

CHAPTER 8

ROADWAY PLAN PREPARATION

8.1 GENERAL

8.1.1 Engineering Graphics Standards

Graphic standards for plan development are contained in CADconform. It contains all the proper line weights and styles, text sizes and symbols that should be used when developing plans. CADconform resources can be found on the [Altiva Software](#) website. Title sheets and standard border sheets are available in the Managed Workspace in ProjectWise and on the internet ([DOTD](#) website and the [Altiva Software](#) website). The sheets in the Managed Workspace and the sheets on the internet should not be used interchangeably. The sheets in the Managed Workspace employ title block integration and this functionality does not work outside of the Managed Workspace environment.

8.1.2 Standard Symbols, Line Styles, and Abbreviations

Standard symbols, line styles, and abbreviations are used to insure that uniformity among plans will be maintained. In some cases, these symbols and line styles are supplemented with labels or topography notes. Other symbols and line styles may be devised as needed, provided that they are properly identified in a legend. CADconform contains approved symbols and line styles and should be used as an aid in drafting all plans sheets. All plans sheets are required to be certified as CADconform compliant.

Abbreviations are used when necessitated by lack of space or when appreciable time can be saved by their use. Accepted abbreviations are found in the [Louisiana Standard Specifications for Roads and Bridges](#) and Figures [8-01](#), [8-02](#), [8-03](#) and [8-04](#). Other abbreviations should be used only when identified in a legend or when the designer has personal knowledge that the abbreviation is widely used and understood. The use of abbreviations is especially encouraged for drainage notes on plan/profile sheets and drainage summaries.

On the other hand, abbreviations are not used for pay items on any of the tables on the summary sheets. The pay items should be listed exactly as shown in the Spec Items Report or AASHTOWare Project Preconstruction.

8.1.3 General Drafting Procedures

1. Workmanship: Accuracy, completeness and neatness, in that order, are the most important drafting features in a set of plans. All completed drafting work should be reviewed in an effort to minimize errors and to prevent omissions.

2. Type and Size of Lettering: The size and type of lettering required for all plans sheets is contained in CADconform. Text sizes are based on the scale of the drawing. Below are standard text sizes:

Scale	Small	Medium	Large	Title
1' = 1'	0.00916	0.010667	0.01307	0.01453
1" = 5'	0.55	0.64	0.784	0.872
1" = 10'	1.099	1.28	1.568	1.744
1" = 20'	2.198	2.56	3.136	3.488
1" = 50'	5.495	6.4	7.84	8.72
1" = 100'	10.99	12.8	15.68	17.44
1" = 200'	21.98	25.6	31.36	34.88
1" = 400'	43.96	51.2	62.72	69.76

3. Sheet Border and Logo (Consultants): For projects designed by consultants, the DOTD logo in the bottom right corner of the sheet border may remain or it may be replaced with the consulting firm's logo.

8.1.4 Paper Plan Submittals

The Department uses two plan set sizes: full size and letter size. For in-house designed projects, the project team should discuss which plan set size best suits the project. For outsourced projects, it should be decided prior to the contract advertisement as the plan set size may affect contract deliverables, project schedule, and work effort.

Letter size plan sets should be reserved for projects with simpler scopes, minimal geometric design, and a more consistent, uniform application of construction activities throughout the project; i.e., pavement preservation treatments. Letter size plan sets should not be used if the project contains more than 500' to 600' of subsurface drainage, as a letter size sheet does not provide sufficient room to clearly and legibly fit all the necessary text, notes, and other information.

Full size plan sets are usually required for more complex projects because of the amount of detail needed for construction. Full size plan sets shall be used for any project that will require right of way acquisition and/or include right of way maps.

1. Full Size Submittals: Full size submittal sheets shall have an outside edge measuring 22" X 34". Provide a 0.50" margin on the top, bottom and right hand side of the sheet and a 2" margin on the left hand side of the sheet.

The title sheet shall be provided on a mylar sheet with a minimum thickness of 3.5 mils. All other sheets shall be provided on high quality, opaque, white bond paper with a minimum 20 pound weight and a minimum 92% brightness.

2. Half Size Submittals: Half size submittal sheets shall have an outside edge measuring 11" X 17". Drawings shall be an exact 50% reduction of the full size scale

drawing. Provide a 0.25" margin on the top, bottom and right hand side of the sheet and a 1" margin on the left hand side of the sheet.

3. Letter Size Submittals: Letter size submittal sheets shall have an outside edge measuring 8.5" X 11".

8.1.5 Organization of Plan Sheets

Plan sheets are normally included in the order shown in Sections 8.2.2 through 8.2.28 and as shown in Figure [8-05](#). Plan sheets are numbered and arranged in a standard manner for the convenience of all users.

1. Numbering of Plan Sheets: The title sheet will be sheet number 1. For complex projects, additional sheets may be required for the index and/or for the layout map if sufficient room does not exist on the title sheet. These sheets will be numbered 1a, 1b, etc. The first typical section sheet will be sheet number 2. Additional typical sections, special pavement detail sheets, and special details included with the typical sections will be numbered 2a, 2b, etc. The summary sheets will be numbered 3, 3a, 3b, etc. The sequence of the tables will approximate the construction sequence, beginning with earthwork and ending with a general summary of bid items. The first plan/profile sheet will be sheet number 4. The remaining plan/profile sheets will be numbered in sequence from 5 on up. Immediately following the last plan/profile sheet (and drainage plan/profile for urban projects) is the reference points and bench mark elevations sheet(s), if required. Generally, the additional sheets, if required, will be numbered in the sequence presented in Section 8.2.

Bridge plans, standard plans, and cross section sheets usually follow the order presented in Section 8.2 and are numbered with each section beginning with the next available 100 numbers. For example, if the roadway plans end with a number less than 100, the bridge plans will begin with sheet number 101, standard plans will begin with sheet number 201. Cross section sheets usually begin with sheet number 401. If the roadway plans end in a number greater than 100, but less than 200, the bridge plans will begin with sheet number 201, etc.

2. Naming Convention of Design Files: The design files (DGNs, PDFs, etc.) need to be named in such a way that they are ordered correctly from the first sheet to the last. The files should always be named with the sheet number first. This can then be followed by an underscore and the type of sheet, if so desired. For example, the title sheet would be named **001_titlesheet.dgn** or a plan/profile sheet would be named **004_planprofile.dgn**.

For plan sets that have fewer than 1000 sheets, the files shall be named using three digits. For plan sets that have over 1000 sheets, the files shall be named using four digits.

8.1.6 Survey Data and Base Map Preparation

When the project manager is notified that a project has been programmed, the design section determines the limits of the required survey data. A request detailing the required

survey information is then sent to the Location and Survey Section. Care should be taken to ensure that the beginning and ending limits correspond to the direction the control section is running (west to east or south to north).

If in-house survey crews are unavailable to develop the survey and/or base maps, they may be completed by consultant services. When consultant services are used to provide the roadway design and plans, they may also provide the survey and base maps.

Following survey completion, the Location and Survey Section processes the data and notifies the design section that the data has been uploaded to ProjectWise. The designer then uses this data to begin preparation of the appropriate plan and cross section sheets.

8.1.7 Plan Revisions and Change Orders

Until the Chief Engineer signs the final plans, changes can be made to the plan sheets as needed. After the design engineer (engineer of record) places his/her stamp on the sheet and signs it, changes made to the sheets must be either approved by the engineer whose stamp appears on the sheet, or if approved by an engineer other than the one who stamped the sheet originally, the second engineer must also stamp the sheet and note what changes were made.

After the Chief Engineer has signed the plans, changes made to the plans must follow one of two specific procedures, categorized as either a plan revision or a change order. The Plan Revision procedure is used prior to bids being taken on a project, while the Change Order procedure applies after bids have been taken.

For more information on revisions and change orders, see [EDSM I.1.1.28](#).

1. Plan Revisions: Plan revisions are changes to the construction plans made after the Chief Engineer signs the plans, but before bids are taken.
 - a. Paper Plan Delivery: A written request for the affected plan sheets must be submitted to the General Files Section along with an approval of the Contracts and Specifications Engineer in order to receive the plans. This request must specify the nature of the intended revision, the anticipated amount of time required, and the name of the person in charge of the revision. In order to differentiate the revision number from other numbers on the plan sheets, a symbol () has been devised with the revision number shown inside. This symbol, including the revision number, is placed on each revised plan sheet, next to the revised item and next to the revision block. A description of the revisions, initials of the person who approved the revisions, and the date the revisions were made are noted in the revision block on each of the revised sheets. All sheets involved in the revision must have the same numerical bug and date. On the title sheet, the revision symbol is placed adjacent to a line in the Schedule of Revisions block, which will contain the revised sheet numbers and the revision date.

Once the revision has been drafted on the plans, the revised sheets are sent to the Contracts and Specifications Section for review and to update the construction proposal as necessary. The revised sheets are then returned to the

person in charge of the revision who obtains approval of the revisions from the appropriate section head and from the Chief Engineer as indicated by initialing and dating the title sheet revision block. After approval is obtained, the revised sheets are returned to General Files for inclusion in the plan set.

- b. Digital Plan Delivery: The procedure for digital plan delivery is slightly different than the one stated above. A written request for the affected plan sheets is not required to be submitted to General Files, as there are not any paper plans. The plan sheets are revised in the same manner as stated above in the paper plan delivery.

Once the affected plan sheets have been revised, they are sent to the Contracts and Specifications Section for review and to update the construction proposal as necessary via an email containing a link to the revised sheets in ProjectWise. After the person in charge of the revision has received confirmation from the Contracts and Specifications Section that they have completed their review, approval from the appropriate section head and the Chief Engineer needs to be obtained. This is also accomplished via an email containing a link to the revised sheets in ProjectWise which will be digitally signed signaling approval. After the approval is obtained, General Files is notified via email that a revision has been completed and a link is provided to the revised sheets in ProjectWise.

2. Change Order: Change orders are revisions made after bids are taken and usually occur while the project is under construction. Change orders are typically made at the request of the Project Engineer. The design sections may be called upon to prepare new plan sheets denoting the necessary changes.
 - a. Paper Plan Delivery: Plans are checked out from General Files and the original sheets are not modified, other than stamped as "VOID". The person responsible for the change order shall initial and date the "VOID" stamp.

New sheets are created and all changes to the plans should be noted or "bugged" by placing the symbol \triangle and a change order letter (A, B, etc.) next to each revised item and in an available open space in the revision block or above the revision block (if space is not available). A description of the change, initials of the person who approved the change, and the date the changes were made are noted next to the change order symbol on each of the change order sheets. Each change order sheet is also stamped "Change Order and/or Special Agreement."

