TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	BR-STP-1(283)	
STATE PROJ. NO.	79011-3266-94	

Index Of Sheets

SEE SHEET 1A FOR INDEX & STANDARD DRAWINGS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

STATE ROUTE 1 (U.S. 70)

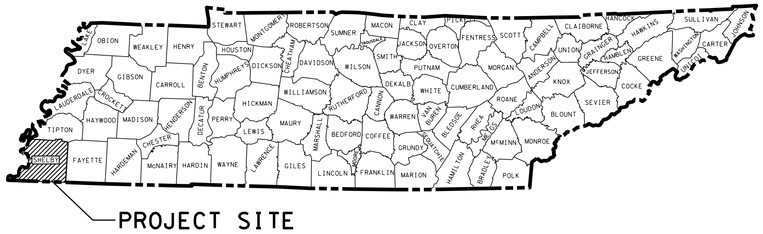
BRIDGE & APPROACHES OVER

LOOSAHATCHIE RIVER @ L.M. 30.36

GRADE, DRAIN, BASE & SURFACE, STRUCTURE, GUARDRAIL, & PVMT MARKING

CONSTRUCTION

STATE HIGHWAY NO. SR 1 F.A.H.S. NO. U.S. 70/79



(79011-3266-94)

PROJECT BR-STP-1(283) (CONST.)

STA. 1176+40.00 TO STA. 1217+75.00

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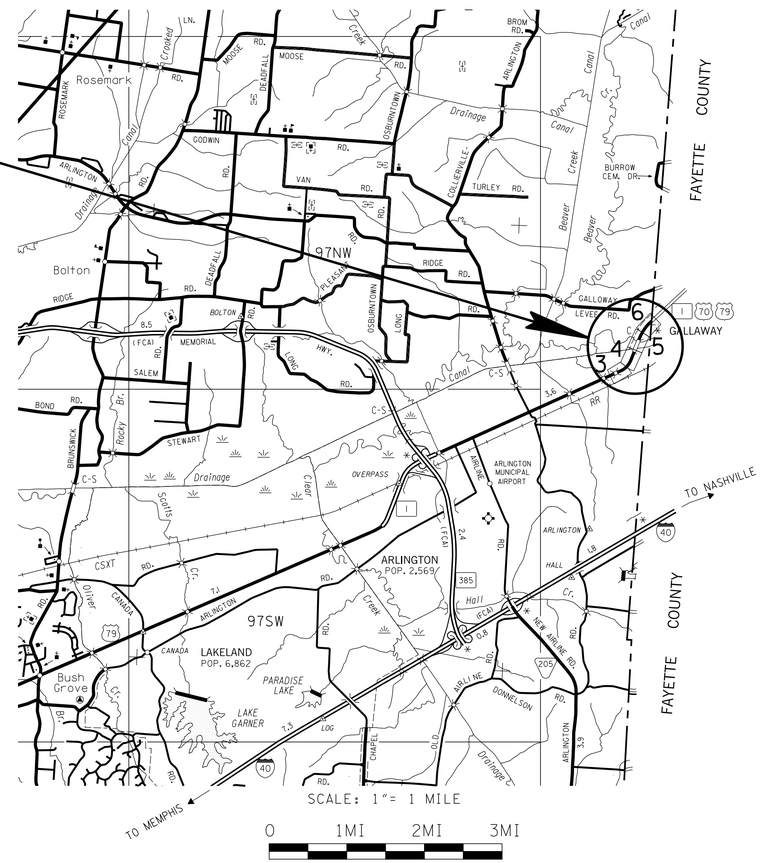

NO EXCLUSIONS
NO EQUATIONS

TWO LANES OF TRAFFIC TO REMAIN OPEN DURING CONSTRUCTION

UNOFFICIAL SET

NOT FOR BIDDING

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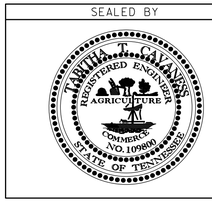

APPROVED: Paul D. Degges

PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED:

JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 2 TABITHA CAVANESS P.E., REG. 4

DESIGNER DEREK LINK, REG. 4 CHECKED BY WILLIE COLEMAN, REG. 4

P.E. NO. 79011-1266-94

PIN NO. 115683.00

ORIGINAL SURVEY 09/18/12
SURVEY UPDATE 01/29/14

ROADWAY LENGTH	0.647 MILES
BRIDGE LENGTH	0.136 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.783 MILES

TRAFFIC DATA	
ADT (2015)	5200
ADT (2035)	8944
DHV (2035)	984
D	65 - 35
T (ADT)	6 %
T (DHV)	4 %
V	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	BR-STP-1(283)	
STATE PROJ. NO.	79011-2266-94	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

STATE ROUTE 1 (U.S. 70)

BRIDGE & APPROACHES OVER

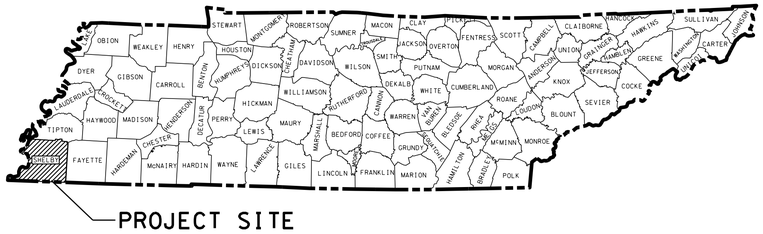
LOOSAHATCHIE RIVER @ L.M. 30.36

R.O.W.

STATE HIGHWAY NO. SR 1 F.A.H.S. NO. U.S. 70/79

Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3-6	PRESENT LAYOUTS
3A-6A	PROPOSED LAYOUTS
3B-6B	PROFILE
7-7A	EPSC PLAN PHASE 1
8-8A	EPSC PLAN PHASE 2
9-9A	EPSC PLAN PHASE 3
10-31	ROADWAY CROSS-SECTIONS



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PROJECT BR-STP-1(283) (R.O.W.)

STA. 1177+56.54 TO STA. 1216+50.00

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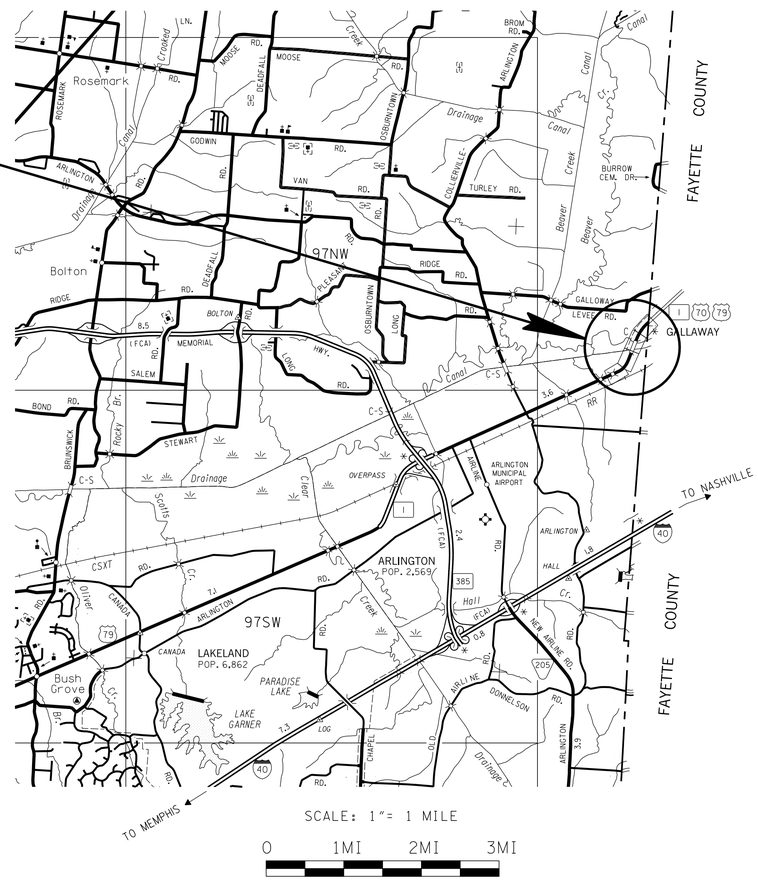

NO EXCLUSIONS
NO EQUATIONS

TWO LANES OF TRAFFIC TO REMAIN OPEN DURING CONSTRUCTION

R.O.W. PLANS

SEALED BY

UNOFFICIAL SET

NOT FOR BIDDING

APPROVED: Paul D. Degges

PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED:

JOHN SCHROER, COMMISSIONER

ORIGINAL SURVEY 09/18/12

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 TABITHA CAVANESS P.E., REG. 4

DESIGNER DEREK LINK, REG. 4

P.E. NO. 79011-1266-94

PIN NO. 115683.00

R.O.W. LENGTH 0.737 MILES

TRAFFIC DATA	
ADT (2014)	5360
ADT (2034)	9220
DHV (2034)	1014
D	65 - 35
T (ADT)	6 %
T (DHV)	4 %
V	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

07-MAY-2015 10:29
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	1A

INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS INDEX	1A
PROJECT COMMITMENTS	1B
ESTIMATED BRIDGE QUANTITIES AND BRIDGE INDEX	2
ESTIMATED ROADWAY QUANTITIES	2A
ESTIMATED UTILITIES QUANTITIES	2B
TYPICAL SECTIONS AND PAVING SCHEDULE	2C
GENERAL NOTES AND SPECIAL NOTES	2D - 2G
PRESENT LAYOUTS	3-6
PROPOSED LAYOUTS	3A - 6A
PROPOSED PROFILES	3B - 6B
EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS	7-7E
ENVIRONMENTAL MITIGATION PLANS	8-8A
TRAFFIC CONTROL PLANS WITH CONSTRUCTION PHASING NOTES	9-9C
SOILS SHEETS	10-10A
ROADWAY CROSS SECTIONS	11-32
UTILITIES INDEX	U1-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX	S-1

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD-UD-7	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-9	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-TS-3	10-15-02	DESIGN STANDARD FOR 2-LANE ARTERIAL HIGHWAYS

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PB-3		INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-1	02-12-76	TYPE "A" CONCRETE ENDWALL 2:1 SLOPE, 36" TO 78"
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-SEW-1A	06-14-13	SIDE DRAIN CONCRRETE ENDWALL WITH STEEL PIPE GRATE

SAFETY APPURTENANCES AND FENCE

DWG. NO	REV.	DESCRIPTION
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-RP-2	01-19-99	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-5	04-11-14	SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS
S-PL-6	12-01-14	SAFETY PLAN SAFETY HARDWARE PLACEMENT
S-CC-1		CRASH CUSHION
S-GR31-1	12-01-14	W-BEAM GUARDRAIL
S-GRS-1		SPECIAL CASE LONG SPAN GUARDRAIL, ONE SPAN OMITTED
S-GRS-3		SPECIAL CASE GUARDRAIL FOOTING
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRC-2	04-11-14	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW-VOLUME LOCAL ROADS (ADT<= 400)
S-GRC-3		MEDIAN DIVIDER GUARDRAIL TRANSITION TO CONCRETE MEDIAN BARRIER
S-GRT-1		TYPE 12 GUARDRAIL TERMINAL BURIED-IN-BACKSLOPE
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT)

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-15A	01-30-15	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-31	09-01-05	TRAFFIC CONTROL 2-LANE, 2-WAY DIVERSION (GREATER THAN 40 MPH)

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSON (DOWNSTREAM)
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSON (UPSTREAM)
EC-STR-37	06-10-14	SEDIMENT TUBE

STANDARD TRAFFIC DRAWINGS

SIGNS

DWG. NO	REV.	DESCRIPTION
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-23C	07-19-13	BREAKAWAY U-POST SIGN SUPPORTS

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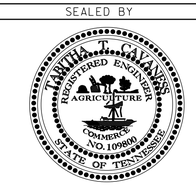

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	Environmental Division, Hazardous Materials	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS CONDUCTED ON BRIDGE NO. 79SR0010039, SR 1 OVER LOOSHATCHIE RIVER, LM 30.36. NO ACM WAS DETECTED. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THIS STRUCTURE AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10 DAY NOTICE OF DEMOLITION TO THE TENNESSEE DIVISION OF AIR POLLUTION CONTROL (STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2015) SECTIONS 107.08 D AND 202.03).	LM 30.36

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	2A

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)(16)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8652
(2)(14)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	17826
10)(17)	203-03.01	BORROW EXCAVATION (SELECT MATERIAL)	C.Y.	20708
	203-06	WATER	M.G.	623
(6)	203-50	CONSTRUCTION OF HAUL ROAD	LS	1
(1)	209-05	SEDIMENT REMOVAL	C.Y.	300
(1)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	7597
(1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	250
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(1)	209-09.01	SANDBAGS	BAG	1500
(1)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(1)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	1550
(3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	14905
(18)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING C OR D	TON	150
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	224
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	1226
	307-01.02	ASPHALT CEMENT (PG64-22) (BPMB-HM) GRADING A-S	TON	32
	307-01.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	938
(4)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1465
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	11
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	44
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	9
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	326
(5)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	648
	604-04.04	BRIDGE END DRAINS(4'X8')	EACH	4
(1)	607-37.19	120" CORRUGATED METAL PIPE CULVERT	L.F.	132
	607-39.07	48" PIPE CULVERT (SIDE DRAIN)	L.F.	32
(12)	610-07.03	18" PIPE DRAIN (BRIDGE DRAIN)	L.F.	120
	611-07.36	48IN ENDWALL (SIDE DRAIN)	EACH	2
(1)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	72
(1)	621-03.04	30" TEMPORARY DRAINAGE PIPE	L.F.	70
(1)	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	152
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	974
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	5
(8)	705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	38
(8)(11)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
(1)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	7836
(13)	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	9
(12)	709-01.01	RUBBLE STONE RIP-RAP	C.Y.	6
(1)(15)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	6190
(1)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	1526
	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	765
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	5710
	710-05	LATERAL UNDERDRAIN	L.F.	573
	710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	2
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	12
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	11
(8)	712-01	TRAFFIC CONTROL	LS	1
(8)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	809
(8)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	84
(8)	712-04.10	TEMPORARY FLEXIBLE TUBULAR DELINEATOR	EACH	46
(8)	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	38
(8)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	26
(8)	712-06	SIGNS (CONSTRUCTION)	S.F.	262
(8)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	48
(7)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
(19)	713-16.20	SIGNS (TN-5)(LOOSAHATCHIE RIVER)	EACH	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(19)	713-16.21	SIGNS (W1-2R)	EACH	1
(19)	713-16.22	SIGNS (W3-5)(40 M.P.H.)	EACH	1
(8)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	3.133
(9)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	3.133
	717-01	MOBILIZATION	LS	1
(1)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	597
(10)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	68557
(1)	740-11.02	TEMPORARY SEDIMENT TUBE (12 INCH)	L.F.	200
(1)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	193
	801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	181
(1)	801-03	WATER (SEEDING & SODDING)	M.G.	144
	802-12.07	BETULA NIGRA (RIVER BIRCH SEEDLNG B.R.)	EACH	155
	802-12.18	LIQUIDAMBER STYRACIFLUA (SWEETGUM SEEDLNG B.R.)	EACH	155
	802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	155
	802-12.37	QUERCUS PALUSTRIS (PIN OAK SEEDLNG B.R.)	EACH	155
	802-12.38	QUERCUS PHELLOS (WILLOW OAK SEEDLNG B.R.)	EACH	155
	803-01	SODDING (NEW SOD)	S.Y.	10672

FOOTNOTES

(1) SEE EPSC PLANS, SHEET 7 FOR FURTHER DETAILS. QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES 8 C.Y. FOR PRIVATE DRIVES.
(3) INCLUDES 159 TONS FOR PRIVATE DRIVES.
(4) INCLUDES 53 TONS FOR PRIVATE DRIVES.
(5) INCLUDES 31 TONS FOR PRIVATE DRIVES.
(6) THIS ITEM SHALL INCLUDE ALL MATERIAL NEEDED TO CONSTRUCT TEMPORARY HAUL ROADS WITH THE EXCEPTION OF THE TEMPORARY CULVERT CROSSINGS. SEE HAUL ROAD TYPICAL ON SHEET 2C FOR FURTHER DETAILS.
(7) REMOVE SIGN & SUPPORT (NO FOOTINGS ON THESE SIGNS) ON APPROXIMATELY 4 SIGNS WITHIN THE GRADING LIMITS OR AS DIRECTED BY THE ENGINEER.
(8) SEE TRAFFIC CONTROL PLANS, SHEET 9 FOR FURTHER DETAILS.
(9) FOR FINAL SURFACE MARKINGS ONLY.
(10) SEE SOILS SHEET 10 FOR FURTHER DETAILS
(11) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(12) STANDARD DRAWING STD-1-7 IS TO BE USED FOR BURIAL OF THE OUTLET PIPE AND FOR END TREATMENT DETAILS.
(13)

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
3	-	1	1	**2**
4	3	-	-	**3**
5	2	-	-	**2**
6	-	1	1	**2**
TOTALS	**5**	**2**	**2**	**9**

(14) INCLUDES 2724 C.Y. OF EXCAVATION UNDER BRIDGE.
(15) INCLUDES 5989 TONS FOR EMBANKMENT STABILIZATION SEE SOILS PLAN SHEET 10 FOR FURTHER DETAILS.
(16) INCLUDES 4449 C.Y. UNDER BRIDGE.
(17) INCLUDES 314 M.G. FOR ITEM 203-01.01.
(18) TO BE USED AS DIRECTED BY ENGINEER
(19) SEE PROPOSED LAYOUT SHEETS 3A - 5A FOR SIGN DETAILS.

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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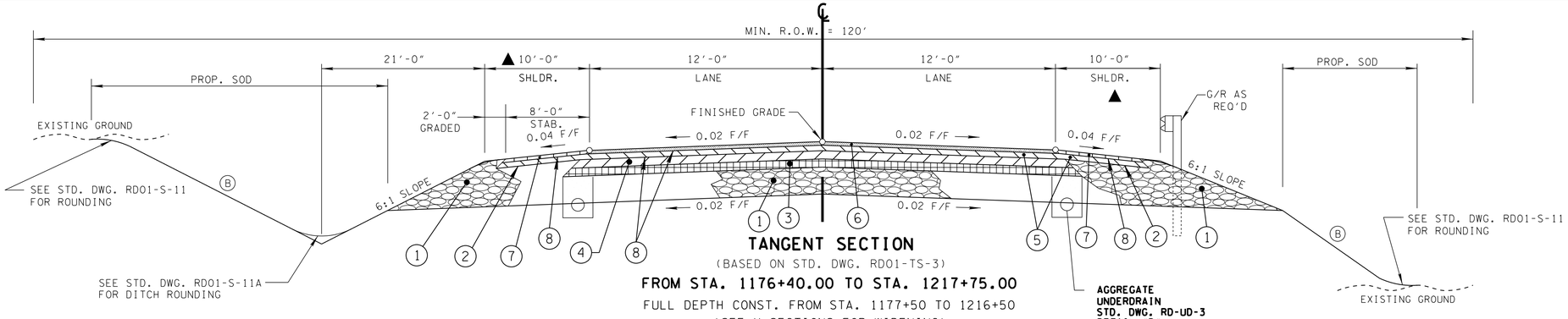
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	2
CONST.	2015	BR-STP-1(283)	2C



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-3)

FROM STA. 1176+40.00 TO STA. 1217+75.00

FULL DEPTH CONST. FROM STA. 1177+50 TO 1216+50

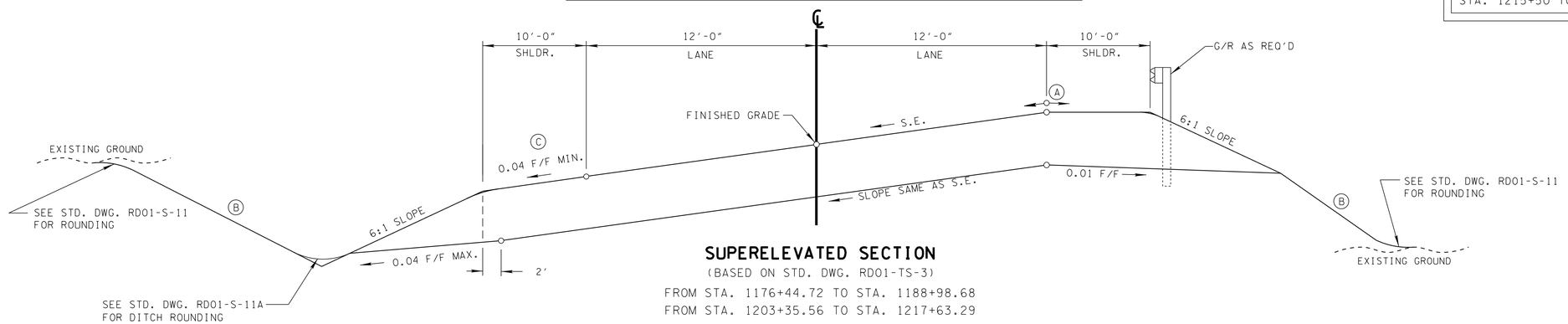
(SEE X-SECTIONS FOR WIDENING)

HALF SECTION IN CUT

HALF SECTION IN FILL

NOTE:FROM STA. 1176+40 TO STA. 1177+50 & FROM STA. 1216+50 TO STA. 1217+75 OVERLAY EXISTING PAVEMENT ONLY.

▲ STA. 1180+00 TO STA. 1184+00 TRANSITION FROM 2' SHLDRS. TO 10' SHLDRS.
STA. 1215+50 TO STA. 1216+50 TRANSITION FROM 10' SHLDRS. TO 2' SHLDRS.



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-3)

FROM STA. 1176+44.72 TO STA. 1188+98.68

FROM STA. 1203+35.56 TO STA. 1217+63.29

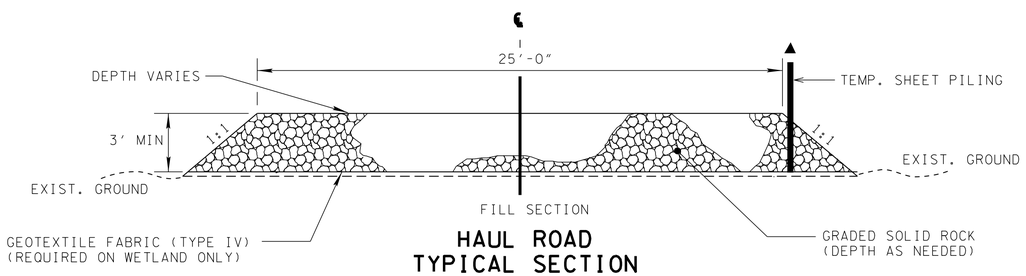
(SEE TANGENT CROSS-SECTION ABOVE FOR DETAILS NOT OTHERWISE SHOWN)

(A) SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FT/FT.

(B) SIDE SLOPES VARY - SEE STD. DWG. RD01-S-11 (CASE I) OR ROADWAY CROSS -SECTIONS FOR SLOPES.
VARIABLE SLOPE RATIO BASED ON HEIGHT ("H")

FILL SLOPES	HT. OF FILL
6:1	0'-7'
4:1	7'-15'
3:1	OVER 15'
CUT SLOPES	
4:1	0'-15'
3:1	OVER 15'

(C) SLOPE EQUAL TO SUPERELEVATION WHEN S.E. EXCEEDS 0.04 FT/FT



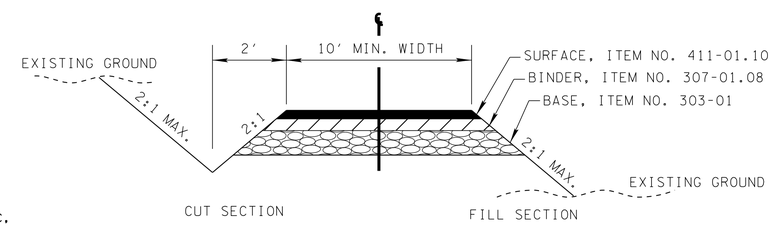
HAUL ROAD TYPICAL SECTION

FOR CONSTRUCTION OF HAUL ROADS AT LEFT AND RIGHT OF SPAN BRIDGE

▲ SEE PROPOSED LAYOUT SHEET 4A FOR LOCATION OF PROPOSED TEMPORARY SHEET PILES, ITEM 606-24.12.

NOTE:
CONSTRUCTION OF HAUL ROAD IN WETLANDS SHALL BE BID LUMP SUM. THIS COST SHALL INCLUDE THE PLACEMENT AND REMOVAL OF THE MATERIAL APPROVED BY TDOT AND TDEC FOR THIS CONSTRUCTION. THE MATERIAL USED SHALL BE GRADED SOLID ROCK PLACED ON TYPE IV GEOTEXTILE FABRIC. IT WILL BE NOTED THAT GRADED SOLID ROCK CAN BE USED TO GET FROM THE EXISTING ROAD GRADE TO THE EXISTING GROUND WHERE MATS CAN START BEING PLACED. HAUL ROADS SHALL BE CONSTRUCTED TO THE WIDTH AND HEIGHT AS REQUIRED FOR THE MOVEMENT OF EQUIPMENT WHICH AT ALL TIME SHALL BE OPERATED ABOVE THE ORDINARY EXISTING WATER LEVEL OF THE WETLANDS. ALSO, IF HAUL ROADS ARE REQUIRED ON BOTH SIDES OF THE STRUCTURE THAT IS BEING CONSTRUCTED IN PHASES SO AS TO MAINTAIN TRAFFIC, THEN ANY MATERIAL USED FROM ONE PHASE TO THE OTHER SHALL BE CLEAN OF ANY MUD OR FINES SO AS NOT TO POLLUTE THE WETLANDS.

SURFACE - 1½"
BINDER - 2"
BASE - 6"



TYPICAL SECTION

PRIVATE DRIVE OR FIELD ENTRANCES

NOTE: DITCH TO BE CONSTRUCTED AS DIRECTED BY ENGINEER

PROPOSED PAVEMENT SCHEDULE

(1) **MINERAL AGGREGATE BASE @ 10"± THICK (16"± & 19.25"± @ SHLDR)** ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	(5) **BITUMINOUS COURSE (BINDER) @ 2"± THICK (APPROX. 226.0 LBS./S.Y.)** ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"
(2) **PRIME COAT** ITEM 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (@ 0.30-0.35 GAL./SQ.YD.) ITEM 402-02 AGGREGATE FOR COVER MATERIAL (PC) (@ 8-12 LB/SQ.YD.)	(6) **ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"
(3) **BITUMINOUS BASE COURSE (BLACK BASE)@ 3"± THICK (APPROX. 270 LBS./S.Y.)** ITEM 307-01.02 ASPHALT CEMENT (PG64-22)(BPMB-HM) GRADING "A-S" ITEM 307-01.03 AGGREGATE (BPMB-HM) GRADING "A-S"	(7) **ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E"
(4) **BITUMINOUS BASE COURSE (BLACK BASE)@ 3"± THICK (APPROX. 345.0 LBS./S.Y.)** ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A"	(8) **TACK COAT** ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (@ 0.07 GAL./SQ.YD.)

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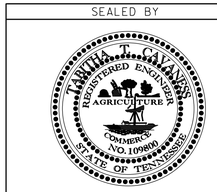

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	2D

GENERAL NOTES

GRADING

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

UTILITIES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

MISCELLANEOUS

NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

RIGHT - OF – WAY

SEE SHEET 3 FOR NOTES

PAVEMENT MARKINGS

TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

THE PAVEMENT MARKING ON THE LANE SHIFT FOR EDGELINES AND CENTERLINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, LIN. MI.

BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

PAVEMENT

THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

SIGNING

AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	2E

GENERAL NOTES CONT'D…….

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.

CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT. OFF-SITE BORROW OR WASTE AREAS ARE TO BE INCLUDED IN THE TOTAL DISTURBED AREA IF THE BORROW OR WASTE AREA IS EXCLUSIVE TO THE PROJECT PER TDOT'S WASTE AND BORROW MANUAL.

SEDIMENT CONTROL

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL- VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.

FOR AN OUTFALL IN A DRAINAGE AREA OF 10 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 5-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

STREAM/WETLAND

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

INSTREAM EPSC DEVICES REQUIRE THE ENVIRONMENTAL DIVISION'S PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN TDEC, USACE, AND TVA PERMITS.

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SO SPECIFIED IN THE ARAP/401, SECTION 404 PERMIT(S) AND/OR TVA26(A), IF APPLICABLE. ANY ADDITIONAL PERMITS REQUIRED BY THE CONTRACTOR'S METHOD OF OPERATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AFTER RECEIVING THE APPROVAL OF TDOT ENVIRONMENTAL DIVISION.

THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING.

STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CROSSINGS MUST BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES MUST BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK MUST BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS MUST BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING ELEVATION. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT MUST BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED.

WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

SPECIES

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA. THE SWPPP SHALL BE MODIFIED TO INCLUDE EPSC MEASURES TO PREVENT NEGATIVE IMPACTS TO LEGALLY PROTECTED STATE OR FEDERAL FAUNA OR FLORA OR AS INDICATED IN THE ECOLOGICAL STUDIES OR ON THE PERMIT(S).

INSPECTION, MAINTENANCE, REPAIR

EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.

INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND BE TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.

INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE/QUALITY

CONTROL SITE ASSESSMENT OF EPSC SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION'S COMPREHENSIVE INSPECTION OFFICE GUIDELINES.

OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

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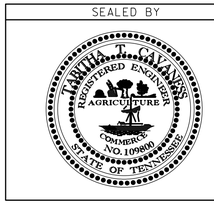

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GENERAL NOTES

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GENERAL NOTES CONT'D…….

THE TDOT PROJECT SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT PROJECT SUPERVISOR OR THEIR DESIGNEE WILL COMPLETE THE INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

MATERIALS

WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

SWPPP, PERMITS, PLANS, RECORDS

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.

ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROOADWAY DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EPSC INSPECTION RECORDS, QUALITY ASSURANCE SITE ASSESSMENT RECORDS, PRECIPITATION RECORDS, SWPPP, PROJECT ENVIRONMENTAL PERMITS, AND A COPY OF THE PROJECT EPSC INSPECTOR'S TDEC LEVEL 1 CERTIFICATION.

ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BREIF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS OR MODIFICATIONS OF THE SWPPP ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR DESIGN REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS. A COPY OF ANY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS SHALL BE RETAINED IN THE SWPPP.

THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER A CHANGE IN CHEMICAL TREATMENT METHODS IS MADE INCLUDING USE OF A DIFFERENT CHEMICAL, DIFFERENT DOSAGE OR APPLICATION RATE, OR A DIFFERENT AREA OF APPLICATION.

IF A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION) THE SWPPP SHALL BE MODIFIED OR UPDATED.

PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

LITTER, DEBRIS, WASTE, PETROLEUM

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

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GENERAL NOTES

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SPECIAL NOTES

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL THE REGION 4 TRAFFIC OFFICE (PH#: 731-935-0182) FOR REMOVAL OF THE "PURPLE HEART TRAIL", "GOLD STAR FAMILIES MEMORIAL HIGHWAY", AND THE TDOT CENTENNIAL "FIRST STATE ROAD" SIGNS. THESE SIGNS SHALL ONLY BE REMOVED BY THE REGION 4 TRAFFIC OFFICE.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF (STR-1) AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WETLAND AND THAT WETLAND AND SURROUNDING VEGETATION WILL NOT BE DISTURBED.

TOPSOIL IS TO BE REMOVED FROM ALL AREAS OF TEMPORARY WETLAND IMPACTS AND STOCKPILED PRIOR TO CONSTRUCTION.

UPON COMPLETION OF CONSTRUCTION ACTIVITIES, TEMPORARY HAUL ROADS ARE TO BE REMOVED. EXCAVATED MATERIAL FROM THE HAUL ROADS IS TO BE DISPOSED OF AS DIRECTED BY THE ENGINEER.

REMOVAL, REPAIR, OR REHABILITATION OF BRIDGES

THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY REMOVAL, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT SHALL BE COMPLETED PRIOR TO ANY REMOVAL, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF AS BESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCAREDITED ABATEMENT WORKERS AND SUPERVISORS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

GRADING

THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

EARTHWORK IS PAID FOR UNDER ITEM 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 7, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL

ECOLOGY

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON-SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED BRIDGE WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS WHICH MUST BE FOLLOWED.

ALL BRIDGE PROJECTS WITH THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT IDENTIFIED MUST HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER THE STREAM.

STREAM RELOCATION

ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL THE ECOLOGY SECTION MUST BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE STREAM / CHANNEL IS TO BE SUPPLIED WITH THE NOTIFICATION.

TREES

NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE OF THE VARIETY REQUESTED, BETWEEN 2 AND 5 FEET IN HEIGHT, CONTAINERIZED, AND FIRST QUALITY. BARE ROOT TREES SHALL BE OF THE VARIETY REQUESTED, WELL BRANCHED, AND FIRST QUALITY. BARE ROOTS MUST BE KEPT MOIST AT ALL TIMES. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY ENVIRONMENTAL DIVISION.

THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.

TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.

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SPECIAL NOTES

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RIGHT - OF – WAY NOTES

IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S24	375526.0321	882772.9726	272.41	1190+02.93	19.28' (RT)
S25	376653.7391	883179.5138	272.15	1202+01.03	20.16' (LT)
S26	373503.9475	880432.4803	273.99		
S27	373779.6419	880303.5068	272.44		
S28	378418.9226	884546.2975	306.12		
S29	378568.6037	884703.3917	307.15		

UTILITY OWNERS

UTILITY	OWNER	PHONE NO.	CONTACT	ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE	AT&T	(731) 423-5037	JOEY PATTERSON	315 E. COLLEGE ST.	JACKSON	TN	38301
FIBER OPTIC	CENTURYLINK	(770) 328-2449	CHAD KIRKLAND	3625 BROOKSIDE PKWY. SUITE 400	ALPHARETTA	GA	30022

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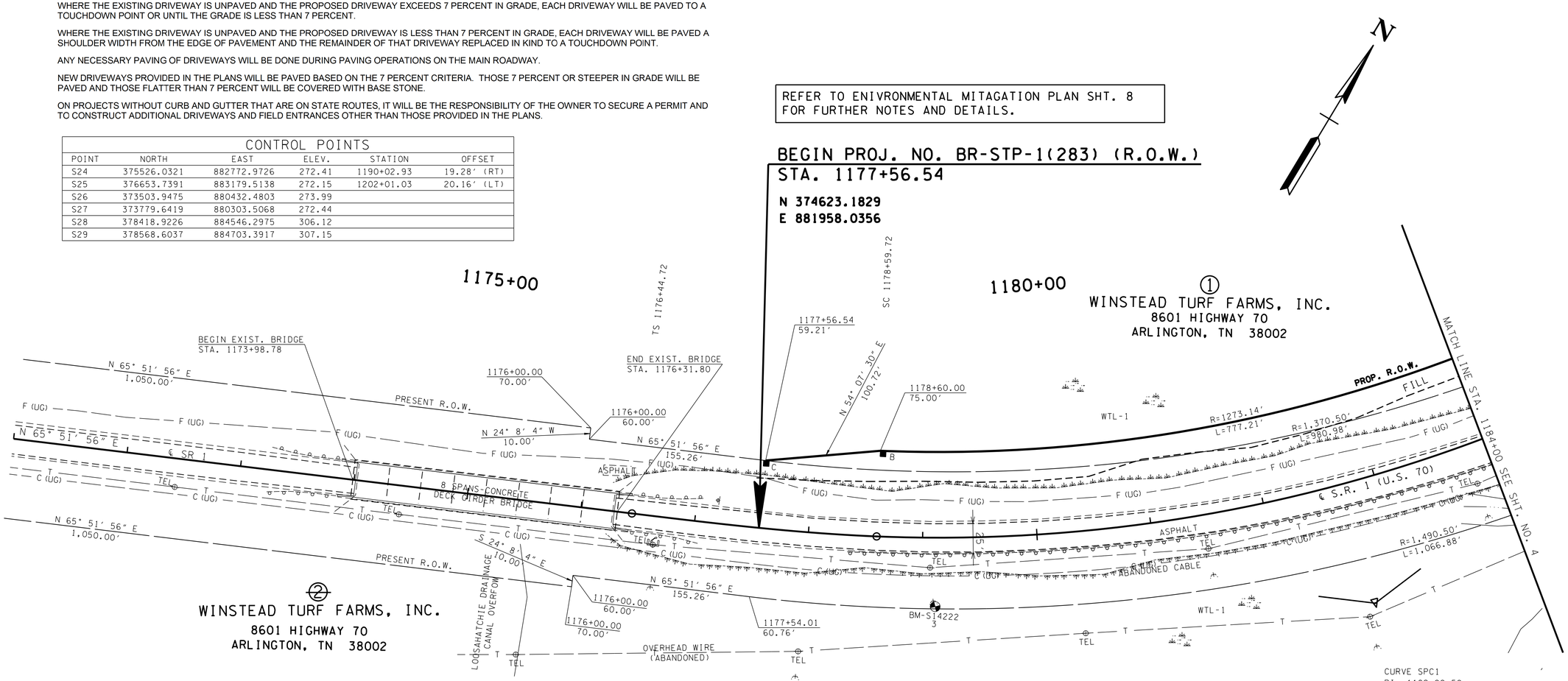
CONST.	2015	BR-STP-1(283)	3

REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8 FOR FURTHER NOTES AND DETAILS.



CURVE SPC1
PI 1182+99.59
N 374,844.4944
E 882,453.9550
Δs 44° 09' 21" (LT)
θs 4° 34' 07"
Δc 35° 01' 06" (LT)
Dc 4° 15' 00"
Rc 1,348.14'
Lc 823.96'
Ts 654.87'
Ls 215.00'
SE 0.060 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH 215'

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

TABITHA T. CAPPAS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 109800
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.1171+00 TO STA.1184+00

SCALE: 1"=50'

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
1	WINSTEAD TURF FARMS, INC.	54	31C	AE	7445	506.500		506.500	1.747		1.747	504.753				
		54	251	AE	7445											
		54	252	AE	7445											
~~2~~	~~WINSTEAD TURF FARMS, INC.~~	~~54~~	~~363~~	~~FM~~	~~9221~~		~~79.303~~	~~79.303~~					~~79.303~~			
3	WARREN N. NUNN, ET AL	54	25	10103165 *		17.572		17.572	1.323		1.323	16.249				
		54	26	10071146 *												
~~4~~	~~WARREN N. NUNN~~	~~54~~	~~27~~	~~1007~~	~~1146~~		~~19.779~~	~~19.779~~					~~19.779~~			
~~5~~	~~PAUL AND JOHN GRIFFIN~~	~~54~~	~~23~~	~~CT~~	~~5373~~	~~300.327~~		~~300.327~~				~~300.327~~				
		~~54~~	~~24~~	~~CT~~	~~5373~~											

* INSTRUMENT NUMBERS

DISTURBED AREA

IN BETWEEN SLOPE LINES	3.18 (AC)
OUTSIDE OF SLOPE LINES	3.65 (AC)
TOTAL DISTURBED AREA	6.83 (AC)

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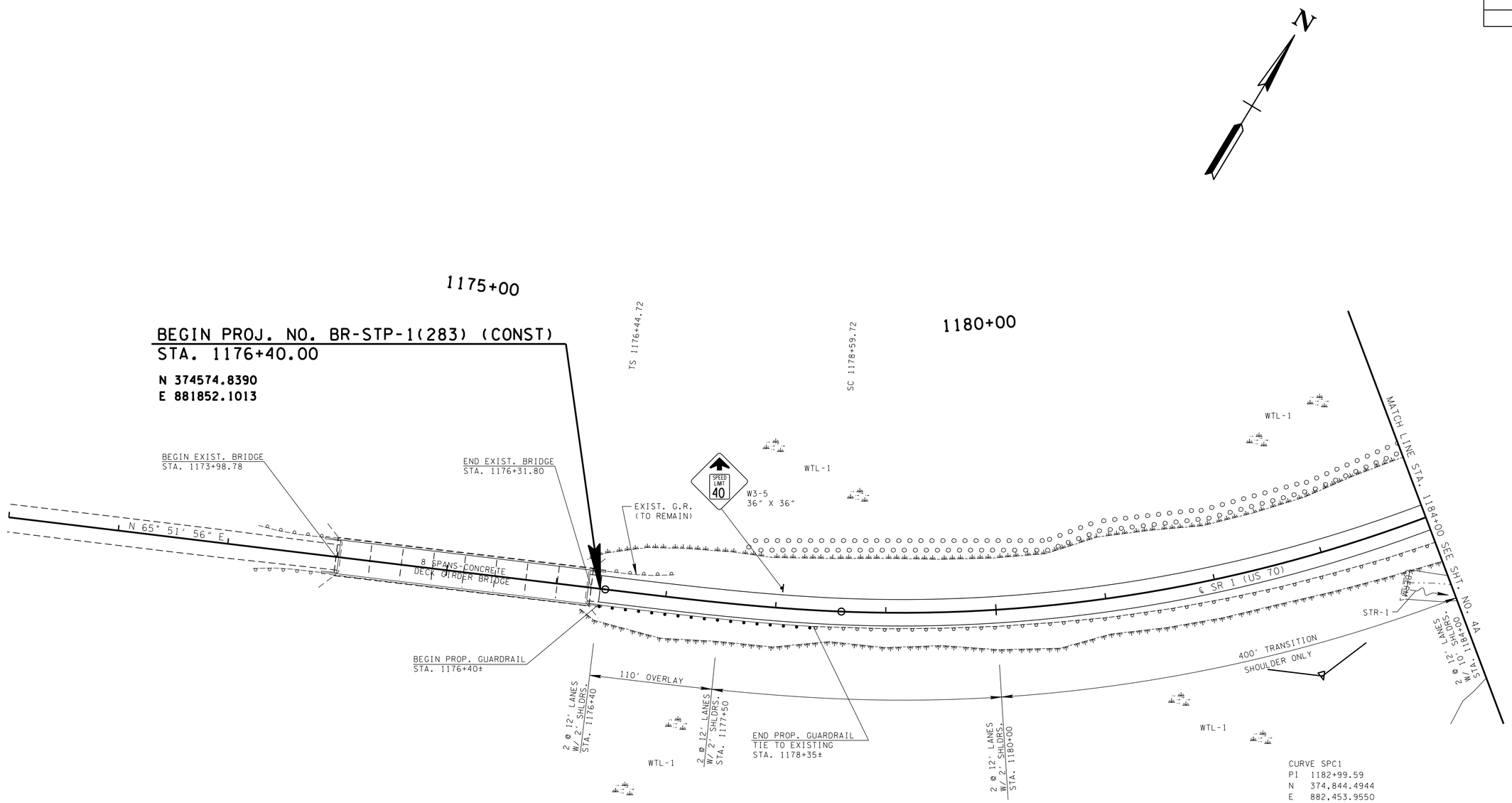
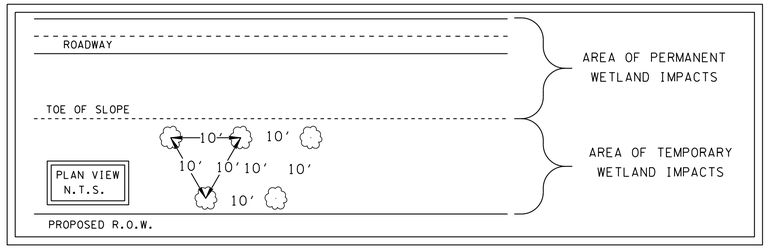
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	3A
CONST.	2015	BR-STP-1(283)	3A



CURVE SPC1
PI 1182+99.59
N 374,844.4944
E 882,453.9550
Δs 44° 09′ 21″ (LT)
θs 4° 34′ 07″
Δc 35° 01′ 06″ (LT)
Dc 4° 15′ 00″
Rc 1,348.14′
Lc 823.96′
Ts 654.87′
Ls 215.00′
SE 0.060 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH 215′

TREE PLANTING SCHEME FOR TEMPORARY WETLAND IMPACT AREAS



TREES WILL BE RANDOMLY PLANTED
IN ALTERNATING ROWS.

TREE SPECIES

BETULA NIGRA	18″ - 24″
LIQUIDAMBAR STYRACIFLUA	18″ - 24″
PLATANUS OCCIDENTALIS	18″ - 24″
QUERCUS PHELLOS	18″ - 24″
QUERCUS PALUSTRIS	18″ - 24″

REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8
FOR FURTHER NOTES AND DETAILS.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.1171+00 TO STA.1184+00

SCALE: 1"=50'

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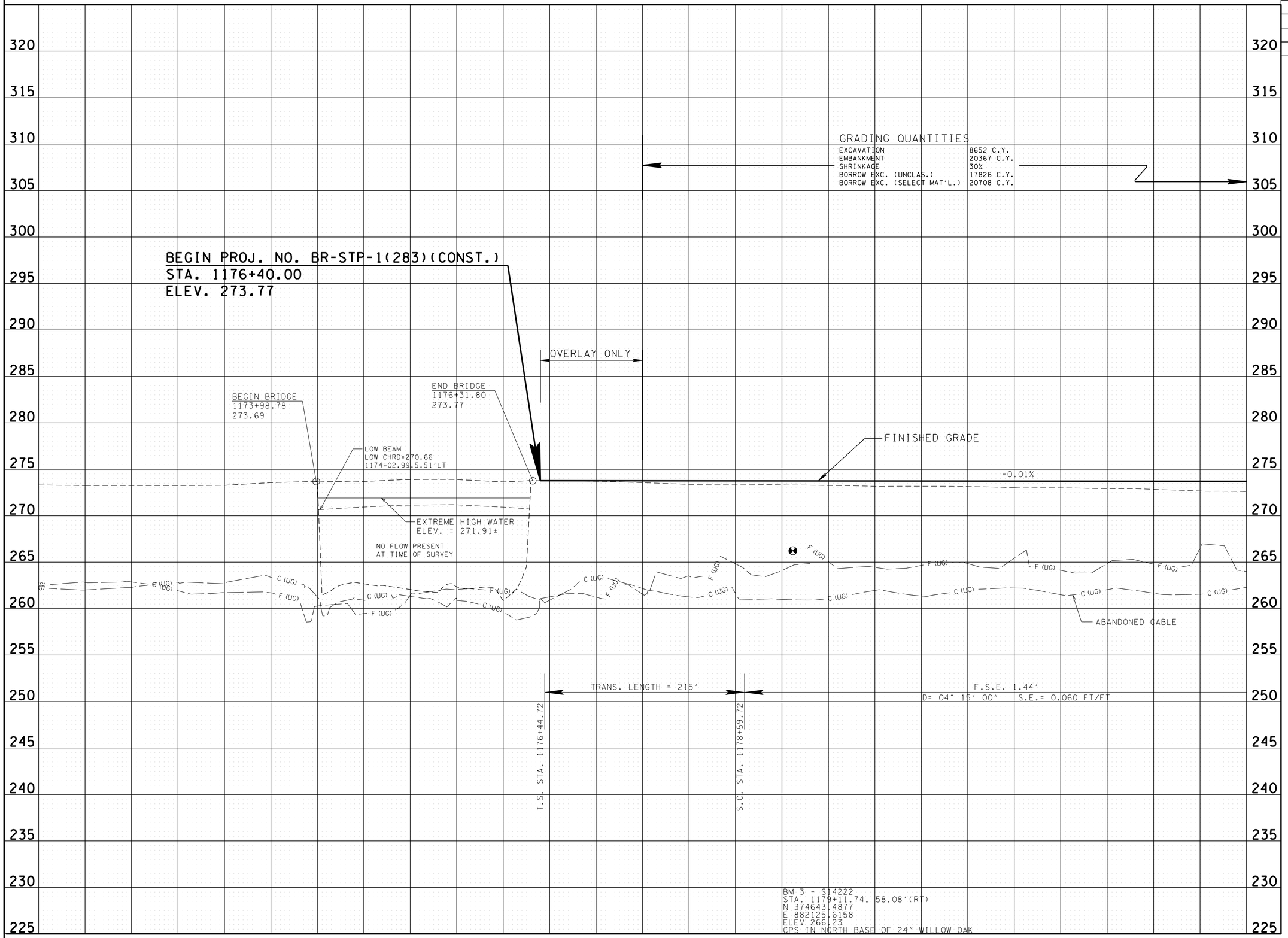
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	3B
CONST.	2015	BR-STP-1(283)	3B



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.1171+00 TO STA.1184+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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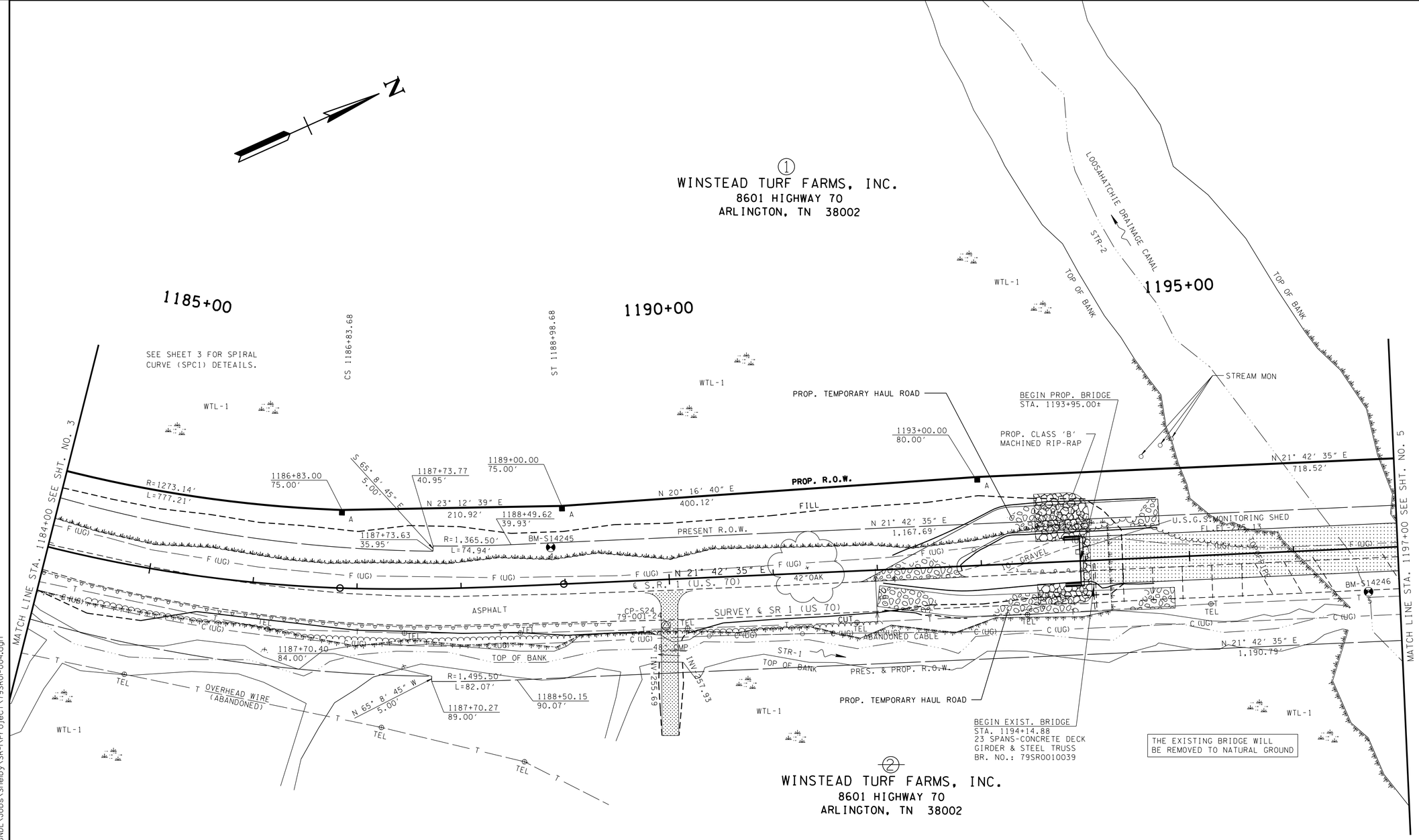
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	4
CONST.	2015	BR-STP-1(283)	4

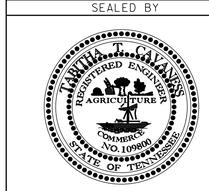


REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8 FOR FURTHER NOTES AND DETAILS.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.1184+00 TO STA.1197+00

SCALE: 1"=50'

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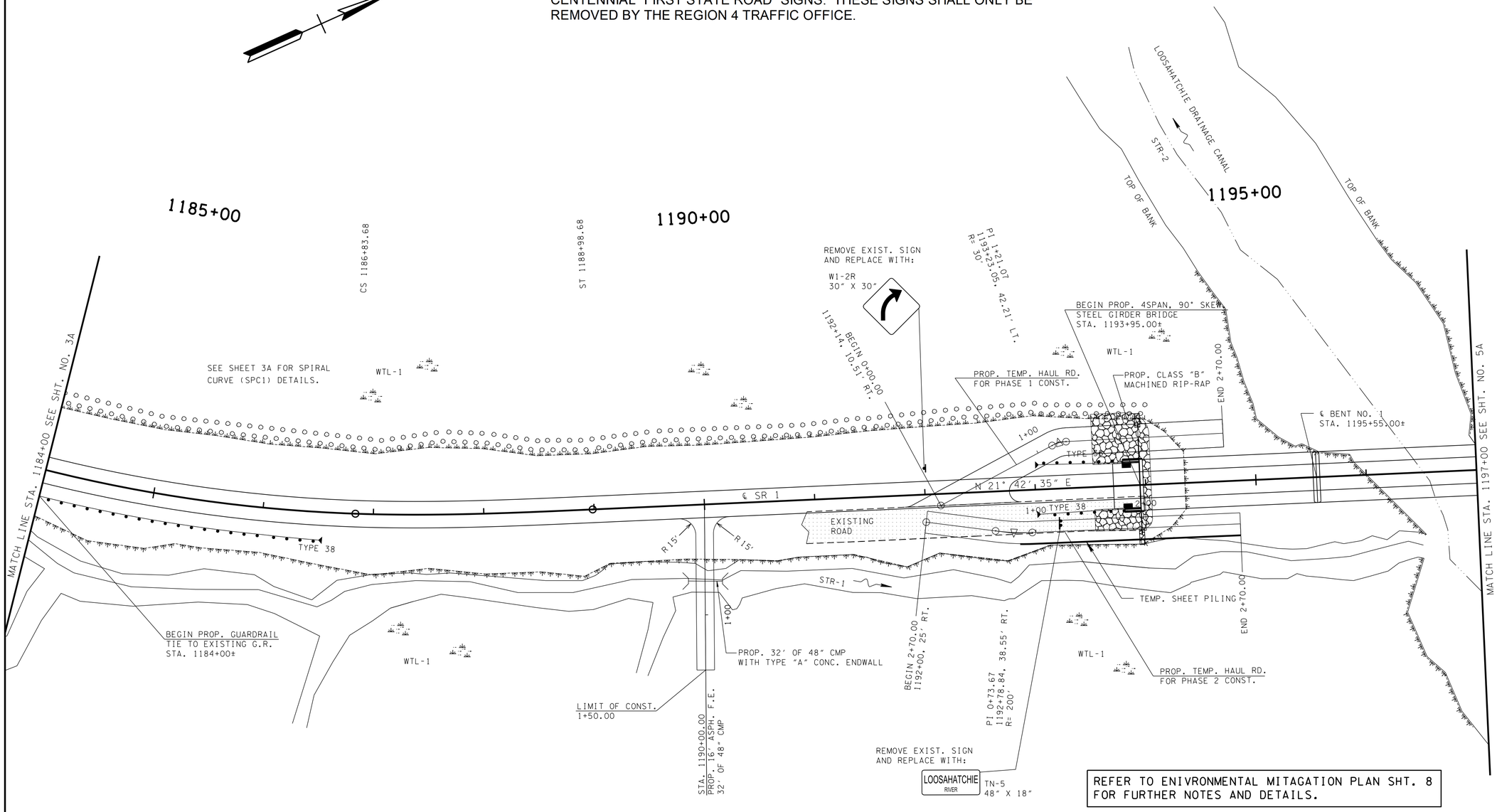
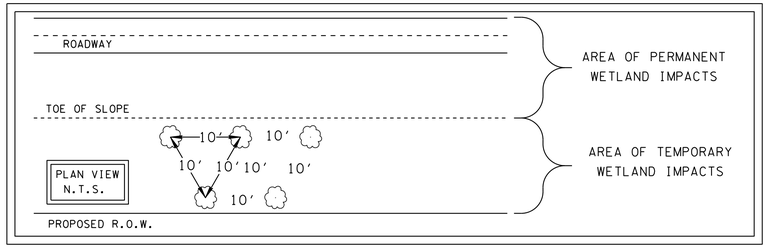
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	4A
CONST.	2015	BR-STP-1(283)	4A

NOTE : PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL THE REGION 4 TRAFFIC OFFICE (PH#: 731-935-0182) FOR REMOVAL OF THE "PURPLE HEART TRAIL", "GOLD STAR FAMILIES MEMORIAL HIGHWAY", AND THE TDOT CENTENNIAL "FIRST STATE ROAD" SIGNS. THESE SIGNS SHALL ONLY BE REMOVED BY THE REGION 4 TRAFFIC OFFICE.



REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8 FOR FURTHER NOTES AND DETAILS.

TREE PLANTING SCHEME FOR TEMPORARY WETLAND IMPACT AREAS



TREES WILL BE RANDOMLY PLANTED IN ALTERNATING ROWS.

TREE SPECIES

BETULA NIGRA	18" - 24"
LIQUIDAMBAR STYRACIFLUA	18" - 24"
PLATANUS OCCIDENTALIS	18" - 24"
QUERCUS PHELLOS	18" - 24"
QUERCUS PALUSTRIS	18" - 24"

UNOFFICIAL SET

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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.1184+00 TO STA.1197+00

SCALE: 1"=50'

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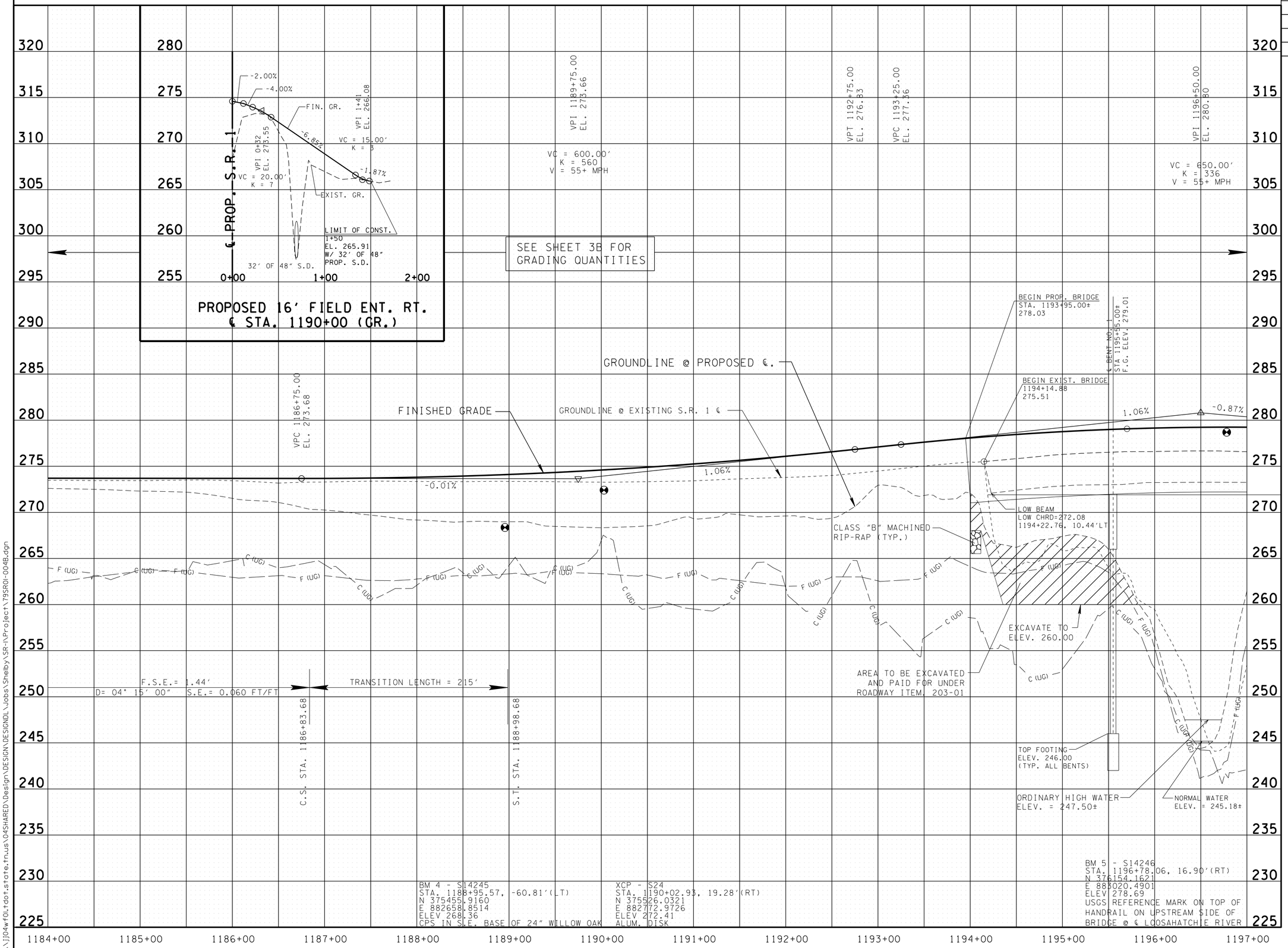
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	4B
CONST.	2015	BR-STP-1(283)	4B



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.1184+00 TO STA.1197+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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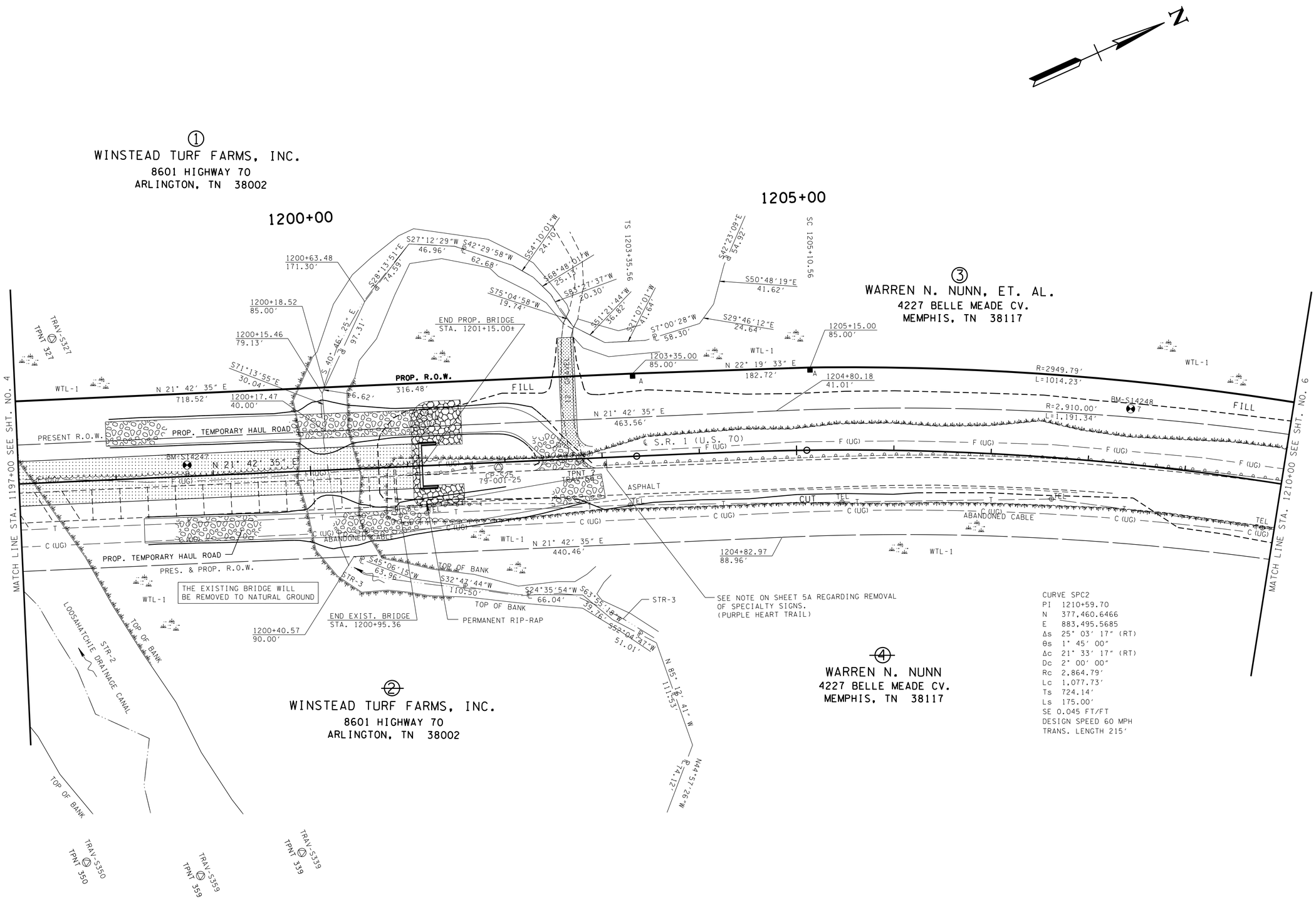
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	5
CONST.	2015	BR-STP-1(283)	5



CURVE SPC2
PI 1210+59.70
N 377,460.6466
E 883,495.5685
Δs 25° 03' 17" (RT)
θs 1° 45' 00"
Δc 21° 33' 17" (RT)
Dc 2° 00' 00"
Rc 2,864.79'
Lc 1,077.73'
Ts 724.14'
Ls 175.00'
SE 0.045 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH 215'

REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8A FOR FURTHER NOTES AND DETAILS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.1197+00 TO STA.1210+00

SCALE: 1"=50'

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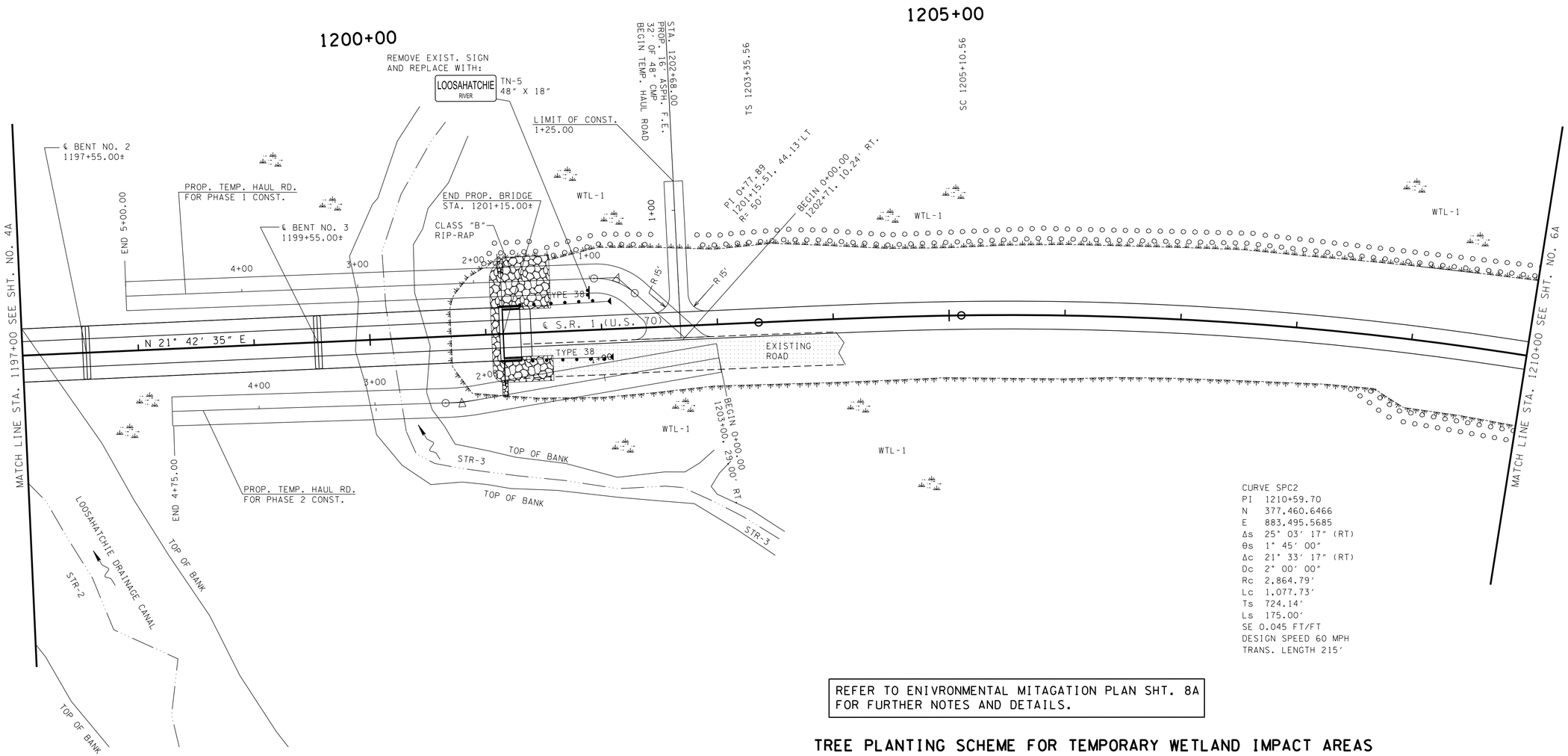
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	5A
CONST.	2015	BR-STP-1(283)	5A

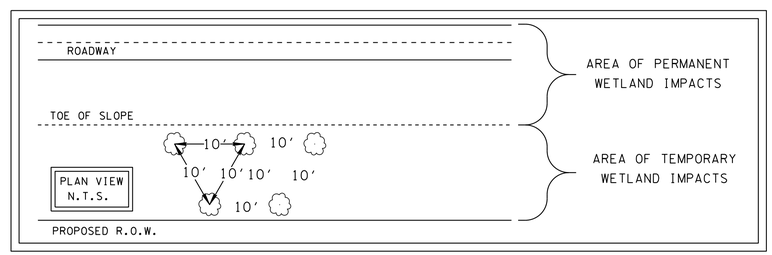
NOTE : PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL THE REGION 4 TRAFFIC OFFICE (PH#: 731-935-0182) FOR REMOVAL OF THE "PURPLE HEART TRAIL", "GOLD STAR FAMILIES MEMORIAL HIGHWAY", AND THE TDOT CENTENNIAL "FIRST STATE ROAD" SIGNS. THESE SIGNS SHALL ONLY BE REMOVED BY THE REGION 4 TRAFFIC OFFICE.



CURVE SPC2
PI 1210+59.70
N 377.460.6466
E 883.495.5685
Δs 25° 03' 17" (RT)
θs 1° 45' 00"
Δc 21° 33' 17" (RT)
Dc 2° 00' 00"
Rc 2,864.79'
Lc 1,077.73'
Ts 724.14'
Ls 175.00'
SE 0.045 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH 215'

REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8A FOR FURTHER NOTES AND DETAILS.

TREE PLANTING SCHEME FOR TEMPORARY WETLAND IMPACT AREAS



TREES WILL BE RANDOMLY PLANTED IN ALTERNATING ROWS.

TREE SPECIES

BETULA NIGRA	18" - 24"
LIQUIDAMBAR STYRACIFLUA	18" - 24"
PLATANUS OCCIDENTALIS	18" - 24"
QUERCUS PHELLOS	18" - 24"
QUERCUS PALUSTRIS	18" - 24"

UNOFFICIAL SET
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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.1197+00 TO STA.1210+00

SCALE: 1"=50'

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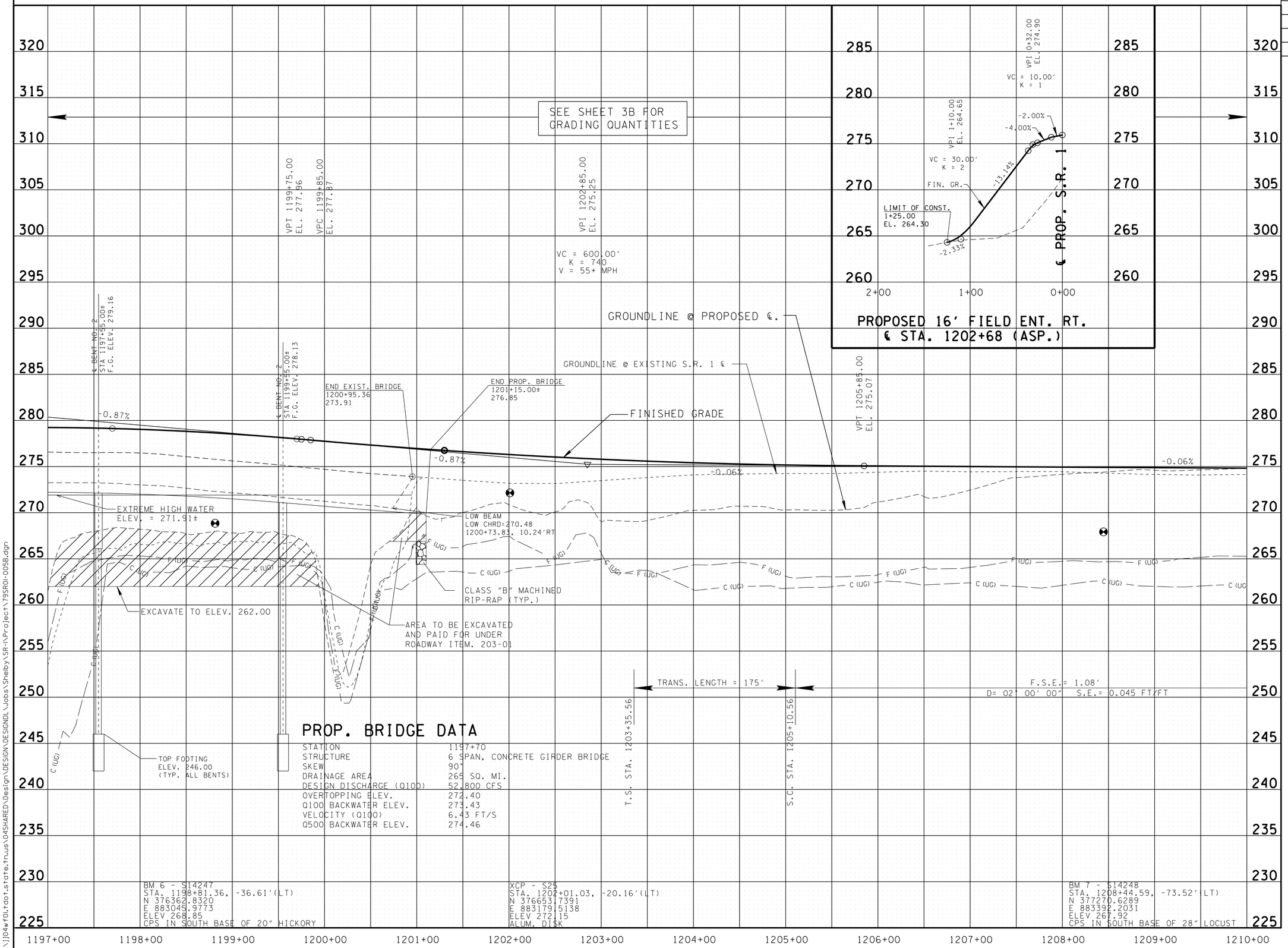
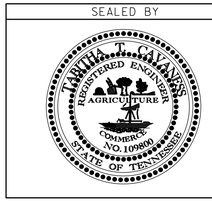
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	5B
CONST.	2015	BR-STP-1(283)	5B



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.1197+00 TO STA.1210+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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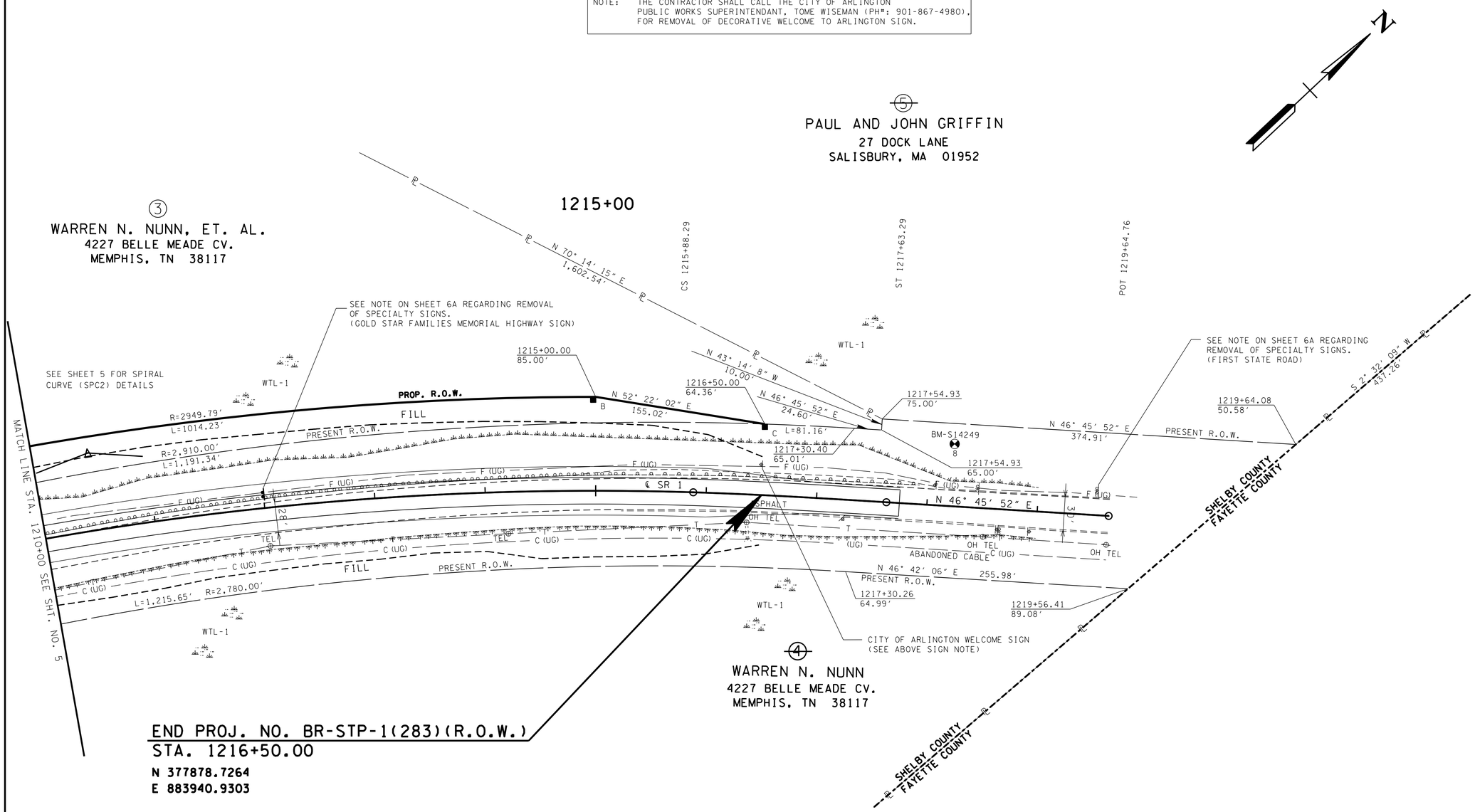
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	6
CONST.	2015	BR-STP-1(283)	6

NOTE: THE CONTRACTOR SHALL CALL THE CITY OF ARLINGTON PUBLIC WORKS SUPERINTENDANT, TOME WISEMAN (PH#: 901-867-4980). FOR REMOVAL OF DECORATIVE WELCOME TO ARLINGTON SIGN.



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UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.1210+00 TO STA.1219+65

SCALE: 1"=50'

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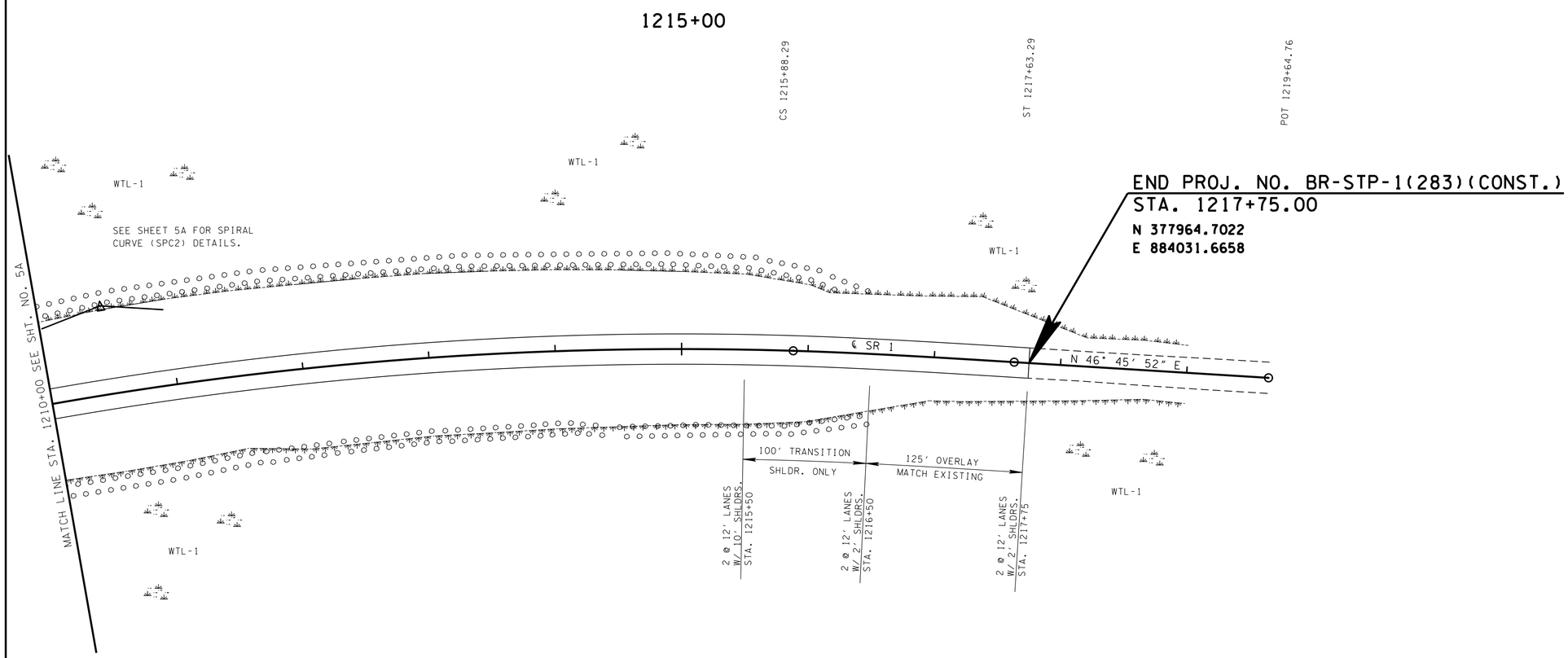
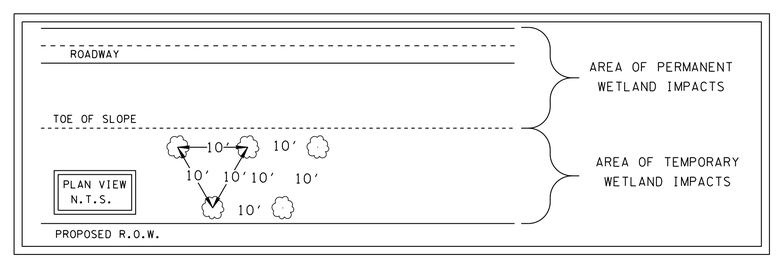
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	6A
CONST.	2015	BR-STP-1(283)	6A

NOTE : PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL THE REGION 4 TRAFFIC OFFICE (PH#: 731-935-0182) FOR REMOVAL OF THE "PURPLE HEART TRAIL", "GOLD STAR FAMILIES MEMORIAL HIGHWAY", AND THE TDOT CENTENNIAL "FIRST STATE ROAD" SIGNS. THESE SIGNS SHALL ONLY BE REMOVED BY THE REGION 4 TRAFFIC OFFICE.



REFER TO ENIVRONMENTAL MITAGATION PLAN SHT. 8A FOR FURTHER NOTES AND DETAILS.

TREE PLANTING SCHEME FOR TEMPORARY WETLAND IMPACT AREAS



TREES WILL BE RANDOMLY PLANTED IN ALTERNATING ROWS.

