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(See Sheet IA)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

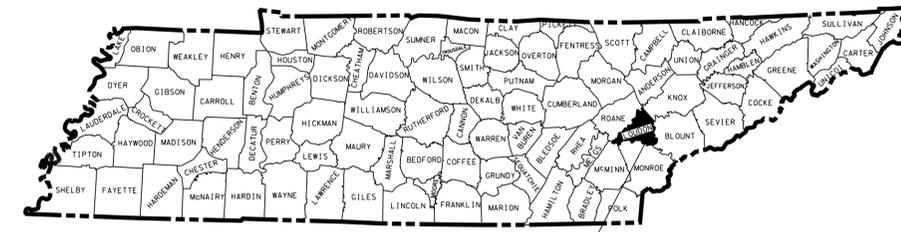
TENN.	YEAR 2014	SHEET NO. 1
FED. AID PROJ. NO.	PHSIP-2(239)	
STATE PROJ. NO.	53004-3245-94	

LOUDON COUNTY

S.R. 2 (E. LEE HIGHWAY) INTERSECTION
WITH S.R. 324 (SUGARLIMB ROAD)
SIGNALIZATION AND INTERSECTION IMPROVEMENTS

CONSTRUCTION
GRADING, DRAINAGE, PAVING, SIGNS, STRIPING, SIGNAL

STATE HIGHWAY NO. 2 F.A.H.S. NO. 2
STATE HIGHWAY NO. 324 F.A.H.S. NO. 324



PROJECT LOCATION
LOUDON COUNTY
NHTSA-HE-2(216)



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SET
NOT FOR
BIDDING**

**NO EXCLUSIONS
NO EQUATIONS**

TRAFFIC DATA (S.R. 2)	
ADT (2013)	13,020
ADT (2033)	18,750
DHV (2033)	1,656
D	60 - 40
T (ADT)	5 %
T (DHV)	3 %
V	45 MPH

TRAFFIC DATA (S.R. 324)	
ADT (2013)	7,080
ADT (2033)	10,190
DHV (2033)	1,099
D	55 - 45
T (ADT)	6 %
T (DHV)	4 %
V	50 MPH

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

DATE: _____

APPROVED: *John Schroer*
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 MARCH 1, 2004 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

ROADWAY LENGTH (S.R. 2) 0.071 MILES
ROADWAY LENGTH (S.R. 324) 0.110 MILES

PROJECT LENGTH 0.181 MILES

TDOT C.E. MANAGER 1: Roland L. Jones, P.E.
DESIGNED BY: RPM Transportation Consultants, LLC
DESIGNER: Kristen D. Rice, P.E. CHECKED BY: Daniel J. Spann, P.E., PTOE
P.E. NO. 97053-1221-04
PIN NO. 116983.00

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	1A

INDEX

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NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS	

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION	DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS					
RD-A-1	12-18-99	STANDARD ABBREVIATIONS	T-SG-10	12-04-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
RD-L-1	10-26-94	STANDARD LEGEND	T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS	T-WZ-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING	T-WZ-40	04-02-12	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING	T-WZ-50	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 2 OR 3 LANE MAJOR ROUTES
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	EROSION PREVENTION AND SEDIMENT CONTROL		
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
RD-L-7	05/24/12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	EC-STR-3E	04-01-12	SILT FENCE FABRIC JOINING DETAILS
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT	EC-STR-8	08-01-12	FILTER SOCK
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR ROADSIDE SLOPE DEVELOPMENT	EC-STR-11	08-01-12	CULVERT PROTECTION TYPE 1
RD01-S-12	08-01-09	CLEAR ZONE CRITERIA	EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS			
RD01-TS-3	10-15-02	DESIGN STANDARDS FOR 2 LANE ARTERIAL HIGHWAYS			
RD-UD-3	09-05-96	UNDERDRAIN DETAILS			
TRAFFIC CONTROL APPURTENANCES					
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS			
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS			
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS PAVED SHOULDERS ON CONVENTIONAL ROADS			
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS			
T-S-10	04-04-12	MOUNTING DETAILS - FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN			
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS			
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE			
T-S-19	07-19-13	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS STEEL DESIGN			
T-S-20	11-01-11	SIGN DETAILS			
T-S-24	08-02-13	DETAILS OF SIGNS WITH SOLAR FLASHING ASSEMBLY			
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES			
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTION LOOPS			
T-SG-5	07-29-04	CONTROLLER CABINET DETAILS			
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS			
T-SG-7A	11-01-11	TYPICAL SIGN HEAD PLACEMENT			
T-SG-9	12-04-13	DETAILS OF CANTILEVER SIGNAL SUPPORT			
T-SG-9A	12-04-13	MISCELLANEOUS SIGNAL DETAILS			

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**INDEX
AND
STANDARD
DRAWINGS**

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	700
203-06	WATER	M.G.	10
203-07	FURNISHING AND SPREADING TOPSOIL	C.Y.	112
(1) 209-03.21	FILTER SOCK (12 INCH)	L.F.	1100
(1) 209-03.22	FILTER SOCK (18 INCH)	L.F.	900
209-05	SEDIMENT REMOVAL	C.Y.	200
(1) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	300
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1160
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	30
307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	185
307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON	3
307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	80
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	105
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	9
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
411-01.07	ACS MIX (PG64-22)GRADING E SHOULDER	TON	55
411-02.10	ACS MIX (PG70-22) GRADING D	TON	75
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	2000
709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIPRAP (CLASS A-1)	TON	160
709-05.09	MACHINED RIPRAP (CLASS C)	TON	80
710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	525
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
712-06	SIGNS (CONSTRUCTION)	S.F.	306
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2800
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	20
(2) 713-15	REMOVAL OF SIGNS, POSTS, AND FOOTINGS	LS	1
(3) 713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	6
(4) 713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)(R10-12, 30"x36")	EACH	1
(5) 713-16.22	SIGNS (W3-3, 36"x36")	EACH	2
(6) 713-16.23	SIGNS (W3-3, 48"x48")	EACH	2
(4) 713-16.24	SIGNS (STREET NAME SIGNS)	EACH	3
716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH	36
(7) 716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	750
(7) 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	90
(7) 716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	7
716-13.01	SPRAY THERMO PVMT MRKNG (60 MIL) (4 IN LINE)	L.M.	0.9
716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	165
717-01	MOBILIZATION	LS	1
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	4
730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	7
(8) 730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
730-05.03	SERVICE CABLE (2 CONDUCTOR, # 6 AWG)	L.F.	50
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	525
730-11.01	STEEL CONDUIT RISER ASSEMBLY	EACH	1
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	550
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	30
730-12.03	CONDUIT 3" DIAMETER (PVC)	L.F.	125
730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	20
730-12.14	CONDUIT 3" DIAMETER (JACK AND BORE)	L.F.	100
730-13.03	VEHICLE DETECTOR (4 - CHANNEL, RACK MOUNT)	EACH	1
(11) 730-13.06	VEHICLE DETECTOR (OPTICALLY ACTIVATED PRIORITY CONTROL)	EACH	3
730-14.01	SHIELDED DETECTOR CABLE	L.F.	1250
730-14.02	SAW SLOT	L.F.	650
730-14.03	LOOP WIRE	L.F.	1025
730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1
730-23.95	CANTILEVER SIGNAL SUPPORT (2 @ 45' & 45')	EACH	1
730-23.96	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	1
(9) 730-50.10	SOLAR POWERED FLASHING ASSEMBLY	EACH	2
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	550
(10) 801-01	SEEDING (WITH MULCH)	UNIT	15
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	20
801-03	WATER (SEEDING & SODDING)	M.G.	24
803-01	SOD (NEW SOD)	S.Y.	2000

FOOTNOTES:

- SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- INCLUDES THE REMOVAL OF EXISTING STOP SIGN, STOP AHEAD WARNING SIGN, YIELD SIGN, AND SIDE ROAD AHEAD WARNING SIGNS ONCE SIGNAL IS OPERATIONAL.
- INCLUDES THE RELOCATION OF EXISTING STOP SIGN, ROUTE SIGNS, AUXILIARY SIGNS, NO PARKING SIGNS, EMERGENCY VEHICLE SIGN, HISTORIC DOWNTOWN LOUDON SIGN, AND CARMICHAEL INN RESTAURANT SIGN DURING CONSTRUCTION AS SHOWN ON SHEET 4B IN PLANS.
- ITEM TO INCLUDE MOUNTING OF SIGNS ON MAST ARM.
- SIGN SUPPORT POST SHALL BE MEMBER DESIGNATION "P5".
- ONE SIGN TO BE INCLUDED IN SOLAR FLASHING ASSEMBLY. SIGN SUPPORT POSTS (2) SHALL BE MEMBER DESIGNATION "P5".
- THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THE THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHANGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE CONTROLLER. THESE CHARGES SHALL BE INCLUDED IN THE PRICE FOR ITEM NO. 730-05.01 FOR PAYMENT BY THE CONTRACTOR. ITEM TO INCLUDE 1-2C #6 CABLE FROM EXISTING ELECTRIC SERVICE TO CONTROLLER. INCLUDES A 50 AMP, 2 POLE WEATHER PROOF EXTERNAL DISCONNECT. ENCLOSURE SHALL BE METALLIC WITH A 50 AMP SINGLE POLE CIRCUIT BREAKER.
- ITEM INCLUDES 12" SINGLE BEACON, SOLAR PANEL, AND ALL ELECTRONICS AND MOUNTING BRACKETS TO MOUNT ON SIGN POSTS FOR 24-HOUR FLASHING HIGH INTENSITY AMBER LED LIGHT. FLASH PATTERN TO BE MUTCD COMPLIANT. BATTERY LIFE SPAN TO BE A MINIMUM OF THREE (3) YEARS. WARRANTY TO BE MANUFACTURER STANDARD OR TWO (2) YEARS, WHICHEVER IS LONGER. ALL COSTS OF MATERIAL AND LABOR TO BE INCLUDED IN BID ITEM NO. 730-50.10.
- ITEM TO BE USED FOR SIGNAL INSTALLATION EPSC.
- ITEM INCLUDES FURNISHING AND INSTALLING OPTICOM 3M EMERGENCY PREEMPT UNIT (OR EQUAL) AND ALL WIRING, SENSORS, AND POWER SUPPLY NEEDED TO PROVIDE EMERGENCY VEHICLE PREEMPTION FOR S.R. 2 AND S.R. 324.

SUMMARY OF QUANTITIES - ITEM NO. 712-06

SIGN NO.	DESCRIPTION	SIZE (IN.)	NUMBER REQUIRED
G20-2A	END ROAD WORK	48X24	3
W5-1	ROAD NARROWS	48X48	2
W8-9A	LOW SHOULDER	36X36	2
W8-11	UNEVEN LANES	36X36	2
W16-2P	500 FT SUPPLEMENTAL PLAQUE	24X18	2
W20-1	ROAD WORK 1/2 MILE	48X48	3
W20-1	ROAD WORK 1500 FEET	48X48	3
W20-1	ROAD WORK 1000 FEET	48X48	3
W20-1	ROAD WORK 500 FEET	48X48	2
W20-7a	FLAGGER AHEAD	48X48	2

NOTES:

- ITEM 712-06, SIGNS (CONSTRUCTION), INCLUDES SIGNS SHOWN AND IS CONSIDERED A MINIMUM. ADDITIONAL SIGNS MAY BE REQUIRED BY THE ENGINEER AND WILL BE PAID FOR AT THE PRICE BID FOR ITEM 712-06.
- SIGNS SHALL BE LOCATED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.
- CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SECTION 712 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- THE CONTRACTOR IS NOT RELIEVED OF ANY RESPONSIBILITY TO PROVIDE ADEQUATE AND SAFE TRAFFIC CONTROL MEASURES BY THE ABOVE.

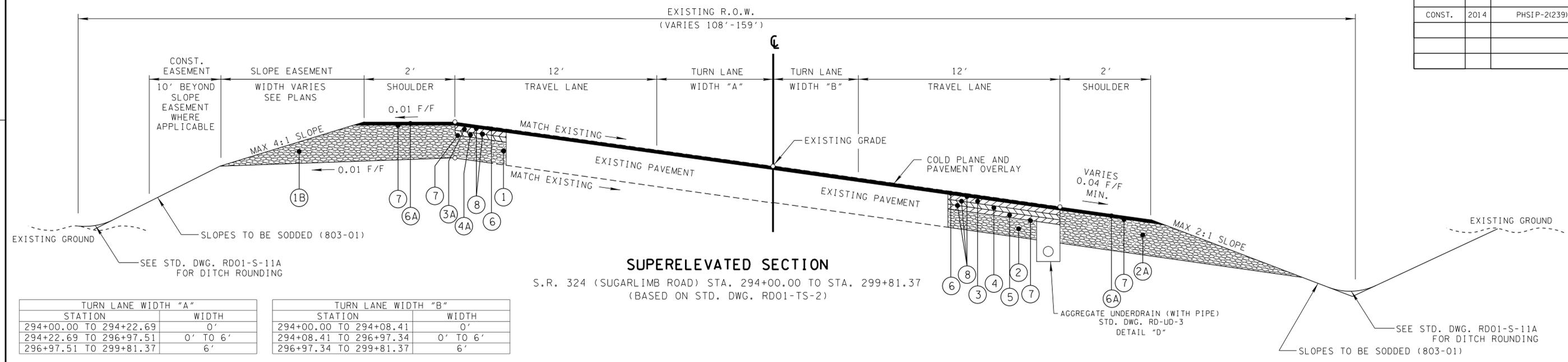
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	2

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**ESTIMATED
ROADWAY
QUANTITIES**

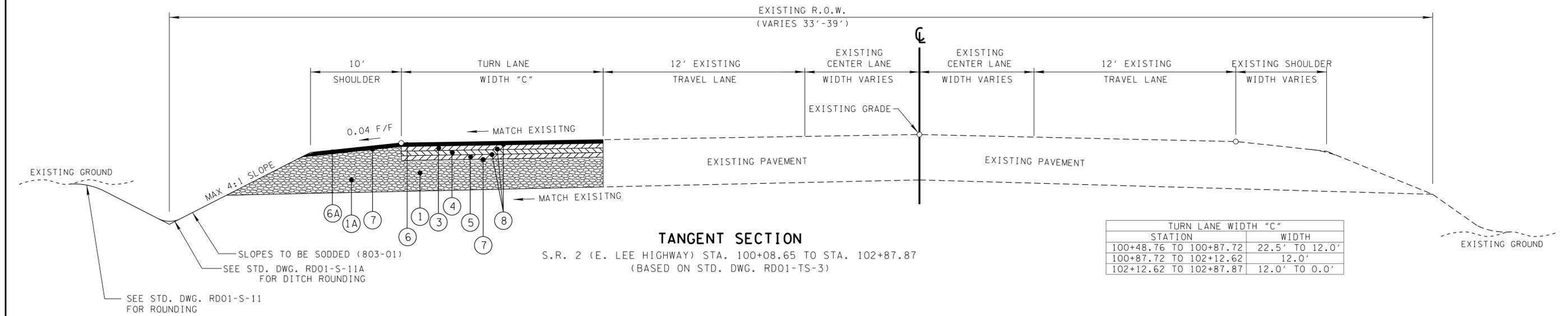
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	2A



SUPERELEVATED SECTION

S.R. 324 (SUGARLIMB ROAD) STA. 294+00.00 TO STA. 299+81.37
(BASED ON STD. DWG. RD01-TS-2)

TURN LANE WIDTH "A"		TURN LANE WIDTH "B"	
STATION	WIDTH	STATION	WIDTH
294+00.00 TO 294+22.69	0'	294+00.00 TO 294+08.41	0'
294+22.69 TO 296+97.51	0' TO 6'	294+08.41 TO 296+97.34	0' TO 6'
296+97.51 TO 299+81.37	6'	296+97.34 TO 299+81.37	6'



TANGENT SECTION

S.R. 2 (E. LEE HIGHWAY) STA. 100+08.65 TO STA. 102+87.87
(BASED ON STD. DWG. RD01-TS-3)

TURN LANE WIDTH "C"	
STATION	WIDTH
100+48.76 TO 100+87.72	22.5' TO 12.0'
100+87.72 TO 102+12.62	12.0'
102+12.62 TO 102+87.87	12.0' TO 0.0'

PROPOSED PAVEMENT SCHEDULE

① MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D ROADWAY @ 10.00" THICK	③ BITUMINOUS BINDER @ 2.00" THICK (APPROX. 226 LBS./S.Y.) ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	⑥A BITUMINOUS SURFACE @ 1.50" THICK (APPROX 154.5 LBS./S.Y.) ITEM NO. 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
①A MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D ROADWAY @ 17.75" THICK	③A BITUMINOUS BINDER @ 2.50" THICK (APPROX. 282.5 LBS./S.Y.) ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	⑦ PRIME COAT ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30 - 0.35 GAL./S.Y. ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8 - 12 LBS./S.Y.
①B MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D ROADWAY @ 16.25" THICK	④ BITUMINOUS BINDER @ 3.00" THICK (APPROX 345 LBS./S.Y.) ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	⑧ TACK COAT ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
② MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D ROADWAY @ 8.00" THICK	④A BITUMINOUS BINDER @ 4.00" THICK (APPROX 460 LBS./S.Y.) ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	
②A MINERAL AGGREGATE BASE ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D ROADWAY @ 15.75" THICK	⑤ BITUMINOUS BINDER @ 3.00" THICK (APPROX 270 LBS./S.Y.) ITEM NO. 307-02.02 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A-S ITEM NO. 307-02.03 AGGREGATE (BPMB-HM) GRADING A-S MIX	
	⑥ BITUMINOUS SURFACE @ 1.25" THICK (APPROX 132.5 LBS./S.Y.) ITEM NO. 411-02.10 ACS MIX (PG70-22) GRADING D	

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION OF ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTIONS 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE OR CITY-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 WATER COURSE. 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

- (4) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.
- (5) 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.
- (6) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

DRAINAGE

- (7) 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.
- (8) THE CUTTING OF INLET AND OULET 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).
- (9) 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

- (10) 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.
- (11) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS 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.
- (12) 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.

