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

SEE SHEET No. IA FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	HSIP/STP-SIP-113(17)	
STATE PROJ. NO.	32017-3207-94	

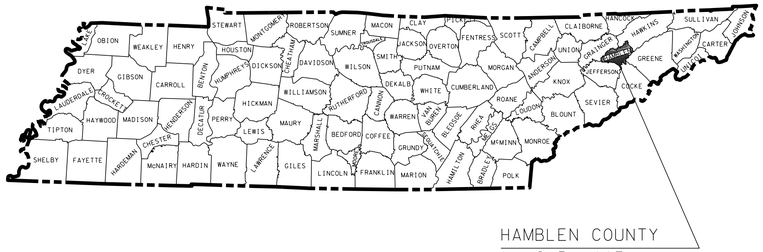
HAMBLEN CO. S.R. 113

HAMBLEN COUNTY

S.R. 113: INTERSECTION AT CHUCKY RIVER RD/ FISH HATCHERY RD

GRADE, DRAIN, BASE, PAVE AND SIGNS

STATE HIGHWAY NO. 113 F.A.H.S. NO. 113



32017-3207-94
BEGIN PROJECT HSIP/STP-SIP-113(17)
STA. 56+00.00(CONST.)

32017-3207-94
END PROJECT HSIP/STP-SIP-113(17)
STA. 62+00.90(CONST.)

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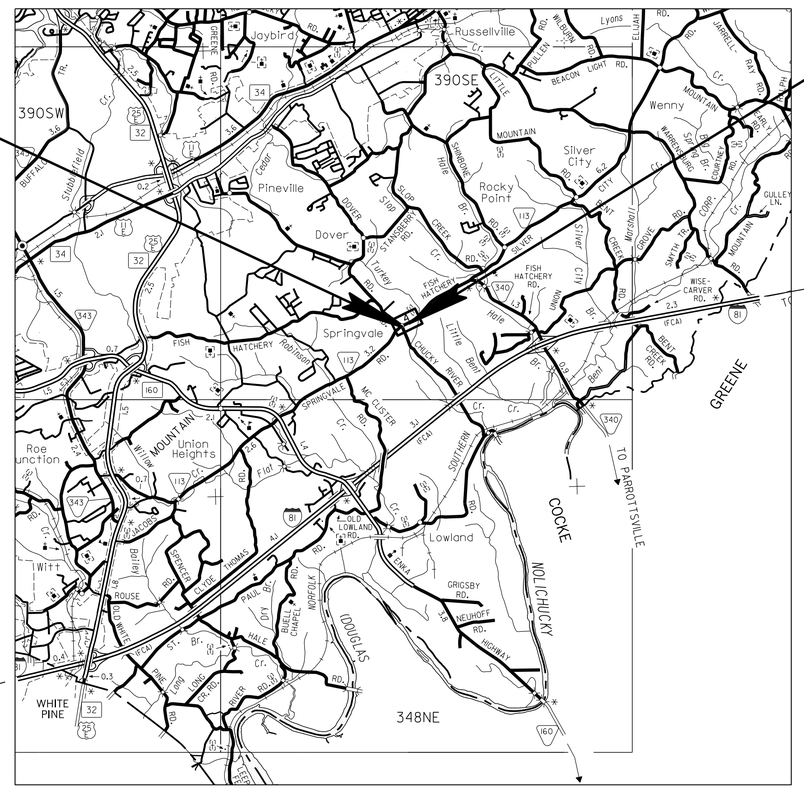
SCALE: 1"= 1 MILE



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PAUL THOMAS BEEBE
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
COMMERCE
No. 102266
STATE OF TENNESSEE

PROJECT OF LIMITED SCOPE

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

NO EXCLUSIONS
NO EQUATIONS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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 TRANS. PROECT SP. SV. 2 MAYSOON HADDAD

DESIGNER LOUNA KOEUT CHECKED BY PAUL BEEBE

P.E. NO. 97032-1214-04 (DESIGN)

PIN 115671.00

ROADWAY PROJECT LENGTH	0.131 MILE
BRIDGE LENGTH	0.000 MILE
BOX BRIDGE LENGTH	0.000 MILE
PROJECT LENGTH	0.131 MILE

TRAFFIC DATA	
ADT (2014)	3695
ADT (2034)	7795
DHV (2034)	631
D	65 - 35
T (ADT)	5 %
T (DHV)	3 %
V	50 MPH

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP/STP-SIP-113(17)	1A

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

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

INDEX STANDARD ROADWAY DRAWINGS

SHEET NAME	SHEET NO.
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ESTIMATED UTILITIES QUANTITIES	2AA
TYPICAL SECTIONS AND PROPOSED PAVEMENT SCHEDULE	2A
GENERAL NOTES	2B
GENERAL NOTES, SPECIAL NOTES AND SCOPE OF WORK	2C
R.O.W ACQUISITION TABLE, R.O.W. NOTES, UTILITY NOTES AND OWNERS	3
PRESENT LAYOUT	4
R.O.W. DETAILS	4A
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CULVERT CROSS SECTIONS	6
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	7
EROSION PREVENTION AND SEDIMENT CONTROL PLAN STAGE 1	8
EROSION PREVENTION AND SEDIMENT CONTROL PLAN STAGE 2	9
TRAFFIC CONTROL PLAN	10
PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES	11
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SIDE ROAD CROSS-SECTIONS	17-20
UTILITIES INDEX, UTILITY OWNERS, AND UTILITY SHEETS	U1-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP)	S1

NO PROJECT COMMENTS INCLUDED IN THIS SET OF PLANS

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
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-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	01-29-14	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PE-4	01-15-13	STRAIGHT CONCRETE ENDWALL
D-PE-18A	06-14-13	18" CONCRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-99	11-01-13	PIPE GRATE & SKEWED CONNECTION DETAILS "U" ENDWALLS
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-PS-1	03-15-76	STRUTTING DETAILS FOR CORR. METAL & STRUCTURE PLATE ROUND PIPE

ROADWAY AND PAVEMENT APPURTENANCES

DWG. NO	REV.	DESCRIPTION
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS

ROADSIDE SAFETY DEVICES AND FENCES

DWG. NO	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
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-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
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-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
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-25	08-01-12	TEMPORARY CULVERT CROSSING, CONTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	08-01-12	SEDIMENT TUBE

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DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP/STP-SIP-113(17)	2

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-04.01	REMOVAL OF STRUCTURES (VACANT BUS. BLD., STA. 59+75)	LS	1
(1)(5)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2471
	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	509
	203-06	WATER	M.G.	6
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	717
	209-05	SEDIMENT REMOVAL	C.Y.	80
(1)(2)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	2060
	209-08.07	ROCK CHECK DAM	EACH	16
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	6
(8)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	4247
(1)(4)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	9
(13)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	1104
(12)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	730
(2)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	7
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	323
(2)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	113
	607-03.30	18" PIPE CULVERT	L.F.	156
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	73
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	2.32
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	80
	611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
	701-02	CONCRETE DRIVEWAY	S.F.	1195
(10)	705-08.50	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-2	EACH	6
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	15
(1)(3)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(1)(4)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	163
(11)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	4
	712-01	TRAFFIC CONTROL	LS	1
(10)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	620
(2)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
(10)	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	20
	712-06	SIGNS (CONSTRUCTION)	S.F.	434
(10)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	200
	713-16.20	SIGNS (R1-1)(STOP SIGN)	EACH	2
	713-16.21	SIGNS (W3-1)(STOP AHEAD)	EACH	2
	713-16.22	SIGNS (W4-4P)(CROSS TRAFFIC DOES NOT STOP)	EACH	2
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	62
(7)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1
	716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	113
(6)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.5
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.5
	717-01	MOBILIZATION	LS	1
(1)(9)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	194
(1)(2)	740-11.01	TEMPORARY SEDIMENT TUBE 8IN	L.F.	245
(1)(10)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	10
	801-02	SEEDING (WITHOUT MULCH)	UNIT	39
	801-03	WATER (SEEDING & SODDING)	M.G.	4
(1)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	4300

(1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT.
(2) MAY BE INCREASED OR DECREASED AS DIRECTED BY TDOT OPERATIONS DISTRICT SUPERVISOR.
(3) TO BE USED FOR TEMPORARY CONSTRUCTION EXIT.
(4) INCLUDES 46 TONS FOR TEMPORARY PIPE CULVERT PROTECTION.
(5) INCLUDES 7 CY FOR TEMPORARY CONSTRUCTION EXIT.

SIDE DRAIN TABULATION

STATION	LOCATION LT	LOCATION RT	SURFACE WIDTH (L.F.)	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC OR SRTRP (LF) FILL HEIGHT < 10 FT. 18"	END TREATMENT TYPE	REMARKS
14+75	X		17	50	NO E/W REQUIRED	
16+21	X		12	23	NO E/W REQUIRED	
TOTALS				73		

CROSS DRAIN TABULATION

STATION	RCP CLASS III OR CMP 12 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 16 FT. 18"	SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	REMARKS
59+00	118	60	0	U	D-PE-18A	U	D-PE-18A			PAID BY EACH
16+50	38	90	0	STRAIGHT	D-PE-4	STRAIGHT	D-PE-4	2.32	80	
TOTALS	156		0					2.32	80	

NOTE: QUANTITIES SHOWN IN THE TABULATION ARE BASED ON CORRUGATED METAL PIPE: QUANTITIES USED IN THE FIELD WILL BE BASED ON ALTERNATE SELECTED BY THE CONTRACTOR. STANDARD DRAWING D-PB-1 WILL SUPPLY THE APPROPRIATED FACTOR TO CALCULATED THE BEDDING NEEDED.

ESTIMATED GRADING QUANTITIES

	STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) EXC. COMMON - C.Y.	ROAD & DRAINAGE EXC. (UNCL.) EXC. TOPSOIL-C.Y	BORROW EXCAVATION UNCL. - C.Y.	EMB. C.Y.
S.R. 113	56+00 TO 62+90	2464	0	509	2832
	TOTALS	2464	0	509	2832

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
4A	10	1	4	15
TOTALS	10	1	4	15

(6) TO BE USED FOR TEMPORARY MARKING.
(7) 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.
(8) INCLUDES 700 TONS FOR MAINTENANCE OF TRAFFIC.
(9) INCLUDES 86 SY FOR TEMPORARY CONSTRUCTION EXIT AND 108 SY FOR TEMPORARY PIPE CULVERT PROTECTION.
(10) TO BE USED AS DIRECTED BY AS DIRECTED BY TDOT OPERATIONS DISTRICT SUPERVISOR.
(11) TO BE USED FOR RIP-RAP APRON.
(12) INCLUDES 700 TONS FOR MAINTENANCE OF TRAFFIC.
(13) INCLUDES 424 TONS FOR MAINTENANCE OF TRAFFIC.
(14) INCLUDES 280 TONS FOR MAINTENANCE OF TRAFFIC.

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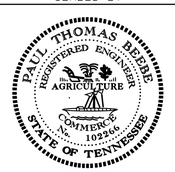

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES AND TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	HSIP/STP-SIP-113(17)	2AA

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

ESTIMATED UTILITY QUANTITIES

32017-3207-94

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
795-01.04	6 IN DIP SLIP JOINT WATER LINE	LF	1350
795-06.03	CONNECT TO 4 INCH WATER LINE	EA	2
795-06.04	CONNECT TO 6 INCH WATER LINE	EA	2
795-08.03	4 IN GATE VALVE ASSEMBLY	EA	2
795-08.23	6 IN BUTTERFLY VALVE ASSEMBLY	EA	11
795-09.09	RELOCATE SERVICE ASSEMBLY	EA	1
795-09.28	3/4 IN COPPER SERVICE PIPE	LF	20
795-11.01	BLOW-OFF ASSEMBLY	EA	1
795-11.02	FIRE HYDRANT ASSEMBLY	EA	1
795-13.01	DI FITTINGS	LBS	2160
795-15.02	12 IN STEEL CASING PIPE OPEN CUT METHOD	LF	120

NOTE

QUANTITIES PROVIDED BY TDOT REGION 1 UTILITY OFFICE.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED UTILITIES QUANTITIES

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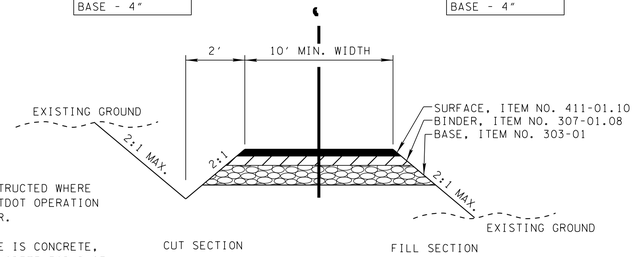
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	2
CONST.	2014	HSIP/STP-SIP-113(17)	2A

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

BUSINESS
SURFACE - 1¼"
BINDER - 1¾"
BASE - 4"

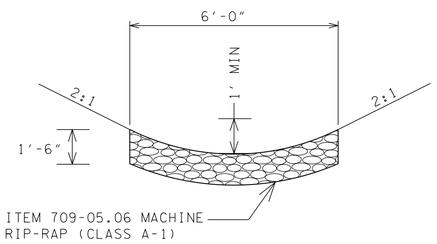
FIELD OR RESIDENTIAL
SURFACE - 1½"
BINDER - NONE
BASE - 4"



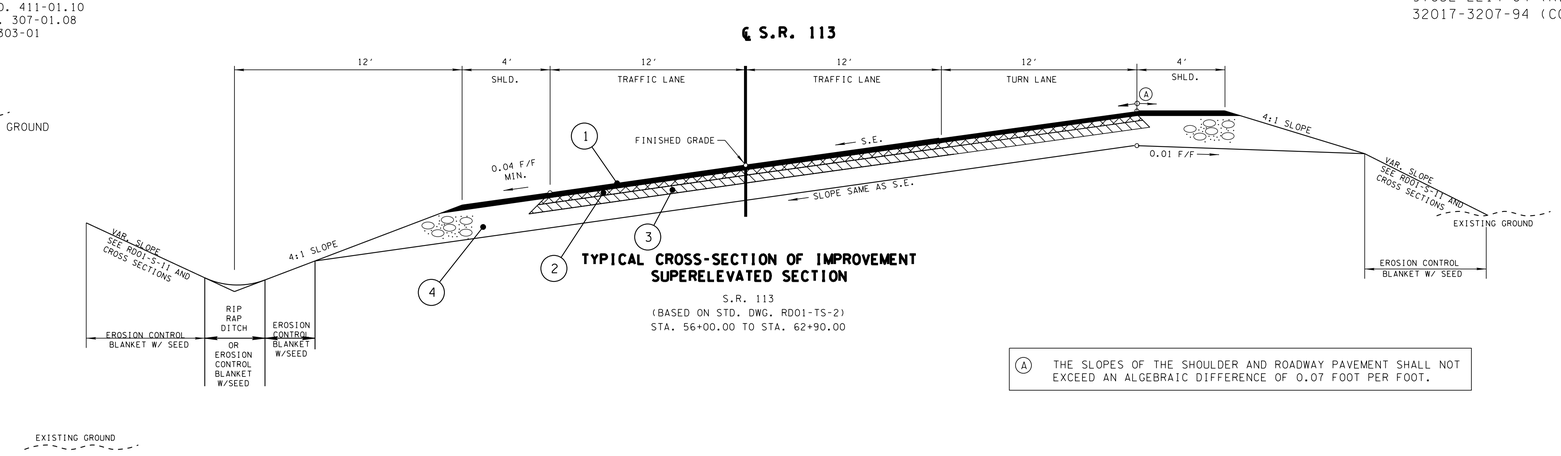
NOTES: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE TDOT OPERATION DISTRICT ENGINEER.

