Index Of Sheets
See Sheet 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

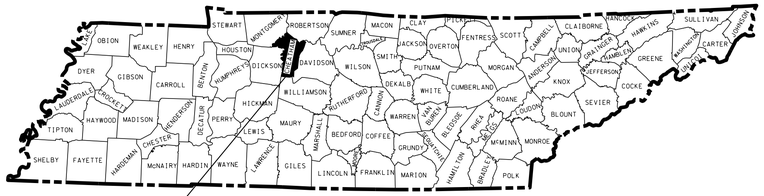
TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	PHSIP-12(54)	
STATE PROJ. NO.	11005-3227-94	

CHEATHAM COUNTY

SR 12 (CLARKSVILLE HIGHWAY)
AT CHEATHAM COUNTY HIGH SCHOOL
FROM LM 9.60 TO LM 9.85

CONSTRUCTION

STATE HIGHWAY NO. 12 F.A.H.S. NO. N/A

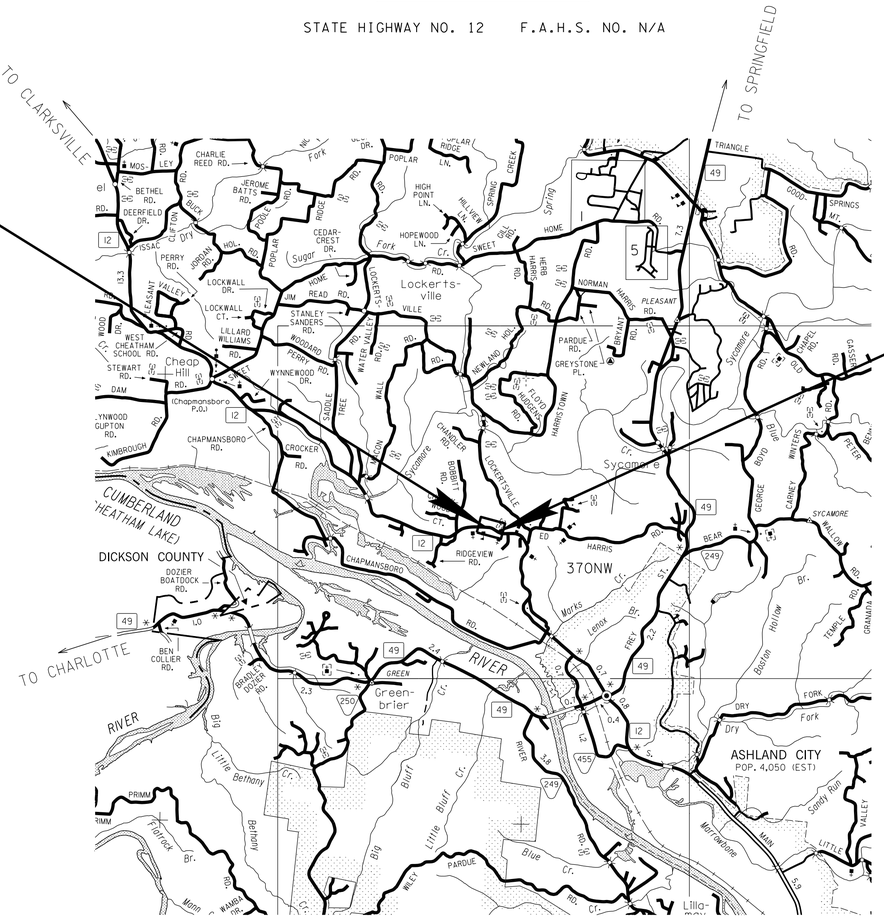


11005-3227-94 (CONST.)
END PROJ. NO. PHSIP-12(54)
STA. 32+20.00
N 719713.3957
E 1646351.9739

11005-3227-94 (CONST.)
BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00
N 719377.5532
E 1647540.2602

NO EXCLUSIONS
NO EQUATIONS

N



SCALE: 1"= 1 MILE

ROADWAY LENGTH	0.241 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.241 MILES

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY
SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 110014
STATE OF TENNESSEE

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 BILLY BINION

DESIGNER DARRELL GRAY/ALVIN R. WHITE CHECKED BY SCOTT JOHNSON

P.E. NO. 97011-1222-04

PIN NO. 117254.00

TRAFFIC DATA	
AADT (2014)	6,990
AADT (2034)	7,690
DHV (2034)	928
D	60 - 40
T (AADT)	3 %
T (DHV)	2 %
V	45 MPH

SURVEY DATE: NOVEMBER 13, 2012

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-12(54)	1A

INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
NDEX AND STANDARD DRAWINGS	1A
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TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
GENERAL NOTES AND SPECIAL NOTES	2B - 2D
TABULATED QUANTITIES	2E
PROPERTY MAPS AND RIGHT-OF-WAY ACQUISITION TABLE	3 - 3A
PRESENT LAYOUT	4
R.O.W. DETAILS	4A
PROPOSED LAYOUT	4B
PROFILE	4C
PROFILE OF PRIVATE DRIVES	5
DRAINAGE MAP	6
CULVERT CROSS-SECTIONS	7
EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS	8 - 8A
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SWPPP	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-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS
RD01-TS-2A	10-15-02	DESIGN STANDARDS 4 AND 6 LANE COLLECTOR HIGHWAYS WITH DEPRESSED MEDIANS

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PE-4	01-15-13	STRAIGHT CONCRETE ENDWALL
D-PE-18A	06-14-13	18" CONCRRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRRETE ENDWALL CROSS DRAIN
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE

SAFETY APPURTENANCES AND FENCE

DWG. NO	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-2	06-30-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-20	11-01-11	SIGN DETAILS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-37	06-10-14	SEDIMENT TUBE

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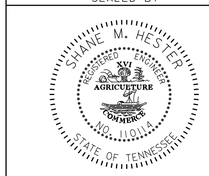

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-12(54)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2061
	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	617
	203-06	WATER	M.G.	40
	209-05	SEDIMENT REMOVAL	C.Y.	72
(1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1138
(1)	209-08.07	ROCK CHECK DAM PER	EACH	11
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(2)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1436
(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	9
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	210
(4)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	191
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	12
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	2540
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	88
(5)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	311
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0.4
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	2982
(6)	607-20.01	18" CROSSDRAIN PIPE CULVERT(COLLECTORS & LOCAL ROADS)	L.F.	126
(7)	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	99
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	3
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	80
	611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
(1)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	32
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	675
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	4
(8)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(9)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	194
(13)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	55
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	12
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	6
(14)	712-06	SIGNS (CONSTRUCTION)	S.F.	182
	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	2
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH	95
	716-01.22	SNWPLWBLE PVMT MRKRS (MONO-DIR)(1 COLOR)	EACH	10
(12)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	487
(12)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1
(15)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.5
(16)	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	0.5
	717-01	MOBILIZATION	LS	1
(1)(10)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	226
	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	225
(1)(7)	740-11.04	TEMPORARY SEDIMENT TUBE 20IN (HARDWOOD MULCH)	L.F.	225
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	20
(11)	801-03	WATER (SEEDING & SODDING)	M.G.	44
	803-01	SODDING (NEW SOD)	S.Y.	1012
	806-02.03	PROJECT MOWING	CYCL	2

FOOTNOTES

1. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
2. INCLUDES 98 TONS FOR BUSINESS ENTRANCES AND 250 TONS FOR SHOULDER REINFORCEMENT TO ELIMATE DROP OFFS DURING TRAFFIC CONTROL PHASEING.
3. INCLUDES 4.2 TONS USED FOR CULVERT PROTECTION.
4. INCLUDES 60 TONS FOR BUSINESS ENTRANCES.
5. INCLUDES 39 TONS FOR BUSINESS ENTRANCES.
6. TO BE USED AS DIRECTED BY THE ENGINEER AT STA. 22+62.12 AND STA. 28+97.77.
7. TO BE USED AS DIRECTED BY THE ENGINEER.
8. TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.
9. INCLUDES 22.7 TONS TO BE USED FOR CULVERT PROTECTION.
10. INCLUDES 53.8 S.Y. USED FOR CULVERT PROTECTION, 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS.
11. INCLUDES 4 THOUSAND GALLONS FOR EROSION AND SEDIMENT CONTROL.
12. 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.
13. THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
14. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORAIRILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
15. FOR CENTER AND LANE LINES.
16. FOR EDGE LINES.

