

Section 5.12 FINAL AS-BUILT PLANS PROCESS

5.12.1 Purpose

This procedure defines the process for preparing ***Final As-Built Plans***. The standards provided are applicable to recording final quantities, revisions, and changes during construction in the ***Final As-Built Plans***, as well as detailing the process to digitally sign and seal revisions and changes, where applicable.

5.12.2 Authority

Sections [20.23\(3\)\(a\)](#) and [334.048\(3\)](#), Florida Statutes (F.S.)

5.12.3 References

[Section 337.015\(3\)](#), [471.025](#), and [668.003\(3\)](#), F.S.

[Rule 61G15-23](#) and [Rule 61G15-27.001](#), F.A.C.

[Standard Specifications for Road & Bridge Construction](#)

[Review and Administration Manual, Topic No. 700-050-05](#)

[FDOT Design Manual, Topic 625-000-002](#)

[CADD Manual, Topic No. 625-050-001](#)

[Records Management Procedure, Topic No. 050-020-025](#)

5.12.4 General

One complete set of the original Contract Plans, digitally signed and sealed by the Engineer of Record (EOR), shall be saved in the Department's collaboration site [currently ProjectSolve Sharepoint (PSSP)]. A separate complete set of extracted (i.e. EOR digital signature removed) Contract Plans shall be maintained as the ***Final As-Built Plans*** for each construction project in the Department's collaboration site.

Contents of the ***Final As-Built Plans*** will vary, but shall always contain those sheets necessary to completely cover all work performed. The ***Final As-Built Plans*** shall include all revisions and changes, both design and construction, that indicate precisely how the project was constructed. At the conclusion of the project, the ***Final As-Built Plans*** shall be made available for review to the District Final Estimates Office (DFEO).

5.12.5 Digital Signing, Sealing, and Certifying for As-Built Plans

The Department requires the use of digital certificates acquired from a Public Key Infrastructure (PKI) approved provider on the ***Business Identity and Credentials*** section of the [GSA IDManagement.gov Trust Services List](#) when signing documents digitally. The digital certificate contains a unique digital ID that can be validated for authenticity. **Section 668.003(3), F.S.** defines using a certificate as a digital signature. For more information on digital signatures:

<http://www.fdot.gov/Construction/eConstruction/DigitalSignatures.shtm>

Rule 61G15.23, F.A.C. states that affixing a digital signature shall constitute the signing and sealing of engineering work as defined in **Section 471.025, F.S.** The pictorial representation of the seal is not required. Affixing a digital signature can be done in two ways:

- (1) **Digitally signed** means the document is locked to prevent any modifications to the document. Modifications to the document after the digital signature is applied will invalidate the digital signature. The document must be extracted to “break” the certificate and allow editing. Contract Plans and revisions from the EOR are digitally signed.
- (2) **Digitally certified** means the document is digitally signed, but will allow markups and additional digital signatures to be added without breaking the original certificate. Markups are akin to “post its” in the paper world. Markups “float on top of” the signed document and are not bound by the digital signature. Digital signatures can still be validated after markups are added. The ***Final As-Built Plans*** shall be **digitally certified** by the responsible professional engineer (PE) prior to submittal to DFEO.

5.12.6 Receiving the Set of Contract Plans

(A) District Level Responsibilities

The District Construction Office is responsible for providing the Contract Plans and Back up Files to the Resident Office (RO) for use during construction.

(B) Resident Level Responsibilities

The original electronic Contract Plans set should be saved to the Original Plans folder within the Department’s collaboration site upon receipt. The Contract Plans should be extracted by the RO, separated into the different components (if not provided by component), then saved to the As-Built Plans folder within the Department’s collaboration

site. ~~Any and a~~All changes made to the contract will be electronically reflected on the extracted set of plans within the Department's collaboration site. No pages shall be discarded from the extracted set of plans. All revisions will be added to the extracted set of plans. This extracted set of plans is the **Final As-Built Plans** and will be made a part of the **Final Estimates Documentation**.

5.12.7 Updating the Plans after Contract Award

~~(C)~~(A) Revisions by EOR

There are situations when it is necessary or desirable to require the modification of the Contract Plans by the EOR after a project is awarded: the Contract Plans may have contained errors or omissions; field conditions may have changed; or the scope of the project may have been revised. Once the EOR has provided the electronically revised sheet(s) to the District, it is the responsibility of the Resident Engineer to ensure the sheet(s) are saved in the collaboration site. The revised sheets will be extracted from the signed and sealed file and inserted into the **Final As-Built Plans** file. The original sheet(s) will be voided out. A Contract modification will be issued to incorporate revised plans into the contract per CPAM 7.3 and 7.4.

~~(D)~~(B) Changes by Resident Office

Once all changes are reflected on the **Final As-Built Plans** (the extracted set of plans from CPAM Section 5.12.6 (B)), the responsible Engineer will "flatten" the changes into the document to incorporate the changes. The responsible PE will digitally certify the document to sign and seal the **Final As-Built Plans**. By certifying the document, it allows the DFEO to apply markups during the Post Audit Review (PAR). The markups applied by the DFEO are not bound by the digital signature, but "float on top" of the **Final As-Built Plans**.

When the responsible PE makes changes to the Contract Plans that reflect the as-built conditions of a project, the responsible PE is not considered a "successor engineer". There is no requirement that the same PE who designs the project must perform the as-built services, therefore, a PE who only prepares, and digitally signs and seals the as-built drawings is not a "successor engineer" as discussed in **Rule 61G15-27.001, F.A.C.** and need not follow the provisions of that Rule.