IF EXISTING DRIVE IS CONCRETE, SUBSTITUTE 6" CONCRETE FOR BASE AND SURFACE. IF EXISTING DRIVE IS GRAVEL, SEE R.O.W. NOTES

TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

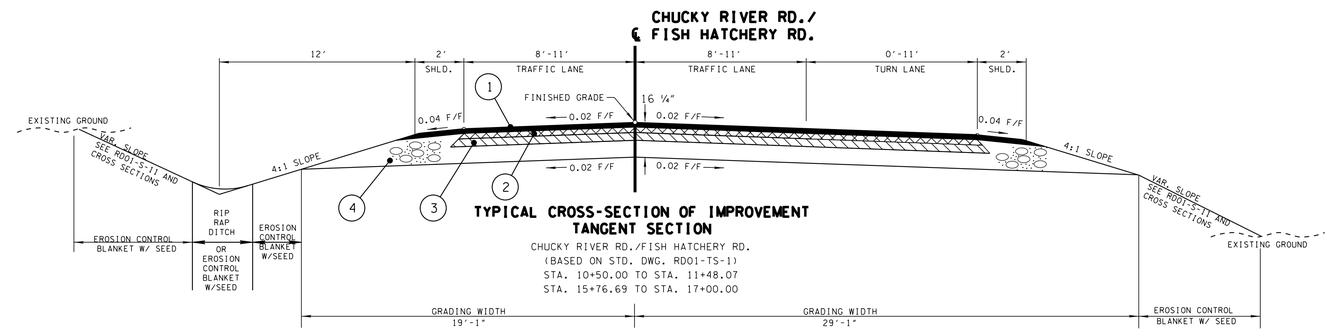


DETAIL OF RIP-RAP DITCH

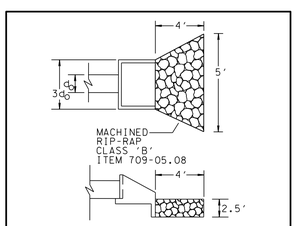


TYPICAL CROSS-SECTION OF IMPROVEMENT SUPERELEVATED SECTION
S.R. 113
(BASED ON STD. DWG. RD01-TS-2)
STA. 56+00.00 TO STA. 62+90.00

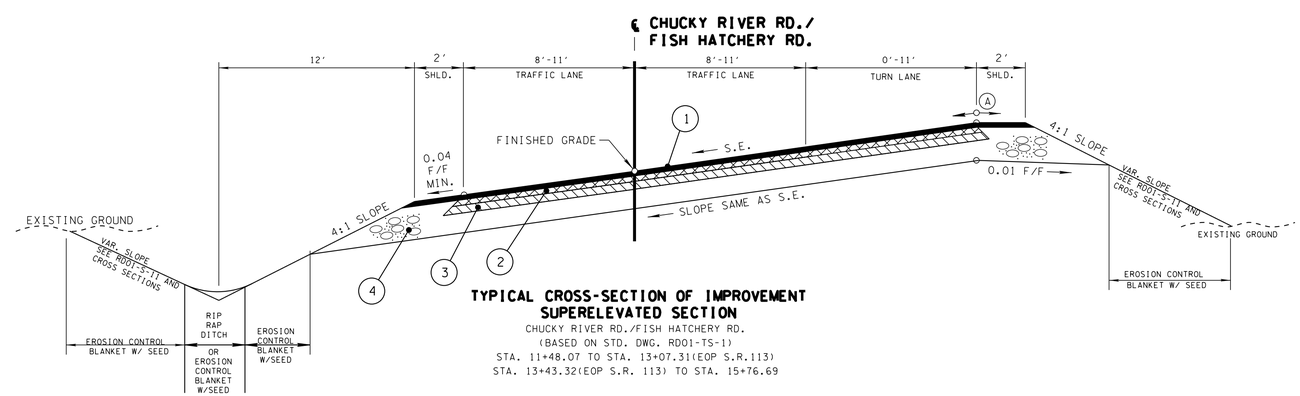
(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.



TYPICAL CROSS-SECTION OF IMPROVEMENT TANGENT SECTION
CHUCKY RIVER RD./FISH HATCHERY RD.
(BASED ON STD. DWG. RD01-TS-1)
STA. 10+50.00 TO STA. 11+48.07
STA. 15+76.69 TO STA. 17+00.00



RIP-RAP APRON AT PIPE OUTLET
DETAILS



TYPICAL CROSS-SECTION OF IMPROVEMENT SUPERELEVATED SECTION
CHUCKY RIVER RD./FISH HATCHERY RD.
(BASED ON STD. DWG. RD01-TS-1)
STA. 11+48.07 TO STA. 13+07.31(EOP S.R.113)
STA. 13+43.32(EOP S.R. 113) TO STA. 15+76.69

PROPOSED PAVEMENT SCHEDULE

1	ASPHALT CONCRETE SURFACE (HOT MIX) @ 1¼" THICK (APPROX. 132.5 LBS/SQ YD) 411-01.10 ACS MIX (PG64-22) GRADING "D" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (RATE 0.07 GAL/SQ. YD)
2	BITUMINOUS PLANT MIX BASE (HOT MIX) @ 2" THICK (APPROX. 226 LBS/SQ YD) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (RATE 0.07 GAL/SQ. YD)
3	BITUMINOUS PLANT MIX BASE (HOT MIX) @ 3" THICK (APPROX. 345 LBS/SQ YD) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A" 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.35 GAL/SQ. YD)
4	MINERAL AGGREGATE BASE @ 10" THICK (ROADWAY) AND FULL DEPTH (SHOULDER) 303-01 MINERAL AGGREGATE, TYPE A BASE GRADING "D"

UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PROPOSED PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	HSIP/STP-SIP-113(17)	2B

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(1) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET , SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

DRAINAGE

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

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

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

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

FENCING

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

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

(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. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

(2) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (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.

SIGNING

(1) 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.

(2) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

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.

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 ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

(12) 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.

(13) 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.

UNOFFICIAL SET

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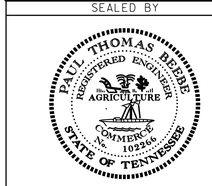

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	HSIP/STP-SIP-113(17)	2C

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

GENERAL NOTES (CONTINUED)

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

STREAM/WETLAND

(15) 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.

(16) 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.

(17) 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.

INSPECTION, MAINTENANCE, REPAIR

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

(19) 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.

(20) 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.

(21) 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.

MATERIALS

(22) 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

(23) 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.

(24) 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.

(25) 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.

LITTER, DEBRIS, WASTE, PETROLEUM

(26) 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.

(27) 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.

NPDES

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

MISCELLANEOUS

(1) REMOVAL OF EXISTING PIPE WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) ALL TREES AND OR VEGITATION INSIDE R.O.W. WITHIN THE LIMITS OF THE PROJECT SHALL BE CLEARED TO ACHIEVED A CLEAR LINE OF SIGHT.

SCOPE OF WORK

(1) THIS PROJECT INCLUDES THE GRADING, DRAINAGE, BASE AND PAVEMENT ON S.R. 113, CHUCKY RIVER RD, FISH HATCHERY RD AND PRIVATE DRIVES TO LINES AND GRADE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE TDOT OPERATION DISTRICT SUPERVISOR.

(2) THIS PROJECT INCLUDES APPLICATION OF SEEDING AND EROSION CONTROL BLANKETS, INSTALLATION OF TRAFFIC CONTROL DEVICES AND EPSC MEASURES, THE APPLICATION OF PAVEMENT MARKINGS AND OTHER DESIGN FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT SUPERVISOR.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, SPECIAL NOTES & SCOPE OF WORK

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	3
CONST.	2014	HSIP/STP-SIP-113(17)	3

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

REVISED: 5-23-14; ADDED TRACT 2A AND 2B. REVISED OWNER FOR TRACT 4 AND 8. REVISED AREA FOR TRACT 2.

REVISED: 7-15-14; ADDED TRACT 8009 AS UNECONOMIC REMNANT.

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
1	JAMES EDWARD HALE	43	71.01	451	800	48.622		48.622				48.622				
2	THOMAS D. RUSH JR. AND WIFE, MARY ANN RUSH	43	99.01	396	8		7.076	7.076					7.076			
		43	99.02	396	8											
		43	99.03	396	8											
2A	THOMAS D. RUSH JR. AND WIFE, MARY ANN RUSH	43	99.04	396	8		0.663	0.663		0.118	0.118		0.545			
2B	THOMAS D. RUSH JR. AND WIFE, MARY ANN RUSH	43	99.05	396	8		1.143	1.143		344 S.F.	344 S.F.		1.135			
		43	99.08	396	8											
		43	98.03	396	8											
3	JOHNNY T. GALYON AND WIFE, TERESA D. GALYON	43	99	708	244		0.910	0.910					0.910			
4	LOIS P. REMIS	43	71.02	1515	21	1.687		1.687	0.164		0.164	1.523				
5	EARL B. CAMERON AND WIFE, VICTORIA S. CAMERON	43	68.03	453	73	1.182		1.182				1.182				
6	JAMES C. SEAGLE AND VICTORIA S. CAMERON	43	68	1173	759	55.542		55.542				55.542				
		43	68	1087	476											
7	SECRETARY OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT	43	71	1436	746	2.446		2.446				2.446				
8	TERRY WOLFE	43	70	1563	550	2.934		2.934	0.285		0.285	2.649				
9	JUNE QUINTON SAWYER	43	100.09	410	68		0.542	0.542		0.149	0.149		0.393			
8009	JUNE QUINTON SAWYER	43	100.09	410	68		0.393	0.393		0.393	0.393		0			
10	SOUTH CENTRAL BELL TELEPHONE COMPANY	43	100.15	315	197		2497 S.F.	2497 S.F.		1154 S.F.	1154 S.F.		1343 S.F.			
11	RONALD D. THORNTON AND WIFE, LINDA A. THORNTON	43	100.10	984	446		1.112	1.112		3588 S.F.	3588 S.F.		1.030			
12	LYNTON SAWYER AND WIFE, ONEITA SAWYER	43	100.11	778	224		1.069	1.069					1.069			
13	LYNTON SAWYER, JR.	43	100.12	345	365		1.097	1.097					1.097			
14	AMAGINE DAWSON	43	100	1424	197		2.006	2.006					2.006			
15	DANNY V. MILLS AND WIFE, TERESA L. MILLS	43	100.07	415	66		1.395	1.395		147 S.F.	147 S.F.		1.392			
		43	100.08	382	508											
16	GARRY E. BREWER AND WIFE, MARGARET A. BREWER	43	69	401	96	3.330		3.330				3.330				
17	WILLIAM CRAIG CAREY AND WIFE, CHARLOTTE JONES CAREY	43	100.06	422	219		4.407	4.407					4.407			

UTILITY NOTES

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

(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 NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

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

UTILITY OWNERS

WATER
RUSSELLVILLE-WHITESBURG
UTILITY DISTRICT
P. O. BOX 450
5935 E Andrew Johnson Hwy
RUSSELLVILLE, TN 37860
CONTACT: JAMIE CARDEN
(423) 586-2232
JAMIE@RWUD.COM

ELECTRIC
HOLSTON ELECTRIC COOPERATIVE
P.O BOX 190
1200 W MAIN STREET
ROGERSVILLE, TN 37857-0190
CONTACT: DAVID STANTON
PHONE: (423) 272-8821
DSTANTON@HOLSTONELECTRIC.COM

TELEPHONE
AT&T (BELLSOUTH)
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: DAVID OVERMAN
PHONE: (865) 539-8579
DO5846@ATT.COM

CABLE
COMCAST/XFINITY
1794 OLD GRAY STATION ROAD
GRAY, TN 37615
CONTACT: KEVIN WALDROP
PHONE: (423) 232-9775
KEVIN_WALDROP@CABLE.COMCAST.COM

R I G H T - O F - W A Y N O T E S

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

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

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

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

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

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

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

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

(9) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

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DEPARTMENT OF TRANSPORTATION

R.O.W. ACQUISITION TABLE, R.O.W. NOTES, UTILITY NOTES AND OWNERS

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

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S5	690479.9740	2793141.8841	1204.41	59+39.62	3.17' (RT)
S6	690659.7801	2792841.5173	1217.47	57+95.93	303.22' (LT)