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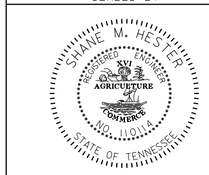

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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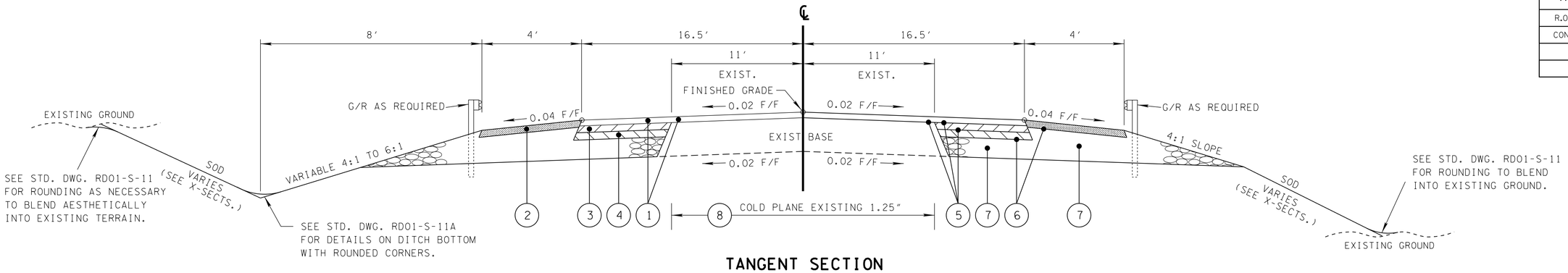
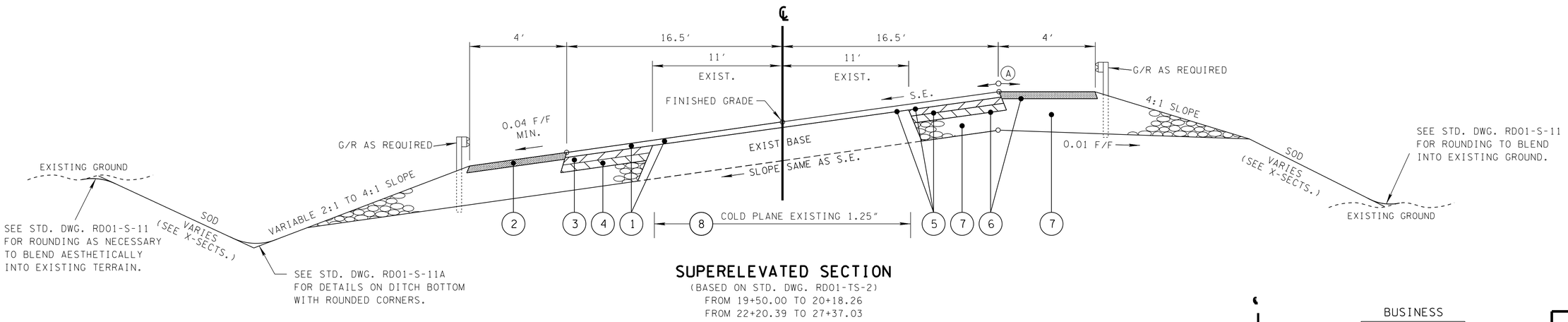
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	2
CONST.	2014	PHSIP-12(54)	2A



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-2)
FROM 20+18.26 TO 22+20.39
FROM 27+37.03 TO 32+20.00

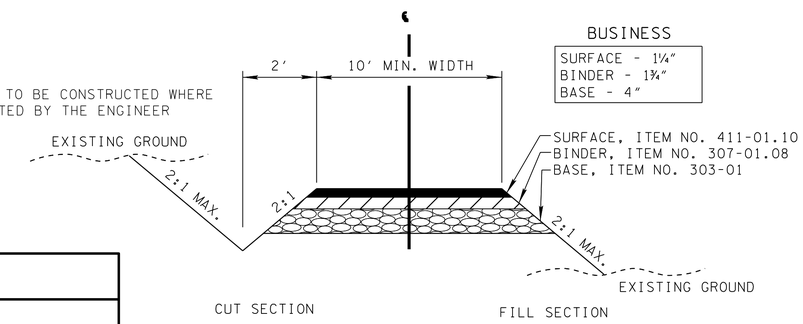


SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-2)
FROM 19+50.00 TO 20+18.26
FROM 22+20.39 TO 27+37.03

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

NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER



TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

PROPOSED PAVEMENT SCHEDULE

(1) SURFACE @ 1.25" THICK (132.5 LBS/SY) 411-01.10 ASPHALT CEMENT (PG64-22) (ACS) GRADING D	(5) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.07 GAL/SY (GENERAL USE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.10 GAL/SY (COLD PLANE)
(2) SURFACE @ 1.50" THICK (154.5 LBS/SY) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER	(6) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ .35 GAL/SQ.YD. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 12 LB./SQ.YD.
(3) BINDER @ 2.00" THICK (226 LBS/SY) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	(7) MINERAL AGGREGATE 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D @ 10.00" THICK LANES 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D @ 14.75" THICK SHOULDER
(4) BLACK BASE @ 3.00" THICK (345 LBS/SY) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	(8) COLD PLANING EXISTING 415-01.01 COLD PLANING BITUMINOUS PAVEMENT @ 1.25" DEPTH

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-12(54)	2B

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(4) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

(5) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(6) 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

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

(8) THE CUTTING OF INLET AND 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).

(9) 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.

(10) 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 (SEE SHEET 3A)

MISCELLANEOUS

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

(12) 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.

RIGHT - OF – WAY (SEE SHEET 3A)

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

(13) 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 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(14) 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.

FINAL PAVEMENT MARKING IF 6" SPRAY THERMOPLASTIC (60 mil) IS USED

(15) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVEMENT - PAVING

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

(17) 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.

SIGNING

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

(19) 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.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(20) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 713-15.02 REMOVAL & RELOCATION OF SIGN & SUPPORT, AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(21) 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.

(22) 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.

(23) 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.

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

(25) 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.

(26) 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.

(27) 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

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

(29) 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.

(30) 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.

(31) 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.

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

(33) 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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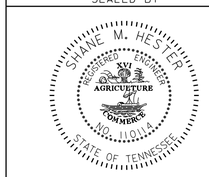

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GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	PHSIP-12(54)	2C

SEDIMENT CONTROL

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

(35) 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.

(36) 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.

(37) 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.

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

(39) 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.

(40) 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.

(41) 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

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

(43) 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.

(44) 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.

(45) 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.

(46) 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.

(47) 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.

(48) 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.

(49) 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

(50) 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

(51) 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.

(52) 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, ROOADWAY 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.

(53) 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.

(54) 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.

(55) 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 ROOADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(56) 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.

(57) 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.

(58) 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.

(59) 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

(60) 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.