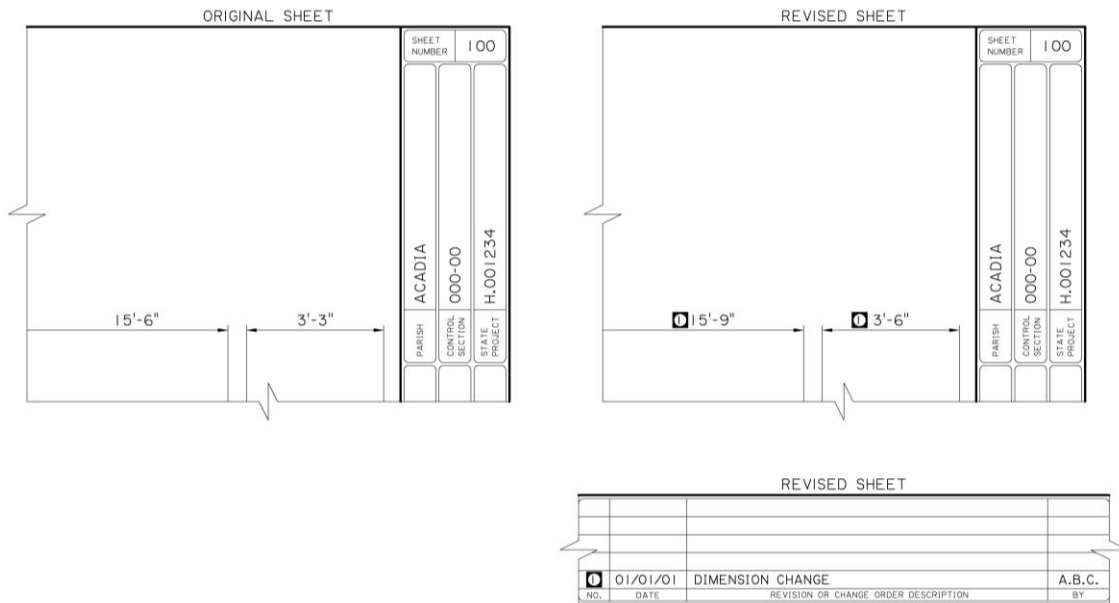
Since change order sheets are new plan sheets, an alternate numbering system is used to distinguish change order sheets from original plan sheets. For the first change order, an "A" suffix is added to the sheet numbers for the modified sheets. For example, if sheet 4 were to be revised by change order, the reproduced sheet would be numbered 4A. If it is necessary to add a completely new sheet by change order, the new sheets are inserted in the plans as aA, bA, cA, etc. in the most appropriate location. For example, if new sheets need to be added between sheets 4 and 5, the new sheets would be numbered 4aA, 4bA, 4cA, etc. If it becomes necessary to revise a sheet added by a prior change order, then subsequent change order sheets would have a suffix of "B", "C", "D", etc. after the sheet number.

The index on the title sheet is not revised to indicate the sheets added by change order. No changes are made to the title sheet, unless the change order is to revise the title sheet specifically.

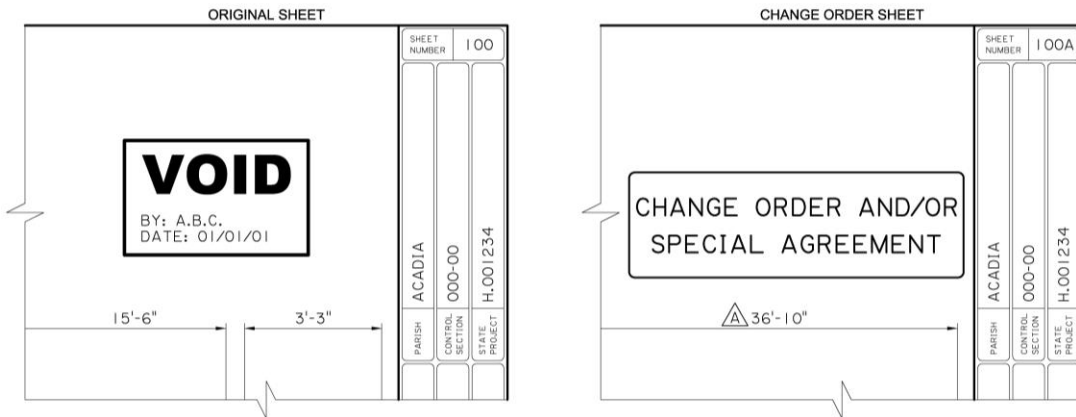
Once the change order sheets are completed, copies of the original title sheet, the new plan sheets and the voided sheets are distributed per the Plans Distribution List (Figure 1-02 in this manual) along with a cover letter explaining the change order. The cover letter may also contain revised quantities, if applicable. All of the original plan sheets, existing and newly created, are then transmitted to General Files for inclusion in the plan set.

Revision Example

Dimension Change



Change Order Example 1
Dimension Change

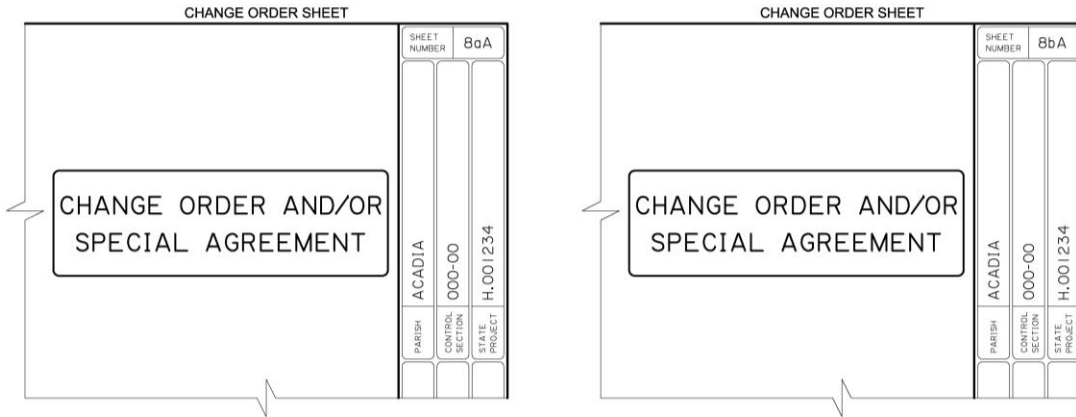


CHANGE ORDER SHEET

NO.	02/01/01	DIMENSION CHANGE	A.B.C.
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

Change Order Example 2

Add two new sheets between Sheets 8 and 9



CHANGE ORDER SHEET

NO.	01/01/01	NEW SHEET	A.B.C.
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

CHANGE ORDER SHEET

NO.	01/01/01	NEW SHEET	A.B.C.
NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

8.2 FORMAT AND CONTENT OF PLAN SHEETS

8.2.1 General

Plan preparation is divided into two major stages: preliminary and final.

Preliminary plan preparation begins when a project is assigned and ends when the final required right-of-way is transmitted to the Location and Survey Section

Final plan preparation begins after the transmittal of required final right-of-way to the Location and Survey Section; it ends when the Chief Engineer signs the plans.

In the [Code of Federal Regulations](#) (CFRs), the Federal Highway Administration has set forth policy and guidelines for the preparation of plans and specifications for federal aid highway projects. Instructions given therein are to be used for both federal aid and non-federal aid projects.

8.2.2 Title Sheet and Layout Map

The following information about the project and plans is shown on the title sheet. See Figures [8-06](#), [8-07](#) and [8-08](#) for example title sheets.

1. Layout Map: The layout map is placed in the center of the title sheet. For the typical rural project, a portion of a parish map is commonly shown. Portions of U.S.G.S quadrangle maps can also be used. For urban projects, portions of city maps are commonly shown, although other types of maps may be used. Recent aerial photographs are sometimes used with excellent results. Avoid using color maps as they do not show up well in black and white.

A layout map scale of 1 inch = 1 mile is common when parish map reproductions are used. For aerial photographs or other types of maps, reduction or enlargement is used (as required) to obtain one of the following scales: 1 inch = 200 feet, 300 feet, 400 feet, 500 feet, 600 feet, 1000 feet, 2000 feet, 3000 feet, or 4000 feet. The scale selected will depend primarily on the project length.

Using a border around the layout map is preferred.

- a. Existing Features: The Data Collection & Management Systems Section of the Office of Multimodal Planning prepares city and parish maps, which can be used for the layout map on the title sheet. The maps usually contain sufficient information concerning existing towns, highways, rivers, lakes, railroads, section numbers, section lines, township, range, parish lines, etc. However, the layout map should be examined to make sure that adequate geographic features are properly labeled within the limits of the map. Particular emphasis is placed on identifying all state routes within the limits of the layout map. Also, any highway additions or changes made after the map was prepared are plotted on the map.

The map should be placed on the title sheet so that the project proceeds from left to right, generally with west being to the left of the map and south being to the bottom of the map. This would correspond to the direction that control sections run. The north arrow is shown outside the border of the layout map, preferably near the right side.

- b. Proposed Construction: The beginning and end of the project are shown in bold lettering and should contain the station, control section and log mile. If the project is on a new alignment, a very heavy line is used to indicate the alignment of the proposed project. Arrows are drawn from notes placed outside the border to indicate bridge sites, equations, exceptions, railroad crossings, urban limits, etc. For a multi-lane project with a depressed median, a scale should be selected that will permit the plotting of individual roadways, including any frontage roads, grade separations, and interchanges. For clarity, a reasonable amount of exaggeration is permissible in plotting proposed construction. Appropriate project numbers and stations are shown if the beginning and ending of a project coincides with:
 - a project that has been completed recently
 - a project that is under construction
 - or, a project that is in the design stage
2. Caption: The project caption is placed directly above the layout map and consists of (in order):
 - the federal aid number (if any)
 - the state project number
 - the project name
 - the parish(es) that the project is within
3. Vicinity Map: A state map is used as the vicinity map and it is located in the upper right corner. In addition, the appropriate parish is hatched to further identify the project vicinity.
4. Index: The index to the plan sheets is shown in the upper left corner of the title sheet, or on a separate sheet if sufficient space is not available on the title sheet. It includes a listing of the sheets, in order, by number and description. All roadway plan sheets, right-of-way maps, bridge plans, standard plans, and cross section sheets are shown in the index, along with a numerical total of all sheets. In the preliminary stage of plan preparation, the index does not list sheets not included in the preliminary plan set, such as quantity sheets, standard plans, etc. For final plan preparation, the index includes all sheets, maps, and plans required.
5. Traffic Data, Design Speed, Design Class, Access Control: This information is referred to by AASHTO as the Design Designation and is shown on the lower left corner. Required traffic data consists of the following, in the order they appear:
 - current ADT (projected ADT for the letting year)
 - future ADT (projected 20 years beyond the current ADT)
 - values of D, K, and T
 - design speed
 - posted speed
 - design classification

The design speed and values of D, K, and T are not required for overlay projects. For other types of projects, the design speed will be shown as indicated on the [pre-design conference form](#). This may or may not be the same speed indicated on the superelevation design table, since superelevation rates are sometimes based on a slightly higher speed than other design elements.