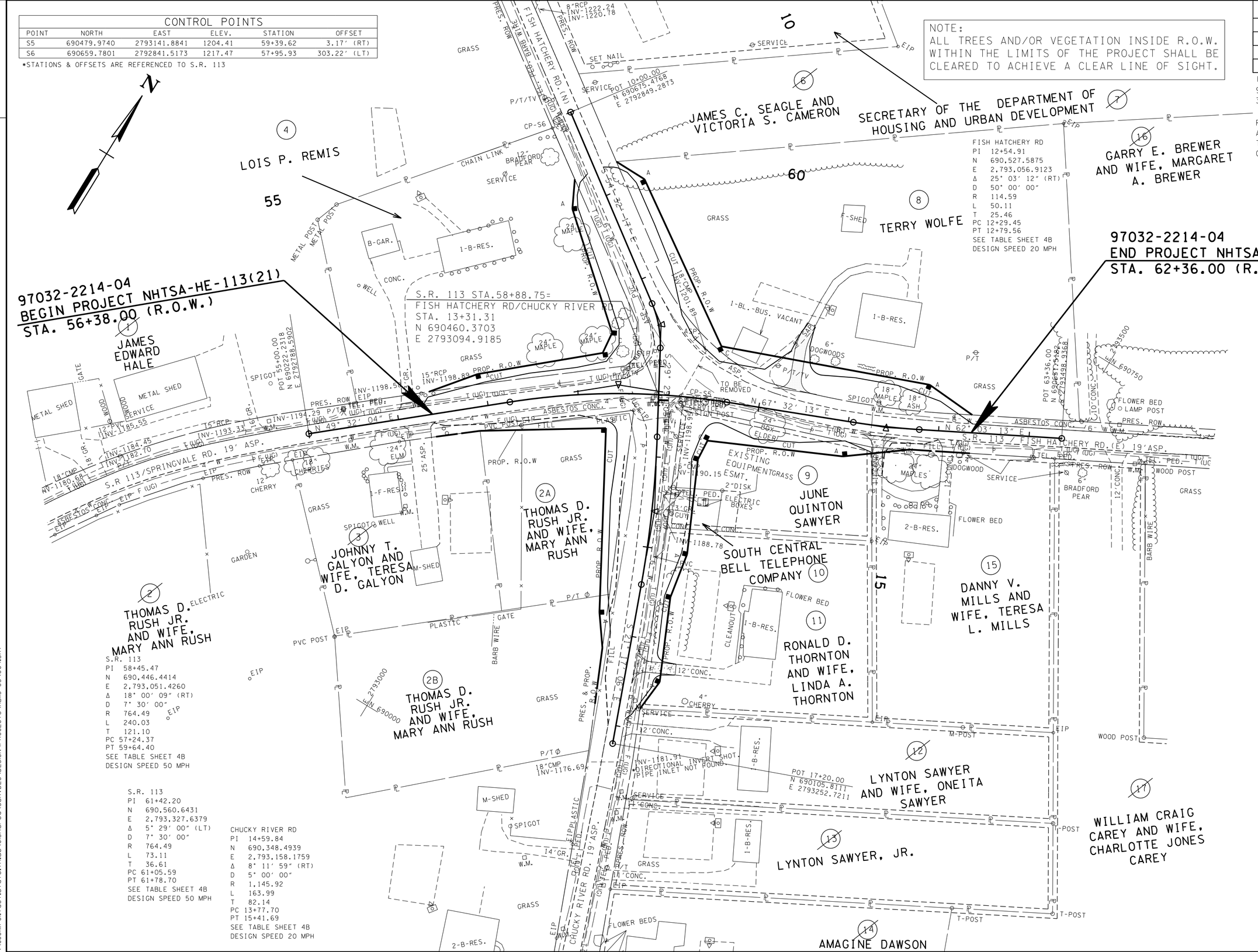
*STATIONS & OFFSETS ARE REFERENCED TO S.R. 113

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	4
CONST.	2014	HSIP/STP-SIP-113(17)	4

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

REVISED: 5-23-14; ADDED TRACT 2A AND 2B. REVISED OWNER FOR TRACT 4 AND 8. ADDED EASEMENT ON TRACT 9

NOTE:
ALL TREES AND/OR VEGETATION INSIDE R.O.W. WITHIN THE LIMITS OF THE PROJECT SHALL BE CLEARED TO ACHIEVE A CLEAR LINE OF SIGHT.



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102356
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000080 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 56+38 TO STA. 62+36

SCALE: 1"= 50'

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

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S5	690479.9740	2793141.8841	1204.41	59+39.62	3.17' (RT)
S6	690659.7801	2792841.5173	1217.47	57+95.93	303.22' (LT)

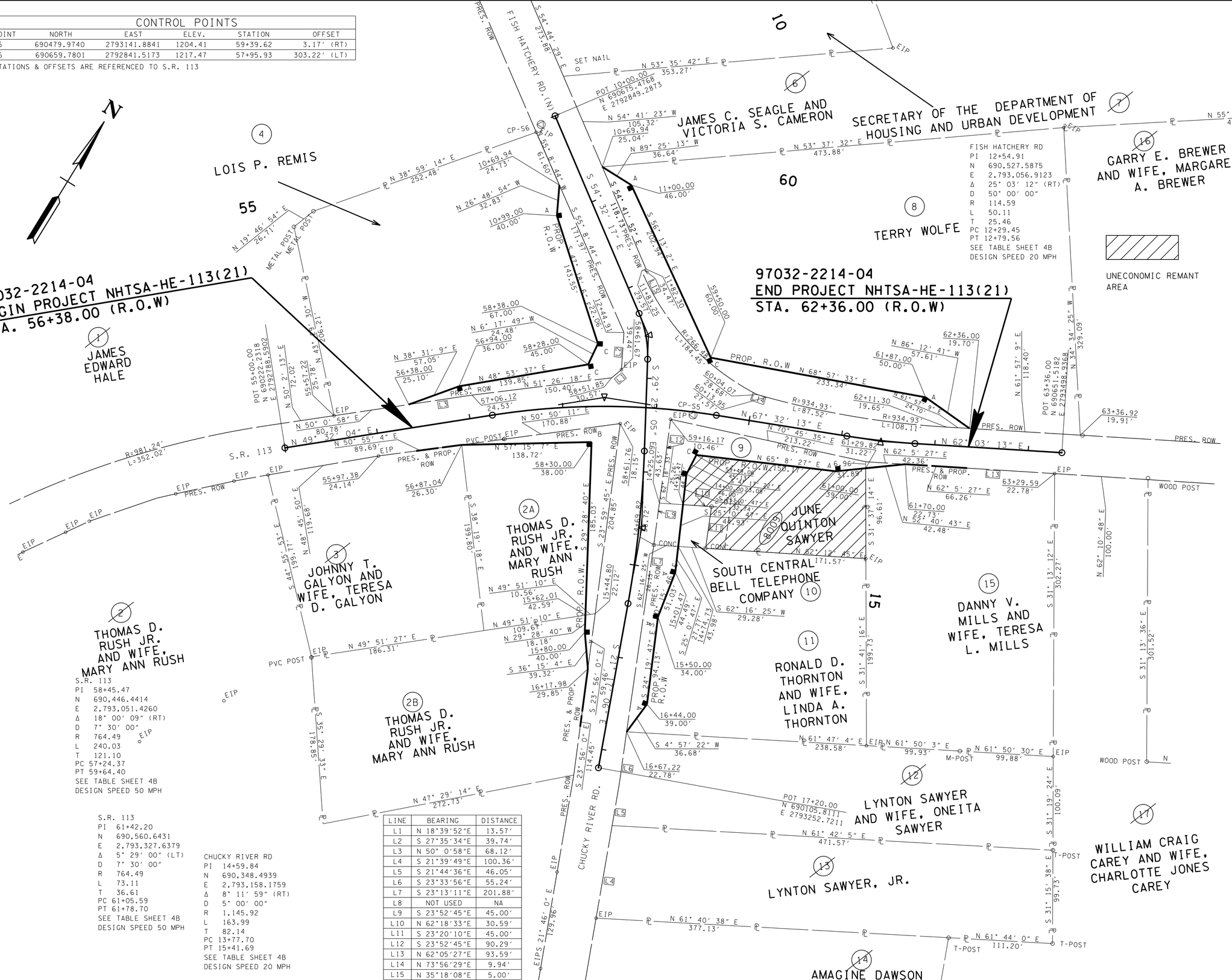
*STATIONS & OFFSETS ARE REFERENCED TO S.R. 113

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	4A
CONST.	2014	HSIP/STP-SIP-113(17)	4A

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

REVISED: 5-23-14: ADDED TRACT 2A AND 2B. REVISED OWNER FOR TRACT 4 AND 8. ADDED EASEMENT ON TRACT 9

REVISED: 7-15-14: ADDED TRACT 8009 AS UNECONOMIC REMNANT.



S.R. 113
PI 58+45.47
N 690,446.4414
E 2,793,051.4260
Δ 18° 00' 09" (RT)
D 7° 30' 00"
R 764.49
L 240.03
T 121.10
PC 57+24.37
PT 59+64.40
SEE TABLE SHEET 4B
DESIGN SPEED 50 MPH

S.R. 113
PI 61+42.20
N 690,560.6431
E 2,793,327.6379
Δ 5° 29' 00" (LT)
D 7° 30' 00"
R 764.49
L 73.11
T 36.61
PC 61+05.59
PT 61+78.70
SEE TABLE SHEET 4B
DESIGN SPEED 50 MPH

CHUCKY RIVER RD
PI 14+59.84
N 690,348.4939
E 2,793,158.1759
Δ 8° 11' 59" (RT)
D 5° 00' 00"
R 1,145.92
L 163.99
T 82.14
PC 13+77.70
PT 15+41.69
SEE TABLE SHEET 4B
DESIGN SPEED 20 MPH

LINE	BEARING	DISTANCE
L1	N 18°39'52"E	13.57'
L2	S 27°35'34"E	39.74'
L3	N 50° 0'58"E	68.12'
L4	S 21°39'49"E	100.36'
L5	S 21°44'36"E	46.05'
L6	S 23°33'56"E	55.24'
L7	S 23°13'11"E	201.88'
L8	NOT USED	NA
L9	S 23°52'45"E	45.00'
L10	N 62°18'33"E	30.59'
L11	S 23°20'10"E	45.00'
L12	S 23°52'45"E	90.29'
L13	N 62°05'27"E	93.59'
L14	N 73°56'29"E	9.94'
L15	N 35°18'08"E	5.00'

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SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
DEPT. OF AGRICULTURE
COMMERCE
LICENSE NO. 102266
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000080 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 56+38 TO STA. 62+36

SCALE: 1"= 50'

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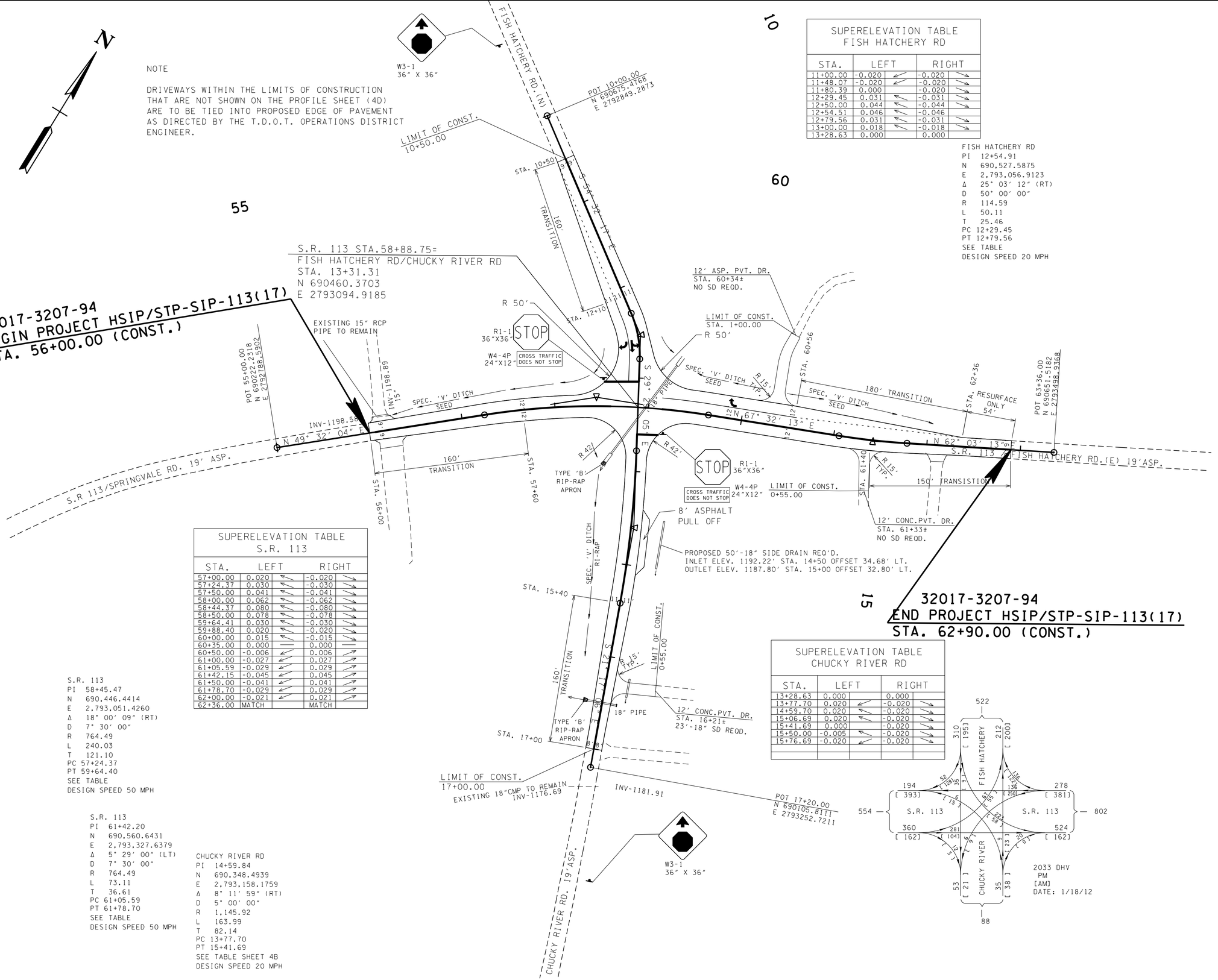
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W	2013	NHTSA-HE-113(21)	4B
CONST.	2014	HSIP/STP-SIP-113(17)	4B

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

NOTE

DRIVEWAYS WITHIN THE LIMITS OF CONSTRUCTION THAT ARE NOT SHOWN ON THE PROFILE SHEET (4D) ARE TO BE TIED INTO PROPOSED EDGE OF PAVEMENT AS DIRECTED BY THE T.D.O.T. OPERATIONS DISTRICT ENGINEER.



