Index Of Sheets

(SEE SHEET NO. 1A)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

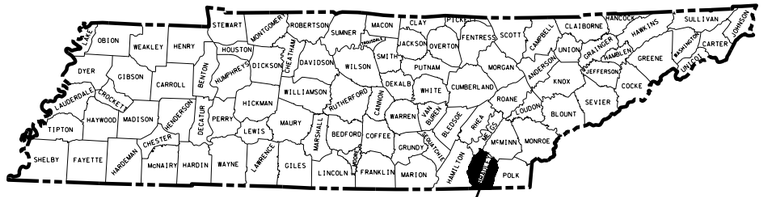
BRADLEY COUNTY

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	IM-75-1(133)	
STATE PROJ. NO.	06001-3177-44	

I-75
INTERCHANGE AT SR-60 IN CLEVELAND

GRADE, DRAIN, BASE, PAVING & GUARDRAIL

STATE HIGHWAY NO. 60 F.A.H.S. NO. 75

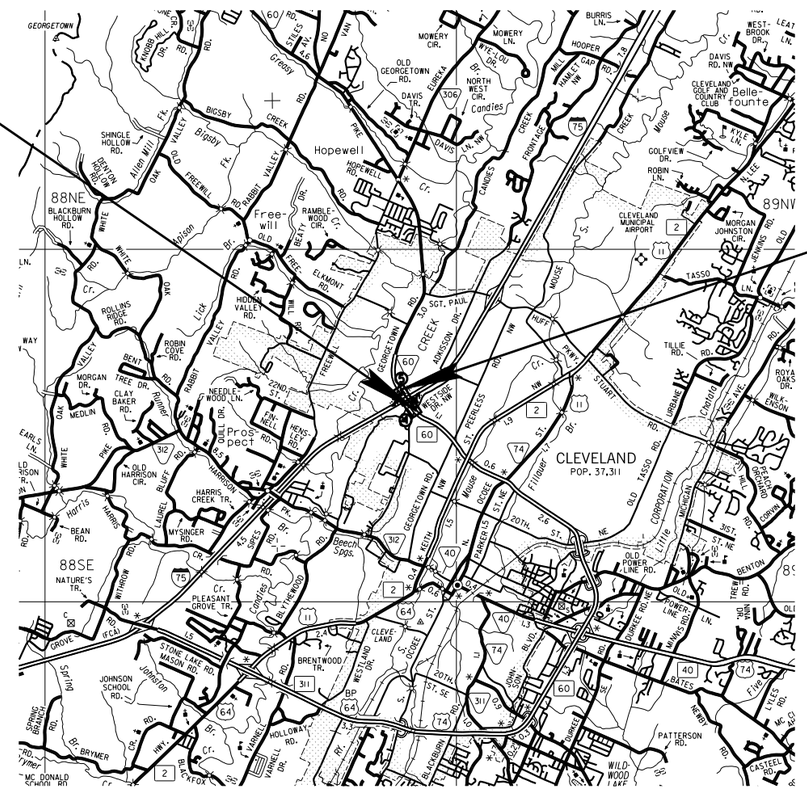


BRADLEY COUNTY
I-75 EXIT 25
PIN NO. 115777.00

IM-75-1(133)
BEGIN PROJ. NO. 06001-3177-44(CONST.)
STA. 50+24.75

IM-75-1(133)
END PROJ. NO. 06001-3177-44(CONST.)
STA. 67+95.17

NO EXCLUSIONS
NO EQUATIONS



SCALE: 1"= 5280'

0 1 2 3 Miles

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SEALED BY
ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022559
STATE OF TENNESSEE

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

I-75

TRAFFIC DATA	
ADT (2014)	49,130
ADT (2034)	58,520
DHV (2034)	5,556
D	55 - 45
T (ADT)	30 %
T (DHV)	20 %
V	70 MPH

S.R. 60

TRAFFIC DATA	
ADT (2014)	24,000
ADT (2034)	30,530
DHV (2034)	3,336
D	55 - 45
T (ADT)	4 %
T (DHV)	3 %
V	45 MPH

SURVEY DATE: 6-3-13

ROADWAY LENGTH	0.278 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.278 MILES

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 ROBERT W. RODGERS, MSCE, P.E.

DESIGNER MEGAN WILDES/CARL PERRY CHECKED BY GREGORY J. TAYLOR, P.E.

P.E. NO. 06001-1173-44

PIN NO. 115777.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	1A

INDEX

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RETAINING WALL (CONCEPTUAL DRAWINGS)	2C – 2C2, 2D – 2D2
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NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
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-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-2B	10-15-02	DESIGN STANDARDS 4 AND 6 LANE COLLECTOR HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-3C	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-6	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
ROADWAY AND PAVEMENT APPURTENANCES		
RP-H-6	04-13-11	MEDIAN CROSSING
SAFETY APPURTENANCES AND FENCE		
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-6		SAFETY PLAN SAFETY HARDWARE PLACEMENT
S-GR31-1		W-BEAM GUARDRAIL
S-GR31-2		MEDIAN DIVIDER GUARDRAIL
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRC-2	04-11-14	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW-VOLUME LOCAL ROADS (ADT<= 400)
S-GRC-3		MEDIAN DIVIDER GUARDRAIL TRANSITION TO CONCRETE MEDIAN BARRIER
S-GRT-2		TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT)
S-GRT-4		TYPE 13 GUARDRAIL TERMINAL (TRAILING END)
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 12, 13 AND IN-LINE TERMINALS
S-SSMB-2	08-19-13	51" SINGLE SLOPE CONCRETE BARRIER WALL

DWG. NO	REV.	DESCRIPTION
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
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-M-6	06-22-12	MARKING DETAIL 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-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	11-01-11	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-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	02-14-14	END OF ROADWAY AND DEAD END SIGNS, METAL BARRICADES (TYPE III) & WORK ZONE SPEED SIGNS
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-21	02-28-13	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-5	12-04-13	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9	12-04-13	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	12-04-13	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-04-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-11	07-29-04	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
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-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS

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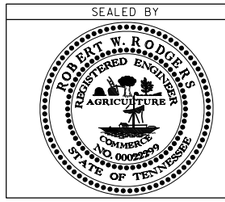

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	1B

STANDARD ROADWAY DRAWINGS

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-1	08-01-12	DEWATERING STRUCTURE
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-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EL-W-2	05-27-01	STANDARD GRAVITY-TYPE RETAINING WALLS

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DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	14820
	203-06	WATER	M.G.	83
	209-01.31	TEMPORARY MULCH FILTER BERM	C.Y.	36
(3)	209-02.03	8" TEMPORARY SLOPE DRAIN	L.F.	211
	209-02.05	12" TEMPORARY SLOPE DRAIN	L.F.	19
(3)	209-05	SEDIMENT REMOVAL	C.Y.	170
(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2168
(3)	209-08.07	ROCK CHECK DAM PER	EACH	38
(3)	209-08.08	ENHANCED ROCK CHECK DAM PER	EACH	6
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	7723
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	705
	307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON	18
	307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	528
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	446
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	13
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	51
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	10
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	489
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	1771
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	19013
	604-07.01	RETAINING WALL (STA. 51+91 TO STA. 55+65)	S.F.	5264
	604-07.02	RETAINING WALL (STA. 12+33 TO STA. 14+80))	S.F.	2508
	607-01.02	12" CONCRETE PIPE CULVERT (CLASS III)	L.F.	23
	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	60
	702-01	CONCRETE CURB	C.Y.	91.65
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	670
	705-04.02	GUARDRAIL TERMINAL (TYPE 12)	EACH	1
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	1
	706-01	GUARDRAIL REMOVED	L.F.	805
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(2)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	52
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3359
	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	485
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	221
	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	4
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	221
	712-06	SIGNS (CONSTRUCTION)	S.F.	511
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR2 COLOR)	EACH	62
	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	141
(5)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	488
(5)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	29
	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	4
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.02
(6)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	3.29
	716-12.02	ENHANCED FLATLINE THERMO PVMT. MRKNG. (6" LINE)	L.M.	3.29
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	968
	717-01	MOBILIZATION	L.S.	1
	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	172
	801-03	WATER (SODDING)	MG	110
	803-01	SODDING (NEW SOD)	S.Y.	10912
	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	10912
	806-02.03	PROJECT MOWING	CYCL	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	5
	713-01.02	SUPPORTS)	LB.	1192
(8)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	20
(8)	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	20
	713-05	SUPPORTS	LB.	421
	713-06	SUPPORT	LB.	1925
	713-11.01	"U" SECTION STEEL POSTS	LB.	348
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	595
	713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.	77
	713-11.21	P POST SLIP BASE	EACH	2
	713-11.23	ROUND POST SLIP BASE	EACH	2
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	215
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	232
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	267
(7)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1

(1) INCLUDES 1034 C.Y. FOR EPSC
(2) FOR TEMP. SLOPE DRAINS
(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECS. FOR MAINTENANCE REPLACEMENT
(4) ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEM NO. 806-02.03, PROJECT MOWING, CYCL.
(5) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(6) FOR TEMPORARY MARKING
(7) REMOVE SIGN FACE, SUPPORTS AND FOOTINGS ON APPROXIMATELY 20 SIGNS AND REMOVE SIGNS AND SUPPORTS ON APPROXIMATELY 25 SIGNS WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER
(8) TO BE USED ON ALL RAMPS. QUANTITIES CAN BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER

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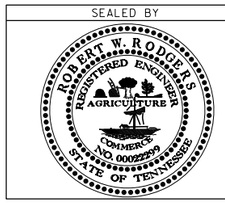

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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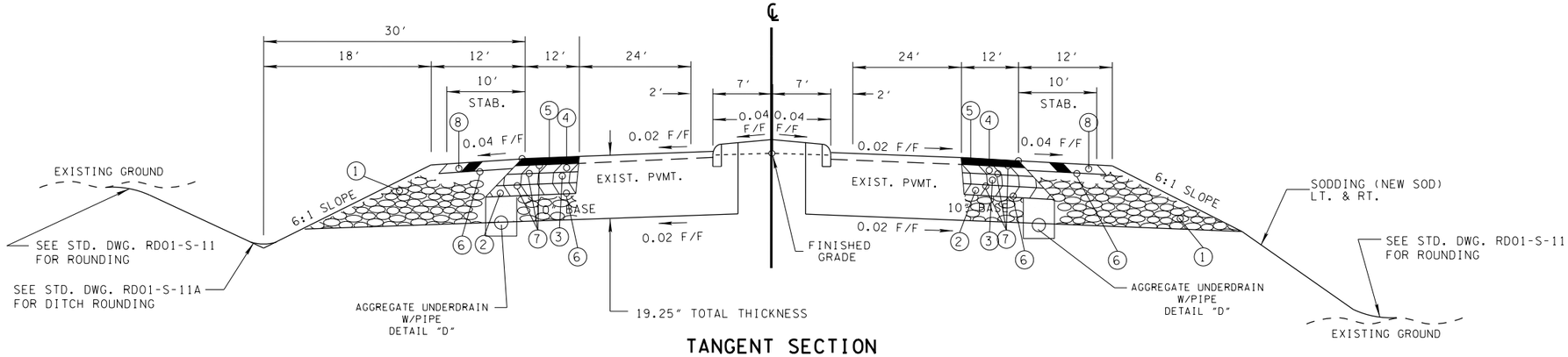
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	2
CONST.	2014	IM-75-1(133)	2B

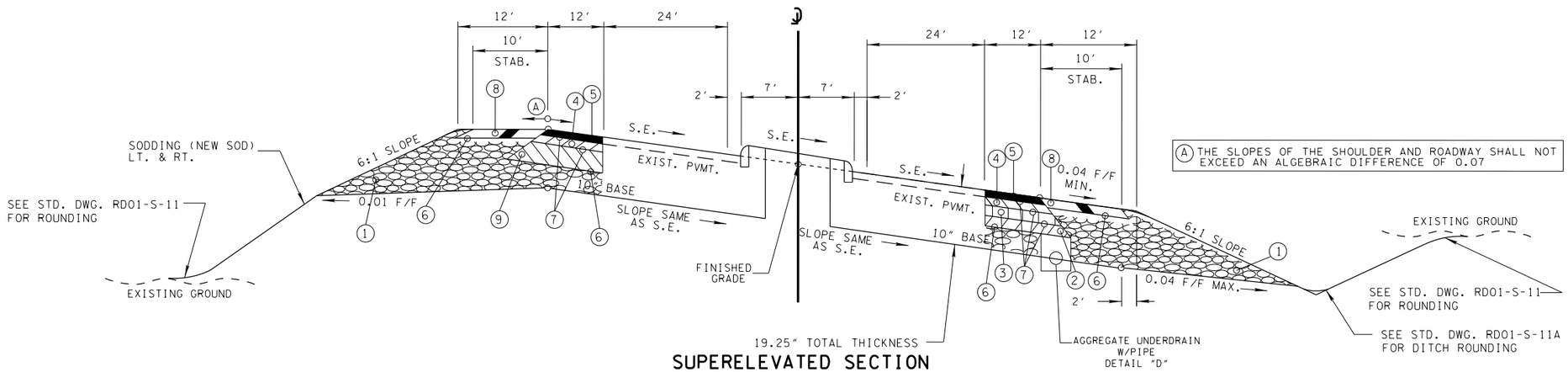


TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)

S.R. 60

STA. 53+50 TO STA. 55+00 - COLD PLANE (1.5 INCH DEPTH) & RESURFACE



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

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)

S.R. 60

STA. 50+24.75 TO STA. 53+50 - COLD PLANE (1.5 INCH DEPTH) & RESURFACE

PROPOSED PAVING SCHEDULE

(1) MINERAL AGGREGATE BASE (10") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	(5) BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
(2) BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	(6) PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y.
	(7) TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	(8) BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)
(4) BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	(9) BITUMINOUS PLANT MIX BASE (HOT MIX) (6") (APPROX. 690 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'

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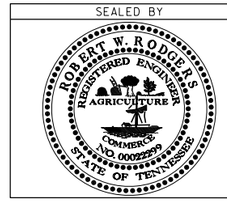

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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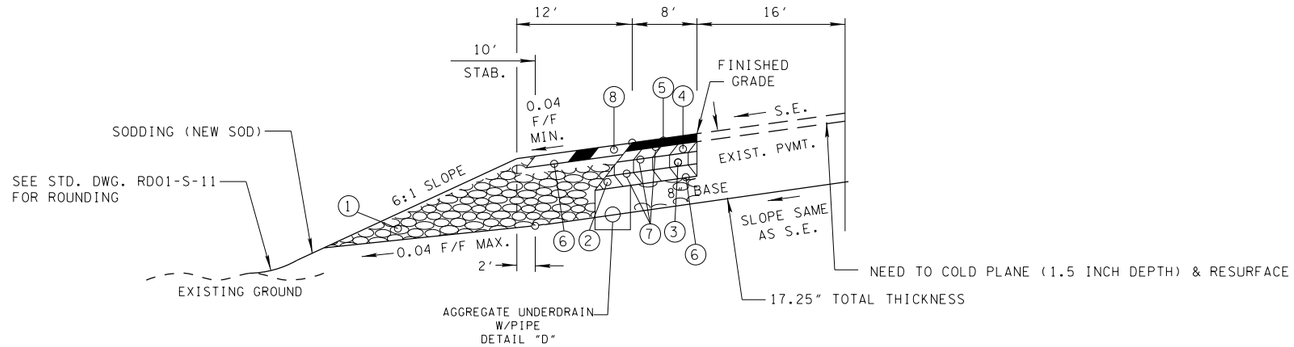
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	2A
CONST.	2014	IM-75-1(133)	2B1

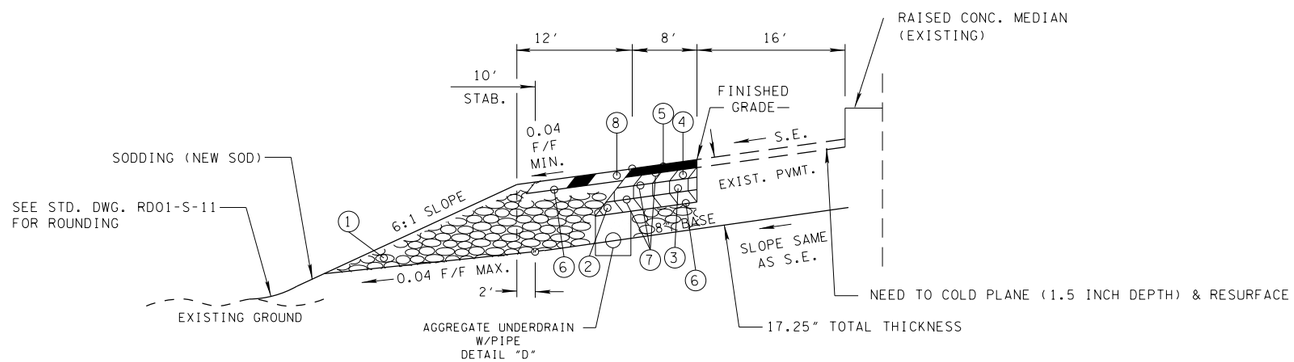


RAMP A

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)

STA. 12+50 TO STA. 16+70



RAMP A

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)

STA. 7+04 TO STA. 12+50

PROPOSED PAVING SCHEDULE

(1) MINERAL AGGREGATE BASE (8") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	(5) BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
(2) BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	(6) PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y. (7) TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	(8) BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)
(4) BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 00022299 STATE OF TENNESSEE

RAMP A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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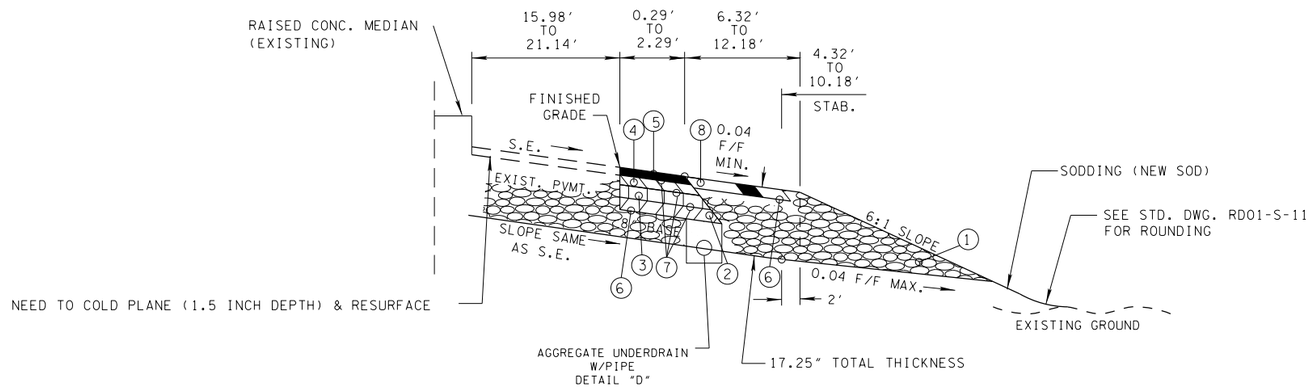
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	2D2
CONST.	2014	IM-75-1(133)	2B2



RAMP B

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)

STA. 5+50 TO STA. 8+00

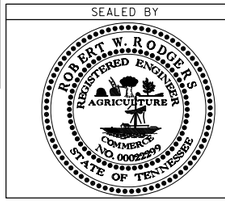
PROPOSED PAVING SCHEDULE

(1) MINERAL AGGREGATE BASE (8") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	(5) BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
(2) BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	(6) PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y.
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	(7) TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
(4) BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	(8) BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



RAMP B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

13-AUG-2014 15:24
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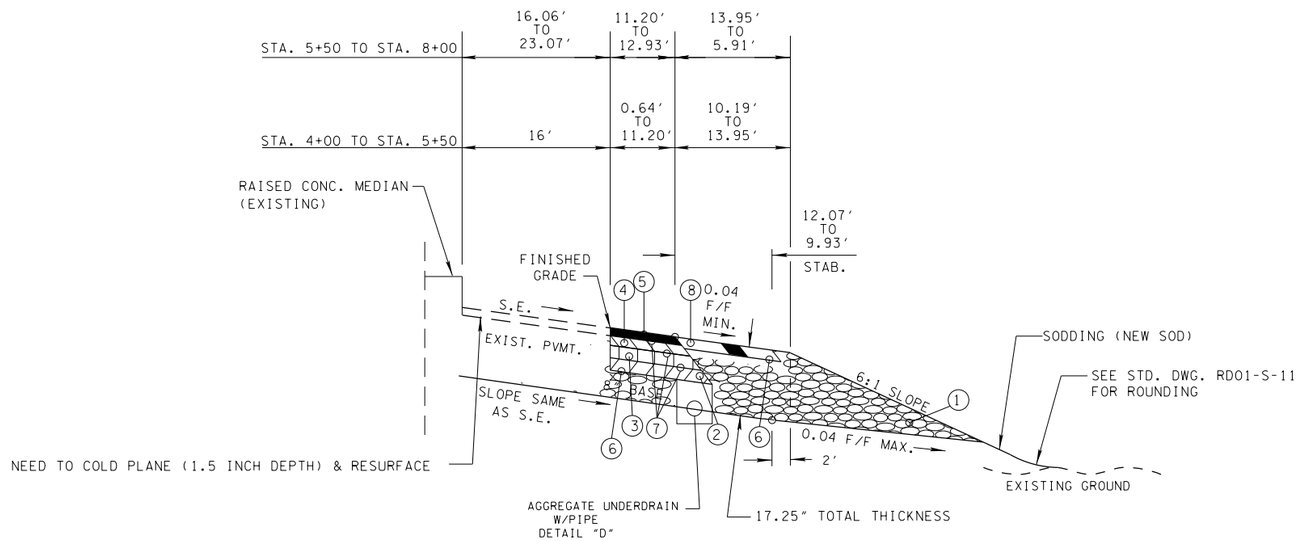
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	2D3
CONST.	2014	IM-75-1(133)	2B3



RAMP C
SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-4)

STA. 4+00 TO STA. 8+00

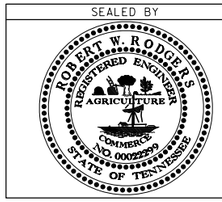
PROPOSED PAVING SCHEDULE

(1) MINERAL AGGREGATE BASE (8") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	(5) BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
(2) BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	(6) PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y.
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	(7) TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
(4) BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	(8) BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



RAMP C

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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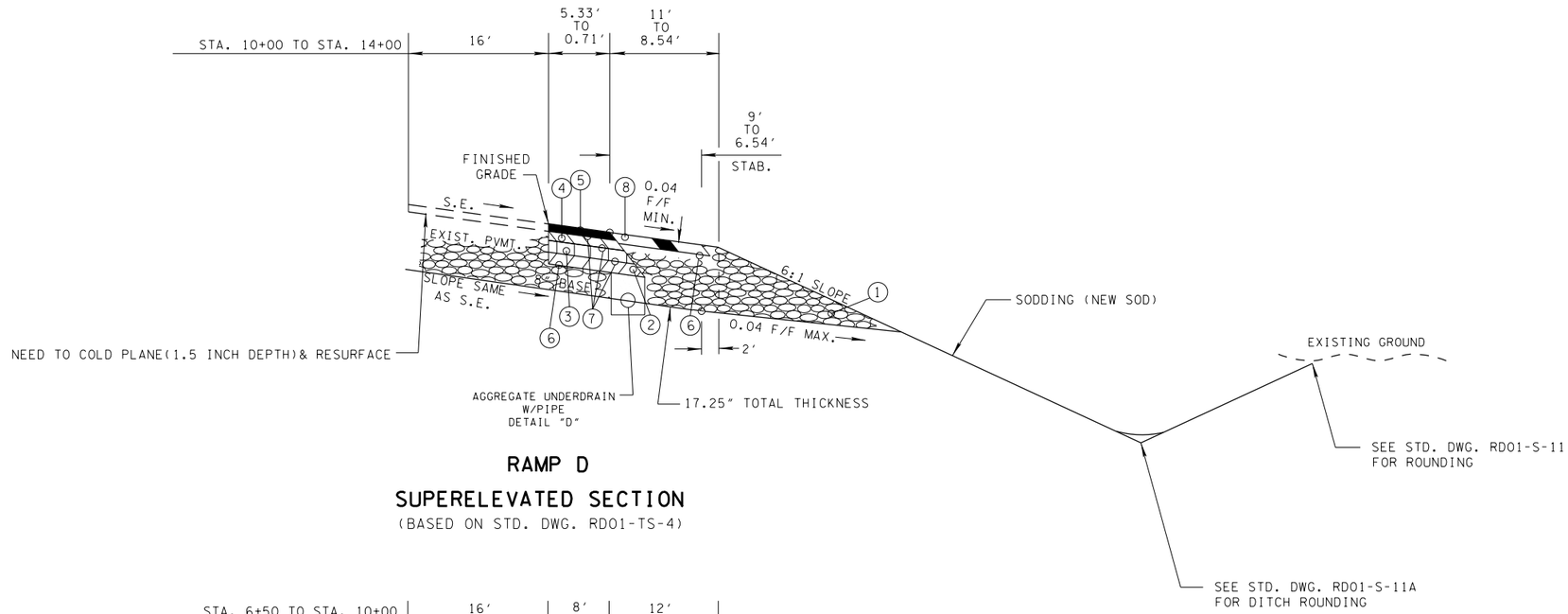
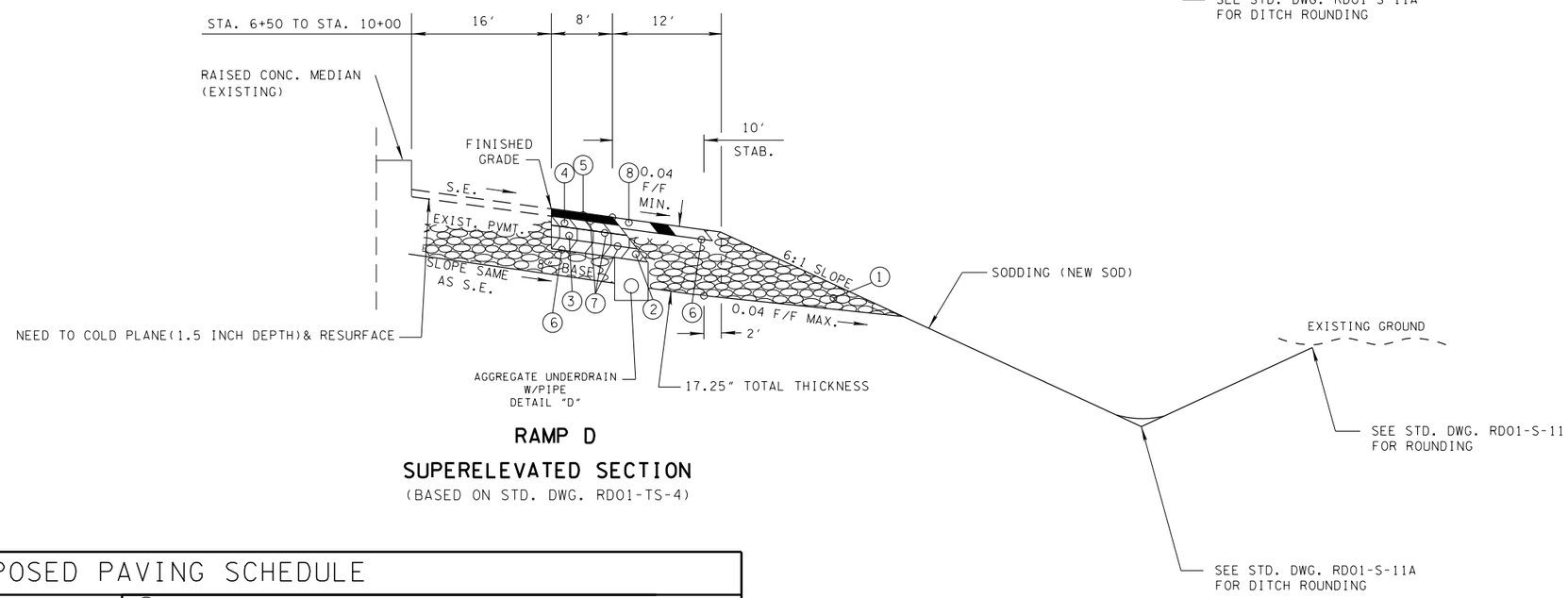
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	2D4
CONST.	2014	IM-75-1(133)	2B4



RAMP D

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)



RAMP D

SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)

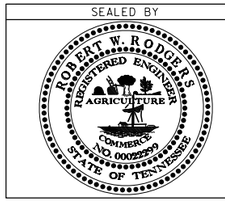
PROPOSED PAVING SCHEDULE

(1) MINERAL AGGREGATE BASE (8") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	(5) BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
(2) BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	(6) PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y. (7) TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	(8) BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)
(4) BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



RAMP D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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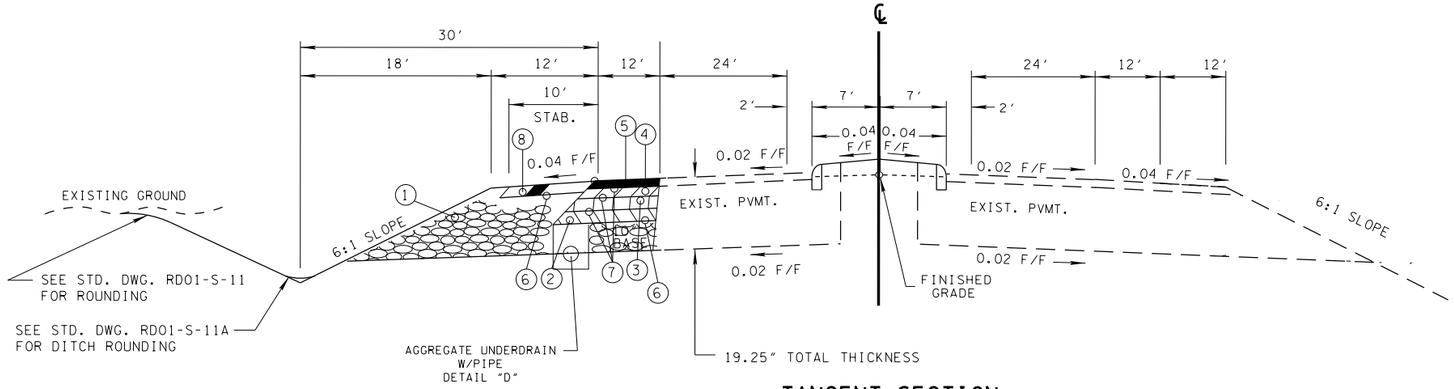


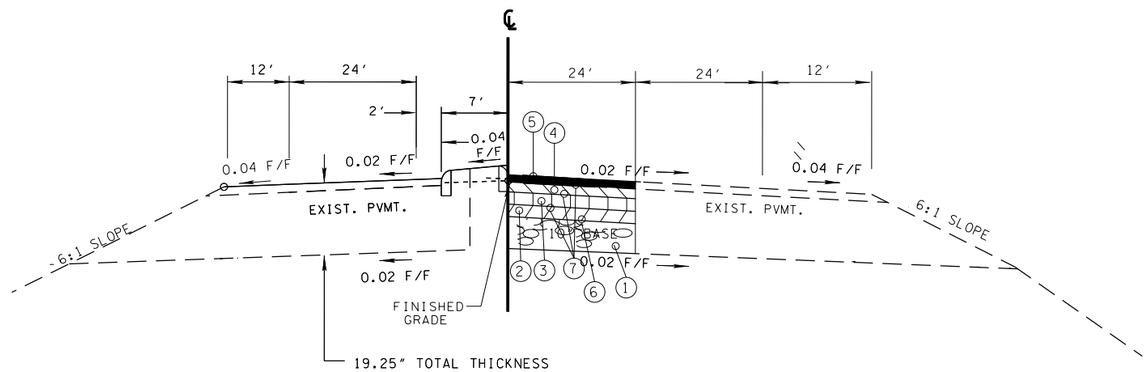
TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)

S.R. 60

STA. 66+00 TO STA. 67+50 - COLD PLANE (1.5 INCH DEPTH) & RESURFACE

STA. 66+00 TO STA. 67+50 - ADDITIONAL LANE ON LT. FOR RT. TURN ON TO RAMP "A"



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)

S.R. 60

STA. 60+50 TO STA. 65+00 - COLD PLANE (1.5 INCH DEPTH) & RESURFACE

STA.60+50 TO STA. 65+00 - TWO LANES ON RT. FOR DOUBLE LT. TURN ON TO RAMP "A"

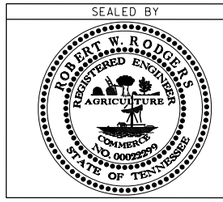
PROPOSED PAVING SCHEDULE

① MINERAL AGGREGATE BASE (10") 2.03 TONS/C.Y. 303-01 MINERAL AGGREGATE, TYPE 'A' BASE, GRADING 'D'	⑤ BITUMINOUS SURFACE (1.25") 132.5 LB/S.Y. 411-02.10 ACS MIX (PG 70-22) GRADING 'D'
② BITUMINOUS PLANT MIX BASE (3") (APPROX. 270 LB/S.Y.) 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22) 307-02.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING 'A-S' (PG 70-22)	⑥ PRIME COAT 402-01 BITUMINOUS MINERAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SY. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./S.Y. ⑦ TACK COAT @ 0.07 GAL/S.Y. 403-01 BITUMOUS MATERIAL FOR TACK COAT (TC)
③ BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'	⑧ BITUMINOUS SURFACE 1.5" (APPROX. 154.5 LB/S.Y.) 411-01.07 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING 'E' (SHOULDER)
④ BITUMINOUS BINDER 2"(APPROX. 226 LB/S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING 'B-M2'	⑨ BITUMINOUS PLANT MIX BASE (HOT MIX) (6") (APPROX. 690 LB/S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG 70-22) : (BPMB-HM) GRADING 'A'

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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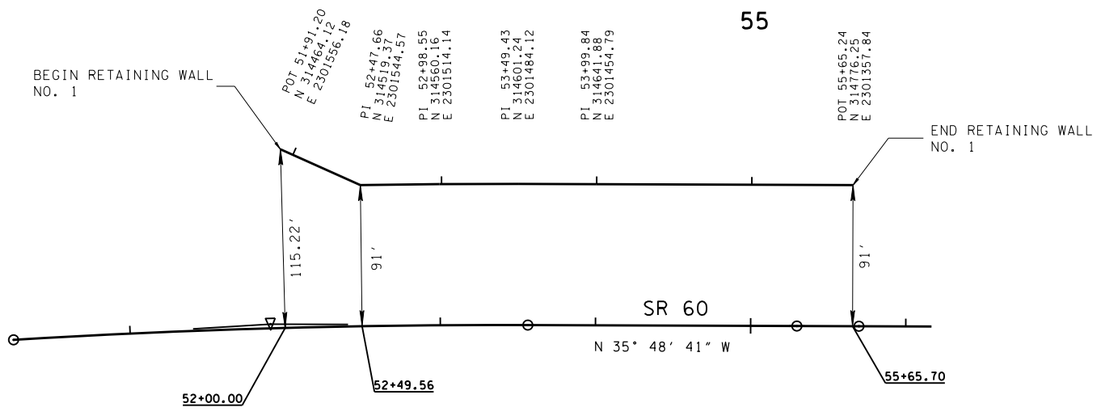
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2C



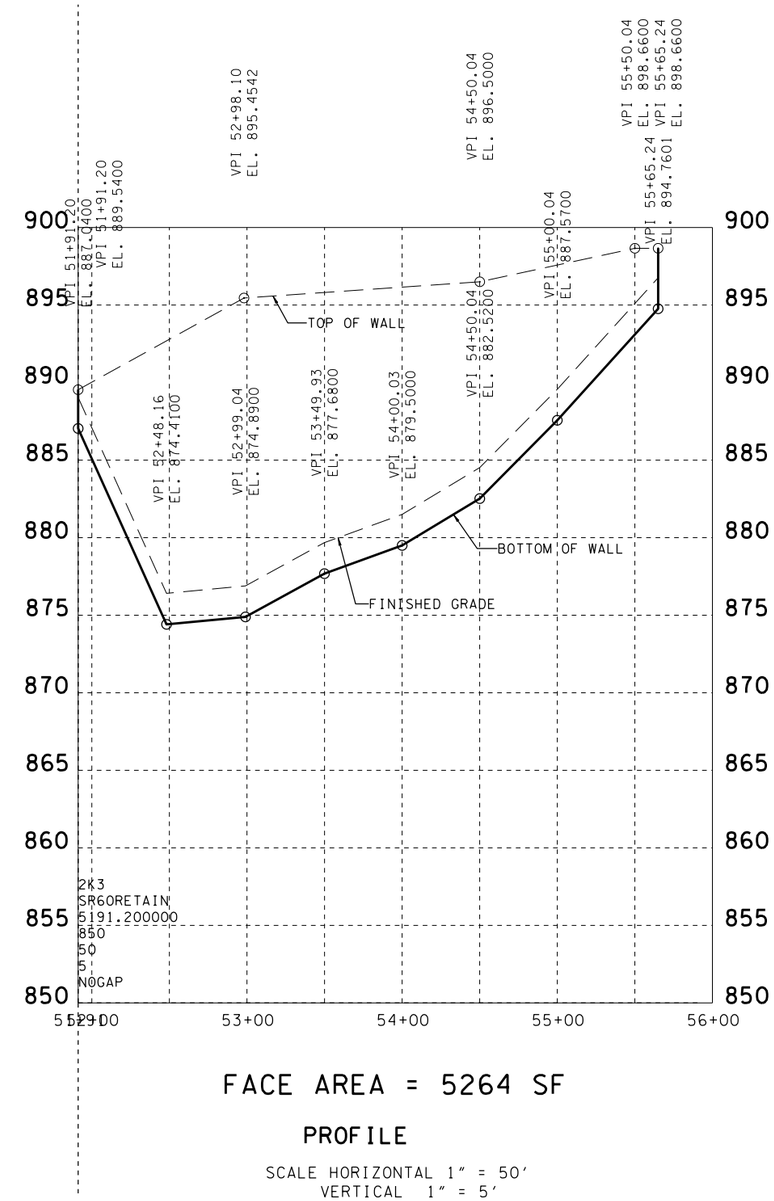
PC 50+24.75

PT 53+56.41

CURVE S0105
PI 51+90.64
N 314,525.2492
E 2,301,651.1579
Δ 3° 41' 48" (RT)
D 1° 06' 53"
R 5,140.31
L 331.66
T 165.89
SE MATCH EXISTING
DESIGN SPEED 50 MPH

PLAN VIEW

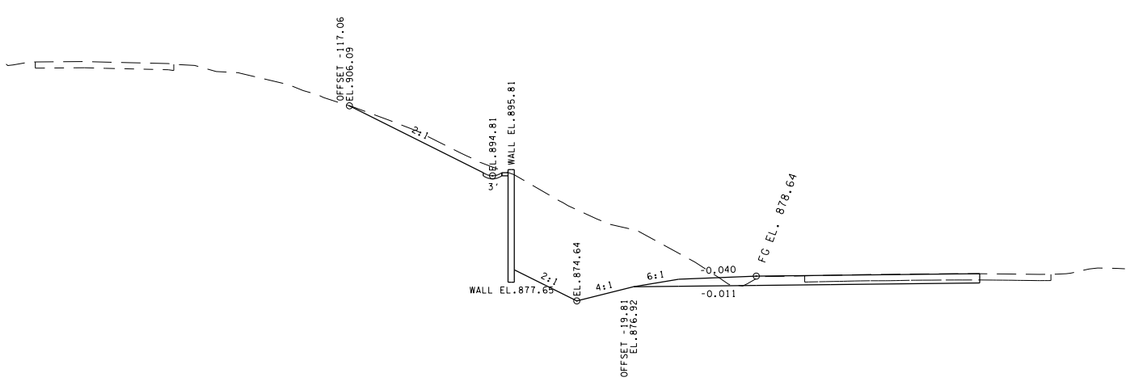
SCALE 1" = 50'



FACE AREA = 5264 SF

PROFILE

SCALE HORIZONTAL 1" = 50'
VERTICAL 1" = 5'



CROSS SECTION

STA 53+50

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1
CONCEPTUAL DRAWING

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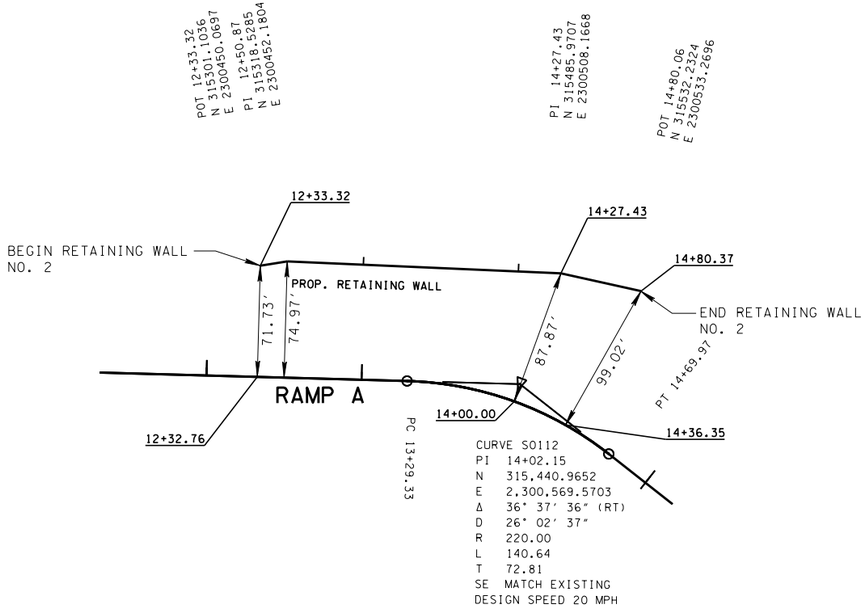
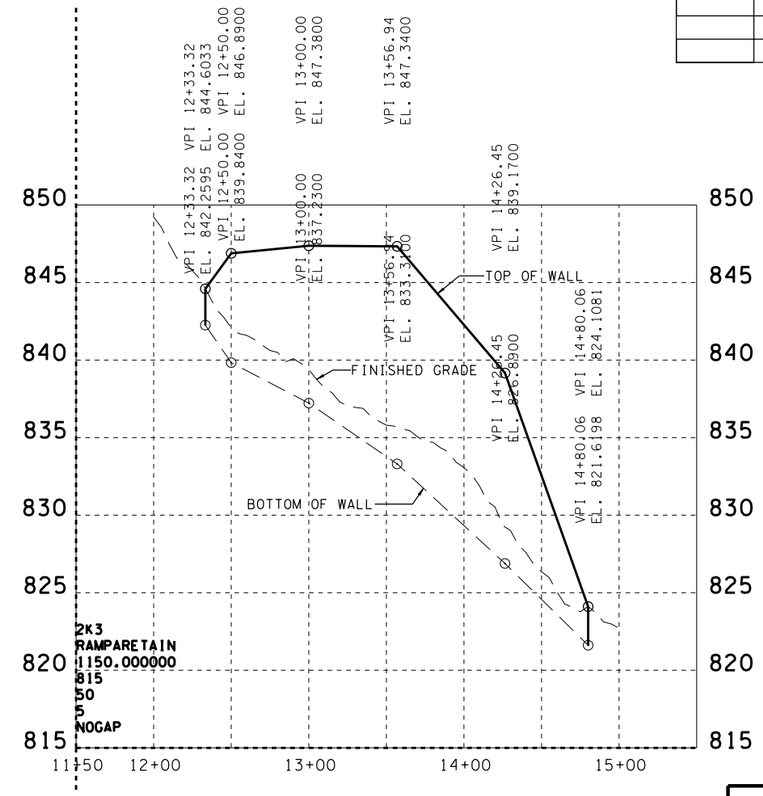
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2D



PLAN VIEW

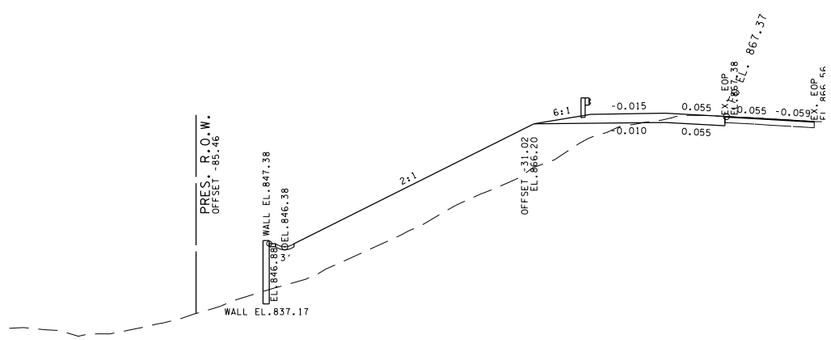
SCALE 1" = 50'



FACE AREA = 2508 SF

PROFILE

SCALE HORIZONTAL 1" = 50'
VERTICAL 1" = 5'



CROSS SECTION

STA 13+00

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 2 CONCEPTUAL DRAWING

13-AUG-2014 15:24
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2E

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.

SEEDING AND SODDING

(1) 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.

(2) 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.

(3) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

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.

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

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) 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).

(3) 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.

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) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

(3) 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. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(2) 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

(3) 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.

PAVEMENT

PAVING

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

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

RESURFACING

(1) 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.

(2) 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.

(3) 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.

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 ROOADWAY 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 VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

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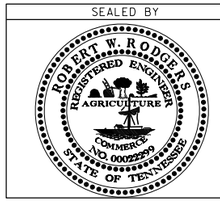

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2F

GENERAL NOTES

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) 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.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(2) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OF CLEVELAND) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OF CLEVELAND).

(3) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(4) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE 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.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED MARCH 1, 2006 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

(10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.

(11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

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.

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

SEDIMENT CONTROL

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

(8) 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.

(9) 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.

(10) 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.

(11) FOR AN OUTFALL IN A DRAINAGE AREA OF 10 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROOADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2G

GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL

SEDIMENT CONTROL

(1) 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.

(2) 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.

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

STREAM/WETLAND

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

(5) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

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

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

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

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

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

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

SPECIES

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

INSPECTION, MAINTENANCE, REPAIR

(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. 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 26A, 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.

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

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

(26) 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.

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

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

(29) 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.

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

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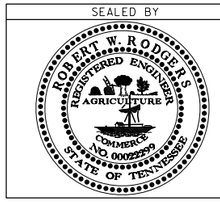

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2H

GENERAL NOTES

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.

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.

PAVEMENT

RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.

D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.

E. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

F. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS.

G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.

H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

SIGNALIZATION

(1) 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.

RETAINING WALLS

(1) THE (RIGHT-OF-WAY/EASEMENT) BETWEEN STATION 51+92 TO 55+66 LT ON SR 60 & STATION 12+00 TO 15+02 LT. ON RAMP A SHALL REMAIN CLEAR FOR THE CONSTRUCTION OF THE RETAINING WALL. NO UTILITY LINES MAY BE PLACED HERE WITHOUT APPROVAL FROM STRUCTURES DIVISION.

(2) THE OPTIONS FOR RETAINING WALL TYPES SHALL BE LIMITED TO THE APPROVED ALTERNATIVES AS SPECIFIED ON THE RETAINING WALL SHEETS.

(3) VALUE ENGINEERING CHANGE PROPOSALS WILL NOT BE ACCEPTED FOR RETAINING WALLS. (ITEM NUMBERS: 604-07.01 & 604-07.02)

(4) ALL COST OF BUILDING, INSTALLING AND BACKFILLING THE RETAINING WALL SHALL BE INCLUDED IN THE COST OF THE RETAINING WALL.

SCOPE OF WORK

THE GRADING AND PAVING OF S.R. 60, COUNTY ROAD, AND DRIVES TO THE LINES AND GRADES AS INDICATED ON PLANS OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

THE CONSTRUCTION OF LANE SHIFTS AS INDICATED ON PLANS.

THE INSTALLATION OF PAVEMENT MARKINGS, SIGNS, AND TRAFFIC CONTROL AS INDICATED ON PLANS.

THE CONSTRUCTION AND/OR INSTALLATION OF ALL OTHER ITEMS INDICATED ON PLANS OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR FOR THE COMPLETE CONSTRUCTION OF THIS PROJECT, INCLUDING THE CONTROL AND MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.

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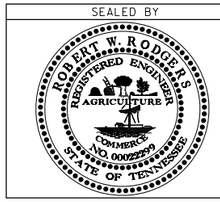

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	2J

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
	COMMON - C.Y.	S. ROCK - C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.			
50+24 TO 67+95	(1) 10267						68
RAMP A	519						9663
RAMP B	322						74
RAMP C	309						45
RAMP D	3403						34
TOTALS	**14820**	**0**	**0**	**0**	**0**	4936	**9884**

(1) Includes 1034 C.Y. for EPSC

PAVEMENT MARKING QUANTITIES

CHAIN	PERMANENT PLASTIC				PAINTED				ENHANCED FLATLINE THERMO.		
	716-02.04 CHANNELIZATION STRIPING, SY	716-02.05 STOP LINE LF	716-02.06 TURN LANE ARROW, EA	716-04.14 LANE REDUCTION ARROW, EA	716-05.01 PVMT MARKING (4" LINE), LM		716-05.20 PVMT MARKING (6" LINE), LM		716-12.02 PVMT MARKING (6" LINE), LM		716-12.05 PVMT MARKING (6" DOTTED LINE), LF
					SSWL	DSYL	SSWL	SSYL	SSWL	SSYL	
SR-60	90.63	383	19	0	0.01	0.01	1.1	0.6	1.1	0.6	388
RAMP A	0	0	0	2	0	0	0.2	0.2	0.2	0.2	208
RAMP B	0	54	4	0	0	0	0.2	0.2	0.2	0.2	64
RAMP C	0	62	6	0	0	0	0.3	0.2	0.3	0.2	97
RAMP D	49.95	0	0	2	0	0	0.19	0.19	0.19	0.19	185
TOTAL	140.58	499	29	4	0.02		3.29		3.29		942

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PAVEMENT QUANTITIES

LOCATION	PAY ITEMS									
	303-01 (TON)	307-02.01 (TON)	307-02.02 (TON)	307-02.03 (TON)	307-02.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.07 (TON)	411-02.10 (TON)
SR-60	2693.0	392.3	9.5	282.8	247.3	4.6	18.2	5.4	266.1	1092.6
RAMP A	1859.1	114.0	3.0	88.8	72.5	3.1	12.1	1.2	82.9	205.4
RAMP B	544.7	20.9	0.6	17.0	12.7	0.7	2.8	0.6	26.6	136.8
RAMP C	970.4	81.6	2.1	63.0	52.4	1.8	7.0	0.9	39.5	160.9
RAMP D	1655.5	95.5	2.5	76.4	60.7	2.7	10.6	1.0	73.0	175.2
TOTALS	**7722.7**	**704.3**	**17.7**	**528.0**	**445.6**	**12.9**	**50.7**	**9.1**	**488.1**	**1770.9**

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATION		GUARDRAIL		TERMINAL ANCHORS				GUARDRAIL REMOVAL 706-01 (L.F.)	REMARKS
						BRIDGE ENDS 705-01.01 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	TYPE 12 705-04.02 (EACH)	TYPE 13 (EACH)	TYPE 21 (EACH)	TYPE 38 705-04.07 (EACH)		
		LT	RT	FROM	TO								
	RAMP "A"	X		11+91	16+38		450	1				609.59	
	RAMP "A"	X		16+38	67+28		156.25				1	117.71	(SR 60) STA. 67+28
	VALLEY HILLS TR.		X				63.38		1	1		77.57	
TOTALS						**0**	**669.63**	**1**	**1**	**1**	**1**	**804.87**	

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. SIZE	M.U.T.C.D. NO.	REMARKS
712-06	SIGNS (CONSTRUCTION)	EACH	2	9	36"X18"	G20-2	END ROAD WORK
			4	32	48"X24"	G20-2	END ROAD WORK (FREEWAY)
			2	18	36"X36"	W20-1	ROAD WORK 1500 FT.
			2	18	36"X36"	W20-1	ROAD WORK 1000 FT.
			2	18	36"X36"	W20-1	ROAD WORK 500 FT.
			2	18	36"X36"	W20-7	FLAGGER SIGN
			2	6	24"X18"		W/SUPPLEMENTAL PLATE
			2	18	36"X36"	W21-5B	RT. SHOULDER CLOSED AHEAD
			2	18	36"X36"	W21-5B	SHOULDER CLOSED
			4	64	48"X48"	W20-1	ROAD WORK AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (1500') (FREEWAY)
			4	64	48"X48"	W20-1	ROAD WORK 1000 FT. (FREEWAY)
			4	36	36"X36"	W13-4	ON RAMP (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (FREEWAY)
712-02.02	PORTABLE BARRIER RAIL	L.F.	1181				ITEMS TO BE REUSED DURING EACH PHASE OF CONSTRUCTION
712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	221				
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	4				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	221				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4				
TOTAL				**511**			

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(3)	203-01	Road & Drainage Excavation (Temporary Berm)	C.Y.	1034
	209-01.31	Temporary Mulch Filter Berm	C.Y.	36
	209-02.03	8" Temporary Slope Drain	L.F.	211
	209-02.05	12" Temporary Slope Drain	L.F.	19
	209-05	Sediment Removal	C.Y.	170
	209-08.02	Temporary Silt Fence (With Backing)	L.F.	2168
	209-08.07	Rock Check Dams (V-Ditch)	EACH	38
	209-08.08	Enhanced Rock Check Dams (V-Ditch)	EACH	6
(2)	621-03.02	18" Temporary Drainage Pipe	L.F.	60
(2)	709-05.05	Machined Rip-Rap (Class A-3)	TON	100
(1)	709-05.06	Machined Rip-Rap (Class A-1)	TON	52
(2)	740-10.03	Geotextile (Type III) (EPSC)	S.Y.	172
	805-12.02	Erosion Control Blanket (Type II)	S.Y.	10912

(1) For temporary slope drains.
(2) For temporary construction exits
(3) Includes 15 C.Y. for temporary construction exits

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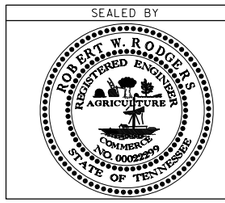

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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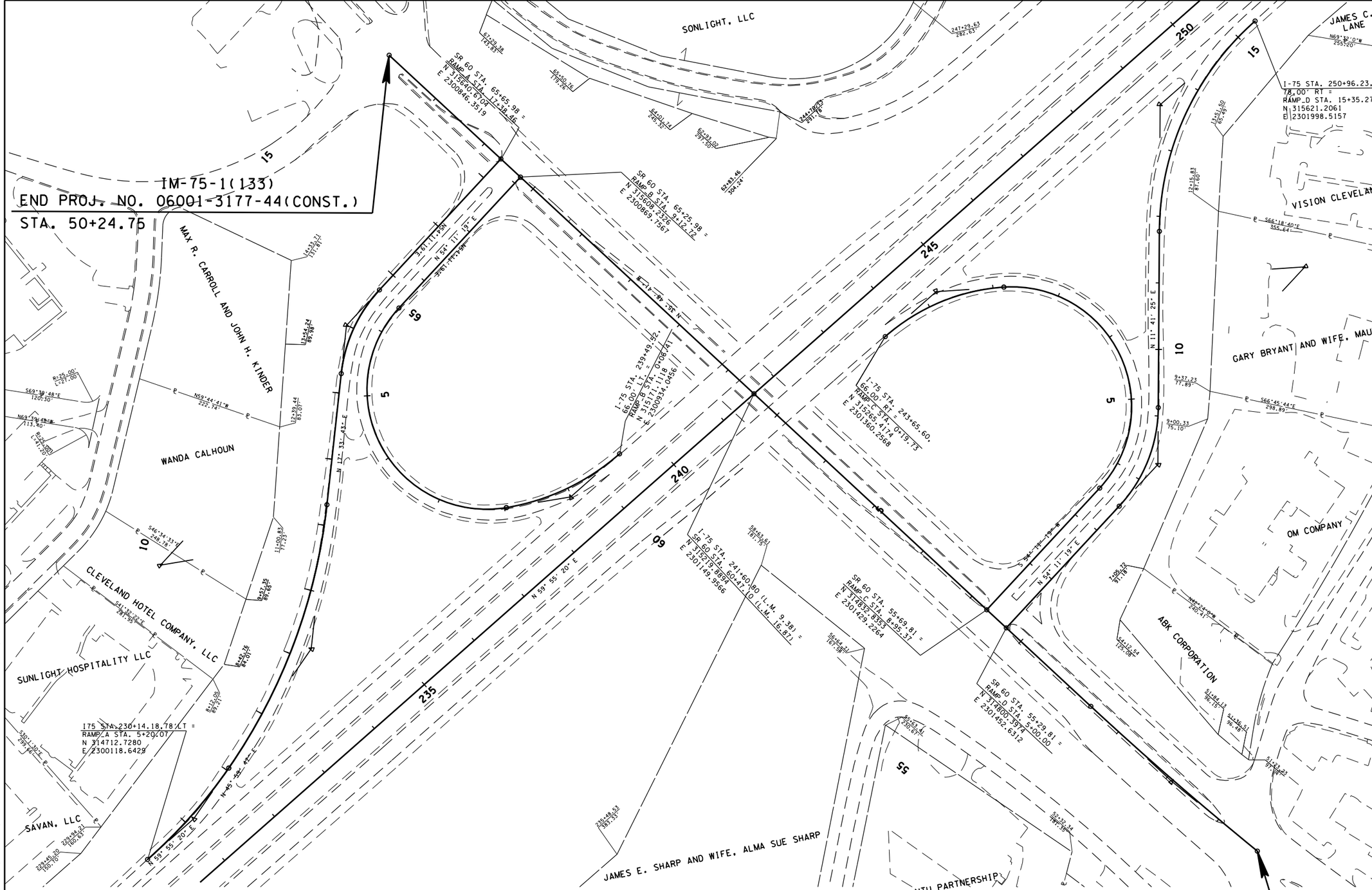
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	3
CONST.	2014	IM-75-1(133)	3



UTILITY OWNERS

UTILITY	OWNER	PHONE NO.	CONTACT	ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE	BELLSOUTH DBA AT&T	(423) 752-9144	TIM MANLEY	300 E MARTIN LUTHER KING BLVD	CHATTANOOGA	TN	37403
WATER	CLEVELAND UTILITIES	(423) 478-9388	KEN WEBB	2450 GUTHRIE DR. NW	CLEVELAND	TN	37311
SEWAGE	CLEVELAND UTILITIES	(423) 478-9388	KEN WEBB	2450 GUTHRIE DR. NW	CLEVELAND	TN	37311
GAS	CHATTANOOGA GAS COMPANY	(404) 584-3238	BEN MASSENGILL	10 PEACHTREE PL, 11TH FLOOR	ATLANTA	GA	30309
GAS	COLONIAL PIPELINE COMPANY	(706) 891-7584	KEVIN RALEY	391 SCRUGGS ROAD	RINGGOLD	GA	30736
GAS	PLANTATION PIPELINE COMPANY	(770) 751-4109	BLAIR NORTHEN, JR	1100 ALDERMAN DRIVE, SUITE 200	ALPHARETTA	GA	30005
POWER	CLEVELAND UTILITIES	(423) 472-4521	KEN WEBB	2450 GUTHRIE DR. NW	CLEVELAND	TN	37311
CABLE TV	CHARTER COMMUNICATIONS	(423) 790-1508 X 1016	JEFF COOK	1235 KING STREET SE	CLEVELAND	TN	37323

IM-75-1(133)
BEGIN PROJ. NO. 06001-3177-44(CONST.)
STA. 50+24.75

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

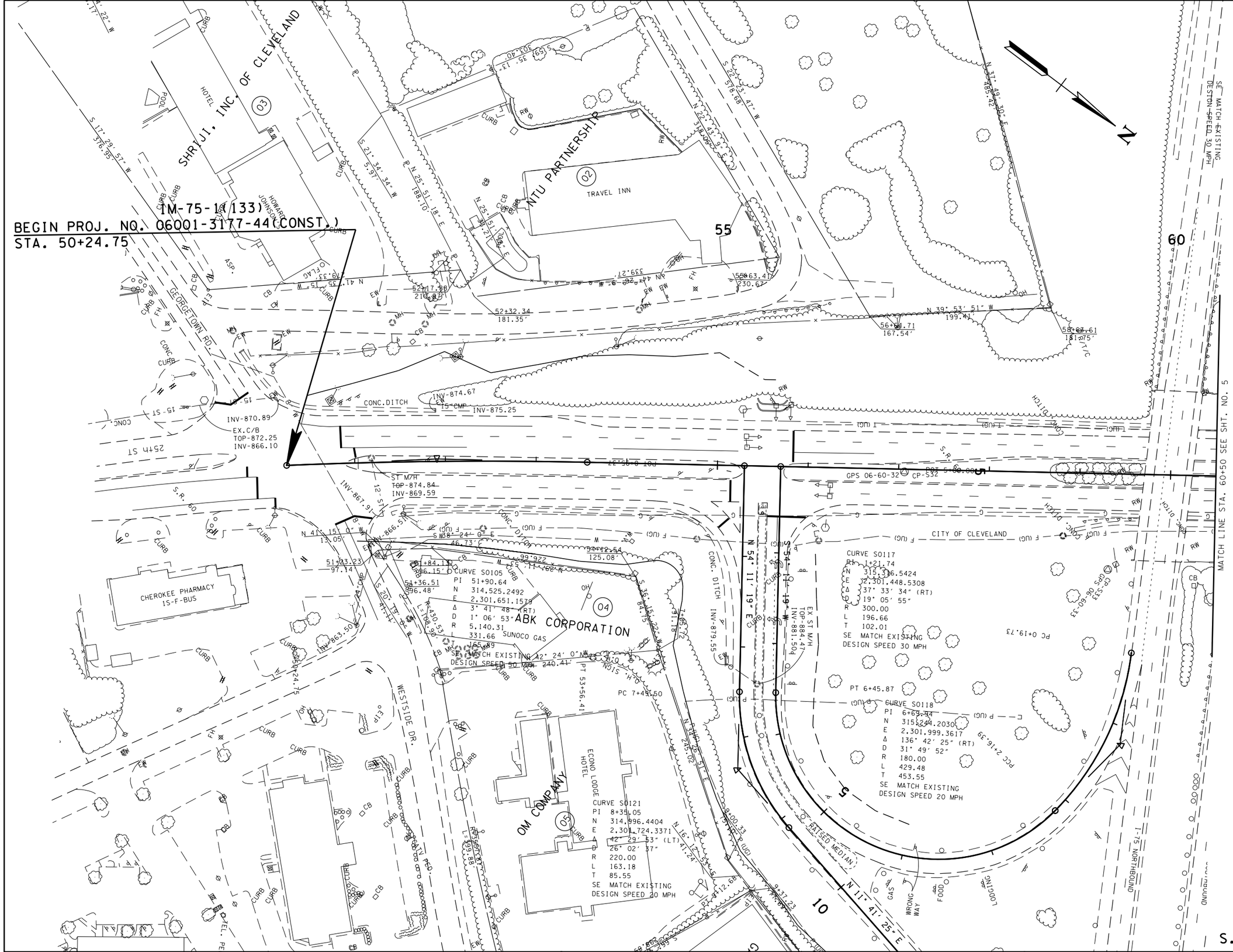
STA. 50+00 TO STA. 68+00

SCALE: 1" = 75'

13-AUG-2014 15:25
\\JJO2WF01.tdot.state.tn.us\02Shared\Design County Folders\Bradley\I-7(exit25)\003_PropertyMap.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	4
CONST.	2014	IM-75-1(133)	4

CITY OF CLEVELAND IS RESPONSIBLE FOR ALL LIGHTING FEATURES.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 50+00 TO STA. 60+50

SCALE: 1" = 50'

S.R. 60

13-AUG-2014 15:25
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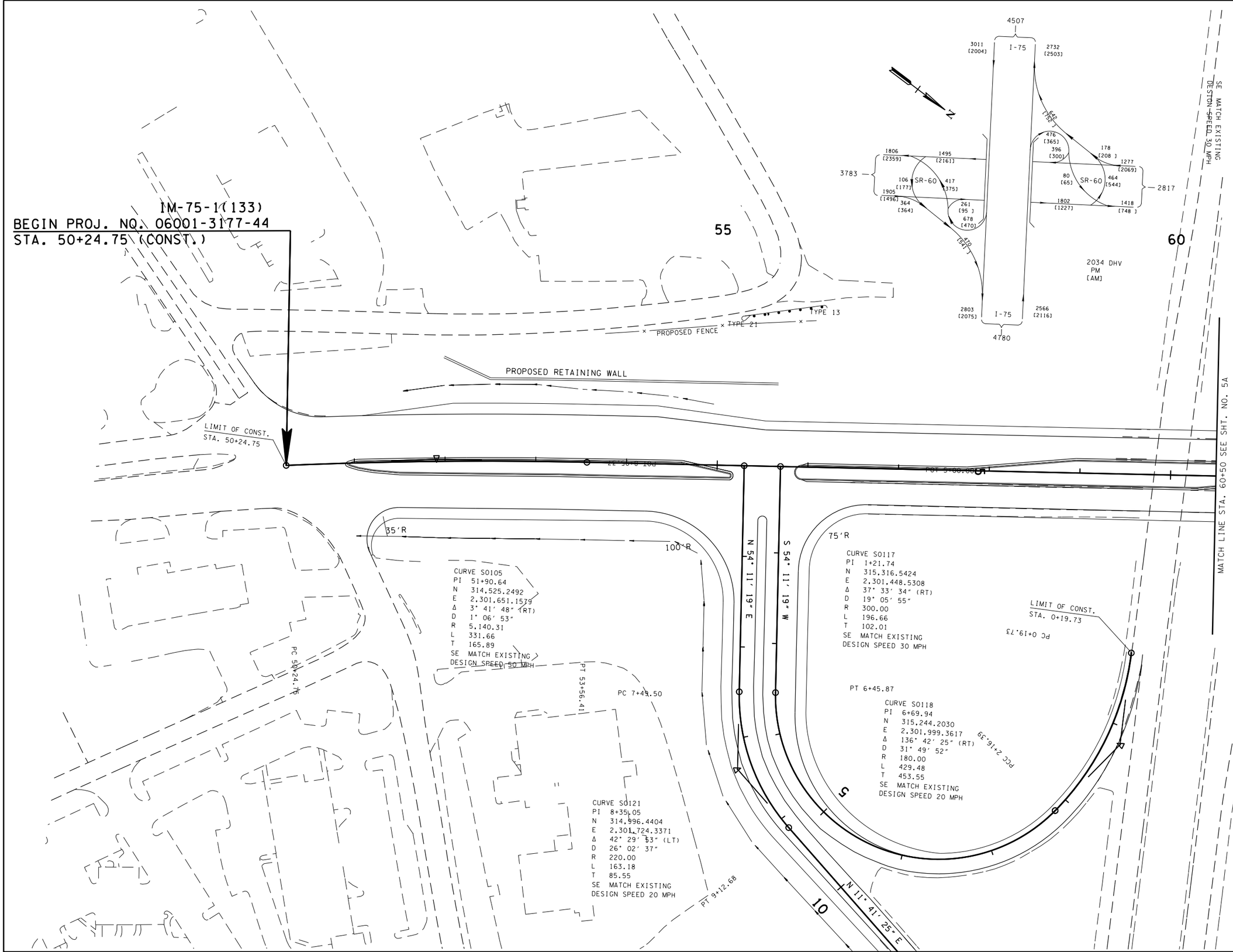
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	4A
CONST.	2014	IM-75-1(133)	4A