For changes not made by the EOR, the proper statement of disclaimer is required on the **Final As-Built Plans**. The statement will be added to the **Final As-Built Signature Sheet(s)**. This language should note that, by signing and sealing the disclaimer, the responsible PE is only taking responsibility: (1) for the changes in the plans and not the entire set of plans; (2) and for the specific change(s) only shown in redline, not for the entire page.

- (1) Disclaimer to use when changes have been made:

"The above-named professional engineer shall be responsible for the following changes, indicated in redline revision, in accordance with Rule 61G15-23.004, F.A.C. This project was constructed in substantial compliance with these plans as provided by the Engineer of Record."

- (2) If **Final As-Built Plan** sets have no changes, the responsible PE shall digitally sign and seal the **Final As-Built Signature Sheet(s)** with a disclaimer that states:

"This project was constructed in substantial compliance with these plans as provided by the Engineer of Record. These plans reflect "as-built" conditions and no changes were made to the plan sheets."

If the RO chooses to use CADD to make changes, the requirements in this chapter, and the **CADD Manual** must be met. The RO should use the cloud revision utility from the Bar Menu in MicroStation or other mark-up tools in other software. The **CADD Manual, Section 5.7** describes the process of generating the proper naming convention and standards for updating the CADD files electronically. If changes are performed other than by cloud revision, such as completely manipulating the native CADD file, all changes will conform to the same procedures and requirements outlined in the **CADD Manual, Chapters 2, 4, & 5** and the **FDM Chapters 130, and 131, and 132**. After the native CADD file has been revised to reflect as-built conditions, a PDF version shall be provided for submittal with the **Final As-Built Plans**.

~~(E)~~(C) **As-Built Drawings by Contractor and Revisions by Contractor or Specialty Engineer**

As-Built Drawings by Contractor required by the **Specifications** for miscellaneous items (such as Intelligent Transportation Systems (ITS), signals, conduit, and lighting) and revisions to the Contract Plans made by the Contractor's EOR or a Specialty Engineer shall follow the criteria in the **Specifications** (including but not limited to **Section 611, 630, and 715**) and **FDM** for revisions. As-built Drawings and revisions shall be submitted in PDF format. It is recommended that As-built Drawings required by the **Specifications** be entered into EDMS and the EDMS document number be referenced on the **Final As-Built Plans** in the applicable location. Revisions to the Contract Plan sheets should be inserted in the **Final As-Built Plans** per **CPAM Section 5.12.8(B)**.

~~**NOTE 1:** Feature Import Templates (as required in **Specifications 611-2.3**) should be submitted by the Contractor to the Project Administrator (PA) for review and acceptance. The PA will submit the Feature Import Templates to the District Traffic Operations with~~

~~the As-Built Plans for entry into the Department's ITS Facility Management (ITSFM) system.~~

5.12.8 Final As-Built Plans Process

The **Final As-Built Plans** shall be updated with all additions, deletions, and changes clearly delineated to reflect the actual conditions of the project as the job progresses. Quantities should be entered within 30 days of pay item closeout. Delaying updates to the **Final As-Built Plans** increases the risk of errors and omissions.

[Attachment 5.12-1A](#) and [Attachment 5.12-1B](#) are flow charts of the Final As-Built Plans Process.

The **Final As-Built Plans** will be digitally certified, per [CPAM Section 5.12.5](#), to allow the DFEO personnel to make comments where appropriate. No pages shall be discarded from this set.

~~(F)~~(A) Marking Conventions

The following procedure shall be performed when making changes to the **Final As-Built Plan** set(s):

(1) Resident Level Responsibilities

All changes by project personnel shall be made electronically on the **Final As-Built Plan** Set(s) with redline revision. It is recommended to cloud changes on plan sheets.

All changes by the Quality Assurance project personnel shall be made electronically in orange.

(2) District Level Responsibilities

All markups by the Initial Reviewer during the District's Quality Control (QC) or Independent Assurance (IA) Review shall be made with blue line revision.

All markups by the Overviewer during the Post Audit Review (PAR) shall be made with green line revision.

If a consultant is hired, on behalf of the DFEO, they shall follow the appropriate marking conventions for the role they are supplementing. The function of the DFEO Initial Reviewer and Overviewer are detailed in the **Review and Administration Manual, Section 3.5**.

NOTE 12: The use of layers to further differentiate markups/comments within the **Final As-Built Plans** PDF file(s) is encouraged, but not required. If layers are utilized, ensure

layer names are appropriate for the type of mark up (i.e. position/name of personnel, such as Inspector, Contract Support Specialist, or PA) or type of review (IA, QA, QC, or PAR). (Also see requirement under [CPAM Section 5.12.8\(B\)\(2\)b.](#))

~~(G)~~(B) Plan Set Sheets

If an entire plan sheet is revised, the original plan sheet shall have **VOID** imprinted using red text on it and the new plan sheet shall be inserted after the original (old) sheet in the set of **Final As-Built Plans**, with ~~the~~ exception of the **Key Sheet**. The voided **Key Sheet(s)** should follow the revised **Key Sheet(s)**. All revised sheets will be defined on the **Key Sheet(s)** of the appropriate component.

