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

Index Of Sheets
SEE SHEET IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

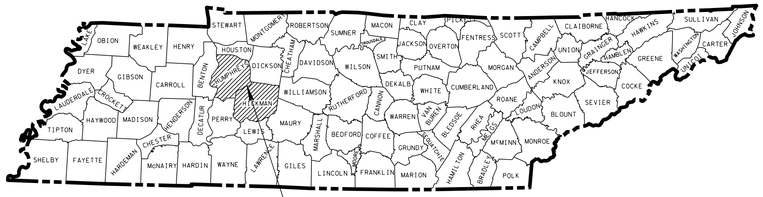
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH-I-40-3(145)	
STATE PROJ. NO.	41001-3146-44	

HUMPHREYS - HICKMAN

I-40 AT S.R. 50 INTERCHANGE IMPROVEMENT

CONSTRUCTION

STATE HIGHWAY NO. I-40 F.A.H.S. NO. I-40

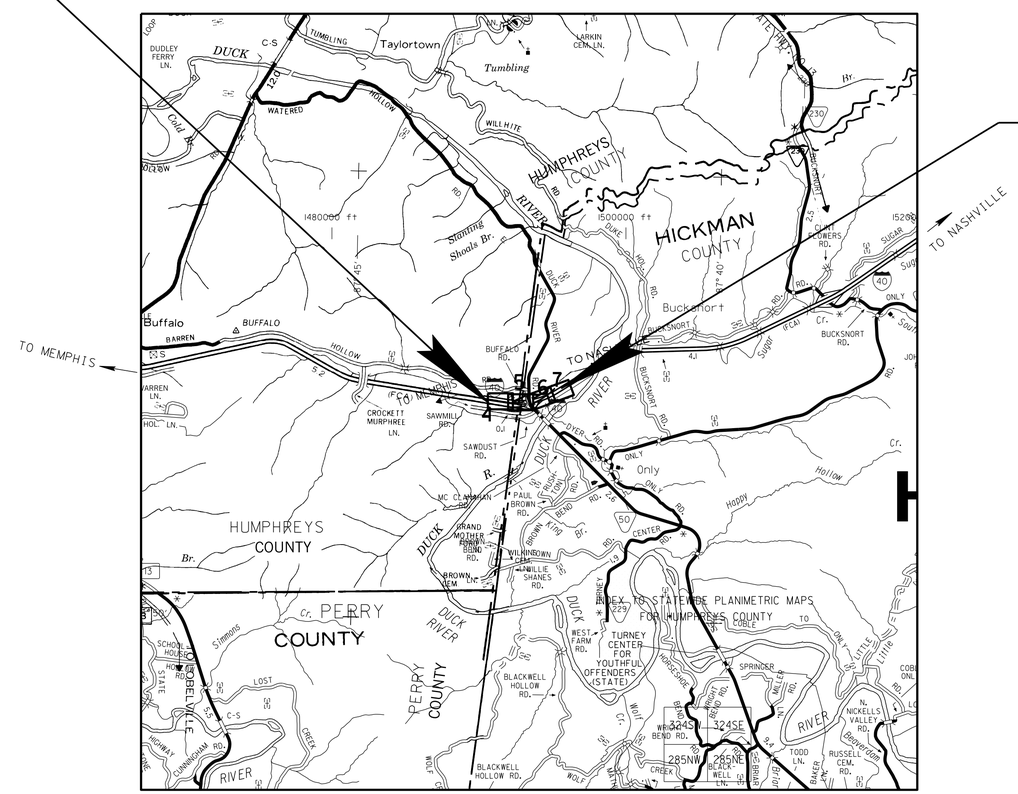


41001-3146-44
BEGIN PROJ. NH-I-40-3(145) CONST.
HUMPHREYS CO. L.M. 12.95
I-40 STA. 664+48.39
N 565481.4122
E 1459465.7930

NO EXCLUSIONS
NO EQUATIONS

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
HICKMAN CO. L.M. 0.50
I-40 STA. 711+37.44
N 566046.2637
E 1463983.3558

N



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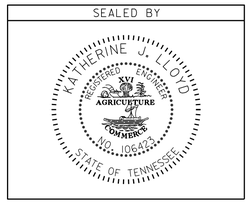

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

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 ROAD SP. SV. 2 ROBERT BRAUN, P.E.

DESIGNER SHANNON HENRY CHECKED BY CINDY WILLIAMS

P.E. NO. 41001-1146-44 (DESIGN)

PIN NO. 112529.00

ROADWAY LENGTH	0.888	MILES
BRIDGE LENGTH	0.000	MILES
BOX BRIDGE LENGTH	0.000	MILES
PROJECT LENGTH	0.888	MILES

SURVEY RECIEVED DATE: 2-25-11

I-40 TRAFFIC DATA

ADT (2016)	31130
ADT (2036)	37430
DHV (2036)	3219
D	55 - 45
T (ADT)	45 %
T (DHV)	30 %
V	70 MPH

S.R. 50 TRAFFIC DATA

ADT (2016)	1650
ADT (2036)	1980
DHV (2036)	218
D	50 - 50
T (ADT)	12 %
T (DHV)	8 %
V	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

28-AUG-2015 09:12
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	1A

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

INDEX

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SPECIAL NOTES	2F
TABULATED QUANTITIES	2G
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PRESENT LAYOUTS	4 - 7
PROPOSED LAYOUTS	4A - 7A
PROPOSED PROFILES	4B , 6B
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CULVERT SECTIONS	14
EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS	15 – 15L
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STORM WATER POLLUTION PREVENTION PLAN (SWPP) INDEX	S-1

(SHT. NOS. 5B, & 7B ARE NOT USED)

NOTE: NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS

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-L-8		STANDARD LEGEND FOR NATURAL STREAM DESIGN
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD-UD-6	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 1:1 & 2:1 SLOPES
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-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1A		DESIGN STANDARDS FOR LOW-VOLUME LOCAL ROADS (ADT<=400)
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5	10-15-02	DESIGN STANDARDS FREEWAYS WITH DEPRESSED MEDIANS
RD01-TS-5A	10-15-02	DESIGN STANDARDS FREEWAYS WITH INDEPENDENT ROADWAYS

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PE-1	02-12-76	TYPE "A" CONCRETE ENDWALL 2:1 SLOPE, 36" TO 78"
D-PE-4	12-01-14	STRAIGHT CONCRETE ENDWALL
D-PE-9	04-25-90	CONCRETE ENDWALLS TYPE "B" (FOR ROUND & SIDE TAPERED INLETS, PIPE SIZES 15" TO 78", ALL SKEWS, 2:1 AND 4:1 SLOPES)
D-PE-9A	10-25-82	GENERAL DIMENSION QUANTITIES ROUND PIPE CONCRETE ENDWALLS TYPE "B" (PIPE SIZES 15" TO 78", ALL SKEWS, 2:1 AND 4:1 SLOPES)
D-PE-9B		GEN. DIMENSIONS AND QUANTITIES, SIDE TAPER INLETS CONCRETE ENDWALLS - TYPE "B" (PIPE SIZES 15" TO 78" ALL SKEWS 2:1 & 4:1 SLOPES)
D-PE-9C		BILL OF STEEL (SHEET 1 OF 4) CONCRETE ENDWALLS TYPE "B" (FOR CONCRETE ROUND AND SIDE TAPERED INLET, PIPE SIZE 15" - 78", ALL SKEW, 2:1 SLOPE)
D-PE-9E		BILL OF STEEL (SHEET 3 OF 4) CONCRETE ENDWALLS TYPE "B" (FOR STEEL ROUND AND SIDE TAPERED INLET, PIPE SIZE 15" - 78", ALL SKEWS, 2:1 SLOPE)

DRAINAGE-CATCH BASINS AND MANHOLES

DWG. NO	REV.	DESCRIPTION
D-JBS-1	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 1 JUNCTION BOX
D-JBS-2	08-01-12	STANDARD 4' X 4' SQUARE CONCRETE NO. 2 JUNCTION BOX

SAFETY APPURTENANCES AND FENCE

DWG. NO	REV.	DESCRIPTION
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-F-10	06-01-09	STANDARD RIGHT-OF-WAY STOCK FENCE
S-F-10A	06-01-09	STANDARD RIGHT-OF-WAY STOCK FENCE WITH TIMBER POSTS
S-F-10B	05-14-10	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE
S-CZ-1		CLEAR ZONE CRITERIA
S-GR31-1	12-01-14	W-BEAM GUARDRAIL
S-GRT-4	11-06-14	TYPE 13 GUARDRAIL TERMINAL (TRAILING END)

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND 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 DELINEATORS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-13	03-13-09	TWO-OUTSIDE LANE CLOSURE ON FREEWAY OR EXPRESSWAY
T-WZ-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
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-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

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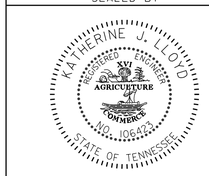

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	1B

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

STANDARD TRAFFIC OPERATIONS DRAWINGS

SIGNS

T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
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-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-20-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-14	08-17-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, WF-BEAMS

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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	NH-I-40-3(145)	2

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

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES, AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
18)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
	202-01.13	REMOVAL OF PIPE (18", I-40 STA. 706+01.94) (30", I-40 STA. 681+07.27)	L.F.	19
1)	203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8214
1)	203-02.01	GRADED SOLID ROCK	TON	2868
1)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	8686
15)	203-06	WATER	M.G.	44
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	27
	209-03.22	FILTER SOCK (18 INCH)	L.F.	3547
2)	209-05	SEDIMENT REMOVAL	C.Y.	180
2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	826
2)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	4780
2)	209-08.07	ROCK CHECK DAM PER	EACH	7
2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3
14)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	13701
3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	616
	307-01.08	ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING B-M2	TON	587
	307-03.01	ASPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING A	TON	2118
	307-03.02	PERF. GRADE ASPH. CEMENT (PG76-22) GRADING AS	TON	22
	307-03.03	AGGREGATE (BPMB-HM) GRADING AS	TON	652
	307-03.08	ASPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING B-M2	TON	521
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	7
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	27
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	4
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	354
	411-03.10	ACS MIX (PG76-22) GRADING D	TON	307
4)	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16 IN WIDTH)	L.M.	0.76
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	6
	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	19
	607-06.02	30" CONCRETE PIPE CULVERT (CLASS III)	L.F.	49
	611-02.11	JUNCTION BOX, TYPE 2	EACH	4
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	14
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	622
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	3334
	705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EACH	1
5)	705-08.51	PORTABLE IMPACT ATTENUATOR (NCHRP 350 TL-3)	EACH	2
	706-01	GUARDRAIL REMOVED	L.F.	1851
	707-01.11	CHAIN-LINK FENCE (6 FOOT)	L.F.	3131
	707-06.04	REMOVAL OF FENCE (WOVENWIRE)	L.F.	2992
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	865
6)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	468
16)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	39
19)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	299
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3456
	710-05	LATERAL UNDERDRAIN	L.F.	782
	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	5100
17)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	176
	712-04.50	PORTABLE BARRIER RAIL DELINEATORS	EACH	255
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	15
	712-06	SIGNS (CONSTRUCTION)	S.F.	536
	712-08.03	ARROW BOARD (TYPE C)	EACH	4
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	8000
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	1.6
	713-01.02	STEEL BAR REINFORCEMENT (FOUNDATION FOR SIGN SUPPORTS)	LB.	436
	713-02.04	DELINEATOR (MILE MARKER) & STEEL POST	EACH	1
12)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	52
	713-05	STEEL HOLLOW SQUARE POST (BREAKAWAY) SIGN SUPPORTS	LB.	115
	713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.	1874
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	21
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	20
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	320
13)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.04	CHANGEABLE MESSAGE SIGN	EACH	2
	716-01.06	TEMPORARY RAISED PAVEMENT MARKER, WHITE	EACH	190
	716-01.07	TEMPORARY RAISED PAVEMENT MARKER, YELLOW	EACH	190
	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	16
7)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	4520
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.82
	717-01	MOBILIZATION	LS	1
8) 9)	740-10.03	GEOTEXTILE (TYPE III) EROSION CONTROL	S.Y.	344
10)	740-10.04	GEOTEXTILE (TYPE IV) (STABILIZATION)	S.Y.	1850
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	167
11)	801-03	WATER (SEEDING & SODDING)	M.G.	1677
	803-01	SODDING (NEW SOD)	S.Y.	6146

NOTES:

1) REFER TO SPECIAL NOTES.
2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
3) FOR THE RELOCATED FRONTAGE ROADS "A" AND "B". INCLUDES 2 TONS TO BE USED FOR CULVERT PROTECTION (TYPE 1).
4) WESTBOUND ON RAMP STA. 3+00.00 TO STA. 11+80.00
EASTBOUND OFF RAMP STA. 0+00.00 TO STA. 10+46.76
WESTBOUND OFF RAMP STA. 0+00.00 TO STA. 10+26.50
EASTBOUND ON RAMP STA. 5+00.00 TO STA. 12+50.00
5) THIS ITEM SHALL BE A PORTABLE ENERGY 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.
6) FOR 4 (FOUR) TEMPORARY CONSTRUCTION EXITS.
7) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
8) FOR 4 (FOUR) TEMPORARY CONSTRUCTION EXITS AND FOR CULVERT PROTECTION (TYPE 1). PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF CULVERT PROTECTION.
9) INCLUDES 22 S.Y. FOR CULVERT PROTECTION (TYPE 1) AND 268 S.Y. FOR 4 (FOUR) TEMPORARY CONSTRUCTION EXITS.
10) FOR SOIL STABILIZATION EAST BOUND ON RAMP STA. 8+50.00 TO STA. 12+50.00.
11) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
12) TO BE LOCATED ON RAMPS AS DIRECTED BY THE ENGINEER.
13) REMOVE SIGN FACE, SUPPORTS AND FOOTINGS ON APPROXIMATELY FIVE (5) SIGNS AND REMOVE SIGN FACE AND SUPPORT ON ONE (1) SIGN WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER.
14) INCLUDES 1010 TONS FOR INSIDE SHOULDER BUILD-UP.
15) INCLUDES 37 MG FOR EMBANKMENT AND 7 MG FOR BASE MATERIAL.
16) TO BE USED FOR CULVERT PROTECTION (TYPE 1) PER EC-STR-11.
17) INCLUDES 109 BARRELS FOR USE DURING TRAFFIC CONTROL PHASE 1 INSIDE SHOULDER BUILD-UP.
18) FOR REMOVAL OF EXISTING ENDWALLS AS INDICATED ON THE PLANS.
19) FOR PROPOSED "V" BOTTOM DITCH. SEE SHEET 7A FOR LOCATION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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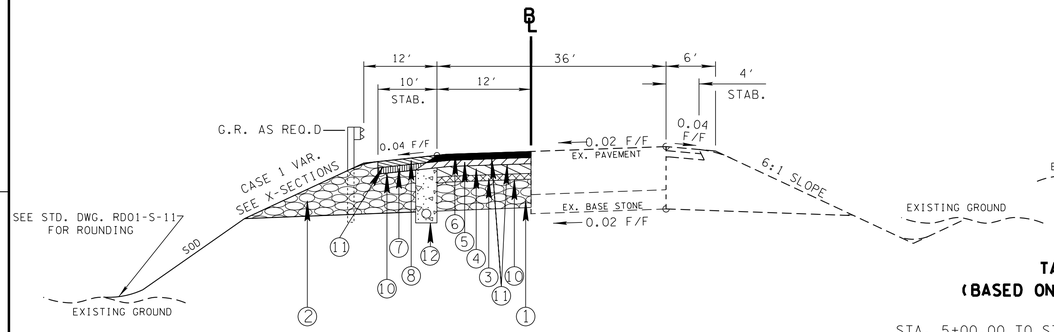
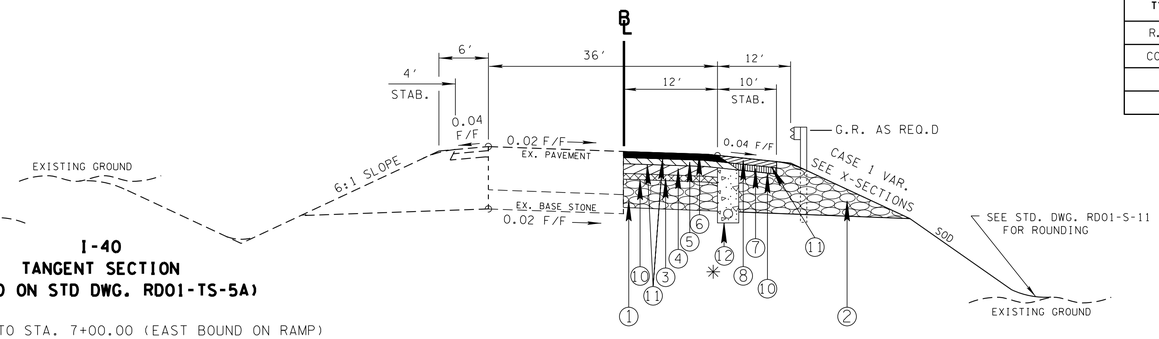
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	2
CONST.	2015	NH-I-40-3(145)	2B

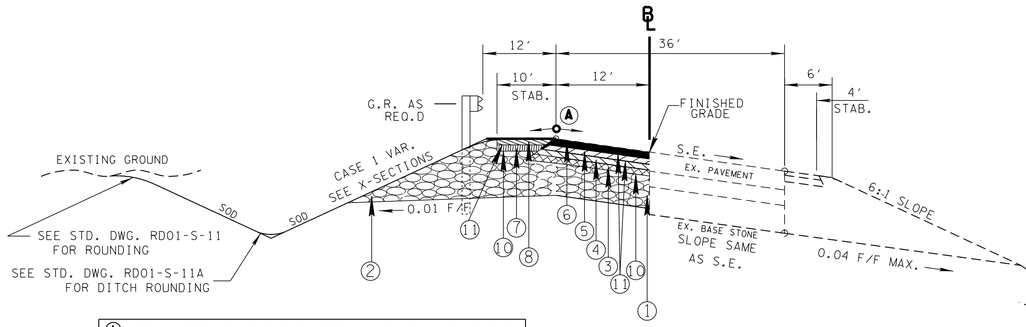




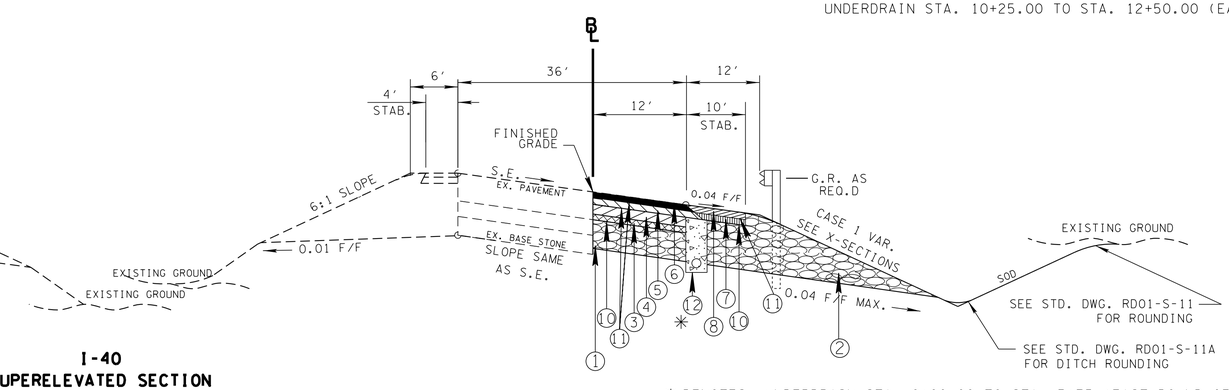
I-40
TANGENT SECTION
(BASED ON STD DWG. RD01-TS-5A)

STA. 5+00.00 TO STA. 7+00.00 (EAST BOUND ON RAMP)
STA. 10+25.00 TO STA. 12+50.00 (EAST BOUND ON RAMP)

✳ DENOTES: UNDERDRAIN STA. 5+00.00 TO STA. 7+00.00 (EAST BOUND ON RAMP)
UNDERDRAIN STA. 10+25.00 TO STA. 12+50.00 (EAST BOUND ON RAMP)



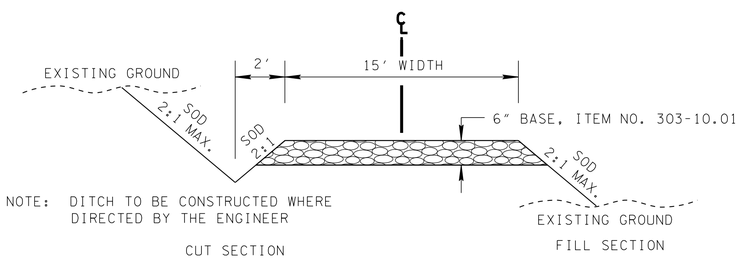
Ⓐ THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.



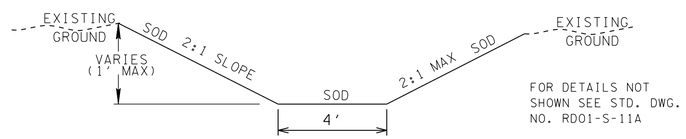
I-40
SUPERELEVATED SECTION
(BASED ON STD DWG. RD01-TS-5A)

STA. 0+00.00 TO STA. 10+46.76 (EAST BOUND OFF RAMP)
STA. 7+00.00 TO STA. 10+25.00 (EAST BOUND ON RAMP)
STA. 0+00.00 TO STA. 11+80.00 (WEST BOUND ON RAMP)
STA. 0+00.00 TO STA. 10+26.50 (WEST BOUND OFF RAMP)

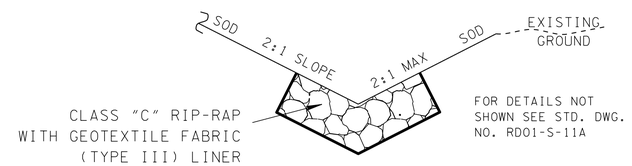
✳ DENOTES: UNDERDRAIN STA. 0+00.00 TO STA. 3+75 (EAST BOUND OFF RAMP)
UNDERDRAIN STA. 0+00.00 TO STA. 11+80.00 (WEST BOUND ON RAMP)
UNDERDRAIN STA. 0+00.00 TO STA. 10+26.50 (WEST BOUND OFF RAMP)
UNDERDRAIN STA. 8+00.00 TO STA. 12+50.00 (EAST BOUND ON RAMP)



TYPICAL SECTION
FRONTAGE ROADS "A" AND "B"



RELOCATED WWC-1 (RT)
FRONTAGE RD A STA. 20+88.00 TO STA. 26+21.50



PROP "V" BOTTOM DITCH (LT)
WEST BOUND OFF RAMP STA. 6+88 TO STA. 8+55

NOTES:

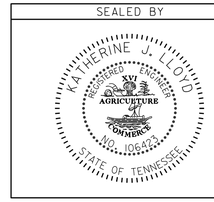
⚠1 TACK COAT SHALL NOT BE APPLIED ON TOP OF EITHER GRADING "A-S" OR TREATED PERMEABLE BASE MIXTURES.

⚠2 8" OF PERF. "A-MIX" TO BE APPLIED AT TWO EQUAL LIFTS.

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 10 in. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(5) BITUMINOUS PLANT MIX BINDER @ 2.00 in. THICK (APPROX. 226 LBS./SQ. YD.) 307-03.08 ASPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING "B-M2"	
(2) MINERAL AGGREGATE @ 21.25 in. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D" (I-40 OUTSIDE SHOULDERS)	(6) ASPHALTIC CONCRETE SURFACE @ 1.25 in. THICK (APPROX. 132.5 LBS./SQ.YD.) 411-03.10 ACS MIX (PG76-22) GRADING "D"	(10) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (0.30-0.35 GAL/SY) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 LB/SY)
(3) BITUMINOUS PLANT MIX BASE @ 3.25 in. THICK (APROX. 292.5 LBS./S.Y.) 307-03.02 ASPHALT CEMENT (PG76-22) (BPMB-HM) GRADING "A-S" 307-03.03 AGGREGATE (BPMB-HM) GRADING "A-S"	(7) BITUMINOUS PLANT MIX BINDER @ 2.00 in. THICK (APPROX. 226 LBS./SQ. YD.) (I-40 OUTSIDE SHOULDER) 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"	(11) TACK COAT ⚠1 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.07 GAL/SY)
(4) BITUMINOUS PLANT MIX BASE @ 8 in. THICK ⚠2 (APPROX. 920 LBS./SQ. YD.) 307-03.01 ASHPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING "A"	(8) ASPHALTIC CONCRETE SURFACE @ 1.25 in. THICK (APPROX. 128.75 LBS./SQ.YD.) 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER	(12) UNDERDRAINS 710-02 AGGREGATE UNDERDRAINS (WITH PIPE) REFERENCE STD. DWG. RD-UD-3 AND RD-UD-4 DETAIL "B"

SEALED BY



N.T.S.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

24-AUG-2015 09:39
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	2C

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

GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE 0F THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(3) 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

(1) 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

(1) 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.

(2) 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.

DRAINAGE

(1) 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.

(2) EXCAVATION FOR PIPE REMOVAL WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(3) 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).

(4) 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

(1) 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.

(2) 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.

(3) 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.

(4) 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.

(5) 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.

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN ON THE PLANS.

(2) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS TWO WEEKS NOTICE PRIOR TO CUTTING FENCES.

(3) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(2) 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

ROAD CLOSURE

(1) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

(1) 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. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) 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

(1) THE PAVEMENT MARKING ON THE LANE SHIFTS, CENTER LINES, EDGELINES, AND LANE LINES 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. 716-12.02 LIN. MI.

PAVEMENT

PAVING

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

(2) 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.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0". AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

RIPRAP

(1) MACHINED RIPRAP SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS AND SHALL VARY IN SIZE FROM 5 " TO 3 '- 0". THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN 9". THE THICKNESS OF THE STONE LAYER SHALL BE 3 '- 6" (+/- 6") AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE.

UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES 18 " OR LARGER. PAYMENT WILL BE MADE UNDER ITEM 709-05.10 MACHINED RIPRAP (CLASS C), C.Y., AND QUANTITIES WILL BE BASED ON THE AVERAGE THICKNESS OF 1 '- 6".

(2) RIPRAP SHALL CONSIST OF FURNISHING AND PLACING EITHER RUBBLE STONES BY HAND OR MACHINED. RUBBLE STONE SHALL MEET THE REQUIREMENTS OF SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE CLEAN (FREE FROM ORGANIC MATTER), DURABLE, ANGULAR WITH FRACTURED FACES, NEARLY RECTANGULAR IN SHAPE WITH A BREADTH OR THICKNESS AT LEAST ONE-THIRD ITS LENGTH.

IF THE CONTRACTOR ELECTS TO USE MACHINED RIPRAP, IT SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS, AND SHALL VARY IN SIZE FROM 5" TO 3'- 0". THE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

24-AUG-2015 09:40
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	2D

GENERAL NOTES (CONT'D)

STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN 9". THE THICKNESS OF THE STONE LAYER SHALL BE 3'- 6" (+/-6") AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE. UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES 18" OR LARGER. PAYMENT WILL BE MADE UNDER ITEM 709-05.09 AND QUANTITIES WILL BE BASED ON A THICKNESS OF 3' - 6".

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(2) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(3) 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.

(4) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS (3 SETS) OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. THE LAYOUT DRAWINGS SHALL BE SENT TO THE ROADWAY DESIGN DIVISION, SIGNING AND MARKING SECTION, SUITE 1300, J. K. POLK BUILDING, NASHVILLE, TN 37243-1402.

(5) 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.

(6) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.

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

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 713-15.02, AS DIRECTED BY THE ENGINEER.

(4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 713-15.02.

(6) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 713-15.02. AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) 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.

(2) 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.

(3) 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.

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

(5) 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.

(6) 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.

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

(8) 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

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

(2) 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.

(3) 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.

(4) 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.

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

SEDIMENT CONTROL

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

(2) 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.

(3) 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.

(4) 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.

(5) 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.

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

STREAM/WETLAND

(1) SOIL MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHT THE CONSTRUCTION PERIOD. APPROPRIATE 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.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	2E

GENERAL NOTES (CONT'D)

INSPECTION, MAINTENANCE, REPAIR

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

(2) 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.

(3) 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.

(4) 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.

(5) DISCHARGE 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.

(6) 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.

(7) EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT IF POSSIBLE.

MATERIALS

(1) 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.

(2) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY STAGING AREAS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREAS.

SWPPP, PERMITS, PLANS, RECORDS

(1) 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.

(2) 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, ROADWAY 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.

(3) ALL PROJECT RELATED ENVIORNMENTAL PERMITS SHALL BE MAINTAINED AT OR NEAR THE PROJECT SITE.

(4) 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.

(5) THE EPSC PLAN SHALL BE UPDATED 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.

(6) THE TDOT PROJECT RESPONSIBLE PARTY (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.

(7) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE PHASES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

LITTER, DEBRIS, WASTE, PETROLEUM

(1) 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.

(2) 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.

(3) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(4) ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S ON-SITE REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

(5) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SPILL PREVENTION, MANAGEMENT AND NOTIFICATION

(1) ONLY NEEDED PRODUCTS WILL BE STORED ON-SITE BY THE CONTRACTOR. THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(2) WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED.

(3) WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

(4) ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.

(5) FERTILIZERS WILL BE APPLIED ONLY IN AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(6) ALL PAINT CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT WILL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

(7) CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

(8) FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(9) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT WILL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(10) ALL SPILLS WILL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(11) THE CONTRACTOR'S SITE SUPERINTENDENT WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(12) IF OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(13) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	2F

SPECIAL NOTES

GRADING

(1) 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.

(2) 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.

(3) 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.

(4) 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.

(5) 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.

STREAM/WETLAND

(1) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM 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 CONTRUCTION AREA. THE 30 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 15 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.

NPDES

(1) 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.

(2) 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.

(3) 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:

A. 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.

B. 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.

C. 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.

D. 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.

(4) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDER DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDER 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 14 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-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

(5) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.

(6) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SWPPP.

(7) 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

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

(2) 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.

(3) 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).

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

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

(10) 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.

ENVIRONMENTAL

(1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPREHENSIVE INSPECTION OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(1) 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.

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DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-40-3(145)	2G

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

STORM DRAINAGE PIPES

SHEET NO.	FROM CODE	FROM OUTLET ELEV.	TO CODE	TO INLET ELEV.	% GRADE	REINFORCED CONC. PIPE - CLASS III SIZE & LENGTH (L.F.) 18"	24"	30"	36"	48"	RIP-RAP 709-05.09 (TON)
5A	JB-1	400.41		400.44	-0.60			10			
5A					-1.60			39			
7A	JB-2	398.88		398.93	-0.13		14				
7A	JB-3	396.24		396.29	-0.13		4.5				13
7A	JB-4	400.21		400.35	-0.50	6					
TOTALS						6	19	49	0	0	13

SPECIAL DITCHES

ROAD	STATION FROM	STATION TO	SLOPE FORE (H/V)	SLOPE BOTTOM WIDTH (FT.)	SLOPE BACK (H/V)	DETAIL NO.	TYPE
WEST BOUND OFF RAMP	6+88	8+55	2:1	"V" BOTTOM	2:1	SEE SHT. 2B	RIP-RAP (CLASS C)

PAVEMENT QUANTITIES

RAMP	STATION RANGE		303-01 (TON)	307-03.01 (TON)	307-03.02 (TON)	307-03.03 (TON)	307-03.08 (TON)	411-03.10 (TON)	307-01.08 (TON)	411-01.07 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)
WEST BOUND ON	0+00.00	11+80.00	3749.2	631.7	6.5	194.3	155.2	91.0	194.7	104.9	2.3	9.2	1.2
EAST BOUND OFF	0+00.00	10+46.76	3332.7	565.5	5.8	174.2	139.0	81.9	98.6	92.3	2.1	8.2	1.1
WEST BOUND OFF	0+00.00	10+26.50	3267.0	553.2	5.7	170.3	136.0	80.0	169.4	90.5	2.0	8.1	1.1
EAST BOUND ON	5+00.00	12+50.00	2341.9	368.0	3.8	113.2	90.4	53.9	123.8	66.1	0.4	1.8	0.7
		TOTALS	12691	2118	22	652	521	307	587	354	7	27	4

ESTIMATED GRADING QUANTITIES

GRADE LINE	STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) COMMON - C.Y.	ROAD & DRAINAGE EXC. (UNCL.) S. ROCK - C.Y.	BORROW EXCAVATION UNCL. - C.Y.	BORROW EXCAVATION GRADED S. ROCK - C.Y.	CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
WEST BOUND ON	STA. 0+00.00 - STA. 11+80.00	871						3366
EAST BOUND OFF	STA. 0+00.00 - STA. 10+46.76	681						6469
WEST BOUND OFF	STA. 0+00.00 - STA. 11+26.50	5508						2114
WEST BOUND OFF	STA. 3+70.00 - STA. 4+30.00		2471					
EAST BOUND ON	STA. 5+00.00 - STA. 12+50.00	695						1618
EAST BOUND ON	STA. 8+50.00 - STA. 12+50.00				2868			
FRONTAGE RD. "A"	STA. 20+00.00 - STA. 31+02.75	45						1108
FRONTAGE RD. "B"	STA. 0+00.00 - STA. 5+44.49	414						21
	TOTALS	8214	2471	7553	2868	0	0	14696

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	GUARDRAIL BRIDGE ENDS 705-01.01 (L.F.)	GUARDRAIL BRIDGE PIERS 705-01.02 (L.F.)	GUARDRAIL SINGLE TYPE 2 705-02.02 (L.F.)	GUARDRAIL MEDIAN TYPE 2 705-03.03 (L.F.)	TERMINAL ANCHORS TYPE 12 705-04.02 (EACH)	TERMINAL ANCHORS TYPE 13 705-04.03 (EACH)	TERMINAL ANCHORS TYPE 21 705-04.04 (EACH)	TERMINAL ANCHORS TYPE IN-LINE 705-04.05 (EACH)	TERMINAL ANCHORS TYPE 38 705-04.07 (EACH)	REMARKS
4A	EAST BOUND OFF RAMP		X	0+00	4+92.43			492.43							
4A	WEST BOUND ON RAMP		X	5+80.00	11+08.83			528.83			1				
5A	EAST BOUND OFF RAMP		X	4+92.43	(I-40) 682+41.49			583.93							
6A	WEST BOUND OFF RAMP		X	(I-40) 699+78.24	3+79.00			417.33							
6A	EAST BOUND ON RAMP		X	5+86.09	6+32.73			46.64							
7A	EAST BOUND ON RAMP		X	6+32.73	12+50.00			617.27							
7A	WEST BOUND OFF RAMP		X	3+79.00	10+26.50			647.5							
TOTALS						0	0	3334	0	0	1	0	0	0	

CROSS DRAIN TABULATION

STATION	RCP CLASS III (L.F.) FILL HEIGHT < OR = 16 FT. 18"	24"	30"	36"	48"	RCP CLASS IV (L.F.) FILL HEIGHT > 16 FT. AND < OR = 24 FT. 18"	24"	30"	36"	48"	SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	REMARKS
681+07.27			10								93 36 34				STRAIGHT	D-PE-4	
FRONTAGE RD "A" STA. 28+81.92			39								94 36 34				STRAIGHT	D-PE-4	
706+01.94	6										93 36 22				STRAIGHT	D-PE-4	
708+81.15		14									90 04 49				STRAIGHT	D-PE-4	
708+81.15		4.5									90 09 16				TYPE "B"	D-PE-9, D-PE-9A, D-PE-9C, D-PE-9E	
TOTAL	6	19	49														

CROSS DRAIN ENDWALLS

LOCATION	CROSS DRAIN STATION	OFFSET (FT.)	STRUCTURE TYPE	STANDARD DRAWING	SKEW	RIP-RAP 709-05.06 (TON)	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	18 IN. ENDWALL 3:1 611-07.54 (EA.)	24 IN. ENDWALL 3:1 611-07.57 (EA.)	24 IN. ENDWALL 4:1 611-07.58 (EA.)	24 IN. ENDWALL 6:1 611-07.59 (EA.)	30 IN. ENDWALL 3:1 611-07.60 (EA.)	30 IN. ENDWALL 4:1 611-07.61 (EA.)
I-40 (RT)	STA. 681+07.27	121	STRAIGHT	D-PE-4	93 36 34		2.98	90						
FRONTAGE RD "A"	STA. 28+81.92	23 (LT) & 14(RT)	STRAIGHT	D-PE-4	94 36 34		5.96	180						
I-40 (RT)	STA. 706+01.94	118	STRAIGHT	D-PE-4	93 36 22		1.16	40						
I-40 (LT)	STA. 708+81.15	116	STRAIGHT	D-PE-4	90 04 49		1.86	68						
I-40 (RT)	STA. 708+81.15	116	TYPE "B"	D-PE-9, D-PE-9A, D-PE-9C, D-PE-9E	90 09 16		2.09	244						
TOTALS						0	14	622						

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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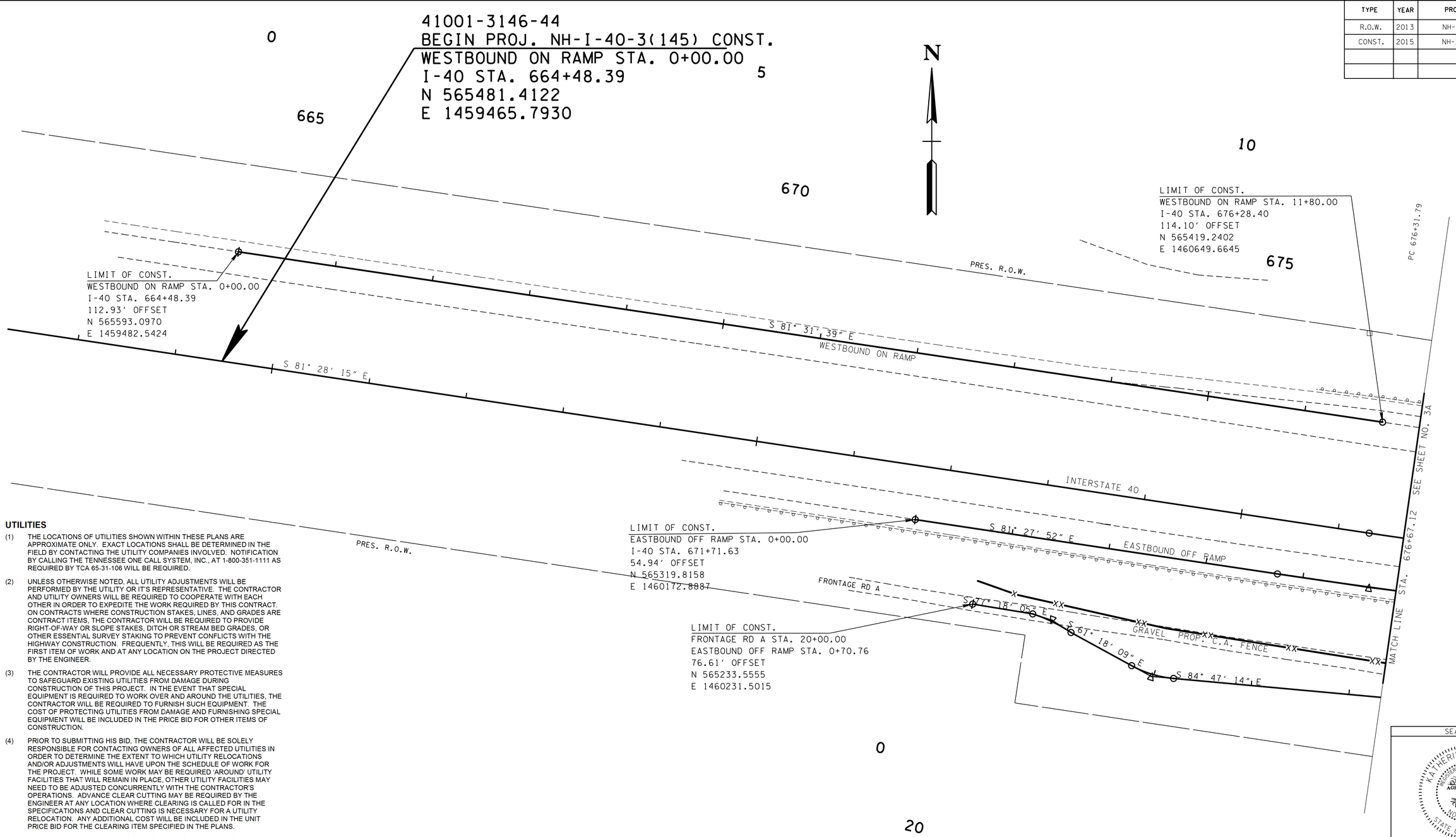
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	3
CONST.	2015	NH-I-40-3(145)	3



UTILITIES

(1) 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.

(2) 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.

(3) 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.

(4) 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 CONCURRRENTLY 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.

(5) 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.

UTILITY OWNERS

UTILITY	OWNER	PHONE NO.	CONTACT	ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE	AT&T	615-848-2082	Kenneth Kornegay (Kk4096@att.com)	333 Commerce St., RM 23C142	Nashville	TN	37201
POWER	Meriwether Lewis Electric	931-623-1636	Steve Skelton (Steve.skelton@mlec.com)	1625 Highway 100	Centerville	TN	37033
CABLE TV	Comcast/Xfinity	615-244-7462x1115251	Nick Lee (Nick_Lee@cable.comcast.com)	660 Mainstream Drive	Nashville	TN	37228

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KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

BEG. PROJ. TO STA.676+67.12

SCALE: 1"= 50'

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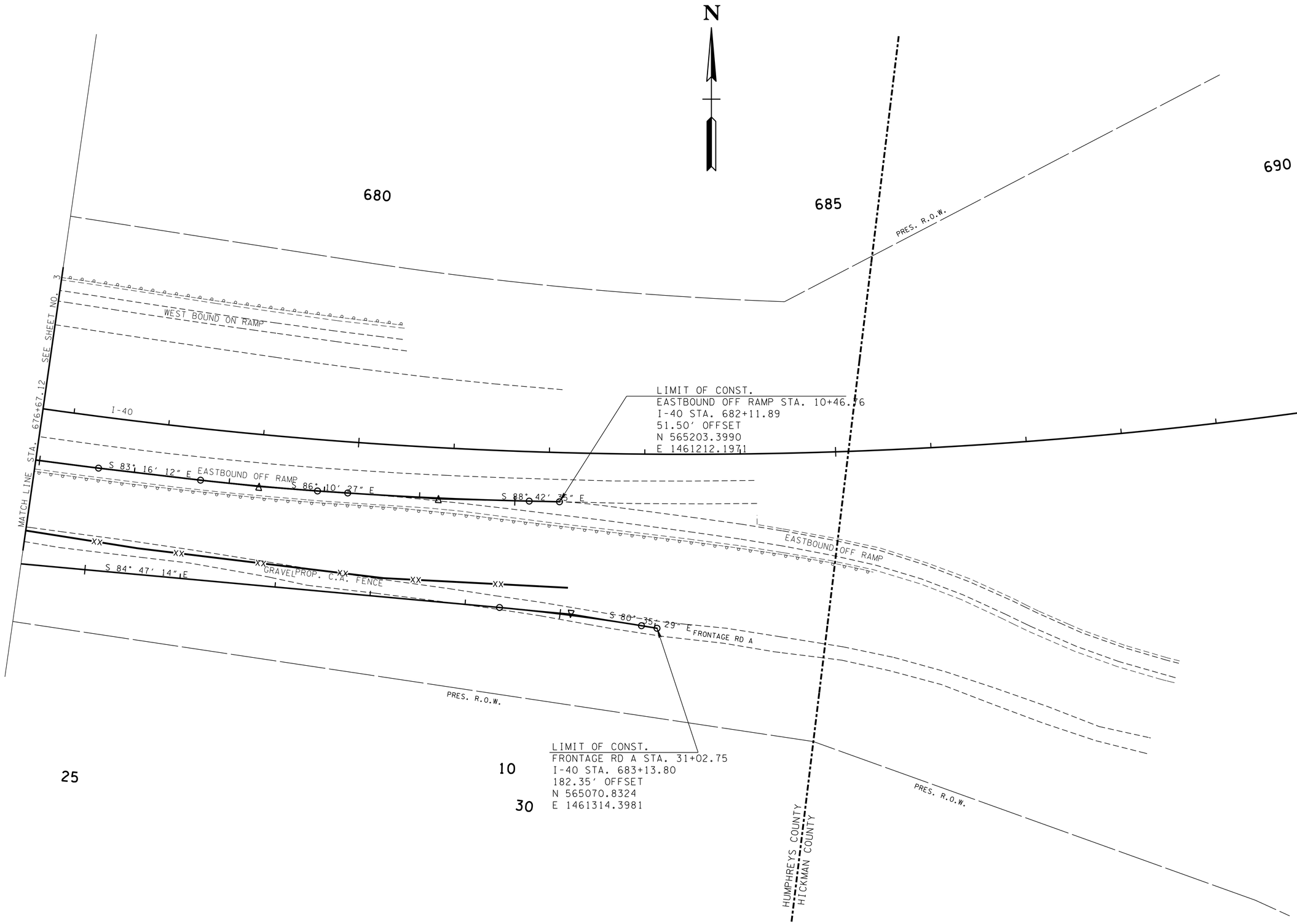
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	3A
CONST.	2015	NH-I-40-3(145)	3A



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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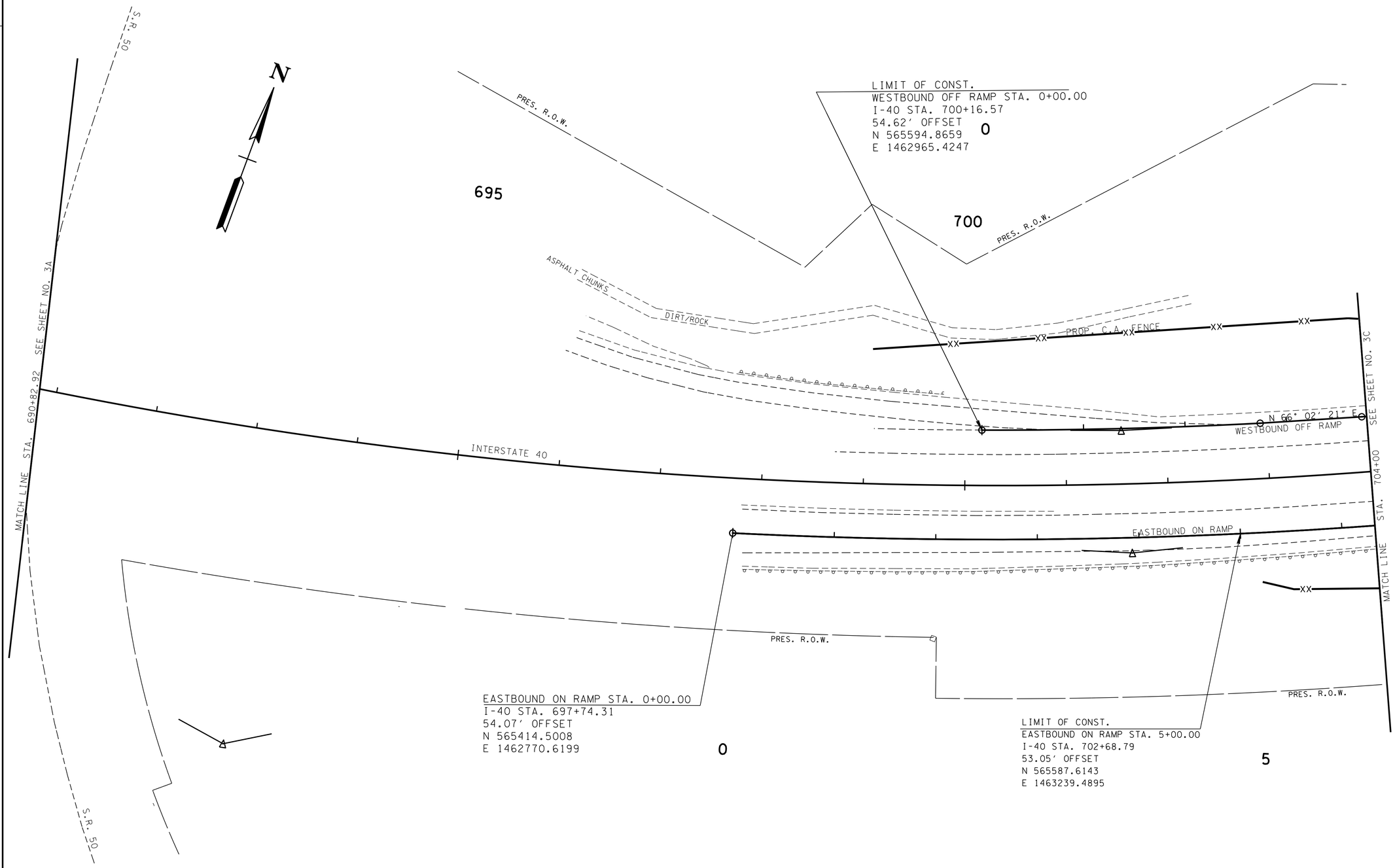
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	3B
CONST.	2015	NH-I-40-3(145)	3B



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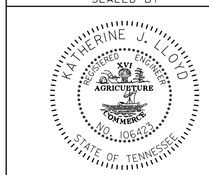

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA.690+82.92 TO STA.704+00

SCALE: 1"=50'

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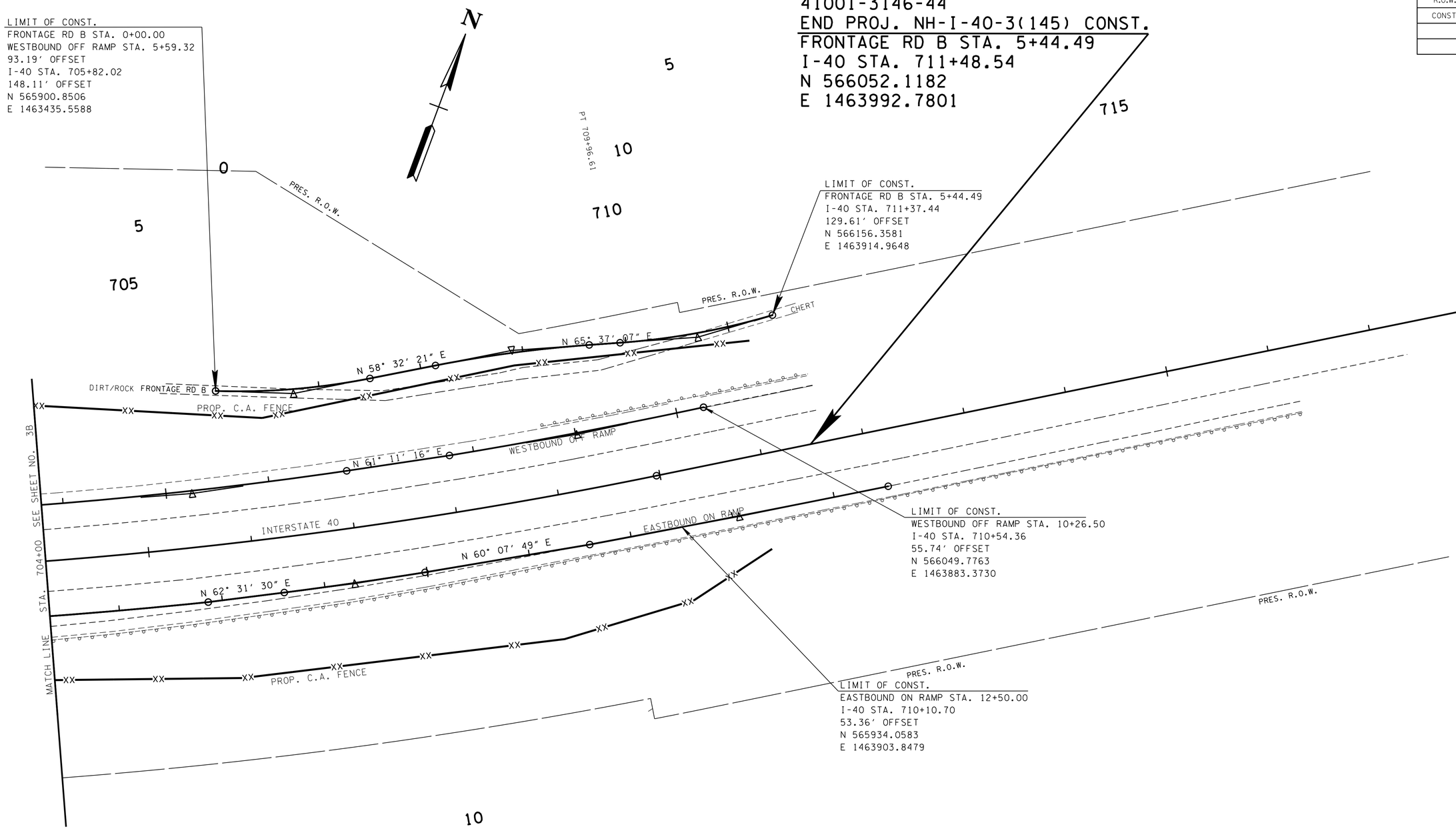
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	3C
CONST.	2015	NH-I-40-3(145)	3C

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54
N 566052.1182
E 1463992.7801



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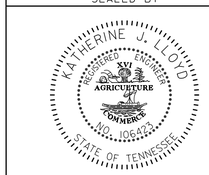

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA.704+00 TO END OF PROJ.

SCALE: 1"= 50'

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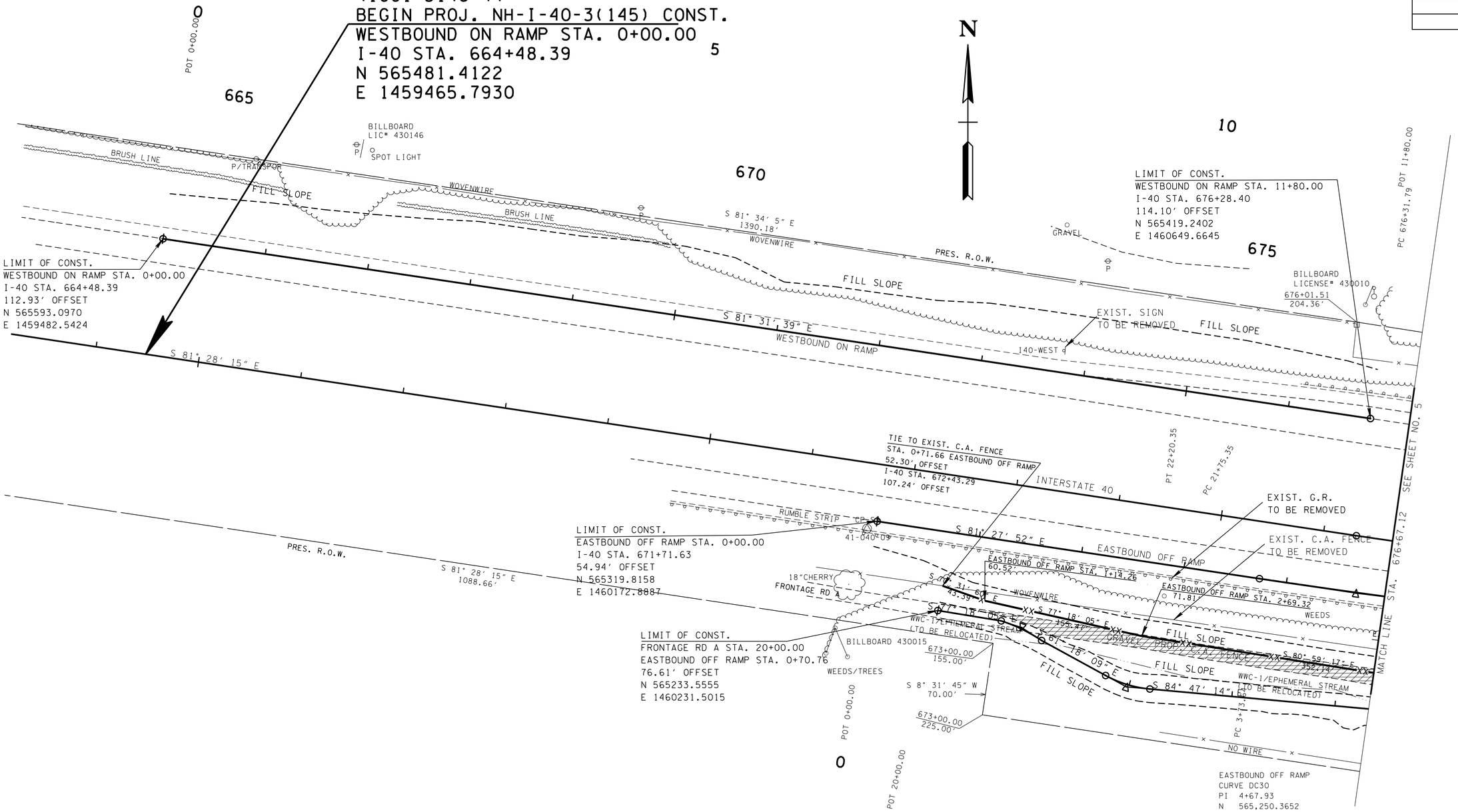
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	4
CONST.	2015	NH-I-40-3(145)	4



EASTBOUND OFF RAMP
CURVE DC30
PI 4+67.93
N 565,250.3652
E 1,460,635.6313
Δ 1° 24′ 32″ (LT)
D 0° 44′ 50″
R 7,668.00
L 188.55
T 94.28
SE MATCH EXISTING
DESIGN SPEED 35 MPH
TRANS. LENGTH MATCH EXISTING

FRONTAGE RD A
CURVE DC20
PI 20+82.47
N 565,215.4259
E 1,460,311.9577
Δ 15° 59′ 56″ (RT)
D 35° 33′ 11″
R 161.16
L 45.00
T 22.65

FRONTAGE RD A
CURVE DC21
PI 21+98.17
N 565,159.7280
E 1,460,413.7023
Δ 23° 29′ 06″ (LT)
D 52° 11′ 19″
R 109.79
L 45.00
T 22.82

AREA TO BE SCARIFIED, TOPSOILED, & SEEDED.

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	565206.4469	1460944.8941	420.14	697+47.96	63.16′ (RT)
S2	565184.2770	1461423.4710	420.54	684+20.64	69.47′ (RT)
S3	565037.4816	1461861.0937	424.20	688+35.31	242.30′ (RT)
S4	565039.0333	1462149.0709	433.16	691+06.26	278.57′ (RT)
S5	565185.0513	1462348.2864	426.61	693+18.65	171.03′ (RT)
S6	565359.0590	1462624.1777	420.08	696+20.14	66.31′ (RT)
S7	565478.2473	1463035.8475	419.97	700+42.24	79.16′ (RT)
S8	565813.4436	1463722.4052	419.16	707+95.58	64.36′ (RT)
S9	565312.7623	1460163.0987	419.41	671+62.99	63.37′ (RT)

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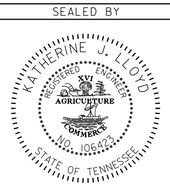

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

BEG. PROJ. TO STA.676+67.12

SCALE: 1"= 50′

24-AUG-2015 09:49
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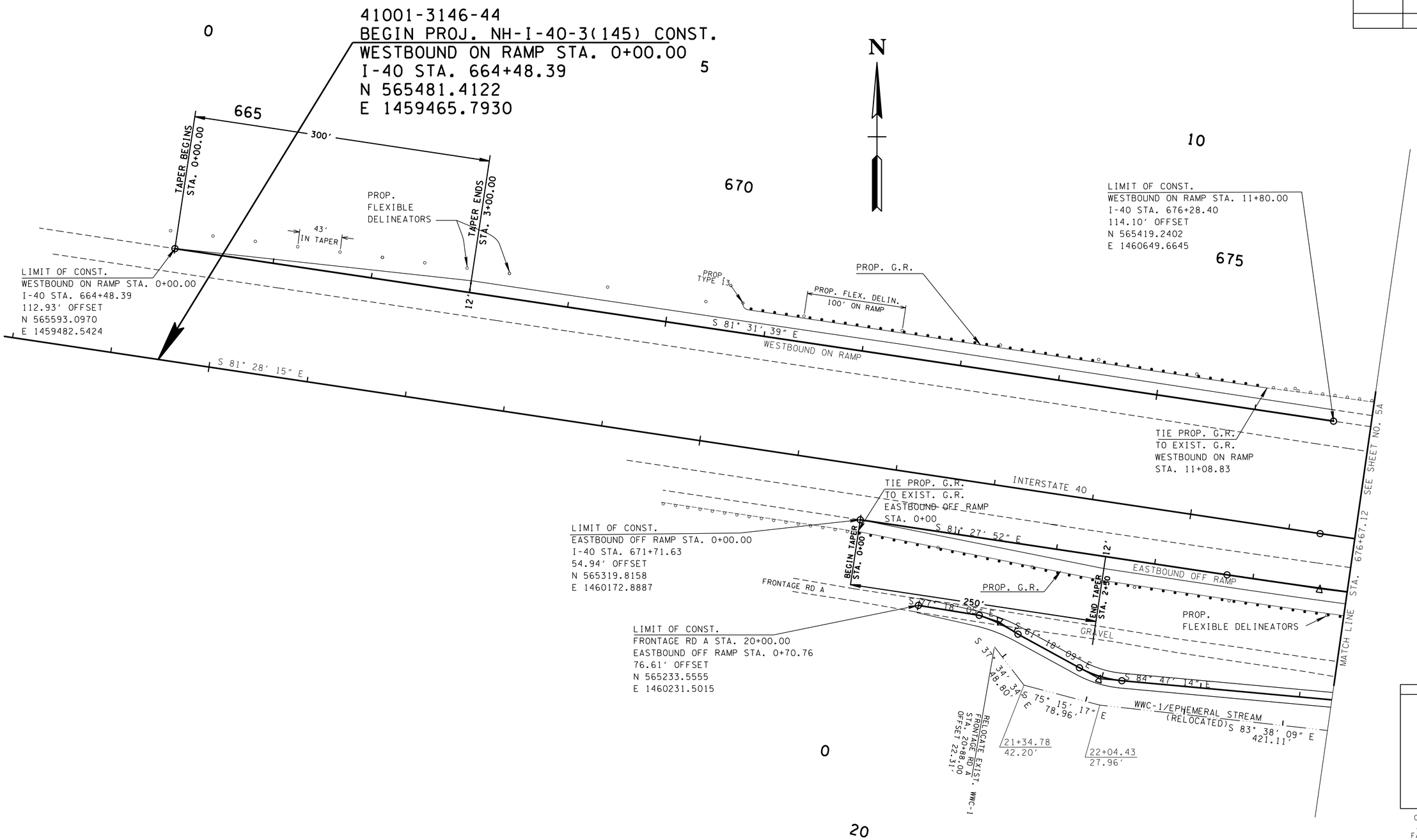
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	4A
CONST.	2015	NH-I-40-3(145)	4A



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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

BEG. OF PROJ. TO STA. 676+76.12

SCALE: 1"= 50'

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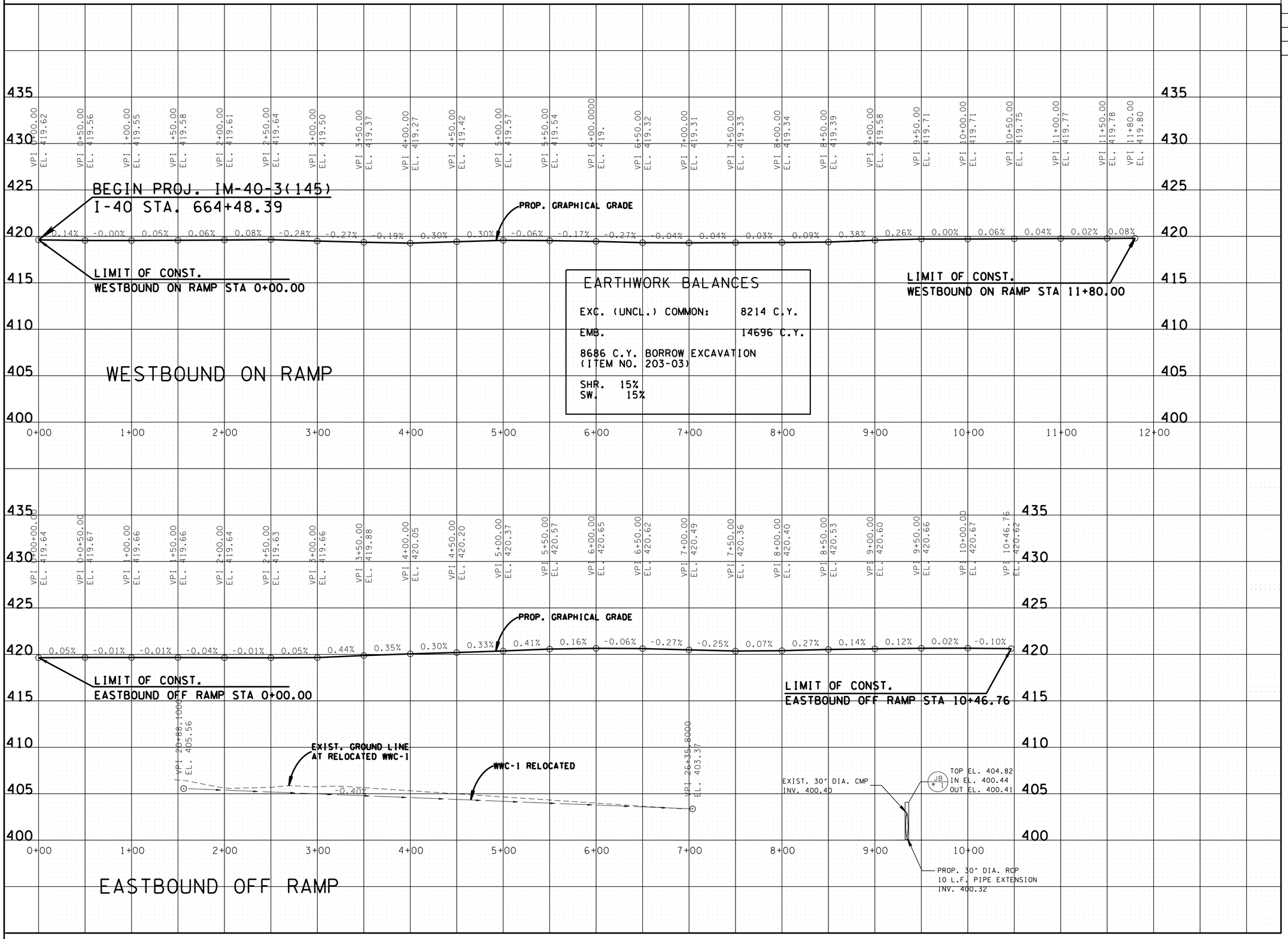
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	4B
CONST.	2015	NH-I-40-3(145)	4B



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILES

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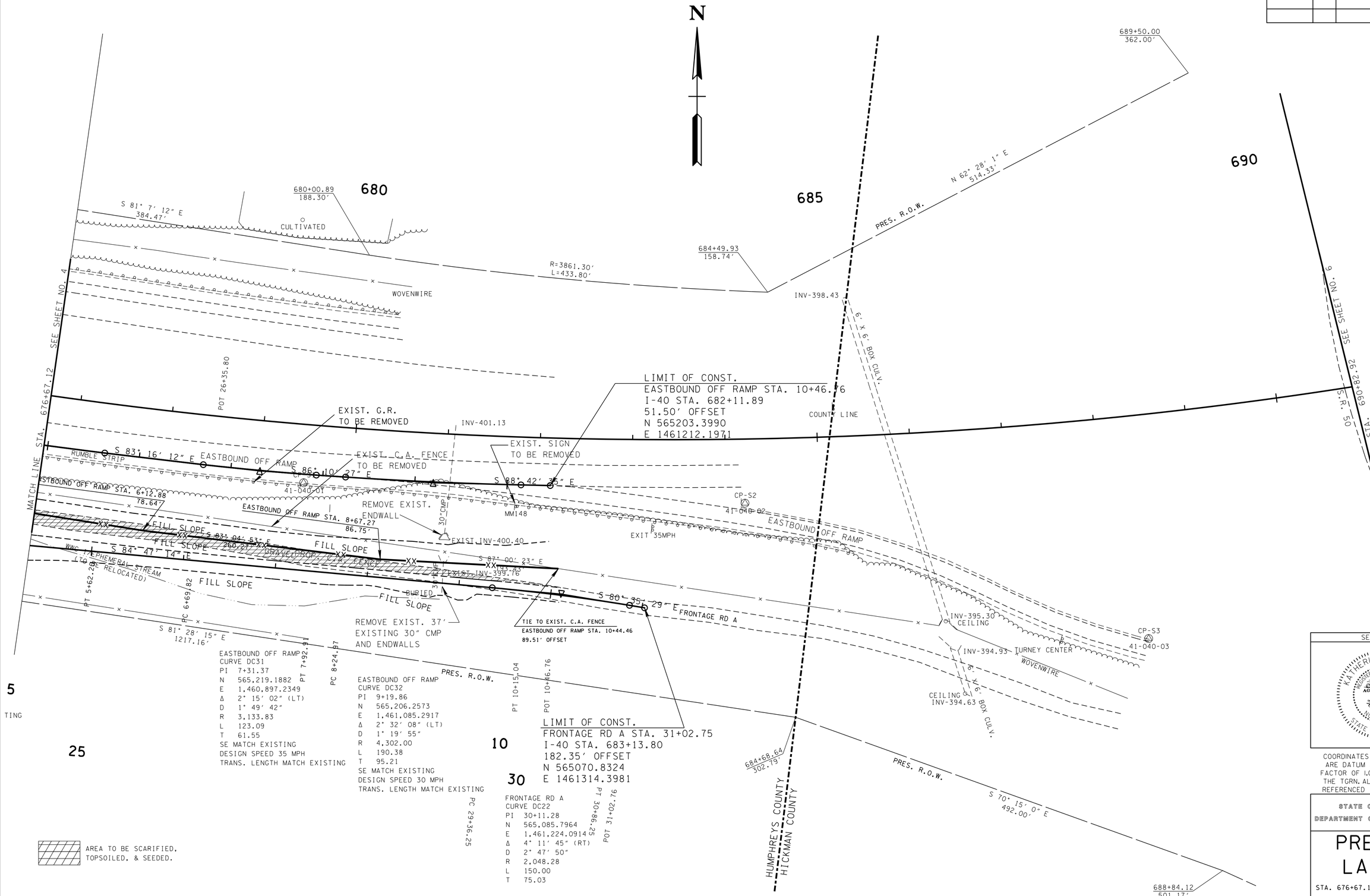
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	5
CONST.	2015	NH-I-40-3(145)	5



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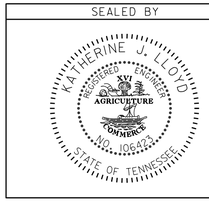

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 676+67.12 TO STA.690+82.92

SCALE: 1"= 50'

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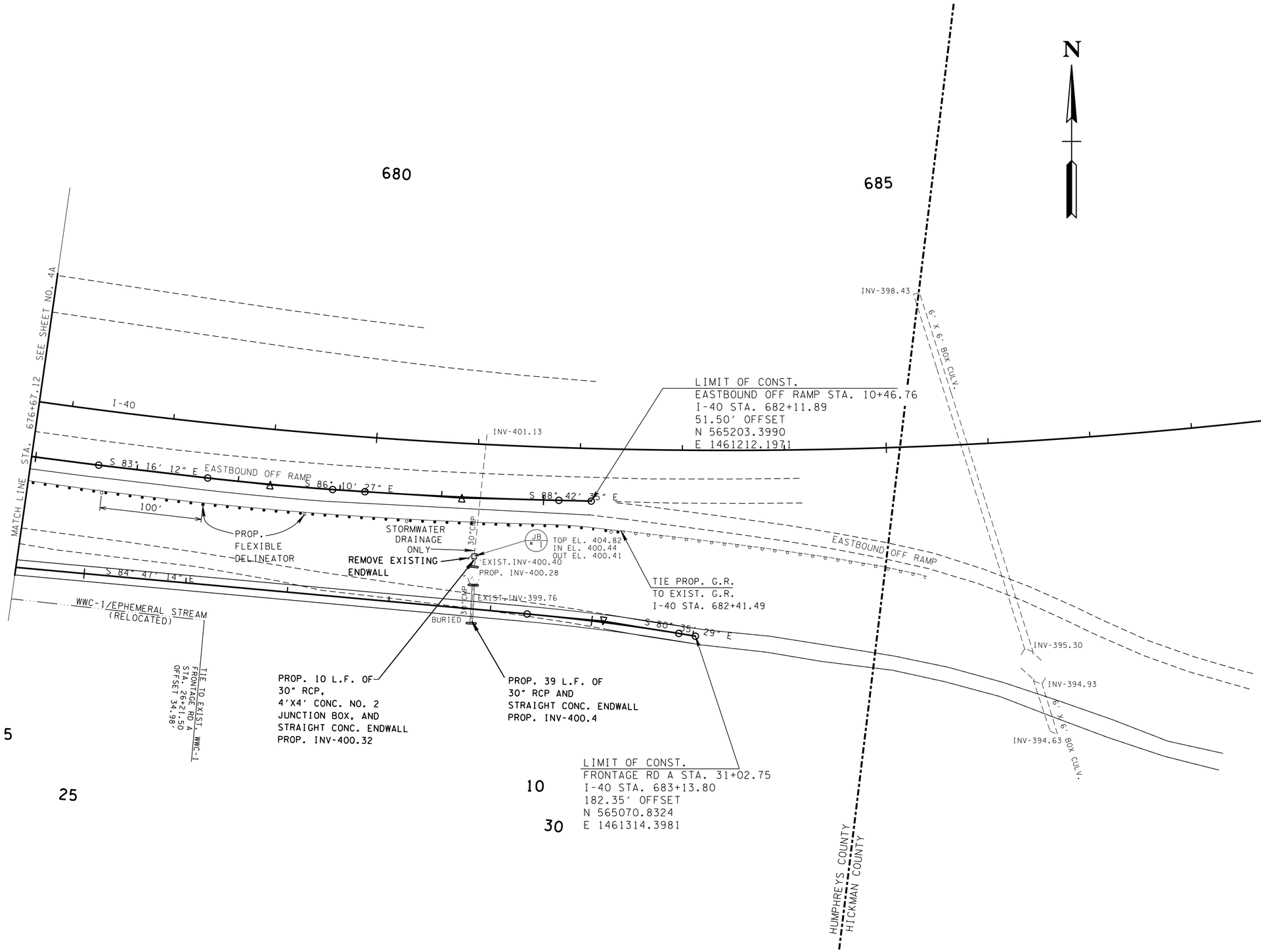
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	5A
CONST.	2015	NH-I-40-3(145)	5A



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 676+67.12 TO STA.690+82.92

SCALE: 1"= 50'

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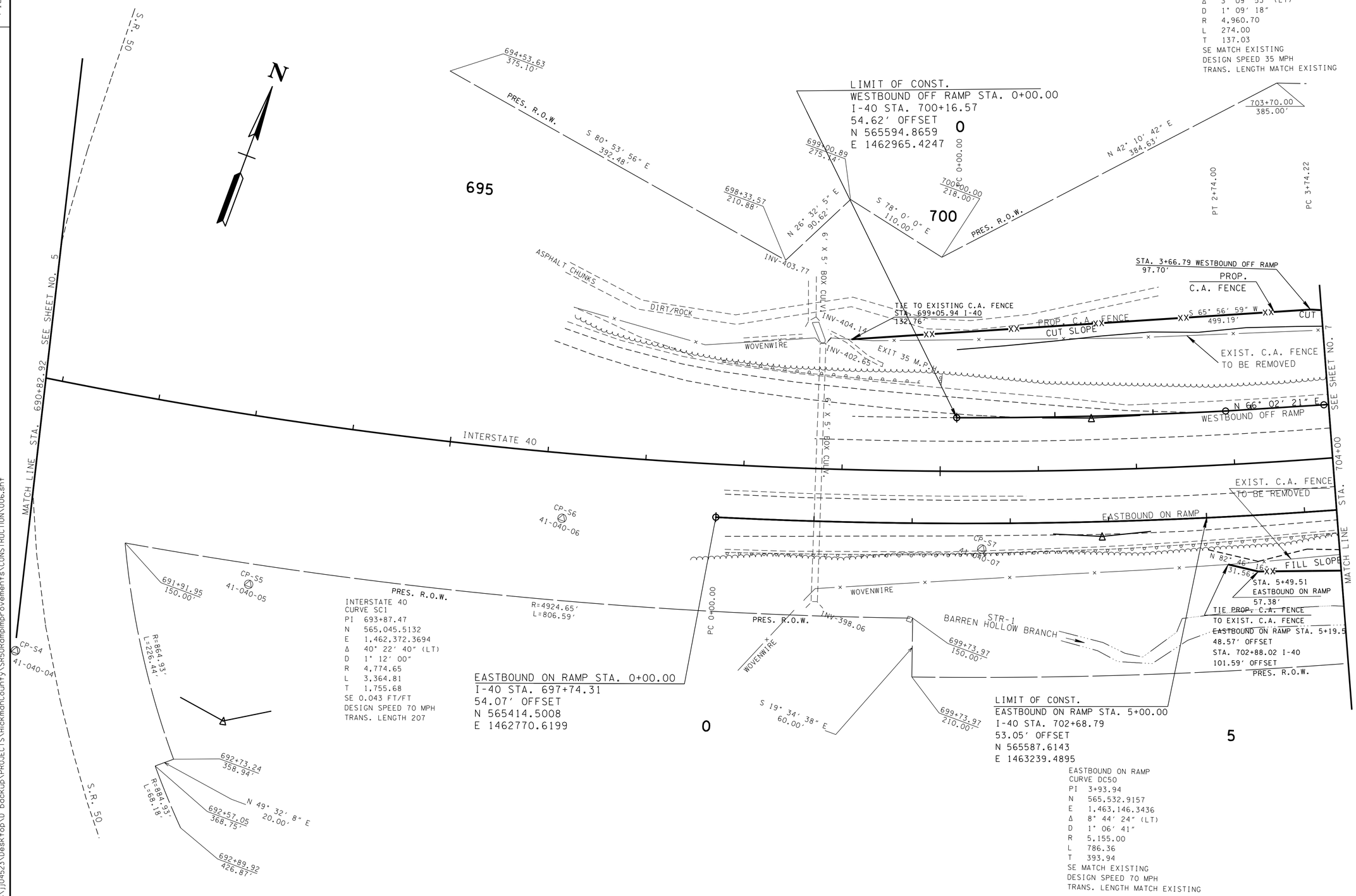
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	6
CONST.	2015	NH-I-40-3(145)	6