- (13) 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.

- (14) 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.

SIGNING

- (15) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (16) 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.
- (17) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (18) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

SIGNALIZATION

- (19) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (20) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (21) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- (22) SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.

MISCELLANEOUS

- (23) 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.
- (24) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (25) 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 RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

RIGHT-OF-WAY

- (26) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (27) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (28) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (29) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON SATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

PAVEMENT MARKINGS

- (30) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 MIL) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS' WORK. SHORT UNMARKED SECTIONS SHALL NOT BE

ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNTER ITEM NO. 716-13.01, SPRAY THERMO PVMT MRKNG (60MIL) (4 IN 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

- (31) THE PAVEMENT MARKINGS ON THE LANE SHIFTS FOR EDGELINES AND CENTERLINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.01, REMOVABLE PAVEMENT MARKING LINE, LINEAR FOOT.
- (32) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM 712-09.01 REMOVABLE PAVEMENT MARKING LINE, LIN. FT. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.
- (33) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM 712-09.01 REMOVABLE PAVEMENT MARKING LINE, LIN. FT. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

PAVING

- (34) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (35) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

RESURFACING

- (36) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (37) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (38) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (39) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

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**GENERAL NOTES
AND
SPECIAL NOTES**

GENERAL NOTES (CONTINUED)

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

- (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 CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- (7) 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.
- (8) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.
- (9) 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.
- (10) 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.
- (11) OFFSITE VEHICLE TRACKING 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.
- (12) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

INSPECTION, MAINTENANCE, REPAIR

- (13) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.
- (14) 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.
- (15) 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.

- (16) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.
- (17) 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.
- (18) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.
- (19) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT. IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (20) THE TDOT PROJECT SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT PROJECT SUPERVISOR OR THEIR DESIGNEE WILL COMPLETE THE INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

MATERIALS

- (21) 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.S UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

SWPPP, PERMITS, PLANS, RECORDS

- (22) 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 28A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.
- (23) 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.

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GENERAL NOTES (CONT.)

- (5) THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EPSC INSPECTION RECORDS, QUALITY ASSURANCE SITE ASSESMENT RECORDS, PRECIPITATION REOCRDS, SWPPP, PROJECT ENVIRONMENTAL PERMITS, AND A COPY OF THE PROJECT EPSC INSPECTOR'S TDEC LEVEL 1 CERTIFICATION.
- (6) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROEJCT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.
- (7) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMRNTAL 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 PLANS REVISIONS ARE NEEDED.
- (8) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS. A COPY OF ANY CORRESPONDANCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS SHALL BE RETAINED IN THE SWPPP.
- (9) IF A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION) THE SWPPP SHALL BE MODIFIED OR UPDATED.
- (10) PROJECT INPSECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 – FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

LITTER, DEBRIS, WASTE, PETROLEUM

- (11) 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.
- (12) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHECMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.U. 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 STAE/U.U., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

SPECIAL NOTES

TRAFFIC SIGNAL

- (1) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
- (2) LOCATIONS OF SIGNAL POLES ARE APPROXIMATE AND CAN BE ADJUSTED UP TO 2 FT. IN THE FIELD TO AVOID UTILITY CONFLICT. THE MAST ARM LENGTH SHOULD BE VERIFIED BASED ON THE FIELD LOCATION OF THE SIGNAL POLES.
- (3) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

CIRCULAR INDICATIONS SHALL MEET "ITE VTCOSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET "ITE VTCOSH-LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW. INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE. COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE LED UNIT.
- (4) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE *AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS*, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.
- (5) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1" MINIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

- (6) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 6, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION OF THE TOTAL AREA OF EXPOSED SOIL.

UTILITY RELOCATION

- (7) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT FROM EROSION ANY EXPOSED EARTH RESULTING FROM TRENCHING AND EXCAVATION, AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THIS 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 THE WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THESE OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- (8) SILT FENCE OR OTHER BARRIERS OF THE SPECIFIED TYPE SHALL BE INSTALLED ON THE DOWNHILL SIDE OF STOCKPILED SOIL. POLYETHYLENE SHEETING MAY BE USED TO COVER SPOILS FROM EXCAVATION. NO SEPARATE PAYMENT FOR POLYETHYLENE SHEETING.
- (9) TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (10) THE CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS INDICATED BY THE APPROVED EROSION PREVENTION AND SEDIMENT CONTROL PLAN OR THE TDOT PROJECT ENGINEER).
- (11) FOR THE INSTALLATION OF CONDUITS 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, OR IMMEDIATELY AFTER ANY INSPECTION. ANY TEMPORARY SPOIL OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE

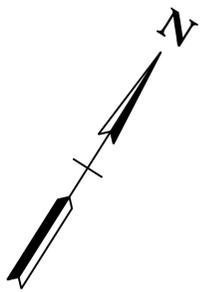
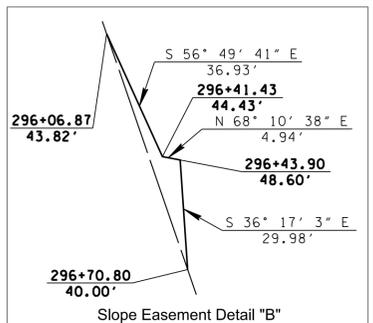
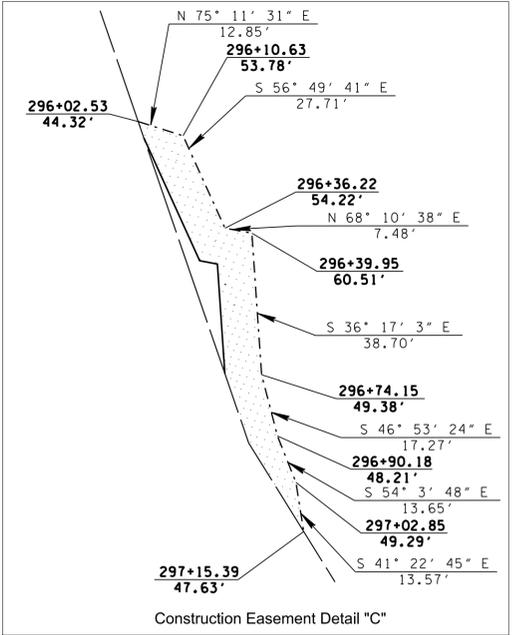
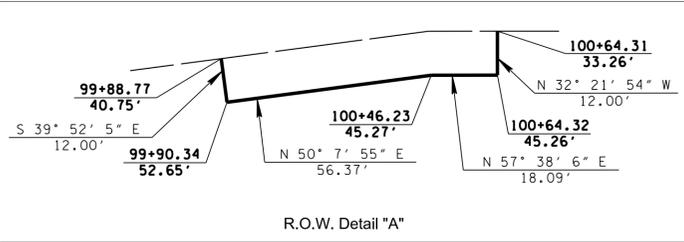
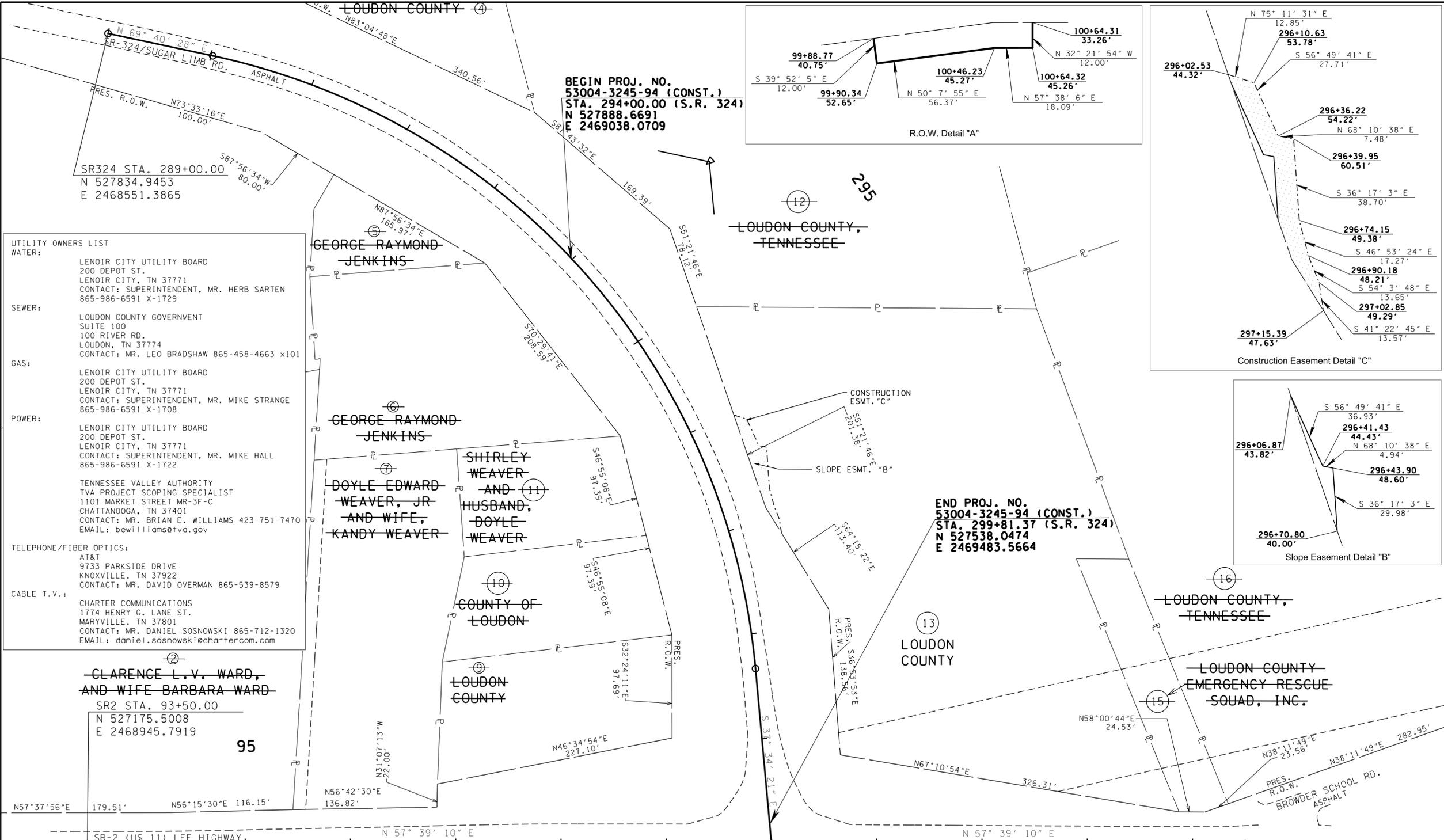
- INSTALLED BY THE CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (12) RAIN WATER WHICH COLLECTS IN THE OPEN EXCAVATIONS (TRENCHES OR FOUNDATION EXCAVATIONS) SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED. NO SEPARATE PAYMENT FOR THIS REQUIREMENT.
 - (13) SPOILS FROM FOUNDATION EXCAVATIONS SHALL BE PICKED UP AS BORING PROGRESSES, OR CONTAINED WITHIN APPROPRIATE EPSC MEASURES.
 - (14) 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).
 - (15) 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.

**UNOFFICIAL
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NOT FOR
BIDDING**

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES
AND
SPECIAL NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	3



UTILITY OWNERS LIST

WATER:
LENOIR CITY UTILITY BOARD
200 DEPOT ST.
LENOIR CITY, TN 37771
CONTACT: SUPERINTENDENT, MR. HERB SARTEN
865-986-6591 X-1729

SEWER:
LOUDON COUNTY GOVERNMENT
SUITE 100
100 RIVER RD.
LOUDON, TN 37774
CONTACT: MR. LEO BRADSHAW 865-458-4663 x101

GAS:
LENOIR CITY UTILITY BOARD
200 DEPOT ST.
LENOIR CITY, TN 37771
CONTACT: SUPERINTENDENT, MR. MIKE STRANGE
865-986-6591 X-1708

POWER:
LENOIR CITY UTILITY BOARD
200 DEPOT ST.
LENOIR CITY, TN 37771
CONTACT: SUPERINTENDENT, MR. MIKE HALL
865-986-6591 X-1722

TENNESSEE VALLEY AUTHORITY
TVA PROJECT SCOPING SPECIALIST
1101 MARKET STREET MR-3F-C
CHATTANOOGA, TN 37401
CONTACT: MR. BRIAN E. WILLIAMS 423-751-7470
EMAIL: bewilliams@tva.gov

TELEPHONE/FIBER OPTICS:
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: MR. DAVID OVERMAN 865-539-8579

CABLE T.V.:
CHARTER COMMUNICATIONS
1774 HENRY G. LANE ST.
MARYVILLE, TN 37801
CONTACT: MR. DANIEL SOSNOWSKI 865-712-1320
EMAIL: daniel.sosnowski@charter.com.com

**CLARENCE L.V. WARD,
AND WIFE BARBARA WARD**
SR2 STA. 93+50.00
N 527175.5008
E 2468945.7919

**GEORGE RAYMOND
JENKINS**

**GEORGE RAYMOND
JENKINS**

**DOYLE EDWARD
WEAVER, JR
AND WIFE,
KANDY WEAVER**

**SHIRLEY
WEAVER
AND
HUSBAND,
DOYLE
WEAVER**

**COUNTY OF
LOUDON**

**LOUDON
COUNTY**

**MARK SHUBERT &
MIKE SHUBERT**

**ROBERT FREDERICK LINEHAM
& WIFE, HARRIET JUANITA LINEHAM**

**LARRY WAYNE ROGERS
AND WIFE,
DORIS JEAN ROGERS**

**BEGIN PROJ. NO.
53004-3245-94 (CONST.)
STA. 99+14.42 (S.R. 2)
N 527477.4949
E 2469422.6287**

**END PROJ. NO.
53004-3245-94 (CONST.)
STA. 102+87.87 (S.R. 2)
N 527677.3092
E 2469738.1277**

SR2 STA. 100+00.00 =
SR324 STA. 300+00.00
N 527523.2825
E 2469494.9256

**UNOFFICIAL
SET
NOT FOR
BIDDING**

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PROPERTY
MAP**
S.R. 2 AND S.R. 324
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	3A