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STATE OF TENNESSEE

S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

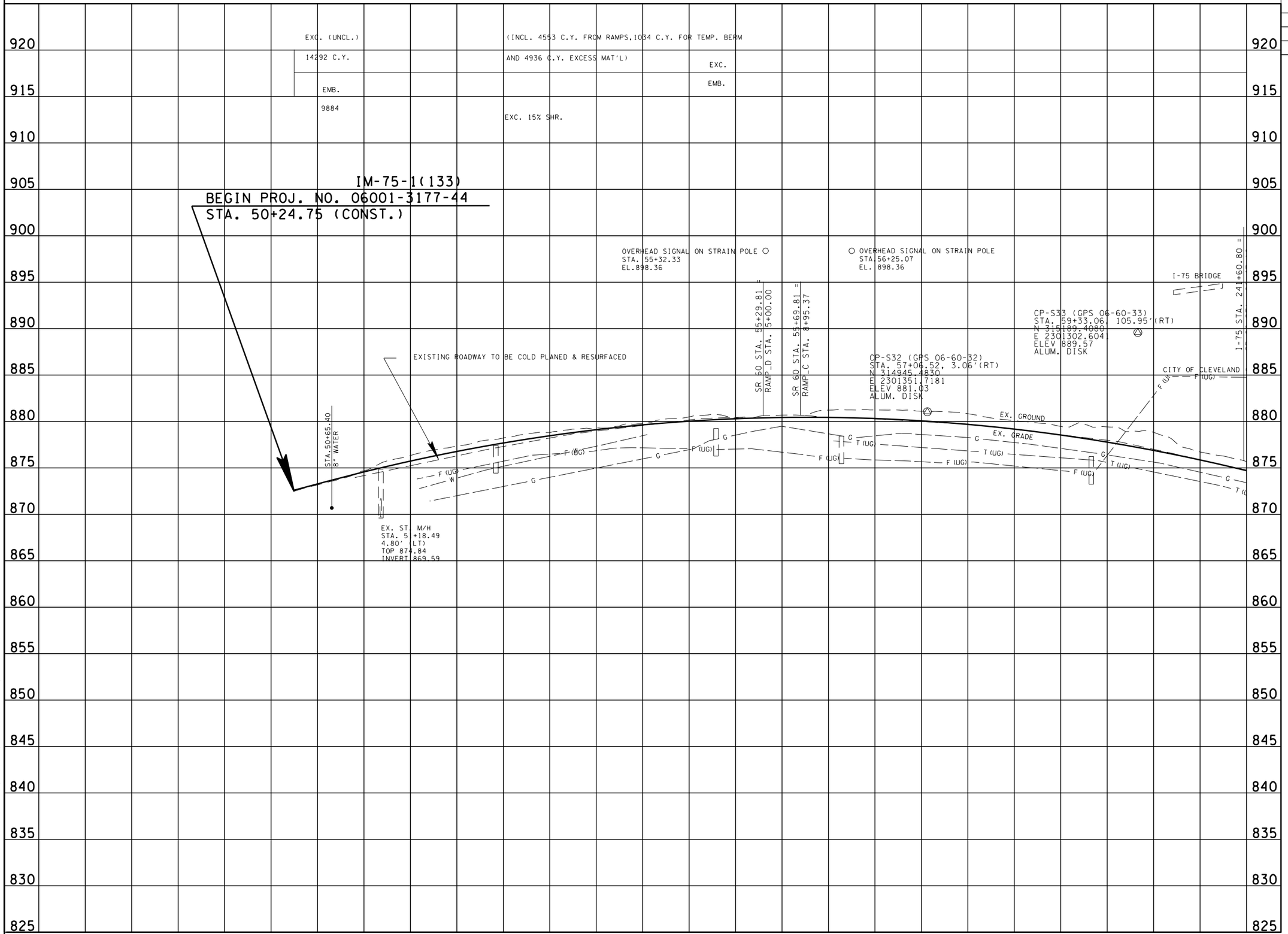
PROPOSED LAYOUT

STA. 50+00 TO STA. 60+50

SCALE: 1"= 50'

28-AUG-2014 10:38
\\JJ02WF01.tdot.state.tn.us\02Shared\Design County Folders\Bradley\I-75(exit25)\004A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	4B
CONST.	2014	IM-75-1(133)	4B



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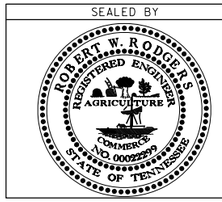

S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 50+00 TO STA. 60+50

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

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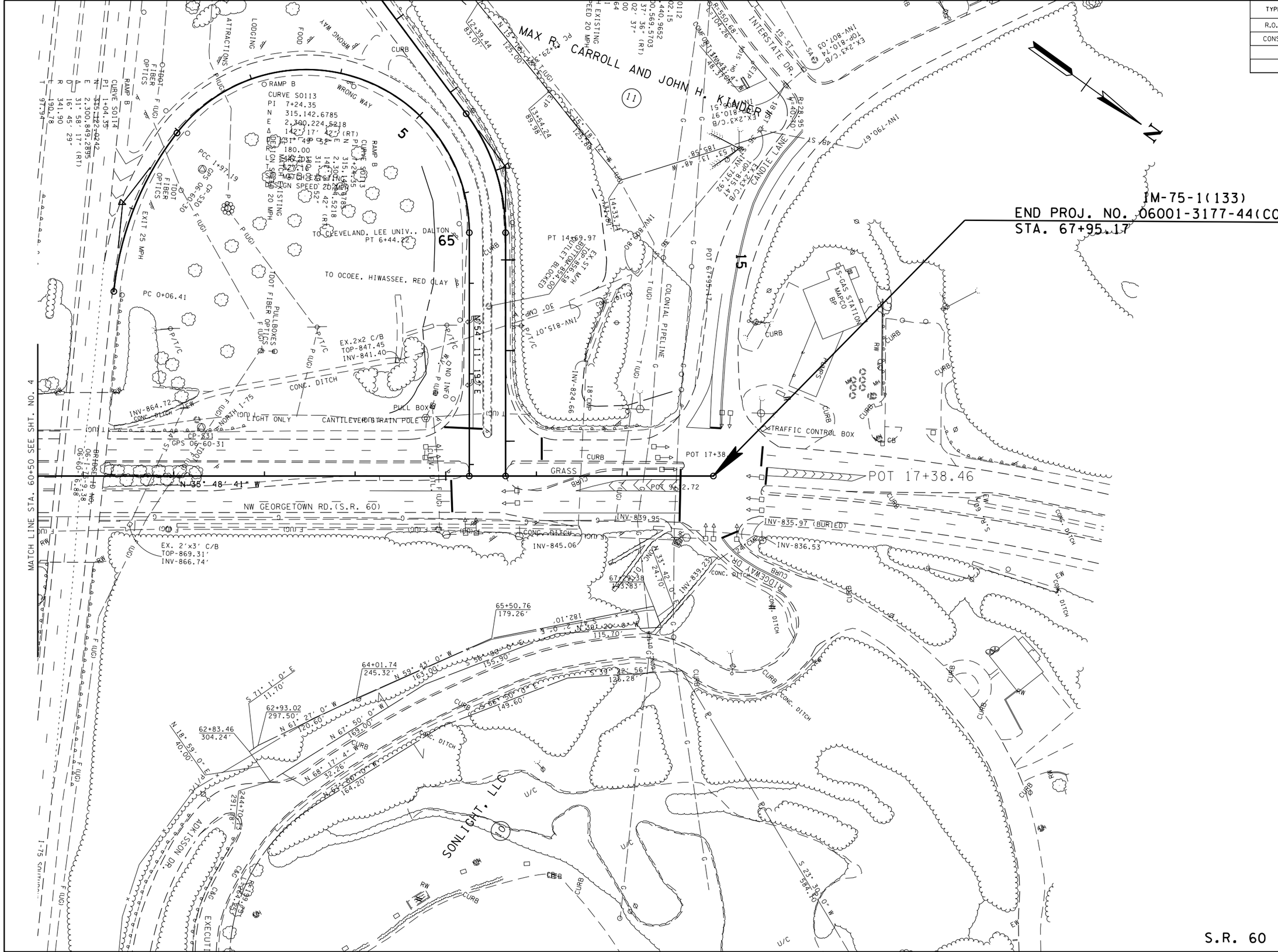
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	5
CONST.	2014	IM-75-1(133)	5



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

S.R. 60

13-AUG-2014 15:25
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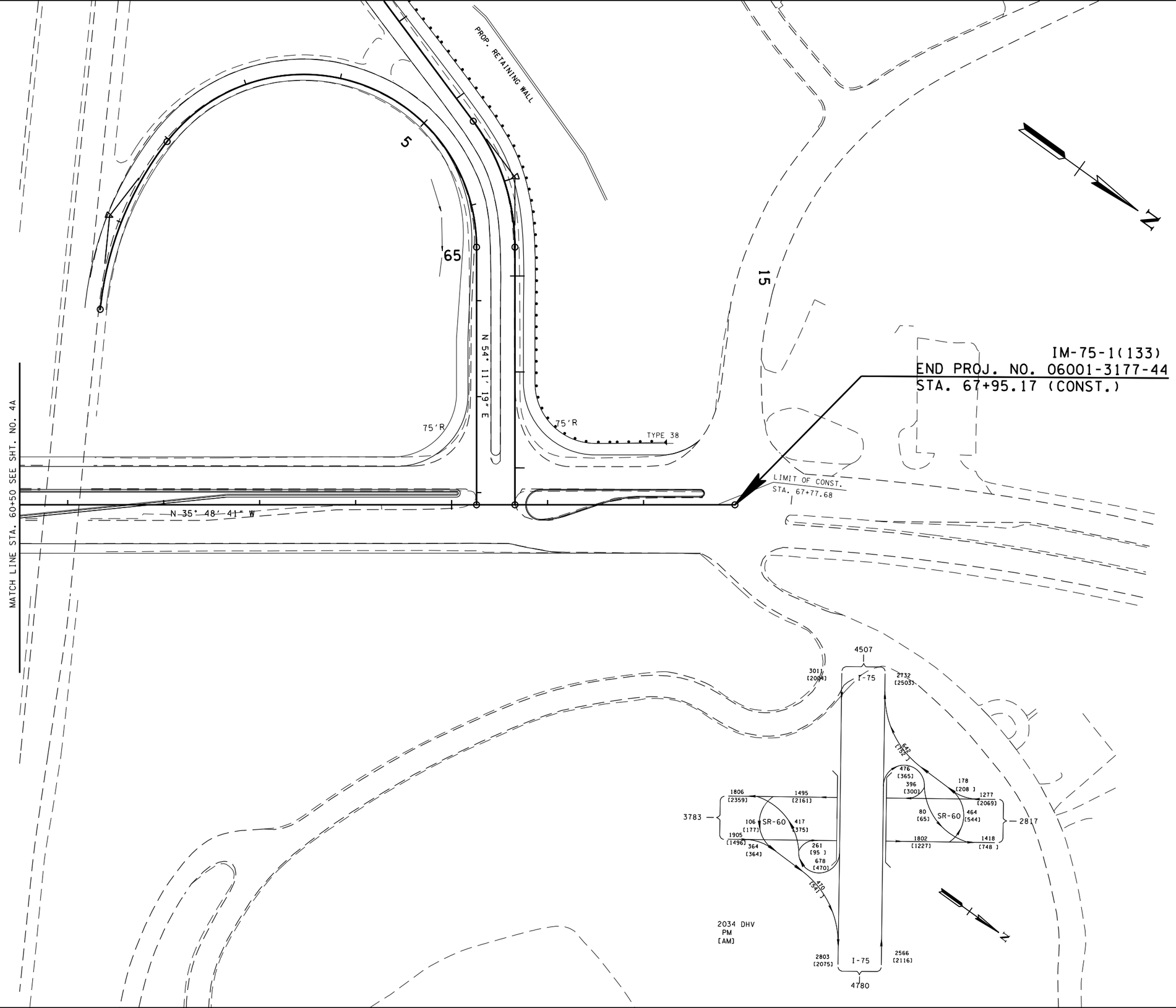
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	5A
CONST.	2014	IM-75-1(133)	5A



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S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

28-AUG-2014 10:38
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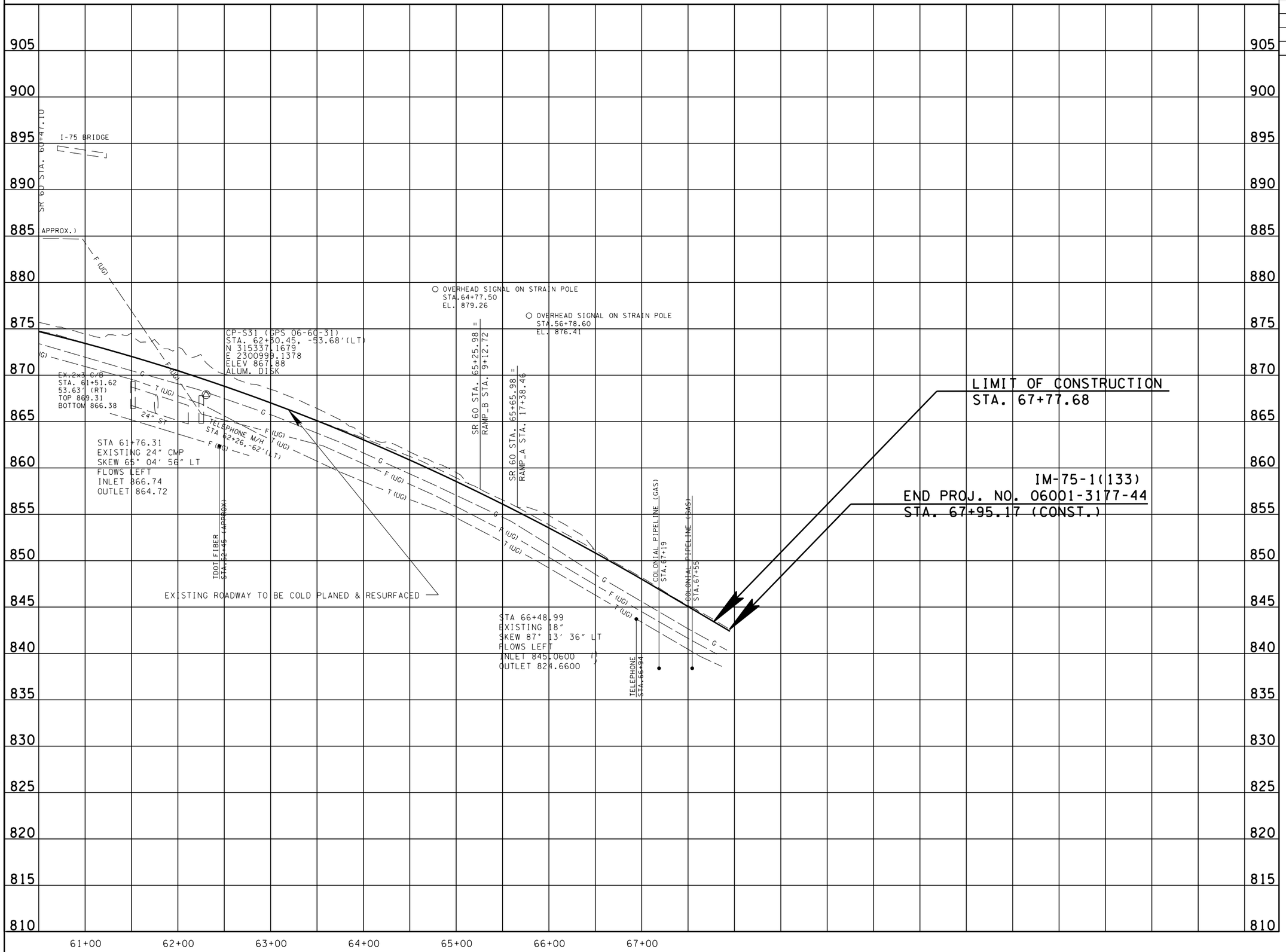
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	5B
CONST.	2014	IM-75-1(133)	5B



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S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 60+50 TO STA. 68+00

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

13-AUG-2014 15:25
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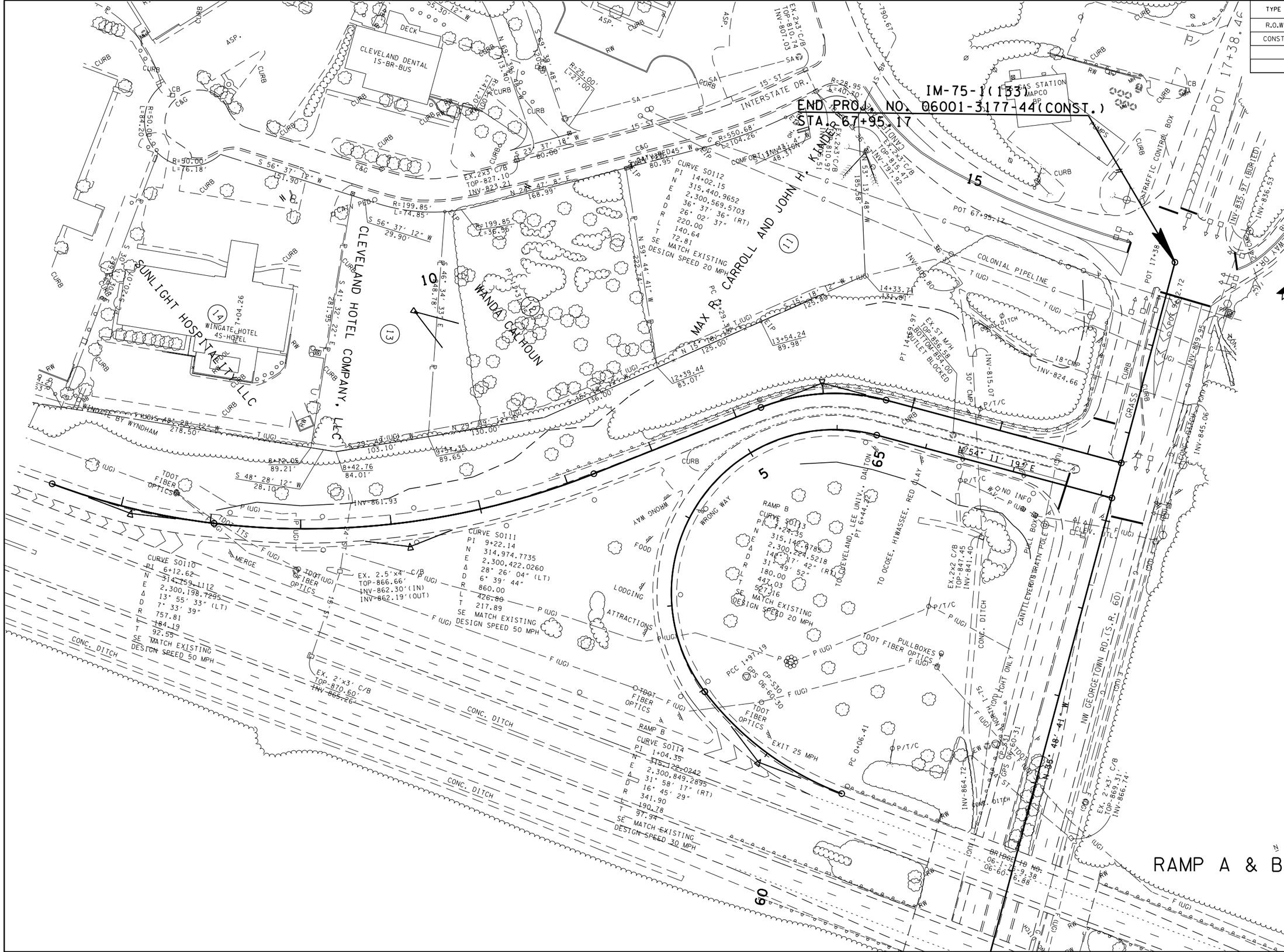
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	6
CONST.	2014	IM-75-1(133)	6



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

03-AUG-2014 15:25
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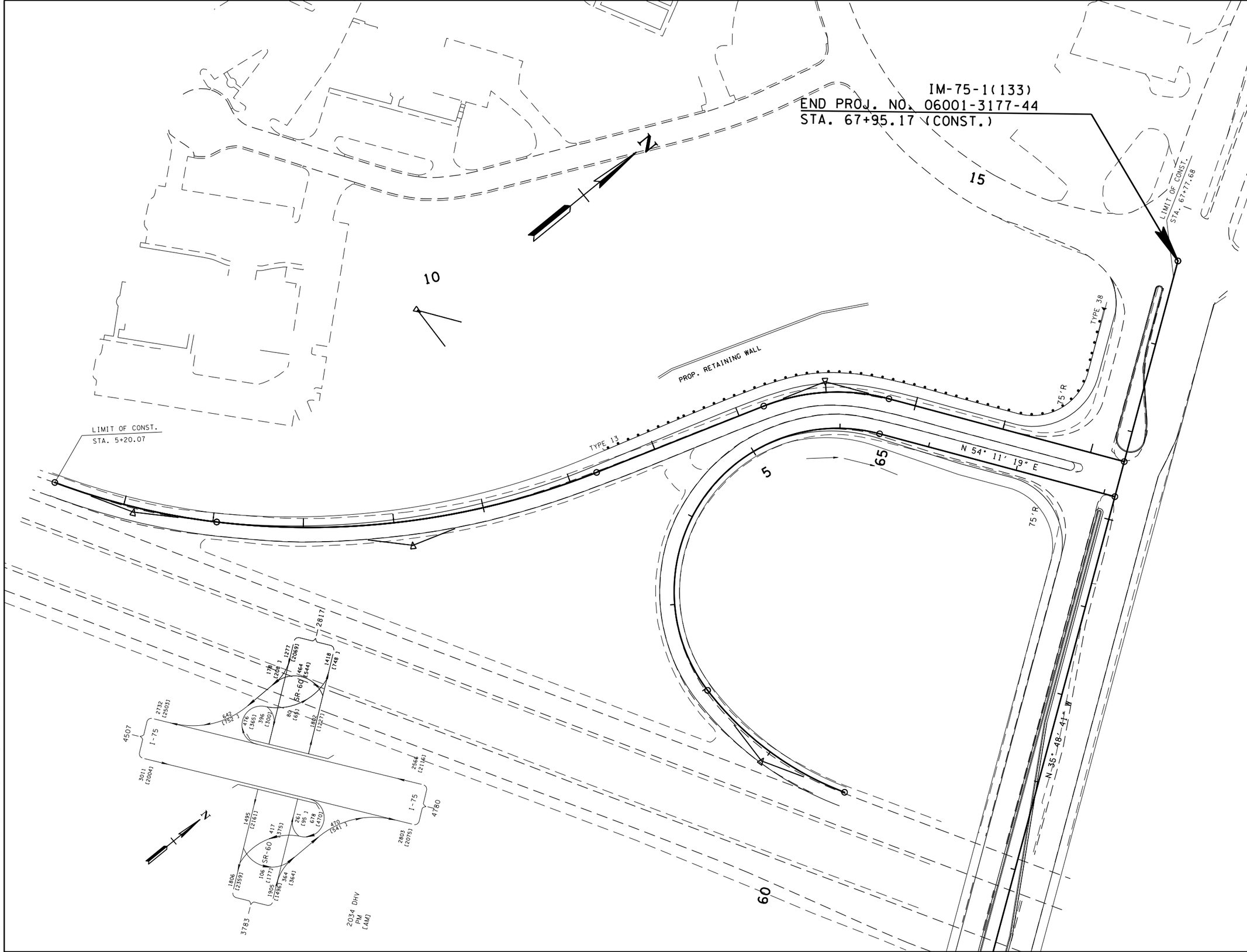
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	6A
CONST.	2014	IM-75-1(133)	6A



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RAMP A & B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

28-AUG-2014 10:38
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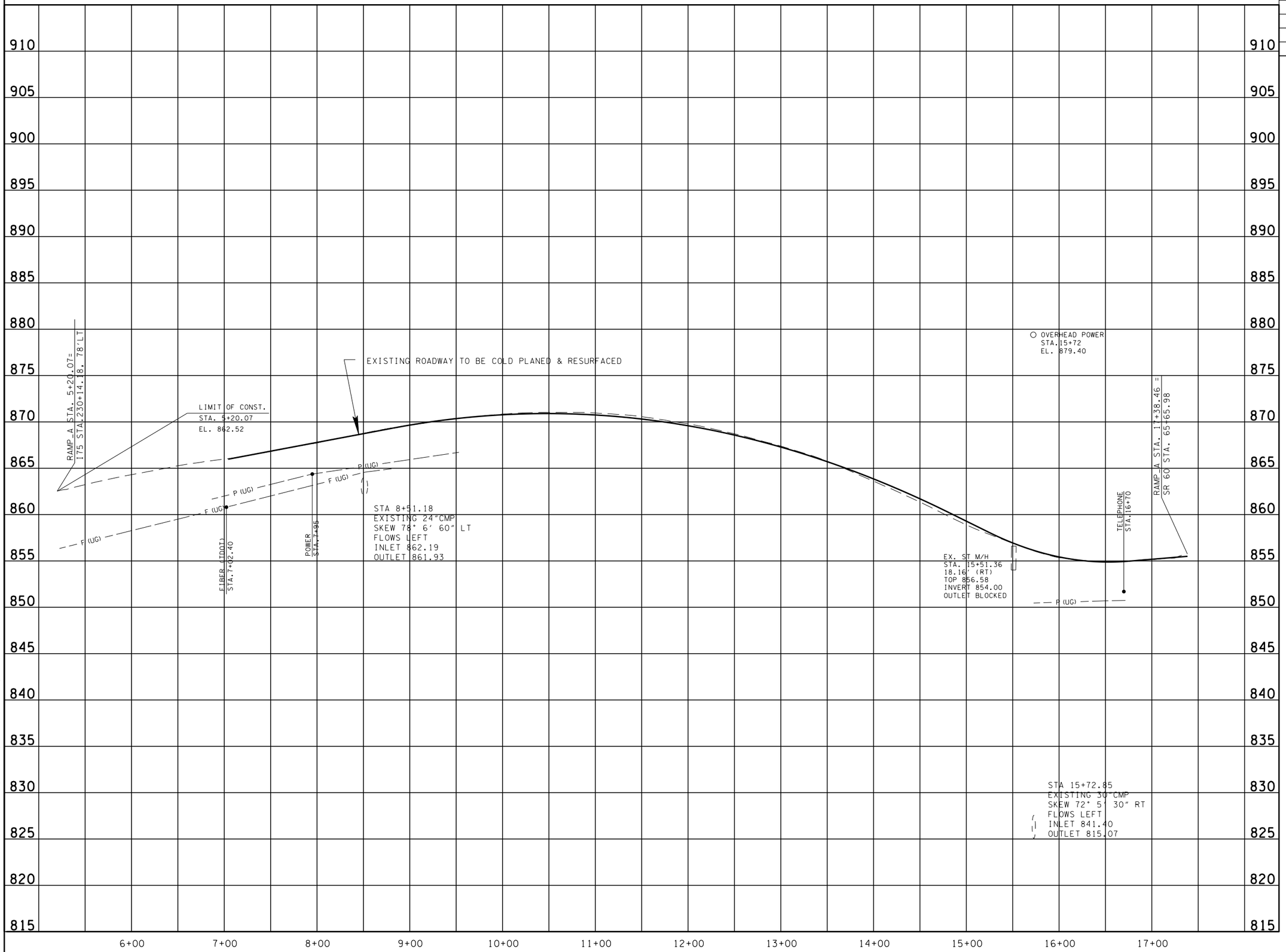
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	6B
CONST.	2014	IM-75-1(133)	6B



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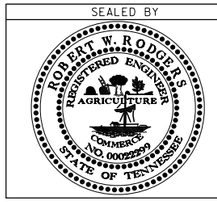

RAMP A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 5+00 TO STA. 17+50

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

13-AUG-2014 15:25
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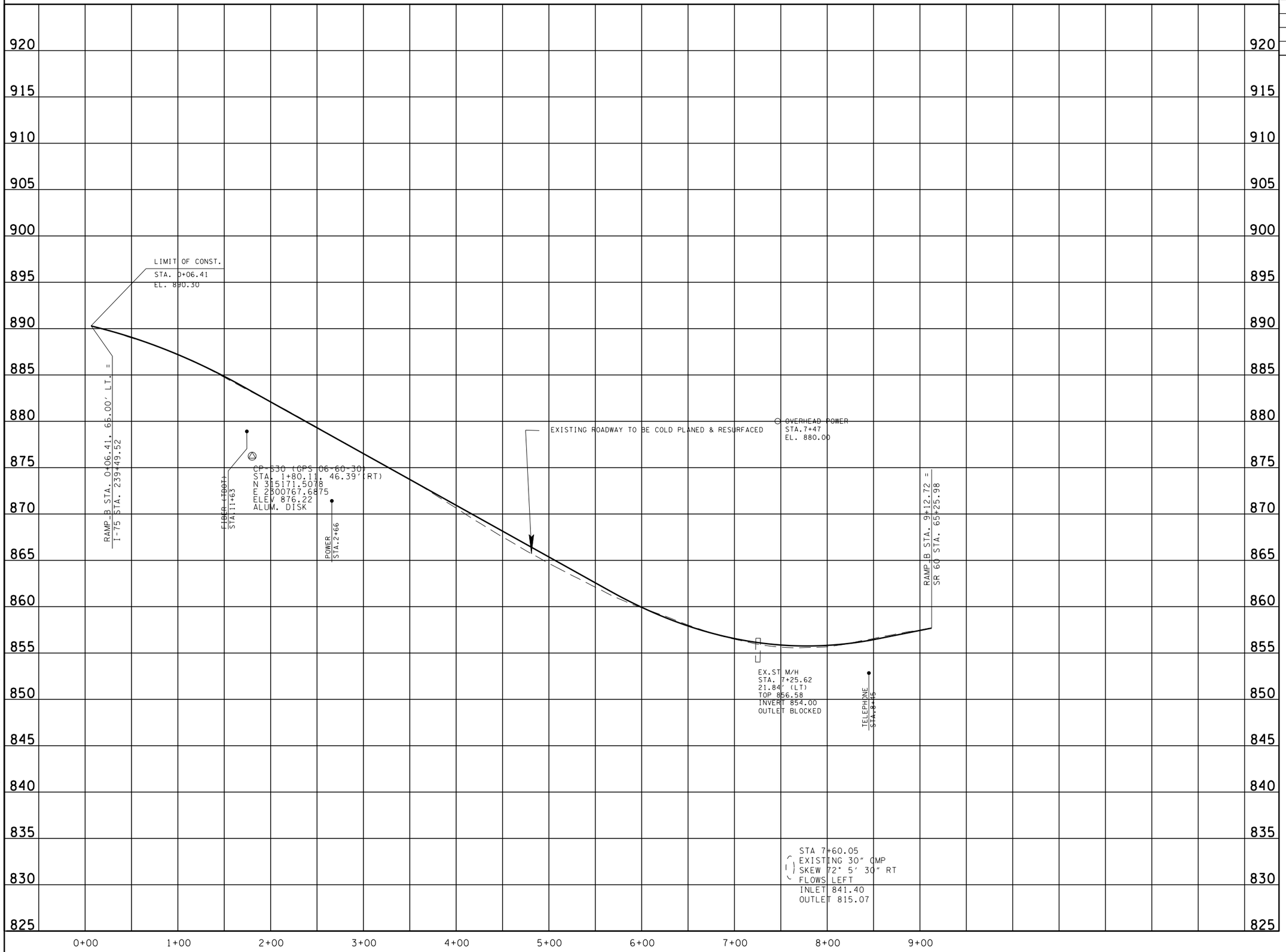
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	6C
CONST.	2014	IM-75-1(133)	6C



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COMMERCE
NO. 00022709
STATE OF TENNESSEE

RAMP B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 0+00 TO STA. 9+50

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

13-AUG-2014 15:25
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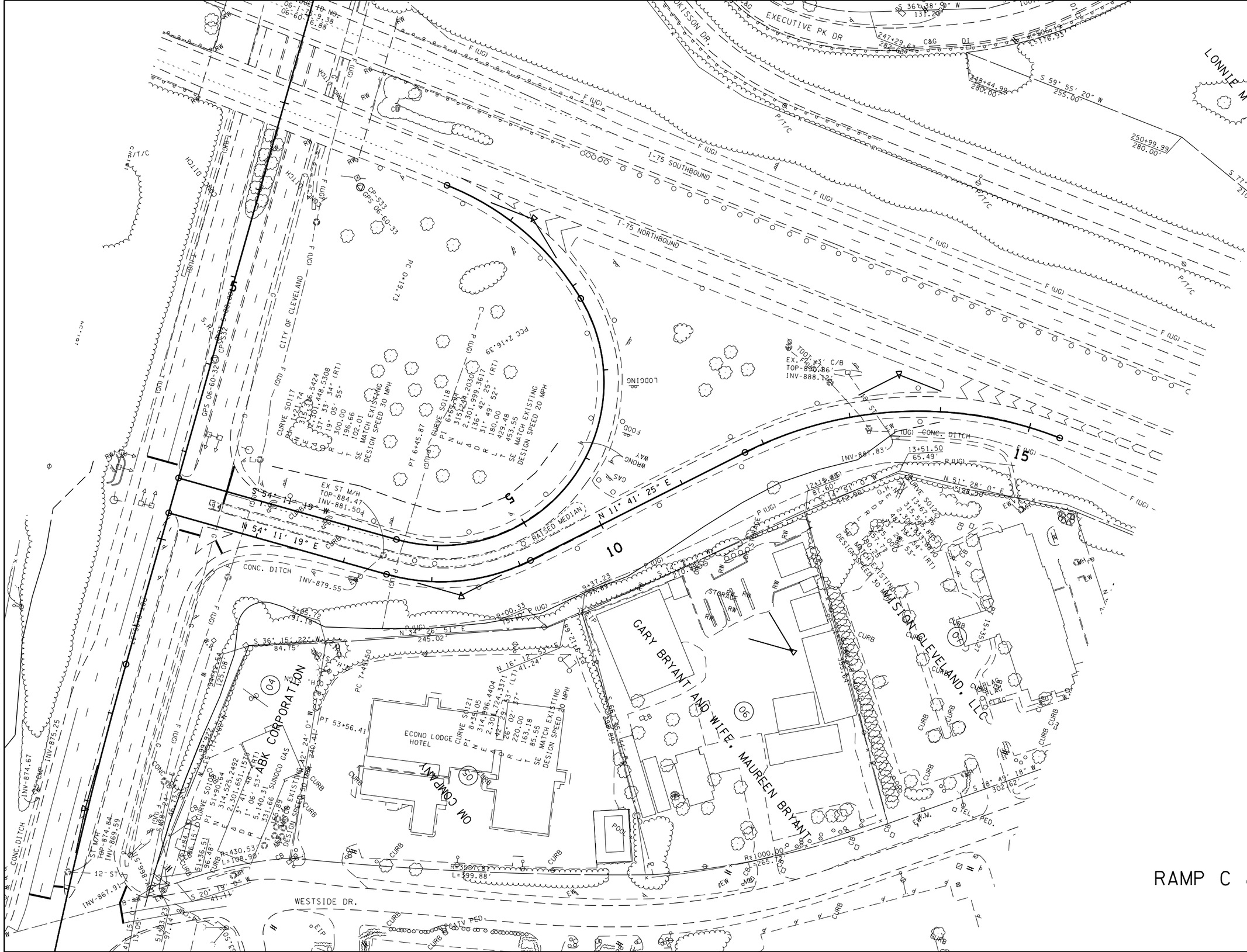
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	7
CONST.	2014	IM-75-1(133)	7



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP C & D

PRESENT LAYOUT

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

13-AUG-2014 15:25
\\JJ02WF01.tdot.state.tn.us\02Shared\Design County Folders\Bradley\I-7(exit25)\007.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	7A
CONST.	2014	IM-75-1(133)	7A

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STATE OF TENNESSEE

RAMP C & D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

28-AUG-2014 10:38
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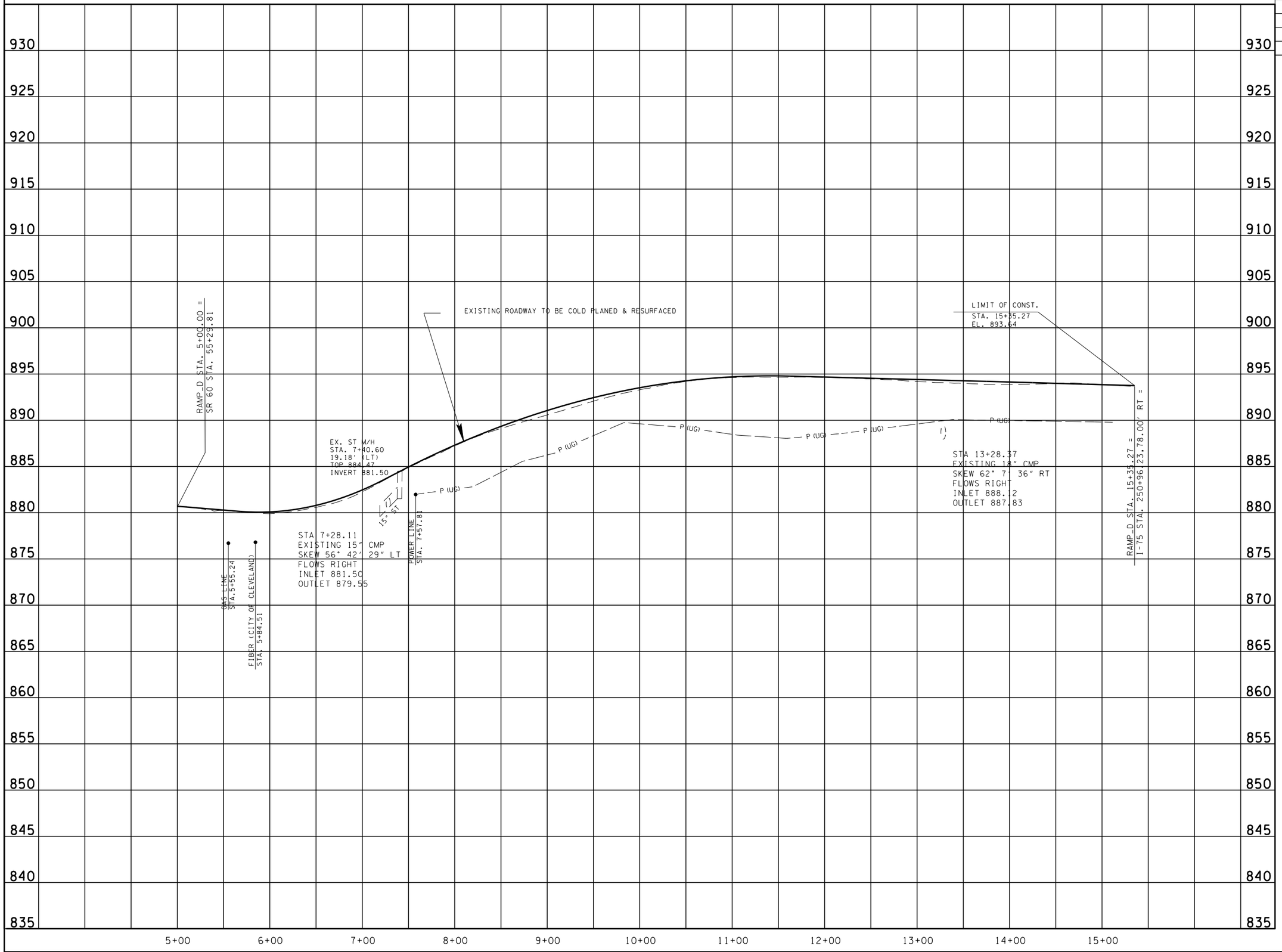
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	7B
CONST.	2014	IM-75-1(133)	7B



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COMMERCE
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STATE OF TENNESSEE

RAMP D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 5+00 TO STA. 15+50
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

13-AUG-2014 15:26
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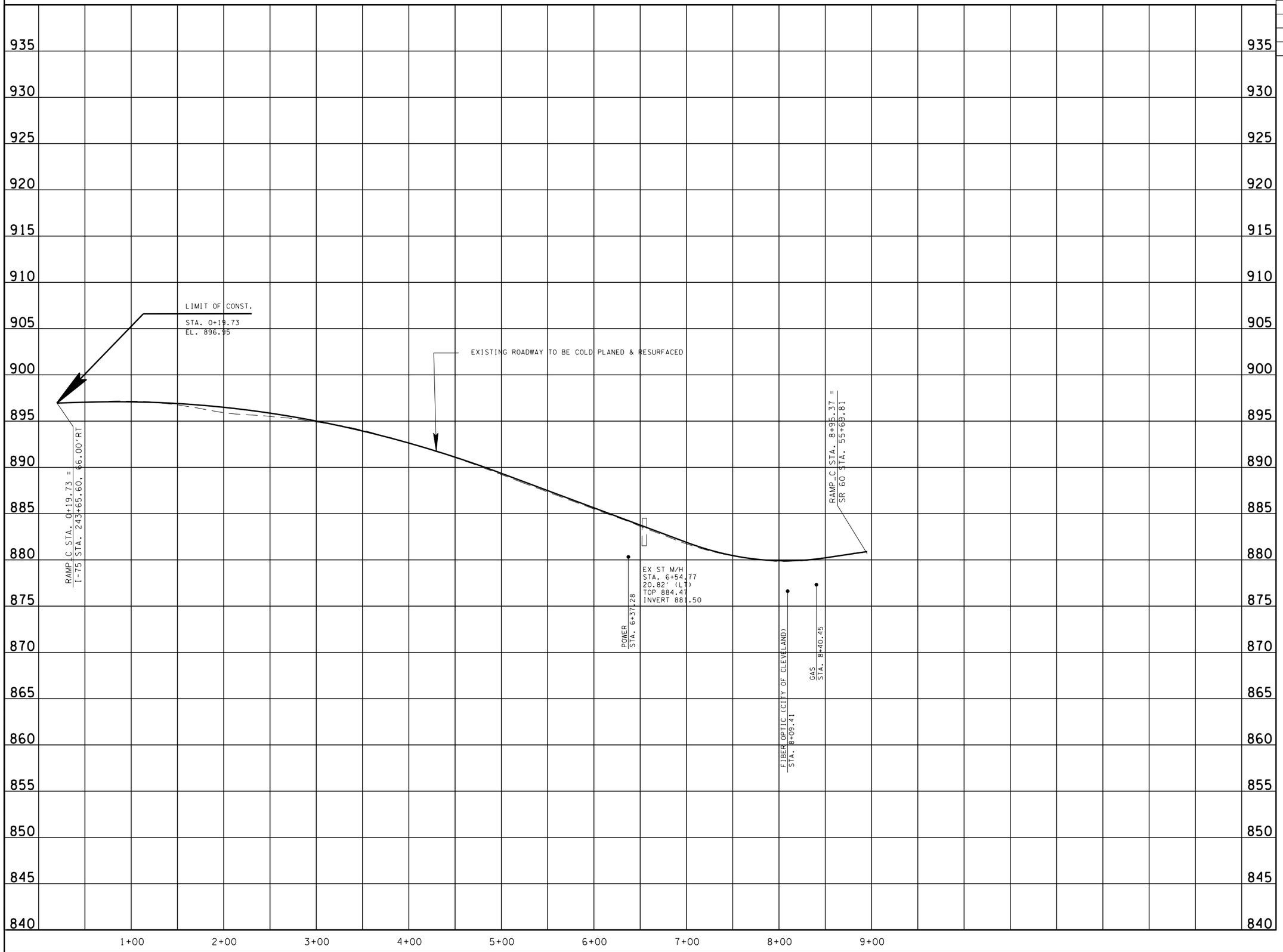
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	7C
CONST.	2014	IM-75-1(133)	7C



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RAMP C

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 0+00 TO STA. 9+00

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

13-AUG-2014 15:26
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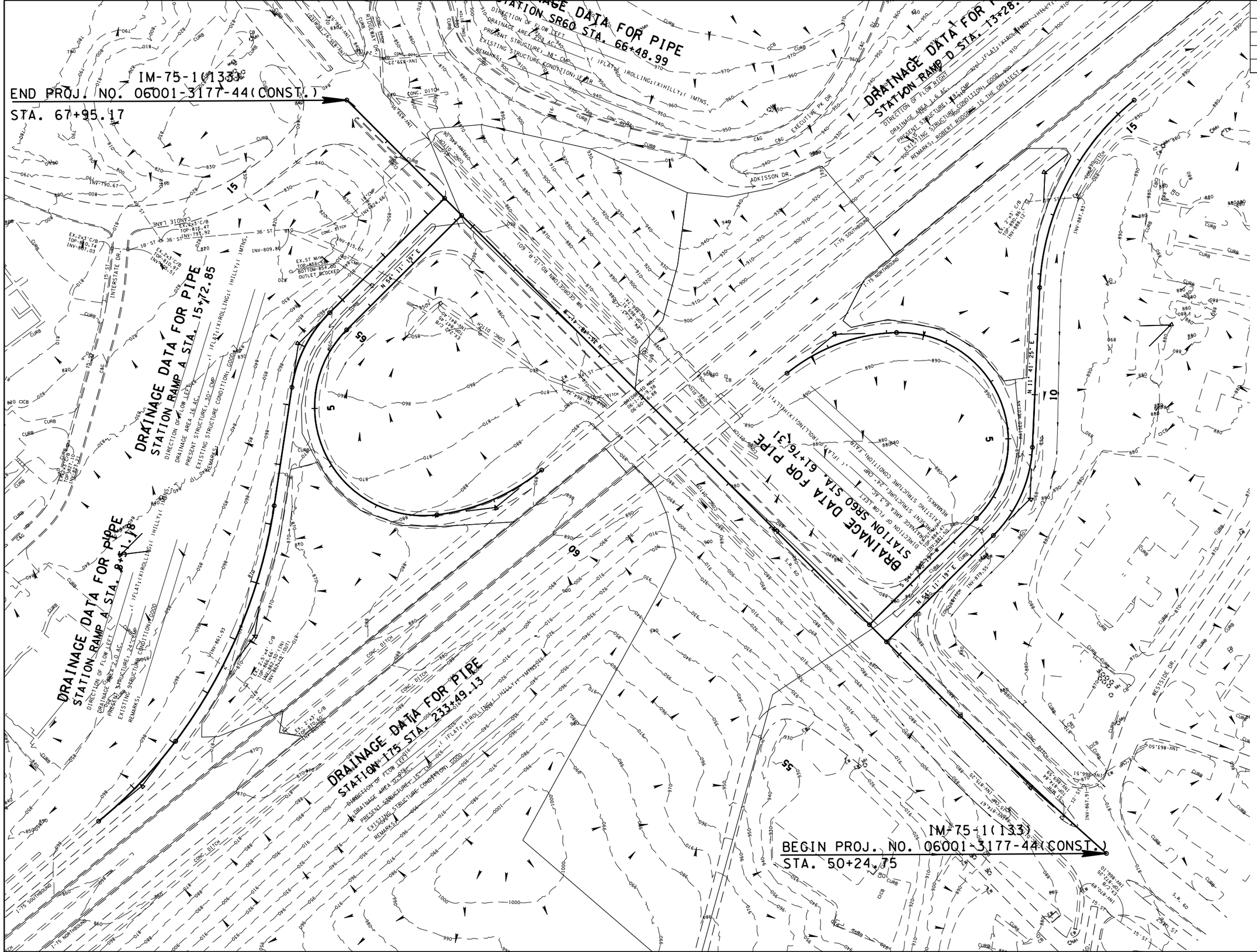
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	8
CONST.	2014	IM-75-1(133)	8



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 50+00 TO STA. 68+00

SCALE: 1"= 75'

13-AUG-2014 15:26
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-75-1(133)	8A
CONST.	2014	IM-75-1(133)	8A

SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

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

HIGH QUALITY WATERS

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

(3) FOR PROJECTS THAT DISCHARGE INTO HIGH QUALITY 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

(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 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.

(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 SSWMP.

(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.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(3)	203-01	Road & Drainage Excavation (Temporary Berm)	C.Y.	1034
	209-01.31	Temporary Mulch Filter Berm	C.Y.	36
	209-02.03	8" Temporary Slope Drain	L.F.	211
	209-02.05	12" Temporary Slope Drain	L.F.	19
	209-05	Sediment Removal	C.Y.	170
	209-08.02	Temporary Silt Fence (With Backing)	L.F.	2168
	209-08.07	Rock Check Dams (V-Ditch)	EACH	38
	209-08.08	Enhanced Rock Check Dams (V-Ditch)	EACH	6
(2)	621-03.02	18" Temporary Drainage Pipe	L.F.	60
(2)	709-05.05	Machined Rip-Rap (Class A-3)	TON	100
(1)	709-05.06	Machined Rip-Rap (Class A-1)	TON	52
(2)	740-10.03	Geotextile (Type III) (EPSC)	S.Y.	172
	805-12.02	Erosion Control Blanket (Type II)	S.Y.	10912

(1) For temporary slope drains.
(2) For temporary construction exits
(3) Includes 15 C.Y. for temporary construction exits

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN	EC-STR-27
	RIPRAP	EC-STR-27
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

TEMPORARY CONSTRUCTION EXIT TO BE PLACED AT THE DIRECTION OF THE ENGINEER

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS REGISTERED ENGINEER AGRICULTURE COMMERCE No. 00022299 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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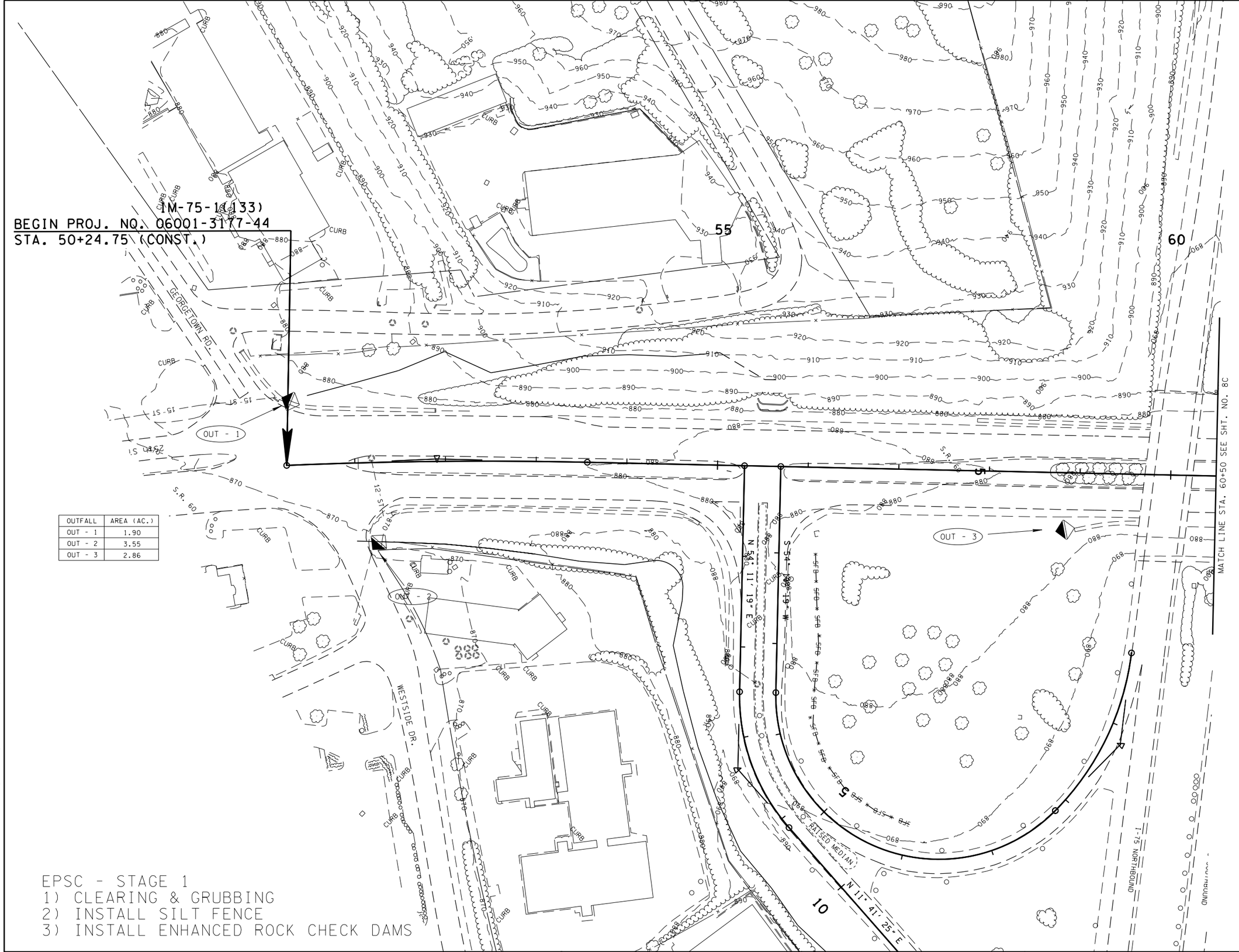
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8B



OUTFALL	AREA (AC.)
OUT - 1	1.90
OUT - 2	3.55
OUT - 3	2.86

EPSC - STAGE 1
1) CLEARING & GRUBBING
2) INSTALL SILT FENCE
3) INSTALL ENHANCED ROCK CHECK DAMS

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022939
STATE OF TENNESSEE

STAGE 1
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.50+00 TO STA.60+50

SCALE: 1"=50'

14-AUG-2014 07:54
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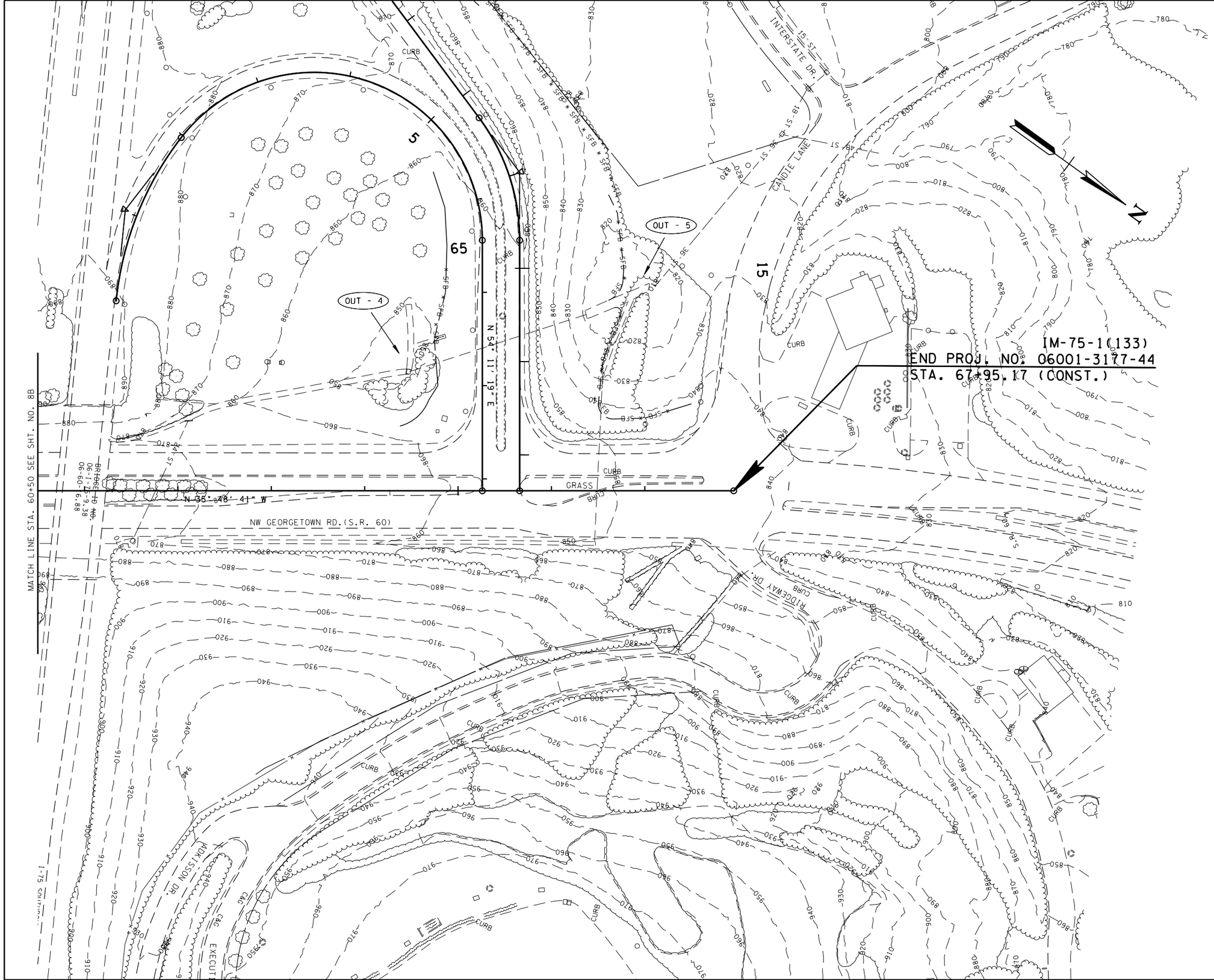
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8C



OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022399
STATE OF TENNESSEE

STAGE 1
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.60+50 TO STA.68+00

SCALE: 1"=50'

14-AUG-2014 07:54
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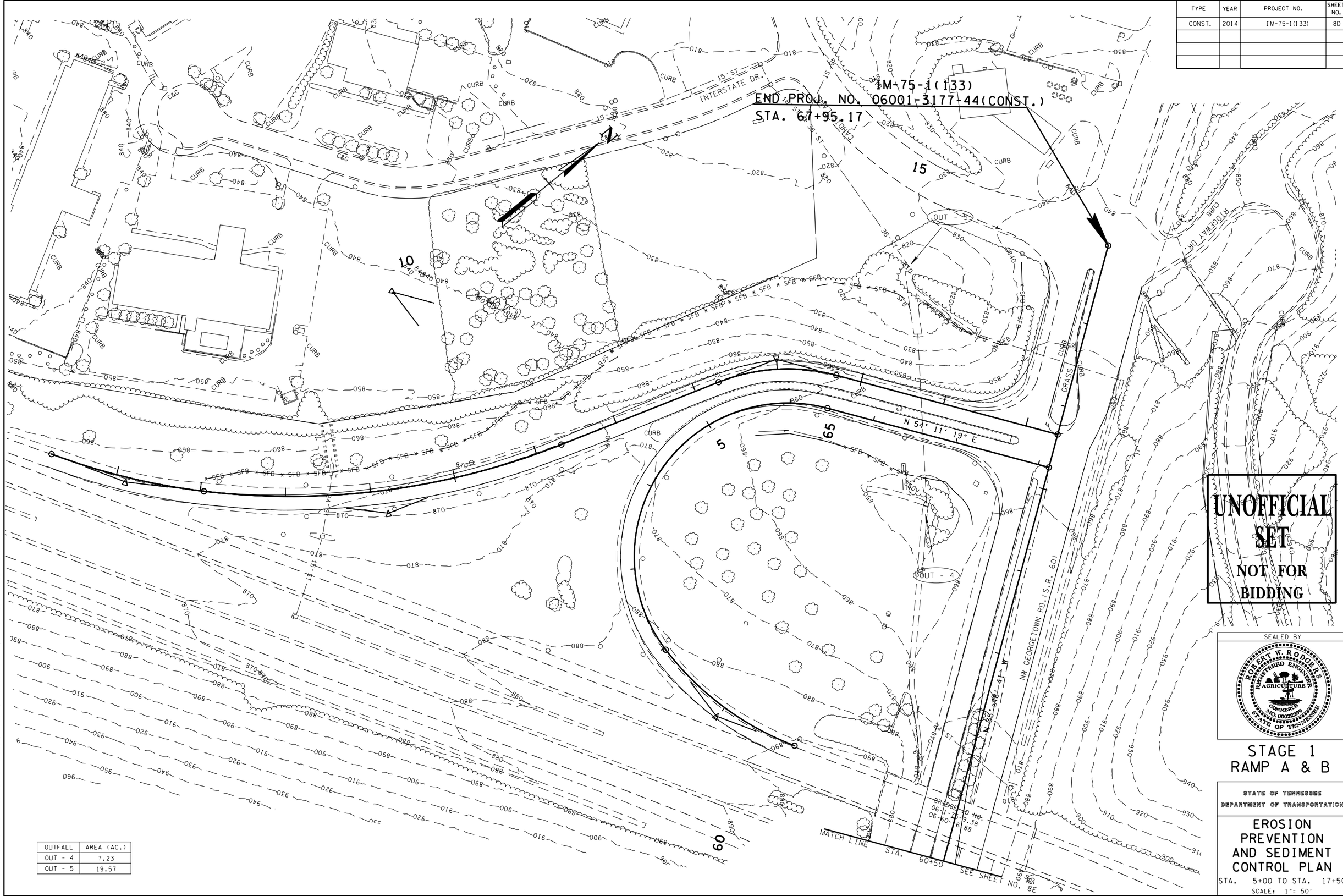
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8D



OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022399
STATE OF TENNESSEE

STAGE 1
RAMP A & B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

14-AUG-2014 07:54
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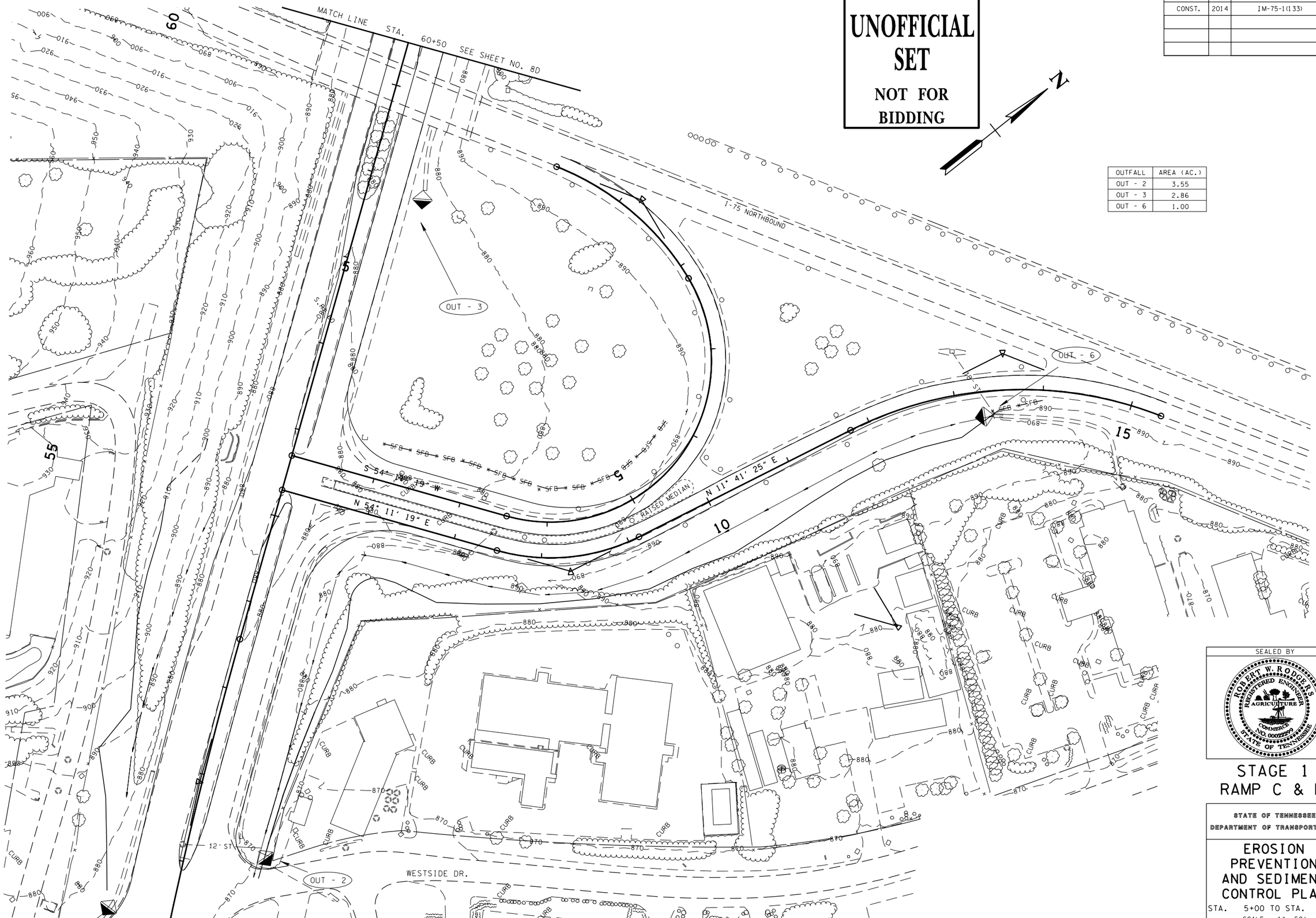
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8E

UNOFFICIAL SET

NOT FOR BIDDING



OUTFALL	AREA (AC.)
OUT - 2	3.55
OUT - 3	2.86
OUT - 6	1.00

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 00022299
STATE OF TENNESSEE

STAGE 1
RAMP C & D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

14-AUG-2014 07:54
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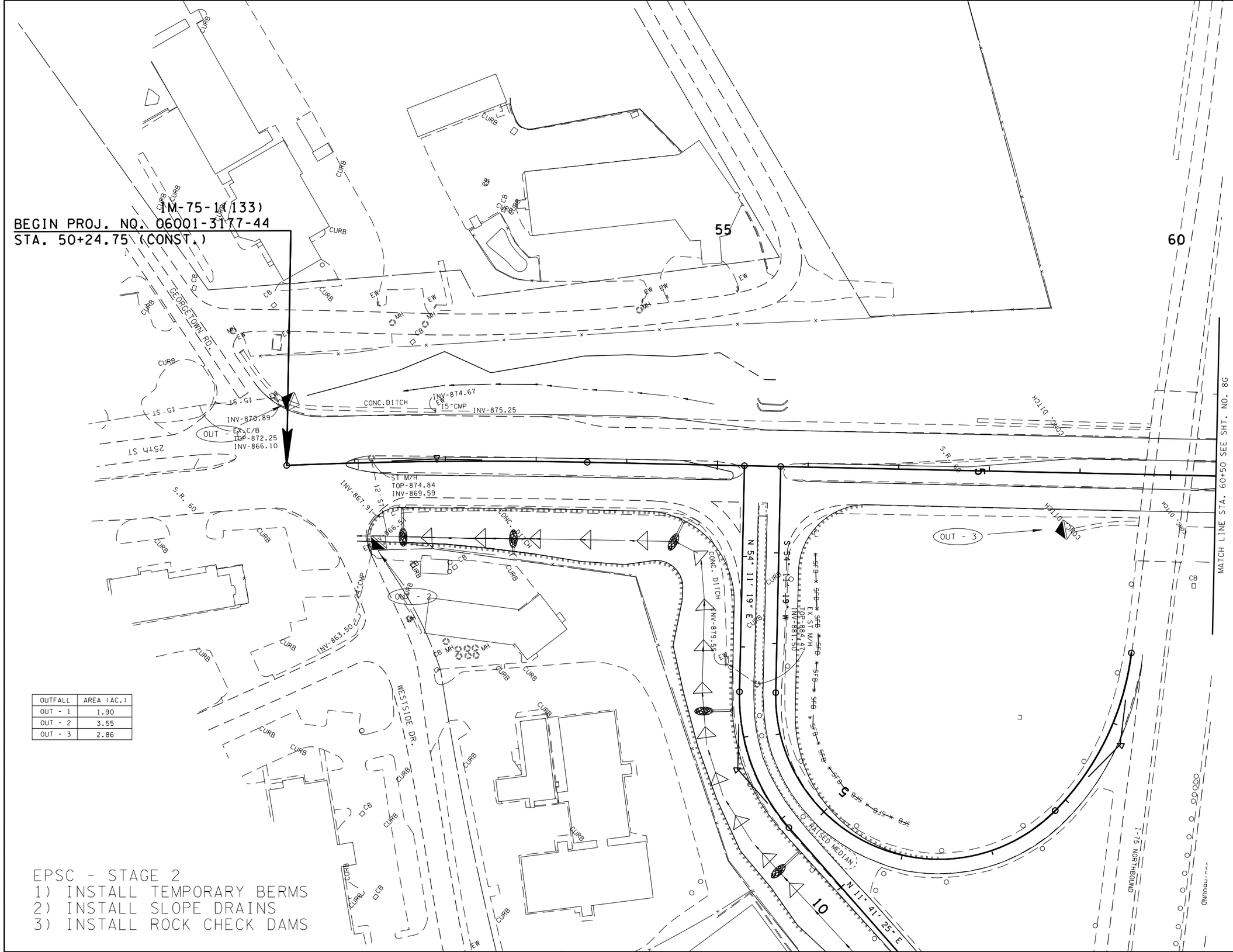
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8F



OUTFALL	AREA (AC.)
OUT - 1	1.90
OUT - 2	3.55
OUT - 3	2.86

EPSC - STAGE 2
1) INSTALL TEMPORARY BERMS
2) INSTALL SLOPE DRAINS
3) INSTALL ROCK CHECK DAMS

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. ROGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022095
STATE OF TENNESSEE

STAGE 2
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.50+00 TO STA.60+50

SCALE: 1"=50'