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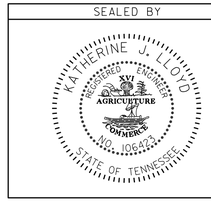

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.690+82.92 TO STA.704+00

SCALE: 1"=50'

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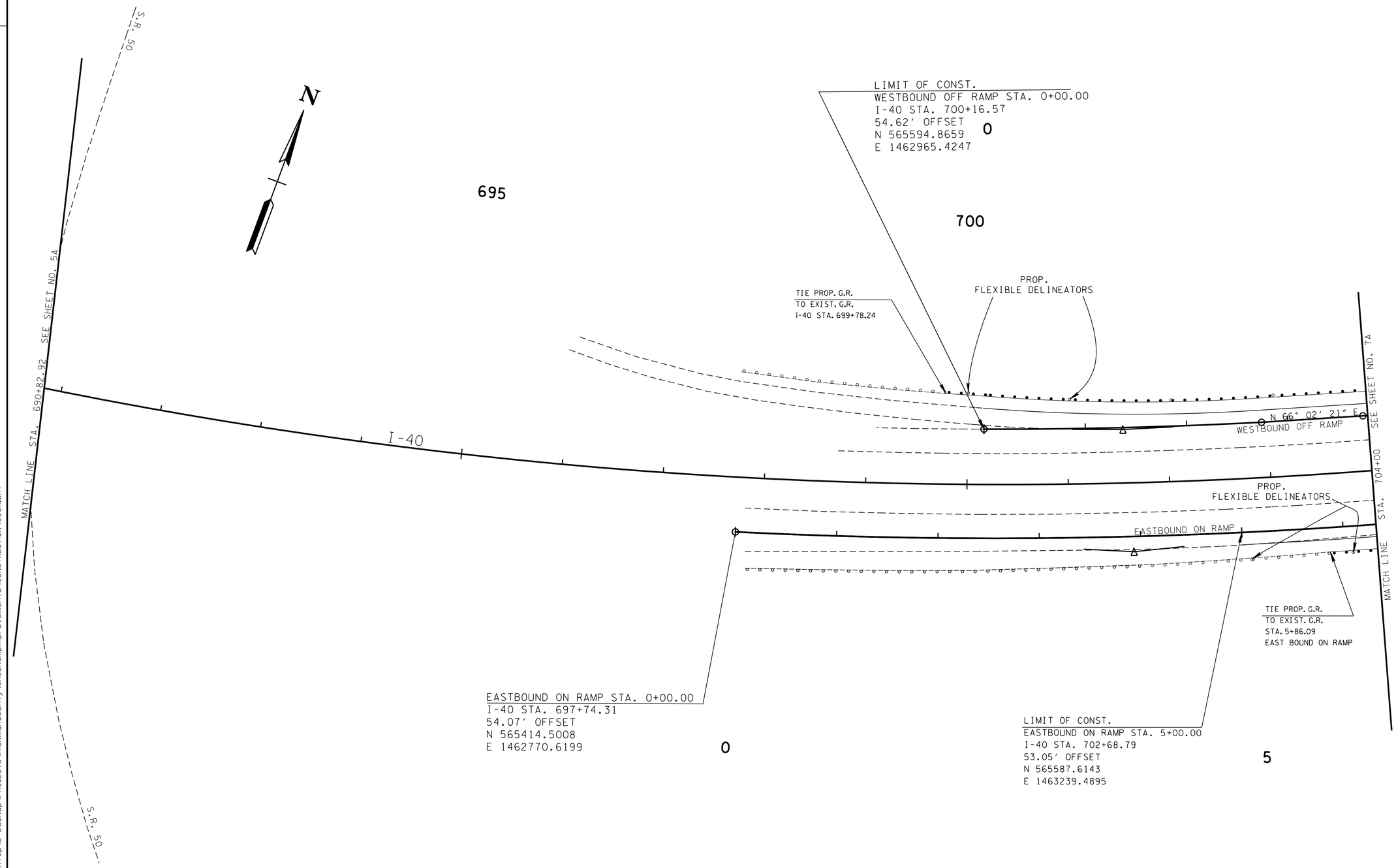
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	6A
CONST.	2015	NH-I-40-3(145)	6A

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



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 690+82.92 TO STA. 704+00

SCALE: 1"= 50'

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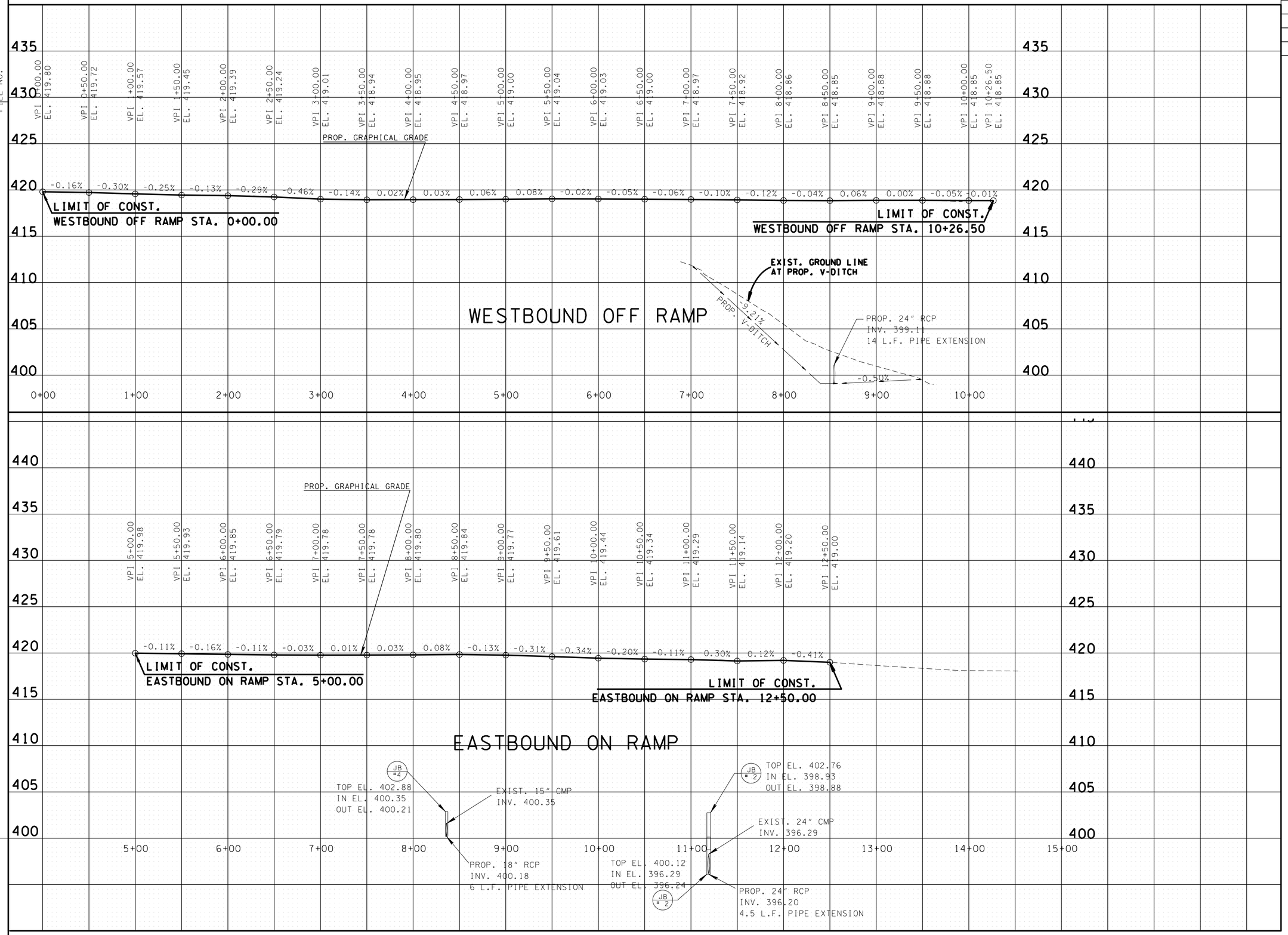
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	6B
CONST.	2015	NH-I-40-3(145)	6B

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



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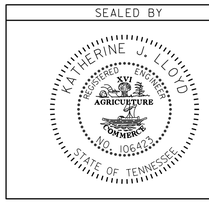

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	7
CONST.	2015	NH-I-40-3(145)	7

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54
N 566052.1182
E 1463992.7801

LIMIT OF CONST.
FRONTAGE RD B STA. 0+00.00
WESTBOUND OFF RAMP STA. 5+59.32
93.19' OFFSET
I-40 STA. 705+82.02
148.11' OFFSET
N 565900.8506
E 1463435.5588

FRONTAGE RD B
CURVE DC9
PI 0+75.32
N 565,924.6737
E 1,463,507.0168
Δ 13° 01' 23" (LT)
D 8° 40' 55"
R 659.93
L 150.00
T 75.32

FRONTAGE RD B
CURVE DC10
PI 2+89.70
N 566,036.9002
E 1,463,690.4352
Δ 7° 04' 46" (RT)
D 4° 43' 11"
R 1,213.99
L 150.00
T 75.10

FRONTAGE RD B
CURVE DC11
PI 4+69.78
N 566,111.3180
E 1,463,854.6299
Δ 12° 21' 36" (LT)
D 8° 14' 24"
R 695.34
L 150.00
T 75.29

WESTBOUND OFF RAMP
CURVE DC41
PI 5+25.19
N 565,800.0817
E 1,463,448.6733
Δ 3° 59' 59" (LT)
D 1° 19' 31"
R 4,323.49
L 301.82
T 150.97
SE MATCH EXISTING
DESIGN SPEED 35 MPH
TRANS. LENGTH MATCH EXISTING

WESTBOUND OFF RAMP
CURVE DC42
PI 9+01.53
N 565,982.7751
E 1,463,777.8187
Δ 2° 43' 05" (LT)
D 1° 05' 14"
R 5,270.05
L 250.00
T 125.02
SE MATCH EXISTING
DESIGN SPEED 35 MPH
TRANS. LENGTH MATCH EXISTING

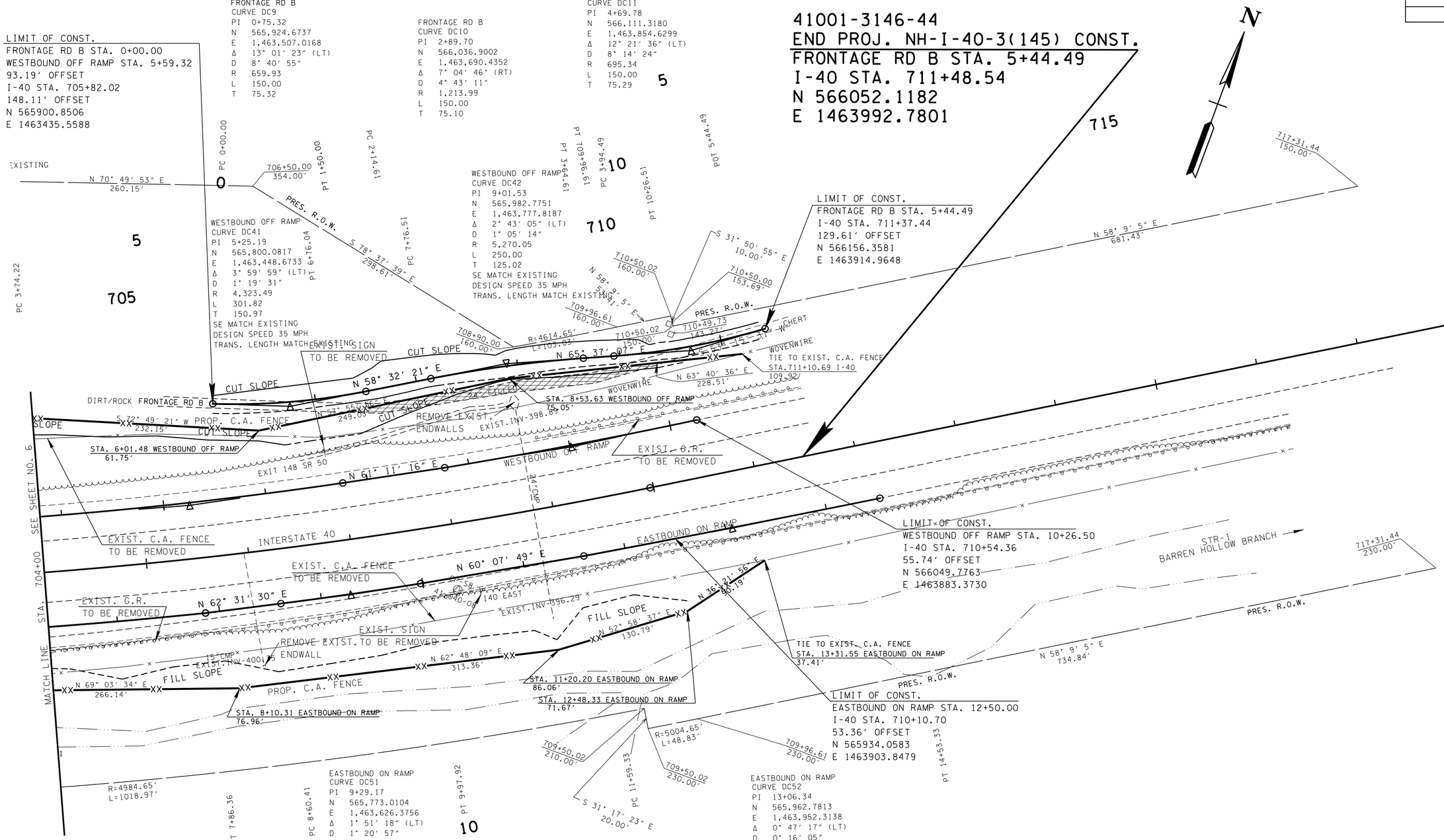
LIMIT OF CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+37.44
129.61' OFFSET
N 566156.3581
E 1463914.9648

LIMIT OF CONST.
WESTBOUND OFF RAMP STA. 10+26.50
I-40 STA. 710+54.36
55.74' OFFSET
N 566049.7763
E 1463883.3730

LIMIT OF CONST.
EASTBOUND ON RAMP STA. 12+50.00
I-40 STA. 710+10.70
53.36' OFFSET
N 565934.0583
E 1463903.8479

EASTBOUND ON RAMP
CURVE DC51
PI 9+29.17
N 565,773.0104
E 1,463,626.3756
Δ 1° 51' 18" (LT)
D 1° 20' 57"
R 4,247.00
L 137.51
T 68.76
SE MATCH EXISTING
DESIGN SPEED 70 MPH
TRANS. LENGTH MATCH EXISTING

EASTBOUND ON RAMP
CURVE DC52
PI 13+06.34
N 565,962.7813
E 1,463,952.3138
Δ 0° 47' 17" (LT)
D 0° 16' 05"
R 21,374.20
L 294.00
T 147.00
SE MATCH EXISTING
DESIGN SPEED 70 MPH
TRANS. LENGTH MATCH EXISTING



AREA TO BE SCARIFIED, TOPSOILED, & SEEDED.

NOTE: SEE SHEET 6B FOR EASTBOUND ON RAMP AND WESTBOUND OFF RAMP PROFILES.

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.704+00 TO END OF PROJ.

SCALE: 1"= 50'

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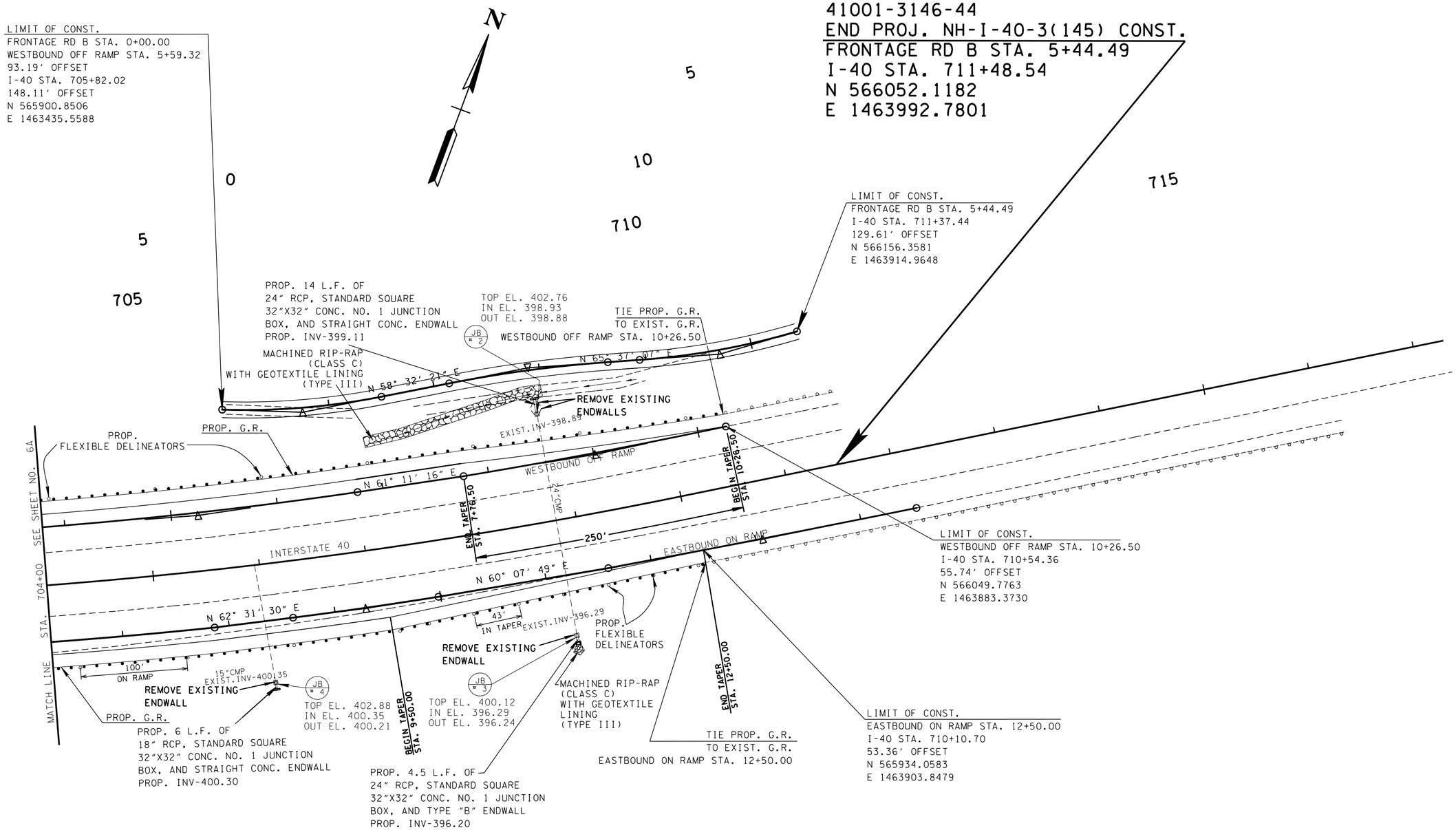
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	7A
CONST.	2015	NH-I-40-3(145)	7A

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54
N 566052.1182
E 1463992.7801



NOTE: SEE SHEET 6B FOR EB BASELINE (2) AND WB BASELINE (2) PROFILES.

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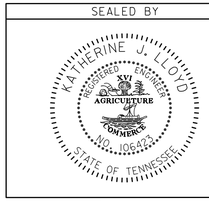

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 704+00 TO END OF PROJECT

SCALE: 1"= 50'

24-AUG-2015 09:49
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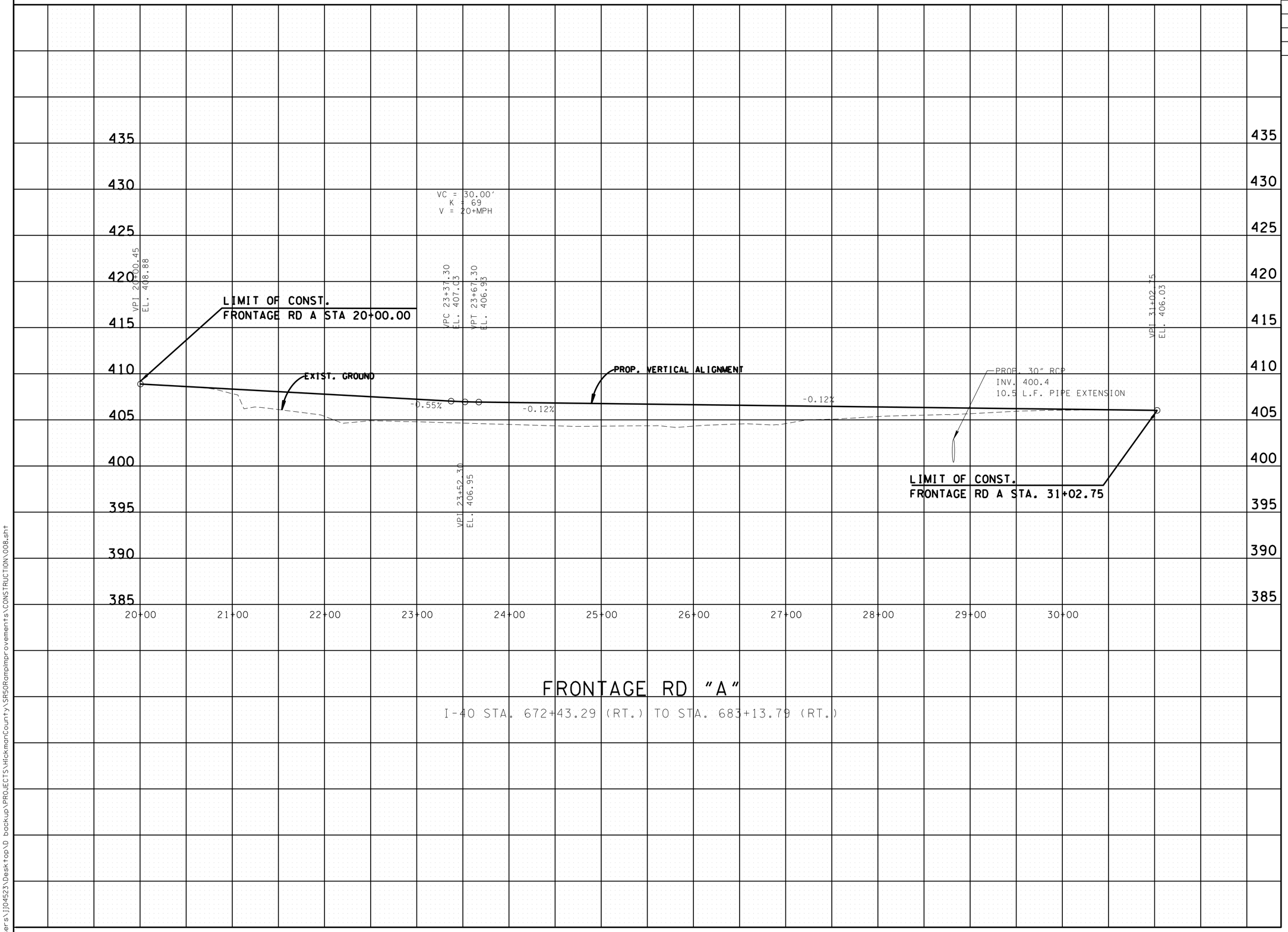
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	8
CONST.	2015	NH-I-40-3(145)	8



FRONTAGE RD "A"

I-40 STA. 672+43.29 (RT.) TO STA. 683+13.79 (RT.)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF FRONTAGE RD A

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

24-AUG-2015 09:49
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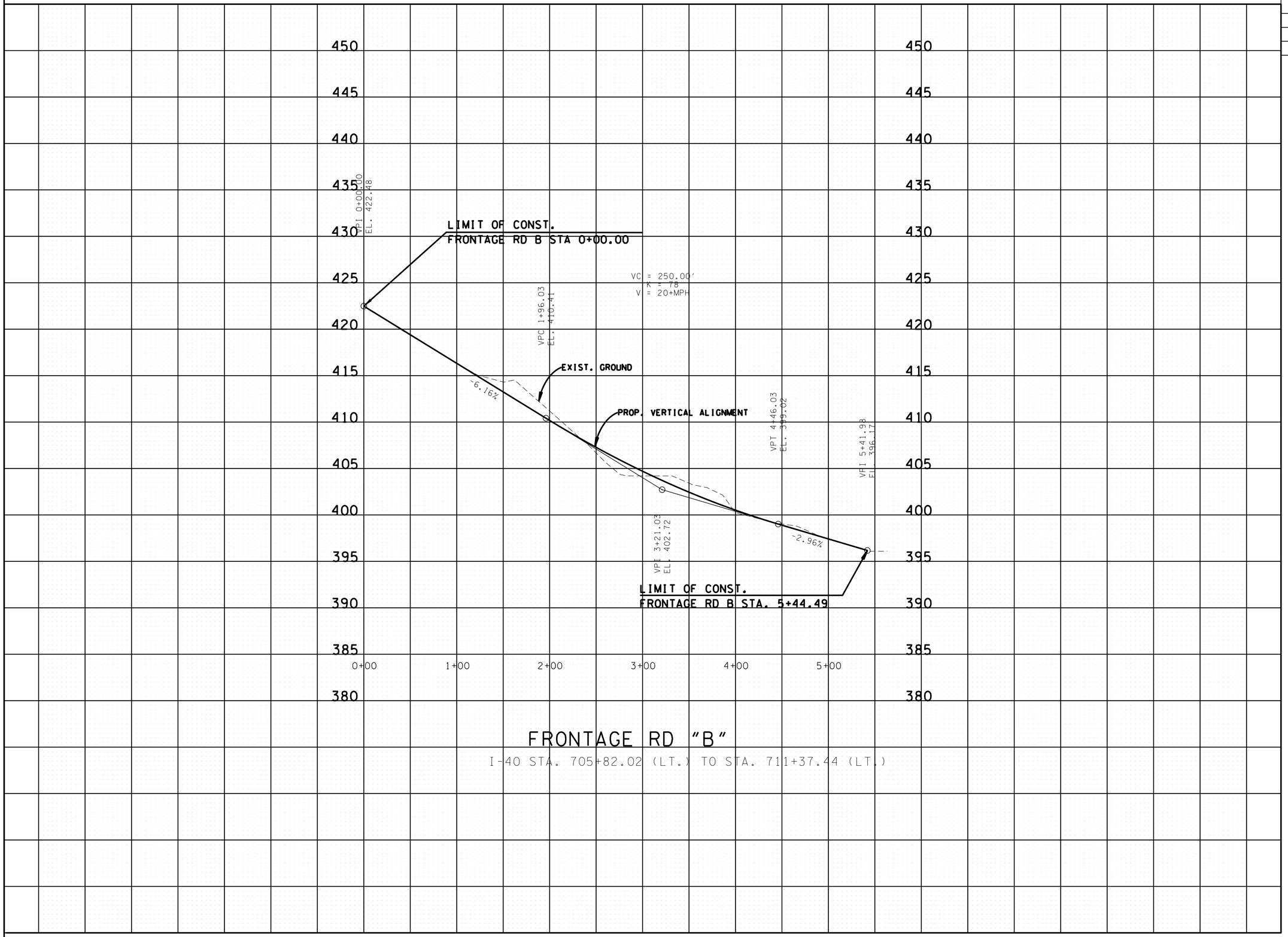
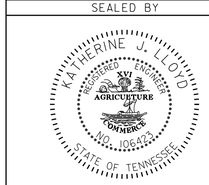
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	9
CONST.	2015	NH-I-40-3(145)	9



FRONTAGE RD "B"

I-40 STA. 705+82.02 (LT.) TO STA. 711+37.44 (LT.)

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF
FRONTAGE RD B

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

24-AUG-2015 09:49
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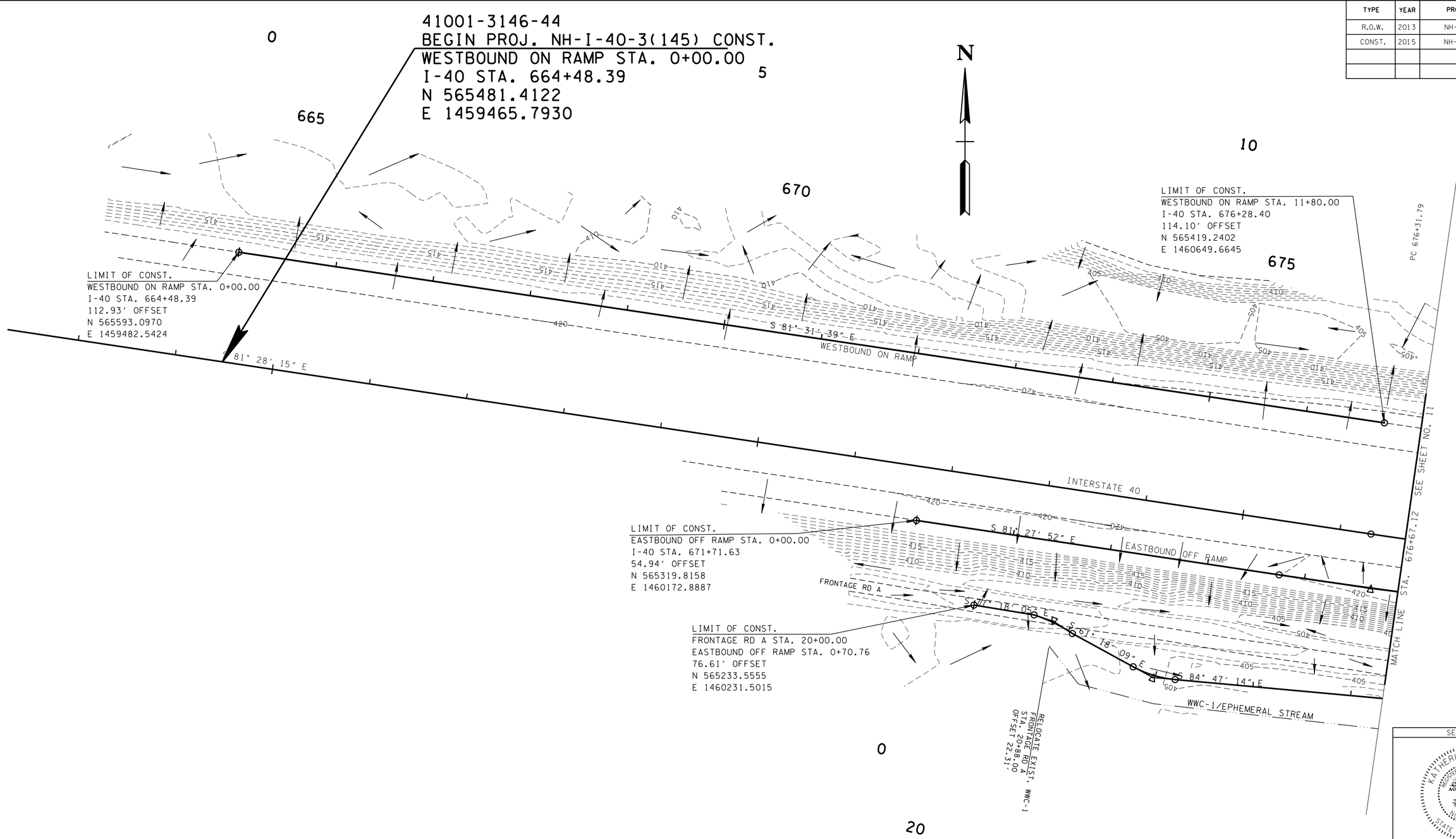
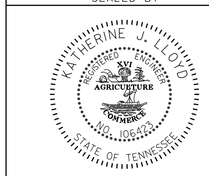
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	10
CONST.	2015	NH-I-40-3(145)	10



NOTE: SHOWING EXISTING CONTOURS

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

BEG. PROJ. TO STA.676+67.12
SCALE: 1"= 50'

24-AUG-2015 09:49
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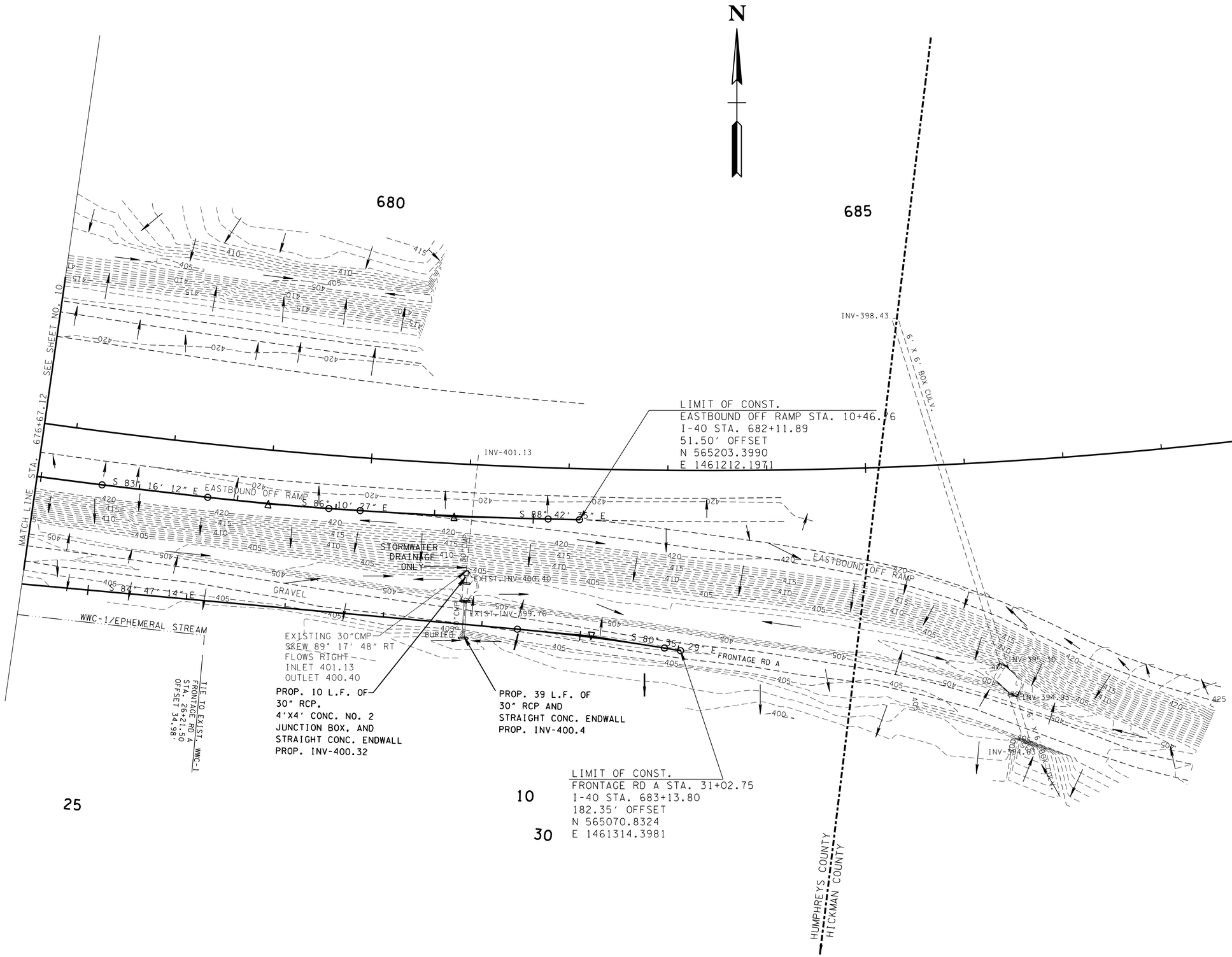
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	11
CONST.	2015	NH-I-40-3(145)	11



NOTE: SHOWING EXISTING CONTOURS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 676+67.12 TO STA.690+82.92

SCALE: 1"= 50'

24-AUG-2015 09:49
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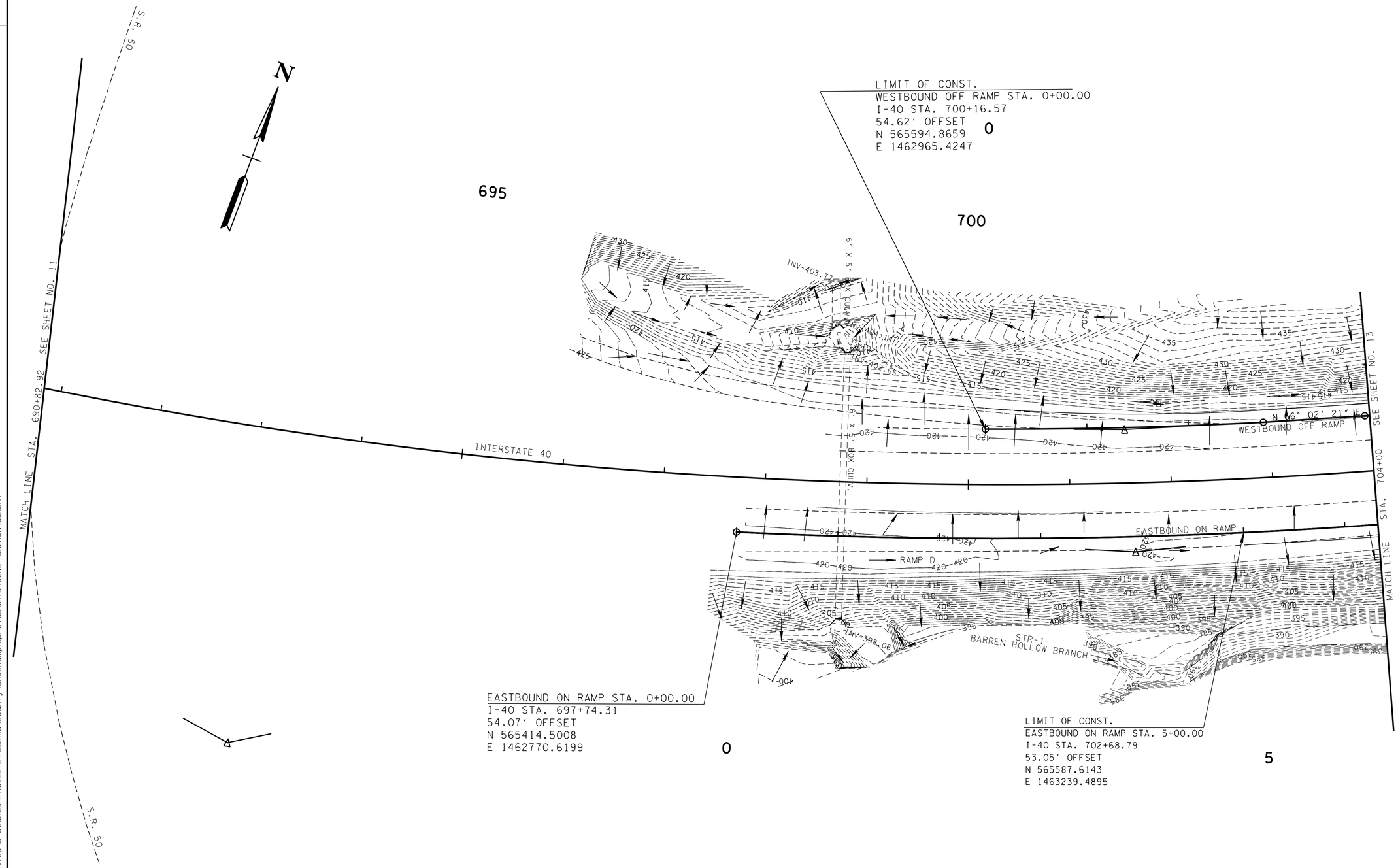
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	12
CONST.	2015	NH-I-40-3(145)	12

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



NOTE: SHOWING EXISTING CONTOURS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.690+82.92 TO STA.704+00

SCALE: 1"=50'

24-AUG-2015 09:49
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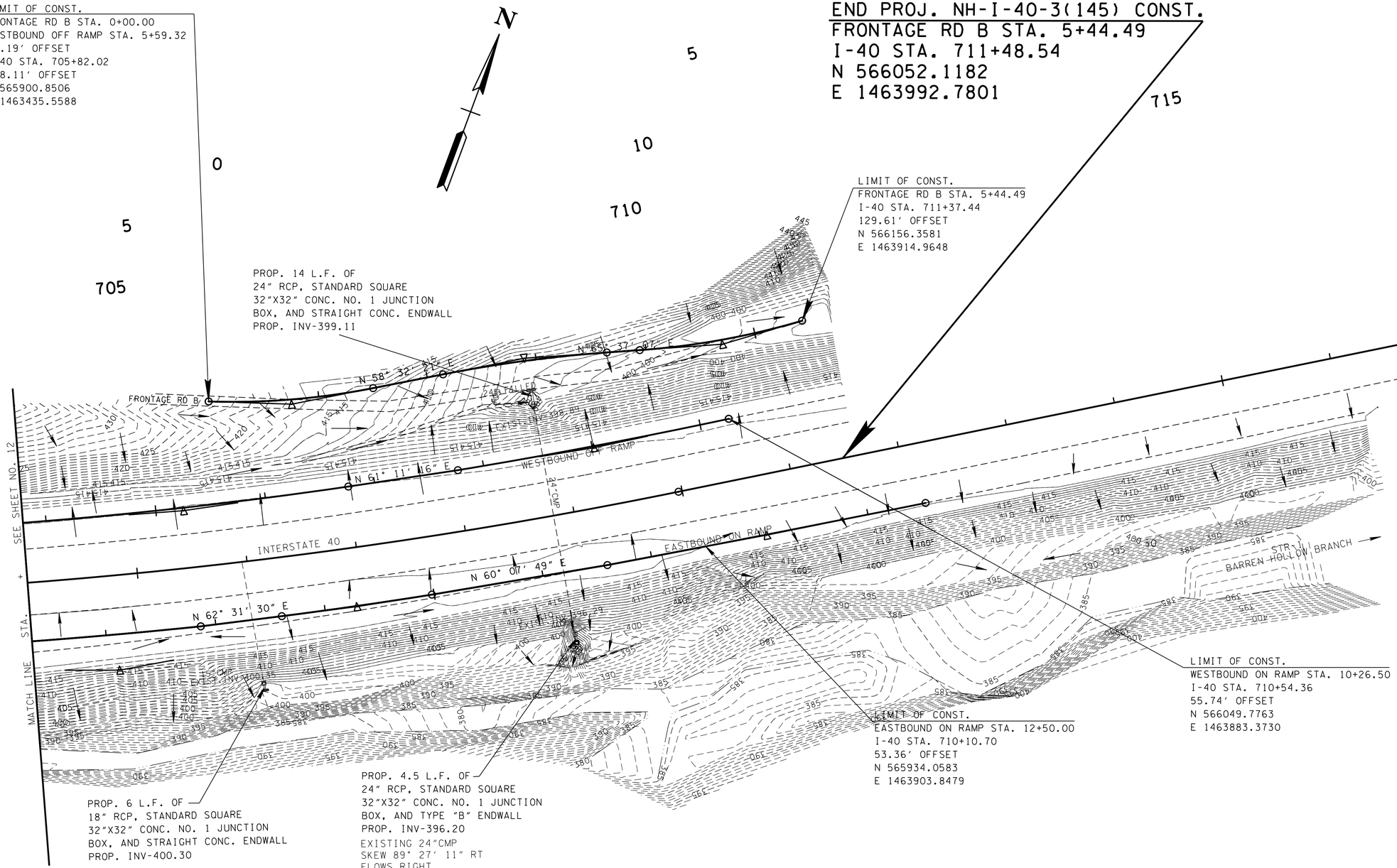
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	13
CONST.	2015	NH-I-40-3(145)	13

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54
N 566052.1182
E 1463992.7801

LIMIT OF CONST.
FRONTAGE RD B STA. 0+00.00
WESTBOUND OFF RAMP STA. 5+59.32
93.19′ OFFSET
I-40 STA. 705+82.02
148.11′ OFFSET
N 565900.8506
E 1463435.5588

LIMIT OF CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+37.44
129.61′ OFFSET
N 566156.3581
E 1463914.9648



PROP. 14 L.F. OF
24″ RCP, STANDARD SQUARE
32″X32″ CONC. NO. 1 JUNCTION
BOX, AND STRAIGHT CONC. ENDWALL
PROP. INV-399.11

LIMIT OF CONST.
WESTBOUND ON RAMP STA. 10+26.50
I-40 STA. 710+54.36
55.74′ OFFSET
N 566049.7763
E 1463883.3730

LIMIT OF CONST.
EASTBOUND ON RAMP STA. 12+50.00
I-40 STA. 710+10.70
53.36′ OFFSET
N 565934.0583
E 1463903.8479

PROP. 6 L.F. OF
18″ RCP, STANDARD SQUARE
32″X32″ CONC. NO. 1 JUNCTION
BOX, AND STRAIGHT CONC. ENDWALL
PROP. INV-400.30

EXISTING 15″CMP
SKEW 90° 00′ 00″ RT
FLOWS RIGHT
INLET (MED. DRAIN)
OUTLET 400.35

PROP. 4.5 L.F. OF
24″ RCP, STANDARD SQUARE
32″X32″ CONC. NO. 1 JUNCTION
BOX, AND TYPE "B" ENDWALL
PROP. INV-396.20

EXISTING 24″CMP
SKEW 89° 27′ 11″ RT
FLOWS RIGHT
INLET 398.89
OUTLET 396.29

10

NOTE: SHOWING EXISTING CONTOURS

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.704+00 TO END OF PROJ.

SCALE: 1″=50′

24-AUG-2015 09:49
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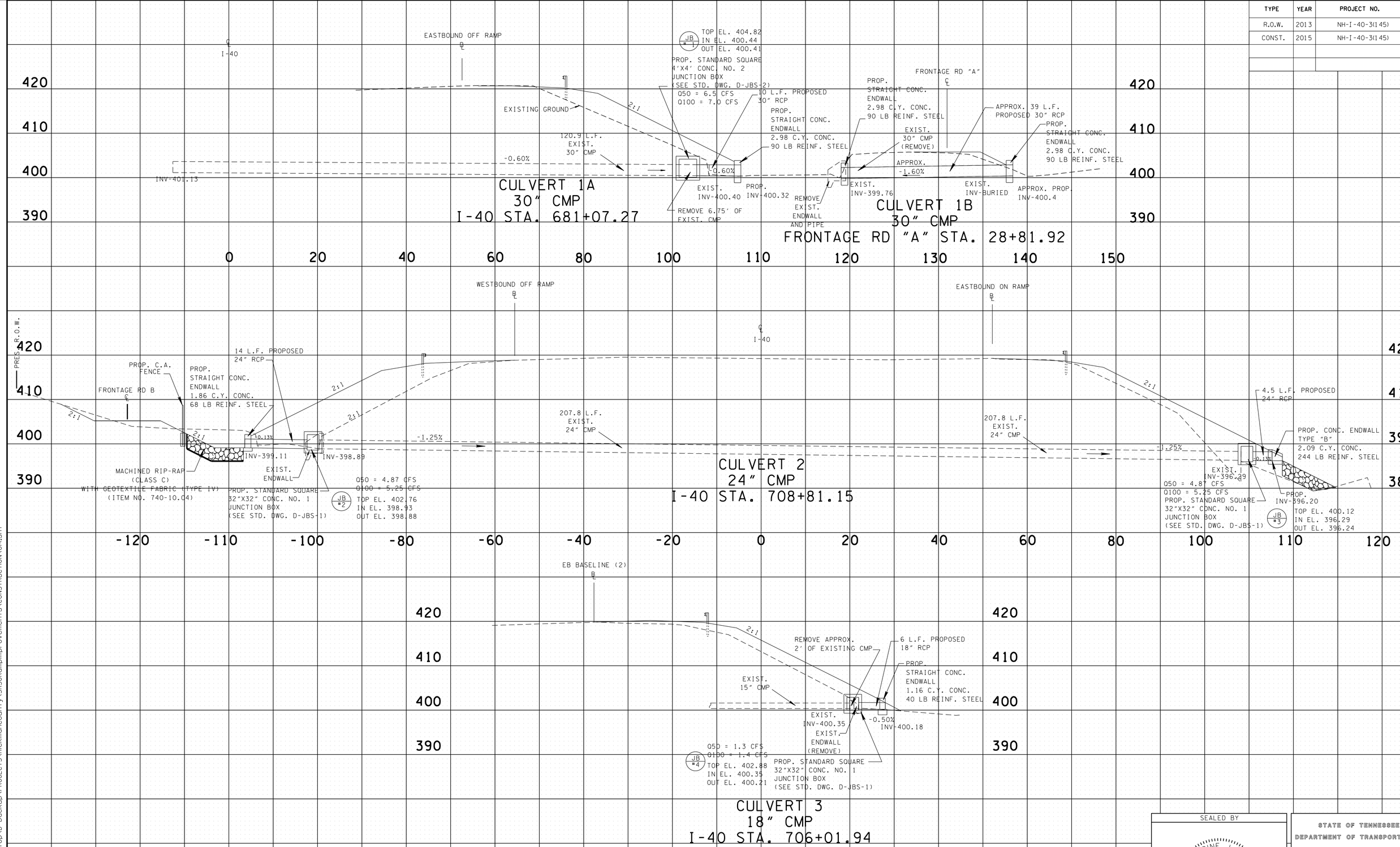
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	14
CONST.	2015	NH-I-40-3(145)	14



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

SCALE: 1"=10 ' HORIZ.
1"=10' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15
CONST.	2015	NH-I-40-3(145)	15

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

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

.

KNOWN EXCEPTIONAL TENNESSEE WATERS

(1) 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.

NPDES

(2) 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.

(3) 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.

(4) 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:

A. 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.

B. 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.

C. 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.

D. 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.

(5) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 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 14 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-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

(6) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY

(7) STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.

(8) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SSWMP.

(9) 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.

EPSC QUANTITIES

		DESCRIPTION	UNIT	QUANTITY
1)	209-03.22	FILTER SOCK (18 INCH)	L.F.	3547
1)	209-05	SEDIMENT REMOVAL	C.Y.	180
1)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	826
1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	4780
1)	209-08.07	ROCK CHECK DAM PER	EACH	7
1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3
1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	2
1) 3) 5)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	468
8)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	39
1) 4) 5)	740-10.03	GEOTEXTILE FABRIC (TYPE III) (EROSION CONTROL)	S.Y.	344
1) 6)	740-10.04	GEOTEXTILE FABRIC (TYPE IV) (STABILIZATION)	S.Y.	1850
1)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	167
1) 2) 7)	801-03	WATER (SEEDING & SODDING)	M.G.	1677

NOTE:
1) ALL QUANTITIES ARE TO BE USED AT THE DISCRETION OF THE ENGINEER.
2) INCLUDES 3000 GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
3) FOR 4 (FOUR) TEMPORARY CONSTRUCTION EXITS.
4) INCLUDES 22 S.Y. FOR CULVERT PROTECTION (TYPE 1) AND 268 S.Y. FOR 4 (FOUR) TEMPORARY CONSTRUCTION EXITS.
5) LOCATION OF TEMPORARY CONSTRUCTION EXIT IS TO BE DETERMINED BY THE ENGINEER.
6) FOR SOIL STABILIZATION EAST BOUND ON RAMP STA. 8+50.00 TO STA. 12+50.00.
7) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
8) TO BE USED FOR CULVERT PROTECTION (TYPE 1) PER EC-STR-11.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* 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
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
* TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	RIPRAP	EC-STR-27
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

* LOCATION OF TEMPORARY CONSTRUCTION EXIT IS TO BE DETERMINED BY THE ENGINEER.

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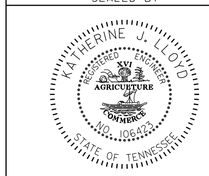

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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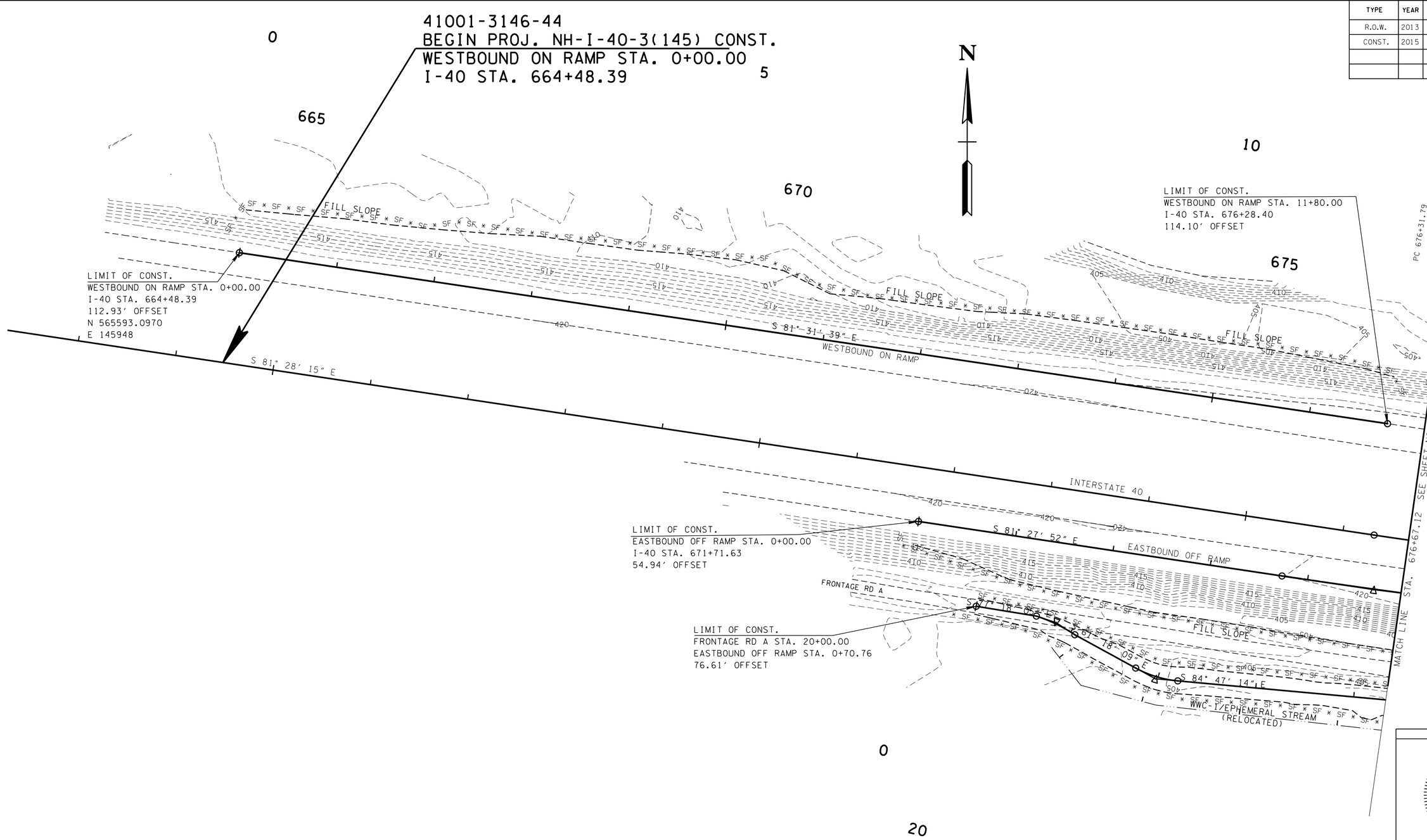
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15A
CONST.	2015	NH-I-40-3(145)	15A



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING EXISTING CONTOURS

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

PHASE 1
CLEARING AND GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

BEG. PROJ. TO STA.676+67.12
SCALE: 1"= 50'

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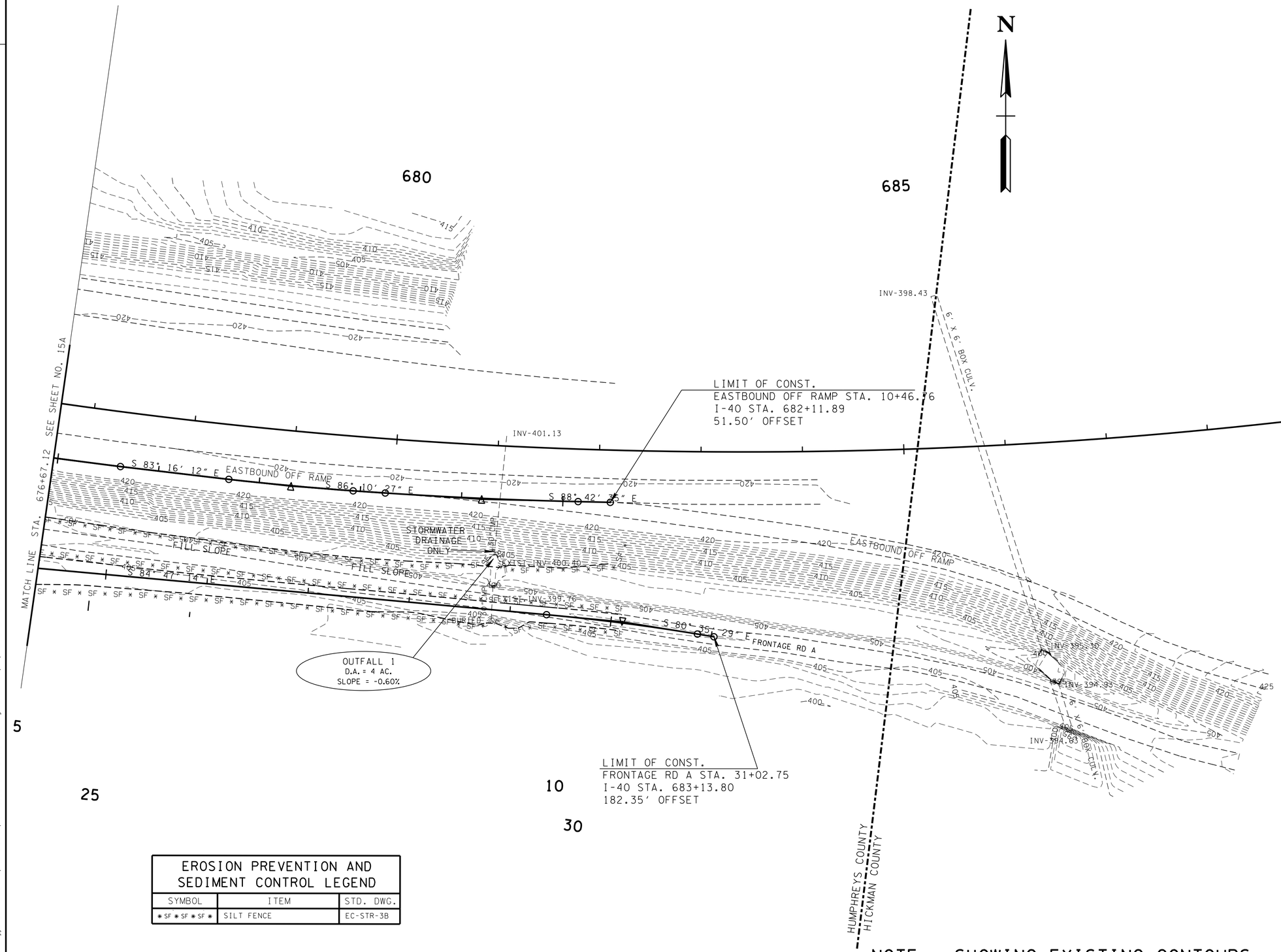
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15B
CONST.	2015	NH-I-40-3(145)	15B

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



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING EXISTING CONTOURS

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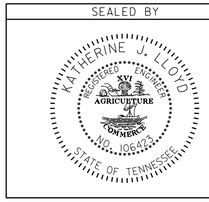

PHASE 1
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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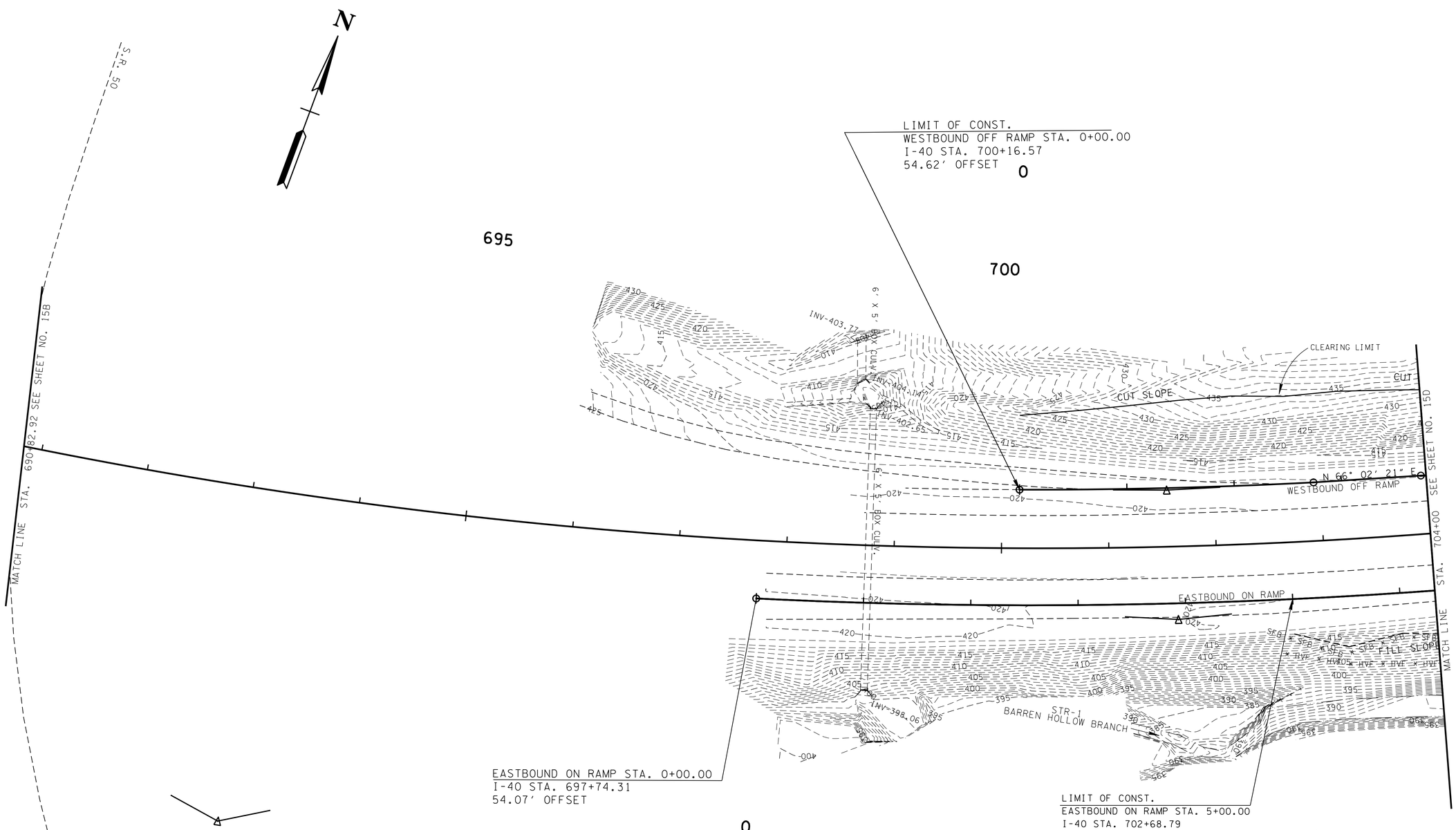
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15C
CONST.	2015	NH-I-40-3(145)	15C



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

NOTE: SHOWING EXISTING CONTOURS

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XV
AGRICULTURE
97
COMMERCE
NO. 106423
STATE OF TENNESSEE

PHASE 1
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1" = 50'

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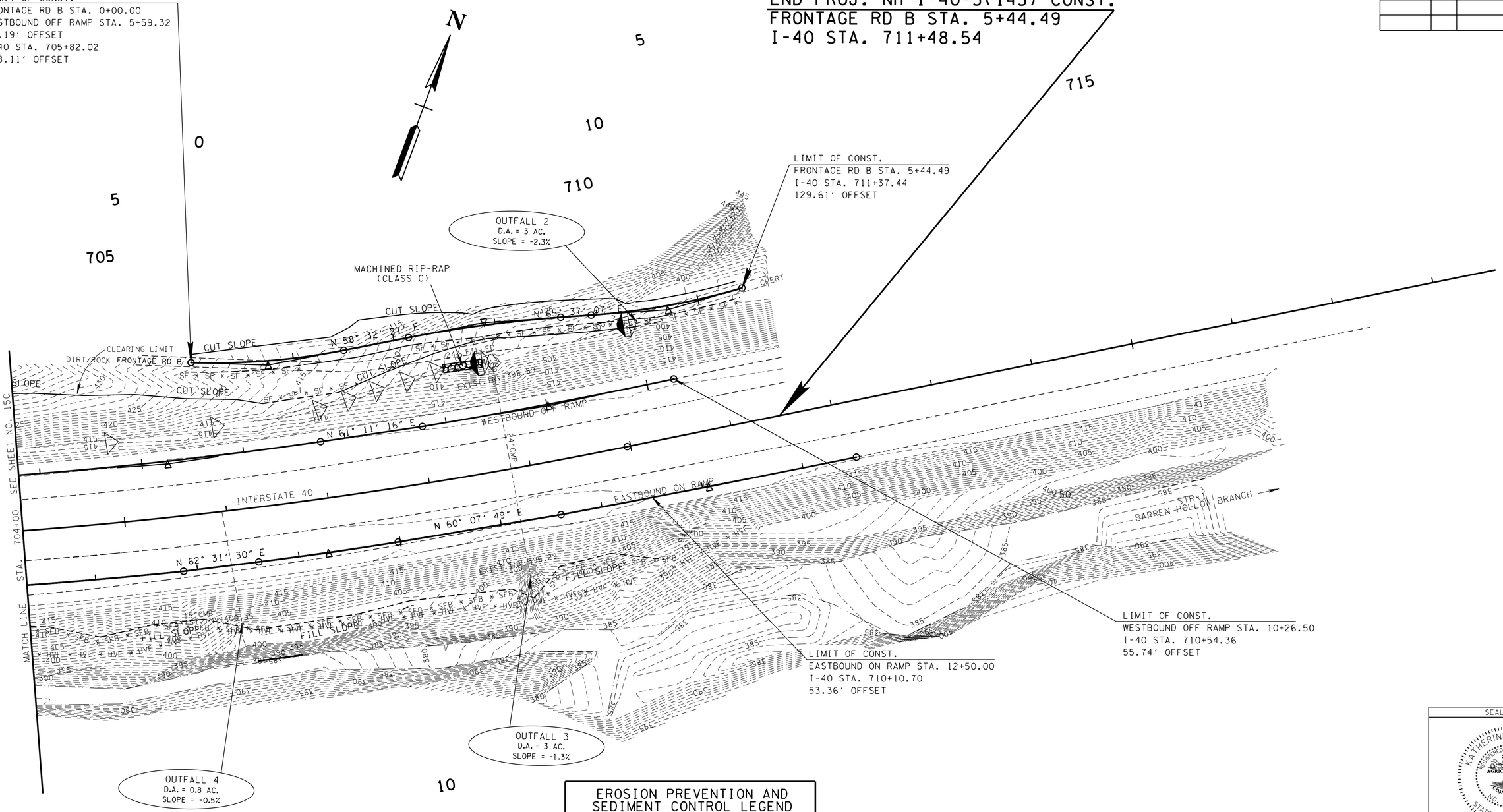
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15D
CONST.	2015	NH-I-40-3(145)	15D

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	RIPRAP	
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

NOTE: SHOWING EXISTING CONTOURS

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PHASE 1
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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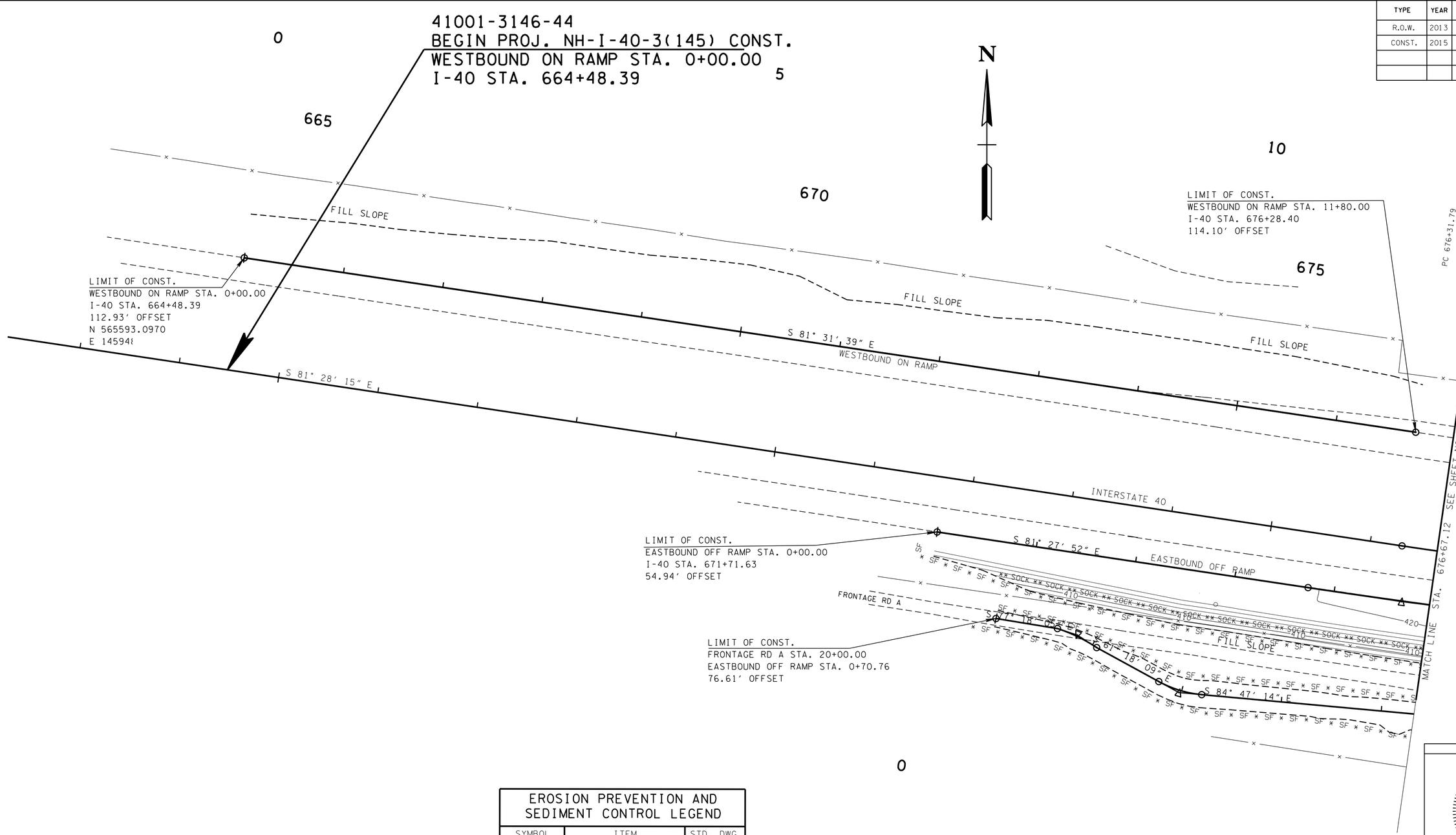
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15E
CONST.	2015	NH-I-40-3(145)	15E



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SF * SF * SF *	SILT FENCE	EC-STR-3B

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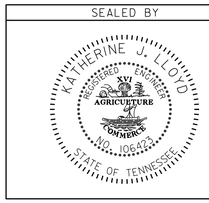

PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

BEG. PROJ. TO STA.676+67.12
SCALE: 1"= 50'

NOTE: SHOWING PROPOSED CONTOURS

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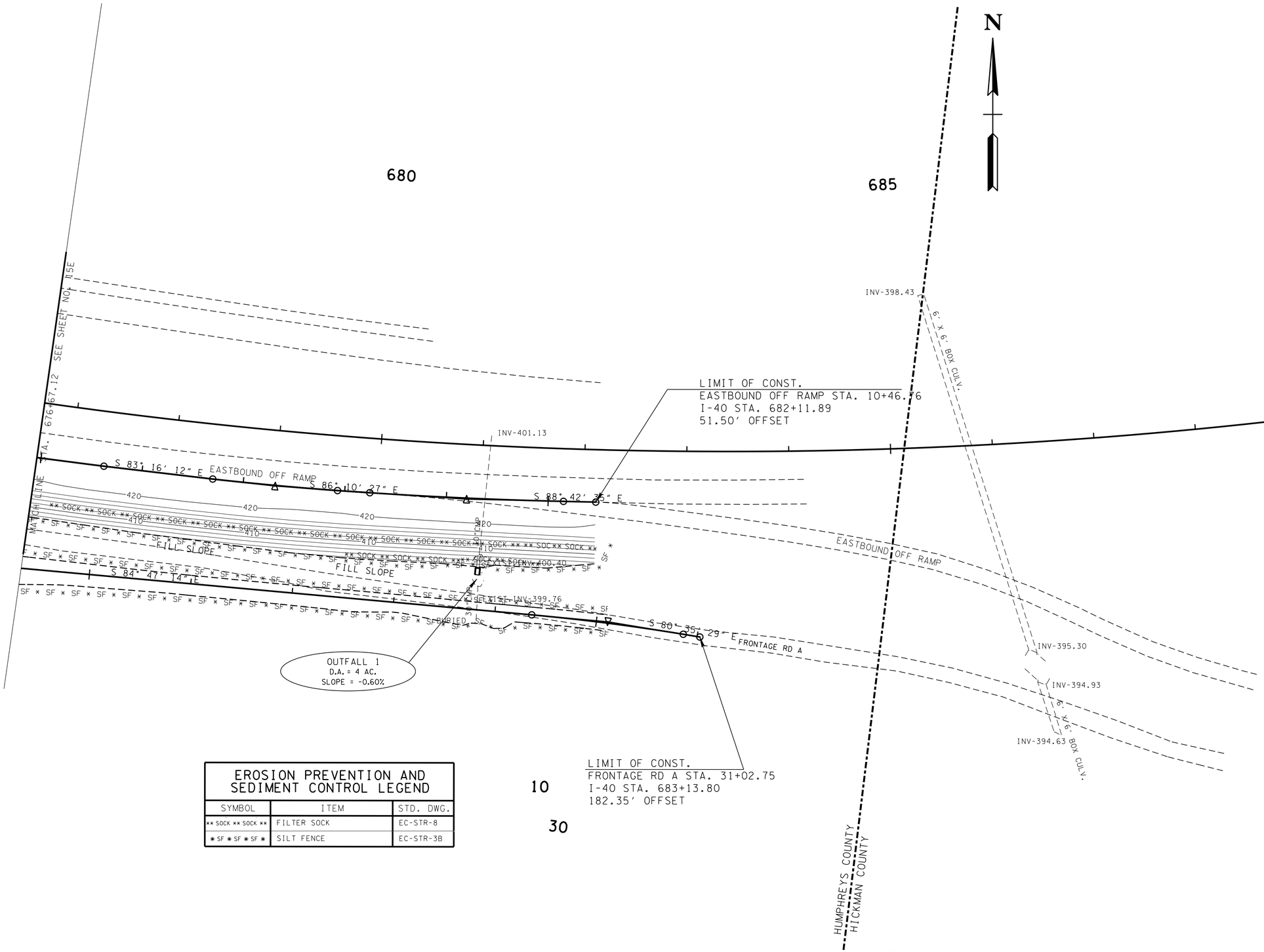
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15F
CONST.	2015	NH-I-40-3(145)	15F

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



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING PROPOSED CONTOURS

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PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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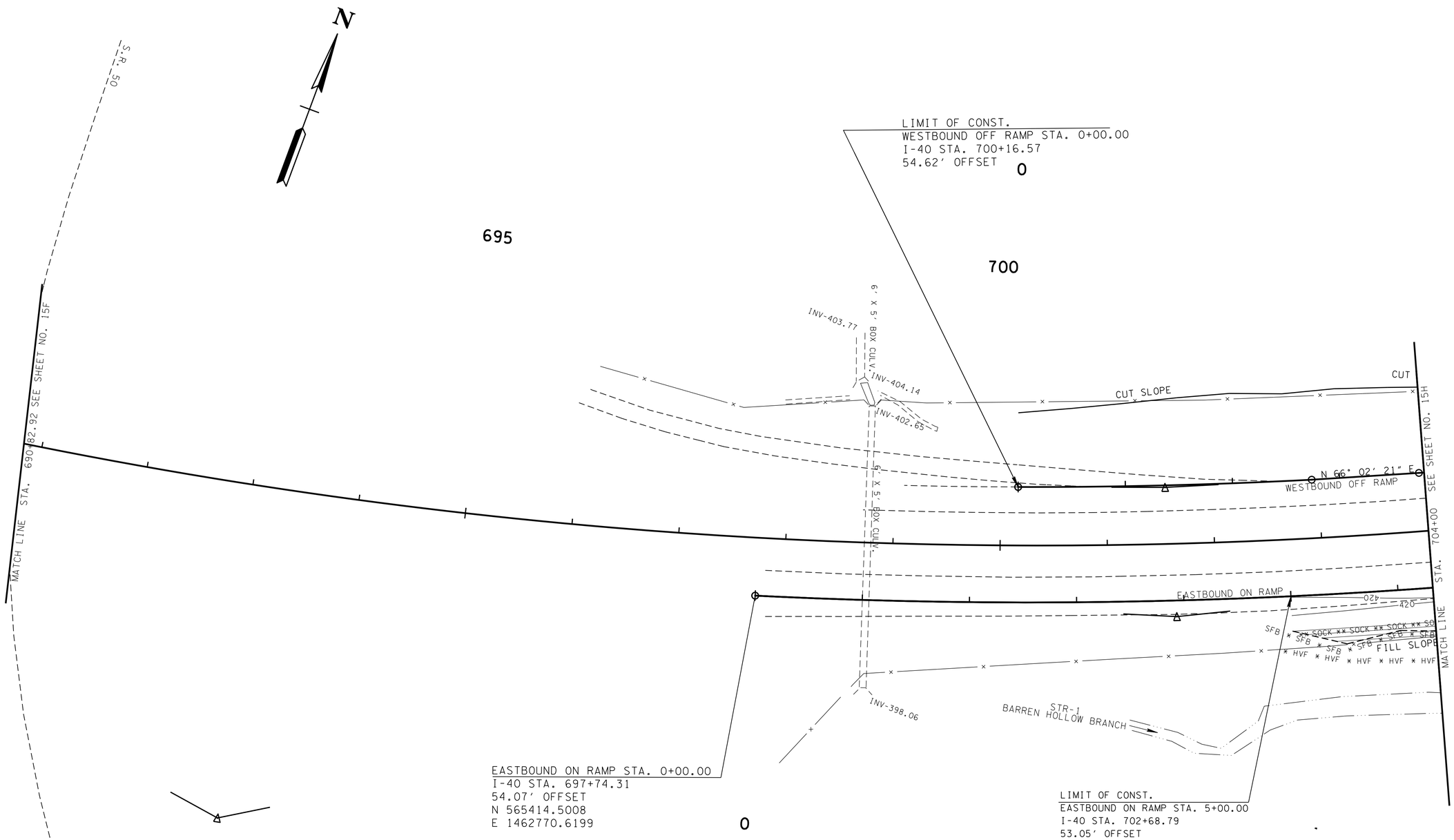
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15G
CONST.	2015	NH-I-40-3(145)	15G