SUPERELEVATION TABLE
FISH HATCHERY RD

STA.	LEFT		RIGHT	
11+00.00	-0.020	↙	-0.020	↘
11+48.07	-0.020	↙	-0.020	↘
11+80.39	0.000		-0.020	↘
12+29.45	0.031	↖	-0.031	↘
12+50.00	0.044	↖	-0.044	↘
12+54.51	0.046	↖	-0.046	
12+79.56	0.031	↖	-0.031	↘
13+00.00	0.018	↖	-0.018	↘
13+28.63	0.000		0.000	

FISH HATCHERY RD
PI 12+54.91
N 690,527.5875
E 2,793,056.9123
Δ 25° 03' 12" (RT)
D 50° 00' 00"
R 114.59
L 50.11
T 25.46
PC 12+29.45
PT 12+79.56
SEE TABLE
DESIGN SPEED 20 MPH

SUPERELEVATION TABLE
S.R. 113

STA.	LEFT		RIGHT	
57+00.00	0.020	↖	-0.020	↘
57+24.37	0.030	↖	-0.030	↘
57+50.00	0.041	↖	-0.041	↘
58+00.00	0.062	↖	-0.062	↘
58+44.37	0.080	↖	-0.080	↘
58+50.00	0.078	↖	-0.078	↘
59+64.41	0.030	↖	-0.030	↘
59+88.40	0.020	↖	-0.020	↘
60+00.00	0.015	↖	-0.015	↘
60+35.00	0.000	—	0.000	—
60+50.00	-0.006	↙	0.006	↗
61+00.00	-0.027	↙	0.027	↗
61+05.59	-0.029	↙	0.029	↗
61+42.15	-0.045	↙	0.045	↗
61+50.00	-0.041	↙	0.041	↗
61+78.70	-0.029	↙	0.029	↗
62+00.00	-0.021	↙	0.021	↗
62+36.00	MATCH		MATCH	

S.R. 113
PI 58+45.47
N 690,446.4414
E 2,793,051.4260
Δ 18° 00' 09" (RT)
D 7° 30' 00"
R 764.49
L 240.03
T 121.10
PC 57+24.37
PT 59+64.40
SEE TABLE
DESIGN SPEED 50 MPH

S.R. 113
PI 61+42.20
N 690,560.6431
E 2,793,327.6379
Δ 5° 29' 00" (LT)
D 7° 30' 00"
R 764.49
L 73.11
T 36.61
PC 61+05.59
PT 61+78.70
SEE TABLE
DESIGN SPEED 50 MPH

CHUCKY RIVER RD
PI 14+59.84
N 690,348.4939
E 2,793,158.1759
Δ 8° 11' 59" (RT)
D 5° 00' 00"
R 1,145.92
L 163.99
T 82.14
PC 13+77.70
PT 15+41.69
SEE TABLE SHEET 4B
DESIGN SPEED 20 MPH

SUPERELEVATION TABLE
CHUCKY RIVER RD

STA.	LEFT		RIGHT	
13+28.63	0.000		0.000	
13+77.70	0.020	↙	-0.020	↘
14+59.70	0.020	↙	-0.020	↘
15+06.69	0.020	↙	-0.020	↘
15+41.69	0.000		-0.020	↘
15+50.00	-0.005	↖	-0.020	↘
15+76.69	-0.020	↖	-0.020	↘

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 56+00 TO STA. 62+90

SCALE: 1"= 50'

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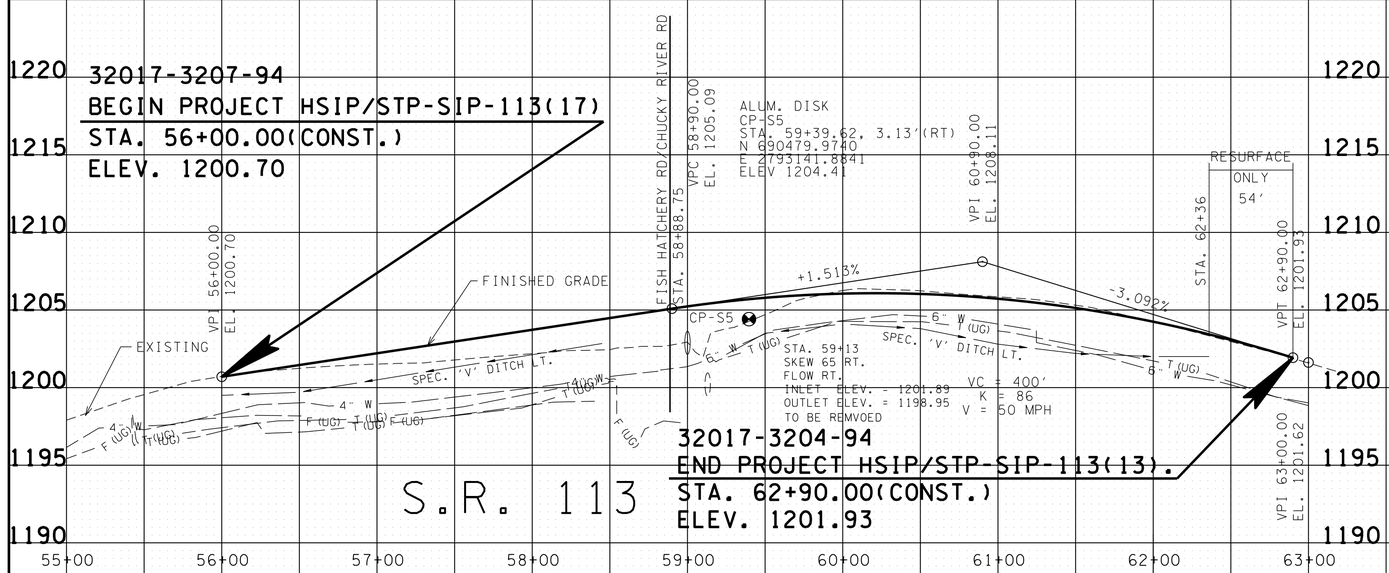
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	4C
CONST.	2014	HSIP/STP-SIP-113(17)	4C

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

EXC. (COMMON UNCL.)	2464 C.Y. INCLUDES 1259 C.Y. FROM S.R. 113, 1200 C.Y. FROM CHUCKY RIVER RD./ FISH HATCHERY RD. AND 5 C.Y FROM PRIVATES DRIVES.
EXC. (BORROW)	509 C.Y.
EMB. (UNCL.)	2832 C.Y. INCLUDES 496 C.Y. FROM S.R. 113, 2329 C.Y. FROM CHUCKY RIVER RD./ FISH HATCHERY RD. AND 7 C.Y FROM PRIVATE DRIVES
COMMON SHRINKAGE 5%	

SEE SHEET 5 FOR SIDE ROAD AND DRIVEWAY PROFILE



STATION	59+00
STRUCTURE	118' OF 18" PIPE W/TYPE 'U' ENDWALLS
SKEW	60° LT
DRAINAGE AREA	6.44 AC.
DESIGN DISCHARGE (Q50)	5.41 CFS
DESIGN DISCHARGE (Q100)	5.92 CFS
OVERTOPPING ELEV.	1206.95
ALLOWABLE HEADWATER ELEV.	1204.95
Q50 HEADWATER ELEV.	1203.49
Q100 HEADWATER ELEV.	1203.56
VELOCITY (Q50)	6.11 FT/S
VELOCITY (Q100)	6.24 FT/S
INLET ELEVATION	1203.04
OUTLET ELEVATION	1197.90
STANDARD DRAWING NUMBERS	D-PB-18, D-FE-18A

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PROFILE

STA. 56+00 TO STA. 62+90
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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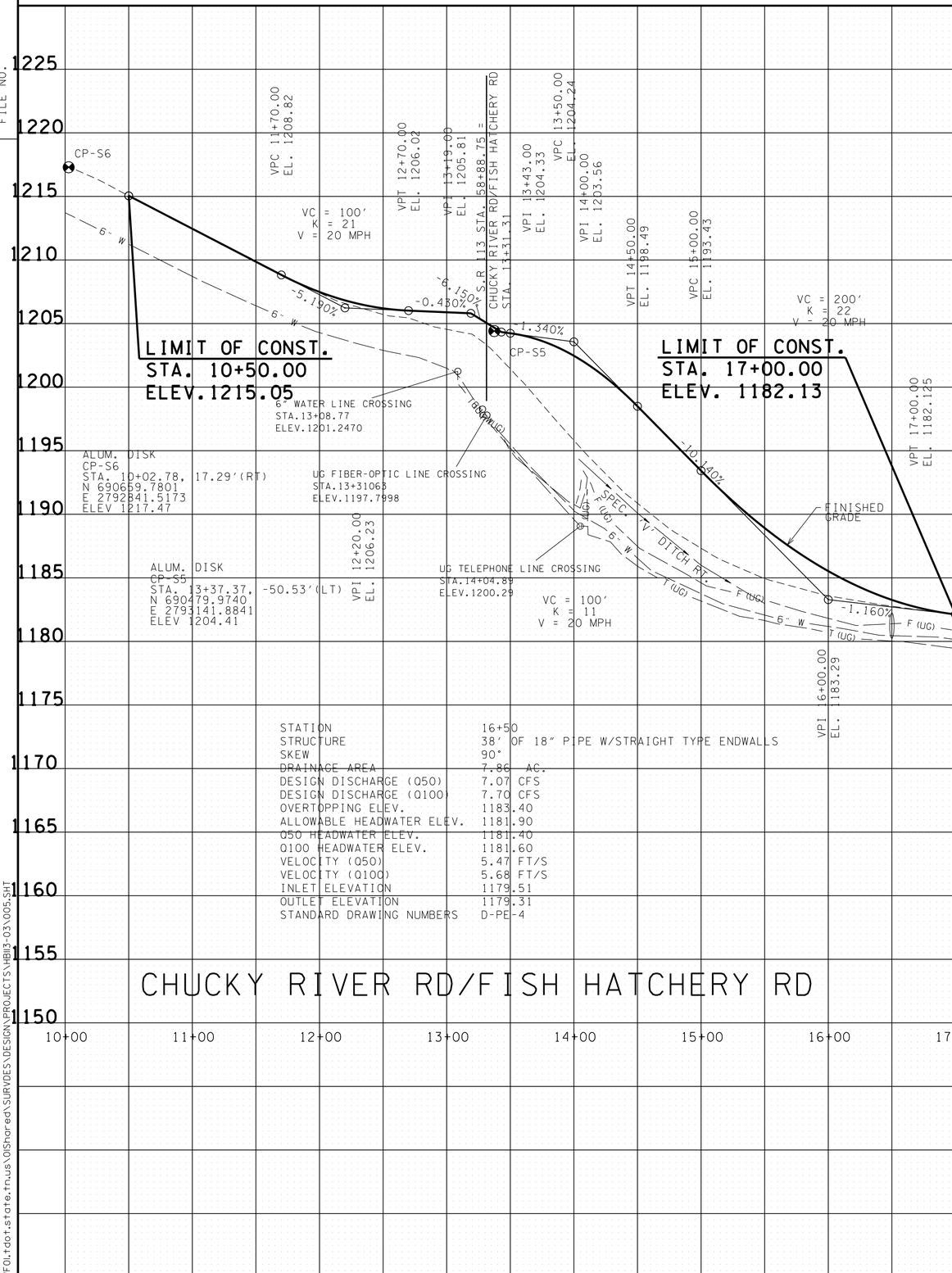
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

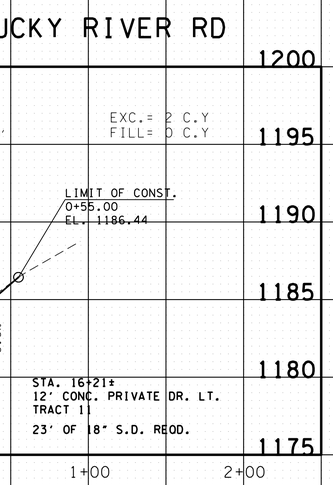
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	4D
CONST.	2014	HSIP/STP-SIP-113(17)	5

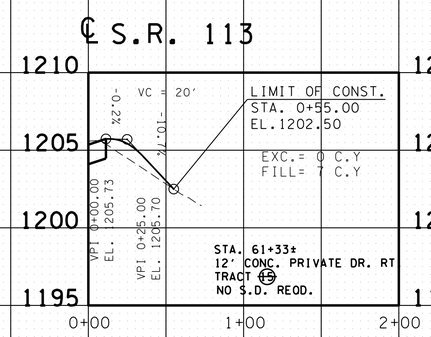
HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

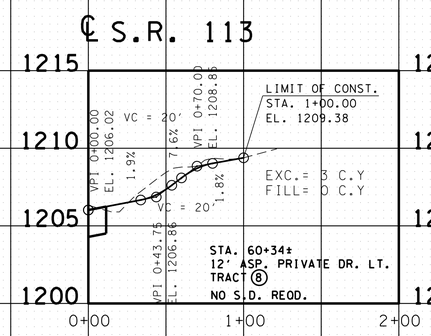


STATION	16+50
STRUCTURE	38' OF 18" PIPE W/STRAIGHT TYPE ENDWALLS
SKEW	90°
DRAINAGE AREA	7.86 AC.
DESIGN DISCHARGE (Q50)	7.07 CFS
DESIGN DISCHARGE (Q100)	7.70 CFS
OVERTOPPING ELEV.	1183.40
ALLOWABLE HEADWATER ELEV.	1181.90
Q50 HEADWATER ELEV.	1181.40
Q100 HEADWATER ELEV.	1181.60
VELOCITY (Q50)	5.47 FT/S
VELOCITY (Q100)	5.68 FT/S
INLET ELEVATION	1179.51
OUTLET ELEVATION	1179.31
STANDARD DRAWING NUMBERS	D-PE-4

CHUCKY RIVER RD/FISH HATCHERY RD







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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROAD AND DRIVEWAYS