~~(3)~~(1) The Key Sheet

The **Key Sheet** of each component of **Final As-Built Plans** shall show the following data (see [Attachment 5.12-2](#) for example **Key Sheet**):

- (a) **Final As-Built Plans** shall be prominently redlined across the top of the sheet in place of or above the “Contract Plans” preprinted line and those words shall be lined through or completely deleted.
- (b) On the right side and near the lower corner, the following information shall be displayed in red ink on the **Key Sheet**:
 - (i) Name of Prime Contractor
 - (ii) Name of Prime Consultant Construction Engineering Inspection (CCEI) (If In-House Project, so state)
 - (iii) Name of District Secretary (at time of final acceptance)
 - (iv) Name of Resident Engineer
 - (v) Name of FDOT Project Manager
 - (vi) Name of Project Administrator
 - (vii) Date Work Started
 - (viii) Date of Final Acceptance
- (c) A complete **Component Index** of the documents (with corresponding EDMS document numbers) related to the plan component shall be shown on the left side of the **Key Sheet**, **not to exclude the following**:

- (i) Additional plans, such as shop ~~and working~~ drawings, etc.
- (ii) Other As-Built Drawings, such as Jack & Bore, Boring Path Reports, Bore Logs, Plowing, or Signalization shall be listed as well.
- (iii) All project descriptions, Financial Project ID Numbers, length, etc., shown on the **Key Sheet** shall be corrected to agree with the actual construction.

NOTE 32: It is the responsibility of the Resident Engineer to ensure Boring Path Reports meet the requirements of the **Specifications** prior to acceptance and payment.

~~(4)~~(2) The Design and Final As-Built Signature Sheet

Each plan component will have its own **Final As-Built Signature Sheet(s)** inserted behind the respective **Key Sheet(s)**. [Attachment 5.12-3](#) is an example **Final As-Built Signature Sheet**. The **Final As-Built Signature Sheet** can be downloaded from the State Construction As-Built Plans website at:

<http://www.fdot.gov/construction/eConstruction/AsBuiltPlans.shtm>.

If a Design Signature Sheet(s) is included in a plan component from the EOR, it will not be voided when inserting the **Final As-Built Signature Sheet**. All changes made in the field not requiring an engineering evaluation will be indexed on the **Final As-Built Signature Sheet(s)** and **digitally certified** and signed and sealed by the responsible PE. **Rule 61G15.23, F.A.C.** requires text to be included with a digital signature to indicate a document has been digitally signed and sealed and printed copies are not considered signed and sealed. The Department's recommended signature appearance to comply with this requirement is shown in [Attachment 5.12-3](#).

- (a) The responsible engineer must include the company name and address, for each component's **Final As-Built Signature Sheet(s)**.
- (b) All changes to the **Final As-Built Plans** during construction shall be shown on the **Final As-Built Signature Sheet(s)** for each component. The information shall include:
 - (1) Sheet number on which the change is shown in the plans
 - (2) A brief description of the change

If more space than provided is needed, an additional page(s) can be added to the **Final As-Built Plans**.

- (c) As the project progresses, each person applying markups or changes to the **Final As-Built Plans** and all reviewers throughout the project shall print his/her name followed by the applicable position/reviewer type, the change/review date, and his/her agency/company name on the **Final As-Built Signature Sheet**. This applies to all project personnel (SPE, PA, CSS, Inspectors), all QA/QC/IA reviewers (internal company reviews and Department reviews), and DFEO staff after final acceptance. If more space than provided is needed, an additional page can be added to the **Final As-Built Plans**.

~~(5)~~(3) Typical Section Sheets

Authorized changes to the typical section shall be marked appropriately. Documentation for such changes shall be included as a part of the **Final Estimates Documentation**. Some typical examples include:

- (a) Increase or decrease in thickness
- (b) Change in type of material
- (c) Substitution of pay items
- (d) Change in limits of work
- (e) Addition/Deletion of items of work
- (f) Other Geometric designs (such as varied cross slope)

~~(6)~~(4) Summary of Pay Items

The **Plan Summary Sheets** for each of the major groups of pay items are to be included in the **Final As-Built Plans**. Pay item quantities shall be updated on the Summary of Pay Items in the appropriate **Pay Item Summary Box** as detailed in **CPAM Section 5.13**.

~~(7)~~(5) Plan Sheets

The **Plan Sheet** details for all the major groups of plans become the permanent historical record of the construction project. All changes in construction that would constitute a conflict in this record shall be clearly delineated on the **Final Plan Sheets**. Insert changes and cross out all incorrect data. The following changes must be noted:

- (a) Changes to the horizontal and vertical alignments as shown on the original Contract Plans

- (b) Stations or equations that have been introduced or revised during construction
- (c) Intersection and crossover details that have been modified or relocated
- (d) Inlets, manholes, box culverts, and end walls that were added, relocated, revised, or deleted
- (e) All sidewalk that was modified in thickness or otherwise, and all curb and gutter, and shoulder gutter that was added, revised, or deleted
- (f) All driveways that were not shown on the original Contract Plans, or were shown but are no longer in existence, or were modified in thickness or otherwise
- (g) All ditch locations and grades that were adjusted during construction
- (h) Changes in fencing items, including gate location
- (i) Sign locations changed and pavement markings that were modified
- (j) All signal details that changed during construction
- (k) All Bridge, Approach Slab, and Lighting details that are different from the actual construction
- (l) Bench-Marks (BM) and their descriptions that were set during construction shall be added to the profile portion of the **Plan Sheets**
- (m) All Utility relocates and/or conflicts shall be reflected on the **Utility Adjustment Sheets**

(8)(6) Summary of Drainage Structures, Optional Materials Tabulation and Drainage Structure Sheets

Changes shall be made on the **Final As-Built Plans** set, to reflect:

- (a) Plan lengths changed to reflect the actual construction length when an authorized field change is made or a plan error is noted
- (b) Changes in flow line elevations shall be shown on the **Plan Profile Sheets**
- (c) Changes in stations or offset dimensions
- (d) Changes in size of structures

- (e) Added/Deleted structures
- (f) Type of pipe material and thickness used at each structure shall be shown on the ***Drainage Structures Sheets*** and the ***Optional Materials Tabulation Sheets***. The as-built column will be checked to indicate what type of pipe material and thickness was used at each structure.
- (g) Types of inlets and manholes constructed shall be indicated
- (h) When the method of measurement is plan quantity for cross drain and storm sewer pipes, plan errors shall be distinguished from field changes due to different tolerances being applicable.
- (i) ***Lateral Ditch Sheets***: All adjustments in horizontal alignment of flow line grade shall be delineated on the ***Plan and Profile Sheets***. The cross-section shall be adjusted to reflect the change if a pay quantity adjustment is required.