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

NOTE: SHOWING PROPOSED CONTOURS

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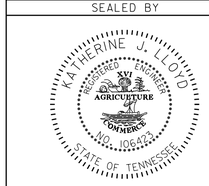

PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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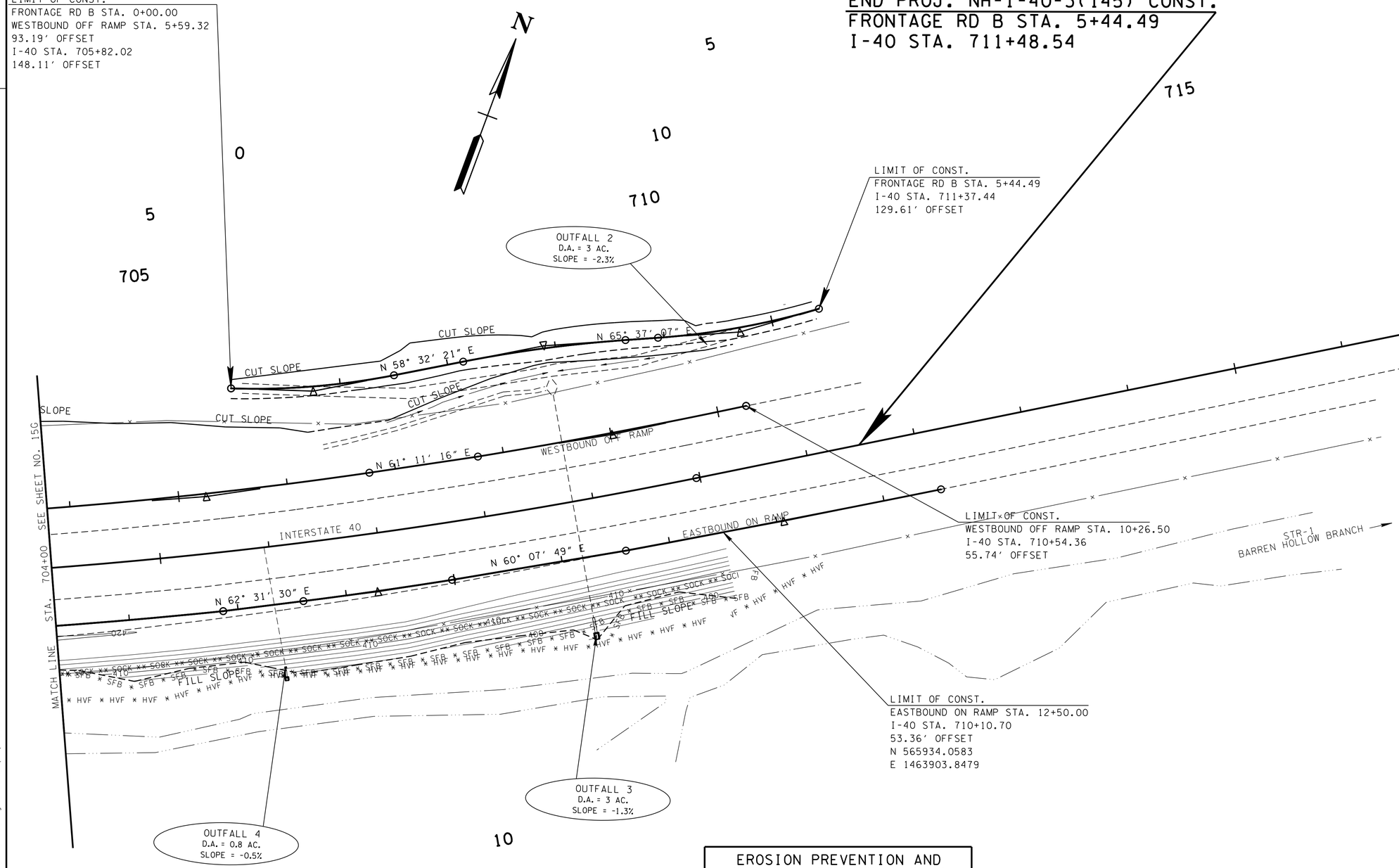
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15H
CONST.	2015	NH-I-40-3(145)	15H

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

NOTE: SHOWING PROPOSED CONTOURS

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PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN
STA. 676+67.12 TO STA. 690+82.92
SCALE: 1"= 50'

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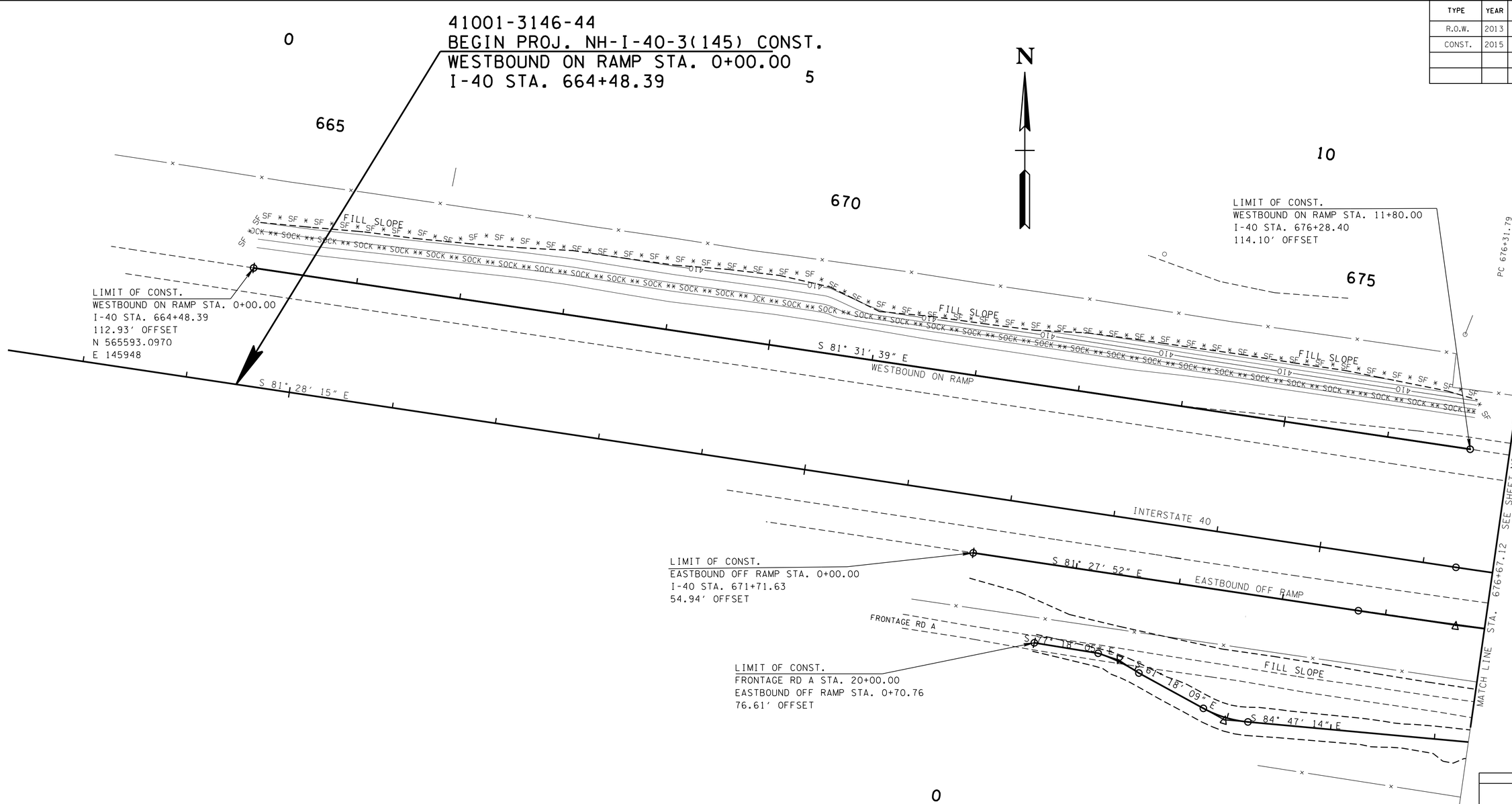
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15I
CONST.	2015	NH-I-40-3(145)	15I



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING PROPOSED CONTOURS

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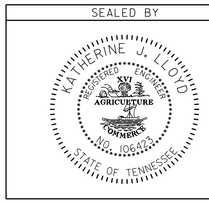

PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

BEG. PROJ. TO STA.676+67.12
SCALE: 1"= 50'

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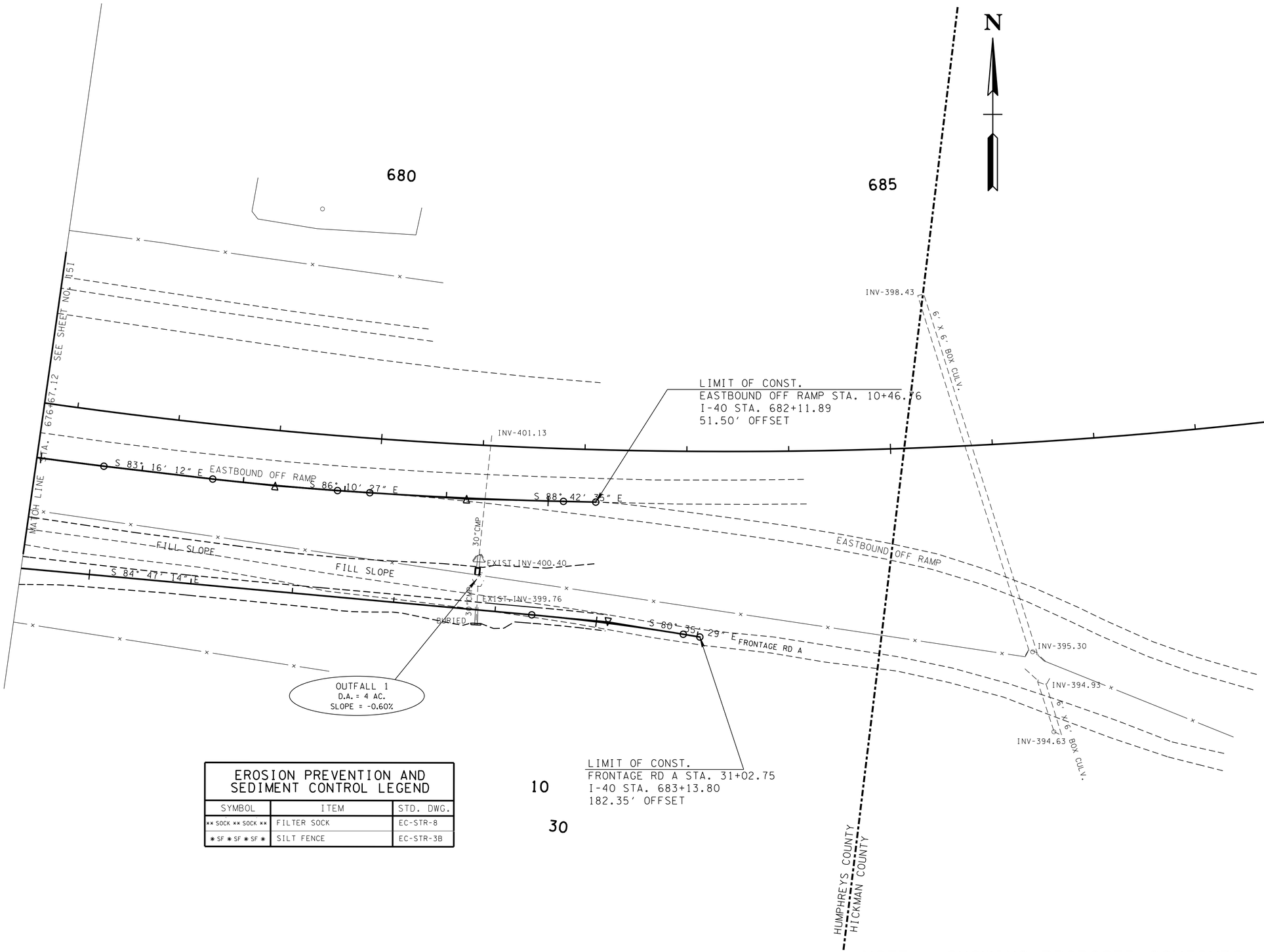
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15J
CONST.	2015	NH-I-40-3(145)	15J



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING PROPOSED CONTOURS

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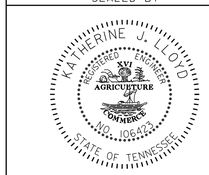

PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

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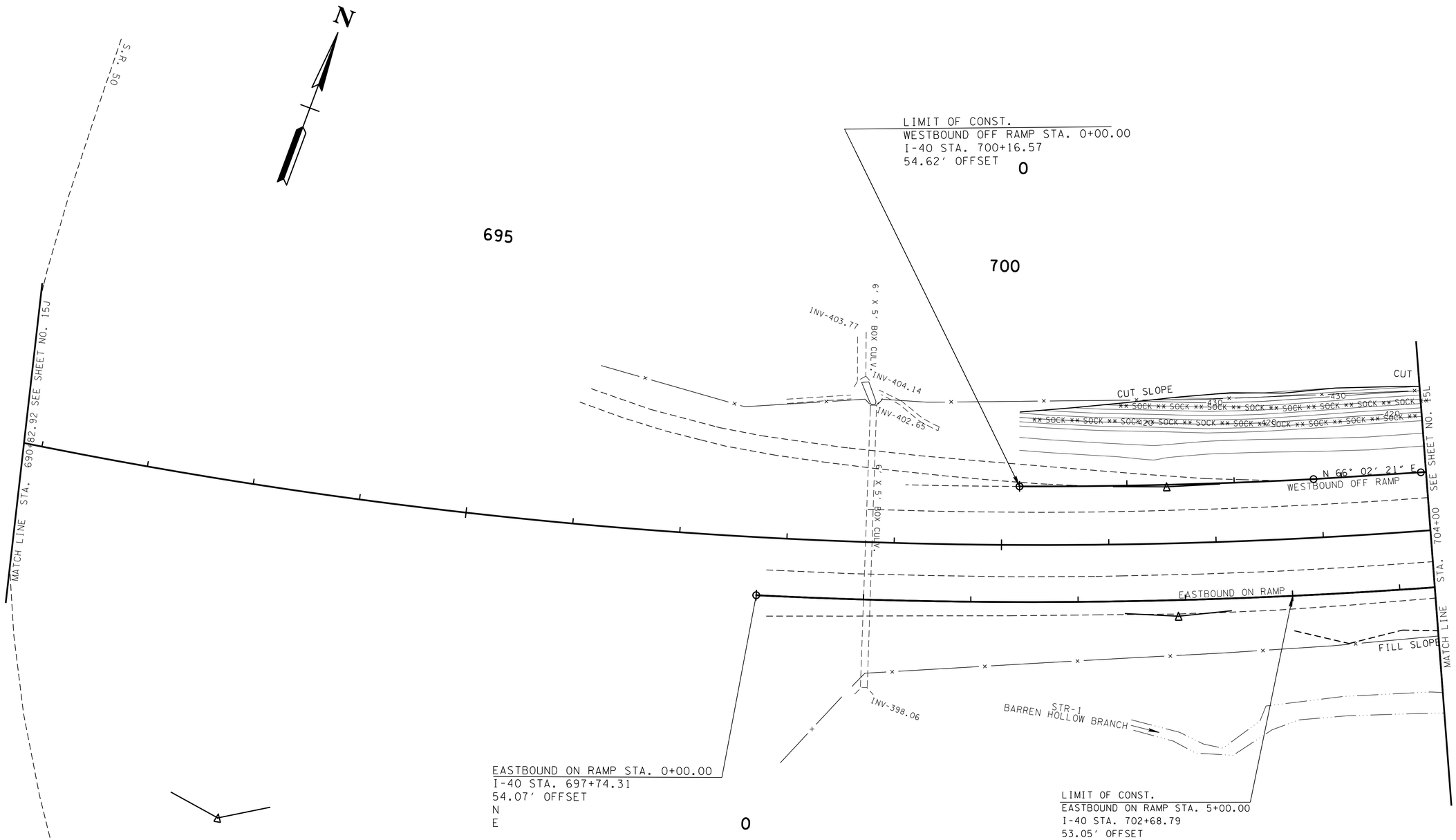
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

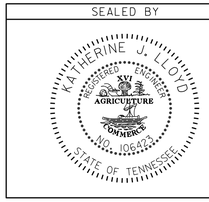
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15K
CONST.	2015	NH-I-40-3(145)	15K



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8

NOTE: SHOWING PROPOSED CONTOURS

SEALED BY



PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:51
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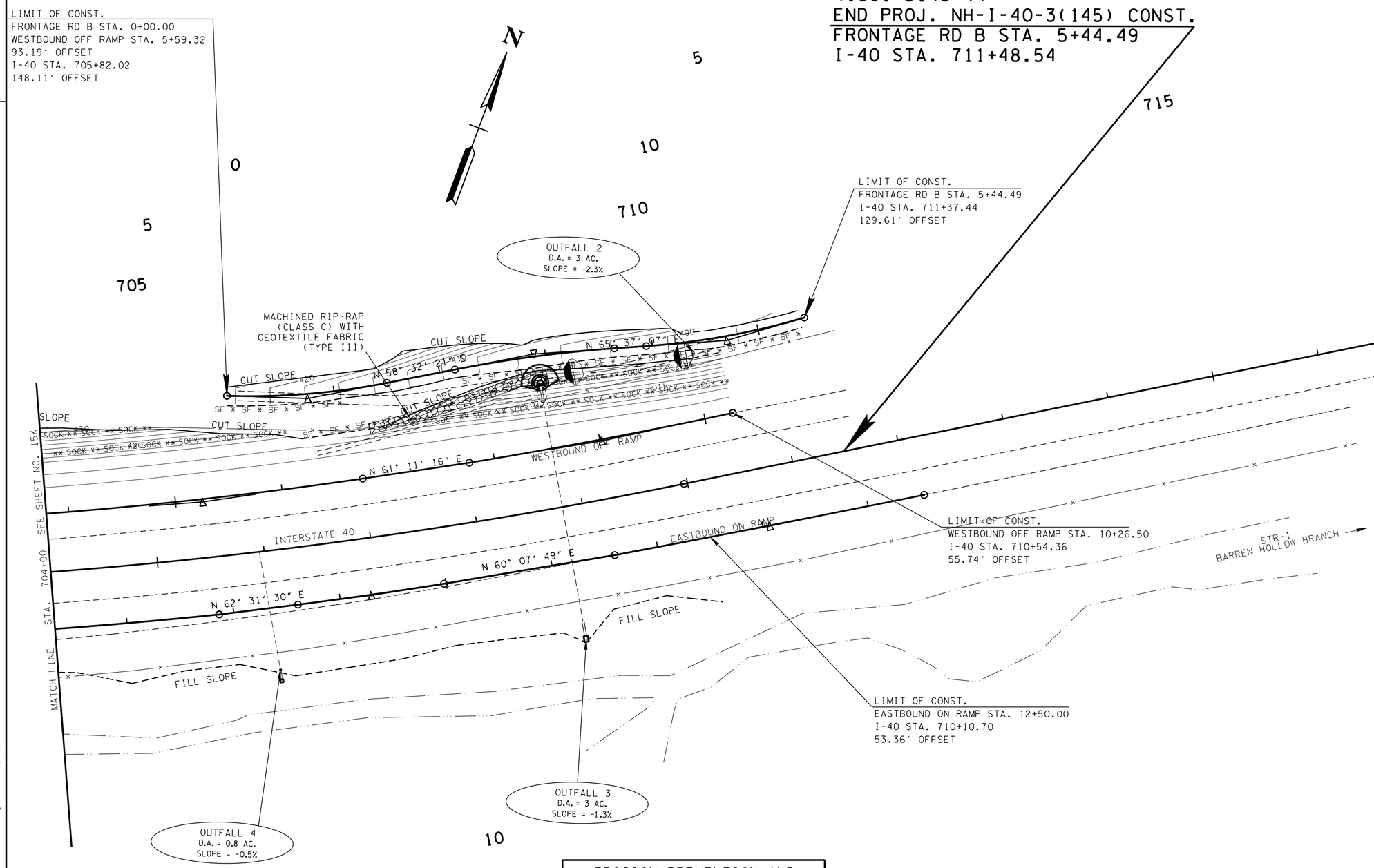
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	15L
CONST.	2015	NH-I-40-3(145)	15L

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	RIPRAP	EC-STR-27
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
* SF * SF * SF *	SILT FENCE	EC-STR-3B

NOTE: SHOWING PROPOSED CONTOURS

SEALED BY

PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN
STA. 676+67.12 TO STA. 690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:51
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16

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

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 PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), 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.

   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 PAVEMENT AND/OR LOW SHOULDER) 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 PAVEMENT AND/OR LOW SHOULDER) 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.

   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 (W8-9A). 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 ONE 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.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

   WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) 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.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

   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.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

   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.

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

   THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

   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.

   THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

NOTE:
TRAFFIC CONTROL PHASE 1 TO BE IMPLIMENTED
DURING THE INSIDE SHOULDER BUILD-UP.
WEST BOUND ON RAMP STA. 0+00.00 TO STA. 11+80.00
EAST BOUND OFF RAMP STA. 0+00.00 TO STA. 10+46.76
WEST BOUND OFF RAMP STA. 0+00.00 TO STA. 10+26.50
EAST BOUND ON RAMP STA. 5+00.00 TO STA. 12+50.00

TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
1)	705-08.51	PORTABLE IMPACT ATTENUATOR (NCHRP 350, TL3)	EACH	2				
	712-01	TRAFFIC CONTROL	LS	1				
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	5100				
2)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	176				
	712-04.50	PORTABLE BARRIER RAIL DELINEATORS	EACH	255				
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	15				
	712-06	SIGNS (CONSTRUCTION)	S.F.	536				
	712-08.03	ARROW BOARD (TYPE C)	EACH	4				
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	8000				
	713-16.04	CHANGEABLE MESSAGE SIGN	EACH	2				
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	4520				
	717-01	MOBILIZATION	LS	1				
		ROAD WORK AHEAD	S.F.	4	36	36"x36"	W20-1	
		END ROAD WORK	S.F.	4	16	48"x24"	G20-2	
		END ROAD WORK	S.F.	4	18	36"x18"	G20-2	
		ROAD WORK 1 MILE	S.F.	2	32	48"x48"	W20-1	
		ROAD WORK 1/2 MILE	S.F.	2	32	48"x48"	W20-1	
		ROAD WORK 1500 FT	S.F.	2	32	48"x48"	W20-1	
		ROAD WORK AHEAD	S.F.	2	32	48"x48"	W20-1	
		LEFT SHOULDER CLOSED 1500 FT	S.F.	4	64	48"X48"	W21-5L	FOR INSIDE SHOULDER BUILD-UP (PHASE 1)
		LEFT SHOULDER CLOSED	S.F.	4	64	48"X48"	W21-5L	FOR INSIDE SHOULDER BUILD-UP (PHASE 1)
		NEXT 1/4 MILE	S.F.	4	18	36"X18"	W7-3aP	SUPPLEMENTAL SIGN (SEE STD. DWG. T-WZ-18)
		RIGHT SHOULDER CLOSED 500 FT	S.F.	4	64	48"x48"	W21-5B	
		RIGHT SHOULDER CLOSED 1500 FT	S.F.	4	64	48"x48"	W21-5B	
		TDOT CONSTRUCTION RECORD-A-COMMENT	S.F.	2	64	96"x48"	TN-55A	
	TOTAL				536			

NOTES:
1) 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.
2) 109 BARRELS FOR USE DURING TRAFFIC CONTROL PHASE 1, INSIDE SHOULDER BUILD-UP.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

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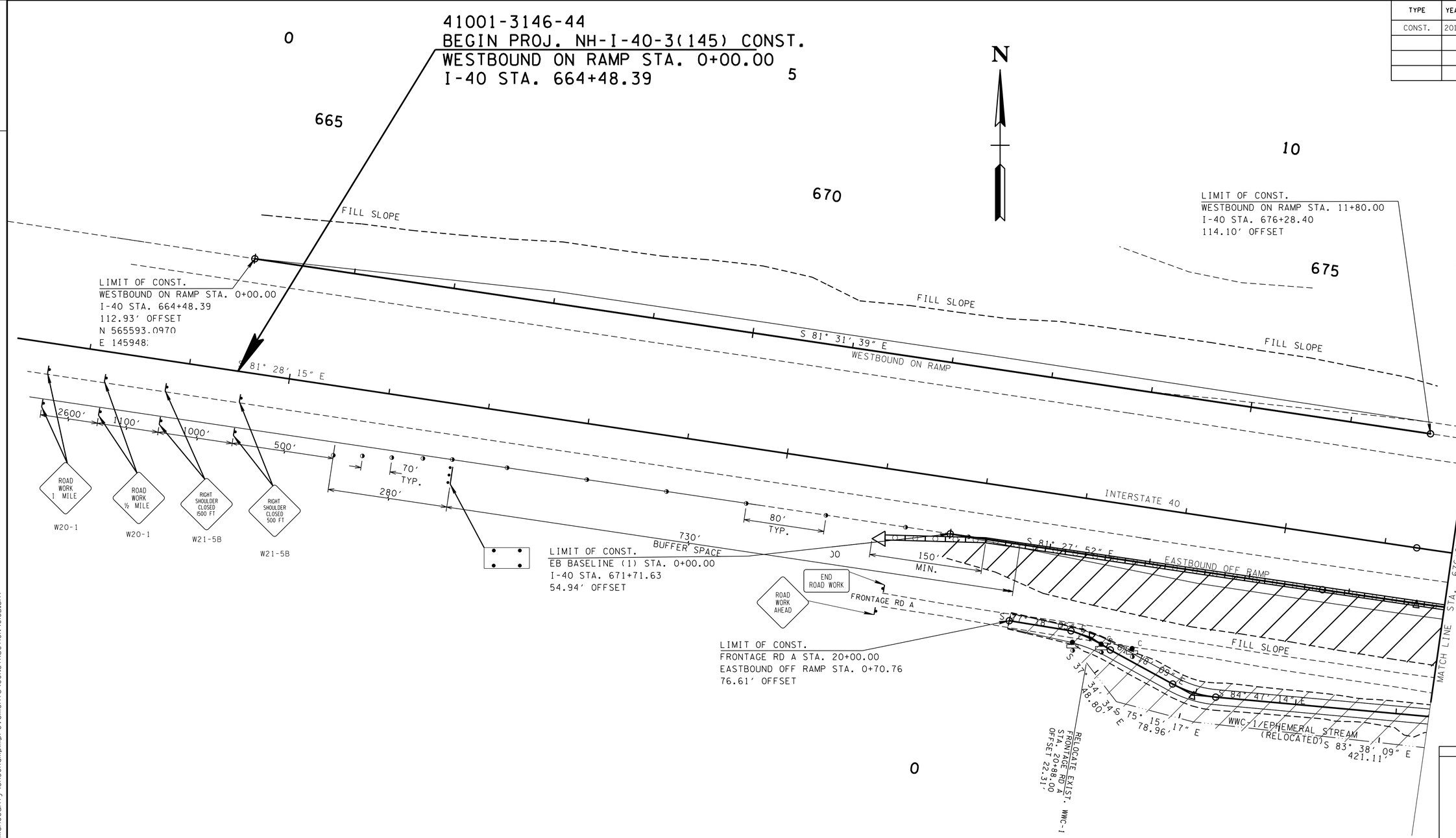
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16A



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C (CAUTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
C	WARNING LIGHT (TYPE C) (HIGH-INTENSITY FLASHING)

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 106422
STATE OF TENNESSEE

PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

BEG. PROJ. TO STA. 676+67.12

SCALE: 1"= 50'

24-AUG-2015 09:53
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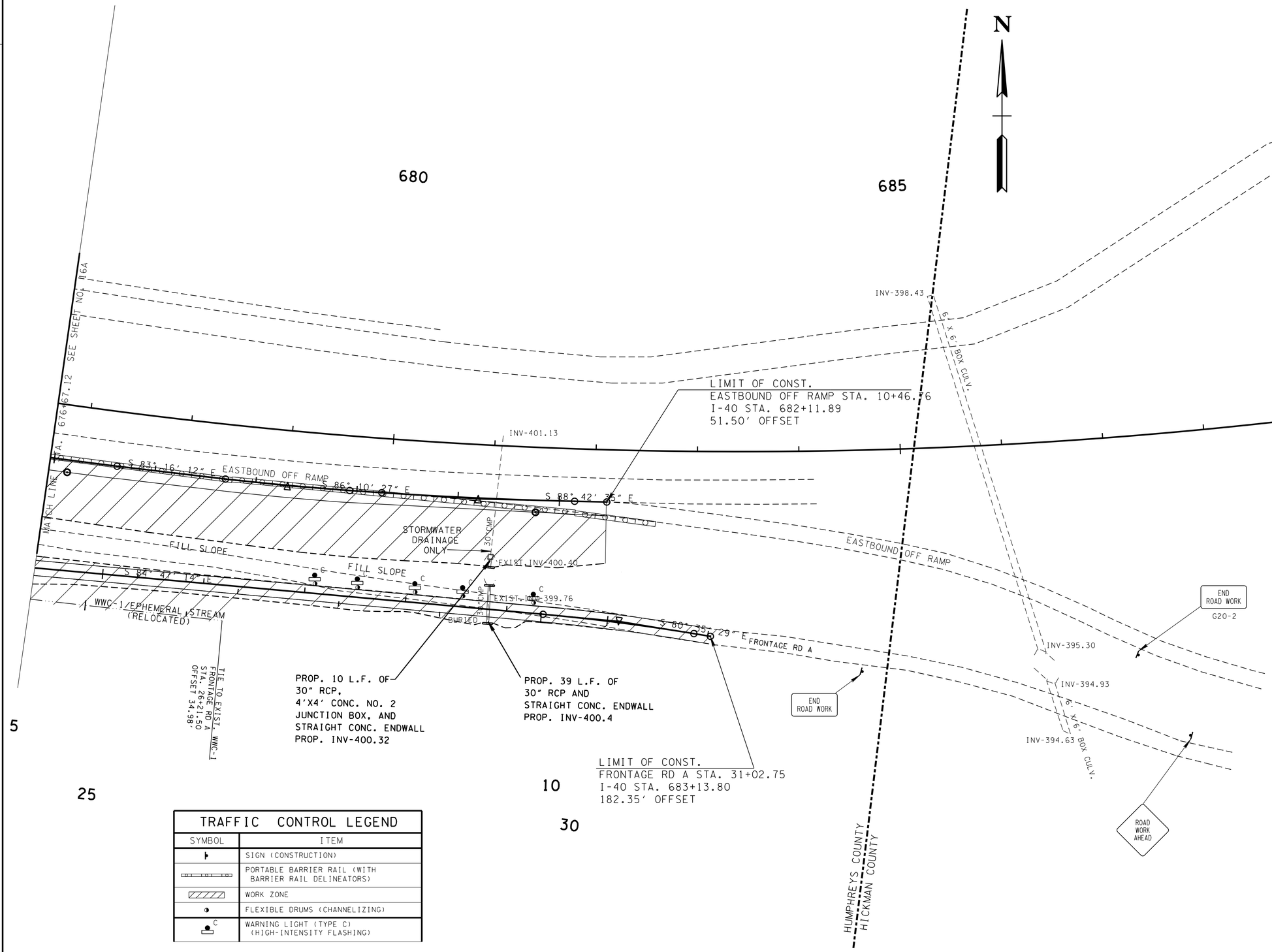
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16B

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



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
C	WARNING LIGHT (TYPE C) (HIGH-INTENSITY FLASHING)

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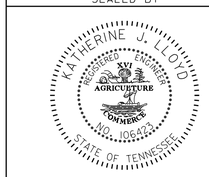

PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 676+67.12 TO STA. 690+82.92

SCALE: 1"= 50'

24-AUG-2015 09:53
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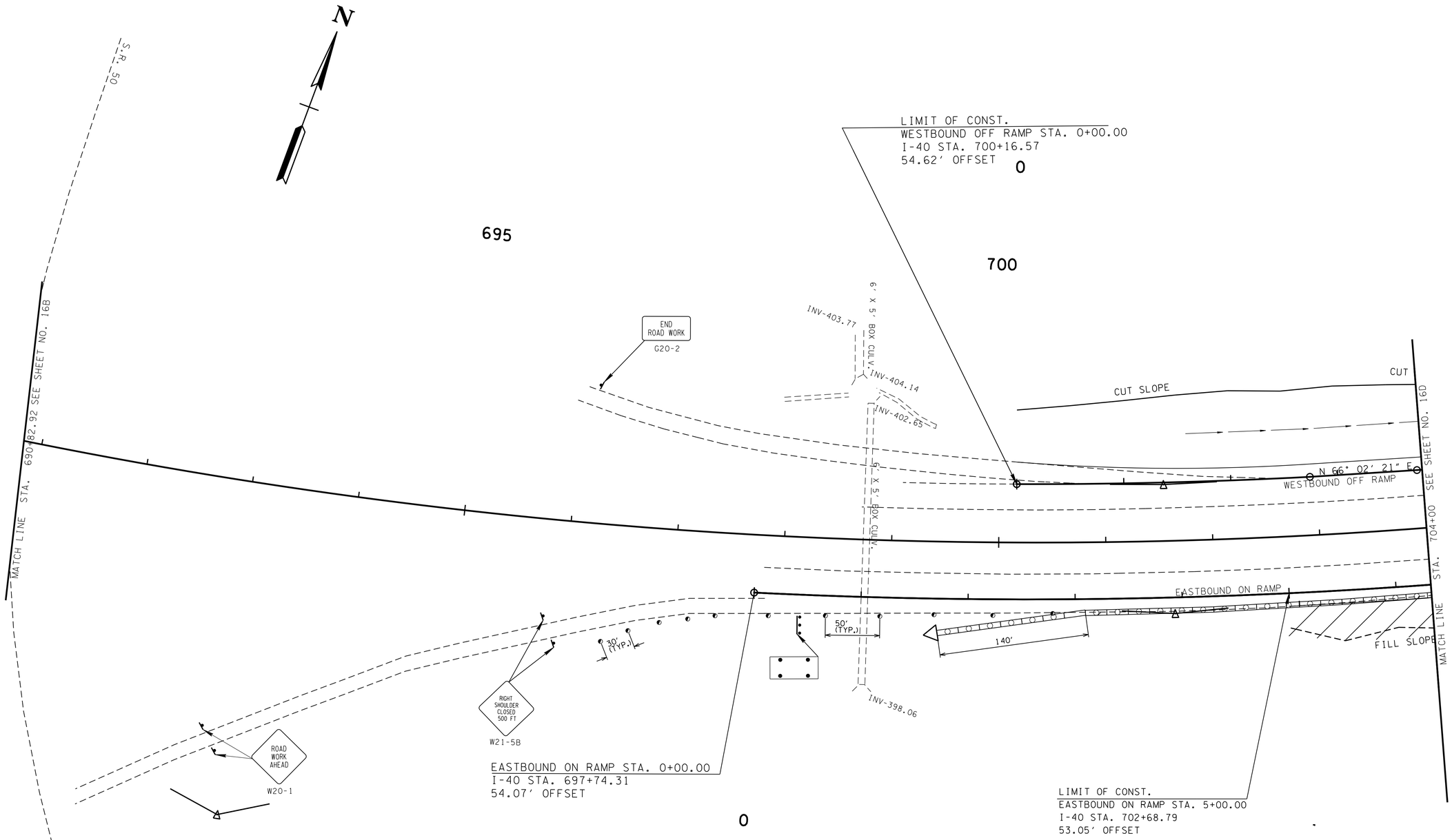
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16C



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C (CAUTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)

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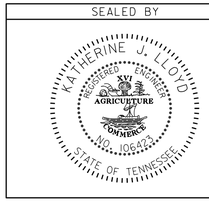

PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
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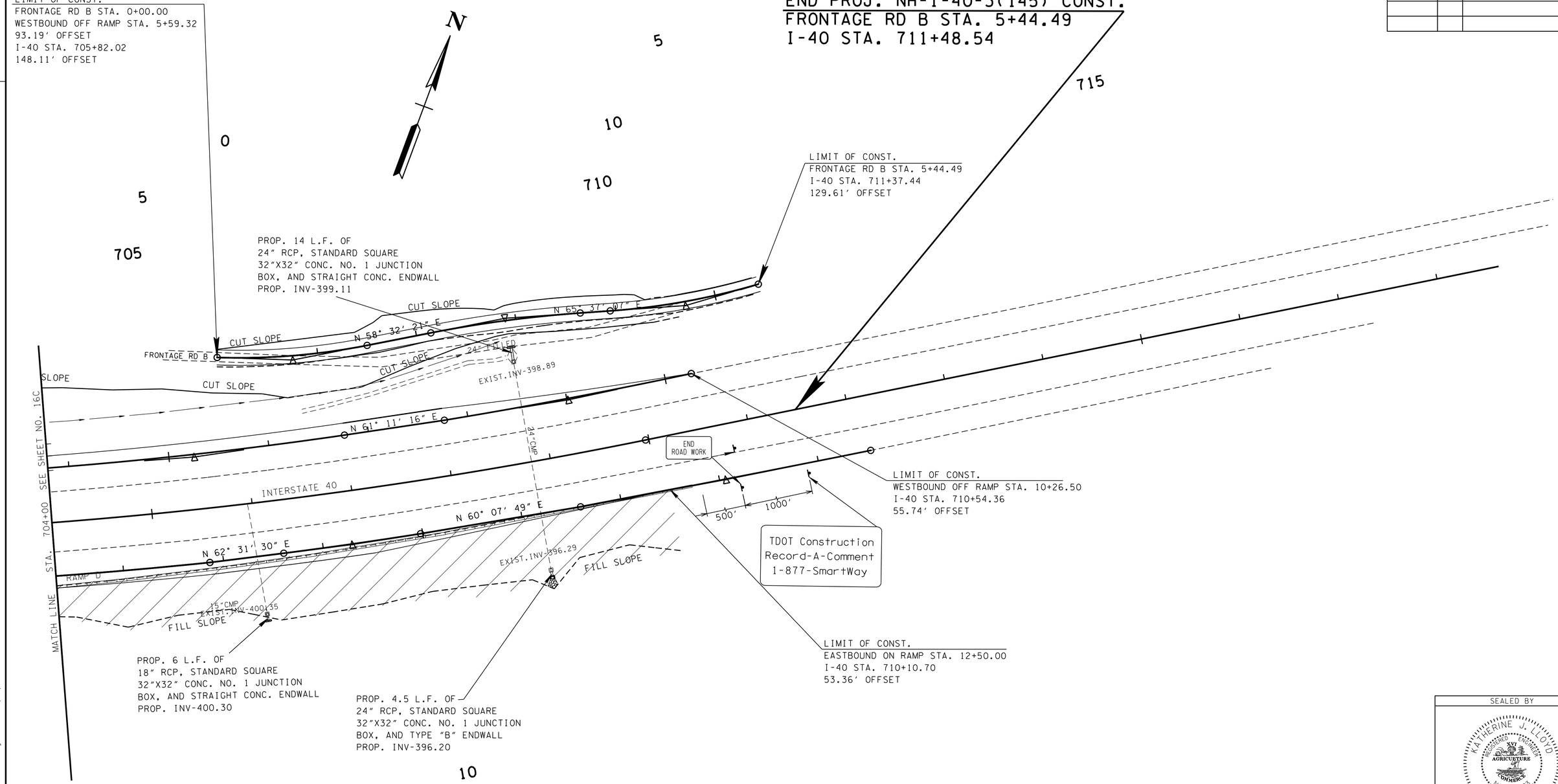
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

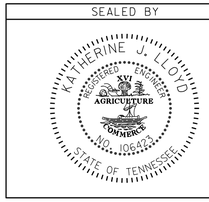
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16D

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)

SEALED BY



PHASE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
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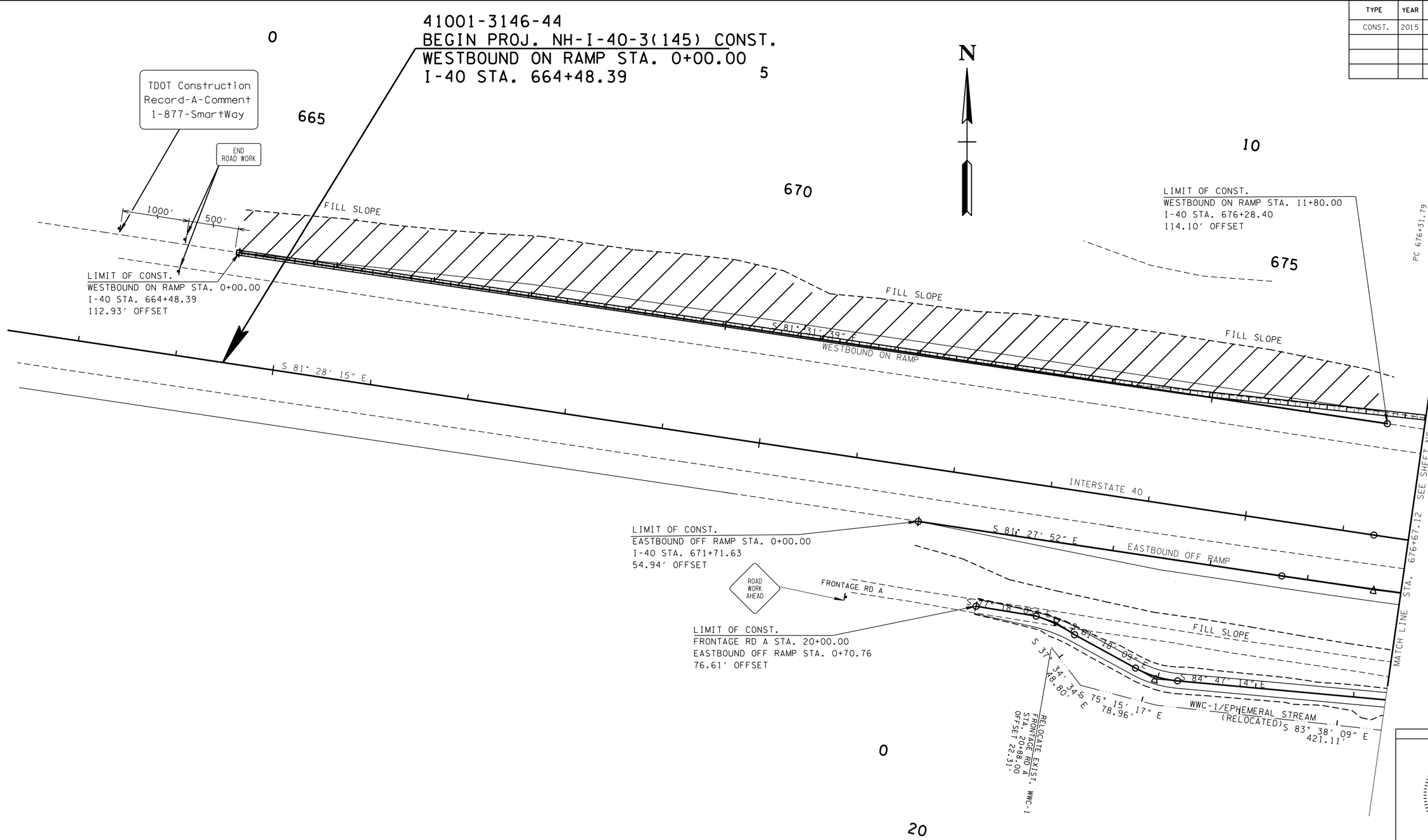
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16E



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106422
STATE OF TENNESSEE

PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

BEG. PROJ. TO STA. 676+67.12

SCALE: 1"= 50'

24-AUG-2015 09:53
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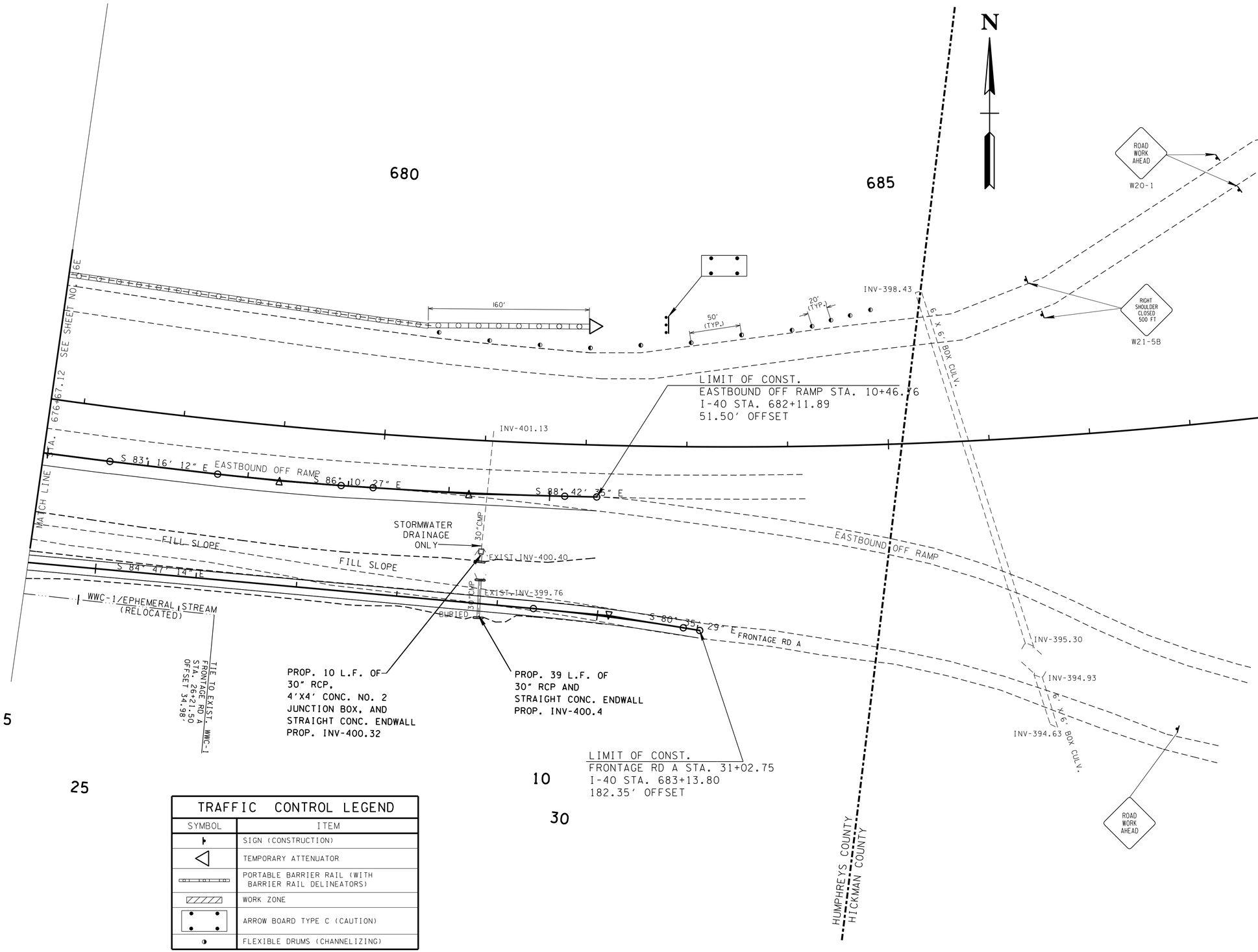
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16F

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



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	ARROW BOARD TYPE C (CAUTION)
	FLEXIBLE DRUMS (CHANNELIZING)

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PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 676+67.12 TO STA. 690+82.92

SCALE: 1"= 50'

24-AUG-2015 09:53
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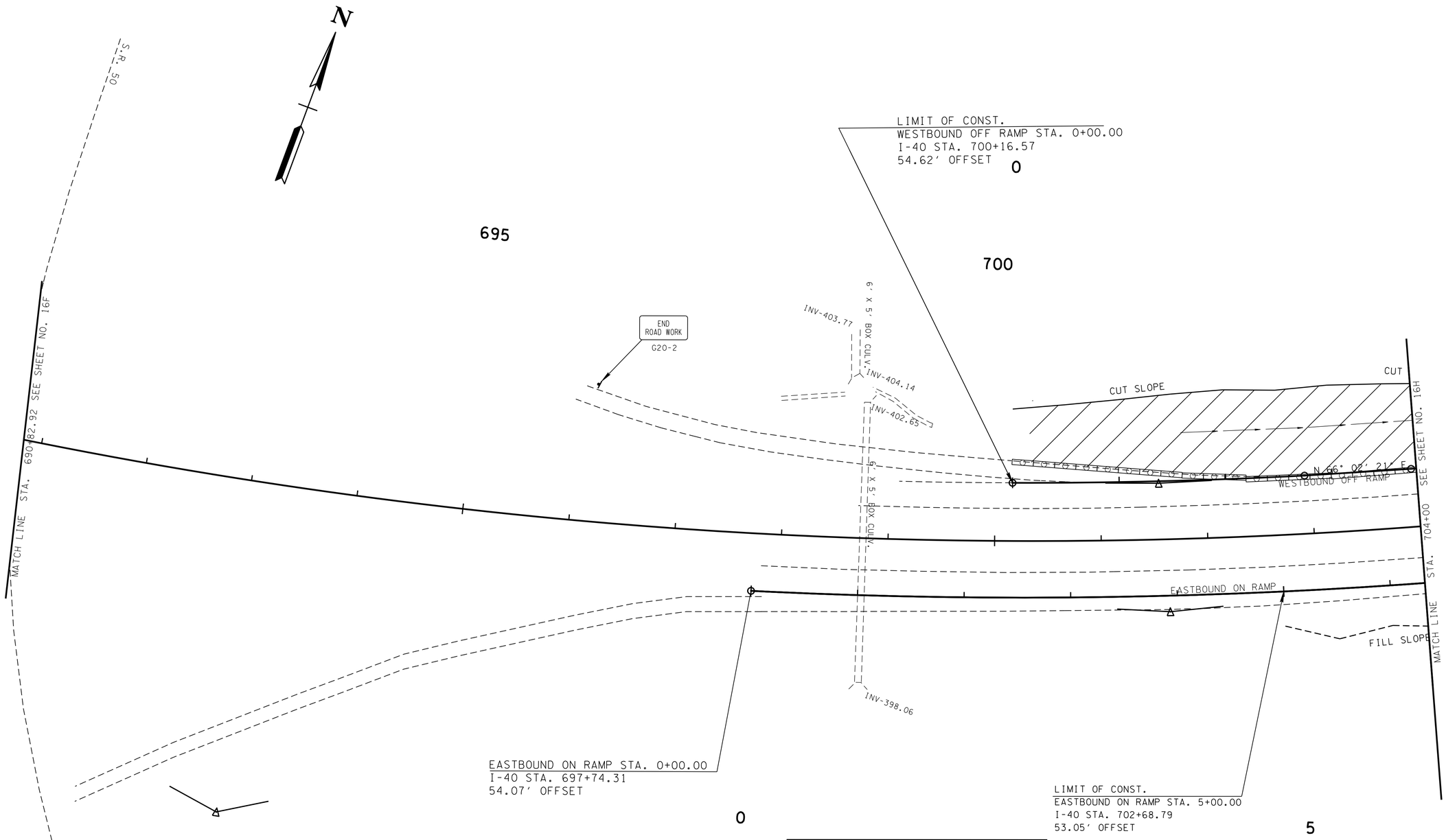
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

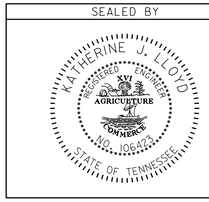
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16G



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)

SEALED BY



PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
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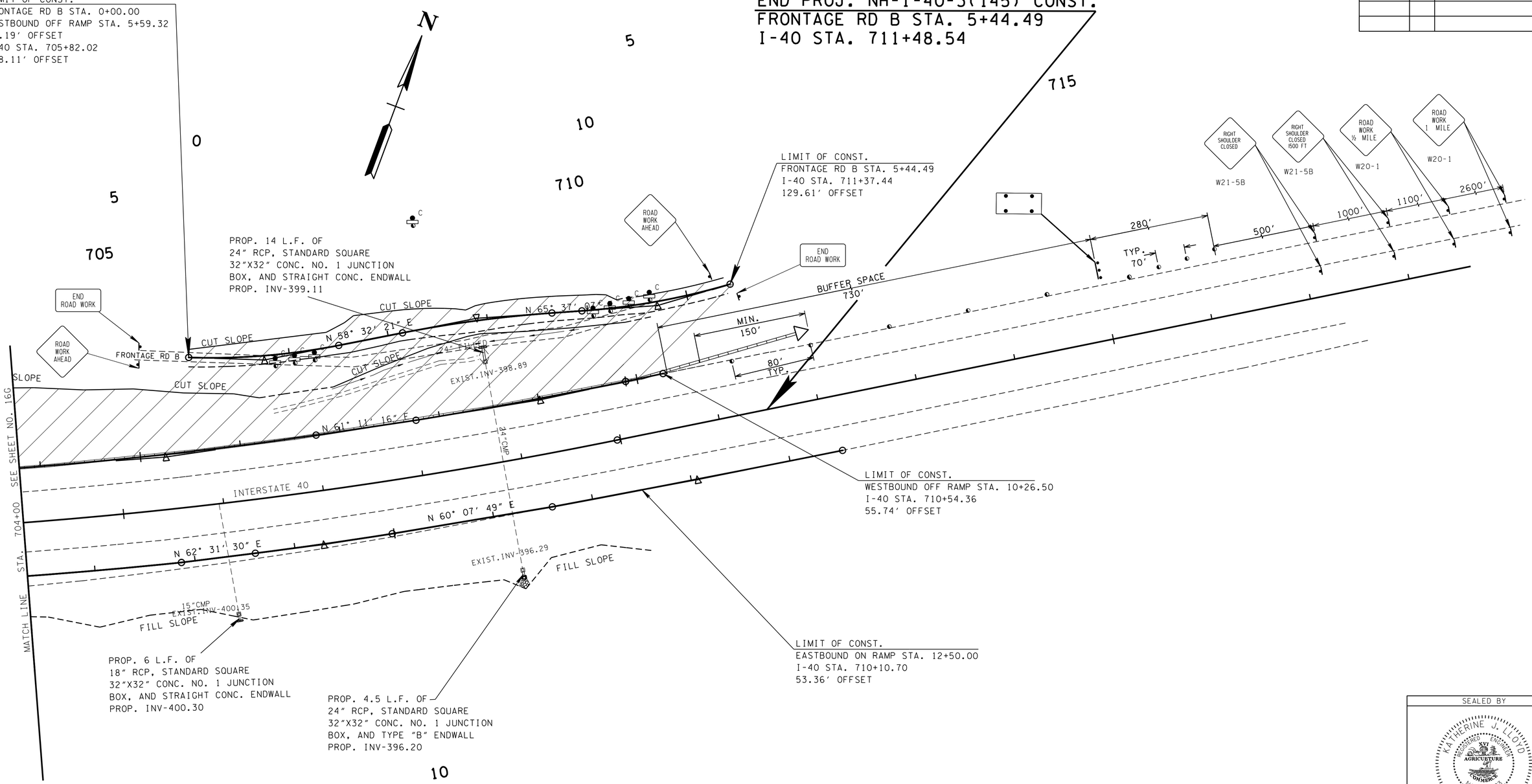
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

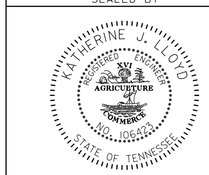
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	16H

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C (CAUTION)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
C	WARNING LIGHT (TYPE C) (HIGH-INTENSITY FLASHING)

SEALED BY



PHASE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
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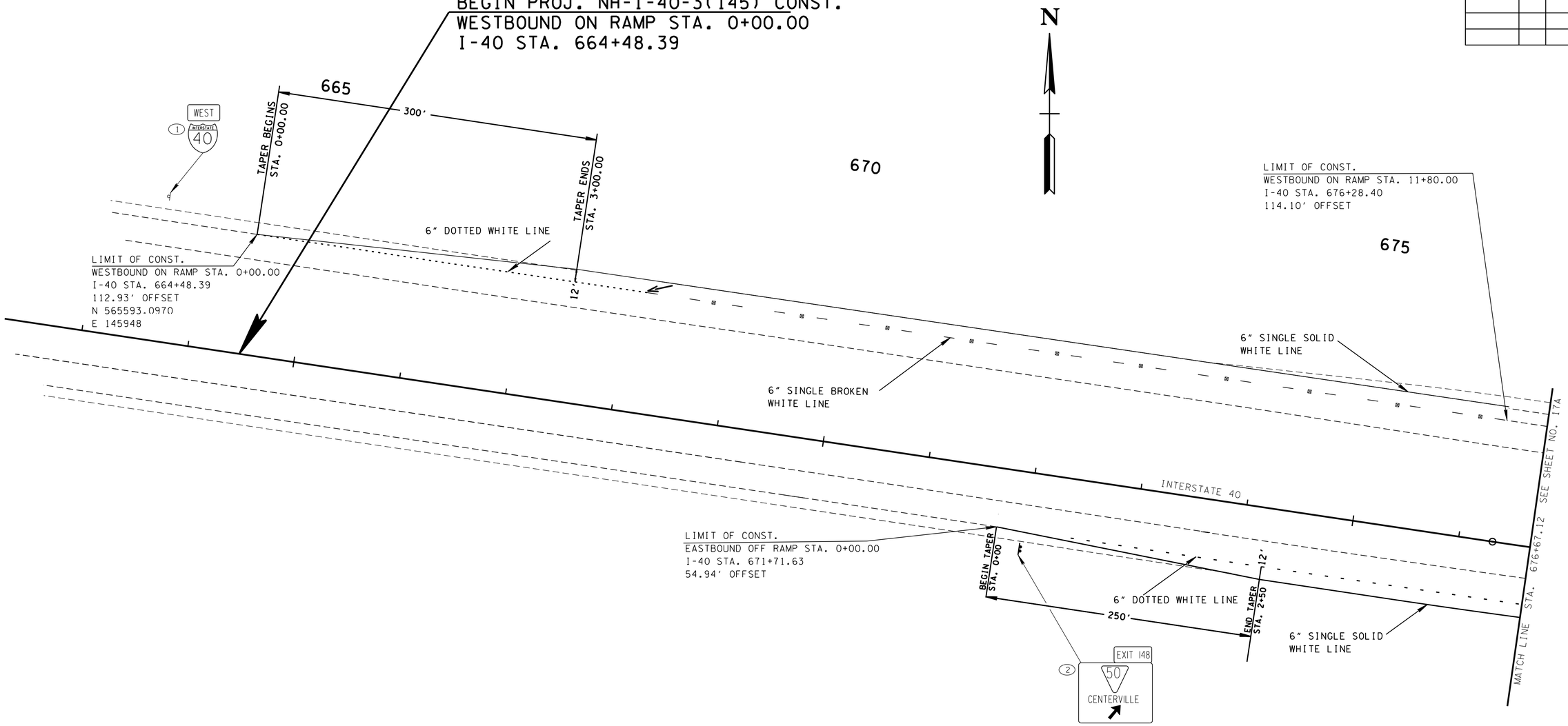
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	17

41001-3146-44
BEGIN PROJ. NH-I-40-3(145) CONST.
WESTBOUND ON RAMP STA. 0+00.00
I-40 STA. 664+48.39



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

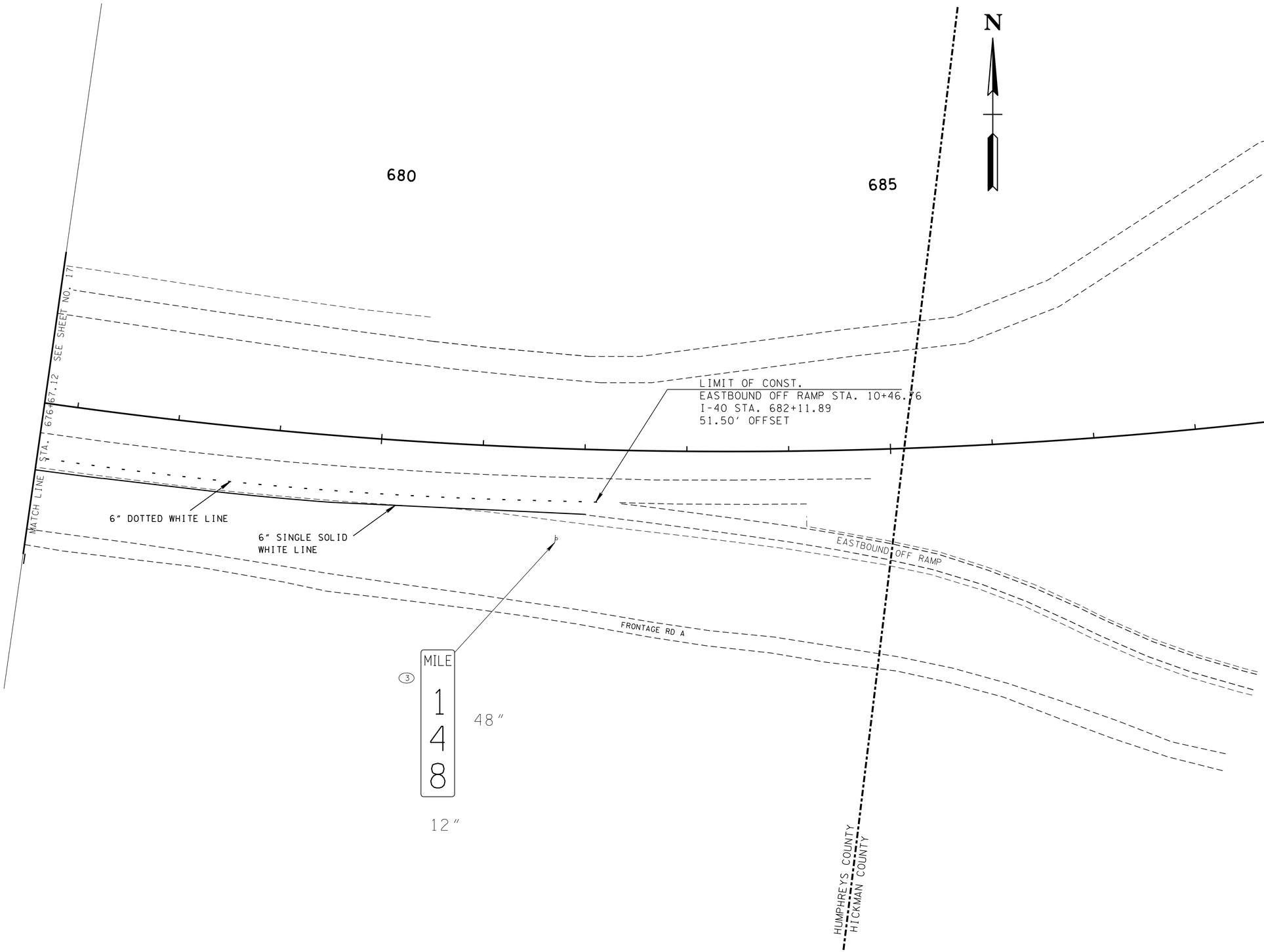
SIGNING & PAVEMENT MARKING PLAN

BEG. PROJ. TO STA. 676+67.12
SCALE: 1"= 50'

24-AUG-2015 09:53
C:\Users\JJ04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\017.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	17A

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



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING PLAN

STA. 676+67.12 TO STA. 690+82.92

SCALE: 1"= 50'

24-AUG-2015 09:53
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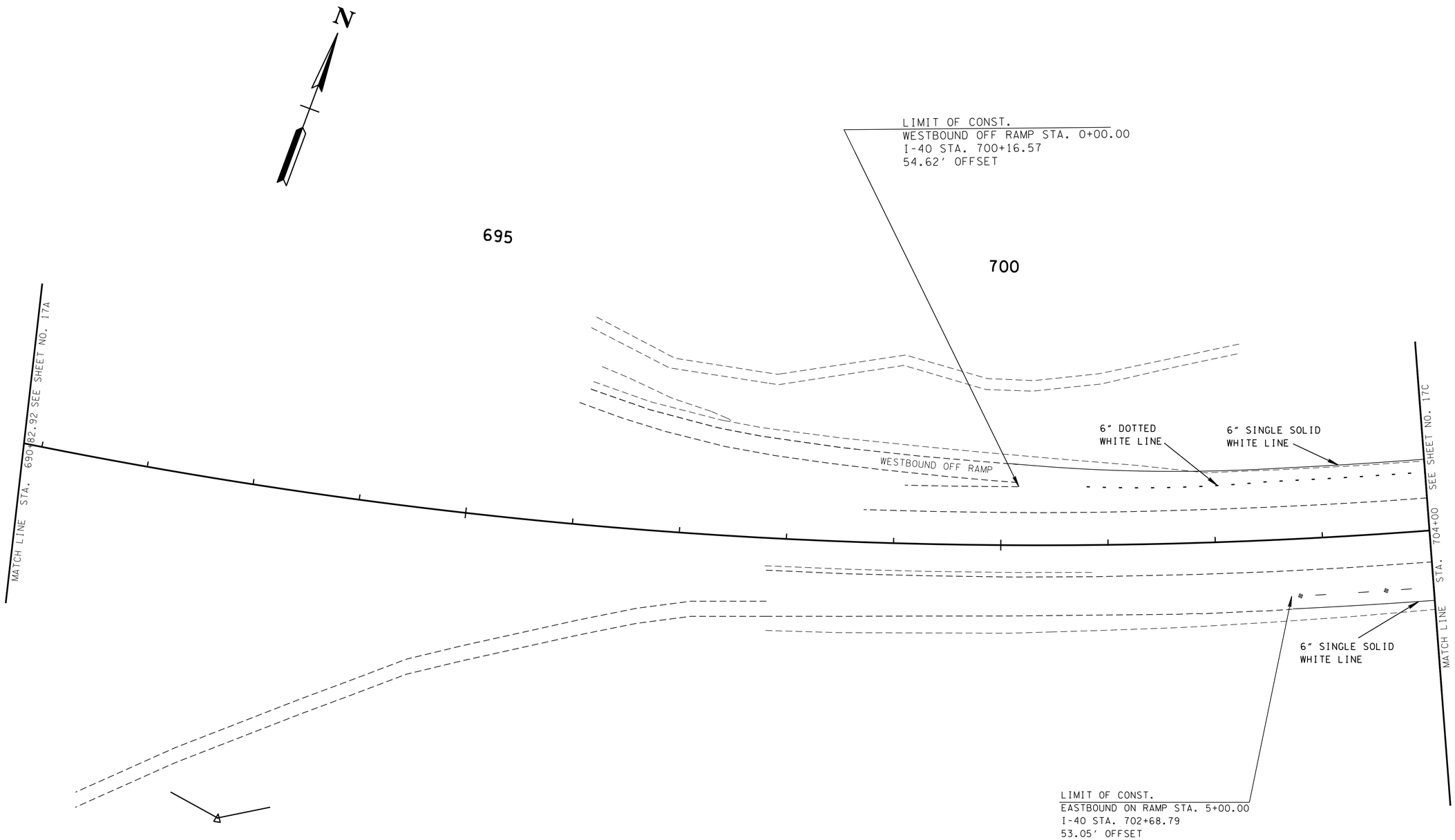
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	17B



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
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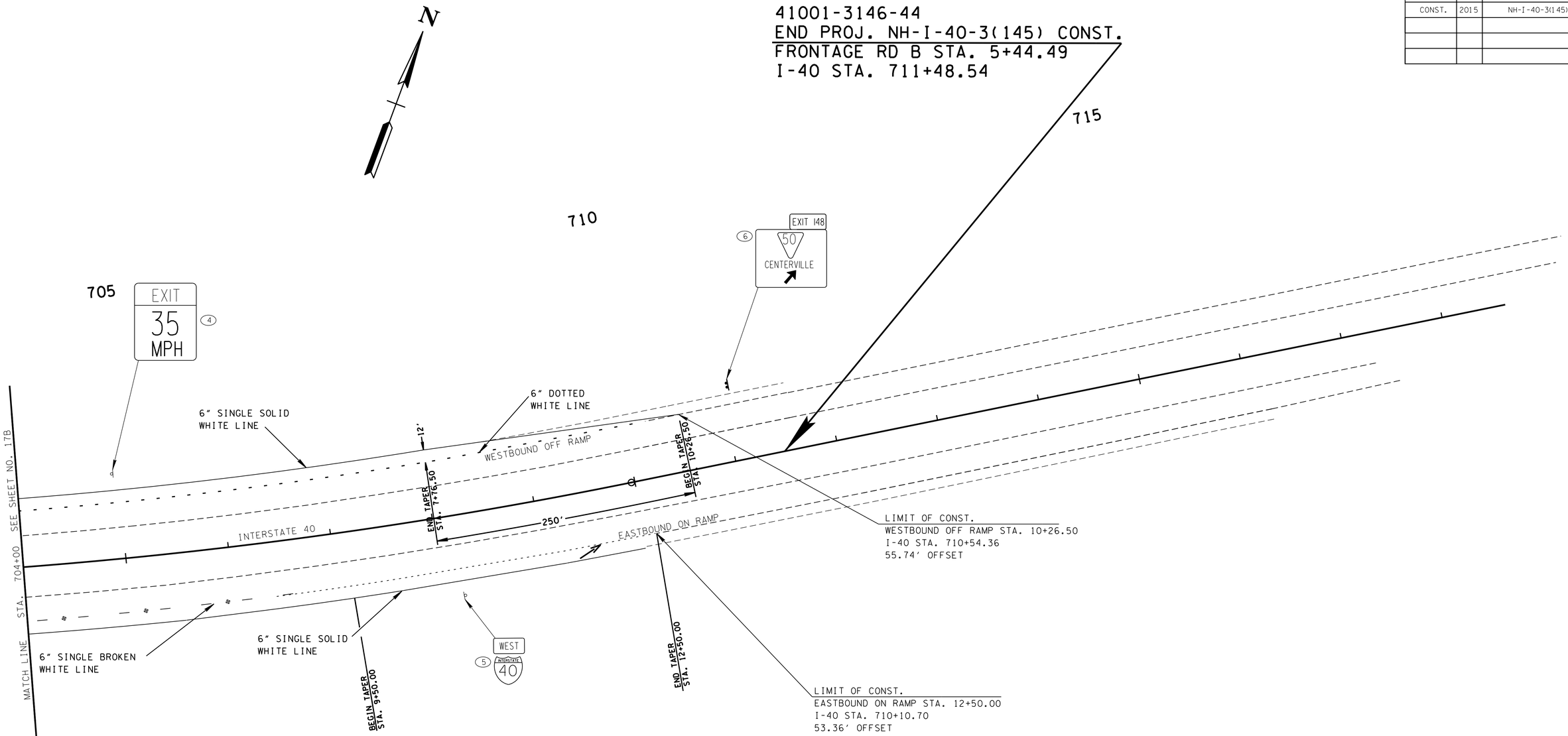
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	17C

41001-3146-44
END PROJ. NH-I-40-3(145) CONST.
FRONTAGE RD B STA. 5+44.49
I-40 STA. 711+48.54



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING PLAN

STA.676+67.12 TO STA.690+82.92
SCALE: 1"= 50'

24-AUG-2015 09:53
C:\Users\J104523\Desktop\D backup\PROJECTS\HickmanCounty\SR50Rampimprovements\CONSTRUCTION\017C.sht

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
4	EXIT 35 MPH W13-2		48"	60"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	S3X5.7	h_1=15'-0" h_2=15'-6"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
5	EAST M3-2 INTERSTATE 40 M1-1		30" 36"	15" 36"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	2½"⌀ @3.98#/FT.	h =14'-6"	TYPE 4 D=1'-0"	0.12	26.4	7'-0"	
1	WEST M3-4 INTERSTATE 40 M1-1		30" 36"	15" 36"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	2½"⌀ @3.98#/FT.	h =14'-6"	TYPE 4 D=1'-0"	0.12	26.4	7'-0"	
3	MILE 148		12"	48"									WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUMINUM							TO BE PAID FOR UNDER ITEM NO 713-02.04
2	EXIT 148 50 Centerville		10'-0"	2'-0"	12"	2"	10"		15"	EMOD	36"X36"	TYPE "G" @45°	WHITE (REF.)	GREEN (REF.)	2-12" ALUMINUM EXTRUSIONS	W6X20	h_1=21'-0" h_2=21'-6"	TYPE 6 E=5'-6"	0.25	70.7	7'-0"	
6			14'-0"	10'-0"			16"	12"							10-12" ALUMINUM EXTRUSIONS		h_1=21'-0" h_2=21'-6"					

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	18

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MU1 OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5#/FT.

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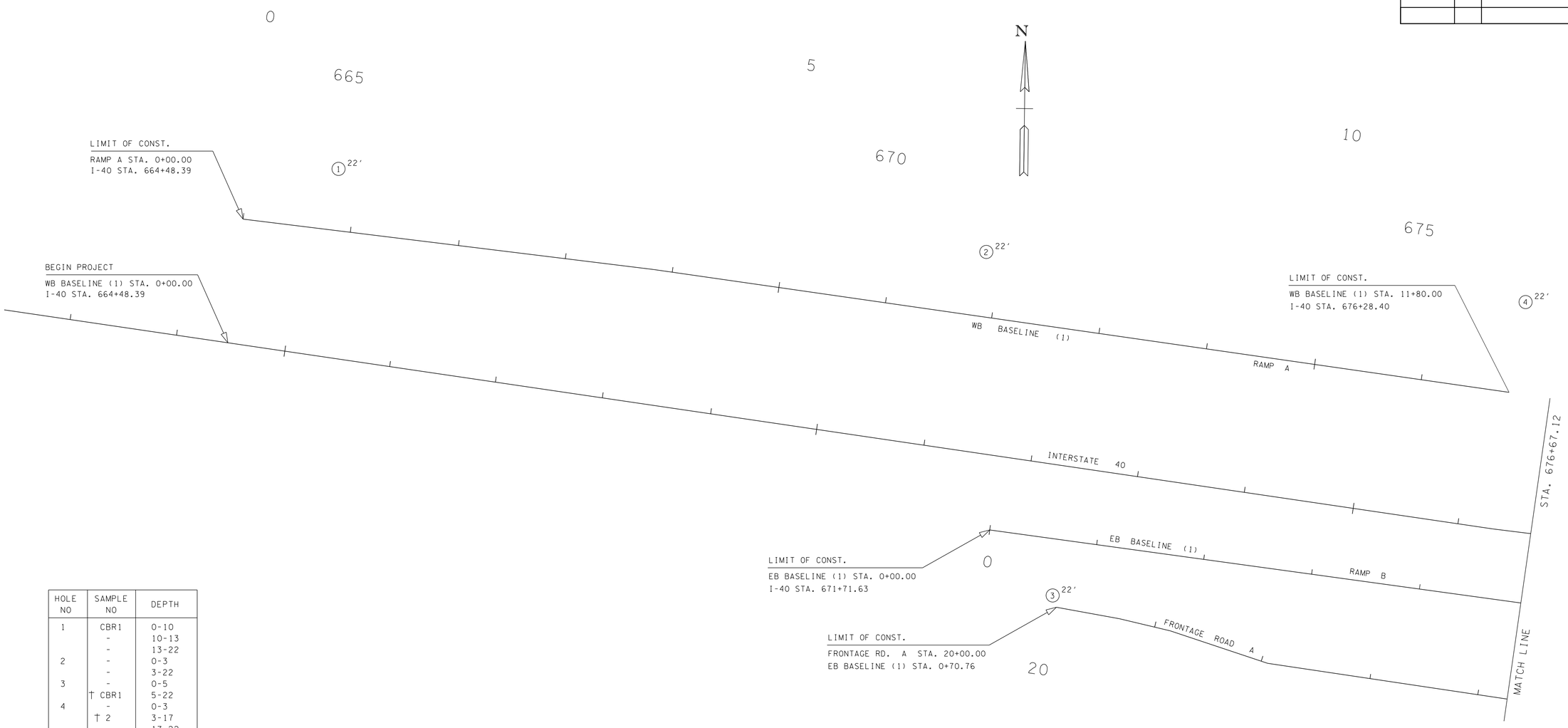
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(145)	19



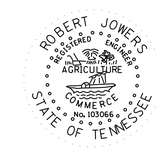
HOLE NO	SAMPLE NO	DEPTH
1	CBR1	0-10
	-	10-13
	-	13-22
2	-	0-3
	-	3-22
3	-	0-5
	† CBR1	5-22
4	-	0-3
	† 2	3-17
	-	17-22

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED.
ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY
BASED ON VISUAL IDENTIFICATION IN THE FIELD.

