Index Of Sheets

SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

DICKSON COUNTY

STATE ROUTE 46 INTERSECTION IMPROVEMENTS
FROM I-40 TO SR-1 (US-70, HENSLEE DRIVE),
INCLUDING THE INTERSECTION OF SR-1 AT
SR-1 (EAST COLLEGE STREET)

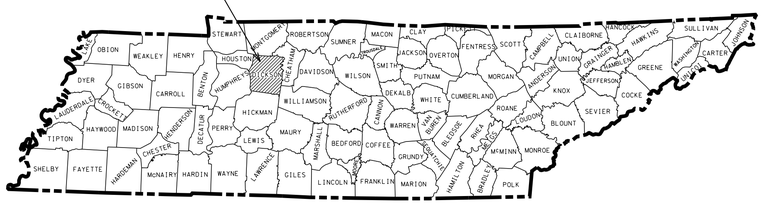
CONSTRUCTION

STATE HIGHWAY NO. 46 F.A.H.S. NO. NA

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	STP/HSIP-R-46(21)	
STATE PROJ. NO.	22004-3246-14	
*STATE PROJ. NO.	22004-3248-94	

*FOR THE WORK AT LIVESTOCK ROAD.

PROJECT LOCATION



REV. 10-29-14: REVISED FED. AID PROJ. NO. FROM STP-46(21) TO STP/HSIP-R-46(21) AND SHALL BE APPICABLE TO ALL PLAN SHEETS. ADDED STATE PROJ. NO. FOR LIVESTOCK ROAD.

NO EXCLUSIONS

NO EQUATIONS

Intersection Table

No.	Intersection	ROADWAY Length (SR 46) (Mile)	Posted Speed (SR 46) (MPH)	ROADWAY Length (Side Road) (Mile)	Posted Speed (Side Rd.) (MPH)	Improvements
1	SR 46 @ US 70 (SR 1, Henslee Dr.)	0.000	N/A	0.000	N/A	Signal Interconnect
2	SR 46 @ SR 235 (College St.)	0.048	30	0.408	30 (west of SR 46) 40 (east of SR 46)	* Signal, Intersection & College St.
3	SR 46 @ Walnut St.	0.055	40	0.057	30	* Signal & Intersection
4	SR 46 @ Skyline Circle	N/A	N/A	N/A	N/A	No work proposed
4A	SR 46 @ Thornton Dr	N/A	N/A	N/A	N/A	Signal Interconnect
5	SR 46 @ Skyline Circle/ Beasley Dr.	0.058	40	0.104 Skyline 0.095 Beasley	30	Signal, Intersection, Skyline * Circle & Beasley Dr.
6	SR 46 @ Lewis Hollow	0.083	40	0.043	30	* Signal & Intersection
7	SR 46 @ Barbeque Dr.	N/A	N/A	N/A	N/A	No work proposed
8	SR 46 @ Marshall Stuart Dr.	N/A	N/A	N/A	N/A	No work proposed
9	SR 46 @ Oakmont Dr.	0.100	45	0.070	20	New Signal, Intersection & * Oakmont Dr.
10	SR 46 @ Jackson Brothers Blvd.	0.100	45	0.034	30	New Signal, Intersection & * Access to TN Tech. Center
11	SR 46 @ Pomona RD.	0.053	45	0.198	30	Intersection
12	SR 46 @ Livestock Rd.	0.108	45	0.093	30	New Signal, Intersection & * Livestock Rd.
13	SR 46 @ Christi Dr.	0.000	45	0.031	30	Signal Interconnect & Intersection
14	SR 46 @ I-40 Westbound Ramps	0.000	N/A	0.000	N/A	Signal Interconnect
15	SR 46 @ I-40 Eastbound Ramps	0.379	45	0.180	45	Signal Interconnect, Intersection & Ramp
16	US 70 (SR 1, Henslee Dr.) @ SR 1 (College St.)	0.181	45	0.080	40	Signal & Intersection

* Interconnect

SCALE: 1"= 1/2 MILE

ORIGINAL SURVEY 09-22-2013

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SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

S.R. 46 ROADWAY LENGTH 1.165 MILES
(SEE UPPER LEFT FOR EACH INTERSECTION)
SIDE ROAD ROADWAY LENGTH 1.393 MILES
TOTAL PROJECT LENGTH 2.558 MILES

TRAFFIC DATA

ADT (2014)	25,690
ADT (2024)	27,900
DHV (2024)	2,959
D	60 - 40
T (ADT)	15 %
T (DHV)	10 %
V	30-45 MPH

(SEE UPPER LEFT FOR EACH INTERSECTION)

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.

C.E. MANAGER 1 SHANE HESTER, P.E.
DESIGNED BY NEEL-SCHAFFER, INC.
DESIGNER JOSEPH C. DEERING, P.E. CHECKED BY STEVEN C. LAMM, P.E.

P.E. NO. 22004-1246-14

PIN NO. 117452.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	1A

REV. 11-10-14:ADDED STD. DWGS. D-PE-30A AND D-PE-30B.

INDEX

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TYPICAL SECTIONS AND PAVING SCHEDULE	2C – 2H
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PROFILE OF PRIVATE DRIVES	16 - 19
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PROPOSED SIGNAL LAYOUTS	21 – 32
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STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX	S-1

*NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-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-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-SD-7		INTERSECTION SIGHT DISTANCE FOR PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-1A		DESIGN STANDARDS FOR LOW-VOLUME LOCAL ROADS (ADT<=400)
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5B	10-15-02	DESIGN STANDARDS FREEWAYS WITH MEDIAN BARRIER
RD01-TS-6	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
RD01-TS-6A	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDER

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PB-2	03-11-14	STANDARD DETAILS FOR PLASTIC PIPE INSTALLATION
D-PE-18A	06-14-13	18" CONCRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-24A	06-14-13	24" CONCRETE ENDWALL CROSS DRAIN
D-PE-24B		24" CONCRETE ENDWALL CROSS DRAIN
D-PE-30A	06-14-13	30" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PE-30B		30" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE

DRAINAGE-CATCH BASINS AND MANHOLES

DWG. NO	REV.	DESCRIPTION
D-CB-12B	03-11-14	STANDARD RECTANGULAR BRICK NO. 12 CATCH BASIN
D-CB-12LP	08-01-12	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN
D-CB-12P	03-11-14	STANDARD PRECAST RECTANGULAR CONCRETE NO. 12 CATCH BASIN
D-CB-12RA	03-11-14	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12RB	03-11-14	STANDARD PRECAST 60" AND 72" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12RC	03-11-14	STANDARD PRECAST 84" THRU 120" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12S	03-11-14	STANDARD RECTANGULAR CONCRETE NO. 12 CATCH BASIN
D-CB-12SB	03-11-14	STANDARD 4' X 4' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SC	03-11-14	STANDARD 5'2" X 5'2" SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SD	03-11-14	STANDARD 7' X 7' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SE	03-11-14	STANDARD 9' X 9' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-14B	03-11-14	STANDARD RECTANGULAR BRICK NO. 14 CATCH BASIN
D-CB-14P	03-11-14	STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-14RB	03-11-14	STANDARD PRECAST CIRCULAR NO. 14RB CATCH BASIN
D-CB-14S	03-11-14	STANDARD RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-14SE	03-11-14	STANDARD 9' X 9' SQUARE CONCRETE NO. 14 CATCH BASIN
D-CB-42RB	03-11-14	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-42S	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SB	03-11-14	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SC	03-11-14	STANDARD 5'2" X 5'2" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SD	03-11-14	STANDARD 7' X 7' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-99	03-11-14	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CBB-12A	05-27-01	TYPE "B" CAST IRON FRAME, GRATE & NONMOUNTABLE INLET DETAILS FOR NOS. 10, 12, 14, 16, & 17 TYPE CATCH BASINS
D-CBB-42	05-27-01	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
D-MH-2	08-01-12	STANDARD MASONRY & PRECAST NO. 3 MANHOLE
D-MH-3	04-21-14	STANDARD PRECAST CIRCULAR LID DETAILS FOR NO. 3 MANHOLE
D-MH-4	08-01-12	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	1A1

INDEX

STANDARD ROADWAY DRAWINGS

SHEET NAME		SHEET NO.
ROADWAY AND PAVEMENT APPURTENANCES		
RP-D-15	07-15-08	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	07-15-08	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-H-3	06-04-13	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-4	06-04-13	PERPENDICULAR CURB RAMP
RP-H-5	06-04-13	PARALLEL CURB RAMP
RP-H-9	06-04-13	PARALLEL CURB RAMP TYPE 3 AND 4
RP-I-5	12-18-96	EXAMPLES OF STREET AND ALLEY INTERSECTIONS
RP-J-3	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-9	02-02-12	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	07-29-96	3/4" AND 1-3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	03-20-91	3/4" AND 1-3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	01-19-02	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-18	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-19	02-02-12	DOWEL ASSEMBLY DEVICES
RP-NMC-10	07-29-03	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-NMC-11	02-28-02	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS
RP-S-7	06-04-13	DETAILS FOR STANDARD CONCRETE SIDEWALKS
SAFETY APPURTENANCES AND FENCE		
S-CC-1		CRASH CUSHION
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-GRT-3		TYPE 21 GUARDRAIL TERMINAL
S-GRT-3D		TYPE 21 GUARDRAIL TERMINAL (DETAILS
S-GRT-3P		EARTH PAD FOR TYPE 21 TERMINAL
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 21, 13 AND IN-LINE TERMINALS
S-SSMB-1	08-19-13	32" SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-6	10-24-13	GUARDRAIL ATTACHMENT TO SINGLE SLOPE CONCRETE BARRIER WALL

DWG. NO	REV.	DESCRIPTION
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-FO-1		FIBER OPTIC AERIAL ENTRANCE DETAILS
T-FO-2		FIBER OPTIC UNDERGROUND ENTRANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS
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-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-RR-6	10-25-13	TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	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-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-20-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-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-S-23A	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-19-13	BREAKAWAY U-POST SIGN SUPPORTS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A		ALTERNATE DETECTION DETAILS
T-SG-4		SPAN WIRE AND MESSENGER CABLE DETAILS
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

DWG. NO	REV.	DESCRIPTION
T-SG-8	12-04-13	STRAIN POLE DETAILS FOR SPAN MOUNTED SIGNALS
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-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	06-01-09	FLASHING BEACON DETAIL
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-40	04-02-12	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-51	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR ROUTES
T-WZ-52	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR AND MINOR ROUTES
T-WZ-55		SIDEWALK TRAFFIC CONTROL
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSON (DOWNSTREAM)
EC-STR-37	08-01-12	SEDIMENT TUBE
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-42		CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A		CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAILS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2

REV. 10-29-14: ADDED STATE PROJ. NOS. TO QUANTITIES.

REV. 10-30-14: REVISED QUANTITY FOR 105-01, 201-01, AND 202-01.

REV. 11-03-14: REVISED QUANTITY FOR 105-01, 201-01, 202-01, 712-01, 712-01.04 AND 713-15.

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY FOR LIVESTOCK RD, STATE PROJ. NO. 22004-3248-94	QUANTITY OF ALL OTHERS, STATE PROJ. NO. 22004-3246-14	TOTAL QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.1	0.9	1
	201-01	CLEARING AND GRUBBING	LS	0.1	0.9	1
27	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	0.1	0.9	1
1	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	3515	11221	14736
1	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	15	3727	3742
	203-06	WATER	M.G.		186	186
3	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.		185	185
2,3	209-05	SEDIMENT REMOVAL	C.Y.		95	95
2,3	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.		100	100
2,3	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.		180	180
2,3	209-08.07	ROCK CHECK DAM	EACH		10	10
2,3	209-09.01	SANDBAGS	BAG		1560	1560
2,3	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH		1	1
2,3	209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH		15	15
2,3	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH		71	71
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	911	10325	11236
2,3	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON		206	206
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON		337	337
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON		832	832
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON		1825	1825
	307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON		26	26
	307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON		722	722
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON		956	956
	313-03	TREATED PERMEABLE BASE	S.Y.	3007	1005	4012
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON		30	30
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON		104	104
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1	30	31
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.		5185	5185
	411-01.10	ACS MIX(PG64-22) GRADING D	TON		897	897
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	285	4607	4892
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.		1.6	1.6
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	280	4750	5030
	501-01.01	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 8"	S.Y.	2100		2100
	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.		1005	1005
25	604-07.01	RETAINING WALL (WALL NO. 1)	S.F.		630	630
25	604-07.02	RETAINING WALL (WALL NO. 2)	S.F.		500	500
25	604-07.03	RETAINING WALL (WALL NO. 3)	S.F.		450	450
25	604-07.04	RETAINING WALL (WALL NO. 4)	S.F.		2410	2410
	607-02.02	15" CONCRETE PIPE CULVERT(CLASS III)	L.F.		88	88
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.		1523	1523
	607-03.30	18" PIPE CULVERT	L.F.	50		50
	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.		132	132
	607-05.30	24" PIPE CULVERT	L.F.		32	32
	607-07.02	36" CONCRETE PIPE CULVERT (CLASS III)	L.F.		78	78
	611-01.02	MANHOLES, > 4' - 8' DEPTH	EACH		4	4
	611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	2		2
	611-07.57	24IN ENDWALL (CROSS DRAIN) 3:1	EACH		3	3
	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	7	1	8
	611-09.03	CAPPING EXISTING CATCHBASIN	EACH	9		9
	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH		10	10
	611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH		10	10
	611-12.04	CATCH BASINS, TYPE 12, > 12' - 16' DEPTH	EACH		1	1
	611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EACH		9	9
	611-14.03	CATCH BASINS, TYPE 14, > 8' - 12' DEPTH	EACH		1	1
	611-42.01	CATCH BASINS, TYPE 42, 0' - 4' DEPTH	EACH		5	5
	611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH		1	1
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.		10820	10820
	701-01.02	CONCRETE SIDEWALK (6 ")	S.F.		1767	1767
	701-02	CONCRETE DRIVEWAY	S.F.		2170	2170
	701-02.02	CONCRETE DRIVEWAY (8")	S.F.	8738		8738
	701-02.03	CONCRETE CURB RAMP	S.F.		1905	1905
	701-03	CONCRETE MEDIAN PAVEMENT	C.Y.		8	8

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY FOR LIVESTOCK RD, STATE PROJ. NO. 22004-3248-94	QUANTITY OF ALL OTHERS, STATE PROJ. NO. 22004-3246-14	TOTAL QUANTITY
	702-01	CONCRETE CURB	C.Y.		46	46
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	16	499	515
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		110	110
	705-04.04	GUARDRAIL TERMINAL (TYPE 21)	EACH		2	2
	705-17.97	ATTENUATOR (NARROW- LOW MAINTENANCE)	EACH		2	2
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH		6	6
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON		100	100
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON		700	700
26	710-04	FILTER CLOTH UNDERDRAIN (WITH PIPE)	L.F.	460	7765	8225
	710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	2		2
	711-05.70	32IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.		380	380
	712-01	TRAFFIC CONTROL	LS	0.1	0.9	1
	712-01.04	TRAFFIC CONTROL SUPERVISOR	LS	0.1	0.9	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.		1770	1770
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH		410	410
	712-05.01	WARNING LIGHTS (TYPE A)	EACH		32	32
	712-05.03	WARNING LIGHTS (TYPE C)	EACH		10	10
	712-06	SIGNS (CONSTRUCTION)	S.F.		1094	1094
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.		76	76
3	712-08.03	ARROW BOARD (TYPE C)	EACH		6	6
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.		2	2
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.		401	401
	713-02.04	DELINEATOR (MILE MARKER) & STEEL POST	EACH		2	2
	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH		16	16
	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH		21	21
	713-02.33	FLEXIBLE DELINEATOR (RED)	EACH		10	10
	713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.		1045	1045
	713-09.01	STEEL OVERHEAD SIGN STRUCTURE (SPAN 128'-0")	EACH		1	1
	713-11.01	"U" SECTION STEEL POSTS	LB.		542	542
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.		1998	1998
	713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.		51	51
	713-11.21	P POST SLIP BASE	EACH		9	9
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.		658	658
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.		95	95
7	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.		131	131
3	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	0.1	0.9	1
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH		6	6
10	713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	3		3
9	713-16.20	SIGNS (R10-12, 30"x36")	EACH	2	19	21
9	713-16.21	SIGNS (STREET NAME SIGN, MAST ARM MOUNT, PROVIDED BY CITY)	EACH	6	30	36
13	713-16.22	SIGNS (STREET NAME SIGN, SPAN WIRE MOUNT, PROVIDED BY CITY)	EACH		10	10
13	713-16.24	SIGNS (R3-1 BLANK-OUT)	EACH	1		1
4	713-16.25	SIGNS (R3-2 BLANK-OUT)	EACH	1		1
	713-30.09	BARRIER MOUNTED SIGN SUPPORT (R4-7 SIGN)	EACH		1	1
4	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH		121	121
4	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH		134	134
4	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		91	91
4	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		1585	1585
4	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		76	76
4	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.		137	137
4	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.		45	45
4	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.		773	773
4	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH		6	6
	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH		4	4
	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH		1	1
	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.		22	22
	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH		1	1
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.		8.29	8.29
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.		1347	1347
	716-05.50	PAINTED PAVEMENT MARKINGS(8" LINE)	L.F.		2820	2820
	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.		7	7
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		0.5	0.5

SEE SHT. NO. 2A FOR FOOTNOTES.

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ESTIMATED ROADWAY QUANTITIES

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY FOR LIVESTOCK RD, STATE PROJ. NO. 22004-3248-94	QUANTITY OF ALL OTHERS, STATE PROJ. NO. 22004-3246-14	TOTAL QUANTITY
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.		2.1	2.1
	717-01	MOBILIZATION	LS	0.1	0.9	1
	725-02.41	FIBER OPTIC TERMINATION SPLICE UNIT	EACH	1	11	12
29	725-03.28	RAILROAD FLAGMAN	DAY	2		2
20	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH		9	9
6	730-01.08	SCHOOL SPEED LIMIT FLASHING SIGNAL INSTALLED	EACH		2	2
	730-02.08	SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED)	EACH		2	2
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	9	62	71
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2	31	33
	730-02.30	SIGNAL HEAD ASSEMBLY (130A3 WITH BACKPLATE)	EACH		6	6
	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	8	42	50
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4	35	39
	730-03.23	INSTALL PULL BOX (FIBER OPTIC-TYPE A)	EACH	1	13	14
11	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1	7	8
	730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	475	1020	1495
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.		4070	4070
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1090	9040	10130
	730-08.10	SIGNAL CABLE - (EMERGENCY PREEMPT)	L.F.		665	665
	730-08.11	SIGNAL CABLE - (RAILROAD PREEMPTION)	L.F.	150		150
23	730-08.40	INTERCONNECT CABLE - FIBER OPTIC (6F, SMFO DROP CABLE)	L.F.	190	3025	3215
	730-09.01	SPAN WIRE ASSEMBLY(35,000 LBS.MIN.BRK STRENGTH)	L.F.		590	590
	730-10.01	TETHER WIRE ASSEMBLY - 1/4" DIAMETER	L.F.		1120	1120
	730-11.10	RISER ASSEMBLY (2" SCH 80 PVC)	EACH	1	11	12
	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	80	650	730
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	740	4250	4990
	730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	55	565	620
8	730-12.16	CONDUIT (2" SCHEDULE 80 PVC, DIRECTIONAL BORE)	L.F.	1175	6790	7965
	730-12.18	CONDUIT (2" SCHEDULE 80 PVC, TRENCHED)	L.F.	40	515	555
	730-12.30	TRENCHING	L.F.	680	3765	4445
	730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	7	75	82
14	730-13.07	VEHICLE DETECTOR (SIREN ACTIVATED PRIORITY CONTROL)	EACH		1	1
24	730-13.08	VEHICLE DETECTOR (RADAR)	EACH	1		1
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	1685	14775	16460
	730-14.02	SAW SLOT	L.F.	1100	15600	16700
	730-14.03	LOOP WIRE	L.F.	3170	43085	46255
22	730-15.11	MODIFY CABINET (INSTALL/INTEGRATE F.O. EQUIPMENT)	EACH		5	5
	730-15.12	MODIFY CABINET (INTEGRATE CHRISTI DR RXR PREMPT)	EACH		1	1
12	730-15.13	MODIFY CABINET (REPLACE LOAD SWITCH)	EACH		3	3
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1	7	8
21	730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	11	12
18	730-18.01	MASTER CONTROLLER	EACH	1	1	2
15	730-19.01	TIME BASE COORDINATION UNIT	EACH	1	1	2
31	730-23.01	STEEL STRAIN POLE (SIGNAL SUPPORT)	EACH		2	2
17	730-23.30	PEDESTAL POLE (8')	EACH		9	9
19	730-23.36	CANTILEVER SIGNAL SUPPORT (2 @ 35' & 55')	EACH		1	1
19	730-23.37	CANTILEVER SIGNAL SUPPORT (2 @ 40' & 55')	EACH		1	1
19	730-23.64	CANTILEVER SIGNAL SUPPORT (1 ARM @ 30')	EACH		1	1
19	730-23.72	CANTILEVER SIGNAL SUPPORT (1 ARM @ 35')	EACH	1		1
19	730-23.80	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40')	EACH		1	1
19	730-23.88	CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH		3	3
19	730-23.96	CANTILEVER SIGNAL SUPPORT (1 ARM @ 50')	EACH		1	1
19	730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	1	5	6
19	730-23.98	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	1	6	7
19	730-23.99	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1	5	6
	730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH		16	16
	730-26.09	PEDESTRIAN PUSHBUTTON WITH 15IN SIGN	EACH		16	16
2,3	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.		578	578
2,3	740-11.03	TEMPORARY SEDIMENT TUBE 18IN (EROSION CONTROL)	L.F.		6039	6039
2,3	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT		10	10
3	801-01	SEEDING (WITH MULCH)	UNIT		10	10
2,3	801-02	SEEDING (WITHOUT MULCH)	UNIT		2	2
28	801-03	WATER (SEEDING & SODDING)	M.G.		158	158
	803-01	SODDING (NEW SOD)	S.Y.		15059	15059
30	730-35.06	BATTERY BACK-UP AND POWER CONDITIONER	EACH	1		1

FOOTNOTES:

1 REFER TO SPECIAL NOTES.

2 SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

3 ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

4 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.

5 30"x30" SIGNAL AHEAD SIGN. ITEM SHALL INCLUDE REQUIRED TYPE U6 SUPPORT POST, SEE TDOT STD. DRAWING T-S-19. FINAL SIGN LOCATION TO BE STAKED IN FIELD AND APPROVED BY ENGINEER PRIOR TO INSTALLATION.

6 SEE TDOT STD DRAWINGS T-SG-9A AND T-SG-13. ITEM FOR SOLAR POWERED PEDESTAL-MOUNT SCHOOL FLASHING ASSEMBLY WITH 12" LED LIGHTS, HIGH-INTENSITY PRISMATIC FLUORESCENT YELLOW-GREEN SHEETING AND NEMA TYPE 3R CABINET. SIGN ASSEMBLY SHALL FOLLOW DETAIL FOR "POLE MOUNTED SCHOOL ZONE SPEED LIMIT BEACON" ON T-SG-13 WITH 15MPH DESIGNATION. ITEM INCLUDES REQUIRED BREAK-AWAY PEDESTAL POLE AND FOUNDATION. SOLAR PANEL AND BATTERY POWER SYSTEM SHALL BE RATED AND PROVIDED PER MANUFACTURE RECOMMENDATIONS. SCHOOL FLASHERS TO BE INSTALLED ON HENSLEE DRIVE JUST NORTH OF COLLEGE ST AND ON COLLEGE ST JUST WEST OF MATHIS DR AS SHOWN ON PLANS. ITEM INCLUDES ALL NECESSARY EQUIPMENT AND ANCILLARY MATERIALS REQUIRED TO MAKE UNIT OPERATIONAL. CONTRACTOR SHALL COORDINATE MATERIAL SUBMITTAL REVIEW WITH PROJECT ENGINEER AND CITY OF DICKSON PRIOR TO ORDERING UNITS. SCHEDULE OF ACTIVE OPERATION SHALL FOLLOW TIMES OF EXISITNG FLASHERS AND BE CONFIRMED WITH CITY OF DICKSON.

7 REMOVE EXISTING SIGN FACES, SUPPORTS, FOOTINGS, BRACKETS, ETC. WHERE INDICATED ON SIGNING AND PAVEMENT MARKING SHEETS. COST TO INCLUDE REMOVAL OF ALL FOOTINGS AND RESTORATION OF GROUND TO ORIGINAL CONDITION. SALVAGEABLE SIGN EQUIPMENT MAY BE TURNED OVER TO CITY OF DICKSON AS DIRECTED BY ENGINEER.

8 CONTRACTOR MAY ELECT TO USE HDPE CONDUIT WITH PRIOR APPROVAL FROM ENGINEER.

9 SIGNS TO BE PROVIDED BY CITY OF DICKSON. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER BEFORE ORDERING SIGNS. ITEM FOR CONTRACTOR'S WORK TO INSTALL SIGN AND ANY MISCELLANEOUS EQUIPMENT NEEDED TO COMPLETE INSTALLATION.

10 ITEM SHALL INCLUDE REQUIRED INSTALLATION ON CANTILEVER ARM AS SHOWN ON PLANS.

11 CONTRACTOR SHALL COORDINATE WITH UTILITY OWNER AND DETERMINE SERVICE CHARGES TO BE INCLUDED IN ITEM. CONTRACTOR TO COORDINATE WITH UTILITY OWNER AND ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE LOCATION OF POWER SERVICE SOURCE. FINAL CONDUIT PATH FOR POWER SERVICE TO CABINET MAY BE MODIFIED, CONFIRMED PRIOR TO CONSTRUCTION WITH APPROVAL FROM ENGINEER. ITEM INCLUDES REQUIRED RISER AND SERVICE CABLE.

12 ITEM FOR INSTALLATION OF NEW LED SIGNAL HEADS AS NEEDED AT THE INTERSECTIONS OF POMONA RD, CHRISTI DR AND I-40 EB RAMP. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER TO DETERMINE THE ACTUAL NUMBER REQUIRED. ITEM FOR REPLACEMENT AND INSTALLATION OF NEW LOAD SWITCHES AND SIGNAL CABLE INTO EXISTING SIGNAL CABINETS AS REQUIRED.

13 CONTRACTOR TO INSTALL SIGNS SO THAT THEY ARE ACTIVE DURING PREEMPT PHASE, COORDINATE WITH PROJECT ENGINEER.

14 ITEM TO BE MEASURED AND PAID PER INTERSECTION (HENSLEE DR & COLLEGE ST ONLY). ITEM INCLUDES ALL MATERIALS REQUIRED TO IMPLEMENT EMERGENCY SIREN ACTIVATED PRIORITY CONTROL AND SHALL BE COMPATIBLE WITH PROVIDED SIGNAL CABINET AND CONTROLLER. DETECTOR CABLE TO BE PAID FOR UNDER SEPARATE ITEM. SEE SIGNAL LAYOUT SHEET FOR DETECTOR POSITIONS AND PHASE SELECTOR ASSIGNMENTS.

15 ITEM FOR GPS RECEIVER, ANTENNA AND ANCILLARY MATERIALS. SEE SPECIAL NOTES FOR GPS SYNCHRONIZATION EQUIPMENT REQUIREMENTS.

16 SEE TDOT STD DRAWING T-SG-10 AND SPECIAL NOTES.

17 SEE TDOT STD DRAWING T-SG-9A. ITEM INCLUDES REQUIRED FOUNDATION.

18 MASTER CONTROLLERS TO BE LOCATED AT JACKSON BROTHERS BLVD AND LIVESTOCK RD, AND SHALL BE COMPATIBLE WITH LOCAL SIGNAL CONTROLLER EQUIPMENT.

19 ITEM INCLUDES MAST ARM VIBRATION DAMPENING DEVICE.

20 ITEM MEASURED BY INTERSECTION. SEE REMOVAL DIAGRAMS ON RESPECTIVE SIGNAL LAYOUTS.

21 SIGNAL CONTROLLER SHALL BE CAPABLE OF COMMUNICATING VIA SINGLE MODE FIBER OPTIC CABLE AND COMPATIBLE WITH MASTER CONTROLLER AND OTHER COMMUNICATION EQUIPMENT. CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT AND ANCILLARY MATERIALS REQUIRED TO IMPLEMENT SINGLE MODE F.O. COMMUNICATIONS, INCLUDING COMPATIBLE TRANSCEIVER MODEM, IF REQUIRED. ITEM INCLUDES PROGRAMMING OF COORDINATED TIMINGS AND SETTINGS.

22 ITEM FOR INTEGRATION OF F.O DROP CABLE AND IMPLEMENTATION OF FIBER OPTIC COMMUNICATIONS AT INTERSECTIONS WHERE SIGNAL CABINET WILL BE RETAINED: HENSLEE DR (U.S. 70), THORNTON DR, CHRISTI DR, I-40 WB RAMP AND I-40 EB RAMP. ITEM INCLUDES FIBER TERMINATION, PATCH CABLE AND MISCELLANEOUS EQUIPMENT.

23 6F SINGLE MODE F.O. DROP CABLE SHALL BE OF SUFFICIENT LENGTH TO PROVIDE CONTINUOUS CABLE RUN FROM SPLICE ENCLOSURE TO TRAFFIC SIGNAL CABINET INCLUDING LENGTH REQUIRED FOR MINIMUM BENDING RADIUS, TERMINATION IN CABINET AND EXCESS SLACK. A MINIMUM 25 FEET OF F.O. DROP CABLE SLACK COIL SHALL BE PROVIDED IN TYPE A F.O. PULL BOX CLOSEST TO DES UTILITY POLE. A MINIMUM 50 FEET OF F.O. DROP CABLE SLACK COIL SHALL BE PROVIDED IN AERIAL SPLICE ENCLOSURE PROVIDED

24 ITEM TO INCLUDE ONE (1) WAVETRONIX DETECTION SYSTEM, OR APPROVED EQUAL. ITEM INCLUDES ALL MATERIALS REQUIRED TO IMPLEMENT WIRELESS VEHICLE DETECTION SYSTEM. SEE LIVESTOCK ROAD (INTERSECTION #12) SIGNAL LAYOUT SHEET FOR DETECTOR POSITION. APPROXIMATE REQUIRED MATERIALS INCLUDE, BUT ARE NOT LIMITED TO, ONE (1) PREASSEMBLED BACKPLATE, RACK CARD, PATCH CORDS, POWER SUPPLY, MOUNTING BRACKET AND ONE (1) EXTERNAL DETECTOR (1 MAST ARM MOUNTED). ONE (1) SMARTSENSOR MATRIX (OR APPROVED EQUAL) TO BE USED FOR SIDE STREET DETECTION ON LIVESTOCK ROAD. DETECTOR CABLE REQUIRED IS APPROXIMATELY 150'.

25 ITEM INCLUDES PEDESTRIAN HANDRAIL.

26 ITEM INCLUDES TIE TO EXISTING/PROPOSED STORM SEWER SYSTEM.

27 ITEM INCLUDES REMOVAL OF 200'-15" PIPE, 200'-18" PIPE, 50'-24" PIPE, 57'-12"X18" PIPE, 26'-36" PIPE, 9 ENDWALLS, 13 CATCHBASINS, AND 250' OF RETAINING WALL.

28 INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

29 ITEM TO BE USED AS REQUIRED BY RAILROAD OWNER AT LIVESTOCK ROAD AS DIRECTED BY ENGINEER.

30 ITEM TO BE COMPATIBLE WITH SIGNAL CABINET AND CONTROL EQUIPMENT AT LIVESTOCK ROAD INTERSECTION. SEE SPECIAL NOTES FOR ADDITIONAL DETAILS.

31 ITEMS FOR POMONA RD AND CHRISTI DR INTERSECTIONS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2A

REV. 10-29-14: ADDED STATE PROJ. NOS. TO QUANTITIES.
REV. 11-03-14: REVISED QUANTITY FOR 717-01.

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2B

ESTIMATED UTILITY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
790-02.03	POLE 35FT CLASS 4 WOOD	EACH	2
790-02.07	POLE 35FT CLASS 2 METAL	EACH	1
790-03.01	POLE 40FT CLASS 2 WOOD	EACH	5
790-04.02	POLE 45FT CLASS 2 WOOD	EACH	2
790-04.03	POLE 45FT CLASS 3 WOOD	EACH	4
790-05.01	POLE 50FT CLASS 1 WOOD	EACH	1
790-05.02	POLE 50FT CLASS 2 WOOD	EACH	7
790-05.03	POLE 50FT CLASS 3 WOOD	EACH	7
790-05.05	POLE 50FT CLASS 1 METAL	EACH	7
790-06.02	POLE 55FT CLASS 2 WOOD	EACH	2
790-06.03	POLE 55FT CLASS 3 WOOD	EACH	1
790-06.05	POLE 55 FT CLASS 1 METAL	EACH	29
790-07.05	POLE 60FT CLASS 1 METAL	EACH	3
790-25.01	3Ø CROSSARM SGL 15KV	EACH	12
790-25.06	3Ø CROSSARM DBL 15KV	EACH	5
790-25.08	3Ø CROSSARM SGL LRG COND 15KV	EACH	1
790-25.11	3Ø CROSSARM DBL PRIM SUP LRG COND 15KV	EACH	6
790-25.15	3Ø VERTICAL 15KV	EACH	9
790-25.18	3Ø VERTICAL DEADEND LRG ANG LG COND 15KV	EACH	6
790-25.19	3Ø VERTICAL DEADEND 15KV	EACH	3
790-25.21	3Ø CROSSARM DEADEND SGL 15KV	EACH	17
790-25.24	3Ø CROSSARM DDE LRG COND 15KV	EACH	14
790-26.02	3Ø CROSSARM DBL LRG COND 25KV	EACH	9
790-26.03	3Ø CROSSARM SGL LRG COND 25KV	EACH	12
790-26.26	3Ø CROSSARM DEAD END 25KV	EACH	3
790-30.05	SECONDARY RACKS	EACH	65
790-30.06	SECONDARY CONDUCTOR 6 AL DUPLEX	LF	992
790-30.13	SECONDARY CONDUCTOR 2 AL TRIPLEX	LF	679
790-30.22	SECONDARY CONDUCTOR 1/0 AL QPLEX	LF	44
790-32.02	DOWN GUY - THROUGH BOLT TYPE HEAVY DUTY	EACH	67
790-32.08	OH GUY - THROUGH BOLT TYPE HEAVY DUTY	EACH	18
790-32.23	GUY GUARD	EACH	43
790-33.04	SCREW TYPE ANCHOR 10,000LB-12,000LB	EACH	2
790-33.20	ANCHOR TRIPLE EYE POWER INSTALLED	EACH	49
790-40.02	OH COND 2 7/1 ACSR SPARATE	LF	5216
790-40.03	OH COND 1/0 6/1 ACSR RAVEN	LF	9305
790-40.05	OH COND 3/0 6/1 ACSR PIGEON	LF	2701
790-40.42	OH COND 336.4 19 AAC TULIP	LF	30
790-41.01	UG PRI COND 2 AL 15KV	LF	150
790-41.49	UG SEC COND 4/0 AL TPLX	LF	136
790-41.58	UG SEC COND 4/0 AL QPLX	LF	240
790-41.60	UG SEC COND 350 AL QPLX	LF	120
790-42.04	2IN DIA GALVINIZED METAL PIPE	L.F.	40
790-42.06	4IN DIA GALVANIZED METAL PIPE	L.F.	80
790-42.10	4IN DIA PVC PIPE	L.F.	456
790-42.14	CONDUIT - POLE MTD - 4FT SCH 80 PVC	L.F.	280
790-43.10	SPLICE 200A 15KV	EACH	3
790-43.11	OUTDOOR TERMINATOR URD 15KV	EACH	7
790-43.47	PRIMARY PULLBOX	EACH	1
790-46.01	1Ø TRANSFORMER	EACH	14
790-46.02	1Ø TRANSFORMER CONV W/POLE MTD FUSE & LA	EACH	3
790-49.02	3Ø XFMR BNK POLE MTD W/ FUSE/ARRESTERS	EACH	5
790-52.02	5KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	1
790-52.03	10KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	2
790-52.04	15KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	14
790-52.06	25KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	5
790-52.09	37.5KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	4
790-52.11	50KVA 1Ø OH XFORMER 7.2KV 120/240	EACH	2
790-58.05	GOLB SWITCH 15KV	EACH	3
790-60.01	1Ø FUSE CUTOUT XARM MOUNT 15KV	EACH	3
790-64.06	SEC MTG 1Ø 120/240 VOLTS FARM POLE	EACH	1

ESTIMATED UTILITY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
790-65.03	LIGHTNING ARRESTER ARM MTD 9 KV	EACH	15
790-65.16	3Ø CAPACITOR ASSEMBLY SWITCHED 15KV	EACH	1
790-68.01	POLE GROUND ROD TYPE	EACH	61
790-68.07	POLE GROUND FOR AIR BREAK SWITCH	EACH	3
790-68.10	MISCELLANEOUS ASSEMBLIES	EACH	9
790-69.22	POLE TOP PIN	EACH	8
790-69.23	PAIR OF 10IN OR THREE 6IN BELLS	EACH	2
790-69.31	STICK PIN	EACH	79
790-69.32	ARM PIN	EACH	6
790-70.01	STREET LIGHT ON WOOD POLE	EACH	14
790-70.06	STREET LIGHT BASE, POWER INSTALLED	EACH	1
790-70.10	FLOOD LIGHT	EACH	8
790-74.05	24 FIBER(MATERIAL ONLY)	L.F.	9690
790-74.19	12-96 FIBER(INSTALLATION ONLY)	L.F.	9690
790-74.26	FIBER OPTIC MAINTENANCE LOOP	EACH	12
790-98.01	REMOVE WIRE	L.F.	18110
790-98.02	REMOVE POLES	EACH	67
790-98.03	REMOVE FRAMING/ASSOCIATED APPARATUS	EACH	455
791-01.02	2IN STEEL GAS MAIN	LF	1190
791-01.04	4IN STEEL GAS MAIN	LF	325
791-01.05	6IN STEEL GAS MAIN	LF	725
791-03.02	2IN HDPE GAS MAIN	LF	225
791-04.01	HDD <2IN PE PIPE - UNCONSOLIDATED	LF	60
791-04.20	HDD 2IN STEEL PIPE - UNCONSOLIDATED	LF	220
791-04.23	HDD 6IN STEEL PIPE - UNCONSOLIDATED	LF	380
791-05.01	BORE/JACK 4IN - STEEL CASING PIPE - UNCON.	LF	140
791-06.02	CONNECT TO 2IN EX. PE MAIN	EACH	1
791-06.09	CONNECT TO 1IN EX. PE MAIN	EACH	2
791-06.31	CONNECT TO 2IN EX. STL MAIN W/ STOPPLE	EACH	14
791-06.32	CONNECT TO 4IN EX. STL MAIN W/ STOPPLE	EACH	2
791-06.33	CONNECT TO 6IN EX. STL MAIN W/ STOPPLE	EACH	7
791-07.09	2IN STEEL GAS VALVE ASSEMBLY	EACH	2
791-07.11	6IN STEEL GAS VALVE ASSEMBLY	EACH	3
791-08.08	1IN PE SERVICE PIPE	LF	100
791-08.09	1-1/4IN PE SERVICE PIPE	LF	90
791-10.02	RETIRE IN PLACE 1IN SERV CUT & PLUG	EACH	1
791-10.04	RETIRE IN PLACE 2IN SERV CUT & PLUG	EACH	12
791-10.05	RETIRE IN PLACE 4IN SERV CUT & PLUG	EACH	3
791-10.06	RETIRE IN PLACE 6IN SERV CUT & PLUG	EACH	8
793-01.08	POLE 35FT CLASS 5 WOOD	EACH	2
793-01.41	ANCHOR 1IN	EACH	19
793-13.07	4IN SCHEDULE 40 PVC	L.F.	23515
793-13.11	1 DUCT FORMATION @ 24IN DEPTH	L.F.	590
793-13.22	3 DUCT FORMATION @ 36IN DEPTH	L.F.	100
793-13.27	4 DUCT FORMATION @ 36IN DEPTH	L.F.	25
793-13.37	9 DUCT FORMATION @ 36IN DEPTH	L.F.	1725
793-13.47	16 DUCT FORMATION @ 36IN DEPTH	L.F.	70
793-14.03	MH PRECAST 6-FT W X 12-FT L X 7-FT H	EACH	5
793-14.20	PLACE MANHOLE OVER EXISTING CABLE	EACH	3
793-16.01	MH(RETIRE/REMOVE/GRAVEL BACKFILL)	EACH	4
793-13.42	12 DUCT FORMATION @ 36IN DEPTH	L.F.	490
793-98.04	REMOVE POLES ALL SIZES	EACH	7
795-01.03	6IN DIP RESTRAINED JOINT WATER LINE	L.F.	255
795-01.04	6IN DIP SLIP JOINT WATER LINE	L.F.	514
795-01.05	8IN DIP RESTRAINED JOINT WATER LINE	L.F.	557
795-01.06	8IN DIP SLIP JOINT WATER LINE	L.F.	332
795-01.07	10IN DIP RESTRAINED JOINT WATER LINE	L.F.	370
795-01.08	10IN DIP SLIP JOINT WATER LINE	L.F.	181
795-01.09	12IN DIP RESTRAINED JOINT WATER LINE	L.F.	311
795-01.10	12IN DIP SLIP JOINT WATER LINE	L.F.	901
795-05.63	BORE/JACK 12IN STEEL CASING PIPE-UNCON.	L.F.	95

SEE SHEET U1-1 FOR INDEX OF UTILITY SHEETS.
APPLICABLE FOOTNOTES FOR ESTIMATED UTILITIES QUANTITIES WILL BE ON THE UTILITY TABULATION BLOCKS.

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ESTIMATED UTILITIES QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2B1

ESTIMATED UTILITY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
795-05.66	BORE/JACK 18IN STEEL CASING PIPE-UNCON.	L.F.	195
795-05.67	BORE/JACK 20IN STEEL CASING PIPE-UNCON.	L.F.	190
795-15.04	18IN STEEL CASING PIPE OPEN CUT METHOD	L.F.	90
795-15.05	20IN STEEL CASING PIPE OPEN CUT METHOD	L.F.	45
795-07.03	6IN X 6IN TAPPING SLEEVE AND VALVE	EACH	4
795-07.05	8IN X 6IN TAPPING SLEEVE AND VALVE	EACH	1
795-07.06	8IN X 8IN TAPPING SLEEVE AND VALVE	EACH	4
795-07.08	10IN X 6IN TAPPING SLEEVE AND VALVE	EACH	1
795-07.10	10IN X 10IN TAPPING SLEEVE AND VALVE	EACH	5
795-07.15	12IN X 12IN TAPPING SLEEVE AND VALVE	EACH	5
795-08.09	12IN GATE VALVE ASSEMBLY	EACH	4
795-09.01	3/4IN WATER SERVICE METER ASSEMBLY	EACH	12
795-09.09	RELOCATE/RECONNECT SERVICE ASSEMBLY	EACH	14
795-09.28	3/4IN COPPER SERVICE PIPE	L.F.	426
795-11.02	FIRE HYDRANT ASSEMBLY	EACH	6
795-12.01	REMOVE FIRE HYDRANT	EACH	5
795-13.01	DI FITTINGS	LBS	9168
795-06.04	CONNECT TO 6IN WATER LINE	EACH	3
795-06.05	CONNECT TO 8IN WATER LINE	EACH	2
795-06.06	CONNECT TO 10IN WATER LINE	EACH	4
795-06.07	CONNECT TO 12IN WATER LINE	EACH	3
795-14.01	CLASS A CONCRETE	C.Y.	33
795-14.02	CLASS B CONCRETE	C.Y.	56.9
795-14.08	RESTORE ASPHALT	S.Y.	413
797-05.02	8IN DIP GRAVITY SEWER 6FT-12FT DEPTH	L.F.	540
797-05.30	6IN DIP GRAVITY SEWER 6FT-12FT DEPTH	L.F.	35
797-03.16	14IN PVC FORCE MAIN	L.F.	470
797-01.11	14IN DIP FORCE MAIN	L.F.	105
797-06.67	BORE/JACK 24IN STEEL CASING PIPE-UNCON.	L.F.	90
797-07.04	48IN MANHOLE 8FT-10FT DEPTH	EACH	5
797-07.05	48IN MANHOLE 10FT-12FT DEPTH	EACH	4
797-07.56	MANHOLE DROP CONNECTION ASSEMBLY	EACH	1
797-10.02	CONNECT 8IN SEWER TO EXIST. MANHOLE	EACH	1
797-10.09	CONNECT EX. 8IN SEWER TO NEW MANHOLE	EACH	6
797-10.08	CONNECT EX. 6IN SEWER TO NEW MANHOLE	EACH	1
797-10.21	CONNECT TO 16IN FORCE MAIN	EACH	2
797-07.80	REMOVE SEWER MANHOLE	EACH	2
797-11.25	RETIREIN PLACE 48" MANHOLE	EACH	2
797-11.31	RETIREIN PLACE EXISTING SEWER 8IN-14IN	L.F.	305
797-08.01	DI FITTINGS	LBS.	3000
797-11.38	BY-PASS PUMPING	LS	4
797-11.40	RESTORE ASPHALT	S.Y.	350
797-11.41	RESTORE CONCRETE	S.Y.	320
797-09.26	2IN AIR/VAC VALVE ASSEMBLY	EACH	1
798-05.02	FIBER OPTIC CABLE ENCLOSURE	EACH	18
798-05.03	FIBER OPTIC CABLE SPLICE	EACH	58
798-05.27	COMMUNICATION ASSEMBLY (BOND)	EACH	46
798-05.32	COMMUNICATION ASSEMBLY (DDE)	EACH	10
798-05.33	COMMUNICATION ASSEMBLY (DE)	EACH	20

SEE SHEET U1-1 FOR INDEX OF UTILITY SHEETS.
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ESTIMATED UTILITIES QUANTITIES

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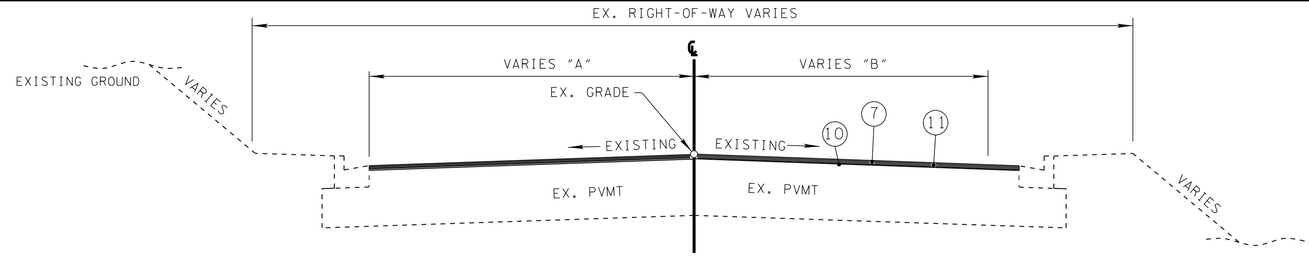
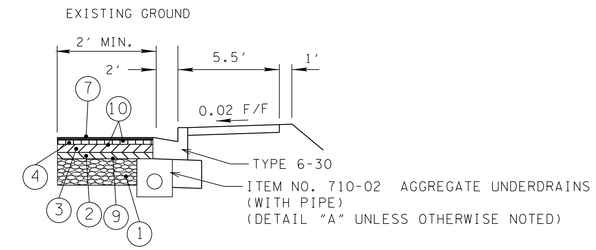
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2
CONST.	2014	STP-46(21)	2C



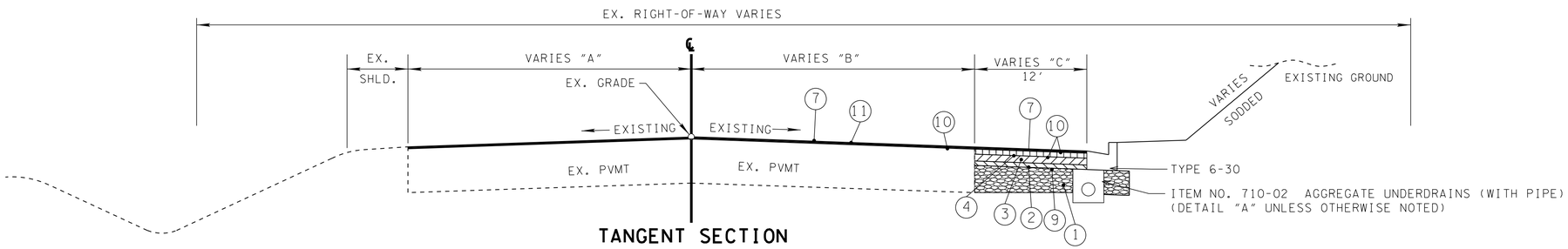
TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

S.R. 46 (INTERSECTION NO. 2) STA. 98+78.00 TO STA. 101+30.00 "A"=30'-43' "B"=30'
S.R. 46 (INTERSECTION NO. 3) STA. 298+50.00 TO STA. 301+40.00 "A"=30' "B"-30'
S.R. 46 (INTERSECTION NO. 5) STA. 498+26.25 TO STA. 501+35.00 "A"=30' "B"=30'
S.R. 46 (INTERSECTION NO. 6) STA. 507+52.71 TO STA. 511+92.82 "A"=40' "B"=40'
S.R. 46 (INTERSECTION NO. 9) STA. 488+47.19 TO STA. 493+74.19 "A"=40' "B"=40'
S.R. 46 (INTERSECTION NO. 10) STA. 473+33.00 TO STA. 478+60.00 "A"=40' "B"=40'
S.R. 46 (INTERSECTION NO. 11) STA. 394+80.08 TO STA. 397+33.07 "A"=40' "B"=40'
S.R. 46 (INTERSECTION NO. 12) STA. 349+70.00 TO STA. 355+41.91 "A"=40' "B"=40'
S.R. 46 (INTERSECTION NO. 15) STA. 322+87.54 TO STA. 329+66± "A"=38'-44.5' "B"=32'-48'
S.R. 46 (INTERSECTION NO. 15) STA. 332+56± TO STA. 333+90.23 "A"=28.4'-44.5' "B"=42'-48'



S.R. 46 @ PROPOSED SIDEWALK RT. & LT.



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

S.R. 1 (INTERSECTION NO. 16)

S.R. 1 STA. 201+52.14 TO STA. 202+71.91 "A"=30.36'-28.88'
S.R. 1 STA. 202+71.91 TO STA. 204+60.46 "A"=28.88'-26.57'
S.R. 1 STA. 204+60.46 TO STA. 209+42.79 "A"=26.57'-30.56'
S.R. 1 STA. 209+42.79 TO STA. 211+08.54 "A"=30.56'-30.33'

S.R. 1 STA. 201+51+40 TO STA. 202+71.91 "B"=29.63'-31.12'
S.R. 1 STA. 202+71.91 TO STA. 203+94.37 "B"=31.12'-32.62' "C"=0'-12'
S.R. 1 STA. 203+94.37 TO STA. 205+97.37 "B"=32.62'-32.29'
S.R. 1 STA. 206+54.18 TO STA. 208+35.99 "B"=31.82'-30.32'
S.R. 1 STA. 210+08.46 TO STA. 211+08.46 "B"=29.53'-29.67'

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE BASE (10"± THICK) ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	(6A) BITUMINOUS BINDER @ 2.75"± THICK (APPROX. 310.75 LBS./S.Y.) ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2
(1A) MINERAL AGGREGATE BASE (8"± THICK) ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	(7) BITUMINOUS SURFACE @ 1.25"± THICK (APPROX. 132.5 LB./S.Y.) ITEM NO. 411-02.10 ACS MIX (PG70-22) GRADING D
(1B) MINERAL AGGREGATE BASE (4"± THICK) ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	(8) BITUMINOUS SURFACE @ 1.25"± THICK (APPROX. 132.5 LB./S.Y.) ITEM NO. 411-01.10 ACS MIX (PG64-22) GRADING D
(2) BITUMINOUS PLANT MIX BASE @ 3.0"± THICK (APPROX. 270.0 LBS./S.Y.) ITEM NO. 307-02.02 ASPHALT CEMENT MIX (PG70-22) (BPMB-HM) GRADING A-S ITEM NO. 307-02.03 AGGREGATE (BPMB-HM) GRADING A-S	(9) PRIME COAT @ 0.30-0.35 GAL./S.Y. ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30-0.35 GAL./S.Y. ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8-12 LB./S.Y.
(3) BITUMINOUS PLANT MIX BASE @ 3.75"± THICK (APPROX. 431.25 LBS./S.Y.) ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	(10) TACK COAT @ 0.07-0.10 GAL./S.Y. ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(4) BITUMINOUS BINDER @ 2.0"± THICK (APPROX. 226.0 LBS./S.Y.) ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	(11) COLD PLANING 1.25" ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(5) BITUMINOUS PLANT MIX BASE @ 3.0"± THICK (APPROX. 345.0 LBS./S.Y.) ITEM NO. 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	(12) CONCRETE PAVEMENT 10" ITEM NO. 501-01.03 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10")
(5A) BITUMINOUS PLANT MIX BASE @ 3.25"± THICK (APPROX. 373.75 LBS./S.Y.) ITEM NO. 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	(13) TREATED PERMEABLE BASE 4"± THICK ITEM NO. 313-03 TREATED PERMEABLE BASE
(6) BITUMINOUS BINDER @ 2.0"± THICK (APPROX. 226.0 LBS./S.Y.) ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	(14) CONCRETE PAVEMENT 8" ITEM NO. 501-01.01 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 8")

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

NOTE: NOT TO SCALE

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TYPICAL SECTIONS

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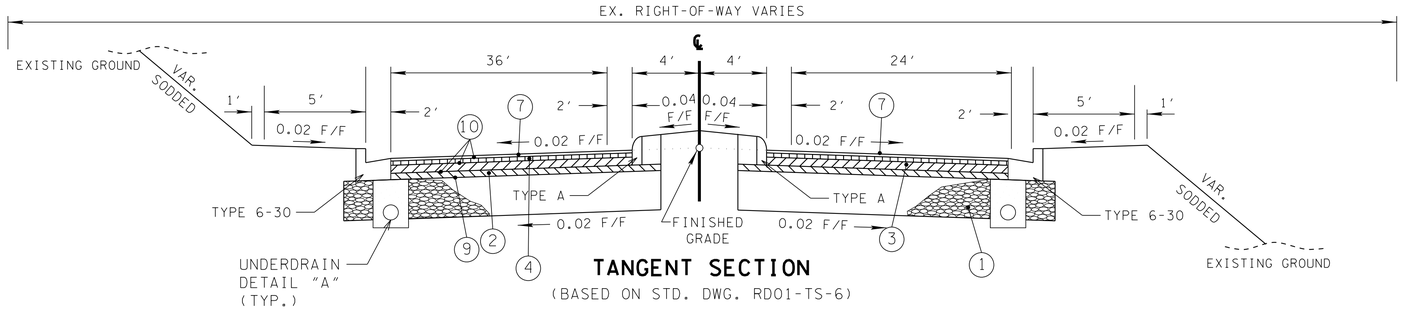
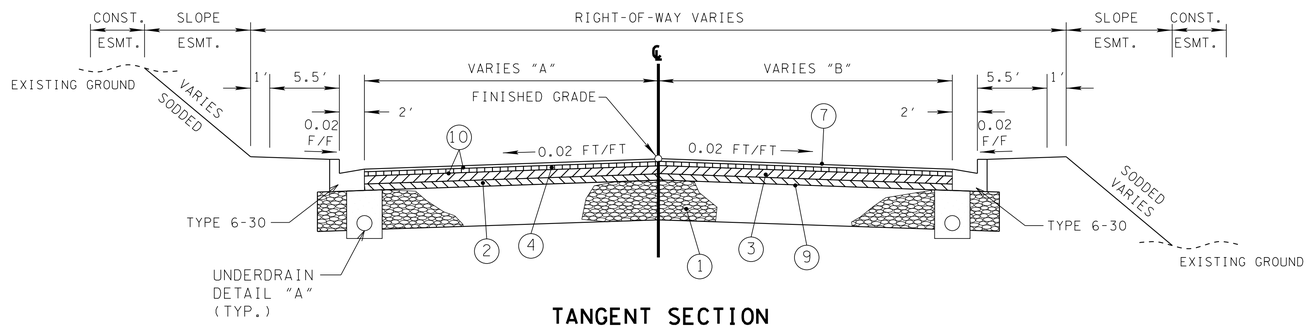
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2A
CONST.	2014	STP-46(21)	2D



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6)

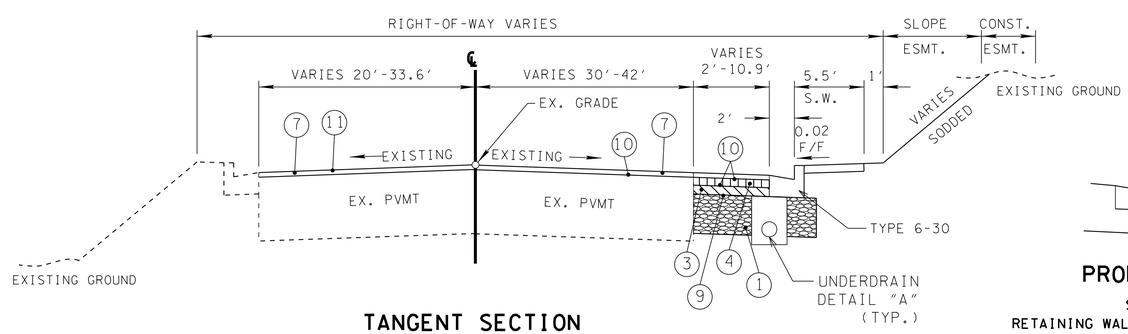
SR 1 (US 70) HENSLEE DRIVE
(INTERSECTION NO. 16) STA. 180+00.00 TO STA. 182+00.00



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

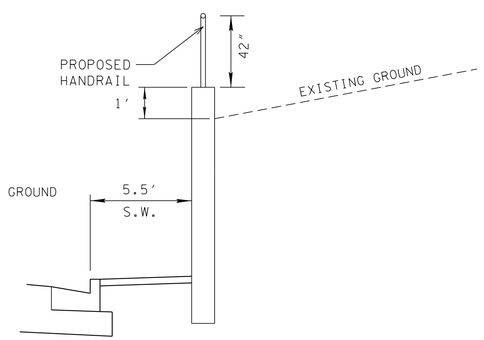
SR 1 (US 70) HENSLEE DRIVE
(INTERSECTION NO. 16) STA. 182+00.00 TO STA. 184+50.00 "A"=39.5'-42' "B"=30'



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

S.R. 235 (COLLEGE ST.) (INTERSECTION NO. 2) STA. 391+50.00 TO STA. 412+81.27



PROPOSED RETAINING WALL

S.R. 235 (COLLEGE ST.) RIGHT
RETAINING WALL NO. 1 STA. 400+44.90 TO STA. 401+60.00
RETAINING WALL NO. 2 STA. 404+50.14 TO STA. 405+12.30
RETAINING WALL NO. 3 STA. 405+28.30 TO STA. 406+15.66

SEE SHEET 2C FOR PROPOSED PAVEMENT SCHEDULE

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

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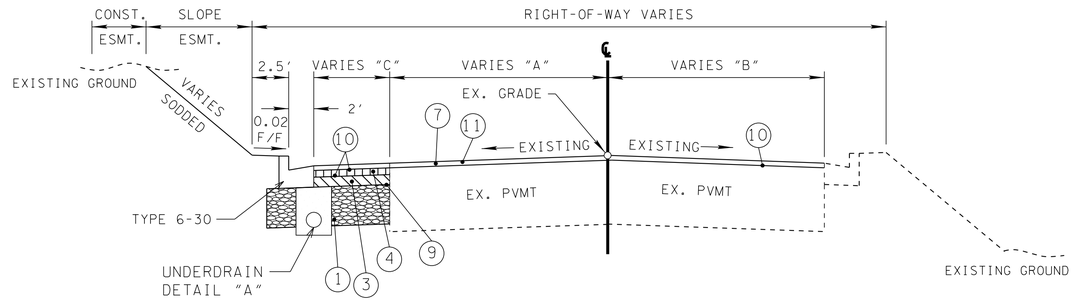
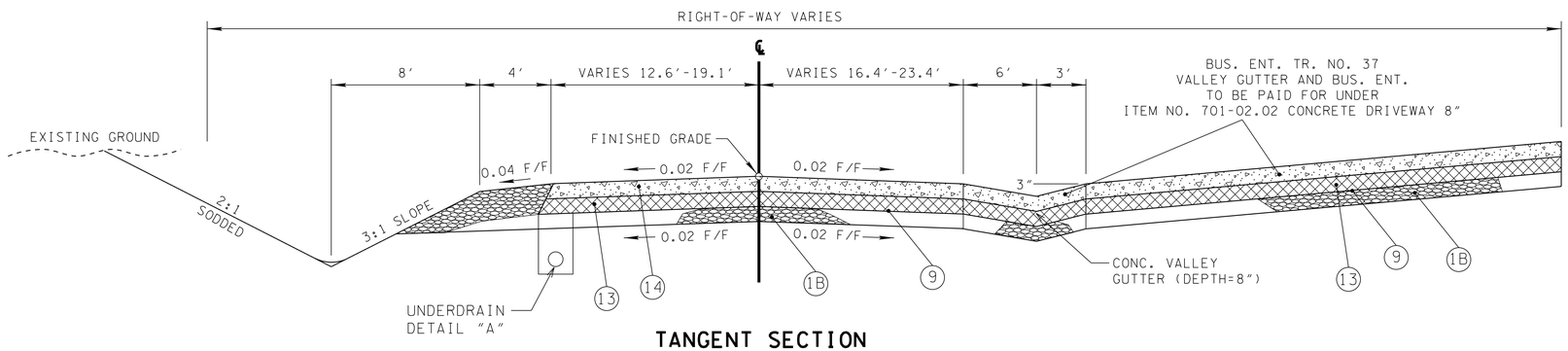
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2B
CONST.	2014	STP-46(21)	2E



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

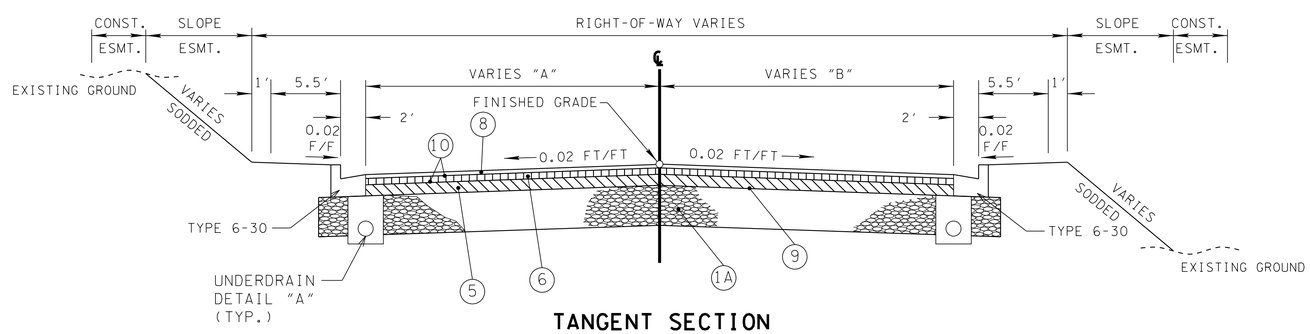
BEASLEY DRIVE (INTERSECTION NO. 5) STA. 4+50.00 TO STA. 10+00.00 "A"=12.8'-13.3' "B"=29.5'-30' "C"=2'-11.6'



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1)

LIVESTOCK ROAD (INTERSECTION NO. 12) STA. 81+00.00 TO STA. 86+00.00



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

CAMPUS DRIVE (INTERSECTION NO. 10) STA. 130+27.00 TO STA. 132+60.00 "A"=12' "B"=24'

SEE SHEET 2C FOR PROPOSED PAVEMENT SCHEDULE

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

NOTE: NOT TO SCALE

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TYPICAL SECTIONS

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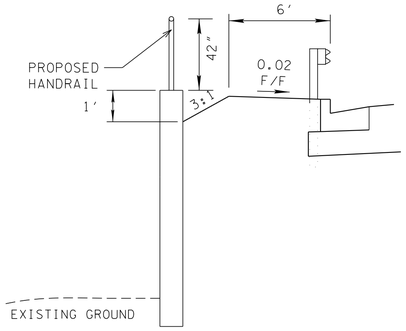
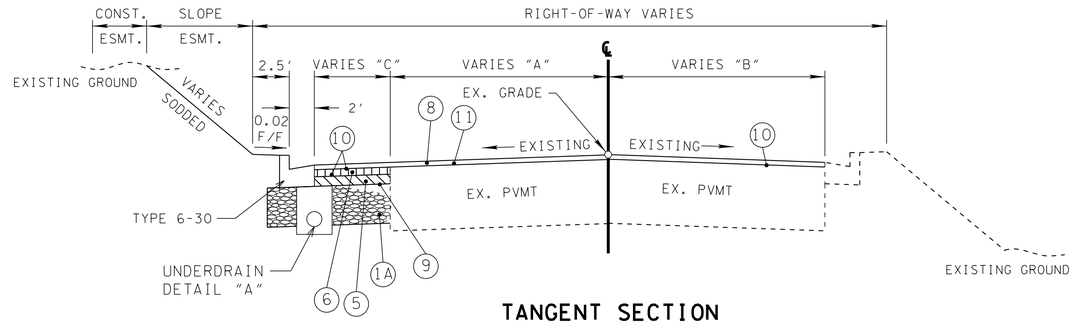
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2C
CONST.	2014	STP-46(21)	2F



PROPOSED RETAINING WALL

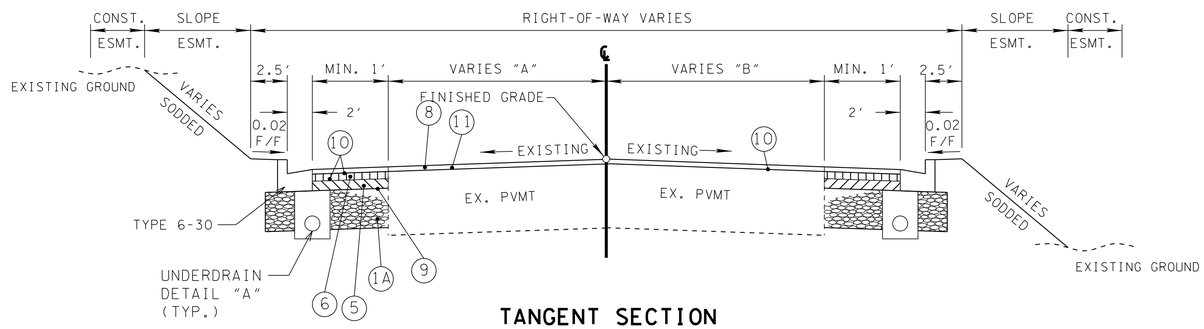
OAKMONT ROAD LEFT
RETAINING WALL NO. 4 STA. 154+86.92 TO STA. 156+21.54



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

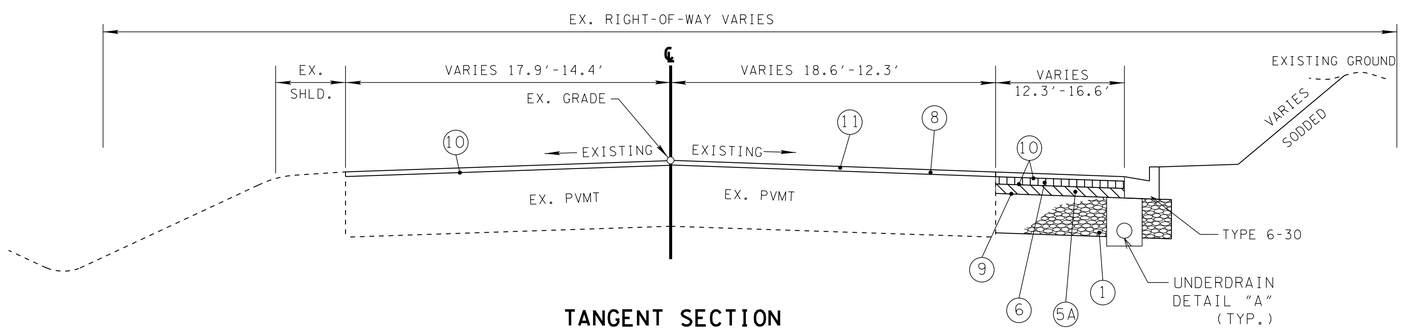
OAKMONT DRIVE (INTERSECTION NO. 9) STA. 153+22.00 TO STA. 157+30.00 "A"=12.8'-13.3' "B"=13'-15' "C"=2'-6' (RT.)
STA. 153+22.00 TO STA. 154+86.92 "A"=12.8'-13.3' "B"=13'-15' "C"=2'-6' (LT.)



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

POMONA ROAD (INTERSECTION NO. 11) STA. 120+00.00 TO STA. 121+82.75 "A"=24.32'-20.54' "B"=16.10'-13.30'



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

EAST CHRISTI DRIVE (INTERSECTION NO. 13) STA. 50+30.82 TO STA. 51+95.30

SEE SHEET 2C FOR PROPOSED PAVEMENT SCHEDULE

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

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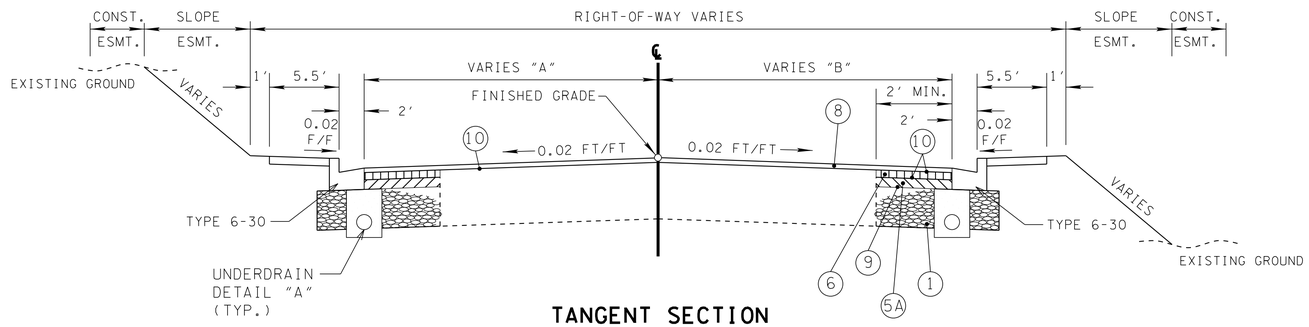
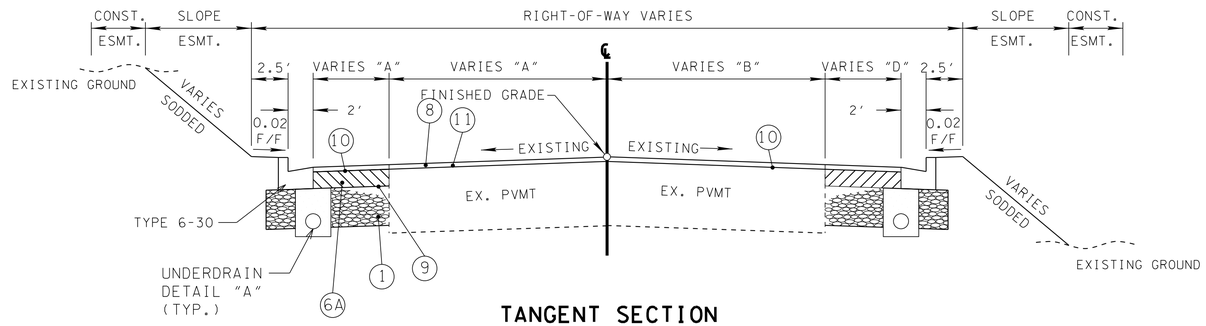
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2C
CONST.	2014	STP-46(21)	2G



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

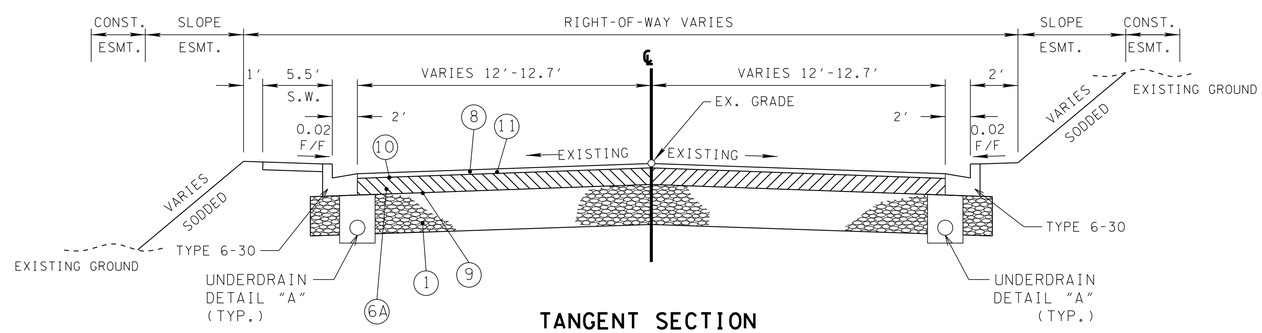
E. WALNUT STREET (INTERSECTION NO. 16) STA. 28+60.00 TO STA. 31+63.36 "A"=59'-60' "B"=65.2'-56.4'



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

SKYLINE CIRCLE (INTERSECTION NO. 5) STA. 20+00.00 TO STA. 25+00.00 "A"=16'-17.5' "B"=12.6'-17.9' "C"=2'-8' "D"=3.8'-8.9'
LEWIS HOLLOW ROAD (INTERSECTION NO. 6) STA. 160+00.00 TO STA. 162+78.55 "A"=8.4'-11' "B"=9.2'-11' "C"=2'-6.2' "D"=2'-4.5'



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-6A)

MCLEMORE ROAD (INTERSECTION NO. 2) STA. 40+00.00 TO STA. 42+70.00

SEE SHEET 2C FOR PROPOSED PAVEMENT SCHEDULE

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

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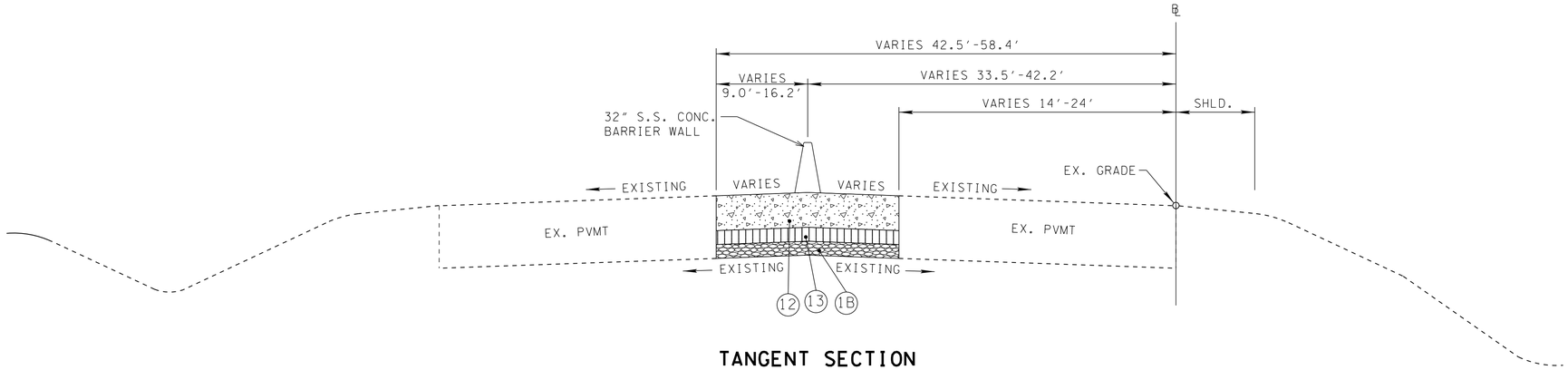
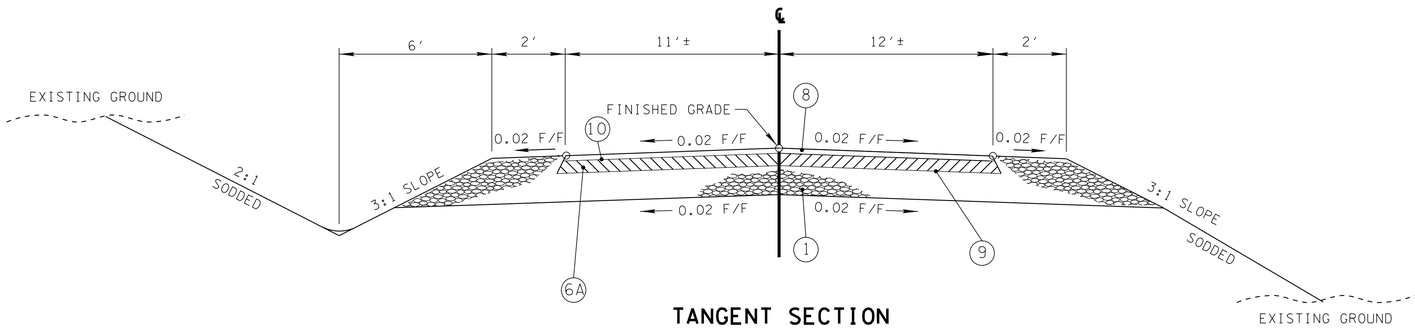
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	2D
CONST.	2014	STP-46(21)	2H



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-5B)

RAMP A (INTERSECTION NO. 15) STA. 10+00.00 TO 20+00.00



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1A)

WEST LAKE DRIVE (INTERSECTION NO. 16) STA. 190+00.00 TO STA. 191+15.00

BUSINESS

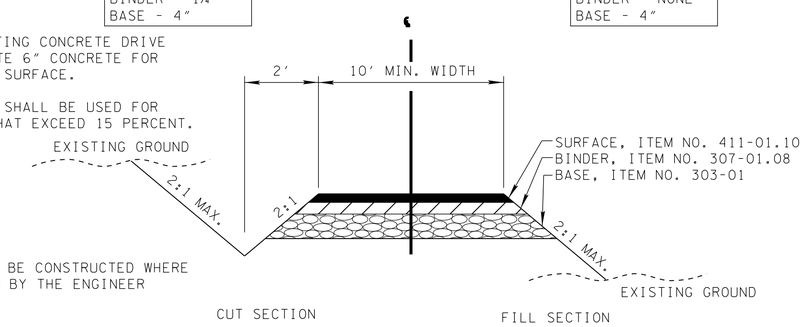
SURFACE - 1¼"
BINDER - 1¾"
BASE - 4"

FIELD OR RESIDENTIAL

SURFACE - 1½"
BINDER - NONE
BASE - 4"

NOTE: FOR EXISTING CONCRETE DRIVE SUBSTITUTE 6" CONCRETE FOR BASE AND SURFACE.

CONCRETE SHALL BE USED FOR DRIVES THAT EXCEED 15 PERCENT.

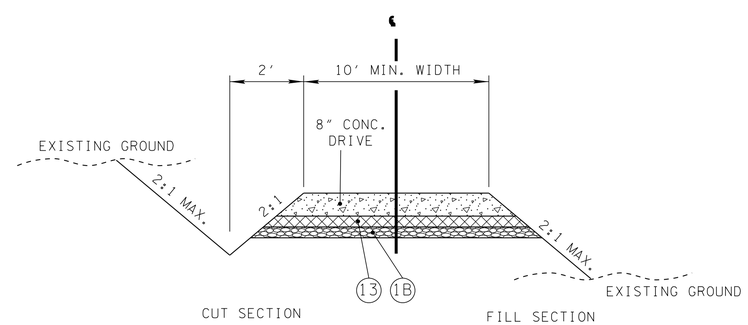


NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

ANY DRIVE INTO PARKING AREAS SHALL HAVE A 12:1 SIDE SLOPES



TYPICAL SECTION

FOR BUSINESS ENTRANCE FOR TRACT NO. 37 ONLY
SEE SHEET 2E LIVESTOCK ROAD

SEE SHEET 2C FOR PROPOSED PAVEMENT SCHEDULE

SEE CROSS SECTIONS FOR PAVEMENT WIDTHS, SIDE SLOPES, AND CROSS SLOPES VALUES.

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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	21

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) 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) 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.

(4) 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.

GUARDRAIL

(1) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

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

DRAINAGE

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

(2) EXCAVATION FOR PIPE CULVERTS, SEWERS, CONDUITS, ALL OTHER CULVERTS, ALL MINOR STRUCTURES OF ANY TYPE AND DESCRIPTION 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) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

(5) 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) 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

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

FINAL PAVEMENT MARKING IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN 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.

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.

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.

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

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2J

GENERAL NOTES

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) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(4) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(5) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(6) 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) 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.

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

(6) 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.

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 DICKSON) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OF DICKSON).

(3) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

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

(5) SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.

(6) 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.

(7) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

(8) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

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.

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2K

GENERAL NOTES

SEDIMENT CONTROL

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

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

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

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

INSPECTION, MAINTENANCE, REPAIR

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

(10) 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.

(11) 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.

(12) 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.

(13) 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.

(14) 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.

(15) 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.

(16) 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

(17) 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

(18) 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.

(19) 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.

(20) 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.

(21) 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.

(22) 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.

(23) 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.

(24) 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.

(25) 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.

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

LITTER, DEBRIS, WASTE, PETROLEUM

(27) 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.

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

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2L

SPECIAL NOTES

GRADING

(1) 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.

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

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(1) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 42, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

DRAINAGE

(1) CONTRACTOR SHALL VERIFY SIZE, TYPE, AND INVERTS OF THE EXISTING DRAINAGE SYSTEM THAT CONNECT TO THE PROPOSED DRAINAGE SYSTEM BEFORE ORDERING OF DRAINAGE MATERIALS. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY CONFLICTS/ISSUES.

SIGNAL SPECIAL NOTES

L.E.D. SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) ALL PEDESTRIAN TRAFFIC CONTROL INDICATIONS, WHERE CALLED FOR, SHALL CONSIST OF LED MODULES DISPLAYING "WALKING PERSON" AND "HAND" SYMBOLS, ALONG WITH A PEDESTRIAN INTERVAL COUNTDOWN DISPLAY, WITHIN THE SAME FACE UNLESS OTHERWISE NOTED IN THE PLANS.

(3) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW.

(4) ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW.

(5) PEDESTRIAN INDICATIONS SHALL MEET "ITE PTCSI PART 2".

(6) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(7) COMPATIBILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(8) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE YEAR WARRANTY FOR OPERATION OF THE UNIT.

FIBER TESTING / SPECIFICATIONS

(9) FUSION SPLICES SHALL BE USED FOR ALL FIBER CABLE CONNECTIONS. NUMBER OF REQUIRED FUSION SPLICES VARY BY ENCLOSURE. RESPONSIBLE PARTY SHALL PROVIDE ENCLOSURE OF SIZE NECESSARY TO COMPLETE REQUIRED SPLICING.

(10) CONTRACTOR SHALL PROVIDE CITY OF DICKSON WITH FINAL FIBER OPTIC SPLICING SCHEMATIC AT CONCLUSION OF PROJECT. SCHEMATIC SHALL REFLECT FINAL IMPLEMENTATION OF FIBER CABLE INSTALLATION SHOWING PATH, FIBER COUNT, FIBER COLOR ASSIGNMENTS, SPLICE POINTS AND OTHER ITEMS REQUIRED BY ENGINEER.

SIGNALIZATION

(11) POLE SCHEDULE INFORMATION PROVIDED FOR ESTIMATION AND DESIGN PURPOSES BY MANUFACTURER ONLY. POSITION OF PROPOSED SIGNAL POLES ARE APPROXIMATE, FINAL LOCATION MAY BE FIELD ADJUSTED UP TO 3 FT WITH PRIOR APPROVAL OF ENGINEER. FINAL POLE DESIGN CRITERIA SHALL REFLECT ANY ADJUSTMENT OF POSITION.

(12) IN LOCATIONS WHERE THE PLANS CALL FOR INSTALLATION OF CONDUIT BY TRENCHING, THE CONTRACTOR MAY ELECT TO INSTALL BY JACKING OR BORING. NO ADDITIONAL PAYMENT WILL BE ALLOWED WHERE, IN THE JUDGMENT OF THE ENGINEER, THE CONDUIT COULD HAVE BEEN INSTALLED BY TRENCHING.

(13) POSITION OF CONDUIT AND PULL BOXES ARE APPROXIMATE AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. LOCATION OF CONDUIT AND PULL BOXES MAY BE SHIFTED SLIGHTLY TO AVOID CONFLICTS WITH UTILITIES OR OTHER FEATURES, WITH PRIOR APPROVAL FROM ENGINEER.

(14) UNLESS OTHERWISE NOTED ON PLANS, ALL BURIED CONDUIT FOR FIBER OPTIC CABLE (TRUNK CABLE) SHALL BE SCHEDULE 80 PVC OR HDPE CONDUIT. CONDUIT FOR SIGNAL CABLE MAY BE SCHEDULE 40 PVC CONDUIT, UNLESS OTHERWISE NOTED IN PLANS.

(15) CONTRACTOR SHALL INSTALL EMERGENCY PREEMPTION EQUIPMENT AS SPECIFIED PER MANUFACTURES RECOMMENDATIONS AT COLLEGE ST AND HENSLEE DR. CONTRACTOR SHALL PROGRAM PREEMPTION SIGNAL PHASING SEQUENCE AND SETTINGS IN SIGNAL CONTROLLER AND VERIFY PROPER OPERATION.

(16) ALL PROPOSED CONDUIT CROSSING EXISTING PAVEMENT OR ROADWAY SHALL BE SCHEDULE 80 PVC TYPE AND JACK/BORED BETWEEN PULL BOXES. OPEN CUT/TRENCH OF ROADWAYS IS NOT ALLOWED.

(17) THE CONTRACTOR SHALL PROVIDE AS BUILT DRAWINGS TO THE CITY OF DICKSON THAT DETAIL ANY DEVIATIONS FROM THE DESIGN PLANS INCLUDING ABOVE GROUND AND UNDERGROUND CONDUITS.

(18) INSTALL 1" CONDUIT FROM EDGE-OF-PAVEMENT TO NEAREST PULL BOX FOR ALL VEHICLE LOOP LEAD-IN WIRES. DIRECT BURIAL OF LOOP WIRE IS NOT ALLOWED.

(19) CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY TO ARRANGE POWER SERVICE. POWER SERVICE SHALL INCLUDE METER AND/OR DISCONNECT, IF REQUIRED, WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE.

(20) ALL NEW SIGNAL CABINET FOUNDATIONS SHALL INCLUDE INSTALLATION OF TWO (2) – 2" SPARE CONDUIT STUBS FOR FUTURE USE.

(21) CONTRACTOR TO INSTALL SEPARATE 2" SCH 80 CONDUIT WITH F.O. PULL BOXES (ONE TYPE A AND ONE TYPE B) ACROSS MATHIS DR AT THE INTERSECTION OF COLLEGE ST AND MATHIS DR. F.O. TRUNK CABLE TO BE INSTALLED BY DICKSON ELECTRIC SERVICE. SEE SIGNAL LAYOUT SHEET FOR ADDITIONAL DETAILS.

(22) AT LEWIS HOLLOW AND S.R. 46, THE LEWIS HOLLOW APPROACH SIGNAL HEAD ASSEMBLY SHALL BE WIRED WITH THE REQUIRED NUMBER OF CONDUCTORS OF SIGNAL CABLE TO ALLOW FOR FUTURE LEFT-TURN PHASING.

(23) AT OAKMONT DR AND S.R. 46, POLE 2 IN NW CORNER TO BE INSTALLED FOR FUTURE MARSHALL STUART DRIVE RE-ALIGNMENT. SIGNAL PHASES 1,4 & 7 SHALL NOT BE ACTIVE UNTIL MARSHALL STUART DRIVE CONSTRUCTION HAS BEEN COMPLETED AND THE NEW APPROACH IS OPEN TO TRAFFIC. SIGNAL HEADS FOR THESE PHASES SHALL BE COVERED UNTIL THESE PHASES ARE MADE ACTIVE.

(24) RxR PREEMPT OPERATION TO BE INTEGRATED INTO PROPOSED SIGNAL OPERATION AT LIVESTOCK RD. CONTRACTOR SHALL INTEGRATE AND IMPLEMENT RxR PREEMPTION OPERATION AND SIGNAL CONTROLLER SETTINGS AS SHOWN ON PLANS. CONTRACTOR TO COORDINATE WITH RAILROAD OWNERS AS NEEDED FOR INSTALLATION OF RxR PREEMPT EQUIPMENT AND IMPLEMENTATION OF ADVANCE WARNING TIME.

(25) EXISTING RxR PREEMPT OPERATION TO BE INTEGRATED INTO OPERATION OF NEW SIGNAL CONTROLLER AT CHRISTI DR. CONTRACTOR SHALL RETAIN AND IMPLEMENT EXISTING RxR PREEMPTION OPERATION AND SIGNAL CONTROLLER SETTINGS. INSTALL NEW PREEMPTION EQUIPMENT AS REQUIRED TO MAKE SYSTEM COMPATIBLE WITH NEW SIGNAL CONTROLLER. COST FOR PREEMPTION MODIFICATION TO BE INCLUDED UNDER CABINET MODIFICATION PAY ITEM 730-15.12.

(26) NEW SIGNAL CONTROLLERS SHALL BE CAPABLE OF AND CONFIGURED TO OPERATE USING SINGLE MODE F.O. COMMUNICATIONS AS SHOWN IN PLANS. CONTRACTOR SHALL PROVIDE ALL ADDITIONAL EQUIPMENT AND HARDWARE NOT OTHERWISE SPECIFIED THAT IS REQUIRED TO IMPLEMENT CLOSED-LOOP SINGLE MODE F.O. COMMUNICATIONS BETWEEN SIGNAL CONTROLLERS (COST TO BE INCLUDED IN OTHER ITEMS). WHERE INDICATED IN PLANS, NEW LOCAL SIGNAL CONTROLLERS SHALL BE PROGRAMMED WITH CURRENT BASIC SIGNAL TIMINGS AND SETTINGS FROM EXISTING SIGNAL CONTROLLERS.

(27) CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING COMMUNICATION SETTINGS AND ESTABLISHING FIBER COMMUNICATIONS WITH MASTER CONTROLLERS AND LOCAL CONTROLLERS IN EACH ZONE. MASTERS ARE LOCATED AT THE INTERSECTIONS OF JACKSON BROTHERS BLVD (NORTH ZONE) AND LIVESTOCK RD (SOUTH ZONE). THE CONTRACTOR SHALL SUPPLY ALL APPURTENANCES REQUIRED TO ESTABLISH FIBER COMMUNICATIONS WITHIN BOTH CLOSED LOOP SYSTEMS. SEE SIGNAL LAYOUT AND SIGNAL DETAIL SHEETS FOR ADDITIONAL DETAILS.

(28) CONTRACTOR SHALL INSTALL GPS CLOCK SYNCHRONIZATION UNITS AT THE SIGNAL CABINETS OF LIVESTOCK RD AND JACKSON BROTHERS BLVD. INTEGRATE GPS UNITS WITH MASTER SIGNAL CONTROLLERS TO PROVIDE TIME CLOCK SYNCHRONIZATION THROUGHOUT BOTH SIGNAL SYSTEM ZONE. GPS UNITS SHALL BE COMPATIBLE WITH PROVIDED SIGNAL EQUIPMENT. UNIT SHALL ALLOW CUSTOM PROGRAMMING OF CLOCK SYNCHRONIZATION BY HOUR, TIME ZONE AND AUTOMATED DAYLIGHT SAVINGS TIME SETTINGS VIA LCD MENU SCREEN.

(29) AT THE I-40 RAMP INTERSECTIONS AND CHRISTI DRIVE: CONTRACTOR TO CONFIRM EXISTING DETECTION IS OPERATIONAL AFTER INSTALLATION OF NEW SIGNAL CONTROLLER. IF ANY DETECTORS AND/OR LOOPS ARE FOUND TO BE MALFUNCTIONING, CONTRACTOR SHALL FIX AND/OR REPLACE BROKEN DETECTION EQUIPMENT. THIS INCLUDES BUT IS NOT LIMITED TO: INSTALLING NEW SHELF MOUNT DETECTORS, NEW LOOPS, NEW SHIELDED CABLE AND ANY REQUIRED CONDUIT OR MESSENGER CABLE. THESE ITEMS WILL BE PAID FOR AT CONTRACT BID PRICE.

(30) THROUGHOUT PROJECT, DEMARCATION BETWEEN DICKSON ELECTRIC SERVICE EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE SINGLE MODE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET. CONTRACTOR SHALL COORDINATE DELIVERY AND SPLICING OF F.O. DROP CABLE WITH ENGINEER AND DES.

(31) CONTRACTOR MAY BE SUBJECT TO ADDITIONAL LIABILITY INSURANCE AS REQUIRED BY RAILROAD OWNER AND/OR CONSTRUCTION CONTRACT. CONTRACTOR SHALL FULFILL ALL INSURANCE REQUIREMENTS AS REQUIRED.

(32) CONTRACTOR SHALL PROVIDE FIELD-HARDENED BATTERY BACK-UP SYSTEM FOR LIVESTOCK RD SIGNAL. ITEM SHALL BE COMPATIBLE WITH SIGNAL CABINET AND CONTROL EQUIPMENT. SYSTEM MAY UTILIZE SEPARATE OR ATTACHED CABINET HOUSING. SYSTEM EQUIPMENT SHALL BE NEMA COMPATIBLE, PROVIDE LCD DISPLAY, INCLUDE ALL NECESSARY CABLES CONNECTIONS, HARNESSES, INVERTER/CHARGER, BATTERY PACKS AND BE INSTALLED PER MANUFACTURER INSTRUCTIONS. CONTRACTOR SHALL PROVIDE PRODUCT DETAIL SHEET AND SPECIFICATIONS TO PROJECT ENGINEER, FOR REVIEW PRIOR TO ORDERING. UNLESS OTHERWISE APPROVED BY ENGINEER, SYSTEM SHALL PROVIDE MINIMUM 1,000 WATTS, MINIMUM TRANSFER TIME OF 10 MILLISECONDS, FULL "RED, YELLOW, GREEN" AND FLASHING OPERATION FOR LED TYPE TRAFFIC SIGNAL AND MULTI-YEAR WARRANTY.

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SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2M

REV. 11-10-14: REVISED QUANTITIES FOR ITEM NOS. 303-01, 307-01.01, 307-02.08, AND 403-01.

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSION	DEPTH (FT.)	STANDARD DRAWING	TYPE 3 611-01-02 4' - 8'	TYPE 12 611-12.01 0' - 4'	TYPE 12 611-12.02 4' - 8'	TYPE 12 611-12.04 12' - 16'	TYPE 14 611-14.02 4' - 8'	TYPE 14 611-14.03 8' - 12'	TYPE 42 611-42.01 0' - 4'	TYPE 42 611-42.02 4' - 8'
4B	COLLEGE	394+66.50	39.64	2	798.5	12	32"x32"	5	D-CB-12LP			1					
4B	COLLEGE	396+95.97	44	3	788.57	SS	32"x32"	3.37	SHT NO. 2Y		1						
4B	COLLEGE	398+91.56	44	4	780	14	36"x96"	7.83	D-PE-14P					1			
4B	COLLEGE	399+27.50	49.28	5	780.1	12	36"x48"	6.1	D-PE-12P			1					
4B	S.R. 46	100+78.47	-31.27	7	780.09	14	36"x96"	8.09	D-PE-14P						1		
4B	COLLEGE	400+92.32	34.98	9	778.43	SS	108"X144"	EXIST.	SHT NO. 2Z					1			
4B	COLLEGE	401+28.00	33.71	10	779.25	14	36"x96"	5.7	D-PE-14P					1			
4B	COLLEGE	401+61.00	33.08	11	780.48	14	36"x96"	6.63	D-PE-14P					1			
4B	COLLEGE	401+95.00	32.61	12	781.63	14	36"x96"	7.43	D-PE-14P					1			
4B	COLLEGE	404+21.89	18.89	13	793.9	MH	72"DIA.	EXIST.	D-HM-2	1							
5B	MCLEMORE	40+52.00	14.11	14	794.3	12	36"x48"	4.09	D-PE-12P			1					
5B	MCLEMORE	40+52.12	-14.68	15	794.3	12	32"x32"	3.8	D-CB-12LP		1						
5B	COLLEGE	404+56.00	32	16	794.65	12	36"x48"	3.9	D-PE-12P		1						
5B	COLLEGE	412+14.00	32	17	805.82	SS	36"x48"	2.7	SHT NO. 2AA					1			
5B	ACADEMY	50+58.21	18.79	19	810.86	12	36"x48"	4.86	D-CB-12P			1					
7B	BEASLEY	5+90.48	-49.81	22	854.19	42	32"x32"	2.99	D-PE-42S							1	
7B	BEASLEY	5+90.66	-35.53	23	854.83	12	36"x48"	13.69	D-CB-12P				1				
7B	BEASLEY	6+93.90	-50	24	857.2	42	32"x32"	3	D-PE-42S							1	
7B	BEASLEY	6+94.00	-40.45	25	857.06	12	36"x48"	4.07	D-CB-12P		1						
7B	BEASLEY	9+10.00	-58	26	861.67	42	32"x32"	3	D-PE-42S							1	
7B	BEASLEY	9+10.00	-44.48	27	861.72	12	32"x32"	3.87	D-CB-12LP		1						
7B	S.R. 46	499+91.16	39.79	28	862.57	MH	72"DIA.	3.2	D-MH-2	1							
7B	SKYLINE	20+78.00	26	29	862.95	SS	32"x32"	3.4	SHT NO. 2Y		1						
7B	SKYLINE	22+80.99	22.72	30	868.67	SS	32"x32"	3.4	SHT NO. 2Y		1						
7B	SKYLINE	20+69.80	-47.6	31	863.39	42	32"x32"	3.09	D-PE-42S							1	
7B	SKYLINE	20+76.00	-26	32	863.27	SS	32"x32"	3.4	SHT NO. 2Y		1						
7B	SKYLINE	22+89.17	-33.04	33	868.6	42	32"x32"	3	D-PE-42S							1	
7B	SKYLINE	22+80.00	-22.21	34	868.8	12	36"x48"	4.07	D-PE-12P			1					
7B	SKYLINE	23+41.58	-25.26	35	870.5	42	32"x32"	4.5	D-PE-42S								1
9B	OAKMONT	155+58.42	-21.13	36	800.1	14	36"x96"	5	D-PE-14P					1			
9B	OAKMONT	155+58.40	16.67	37	800.36	12	36"x48"	5.93	D-PE-12P			1					
10B	CAMPUS	132+18.00	-51.36	40	825.47	12	36"x48"	6.57	D-PE-12P			1					
10B	CAMPUS	131+68.32	-14	41	825.68	14	36"x96"	5.78	D-PE-14P					1			
10B	CAMPUS	131+68.32	26	42	825.68	14	36"x96"	5.5	D-PE-14P					1			
11A	POMONA E	121+69.48	16.3	43	873.66	12	36"x48"	4.78	D-PE-12P			1					
11A	POMONA E	120+95.85	54.92	44	872.1	12	36"x48"	4.34	D-PE-12P			1					
13A	E. CHRISTI	50+41.99	34.59	45	866.6	MH	60"DIA.	4.91	D-MH-2	1							
13A	E. CHRISTI	50+69.81	44.97	46	866.4	12	36"x48"	4.91	D-PE-12P			1					
13A	E. CHRISTI	50+74.67	30.8	47	867.78	MH	48"DIA.	5	D-MH-2	1							
15A	HENSLEE	180+97.27	-44	48	820.93	12	32"x32"	3.18	SHT NO. 2Y		1						
15A	HENSLEE	181+06.34	31.79	49	821.18	12	32"x32"	3.65	D-CB-12LP		1						
TOTALS										**4**	**10**	**10**	**1**	**9**	**1**	**5**	**1**

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS														
	303-01 (TON)	307-01.01 (TON)	307-01.08 (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)	411-01.10 (TON)	411-02.10 (TON)	407-20.05 (L.F.)	415-01.01 (TON)	710-04 (L.F.)
INTERSECTION 2	3069		300	439			230	8	29	4	183	1065	2035	1056	2490
INTERSECTION 3	176			55	2	33	29	1	2	1		265	466	262	790
INTERSECTION 5	1878		172	191			100	5	19	2	226	448	1221	540	1135
INTERSECTION 6	553		115					2	6	2	95	258	128	300	530
INTERSECTION 9	177	43	28					1	3	3	90	310		380	390
INTERSECTION 10	655	185	121					2	7	5	71	311	120	308	380
INTERSECTION 11	214	61	40					1	3	2	120	166	208	282	360
INTERSECTION 12	767									1		285	280	280	460
INTERSECTION 13	152	50	30					1	2	1	100		167	75	130
INTERSECTION 15	512			240	5	145	126	2	7	8		1086		1075	
INTERSECTION 16	2767		27	900	19	544	471	7	26	4	12	698	560	472	1560
TOTALS	**10920**	**339**	**833**	**1825**	**26**	**722**	**956**	**30**	**104**	**33**	**897**	**4892**	**5185**	**5030**	**8225**

PRIVATE DRIVE PAVING QUANTITIES ARE INCLUDED IN THE QUANTITIES FOR EACH INTERSECTION.

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JOSEPH C. DEERING
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 108497
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2N

REV. 11-10-14: REVISED OFFSETS FOR ENDWALLS AT CAMPUS DRIVE. REVISED PIPE SIZE FOR CROSS DRAIN AT STA. 131+68.32.

CROSS DRAIN ENDWALLS

LOCATION	CROSS DRAIN STATION	OFFSET (FT.)	STRUCTURE TYPE	STANDARD DRAWING	SKEW	RIP-RAP 709-05.06 (TON)	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	18 IN. ENDWALL 3:1 611-07.54 (EA.)	18 IN. ENDWALL 4:1 611-07.55 (EA.)	18 IN. ENDWALL 6:1 611-07.56 (EA.)	24 IN. ENDWALL 3:1 611-07.57 (EA.)	24 IN. ENDWALL 4:1 611-07.58 (EA.)	24 IN. ENDWALL 6:1 611-07.59 (EA.)
CAMPUS DRIVE	131+68.32	38.36 RT	24" CONC. EW	D-PE-18A & B	90^							1		
CAMPUS DRIVE	131+68.32	28.60 LT	24" CONC. EW	D-PE-18A & B	90^							1		
S.R. 46	476+45.00	42.00 LT	24" CONC. EW	D-PE-18A & B	90^							1		
LIVESTOCK DRIVE	85+33.11	29.77 RT	18" CONC. EW	D-PE-18A & B	90^				1					
LIVESTOCK DRIVE	85+33.11	19.67 LT	18" CONC. EW	D-PE-18A & B	90^				1					
TOTALS						**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**0**

CROSS DRAIN TABULATION

	STATION	RCP CLASS III OR CMP 14 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 16 FT.					RCP CLASS IV OR CMP 14 GA. OR PVC (L.F.) FILL HEIGHT > 16 FT. AND < OR = 24 FT.					SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT				REMARKS
														INLET		OUTLET		
		18"	24"	30"	36"	48"	18"	24"	30"	36"	48"			TYPE	DRAWING NO.	TYPE	DRAWING NO.	
1)	131+68.32			32								90^		"U"	D-PE-24A & B	"U"	D-PE-24A & B	CAMPUS DRIVE
	85+33.11	50										90^		"U"	D-PE-18A & B	"U"	D-PE-18A & B	LIVESTOCK ROAD
	TOTALS	**50**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**					

1) SEE STORM DRAINAGE PIPES FOR PIPE LENGTH BETWEEN CATCH BASINS.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	LOCATION	209-05 (C.Y.)	209-08.02 (L.F.)	209-08.03 (L.F.)	209-08.07 (EACH)	209-09.01 (BAG)	209-09.03 (EACH)	209-09.41 (EACH)	209-40.43 (EACH)	303-10.01 (TON)	709-05.05 (TON)	709-05.06 (TON)	740-10.03 (S.Y.)	740-11.03 (L.F.)	801-01.07 (UNIT)	801-03 (M.G.)	803-01 (S.Y.)
	INTERSECTION 2	20						3	29					1615	1.0	35	3517
	INTERSECTION 3	13						1	7					434		7	637
	INTERSECTION 5	10						8	10					524		28	2822
	INTERSECTION 6	3							5					340		3	305
	INTERSECTION 9	6				1560			7					375		5	498
	INTERSECTION 10	9	100	180			1		3	12			234	249		19	1854
	INTERSECTION 11	3							4					390		5	466
	INTERSECTION 12	18			10				2	194		45	172	334		8	827
	INTERSECTION 13	1						2	1					344		3	242
	INTERSECTION 15	4												180			
	INTERSECTION 16	8						1	3					1254	10.0	39	3891
1	TEMP. CONSTRUCTION EXIT										100		172				
	TOTALS	**95**	**100**	**180**	**10**	**1560**	**1**	**15**	**71**	**206**	**100**	**45**	**578**	**6039**	**11.0**	**152**	**15059**

1. TO BE USED AS DIRECTED BY THE ENGINEER.

ESTIMATED GRADING QUANTITIES

INTERSECTION	LOCATION	ROAD & DRAINAGE EXC. (UNCL.) C.Y.	BORROW EXCAVATION UNCL. - C.Y.	BORROW EXCAVATION S. ROCK - C.Y.	CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	REQUIRED EMB. C.Y.
INTERSECTION 2	COLLEGE ST./MCLEMORE ST.	3596	428			3596	372
INTERSECTION 3	E. WALNUT ST.	221				221	
INTERSECTION 5	BEASLEY DR./SKYLINE CIR.	1523	241			1523	209
INTERSECTION 6	LEWIS HOLLOW RD.	290	57			290	48
INTERSECTION 9	OAKMONT DR.	405	272			405	236
INTERSECTION 10	CAMPUS DR.	340	2145			340	1865
INTERSECTION 11	POMONA RD.	235	61			235	53
INTERSECTION 12	LIVESTOCK RD.	3515	15			3515	13
INTERSECTION 13	E. CHRISTI DR.	190	21			190	18
INTERSECTION 15	ON/OFF RAMP I-40/S.R. 46	1480	125			1480	108
INTERSECTION 16	SR 1(US70)/HENSLEE DR.	2941	377			2941	327
TOTALS	**TOTALS**	**14736**	**3742**	**0**	**0**	**14736**	**3249**

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TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	20

REV. 11-10-14: REVISED QUANTITY FOR ITEM NO. 702-03 AT INTERSECTION 10.

STORM DRAINAGE PIPES

SHEET NO.	FROM CODE	FROM OUTLET ELEV.	TO CODE	TO INLET ELEV.	% GRADE	REINFORCED CONC. PIPE - CLASS III SIZE & LENGTH (L.F.) 15"	18"	24"	30"	36"	RIP-RAP 709-05.06 (TON)
4B	1	797.95	2	794.50	7.86	72					
4B	2	493.50	3	785.20	3.81		220				
4B	3	785.20	EXIST.	785.04	2.00		8				
4B	5	774.00	4	772.50	4.41		34				
4B	4	772.17	EX.BOX	772.00	1.70		10				
4B	7	772.00	EXIST.	771.50	3.57		14				
4B	12	774.20	11	774.05	0.50					24	`
4B	11	773.85	10	773.70	1.00					24	
4B	10	773.55	9	773.40	0.50					30	
5B	15	790.50	14	790.38	0.50		24				
5B	14	790.21	13	790.00	0.70		32				
5B	16	790.75	13	790.00	2.34		32				
5B	17	804.25	EXIST.	804.00	0.40		4				
5B	19	806.00	EXIST.	805.74	1.88	16					
7B	EXIST.	847.53	23	846.69	2.91		84				
7B	22	851.20	23	850.90	2.31		13				
7B	24	854.20	25	853.16	13.00		8				
7B	25	852.99	23	850.95	2.04		100				
7B	26	858.67	27	857.97	5.83		12				
7B	27	857.85	25	853.16	2.21		212				
7B	23	841.14	EXIST.	840.76	3.17		12				
7B	30	865.27	29	859.55	2.86		200				
7B	29	859.55	28	859.38	0.50		34				
7B	35	866.00	34	864.90	1.96		56				
7B	33	865.60	34	864.90	5.38		13				
7B	34	864.73	32	859.87	2.41		202				
7B	31	860.30	32	859.87	2.15		20				
7B	32	859.87	29	859.55	0.67		48				
9B	36	795.10	37	794.76	0.94			36			
9B	37	794.43	38	794.27	2.00			8			`
10B	EW	819.68	40	819.30	1.36			28			
10B	40	818.90	39	817.30	6.67			24			
10B	42	820.18	41	819.90	0.75			36			
11A	44	867.76	EXIST.	867.66	1.50		20				
13A	47	861.79	46	961.74	0.50		11				
13A	46	861.74	45	861.61	0.50		28				
15A	48	817.75	49	817.53	0.40		72				
TOTALS						**88**	**1523**	**132**	**0**	**78**	**0**

CONCRETE PAVEMENT QUANTITIES

LOCATION	PAY ITEMS 303-01 MIN. AGG. BASE (TON)	313-03 TREATED PERM. BASE (SY)	501-01.01 CONC. PVM'T. 8" (SY)	501-01.03 CONC. PVM'T. 10" (SY)	701-01.01 CONC. SW 4" (SF)	701-01.02 CONC. SW 6" (SF)	701-02 CONC. DRIVE (SF)	701-02.03 CONC. CURB RAMP (SF)	701-02.02 CONC. DRIVE 8" (SF)	701-03 CONC. MEDIAN (CY)	702-01 CONC. CURB (CY)	702-03 CONC. C & G (CY)
INTERSECTION 2					8950	1767	570	1285			30	146
INTERSECTION 3					1870			620				37
INTERSECTION 5							1600				6	86
INTERSECTION 6												26
INTERSECTION 9												22
INTERSECTION 10												43
INTERSECTION 11												21
INTERSECTION 12	144	3007	2100						8738			16
INTERSECTION 13												8
INTERSECTION 15	227	1005		1005								8
INTERSECTION 16										8	10	108
TOTALS	**371**	**4012**	**2100**	**1005**	**10820**	**1767**	**2170**	**1905**	**8738**	**8**	**46**	**521**

PAVEMENT MARKING QUANTITIES

LOCATION	PAY ITEMS 716-01.21 MRKRS (BI-DIR) EACH	716-01.22 MRKRS MONO-DIR EACH	716-02.04 PLASTIC CHANN. S.Y.	716-02.05 PLASTIC STOP L.F.	716-02.06 PLASTIC ARROW EACH	716-02.07 PLASTIC 24"BARR. L.F.	716-02.08 PLASTIC 8"DOTTED L.F.	716-02.09 PLASTIC X-ING L.F.	716-03.01 PLASTIC ONLY EACH	716-04.01 PLASTIC STR/TURN EACH	716-04.06 PLASTIC WRONG WAY EACH	716-04.12 PLASTIC YIELD S.F.	716-04.14 PLASTIC ARROW EACH	716-12.01 4"ENHAN THERMO L.M.	716-12.02 6"ENHAN THERMO L.M.	716-13.01 4"SPRAY THERMO L.M.
									2							
INTERSECTION 2	62	66		233	14			440						1.27		
INTERSECTION 3				164	6			333	1					0.30		
INTERSECTION 5				181	8				1	1				0.17		0.81
INTERSECTION 6				112	4									0.35		0.20
INTERSECTION 9				110	5									0.27		0.27
INTERSECTION 10				137	4					1				0.45		0.11
INTERSECTION 11				174	4					2		11		0.22		0.17
INTERSECTION 12				109	4									0.45		0.39
INTERSECTION 13			7	90												0.11
INTERSECTION 15			24	178	15		45				1		1	1.98	0.44	
INTERSECTION 16	59	68	60	97	12	137			2			11		1.53		
TOTALS	**121**	**134**	**91**	**1585**	**76**	**137**	**45**	**773**	**6**	**4**	**1**	**22**	**1**	**7.0**	**0.5**	**2.1**

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2P

TABULATED SIGNAL QUANTITIES - BY INTERSECTION

ITEM NO.	DESCRIPTION	UNIT	INT. NO. 1 Henslee Dr	INT. NO. 2 College St	INT. NO. 3 Walnut St	INT. NO. 4A Thornton Dr	INT. NO. 5 Beasley Dr / Skyline Cir	INT. NO. 6 Lewis Hollow Rd	INT. NO. 9 Oakmont Drive	INT. NO. 10 Jackson Bro. Blvd	INT. NO. 11 Pomona Rd	INT. NO. 12 Livestock Rd / Alexander	INT. NO. 13 Christi Dr	INT. NO. 14 I-40 WB Ramps	INT. NO. 15 I-40 EB Ramps	INT. NO. 16 Henslee Dr & College	Total
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS						0.17		0.17		0.66					1.00
713-16.20	SIGNS (R10-12, 30"x36")	EACH		3	4		3	2	4	2		2				1	21
713-16.21	SIGNS (STREET NAME SIGN, MAST ARM MOUNT, PROVIDED BY CITY)	EACH		6	4		6	3	4	4		6				3	36
713-16.22	SIGNS (STREET NAME SIGN, SPAN WIRE MOUNT, PROVIDED BY CITY)	EACH									4		6				10
713-16.23	SIGNS (W3-3)	EACH						1									1
713-16.24	SIGNS (R3-1 BLANK-OUT)	EACH										1					1
713-16.25	SIGNS (R3-2 BLANK-OUT)	EACH										1					1
725-02.41	FIBER OPTIC TERMINATION SPLICE UNIT	EACH	1	1	1	1	1	1	1	1		1	1	1	1		12
730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	1	1	1		1				1		1	1	1	1	9
730-02.08	SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED)	EACH						1								1	2
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH		7	6		6	6	5	8	4	9	9		5	6	71
730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH		4	6		5	1	5	2	4	2	2		1	1	33
730-02.30	SIGNAL HEAD ASSEMBLY (130A3 WITH BACKPLATE)	EACH		2			2								2		6
730-03.20	INSTALL PULL BOX (TYPE A)	EACH		2	1		4	5	8	10	4	8	1		2	5	50
730-03.21	INSTALL PULL BOX (TYPE B)	EACH		5	6		5	6	4	5		4				4	39
730-03.23	INSTALL PULL BOX (FIBER OPTIC-TYPE A)	EACH	2	2	1		1	1	1	2		1	1	1	1		14
730-05.01	ELECTRICAL SERVICE CONNECTION	EACH		1	1		1	1	1	1		1				1	8
730-11.10	RISER ASSEMBLY (2" SCH 80 PVC)	EACH	1	1	1	1	1	1	1	1		1	1	1	1		12
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH		8	10		11	7	10	10	8	7	2		3	6	82
730-13.07	VEHICLE DETECTOR (SIREN ACTIVATED PRIORITY CONTROL)	EACH														1	1
730-13.08	VEHICLE DETECTOR (RADAR)	EACH										1					1
730-15.11	MODIFY CABINET (INSTALL/INTEGRATE F.O. EQUIPMENT)	EACH	1			1							1	1	1		5
730-15.12	MODIFY CABINET (INTEGRATE CHRISTI DR RXR PREMPT)	EACH											1				1
730-15.13	MODIFY CABINET (REPLACE LOAD SWITCH)	EACH									1		1		1		3
730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH		1	1		1	1	1	1		1				1	8
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1	1	1		1	1	1	1		1	1	1	1	1	12
730-18.01	MASTER CONTROLLER	EACH								1		1					2
730-19.01	TIME BASE COORDINATION UNIT	EACH								1		1					2
730-23.01	STEEL STRAIN POLE (SIGNAL SUPPORT)	EACH									1		1				2
730-23.30	PEDESTAL POLE (8')	EACH		2	5			1								1	9
730-23.36	CANTILEVER SIGNAL SUPPORT (2 @ 35' & 55')	EACH						1									1
730-23.37	CANTILEVER SIGNAL SUPPORT (2 @ 40' & 55')	EACH														1	1
730-23.64	CANTILEVER SIGNAL SUPPORT (1 ARM @ 30')	EACH								1							1
730-23.72	CANTILEVER SIGNAL SUPPORT (1 ARM @ 35')	EACH										1					1
730-23.80	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40')	EACH														1	1
730-23.88	CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH		1					1	1							3
730-23.96	CANTILEVER SIGNAL SUPPORT (1 ARM @ 50')	EACH					1										1
730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH		1	2			1	1			1					6
730-23.98	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH			1		1		2	2		1					7
730-23.99	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH		2	1		2					1					6
730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH		8	8												16
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15IN SIGN	EACH		8	8												16
730-35.06	BATTERY BACK-UP AND POWER CONDITIONER	EACH										1					1

DES PROVIDED ITEMS - FOR INFORMATION ONLY - NOT FOR BID

	ITEM NO.	DESCRIPTION	UNIT	INT. NO. 1 SR-1 (Henslee Dr)	INT. NO. 2 College St	INT. NO. 3 Walnut St	INT. NO. 4A Thornton Dr (Proposed)	INT. NO. 5 Beasley Dr / Skyline Cir	INT. NO. 6 Lewis Hollow Rd	INT. NO. 9 Oakmont Drive	INT. NO. 10 Jackson Bro. Blvd	INT. NO. 11 Pomona Rd	INT. NO. 12 Livestock Rd / Alexander	INT. NO. 13 Christi Dr	INT. NO. 14 I-40 WB Ramps	INT. NO. 15 I-40 EB Ramps	INT. NO. 16 Henslee Dr & College	North Zone	South Zone	Total
3	725-05.06	FUSION SPLICE	EACH	2	4	4	4	4	4	4	2		2	4	4	2		4		44
	730-03.12	AERIAL SPLICE ENCLOSURE	EACH	1	1	1	1	1	1	1	1		1	1	1	1				12
	730-08.41	INTERCONNECT CABLE - FIBER OPTIC (24F, SINGLE MODE)	L.F.															5465		5465
	730-10.02	MESSENGER CABLE - 1/4" DIAMETER	L.F.															4275		4275

NOTE:

1. THESE ITEMS TO BE PROVIDED AND INSTALLED BY DICKSON ELECTRIC SERVICE. NO BID ON THESE ITEMS BY CONTRACTOR

2. THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

3. NORTH ZONE FUSION SPLICES (4) OCCUR AT DES POLE 128771 WHERE PROPOSED 24F CABLE CONNECTS TO EXISTING 144F CABLE.

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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P.E. NO.	22004–1246–14	
CONST. NO.	N/A	
PROJECT NO.	YEAR	SHEET NO.
STP–46(21)	2014	2Q

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

RETAINING WALL DESIGN NOTES

Unless specifically stated otherwise in the contract plans, the bidding for, the design of and the construction of retaining walls shown in the plans shall be governed by the *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls*. This Special Provision shall be considered as one of those documents which the Bidder/Contractor has examined and made himself familiar with as described in *Section 102.04 – Examination of the Site, the Work, the Plans, and the Specifications in the TDOT Standard Specifications for Road and Bridge Construction.*

Excavation for the wall and/or its footing shall not be accomplished until the Contractor has submitted wall designs and calculations and has been issued an approved set of wall plans and has labor and material resources available to begin and continue wall construction immediately after excavation.

This wall shall be designed in accordance with LRFD design procedures and requirements as described in 1) AASHTO LRFD Bridge Design Specifications, 2012 and Interims and 2) Publication FHWA-NHI-10-024/FHWA GEC 011, *Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, November 2009* for MSE walls.

For proprietary wall systems that have been approved as shown in Special Provision 624, the Wall Designer shall be responsible for providing wall designs incorporating materials and components (i.e. reinforcement connection devices, specific manufacturer and properties of geogrid) as was originally submitted and approved by TDOT. If a material and/or component of the wall system have been modified from the originally approved system, a wall design and set of plans and calculations for this wall system cannot be submitted for review and approval until the Wall System Designer who originally submitted the wall system for approval by TDOT submits a request for re-approval utilizing the modified elements of the wall. This submittal does not guarantee approval of the modified system. If this re-approval process does not meet the Contractor's schedule or if the modified system is not approved, the Contractor/Wall Designer shall provide a wall design for one of the approved systems at no change in contract price for the retaining wall and no change in project schedule requirements will be allowed.

The Wall Designer shall provide retaining wall plans, details and calculations as required by Special Provision 624 and as required herein.

- The Wall Designer shall utilize the Geotechnical Parameters and Resistance Factors as provided for each project retaining wall on the Wall Concept Sheet and related Retaining Wall Sheets to prepare and submit design calculations. Load Factors and other pertinent design requirements provided in AASHTO LRFD Bridge Design Specifications, 2012 and Interims shall be used for non-MSE walls and in Publication FHWA-NHI-10-024/FHWA GEC 011, *Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, November 2009* for MSE walls.

- Calculations for both internal and external stability (sliding, eccentricity, and bearing capacity-global stability and settlement being the exceptions) shall be provided for each critical wall section which demonstrates the required Capacity to Demand Ratio of 1.0 is met utilizing the design parameters provided. For MSE walls, the Wall Designer must adjust the reinforcement lengths beyond those minimum required lengths, if required, to meet both internal and external requirements. The Wall Designer/Contractor plans must include any foundation improvements as required herein on the Wall Designer/Contractor's wall elevation views and any cross-sectional detail drawings.

- Unless otherwise stated, the Wall Designer can assume that minimum global stability and settlement criteria is achieved with a wall design meeting other minimum external stability requirements and assuming wall foundation conditions are met. While the Wall Designer's design must demonstrate compliance with external stability requirements as discussed above, the Wall Designer may provide certification (by signing and stamping by Professional Engineer registered in State of Tennessee) of the wall plans and calculations **for internal stability only**.

- Load Combinations Strength I, Extreme Event I, and Extreme Event II as given in Table 4-1 of Publication FHWA-NHI-10-024/FHWA GEC 011, *Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil Slopes, November 2009* for MSE walls shall be evaluated for MSE walls. Load Combinations for other wall types shall be as given in AASHTO LRFD Bridge Design Specifications, 2012 and Interims.

Note Regarding Construction Slopes

The Contractor shall be responsible for making the excavation in accordance with OSHA and other applicable state and local regulations regarding construction slopes and trenches. In addition to following applicable regulatory requirements, as a minimum requirement, all temporary construction slopes shall be placed at a maximum of a 1:1 slope in soil and shall not be left open without shoring for any longer than absolutely necessary. The Contractor building the wall shall ensure that these temporary back slopes are not and do not become unstable. If slope is unstable, becomes unstable, is cut steeper than a 1:1 slope or is unacceptable for another reason, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Project Engineer.

Acceptable Wall Types

The retaining wall shall be one of the wall types listed below. For retaining wall systems listed as Bin Wall, Crib Wall, MSE (either segmental panel or Modular Block) and Ground Anchor Wall, the specific Wall System Supplier/Installer shall be one of those listed as Pre–approved in the Special Provision 624.

Precast Gravity Wall
Cast-in-place Concrete Gravity Wall
Cast-in Place Concrete Cantilever Wall
Mechanically Stabilized Earth (MSE) Wall – Segmental Precast
Mechanically Stabilized Earth (MSE) Wall – Modular Block

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

Description	Value-MSE Walls	Value-Other Walls	Note *
Design Life	75 Years	75 Years	
Seismic Acceleration Coefficient, As			
Effective (Drained) Friction Angle			
Retained Backfill-Unclassified site or borrow soil	26°	26°	
Retained Backfill-Select Backfill	34° to max 40°	34° to max 40°	1
Reinforced Backfill	34° to max 40°	NOT APPLICABLE	1
Unit Weight-			
Unclassified site or borrow soil	120 pounds per cubic foot	120 pounds per cubic foot	
Select Backfill Material	**105 pounds per cubic foot	**105 pounds per cubic foot	1A
Minimum Length of soil reinforcement, B	Greater of 0.7H min or 8-ft or as specified on the plans	NOT APPLICABLE	2,2A
Limiting eccentricity	B/4 (soil), 3/8B (rock)	B/4 (soil), 3/8B (rock)	
Coefficient of Sliding Friction	See Table 2	See Table 3	3
Nominal Bearing Capacity	See Table 2	See Table 3	3
Resistance Factors			
Sliding-Static	1.0	1.0	4
Sliding-Combined Static+Earthquake	0.9	0.9	4
Bearing-Static	0.65	0.55	5
Bearing- Combined Static+Earthquake	0.9	0.8	
Pullout resistance			
Static	0.90	NOT APPLICABLE	6
Combined static/earthquake	1.20	NOT APPLICABLE	6
Tensile resistance of metallic reinforcements and connectors		NOT APPLICABLE	
Static -Strip reinforcement -Grid reinforcement	 0.75 0.65	NOT APPLICABLE	 7 7,8
Combined static/earthquake -Strip reinforcement - Grid reinforcement	 1.00 0.85	 NOT APPLICABLE	 7 7,8
Tensile resistance of geosynthetic reinforcements and connectors		NOT APPLICABLE	
Static	0.90	NOT APPLICABLE	
Combined static/earthquake	1.20	NOT APPLICABLE	
*Refer to Table 1.1 for notes.			
**Varies			

TABLE 1.1
NOTES FOR TABLE 1

#	Note
1	A minimum friction angle of 34 degrees can be assumed for material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls.* A higher friction angle can be utilized if the Contractor submits independent testing and it is verified by TDOT. However, in no case shall the friction angle for analysis exceed 40-degrees.
1A	Select Backfill unit weight to be determined by Contractor/Designer depending on actual backfill material used. Select backfill is defined as material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls*. In order to utilize ϕ for select backfill design, select backfill must be placed for a minimum zone formed by a 1:1 slope from 2 feet behind the bottom of back of wall footing or reinforced soil zone for MSE walls up to finished grade.
2	H is the design height of the wall and is defined as the difference in elevation between the finished grade at the top of the wall and the top of leveling pad or bottom of footing for non-MSE walls. The top of the leveling pad shall always be below the minimum embedment reference line as indicated on the plans for that location. The length of the soil reinforcement, B, is measured from the backface of the wall facing unit. In case of grid type reinforcements the length of the soil reinforcement is measured from the backface of the wall facing unit to the last full transverse member. For modular block facing units, the total length of the reinforcement, Br as measured from the front face of the wall is the length B as defined above plus the width of the modular block unit (the horizontal dimension of the block unit measured perpendicular to the wall face).
2A	Wall Designer must adjust the reinforcement lengths beyond those minimum required lengths, if required, to meet both internal and external (global stability being the exception) stability requirements.
3	These values will be provided in Tables 2 and/or 3
4	Passive resistance shall **NOT** be considered in evaluation of sliding resistance.
5	For all limit states, the design loading for the MSE retaining wall system shall not exceed the factored general and local bearing resistance specified in Tables 2 or 3.
6	Live load due to vehicular traffic shall be included in the computations to determine the maximum tensile forces in reinforcement layers, but shall be neglected in the computations for pullout resistance.
7	Apply to gross cross-section less sacrificial area. For sections with holes, reduce gross area in accordance with Article 6.8.3 of AASHTO (2012) and apply to net section less sacrificial area.
8	Applies to grid reinforcements connected to a rigid facing element, e.g., a concrete panel or block. For grid reinforcements connected to a flexible facing mat or which are continuous with the facing mat, use the resistance factor for strip reinforcements.
Unless otherwise specified, all resistance factors shall be taken as 1.0 when investigating an extreme event limit state.	