(61) 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 AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	PHSIP-12(54)	2D

SPECIAL NOTES

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

(4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

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

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(6) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 8, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

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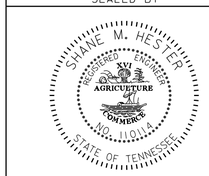

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GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	PHSIP-12(54)	2E

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) C.Y.	BORROW EXCAVATION UNCL. - C.Y.	BORROW EXCAVATION S. ROCK - C.Y.	CHANNEL EXC. C.Y.	EMB. C.Y.
19+50.00 TO 32+20.00	2061	617			2678
TOTALS	**2061**	**617**	**0**	**0**	**2678**

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS 303-01 (TON) STONE	307-01.01 (TON) "A"	307-01.08 (TON) "B-M2"	402-01 (TON) PC	402-02 (TON) PC	403-01 (TON) TC	411-01.07 (TON) "E"	411-01.10 (TON) "D"
MAINLINE	1088.0	210.0	131.0	3.0	12.0	2.0	88.0	272.0
BUS. ENTS.	98.0	0.0	60.0	0.0	0.0	0.0	0.0	39.0
TOTALS	**1186.0**	**210.0**	**191.0**	**3.0**	**12.0**	**2.0**	**88.0**	**311.0**

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	SINGLE TYPE 2 705-02.02 (L.F.)	TERMINAL ANCHORS TYPE 38 705-04.07 (EACH)	REMARKS
4B	SR-12	X		19+50	24+05	355	2	
4B	SR-12		X	25+95	30+15	320	2	
TOTALS						**675**	**4**	

SIDE DRAIN TABULATION

STATION	LOCATION LT	LOCATION RT	DESCRIPTION	SURFACE WIDTH (L.F.)	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 10 FT. 18"	24"	30"	36"	48"	REMARKS
20+21.00		X	BUS. ENT.	10	47					NO ENDWALLS REQD.
21+73.00		X	BUS. ENT.	10	22					NO ENDWALLS REQD.
25+05.00		X	BUS. ENT.	10	30					NO ENDWALLS REQD.
27+80.00	X		SCHOOL ENT.	40						NO SIDE DRAIN REQD.
TOTALS					**99**	**0**	**0**	**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. 18"	24"	30"	36"	42"	SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	STRUC. STEEL 611-07.03 (LB.)	18" ENDWALL 611-07.55 (EACH)	REMARKS
22+62.54	50					89°22'54"	34	U	D-PE-18A & 18B	STR	D-PE-4	1.16	40	0	1	
28+97.82	76					46°33'53"	14	U	D-PE-18A & 18B	STR	D-PE-4	1.16	40	0	1	
TOTALS	**126**	**0**	**0**	**0**	**0**		**48**					**2.32**	**80**	**0**	**2**	

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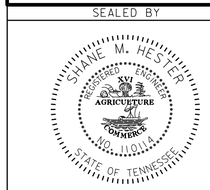

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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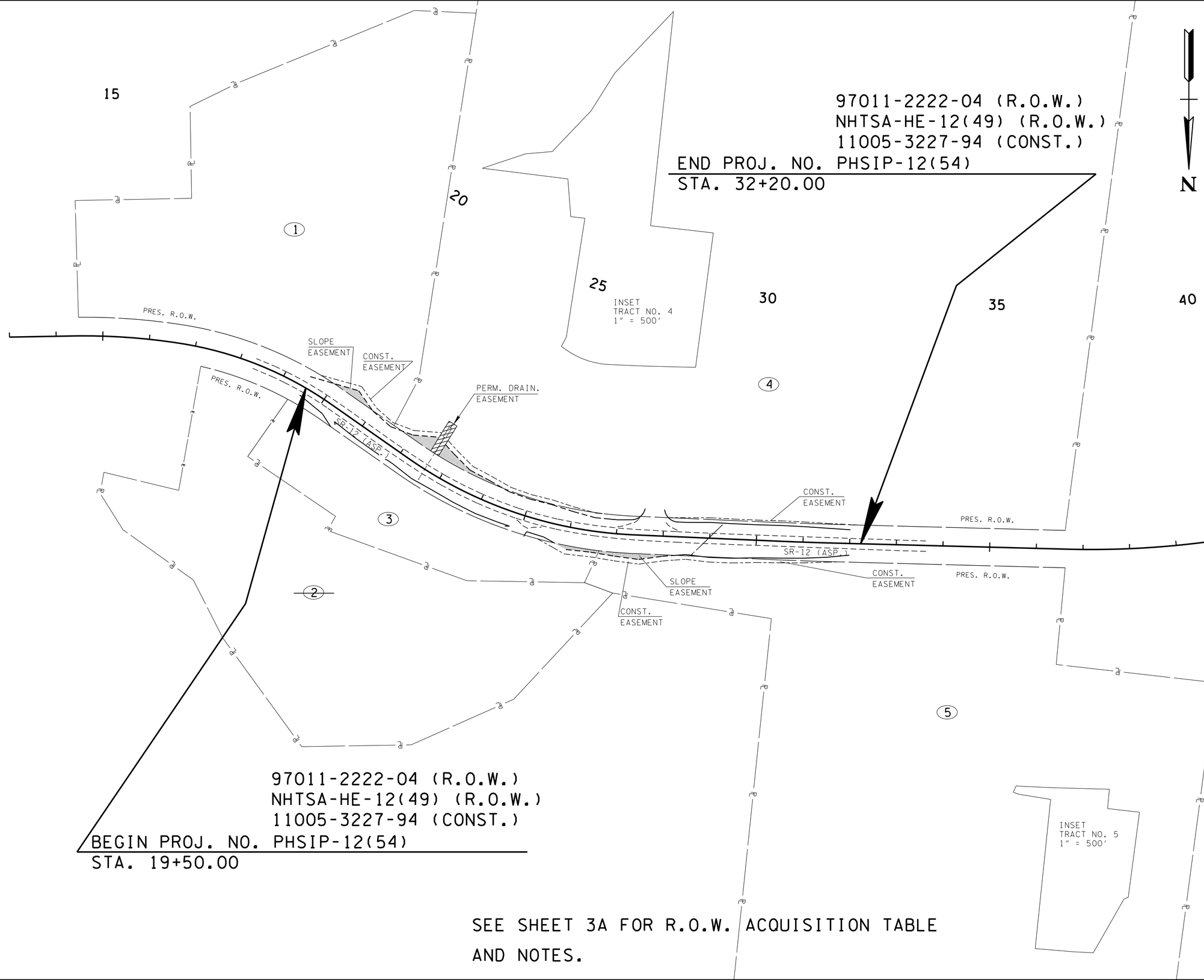
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	3
CONST.	2014	PHSIP-12(54)	3



SEE SHEET 3A FOR R.O.W. ACQUISITION TABLE AND NOTES.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	3A
CONST.	2014	PHSIP-12(54)	3A

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	Bethlehem Free Will Baptist Church	43	95	128	50	10.099		10.099				10.099			887	1154
~~2~~	~~Gayle & Douglas Ramsey~~	~~43~~	~~54.01~~	~~287~~	~~303~~		~~8.299~~	~~8.299~~					~~8.299~~			
3	Bethlehem Free Will Baptist Church Cemetery	43	54.02				2.379	2.379					2.379		563	1156
4	Cheatham County Board of Education	43	97	130	216	87.667		87.667				87.667		1500	2724	0.112 AC
5	TN Timber and Lumber, Inc.	44	80	299	33		34.829	34.829					34.829		1199	4146

CONSTRUCTION EASEMENT USAGE:
TRACTS 1, 3, 4 & 5 ARE FOR THE CONSTRCTION OF CUT AND FILL SLOPES

SEE SHEET 3 FOR PROPERTY MAP

SR-12 (Clarksville Highway) at Cheatham County High School
From L.M. 9.60 to L.M. 9.85
CHEATHAM COUNTY

ELECTRIC: CUMBERLAND ELECTRIC MEMBERSHIP CORP.
1940 MADISON ST. / P.O. BOX 3300
CLARKSVILLE, TN 37043-3300
MARK COOK
MCOOK@CEMC.ORG
O:931-645-2481

PHONE: AT&T
333 COMMERCE ST. RM 23C142
NASHVILLE, TN 37201
DAVID HUFFAKER
DH8862@ATT.COM
615-214-7318

WATER SEWER: PLEASANT VIEW UTILITY DISTRICT
6589 HWY 41A
PLEASANT VIEW, TN 37146
JOHN ANTHONY
JPANTHONY@BELLSOUTH.NET
615-746-5315

CABLE: CHARTER COMMUNICATIONS (MID – SOUTH)
1850 BUSINESS PARK DR. / SUITE 101
CLARKSVILLE, TN 37040-002
CURT BALLANCE
CURT.BALLANCE@CHARTERCOM.COM
931-241-8441

GAS: PIEDMONT NATURAL GAS
83 CENTURY BLVD.
NASHVILLE, TN 37214
ROGER BYRD
ROGER.BYRD@PIEDMONTNG.COM
615-872-2389

DISCLAIMER

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTANCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVALABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE OR NO MORE THAN (10) TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.