SAMPLE NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS
2	SILT - with clay, moist, brown	105.0	17.2	13.0-22.8	23.5	33	23	A-4(8)	CL

CBR NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS	CBR
1	CLAY - silty, moist, brown, with chert	107.1	15.2	12.1-19.8	16.3	30	22	A-4(4)	CL	7.0

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE
BEGIN OF PROJECT
TO
STATION 676+76.12
HUMPHREYS/HICKMAN COUNTIES

5/9/2014 10:03:18 AM
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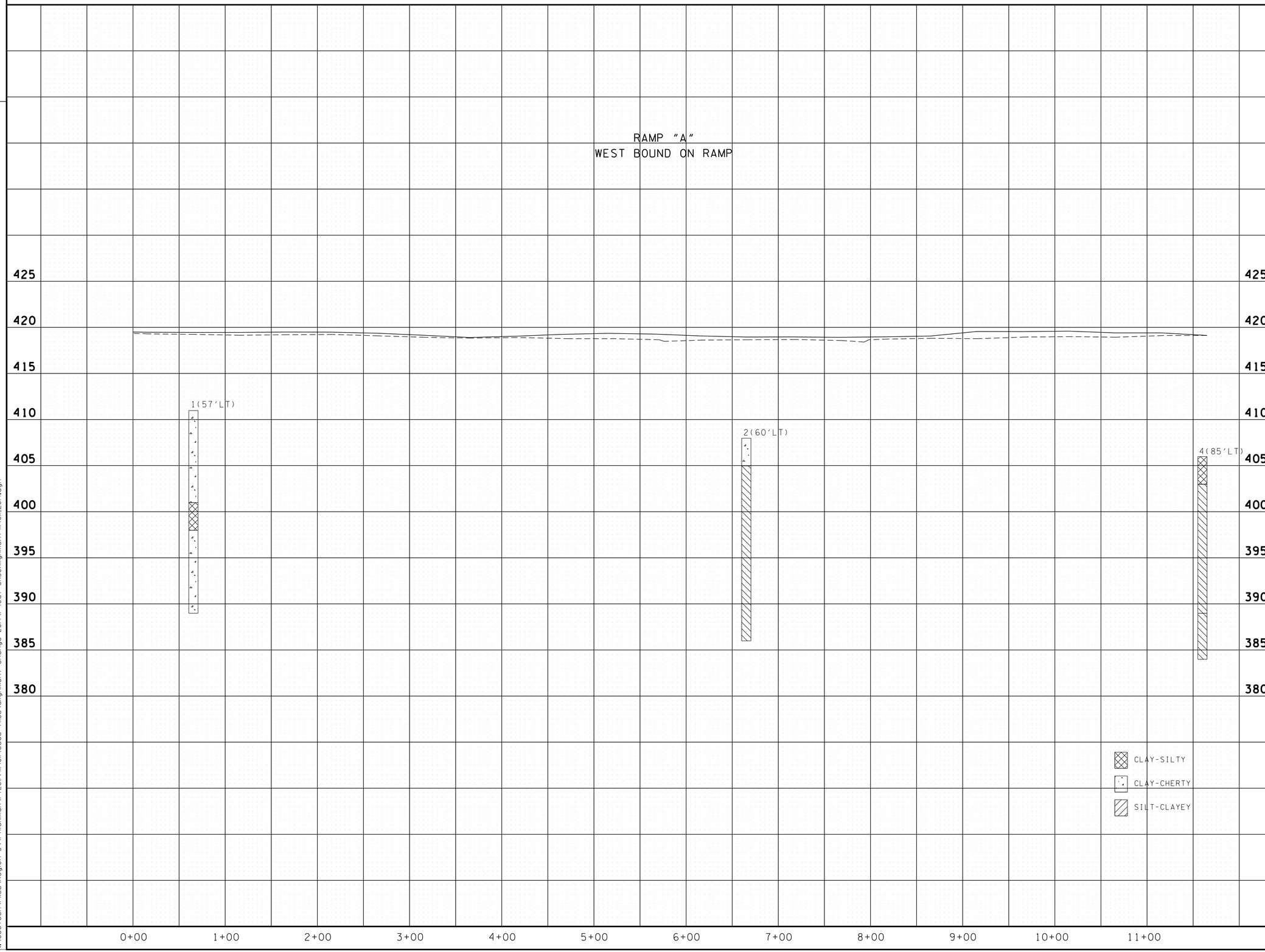
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19A



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE

RAMP A
WEST BOUND ON RAMP

HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:03:49 AM
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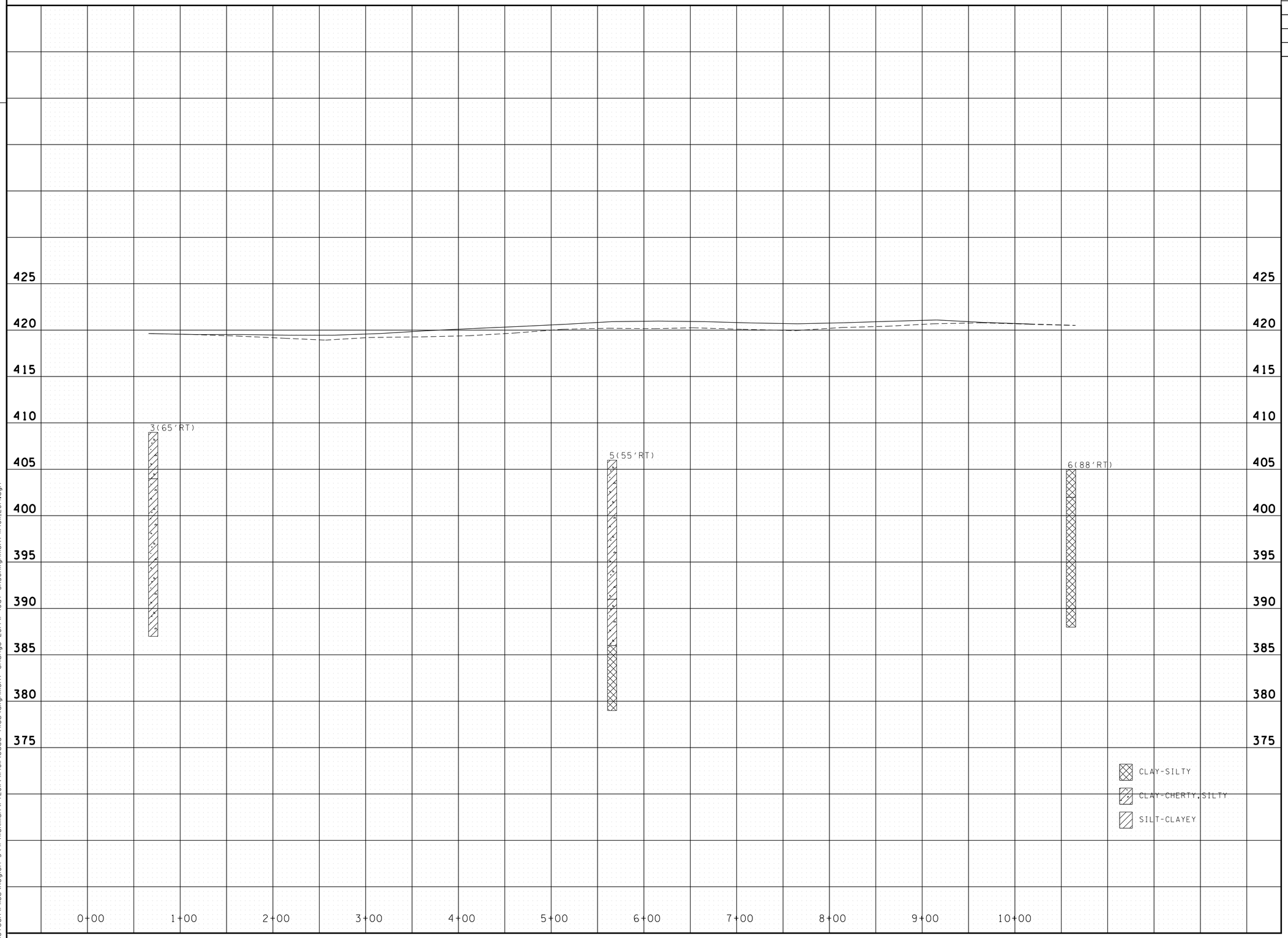
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19B



SEALED BY

ROBERT JOWERS REGISTERED ENGINEER AGRICULTURE COMMERCE No. 103066 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE

RAMP B
EAST BOUND OFF RAMP

HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:04:22 AM
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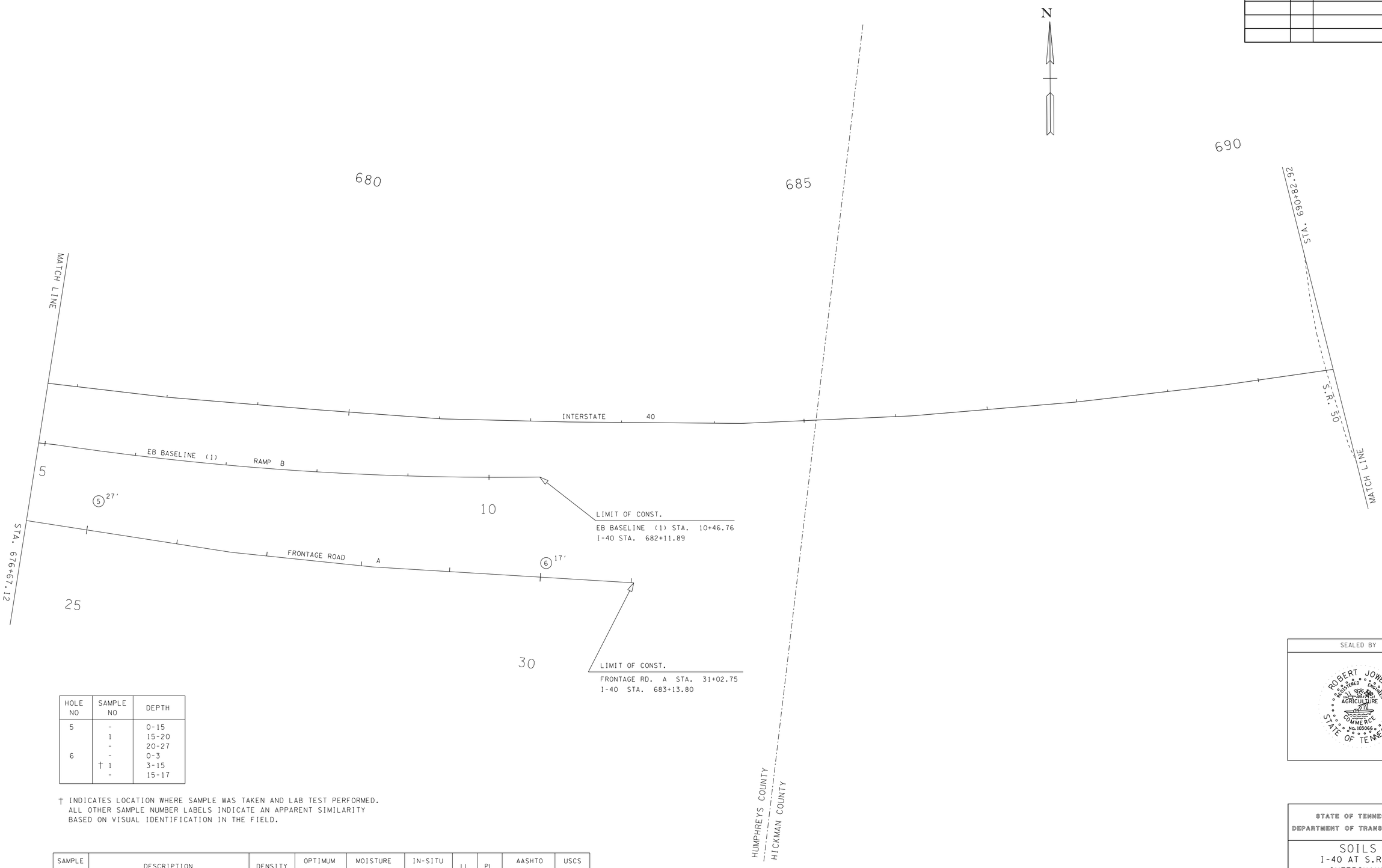
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19C



HOLE NO	SAMPLE NO	DEPTH
5	-	0-15
	1	15-20
	-	20-27
6	-	0-3
	† 1	3-15
	-	15-17

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED.
ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY
BASED ON VISUAL IDENTIFICATION IN THE FIELD.

SAMPLE NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS
1	CLAY - silty, moist, dark brown	101.7	16.1	10.8-23.0	23.5	30	22	A-4(6)	CL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE
STATION 676+76.12
TO
STATION 690+82.92
HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:04:51 AM
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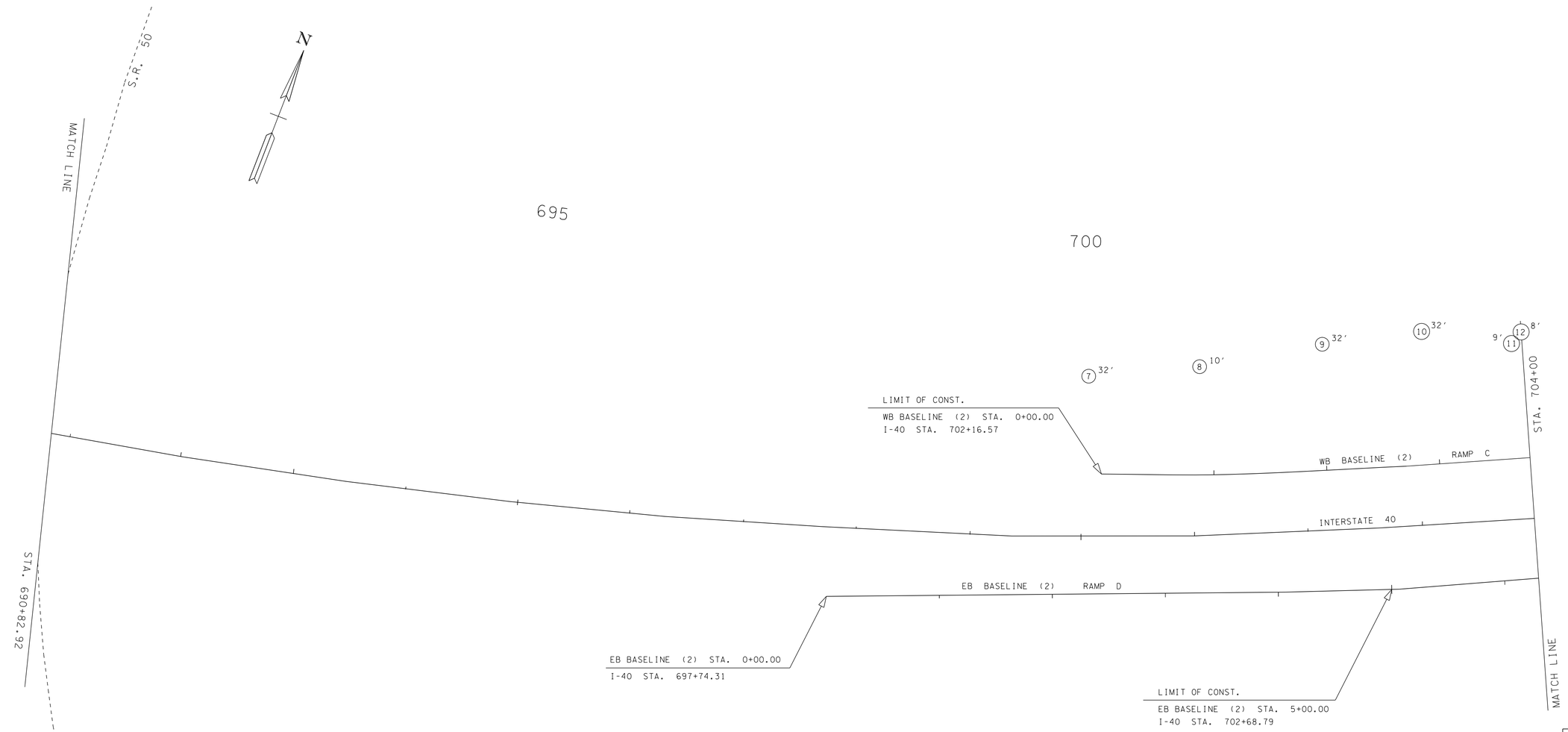
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19D

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



HOLE NO	SAMPLE NO	DEPTH
7	† 3	0-32
8	-	0-3
	3	3-10
9	-	0-17
	-	17-27
	3	27-32
10	-	0-1
	† CBR2	1-32
11	-	0-7
	-	7-9
12	-	0-8

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

SAMPLE NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS
3	CLAY - cherty, silty, wet, sticky, brown	103.7	17.7	14.1-22.1	28.2	45	20	A-7-6(13)	CL

CBR NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS	CBR
2	CLAY - cherty, silty, wet, reddish-brown	105.3	18.2	16.0-21.2	28.2	47	28	A-7-6(14)	ML	4.0

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE
STATION 690+82.92
TO
STATION 704+00.00
HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:05:15 AM
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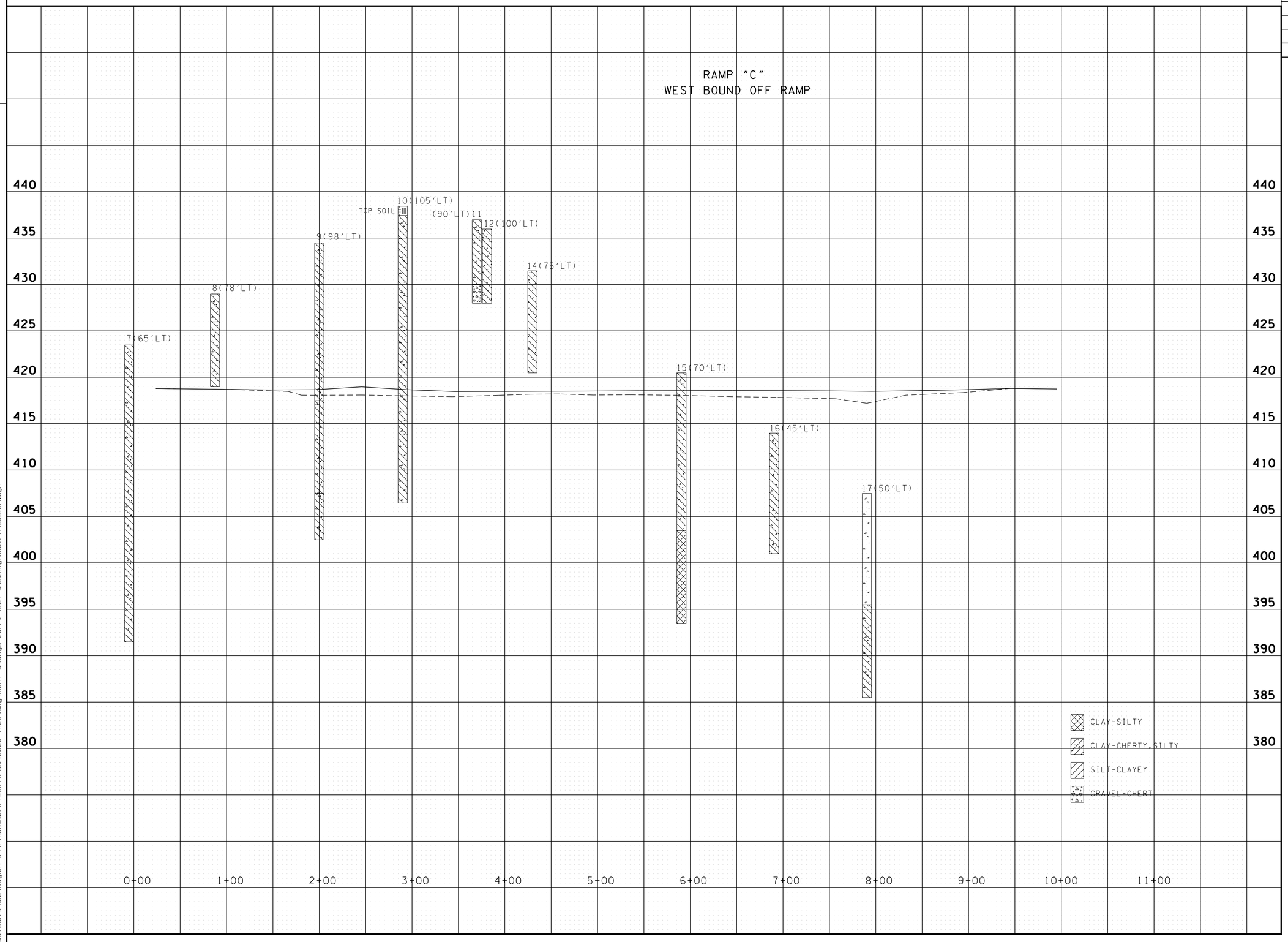
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19E



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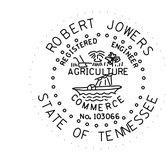

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE

RAMP C
WEST BOUND OFF RAMP

HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:05:19 AM
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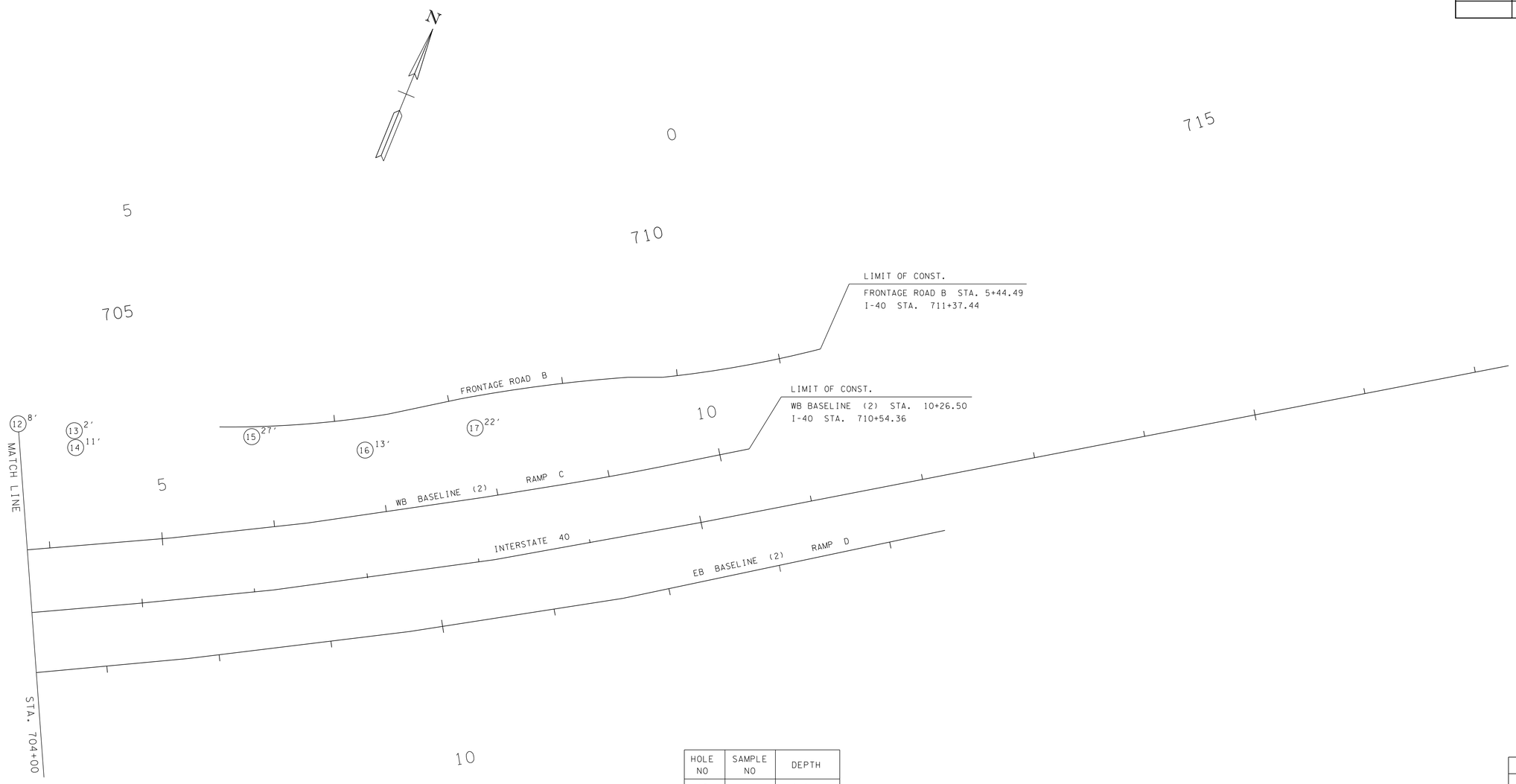
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19F

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



HOLE NO	SAMPLE NO	DEPTH
12	-	0-8
13	CBR2	0-2
14	CBR2	0-11
15	-	0-17
	-	17-27
16	-	0-13
17	-	0-12
	-	12-22

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED.
ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY
BASED ON VISUAL IDENTIFICATION IN the FIELD.

CBR NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS	CBR
2	CLAY - cherty, silty, wet, reddish-brown	105.3	18.2	16.0-21.2	28.2	47	28	A-7-6(14)	ML	4.0

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE
STATION 704+00.00
TO
END OF PROJECT
HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:06:33 AM
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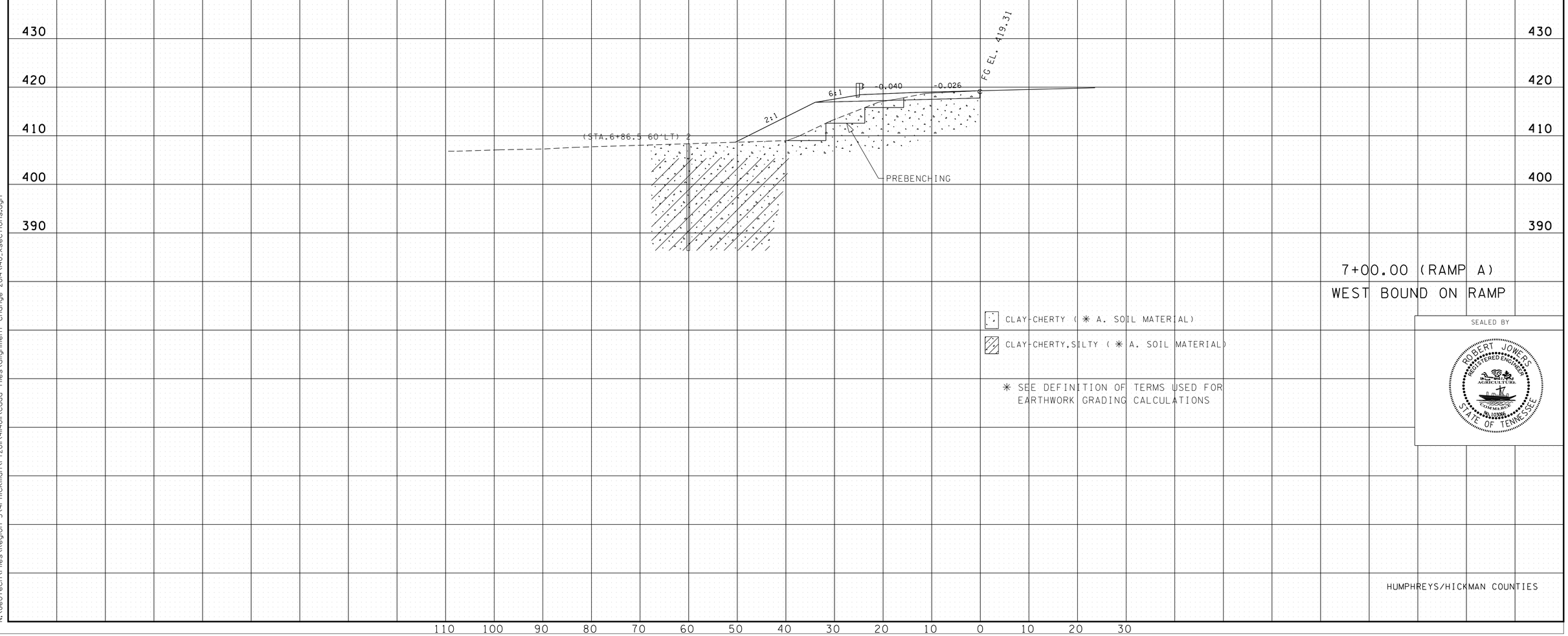
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19G

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 0+00.00 TO STATION 11+80.00

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).



7+00.00 (RAMP A)
WEST BOUND ON RAMP

CLAY-CHERTY (✳ A. SOIL MATERIAL)

CLAY-CHERTY,SILTY (✳ A. SOIL MATERIAL)

✳ SEE DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

SEALED BY

ROBERT JOWERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102006
STATE OF TENNESSEE

HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:09:42 AM
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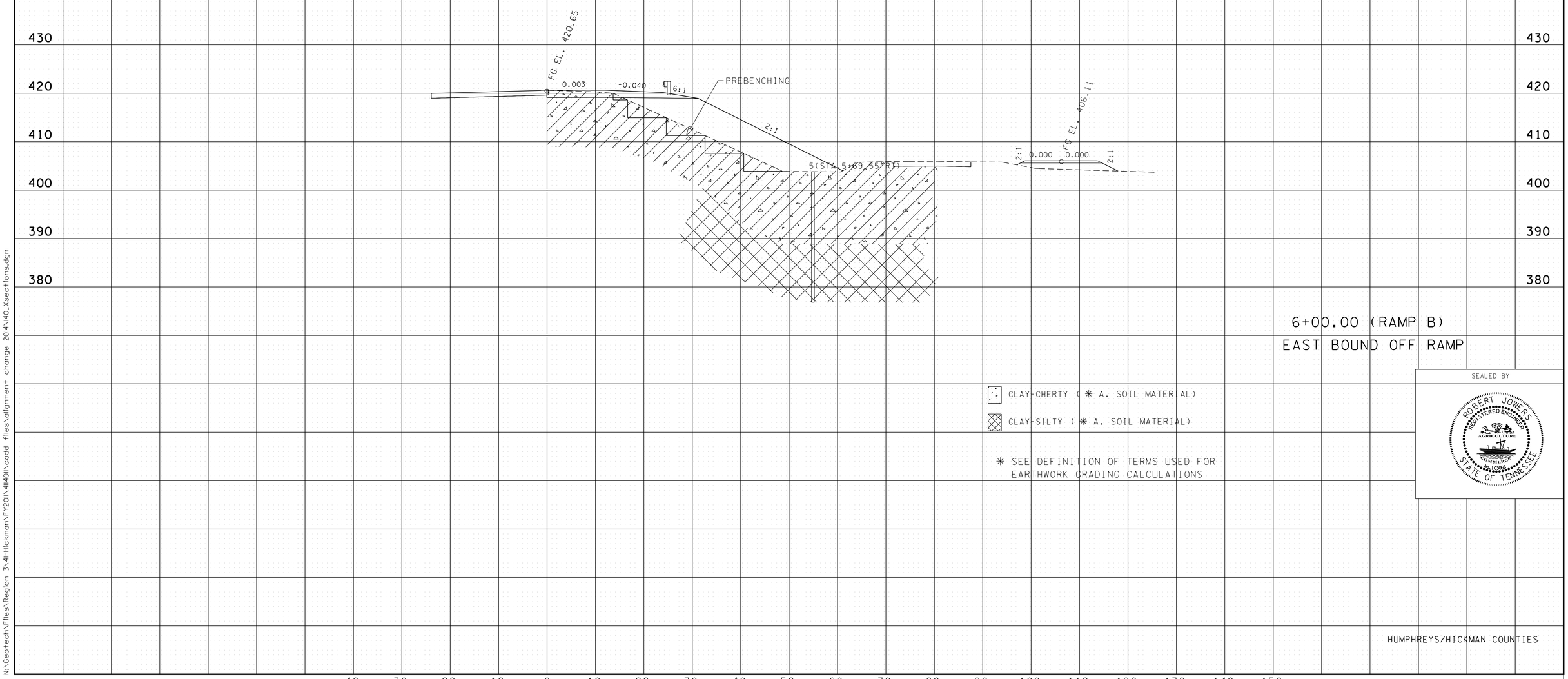
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19H

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 0+00.00 TO STATION 10+46.76

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).



6+00.00 (RAMP B)
EAST BOUND OFF RAMP

CLAY-CHERTY (✳ A. SOIL MATERIAL)

CLAY-SILTY (✳ A. SOIL MATERIAL)

✳ SEE DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

SEALED BY

ROBERT JOWERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 100906
STATE OF TENNESSEE

HUMPHREYS/HICKMAN COUNTIES

6/9/2014 10:03:07 AM
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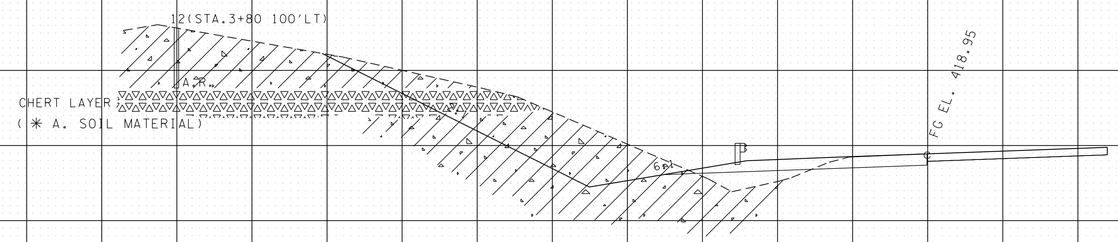
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	191

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 3+70.00 TO STATION 4+30.00



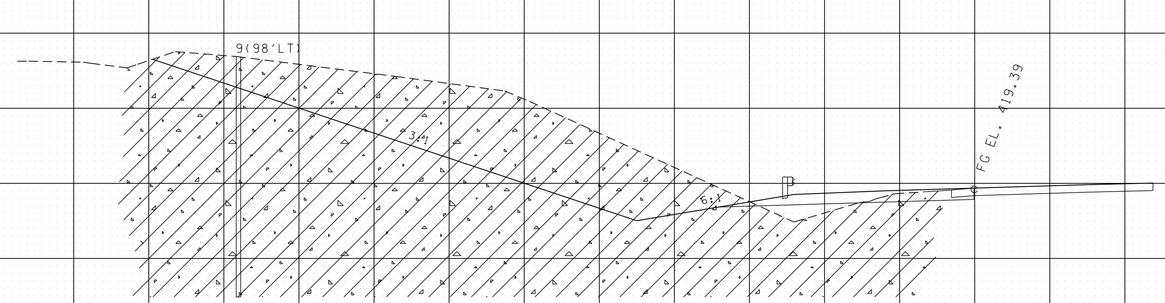
CLAY-CHERTY,SILTY (✳ A. SOIL MATERIAL)

✳ SEE DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

A.R. - AUGER REFUSAL

4+00.00 (RAMP C)
WEST BOUND OFF RAMP

REPRESENTATIVE OF STATION 0+00.00 TO STATION 4+90.00

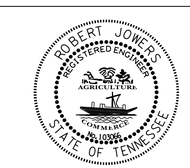


CLAY-CHERTY,SILTY (✳ A. SOIL MATERIAL)

✳ SEE DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

2+00.00 (RAMP C)
WEST BOUND OFF RAMP

SEALED BY



HUMPHREYS/HICKMAN COUNTIES

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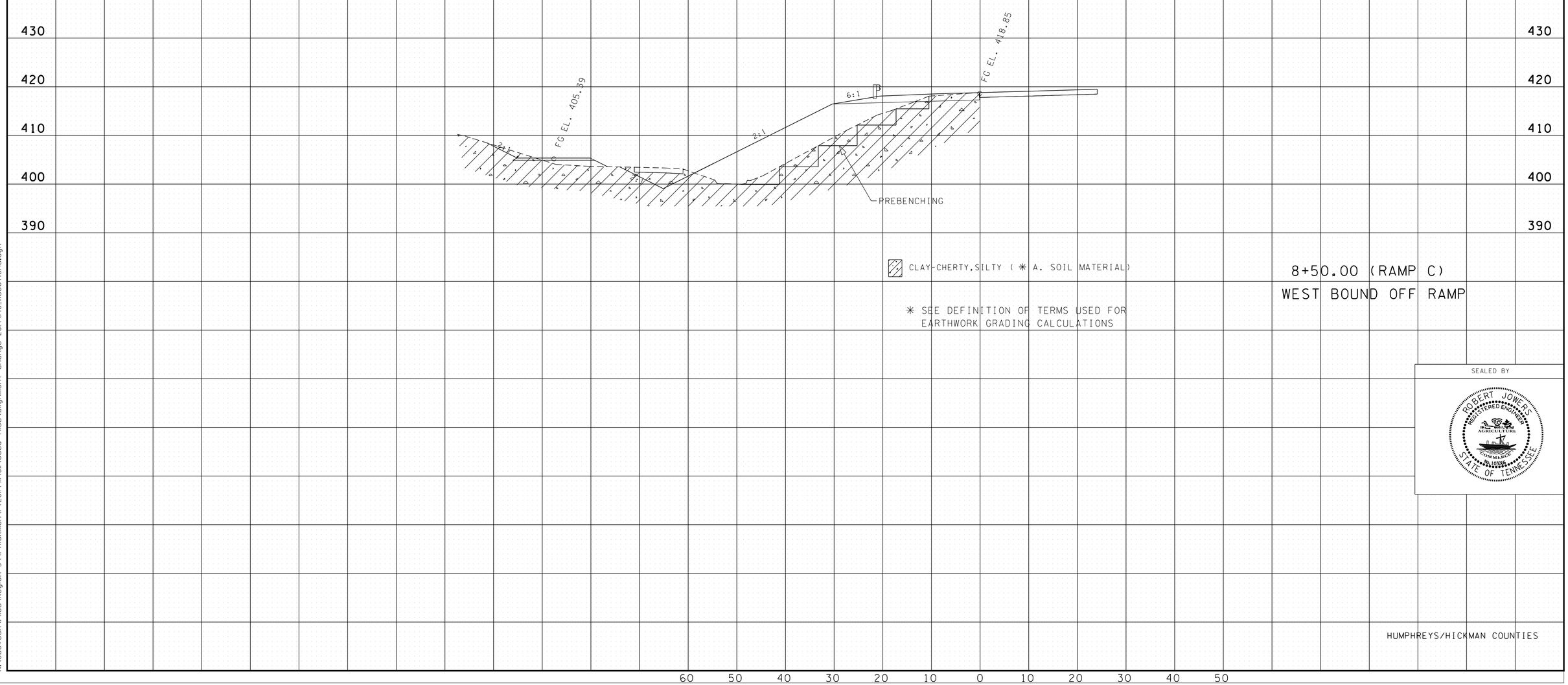
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19J

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 7+00.00 TO STATION 10+26.50

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).



HUMPHREYS/HICKMAN COUNTIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19K

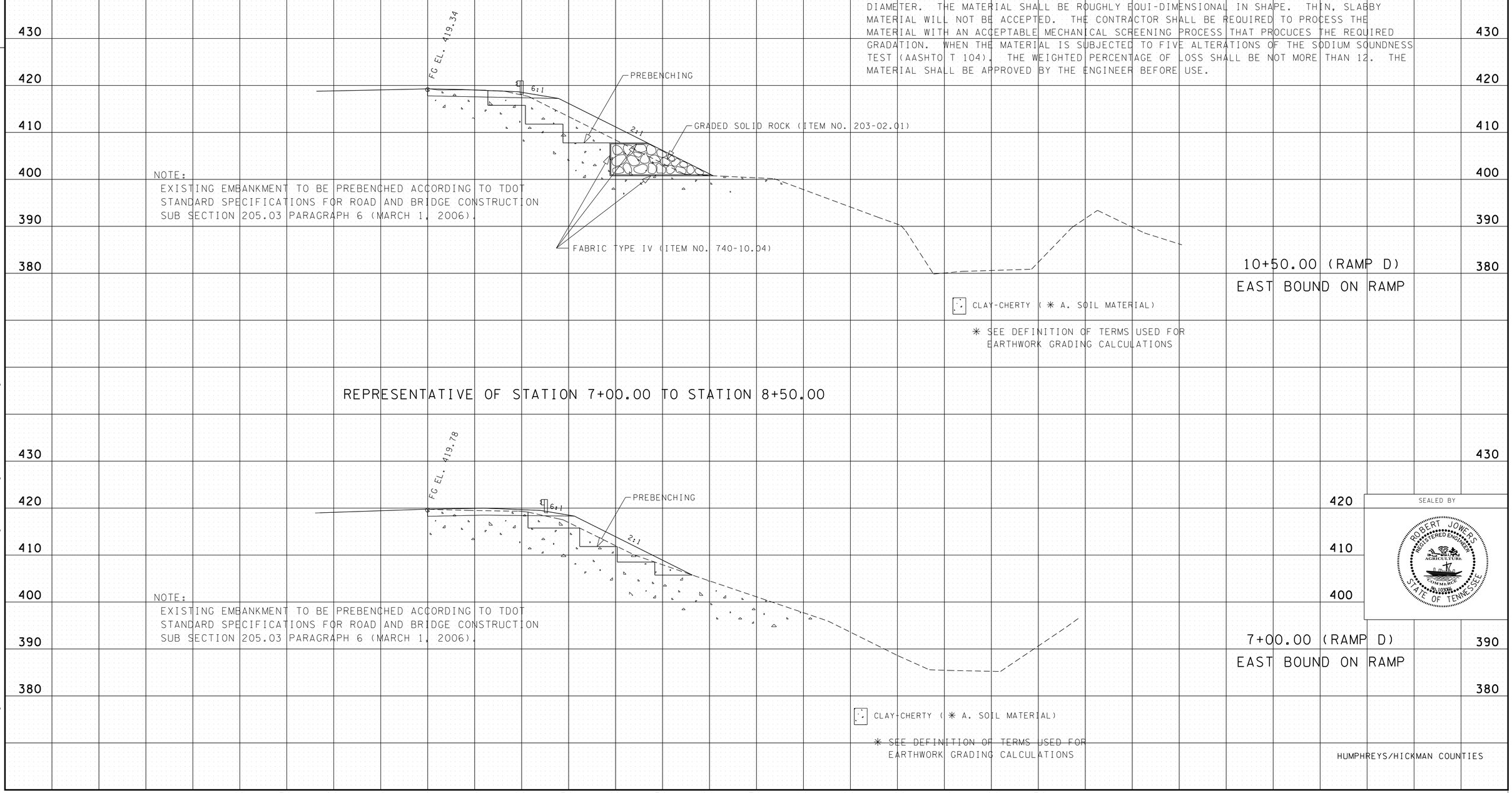
FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

REPRESENTATIVE OF STATION 8+50.00 TO STATION 12+00.00

ITEM NO. 203-02.01 GRADED SOLID ROCK

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PROCUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BY THE ENGINEER BEFORE USE.



NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).

SEALED BY

HUMPHREYS/HICKMAN COUNTIES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	NH-I-40-3(45)	19L

4-203.02

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

4-203.02

B. SOLID ROCK MATERIAL

SOLID ROCK MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E., BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS AND WHICH WHEN SUBJECTED TO PROPER PRE-SPLIT AND PRODUCTION BLASTING WOULD RESULT IN A UNIFORM STABLE ROCKCUT FACE. NOTE THAT THIS MATERIAL WOULD NOT BY DEFINITION NECESSARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOLID ROCK, RIP RAP, OR OTHER ROCK AGGREGATE CONSTUCTION PRODUCTS. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

4-203.02

C. SOFT ROCK OR DEGRADABLE ROCK

THIS MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES THAT ARE SO FIRMLY BONDED SUCH THAT THEY ARE NOT FAIRLY READILY SEPARATED INTO SMALL PIECES YET HAS SUCH RELATIVELY LOW BONDING STRENGTH THAT WOULD ALLOW FOR SEPARATING INTO SMALL PIECES THROUGH MODERATE TO HEAVY CRUSHING FORCES. FOR CONSTRUCTION PURPOSES THIS MATERIAL WOULD HAVE TO BE SUBJECTED TO RIPPING TYPE EQUIPMENT, HOE RAMS, OR RUGGED USE OF A LARGE BULLDOZER IN ORDER TO SEPARATE THE MATERIAL SUCH THAT IT CAN BE READILY LOADED INTO EARTH MOVING TRUCKS. THESE MATERIALS WOULD TYPICALLY BE SHALES, CLAYSTONES, SILTSTONES, WEATHERED SANDSTONES, WEATHERED SCHIST AND WEATHERED GNEISS. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION, OR DEGRADATION.

4-203.02

D. TRANSITIONAL MATERIALS

THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIAL A,B, AND C AS DEFINED IN SECTION 4-230.02 OF THE TDOT ROADWAY DESIGN GUIDELINES) OCCURRING IN EITHER NON- UNIFORM INTERBEDDED LAYERS OF THE ABOVE MATERIALS (I.E., SHALE MATERIAL WITH RELATIVELY THIN LAYERS OF SOLID ROCK SUCH AS HARD LIMESTONE) OR ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH LATERALLY AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE). FOR CONSTRUCTION PURPOSES, THIS MATERIAL MAY HAVE TO BE EXCAVATED USING A COMBINATION OF EXCAVATION METHODS SUCH AS BLASTING OF ROCK PINNACLES, LAYERS OF BOULDERS ALONG WITH RIPPING OF WEATHERED ROCK AND EXCAVATING OF SOIL WITH TRACK HOES OR LOADERS ALL WITHIN A LOCALIZED AREA. THIS MATERIAL WOULD NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
DEFINITION OF TERMS
USED FOR EARTHWORK
GRADING CALCULATIONS
HUMPHREYS/HICKMAN COUNTIES

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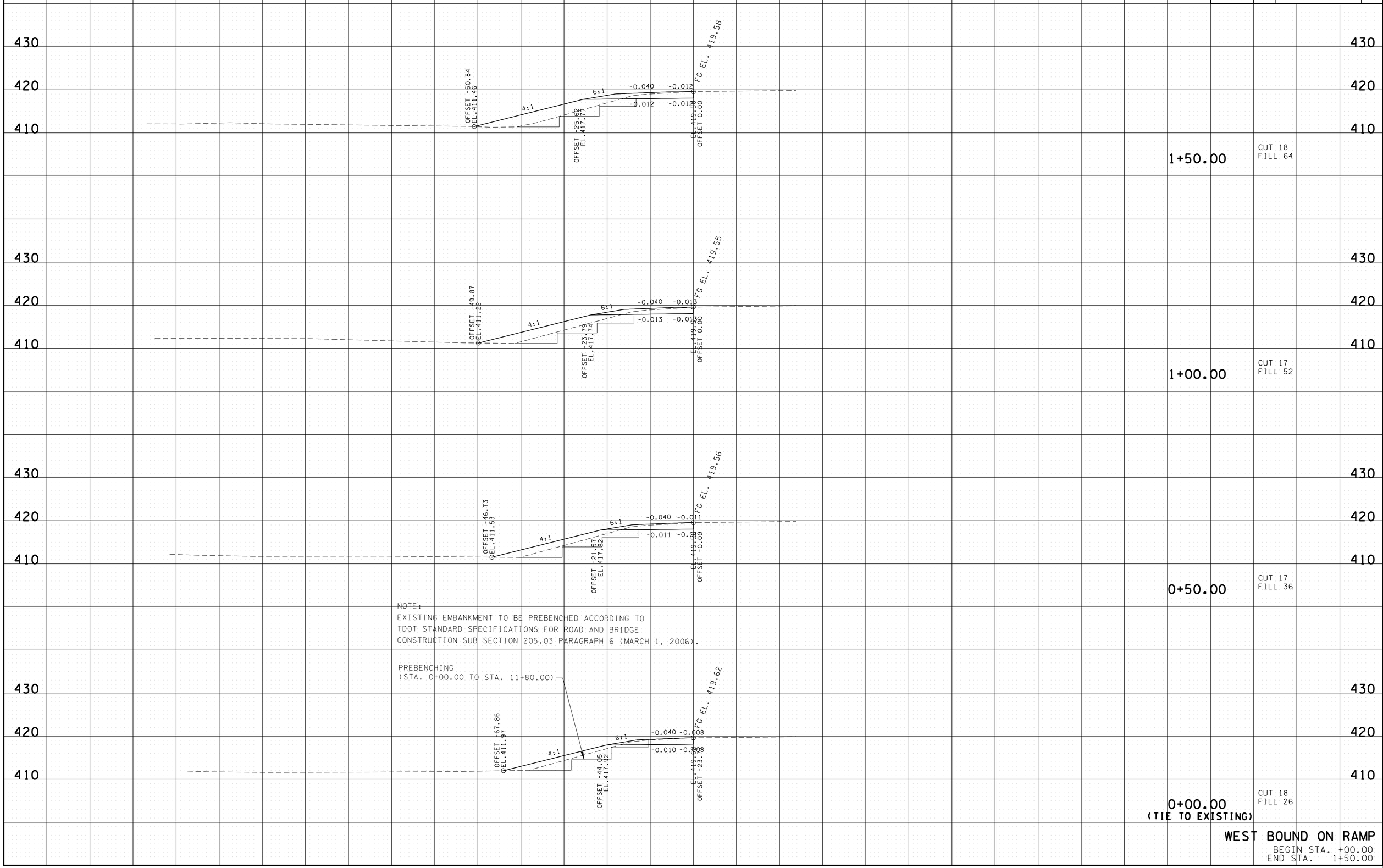
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	16
CONST.	2015	NH-I-40-3(145)	20



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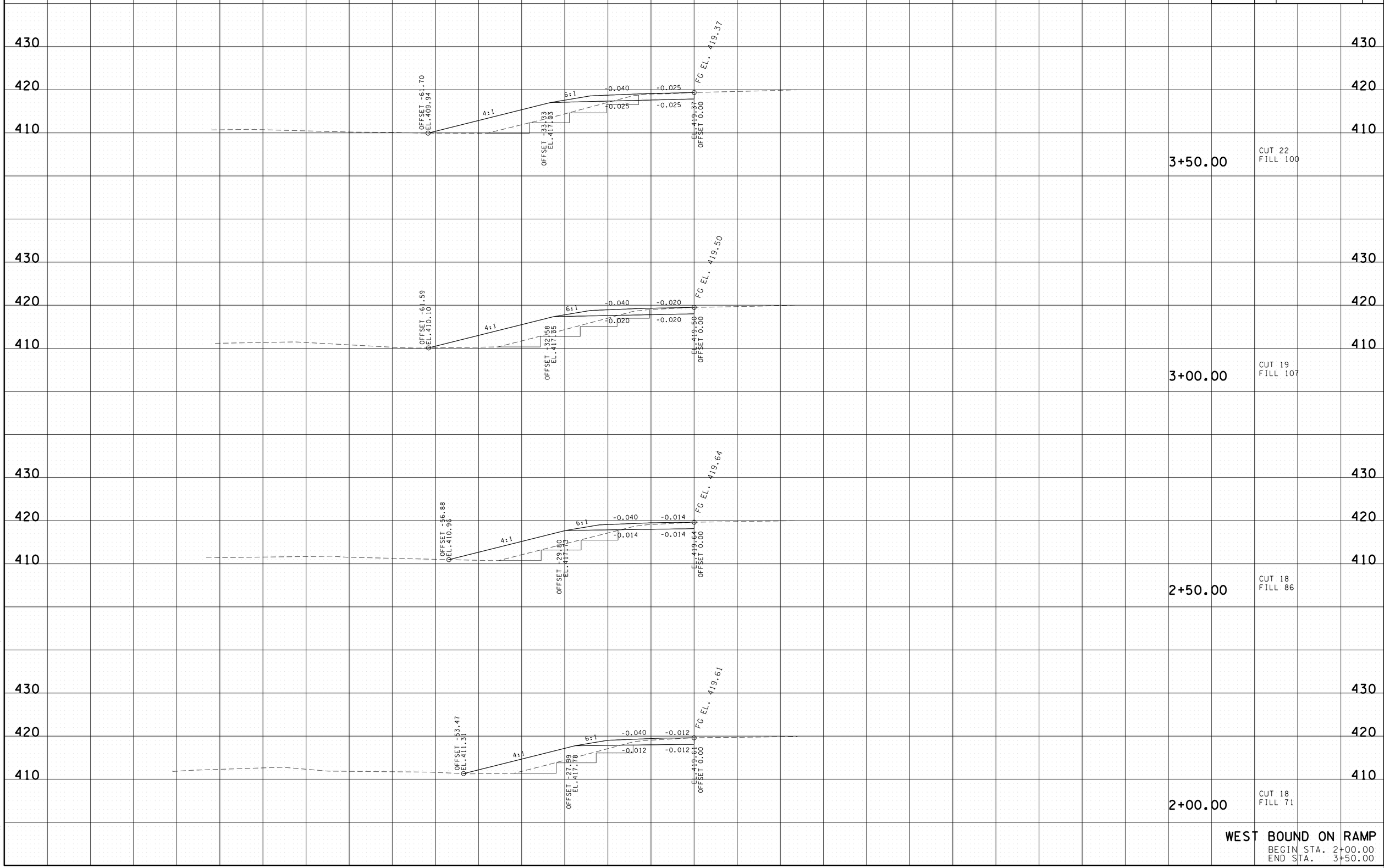
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	17
CONST.	2015	NH-I-40-3(145)	21



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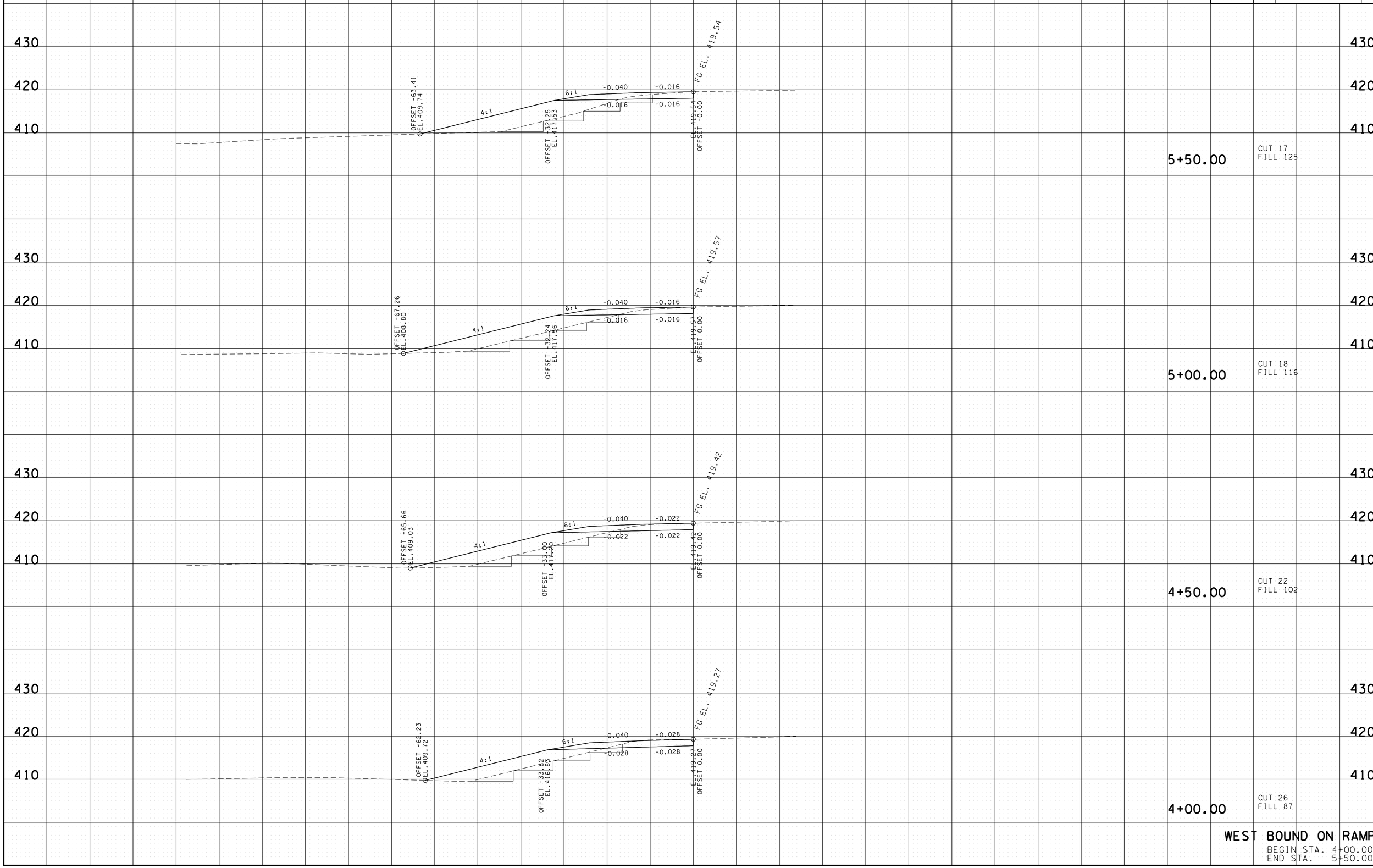
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	18
CONST.	2015	NH-I-40-3(145)	22



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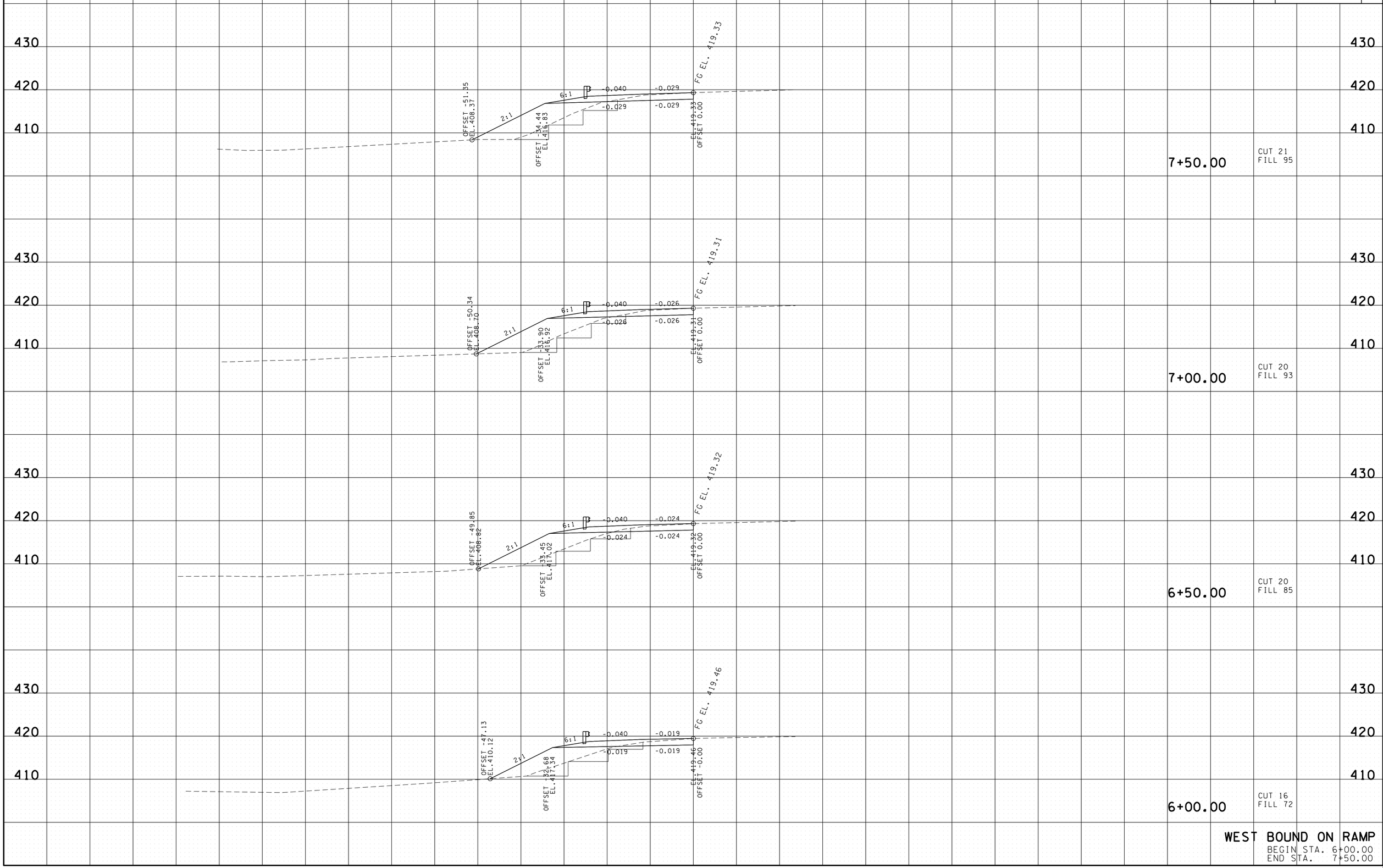
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	19
CONST.	2015	NH-I-40-3(145)	23



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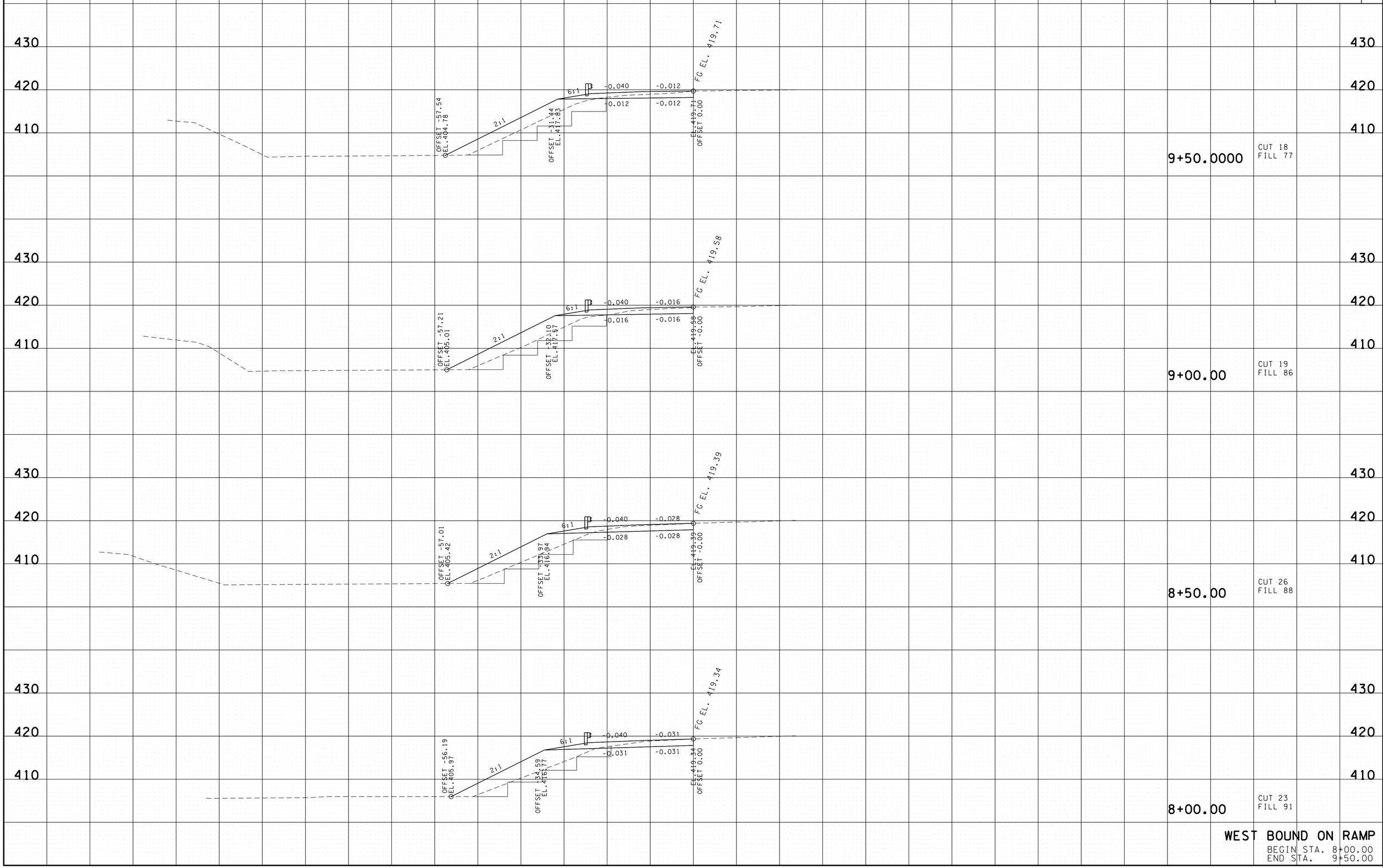
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	20
CONST.	2015	NH-I-40-3(145)	24



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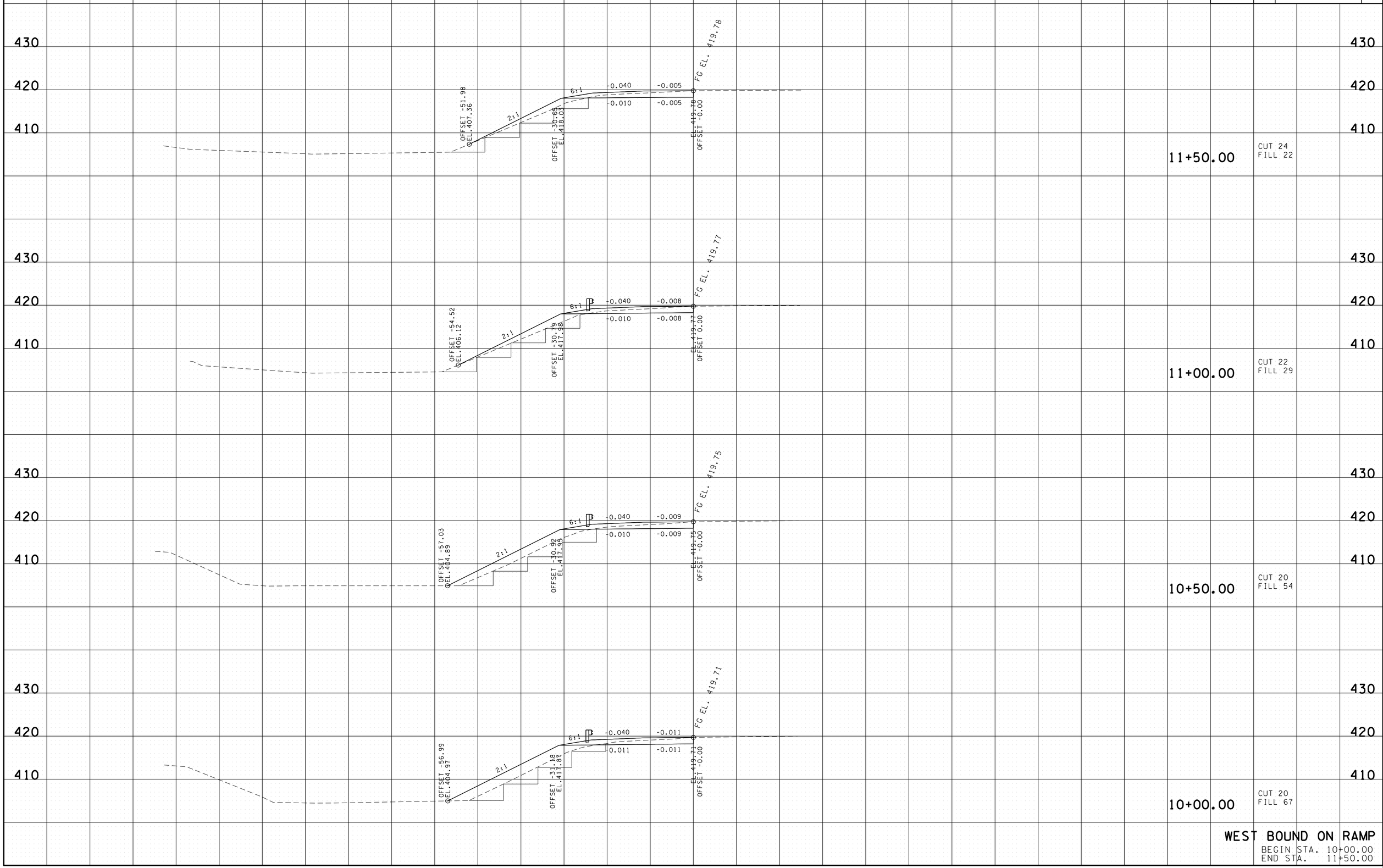
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	21
CONST.	2015	NH-I-40-3(145)	25



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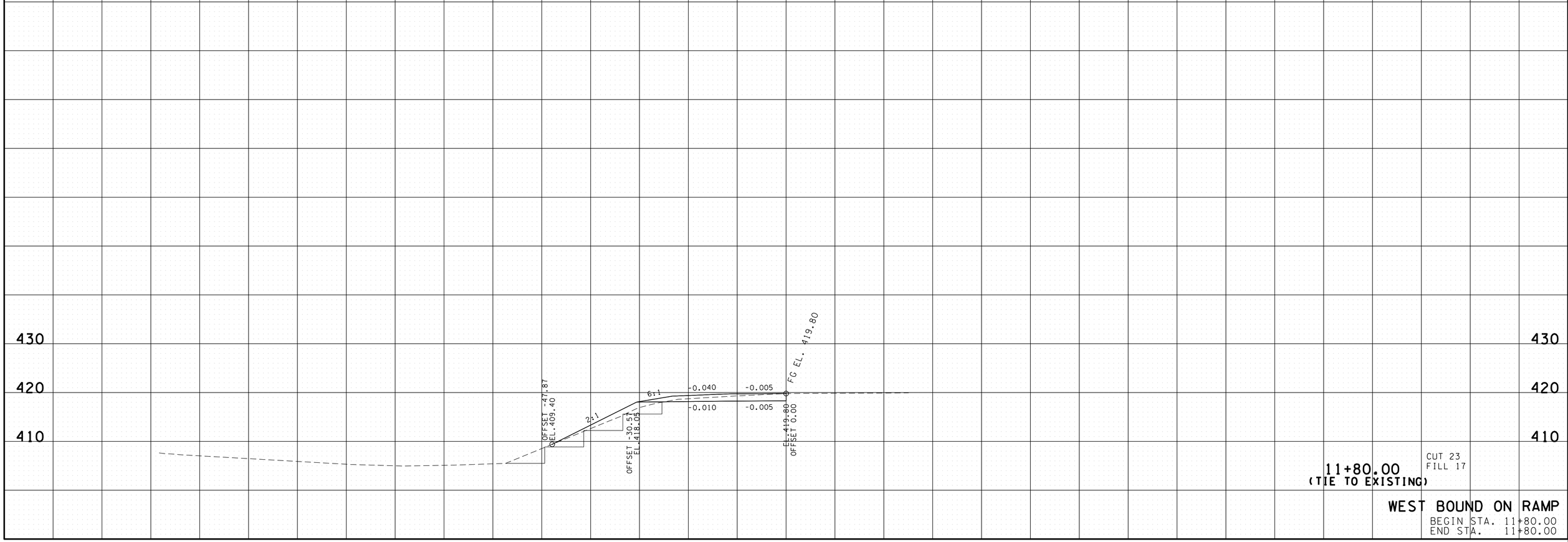
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	22
CONST.	2015	NH-I-40-3(145)	26



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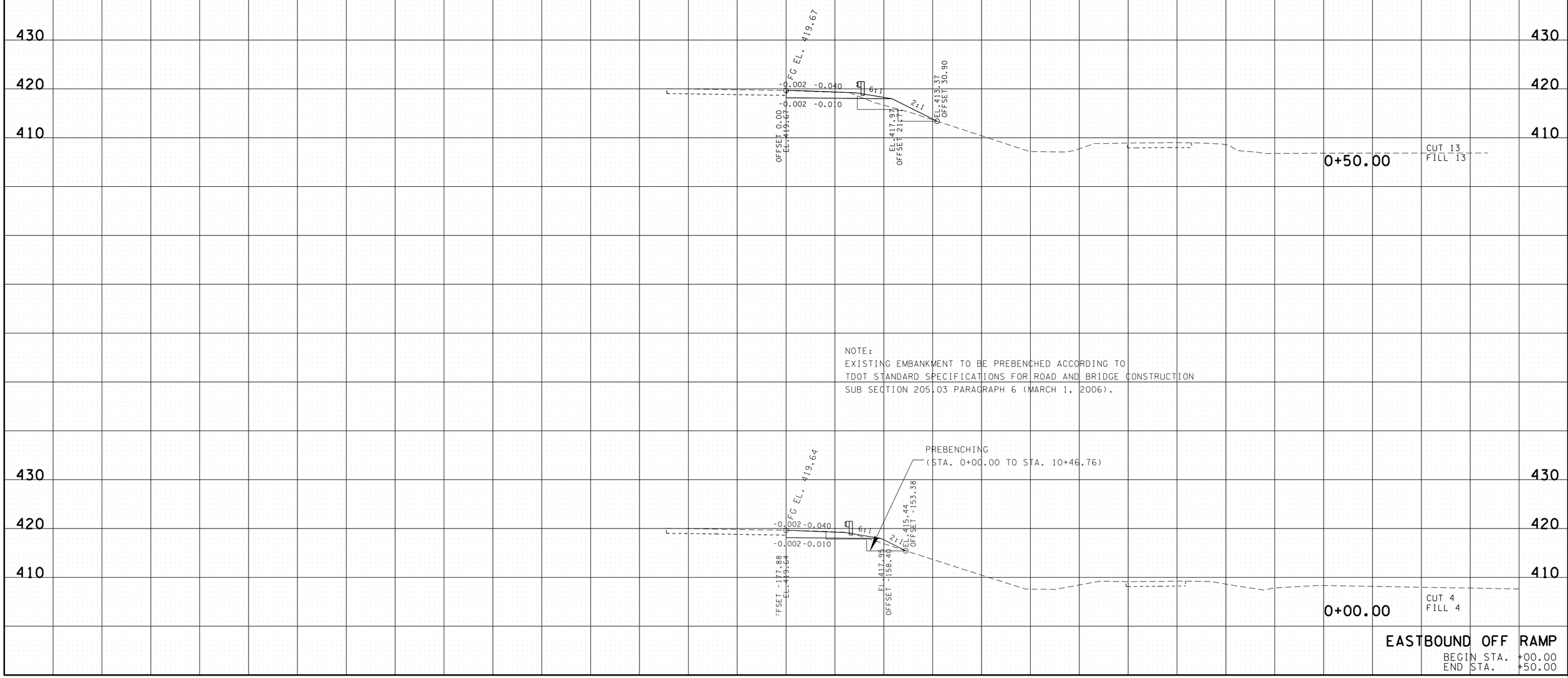
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	23
CONST.	2015	NH-I-40-3(145)	27



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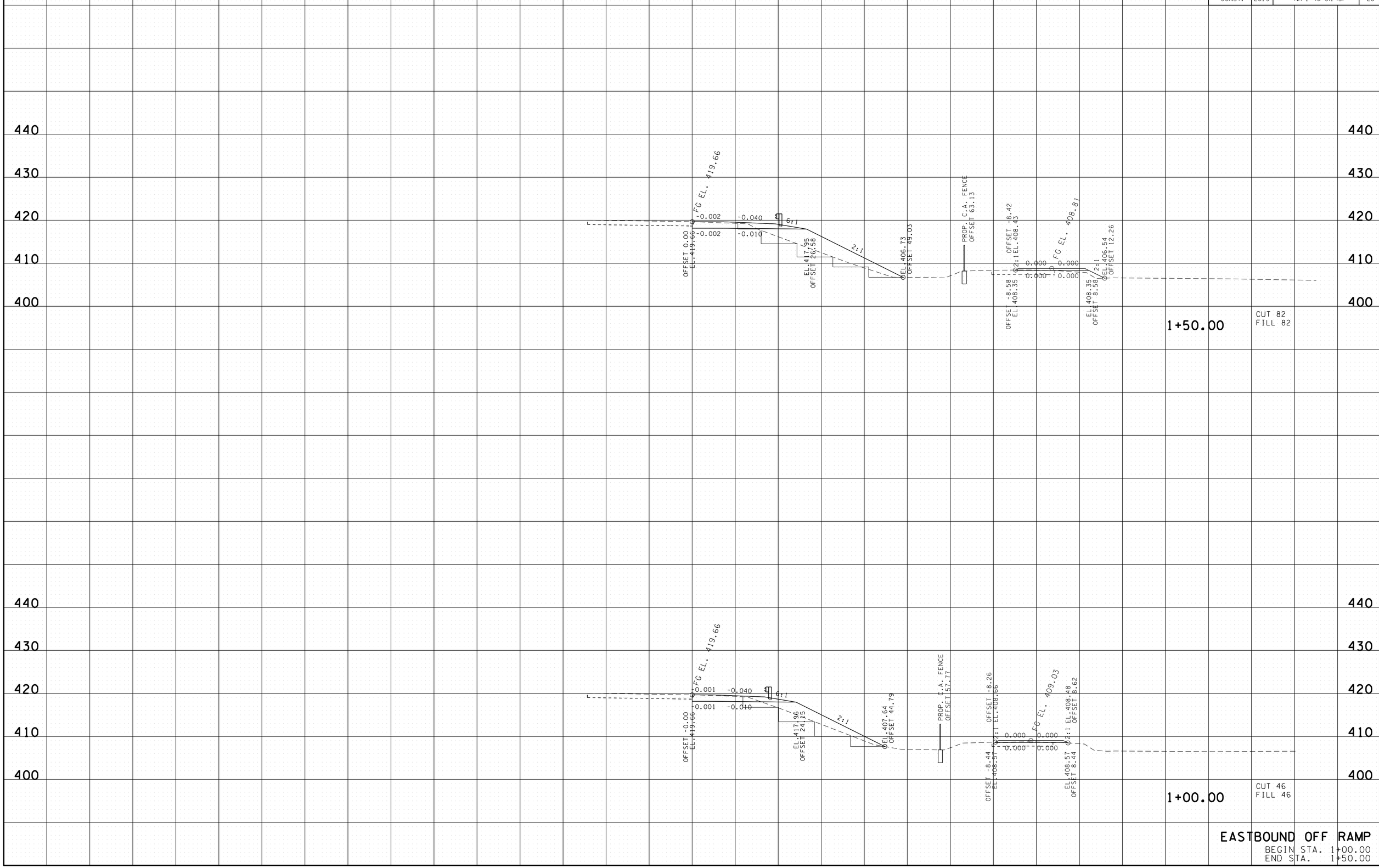
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	24
CONST.	2015	NH-I-40-3(145)	28