UTILITIES

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

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

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

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

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

RIGHT - OF - WAY NOTES

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

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

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
				BK.	PAGE											
1	D&P PROPERTY MANAGEMENT, LLC	25	219	236	866		4.856	4.856				4.856				
2	CLARENCE L.V. WARD, AND WIFE BARBARA WARD	25	213	256	740	4.160		4.160			4.160					
3	CYNTHIA CASEBOLT	25	220	334	758		0.190	0.190				0.190				
4	LOUDON COUNTY	25	199	168	462	0.566		0.566			0.566					
5	GEORGE RAYMOND JENKINS	25	201	453	556	0.194		0.194			0.194					
6	GEORGE RAYMOND JENKINS	25	208	280	272	0.902		0.902			0.902					
7	DOYLE EDWARD WEAVER, JR AND WIFE, KANDY WEAVER	25	212	282	479	4.068		4.068			4.068					
8	MARK SHUBERT & MIKE SHUBERT	25	221	290	189		0.912	0.912	903 S.F.	903 S.F.		0.891				
9	LOUDON COUNTY	25L-C	3	418	278	0.538		0.538			0.538					
10	COUNTY OF LOUDON	25	210	150	212	0.436		0.436			0.436					
11	SHIRLEY WEAVER AND HUSBAND, DOYLE WEAVER	25	209	67	462	0.376		0.376			0.376					
12	LOUDON COUNTY, TENNESSEE	25K-C	4	414	400	6.178		6.178			6.178					
13	LOUDON COUNTY	25L-C	3	118	278	3.118		3.118			3.118			191	1046	
14	ROBERT FREDERICK LINEHAM & WIFE, HARRIET JUANITA LINEHAM	25	222	408	377		5.444	5.444			5.444					
15	LOUDON COUNTY EMERGENCY RESCUE SQUAD, INC.	25L-C	2	313	157	0.272		0.272			0.272					
16	LOUDON COUNTY, TENNESSEE	25	207	313	202	3.619		3.619			3.619					
17	LARRY WAYNE ROGERS AND WIFE, DORIS JEAN ROGERS	25	225.01	342	11		1.621	1.621			1.621					

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

CONTROL POINTS						
	EAST	ELEV.	STATION	OFFSET	DESCRIPTION	
S20	527377.8921	2469209.9237	916.86	96+81.43	-29.66	ALUM. DISK
S21	527597.4750	2469512.9481	921.14	100+54.92	-53.04	ALUM. DISK
S22	527817.8551	2469252.1776	913.22	99+52.53	-378.74	ALUM. DISK

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	4

NOTE: THIS TRACT IS SUBJECT TO A "RIGHT OF WAY IN FAVOR OF TELEPHONE COMPANY, AND TO A GAS LINE EASEMENT" OF UNSPECIFIED LOCATION.
D.B. 111, PG.400

BEGIN PROJ. NO. 53004-3245-94 (CONST.)
STA. 294+00.00 (S.R. 324)
N 527888.6691
E 2469038.0709

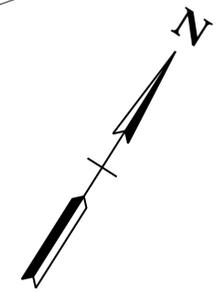
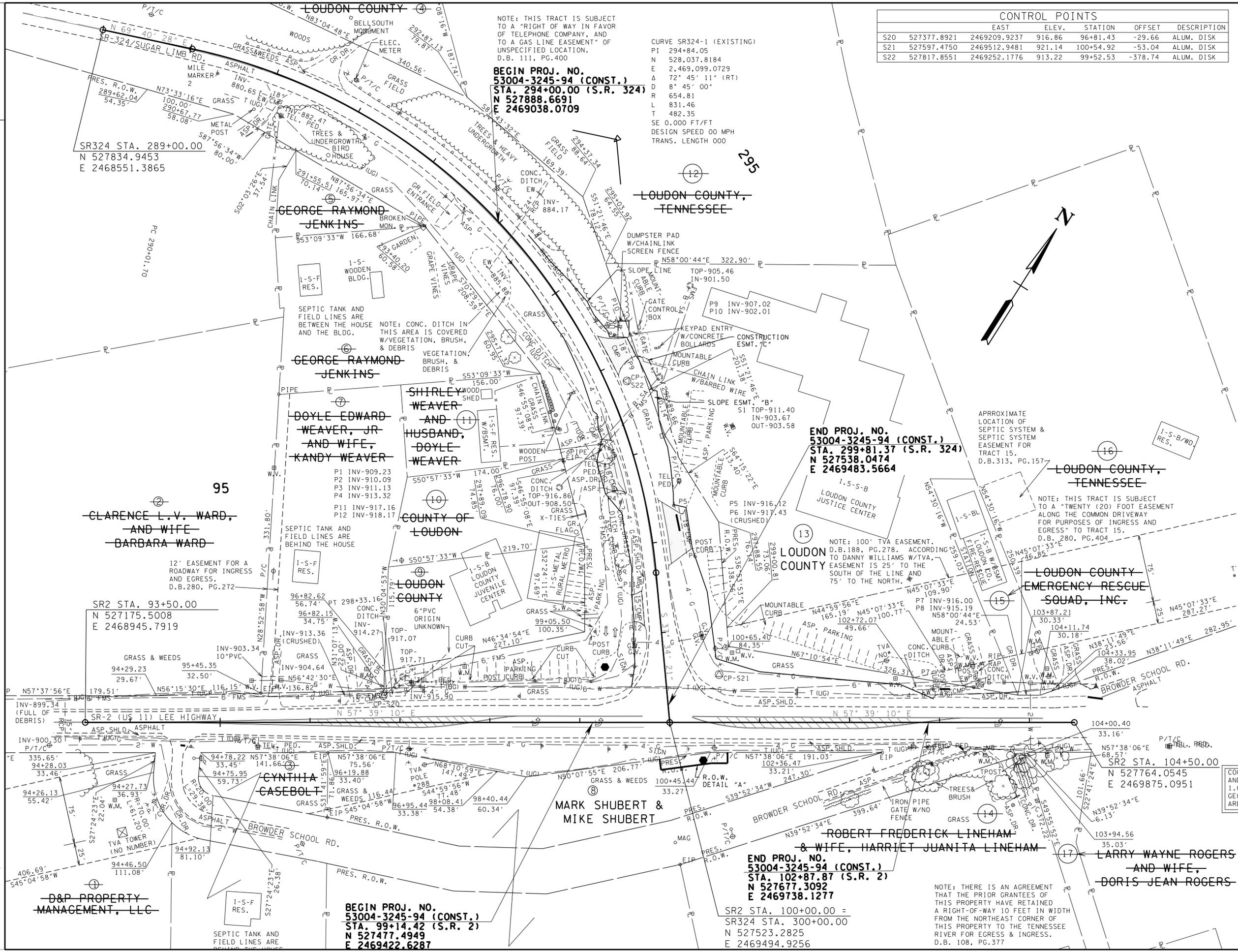
CURVE SR324-1 (EXISTING)
PI 294+84.05
N 528,037.8184
E 2,469,099.0729
Δ 72° 45' 11" (RT)
D 8° 45' 00"
R 654.81
L 831.46
T 482.35
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

END PROJ. NO. 53004-3245-94 (CONST.)
STA. 299+81.37 (S.R. 324)
N 527538.0474
E 2469483.5664

END PROJ. NO. 53004-3245-94 (CONST.)
STA. 102+87.87 (S.R. 2)
N 527677.3092
E 2469738.1277

SR2 STA. 100+00.00 =
SR324 STA. 300+00.00
N 527523.2825
E 2469494.9256

BEGIN PROJ. NO. 53004-3245-94 (CONST.)
STA. 99+14.42 (S.R. 2)
N 527477.4949
E 2469422.6287



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

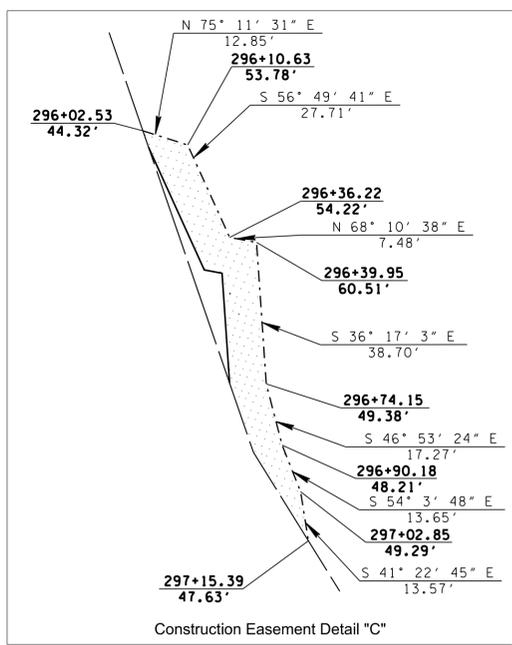
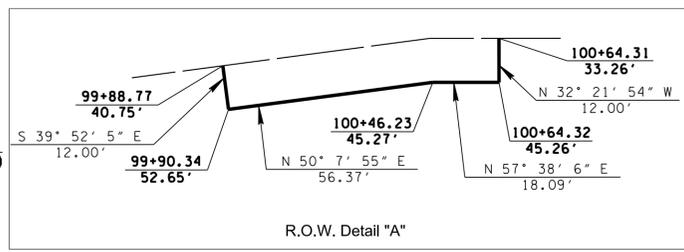
PRESENT LAYOUT
S.R. 2 AND S.R. 324

SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	4A

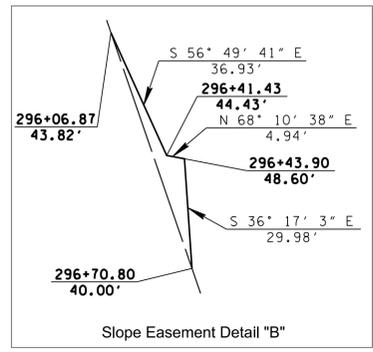
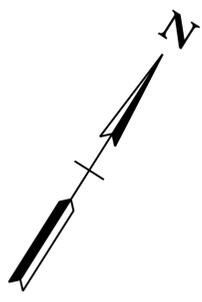
NOTE: THIS TRACT IS SUBJECT TO A "RIGHT OF WAY IN FAVOR OF TELEPHONE COMPANY, AND TO A GAS LINE EASEMENT" OF UNSPECIFIED LOCATION. D.B. 111, PG.400

BEGIN PROJ. NO. 53004-3245-94 (CONST.)
STA. 294+00.00 (S.R. 324)
N 527888.6691
E 2469038.0709



CONTROL POINTS

	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S20	527377.8921	2469209.9237	916.86	96+81.43	-29.66 ALUM. DISK
S21	527597.4750	2469512.9481	921.14	100+54.92	-53.04 ALUM. DISK
S22	527817.8551	2469252.1776	913.22	99+52.53	-378.74 ALUM. DISK



END PROJ. NO. 53004-3245-94 (CONST.)
STA. 299+81.37 (S.R. 324)
N 527538.0474
E 2469483.5664

NOTE: THIS TRACT IS SUBJECT TO A "TWENTY (20) FOOT EASEMENT ALONG THE COMMON DRIVEWAY FOR PURPOSES OF INGRESS AND EGRESS" TO TRACT 15. D.B. 280, PG.404

NOTE: 100' TVA EASEMENT, D.B.188, PG.278. ACCORDING TO DANNY WILLIAMS W/TVA, EASEMENT IS 25' TO THE SOUTH OF THE LINE AND 75' TO THE NORTH.

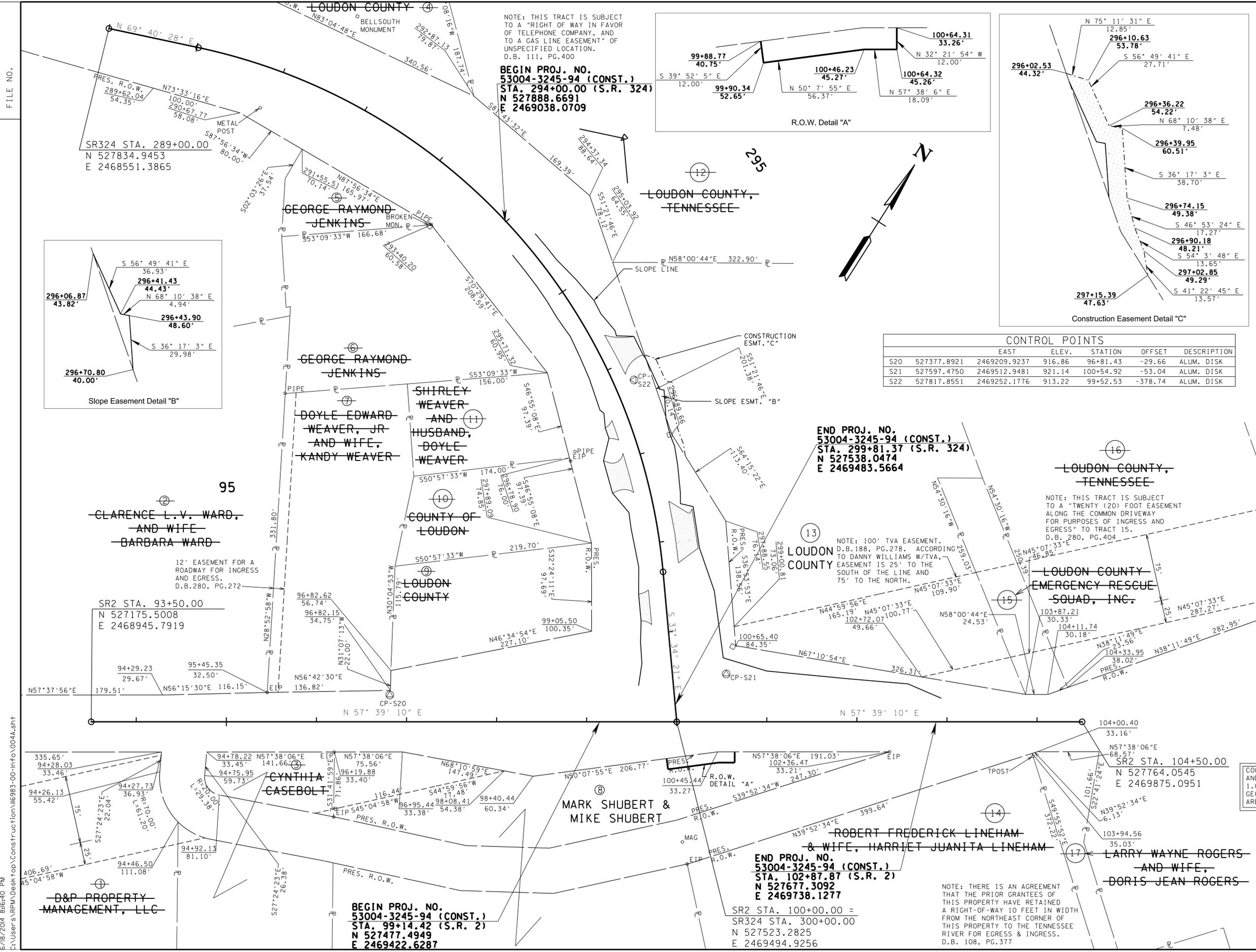
UNOFFICIAL SET
NOT FOR BIDDING

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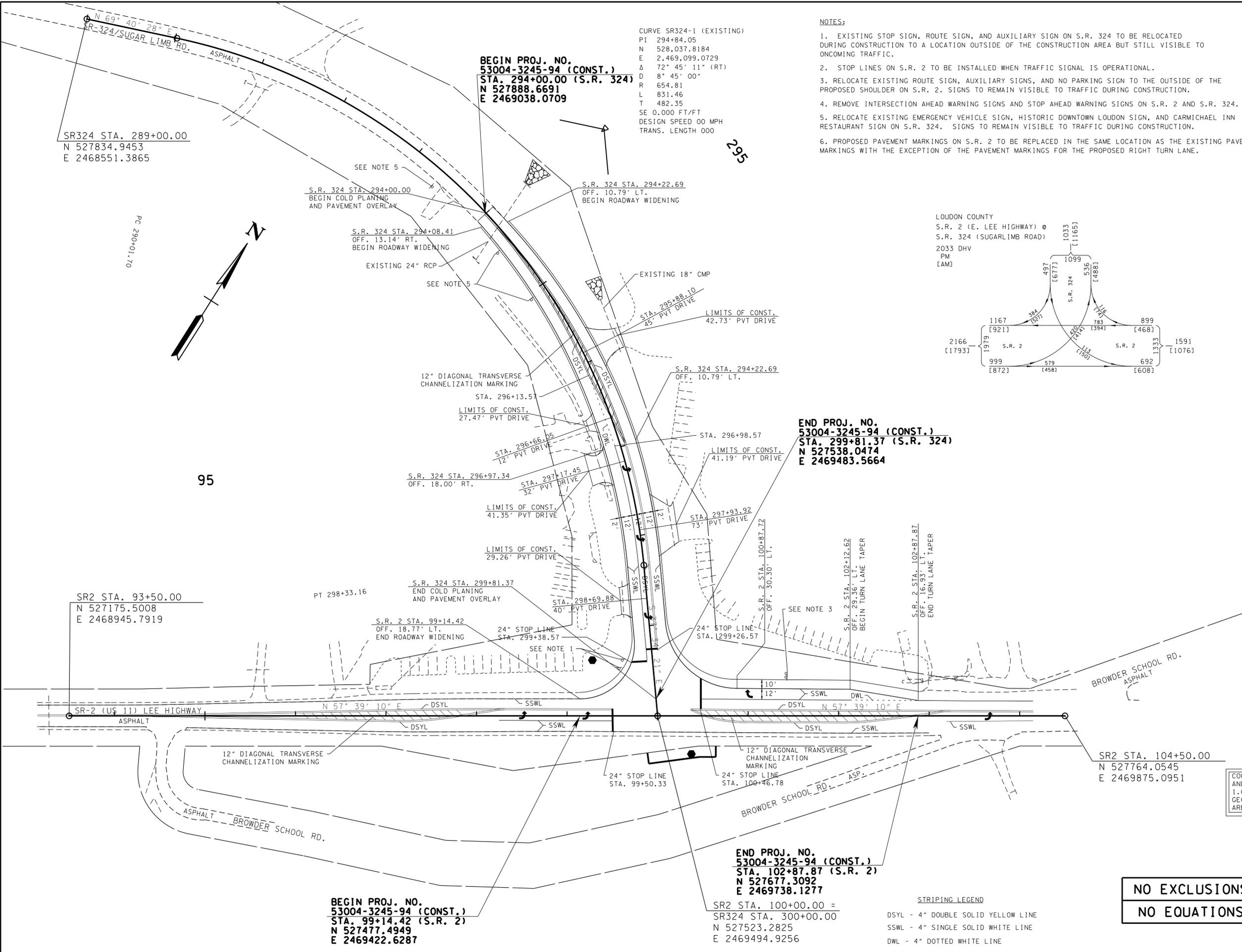
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