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

STATION LIMITS	FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
400+36.06 to 401+62.07	ON IN-PLACE SOIL	6,150	0.35

TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR OTHER GRAVITY OR SEMI-GRAVITY WALLS

STATION LIMITS	FOUNDATION BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
400+36.06 to 401+62.07	ON IN-PLACE SOIL	8,500	0.35

Other Design Requirements

The wall shall have a drainage gutter at the top designed to carry surface runoff to either or both ends of walls. Details of this drainage feature shall be provided in Wall Designer/Contractor's wall design plans. If a Concrete Cantilever Wall is used, the wall designer must provide for a drainage layer behind the wall stem with adequate drainage provided via weep holes.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DESIGN NOTES

RETAINING WALL NO. 1
GES FILE NO. 2212413

STATION 400+36.06

DICKSON COUNTY
2014

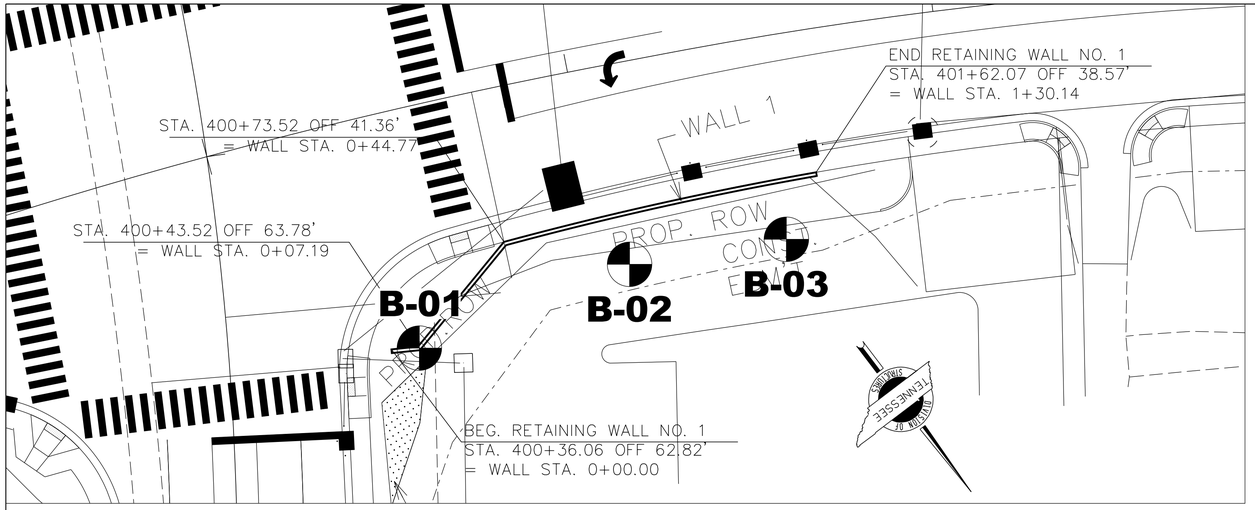
DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.	22004-1246-14
CONST. NO.	N/A

PROJECT NO.	YEAR	SHEET NO.
STP-46(21)	2014	2R

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BORING TABLE			
Boring	Wall Station	Offset	Ground Elev.
B-01	0+07.19	0.54' RT	782.5 ft.
B-02	0+75.40	14.18' RT	782.5 ft.
B-03	1+18.89	16.35' RT	782 ft.

Existing Ground at Wall Profile

B-03 Boring Location and Identifier

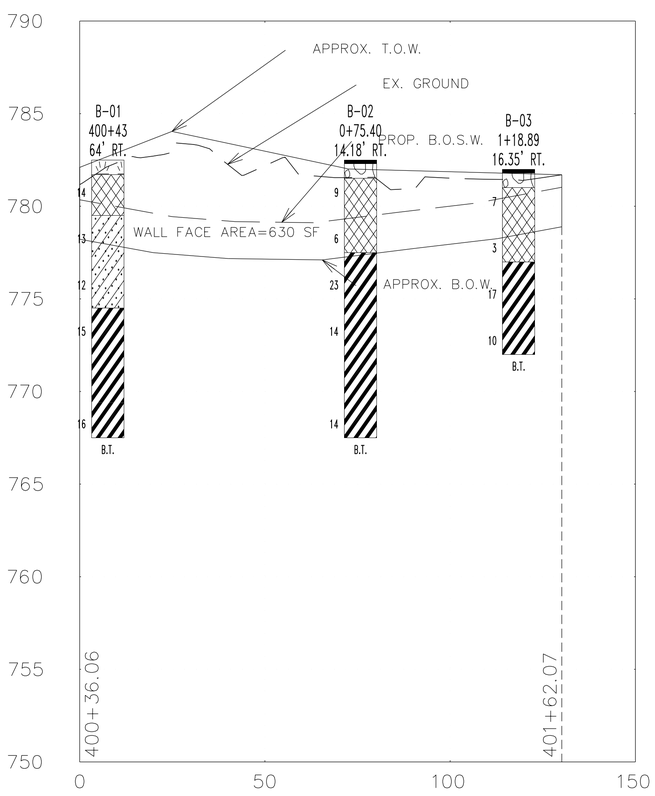
Water level at time of boring

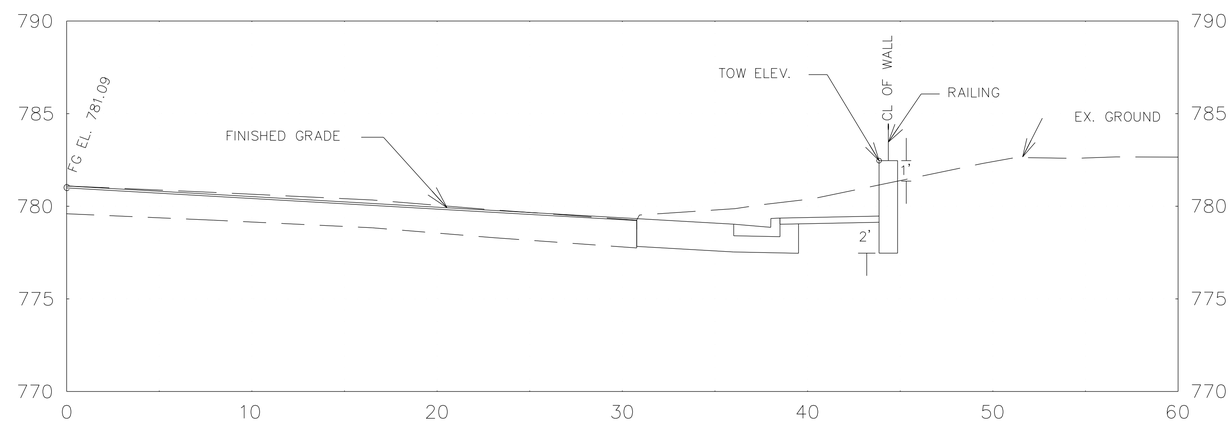
Delayed water level

Cave-in depth

AR = Auger Refusal BT = Boring Terminated

Bore Holes are Projected onto Wall Profile





WALL STAKE-OUT TABLE						
No.	Station	C/L Reference	Northing	Easting	TOW Elevation	Finished Grade
1	0+00.00	400+36.06 62.82' RT	635738.13	1560863.33	782.10	780.35
2	0+07.19	400+43.52 63.78' RT	635741.84	1560857.17	782.66	780.09
3	0+44.77	400+73.52 41.36' RT	635733.18	1560821.63	781.10	779.16
4	1+30.14	401+62.07 38.57' RT	635768.82	1560742.99	781.70	781.02

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

RETAINING WALL NO. 1

STATION 400+36.06

DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.	22004–1246–14	
CONST. NO.	N/A	
PROJECT NO.	YEAR	SHEET NO.
STP–46(21)	2014	2S

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

See Sheet 2P for Retaining Wall Design Notes.

Note Regarding Construction Slopes

The Contractor shall be responsible for making the excavation in accordance with OSHA and other applicable state and local regulations regarding construction slopes and trenches. In addition to following applicable regulatory requirements, as a minimum requirement, all temporary construction slopes shall be placed at a maximum of a 1:1 slope in soil and shall not be left open without shoring for any longer than absolutely necessary. The Contractor building the wall shall ensure that these temporary back slopes are not and do not become unstable. If slope is unstable, becomes unstable, is cut steeper than a 1:1 slope or is unacceptable for another reason, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Project Engineer.

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TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

Description	Value-MSE Walls	Value-Other Walls	Note *
Design Life	75 Years	75 Years	
Seismic Acceleration Coefficient, As			
Effective (Drained) Friction Angle			
Retained Backfill-Unclassified site or borrow soil	26°	26°	
Retained Backfill-Select Backfill	34° to max 40°	34° to max 40°	1
Reinforced Backfill	34° to max 40°	NOT APPLICABLE	1
Unit Weight-			
Unclassified site or borrow soil	120 pounds per cubic foot	120 pounds per cubic foot	
Select Backfill Material	**105 pounds per cubic foot	**105 pounds per cubic foot	1A
Minimum Length of soil reinforcement, B	Greater of 0.7H min or 8-ft or as specified on the plans	NOT APPLICABLE	2,2A
Limiting eccentricity	B/4 (soil), 3/8B (rock)	B/4 (soil), 3/8B (rock)	
Coefficient of Sliding Friction	See Table 2	See Table 3	3
Nominal Bearing Capacity	See Table 2	See Table 3	3
Resistance Factors			
Sliding-Static	1.0	1.0	4
Sliding-Combined Static+Earthquake	0.9	0.9	4
Bearing-Static	0.65	0.55	5
Bearing- Combined Static+Earthquake	0.9	0.8	
Pullout resistance			
Static	0.90	NOT APPLICABLE	6
Combined static/earthquake	1.20	NOT APPLICABLE	6
Tensile resistance of metallic reinforcements and connectors		NOT APPLICABLE	
Static		NOT APPLICABLE	
-Strip reinforcement	0.75		7
-Grid reinforcement	0.65		7,8
Combined static/earthquake			
-Strip reinforcement	1.00		7
- Grid reinforcement	0.85	NOT APPLICABLE	7,8
Tensile resistance of geosynthetic reinforcements and connectors		NOT APPLICABLE	
Static	0.90	NOT APPLICABLE	
Combined static/earthquake	1.20	NOT APPLICABLE	
*Refer to Table 1.1 for notes.			
**Varies			

TABLE 1.1
NOTES FOR TABLE 1

#	Note
1	A minimum friction angle of 34 degrees can be assumed for material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls.* A higher friction angle can be utilized if the Contractor submits independent testing and it is verified by TDOT. However, in no case shall the friction angle for analysis exceed 40-degrees.
1A	Select Backfill unit weight to be determined by Contractor/Designer depending on actual backfill material used. Select backfill is defined as material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls*. In order to utilize ϕ for select backfill design, select backfill must be placed for a minimum zone formed by a 1:1 slope from 2 feet behind the bottom of back of wall footing or reinforced soil zone for MSE walls up to finished grade.
2	H is the design height of the wall and is defined as the difference in elevation between the finished grade at the top of the wall and the top of leveling pad or bottom of footing for non-MSE walls. The top of the leveling pad shall always be below the minimum embedment reference line as indicated on the plans for that location. The length of the soil reinforcement, B, is measured from the backface of the wall facing unit. In case of grid type reinforcements the length of the soil reinforcement is measured from the backface of the wall facing unit to the last full transverse member. For modular block facing units, the total length of the reinforcement, Br as measured from the front face of the wall is the length B as defined above plus the width of the modular block unit (the horizontal dimension of the block unit measured perpendicular to the wall face).
2A	Wall Designer must adjust the reinforcement lengths beyond those minimum required lengths, if required, to meet both internal and external (global stability being the exception) stability requirements.
3	These values will be provided in Tables 2 and/or 3
4	Passive resistance shall **NOT** be considered in evaluation of sliding resistance.
5	For all limit states, the design loading for the MSE retaining wall system shall not exceed the factored general and local bearing resistance specified in Tables 2 or 3.
6	Live load due to vehicular traffic shall be included in the computations to determine the maximum tensile forces in reinforcement layers, but shall be neglected in the computations for pullout resistance.
7	Apply to gross cross-section less sacrificial area. For sections with holes, reduce gross area in accordance with Article 6.8.3 of AASHTO (2012) and apply to net section less sacrificial area.
8	Applies to grid reinforcements connected to a rigid facing element, e.g., a concrete panel or block. For grid reinforcements connected to a flexible facing mat or which are continuous with the facing mat, use the resistance factor for strip reinforcements.
Unless otherwise specified, all resistance factors shall be taken as 1.0 when investigating an extreme event limit state.	

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

STATION LIMITS	FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
404+50.14 to 405+12.30	ON IN-PLACE SOIL	6,150	0.35

TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR OTHER GRAVITY OR SEMI-GRAVITY WALLS

STATION LIMITS	FOUNDATION BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
404+50.14 to 405+12.30	ON IN-PLACE SOIL	8,500	0.35

Other Design Requirements

The wall shall have a drainage gutter at the top designed to carry surface runoff to either or both ends of walls. Details of this drainage feature shall be provided in Wall Designer/Contractor's wall design plans. If a Concrete Cantilever Wall is used, the wall designer must provide for a drainage layer behind the wall stem with adequate drainage provided via weep holes.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DESIGN NOTES

RETAINING WALL NO. 2
GES FILE NO. 2212513

STATION 404+50.14

DICKSON COUNTY
2014

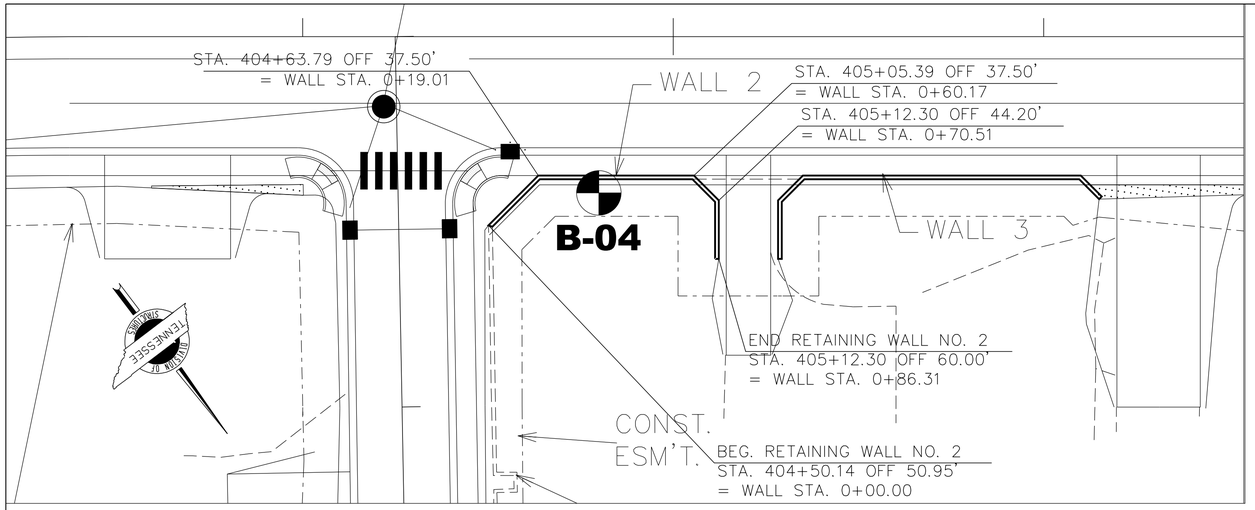
DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.	
CONST. NO.	N/A

PROJECT NO.	YEAR	SHEET NO.
STP-46(21)	2014	2T

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BORING TABLE			
Boring	Wall Station	Offset	Ground Elev.
B-04	0+35.36	4.68' RT	801 ft.

Existing Ground at Wall Profile

B-04 Boring Location and Identifier

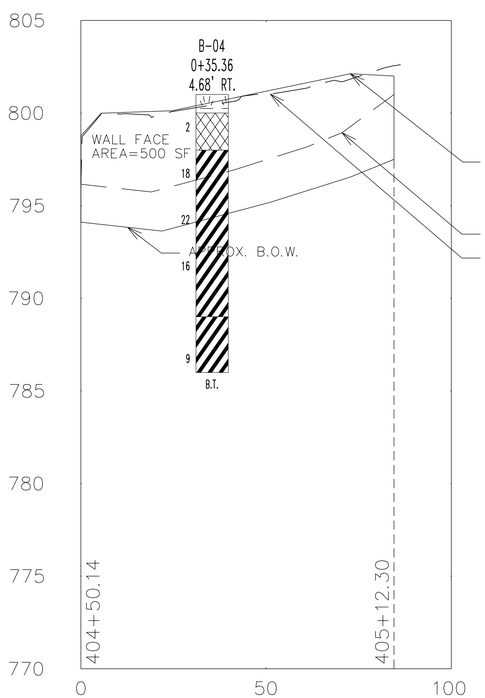
Water level at time of boring

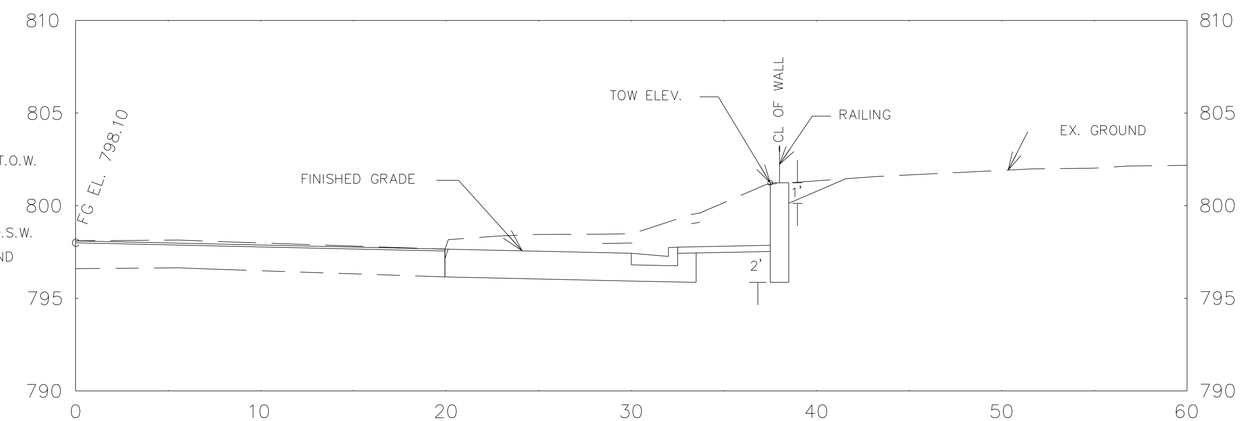
Delayed water level

Cave-in depth

AR = Auger Refusal BT = Boring Terminated

Bore Holes are Projected onto Wall Profile





WALL STAKE-OUT TABLE						
No.	Station	C/L Reference	Northing	Easting	TOW Elevation	Finished Grade
1	0+00.00	404+50.14 50.95' RT	635936.85	1560517.41	798.77	796.16
2	0+19.01	404+63.79 37.50' RT	635934.19	1560498.58	800.09	795.74
3	0+60.17	405+05.39 37.50' RT	635959.44	1560465.00	801.60	798.12
4	0+70.51	405+12.30 44.20' RT	635968.83	1560463.67	802.03	798.94
5	0+86.31	405+12.30 60.00' RT	635981.45	1560473.17	802.00	801.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

RETAINING WALL NO. 2

STATION 404+50.14

DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.	22004–1246–14	
CONST. NO.	N/A	
PROJECT NO.	YEAR	SHEET NO.
STP–46(21)	2014	2U

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

See Sheet 2P for Retaining Wall Design Notes.

Note Regarding Construction Slopes

The Contractor shall be responsible for making the excavation in accordance with OSHA and other applicable state and local regulations regarding construction slopes and trenches. In addition to following applicable regulatory requirements, as a minimum requirement, all temporary construction slopes shall be placed at a maximum of a 1:1 slope in soil and shall not be left open without shoring for any longer than absolutely necessary. The Contractor building the wall shall ensure that these temporary back slopes are not and do not become unstable. If slope is unstable, becomes unstable, is cut steeper than a 1:1 slope or is unacceptable for another reason, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Project Engineer.

Acceptable Wall Types

The retaining wall shall be one of the wall types listed below. For retaining wall systems listed as Bin Wall, Crib Wall, MSE (either segmental panel or Modular Block) and Ground Anchor Wall, the specific Wall System Supplier/Installer shall be one of those listed as Pre–approved in the Special Provision 624.

Precast Gravity Wall
Cast-in-place Concrete Gravity Wall
Cast-in Place Concrete Cantilever Wall
Mechanically Stabilized Earth (MSE) Wall – Segmental Precast
Mechanically Stabilized Earth (MSE) Wall – Modular Block

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

Description	Value-MSE Walls	Value-Other Walls	Note *
Design Life	75 Years	75 Years	
Seismic Acceleration Coefficient, As			
Effective (Drained) Friction Angle			
Retained Backfill-Unclassified site or borrow soil	26°	26°	
Retained Backfill-Select Backfill	34° to max 40°	34° to max 40°	1
Reinforced Backfill	34° to max 40°	NOT APPLICABLE	1
Unit Weight-			
Unclassified site or borrow soil	120 pounds per cubic foot	120 pounds per cubic foot	
Select Backfill Material	**105 pounds per cubic foot	**105 pounds per cubic foot	1A
Minimum Length of soil reinforcement, B	Greater of 0.7H min or 8-ft or as specified on the plans	NOT APPLICABLE	2,2A
Limiting eccentricity	B/4 (soil), 3/8B (rock)	B/4 (soil), 3/8B (rock)	
Coefficient of Sliding Friction	See Table 2	See Table 3	3
Nominal Bearing Capacity	See Table 2	See Table 3	3
Resistance Factors			
Sliding-Static	1.0	1.0	4
Sliding-Combined Static+Earthquake	0.9	0.9	4
Bearing-Static	0.65	0.55	5
Bearing- Combined Static+Earthquake	0.9	0.8	
Pullout resistance			
Static	0.90	NOT APPLICABLE	6
Combined static/earthquake	1.20	NOT APPLICABLE	6
Tensile resistance of metallic reinforcements and connectors		NOT APPLICABLE	
Static		NOT APPLICABLE	
-Strip reinforcement	0.75		7
-Grid reinforcement	0.65		7,8
Combined static/earthquake			
-Strip reinforcement	1.00		7
- Grid reinforcement	0.85	NOT APPLICABLE	7,8
Tensile resistance of geosynthetic reinforcements and connectors		NOT APPLICABLE	
Static	0.90	NOT APPLICABLE	
Combined static/earthquake	1.20	NOT APPLICABLE	
*Refer to Table 1.1 for notes.			
**Varies			

TABLE 1.1
NOTES FOR TABLE 1

#	Note
1	A minimum friction angle of 34 degrees can be assumed for material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls.* A higher friction angle can be utilized if the Contractor submits independent testing and it is verified by TDOT. However, in no case shall the friction angle for analysis exceed 40-degrees.
1A	Select Backfill unit weight to be determined by Contractor/Designer depending on actual backfill material used. Select backfill is defined as material meeting specifications in Section F, Part 1, and Item e of *Tennessee Department of Transportation Special Provision 624 Regarding Retaining Walls*. In order to utilize ϕ for select backfill design, select backfill must be placed for a minimum zone formed by a 1:1 slope from 2 feet behind the bottom of back of wall footing or reinforced soil zone for MSE walls up to finished grade.
2	H is the design height of the wall and is defined as the difference in elevation between the finished grade at the top of the wall and the top of leveling pad or bottom of footing for non-MSE walls. The top of the leveling pad shall always be below the minimum embedment reference line as indicated on the plans for that location. The length of the soil reinforcement, B, is measured from the backface of the wall facing unit. In case of grid type reinforcements the length of the soil reinforcement is measured from the backface of the wall facing unit to the last full transverse member. For modular block facing units, the total length of the reinforcement, Br as measured from the front face of the wall is the length B as defined above plus the width of the modular block unit (the horizontal dimension of the block unit measured perpendicular to the wall face).
2A	Wall Designer must adjust the reinforcement lengths beyond those minimum required lengths, if required, to meet both internal and external (global stability being the exception) stability requirements.
3	These values will be provided in Tables 2 and/or 3
4	Passive resistance shall **NOT** be considered in evaluation of sliding resistance.
5	For all limit states, the design loading for the MSE retaining wall system shall not exceed the factored general and local bearing resistance specified in Tables 2 or 3.
6	Live load due to vehicular traffic shall be included in the computations to determine the maximum tensile forces in reinforcement layers, but shall be neglected in the computations for pullout resistance.
7	Apply to gross cross-section less sacrificial area. For sections with holes, reduce gross area in accordance with Article 6.8.3 of AASHTO (2012) and apply to net section less sacrificial area.
8	Applies to grid reinforcements connected to a rigid facing element, e.g., a concrete panel or block. For grid reinforcements connected to a flexible facing mat or which are continuous with the facing mat, use the resistance factor for strip reinforcements.
Unless otherwise specified, all resistance factors shall be taken as 1.0 when investigating an extreme event limit state.	

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

STATION LIMITS	FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
405+28.30 to 406+15.66	ON IN-PLACE SOIL	6,150	0.35

TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR OTHER GRAVITY OR SEMI-GRAVITY WALLS

STATION LIMITS	FOUNDATION BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE(psf)	COEFFICIENT OF SLIDING FRICTION
405+28.30 to 406+15.66	ON IN-PLACE SOIL	8,500	0.35

Other Design Requirements

The wall shall have a drainage gutter at the top designed to carry surface runoff to either or both ends of walls. Details of this drainage feature shall be provided in Wall Designer/Contractor's wall design plans. If a Concrete Cantilever Wall is used, the wall designer must provide for a drainage layer behind the wall stem with adequate drainage provided via weep holes.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DESIGN NOTES

RETAINING WALL NO. 3
GES FILE NO. 2212613

STATION 405+28.30

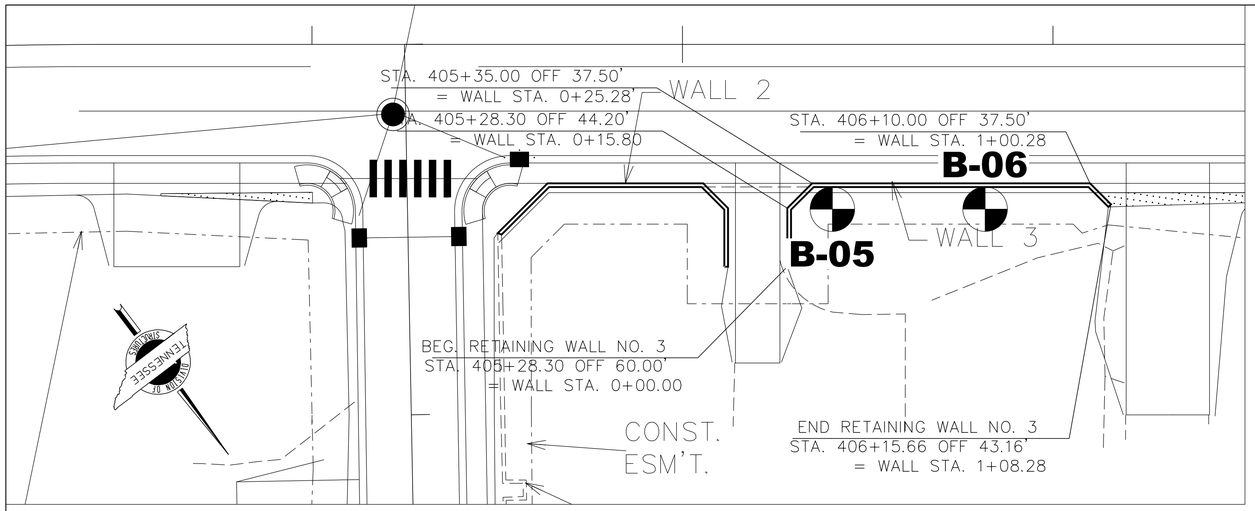
DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.		
CONST. NO.	N/A	
PROJECT NO.	YEAR	SHEET NO.
STP-46(21)	2014	2V

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BORING TABLE			
Boring	Wall Station	Offset	Ground Elev.
B-05	0+30.73	6.98' RT	802 ft.
B-06	0+71.96	6.96' RT	804 ft.

Existing Ground at Wall Profile

B-06 Boring Location and Identifier

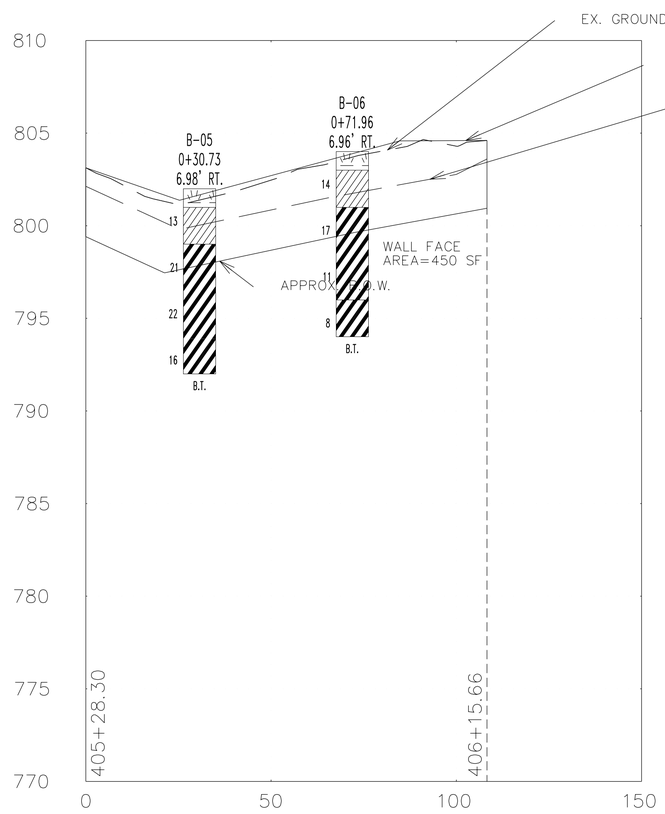
Water level at time of boring

Delayed water level

Cave-in depth

AR = Auger Refusal BT = Boring Terminated

Bore Holes are Projected onto Wall Profile



WALL STAKE-OUT TABLE						
No.	Station	C/L Reference	Northing	Easting	TOW Elevation	Finished Grade
1	0+00.00	405+28.30 60.00' RT	635991.07	1560460.38	803.13	802.13
2	0+15.80	405+28.30 44.20' RT	635978.44	1560450.88	802.03	800.67
3	0+25.28	405+35.00 37.50' RT	635977.12	1560441.50	801.37	799.80
4	1+00.28	406+10.00 37.50' RT	636022.20	1560381.56	804.60	802.80
5	1+08.28	406+15.66 43.16' RT	636030.12	1560380.44	804.60	803.60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

RETAINING WALL NO. 3

STATION 405+28.30

DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

P.E. NO.	22004–1246–14	
CONST. NO.	N/A	
PROJECT NO.	YEAR	SHEET NO.
STP–46(21)	2014	2W

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

See Sheet 2P for Retaining Wall Design Notes.

Note Regarding Construction Slopes

The Contractor shall be responsible for making the excavation in accordance with OSHA and other applicable state and local regulations regarding construction slopes and trenches. In addition to following applicable regulatory requirements, as a minimum requirement, all temporary construction slopes shall be placed at a maximum of a 1:1 slope in soil and shall not be left open without shoring for any longer than absolutely necessary. The Contractor building the wall shall ensure that these temporary back slopes are not and do not become unstable. If slope is unstable, becomes unstable, is cut steeper than a 1:1 slope or is unacceptable for another reason, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Project Engineer.

Acceptable Wall Types

The retaining wall shall be one of the wall types listed below. For retaining wall systems listed as Bin Wall, Crib Wall, MSE (either segmental panel or Modular Block) and Ground Anchor Wall, the specific Wall System Supplier/Installer shall be one of those listed as Pre–approved in the Special Provision 624.

Cast-in Place Concrete Cantilever Wall

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

Description	Cast-In-Place Walls	Note *
Design Life	75 Years	
Seismic Acceleration Coefficient, As		
Effective (Drained) Friction Angle		
Retained Backfill-Unclassified site or borrow soil	26°	
Retained Backfill-Select Backfill	NOT APPLICABLE	
Reinforced Backfill	NOT APPLICABLE	
Unit Weight-		
Unclassified site or borrow soil	120 pounds per cubic foot	
Select Backfill Material	NOT APPLICABLE	
Minimum Length of soil reinforcement, B	NOT APPLICABLE	
Limiting eccentricity	B/4 (soil), 3/8B (rock)	
Coefficient of Sliding Friction	See Table 2	1
Nominal Bearing Capacity	See Table 2	1
Resistance Factors		
Sliding-Static	1.0	2
Sliding-Combined Static+Earthquake	0.9	2
Bearing-Static	0.55	
Bearing- Combined Static+Earthquake	0.8	
Pullout resistance		
Static	NOT APPLICABLE	
Combined static/earthquake	NOT APPLICABLE	
Tensile resistance of metallic reinforcements and connectors	NOT APPLICABLE	
Static -Strip reinforcement -Grid reinforcement	NOT APPLICABLE	
Combined static/earthquake -Strip reinforcement - Grid reinforcement	NOT APPLICABLE	
Tensile resistance of geosynthetic reinforcements and connectors	NOT APPLICABLE	
Static	NOT APPLICABLE	
Combined static/earthquake	NOT APPLICABLE	
*Refer to Table 1.1 for notes.		

TABLE 1.1

NOTES FOR TABLE 1

#	Note
1	These values will be provided in Table 2
2	Passive resistance shall **NOT** be considered in evaluation of sliding resistance.

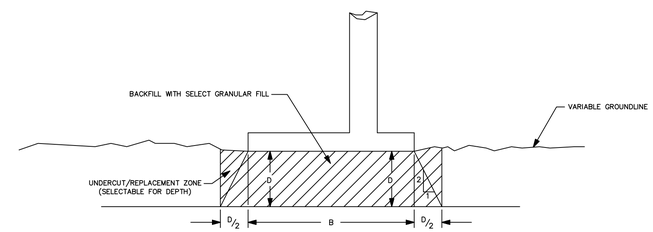
TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR CAST-IN-PLACE WALLS

STATION LIMITS	FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT	NOMINAL/ULTIMATE BEARING RESISTANCE (psf)	COEFFICIENT OF SLIDING FRICTION
154+76.92 to 155+12.00	UNDERCUT 3 FEET AND REPLACE WITH SELECT GRANULAR FILL	8,500	0.50
155+12.00 to 156+28.00	UNDERCUT A MINIMUM OF 4 FEET AND REPLACE WITH SELECT GRANULAR FILL	8,500	0.50

Other Design Requirements

The wall shall have a drainage gutter at the top designed to carry surface runoff to either or both ends of walls. Details of this drainage feature shall be provided in Wall Designer/Contractor's wall design plans. If a Concrete Cantilever Wall is used, the wall designer must provide for a drainage layer behind the wall stem with adequate drainage provided via weep holes.

Temporary shoring is required to stabilize cut behind wall. The temporary shoring is to be designed by a registered engineer.



SCHEMATIC FOR UNDERCUT/REPLACEMENT

UNDERCUT REPLACEMENT TABLE	
Wall Station Limits	**Depth "D" (feet)**
154+76.92 To 155+12.00	3
155+12.00 To 156+28.00	4*

*Undercut depth for footings on existing fill such as Boring B-10 is based on a maximum wall height of 12 feet, if soft material is present at bottom of undercut then additional undercut shall be performed as recommended by a qualified geotechnical engineer.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

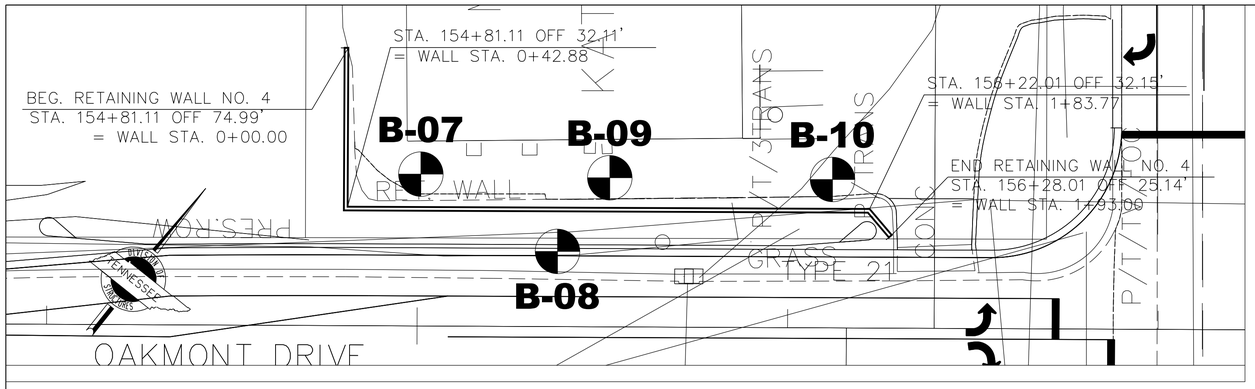
DESIGN NOTES

RETAINING WALL NO. 4
GES FILE NO. 2212713

STATION 154+76.92

DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____



BORING TABLE			
Boring	Wall Station	Offset	Ground Elev.
B-07	0+62.59	8.88' LT	792 ft.
B-08	0+99.59	11.82' RT	802 ft.
B-09	1+13.62	8.12' LT	792 ft.
B-10	1+73.73	7.91' LT	792 ft.

P.E. NO.
CONST. NO. N/A

PROJECT NO.	YEAR	SHEET NO.
STP-46(21)	2014	2X

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

Existing Ground at Wall Profile

B-10 Boring Location and Identifier

Water level at time of boring

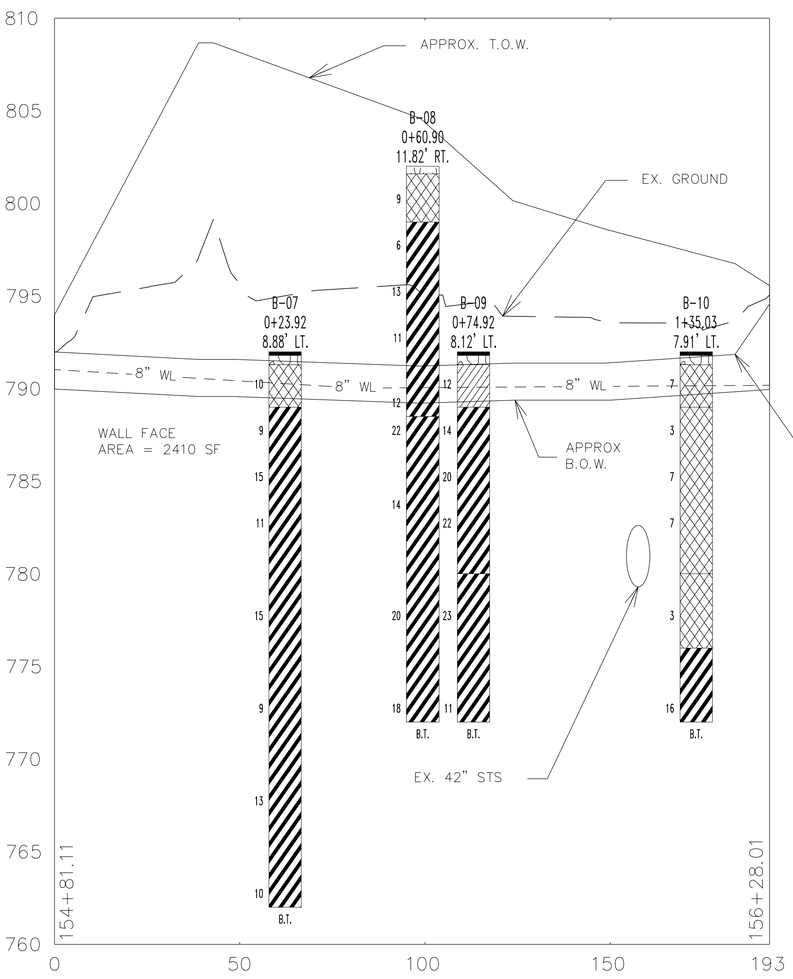
Delayed water level

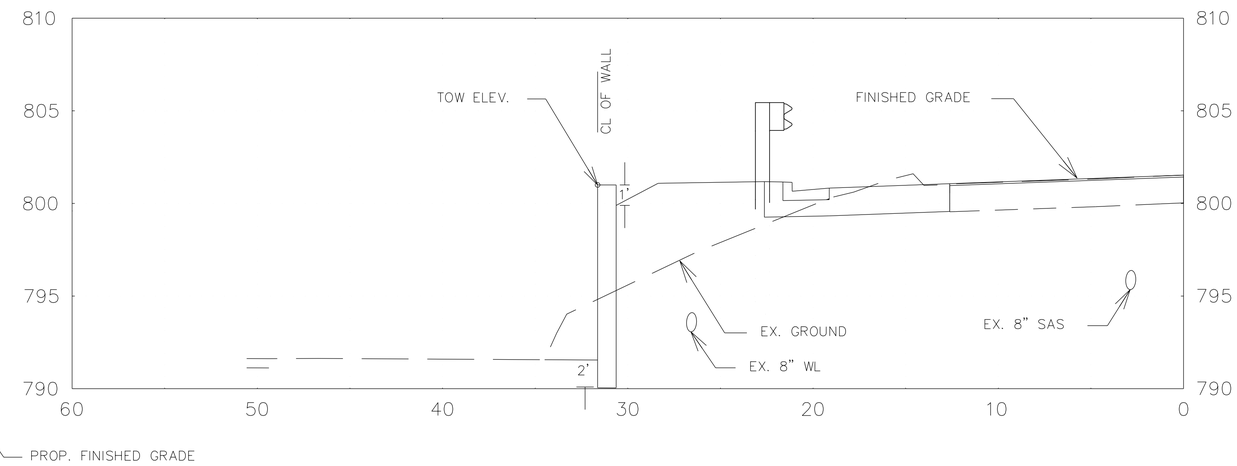
Cave-in depth

AR = Auger Refusal BT = Boring Terminated

RC = Recompacted Sample

Bore Holes are Projected onto Wall Profile





WALL STAKE-OUT TABLE						
No.	Station	C/L Reference	Northing	Easting	TOW Elevation	Finished Grade
1	0+00.00	154+81.11 74.99 LT	629592.84	1564070.84	793.98	791.98
2	0+42.88	154+81.11 32.11' LT	629168.39	1563900.42	808.67	791.67
3	1+83.77	156+22.01 32.15' LT	629258.92	1564013.79	796.75	791.85
4	1+93.00	156+28.01 25.14' LT	629257.19	1564022.85	795.56	794.56

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

RETAINING WALL NO. 4

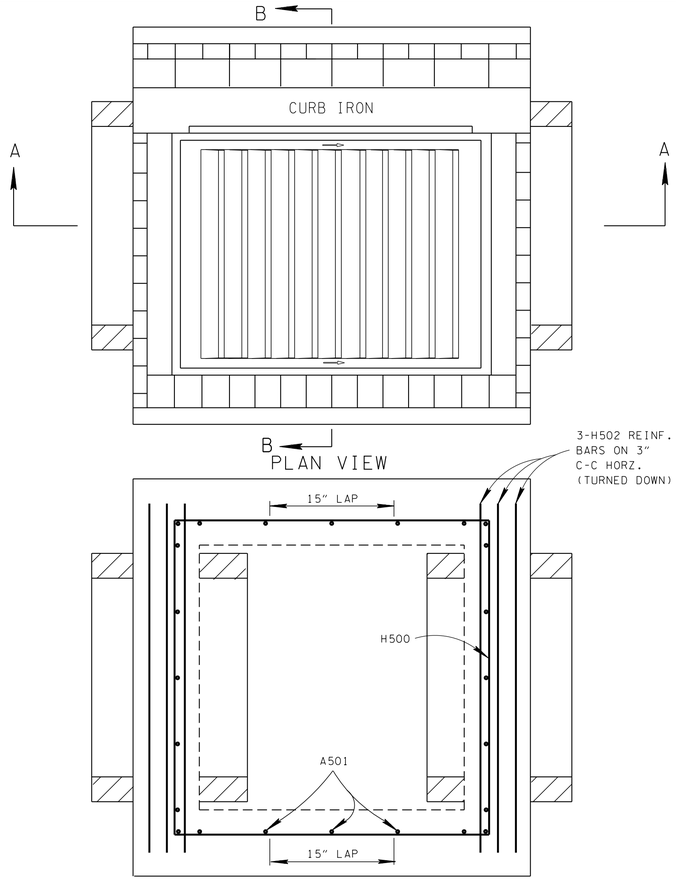
STATION 154+81.11

DICKSON COUNTY
2014

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-46(21)	2Y

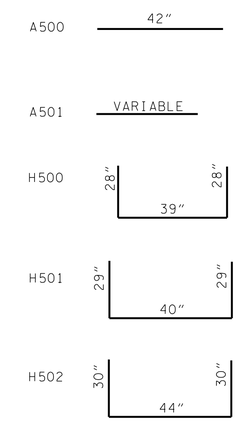


SECTION E-E

NOTE:

1. FOR ADDITIONAL NOTES AND DETAILS SEE STANDARD DRAWING D-CB-12SB.
2. PAYMENT FOR CATCH BASIN WILL BE MADE UNDER ITEM 611-12.01, CATCH BASINS, TYPE 12, 0'-4' DEPTH.

REINFORCING STEEL LEGEND

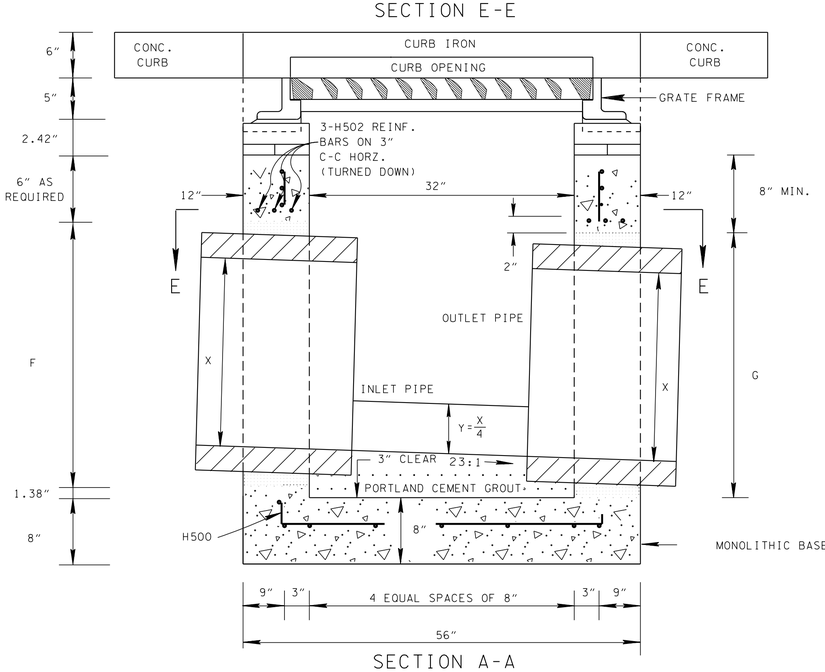


CATCH BASIN MAXIMUM DEPTH NOTE

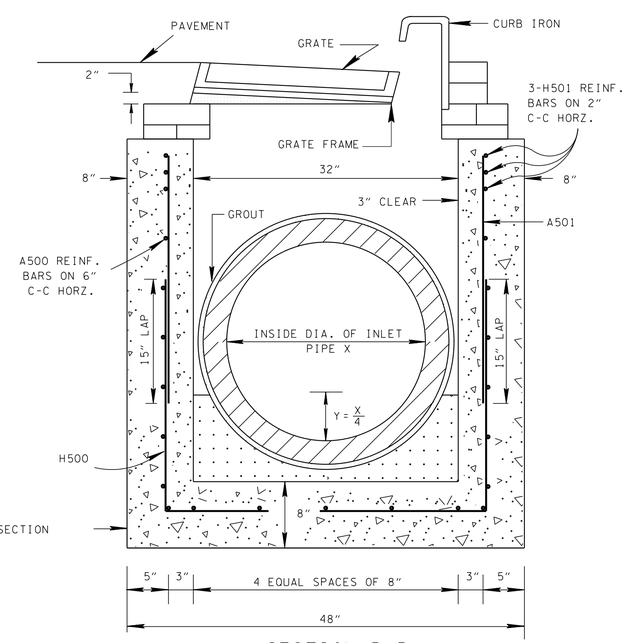
MAXIMUM DEPTH FOR THIS STRUCTURE IS 4.50'. WHEN DEPTH REQUIREMENTS EXCEED THIS DEPTH THE CONTRACTOR IS TO USE OTHER VERSIONS OF THE NO.12 CATCH BASIN.

CATCH BASIN PIPE SIZE TABLE

MAX INLET OR OUTLET CONC. PIPE SIZE-STR. (INCHES)	MAX INLET OR OUTLET CONC. PIPE SIZE-90° (INCHES)
24	18



SECTION A-A



SECTION B-B

CUT-OUT HOLES FOR INLET & OUTLET PIPES

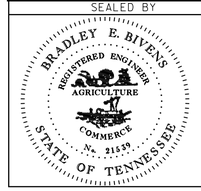
INSIDE DIAMETER (X) OF PIPE (INCHES)	DIAMETER OF CUT-OUT HOLES F & G - (INCHES)		
	CONCRETE PIPE	CORRUGATED METAL PIPE	POLYETHYLENE PIPE
15	22	18	20
18	26	21	24
24	32	27	31

CUT-OUT HOLES FOR PRECAST STRUCTURES TO BE CORED OR FORMED IN ORDER TO OBTAIN A SMOOTH EDGED HOLE. SCORED OR ETCHED HOLES WITH REINFORCING STEEL LEFT UNCUT WILL NOT BE PERMITTED.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MODIFIED TYPE 12 CATCH BASIN

DETAILS

(NOT TO SCALE)

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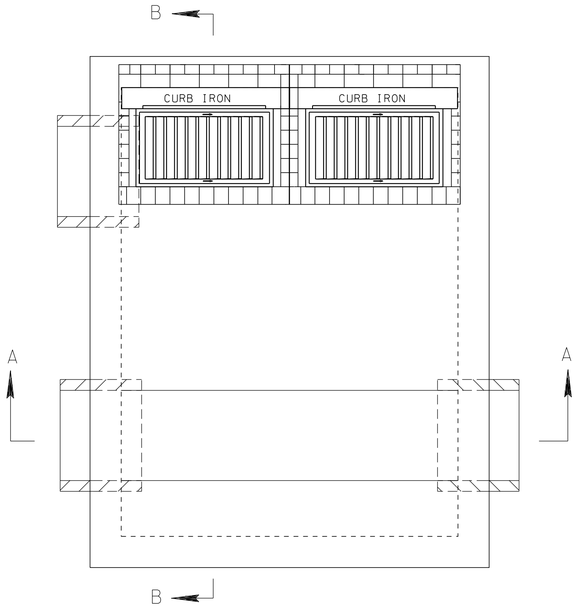
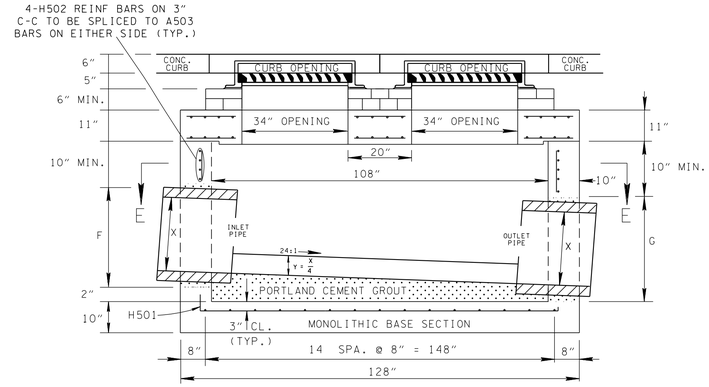
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

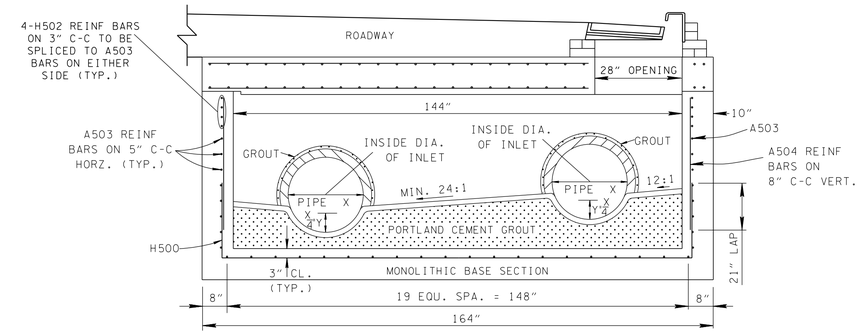
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2Z



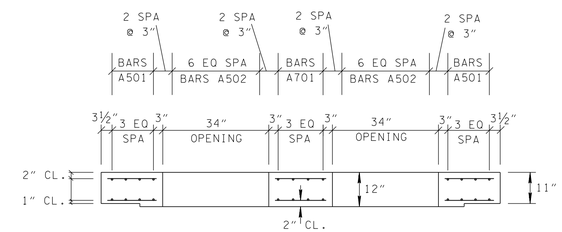
PLAN VIEW



SECTION A-A



SECTION B-B

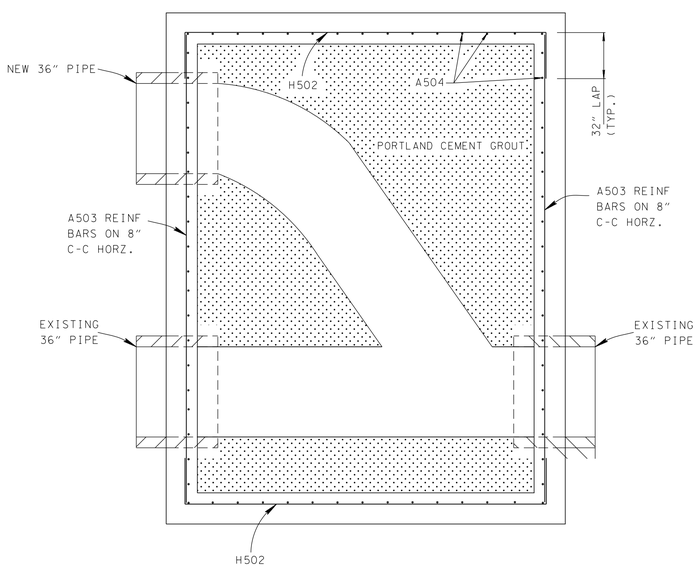


SECTION C-C

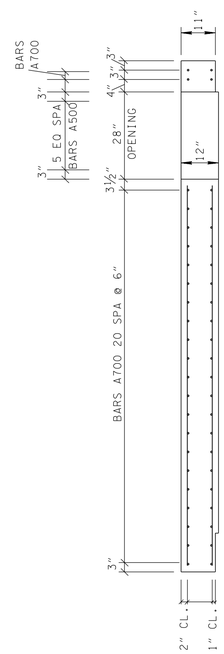
NON-SHRINK GROUT PER STANDARD SPECIFICATIONS SECTION 918 REQUIRED AROUND PIPE OPENINGS ONLY

NOTE:

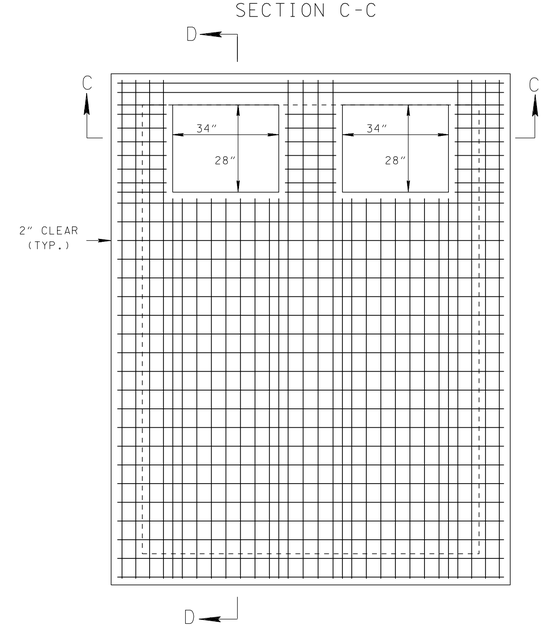
1. FOR ADDITIONAL NOTES AND DETAILS SEE STANDARD DRAWING D-CB-14S.
2. PAYMENT FOR CATCH BASIN WILL BE MADE UNDER ITEM 611-14.02, CATCH BASINS, TYPE 14, 0'-4' DEPTH.



SECTION E-E



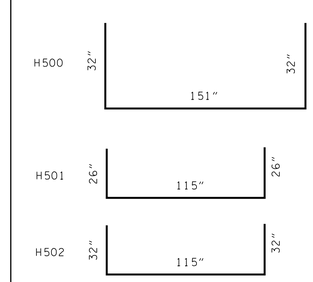
SECTION D-D



PLAN VIEW

REINFORCING STEEL LEGEND

A500	16"
A501	160"
A502	122"
A503	150"
A504	VARIABLE
A700	124"
A701	160"



UNOFFICIAL SET

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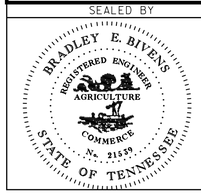
SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CATCH BASIN

DETAILS

(NOT TO SCALE)

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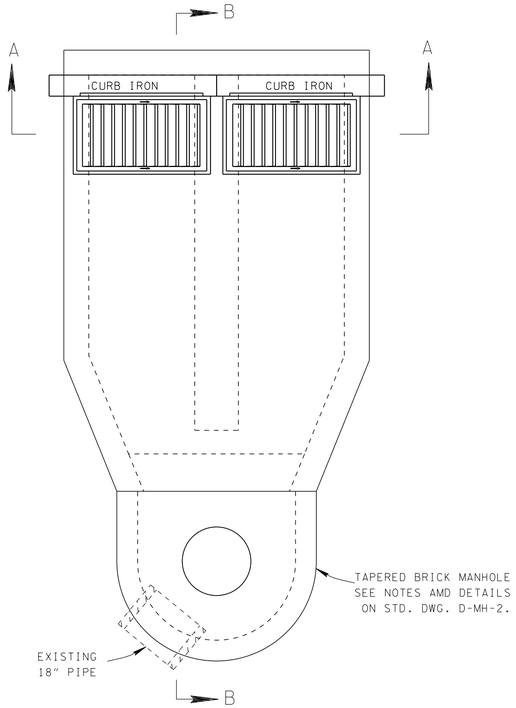
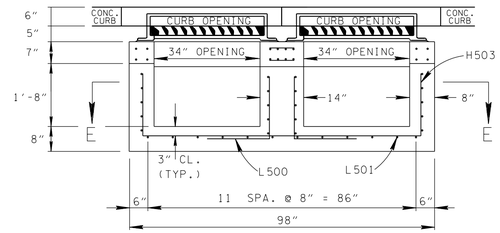
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

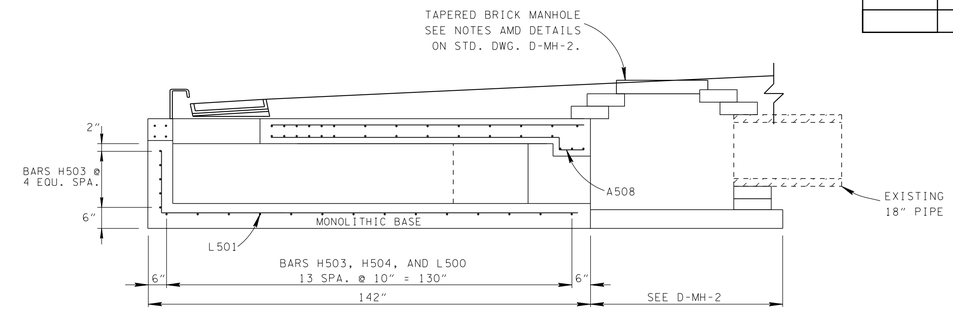
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	2AA



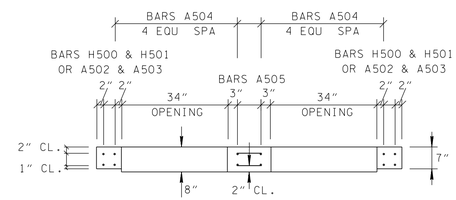
PLAN VIEW



SECTION A-A



SECTION B-B

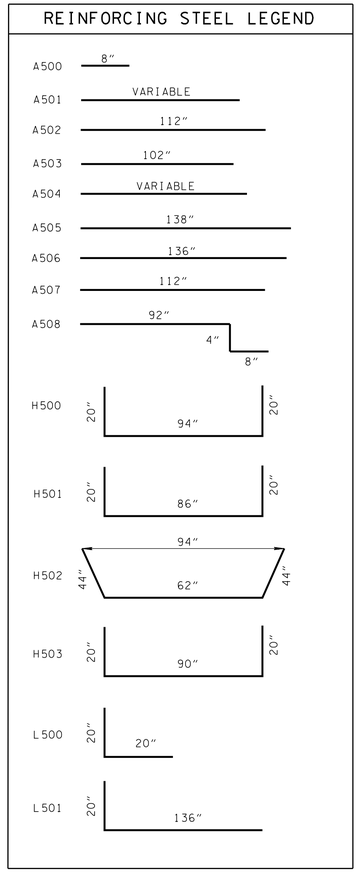


SECTION C-C

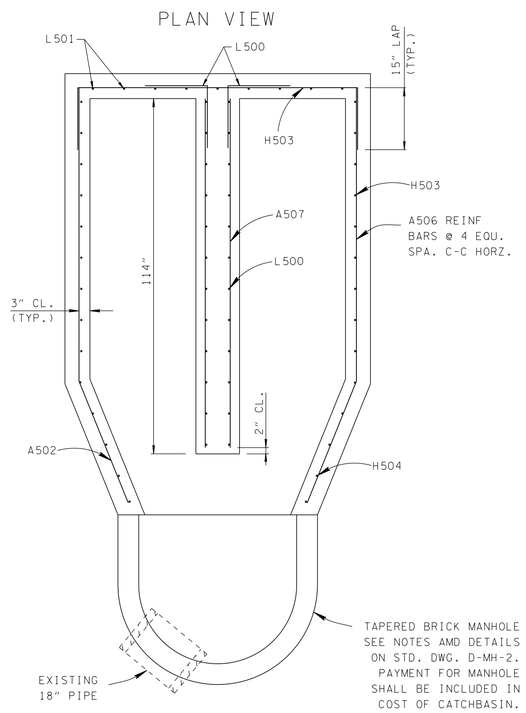
NOTE:

1. FOR ADDITIONAL NOTES AND DETAILS SEE STANDARD DRAWING D-CB-14S AND D-MH-2.
2. PAYMENT FOR CATCH BASIN AND MANHOLE WILL BE MADE UNDER ITEM 611-14.02, CATCH BASINS, TYPE 14, 0'-4' DEPTH.

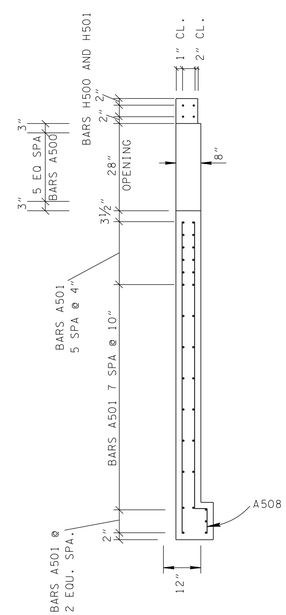
REINFORCING STEEL LEGEND



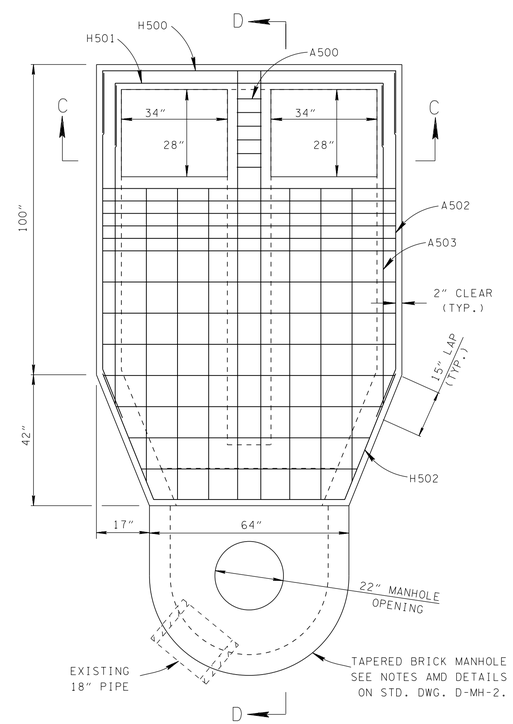
NOTE: BARS A502 AND A506 MAY BE BENT IN THE FIELD.



SECTION E-E



SECTION D-D



PLAN VIEW

UNOFFICIAL SET

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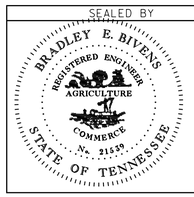

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CATCH BASIN

DETAILS

(NOT TO SCALE)

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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
1	TRISTAR BANK	110D-D	3	605	246		3.530	3.530					3.530			1645
2	CORNERSTONE II, LLC	110D-D	4.08	902	755		2.021	2.021					2.021		332	3290
3	LUTHER PROPERTIES, INC.	110D-G	1, 1.01	181	162		1.488	1.488		361 S.F.	361 S.F.		1.480		65	472
4	CHARLES HASTING AND WIFE, GLORIA HASTING	110D-F	13	265	17	0.759		0.759	327 S.F.		327 S.F.	0.751				484
5	FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION OF DICKSON, TENNESSEE	110D-D	8	169	25	1.791		1.791	894 S.F.		894 S.F.	1.770			231	3352
6	CHIANG LEE AND WIFE, WONG NG MOI	110D-D	9.01	1070	627	0.137		0.137				0.137				1022
7	MELANIE LOUISE RATLIFF	110D-D	9.02	437	262	2831 S.F.		2831 S.F.				2831 S.F.			71	473
8	RALPH SULLIVAN AND WIFE, LAURA SULLIVAN	110D-D	9	36	439	0.525		0.525				0.525				376
9	LAWRENCE E. RAMSEY AND WIFE, DANA GAY RAMSEY	110D-C	10	130	8	0.252		0.252	849 S.F.		849 S.F.	0.233				2122
10	THOMAS BERRYMAN AND WIFE, DAWN BERRYMAN	110D-C	9	703	242	0.357		0.357				0.357				320
11	DICKSON HIGH SCHOOL	110D-C	8			17.834		17.834	0.172		0.172	17.662			0.102 AC	0.197 AC
~~12~~	~~LEGG FAMILY PARTNERSHIP, L.P.~~	~~110D-B~~	~~24~~	~~441~~	~~214~~	~~0.266~~		~~0.266~~				~~0.266~~				
~~13~~	~~GREATER DICKSON GAS AUTHORITY~~	~~110E-A~~	~~1~~	~~670~~	~~118~~	~~13.120~~		~~13.120~~				~~13.120~~				
~~14~~	~~GREATER DICKSON GAS AUTHORITY~~	~~110E-E~~	~~32~~	~~259~~	~~180~~	~~0.268~~		~~0.268~~				~~0.268~~				
~~15~~	~~RONALD L. BISHOP AND WIFE, BARBARA J. BISHOP~~	~~110E-C~~	~~1.02~~	~~105~~	~~184~~		~~0.212~~	~~0.212~~					~~0.212~~			
16	AUTOZONE, INC., A NEVADA CORPORATION	110E-F	12.01	408	89		1.090	1.090					1.090			170
~~17~~	~~C.P. ASSOCIATES, L.P.~~	~~110~~	~~54.12~~	~~399~~	~~239~~	~~13.274~~		~~13.274~~				~~13.274~~				
18	BANK OF DICKSON	110	54.06	400	250	5.110		5.110	2507 S.F.		2507 S.F.	5.052		386	187	3732
~~19~~	~~ARCHWAY PARTNERS, LLC, A DELAWARE LIMITED LIABILITY COMPANY~~	~~110~~	~~65.51~~	~~929~~	~~735~~	~~14.739~~		~~14.739~~				~~14.739~~				
~~20~~	~~ELMER GLASS AND WIFE, WANDA GLASS~~	~~110~~	~~65.47,65.02~~	~~80~~	~~261~~	~~0.912~~		~~0.912~~				~~0.912~~				
21	J.J. YOUNG, INC., A TENNESSEE CORPORATION	110	63.04	801	940		0.912	0.912					0.912	70		1556
22	PINNACLE NATIONAL BANK	110	65.09	977	849		0.911	0.911					0.911			1553
23	FLOYD E. ALBRIGHT, JR. AND WIFE, ANDREA H. ALBRIGHT	110	65.32	133	131		0.446	0.446					0.446		124	817
24	C.K. PRUETT	110	65.34	259	144		1.580	1.580					1.580	30	452	1341
~~25~~	~~DALE SWORTS AND WIFE, VIRGILEA SWORTS~~	~~111~~	~~090.01~~	~~345~~	~~223~~		~~0.705~~	~~0.705~~					~~0.705~~			
26	ALFRED BENNER	111	089.00	1031	193		0.717	0.717					0.717			445
27	JAMES M. BUTNER AND WIFE, TINA Y. BUTNER	111	088.04	350	34		0.334	0.334					0.334			1188
~~28~~	~~BULLOCK-SCOTT DEVELOPMENT~~	~~120A "A"~~	~~003.04~~	~~1106~~	~~807~~	~~0.728~~		~~0.728~~				~~0.728~~				
~~29~~	~~GARY N. DANIEL N ETAL~~	~~120A "A"~~	~~003.00~~	~~1051~~	~~868~~	~~0.533~~		~~0.533~~				~~0.533~~				
30	MARK S. BROWN AND WIFE, KATHERINE D. BROWN	120A "A"	002.03	1150	952	0.918		0.918	2814 S.F.		2814 S.F.	0.853			256	3975
31	RSC INVEST C/O FRANK CLEMENT	120A "A"	002.00	177	13	2.218		2.218	2116 S.F.		2116 S.F.	2.169			4066	2481
32	DICKSON COUNTY BOARD OF EDUCATION	120	001.12	252	107	20.023		20.023				20.023			355	583
33	KENTUCKY-TENNESSEE CONFERENCE ASSOCIATION OF SEVENTH DAY ADVENTISTS	120	003.23	118	345	0.821		0.821	0.172		0.172	0.649			3195	3779
34	THE BOARD OF REGENTS OF AND FOR THE STATE UNIVERSITY AND COMMUNITY COLLEGE SYSTEM OF TENNESSEE	120	002.00	236	181	17.500		17.500	3930 S.F.		3930 S.F.	17.410			3387	0.158 AC
~~35~~	~~TRISTAR BANK~~	~~129~~	~~017.02~~	~~933~~	~~15~~		~~1.292~~	~~1.292~~					~~1.292~~			
~~36~~	~~HOGIN FAMILY PARTNERSHIP, L.P.~~	~~120~~	~~053.00~~	~~664~~	~~839~~		~~1.231~~	~~1.231~~					~~1.231~~			
37	PILOT TRAVEL CENTERS LLC	129	053.00	716	865	10.221		10.221				10.221			49	1648
38	BALA GANPTI, INC.	129	053.03	816	672	1.166		1.166	0.131		0.131	1.035				
39	HOGIN FAMILY PARTNERSHIP, L.P.	129	053.04	537	109	0.727		0.727	2555 S.F.		2555 S.F.	0.668				594
40	HUDS, INC.	129	053.05	219	227	6.520		6.520	1582 S.F.		1582 S.F.	6.484				583
41	BARNEY B. REGEN AND WIFE, CATHARINE L. REGEN	111A "A"	005.00	394	56	1.030		1.030				1.030				441
42	ROBERT E. MOORE AND WIFE, DIANA F. MOORE	110	65.42	257	158		0.430	0.430					0.430			307
② 43	SOUTH CENTRAL TENNESSEE RAILROAD AUTHORITY			S-128											0.197 AC	
8033	KENTUCKY-TENNESSEE CONFERENCE ASSOCIATION OF SEVENTH DAY ADVENTISTS	120	003.23	118	345	3365 S.F.		3365 S.F.	3365 S.F.		3365 S.F.					

① FOR WORKING ROOM AND INSTALLATION OF EROSION PREVENTION AND SEDIMENT CONTROL ITEMS.

② AREA SHOWN UNDER "SLOPE EASEMENT" FOR TRACT NO. 43 IS PERMANENT EASEMENT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3
CONST.	2014	STP-46(21)	3

REV. 05-19-14: REVISED AREA TO BE ACQUIRED FOR TRACT NO. 31.
REV. 06-13-14: DELETED PERM. DRAINAGE ESM'T. FROM TR. NO. 22.
REV. 08-18-14: REVISED AREA TO BE ACQUIRED, SLOPE ESM'T, AND CONST. ESM'T FOR TRACT NO. 30. REVISED SLOPE ESM'T AND CONST. ESM'T FOR TRACT NO. 31.
REV. 08-22-14: ADDED NOTE 2 TO TRACT NO. 43. ADDED TRACT NO. 8033.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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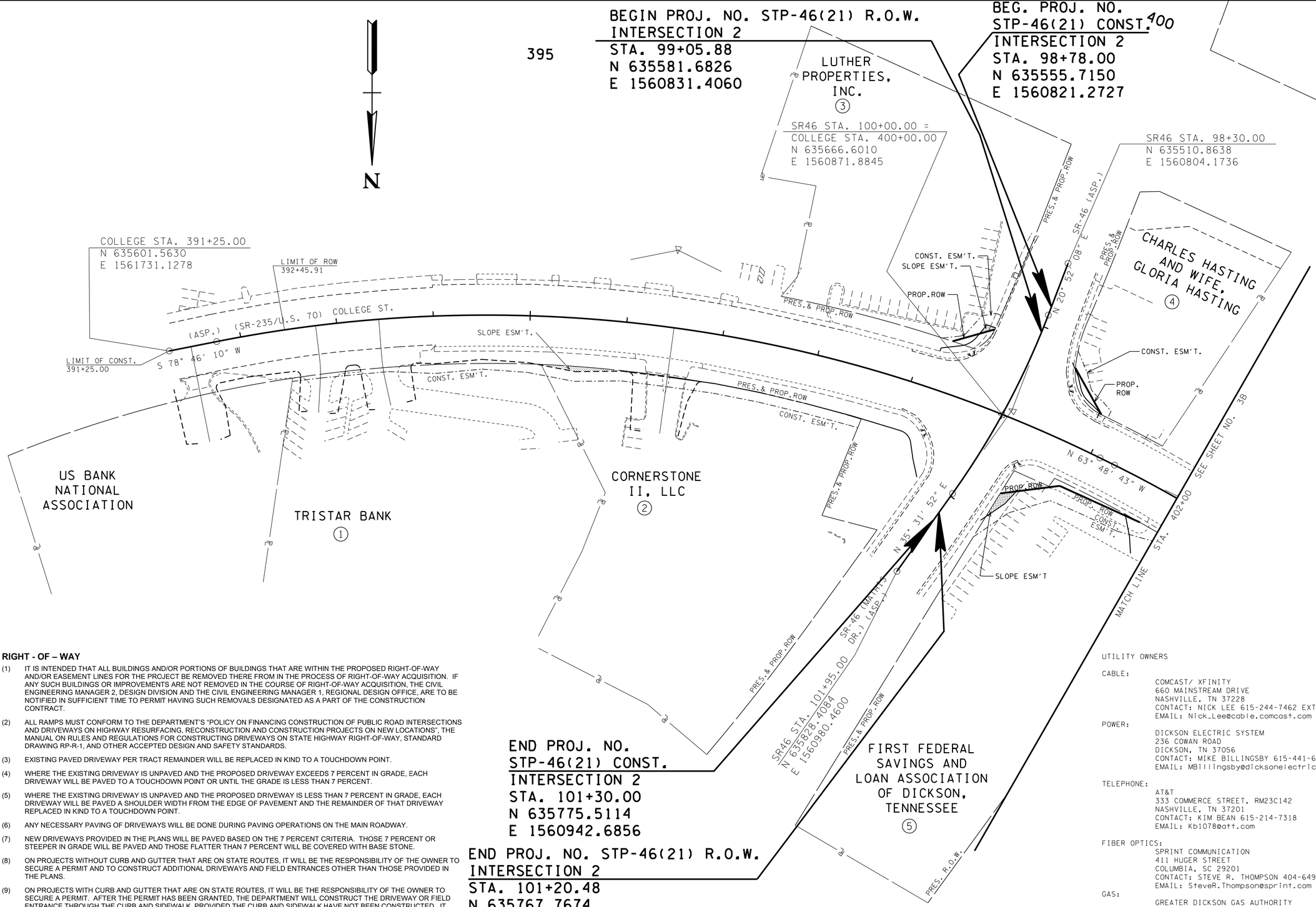
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3A
CONST.	2014	STP-46(21)	3A



RIGHT - OF – WAY

(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 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 PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(10) 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.

(11) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

UTILITY OWNERS

CABLE:
COMCAST/ XFINITY
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
CONTACT: NICK LEE 615-244-7462 EXT 1115251
EMAIL: Nick_Lee@cable.comcast.com

POWER:
DICKSON ELECTRIC SYSTEM
236 COWAN ROAD
DICKSON, TN 37056
CONTACT: MIKE BILLINGSBY 615-441-6301
EMAIL: MBillingsby@dicksonelectric.com

TELEPHONE:
AT&T
333 COMMERCE STREET, RM23C142
NASHVILLE, TN 37201
CONTACT: KIM BEAN 615-214-7318
EMAIL: Kb1078@att.com

FIBER OPTICS:
SPRINT COMMUNICATION
411 HUGER STREET
COLUMBIA, SC 29201
CONTACT: STEVE R. THOMPSON 404-649-2355
EMAIL: SteveR.Thompson@sprint.com

GAS:
GREATER DICKSON GAS AUTHORITY
605 EAST WALNUT STREET
DICKSON, TENNESSEE 37055
CONTACT: ROBERT DURHAM 615-441-2830
EMAIL: RDURHAM@GD.COM

WATER & SEWER:
WATER AUTHORITY OF DICKSON COUNTY
101 COWAN ROAD
DICKSON, TN 37055
CONTACT: MICHAEL ADAMS 615-441-4188
EMAIL: madams@wadc.us

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

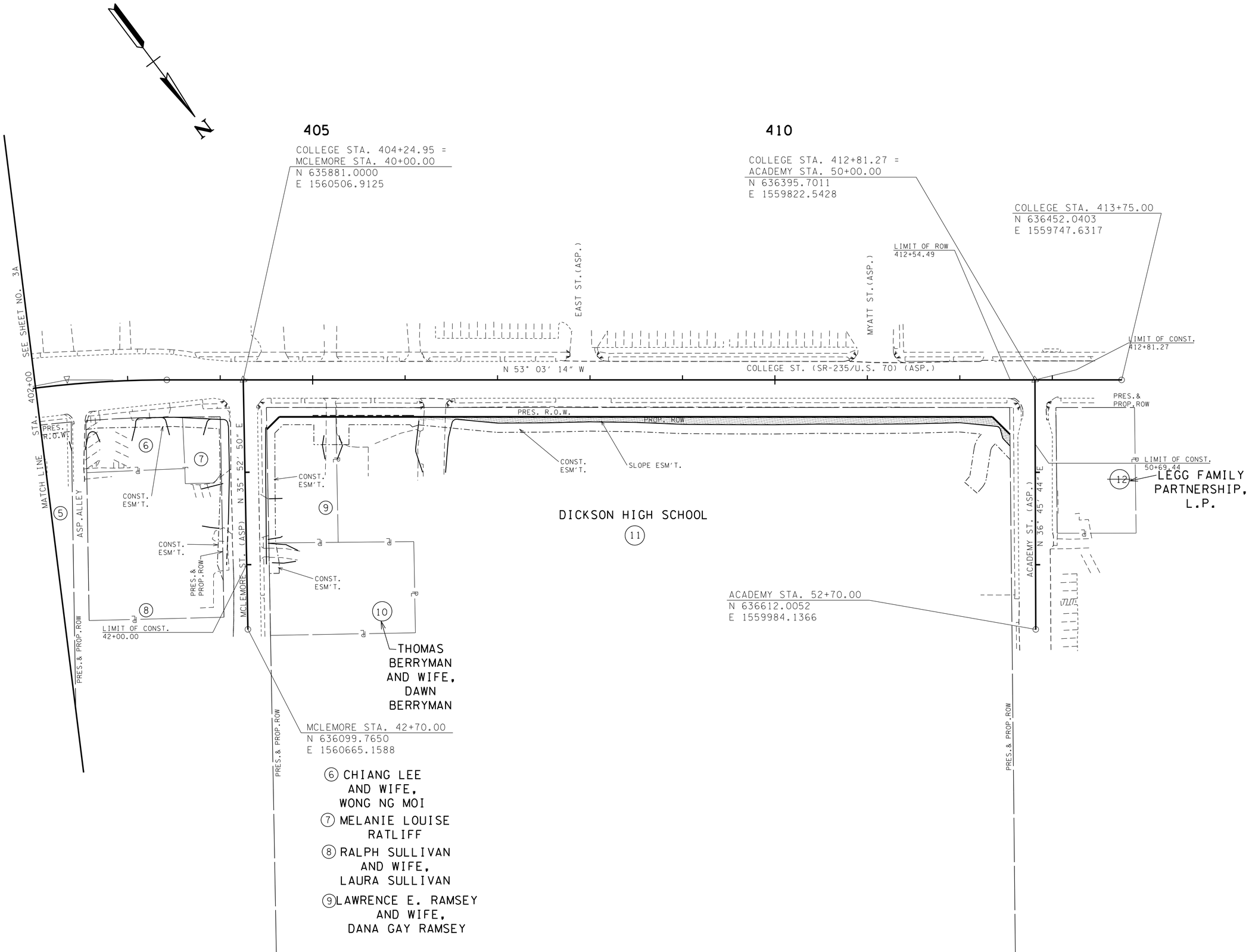
PROPERTY MAP

INTERSECTION NO. 2
STA.391+25 TO STA.402+00

SCALE: 1"= 50'

9/23/2014 4:10:35 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\003A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3B
CONST.	2014	STP-46(21)	3B



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

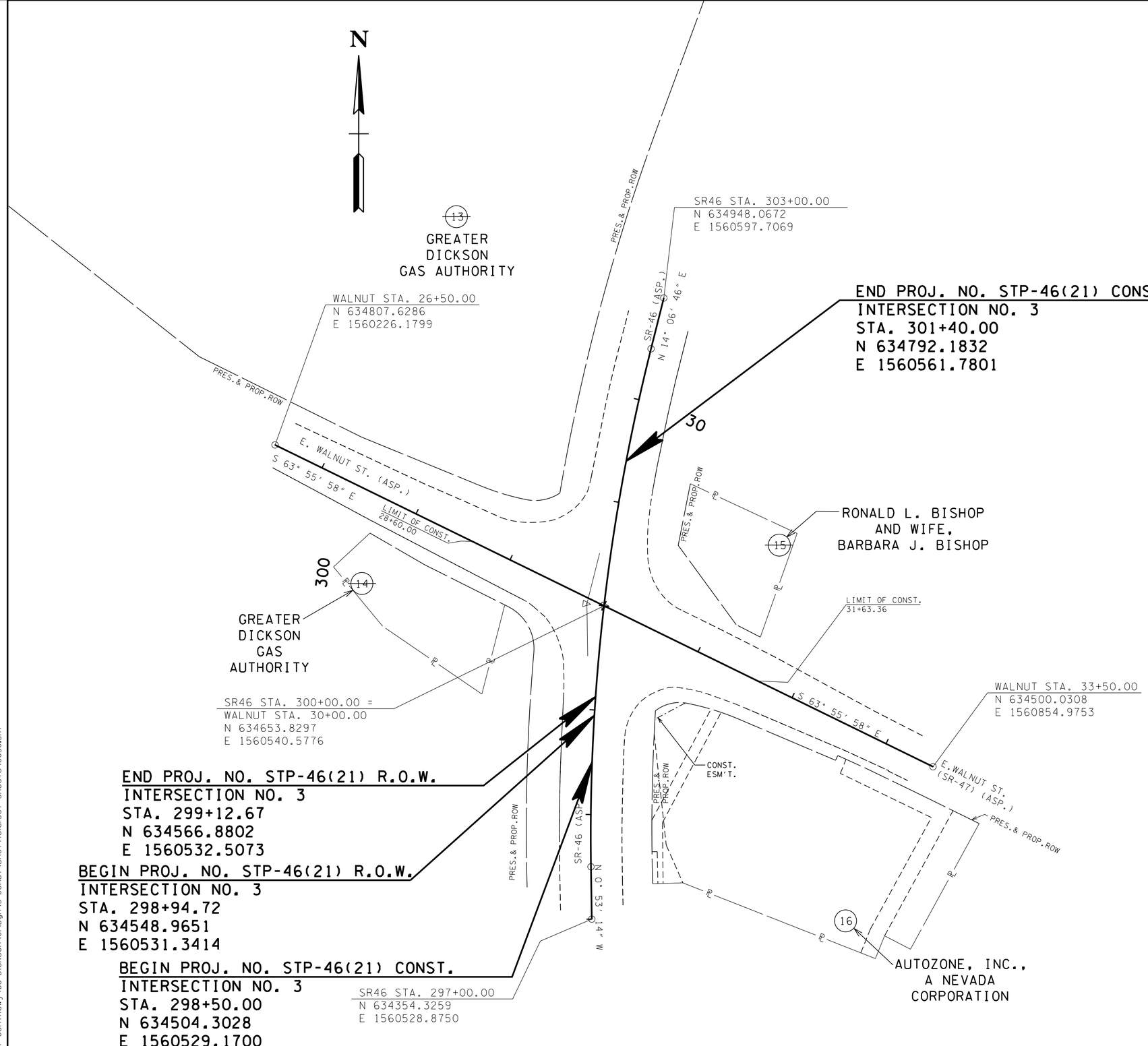
PROPERTY MAP

INTERSECTION NO. 2
STA.402+00 TO STA.413+00

SCALE: 1"= 50'

9/23/2014 4:10:48 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3C
CONST.	2014	STP-46(21)	3C



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

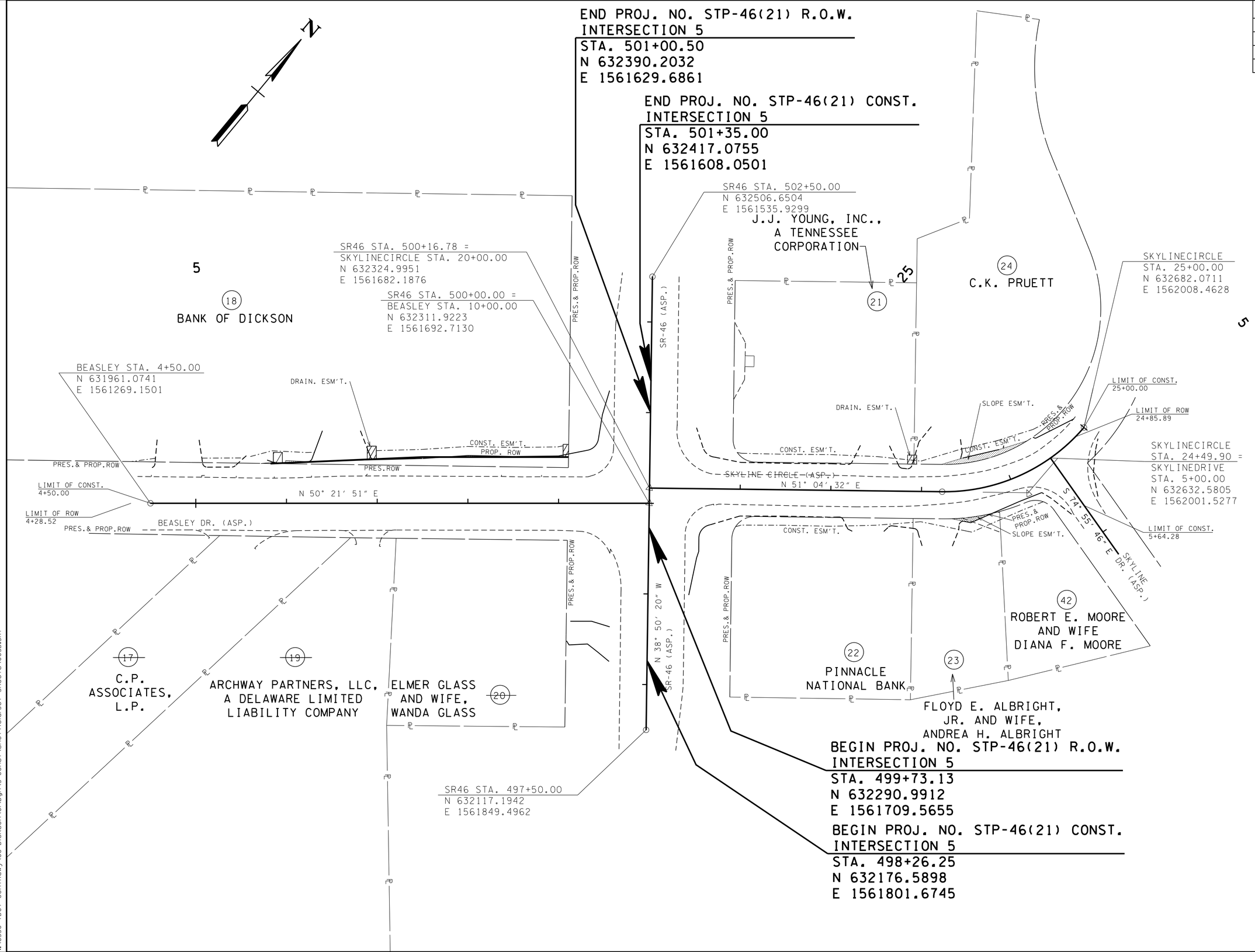
PROPERTY MAP

INTERSECTION NO.3

SCALE: 1"= 50'

9/23/2014 4:10:48 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\003C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3D
CONST.	2014	STP-46(21)	3D



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

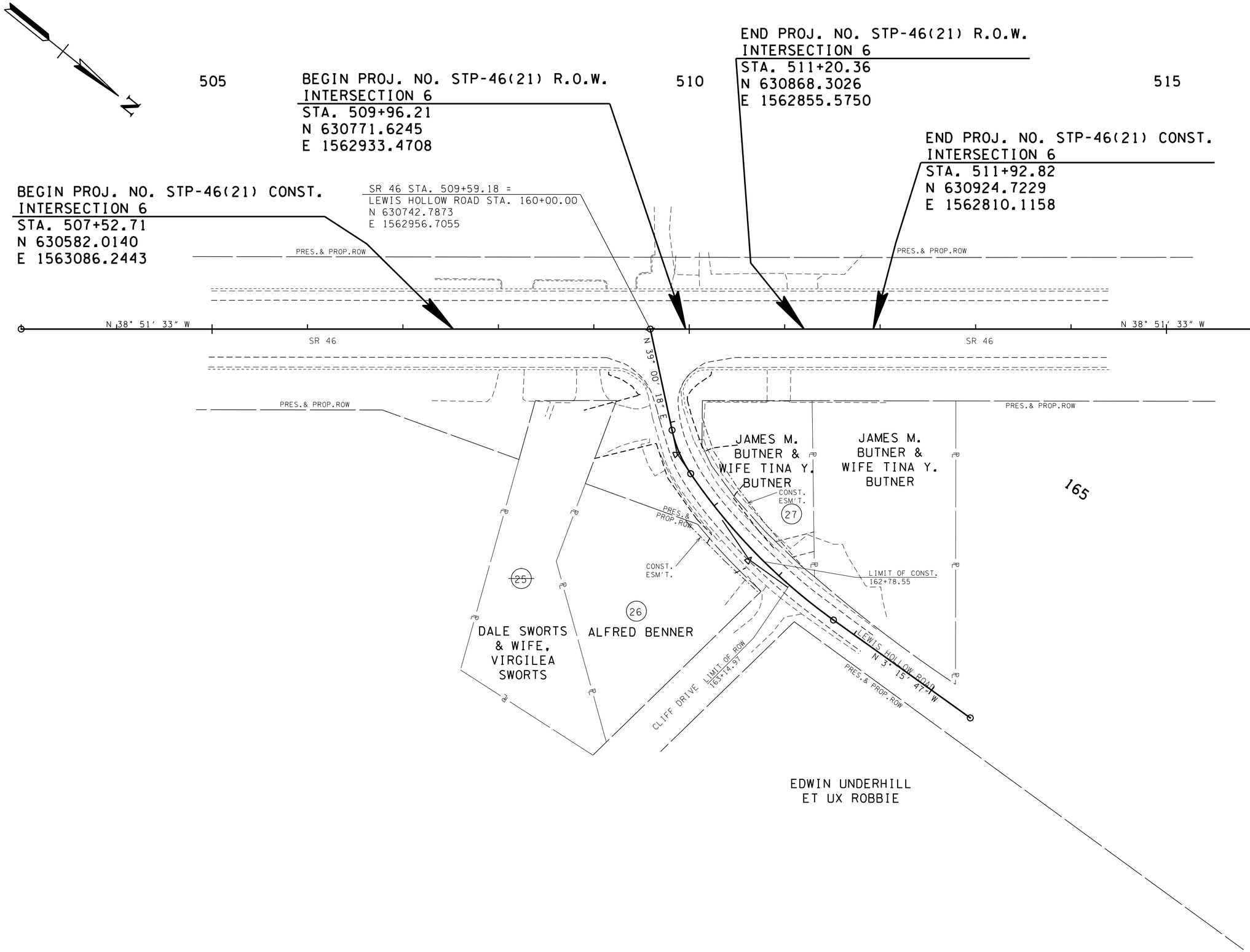
PROPERTY MAP

INTERSECTION NO.5

SCALE: 1"= 50'

9/23/2014 4:10:48 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\0030.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3E
CONST.	2014	STP-46(21)	3E



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

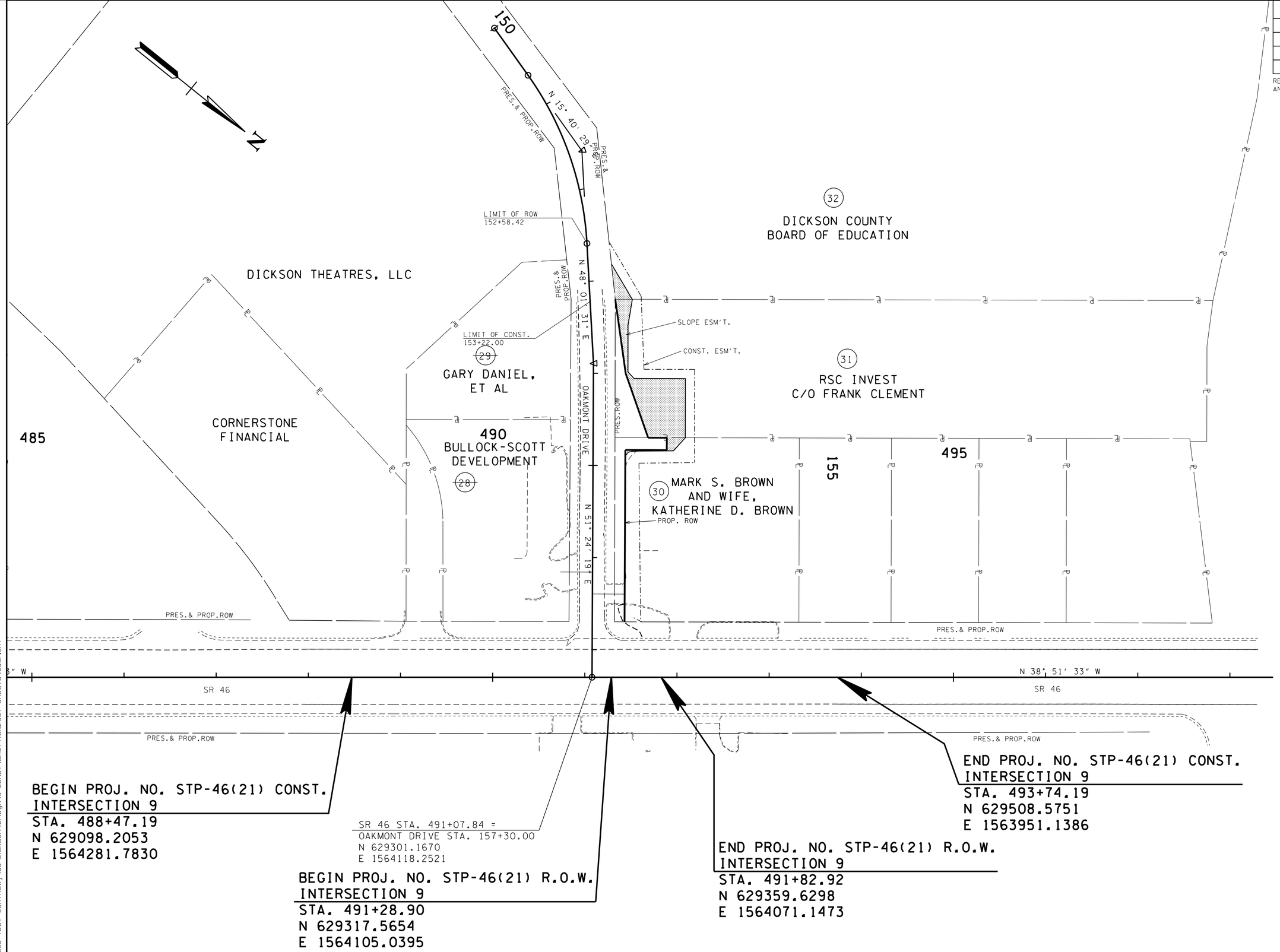
INTERSECTION NO.6

SCALE: 1"= 50'

9/23/2014 4:10:49 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003E.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3F
CONST.	2014	STP-46(21)	3F

REV. 8-18-14: REVISED PROP. R.O.W., SLOPE ESM'T. AND CONST. ESM'T FOR TRACT NOS. 30 AND 31.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

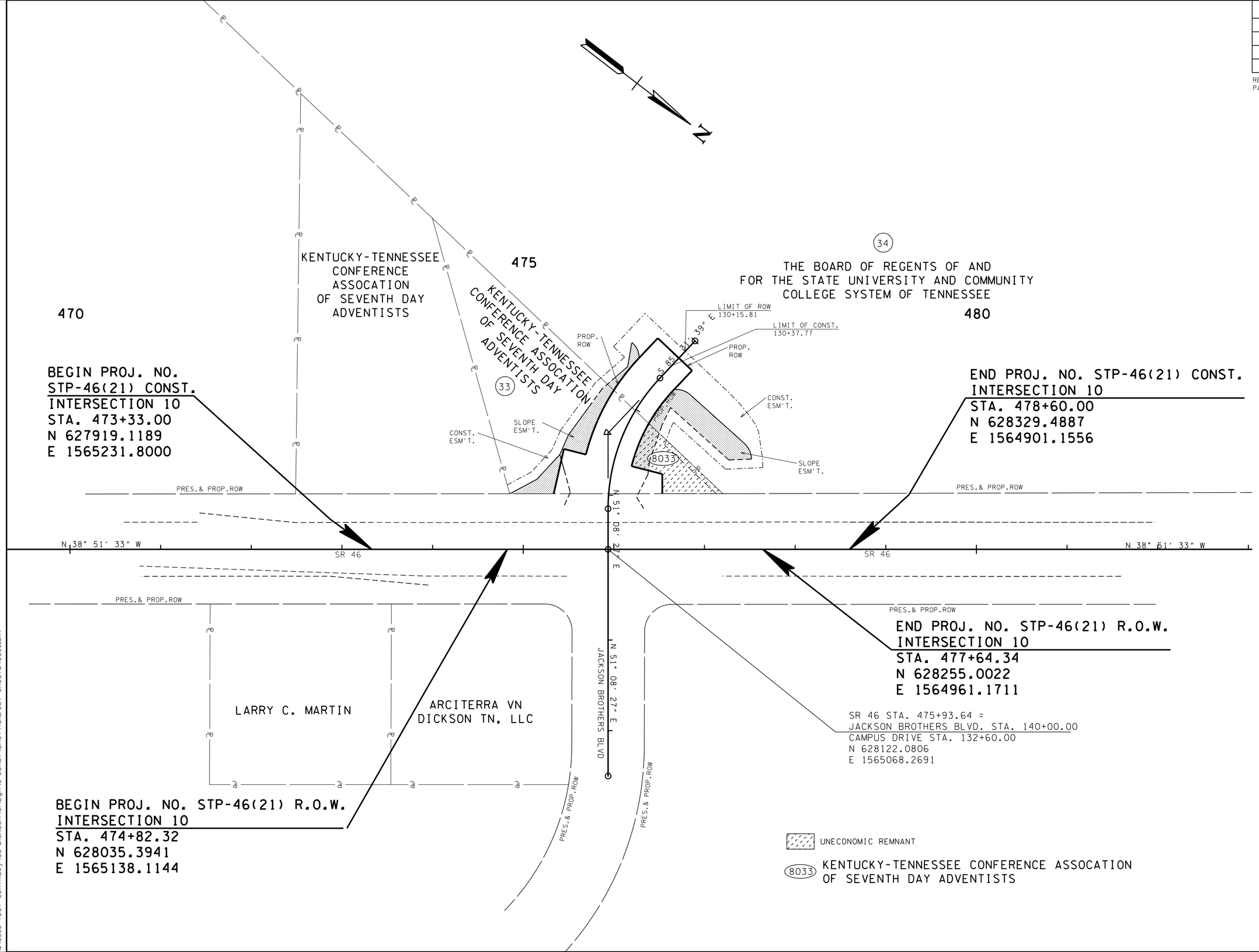
INTERSECTION NO.9

SCALE: 1"= 50'

9/23/2014 4:10:50 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003F.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3G
CONST.	2014	STP-46(21)	3G

REV. 8-22-14: ADDED TRACT NO. 8033. ADDED PATTERNING FOR UNECONOMIC REMNANT.



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

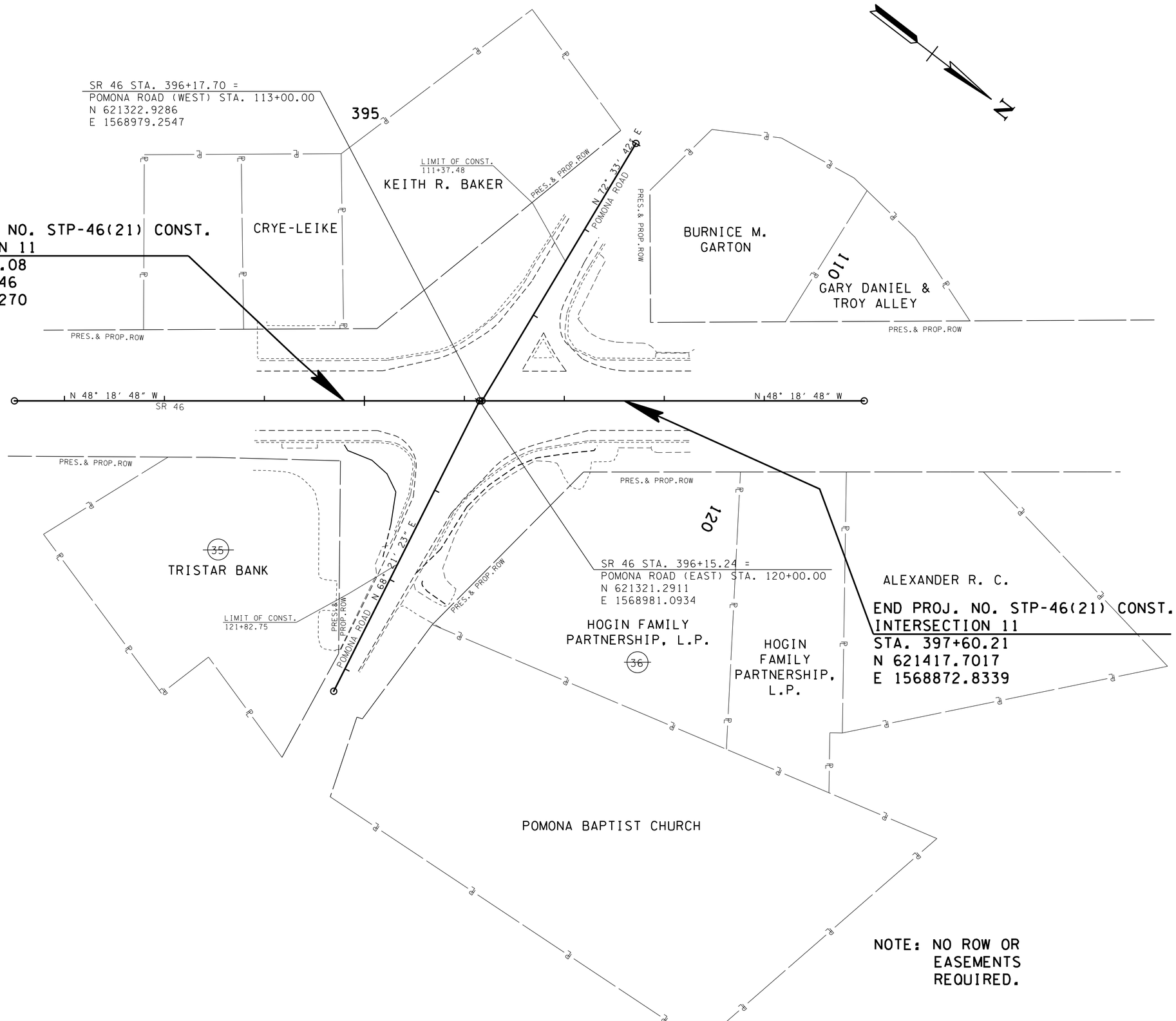
PROPERTY MAP

INTERSECTION NO.10

SCALE: 1"= 50′

9/23/2014 4:10:50 PM
N:\8536 TDOT Con+Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003G.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3H
CONST.	2014	STP-46(21)	3H



NOTE: NO ROW OR EASEMENTS REQUIRED.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

INTERSECTION NO.11

SCALE: 1"= 50'

9/23/2014 4:10:51PM
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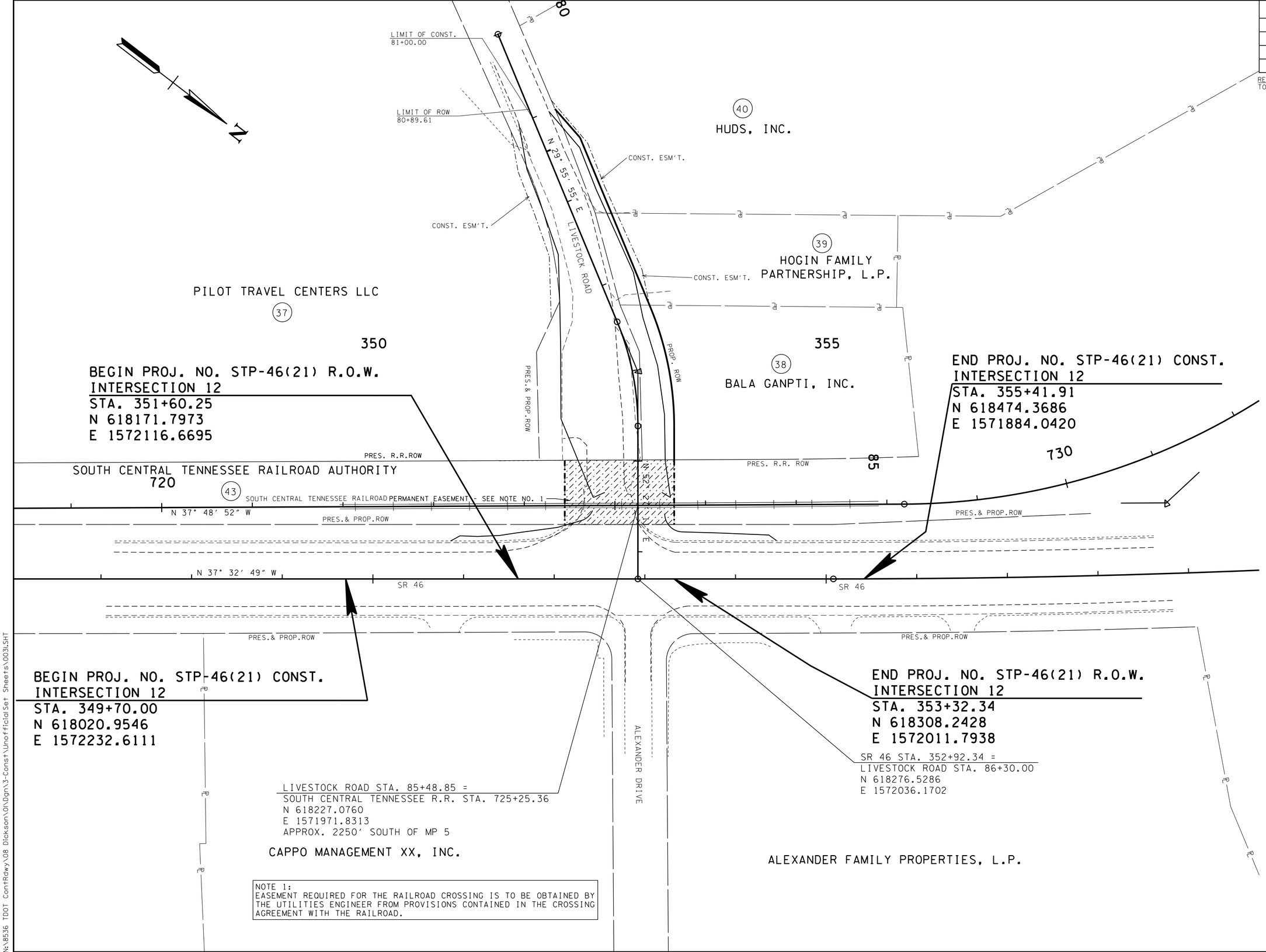
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3I
CONST.	2014	STP-46(21)	3I

REV. 08-22-14: ADDED EASEMENT PATTERNING TO TRACT NO. 43.



NOTE 1:
EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER FROM PROVISIONS CONTAINED IN THE CROSSING AGREEMENT WITH THE RAILROAD.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

INTERSECTION NO.12

SCALE: 1"= 50'

9/23/2014 4:10:51 PM
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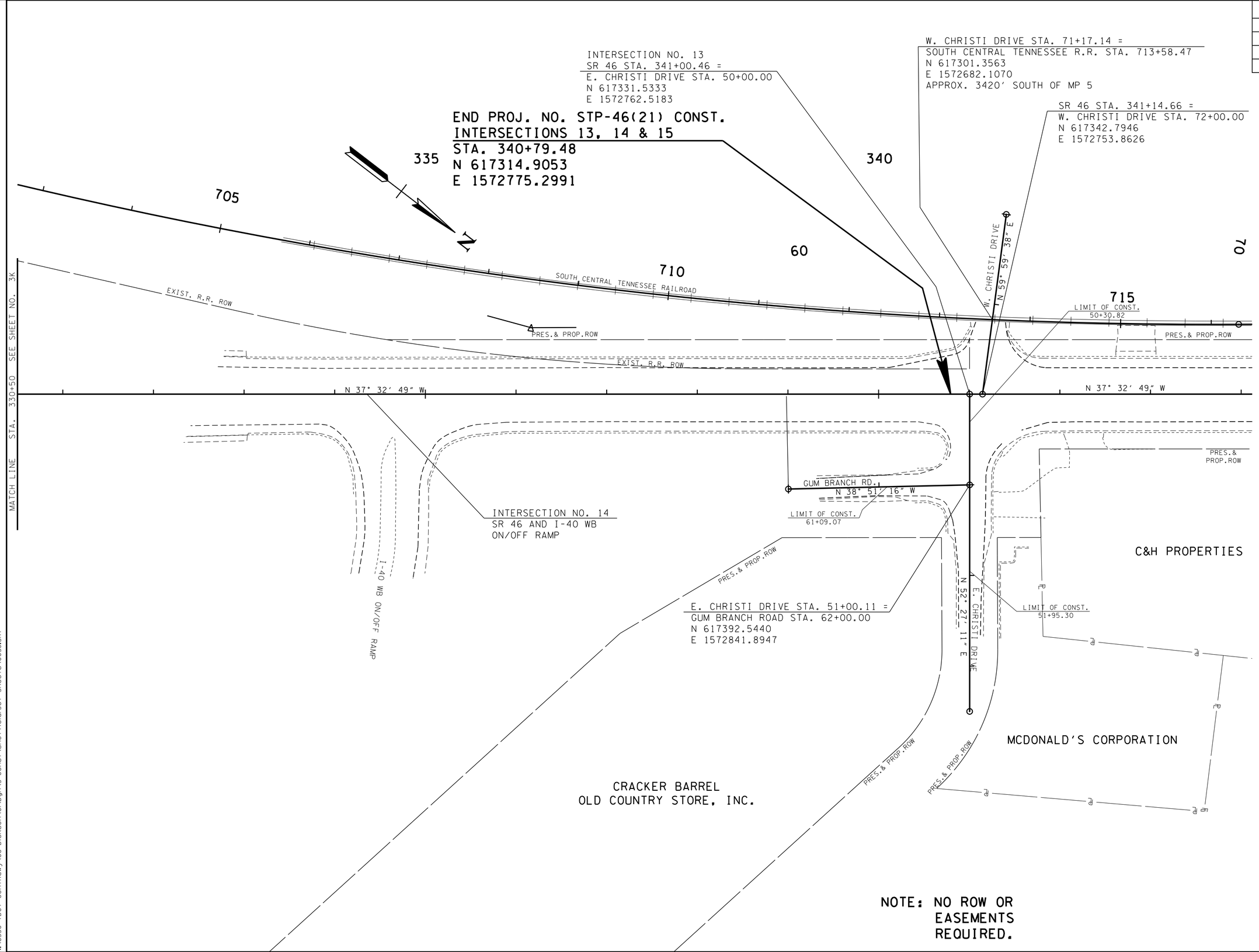
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3J
CONST.	2014	STP-46(21)	3J



NOTE: NO ROW OR EASEMENTS REQUIRED.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

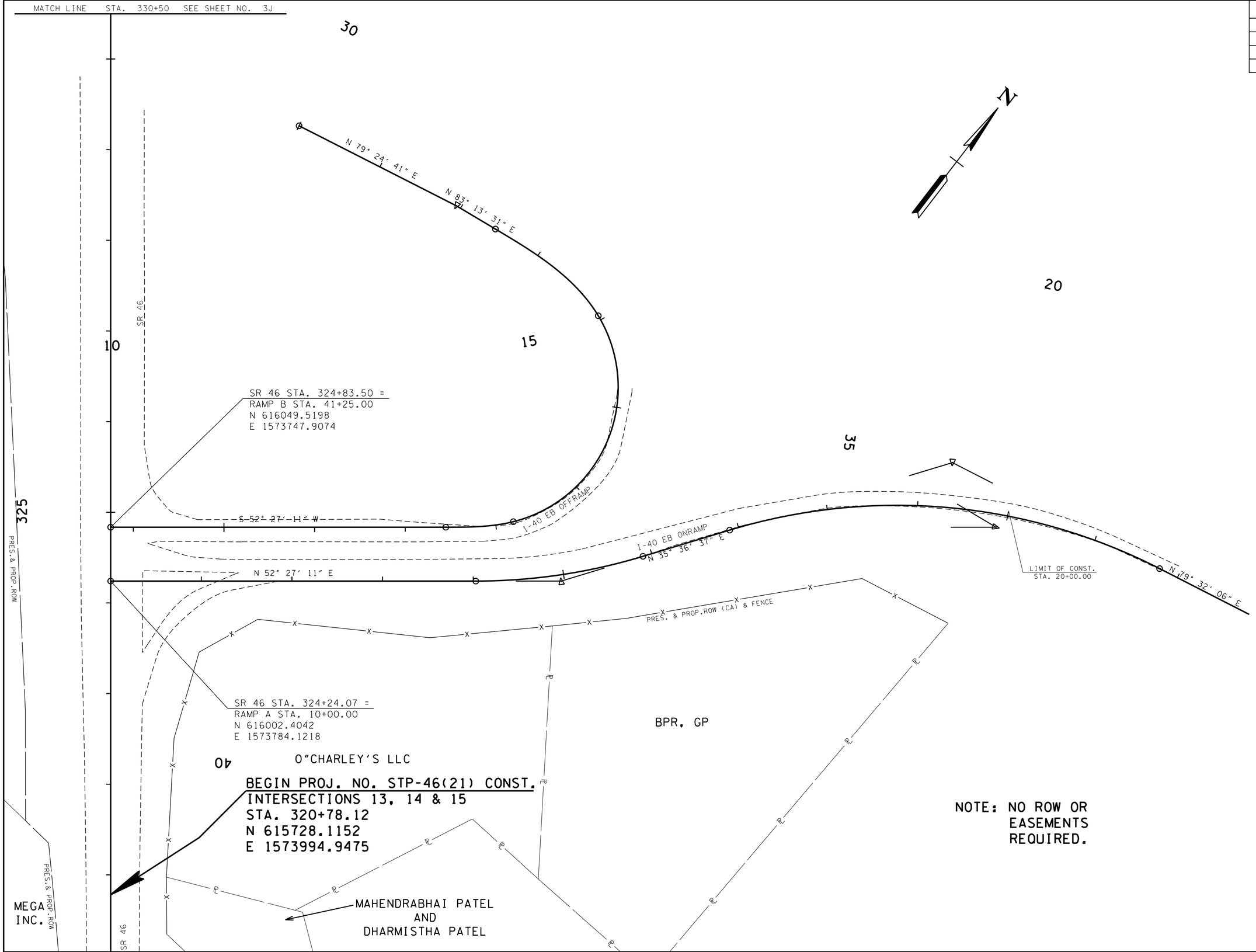
PROPERTY MAP

INTERSECTION NO.13 & 14

SCALE: 1"= 50'

9/23/2014 4:10:51 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003J.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3K
CONST.	2014	STP-46(21)	3K



9/23/2014 4:10:52 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003K.SHT

UNOFFICIAL SET

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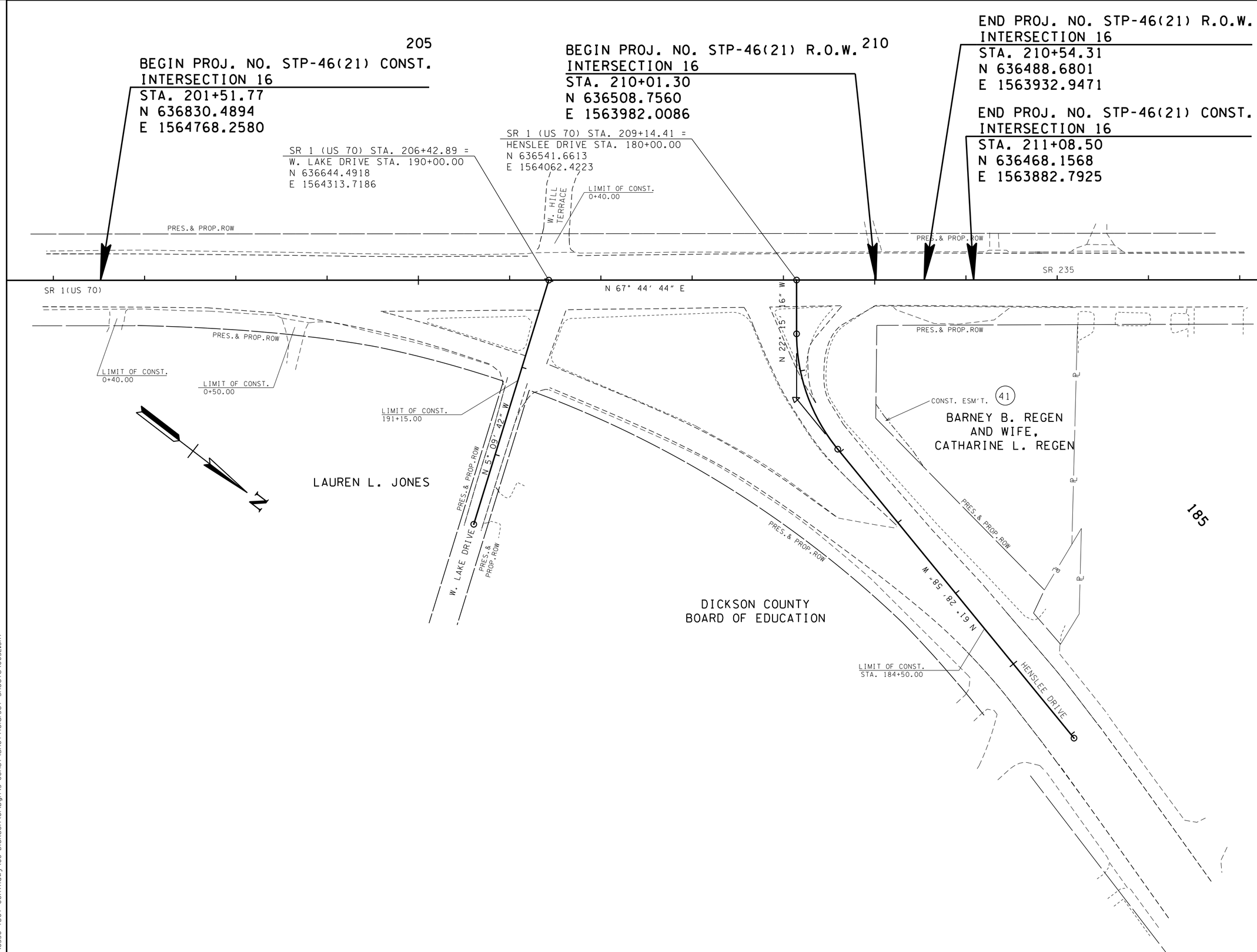
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

INTERSECTION NO. 15

SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	3L
CONST.	2014	STP-46(21)	3L



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

INTERSECTION NO.16

SCALE: 1"= 50'

9/23/2014 4:10:52 PM
N:\8536 TDOT Con+Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\003L.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	4
CONST.	2014	STP-46(21)	4

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S5	635723.7001	1560845.8114	780.673	400+46.79	42.61	ALUM DISK
S6	636098.8606	1561134.8005	780.185	398+71.72	495.19	ALUM DISK
S7	635543.0891	1561622.2140	808.057	392+41.49	-37.73	ALUM DISK

D1
TOP-801.61
FULL OF DEBRIS;
PIPE SIZE, ORIGIN,
& DESTINATION UNK.

D2
TOP-800.95
FULL OF DEBRIS;
PIPE SIZE, ORIGIN,
& DESTINATION UNK.

D3
TOP-800.14
FULL OF DEBRIS;
PIPE SIZE, ORIGIN,
& DESTINATION UNK.

D4 TO D5
TOP-802.60
BOT-800.75
OUT-800.72
15"RCP

D5 TO D6
TOP-801.97
IN-799.97
BOT-797.95
OUT-RRECESSED
UNKNOWN.
15" (TAKEN
FROM PLAN)

D6 TO D10
TOP-799.05
BOT-796.02
INV-RECESSED
UNKNOWN.
IN-15", OUT-18"
(TAKEN FROM PLAN)

CURVE SR46*2-1
PI 99+92.28
N 635,662.5022
E 1,560,861.9843
PC 98+86.98
PT 100+96.44
Δ 14° 39' 44" (RT)
D 7° 00' 00"
R 818.51
L 209.46
T 105.31
SE EXISTING
POSTED SPEED 40 MPH

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 99+05.88
N 635581.6826
E 1560831.4060

395
CURVE COLLEGE-1
PI 396+60.01
N 635,497.3662
E 1,561,206.3648
Δ 37° 25' 07" (RT)
D 4° 00' 00"
R 1,432.39
L 935.46
T 485.10
SE EXISTING
POSTED SPEED 40 MPH

BEG. PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 98+78.00
N 635555.7150
E 1560821.2727

400

SR46 STA. 100+00.00 =
COLLEGE STA. 400+00.00
N 635666.6010
E 1560871.8845

SR46 STA. 98+30.00
N 635510.8638
E 1560804.1736

COLLEGE STA. 391+25.00
N 635601.5630
E 1561731.1278

LIMIT OF CONST.
391+25.00

LIMIT OF ROW
392+45.91

S 78° 46' 10" W

N 65° 37' 8" W

N 35° 31' 52" E

N75°27'06"W
58.75'

N 31° 58' 24" E
171.22'

S 64° 29' 8" E
88.11'

S 8° 45' 40" W
150.16'

N 4° 47' 32" E
136.03'

S 16° 23' 17" E
118.57'

N08°10'15"E
262.95'

PC 391+74.91

PT 402+00

STA. 402+00

MATCH LINE

SEE SHEET NO. 5

PT 401+10.37

SR46 STA. 101+95.00
N 635828.4084
E 1560980.4600

END PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 101+30.00
N 635775.5114
E 1560942.6856

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 101+20.48
N 635767.7674
E 1560937.1555

D7 TO D8
TOP-797.39
BOT-795.30
OUT-795.33
15"RCP

D8 TO D9
TOP-791.86
IN-789.81 15"RCP
BOT-789.72
OUT-789.61 15"RCP

D9 TO D10
TOP-792.26
IN-788.97 15"RCP
BOT-788.79
OUT-788.74 15"RCP

D10 TO D14(ASSUMED)
TOP-789.41
BOT-785.16
IN'E'-18"RECESSED,
UNKNOWN
IN'S'-785.25 15" RCP
OUT-784.87 24"RCP

D11 TO CONC. BOX.
DETENTION POND
OVERFLOW
STRUCTURE
TOP-779.00
OUT-776.94

D12 TO CONC. BOX
TOP-778.68
IN'W'-775.28 15"RCP
IN'S'-771.29 24"RCP
BOT-771.39
OUT'E'-771.31 CUT OUT
HOLE INTO CONC. BOX

D13 TO D12
TOP-780.11
BOT-777.80
OUT-RECESSED,
UNKNOWN

D14 TO D12
TOP-781.23
BOT-776.51
IN'E'-777.88
24"RCP
OUT-RECESSED,
UNKNOWN

D15 TO D16
TOP-785.55
OUT-781.63
18"RCP

D16
TOP-785.21
IN-785.78 18"RCP
BOT-775.32
OUT-RECESSED,
UNKNOWN
DESTINATION
UNKNOWN

D17
TOP-783.23
BOT-777.29
OUT-RECESSED;
SIZE, ORIGIN,
DESTINATION,
UNKNOWN

D18 TO 8'X5' BOX
TOP-780.87
BOT-775.05
OUT-775.10 24"RCP

D19
TOP-782.38
BOT-778.57
OUT-778.53 15"RCP
DESTINATION
UNKNOWN

D20 TO 8'X5' BOX
TOP-780.38
BOT-777.20
OUT-24"RCP

D21
TOP-781.38
BOT-778.13
OUT-RECESSED,
UNKNOWN

D22
TOP-782.00
BOT-778.71
OUT-RECESSED;
SIZE, ORIGIN,
DESTINATION,
UNKNOWN

D23 TO D24
TOP-781.66
BOT-780.12
OUT-780.10
15"RCP

D24 TO UNKNOWN
TOP-784.82
IN-778.06 15"RCP
BOT-778.03
OUT-RECESSED,
UNKNOWN
DESTINATION
UNKNOWN

D25 TO D26
TOP-782.29
OUT-778.85
15"PVC

D26 TO 8'X5' BOX
TOP-780.66
IN-775.87 15"PVC
BOT-774.43
OUT-RECESSED,
UNKNOWN
24" (PLAN)

D27 TO 8'X5' BOX
TOP-780.68
BOT-768.98
OUT-RECESSED,
UNKNOWN
24" (PLAN)

D28 TO 8'X5' BOX
TOP-779.78
IN-RECESSED
BOT-771.72
OUT-RECESSED,
UNKNOWN
36" (PLAN)

D29
TOP-779.41
BOT-777.36
INVERTS RECESSED,
ORIGIN AND DESTIN-
ATION UNKNOWN

D30
TOP-778.93
BOT-776.78
INVERTS RECESSED,
ORIGIN AND DESTIN-
ATION UNKNOWN

SANITARY SEWER
MANHOLES

S7 TO S10
TOP-781.77
IN'SW'-775.25
IN'NW'-775.31
OUT-774.87

S8 TO S9
TOP-779.66
OUT-771.94

S9 TO S10
TOP-782.07
IN-770.48
OUT-770.43

S10 TO S11
TOP-781.07
IN'W'-769.23
IN'SE'-769.85
OUT-769.03

S11
TOP-782.83
IN-759.16

S12 to S13
TOP-798.86
IN-793.99
OUT-793.83

S13 TO S14
TOP-784.89
IN-777.92
OUT-777.83

S14 TO S15
TOP-784.21
IN'S'-777.04 8"
IN'W'-777.03 8"
(ORIGIN UNKNOWN)
OUT-769.77

S15 TO S16
TOP-781.92
IN-769.30
OUT-769.23

S16
TOP-783.73
IN-768.02

LINE & CURVE TABLE
L11 R=1308.14' L=153.51'
L12 S34°31'00"W 10.14'
L13 N65°50'30"W 39.37'

US BANK
NATIONAL
ASSOCIATION

1-S-B
U.S. BANK

CANOPY

TRISTAR BANK
①

1-S-B
LEADER
FURNITURE

1-S-METAL
LEADER MARINE

1-S-B
THRIFTSTORE,
ADVANCE CASH

VACANT

SPARTAN
STAFFING,
VACANT
1-S-B

DALE'S
QUICK
PRINT

VACANT

1-S-3
STUCCO
ENDO-
SCOPY

LUTHER
PROPERTIES,
INC.
③

1-S-BL
RITE AID
PHARMACY

CORNERSTONE
II, LLC
②

1-S-BL
WALGREENS

CHARLES HASTING
AND WIFE,
GLORIA HASTING
④

2-S-B
TRI-STAR
BANK

2-S-B
FIRST
NATIONAL
BANK

FIRST FEDERAL
SAVINGS AND
LOAN ASSOCIATION
OF DICKSON,
TENNESSEE
⑤

(SR-235/U.S. 70) COLLEGE ST.

SR-46 (MAIN ST.)

SR-46 (ASP.)

PRES. R.O.W.