~~(9)~~(7) **Cross-Section Sheets**

The disposition of the ***Cross-Section Sheets*** with regard to a set of ***Final As-Built Plans*** depends on the method of payment set up for the earthwork items (refer to the ***Special Provisions*** of each Contract).

- (a) **Excavation Borrow Pits, Excavation Subsoil, and Excavation Channel on Cubic Yard Basis**: Final ***Cross-Section Sheets*** and volumetric computations are to be prepared and included in the ***Final As-Built Plans***. They are required to reflect the actual work accomplished and are the basis of final pay quantities. The original plan cross-sections shall remain a part of the ***Final As-Built Plans***.
- (b) **Embankment, Regular Excavation, and Lateral Ditch Excavation on Cubic Yard Plan Quantity Basis**: The original design cross-sections are used as the basis for both plan and final pay quantities and to control grading operations. They are to be retained as part of the ***Final As-Built Plans***. Additional cross-sections to correct plan errors and/or to reflect field changes are prepared and added to the ***Final As-Built Plans***. Detailed instructions pertaining to earthwork are included in ***Section 5.16***.

~~(10)~~(8) **Final As-Built Bridge Plans**

The Structures Designer and Facilities Engineers need to have accurate bridge records available for inspection, maintenance, rehabilitation, and emergency repair operations,

and any future widening operations. The following information shall be recorded and/or referenced on the proper matrices, plans sheets, log books, and forms for bridge projects:

- (a) As-Built load rating calculations, input files, output files and load rating summary sheets or letter from EOR stating that the as-bid load ratings represent the as-built condition. Clearly list casting dates and stressing dates for all post-tensioned concrete components in the as-built load rating calculations. Load Ratings, based on as-built condition shall be recorded on the appropriate forms and entered into EDMS in the appropriate group and document type with structure number identified.
- (b) Drill Shaft Inspection Records shall be recorded and appropriately marked as permanent record and ~~inputted~~entered into EDMS. Reference the EDMS number within the **Final As-Built Plans**.
- (c) Pile Driving Log Books/Pile Driving records shall be recorded and appropriately marked as permanent record and ~~inputted~~entered into EDMS. Reference the EDMS number within the **Final As-Built Plans**.
- (d) All crack observations on the structures shall be documented either through detailed sketches or "Crack Maps", it is the responsibility of the CCEI Inspector to perform this inspection (as outlined in the **CPAM Section 10.3.5**).
- (e) Shop Drawings shall be ~~inputted~~entered into EDMS. Reference the EDMS number within the **Final As-Built Plans**.
- (f) Engineer approved repairs due to Request for Corrections (RFC) not included in the **Final As-Built Plans**. For further explanation see **CPAM Section 8.11**.

The above items should be stored in EDMS in the appropriate directory and the EDMS document number should be referenced on the **Final As-Built Plans** in the applicable location. Original documents may be turned over to the District Structures and Maintenance Engineers for their use. Ensure all documents have been Quality Control reviewed to ensure correctness and legibility.

The electronic design files for the Category II (see **FDM Chapter 121** for category definitions) bridge plans will be updated to reflect as-built conditions in the native CADD format. The Districts will have the option to have the appropriate EOR or the CCEI consultant perform this CADD service. The plans shall be submitted with the **Final Estimates Documentation**. The EOR shall update the bridge load ratings based on the as-built bridge plans or review load ratings submitted by the Contractor's EOR for contractor-initiated revisions per **CPAM Section 10.11**.

The RE will markup sheets requiring minor (non-engineering evaluation) as-built changes and show those changes on the **Final As-Built Signature Sheet(s)**. For major changes, the RE will send ~~these~~ revisions back to the appropriate EOR as outlined in **FDM Chapter 131**. Any revisions made by value engineering decisions will be digitally signed and sealed by the Contractor's EOR. This may be a Cost Savings Initiative Proposal (CSIP) redesign or an original design of certain components including Shop Drawings. The Contractor's EOR will send the signed and sealed plan revisions back to the RE for inclusion into the **Final As-Built Plan** set.

Prior to submittal of the **Final Estimates Documentation**, the electronic as-built bridge plans will be secured with a digital certification.

5.12.9 Design-Build Final As-Built Plans

Design-Build **Final As-Built Plans** shall be provided to the Department meeting the requirements of the Request for Proposal (RFP) and Design-Build Specifications. It is not necessary to apply a digital signature to each page of the Release for Construction Plans; one signature will suffice for the entire document. Any required changes to the **Final As-Built Plans** by the Department shall meet the requirements found within **this section of CPAM**. ~~and the~~ responsible Engineer shall also insert the **Final As-Built Signature Sheet**, apply the appropriate statement of disclaimer per [CPAM Section 5.12.7\(BG\)](#), and sign and seal the **Final As-Built Plans**.

5.12.10 Changes after Submittal of Final Estimates Documentation

~~(H)~~(A) Resident Level Responsibilities

It will be the ROs responsibility to make any changes, required due to findings by the DFEO during the Post Audit Review (PAR), that modify the **Final As-Built Plans**. All changes will be made in accordance with this Manual.