S.R. 2 AND S.R. 324
 SCALE: 1" = 50'

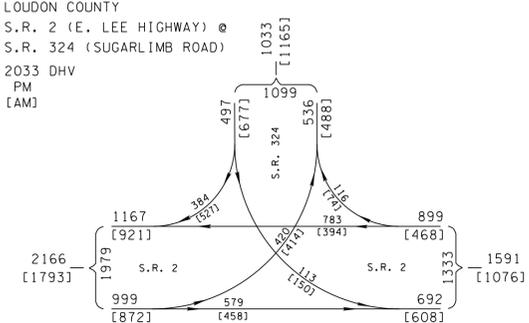


TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	4B



NOTES:

- EXISTING STOP SIGN, ROUTE SIGN, AND AUXILIARY SIGN ON S.R. 324 TO BE RELOCATED DURING CONSTRUCTION TO A LOCATION OUTSIDE OF THE CONSTRUCTION AREA BUT STILL VISIBLE TO ONCOMING TRAFFIC.
- STOP LINES ON S.R. 2 TO BE INSTALLED WHEN TRAFFIC SIGNAL IS OPERATIONAL.
- RELOCATE EXISTING ROUTE SIGN, AUXILIARY SIGNS, AND NO PARKING SIGN TO THE OUTSIDE OF THE PROPOSED SHOULDER ON S.R. 2. SIGNS TO REMAIN VISIBLE TO TRAFFIC DURING CONSTRUCTION.
- REMOVE INTERSECTION AHEAD WARNING SIGNS AND STOP AHEAD WARNING SIGNS ON S.R. 2 AND S.R. 324.
- RELOCATE EXISTING EMERGENCY VEHICLE SIGN, HISTORIC DOWNTOWN LOUDON SIGN, AND CARMICHAEL INN RESTAURANT SIGN ON S.R. 324. SIGNS TO REMAIN VISIBLE TO TRAFFIC DURING CONSTRUCTION.
- PROPOSED PAVEMENT MARKINGS ON S.R. 2 TO BE REPLACED IN THE SAME LOCATION AS THE EXISTING PAVEMENT MARKINGS WITH THE EXCEPTION OF THE PAVEMENT MARKINGS FOR THE PROPOSED RIGHT TURN LANE.



**BEGIN PROJ. NO.
53004-3245-94 (CONST.)
STA. 294+00.00 (S.R. 324)
N 527888.6691
E 2469038.0709**

**END PROJ. NO.
53004-3245-94 (CONST.)
STA. 299+81.37 (S.R. 324)
N 527538.0474
E 2469483.5664**

**END PROJ. NO.
53004-3245-94 (CONST.)
STA. 102+87.87 (S.R. 2)
N 527677.3092
E 2469738.1277**

**BEGIN PROJ. NO.
53004-3245-94 (CONST.)
STA. 99+14.42 (S.R. 2)
N 527477.4949
E 2469422.6287**

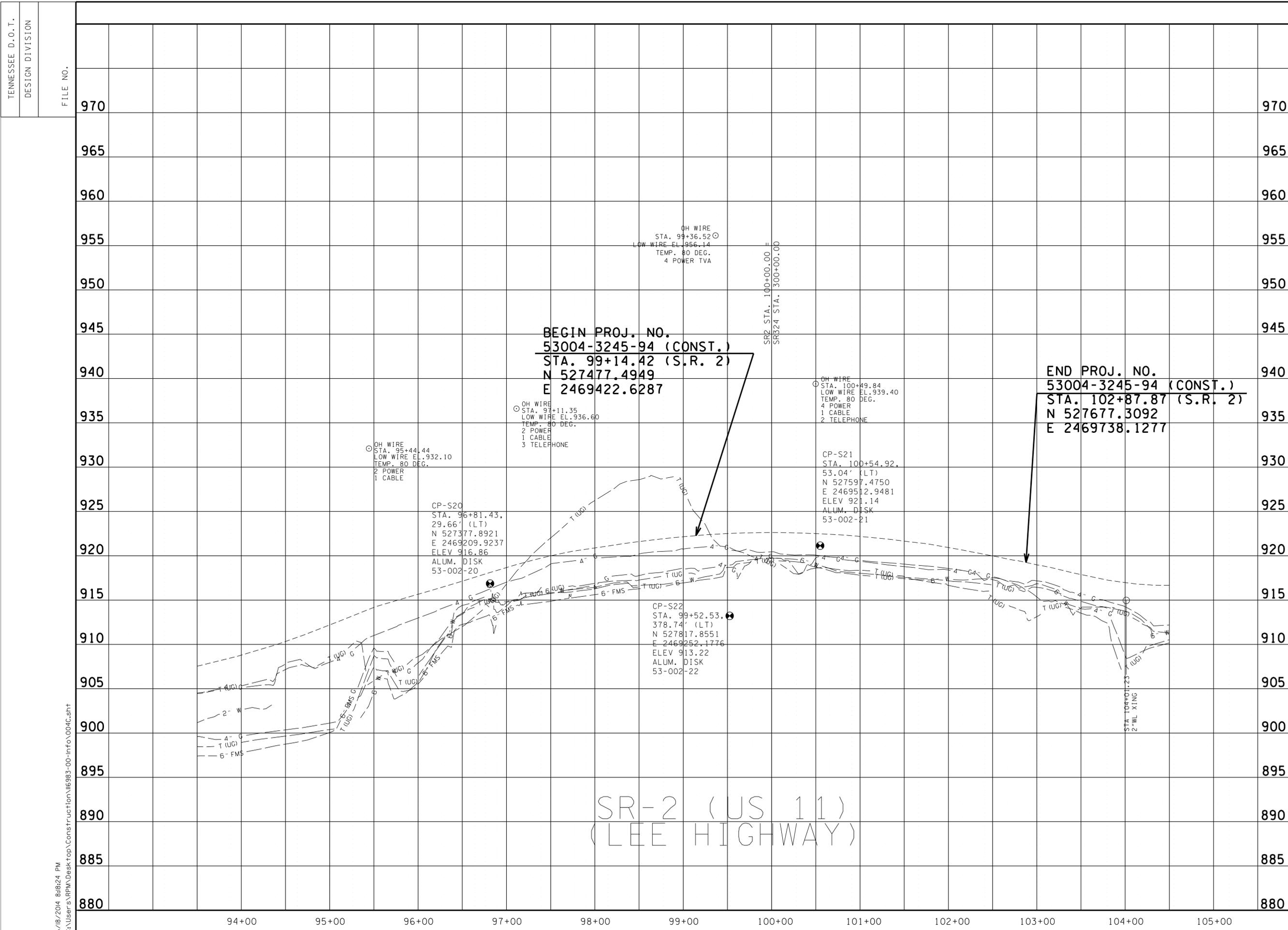
STRIPING LEGEND
DSYL - 4" DOUBLE SOLID YELLOW LINE
SSWL - 4" SINGLE SOLID WHITE LINE
DWL - 4" DOTTED WHITE LINE

**UNOFFICIAL
SET
NOT FOR
BIDDING**

COORDINATE VALUES ARE NAD/83 (1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETWORK. ALL ELEVATIONS ARE REFERENCED TO NAVD 1988.

**NO EXCLUSIONS
NO EQUATIONS**

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**PROPOSED
LAYOUT**
S.R. 2 AND S.R. 324
SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	4C

970	970
965	965
960	960
955	955
950	950
945	945
940	940
935	935
930	930
925	925
920	920
915	915
910	910
905	905
900	900
895	895
890	890
885	885
880	880

NO EXCLUSIONS	
NO EQUATIONS	

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

S.R. 2 AND S.R. 324
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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

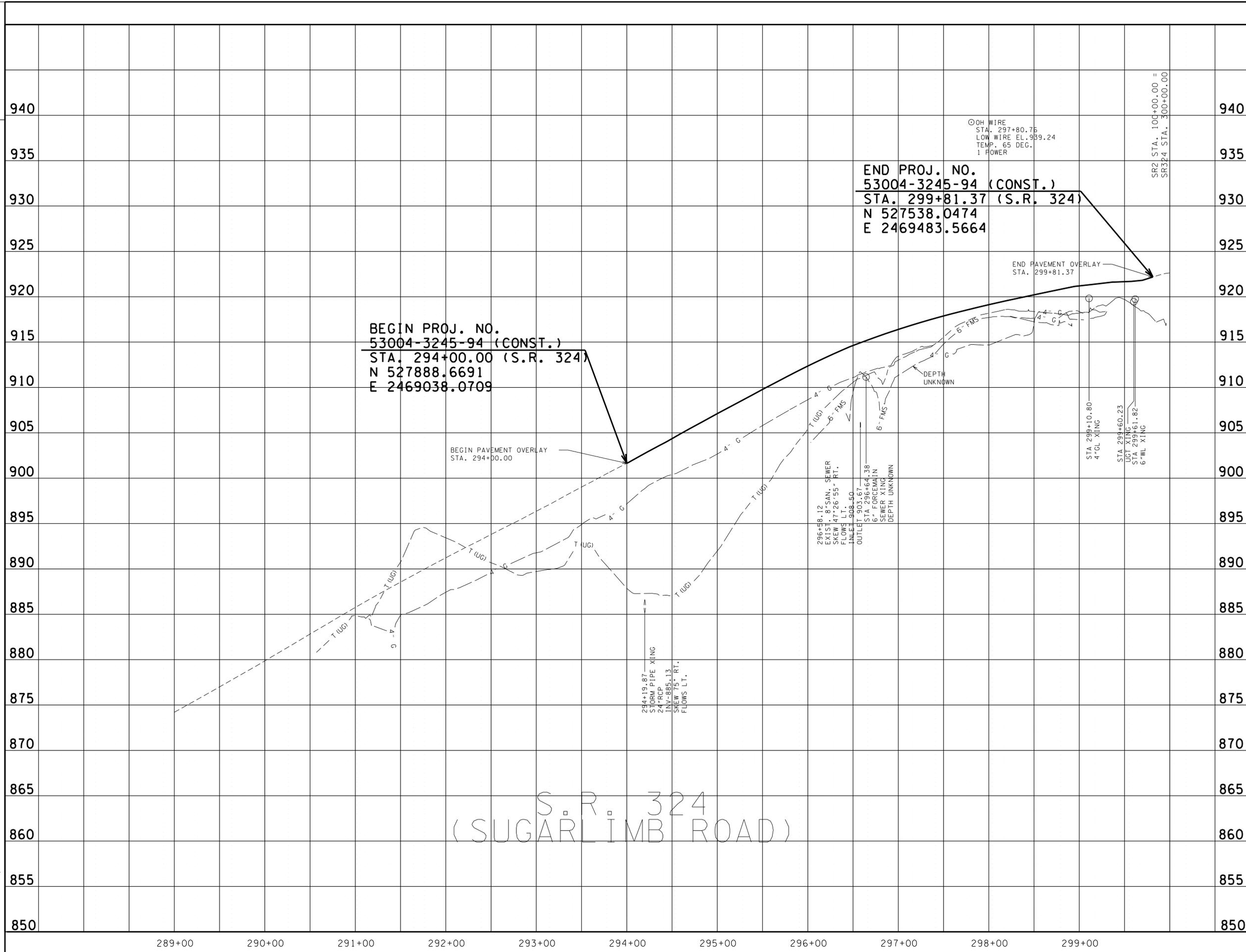
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BEGIN PROJ. NO.
53004-3245-94 (CONST.)
STA. 99+14.42 (S.R. 2)
N 527477.4949
E 2469422.6287

END PROJ. NO.
53004-3245-94 (CONST.)
STA. 102+87.87 (S.R. 2)
N 527677.3092
E 2469738.1277

SR-2 (US 11)
(LEE HIGHWAY)

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	4D



BEGIN PROJ. NO.
53004-3245-94 (CONST.)
STA. 294+00.00 (S.R. 324)
N 527888.6691
E 2469038.0709

END PROJ. NO.
53004-3245-94 (CONST.)
STA. 299+81.37 (S.R. 324)
N 527538.0474
E 2469483.5664

SR2 STA. 100+00.00 =
SR324 STA. 300+00.00

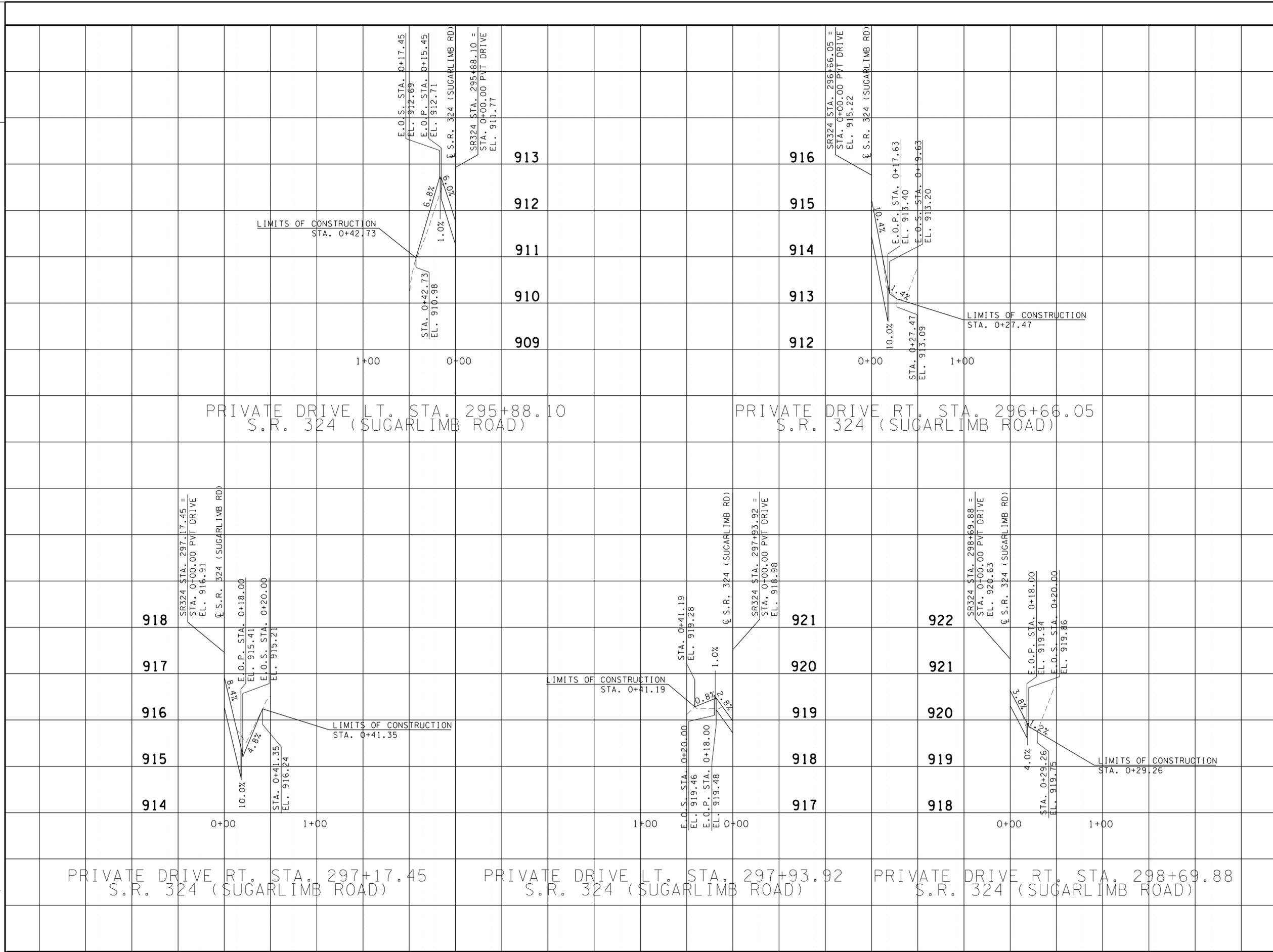
NO EXCLUSIONS
NO EQUATIONS

**UNOFFICIAL
SET**
NOT FOR
BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROFILE OF
SIDE ROADS
AND STREETS
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