PRES.& PROP.ROW

ASP. PARKING

LANDSCAPED AREA

GROUND LIGHTS

APPROX. LOCATION OF UG FUEL TANKS

1-STY SPEEDIE CASH

CP-S5

CP-S6

CP-S7

EIP

X IN CONC

UNOFFICIAL
SET
NOT FOR
BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
INTERSECTION NO. 2
STA.391+25 TO STA.402+00

SCALE: 1"= 50'

9/23/2014 4:10:53 PM
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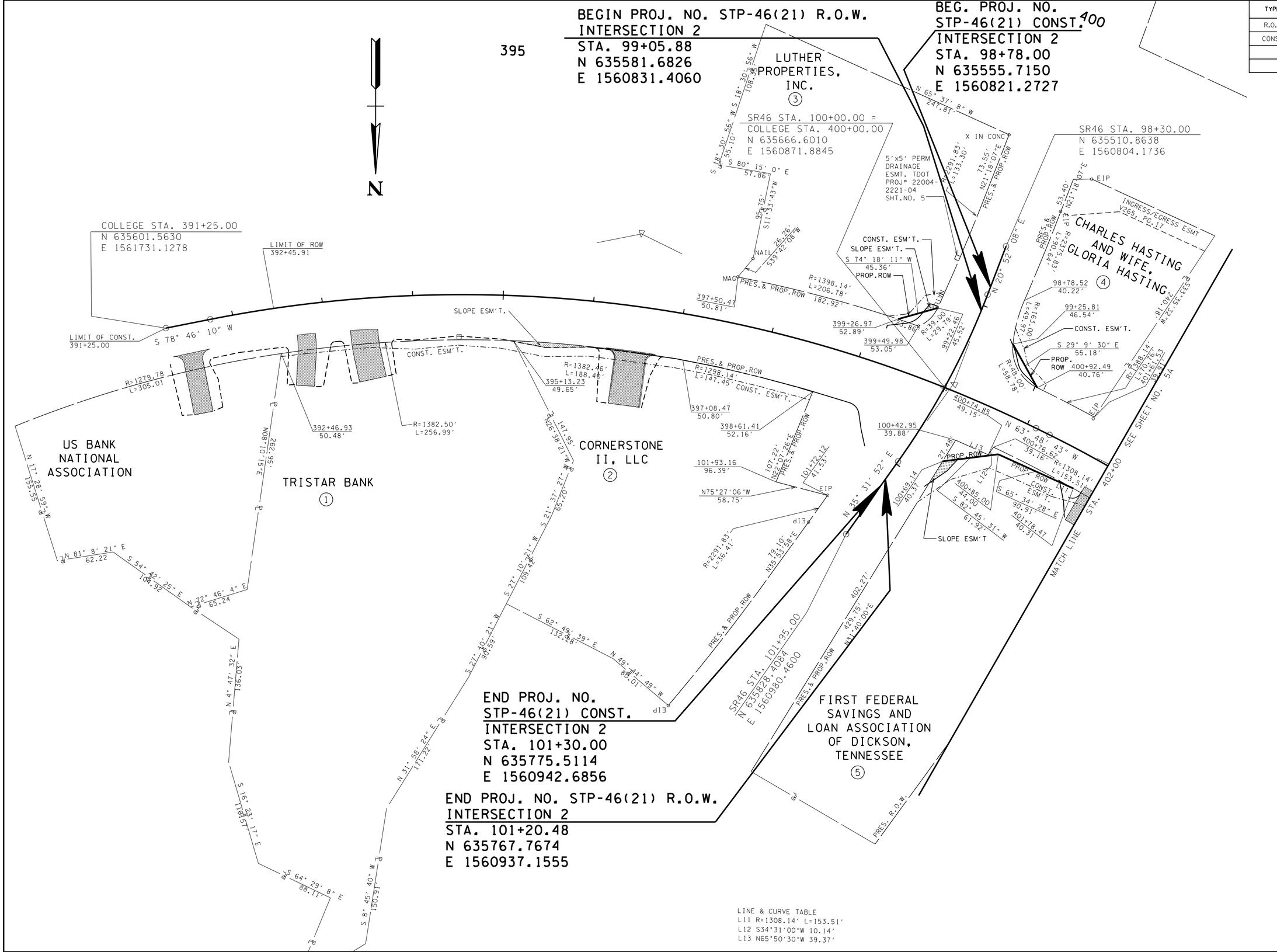
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	4A
CONST.	2014	STP-46(21)	4A



LINE & CURVE TABLE
L11 R=1308.14' L=153.51'
L12 S34°31'00"W 10.14'
L13 N65°50'30"W 39.37'

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

INTERSECTION NO. 2
STA.391+25 TO STA.402+00

SCALE: 1"= 50'

9/23/2014 4:10:54 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	4B
CONST.	2014	STP-46(21)	4B

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 99+05.88
N 635581.6826
E 1560831.4060

BEG. PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 98+78.00
N 635555.7150
E 1560821.2727

395
CURVE COLLEGE-1
PI 396+60.01
N 635,497.3662
E 1,561,206.3648
Δ 37° 25′ 07″ (RT)
D 4° 00′ 00″
R 1,432.39
L 935.46
T 485.10
SE EXISTING
POSTED SPEED 40 MPH

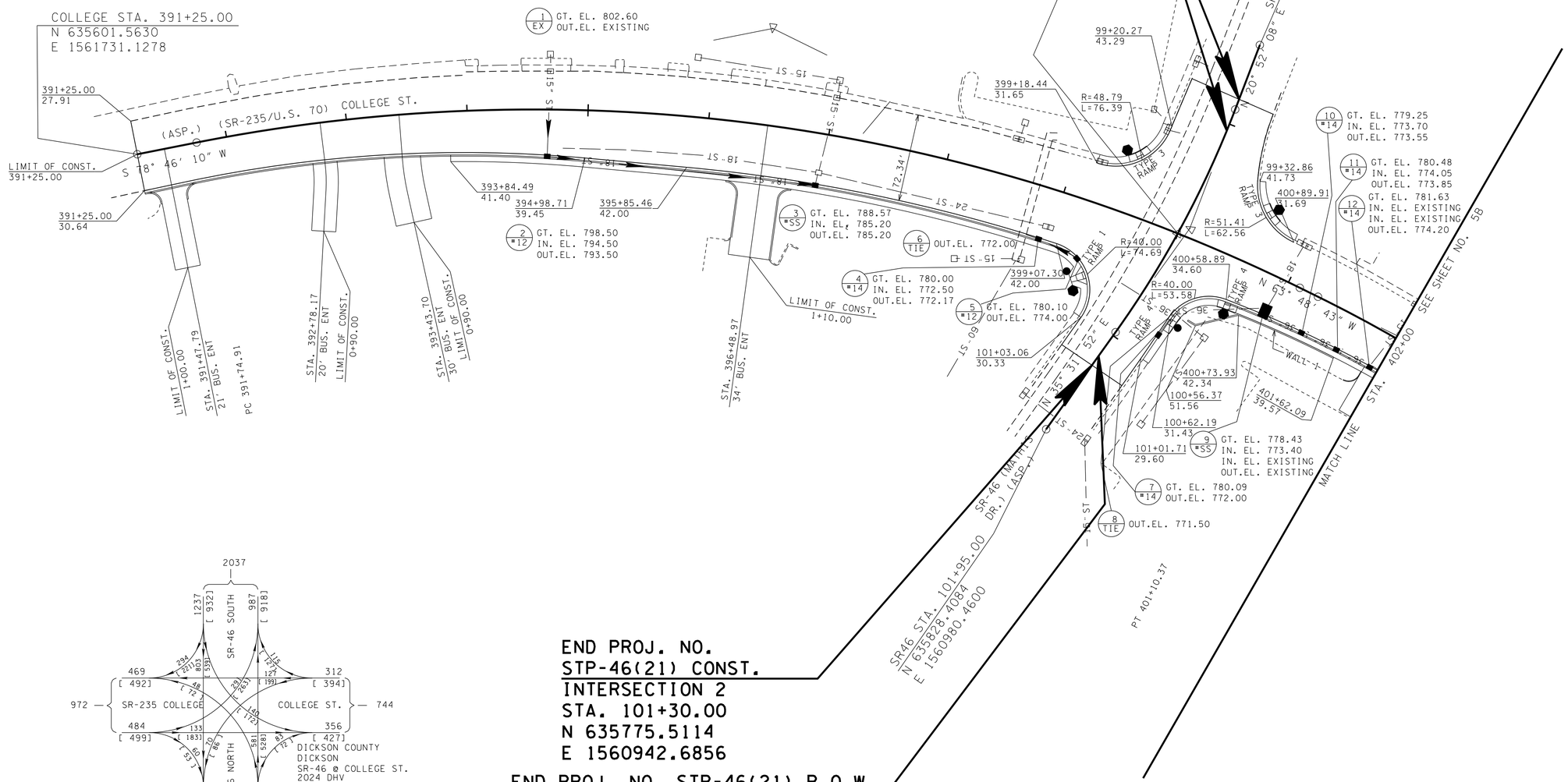
CURVE SR46*2-1
PI 99+92.28
N 635,662.5022
E 1,560,861.9843
PC 98+86.98
PT 100+96.44
Δ 14° 39′ 44″ (RT)
D 7° 00′ 00″
R 818.51
L 209.46
T 105.31
SE EXISTING
POSTED SPEED 40 MPH

N

SR46 STA. 100+00.00 =
COLLEGE STA. 400+00.00
N 635666.6010
E 1560871.8845

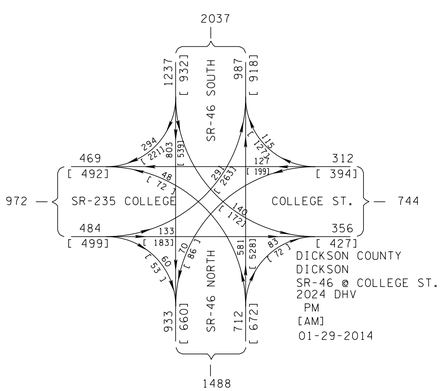
SR46 STA. 98+30.00
N 635510.8638
E 1560804.1736

COLLEGE STA. 391+25.00
N 635601.5630
E 1561731.1278



END PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 101+30.00
N 635775.5114
E 1560942.6856

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 101+20.48
N 635767.7674
E 1560937.1555



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

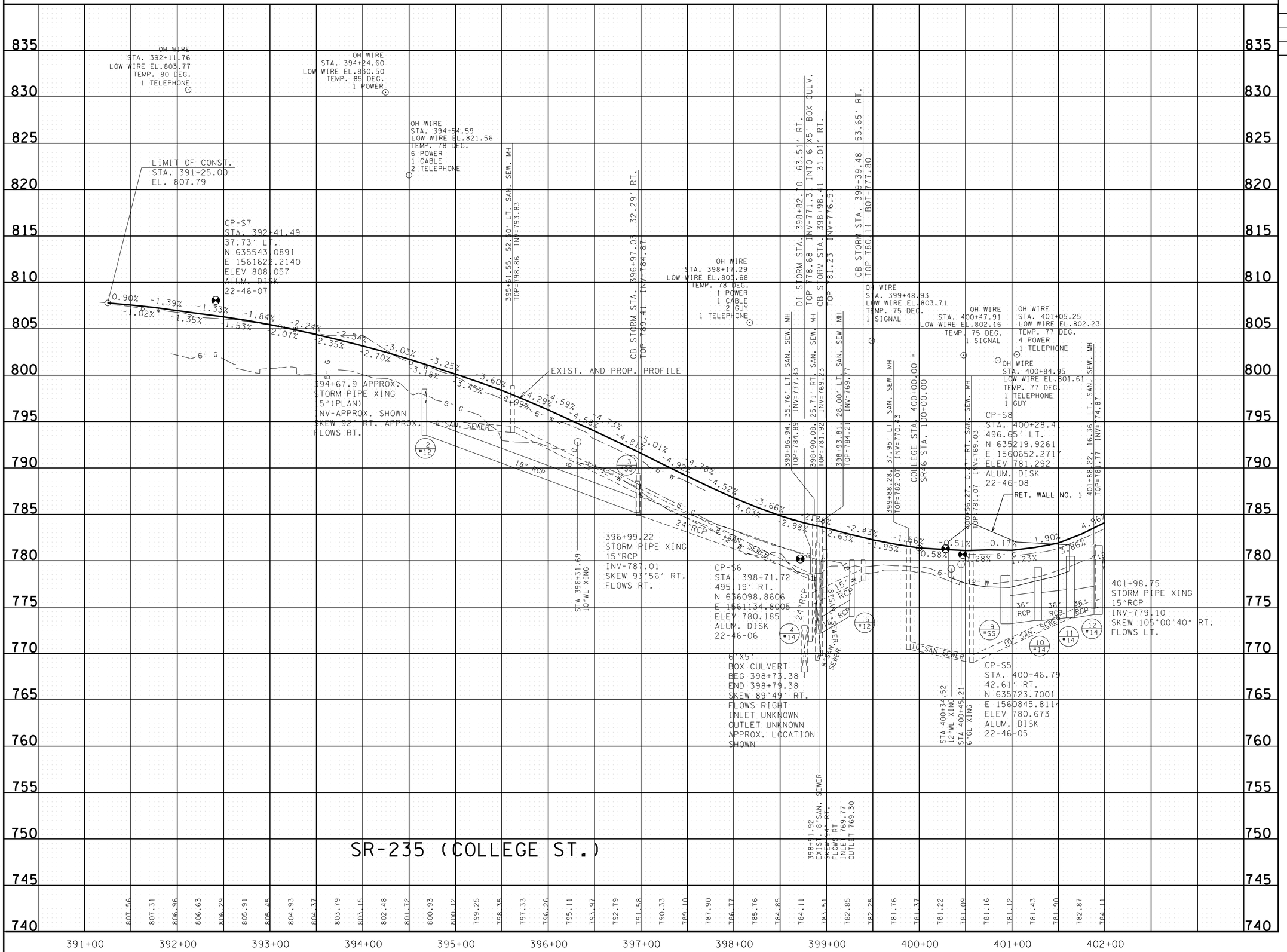
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT
INTERSECTION NO. 2
STA.391+25 TO STA.402+00
SCALE: 1"= 50'

9/23/2014 4:10:55 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\004B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	4C
CONST.	2014	STP-46(21)	4C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

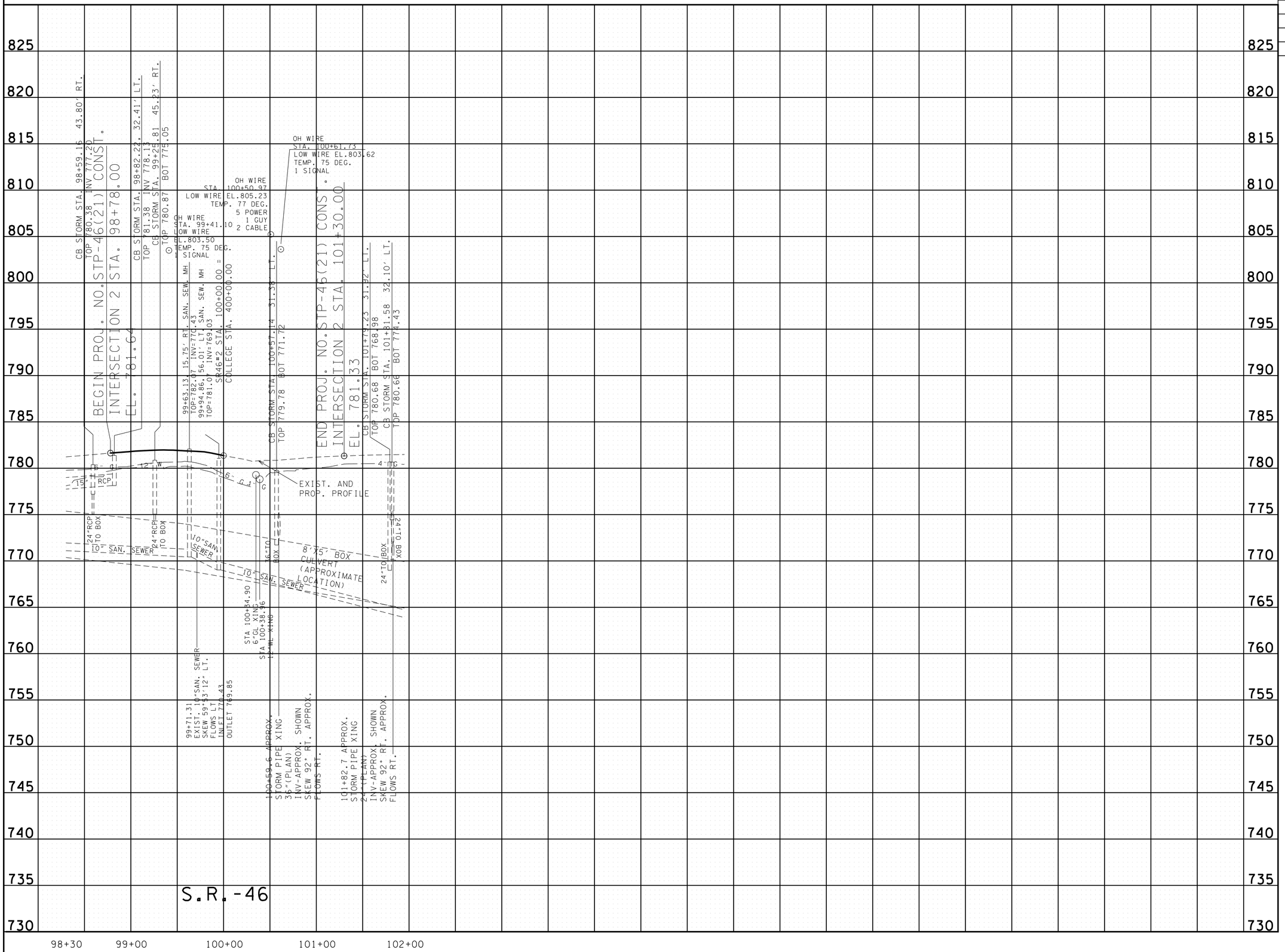
PROFILE

INTERSECTION NO. 2
STA.391+25 TO STA.402+00

SCALE: 1"= 50'

9/23/2014 4:10:56 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\004C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	4D
CONST.	2014	STP-46(21)	4D



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE
S.R. 46

INTERSECTION NO. 2

SCALE: 1"= 50'

9/23/2014 4:10:56 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\0040.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	5
CONST.	2014	STP-46(21)	5

REV. 8-18-14: REVISED BUS. ENT. AT STA. 402+83.83 AND STA. 403+63.53 FOR TRACT NO. 6.

SANITARY SEWER MANHOLES

S1 TO S2
TOP-810.81
OUT-804.75

S2 TO S3
TOP-807.79
IN-803.48
OUT-803.48

S3 TO S5
TOP-807.47
IN'NW'-802.02
IN'NE'-802.06
OUT-801.99

S4 TO S5
TOP-802.01
OUT-796.89

S5 TO S7
TOP-794.44
IN'NW'-790.24
IN'NE'-790.34
OUT-790.19

S6 TO S7
TOP-785.41
OUT-776.61

D31 TO D35
TOP-793.45
OUT-791.40
15"RCP

D32 TO D35
TOP-794.97
OUT-790.09
24"RCP

D33 TO D35
TOP-794.34
OUT-788.92
18"RCP

D34 TO D35
TOP-793.92
OUT-791.02
15"RCP

D35
JUNCTION BOX
NOT FOUND
APPROXIMATE
LOCATION SHOWN
DESTINATION
UNKNOWN

D36 TO D41
TOP-807.45
OUT-804.99
18"RCP

D37 TO D41
TOP-808.44
OUT-805.32
15"RCP

D38 TO D41
TOP-808.35
OUT-805.60
15"RCP

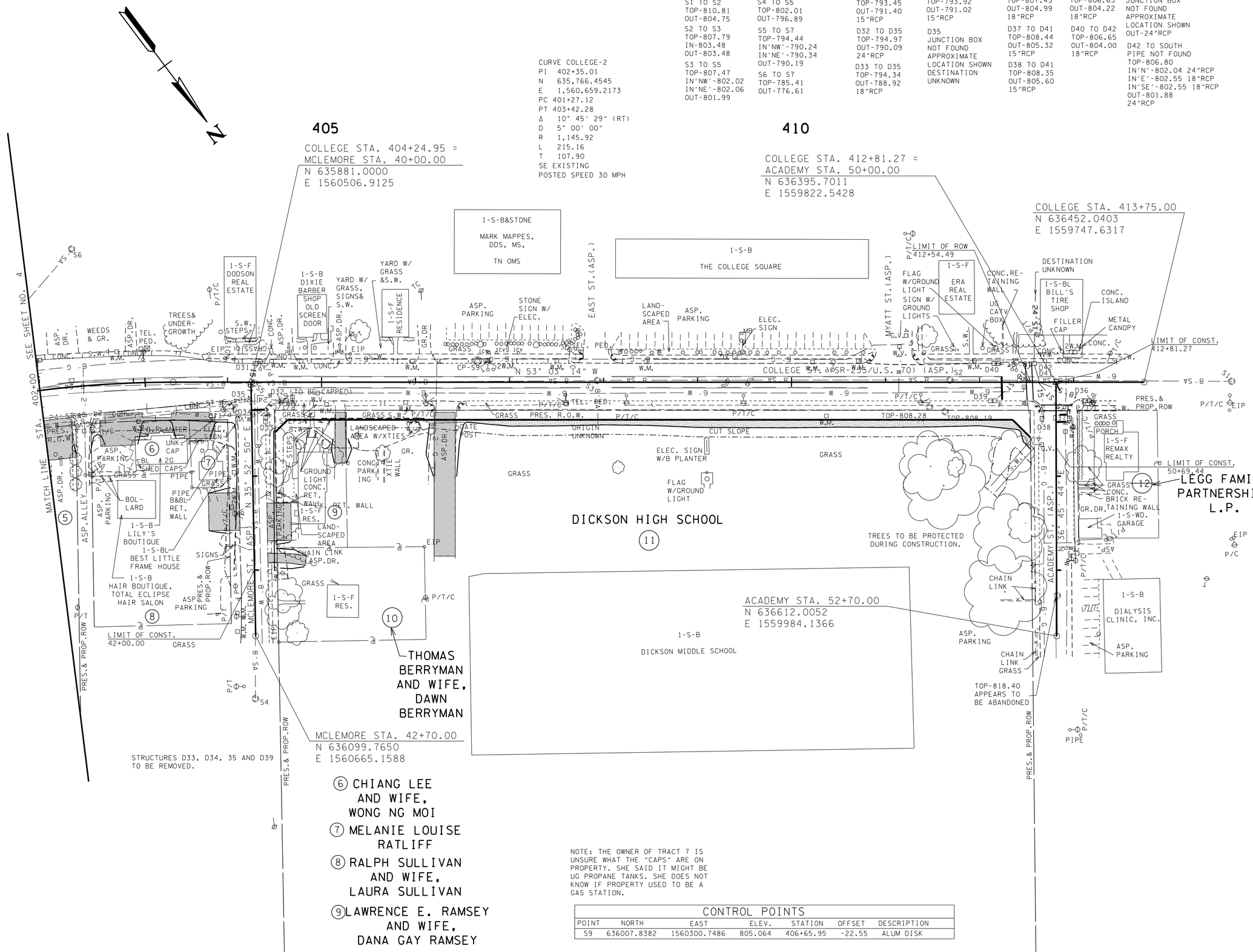
D39 TO D42
TOP-806.65
OUT-804.22
18"RCP

D40 TO D42
TOP-806.65
OUT-804.00
18"RCP

D41 TO D42
JUNCTION BOX
NOT FOUND
APPROXIMATE
LOCATION SHOWN
OUT-24"RCP

D42 TO SOUTH
PIPE NOT FOUND
TOP-806.80
IN'N'-802.04 24"RCP
IN'E'-802.55 18"RCP
IN'SE'-802.55 18"RCP
OUT-801.88
24"RCP

CURVE COLLEGE-2
PI 402+35.01
N 635,766.4545
E 1,560,659.2173
PC 401+27.12
PT 403+42.28
Δ 10° 45' 29" (RT)
D 5° 00' 00"
R 1,145.92
L 215.16
T 107.90
SE EXISTING
POSTED SPEED 30 MPH



NOTE: THE OWNER OF TRACT 7 IS UNSURE WHAT THE "CAPS" ARE ON PROPERTY. SHE SAID IT MIGHT BE UG PROPANE TANKS. SHE DOES NOT KNOW IF PROPERTY USED TO BE A GAS STATION.

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S9	636007.8382	1560300.7486	805.064	406+65.95	-22.55	ALUM DISK

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

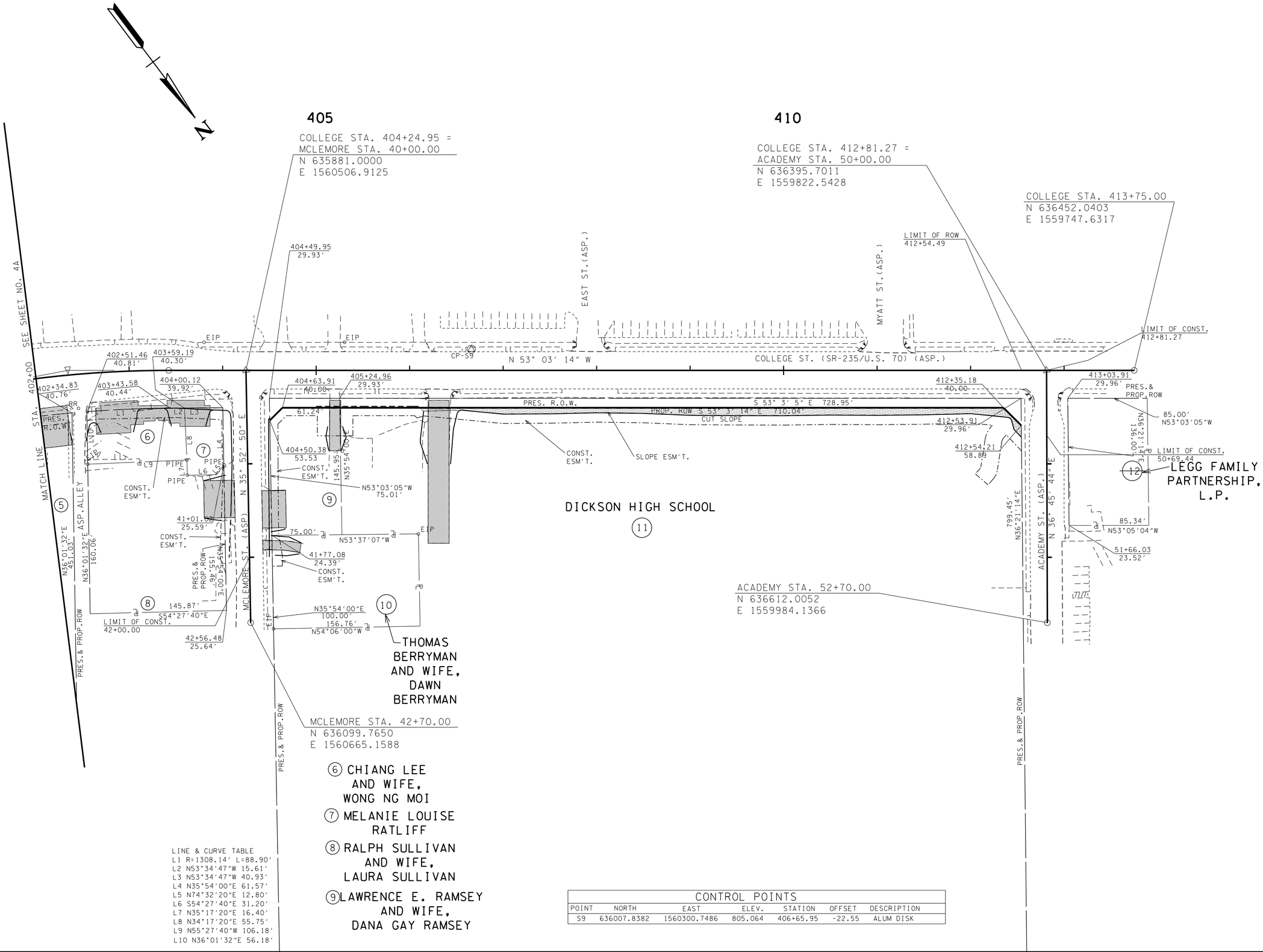
INTERSECTION NO. 2
STA.402+00 TO STA.413+00

SCALE: 1"= 50'

9/23/2014 4:10:58 PM
N:8536 TDOT Cont+Rdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\005.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	5A
CONST.	2014	STP-46(21)	5A

REV. 8-18-14: REVISED BUS. ENT. AT STA. 402+83.83 AND STA. 403+63.53 FOR TRACT NO. 6.



CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S9	636007.8382	1560300.7486	805.064	406+65.95	-22.55	ALUM DISK

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

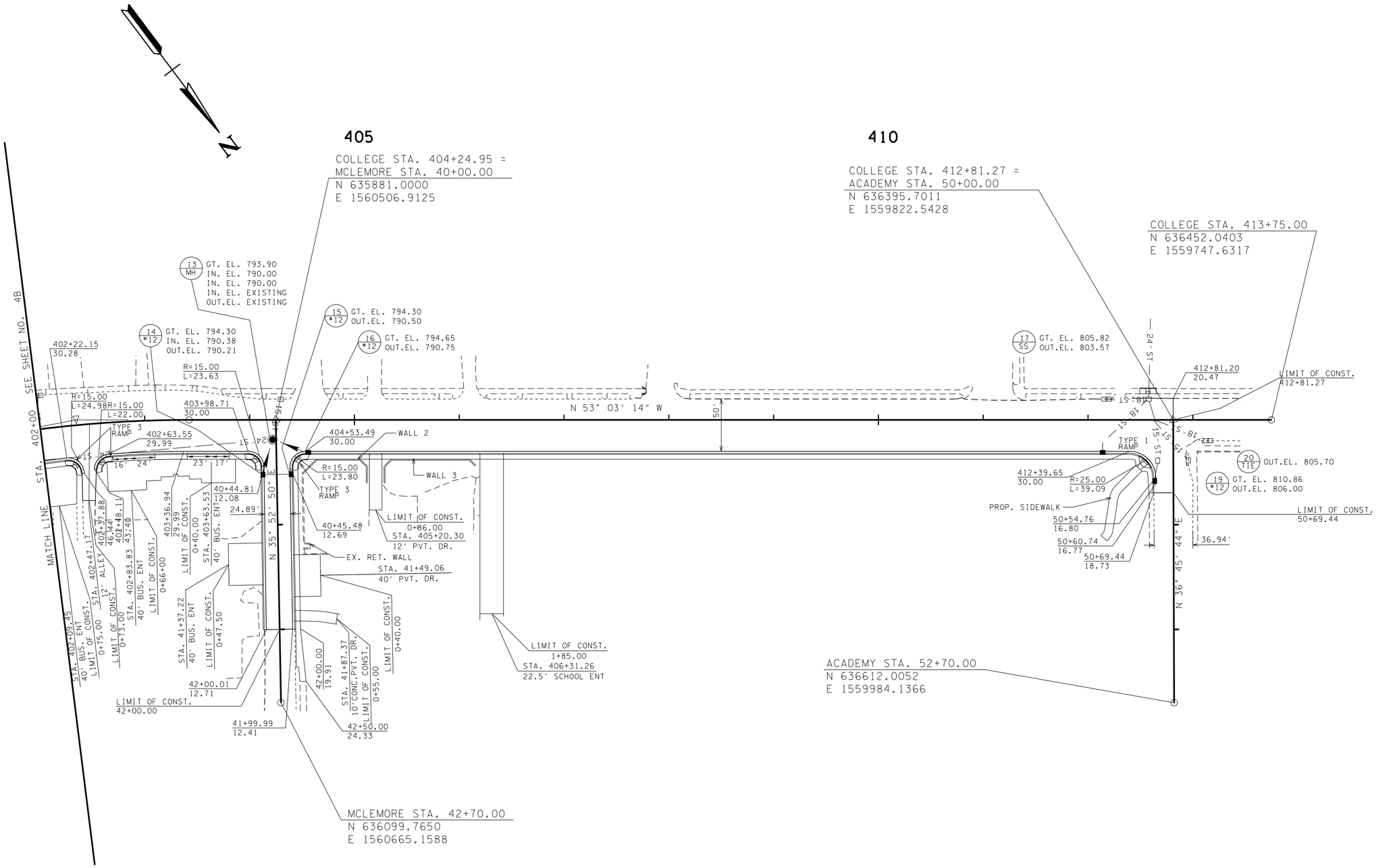
INTERSECTION NO. 2
STA.402+00 TO STA.413+00

SCALE: 1″= 50′

9/23/2014 4:10:59 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\005A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	5B
CONST.	2014	STP-46(21)	5B

REV. 8-18-14: REVISED BUS. ENT. AT STA. 402+83.83 AND STA. 403+63.53 FOR TRACT NO.6.



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

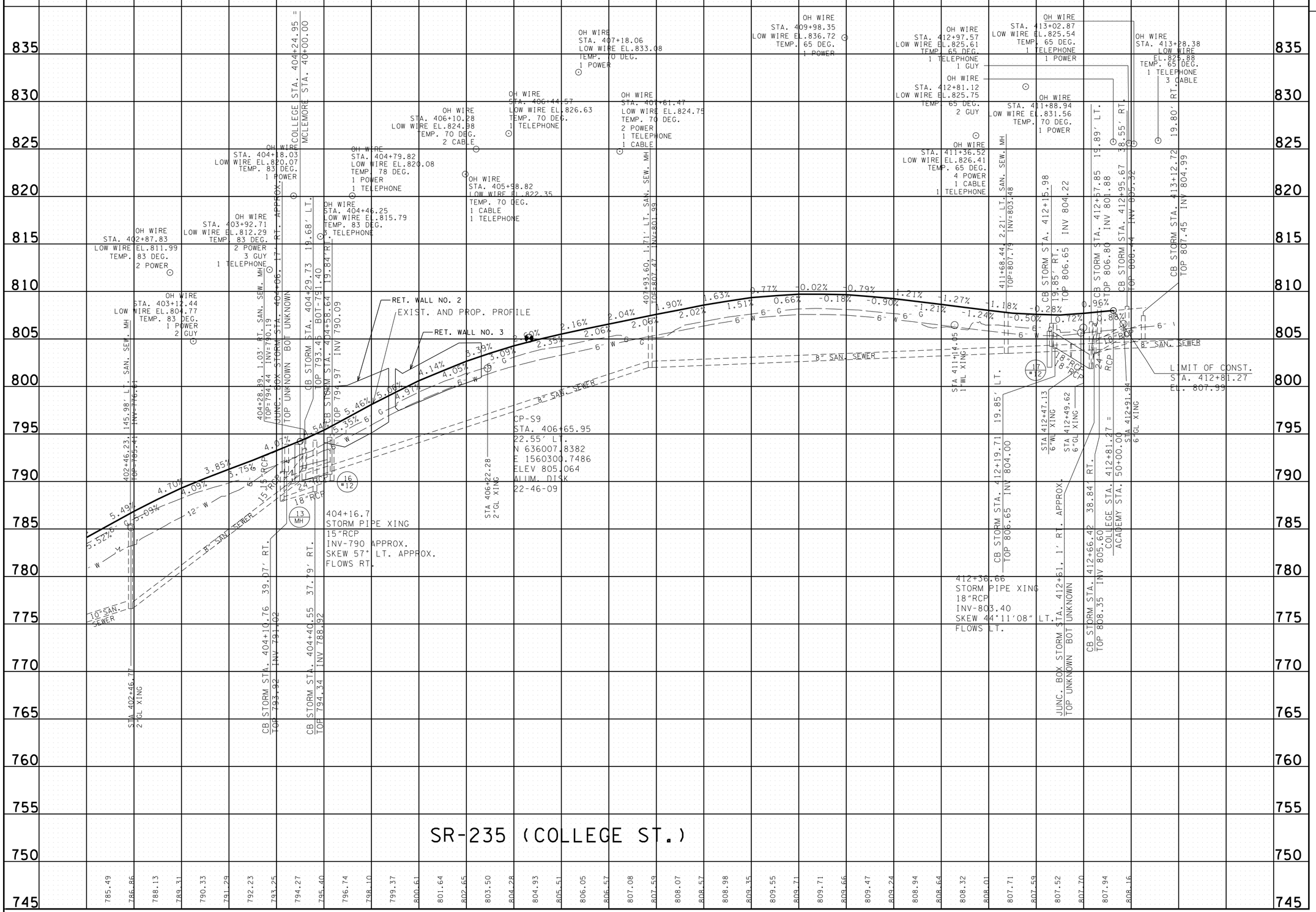
PROPOSED LAYOUT

INTERSECTION NO. 2
STA.402+00 TO STA.413+00

SCALE: 1"= 50'

9/23/2014 4:11:09 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\005B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	5C
CONST.	2014	STP-46(21)	5C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

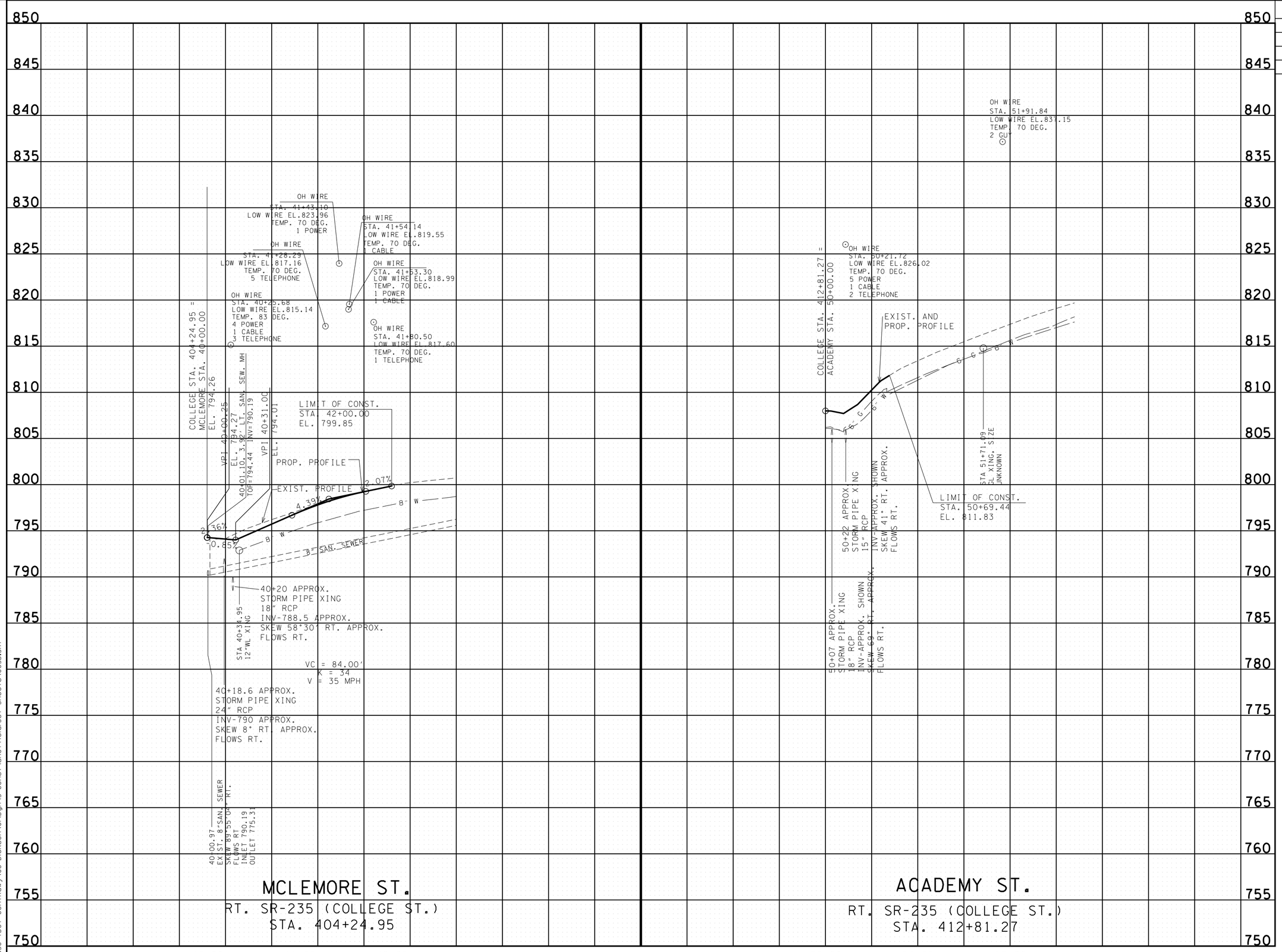
PROFILE

INTERSECTION NO. 2
STA.391+25 TO STA.414+00

SCALE: 1"= 50'

9/23/2014 4:40:09 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\005C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	5D
CONST.	2014	STP-46(21)	5D



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

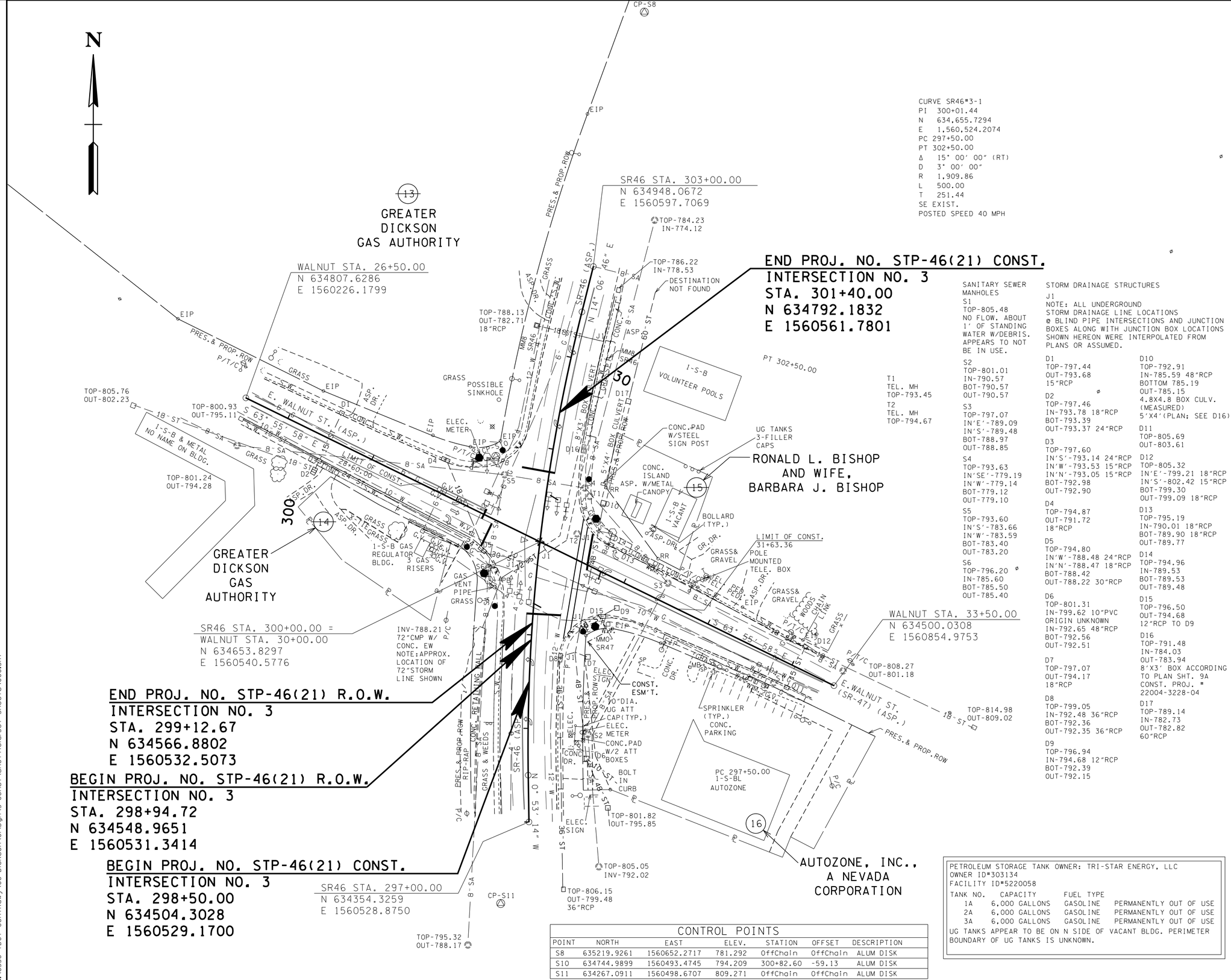
PROFILE OF SIDE ROADS

INTERSECTION NO. 2

SCALE: 1"= 50'

9/23/2014 4:11:10 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\005D.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	6
CONST.	2014	STP-46(21)	6



CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S8	635219.9261	1560652.2717	781.292	OffChain	OffChain	ALUM DISK
S10	634744.9899	1560493.4745	794.209	300+82.60	-59.13	ALUM DISK
S11	634267.0911	1560498.6707	809.271	OffChain	OffChain	ALUM DISK

PETROLEUM STORAGE TANK OWNER: TRI-STAR ENERGY, LLC
OWNER ID#303134
FACILITY ID#5220058

TANK NO.	CAPACITY	FUEL TYPE	
1A	6,000 GALLONS	GASOLINE	PERMANENTLY OUT OF USE
2A	6,000 GALLONS	GASOLINE	PERMANENTLY OUT OF USE
3A	6,000 GALLONS	GASOLINE	PERMANENTLY OUT OF USE

UG TANKS APPEAR TO BE ON N SIDE OF VACANT BLDG. PERIMETER BOUNDARY OF UG TANKS IS UNKNOWN.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

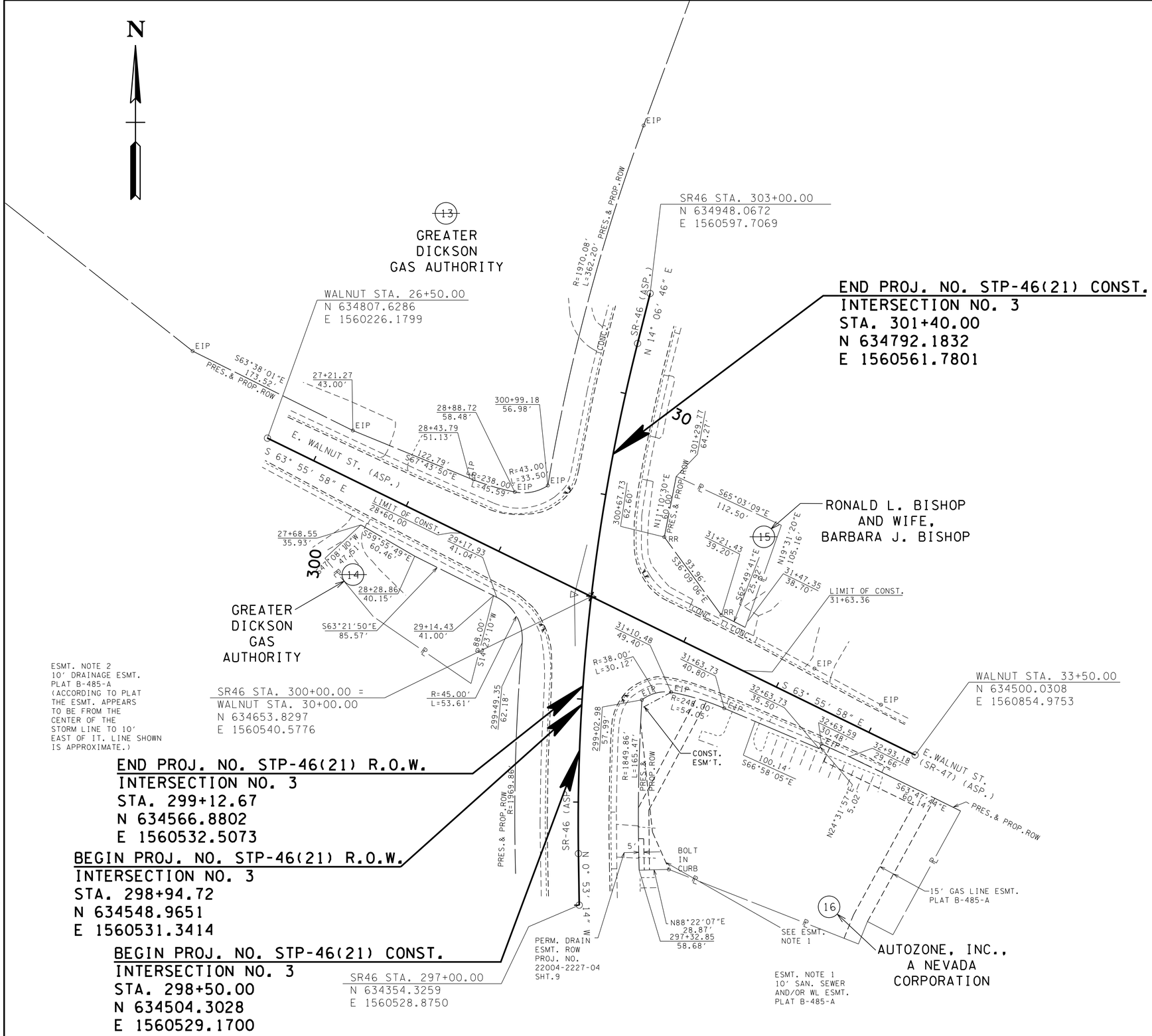
PRESENT LAYOUT

INTERSECTION NO.3

SCALE: 1"= 50'

9/23/2014 4:11:12 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\006.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	6A
CONST.	2014	STP-46(21)	6A



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

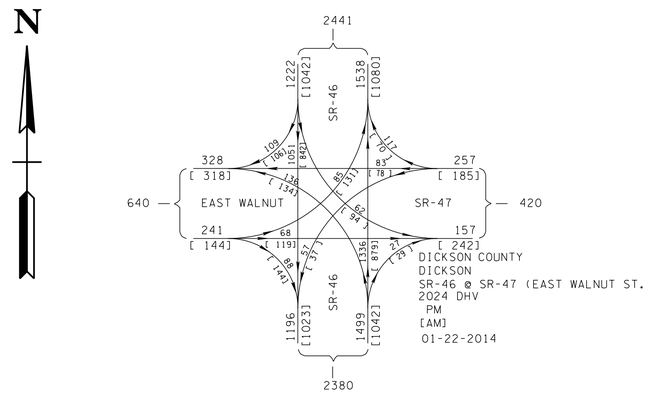
R.O.W. DETAILS

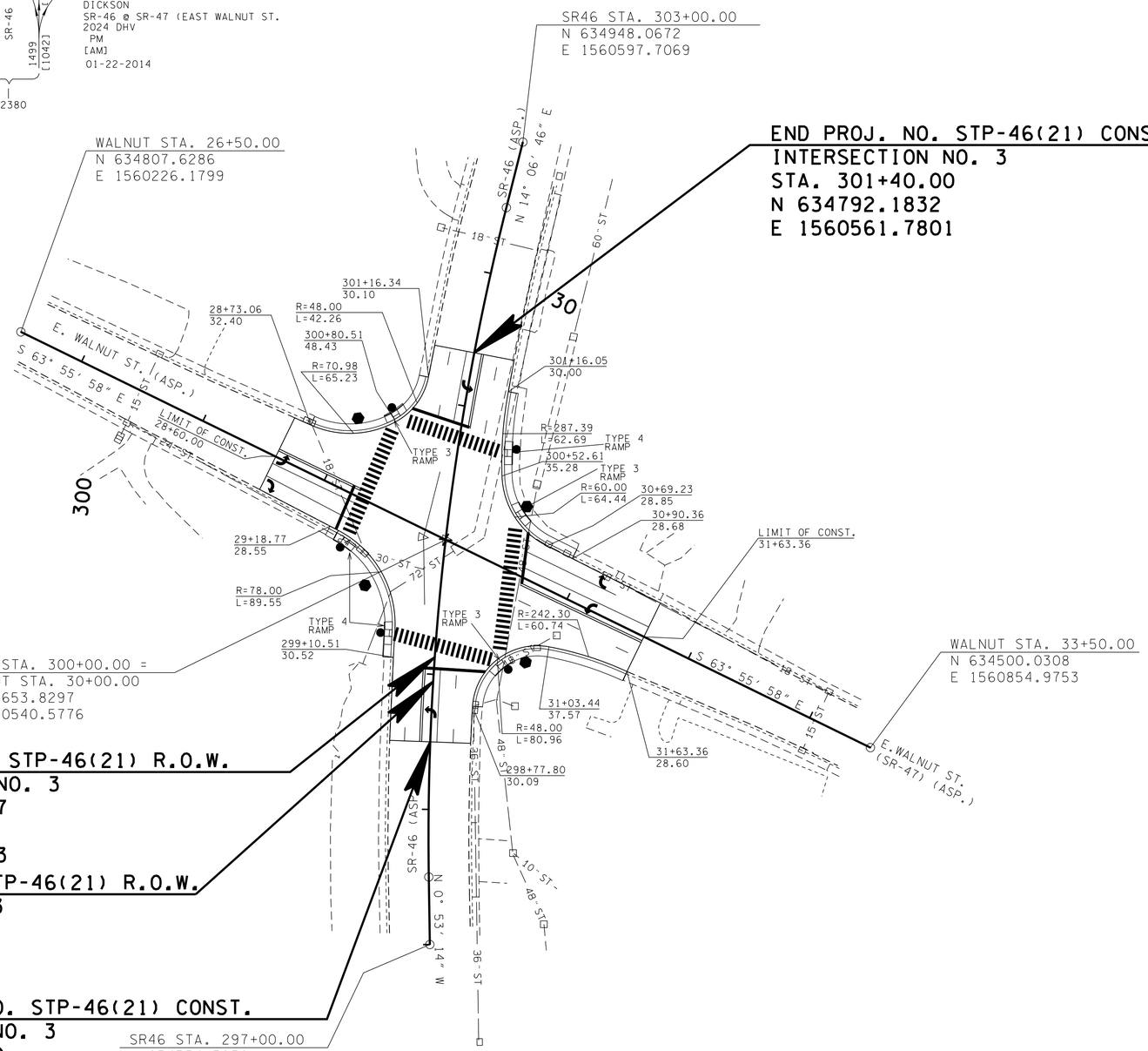
INTERSECTION NO.3

SCALE: 1"= 50'

9/23/2014 4:11:12 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\006A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	6B
CONST.	2014	STP-46(21)	6B





UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

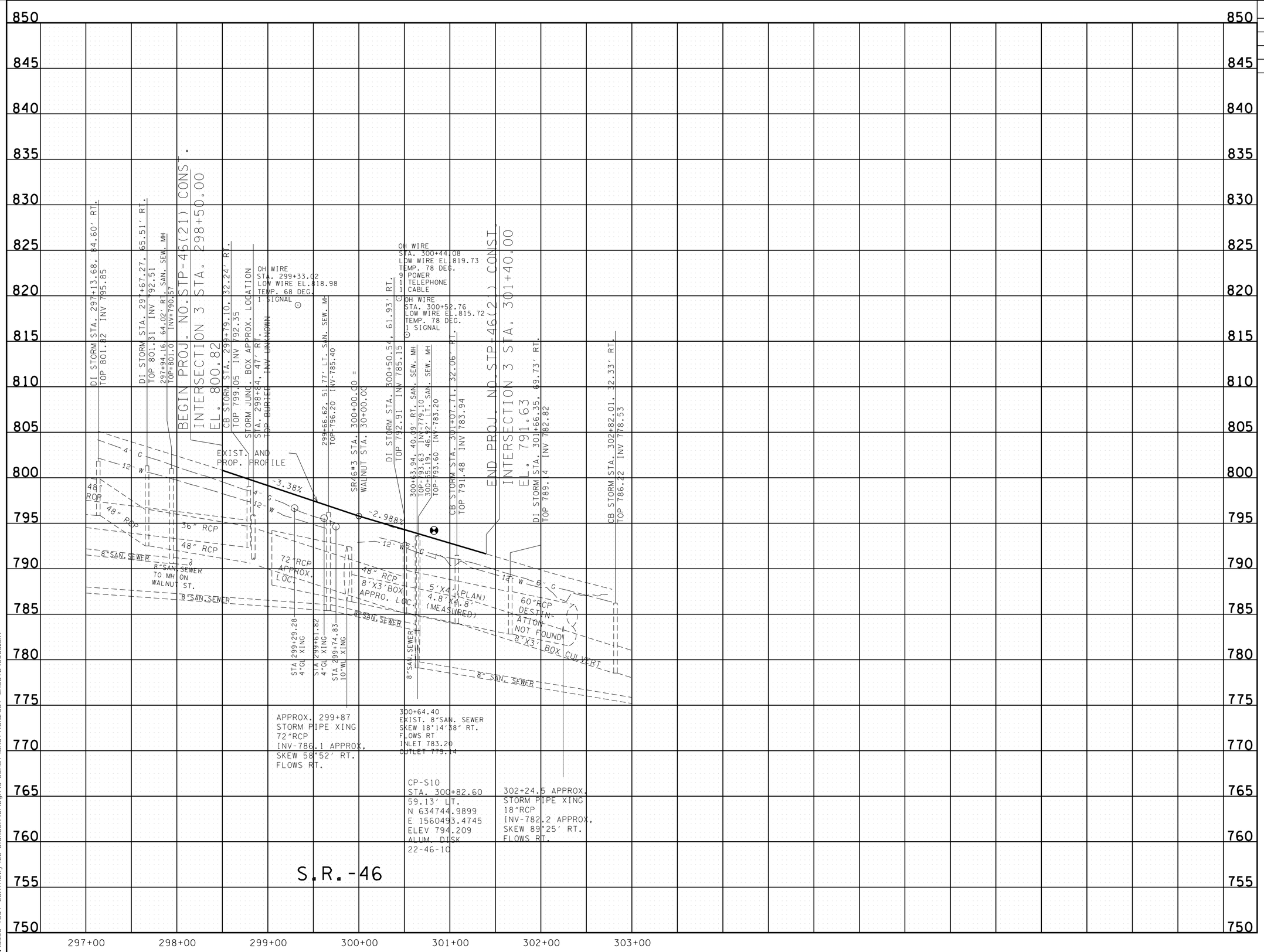
PROPOSED LAYOUT

INTERSECTION NO.3

SCALE: 1"= 50'

9/23/2014 4:11:13 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\0006B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	6C
CONST.	2014	STP-46(21)	6C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

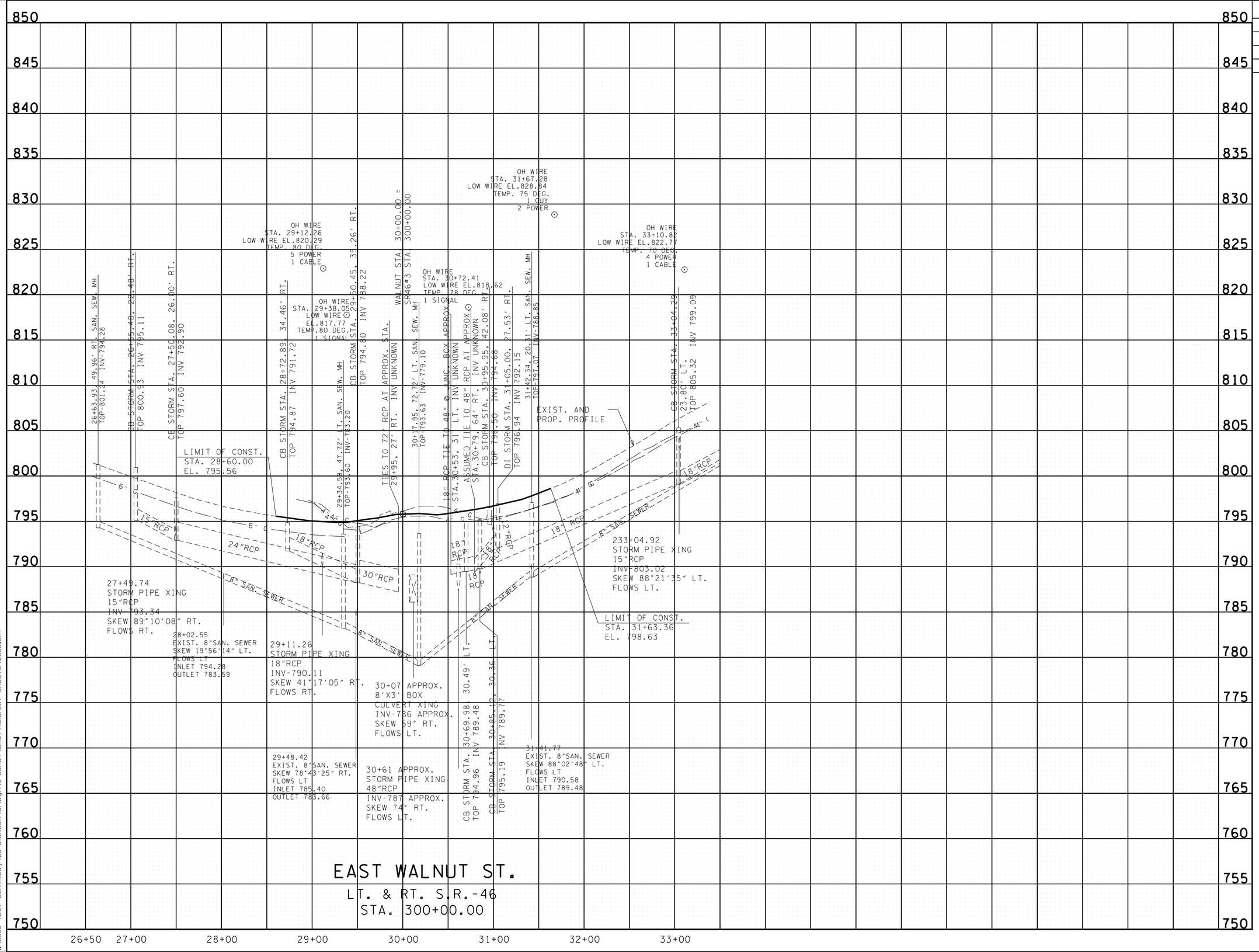
PROFILE
S.R. 46

INTERSECTION NO. 3

SCALE: 1"= 50'

9/23/2014 4:11:13 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\006C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	6D
CONST.	2014	STP-46(21)	6D



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

INTERSECTION NO. 3

SCALE: 1"= 50'

9/23/2014 4:11:14 PM
N:\8536 TDOT Contrdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\006D.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	7
CONST.	2014	STP-46(21)	7

STORM DRAINAGE STRUCTURES

D1
TOP-851.57
OUT-849.08
15"RCP

D2
TOP-851.27
IN-848.07
15"RCP
BOT-847.62
OUT-847.53
18"RCP

D3 (TO BE REMOVED)
TOP-854.97
IN-'SW'-844.66
18"RCP
IN'NW'-851.17
18"RCP
BOT-840.77
OUT-840.76
18"RCP

D4
INV-852.34
8"PVC W/
STONE EW

D5
INV-851.18
18"RCP
W/CONC. EW

D6
INV-854.22
W/CONC. EW

D7
INV-852.77
W/CONC. EW

D8
INV-858.58
W/CONC. EW

D9
INV-859.25
W/CONC. EW

D10
TOP-854.35
OUT-840.54
18"RCP

D11
TOP-863.19
OUT-859.88
18"RCP

D12
INV-875.83
18"CMP

D13
INV-872.76
18"CPP

D14
INV-869.54

D15
INV-867.57

D16
INV-868.79

D17
NOT FOUND
APPROX.
LOC. SHOWN

D18
INV-864.90
W/CONC. EW
22"X14" RCP

D19
INV-863.66
W/CONC. EW
22"X14" RCP

D20 (TO BE REMOVED)
TOP-863.39
OUT-862.78
3-4" CPP

D21
INV-860.61
3-4" CPP

D22 (TO BE REMOVED)
INV-860.39
18"RCP
W/CONC. EW

D23
TOP-861.84
OUT-857.93
18"RCP

J1
NOTE: ALL UNDERGROUND
STORM DRAINAGE LINE LOCATIONS
@ BLIND PIPE INTERSECTIONS AND JUNCTION
BOXES ALONG WITH JUNCTION BOX LOCATIONS
SHOWN HEREON WERE INTERPOLATED FROM
PLANS OR ASSUMED.

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 501+00.50
N 632390.2032
E 1561629.6861

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 501+35.00
N 632417.0755
E 1561608.0501

CURVE SKYLINE CIRCLE
PI 24+17.51
N 632,587.3161
E 1,562,007.0019
PC 23+22.75
PT 25+00.00
Δ 50° 11' 32" (LT)
D 28° 19' 00"
R 202.34
L 177.25
T 94.77
SE EXISTING
POSTED SPEED 30 MPH

SR46 STA. 502+50.00
N 632506.6504
E 1561535.9299

SR46 STA. 500+16.78 =
SKYLINECIRCLE STA. 20+00.00
N 632324.9951
E 1561682.1876

SR46 STA. 500+00.00 =
BEASLEY STA. 10+00.00
N 632311.9223
E 1561692.7130

BEASLEY STA. 4+50.00
N 631961.0741
E 1561269.1501

SKYLINECIRCLE
STA. 25+00.00
N 632682.0711
E 1562008.4628

SKYLINECIRCLE
STA. 24+49.90 =
SKYLINEDRIVE
STA. 5+00.00
N 632632.5805
E 1562001.5277

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 499+73.13
N 632290.9912
E 1561709.5655

BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 498+26.25
N 632176.5898
E 1561801.6745

SR46 STA. 497+50.00
N 632117.1942
E 1561849.4962

J.J. YOUNG, INC.,
A TENNESSEE
CORPORATION

BANK OF DICKSON

C.K. PRUETT

C.P.
ASSOCIATES,
L.P.

ARCHWAY PARTNERS, LLC,
A DELAWARE LIMITED
LIABILITY COMPANY

ELMER GLASS
AND WIFE,
WANDA GLASS

PINNACLE
NATIONAL BANK

ROBERT E. MOORE
AND WIFE
DIANA F. MOORE

FLOYD E. ALBRIGHT,
JR. AND WIFE,
ANDREA H. ALBRIGHT

NOTE: EXISTING BUS. ENT.
TO BE CONSTRUCTED AS A
RIGHT-OUT ONLY EXIT.

S1
TOP-860.80
IN'W'-854.81
IN'N'-854.91
ORIGINS
UNKNOWN
OUT-854.76

S1
TOP-867.75
IN 6"-858.39
IN 8"-858.50
OUT-858.34

TOP-851.81
IN-845.74

TOP-854.19
IN-849.66
24"RCP

TOP-854.01
INV-844.01

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S12	631992.2161	1561245.7452	852.380	4+51.84	-38.91	ALUM DISK (BEASLEY)
S13	632293.2359	1561612.9534	862.598	9+26.66	-36.49	ALUM DISK (BEASLEY)
S14	632639.4348	1562060.2400	878.627	24+67.07	55.84	ALUM DISK (SKYLINE)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

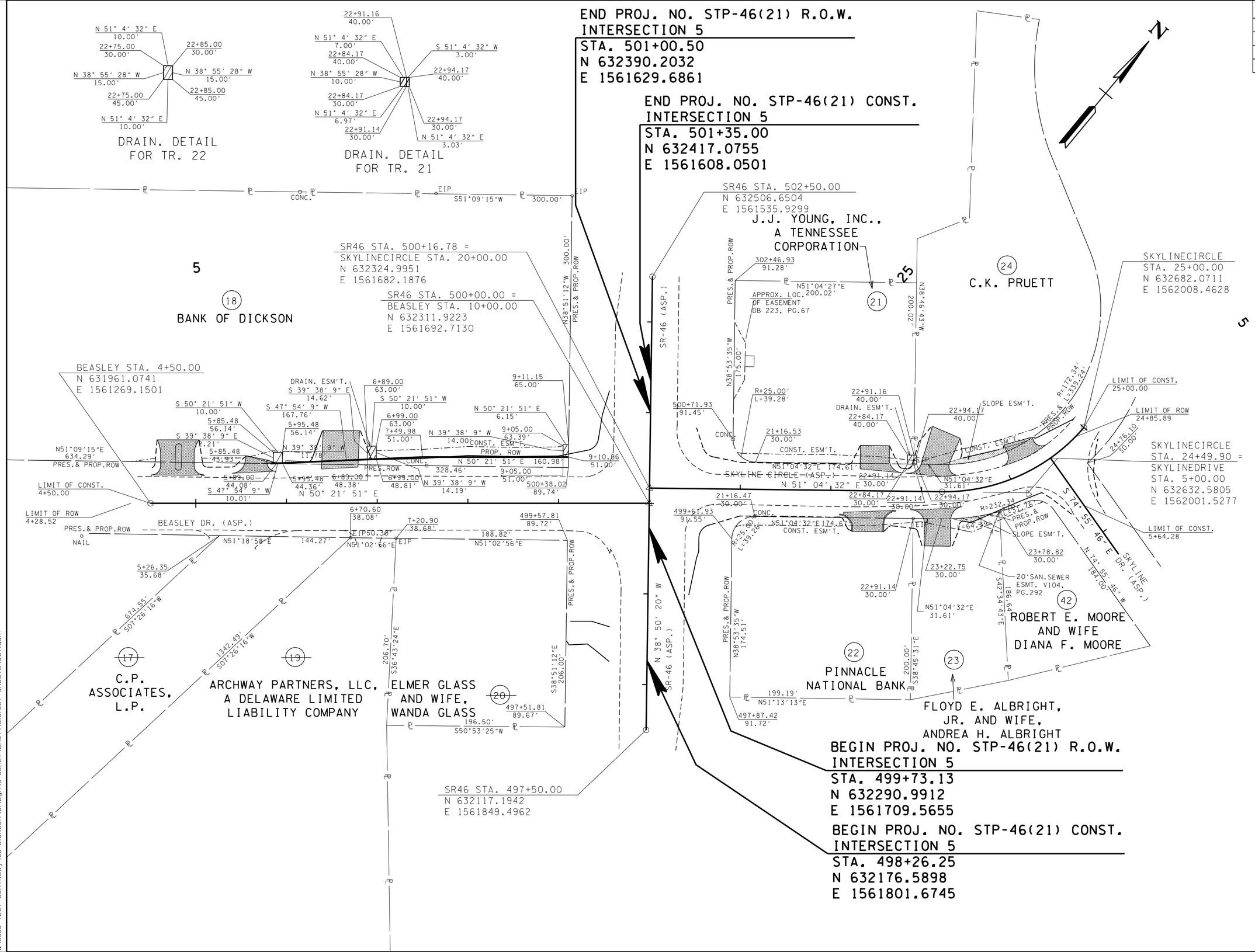
PRESENT LAYOUT

INTERSECTION NO.5

SCALE: 1"= 50'

9/23/2014 4:11:16 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\007.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	7A
CONST.	2014	STP-46(21)	7A



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

INTERSECTION NO.5

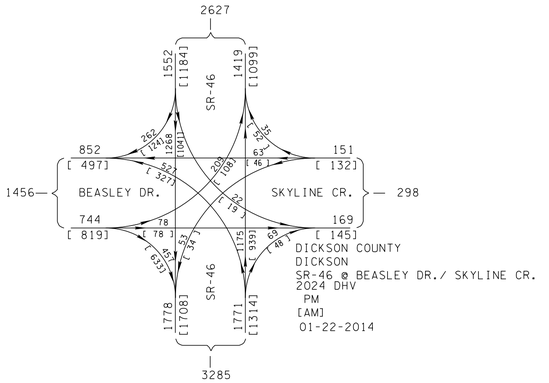
SCALE: 1"= 50'

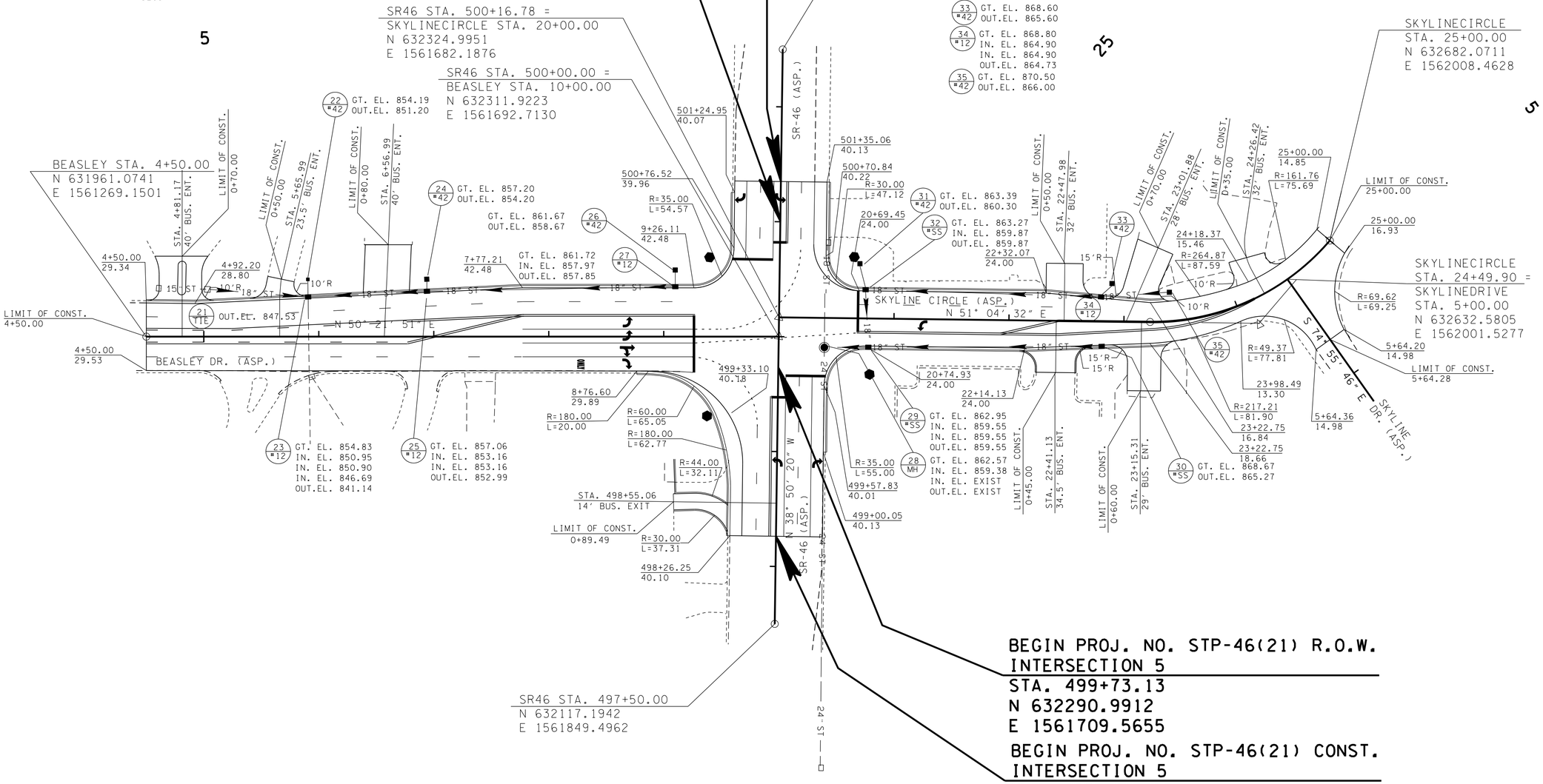
9/23/2014 4:11:17 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\UnofficialSet Sheets\007A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-10(47)	7B
CONST.	2014	STP-46(21)	7B

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 501+00.50
N 632390.2032
E 1561629.6861

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 501+35.00
N 632417.0755
E 1561608.0501





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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

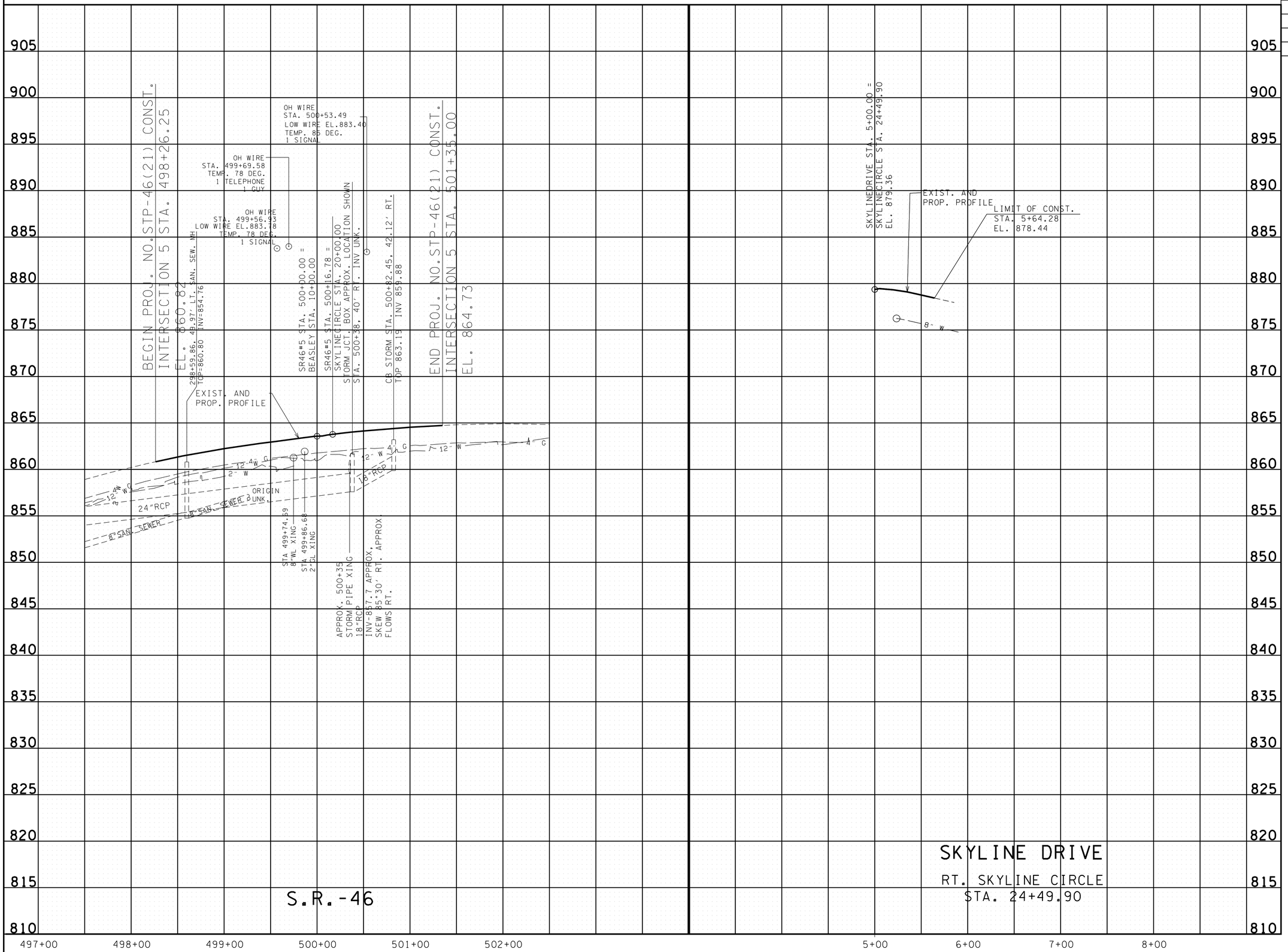
PROPOSED LAYOUT

INTERSECTION NO.5

SCALE: 1"= 50'

9/23/2014 4:14:17 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\007B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	7C
CONST.	2014	STP-46(21)	7C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

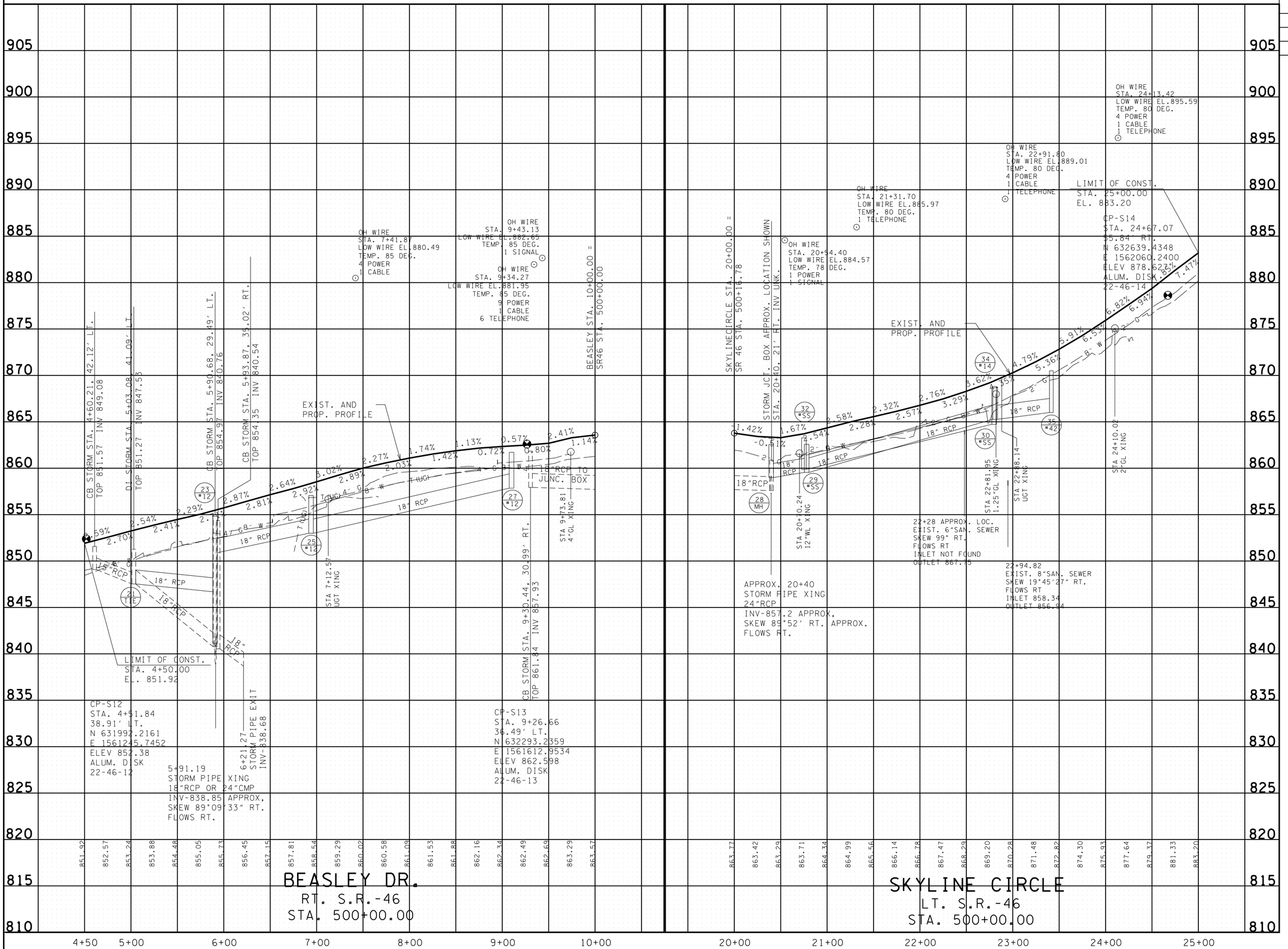
PROFILE
S.R. 46

INTERSECTION NO. 5

SCALE: 1"= 50'

9/23/2014 4:41:18 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\007C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	7D
CONST.	2014	STP-46(21)	7D



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

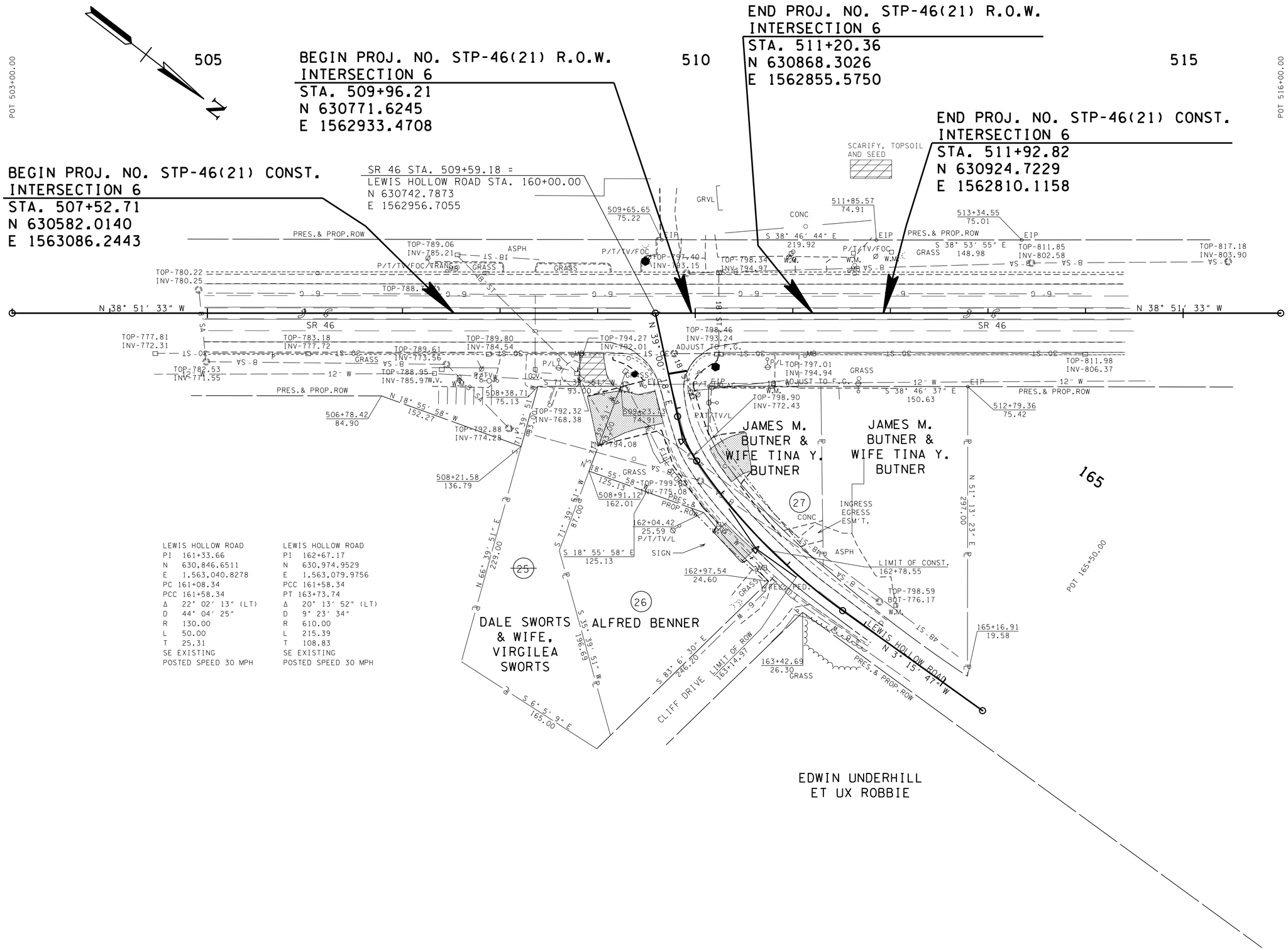
PROFILE OF SIDE ROADS

INTERSECTION NO. 5

SCALE: 1"= 50'

9/23/2014 4:41:18 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\007D.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	8
CONST.	2014	STP-46(21)	8



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

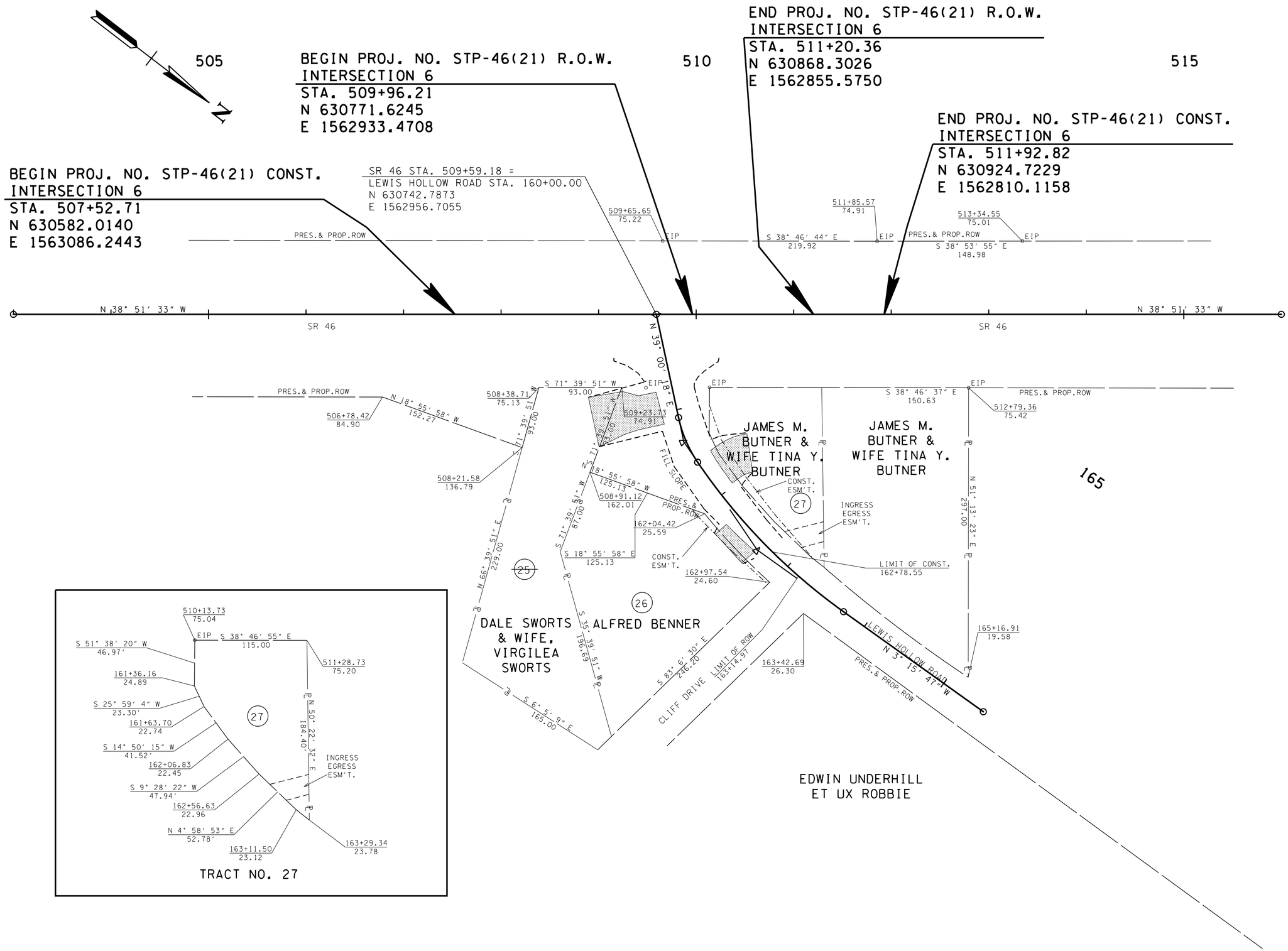
PRESENT LAYOUT

INTERSECTION NO.6

SCALE: 1"= 50'

9/23/2014 4:11:20 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\008.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	8A
CONST.	2014	STP-46(21)	8A



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

INTERSECTION NO.6

SCALE: 1"= 50'

9/23/2014 4:11:21 PM
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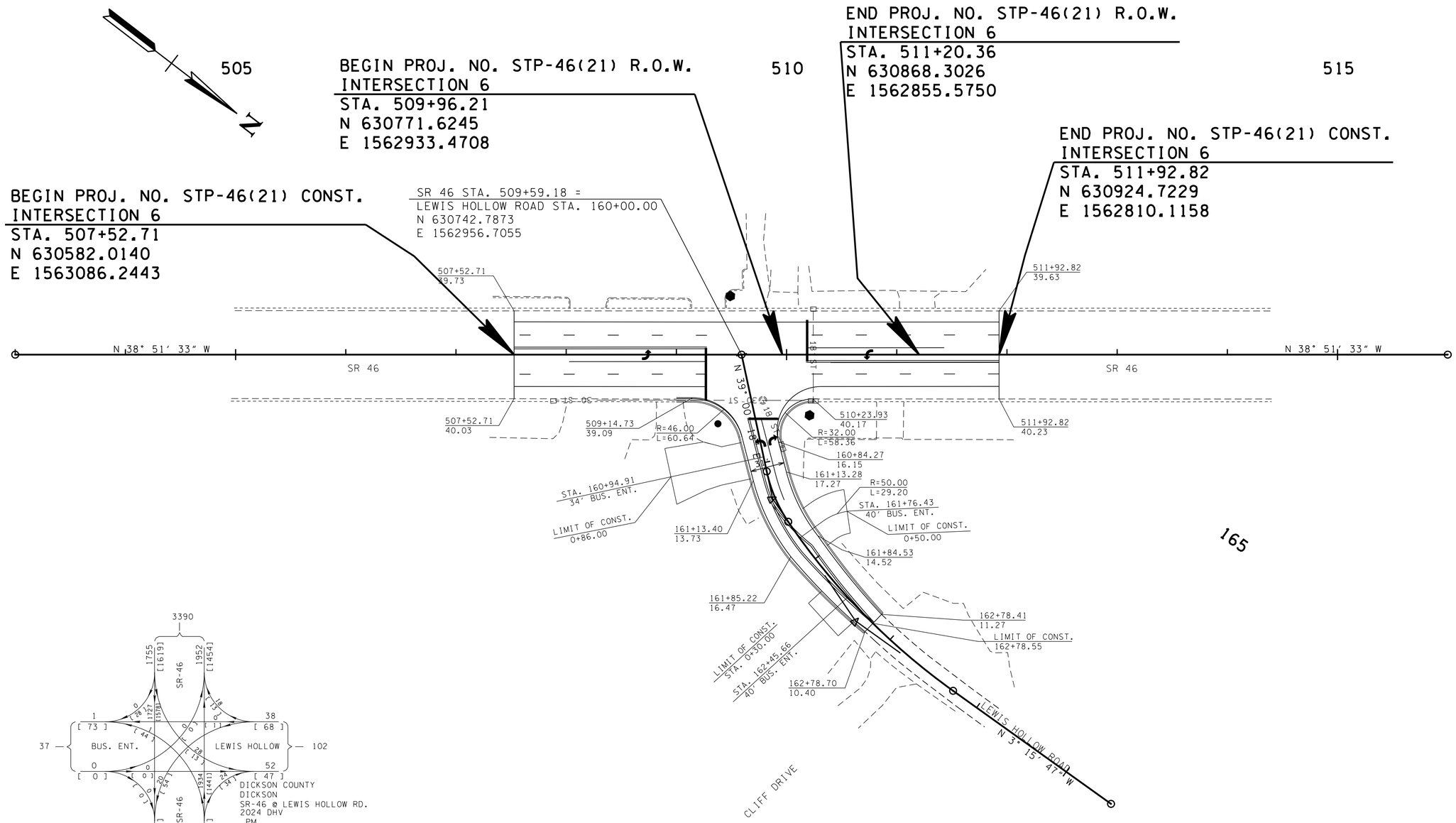
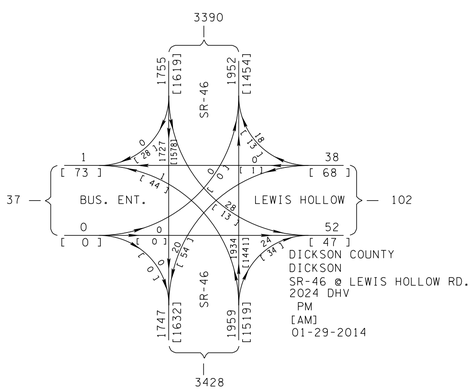
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	8B
CONST.	2014	STP-46(21)	8B





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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO.6

SCALE: 1"= 50'

9/23/2014 4:11:21PM
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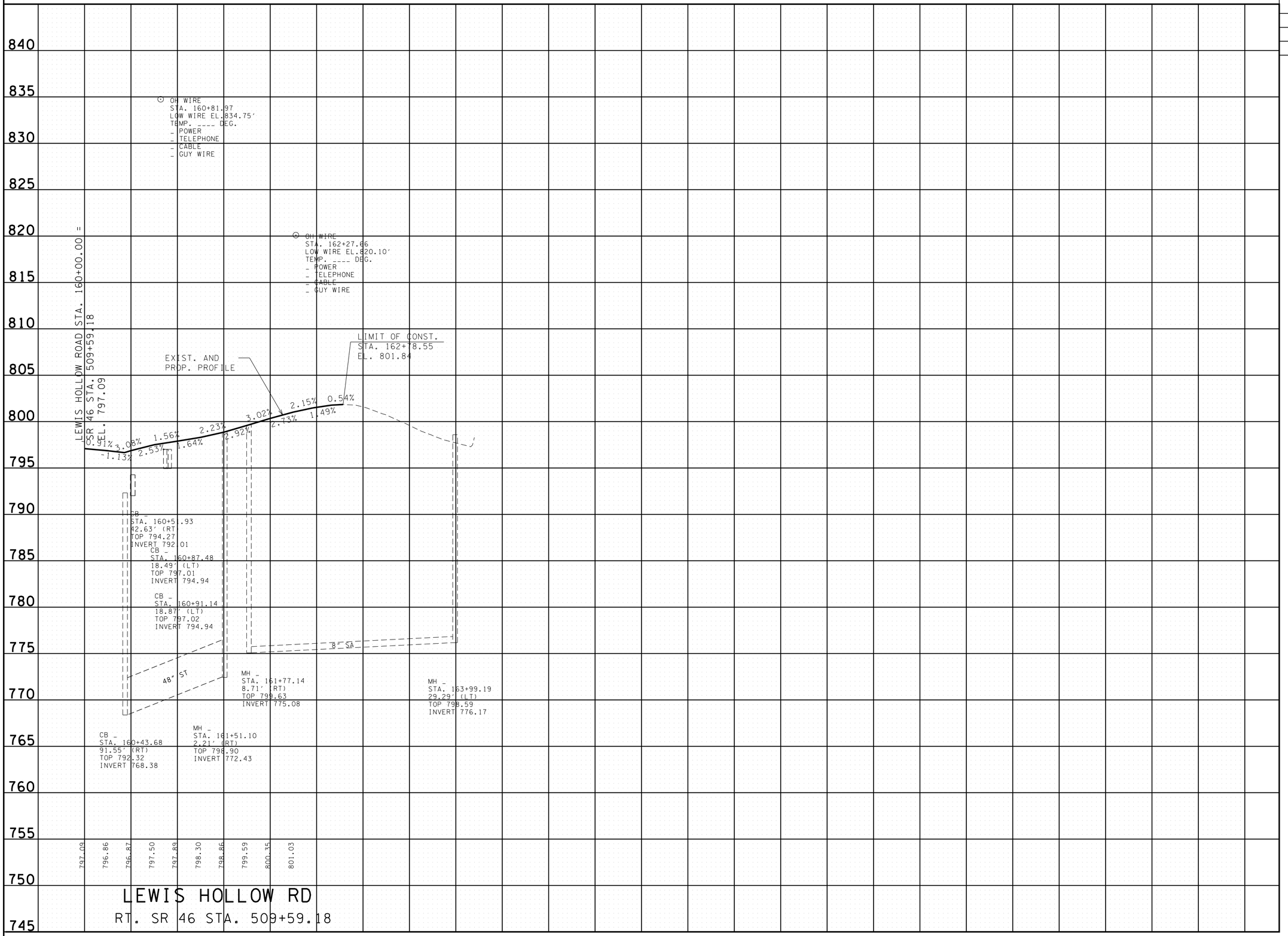
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	8C
CONST.	2014	STP-46(21)	8C



UNOFFICIAL SET

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SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

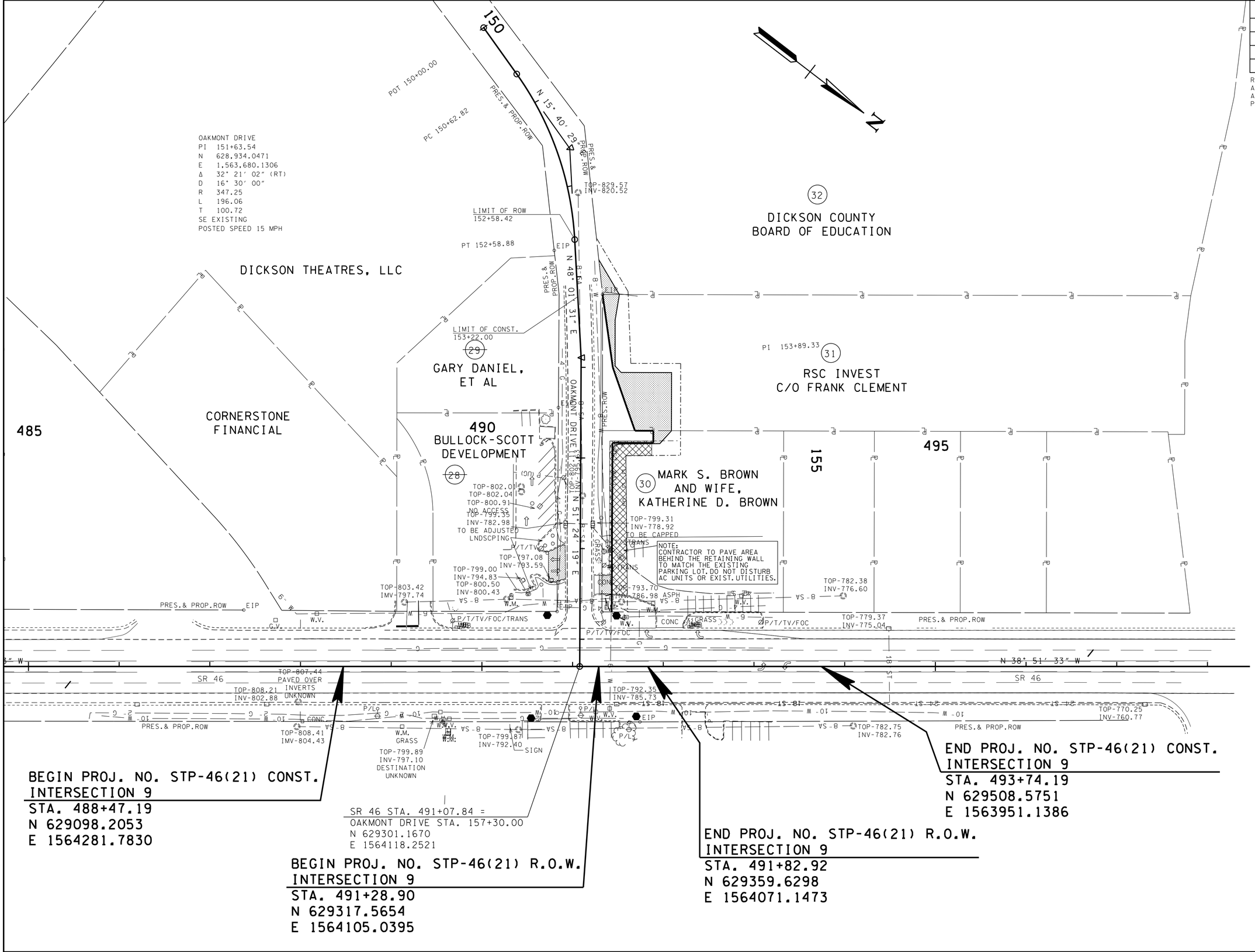
INTERSECTION NO. 6

SCALE: 1"= 50'

9/23/2014 4:11:22 PM
N:8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\008C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	9
CONST.	2014	STP-46(21)	9

REV. 8-18-14: REVISED PROP. R.O.W., SLOPE ESM'T. AND CONST. ESM'T FOR TRACT NOS. 30 AND 31. ADDED NOTE TO CONTRACTOR FOR ADDITIONAL PAVING ON TR. NO. 30.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

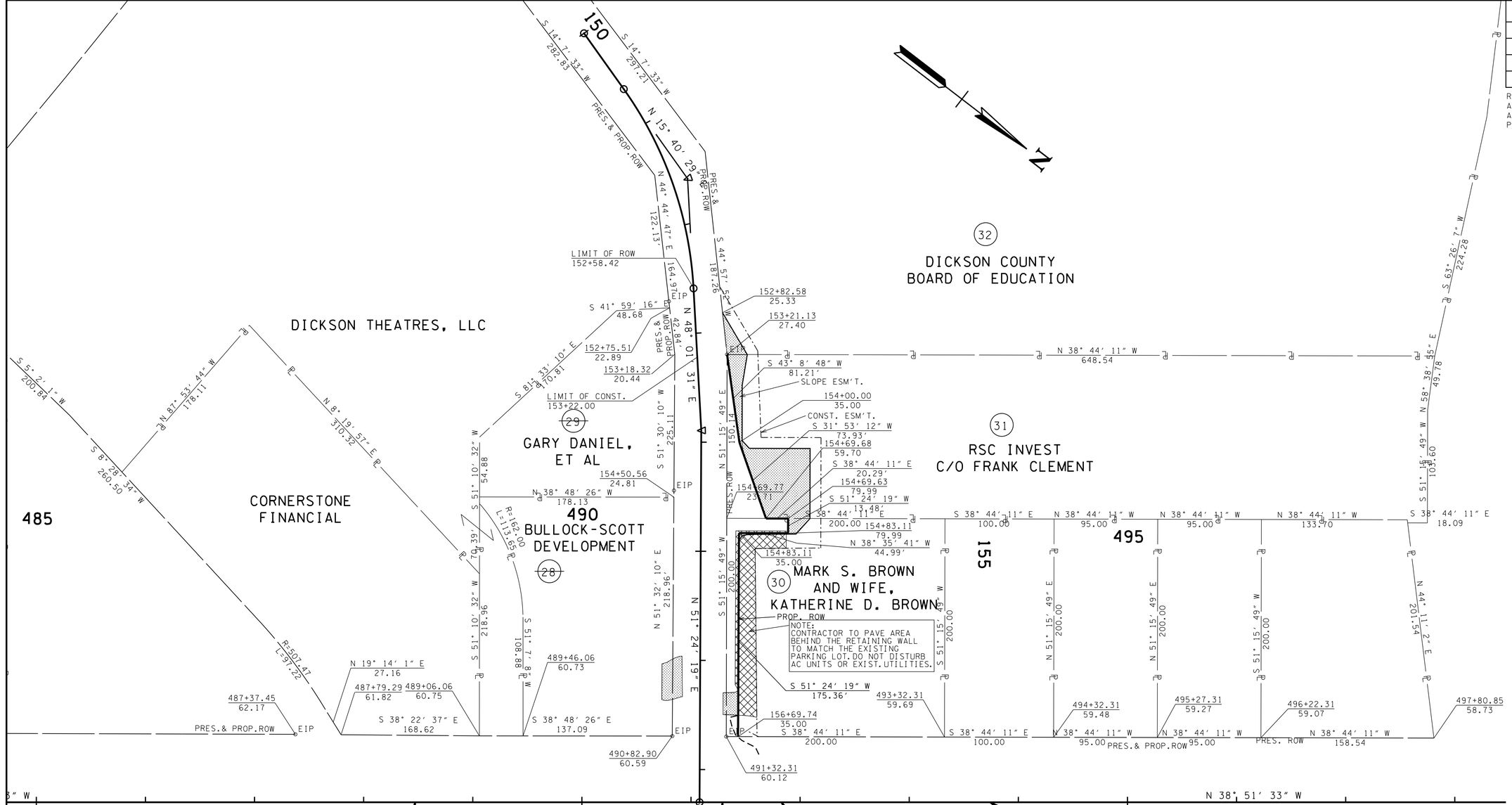
INTERSECTION NO.9

SCALE: 1"= 50'

9/23/2014 4:11:23 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\0\Dgn\3-Const\Unofficial Set Sheets\009.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	9A
CONST.	2014	STP-46(21)	9A

REV. 8-18-14: REVISED PROP. R.O.W., SLOPE ESM'T. AND CONST. ESM'T FOR TRACT NOS. 30 AND 31. ADDED NOTE TO CONTRACTOR FOR ADDITIONAL PAVING ON TR. NO. 30.



BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION 9
STA. 488+47.19
N 629098.2053
E 1564281.7830

SR 46 STA. 491+07.84 =
OAKMONT DRIVE STA. 157+30.00
N 629301.1670
E 1564118.2521

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 9
STA. 491+28.90
N 629317.5654
E 1564105.0395

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 9
STA. 491+82.92
N 629359.6298
E 1564071.1473

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 9
STA. 493+74.19
N 629508.5751
E 1563951.1386

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

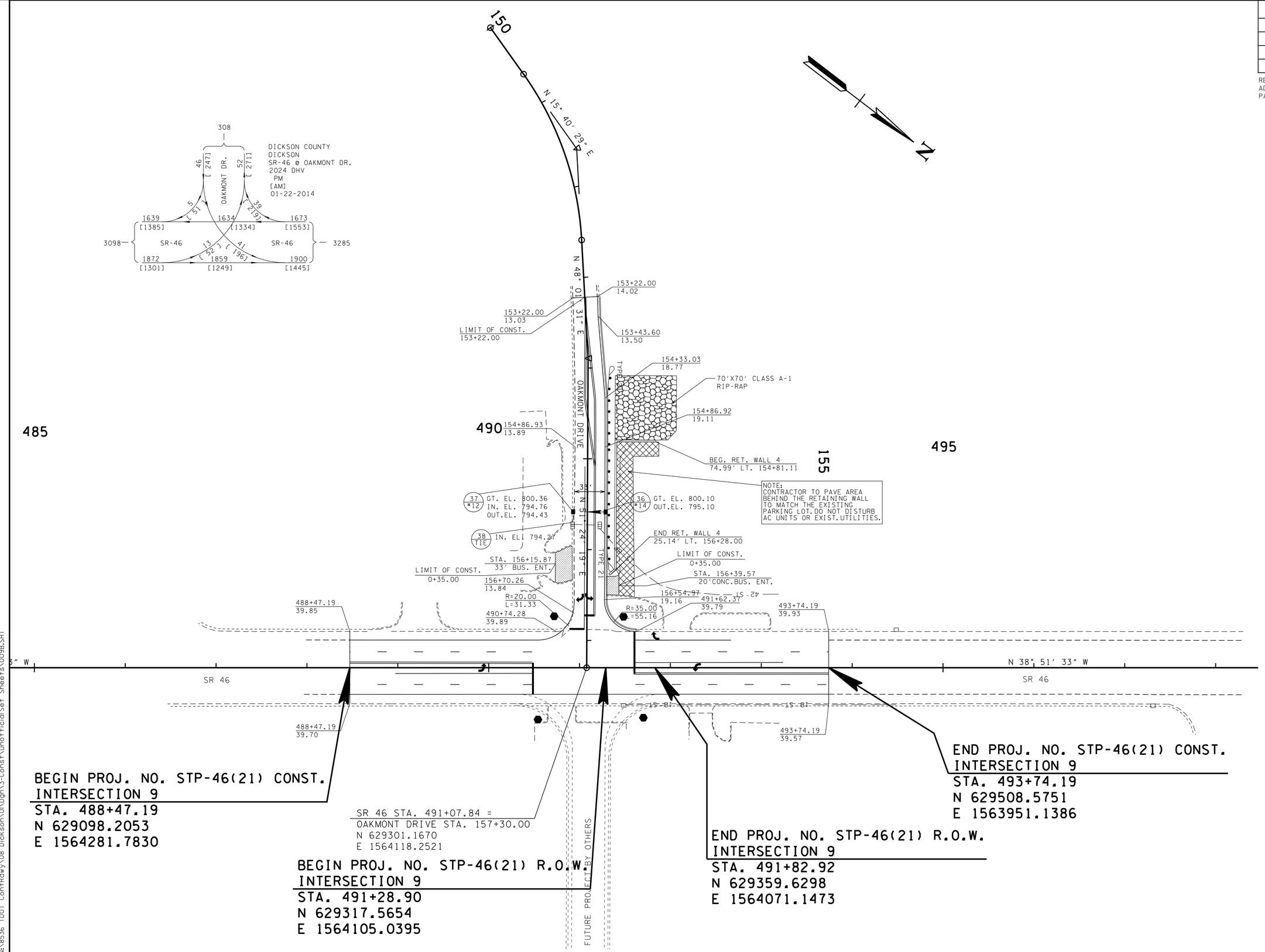
INTERSECTION NO.9

SCALE: 1"= 50'

9/23/2014 4:11:23 PM
N:8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\009A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	9B
CONST.	2014	STP-46(21)	9B

REV. 8-18-14: REVISED RETAINING WALL NO. 4. ADDED NOTE TO CONTRACTOR FOR ADDITIONAL PAVING ON TR. NO. 30.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

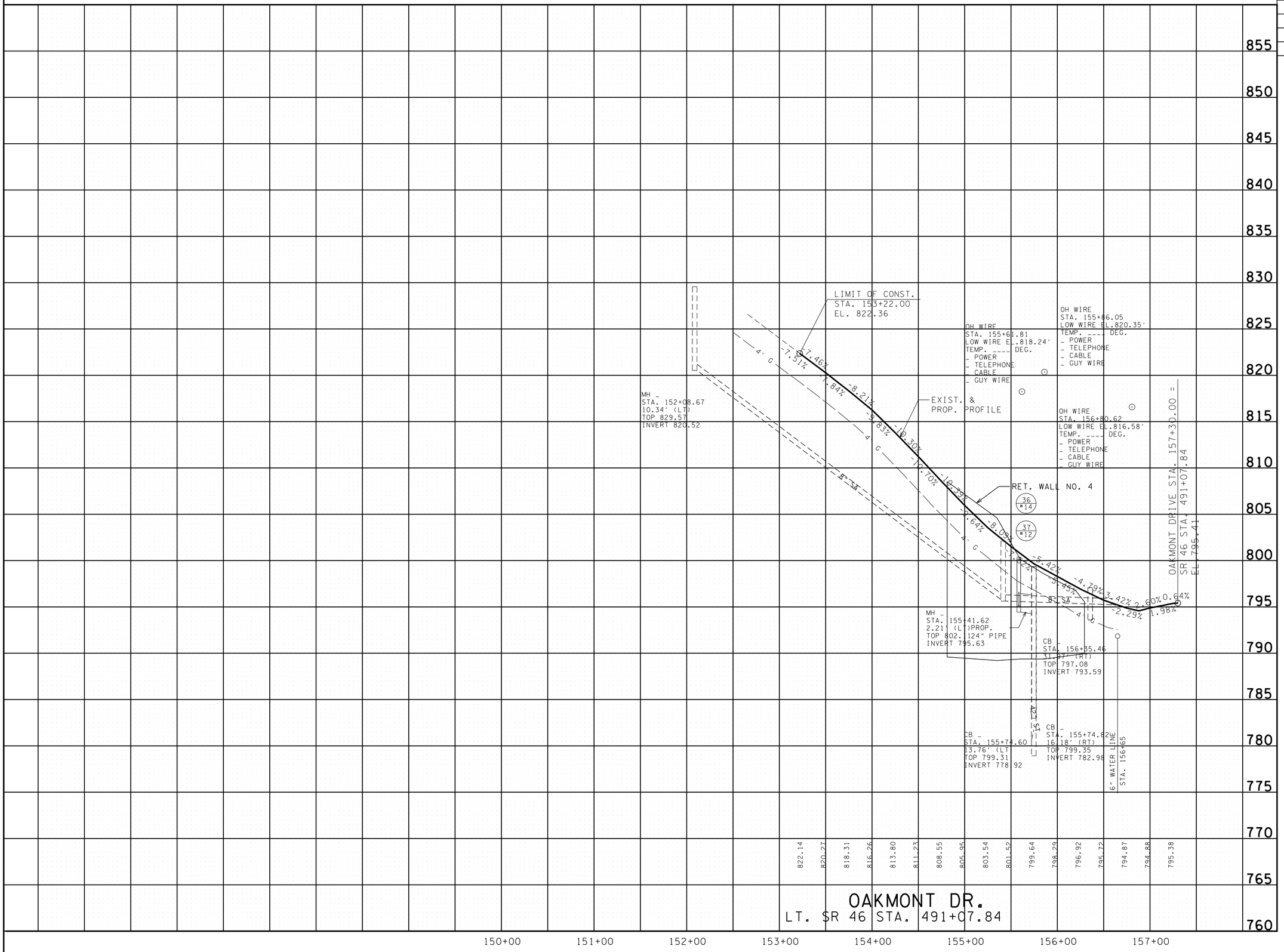
PROPOSED LAYOUT

INTERSECTION NO.9

SCALE: 1"= 50′

9/23/2014 4:11:24 PM
N:8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\009B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	9C
CONST.	2014	STP-46(21)	9C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

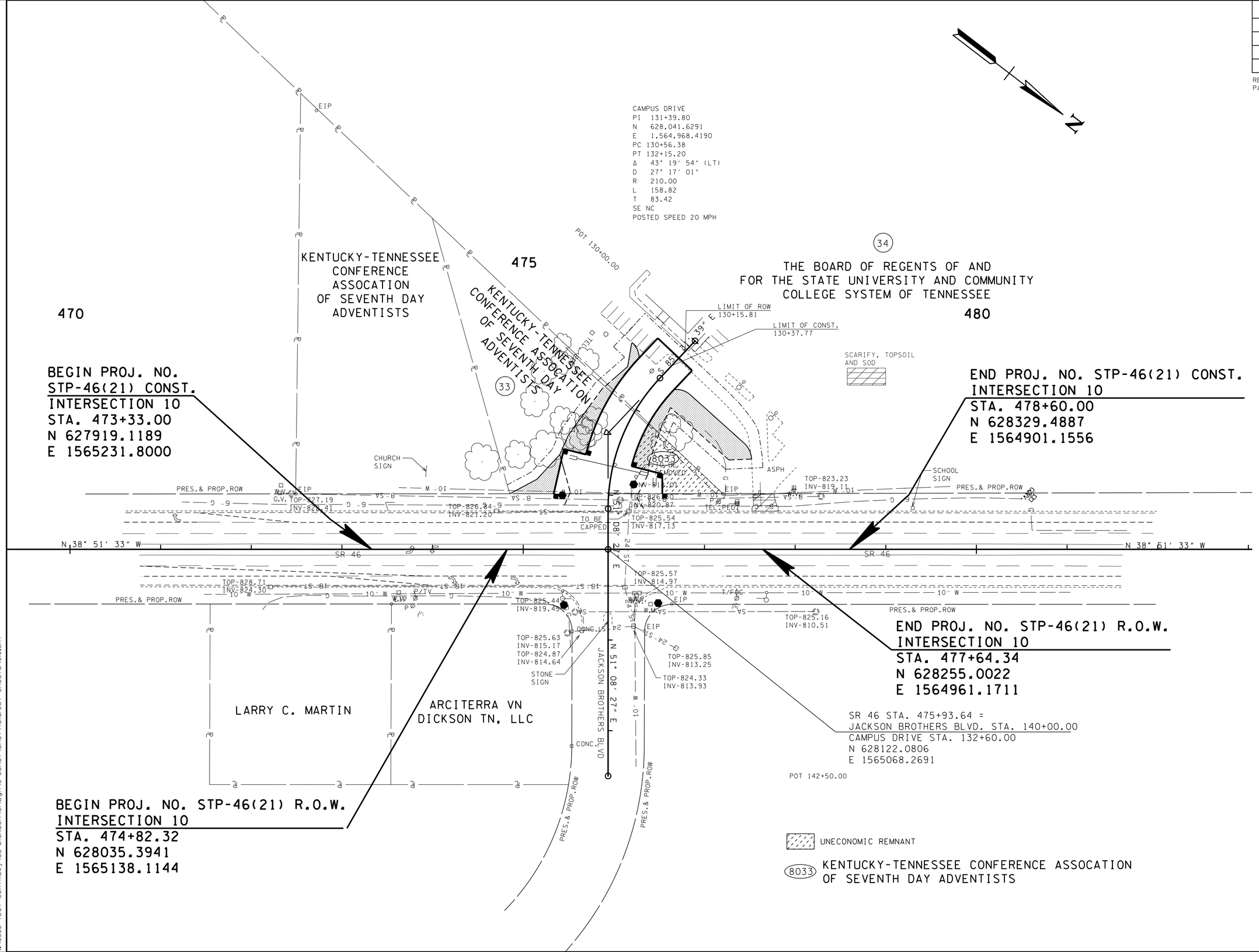
INTERSECTION NO. 8

SCALE: 1"= 50'

9/23/2014 4:11:24 PM
N:\8536 TDOT Cont+Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\009C.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	10
CONST.	2014	STP-46(21)	10

REV. 8-22-14: ADDED TRACT NO. 8033. ADDED PATTERNING FOR UNECONOMIC REMNANT.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

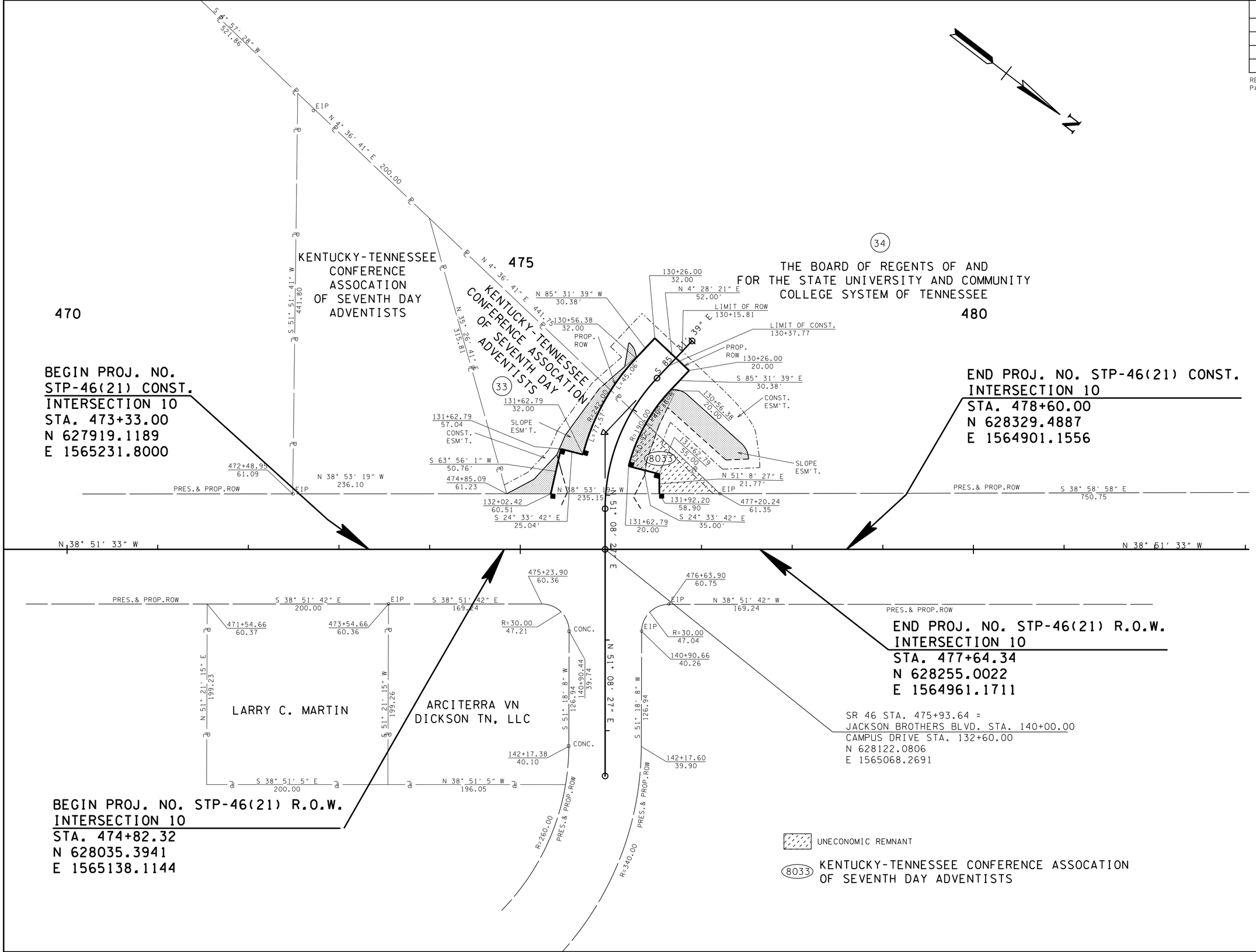
INTERSECTION NO.10

SCALE: 1"= 50'

9/23/2014 4:14:25 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\010.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	10A
CONST.	2014	STP-46(21)	10A

REV. 8-22-14: ADDED TRACT NO. 8033. ADDED PATTERNING FOR UNECONOMIC REMNANT.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

INTERSECTION NO.10

SCALE: 1"= 50'

9/23/2014 4:11:26 PM
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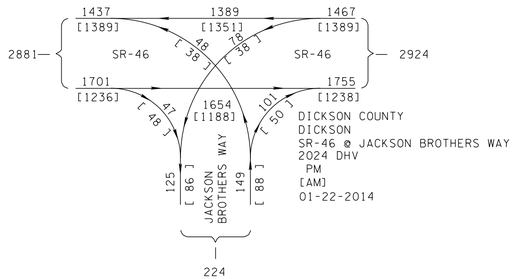
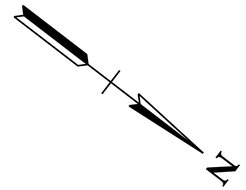
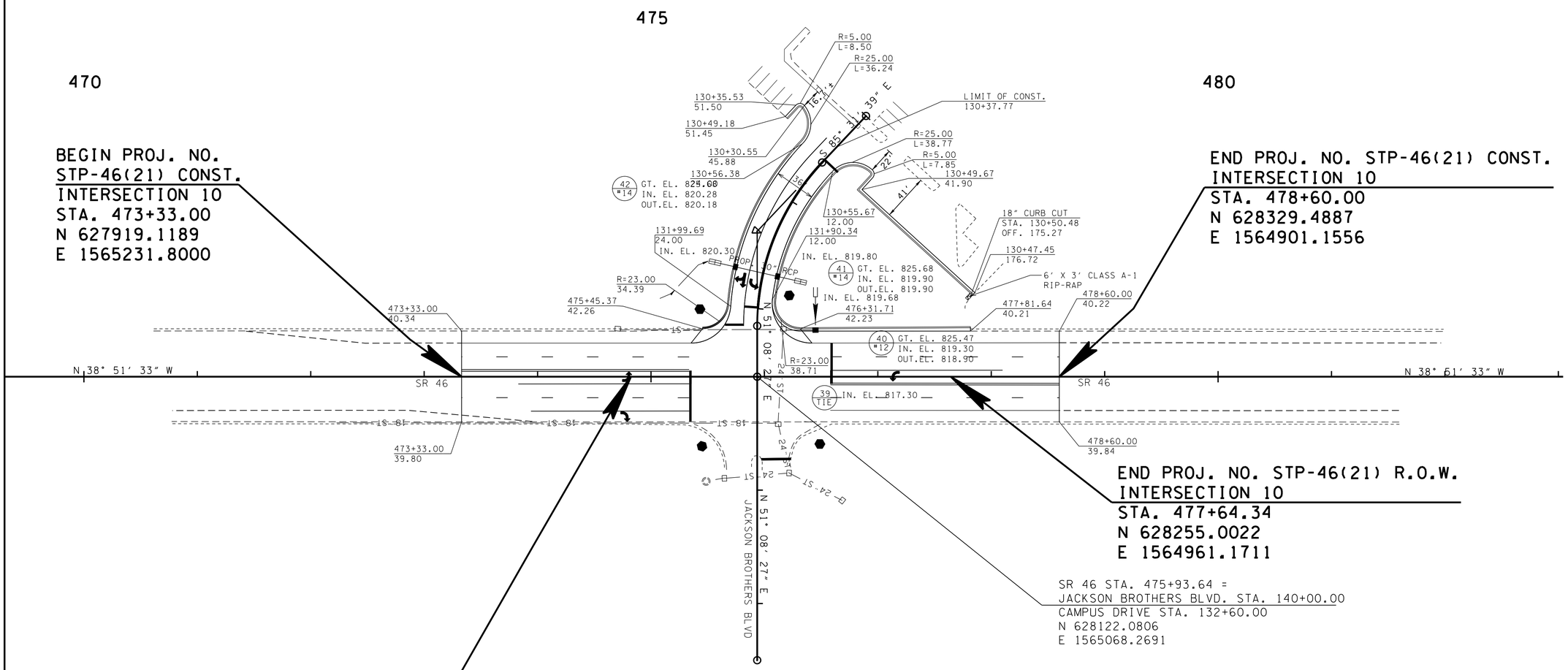
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	10B
CONST.	2014	STP-46(21)	10B

REV. 11-10-14: REVISED PROPOSED LAYOUT AT CAMPUS PARKING LOT. REVISED CROSS DRAIN AT STA. 131+68.32 CAMPUS DRIVE.