RIGHT - OF - WAY NOTES

(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.

UTILITY NOTES

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

(2) 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.

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DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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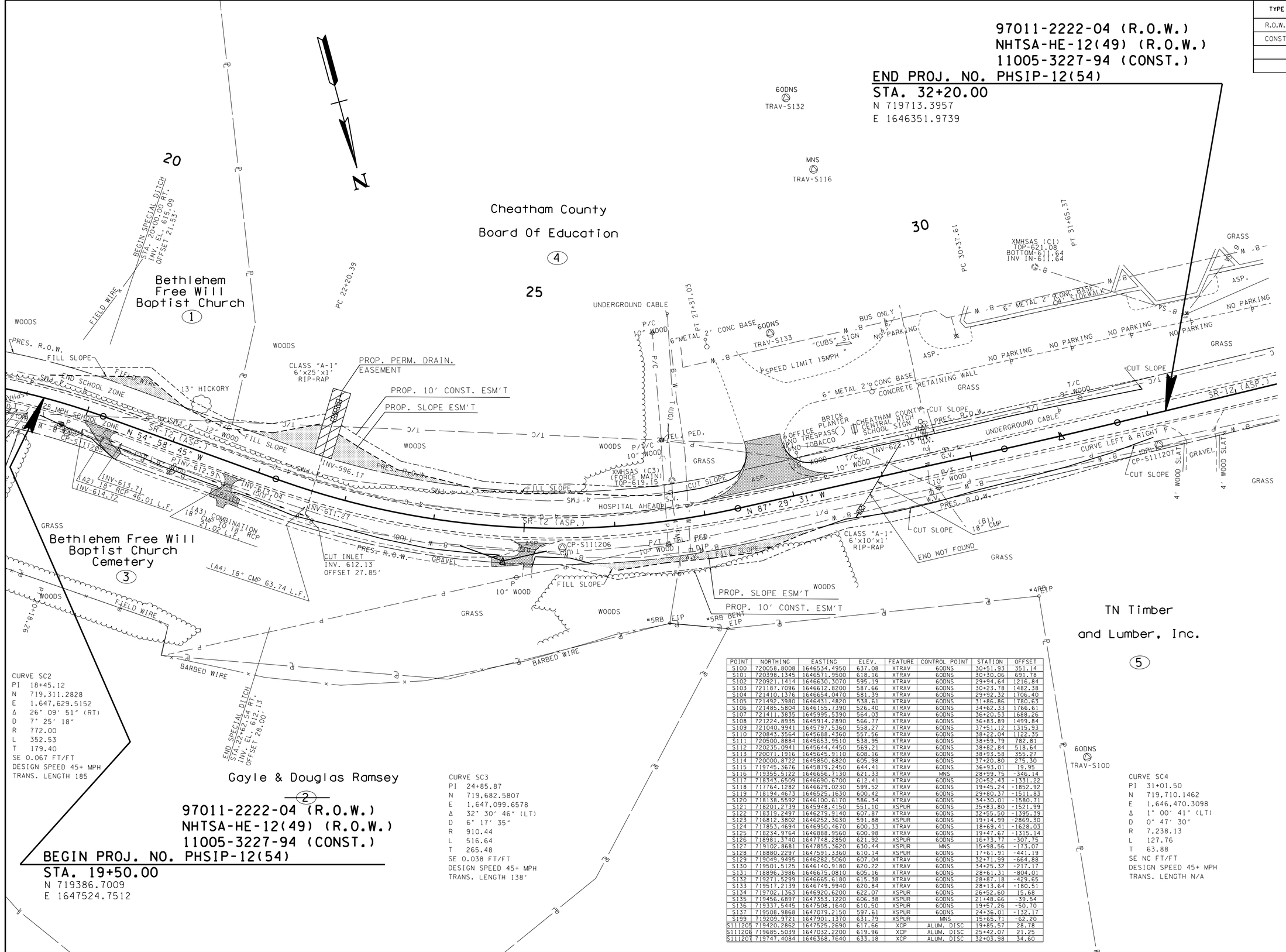
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4
CONST.	2014	PHSIP-12(54)	4



CURVE SC2
PI 18+45.12
N 719,311.2828
E 1,647,629.5152
Δ 26° 09' 51" (RT)
D 7° 25' 18"
R 772.00
L 352.53
T 179.40
SE 0.067 FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH 185

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00
N 719386.7009
E 1647524.7512

CURVE SC3
PI 24+85.87
N 719,682.5807
E 1,647,099.6578
Δ 32° 30' 46" (LT)
D 6° 17' 35"
R 910.44
L 516.64
T 265.48
SE 0.038 FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH 138'

POINT	NORTHING	EASTING	ELEV.	FEATURE	CONTROL POINT	STATION	OFFSET
S100	720058.8008	1646534.4950	637.08	XTRAV	60DNS	30+51.93	351.14
S101	720398.1345	1646571.9500	618.16	XTRAV	60DNS	30+30.06	691.78
S102	720921.1414	1646630.3070	595.19	XTRAV	60DNS	29+94.64	1216.84
S103	721187.7096	1646612.8200	587.66	XTRAV	60DNS	30+23.78	1482.38
S104	721410.1376	1646654.0470	581.39	XTRAV	60DNS	29+32.32	1706.40
S105	721492.3980	1646431.4820	538.61	XTRAV	60DNS	31+86.86	1780.63
S106	721485.5804	1646155.7390	526.40	XTRAV	60DNS	34+62.33	1766.61
S107	721411.3835	1645995.5390	564.03	XTRAV	60DNS	36+20.53	1688.26
S108	721224.8935	1645914.2890	566.77	XTRAV	60DNS	36+83.89	1499.84
S109	721040.9941	1645797.5360	558.27	XTRAV	60DNS	37+51.12	1315.93
S110	720843.3564	1645688.4360	557.56	XTRAV	60DNS	38+22.04	1122.35
S111	720500.8884	1645653.9510	538.95	XTRAV	60DNS	38+59.79	782.81
S112	720235.0941	1645644.4450	569.21	XTRAV	60DNS	38+82.84	518.64
S113	720071.1916	1645645.9110	608.16	XTRAV	60DNS	38+93.58	355.27
S114	720000.8722	1645850.6820	605.98	XTRAV	60DNS	37+20.80	275.30
S115	719745.3676	1645879.2450	644.41	XTRAV	60DNS	36+93.01	19.95
S116	719355.5122	1646656.7130	621.33	XTRAV	MNS	28+99.75	-346.14
S117	718343.6509	1646690.6700	612.41	XTRAV	60DNS	20+52.43	-1331.22
S118	717764.1282	1646629.0230	599.52	XTRAV	60DNS	19+45.24	-1852.92
S119	718194.4673	1646525.1630	600.42	XTRAV	60DNS	29+80.37	-1511.83
S120	718138.5592	1646100.6170	586.34	XTRAV	60DNS	34+30.01	-1580.71
S121	718201.2739	1645948.4150	551.10	XSPUR	60DNS	35+83.80	-1521.99
S122	718319.2497	1646279.9140	607.87	XTRAV	60DNS	32+55.50	-1395.39
S123	716812.3802	1646252.3630	591.88	XSPUR	60DNS	19+14.99	-2869.30
S124	717853.4694	1646950.4670	600.33	XTRAV	60DNS	18+69.41	-1628.03
S125	718234.9764	1646888.9560	600.98	XTRAV	60DNS	19+47.67	-1315.14
S126	718981.3740	1647748.2850	621.92	XSPUR	60DNS	16+73.77	-307.75
S127	719102.8681	1647855.3620	630.44	XSPUR	MNS	15+98.56	-173.07
S128	718880.2297	1647591.3360	610.14	XSPUR	60DNS	17+61.91	-441.19
S129	719049.9495	1646282.5060	607.04	XTRAV	60DNS	32+71.99	-664.88
S130	719501.5125	1646140.9180	620.22	XTRAV	60DNS	34+25.32	-217.17
S131	718896.3986	1646675.0810	605.16	XTRAV	60DNS	28+61.31	-804.01
S132	719271.5299	1646665.6180	615.38	XTRAV	60DNS	28+87.18	-429.65
S133	719517.2139	1646749.9940	620.84	XTRAV	60DNS	28+13.64	-180.51
S134	719702.1363	1646920.6200	622.07	XSPUR	60DNS	26+52.60	15.68
S135	719456.6897	1647353.1220	606.38	XSPUR	60DNS	21+48.66	-39.54
S136	719337.5445	1647508.1640	610.50	XSPUR	60DNS	19+57.26	-50.70
S137	719508.9868	1647079.2150	597.61	XSPUR	60DNS	24+36.01	-132.17
S199	719209.9721	1647901.1370	631.79	XSPUR	MNS	15+65.71	-62.20
S111205	719420.2862	1647525.2690	617.66	XCP	ALUM. DISC	19+85.57	28.78
S111206	719685.5039	1647032.2200	619.96	XCP	ALUM. DISC	25+42.07	21.25
S111207	719747.4084	1646368.7640	633.18	XCP	ALUM. DISC	32+03.98	34.60