S.R. 324
(SUGAR LIMB ROAD)

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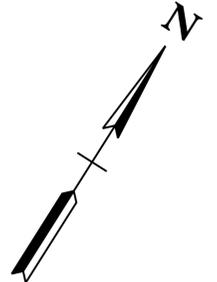
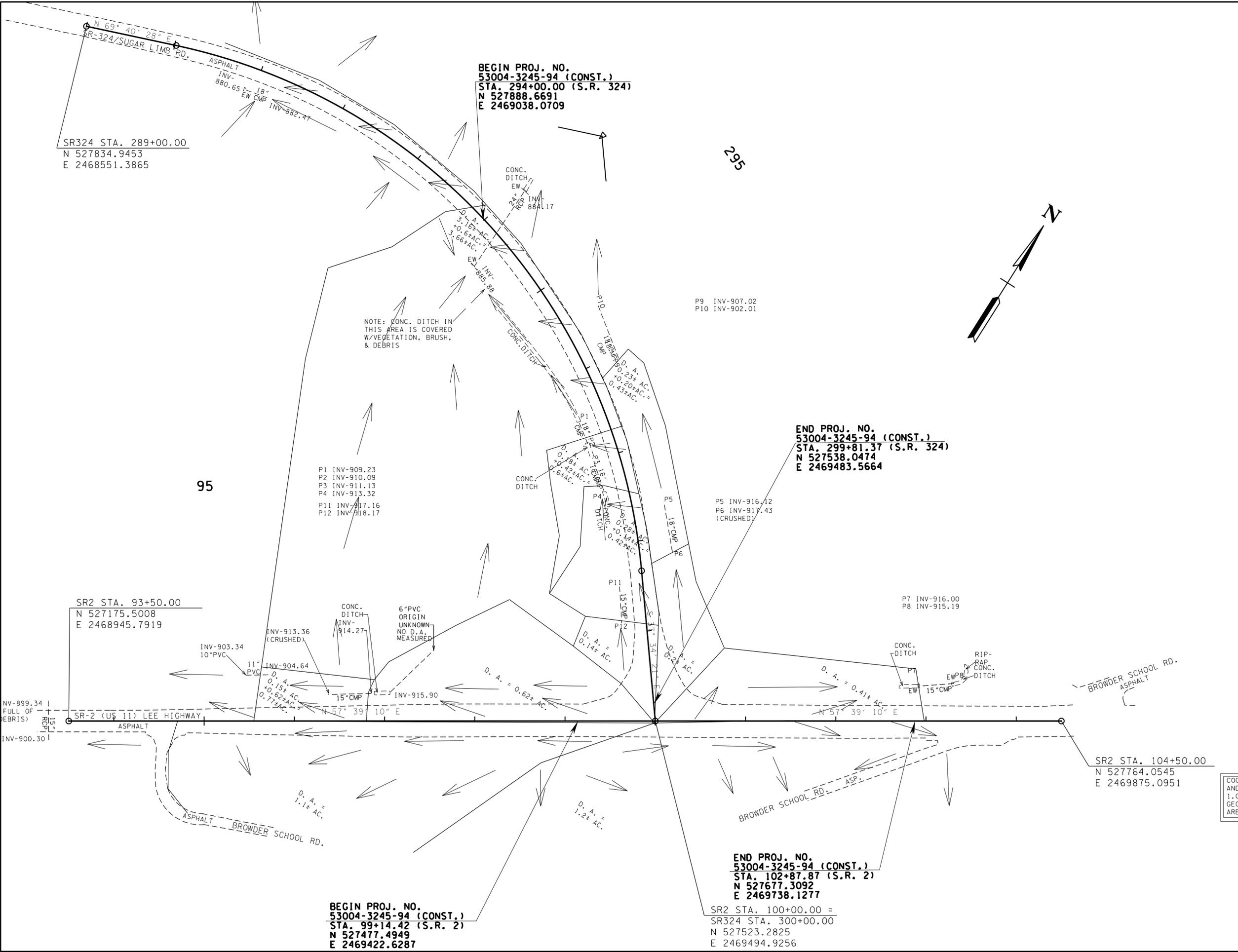
NO EXCLUSIONS
NO EQUATIONS

**UNOFFICIAL
SET
NOT FOR
BIDDING**

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**PRIVATE
DRIVE
PROFILES**
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	5



**UNOFFICIAL
SET
NOT FOR
BIDDING**

COORDINATE VALUES ARE NAD/83 (1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETWORK. ALL ELEVATIONS ARE REFERENCED TO NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**DRAINAGE
MAP**
S.R. 2 AND S.R. 324
SCALE: 1" = 50'

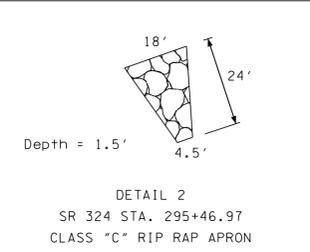
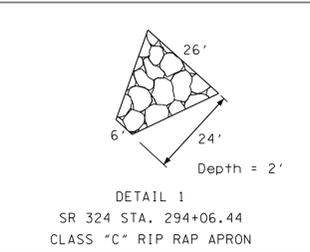
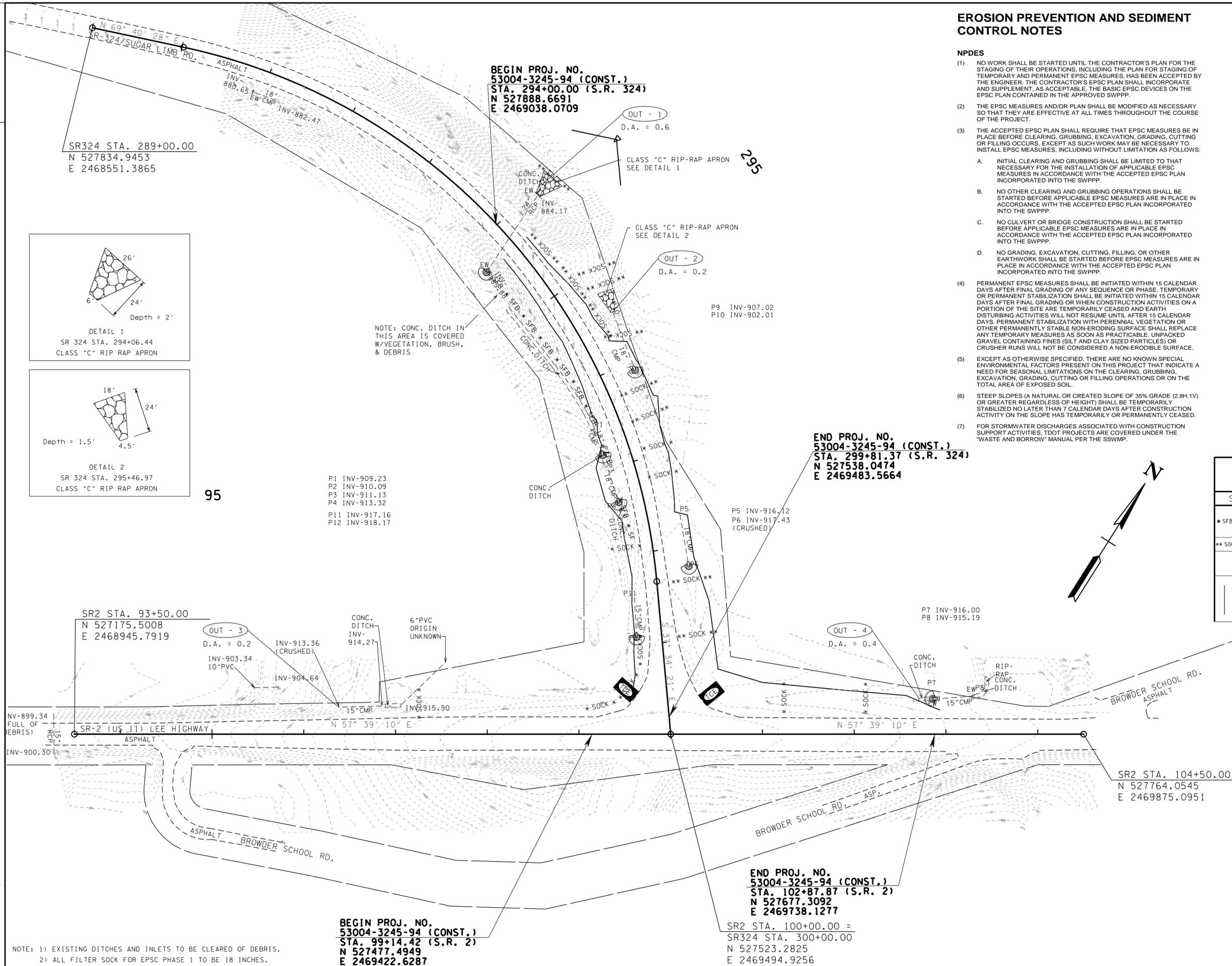
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EROSION PREVENTION AND SEDIMENT CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	6

- NPDES**
- NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.
 - THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
 - THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:
 - INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 15 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER RUNS WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.
 - EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.
 - 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.
 - FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SSWMP.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
*SFB*SFB*SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C
SOCKSOCK**	FILTER SOCK	EC-STR-8
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25



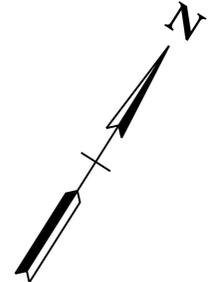
NOTE: CONC. DITCH IN THIS AREA IS COVERED W/VEGETATION, BRUSH, & DEBRIS

- P1 INV-909.23
- P2 INV-910.09
- P3 INV-911.13
- P4 INV-913.32
- P11 INV-917.16
- P12 INV-918.17

- P9 INV-907.02
- P10 INV-902.01

- P5 INV-916.12
- P6 INV-917.43 (CRUSHED)

- P7 INV-916.00
- P8 INV-915.19



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN PHASE 1

S.R. 2 AND S.R. 324
SCALE: 1"=50'

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NOTE: 1) EXISTING DITCHES AND INLETS TO BE CLEARED OF DEBRIS.
2) ALL FILTER SOCK FOR EPSC PHASE 1 TO BE 18 INCHES.

BEGIN PROJ. NO. 53004-3245-94 (CONST.)
STA. 99+14.42 (S.R. 2)
N 527477.4949
E 2469422.6287

END PROJ. NO. 53004-3245-94 (CONST.)
STA. 102+87.87 (S.R. 2)
N 527677.3092
E 2469738.1277
SR2 STA. 100+00.00 =
SR324 STA. 300+00.00
N 527523.2825
E 2469494.9256

END PROJ. NO. 53004-3245-94 (CONST.)
STA. 299+81.37 (S.R. 324)
N 527538.0474
E 2469483.5664

BEGIN PROJ. NO. 53004-3245-94 (CONST.)
STA. 294+00.00 (S.R. 324)
N 527888.6691
E 2469038.0709

SR324 STA. 289+00.00
N 527834.9453
E 2468551.3865

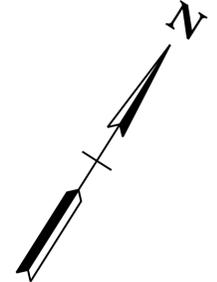
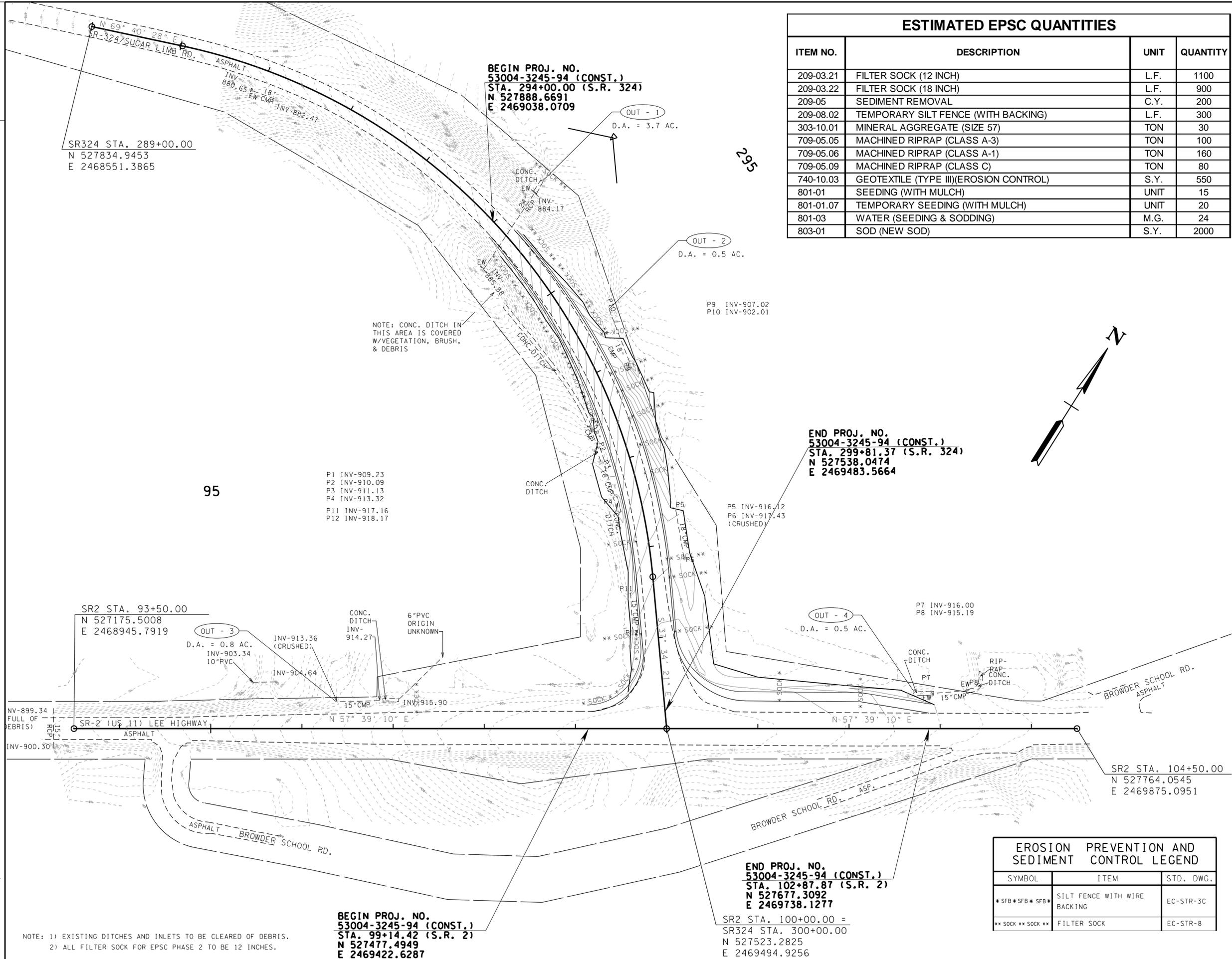
SR2 STA. 93+50.00
N 527175.5008
E 2468945.7919

SR2 STA. 104+50.00
N 527764.0545
E 2469875.0951

ESTIMATED EPSC QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-03.21	FILTER SOCK (12 INCH)	L.F.	1100
209-03.22	FILTER SOCK (18 INCH)	L.F.	900
209-05	SEDIMENT REMOVAL	C.Y.	200
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	300
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	30
709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIPRAP (CLASS A-1)	TON	160
709-05.09	MACHINED RIPRAP (CLASS C)	TON	80
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	550
801-01	SEEDING (WITH MULCH)	UNIT	15
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	20
801-03	WATER (SEEDING & SODDING)	M.G.	24
803-01	SOD (NEW SOD)	S.Y.	2000