Exception to the above: Updates to an item's quantity by the DFEO after submittal of the **Final Estimates Documentation**, with no corresponding modifications to the Plans, will not require changes or new digital signature by the RO.

5.12.11 As-Built Data Collection

(A) Final Quality Control Roadway Report (QCRR)

The PA is responsible for submitting the final QCRR (**Form 675-030-20A, Asphalt Roadway – Daily Report of Quality Control**) via email to the State Materials Office as a record of the as-built pavement data at the following email address: **SM-MACQCRRUpload@dot.state.fl.us**.

(B) Intelligent Transportation System Facility Management (ITSFM)

Feature Import Templates (as required in **Specifications 611-2.3**) should be submitted by the Contractor to the Project Administrator (PA) for review and acceptance. The PA will submit the Feature Import Templates to the District Traffic Operations with the As-Built Plans for entry into the Department's ITS Facility ManagementITSFM system and enter applicable correspondence in EDMS.

(H)(C) Approved Product List (APL)

The PA is responsible for ensuring all APL data is entered into the Pay Item Tracking System (PTS) and the information is complete and accurate. It is recommended that APL data be entered at the time of installation. APL data is required to be entered into the PTS prior to submittal of the monthly estimate. Please contact the **Product Evaluation Office** for more information on required APL tracking.

5.12.115.12.12 Final As-Built Plans Handling Process

(J)(A) District Level Responsibilities

After the final close-out/PARs, the DFEO will ensure all required documents are included in the electronic files in EDMS.

Projects pending litigation will be kept available until they are finalized.

The Department's procedure for Record Retention shall be adhered to as outlined in the **Records Management Procedure, Topic No. 050-020-025**.

5.12.125.12.13 Attachments

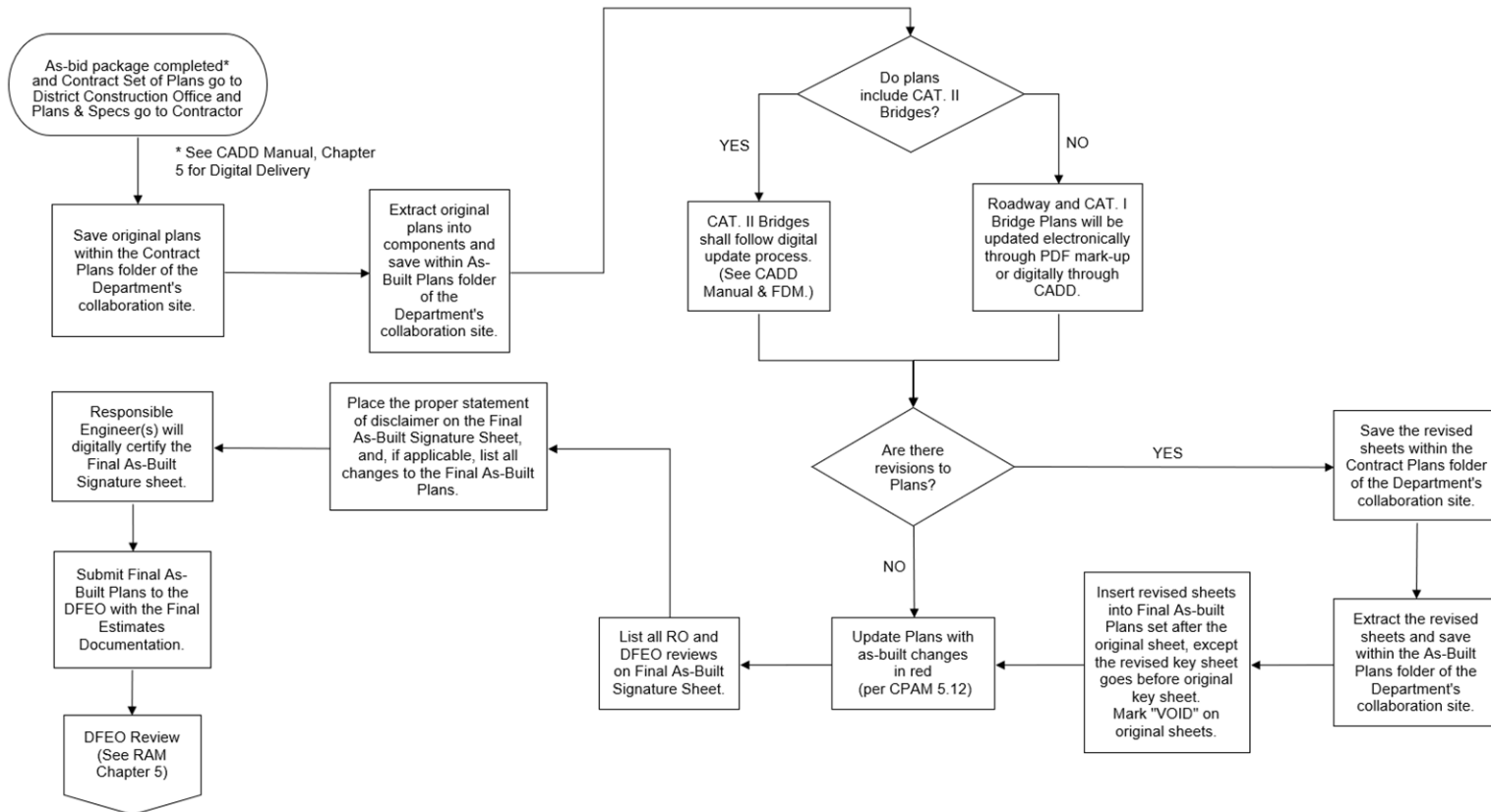
Attachment 5.12-1A.....Final As-Built Plans Process (Resident Office)