TREE SPECIES

BETULA NIGRA	18" - 24"
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.1210+00 TO STA.1219+65

SCALE: 1"=50'

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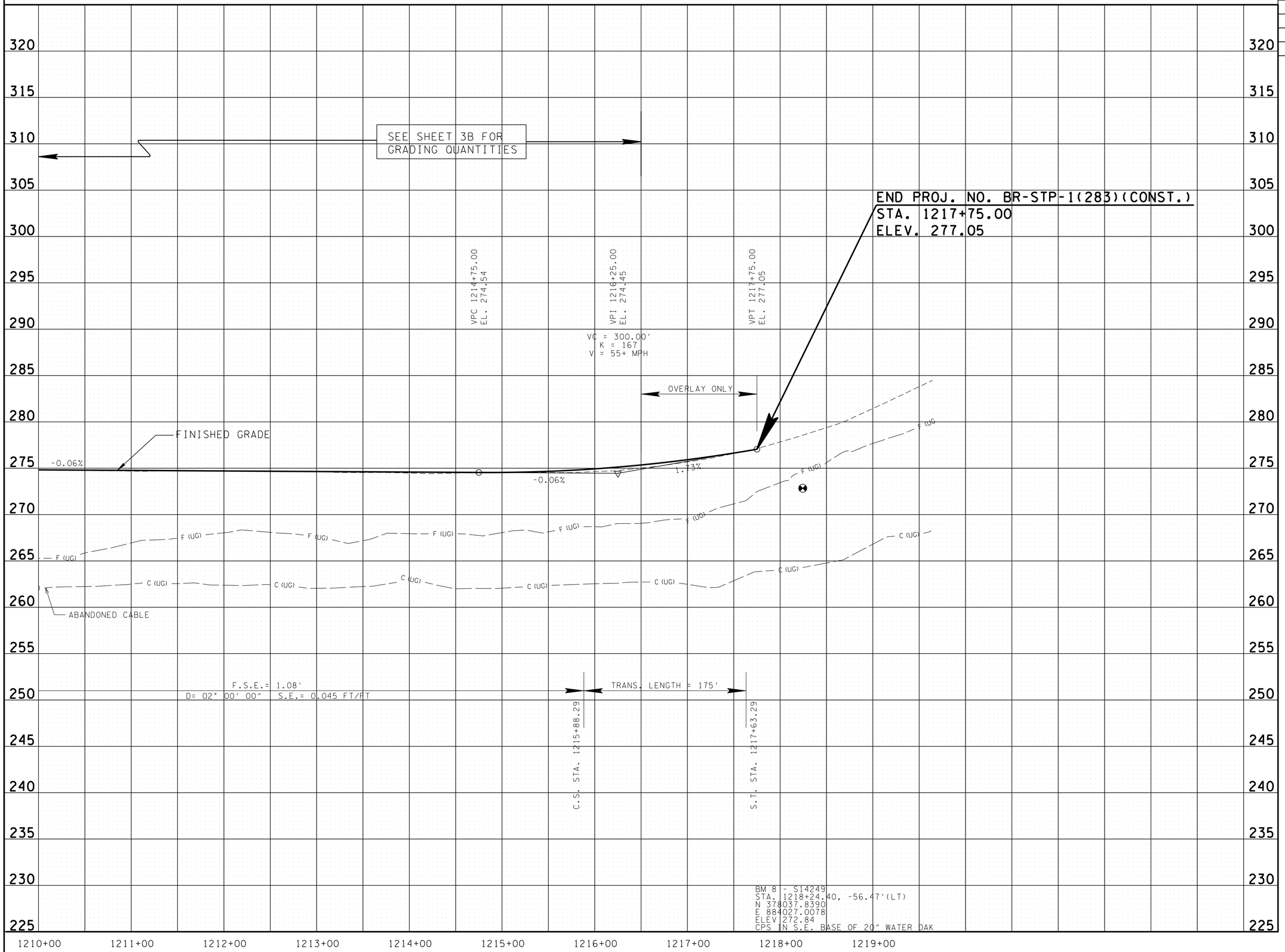
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	6B
CONST.	2015	BR-STP-1(283)	6B



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.1210+00 TO STA.1275+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	7
CONST.	2015	BR-STP-1(283)	7

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

KNOWN EXCEPTIONAL TENNESSEE WATERS

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, AN OUTFALL IN A DRAINAGE AREA OF 5 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT.

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED, TO THE MAXIMUM EXTENT PRACTICABLE, DURING CONSTRUCTION ACTIVITIES AT THE SITE. BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

HIGH VISIBILITY FENCE

HIGH VISIBILITY FENCE SHALL BE PLACED AROUND ALL NON-IMPACTED SECTIONS OF WATER QUALITY FEATURES.

NPDES

NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.

THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.

THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:

INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 15 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER RUNS WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL

UTILITY RELOCATION

RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED.

SILT FENCE SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

UTILITY CROSSINGS FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO UTILITIES IN THIS PROJECT IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC). THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP).

IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR INSTALLER TO PROTECT FROM EROSION EXPOSED EARTH RESULTING FROM THEIR OPERATIONS AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOIL OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.

IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC), TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS IN THIS PROJECT, THEREFORE, THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTIONS PREVENTION PLANS (SWPPP). THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT WORK.

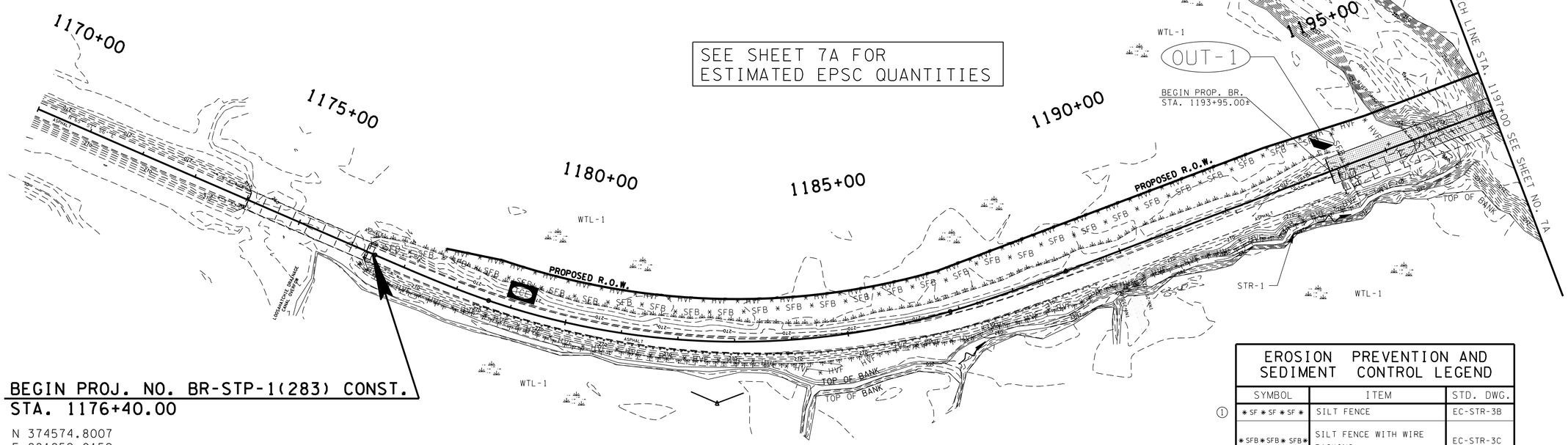
TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORM WATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS APPROVED BY THE TDOT PROJECT ENGINEER).

THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.

SEE SHEET 7A FOR
ESTIMATED EPSC QUANTITIES



BEGIN PROJ. NO. BR-STP-1(283) CONST.
STA. 1176+40.00

N 374574.8007
E 881852.0159

STAGE 1 EPSC OUTFALLS				
OUTFALL	STATION	LT/RT	ACRES	SLOPE %
1	1193+99	LT	0.16	9.8
2	1202+35	LT	0.37	6.34
3	1209+40	RT	1.17	2.9

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
① * SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
① ** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

① ITEM TO BE PLACED AS DIRECTED BY TDOT ENGINEER.

STAGE 1

UNOFFICIAL SET

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN
STA.1170+00 TO STA.1197+00
SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	7A
CONST.	2015	BR-STP-1(283)	7A

END PROJ. NO. BR-STP-1(283) CONST.
STA. 1217+75.00

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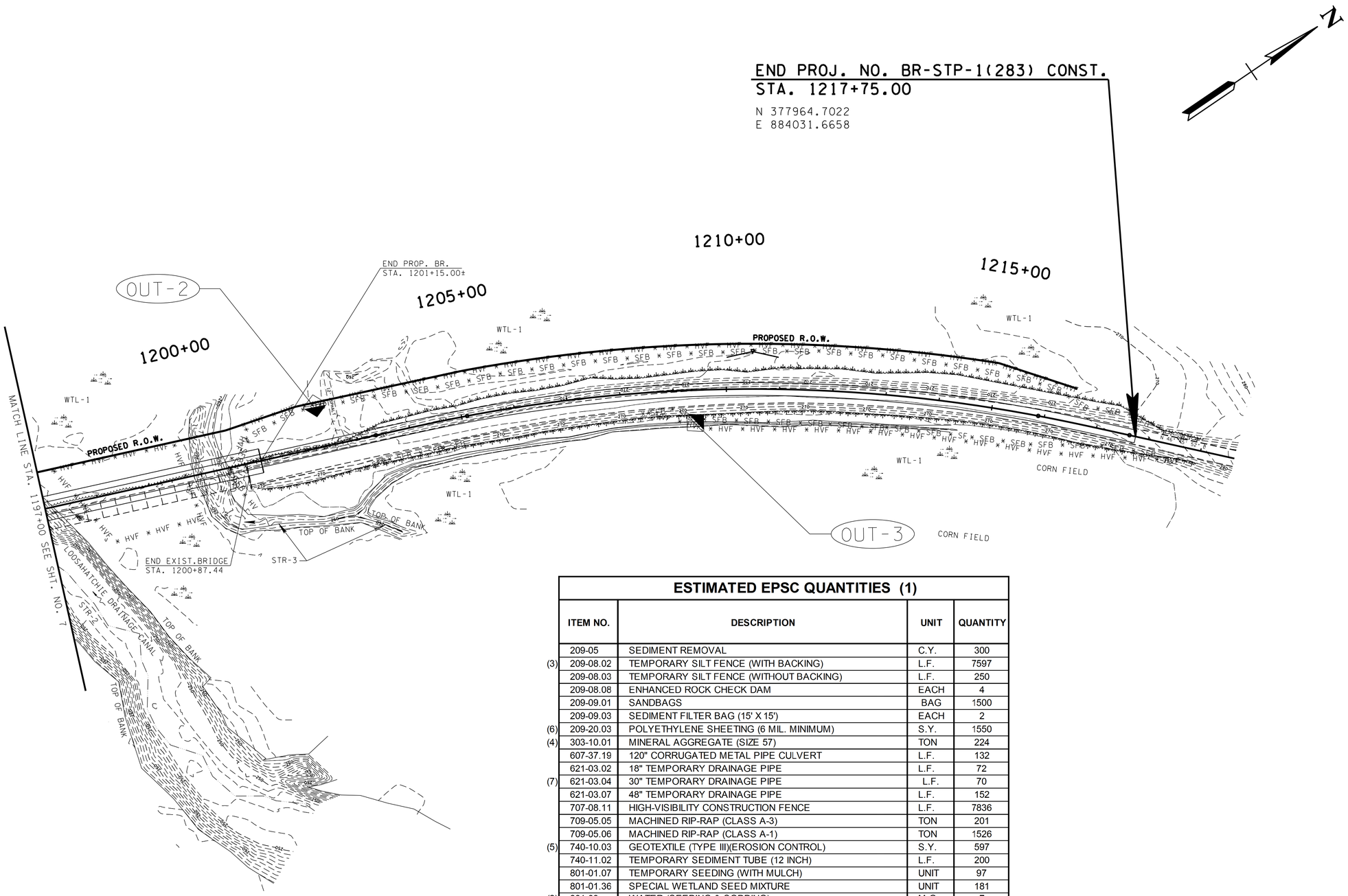

ESTIMATED EPSC QUANTITIES (1)

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	209-05	SEDIMENT REMOVAL	C.Y.	300
(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	7597
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	250
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
	209-09.01	SANDBAGS	BAG	1500
	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(6)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	1550
(4)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	224
	607-37.19	120" CORRUGATED METAL PIPE CULVERT	L.F.	132
	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	72
(7)	621-03.04	30" TEMPORARY DRAINAGE PIPE	L.F.	70
	621-03.07	48" TEMPORARY DRAINAGE PIPE	L.F.	152
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	7836
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	201
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	1526
(5)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	597
	740-11.02	TEMPORARY SEDIMENT TUBE (12 INCH)	L.F.	200
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	97
	801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	181
(2)	801-03	WATER (SEEDING & SODDING)	M.G.	7

FOOTNOTES

(1) **ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.** SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(2) INCLUDES 20 M.G. FOR ITEM 801-01.07 AND 18 M.G. FOR ITEM 801-01.36
(3) INCLUDES 195 L.F. FOR SEDIMENT FILTER BAGS.
(4) INCLUDES 21 TONS FOR SEDIMENT FILTER BAGS.
(5) INCLUDES 193 S.Y. FOR SEDIMENT FILTER BAGS.
(6) INCLUDES 50 S.Y. FOR SUSPENDED PIPE DIVERSION.
(7) FOR SUSPENDED PIPE DIVERSION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.1197+00 TO STA.1219+00
SCALE: 1"=100'

STAGE 1

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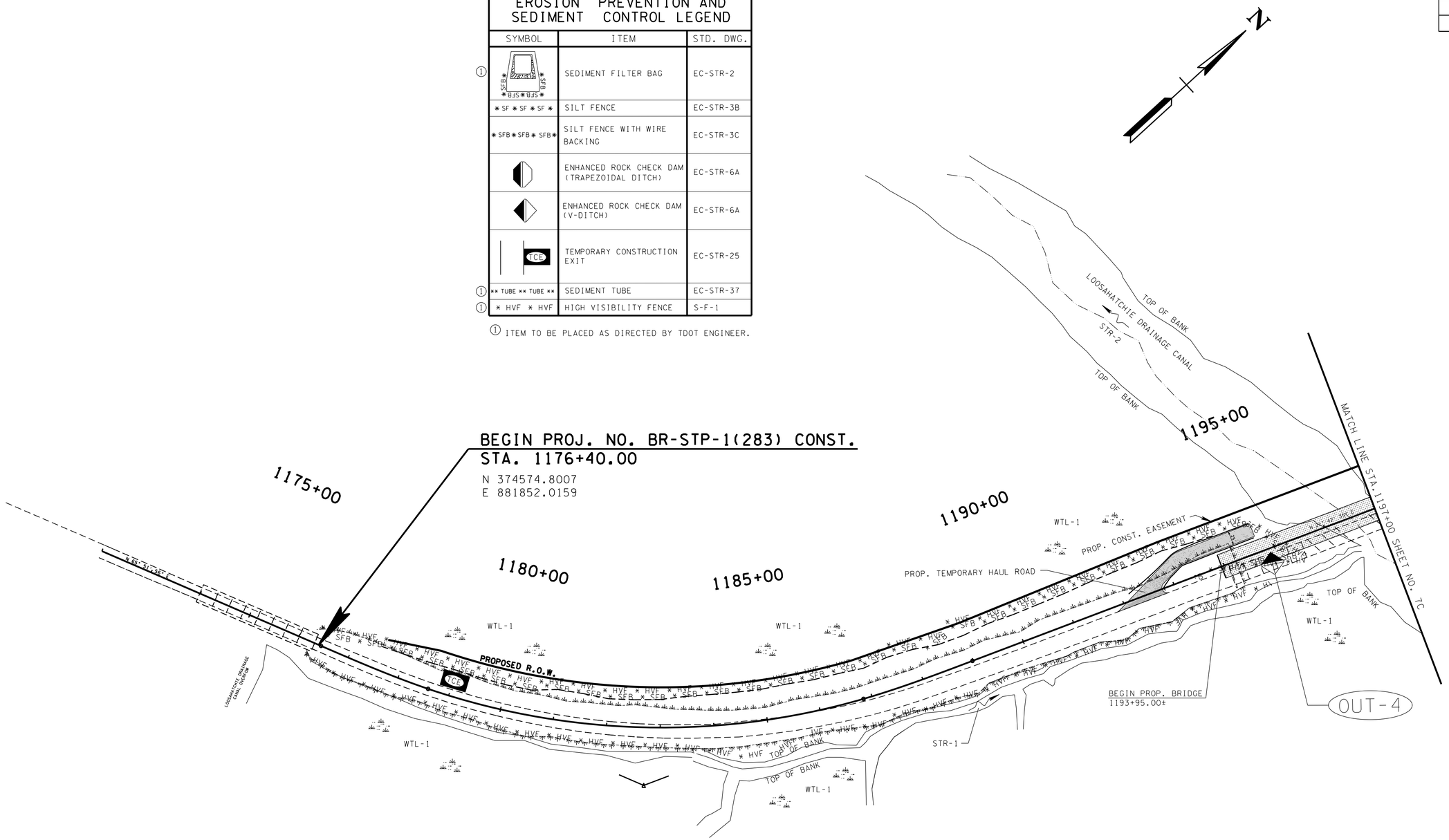
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	8
CONST.	2015	BR-STP-1(283)	7B

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

	SYMBOL	ITEM	STD. DWG.
1	SFB	SEDIMENT FILTER BAG	EC-STR-2
	* SF * SF * SF *	SILT FENCE	EC-STR-3B
	* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
		ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
		ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
1	** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
1	* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

1 ITEM TO BE PLACED AS DIRECTED BY TDOT ENGINEER.



STAGE 2 EPSC OUTFALLS				
OUTFALL	STATION	LT/RT	ACRES	SLOPE %
2	1202+35	LT	0.11	17.45
3	1209+40	RT	1.17	2.90
4	1194+85	RT	0.36	5.38

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.1173+00 TO STA.1197+00

SCALE: 1"=100'

STAGE 2

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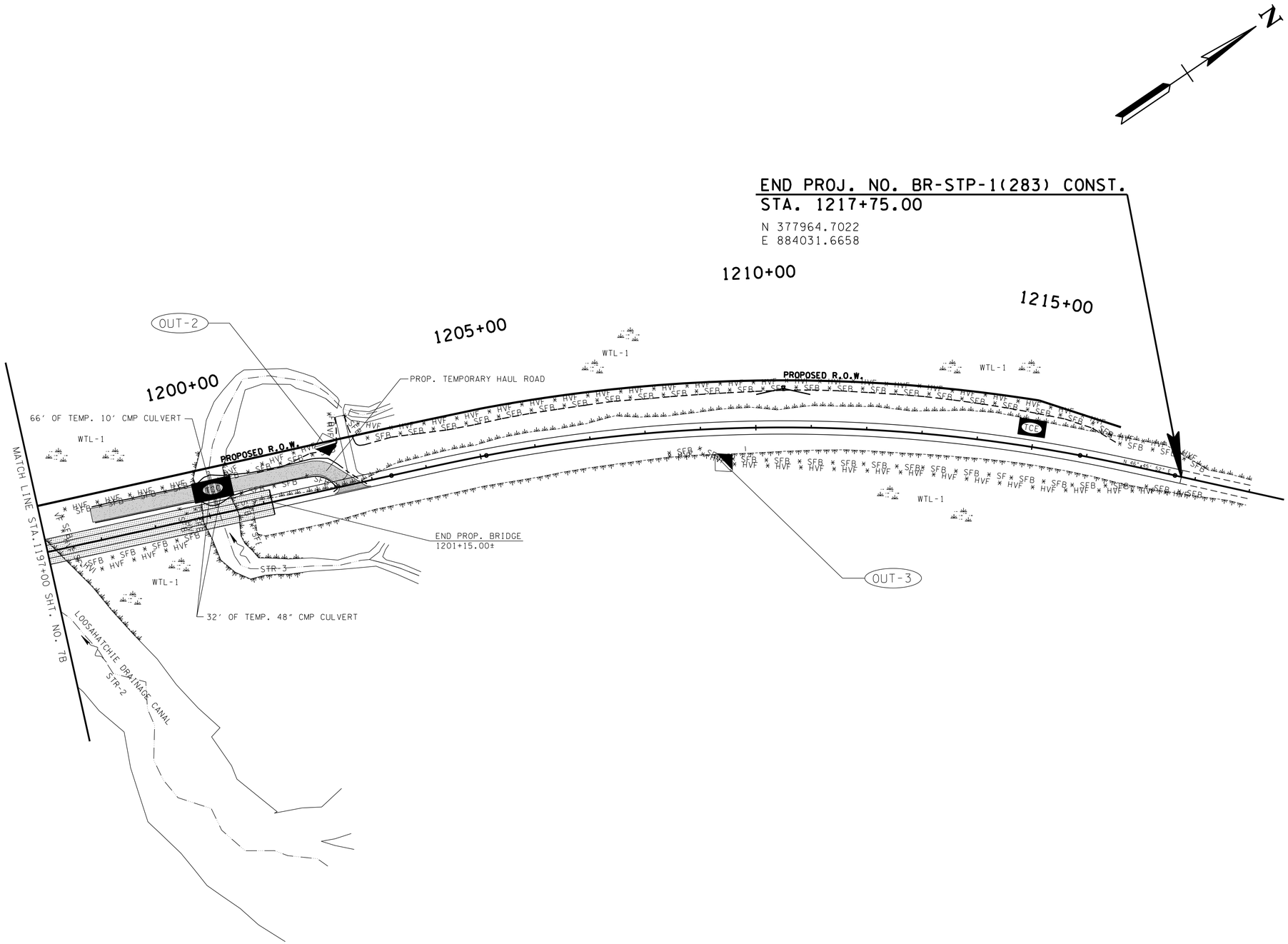
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	8A
CONST.	2015	BR-STP-1(283)	7C



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.1197+00 TO STA.1219+00

SCALE: 1"=100'

STAGE 2

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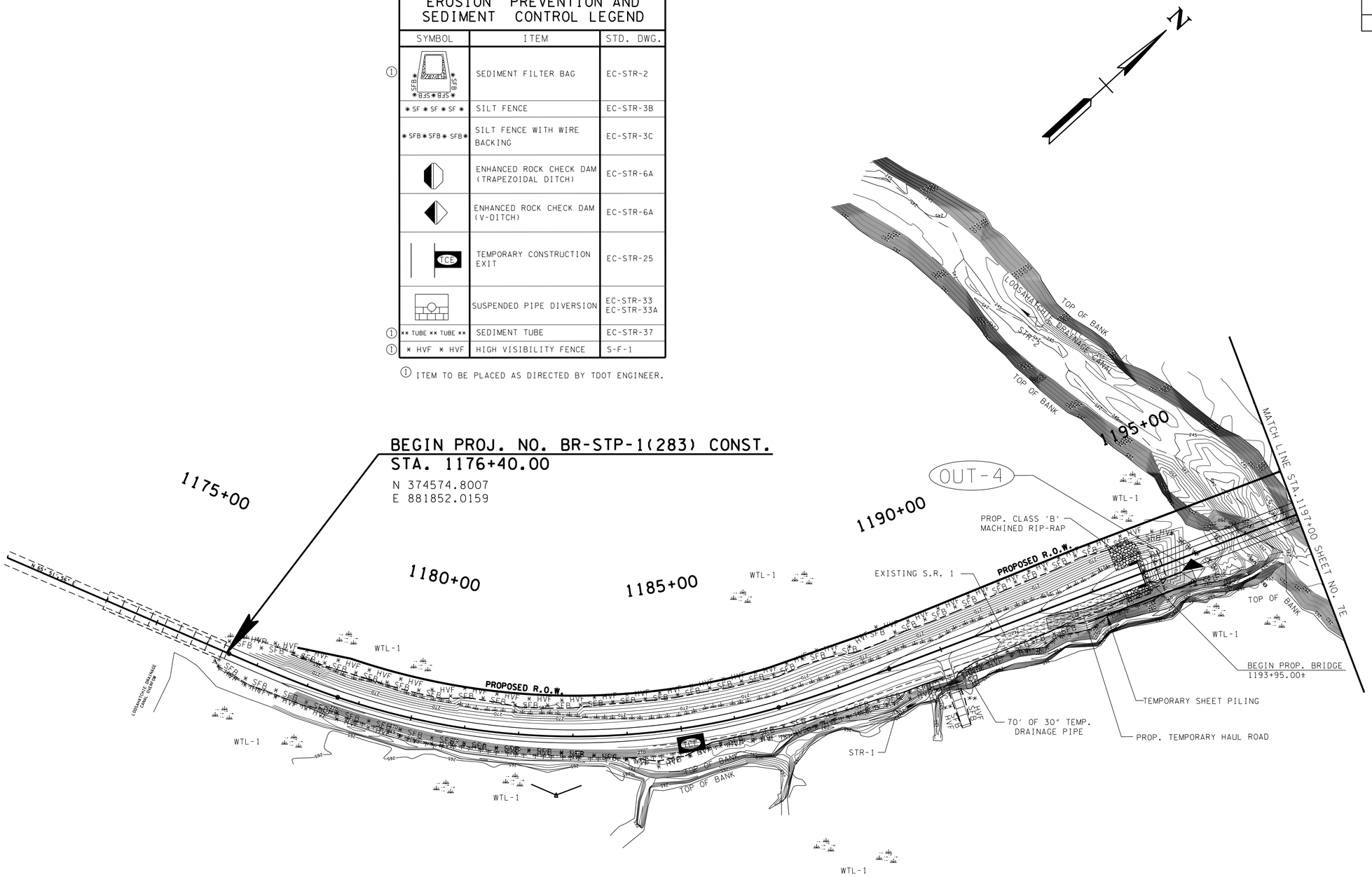
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	9
CONST.	2015	BR-STP-1(283)	7D

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
① SFB SFB SFB SFB SFB SFB	SEDIMENT FILTER BAG	EC-STR-2
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A
① ** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
① * HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

① ITEM TO BE PLACED AS DIRECTED BY TDOT ENGINEER.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.1173+00 TO STA.1197+00

SCALE: 1"=100'

STAGE 3

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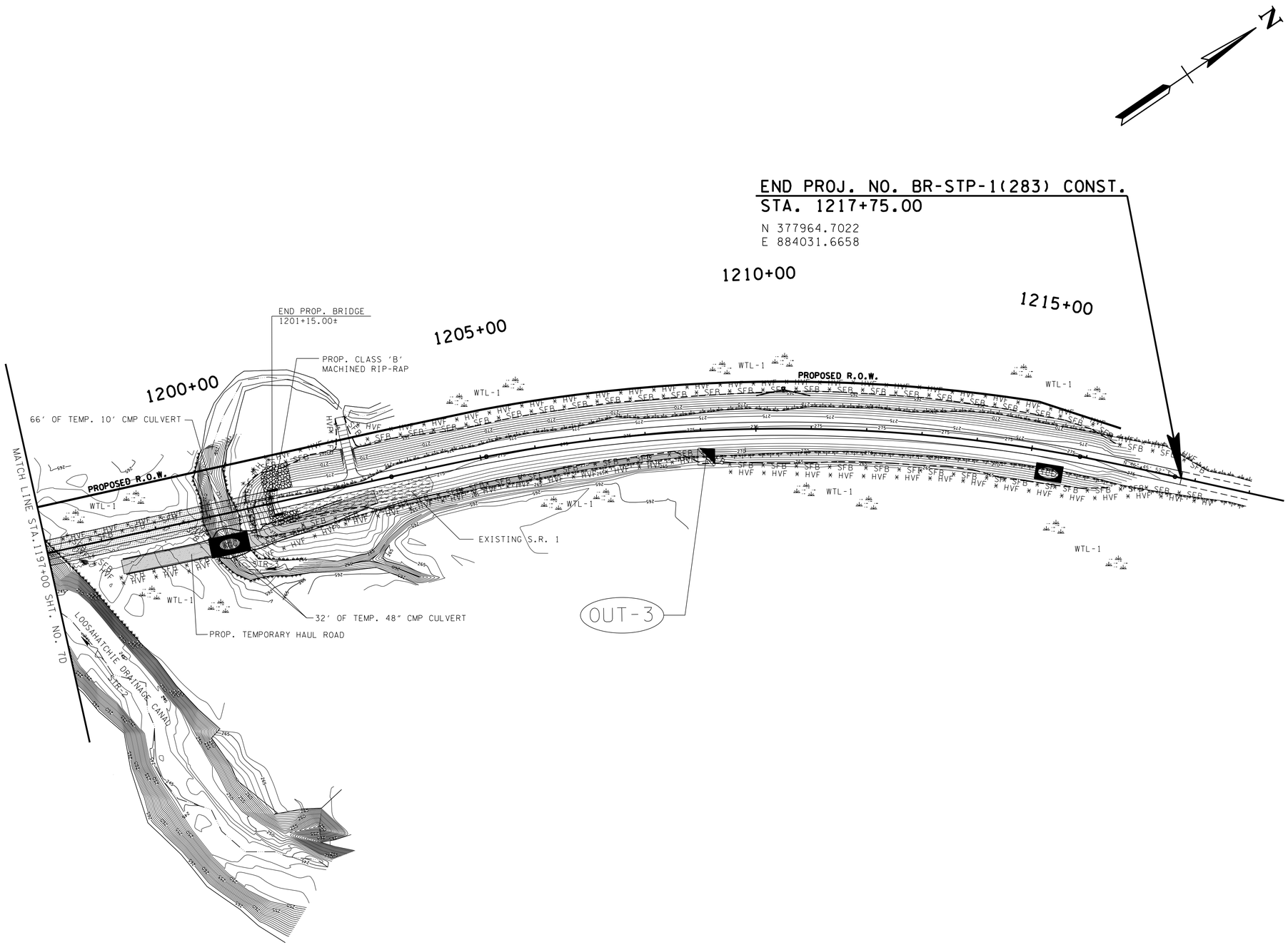
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	9A
CONST.	2015	BR-STP-1(283)	7E