For federal aid projects, FHWA regulations require that traffic data be updated for both the year that construction will be completed and 20 years thereafter. Therefore, new traffic data projections should be obtained and shown on the title sheet if the project schedule is changed.

6. **Schedule of Revisions**: The schedule of revisions block contains a complete listing of all sheets changed after the plans were signed by the Chief Engineer and prior to letting. For paper plan delivery, it is shown on the left side of the sheet beneath the index. For digital plan delivery, it is shown on the right side of the sheet beneath the vicinity map. See Section 8.1.6 for additional information concerning revisions.
7. **Length and Location of Work**: Data concerning the length and location of the work to be done are shown in the right, near the bottom of the sheet. Procedures for calculating the length of project are included in the Appendix. Lengths in feet are converted to miles and three decimal places are used in the "MILES" column.
8. **Signatures**: The signature block for the Chief Engineer is shown in the middle portion, on the right side of the sheet. In addition, the professional engineering seal and signature of the design team leader are required. These are also placed in the same area of the sheet.
9. **Specification Note**: A note is required referring to the specifications to be used. It should be placed in an appropriate location that does not conflict with other title sheet features.
10. **Type of Construction**: The type of construction is specified in the lower left corner and indicates the major construction items involved in the construction of the project. The basic idea is to provide a brief, concise description of the work involved. If a project includes one or more major bridges, such as an overpass structure or large river crossing, the type of bridge construction (as noted on the bridge general plan) should be included. Listed below are some examples:
 - Asphalt Concrete Pavement
 - Asphalt Surface Treatment
 - Grading, Base Course, Drainage Structures, Portland Cement Concrete Pavement, Concrete Slab Span Bridges
 - Drainage Structures, Base Widening, Asphalt Concrete Pavement, Asphalt Concrete Shoulders
 - In-Place Cement Stabilized Base Course, Asphalt Concrete Pavement
 - Removing Surfacing and Stabilized Base Course, Asphalt Concrete Pavement
 - Concrete Slab Spans and Steel Swing Span Bridge, Class II Base Course and Asphalt Concrete

11. Miscellaneous Data: Directly beneath the layout map and to the left of the project length table, the following information is shown:
- horizontal and vertical control
 - base stations
 - scales to which plans are plotted
 - and scale of the layout map

In the extreme upper right corner, the parish, control section and state project number are shown in the title block. On the right side of the sheet, in the title block, the individual who prepared the sheet would be shown under "DETAILED," with the person checking the sheet shown under "CHECKED." Also on the right side of the sheet, the sheet number in a series of similar sheets (such as plan/profile sheets) is shown in the series number and should be labeled as 1 of 5, 2 of 5, etc.

12. Plan-In-Hand Notes: Just prior to the plan-in-hand inspection, a temporary note is placed in a convenient location on the sheet indicating approximate earthwork quantities. Temporary notes either on the title sheet or on the first plan/profile sheet may indicate problems or questions to be resolved by the plan-in-hand party.

8.2.3 Typical Sections

The width of the typical section, number of lanes, etc. for each project are confirmed in the Stage 0 report, according to the latest DOTD design guidelines (see Chapter 2, Section 2.2). Typical sections vary considerably depending on the type of project. Low volume, two lane projects usually require only one typical section sheet. Multi-lane projects with interchange ramps, cross roads, frontage roads, etc., will require multiple typical section sheets.

The existing cross section should be plotted to represent the average (or typical) existing section. Details of proposed construction should be as specific as practical. In some cases, standard details that do not apply to the project may need to be deleted.

Figures [8-09](#), [8-10](#), [8-11a](#), [8-11b](#) and [8-12](#) show some example typical section sheets. Generally, the basic elements shown on a typical section sheet are a grading section, a finished section, superelevation details, and other related details. The general purpose and basic features of the typical sections are noted in the Appendix. Some additional points of emphasis are noted below.

1. Design Data: The DOTD Pavement and Geotechnical Design Section provides the typical section design data, the pavement type, and the recommended thickness of each layer to be used in the pavement and base sections. The format for showing typical section design data on the typical section sheets are shown in Figures [8-13](#) and [8-14](#).
2. Scale: Because of the wide variety of typical section classifications, it is impractical to establish uniformity of scales in plotting typical sections. It is unnecessary and usually impractical to plot all drawings on a sheet to the same scale. To present a realistic appearance, the thickness of the pavement layers should be plotted to the same scale used for horizontal line work, or as close as practical. Insets can be used

to plot details of specific parts of a typical section at a larger scale, in order to clarify layer thicknesses.

3. **Dimensions:** All horizontal dimensions are shown in feet. Most vertical dimensions, particularly thicknesses, are shown in inches. Breaks in the proposed grading section are preferred at increments of one foot, but one-half foot breaks are also acceptable. This procedure is also used for the proposed finished section, to the extent practical. If variable dimensions refer to horizontal geometric details shown elsewhere in the plans, then the typical, maximum, and minimum values (or any combination of the three) should be appropriately shown on the Typical Section Sheet. Because of the frequency of unintentional omissions, particular emphasis is placed on showing dimensions to the following:
 - existing and/or required right-of-way lines
 - area to be constructed free of obstructions (the clear zone)
4. **Density Control Requirements:** DOTD standard specifications outline density control requirements for embankment construction and for the treatment of cut areas. Notes or drawings on the typical sections should be used, as required, to supplement or supersede the standard specifications, but should not repeat the standard specifications. Density control requirements may be obtained from the Pavement and Geotechnical Design Section.
5. **Limits of Erosion Control Items:** The limits of erosion control items that apply to the typical roadway section, such as seeding, watering, fertilizer, mulch sod, etc., are indicated on the typical section sheet.
6. **Miscellaneous:** Special roadway typical sections that apply only to an isolated portion of the project (such as detour roads, transitions, or connections) may be shown either on a typical section sheet, or on the plan sheet where the section applies. Minor geometric layouts, quantity tabulations, etc. may be shown on the typical section sheet, if it is impractical to provide separate sheets for these items.

8.2.4 Summary Sheets

The summary sheets are a part of final plan preparation and show the tabulations of items and quantities required to estimate and construct the project, according to the [Louisiana Standard Specifications for Roads and Bridges](#). These tabulations are categorized by item (or related items) and are grouped in a form commonly called “tables.” The tables should be arranged systematically, showing in detail how the quantities of the required pay items are determined. The scope of a particular project will dictate the items required, and thereby, determine the tables needed. Example summary sheets are shown in Figures [8-15](#) and [8-16](#). All typical sections must be finalized before the items are listed and the quantities are computed in final plan preparation. Listed below are guidelines in table preparation:

1. **Drafting:** The outside border of each table is shown with a heavy weight line, with the inside dividing lines shown with a light weight line. Heavy or bold type lettering is normally used for table titles and light to medium weight lettering used within the table. Abbreviations should be kept to a minimum and the only abbreviations allowed are those shown in the Spec Items Report or AASHTOWare Project Preconstruction, such as, “Cross Drain Pipe Arch (24" Equiv. RCPA or 30" Equiv. CMPA).”

2. Types: All items that can be tabulated easily and clearly in measurable units are usually put in tables. Some typical items included in the plans that warrant tables are:

- earthwork
- fence
- sidewalk
- portland cement concrete pavement
- erosion control
- pavement markings
- rice levees
- headlands
- base and wearing course
- asphalt concrete pavement
- base widening
- removal of pavement
- curb, etc.

Items that are not susceptible to tabulation are estimated by other means. For example, right-of-way markers are counted from the plan/profile or plan sheets, and seeding, fertilizer, and water are computed by using the quantities-per-acre, as given in the standard specifications.

A summary of drainage structures table should be compiled and placed not with the summary sheets, but rather in another location in the plans (see Section 8.2.10).

3. Order and Layout: Tables are arranged on a plan sheet to allow an adequate clearance inside the border on each sheet and to allow an adequate distance (both vertically and horizontally) between the tables. As many tables as possible should be conveniently arranged on a sheet to minimize the total number of summary sheets for a particular project. On all projects requiring earthwork, an earthwork table is placed in the upper left corner of the first summary sheet.

The summary of estimated quantities table is the last table in the summary sheets. The method of generating the sheet(s) is from AASHTOWare Project Preconstruction once all items and notes are entered.

4. Tabulation and Computation (Excluding Summary of Estimated Quantities): Tabulations shown in tables are referenced by stations in consecutive order, starting with the beginning station of the project and proceeding to the ending station. Since equations will affect the computations, they are shown in the tables, either in the margins with arrows delineating the type and length of the equation, or in a column in the table. In tables where it is valuable to show a continuity of stations from the beginning to the end of the project (such as in earthwork, base and wearing course, asphalt concrete, P.C.C. pavement, etc.), exceptions are shown by station, description and length. Where two or more control sections are included in the plan preparation for one project, the tables are divided to show quantities for each and are labeled accordingly.

When computing roadway typical section quantities, such as for the base and wearing course, one table will usually be sufficient. If it is determined that more than one would be advantageous, then the station entries of each should correspond. This procedure would apply to any table(s) of a similar item that would qualify for combination or separation. This helps make the quantity tabulation understandable and affords clarity for checking.

Tabulations and computations should be accurate, complete and understandable. Stations, descriptions, side of centerline, lengths, widths, depths or volumes per linear foot, as applicable, should be shown. If a table listing requires additional explanation, the explanation is usually placed beneath the table. Additional space should be provided between the tables and the sheet border for such notes.

The degree of accuracy in the quantity computations will be as shown in the Spec Items Report or AASHTOWare Project Preconstruction.

5. Summary of Estimated Quantities Table: A summary of estimated quantities table is required in the plans for every project. It represents the sum of the preceding tables, the bridge summary (if applicable), and other computations not listed in the tables. It reflects all of the quantities for the work required to estimate and construct the project. The item numbers, item descriptions, and units of measure are listed in numerical order in the table. They correspond to the exact language in the standard specifications.

If an item is required that is not listed in the standard specifications, a special item called an NS item is used. The Contracts and Specifications Section (or the consultant when consultant services are used) writes the special provision required for the NS item. Standard wording is available for many of the NS items and should be used where applicable.

The summary of estimated quantities table has columns for the item number, description, unit and quantity. Adjacent to the quantity column is a blank column. For multiple control sections, the same format is used, but for each project a blank column follows the quantity column. A total state project column is also added, which shows the sum total of all the projects in the plans. A blank column follows the total state project column.

On federal aid projects, it is sometimes necessary to denote federal participation (and non-participation) for certain items. This is usually done in additional columns that are properly labeled as above, with a total state project column included at the end of all the columns. Blank columns should be placed next to each.

See Figure [8-17a](#) and [8-17b](#) for an example summary of estimated quantities table.