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

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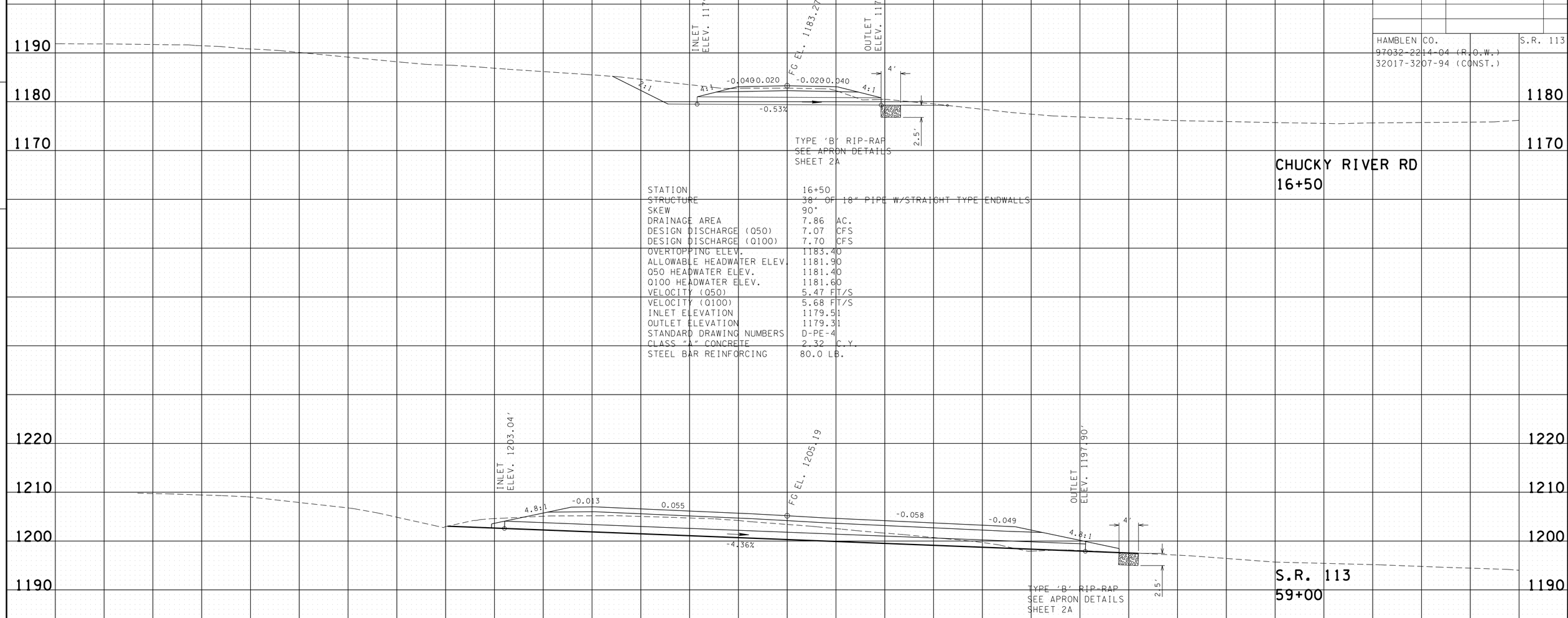
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	5
CONST.	2014	HSIP/STP-SIP-113(17)	6

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



STATION	16+50
STRUCTURE	38' OF 18" PIPE W/STRAIGHT TYPE ENDWALLS
SKEW	90°
DRAINAGE AREA	7.86 AC.
DESIGN DISCHARGE (Q50)	7.07 CFS
DESIGN DISCHARGE (Q100)	7.70 CFS
OVERTOPPING ELEV.	1183.40
ALLOWABLE HEADWATER ELEV.	1181.90
Q50 HEADWATER ELEV.	1181.40
Q100 HEADWATER ELEV.	1181.60
VELOCITY (Q50)	5.47 FT/S
VELOCITY (Q100)	5.68 FT/S
INLET ELEVATION	1179.51
OUTLET ELEVATION	1179.31
STANDARD DRAWING NUMBERS	D-PE-4
CLASS "A" CONCRETE	2.32 C.Y.
STEEL BAR REINFORCING	80.0 LB.

STATION	59+00
STRUCTURE	118' OF 18" PIPE W/ TYPE 'U' ENDWALLS
SKEW	60° LT
DRAINAGE AREA	6.44 AC.
DESIGN DISCHARGE (Q50)	5.41 CFS
DESIGN DISCHARGE (Q100)	5.92 CFS
OVERTOPPING ELEV.	1206.95
ALLOWABLE HEADWATER ELEV.	1204.95
Q50 HEADWATER ELEV.	1203.49
Q100 HEADWATER ELEV.	1203.56
VELOCITY (Q50)	6.11 FT/S
VELOCITY (Q100)	6.24 FT/S
INLET ELEVATION	1203.04
OUTLET ELEVATION	1197.90
STANDARD DRAWING NUMBERS	D-PE-18 AND D-PE-18A
CLASS "A" CONCRETE	2.16 C.Y.

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CULVERT CROSS-SECTIONS

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	6
CONST.	2014	HSIP/STP-SIP-113(17)	7

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

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

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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

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

(9) 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

(10) 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).

(11) 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.

(12) 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.

(13) 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.

(14) 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.

(15) 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.

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

(17) 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.

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DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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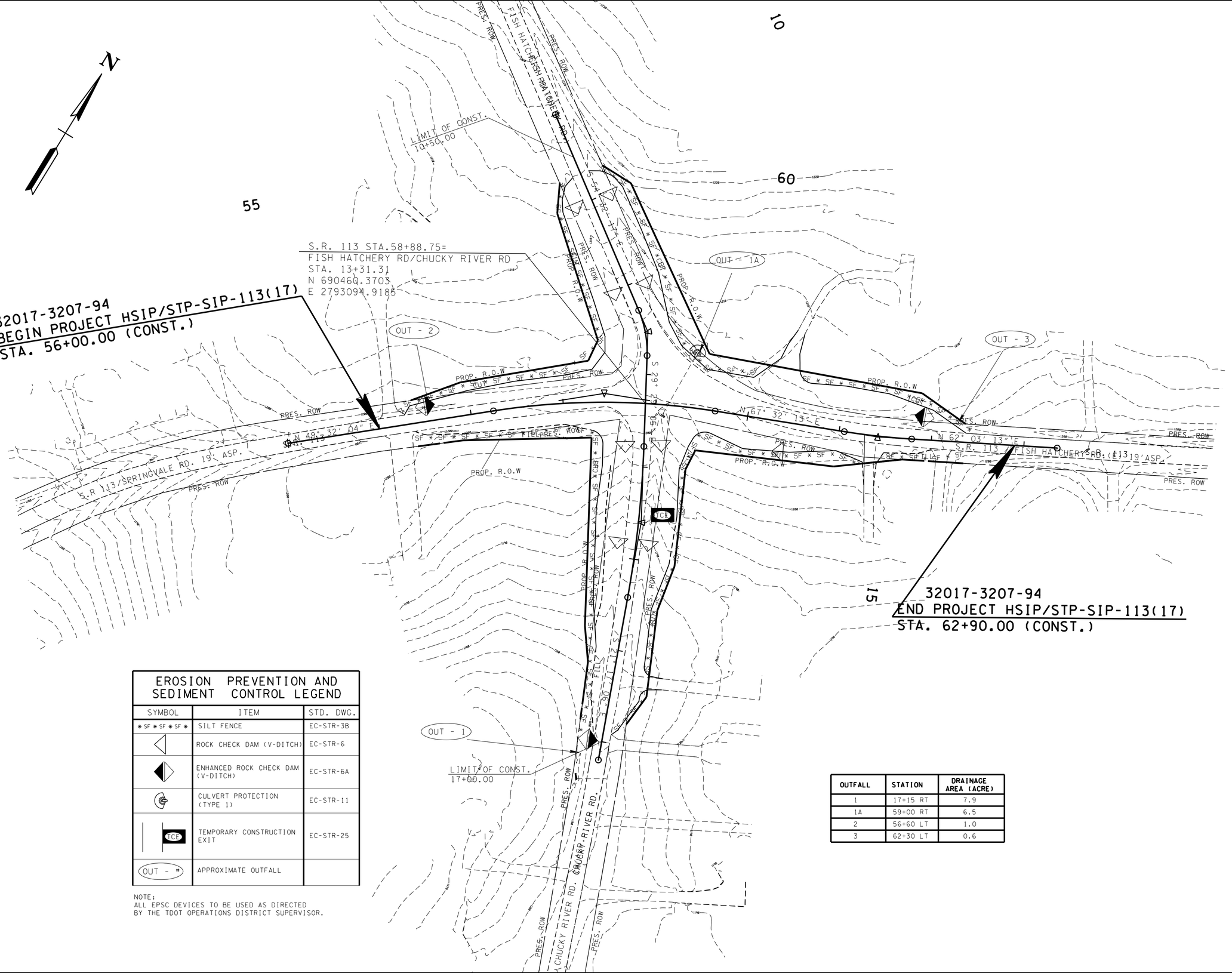
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	7
CONST.	2014	HSIP/STP-SIP-113(17)	8

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
OUT - #	APPROXIMATE OUTFALL	

NOTE:
ALL EPSC DEVICES TO BE USED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT SUPERVISOR.

OUTFALL	STATION	DRAINAGE AREA (ACRE)
1	17+15 RT	7.9
1A	59+00 RT	6.5
2	56+60 LT	1.0
3	62+30 LT	0.6

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PAUL THOMAS BEEBE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102266
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000080 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN STAGE 1

STA. 56+00 TO STA. 62+90

SCALE: 1"= 50'

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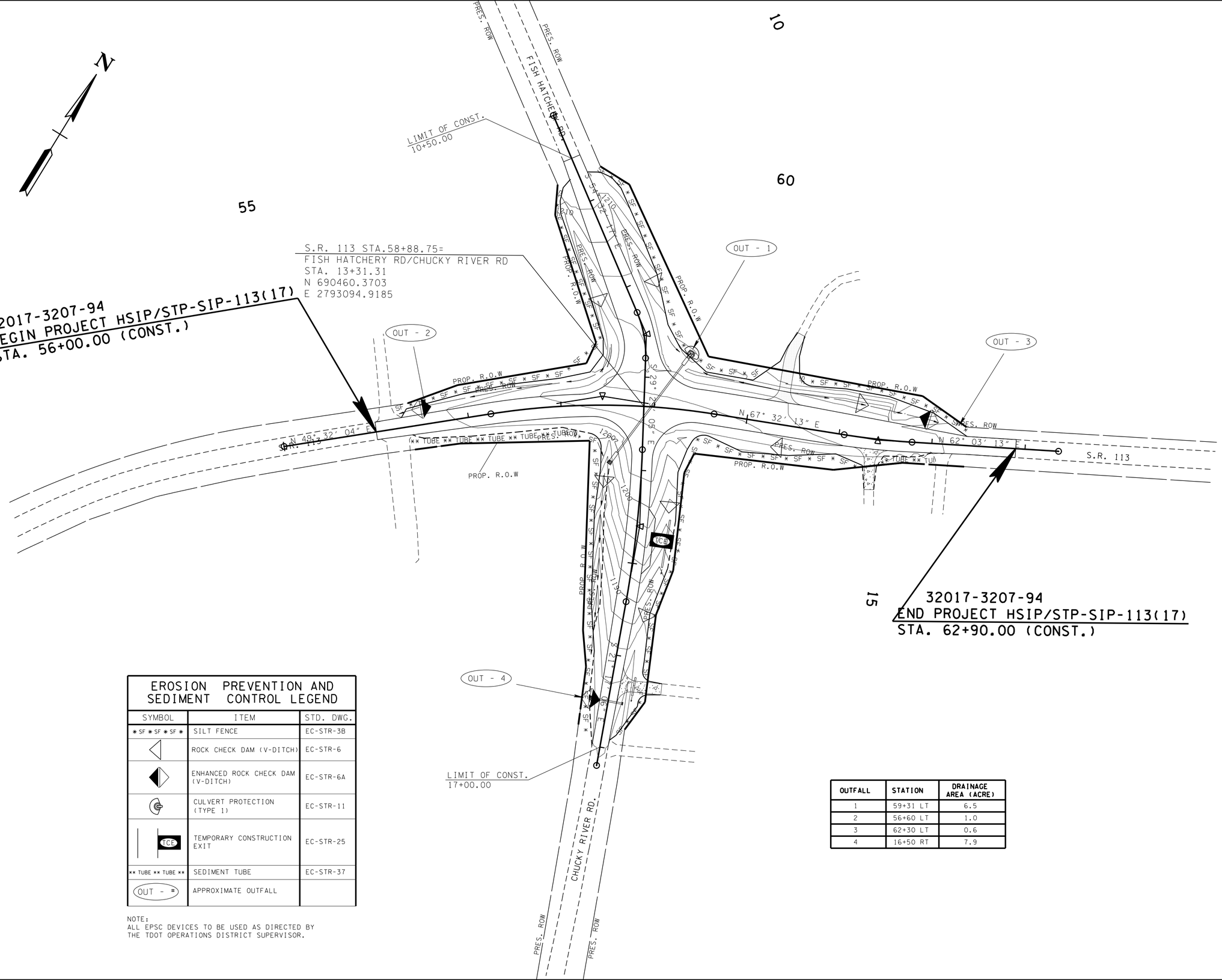
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	8
CONST.	2014	HSIP/STP-SIP-113(17)	9

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
OUT - #	APPROXIMATE OUTFALL	

NOTE:
ALL EPSC DEVICES TO BE USED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT SUPERVISOR.