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.1197+00 TO STA.1219+00

SCALE: 1"=100'

STAGE 3

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	8

PROPOSED TREE QUANTITIES

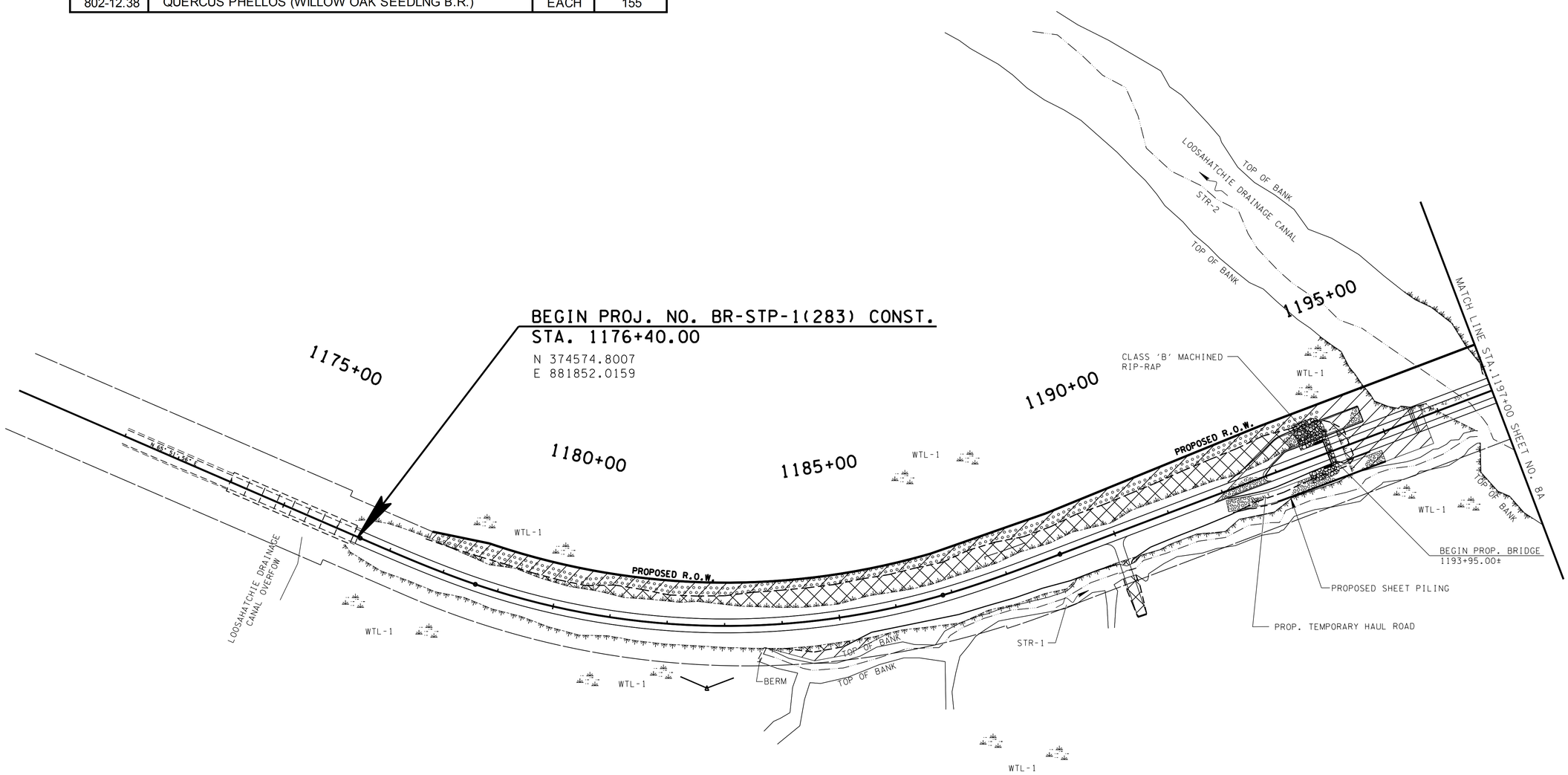
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
802-12.07	BETULA NIGRA (RIVER BIRCH SEEDLNG B.R.)	EACH	155
802-12.18	LIQUIDAMBER STYRACIFLUA (SWEETGUM SEEDLNG B.R.)	EACH	155
802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	155
802-12.37	QUERCUS PALUSTRIS (PIN OAK SEEDLNG B.R.)	EACH	155
802-12.38	QUERCUS PHELLOS (WILLOW OAK SEEDLNG B.R.)	EACH	155

TREES

NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE OF THE VARIETY REQUESTED, BETWEEN 2 AND 5 FEET IN HEIGHT, CONTAINERIZED, AND FIRST QUALITY. BARE ROOT TREES SHALL BE OF THE VARIETY REQUESTED, WELL BRANCHED, AND FIRST QUALITY. BARE ROOTS MUST BE KEPT MOIST AT ALL TIMES. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY ENVIRONMENTAL DIVISION.

THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.

TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WETLAND AND THAT WETLAND AND SURROUNDING VEGETATION WILL NOT BE DISTURBED.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF (STR-1) AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

LEGEND	WETLAND IMPACTS (WTL-1)
	AREA OF PERMANENT IMPACT = 2.534 AC.
	VOLUME OF PERMANENT IMPACT = 4089 C.Y.
	AREA OF TEMPORARY IMPACT = 3.312 AC.
	VOLUME OF TEMPORARY IMPACT = 5343 C.Y.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL MITIGATION PLAN

STA.1173+00 TO STA.1197+00

SCALE: 1"=100'

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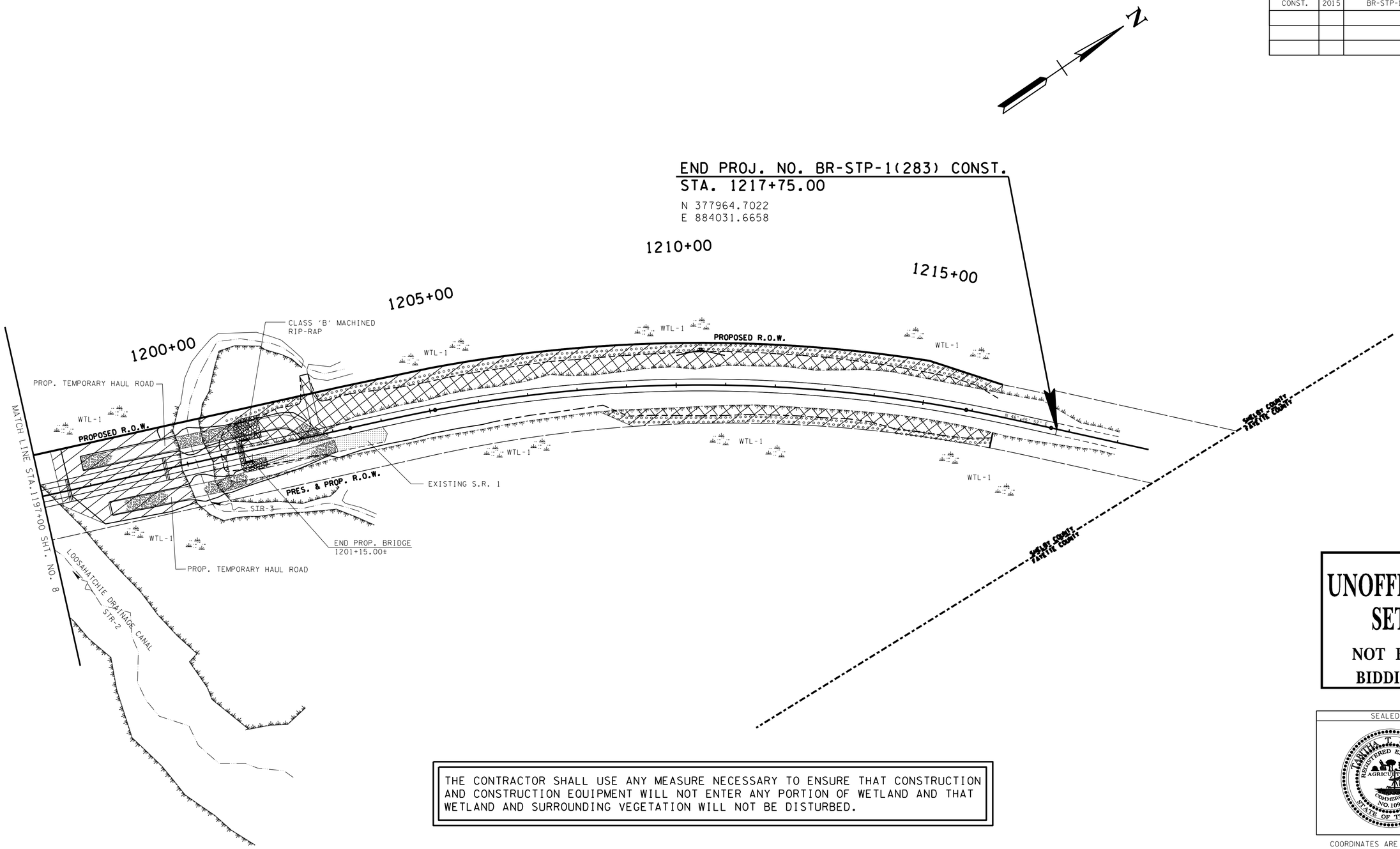
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	8A



THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WETLAND AND THAT WETLAND AND SURROUNDING VEGETATION WILL NOT BE DISTURBED.

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL MITIGATION PLAN

STA.1197+00 TO STA.1219+00

SCALE: 1:100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	9

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

   a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

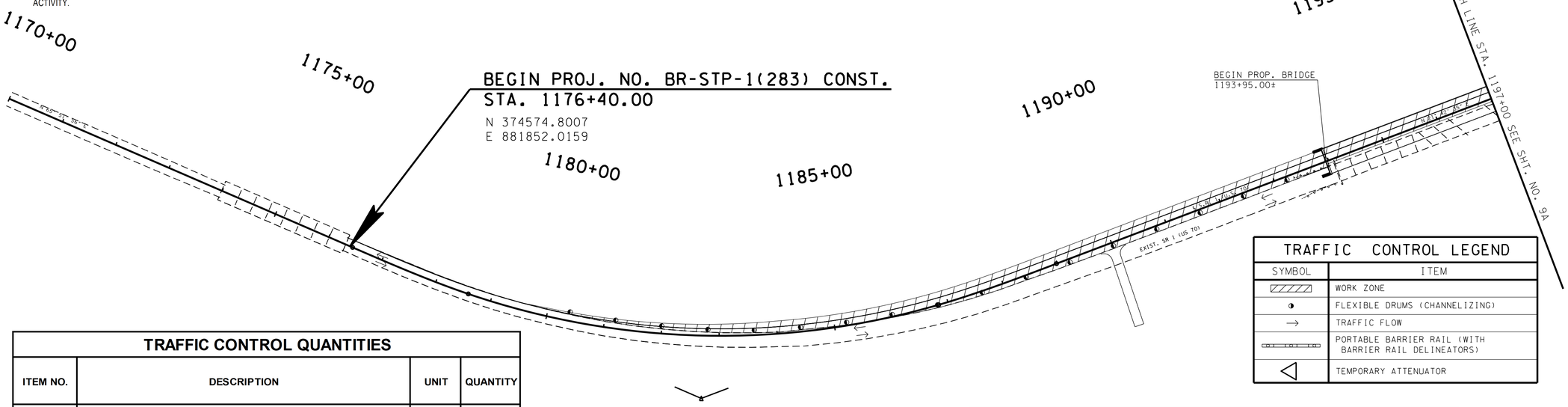
   FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

TWO LANES OF TRAFFIC TO REMAIN OPEN DURING CONSTRUCTION



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	38
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	809
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	84
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	38
712-01	TRAFFIC CONTROL	LS	1
712-04.10	TEMPORARY FLEXIBLE TUBULAR DELINEATOR	EACH	46
712-05.01	WARNING LIGHTS (TYPE A)	EACH	26
712-06	SIGNS (CONSTRUCTION)	S.F.	262
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	48
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	3.133

CONSTRUCTION SIGN QUANTITIES

TYPE	DESCRIPTION	SIZE	QUANTITY	ITEM 712-06 (S.F.)
G20-2A	END ROAD WORK	48 X 24	2	16
R11-2	ROAD CLOSED	48 X 30	2	20
W1-4AL	REVERSE CURVE (LT)	48 X 48	2	32
W1-4AR	REVERSE CURVE (RT)	48 X 48	2	32
W20-1	ROAD WORK 1 MILE	48 X 48	2	32
W20-2	ROAD WORK 1/2 MILE	48 X 48	2	32
W20-3	ROAD WORK 1000 FT.	48 X 48	2	32
W8-9a	SHOULDER DROP-OFF	36 X 36	2	18
W1-6	ARROW	48 X 24	2	16
W20-7A	FLAGGER AHEAD	48 X 48	2	32
TOTAL				262

NOTES

BRIDGE TO BE STAGED CONSTRUCTED

SEE DWG. NO. T-WZ-10 FOR ADVANCED ROAD WORK SIGNING

PHASING NOTES (PHASE 1)

TWO LANES OF TRAFFIC WILL BE MAINTAINED ON THE EXISTING SR-1 LANES AND BRIDGE THROUGH PHASE 1 OF CONSTRUCTION

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.1170+00 TO STA.1197+00

SCALE: 1"=100'

PHASE 1

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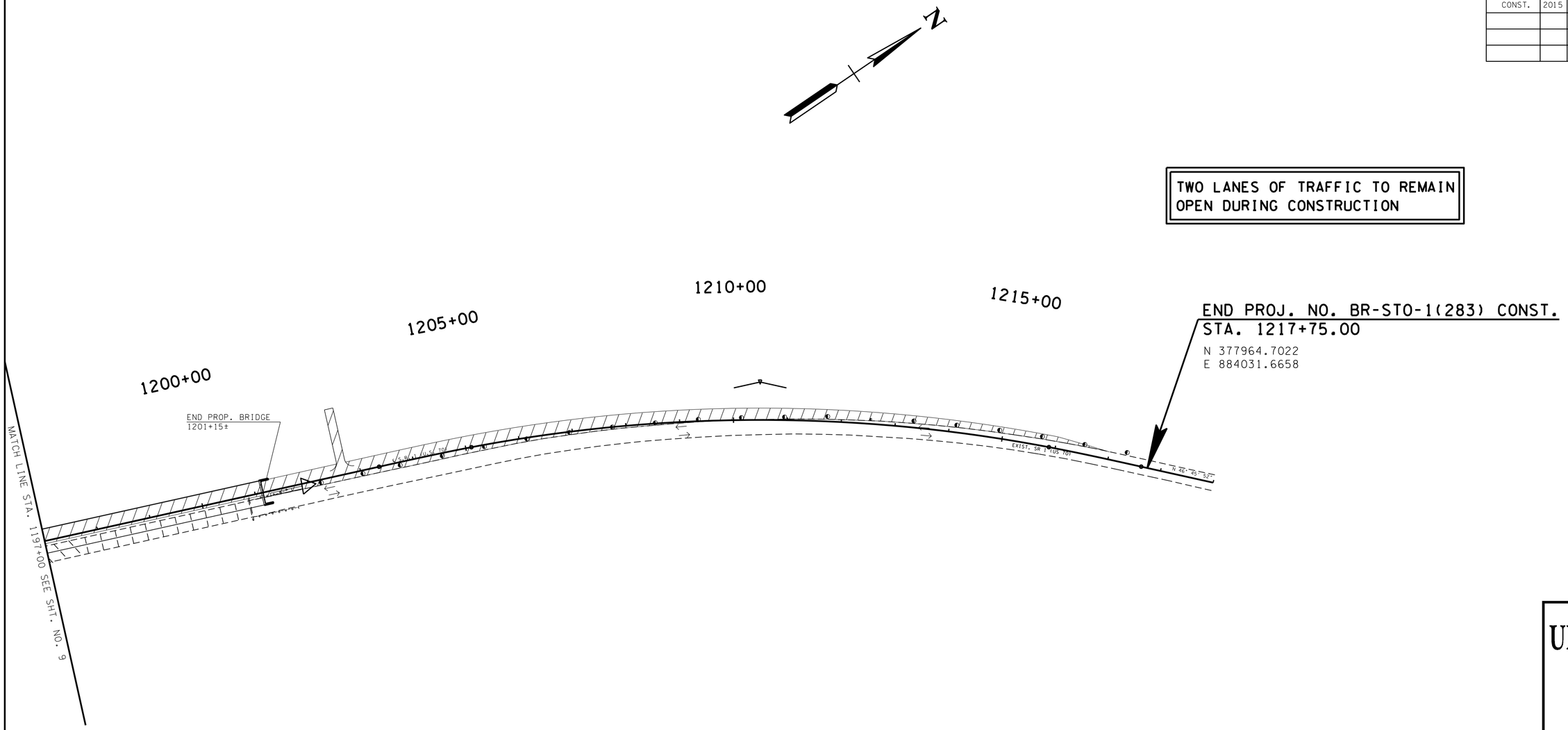
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	9A



TWO LANES OF TRAFFIC TO REMAIN OPEN DURING CONSTRUCTION

NOTES
BRIDGE TO BE STAGED CONSTRUCTED
SEE DWG. NO. T-WZ-10 FOR ADVANCED ROAD WORK SIGNING

PHASING NOTES (PHASE 1)
TWO LANES OF TRAFFIC WILL BE MAINTAINED ON THE EXISTING SR-1 LANES
AND BRIDGE THROUGH PHASE 1 OF CONSTRUCTION

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.1197+00 TO STA.1219+00

SCALE: 1"=100'

PHASE 1

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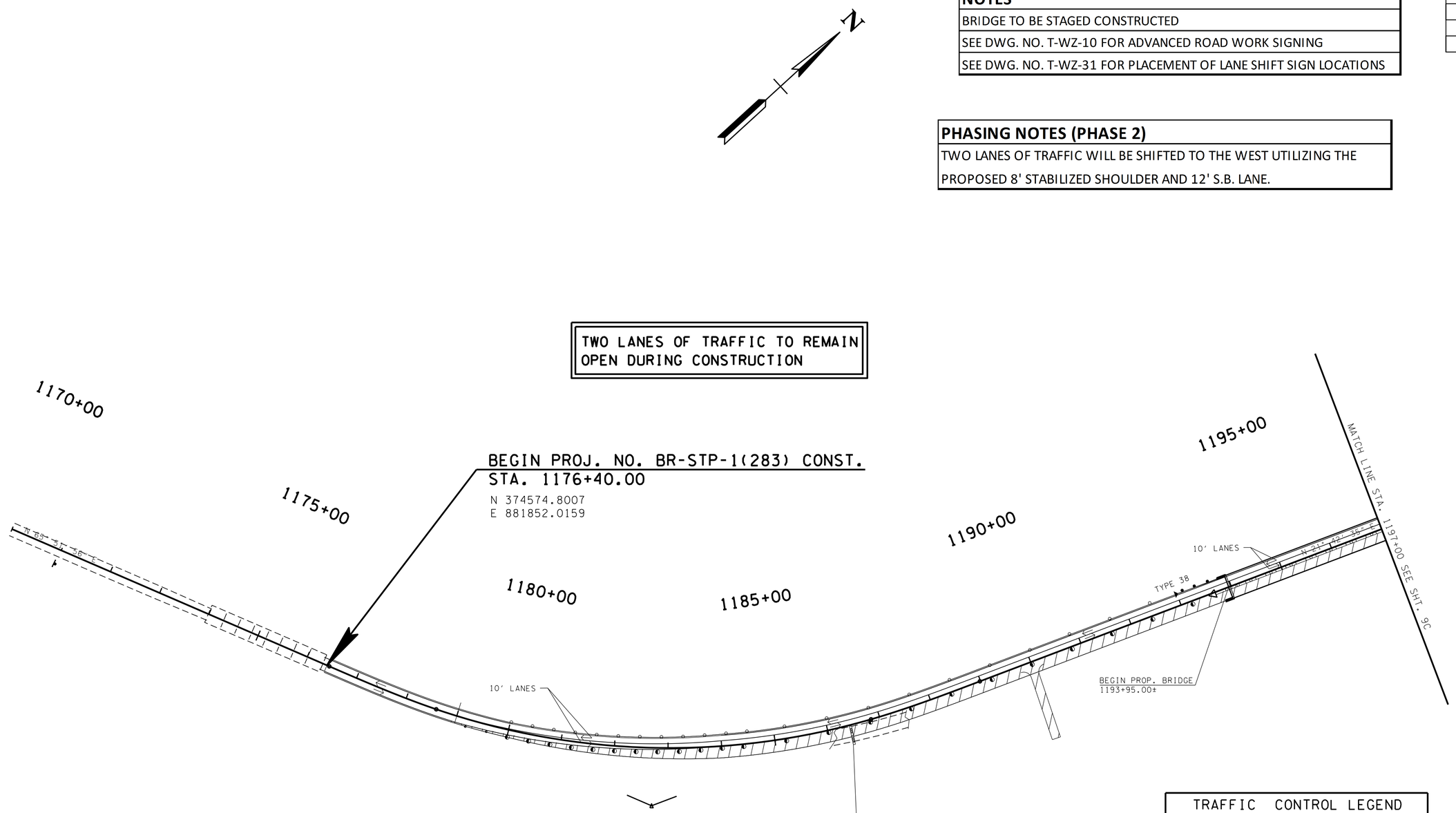
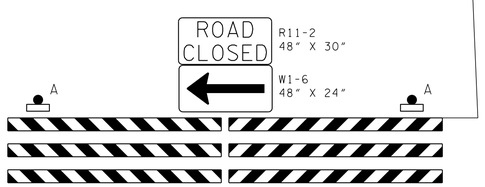
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	9B

NOTES
BRIDGE TO BE STAGED CONSTRUCTED
SEE DWG. NO. T-WZ-10 FOR ADVANCED ROAD WORK SIGNING
SEE DWG. NO. T-WZ-31 FOR PLACEMENT OF LANE SHIFT SIGN LOCATIONS

PHASING NOTES (PHASE 2)
TWO LANES OF TRAFFIC WILL BE SHIFTED TO THE WEST UTILIZING THE PROPOSED 8' STABILIZED SHOULDER AND 12' S.B. LANE.





TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR
	TEMPORARY BARRICADE (TYPE III)
○	FLEXIBLE DELINEATOR (GROUND MOUNTED)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.1170+00 TO STA.1197+00

SCALE: 1"=100'

PHASE 2

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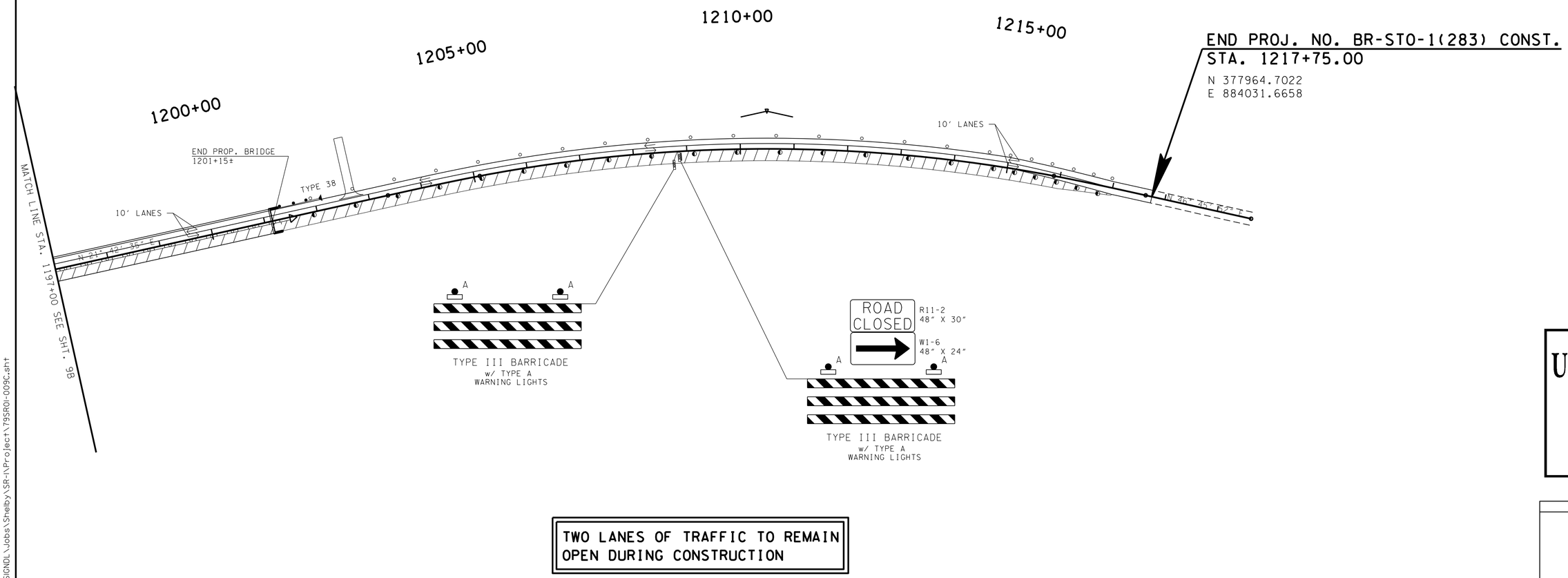
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	9C

NOTES
BRIDGE TO BE STAGED CONSTRUCTED
SEE DWG. NO. T-WZ-10 FOR ADVANCED ROAD WORK SIGNING
SEE DWG. NO. T-WZ-31 FOR PLACEMENT OF LANE SHIFT SIGN LOCATIONS

PHASING NOTES (PHASE 2)
TWO LANES OF TRAFFIC WILL BE SHIFTED TO THE WEST UTILIZING THE PROPOSED 8' STABILIZED SHOULDER AND 12' S.B. LANE.



TWO LANES OF TRAFFIC TO REMAIN OPEN DURING CONSTRUCTION

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.1197+00 TO STA.1219+00

SCALE: 1"=100'

PHASE 2

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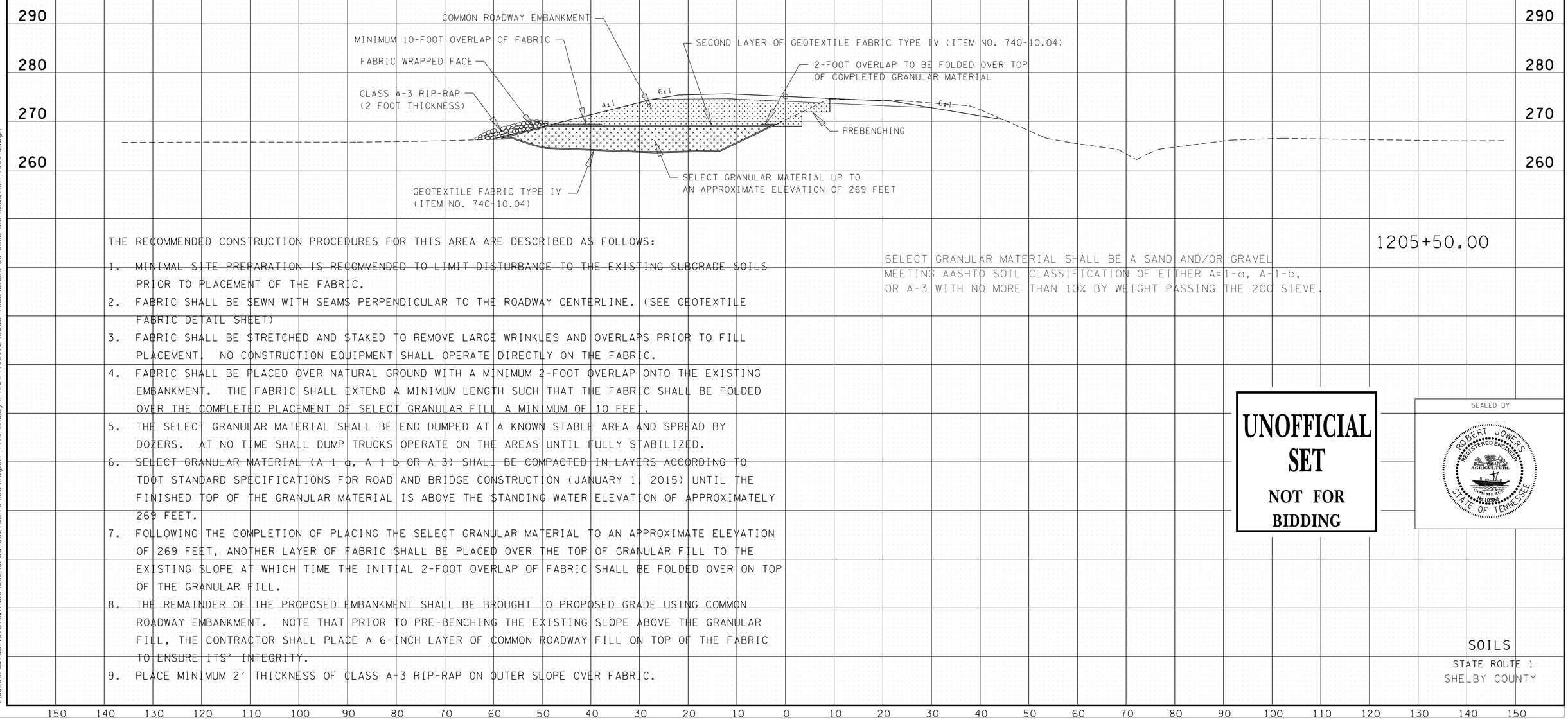
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	10

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 1177+56.54 TO STATION 1216+50.00

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 7 (JANUARY 1, 2015).