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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO.10

SCALE: 1"= 50'

11/11/2014 4:59:46 PM
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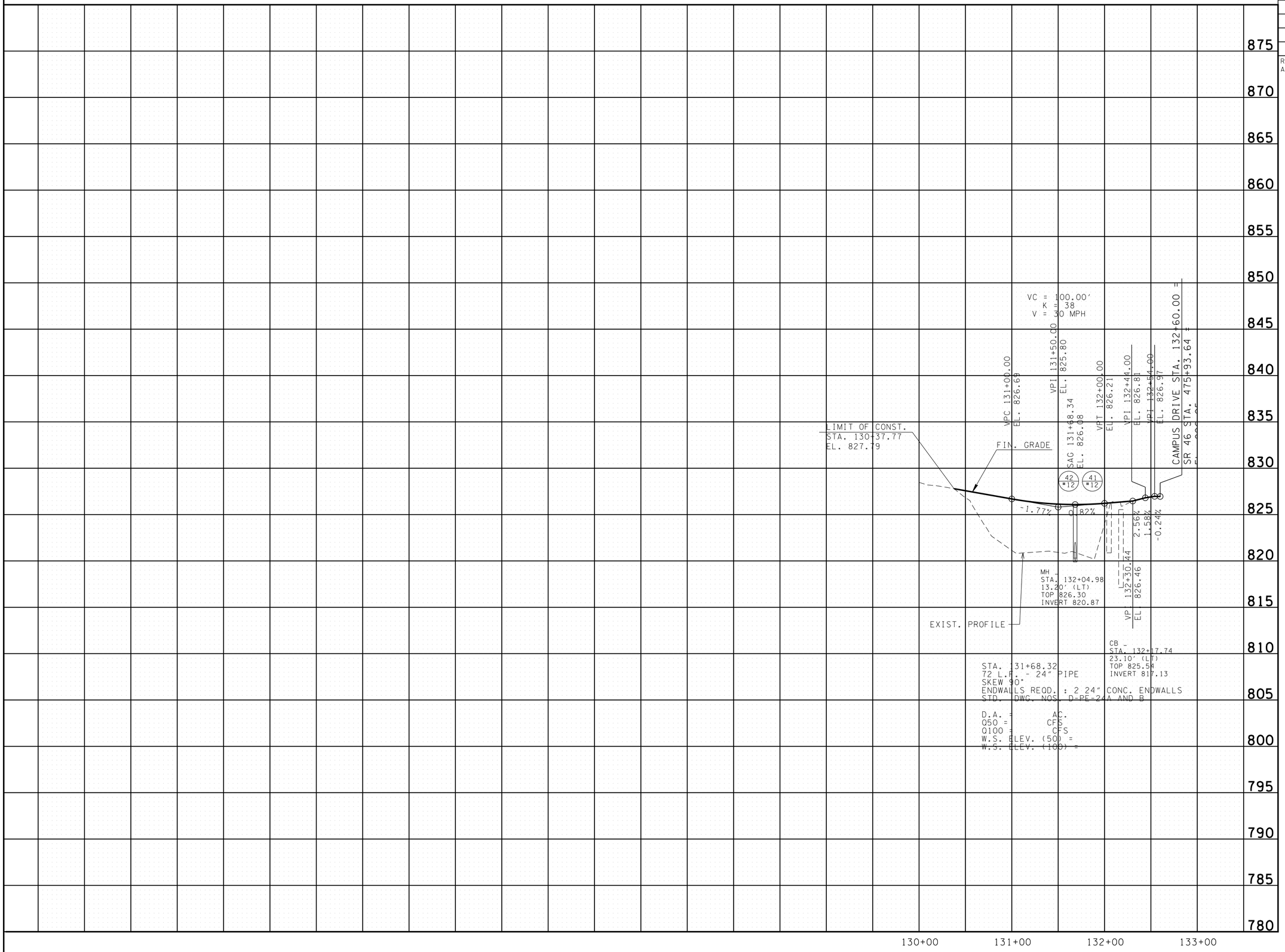
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	10C
CONST.	2014	STP-46(21)	10C

REV. 11-10-14: REVISED PROP. CROSS DRAIN AT STA. 131+68.32.



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

INTERSECTION NO. 10

SCALE: 1"= 50'

11/11/2014 1:11:26 PM
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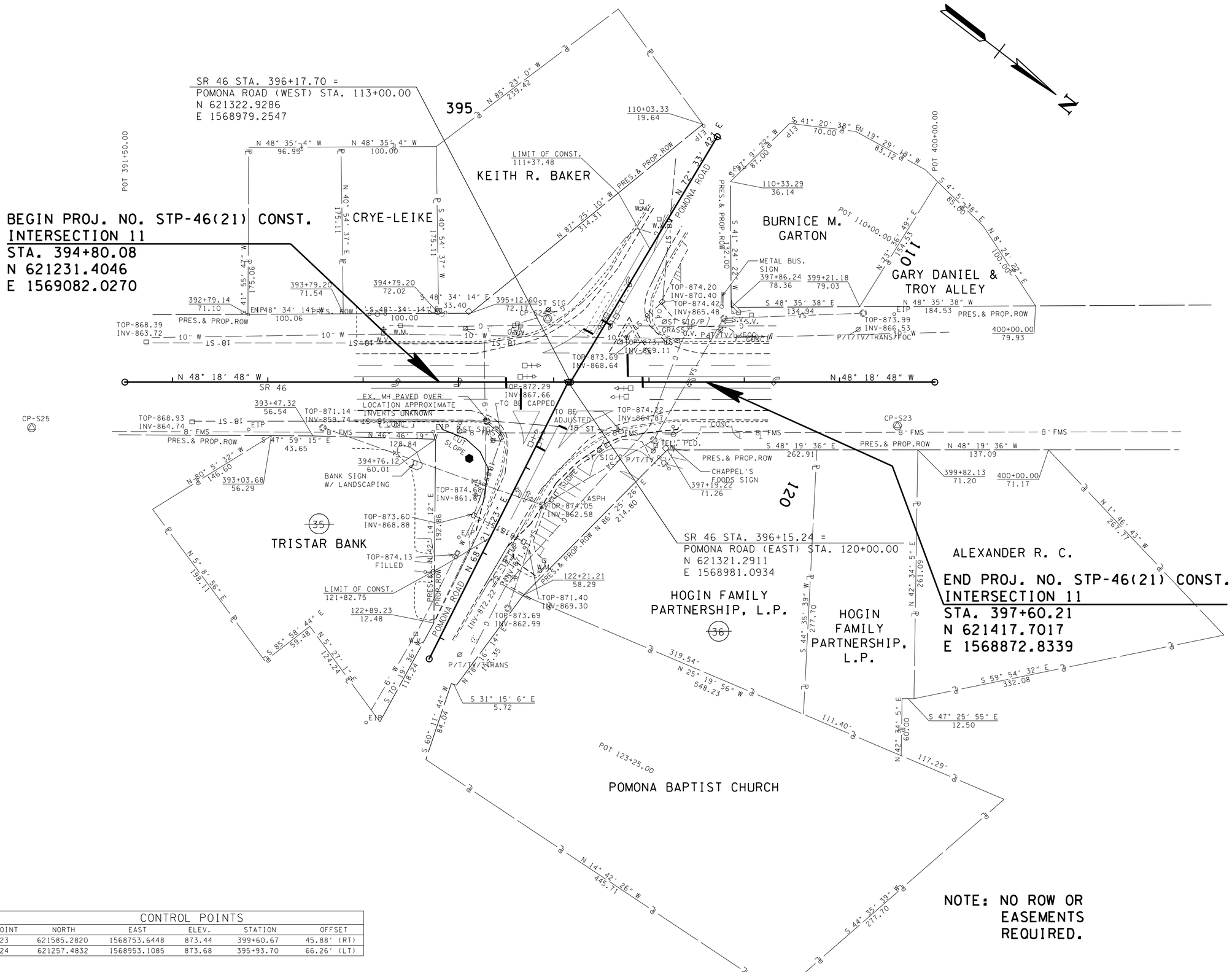
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	11
CONST.	2014	STP-46(21)	11



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S23	621585.2820	1568753.6448	873.44	399+60.67	45.88' (RT)
S24	621257.4832	1568953.1085	873.68	395+93.70	66.26' (LT)

NOTE: NO ROW OR EASEMENTS REQUIRED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

INTERSECTION NO.11

SCALE: 1"= 50'

9/23/2014 4:11:28 PM
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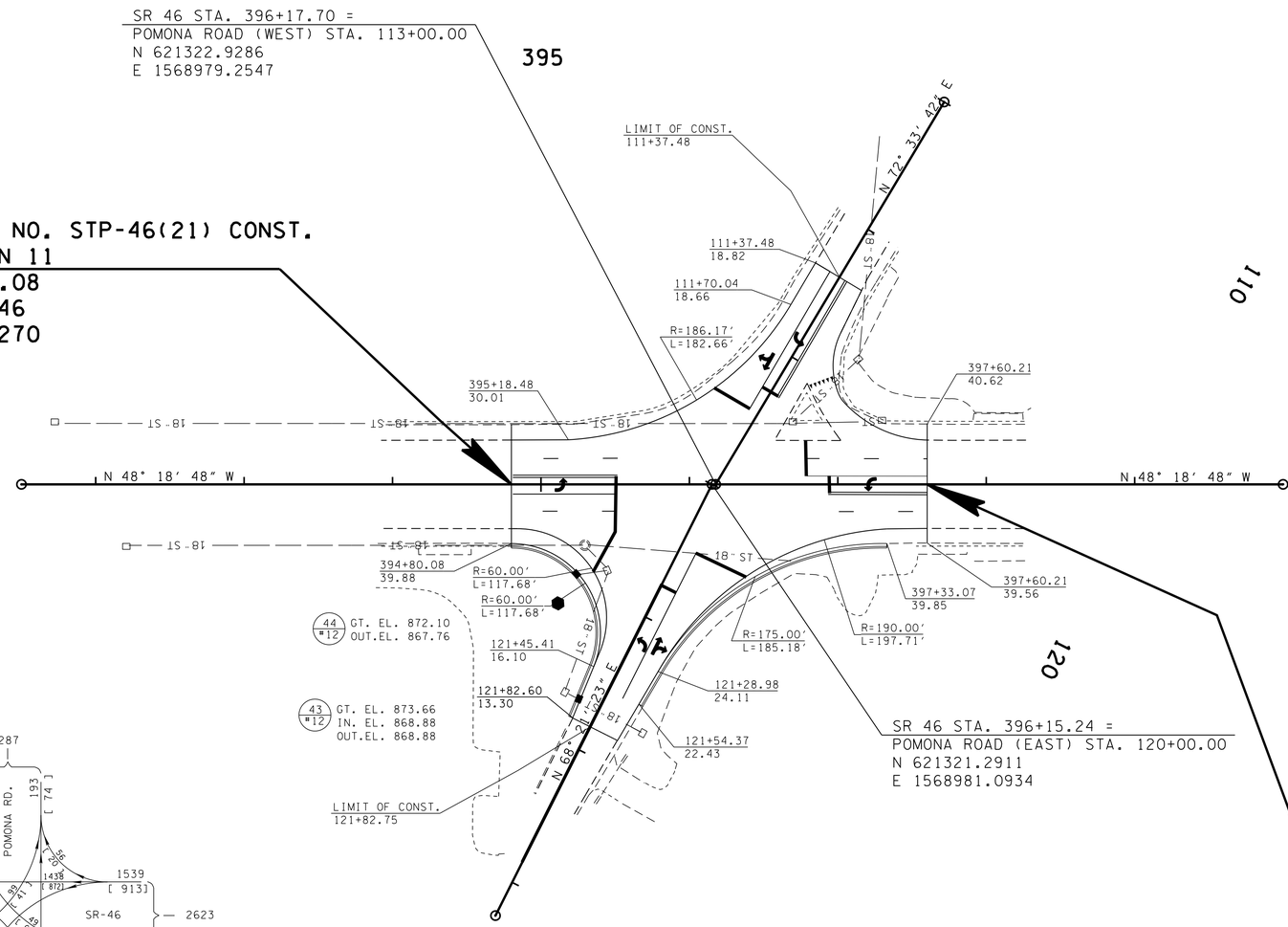
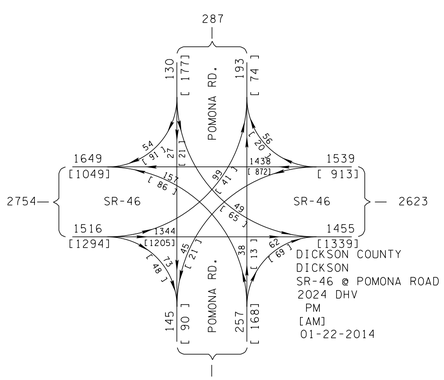
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	11A
CONST.	2014	STP-46(21)	11A





UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

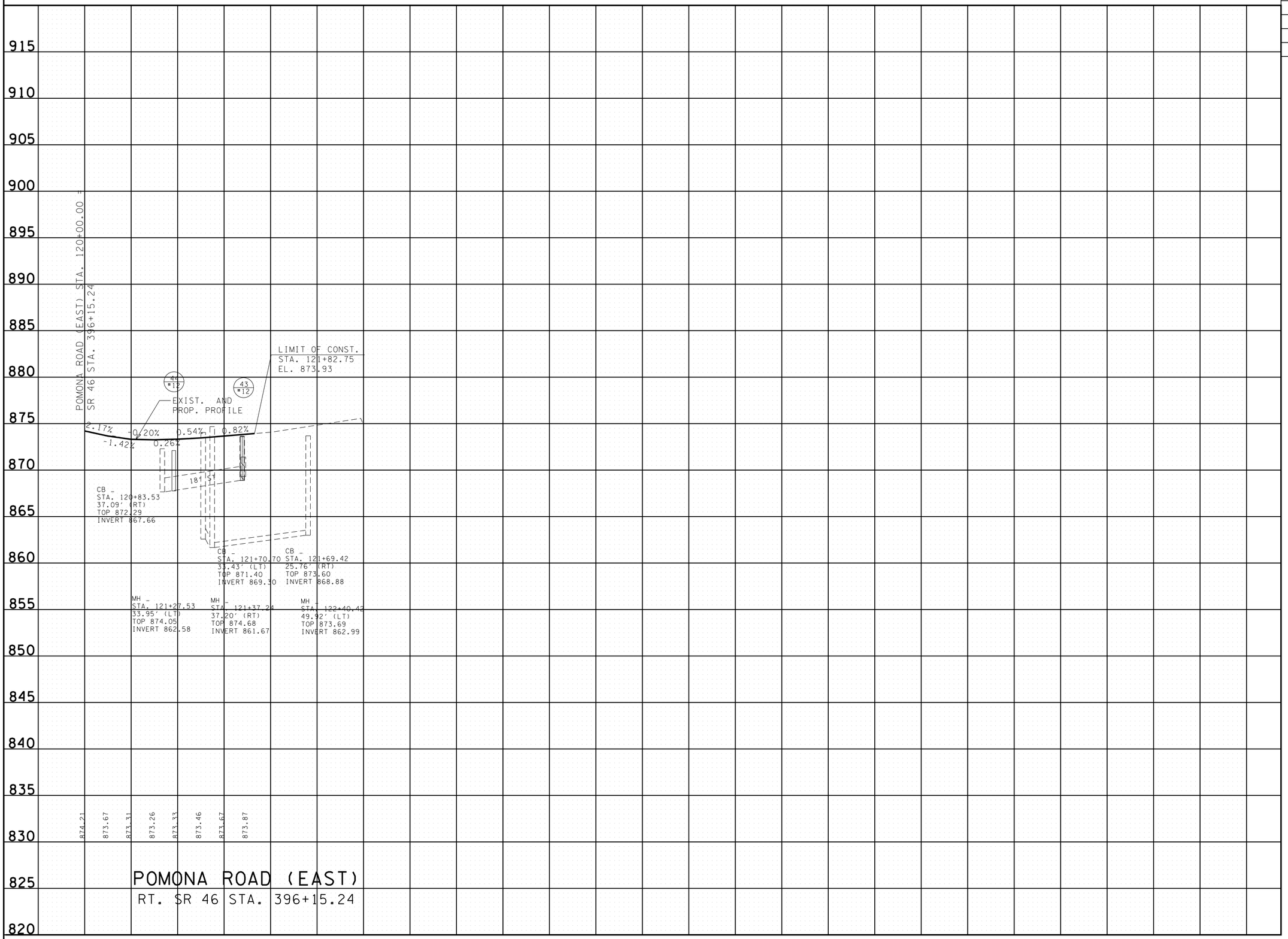
PROPOSED LAYOUT

INTERSECTION NO.11

SCALE: 1"= 50′

9/23/2014 4:14:28 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\Unofficial Set Sheets\01A.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	11B
CONST.	2014	STP-46(21)	11B



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UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

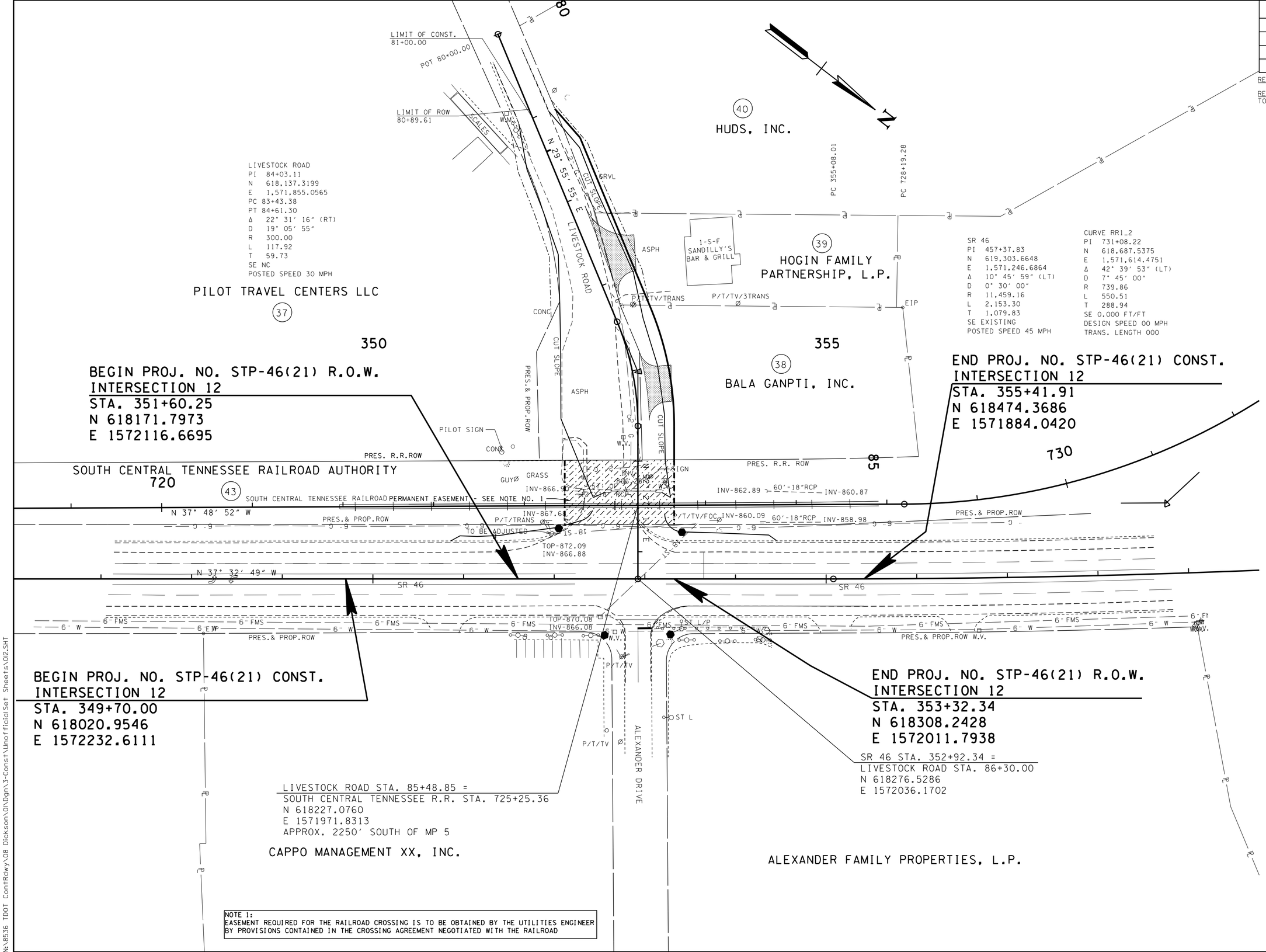
INTERSECTION NO. 11

SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	12
CONST.	2014	STP-46(21)	12

REV. 04-30-14: ADDED BUILDING TO TRACT NO. 39.

REV. 08-22-14: ADDED EASEMENT PATTERNING TO TRACT NO. 43.



NOTE 1:
EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

INTERSECTION NO.12

SCALE: 1"= 50'

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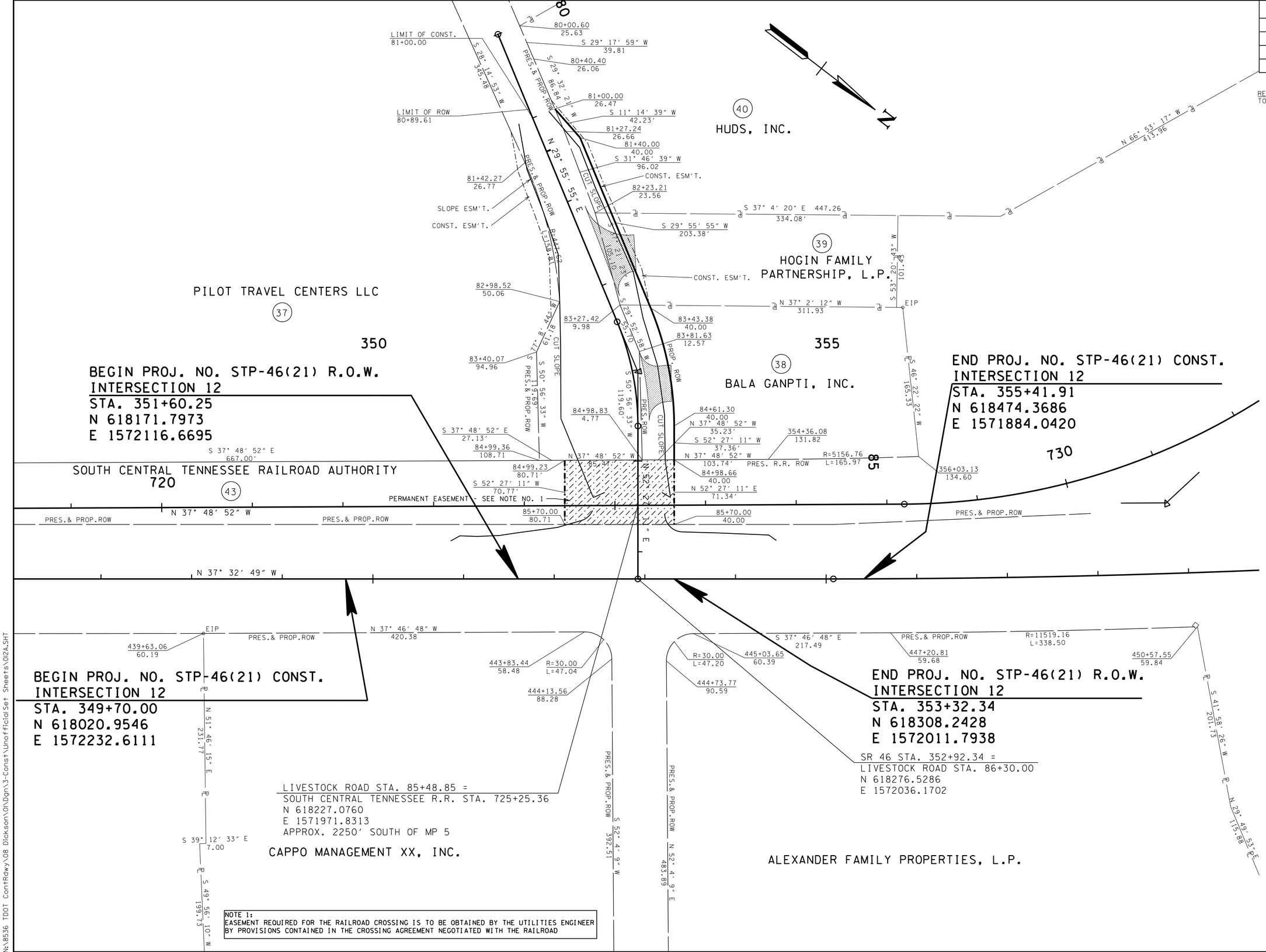
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	12A
CONST.	2014	STP-46(21)	12A

REV. 08-22-14: ADDED EASEMENT PATTERNING TO TRACT NO. 43.



NOTE 1:
EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

INTERSECTION NO.12

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	12B
CONST.	2014	STP-46(21)	12B

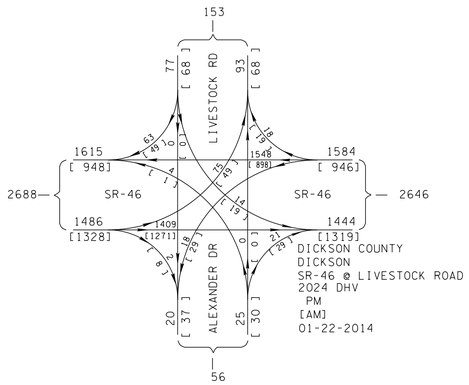
REV. 09-23-14: ADDED NOTE FOR TRACT NO. 37.

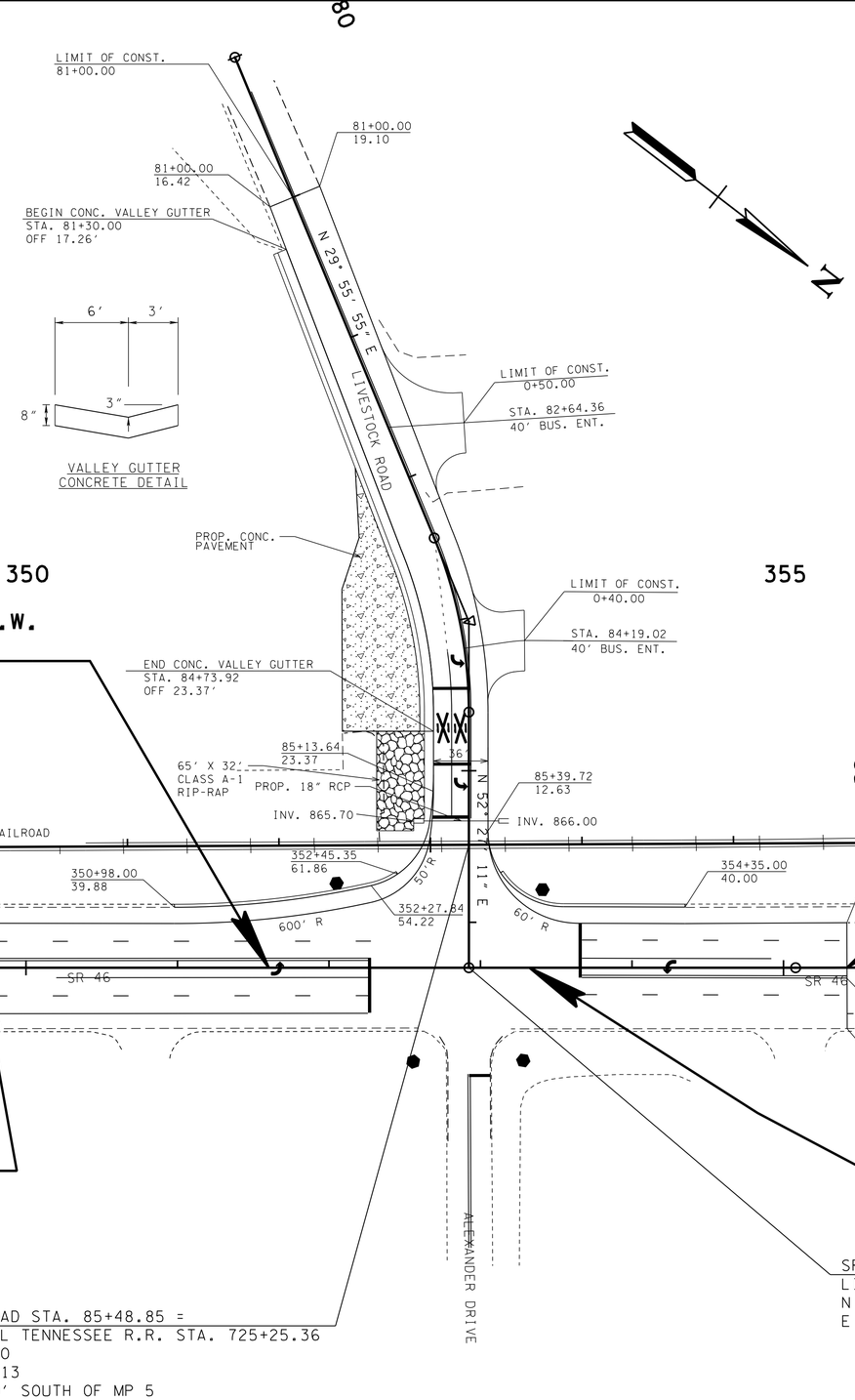
RAILROAD CROSSING RELOCATION AND PROPOSED SIGNAL SYSTEM AT RAILROAD CROSSING TO BE PERFORMED BY OTHERS. CONTRACTOR SHALL COORDINATE WORK TO BE COMPLETED WITH RAILROAD.

CONTACTS FOR RAILROAD:

RAILROAD:
SOUTH CENTRAL TENNESSEE RAILROAD
340 SOUTH CENTRAL ROAD
CENTERVILLE, TN 37033
PHONE 931-729-4227

ENGINEER:
CROUCH ENGINEERING, P.C.
428 WILSON PIKE CIRCLE
BRENTWOOD, TN 37027
JAY HARRIS, P.E.
PHONE 615-791-0630
CELL PHONE 615-289-6121
FAX 615-791-8451
jharris@crouchengineering.com





BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 12
STA. 351+60.25
N 618171.7973
E 1572116.6695

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 12
STA. 355+41.91
N 618474.3686
E 1571884.0420

BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION 12
STA. 349+70.00
N 618020.9546
E 1572232.6111

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 12
STA. 353+32.34
N 618308.2428
E 1572011.7938

SR 46 STA. 352+92.34 =
LIVESTOCK ROAD STA. 86+30.00
N 618276.5286
E 1572036.1702

LIVESTOCK ROAD STA. 85+48.85 =
SOUTH CENTRAL TENNESSEE R.R. STA. 725+25.36
N 618227.0760
E 1571971.8313
APPROX. 2250' SOUTH OF MP 5

NOTE:
ACCESS SERVING TRACT NO. 37 OFF OF LIVESTOCK ROAD SHALL BE CONSTRUCTED IN PHASES TO MAINTAIN ACCESS FOR TRACTOR-TRAILER TRUCK TRAFFIC THROUGHOUT CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO.12

SCALE: 1"= 50'

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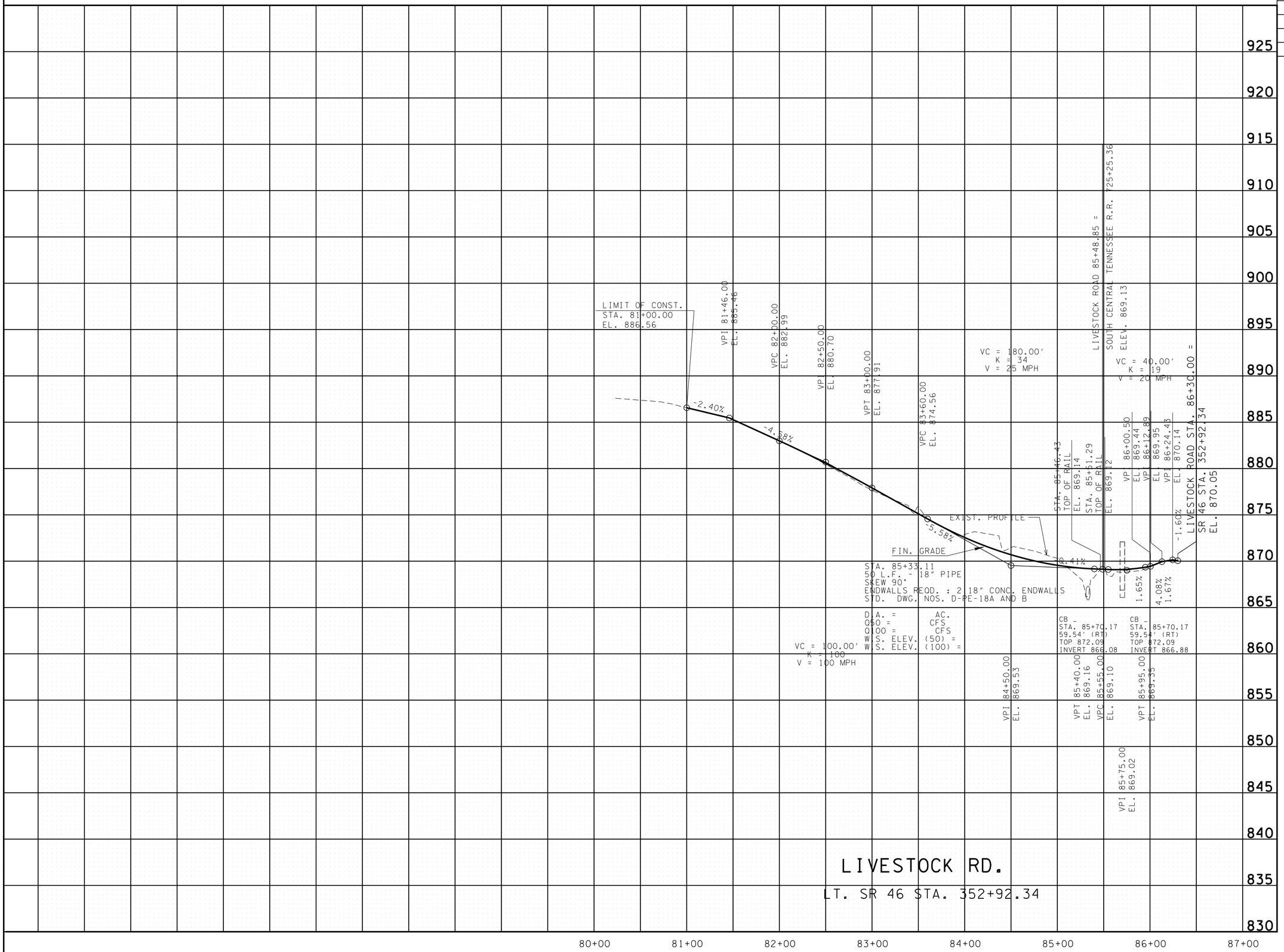
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	12C
CONST.	2014	STP-46(21)	12C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

INTERSECTION NO. 12

SCALE: 1"= 50'

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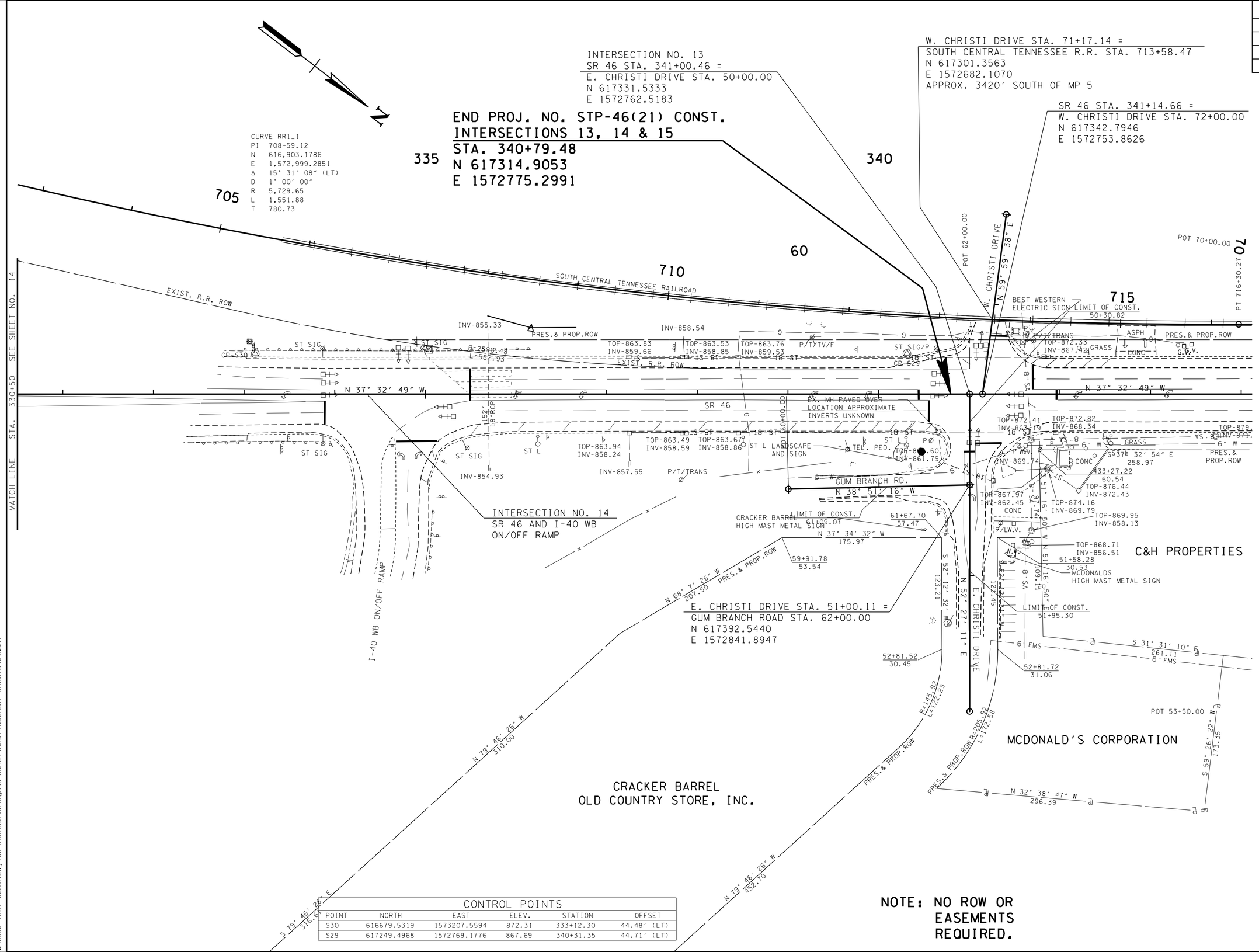
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	13
CONST.	2014	STP-46(21)	13



CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S30	616679.5319	1573207.5594	872.31	333+12.30	44.48' (LT)
S29	617249.4968	1572769.1776	867.69	340+31.35	44.71' (LT)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

INTERSECTION NO.13 & 14

SCALE: 1"= 50'

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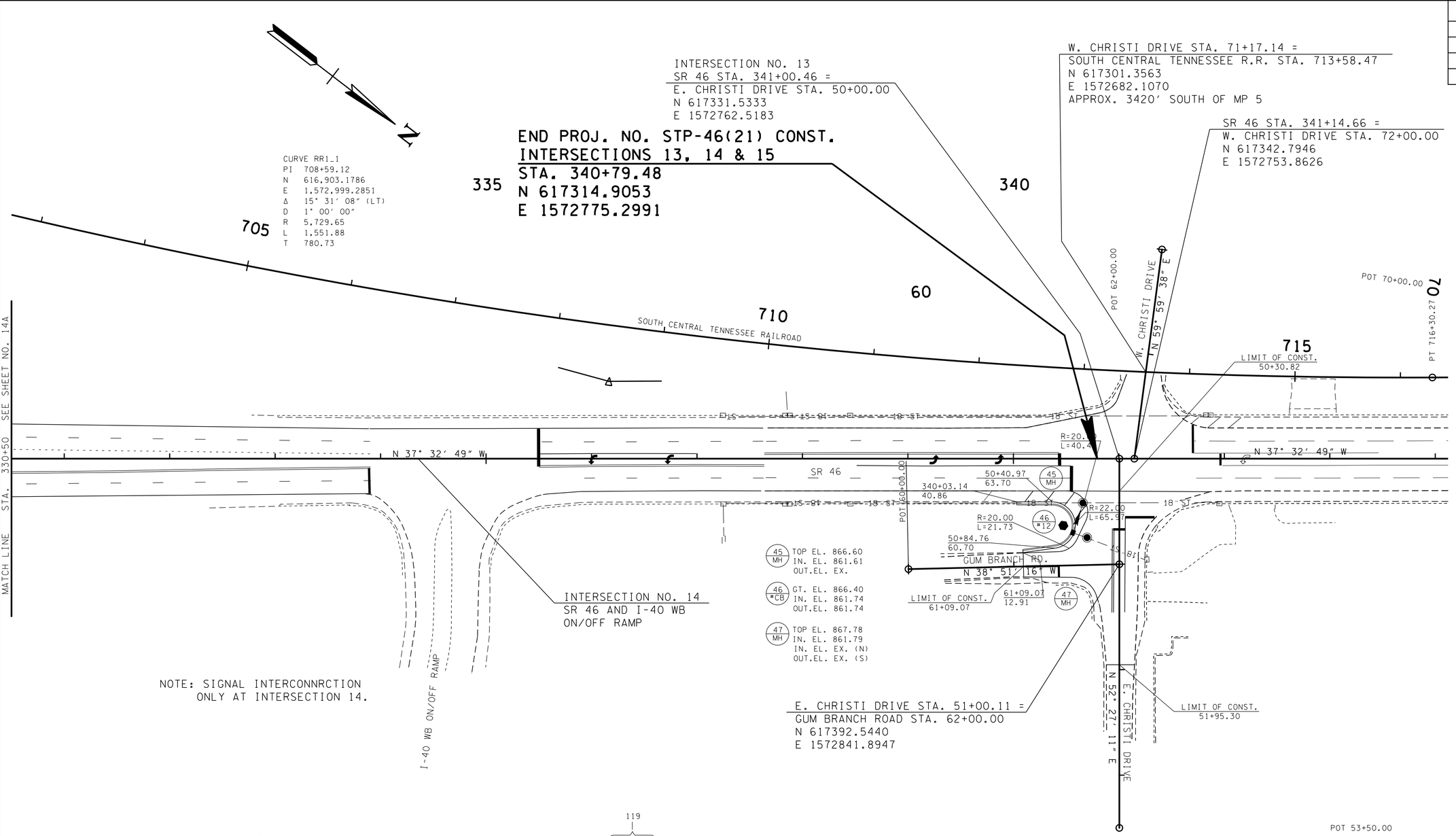
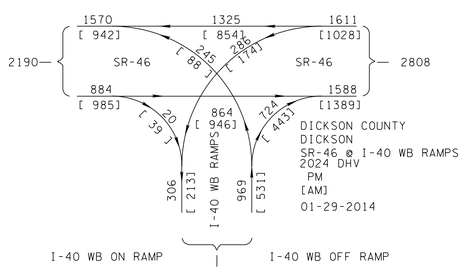
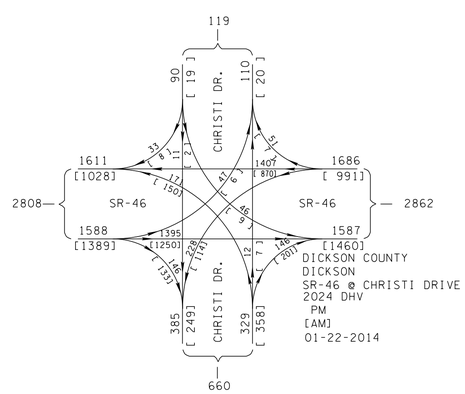
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	13A
CONST.	2014	STP-46(21)	13A







UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO.13 & 14

SCALE: 1"= 50'

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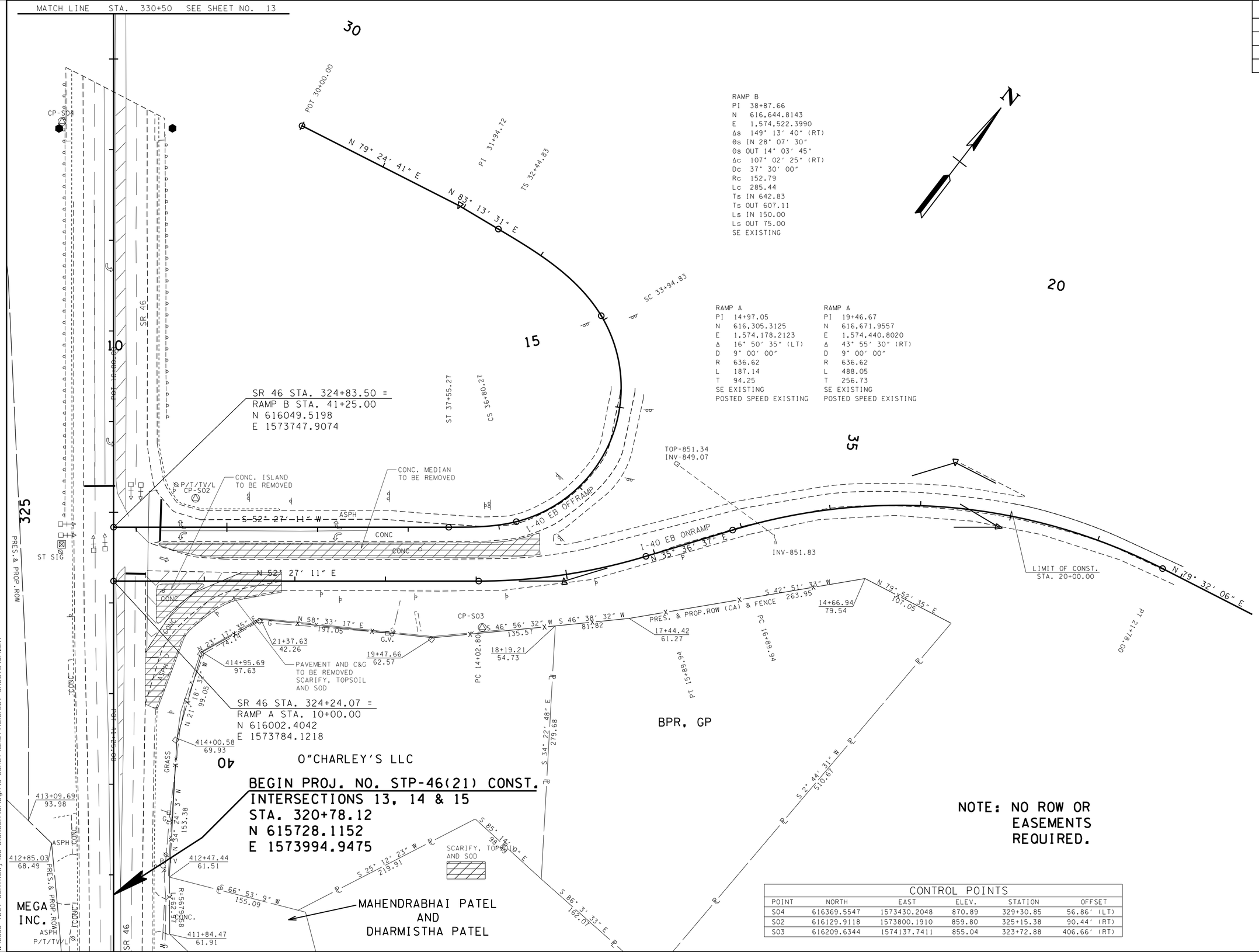
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	14
CONST.	2014	STP-46(21)	14



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S04	616369.5547	1573430.2048	870.89	329+30.85	56.86' (LT)
S02	616129.9118	1573800.1910	859.80	325+15.38	90.44' (RT)
S03	616209.6344	1574137.7411	855.04	323+72.88	406.66' (RT)

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

INTERSECTION NO. 15

SCALE: 1"= 50'

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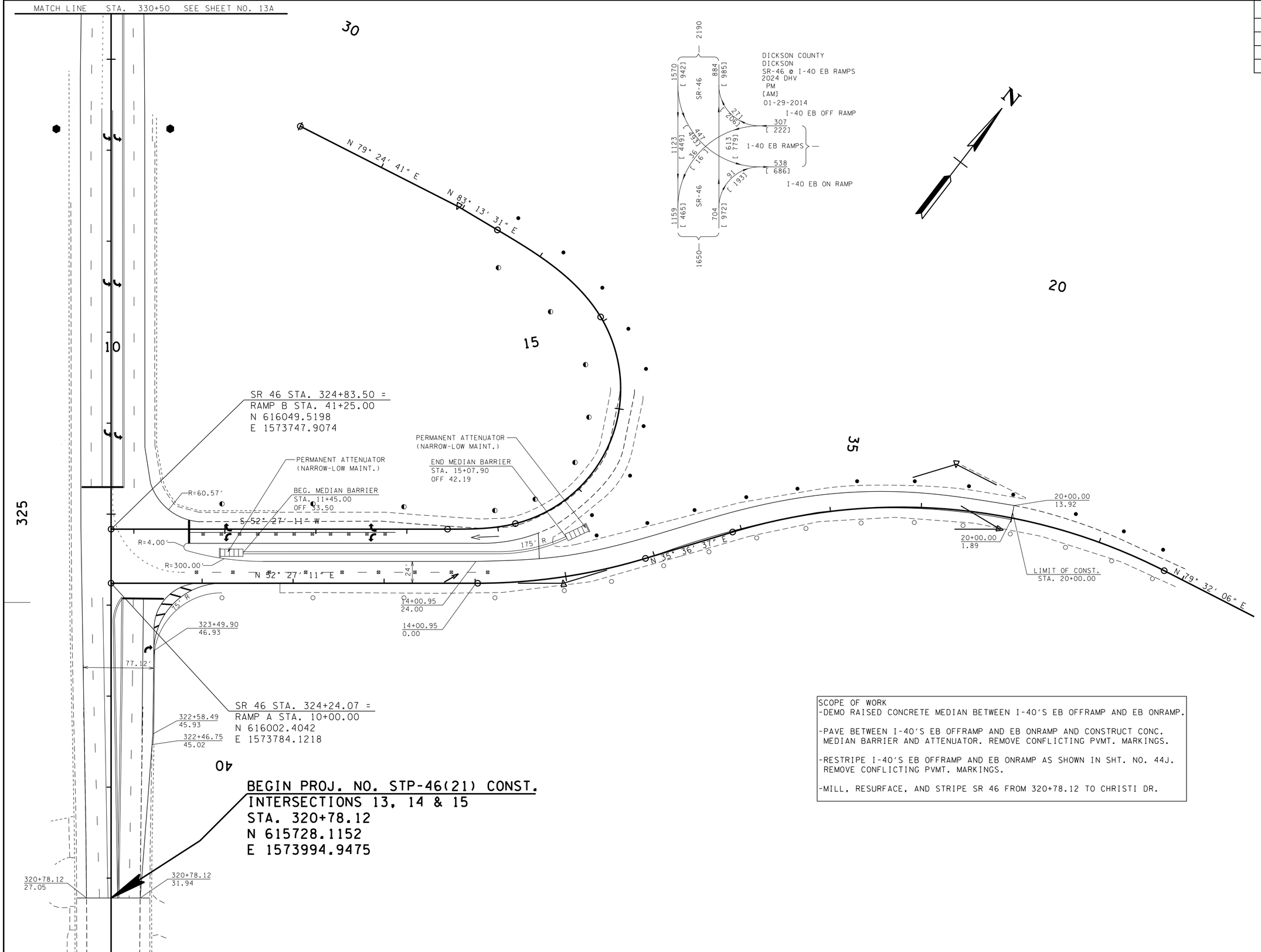
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	14A
CONST.	2014	STP-46(21)	14A



SCOPE OF WORK

-DEMO RAISED CONCRETE MEDIAN BETWEEN I-40'S EB OFFRAMP AND EB ONRAMP.

-PAVE BETWEEN I-40'S EB OFFRAMP AND EB ONRAMP AND CONSTRUCT CONC. MEDIAN BARRIER AND ATTENUATOR. REMOVE CONFLICTING PVMT. MARKINGS.

-RESTRIPE I-40'S EB OFFRAMP AND EB ONRAMP AS SHOWN IN SHT. NO. 44J. REMOVE CONFLICTING PVMT. MARKINGS.

-MILL, RESURFACE, AND STRIPE SR 46 FROM 320+78.12 TO CHRISTI DR.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO. 15

SCALE: 1"= 50'

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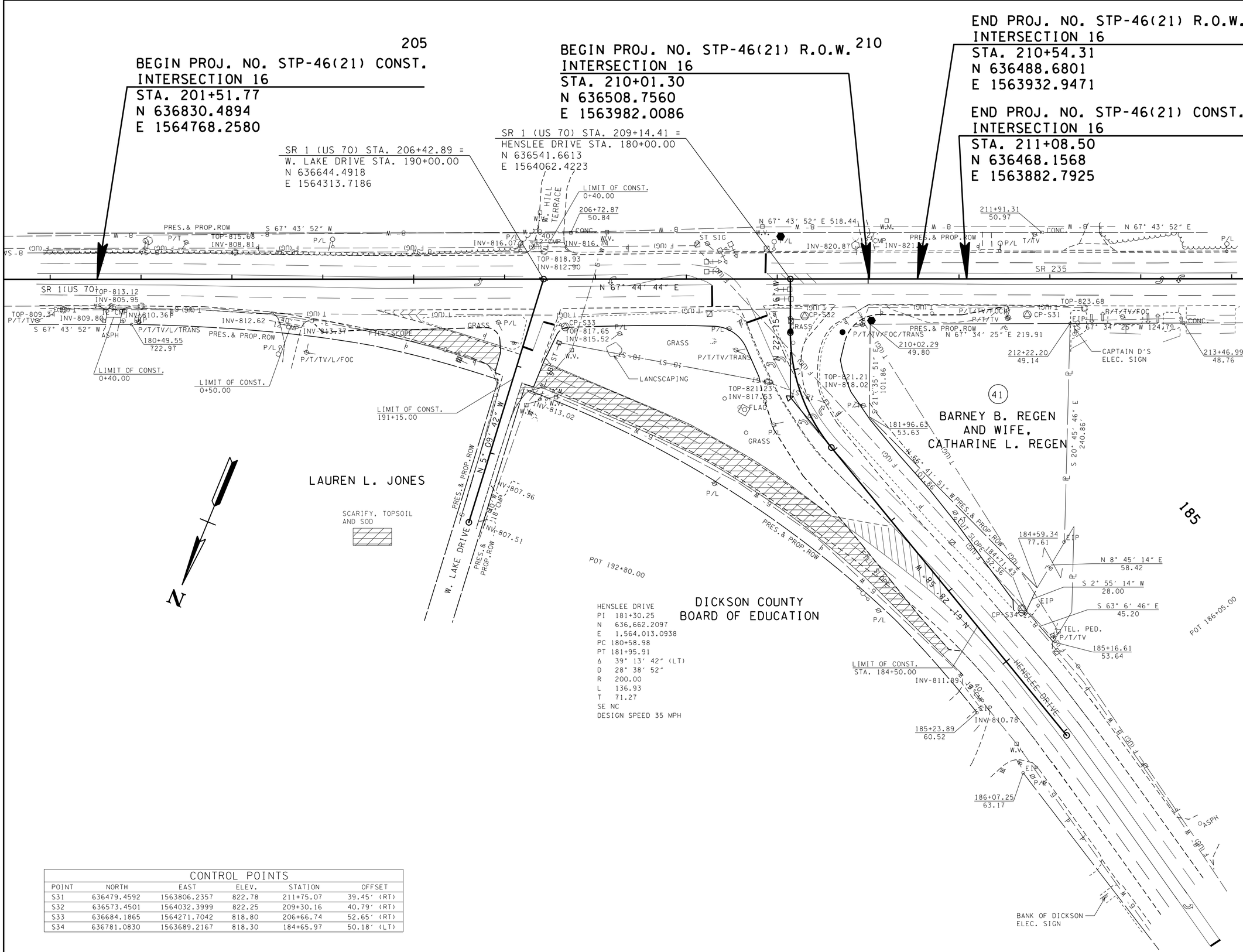
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	15
CONST.	2014	STP-46(21)	15



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S31	636479.4592	1563806.2357	822.78	211+75.07	39.45′ (RT)
S32	636573.4501	1564032.3999	822.25	209+30.16	40.79′ (RT)
S33	636684.1865	1564271.7042	818.80	206+66.74	52.65′ (RT)
S34	636781.0830	1563689.2167	818.30	184+65.97	50.18′ (LT)

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

INTERSECTION NO.16

SCALE: 1"= 50′

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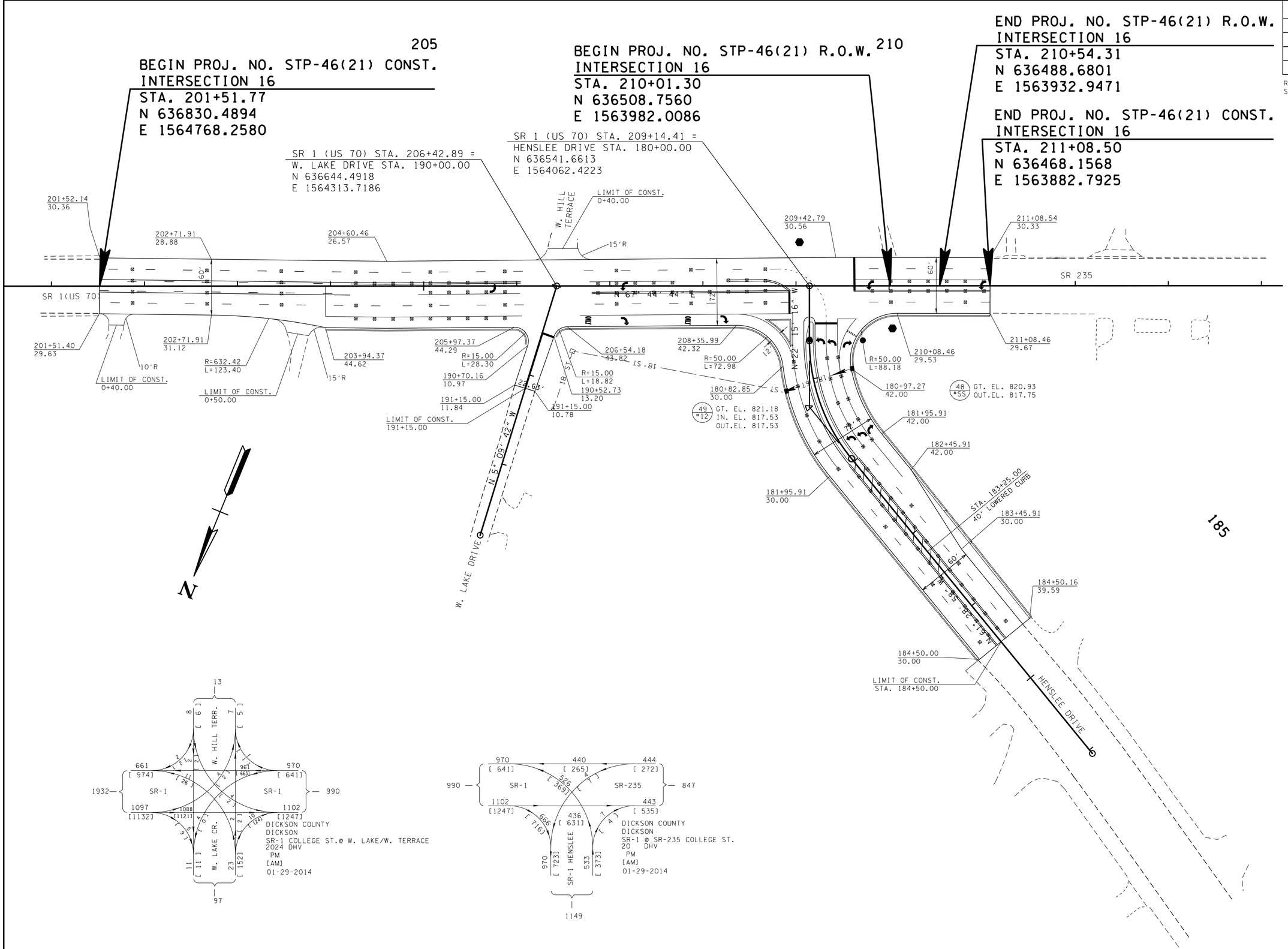
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	15A
CONST.	2014	STP-46(21)	15A

REV. 8-01-14: ADDED 40' LOWERED CURB LT. STA. 183+25.00.



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

INTERSECTION NO.16

SCALE: 1"= 50'

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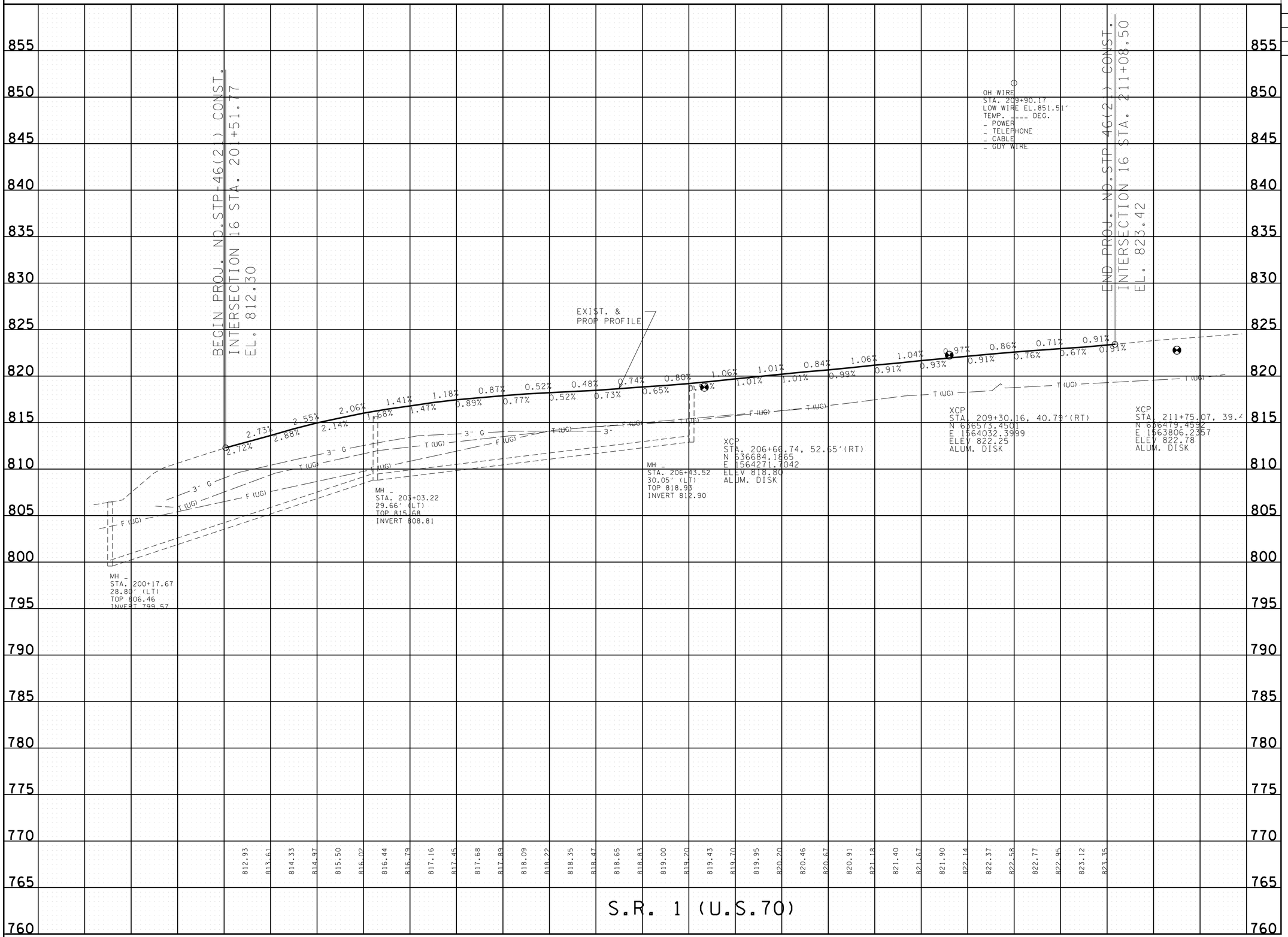
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	15B
CONST.	2014	STP-46(21)	15B



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

INTERSECTION NO. 16

SCALE: 1"= 50'

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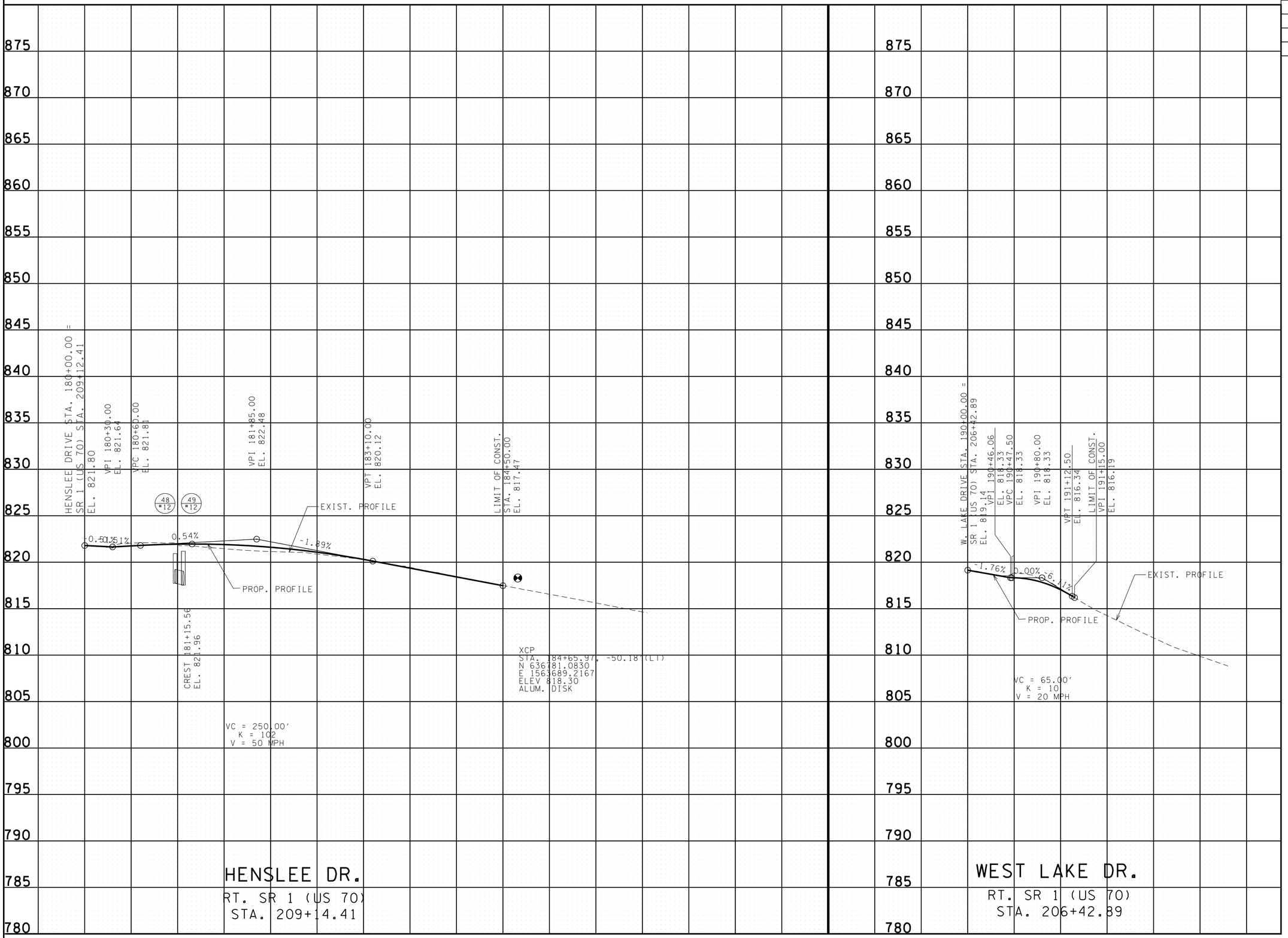
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	15C
CONST.	2014	STP-46(21)	15C



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS

INTERSECTION NO. 16

SCALE: 1"= 50'

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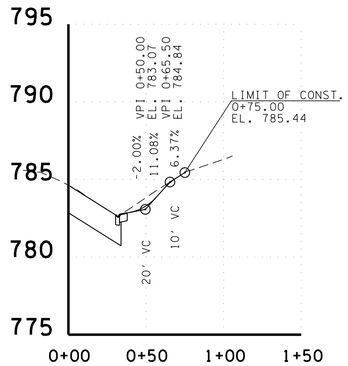
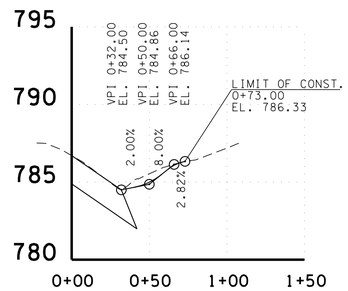
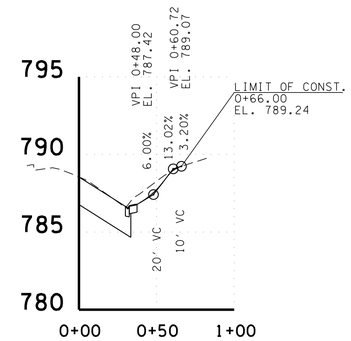
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	16
CONST.	2014	STP-46(21)	16



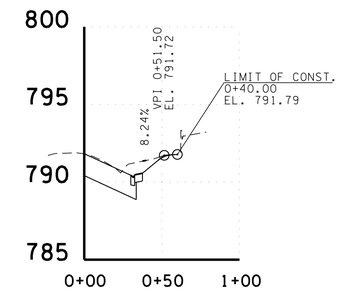
BUS. ENT. RT. 402+09.45
COLLEGE STREET
TRACT NO.5



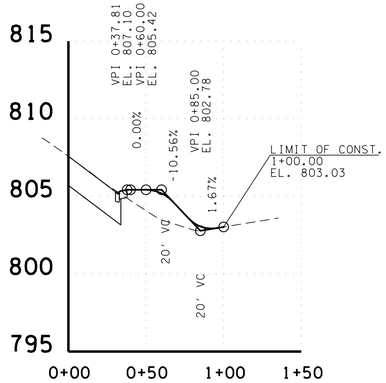
ALLEY RT. 402+47.17
COLLEGE STREET



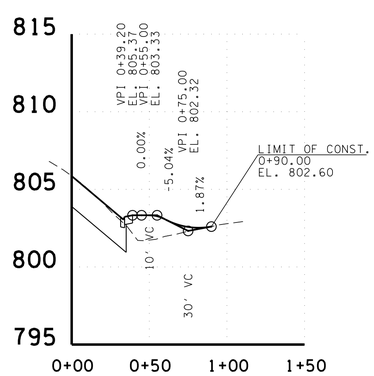
BUS. ENT. RT. 402+83.83
COLLEGE STREET
TRACT NO.6



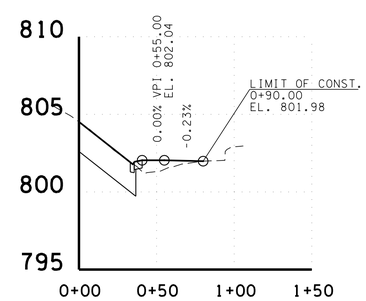
BUS. ENT. RT. 403+63.53
COLLEGE STREET
TRACT NO.7



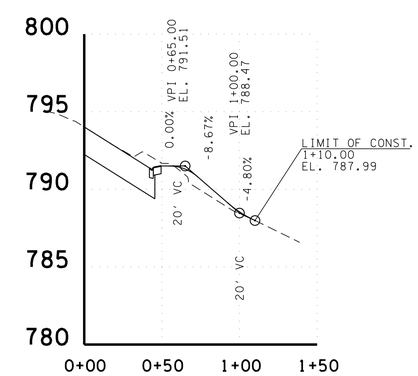
BUS. ENT. RT. 391+47.79
COLLEGE STREET



BUS. ENT. RT. 392+78.17
COLLEGE STREET
TRACT NO.1



BUS. ENT. RT. 393+43.70
COLLEGE STREET
TRACT NO.1



BUS. ENT. RT. 396+48.97
COLLEGE STREET
TRACT NO.2

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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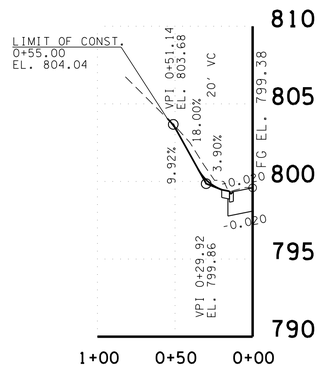
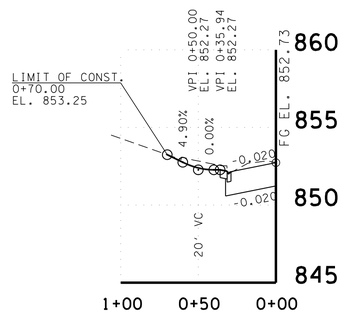
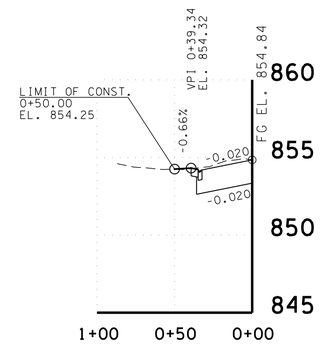
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	17
CONST.	2014	STP-46(21)	17



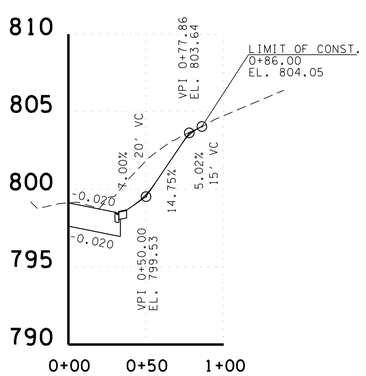
PVT. DR. LT. 41+87.37
MCLEMORE STREET
TRACT NO.10



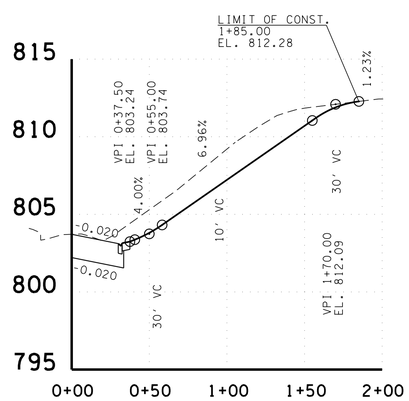
BUS. ENT. LT. 4+81.17
BEASLEY DRIVE
TRACT NO.18



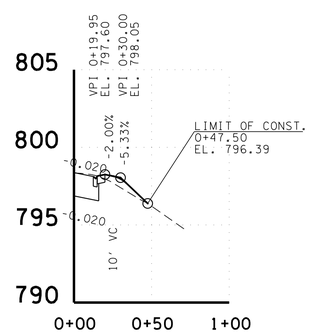
BUS. ENT. LT. 5+65.99
BEASLEY DRIVE
TRACT NO.18



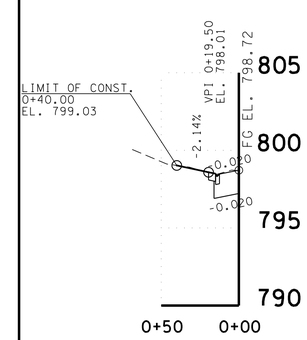
PVT. DR. RT. 405+20.30
COLLEGE STREET
TRACT NO.9



PVT. DR. RT. 406+31.26
COLLEGE STREET
TRACT NO.11



BUS. ENT. RT. 41+37.22
MCLEMORE STREET
TRACT NO.8



PVT. DR. LT. 41+49.06
MCLEMORE STREET
TRACT NO.9

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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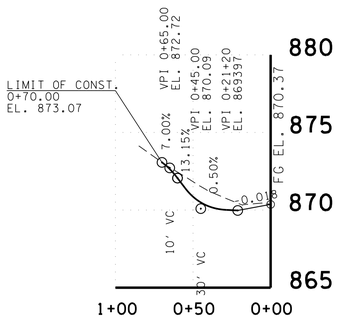
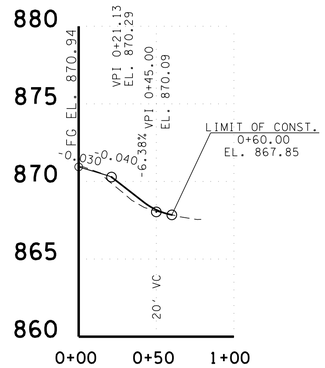
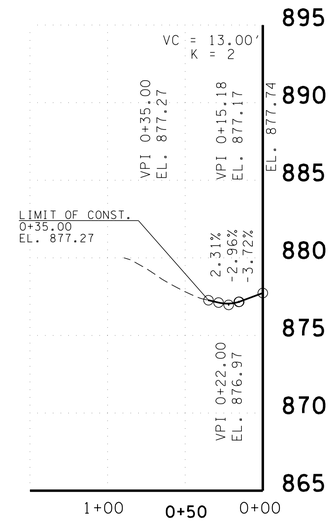
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	18
CONST.	2014	STP-46(21)	18



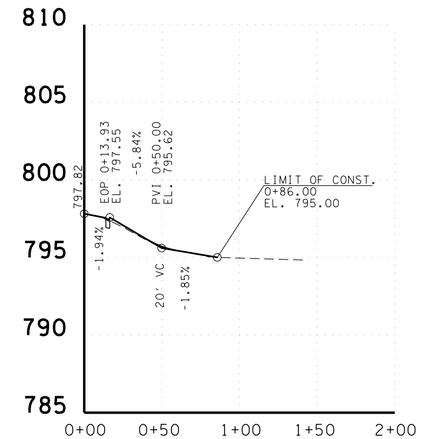
PVT. DR. LT. 23+01.88
SKYLINE CIRCLE
TRACT NO.24



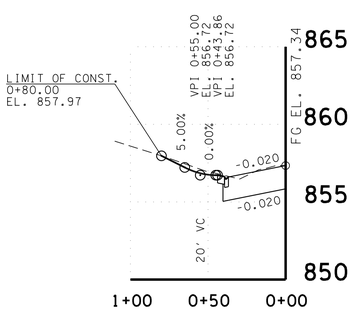
PVT. DR. RT. 23+15.31
SKYLINE CIRCLE
TRACT NO.23



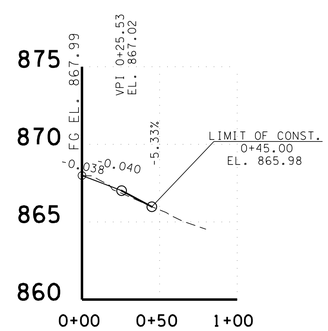
PVT. DR. LT. 24+26.42
SKYLINE CIRCLE
TRACT NO.24



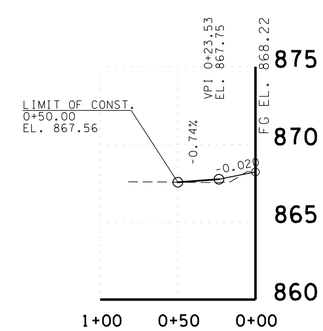
BUS. ENT. LT. 160+94.91
LEWIS HOLLOW ROAD
TRACT NO.24



BUS. ENT. LT. 6+56.99
BEASLEY DRIVE
TRACT NO.18



PVT. DR. RT. 22+41.13
SKYLINE CIRCLE
TRACT NO.22



PVT. DR. LT. 22+47.98
SKYLINE CIRCLE
TRACT NO.21

UNOFFICIAL SET

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PROFILE OF PRIVATE DRIVES

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

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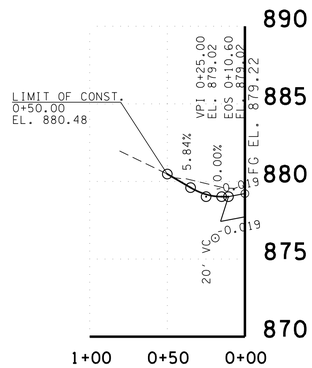
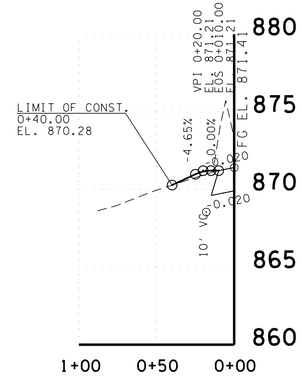
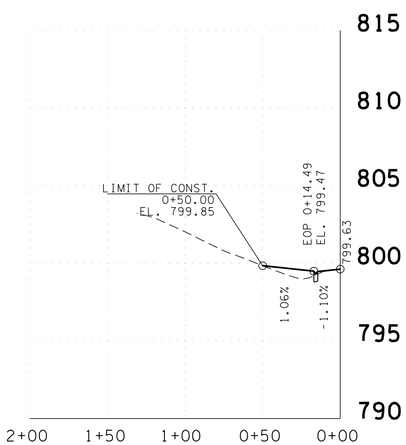
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	19
CONST.	2014	STP-46(21)	19



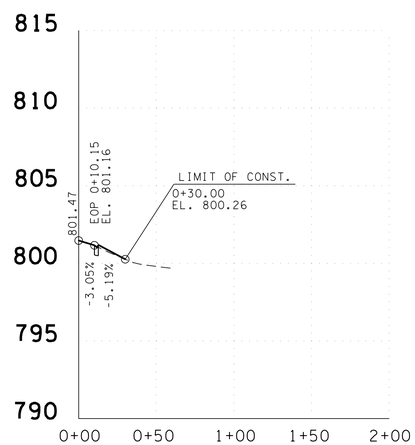
PVT. DR. LT. 82+64.36
LIVESTOCK ROAD
TRACT NO.39



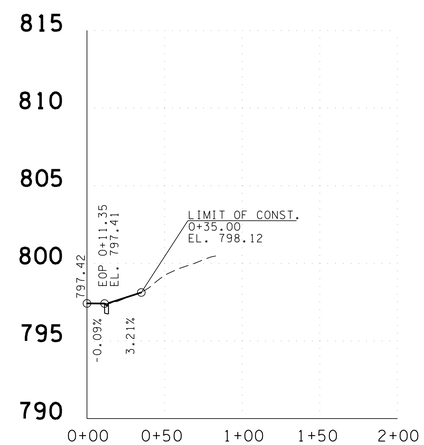
PVT. DR. LT. 84+19.02
LIVESTOCK ROAD
TRACT NO.38



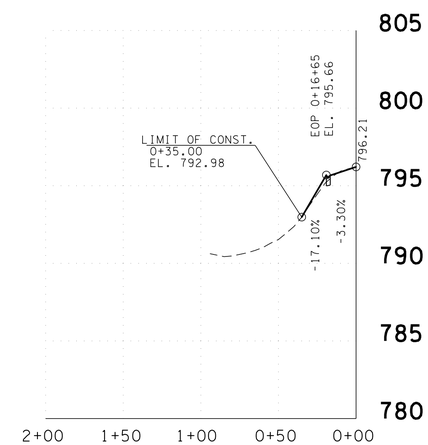
BUS. ENT. LT. 161+76.43
LEWIS HOLLOW ROAD
TRACT NO.27



BUS. ENT. LT. 162+45.66
LEWIS HOLLOW ROAD
TRACT NO.26



BUS. ENT. RT. 156+15.87
OAKMONT DRIVE
TRACT NO.28



BUS. ENT. LT. 156+39.57
OAKMONT DRIVE
TRACT NO.30

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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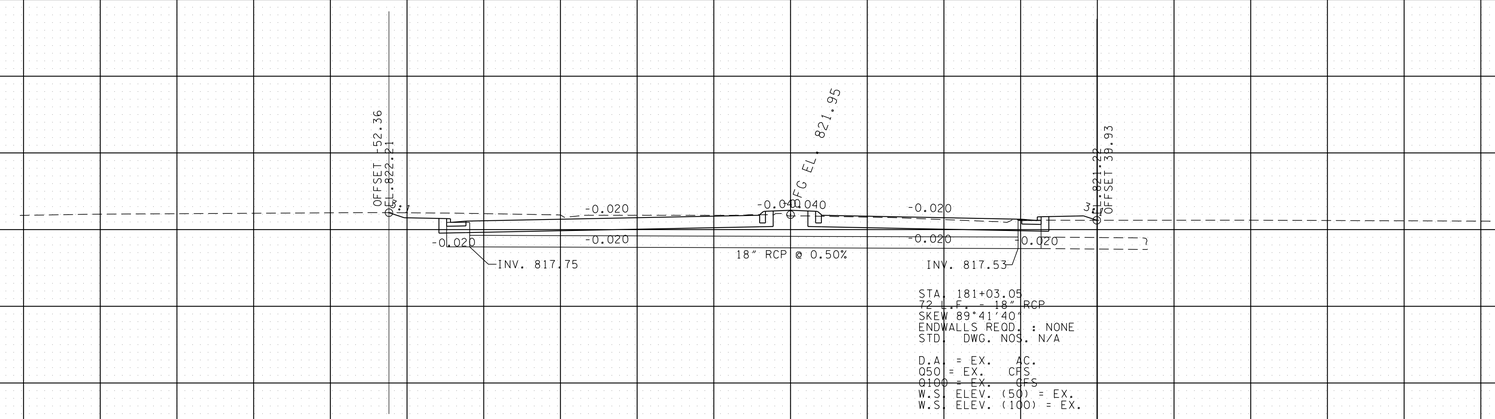
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	20
CONST.	2014	STP-46(21)	20

REV. 11-10-14: REVISED CULVERT SECTION AT STA. 131+68.32 CAMPUS DRIVE.

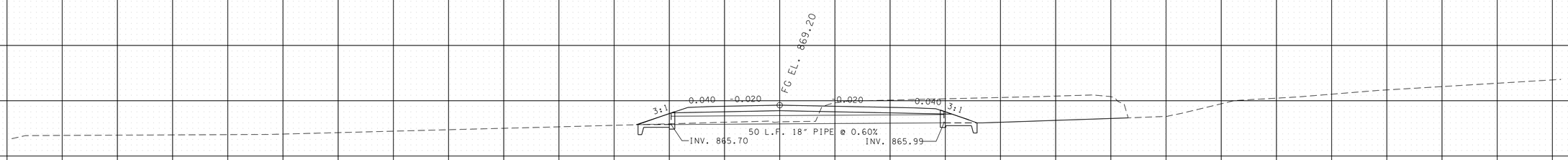


STA. 181+03.05
72 L.F. - 18" RCP
SKEW 89°41'40"
ENDWALLS REQD. : NONE
STD. DWG. NOS. N/A

D.A. = EX. AC.
Q50 = EX. CFS
Q100 = EX. CFS
W.S. ELEV. (50) = EX.
W.S. ELEV. (100) = EX.

HENSLEE DRIVE
STA. 181+03.05

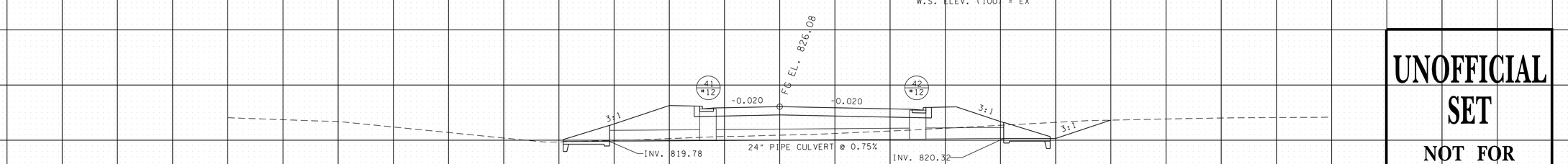
HENSLEE
181+03.05



LIVESTOCK ROAD
STA. 85+33.11

STA. 85+33.11
50 L.F. - 18" RCP
SKEW 90°
ENDWALLS REQD. : 2 18" CONC. ENDWALLS
STD. DWG. NOS. D-PE-18A AND B

D.A. = EX. AC.
Q50 = EX. CFS
Q100 = EX. CFS
W.S. ELEV. (50) = EX
W.S. ELEV. (100) = EX



CAMPUS DRIVE
STA. 131+68.32

STA. 131+68.32
72 L.F. - 24" RCP
SKEW 90°
ENDWALLS REQD. : 2 24" CONC. ENDWALLS
STD. DWG. NOS. D-PE-24A AND B

D.A. = EX. AC.
Q50 = EX. CFS
Q100 = EX. CFS
W.S. ELEV. (50) = EX.
W.S. ELEV. (100) = EX.

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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DEPARTMENT OF TRANSPORTATION

CULVERT
CROSS-SECTIONS

STA. 109+29.07
TO
STA. 130+50.00

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

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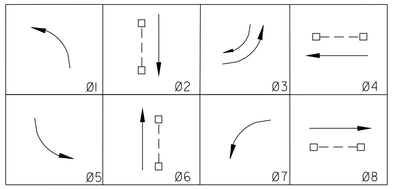
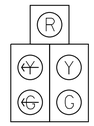
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W	2014	STP-46(21)	21
CONST.	2014	STP-46(21)	21

SIGNAL PHASING DIAGRAM

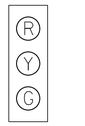


-PROT/PERM LEFT-TURN: Ø1,Ø5,Ø7
-PROT ONLY LEFT-TURN: Ø3
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-NB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø2

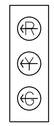
SIGNAL HEADS



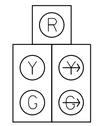
TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
1,5,7



TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8



TYPE 130A3
W/ BACKPLATE
12" L.E.D.
3



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
2R

COUNTDOWN
PEDESTRIAN
SIGNAL
16" L.E.D.
9,10,11,12

SIGNS

R10-12
30"x36"
A

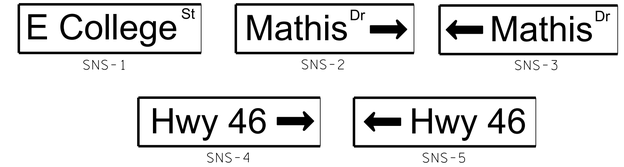
R10-3E
9"x15"

R10-3E
9"x15"

OVERHEAD STREET NAME SIGNS

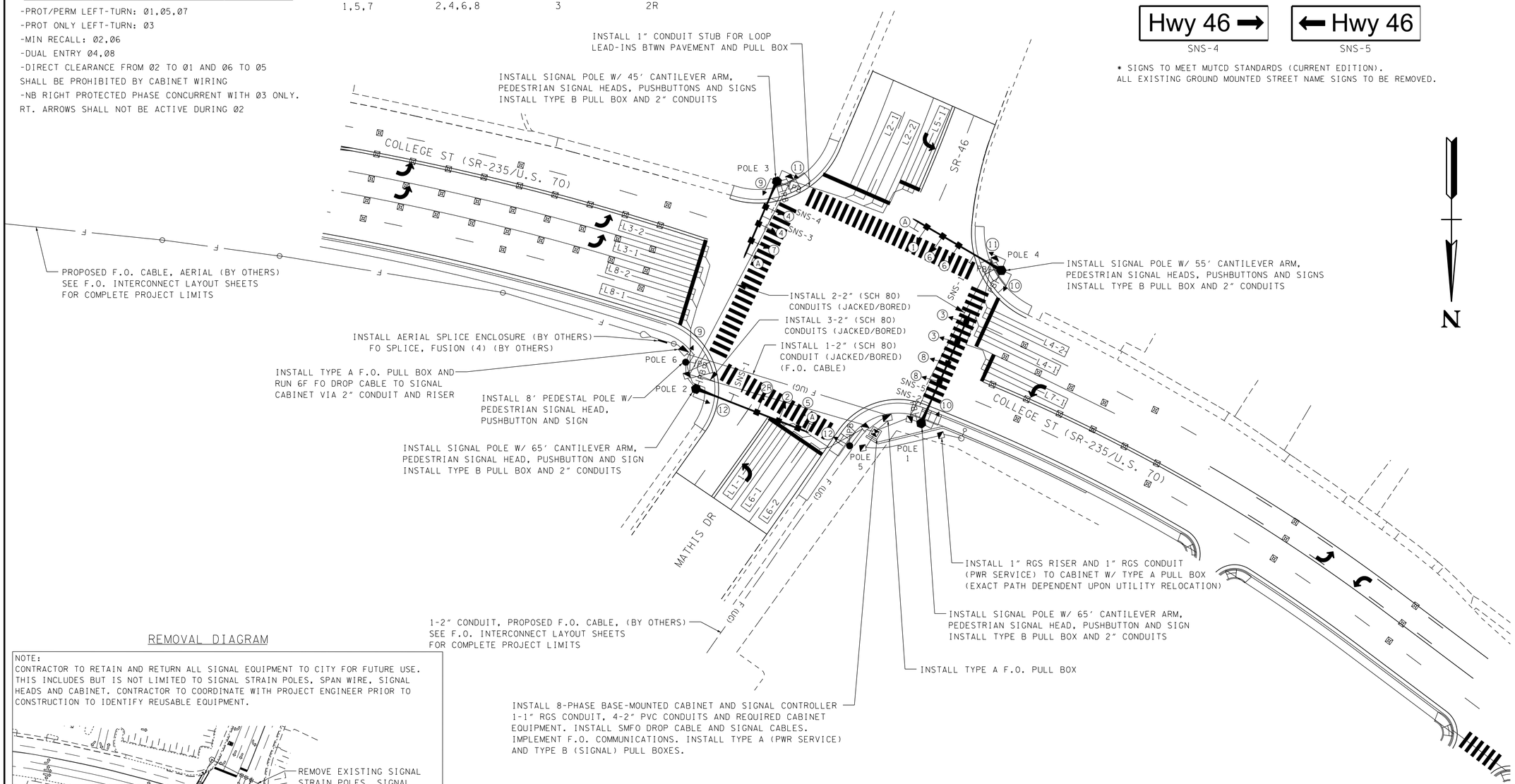
LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.



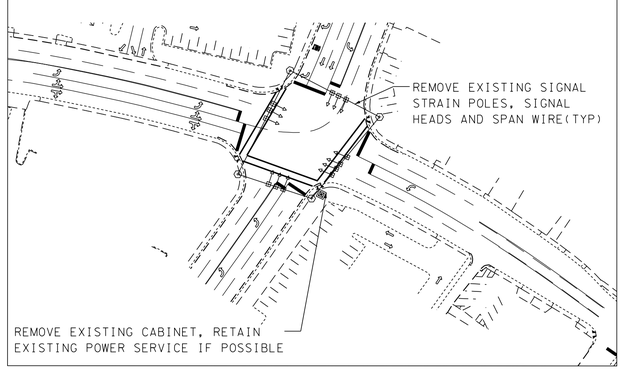
SNS-1 SNS-2 SNS-3 SNS-4 SNS-5

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



REMOVAL DIAGRAM

NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL STRAIN POLES, SPAN WIRE, SIGNAL HEADS AND CABINET. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.



NOTES:
1. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE USE.

2. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM UTILITY POLE IN NW CORNER IF EXISTING POWER SERVICE CANNOT BE MAINTAINED. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

3. CONTRACTOR TO INSTALL SEPERATE 2" CONDUIT ACROSS MATHIS DR FROM NE CORNER TO NW CORNER WITH F.O. PULL BOXES FOR F.O. DROP CABLE.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	65	20.0	3'-0"	15.0	100+35.66	65.8	N=	635731.6049	782.3	73,500
								E=	1560833.5352		
2	CANTILEVER	65	20.0	3'-0"	15.0	100+86.59	47.9	N=	635712.7779	780.8	77,500
								E=	1560956.8237		
3	CANTILEVER	45	20.0	3'-0"	15.0	99+56.93	67.1	N=	635599.1535	783.2	45,500
								E=	1560912.5833		
4	CANTILEVER	55	20.0	3'-0"	15.0	99+48.02	64.8	N=	635647.8184	782.9	59,000
								E=	1560789.6380		
5	PEDESTAL	N/A	N/A	2'-0"	3'-0"	100+65.08	39.3	N=	635743.9176	780.7	N/A
								E=	1560872.6505		
6	PEDESTAL	N/A	N/A	2'-0"	3'-0"	100+77.11	60.9	N=	635698.1432	780.9	N/A
								E=	1560962.4895		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. ** POLES 5 AND 6 ARE PEDESTAL POLES.

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.2
COLLEGE ST AT S.R. 46

SCALE: 1"=30'

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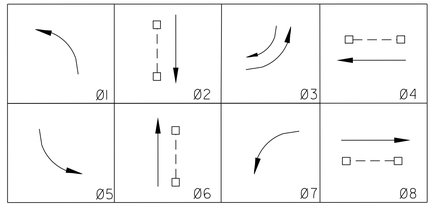
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	21A

SIGNAL PHASING DIAGRAM

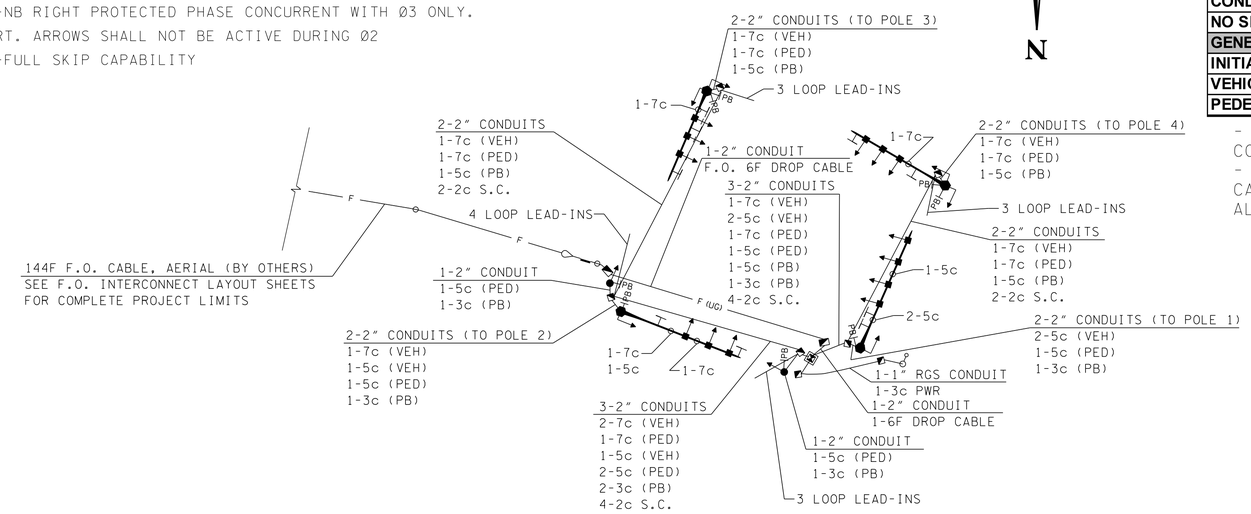


EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø5,Ø7
-PROT ONLY LEFT-TURN: Ø3
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-NB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø2
-FULL SKIP CAPABILITY

WIRING DIAGRAM



BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	EBL	WB	NBL	SB	WBL	EB
PHASE DATA								
MIN GREEN	6.0	15.0	5.0	8.0	6.0	15.0	5.0	8.0
PASSAGE TIME	2.5	4.0	2.0	3.0	2.5	4.0	2.0	3.0
MAXIMUM I	15.0	45.0	25.0	20.0	15.0	45.0	15.0	20.0
MAXIMUM II	25.0	55.0	35.0	40.0	25.0	55.0	25.0	40.0
YELLOW	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
RED	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEAR		32.0		33.0		23.0		23.0
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO	NO	YES	YES	NO	YES	YES
DUAL ENTRY				YES				YES
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN	INACTIVE	INACTIVE
VEHICLE RECALL	NONE	MIN	NONE	NONE	NONE	MIN	NONE	NONE
PEDESTRIAN RECALL								

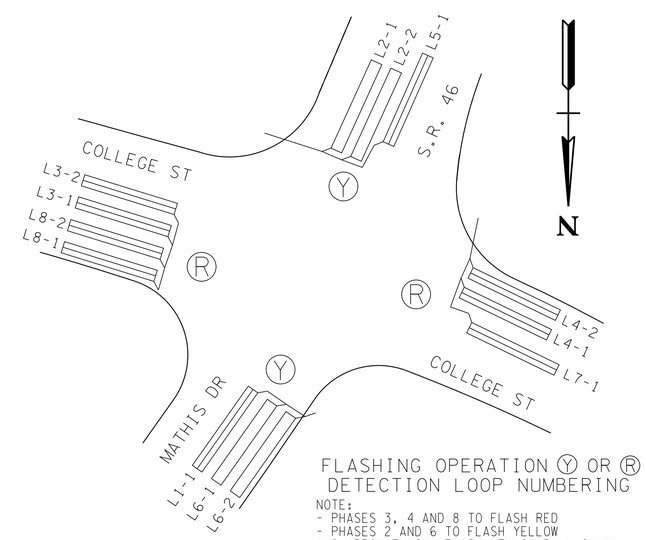
- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.
- CONTRACTOR TO ENABLE DETECTOR SWITCHING FOR PHASE 7. (PHASE 7 TO CALL PHASE 4 DURING PHASE 4) DETECTOR SWITCHING TO BE ACTIVE DURING ALL TIMING PLANS.

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	50'	2	IN SERIES W/ 2-2
2	2	PRES				2-2	50'	2	IN SERIES W/ 2-1
3	3	PRES		2.0		3-1	50'	2-4-2	IN SERIES W/ 3-2
3	3	PRES				3-2	50'	2-4-2	IN SERIES W/ 3-1
4	4	PRES				4-1	50'	2-4-2	IN SERIES W/ 4-2
4	4	PRES				4-2	50'	2-4-2	IN SERIES W/ 4-1
5	5	PRES		2.0		5-1	50'	2-4-2	
6	6	PRES				6-1	50'	2	IN SERIES W/ 6-2
6	6	PRES				6-2	50'	2	IN SERIES W/ 6-1
7	7	PRES		2.0		7-1	50'	2-4-2	
8	8	PRES				8-1	50'	2-4-2	IN SERIES W/ 8-2
8	8	PRES				8-2	50'	2-4-2	IN SERIES W/ 8-1

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



FLASHING OPERATION Ⓨ OR Ⓡ DETECTION LOOP NUMBERING

NOTE:
- PHASES 3, 4 AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW (NO ARROW FLASH; FLASH YELLOW BALL ONLY)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 2
COLLEGE ST AT S.R. 46
SCALE: NOT TO SCALE

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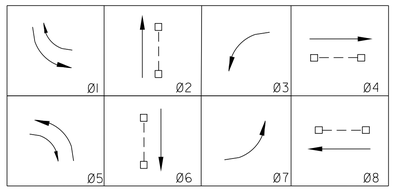
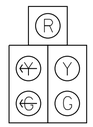
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	22
CONST.	2014	STP-46(21)	22

SIGNAL PHASING DIAGRAM

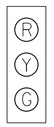


-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-EB RIGHT PROTECTED PHASE CONCURRENT WITH Ø5 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4
-WB RIGHT PROTECTED PHASE CONCURRENT WITH Ø1 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø8

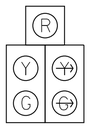
SIGNAL HEADS



TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
1,3,5,7



TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
4R,8R

SIGNS

COUNTDOWN
PEDESTRIAN
SIGNAL
16" L.E.D.
9,10,11,12

R10-12
30"x36"
A

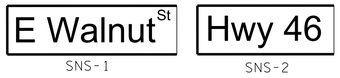
R10-3E
9"x15"

R10-3E
9"x15"

OVERHEAD STREET NAME SIGNS

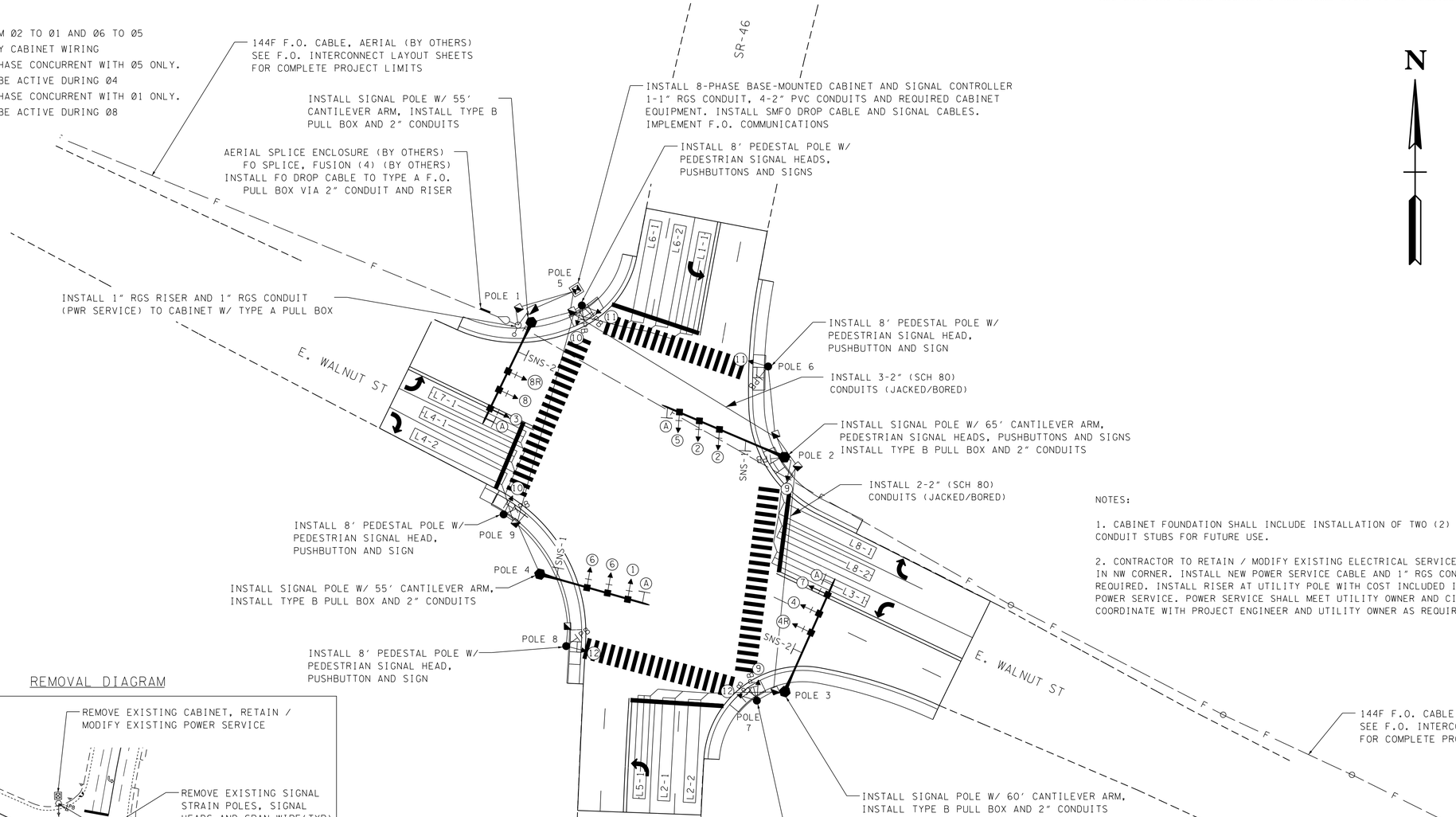
LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.



SNS-1 SNS-2

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.

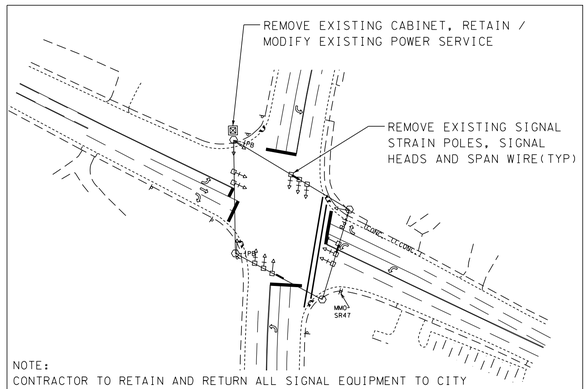


NOTES:

1. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE USE.

2. CONTRACTOR TO RETAIN / MODIFY EXISTING ELECTRICAL SERVICE FROM UTILITY POLE IN NW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL STRAIN POLES, SPAN WIRE, SIGNAL HEADS AND CABINET. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	55	20.0	3'-0"	15.0	300+77.55	75.3	N=	634742.3652	794.5	60,000
								E=	1560476.6820		
2	CANTILEVER	65	20.0	3'-0"	15.0	300+30.59	55.7	N=	634676.8835	794.0	75,000
								E=	1560599.6076		
3	CANTILEVER	60	20.0	3'-0"	15.0	299+13.57	67.4	N=	634563.0485	797.3	66,750
								E=	1560599.8180		
4	CANTILEVER	55	20.0	3'-0"	15.0	299+60.80	55.8	N=	634620.1324	796.1	57,250
								E=	1560480.8866		
5	PEDESTAL	N/A	N/A	2'-0"	3'-0"	300+89.16	52.4	N=	634750.5811	793.8	N/A
								E=	1560501.2111		
6	PEDESTAL	N/A	N/A	2'-0"	3'-0"	300+74.19	41.6	N=	634720.9528	792.9	N/A
								E=	1560591.6549		
7	PEDESTAL	N/A	N/A	2'-0"	3'-0"	299+08.16	54.1	N=	634558.7473	797.8	N/A
								E=	1560586.1631		
8	PEDESTAL	N/A	N/A	2'-0"	3'-0"	299+27.93	40.2	N=	634585.2124	798.5	N/A
								E=	1560493.5930		
9	PEDESTAL	N/A	N/A	2'-0"	3'-0"	299+86.95	76.4	N=	634649.1371	795.5	N/A
								E=	1560463.2199		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. ** POLES 5-9 ARE PEDESTAL POLES.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.3
WALNUT ST AT S.R. 46

SCALE: 1"=30'

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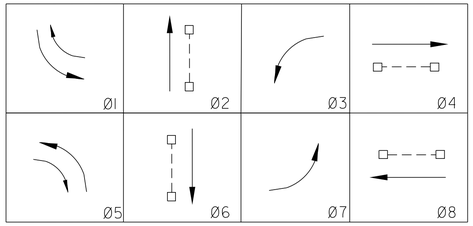
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	22A

SIGNAL PHASING DIAGRAM

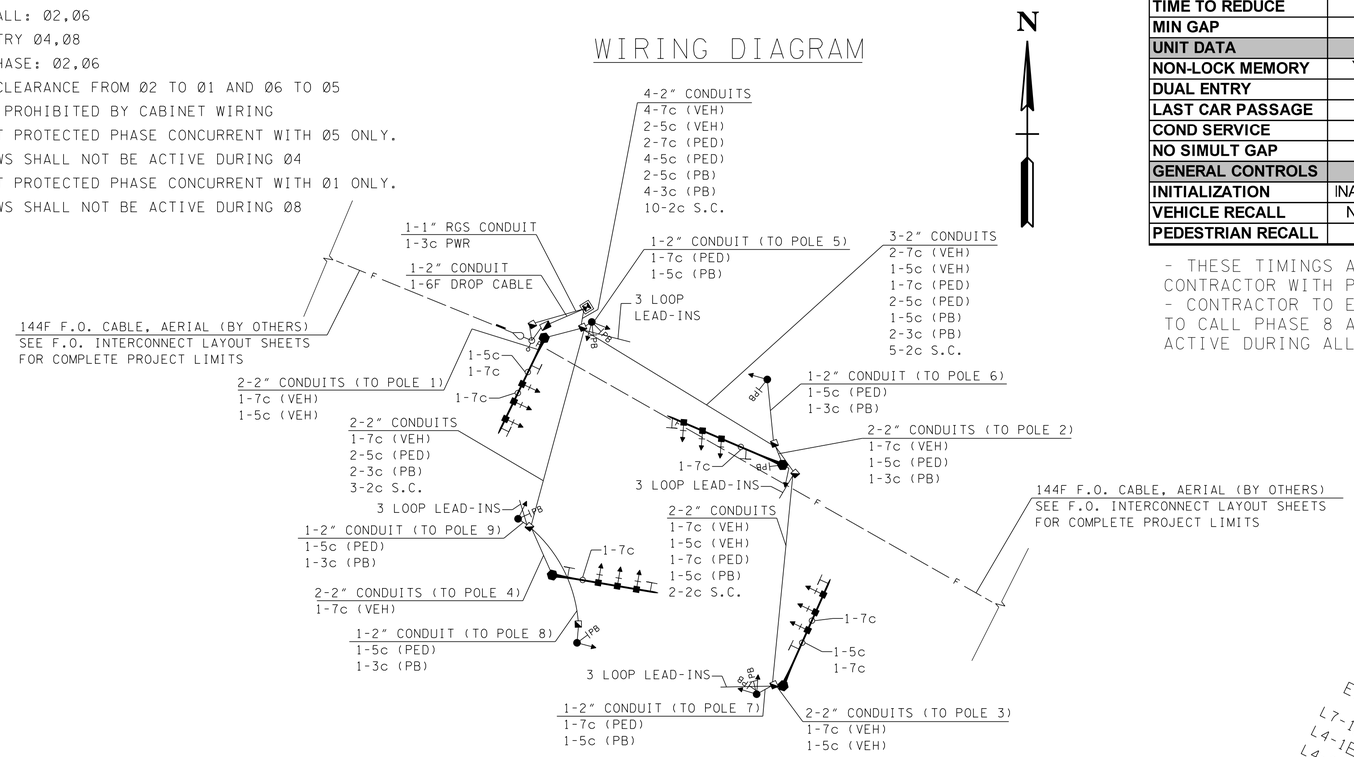


EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-EB RIGHT PROTECTED PHASE CONCURRENT WITH Ø5 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4
-WB RIGHT PROTECTED PHASE CONCURRENT WITH Ø1 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø8

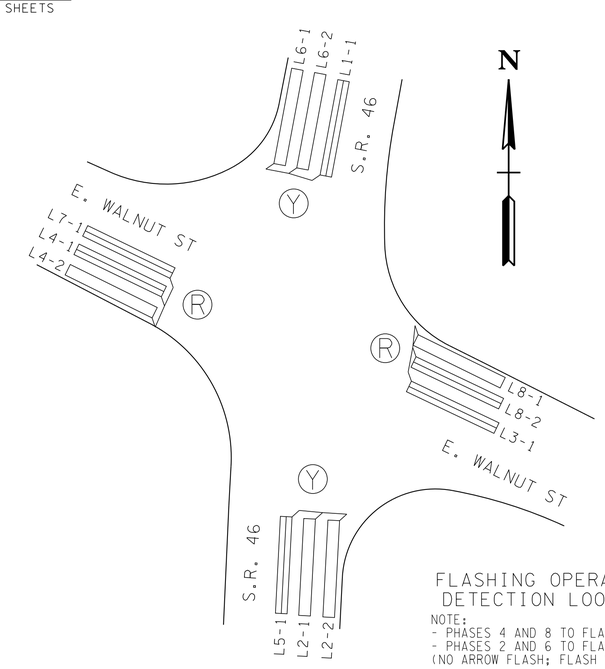
WIRING DIAGRAM



BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	EBL	WB	NBL	SB	WBL	EB
PHASE DATA								
MIN GREEN	6.0	15.0	5.0	8.0	6.0	15.0	5.0	8.0
PASSAGE TIME	2.5	4.0	2.0	3.0	2.5	4.0	2.0	3.0
MAXIMUM I	15.0	45.0	15.0	20.0	15.0	45.0	15.0	20.0
MAXIMUM II	25.0	55.0	25.0	40.0	25.0	55.0	25.0	40.0
YELLOW	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
RED	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
WALK		7.0		7.0		7.0		7.0
PED CLEAR		32.0		25.0		29.0		25.0
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO	YES	YES	YES	NO	YES	YES
DUAL ENTRY				YES				YES
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN	INACTIVE	INACTIVE
VEHICLE RECALL	NONE	MIN	NONE	NONE	NONE	MIN	NONE	NONE
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.
- CONTRACTOR TO ENABLE DETECTOR SWITCHING FOR PHASES 3 & 7. (PHASE 3 TO CALL PHASE 8 AND PHASE 7 TO CALL PHASE 4) DETECTOR SWITCHING TO BE ACTIVE DURING ALL TIMING PLANS.



FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING

NOTE:
- PHASES 4 AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	50'	2	IN SERIES W/ 2-2
2	2	PRES				2-2	50'	2	IN SERIES W/ 2-1
3	3	PRES		2.0		3-1	50'	2-4-2	
4	4	PRES				4-1	50'	2-4-2	
5	4	PRES		10.0		4-2	50'	2	
6	5	PRES		2.0		5-1	50'	2-4-2	
7	6	PRES				6-1	50'	2	IN SERIES W/ 6-2
7	6	PRES				6-2	50'	2	IN SERIES W/ 6-1
8	7	PRES		2.0		7-1	50'	2-4-2	
9	8	PRES		10.0		8-1	50'	2	
10	8	PRES				8-2	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 3
WALNUT ST AT S.R. 46
SCALE: NOT TO SCALE

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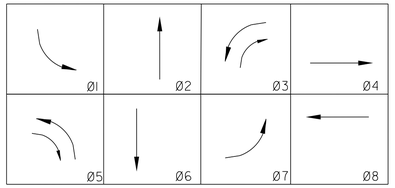
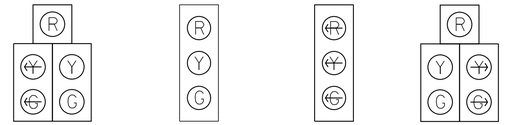
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	23
CONST.	2014	STP-46(21)	23

SIGNAL PHASING DIAGRAM



-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5
-PROT ONLY LEFT-TURN: Ø7
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-NB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø2
-EB RIGHT PROTECTED PHASE CONCURRENT WITH Ø5 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4

SIGNAL HEADS



TYPE 150A2L W/ BACKPLATE 12" L.E.D. — 1,3,5
TYPE 130 W/ BACKPLATE 12" L.E.D. — 2,4,6,8
TYPE 130A3 W/ BACKPLATE 12" L.E.D. — 7
TYPE 150A2R W/ BACKPLATE 12" L.E.D. — 2R,4R

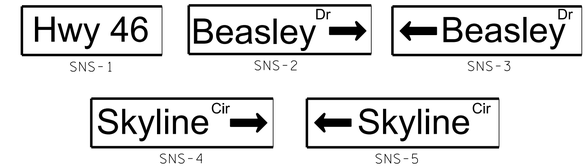
SIGNS

R10-12
30"x36"
A

OVERHEAD STREET NAME SIGNS

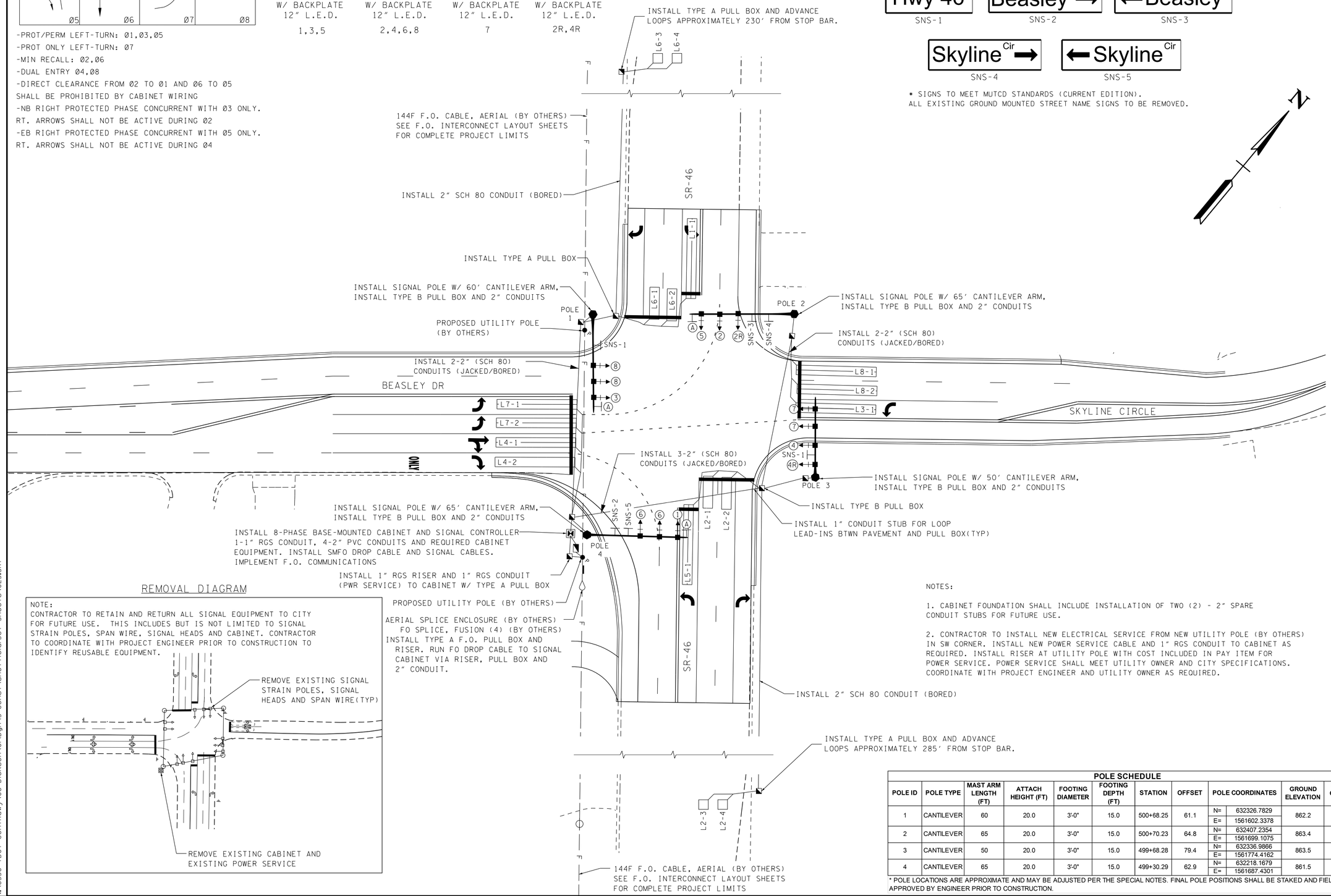
LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.



SNS-1 SNS-2 SNS-3 SNS-4 SNS-5

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



REMOVAL DIAGRAM

NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL STRAIN POLES, SPAN WIRE, SIGNAL HEADS AND CABINET. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

NOTES:

1. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE USE.

2. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM NEW UTILITY POLE (BY OTHERS) IN SW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	60	20.0	3'-0"	15.0	500+68.25	61.1	N=	632326.7829	862.2	64,750
								E=	1561602.3378		
2	CANTILEVER	65	20.0	3'-0"	15.0	500+70.23	64.8	N=	632407.2354	863.4	78,000
								E=	1561699.1075		
3	CANTILEVER	50	20.0	3'-0"	15.0	499+68.28	79.4	N=	632336.9866	863.5	47,500
								E=	1561774.4162		
4	CANTILEVER	65	20.0	3'-0"	15.0	499+30.29	62.9	N=	632218.1679	861.5	76,500
								E=	1561687.4301		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.5
BEASLEY DR AT S.R. 46

SCALE: 1"=30'

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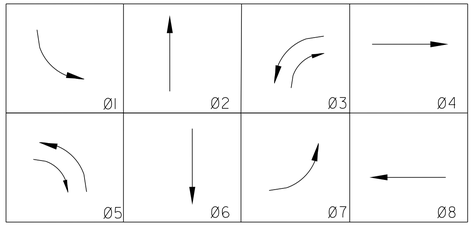
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	23A

SIGNAL PHASING DIAGRAM



-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5
-PROT ONLY LEFT-TURN: Ø7
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-NB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø2
-EB RIGHT PROTECTED PHASE CONCURRENT WITH Ø5 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4

EIGHT PHASE SEQUENCING

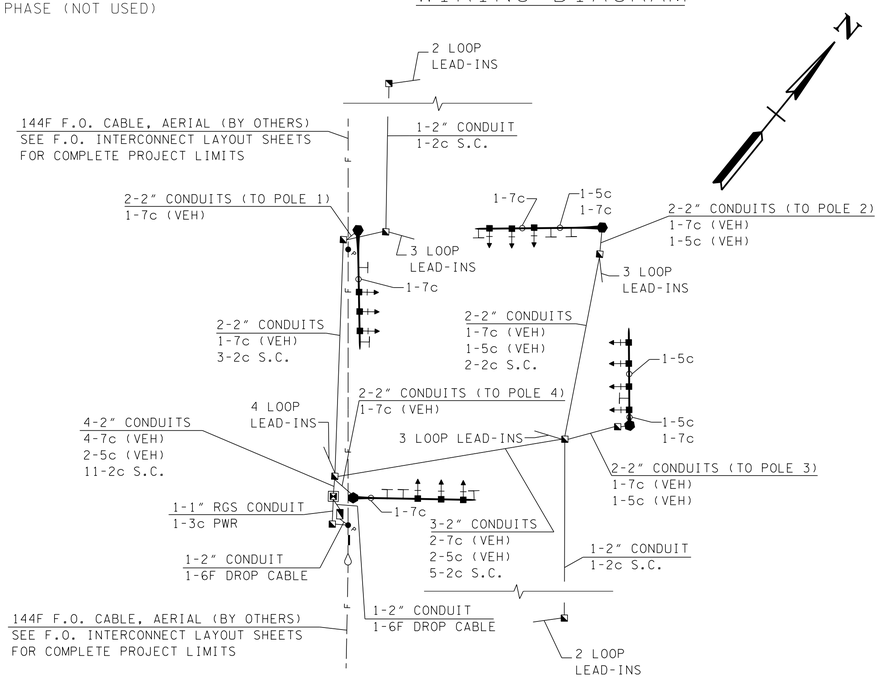
ACTIVE PHASE INACTIVE PHASE (NOT USED)

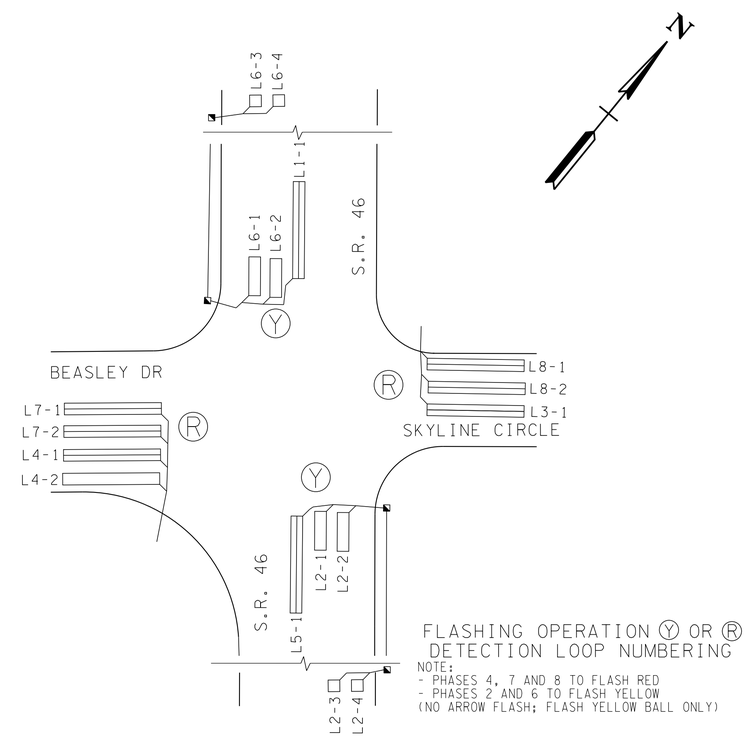
BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	EBL	WB	NBL	SB	WBL	EB
PHASE DATA								
MIN GREEN	6.0	15.0	5.0	8.0	6.0	15.0	5.0	8.0
PASSAGE TIME	2.5	4.0	2.0	3.0	2.5	4.0	2.0	3.0
MAXIMUM I	15.0	50.0	25.0	20.0	30.0	50.0	30.0	20.0
MAXIMUM II	25.0	60.0	35.0	40.0	45.0	60.0	40.0	40.0
YELLOW	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
RED	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO	YES	YES	YES	NO	NO	YES
DUAL ENTRY				YES				YES
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN	INACTIVE	INACTIVE
VEHICLE RECALL	NONE	MIN	NONE	NONE	NONE	MIN	NONE	NONE
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.