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	6A



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EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8

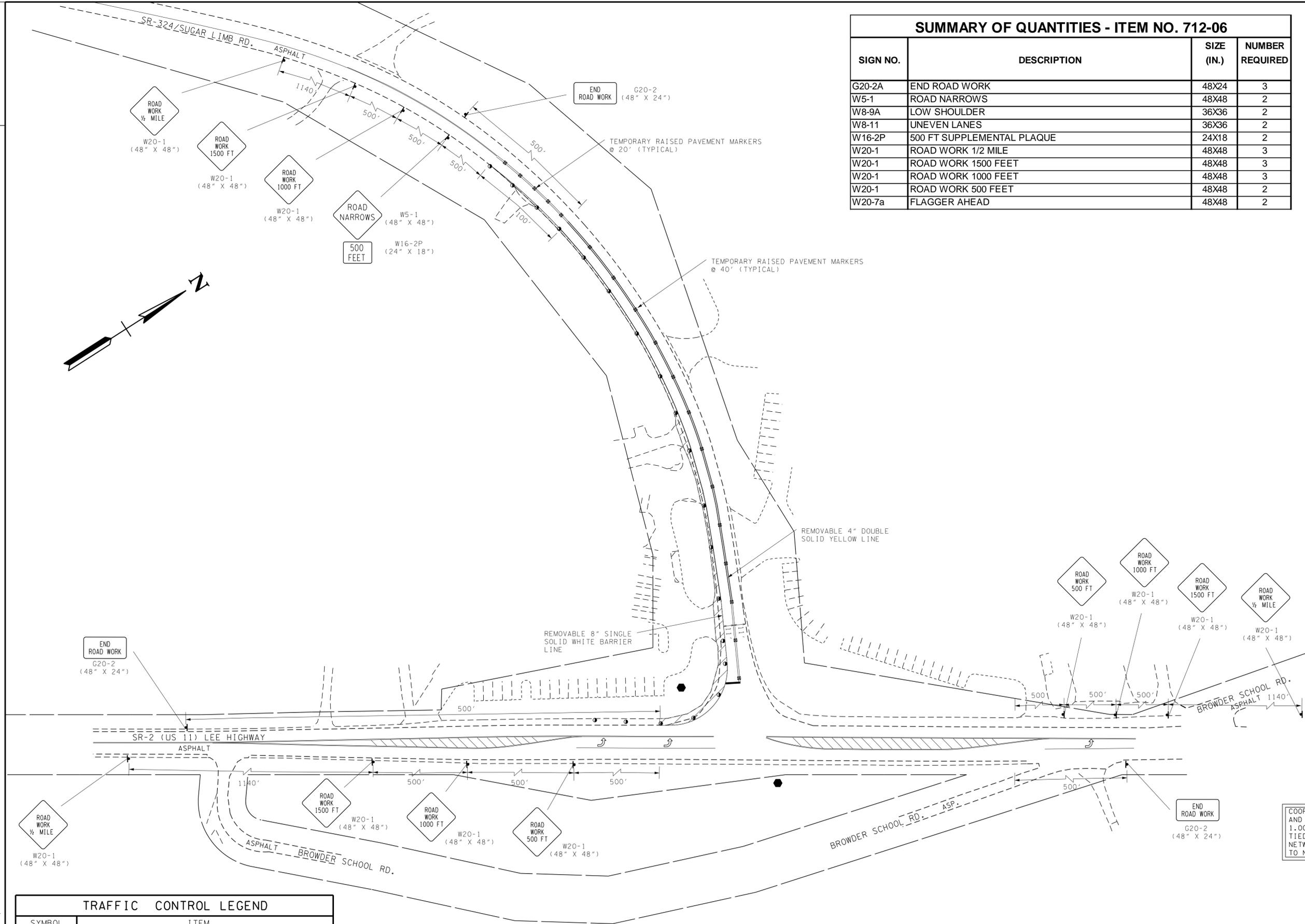
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN PHASE 2

S.R. 2 AND S.R. 324
 SCALE: 1"=50'

SUMMARY OF QUANTITIES - ITEM NO. 712-06			
SIGN NO.	DESCRIPTION	SIZE (IN.)	NUMBER REQUIRED
G20-2A	END ROAD WORK	48X24	3
W5-1	ROAD NARROWS	48X48	2
W8-9A	LOW SHOULDER	36X36	2
W8-11	UNEVEN LANES	36X36	2
W16-2P	500 FT SUPPLEMENTAL PLAQUE	24X18	2
W20-1	ROAD WORK 1/2 MILE	48X48	3
W20-1	ROAD WORK 1500 FEET	48X48	3
W20-1	ROAD WORK 1000 FEET	48X48	3
W20-1	ROAD WORK 500 FEET	48X48	2
W20-7a	FLAGGER AHEAD	48X48	2

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	7



UNOFFICIAL SET
NOT FOR BIDDING

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TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING) W/ TYPE A WARNING LIGHTS
	SIGN (CONSTRUCTION)
	TEMPORARY RAISED PAVEMENT MARKER

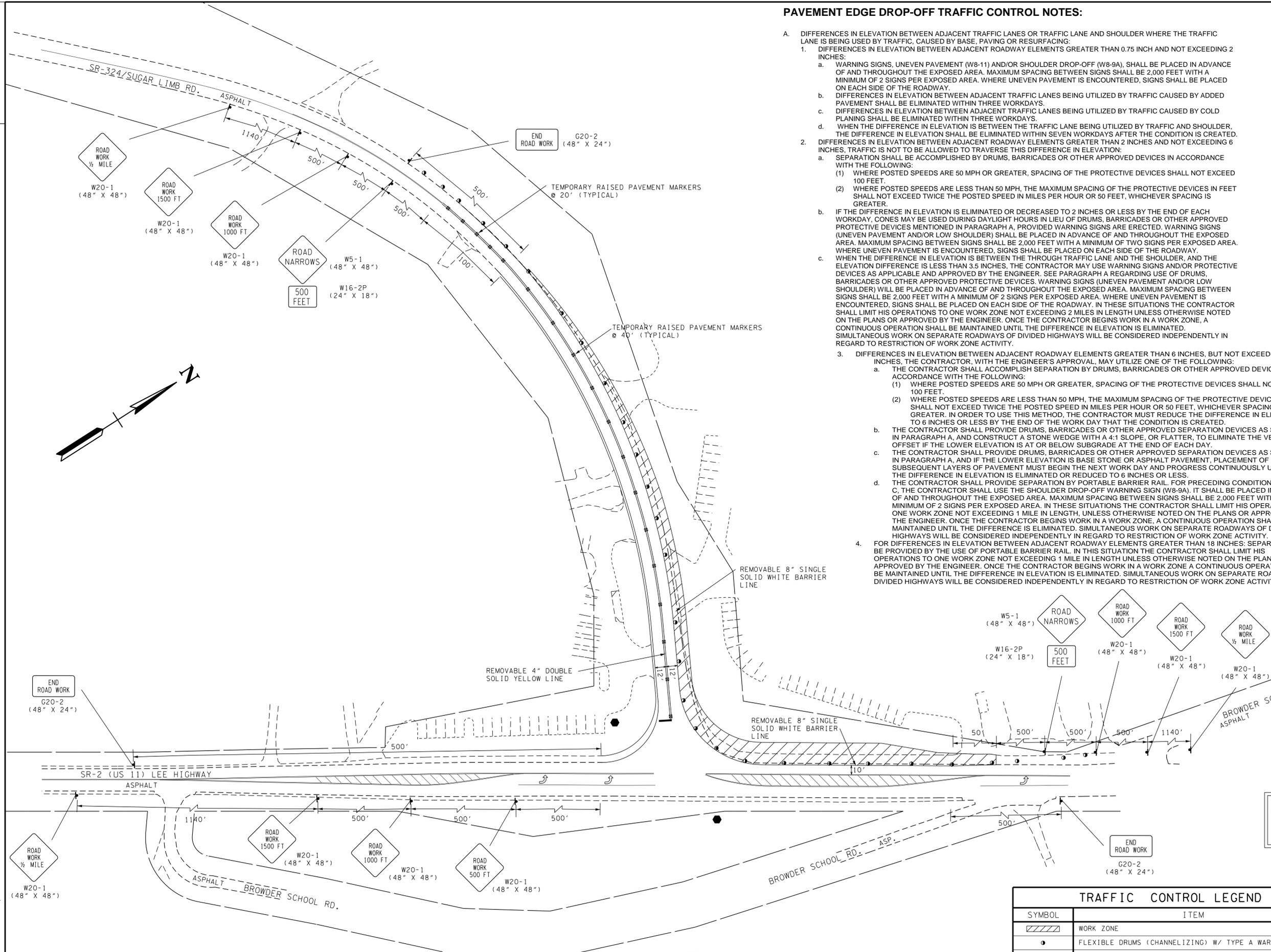
NOTES:
1. EXISTING PAVEMENT MARKINGS ON S.R. 324 TO BE REMOVED AND REMOVABLE MARKINGS INSTALLED AS NOTED BEFORE CONSTRUCTION BEGINS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
PHASE 1
S.R. 2 AND S.R. 324
SCALE: 1" = 50'

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES:

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	7A

- 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:
- DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
 - 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.
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - 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.
 - 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:
 - SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - 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 TWO SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - 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.
 - 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:
 - THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER. IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORK DAY THAT THE CONDITION IS CREATED.
 - 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 SURGRADE AT THE END OF EACH DAY.
 - 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 6 INCHES OR LESS.
 - 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 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.
 - FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES. SEPARATION WILL BE PROVIDED BY THE USE OF PORTABLE BARRIER RAIL. IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.



**UNOFFICIAL
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TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING) W/ TYPE A WARNING LIGHTS
	SIGN (CONSTRUCTION)
	TEMPORARY RAISED PAVEMENT MARKER

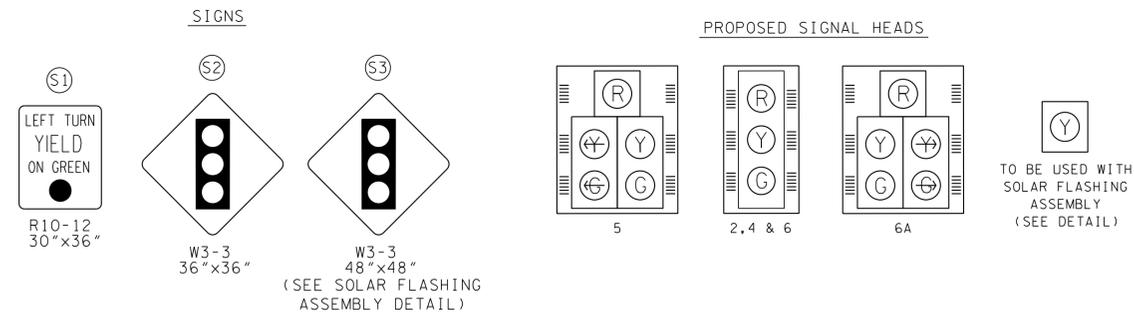
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL PLAN
PHASE 2**
S.R. 2 AND S.R. 324
SCALE: 1" = 50'

NOTES:
1. PAVEMENT MARKINGS FOR PHASE 1 OF CONSTRUCTION TO BE REMOVED BEFORE PHASE 2 CONSTRUCTION BEGINS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	8

NOTES:

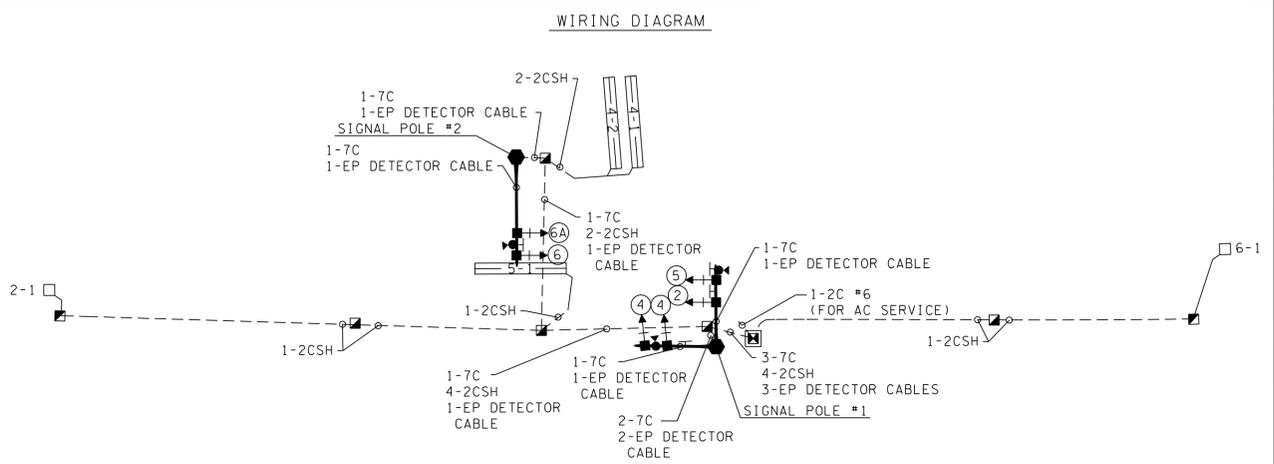
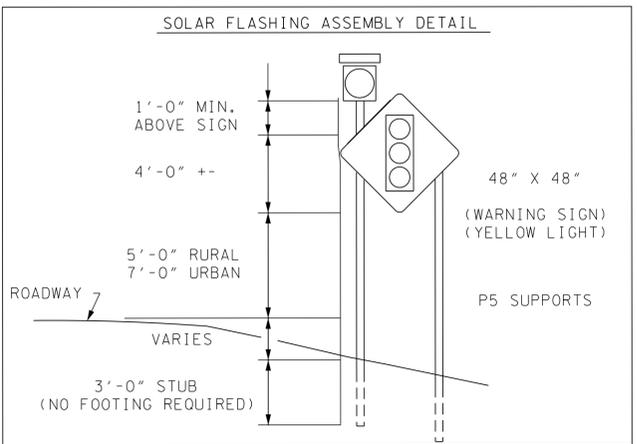
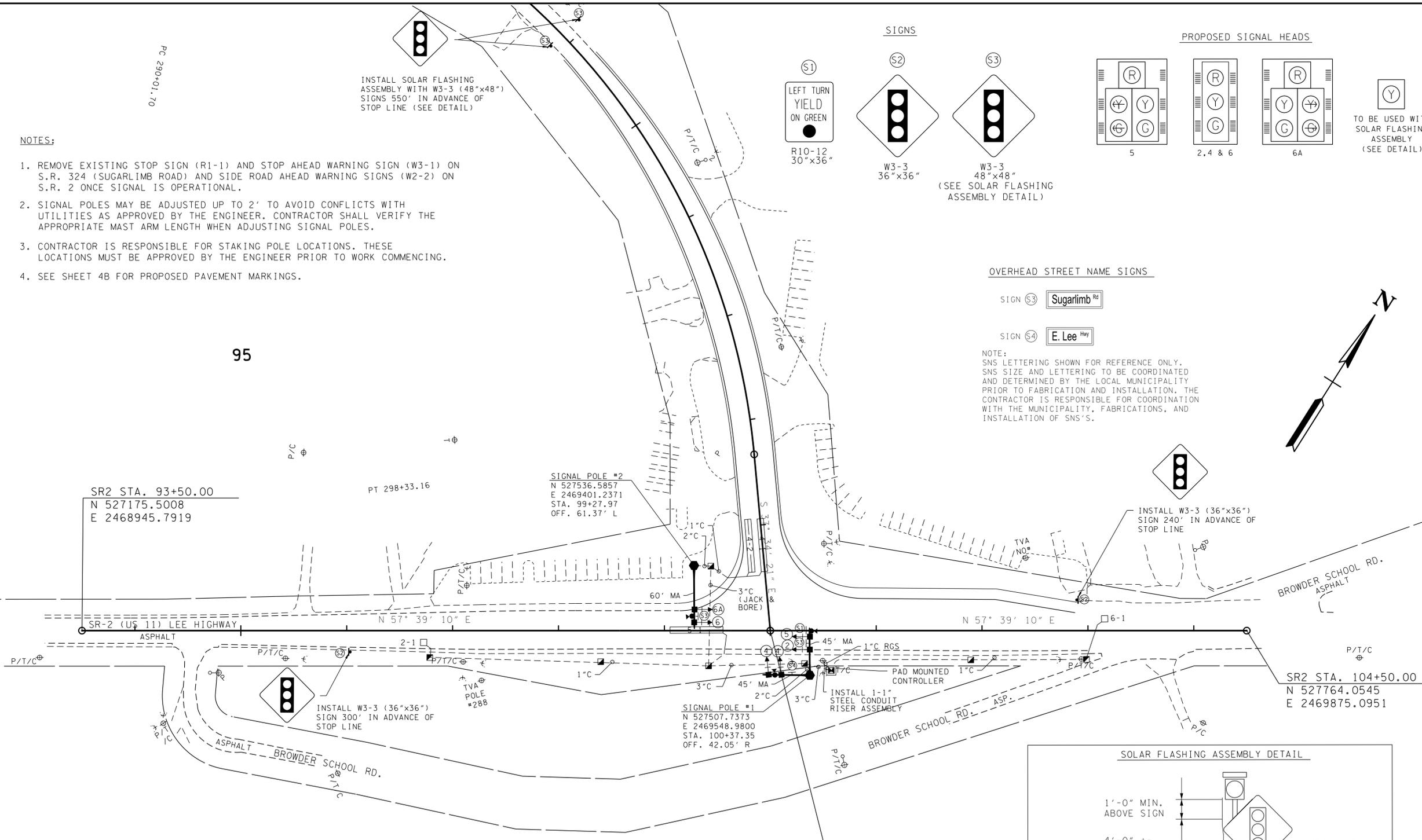
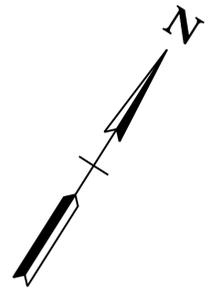
1. REMOVE EXISTING STOP SIGN (R1-1) AND STOP AHEAD WARNING SIGN (W3-1) ON S.R. 324 (SUGARLIMB ROAD) AND SIDE ROAD AHEAD WARNING SIGNS (W2-2) ON S.R. 2 ONCE SIGNAL IS OPERATIONAL.
2. SIGNAL POLES MAY BE ADJUSTED UP TO 2' TO AVOID CONFLICTS WITH UTILITIES AS APPROVED BY THE ENGINEER. CONTRACTOR SHALL VERIFY THE APPROPRIATE MAST ARM LENGTH WHEN ADJUSTING SIGNAL POLES.
3. CONTRACTOR IS RESPONSIBLE FOR STAKING POLE LOCATIONS. THESE LOCATIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO WORK COMMENCING.
4. SEE SHEET 4B FOR PROPOSED PAVEMENT MARKINGS.



