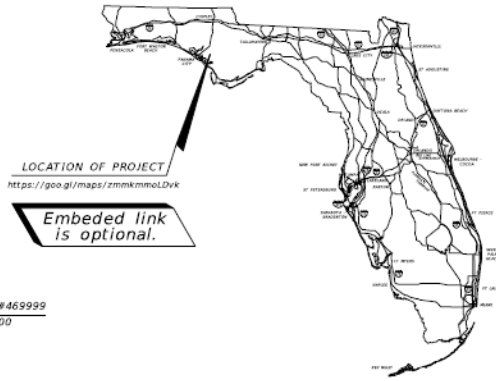
DEVELOPMENTAL DESIGN STANDARDS (DDS):
D450 HIGH-TENSION CABLE BARRIER

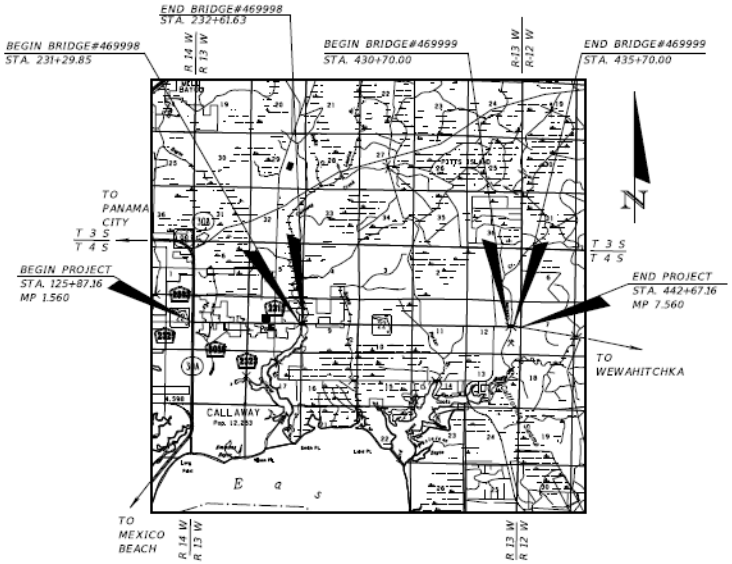
* This sheet is included in the Index of Roadway Plans only to indicate that it is part of the Roadway Plans. This sheet is contained in a separate digitally signed and sealed document.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 123456-1-52-01
(FEDERAL FUNDS)
BAY COUNTY (46080)
STATE ROAD NO. 22 (WEWA HWY)





GOVERNING DESIGN STANDARDS:

Florida Department of Transportation, FY2016-17 Design Standards eBook (DSeB) and applicable Design Standards Revisions (DSRs) at the following website: http://www.fdot.gov/roadway/DesignStandards/Standards.shtm

APPLICABLE DSRs: DSR400-01, DSR410-01, DSR411-01

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, July 2016 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

KS-1:
Original Key Sheet
Date: 1/1/17

ROADWAY PLANS
ENGINEER OF RECORD:

LUKE S. WALKER, P.E. NO.: 99991
ROADWAY ENGINEERS, INC.
123 MAIN STREET
TALLAHASSEE, FL 32301
(850) 671-1313
CONTRACT NO.: C0000
VENDOR NO.: 99-999999
CERTIFICATE OF AUTHORIZATION NO.: 12345

FDOT PROJECT MANAGER:

BEN K. UWAIBI, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T0000	17	1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

V2 PPM Updates: Chapter 12

Chapter 12

Project Control

V2 PPM Updates: Chapter 21

Chapter 21

Selective Clearing and Grubbing

PPM Updates

Questions?