WIRING DIAGRAM





FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING
NOTE:
- PHASES 4, 7 AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	3	PRES		2.0		3-1	50'	2-4-2	
5	4	PRES		2.0		4-1	50'	2-4-2	
6	4	PRES		10.0		4-2	50'	2	
7	5	PRES		2.0		5-1	50'	2-4-2	
8	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
8	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
9	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
9	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3
10	7	PRES		2.0		7-1	50'	2-4-2	IN SERIES W/ 7-2
10	7	PRES				7-2	50'	2-4-2	IN SERIES W/ 7-1
11	8	PRES				8-1	50'	2-4-2	IN SERIES W/ 8-2
11	8	PRES				8-2	50'	2-4-2	IN SERIES W/ 8-1

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 5
BEASLEY DR AT S.R. 46
SCALE: NOT TO SCALE

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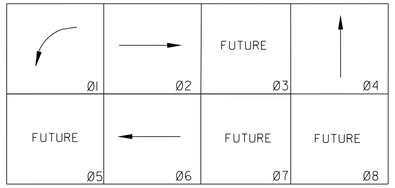
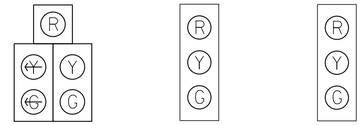
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	24
CONST.	2014	STP-46(21)	24

SIGNAL PHASING DIAGRAM

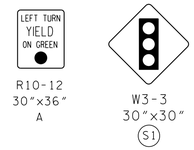


-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING

SIGNAL HEADS



SIGNS



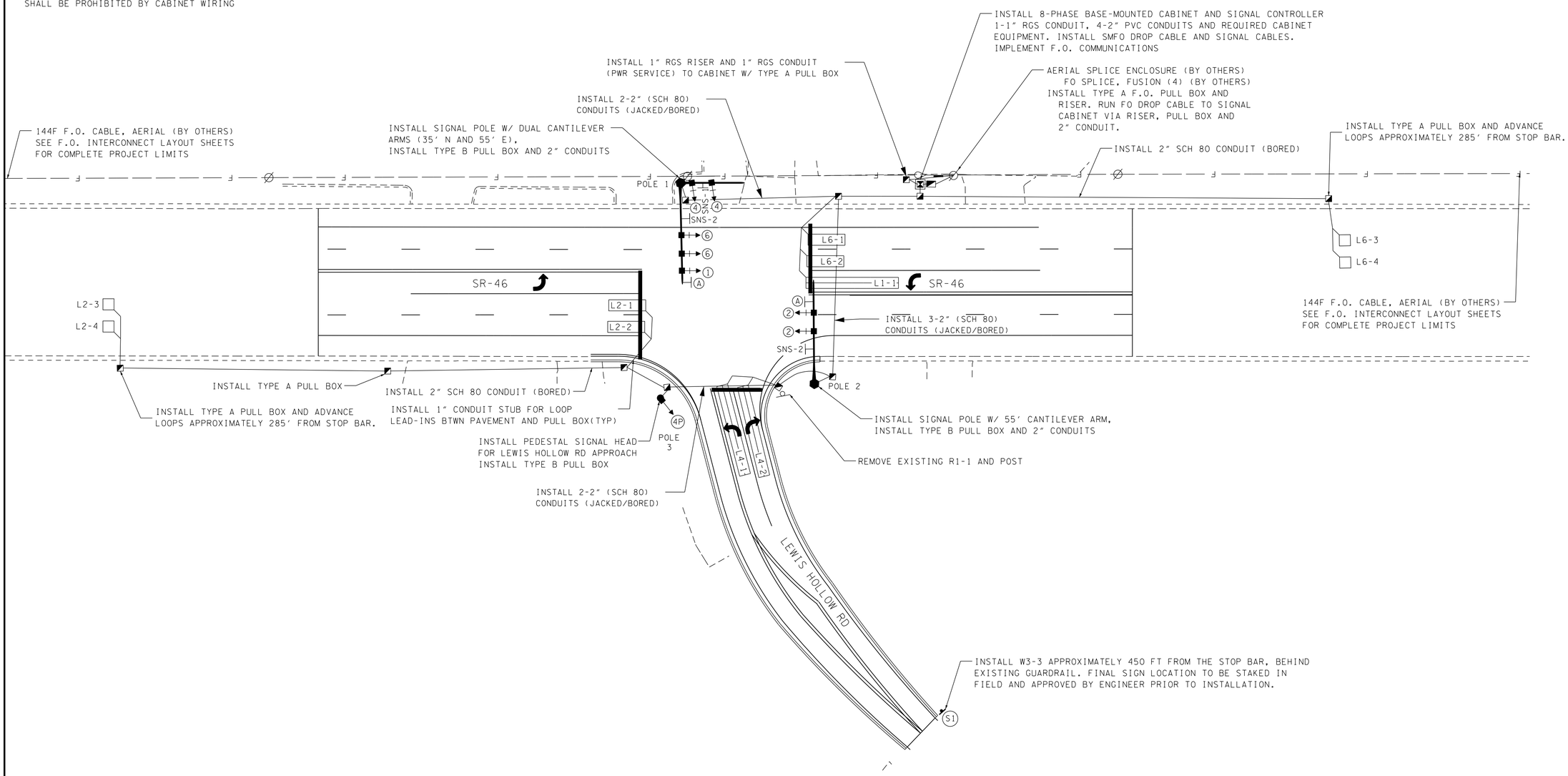
OVERHEAD STREET NAME SIGNS

LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"
SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.

Hwy 46 — SNS-1

Lewis Hollow Rd — SNS-2

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



NOTES:

1. FOR LEWIS HOLLOW (PHASE 4) AND NB SR-46 (PHASE 2) APPROACHES, SIGNAL HEAD ASSEMBLY SHALL BE WIRED WITH THE REQUIRED NUMBER OF CONDUCTORS OF SIGNAL CABLE TO ALLOW FOR FUTURE LEFT-TURN PHASING.

2. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE USE.

2. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM EXISTING UTILITY POLE IN NW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	35N / 55E	20.0	3'-0"	15.0	509+48.61	53.6	N=	630700.9527	796.9	63,500
								E=	1562921.6304		
2	CANTILEVER	55	20.0	3'-0"	15.0	510+20.89	55.0	N=	630825.3647	799.0	60,250
								E=	1562960.8316		
3	PEDESTAL	N/A	N/A	2'-0"	3'-0"	509+37.69	62.7	N=	630765.4006	795.4	N/A
								E=	1563019.0178		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. ** POLE 3 IS A PEDESTAL POLE.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.6
LEWIS HOLLOW ROAD
AT S.R. 46
SCALE: 1"=30'

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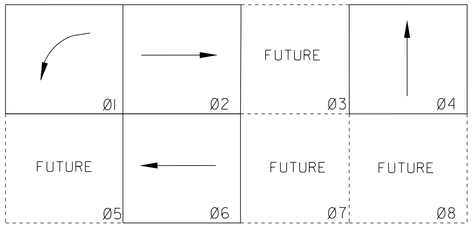
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	24A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

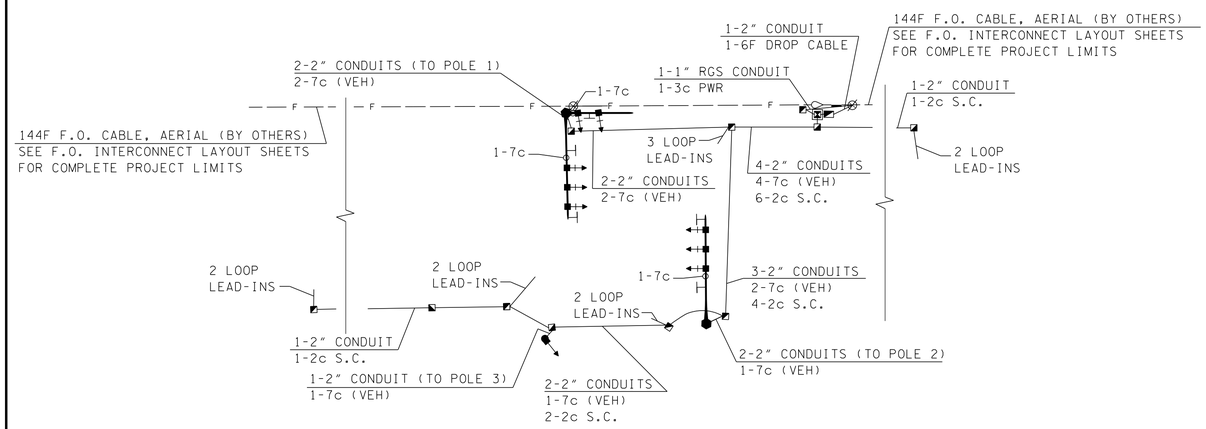
-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB		WB		SB		
PHASE DATA								
MIN GREEN	6.0	15.0		8.0		15.0		
PASSAGE TIME	2.5	4.0		3.0		4.0		
MAXIMUM I	15.0	50.0		25.0		50.0		
MAXIMUM II	25.0	60.0		40.0		60.0		
YELLOW	4.0	4.5		4.0		4.5		
RED	1.5	2.0		2.0		2.0		
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO		YES		NO		
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN		INACTIVE		GREEN		
VEHICLE RECALL	NONE	MIN		NONE		MIN		
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.

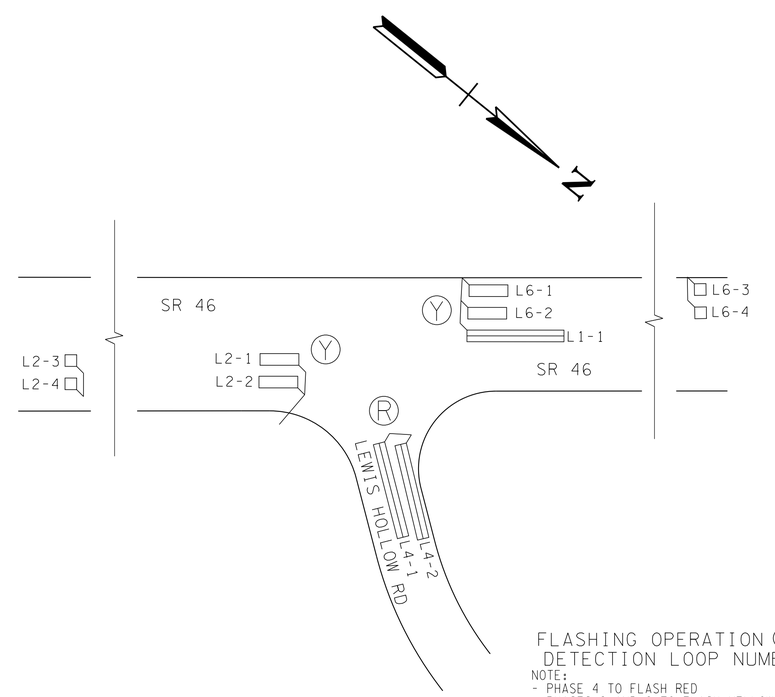
WIRING DIAGRAM



LOOP AND DETECTOR ASSIGNMENTS									
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING		DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
			EXTEND	DELAY					
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	4	PRES		2.0		4-1	50'	2-4-2	
5	4	PRES		8.0		4-2	50'	2-4-2	
6	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
6	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
7	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
7	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



FLASHING OPERATION Ⓨ OR Ⓡ DETECTION LOOP NUMBERING

NOTE:
- PHASE 4 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 6
LEWIS HOLLOW AT S.R. 46

SCALE: NOT TO SCALE

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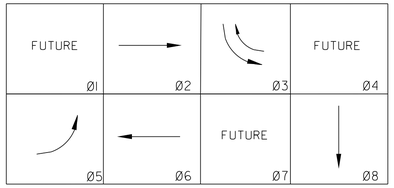
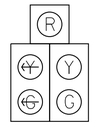
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	25
CONST.	2014	STP-46(21)	25

SIGNAL PHASING DIAGRAM

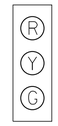


-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-SB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY.
RT. ARROWS SHALL NOT BE ACTIVE DURING Ø6.

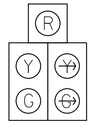
SIGNAL HEADS



TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
1,3,5,7



TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8



TYPE 150A2R
W/ BACKPLATE
12" L.E.D.
6R

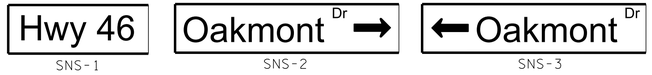
SIGNS

R10-12
30"x36"
A

OVERHEAD STREET NAME SIGNS

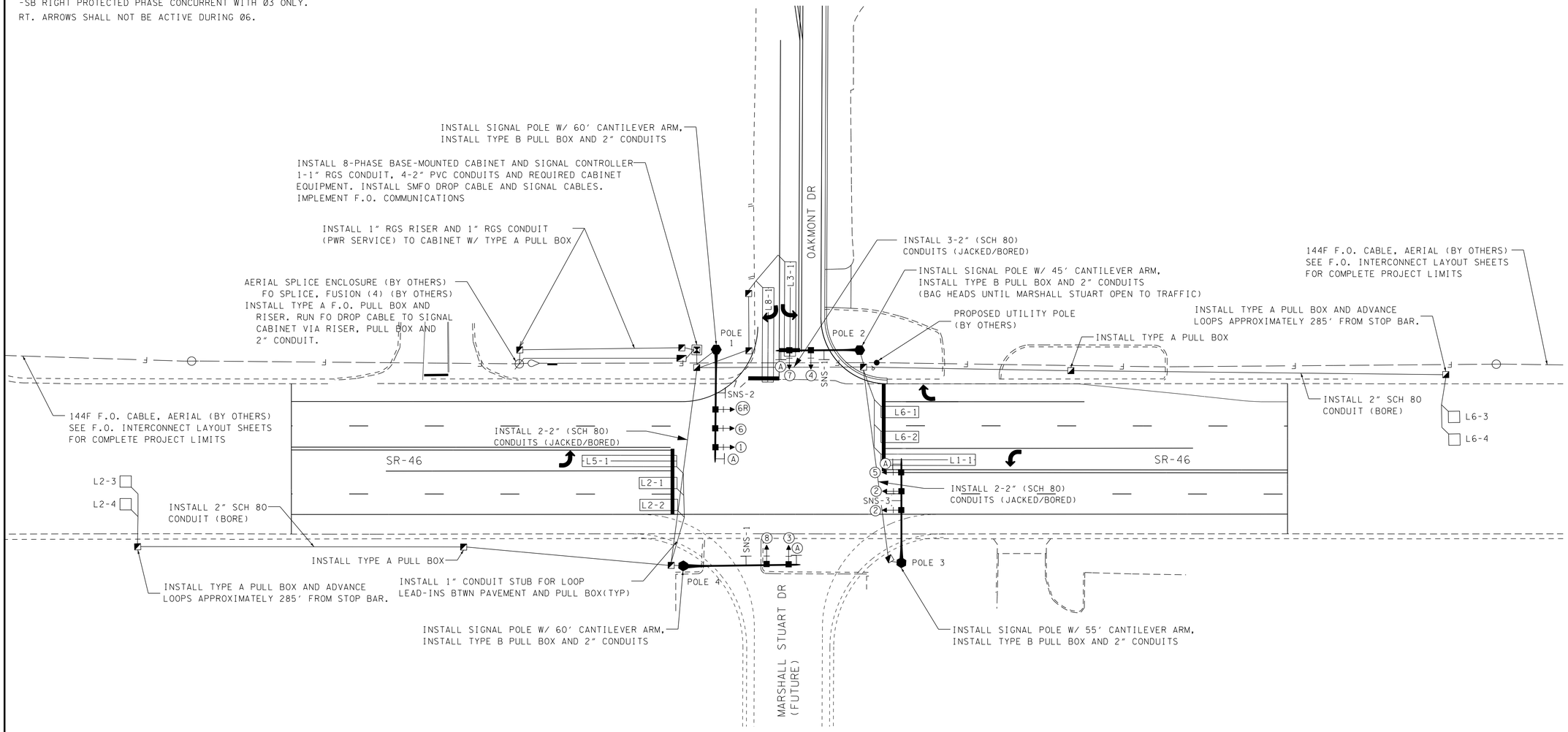
LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.



SNS-1 SNS-2 SNS-3

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



NOTES:

1. POLE 2 TO BE INSTALLED FOR FUTURE MARSHALL STUART DRIVE RE-ALIGNMENT. SIGNAL PHASES 1,4 & 7 SHALL NOT BE ACTIVE UNTIL MARSHALL STUART DRIVE CONSTRUCTION HAS BEEN COMPLETED AND THE NEW APPROACH IS OPEN TO PUBLIC FOR TRAFFIC. SIGNAL HEADS FOR THESE PHASES SHALL BE COVERED OR BAGGED UNTIL THESE PHASES ARE MADE ACTIVE.

2. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE.

3. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM EXISTING UTILITY POLE IN SW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

4. ALL VEHICLE DETECTION EQUIPMENT (DETECTORS AND SHIELDED CABLE) SHOWN FOR FUTURE SIGNAL PHASES SHALL BE INSTALLED AS PART OF PROJECT AND TESTED FOR PROPER OPERATION. VEHICLE DETECTION AND OPERATION OF SIGNAL PHASES 1, 4 AND 7 SHALL REMAIN INACTIVE UNTIL RELOCATION OF MARSHALL STUART DRIVE IS IMPLEMENTED. INDUCTIVE LOOPS FOR PHASES 4 AND 7 TO BE INSTALLED AS PART OF FUTURE PROJECT.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	60	20.0	3'-0"	15.0	490+71.97	57.9	N=	629236.8948	797.3	69,000
								E=	1564095.6417		
2	CANTILEVER	45	20.0	3'-0"	15.0	491+47.78	57.6	N=	629296.1179	793.6	42,000
								E=	1564048.3217		
3	CANTILEVER	55	20.0	3'-0"	15.0	491+69.89	54.9	N=	629383.9146	793.5	60,500
								E=	1564122.0478		
4	CANTILEVER	60	20.0	3'-0"	15.0	490+54.48	56.5	N=	629295.0833	798.7	62,500
								E=	1564195.7786		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.9
OAKMONT DR AT S.R. 46

SCALE: 1"=30'

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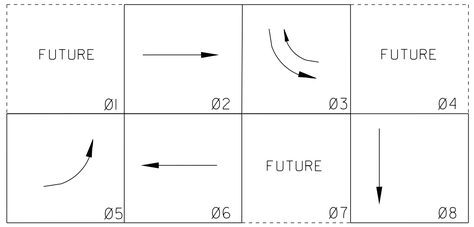
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	25A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

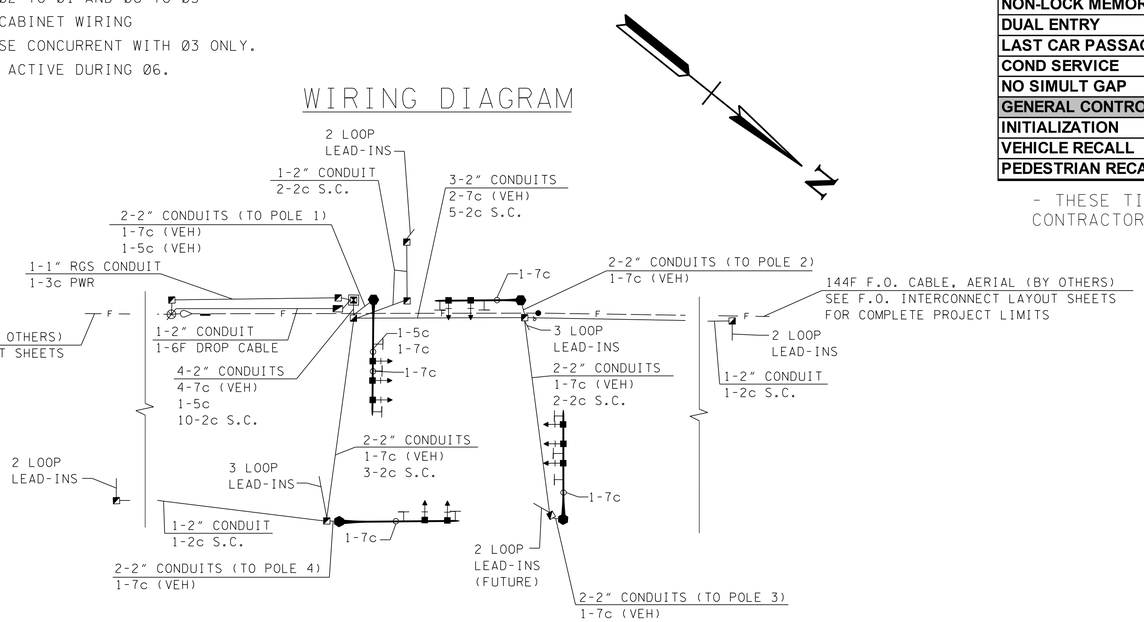
-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-NB RIGHT PROTECTED PHASE CONCURRENT WITH Ø3 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø6.

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	EBL	WB	NBL	SB	WBL	EB
PHASE DATA								
MIN GREEN	6.0	15.0	6.0	8.0	6.0	15.0	6.0	8.0
PASSAGE TIME	2.5	4.0	2.5	3.0	2.5	4.0	2.5	3.0
MAXIMUM I	15.0	50.0	15.0	25.0	15.0	50.0	15.0	25.0
MAXIMUM II	25.0	60.0	25.0	40.0	25.0	60.0	25.0	40.0
YELLOW	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0
RED	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO	YES	YES	YES	NO	YES	YES
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN	INACTIVE	INACTIVE
VEHICLE RECALL	NONE	MIN	NONE	NONE	NONE	MIN	NONE	NONE
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.

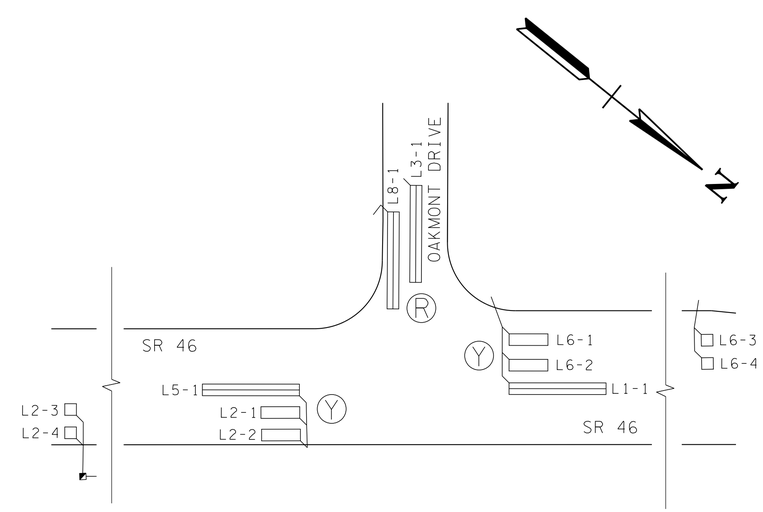
WIRING DIAGRAM



LOOP AND DETECTOR ASSIGNMENTS									
			TIMING						
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	EXTEND	DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	INSTALL LOOP AND DETECTOR FOR FUTURE.
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	3	PRES		2.0		3-1	50'	2-4-2	
5	4	PRES				4-1	50'	2-4-2	INSTALL LOOP AND DETECTOR FOR FUTURE.
6	5	PRES		2.0		5-1	50'	2-4-2	
7	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
7	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
8	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
8	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3
9	7	PRES		2.0		7-1	50'	2-4-2	INSTALL LOOP AND DETECTOR FOR FUTURE.
10	8	PRES				8-1	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



FLASHING OPERATION Ⓨ OR Ⓡ DETECTION LOOP NUMBERING

NOTE:
- PHASES 4(FUTURE) AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 9
OAKMONT DR AT S.R. 46
SCALE: NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	26
CONST.	2014	STP-46(21)	26

SIGNAL PHASING DIAGRAM

-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5
SHALL BE PROHIBITED BY CABINET WIRING

SIGNAL HEADS

TYPE 150A2L
W/ BACKPLATE
12" L.E.D.
1,5

TYPE 130
W/ BACKPLATE
12" L.E.D.
2,4,6,8

SIGNS

R10-12
30"x36"
A

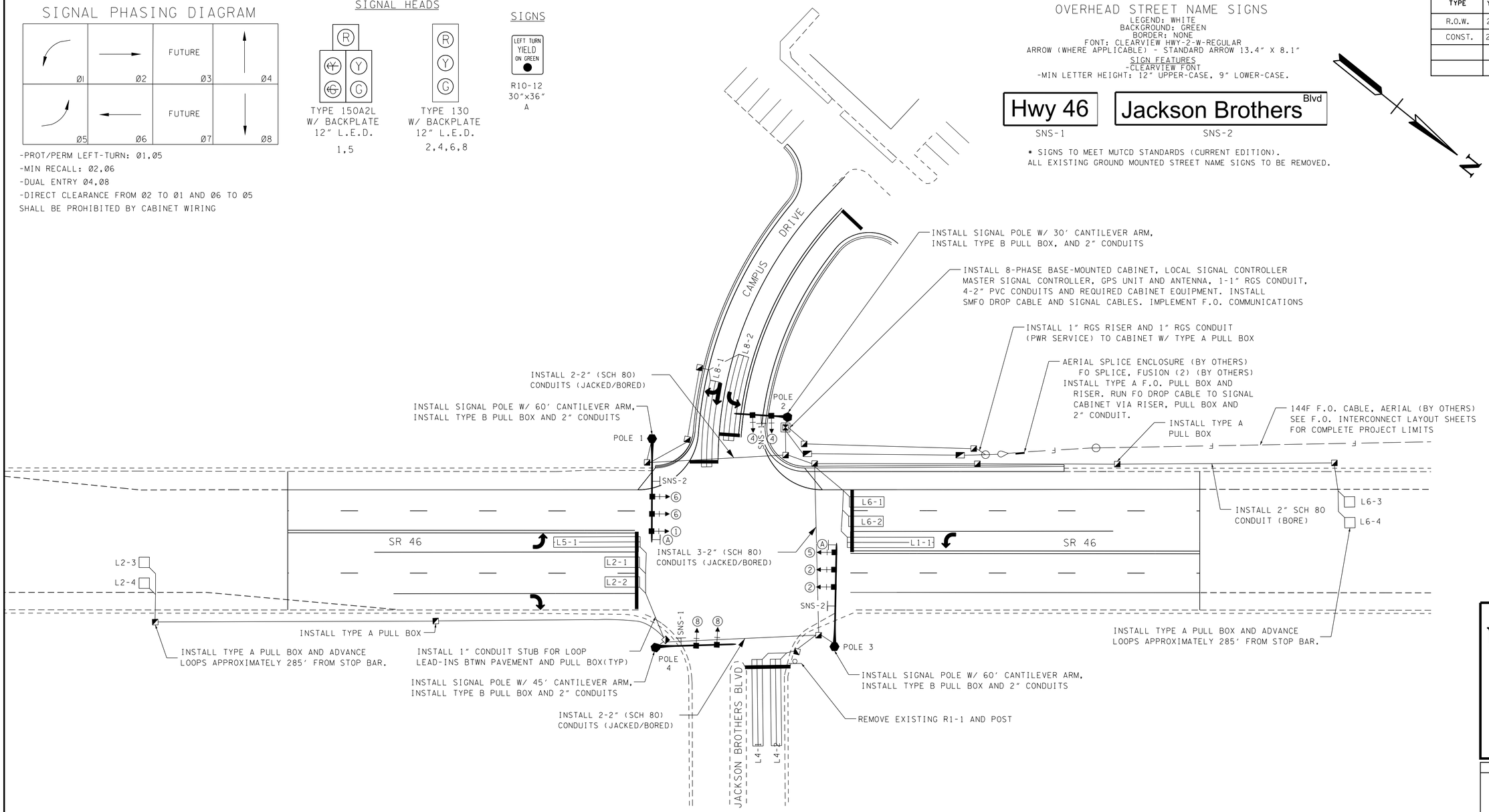
OVERHEAD STREET NAME SIGNS

LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"
SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.

Hwy 46 — SNS-1

Jackson Brothers Blvd — SNS-2

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



NOTES:

1. FOR BOTH JACKSON BROTHERS BLVD AND TENNESSEE TECHNOLOGY CENTER APPROACHES, SIGNAL HEAD ASSEMBLIES SHALL BE WIRED WITH THE REQUIRED NUMBER OF CONDUCTORS OF SIGNAL CABLE TO ALLOW FOR FUTURE LEFT-TURN PHASING.

2. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE.

3. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM EXISTING UTILITY POLE IN SW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

4. CONTRACTOR TO INSTALL MASTER CONTROLLER AT JACKSON BROTHERS BLVD SIGNAL CABINET WITH GPS CLOCK SYNCHING EQUIPMENT. PROGRAM MASTER CONTROLLER TO IMPLEMENT CLOSED LOOP SYSTEM WITH ALL LOCAL SIGNAL CONTROLLERS IN THE NORTH COORDINATED SIGNAL SYSTEM (HENSLEE DRIVE TO JACKSON BROTHERS BLVD).

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	60	20.0	3'-0"	15.0	475+43.51	59.3	N=	628045.8694	823.9	66,500
								E=	1565053.5886		
2	CANTILEVER	30	20.0	3'-0"	15.0	476+21.87	71.7	N=	628099.1090	818.2	28,000
								E=	1564994.7676		
3	CANTILEVER	60	20.0	3'-0"	15.0	476+48.94	61.0	N=	628203.4016	825.6	66,750
								E=	1565081.0591		
4	CANTILEVER	45	20.0	3'-0"	15.0	475+45.52	61.5	N=	628123.1896	826.0	41,000
								E=	1565146.3568		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.10
JACKSON BROTHERS BLVD
AT S.R. 46
SCALE: 1"=30'

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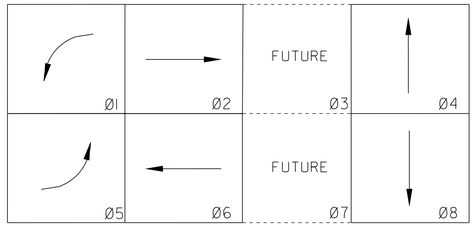
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	26A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

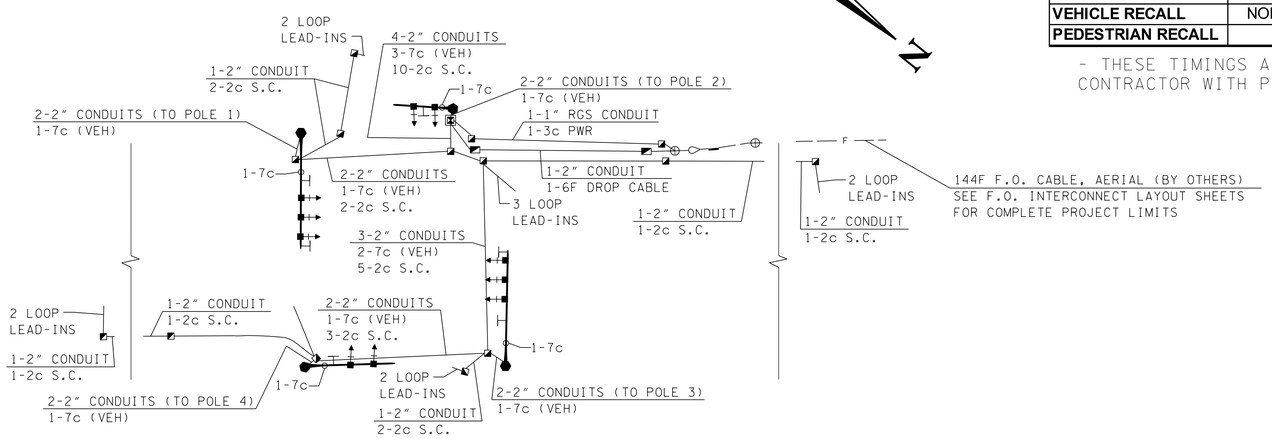
-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB		WB	NBL	SB		EB
PHASE DATA								
MIN GREEN	6.0	15.0		8.0	6.0	15.0		8.0
PASSAGE TIME	2.5	4.0		3.0	2.5	4.0		3.5
MAXIMUM I	25.0	50.0		30.0	15.0	50.0		30.0
MAXIMUM II	35.0	60.0		40.0	25.0	60.0		40.0
YELLOW	4.5	4.5		4.0	4.5	4.5		4.0
RED	2.0	2.0		2.0	2.0	2.0		2.0
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO		YES	YES	NO		YES
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN		INACTIVE	INACTIVE	GREEN		INACTIVE
VEHICLE RECALL	NONE	MIN		NONE	NONE	MIN		NONE
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.

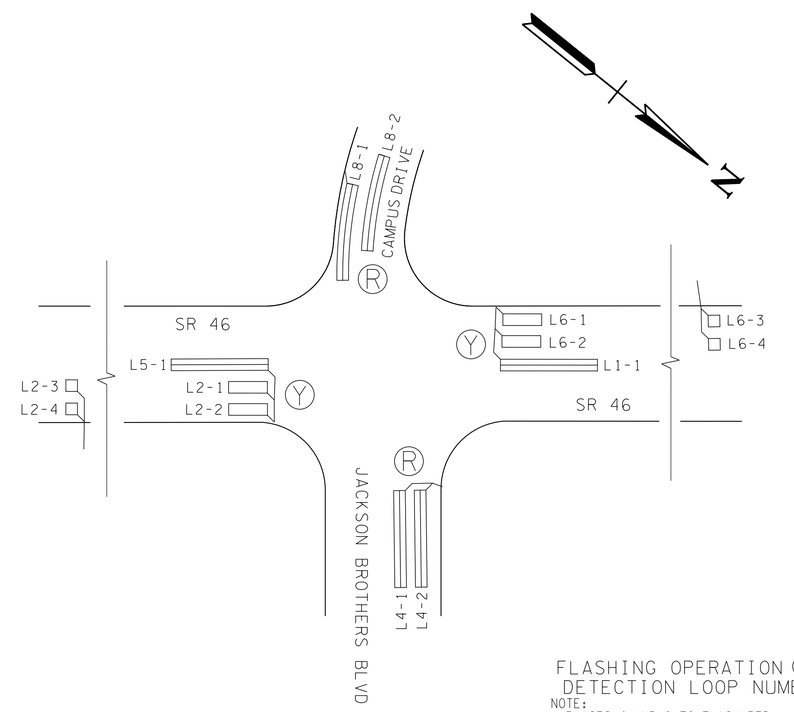
WIRING DIAGRAM



LOOP AND DETECTOR ASSIGNMENTS									
			TIMING						
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	EXTEND	DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	4	PRES		2.0		4-1	50'	2-4-2	
5	4	PRES		10.0		4-2	50'	2-4-2	
6	5	PRES		2.0		5-1	50'	2-4-2	
7	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
7	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
8	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
8	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3
9	8	PRES		10.0		8-1	50'	2-4-2	
10	8	PRES		2.0		8-2	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING

NOTE:
- PHASES 4 AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW (NO ARROW FLASH; FLASH YELLOW BALL ONLY)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 10
JACKSON BROTHERS BLVD
AT S.R. 46
SCALE: NOT TO SCALE

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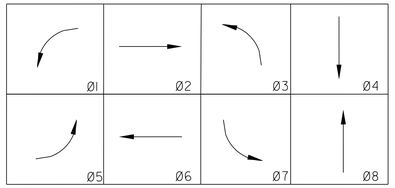
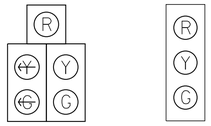
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	27
CONST.	2014	STP-46(21)	27

SIGNAL PHASING DIAGRAM



-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8

SIGNAL HEADS



TYPE 150A2L
W/ BACKPLATE
12" L.E.D.

1,3,5,7

TYPE 130
W/ BACKPLATE
12" L.E.D.

2,4,6,8

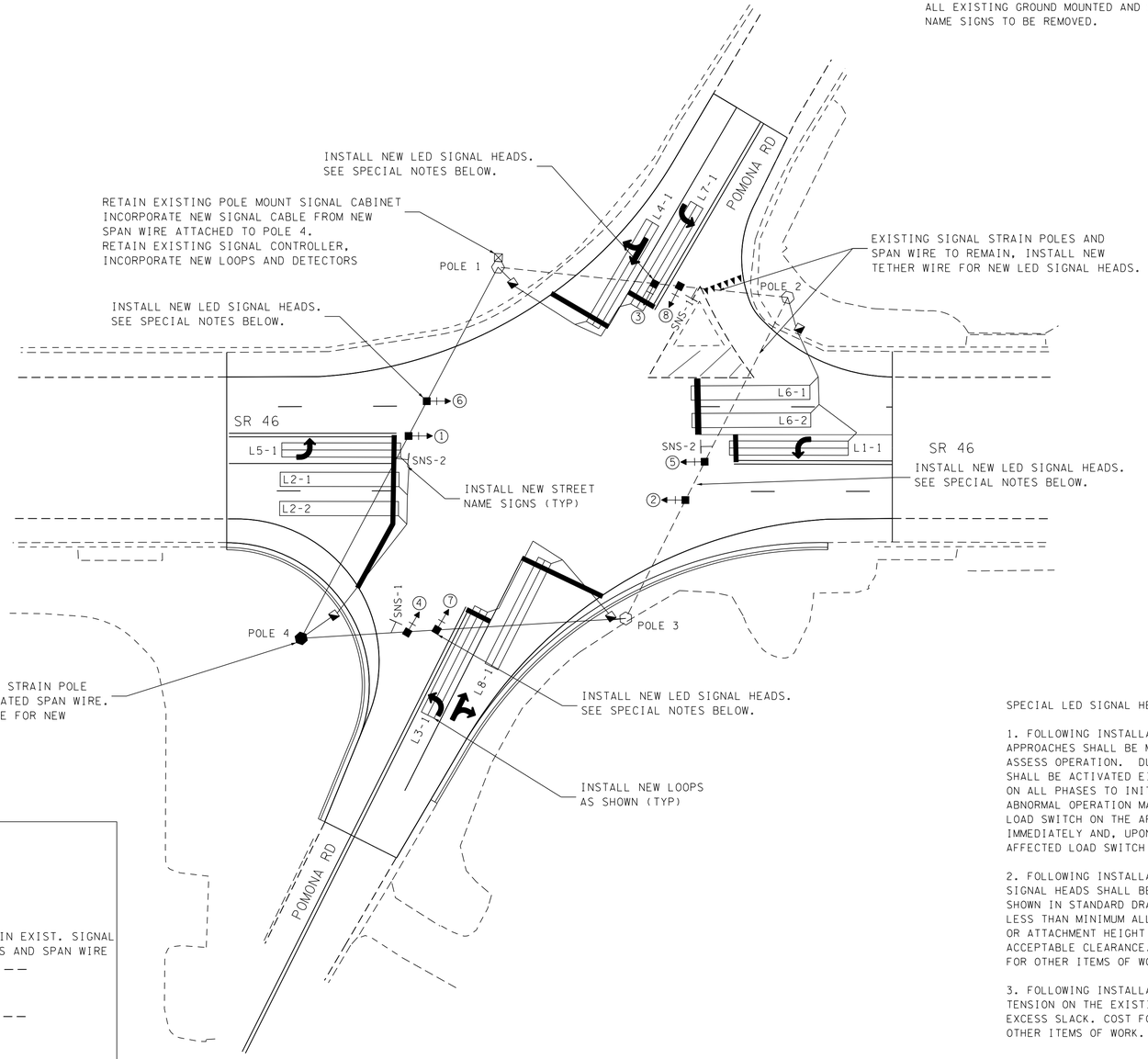
OVERHEAD STREET NAME SIGNS

LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

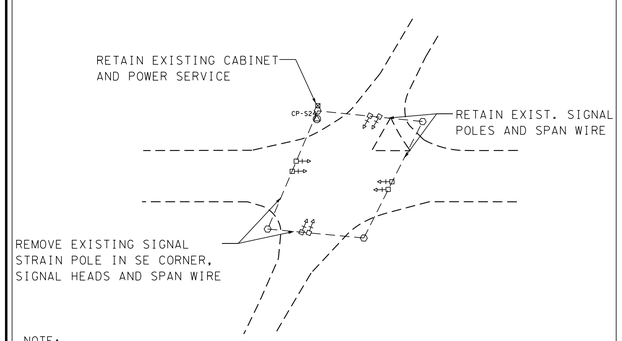
SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.

SNS-1 SNS-2

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION). ALL EXISTING GROUND MOUNTED AND SPAN MOUNTED STREET NAME SIGNS TO BE REMOVED.



REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO REMOVED SIGNAL STRAIN POLE, SPAN WIRE, AND SIGNAL HEADS. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

NOTES:

1. RETAIN EXISTING POLE MOUNTED CABINET AND EXISTING SIGNAL CONTROLLER.

2. CONTRACTOR SHALL RETAIN AND INCORPORATE EXISTING ADVANCED VEHICLE DETECTION EQUIPMENT, IF PRESENT, INTO MODIFIED SIGNAL CABINET OPERATION. REPLACE IF MALFUNCTIONING OR NOT OPERATIONAL.

3. INCORPORATE NEW SIGNAL CABLES AND DETECTOR SHIELDED CABLE INTO EXISTING SIGNAL CABINET AND CONTROLLER. COST TO BE INCLUDED IN CABINET MODIFICATION ITEM (730-15.13).

SPECIAL LED SIGNAL HEAD NOTES:

1. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE INDICATIONS ON ALL APPROACHES SHALL BE MONITORED FOR A PERIOD OF NO LESS THAN 15 MINUTES TO ASSESS OPERATION. DURING THE OBSERVATION PERIOD, ALL VEHICULAR INDICATIONS SHALL BE ACTIVATED EITHER BY NORMAL TRAFFIC DEMAND OR BY PLACING TEST CALLS ON ALL PHASES TO INITIATE PHASE SERVICE. ANY VISIBLE FLICKERING OR OTHER ABNORMAL OPERATION MAY INDICATE INCOMPATIBILITY BETWEEN THE LED UNITS AND THE LOAD SWITCH ON THE AFFECTED PHASE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AND, UPON AUTHORIZATION FROM THE ENGINEER, SHALL REPLACE THE AFFECTED LOAD SWITCH WITH A NEW UNIT.

2. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE VERTICAL CLEARANCE OF ALL SIGNAL HEADS SHALL BE CHECKED FOR CONFORMANCE WITH THE CLEARANCE DIMENSIONS SHOWN IN STANDARD DRAWING T-SG-4 AS APPLICABLE. IF CLEARANCE IS LESS THAN MINIMUM ALLOWABLE, THE CONTRACTOR SHALL ADJUST SPAN WIRE TENSION OR ATTACHMENT HEIGHT WITHIN THE LIMITS OF THE EXISTING HARDWARE TO ATTAIN ACCEPTABLE CLEARANCE. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

3. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE CONTRACTOR SHALL ADJUST TENSION ON THE EXISTING SPAN WIRES AND TETHER WIRES AS NECESSARY TO REMOVE EXCESS SLACK. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

POLE SCHEDULE

POLE ID	POLE TYPE	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	STRAIN	31.0	EXIST	EXIST	-	-	N=	-	-	EXIST
							E=	-		
2	STRAIN	EXIST	EXIST	EXIST	-	-	N=	-	-	EXIST
							E=	-		
3	STRAIN	31.0	EXIST	EXIST	-	-	N=	-	-	EXIST
							E=	-		
4	STRAIN	31.0	4'-0"	23.0	395+11.41	80.1	N=	621312.0743	874.1	412,750
							E=	1569111.9188		

* POLE LOCATION IS APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITION SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/B31(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.11
POMONA ROAD AT S.R. 46

SCALE: 1"=30'

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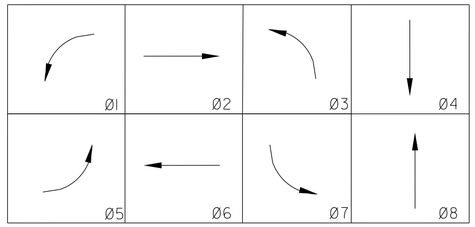
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	27A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø3,Ø5,Ø7

-MIN RECALL: Ø2,Ø6

-DUAL ENTRY Ø4,Ø8

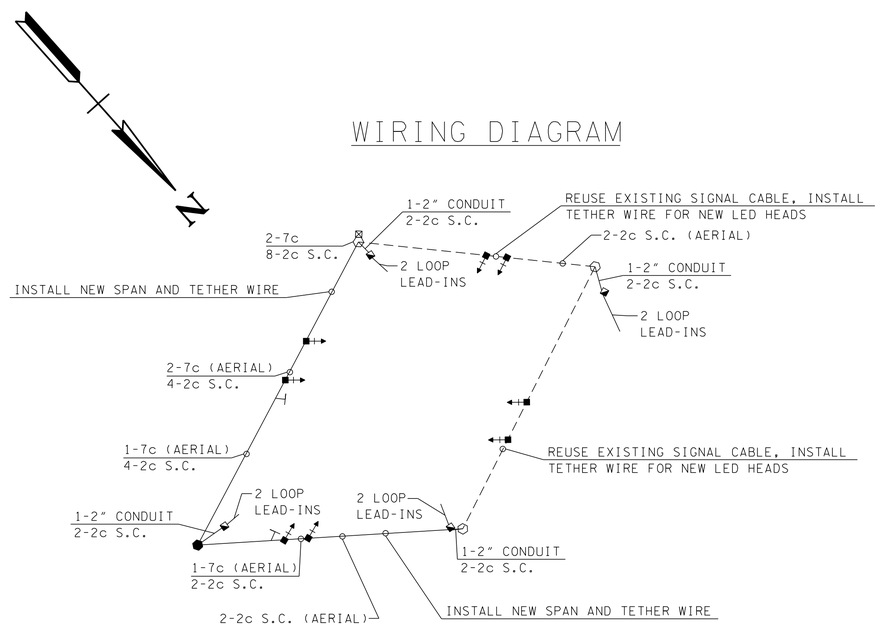
BASIC OR SEMI-ACTUATED TIMINGS (SECS)

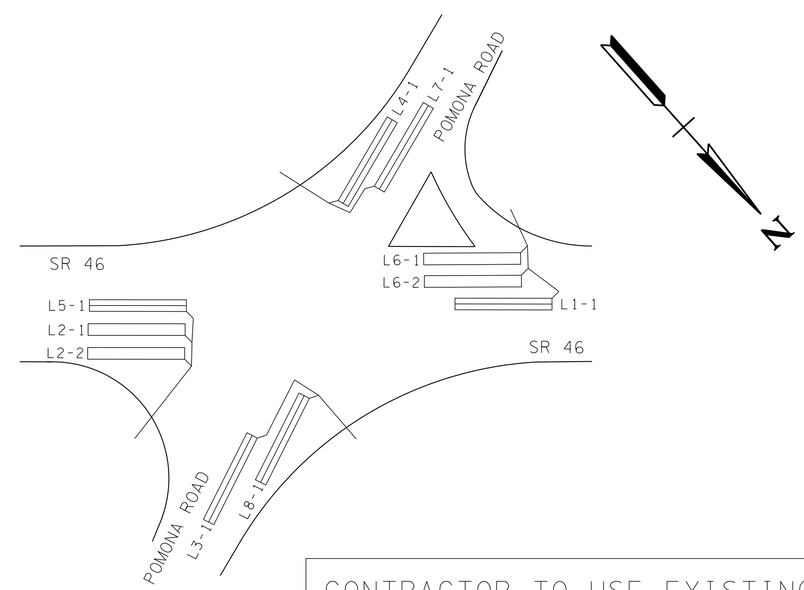
CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	WBL	EB	NBL	SB	EBL	WB
PHASE DATA								
MIN GREEN								
PASSAGE TIME								
MAXIMUM I								
MAXIMUM II								
YELLOW								
RED								
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY								
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION								
VEHICLE RECALL								
PEDESTRIAN RECALL								

USE EXISTING DATA

- RETAIN EXISTING SIGNAL CONTROLLER AND EXISTING PROGRAMMING DATA

WIRING DIAGRAM





CONTRACTOR TO USE EXISTING FLASHING CONFIGURATION

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	50'	2	IN SERIES W/ 2-2
2	2	PRES				2-2	50'	2	IN SERIES W/ 2-1
3	3	PRES		2.0		3-1	50'	2-4-2	
4	4	PRES				4-1	50'	2-4-2	
5	5	PRES		2.0		5-1	50'	2-4-2	
6	6	PRES				6-1	50'	2	IN SERIES W/ 6-2
6	6	PRES				6-2	50'	2	IN SERIES W/ 6-1
7	7	PRES		2.0		7-1	50'	2-4-2	
8	8	PRES				8-2	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 11
POMONA ROAD AT S.R. 46

SCALE: NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	28
CONST.	2014	STP-46(21)	28

SIGNAL PHASING DIAGRAM

-PROT/PERM LEFT-TURN: Ø1,05
-MIN RECALL: Ø2,06
-DUAL ENTRY Ø4,Ø8
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING

SIGNAL HEADS

TYPE 150A2L W/ BACKPLATE 12" L.E.D.
1,5

TYPE 130 W/ BACKPLATE 12" L.E.D.
2,4,6,8

SIGNS

R10-12 30"x36" A

PROPOSED BLANK-OUT PREEMPT SIGN R3-1 B

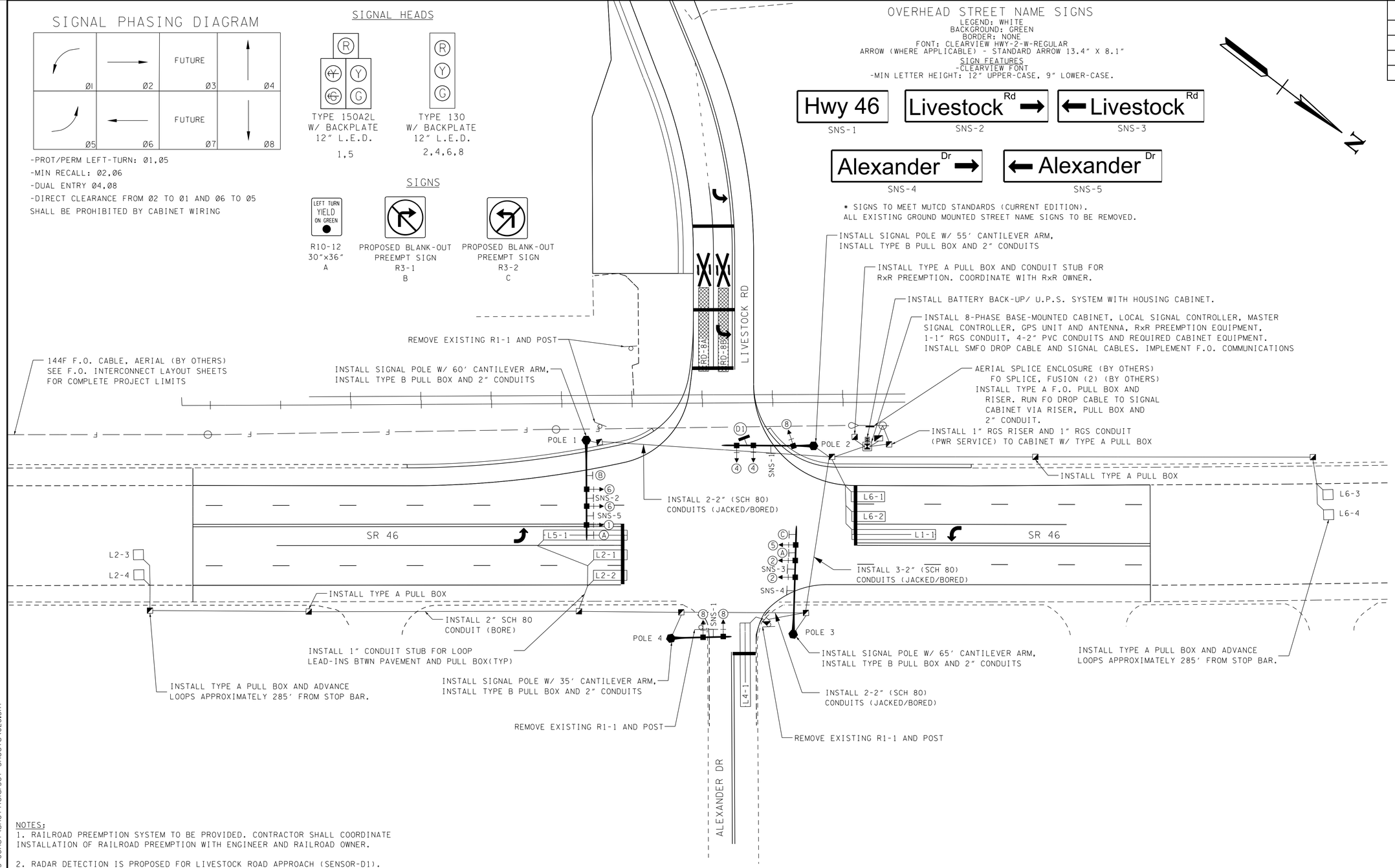
PROPOSED BLANK-OUT PREEMPT SIGN R3-2 C

OVERHEAD STREET NAME SIGNS

LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



NOTES:

1. RAILROAD PREEMPTION SYSTEM TO BE PROVIDED. CONTRACTOR SHALL COORDINATE INSTALLATION OF RAILROAD PREEMPTION WITH ENGINEER AND RAILROAD OWNER.

2. RADAR DETECTION IS PROPOSED FOR LIVESTOCK ROAD APPROACH (SENSOR-D1).

3. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE.

4. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM EXISTING UTILITY POLE IN NW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

5. CONTRACTOR TO INSTALL MASTER CONTROLLER AT LIVESTOCK RD SIGNAL CABINET WITH GPS CLOCK SYNCHING EQUIPMENT. PROGRAM MASTER CONTROLLER TO IMPLEMENT CLOSED LOOP SYSTEM WITH ALL LOCAL SIGNAL CONTROLLERS IN THE SOUTH COORDINATED SIGNAL SYSTEM (LIVESTOCK RD TO INTERSTATE EB 40 RAMPS).

6. RAILROAD OWNER OR ITS REPRESENTATIVE SHALL CONDUCT ALL WORK WITHIN RAILROAD PROPERTY. CONTRACTOR SHALL INSTALL CONDUIT, PULL BOX AND PREEMPT CABLE UP TO ADJACENT PROPERTY LINE.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	60	20.0	3'-0"	15.0	352+05.01	56.5	N=	618172.8762	872.1	69,500
								E=	1572044.6232		
2	CANTILEVER	55	20.0	3'-0"	15.0	353+40.79	53.0	N=	618282.6269	866.8	59,000
								E=	1571964.6092		
3	CANTILEVER	65	20.0	3'-0"	15.0	353+28.61	59.6	N=	618341.5773	867.2	79,500
								E=	1572061.2981		
4	CANTILEVER	35	20.0	3'-0"	15.0	352+55.55	62.0	N=	618285.1273	870.5	31,750
								E=	1572107.7319		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.12
LIVESTOCK ROAD
AT S.R. 46
SCALE: 1"=30'

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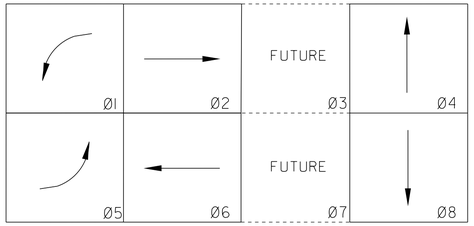
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	28A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø5
-MIN RECALL: Ø2,Ø6
-DUAL ENTRY Ø4,Ø8
-COORD PHASE: Ø2,Ø6
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING

RAILROAD PREEMPTION SEQUENCE

PREEMPTION SIGNAL RECEIVED FROM RAILROAD WARNING SYSTEM: TERMINATE NORMAL SIGNAL OPERATION. IF IN ANY PHASE OTHER THAN PHASE 8, IMMEDIATELY BEGIN YELLOW CHANGE INTERVAL & ALL-RED INTERVAL OF CURRENT PHASE. IF PHASE 8 IS ACTIVE, TERMINATE PHASE 4 AND BEGIN TIMING OF CLEAR TRACK GREEN (CTG).	CLEAR TRACK GREEN (CTG): PHASE 8 TRACK CLEAR GREEN = 22.0 SEC	CLEAR TRACK CHANGE (CTC)INTERVALS (PHASE 8): TRACK YELLOW INTERVAL (4.0 SEC) + TRACK ALL-RED INTERVAL (2.0 SEC)	PREEMPT DWELL INTERVAL: PHASE 2 + PHASE 6 (BLANK OUT SIGNS ACTIVE)	EXIT PREEMPTION INTERVAL: PHASE 4 + PHASE 8 RETURN TO NORMAL OPERATION

*CONTRACTOR SHALL COORDINATE WITH RAILROAD OWNER TO ENSURE THE CLEAR TRACK GREEN (CTG) AND CLEAR TRACK CHANGE (CTC) INTERVALS ARE PROVIDED BY THE DURATION OF THE RAILROAD ADVANCED WARNING CIRCUIT TIME (I.E. PRIOR TO TRAIN ARRIVAL).

CHANGE IN TRAFFIC FLOW RIGHT-OF-WAY TO BEGIN PREEMPTION SEQUENCE SHALL FOLLOW M.U.T.C.D. (CURRENT EDITION)

CONTRACTOR SHALL HAVE IMSA LEVEL 2 CERTIFIED TECHNICIAN PROGRAM CONTROLLER RAILROAD PREEMPTION SETTINGS AND TIMINGS AS SPECIFIED IN PLANS. PREMPTION SETTINGS AND PROGRAMMING SHALL BE SUBMITTED TO ENGINEER FOR REVIEW PRIOR TO IMPLEMENTATION. UPON IMPLEMENTATION, PREEMPTION OPERATION SHALL BE TESTED ON SITE UNDER TRAFFIC CONDITIONS TO VALIDATE PREEMPTION.

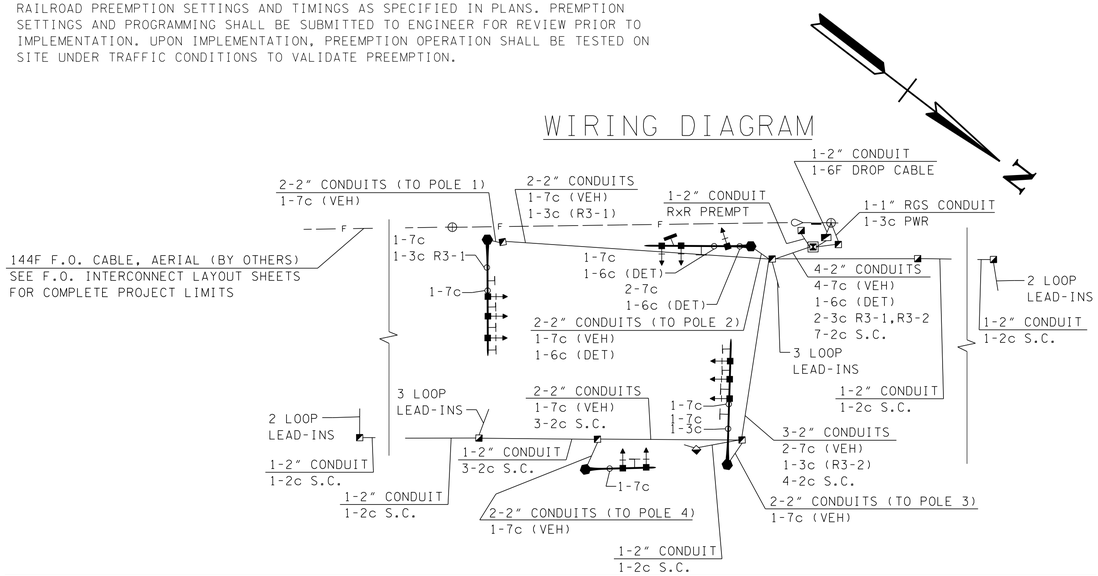
BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB		WB	NBL	SB		EB
PHASE DATA								
MIN GREEN	6.0	15.0		8.0	8.0	15.0		8.0
PASSAGE TIME	2.5	4.0		3.0	3.5	4.0		3.5
MAXIMUM I	25.0	50.0		30.0	30.0	50.0		30.0
MAXIMUM II	35.0	60.0		40.0	45.0	60.0		40.0
YELLOW	4.5	4.5		4.0	4.5	4.5		4.0
RED	2.0	2.0		2.0	2.0	2.0		2.0
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO		YES	YES	NO		YES
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN		INACTIVE	INACTIVE	GREEN		INACTIVE
VEHICLE RECALL	NONE	MIN		NONE	NONE	MIN		NONE
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.

WIRING DIAGRAM



RAILROAD TRAFFIC SIGNAL PREEMPTION OPERATION

1. SIGNAL PREEMPTION TO OPERATE AS SINGLE PREEMPTION RUN. THE PREEMPTION RUN TO BE COMPRISED OF MULTIPLE INTERVALS (FIXED AND DWELL) TO COMPLETE THE ENTIRE TIMING SEQUENCE.

2. UPON ACTIVATION OF RAILROAD PREEMPTION, THE YELLOW CHANGE AND ALL-RED CLEARANCE VEHICLE INTERVALS OF THE ACTIVE VEHICLE PHASE SHALL OPERATE FOR ITS NORMAL DURATION. SHORTENING OR OMISSION IS NOT ALLOWED.

3. THE INITIAL (MINIMUM) GREEN VEHICLE INTERVAL OF ANY PHASE MAY BE SHORTENED FOR ENTRY INTO PREEMPTION. PREEMPTION ENTRY SHOULD ALLOW A MAXIMUM FIVE SECOND VEHICLE GREEN INTERVAL.

4. CLEAR TRACK GREEN (CTG) INTERVAL SHALL BE PROGRAMMED AS THE INIITAL FIXED INTERVAL OF THE PREEMPTION RUN. CLEAR TRACK YELLOW AND ALL-RED CLEARANCE INTERVALS (CTC) MAY BE PROGRAMMED AS SEPARATE, CONSECUTIVE FIXED INTERVALS THAT FOLLOW (CTG) OF THE DURATION SPECIFIED IN THE PLANS.

5. VEHICLE PHASES 2 AND 6 SHALL BE PROGRAMMED AS A DWELL INTERVAL LASTING UNTIL END OF THE RAILROAD PREEMPTION EVENT.

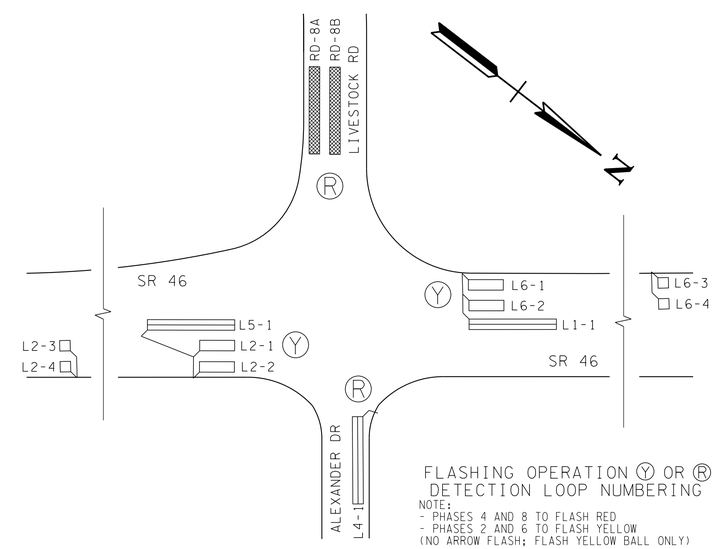
6. UPON END OF PREEMPTION EVENT, CONTROLLER OPERATION SHALL SERVICE PHASES 4 AND 8 AS EXIT INTERVAL UP TO NORMAL MAX GREEN TIME. NORMAL OPERATION BASED ON DEMAND SHALL CONTINUE.

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	4	PRES		2.0		4-1	50'	2-4-2	
5	5	PRES		2.0		5-1	50'	2-4-2	
6	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
6	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
7	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
7	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3
8	8	PRES		15.0		RD-8A	50'	N/A	DETECTION ZONE 6'x50'
9	8	PRES		2.0		RD-8B	50'	N/A	DETECTION ZONE 6'x50'

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.



FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING
NOTE:
- PHASES 4 AND 8 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 12
LIVESTOCK ROAD
AT S.R. 46
SCALE: NOT TO SCALE

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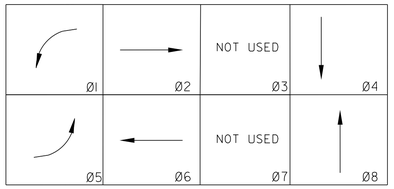
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	29
CONST.	2014	STP-46(21)	29

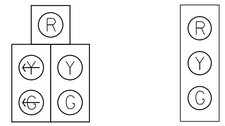
SIGNAL PHASING DIAGRAM



-PROT/PERM LEFT-TURN: Ø1,Ø5

-MAX RECALL: Ø2,Ø6

SIGNAL HEADS



TYPE 150A2L W/ BACKPLATE 12" L.E.D.

1,5

TYPE 130 W/ BACKPLATE 12" L.E.D.

2,4,6,8

SIGNS

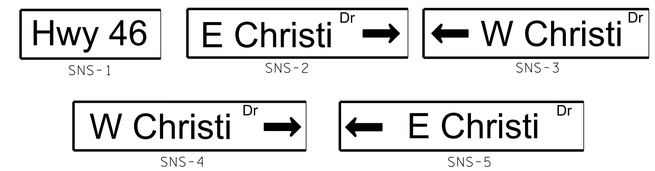
EXISTING BLANK-OUT PREEMPT SIGN R3-1 A

EXISTING BLANK-OUT PREEMPT SIGN R3-2 B

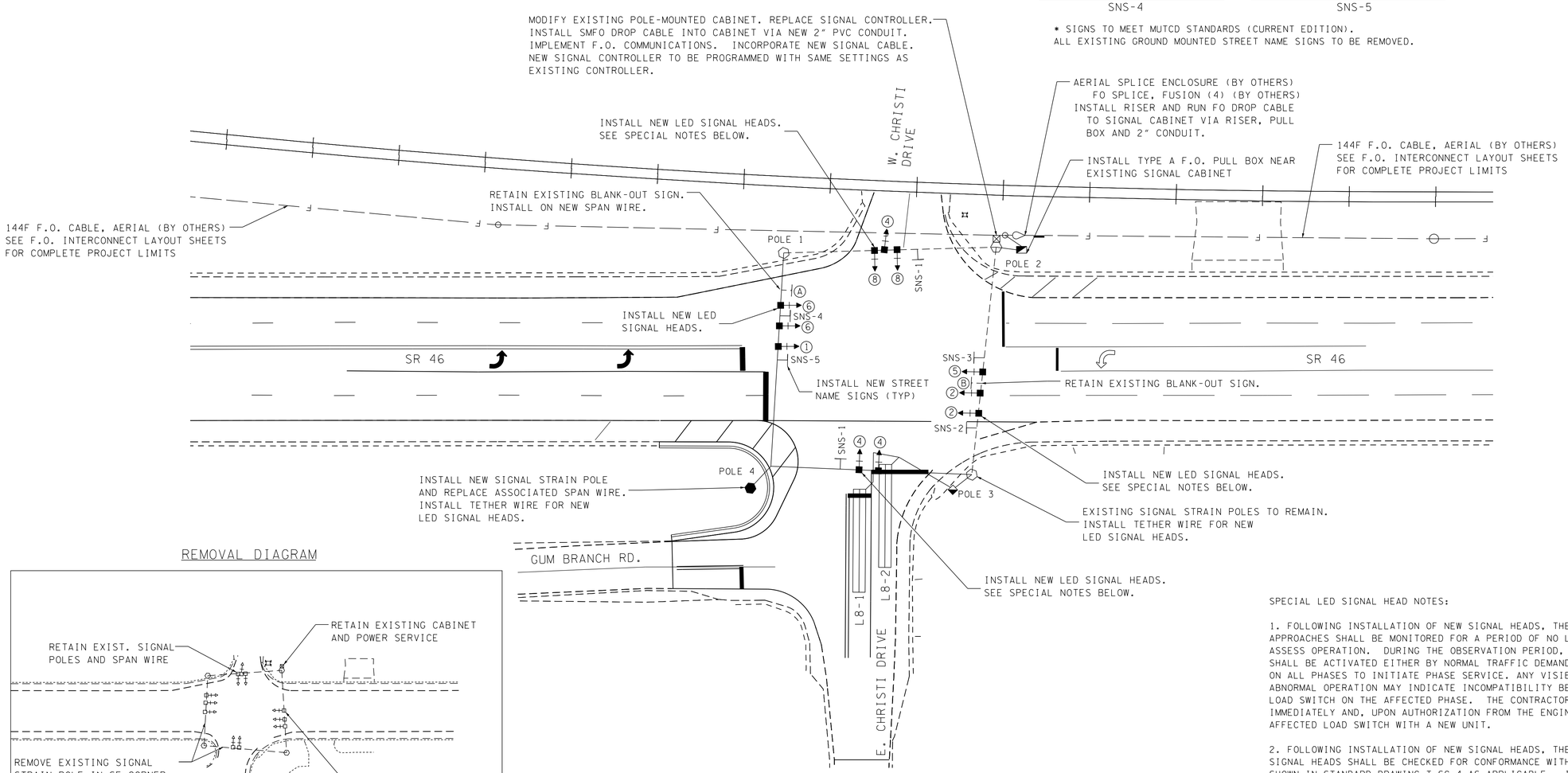
OVERHEAD STREET NAME SIGNS

LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

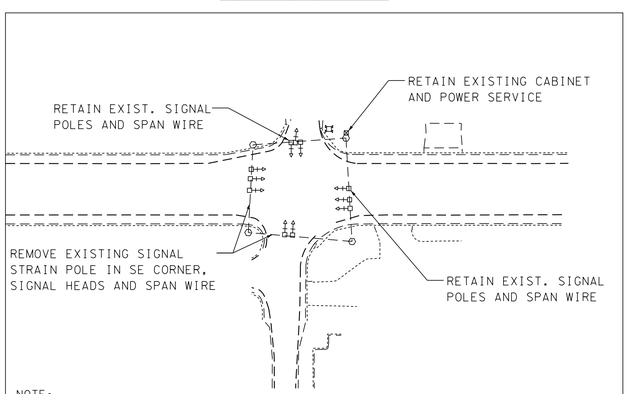
SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.



* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.



REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO REMOVED SIGNAL STRAIN POLE, SPAN WIRE, AND SIGNAL HEADS. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

NOTES:

1. RETAIN EXISTING POLE MOUNTED CABINET AND INSTALL NEW SIGNAL CONTROLLER PROGRAMED WITH SAME SETTINGS AS EXISTING CONTROLLER.

2. EXISTING RAILROAD PREEMPTION SYSTEM TO BE RETAINED. INSTALL NEW PREEMPTION EQUIPMENT AS REQUIRED TO MAKE SYSTEM COMPATIBLE WITH NEW SIGNAL CONTROLLER.

3. CONTRACTOR TO CONFIRM EXISTING DETECTION IS OPERATIONAL AFTER INSTALLATION OF NEW SIGNAL CONTROLLER. IF ANY DETECTORS AND/OR LOOPS ARE FOUND TO BE MALFUNCTIONING, CONTRACTOR SHALL REPLACE DETECTION EQUIPMENT. THIS INCLUDES BUT IS NOT LIMITED TO: INSTALLING NEW SHELF MOUNT DETECTORS, NEW LOOPS, NEW SHIELDED CABLE AND ANY REQUIRED CONDUIT OR MESSENGER CABLE. THESE ITEMS WILL BE PAID FOR AT CONTRACT BID PRICE.

4. INCORPORATE NEW CONTROLLER, NEW SIGNAL CABLES, AND DETECTOR SHIELDED CABLE INTO EXISTING SIGNAL CABINET. COST TO BE INCLUDED IN CABINET MODIFICATION ITEM (730-15.13).

SPECIAL LED SIGNAL HEAD NOTES:

1. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE INDICATIONS ON ALL APPROACHES SHALL BE MONITORED FOR A PERIOD OF NO LESS THAN 15 MINUTES TO ASSESS OPERATION. DURING THE OBSERVATION PERIOD, ALL VEHICULAR INDICATIONS SHALL BE ACTIVATED EITHER BY NORMAL TRAFFIC DEMAND OR BY PLACING TEST CALLS ON ALL PHASES TO INITIATE PHASE SERVICE. ANY VISIBLE FLICKERING OR OTHER ABNORMAL OPERATION MAY INDICATE INCOMPATIBILITY BETWEEN THE LED UNITS AND THE LOAD SWITCH ON THE AFFECTED PHASE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AND, UPON AUTHORIZATION FROM THE ENGINEER, SHALL REPLACE THE AFFECTED LOAD SWITCH WITH A NEW UNIT.

2. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE VERTICAL CLEARANCE OF ALL SIGNAL HEADS SHALL BE CHECKED FOR CONFORMANCE WITH THE CLEARANCE DIMENSIONS SHOWN IN STANDARD DRAWING T-SG-4 AS APPLICABLE. IF CLEARANCE IS LESS THAN MINIMUM ALLOWABLE, THE CONTRACTOR SHALL ADJUST SPAN WIRE TENSION OR ATTACHMENT HEIGHT WITHIN THE LIMITS OF THE EXISTING HARDWARE TO ATTAIN ACCEPTABLE CLEARANCE. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

3. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE CONTRACTOR SHALL ADJUST TENSION ON THE EXISTING SPAN WIRES AND TETHER WIRES AS NECESSARY TO REMOVE EXCESS SLACK. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

POLE SCHEDULE

POLE ID	POLE TYPE	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	STRAIN	28.0	EXIST	EXIST	-	-	N=	-	EXIST	EXIST
							E=	-		
2	STRAIN	EXIST	EXIST	EXIST	-	-	N=	-	EXIST	EXIST
							E=	-		
3	STRAIN	28.0	EXIST	EXIST	-	-	N=	-	EXIST	EXIST
							E=	-		
4	STRAIN	28.0	4'-0"	20.0	340+47.34	63.4	N=	617328.0469	867.40	305,000
							E=	1572845.1399		

* POLE LOCATION IS APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITION SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.13
CHRISTI DR AT S.R. 46

SCALE: 1"=30'

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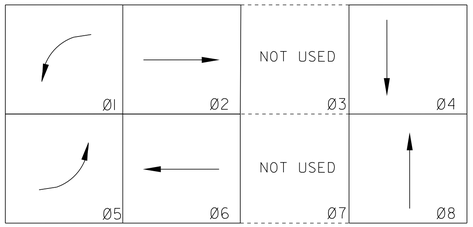
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	29A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø5
-MAX RECALL: Ø2,Ø6
-COORD PHASE: Ø2,Ø6

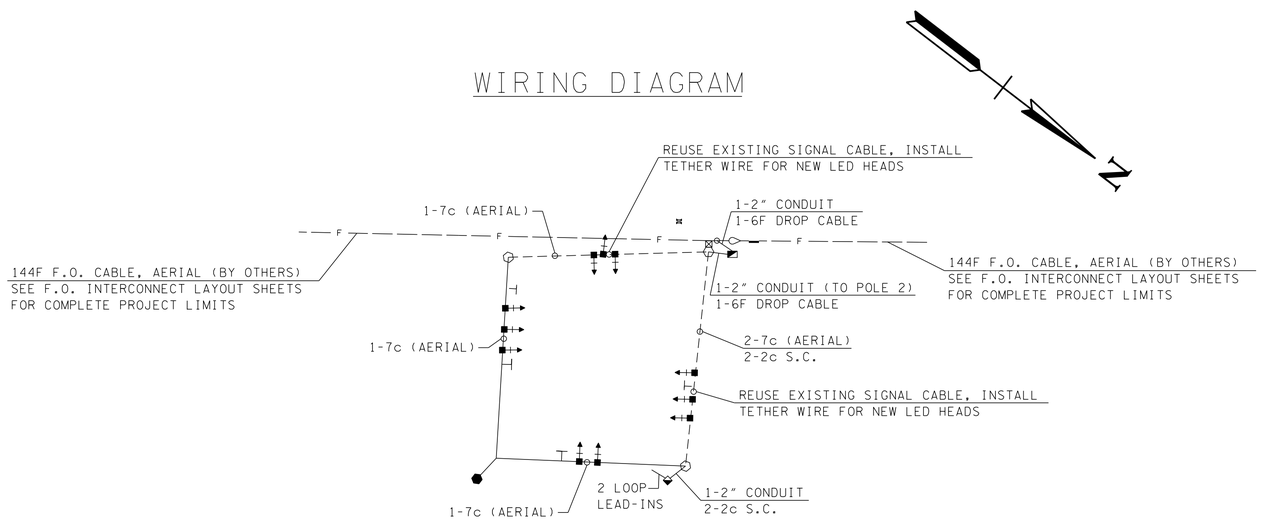
BASIC OR SEMI-ACTUATED TIMINGS (SECS)

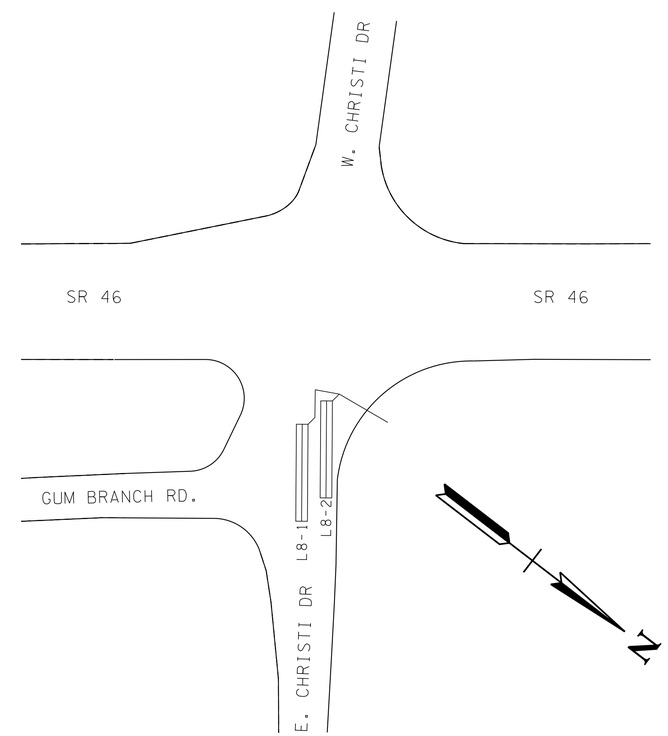
CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	WBL	EB	NBL	SB	EBL	WB
PHASE DATA								
MIN GREEN								
PASSAGE TIME								
MAXIMUM I								
MAXIMUM II								
YELLOW								
RED								
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY								
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION								
VEHICLE RECALL								
PEDESTRIAN RECALL								

USE EXISTING DATA

-INSTALL NEW SIGNAL CONTROLLER PROGRAMMED WITH EXISTING CONTROLLER DATA, INCLUDING RxR PREEMPTION SETTINGS.

WIRING DIAGRAM





CONTRACTOR TO USE EXISTING FLASHING CONFIGURATION

LOOP AND DETECTOR ASSIGNMENTS									
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING		DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
			EXTEND	DELAY					
1	1	PRES				1-1	N/A	N/A	USE EXISTING
2	4	PRES				4-1	N/A	N/A	USE EXISTING
3	5	PRES				5-1	N/A	N/A	USE EXISTING
4	8	PRES				8-1	50'	2-4-2	
5	8	PRES				8-2	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 13
CHRISTI DR AT S.R. 46

SCALE: NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	30
CONST.	2014	STP-46(21)	30

SIGNAL PHASING DIAGRAM

Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1

-MIN RECALL: Ø2,Ø6

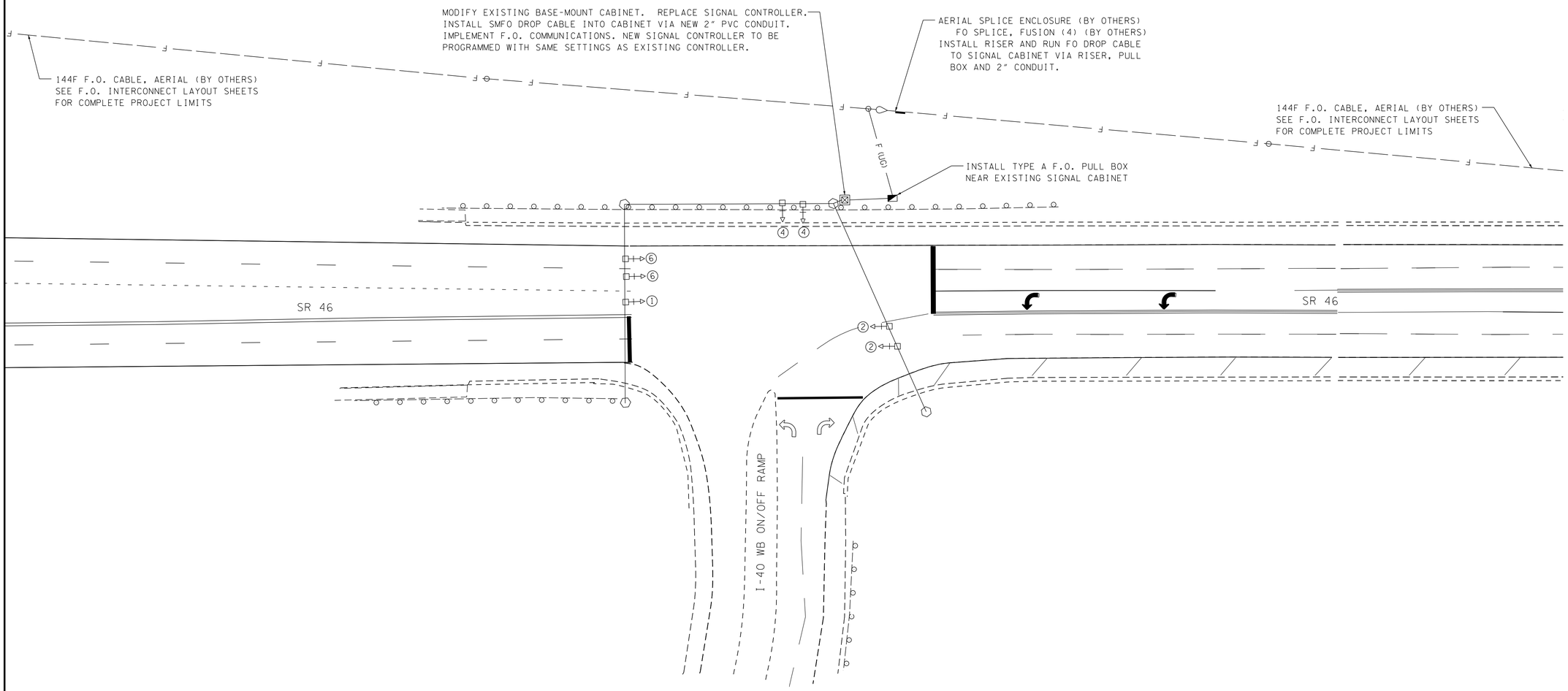
SIGNAL HEADS

TYPE 150A2L W/ BACKPLATE 12" L.E.D.

1

TYPE 130 W/ BACKPLATE 12" L.E.D.

2,4,6



NOTES:

1. PROPOSED SIGNAL IMPROVEMENTS LIMITED TO INSTALLING FIBER OPTIC INTERCONNECT CABLE AND REPLACING SIGNAL CONTROLLER.

2. RETAIN EXISTING BASE-MOUNT CABINET AND INSTALL NEW SIGNAL CONTROLLER PROGRAMED WITH SAME SETTINGS AS EXISTING CONTROLLER.

3. CONTRACTOR TO CONFIRM EXISTING DETECTION IS OPERATIONAL AFTER INSTALLATION OF NEW SIGNAL CONTROLLER. IF ANY DETECTORS AND/OR LOOPS ARE FOUND TO BE MALFUNCTIONING, CONTRACTOR SHALL REPLACE DETECTION EQUIPMENT. THIS INCLUDES BUT IS NOT LIMITED TO: INSTALLING NEW SHELF MOUNT DETECTORS, NEW LOOPS, NEW SHIELDED CABLE AND ANY REQUIRED CONDUIT OR MESSENGER CABLE. THESE ITEMS WILL BE PAID FOR AT CONTRACT BID PRICE.

4. CONTRACTOR TO CLEAN INSIDE OF CABINET AND INSTALL NEW VENTILATION FILTER BEFORE INSTALLING NEW CONTROLLER. COST FOR THIS WORK TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK (COST ABSORBED).

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.14
I40 WB RAMP AT S.R. 46

SCALE: 1"=30'

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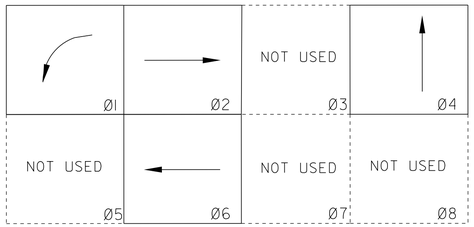
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	30A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: 01,05

-MIN RECALL: 02,06

-COORD PHASE: 02,06

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

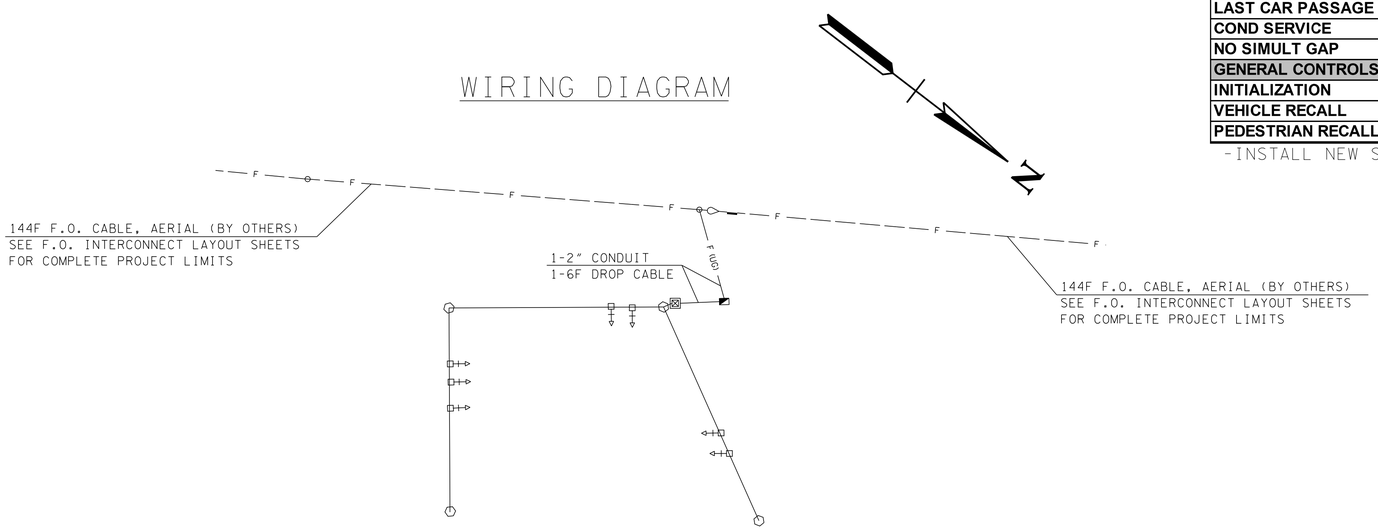
CONTROLLER PROGRAMMING DATA

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	WBL	EB	NBL	SB	EBL	WB
PHASE DATA								
MIN GREEN								
PASSAGE TIME								
MAXIMUM I								
MAXIMUM II								
YELLOW								
RED								
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY								
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION								
VEHICLE RECALL								
PEDESTRIAN RECALL								

USE EXISTING DATA

-INSTALL NEW SIGNAL CONTROLLER PROGRAMMED WITH EXISTING CONTROLLER DATA.

WIRING DIAGRAM



LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING		DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
			EXTEND	DELAY					

USE EXISTING DATA

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

CONTRACTOR TO USE EXISTING FLASHING CONFIGURATION

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 14
I40 WB RAMP AT S.R. 46

SCALE: NOT TO SCALE

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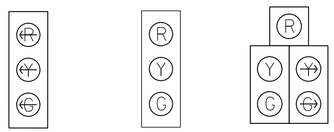
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	31
CONST.	2014	STP-46(21)	31

SIGNAL PHASING DIAGRAM

LAGGING Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT LEFT-TURN: Ø1
-MAX RECALL: Ø2,Ø6
-WB RIGHT PROTECTED PHASE CONCURRENT WITH Ø1 ONLY.
RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4
-Ø1 SHALL UTILIZE LAGGING OPERATION.

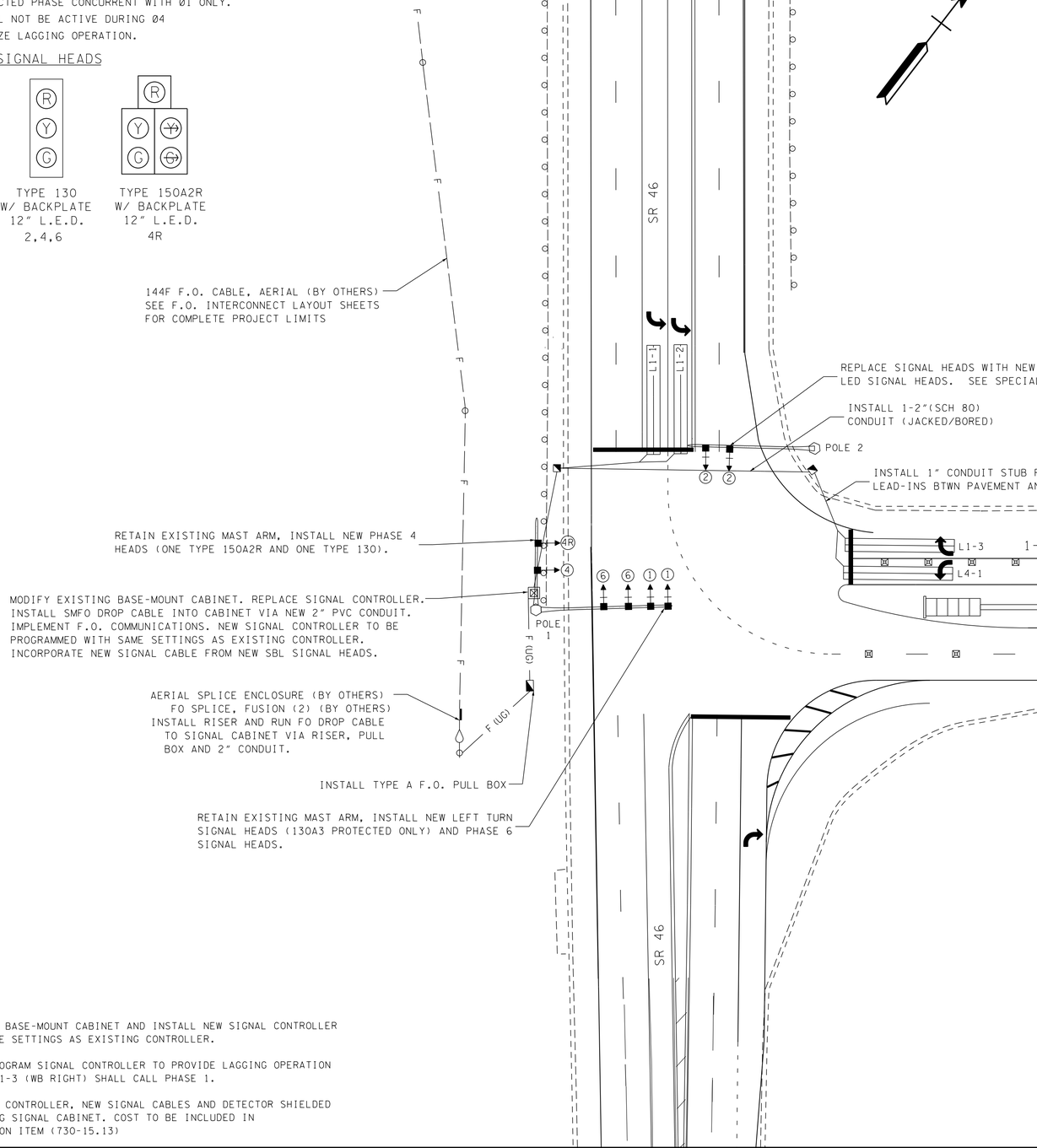
SIGNAL HEADS



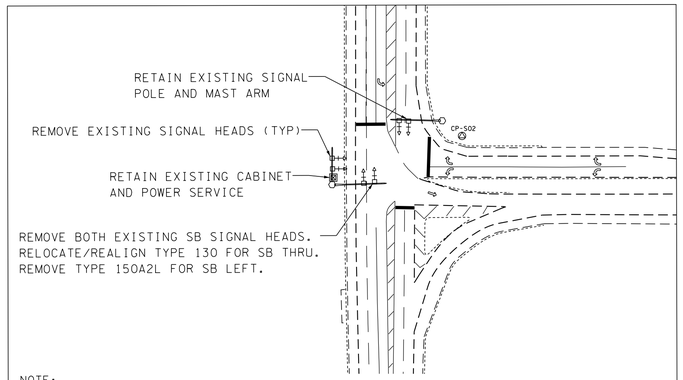
TYPE 130A3 W/ BACKPLATE 12" L.E.D. 1

TYPE 130 W/ BACKPLATE 12" L.E.D. 2,4,6

TYPE 150A2R W/ BACKPLATE 12" L.E.D. 4R



REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL HEADS AND SIGNAL CABLE. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

NOTES:

1. RETAIN EXISTING BASE-MOUNT CABINET AND INSTALL NEW SIGNAL CONTROLLER PROGRAMED WITH SAME SETTINGS AS EXISTING CONTROLLER.

2.CONTRACTOR TO PROGRAM SIGNAL CONTROLLER TO PROVIDE LAGGING OPERATION FOR PHASE 1. LOOP 1-3 (WB RIGHT) SHALL CALL PHASE 1.

3. INCORPORATE NEW CONTROLLER, NEW SIGNAL CABLES AND DETECTOR SHIELDED CABLE INTO EXISTING SIGNAL CABINET. COST TO BE INCLUDED IN CABINET MODIFICATION ITEM (730-15.13)

SPECIAL LED SIGNAL HEAD NOTES:

1. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE INDICATIONS ON ALL APPROACHES SHALL BE MONITORED FOR A PERIOD OF NO LESS THAN 15 MINUTES TO ASSESS OPERATION. DURING THE OBSERVATION PERIOD, ALL VEHICULAR INDICATIONS SHALL BE ACTIVATED EITHER BY NORMAL TRAFFIC DEMAND OR BY PLACING TEST CALLS ON ALL PHASES TO INITIATE PHASE SERVICE. ANY VISIBLE FLICKERING OR OTHER ABNORMAL OPERATION MAY INDICATE INCOMPATIBILITY BETWEEN THE LED UNITS AND THE LOAD SWITCH ON THE AFFECTED PHASE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AND, UPON AUTHORIZATION FROM THE ENGINEER, SHALL REPLACE THE AFFECTED LOAD SWITCH WITH A NEW UNIT.

2. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE VERTICAL CLEARANCE OF ALL SIGNAL HEADS SHALL BE CHECKED FOR CONFORMANCE WITH THE CLEARANCE DIMENSIONS SHOWN IN STANDARD DRAWING T-SG-4 AS APPLICABLE. IF CLEARANCE IS LESS THAN MINIMUM ALLOWABLE, THE CONTRACTOR SHALL ADJUST SPAN WIRE TENSION OR ATTACHMENT HEIGHT WITHIN THE LIMITS OF THE EXISTING HARDWARE TO ATTAIN ACCEPTABLE CLEARANCE. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

3. FOLLOWING INSTALLATION OF NEW SIGNAL HEADS, THE CONTRACTOR SHALL ADJUST TENSION ON THE EXISTING SPAN WIRES AND TETHER WIRES AS NECESSARY TO REMOVE EXCESS SLACK. COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.15
I40 EB RAMP AT S.R. 46

SCALE: 1"=30'

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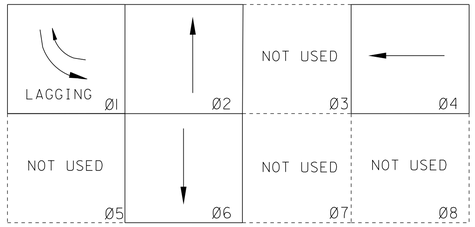
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	31A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT LEFT-TURN: Ø1
-MAX RECALL: Ø2,Ø6
-COORD PHASE: Ø2,Ø6
-WB RIGHT PROTECTED PHASE CONCURRENT WITH Ø1 ONLY.
RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4
-Ø1 SHALL UTILIZE LAGGING OPERATION.

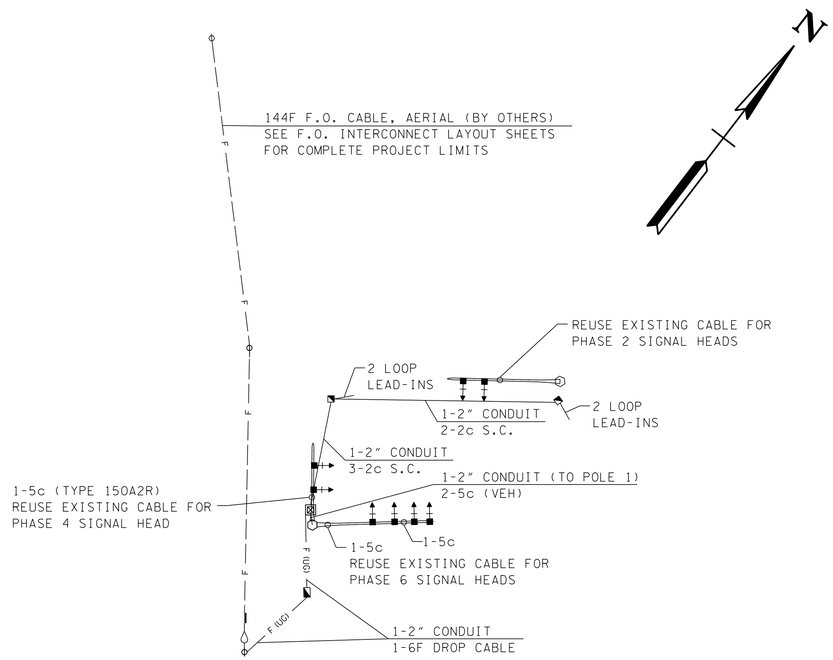
BASIC OR SEMI-ACTUATED TIMINGS (SECS)

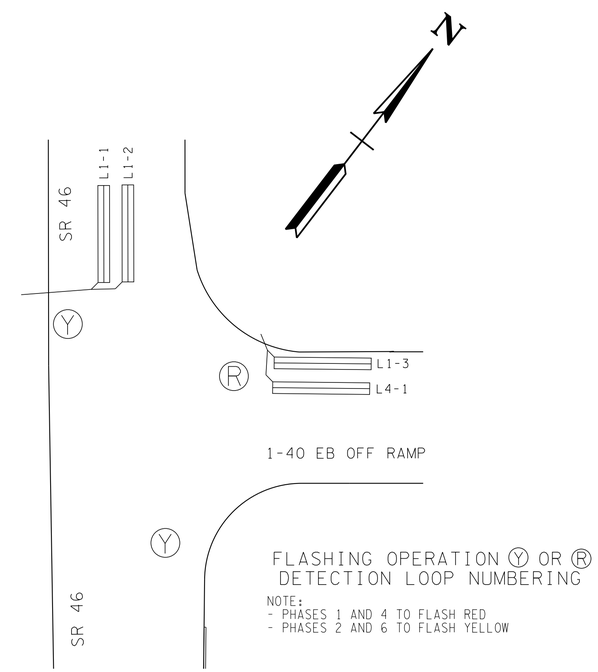
CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	WBL	EB	NBL	SB	EBL	WB
PHASE DATA								
MIN GREEN								
PASSAGE TIME								
MAXIMUM I								
MAXIMUM II								
YELLOW								
RED								
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY								
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION								
VEHICLE RECALL								
PEDESTRIAN RECALL								

USE EXISTING DATA

-INSTALL NEW SIGNAL CONTROLLER PROGRAMMED WITH EXISTING CONTROLLER DATA.

WIRING DIAGRAM





FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING

NOTE:
- PHASES 1 AND 4 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW

LOOP AND DETECTOR ASSIGNMENTS									
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING		DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
			EXTEND	DELAY					
1	1	PRES				1-1	50'	2-4-2	IN SERIES W/ 1-2
1	1	PRES				1-2	50'	2-4-2	IN SERIES W/ 1-1
2	1	PRES		10.0		1-3	50'	2-4-2	LOOP CALLS PHASE 1
3	4	PRES				4-1	50'	2-4-2	

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 15
I40 EB RAMP AT S.R. 46

SCALE: NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	32
CONST.	2014	STP-46(21)	32

SIGNAL PHASING DIAGRAM

Ø1	Ø2	NOT USED Ø3	Ø4
NOT USED Ø5	Ø6	NOT USED Ø7	NOT USED Ø8

-PROT/PERM LEFT-TURN: Ø1
-MIN RECALL: Ø2,Ø6

EMERGENCY PREEMPTION

-EPS-1: Ø1+Ø6
-EPS-2: Ø4
-EPS-3: Ø2

SIGNAL HEADS

TYPE 150A2L W/ BACKPLATE 12" L.E.D. — 1
TYPE 130 W/ BACKPLATE 12" L.E.D. — 2,6
TYPE 130A2 W/ BACKPLATE 12" L.E.D. — 4
TYPE 130A2 PEDESTAL MOUNT 12" L.E.D. — 4P

SIGNS

LEFT TURN YIELD ON GREEN
R10-12 30"x36" A

OVERHEAD STREET NAME SIGNS

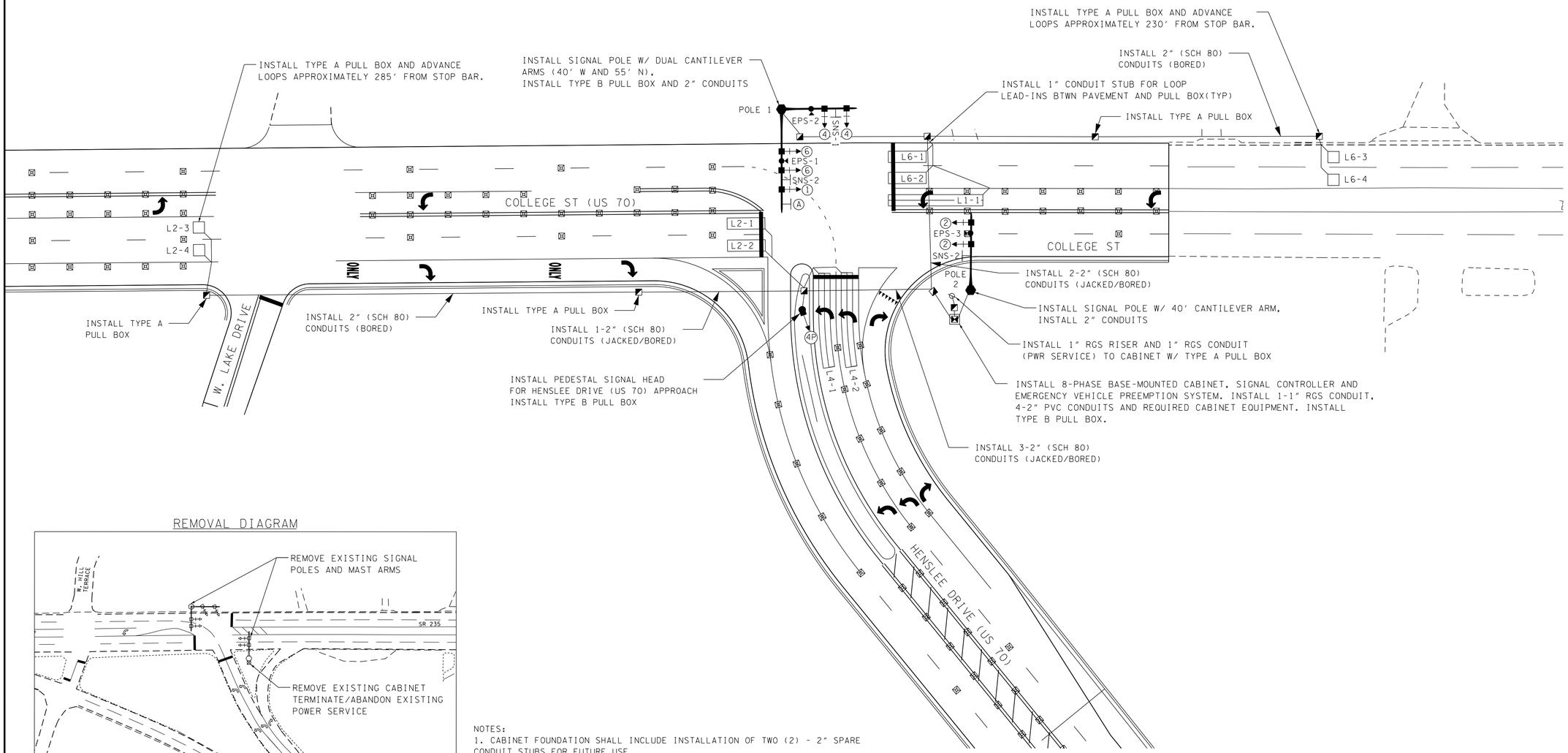
LEGEND: WHITE
BACKGROUND: GREEN
BORDER: NONE
FONT: CLEARVIEW HWY-2-W-REGULAR
ARROW (WHERE APPLICABLE) - STANDARD ARROW 13.4" X 8.1"

SIGN FEATURES
-CLEARVIEW FONT
-MIN LETTER HEIGHT: 12" UPPER-CASE, 9" LOWER-CASE.

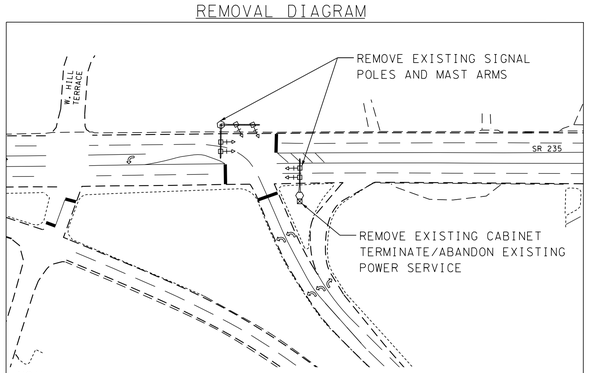
College St — SNS-1
Henslee Dr — SNS-2

* SIGNS TO MEET MUTCD STANDARDS (CURRENT EDITION).
ALL EXISTING GROUND MOUNTED STREET NAME SIGNS TO BE REMOVED.

N



REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL POLES, MAST ARMS, SIGNAL HEADS AND CABINET. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.

NOTES:

1. CABINET FOUNDATION SHALL INCLUDE INSTALLATION OF TWO (2) - 2" SPARE CONDUIT STUBS FOR FUTURE USE.

2. EMERGENCY VEHICLE PREEMPTION SYSTEM (SIREN BASED) TO BE PROVIDED. PREEMPTION EQUIPMENT TO BE APPROVED BY PROJECT ENGINEER PRIOR TO ORDERING. PREEMPTION EQUIPMENT TO BE COMPATIBLE WITH INSTALLED SIGNAL CONTROLLER.

3. CONTRACTOR TO INSTALL NEW ELECTRICAL SERVICE FROM UTILITY POLE IN NW CORNER. INSTALL NEW POWER SERVICE CABLE AND 1" RGS CONDUIT TO CABINET AS REQUIRED. INSTALL RISER AT UTILITY POLE WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH PROJECT ENGINEER AND UTILITY OWNER AS REQUIRED.

POLE SCHEDULE

POLE ID	POLE TYPE	MAST ARM LENGTH (FT)	ATTACH HEIGHT (FT)	FOOTING DIAMETER	FOOTING DEPTH (FT)	STATION	OFFSET	POLE COORDINATES		GROUND ELEVATION	MOMENT CAPACITY (FT-LBS)
1	CANTILEVER	40W / 55N	20.0	3'-0"	15.0	209+03.65	48.4	N=	636500.9191	823.0	64,500
								E=	1564090.7265		
2	CANTILEVER	40	20.0	3'-0"	15.0	210+03.69	47.3	N=	636551.6576	822.6	31,750
								E=	1563981.8699		
3	PEDESTAL	N/A	N/A	2'-0"	3'-0"	209+14.57	57.7	N=	636594.9664	822.1	N/A
								E=	1564040.4397		

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER THE SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

INTERSECTION NO.16
HENSLEE DR (US 70) AT COLLEGE ST (US 70)
SCALE: 1"=30'

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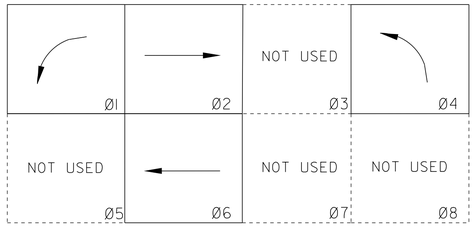
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	32A

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1

-MIN RECALL: Ø2,Ø6

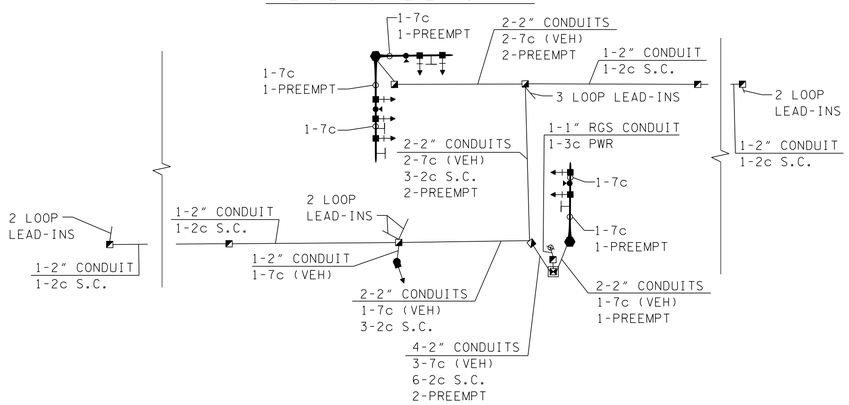
EMERGENCY PREEMPTION

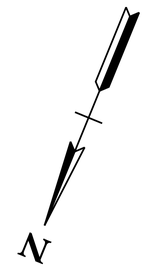
-EPS-1: Ø1+Ø6

-EPS-2: Ø4

-EPS-3: Ø2

WIRING DIAGRAM

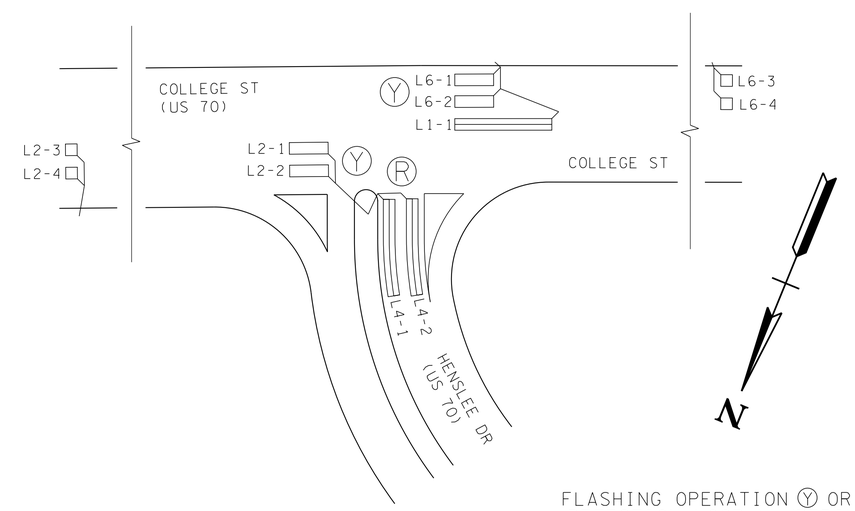




BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA								
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	EBL	WB		SB		EB		
PHASE DATA								
MIN GREEN	6.0	15.0		8.0		15.0		
PASSAGE TIME	2.5	4.0		3.0		4.0		
MAXIMUM I	20.0	45.0		30.0		45.0		
MAXIMUM II	30.0	60.0		40.0		60.0		
YELLOW	4.5	4.5		4.0		4.5		
RED	2.0	2.0		2.0		2.0		
WALK								
PED CLEAR								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO		YES		NO		
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN		INACTIVE		GREEN		
VEHICLE RECALL	NONE	MIN		NONE		MIN		
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.



FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING

NOTE:
- PHASE 4 TO FLASH RED
- PHASES 2 AND 6 TO FLASH YELLOW
(NO ARROW FLASH; FLASH YELLOW BALL ONLY)

LOOP AND DETECTOR ASSIGNMENTS									
			TIMING						
DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	EXTEND	DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES		2.0		1-1	50'	2-4-2	
2	2	PRES				2-1	20'	3	IN SERIES W/ 2-2
2	2	PRES				2-2	20'	3	IN SERIES W/ 2-1
3	2	PULSE				2-3	6'	3	IN SERIES W/ 2-4
3	2	PULSE				2-4	6'	3	IN SERIES W/ 2-3
4	4	PRES				4-1	50'	2-4-2	IN SERIES W/ 4-2
4	4	PRES				4-2	50'	2-4-2	IN SERIES W/ 4-1
5	6	PRES				6-1	20'	3	IN SERIES W/ 6-2
5	6	PRES				6-2	20'	3	IN SERIES W/ 6-1
6	6	PULSE				6-3	6'	3	IN SERIES W/ 6-4
6	6	PULSE				6-4	6'	3	IN SERIES W/ 6-3

- ALL LOOPS ARE 6 FT IN WIDTH, CENTERED IN TRAFFIC LANE. 6' X 6' LOOPS HAVE 3 TURNS OF LOOP WIRE. ALL OTHERS HAVE 2 TURNS OF LOOP WIRE UNLESS OTHERWISE INDICATED.

- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

INTERSECTION NO. 16
HENSLEE DR (US 70) AT
COLLEGE ST (US 70)
SCALE: NOT TO SCALE

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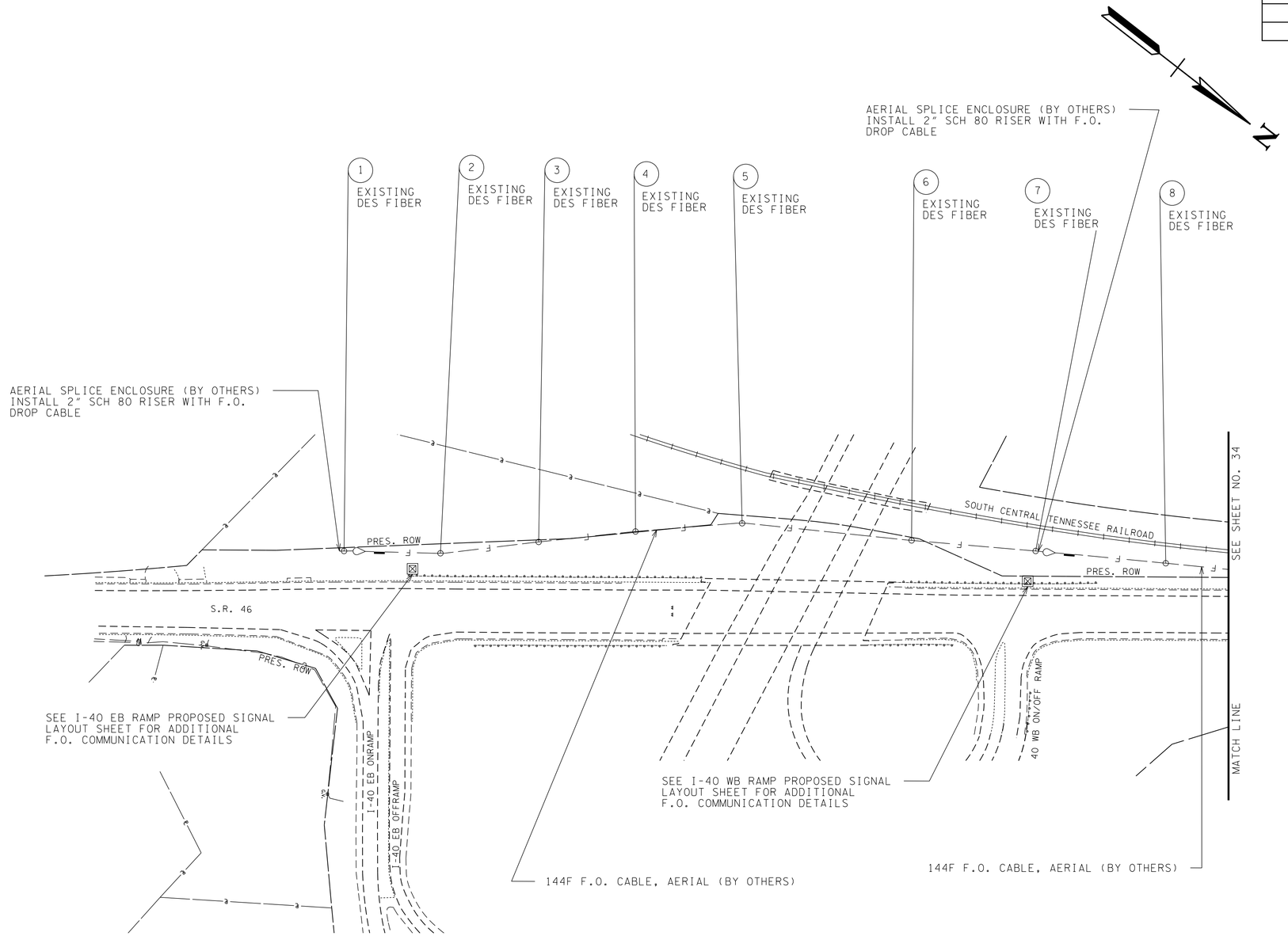
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	33
CONST.	2014	STP-46(21)	33



NOTE:

POLES 1 TO 8: EXISTING DES TRUNK CABLE PRESENT; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

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DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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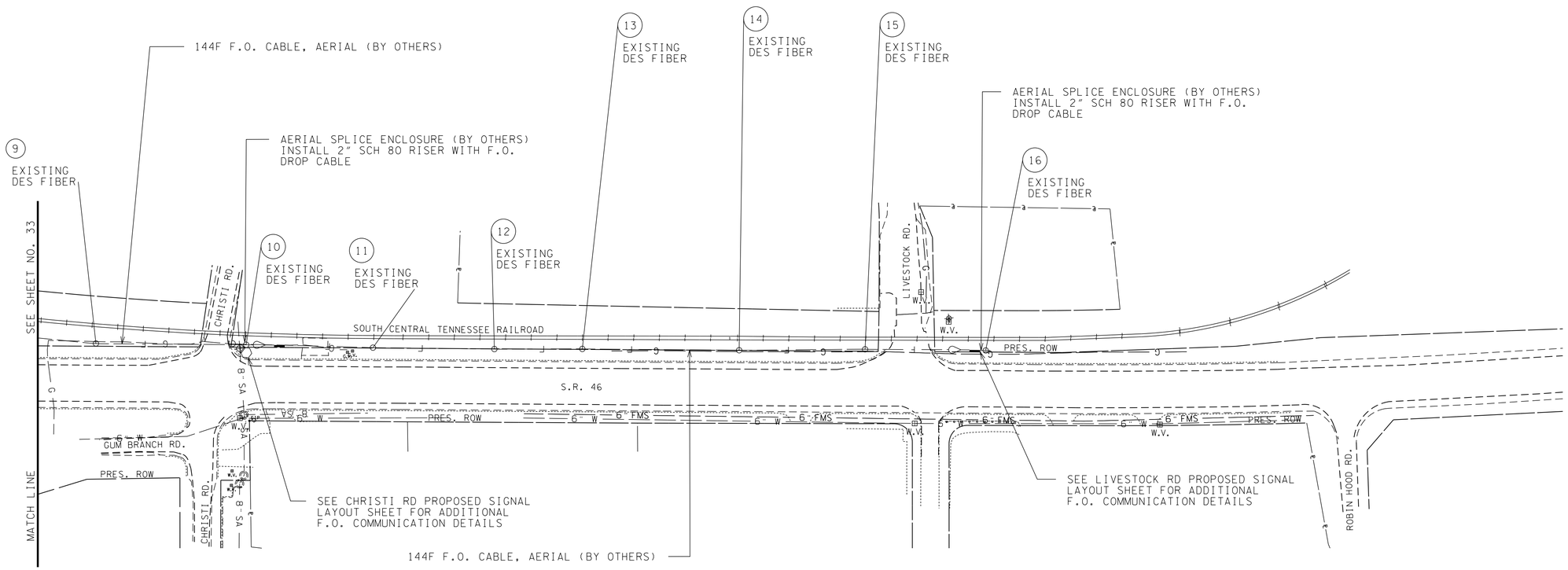
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	34
CONST.	2014	STP-46(21)	34



NOTE:

POLES 9 TO 16: EXISTING DES TRUNK CABLE PRESENT; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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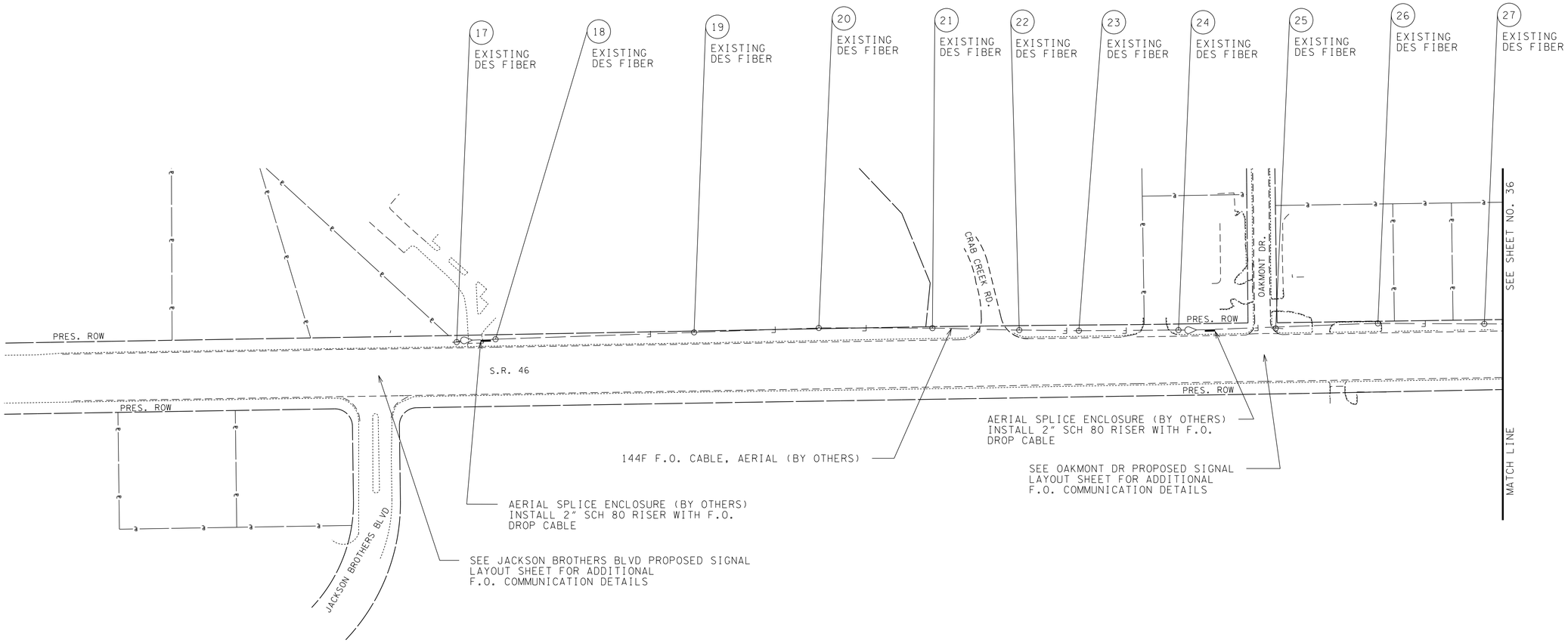
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	35
CONST.	2014	STP-46(21)	35



NOTE:

POLES 17 TO 27: EXISTING DES TRUNK CABLE PRESENT; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

UNOFFICIAL SET

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DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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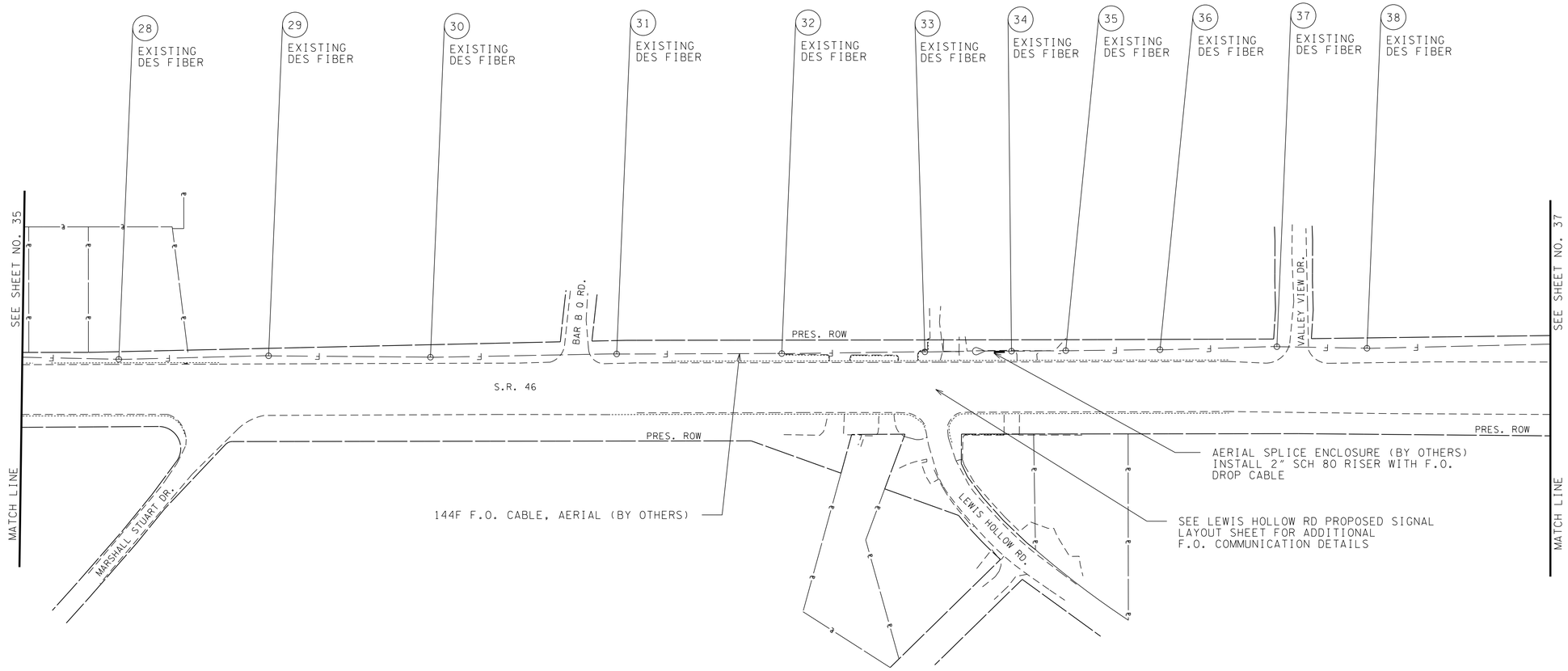
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	36
CONST.	2014	STP-46(21)	36



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

NOTE:

POLES 28 TO 38: EXISTING DES TRUNK CABLE PRESENT; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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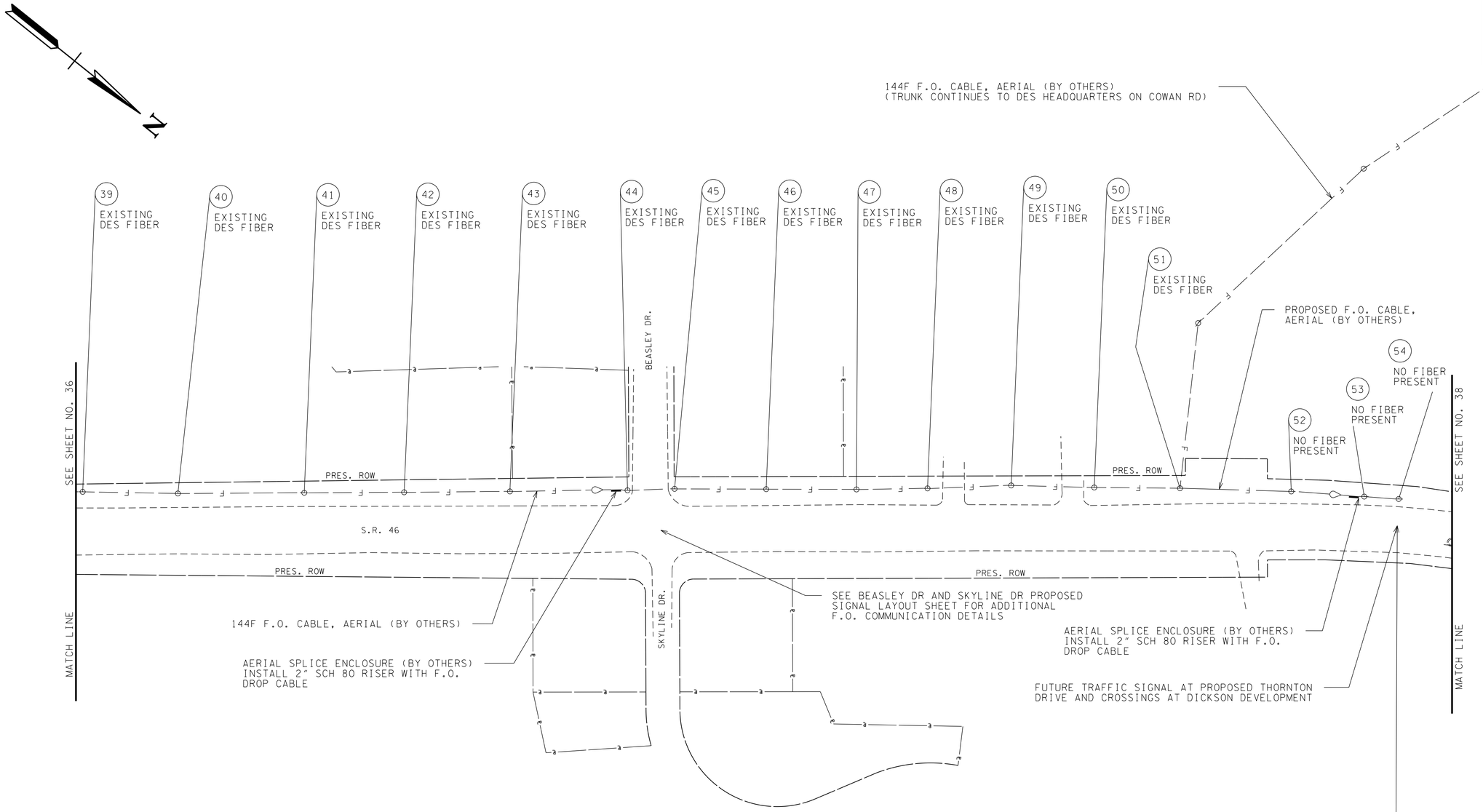
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	37
CONST.	2014	STP-46(21)	37



NOTE:

POLES 39 TO 51: EXISTING DES TRUNK CABLE PRESENT; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

POLES 52 TO 54: NO EXISTING TRUNK FIBER PRESENT, EXISTING TRUNK FIBER TURNS TO THE WEST AT POLE 51 AND FOLLOWS EXISTING POLE LINE TO DES HEADQUARTERS ON COWAN RD. FUTURE DEVELOPMENT OF THE CROSSINGS AT DICKSON WILL NECESSITATE EXISTING POWER POLES TO BE RELOCATED AS WELL AS THE INSTALLATION OF A TRAFFIC SIGNAL FOR THIS DEVELOPMENT. LOCATION OF RELOCATED POWER POLES AND EXACT LOCATION OF PROPOSED SIGNAL UNKNOWN AT TIME OF PLAN DEVELOPMENT. PROJECT ENGINEER SHALL WORK WITH DES AND CITY OF DICKSON TO DETERMINE PROPOSED FIBER PATH TO ESTABLISH COMMUNICATIONS WITH NEW SIGNAL.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

PROPOSED TRAFFIC SIGNAL DESIGN AND INSTALLATION (BY OTHERS) WILL PROVIDE REQUIRED TYPE A F.O. PULL BOX, CONDUIT BETWEEN PULL BOX AND SIGNAL CABINET, FIBER TERMINATION AND COMMUNICATION EQUIPMENT, AND COMPATIBLE SIGNAL CONTROLLER.

CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING 6F SMFO DROP CABLE FROM AERIAL SPLICE ENCLOSURE INTO SIGNAL CABINET (INCLUDING RISER AND CONDUIT), TERMINATING AND CONNECTING DROP CABLE WITHIN CABINET, IMPLEMENTING FIBER COMMUNICATION, PROGRAMMING SIGNAL CONTROLLER WITH COORDINATED SIGNAL TIMINGS AND SETTINGS, AND IMPLEMENTING COORDINATED SIGNAL OPERATION.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

UNOFFICIAL SET

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DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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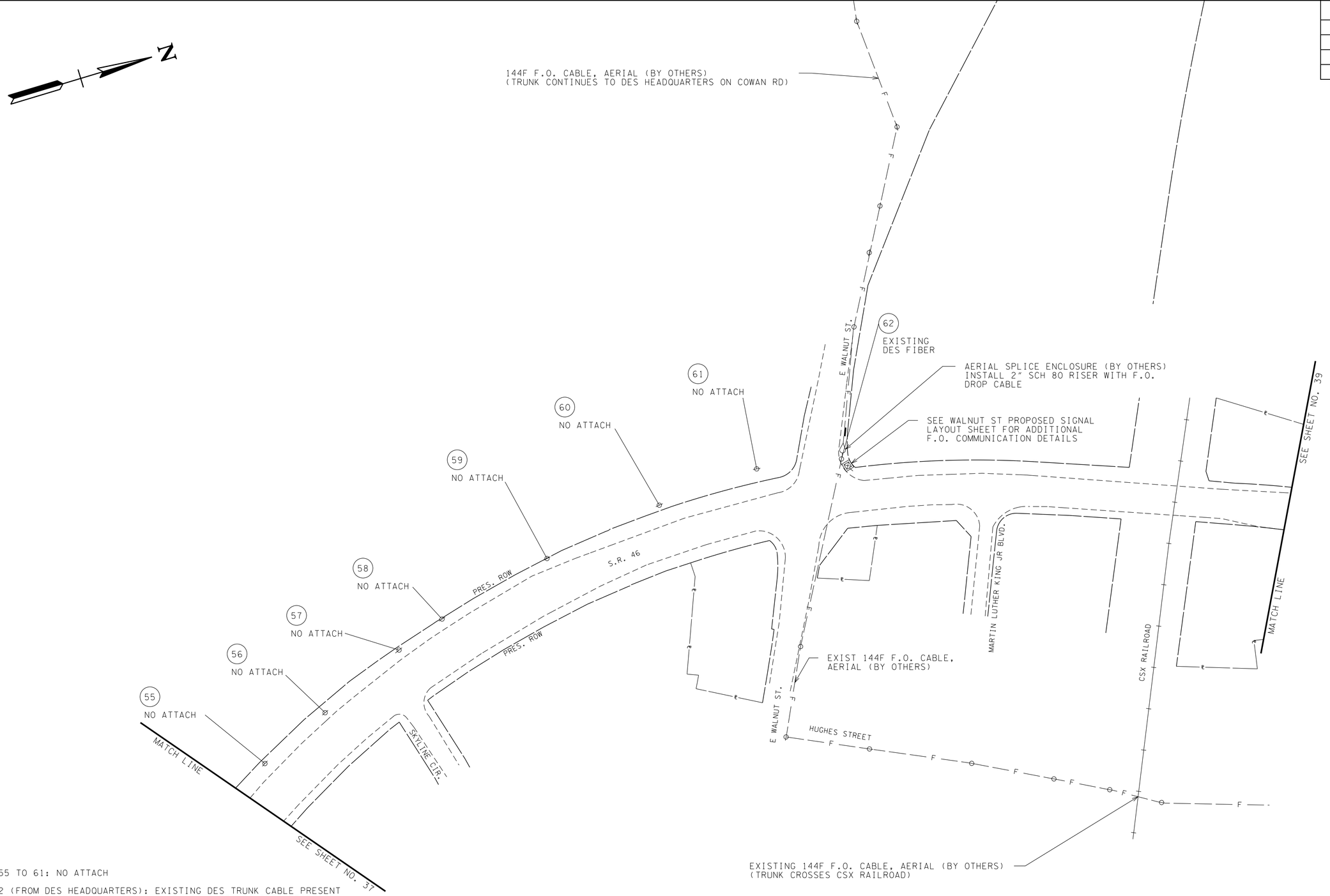
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	38
CONST.	2014	STP-46(21)	38



NOTE:

POLES 55 TO 61: NO ATTACH

POLE 62 (FROM DES HEADQUARTERS): EXISTING DES TRUNK CABLE PRESENT ALONG NORTH SIDE OF WALNUT ST; THE YELLOW TUBE HAS BEEN RESERVED FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

THE PATH AND METHOD OF INSTALLATION OF PROPOSED FIBER TRUNK CABLE COMPLETED BY OTHERS IS SUBJECT TO CHANGE BASED ON FIELD CONDITIONS AND FINAL DESIGN BY UTILITY OWNER. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND UTILITY OWNER PRIOR TO AND DURING CONSTRUCTION.

THROUGHOUT PROJECT, DEMARCATION BETWEEN DES EQUIPMENT AND PROPOSED SIGNAL EQUIPMENT TO BE AERIAL SPLICE ENCLOSURE. DES (OR ITS REPRESENTATIVE) TO PROVIDE F.O. TRUNK CABLE, AERIAL SPLICE ENCLOSURE AND FUSION SPLICING. TDOT CONTRACTOR TO PROVIDE F.O. DROP CABLE, CONDUIT RISER, CONDUIT AND PULL BOXES NECESSARY TO INSTALL DROP CABLE WITHIN SIGNAL CABINET.

LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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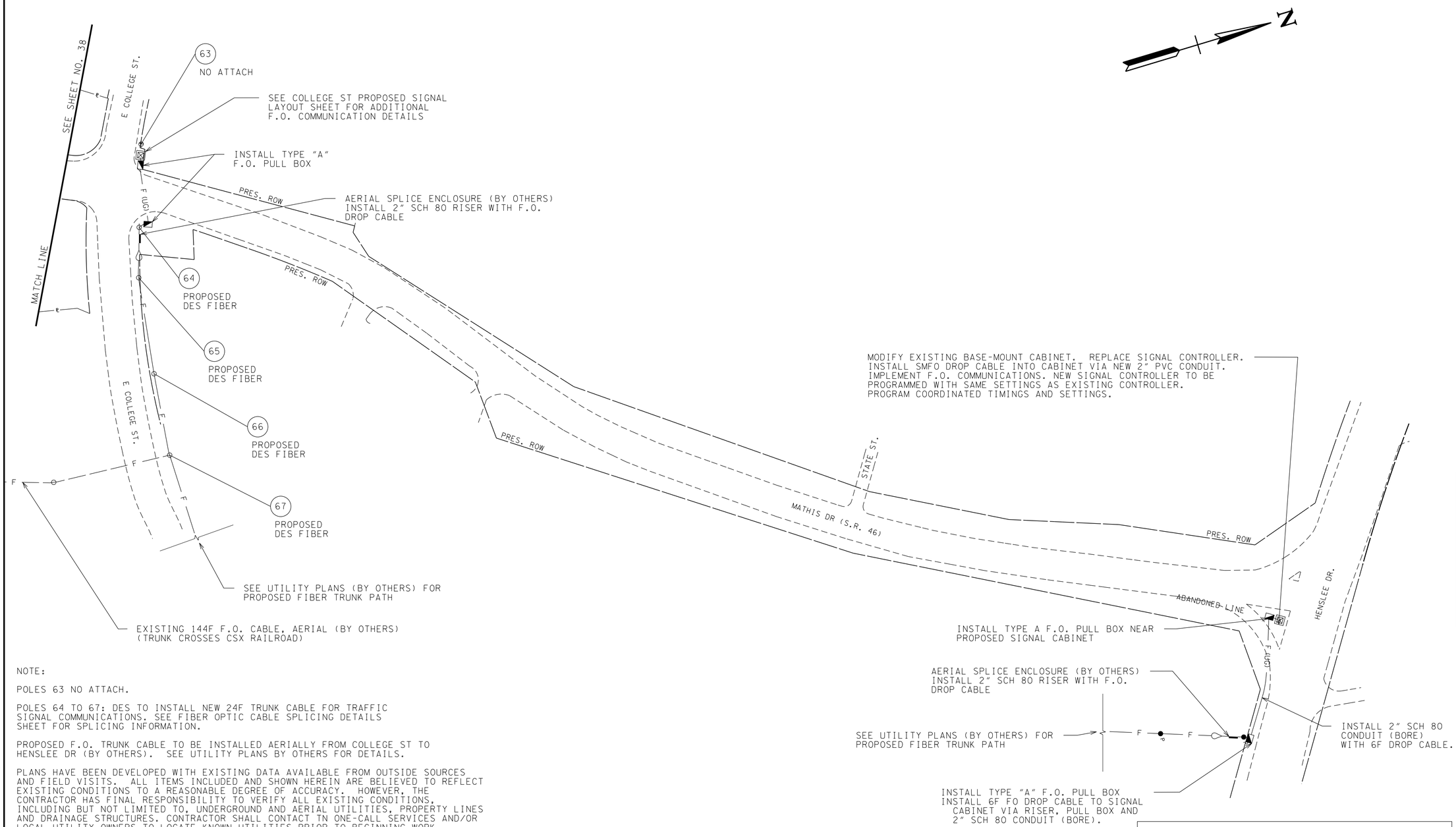
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	39
CONST.	2014	STP-46(21)	39



NOTE:

POLES 63 NO ATTACH.

POLES 64 TO 67: DES TO INSTALL NEW 24F TRUNK CABLE FOR TRAFFIC SIGNAL COMMUNICATIONS. SEE FIBER OPTIC CABLE SPLICING DETAILS SHEET FOR SPLICING INFORMATION.

PROPOSED F.O. TRUNK CABLE TO BE INSTALLED AERIALLY FROM COLLEGE ST TO HENSLEE DR (BY OTHERS). SEE UTILITY PLANS BY OTHERS FOR DETAILS.

PLANS HAVE BEEN DEVELOPED WITH EXISTING DATA AVAILABLE FROM OUTSIDE SOURCES AND FIELD VISITS. ALL ITEMS INCLUDED AND SHOWN HEREIN ARE BELIEVED TO REFLECT EXISTING CONDITIONS TO A REASONABLE DEGREE OF ACCURACY. HOWEVER, THE CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY ALL EXISTING CONDITIONS, INCLUDING BUT NOT LIMITED TO, UNDERGROUND AND AERIAL UTILITIES, PROPERTY LINES AND DRAINAGE STRUCTURES. CONTRACTOR SHALL CONTACT TN ONE-CALL SERVICES AND/OR LOCAL UTILITY OWNERS TO LOCATE KNOWN UTILITIES PRIOR TO BEGINNING WORK.

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LEGEND:

POLES SEQUENCE ID: (XX)

PROPOSED ATTACHMENT HEIGHT FOR F.O. CABLE: I/C XX'

PROP. SPLICE ENCLOSURE:

PROP. SLACK LOOP:

PROP. GUY WIRE:

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED F.O. INTERCONNECT LAYOUT

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	40
CONST.	2014	STP-46(21)	39A

Itemized Pole Identification Table

Pole Sequence ID	Owner Pole Number	Street Address (Approximate)	Structure Type	Proposed Attachment Height	Owner	Sheet Number	Remarks
1	130055	I-40 EB Ramps	Wood	EXIST	DES	33	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
2	130056	I-40 EB Ramps	Wood	EXIST	DES	33	EXISTING DES FIBER
3	130819	I-40 EB Ramps	Wood	EXIST	DES	33	EXISTING DES FIBER
4	130817	I-40 EB Ramps	Wood	EXIST	DES	33	EXISTING DES FIBER
5	130___	Near I-40 EB	Wood	EXIST	DES	33	EXISTING DES FIBER
6	130284	Near I-40 WB	Wood	EXIST	DES	33	EXISTING DES FIBER
7	130285	I-40 WB Ramps	Wood	EXIST	DES	33	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
8	130___	Across from Cracker Barrel	Wood	EXIST	DES	33	EXISTING DES FIBER
9	130287	Exxon Gas	Wood	EXIST	DES	34	EXISTING DES FIBER
10	130495	Corner of Christi Dr.	Wood	EXIST	DES	34	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
11	130494	South-Aire Inn/Arbys	Wood	EXIST	DES	34	EXISTING DES FIBER
12	130493	South-Aire Inn	Wood	EXIST	DES	34	EXISTING DES FIBER
13	130492	Pilot	Wood	EXIST	DES	34	EXISTING DES FIBER
14	130491	Pilot	Wood	EXIST	DES	34	EXISTING DES FIBER
15	130489	S corner of Livestock Rd	Wood	EXIST	DES	34	EXISTING DES FIBER
16	130468	N corner of Livestock Rd	Wood	EXIST	DES	34	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE, END SOUTH ZONE.
17	108582	Tenn. Tech Center (Driveway entrance south side)	Wood	EXIST	DES	35	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE, BEGIN NORTH ZONE.
18	108577	Tenn. Tech Center (Driveway entrance north side)	Wood	EXIST	DES	35	EXISTING DES FIBER
19	108576	Tractor Supply (across)	Wood	EXIST	DES	35	EXISTING DES FIBER
20	108575	Tractor Supply (across)	Wood	EXIST	DES	35	EXISTING DES FIBER
21	108574	South side of Grab Creek Rd	Wood	EXIST	DES	35	EXISTING DES FIBER
22	108568	North side Grab Creek Rd	Wood	EXIST	DES	35	EXISTING DES FIBER
23	108567	Cornerstone Credit Union	Wood	EXIST	DES	35	EXISTING DES FIBER
24	108566	Corner of Roxy Driveway, north side	Wood	EXIST	DES	35	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
25	108563	Corner of Oakmont Dr, north side	Wood	EXIST	DES	35	EXISTING DES FIBER
26	117829	NAPA Auto Parts 600	Wood	EXIST	DES	35	EXISTING DES FIBER
27	117827	598 Hwy 46, America's Mattress	Wood	EXIST	DES	35	EXISTING DES FIBER
28	117824	America's Motorsports	Wood	EXIST	DES	36	EXISTING DES FIBER
29	117823	Across from Marshall St. Drive	Wood	EXIST	DES	36	EXISTING DES FIBER
30	117822	Family Cash Advance	Metal	EXIST	DES	36	EXISTING DES FIBER
31	117814	Corner of BBQ Dr, north side	Wood	EXIST	DES	36	EXISTING DES FIBER
32	117810	570 Hwy 46	Wood	EXIST	DES	36	EXISTING DES FIBER
33	117805	570 Hwy 46	Wood	EXIST	DES	36	EXISTING DES FIBER
34	117804	New Holland Dealership	Wood	EXIST	DES	36	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
35	117803	552 Hwy 46	Wood	EXIST	DES	36	EXISTING DES FIBER
36	117869	544 Hwy 46	Wood	EXIST	DES	36	EXISTING DES FIBER
37	114649	South Corner Valley View Dr.	Wood	EXIST	DES	36	EXISTING DES FIBER
38	114643	Save-a-Lot	Wood	EXIST	DES	36	EXISTING DES FIBER
39	122043	634 Hwy 46	Wood	EXIST	DES	37	EXISTING DES FIBER
40	122042	Wendy's	Wood	EXIST	DES	37	EXISTING DES FIBER

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UTILITY POLE IDENTIFICATION TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	41
CONST.	2014	STP-46(21)	39B

Itemized Pole Identification Table

Pole Sequence ID	Owner Pole Number	Street Address (Approximate)	Structure Type	Proposed Attachment Height	Owner	Sheet Number	Remarks
41	122041	KFC	Wood	EXIST	DES	37	EXISTING DES FIBER
42	122040	522 Hwy 46	Wood	EXIST	DES	37	EXISTING DES FIBER
43	122039	522 Hwy 46	Wood	EXIST	DES	37	EXISTING DES FIBER
44	122037	Southwest corner of Beasley Dr.	Wood	EXIST	DES	37	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
45	114946	Northwest corner of Beasley Dr.	Wood	EXIST	DES	37	EXISTING DES FIBER
46	114945	Bank of Dickson	Wood	EXIST	DES	37	EXISTING DES FIBER
47	114943	488 Hwy 46	Wood	EXIST	DES	37	EXISTING DES FIBER
48	114942	BP Gas	Wood	EXIST	DES	37	EXISTING DES FIBER
49	114941	Dickson Square	Wood	EXIST	DES	37	EXISTING DES FIBER
50	114940	428 Hwy 46	Wood	EXIST	DES	37	EXISTING DES FIBER
51	114936	418 Hwy 46	Wood	EXIST	DES	37	DES TO COORDINATE INSTALLATION OF F.O. TRUNK CABLE AS PART OF THORNTON DR PROJECT. THORNTON DR SIGNAL AND F.O. EQUIPMENT INSTALLED BY OTHERS.
52	114935	416 Hwy 46	Wood	PROP	DES	37	PROPOSED DES FIBER
53	114934	416 Hwy 46	Wood	PROP	DES	37	DES TO INSTALL 2" RISER, AERIAL SPLICE ENCLOSURE AND DROP CABLE TO TYPE B F.O. PULL BOX. EXACT LOCATION TO BE DETERMINED IN FIELD WITH PROJECT ENGINEER.
54	114933	416 Hwy 46	Wood	N/A	DES	37	PROPOSED DES FIBER
55	114930	414 Hwy 46	Wood	N/A	DES	38	No Attach
56	114928	402 Hwy 46	Wood	N/A	DES	38	No Attach
57	114927	Sonic entrance	Wood	N/A	DES	38	No Attach
58	114266	Sonic parking	Wood	N/A	DES	38	No Attach
59	114___	Cemetery	Wood	N/A	DES	38	No Attach
60	114924	Cemetery	Wood	N/A	DES	38	No Attach
61	124397	SW corner of Walnut	Wood	N/A	DES	38	No Attach
62	124398	NW corner of Walnut	Wood	EXIST	DES	38	EXISTING DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
63	124555	NW corner of College. First Federal Bank	Wood	N/A	DES	38	No Attach
64	124556	NE corner of College	Wood	PROP	DES	38	PROPOSED DES FIBER, DES TO INSTALL AERIAL SPLICE ENCLOSURE
65	124557	Walgreens	Wood	PROP	DES	38	PROPOSED DES FIBER
66	124559	Walgreens Driveway	Wood	PROP	DES	38	PROPOSED DES FIBER
67	124561	Tri-Star Bank	Wood	PROP	DES	38	PROPOSED DES FIBER, SEE UTILITY PLANS BY OTHERS FOR INSTALLATION OF DES FIBER TO HENSLEE DR (INTERSECTION #1)

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UTILITY POLE IDENTIFICATION TABLE

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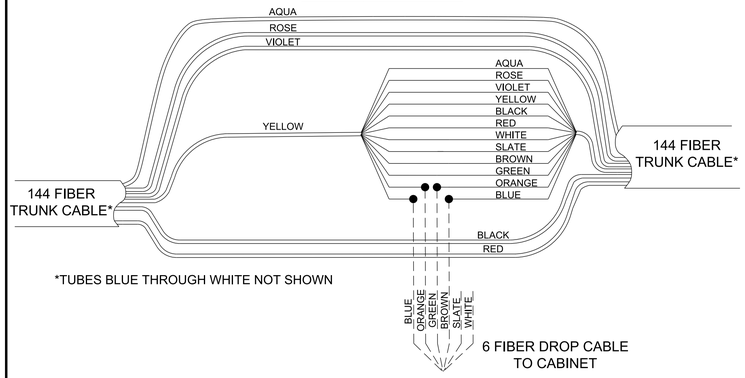
TYPICAL FIBER OPTIC CABLE SPLICING DETAIL

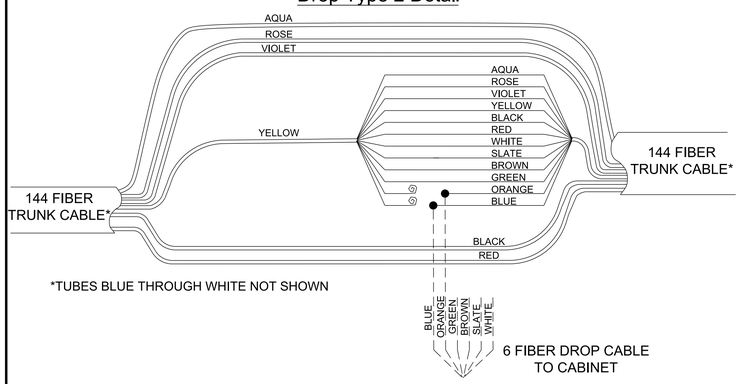
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-46(21)	40

Drop Type 1 Detail



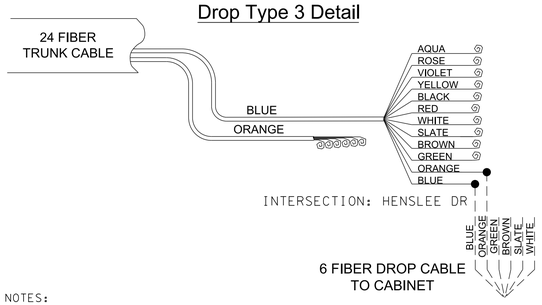
INTERSECTIONS: WALNUT ST, THORNTON DR, BEASLEY DR, LEWIS HOLLOW RD, OAKMONT DR

Drop Type 2 Detail



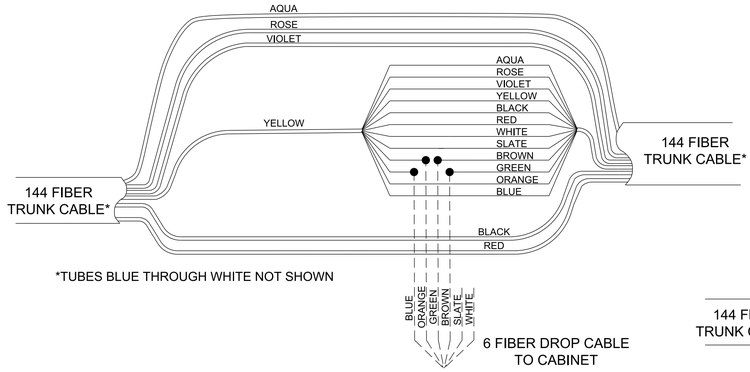
INTERSECTION: JACKSON BROTHERS BLVD

Drop Type 3 Detail



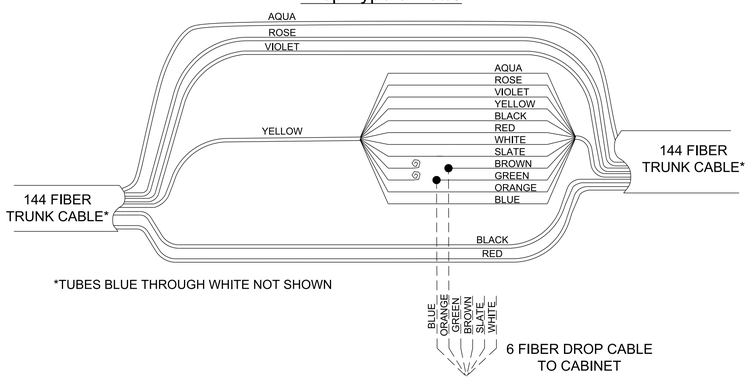
INTERSECTION: HENSLEE DR

Drop Type 4 Detail



INTERSECTIONS: CHRISTI DR, AND I-40 WB RAMP

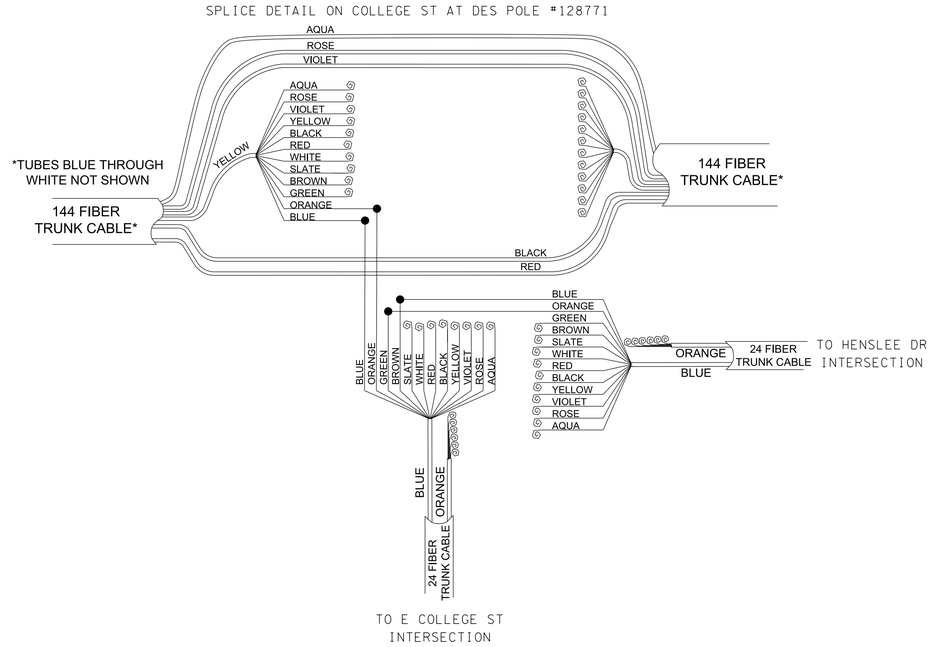
Drop Type 5 Detail



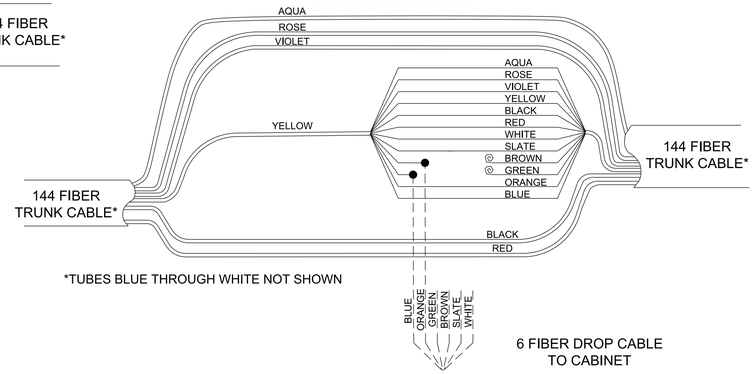
INTERSECTION: I-40 EB RAMP

F.O. Trunk Splice Detail

SPLICE DETAIL ON COLLEGE ST AT DES POLE #128771

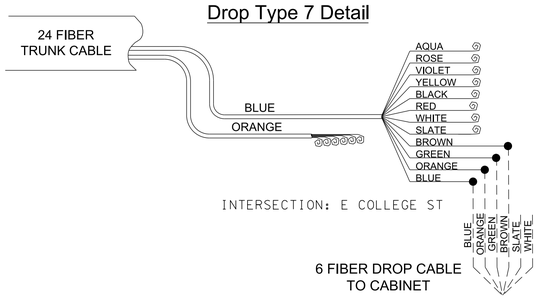


Drop Type 6 Detail



INTERSECTION: LIVESTOCK RD

Drop Type 7 Detail



INTERSECTION: E COLLEGE ST

NOTES:

1. FOR EACH SUBSYSTEM, COMMUNICATION BETWEEN MASTER AND LOCAL SIGNAL CONTROLLERS SHALL UTILIZE COMMON ACTIVE FIBER PAIRS (COMMUNICATION CIRCUIT). THE YELLOW TUBE HAS BEEN DEDICATED FOR TRAFFIC COMMUNICATION PURPOSES ON THE DICKSON ELECTRIC SYSTEM (DES) 144 FIBER TRUNK CABLE. SUBSYSTEM 1 SHALL USE THE BLUE AND ORANGE PAIR AND SUBSYSTEM 2 SHALL USE THE GREEN AND BROWN PAIR FROM THE DES 144 FIBER TRUNK CABLE. DES HAS FINAL RESPONSIBILITY TO ENSURE PROPER COMMUNICATION CIRCUIT ASSIGNMENTS ARE MAINTAINED AS THE TRUNK CABLE PASSES THROUGH ITS BUILDING FACILITY. DES TO INSTALL NEW 24F TRUNK CABLE FOR CONNECTION TO COLLEGE ST AND HENSLEE DR INTERSECTIONS.

CONTRACTOR HAS FINAL RESPONSIBILITY TO TEST AND IMPLEMENT CLOSED-LOOP FIBER OPTIC COMMUNICATIONS BETWEEN SIGNAL CONTROLLERS. ANY DEVIATIONS FROM THE SPLICE DETAILS SHALL BE DOCUMENTED AND PROVIDED TO THE CITY AND PROJECT ENGINEER IN THE FORM OF AS-BUILT DRAWINGS.

2. SEE PROPOSED SIGNAL LAYOUT AND F.O. INTERCONNECT LAYOUT SHEETS FOR DETAILS OF INTERSECTION WORK.
3. ALL FUSION SPLICES TO BE PERFORMED BY DICKSON ELECTRIC SERVICE, OR ITS REPRESENTATIVE.

INTERSECTION ASSIGNMENTS
SYSTEM MASTER, F.O. DROP TYPE

INT. NUMBER	INTERSECTION NAME	SUBSYSTEM	DROP TYPE
1	HENSLEE DR	1	3
2	E COLLEGE ST	1	7
3	WALNUT ST	1	1
4A*	THORNTON DR	1	1
5	BEASLEY DR	1	1
6	LEWIS HOLLOW RD	1	1
9	OAKMONT DR	1	1
10	JACKSON BROTHERS	1	2
11	POMONA RD	N/A	NO COMM
12	LIVESTOCK RD	2	6
13	CHRISTI DR	2	4
14	I40-WESTBOUND RAMPS	2	4
15	I40-EASTBOUND RAMPS	2	5
16	US 70 AND COLLEGE ST	N/A	NO COMM

*NEW INTERSECTION, WAS NOT INCLUDED IN PLANNING STUDY.

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FIBER OPTIC CABLE SPLICING DETAILS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-46(21)	41

INTERSECTION ASSIGNMENTS
SYSTEM MASTER, COORDINATION ZONE 1

INT. NUMBER	INTERSECTION NAME	MASTER CONTROLLER	COORD. ZONE
1	HENSLEE DR	1	FREE
2	E COLLEGE ST	1	1
3	WALNUT ST	1	1
4A*	THORNTON DR	1	1
5	BEASLEY DR	1	1
6	LEWIS HOLLOW RD	1	1
9	OAKMONT DR	1	1
10	JACKSON BROTHERS BLVD	1	1
16	US 70 AND COLLEGE ST	N/A	FREE

*NEW INTERSECTION, WAS NOT INCLUDED IN PLANNING STUDY.

DAY PLAN	TIME	PLAN	CYCLE LENGTH
1	12:00 AM	FREE	-
	7:00 AM	1/1/1	125
	10:30 AM	2/1/1	130
	1:00 PM	2/1/2	130
	3:30 PM	3/1/1	130
	6:30 PM	1/1/1	125
	9:30 PM	FREE	-
2	12:00 AM	FREE	-
	8:30 AM	1/1/1	125
	10:00 AM	2/1/1	130
	6:00 PM	1/1/1	125
	8:00 PM	FREE	-
3	12:00 AM	FREE	-
	9:30 AM	1/1/1	125
	11:00 AM	2/1/1	130
	5:00 PM	1/1/1	125
	7:00 PM	FREE	-
4	12:00 AM	FREE	All Day Free

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR PROGRAMING ALL CONTROLLERS WITH COORDINATED SIGNAL TIMINGS AND SETTINGS AND ENSURING THAT THE COORDINATION AND TOD PLANS ARE ACTIVE.

2. SIGNAL CONTROLLERS SHALL BE PROGRAMMED TO ALLOW COORDINATED OPERATION IN EVENT NON-COORDINATED PHASES HAVE MINIMUM PEDESTRIAN CLEARANCE DURATION THAT EXCEEDS THE PHASE'S COORDINATED SPLIT TIME.

WEEK PLAN ASSIGNMENT							
WEEK PLAN	SUN	MON	TUE	WED	THU	FRI	SAT
1	3	1	1	1	1	1	2

COORD SETUP	
DAYLIGHT SAVINGS	3-2 / 11-1
REFERENCE TO END OF MAIN ST:	YES
USE % FOR PHASE ALLOCATION	NO
USE % FOR OFFSET ENTRY	NO
FORCE OFFS:	FLOATING
PERMISSIVE TYPE:	SINGLE
OFFSET SEEK:	SHORT ROUTE
AUTO PERM:	YES
SPLIT MATRIX:	NO
4 SPLITS / CYCLE	YES
COORD PHASES:	2 & 6
NO EARLY RELEASE:	PHASE 2 & 6 (ALL SPLITS)
COS/F TO TOD CKTS:	7/6/25/1: IM1, IM2, POM (105) (106) (97)

COORDINATED TIMING PLANS

INTERSECTION # 2 (COLLEGE ST @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	EBL PH 3	WB PH 4	NBL PH 5	SB PH 6	WBL PH 7	EB PH 8	(SEC)	(SEC)
1	1	1	16	53	28	28	16	53	19	37	125	114
2	1	1	15	55	32	28	22	48	23	37	130	128
2	2	2	15	55	32	28	22	48	23	37	130	13
3	1	1	15	55	32	28	22	48	23	37	130	81

INTERSECTION # 3 (WALNUT ST @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	EBL PH 3	WB PH 4	NBL PH 5	SB PH 6	WBL PH 7	EB PH 8	(SEC)	(SEC)
1	1	1	15	57	15	38	20	52	15	38	125	0
2	1	1	14	61	17	38	18	57	17	38	130	10
2	2	2	14	61	17	38	18	57	17	38	130	10
3	1	1	14	61	17	38	20	55	17	38	130	104

INTERSECTION # 4A (THORNTON DR @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	NBL PH 1	SB PH 2	PH 3	WB PH 4	SBL PH 5	NB PH 6	PH 7	EB PH 8	(SEC)	(SEC)
1	1	1	20	70	-	35	20	70	-	35	125	50
2	1	1	20	70	-	40	20	70	-	40	130	53
2	2	2	20	70	-	40	20	70	-	40	130	53
3	1	1	20	70	-	40	20	70	-	40	130	80

INTERSECTION # 5 (BEASLEY DR @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	EBL PH 3	WB PH 4	NBL PH 5	SB PH 6	WBL PH 7	EB PH 8	(SEC)	(SEC)
1	1	1	15	63	15	32	30	48	20	27	125	44
2	1	1	14	71	14	31	35	50	23	22	130	40
2	2	2	14	71	14	31	35	50	23	22	130	40
3	1	1	14	73	14	29	37	50	21	22	130	76

INTERSECTION # 6 (LEWIS HOLLOW RD @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	PH 3	WB PH 4	PH 5	SB PH 6	PH 7	PH 8	(SEC)	(SEC)
1	1	1	20	70	-	35	-	90	-	-	125	53
2	1	1	20	75	-	35	-	95	-	-	130	0
2	2	2	20	75	-	35	-	95	-	-	130	0
3	1	1	20	75	-	35	-	95	-	-	130	39

INTERSECTION # 9 (OAKMONT DR @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	EBL PH 3	WB PH 4	NBL PH 5	SB PH 6	WBL PH 7	EB PH 8	(SEC)	(SEC)
1	1	1		78	47		20	58		47	125	117
2	1	1		84	46		20	64		46	130	108
2	2	2		80	50		25	55		50	130	108
3	1	1		84	46		20	64		46	130	8

INTERSECTION # 10 (JACKSON BROTHERS BLVD @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
DIAL	SPLIT	OFFSET	SBL PH 1	NB PH 2	PH 3	WB PH 4	NBL PH 5	SB PH 6	PH 7	EB PH 8	(SEC)	(SEC)
1	1	1	20	70	-	35	20	70	-	35	125	0
2	1	1	25	70	-	35	25	70	-	35	130	124
2	2	2	25	70	-	35	25	70	-	35	130	124
3	1	1	25	70	-	35	25	70	-	35	130	24

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COORDINATED SIGNAL TIMINGS

SUBSYSTEM 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-46(21)	41A

INTERSECTION ASSIGNMENTS
SYSTEM MASTER, COORDINATION ZONE 2

INT. NUMBER	INTERSECTION NAME	MASTER CONTROLLER	COORD. ZONE
11	POMONA RD	N/A	FREE
12	LIVESTOCK RD	2	2
13	CHRISTI DR	2	2
14	I40-WESTBOUND RAMPS	2	2
15	I40-EASTBOUND RAMPS	2	2

DAY PLAN	TIME	PLAN	CYCLE LENGTH
1	12:00 AM	FREE	-
	6:30 AM	1/1/1	110
	10:30 AM	2/1/1	115
	3:00 PM	3/1/1	115
	6:30 PM	1/1/1	110
	9:00 PM	FREE	-
2	12:00 AM	FREE	-
	8:30 AM	1/1/1	110
	10:00 AM	2/1/1	115
	6:00 PM	1/1/1	110
	8:00 PM	FREE	-
3	12:00 AM	FREE	-
	9:30 AM	1/1/1	110
	11:00 AM	2/1/1	115
	5:00 PM	1/1/1	110
	7:00 PM	FREE	-
4	12:00 AM	FREE	All Day Free

WEEK PLAN ASSIGNMENT							
WEEK PLAN	SUN	MON	TUE	WED	THU	FRI	SAT
1	3	1	1	1	1	1	2

COORD SETUP	
DAYLIGHT SAVINGS	3-2 / 11-1
REFERENCE TO END OF MAIN ST:	YES
USE % FOR PHASE ALLOCATION	NO
USE % FOR OFFSET ENTRY	NO
FORCE OFFS:	FLOATING
PERMISSIVE TYPE:	SINGLE
OFFSET SEEK:	SHORT ROUTE
AUTO PERM:	YES
SPLIT MATRIX:	NO
4 SPLITS / CYCLE	YES
COORD PHASES:	2 & 6
NO EARLY RELEASE:	PHASE 2 & 6 (ALL SPLITS)
COS/F TO TOD CKTS:	7/6/25/1: IM1, IM2, POM (105) (106) (97)

COORDINATED TIMING PLANS
INTERSECTION # 12 (LIVESTOCK RD @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
			SBL	NB		WB	NBL	SB		EB		
DIAL	SPLIT	OFFSET	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	(SEC)	(SEC)
1	1	1	15	65	-	30	20	60	-	30	110	10
2	1	1	15	70	-	30	25	60	-	30	115	14
3	1	1	15	70	-	30	25	60	-	30	115	17

INTERSECTION # 13 (CHRISTI DR @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
			SBL	NB		EB	NBL	SB		WB		
DIAL	SPLIT	OFFSET	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	(SEC)	(SEC)
1	1	1	20	60	-	30	15	65	-	30	110	0
2	1	1	25	58	-	32	18	65	-	32	115	0
3	1	1	25	60	-	30	15	70	-	30	115	6

INTERSECTION # 14 (I-40 WESTBOUND RAMPS @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
			SBL	NB		WB		SB				
DIAL	SPLIT	OFFSET	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	(SEC)	(SEC)
1	1	1	20	55	-	35	-	75	-	-	110	0
2	1	1	30	50	-	35	-	80	-	-	115	3
3	1	1	30	48	-	37	-	78	-	-	115	6

INTERSECTION # 15 (I-40 EASTBOUND RAMPS @ S.R. 46)

PLAN ID			SPLIT TIMES (SEC)								CYCLE LENGTH	OFFSET
			SBL	NB		WB		SB				
DIAL	SPLIT	OFFSET	PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8	(SEC)	(SEC)
1	1	1	35	50	-	25	-	85	-	-	110	22
2	1	1	32	58	-	25	-	90	-	-	115	16
3	1	1	32	58	-	25	-	90	-	-	115	34

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR PROGRAMING ALL CONTROLLERS WITH COORDINATED SIGNAL TIMINGS AND SETTINGS AND ENSURING THAT THE COORDINATION AND TOD PLANS ARE ACTIVE.

2. SIGNAL CONTROLLERS SHALL BE PROGRAMMED TO ALLOW COORDINATED OPERATION IN EVENT NON-COORDINATED PHASES HAVE MINIMUM PEDESTRIAN CLEARANCE DURATION THAT EXCEED THE PHASE'S COORDINATED SPLIT TIME.

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COORDINATED SIGNAL TIMINGS

SUBSYSTEM 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42
CONST.	2014	STP-46(21)	42

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.

(2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED, TO THE MAXIMUM EXTENT PRACTICABLE, DURING CONSTRUCTION ACTIVITIES AT THE SITE. BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

NPDES

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

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

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

UTILITY RELOCATION

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

(11) 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

(12) 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).

(13) 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.

(14) 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.

(15) 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.

(16) 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.

(17) 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.

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

(19) 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.

AREAS OF NO EARTH DISTURBING ACTIVITIES

THE FOLLOWING INTERSECTIONS WILL NOT HAVE ANY EARTH DISTURBING ACTIVITIES AND THEREFORE WILL NOT HAVE ANY EPSC DEVICES INSTALLED AT THESE LOCATIONS:

INTERSECTION NO. 1 SR-46 AT SR-1
INTERSECTION NO. 4 SR-46 AT SKYLINE DRIVE
INTERSECTION NO. 7 SR-46 AT BARBEQUE DRIVE
INTERSECTION NO. 8 SR-46 AT MARSHALL STUART DRIVE

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

	SYMBOL	ITEM	STD. DWG.
	* SF * SF * SF *	SILT FENCE	EC-STR-3B
	** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
		ROCK CHECK DAM (V-DITCH)	EC-STR-6
		CULVERT PROTECTION (TYPE 1)	EC-STR-11
		SAND BAG BERM	EC-STR-33
1	SFB * SFB * SFB * SFB *	SEDIMENT FILTER BAG	EC-STR-2
	2	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EC-STR-42 EC-STR-42A
	4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39 EC-STR-39A
1	TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

(1) ITEMS SHALL BE USED AND LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER

SEE SHEET 2L FOR EROSION CONTROL TABULATED QUANTITIES.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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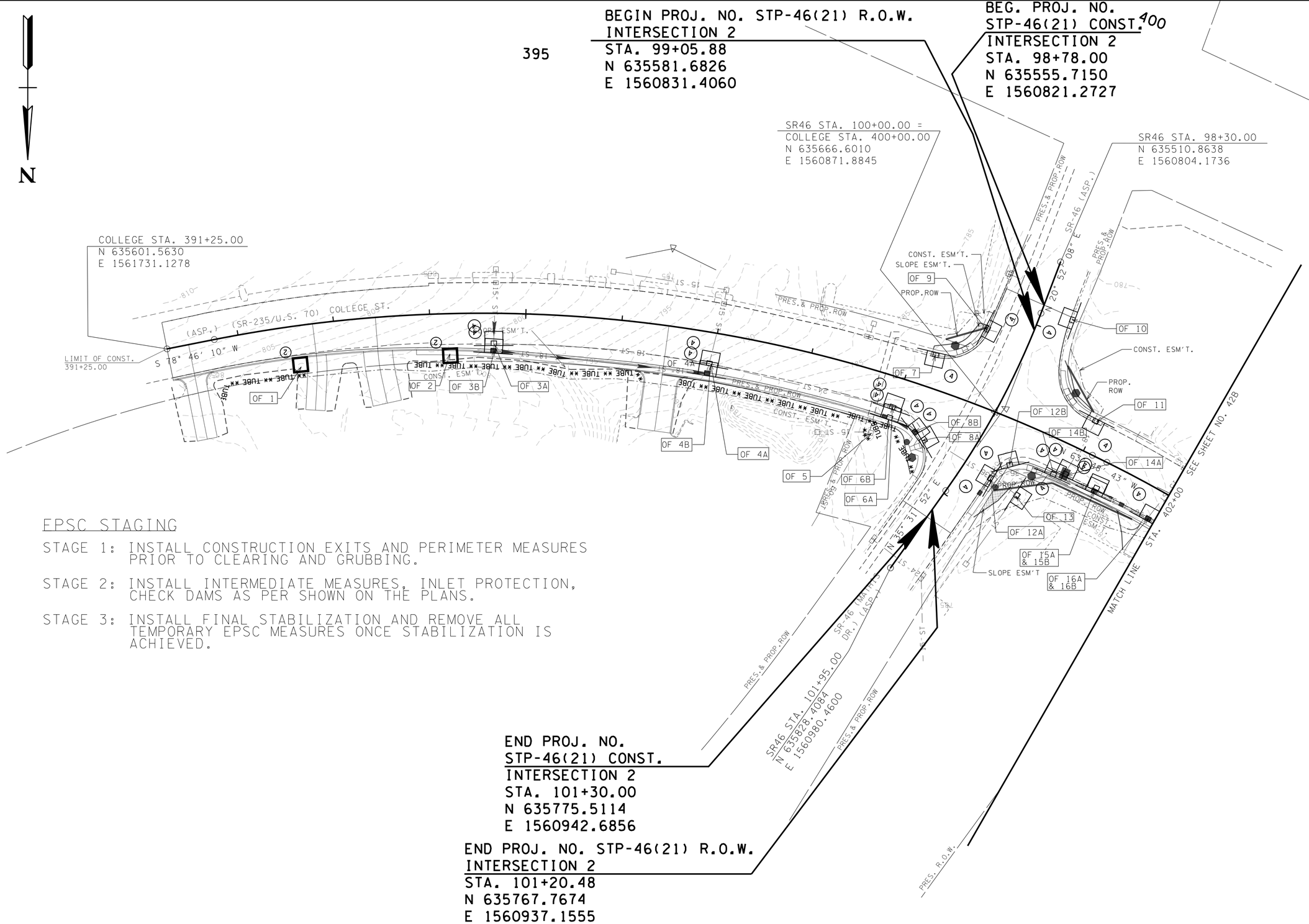
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42A
CONST.	2014	STP-46(21)	42A



END PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 101+30.00
N 635775.5114
E 1560942.6856

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 101+20.48
N 635767.7674
E 1560937.1555

EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 2

UNOFFICIAL SET

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.391+25 TO STA.402+00

SCALE: 1"=50'

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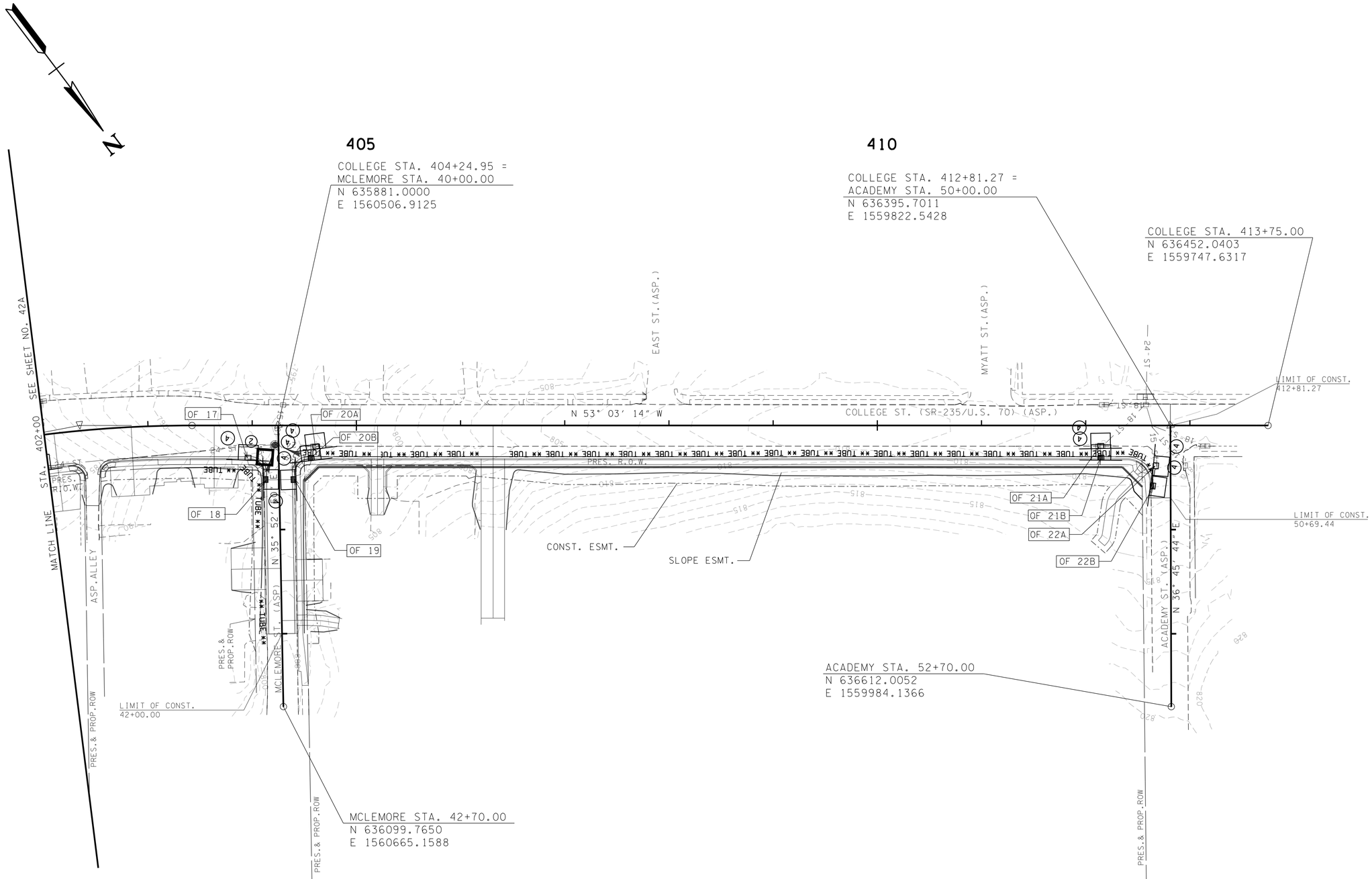
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42B
CONST.	2014	STP-46(21)	42B



EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 2

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.402+00 TO STA.413+00

SCALE: 1"=50'

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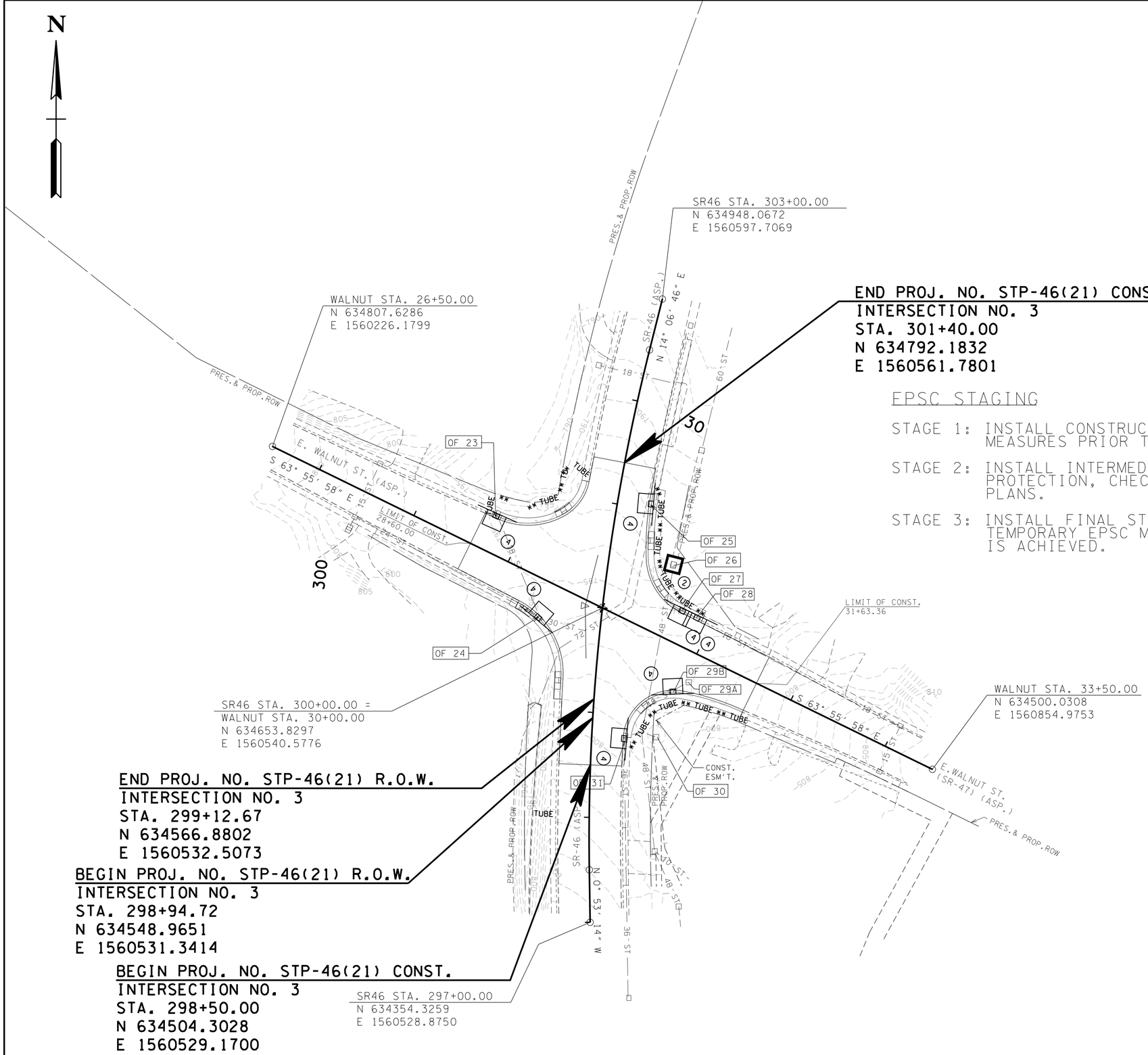
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42C
CONST.	2014	STP-46(21)	42C



END PROJ. NO. STP-46(21) CONST.
INTERSECTION NO. 3
STA. 301+40.00
N 634792.1832
E 1560561.7801

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION NO. 3
STA. 299+12.67
N 634566.8802
E 1560532.5073

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION NO. 3
STA. 298+94.72
N 634548.9651
E 1560531.3414

BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION NO. 3
STA. 298+50.00
N 634504.3028
E 1560529.1700

EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 3

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.298+00 TO STA.302+00

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-10(47)	42D
CONST.	2014	STP-46(21)	42D

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 501+00.50
N 632390.2032
E 1561629.6861

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 501+35.00
N 632417.0755
E 1561608.0501

SR46 STA. 502+50.00
N 632506.6504
E 1561535.9299

SR46 STA. 500+16.78 =
SKYLINECIRCLE STA. 20+00.00
N 632324.9951
E 1561682.1876

SR46 STA. 500+00.00 =
BEASLEY STA. 10+00.00
N 632311.9223
E 1561692.7130

SKYLINECIRCLE
STA. 25+00.00
N 632682.0711
E 1562008.4628

BEASLEY STA. 4+50.00
N 631961.0741
E 1561269.1501

SKYLINECIRCLE
STA. 24+49.90 =
SKYLINEDRIVE
STA. 5+00.00
N 632632.5805
E 1562001.5277

SCARIFY, TOPSOIL AND SEED

LIMIT OF CONST. 25+00.00

LIMIT OF ROW 24+85.89

LIMIT OF CONST. 4+50.00

LIMIT OF ROW 4+28.52

LIMIT OF CONST. 5+64.28

BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 499+73.13
N 632290.9912
E 1561709.5655

BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 498+26.25
N 632176.5898
E 1561801.6745

SR46 STA. 497+50.00
N 632117.1942
E 1561849.4962

EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 5

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.498+00 TO STA.502+00

SCALE: 1"=50'

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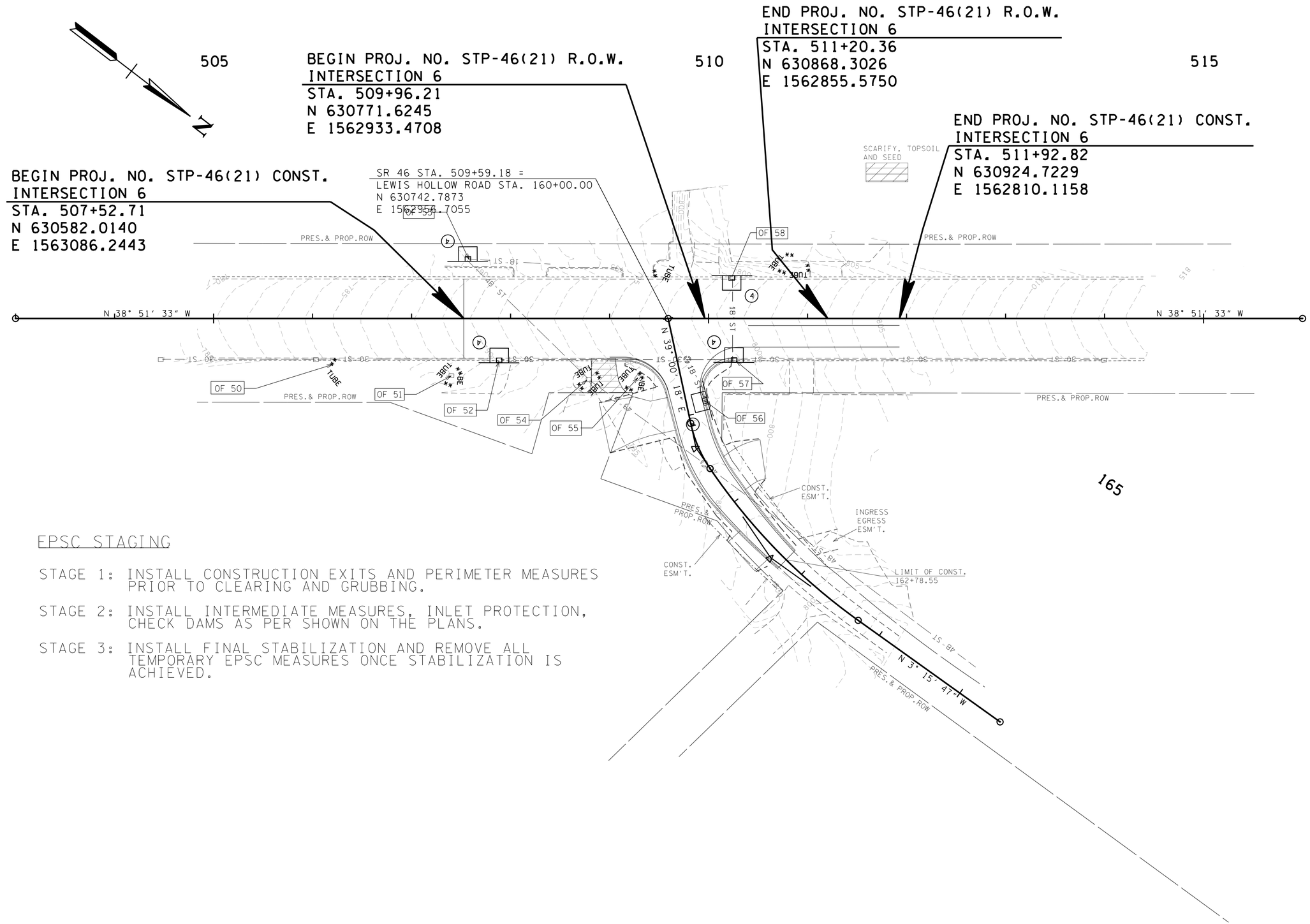
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42E
CONST.	2014	STP-46(21)	42E



EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 6

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.507+00 TO STA.512+00

SCALE: 1"=50'

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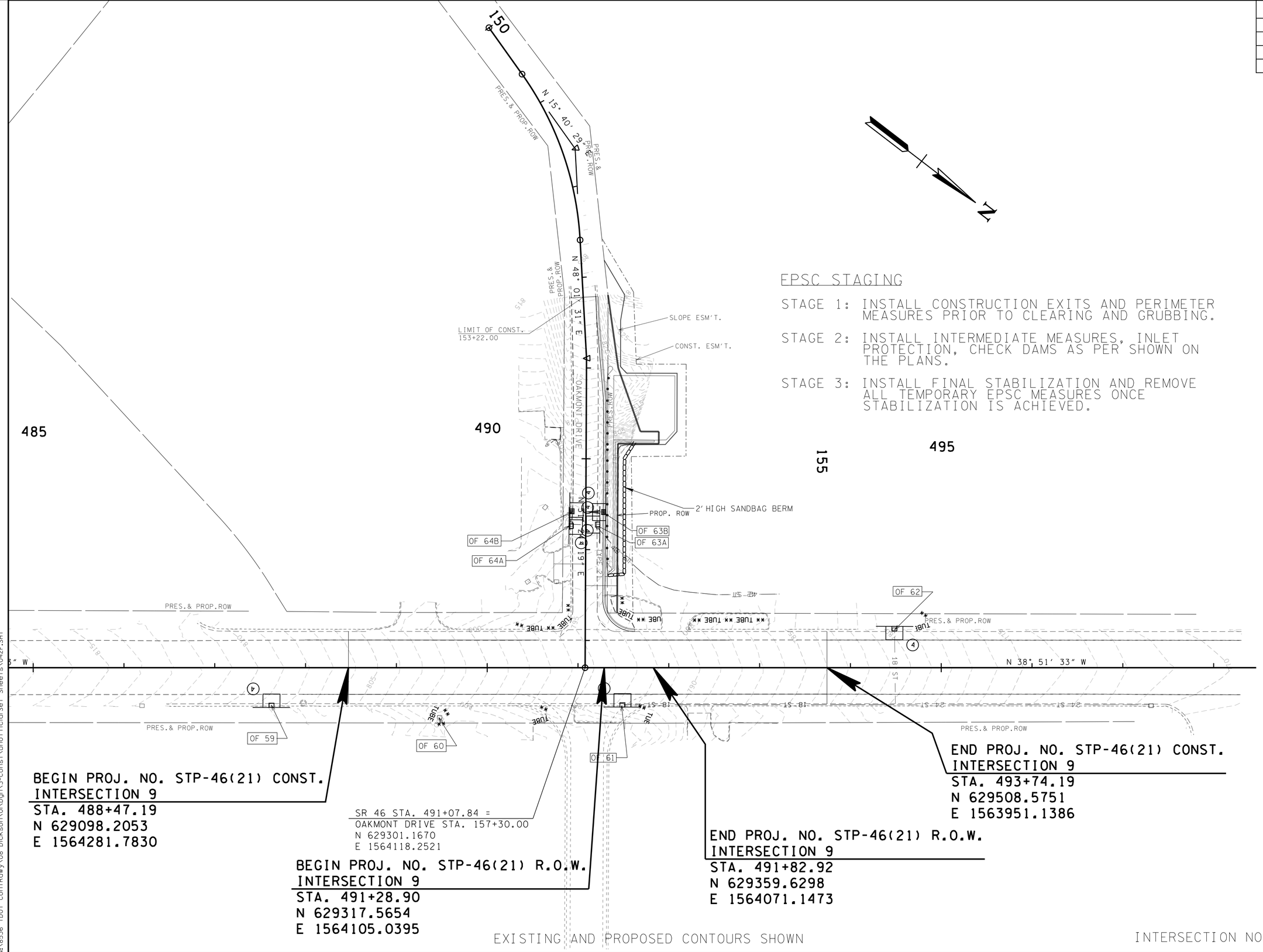
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42F
CONST.	2014	STP-46(21)	42F



EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.490+00 TO STA.492+00

SCALE: 1"=50'

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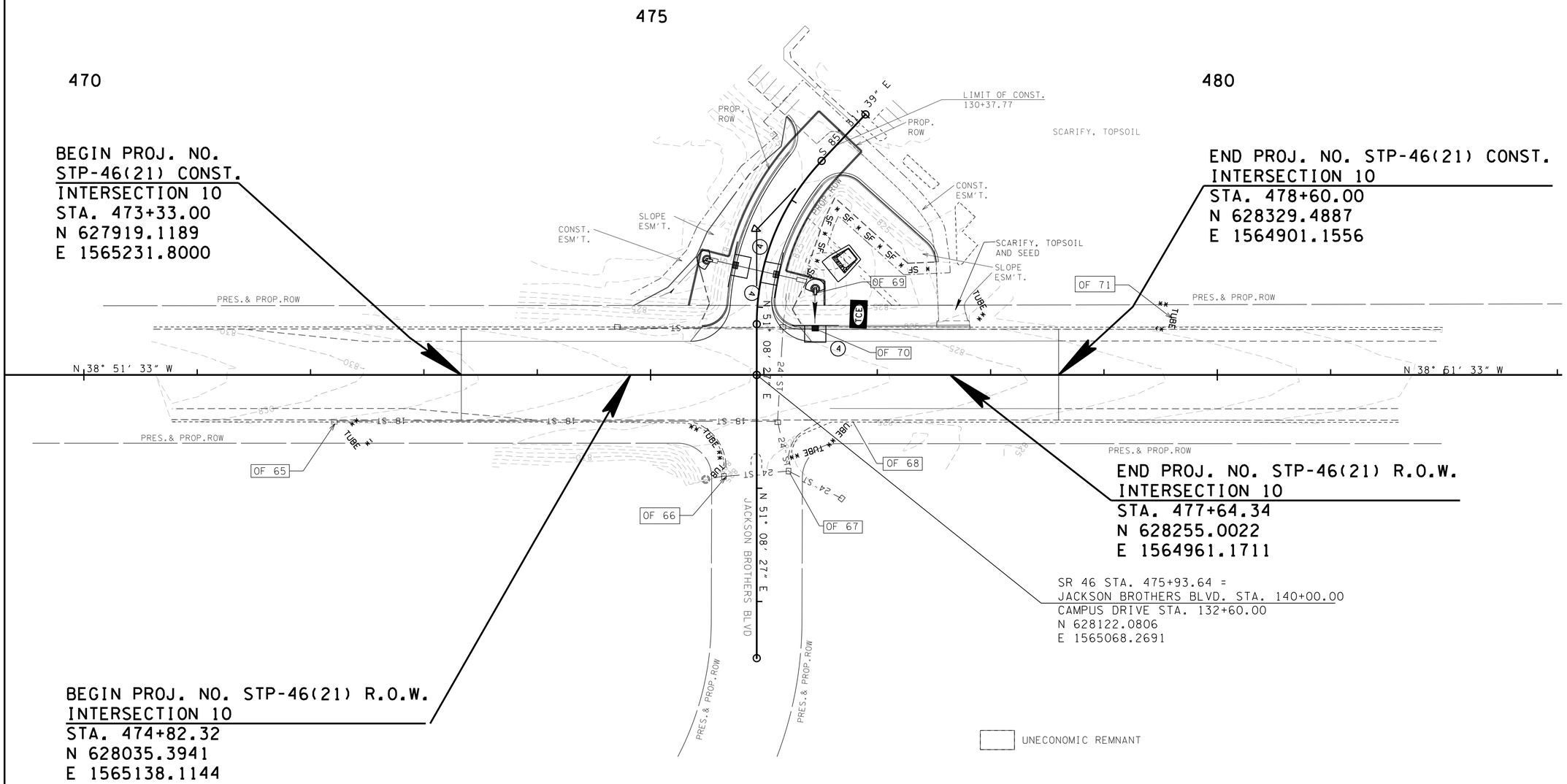
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42G
CONST.	2014	STP-46(21)	42G

ESPC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.



EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 10

UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.473+00 TO STA.479+00

SCALE: 1"=50'

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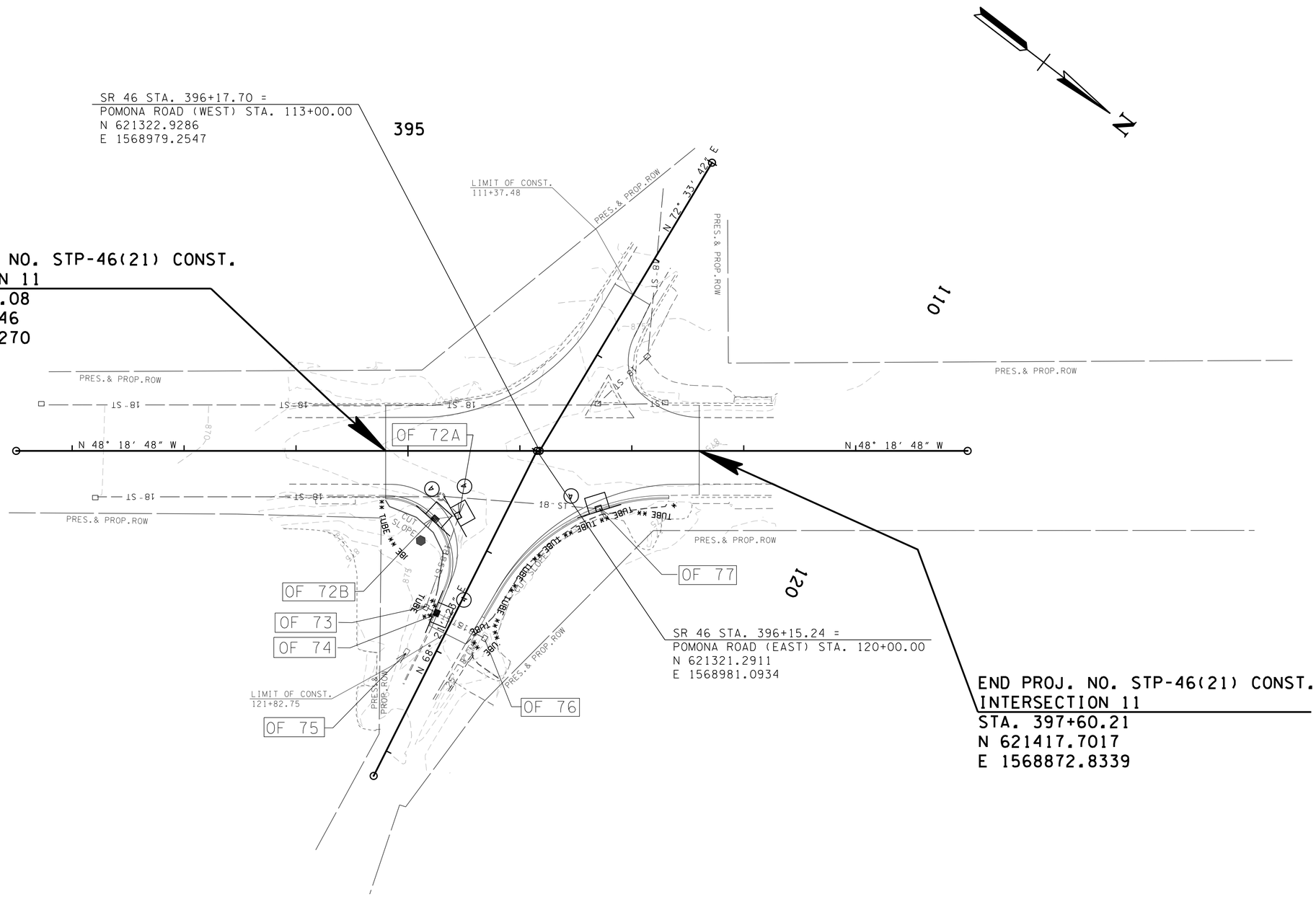
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42H
CONST.	2014	STP-46(21)	42H



ESPC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

NOTE: NO ROW OR EASEMENTS REQUIRED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 11

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.394+00 TO STA.397+00

SCALE: 1"=50'

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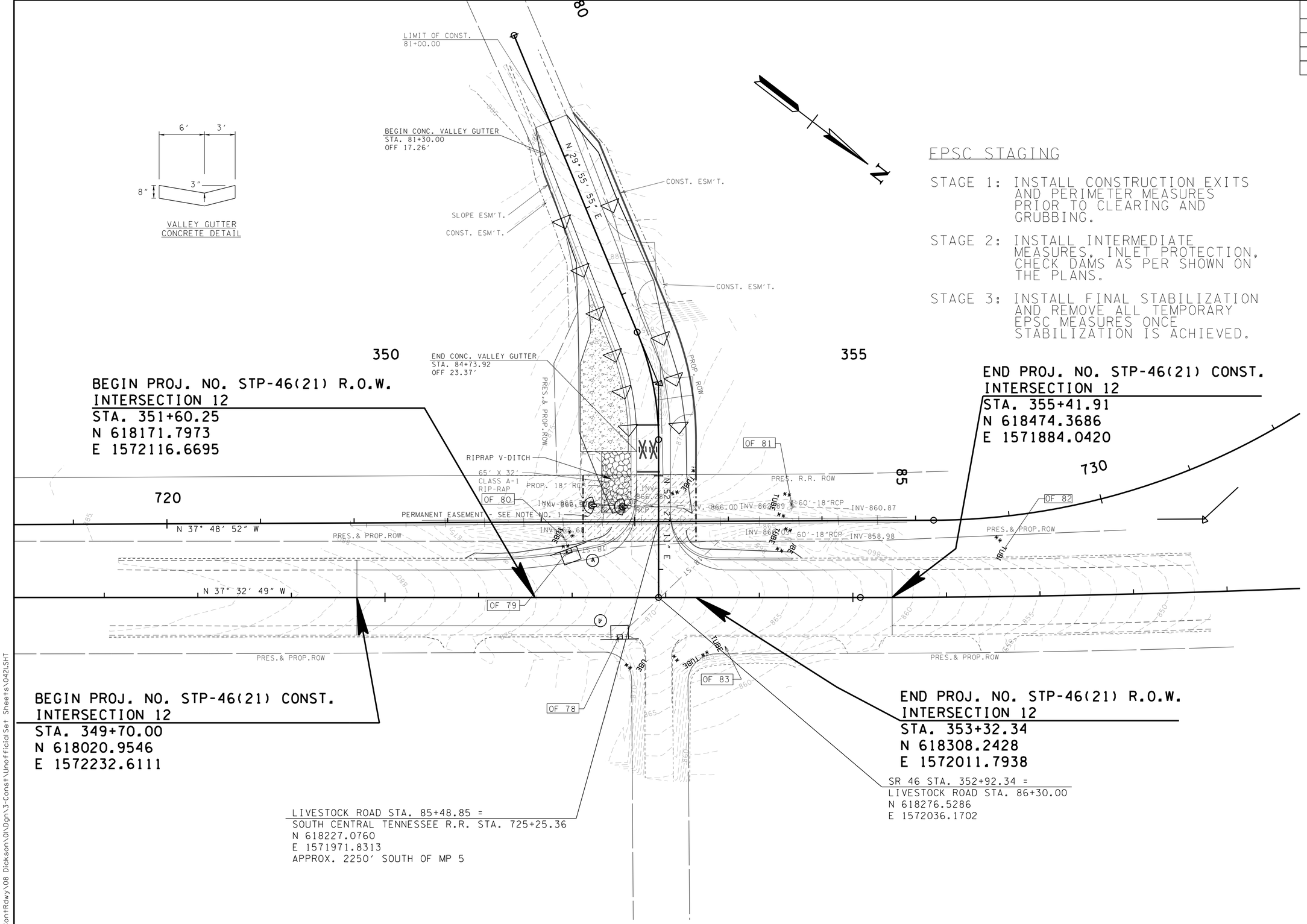
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42I
CONST.	2014	STP-46(21)	42I



EPSC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 12

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.350+00 TO STA.355+00

SCALE: 1"=50′

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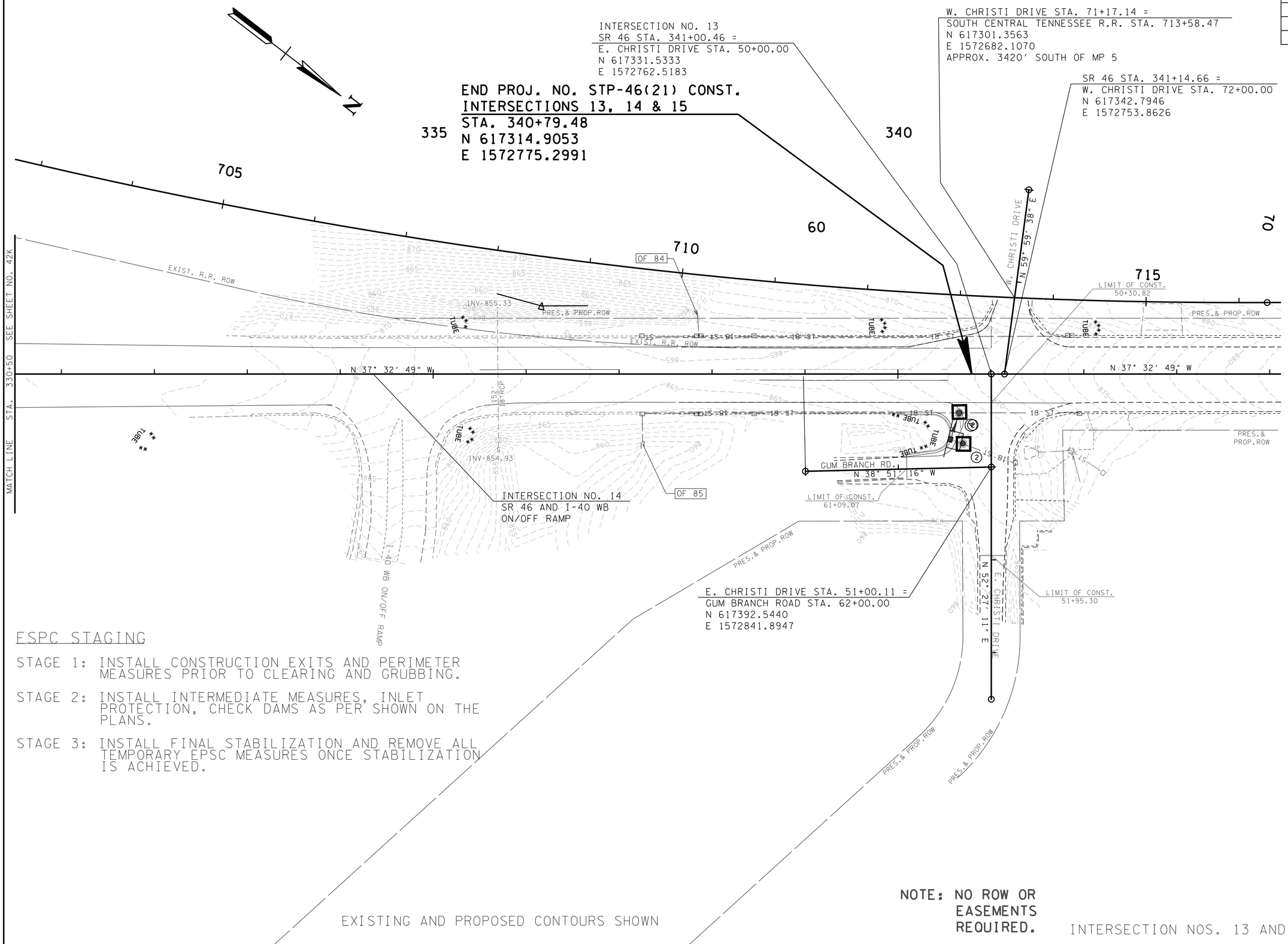
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42J
CONST.	2014	STP-46(21)	42J



ESPC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

NOTE: NO ROW OR EASEMENTS REQUIRED.

INTERSECTION NOS. 13 AND 14

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.330+50 TO STA.342+00

SCALE: 1"=50'

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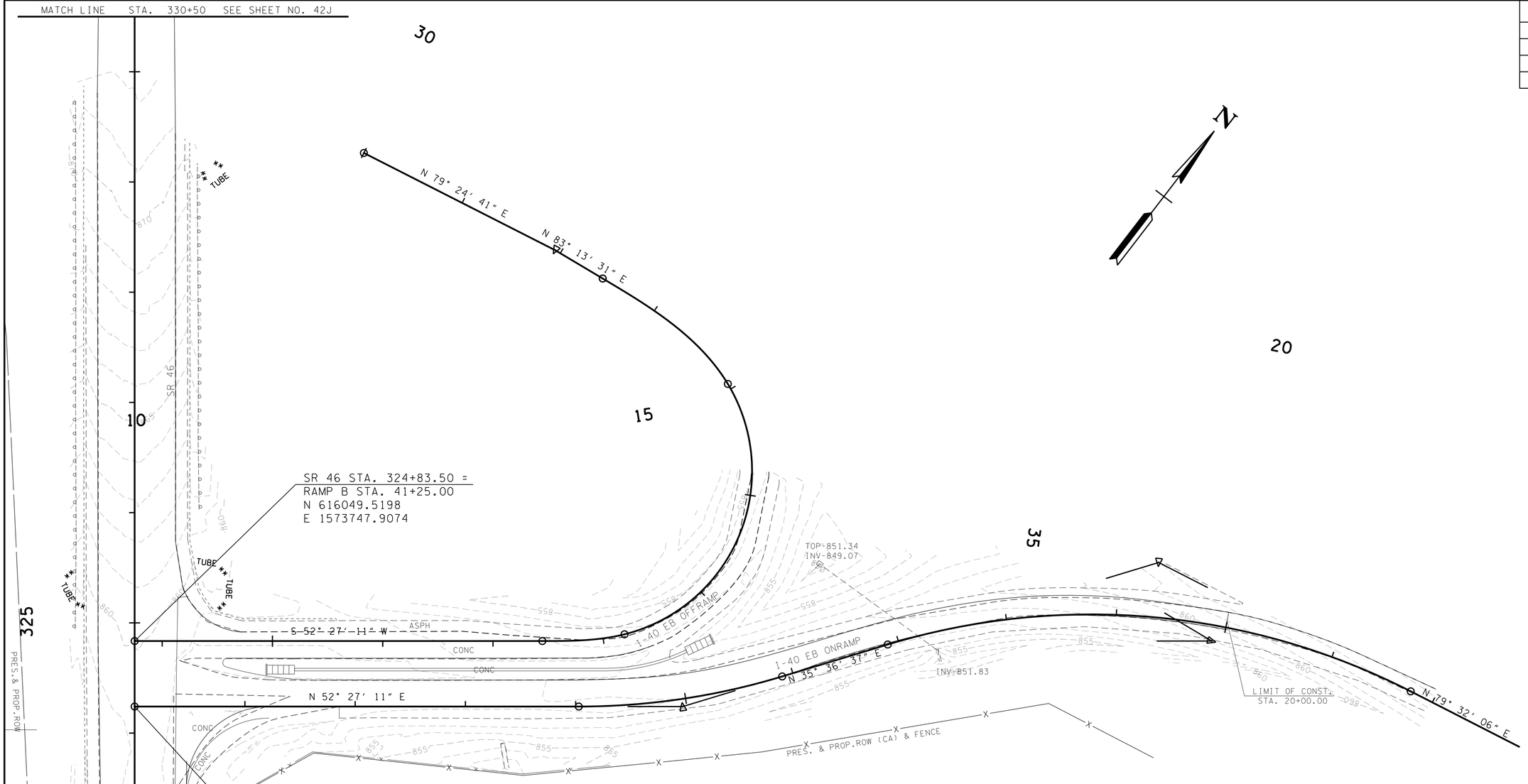
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42K
CONST.	2014	STP-46(21)	42K



ESPC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

NOTE: NO ROW OR EASEMENTS REQUIRED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 15

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.320+50 TO STA.330+50

SCALE: 1"=50'

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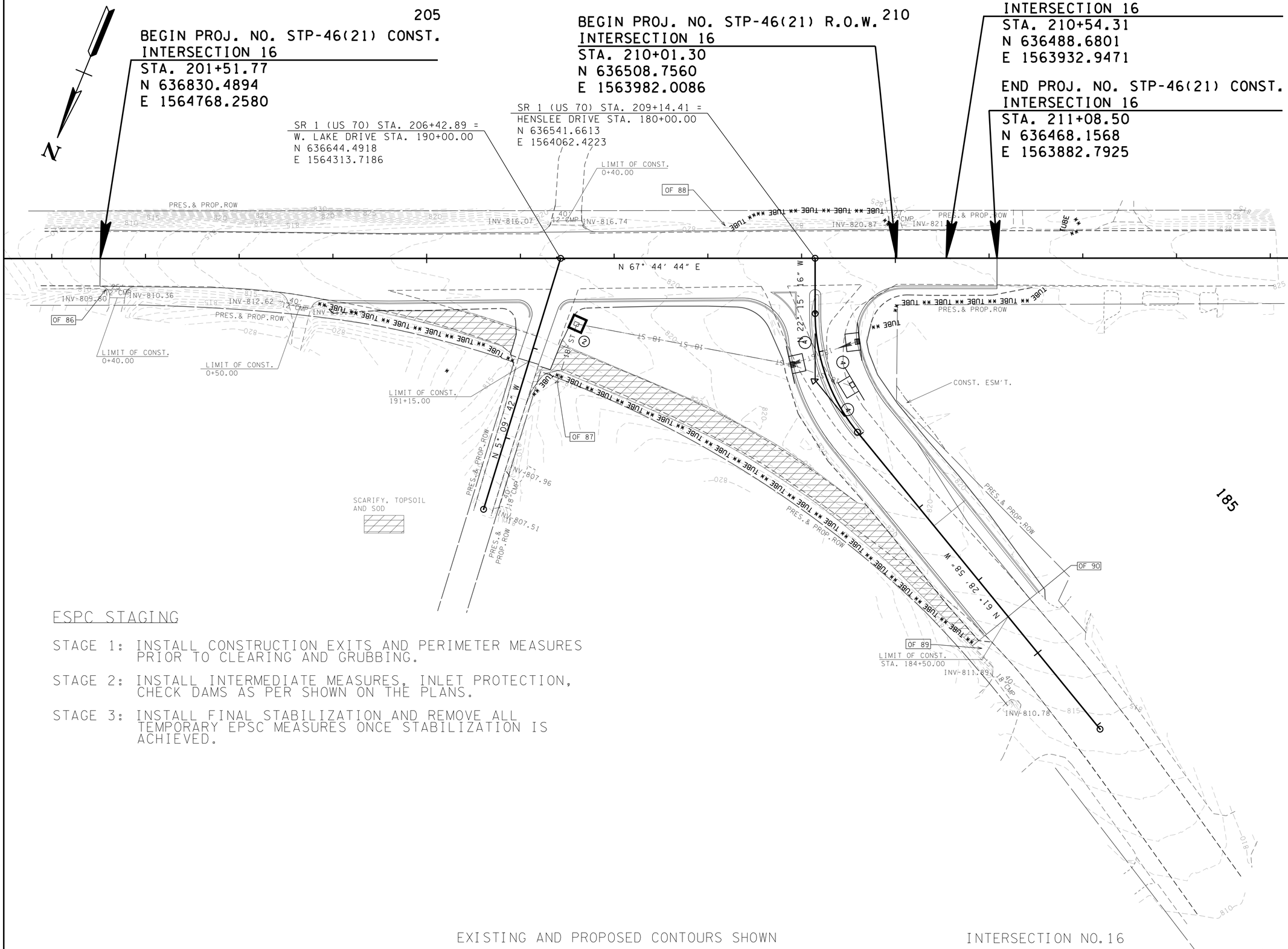
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	42L
CONST.	2014	STP-46(21)	42L



ESPC STAGING

STAGE 1: INSTALL CONSTRUCTION EXITS AND PERIMETER MEASURES PRIOR TO CLEARING AND GRUBBING.

STAGE 2: INSTALL INTERMEDIATE MEASURES, INLET PROTECTION, CHECK DAMS AS PER SHOWN ON THE PLANS.

STAGE 3: INSTALL FINAL STABILIZATION AND REMOVE ALL TEMPORARY EPSC MEASURES ONCE STABILIZATION IS ACHIEVED.

EXISTING AND PROPOSED CONTOURS SHOWN

INTERSECTION NO. 16

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.320+50 TO STA.330+50

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43

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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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43A

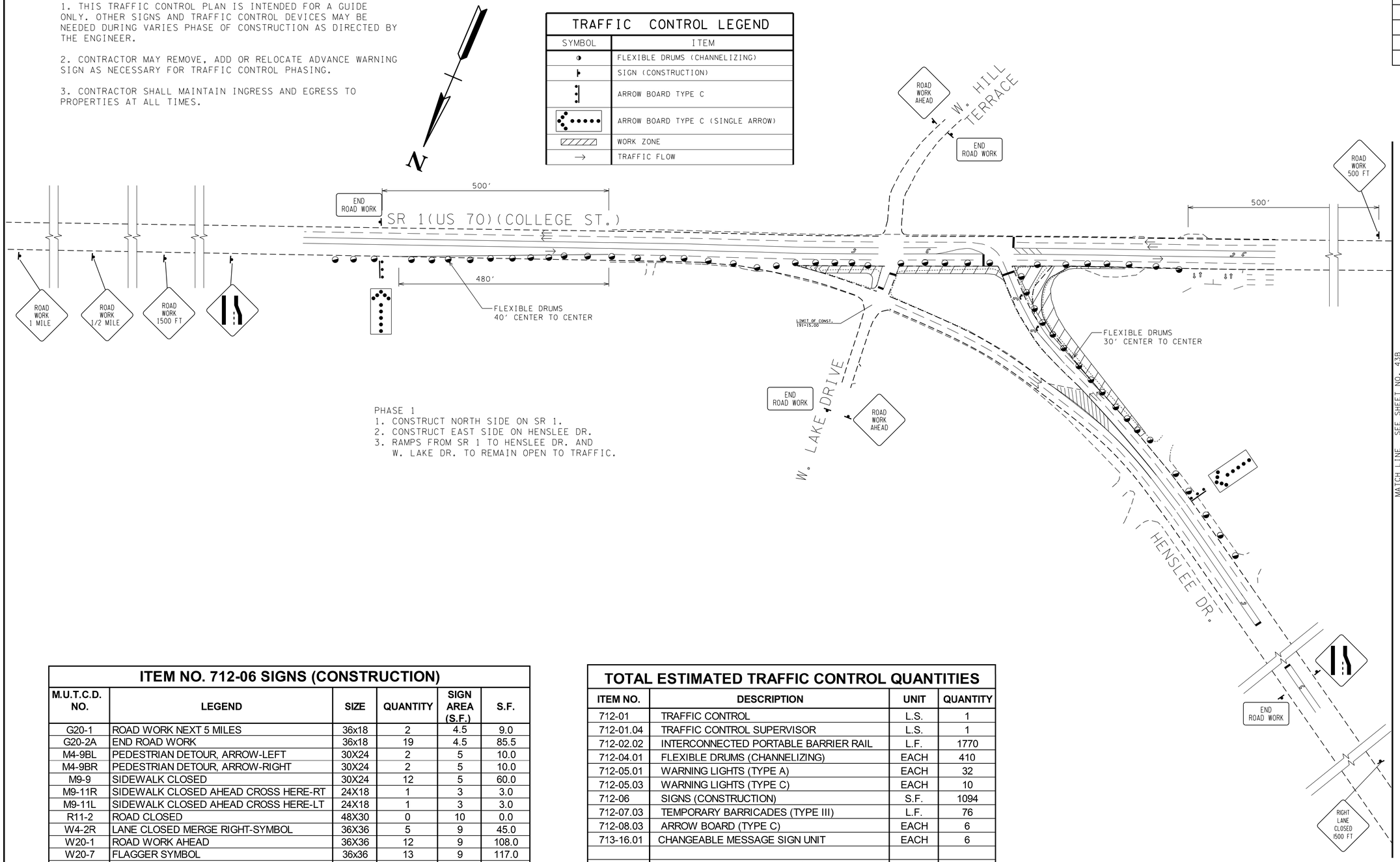
1. THIS TRAFFIC CONTROL PLAN IS INTENDED FOR A GUIDE ONLY. OTHER SIGNS AND TRAFFIC CONTROL DEVICES MAY BE NEEDED DURING VARIES PHASE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

2. CONTRACTOR MAY REMOVE, ADD OR RELOCATE ADVANCE WARNING SIGN AS NECESSARY FOR TRAFFIC CONTROL PHASING.

3. CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO PROPERTIES AT ALL TIMES.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	WORK ZONE
→	TRAFFIC FLOW



PHASE 1
1. CONSTRUCT NORTH SIDE ON SR 1.
2. CONSTRUCT EAST SIDE ON HENSLEE DR.
3. RAMPS FROM SR 1 TO HENSLEE DR. AND W. LAKE DR. TO REMAIN OPEN TO TRAFFIC.

ITEM NO. 712-06 SIGNS (CONSTRUCTION)

M.U.T.C.D. NO.	LEGEND	SIZE	QUANTITY	SIGN AREA (S.F.)	S.F.
G20-1	ROAD WORK NEXT 5 MILES	36x18	2	4.5	9.0
G20-2A	END ROAD WORK	36x18	19	4.5	85.5
M4-9BL	PEDESTRIAN DETOUR, ARROW-LEFT	30X24	2	5	10.0
M4-9BR	PEDESTRIAN DETOUR, ARROW-RIGHT	30X24	2	5	10.0
M9-9	SIDEWALK CLOSED	30X24	12	5	60.0
M9-11R	SIDEWALK CLOSED AHEAD CROSS HERE-RT	24X18	1	3	3.0
M9-11L	SIDEWALK CLOSED AHEAD CROSS HERE-LT	24X18	1	3	3.0
R11-2	ROAD CLOSED	48X30	0	10	0.0
W4-2R	LANE CLOSED MERGE RIGHT-SYMBOL	36X36	5	9	45.0
W20-1	ROAD WORK AHEAD	36X36	12	9	108.0
W20-7	FLAGGER SYMBOL	36x36	13	9	117.0
W13-4P	ON RAMP	36X36	1	9	9.0
W20-1	ROAD WORK I MILE	36X36	2	9	18.0
W20-1	ROAD WORK 1/2 MILE	36X36	3	9	27.0
W20-1	ROAD WORK 1500 FT	36X36	7	9	63.0
W20-1	ROAD WORK 1000 FT	36X36	2	9	18.0
W20-1	ROAD WORK 500 FT	36X36	7	9	63.0
W21-5B	RIGHT LANE CLOSED 1500 FT	36X36	3	9	27.0
W21-5B	RIGHT SHOULDER CLOSED 500 FT	36X36	2	9	18.0
W21-5B	RIGHT SHOULDER CLOSED 1000 FT	36X36	2	9	18.0
TN 64	GROOVED PAVEMENT	48X48	16	16	256.0
W8-11	UNEVEN LANES	36X36	14	9	126.0
TOTAL					**1094**

TOTAL ESTIMATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-01	TRAFFIC CONTROL	L.S.	1
712-01.04	TRAFFIC CONTROL SUPERVISOR	L.S.	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1770
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	410
712-05.01	WARNING LIGHTS (TYPE A)	EACH	32
712-05.03	WARNING LIGHTS (TYPE C)	EACH	10
712-06	SIGNS (CONSTRUCTION)	S.F.	1094
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	76
712-08.03	ARROW BOARD (TYPE C)	EACH	6
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	6
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	8.29
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	1347
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	2820

QUANTITIES BASED ON CONTRACTOR WORKING ON INTERSECTIONS WITHIN CLOSE VICINITY OF EACH OTHER AND RELOCATING OR REMOVING SIGNS AND/OR TRAFFIC CONTROL DEVICES AS NECESSARY FOR VARIOUS PHASES OF CONSTRUCTION.

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TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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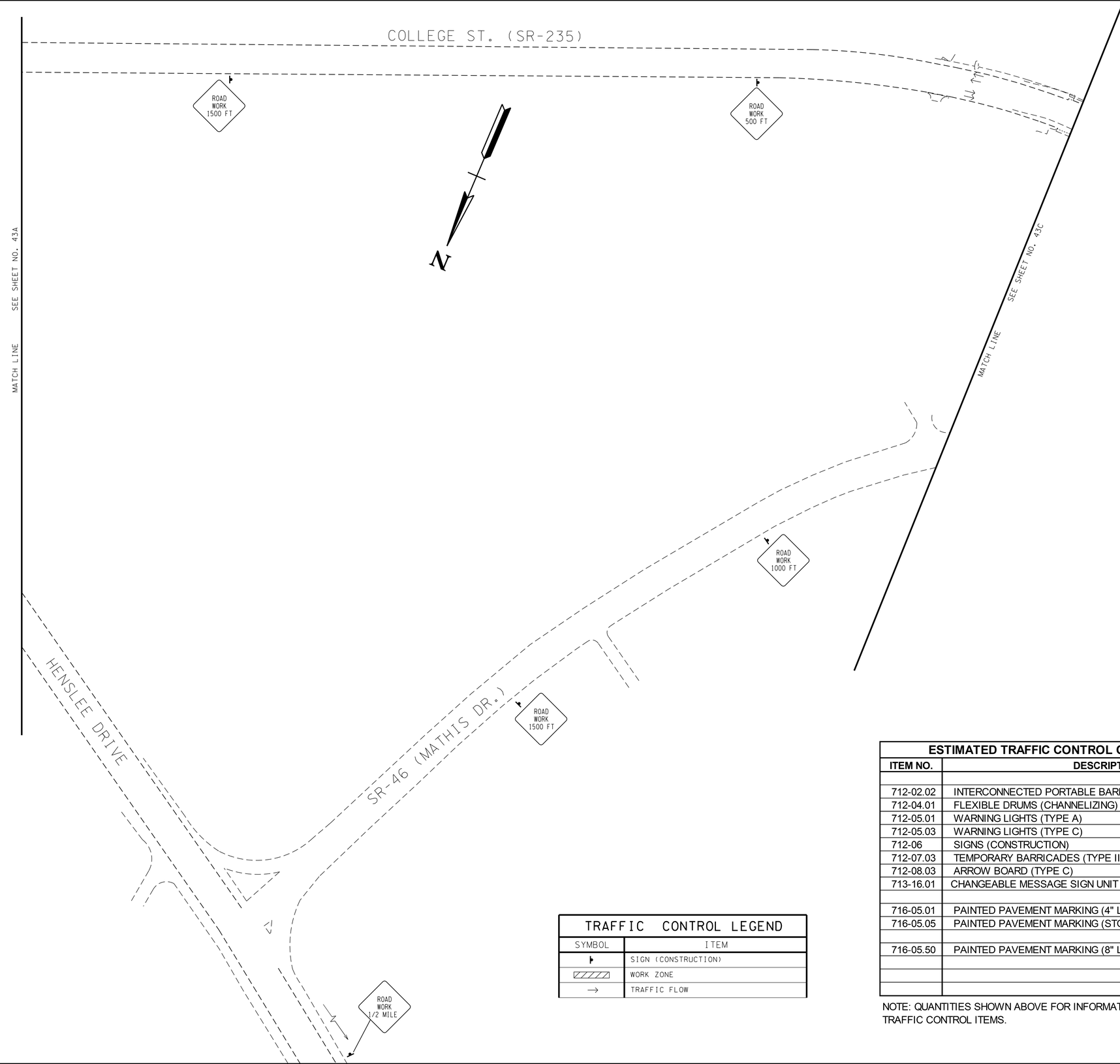
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43B



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
→	TRAFFIC FLOW

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 16

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	122
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	60
712-08.03	ARROW BOARD (TYPE C)	EACH	2
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

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TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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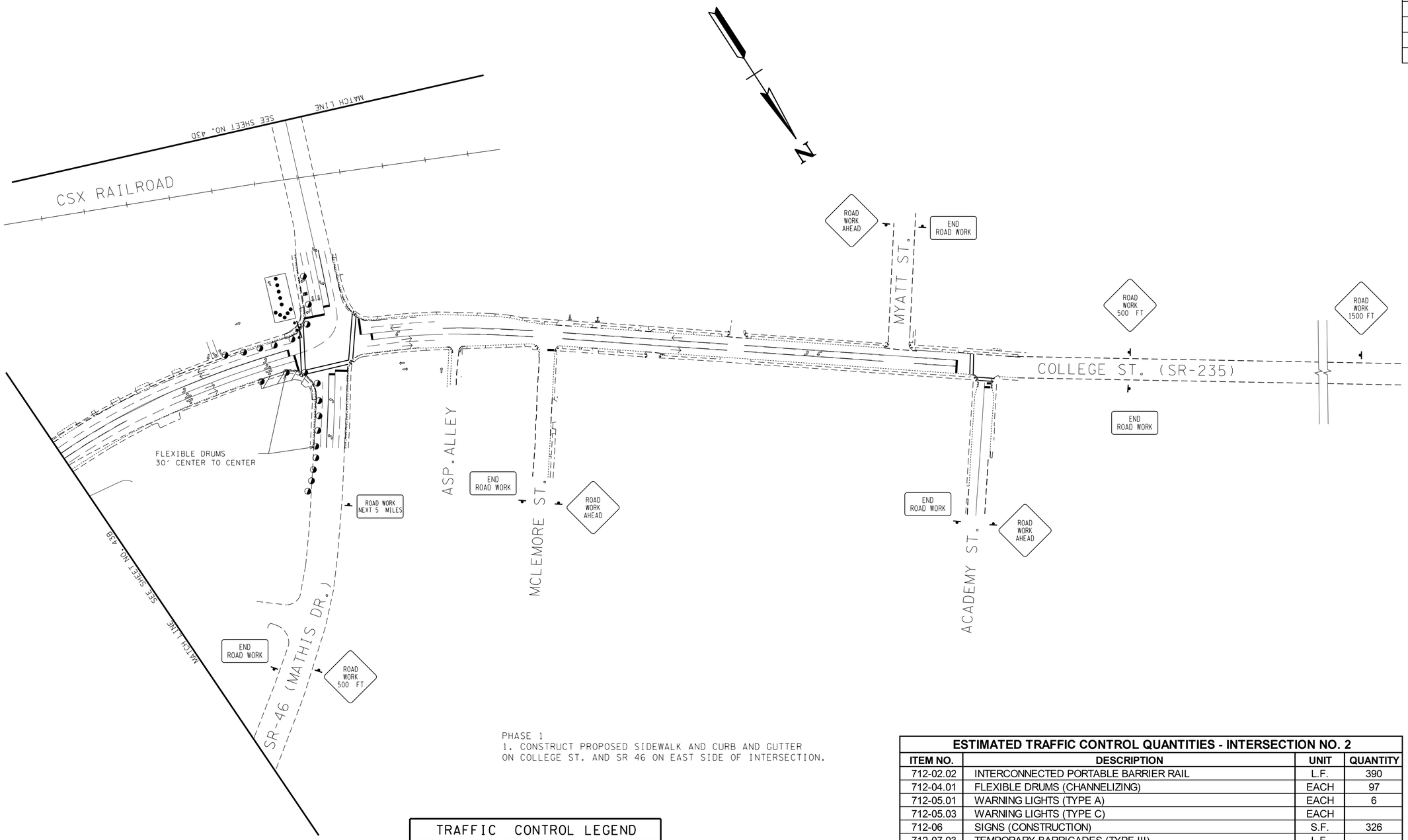
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43C



PHASE 1
1. CONSTRUCT PROPOSED SIDEWALK AND CURB AND GUTTER ON COLLEGE ST. AND SR 46 ON EAST SIDE OF INTERSECTION.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	WORK ZONE
→	TRAFFIC FLOW

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 2

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	390
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	97
712-05.01	WARNING LIGHTS (TYPE A)	EACH	6
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	326
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	2
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	3
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1.27
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	233
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	400

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

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TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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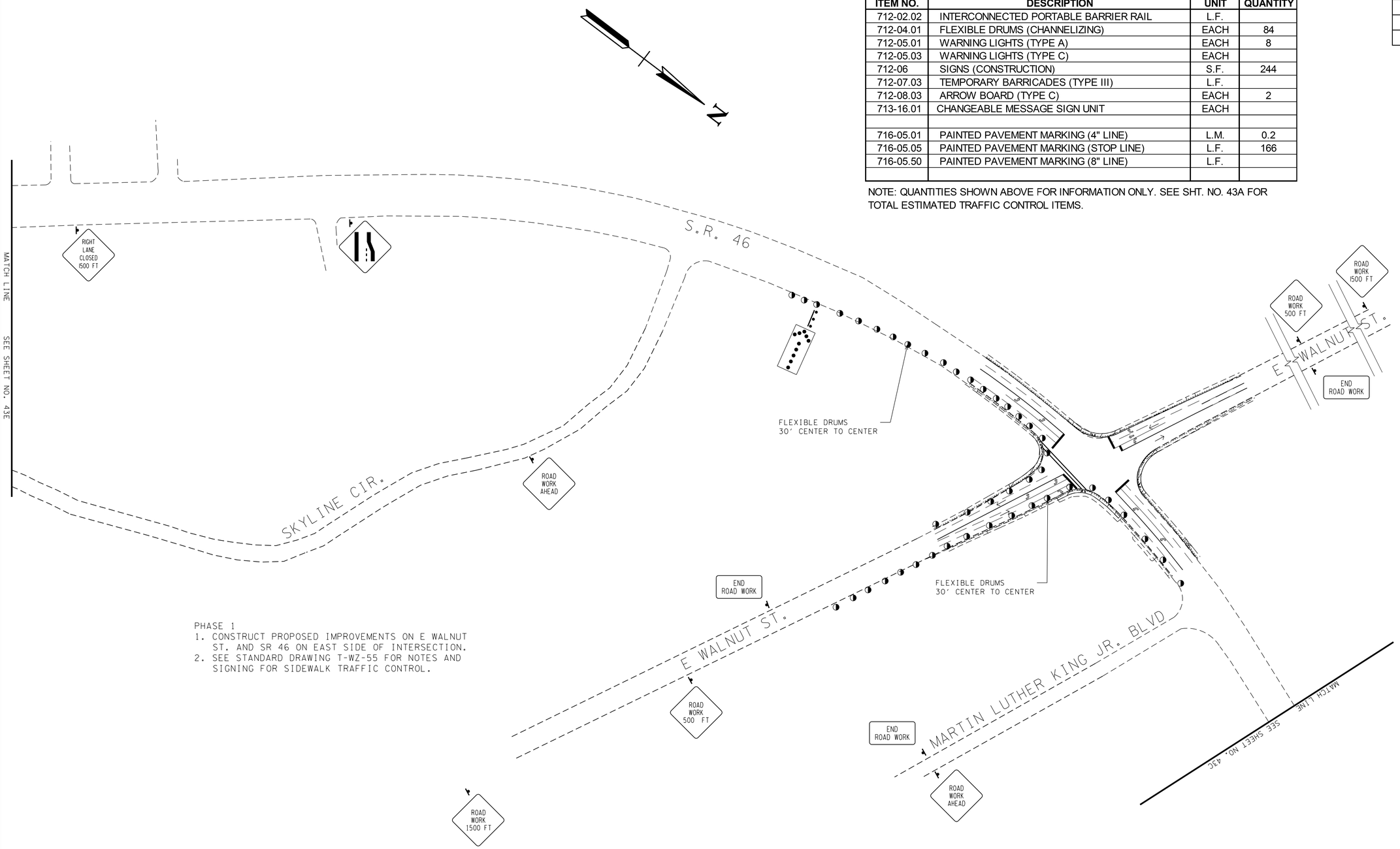
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43D

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 3

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	84
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	244
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	2
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.2
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	166
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.



PHASE 1
1. CONSTRUCT PROPOSED IMPROVEMENTS ON E WALNUT ST. AND SR 46 ON EAST SIDE OF INTERSECTION.
2. SEE STANDARD DRAWING T-WZ-55 FOR NOTES AND SIGNING FOR SIDEWALK TRAFFIC CONTROL.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
◑	FLEXIBLE DRUMS (CHANNELIZING)
▶	SIGN (CONSTRUCTION)
▨	WORK ZONE
→	TRAFFIC FLOW

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TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

MATCH LINE SEE SHEET NO. 43E

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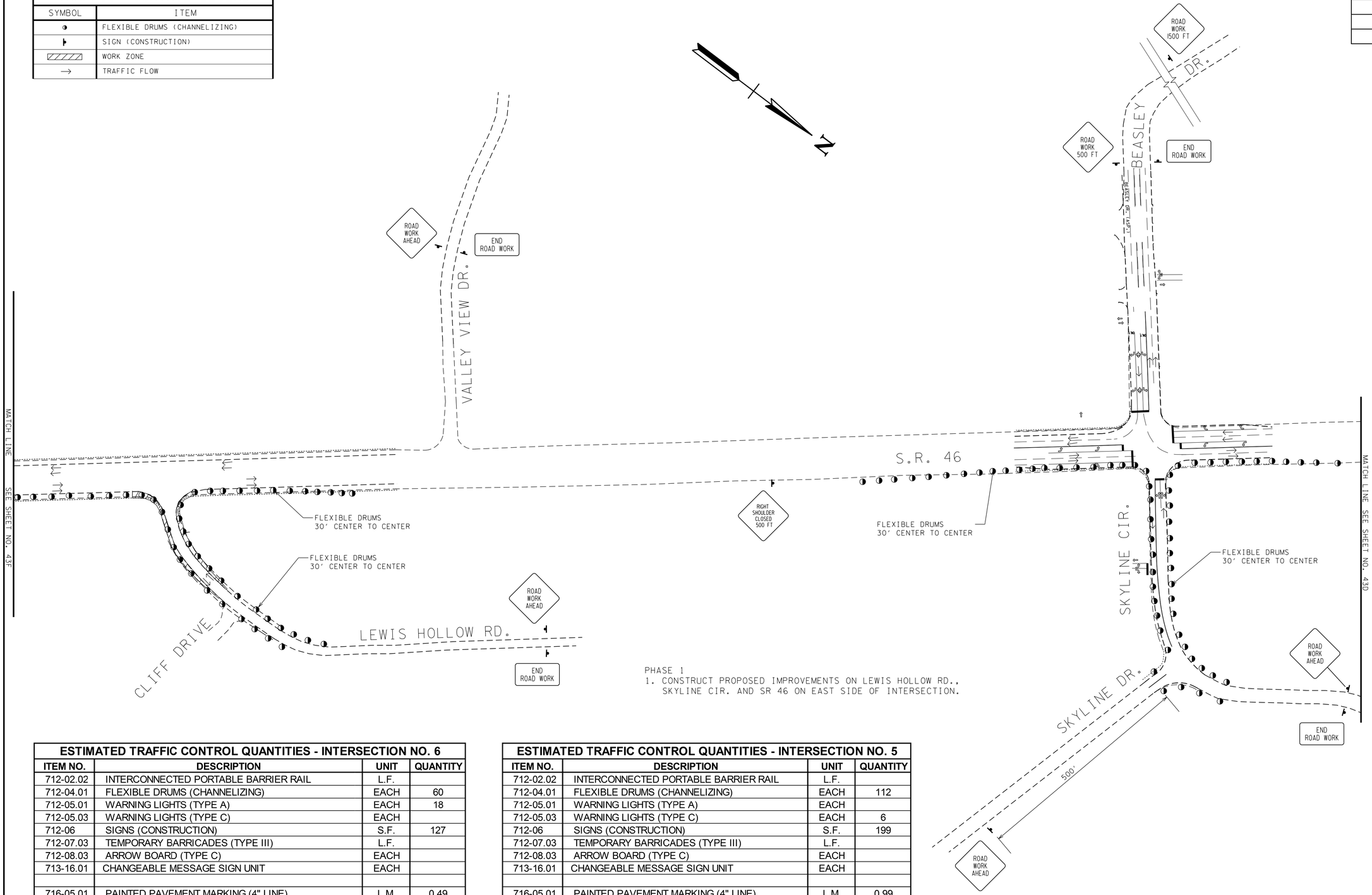
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43E

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
◑	FLEXIBLE DRUMS (CHANNELIZING)
▶	SIGN (CONSTRUCTION)
▨	WORK ZONE
→	TRAFFIC FLOW



PHASE 1
1. CONSTRUCT PROPOSED IMPROVEMENTS ON LEWIS HOLLOW RD., SKYLINE CIR. AND SR 46 ON EAST SIDE OF INTERSECTION.

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 6

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	60
712-05.01	WARNING LIGHTS (TYPE A)	EACH	18
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	127
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.49
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	114
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 5

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	112
712-05.01	WARNING LIGHTS (TYPE A)	EACH	
712-05.03	WARNING LIGHTS (TYPE C)	EACH	6
712-06	SIGNS (CONSTRUCTION)	S.F.	199
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.99
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	182
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

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TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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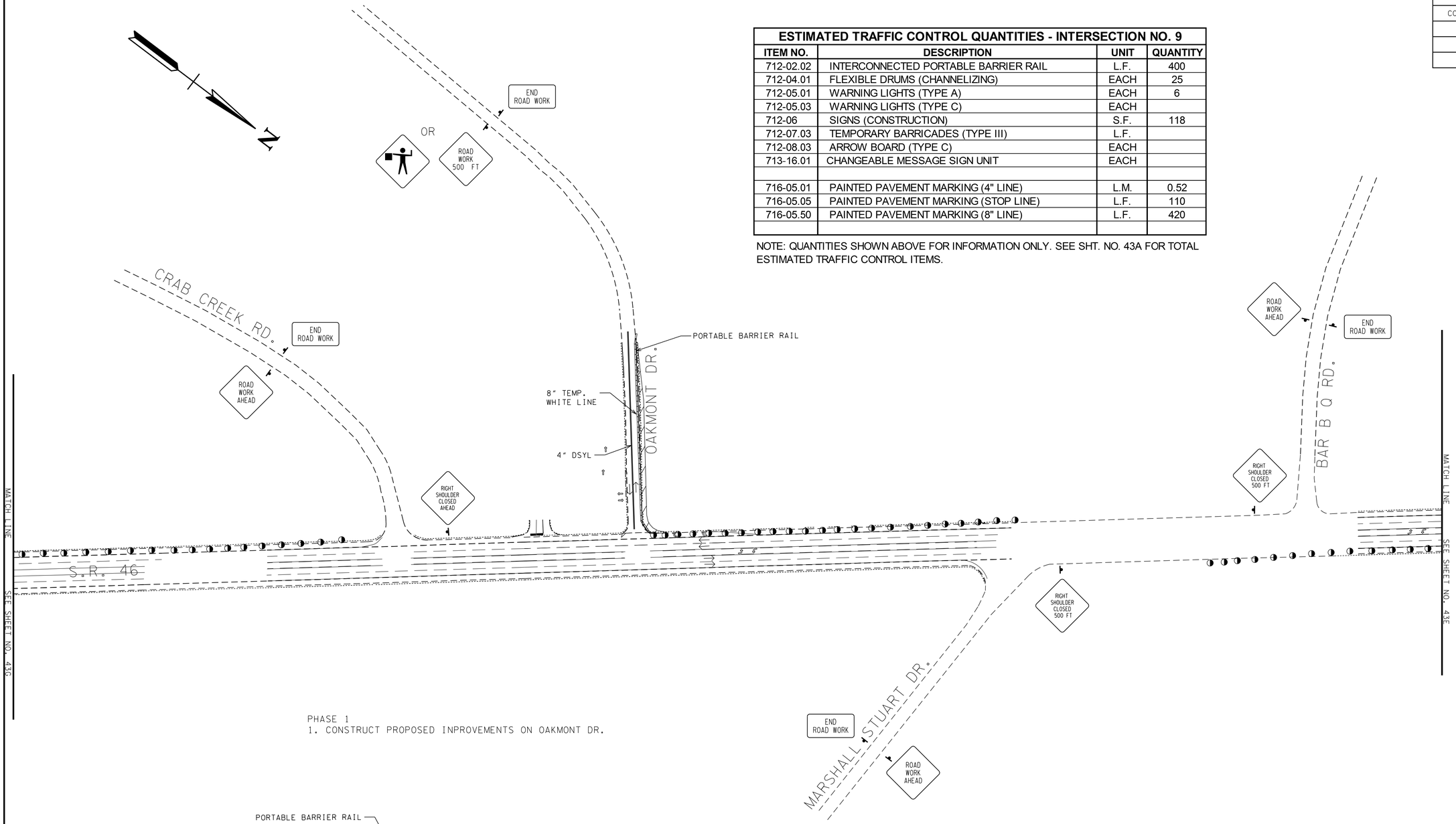
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43F

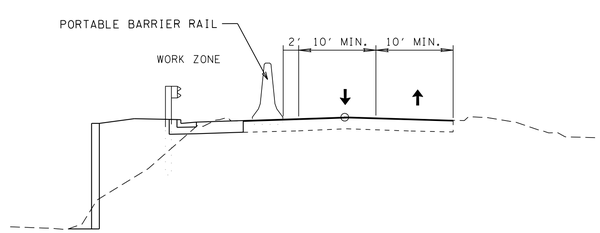
ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 9

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	400
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	25
712-05.01	WARNING LIGHTS (TYPE A)	EACH	6
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	118
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.52
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	110
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	420

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.



PHASE 1
1. CONSTRUCT PROPOSED INPROVEMENTS ON OAKMONT DR.



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

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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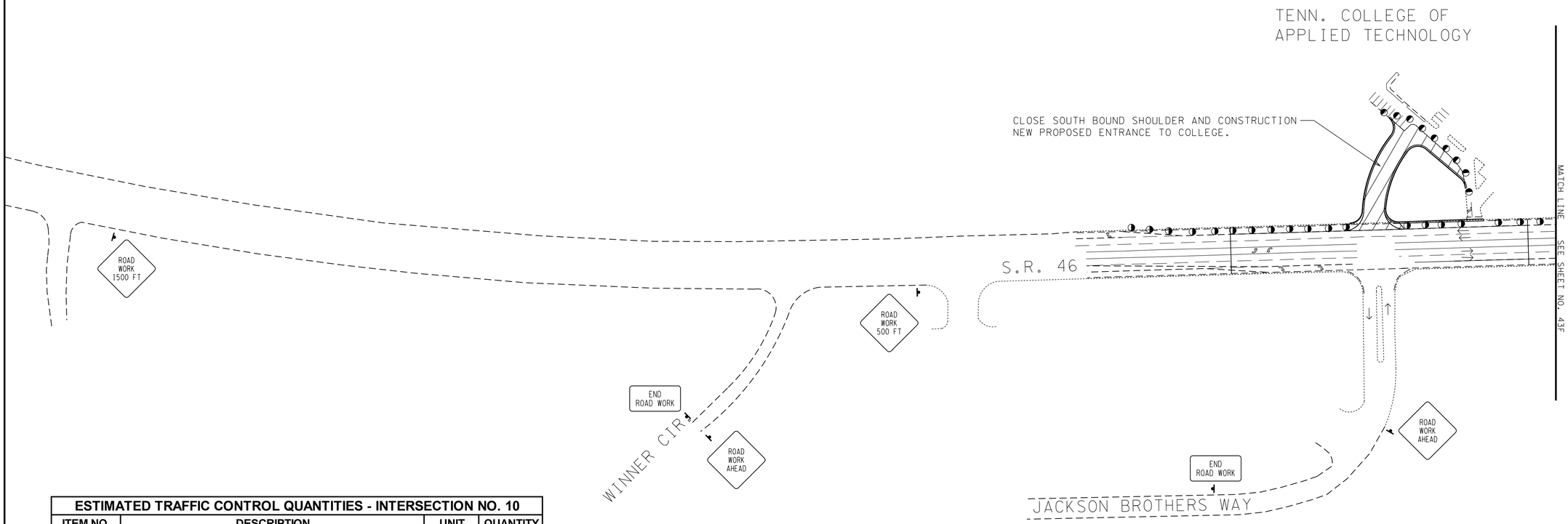
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43G

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
→	TRAFFIC FLOW



ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 10			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	45
712-05.01	WARNING LIGHTS (TYPE A)	EACH	6
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	118
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.56
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	110
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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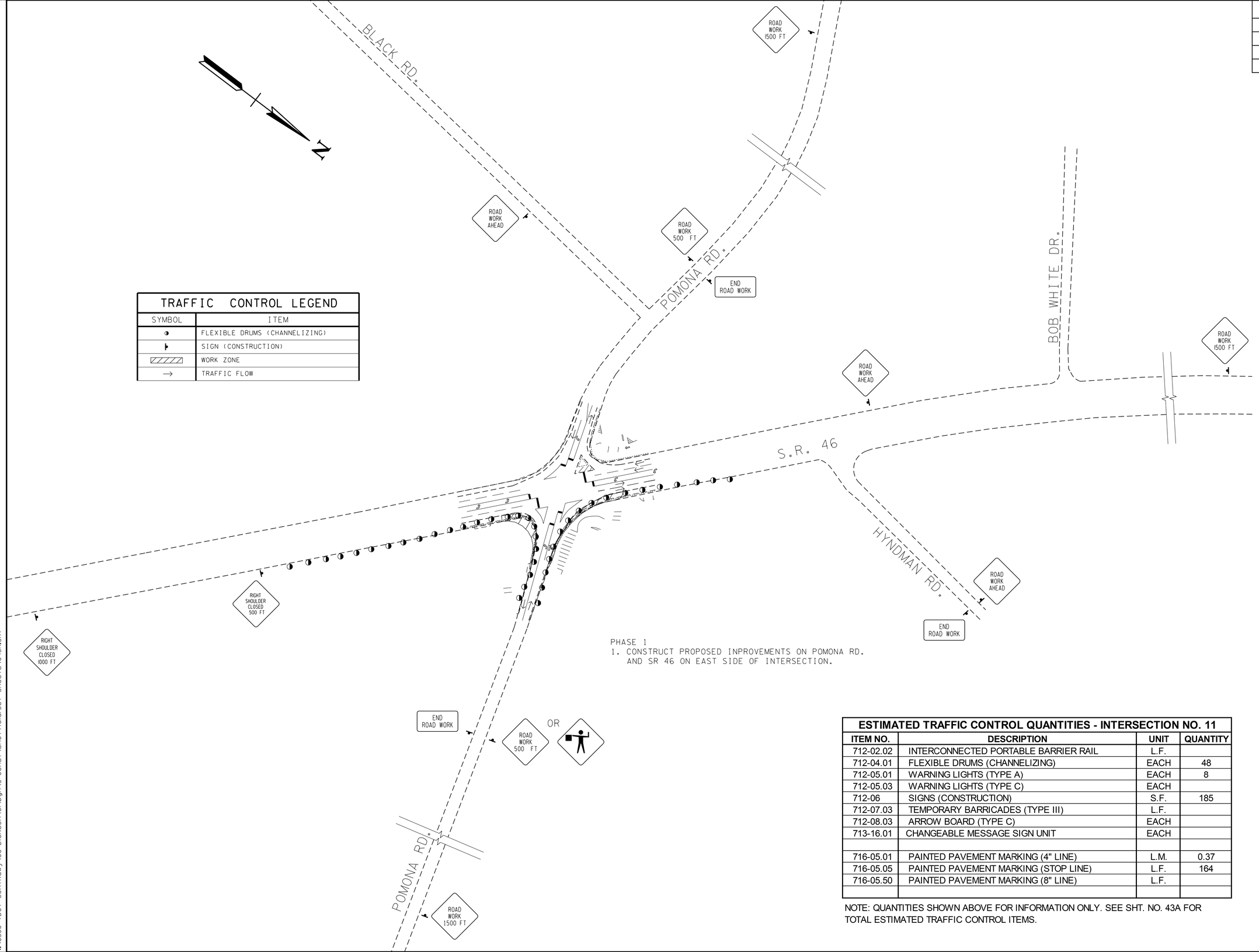
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43H



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	WORK ZONE
→	TRAFFIC FLOW

PHASE 1
1. CONSTRUCT PROPOSED INPROVEMENTS ON POMONA RD. AND SR 46 ON EAST SIDE OF INTERSECTION.

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 11

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	48
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	185
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.37
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	164
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43I

1. GRADE CROSSING RELOCATION, PROPOSED SIGNAL SYSTEM, SIGNING AND MARKING AT RAILROAD CROSSING TO BE PREFORMED BY OTHERS.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION AT RAILROAD CROSSING WITH THE ENGINEER AND RAILROAD.
3. THE CONTRACTOR SHALL OBEY ALL SAFETY AND OPERATING RULES,AND REGULATIONS OF THE RAILROAD.

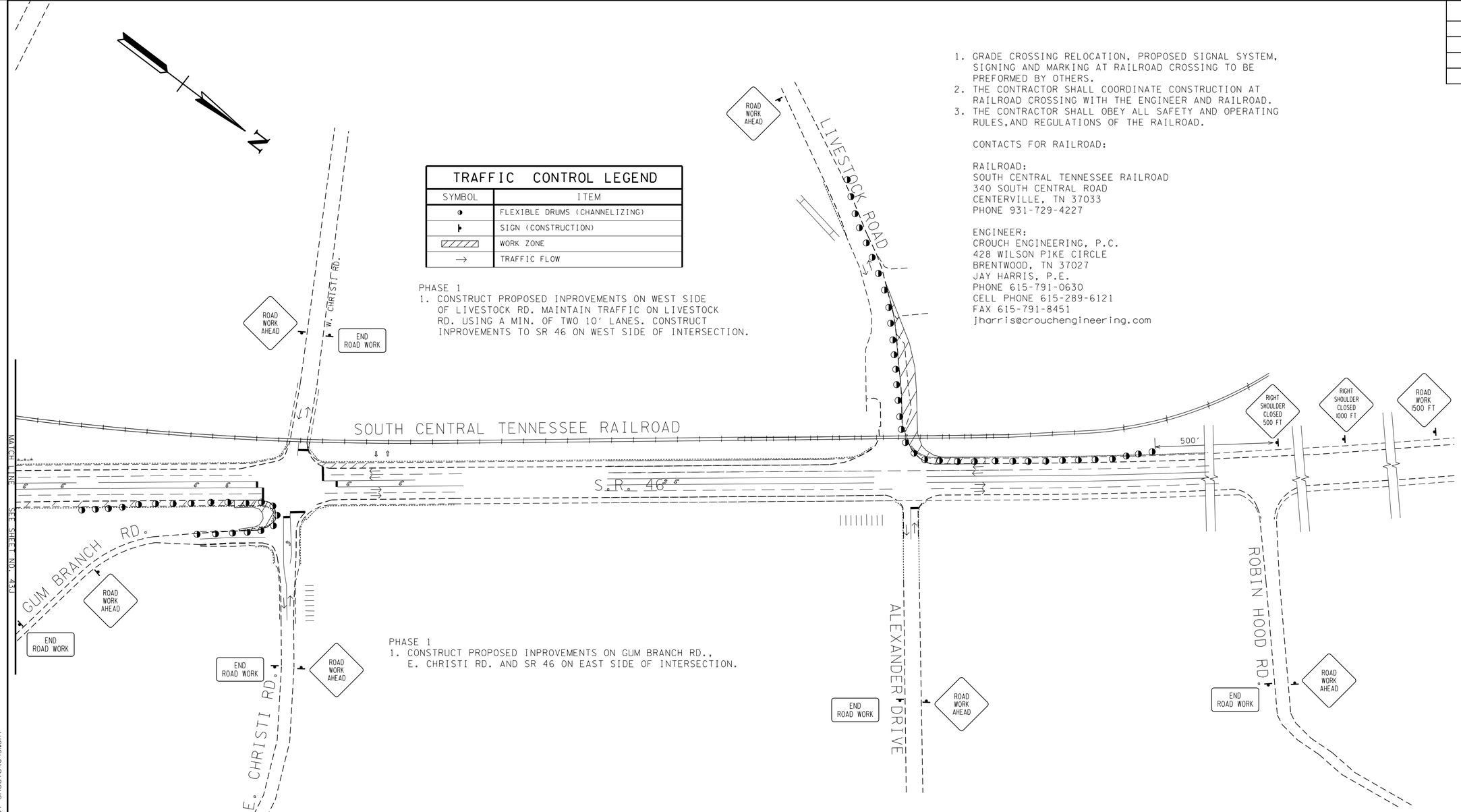
CONTACTS FOR RAILROAD:

RAILROAD:
SOUTH CENTRAL TENNESSEE RAILROAD
340 SOUTH CENTRAL ROAD
CENTERVILLE, TN 37033
PHONE 931-729-4227

ENGINEER:
CROUCH ENGINEERING, P.C.
428 WILSON PIKE CIRCLE
BRENTWOOD, TN 37027
JAY HARRIS, P.E.
PHONE 615-791-0630
CELL PHONE 615-289-6121
FAX 615-791-8451
jharris@crouchengineering.com

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
◑	FLEXIBLE DRUMS (CHANNELIZING)
▶	SIGN (CONSTRUCTION)
▨	WORK ZONE
→	TRAFFIC FLOW

PHASE 1
1. CONSTRUCT PROPOSED INPROVEMENTS ON WEST SIDE OF LIVESTOCK RD. MAINTAIN TRAFFIC ON LIVESTOCK RD. USING A MIN. OF TWO 10' LANES. CONSTRUCT INPROVEMENTS TO SR 46 ON WEST SIDE OF INTERSECTION.