OVERHEAD STREET NAME SIGNS



NOTE:
SNS LETTERING SHOWN FOR REFERENCE ONLY.
SNS SIZE AND LETTERING TO BE COORDINATED
AND DETERMINED BY THE LOCAL MUNICIPALITY
PRIOR TO FABRICATION AND INSTALLATION. THE
CONTRACTOR IS RESPONSIBLE FOR COORDINATION
WITH THE MUNICIPALITY, FABRICATIONS, AND
INSTALLATION OF SNS'S.



SR2 STA. 100+00.00 =
SR324 STA. 300+00.00
N 527523.2825
E 2469494.9256

SIGNAL SUPPORT POLE DATA								
POLE NO.	STATION	OFFSET	NORTHING	EASTING	GRD ELEV @ POLE	ARM ELEVATION	MAST ARM LENGTH	FOOTING DEPTH
1 NW	100+37.35	42.05'R	527507.74	2469548.98	918.65'	942.65'	45'-0"	15'-0" MIN.
1 SW								
2	99+27.97	61.37'L	527536.59	2469401.24	920.56'	942.56'	60'-0"	15'-0" MIN.

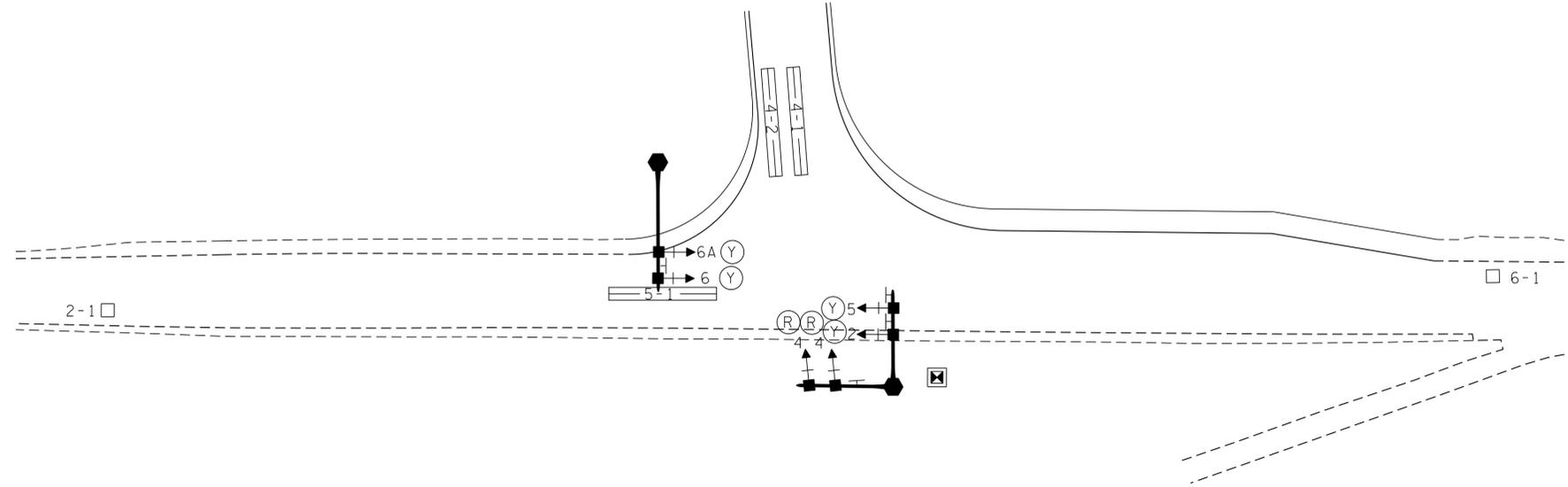
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COORDINATE VALUES ARE NAD/83 (1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 (NO DATUM ADJUSTMENT), AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETWORK. ALL ELEVATIONS ARE REFERENCED TO NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**PROPOSED
SIGNAL LAYOUT**
S.R. 2 AND S.R. 324
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	8A

DETECTION LOOP NUMBERING
AND FLASHING OPERATION

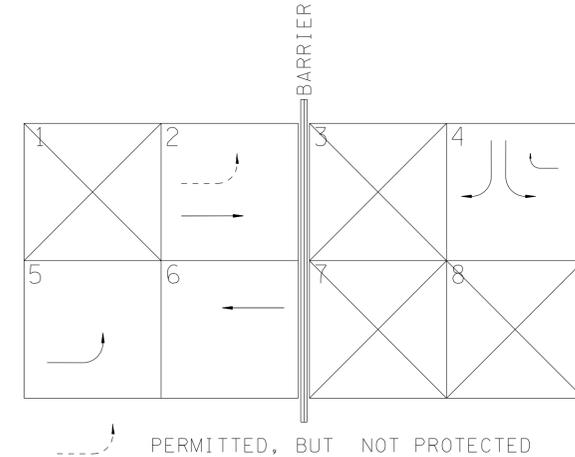


LOOP AND AMP ASSIGNMENT CHART

LOOP NO.	SIZE	PHASE	MODE	DISTANCE FROM STOP BAR	NUMBER OF TURNS
2-1	6' X 6'	2	PULSE	285'	3
4-1	6' X 50'	4	PRESENCE	-4'	2-4-2
4-2	6' X 50'	4	PRESENCE	-4'	2-4-2
5-1	6' X 50'	5	PRESENCE	-4'	2-4-2
6-1	6' X 6'	6	PULSE	285'	3

LOOP DETECTOR NOTES

- (1) ALL LOOPS ARE 6' IN WIDTH CENTERED IN TRAFFIC LANE. ALL 6' X 50' LOOPS HAVE 2-4-2 TURNS, UNLESS OTHERWISE NOTED.
- (2) LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



EIGHT PHASE DESIGNATIONS

PHASING NOTES

- (1) MIN RECALL: Ø2, Ø6
- (2) PROTECTED/PERMITTED LEFT TURN: Ø5
- (3) ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

BASIC OR SEMI-ACTUATED TIMING (SECS)

PHASE	INITIAL INTERVAL	VEHICLE INTERVAL	MAX I (AM)	MAX I (PM)	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
					YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
1	-	-	-	-	-	-	-	-	-	-	-
2	10.0	3.0	48.0	88.5	4.5	2.0	-	-	MIN.	-	-
3	-	-	-	-	-	-	-	-	-	-	-
4	7.0	3.0	22.0	21.5	3.0	2.5	-	-	-	L	PROT
5	7.0	3.0	18.0	29	3.0	2.5	-	-	-	NL	P/P
6	10.0	3.0	30.0	59.5	4.5	2.0	-	-	MIN.	-	-
7	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-

NOTE: TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

- (1) NL = NON LOCK
L = LOCK
- (2) PERM = PERMITTED
PROT = PROTECTED
P/P = PROT/PERM

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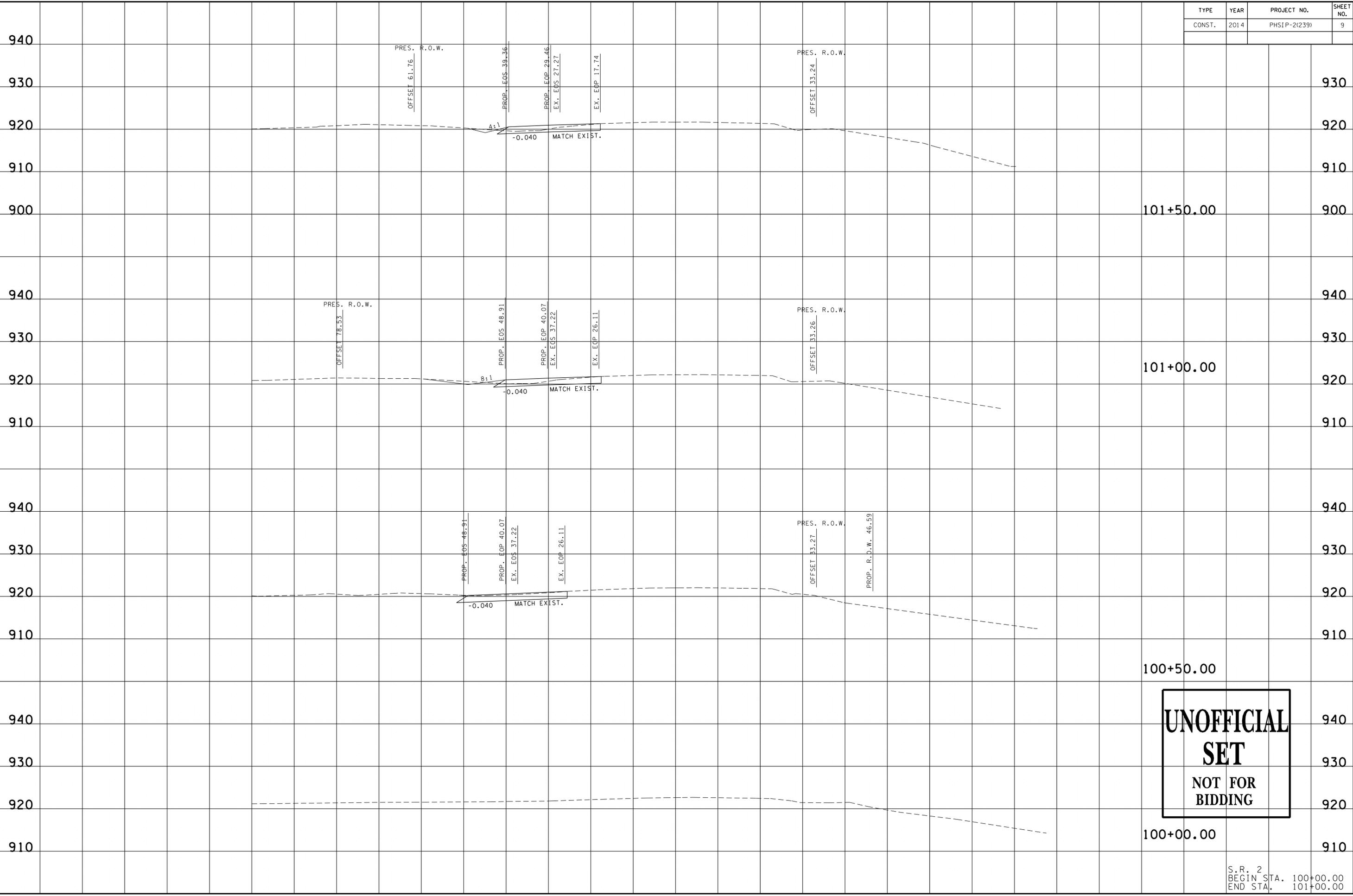
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SIGNAL
DETAILS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	9

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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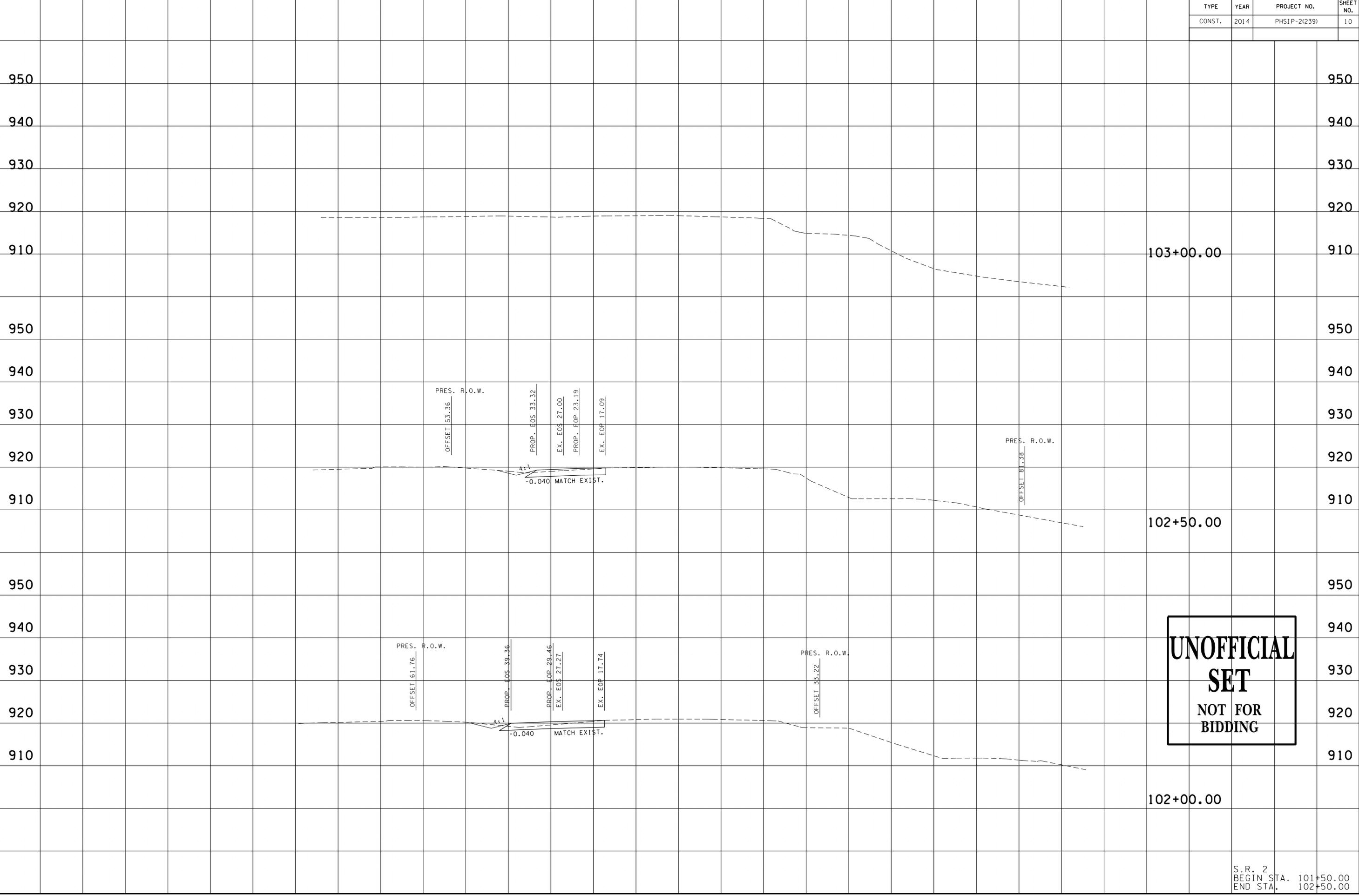
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BEGIN STA. 100+00.00
END STA. 101+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	10