8.2.5 Plan/Profile Sheets

1. Weight of Lines and Lettering: Contrast in line weight and lettering is especially important on plan/profile sheets. Generally, proposed construction line work and notes should appear heavier than existing topography and notes. Large lettering should be a heavier weight than small lettering. Some specific examples of line weights and lettering to be used are as follows:
 - a. Light weight (weight 0): existing topography; existing ground line; tangent lines (PC to PI and PI to PT) for horizontal curves; tangent lines (PIs to points of vertical curvature) for vertical curves; dimension lines;.

- b. Medium weight (weight 1): abandoned roadway centerline; horizontal curve data; proposed ditch grades; proposed drainage structure notes in profile; north arrow and scale.
- c. Heavy weight (weight 3): adopted or projected centerline; baselines; identifying names of streets, rivers, lakes, etc. (upper case lettering); required right-of-way lines; equations in plan and profile; proposed grade lines; notes indicating beginning and end of project (upper case lettering); names of property owners (upper case lettering); station numbers in plan and profile; proposed drainage structures in plan and profile; and most other notes pertaining to proposed construction.

CADconform is a valuable resource when it comes to ensuring that the weight of lines and lettering is correct and it should be used throughout the plan development process.

- 2. Format and Material: On the first plan/profile sheet, the left side of the sheet is used for the legend and general construction notes. The legend is not comprehensive and only displays the most commonly surveyed objects. The right half is used for plotting the beginning of the project in the plan and profile views. All other plan/profile sheets are full width sheets.

A single plan and profile per sheet is generally used, but double plan/profile sheets may be used for unusual projects. If a plan view is needed, but a profile is unnecessary (such as projects for overlay, guardrail, traffic markers, etc.), a double plan sheet may be used.

- 3. Plan Portion of the Sheet: To begin, the survey data, showing all cultural and natural details in the vicinity of the centerline, is shown on the plan portion of the sheet. The sheets should be set up so that approximately 500 ft of survey data is shown prior to the beginning of construction and beyond the end of construction. The topography is referenced onto the plan/profile sheets. Important topographic features, such as cattle guards, live oak trees, decorative shrubs, etc., which will be significantly affected by the proposed construction, are indicated by station location, distance from centerline, and description. Topographic notes should be placed far enough away from the centerline that they will not interfere with plotting proposed drainage structures, construction limits, required right-of-way, etc. Descriptions of topography should be as brief as possible.

- a. Plotting Centerline and Alignment: If used as the project centerline, the existing roadway centerline is shown by a heavy solid line, properly labeled. A short vertical line (tick mark) is placed on the upper side of the centerline at each station. At every fifth station, a short vertical line crossing the centerline is shown. The station number of every fifth station is shown normal to the centerline, opposite the station mark (For a scale of 1" = 20', every station number is shown).

The centerline and other features should begin and end on even stations on each sheet. A border of at least 1 inch inside the margin on each end of the sheet will be maintained. Plotting of the centerline and all other features should begin and end abruptly at this border, with no overlap between sheets.

Small circles are drawn at PIs, PCs, and PTs of curves. Tangent lines, connecting the PI to the PC and PT, are shown by a thin, solid line. A thin solid line, normal to the centerline on the concave side, is shown at the PC and PT of each curve, with the station number shown on this line. The curve data for each

curve, shown on the concave side of the curve, should be given in the following order:

- PI Station
- Delta
- Degree of Curve
- Tangent Length
- Length of Curve
- Radius

If the alignment consists of a PI and Delta only, a thin solid line normal to the centerline (line back) should be drawn at the PI, similar to that used for a PC or PT. The PI station, the deflection angle, and direction should be shown on the line. Bearings of each tangent line are shown on the centerline on each sheet and between each PT and the next PC.

- b. Equations: At some locations along a project, it may be necessary or desirable to change the numbering of the stations. At such locations, notes are placed to equate the line back station (L.B.) to the line ahead station (L.A.).

Many times, an equation occurs at the PT of a curve. In such cases, both the L.B. and L.A. stations are shown on the thin solid line, normal to the centerline, at the PT. These equations should also be separately noted, as are all other equations.

A conspicuous arrow is drawn from the equation note to the point on the centerline where the equations occur. The equation note is placed beyond the limit of proposed construction, preferably above the centerline. The equation note should contain the following information, in this order:

- value of the equation preceded by a plus or minus sign
- L.B. station
- L.A. station

See Figure [8-18](#) for example equation notes in the plan view.

- c. Exceptions: Between the beginning and ending of construction for a site, exceptions are sometimes needed for areas where there is no construction or there is construction that is being done by someone other than the contractor. Exceptions cover short distances and are used in some of the following instances:

- railroad crossings
- intersections
- bridges, etc.

For projects that have multiple sites (each site having separate stationing), the distance between each site is not considered an exception and should not be noted as such.

- d. Direction of Lettering: Lettering is arranged so that it may be read from left-to-right, or from bottom-to-top, without turning the plan sheet from its normal position.
 - e. North Arrow: A north arrow is placed on each plan/profile sheet preferably in the upper center to upper right portion of the plan. The scale is shown adjacent to the north arrow.
4. Profile Portion of the Sheet: The profile should be positioned after carefully considering all items that are to be plotted, including:
- existing ground line
 - proposed grade
 - elevation of proposed drainage structures
 - elevation of proposed overpass (if any), etc.

Projects having separate roadways, such as four lane divided roadways, may require separate profiles. For most rural projects, the profile is plotted so that the average existing ground elevation falls slightly below the center of the profile portion of the sheets. This positioning allows room for drainage structure notes above the profile. For most urban projects, the average ground elevation is plotted slightly above the center, in order to allow room for plotting the storm drain systems below the ground profile.

- a. Station Numbers and Elevations: Station numbers are shown between the bottom of the grid and the lower border. The full station number of all stations is shown. Directly above each station number, the existing ground elevation and the proposed surface elevation along the horizontal alignment are shown. At each station, the existing ground elevation is shown on the left side of vertical line and the proposed surface elevation is shown on the right side of the vertical line.

On the left and right margins of the profile, elevations are lettered horizontally at one inch intervals as a reference for plotting. The heavy horizontal lines at one inch intervals represent elevations that are multiples of the scale used (for example, elevation 10, 20, 30, etc. for a 1" = 10' scale; elevation 4, 8, 12, etc. for a 1" = 4' scale).

- b. Existing Profile Plot: All points along the centerline are plotted. This includes all breaks between stations, although the numerical value of the elevation of these breaks between stations is not shown. A thin line is drawn connecting successive points in the profile.
- c. Equations: When an equation is encountered, the profile is discontinued and a "gap" is inserted between the L.B. and L.A. station. The width of the gap varies from 0 to 100ft. For a minus equation with a value of less than 100ft, the station numbers shown below the profile border may be continued with no adjustment. For all other minus equations and for all plus equations, station numbers shown below the profile border must be adjusted.

L.B. and L.A. stations are shown along the respective vertical lines plotted at these points. The value of the equation, including plus or minus sign, is shown in the space between the L.B. and L.A. station.

See Figure [8-19](#) for example equation notes in the profile view.

- d. Existing Underground Utilities: Existing underground utilities that have established elevations and that might affect the drainage design should be plotted in the profile. Included are utilities such as:
 - pipelines
 - gravity sanitary sewers
 - fiber optic cables, etc.
5. Construction Notes and Features: During plan preparation, construction notes and features are placed on the plans. Notes concerning pay items should be written with the pay item name, and should indicate the method of payment (item number or to be included with another item). Some of the more common construction notes and features shown on the plans are discussed in the following sections.
 - a. Horizontal Geometry: Line work is shown for:
 - roadway centerline (or baseline)
 - pavement edges
 - shoulders and/or curbs
 - turnouts
 - intersections
 - driveways
 - other variations from the typical section

Appropriate dimensions pertaining to centerlines and pavement widths are indicated. All frontage roads, interchange ramps, bridges, and intersecting roadways that fall within the limits of the plan sheet should be plotted with their geometric relationship to the project centerline indicated.

If separate plan/profile sheets or layouts are required for features such as diversions, ramps or frontage roads, complete horizontal geometry for these features is not shown on the mainline sheets. These features should be geometrically tied to the project centerline and to the centerline of the intersecting roadway. The significant points where grades are terminated should also be indicated in the plan.

Separate geometric layouts are usually drawn to a larger scale than the plan/profile sheet in order to show more geometric details. These layouts serve to supplement the plan/profile sheets. The sheets showing the additional geometric details are noted on the appropriate plan/profile sheets.

On plan-in-hand prints, only the basic control stations, angles, and dimensions are needed. For many projects, this data can be shown on the plan/profile sheets and the preparation of geometric layouts can be delayed until final plan preparation.

- b. Drainage for Rural Projects
 - i. Plan: Proposed drainage structures for rural projects are represented in the plan by a standard symbol, which exaggerates the size (width) of small

structures. In cases where the width of the proposed structure exceeds the width of the standard symbol, the structure is plotted to scale. Where headwalls or pipe end treatments are required, they are plotted in the plan and indicated on the drainage summary sheet. All structure lengths (estimated or computed) are plotted to scale. When plotting side drains, the location of the centerline of the proposed ditch is estimated.

In preliminary plan preparation, the disposition of existing structures is noted on the plan. Most existing drainage structures are required to be removed and a note indicating this is usually combined with a note showing the required structure.

For required cross drain structures, the following information is noted on the preliminary plan, with arrows drawn from the notes to the proposed structures:

- station
- size
 - round pipe diameter
 - arch pipe equivalent diameter
 - reinforced concrete box width, height, and number of openings
- material type
- angle of crossing, if not 90°
- any outlet erosion controls required

For side drain structures, the station, size and material type are noted in a similar manner. If a side drain structure is under an important intersecting road (NHS route, state route, etc.), it is noted with the same type of information as a cross drain structure.

Structure lengths for both cross drains and side drains are calculated for plotting purposes. During preliminary plan preparation, careful attention should be paid to ditch design. In many cases, a ditch grade can be established so that a driveway is at the high point in the ditch grade, thus eliminating the need for a side drain structure. Such driveways are referred to as dry ramps.

Notes concerning drainage area, design discharge, headwater, etc., are not shown on the plan/profile sheets for final plans when that drainage information is shown on the drainage maps. In final plan preparation, a note is placed in the profile for each drainage structure, with the following information:

- station
- disposition of existing structures
- size
- material type
- length of structure

Although seldom done, it is permissible to place drainage structure notes in the plan view for final plans using the same format as for preliminary plans provided that this can be done without congestion.