OUTFALL	STATION	DRAINAGE AREA (ACRE)
1	59+31 LT	6.5
2	56+60 LT	1.0
3	62+30 LT	0.6
4	16+50 RT	7.9

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PAUL THOMAS BEERS
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
COMMERCE
No. 102366
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000080 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN STAGE 2

STA. 56+00 TO STA. 62+90

SCALE: 1"= 50'

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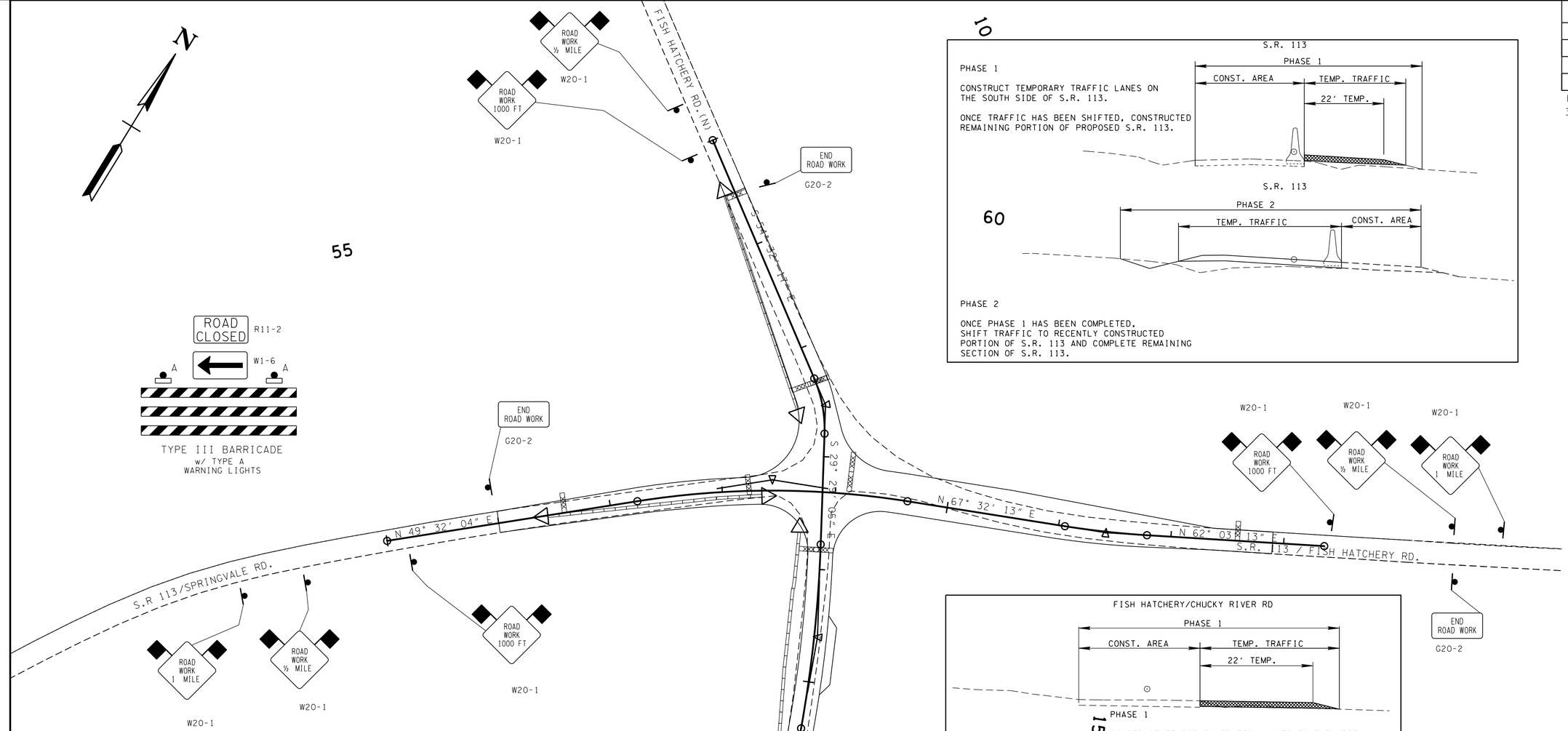
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	HSIP/STP-SIP-113(17)	10

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)



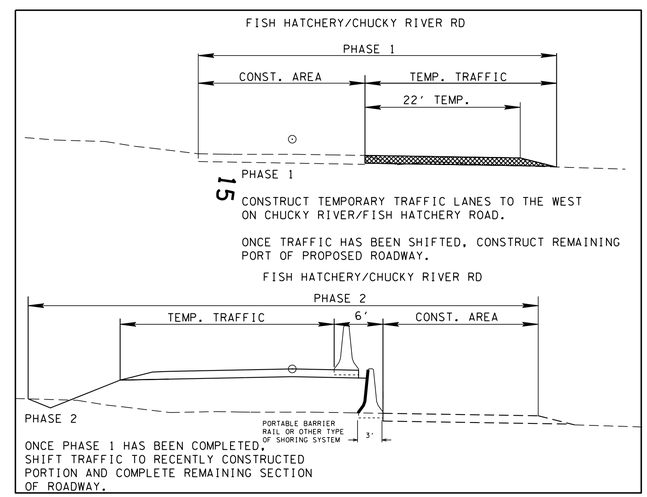
PHASE 1

CONSTRUCT TEMPORARY TRAFFIC LANES ON THE SOUTH SIDE OF S.R. 113.

ONCE TRAFFIC HAS BEEN SHIFTED, CONSTRUCTED REMAINING PORTION OF PROPOSED S.R. 113.

PHASE 2

ONCE PHASE 1 HAS BEEN COMPLETED, SHIFT TRAFFIC TO RECENTLY CONSTRUCTED PORTION OF S.R. 113 AND COMPLETE REMAINING SECTION OF S.R. 113.



PHASE 1

CONSTRUCT TEMPORARY TRAFFIC LANES TO THE WEST ON CHUCKY RIVER/FISH HATCHERY ROAD.

ONCE TRAFFIC HAS BEEN SHIFTED, CONSTRUCT REMAINING PORT OF PROPOSED ROADWAY.

PHASE 2

ONCE PHASE 1 HAS BEEN COMPLETED, SHIFT TRAFFIC TO RECENTLY CONSTRUCTED PORTION AND COMPLETE REMAINING SECTION OF ROADWAY.

NOTES

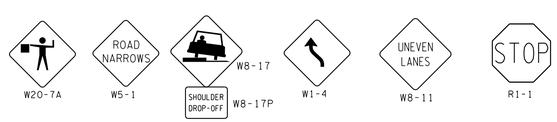
(1) THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

(2) THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

(3) THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

(4) 2 FLAGS ARE TO BE MOUNTED ON ALL ROAD WORK ADVANCE WARNING SIGNS. FLAGS ARE TO BE 18" X 18" AND FLOURESCENT RED-ORANGE IN COLOR. COST OF FLAGS IS TO BE INCLUDED IN THE COST OF OTHER ITEMS.

(5) THE FOLLOWING SIGNS TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE LOCATED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER. COST IS TO BE INCLUDED IN THE COST OF ITEM 712-06.



CONSTRUCTION SIGNS ITEM NO. 712-06

NO.	TYPE	SIZE	QUANTITY
4	G20-2	36" X 18"	18 S.F
2	R1-1	36" X36"	18 S.F
4	R11-2	48" X 30"	40 S.F
2	W1-4	48" X 48"	32 S.F
4	W1-6	48" X 24"	32 S.F
2	W5-1	48" X 48"	32 S.F
2	W8-11	48" X 48"	32 S.F
2	W8-17	48" X 48"	32 S.F
2	W8-17P	24" X 18"	6 S.F
10	W20-1	48" X 48"	160 S.F
2	W20-7A	48" X 48"	32 S.F
		TOTAL	434 S.F

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TRAFFIC CONTROL PLAN

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP/STP-SIP-113(17)	11

HAMBLEN CO. S.R. 113
32017-3207-94 (CONST.)

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

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

a. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

(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 (W8-9A). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

(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.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

12-AUG-2014 09:17
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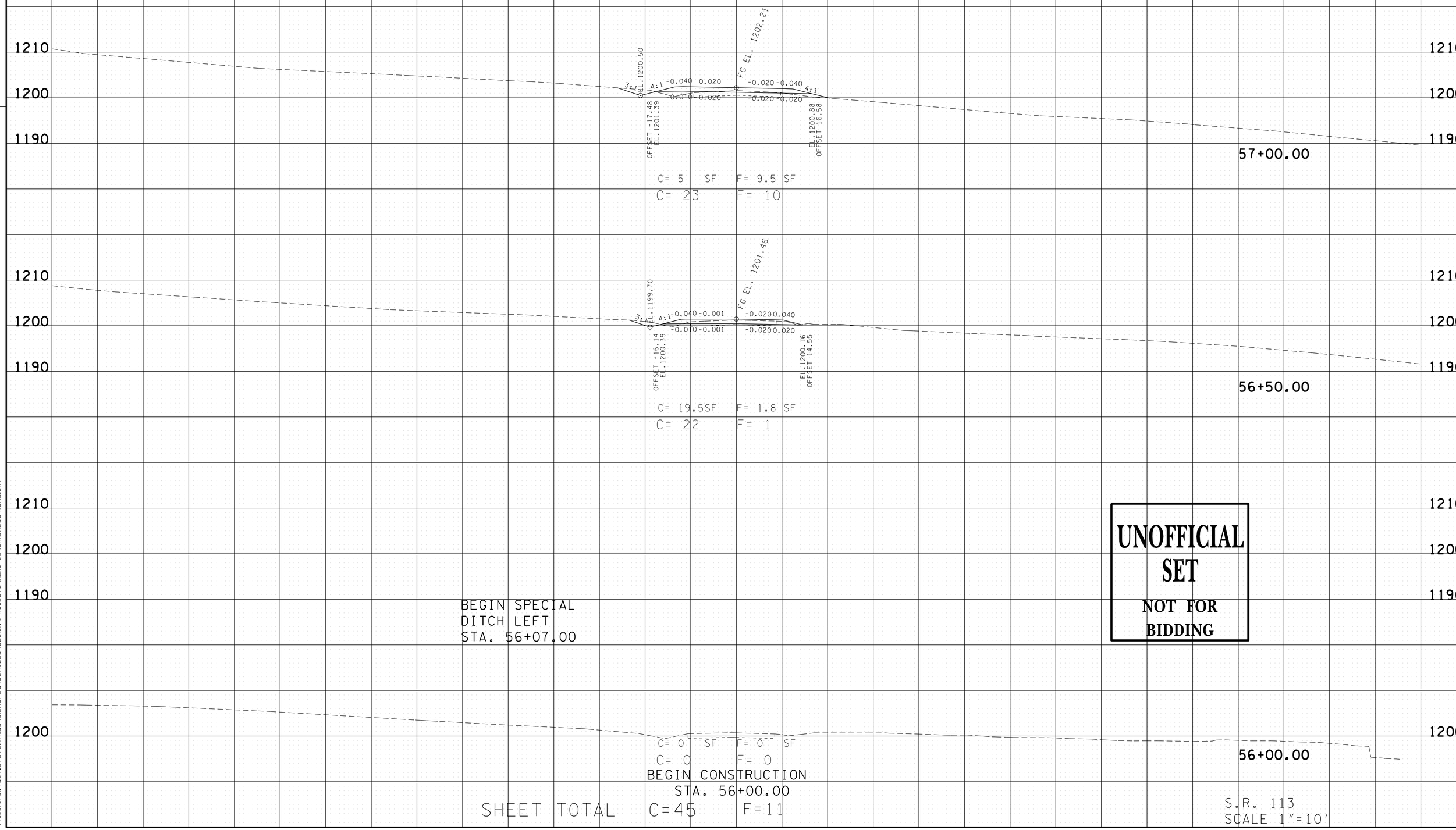
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	9
CONST.	2014	HSIP/STP-SIP-113(17)	12

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



S.R. 113
SCALE 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	10
CONST.	2014	HSIP/STP-SIP-113(17)	13

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
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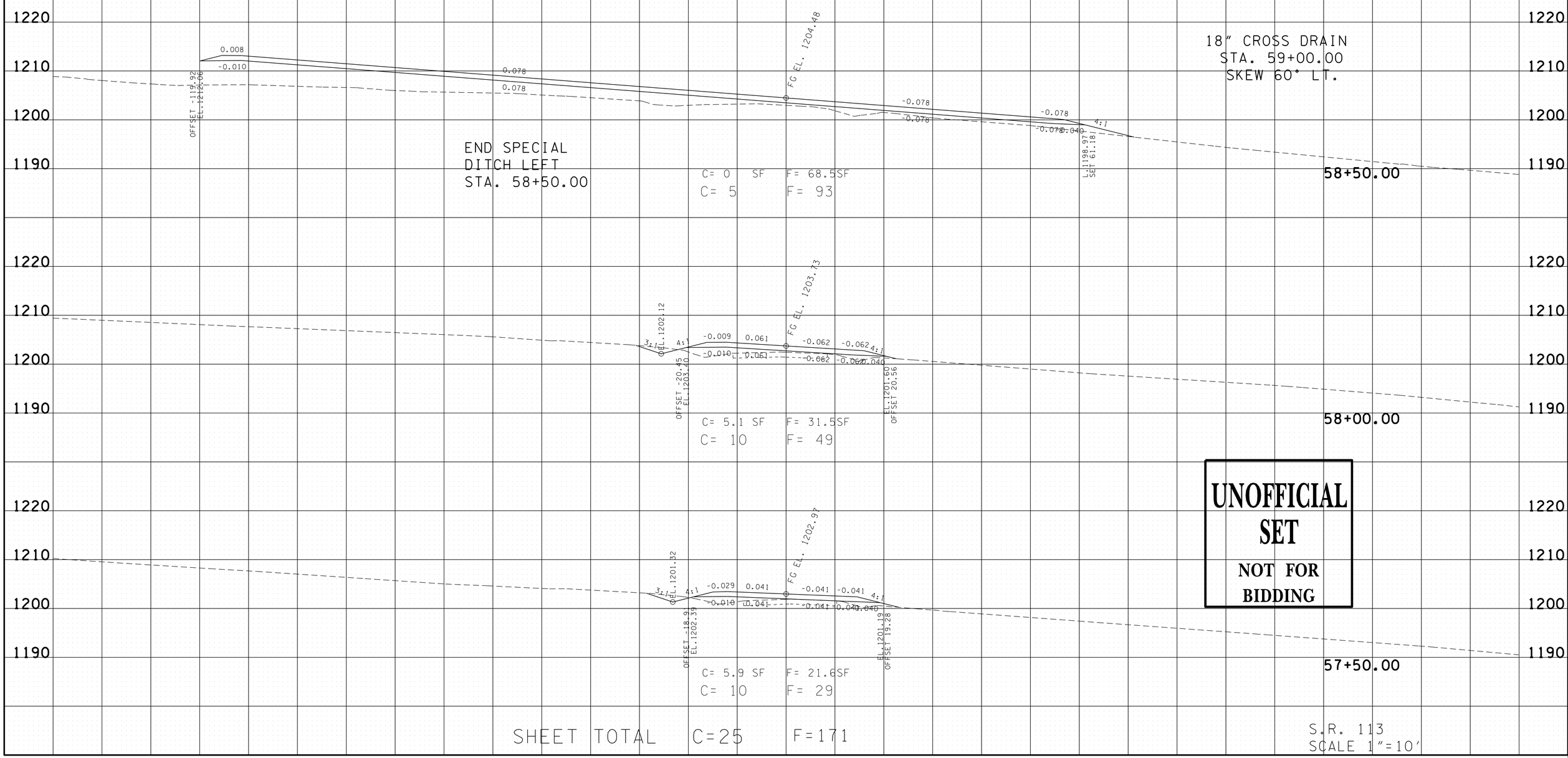