THE RECOMMENDED CONSTRUCTION PROCEDURES FOR THIS AREA ARE DESCRIBED AS FOLLOWS:

1. MINIMAL SITE PREPARATION IS RECOMMENDED TO LIMIT DISTURBANCE TO THE EXISTING SUBGRADE SOILS PRIOR TO PLACEMENT OF THE FABRIC.
2. FABRIC SHALL BE SEWN WITH SEAMS PERPENDICULAR TO THE ROADWAY CENTERLINE. (SEE GEOTEXTILE FABRIC DETAIL SHEET)
3. FABRIC SHALL BE STRETCHED AND STAKED TO REMOVE LARGE WRINKLES AND OVERLAPS PRIOR TO FILL PLACEMENT. NO CONSTRUCTION EQUIPMENT SHALL OPERATE DIRECTLY ON THE FABRIC.
4. FABRIC SHALL BE PLACED OVER NATURAL GROUND WITH A MINIMUM 2-FOOT OVERLAP ONTO THE EXISTING EMBANKMENT. THE FABRIC SHALL EXTEND A MINIMUM LENGTH SUCH THAT THE FABRIC SHALL BE FOLDED OVER THE COMPLETED PLACEMENT OF SELECT GRANULAR FILL A MINIMUM OF 10 FEET.
5. THE SELECT GRANULAR MATERIAL SHALL BE END DUMPED AT A KNOWN STABLE AREA AND SPREAD BY DOZERS. AT NO TIME SHALL DUMP TRUCKS OPERATE ON THE AREAS UNTIL FULLY STABILIZED.
6. SELECT GRANULAR MATERIAL (A-1-a, A-1-b OR A-3) SHALL BE COMPACTED IN LAYERS ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2015) UNTIL THE FINISHED TOP OF THE GRANULAR MATERIAL IS ABOVE THE STANDING WATER ELEVATION OF APPROXIMATELY 269 FEET.
7. FOLLOWING THE COMPLETION OF PLACING THE SELECT GRANULAR MATERIAL TO AN APPROXIMATE ELEVATION OF 269 FEET, ANOTHER LAYER OF FABRIC SHALL BE PLACED OVER THE TOP OF GRANULAR FILL TO THE EXISTING SLOPE AT WHICH TIME THE INITIAL 2-FOOT OVERLAP OF FABRIC SHALL BE FOLDED OVER ON TOP OF THE GRANULAR FILL.
8. THE REMAINDER OF THE PROPOSED EMBANKMENT SHALL BE BROUGHT TO PROPOSED GRADE USING COMMON ROADWAY EMBANKMENT. NOTE THAT PRIOR TO PRE-BENCHING THE EXISTING SLOPE ABOVE THE GRANULAR FILL, THE CONTRACTOR SHALL PLACE A 6-INCH LAYER OF COMMON ROADWAY FILL ON TOP OF THE FABRIC TO ENSURE ITS' INTEGRITY.
9. PLACE MINIMUM 2' THICKNESS OF CLASS A-3 RIP-RAP ON OUTER SLOPE OVER FABRIC.

UNOFFICIAL SET
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SEALED BY

ROBERT JOWERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 109261
STATE OF TENNESSEE

SOILS
STATE ROUTE 1
SHELBY COUNTY

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	BR-STP-1(283)	10A

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

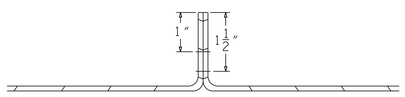
GEOTEXTILE NOTE:

THE GEOTEXTILE SHALL BE PLACED LOOSELY, WITH NO WRINKLES OR FOLDS, IN DIRECT CONTACT WITH THE GROUND. THE GEOTEXTILE SHALL BE LAID IN STRIPS PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY. IN ALL CASES THE OVERLAP OF SUCCESSIVE SHEETS SHALL PLACE THE UPSLOPE SHEET ON TOP OF THE DOWN SLOPE SHEET.

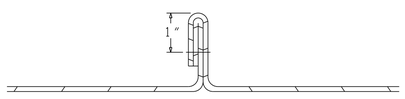
THE SEAMS OF EACH STRIP OF FABRIC SHALL BE SEWN USING EITHER A STANDARD "J" SEAM OR "BUTTERFLY" SEAM (SEE ATTACHED DIAGRAM). THERMAL WELDING IS ALSO ALLOWABLE AS PER THE MANUFACTURERS RECOMMENDATIONS AND INSTRUCTIONS. IN EITHER CASE, ALL SEAMS SHALL BE EXPOSED WITH THE SEAM SUCH THAT ALL SEAMS CAN BE INSPECTED AND REPAIRS EASILY MADE SHOULD A FAULTY SEAM BE ENCOUNTERED. ADDITIONALLY, REGARDLESS OF THE SEAM TYPE SELECTED, THE DURABILITY OF THE SEAM SHALL BE THE SAME AS THAT OF THE GEOTEXTILE.

AGGREGATE SHALL BE PLACED CAREFULLY ONTO THE GEOTEXTILE TO PREVENT DAMAGE. WHEN A PORTION OF THE TEXTILE IS DAMAGED EITHER REPLACE THE ENTIRE STRIP(S) THAT ARE DAMAGED OR PATCH WITH TEXTILE OVERLAPPING ON ALL SIDES A MINIMUM OF ONE FOOT. CONSTRUCTION VEHICLES SHALL NEVER BE DRIVEN DIRECTLY ONTO THE GEOTEXTILE.

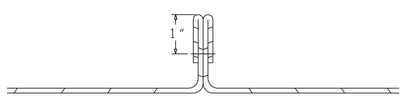
STORAGE AND HANDLING OF THE GEOTEXTILES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.



FLAT OR PRAYER SEAM
TYPE SSd-1



J SEAM
TYPE SSn-1



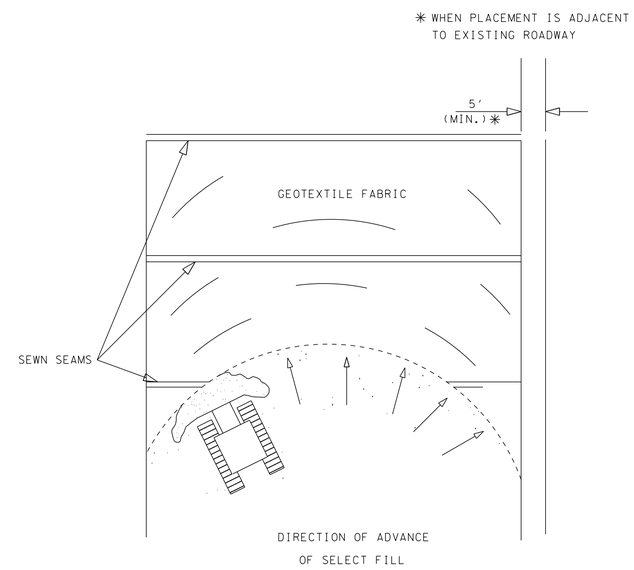
BUTTERFLY SEAM
TYPE SSa-1

TYPES OF SEAMS

FIGURE 1

MODERATE SUBGRADE

(No Mud Wave)



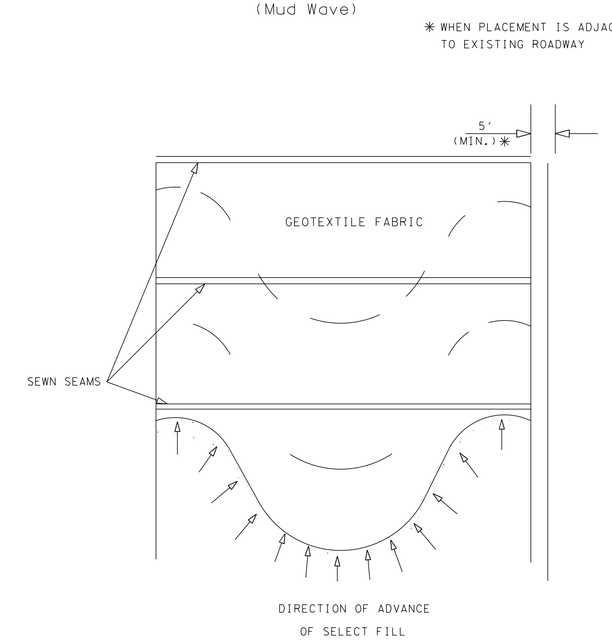
FABRIC WRINKLES SHOULD BE PULLED OUT IN ADVANCE OF CONSTRUCTION

PLACEMENT OF THE FIRST LIFT TO TENSION FABRIC ON MODERATE GROUND CONDITIONS

FIGURE 2

SOFT SUBGRADE

(Mud Wave)



FABRIC WRINKLES SHOULD BE PULLED OUT IN ADVANCE OF CONSTRUCTION

PLACEMENT OF THE FIRST LIFT TO TENSION FABRIC ON SOFT GROUND CONDITIONS

UNOFFICIAL SET

NOT FOR BIDDING

ROBERT JOWERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 103065
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

GEOTEXTILE FABRIC DETAILS

STATE ROUTE 1
SHELBY COUNTY

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	10
CONST.	2015	BR-STP-1(283)	11

UNOFFICIAL SET

NOT FOR BIDDING

℄ S.R. 1

VOLUME (C.Y.)

AREA (S.F.)

290 280 270 260

FG EL. 273.76

6:1 -0.040 -0.038 0.038 -0.032 6:1

3:1

CUT 8
FILL 72
SELECT 11

1178+00.00

CUT 3
FILL 33
SELECT 12

290 280 270 260

FG EL. 273.76

6:1 -0.040 -0.020 0.019 -0.050 6:1

3:1

CUT 6
FILL 42
SELECT 0

STA. 1177+50
BEGIN FULL DEPTH CONSTRUCTION

1177+50.00

CUT 6
FILL 45
SELECT 0

290 280 270 260

FG EL. 273.76

6:1 -0.040 -0.020 0.001 -0.040 6:1

CUT 0
FILL 0
SELECT 0

1177+00.00

CUT 0
FILL 0
SELECT 0

290 280 270 260

FG EL. 273.77

6:1 -0.040 -0.020 -0.018 -0.040 6:1

CUT 0
FILL 0
SELECT 0

SEE SOILS SHEET -- FOR ALTERNATE EMBANKMENT MATERIALS AND PREBENCHING.

1176+50.00

CUT 0
FILL 0
SELECT 0

BEGIN CONSTRUCTION
STA. 1176+40
BEGIN OVERLAY (MATCH EXISTING)

STATE ROUTE 1

BEGIN STA. 1176+50.00
END STA. 1178+00.00

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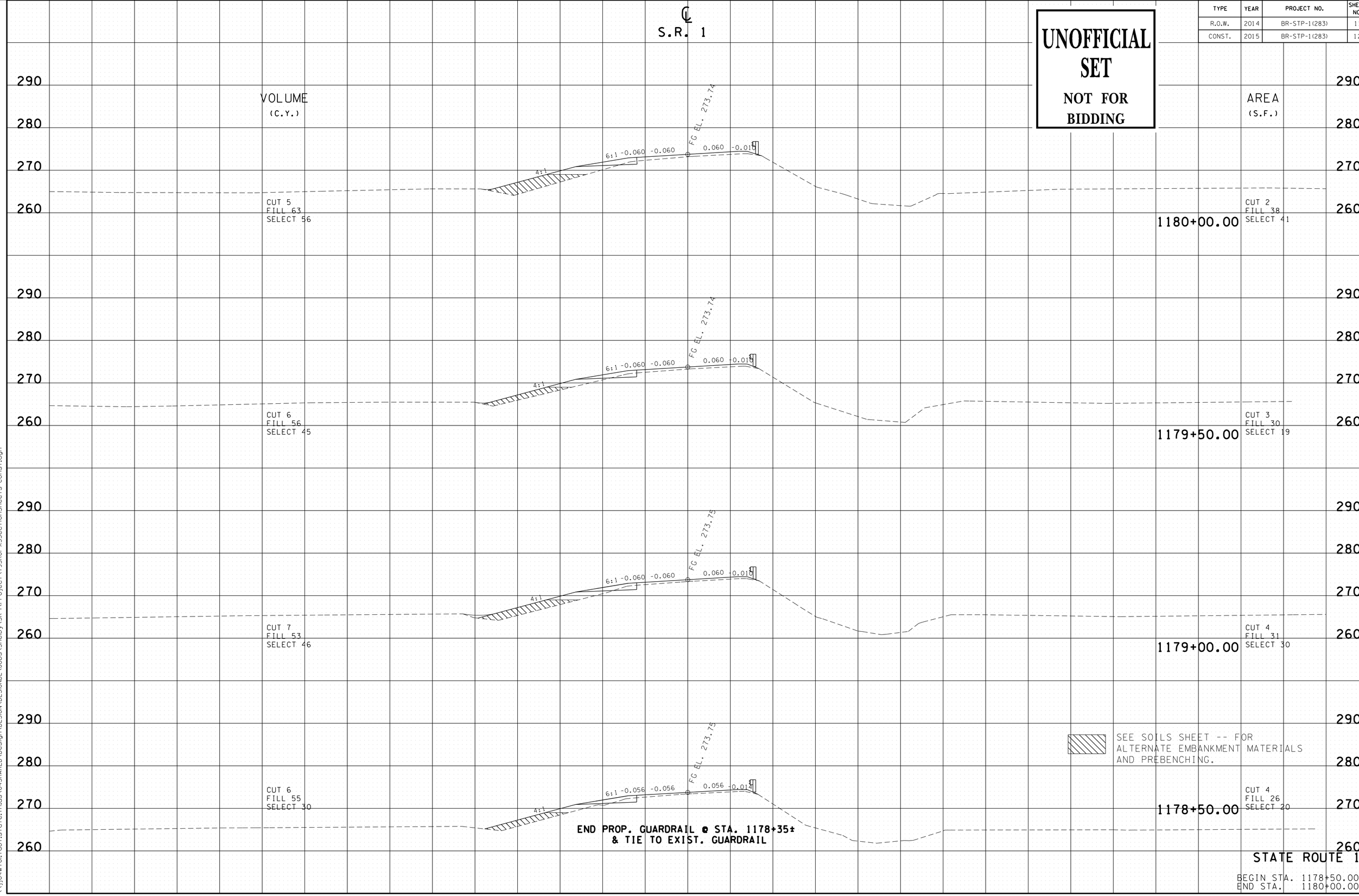
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	11
CONST.	2015	BR-STP-1(283)	12

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1178+50.00
END STA. 1180+00.00

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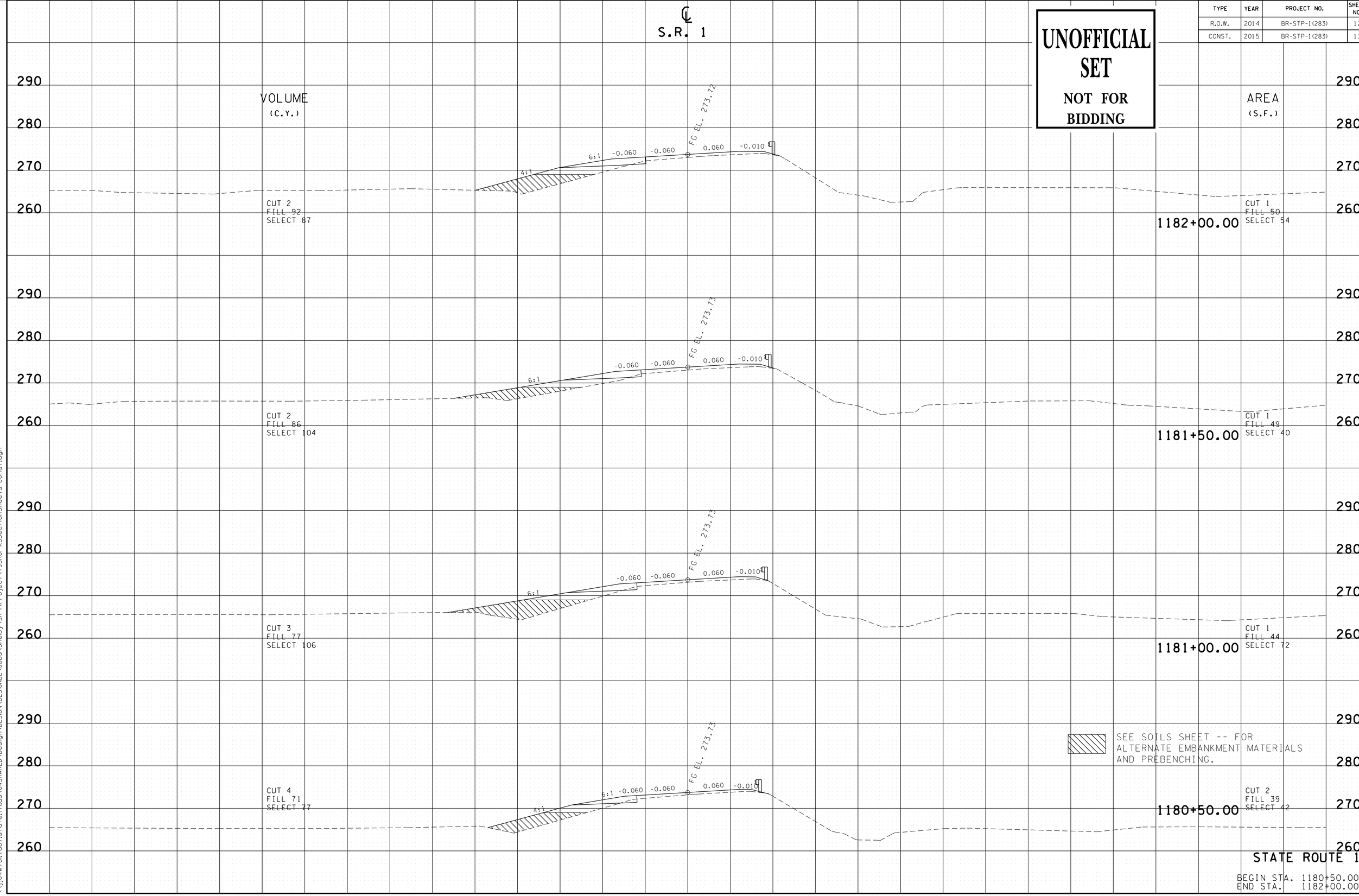
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	12
CONST.	2015	BR-STP-1(283)	13

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1180+50.00
END STA. 1182+00.00

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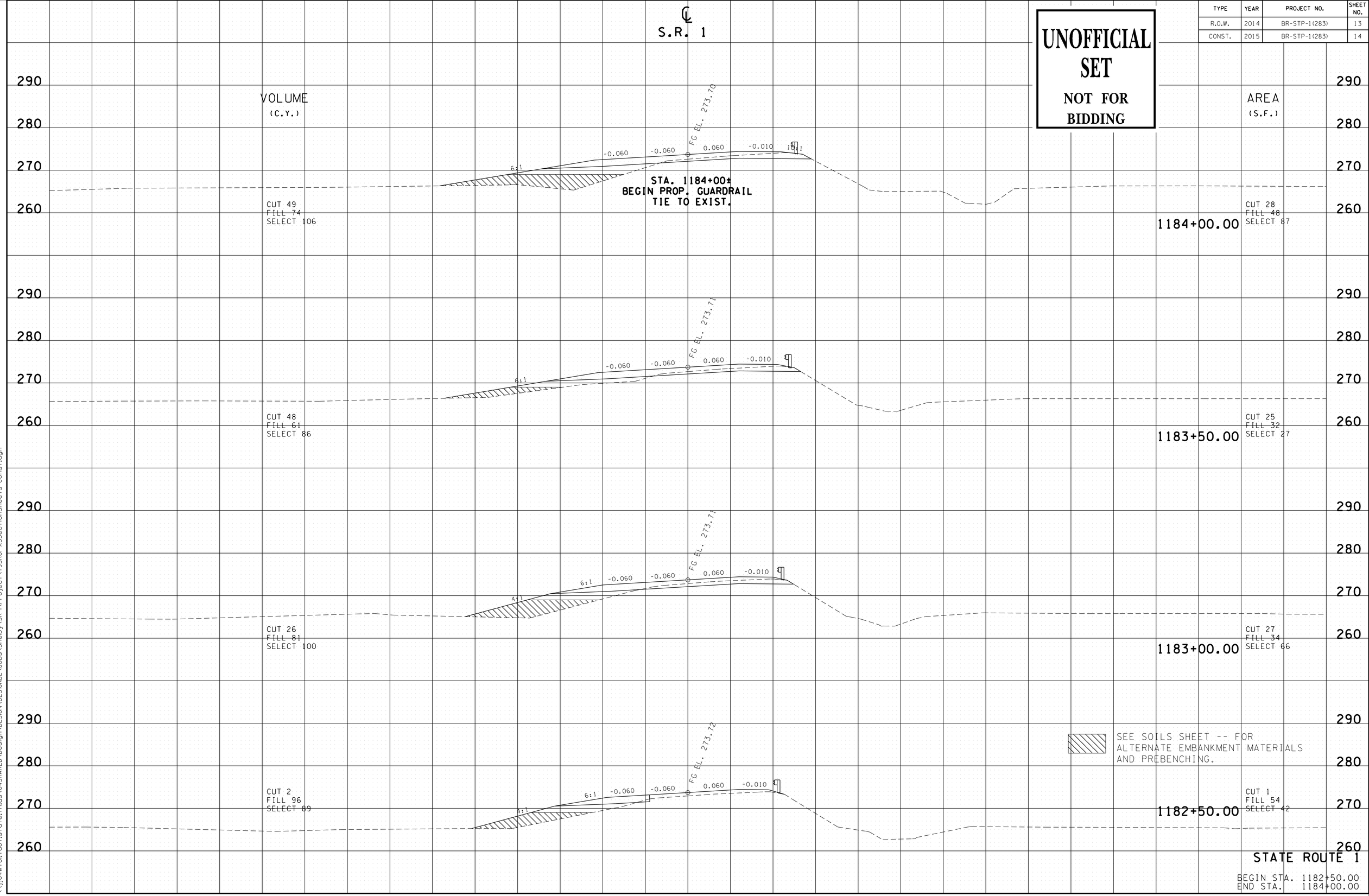
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	13
CONST.	2015	BR-STP-1(283)	14

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1182+50.00
END STA. 1184+00.00

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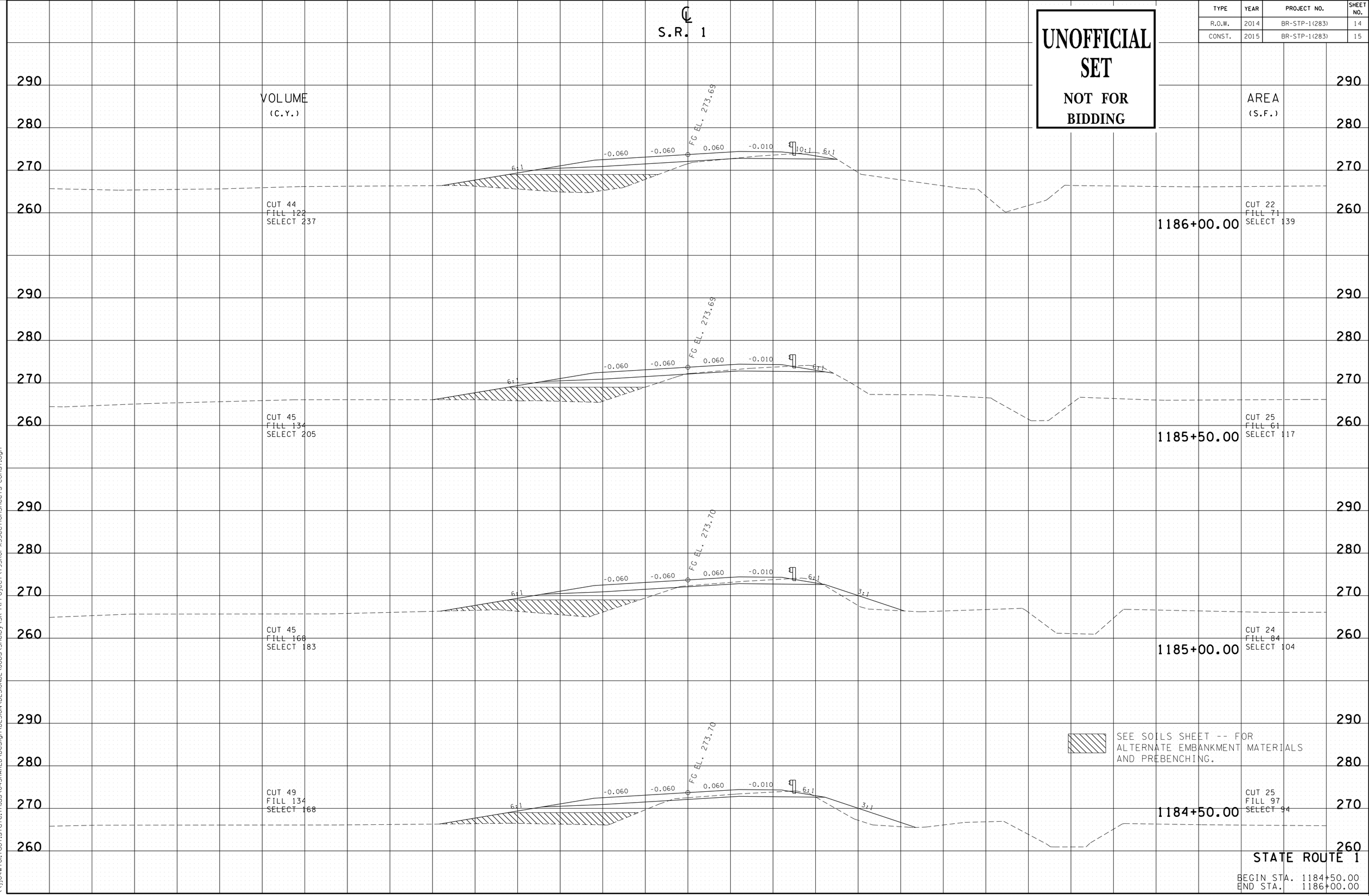
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	14
CONST.	2015	BR-STP-1(283)	15

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1184+50.00
END STA. 1186+00.00