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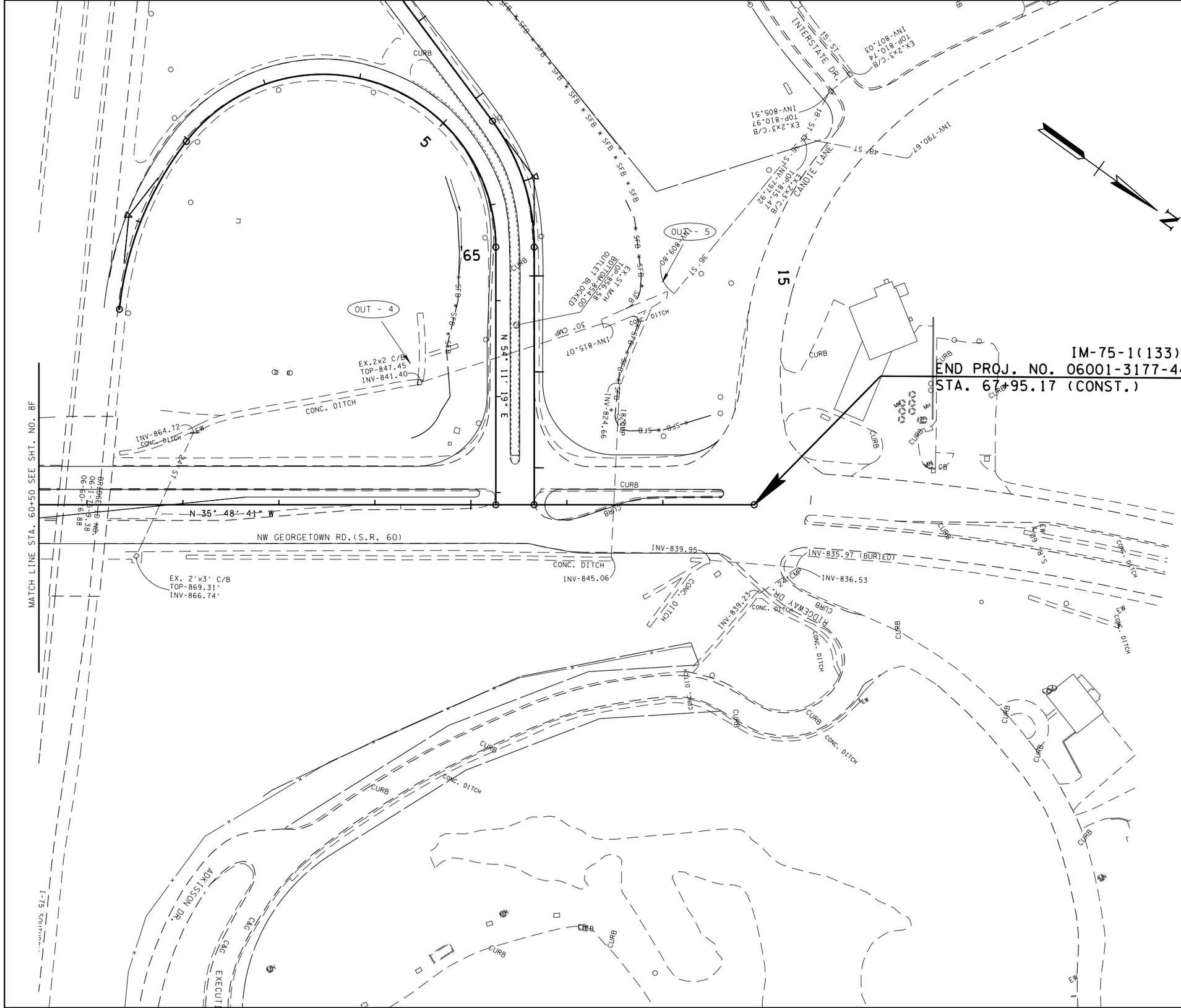
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8G

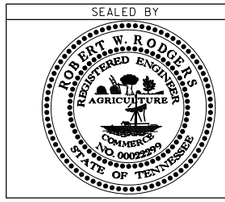
OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STAGE 2
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.60+50 TO STA.68+00

SCALE: 1"=50'

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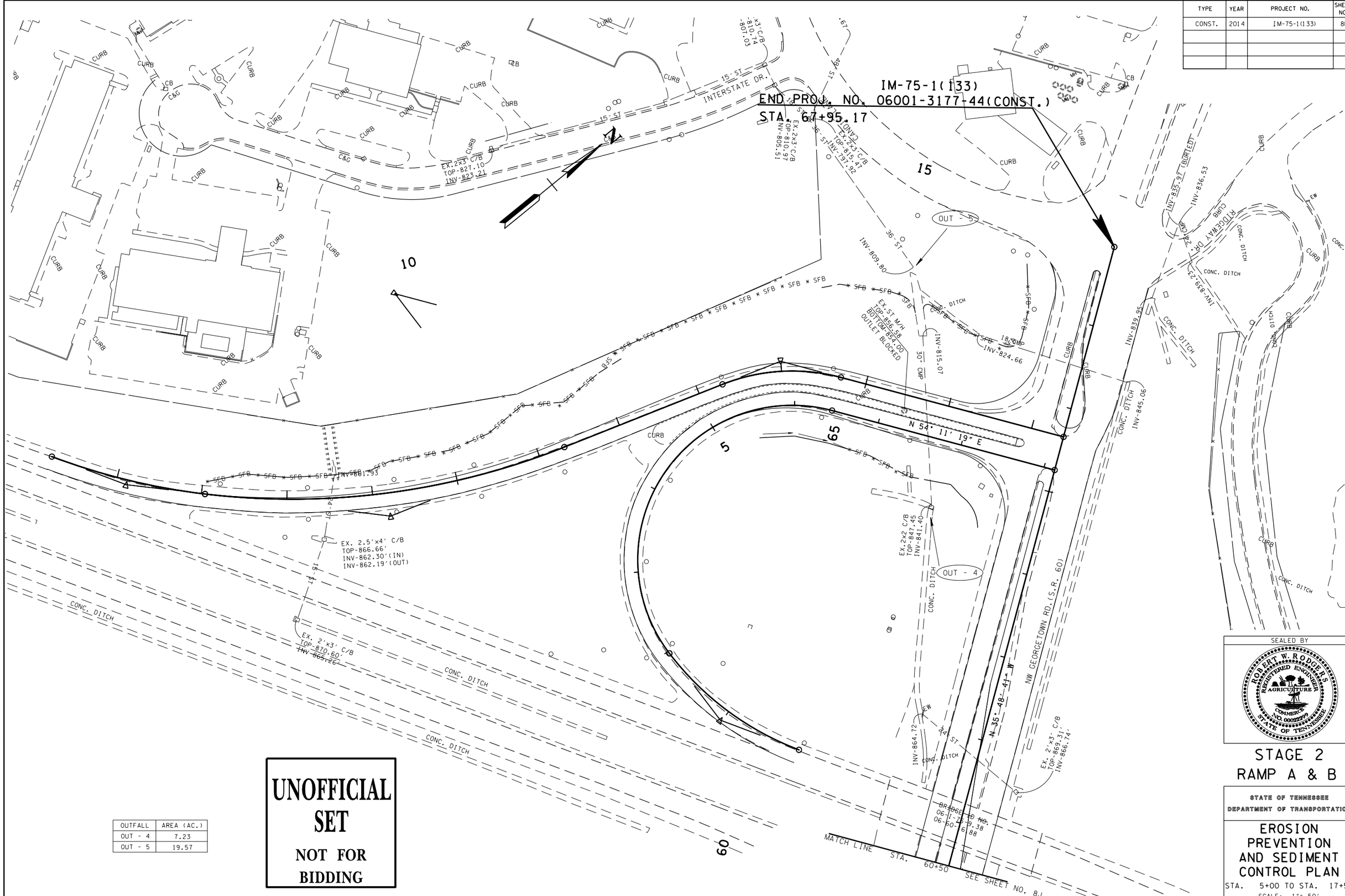
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8H



OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022999
STATE OF TENNESSEE

STAGE 2 RAMP A & B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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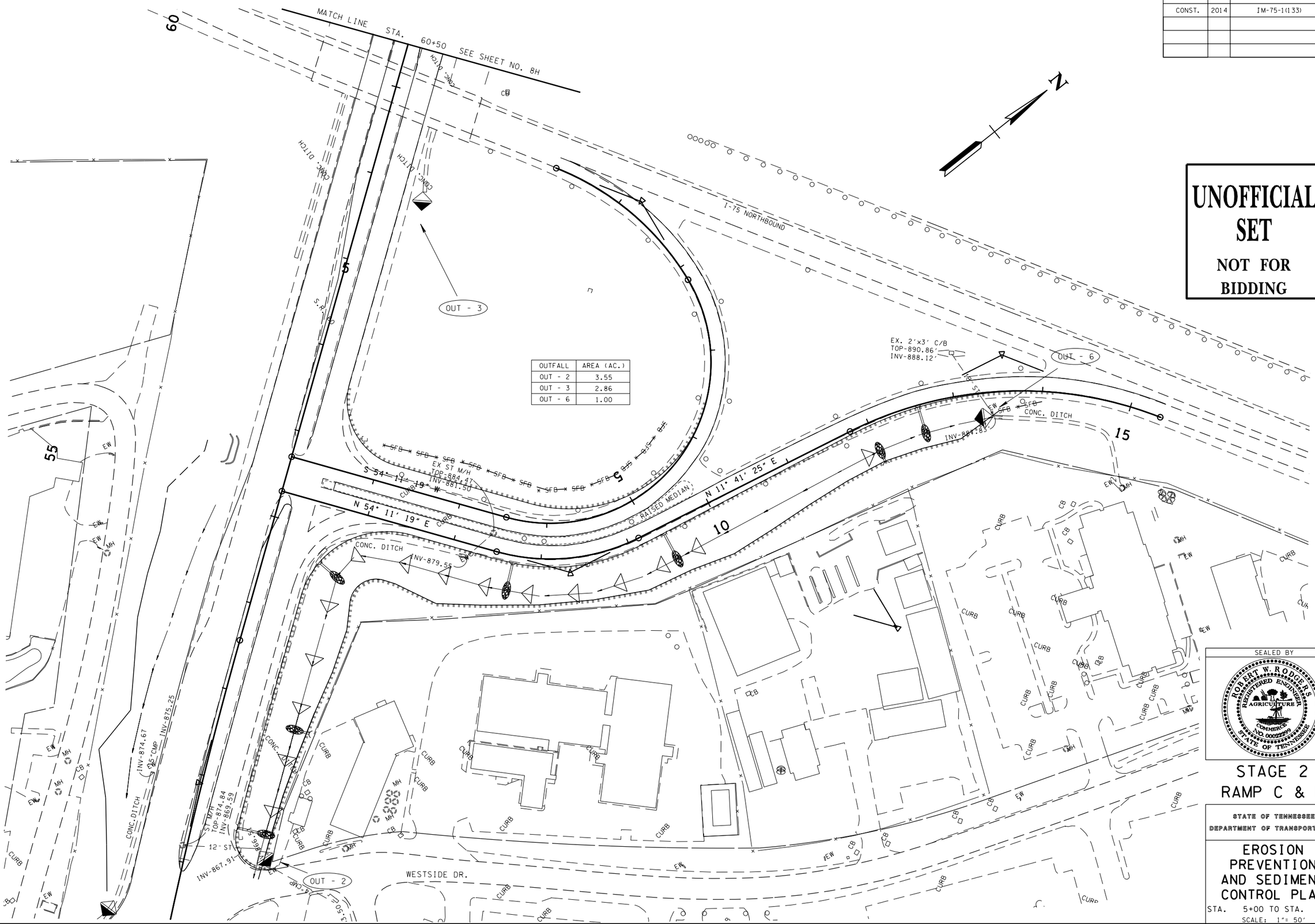
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8J



OUTFALL	AREA (AC.)
OUT - 2	3.55
OUT - 3	2.86
OUT - 6	1.00

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022999
STATE OF TENNESSEE

STAGE 2 RAMP C & D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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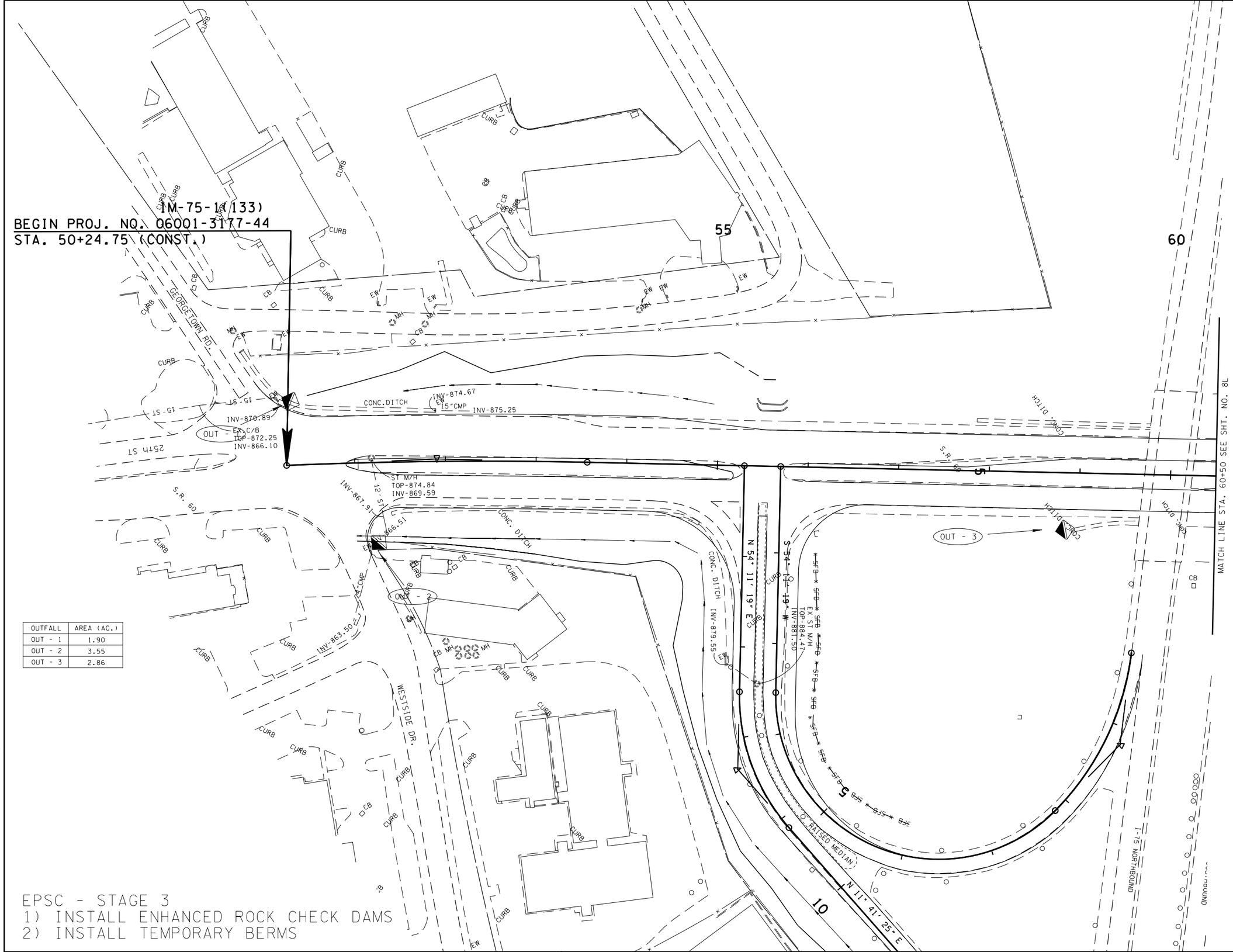
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8K



OUTFALL	AREA (AC.)
OUT - 1	1.90
OUT - 2	3.55
OUT - 3	2.86

EPSC - STAGE 3
1) INSTALL ENHANCED ROCK CHECK DAMS
2) INSTALL TEMPORARY BERMS

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022399
STATE OF TENNESSEE

STAGE 3
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.50+00 TO STA.60+50

SCALE: 1"=50'

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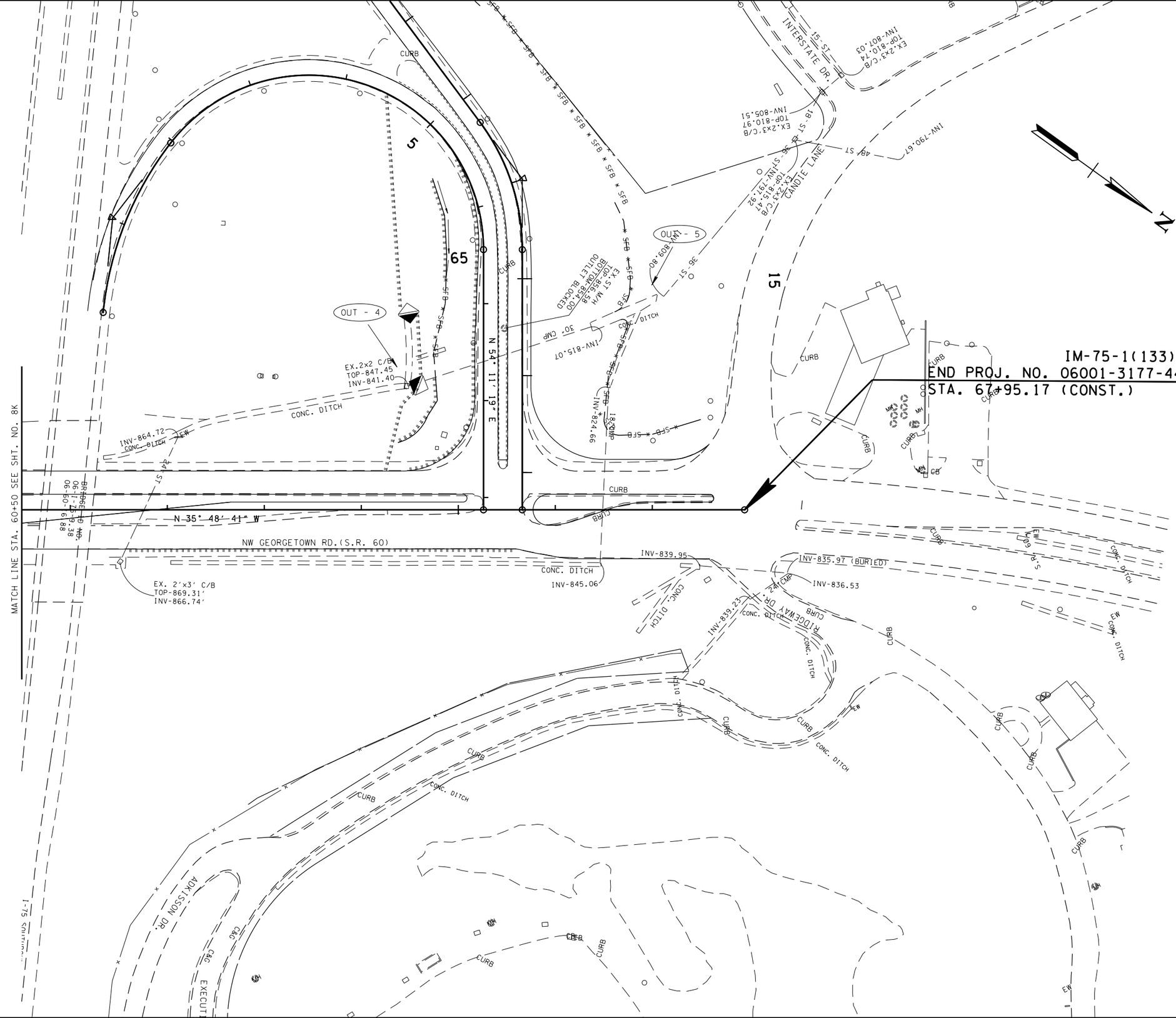
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8L

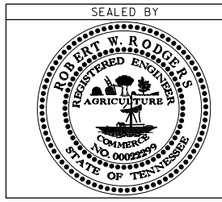
OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STAGE 3
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.60+50 TO STA.68+00

SCALE: 1"=50'

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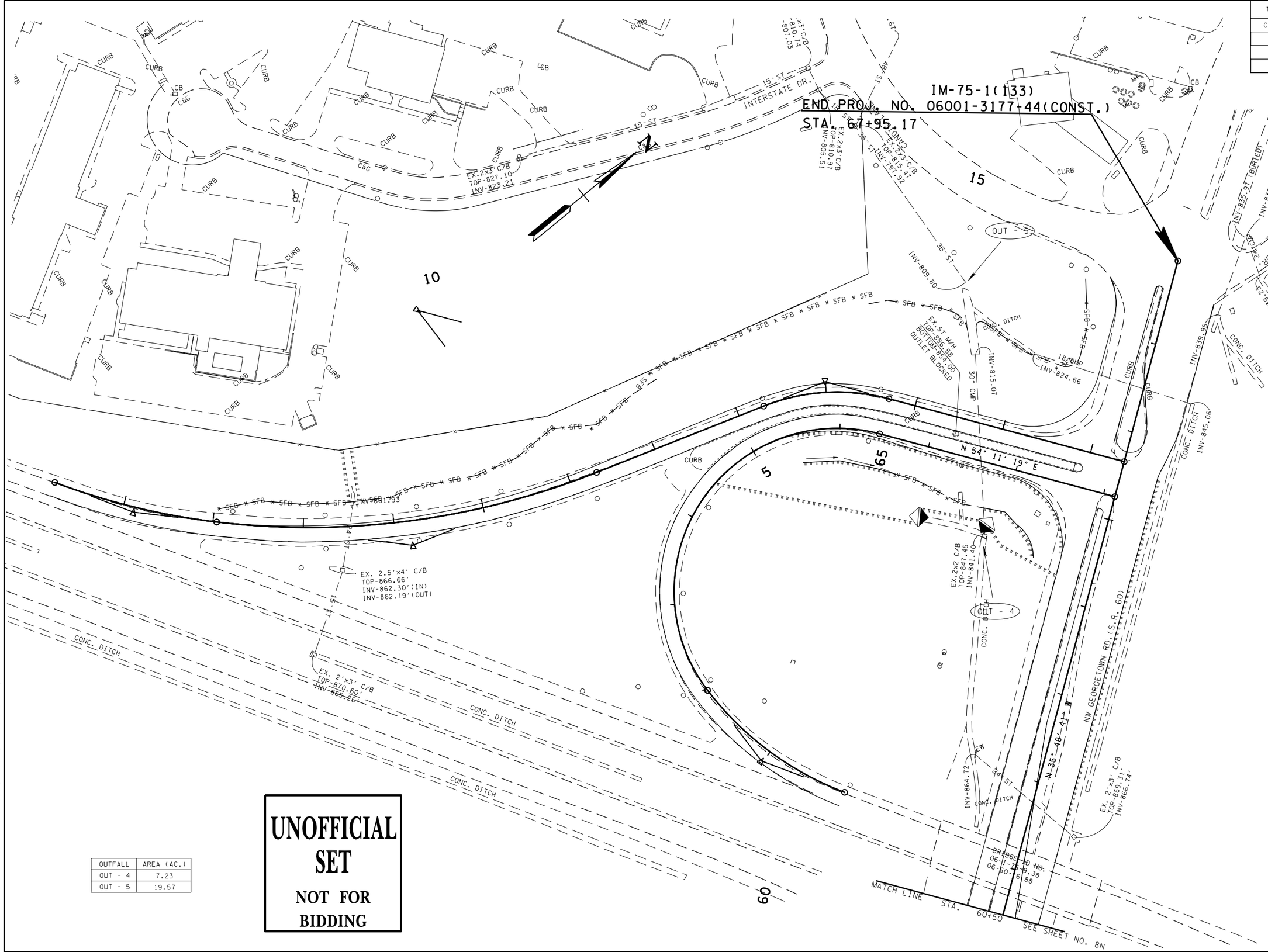
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8M



OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00099999
STATE OF TENNESSEE

STAGE 3
RAMP A & B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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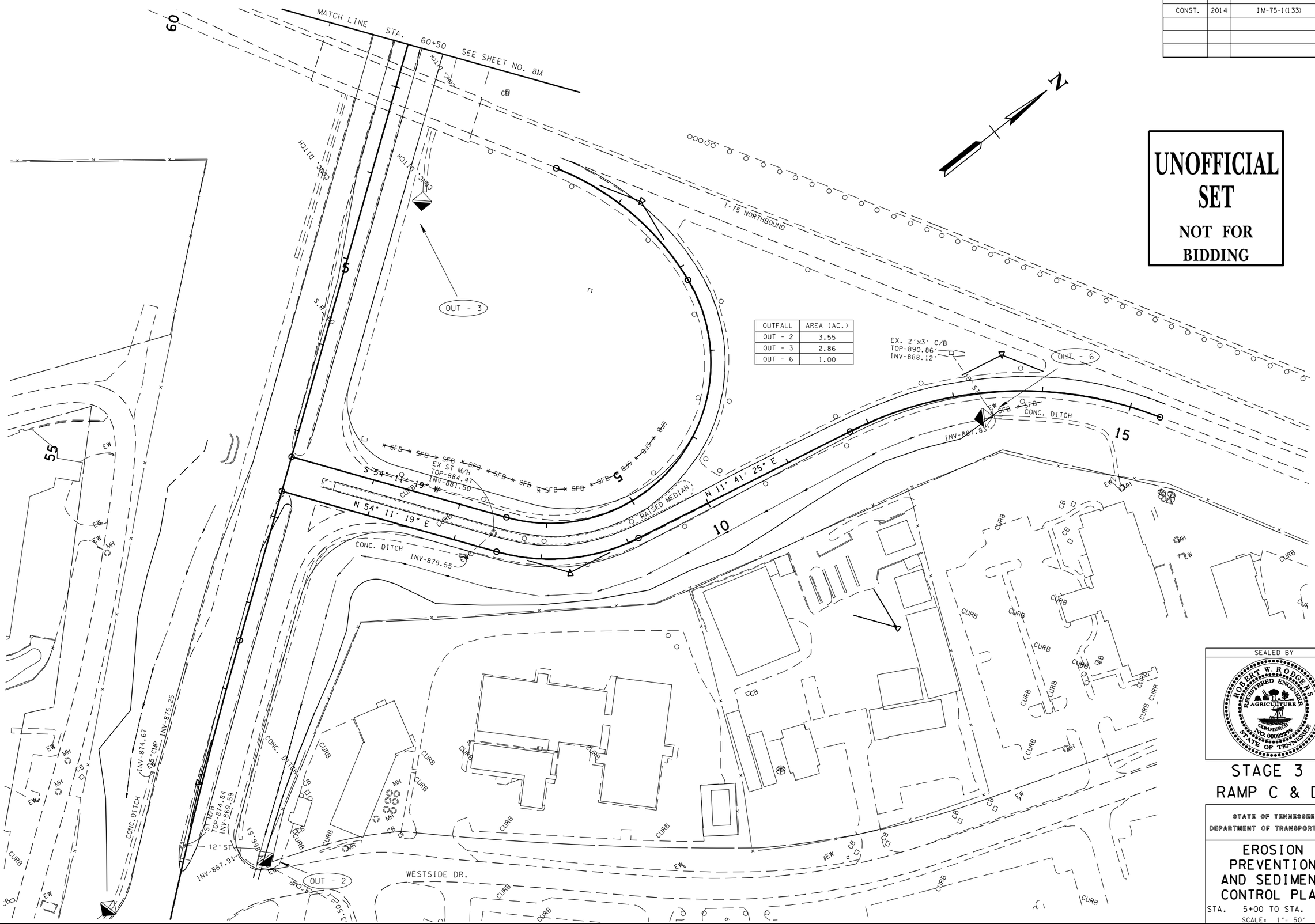
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8N



OUTFALL	AREA (AC.)
OUT - 2	3.55
OUT - 3	2.86
OUT - 6	1.00

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022999
STATE OF TENNESSEE

STAGE 3
RAMP C & D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8P

IM-75-1(133)
BEGIN PROJ. NO. 06001-3177-44
STA. 50+24.75 (CONST.)

OUT - 1

OUT - 2

OUT - 3

OUTFALL	AREA (AC.)
OUT - 1	1.90
OUT - 2	3.55
OUT - 3	2.86

N 54° 11' 19" E

S 54° 11' 19" W

N 11° 41' 25" E

MATCH LINE STA. 60+50 SEE SHT. NO. 80

EPSC - STAGE 4
1) INSTALL ROCK CHECK DAMS
2) INSTALL TEMPORARY EARTH BERM
3) INSTALL SILT FENCE
4) INSTALL TEMPORARY MULCH BERM

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022009
STATE OF TENNESSEE

STAGE 4
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.50+00 TO STA.60+50

SCALE: 1"=50'

14-AUG-2014 07:54
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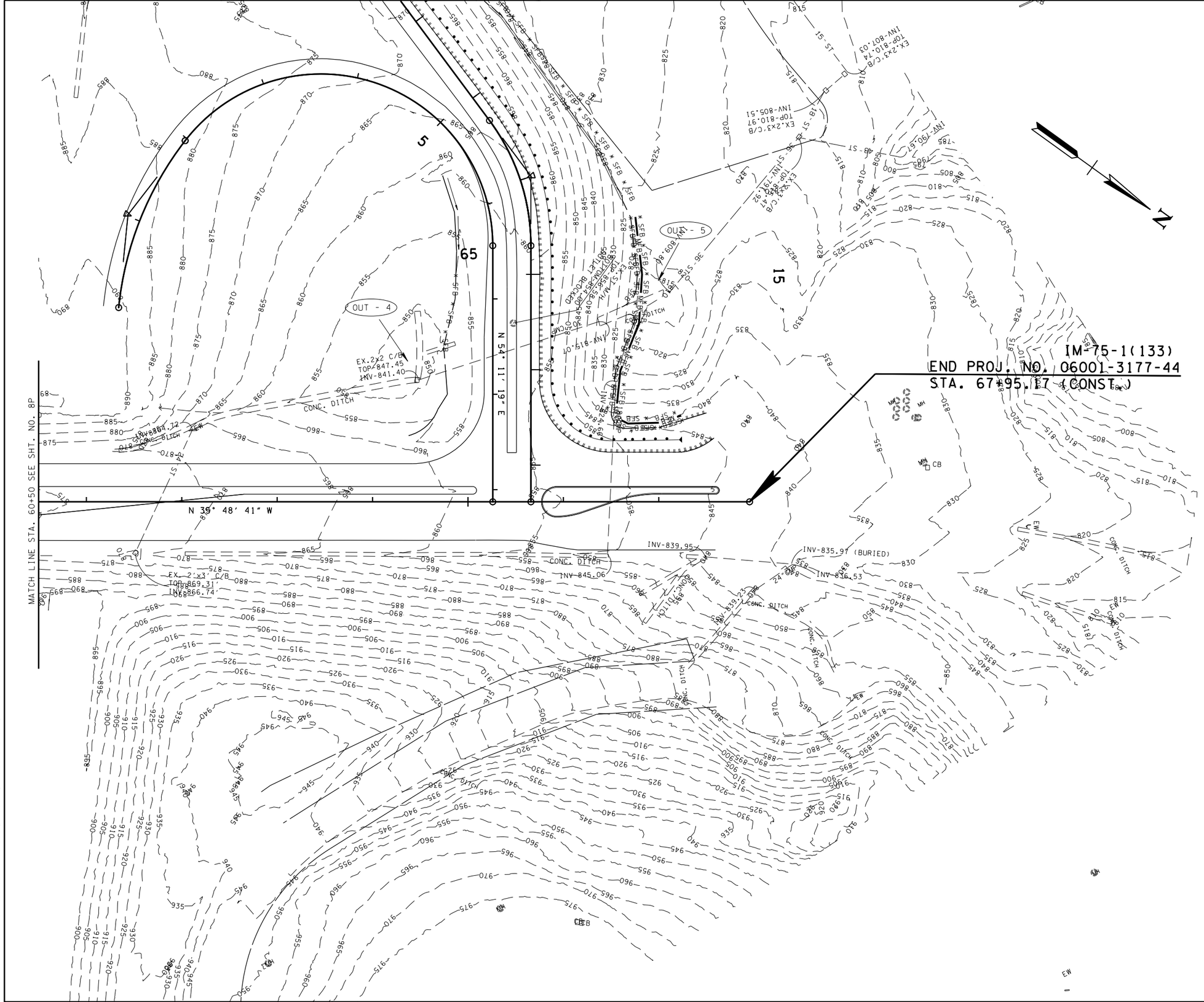
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	80

OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022209
STATE OF TENNESSEE

STAGE 4
S.R. 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.60+50 TO STA.68+00

SCALE: 1"=50'

14-AUG-2014 07:54
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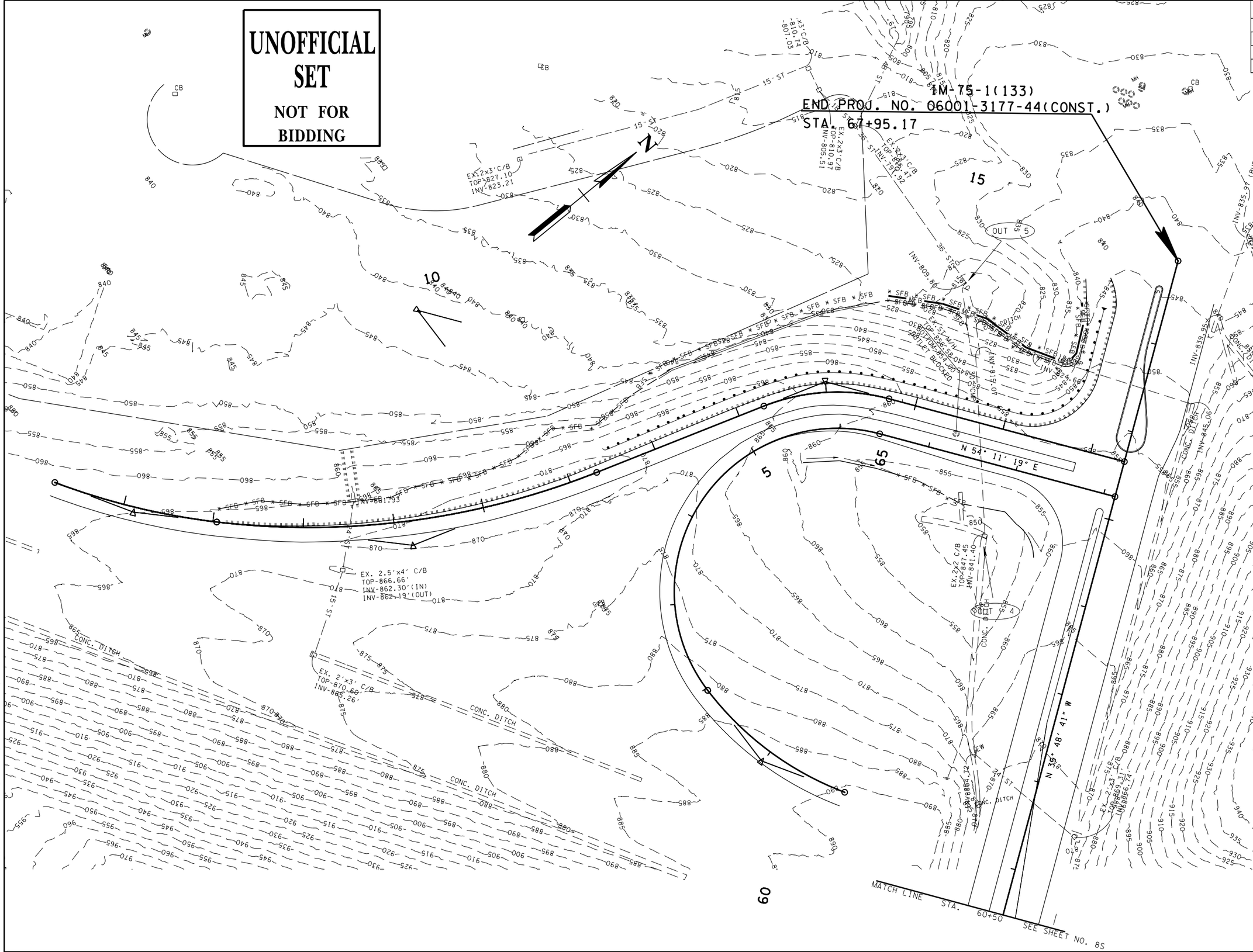
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8R

UNOFFICIAL SET

NOT FOR BIDDING

IM-75-1(133)
END PROJ. NO. 06001-3177-44(CONST.)
STA. 67+95.17

OUTFALL	AREA (AC.)
OUT - 4	7.23
OUT - 5	19.57



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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022299
STATE OF TENNESSEE

STAGE 4
RAMP A & B

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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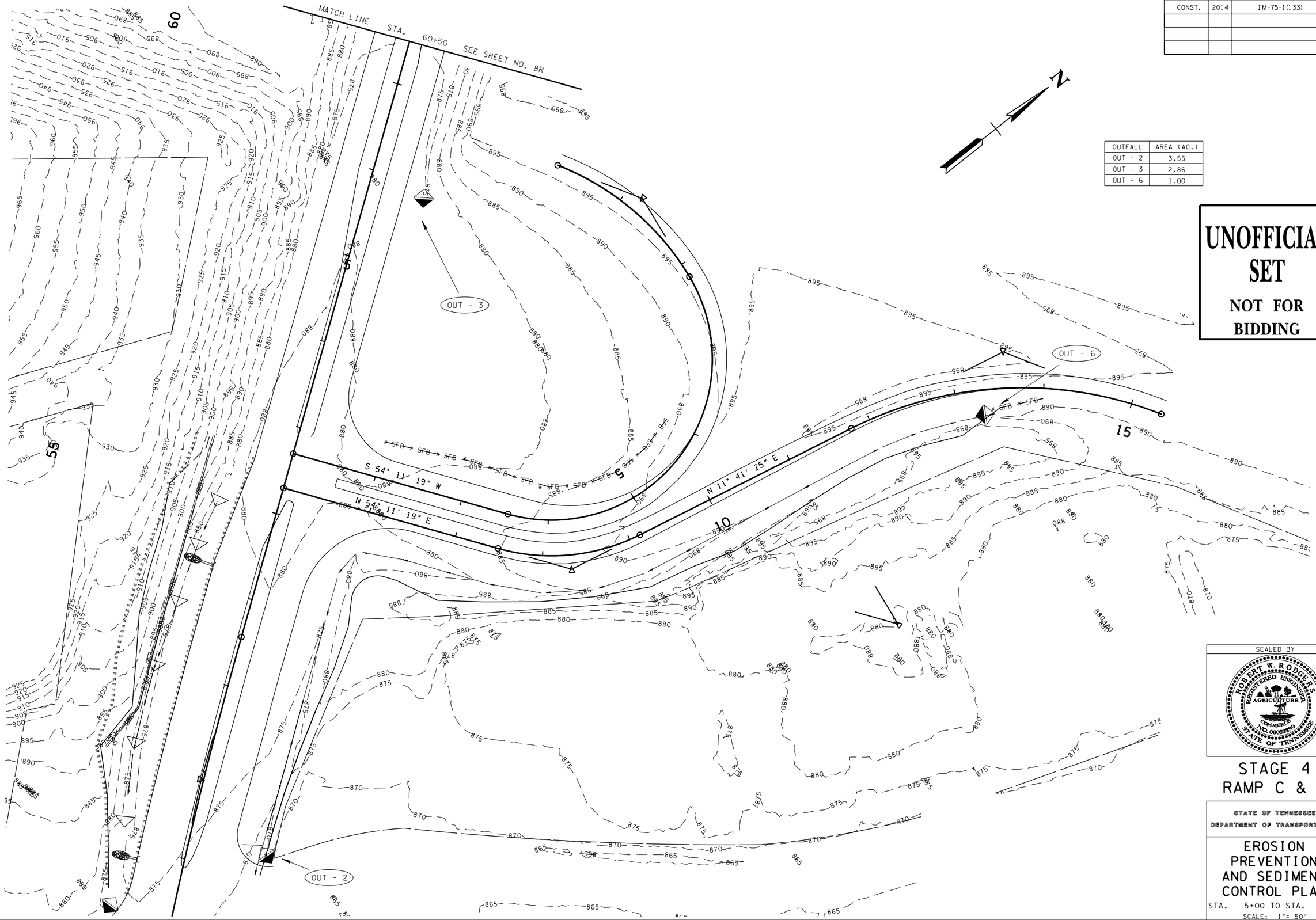
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	8S



OUTFALL	AREA (AC.)
OUT - 2	3.55
OUT - 3	2.86
OUT - 6	1.00

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STAGE 4
RAMP C & D

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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.

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

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.

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

   b. 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.

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

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.

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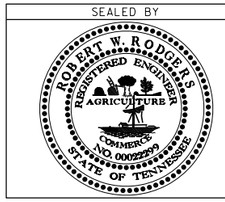

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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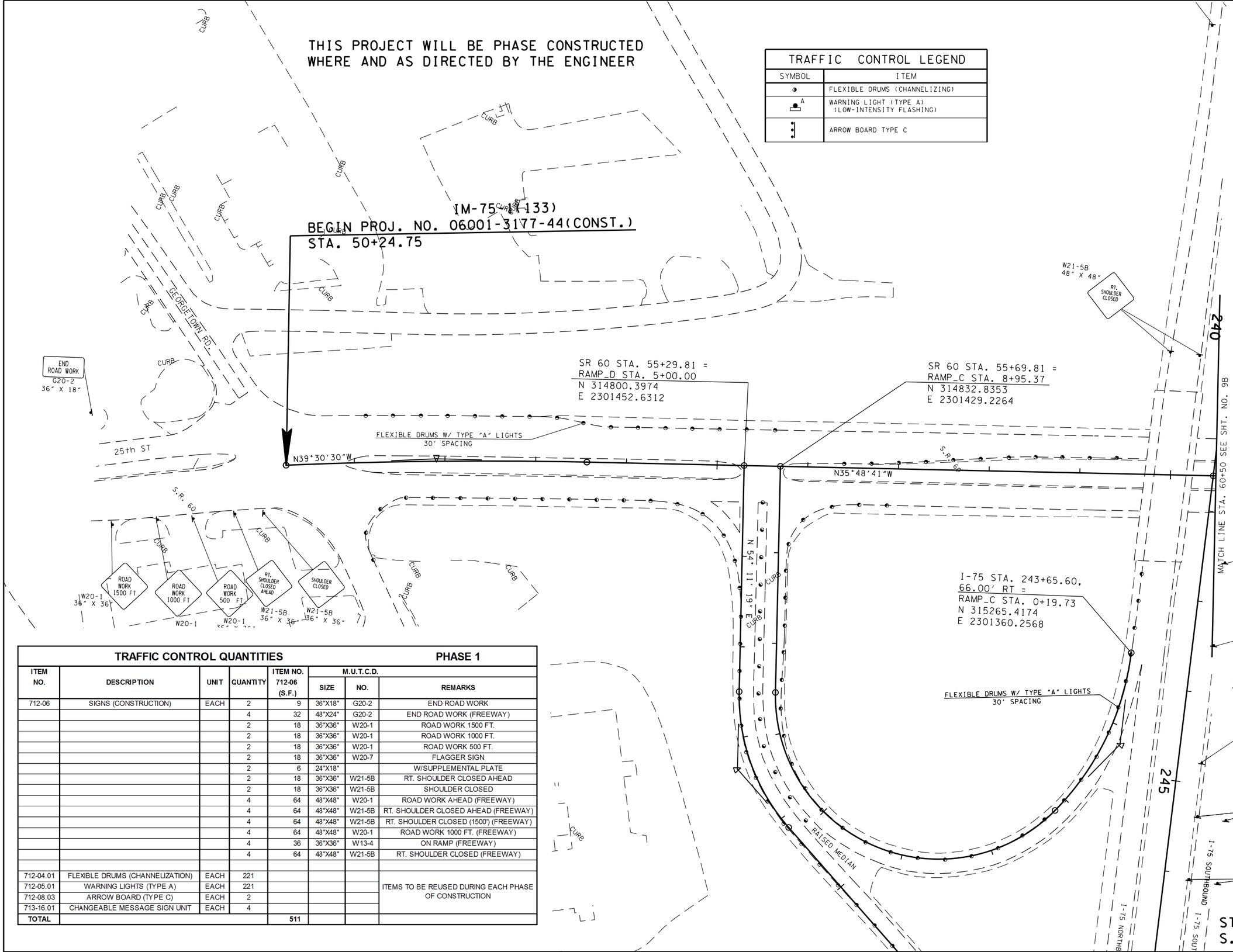
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9A

THIS PROJECT WILL BE PHASE CONSTRUCTED WHERE AND AS DIRECTED BY THE ENGINEER

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 50+00 TO STA. 60+50

SCALE: 1"= 50'

STAGE 1
S.R. 60

TRAFFIC CONTROL QUANTITIES — PHASE 1

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. SIZE	M.U.T.C.D. NO.	REMARKS
712-06	SIGNS (CONSTRUCTION)	EACH	2	9	36"X18"	G20-2	END ROAD WORK
			4	32	48"X24"	G20-2	END ROAD WORK (FREEWAY)
			2	18	36"X36"	W20-1	ROAD WORK 1500 FT.
			2	18	36"X36"	W20-1	ROAD WORK 1000 FT.
			2	18	36"X36"	W20-1	ROAD WORK 500 FT.
			2	18	36"X36"	W20-7	FLAGGER SIGN
			2	6	24"X18"		W/SUPPLEMENTAL PLATE
			2	18	36"X36"	W21-5B	RT. SHOULDER CLOSED AHEAD
			2	18	36"X36"	W21-5B	SHOULDER CLOSED
			4	64	48"X48"	W20-1	ROAD WORK AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (1500') (FREEWAY)
			4	64	48"X48"	W20-1	ROAD WORK 1000 FT. (FREEWAY)
			4	36	36"X36"	W13-4	ON RAMP (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (FREEWAY)
712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	221				ITEMS TO BE REUSED DURING EACH PHASE OF CONSTRUCTION
712-05.01	WARNING LIGHTS (TYPE A)	EACH	221				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4				
TOTAL				511			

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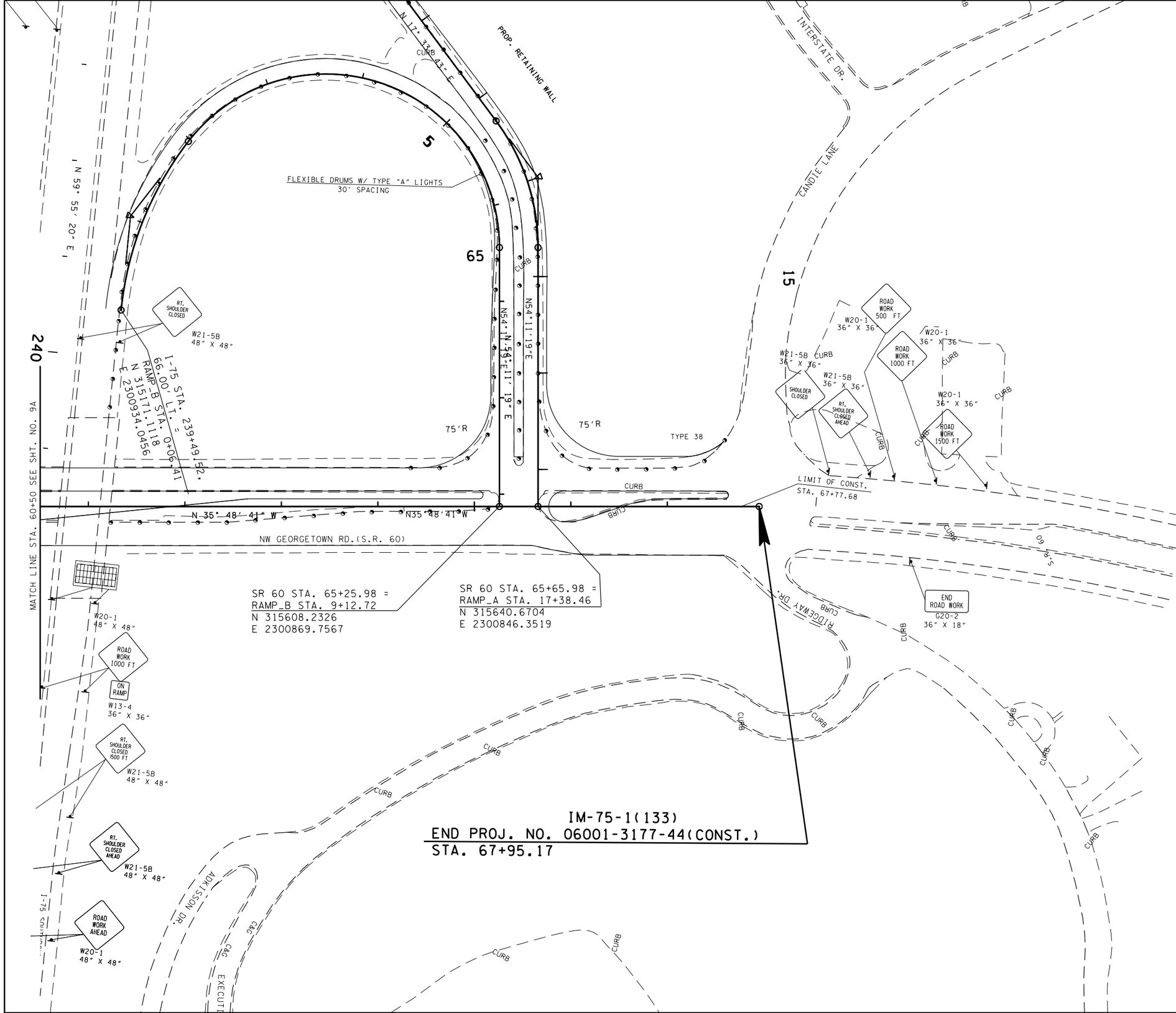
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9B



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

S.R. 60

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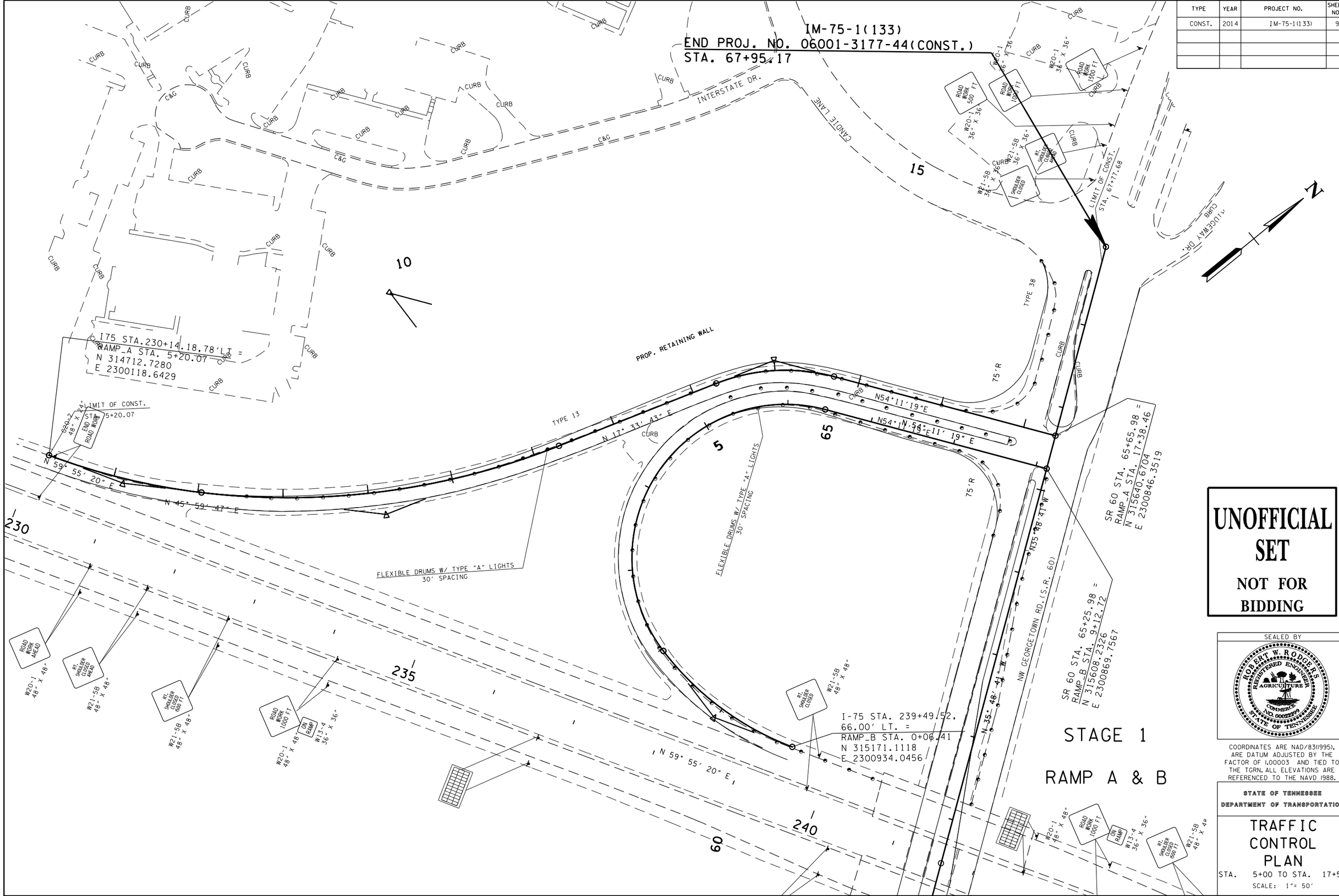
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9C



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

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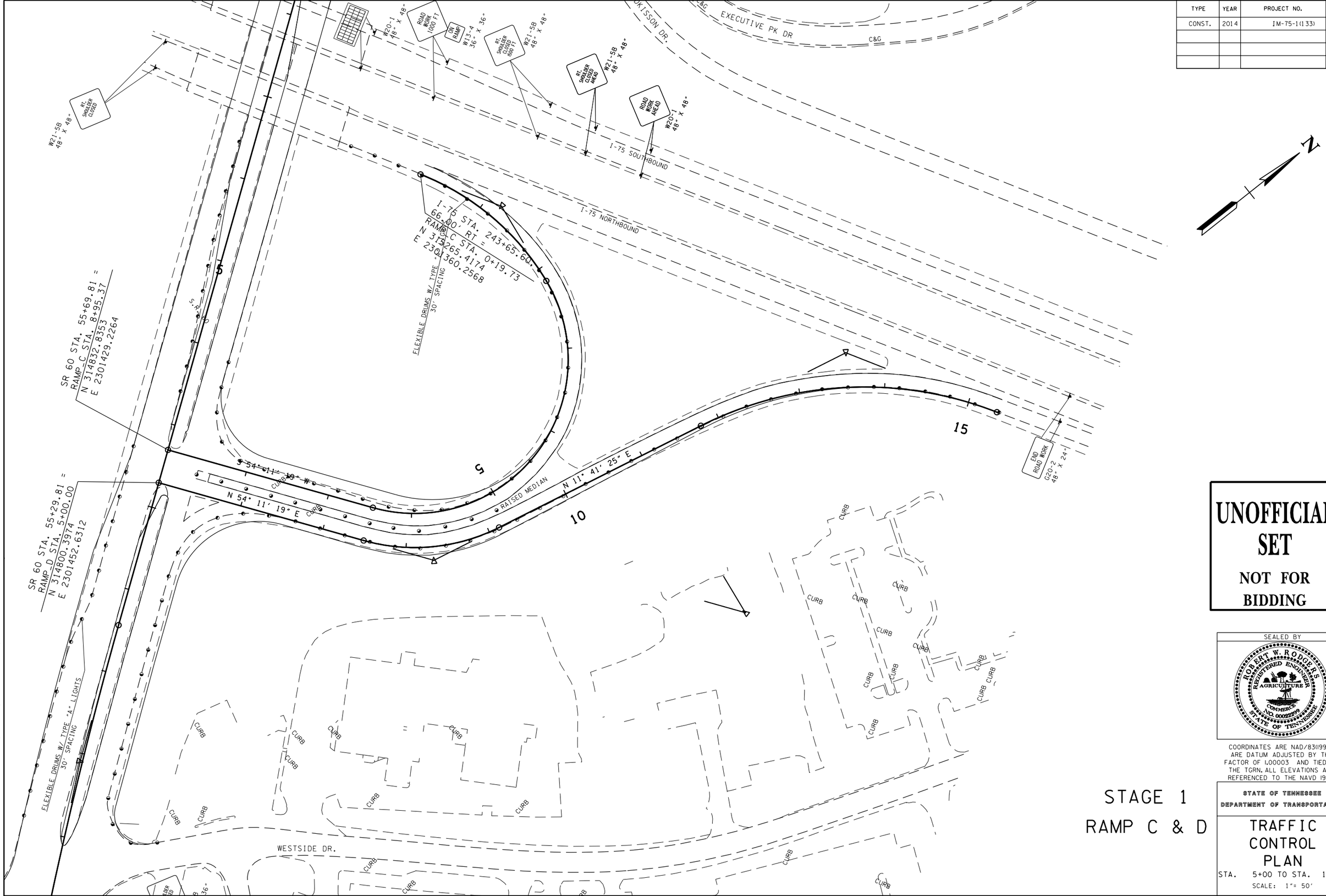
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9D



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 1

RAMP C & D

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

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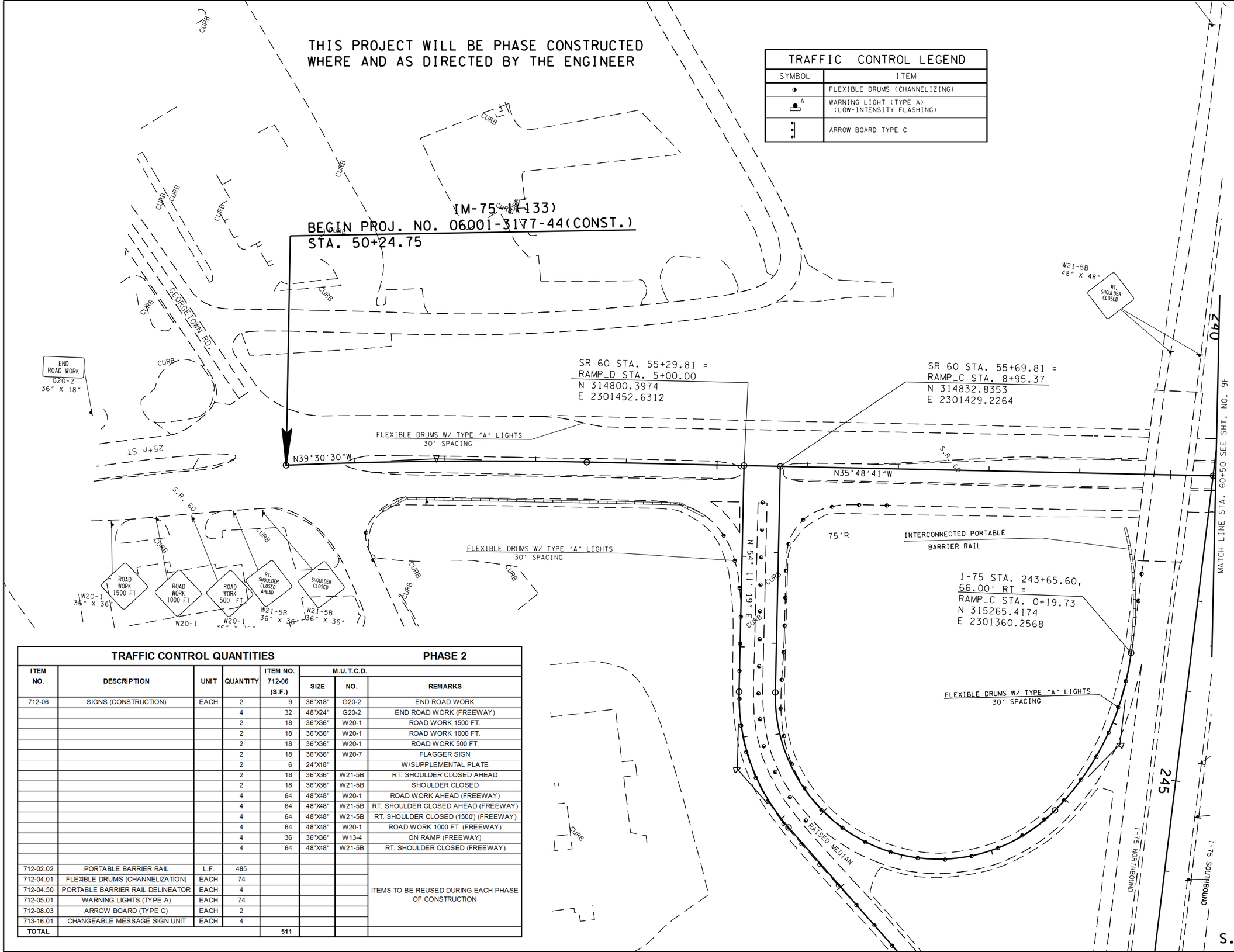
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9E

THIS PROJECT WILL BE PHASE CONSTRUCTED WHERE AND AS DIRECTED BY THE ENGINEER

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C



TRAFFIC CONTROL QUANTITIES — PHASE 2

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. SIZE	M.U.T.C.D. NO.	REMARKS
712-06	SIGNS (CONSTRUCTION)	EACH	2	9	36"X18"	G20-2	END ROAD WORK
			4	32	48"X24"	G20-2	END ROAD WORK (FREEWAY)
			2	18	36"X36"	W20-1	ROAD WORK 1500 FT.
			2	18	36"X36"	W20-1	ROAD WORK 1000 FT.
			2	18	36"X36"	W20-1	ROAD WORK 500 FT.
			2	18	36"X36"	W20-7	FLAGGER SIGN
			2	6	24"X18"		W/SUPPLEMENTAL PLATE
			2	18	36"X36"	W21-5B	RT. SHOULDER CLOSED AHEAD
			2	18	36"X36"	W21-5B	SHOULDER CLOSED
			4	64	48"X48"	W20-1	ROAD WORK AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (1500') (FREEWAY)
			4	64	48"X48"	W20-1	ROAD WORK 1000 FT. (FREEWAY)
			4	36	36"X36"	W13-4	ON RAMP (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (FREEWAY)
712-02.02	PORTABLE BARRIER RAIL	L.F.	485				ITEMS TO BE REUSED DURING EACH PHASE OF CONSTRUCTION
712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	74				
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	4				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	74				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4				
TOTAL				511			

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STAGE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 50+00 TO STA. 60+50

SCALE: 1"= 50'

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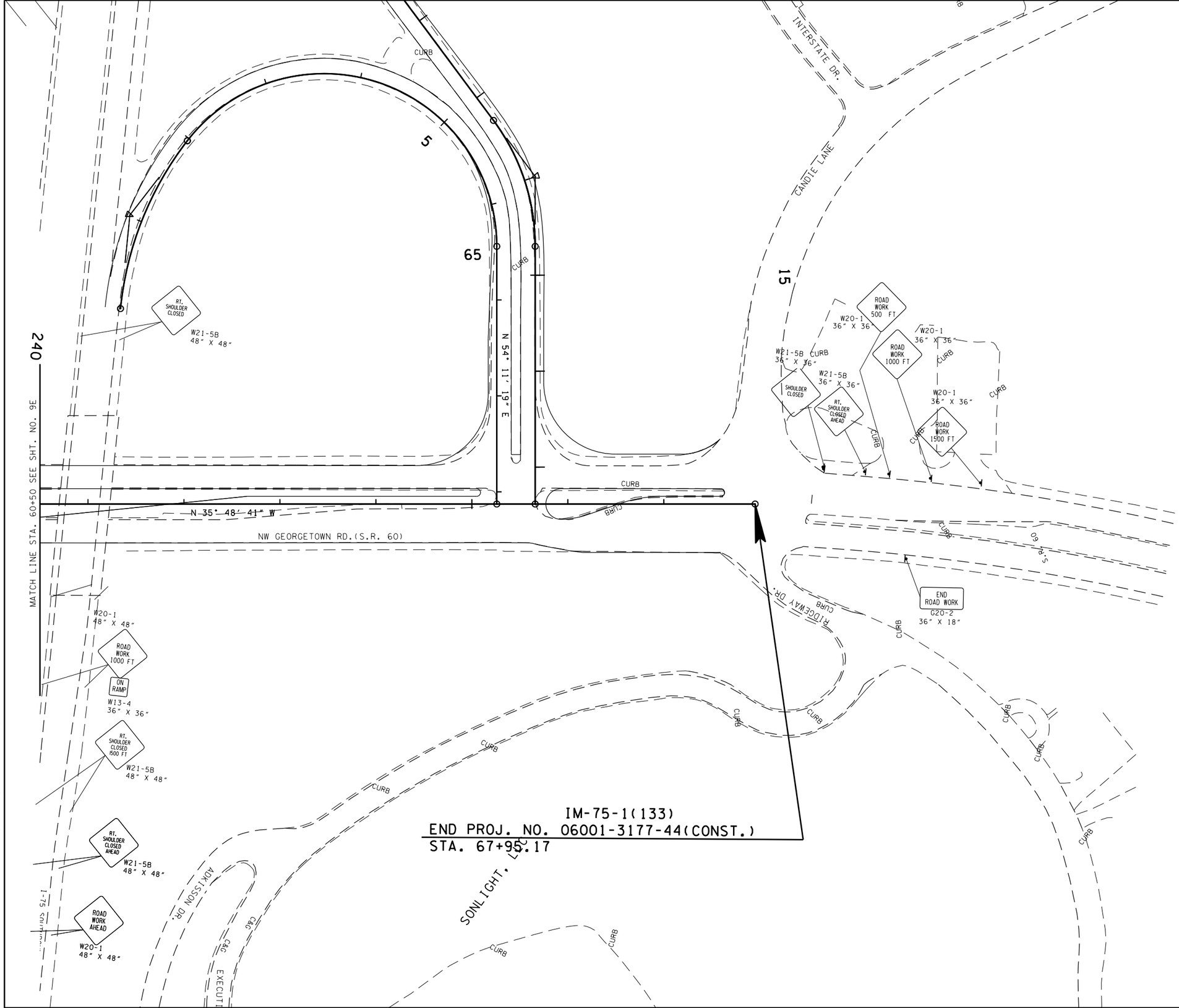
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9F



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

STAGE 2

S.R. 60

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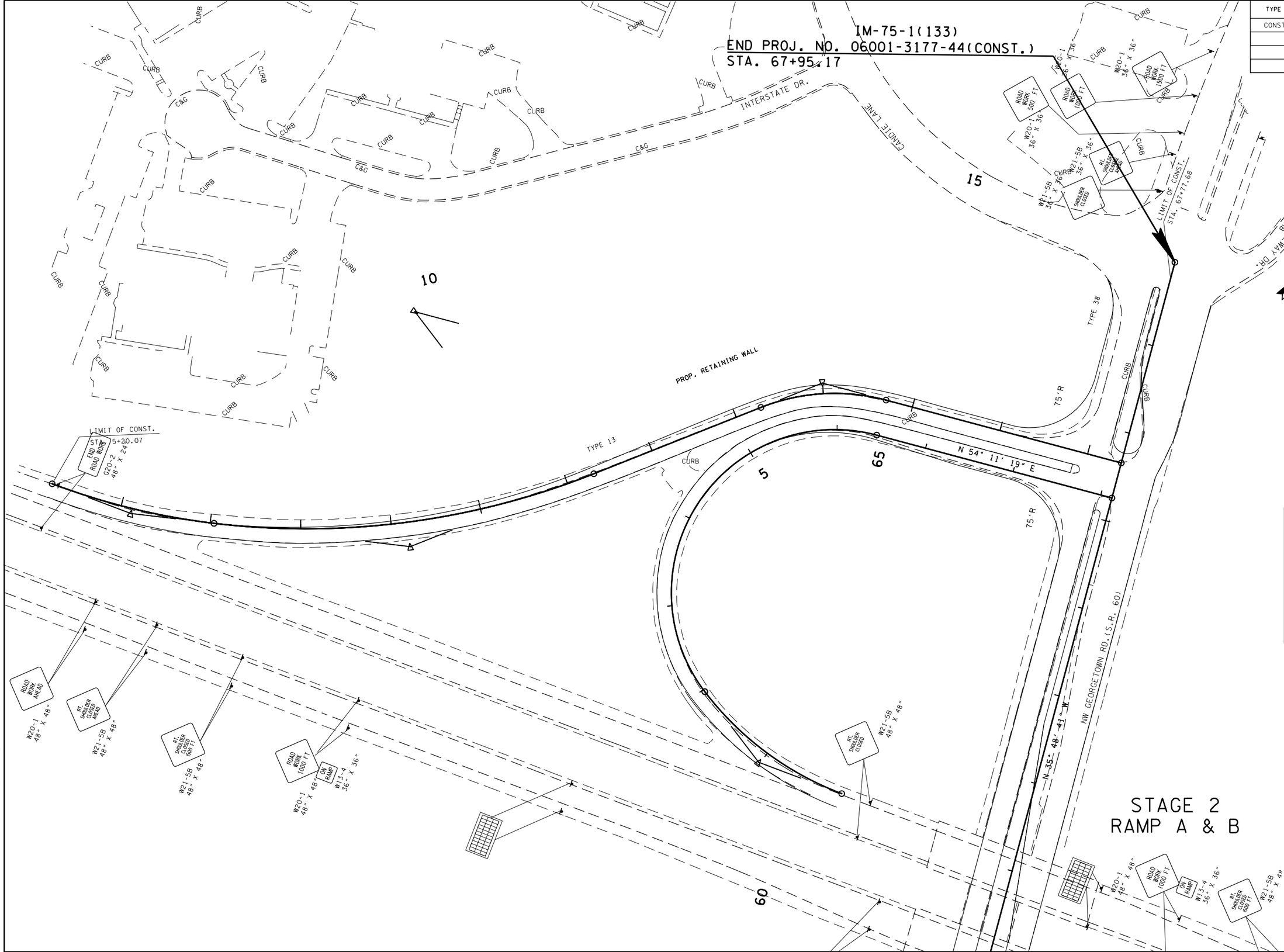
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9G