PHASE 1
1. CONSTRUCT PROPOSED INPROVEMENTS ON GUM BRANCH RD., E. CHRISTI RD. AND SR 46 ON EAST SIDE OF INTERSECTION.

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 13

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	20
712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	109
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.11
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	90
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 12

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	34
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
712-05.03	WARNING LIGHTS (TYPE C)	EACH	
712-06	SIGNS (CONSTRUCTION)	S.F.	113
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.45
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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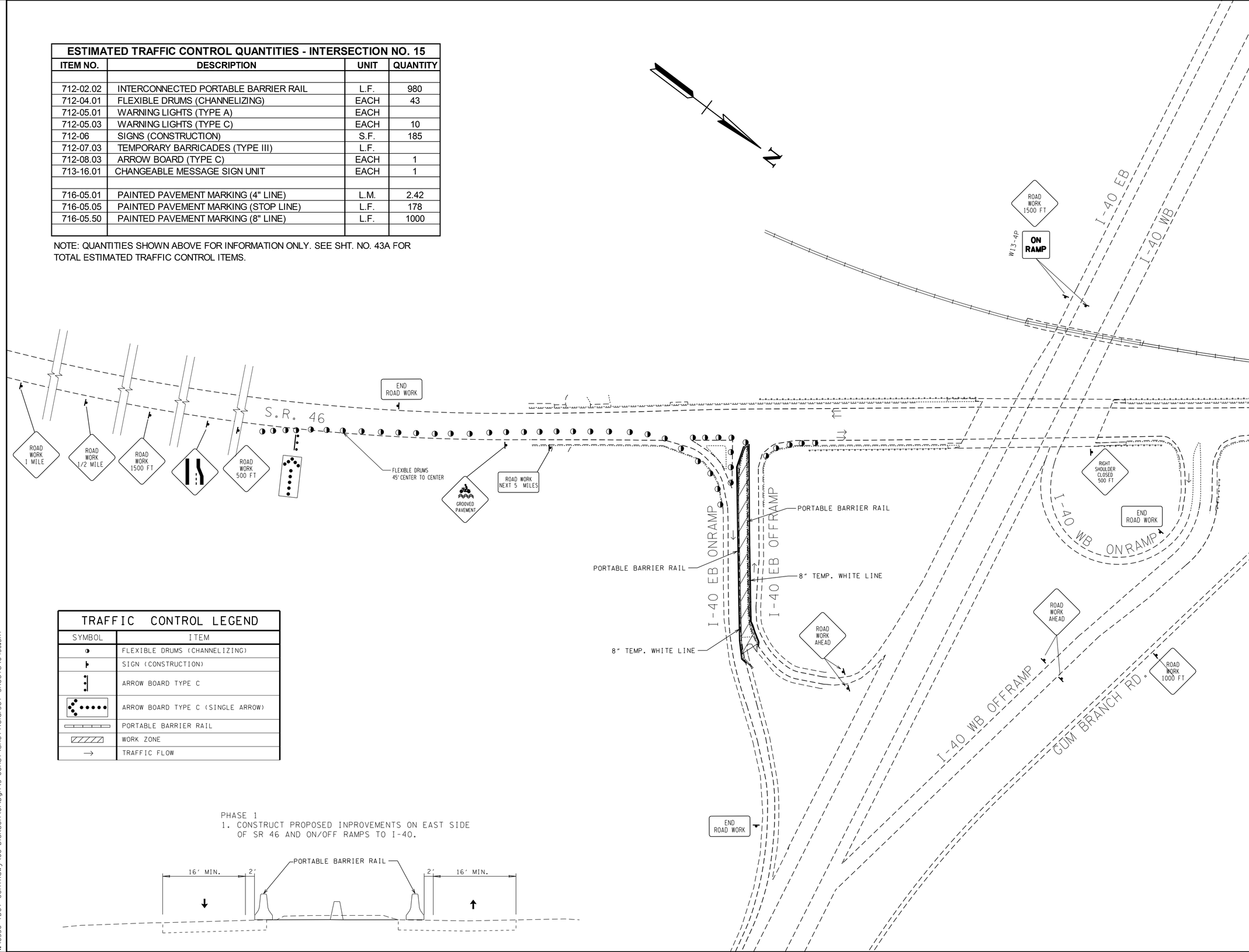
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43J

ESTIMATED TRAFFIC CONTROL QUANTITIES - INTERSECTION NO. 15

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	980
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	43
712-05.01	WARNING LIGHTS (TYPE A)	EACH	
712-05.03	WARNING LIGHTS (TYPE C)	EACH	10
712-06	SIGNS (CONSTRUCTION)	S.F.	185
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	
712-08.03	ARROW BOARD (TYPE C)	EACH	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	2.42
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	178
716-05.50	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	1000

NOTE: QUANTITIES SHOWN ABOVE FOR INFORMATION ONLY. SEE SHT. NO. 43A FOR TOTAL ESTIMATED TRAFFIC CONTROL ITEMS.



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	PORTABLE BARRIER RAIL
	WORK ZONE
→	TRAFFIC FLOW

PHASE 1
1. CONSTRUCT PROPOSED INPROVEMENTS ON EAST SIDE OF SR 46 AND ON/OFF RAMPS TO I-40.

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=100'

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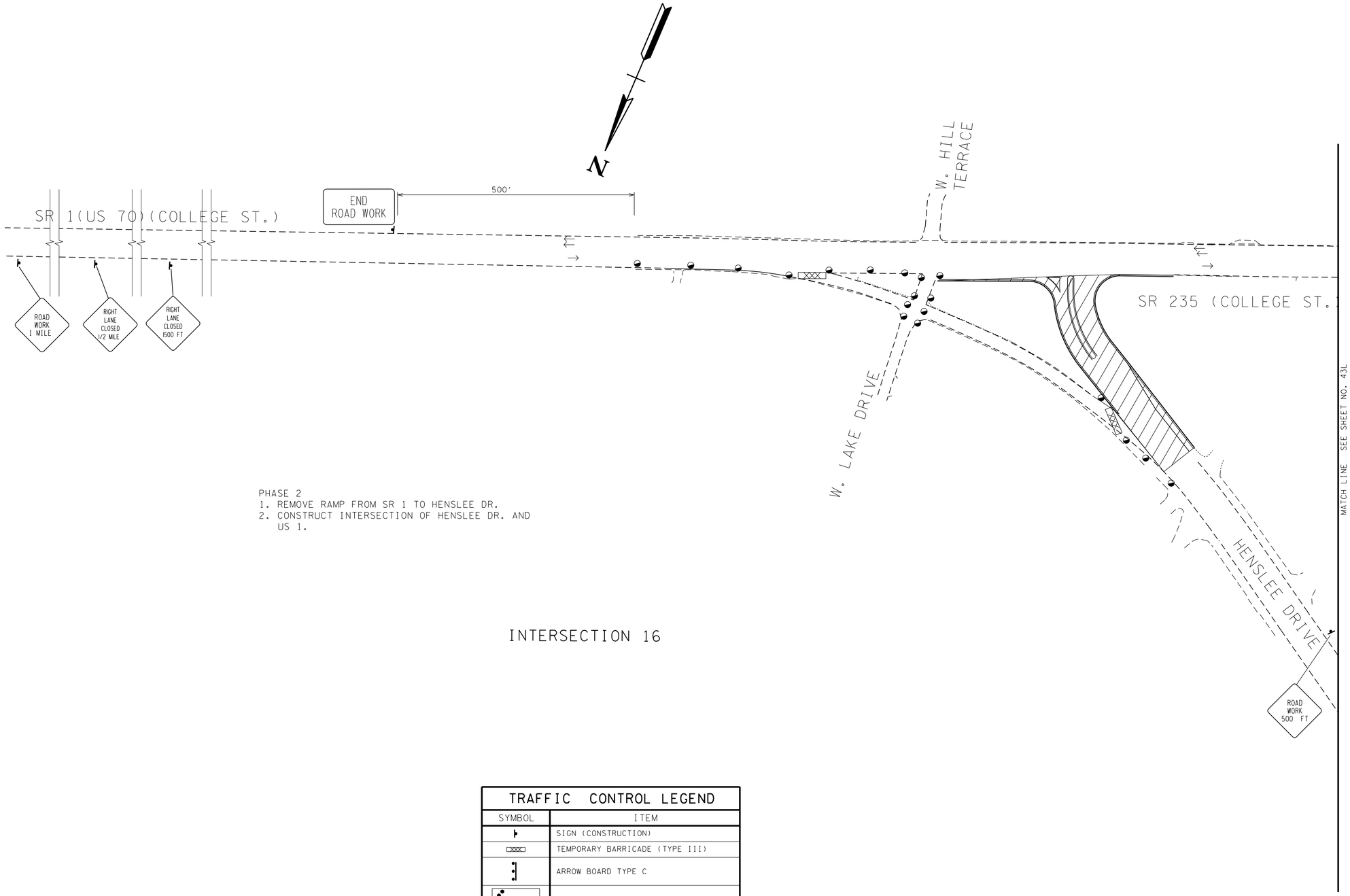
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43K



PHASE 2
1. REMOVE RAMP FROM SR 1 TO HENSLEE DR.
2. CONSTRUCT INTERSECTION OF HENSLEE DR. AND US 1.

INTERSECTION 16

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	FLEXIBLE DRUMS (CHANNELIZING)
	WORK ZONE
→	TRAFFIC FLOW

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
PHASE 2

SCALE: 1"=100'

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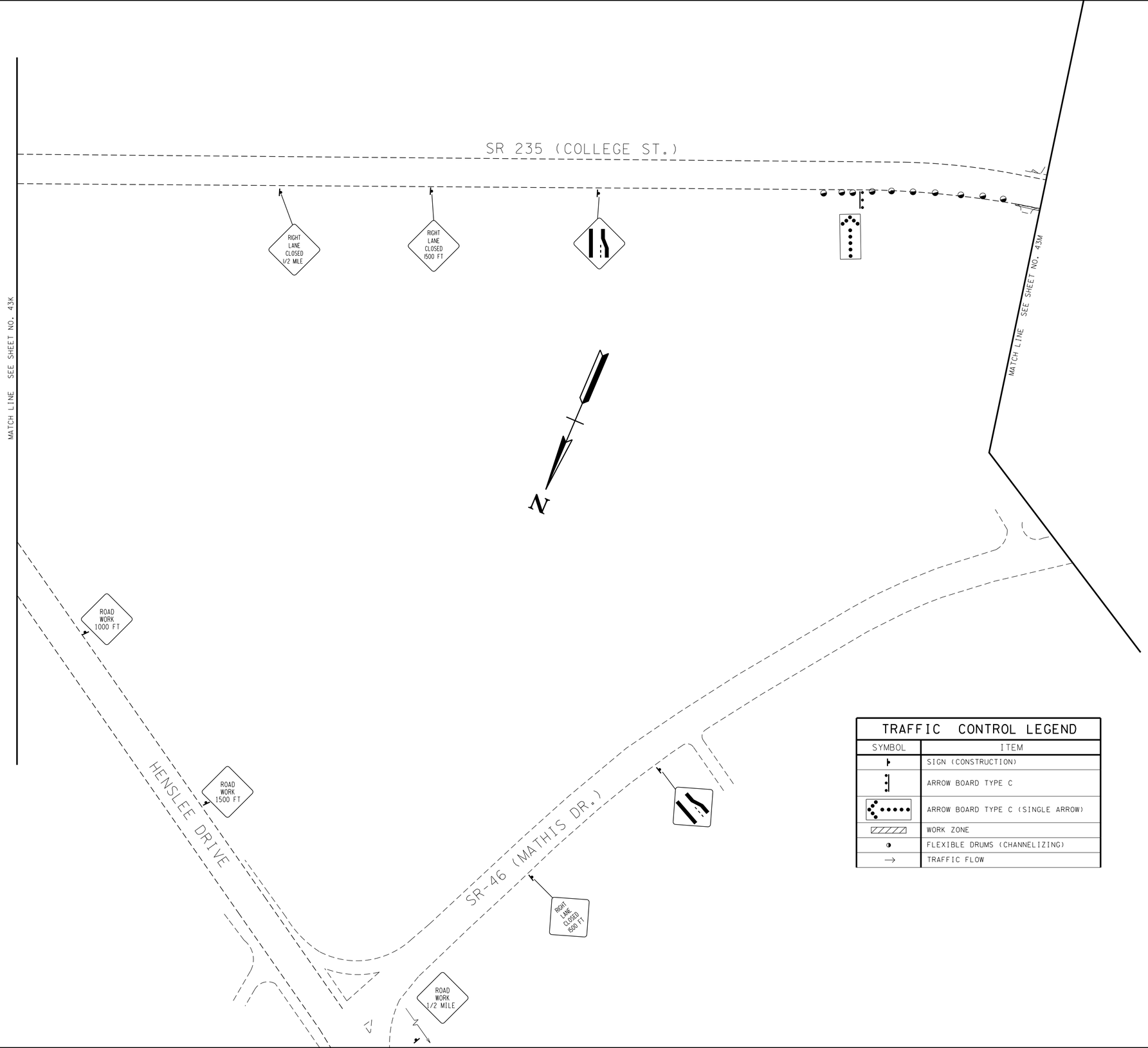
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43L



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
→	TRAFFIC FLOW

UNOFFICIAL SET

NOT FOR BIDDING

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TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=100'

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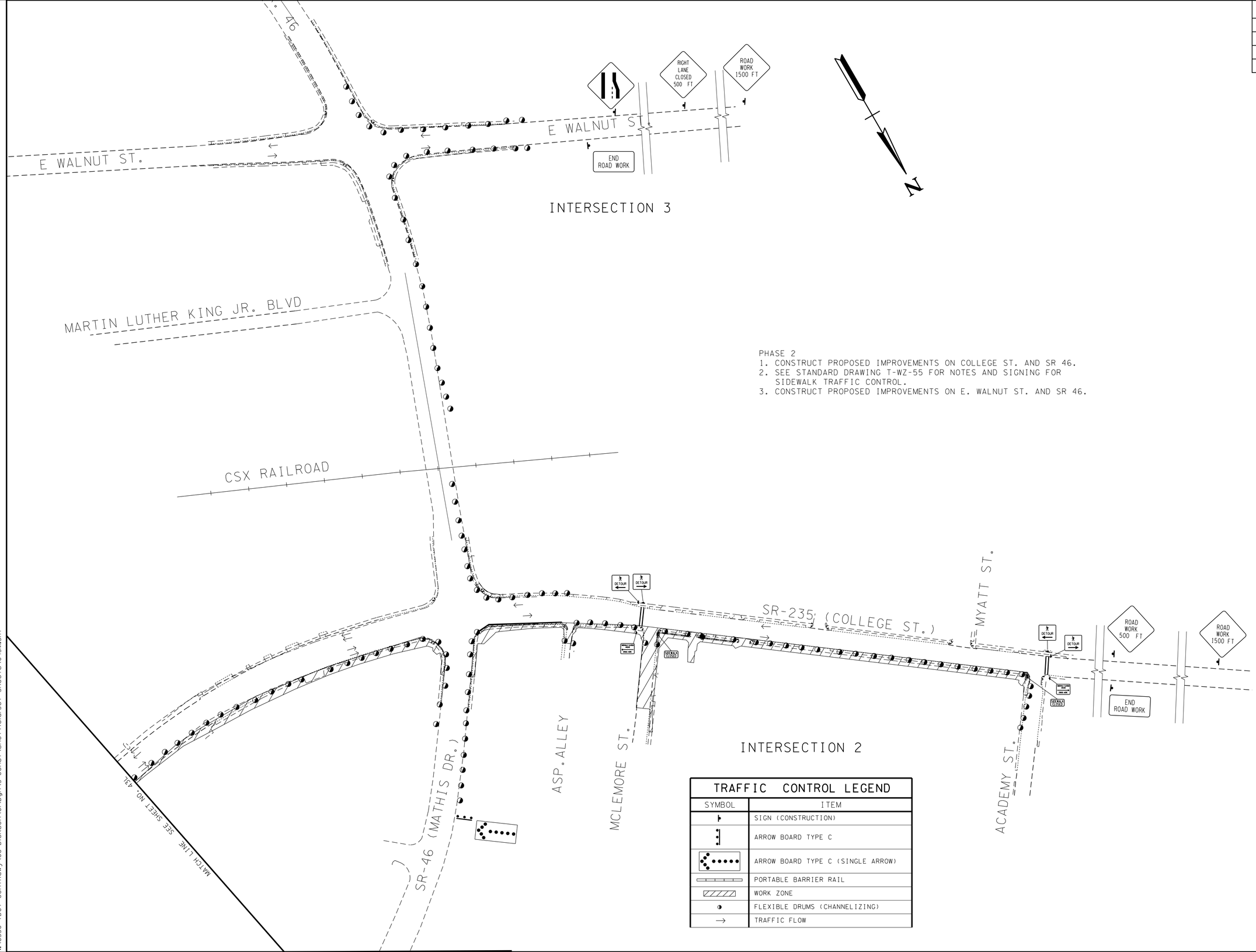
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43M



PHASE 2
1. CONSTRUCT PROPOSED IMPROVEMENTS ON COLLEGE ST. AND SR 46.
2. SEE STANDARD DRAWING T-WZ-55 FOR NOTES AND SIGNING FOR SIDEWALK TRAFFIC CONTROL.
3. CONSTRUCT PROPOSED IMPROVEMENTS ON E. WALNUT ST. AND SR 46.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	PORTABLE BARRIER RAIL
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
→	TRAFFIC FLOW

UNOFFICIAL SET

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=100'

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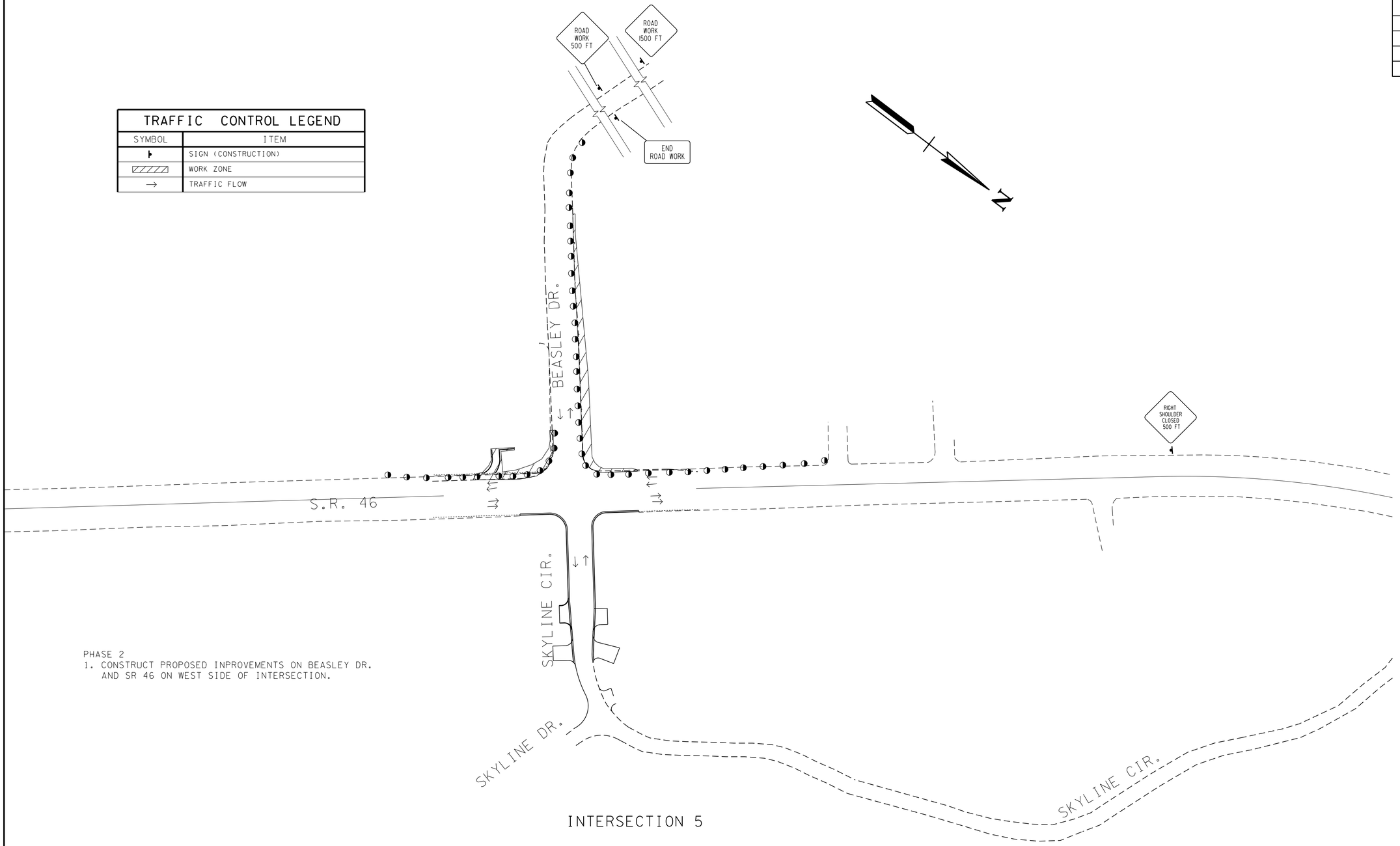
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43N

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
→	TRAFFIC FLOW



PHASE 2
1. CONSTRUCT PROPOSED INPROVEMENTS ON BEASLEY DR. AND SR 46 ON WEST SIDE OF INTERSECTION.

INTERSECTION 5

UNOFFICIAL SET

NOT FOR BIDDING

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TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=100'

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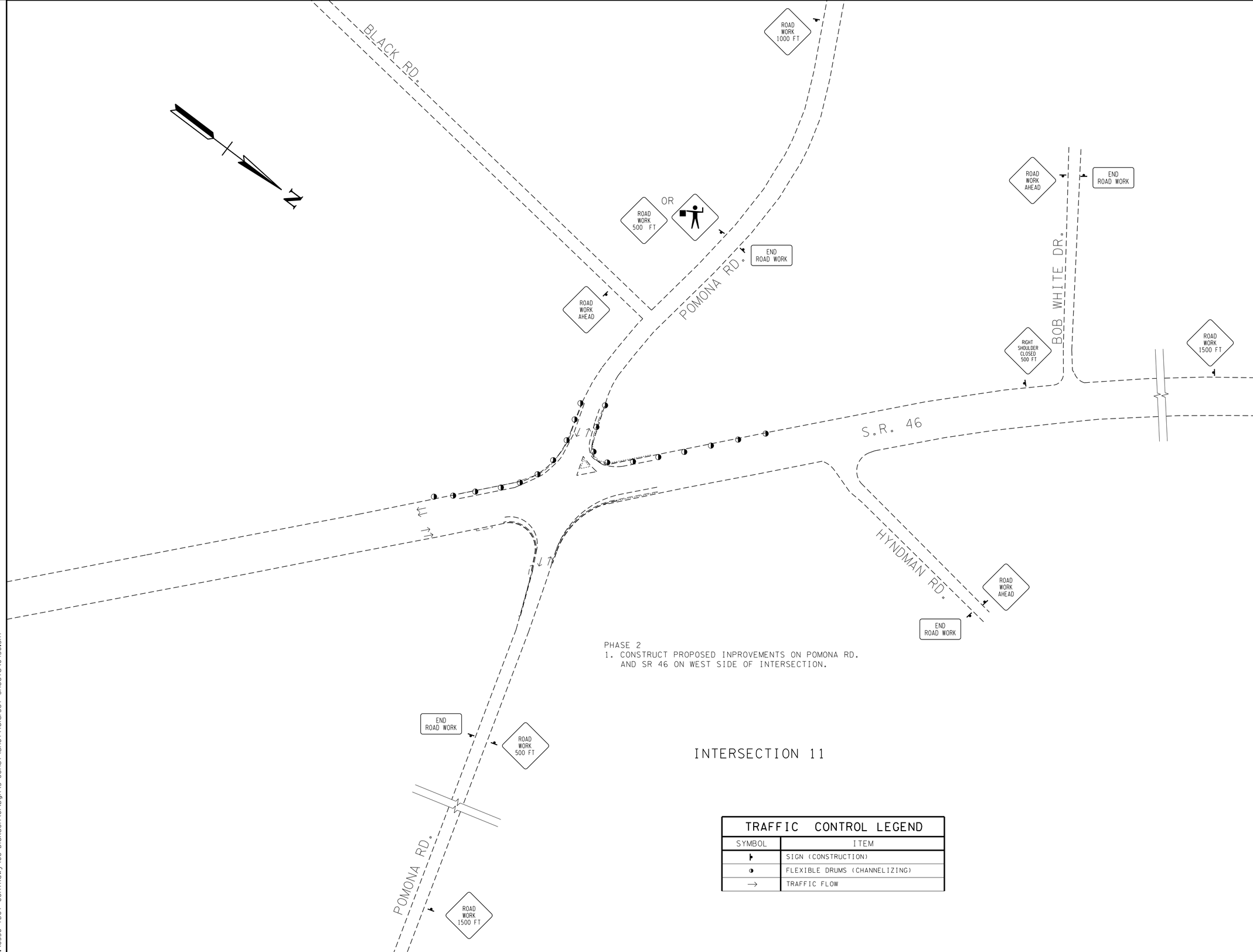
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	430



PHASE 2
1. CONSTRUCT PROPOSED INPROVEMENTS ON POMONA RD. AND SR 46 ON WEST SIDE OF INTERSECTION.

INTERSECTION 11

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
⊢	SIGN (CONSTRUCTION)
◑	FLEXIBLE DRUMS (CHANNELIZING)
→	TRAFFIC FLOW

UNOFFICIAL SET

NOT FOR BIDDING

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=100'

9/23/2014 4:31:17 PM
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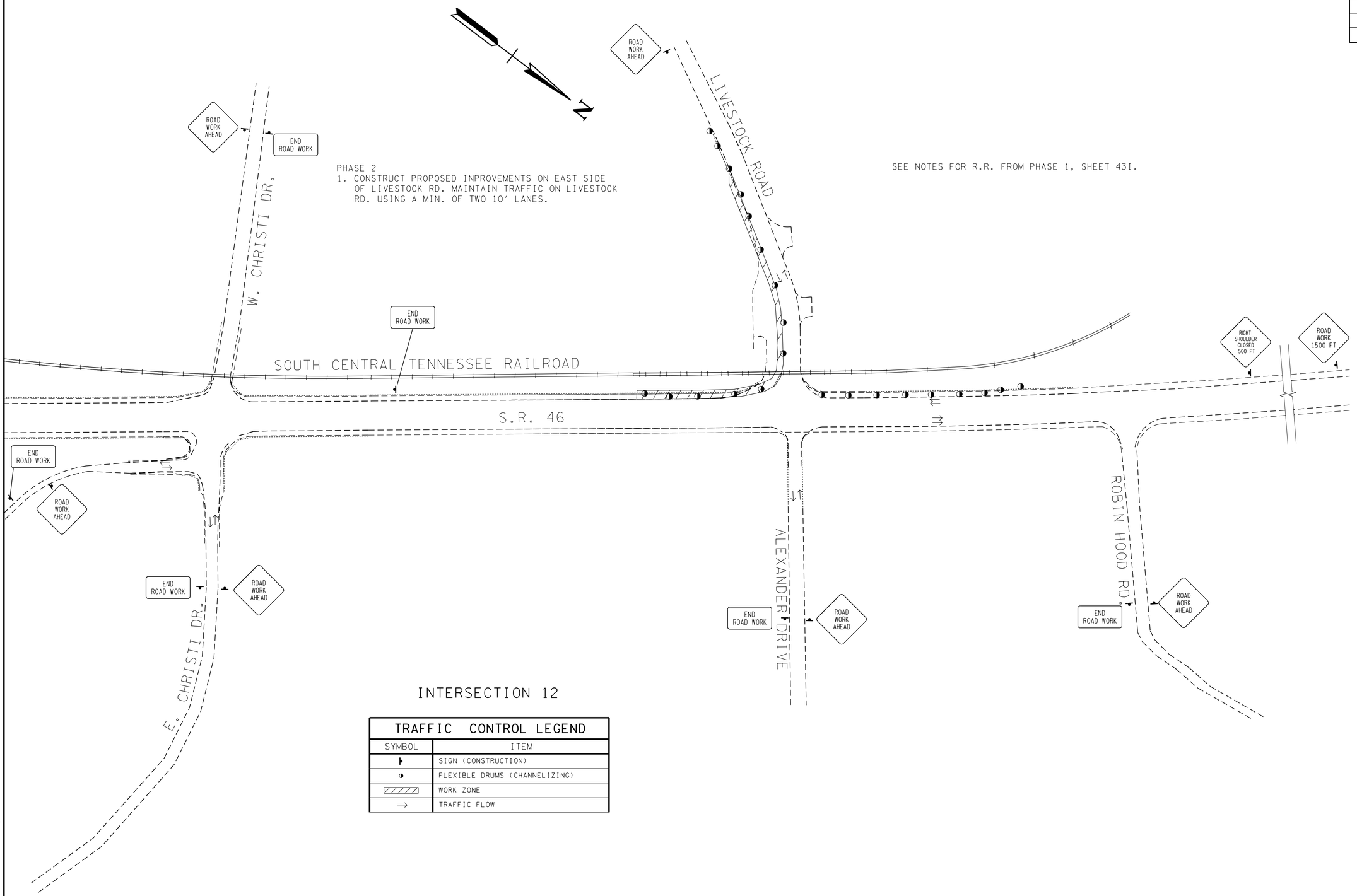
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	43P



PHASE 2
1. CONSTRUCT PROPOSED INPROVEMENTS ON EAST SIDE OF LIVESTOCK RD. MAINTAIN TRAFFIC ON LIVESTOCK RD. USING A MIN. OF TWO 10' LANES.

SEE NOTES FOR R.R. FROM PHASE 1, SHEET 43I.

INTERSECTION 12

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	WORK ZONE
→	TRAFFIC FLOW

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=100'

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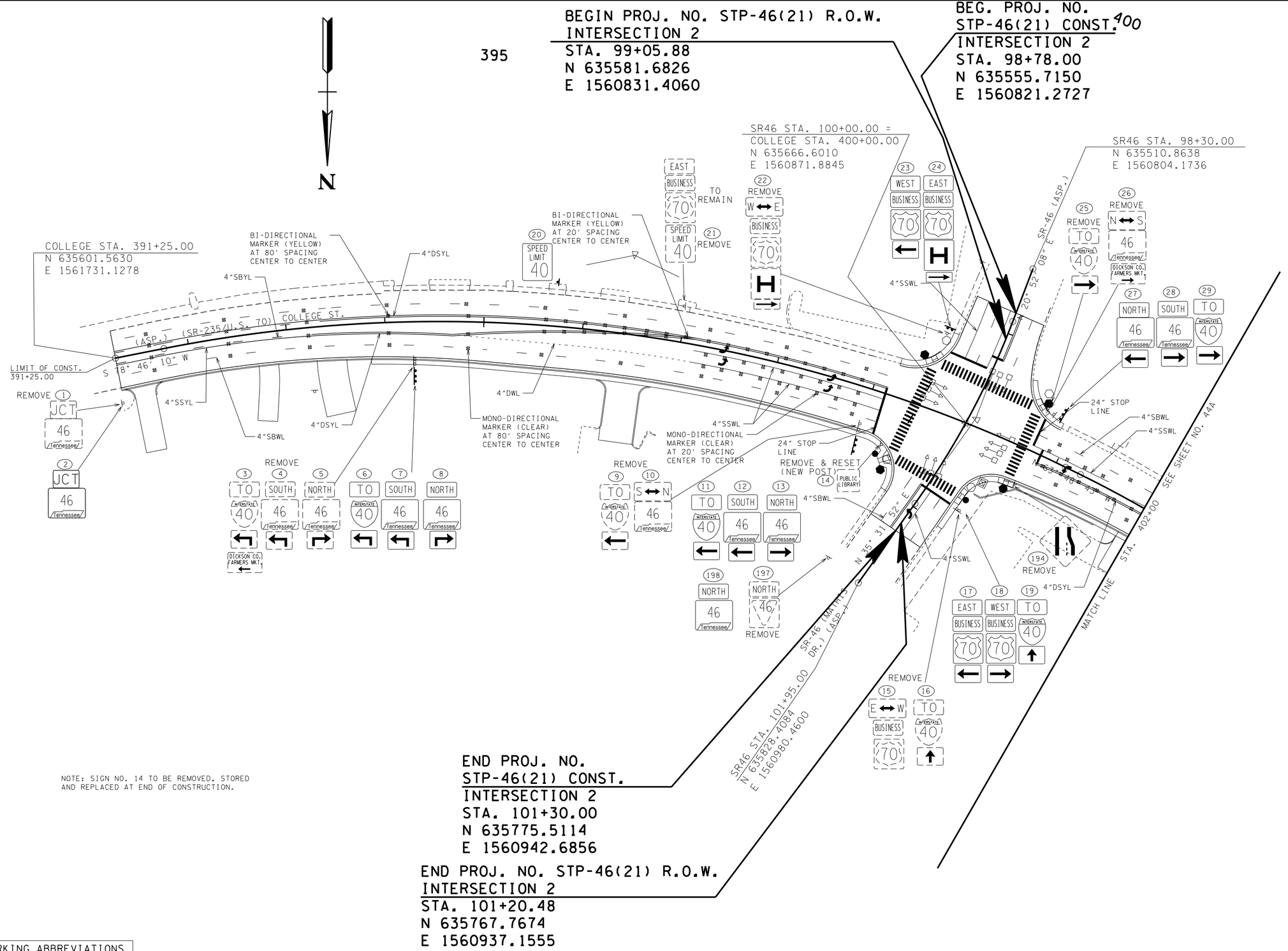
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44



END PROJ. NO.
STP-46(21) CONST.
INTERSECTION 2
STA. 101+30.00
N 635775.5114
E 1560942.6856

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 2
STA. 101+20.48
N 635767.7674
E 1560937.1555

NOTE: SIGN NO. 14 TO BE REMOVED, STORED AND REPLACED AT END OF CONSTRUCTION.

MARKING ABBREVIATIONS
SSWL-SINGLE SOLID WHITE LINE
SSYL-SINGLE SOLID YELLOW LINE
SBWL-SINGLE BROKEN WHITE LINE
SBYL-SINGLE BROKEN YELLOW LINE
DSYL-DOUBLE SOLID YELLOW LINE
DBYL-DOUBLE BROKEN YELLOW LINE
DWL-DOTTED WHITE LINE
DYL-DOTTED YELLOW LINE

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SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 2
STA.391+25 TO STA.402+00
SCALE: 1"= 50'

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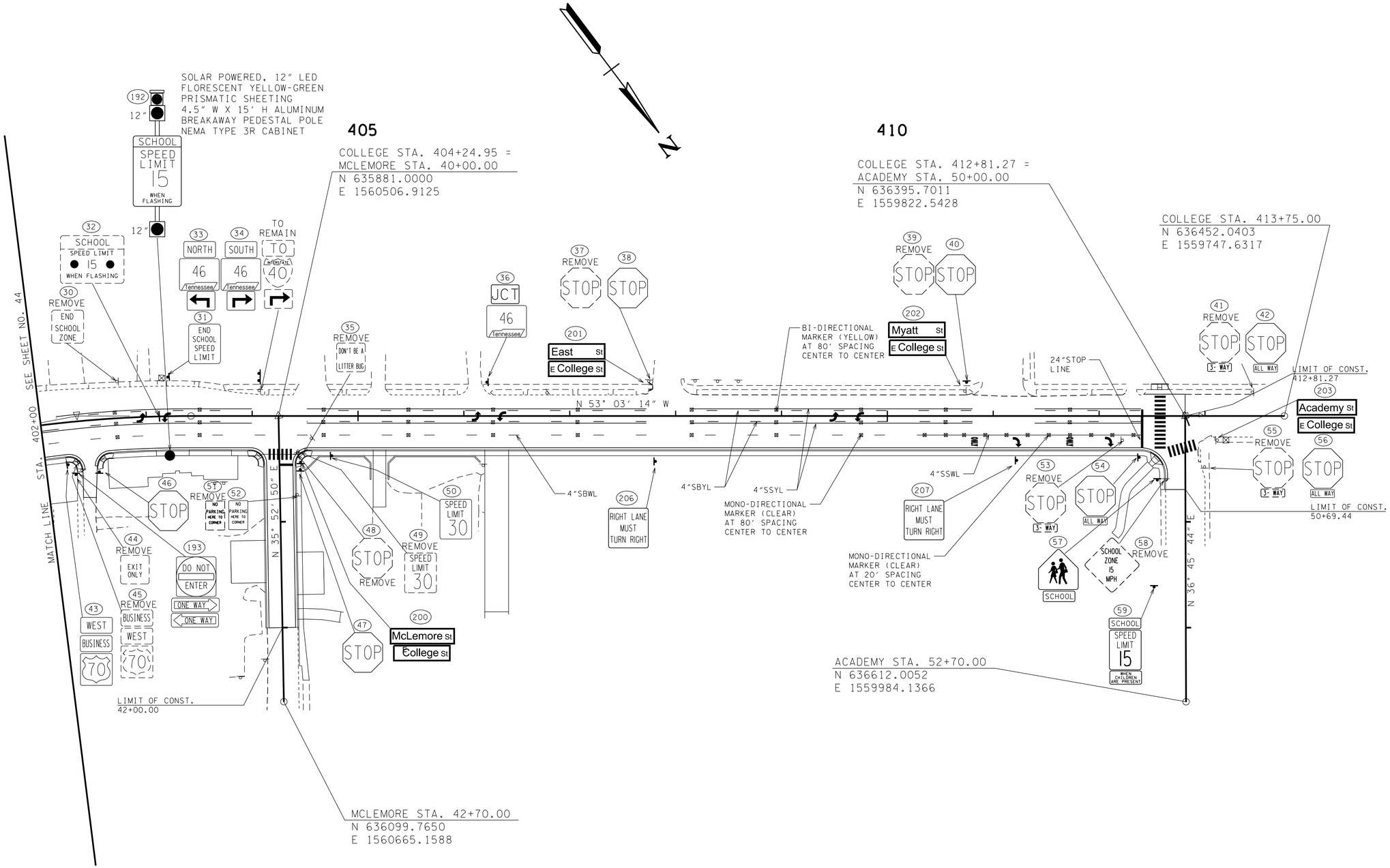
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44A



UNOFFICIAL SET

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COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 2
STA.402+00 TO STA.413+00
SCALE: 1"= 50'

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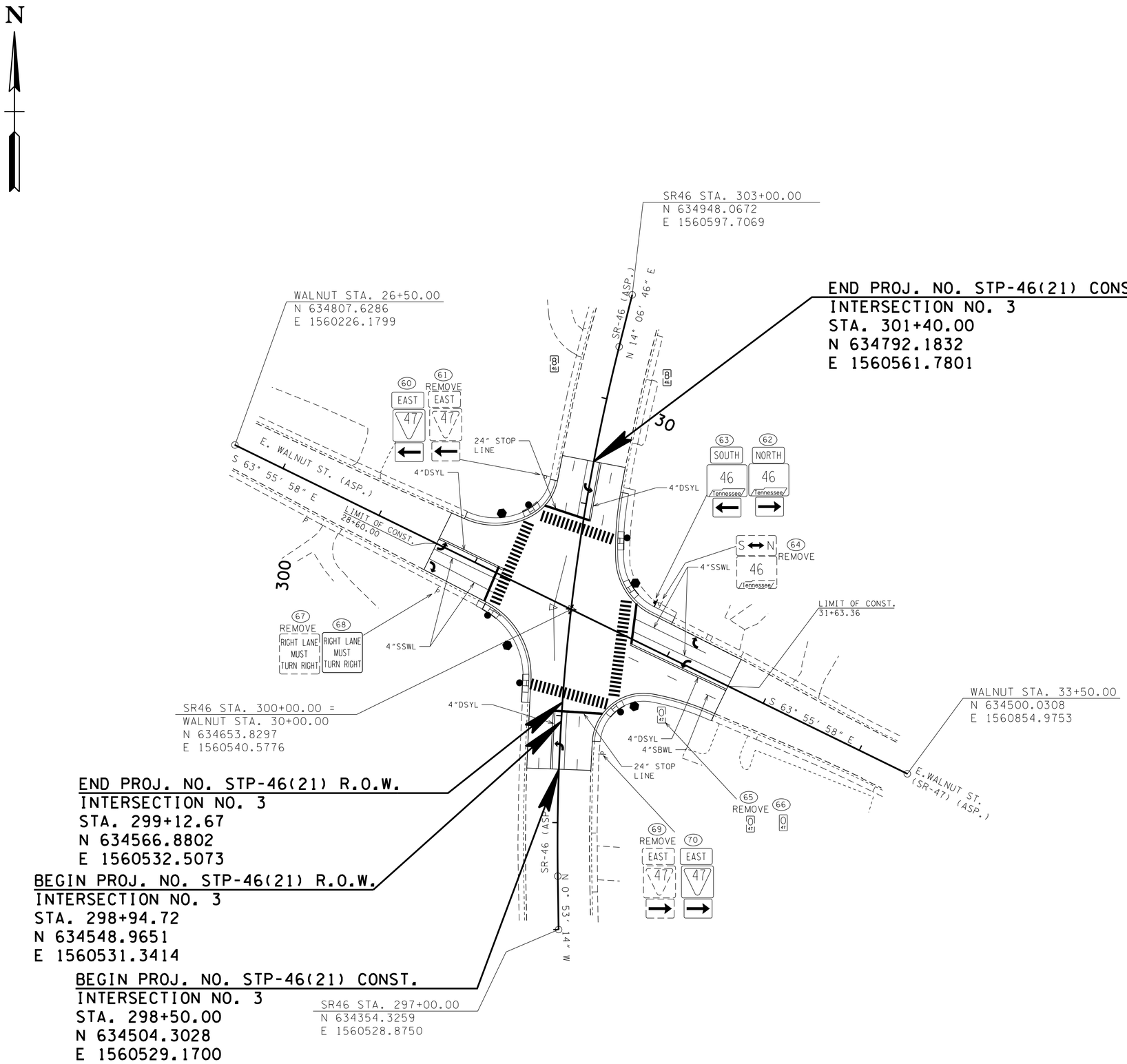
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44B



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 3

SCALE: 1"= 50'

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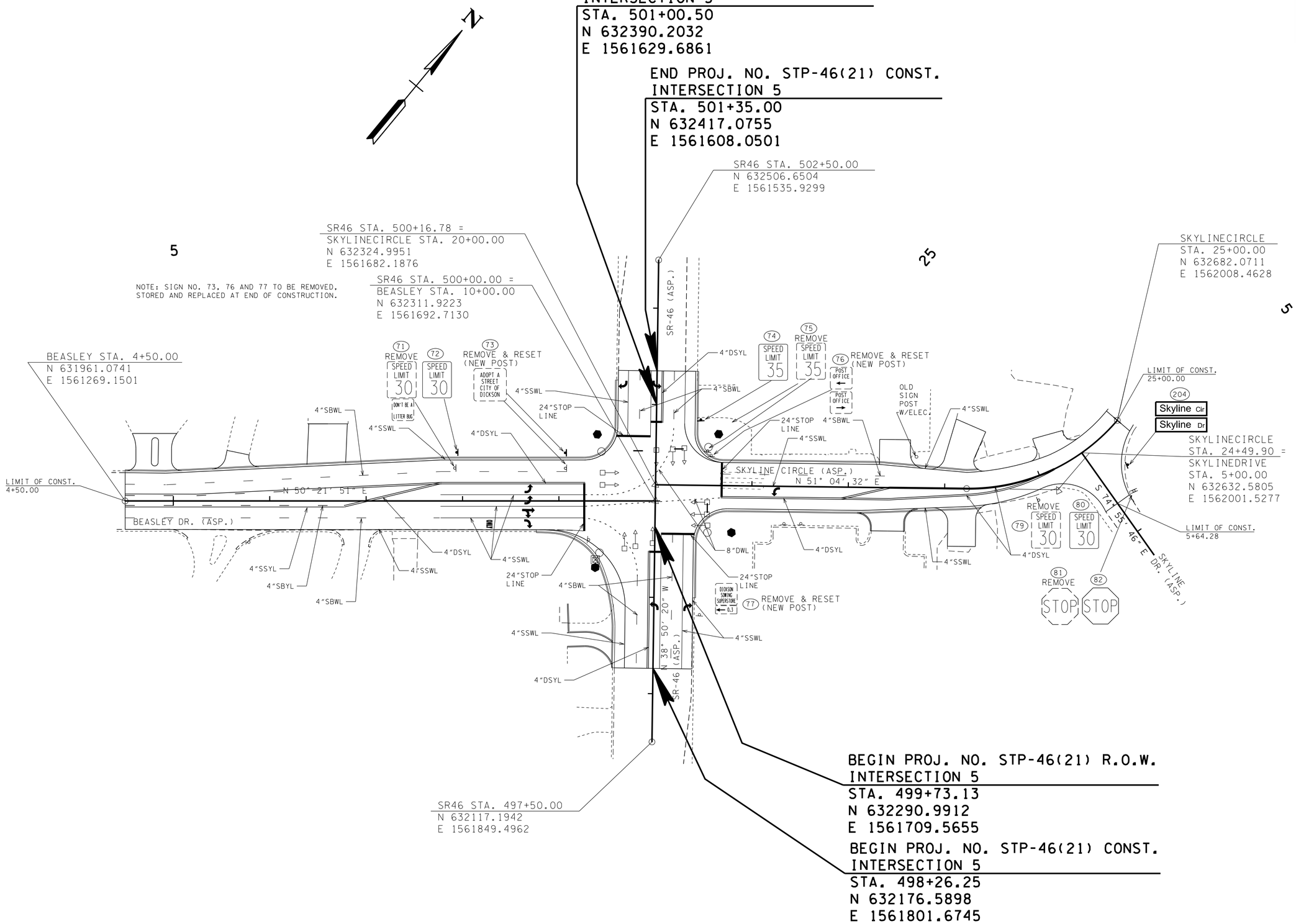
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44C

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 5
STA. 501+00.50
N 632390.2032
E 1561629.6861

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 5
STA. 501+35.00
N 632417.0755
E 1561608.0501



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 5

SCALE: 1"= 50'

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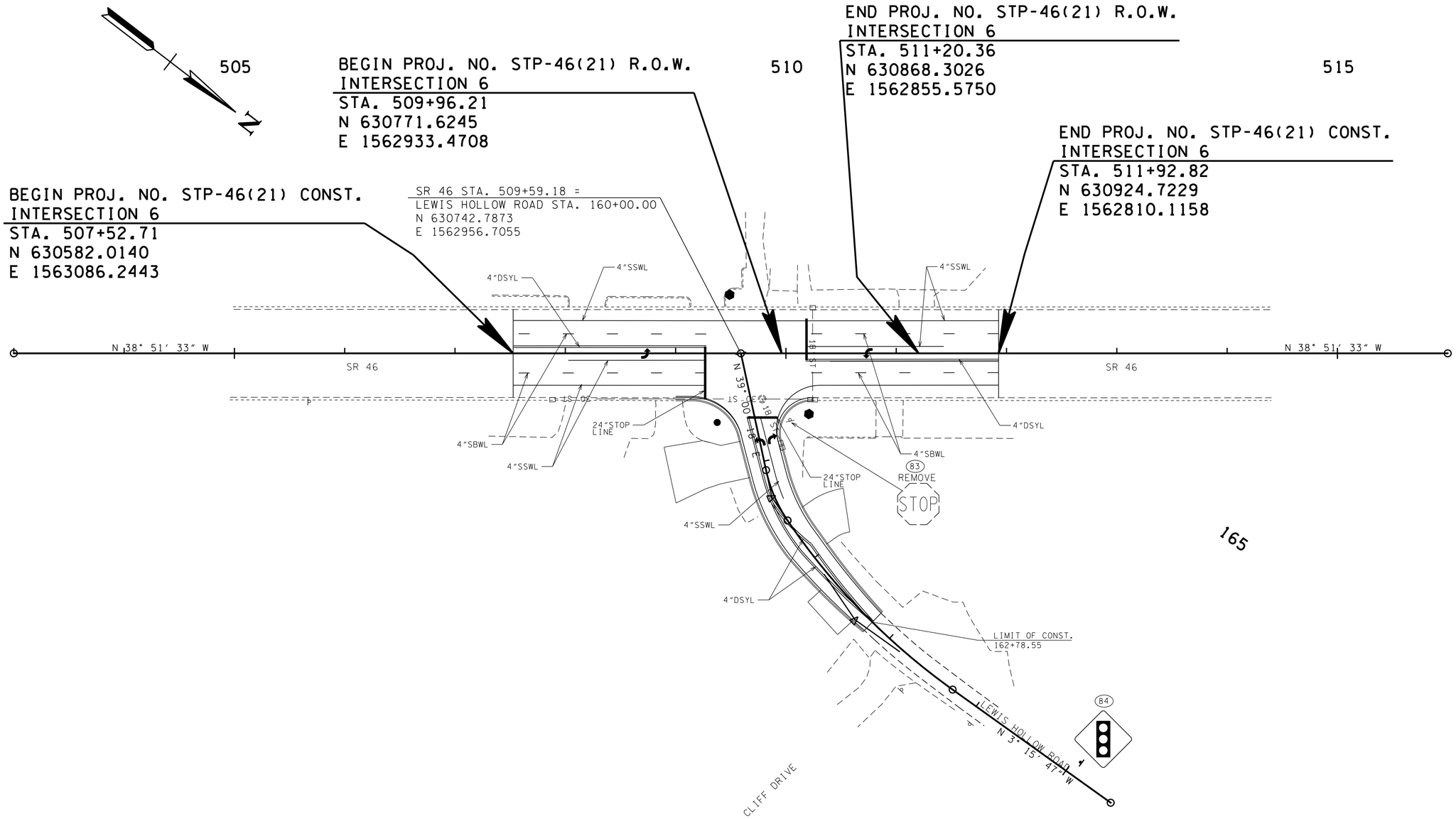
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44D



165

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 6

SCALE: 1"= 50'

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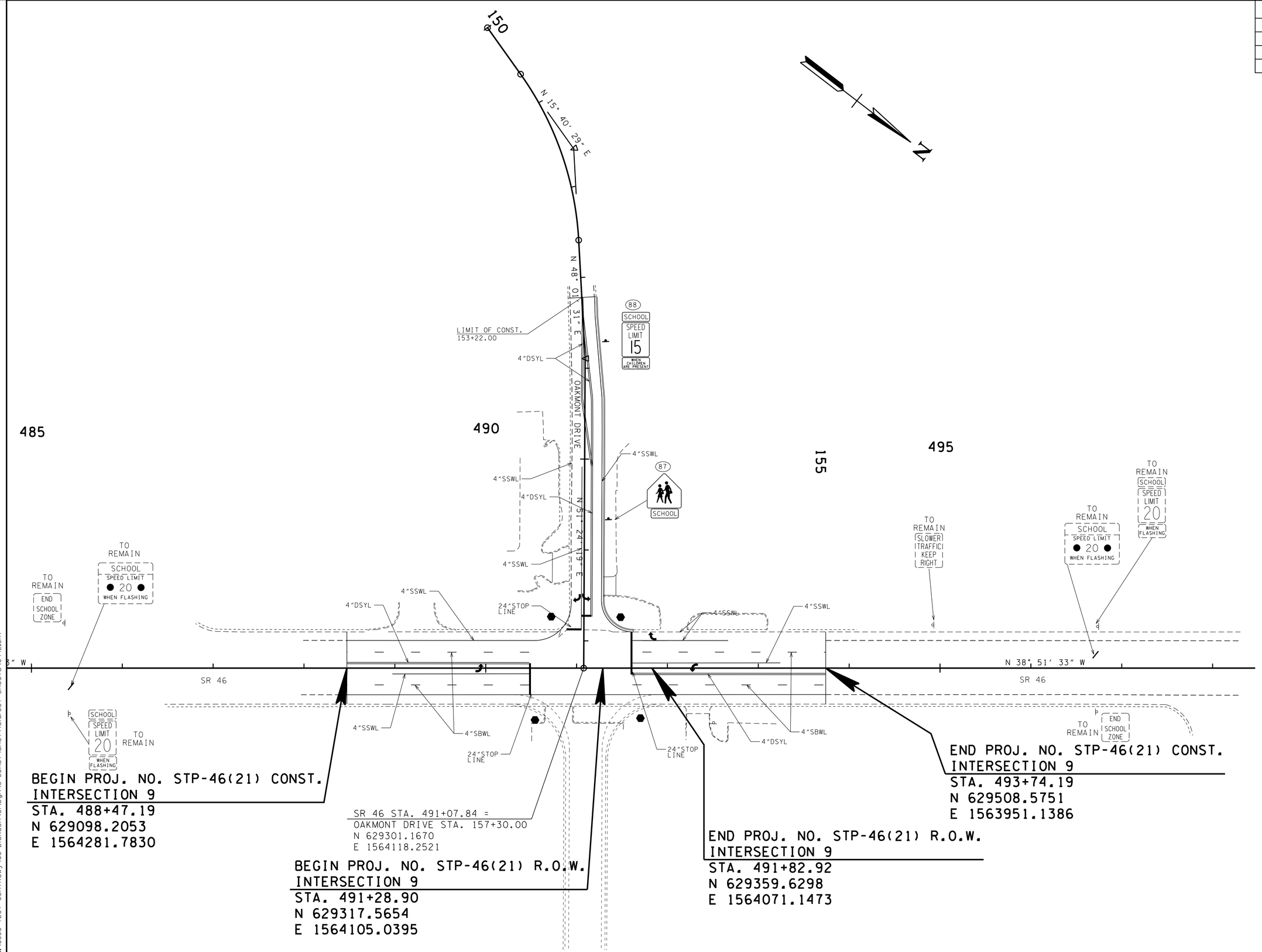
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44E



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 9

SCALE: 1"= 50'

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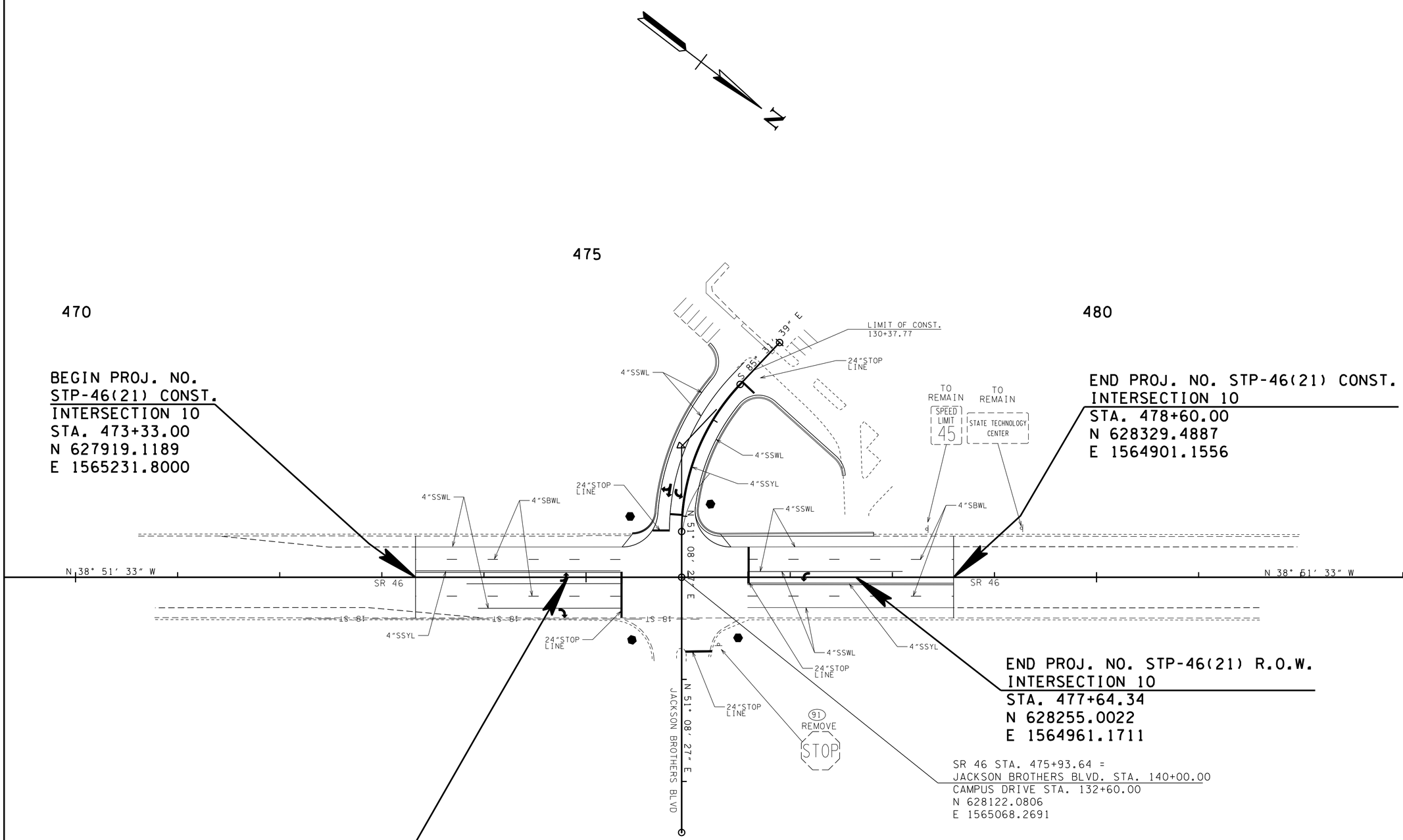
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44F



UNOFFICIAL SET

NOT FOR BIDDING

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 10

SCALE: 1"= 50'

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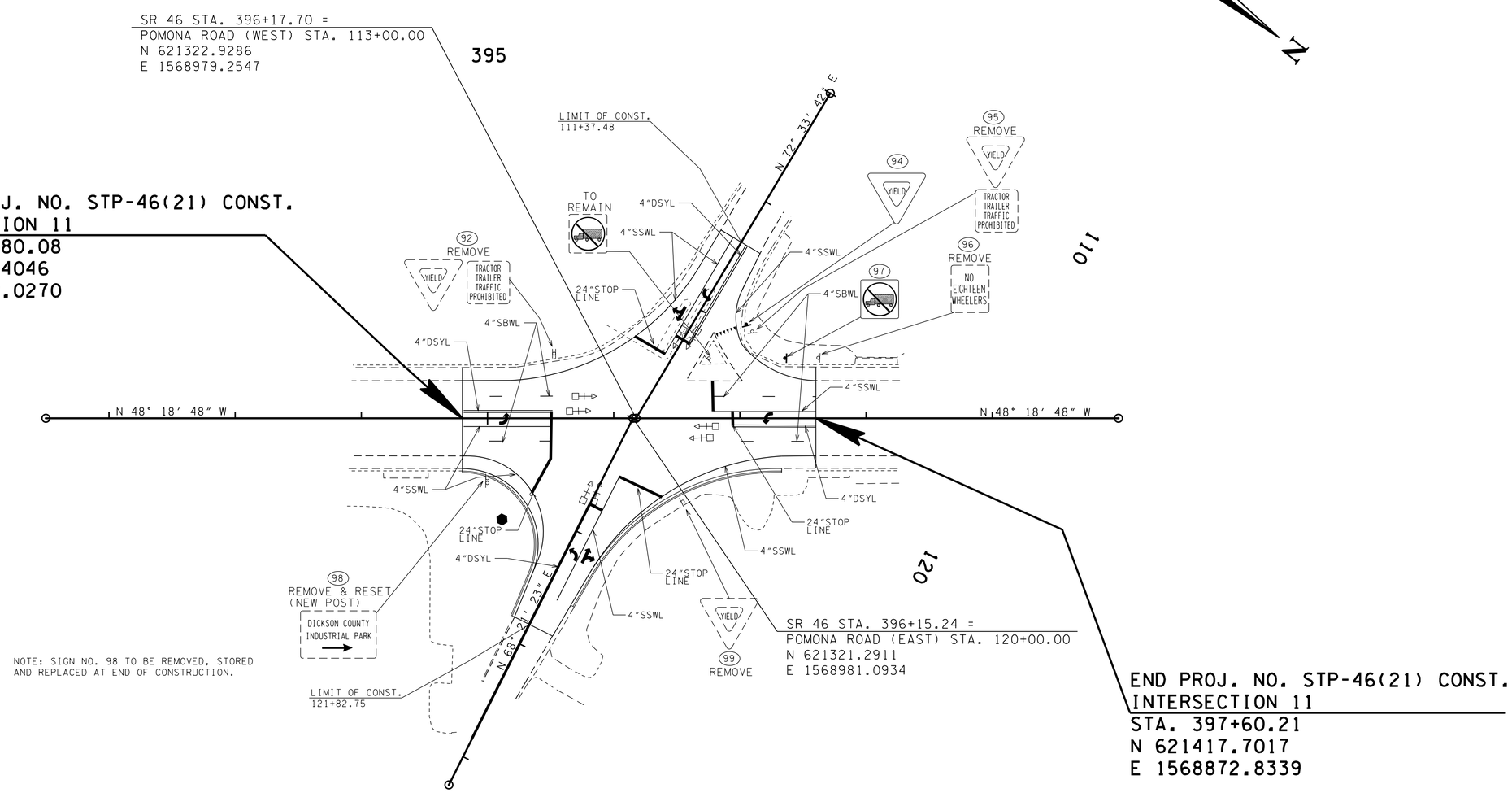
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44G



NOTE: SIGN NO. 98 TO BE REMOVED, STORED AND REPLACED AT END OF CONSTRUCTION.

UNOFFICIAL SET

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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 11

SCALE: 1"= 50'

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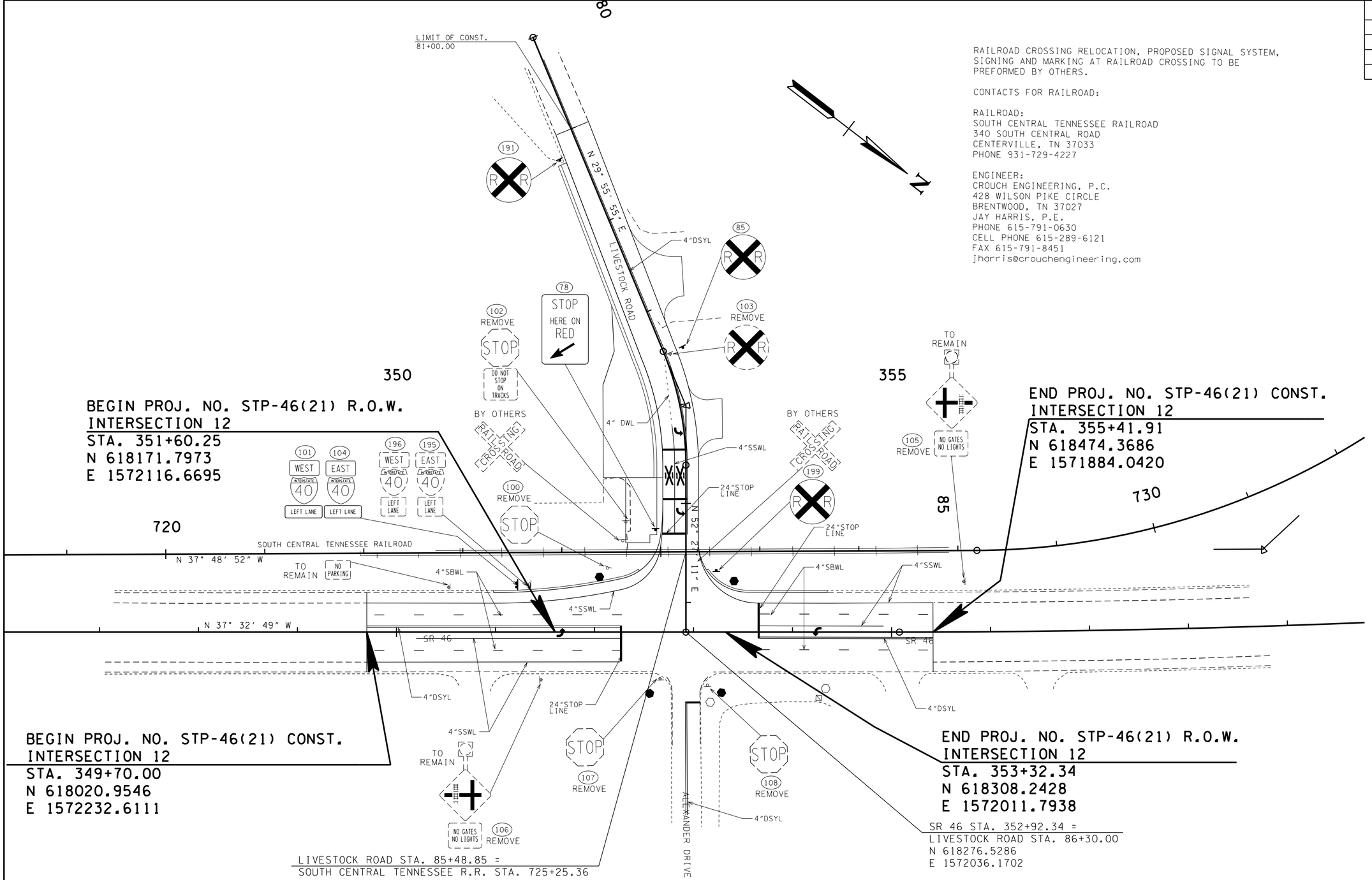
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44H

RAILROAD CROSSING RELOCATION, PROPOSED SIGNAL SYSTEM, SIGNING AND MARKING AT RAILROAD CROSSING TO BE PREFORMED BY OTHERS.

CONTACTS FOR RAILROAD:

RAILROAD:
SOUTH CENTRAL TENNESSEE RAILROAD
340 SOUTH CENTRAL ROAD
CENTERVILLE, TN 37033
PHONE 931-729-4227

ENGINEER:
CROUCH ENGINEERING, P.C.
428 WILSON PIKE CIRCLE
BRENTWOOD, TN 37027
JAY HARRIS, P.E.
PHONE 615-791-0630
CELL PHONE 615-289-6121
FAX 615-791-8451
jharris@crouchengineering.com



BEGIN PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 12
STA. 351+60.25
N 618171.7973
E 1572116.6695

END PROJ. NO. STP-46(21) CONST.
INTERSECTION 12
STA. 355+41.91
N 618474.3686
E 1571884.0420

BEGIN PROJ. NO. STP-46(21) CONST.
INTERSECTION 12
STA. 349+70.00
N 618020.9546
E 1572232.6111

END PROJ. NO. STP-46(21) R.O.W.
INTERSECTION 12
STA. 353+32.34
N 618308.2428
E 1572011.7938

LIVESTOCK ROAD STA. 85+48.85 =
SOUTH CENTRAL TENNESSEE R.R. STA. 725+25.36
N 618227.0760
E 1571971.8313
APPROX. 2250' SOUTH OF MP 5

SR 46 STA. 352+92.34 =
LIVESTOCK ROAD STA. 86+30.00
N 618276.5286
E 1572036.1702

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 12

SCALE: 1"= 50'

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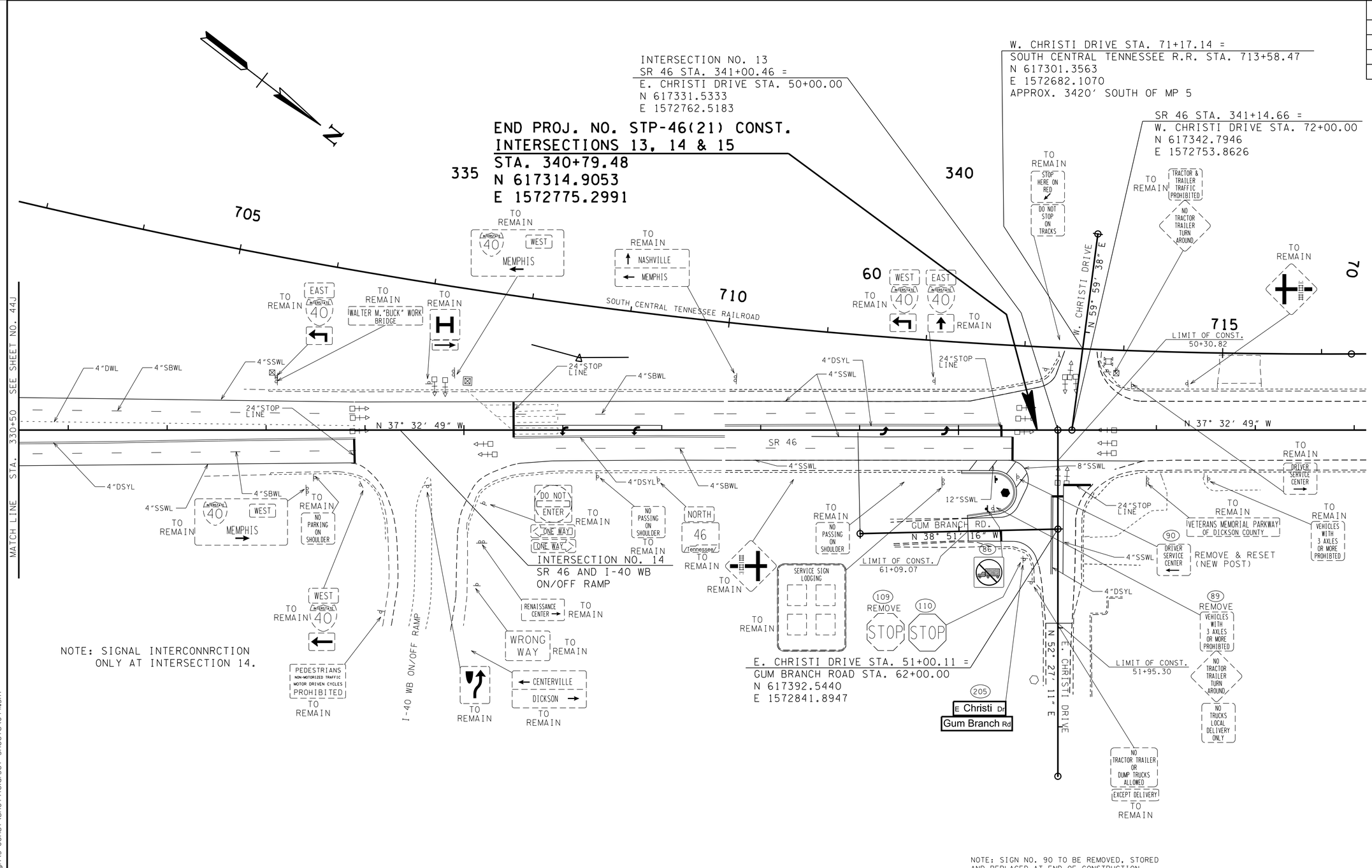
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	441



NOTE: SIGN NO. 90 TO BE REMOVED, STORED AND REPLACED AT END OF CONSTRUCTION.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 13 & 14

SCALE: 1"= 50'

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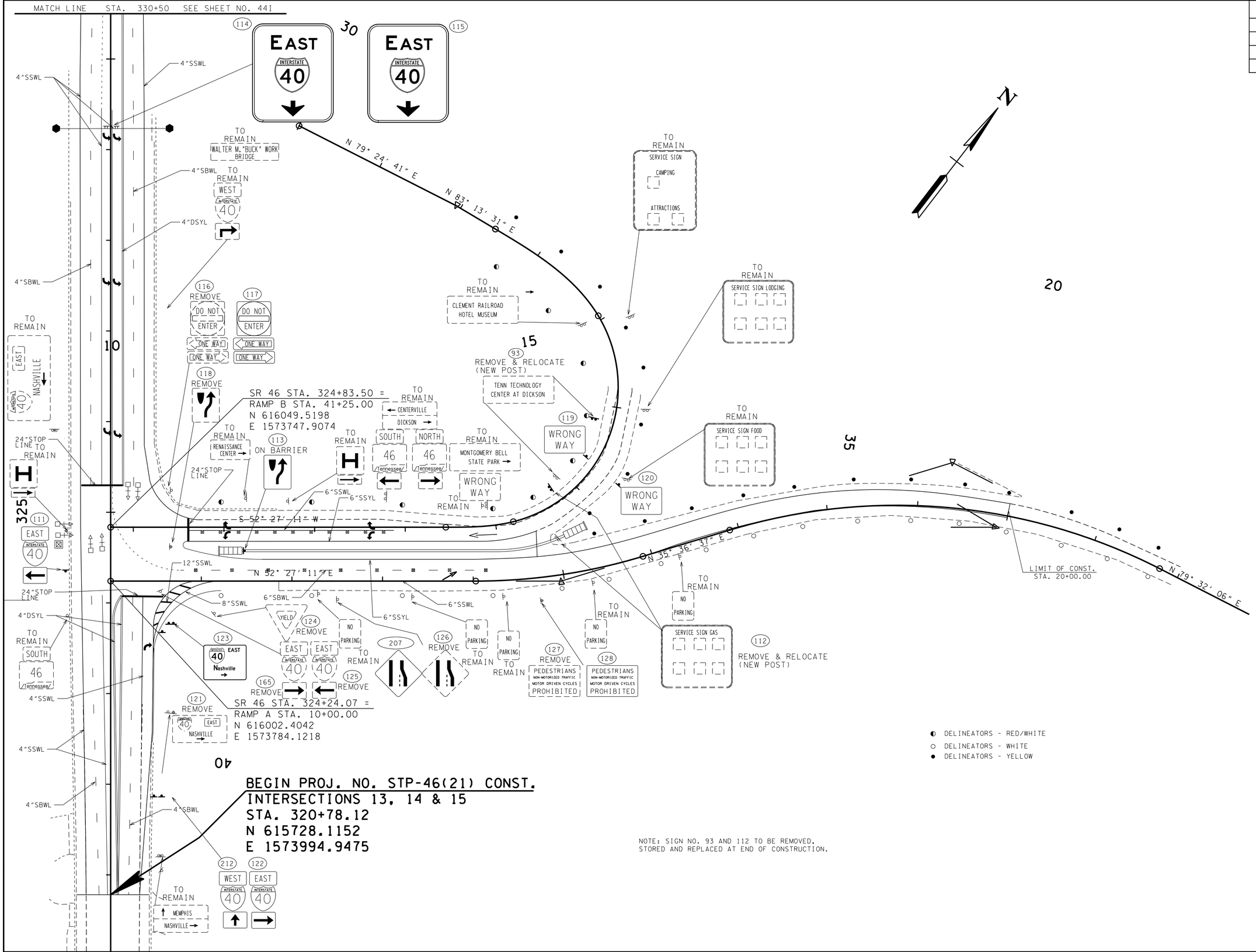
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44J



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 15

SCALE: 1"= 50'

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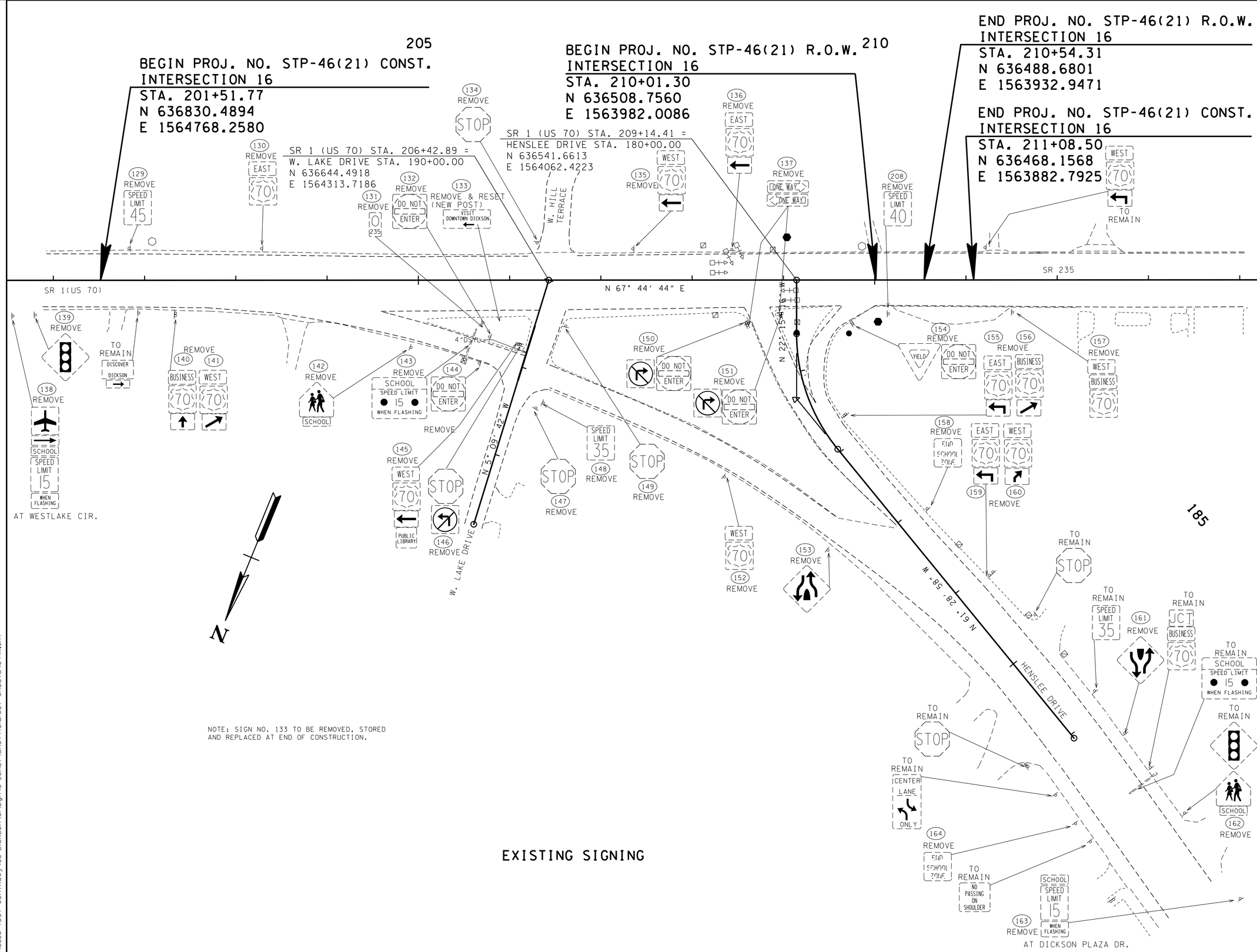
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44K



NOTE: SIGN NO. 133 TO BE REMOVED, STORED AND REPLACED AT END OF CONSTRUCTION.

EXISTING SIGNING

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 16

SCALE: 1"= 50'

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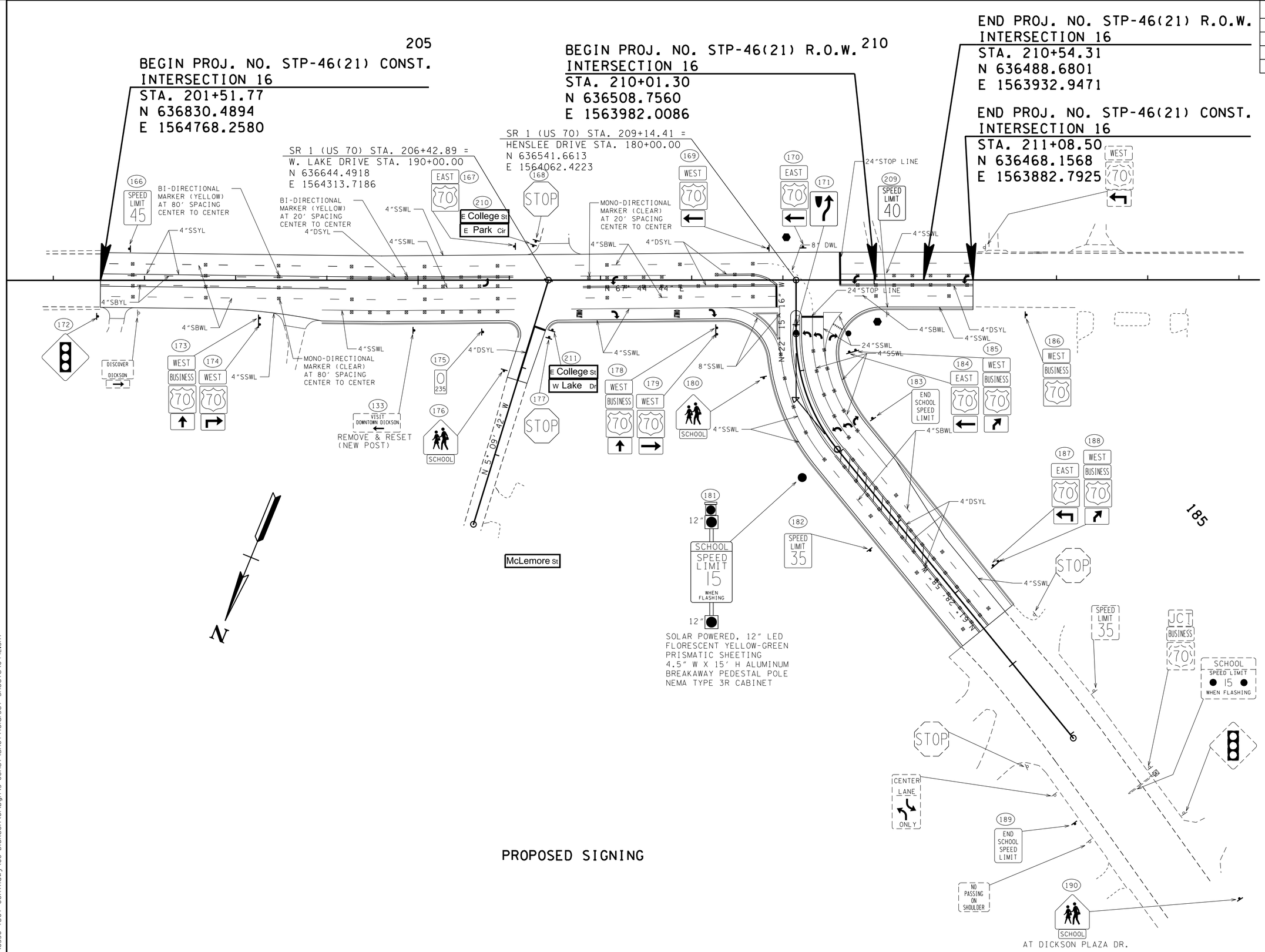
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	44L



PROPOSED SIGNING

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

INTERSECTION NO. 16

SCALE: 1"= 50'

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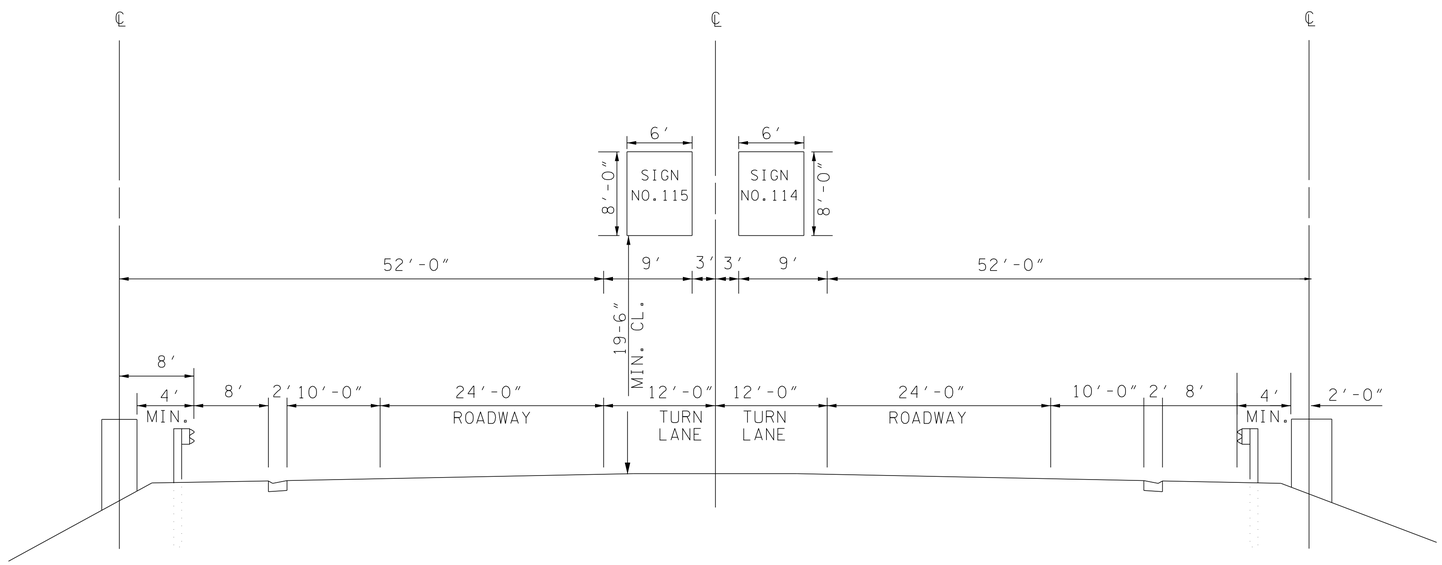
PROJECT NO.	YEAR	SHEET NO.
STP-46(21)	2014	44M

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SPAN = 128'-0"



NOTES:

THE CONTRACTOR SHALL REFER TO STANDARD BRIDGE DRAWING "STD-8-4". IF THIS DRAWING IS NOT LISTED IN THE PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THIS STANDARD. (THIS STANDARD DRAWING CAN BE FOUND ON THE TDOT INTERNET WEBSITE UNDER "TDOT SERVICES INDEX" AND THEN "STANDARD DRAWING".

PRIOR TO ORDERING ANY MATERIAL, THE CONTRACTOR SHALL FIELD MEASURE THIS OVERHEAD SIGN STRUCTURE TO VERIFY SPAN LENGTH.

THE COST OF THE FOOTINGS TO BE INCLUDED IN THE BID ITEM FOR THIS SIGN STRUCTURE.

OVERHEAD STRUCTURE

SIGN NOS. 114 & 115
STA. 329+23± S.R. 46

STRUCTURE I.D. NUMBER
22SNM4702983

DESIGN DATA

SIGN DESIGN AREA= 114 = 48 S.F.
115 = 48 S.F.

W.V.=90 MPH

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DEPARTMENT OF TRANSPORTATION

CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

M-470-298

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45

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.		
2	JCT M2-1 46 Tennessee TN-6C	44	21"	15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=13'-6"				7'-0"	
6	TO M4-5 INTERSTATE 40 M1-1 M5-1L	44	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
7	SOUTH M3-3 46 Tennessee TN-6C M5-1L	44	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
8	NORTH M3-1 46 Tennessee TN-6C M5-1R	44	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
11	TO M4-5 INTERSTATE 40 M1-1 M6-1L	44	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
12 63	SOUTH M3-3 46 Tennessee TN-6C M6-1L	44 44B	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
13	NORTH M3-1 46 Tennessee TN-6C M6-1R	44	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
17	EAST M3-2 BUSINESS M4-3 70 M1-4 M6-1L	44	24" 24" 21"	12" 12" 15"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	* P8	L=17'-6"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
18	WEST M3-4 BUSINESS M4-3 70 M1-4 M6-1R	44	24" 24" 21"	12" 12" 15"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	* P8	L=17'-6"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
19	TO M4-5 INTERSTATE 40 M1-1 M6-3	44	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
20 209	SPEED LIMIT 40 R2-1	44 44L	30"	36"									BLACK	WHITE (REF)	0.100" SHEET ALUM.	P8	L=13'-6"				6'-0"	
23	WEST M3-4 BUSINESS M4-3 70 M1-4 M6-1L	44	24" 24" 21"	12" 12" 15"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	* P8	L=17'-6"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A

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SIGN SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45A

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.		
24	EAST M3-2 BUSINESS M4-3 70 M1-4 H D9-2 → M6-1R	44	24" 24" 24" 21"	12" 12" 24" 15"							24"X24"		BLACK (REF) WHITE (REF) WHITE (REF)	WHITE (REF) BLUE (REF) BLUE (REF)	0.080" SHEET ALUM.	* P6	L=17'-6"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
27	NORTH M3-1 46 Tennessee TN-6C ← M6-1L	44	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
28	SOUTH M3-3 46 Tennessee TN-6C → M6-1R	44	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
29	TO M4-5 INTERSTATE 40 M1-1 → M6-1R	44	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
31 183 189	END SCHOOL SPEED LIMIT	44A 44L 44L	24"	30"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=12'-0"				6'-0"	
33	NORTH M3-1 46 Tennessee TN-6C ↰ M5-1L	44A	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
34	SOUTH M3-3 46 Tennessee TN-6C ↱ M5-1R	44A	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
36	JCT M2-1 46 Tennessee TN-6C	44A	21"	15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=13'-6"				7'-0"	
38 40 46 47 82 110 168 177	STOP R1-1	44A 44A 44A 44A 44C 44I 44L 44L	36"	36"									WHITE (REF)	RED (REF)	0.080" SHEET ALUM.	P8	L=14'-0"				7'-0"	
42 54 56	STOP R1-1 ALL WAY R1-3P	44A 44A 44A	36" 24"	36" 9"									WHITE (REF) WHITE (REF)	RED (REF) RED (REF)	0.080" SHEET ALUM. 0.080" SHEET ALUM.	* P5	L=14'-0"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
43	WEST M3-4 BUSINESS M4-3 70 M1-4	44A	24" 24"	12" 12"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=17'-6"				7'-0"	
50 72 80	SPEED LIMIT 30 R2-1	44A 44C 44C	24" 30" 24"	30" 36" 30"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	U3 P8 U3	L=13'-6"				6'-0"	

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SIGN SCHEDULE

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RED (REF)

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45B

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
117 193	DO NOT ENTER R5-1 ONE WAY R6-1R ONE WAY R6-1L	44J 44A	36" 36" 36"	36" 12" 12"									WHITE (REF)	RED (REF)	0.100" SHEET ALUM.	2½" O @ 3.35#/FT. SCHEDULE 10	L=15'-0"				7'-0"	R6-1 SIGNS TO BE MOUNTED BACK TO BACK.SEE * NOTE.
192 181	SCHOOL SPEED LIMIT 15 WHEN FLASHING S5-1	44A 44L	24"	48"									BLACK BLACK	FLUOR YELLOW -GREEN (REF) WHITE (REF)	0.100" SHEET ALUM.							POLE MOUNTED ITEM NO. 730-23.30
52	NO PARKING HERE TO CORNER R8-3A(MOD)	44A	18"	24"									WHITE (REF)	RED (REF)	0.080" SHEET ALUM.	U3	L=11'-0"				7'-0"	
57 87 176 180 190	S1-1 SCHOOL S4-3P	44A 44E 44L 44L 44L	36" 24"	36" 8"									BLACK (REF)	FLUOR YELLOW -GREEN (REF)	0.080" SHEET ALUM.	* P5	L=13'-0"				7'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
59 88	SCHOOL S4-3P SPEED LIMIT 15 R2-1 WHEN FLASHING S4-2P	44A 44E	24" 24" 24"	8" 30" 10"									BLACK BLACK	FLUOR YELLOW -GREEN (REF) WHITE (REF)	0.080" SHEET ALUM.	P8	L=13'-0"				7'-0"	
62	NORTH M3-1 46 Tennessee TN-6C M6-1R	44B	24" 21"	12" 15"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
60	EAST M3-2 47 TN-6A M6-1L	44B	24" 21"	12" 15"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
68 206 207	RIGHT LANE MUST TURN RIGHT R3-7R	44B 44A 44A	30"	30"									BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=12'-6"				7'-0"	
70	EAST M3-2 47 TN-6A M6-1R	44B	24" 21"	12" 15"							24"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
66	47 TN-17A	44B	6"	12"									WHITE (REF)	GREEN (REF)	0.080" SHEET ALUM.	U1	L=8'-6"				4'-0"	
74 182	SPEED LIMIT 35 R2-1	44C 44L	30"	36"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=13'-6"				6'-0"	
84 172	W3-3	44D 44L	36"	36"									RED (REF) GREEN (REF)	YELLOW (REF)	0.100" SHEET ALUM.	P8	L=13'-6"				6'-0"	
94	YIELD R1-2	44G	36"	36"									RED (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=14'-6"				6'-0"	
97 86	R5-2	44G 44I	24"	24"									RED (REF)	WHITE (REF)	0.080" SHEET ALUM.	U3	L=14'-6"				6'-0"	
85 191 199	R R W10-1	44H 44H 44H	36" DIA										BLACK (REF)	YELLOW (REF)	0.100" SHEET ALUM.	* U6	L=14'-6"				6'-0"	* REQUITERS SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
78	STOP HERE ON RED R10-6	44H	24"	36"									BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	U3	L=15'-6"				7'-0"	
128	PEDESTRIANS NON-MOTORIZED TRAFFIC MOTOR DRIVEN CYCLES PROHIBITED TN-21	44J	36"	30"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=12'-0"				6'-0"	

*NOTE:

1. 2½" DIA. SUPPORT (ITEM NO. 713-11.03) TO BE SPECIFIED ON THE "QUALIFIED PRODUCT LISTS". LIST 33. "POZ-LOC SLIPBASE SYSTEM". NORTHWEST PIPE CO. TRAFFIC SYSTEMS OR EQUILAVENT. ITEM TO INCLUDE CONCRETE FOOTING AND ALL HARDWARE TO ATTACH SIGNS TO POST.
2. R5-1 SIGNS TO BE AT AN ANGLE AS DESCRIBED IN THE M.U.T.C.D. SECTION 2E-5D "WRONG WAY CONTROL AT INTERCHANGE RAMPS" OR AS DIRECTED BY THE ENGINEER.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45C

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.		
111	EAST M3-2 INTERSTATE 40 M1-1 M6-1L	44J	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
114 115	EAST INTERSTATE 40	44J 44J	6'-0"	8'-0"	9"	2"	12"	10"		EMOD	36"X36"	TYPE H	WHITE (REF)	GREEN (REF)	8-12" ALUMIMUM EXTRUSION			OVERHEAD SIGN				
113	R4-7	44J	24"	30"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	MOUNTED ON MEDIAN BARRIER ITEM NO. 713-30.09					
119 120	WRONG WAY R5-1A	44J 44J	36"	24"									WHITE (REF)	RED (REF)	0.080" SHEET ALUM.	P8	L=12'-0"				6'-0"	
122	EAST M3-2 INTERSTATE 40 M1-1 M6-1R	44J	24" 21"	12" 15"							24"X24"		WHITE (REF)	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
123	INTERSTATE 40 EAST Nashville	44J	7'-0"	5'-0"	6"	2"	6" 8"	6"		EMOD	24"X24"	TYPE A	WHITE (REF)	GREEN (REF)	5-12" ALUMIMUM EXTRUSION	S4x7.7	H1=19'-6" H2=19'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
166	SPEED LIMIT 45 R2-1	44L	30"	36"									BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=13'-6"				6'-0"	
167	EAST M3-2 70 M1-4	44L	24"	12"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
171	R4-7	44L	24"	30"									BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=14'-6"				7'-0"	
169	WEST M3-4 70 M1-4 M6-1L	44L	24" 21"	12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
170 184	EAST M3-2 70 M1-4 M6-1L	44L 44L	24" 21"	12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
173 178	WEST M3-4 BUSINESS M4-3 70 M1-4 M6-3	44L 44L	24" 24" 21"	12" 12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P5	L=15'-6"				7'-0"	
174	WEST M3-4 70 M1-4 M5-1R	44L	24" 21"	12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
175	235 TN-17A	44L	6"	12"									WHITE (REF)	GREEN (REF)	0.080" SHEET ALUM.	U1	L=8'-6"				4'-0"	
179	WEST M3-4 70 M1-4 M6-1R	44L	24" 21"	12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45D

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.		
185 188	WEST M3-4 BUSINESS M4-3 70 M1-4 M5-2R	44L 44L	24" 24" 21"	12" 12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P5	L=15'-6"				7'-0"	
186	WEST M3-4 BUSINESS M4-3 70 M1-4	44L	24" 24"	12" 12"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	
187 184	EAST M3-2 70 M1-4 M5-1L	44L 44L	24" 21"	12" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"					
104	EAST M3-2 INTERSTATE 40 M1-1 M6-1L LEFT LANE W7-3 (MOD)	44H	24" 21" 21"	12" 15" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P5	L=15'-6"				7'-0"	
101	WEST M3-2 INTERSTATE 40 M1-1 M6-1L LEFT LANE W7-3 (MOD)	44H	24" 21" 21"	12" 15" 15"							24"X24"		BLACK	WHITE (REF)	0.080" SHEET ALUM.	P5	L=15'-6"				7'-0"	
73	ADOPT A STREET CITY OF DICKSON	44C		EXISTING SIGN FACE												U6	L=10'-6"				6'-0"	
76	POST OFFICE ← POST OFFICE →	44C		EXISTING SIGN FACE												P8	L=10'-6"				6'-0"	SIGNS TO BE MOUNTED BACK TO BACK.SEE * NOTE.
77	DICKSON SOWING SUPERSTORE ← 0.3	44C		EXISTING SIGN FACE												U3	L=10'-6"				6'-0"	
98	DICKSON COUNTY INDUSTRIAL PARK →	44G		EXISTING SIGN FACE												U6	H1=11'-6" H2=11'-9"				6'-0"	
90	DRIVER SERVICE CENTER ←	44I		EXISTING SIGN FACE												U3	L=10'-6"				6'-0"	
93	TENN TECHNOLOGY CENTER AT DICKSON	44J		EXISTING SIGN FACE												S4x7.7	H1=16'-6" H2=16'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
112	SERVICE SIGN GAS	44J	8'-0"	7'-0"	EXISTING SIGN FACE											S5x10	H1=19'-6" H2=19'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
133	VISIT DOWNTOWN DICKSON ←	44K		EXISTING SIGN FACE												U3	L=10'-6"				6'-0"	
14	PUBLIC LIBRARY	44		EXISTING SIGN FACE												U3	L=10'-6"				6'-0"	
198	NORTH M3-1 46 TN-6C Tennessee	44	24"	12"							30"X24"		BLACK (REF)	WHITE (REF)	0.080" SHEET ALUM.	P8	L=14'-6"				7'-0"	

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-46(21)	45E

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.		
200	McLemore St D3-1 E College St D3-1	44A											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
201	East St D3-1 E College St D3-1	44A											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
202	Academy St D3-1 E College St D3-1	44A											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
203	Myatt St D3-1 E College St D3-1	44A											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
204	Skyline Cir D3-1 Skyline Dr D3-1	44C											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
205	Gum Branch Rd D3-1 E Christi Dr D3-1	44I											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
210	E College St E Park Cir	44L											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
211	E College St W Lake Dr	44L											WHITE (REF)	GREEN (REF)		P8	L=10'-0"				7'-0"	SEE NOTE 3
212	WEST M3-4 INTERSTATE 40 M1-1 M6-3	44J	24" 21"	12" 15"							24"X24"		WHITE	BLUE (REF)	0.080" SHEET ALUM.	P8	L=15'-6"				7'-0"	

3 REPLACE STREET NAME SIGNS AS SHOWN. CITY TO SUPPLY THE STREET NAME SIGNS. THE CONTRACTOR WILL PROVIDE ANY HARDWARE NECESSARY TO INSTALL SIGNS.

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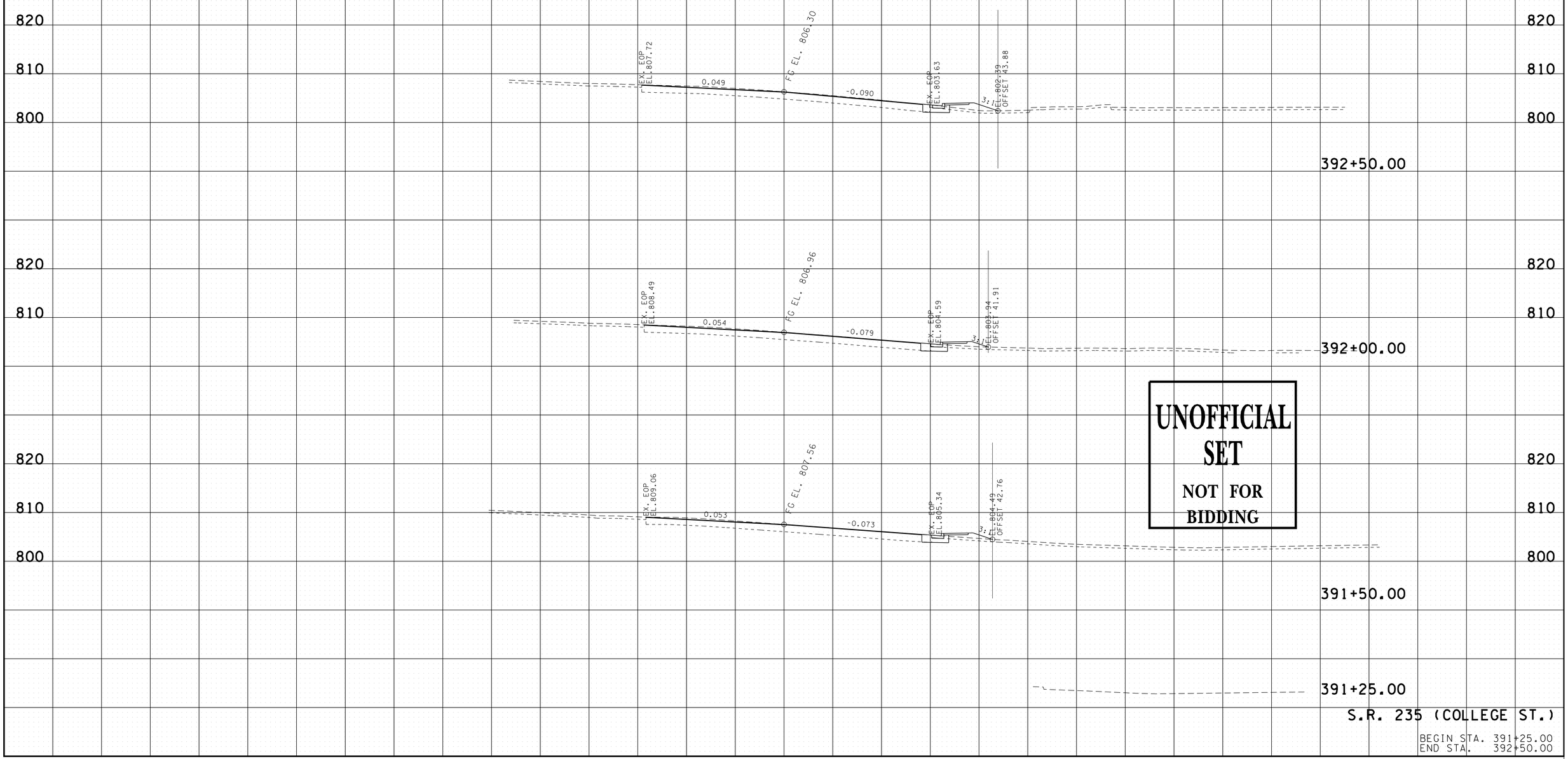
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	46



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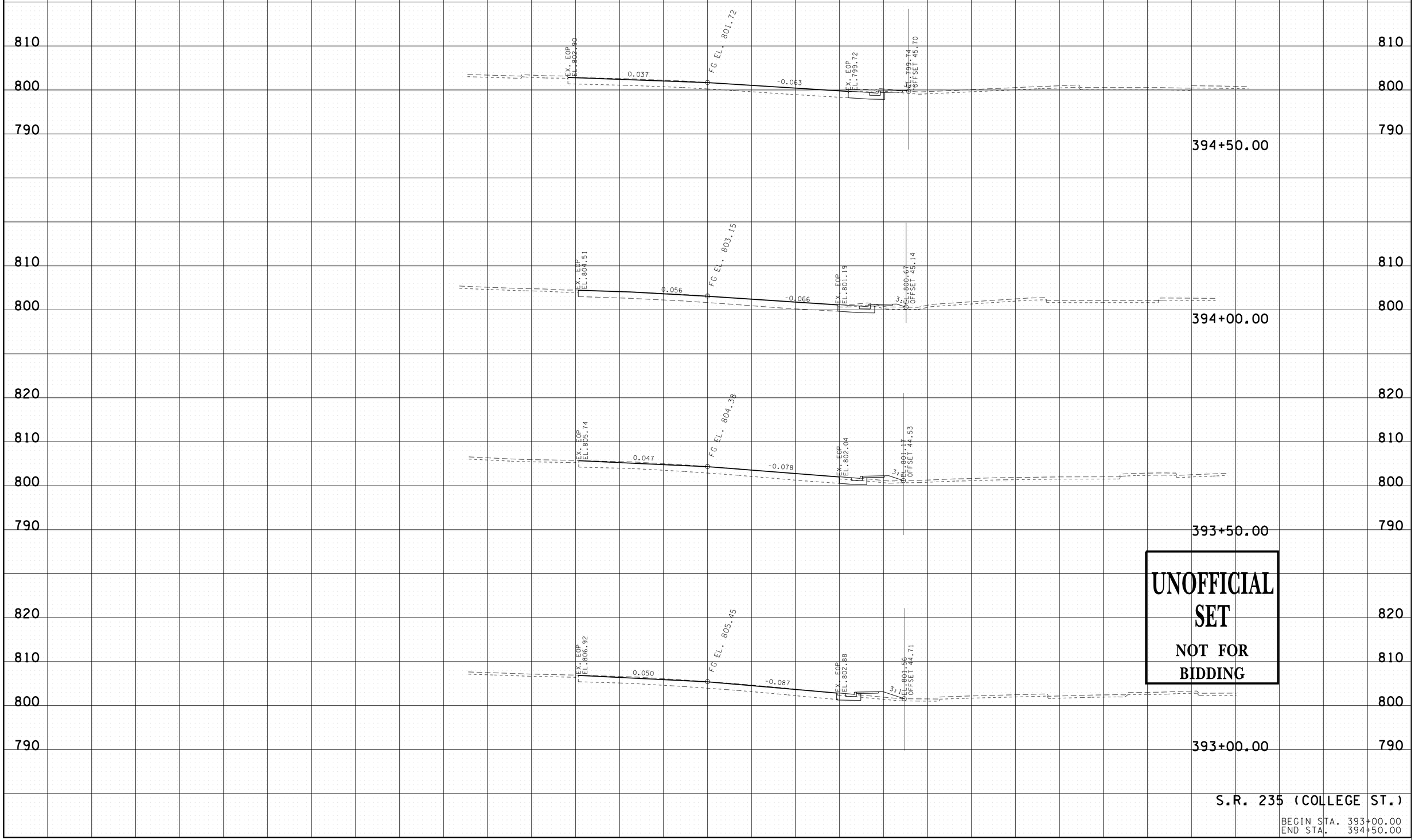
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	47



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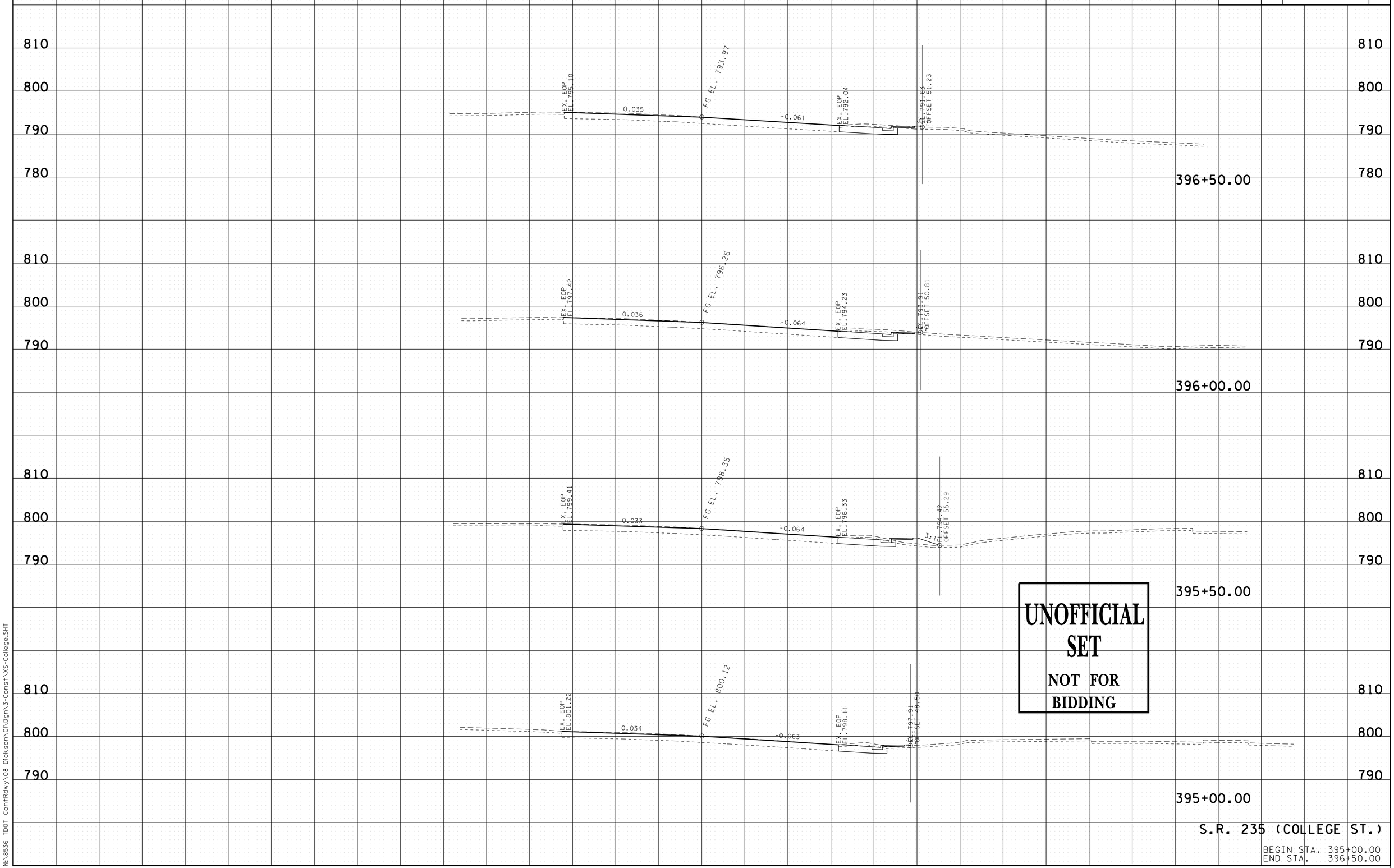
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	48



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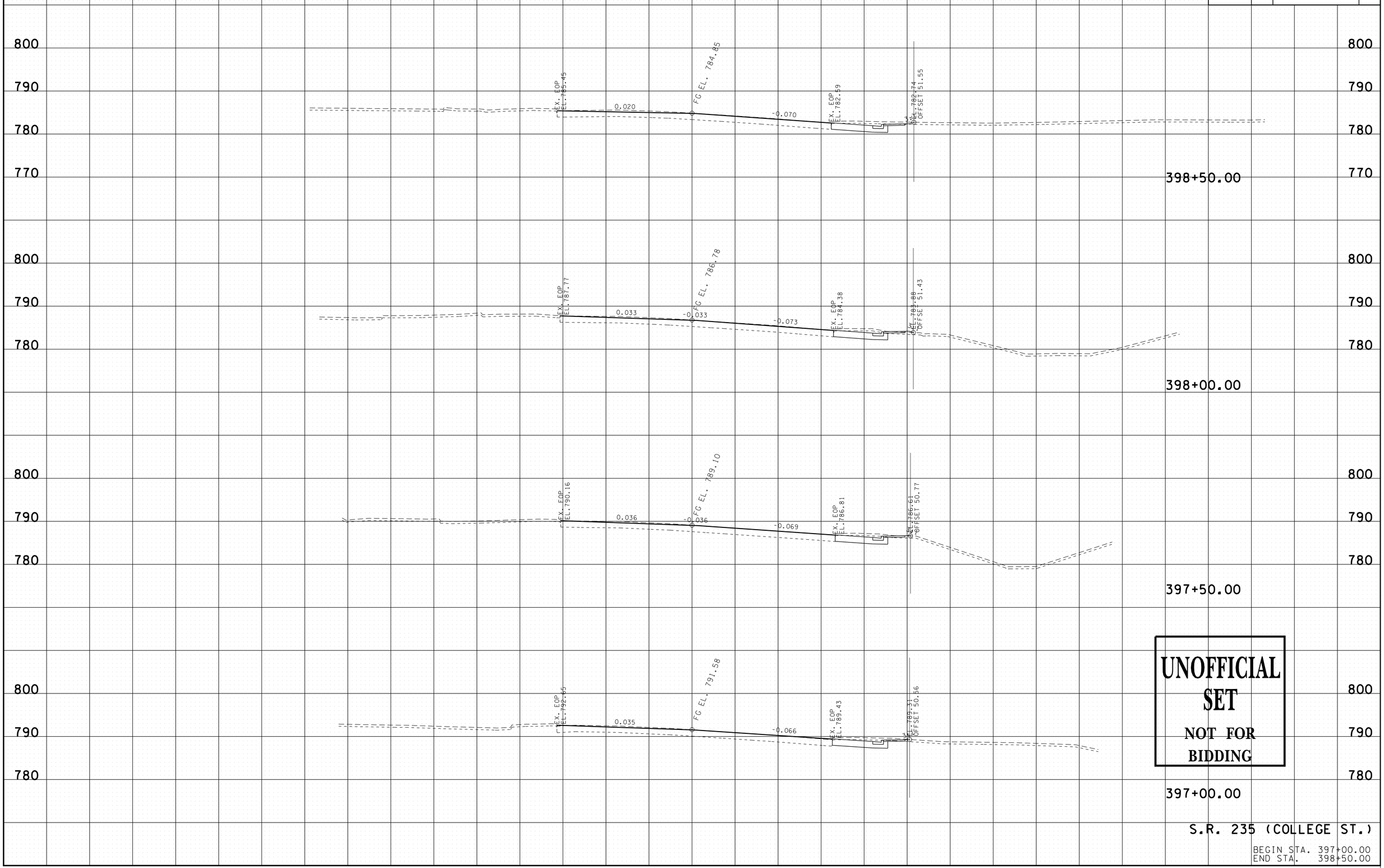
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	49



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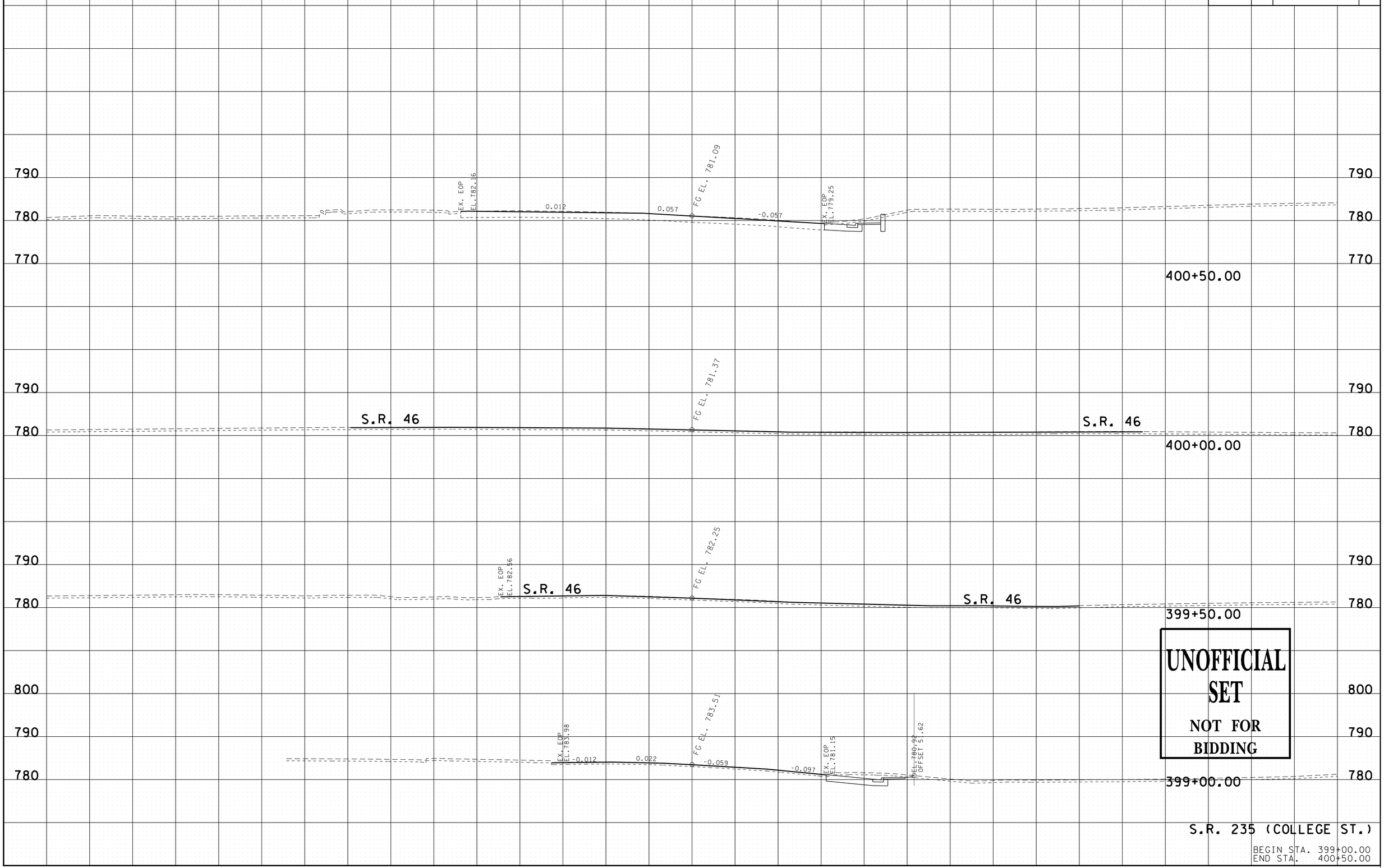
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	50



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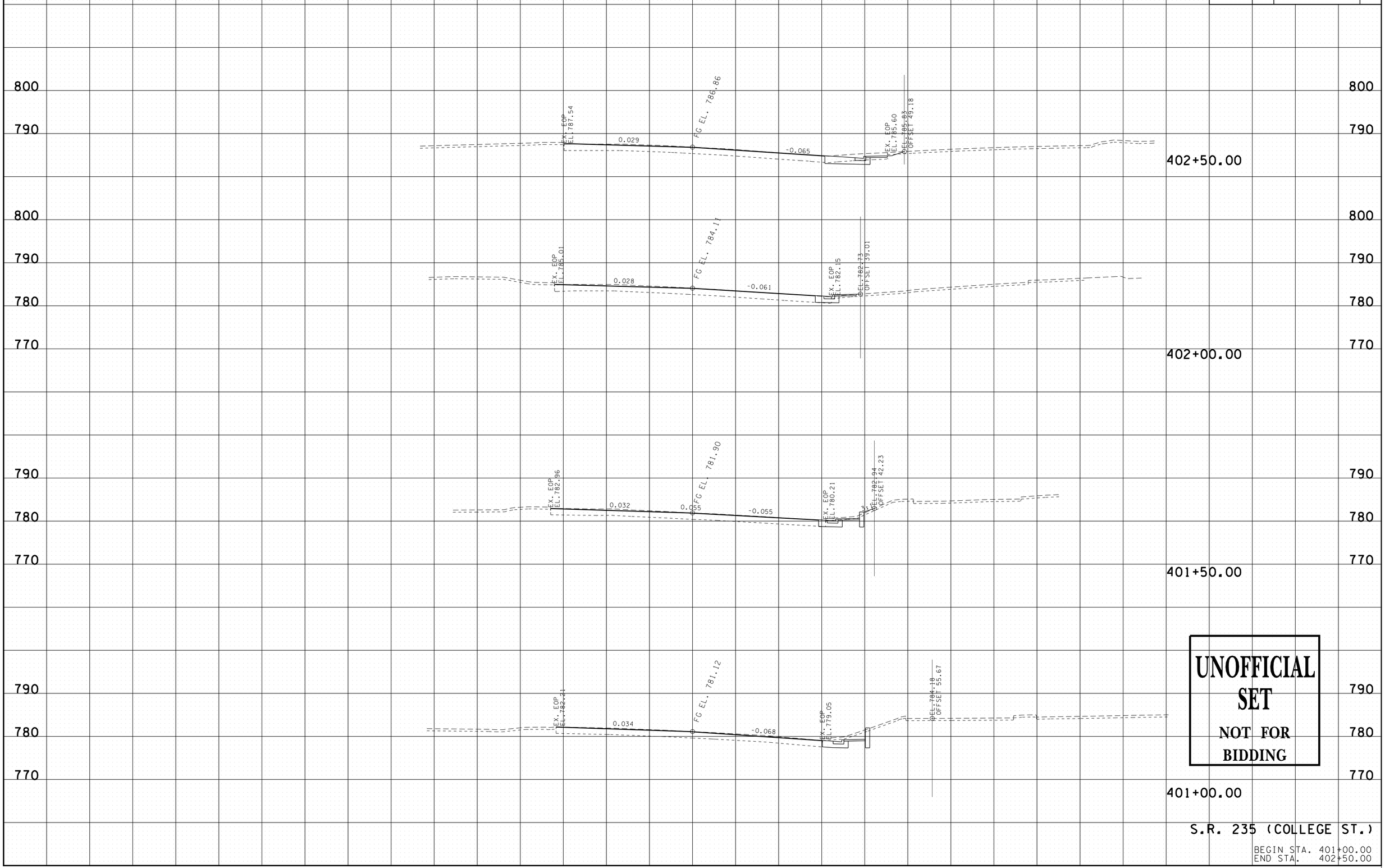
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	51



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S.R. 235 (COLLEGE ST.)