Attachment 5.12-1B..... Final As-Built Plans Process (District Final Estimates Office)

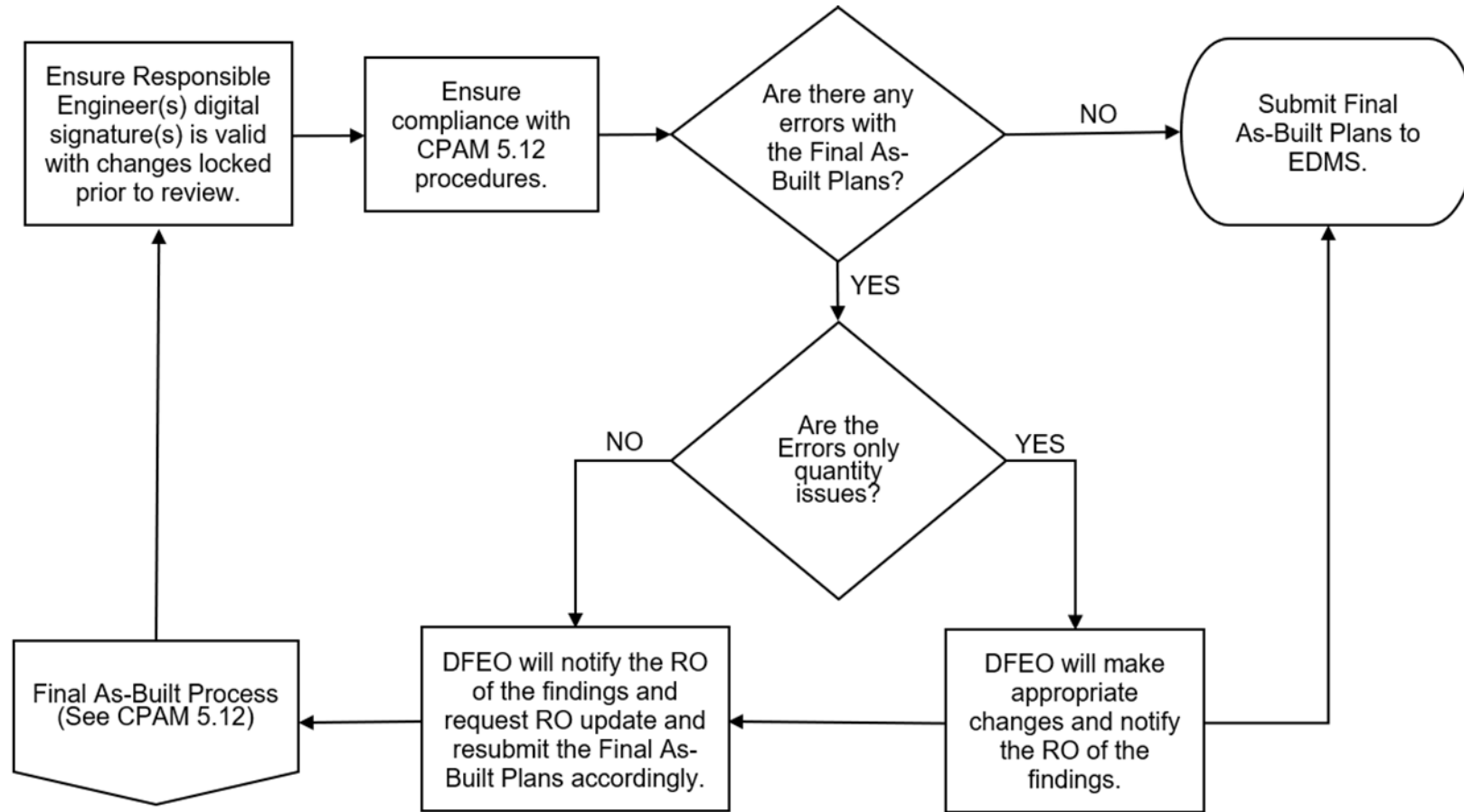
Attachment 5.12-2Key Sheet

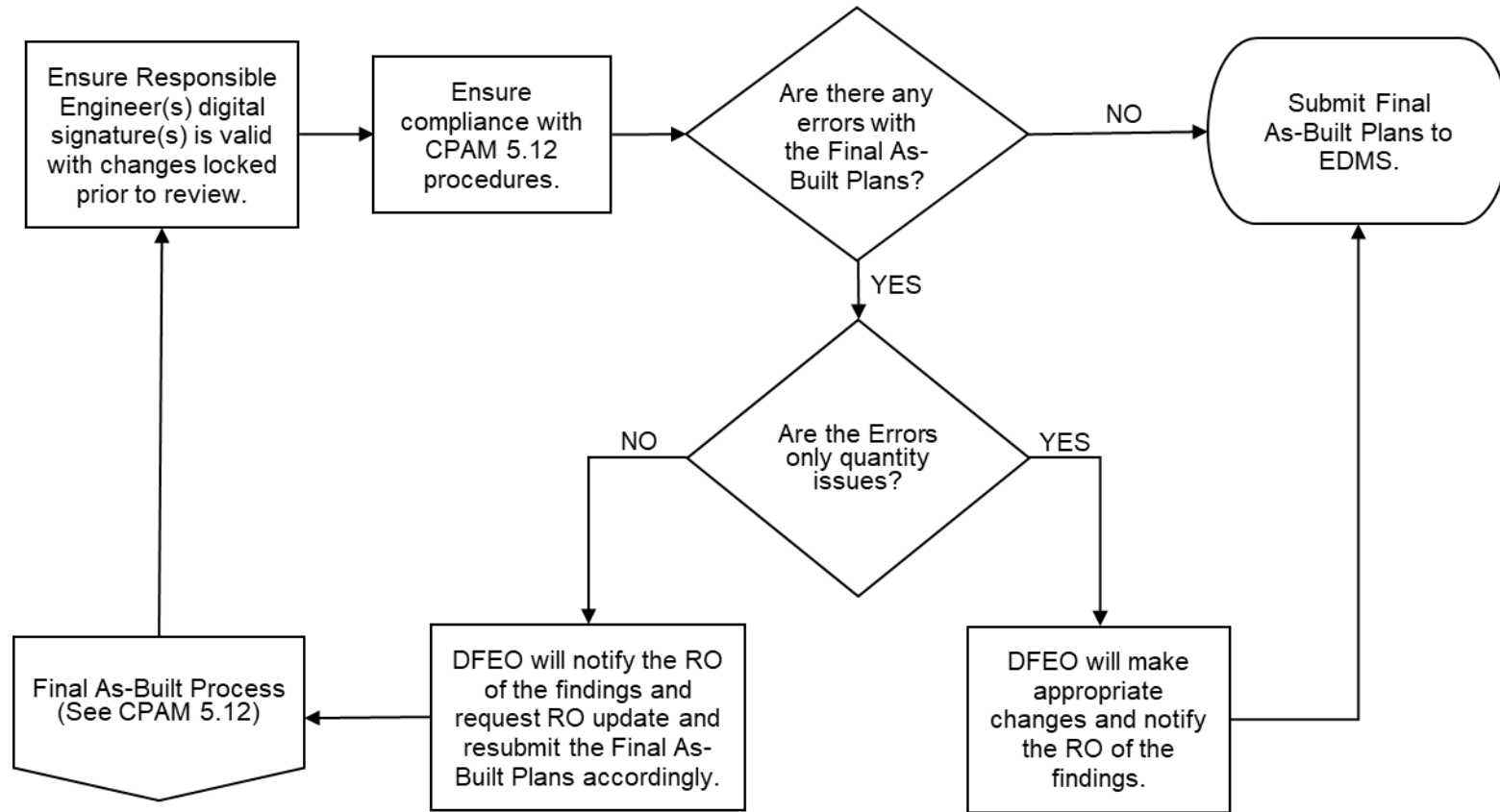
Attachment 5.12-3Final As-Built Signature Sheet

~~(K)~~ **Attachment 5.12-1A**
FINAL AS-BUILT PLANS PROCESS
Resident Office



(L) Attachment 5.12-1B
FINAL AS-BUILT PLANS PROCESS
District Final Estimate Office





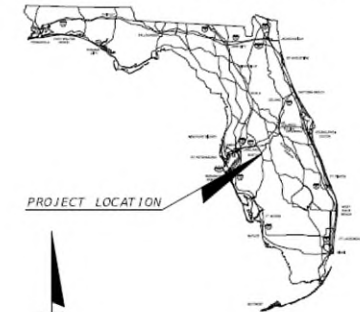
**(M) Attachment 5.12-2
 KEY SHEET**

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

FINAL AS-BUILT PLANS
~~CONTRACT PLANS~~

FINANCIAL PROJECT ID 431278-1-52-01
 (FEDERAL FUNDS)
 POLK COUNTY (16030 AND 16030-301)
 STATE ROAD NO. 35/555

CONSTRUCTION CONTRACT NO. T1623



PROJECT LOCATION

COMPONENTS OF CONTRACT PLANS SET
 ROADWAY PLANS
 SIGNING AND PAVEMENT MARKING PLANS
 SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-3	SIGNATURE SHEET
4	SUMMARY OF PAY ITEMS
5	TYPICAL SECTION
6	TYPICAL SECTION DETAILS
50-1 - 50-47	SUMMARY OF QUANTITIES
7 - 8	SUMMARY OF DRAINAGE STRUCTURES
9	OPTIONAL MATERIALS TABULATION
10 - 11	BENCHMARKS
12 - 13	REFERENCE POINTS
14	PROJECT NOTES