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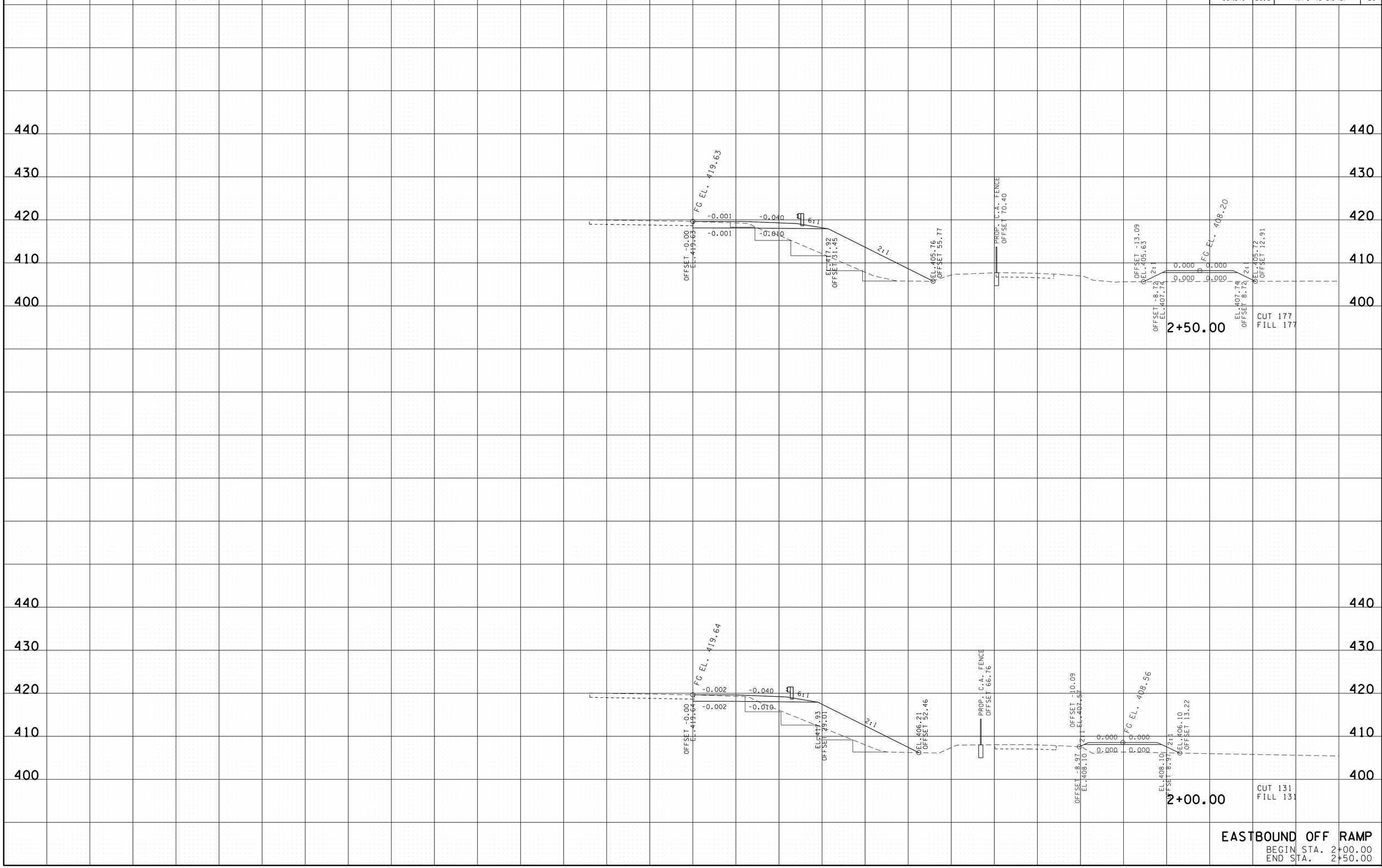
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	25
CONST.	2015	NH-I-40-3(145)	29



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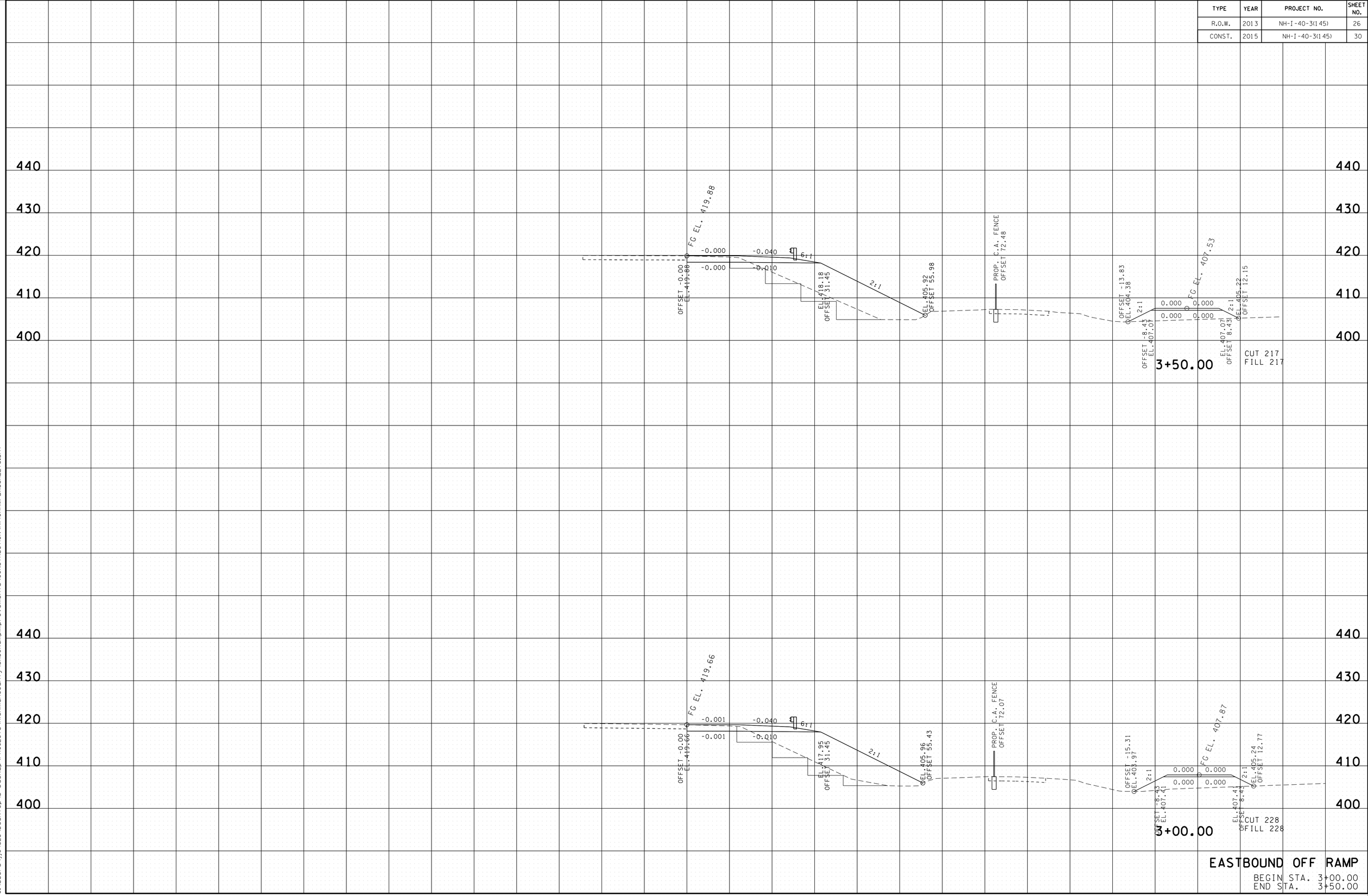
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	26
CONST.	2015	NH-I-40-3(145)	30



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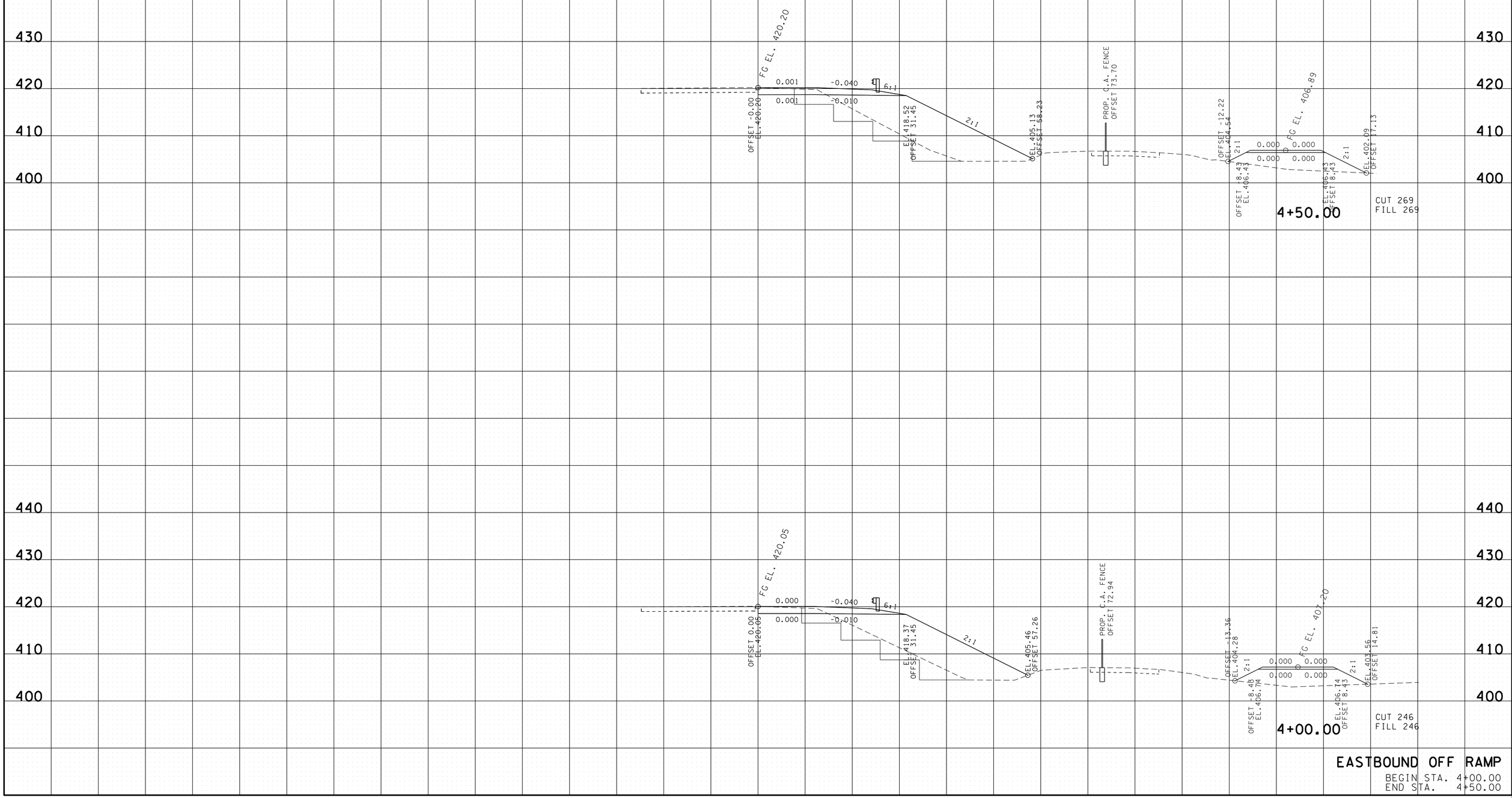
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	27
CONST.	2015	NH-I-40-3(145)	31



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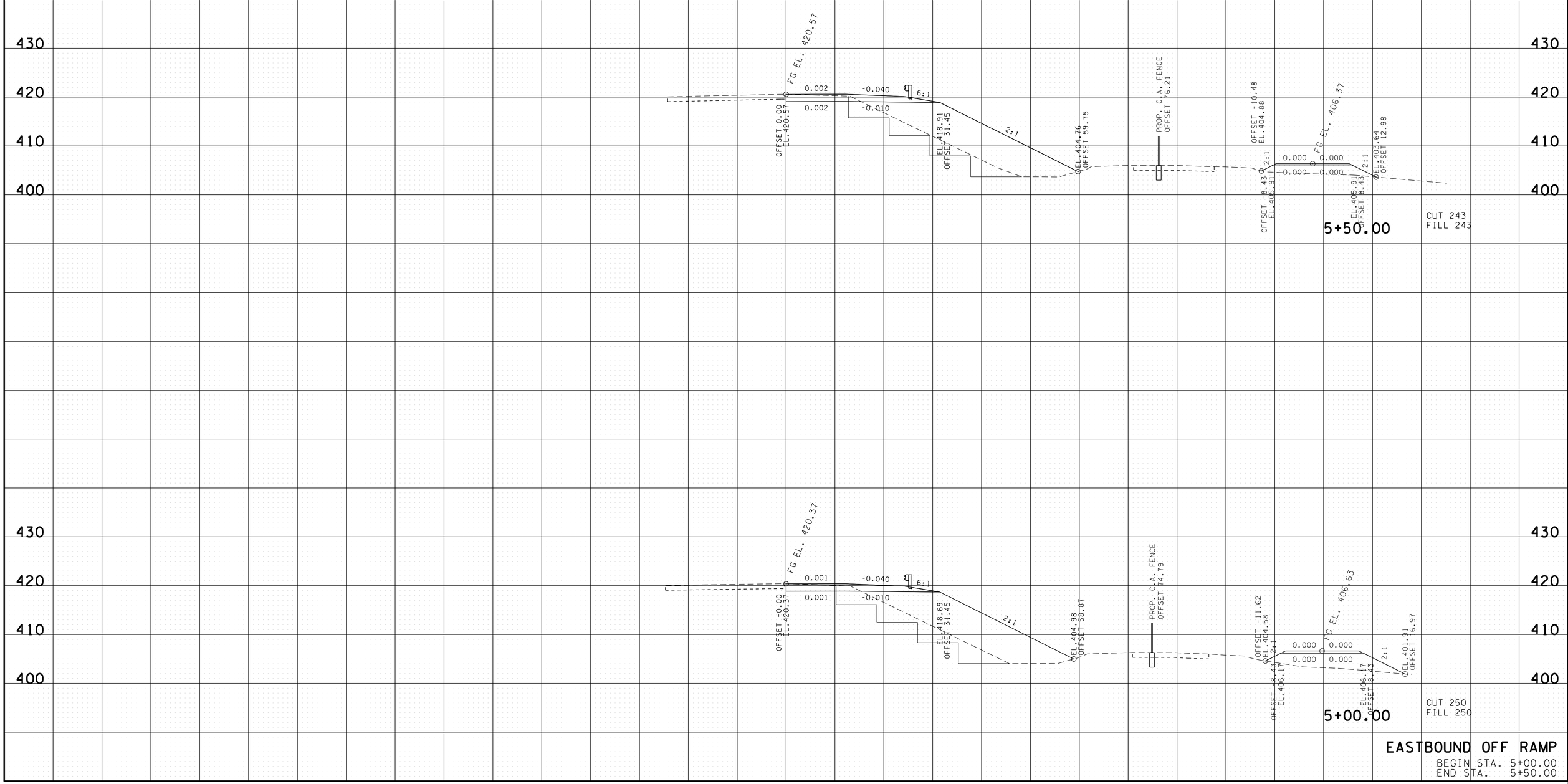
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	28
CONST.	2015	NH-I-40-3(145)	32



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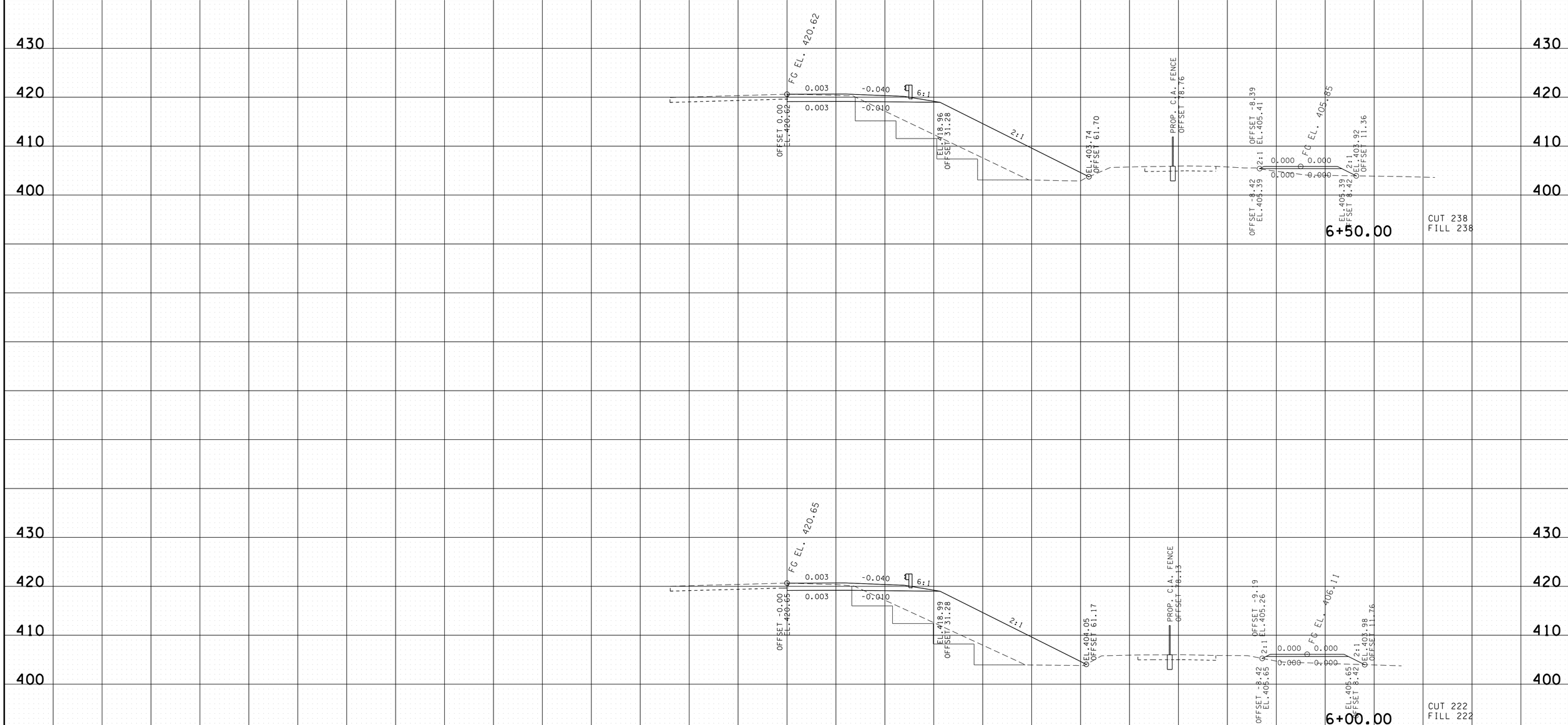
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	29
CONST.	2015	NH-I-40-3(145)	33



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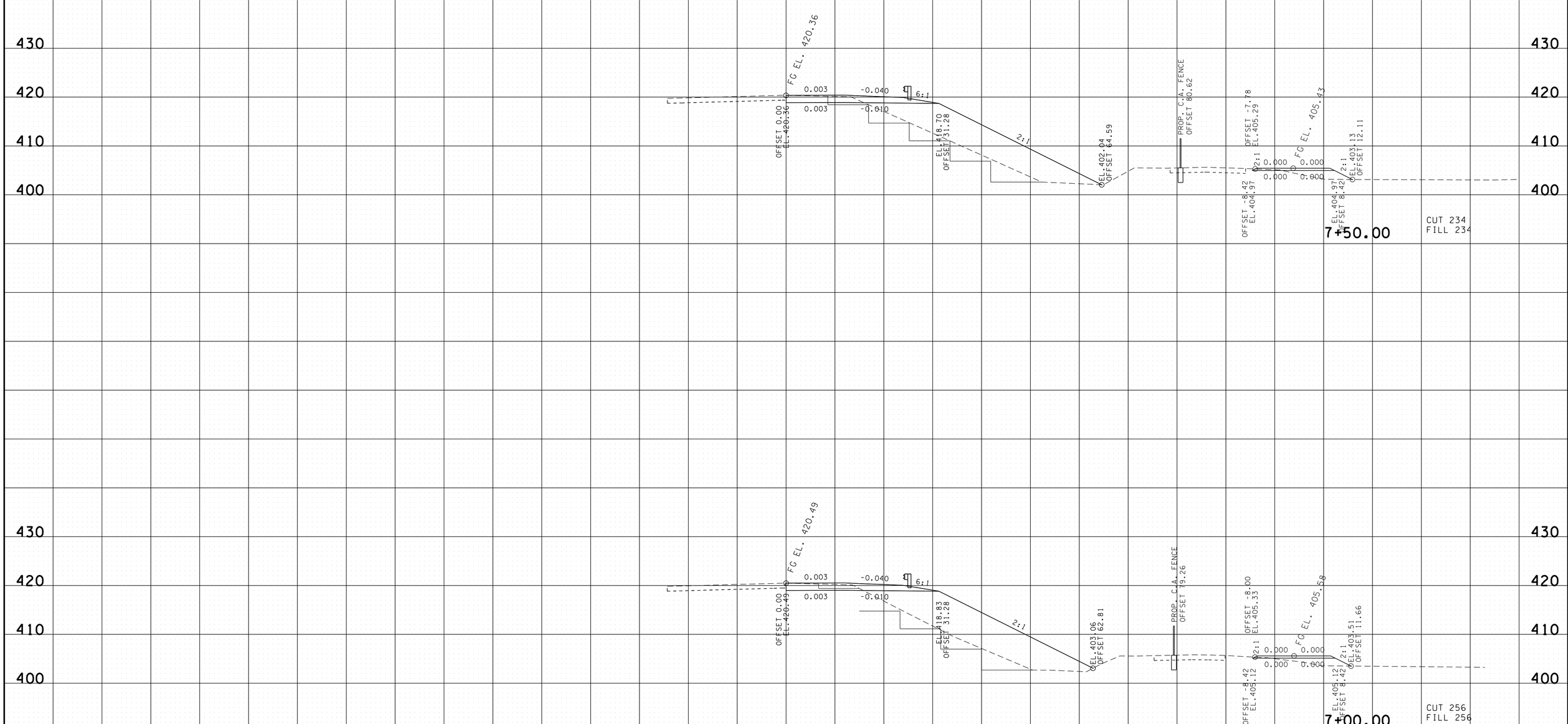
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	30
CONST.	2015	NH-I-40-3(145)	34



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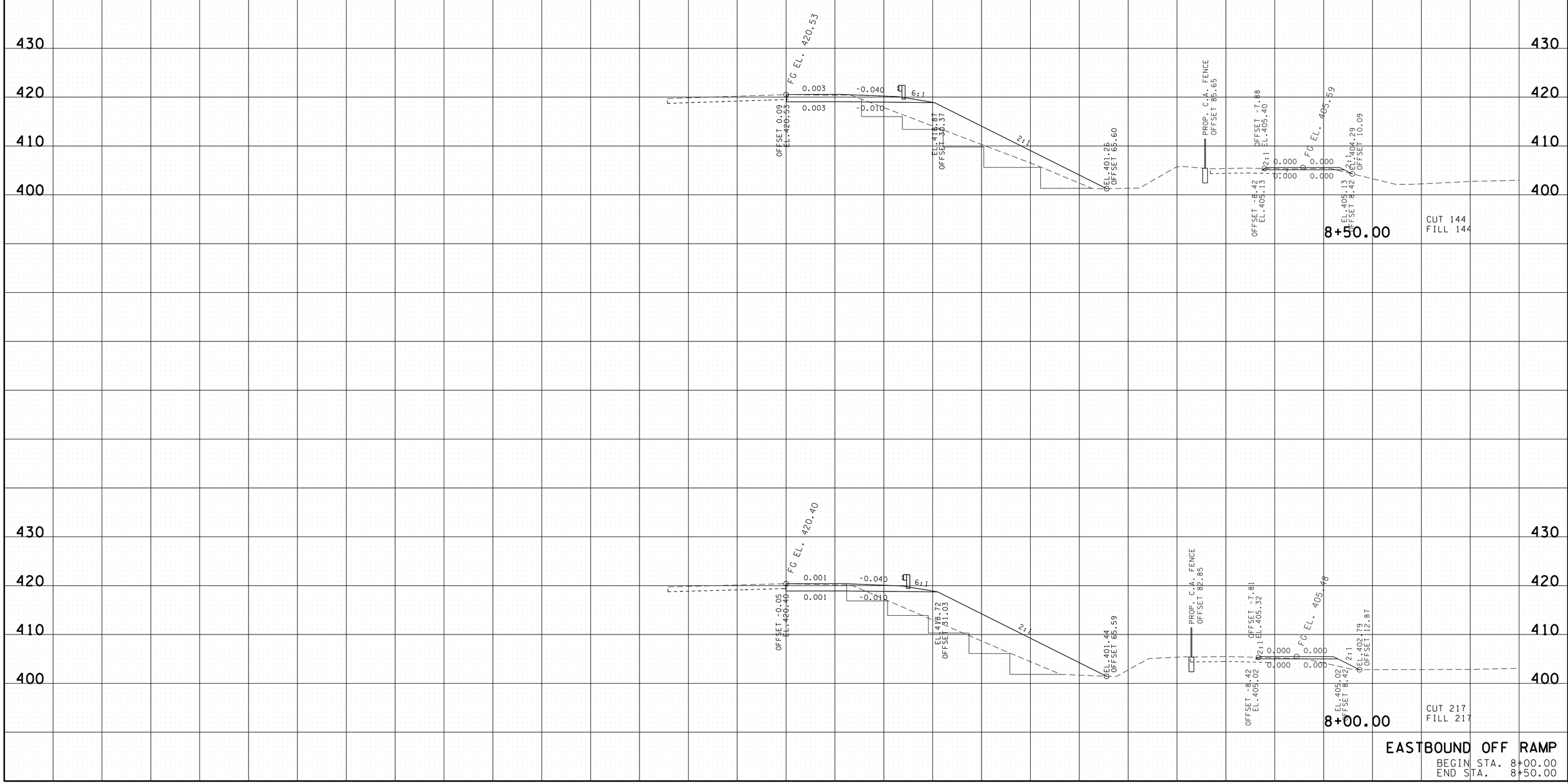
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	31
CONST.	2015	NH-I-40-3(145)	35



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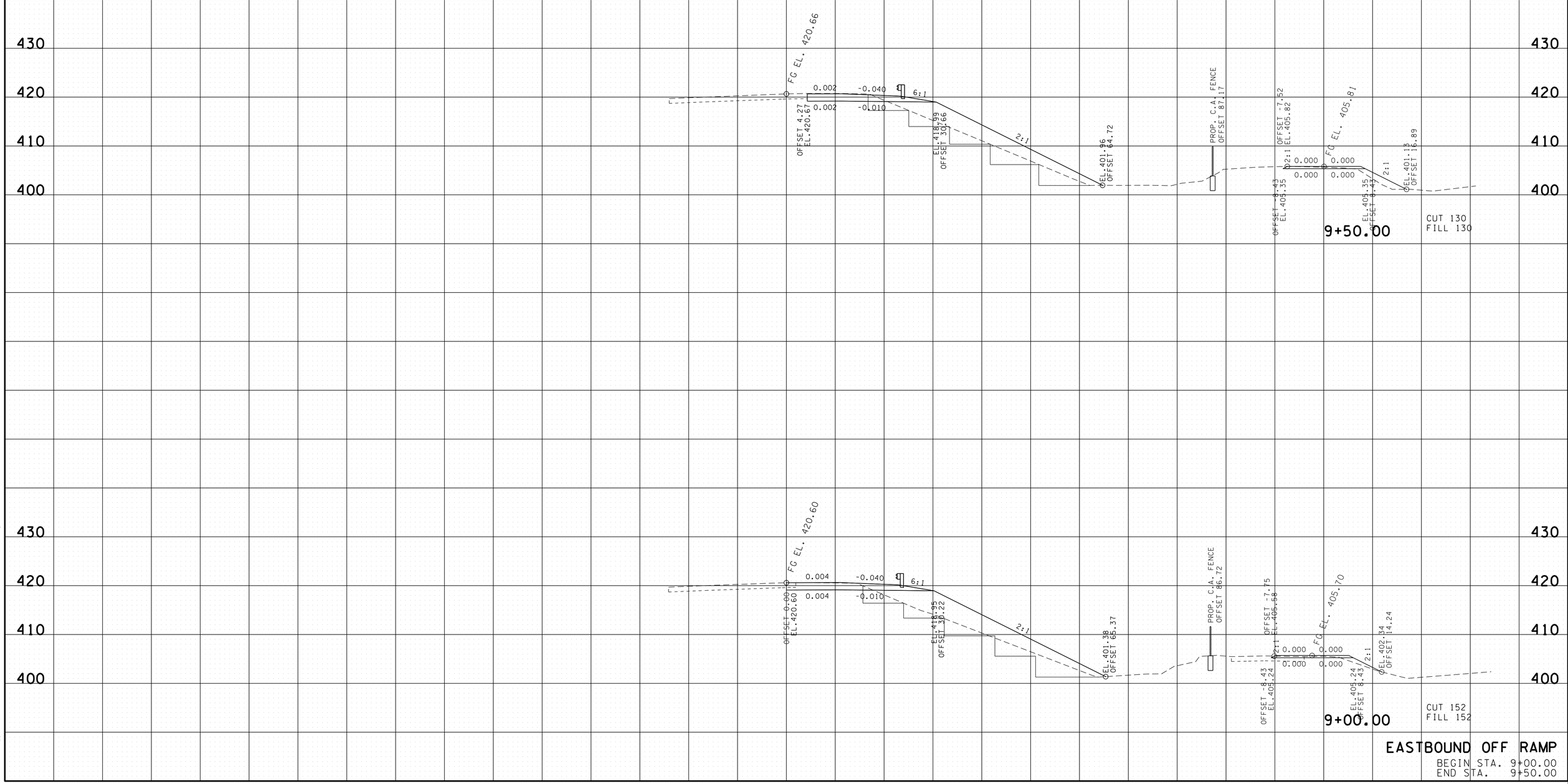
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	32
CONST.	2015	NH-I-40-3(145)	36



EASTBOUND OFF RAMP

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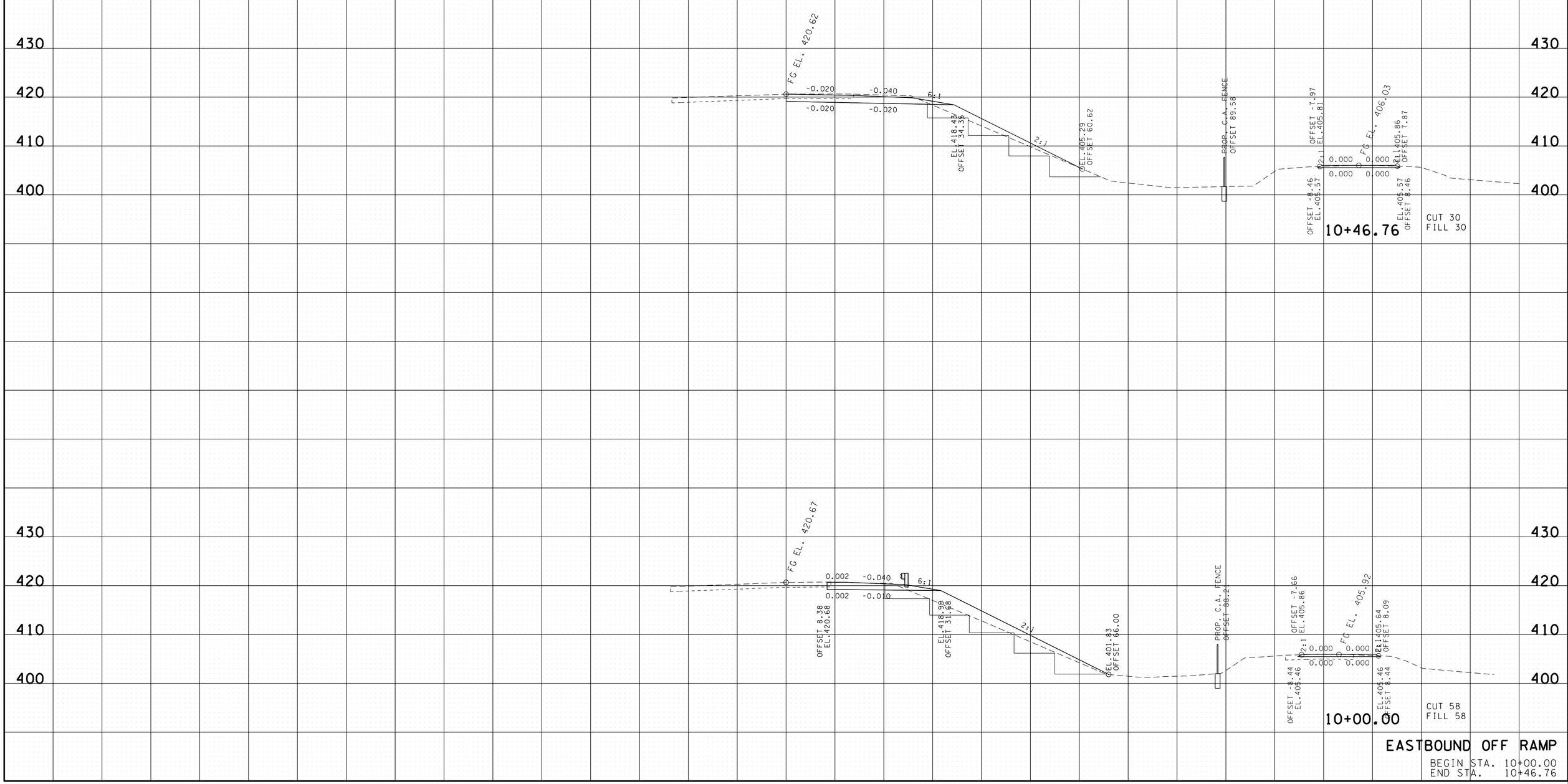
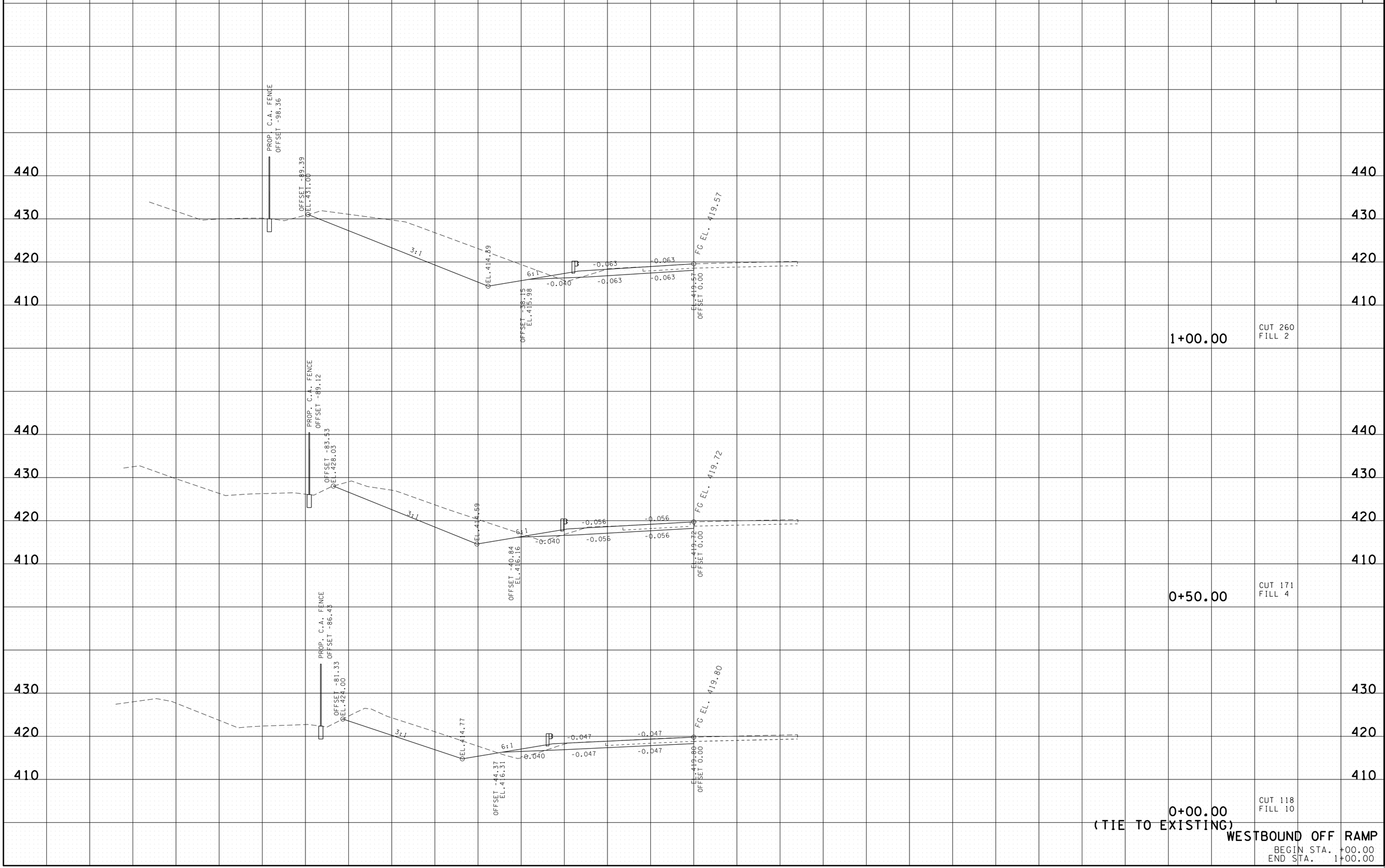
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	33
CONST.	2015	NH-I-40-3(145)	37



24-AUG-2015 13:08
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPBXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	34
CONST.	2015	NH-I-40-3(145)	38



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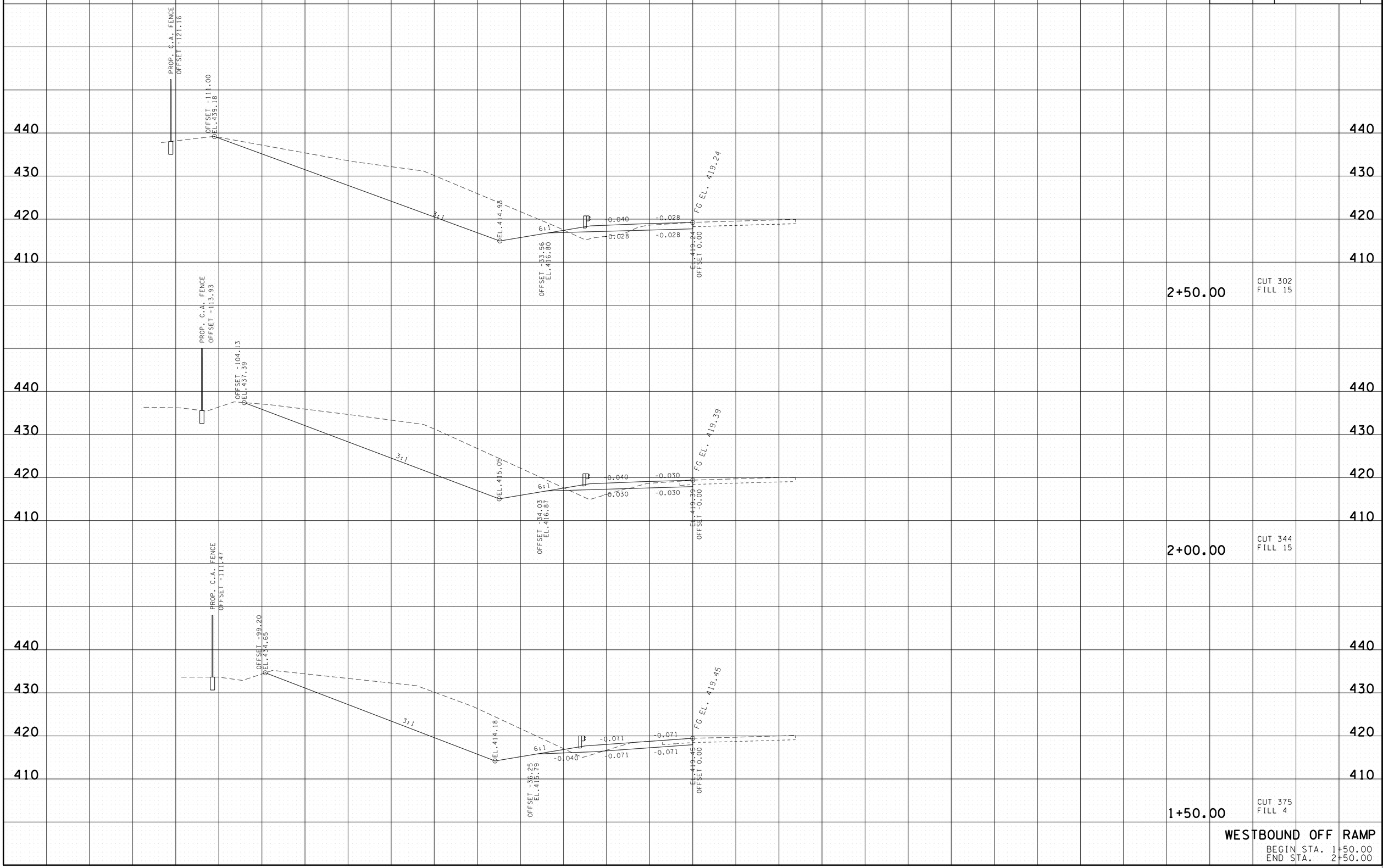
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	35
CONST.	2015	NH-I-40-3(145)	39

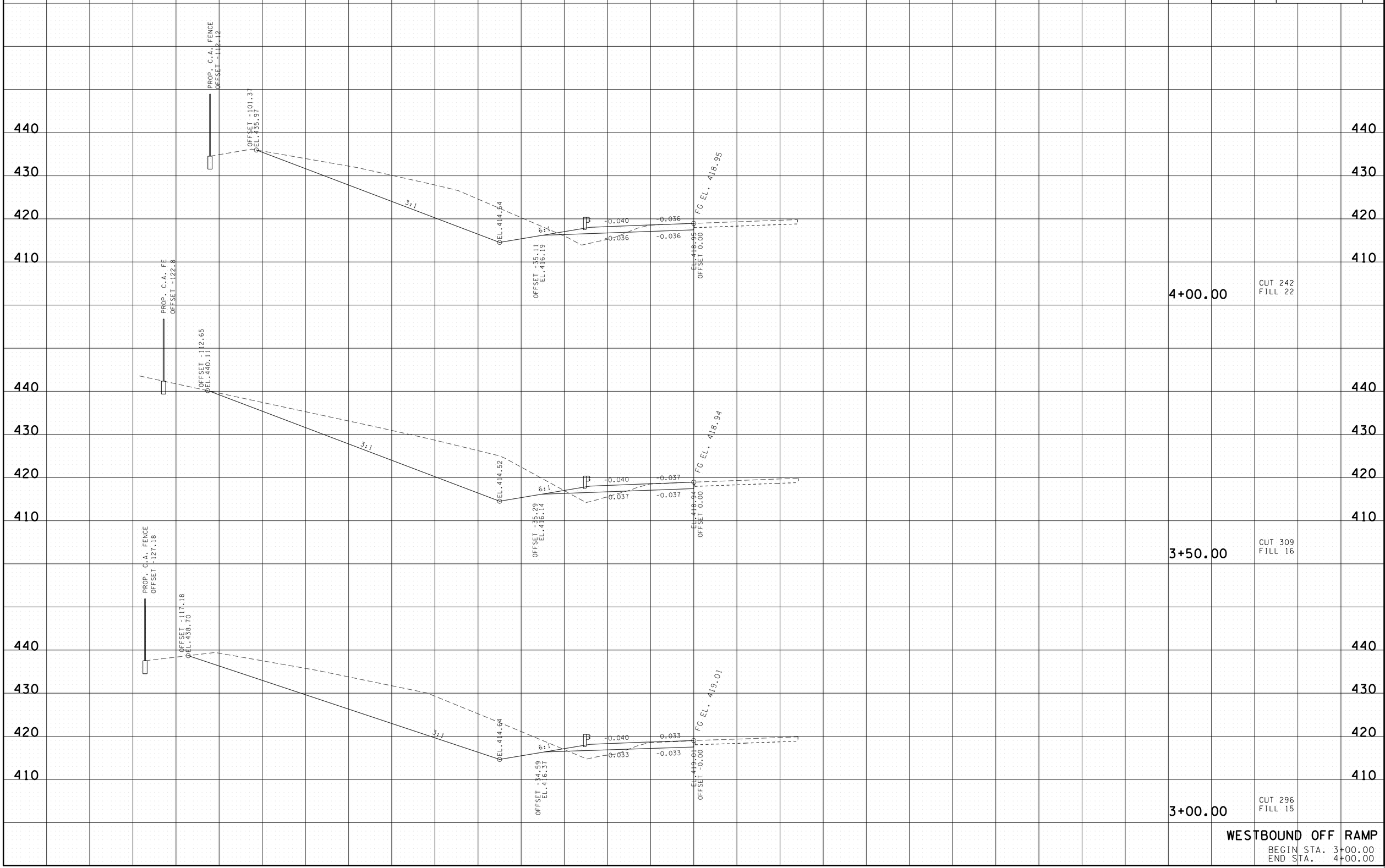


WESTBOUND OFF RAMP

BEGIN STA. 1+50.00
END STA. 2+50.00

24-AUG-2015 13:08
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPCXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	36
CONST.	2015	NH-I-40-3(145)	40

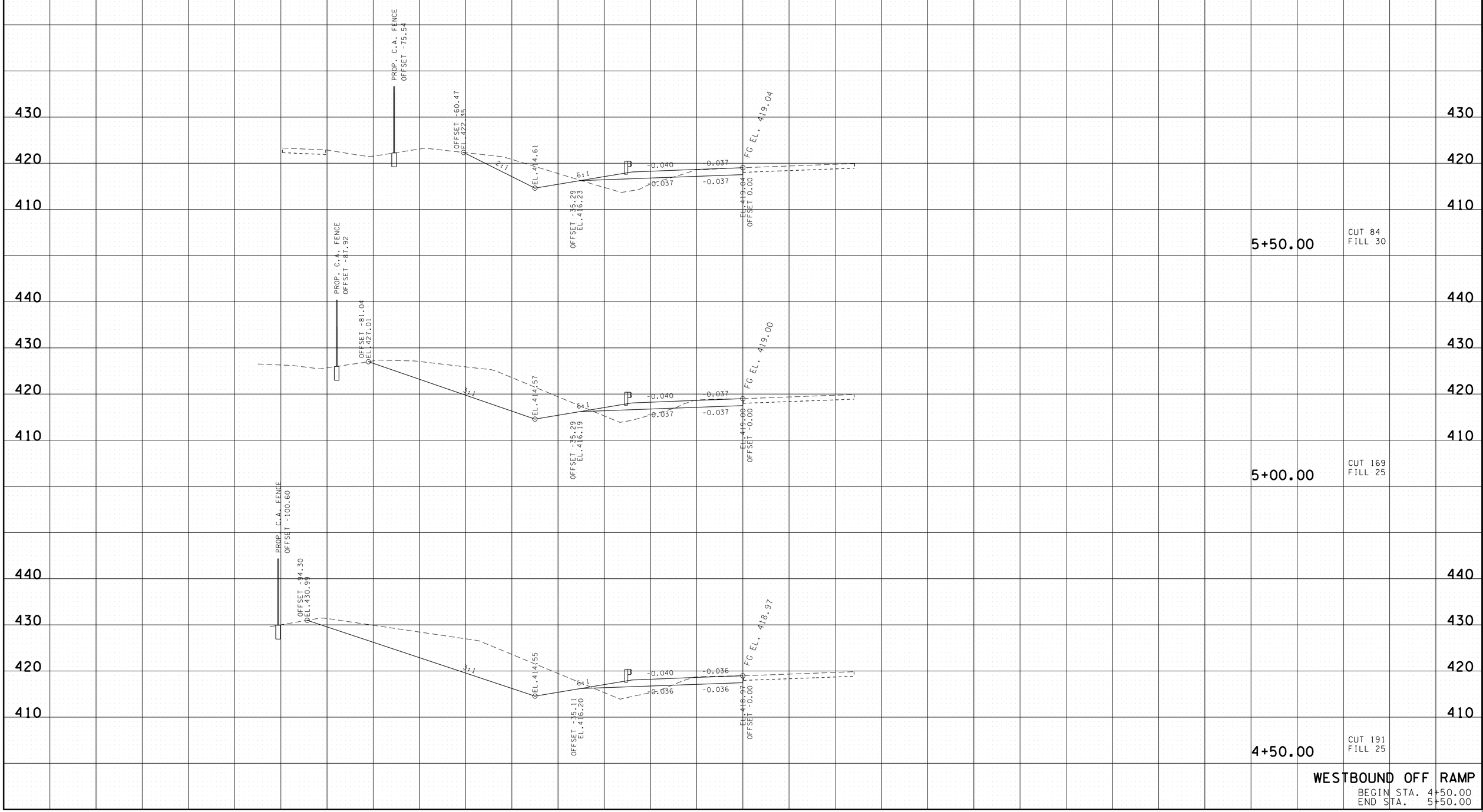


WESTBOUND OFF RAMP

BEGIN STA. 3+00.00
END STA. 4+00.00

24-AUG-2015 13:08
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPCXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	37
CONST.	2015	NH-I-40-3(145)	41

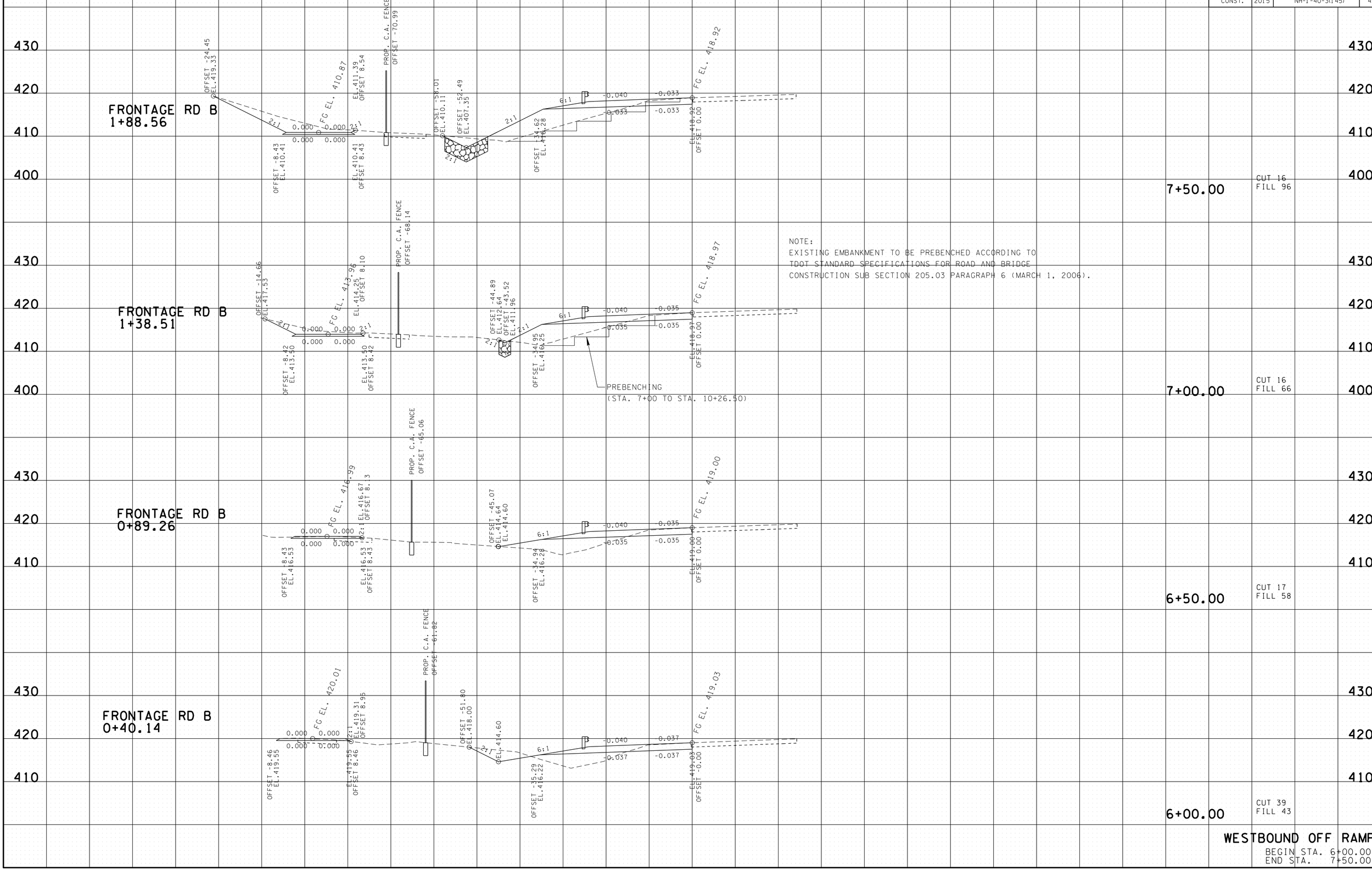


WESTBOUND OFF RAMP

BEGIN STA. 4+50.00
END STA. 5+50.00

24-AUG-2015 13:08
C:\Users\1J04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPCXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	38
CONST.	2015	NH-I-40-3(145)	42



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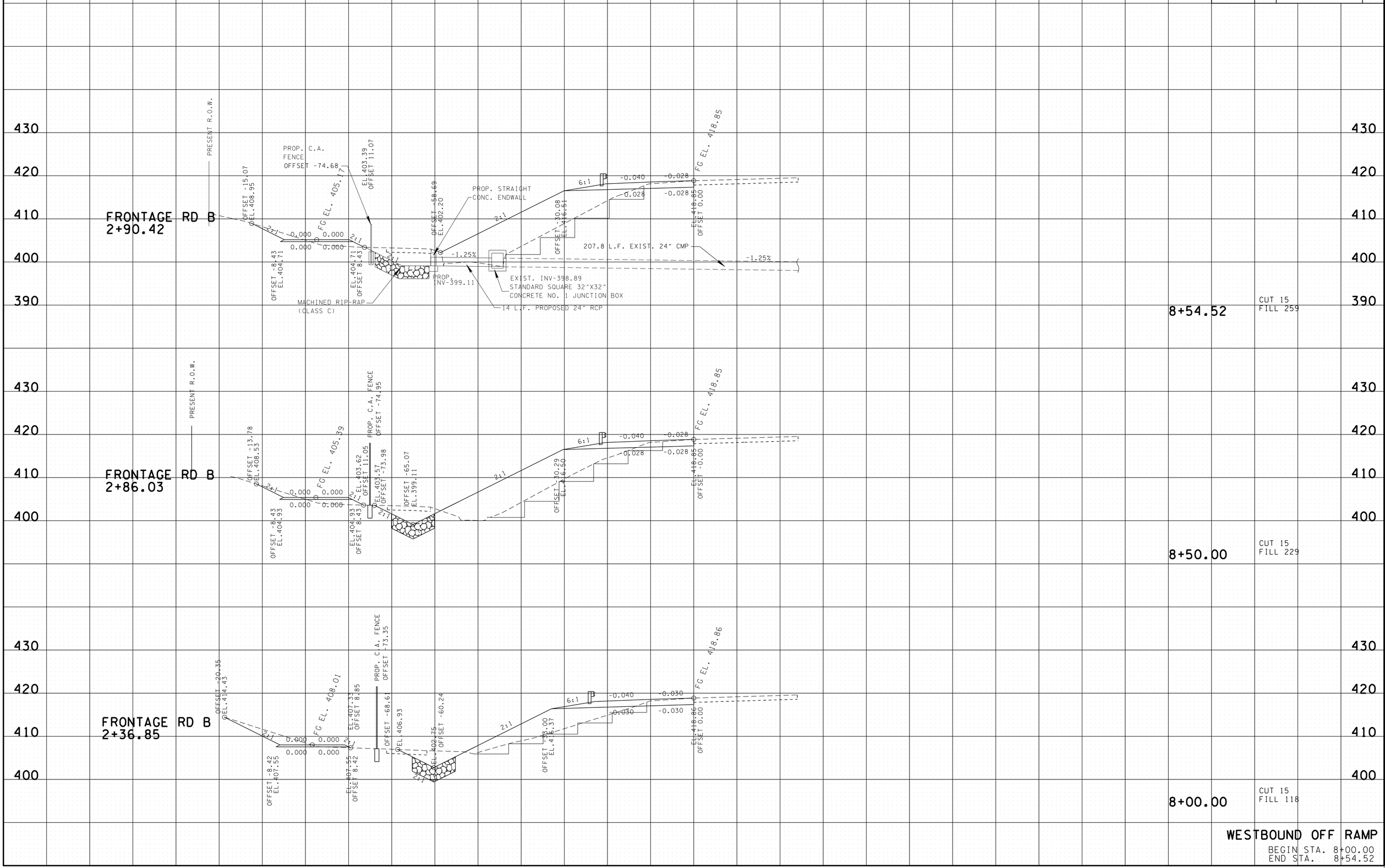
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	39
CONST.	2015	NH-I-40-3(145)	43

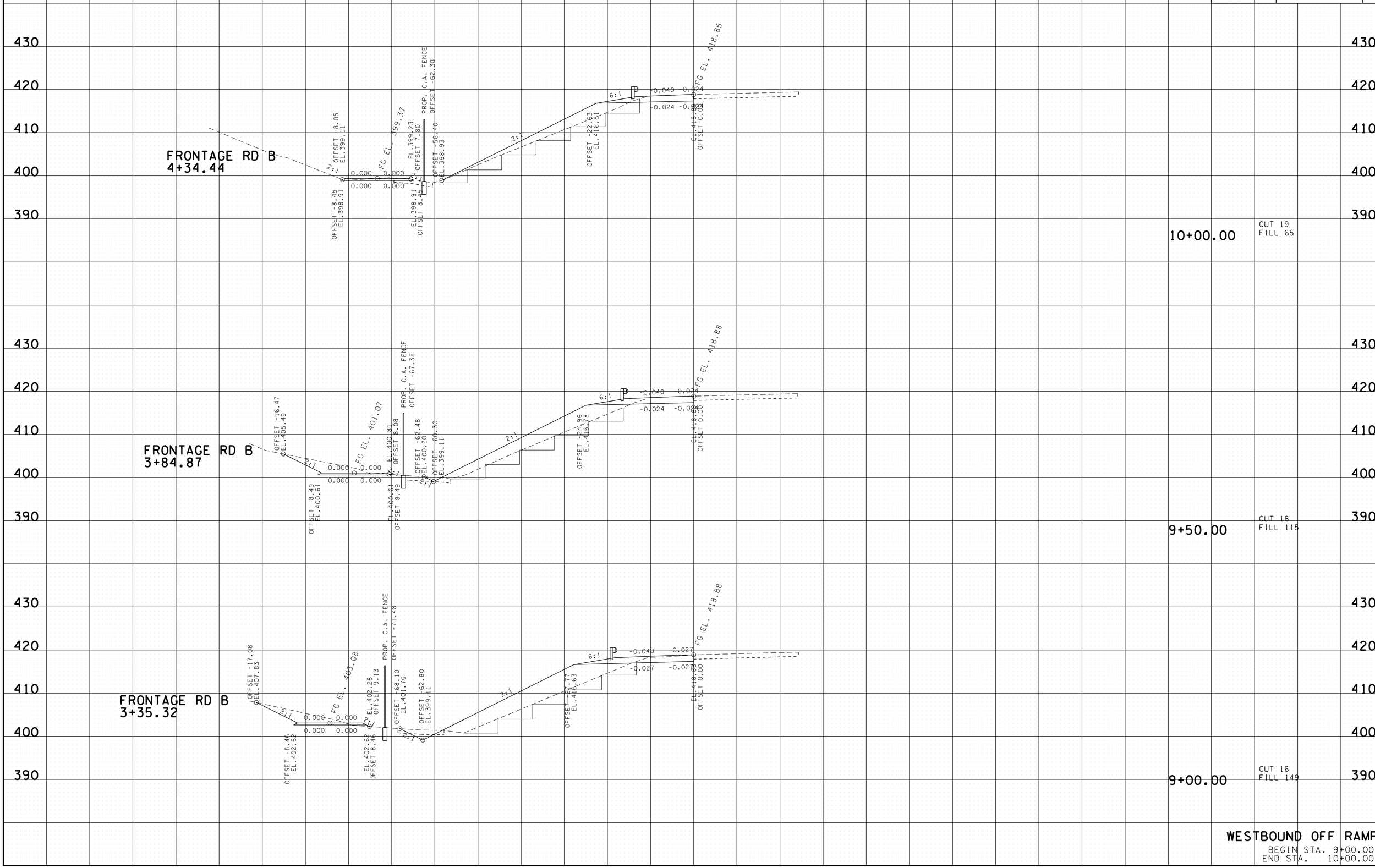


WESTBOUND OFF RAMP

BEGIN STA. 8+00.00
END STA. 8+54.52

24-AUG-2015 13:08
C:\Users\J104523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPCXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	40
CONST.	2015	NH-I-40-3(145)	44



24-AUG-2015 13:08
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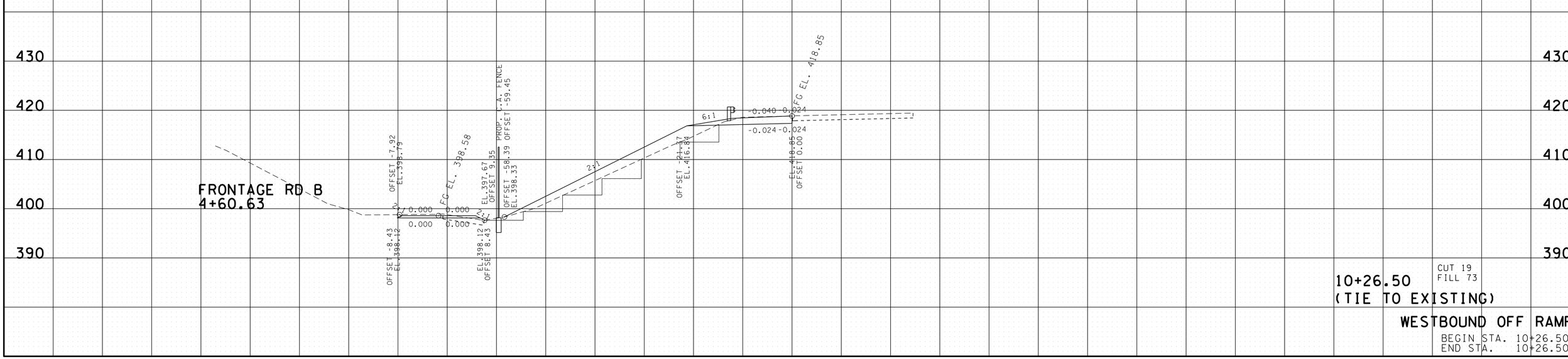
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	41
CONST.	2015	NH-I-40-3(145)	45



10+26.50
(TIE TO EXISTING)

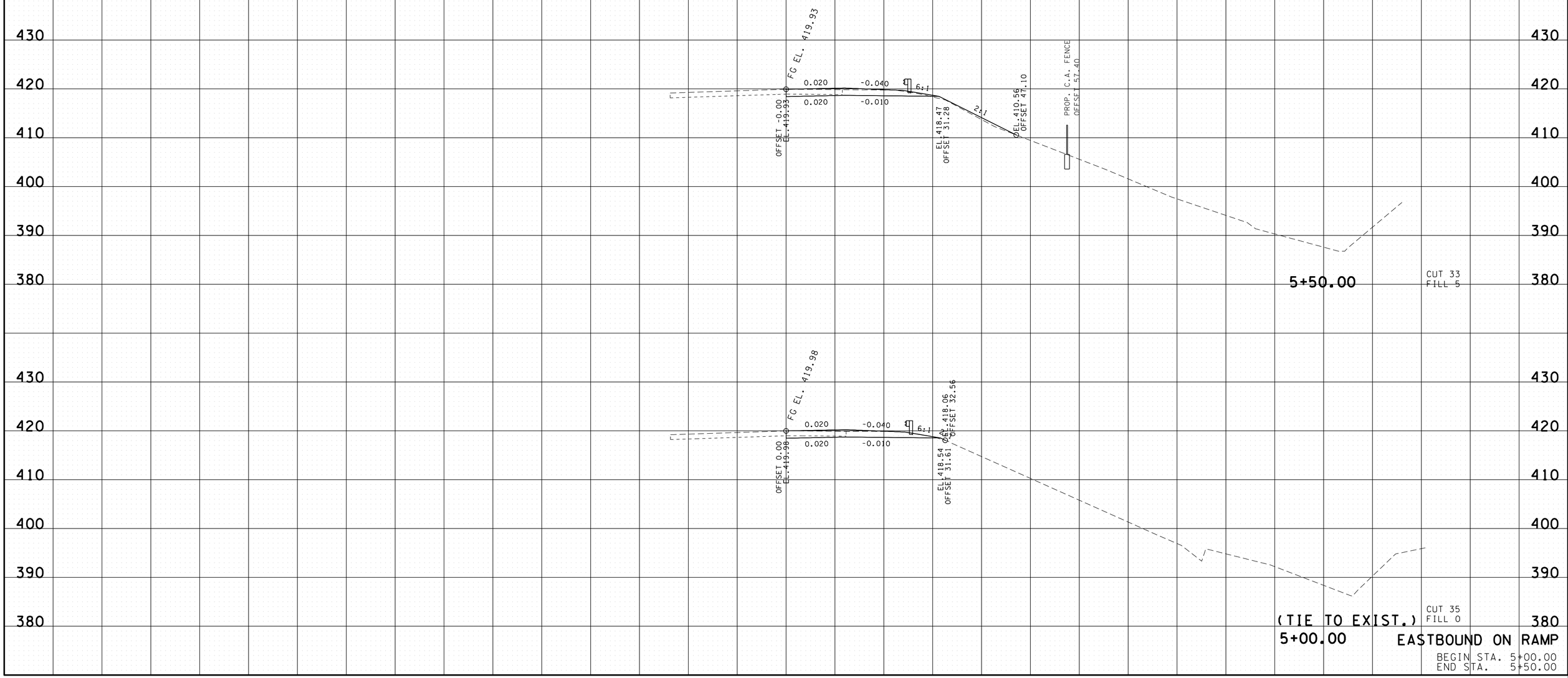
CUT 19
FILL 73

WESTBOUND OFF RAMP

BEGIN STA. 10+26.50
END STA. 10+26.50

24-AUG-2015 13:08
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPCXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	42
CONST.	2015	NH-I-40-3(145)	46



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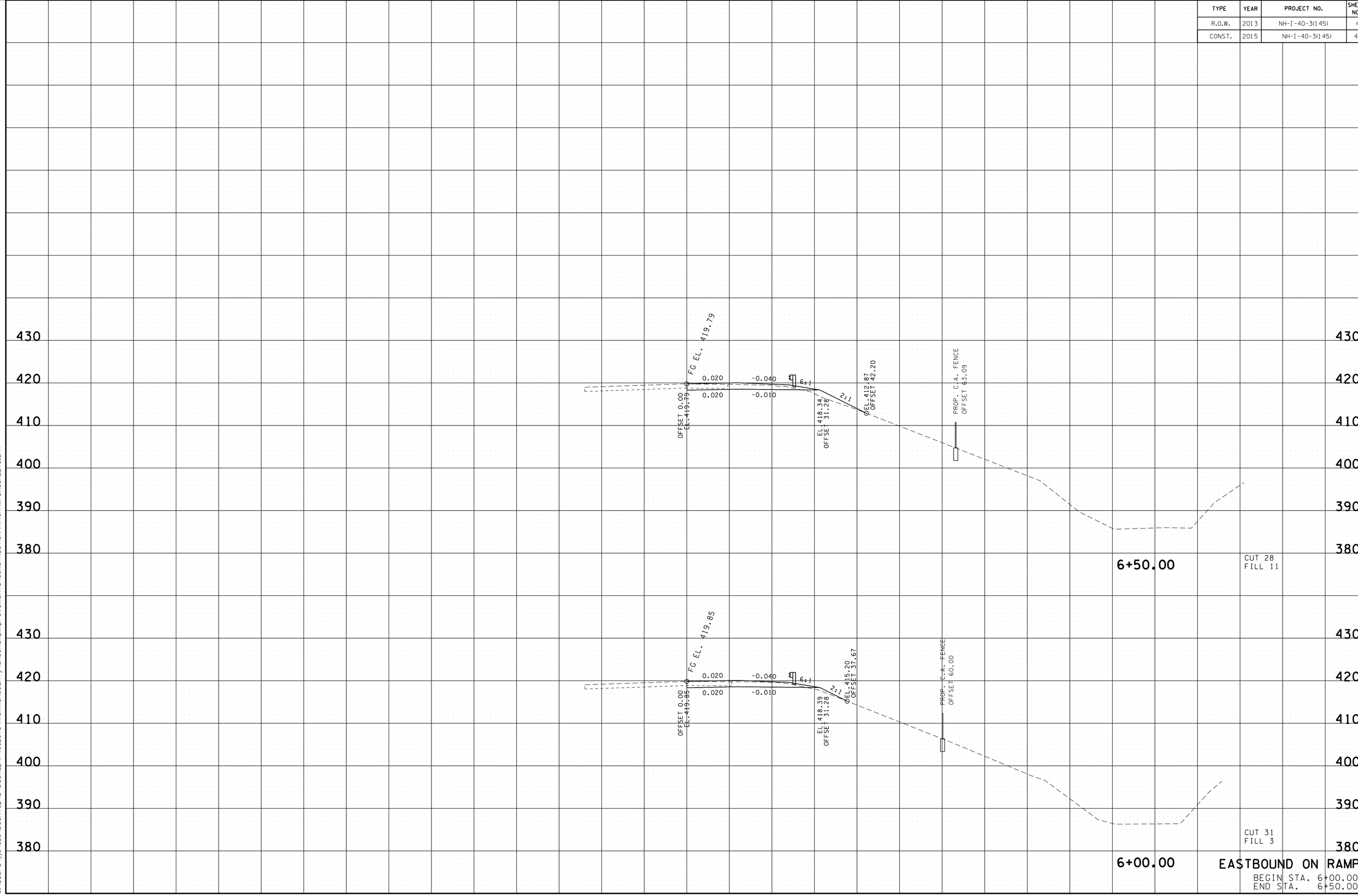
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	43
CONST.	2015	NH-I-40-3(145)	47



24-AUG-2015 13:09
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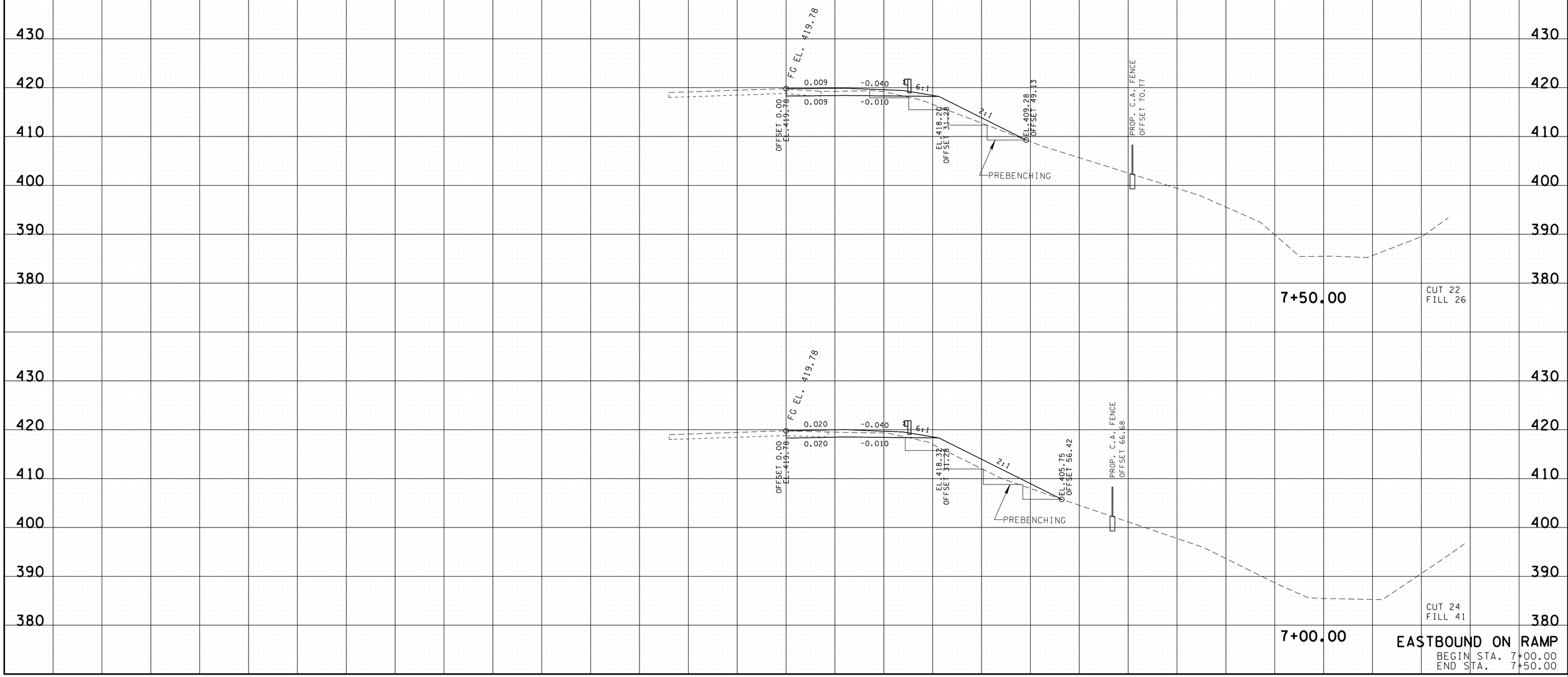
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	44
CONST.	2015	NH-I-40-3(145)	48



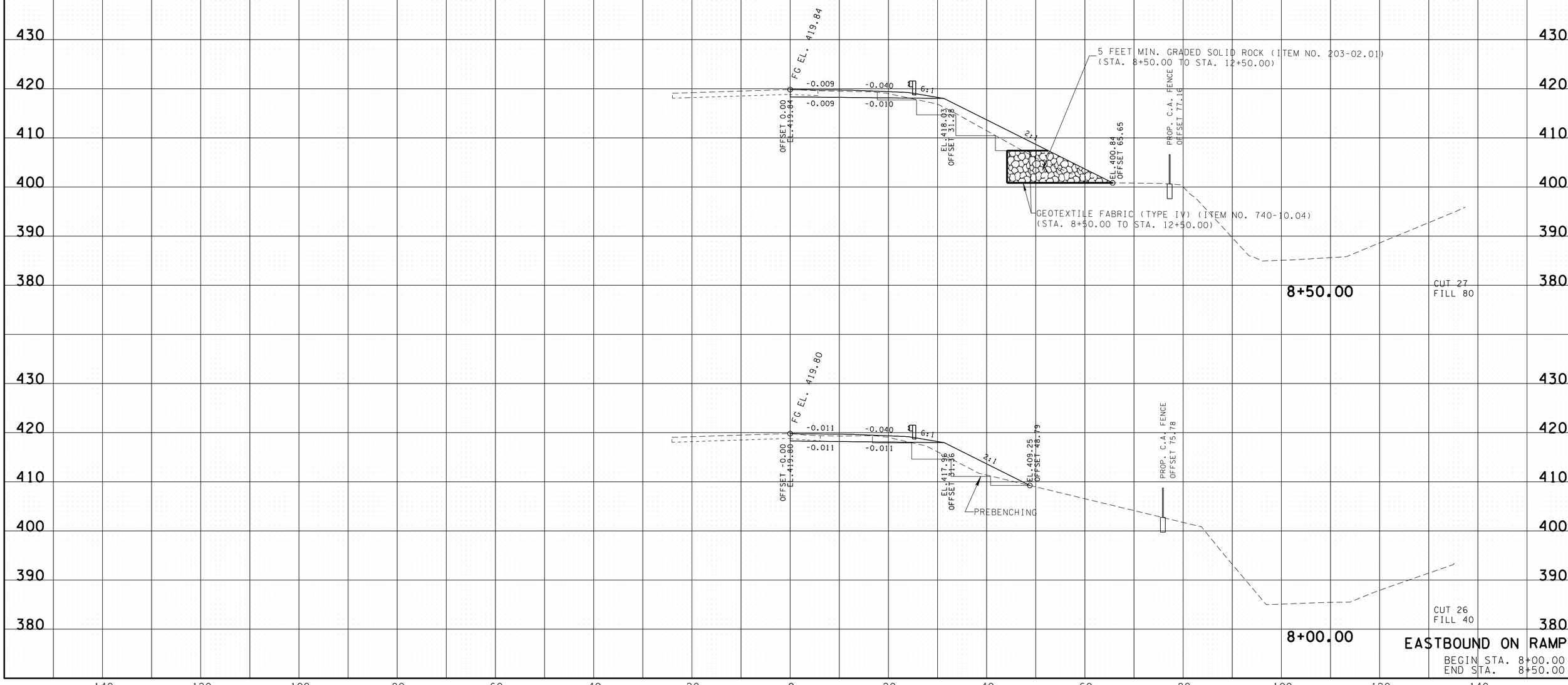
EASTBOUND ON RAMP

BEGIN STA. 7+00.00
END STA. 7+50.00

24-AUG-2015 13:09
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPDXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	45
CONST.	2015	NH-I-40-3(145)	49

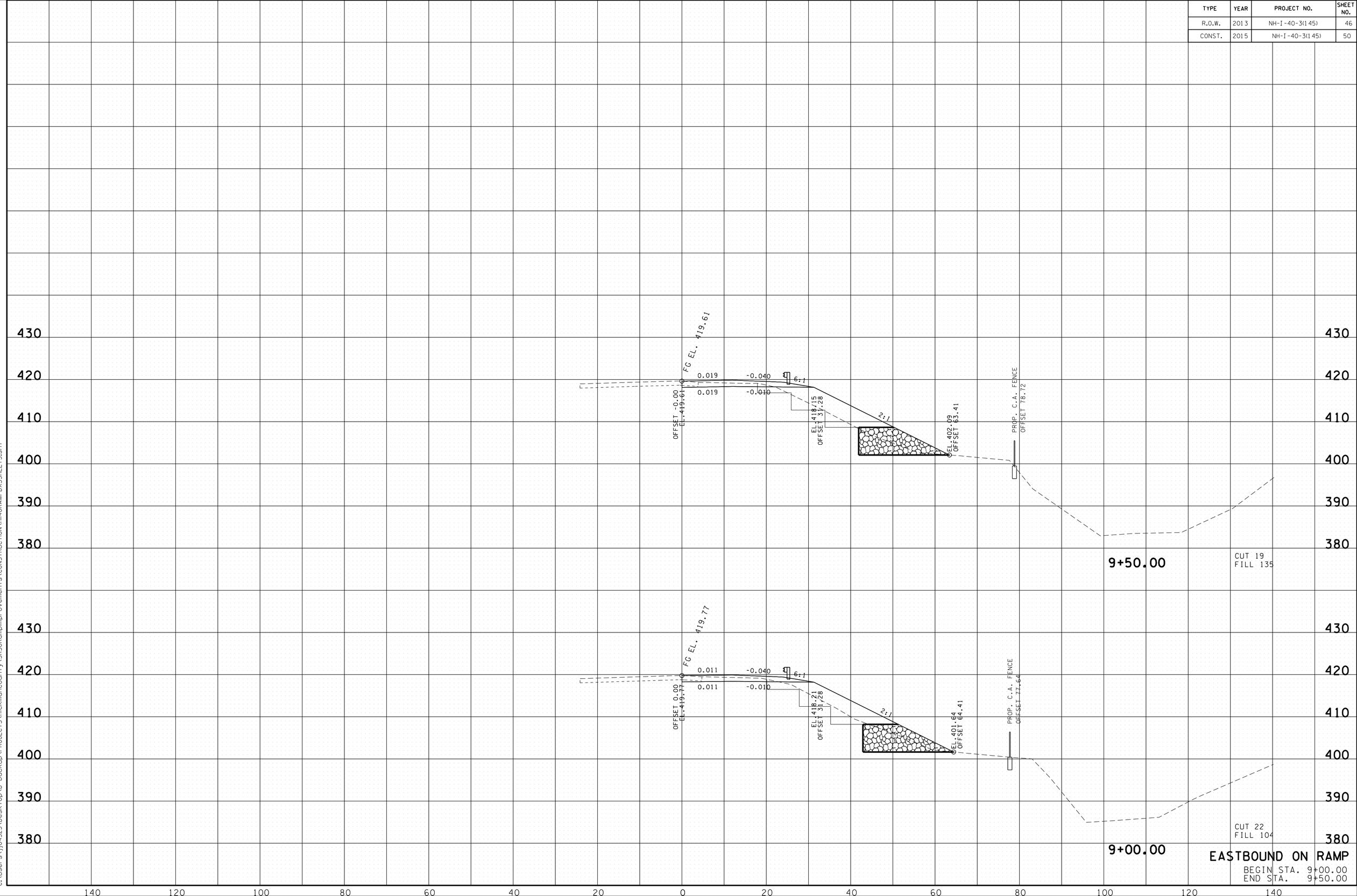
NOTE:
ITEM NO. 203-02.01, GRADED SOLID ROCK
BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50% OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MAECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BY THE ENGINEER BEFORE USE.