STAGE 2
RAMP A & B

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ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022929
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

13-AUG-2014 15:27
\\JJ02WF01.tdot.state.tn.us\02Shared\Design County Folders\Bradley\I-7(exit25)\0096_TCP.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9H

UNOFFICIAL SET

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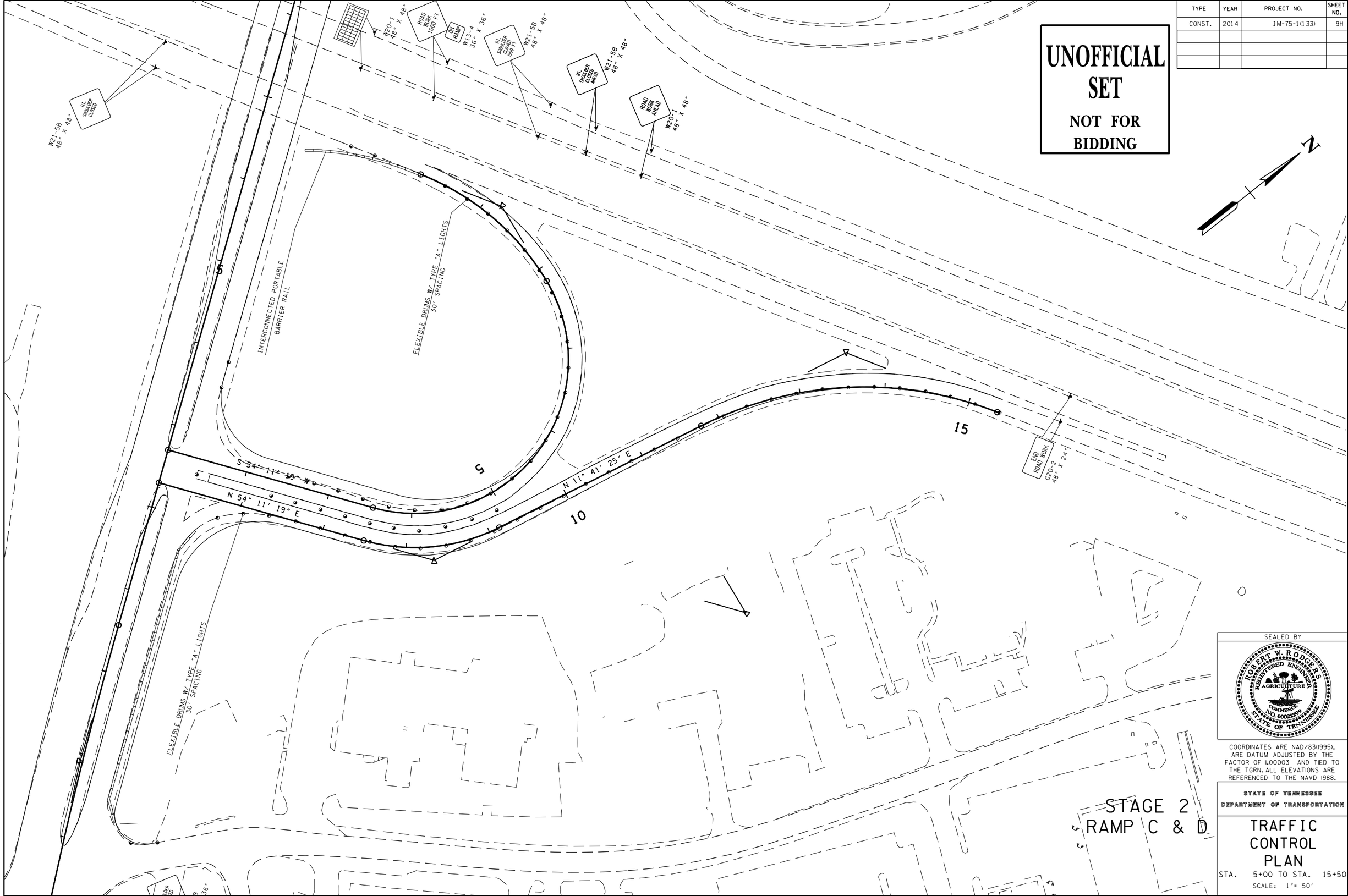

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COMMERCE
NO. 00022299
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

STAGE 2
RAMP C & D

13-AUG-2014 15:27
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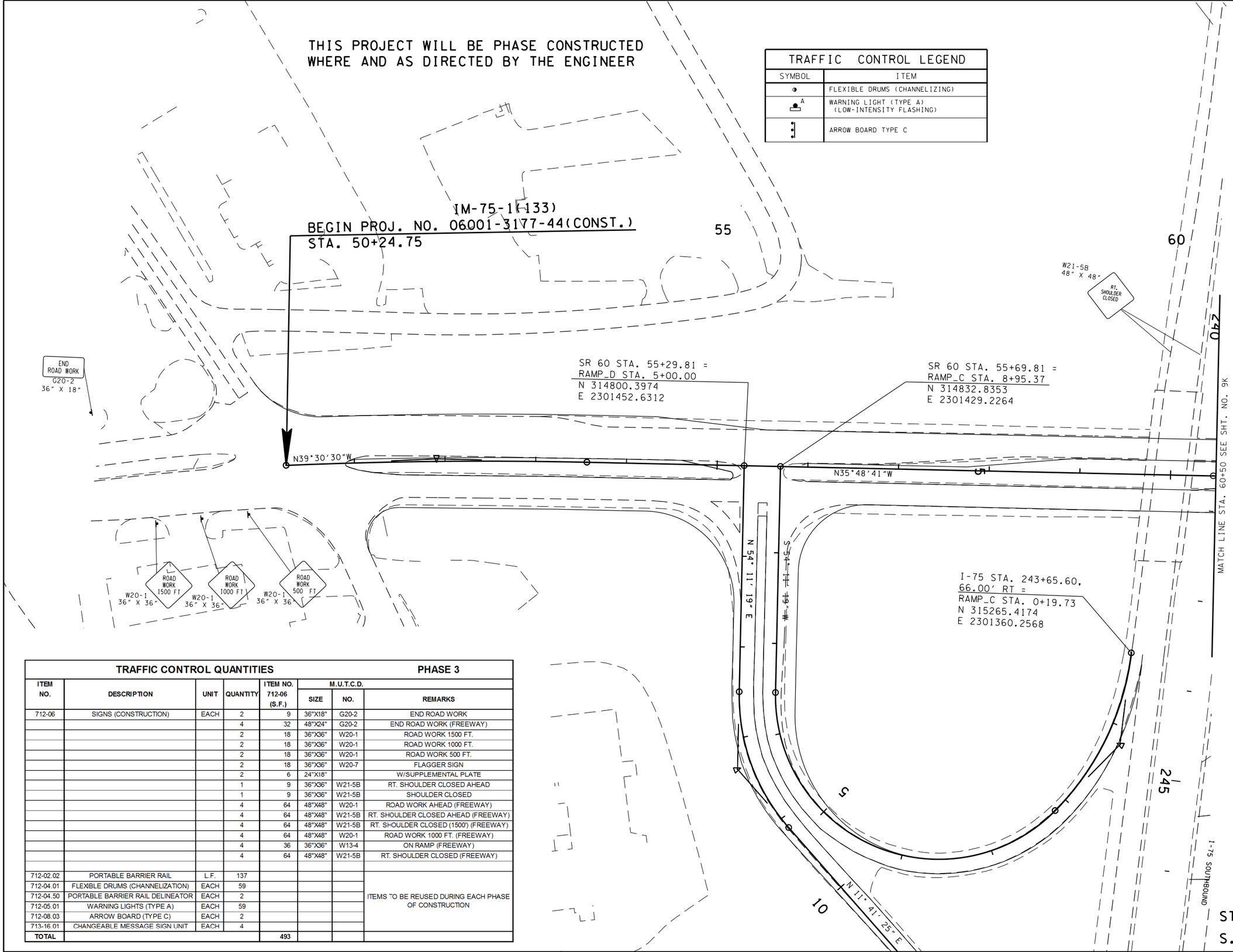
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9J

THIS PROJECT WILL BE PHASE CONSTRUCTED WHERE AND AS DIRECTED BY THE ENGINEER

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C



TRAFFIC CONTROL QUANTITIES — PHASE 3

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. SIZE	M.U.T.C.D. NO.	REMARKS
712-06	SIGNS (CONSTRUCTION)	EACH	2	9	36"X18"	G20-2	END ROAD WORK
			4	32	48"X24"	G20-2	END ROAD WORK (FREEWAY)
			2	18	36"X36"	W20-1	ROAD WORK 1500 FT.
			2	18	36"X36"	W20-1	ROAD WORK 1000 FT.
			2	18	36"X36"	W20-1	ROAD WORK 500 FT.
			2	18	36"X36"	W20-7	FLAGGER SIGN
			2	6	24"X18"		W/SUPPLEMENTAL PLATE
			1	9	36"X36"	W21-5B	RT. SHOULDER CLOSED AHEAD
			1	9	36"X36"	W21-5B	SHOULDER CLOSED
			4	64	48"X48"	W20-1	ROAD WORK AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (1500') (FREEWAY)
			4	64	48"X48"	W20-1	ROAD WORK 1000 FT. (FREEWAY)
			4	36	36"X36"	W13-4	ON RAMP (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (FREEWAY)
712-02.02	PORTABLE BARRIER RAIL	L.F.	137				ITEMS TO BE REUSED DURING EACH PHASE OF CONSTRUCTION
712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	59				
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	2				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	59				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4				
TOTAL				493			

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AGRICULTURE
COMMERCE
NO. 00022999
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 50+00 TO STA. 60+50

SCALE: 1" = 50'

STAGE 3

S.R. 60

13-AUG-2014 15:27
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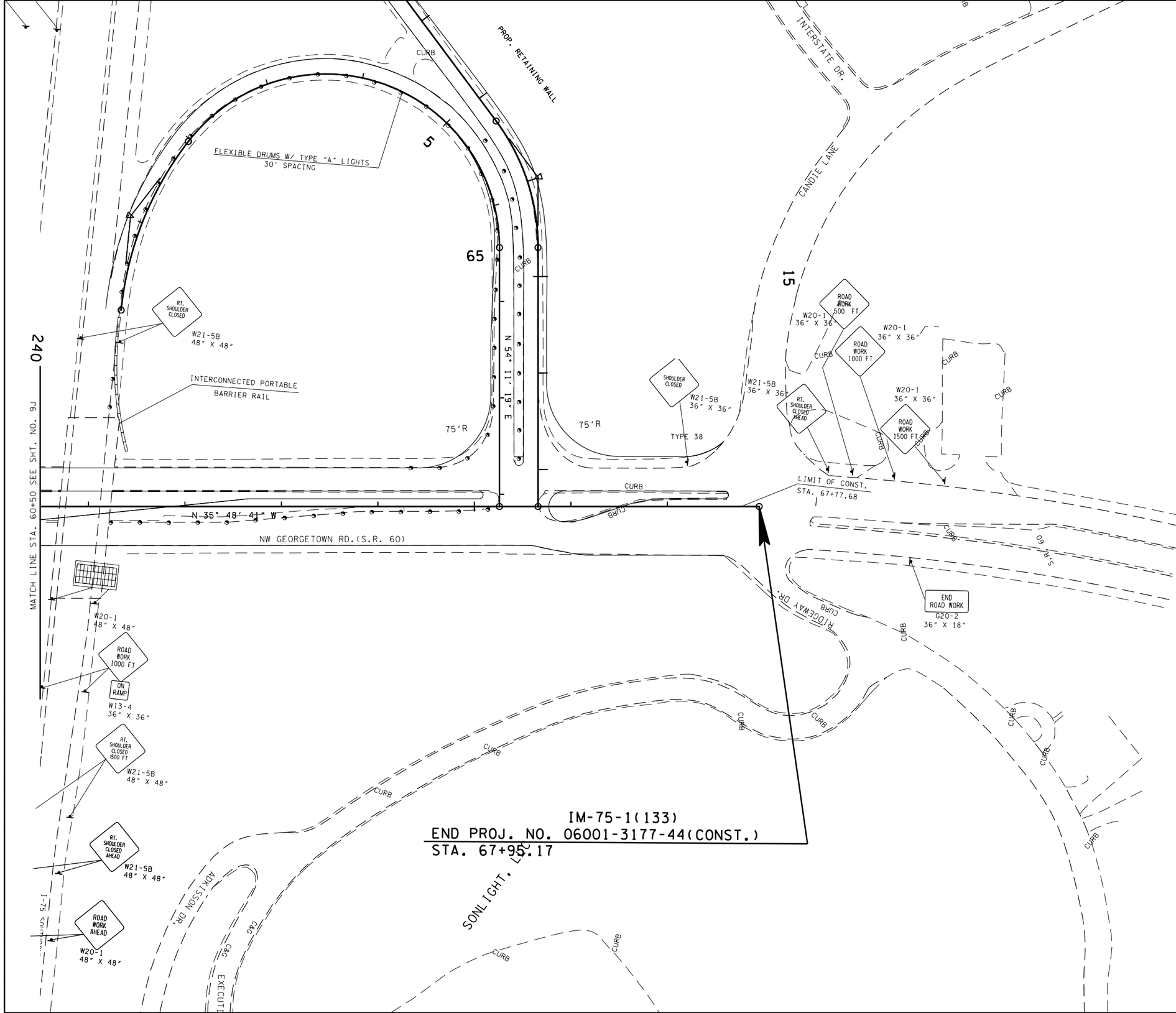
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9K



UNOFFICIAL SET

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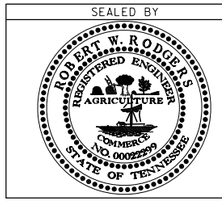
SEALED BY



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

STAGE 3

S.R. 60

13-AUG-2014 15:27
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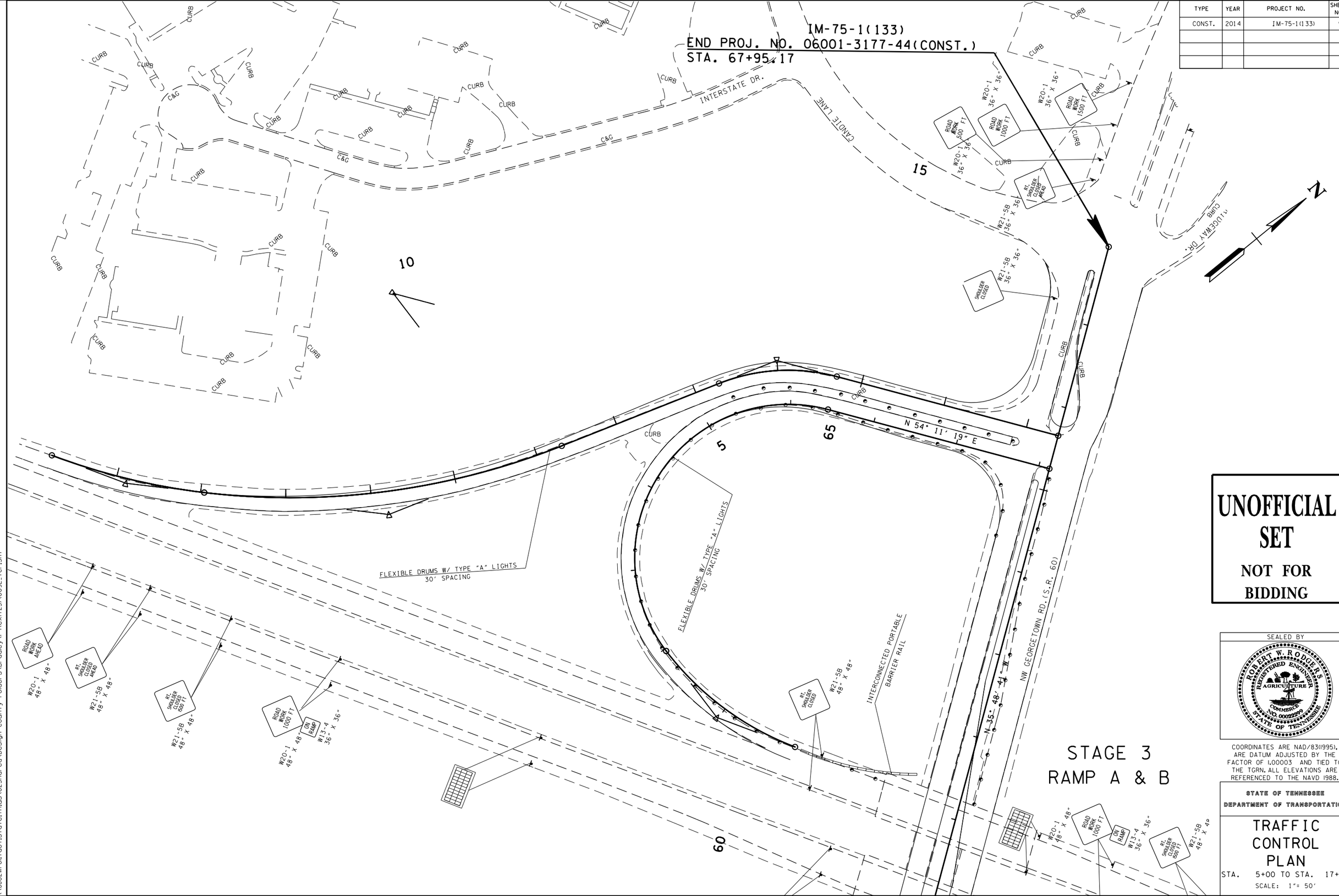
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9L



STAGE 3
RAMP A & B

UNOFFICIAL SET

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ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022909
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

3-AUG-2014 15:27
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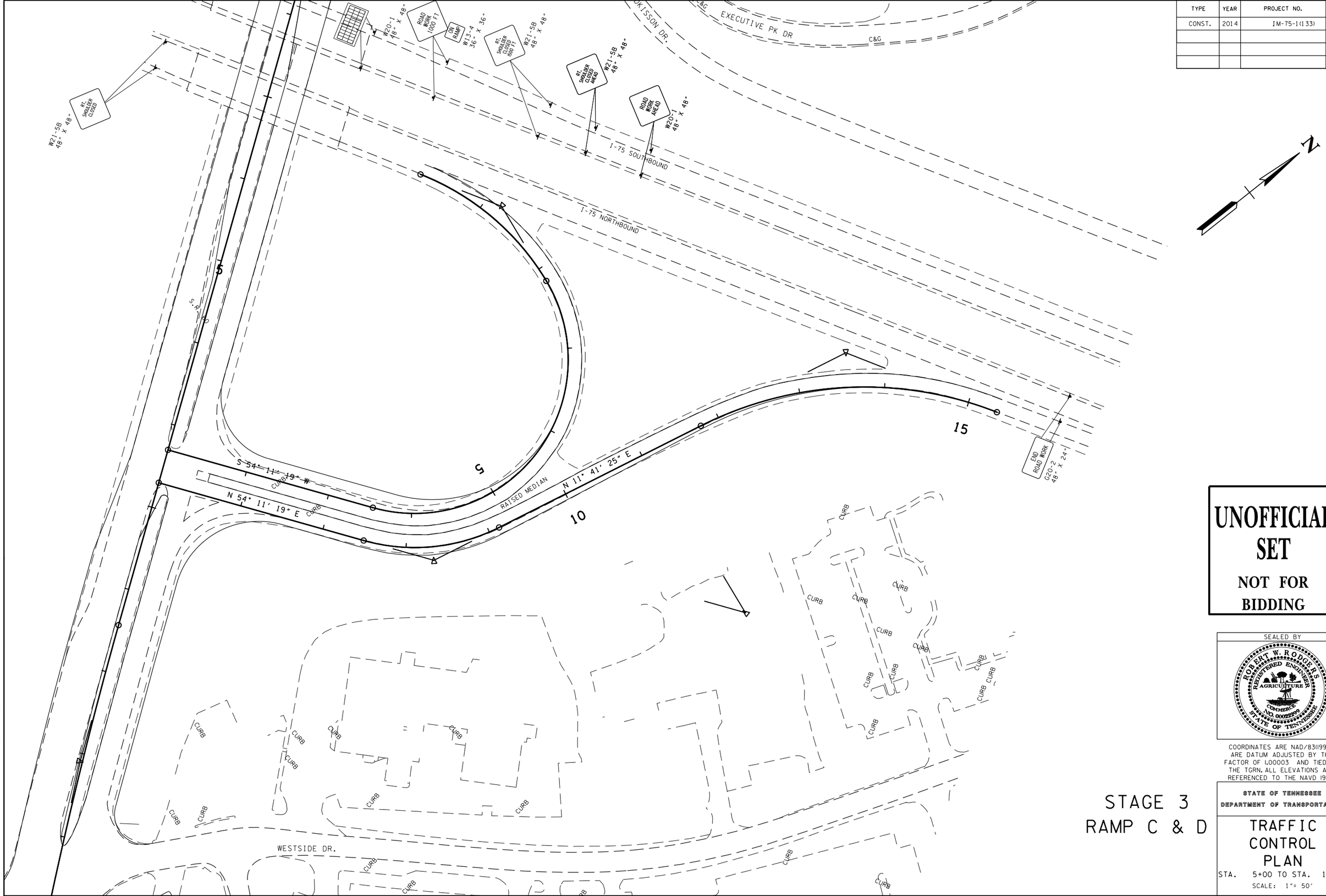
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9M



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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00022909
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3
RAMP C & D

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

13-AUG-2014 15:27
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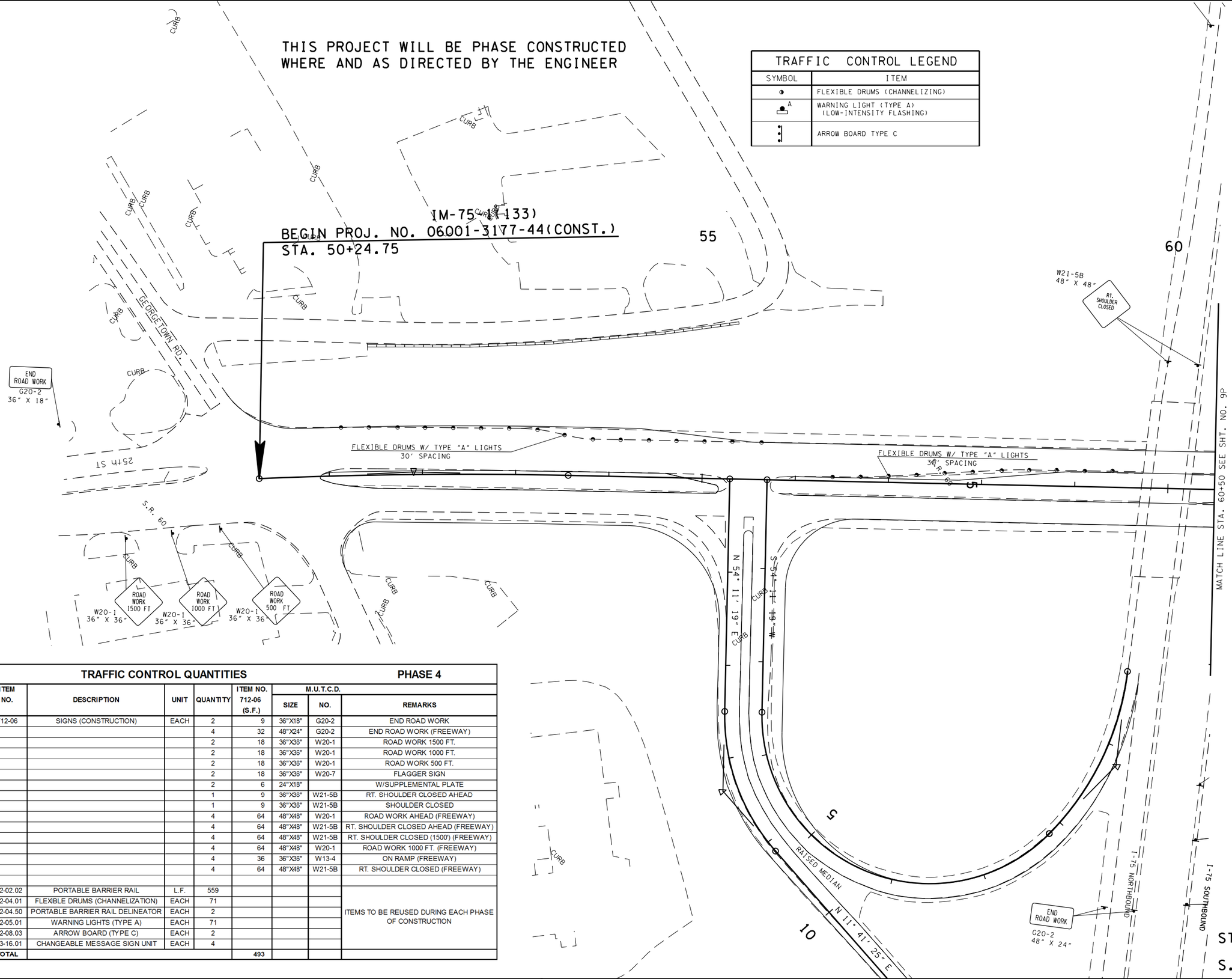
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9N

THIS PROJECT WILL BE PHASE CONSTRUCTED WHERE AND AS DIRECTED BY THE ENGINEER

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C



TRAFFIC CONTROL QUANTITIES — PHASE 4

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. SIZE	M.U.T.C.D. NO.	REMARKS
712-06	SIGNS (CONSTRUCTION)	EACH	2	9	36"X18"	G20-2	END ROAD WORK
			4	32	48"X24"	G20-2	END ROAD WORK (FREEWAY)
			2	18	36"X36"	W20-1	ROAD WORK 1500 FT.
			2	18	36"X36"	W20-1	ROAD WORK 1000 FT.
			2	18	36"X36"	W20-1	ROAD WORK 500 FT.
			2	18	36"X36"	W20-7	FLAGGER SIGN
			2	6	24"X18"		W/SUPPLEMENTAL PLATE
			1	9	36"X36"	W21-5B	RT. SHOULDER CLOSED AHEAD
			1	9	36"X36"	W21-5B	SHOULDER CLOSED
			4	64	48"X48"	W20-1	ROAD WORK AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED AHEAD (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (1500') (FREEWAY)
			4	64	48"X48"	W20-1	ROAD WORK 1000 FT. (FREEWAY)
			4	36	36"X36"	W13-4	ON RAMP (FREEWAY)
			4	64	48"X48"	W21-5B	RT. SHOULDER CLOSED (FREEWAY)
712-02.02	PORTABLE BARRIER RAIL	L.F.	559				ITEMS TO BE REUSED DURING EACH PHASE OF CONSTRUCTION
712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	71				
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	2				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	71				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4				
TOTAL				493			

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 50+00 TO STA. 60+50

SCALE: 1"= 50'

STAGE 4

S.R. 60

28-AUG-2014 10:38
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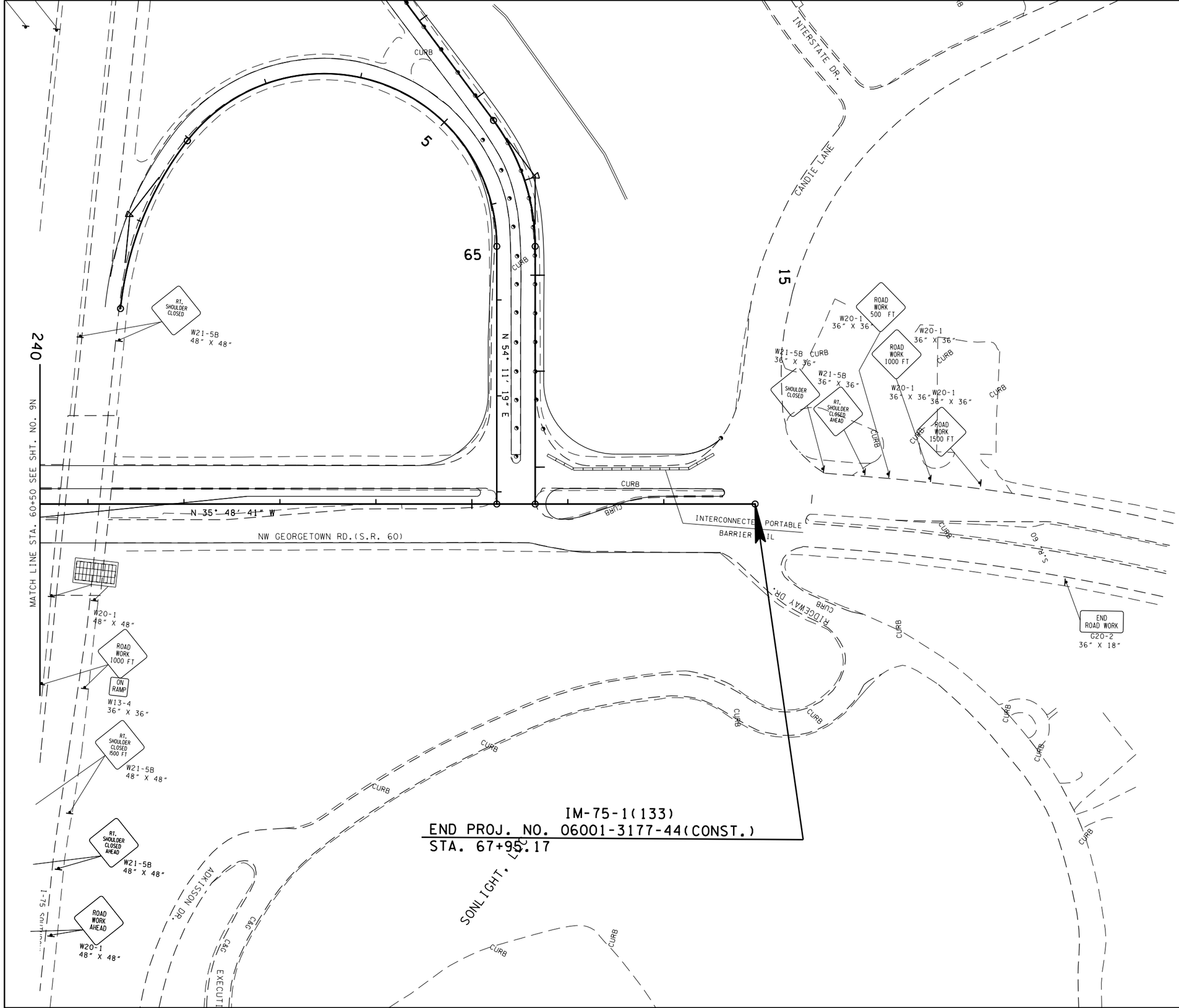
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9P



STAGE 4
S.R. 60

UNOFFICIAL SET

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 60+50 TO STA. 68+00

SCALE: 1"= 50'

13-AUG-2014 15:27
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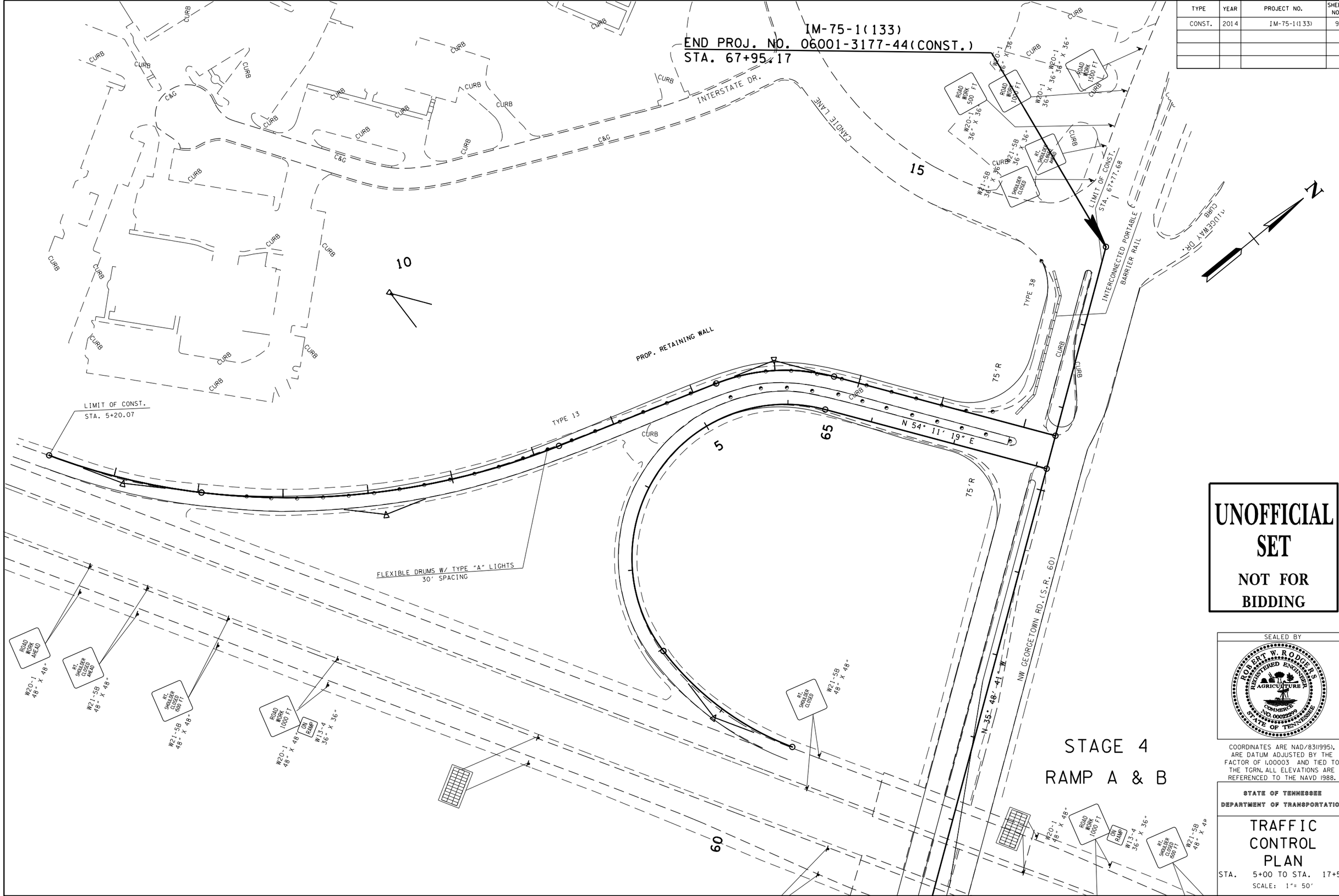
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9Q



STAGE 4

RAMP A & B

UNOFFICIAL SET

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ROBERT W. RODGERS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00092309
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

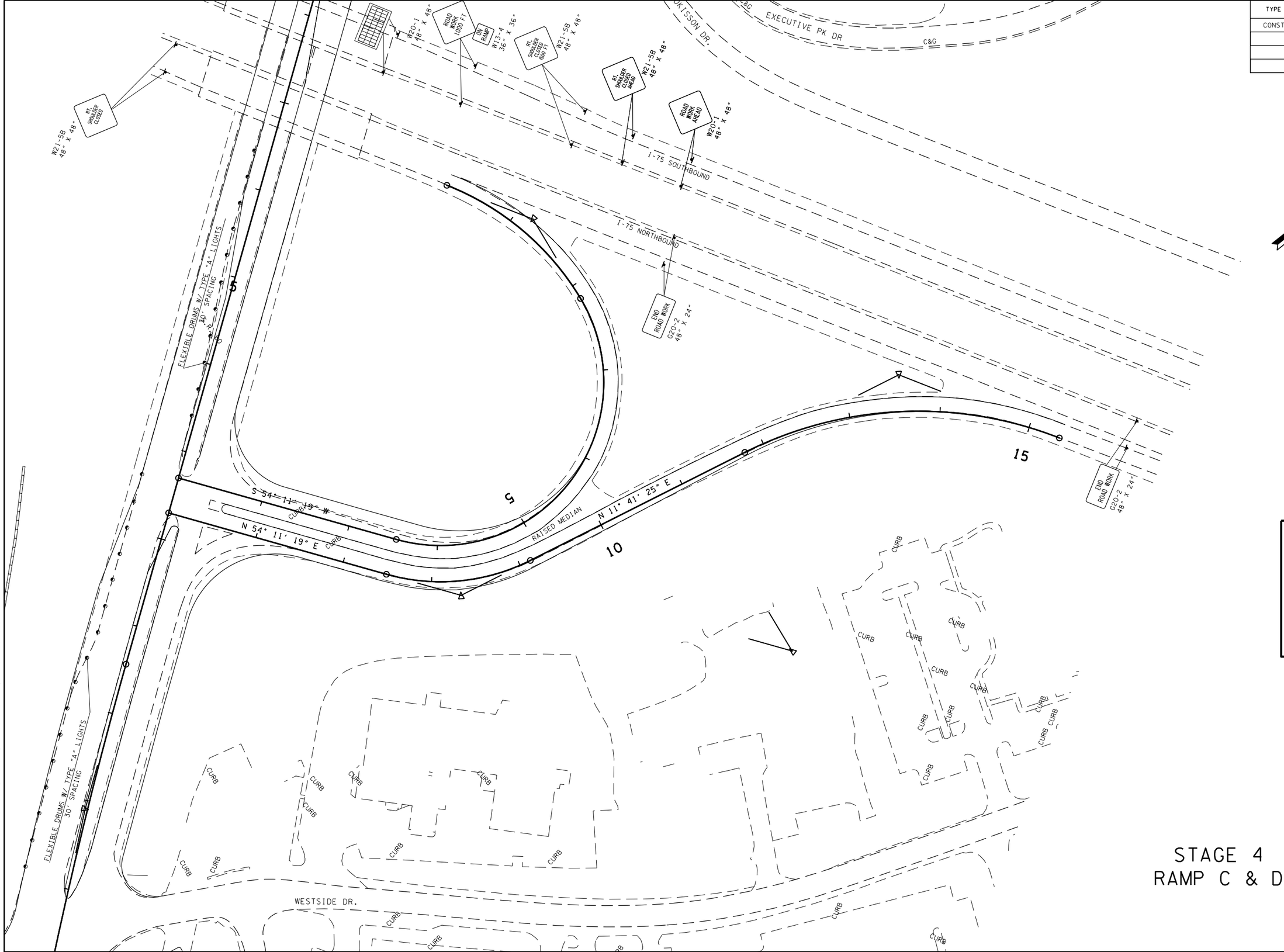
TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 17+50

SCALE: 1"= 50'

13-AUG-2014 15:27
\\JJ02WF01.tdot.state.tn.us\02Shared\Design County Folders\Bradley\I-7(exit25)\0090_TCP.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	9R



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AGRICULTURE
COMMERCE
NO. 00022999
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 4
RAMP C & D

TRAFFIC CONTROL PLAN

STA. 5+00 TO STA. 15+50

SCALE: 1"= 50'

28-AUG-2014 10:38
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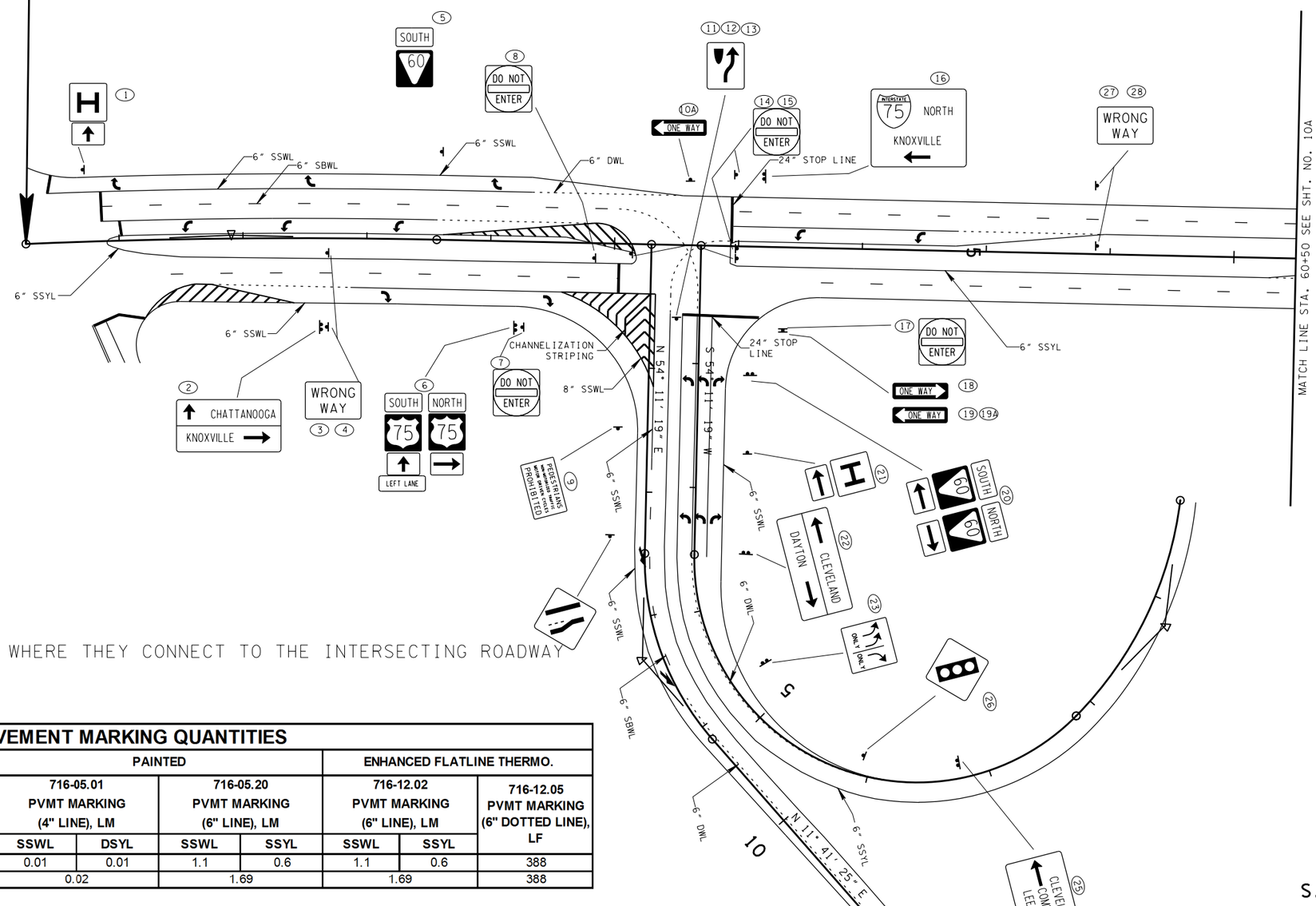
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	10

IM-75-1(133)
BEGIN PROJ. NO. 06001-3177-44
STA. 50+24.75 CONST.

55

60



RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY

PAVEMENT MARKING QUANTITIES

CHAIN	PERMANENT PLASTIC			PAINTED				ENHANCED FLATLINE THERMO.		
	716-02.04 CHANNELIZATION STRIPING, SY	716-02.05 STOP LINE LF	716-02.06 TURN LANE ARROW, EA	716-05.01 PVMT MARKING (4" LINE), LM		716-05.20 PVMT MARKING (6" LINE), LM		716-12.02 PVMT MARKING (6" LINE), LM		716-12.05 PVMT MARKING (6" DOTTED LINE), LF
				SSWL	DSYL	SSWL	SSYL	SSWL	SSYL	
SR-60	90.63	383	19	0.01	0.01	1.1	0.6	1.1	0.6	388
TOTAL	90.63	383	19	0.02		1.69		1.69		388

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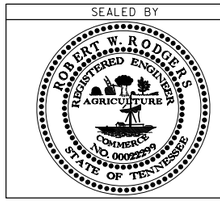

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

STA.50+00 TO STA.60+50

SCALE: 1"=50'

S.R. 60

28-AUG-2014 10:38
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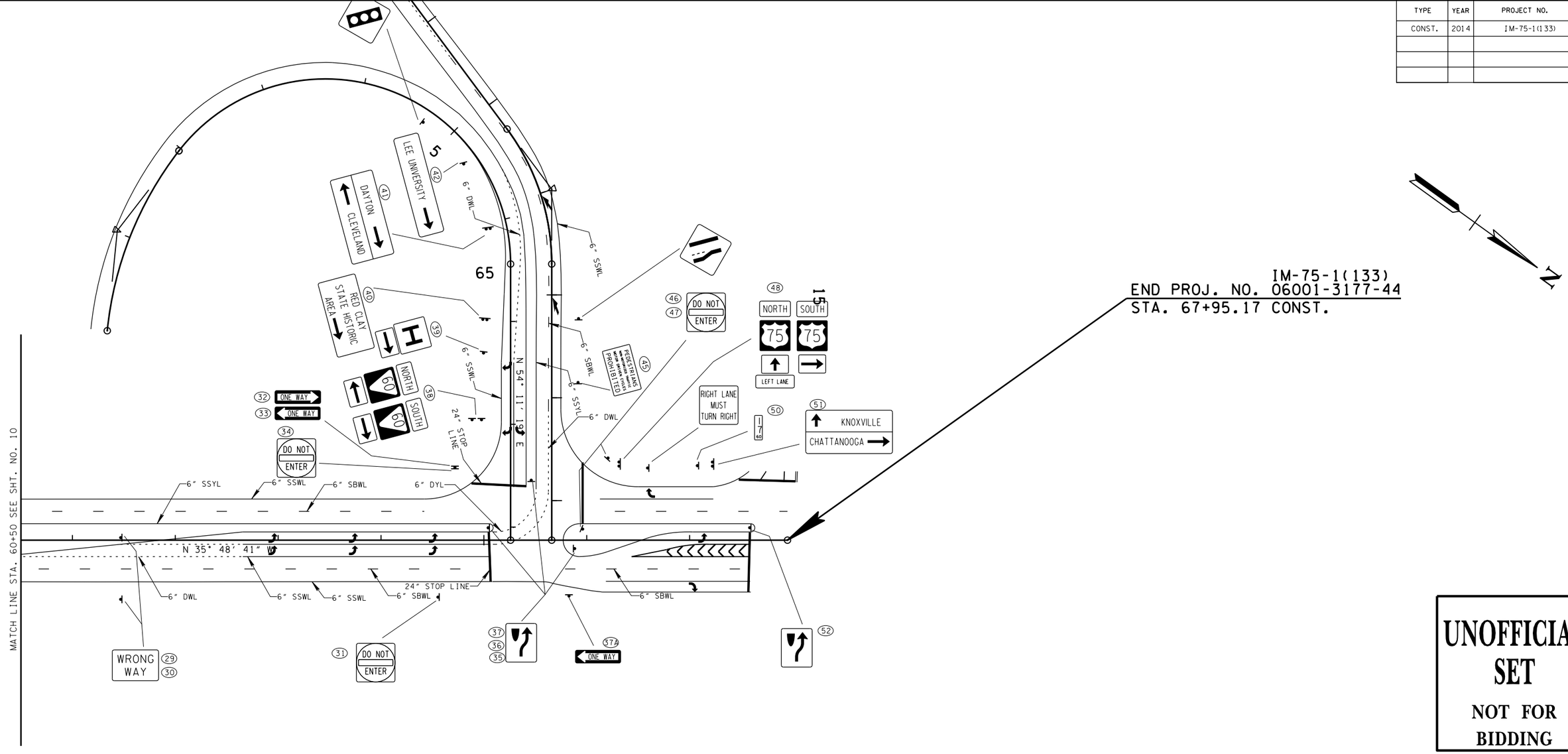
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	10A

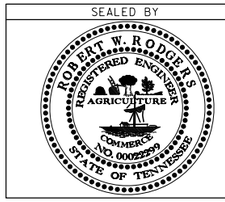


RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

STA.60+50 TO STA.68+00

SCALE: 1"=50'

S.R. 60

26-AUG-2014 08:55
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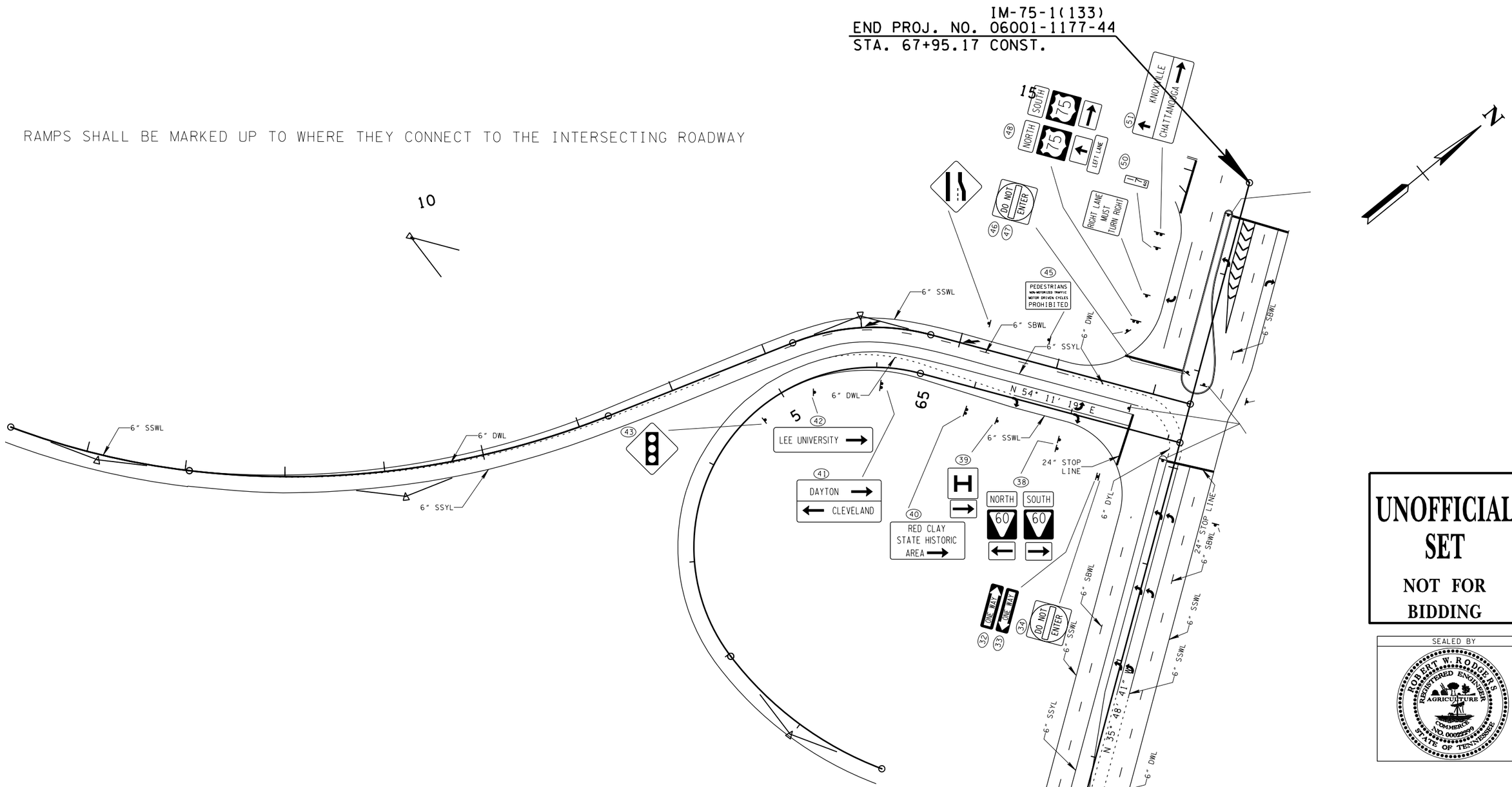
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	10B

RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY



PAVEMENT MARKING QUANTITIES

CHAIN	PERMANENT PLASTIC			PAINTED		ENHANCED FLATLINE THERMO.		
	716-02.05 STOP LINE LF	716-02.06 TURN LANE ARROW, EA	716-04.14 LANE REDUCTION ARROW, EA	716-05.20 PVMT MARKING (6" LINE), LM		716-12.02 PVMT MARKING (6" LINE), LM		716-12.05 PVMT MARKING (6" DOTTED LINE), LF
				SSWL	SSYL	SSWL	SSYL	
RAMP A	0	0	2	0.2	0.2	0.2	0.2	208
RAMP B	54	4	0	0.2	0.2	0.2	0.2	64
TOTAL	54	4	2	0.81		0.81		272

RAMP A & B

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

STA.5+00 TO STA.17+50

SCALE: 1"=50'

26-AUG-2014 08:55
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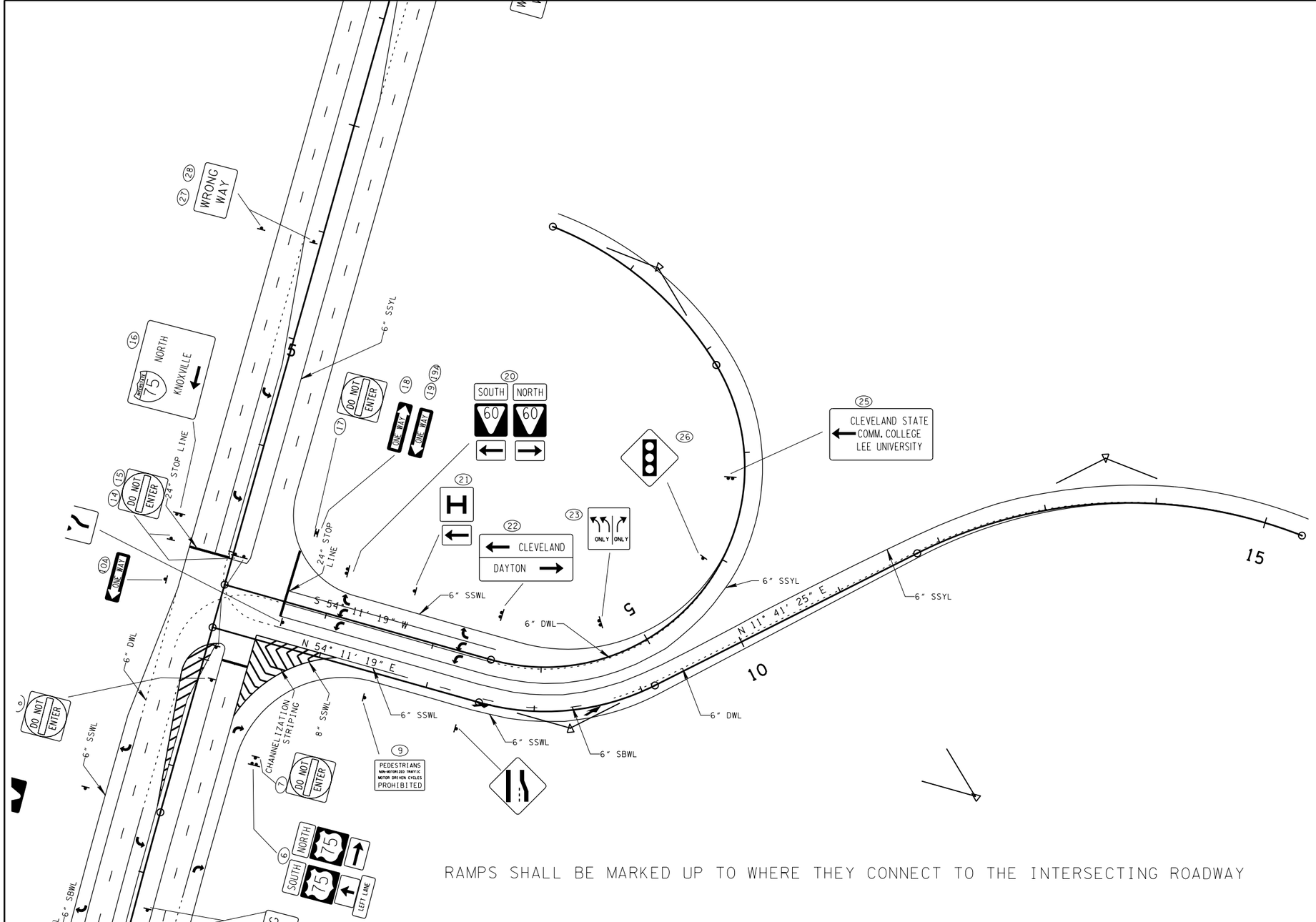
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	10C



RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY

PAVEMENT MARKING QUANTITIES

CHAIN	PERMANENT PLASTIC				PAINTED		ENHANCED FLATLINE THERMO.		
	716-02.04 CHANNELIZATION STRIPING, SY	716-02.05 STOP LINE LF	716-02.06 TURN LANE ARROW, EA	716-04.14 LANE REDUCTION ARROW, EA	716-05.20 PVMT MARKING (6" LINE), LM		716-12.02 PVMT MARKING (6" LINE), LM		716-12.05 PVMT MARKING (6" DOTTED LINE), LF
					SSWL	SSYL	SSWL	SSYL	
RAMP C	0	62	6	0	0.3	0.2	0.3	0.2	97
RAMP D	49.95	0	0	2	0.19	0.19	0.19	0.19	185
TOTAL	49.95	62	6	2	0.79		0.79		282

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ROBERT W. RODGERS REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 00022299 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP C & D

PAVEMENT STRIPING DETAILS

STA.5+00 TO STA.15+00

SCALE: 1"=50'

28-AUG-2014 10:38
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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
39	H D9-2 → M6-1		24″ 21″	24″ 15″									WHITE (REF.)	BLUE (REF.)	0.080″ SHEET ALUMINUM	2″ ⧄ @ 3.12 LBS/FT	h =12′-0″	TYPE 4 D=1′-0″	0.12	26.4	6′-0″	
21	H D9-2 ← M6-1		24″ 21″	24″ 15″									WHITE (REF.)	BLUE (REF.)	0.080″ SHEET ALUMINUM	U3	h =13′-6″				5′-0″	
1	H D9-2 ↑ M6-3		24″ 21″	24″ 15″									WHITE (REF.)	BLUE (REF.)	0.080″ SHEET ALUMINUM	U3	h =13′-6″				5′-0″	
3	WRONG WAY R5-1A		36″	24″									WHITE (REF.)	RED (REF.)	0.080″ SHEET ALUMINUM	P8	h =11′-6″				5′-0″	
4																	h =11′-6″					
27																	h =11′-6″					
28																	h =11′-6″					
29																	h =11′-6″					
30																	h =11′-6″					
7	DO NOT ENTER R5-1		36″	36″									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100″ SHEET ALUMINUM	P8	h =12′-6″				5′-0″	
8																	h =12′-6″					
14																	h =12′-6″					
15																	h =12′-6″					
31																	h =12′-6″					
46																	h =12′-6″					
47																	h =12′-6″					
17																2 ½″ I.D. STEEL PIPE @ 3.35 #/FT.	h =11′-6″				6′-0″	REQUIRES SLIP BASE SEE T-S-23B
34																	h =11′-6″					
10A	ONE WAY R6-1L		36″	12″									BLACK	WHITE (REF.)	0.080″ SHEET ALUMINUM	U1	h =11′-0″				5′-0″	
37A																	h =11′-0″					
19																						MOUNT UNDER SIGN NO. 17
19A																						MOUNT OVER SIGN NO. 17
33																						MOUNT UNDER SIGN NO. 34
33A																						MOUNT OVER SIGN NO. 34
18	ONE WAY R6-1R		36″	12″									BLACK	WHITE (REF.)	0.080″ SHEET ALUMINUM							MOUNT UNDER SIGN NO. 17
32																						MOUNT UNDER SIGN NO. 34
10	W4-2		36″	36″									BLACK	YELLOW (REF.)	0.100″ SHEET ALUMINUM	2 ½″ ⧄ @ 3.98 LBS/FT	h =12′-6″	TYPE 4 D=1′-0″	0.12	26.4	6′-0″	
44																	h =12′-6″					
11	R4-7		24″	30″									BLACK	WHITE (REF.)	0.080″ SHEET ALUMINUM	U3	h =12′-6″				5′-0″	
12																	h =12′-6″					
13																	h =12′-6″					
35																	h =12′-6″					
36																	h =12′-6″					
37																	h =12′-6″					
52																	h =12′-6″					

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM/NH-75-1(133)	100

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SIGN SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM/NH-75-1(133)	10E

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
26 43	W3-3		36"	36"									BLACK RED (REF.) GREEN (REF.)	YELLOW (REF.)	0.100" SHEET ALUMINUM	2 ½" ⌀ @ 3.98 LBS/FT	h =12'-6" h =12'-6"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
49	RIGHT LANE MUST TURN RIGHT R3-7		30"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				5'-0"	
9 45	PEDESTRIANS NON-MOTORIZED TRAFFIC MOTOR DRIVEN CYCLES PROHIBITED TN-21		36"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	2" ⌀ @3.12#/FT.	h =11'-0" h =11'-0"	TYPE 4 D=1'-0"	0.12	26.4	6'-0"	
23	ONLY ONLY ONLY R3-8a (MOD)		48"	30"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	S3 X 5.7	h_1=12'-6" h_2=13'-0"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
50	MILE 17 60 Tennessee TN-17b		6"	19"									WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUMINUM	U1	h =9"-0"				4'-0"	
5	SOUTH 60 Tennessee M3-3 TN-6c		24" 30"	12" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h =13'-0"				5'-0"	
6	M3-3 SOUTH NORTH M3-1 M1-1 INTERSTATE 75 INTERSTATE 75 M1-1 M6-3 ↑ → M6-1 R3-5bp LEFT LANE		24" 24" 21" 24"	12" 24" 15" 18"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P5 P8	h_1=12'-6" h_2=15'-0"				5'-0"	P5 REQUIRES SLIP BASE SEE T-S-23A
48	M3-1 NORTH SOUTH M3-3 M1-1 INTERSTATE 75 INTERSTATE 75 M1-1 M6-3 ↑ → M6-1 R3-5bp LEFT LANE		24" 24" 21" 24"	12" 24" 15" 18"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P5 P8	h_1=12'-6" h_2=15'-0"				5'-0"	P5 REQUIRES SLIP BASE SEE T-S-23A
20	M3-3 SOUTH NORTH M3-1 TN-6c 60 Tennessee 60 Tennessee TN-6c M6-1 ← → M6-1		24" 30" 21"	12" 24" 15"									BLACK	(REF.) WHITE	0.080" SHEET ALUMINUM	2" ⌀ @ 3.12 LBS/FT	h_1=14'-6" h_2=15'-0"	TYPE 4 D=1'-0"	0.12	26.4	7'-0"	
38	M3-1 NORTH SOUTH M3-3 TN-6c 60 Tennessee 60 Tennessee TN-6c M6-1 ← → M6-1		24" 30" 21"	12" 24" 15"									BLACK	(REF.) WHITE	0.080" SHEET ALUMINUM	2" ⌀ @ 3.12 LBS/FT	h_1=14'-6" h_2=15'-0"	TYPE 4 D=1'-0"	0.12	26.4	7'-0"	
22	← Cleveland Dayton →		8'-0"	4'-0"	3"	1"	8" 8"	6" 6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	

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SIGN SCHEDULE

8/11/2014 11:26:18 AM
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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				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
41	Cleveland → ← Dayton		8'-0"	4'-0"	3"	1"	8" 8"	6" 6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
2	↑ Chattanooga Knoxville → D1-2		9'-0"	4'-0"	3"	1"	8" 8"	6" 6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
51	↑ Knoxville Chattanooga → D1-2		9'-0"	4'-0"	3"	1"	8" 8"	6" 6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
40	Red Clay State Historic Area →		9'-0"	4'-0"	9"	1"	8" 8" 8"	6" 6" 6"		EMOD		TYPE "A"	BROWN (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
25	← Cleveland State Comm College Lee University		10'-0"	4'-0"	9"	1"	8" 8" 8"	6" 6" 6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S5 X 10	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
42	Lee University →		10'-0"	2'-0"	3"	1"	8"	6"		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	2-12" ALUMINUM EXTRUSIONS	S3 X 5.7	h_1=12'-3" h_2=12'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
16	75 NORTH Knoxville ←		7'-0"	5'-0"	9"	1"	6" 8"	6"		EMOD	24"X24"	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12" ALUMINUM EXTRUSIONS	S4X7.7	h_1=14'-9" h_2=15'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
S3	75 NORTH → D3-1		72"	18"				6"		"D"	12"X12"		WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							SEE SIGNAL SHEETS FOR LOCATION
S6	75 SOUTH → D3-1		72"	18"				6"		"D"	12"X12"		WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							SEE SIGNAL SHEETS FOR LOCATION
S2	← 75 NORTH D3-1		72"	18"				6"		"D"	12"X12"		WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							SEE SIGNAL SHEETS FOR LOCATION
S5	← 75 SOUTH D3-1		72"	18"				6"		"D"	12"X12"		WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							SEE SIGNAL SHEETS FOR LOCATION
S1 S4	NW Georgetown Rd D3-1		96"	18"			8"	6"		"D"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							REDUCE SPACING TO FIT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM/NH-75-1(133)	1 OF

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U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI 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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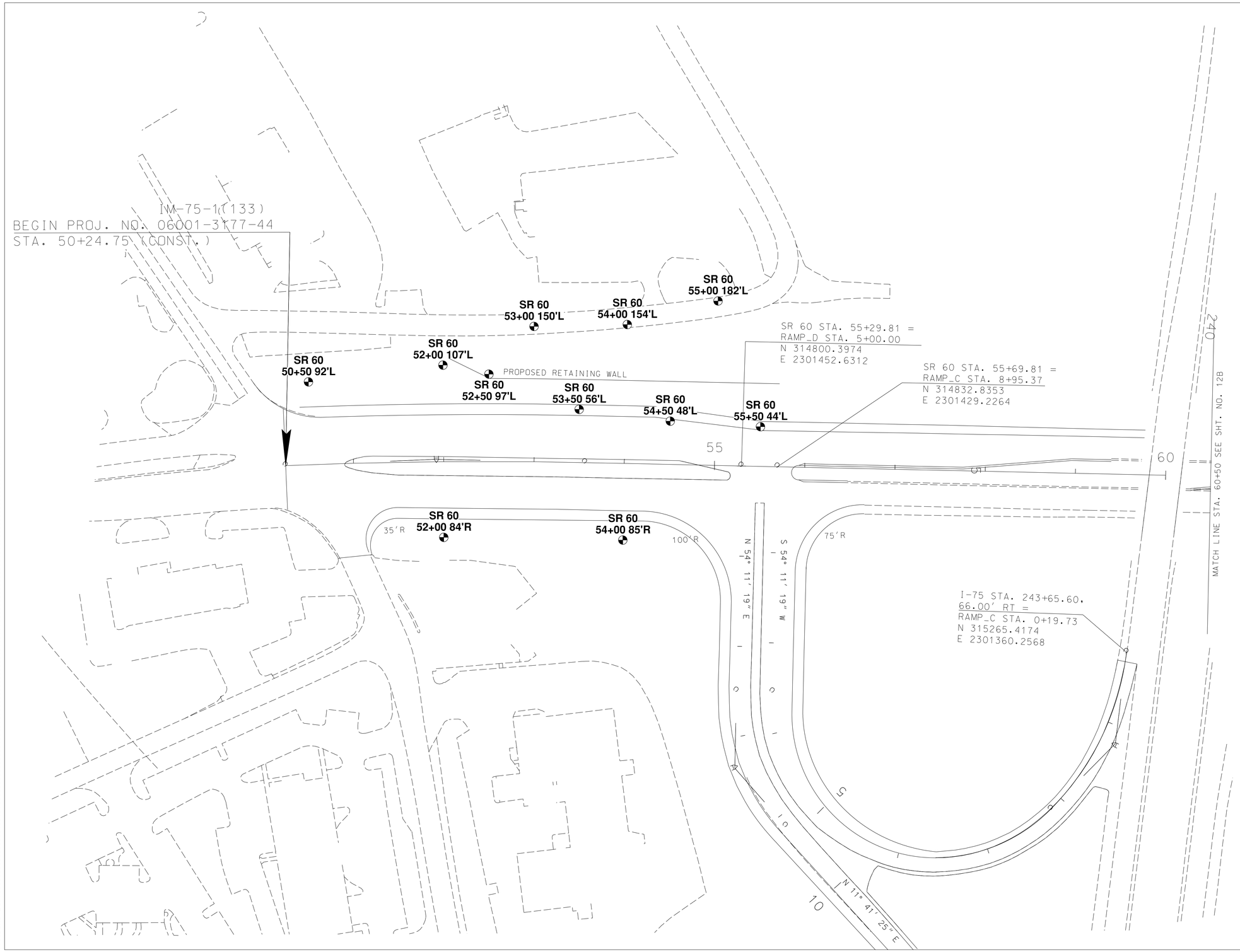
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12