CURVE SC4
PI 31+01.50
N 719,710.1462
E 1,646,470.3098
Δ 1° 00' 41" (LT)
D 0° 47' 30"
R 7,238.13
L 127.76
T 63.88
SE NC FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH N/A

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SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
No. 110114
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.19+67.60 TO STA.32+50

SCALE: 1"=50'

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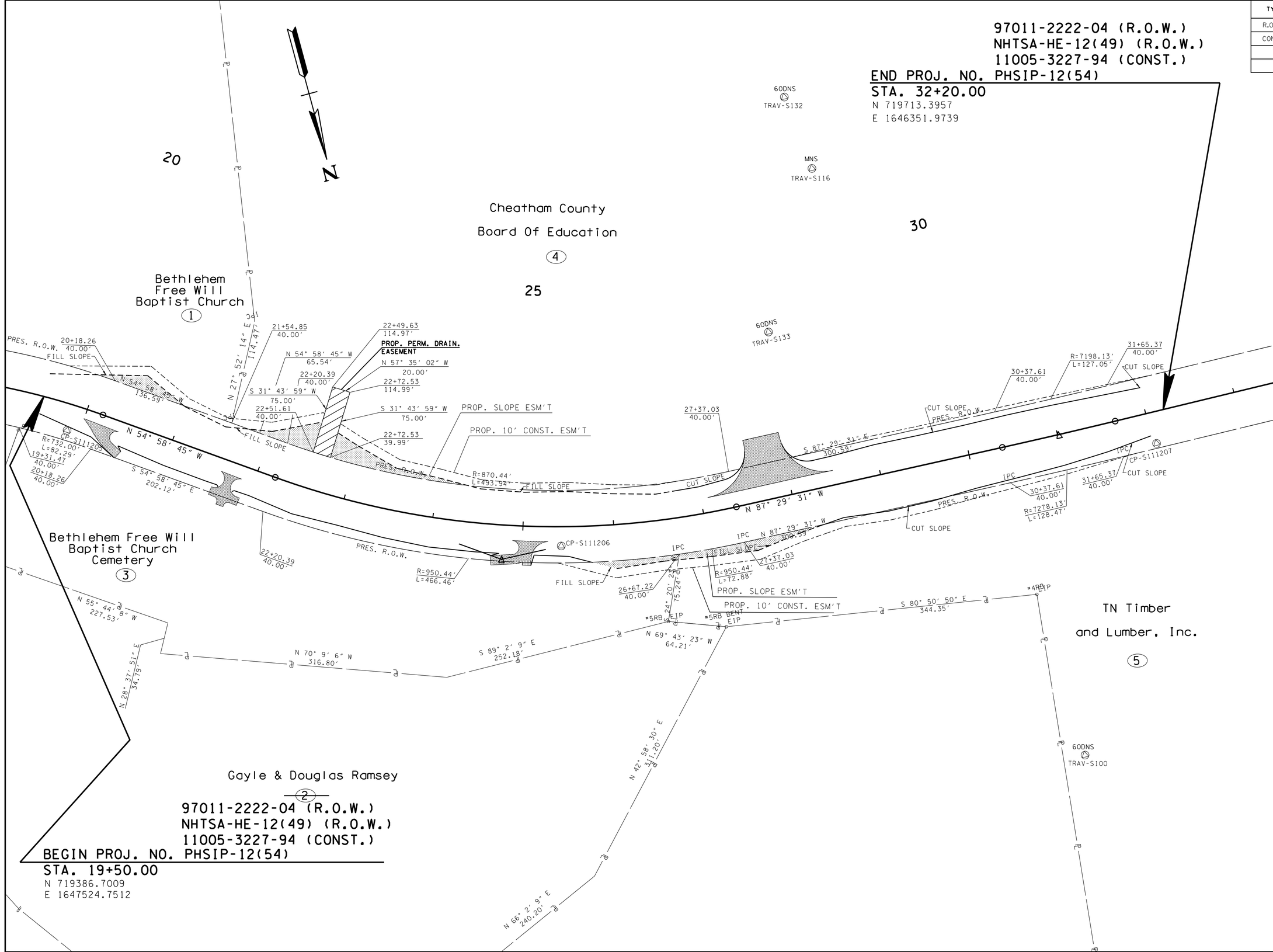
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4A
CONST.	2014	PHSIP-12(54)	4A



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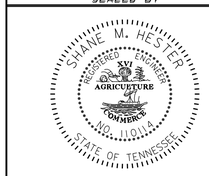

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA.19+67.60 TO STA.32+50

SCALE: 1"=50'

24-SEP-2014 15:28
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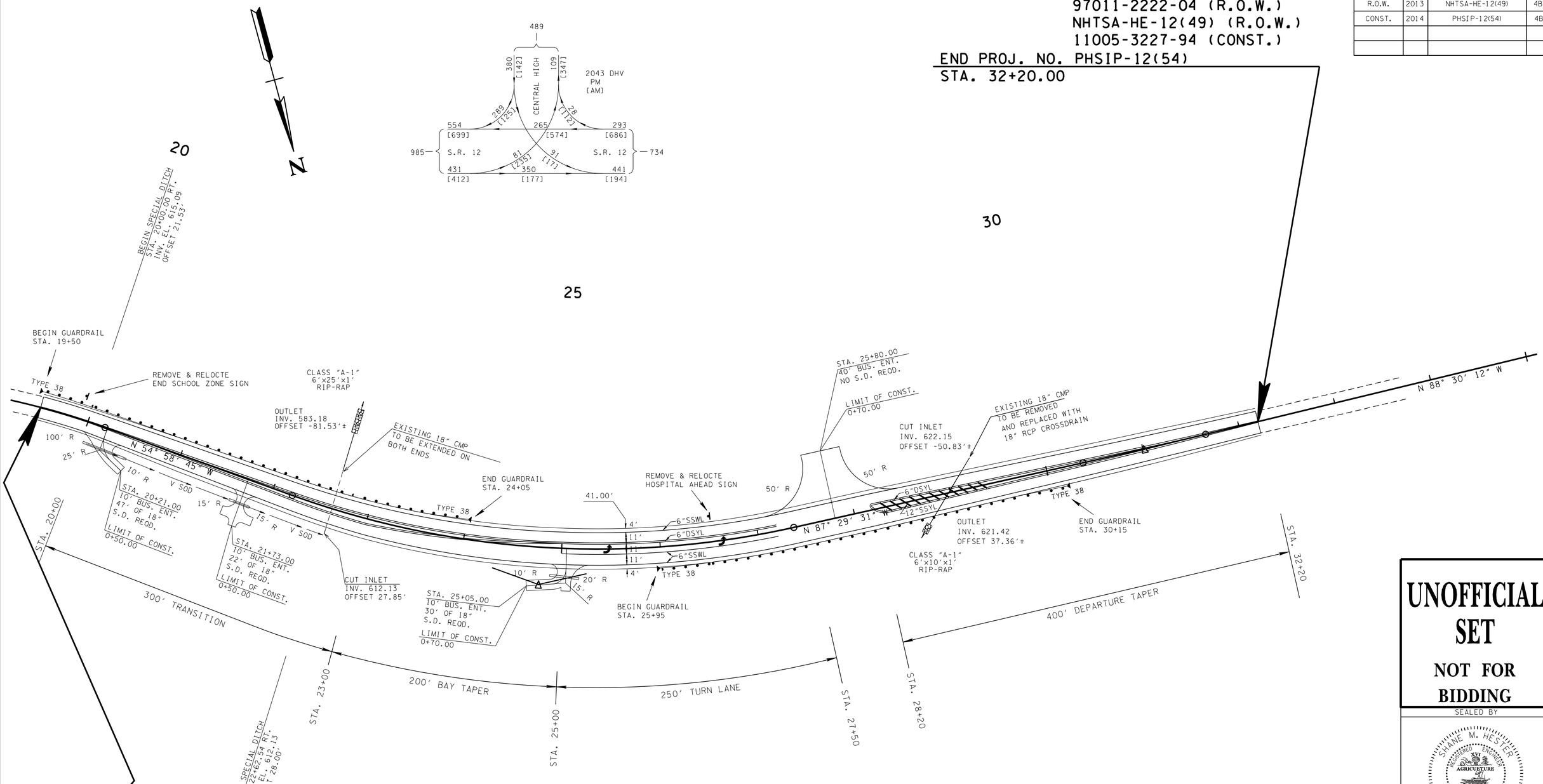
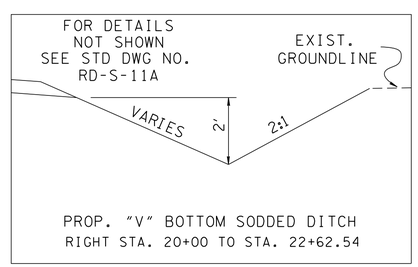
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4B
CONST.	2014	PHSIP-12(54)	4B