EASTBOUND ON RAMP
BEGIN STA. 8+00.00
END STA. 8+50.00

24-AUG-2015 13:09
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPDXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	46
CONST.	2015	NH-I-40-3(145)	50

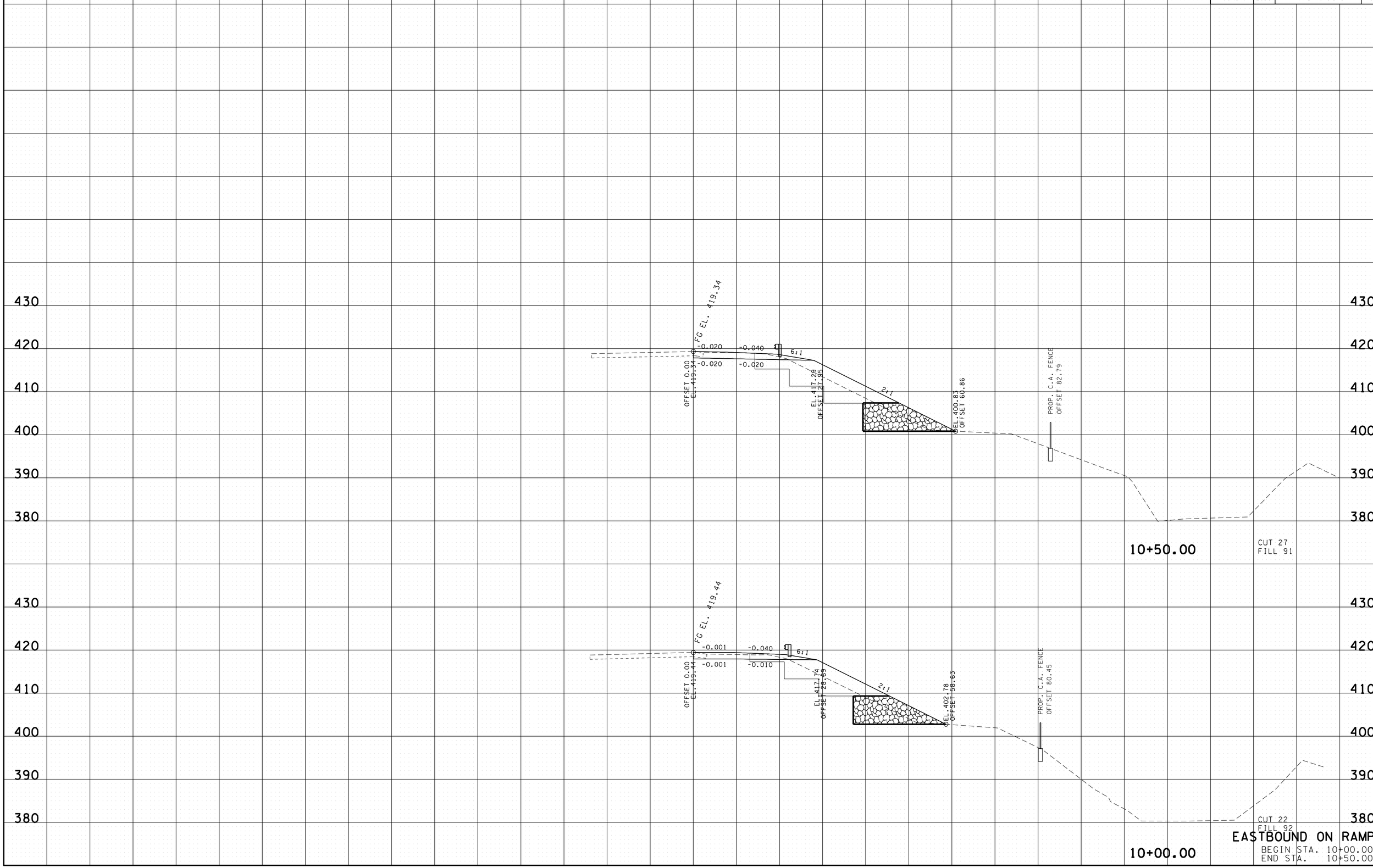


EASTBOUND ON RAMP

BEGIN STA. 9+00.00
END STA. 9+50.00

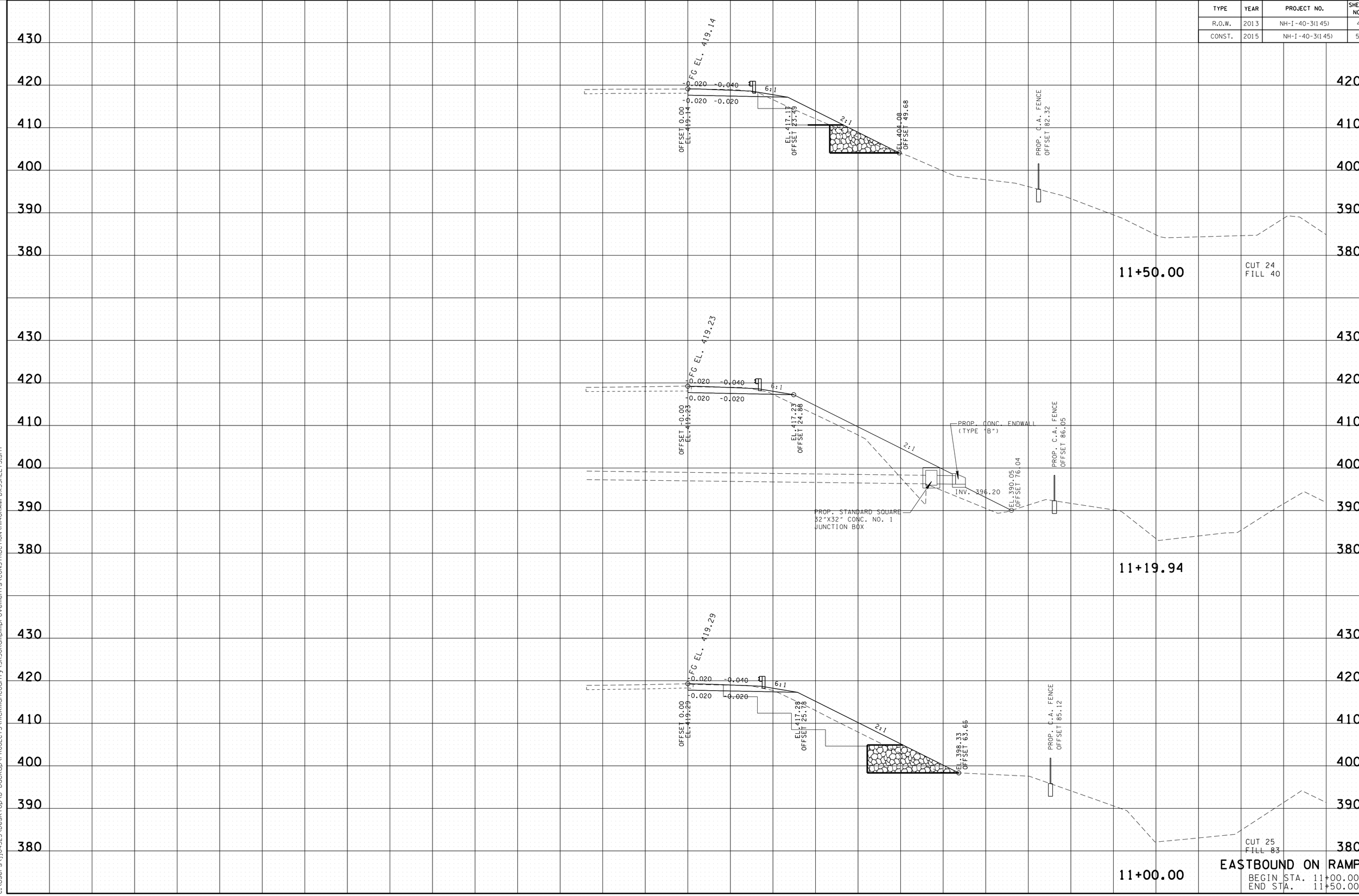
24-AUG-2015 13:09
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\HI40RAMPDXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	47
CONST.	2015	NH-I-40-3(145)	51



24-AUG-2015 13:09
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50Rampimprovements\CONSTRUCTION\HI40RAMPDXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	48
CONST.	2015	NH-I-40-3(145)	52

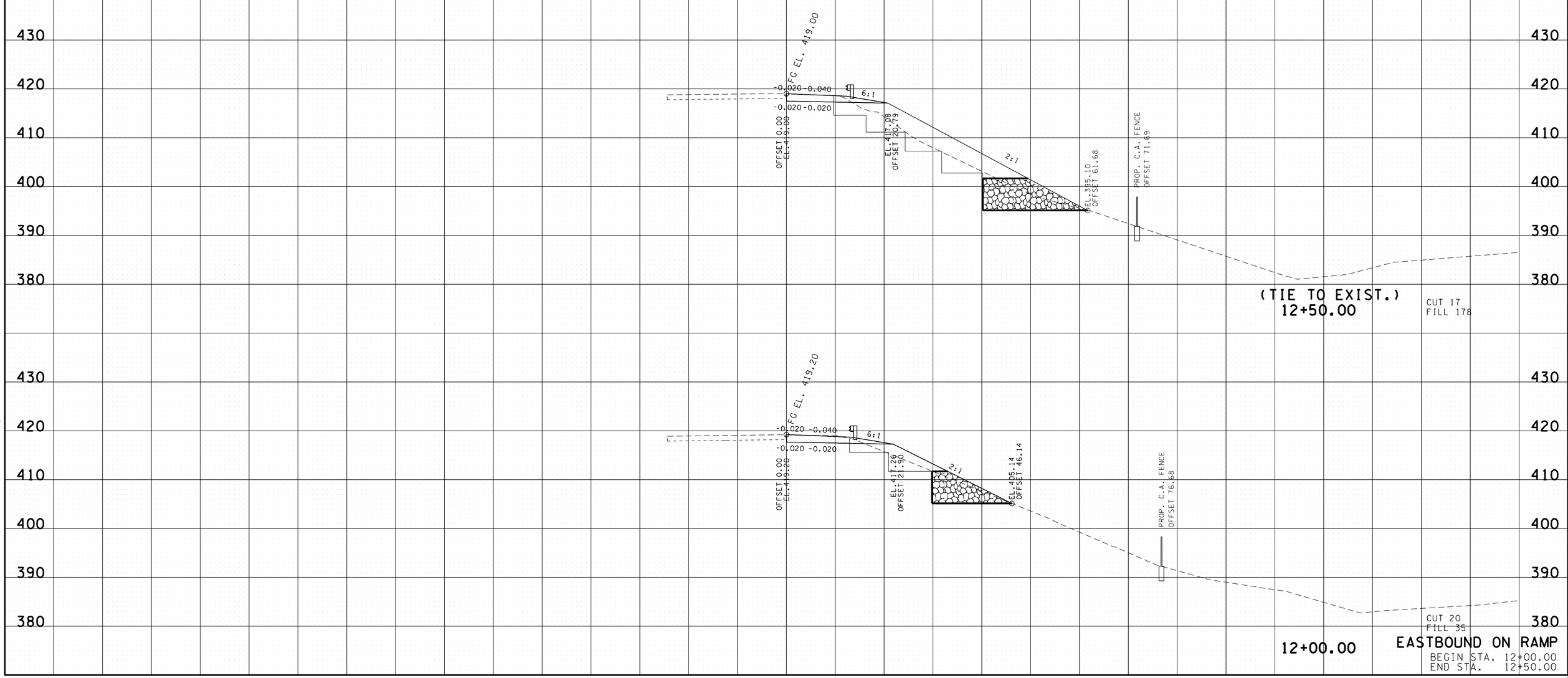


EASTBOUND ON RAMP

BEGIN STA. 11+00.00
END STA. 11+50.00

24-AUG-2015 13:09
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50Rampimprovements\CONSTRUCTION\HI40RAMPDXSSHEETS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NH-I-40-3(145)	49
CONST.	2015	NH-I-40-3(145)	53



24-AUG-2015 13:09
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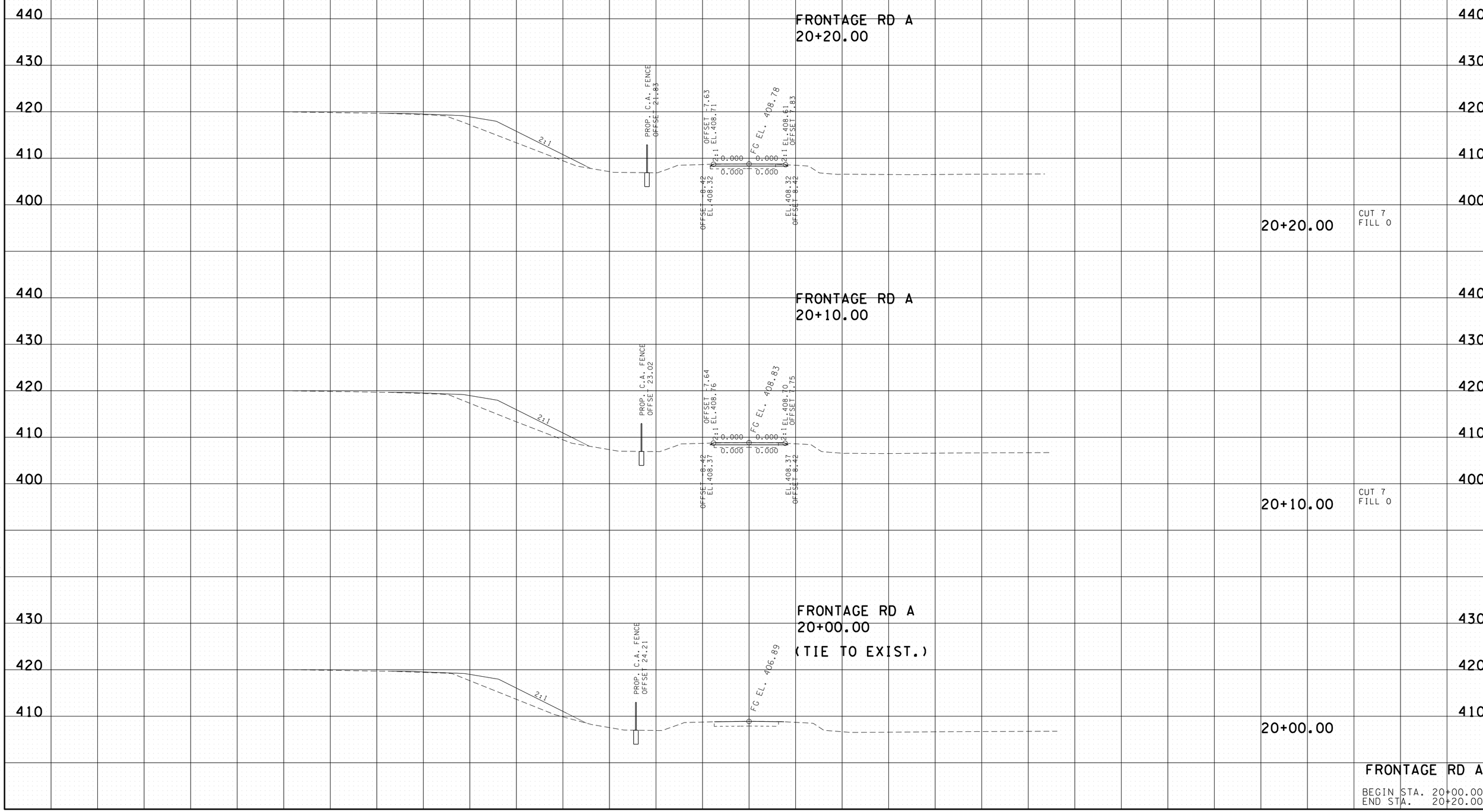
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	54

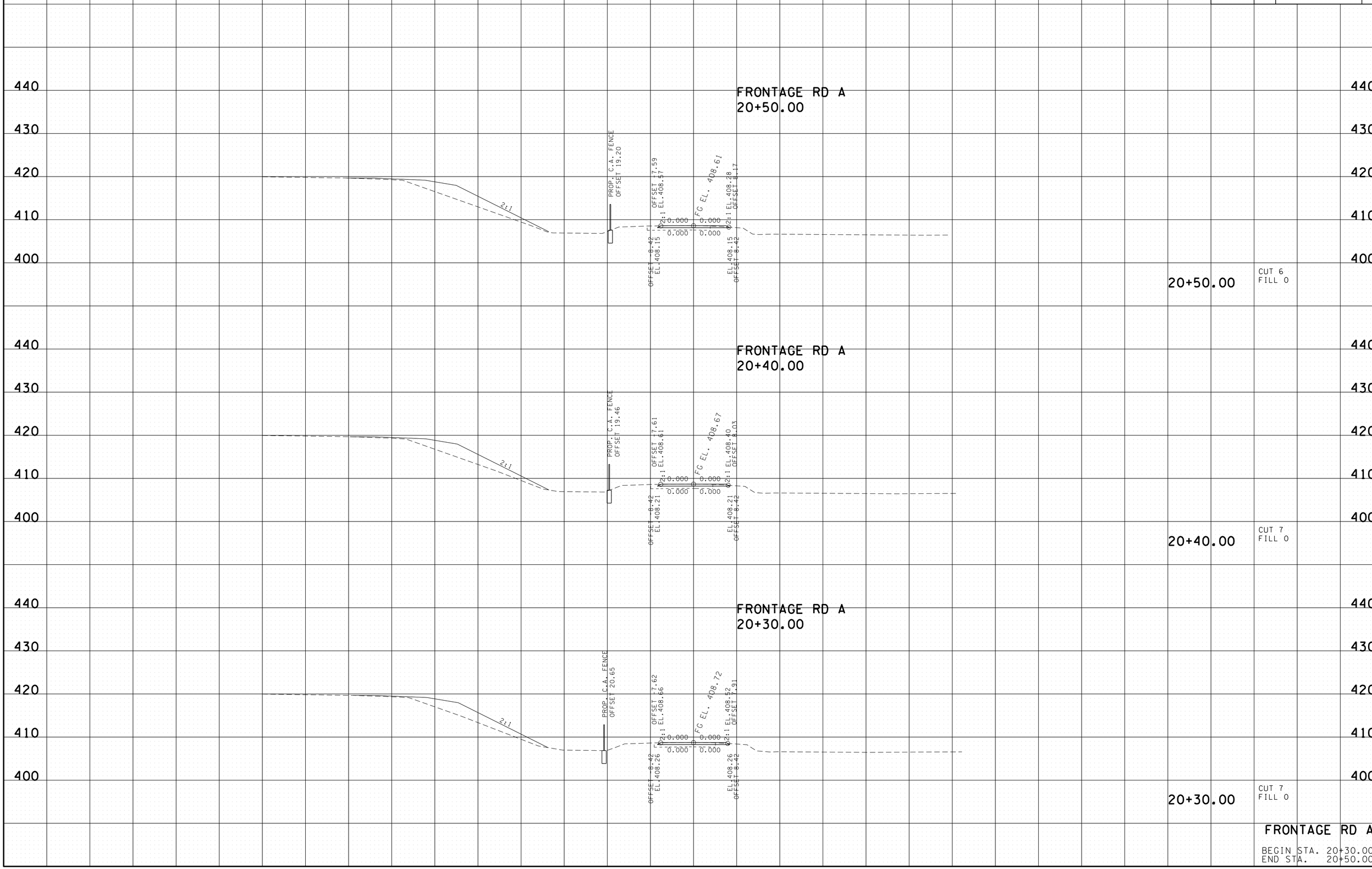


FRONTAGE RD A

BEGIN STA. 20+00.00
END STA. 20+20.00

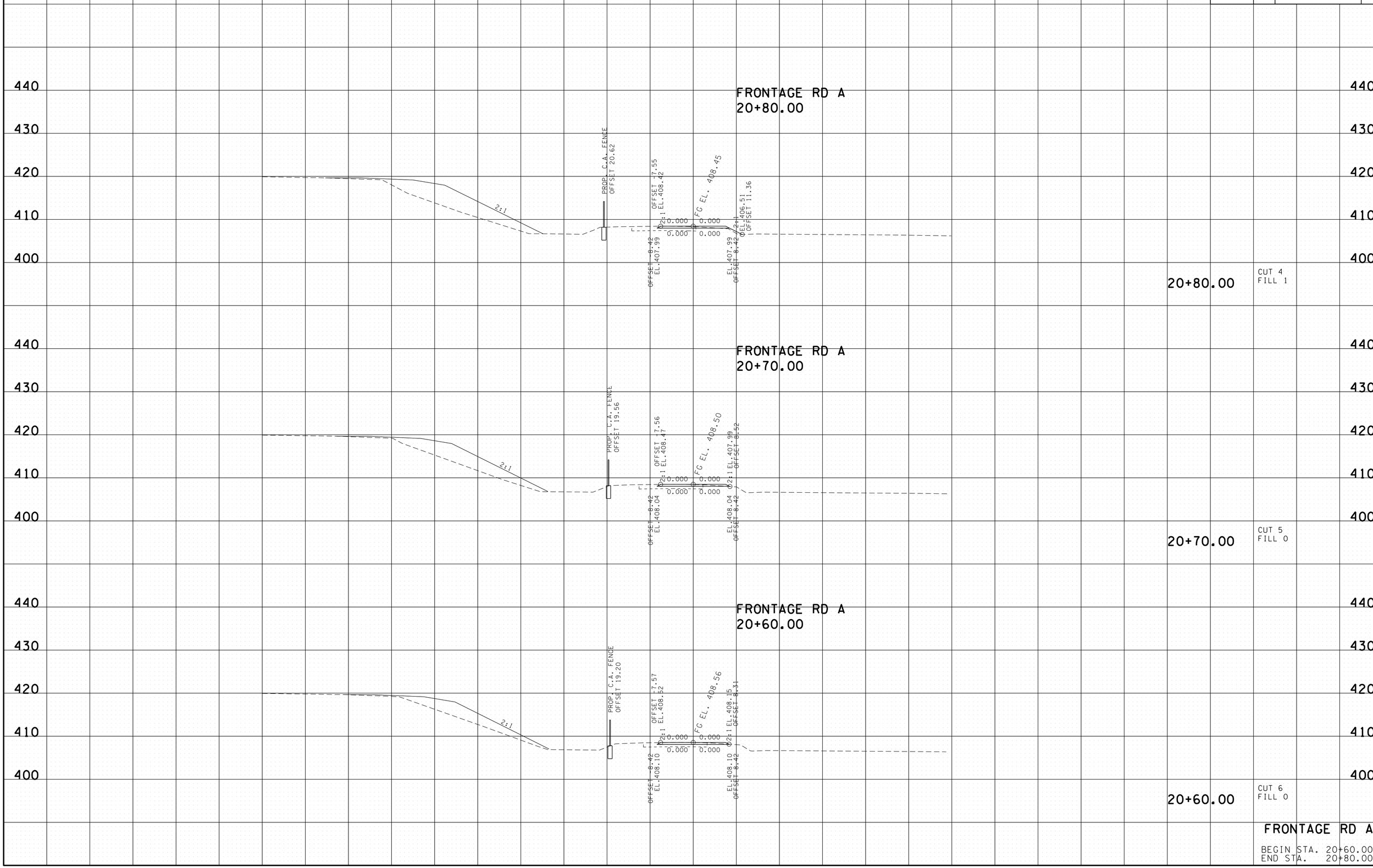
24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	55



24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	56



24-AUG-2015 13:28
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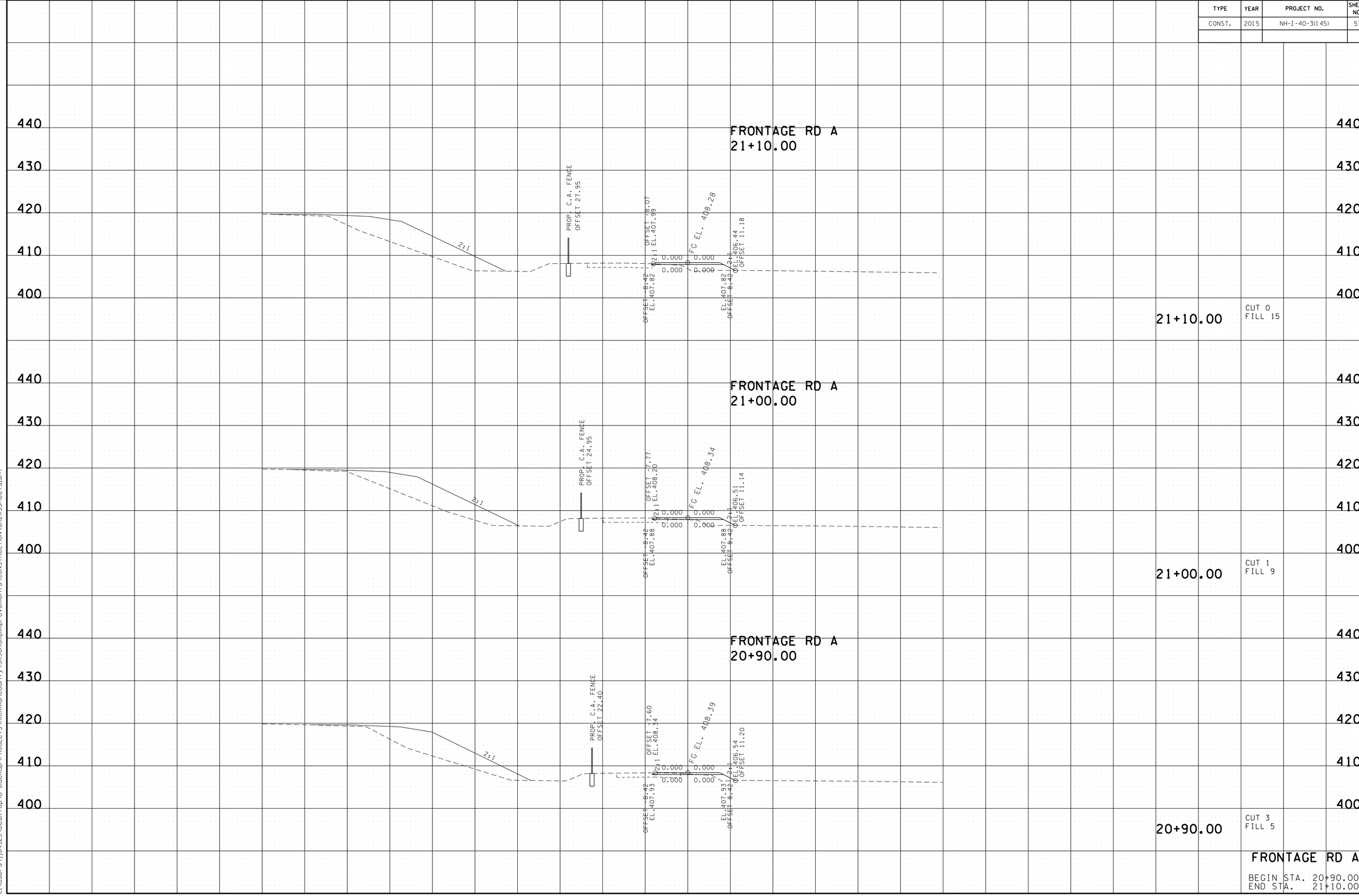
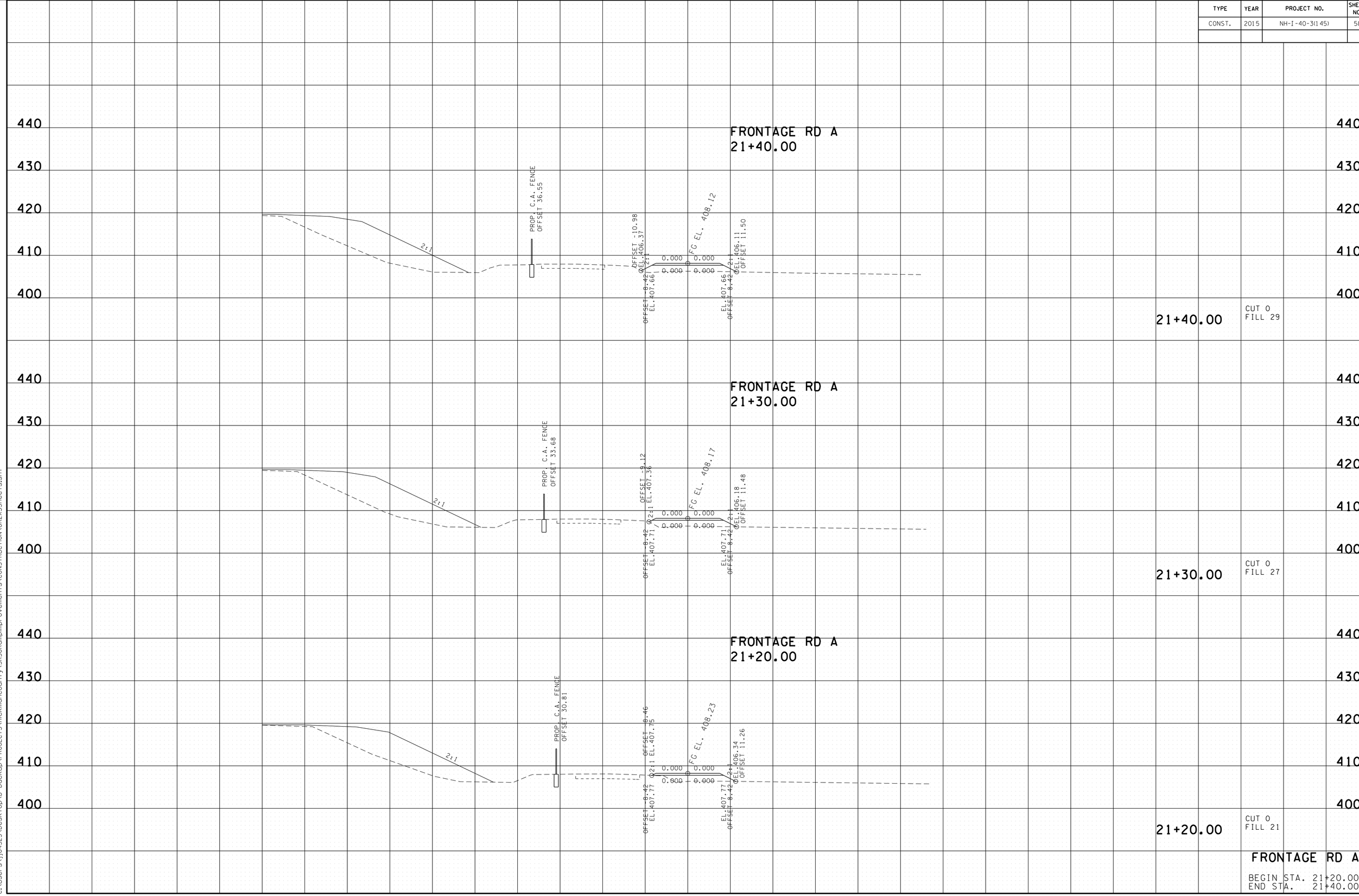
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	57



24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	58

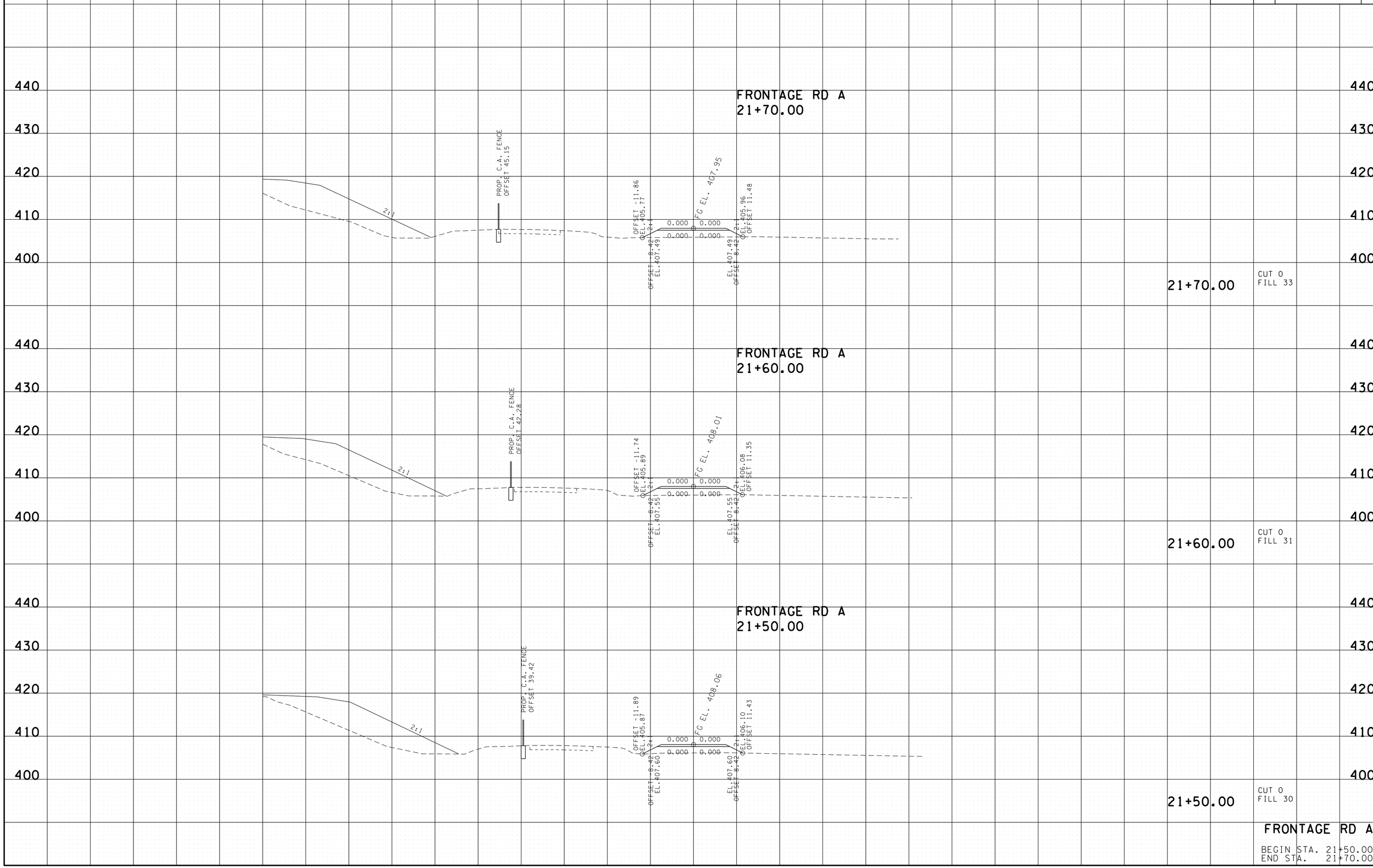


FRONTAGE RD A

BEGIN STA. 21+20.00
END STA. 21+40.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	59

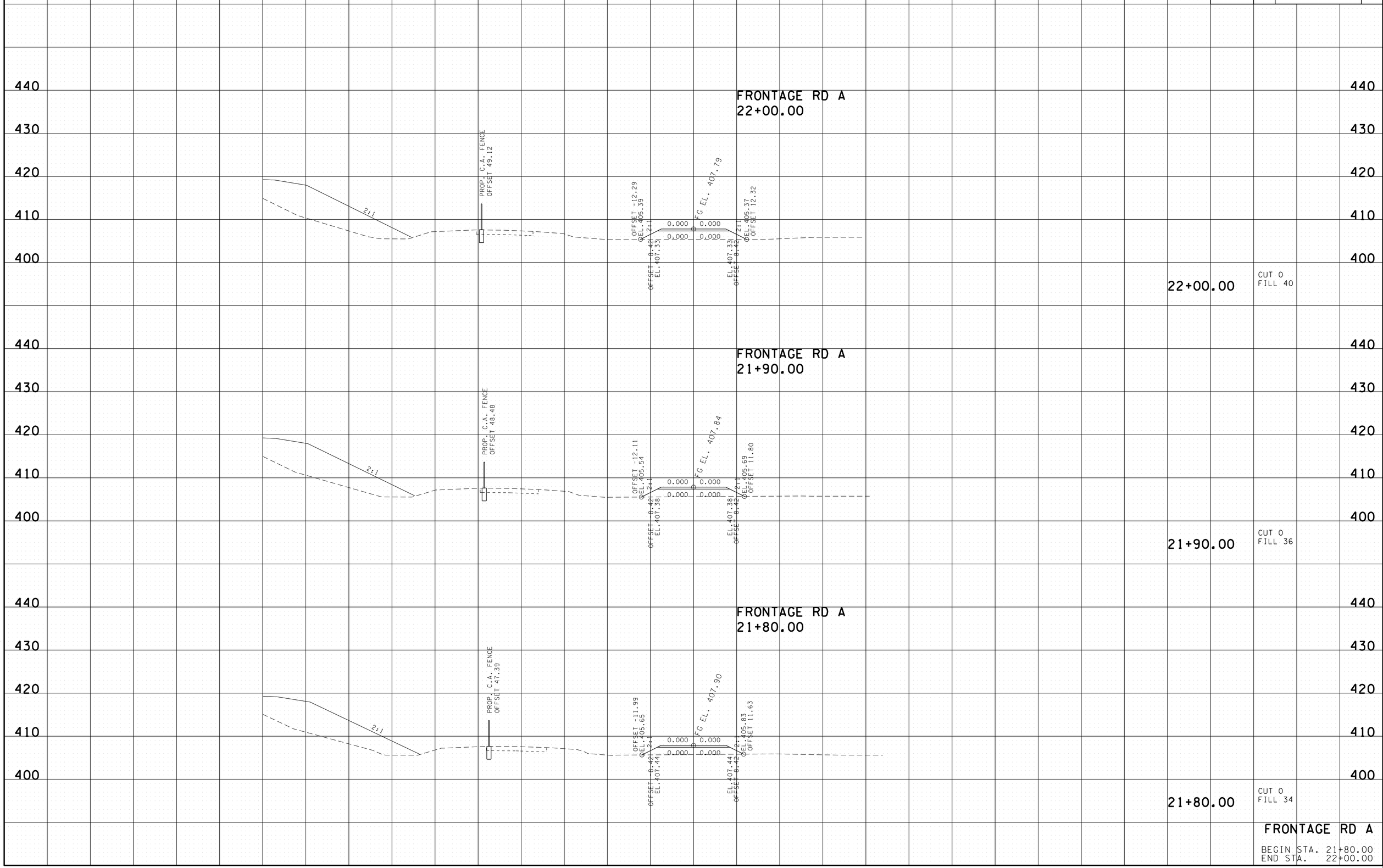


FRONTAGE RD A

BEGIN STA. 21+50.00
END STA. 21+70.00

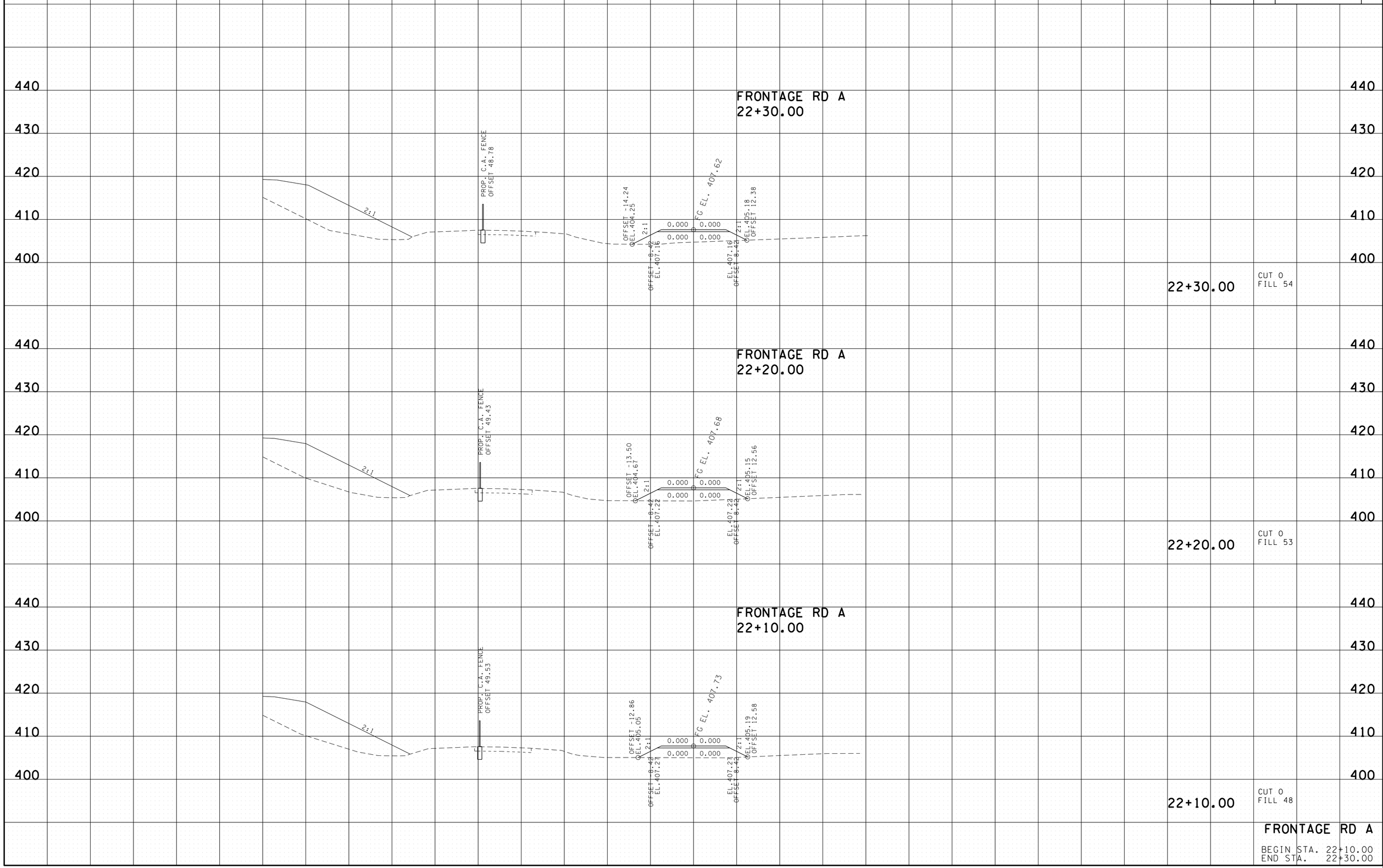
24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	60



24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	61

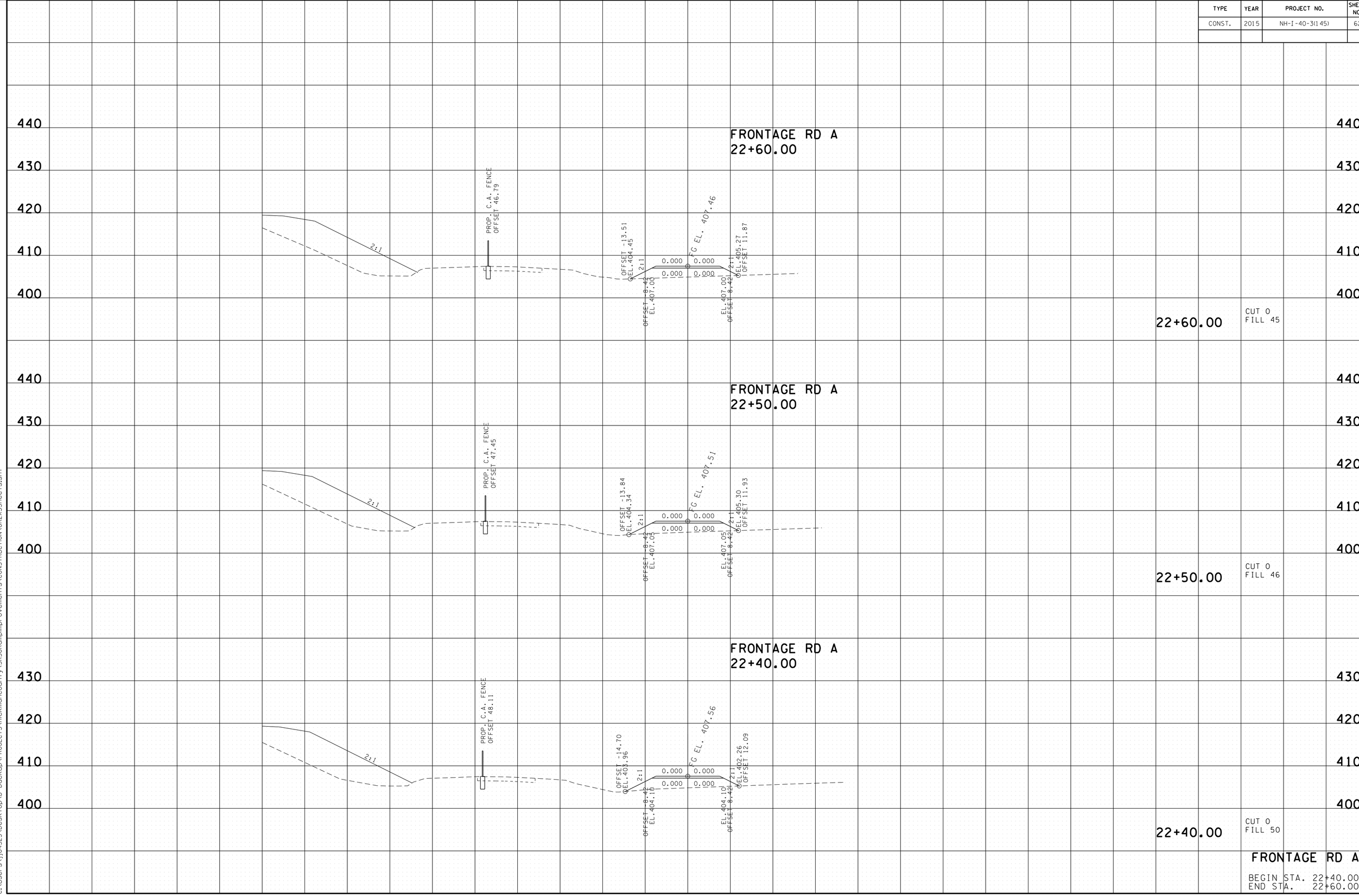


FRONTAGE RD A

BEGIN STA. 22+10.00
END STA. 22+30.00

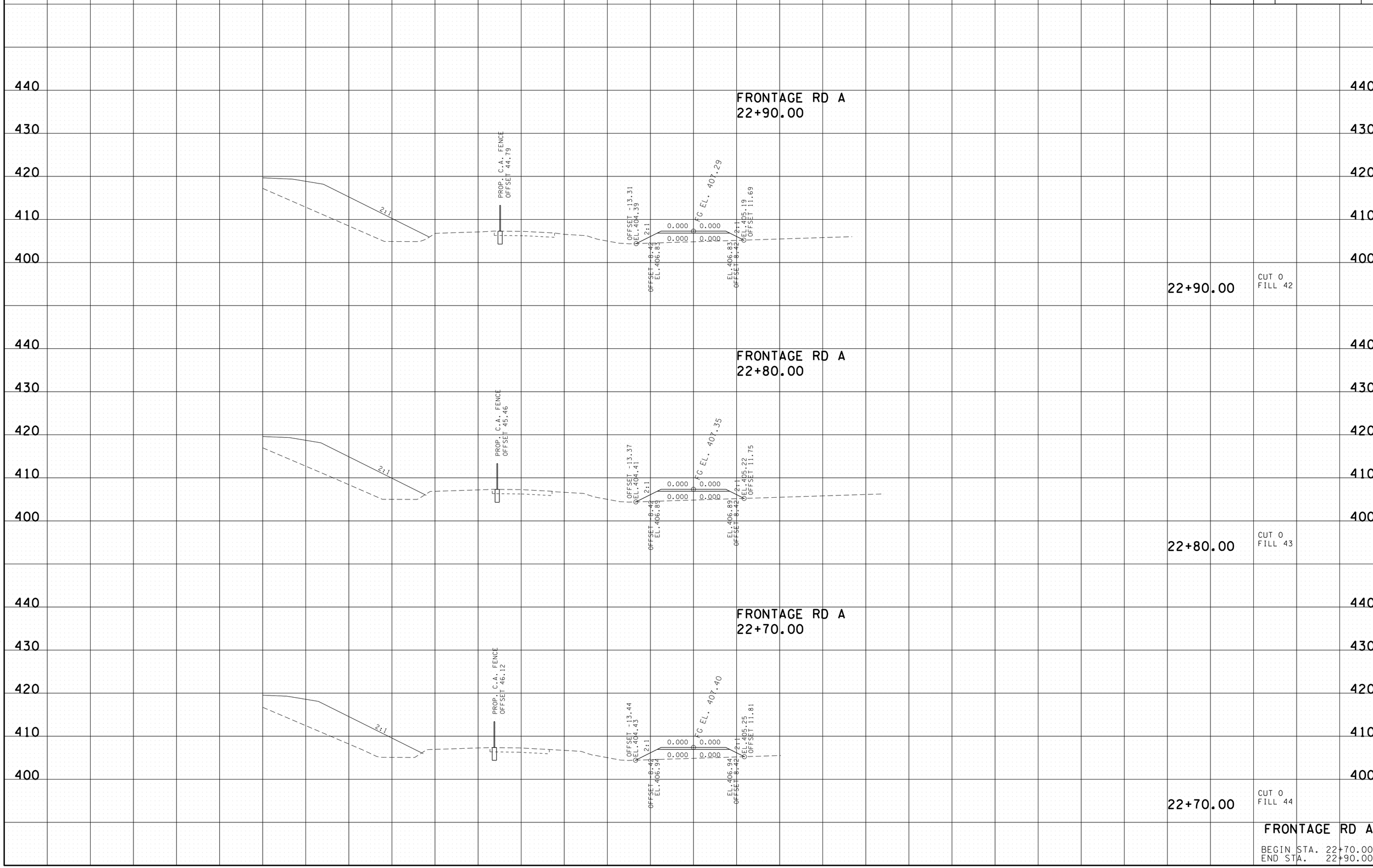
24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	62



24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50Ramp\Improvements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	63

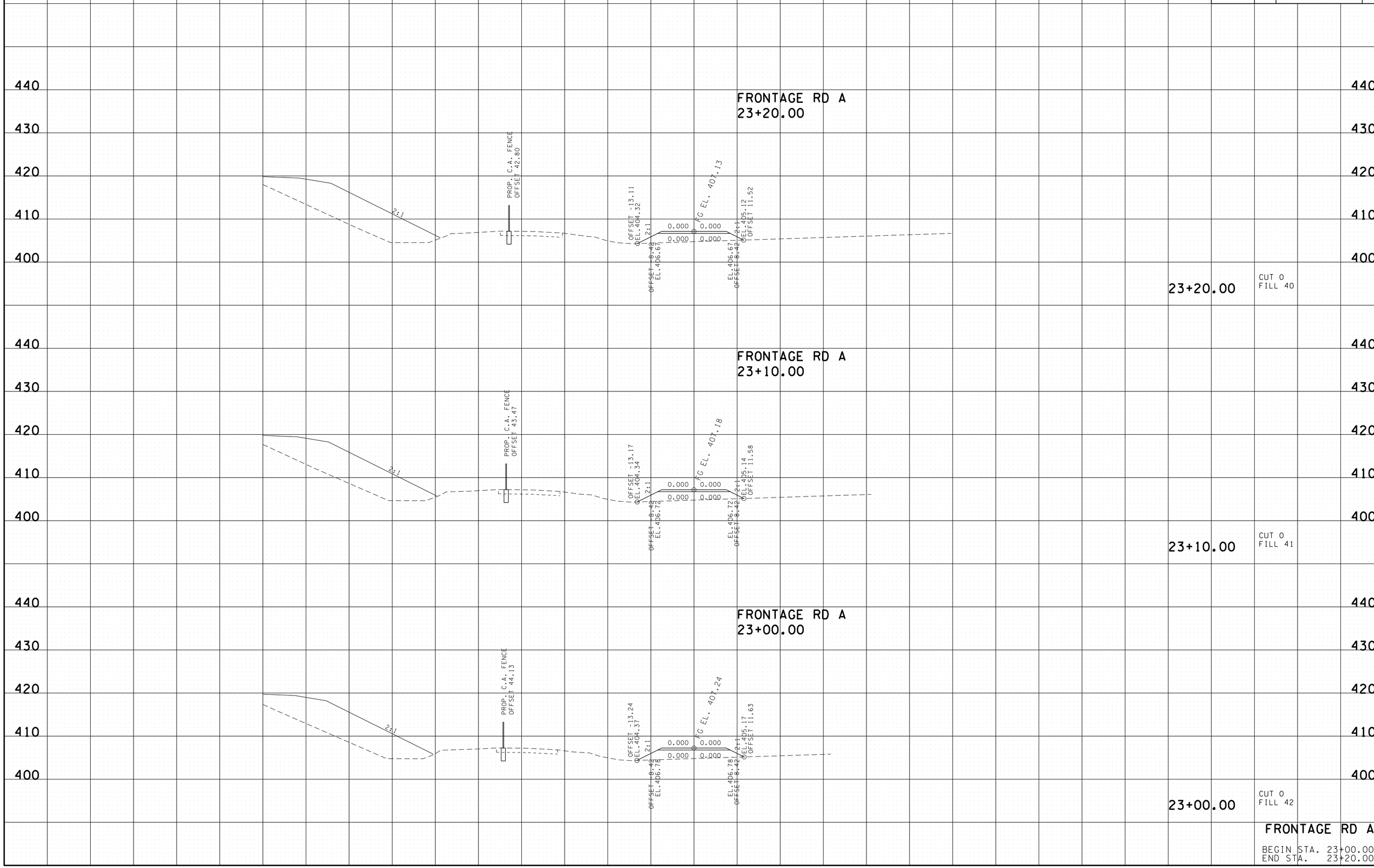


FRONTAGE RD A

BEGIN STA. 22+70.00
END STA. 22+90.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	64

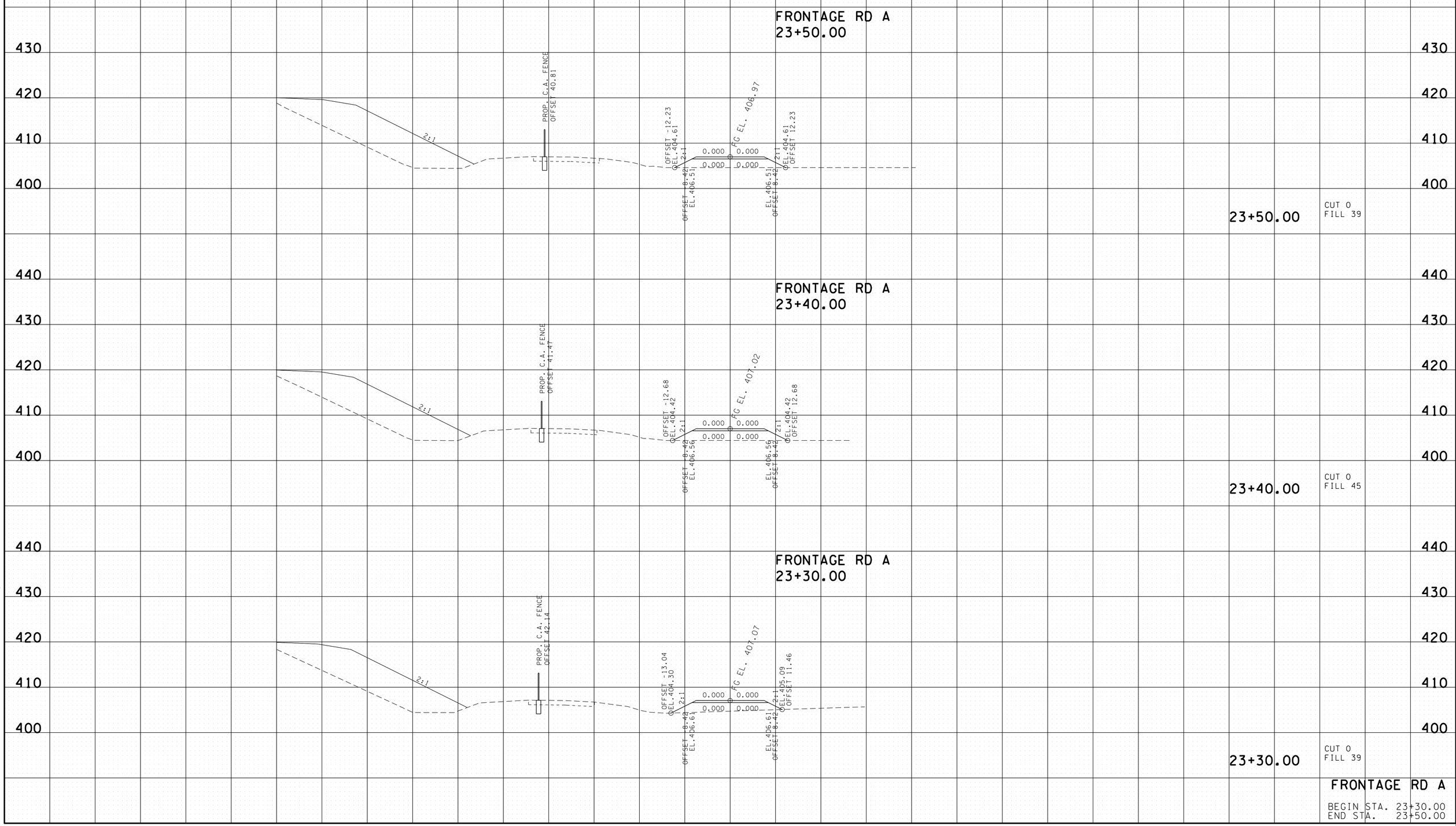


FRONTAGE RD A

BEGIN STA. 23+00.00
END STA. 23+20.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	65

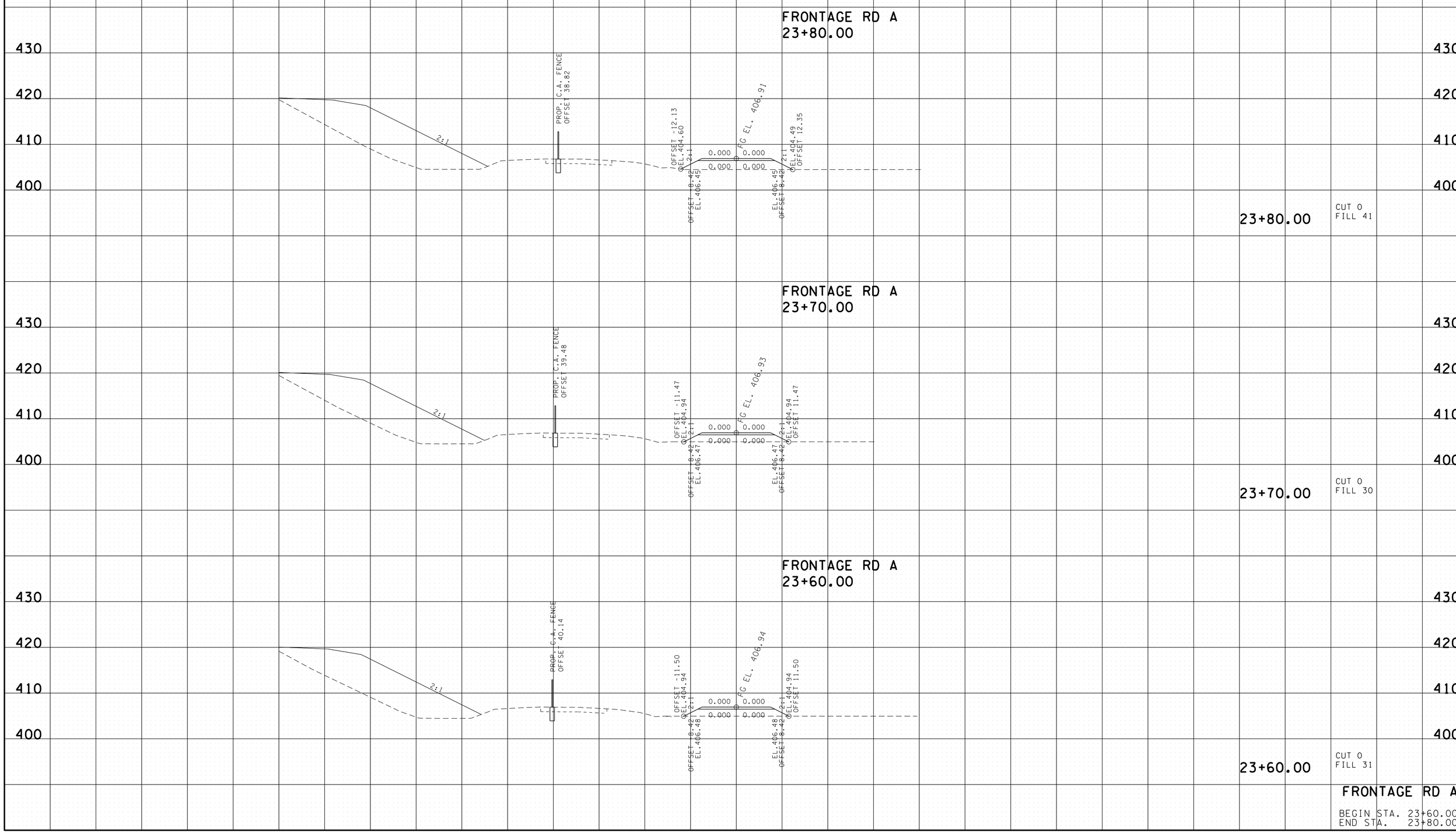


FRONTAGE RD A

BEGIN STA. 23+30.00
END STA. 23+50.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	66

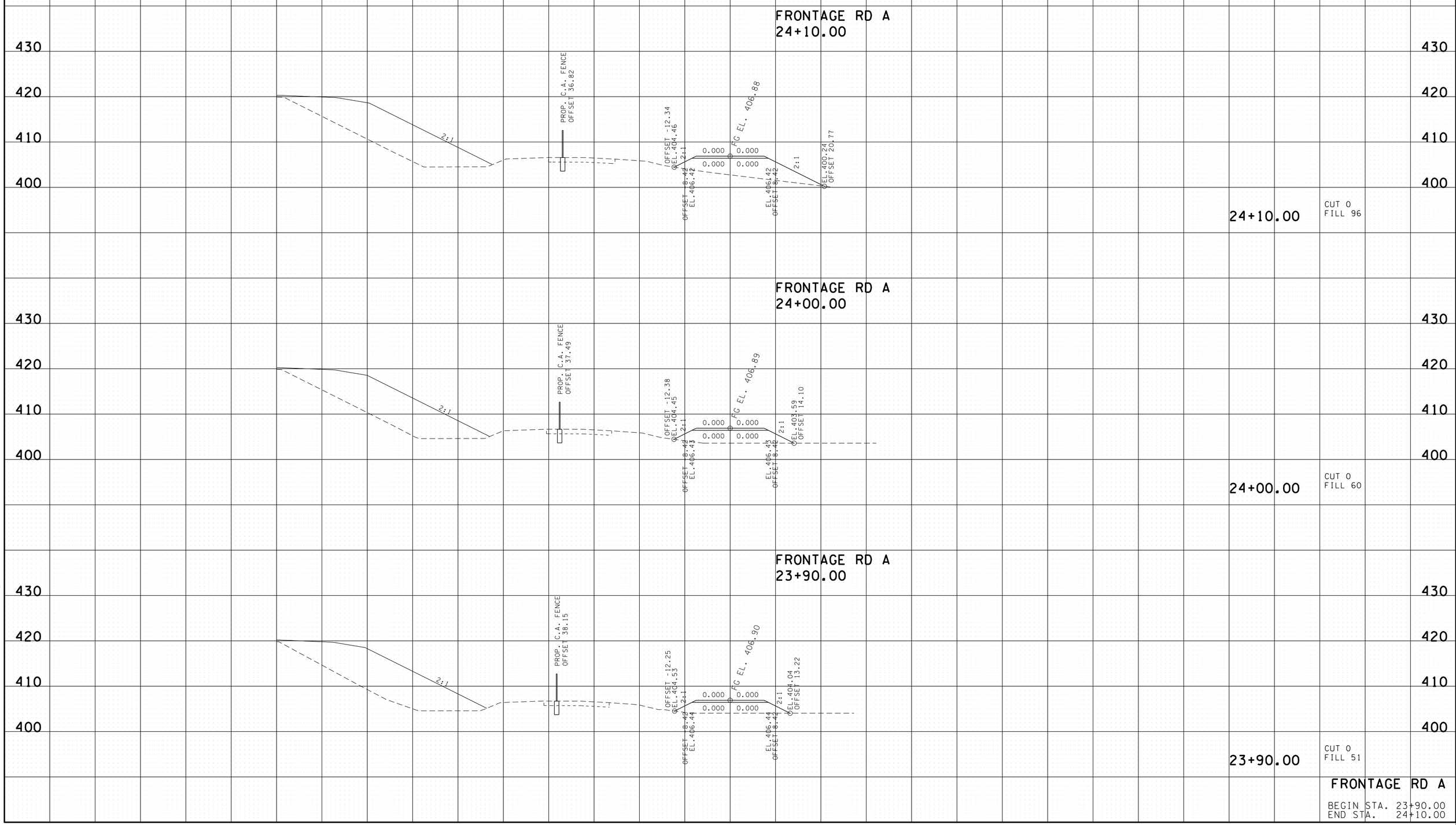


FRONTAGE RD A

BEGIN STA. 23+60.00
END STA. 23+80.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	67

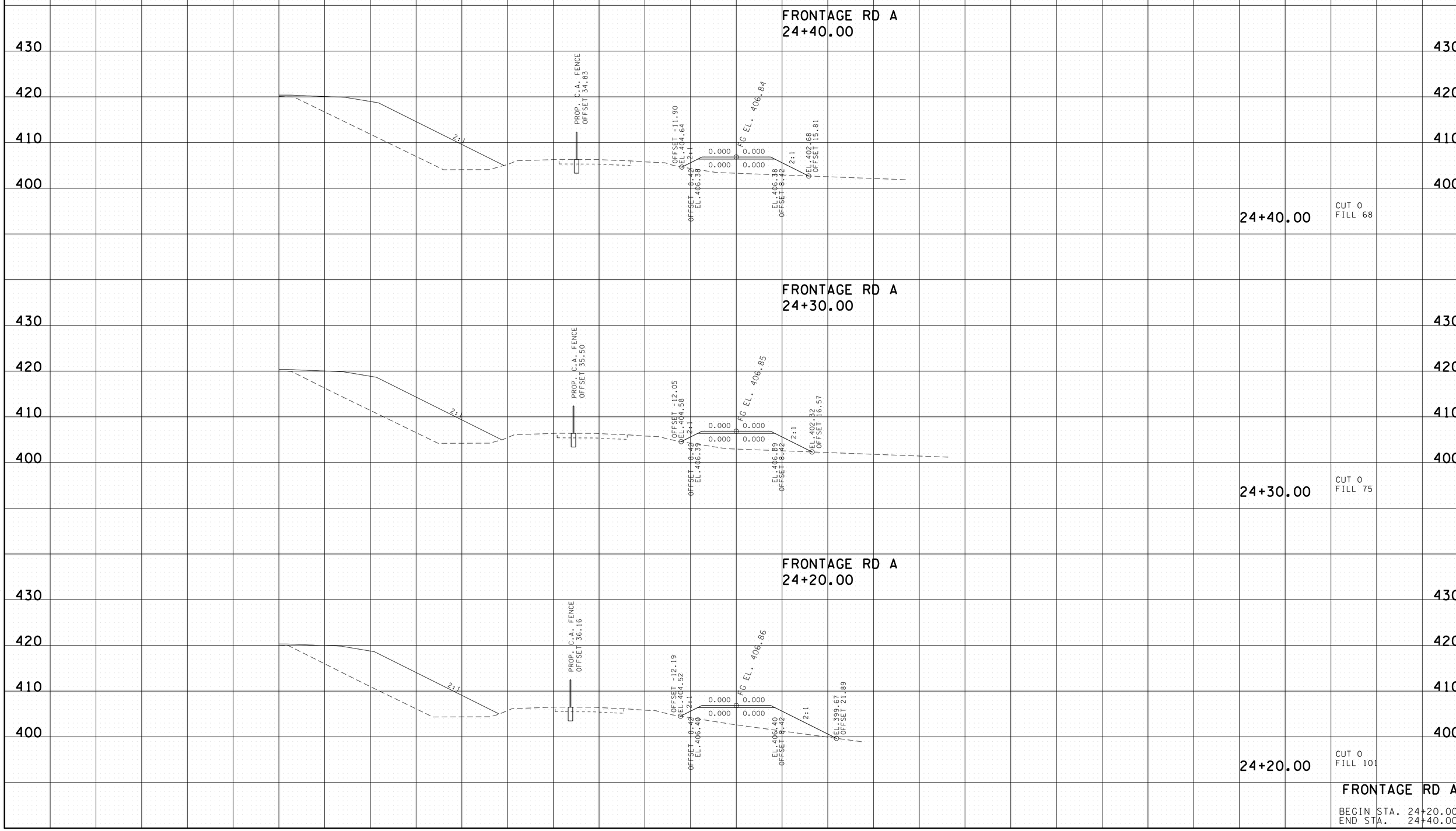


FRONTAGE RD A

BEGIN STA. 23+90.00
END STA. 24+10.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	68

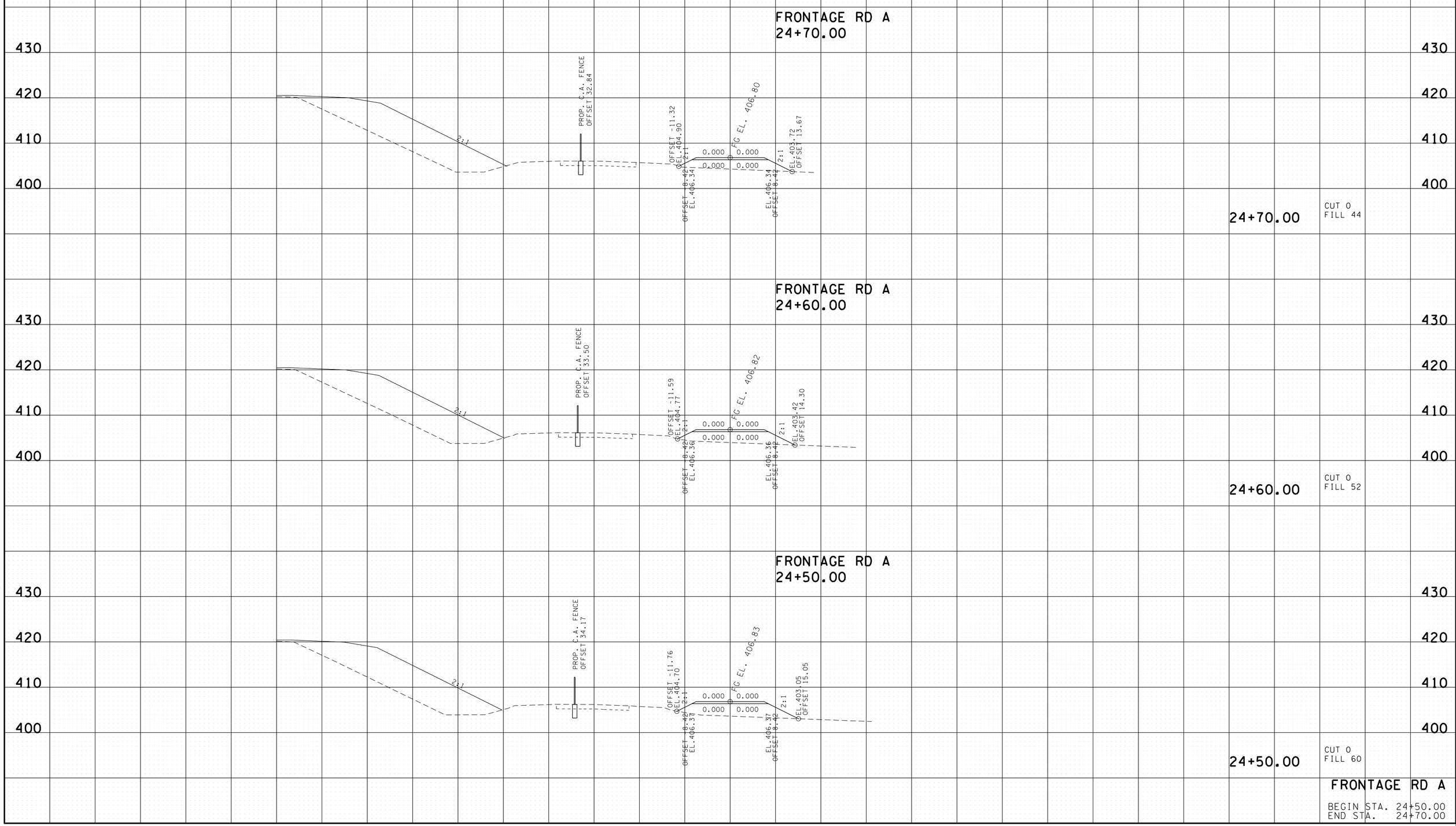


FRONTAGE RD A

BEGIN STA. 24+20.00
END STA. 24+40.00

24-AUG-2015 13:28
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GR2XSSheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	69