LEGEND: BORING LOCATIONS

STATION NUMBER	OFFSET FROM CENTERLINE
14+25,	120' L

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JAMIE M. HUDSON
PROFESSIONAL ENGINEER
No. 0010348
STATE OF TENNESSEE
8/16/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

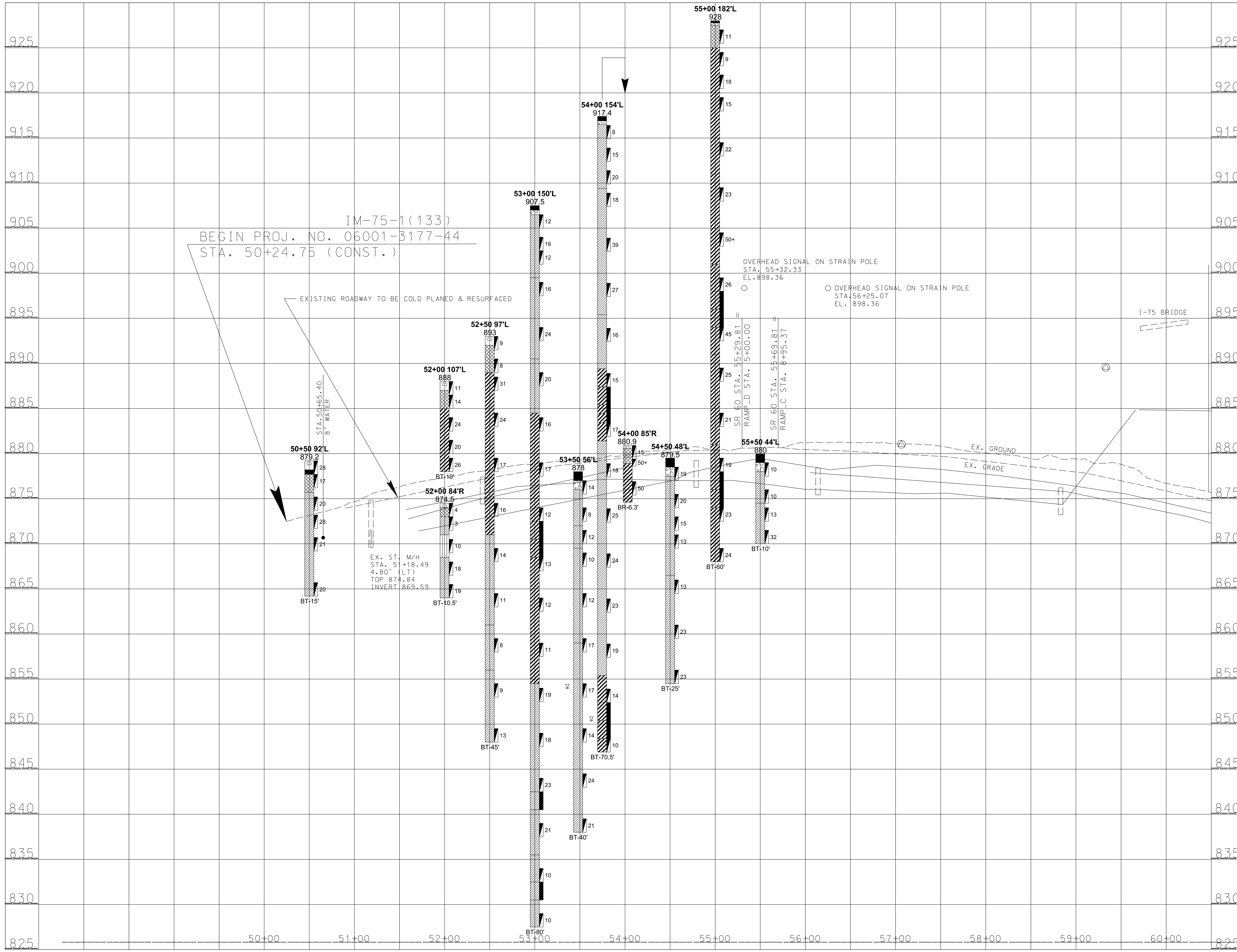
S.R. 60

B.O.P. TO STA. 60+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$$$
$$$$DCNSPEC$$$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12A



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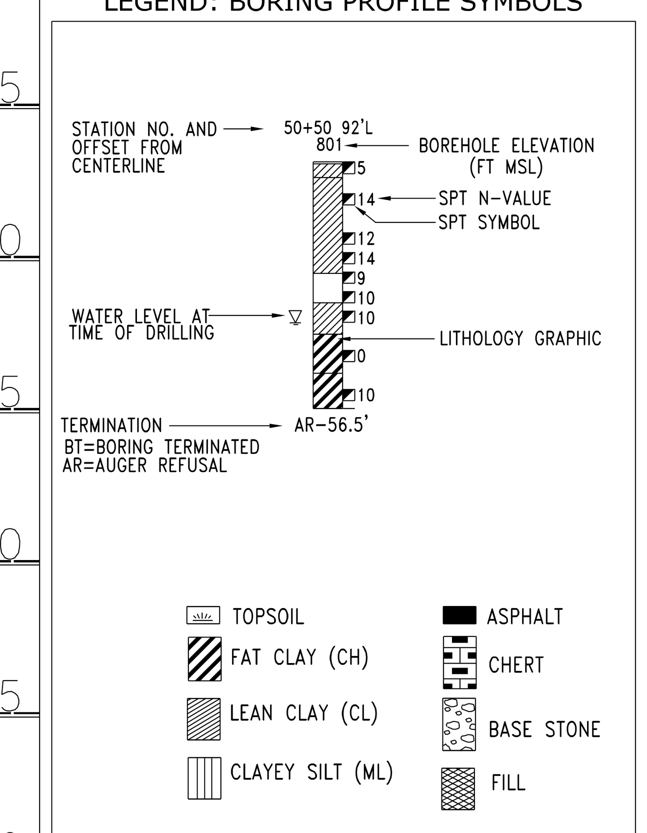

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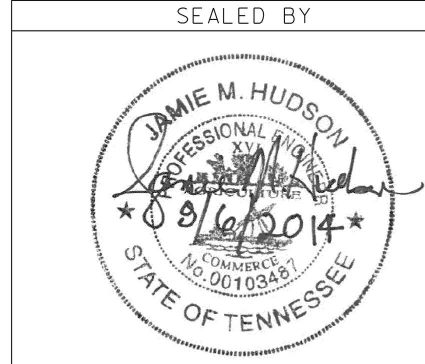


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

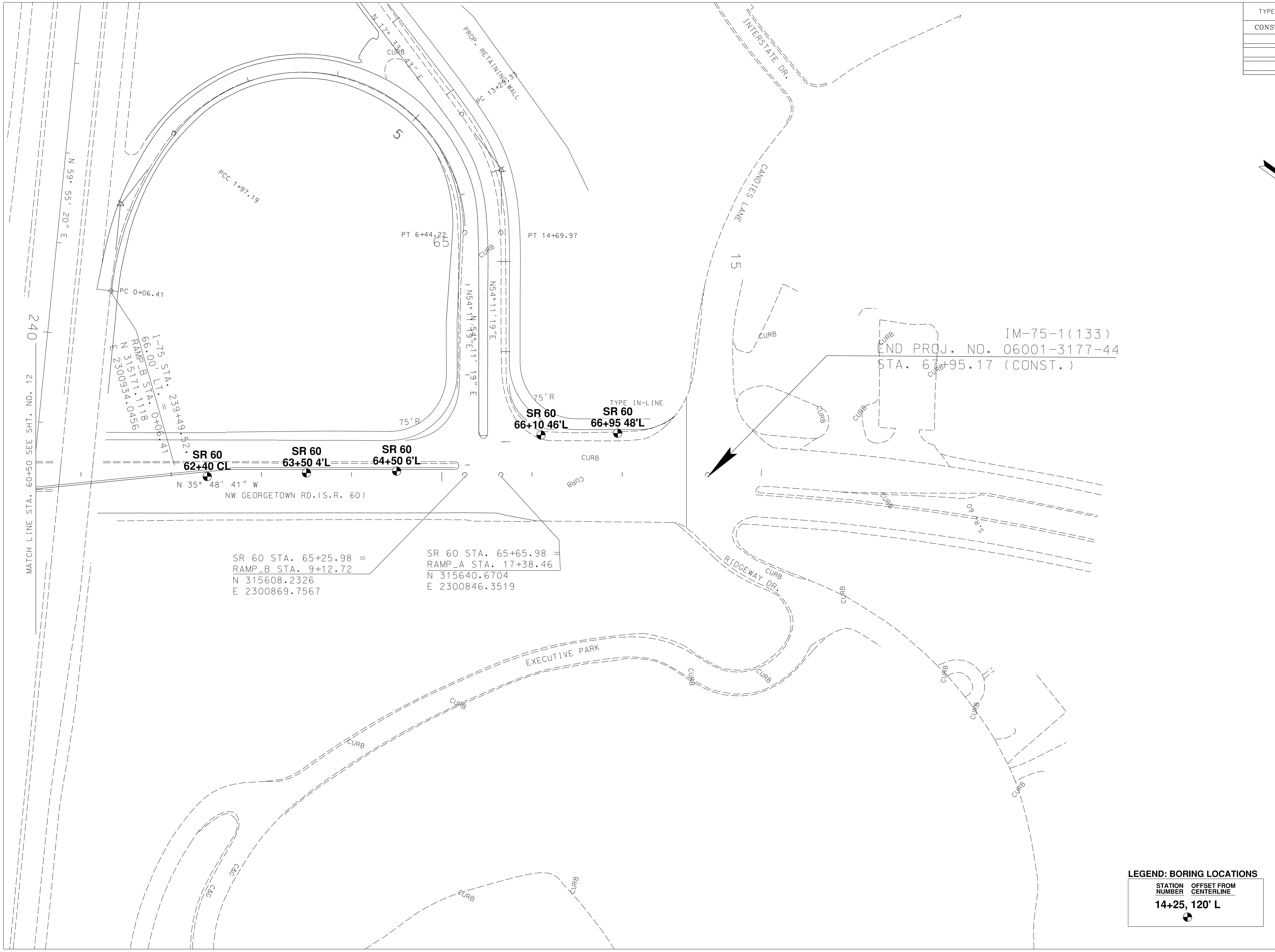
S.R. 60

B.O.P. TO STA. 60+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$DGNSPEC$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12B



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PROFESSIONAL ENGINEER
No. 00103487
STATE OF TENNESSEE

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DEPARTMENT OF TRANSPORTATION

SOILS

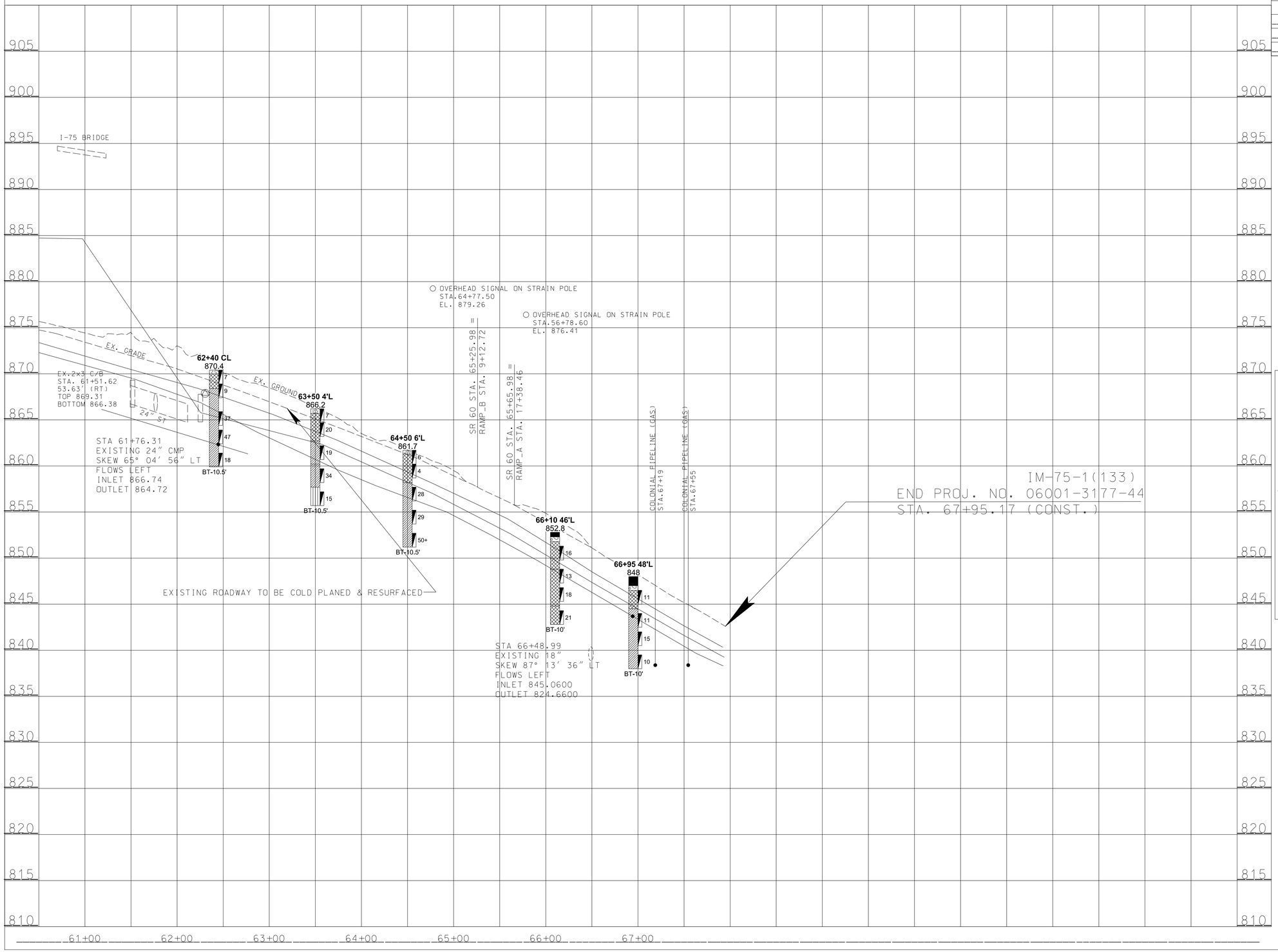
S.R. 60

STA. 60+50 TO STA. 68+00

BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12C



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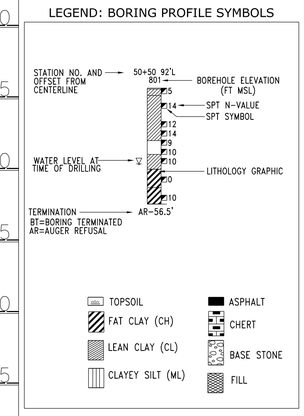

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SOILS

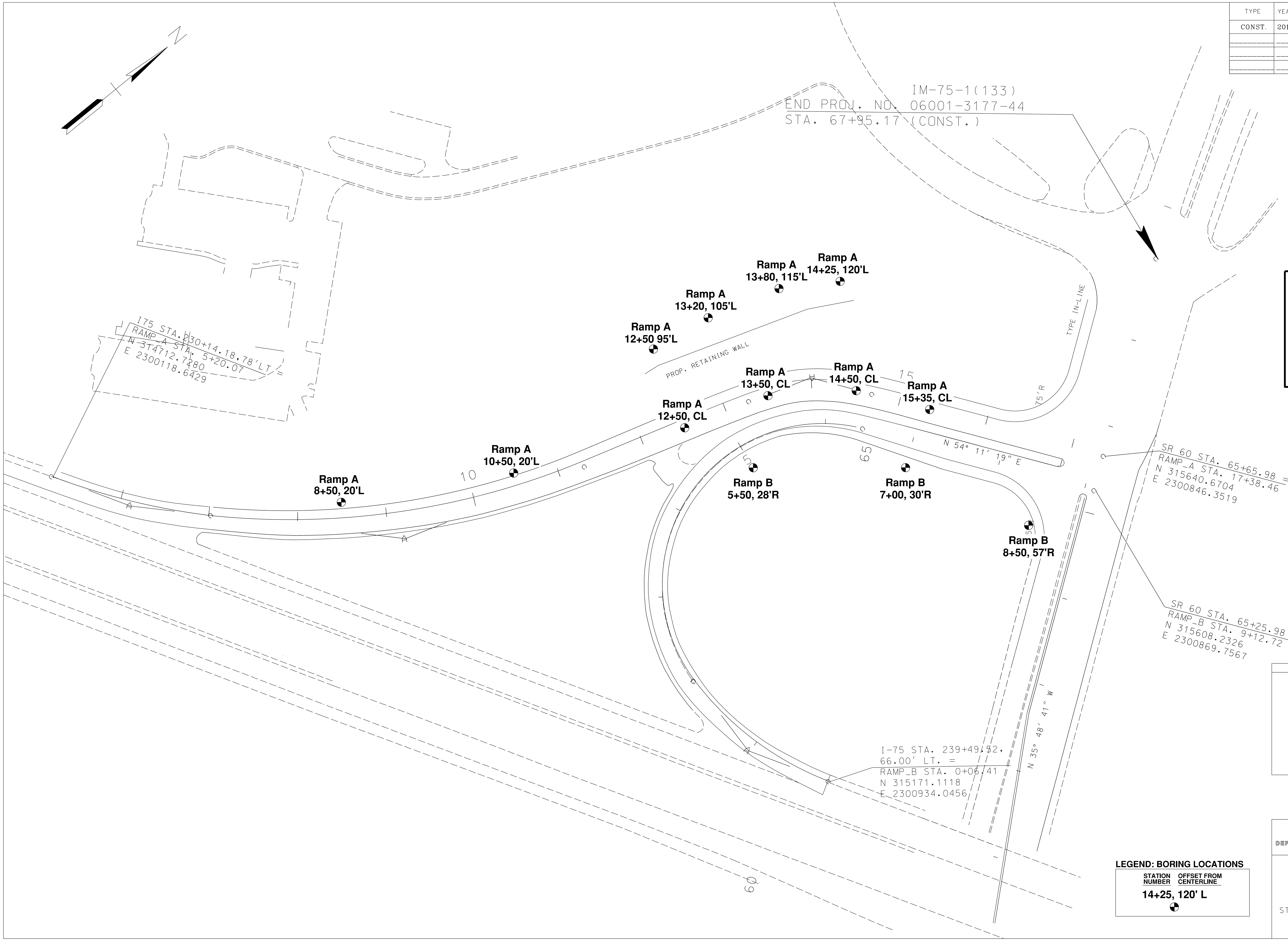
S.R. 60

STA. 60+50 TO STA. 68+00

BRADLEY COUNTY

$$$$$SYTIME$$$$$$$
$$ $$CONSPEC$ $$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12D



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PROFESSIONAL ENGINEER
AGRICULTURE
COMMERCE
No. 00103487
STATE OF TENNESSEE
9/6/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

RAMP A & B

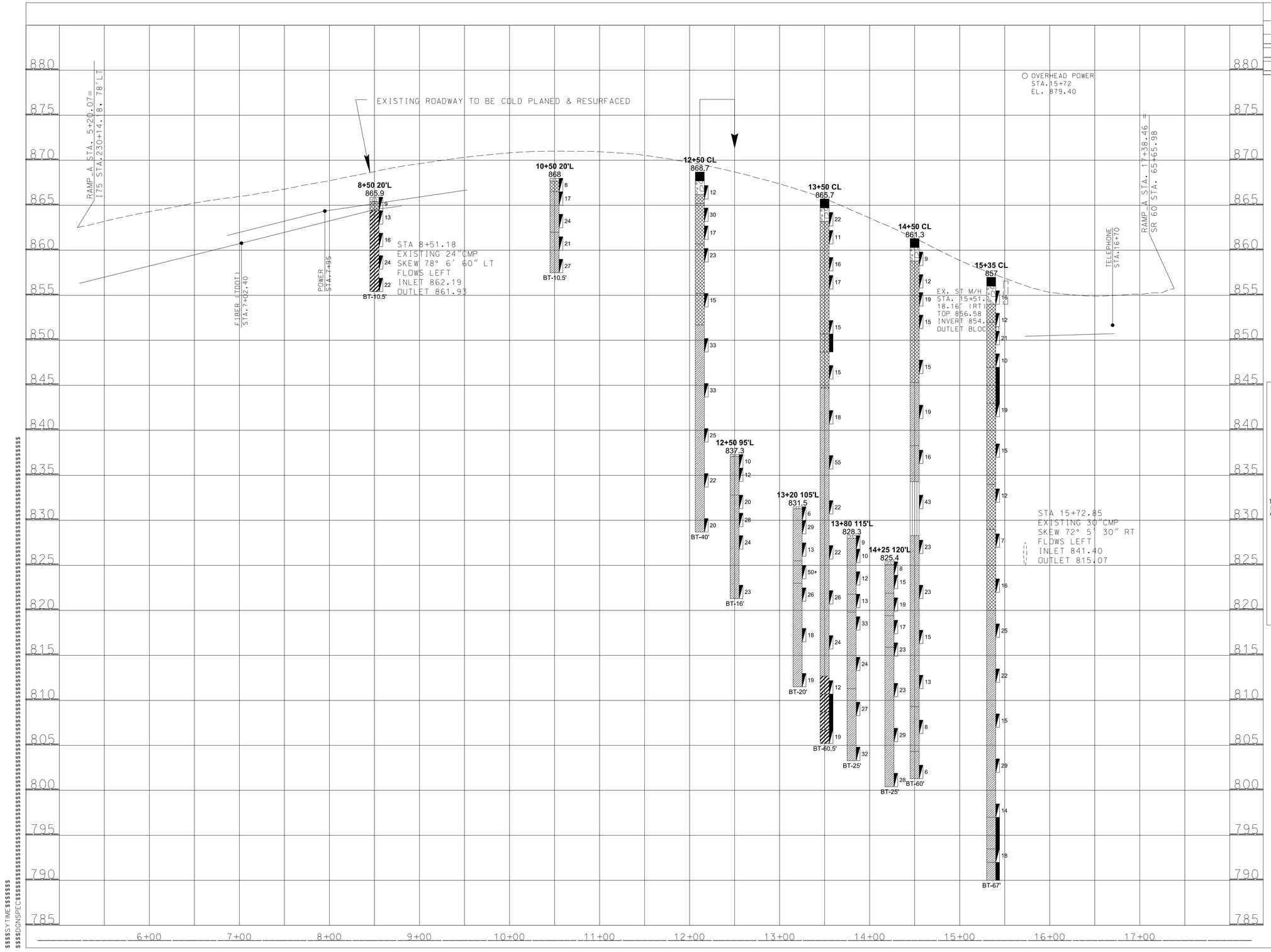
STA. 5+00 TO STA. 17+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$

$$$$DGNSPEC$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12E



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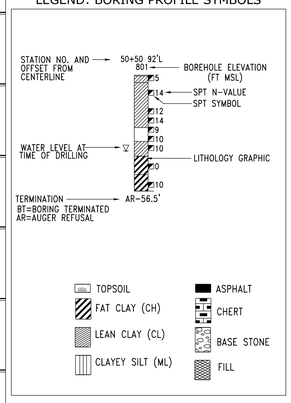
LEGEND: BORING PROFILE SYMBOLS



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SOILS

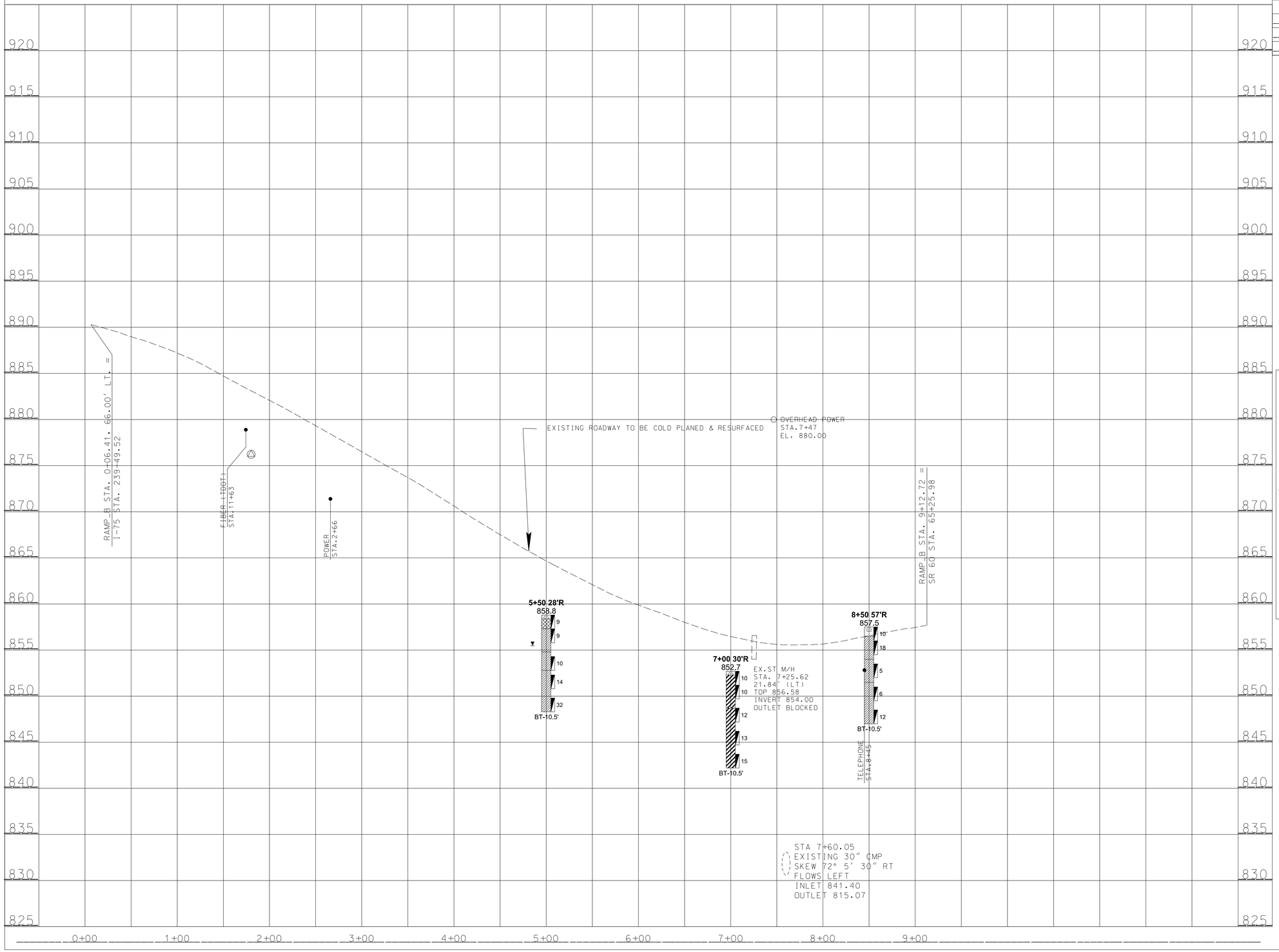
RAMP A

STA. 5+00 TO STA. 17+50

BRADLEY COUNTY

$$$$$SYTIME$$$$$$$
$$ $$DGNSPEC$$ $$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12F



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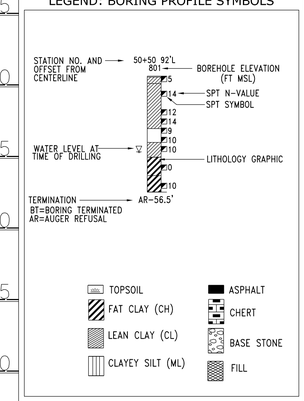
NOT FOR BIDDING

LEGEND: BORING PROFILE SYMBOLS



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DEPARTMENT OF TRANSPORTATION

SOILS

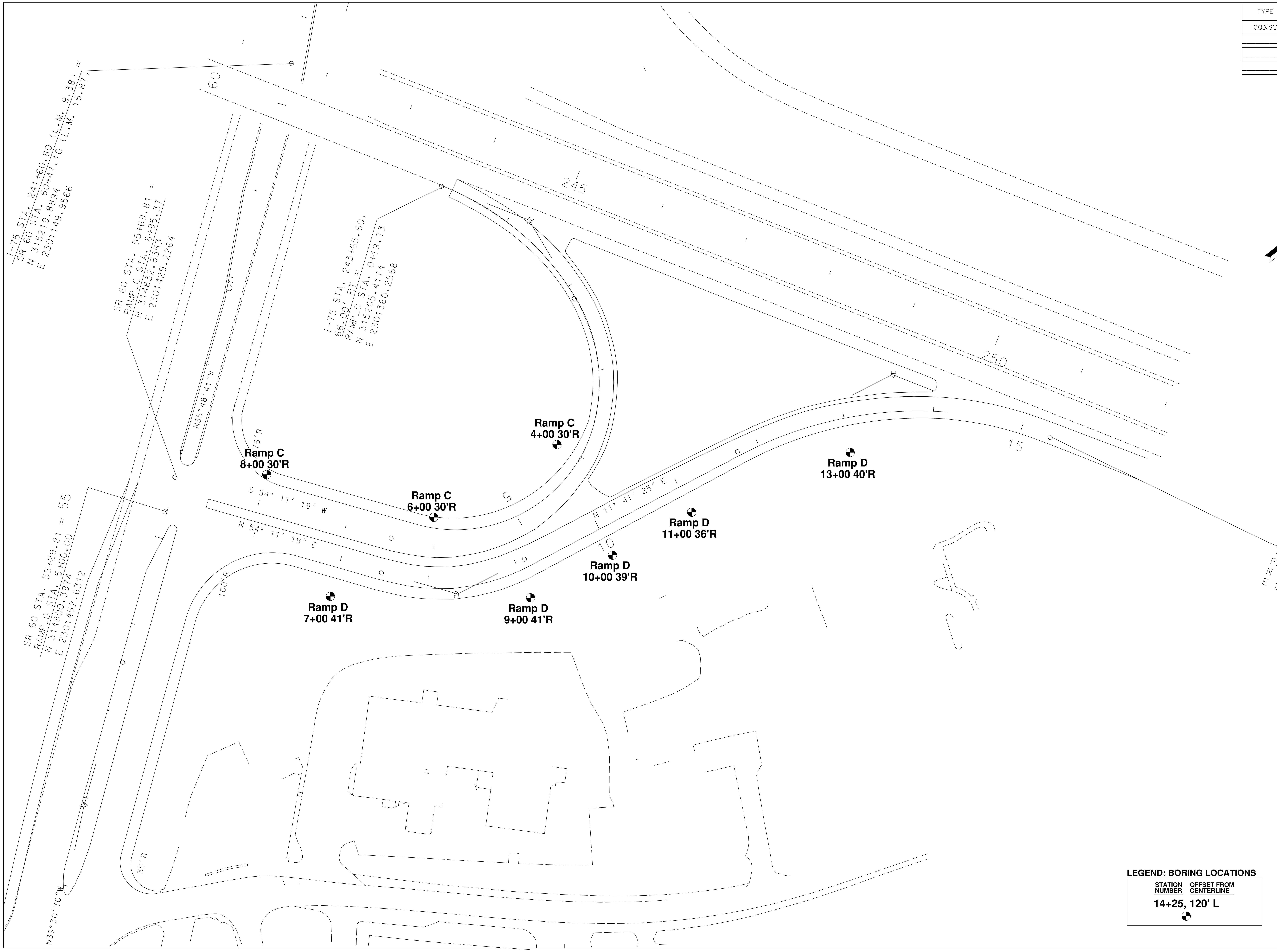
RAMP B

STA. 0+00 TO STA.9+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12G



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LEGEND: BORING LOCATIONS

STATION NUMBER	OFFSET FROM CENTERLINE
14+25,	120' L

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PROFESSIONAL ENGINEER
No. 00103487
STATE OF TENNESSEE
9/6/2014

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SOILS

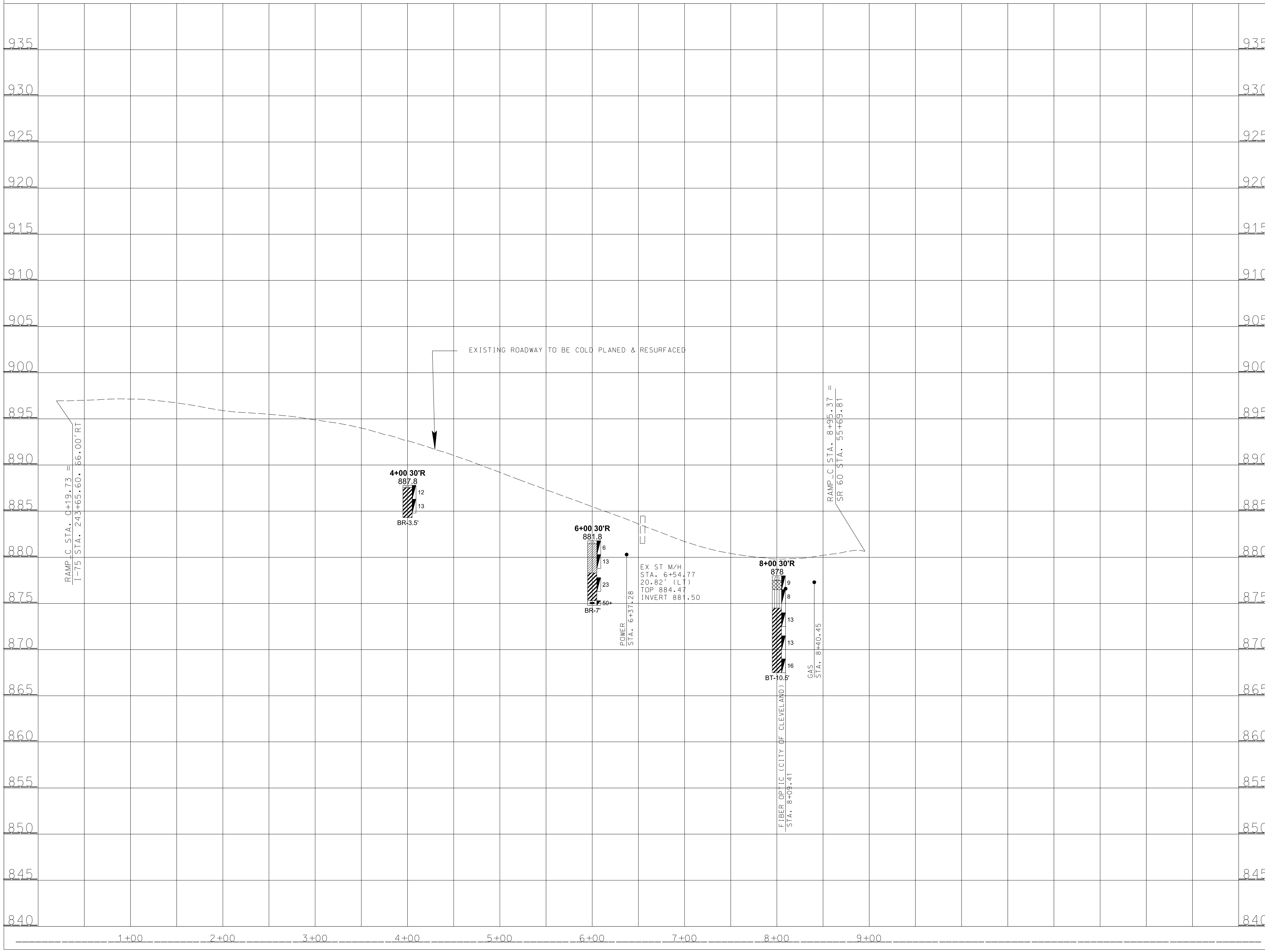
RAMP C & D

STA. 5+00 TO STA. 15+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12H



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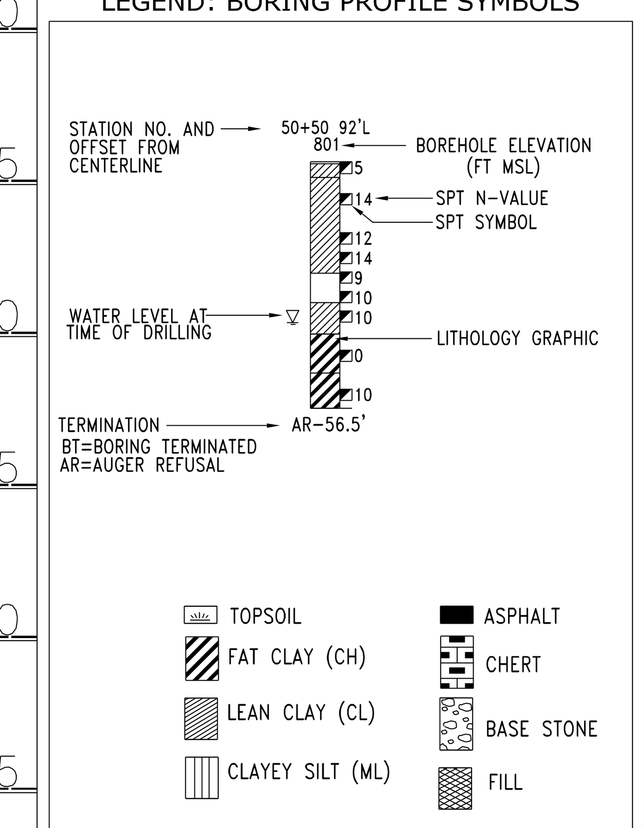
LEGEND: BORING PROFILE SYMBOLS



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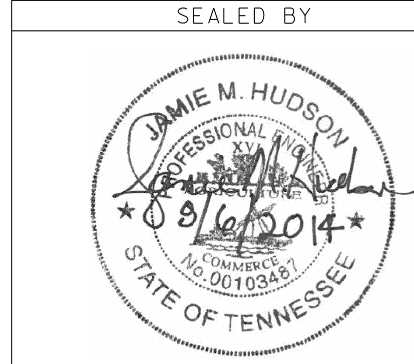


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

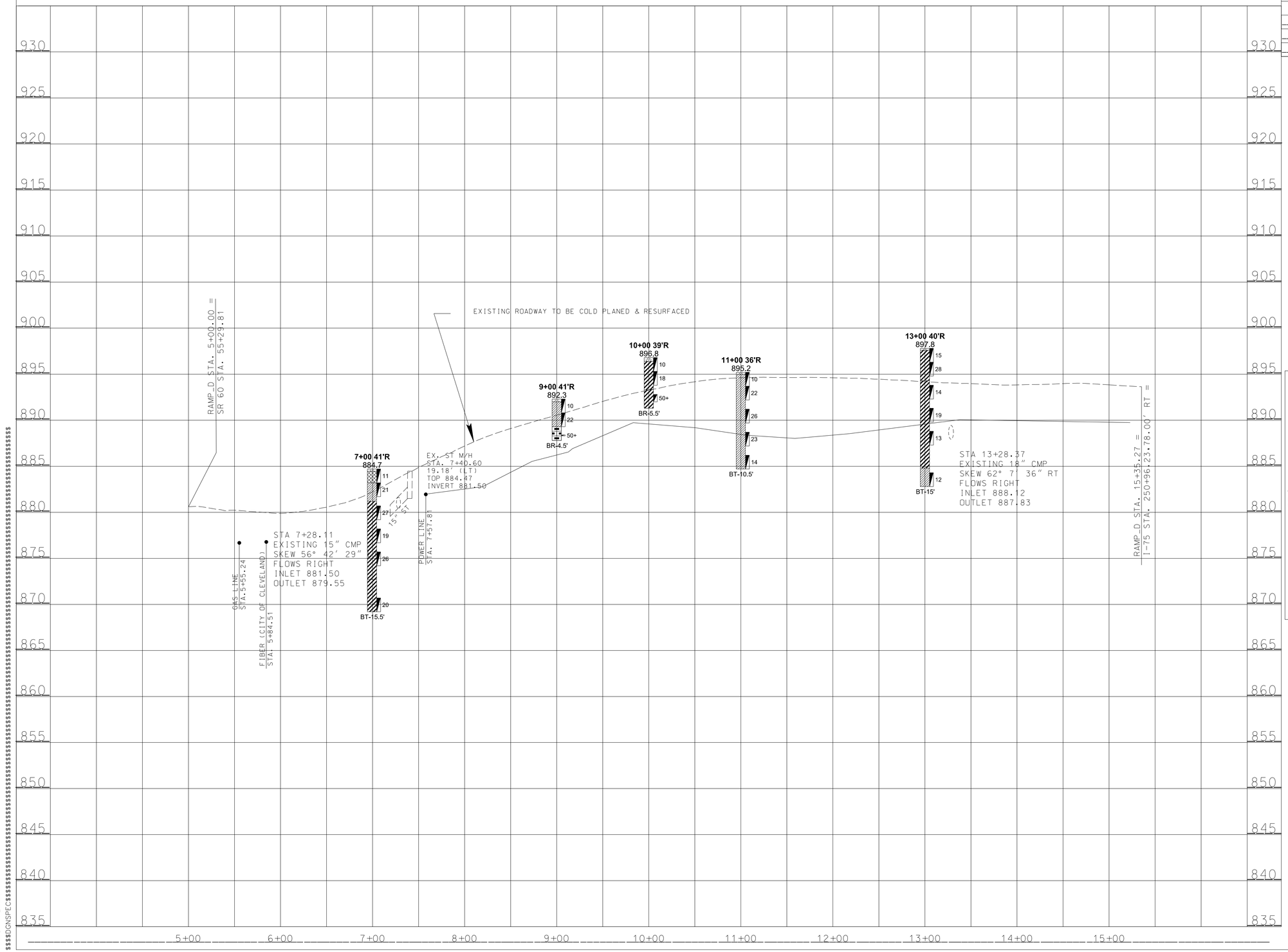
RAMP C

STA. 5+00 TO STA. 9+00

BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$DGNSPEC$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12J



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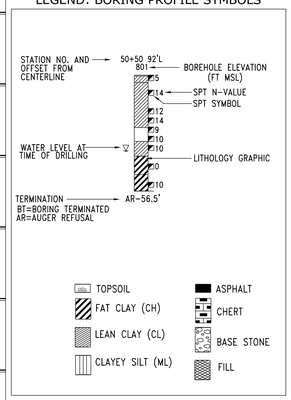
NOT FOR BIDDING

LEGEND: BORING PROFILE SYMBOLS



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DEPARTMENT OF TRANSPORTATION

SOILS

RAMP D

STA. 5+00 TO STA. 15+50

BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12K

SPLIT SPOON SAMPLE DATA

Sample No.	Location and Station No.	Depth (feet)	Description	In-Situ Moisture (%)	LL	PI	AASHTO Class	USCS Class
1	SR 60, Station 52+00, 84 feet right	0 - 1.5	0'-0.5': Topsoil 0.5'-1.5': Soft dark brown silty clay (CL), moist (FILL)	14.0				
2		1.5 - 3	Soft brown silty clay (CL) with a few small chert fragments, moist	20.2				
3		4 - 5.5	Stiff brown and red-brown clayey silt (ML) with chert fragments and black staining	17.8				
4		6.5 - 8	Very stiff red-brown and yellow-brown silty clay (CL) with chert fragments	18.2	41	19	A-7-6	CL
5		9 - 10.5		20.6				
1	SR 60, Station 52+00, 107 feet left	0 - 1.5	0'-1': Topsoil 1'-3': Stiff red-brown silty clay (CL) with chert fragments (FILL)	15.2				
2		1.5 - 3		18.4				
3		4 - 5.5	Very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments	22.9				
4		6 - 7.5		26.6				
5		8.5 - 10		25.1				
1	SR 60, Station 52+50, 97 feet left	0 - 1.5	0'-1': Topsoil 1'-4': Firm red-brown and brown silty clay (CL) with chert fragments (FILL)	16.0				
2		2.5 - 4		17.9				
3		4.5 - 6	Hard to very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments and black staining	30.2				
4		8.5 - 10		25.0				
5		13.5 - 15		29.6				
6		18.5 - 20		33.8				
7		23.5 - 25	Stiff orange-brown and yellow-brown silty clay (CL) with chert fragments and black staining	31.2				
8		28.5 - 30		38.0				
9		33.5 - 35	Firm orange-brown silty clay (CL)	43.4				
10		38.5 - 40	Stiff orange-brown and brown silty clay (CL) with chert sand, chert fragments and black staining	34.3				
11		43.5 - 45		32.7				
1	SR 60, Station 53+00, 150 feet left	1 - 2.5	Stiff and very stiff red-brown and yellow-brown silty clay (CL) with chert fragments and chert sand	20.9				
2		3.5 - 5		16.4				
3		5 - 6.5		21.8				
4		8.5 - 10	Very stiff red-brown and yellow-brown silty clay (CL) with a few chert fragments	22.9				
5		13.5 - 15		21.4				
6		18.5 - 20	Very stiff red-brown and yellow-brown silty clay (CL) with chert fragments and chert sand	24.2				
7		23.5 - 25	Very stiff to stiff yellow-brown and orange-brown silty clay (CH) with chert fragments	31.2				
8		28.5 - 30		26.7				
9		33.5 - 35		37.7	78	43	A-7-5	CH
10		39 - 40.5		31.6				
11		43.5 - 45		36.1				
12		48.5 - 50		30.2				
13		53.5 - 55	Very stiff orange-brown silty clay (CL) with chert fragments, chert sand below about 63 feet	29.2				
14		58.5 - 60		20.7				
15		63.5 - 65		27.2				
16		68.5 - 70		21.9				
17		73.5 - 75	Stiff brown and yellow-brown silty clay (CL) with chert fragments	30.9				
18		78.5 - 80		30.7				
1	SR 60, Station 54+00, 154 feet left	1 - 2.5	Firm to very stiff red-brown and yellow-brown silty clay (CL) with chert fragments	22.9				
2		3.5 - 5		20.5				
3		6 - 7.5		25.6				
4		8.5 - 10	Very stiff and hard red-brown and white silty clay (CL), chert fragments and chert sand	19.6				
5		13.5 - 15		18.7				
6		18.5 - 20		21.2				
7		23.5 - 25	Very stiff red-brown and yellow-brown silty clay (CL) with chert fragments and chert sand, moist	30.3				
8		28.5 - 30	Stiff orange-brown and yellow-brown silty clay (CH) with chert fragments	20.6				
9		34 - 35.5		39.4				
10		38.5 - 40	Very stiff yellow-brown and orange-brown silty clay (CL) with chert fragments, chert sand and black staining, moist with occasional wet chert lenses	22.6				
11		43.5 - 45		18.6				
12		48.5 - 50		20.1				
13		53.5 - 55		23.6				
14		58.5 - 60		27.4				
15		63.5 - 65	Stiff brown and orange-brown silty clay (CH) with some chert fragments	24.5	61	38	A-7-6	CH
16		69 - 70.5	Stiff red-brown and brown silty clay (CH), very moist	32.6				

SPLIT SPOON SAMPLE DATA (CONTINUED)

Sample No.	Location and Station No.	Depth (feet)	Description	In-Situ Moisture (%)	LL	PI	AASHTO Class	USCS Class
1	SR 60, Station 55+00, 182 feet left	1 - 2.5	Stiff red-brown, gray and brown silty clay (CH) with chert fragments (FILL)	20.4				
2		3.5 - 5	Stiff and very stiff red-brown and yellow-brown silty clay (CH) with chert fragments and pockets of chert sand	29.1				
3		6 - 7.5		21.1				
4		8.5 - 10		36.4	71	38	A-7-5	CH
5		13.5 - 15		26.2				
6		18.5 - 20	Very stiff to hard red-brown and yellow-brown silty clay (CH) with chert fragments	20.9				
7		23.5 - 25		19.8				
8		28.5 - 30	Very stiff to hard red-brown, gray and brown silty clay (CH) with chert fragments, moist	38.0				
9		34 - 35.5		26.0				
10		38.5 - 40	Very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments, moist	25.0				
11		43.5 - 45		23.6				
12		48.5 - 50	Very stiff orange-brown and yellow-brown silty clay (CH) with black staining and a few chert fragments	26.3				
13		54 - 55.5	Very stiff brown, red-brown and yellow-brown silty clay (CH) with black staining and a few chert fragments	29.2				
14		58.5 - 60		24.7				
1	Ramp A, Station 8+50, 20 feet left	0 - 1.5	0'-0.5': Topsoil 0.5'-1.5': Stiff brown and tan-brown clayey silt (ML) with chert fragments and roots (FILL)	21.6				
2		1.5 - 3	Stiff to very stiff red-brown and yellow-brown silty clay (CH) with chert fragments	19.3	102	69	A-7-5	CH
3		4 - 5.5		18.4				
4		6.5 - 8		26.1				
5		9 - 10.5		21.6				
1	Ramp A, Station 13+50, Centerline	1.5 - 3	1'-2.5': Base stone 2.5'-21': Stiff and very stiff orange-brown and yellow-brown silty clay (CL) with chert fragments (FILL)	5.8				
2		3.5 - 5		15.0				
3		6.5 - 8		17.3				
4		8.5 - 10		25.1				
5		13.5 - 15		20.0				
6		18.5 - 20		19.8				
7		23.5 - 25	Very stiff and hard orange-brown and yellow-brown silty clay (CL) with chert fragments, chert sand and slight black staining	23.8				
8		28.5 - 30		20.0				
9		33.5 - 35		23.9				
10		38.5 - 40		24.8				
11		43.5 - 45		19.2				
12		48.5 - 50		21.3				
13		53.5 - 55	Stiff to very stiff brown, orange-brown and yellow-brown silty clay (CH) with a few chert fragments and slight black staining	29.2	75	48	A-7-6	CH
14		59 - 60.5		26.2				
1	Ramp A, Station 14+25, 120 feet left	0 - 1.5	0'-0.3': Topsoil 0.3'-3.5': Firm to stiff red and yellow silty clay (CL) with chert fragments	23.1				
2		1.5 - 3		18.8				
3		4 - 5.5	Very stiff gray and black silty clay (CL) with chert fragments	15.6				
4		6.5 - 8	Very stiff light brown, yellow-brown and black silty clay (CL) with chert fragments and trace organics	17.2				
5		9 - 10.5	Very stiff yellow and red silty clay (CL) with chert fragments	24.4				
6		13.5 - 15		28.4				
7		18.5 - 20		19.1				
8		23.5 - 25		20.4				
1	Ramp A, Station 15+35, Centerline	1.5 - 3	Base stone	6.1				
2		4 - 5.5	Stiff red-brown and yellow-brown silty clay (CL) with chert fragments (FILL)	17.2				
3		6 - 7.5	Stiff and very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments and slight black staining, small pieces of wood in 6 to 7.5 foot sample (FILL)	19.0				
4		8.5 - 10		27.7	62	36	A-7-6	CH
5		14 - 15.5		25.0				
6		18.5 - 20		14.7				
7		23.5 - 25	Stiff red-brown and orange-brown silty clay (CL) with chert fragments (FILL)	20.3				
8		28.5 - 30	Firm and very stiff gray, dark gray and black silty clay (CL) with chert fragments, small roots and wood (FILL)	16.3				
9		33.5 - 35		23.8				
10		38.5 - 40	Very stiff and stiff yellow-brown and orange-brown silty clay (CL) with chert fragments	9.9				
11		43.5 - 45		17.4				
12		48.5 - 50		25.3				
13		53.5 - 55		25.4				
14		58.5 - 60	Stiff to very stiff orange-brown and brown silty clay (CL) with chert fragments and slight black staining	27.3				
15		63.5 - 65		18.4				

SPLIT SPOON SAMPLE DATA (CONTINUED)

Sample No.	Location and Station No.	Depth (feet)	Description	In-Situ Moisture (%)	LL	PI	AASHTO Class	USCS Class
1	Ramp B, Station 7+00, 30 feet right	0 - 1.5	0'-0.4': Topsoil 0.4'-4': Stiff orange-brown, yellow-brown and brown silty clay (CH) with chert fragments and roots	20.5				
2		1.5 - 3		19.5	52	33	A-7-6	CH
3		4 - 5.5	Stiff orange-brown and yellow-brown silty clay (CH) with chert fragments	20.6				
4		6.5 - 8		24.3				
5		9 - 10.5		20.7				
1	Ramp C, Station 4+00, 30 feet right	0 - 1.5	0'-0.25': Topsoil 0.25'-3.5': Stiff red-brown and yellow-brown silty clay (CH) with chert fragments, fine roots to about 1.5 feet	21.1				
2		1.5 - 3		13.0				
1	Ramp D, Station 7+00, 41 feet right	0 - 1.5	0'-0.25': Topsoil 0.25'-1.5': Stiff brown and gray-brown clayey silt (ML) with chert fragments and fine roots (FILL)	15.0				
2		1.5 - 3	Very stiff red-brown and orange-brown silty clay (CL) with chert fragments and chert sand	14.7				
3		4 - 5.5	Very stiff red-brown and yellow-brown silty clay (CH) with a few chert fragments	24.3	58	33	A-7-6	CH
4		6.5 - 8		23.2				
5		9 - 10.5		28.3				
6		14 - 15.5	Very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments	27.6				
1	Ramp D, Station 10+00, 39 feet right	0 - 1.5	0'-0.4': Topsoil 0.4'-3.5': Stiff to very stiff yellow-brown and orange-brown silty clay (CH) with a few small roots and chert fragments	17.5				
2		1.5 - 3		26.6				
3		4 - 5.5	Hard yellow-brown and orange-brown silty clay (CH) with chert fragments, chert sand and black staining	16.1				
1	Ramp D, Station 13+00, 40 feet right	0 - 1.5	0'-0.2': Topsoil 0.2'-3.5': Stiff to very stiff red-brown and yellow-brown silty clay (CH) with a few chert fragments	29.6				
2		1.5 - 3		31.7				
3		4 - 5.5	Stiff and very stiff orange-brown and yellow-brown silty clay (CH) with chert fragments	32.1				
4		6.5 - 8		26.6				
5		9 - 10.5		37.3				
6		13.5 - 15	Stiff yellow-brown and orange-brown silty clay (CL) with a few chert fragments	39.2				

BULK SAMPLE DATA

Sample Location	Description	In Situ Moisture (%)	Maximum Dry Density (pcf)	Optimum Moisture Content (%)	Moisture Range	PL	LL	AASHTO Class	USCS Class
Wall 1 - SR 60 Station 52+00, 107 feet left, 0 to 10 feet, Station 52+50, 97 feet left 0 to 15 feet	Orange-brown, yellow-brown and brown silty clay (CH) with chert fragments	22.7	104.3	19.5	+/- 3%	23	58	A-7-6	CH
Ramp D Station 7+00, 41 feet right, 0 to 15 feet, Station 10+00, 39 feet right, 0 to 5.5 feet, Station 13+00, 40 feet right, 0 to 10 feet	Red-brown, orange-brown and yellow-brown silty clay (CH) with chert fragments	25.0	101	21.5	+/- 3%	25	66	A-7-6	CH

CBR DATA

Sample Location	Description	In Situ Moisture (%)	Maximum Dry Density (pcf)	Optimum Moisture Content (%)	Moisture Range	PL	LL	AASHTO Class	USCS Class	CBR
Ramp D Station 7+00, 41 feet right, 0 to 15 feet, Station 10+00, 39 feet right, 0 to 5.5 feet, Station 13+00, 40 feet right, 0 to 10 feet	Red-brown, orange-brown and yellow-brown silty clay (CH) with chert fragments	25.0	101	21.5	+/- 3%	25	66	A-7-6	CH	6.3

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

JAMIE M. HUDSON
PROFESSIONAL ENGINEER
No. 0010348
STATE OF TENNESSEE
8/6/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

SOIL DESCRIPTION SHEET

I-75 INTERCHANGE AT SR60
IN CLEVELAND
BRADLEY COUNTY

$$$$SYTIME$$$$$$$$
$$ $$DGNSPEC$$ $$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12L

<u>Site Preparation</u>

1. In areas less than 5 feet below subgrade, proofrolling of the exposed surface of the subgrade soils shall be performed after completion of stripping in areas to receive fill and once grade is achieved in cut areas. Proofrolling should be performed using a fully loaded dump truck or other heavy equipment approved by TDOT's representative. The proofrolling operation shall traffic the construction area with parallel passes of the vehicle starting at one side of the area and continuing to the other. Each pass shall overlap the preceding pass to ensure complete coverage. TDOT's representative shall be present to observe the proofrolling operation and to provide recommendations should unstable soils be encountered.
2. Soft and firm consistency soils were encountered at some of the boring locations at and/or below the ground surface. Table 1 on this sheet summarizes the boring locations and elevations where undercutting of soft to firm consistency soils is expected. An estimated quantity of 1,000 cubic yards of undercut should be expected. Soft and firm consistency soils may be present in areas other than those listed in Table 1. Cross sections depicting undercutting of the areas listed in Table 1 are shown on Sheets 12M, 12N, and 12P.

<u>Compacted Fill</u>

3. Much of the soil present at the site has been classified as high plasticity clay based on visual classification as well as the laboratory test results. High plasticity soils (i.e., soils having a plasticity index greater than 35) shall be blended with lower plasticity soils prior to their use as compacted fill. Alternatively, high plasticity soils may be placed near the base of deep fills where no significant variations in moisture content are expected to occur. Soils with a plasticity index greater than 35 shall not be placed as compacted fill within two feet of the planned subgrade elevation.

<u>Slopes</u>

4. Cut and compacted fill slopes shall have a maximum slope inclination of 2 horizontal to 1 vertical (2H:1V).
5. As specified in Section 205.03, paragraph 6 of the TDOT Standard Specifications for Road and Bridge Construction, 2006, benches shall be cut into the sides of existing hillsides and slopes inclined at 4H:1V or steeper where fills are to be constructed. These benches shall be at least 10 feet wide and shall slope down toward the uphill slope face. A cross section depicting a typical benching detail is shown on Sheet 12N.
6. Vegetation shall be established as quickly as possible on slopes to prevent erosion. Erosion control measures shall be constructed in accordance with TDOT guidelines.
7. Should shallow slumps or slides occur, they shall be repaired promptly to prevent further slope erosion. Repair can typically be accomplished by removing the slide material, excavating a bench within the failure zone, and backfilling the failure zone with Class A-3 machined rip-rap.
8. Construction may disclose the presence of seeps or springs, or down-slope dipping of the soil profile. These conditions, if present, can have a significant affect on slope stability. If seepage, slickensided zones, down-slope dipping, or other unfavorable geologic conditions are encountered in cut slopes at the time of construction, the geotechnical engineer shall be contacted to observe the cut slope and provide recommendations for corrective measures.

Table 1. Locations and Approximate Elevations of Soft to Firm Consistency Soils Requiring Undercutting

Boring Station No. and Offset	Approximate Elevation of Undercut (ft msl)	Estimated Station Range of Undercut
SR 60 Station 64+50, 6 feet left	Top of subgrade to elevation 858	64+00 to 65+30
Ramp A Station 10+50, 20 feet left	Existing ground surface to elevation 866.5	9+50 to 11+50
Ramp C Station 6+00, 30 feet right	Existing ground surface to elevation 880	5+00 to 7+00

UNOFFICIAL SET

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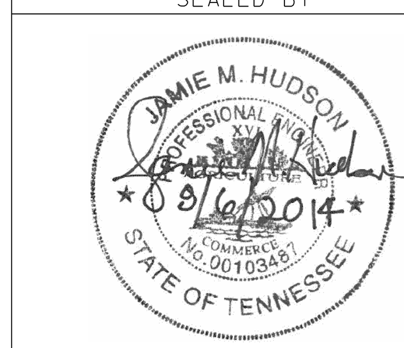


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

NOTES

I-75 INTERCHANGE AT SR60
IN CLEVELAND
BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$DGNSPEC$$

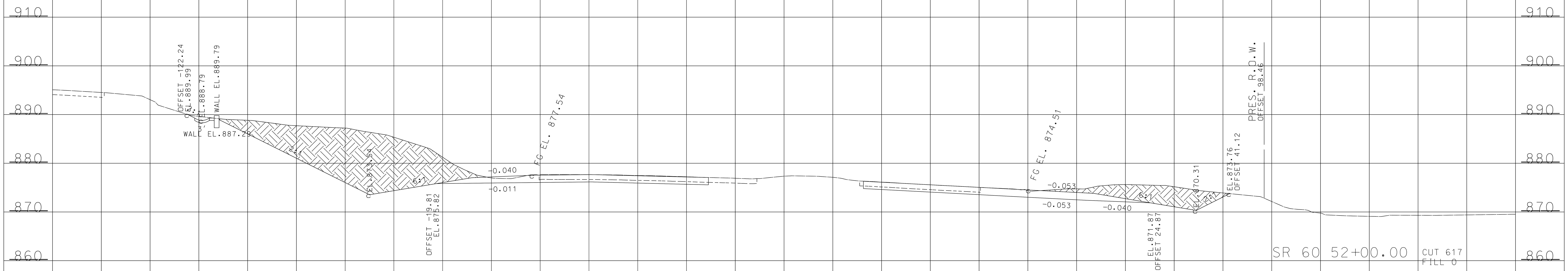
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12M

SEALED BY

JAMIE M. HUDSON PROFESSIONAL ENGINEER No. 00103487 STATE OF TENNESSEE 9/16/2014

SILTY CLAY WITH CHERT (A. SOIL MATERIAL)

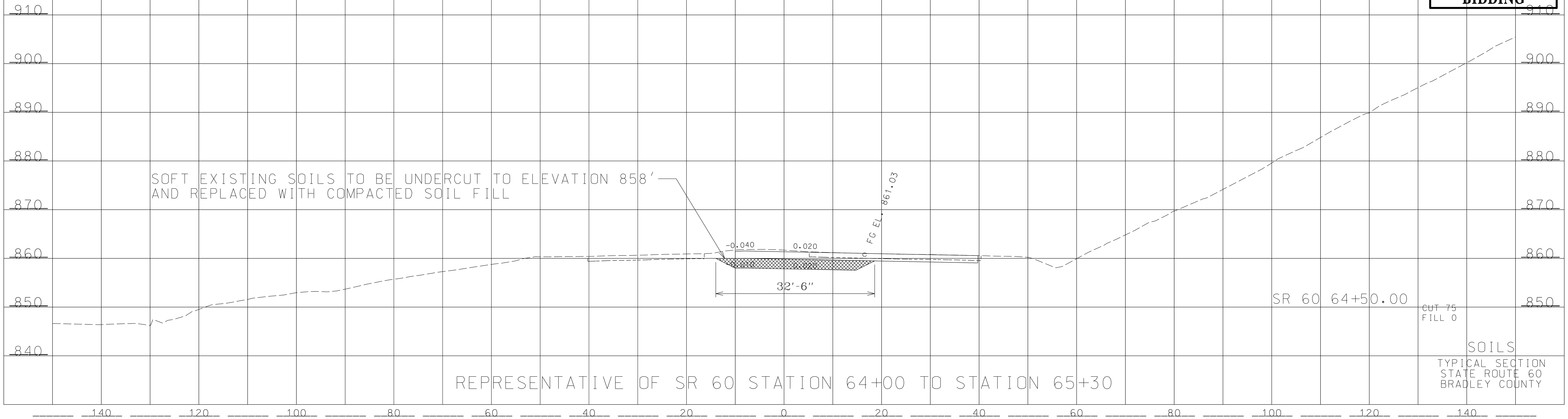
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, 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 EXCAVATED 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.



REPRESENTATIVE OF SR 60 STATION 50+50 TO STATION 55+00

UNOFFICIAL SET

NOT FOR BIDDING



REPRESENTATIVE OF SR 60 STATION 64+00 TO STATION 65+30

SOILS

TYPICAL SECTION
STATE ROUTE 60
BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12N

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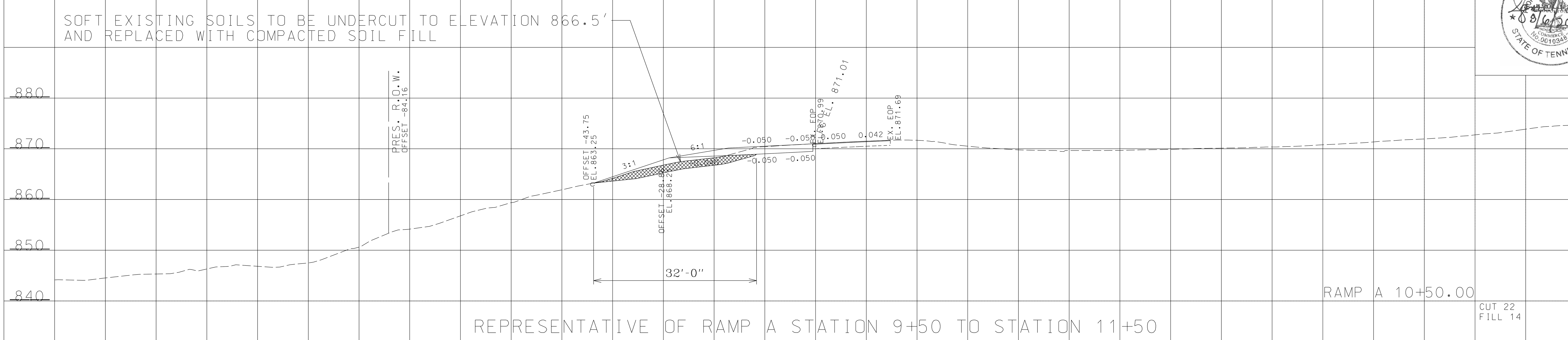
JAMIE M. HUDSON
PROFESSIONAL ENGINEER
9/6/2014
No. 00103487
STATE OF TENNESSEE



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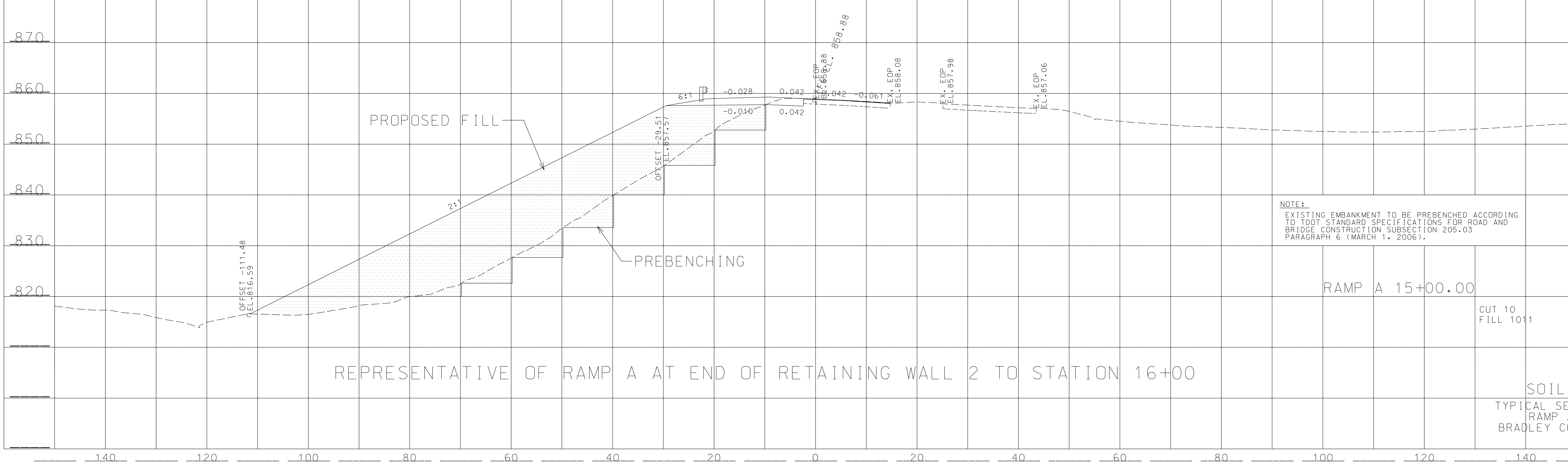

NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUBSECTION 205.03 PARAGRAPH 6 (MARCH 1, 2006).