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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NOT FOR
BIDDING**

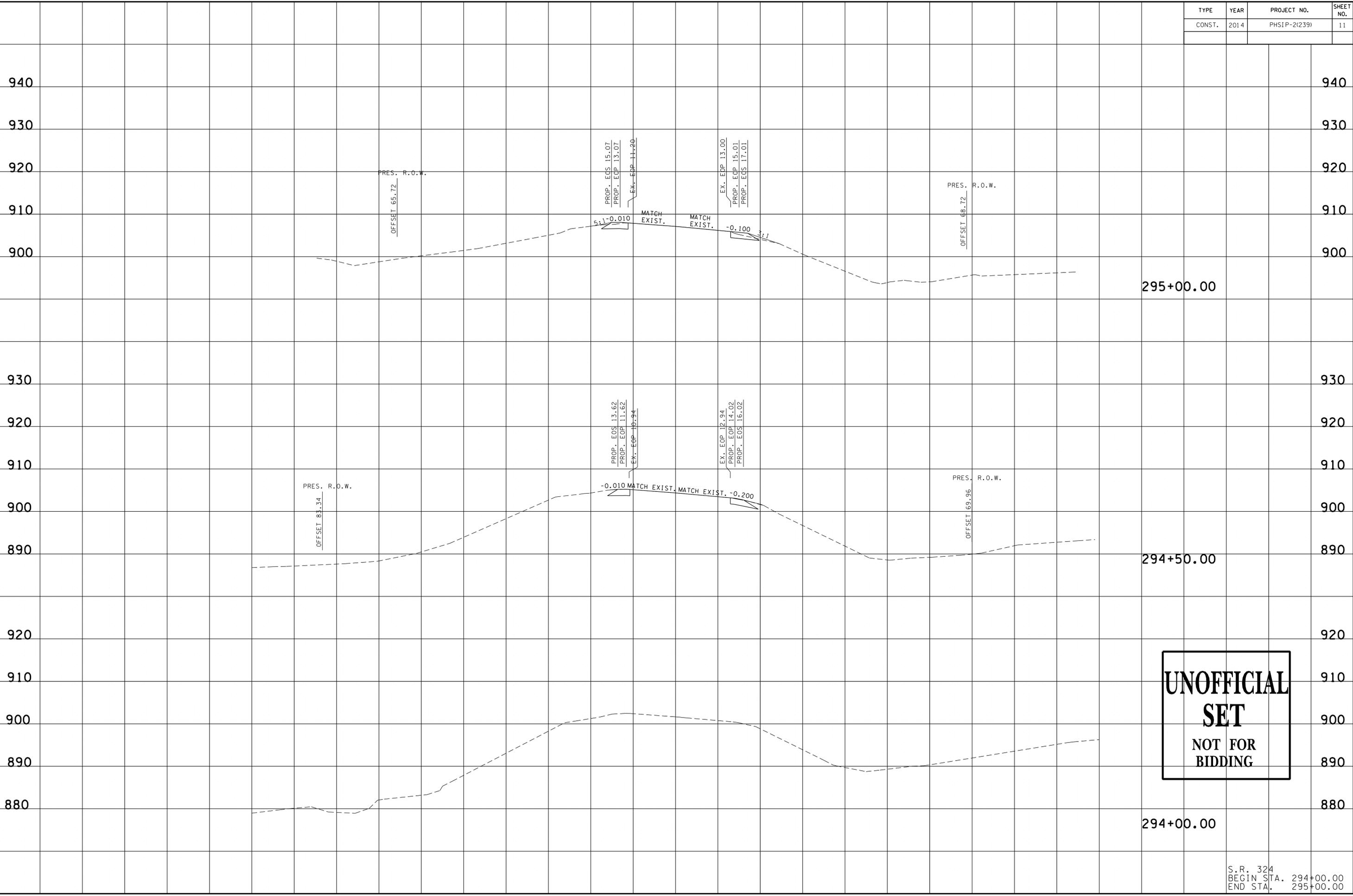
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S.R. 2
BEGIN STA. 101+50.00
END STA. 102+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	11

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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BIDDING**

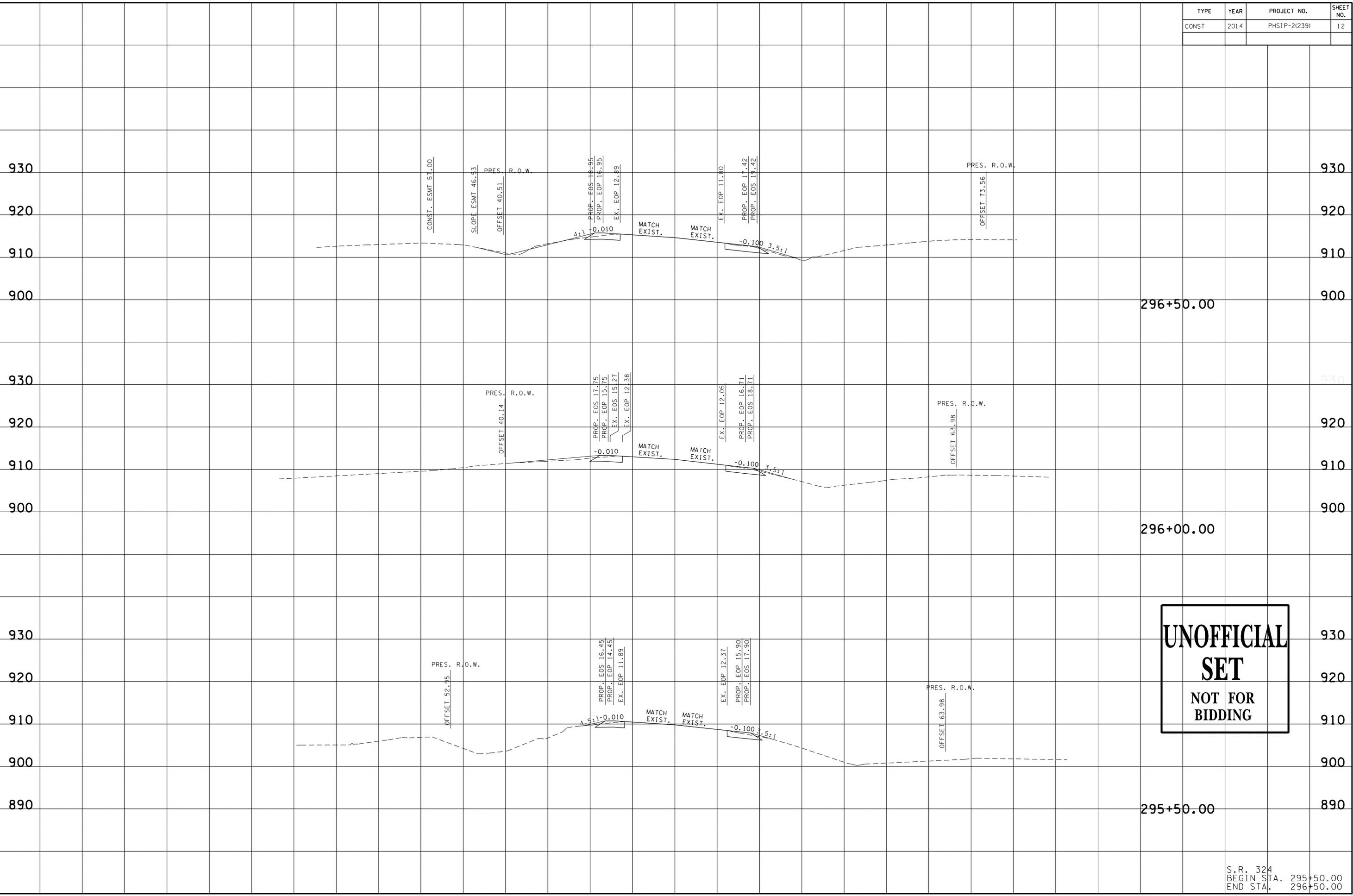
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S.R. 324
BEGIN STA. 294+00.00
END STA. 295+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	PHSIP-2(239)	12

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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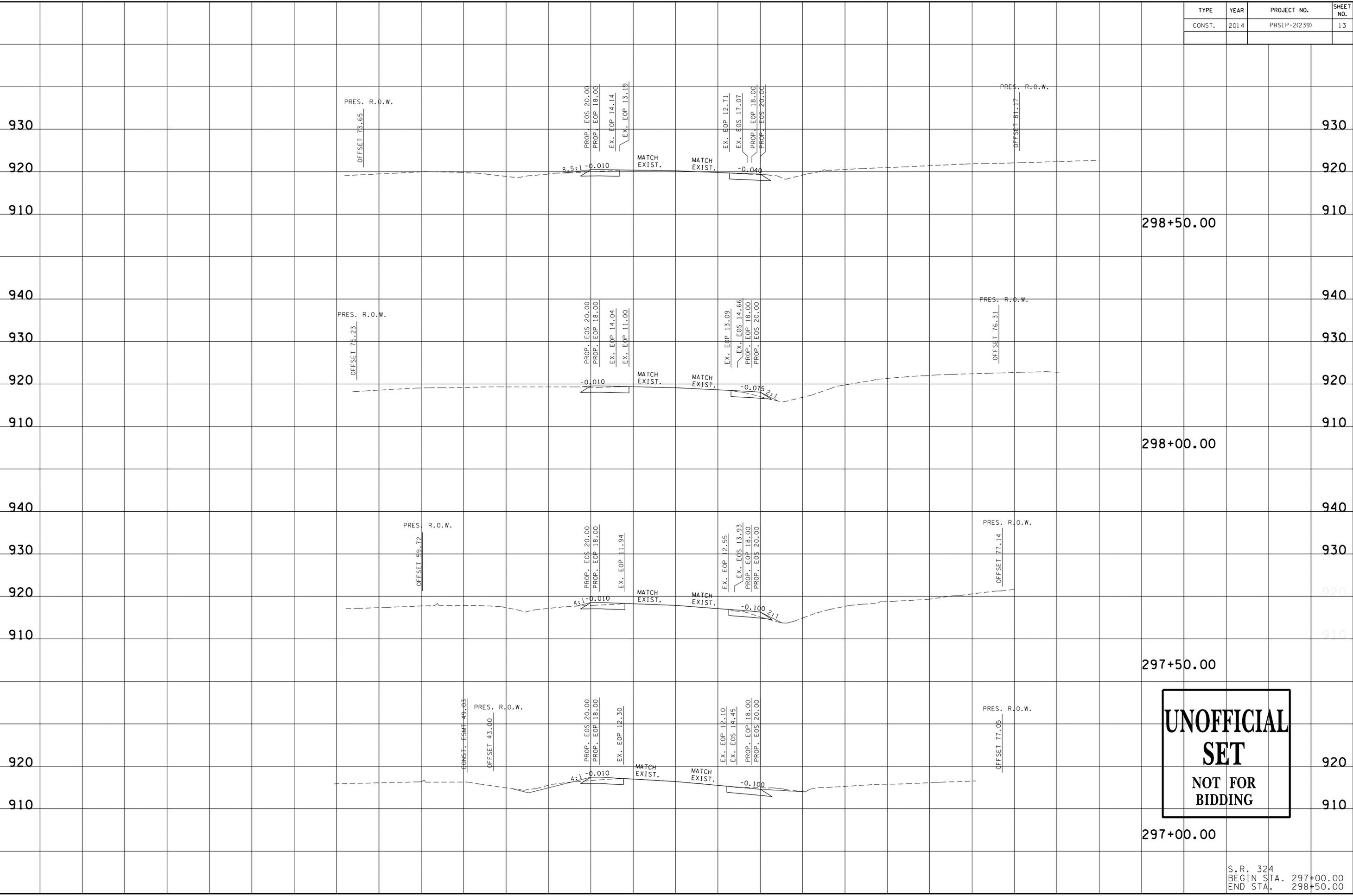
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S.R. 324
BEGIN STA. 295+50.00
END STA. 296+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	13

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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BIDDING**

S.R. 324
BEGIN STA. 297+00.00
END STA. 298+50.00

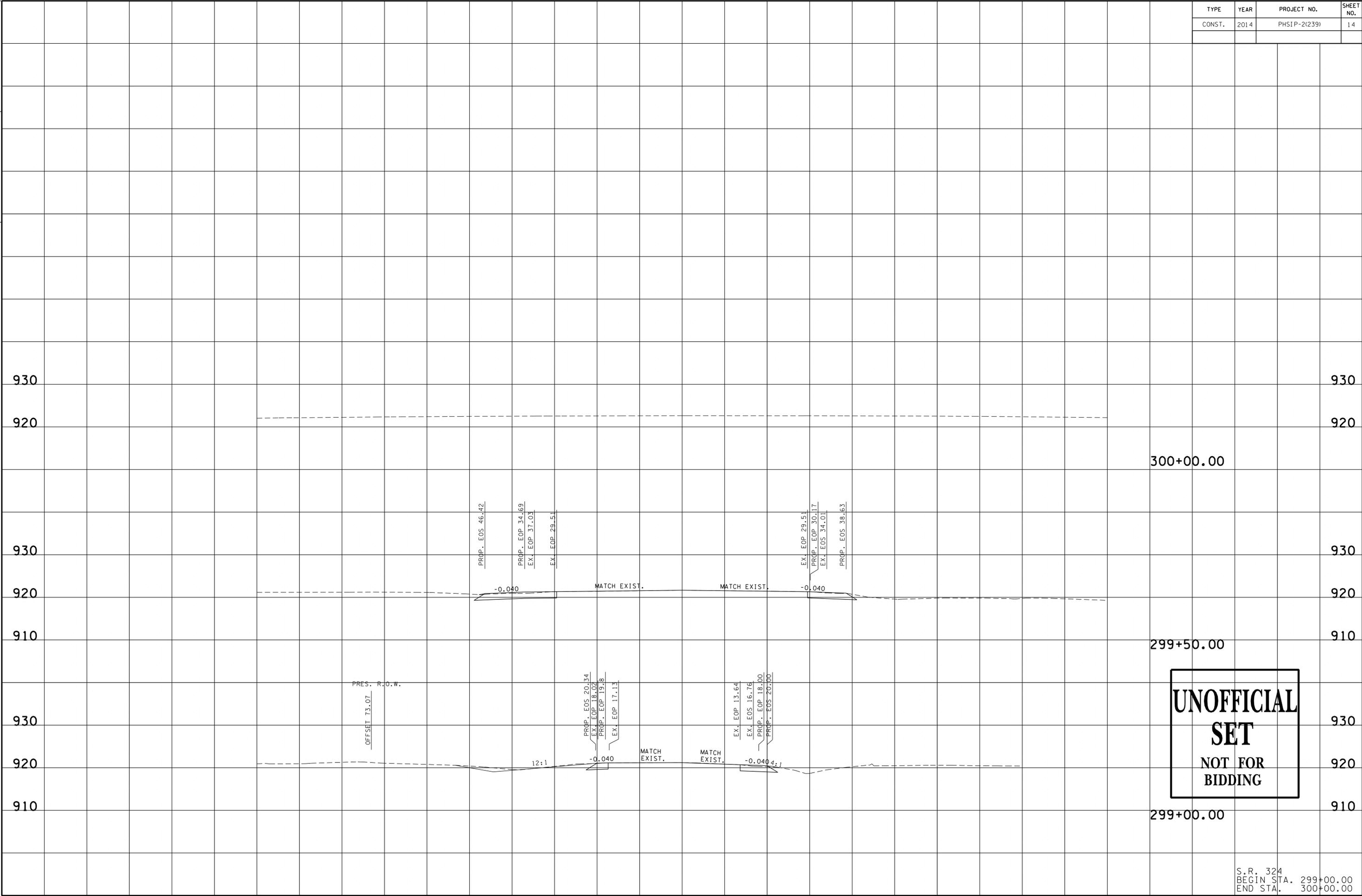
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-2(239)	14

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

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S.R. 324
BEGIN STA. 299+00.00
END STA. 300+00.00