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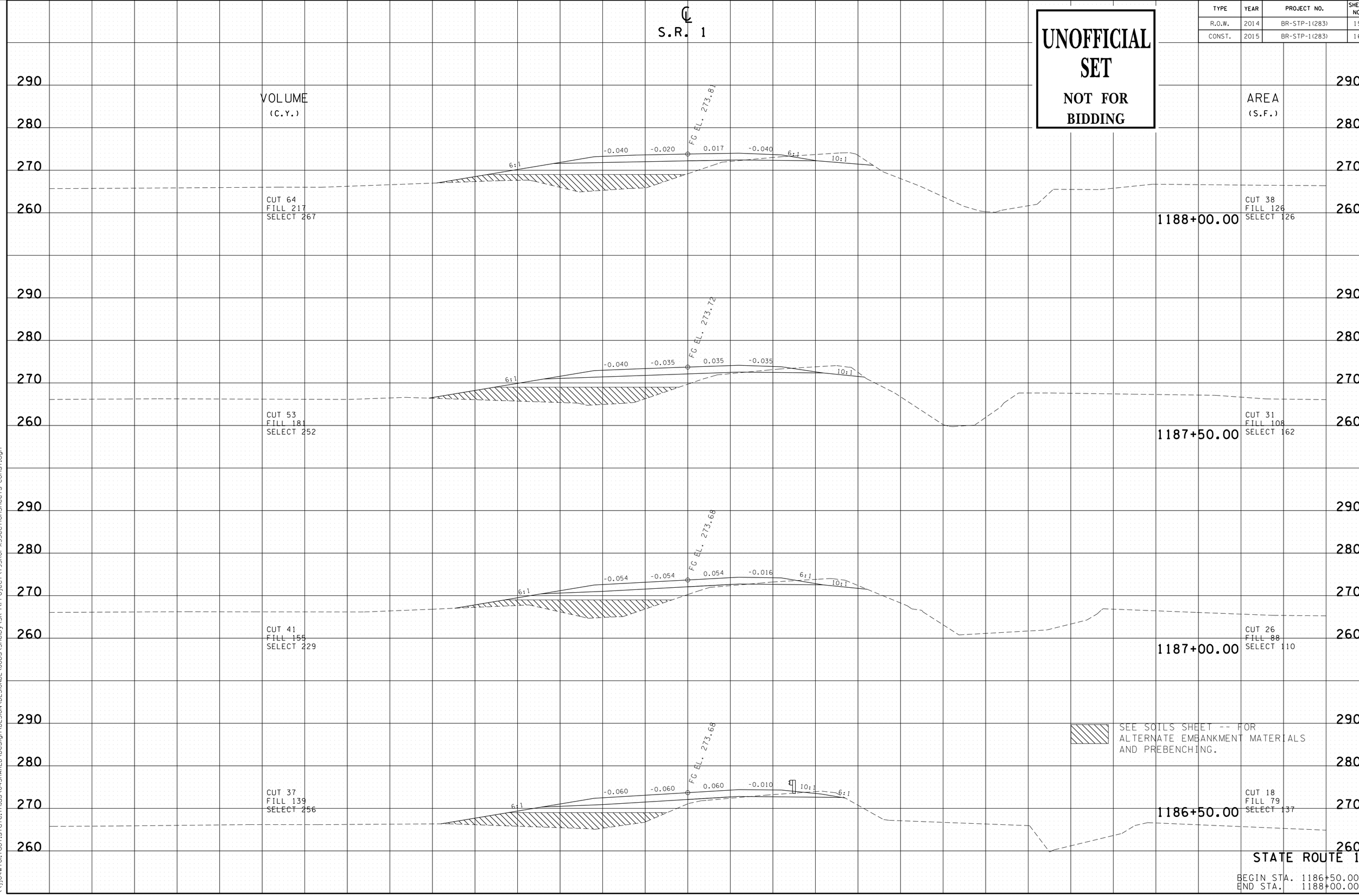
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	15
CONST.	2015	BR-STP-1(283)	16

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1186+50.00
END STA. 1188+00.00

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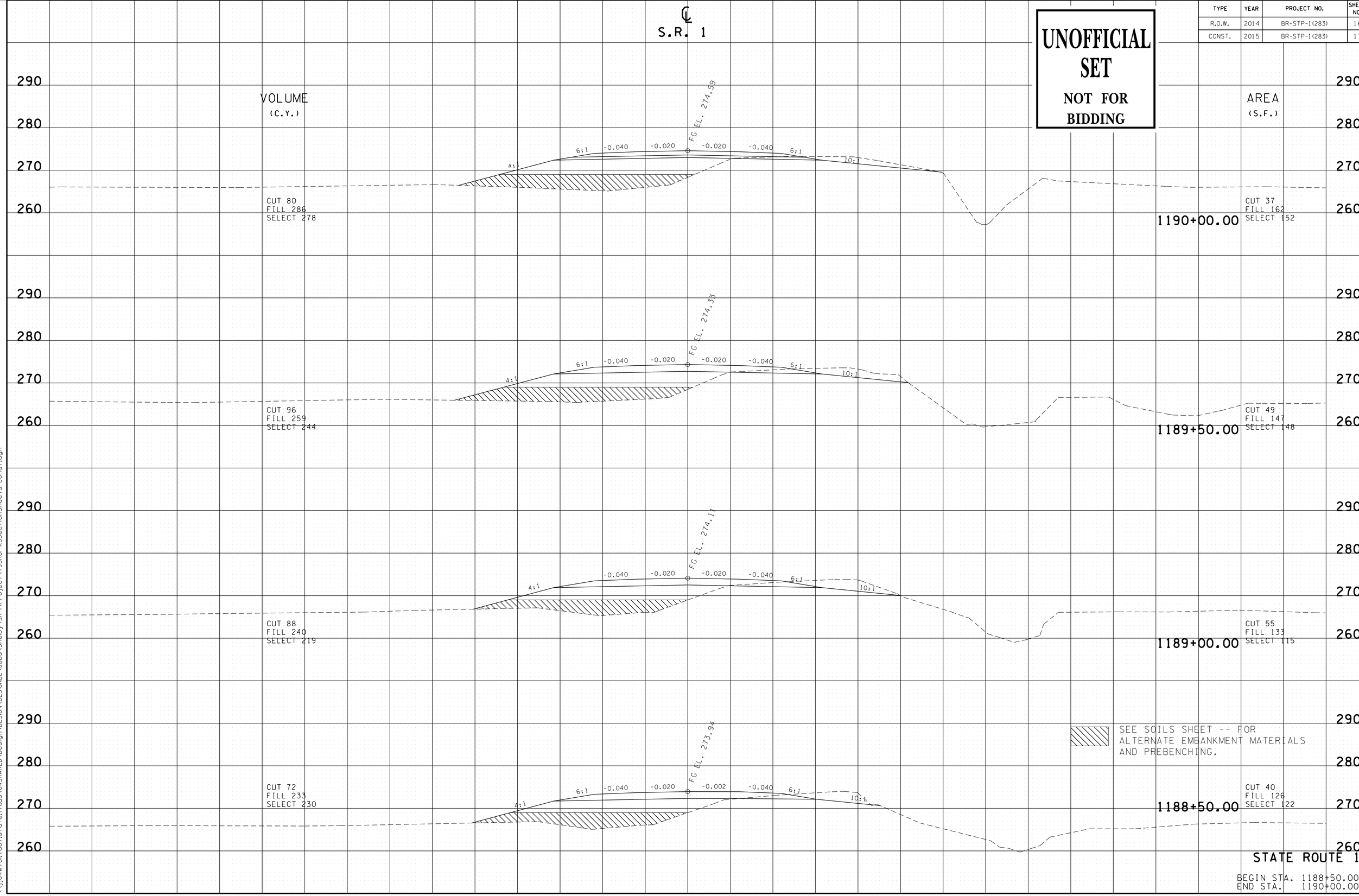
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	16
CONST.	2015	BR-STP-1(283)	17

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1188+50.00
END STA. 1190+00.00

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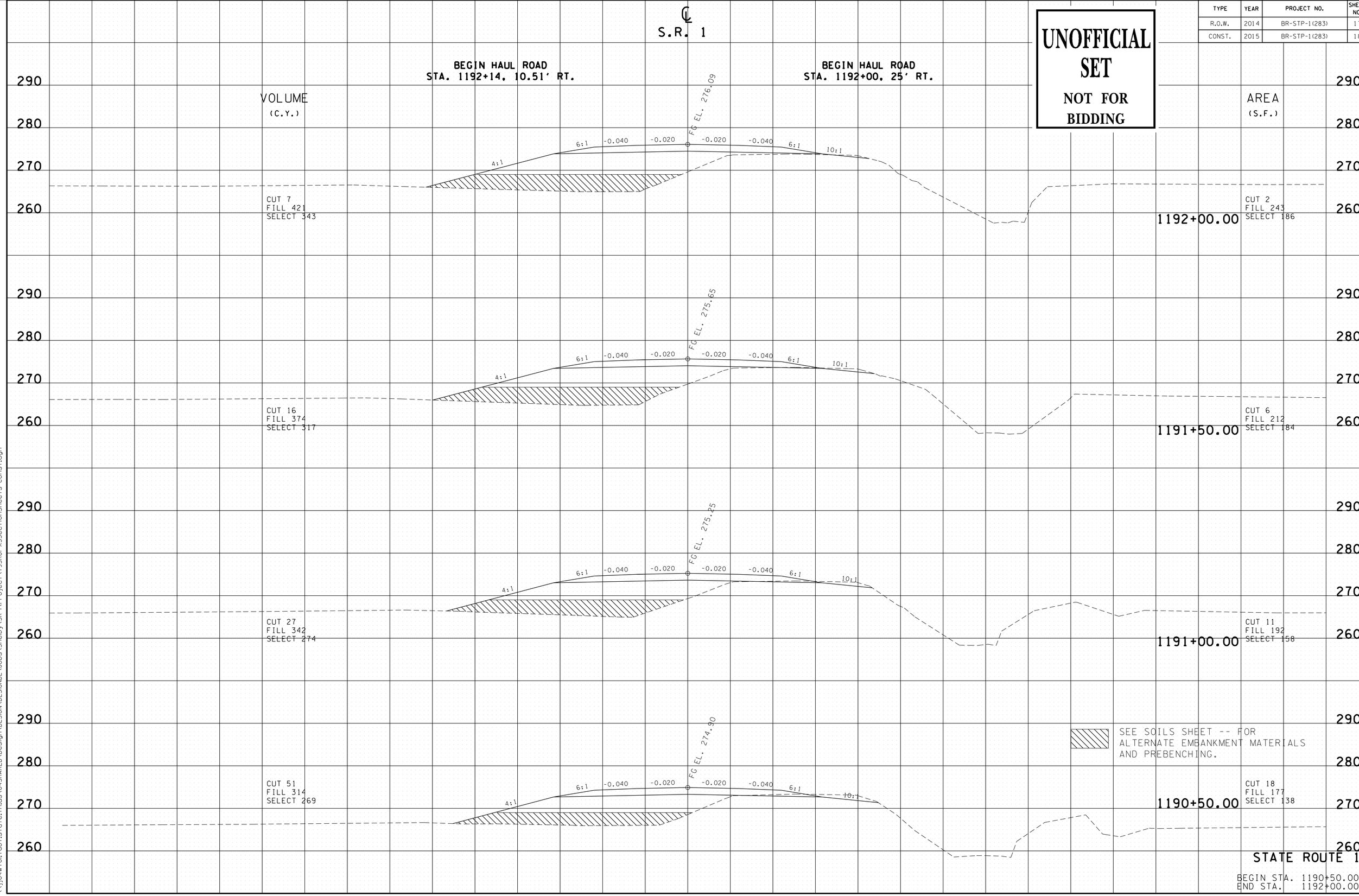
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	17
CONST.	2015	BR-STP-1(283)	18

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1190+50.00
END STA. 1192+00.00

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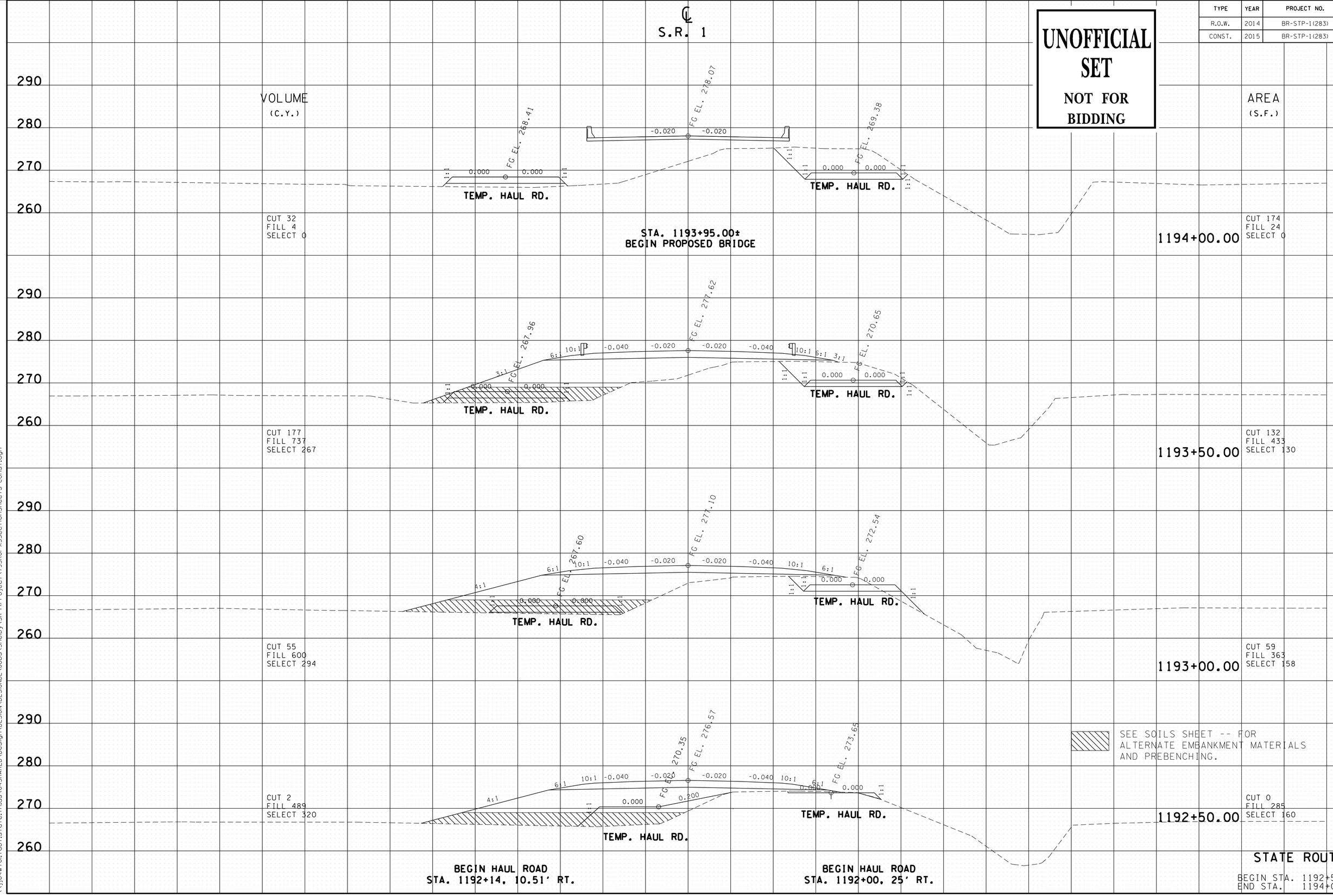
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	18
CONST.	2015	BR-STP-1(283)	19

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1192+50.00
END STA. 1194+00.00

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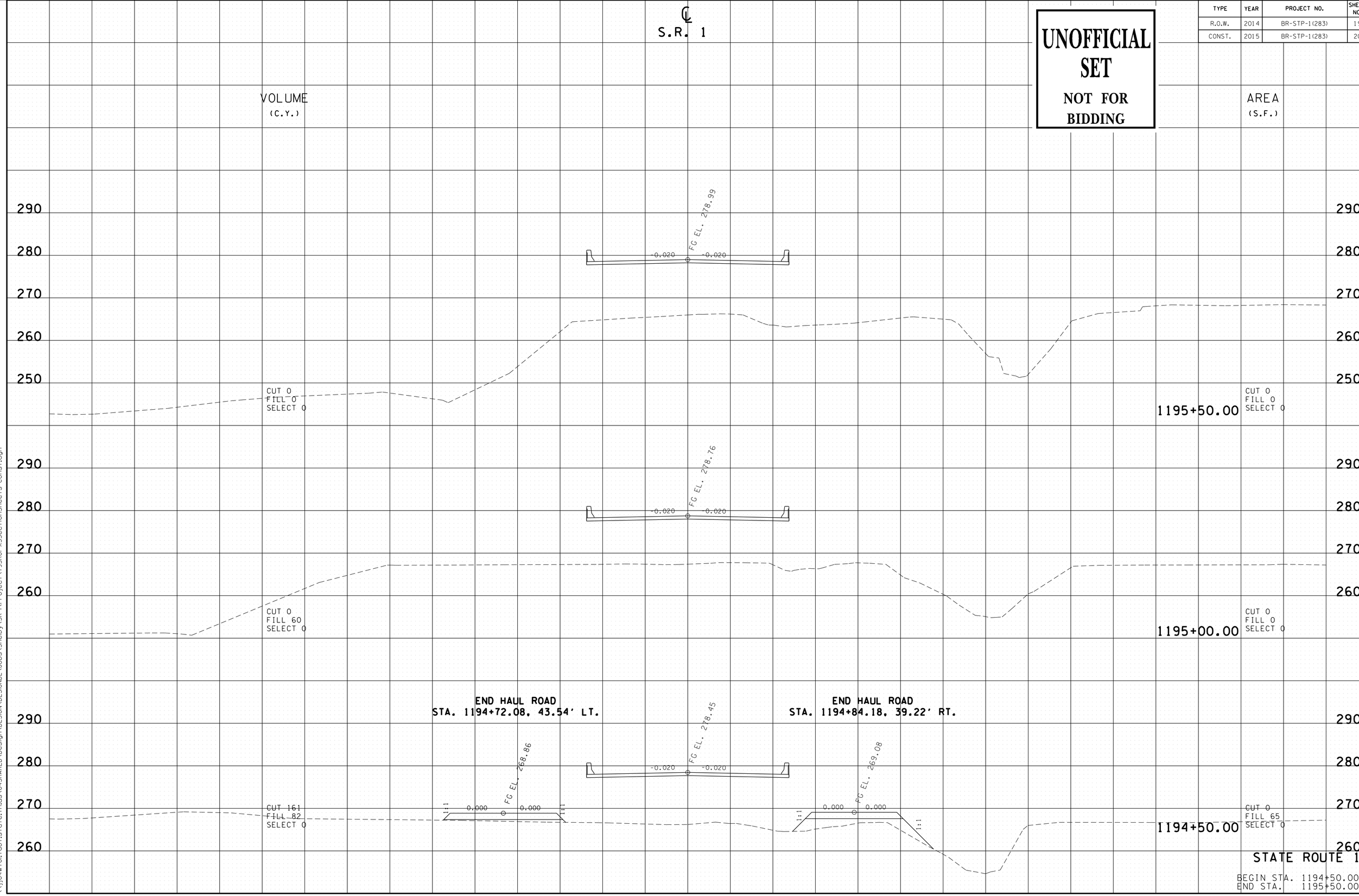
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	19
CONST.	2015	BR-STP-1(283)	20

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1194+50.00
END STA. 1195+50.00

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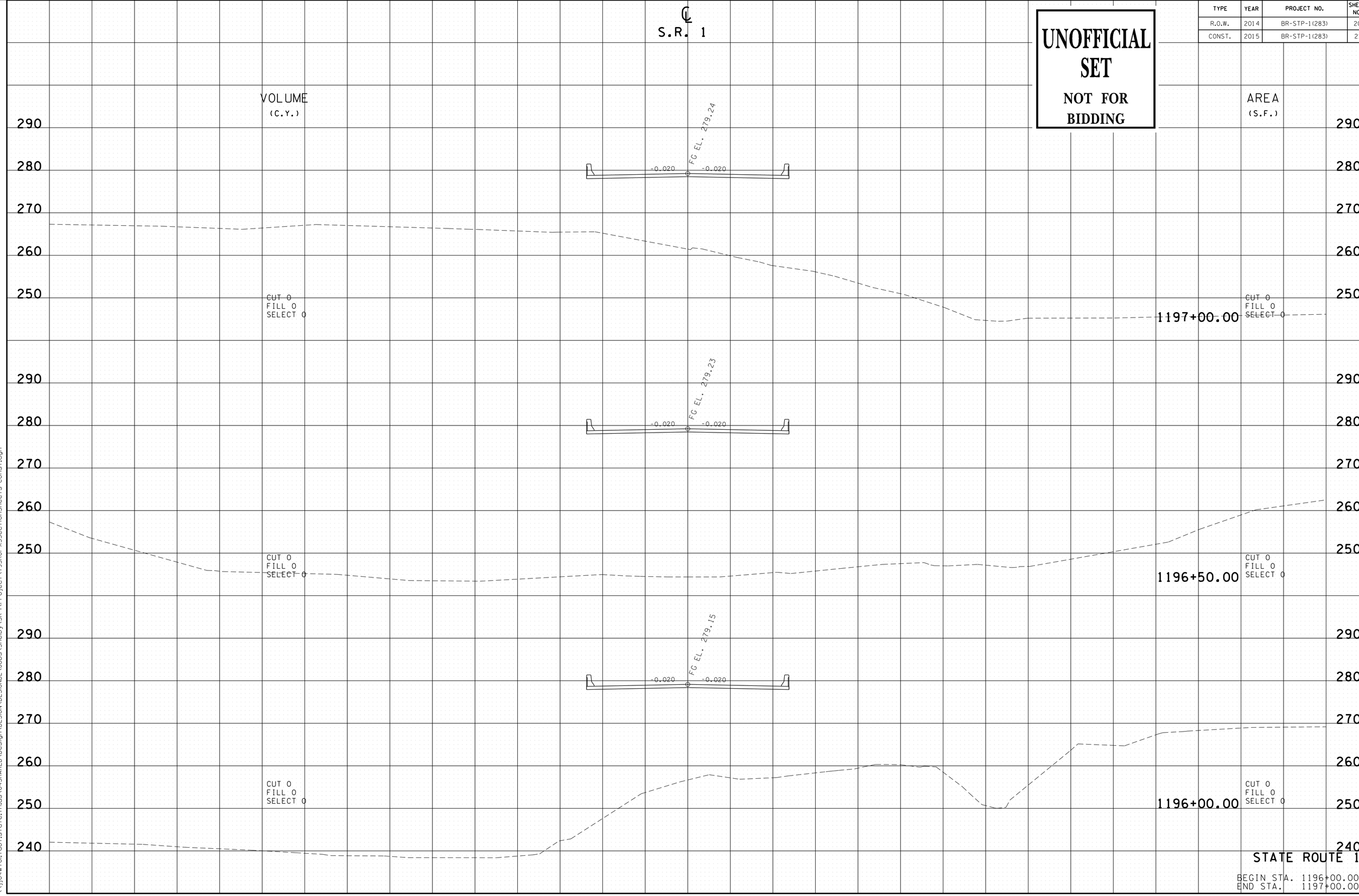
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	20
CONST.	2015	BR-STP-1(283)	21

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1196+00.00
END STA. 1197+00.00

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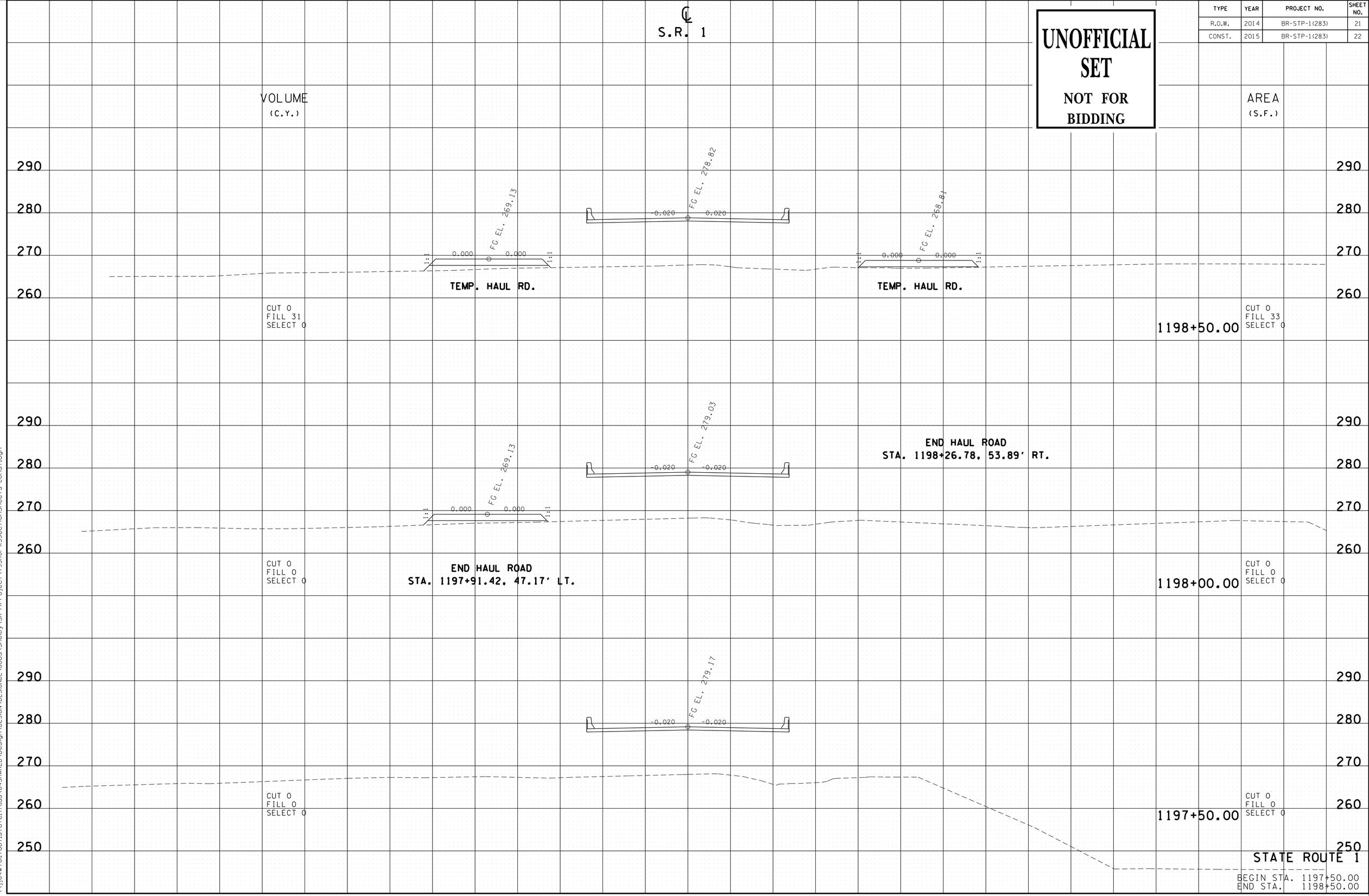
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	21
CONST.	2015	BR-STP-1(283)	22

UNOFFICIAL SET

NOT FOR BIDDING



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	22
CONST.	2015	BR-STP-1(283)	23

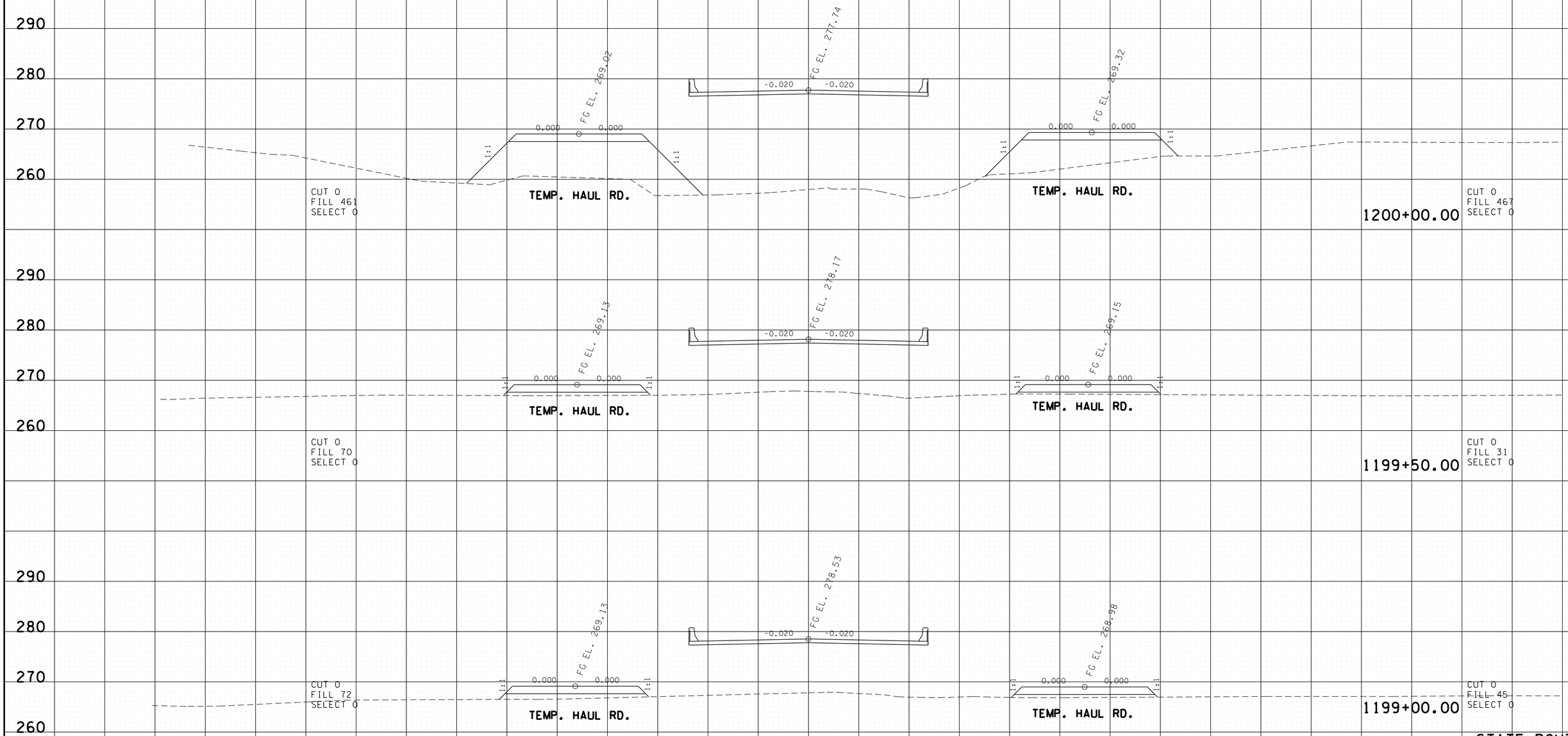
UNOFFICIAL SET

NOT FOR BIDDING

℄ S.R. 1

VOLUME (C.Y.)