SOILS
TYPICAL SECTION
RAMP A
BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-75-1(133)	12P

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JAMIE M. HUDSON PROFESSIONAL ENGINEER No. 00103487 STATE OF TENNESSEE 9/16/2014

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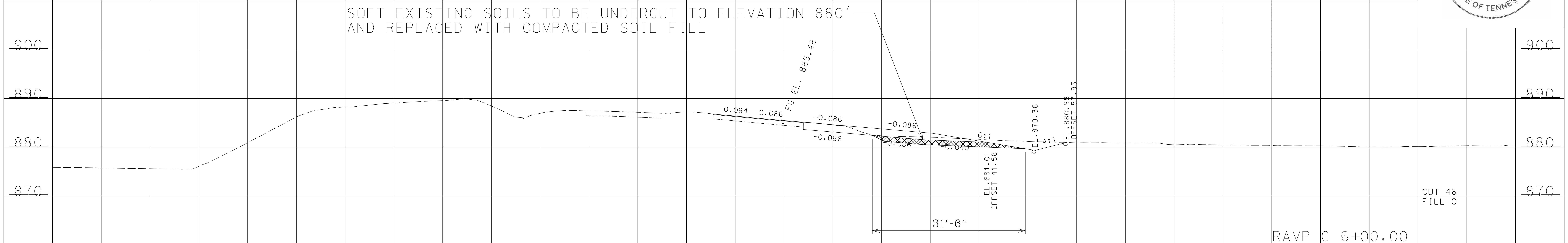
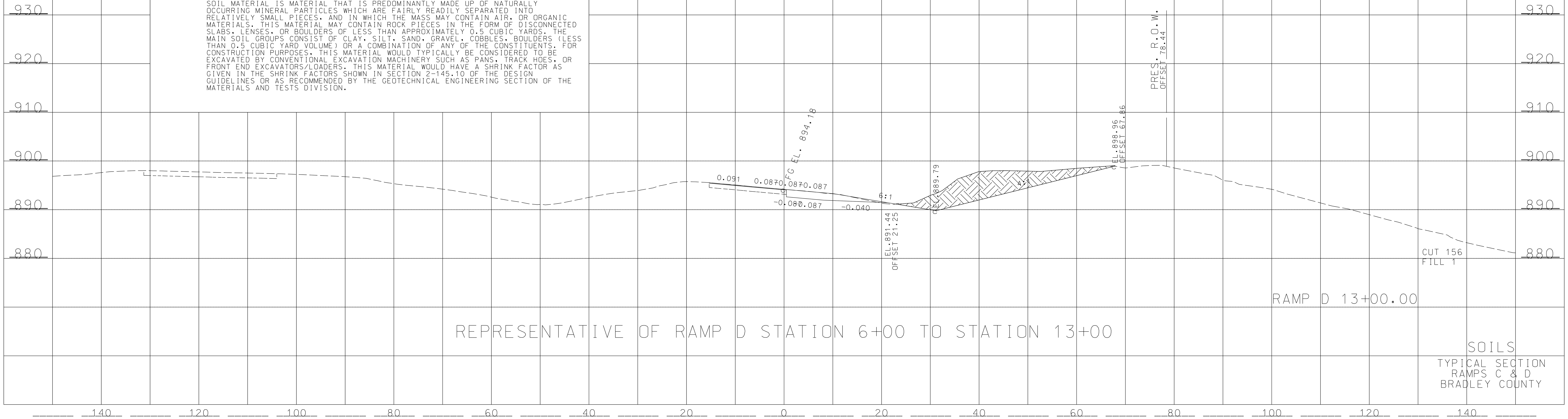
NOT FOR BIDDING



REPRESENTATIVE OF RAMP C STATION 5+00 TO STATION 7+00

SILTY CLAY WITH CHERT (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 EXCAVATED 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.



REPRESENTATIVE OF RAMP D STATION 6+00 TO STATION 13+00

SOILS

TYPICAL SECTION
RAMPS C & D
BRADLEY COUNTY

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
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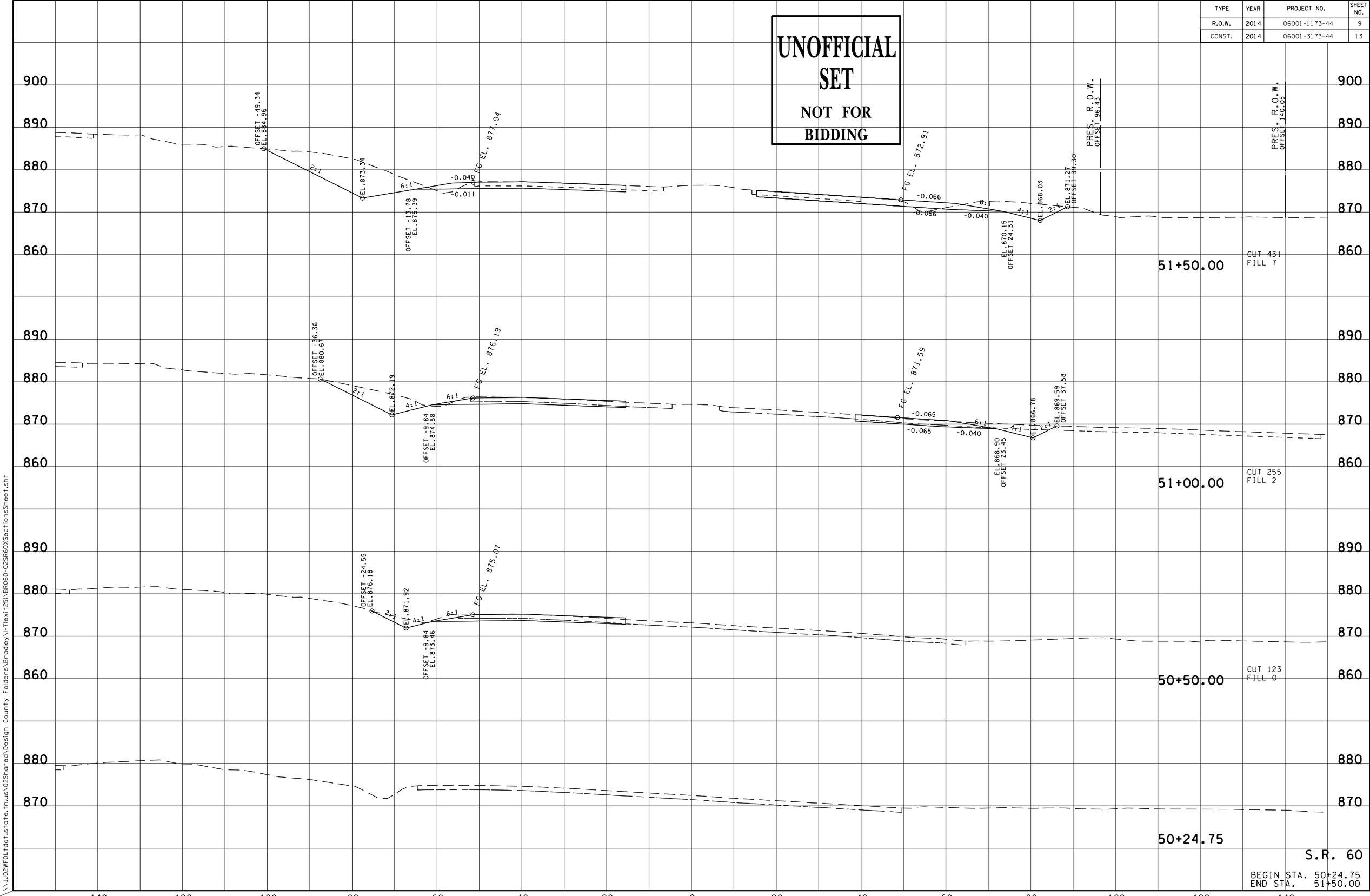
CONST.	2014	06001-3173-44	13



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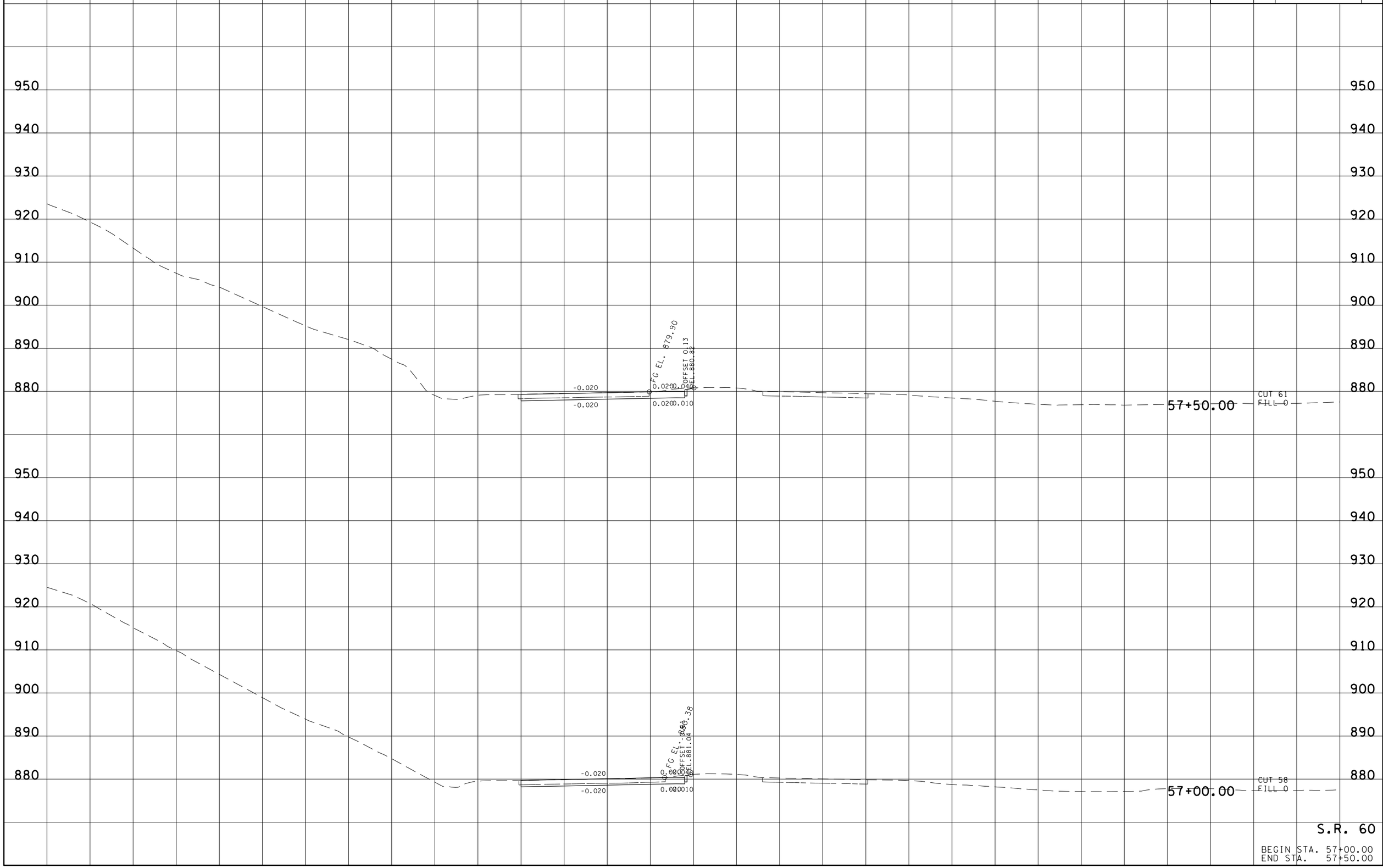
CONST.	2014	06001-3173-44	19



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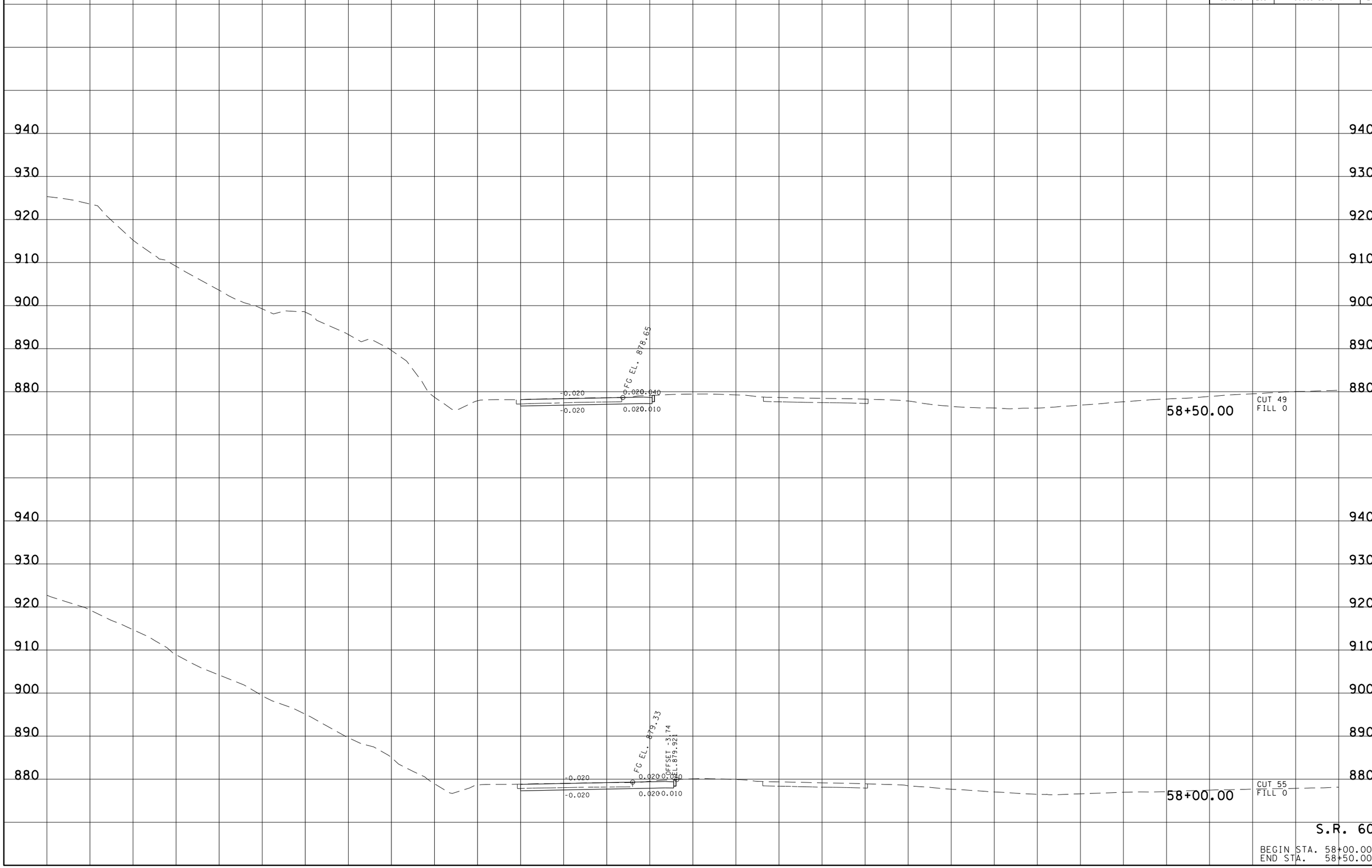
CONST.	2014	06001-3173-44	20



S.R. 60

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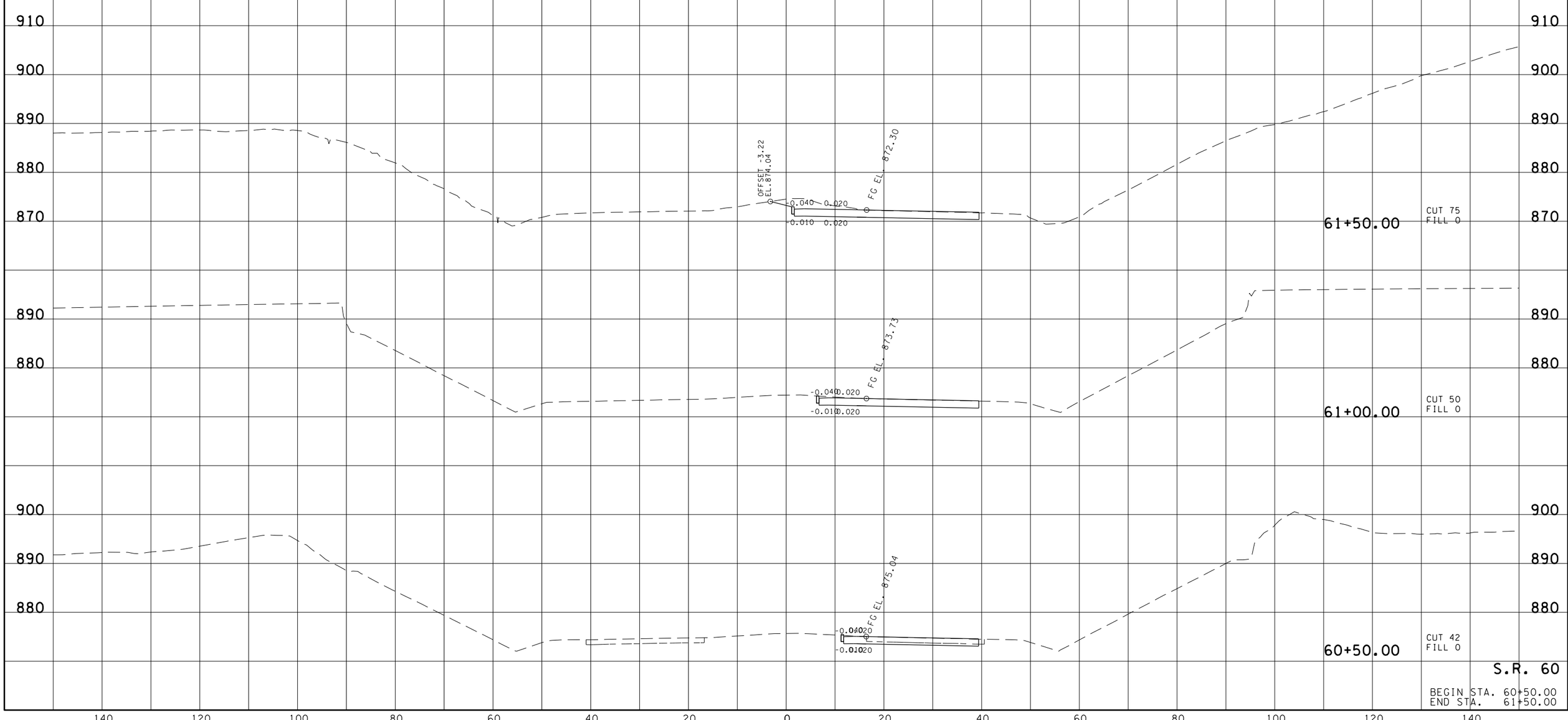
CONST.	2014	06001-3173-44	22



S.R. 60

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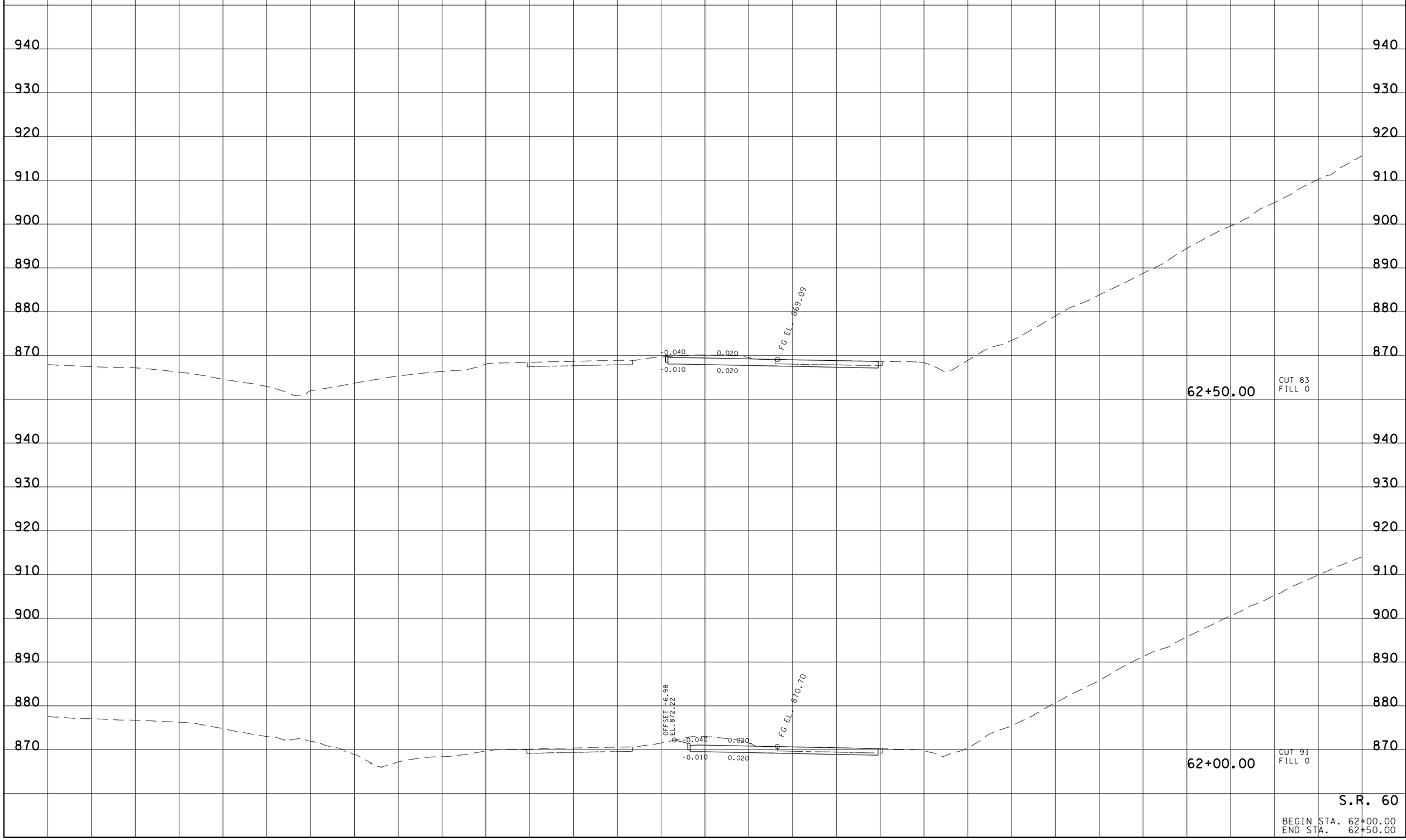

S.R. 60

BEGIN STA. 62+00.00
END STA. 62+50.00

28-AUG-2014 10:04
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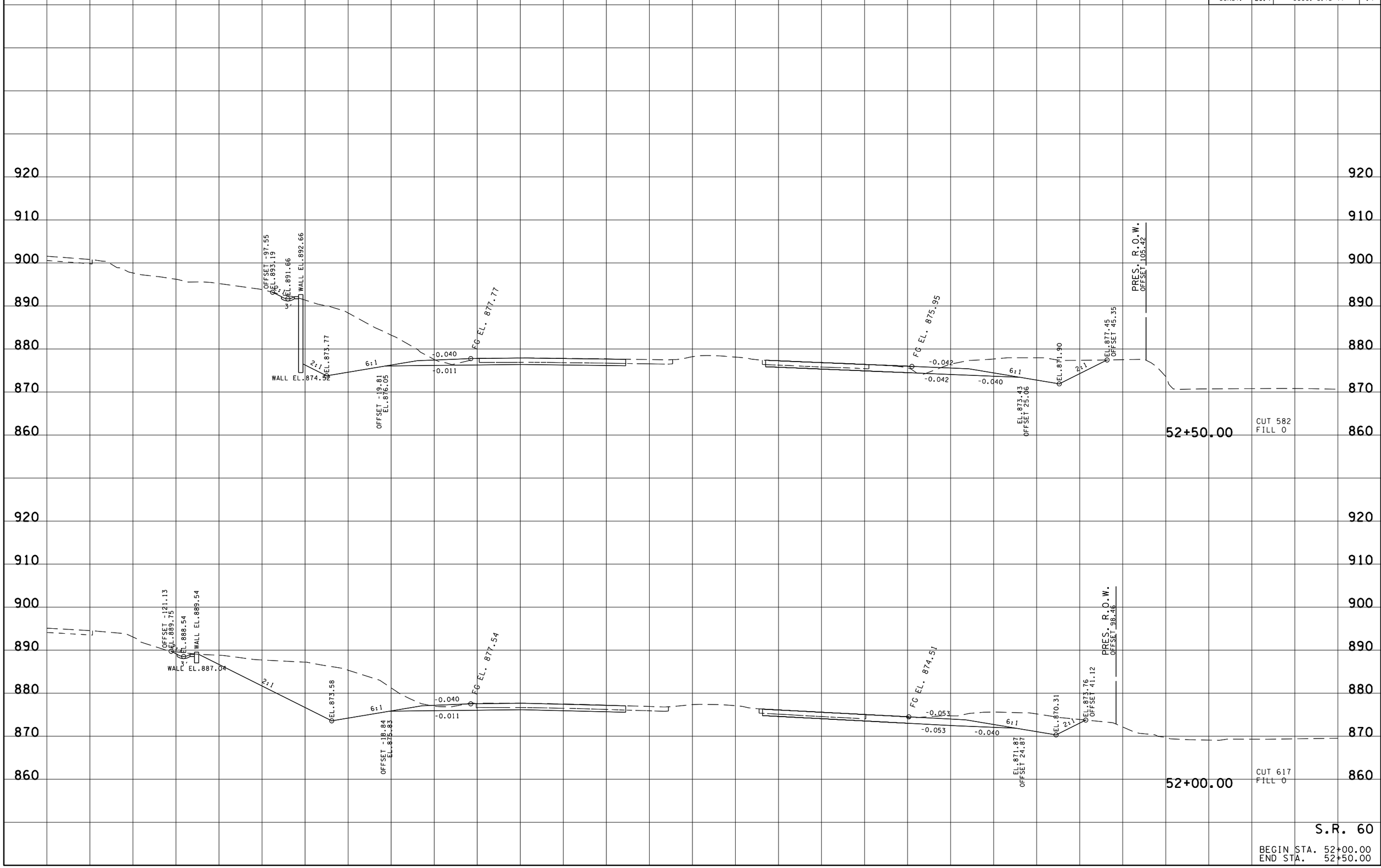
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	10
CONST.	2014	06001-3173-44	14



S.R. 60

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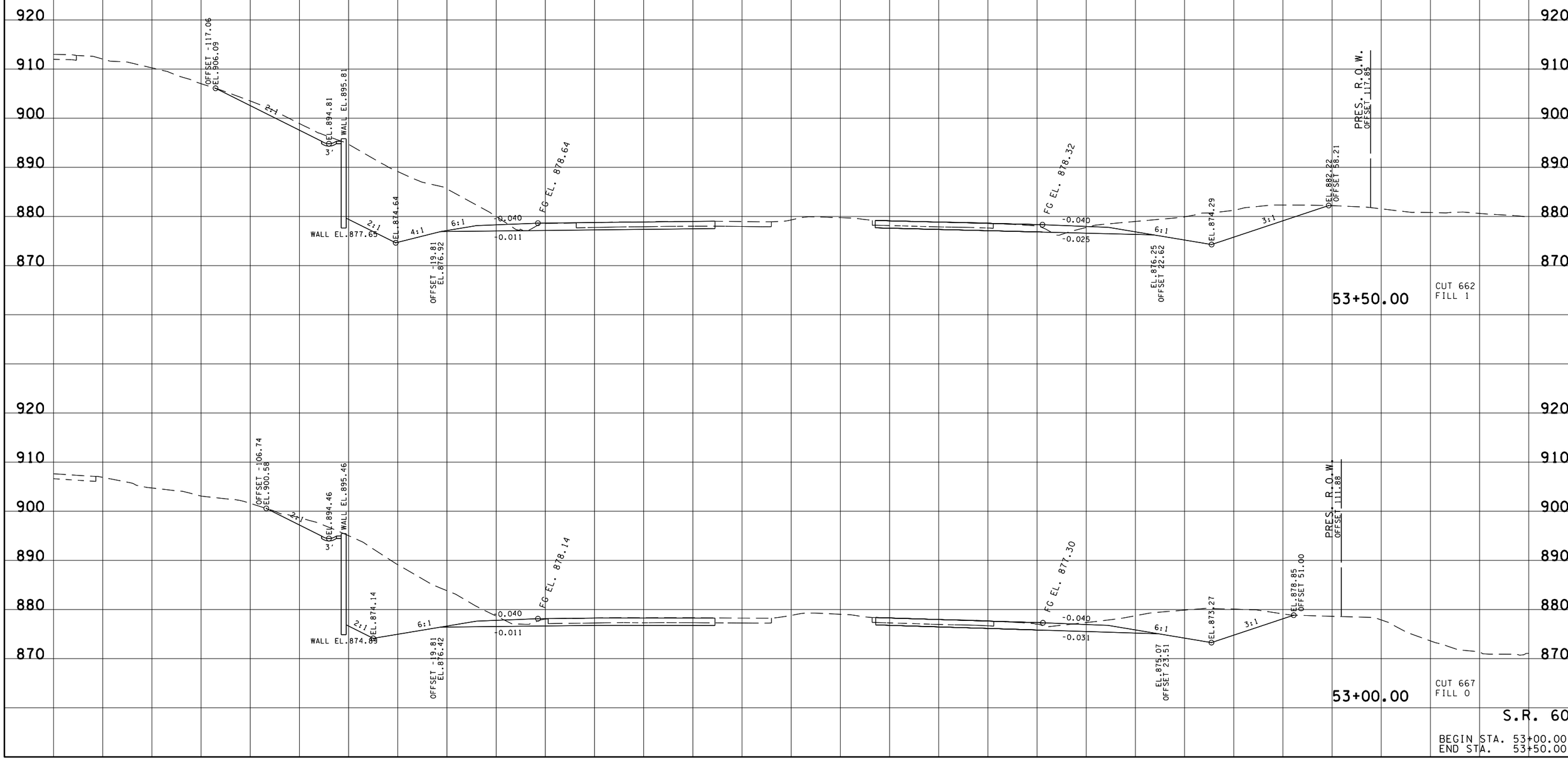
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	11
CONST.	2014	06001-3173-44	15



S.R. 60

BEGIN STA. 53+00.00
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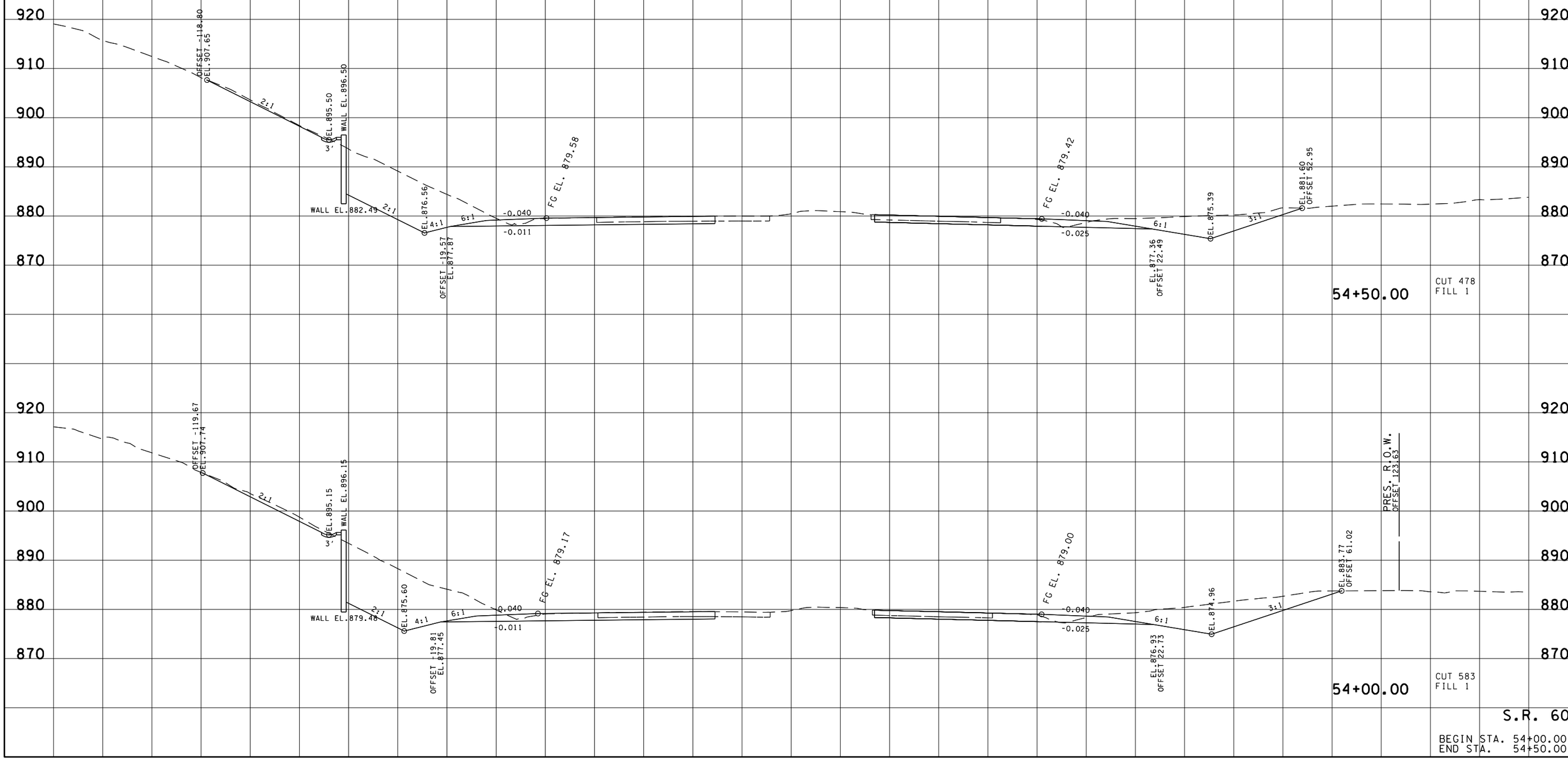
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	12
CONST.	2014	06001-3173-44	16



S.R. 60

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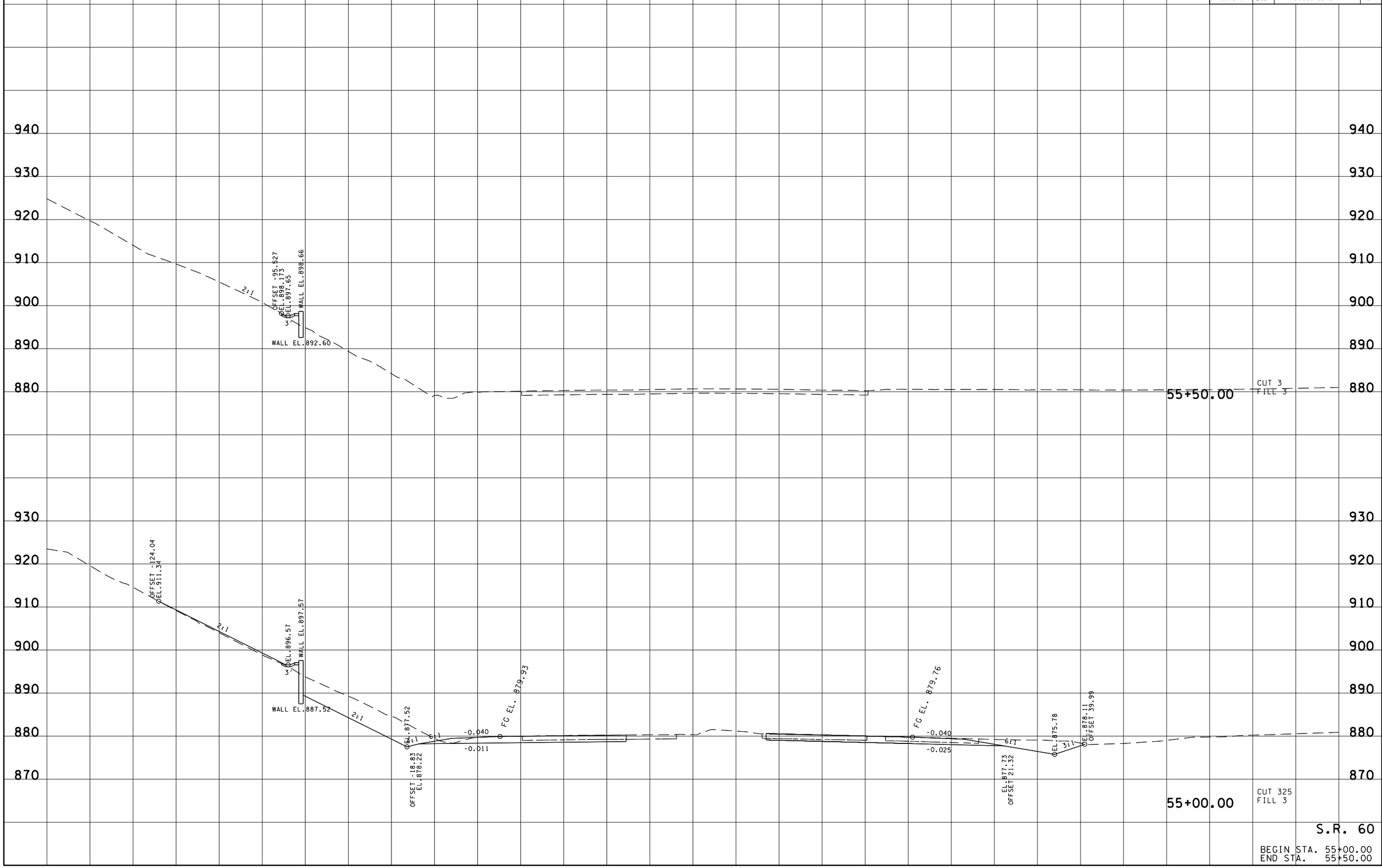
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	13
CONST.	2014	06001-3173-44	17



S.R. 60

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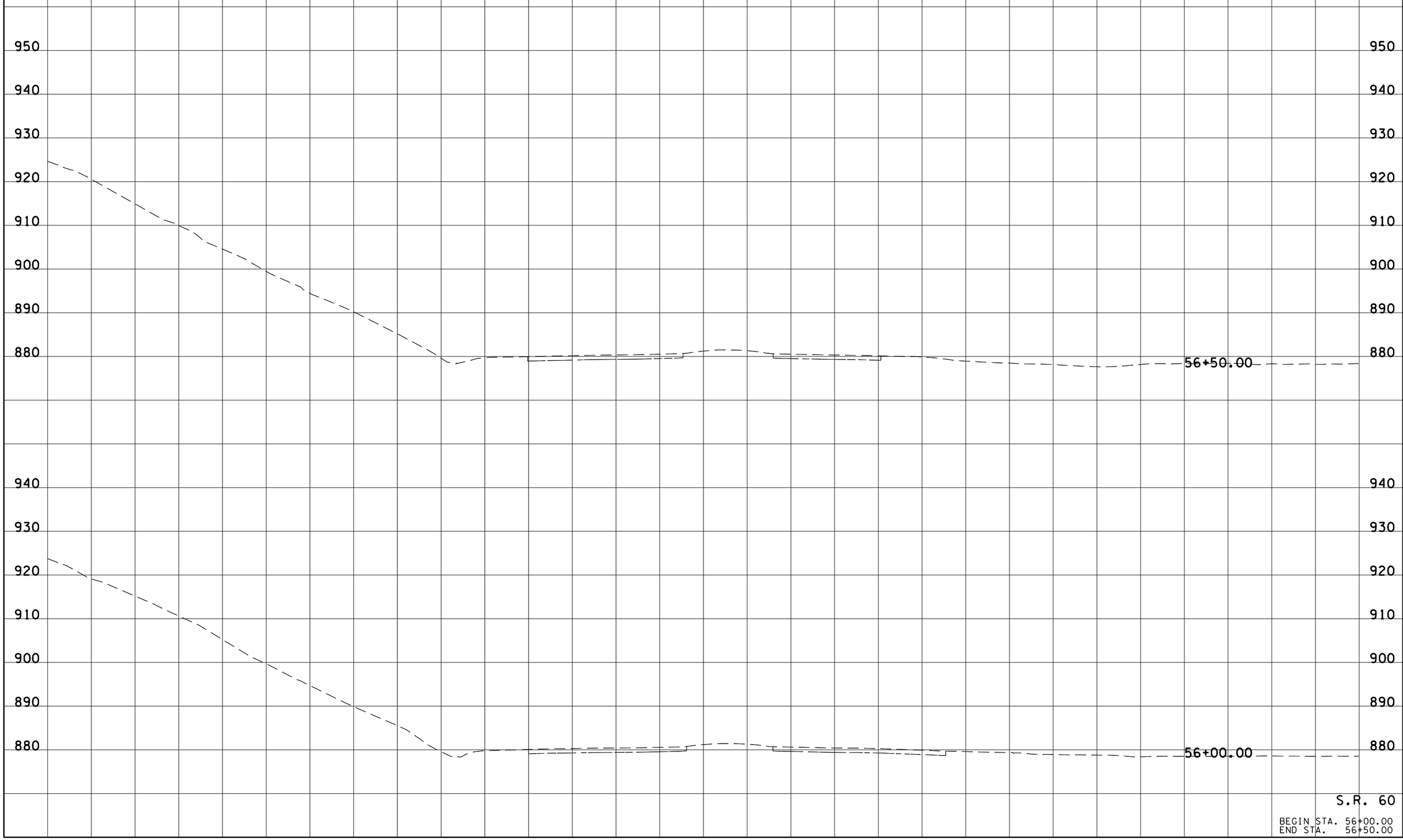
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	14
CONST.	2014	06001-3173-44	18



S.R. 60

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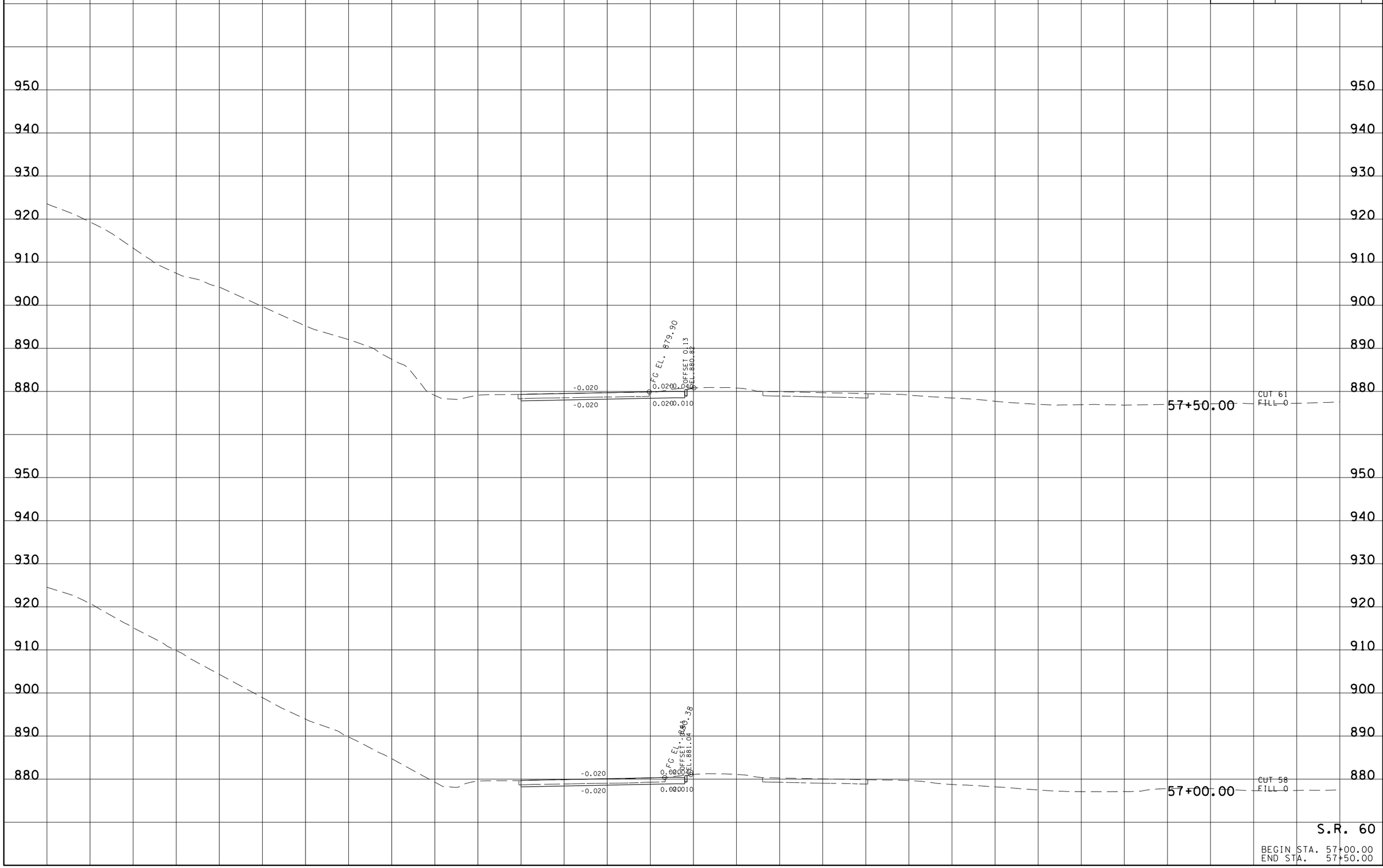
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	15
CONST.	2014	06001-3173-44	19



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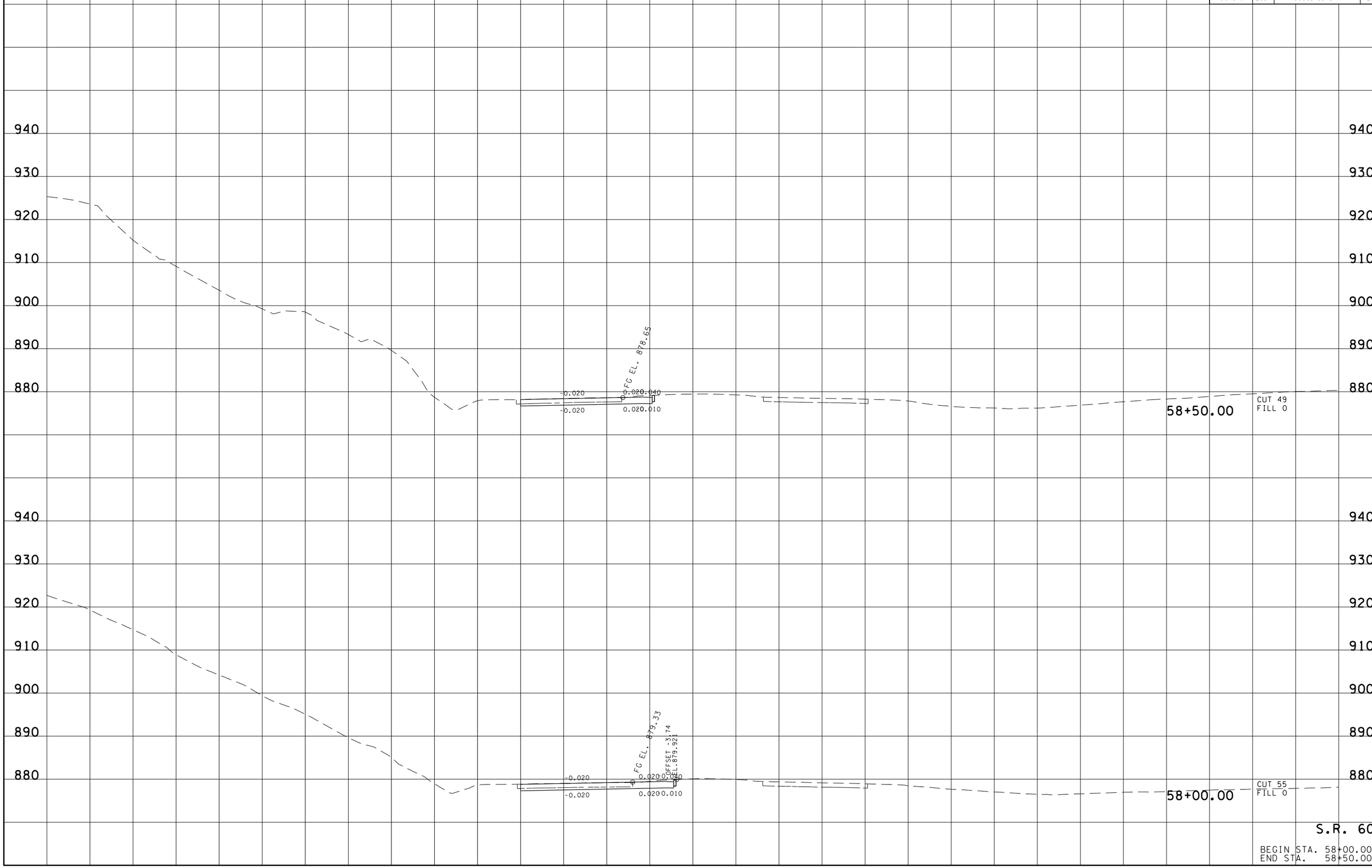
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	16
CONST.	2014	06001-3173-44	20



S.R. 60

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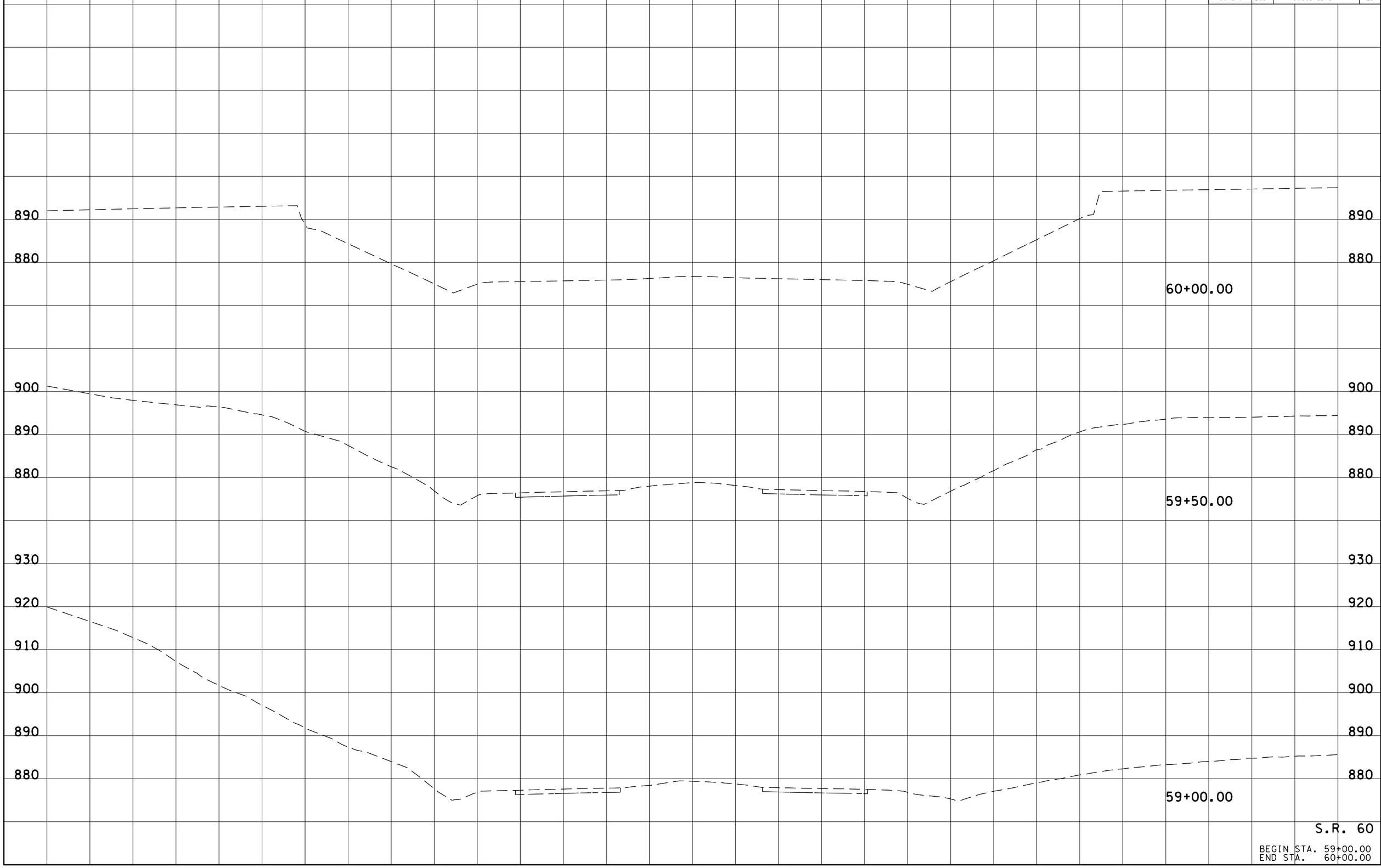
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	17
CONST.	2014	06001-3173-44	21



S.R. 60

BEGIN STA. 59+00.00
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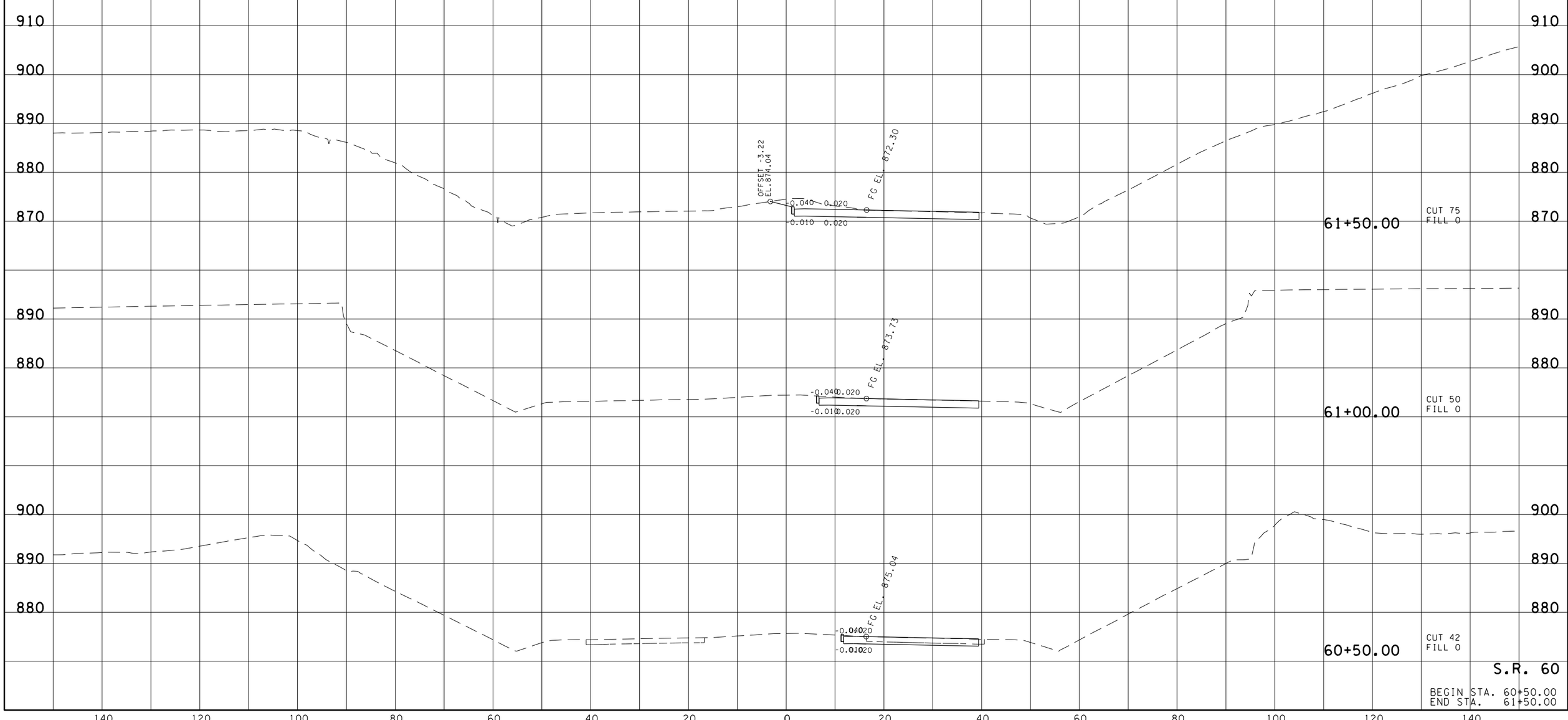
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	18
CONST.	2014	06001-3173-44	22



S.R. 60

BEGIN STA. 60+50.00
END STA. 61+50.00

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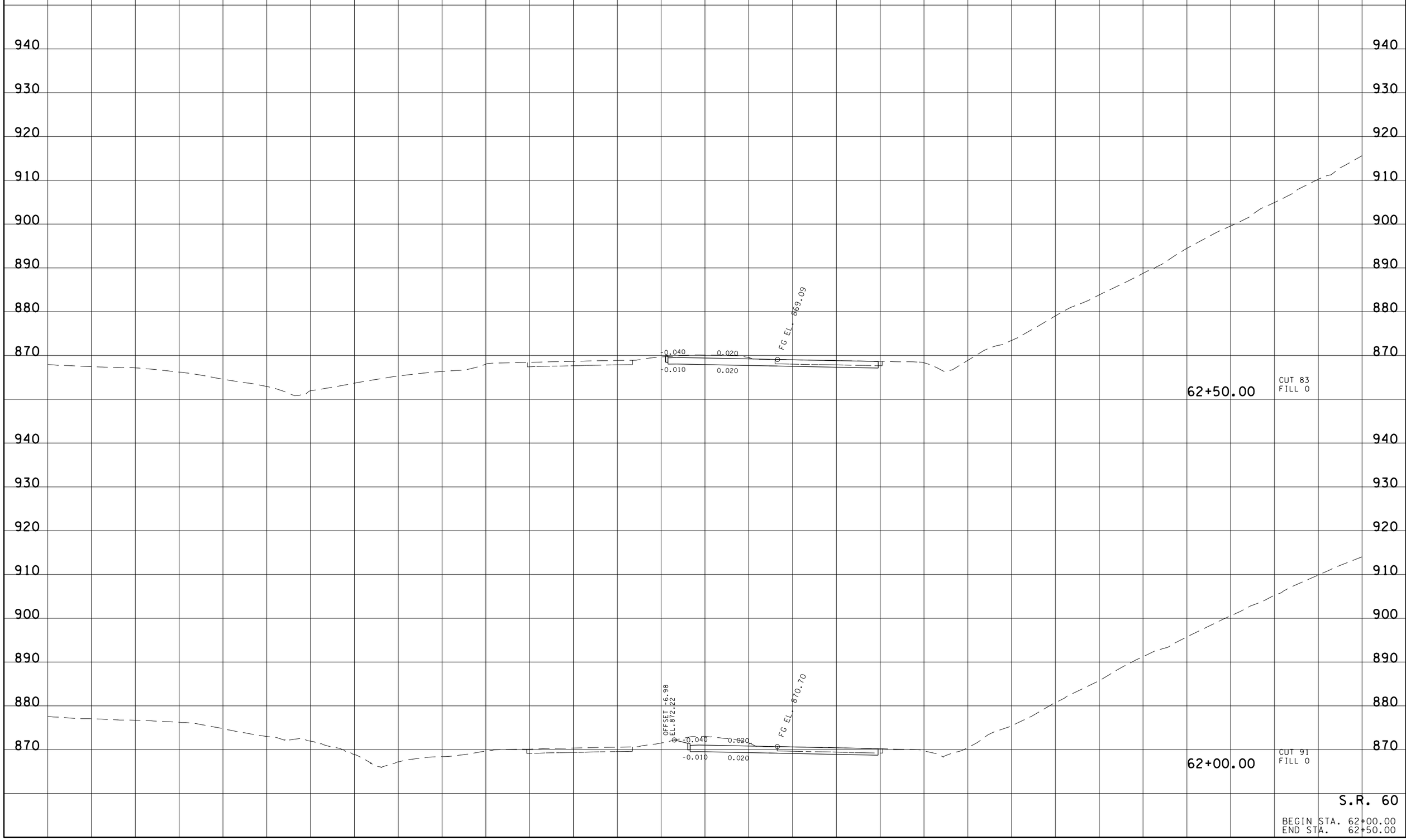
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	19
CONST.	2014	06001-3173-44	23



S.R. 60

BEGIN STA. 62+00.00
END STA. 62+50.00

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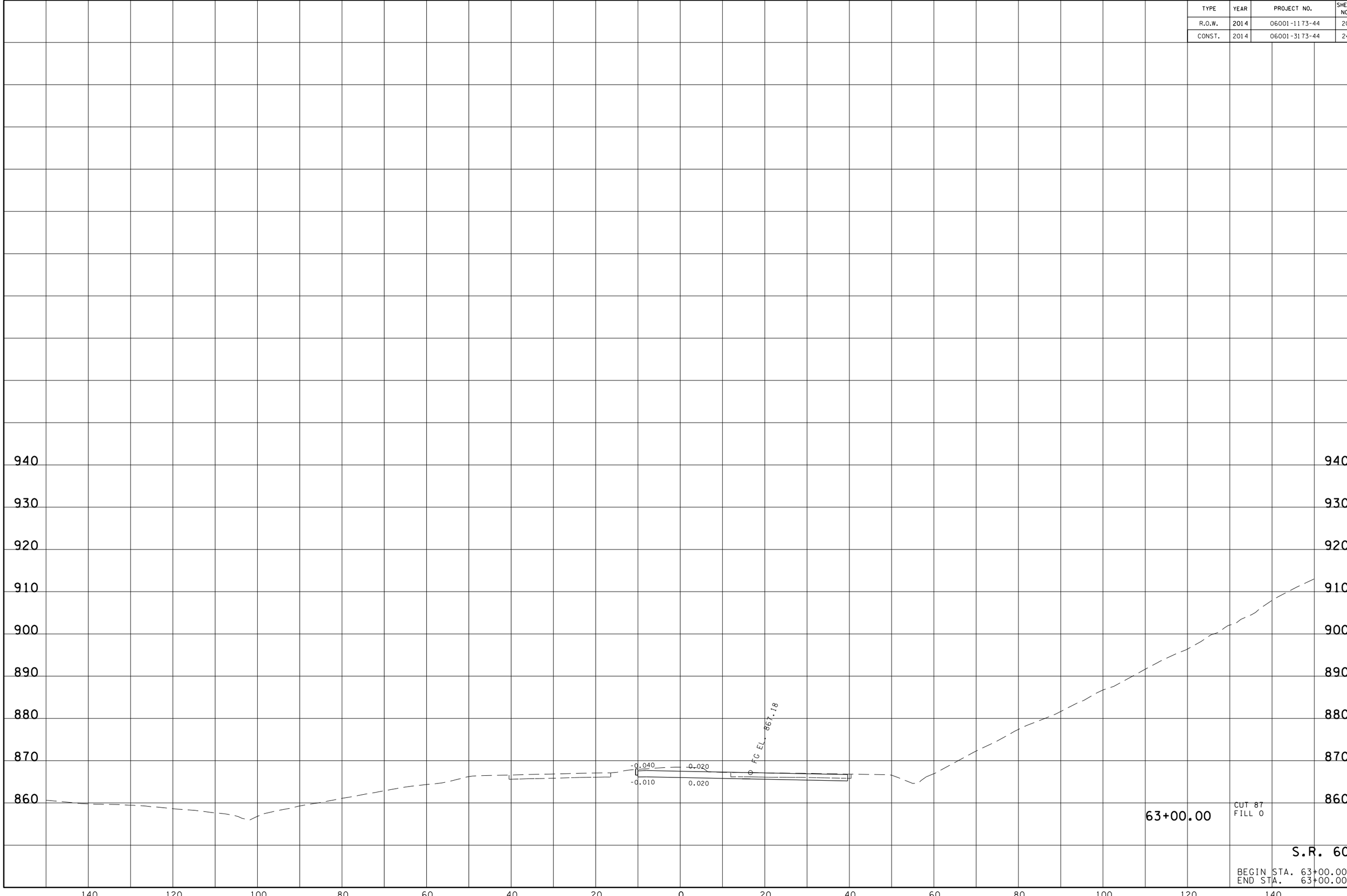
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	20
CONST.	2014	06001-3173-44	24



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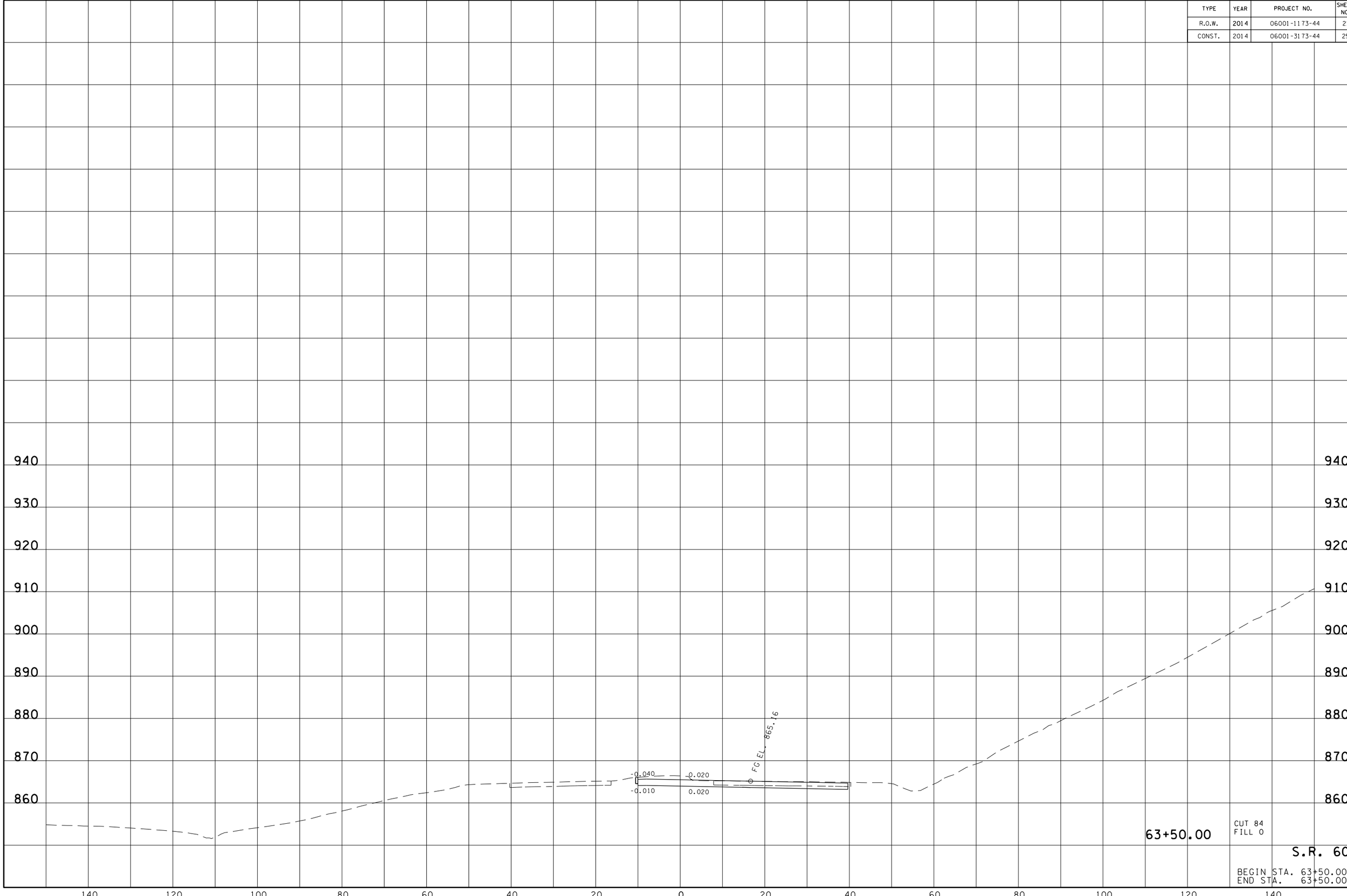
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	21
CONST.	2014	06001-3173-44	25