- ii. Profile: In the profile, the cross drain structures are plotted, and the flow line (invert) elevations are shown. The bottom of the structure is plotted at the average elevation of the flow lines at the ends of the structure. The structures are plotted to scale vertically. Some horizontal exaggeration is permitted, but structures should be plotted to scale, horizontally, to the extent practical. Elliptical shapes should be used to plot pipes in the profile. The long axis should be placed vertically for plotting both round pipes and pipe arches. The plotting of side drain structures in the profile is unnecessary. Surveyed high water elevations are plotted and shown in the profile with the required cross drain structures. Bridges are plotted in the profile, with the design high water elevation shown.
- c. Drainage for Urban Projects
- i. Plan: For storm drain projects, symbols are used for catch basins, manholes, etc. that resemble their actual appearance in the plan. For storm drain pipes, a standard symbol is used, with no variation for pipe size. For multiple storm drain pipes, the symbol is repeated for each line of pipe. Cross drains are plotted the same as for rural drainage structures. A structure number is used to identify all proposed storm drain structures and structures identified "to remain," including all pipes, catch basins, manholes, junction boxes, etc. Structures are numbered consecutively, with the structure number increasing in the direction of the flow. For preliminary and final plans, the following information is shown for each pipe:
 - structure number
 - station
 - size
 - material type
 - pipe length
 - flow line

For catch basins, manholes, etc. the structure number, station, standard plan, and flow lines are shown. Since these notes can become quite lengthy and repetitious, maximum use should be made of general notes, legends, and abbreviations.

- ii. Profile: In the profile, the trunk line and all structures connecting directly to the trunk line are plotted. If the trunk line is carried along each side of the road, double profiles should be used to insure that all construction is shown. All structures plotted in the profile indicate the following:
 - structure number
 - flow line elevation
 - pipe diameter
 - length

- percent grade

Pipe length and grades shown should permit a mathematical check of flow lines for the trunk line. Flow lines shown in the profile are not required in the plan. Additional information shown in the plan may be repeated in the profile, but unnecessary, time consuming repetition of information should be avoided. Existing or proposed sanitary sewer lines, along with other utility lines that affect the storm drain design, should also be shown in the profile. Vertical clearances of these lines should be indicated.

An individual listing of all existing drainage structures to be removed is not required, except for reinforced concrete boxes and bridges. A note is placed on the first plan/profile sheet (or plan sheet) where drainage appears stating that all existing drainage structures are to be removed, unless otherwise indicated. This note will also summarize, in table format, the approximate quantities of existing drainage structures to be removed. Pay item 202-01-00100 Removal of Structures and Obstructions (a lump sum item) is included to pay for pipe removal, among other things.

Example Table for Pipe Removal

EXISTING PIPE REMOVAL*	
PIPE DIAMETER	LIN. FT.
8"	4
12"	226
18"	1041
24"	560
30"	543
36"	276
48"	158

*FOR INFORMATIONAL PURPOSES ONLY

Existing drainage structures that flow into an open discharge channel and all existing drainage structures that are to remain should be properly noted in the profile. This is done in a manner similar to the "removal" and "remain" notes shown in the plans for a rural drainage project.

If the storm drain design cannot be adequately shown on typical plan/profile sheets, then the proposed storm drain is shown on other sheets. For a discussion of such sheets, see Section 8.2.6, "Storm Drain Plan/Profile Sheets."

- d. Proposed Roadway Grades: When plotting the proposed roadway grade on the profile, only the finished grade is shown.

Proposed roadway grades are plotted with a heavy, solid line. Circles are used to indicate the point of vertical intersection (PVI), the point where the vertical curve begins (PVC), and the point where the vertical curve ends (PVT). Thin

lines are used to connect the PVI with the PVC and PVT, similar to the method used for horizontal curves.

The PVI station and elevation are shown on the convex side of the vertical curve. The length of the vertical curve is shown on the concave side of the vertical curve. The center correction (C) may be shown directly below the vertical curve length, if desired.

Elevations are rounded off to two decimal places. Grade percentages may be rounded off to two decimal places, unless more than two decimals are needed to obtain a mathematical check of the elevation at a PVI.

- e. Ditch Grades: Ditch grades are shown only if a ditch is required at an elevation different from the standard depth of ditch shown on the typical section sheet. Medium weight dashed lines are used to indicate ditch grades. The length of the dash is varied to contrast between ditches left, right, median (if applicable), etc. A circle is used to indicate each PI. For each PI, the station and elevation are shown. The ditch elevation is also labeled at the beginning and ending limits of the profile. The percent of grade is labeled in the same manner as a roadway grade.
- f. Limits of Construction, Right-of-Way, Servitudes, and Control of Access: The limits of construction are shown in the plan view for all projects requiring grading and earthwork. A thin, dashed line is drawn from point-to-point. Dimensions to limits of construction are not shown.
 - i. For rural projects, the limits of construction is defined as the point at which the foreslope or the backslope ties in to the existing ground.
 - ii. For urban projects, the limits of construction is defined as the point where the berm behind the curb or sidewalk ties in to the existing ground. The limits of construction for an urban project can also be at the back edge of the sidewalk.

In certain situations, the limits of construction may not be as straight forward as stated above. If a drainage structure (such as a catch basin) is beyond the point where the toe of slope intersects the existing ground, then the limits of construction should be modified to include the drainage structure. Another situation may be a driveway that is being constructed in an area with a large elevation change. This would lead to a driveway that is significantly longer than typical. The limits of construction should be modified to include the entire driveway similar to what would be done for a turnout.

See Figures [8-20](#) and [8-21](#) for explanation of limits of construction and examples of how it would typically be shown in the plan view.

The existing right-of-way lines are shown on the plan/profile sheets and on the cross section sheets. In preliminary plan development, the existing right-of-way can usually be found from as-built plans. Later, when the property survey and base right-of-way maps are available, the existing right-of-way shown on the plans should be verified. Since the dimensions are indicated on the right-of-way maps, the existing right-of-way line is not dimensioned on the plan/profile sheets.

The required right-of-way lines are shown on the plan/profile sheets with dimensions at all break points and at the beginning and end of each sheet.

All right-of-way lines shown are labeled as EXISTING R/W, REQUIRED R/W, or EXISTING AND REQUIRED R/W, as appropriate.

Right-of-way monuments are shown at all breaks in the required right-of-way. In addition, monuments are shown at all PCs, PTs, points not exceeding 1000 ft apart on curves, and points not exceeding 1500 ft apart on tangents. Right-of-way monuments are not shown at the above points if it is obvious that it is physically impractical to place the monument in such a location (for example, in a river). Right-of-way monuments are required for both rural and urban projects, except in special cases. If a clearing and grubbing project precedes a construction project, the right-of-way monuments are to be placed as part of the construction project.

Construction servitude and drainage servitude lines are shown, properly labeled, and dimensioned. Monuments are not used to indicate servitude lines.

For controlled access highways, a control of access (C of A) line is shown. If the control of access line and the required right-of-way line are coincidental, the line is labeled REQUIRED R/W & C OF A. In some cases, the face of a structure is the control of access and is so labeled. If the control of access line is not coincidental with any right-of-way line or structure face, a control of access is properly shown, labeled, and dimensioned. If the C of A line is not coincidental with any other line or structure and is a constant distance from a roadway, the dimension is more conveniently shown on the typical sections. The beginning and ending stations of the C of A lines are always noted.

- g. Fences, Rice Levees, Headlands, Driveways, etc.: [EDSM II.2.1.3](#) contains information pertaining to fences. In preliminary plan preparation, the beginning and ending of each segment of linear items, such as fences, rice levees, and headlands, are indicated in the plan with an arrow. Notes are also placed that describe the item and that recommend the method of construction for the relocation. Exact station numbers are not noted at this time. After the plans are printed for final right-of-way, these notes are removed from the plan/profile sheets and the quantities are tabulated on the summary sheets.

Driveways are plotted and the required width is noted. Dry ramp locations are noted in the plans. Chapter 6, Section 6.7 contains additional information pertaining to driveways.

- h. Erosion Control Items: Permanent erosion control items, such as paved ditches, riprap, side drains connecting ditches to drainage outfalls (ditch blocks), and other permanent erosion control items proposed in specific areas are shown on the plans. Temporary erosion control items do not need to be shown on the plans, instead, they may be tabulated on the summary sheets. The complexity of the project will determine whether or not temporary erosion control items need to be shown on the plans. If they are shown, typically it will be on the sequence of construction sheets.
- i. Earthwork: For preliminary plans, the earthwork data is normally totaled every 2000 ft and is shown in the lower part of the profile with the sum total shown on the title sheet (required). For final plans, earthwork data is totaled approximately every 2000 ft (corresponding to the station entries in the earthwork table) and is shown in the lower part of the profile.

- j. Removal, Relocation, and Replacing/Rebuilding Items: In preliminary and final plan preparation, items that are to be replaced/rebuilt in kind, such as cattle guards, livestock pens, ornamental brick pillars at driveway entrances, etc., are noted for removal in the plans along with the method of payment. Only front fencing that is being used as an enclosure (such as for livestock), will be replaced/rebuilt by the contractor during construction. All other items are included in the real estate agreement with the property owner in which they are compensated for the replacement/rebuilding cost. The disposition of residences, stores, sheds, barns, signs, etc. that are within or very near the required right-of-way limits is not indicated on the preliminary plans. Final disposition will be determined later, after negotiations are completed between the real estate agent and the property owner.

A building may be moved by others prior to the beginning of construction, moved by the Department's contractor or demolished by the Department's contractor. During final plan preparation, the Real Estate Section creates a list of the disposition of all buildings and structures. This list is typically provided to Road Design and should be requested if not provided. The quantities of such items are tabulated on the Summary of Estimated Quantities Sheets and properly noted on the plan/profile sheets.

- k. Superelevation: Superelevation requirements are shown as a line diagram, generally in the top of the profile. Notes are placed indicating sections of normal crown, superelevation transition, and full superelevation, as required for the project.
- l. Other Construction Items: Construction items noted for the plan-in-hand inspection include items such as:
- removal of pavement
 - required P.C.C. pavement
 - base widening
 - asphalt concrete
 - removal and replacement of sidewalks, curbs, guardrails, etc.
 - other items that are not shown elsewhere in the plans

Temporary notes concerning items of a general nature that require discussion by the plan-in-hand party are placed on the title sheet or the first plan/profile sheet.

During final plan preparation, specific construction items such as those listed above, are tabulated on summary sheets. They are also shown on the plan/profile sheets in the form of notes and/or symbols described in the legend. Items of a general nature are not noted in the final plan views but are included in the Summary of Estimated Quantities table.

6. Separate Plan and Profile: If the scope of a project requires more space than afforded by a typical plan/profile sheet, the plan view and profile can be put on separate sheets. All information provided on typical plan/profile sheets would be shown on these separate sheets.

A wide variety of scales are used in the preparation of these separate plan sheets, depending on an individual project need. Although some projects may benefit from the use of a large scale (1" = 20' to 1" = 50'), most projects require a smaller scale (1" = 50' to 1" = 100') to provide a more valuable, comprehensive view.