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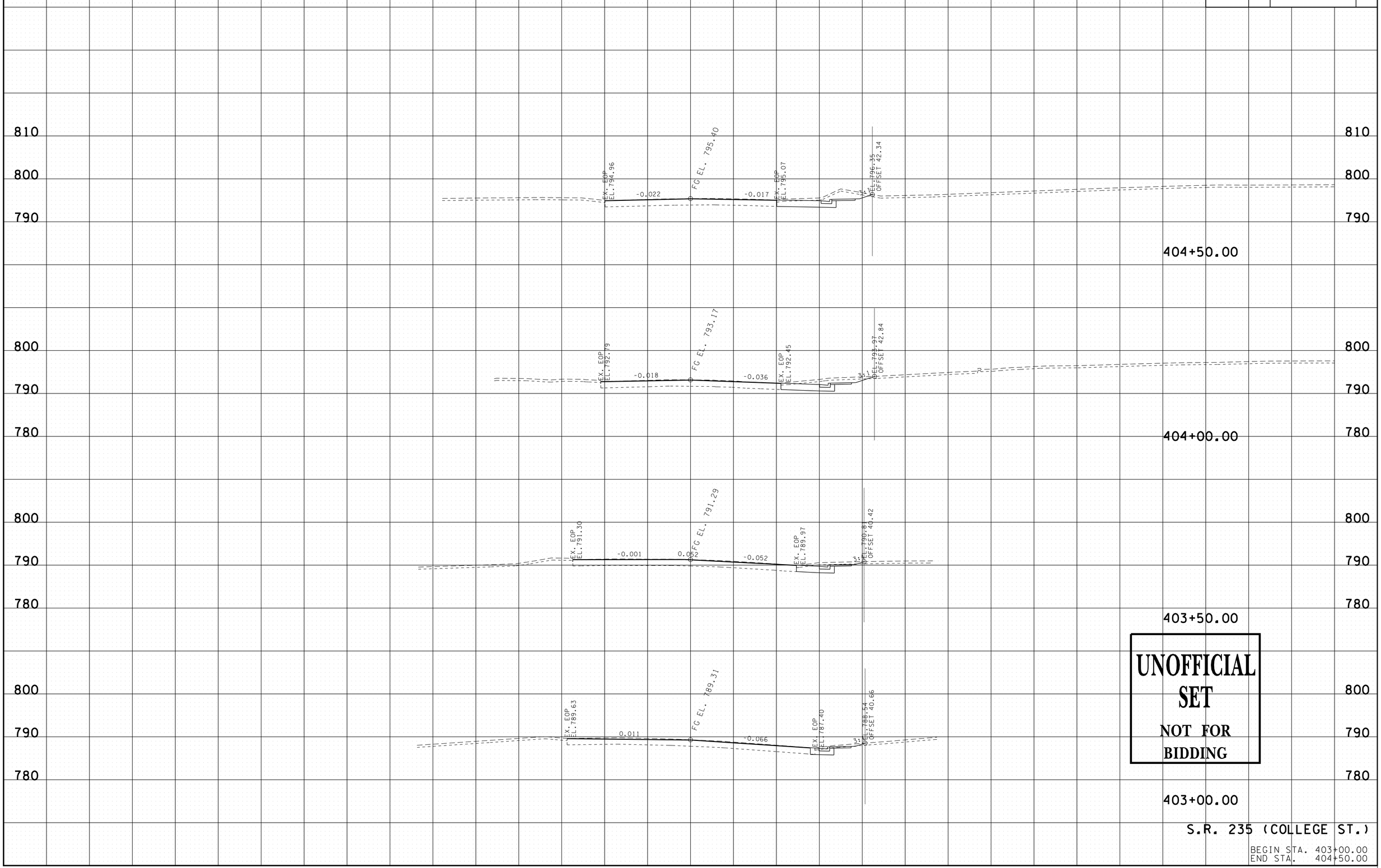
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	52



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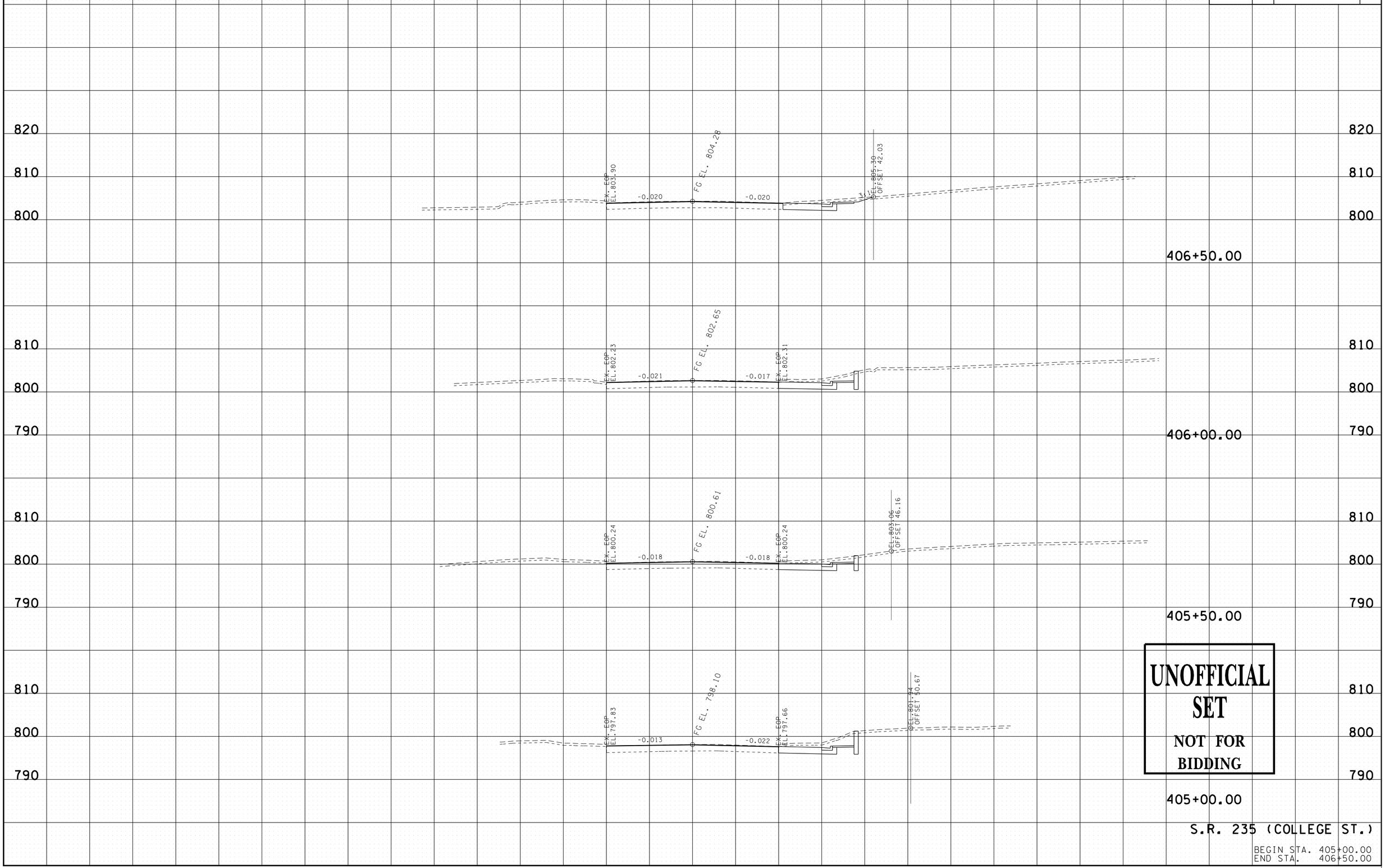
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	53



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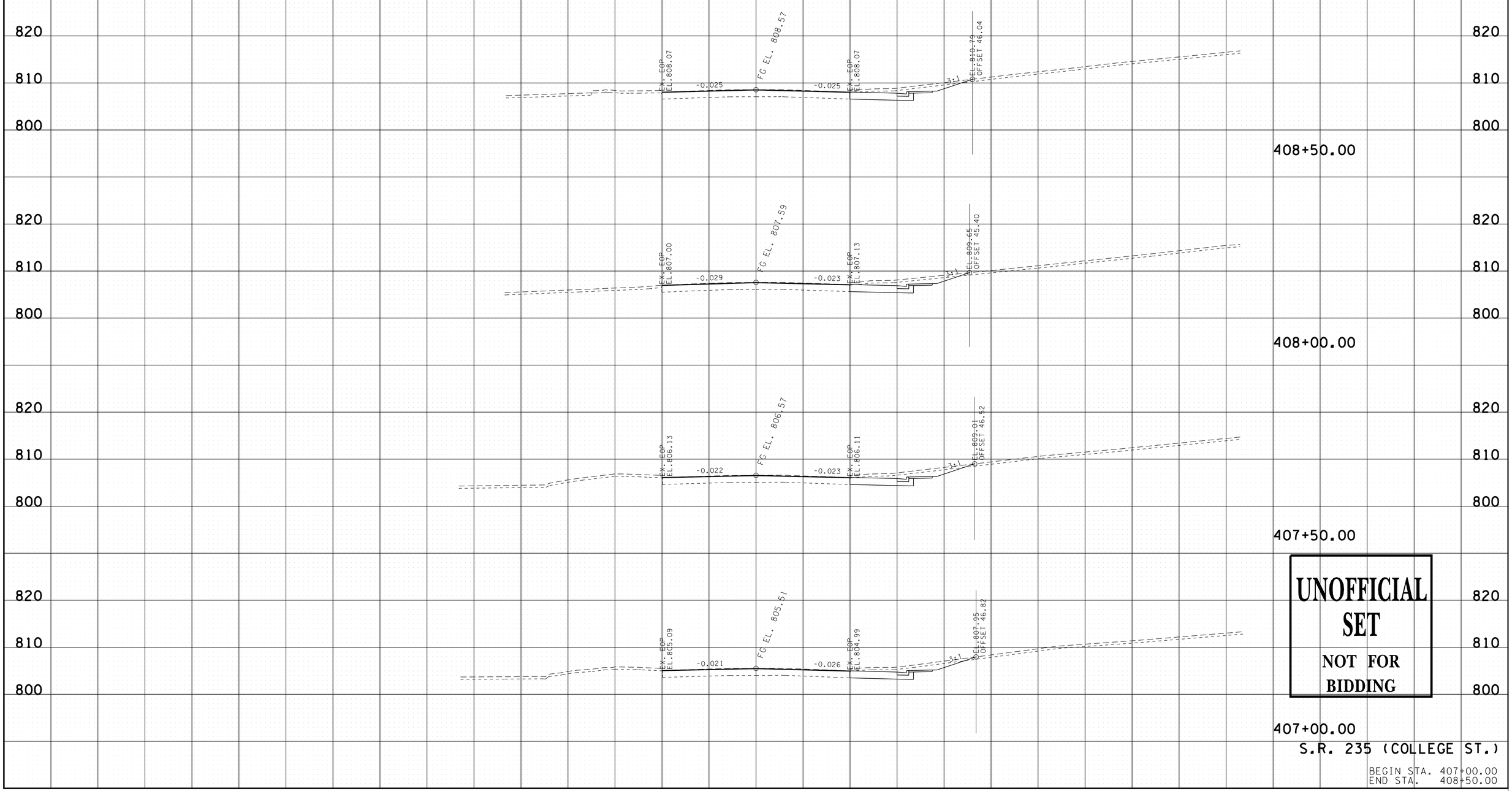
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	54



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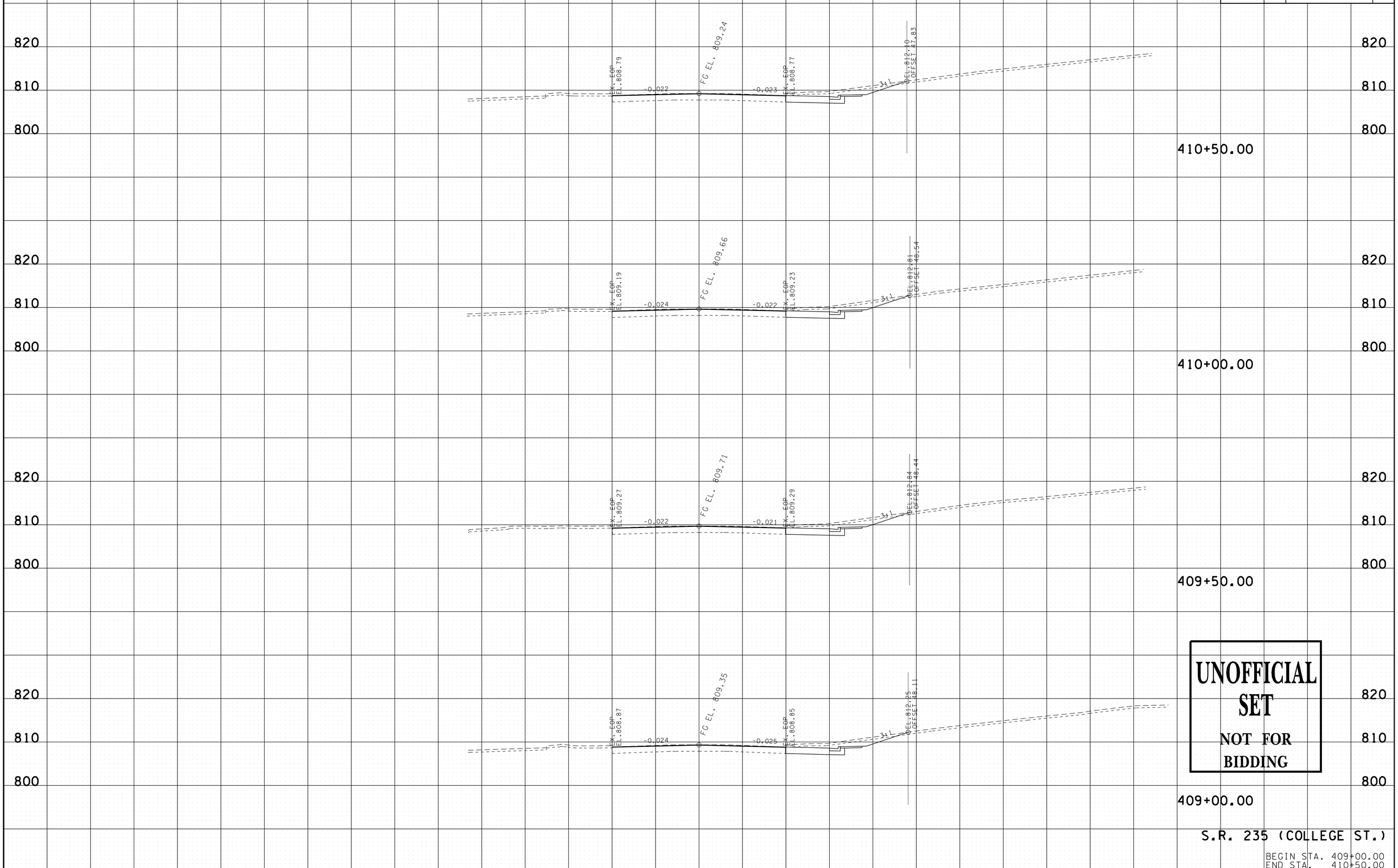
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	55



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S.R. 235 (COLLEGE ST.)

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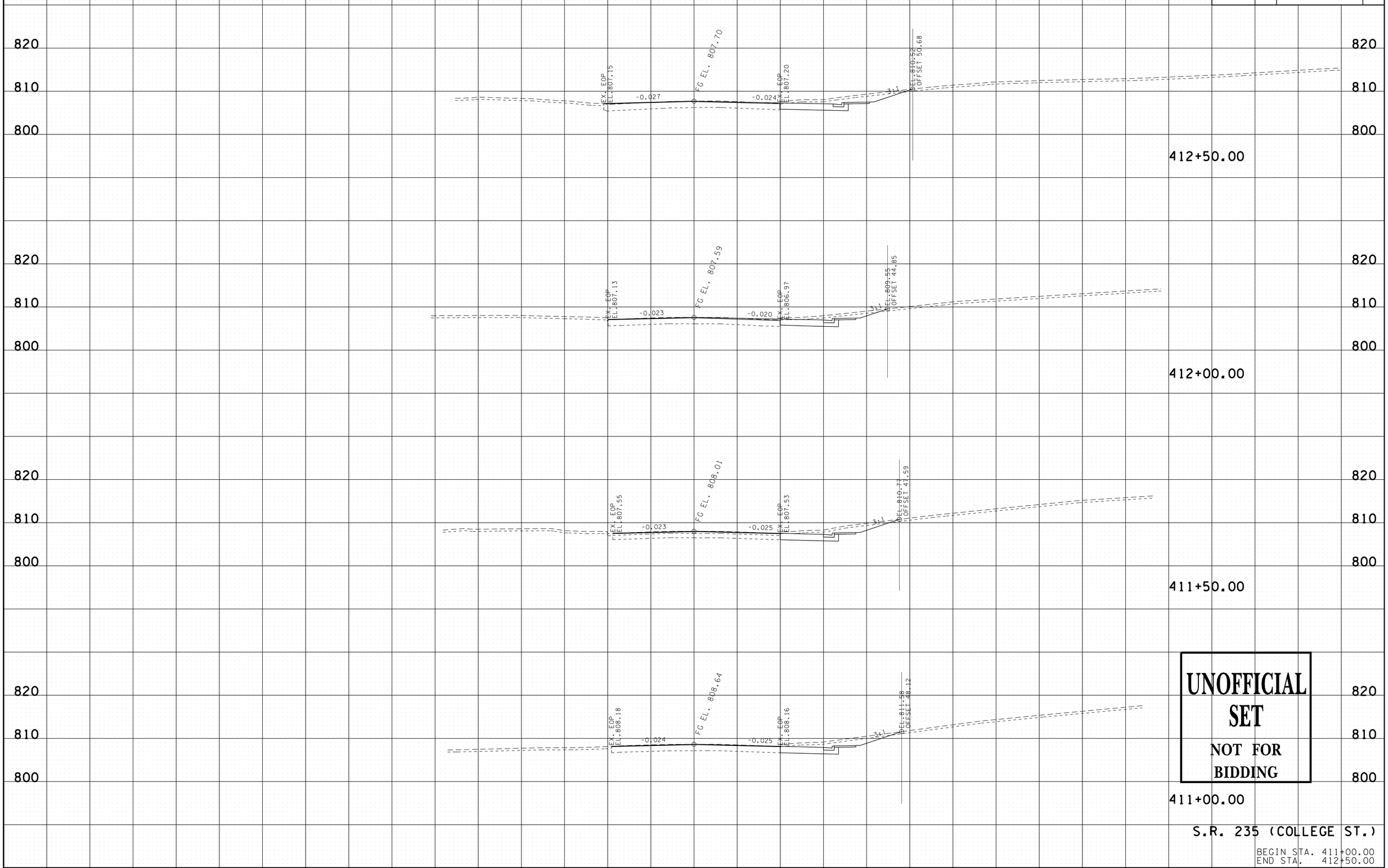
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	56



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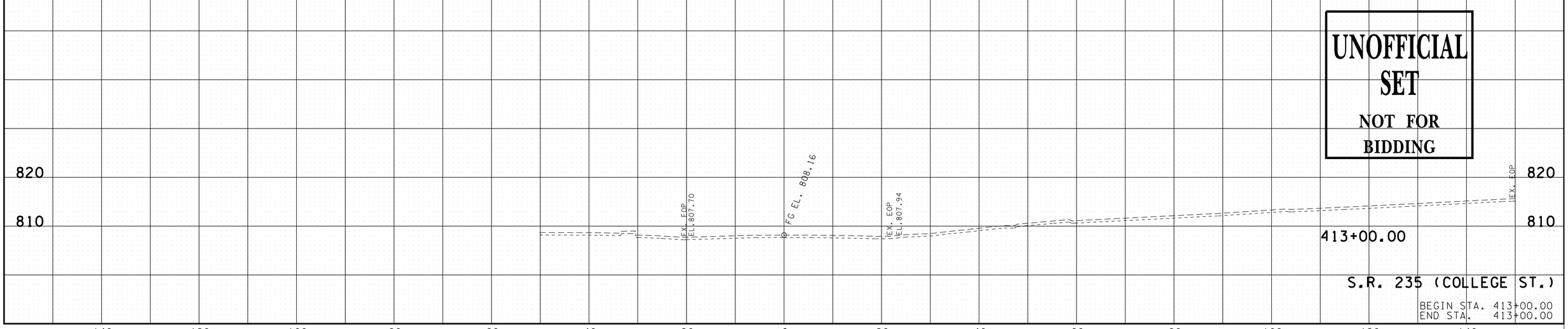
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	57



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S.R. 235 (COLLEGE ST.)

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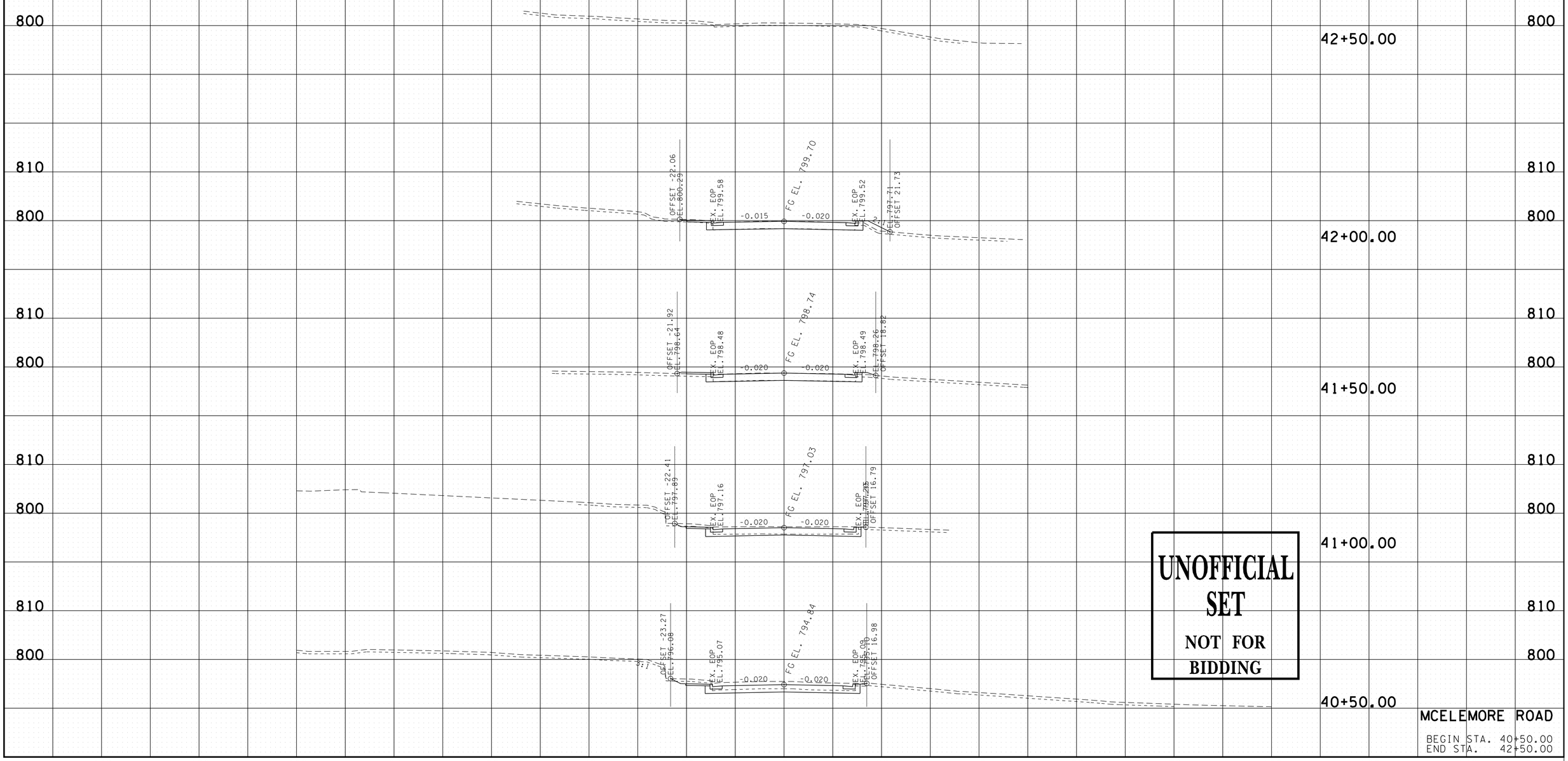
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	58



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NOT FOR BIDDING

MCELEMORE ROAD

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END STA. 42+50.00

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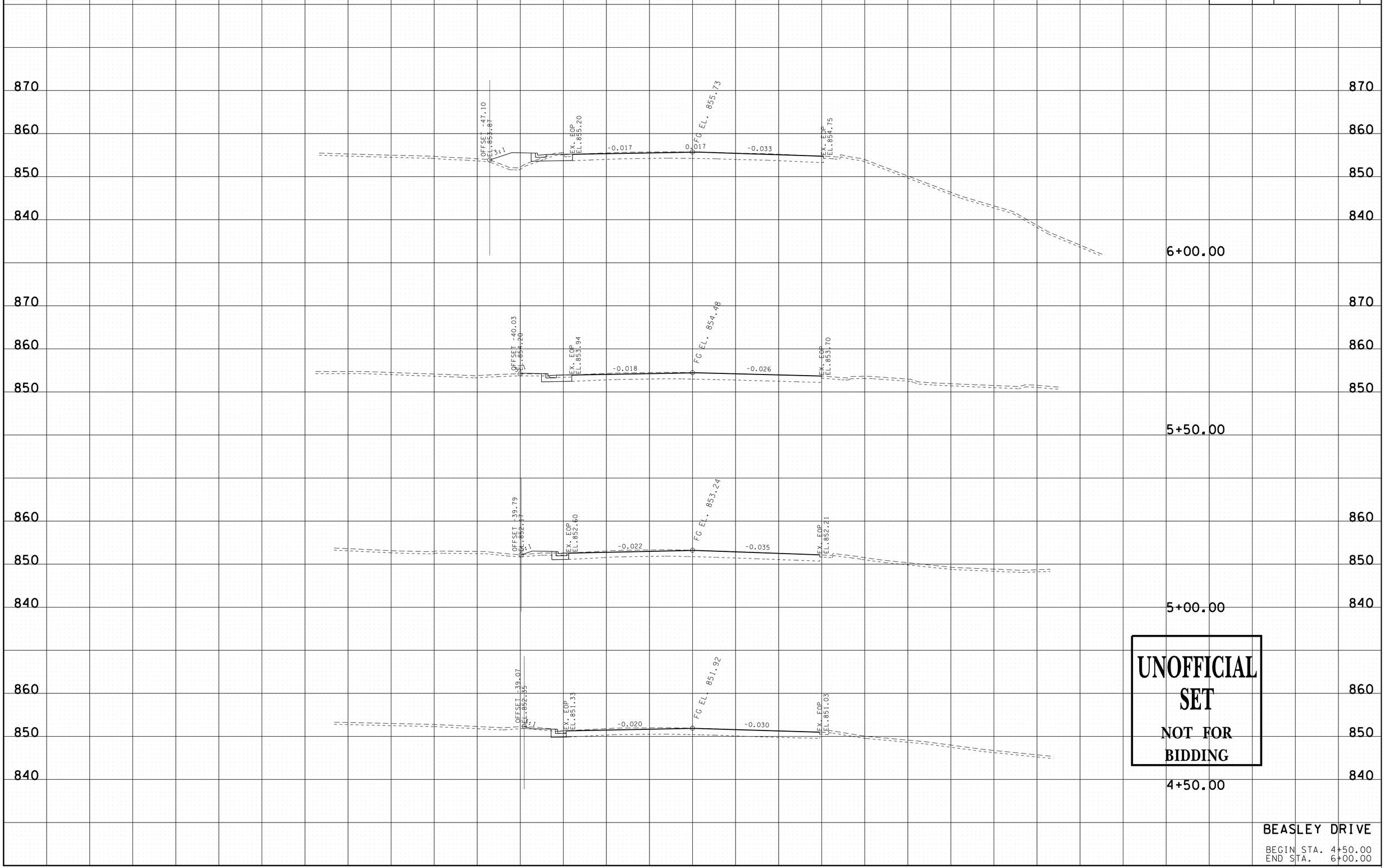
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	59



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BEASLEY DRIVE

BEGIN STA. 4+50.00
END STA. 6+00.00

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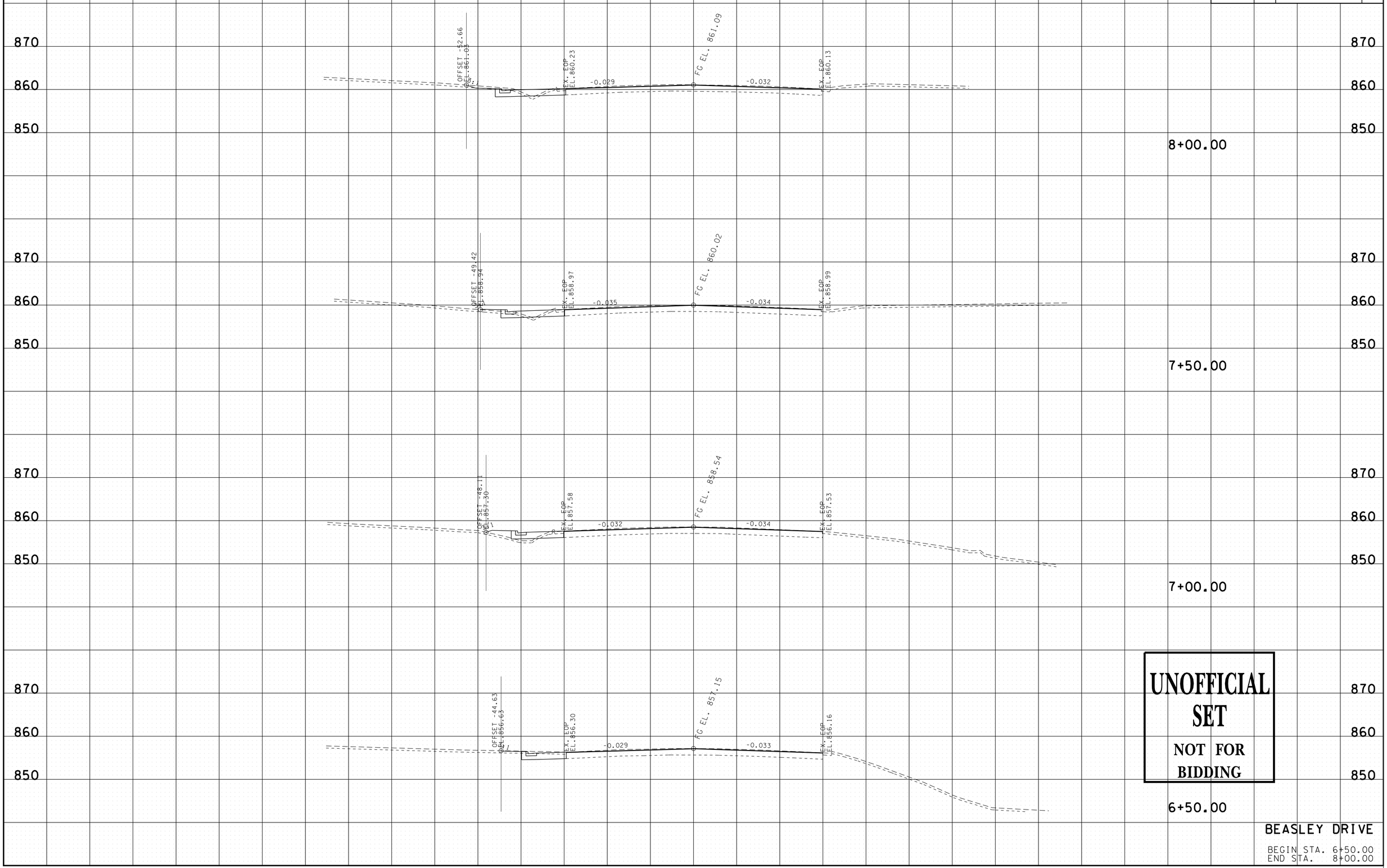
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	60



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NOT FOR BIDDING

BEASLEY DRIVE

BEGIN STA. 6+50.00
END STA. 8+00.00

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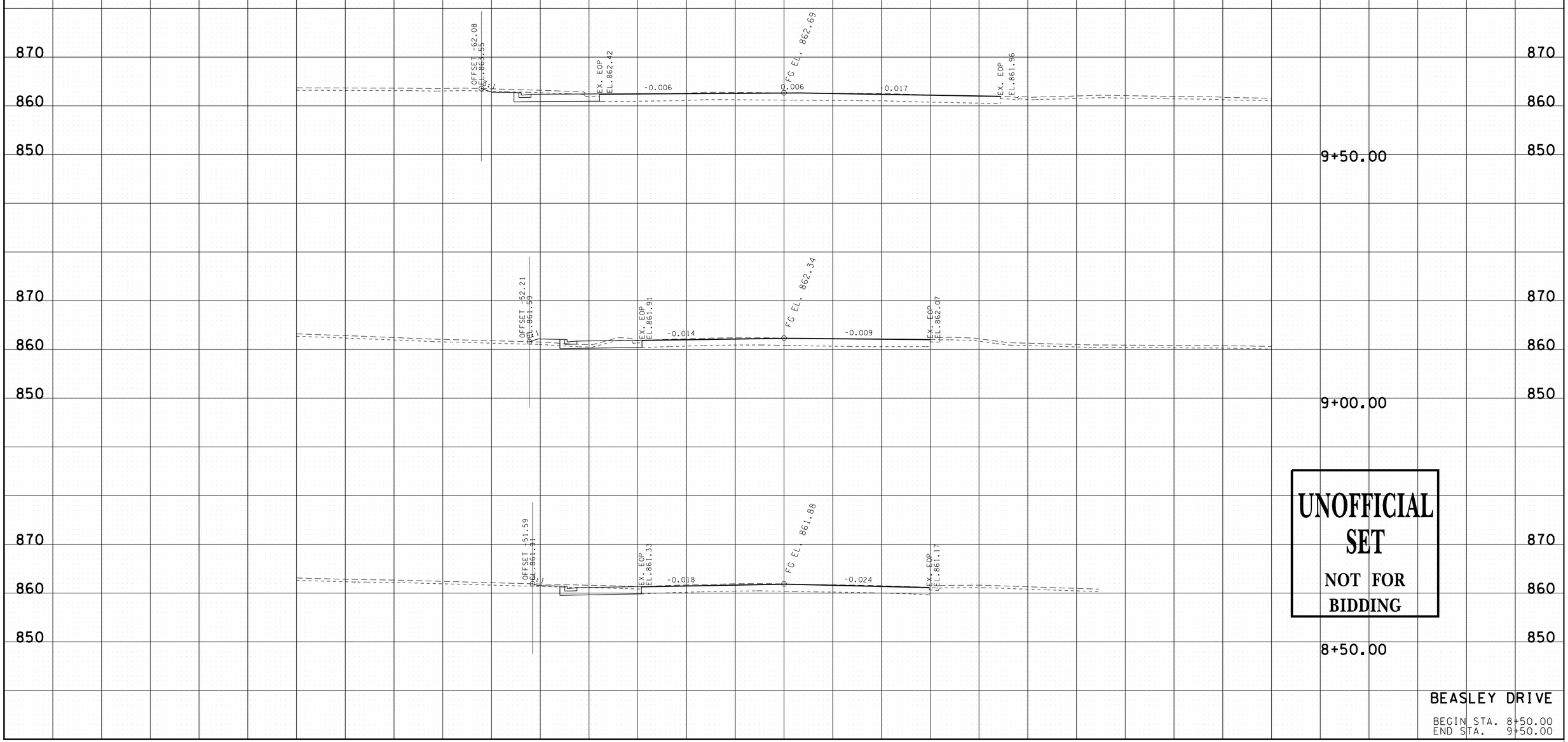
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	61



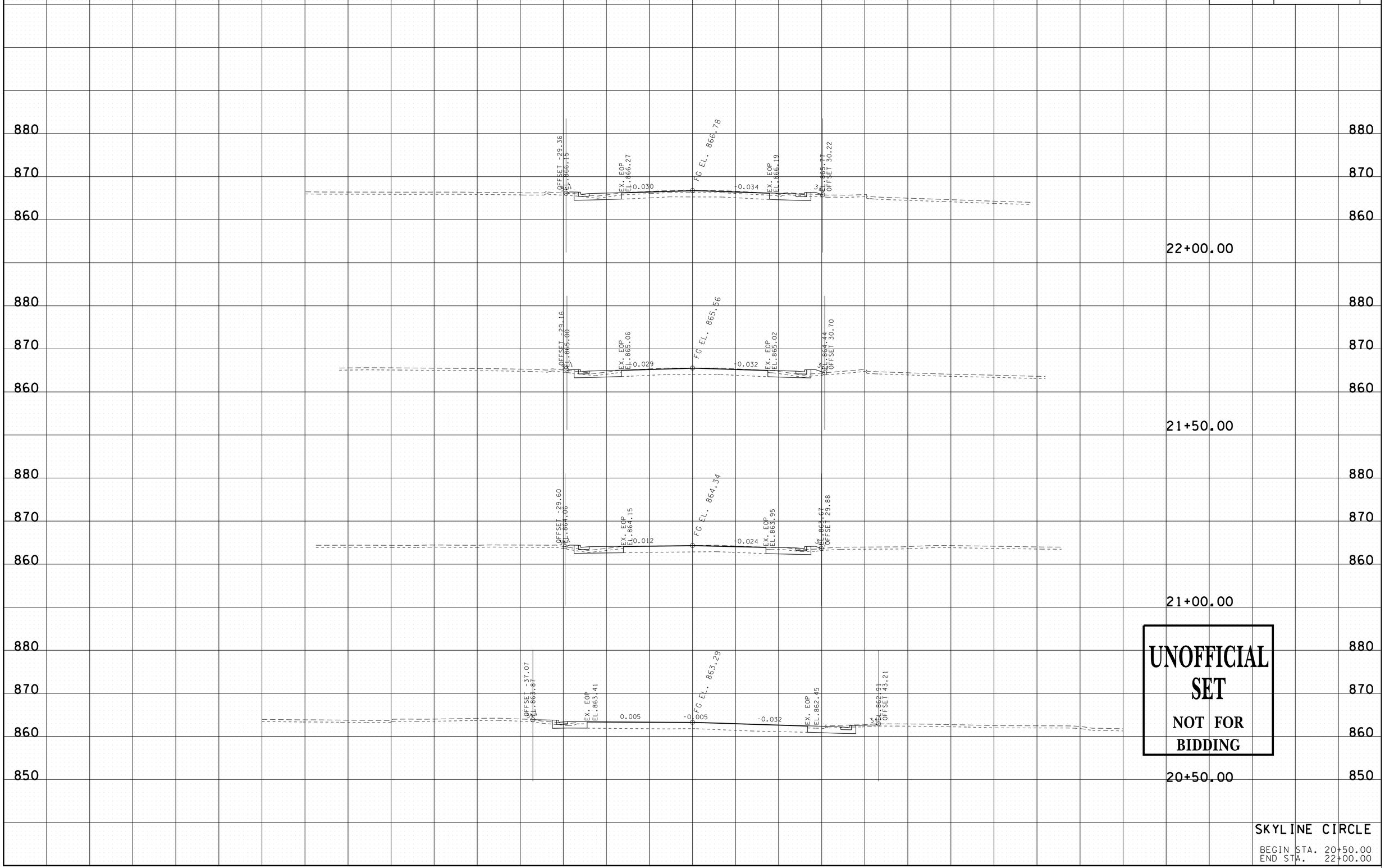
UNOFFICIAL SET
NOT FOR BIDDING

BEASLEY DRIVE

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

9/22/2014 3:50:09 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-BEASLEY.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	62



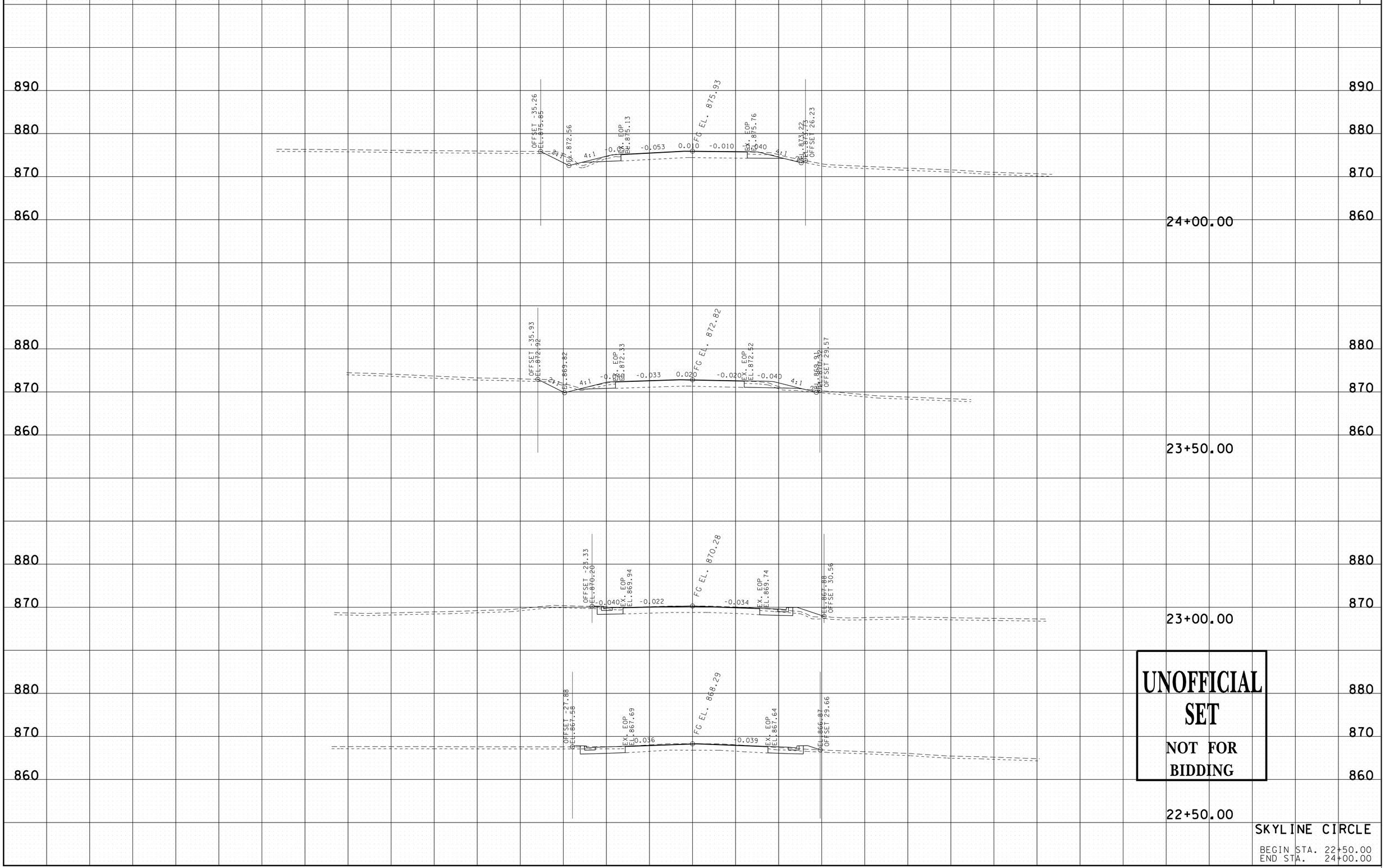
UNOFFICIAL SET
NOT FOR BIDDING

SKYLINE CIRCLE

BEGIN STA. 20+50.00
END STA. 22+00.00

9/22/2014 3:50:10 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-SKYLINE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	63



UNOFFICIAL SET

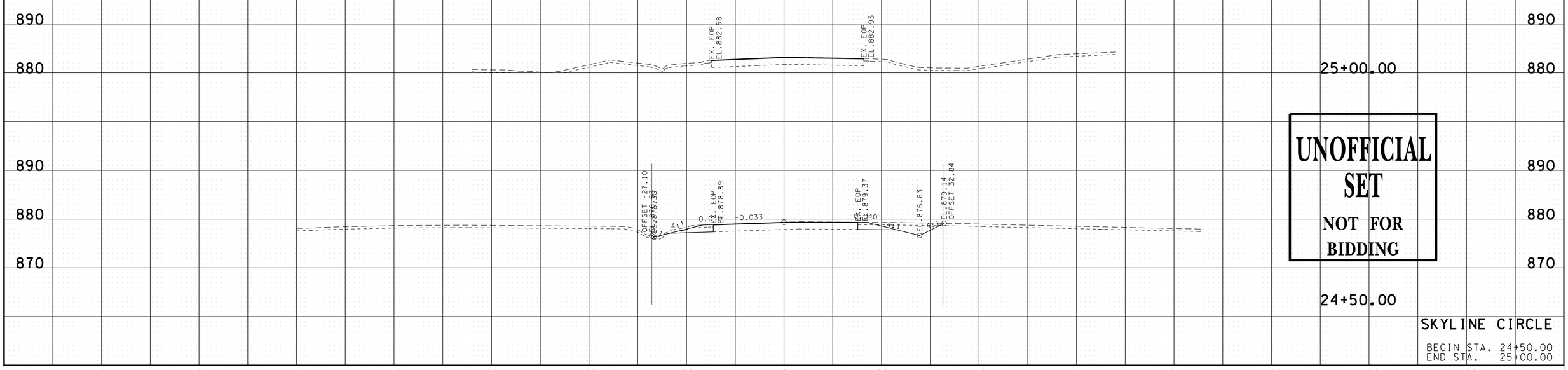
NOT FOR BIDDING

SKYLINE CIRCLE

BEGIN STA. 22+50.00
END STA. 24+00.00

9/22/2014 3:50:10 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-SKYLINE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	64



UNOFFICIAL SET

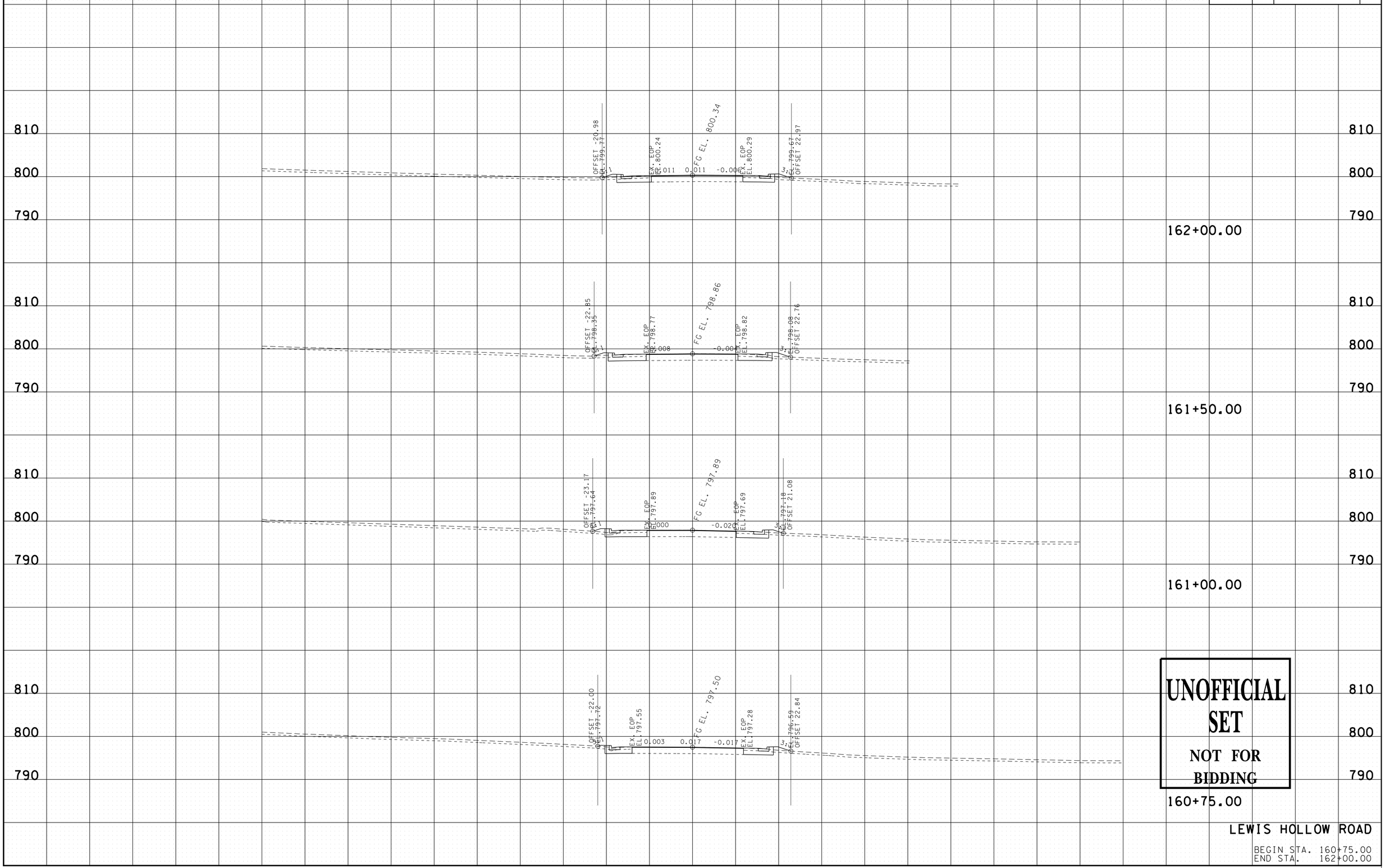
NOT FOR BIDDING

SKYLINE CIRCLE

BEGIN STA. 24+50.00
END STA. 25+00.00

9/22/2014 3:50:11 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-SKYLINE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	65



UNOFFICIAL SET

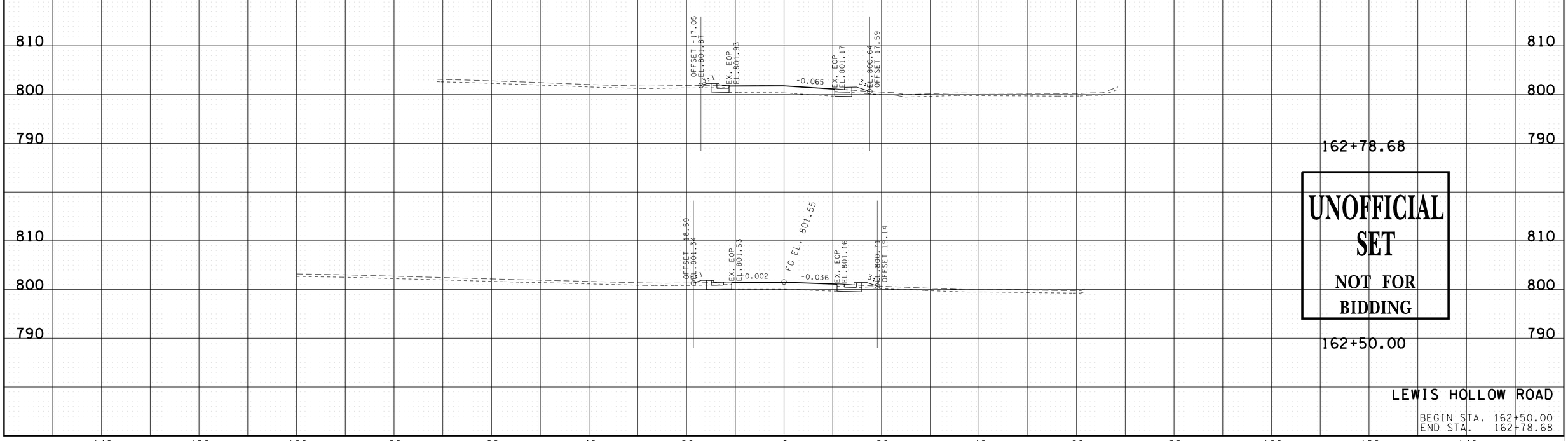
NOT FOR BIDDING

LEWIS HOLLOW ROAD

BEGIN STA. 160+75.00
END STA. 162+00.00

9/22/2014 3:50:11 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-LEWISH.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	66



UNOFFICIAL SET

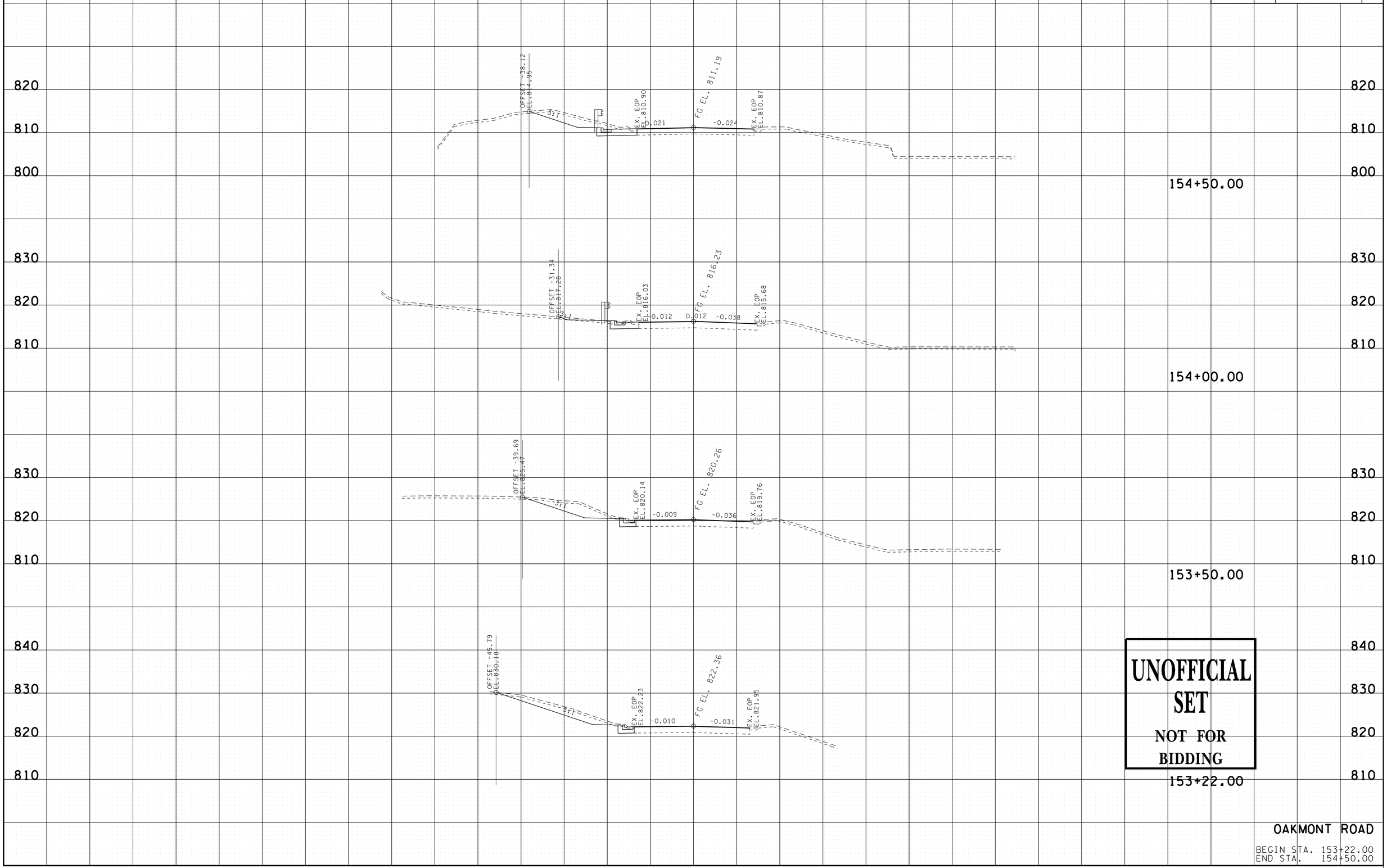
NOT FOR BIDDING

LEWIS HOLLOW ROAD

BEGIN STA. 162+50.00
END STA. 162+78.68

9/22/2014 3:50:12 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-LEWISH.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	67



UNOFFICIAL SET

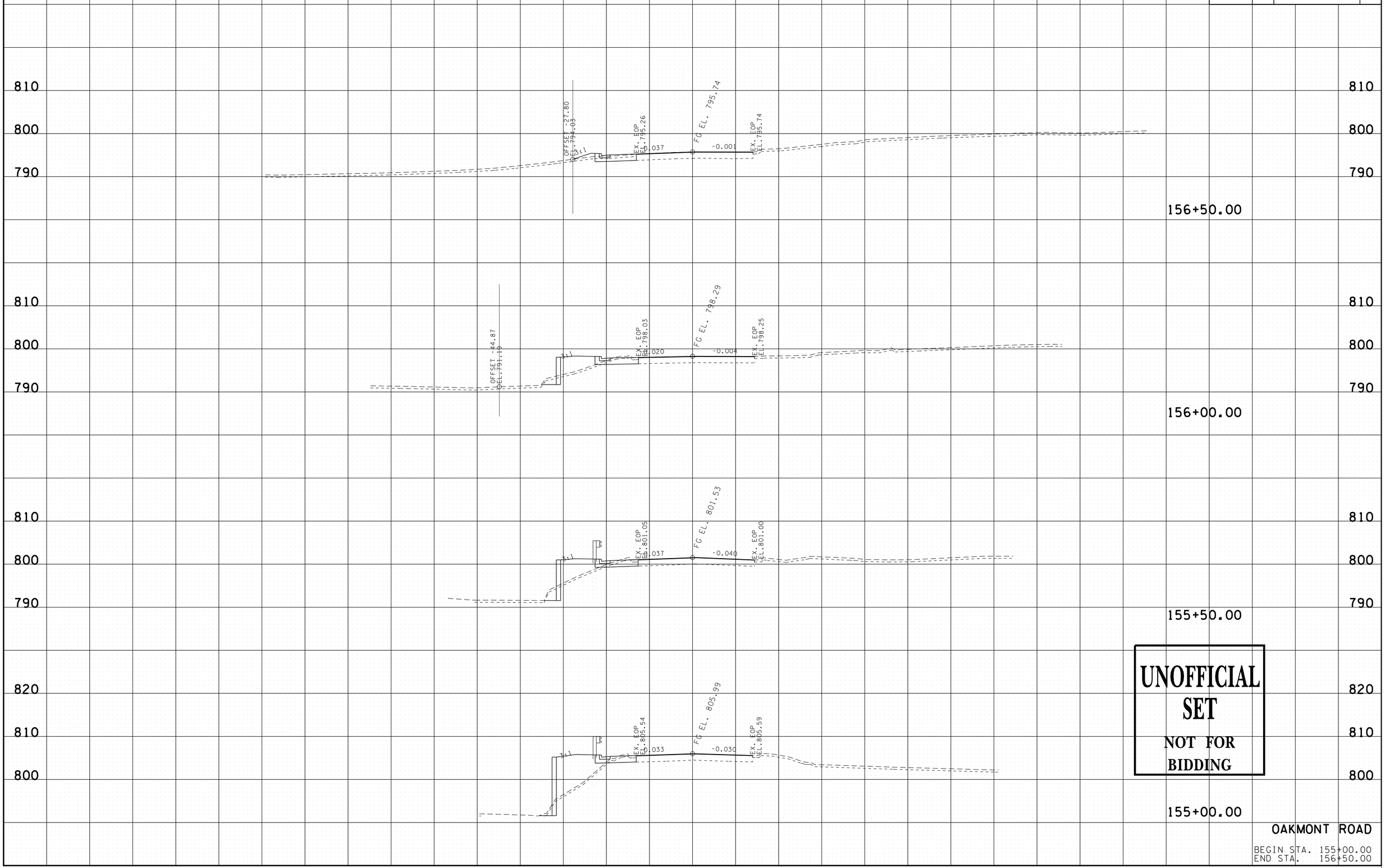
NOT FOR BIDDING

OAKMONT ROAD

BEGIN STA. 153+22.00
END STA. 154+50.00

9/22/2014 3:50:13 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-Oakmont.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	68



UNOFFICIAL SET

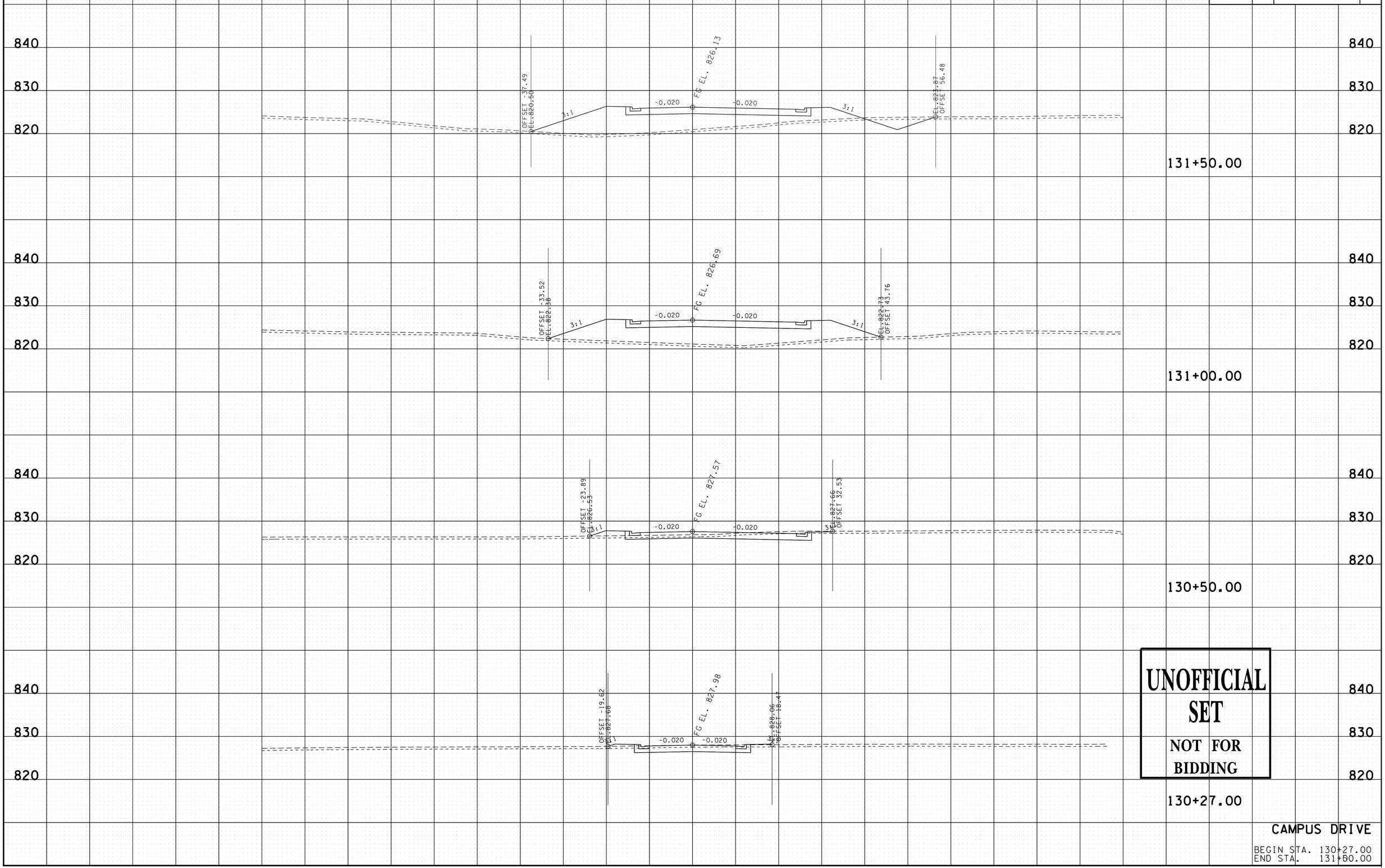
NOT FOR BIDDING

OAKMONT ROAD

BEGIN STA. 155+00.00
END STA. 156+50.00

9/22/2014 3:50:13 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-Oakmont.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	69



UNOFFICIAL SET

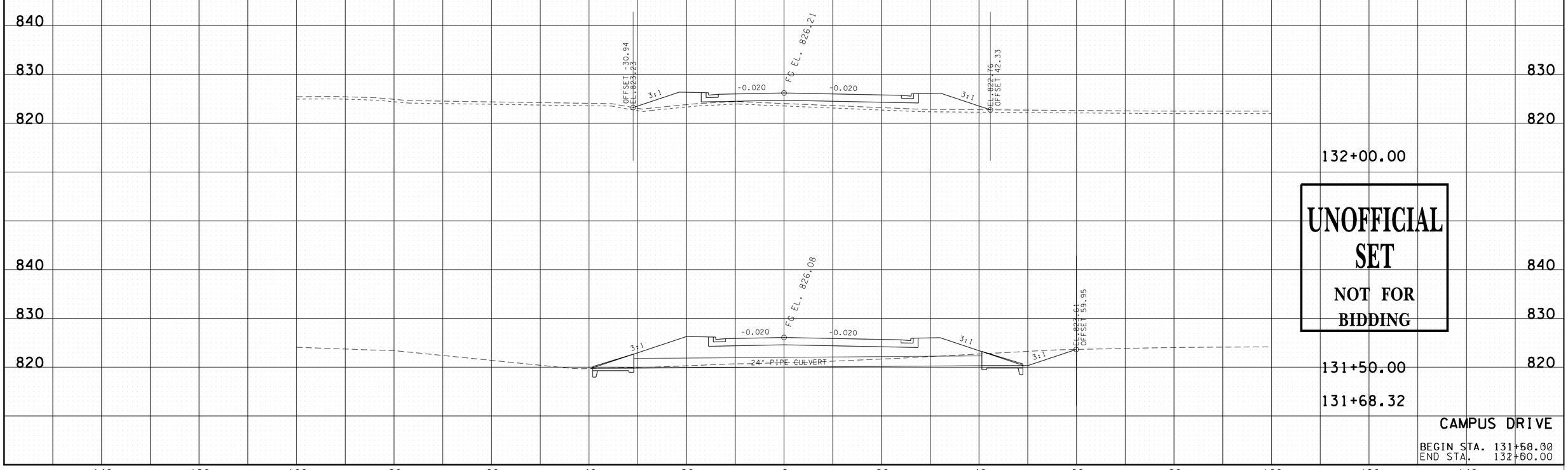
NOT FOR BIDDING

CAMPUS DRIVE

BEGIN STA. 130+27.00
END STA. 131+60.00

9/22/2014 3:50:14 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-CAMPUS.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	70



UNOFFICIAL SET

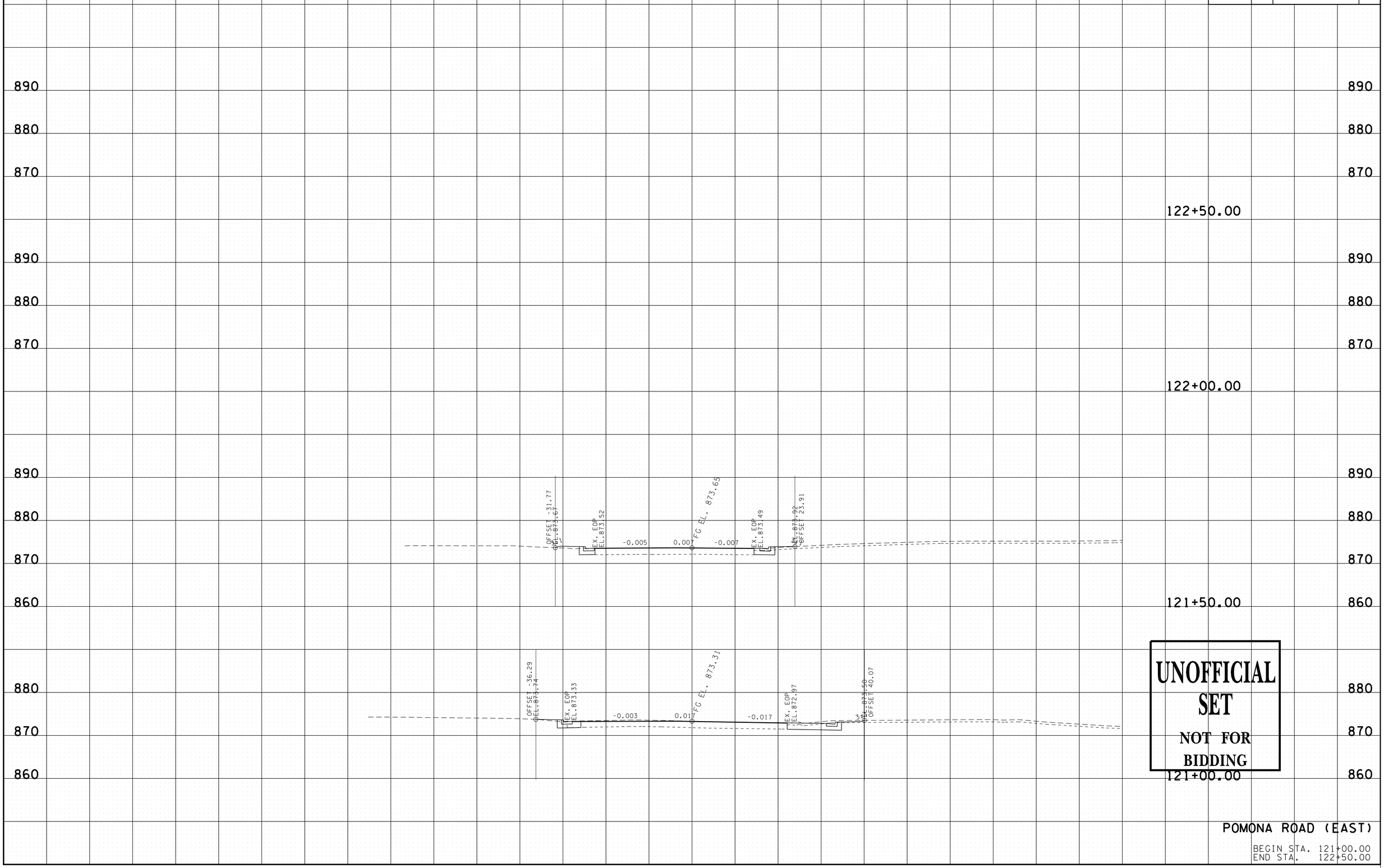
NOT FOR BIDDING

CAMPUS DRIVE

BEGIN STA. 131+68.00
END STA. 132+00.00

9/22/2014 3:50:15 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-CAMPUS.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	71



UNOFFICIAL SET

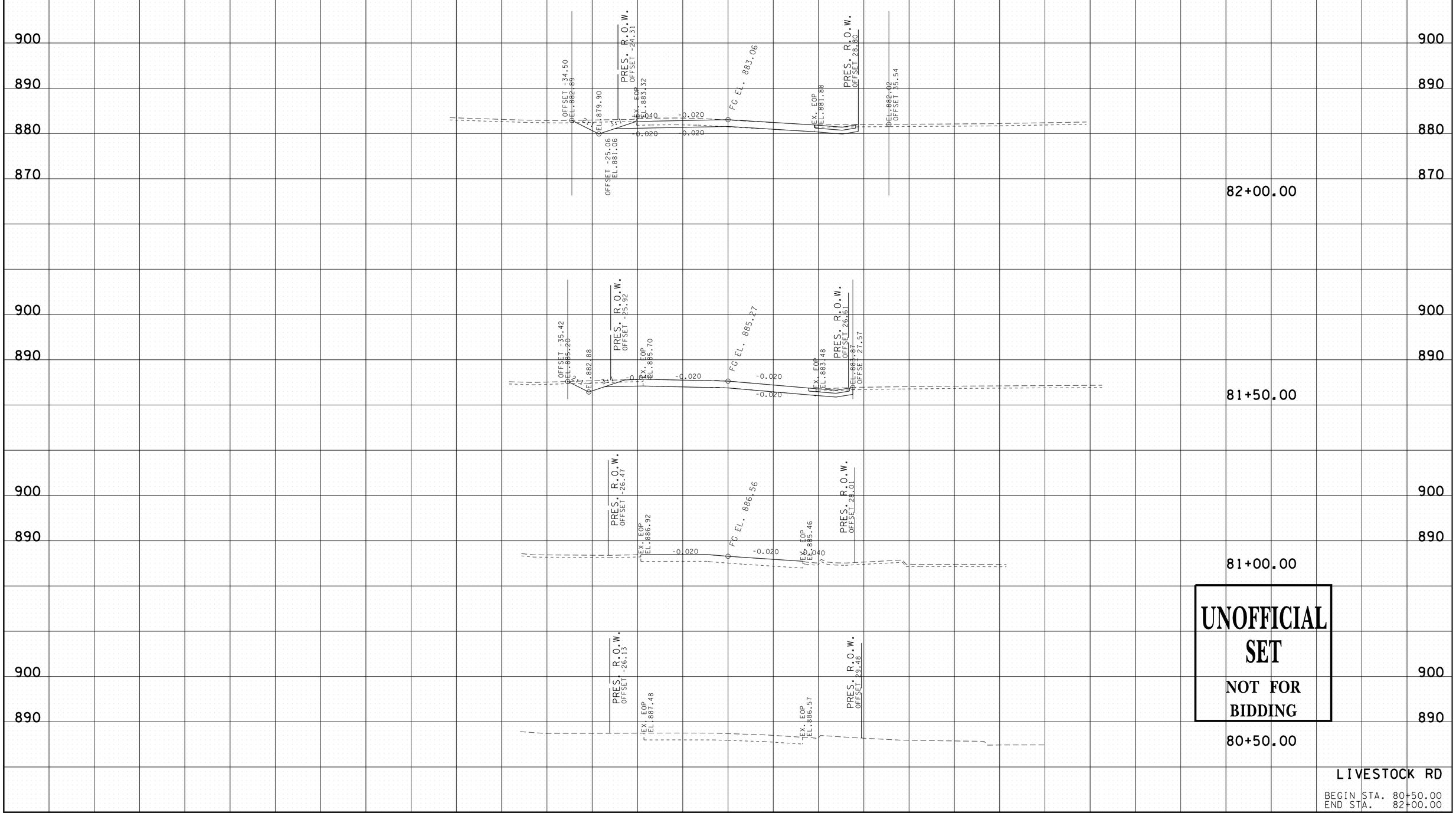
NOT FOR BIDDING

POMONA ROAD (EAST)

BEGIN STA. 121+00.00
END STA. 122+50.00

9/22/2014 3:50:16 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-POMONAE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(2)	72



UNOFFICIAL SET

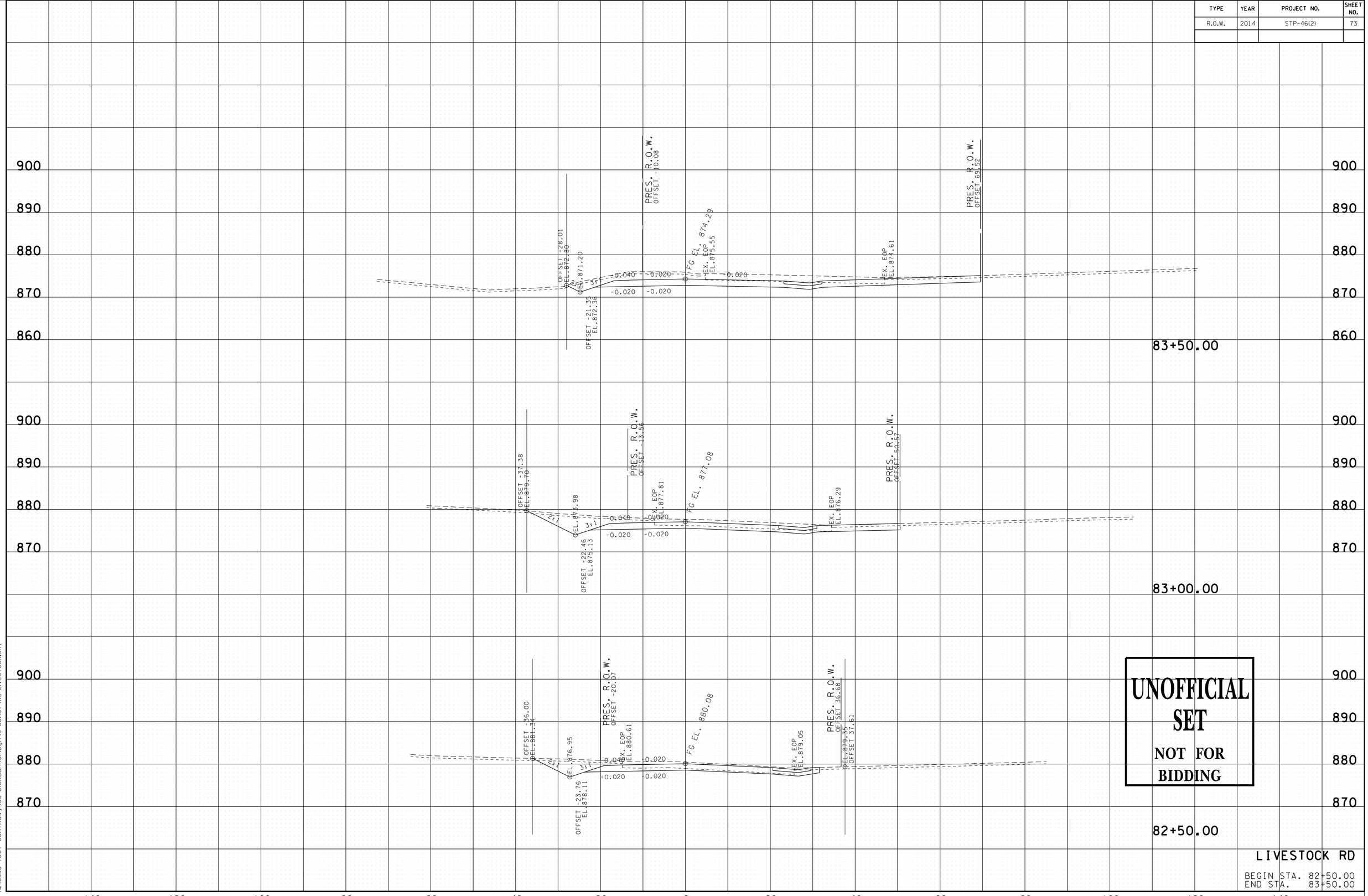
NOT FOR BIDDING

LIVESTOCK RD

BEGIN STA. 80+50.00
END STA. 82+00.00

9/22/2014 3:50:17 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-LIVESTOCK.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(2)	73



UNOFFICIAL SET

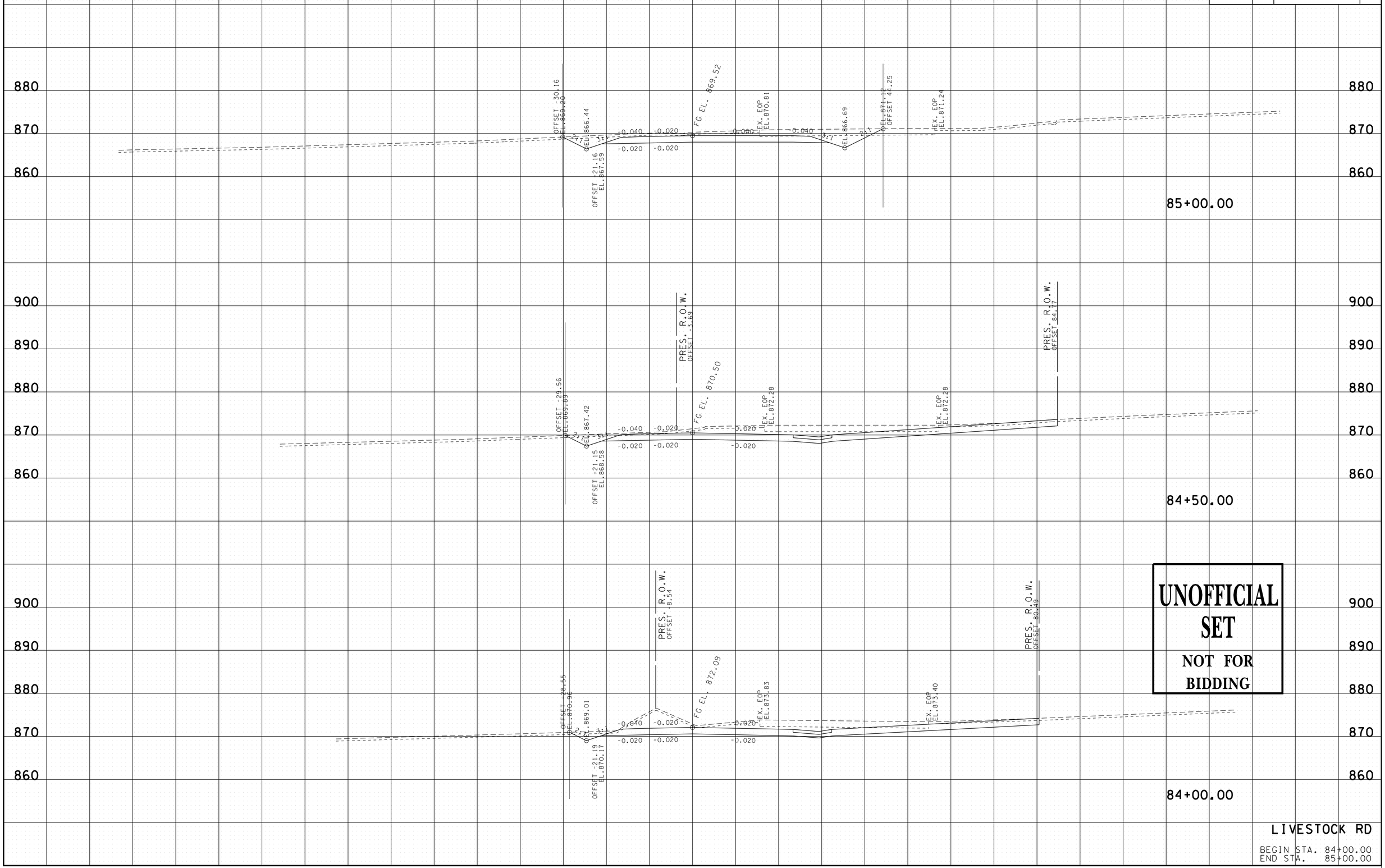
NOT FOR BIDDING

LIVESTOCK RD

BEGIN STA. 82+50.00
END STA. 83+50.00

9/22/2014 3:50:17 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-LIVESTOCK.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(2)	74



UNOFFICIAL SET

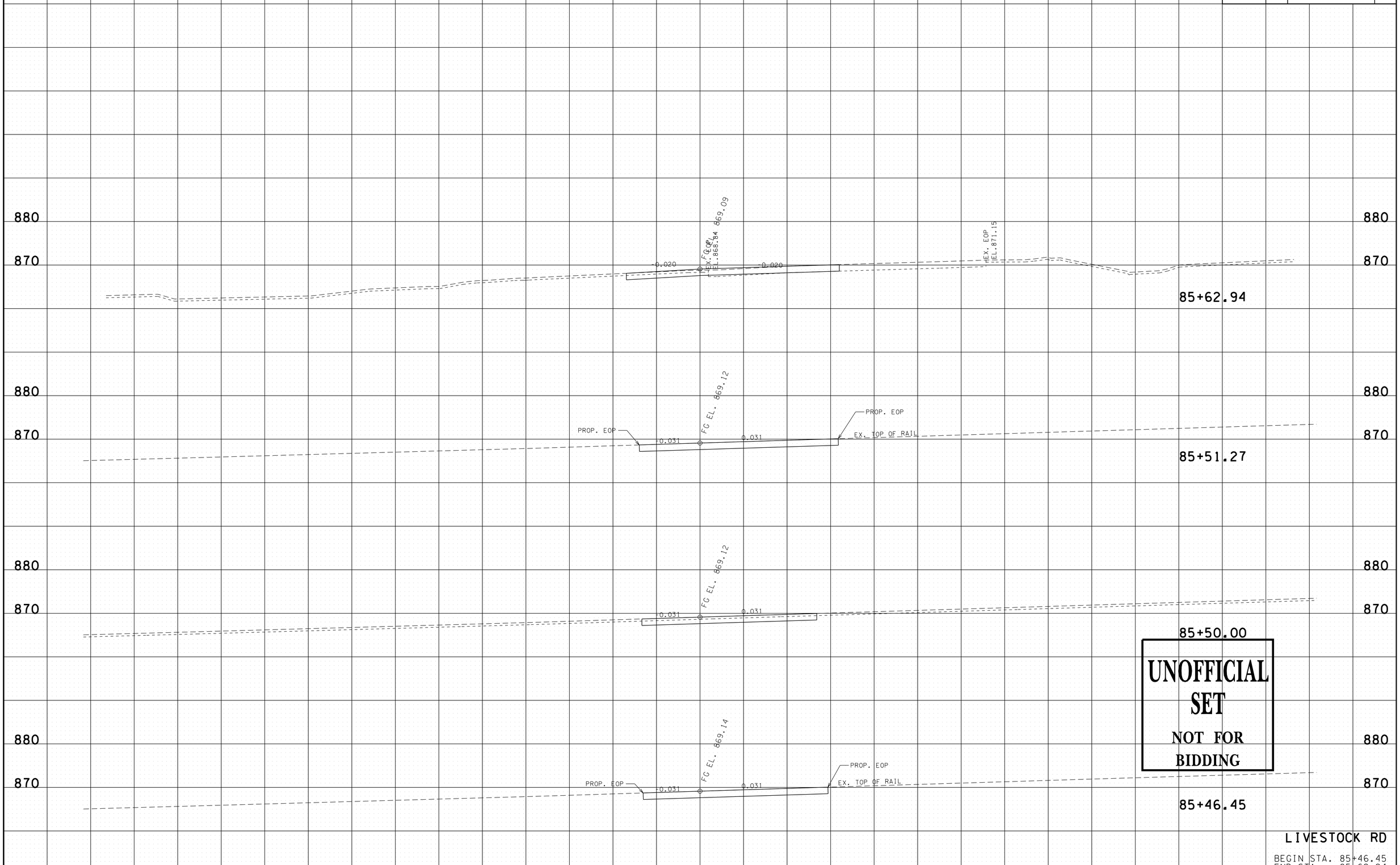
NOT FOR BIDDING

LIVESTOCK RD

BEGIN STA. 84+00.00
END STA. 85+00.00

9/22/2014 3:50:18 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-LIVESTOCK.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(2)	75



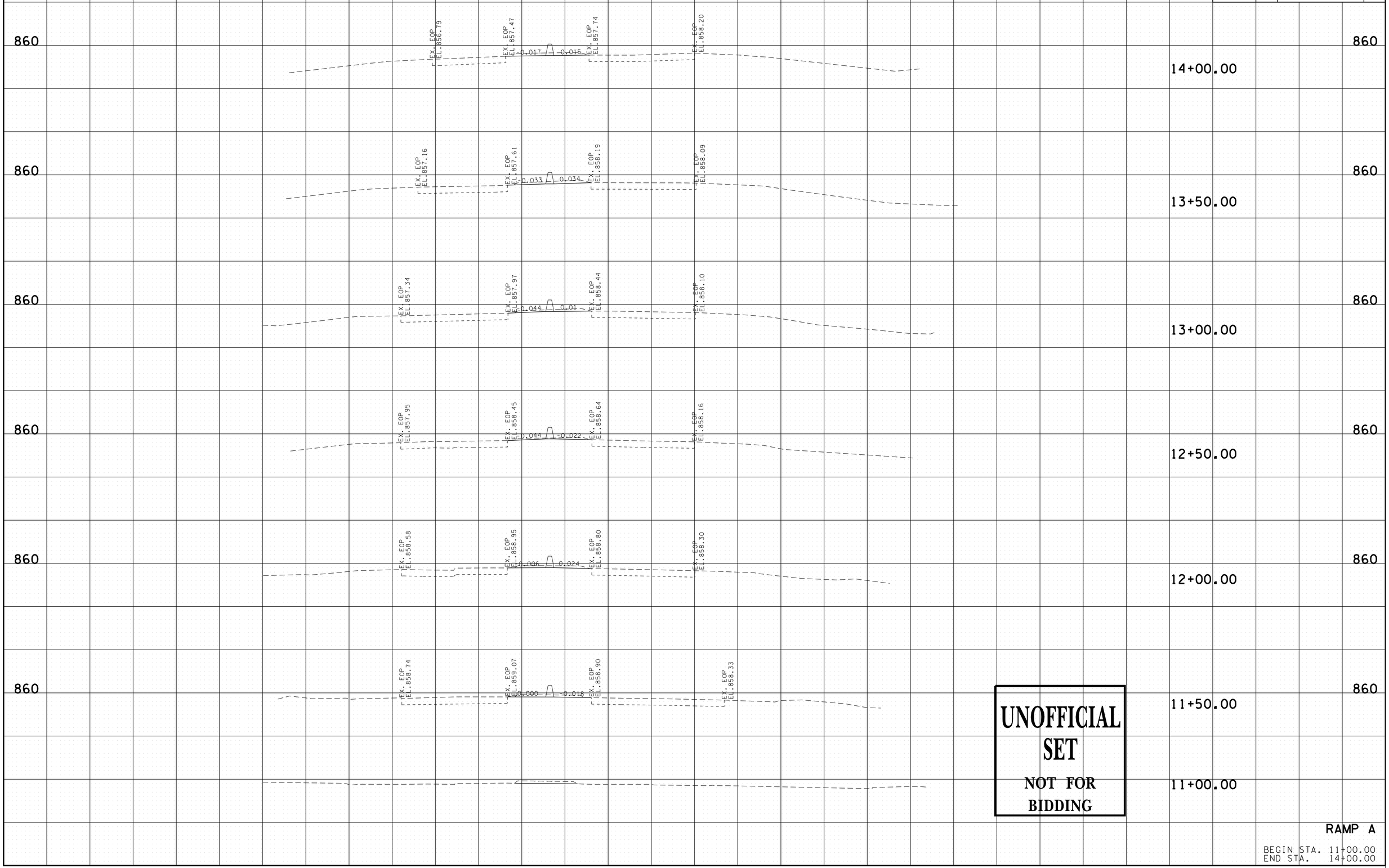
UNOFFICIAL SET
NOT FOR BIDDING

LIVESTOCK RD

BEGIN STA. 85+46.45
END STA. 85+62.94

9/22/2014 3:50:18 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-LIVESTOCK.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	76



UNOFFICIAL SET

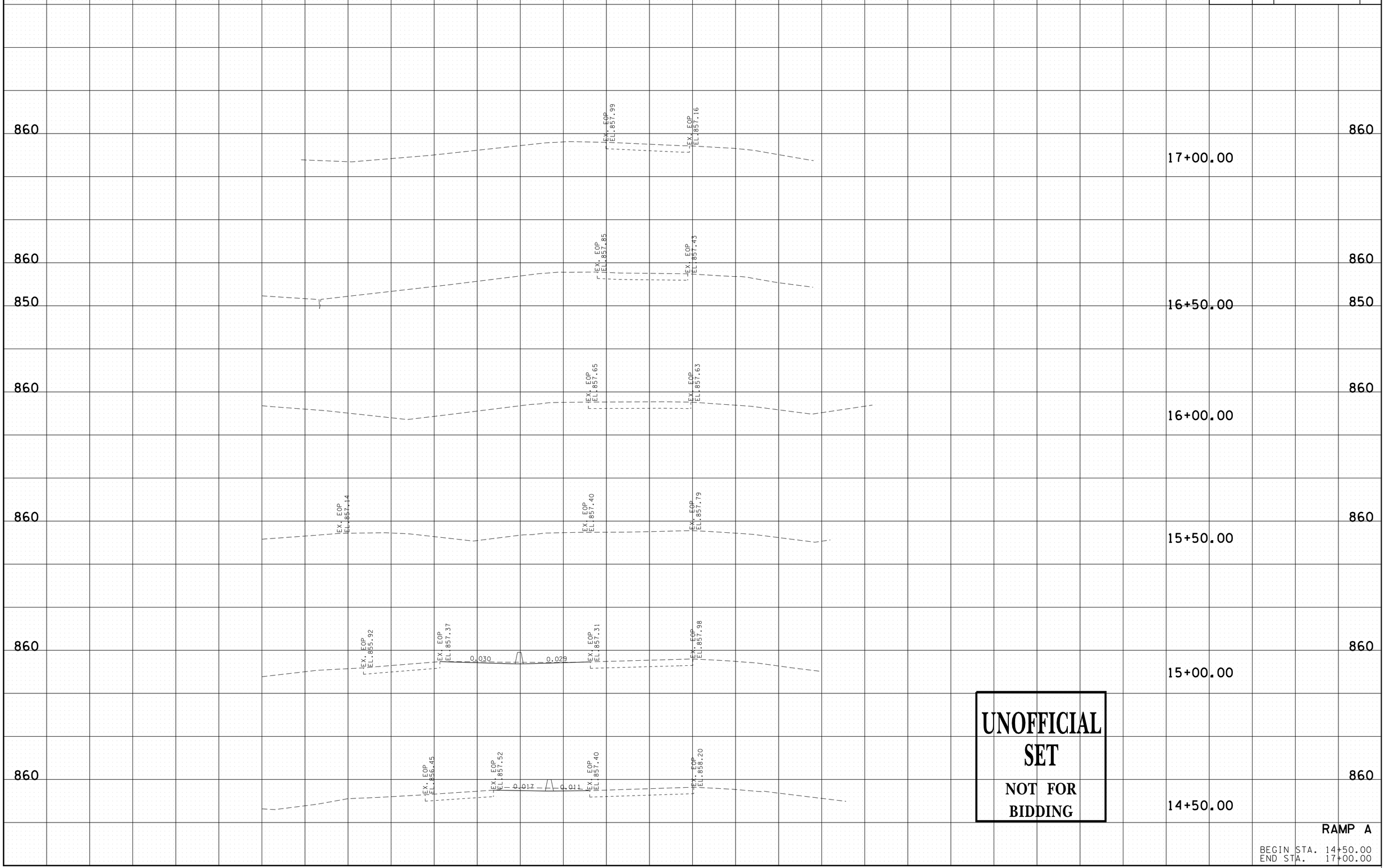
NOT FOR BIDDING

RAMP A

BEGIN STA. 11+00.00
END STA. 14+00.00

9/22/2014 3:50:19 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-RAMPA.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	77



UNOFFICIAL SET

NOT FOR BIDDING

RAMP A

BEGIN STA. 14+50.00
END STA. 17+00.00

9/22/2014 3:50:20 PM
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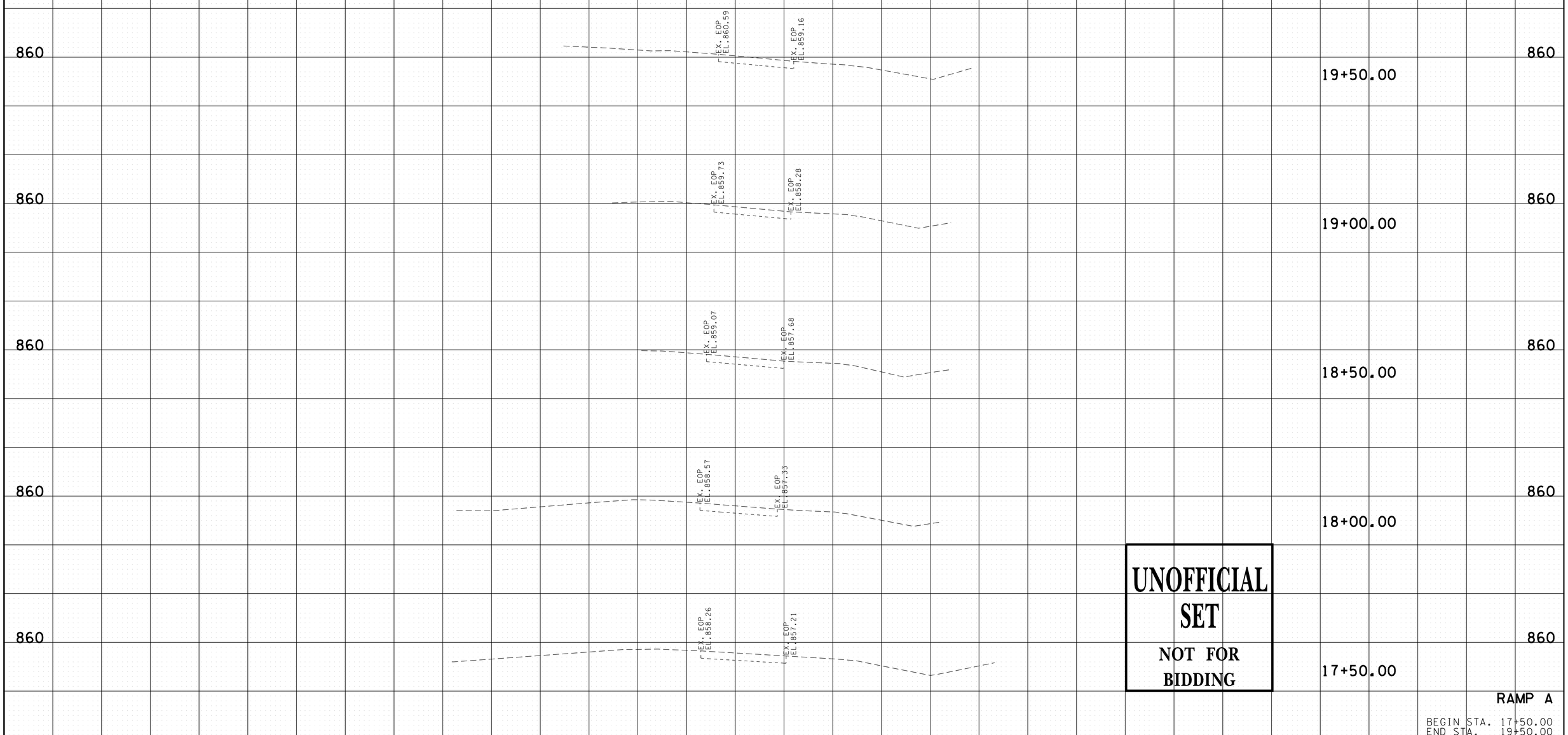
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	78



UNOFFICIAL SET

NOT FOR BIDDING

RAMP A

BEGIN STA. 17+50.00
END STA. 19+50.00

9/22/2014 3:50:21PM
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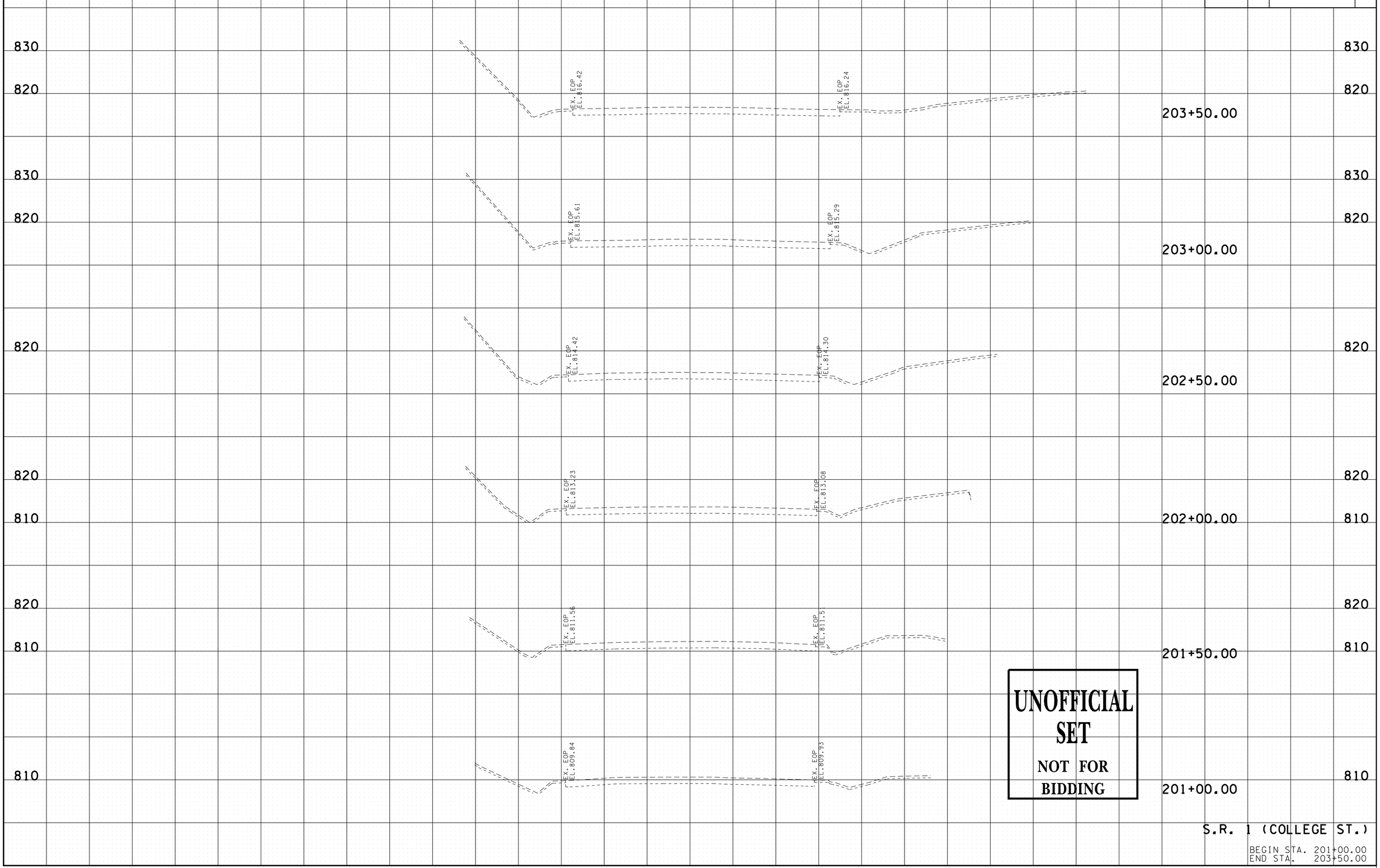
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	79



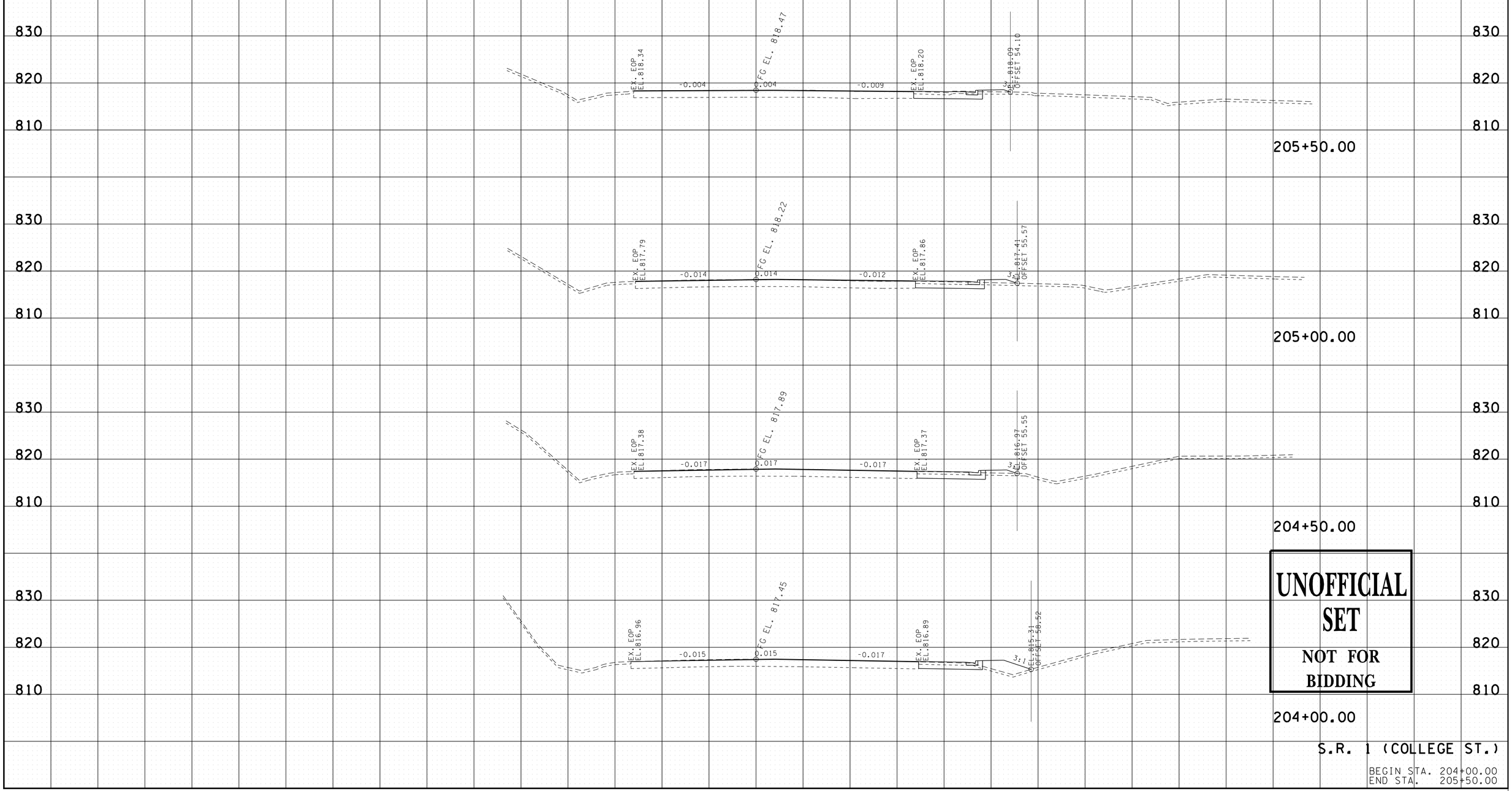
UNOFFICIAL SET
NOT FOR BIDDING

S.R. 1 (COLLEGE ST.)

BEGIN STA. 201+00.00
END STA. 203+50.00

9/22/2014 3:50:22 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-SR1.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	80



UNOFFICIAL SET

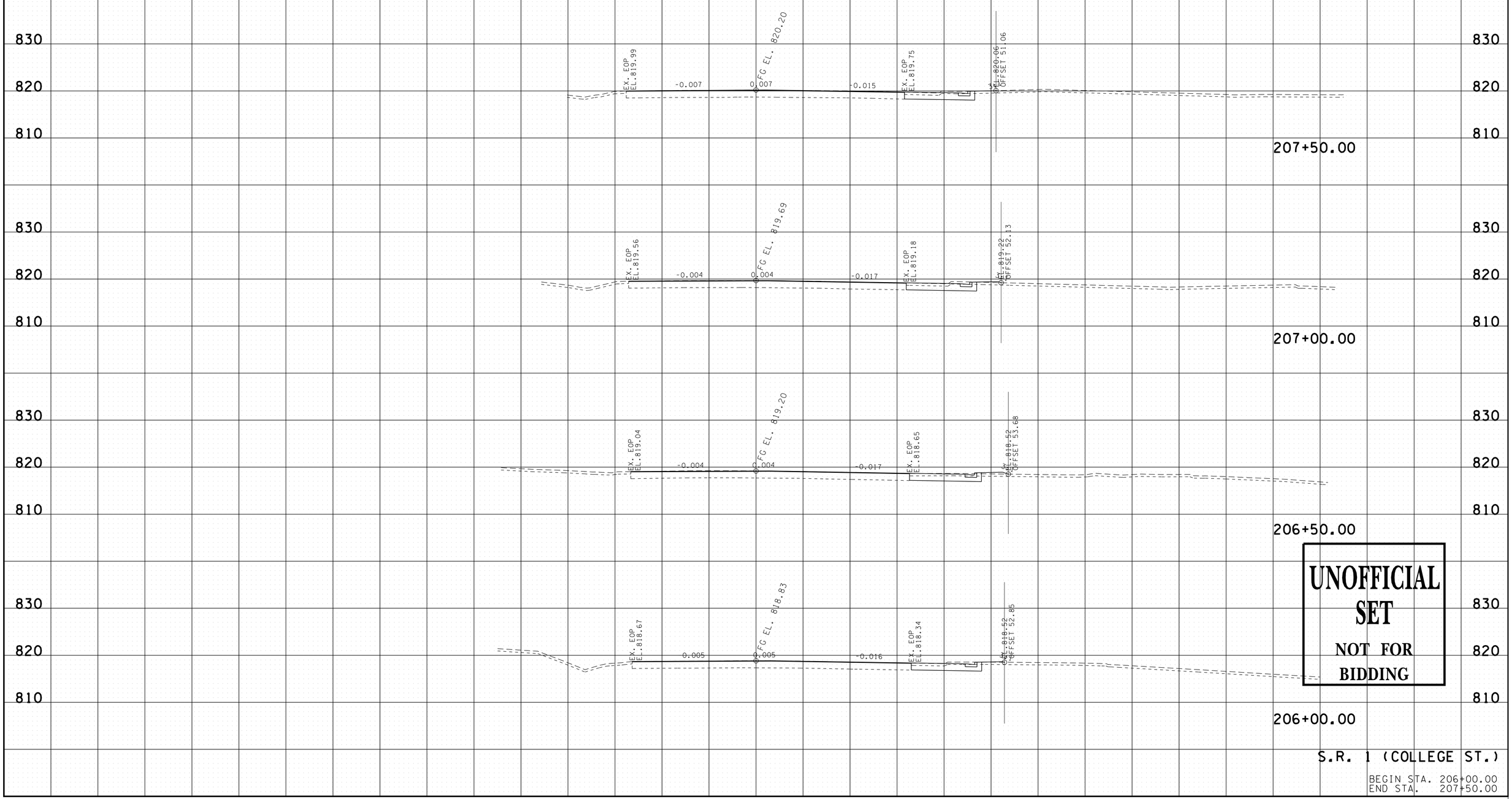
NOT FOR BIDDING

S.R. 1 (COLLEGE ST.)

BEGIN STA. 204+00.00
END STA. 205+50.00

9/22/2014 3:50:22 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-SR1.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	81



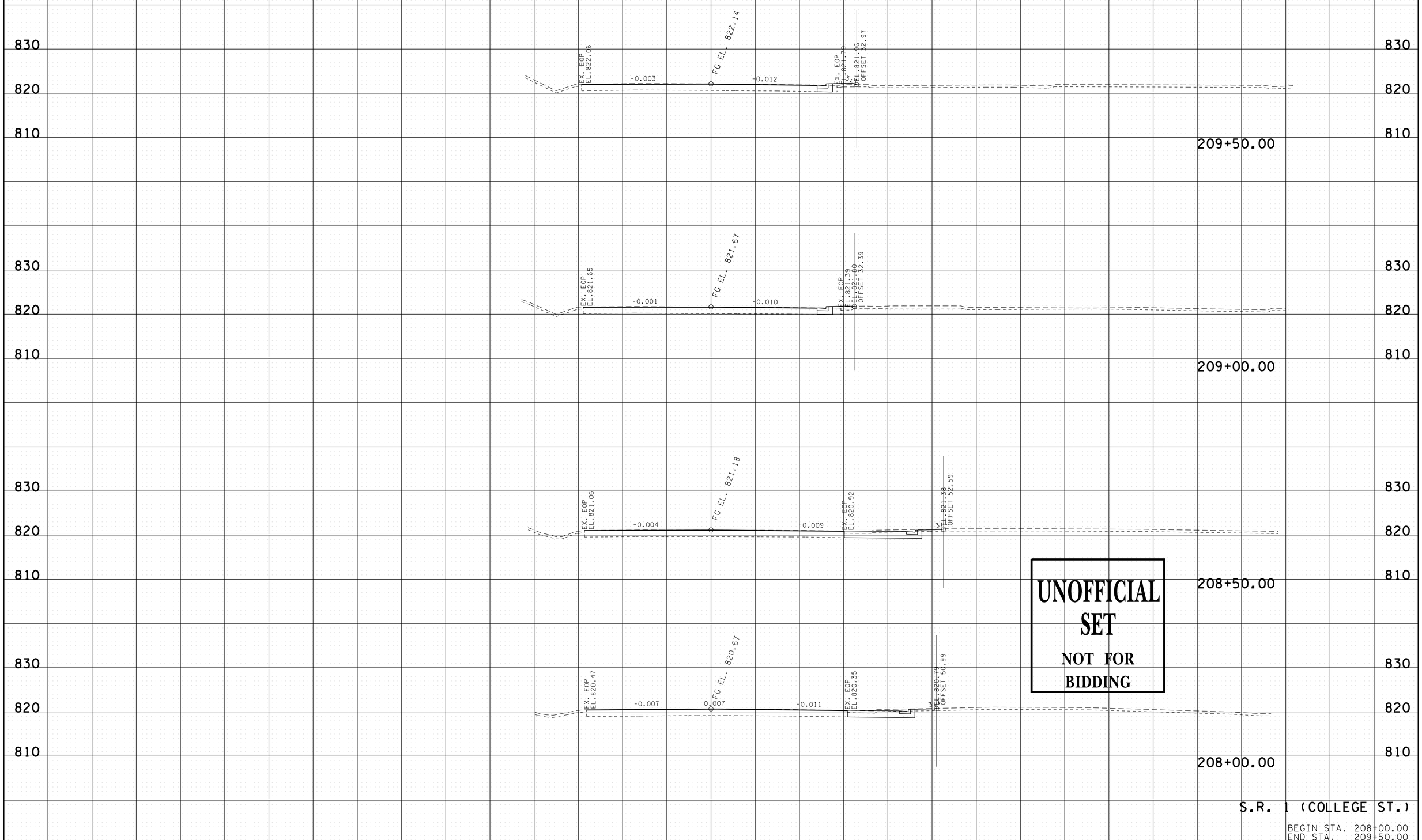
UNOFFICIAL SET
NOT FOR BIDDING

S.R. 1 (COLLEGE ST.)

BEGIN STA. 206+00.00
END STA. 207+50.00

9/22/2014 3:50:23 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-SR1.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	82



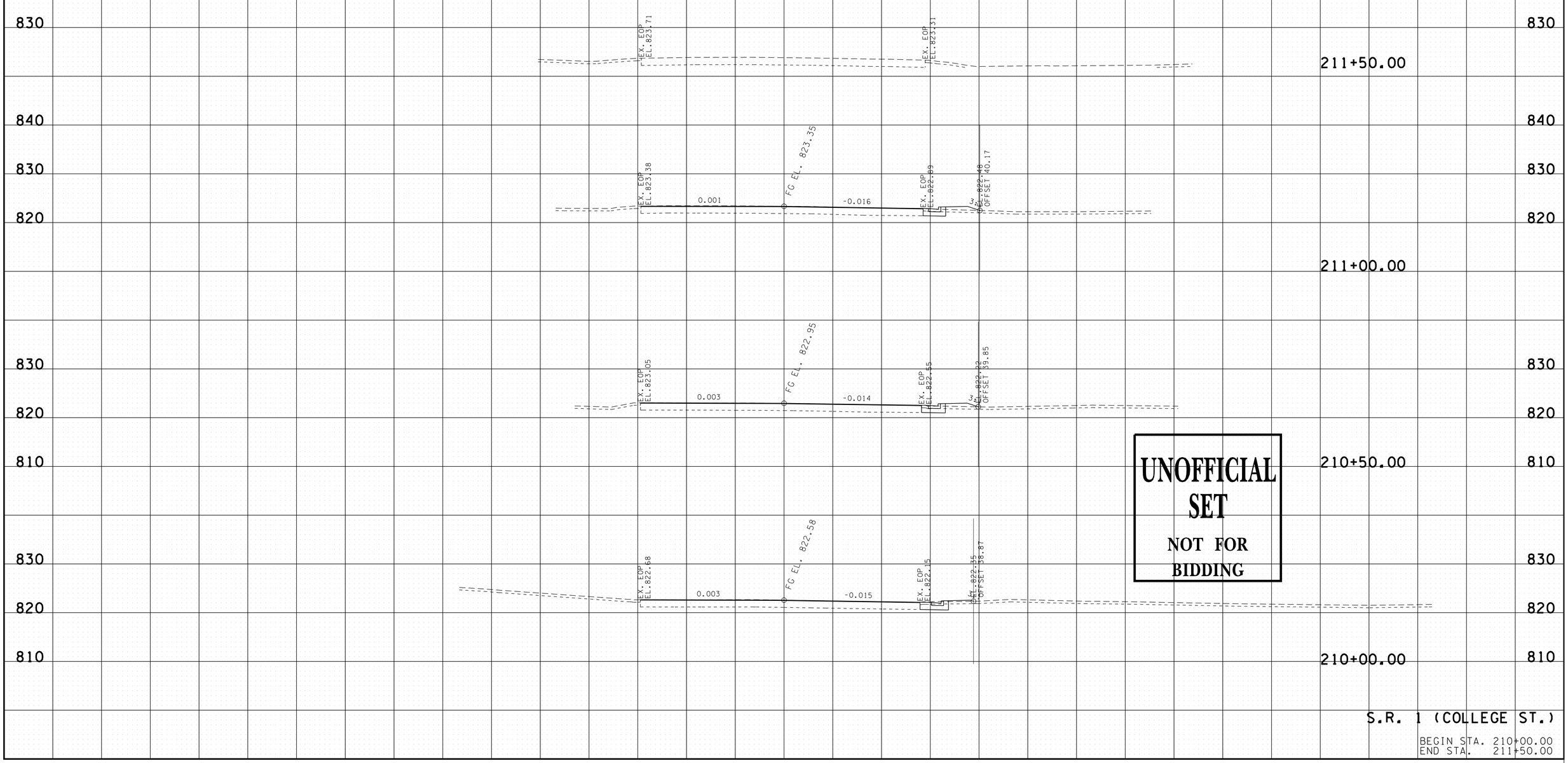
UNOFFICIAL SET
NOT FOR BIDDING

S.R. 1 (COLLEGE ST.)

BEGIN STA. 208+00.00
END STA. 209+50.00

9/22/2014 3:50:24 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-SR1.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	83



UNOFFICIAL SET

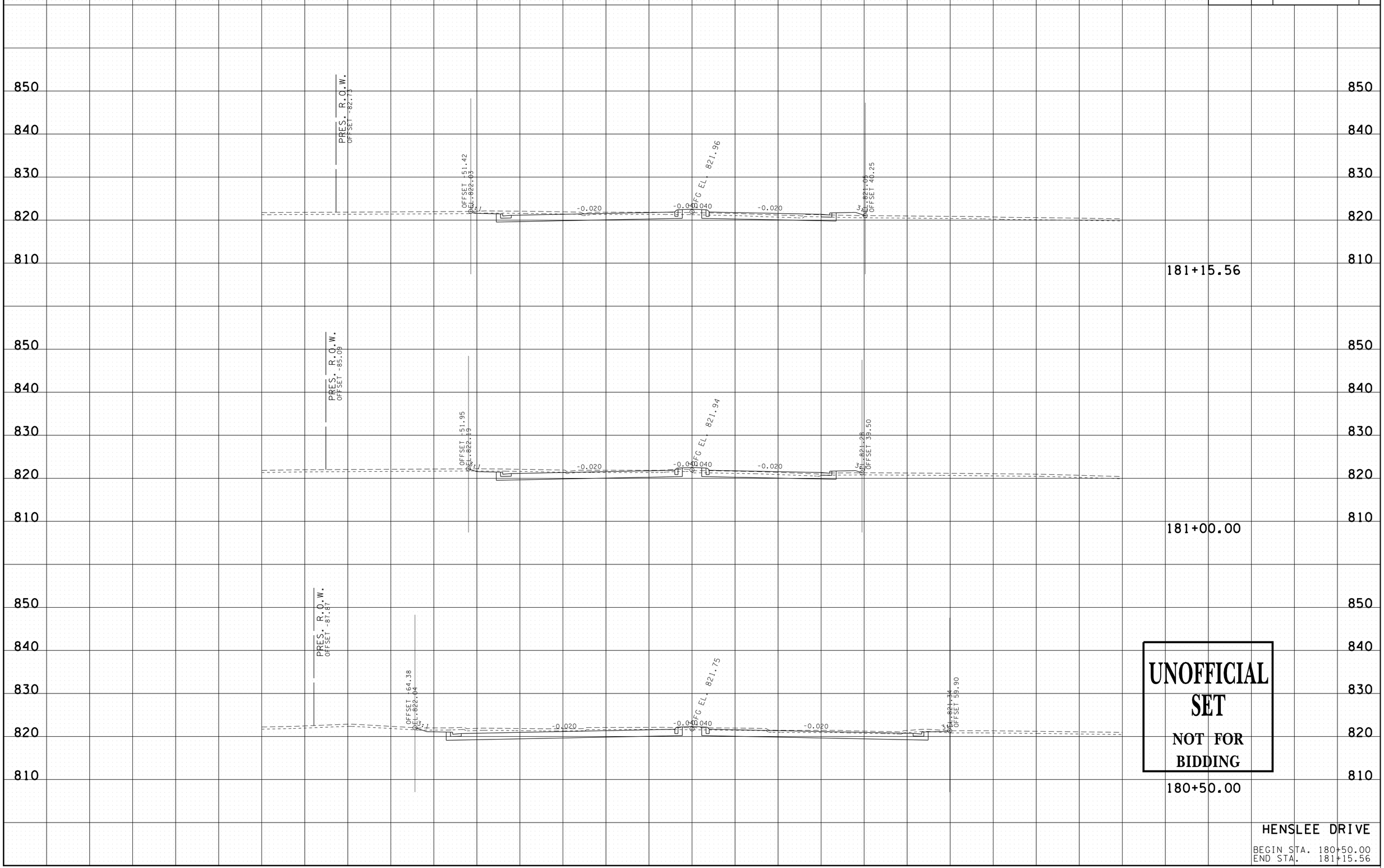
NOT FOR BIDDING

S.R. 1 (COLLEGE ST.)

BEGIN STA. 210+00.00
END STA. 211+50.00

9/22/2014 3:50:25 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-SR1.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	84



UNOFFICIAL SET

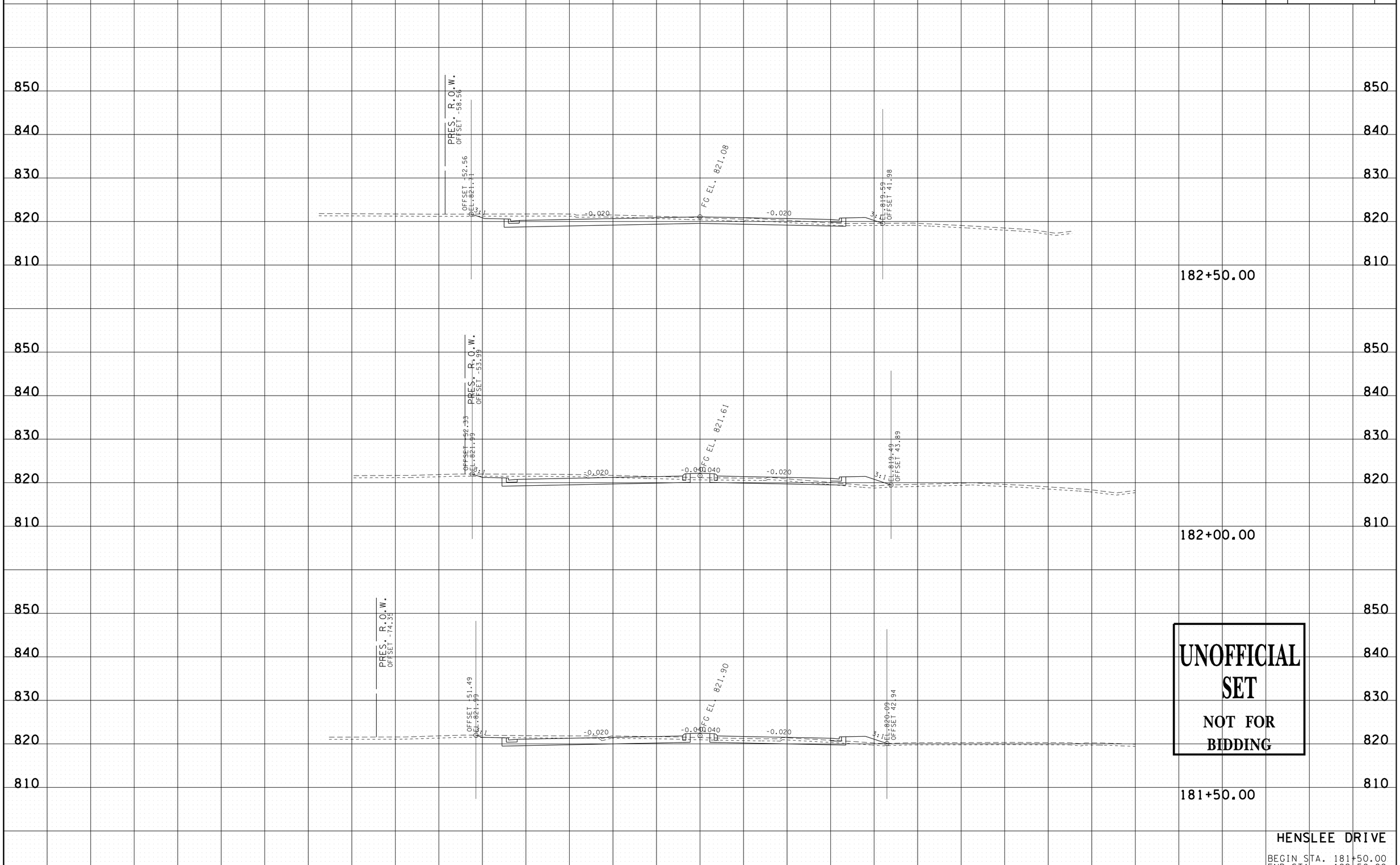
NOT FOR BIDDING

HENSLEE DRIVE

BEGIN STA. 180+50.00
END STA. 181+15.56

9/22/2014 3:50:25 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-HENSLEE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	85



UNOFFICIAL SET

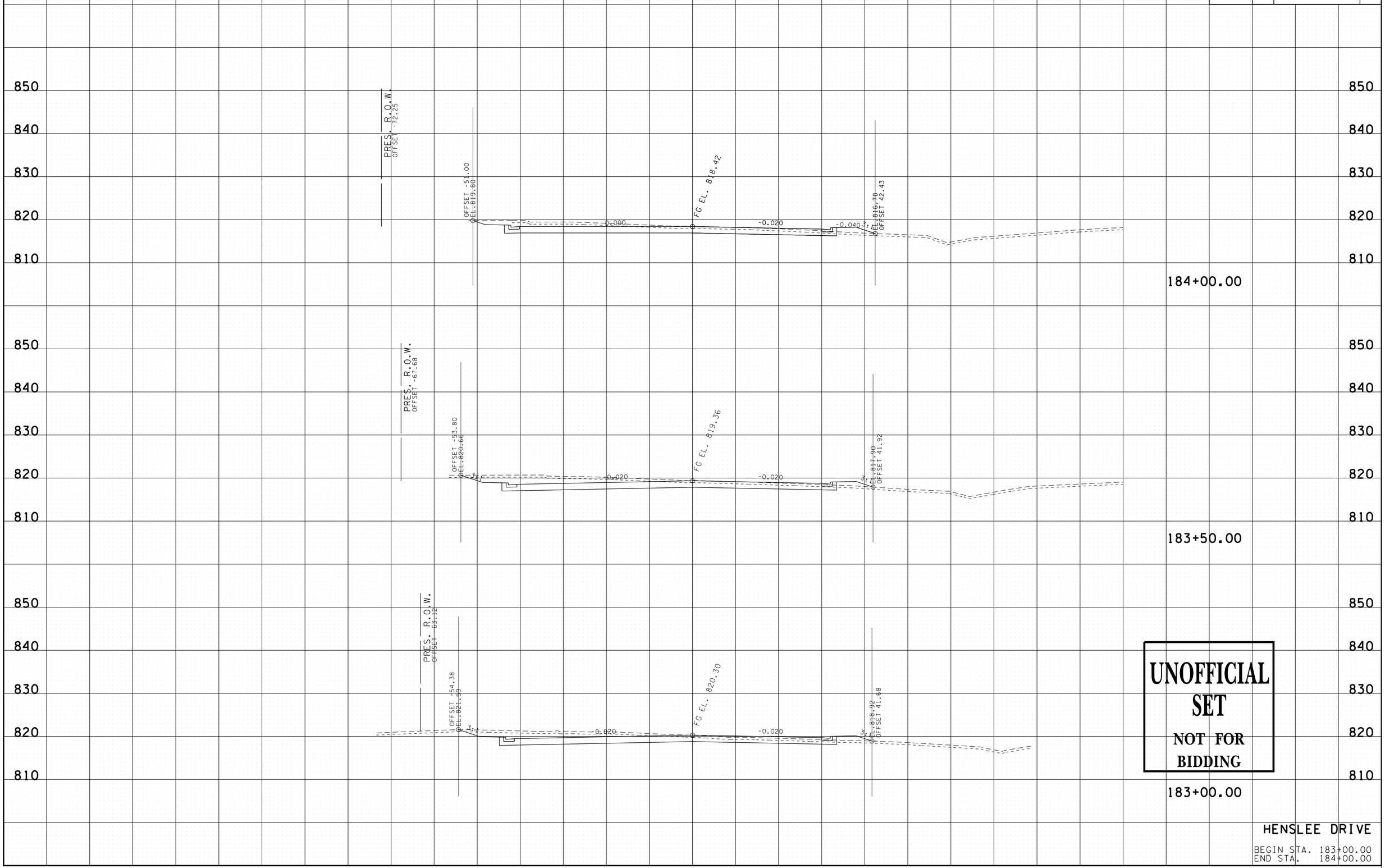
NOT FOR BIDDING

HENSLEE DRIVE

BEGIN STA. 181+50.00
END STA. 182+50.00

9/22/2014 3:50:26 PM
N:\8536 TDOT Cont\Rdwy\08 Dickson\01\Dgn\3-Const\XS-HENSLEE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	86



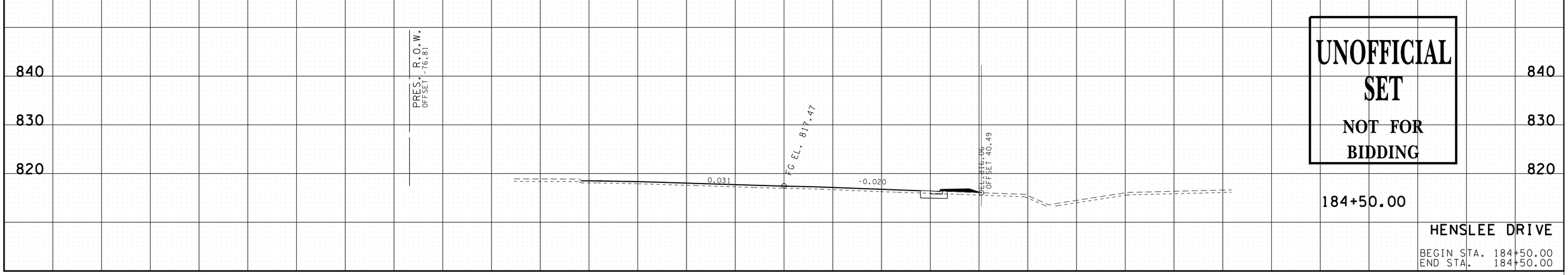
UNOFFICIAL SET
NOT FOR BIDDING

HENSLEE DRIVE

BEGIN STA. 183+00.00
END STA. 184+00.00

9/22/2014 3:50:27 PM
N:\8536 TDOT ConfRdwy\08 Dickson\01\Dgn\3-Const\XS-HENSLEE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	87



UNOFFICIAL SET

NOT FOR BIDDING

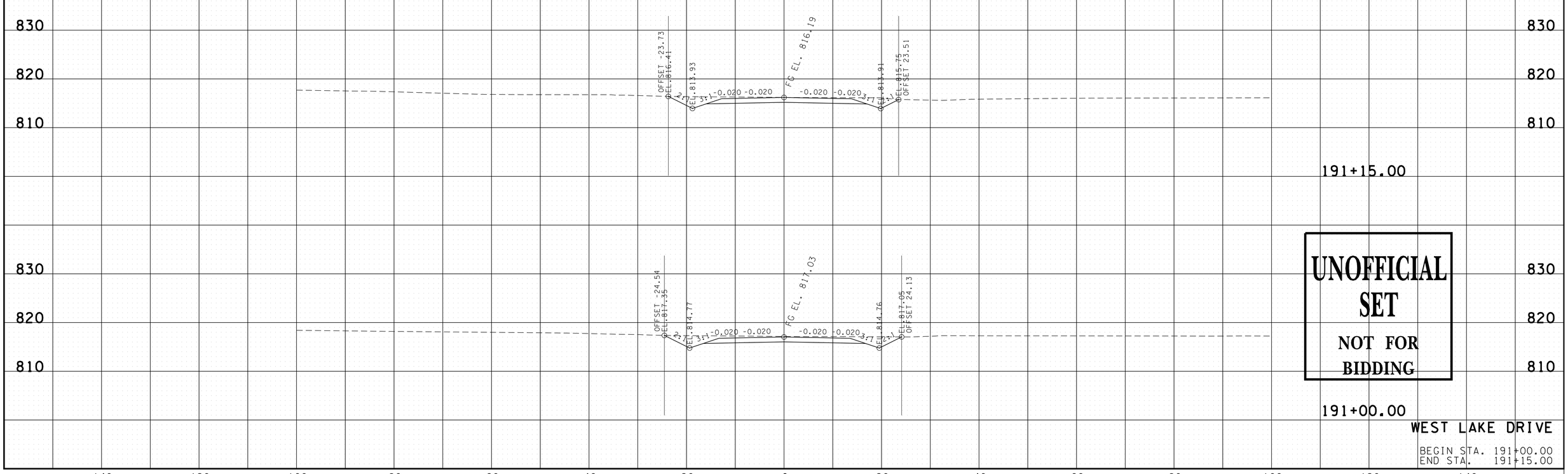
184+50.00

HENSLEE DRIVE

BEGIN STA. 184+50.00
END STA. 184+50.00

9/22/2014 3:50:27 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-HENSLEE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-46(21)	88



UNOFFICIAL SET

NOT FOR BIDDING

WEST LAKE DRIVE

BEGIN STA. 191+00.00
END STA. 191+15.00

9/22/2014 3:50:28 PM
N:\8536 TDOT ContRdwy\08 Dickson\01\Dgn\3-Const\XS-WLAKE.SHT