FRONTAGE RD A

BEGIN STA. 24+50.00
END STA. 24+70.00

24-AUG-2015 13:28
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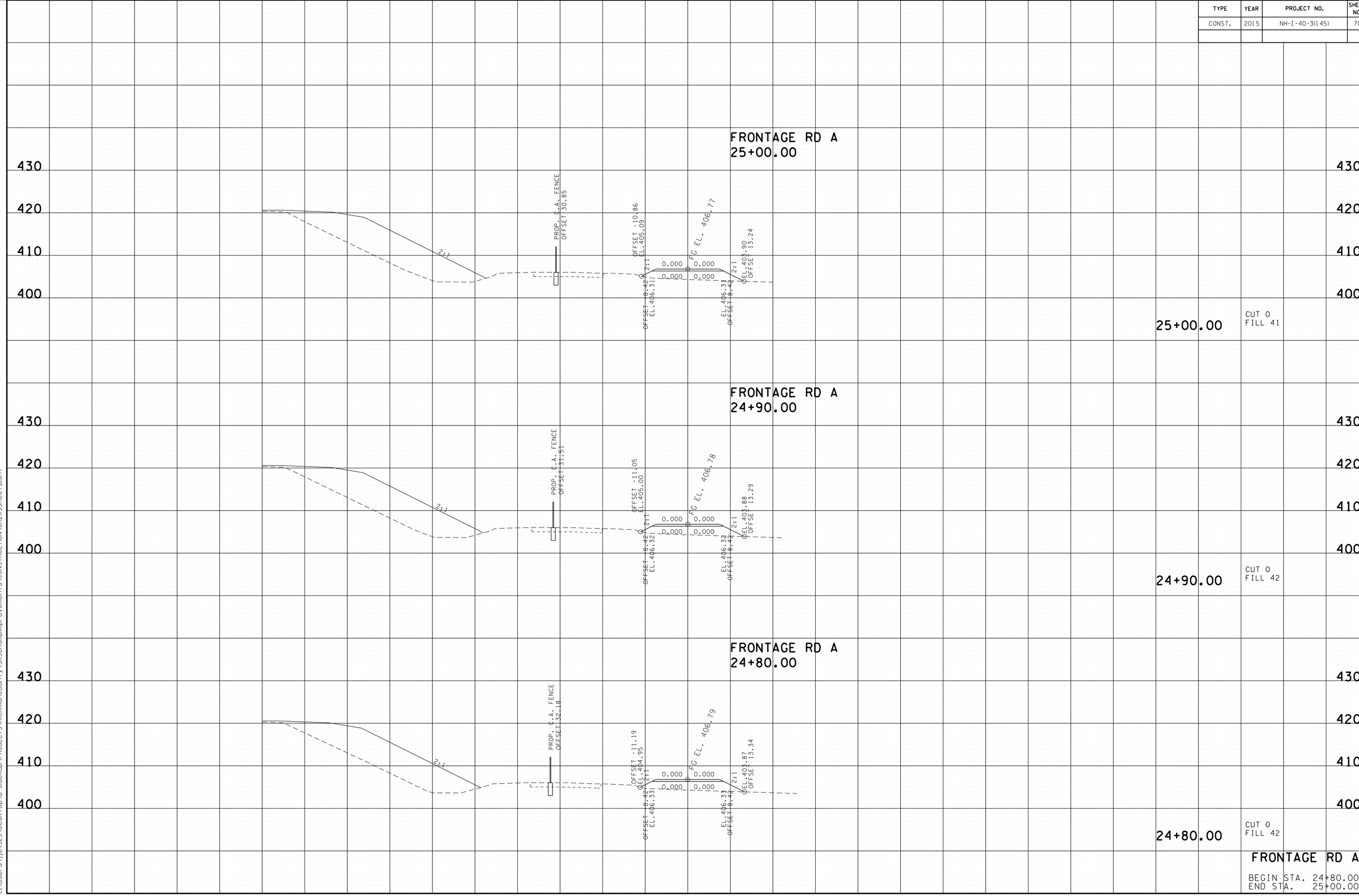
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	70



FRONTAGE RD A

BEGIN STA. 24+80.00
END STA. 25+00.00

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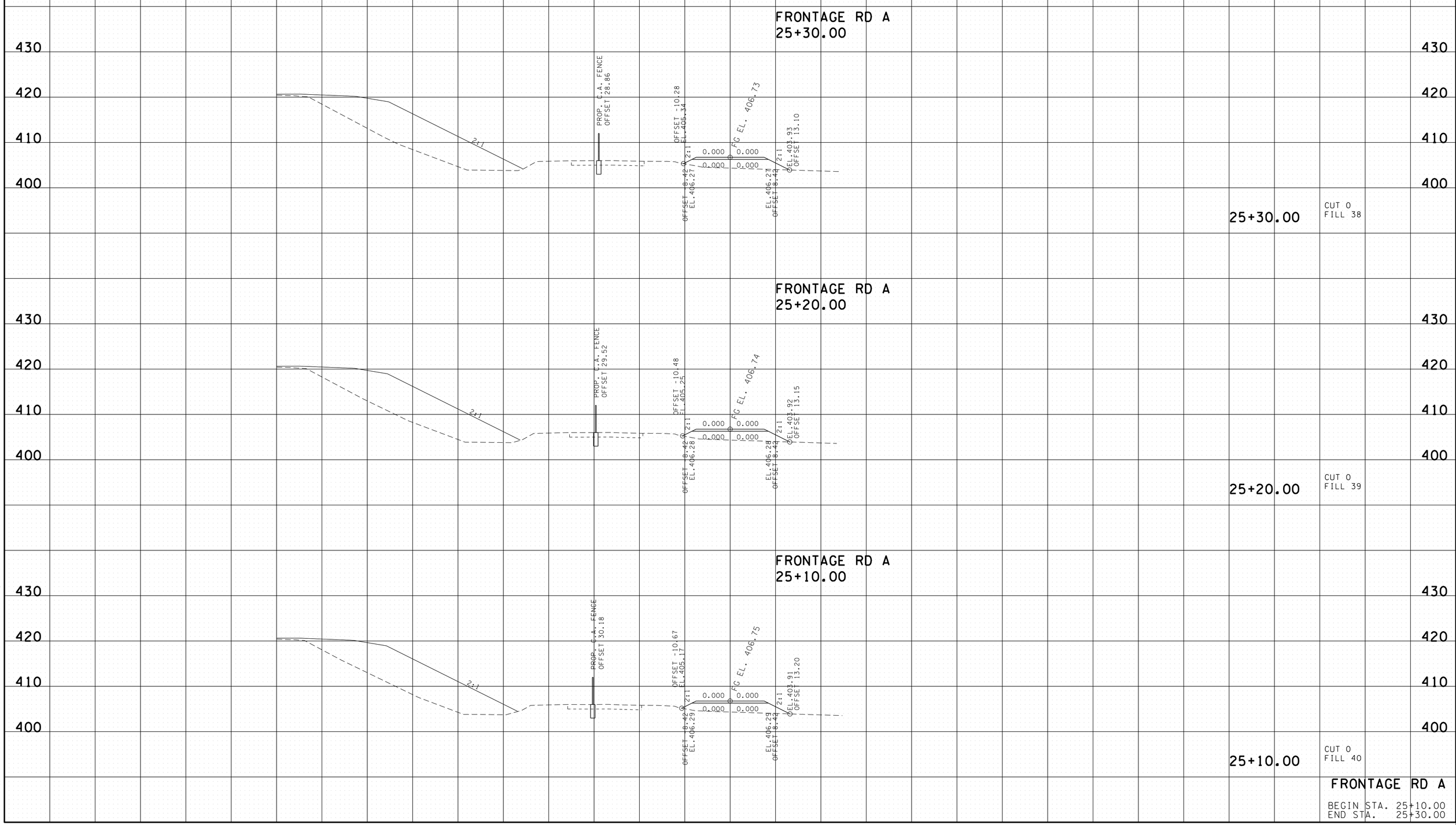
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	71



FRONTAGE RD A

BEGIN STA. 25+10.00
END STA. 25+30.00

24-AUG-2015 13:28
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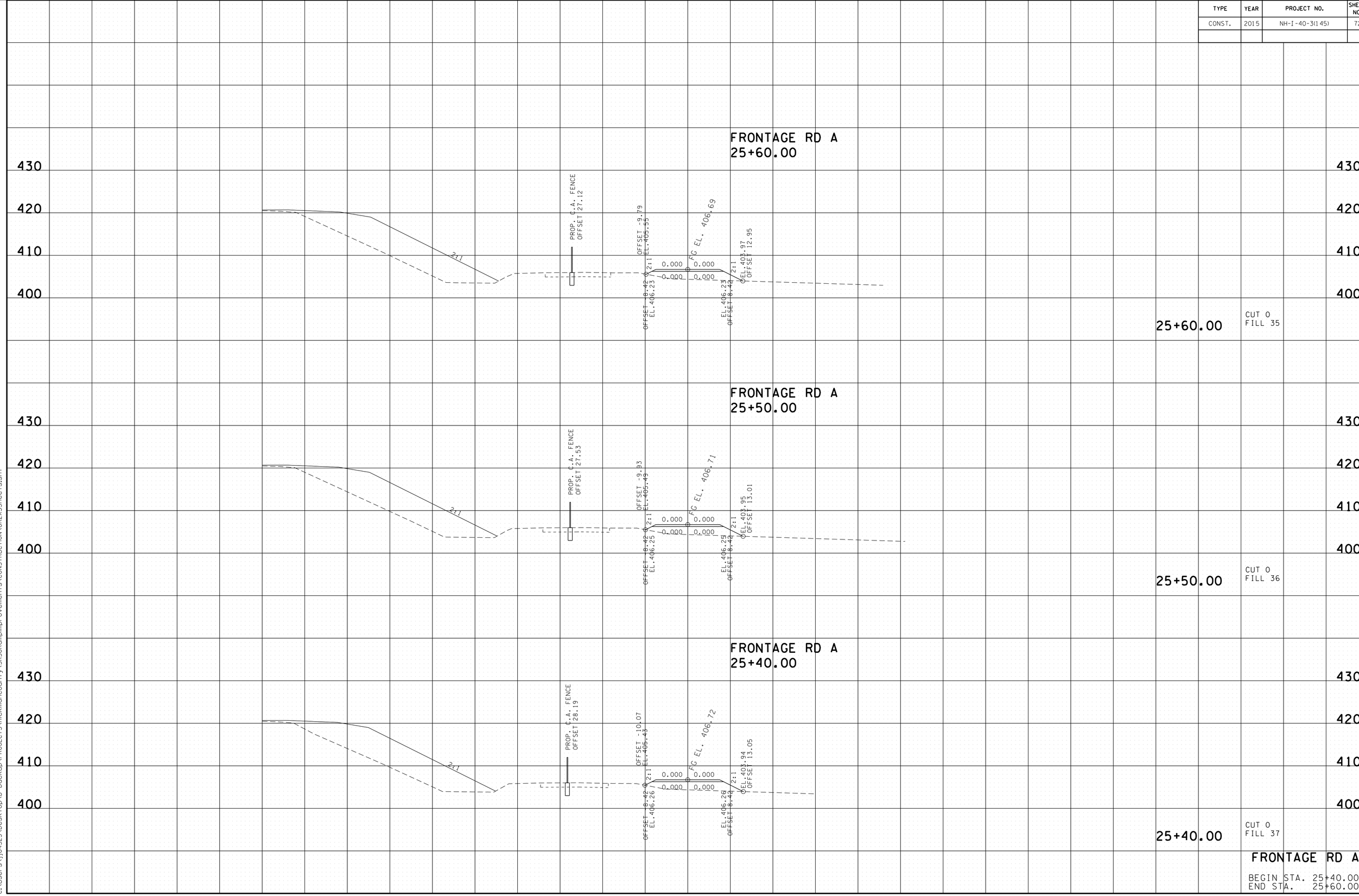
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	72



FRONTAGE RD A

BEGIN STA. 25+40.00
END STA. 25+60.00

24-AUG-2015 13:28
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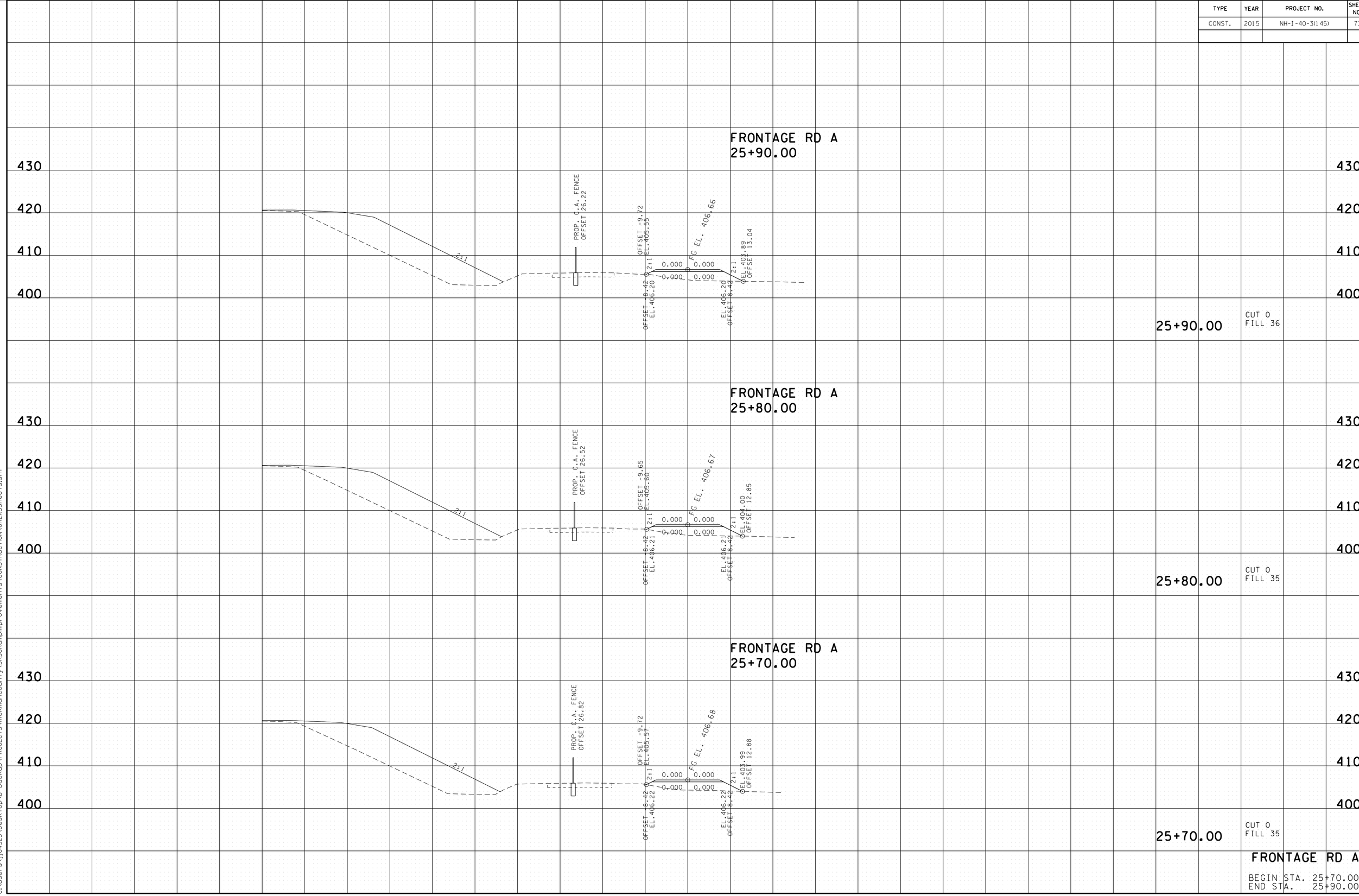
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	73



FRONTAGE RD A

BEGIN STA. 25+70.00
END STA. 25+90.00

24-AUG-2015 13:28
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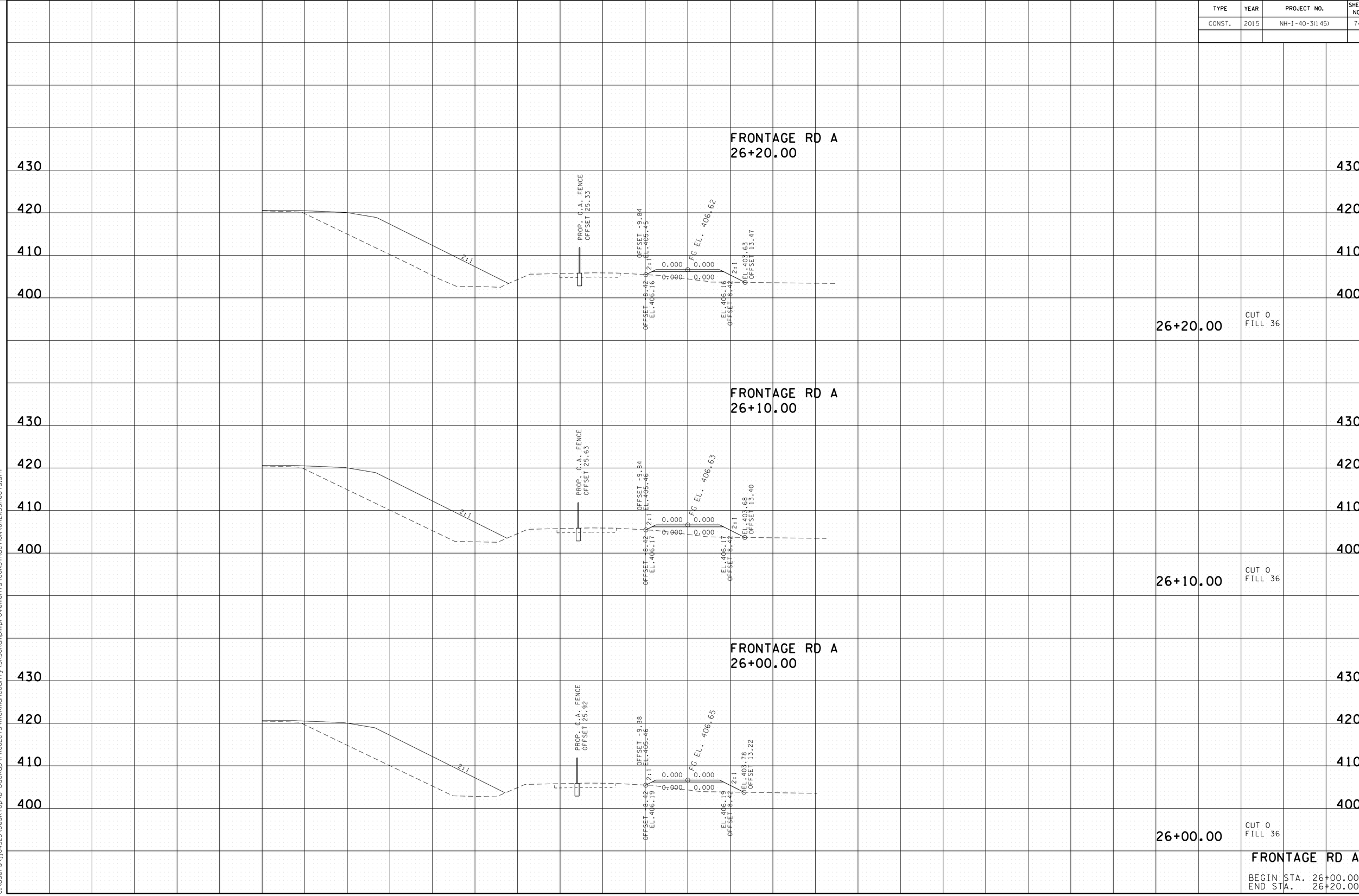
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	74



FRONTAGE RD A

BEGIN STA. 26+00.00
END STA. 26+20.00

24-AUG-2015 13:28
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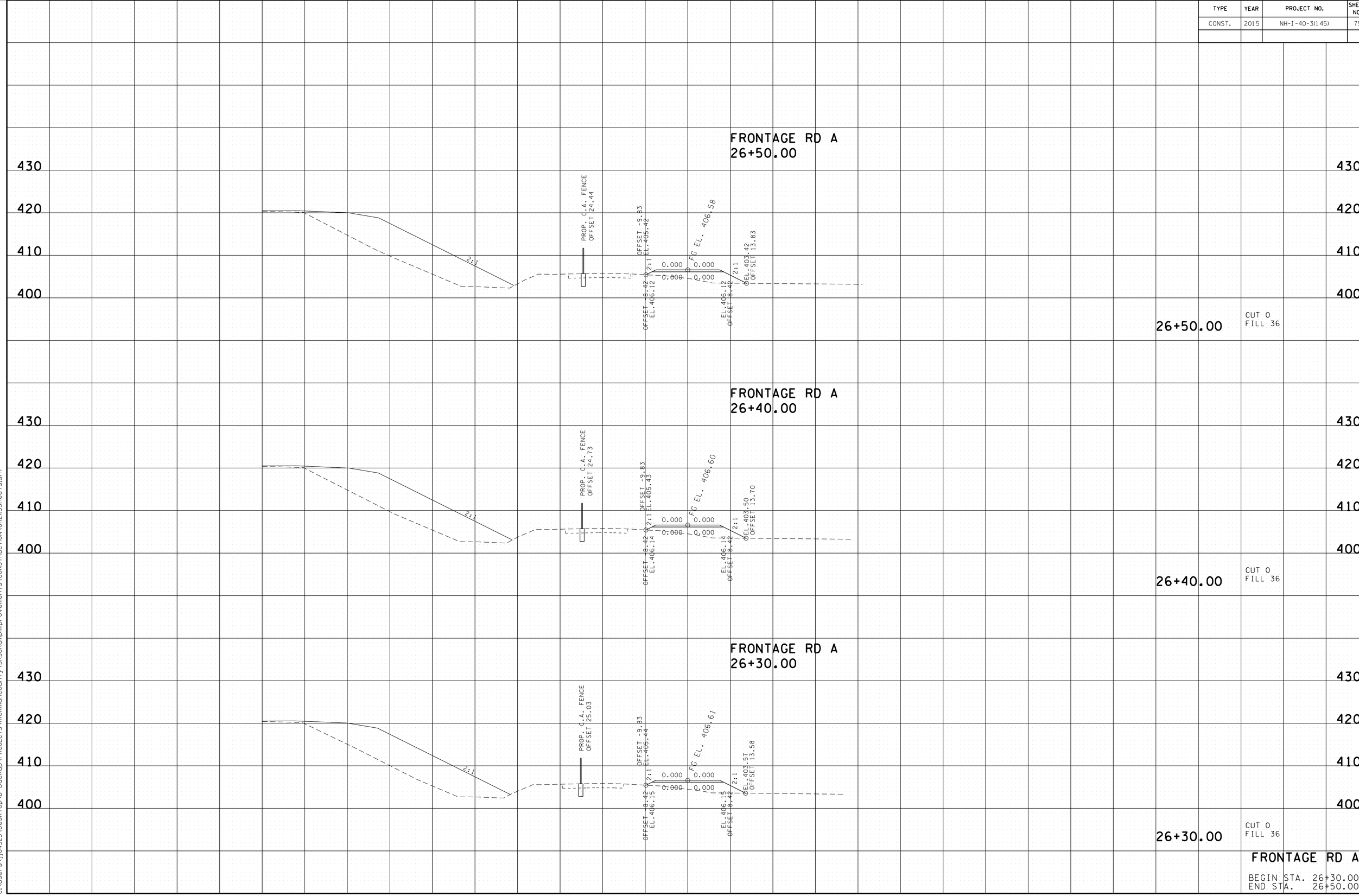
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	75



FRONTAGE RD A

BEGIN STA. 26+30.00
END STA. 26+50.00

24-AUG-2015 13:28
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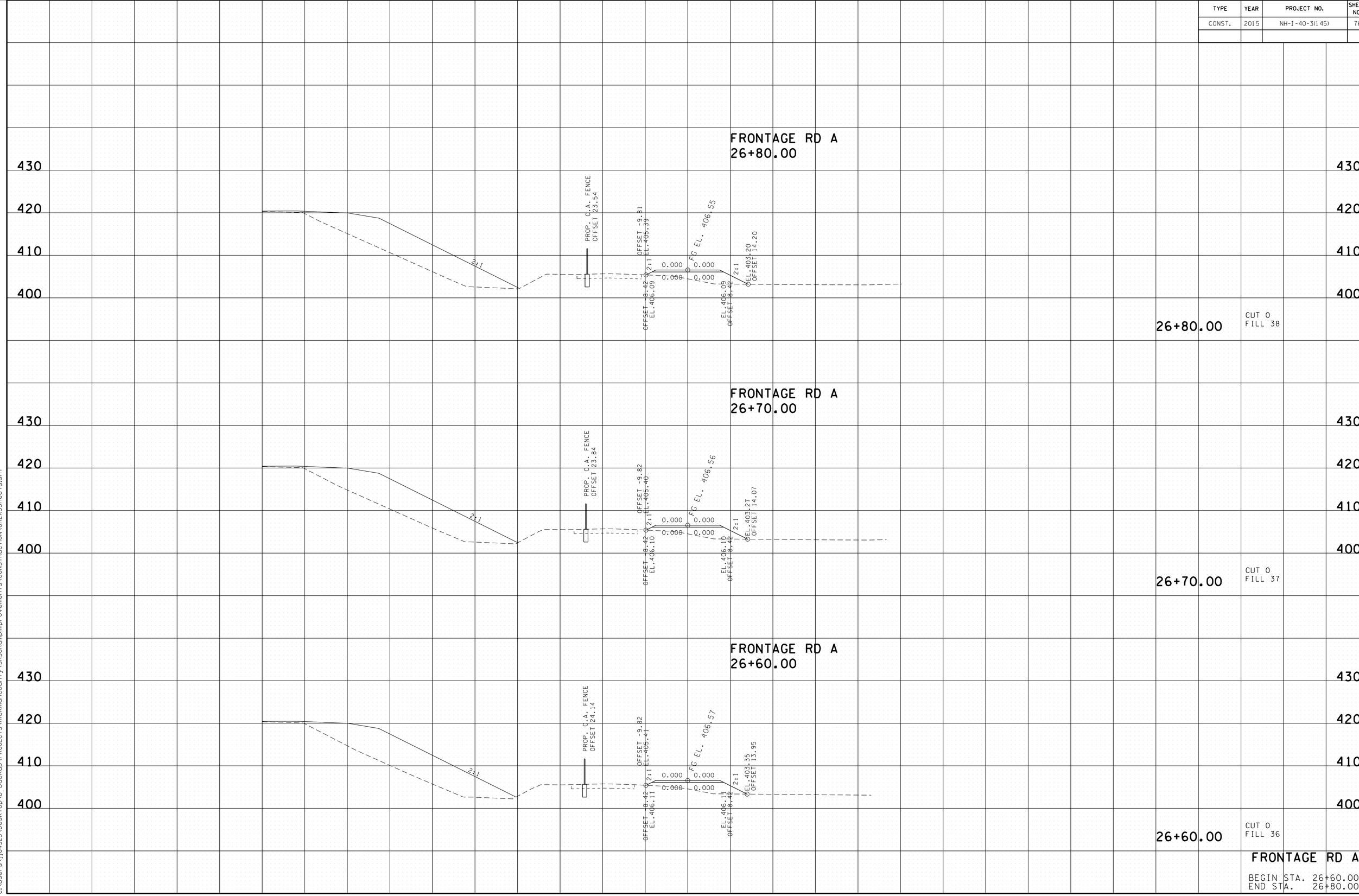
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	76



FRONTAGE RD A

BEGIN STA. 26+60.00
END STA. 26+80.00

24-AUG-2015 13:28
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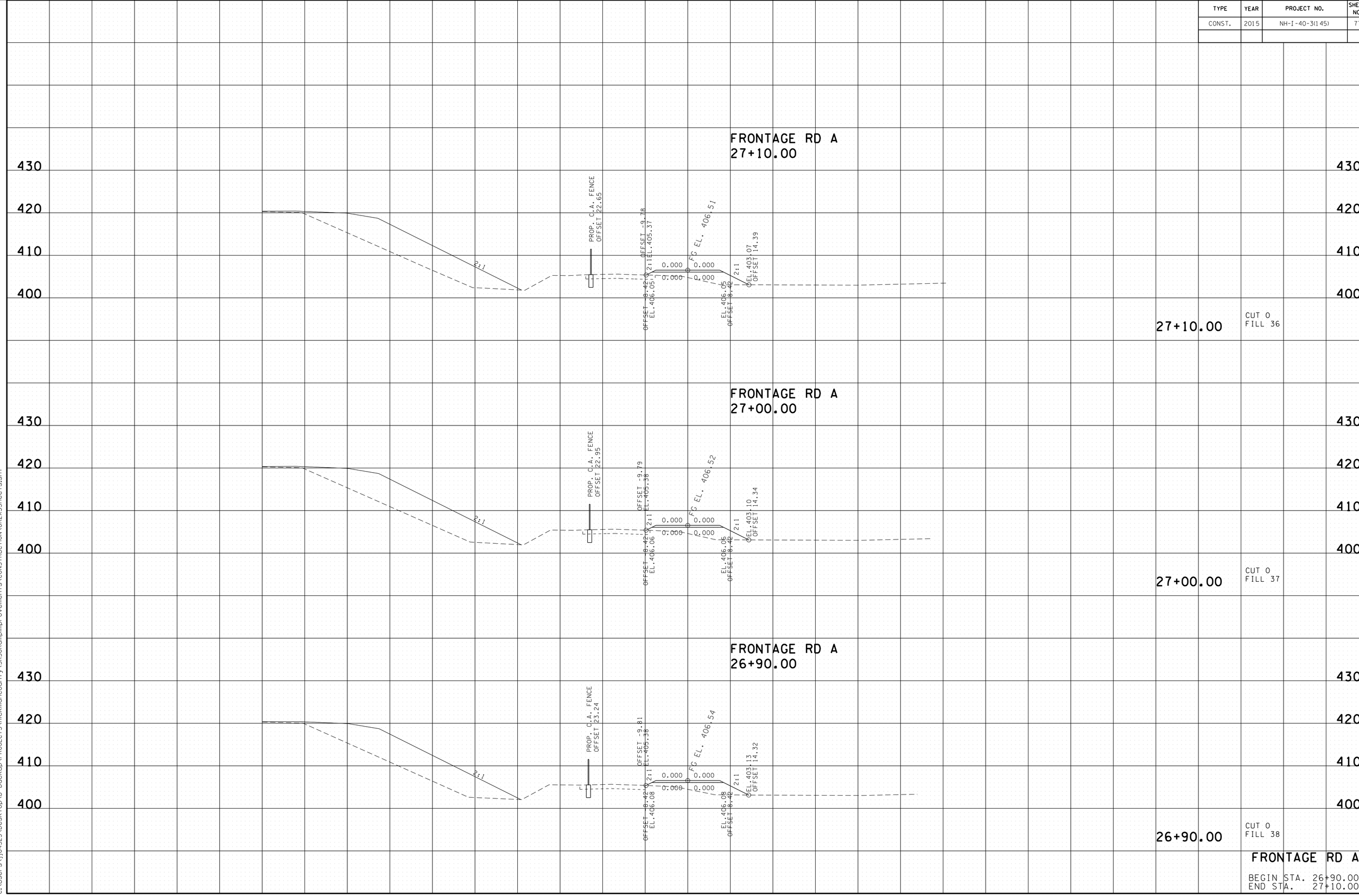
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	77



FRONTAGE RD A

BEGIN STA. 26+90.00
END STA. 27+10.00

24-AUG-2015 13:28
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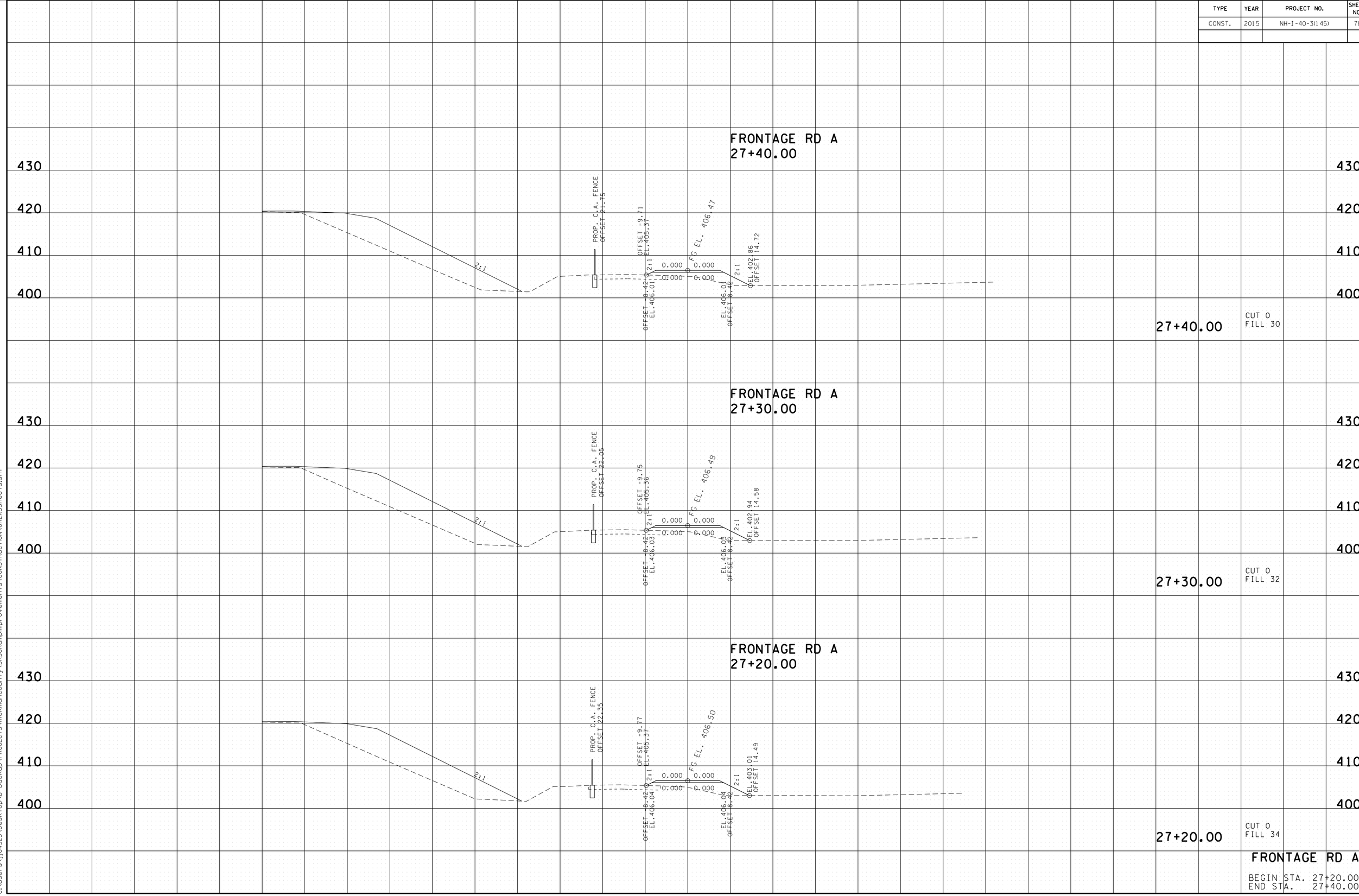
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	78



FRONTAGE RD A

BEGIN STA. 27+20.00
END STA. 27+40.00

24-AUG-2015 13:28
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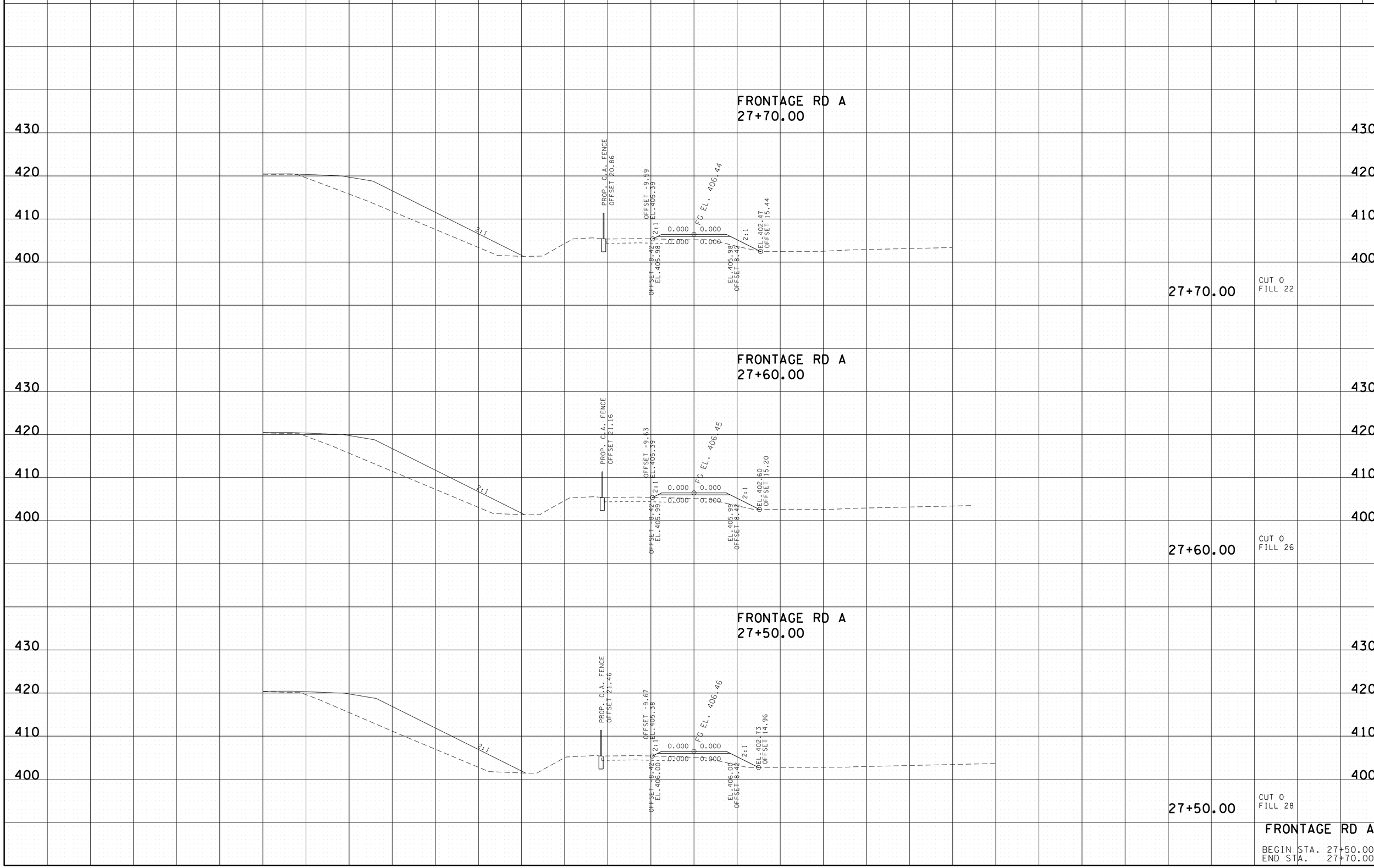
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	79



FRONTAGE RD A

BEGIN STA. 27+50.00
END STA. 27+70.00

24-AUG-2015 13:28
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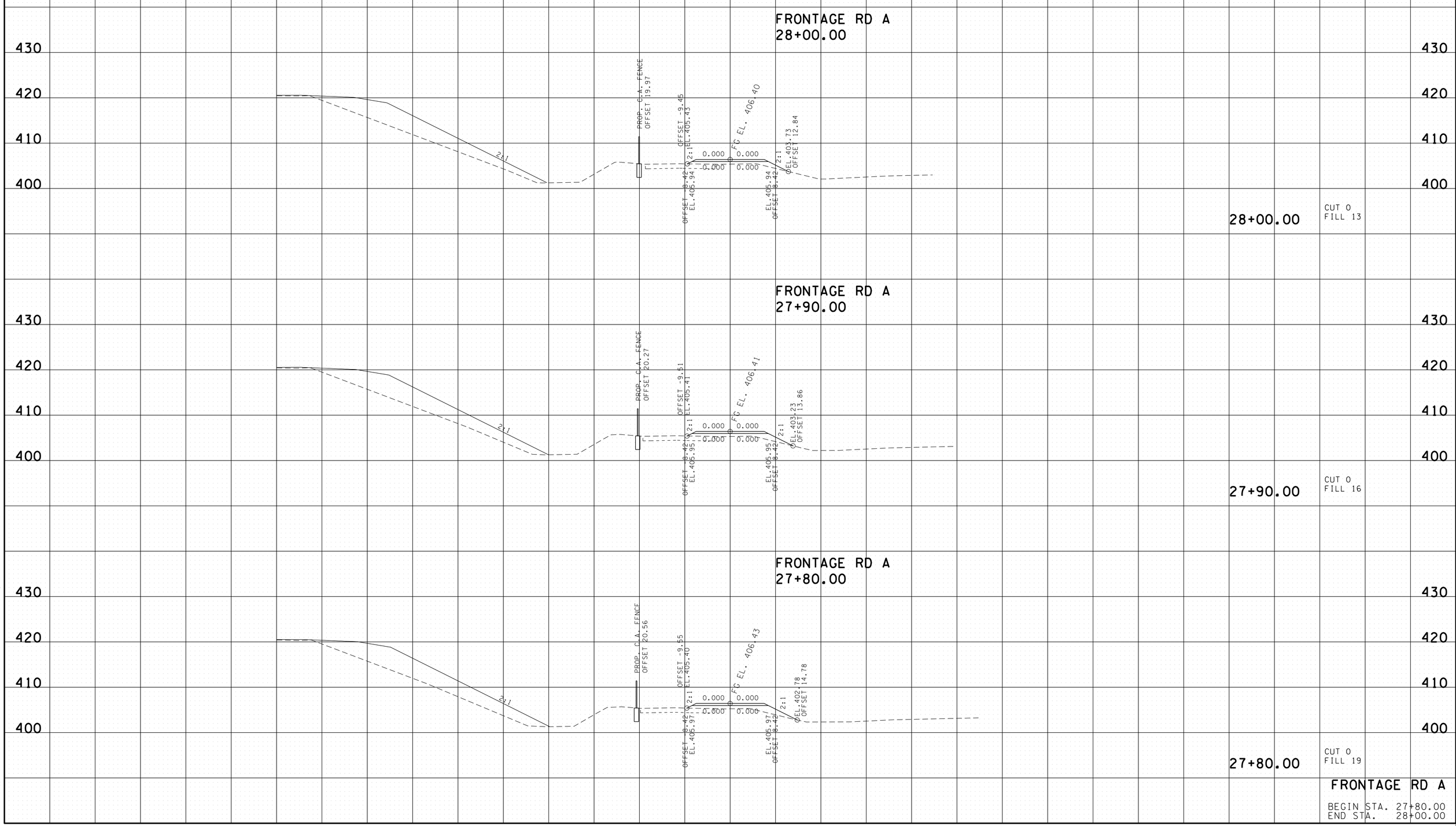
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	80



FRONTAGE RD A

BEGIN STA. 27+80.00
END STA. 28+00.00

24-AUG-2015 13:28
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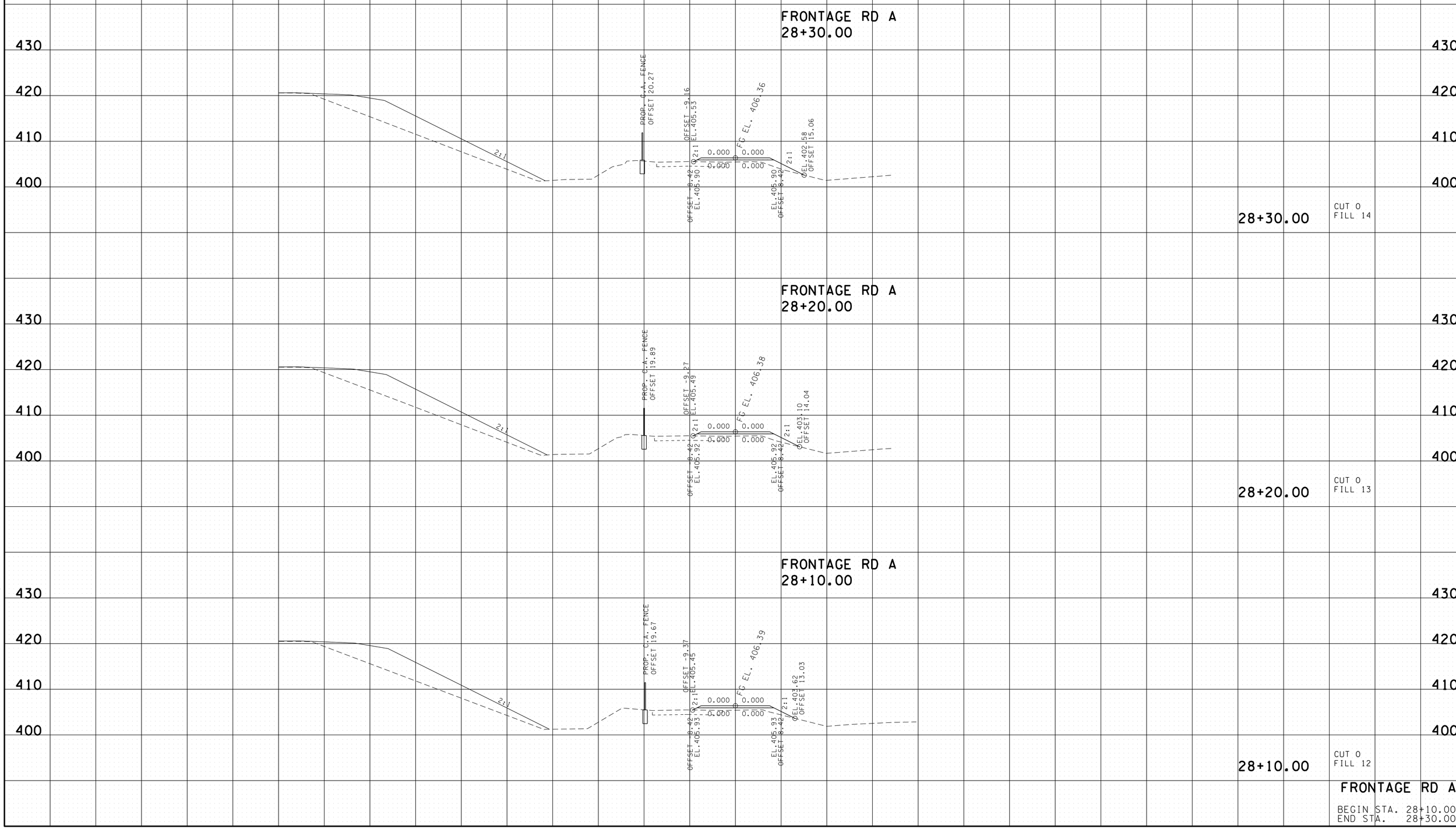
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	81



FRONTAGE RD A

BEGIN STA. 28+10.00
END STA. 28+30.00

24-AUG-2015 13:28
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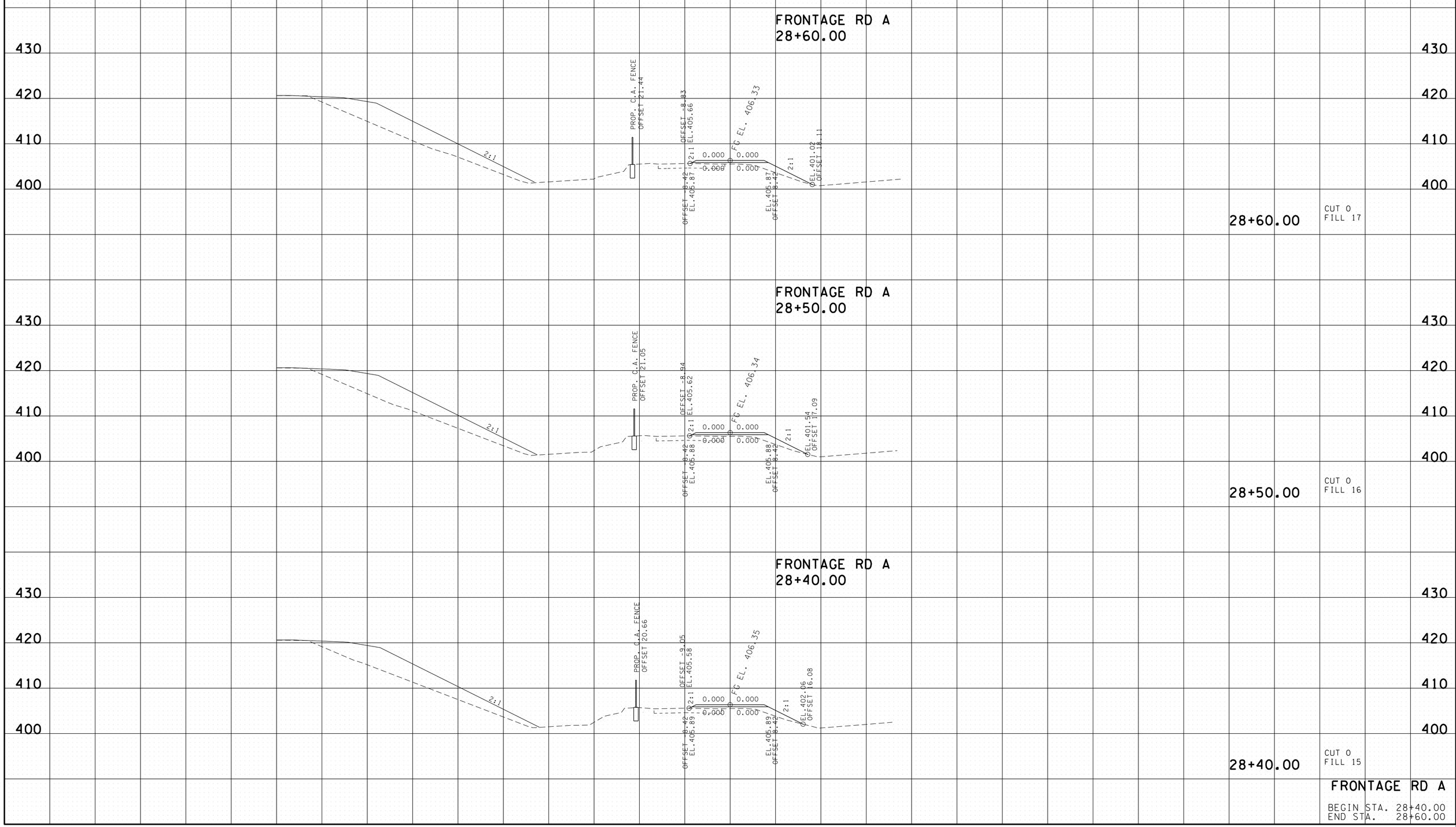
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	82



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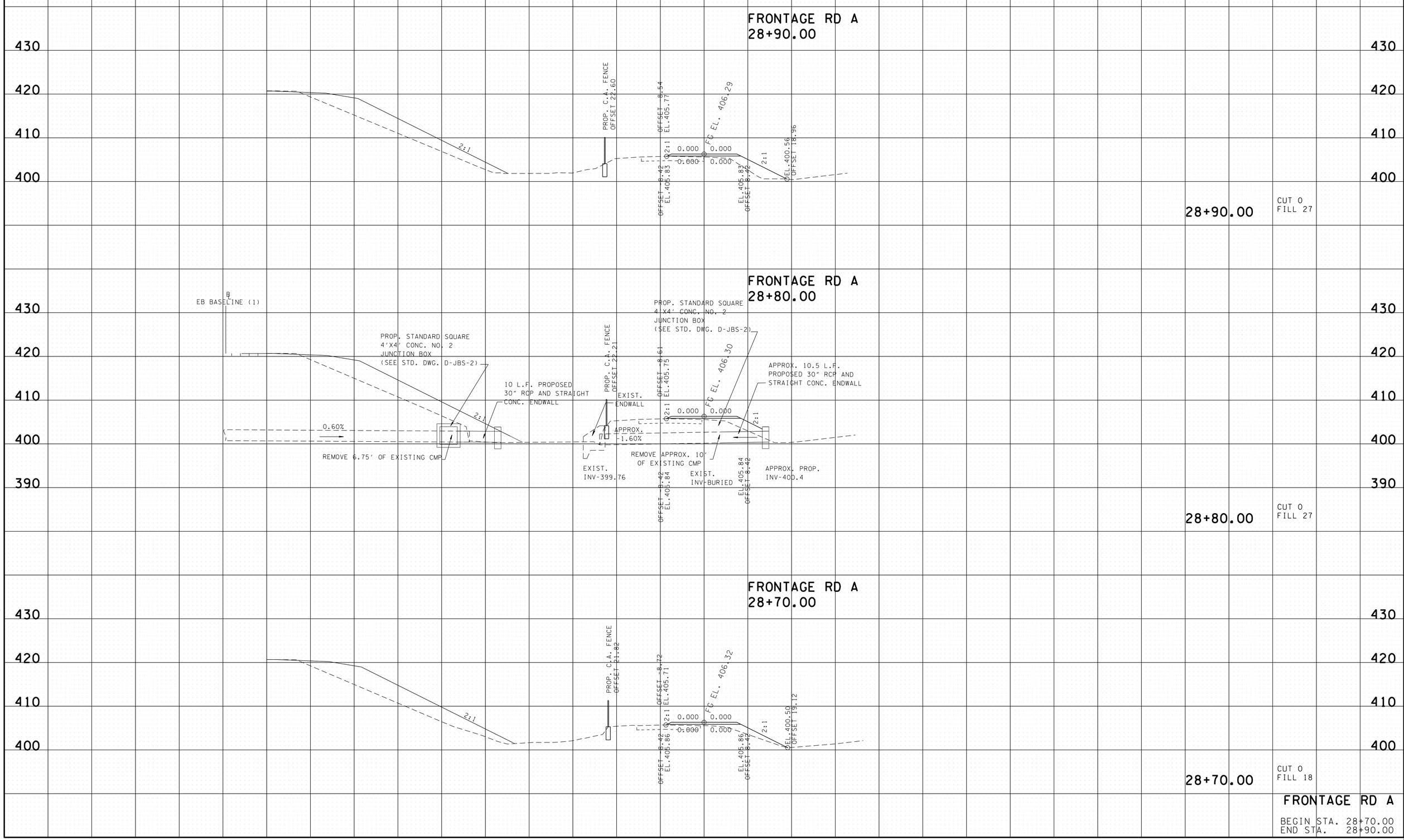
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	83



FRONTAGE RD A

BEGIN STA. 28+70.00
END STA. 28+90.00

24-AUG-2015 13:28
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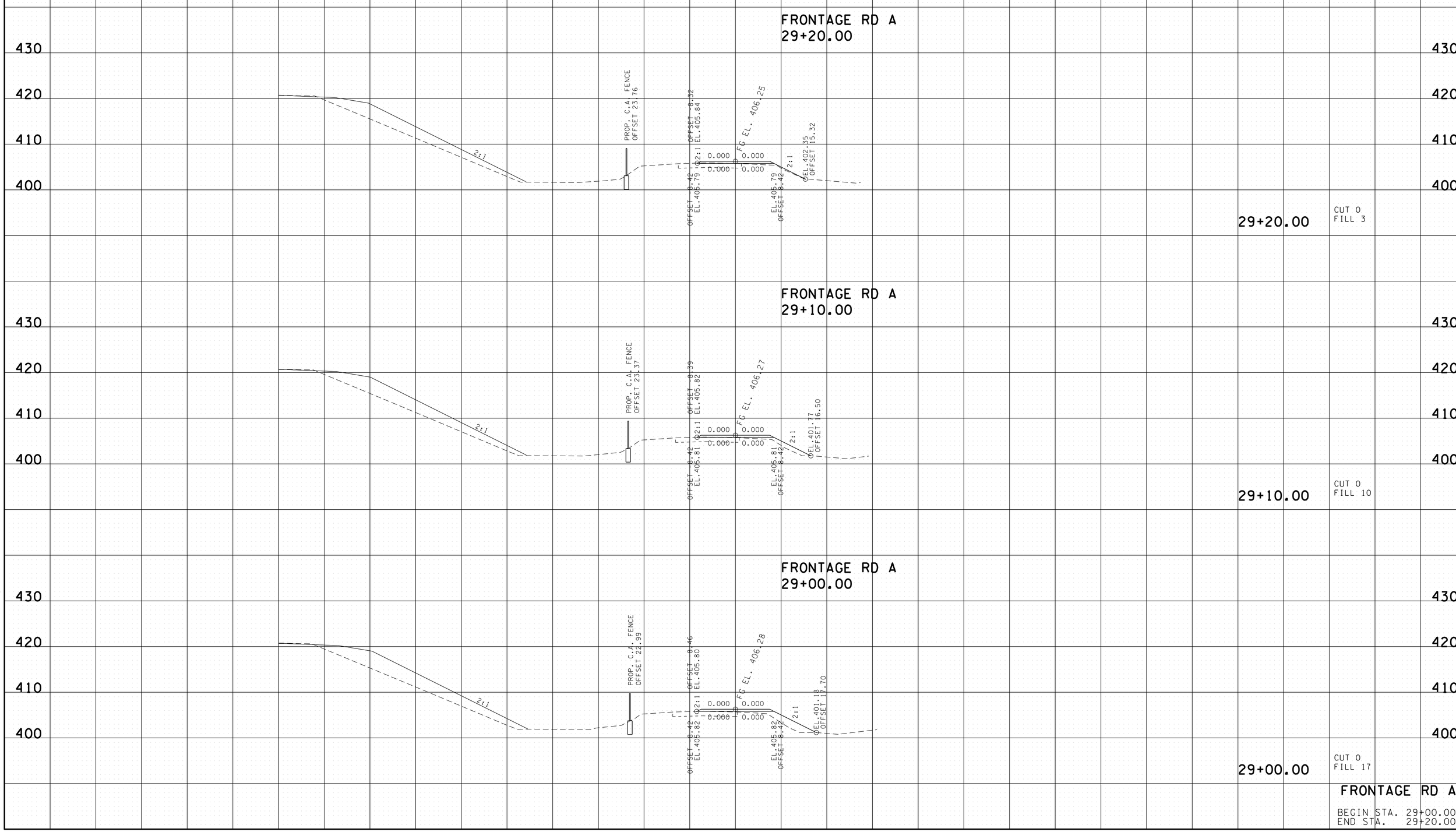
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	84



FRONTAGE RD A

BEGIN STA. 29+00.00
END STA. 29+20.00

24-AUG-2015 13:28
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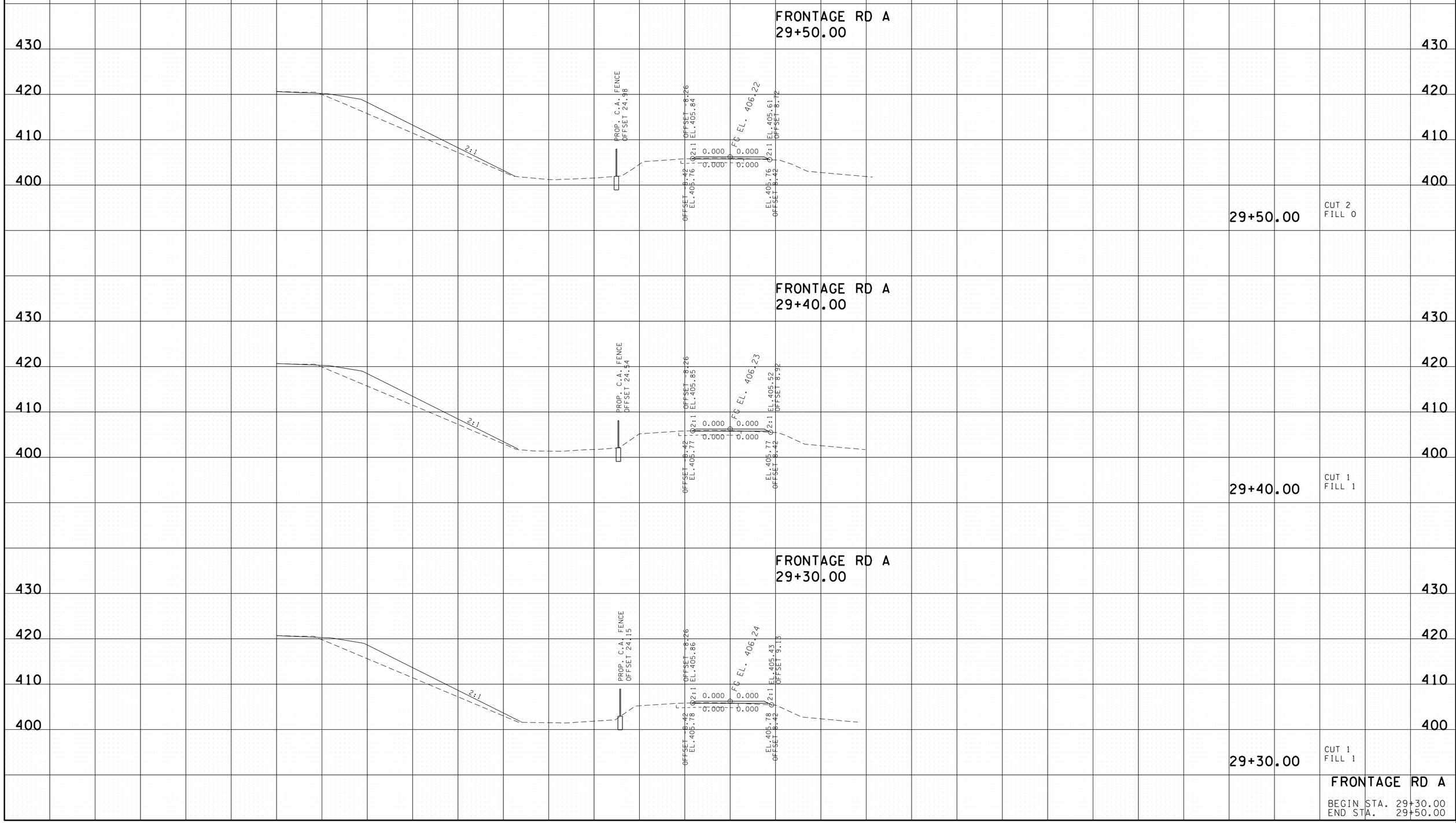
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	85



FRONTAGE RD A

BEGIN STA. 29+30.00
END STA. 29+50.00

24-AUG-2015 13:28
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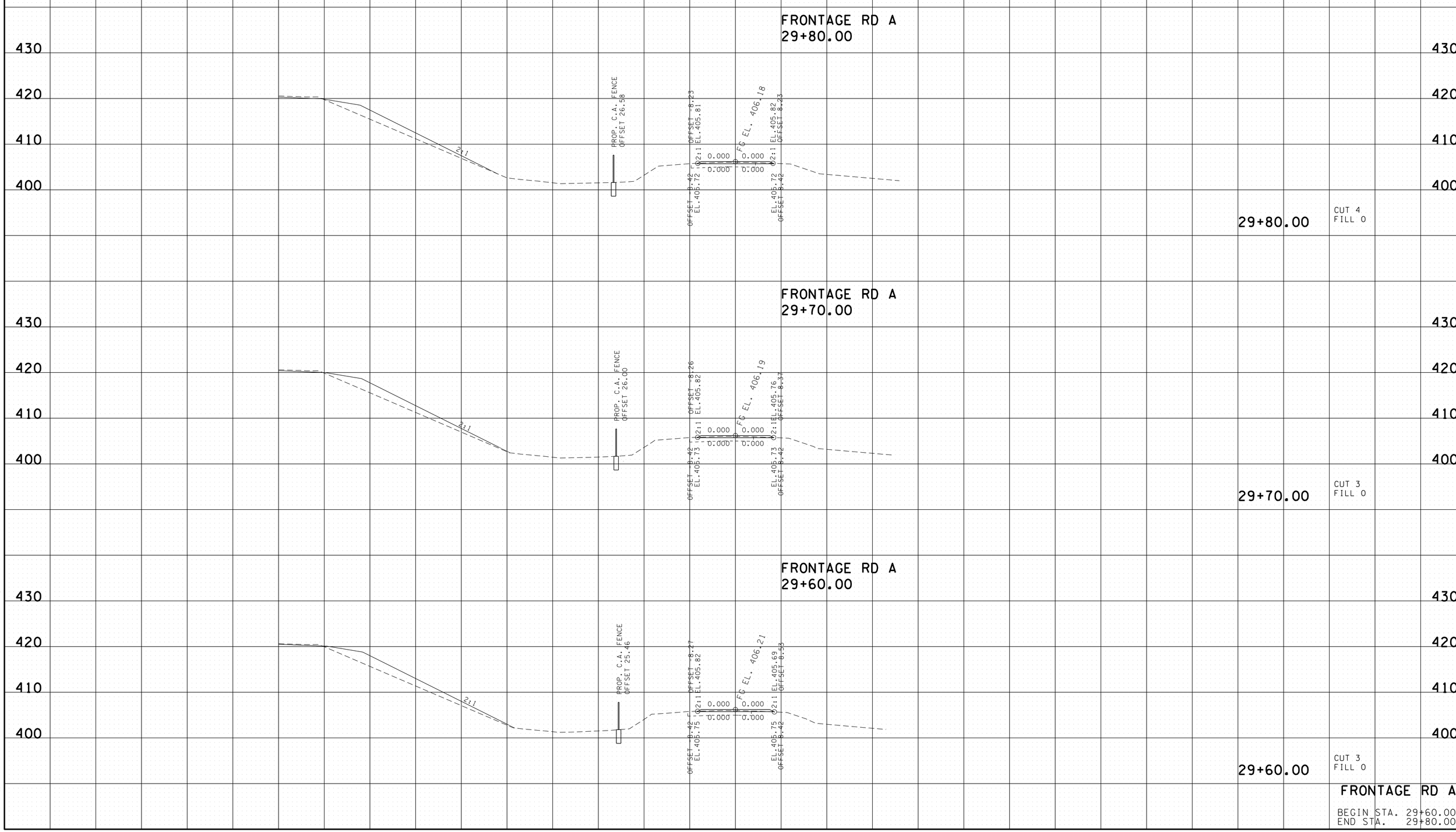
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	86



FRONTAGE RD A

BEGIN STA. 29+60.00
END STA. 29+80.00

24-AUG-2015 13:28
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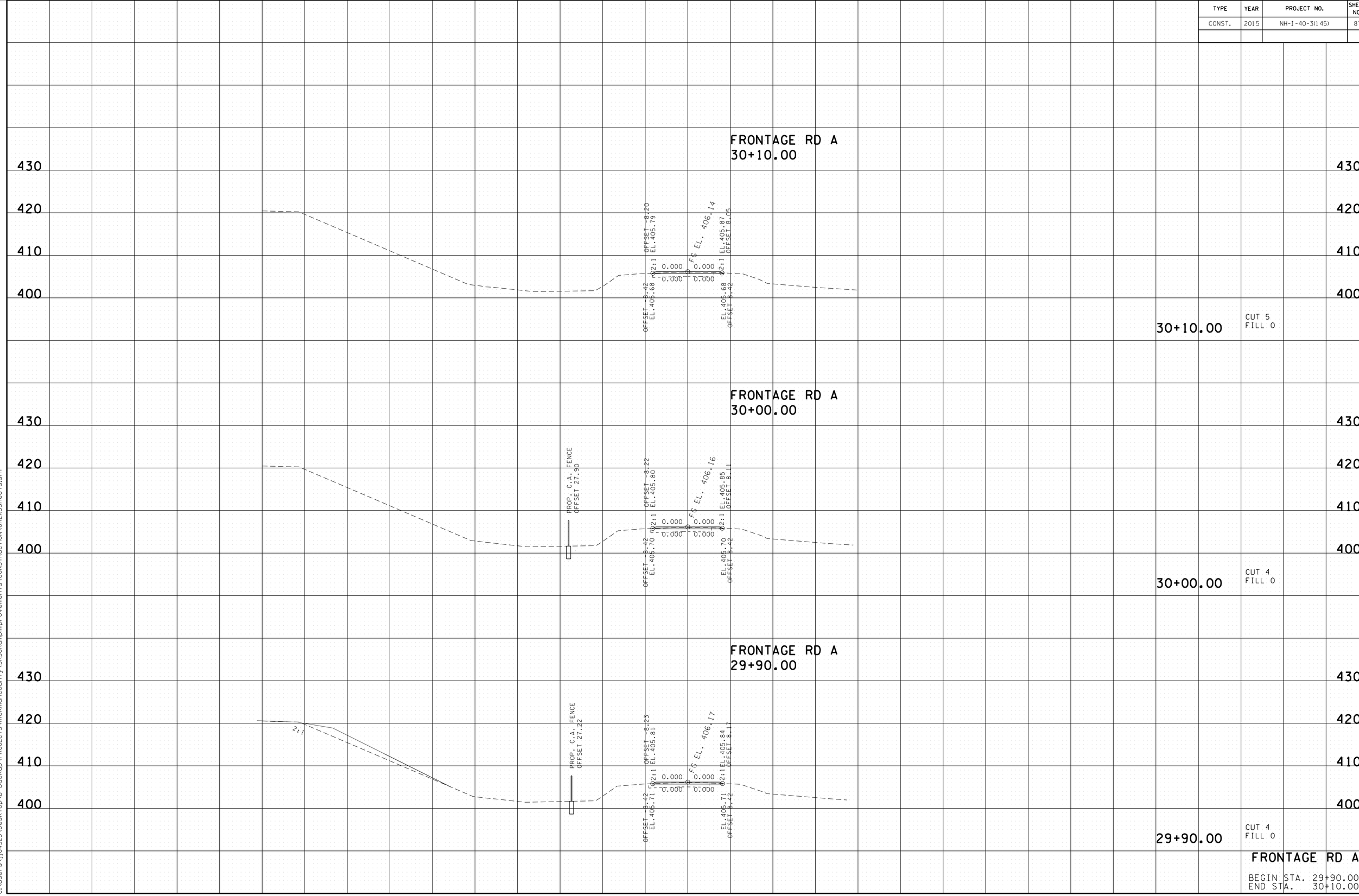
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	87



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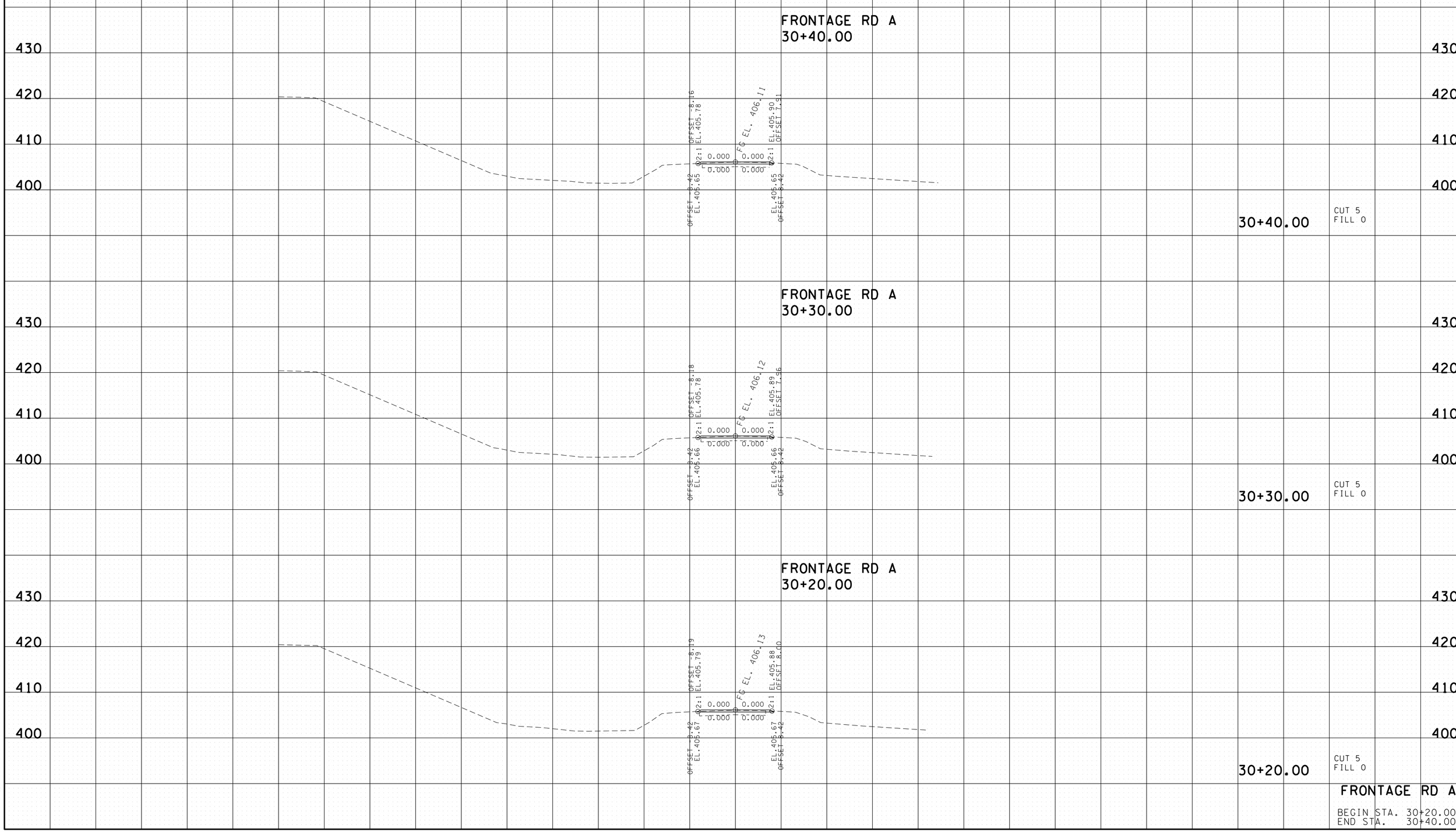
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	88



FRONTAGE RD A

BEGIN STA. 30+20.00
END STA. 30+40.00

24-AUG-2015 13:28
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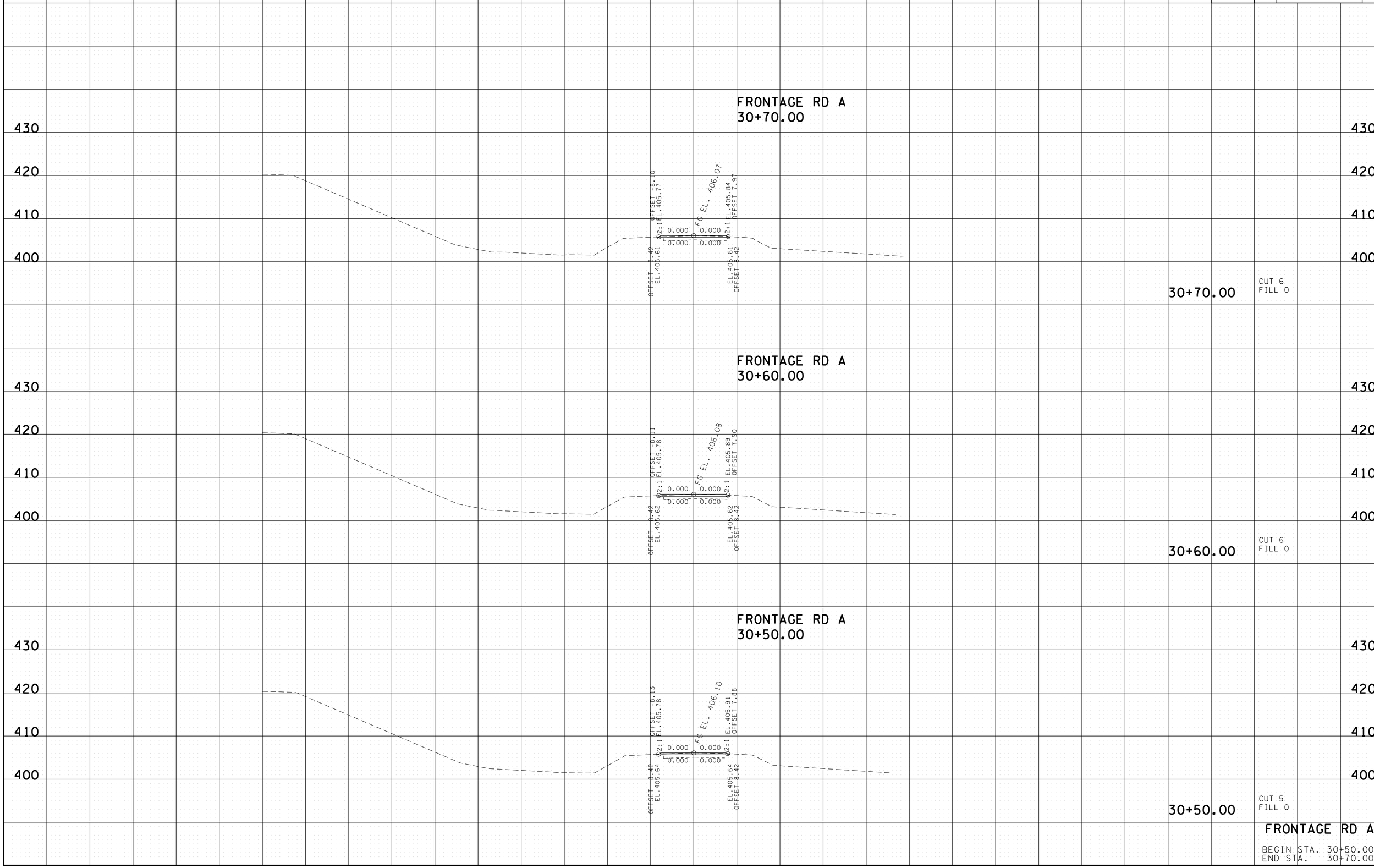
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	89