UNOFFICIAL SET
NOT FOR BIDDING

SHEET TOTAL C=25 F=171

S.R. 113
SCALE 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	11
CONST.	2014	HSIP/STP-SIP-113(17)	14

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
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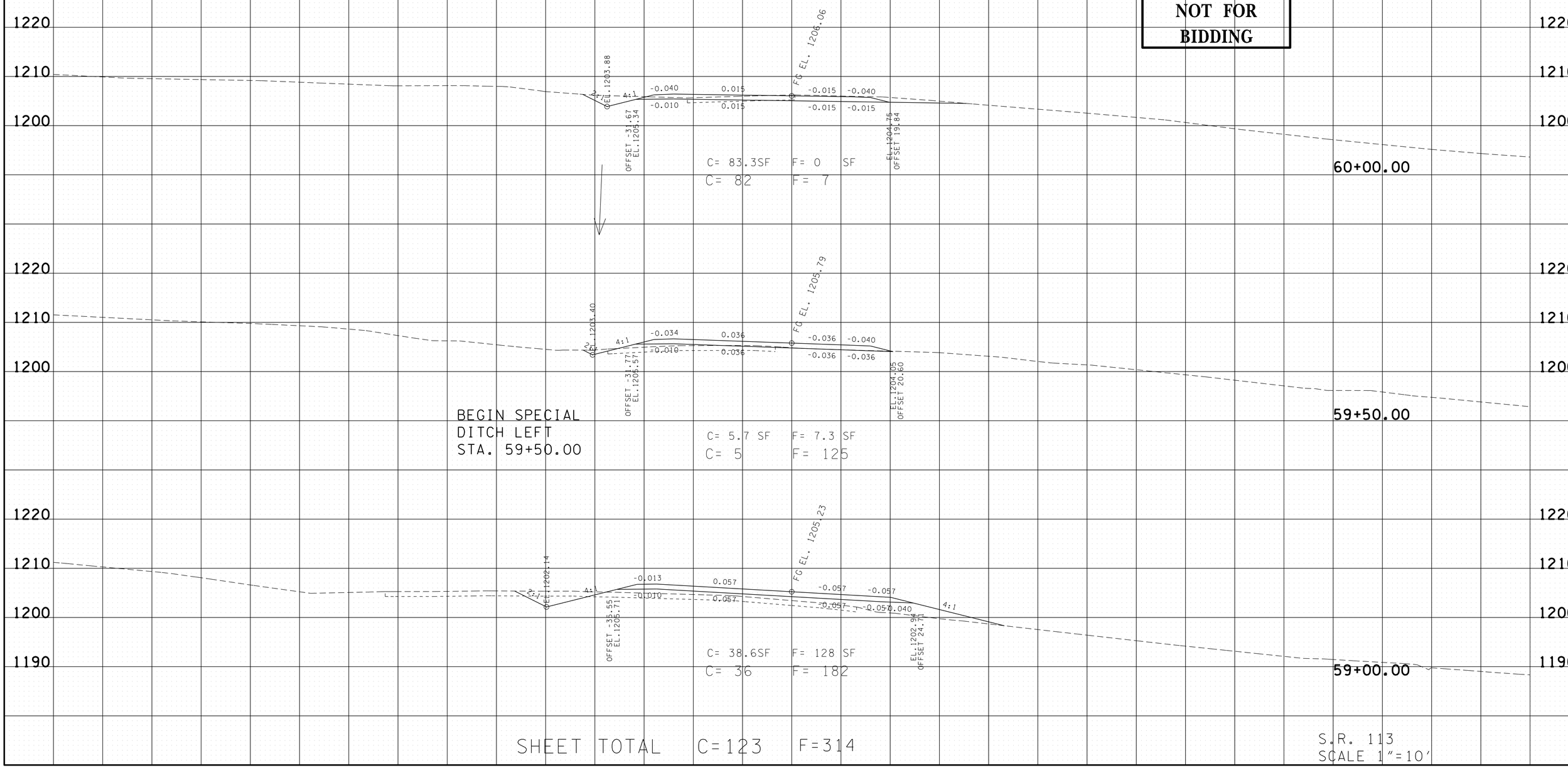

S.R. 113
SCALE 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	12
CONST.	2014	HSIP/STP-SIP-113(17)	15

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

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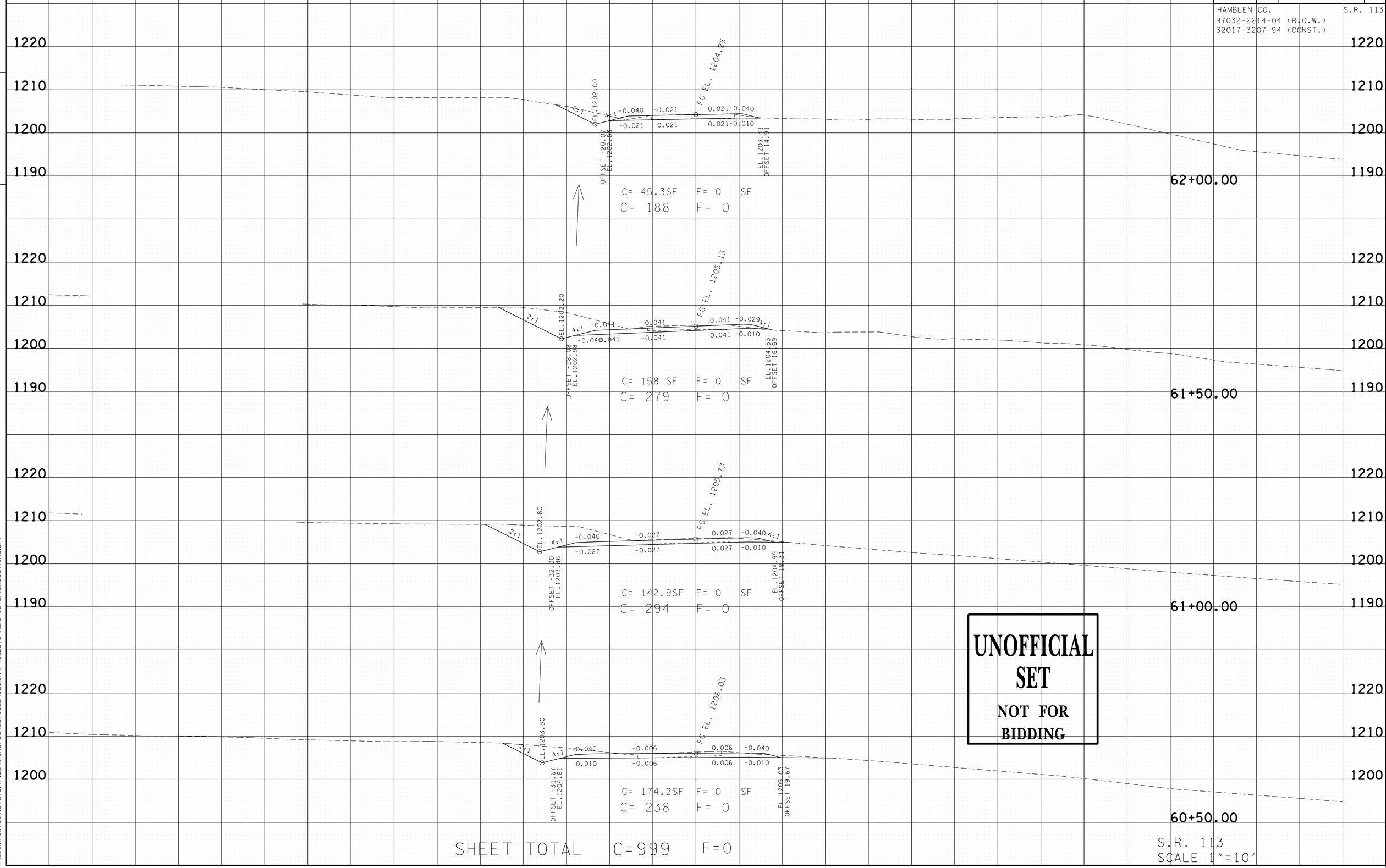

UNOFFICIAL SET
NOT FOR BIDDING

SHEET TOTAL C=999 F=0

S.R. 113
SCALE 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(21)	13
CONST.	2014	HSIP/STP-SIP-113(17)	16

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
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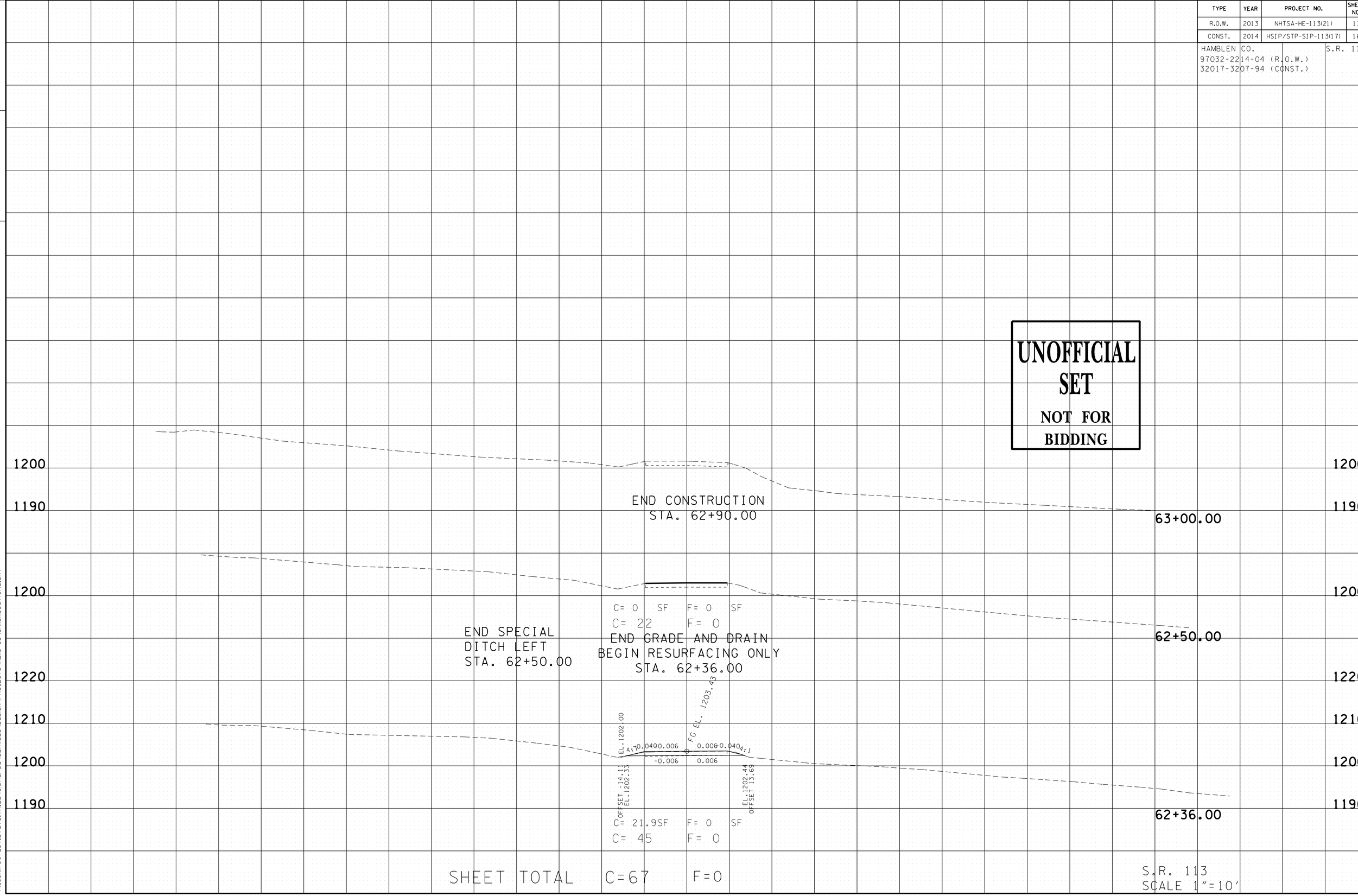

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(1)	14
CONST.	2014	HSIP/STP-SIP-113(17)	17