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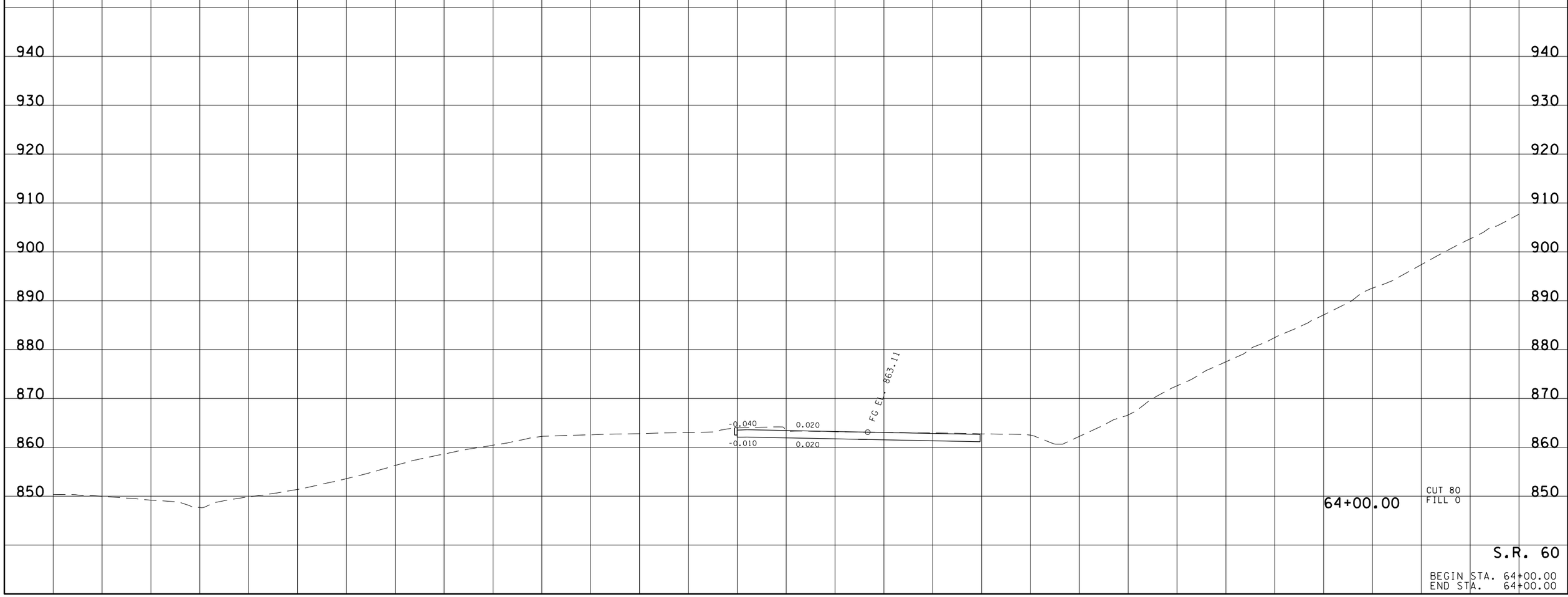
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	22
CONST.	2014	06001-3173-44	26



S.R. 60

BEGIN STA. 64+00.00
END STA. 64+00.00

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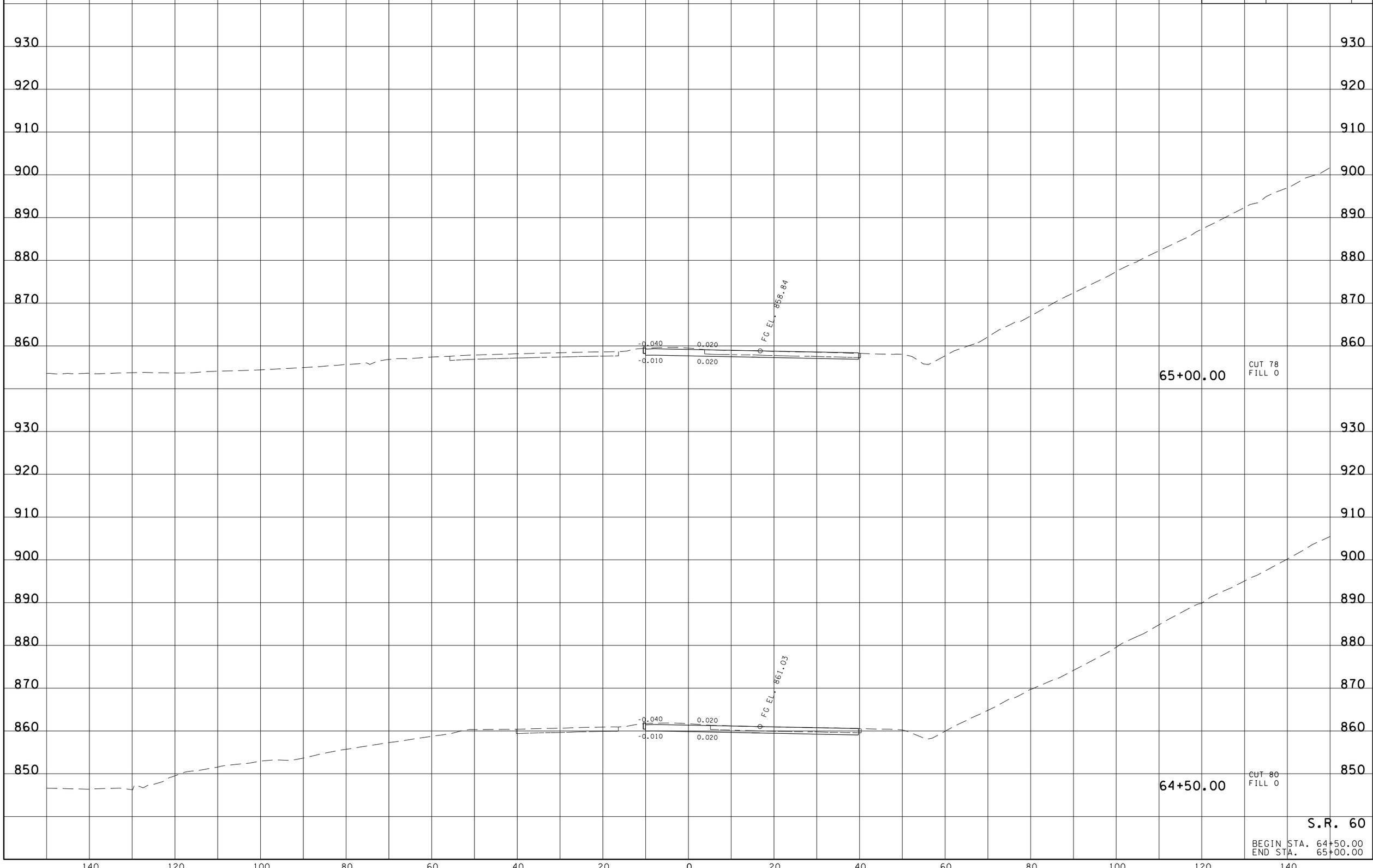
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	23
CONST.	2014	06001-3173-44	27



S.R. 60

BEGIN STA. 64+50.00
END STA. 65+00.00

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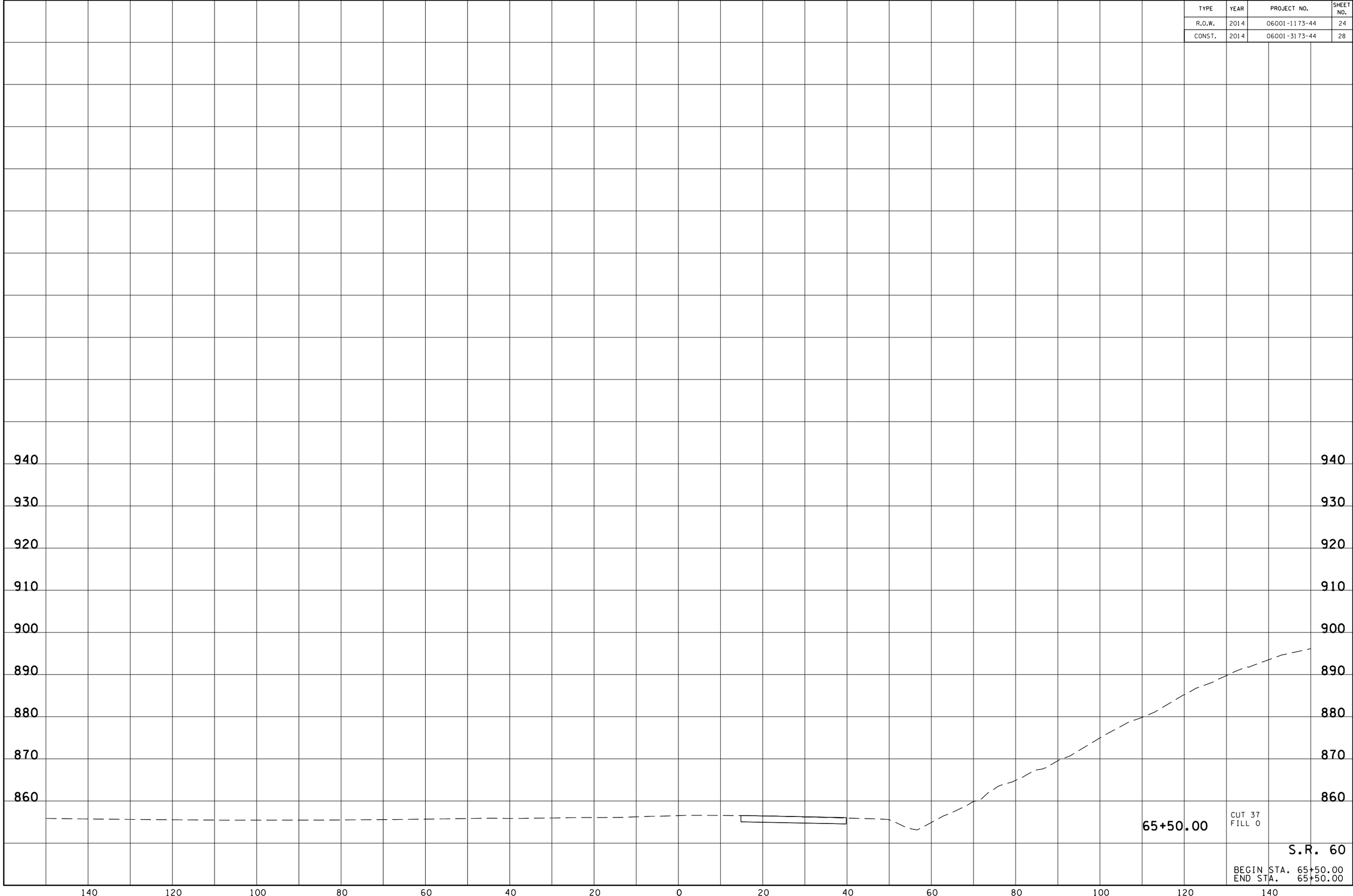
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	24
CONST.	2014	06001-3173-44	28



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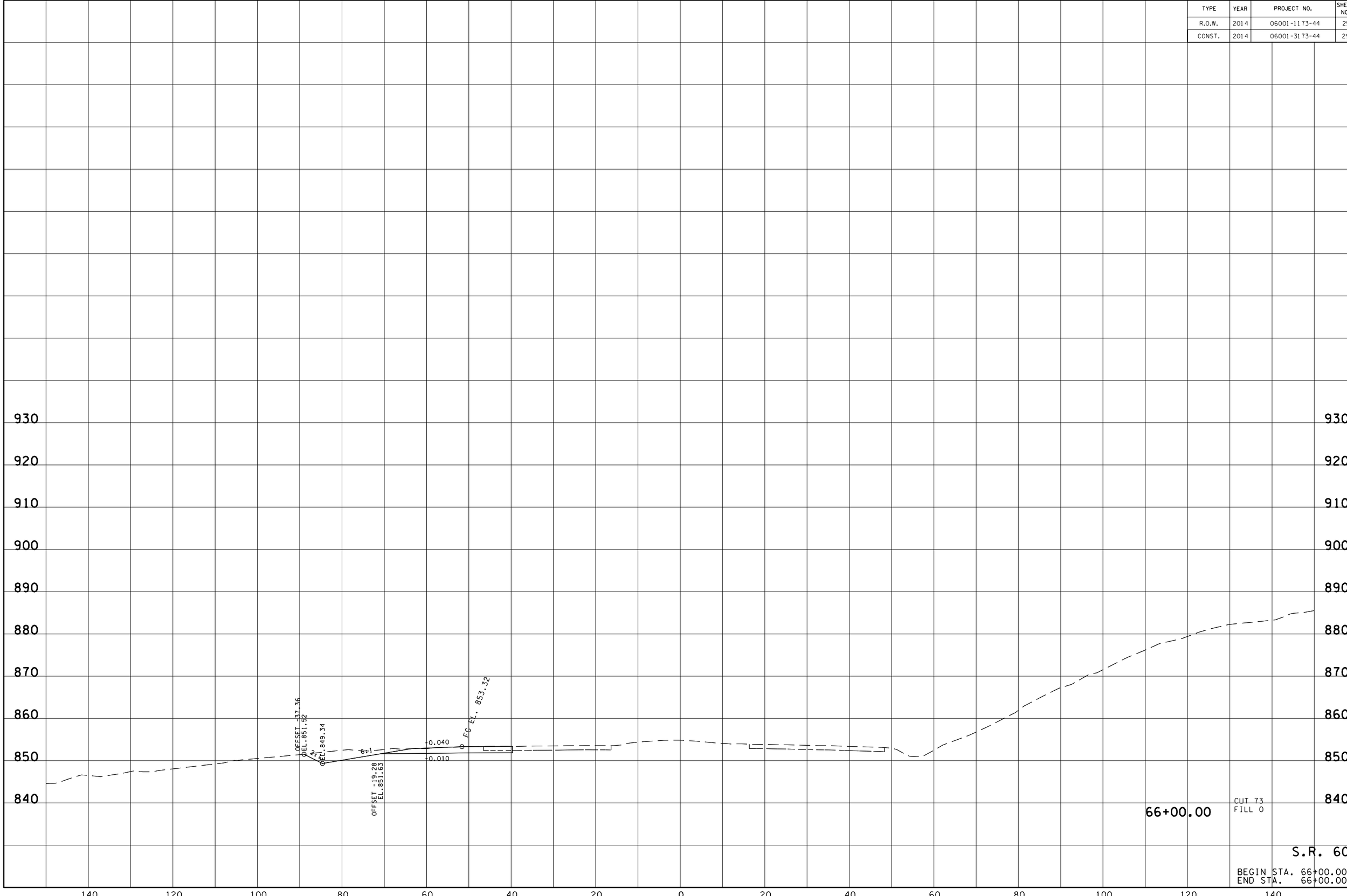
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	25
CONST.	2014	06001-3173-44	29



S.R. 60

BEGIN STA. 66+00.00
END STA. 66+00.00

14-AUG-2014 07:18
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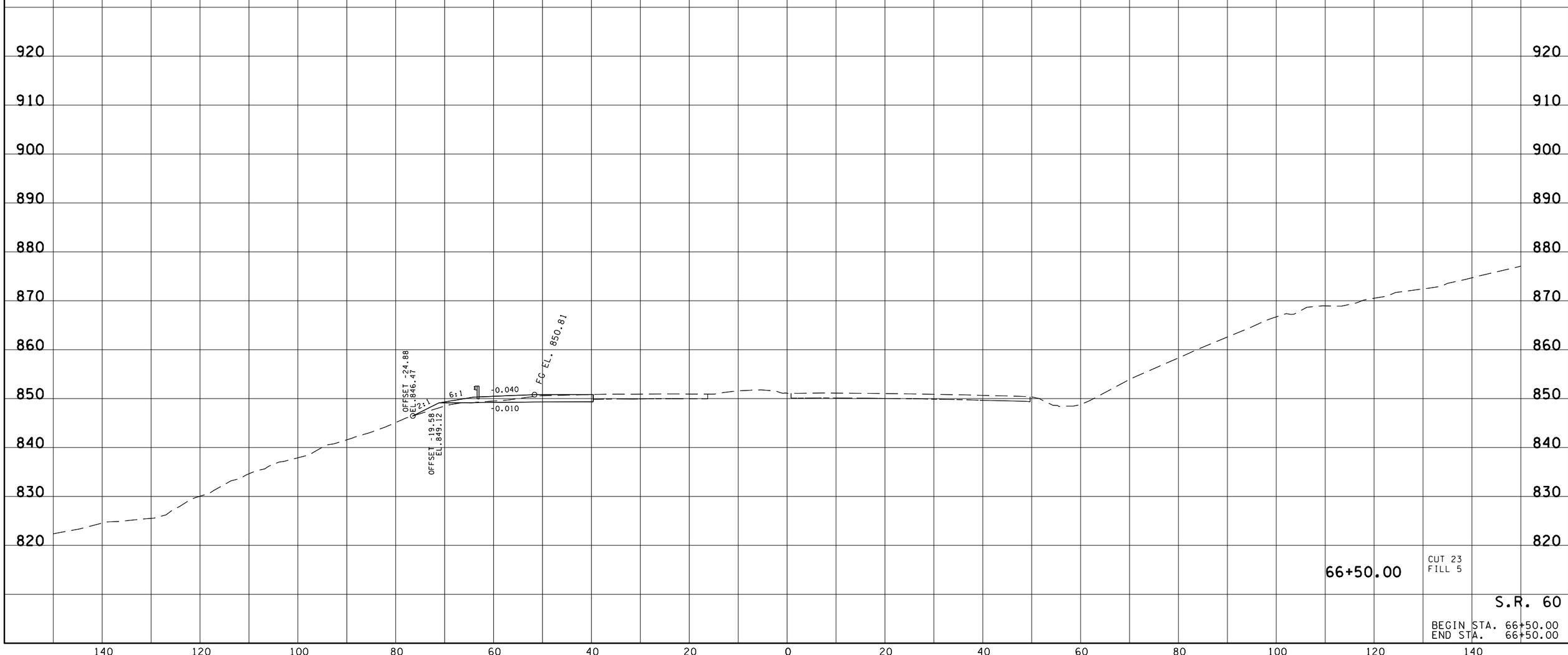
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	26
CONST.	2014	06001-3173-44	30



66+50.00

CUT 23
FILL 5

S.R. 60

BEGIN STA. 66+50.00
END STA. 66+50.00

14-AUG-2014 07:18
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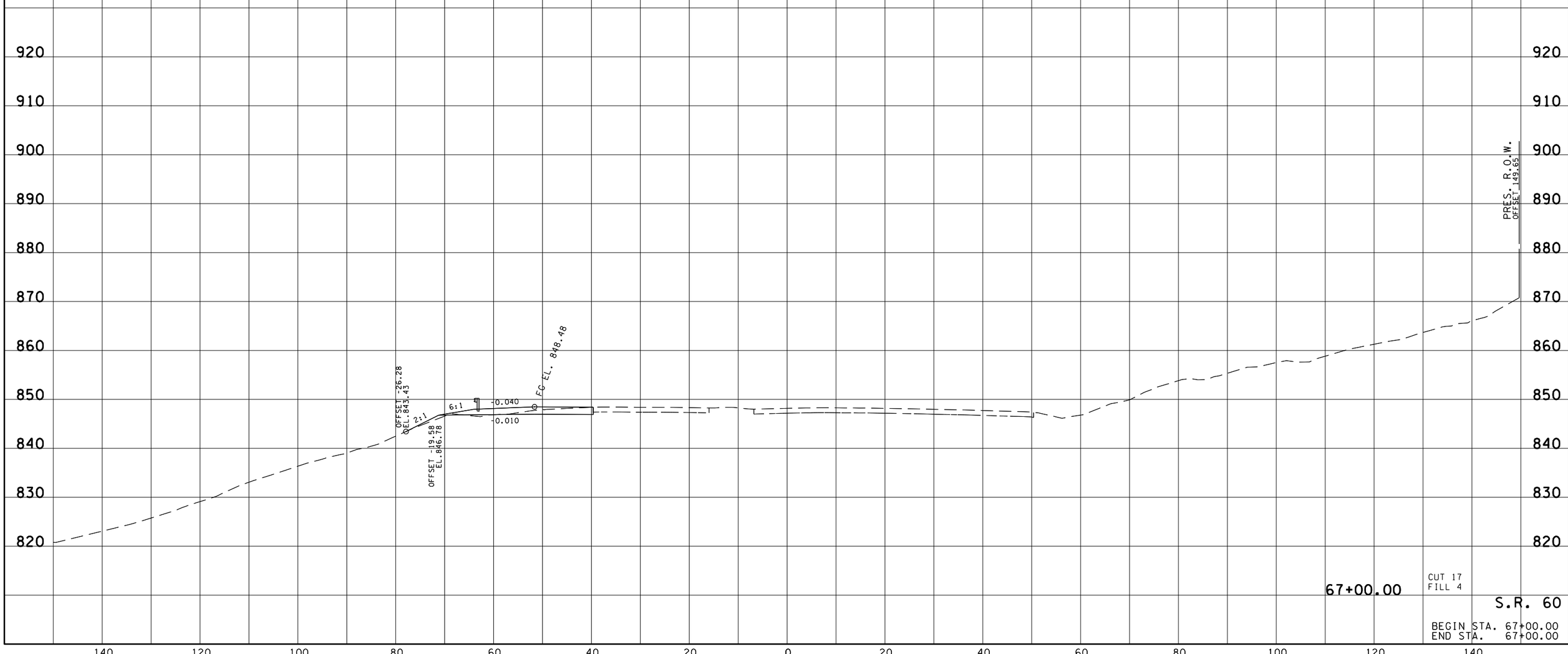
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	27
CONST.	2014	06001-3173-44	31



67+00.00

CUT 17
FILL 4

S.R. 60

BEGIN STA. 67+00.00
END STA. 67+00.00

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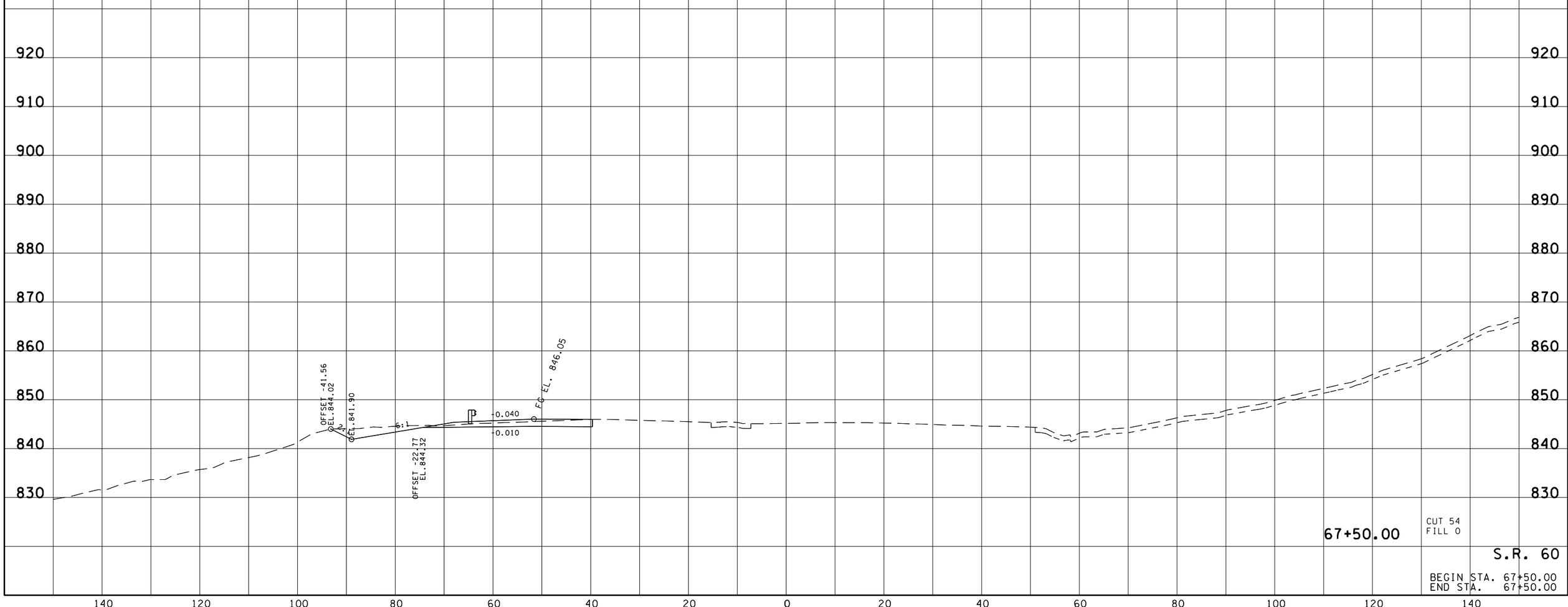
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	28
CONST.	2014	06001-3173-44	32



67+50.00

CUT 54
FILL 0

S.R. 60

BEGIN STA. 67+50.00
END STA. 67+50.00

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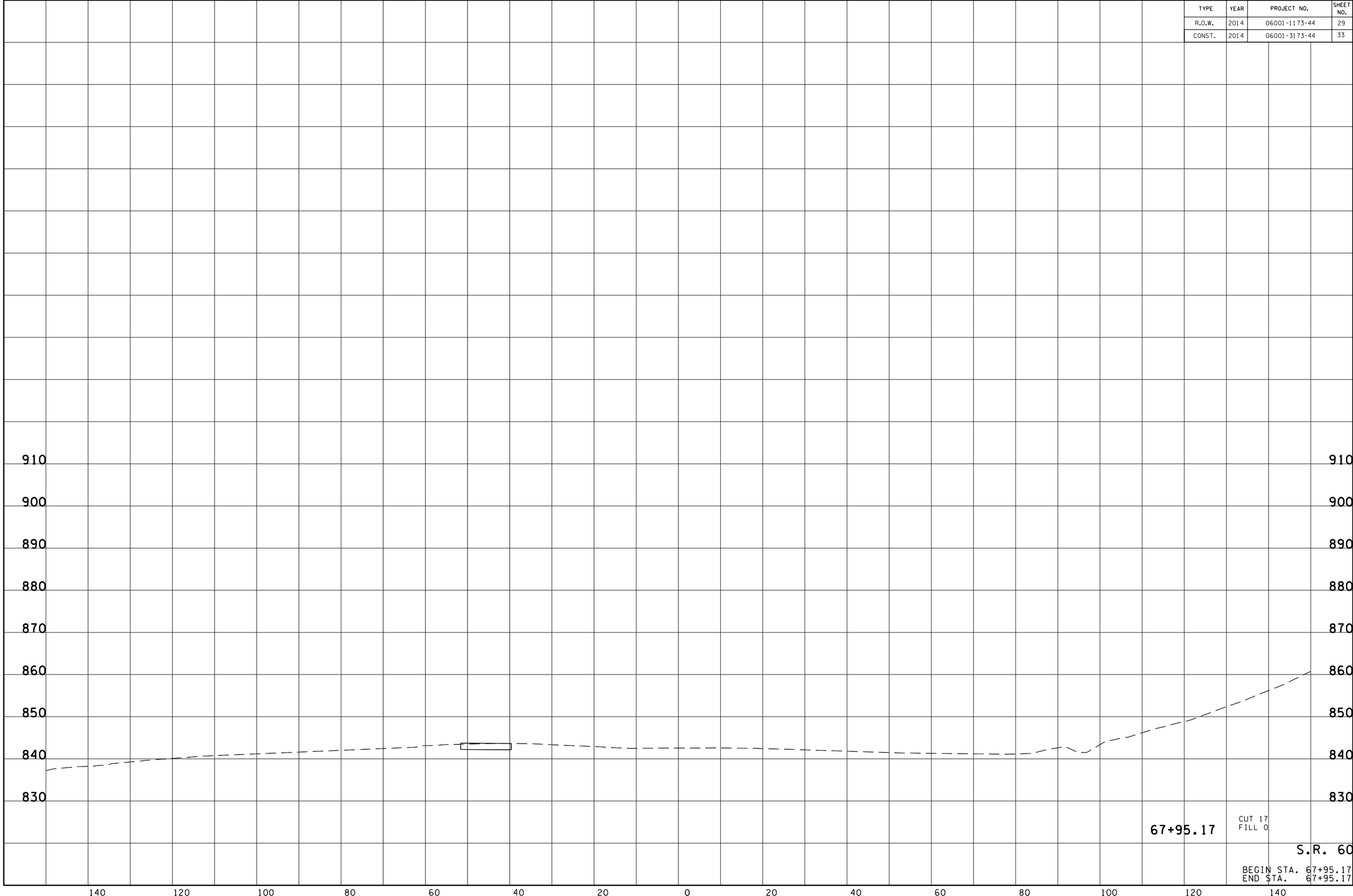
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	29
CONST.	2014	06001-3173-44	33



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	34
CONST.	2014	06001-3177-44	34

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	35
CONST.	2014	06001-3177-44	35

RAMP A

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

13-AUG-2014 11:30
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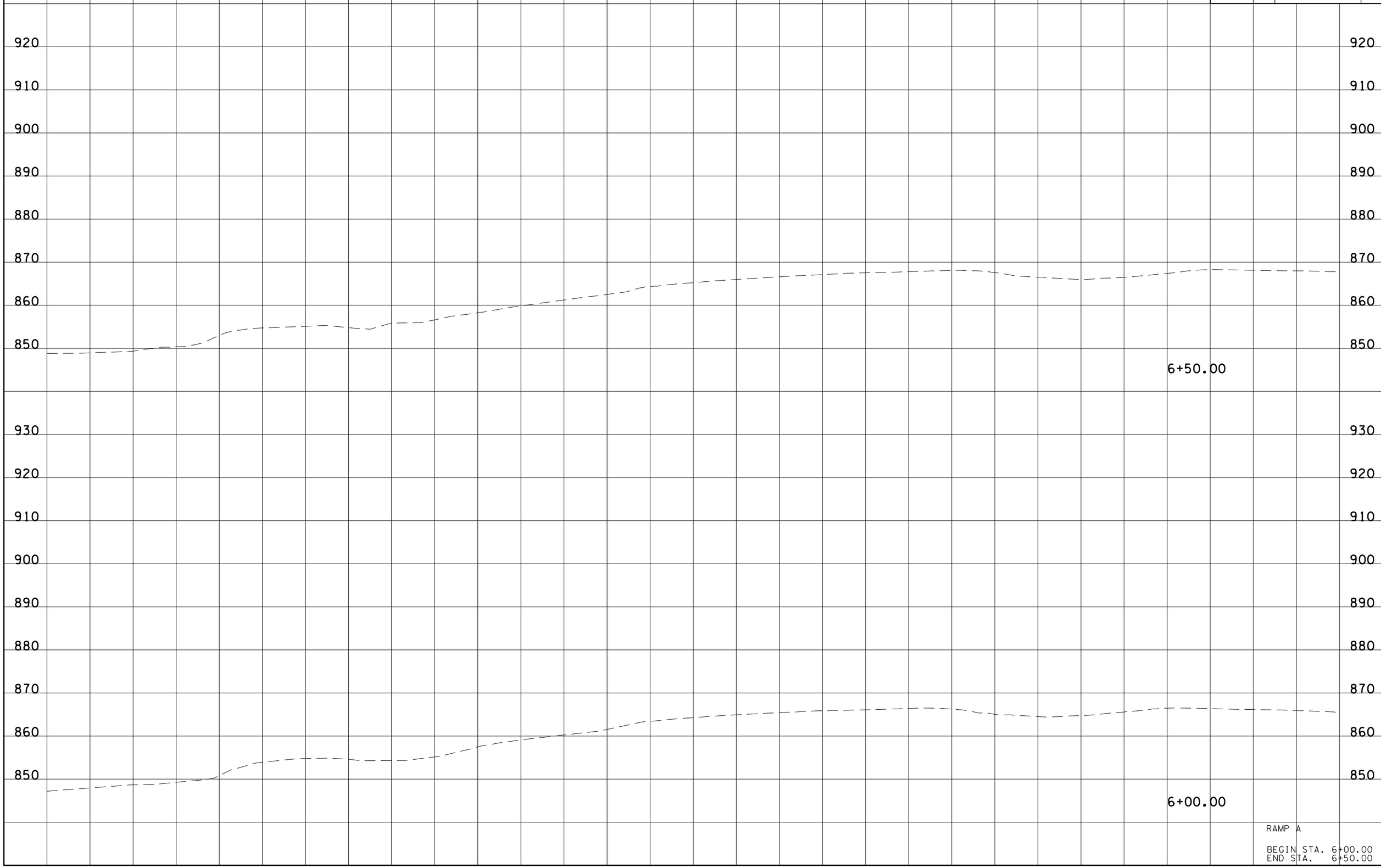
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	36
CONST.	2014	06001-3177-44	36



RAMP A

BEGIN STA. 6+00.00
END STA. 6+50.00

13-AUG-2014 11:30
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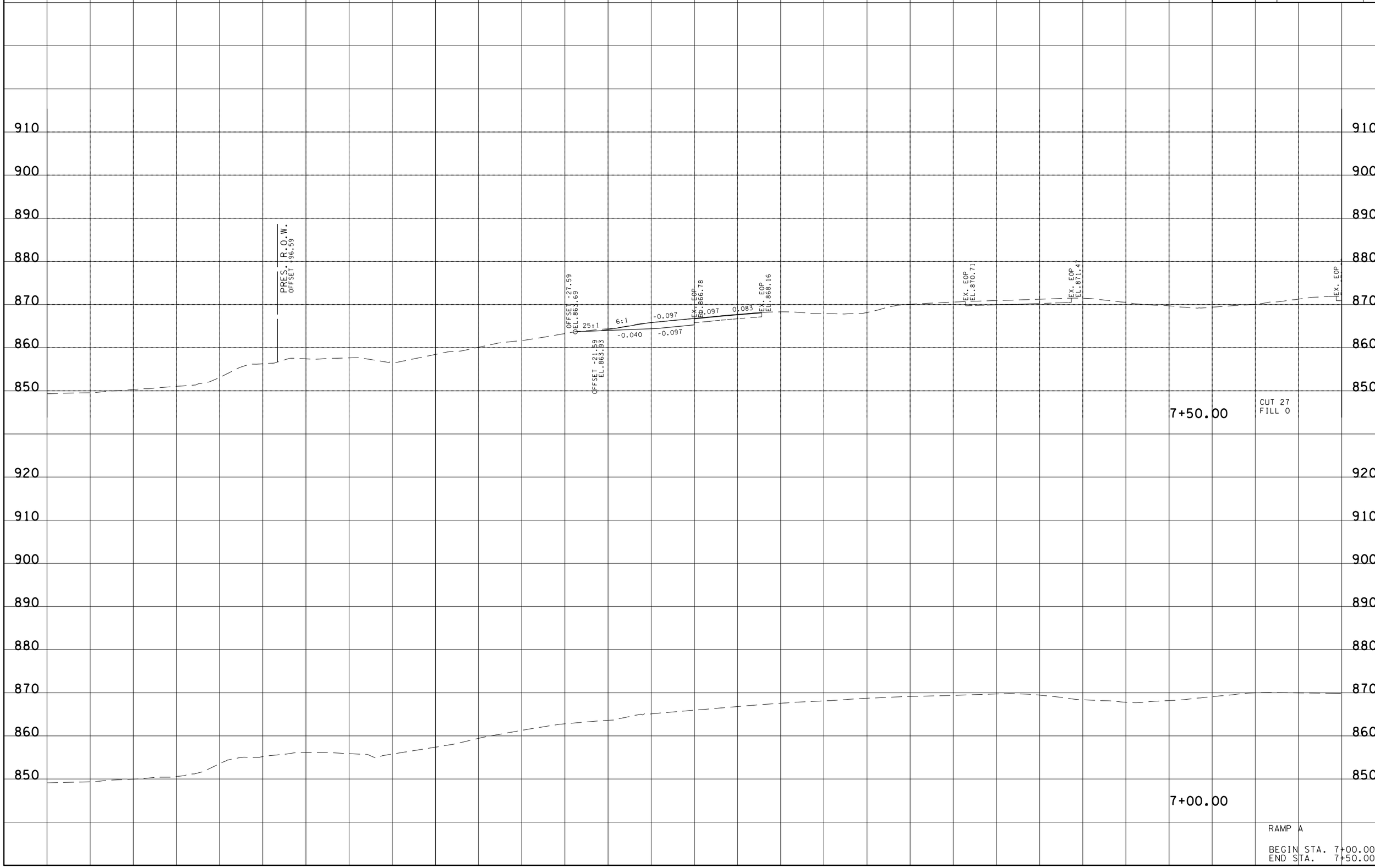
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	37
CONST.	2014	06001-3177-44	37



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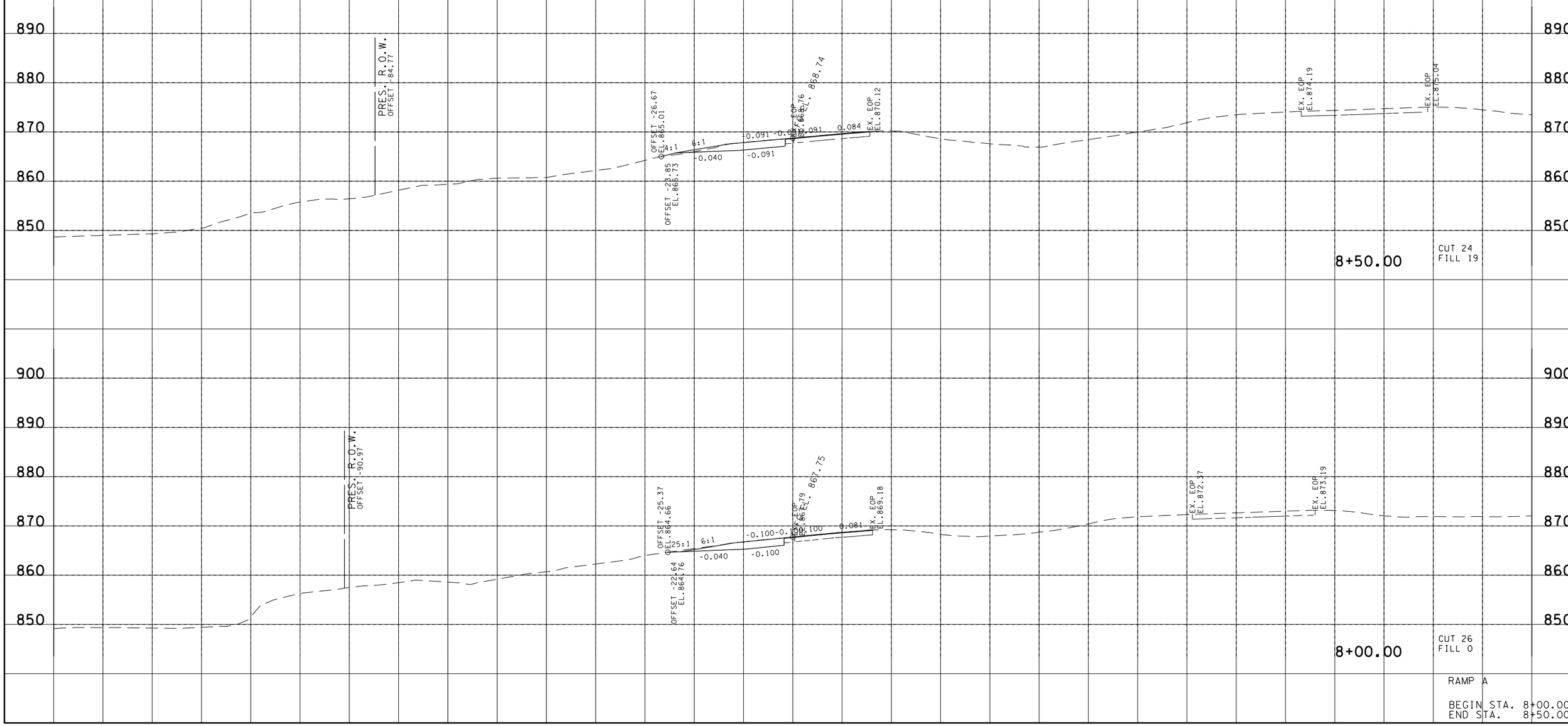
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	38
CONST.	2014	06001-3177-44	38



RAMP A

BEGIN STA. 8+00.00
END STA. 8+50.00

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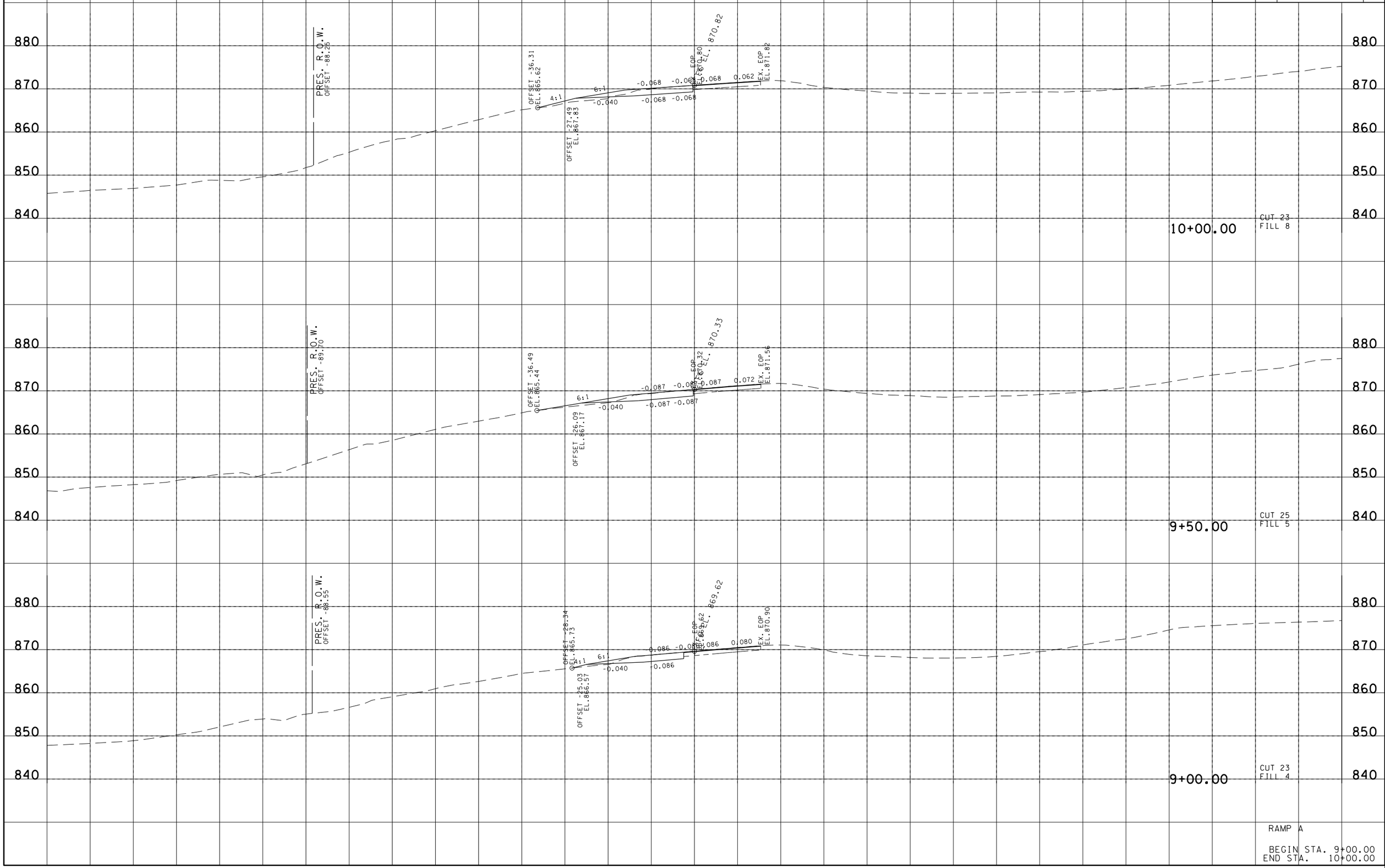
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	39
CONST.	2014	06001-3177-44	39



RAMP A

BEGIN STA. 9+00.00
END STA. 10+00.00

13-AUG-2014 11:30
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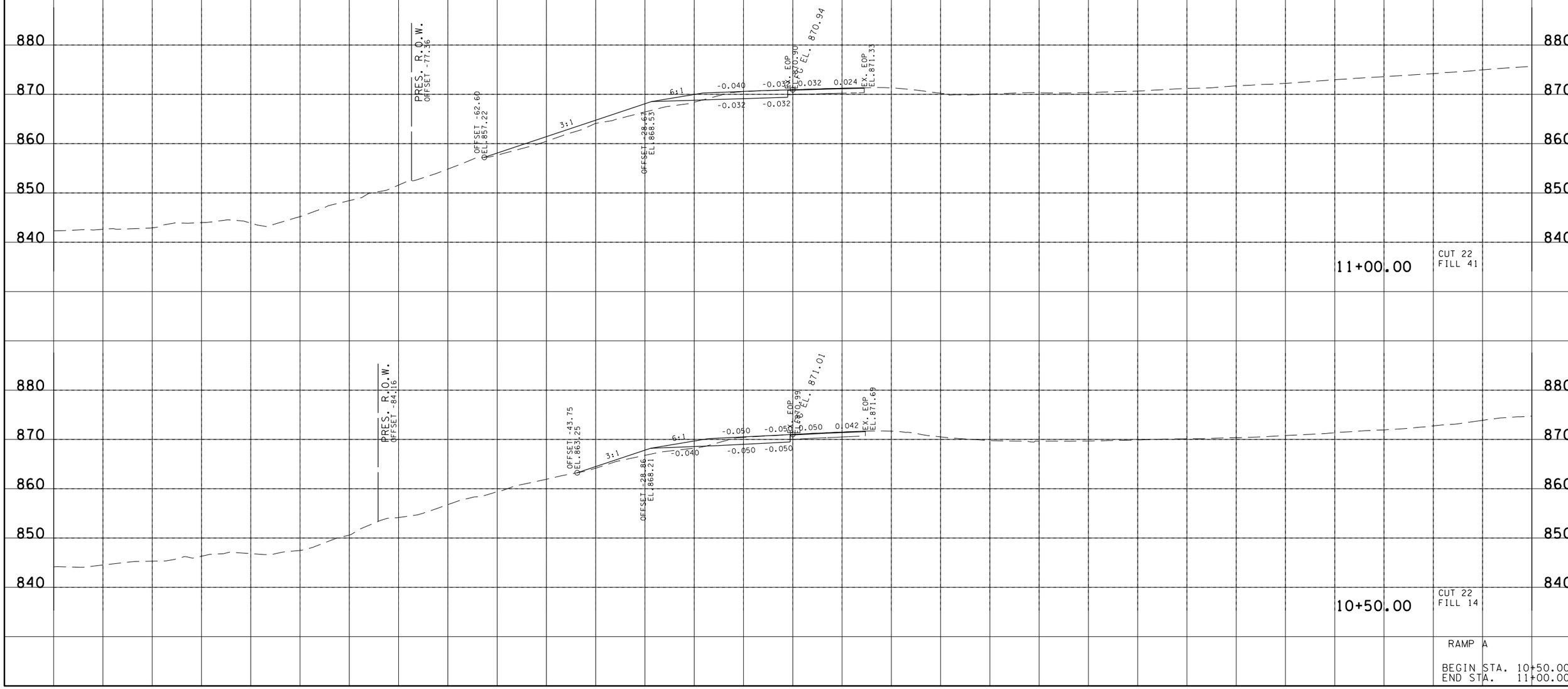
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	40
CONST.	2014	06001-3177-44	40



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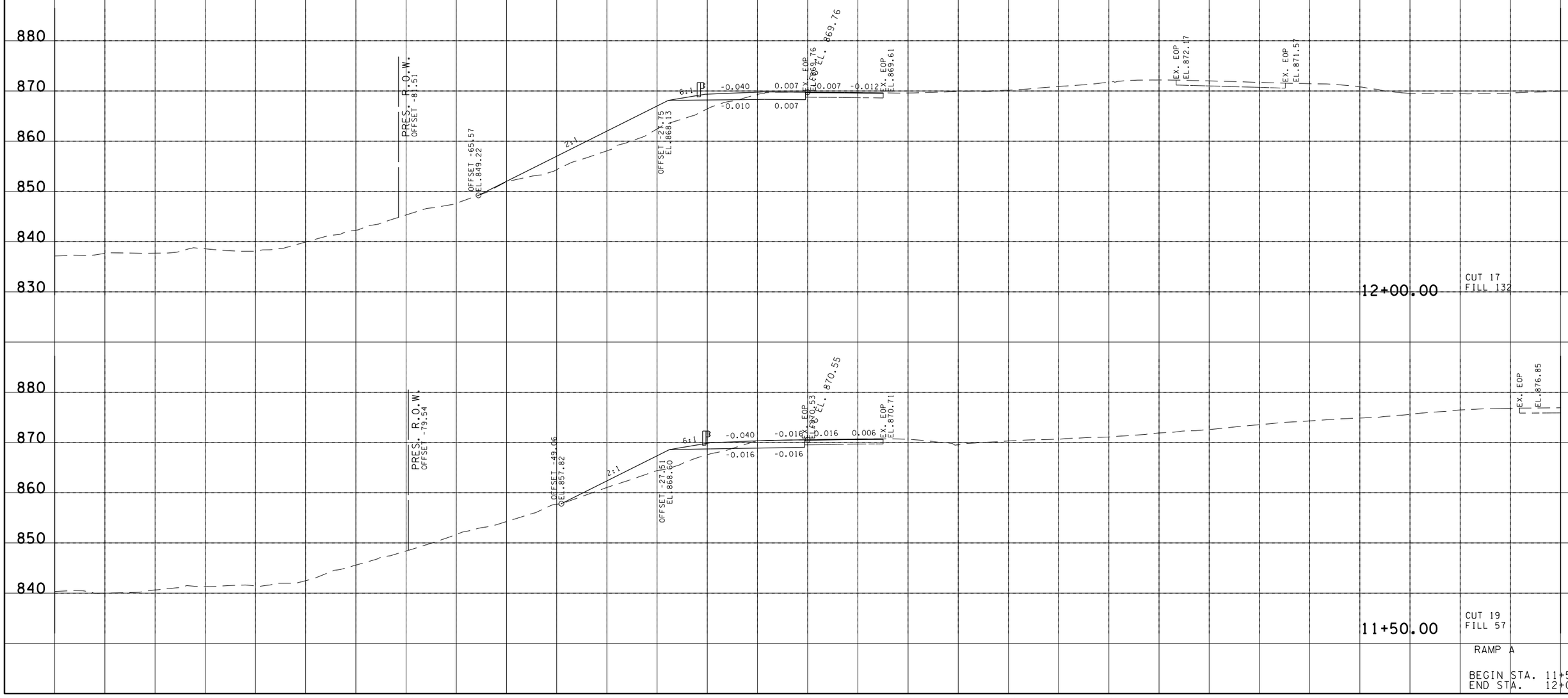
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	41
CONST.	2014	06001-3177-44	41



RAMP A

BEGIN STA. 11+50.00
END STA. 12+00.00

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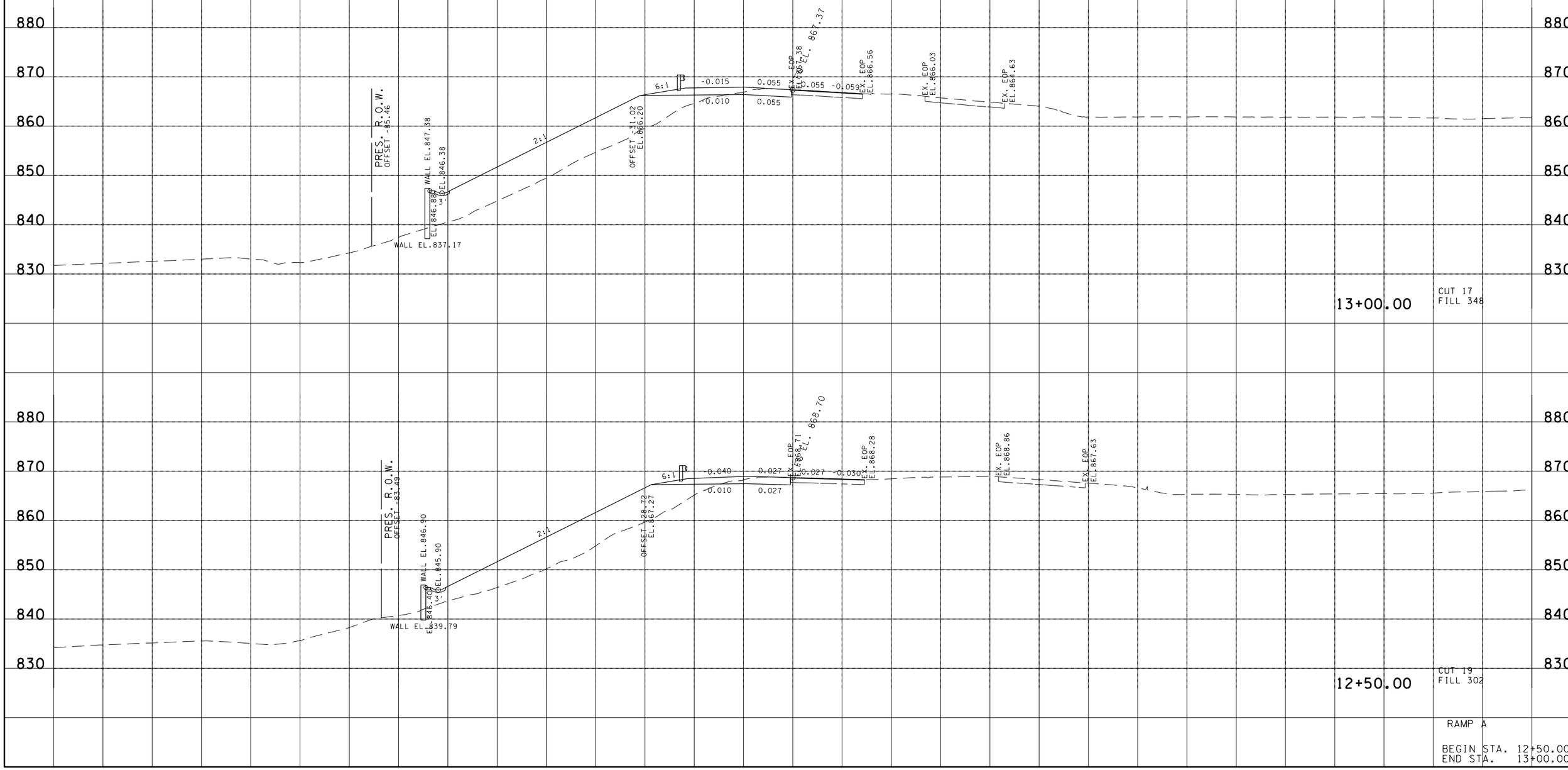
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	42
CONST.	2014	06001-3177-44	42



RAMP A

BEGIN STA. 12+50.00
END STA. 13+00.00

13-AUG-2014 11:30
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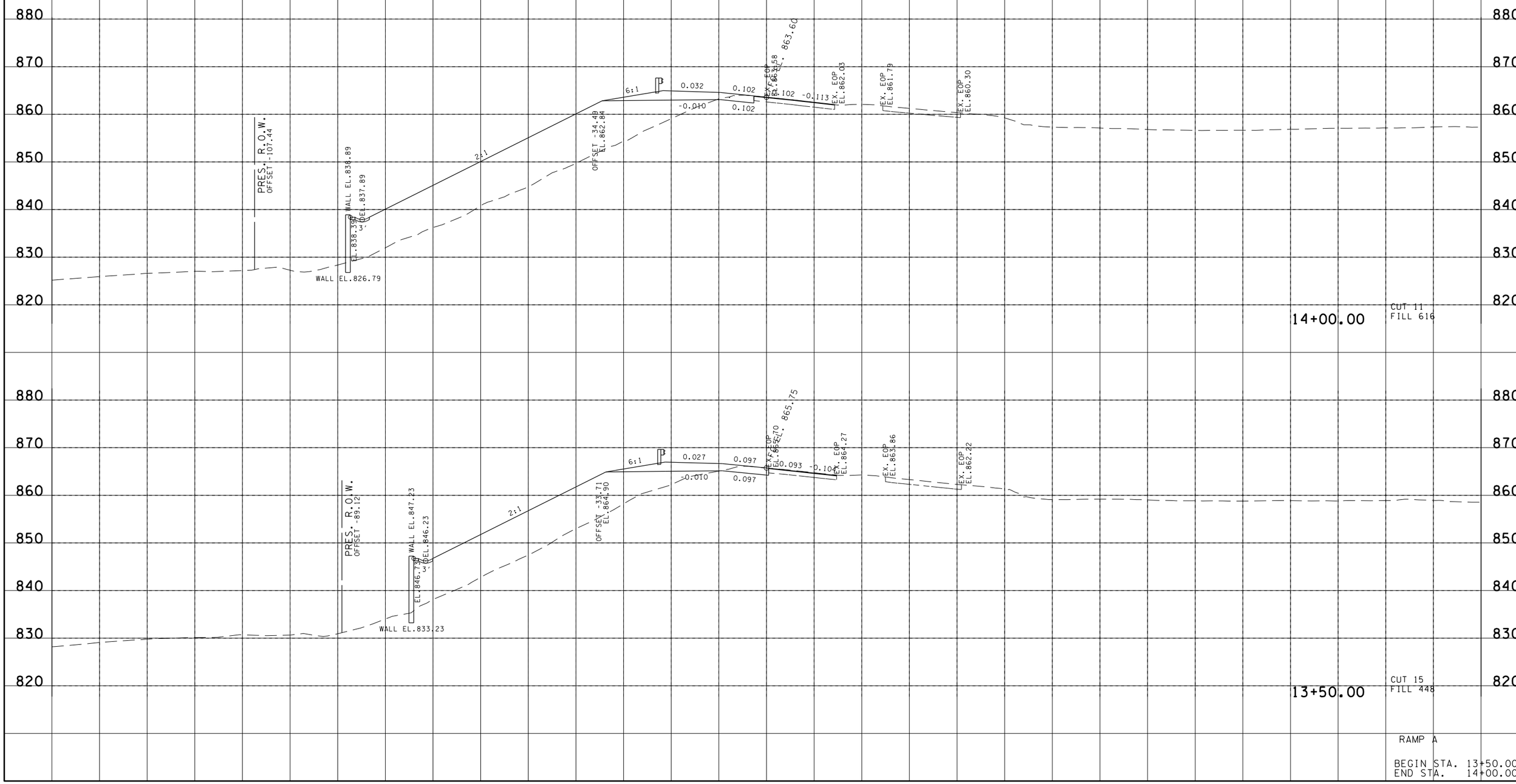
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	43
CONST.	2014	06001-3177-44	43



RAMP A

BEGIN STA. 13+50.00
END STA. 14+00.00

13-AUG-2014 11:30
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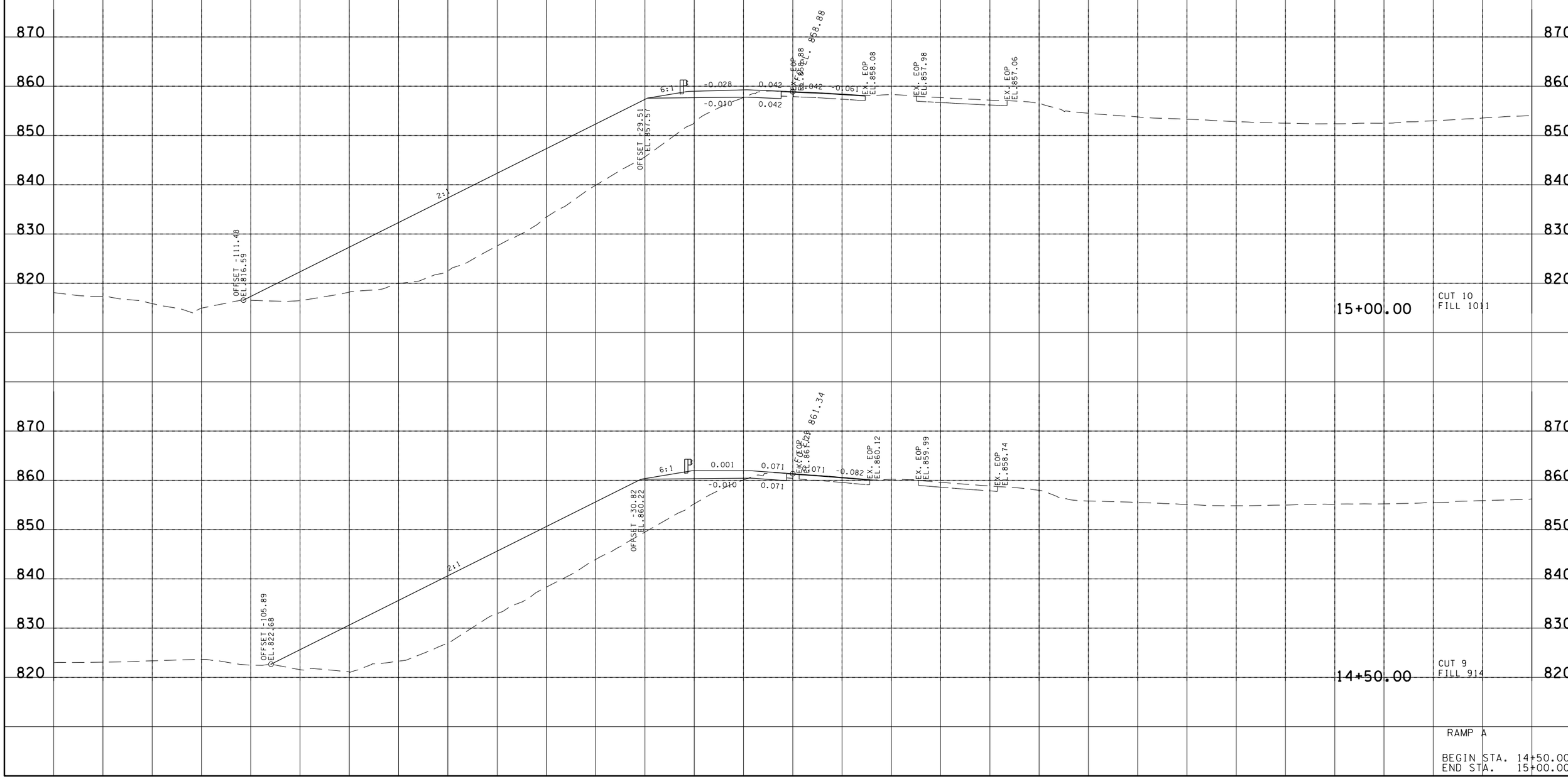
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	44
CONST.	2014	06001-3177-44	44



RAMP A

BEGIN STA. 14+50.00
END STA. 15+00.00

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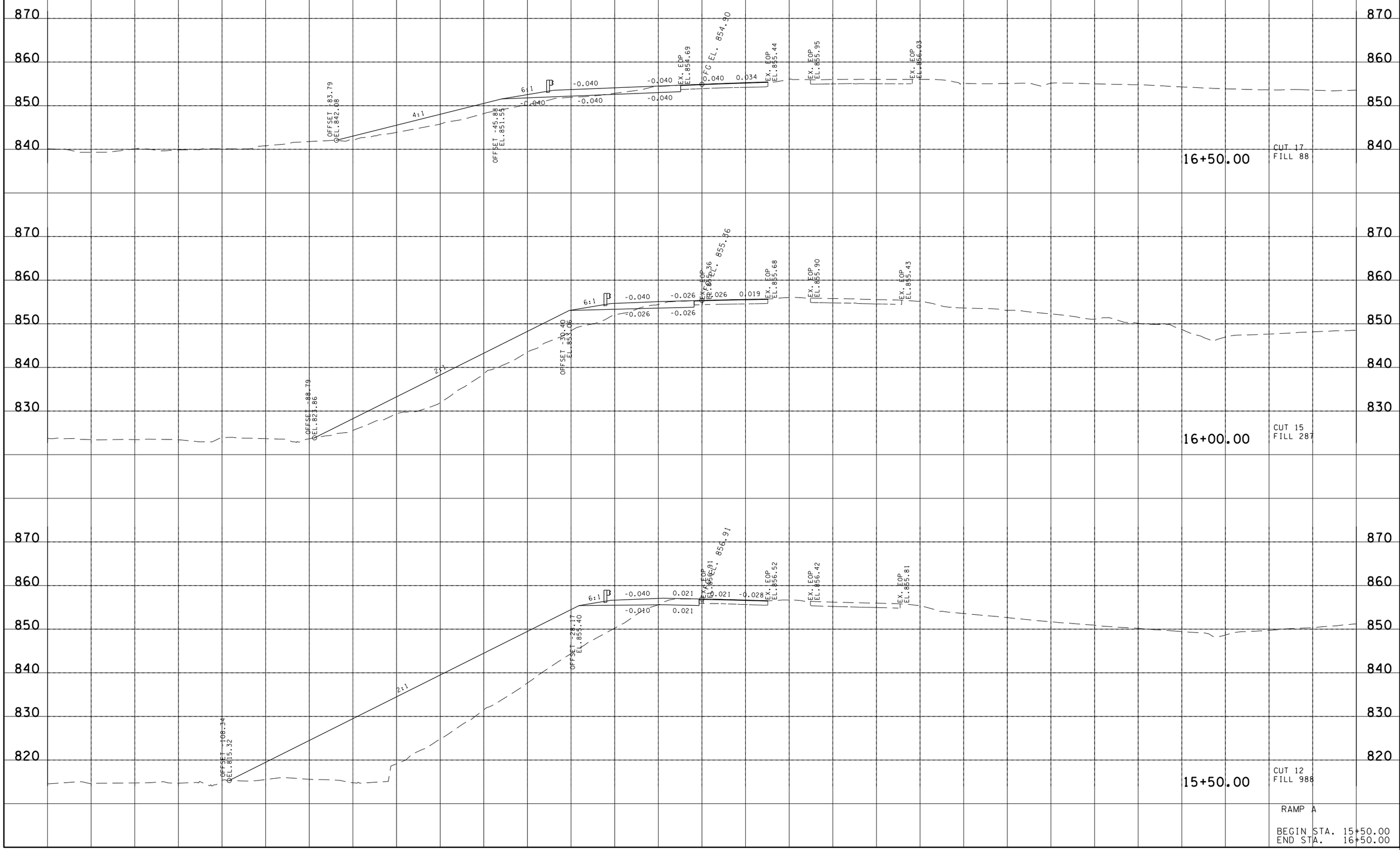
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	45
CONST.	2014	06001-3177-44	45



RAMP A

BEGIN STA. 15+50.00
END STA. 16+50.00

13-AUG-2014 11:30
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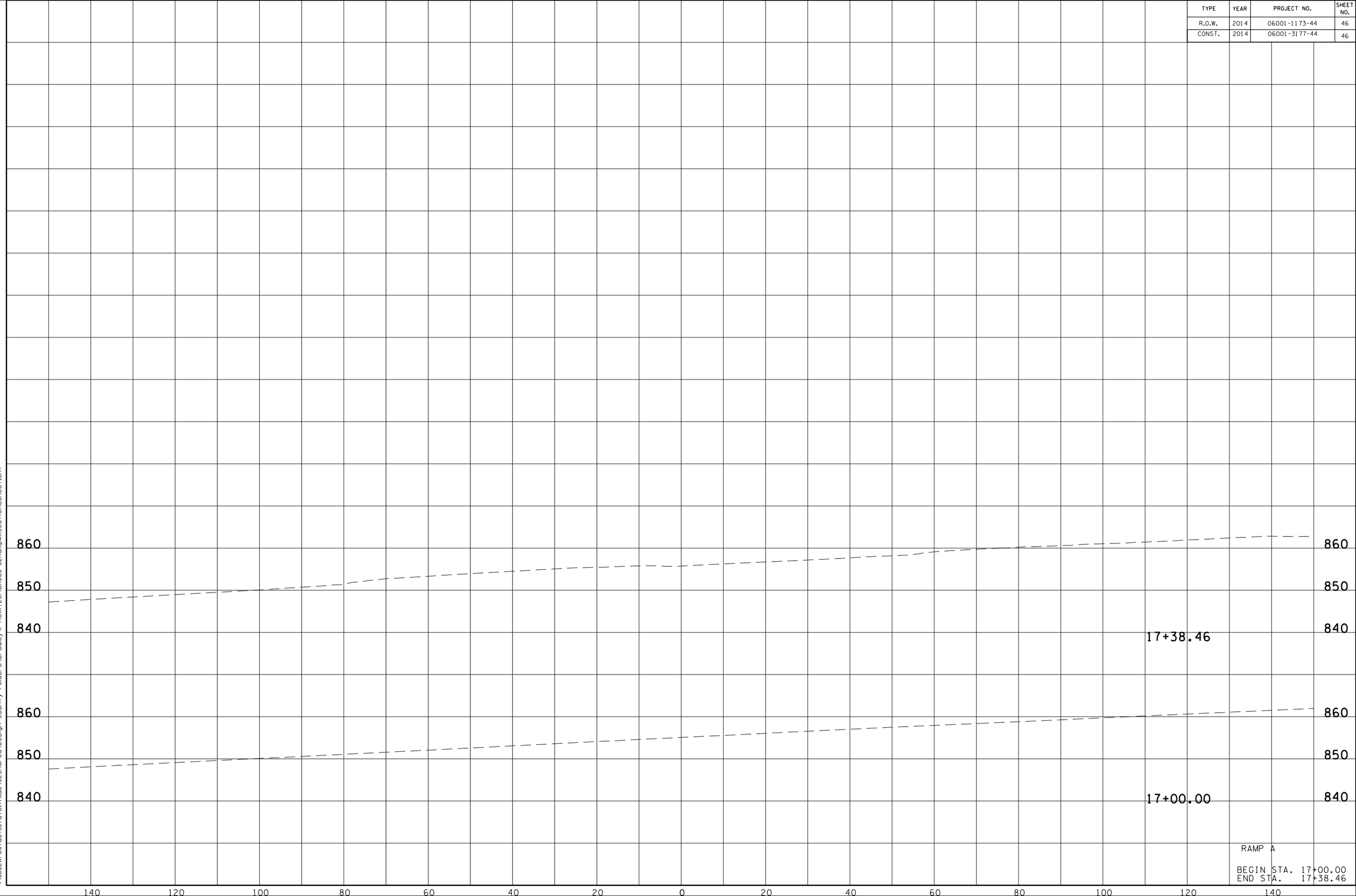
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	46
CONST.	2014	06001-3177-44	46