7. Additional Plan/Profile Sheets: In addition to the plan/profile sheets required for the basic project, plan/profile sheets will also be required for frontage roads, relocated side roads, drainage laterals, and long turnout connections. The same procedures noted in Sections 8.2.6.1 through 8.2.6.5 would apply.
8. Sample Plan/Profile Sheets: Sample sheets are provided as follows:
 - a. Figure [8-22](#) and [8-23](#) shows an example plan/profile sheets for a rural, 2-lane roadway.
 - b. Figure [8-24](#) shows an example plan/profile sheet for a rural, 2-lane roadway with a diversion.
 - c. Figure [8-25](#) shows an example plan/profile sheet for an urban, 4-lane, divided roadway with a raised median.

8.2.6 Storm Drain Plan/Profile Sheets

For urban projects, proposed storm drain notes should be shown on separate plan or plan/profile sheets. These sheets will serve either as a supplement to, or in lieu of, the proposed drainage notes on the plan/profile sheets. Usually, these layout sheets are prepared to the same scale as regular plan/profile sheets. Through judicious selection of drawing scale and maximum use of general notes, symbols, abbreviations, etc. the proposed storm drain can sometimes be shown on the regular plan/profile sheets. Thus, the process of providing a duplicate set of plan/profile sheets can sometimes be avoided. Conditions under which storm drain plan/profile sheets are used and their characteristics are discussed below:

1. Plan/Profile: Storm drain sheets may consist of a separate set of plan/profile sheets showing the proposed storm drain in plan and profile. This type of layout is used when space is not available on the regular plan/profile sheets for plotting and identifying structures. For most projects, including those with hilly terrain and trunk lines on both the right and left side of the roadway, separate storm drain plan/profile sheets will be required to adequately show the structures.

Figure [8-26](#) shows an example drainage plan/profile sheet for an urban, 4-lane, divided roadway with a raised median.
2. Plan Only: For projects that consist of several roadways, such as an interchange, the overall storm drain system may be difficult to follow on plan/profile sheets if storm drain pipes cross back-and-forth from one roadway to another. For this kind of project, storm drain sheets, consisting only of a plan view, can show the relationship between storm drain structures for each roadway. If all flow lines are shown in the plan, storm drains need not to be shown in a profile.
3. Utilities: Since the disposition of existing utilities is greatly influenced by the proposed storm drain design, existing utilities are shown on the storm drain plan/profile sheets along with the proposed drainage.

4. Geometrics and Driveways: Horizontal geometric design of ramps, turnouts, intersections, driveways, curbs, etc. influences the location of storm drain inlets and should be plotted on the storm drain sheets.

8.2.7 Reference Points and Bench Mark Elevations Sheets

Survey reference points are shown along a line layout of the project centerline. These reference points are shown directly adjacent to, or as near as practical to, the appropriate location along the centerline. The sketch showing the reference point need not be to an exact scale, but should be oriented to match the alignment of the centerline. The sketch should be no larger than the minimum size required for readability. Bench mark descriptions and elevations are shown along the line layout near the station where the bench mark occurs. A table showing surveyed coordinates of all reference points and bench marks is placed on the sheet. A note should be placed on the first plan/profile sheet stating the sheet where reference points and bench marks can be found.

If possible, the line work should be of such scale to limit the layout to only one sheet. However, multiple sheets are sometimes required.

Figures [8-27a](#) and [8-27b](#) show example Survey Reference Points and Bench Mark Elevations sheets.

8.2.8 Existing Drainage Map

A map showing existing drainage is furnished as a part of the survey information for most projects. The primary purpose of this map is to show:

- size, shape, and direction of flow of all drainage areas that will affect the proposed roadway drainage
- size of all existing drainage structures under existing roadways and railroads in the vicinity
- drainage areas for all cross-drains (indicated in bold lettering)
- other pertinent information, such as areas where flooding of the existing roadway occurs

Rural drainage maps are usually plotted to a scale of 1" = 400'. Urban drainage maps are usually plotted to a scale of 1" = 100'.

Figures [8-28](#) and [8-29](#) show example existing drainage maps for rural and urban projects, respectively.

8.2.9 Design Drainage Map

1. Rural Projects: For rural projects, the design drainage map is used to show the basic drainage design data. The layout may be a composite of the existing drainage map and the U.S. Geological Survey Map (Quadrangle Map). The contours shown on the quadrangle map are useful in checking or in determining the drainage areas and watershed slopes.

Design drainage maps are usually plotted to a scale ranging from 1" = 100' to 1" = 400'. The proposed centerline of the project is shown along with the accompanying station notations and appropriate symbols. The beginning and ending station notes are indicated in their proper place. It is unnecessary to show curve data.

All of the information shown on the existing drainage map is indicated on the design drainage map, with the exception of descriptions and notations of existing structures. Information about the existing structures is not repeated, because of the confusion in differentiating between existing and proposed structures. The location of each cross drain is indicated by either plotting the structure or by assigning a numerical notation with an accompanying legend. Side drains are only shown for those locations designed as cross drains.

The following hydrologic information is required for each cross-drain:

- drainage area (acres)
- watershed boundaries
- flow direction
- design storm recurrence interval (years)
- design discharge (Q)
- design headwater elevation
- urbanization coefficient (if applicable)
- the method used for computing the runoff

When the Soil Conservation Service method is used, the following information is also shown:

- the soil class
- hydrologic curve number (CN)
- watershed slope (%)
- 24-hour rainfall (in inches)

When the U.S.G.S. method is used, the following information is included:

- the watershed slope (ft. per mile)
- mean annual precipitation (inches)
- hydrologic coefficient

All of the above information may be shown in tabular form using numerical references to identify individual structures.

2. Urban Projects: For urban projects, the design drainage map is used to show basic design data for the storm drain system. A scale of 1" = 100' is used for most projects. The proposed geometric layout for the project is plotted, along with intersections and adjacent streets in the vicinity. Proposed storm drain structures are plotted and the outline of the area and the number of acres contributing to the surface drainage entering each individual storm drain structure are shown. Ridgelines between

drainage areas are shown with dashed lines. The computed design discharge, including drainage entering yard drains, for each pipe or reinforced concrete box is indicated. In addition, the following design criteria for the storm drain system is shown:

- storm return frequency (typically ten years, but in some unusual situations, five years)
- rational formula ($Q = CIA$)
- the source of rainfall intensity data as given in the [Hydraulics Manual](#)

Design criteria for cross drain structures is shown in the same way as rural projects.

Figures [8-30](#) and [8-31](#) show example design drainage maps for rural and urban projects, respectively.

8.2.10 Summary of Drainage Structures

A drainage summary, commonly called Summary of Drainage Structures, is a part of final plan preparation. It shows a detailed description of all required drainage structures by location, description, standard plan, allowable types, and quantities.

After the plan-in-hand inspection, design drainage data and quantities are tabulated on work sheets or preliminary Summary of Drainage Structures sheets. Along with a current set of plans for the project, these sheets are sent to the Hydraulics Section for review. When returned to the designer, changes are back checked and differences are resolved. The checked drainage structures are then put on the Summary of Drainage Structures sheets for incorporation in the final plans.

The Summary of Drainage Structures sheets are not grouped with the Summary Sheets. However, they have a similar purpose and format. Information of a general nature found in Section 8.2.5, "Summary Sheets," applies to the Summary of Drainage Structures and should be referred to when they are prepared.

Rural drainage structures are listed in tabular form by stations in consecutive order. For storm drain systems, the structures are numbered and listed in consecutive order. Each structure is described by a note in the remarks column, standard plan number (if applicable), and type of structure. The type, size, and unit of measure are shown in the heading of each quantity column. Quantities are placed in the proper quantity column and each quantity column is then totaled. If two or more projects are included in one contract, a total for each project followed by a sum total for all the projects is shown.

At least one line should be skipped between individual entries. Abbreviations are used extensively in the preparation of this table. They are defined in a legend, which is usually placed on the final sheet.

An individual listing of all drainage structures to be removed is not required on the Summary of Drainage Structures. For rural projects, the removals are shown on the plan/profile sheets. For urban projects, removals are estimated and noted on the first plan/profile or plan sheet where drainage appears. Removals of reinforced concrete boxes or bridges not shown in the bridge summary of quantities are listed in the Summary of Drainage Structures, since they involve direct pay items.

When required for a project, the Hydraulics Section will furnish information concerning:

- alternate pipe types
- gages
- allowable materials
- classes
- joint types
- coatings of pipes

The structure type, class, joint type, and size(s) are shown in the column headings. The gage and alternate pipe types and sizes are shown in the description note under “remarks.” Allowable materials, coatings, and gages for side drains are not shown in the specific columns or in the remarks. They are shown as a footnote.

Figure [8-32](#) shows an example Summary of Drainage Structures sheet.

8.2.11 Special Details

For most projects, details will be needed to show construction items not covered by standard plans. When required, these items are delineated on special detail sheets and are usually specific to a particular project. These items include:

- special, non-standard drainage structures
- channel changes
- modifications to existing minor structures
- special guardrail installations
- retaining walls
- steps
- handrails, etc.

Occasionally, if these details are very minor, they can be more conveniently added to the plan/profile sheet in the vicinity of the items to be constructed. However, because of the extensive nature of most items needing special details, separate sheets are recommended. Special details are normally a part of final plan preparation, but they should be noted in preliminary plans for consideration and discussion at the plan-in-hand inspection.

1. Drainage Structures: Standard plans used by DOTD show all sections, details, information, and quantities necessary to construct typical drainage structures. Standard pipe structures do not need further detailing. They require only a description, size, and length. Special details are necessary when a required structure or structure extension is not detailed on a standard plan or when it is different from the standard pipe structure.

Special details show the same type of information and design as standard plans and are similar to the standard plans in purpose and format. For further discussion and description of special details for drainage structures, see the Department’s [Hydraulics Manual](#).

2. Guardrails: Guardrail details are normally shown on standard plans. Special details are necessary when an installation is not covered by the standard plans. Special end treatments, ties to structures, height adjustments, special post spacing, etc. are some examples that might need special details to show the requirements for installation. These details are usually shown in a format similar to the standard plans.
3. Retaining Walls, Steps, and Handrails: When items such as retaining walls, steps, handrails, etc. are required for a project and no standard plan is available, special details are needed to show all of the information, design, materials, and quantities necessary for construction.
4. Others: Other items, such as concrete barrier rail, post and cable rail, lighting, channel changes, rumble strips, etc., require special details and are to be included when applicable. Any item that is inadequately detailed and/or explained in the plans, specifications, or special provisions should be considered for special detail treatment and should be shown accordingly. Formats and scales will vary depending on the individual item and need. Care should be taken to ensure that the plans reflect, in a clear and understandable way, all construction items and procedures to be used on a particular project.

8.2.12 Geometric Layout

Expanded geometric layouts of interchanges, connections, paved driveways, etc., are placed in the plans to supplement the plan/profile sheets. Layouts are usually drawn to a larger scale than the plan/profile sheets giving a clear, understandable, and more detailed picture of a particular horizontal geometric configuration.