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
END PROJ. NO. PHSIP-12(54)
STA. 32+20.00



97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00



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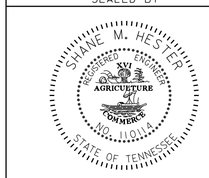

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.19+67.60 TO STA.32+20

SCALE: 1"=50'

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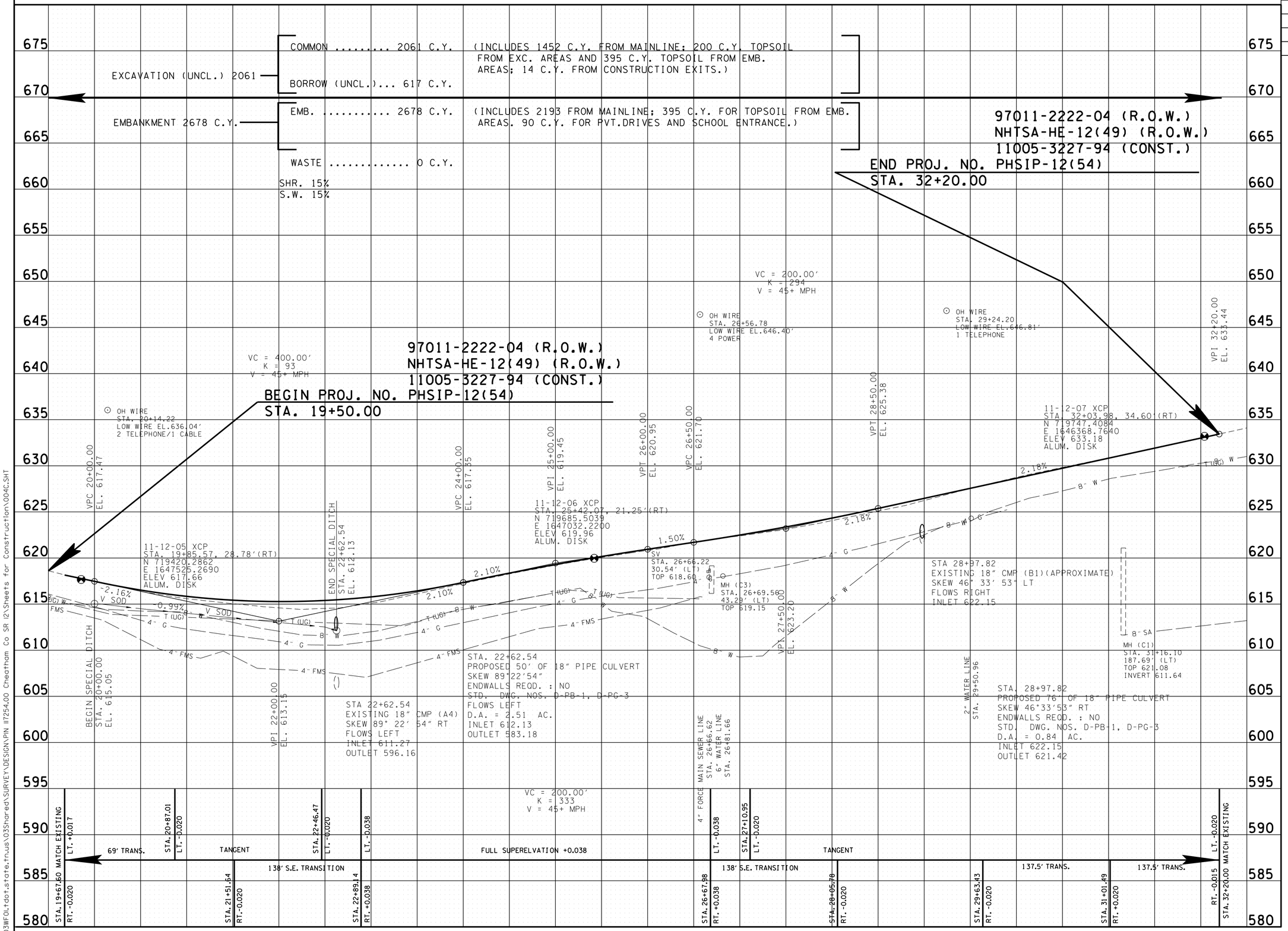
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4C
CONST.	2014	PHSIP-12(54)	4C



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NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.19+67.60 TO STA.32+50

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

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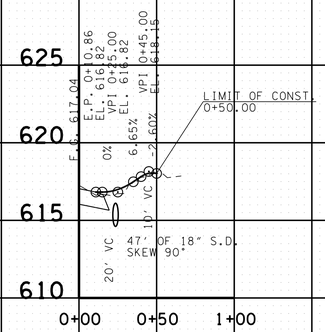
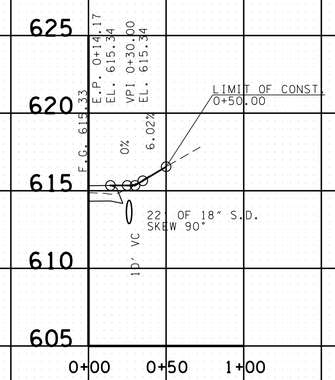
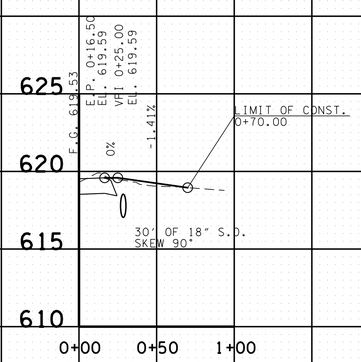
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	5
CONST.	2014	PHSIP-12(54)	5



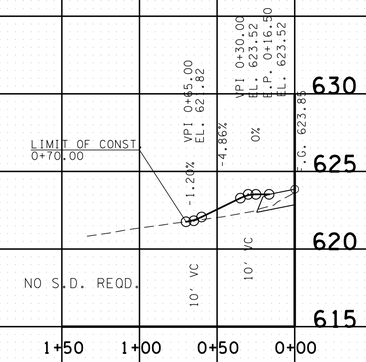
10' BUS. ENT.
RT. STA. 20+21.00
TRACT NO. 3