AREA (S.F.)



STATE ROUTE 1

BEGIN STA. 1199+00.00
END STA. 1200+00.00

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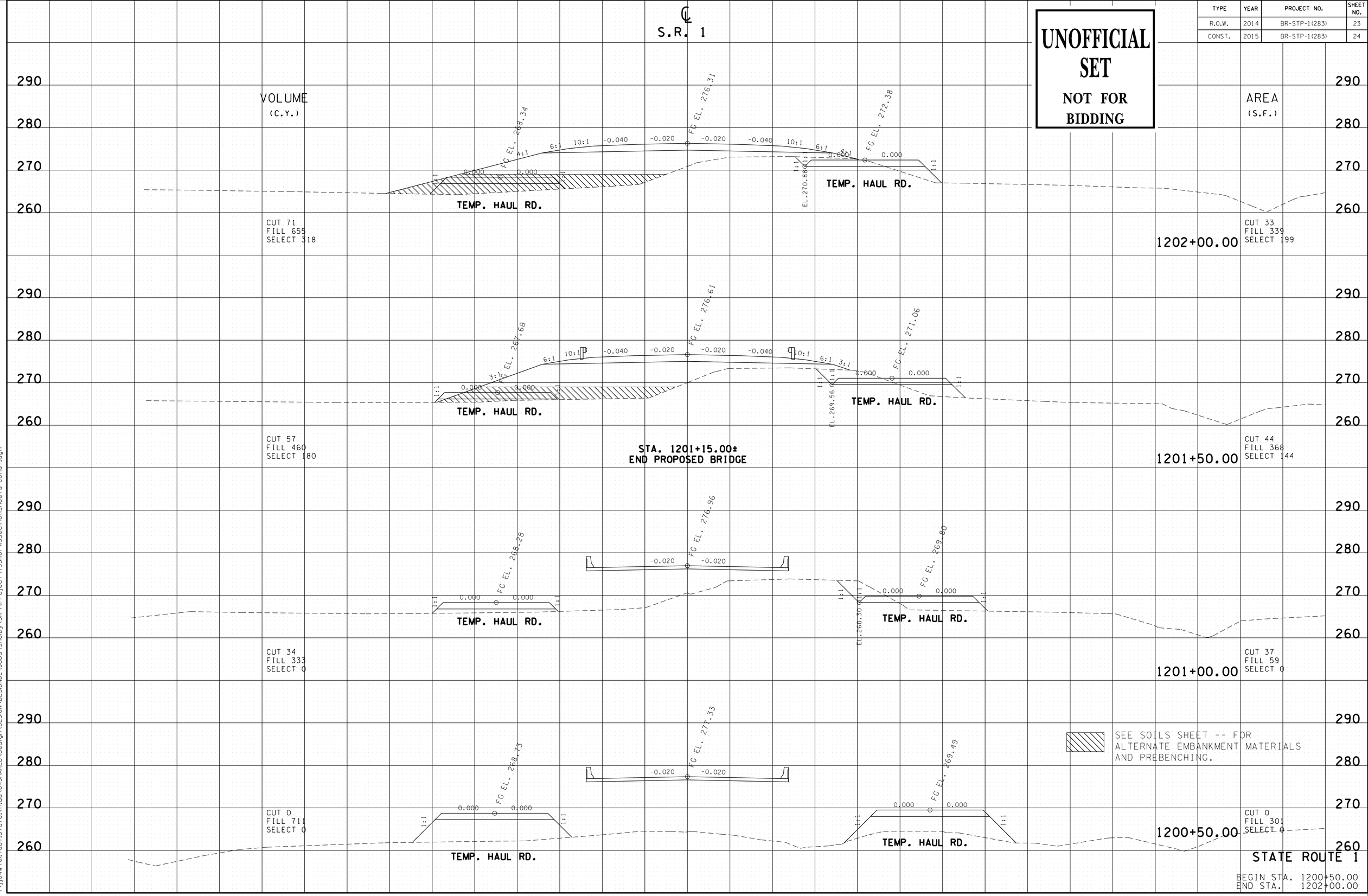
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	23
CONST.	2015	BR-STP-1(283)	24

UNOFFICIAL SET

NOT FOR BIDDING



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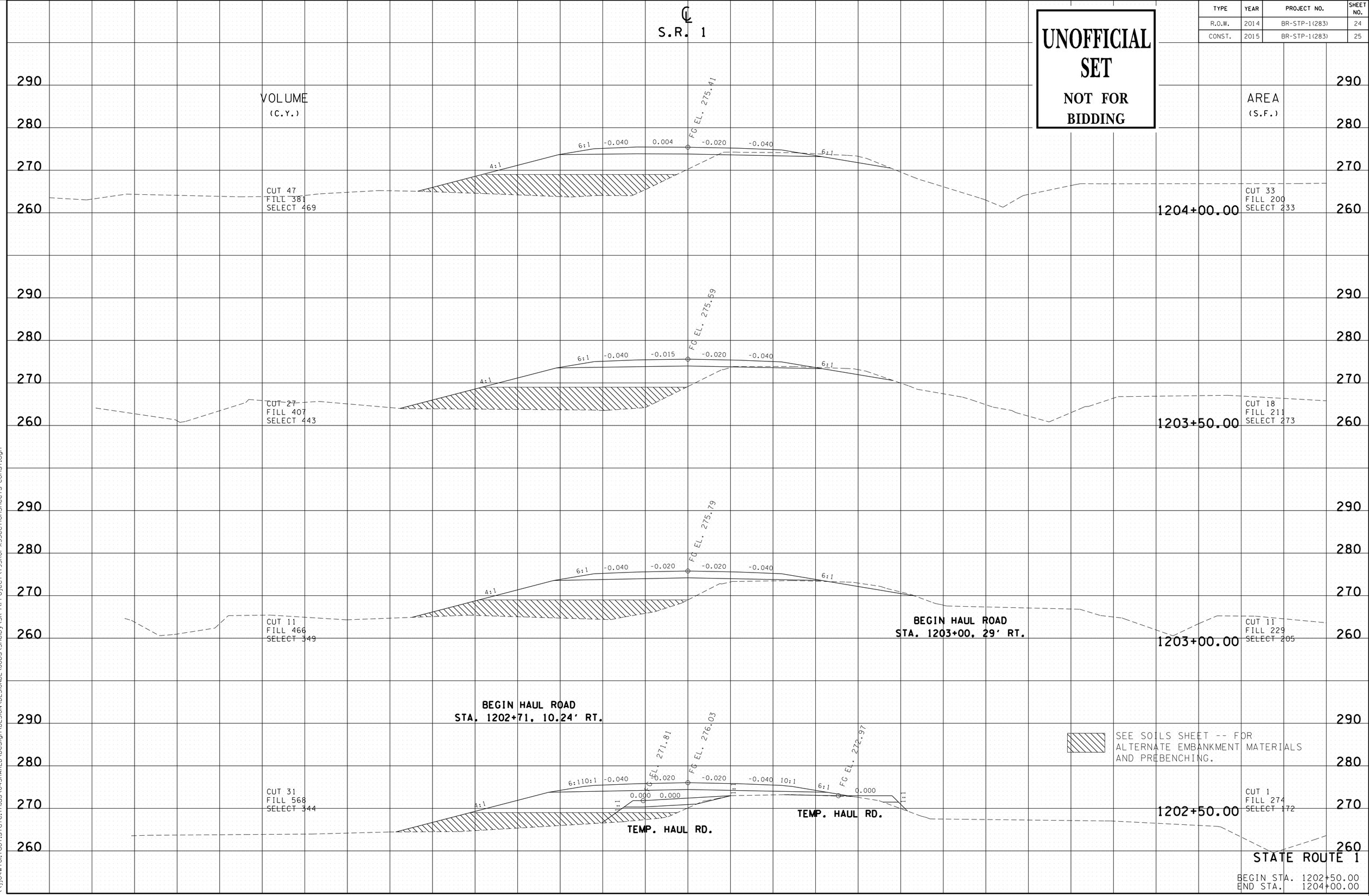
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	24
CONST.	2015	BR-STP-1(283)	25

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1202+50.00
END STA. 1204+00.00

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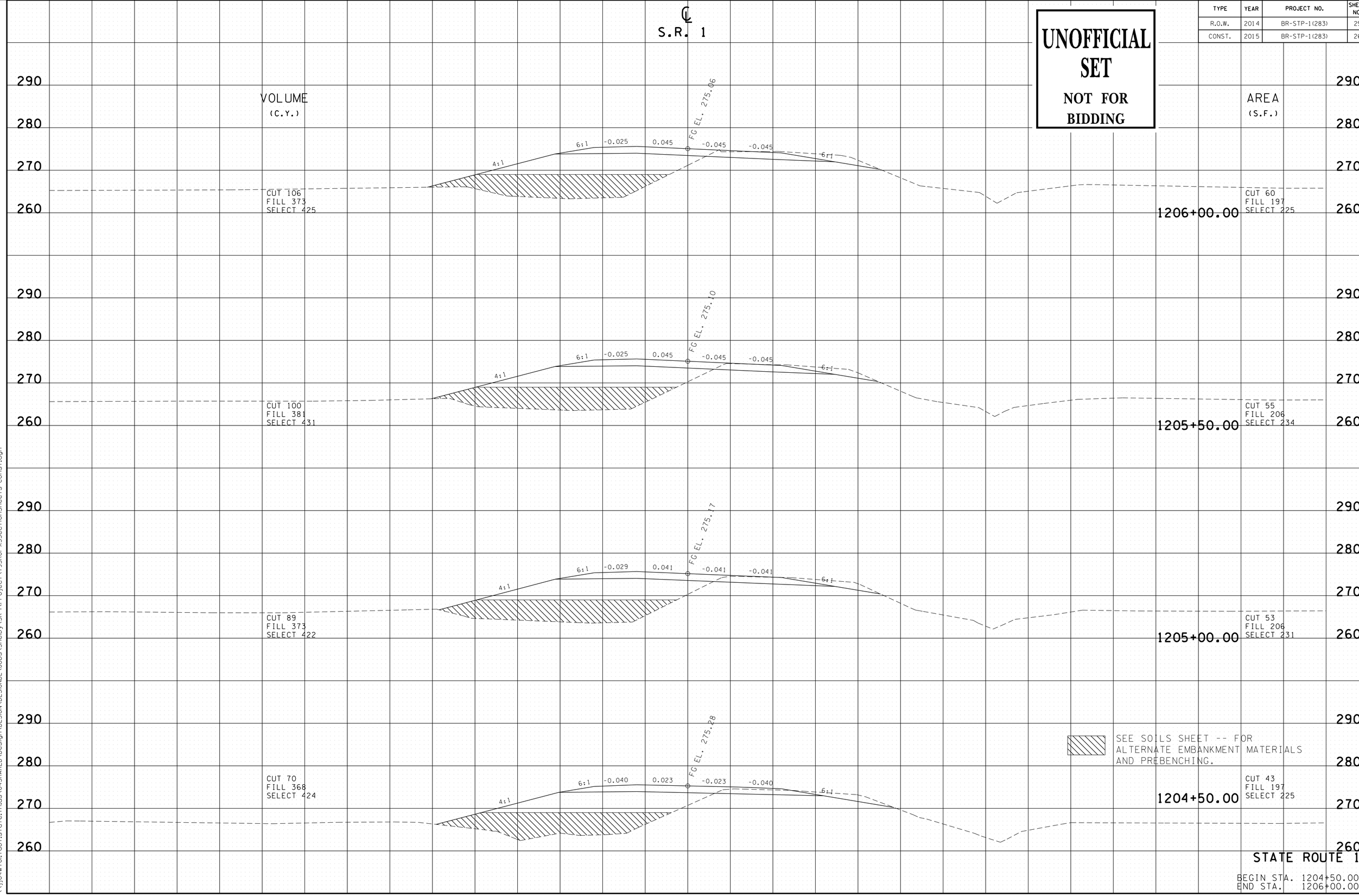
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	25
CONST.	2015	BR-STP-1(283)	26

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1204+50.00
END STA. 1206+00.00

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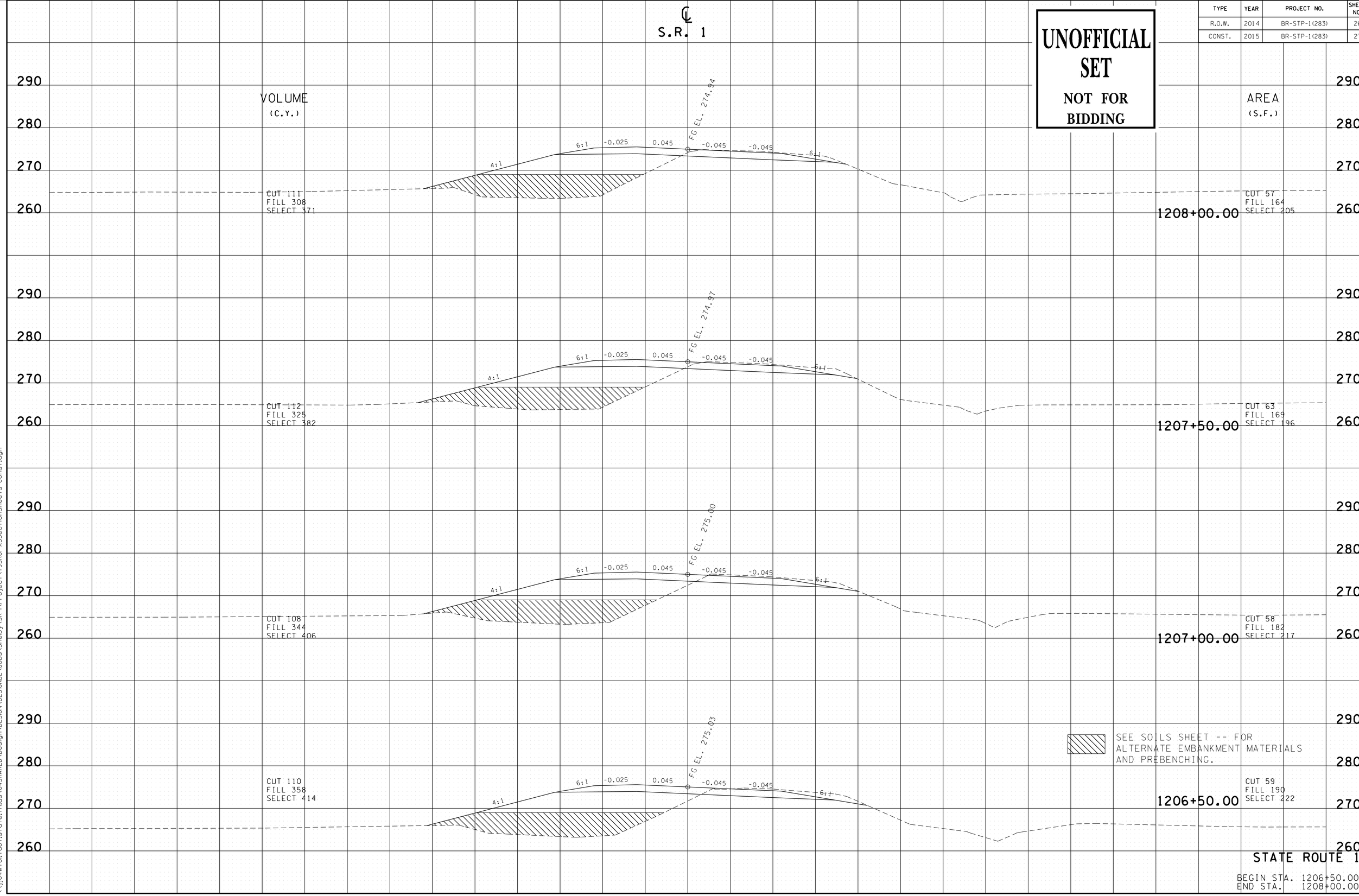
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	26
CONST.	2015	BR-STP-1(283)	27

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1206+50.00
END STA. 1208+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	27
CONST.	2015	BR-STP-1(283)	28

UNOFFICIAL SET

NOT FOR BIDDING

℄ S.R. 1

VOLUME (C.Y.)

AREA (S.F.)

290 280 270 260

FG EL. 274.82

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 83
FILL 356
SELECT 356

1210+00.00

CUT 46
FILL 195
SELECT 184

290 280 270 260

FG EL. 274.85

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 86
FILL 345
SELECT 375

1209+50.00

CUT 44
FILL 190
SELECT 201

290 280 270 260

FG EL. 274.88

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 94
FILL 339
SELECT 381

1209+00.00

CUT 49
FILL 183
SELECT 204

290 280 270 260

FG EL. 274.91

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 101
FILL 321
SELECT 381

1208+50.00

CUT 52
FILL 183
SELECT 207

290 280 270 260

SEE SOILS SHEET -- FOR ALTERNATE EMBANKMENT MATERIALS AND PREBENCHING.

STATE ROUTE 1

BEGIN STA. 1208+50.00
END STA. 1210+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	28
CONST.	2015	BR-STP-1(283)	29

UNOFFICIAL SET

NOT FOR BIDDING

℄ S.R. 1

VOLUME (C.Y.)

AREA (S.F.)

290 280 270 260

FG EL. 274.71

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 91
FILL 340
SELECT 325

CUT 50
FILL 181
SELECT 171

1212+00.00

290 280 270 260

FG EL. 274.74

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 85
FILL 352
SELECT 337

CUT 48
FILL 186
SELECT 180

1211+50.00

290 280 270 260

FG EL. 274.77

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 83
FILL 360
SELECT 328

CUT 44
FILL 194
SELECT 184

1211+00.00

290 280 270 260

FG EL. 274.80

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 4:1

CUT 85
FILL 361
SELECT 328

CUT 46
FILL 195
SELECT 170

1210+50.00

SEE SOILS SHEET -- FOR ALTERNATE EMBANKMENT MATERIALS AND PREBENCHING.

STATE ROUTE 1

BEGIN STA. 1210+50.00
END STA. 1212+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	29
CONST.	2015	BR-STP-1(283)	30

UNOFFICIAL SET

NOT FOR BIDDING

℄ S.R. 1

VOLUME (C.Y.)

AREA (S.F.)

290 280 270 260

FG EL. 274.59

6:1 -0.025 0.045 -0.045 -0.045 6:1

4:1 3:1

CUT 89
FILL 305
SELECT 238

1214+00.00

CUT 48
FILL 156
SELECT 121

FG EL. 274.62

CUT 89
FILL 329
SELECT 269

1213+50.00

CUT 48
FILL 173
SELECT 136

FG EL. 274.65

CUT 91
FILL 335
SELECT 292

1213+00.00

CUT 48
FILL 182
SELECT 154

FG EL. 274.68

CUT 93
FILL 334
SELECT 307

1212+50.00

CUT 50
FILL 180
SELECT 161

SEE SOILS SHEET -- FOR ALTERNATE EMBANKMENT MATERIALS AND PREBENCHING.

STATE ROUTE 1

BEGIN STA. 1212+50.00
END STA. 1214+00.00

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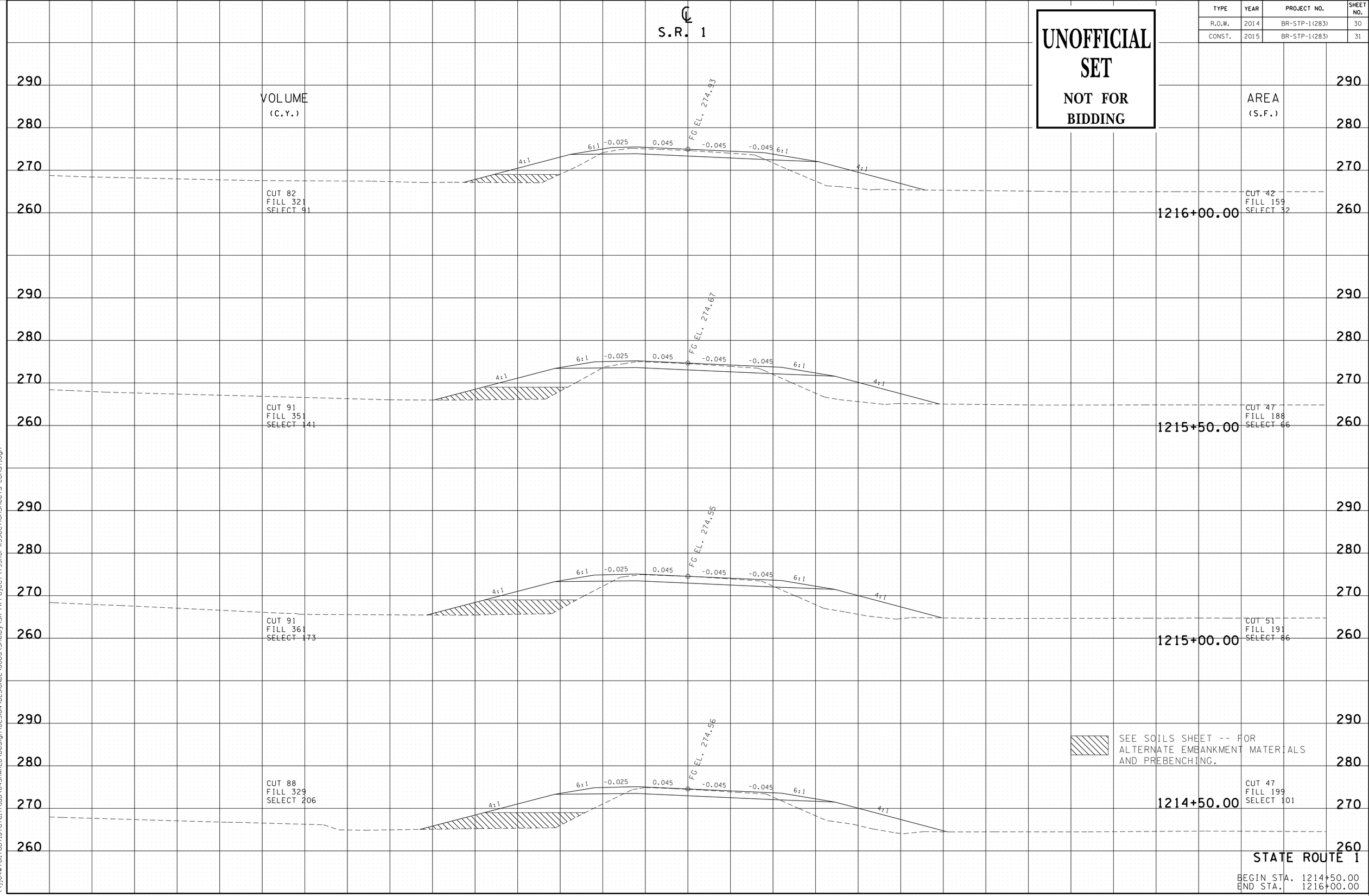
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	30
CONST.	2015	BR-STP-1(283)	31

UNOFFICIAL SET

NOT FOR BIDDING



STATE ROUTE 1

BEGIN STA. 1214+50.00
END STA. 1216+00.00

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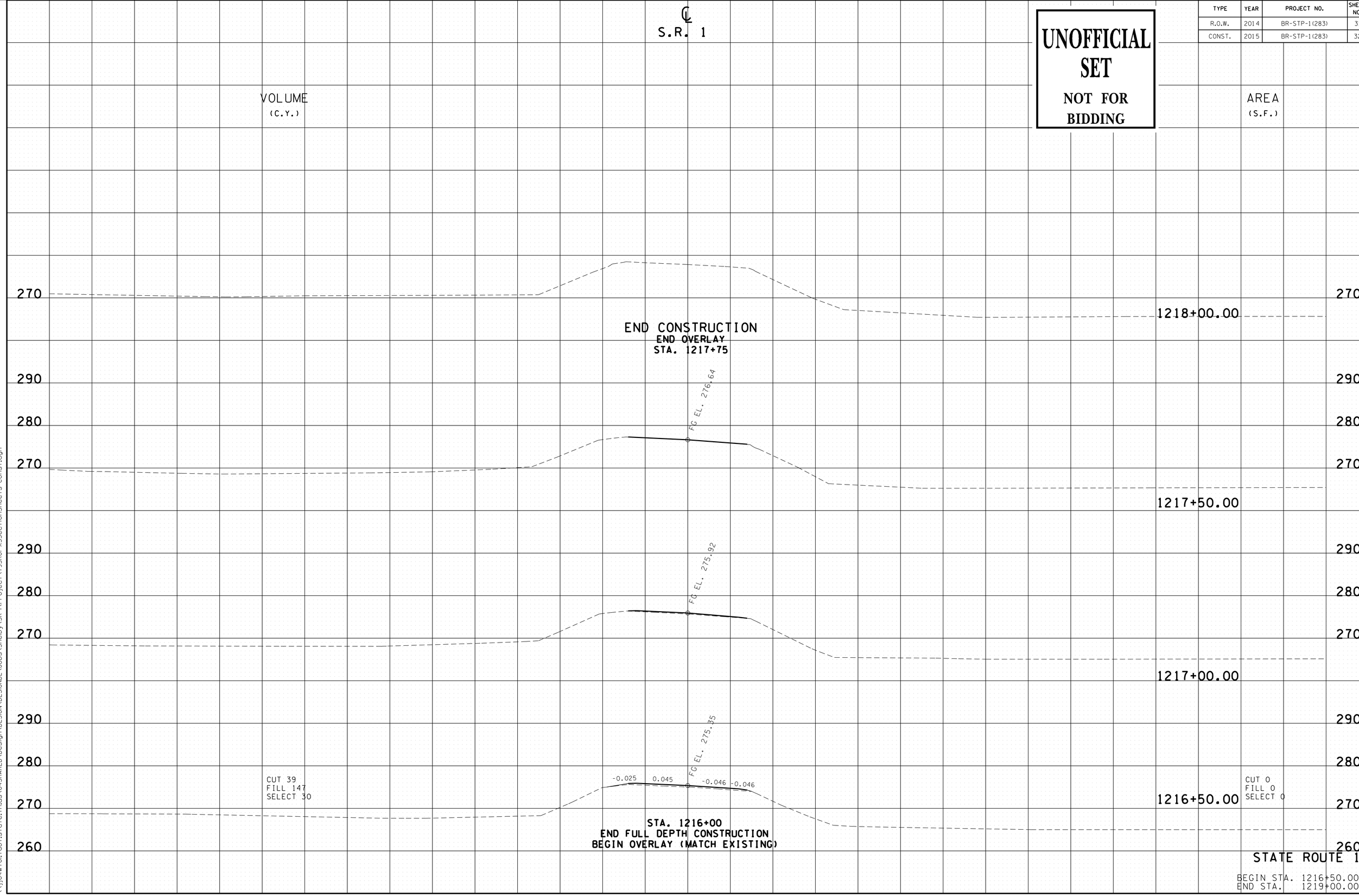
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	BR-STP-1(283)	31
CONST.	2015	BR-STP-1(283)	32

UNOFFICIAL SET

NOT FOR BIDDING



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