15 - 40	ROADWAY PLAN
41 - 42	DRAINAGE STRUCTURES
43 - 44	DRAINAGE DETAILS
45 - 47	DRIVEWAY CROSS SECTIONS
48 - 50	STORMWATER POLLUTION PREVENTION PLAN
51 - 65	TEMPORARY TRAFFIC CONTROL PLAN
66 - 67	SUMMARY OF VERIFIED UTILITIES
68 - 71	POTENTIAL CONTAMINATION SITES

LIST OF REVISED INDEX DRAWINGS

INDEX NO.	SHEET NO.
600	1+12 OF 12
619	1+2 OF 2
11200	2 OF 3
11860	4 OF 8
17302	1 OF 1
17346	1+2 AND 13-14
17347	1+3 OF 5
17727	2 OF 2
17841	1 OF 1

RAILROAD CROSSING NO. 624492-H
 (SR 35/SR 555)
 CSX TRANSPORTATION, INC.
 RIMP SV 851.17
 STA. 666+40.00 @ SURVEY SR 35/ SR 555

COMPONENT INDEX

JACK AND BORE AS-BUILT DRAWINGS EDMS DOC # _____
 SIGN SHOP DRAWINGS EDMS DOC # _____

GOVERNING STANDARDS AND SPECIFICATIONS
 Florida Department of Transportation, 2013 Design Standards and revised Index Drawings as appended herein, and July 2015 Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.
 For Design Standards click on the "Design Standards" link at the following web site:
<http://www.dot.state.fl.us/rddesign/>
 For the Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site:
<http://www.dot.state.fl.us/specificationsoffice/>