13-AUG-2014 11:30
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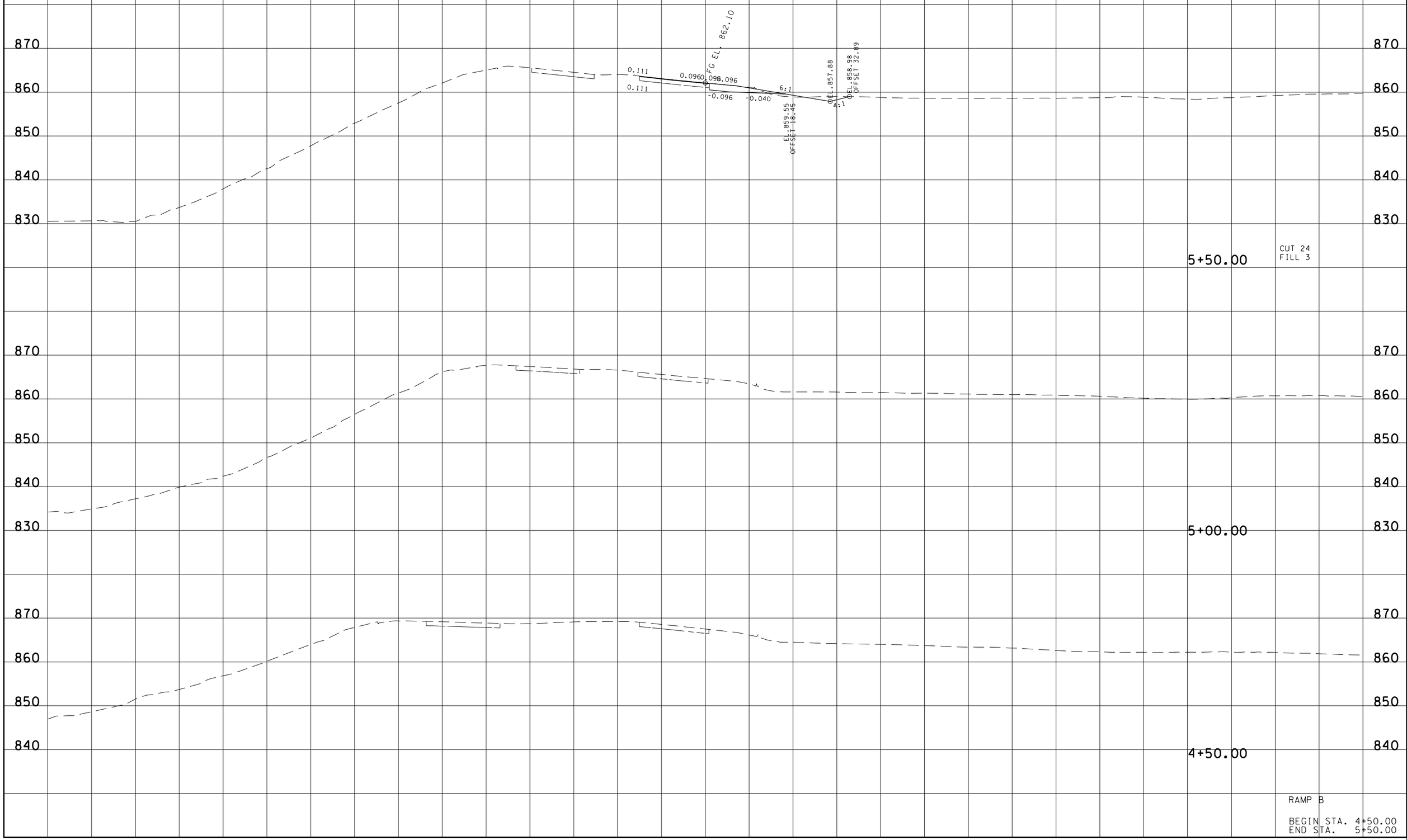
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	30
CONST.	2014	06001-3177-44	47



RAMP B

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

13-AUG-2014 11:30
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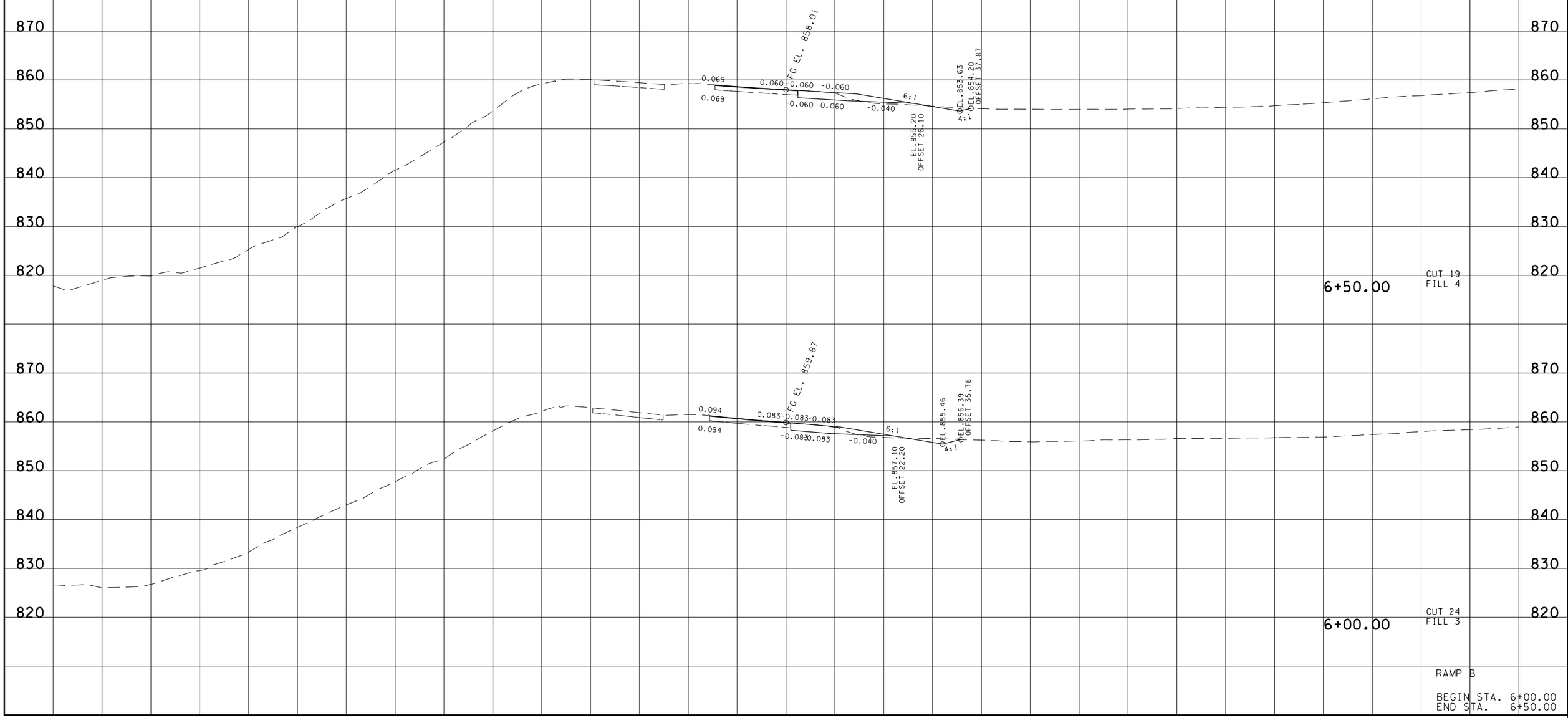
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	31
CONST.	2014	06001-3177-44	48



13-AUG-2014 11:30
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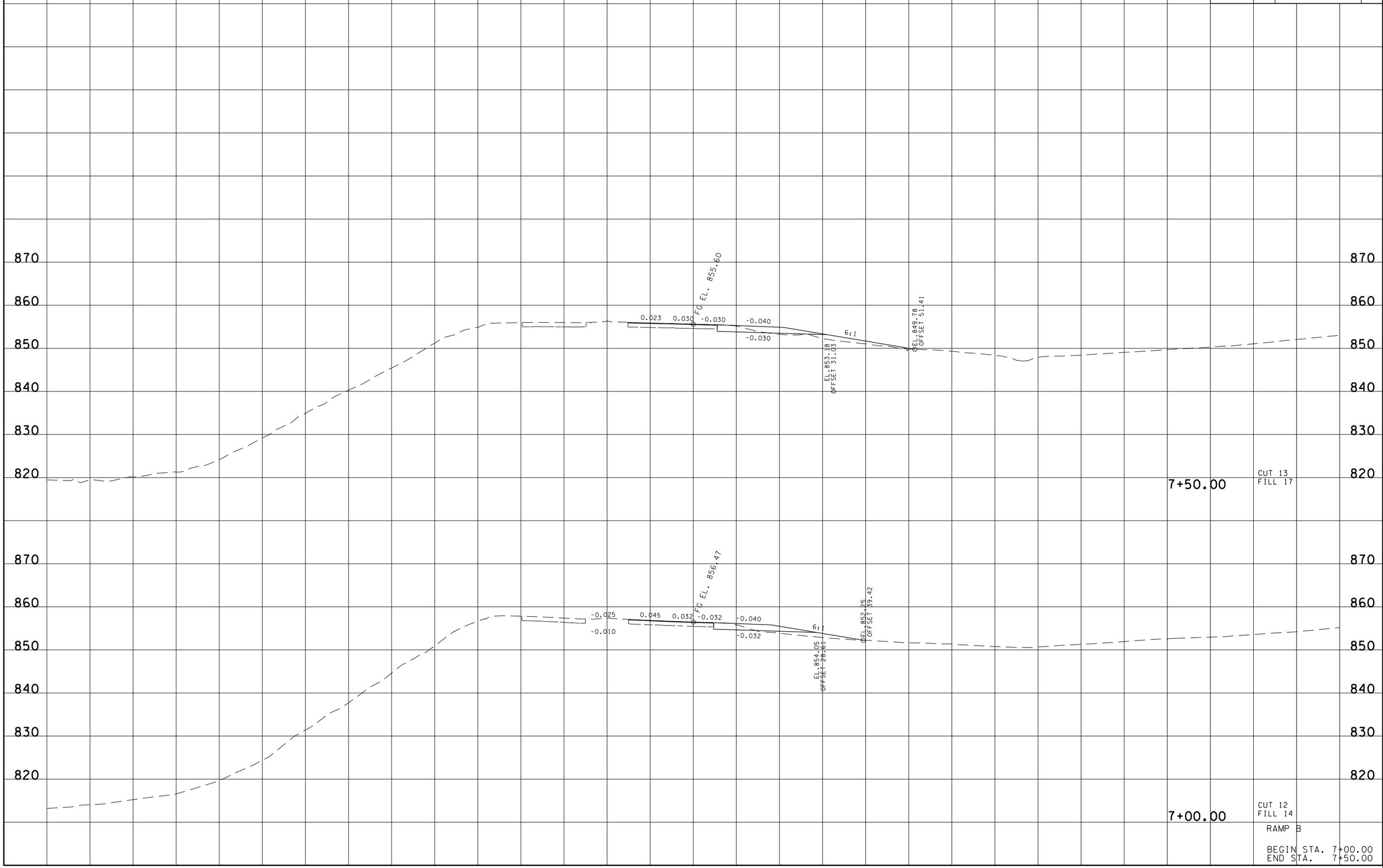
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	32
CONST.	2014	06001-3177-44	49



13-AUG-2014 11:30
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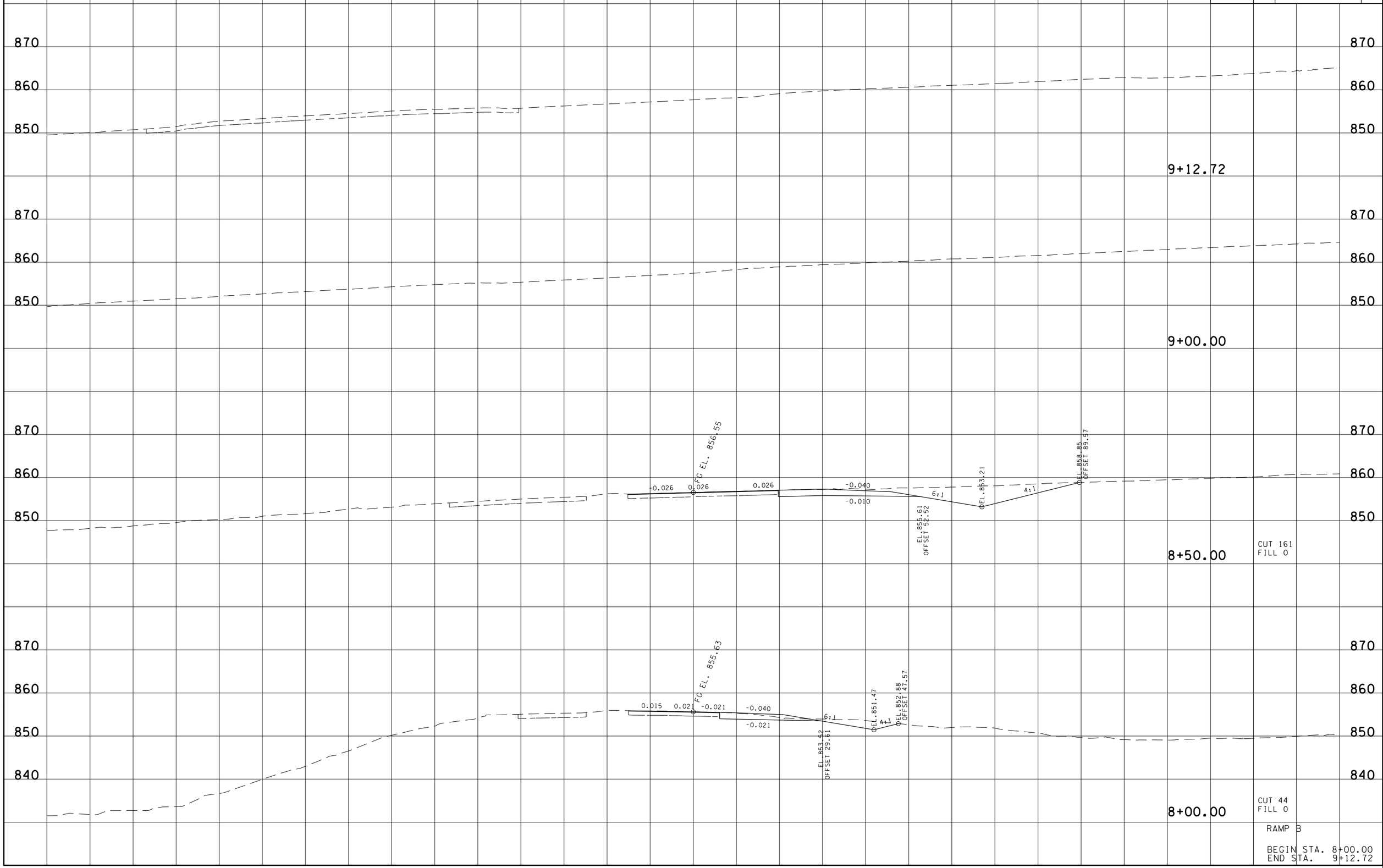
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	33
CONST.	2014	06001-3177-44	50



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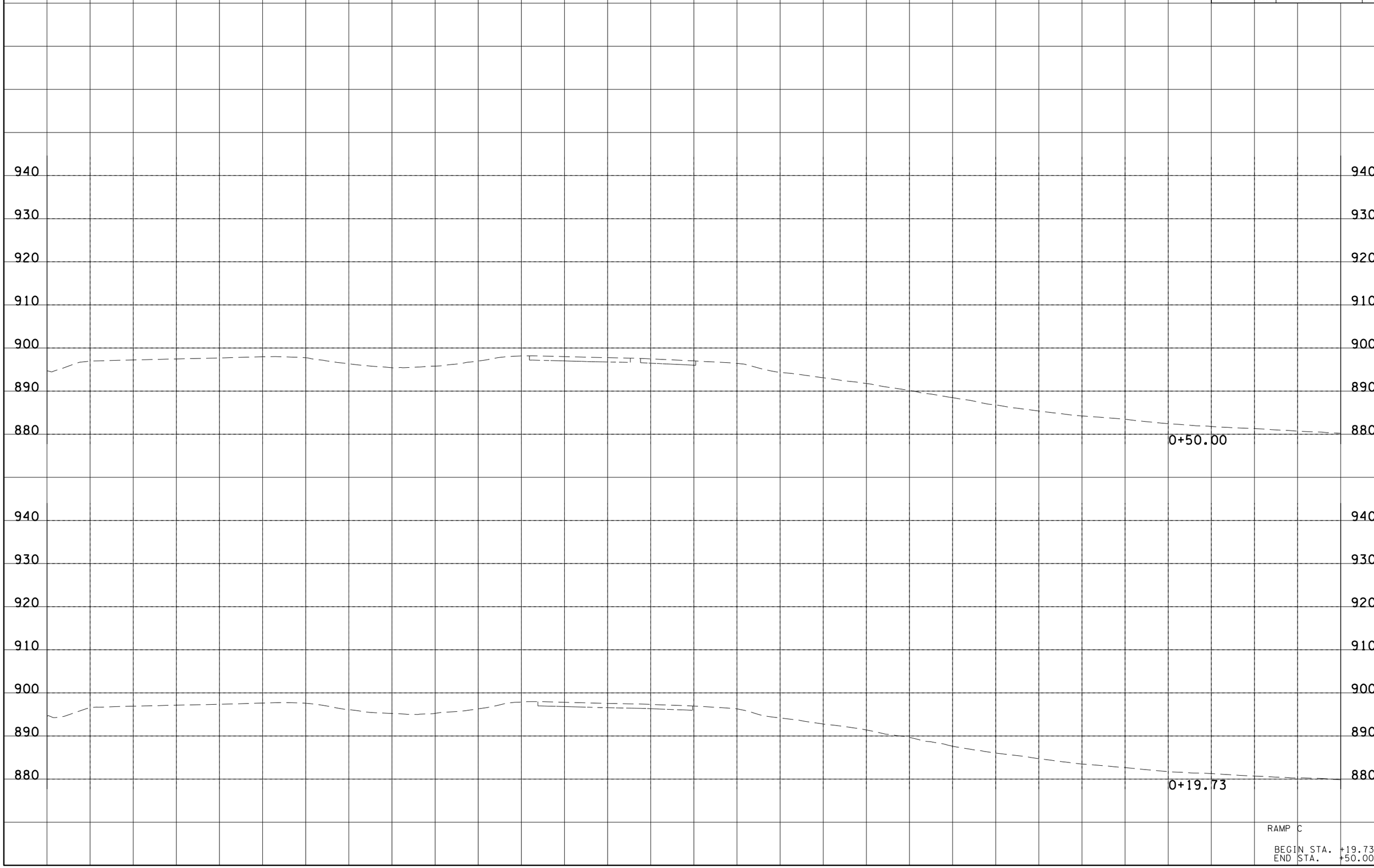
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	47
CONST.	2014	06001-3177-44	51



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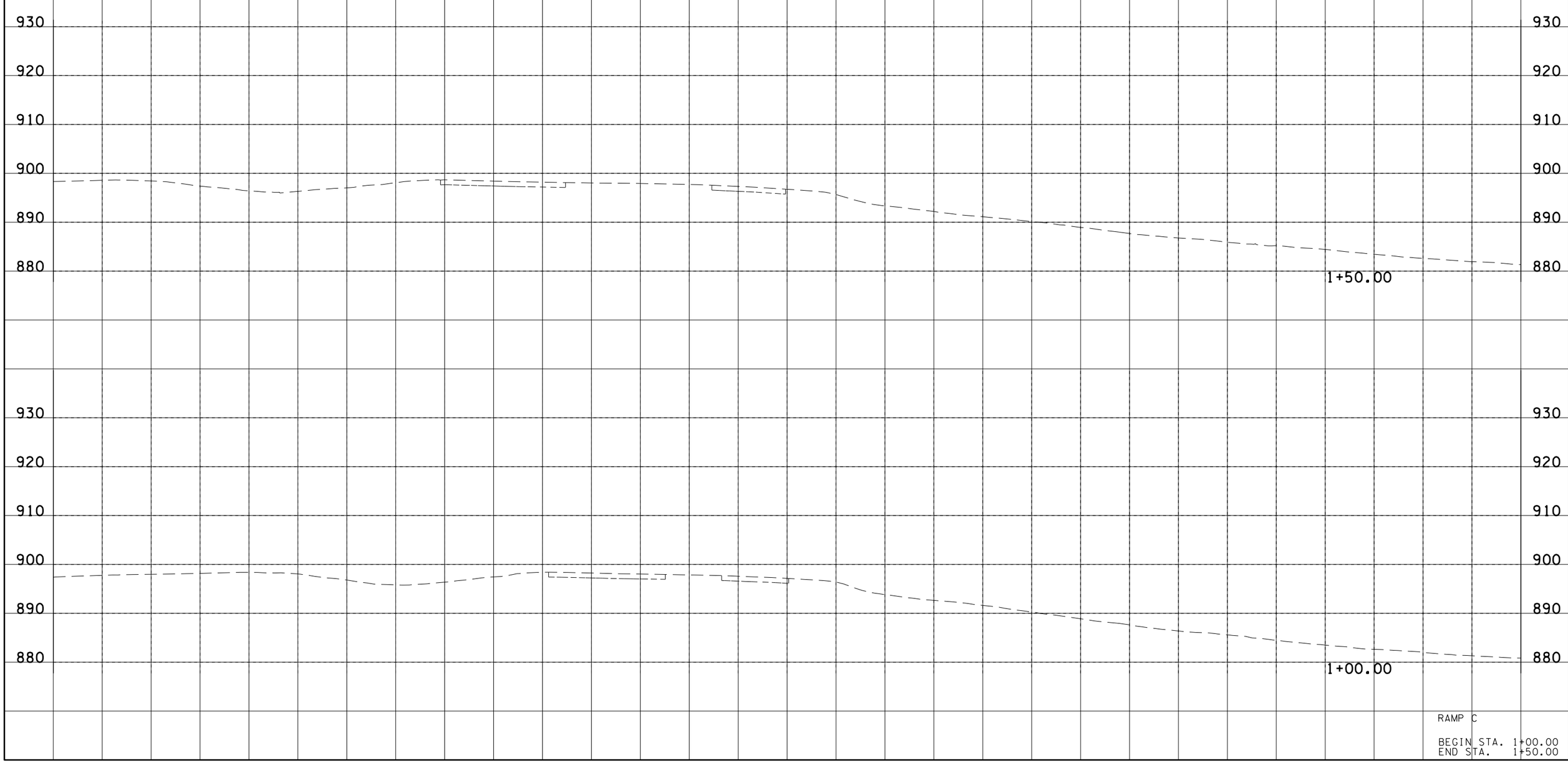
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	48
CONST.	2014	06001-3177-44	52



RAMP C

BEGIN STA. 1+00.00
END STA. 1+50.00

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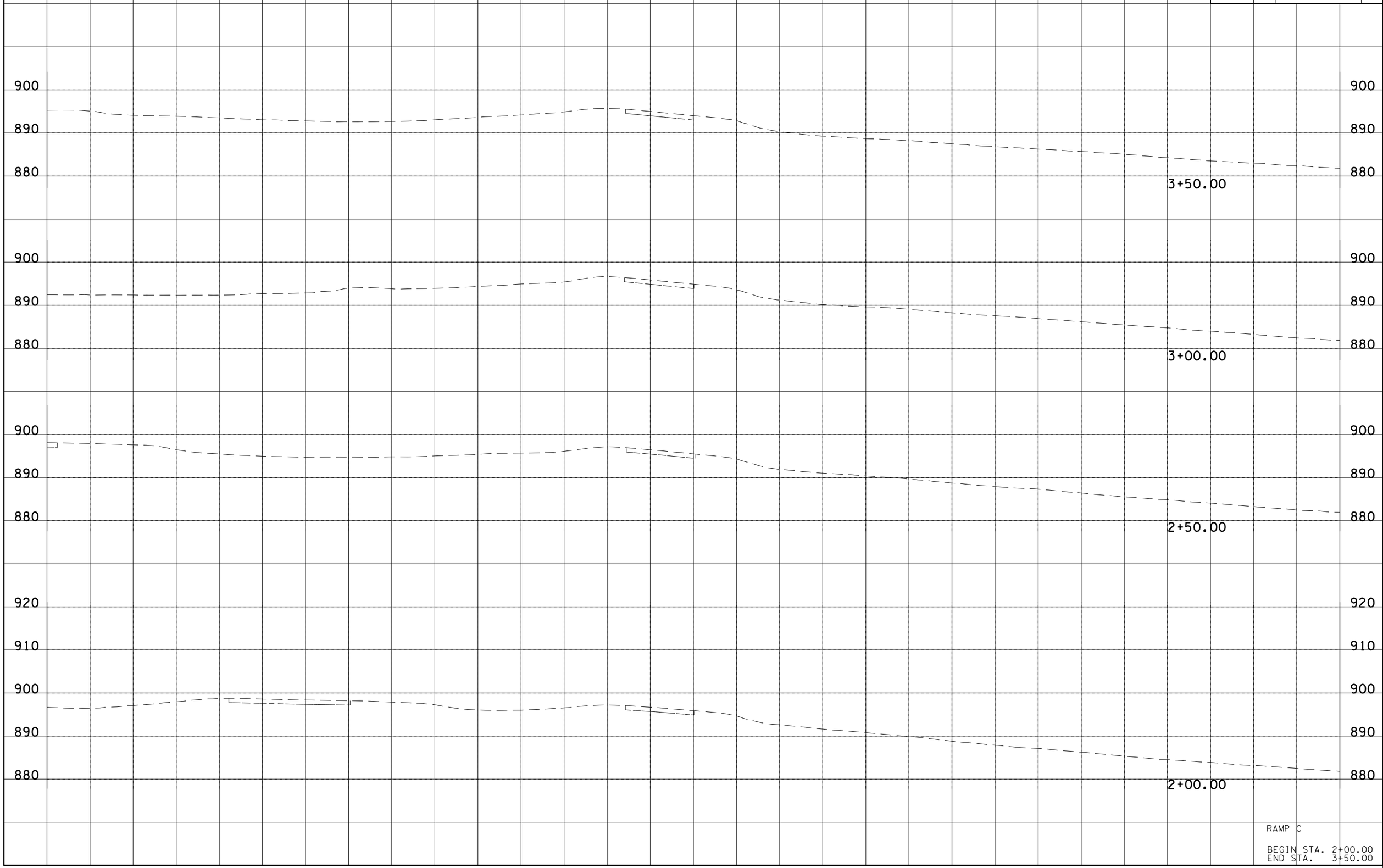
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	49
CONST.	2014	06001-3177-44	53



RAMP C

BEGIN STA. 2+00.00
END STA. 3+50.00

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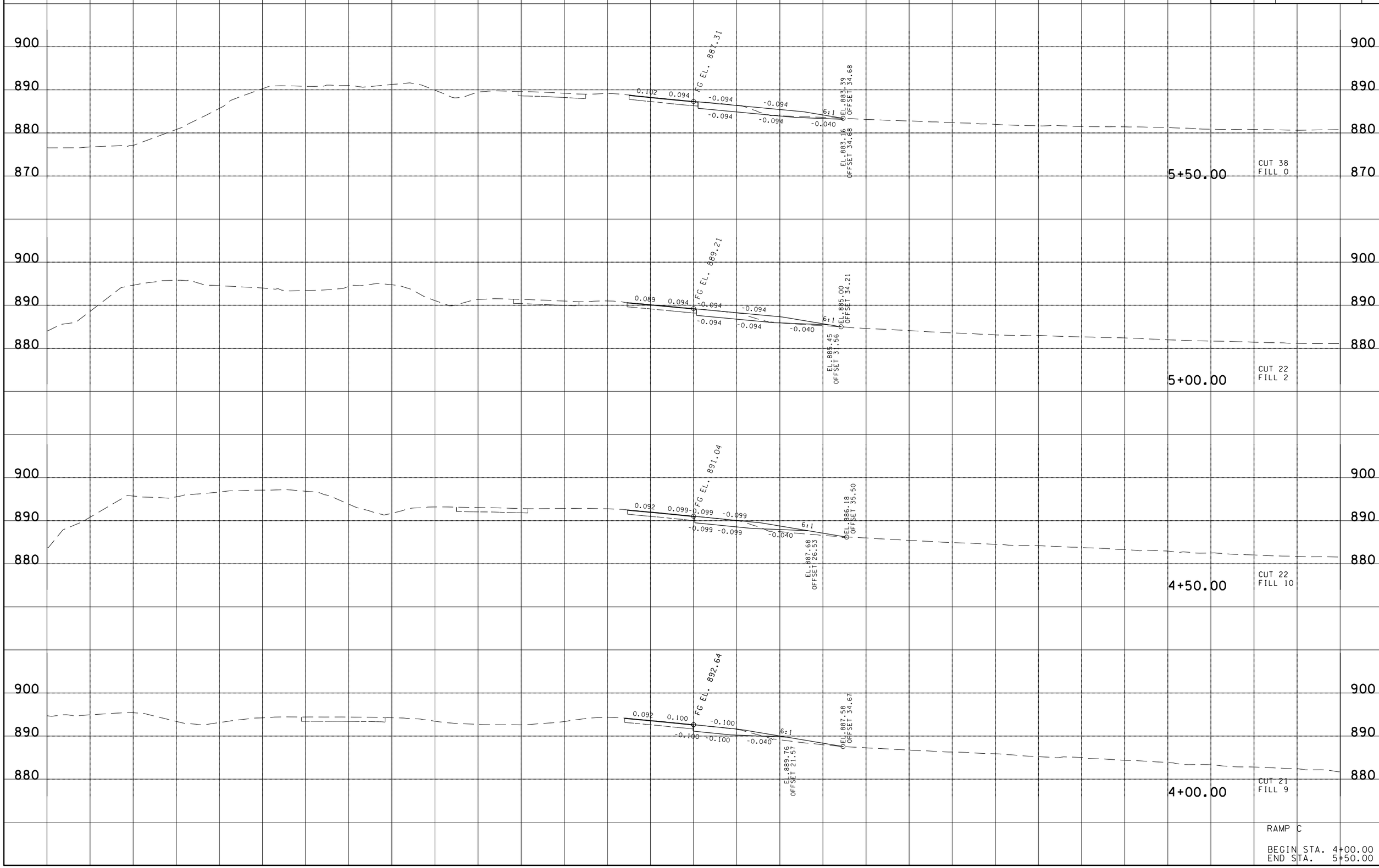
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	50
CONST.	2014	06001-3177-44	54



RAMP C

BEGIN STA. 4+00.00
END STA. 5+50.00

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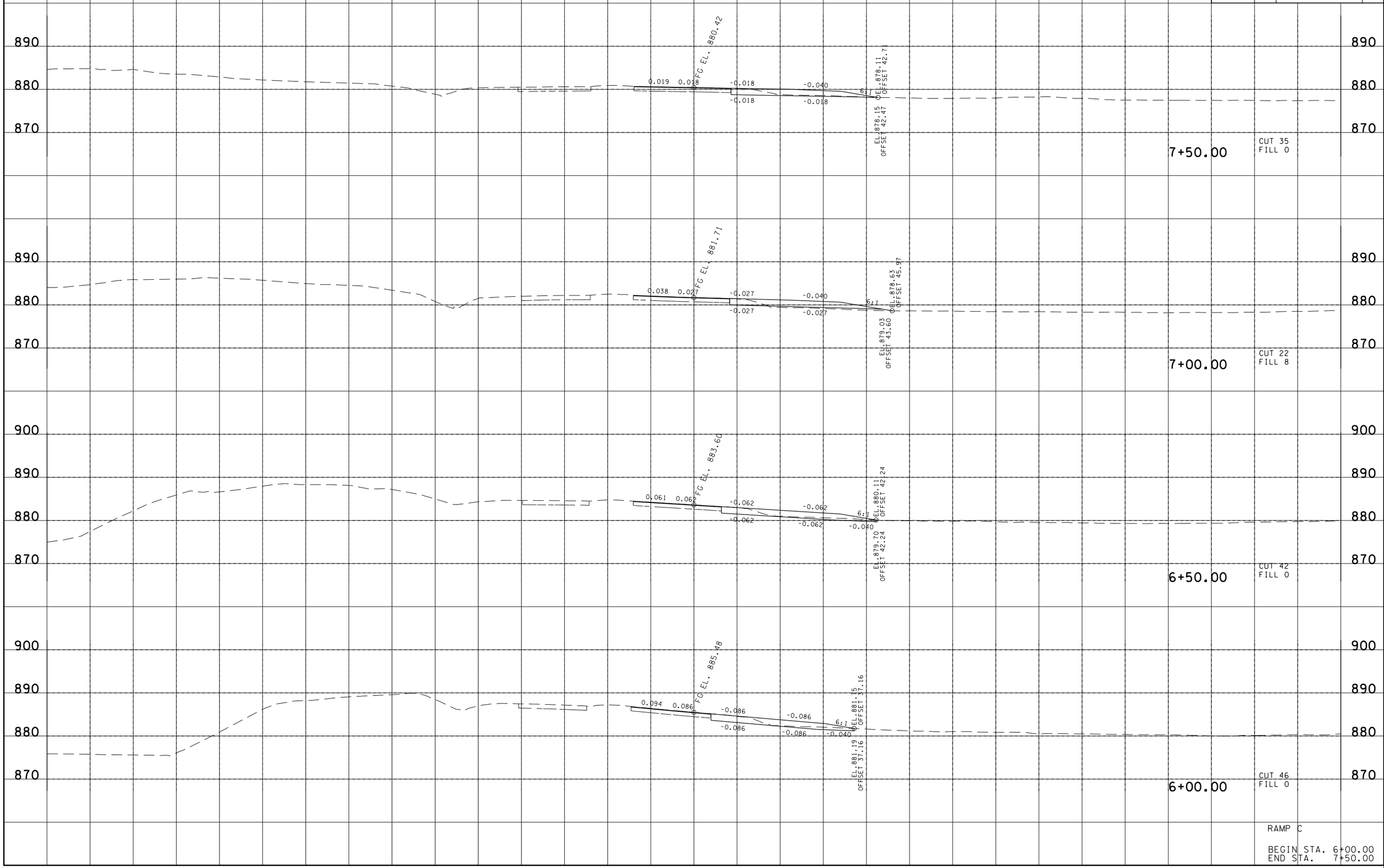
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	51
CONST.	2014	06001-3177-44	55



RAMP C

BEGIN STA. 6+00.00
END STA. 7+50.00

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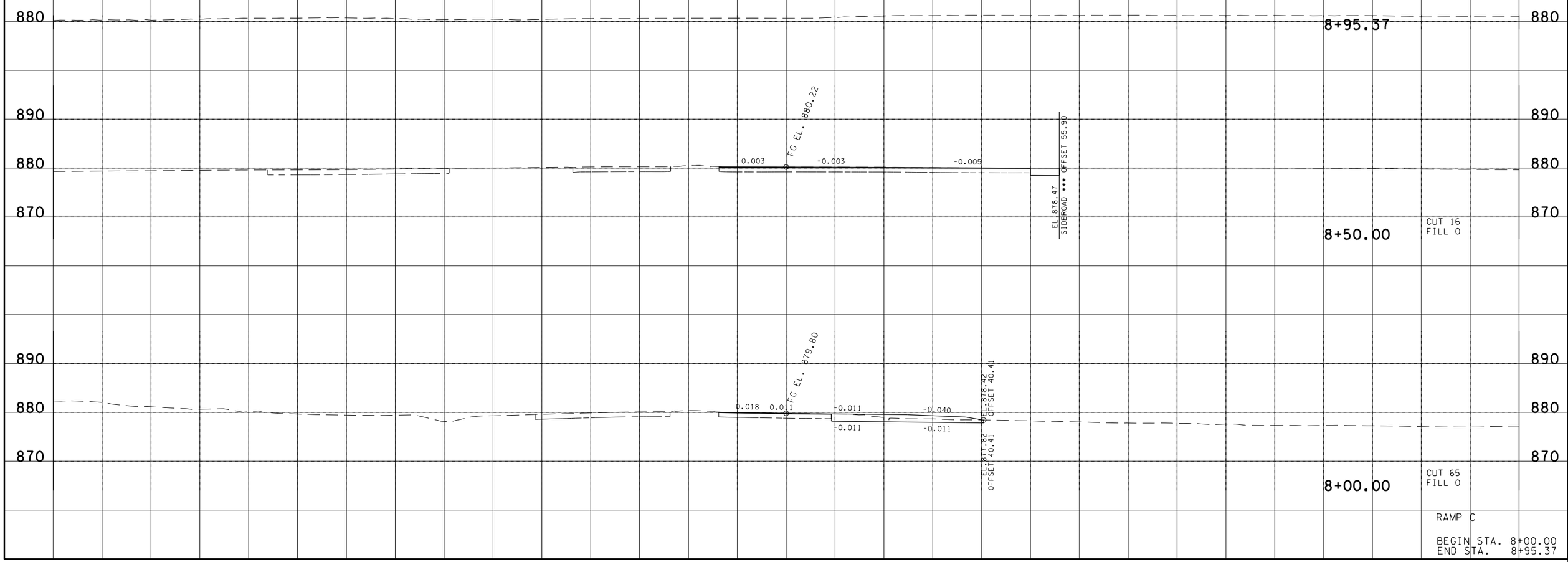
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	52
CONST.	2014	06001-3177-44	56



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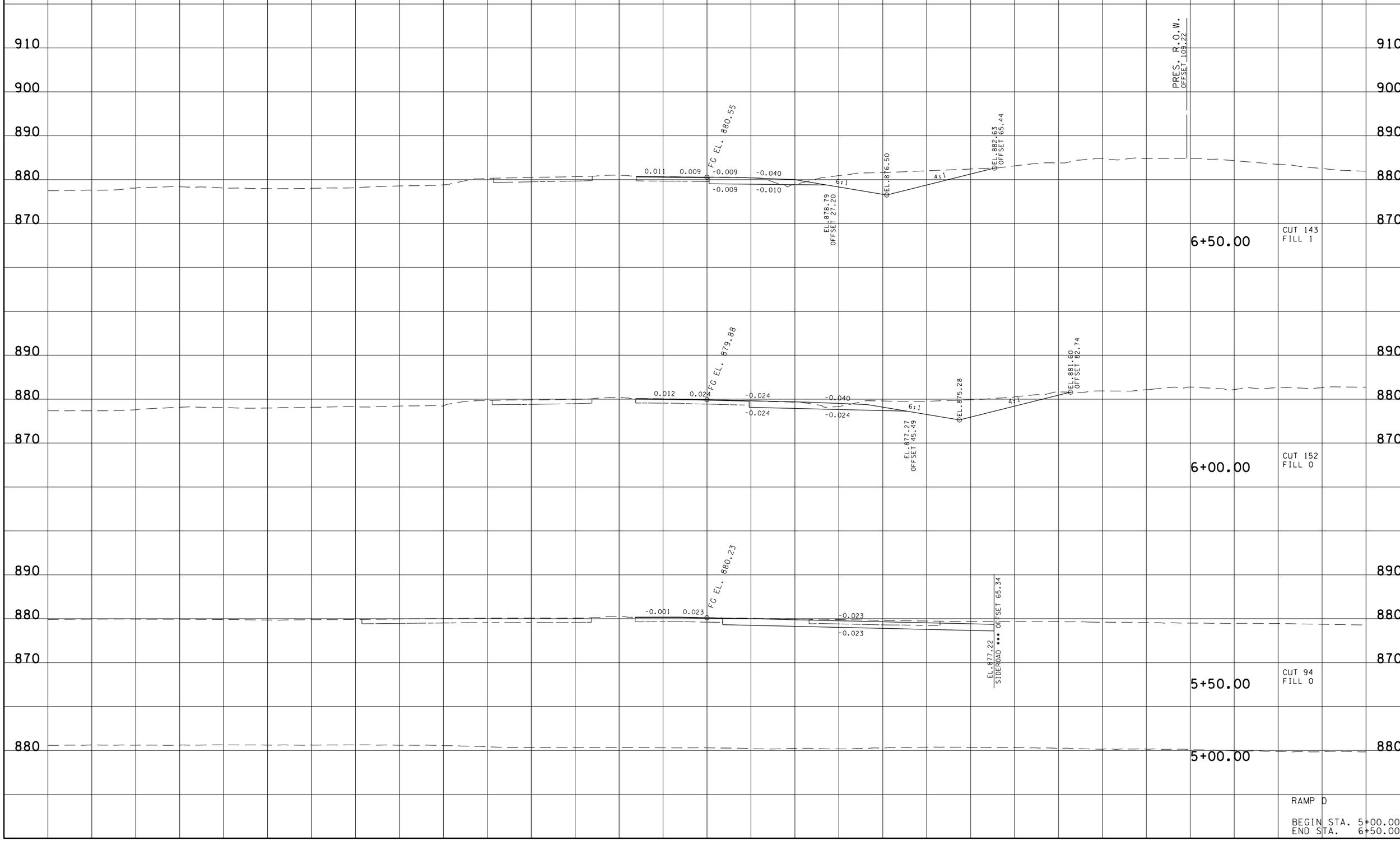
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	53
CONST.	2014	06001-3177-44	57



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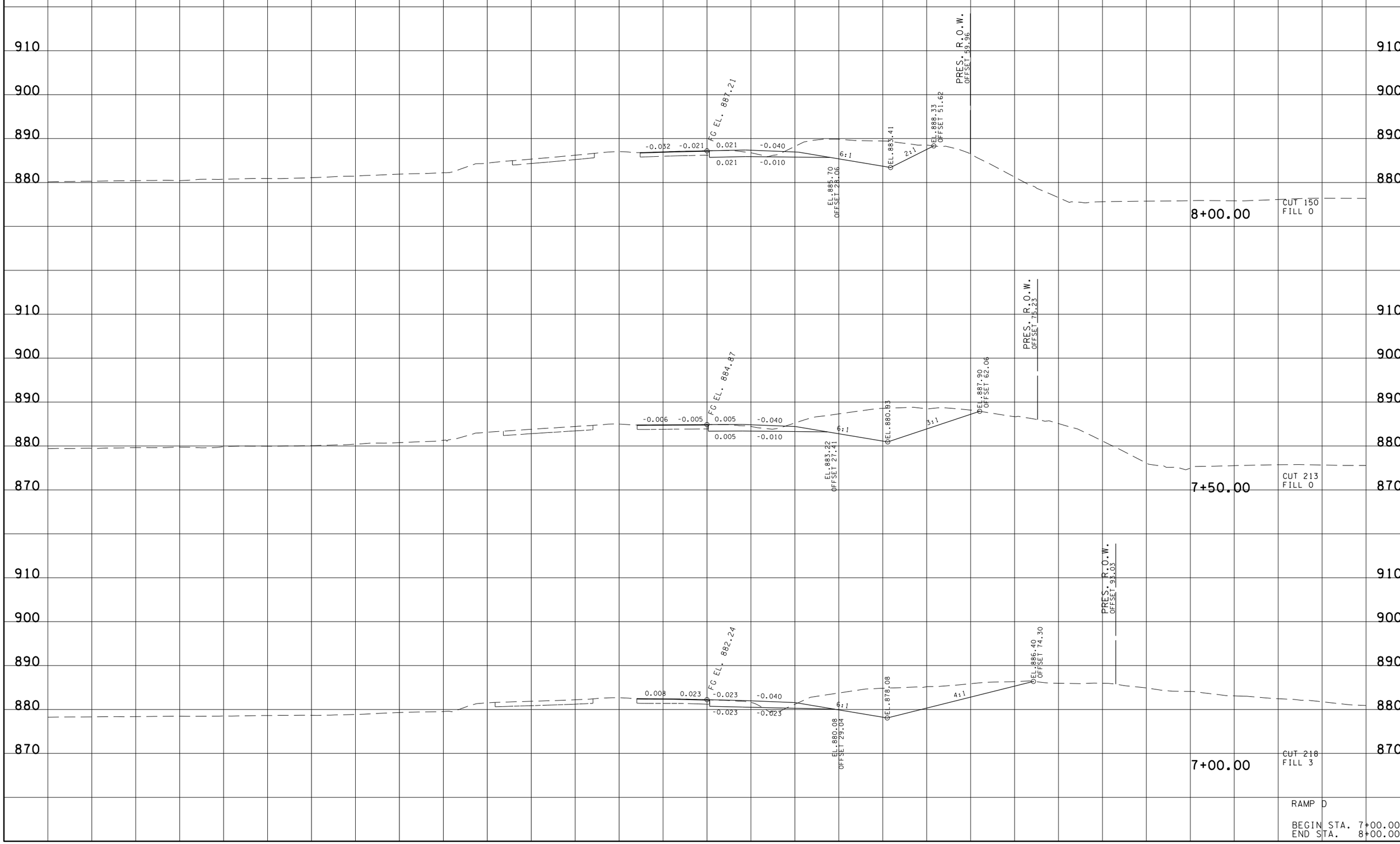
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	54
CONST.	2014	06001-3177-44	58



RAMP D

BEGIN STA. 7+00.00
END STA. 8+00.00

13-AUG-2014 11:30
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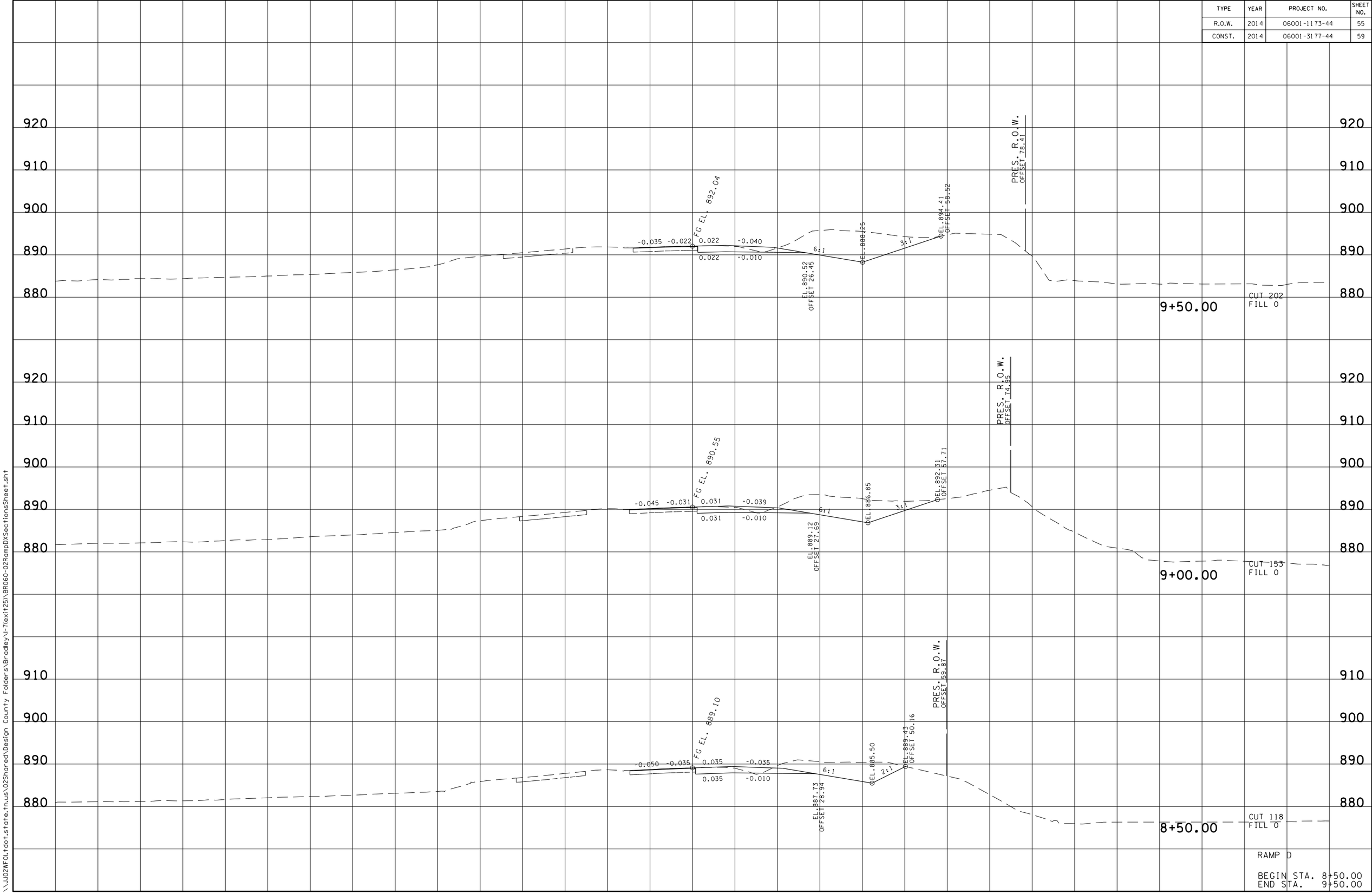
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	55
CONST.	2014	06001-3177-44	59



RAMP D

BEGIN STA. 8+50.00
END STA. 9+50.00

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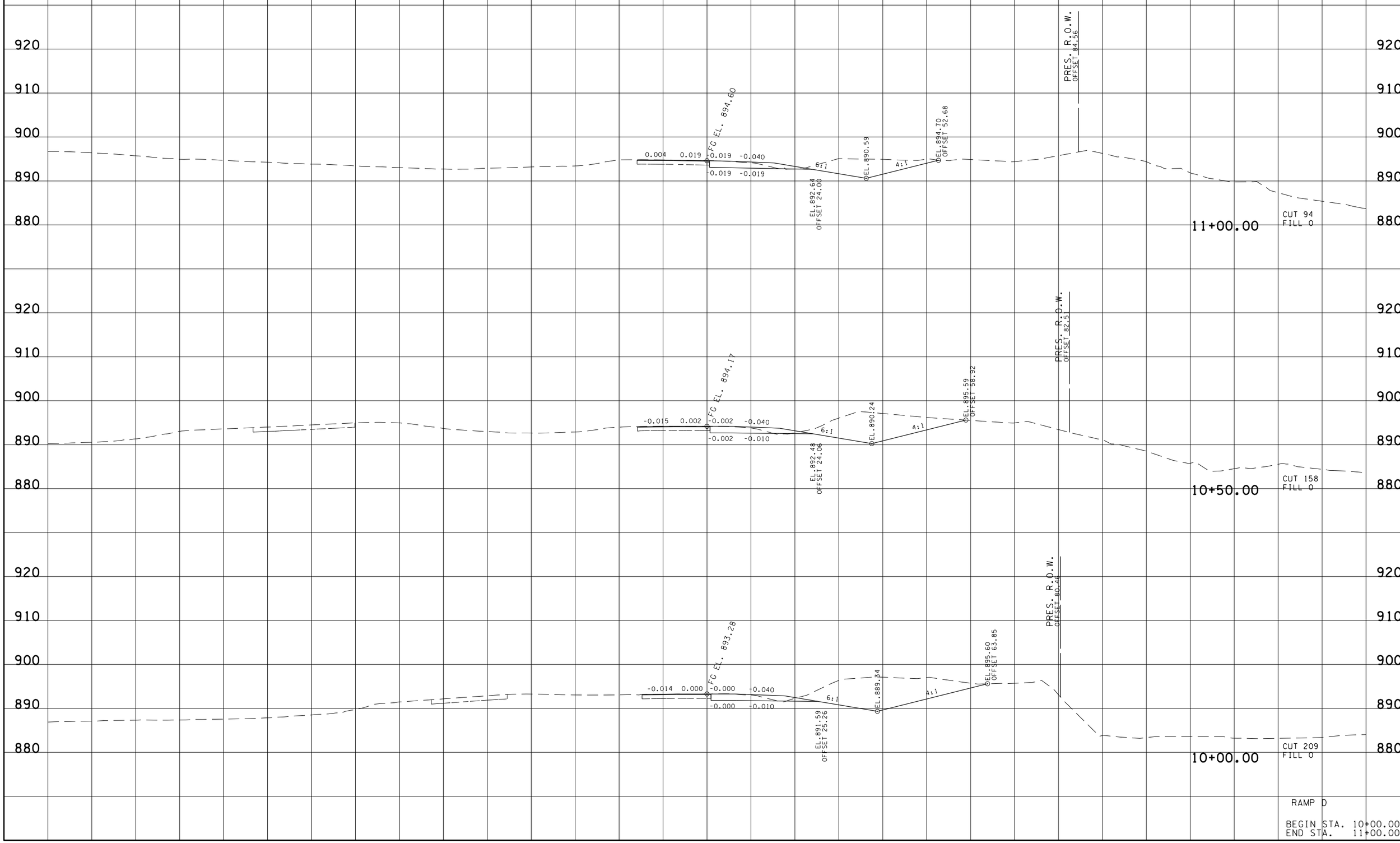
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	56
CONST.	2014	06001-3177-44	60



RAMP D

BEGIN STA. 10+00.00
END STA. 11+00.00

13-AUG-2014 11:30
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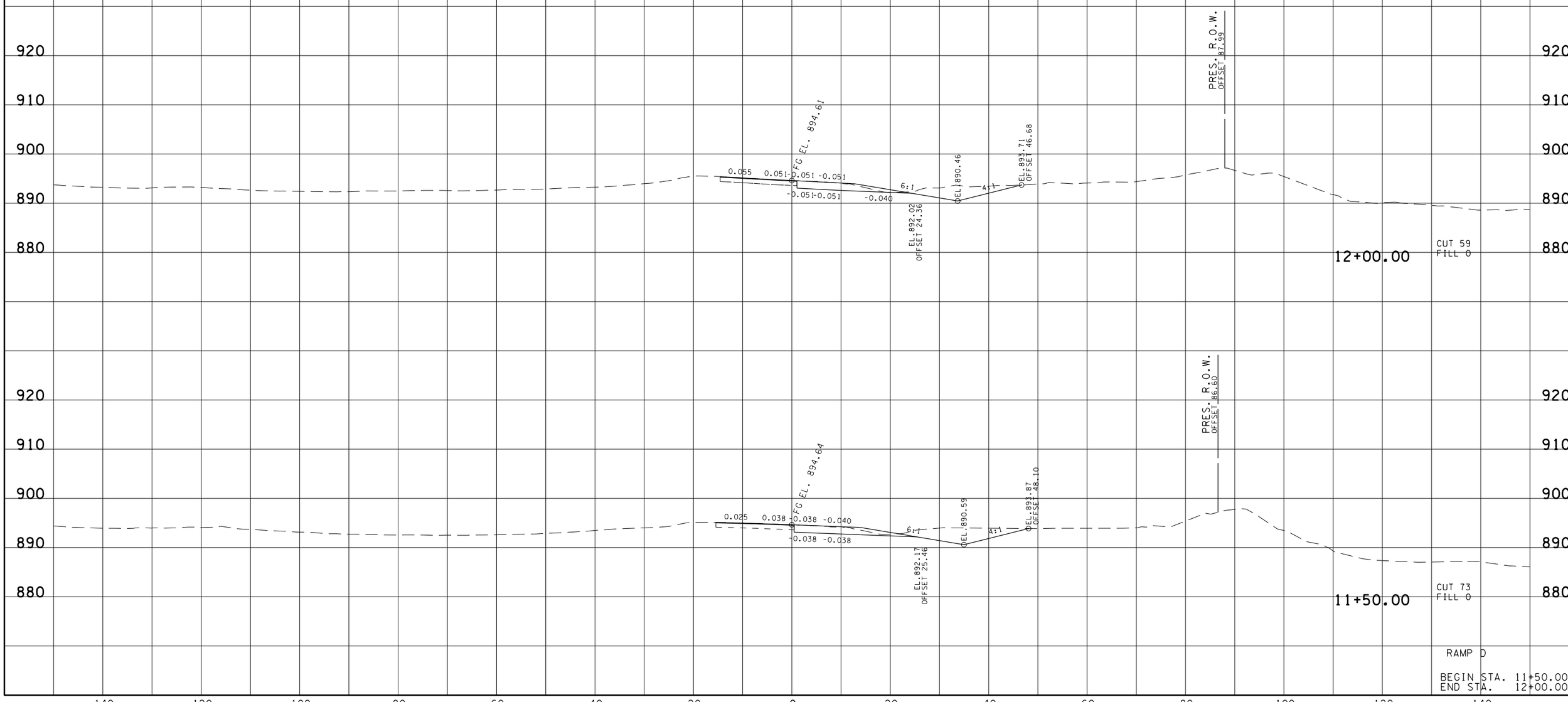
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	57
CONST.	2014	06001-3177-44	61



RAMP D

BEGIN STA. 11+50.00
END STA. 12+00.00

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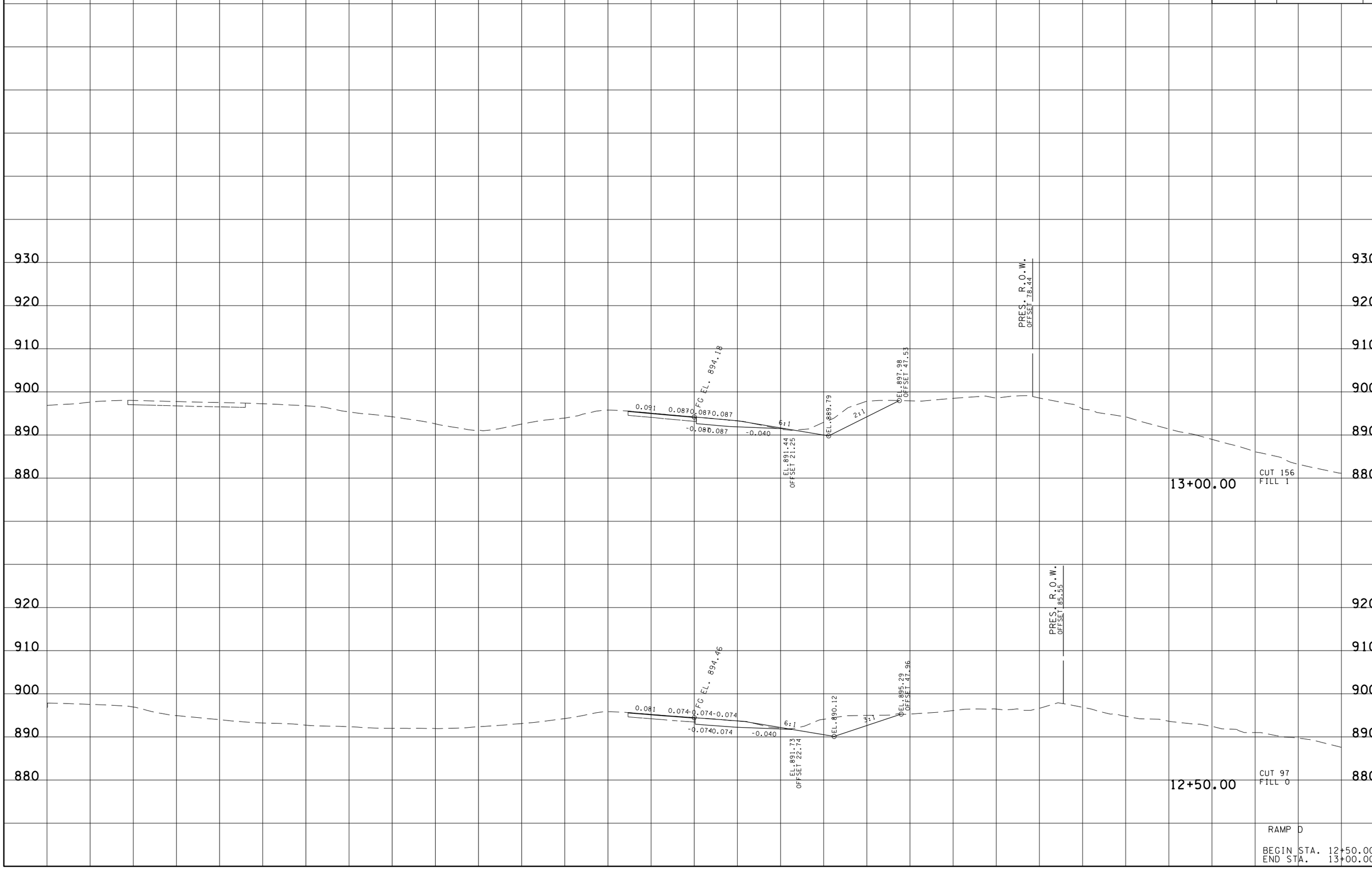
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	58
CONST.	2014	06001-3177-44	62



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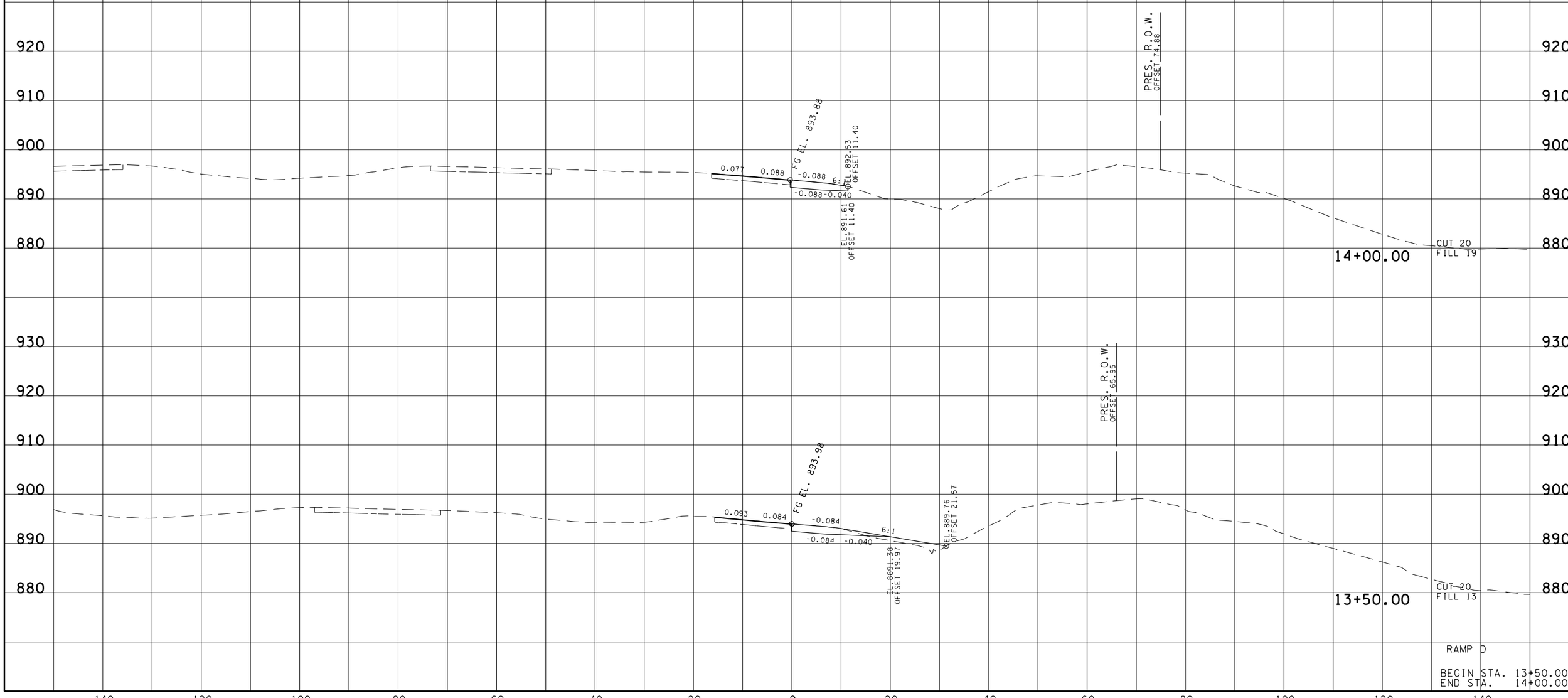
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	59
CONST.	2014	06001-3177-44	63



RAMP D

BEGIN STA. 13+50.00
END STA. 14+00.00

13-AUG-2014 11:30
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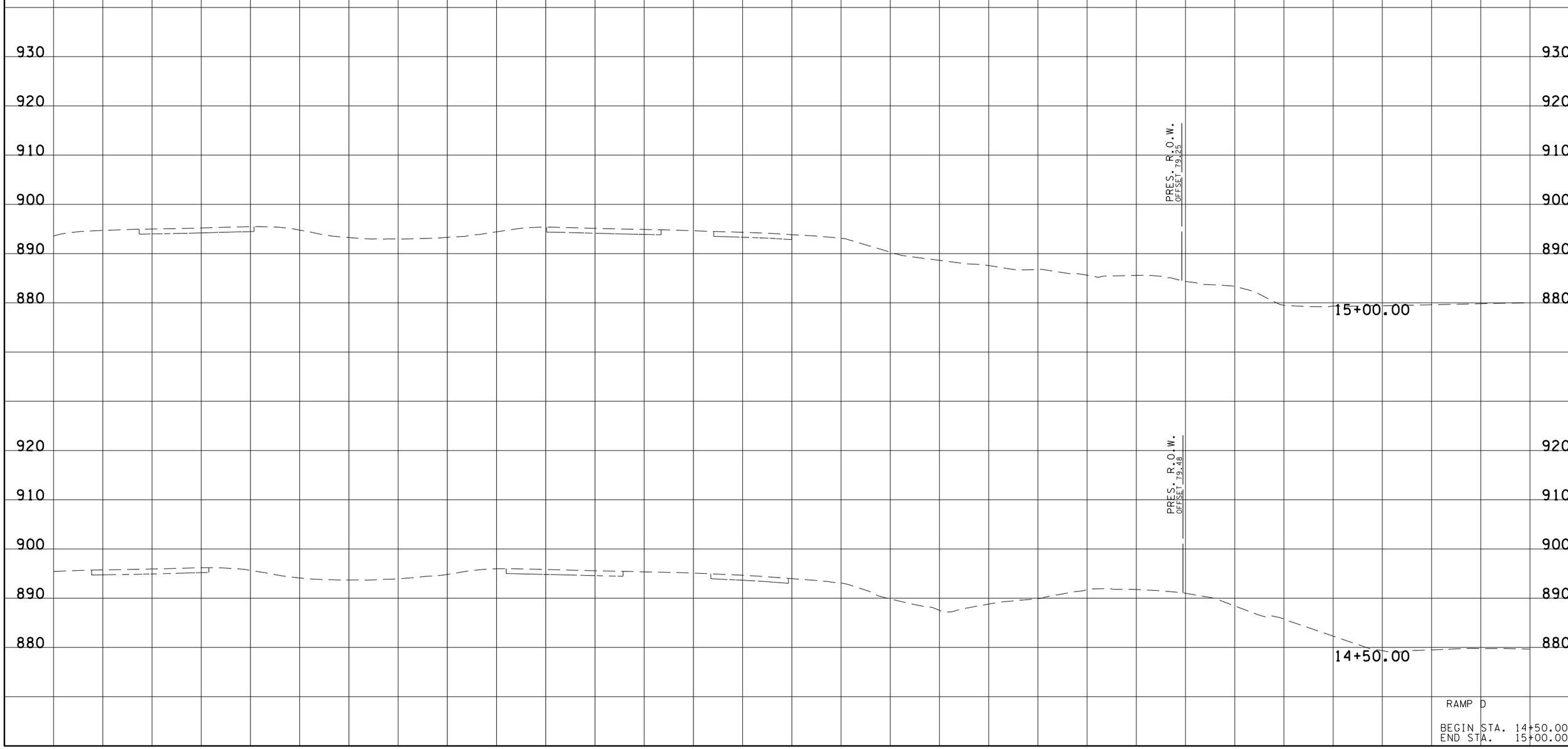
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	06001-1173-44	60
CONST.	2014	06001-3177-44	64



RAMP D

BEGIN STA. 14+50.00
END STA. 15+00.00

13-AUG-2014 11:30
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