For each detail, centerlines, station marks, and station numbers are plotted and curve data, bearings and north arrows are shown similarly to that previously described for plan/profile sheets. All roadways are labeled in bold lettering, with the same label as used for that segment of roadway on the plan/profile sheets. Curve data for all curves may be grouped together in one area of the drawing, with numbers used to identify the curves. Right-of-way and control of access is shown, where appropriate.

For urban projects that are plotted to a large scale and do not require complicated layouts, geometrics may be detailed on the plan/profile sheets. Discretion should be used, keeping in mind the space available to show geometric details and the importance of a clear and understandable picture of the required design.

1. Interchanges: For projects with complex geometry, such as an interchange, a general layout plotted to a scale of 1" = 100' or 1" = 200' may be used for preliminary plans. This layout should show all basic geometric design controls mentioned above, along with all information needed for clarity and understanding. The destination of each roadway should be indicated, when appropriate, at points where the roadway is terminated. Traffic data for the design year is shown for all turning movements made to and from the main roadways. Quantities are not required for preliminary plans.

For final plans, larger, more detailed layouts are developed and quantities are computed. Both the general layout and the detailed, expanded layouts are placed in the final plans. Quantities for interchanges are usually shown in tabular form in the summary sheets.

2. **Connections:** For preliminary plan purposes, the basic geometric design controls and the general layouts of connections are shown on the plan/profile sheets. A detailed geometric layout is usually not required for preliminary plan preparation. If full layouts are needed at this stage, preliminary drawings may be provided. Quantities are not computed in preliminary plan preparation.

In final plan preparation, the larger, more detailed geometric layouts are detailed on the Geometric Layout and/or Detail of Connections sheets. Also included are all details, design information, north arrow, traffic data (if applicable) and quantities. A scale of 1" = 20' is most commonly used for such layouts.

3. **Paved Driveways:** Paved driveways are normally plotted on the plan/profile sheets and/or the storm drain sheets. Standard plans for driveways are included in all projects that require driveway construction. In most cases, the geometry is the same for all driveway locations making it unnecessary to detail each one. In unusual situations, such as where a curbed island must be designed, it may be advantageous to detail such an area on a geometric layout sheet.

8.2.13 Detail of Turnouts and Intersections

When necessary, large-scale layouts of turnouts and intersections should be prepared to show all dimensions, geometric criteria and quantities. These details are prepared to a 1" = 20' scale and are placed on the sheets in station order.

For the preliminary plan phase, the basic layout of the turnouts should be shown, along with the controlling radii and the angle of intersection with the project centerline. As noted in Section 8.2.5, this information can be shown on the plan/profile sheets if it does not congest the sheets and if the details are clear.

Figures [8-33](#) and [8-34](#) show example detail sheets.

8.2.14 Graphical Grade Layout

For interchange ramps and other special conditions, roadway grades may be developed graphically. The corresponding elevations determined by this method are indicated on plan sheets. These elevations are shown along pavement edges, joints, and other appropriate points, as necessary, to adequately indicate the finished pavement elevations for construction. The elevations may be shown directly on the Geometric Layout Sheets, but are usually shown on separate sheets, commonly called Graphical Grade Layouts. These layout sheets consist of a general outline of the geometrics, with appropriate design information shown. Generally, the scale and other features of the graphical grade layout are as discussed in Section 8.2.15.

The interval of elevations shown depends on the scope of the geometrics and grades, but generally is 20 feet to 25 feet. For concrete paving projects that require a layout of construction joints, it is good practice to place the elevations coincidental with the joints.

Graphical grades may be developed in preliminary plan preparation. However, they are not normally included until final plan preparation.

Figures [8-36](#) and [8-37](#) show example graphical grade layouts.

8.2.15 Joint Layout

For conventional concrete paving projects, joint layouts are needed to indicate the locations of joints at turnouts, intersections, and other irregular areas not covered by the standard plans or typical sections. A joint layout is placed in the plans to aid in the construction of a project and is shown as a “suggested” joint layout. Joints are usually labeled with abbreviations, which are explained in a legend. These abbreviations should be consistent with those shown on the standard plans or typical sections.

When it is necessary to show joints on separate sheets, joint layout sheets are developed. These sheets show the geometric outline of the concrete roadway with all pertinent design information. A scale of 1” = 20’ is recommended. Joints may be appropriately shown directly on the geometric layouts, but are usually combined with the graphical grade layouts, as a supplement to the standard plans or typical sections, if they can be shown without congestion or confusion.

Joint layouts are not normally included in preliminary plans, but where required, are developed as a part of final plan preparation.

Additional discussion of the development of joint layouts is included in Chapter 6, Section 6.5.

Figure [8-38](#) shows an example joint layout.

8.2.16 Pavement Marking Layout

In rural areas, Standard Plan PM-01 will usually suffice for pavement marking guidelines. However, when special roadway configurations are used, such as widening for left turn lanes, or for transitions in the number of lanes, layouts will be required to detail the location of pavement markings and markers.

In urban areas, layouts will normally be required when the roadway contains more than two lanes, or has widening for turn lanes. These markings and markers can sometimes be included on the Detail of Turnouts and Intersection sheets, so long as it does not congest those sheets.

[EDSM VI.4.1.1](#) contains guidance on the use of pavement markings.

Figures [8-39](#), [8-40](#), [8-41](#) and [8-42](#) show example pavement marking layouts.

8.2.17 Suggested Sequence of Construction

It is necessary to schedule the construction procedure by some planned sequence in order to cause minimum delay and inconvenience to traffic. For most projects, a sequence of construction is necessary in the preliminary and final plans.

The data shown on these sheets can vary from a simple graphic alignment of the various sequences, to elaborate and complete construction details. In some cases, a typical section layout is sufficient. If it is used, a legend should be included that depicts the construction order by number. In any event, the Suggested Sequence of Construction layout should clearly indicate the exact sequence of operation, the construction to be performed, the section(s) to be used, and the traveled way to be used by all movements of traffic during each construction sequence. Arrows are used to indicate traffic flow.

The scale used on a particular Suggested Sequence of Construction layout will depend on the scope of the project and the method used to indicate the sequence. If a typical section(s) alone is used to indicate the sequence, it may be included with the typical section sheets and standard procedures for typical section drawings can be used. If the sequence is indicated using a plan layout, the scale used will normally be similar to the typical plan or plan/profile sheets. If feasible, a smaller scale can be advantageous, since an overall view is normally sufficient to adequately show the sequence. By selecting an appropriate scale, the designer typically includes the construction signing layout on these sheets.

Figures [8-43](#), [8-44](#), [8-45](#), [8-46](#) and [8-47](#) show example sequence of construction and construction signing sheets.

8.2.18 Traffic Control Plan (Construction Signing)

During the planning and design stages a Traffic Control Plan (TCP) will be developed for all projects. At a minimum, the TCP will consist of a reference to the appropriate TTC standards in the plans, for example pavement preservation, signing and striping, and some sidewalk projects. Other projects will require a site specific TCP. This TCP will be referenced, as applicable, to the MUTCD, Standard Plans, and/or special provisions. Typically, the TCP and construction signing can be shown on the Suggested Sequence of Construction sheets, although this may not always be feasible. The TCP shall require accommodations for all road users including transit users, pedestrians and bicyclists. The TCP and the suggested sequence of construction are the basis for a project's required Transportation Management Plan (TMP). Refer to [EDSM VI.1.1.8](#) to determine the TMP requirements for a specific project.

After the project is let, the contractor may submit their own TCP; small changes may be approved by the project engineer, but significant changes must be approved by change order.

Various types of layouts can be used to obtain the required clarity. The project centerline is plotted on plan sheets at a scale ranging from 1" = 50' to 1" = 200'. A scale should be used that adequately and clearly conveys the construction signing. Tick marks are plotted every 100 feet along the centerline, and the number of every fifth station is shown. Each sheet may contain up to three lengths of the centerline, depending on the roadway curvature and type of construction. The beginning and ending of the project are shown with their respective stations. All public intersecting roads are plotted and are appropriately labeled. Enough detail, such as edge lines, pavement symbols, etc., should be provided to give a clear understanding of the traffic flow.

For all projects, the sheets are submitted to the Traffic Engineering Development Section for review.

Figures [8-43](#), [8-44](#), [8-45](#), [8-46](#) and [8-47](#) show example sequence of construction and construction signing sheets.

8.2.19 Subgrade Soil Survey

For most projects, a subgrade soil survey is necessary for a typical section determination. The subgrade soil survey should be requested from the District Lab Engineer during preliminary plan preparation.

In general, the information furnished consists of:

- a soil survey of the subgrade showing the classification and characteristics of different layers of soil
- pH and resistivity
- elevation of the water table
- field moisture
- tri-axial class of the worst predominant material
- the density of the in-place material along the centerline
- muck deposits
- rock formations
- quick sand, etc.

Consolidation tests, embankment stability analysis for high fills and organic tests in questionable areas are performed and reported. The Pavement and Geotechnical Section uses this to determine the need for lime treatment or cement stabilization.

The subgrade soil survey is performed by the District Lab Engineer and the information is usually provided to the Pavement and Geotechnical Design Section, although it may sometimes be provided to the designer. If the information is provided to the designer, then that person should provide it to the Pavement and Geotechnical Design Section. The Pavement and Geotechnical Design Section then takes the information in the subgrade soil survey and creates a sheet that can be inserted into the plans. This sheet is then sent to the District Lab Engineer to be stamped and signed. The stamped and signed sheet is then provided to the designer for inclusion in the plans.

If the subgrade soil survey is available, it is included in the preliminary plans. The subgrade soil survey is placed in the final plans on all applicable projects.

8.2.20 Traffic Signal Plan

As previously discussed in Chapter 6, Section 6.3, traffic signals are not installed unless all warrants are met. When new signals are required or existing signals are modified, plan sheets showing all required construction details, layouts, specifications, and timing phases are included in the construction plans during the final plan phase.

8.2.21 Permanent Signs and Sign Structures

Permanent signs and sign structures are required for most projects on state highways and interstates. The District Traffic Operations Engineer (DTOE) can provide guidance about the types of signing that will be required.

Specifications pertaining to permanent signs and sign structures are included on Bridge Design Section special detail sheets. These special details include specifications for overhead traffic signs, roadside traffic signs and u-channel traffic signs.

8.2.22 Lighting Plans

Lighting is not typically required on state highways and interstates. When requested by the local public agency, and where warranted under DOTD and/or FHWA policies, roadway lighting can be a part of a project. For state highways, lighting plans are produced by DOTD Electrical Design or by a consultant. For interstates, lighting plans are produced by DOTD Electrical Design.

8.2.23 Detail of Diversion

Generally, the information shown in Section 8.2.12 concerning geometric layouts of connections applies to detours. Diversion alignments and the diversion limits of construction are shown on the plan/profile sheets. If space permits, detailed design may be shown on the plan/profile sheets. If not, a larger, more detailed geometric layout will be made on an individual basis keeping in mind that an accurate, complete, neat, and clear detail is essential for plan interpretation. Sufficient alignment data, profiles, dimensions, and typical sections are necessary to show the complete design. For most diversions, and especially those that require a sequence of construction, the larger scale of a geometric layout (1" = 20') is recommended as it affords the necessary space to show all information, design and details.