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

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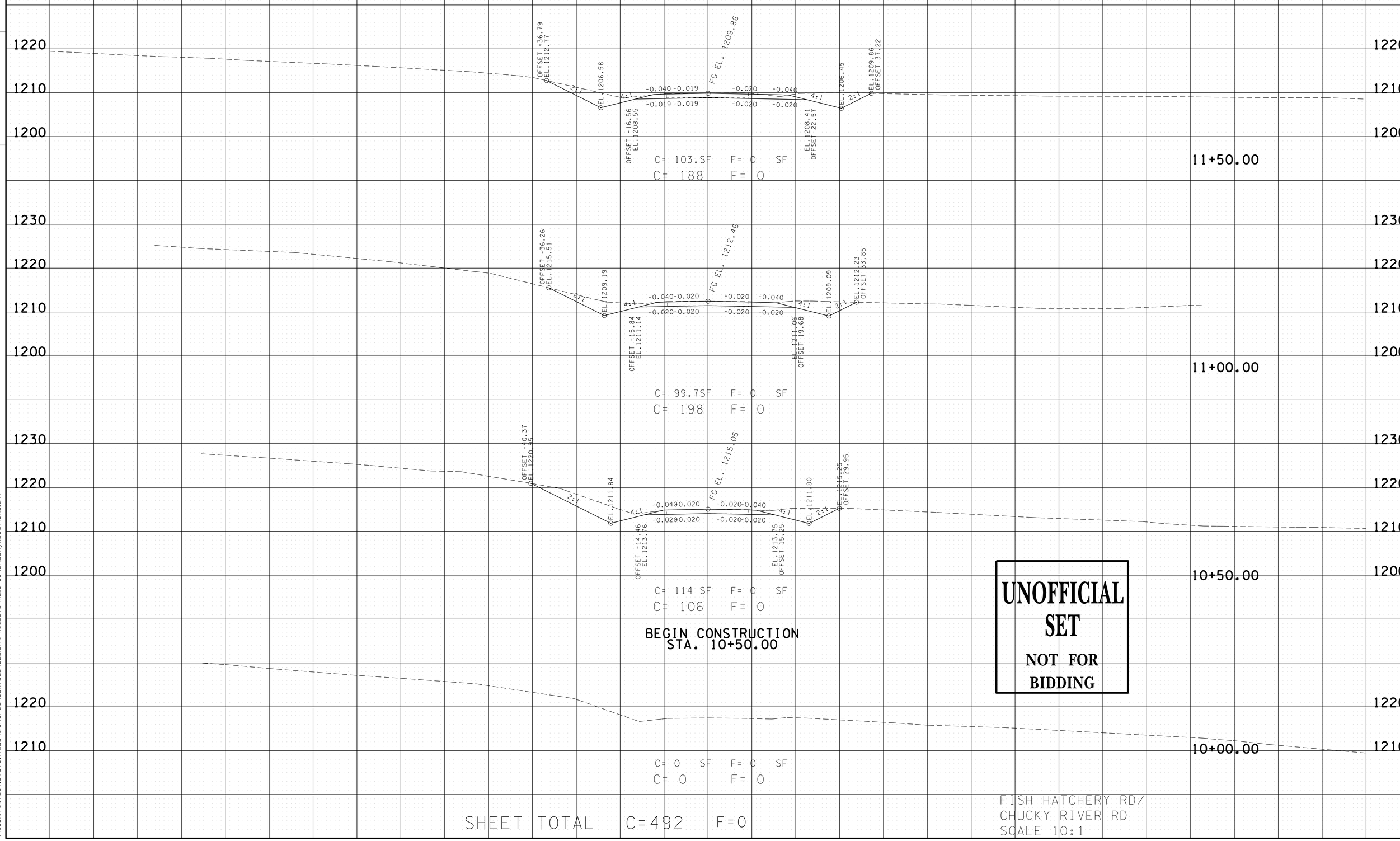

UNOFFICIAL SET
NOT FOR BIDDING

SHEET TOTAL C=492 F=0

FISH HATCHERY RD/
CHUCKY RIVER RD
SCALE 10:1

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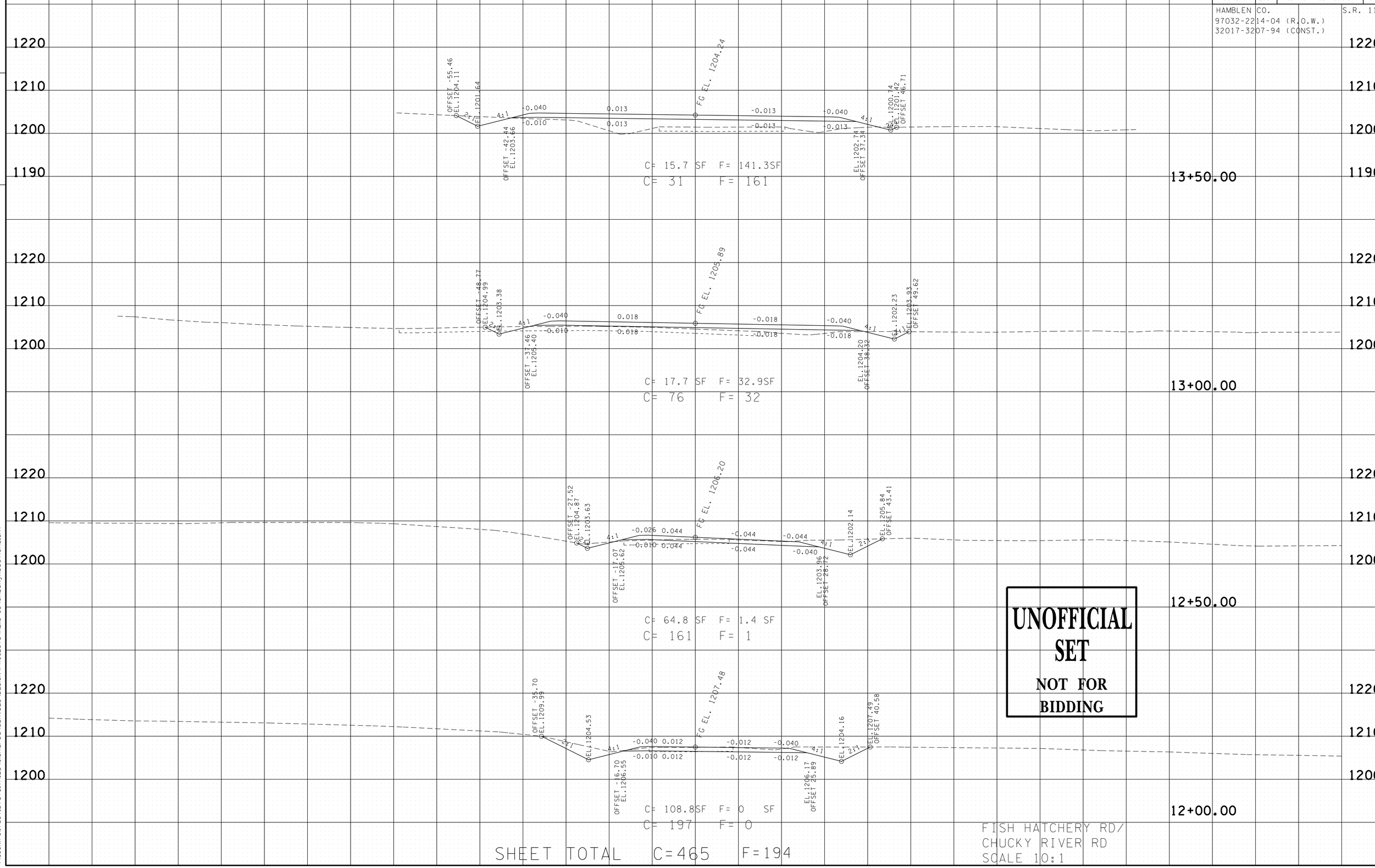
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(1)	15
CONST.	2014	HSIP/STP-SIP-113(17)	18

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



UNOFFICIAL SET
NOT FOR BIDDING

SHEET TOTAL C=465 F=194

FISH HATCHERY RD/
CHUCKY RIVER RD
SCALE 10:1

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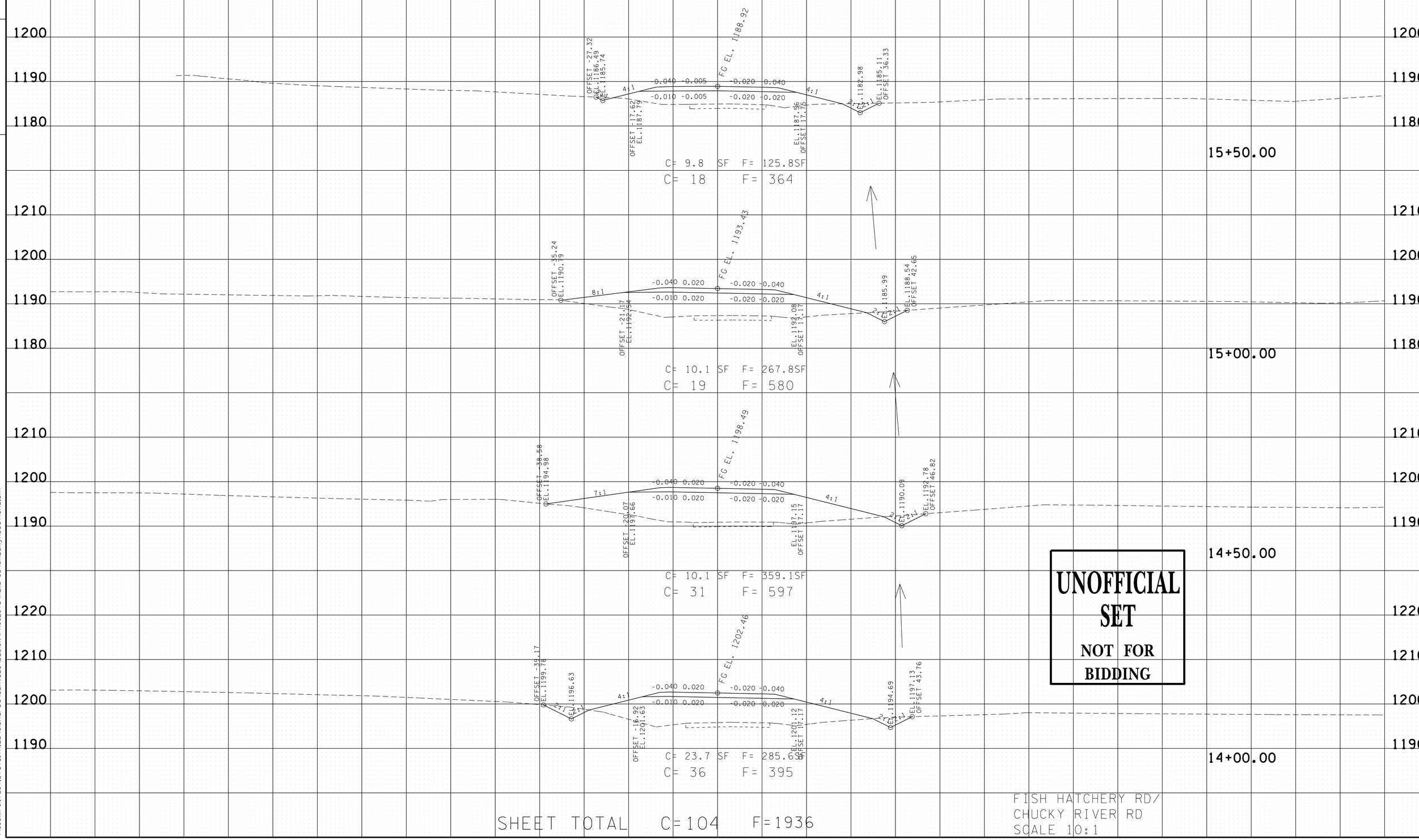
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(1)	16
CONST.	2014	HSIP/STP-SIP-113(17)	19

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



UNOFFICIAL SET
NOT FOR BIDDING

SHEET TOTAL C=104 F=1936

FISH HATCHERY RD/
CHUCKY RIVER RD
SCALE 10:1

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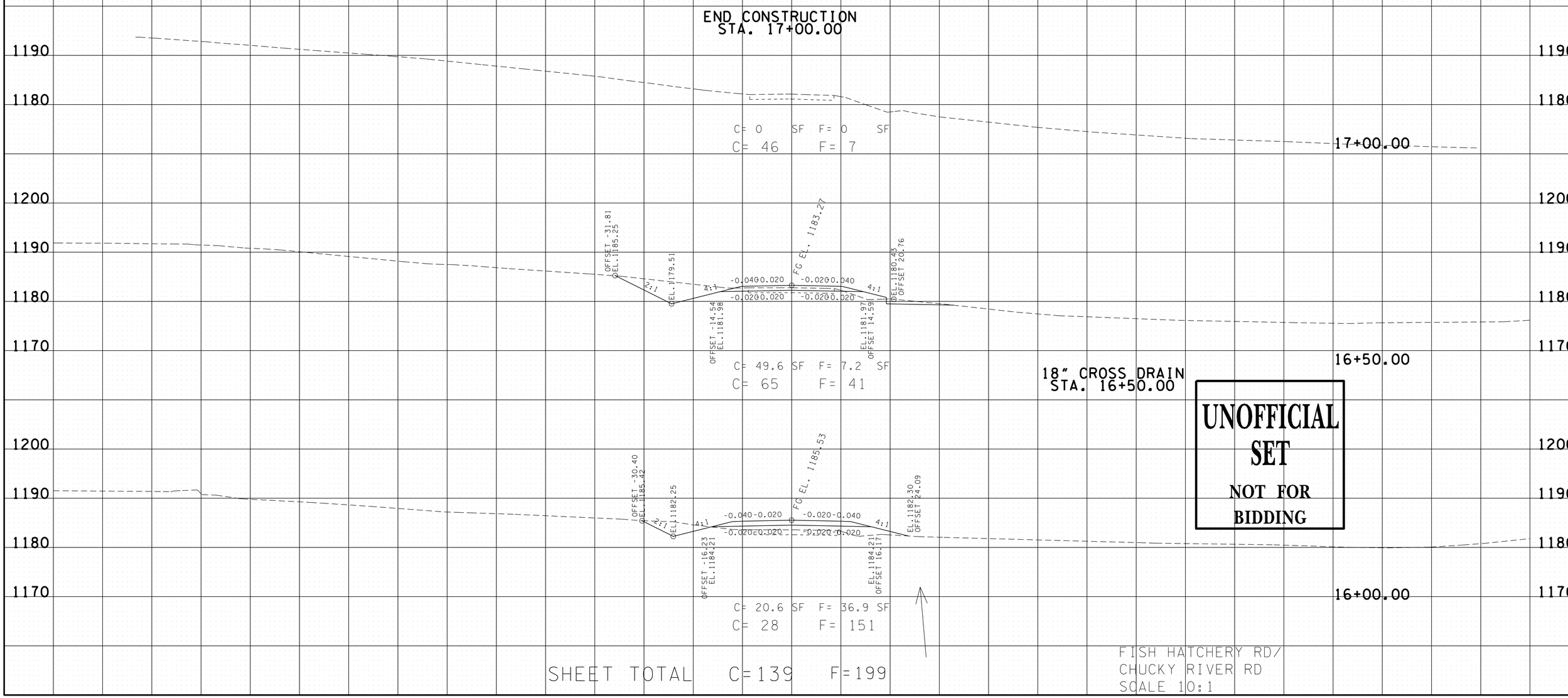
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-113(1)	17
CONST.	2014	HSIP/STP-SIP-113(17)	20

HAMBLEN CO. S.R. 113
97032-2214-04 (R.O.W.)
32017-3207-94 (CONST.)

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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