24-AUG-2015 13:28
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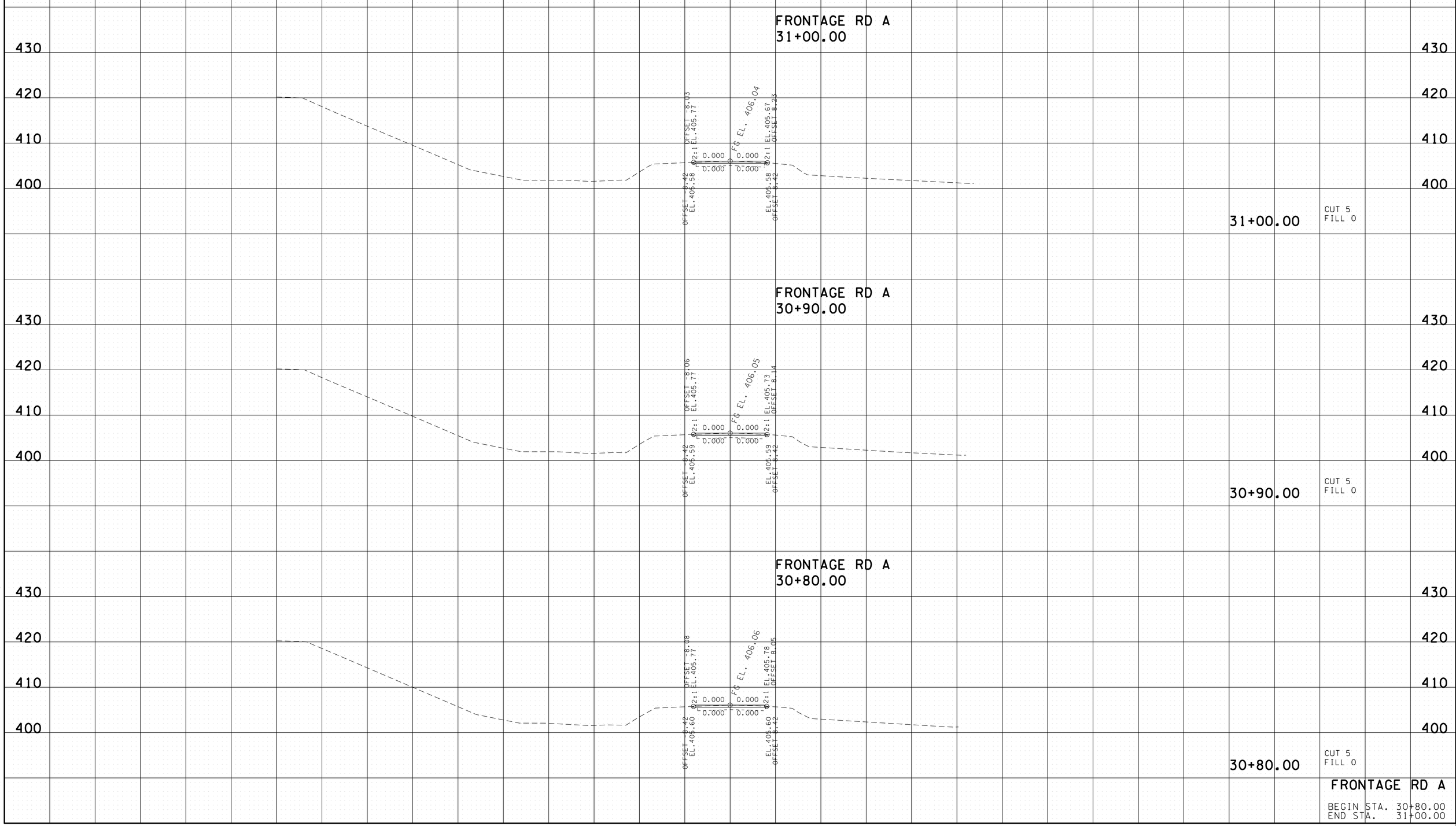
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	90



24-AUG-2015 13:28
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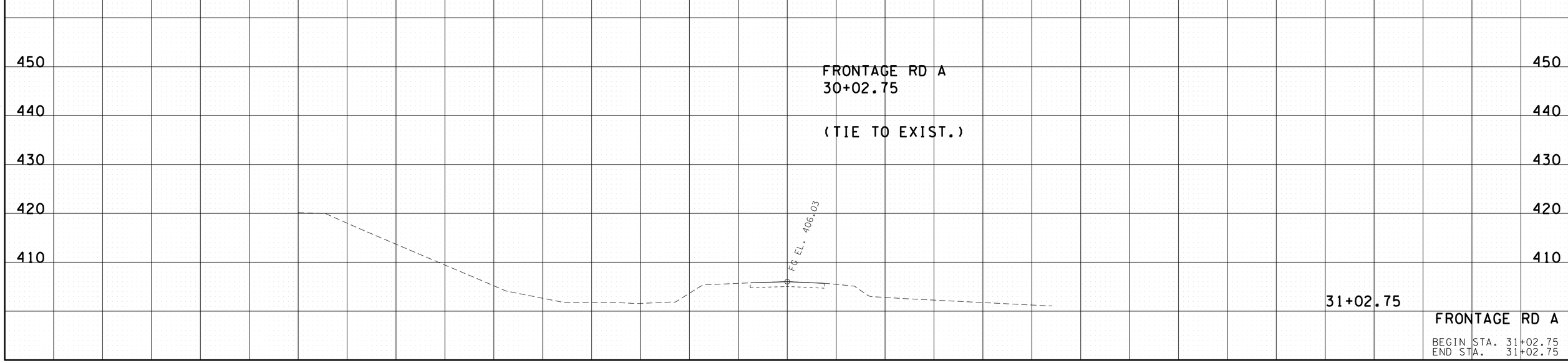
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	91



FRONTAGE RD A

BEGIN STA. 31+02.75
END STA. 31+02.75

24-AUG-2015 13:28
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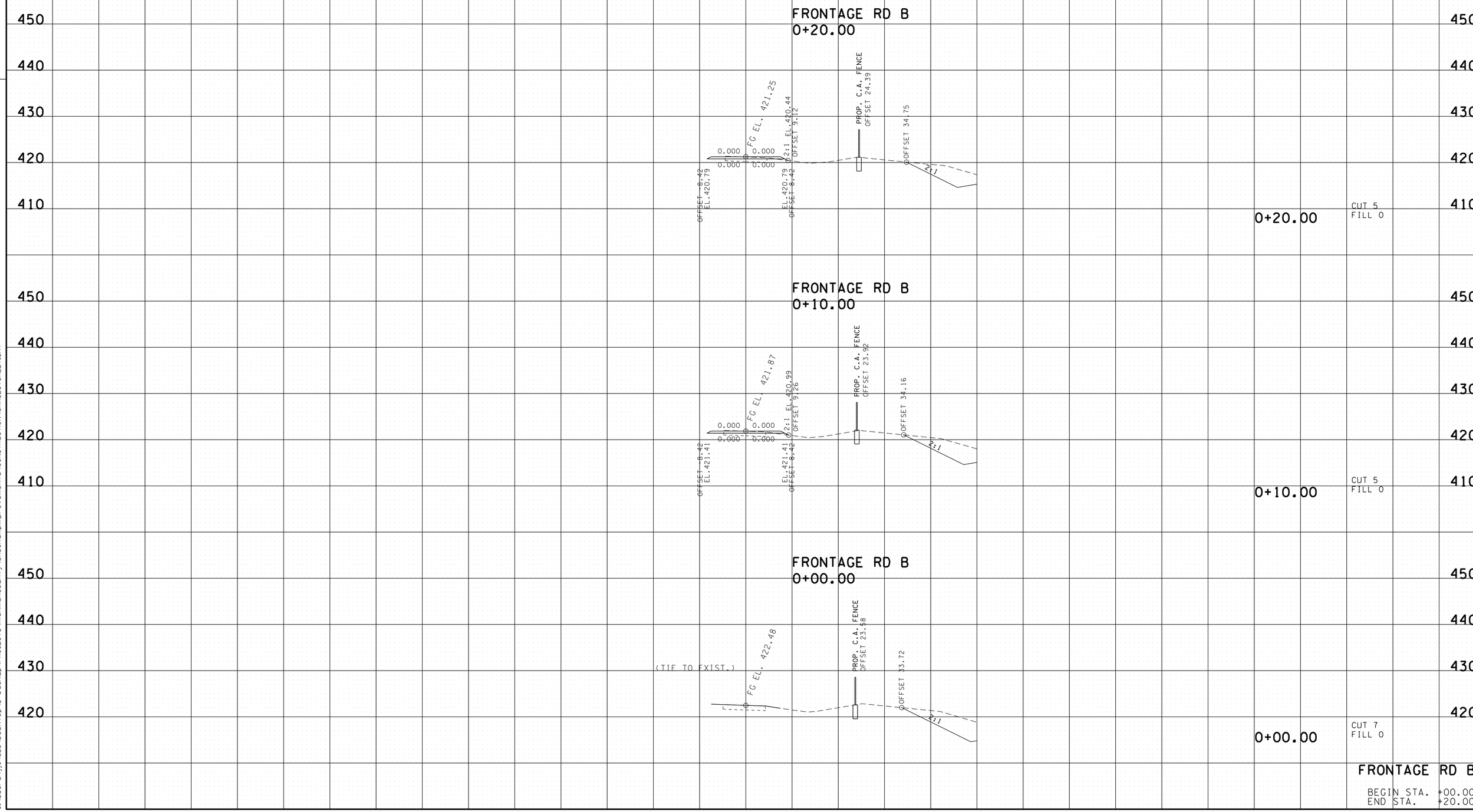
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	92

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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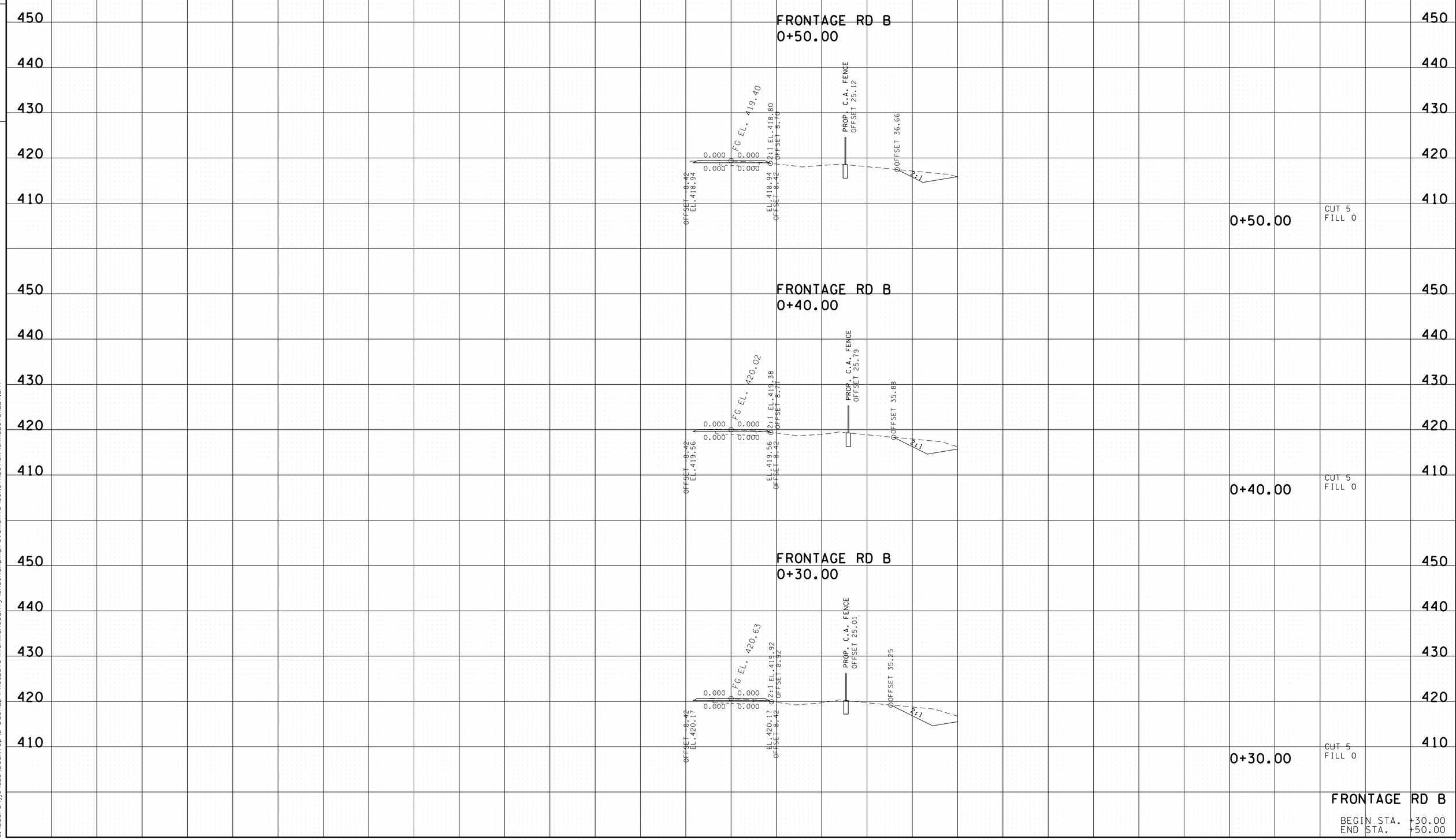
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	93

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. +30.00
END STA. +50.00

24-AUG-2015 13:28
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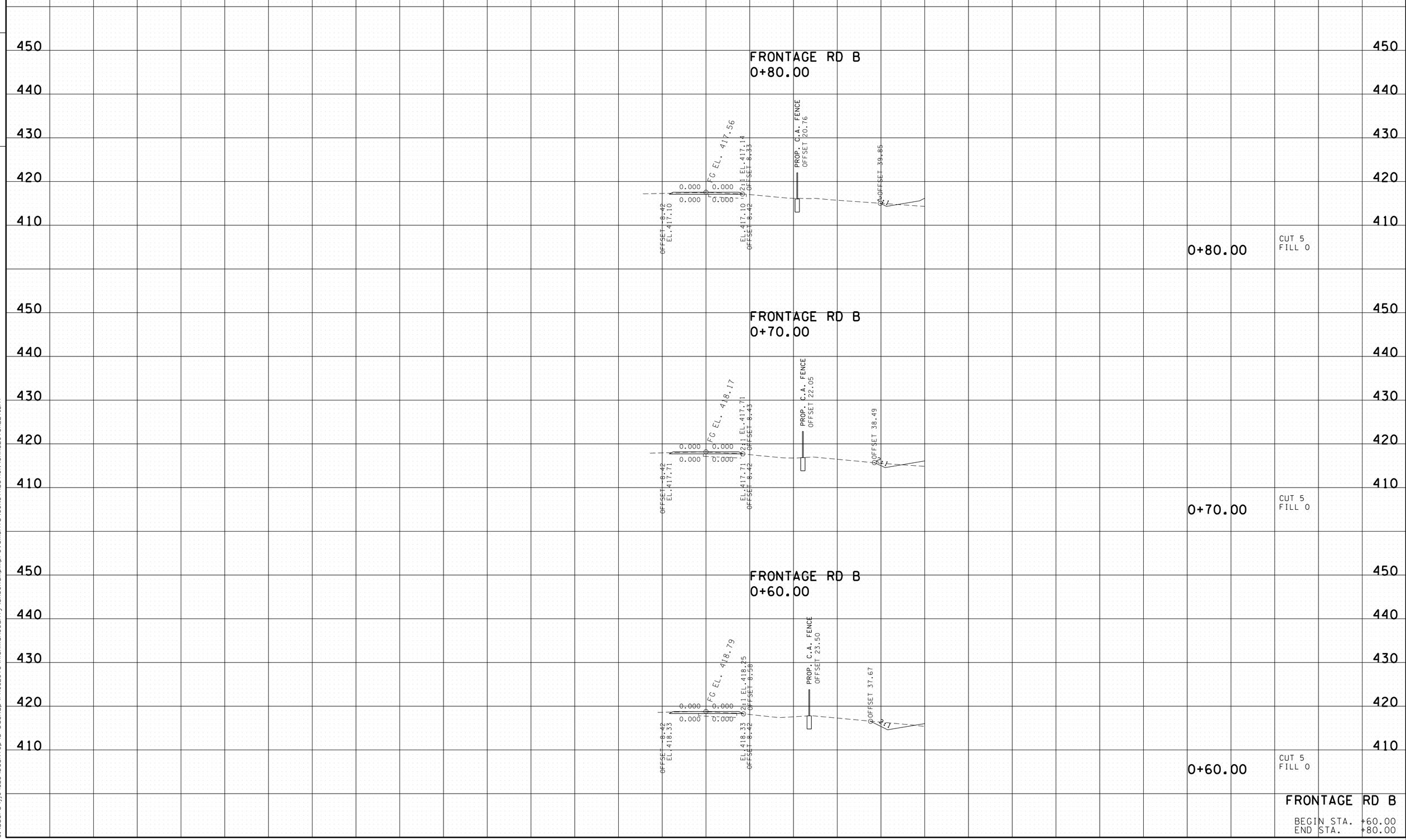
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	94

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. +60.00
END STA. +80.00

24-AUG-2015 13:28
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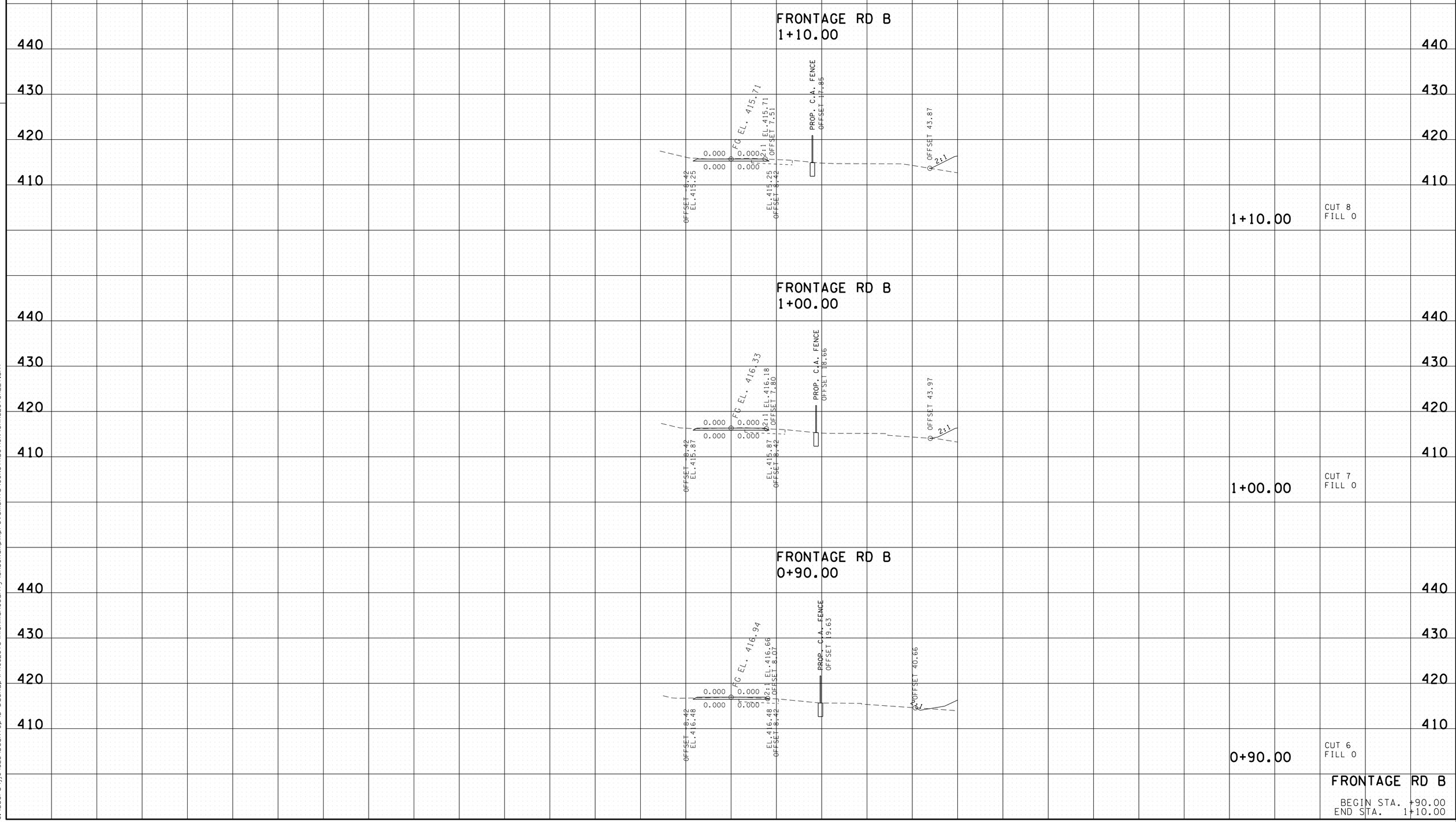
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	95

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



24-AUG-2015 13:28
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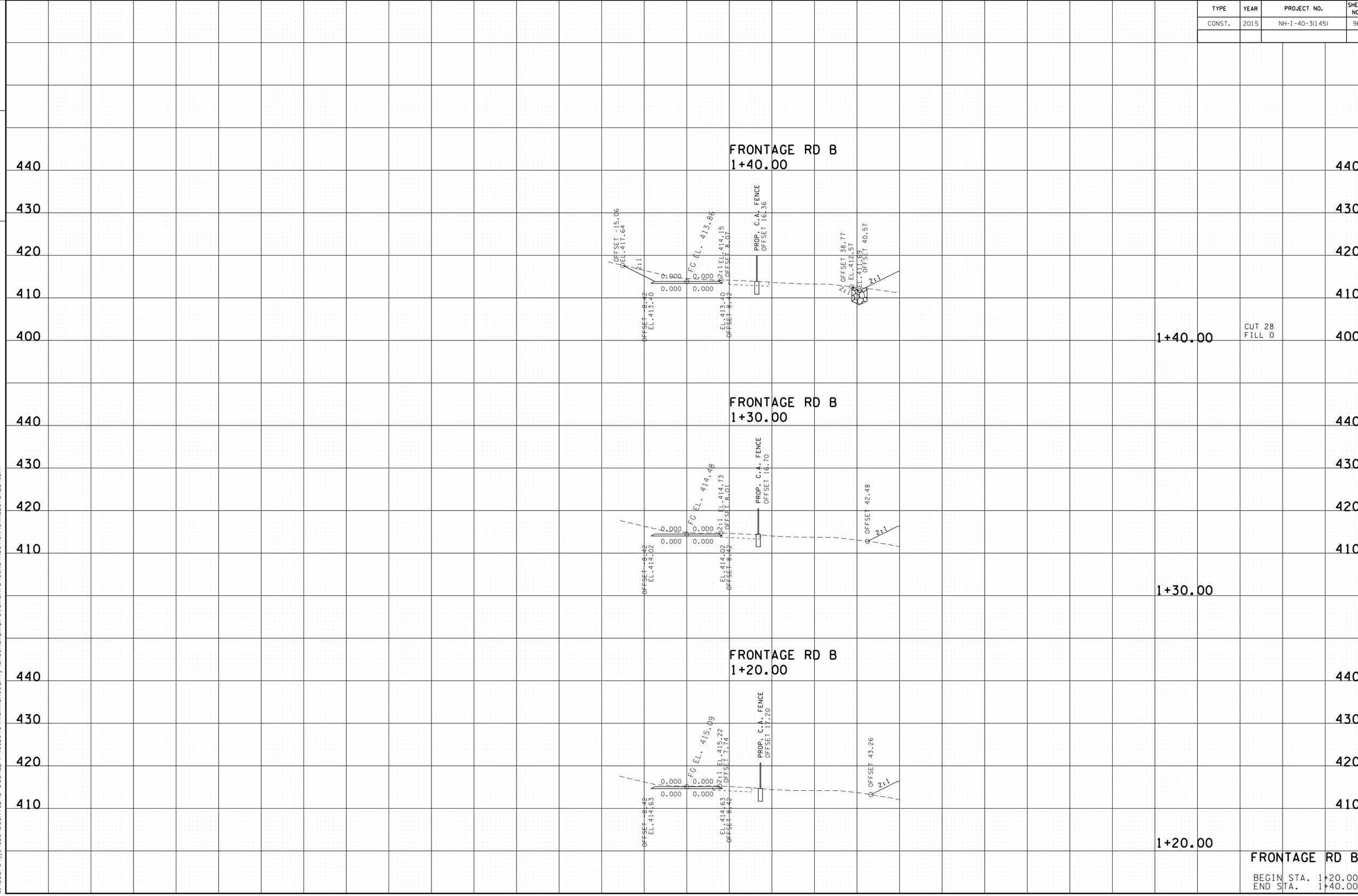
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	96

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



FRONTAGE RD B

BEGIN STA. 1+20.00
END STA. 1+40.00

24-AUG-2015 13:29
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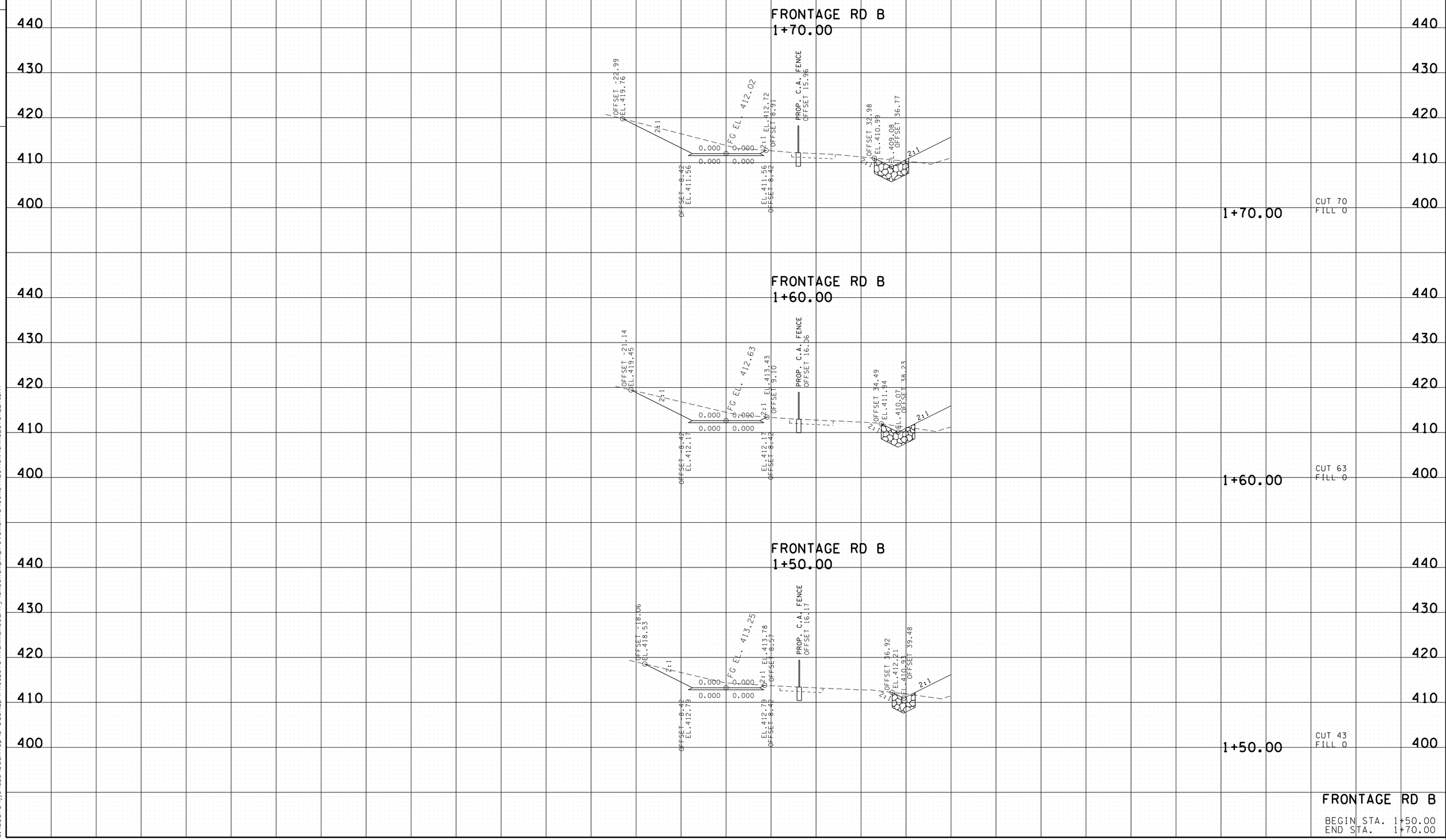
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	97

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

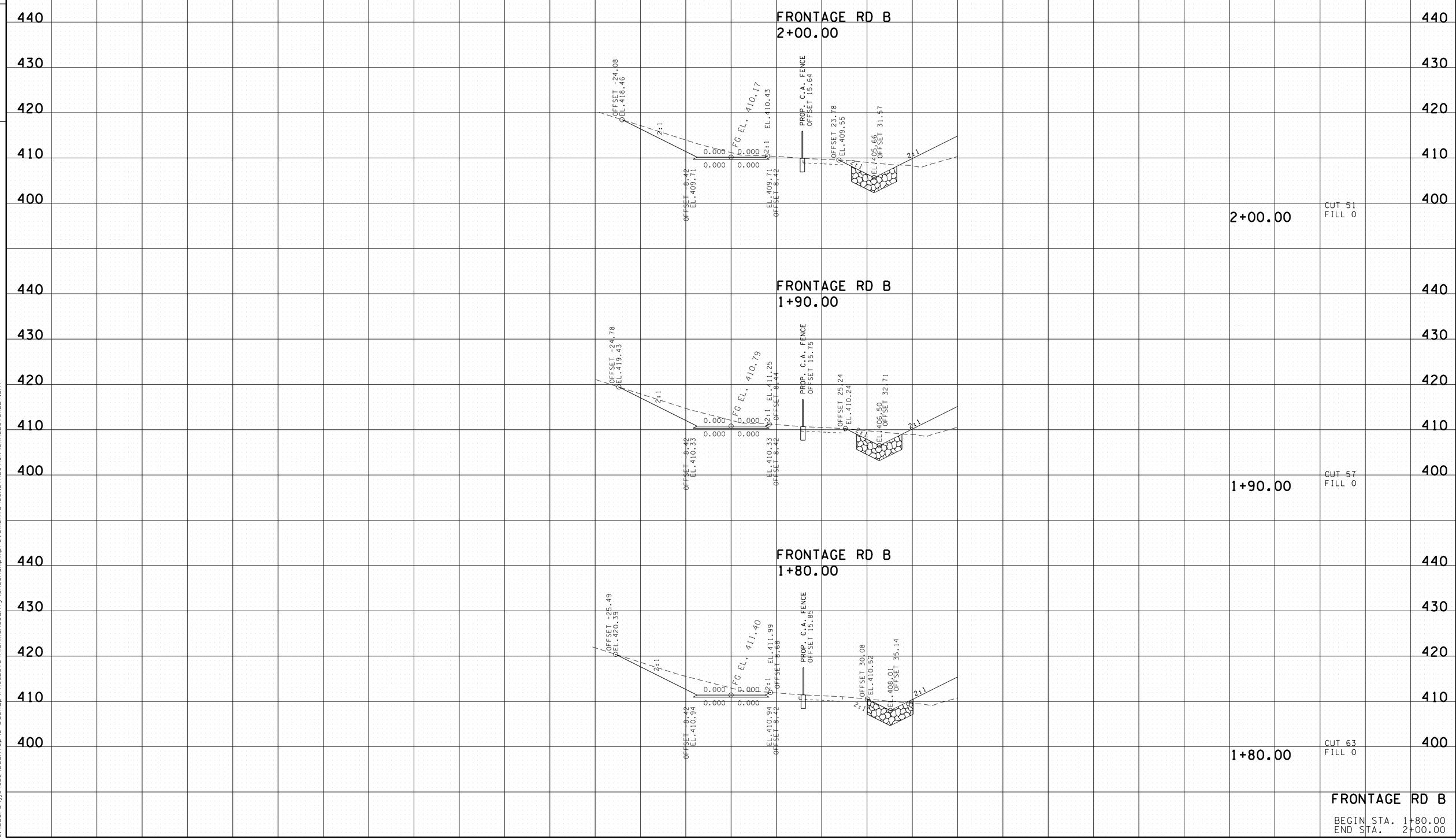
BEGIN STA. 1+50.00
END STA. 1+70.00

24-AUG-2015 13:29
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GRXSECTSHEET.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	98

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. 1+80.00
END STA. 2+00.00

24-AUG-2015 13:29
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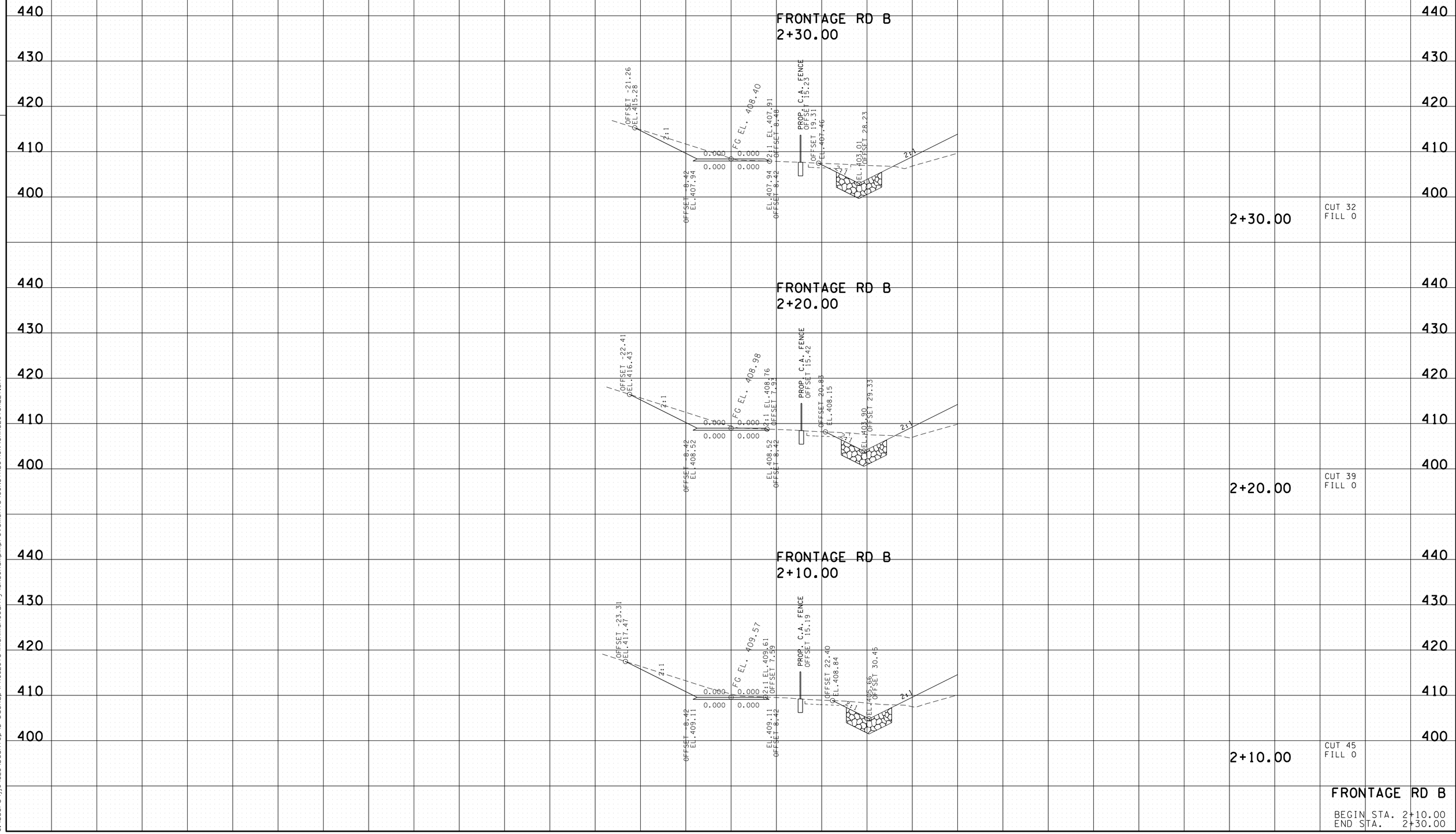
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	99

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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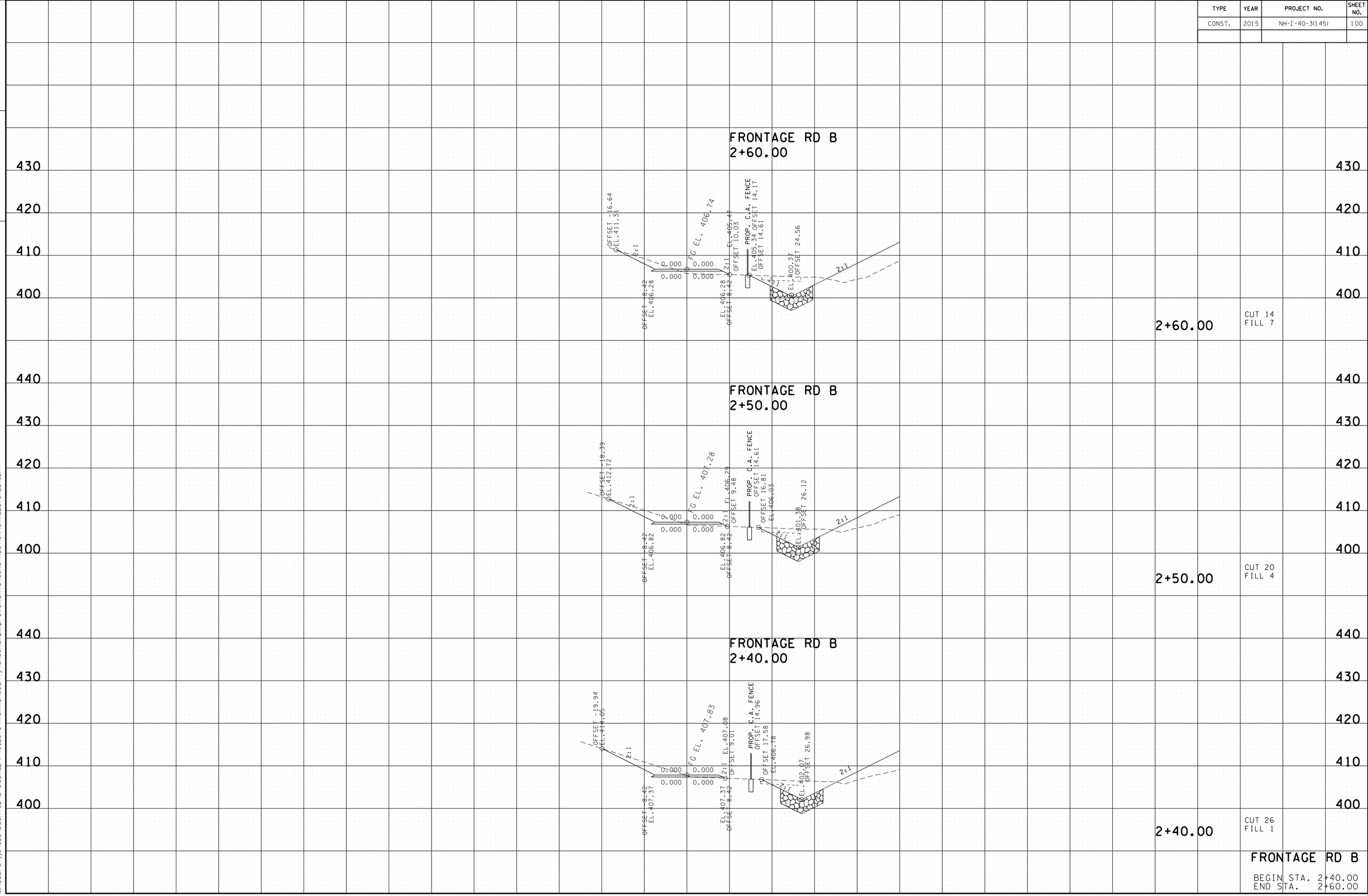
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	100

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

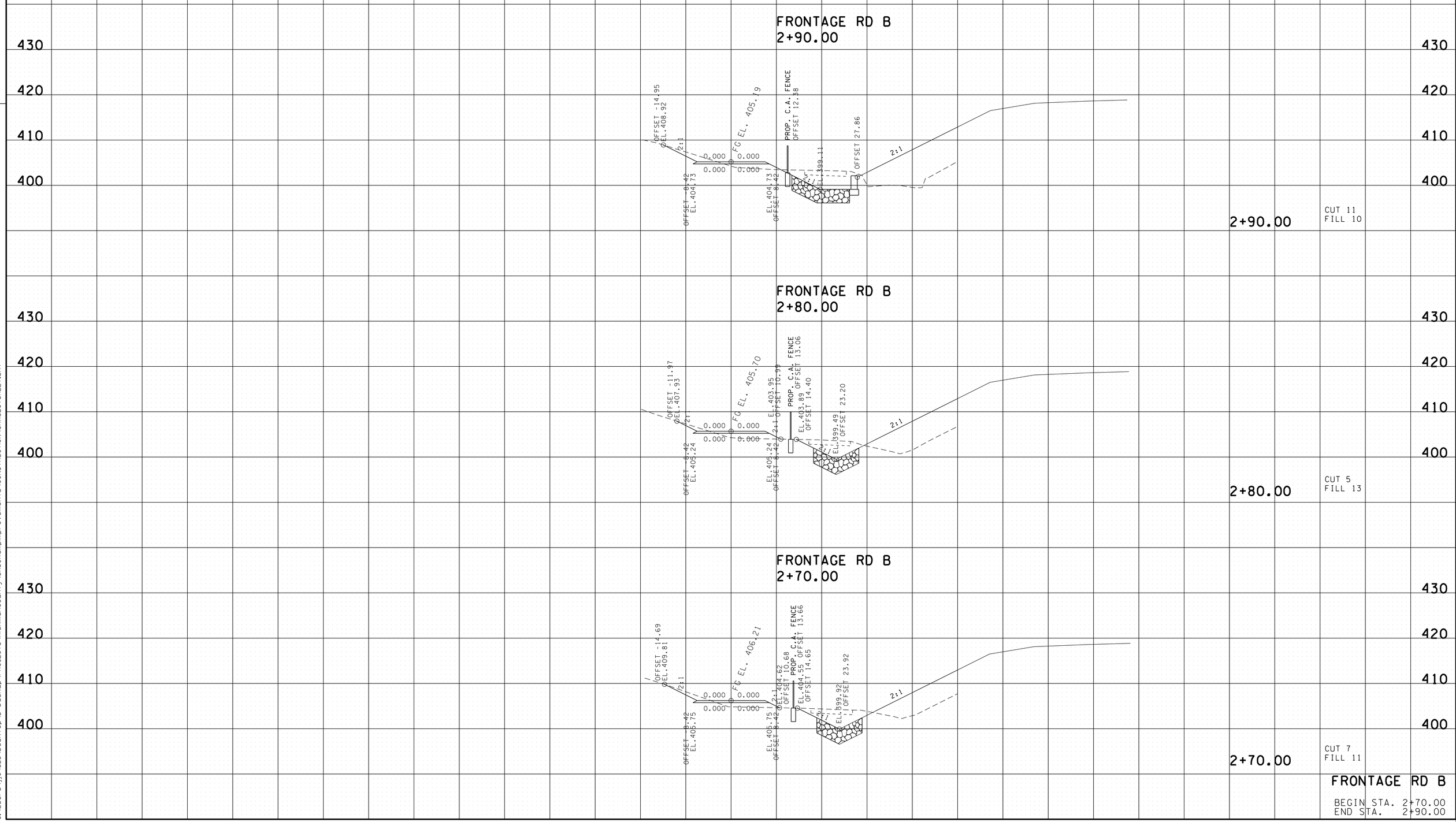
BEGIN STA. 2+40.00
END STA. 2+60.00

24-AUG-2015 13:29
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GRXSECTSHEET.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	101

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



FRONTAGE RD B

BEGIN STA. 2+70.00
END STA. 2+90.00

24-AUG-2015 13:29
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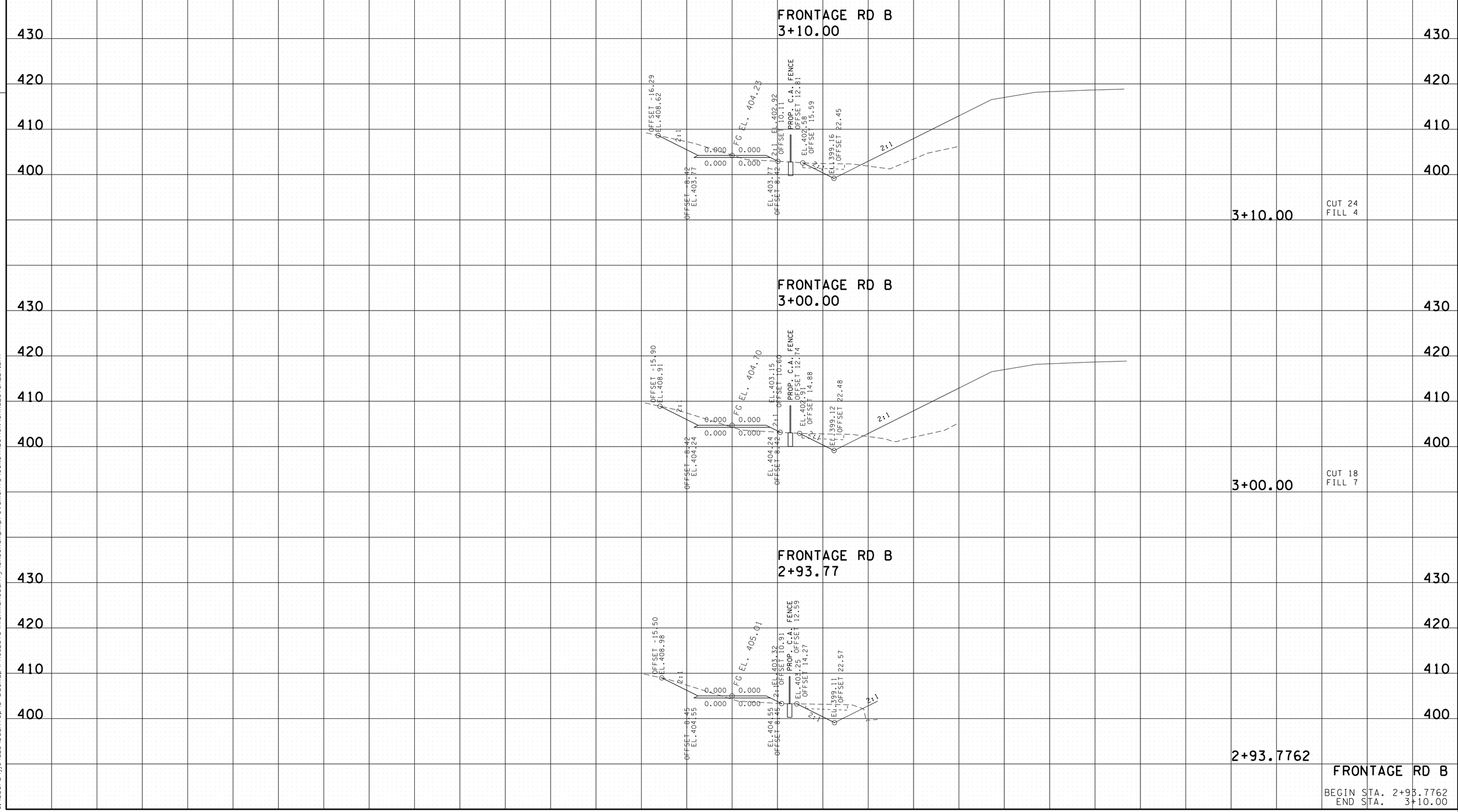
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	102

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



FRONTAGE RD B

BEGIN STA. 2+93.7762
END STA. 3+10.00

24-AUG-2015 13:29
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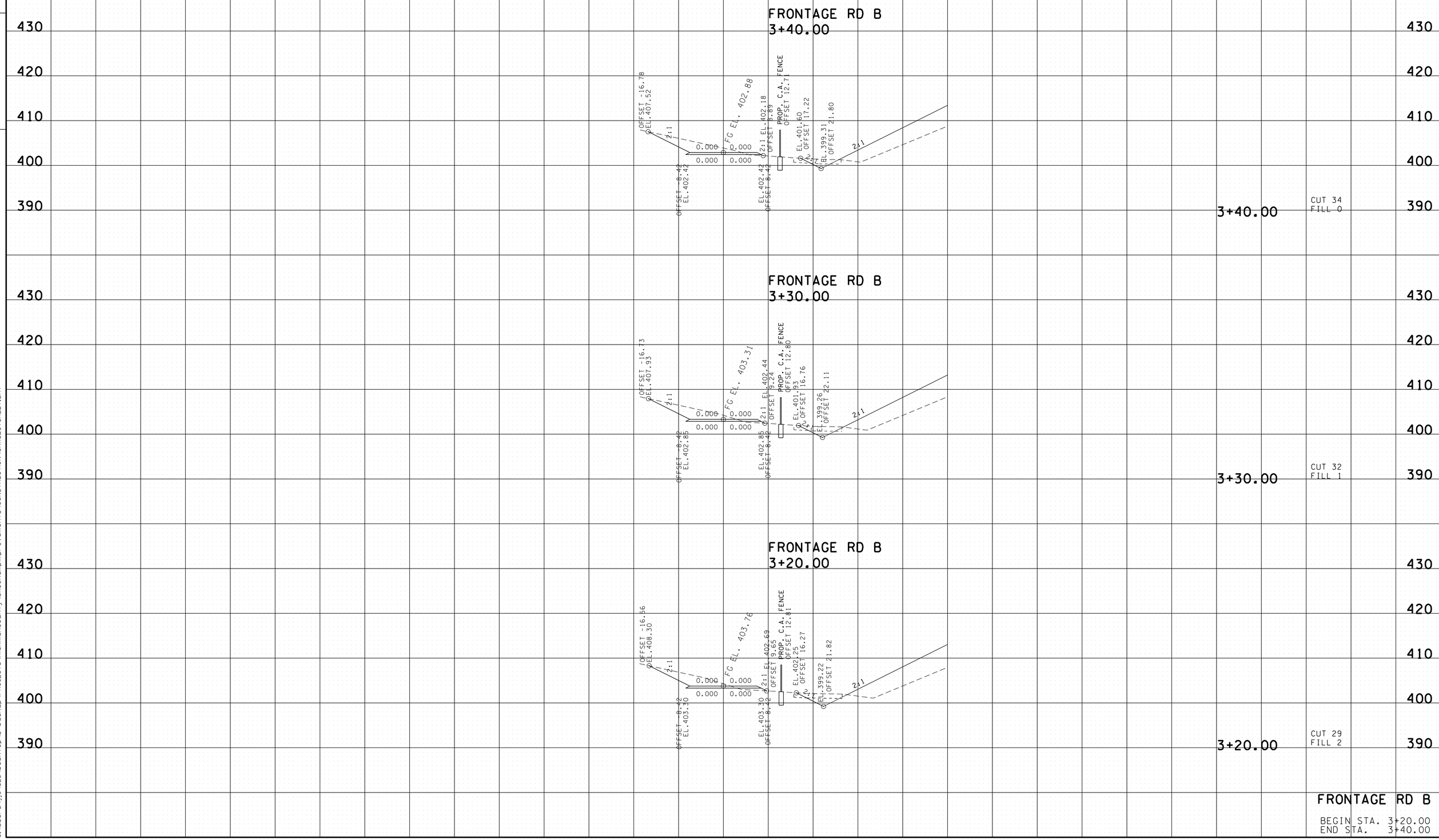
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	103

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. 3+20.00
END STA. 3+40.00

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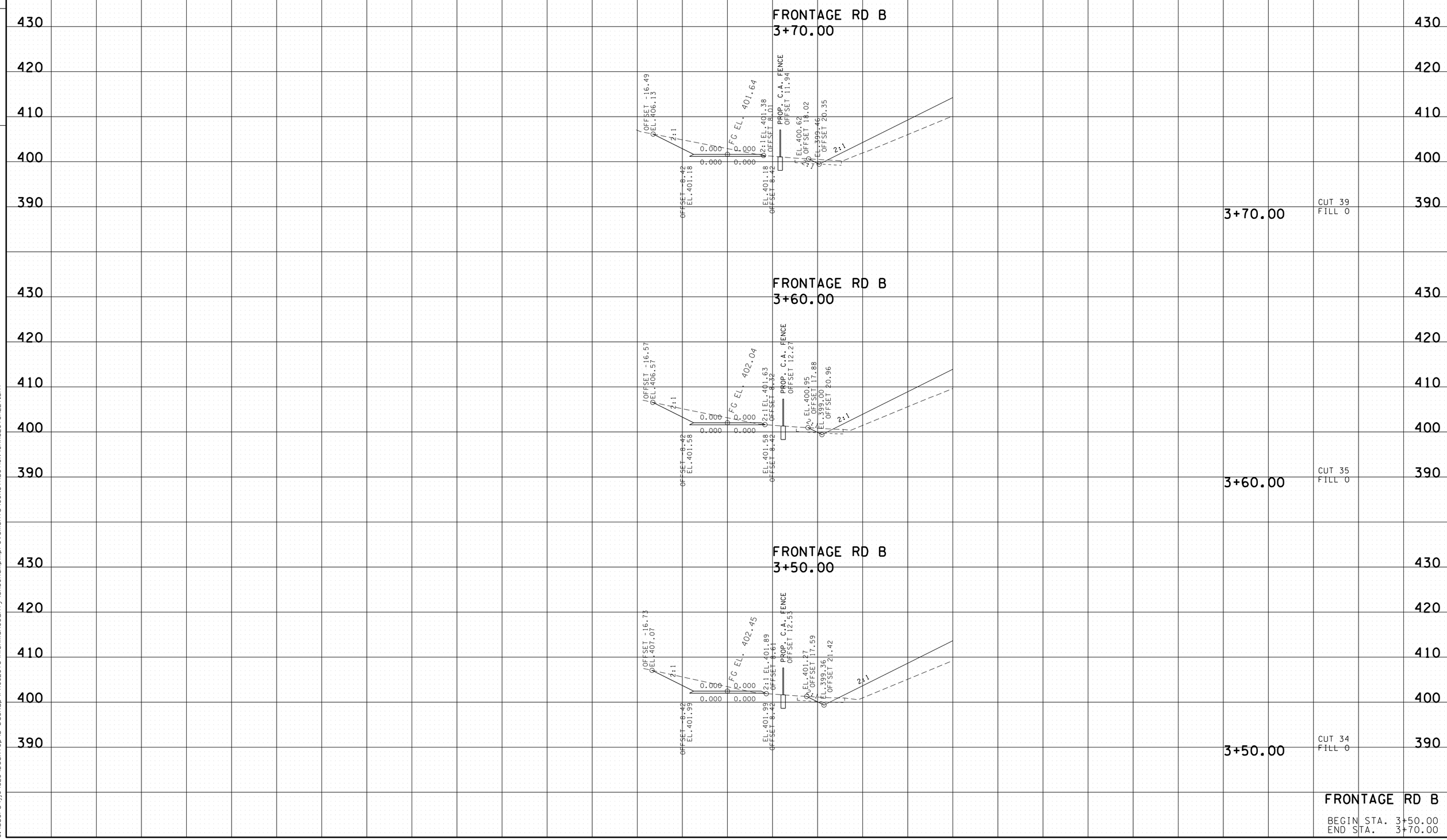
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	104

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



FRONTAGE RD B

BEGIN STA. 3+50.00
END STA. 3+70.00

24-AUG-2015 13:29
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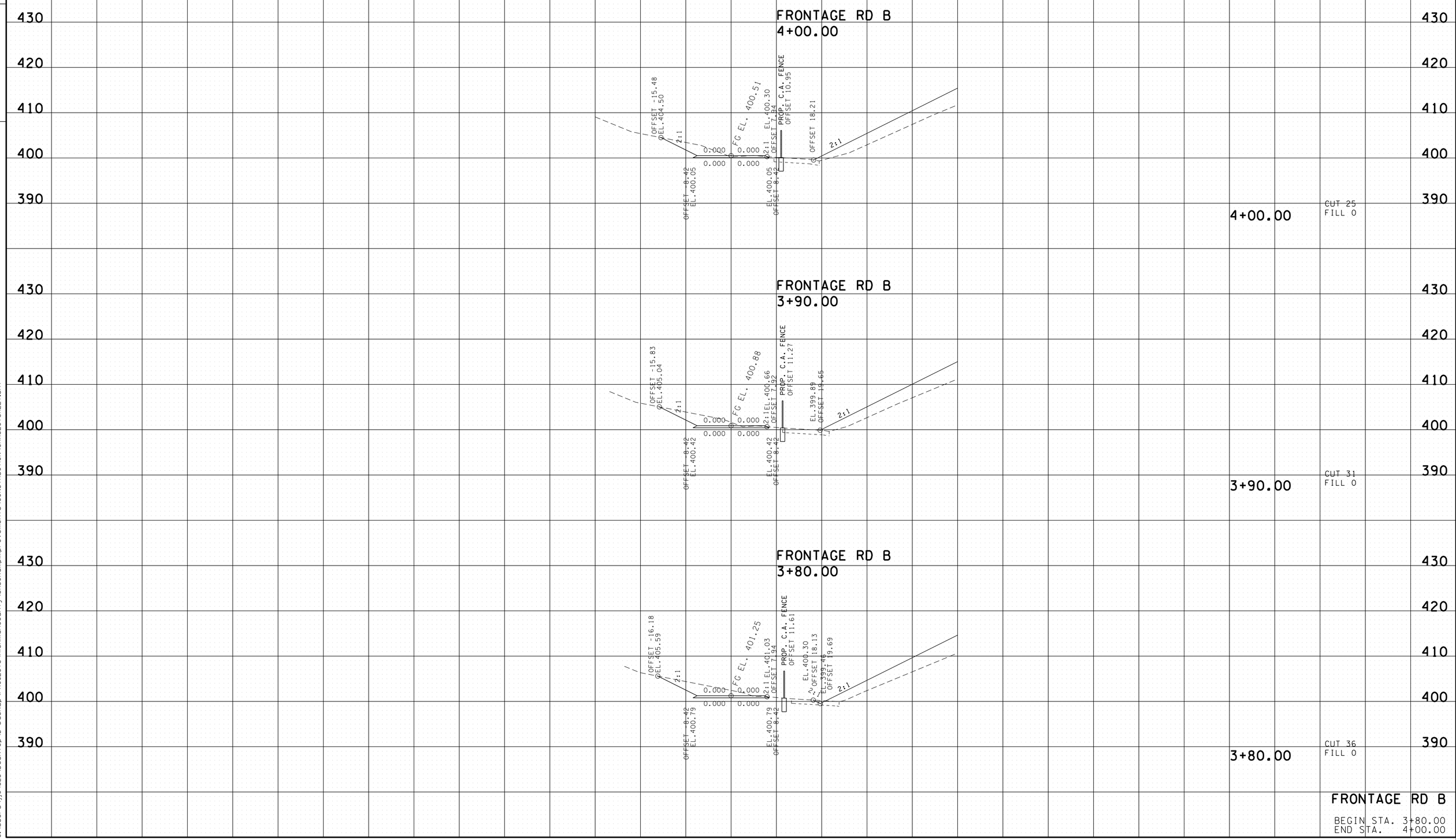
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	105

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. 3+80.00
END STA. 4+00.00

24-AUG-2015 13:29
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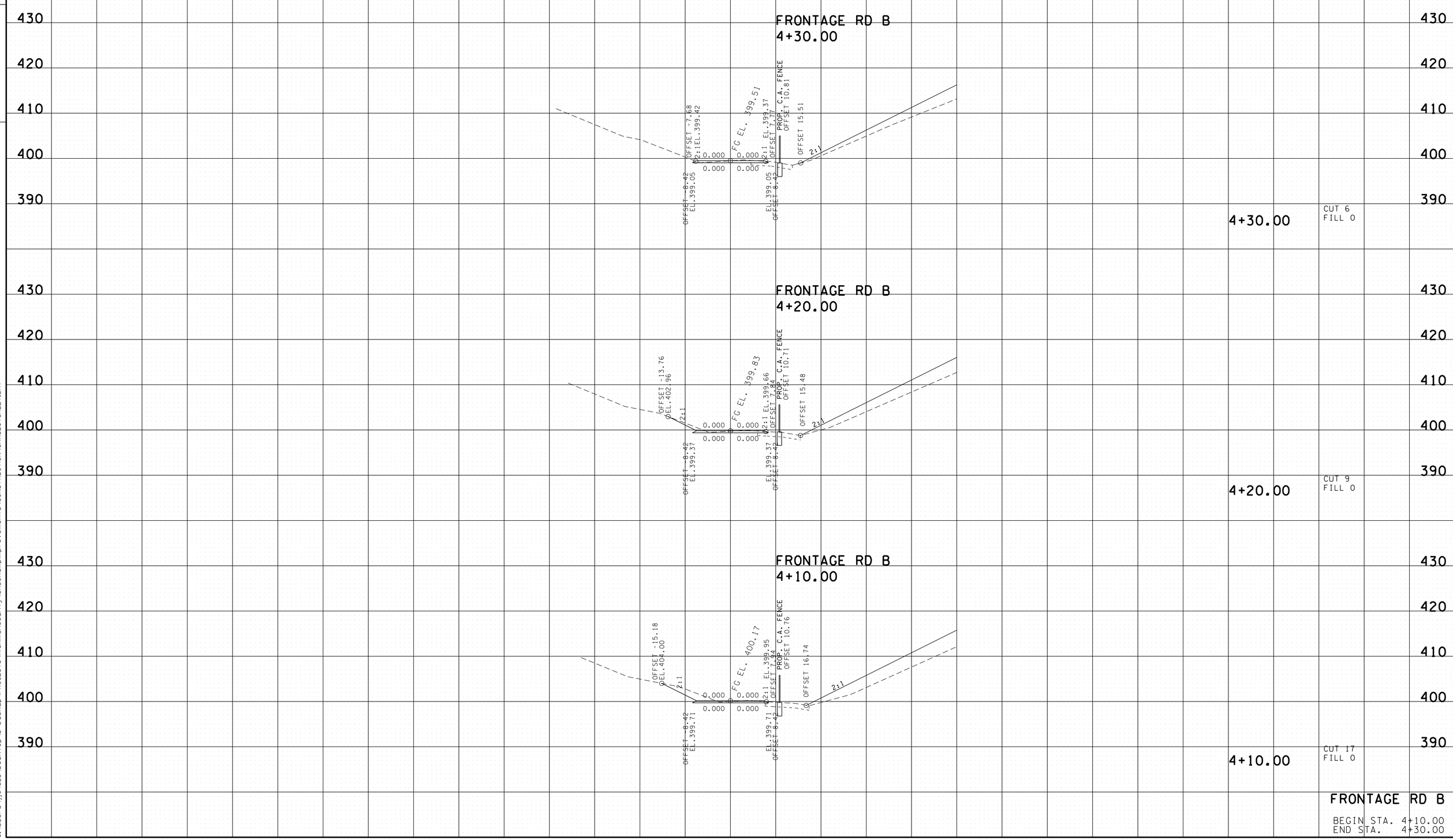
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	106

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



FRONTAGE RD B

BEGIN STA. 4+10.00
END STA. 4+30.00

24-AUG-2015 13:30
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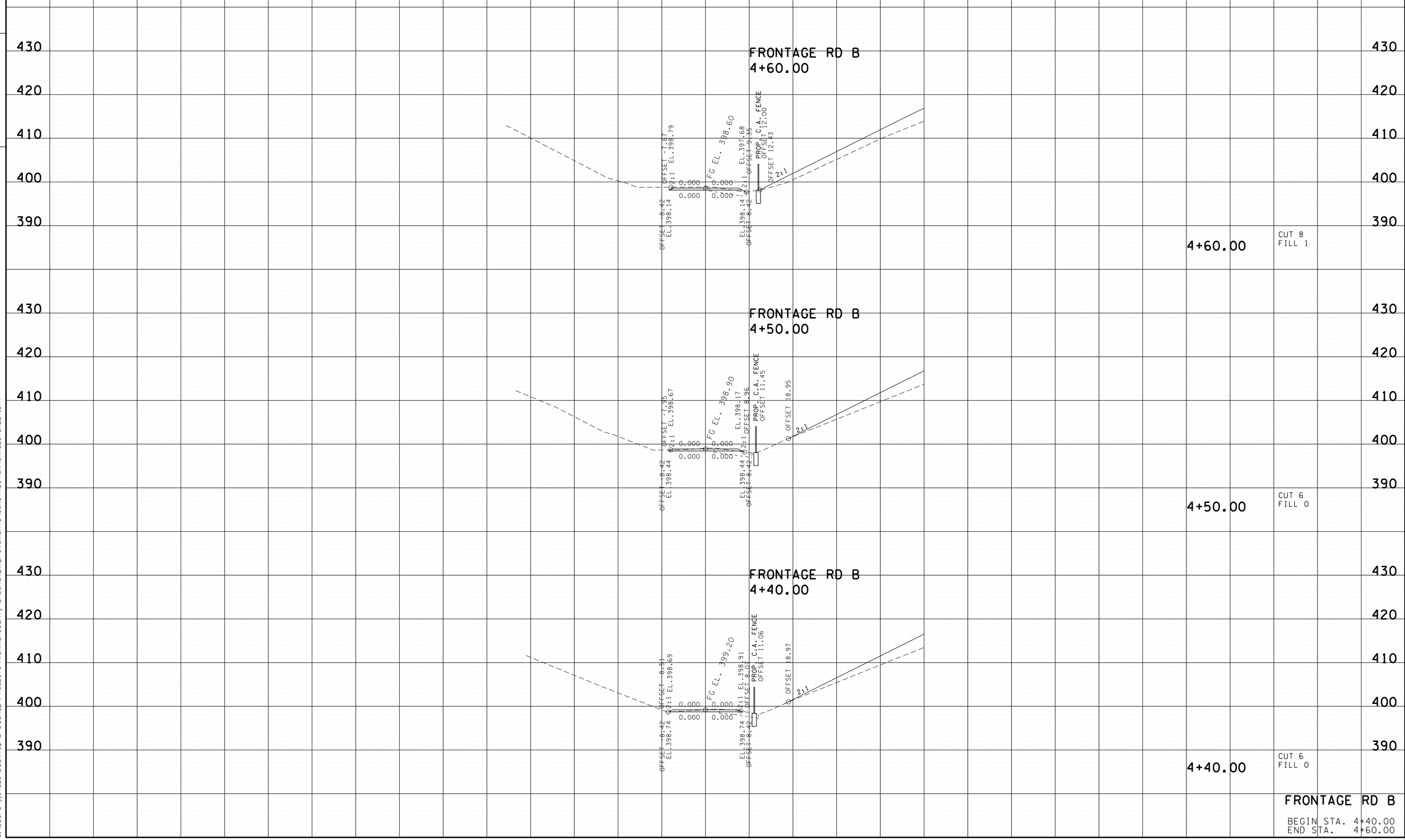
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	107

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. 4+40.00
END STA. 4+60.00

24-AUG-2015 13:30
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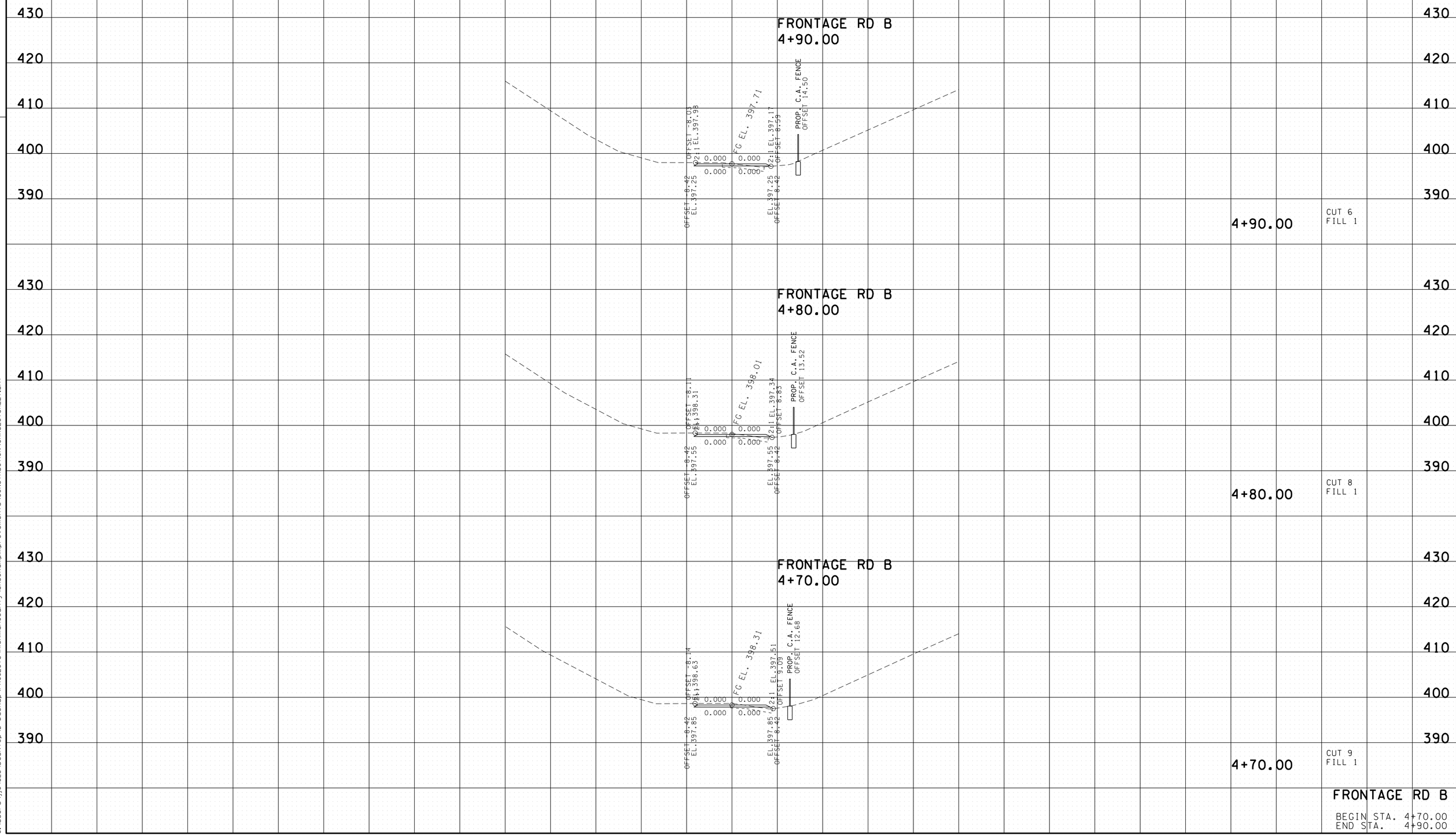
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	108

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



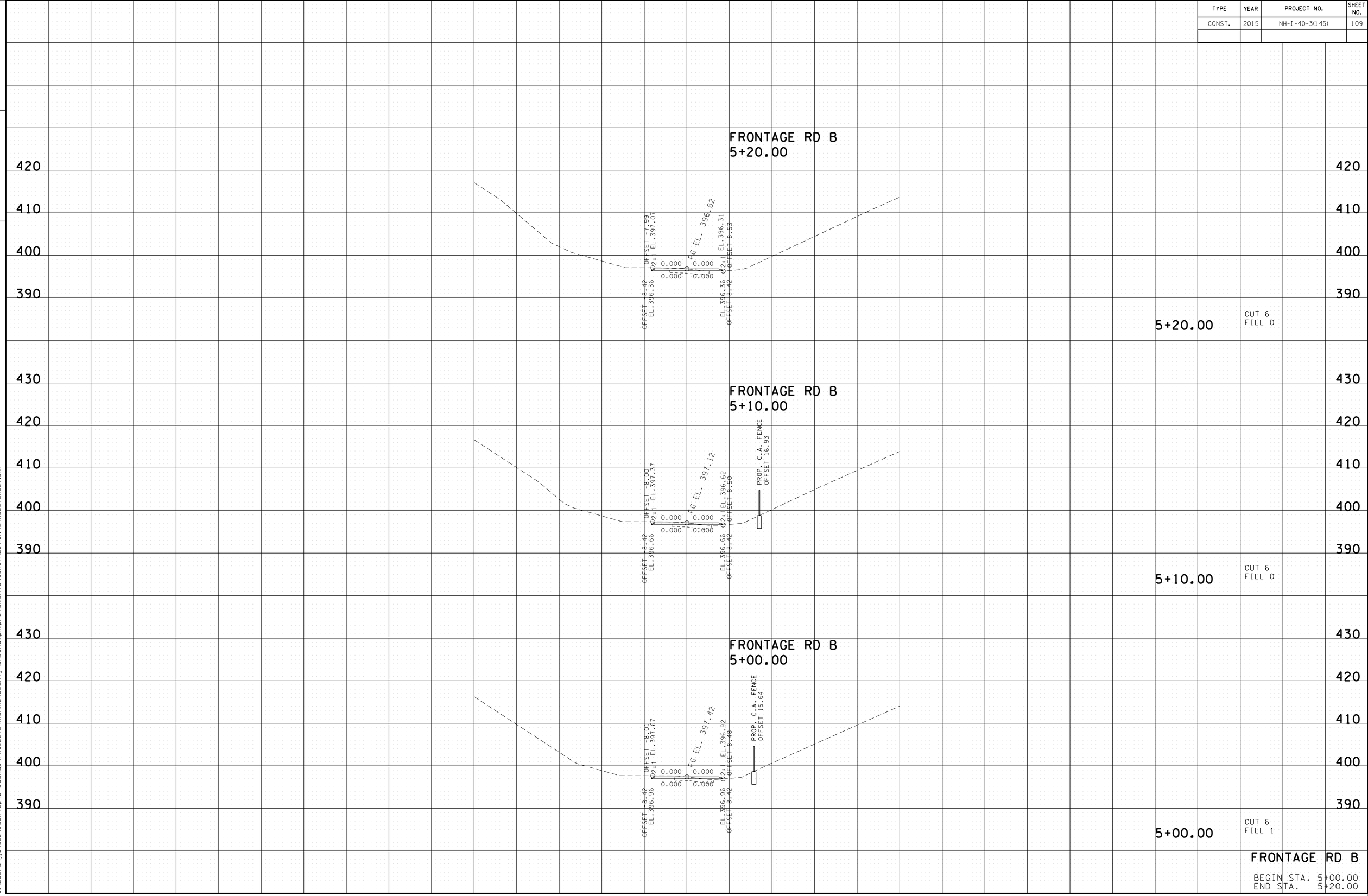
FRONTAGE RD B

BEGIN STA. 4+70.00
END STA. 4+90.00

24-AUG-2015 13:30
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GRXSECTSHEET.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	109

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



24-AUG-2015 13:30
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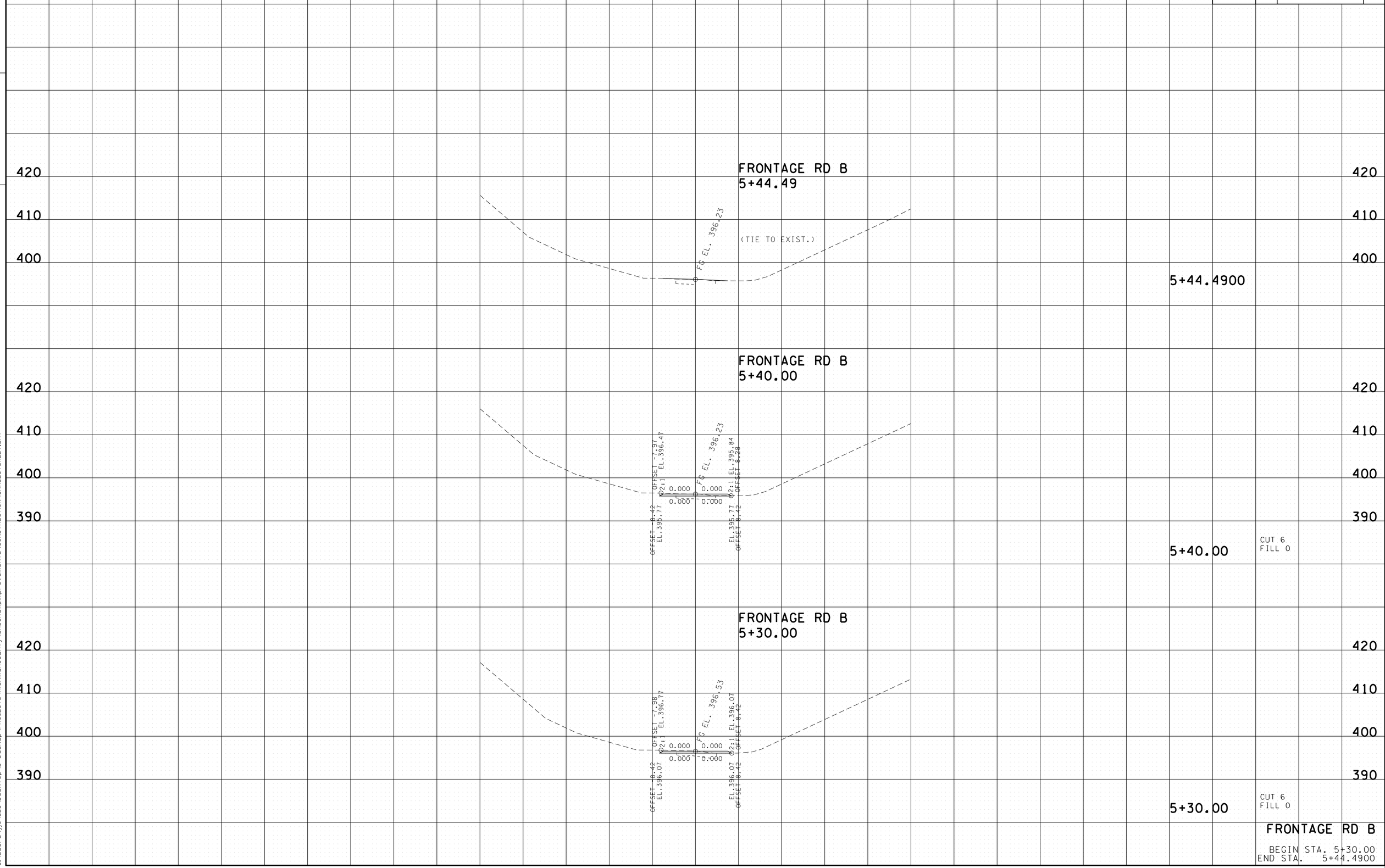
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-3(145)	110

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



FRONTAGE RD B

BEGIN STA. 5+30.00
END STA. 5+44.4900

24-AUG-2015 13:30
C:\Users\jj04523\Desktop\D backup\PROJECTS\HickmanCounty\SR50RampImprovements\CONSTRUCTION\GRXSECTSHEET.sht