Diversions should also be shown on the cross section sheets. Earthwork volumes are not required to be shown for the diversion. The only annotation required for diversions in the cross sections is the finished grade elevation at the centerline.

By following the general guidelines shown in Figures [4-10](#) through [4-11](#), proper diversion layouts can be developed. These layouts should include detailed geometrics and typical sections for each detour. Diversion typical section designs can be obtained from the Pavement and Geotechnical Design Section upon request.

Whenever diversions are specified on the plans, the contractor will be required to construct the detour in accordance with plan details. The contractor will also be required to maintain the diversion in a condition satisfactory to the project engineer during the time the diversion is in service. However, if the diversion is damaged or washed out due to insufficient hydraulic capacity, the contractor will restore the diversion to its original condition with the Department bearing the restoration cost.

For urban projects, temporary widening may be used for diversions. This type detour will require sufficient detail to provide for safe movement of traffic and safety for the work area.

If temporary pipes or reinforced concrete box culverts are required for the diversion, the Hydraulics Section will provide a recommended size in their hydraulic analysis.

Figure [8-35](#) shows an example of the geometric details for a diversion.

8.2.24 Miscellaneous Sheets

This chapter has discussed many different types of sheets, maps, layouts, and plans that are possible in the highway plan preparation procedure and the order in which they are usually found in the plans. Other sheets may be necessary to adequately indicate the proposed construction, or the relationship of proposed construction to existing topography. These may be included in both preliminary and final plans. Sound judgment should be used in determining the need for such sheets and their proper inclusion in the plans.

8.2.25 Right-of-Way Maps

The right-of-way maps show:

- the project centerline
- the centerline alignment data
- existing right-of-way
- required right-of-way
- required construction servitude
- required drainage servitude
- limits of construction
- property owners
- property lines
- property parcels (by number)
- required area of property to be acquired
- remaining area, etc.

Further information on the preparation and requirements of right-of-way maps can be found in the Department's [Location and Survey Manual](#). If the maps are prepared and completed by the Location and Survey Section, they are submitted (usually upon request by the Road Design Section) for incorporation into the final plans. The data shown in the right-of-way maps should be compared with the plan/profile or plan sheets to insure agreement between the sheets. As a part of final plan assembly, the appropriate sheet numbers are added to the right-of-way maps and the sheets are incorporated in the final plans.

If the right-of-way was purchased as part of a separate project, such as when purchased with a clearing and grubbing project, the construction plans should not include a copy of the right-of-way maps. Instead, a note should be placed on the first plan/profile sheet stating that the right-of-way was previously purchased. The note should include reference to the original project number and should state that copies of the maps will be made available upon request.

8.2.26 Bridge Plans

Bridge plans are furnished as a part of both preliminary and final plan preparation. In both phases, close coordination between all design parties is essential. Roadway and bridge plan development should progress at approximately the same pace, so that the plans are completed at approximately the same time.

Bridge plans are furnished for the plan-in-hand inspection and these preliminary bridge plans consist of a plan and a profile of each structure to be built. These sheets are commonly referred to as bridge general plans. Also shown on these sheets are:

- type of structure
- guardrail layout
- lengths of spans
- typical sections
- grades
- curve data
- design speed
- drainage data
- clearances
- channel relocations, etc.

For final plan preparation, the final bridge plans are incorporated in the final plans and include the general bridge plan(s) and all necessary details (spans, bents, pier footings, electrical, mechanical, etc.) required to construct a particular structure. Also included in the bridge plans is an index to the bridge plan sheets, summary of bridge quantities and general notes. For a complete description and requirements of bridge plans, see the Department's [Bridge Design and Evaluation Manual](#).

When the bridge plans have been received, they should be reviewed to make sure that the road and bridge designs are compatible and that all the project identification information is correct. The title sheet index shows the bridge plans as one group labeled "Bridge Plans" properly identified by sheet numbers (see Section 8.1.4).

8.2.27 Standard Plans

The Department has available a large number of Standard Plan Sheets that cover a wide variety of standard details required in plan preparation (see also [EDSM I.1.1.2](#)). Standard plans are used and incorporated in the plans to show particular details needed for the construction of a project. The original standard plan tracings are maintained at the Department and duplicate reproducible sheets are obtained for insertion into the plans.

Standard plans show details for items such as:

- drainage structures
- pavement markings

- fences
- guardrails
- right-of-way markers
- temporary erosion control
- concrete pavement
- cattle guards
- temporary traffic control
- pedestrian, bicyclists and transit facilities

A complete list should be maintained and referred to in plan preparation so as to avoid overlooking items not adequately covered in the plans. Many standard plans contain details of several items. Not all of these items may apply to a given project. However, it is usually more economical to include these sheets, with unneeded details, rather than to trace or otherwise make up a new tracing with only the applicable details.

Careful attention should be given to ensure the standard plans used are not misleading or confusing and that they adequately cover all construction procedures required. A standard plan should be clear, specific, purposeful, and appropriate for the intended use on a project. If a standard plan is modified in any way, the standard plan number, the standard plan designation and the Chief Engineer's signature are removed. The sheet is then included as a special detail with the stamp and signature of the engineer that oversaw the modifications.

Standard plans are not normally included in the preparation of preliminary plans. In final plan preparation, all standard plans needed to supplement the plans are listed in the index of the title sheet. The appropriate date to show with the standard plan on the title sheet will be the date the Chief Engineer approved the standard plan, or the latest revision date shown in the revision block of the standard plan. The most recent date is used.

The following sections within the Department have responsibility for maintaining certain standard plans:

1. Road Design: Driveways, fencing, cattle guards, concrete paving details, mailbox installations and pedestrian facilities
2. Bridge Design: Span details, approach slabs, bent details, guardrail and retaining walls.
3. Hydraulics: Catch basins, manholes, box culverts, paved ditches, and erosion control.
4. Location and Survey: Right-of-way monuments and witness posts.
5. Traffic Engineering Development: Pavement markings, delineators, object markers and temporary traffic control.

8.2.28 Cross Section Sheets

Cross section sheets should contain all of the following information:

1. Profile of the ground line.

2. Proposed cross section.
3. Station location with offsets from the centerline.
4. Elevation of the existing surface at the centerline.
5. Elevation and offset of points across the cross section such as the centerline, lane lines, edge of shoulder, toe of slope, ditch bottom, etc.
6. Cross drain pipes and reinforced concrete box culverts (if applicable).
7. Volumes (in cubic yards) of excavation and embankment are to be shown in the upper right corner for each cross section.
8. Existing right-of-way, required right-of-way, required construction servitude and required drainage servitude limits are to be shown as vertical lines, of the appropriate line style and weight, and labeled appropriately.
9. Diversions will be shown on the cross sections along with the finished grade elevation of the diversion at the centerline. Cross sections are shown without the excavation and embankment volumes of the diversion.

If the required right-of-way falls beyond the limits of the sheet, this should be noted. Earthwork volumes and right-of-way lines are optional for preliminary plans.

In order to show as much detail as possible, a 1"=5' scale is preferred. When required to show a wider section, such as for a four-lane divided roadway, a 1"=10' scale may be more appropriate. Whichever scale is selected, the same scale is used for both horizontal and vertical plotting.

While generally preferred, it is not necessary to plot the cross section so that the centerline of the project falls in the center of the sheet. On some projects, such as when adding two-lanes to the existing two-lanes, it is more appropriate to plot the sections with the project centerline shifted off-center of the sheet. Because of the width necessary on some projects, it may be necessary to split the cross section plotting the left side of the centerline below the right side.

Typically, an elevation range is selected that allows for three cross sections to be shown per sheet. However, in hilly areas or areas with a lot of fill, the elevation range of the individual cross sections may be too great to allow three. In this instance, fewer than three may be shown. If the elevation range is small enough, more than three cross sections may be shown per sheet (with the maximum being five) as long as all the required information can fit and is legible.

Figures [8-48](#) and [8-49](#) show examples of rural and urban cross section sheets, respectively.

8.3 ENGINEER'S ESTIMATE

The engineer's estimate is a critical aspect at each stage of project development. The following describes the estimate requirements at each stage:

1. Preliminary: A preliminary cost estimate is developed using conceptual information. Many times, historical data on the cost-per-mile of similar type projects is used to

determine the preliminary estimate. This is done by the Transportation Planning Section during the Stage 0 process.

2. **Plan-In-Hand:** At this point in plan development, the project scope is well defined and quantities for major construction items can be determined. These major items normally account for approximately 80 percent of the project cost. An additional factor should be added for all the remaining items for which quantities are unavailable. If the project has some very unusual items that could significantly impact the project cost, an estimate for these items should be developed to provide a more accurate project estimate.

A complete list of the proposed items should be included in the plan-in-hand transmittal. Items will be discussed at the plan-in-hand inspection to ensure that all items required for construction are included in the contract.

3. **Final:** Once final plan quantities have been determined, average unit prices developed by the Department can be used in completing the final cost estimate. These unit price figures must be adjusted to consider the quantity of the item, the project location within the state, the availability of the items and the location of material sources.

The final estimate is included with the final plans for the Chief Engineer's approval. The estimate must be reviewed periodically to ensure that the unit prices are current and should be revised if needed. After the Chief Engineer approves the estimate, revisions must be processed using a procedure similar to that outlined for plan revisions in Section 8.1.6.

It is important to keep cost estimates up-to-date as any changes can have an impact on the delivery and letting dates. Anytime the cost estimate changes (no matter how significant), the Transportation Planning Section needs to be notified. A good rule of thumb to follow is to review and update cost estimates at least every six months.

8.4 SPECIFICATIONS

To insure that the final product produced by the contractor is acceptable for the purpose intended, the Department develops specifications for all construction items and procedures. These specifications detail:

- acceptable materials
- strength of materials
- construction procedures
- contractor responsibilities to the Department and to the public
- how to measure construction items
- how the contractor is to be paid

In case of discrepancy between the plans and specifications, the following governing order has been established:

1. Calculated dimensions will govern over scaled dimensions.

2. Plans will govern over standard specifications or supplemental specifications.
3. Supplemental specifications will govern over standard specifications.
4. Special provisions will govern over standard specifications, supplemental specifications and plans.

Specifications are found in the following:

1. Standard Specifications: A book of specifications for general application and repetitive use. It is a compilation of provisions and requirements for the performance of prescribed work.
2. Supplemental Specifications: Additions and revisions to the Standard Specifications.
3. Special Provisions: Additions and revisions to the standard and supplemental specifications covering conditions applicable to the project.
4. Project Specifications: All Standard Specifications, Supplemental Specifications, Special Provisions and other provisions applicable to the project.