10' BUS. ENT.
RT. STA. 21+73.00
TRACT NO. 3



10' BUS. ENT.
RT. STA. 25+05.00
TRACT NO. 3



40' SCHOOL ENT.
LT. STA. 27+80.00
TRACT NO. 4

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
XV AGRICULTURE COMMERCE
NO. 110114
STATE OF TENNESSEE

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.	2013	NHTSA-HE-12(49)	6
CONST.	2014	PHSIP-12(54)	6

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)

BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00

DRAINAGE DATA FOR PIPE

STATION 28+97.82

DIRECTION OF FLOW NORTHEAST

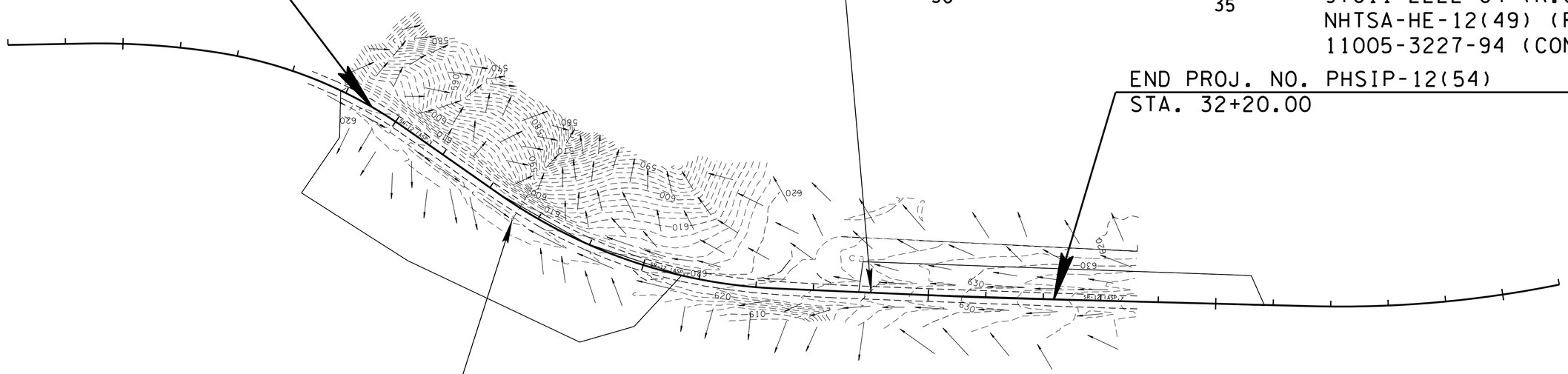
DRAINAGE AREA 0.84ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (B1) 18"CMP

EXISTING STRUCTURE CONDITION: POOR

REMARKS: OUTLET IS BURIED, NOT FOUND

N



97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)

END PROJ. NO. PHSIP-12(54)
STA. 32+20.00

DRAINAGE DATA FOR PIPE

STATION 20+24.50

DIRECTION OF FLOW NORTHWEST

DRAINAGE AREA 2.51ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (A2) 18"RCP

EXISTING STRUCTURE CONDITION: GOOD

REMARKS:

NOTE: EXISTING CONTOURS ARE SHOWN.

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.19+67.60 TO STA.32+20

SCALE: 1"=100'

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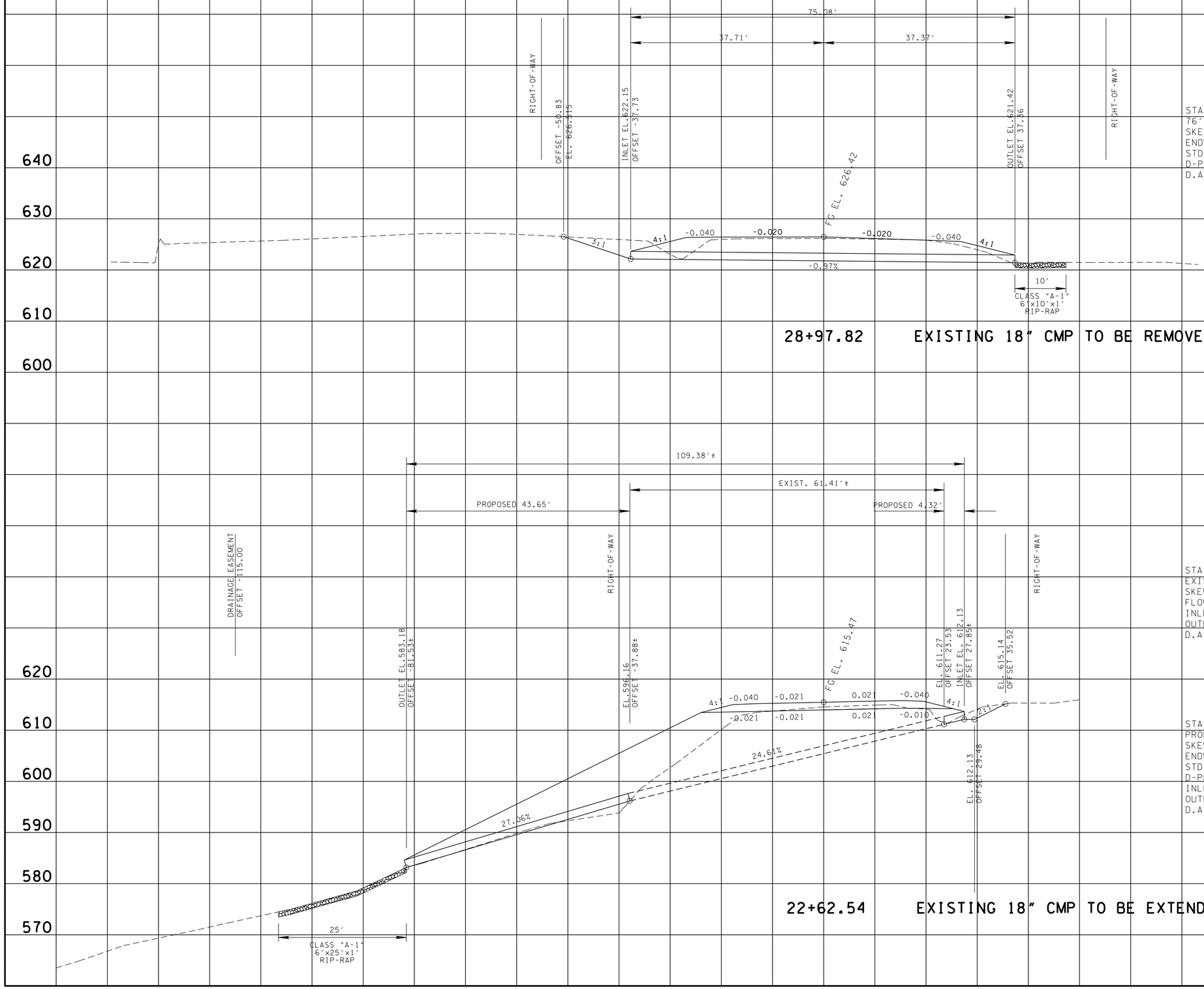
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	7
CONST.	2014	PHSIP-12(54)	7



STA. 28+97.82
76' OF 18" RCP CROSSDRAIN
SKEW 46°33'53"
ENDWALLS REQD. : 1-"U" INLET & 1 - STRAIGHT OUTLET
STD. DWG. NOS. D-PB-1, D-PG-3,D-PE-18,
D-PE-18A & D-PE-4
D.A. = 0.84 AC.

STA. 22+62.54
EXISTING 61.4' OF 18" CMP (A4)
SKEW 89°22'54"
FLOWS LEFT
INLET 611.27
OUTLET 596.16
D.A. = 2.51 AC.

STA. 22+62.54
PROPOSED EXTENSION 50' OF 18" CMP
SKEW 89°22'54"
ENDWALLS REQD. : 1-"U" INLET & 1 - STRAIGHT OUTLET
STD. DWG. NOS. D-PB-1, D-PG-3,D-PE-18,
D-PE-18A & D-PE-4
INLET 612.13
OUTLET 583.18
D.A. = 2.51 AC.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
NO. 110104
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

NPDES

(1) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.

(2) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.