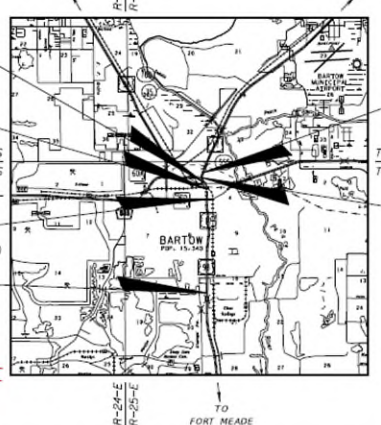
LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	13,433.36	2.544
BRIDGES	0.000	0.000
NET LENGTH OF PROJECT	13,433.36	2.544
EXCEPTIONS	168.15	0.032
GROSS LENGTH OF PROJECT	13,601.51	2.576

KEY SHEET REVISIONS

DATE	DESCRIPTION

TO HIGHLAND CITY TO EAGLE LAKE
 TO LAKE WALES TO FORT MEADE
 TO MULBERRY



END EXCEPTION STA. 668+44.33 MP 0.323
 BEGIN EXCEPTION STA. 666+02.69 MP 0.269
 END PROJECT (16030000) STA. 684+38.74 MP 18.532
 BEGIN PROJECT (16030000) STA. 548+37.23 MP 15.959
 STA. 651+81.09 MP 17.918 END (16030000) MP 0.000 BEGIN (16030301)
 STA. 678+63.33 STA. 98+16.05 MP 0.508 END (16030301) MP 18.423 BEGIN (16030000)

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:
 ANDRA G. DIOGAS II, P.E.
 FLORIDA DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE OFFICE
 801 N. BROADWAY AVENUE
 BARTOW, FL 33830-3809

PLANS PREPARED BY:
 FLORIDA DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE OFFICE
 801 N. BROADWAY AVENUE
 BARTOW, FL 33830-3809
 (863) 519-2360

NAME OF PRIME CONTRACTOR: _____
 NAME OF PRIME CONSULTANT: _____
 DISTRICT SECRETARY: _____
 RESIDENT ENGINEER: _____
 PDOT PROJECT MANAGER: _____
 PROJECT ADMINISTRATOR: _____
 DATE WORK STARTED: _____
 DATE WORK FINAL ACCEPTED: _____

ROADWAY PLANS
 ENGINEER OF RECORD: MELISSA M. GRIMES, P.E.
 P.E. NO.: 72156

FISCAL YEAR	SHEET NO.
16	1

FDOT PROJECT MANAGER: M. WAYNE SHELTON

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE STORED AND SEALED UNDER RULE 61015-23.003, F.A.C.

(N) Attachment 5.12-3
FINAL AS-BUILT SIGNATURE SHEET

Ashley W Anderson
 Digitally signed by Ashley W Anderson
 Date: 2019.10.07 09:38:21 -04'00'
 STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 123456
 THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY Ashley Anderson, PE ON THE DATE INDICATED HERE
 PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.
 FLORIDA DEPARTMENT OF TRANSPORTATION
 605 SUWANNEE STREET
 TALLAHASSEE, FL 32303
 ASHLEY ANDERSON, P. E. NO. 99999
 This project was constructed in substantial compliance with these plans as provided by the Engineer of Record. These plans reflect "as-built" conditions and no changes were made to the plan sheets.

Ashley W Anderson
 Digitally signed by Ashley W Anderson
 Date: 2020.02.12 12:36:26 -05'00'
 STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 99999
 THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY Ashley Anderson, PE ON THE DATE INDICATED HERE
 PRINTED COPIES OF THE DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.
 ROADWAY ENGINEERS, INC.
 123 MAIN STREET
 TALLAHASSEE, FL 32303
 ASHLEY ANDERSON, P. E. NO. 99999
 The above named professional engineer shall be responsible for the following changes, indicated in redline revision, in accordance with Rule 61G15-23.004, F.A.C. This project was constructed in substantial compliance with these plans as provided by the Engineer of Record.

ROADWAY PLANS

SHEET NO.	DESCRIPTION OF CHANGE
1	PROJECT DETAILS
4-6	BASE THICKNESS CHANGED
SQ1-25	ADDED FINAL QUANTITIES
34	AS-BUILT OPTIONAL MATERIALS INDICATED
66	SIDEWALK REALIGNMENT

SIGNING & PAVEMENT MARKING PLANS

S2-S4	ADDED FINAL QUANTITIES
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NO CHANGES

WITH CHANGES

Reviewer Information

Date	Name	Position (Title)	Review Type, If Applicable
RESIDENT OFFICE			
10/25/2017	Jane Doe	30% Review	QA
10/16/2018	John Doe	60% Review	QA
10/31/2019	Joe Smith	60% Review	QA
	Jimmy Smith	Inspector	
	Jill Brown	Contract Support Specialist	
	Ashley Anderson	Senior Project Engineer	
DISTRICT OFFICE			
11/06/2018	Peter Piper	IA Review (Jill Brown)	
11/06/2019	Peter Piper	60% Review	QC OTHER

REVISIONS				ROADWAY ENGINEERS, INC.	STATE OF FLORIDA			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	123 MAIN STREET	DEPARTMENT OF TRANSPORTATION			
				TALLAHASSEE, FL 32303	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					999	LEON	123456-1-52-01	2A