(3) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:

A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

(4) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

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

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

(7) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

OUTFALL-1 IS LOCATED WHERE THE STORM WATER LEAVES THE CONSTRUCTION SITE BY MEANS OF A NATURAL DRAINAGE PATH. AT ABOUT 8.9% SLOPE AND 0.10± ACRE DRAINAGE AREA.

OUTFALL-2 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO A NATURAL DRAINAGE PATH. AT ABOUT 27.06% SLOPE AND 2.51 ACRE DRAINAGE AREA.

OUTFALL-3 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO AN EXISTING DITCH. AT ABOUT 0.97% SLOPE AND 0.84 ACRE DRAINAGE AREA.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(2)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	14
	209-05	SEDIMENT REMOVAL	C.Y.	72
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1138
	209-08.07	ROCK CHECK DAM PER	EACH	11
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	9
(2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(1)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	146
(1)(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	172
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN (HARDWOOD MULCH)	L.F.	225
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	20
	801-03	WATER (SEEDING & SODDING)	M.G.	4
	803-01	SODDING (NEW SOD)	S.Y.	1012

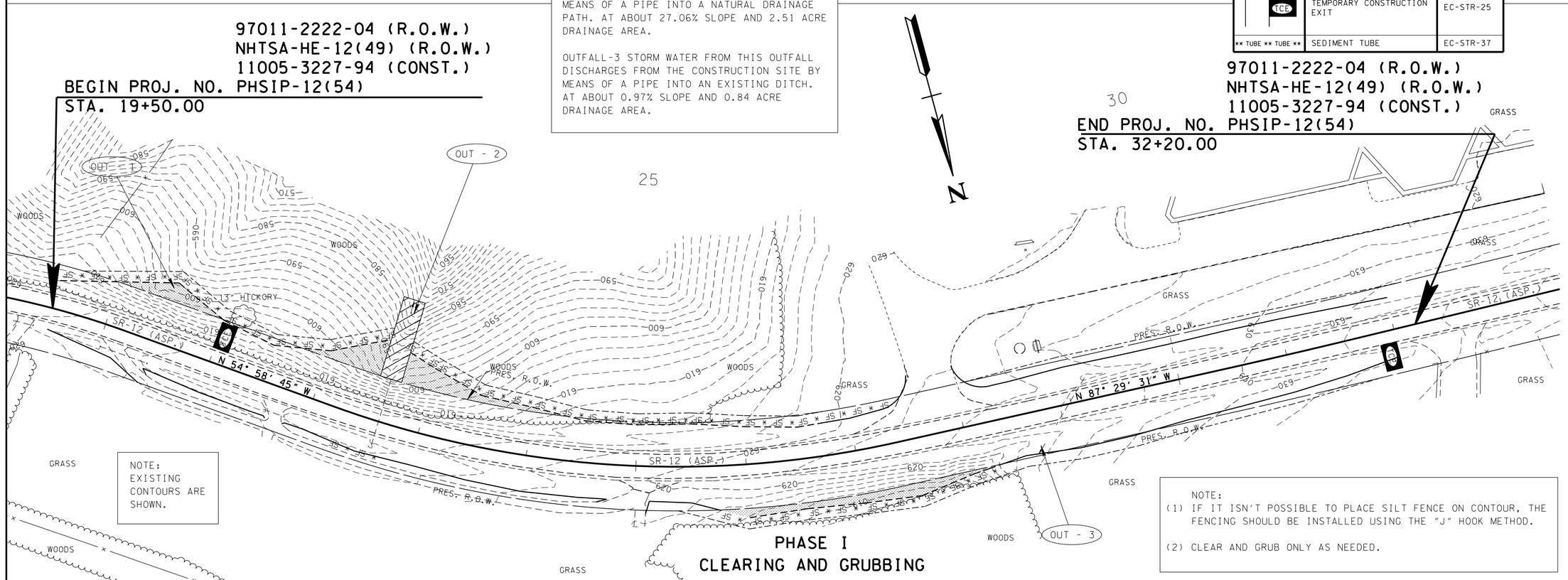
FOOTNOTES

(1) TO BE USED FOR CULVERT PROTECTION (TYPE 1).
(2) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	8
CONST.	2014	PHSIP-12(54)	8

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

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



PHASE I
CLEARING AND GRUBBING

NOTE:
(1) IF IT ISN'T POSSIBLE TO PLACE SILT FENCE ON CONTOUR, THE FENCING SHOULD BE INSTALLED USING THE "J" HOOK METHOD.

(2) CLEAR AND GRUB ONLY AS NEEDED.

UNOFFICIAL SET

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SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
XV
AGRICULTURE
COMMERCE
NO. 110014
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.19+67.60 TO STA.32+20

SCALE: 1"=50'

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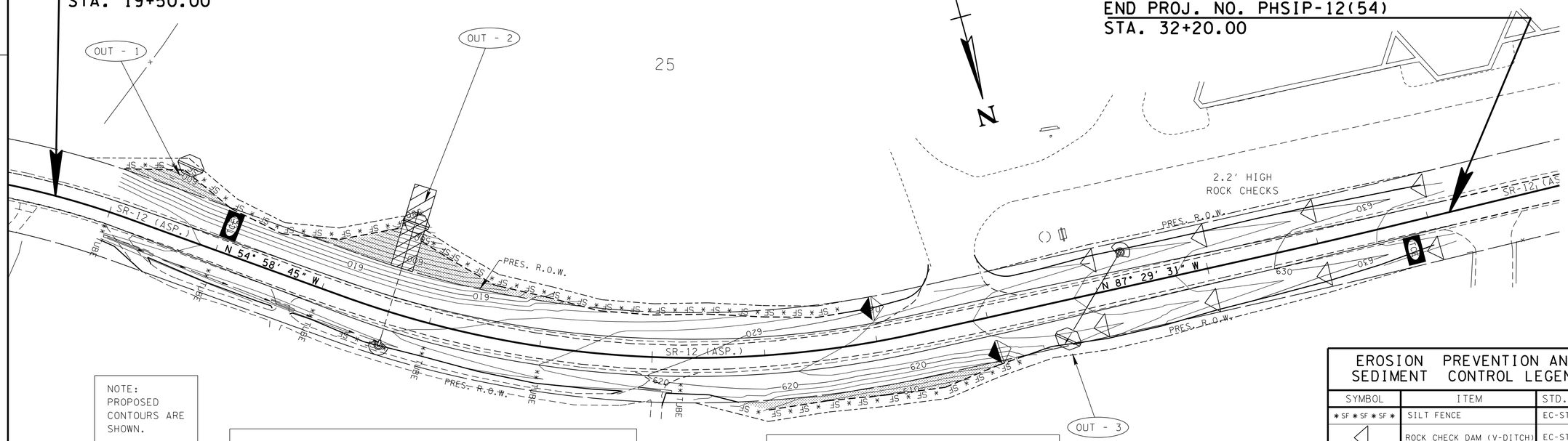
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	8A
CONST.	2014	PHSIP-12(54)	8A

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00

PHASE II
INTERMEDIATE GRADING

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
END PROJ. NO. PHSIP-12(54)
STA. 32+20.00



NOTE:
PROPOSED
CONTOURS ARE
SHOWN.

NOTE:
(1) IF IT ISN'T POSSIBLE TO PLACE SILT FENCE ON CONTOUR, THE FENCING SHOULD BE INSTALLED USING THE "J" HOOK METHOD.

(2) CLEAR AND GRUB ONLY AS NEEDED.

OUTFALL-1 IS LOCATED WHERE THE STORM WATER LEAVES THE CONSTRUCTION SITE BY MEANS OF A NATURAL DRAINAGE PATH. AT ABOUT 8.9% SLOPE AND 0.10± ACRE DRAINAGE AREA.

OUTFALL-2 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO A NATURAL DRAINAGE PATH. AT ABOUT 27.06% SLOPE AND 2.51 ACRE DRAINAGE AREA.

OUTFALL-3 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO AN EXISTING DITCH. AT ABOUT 0.97% SLOPE AND 0.84 ACRE DRAINAGE AREA.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	EROSION CONTROL BLANKET	EC-STR-34
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37

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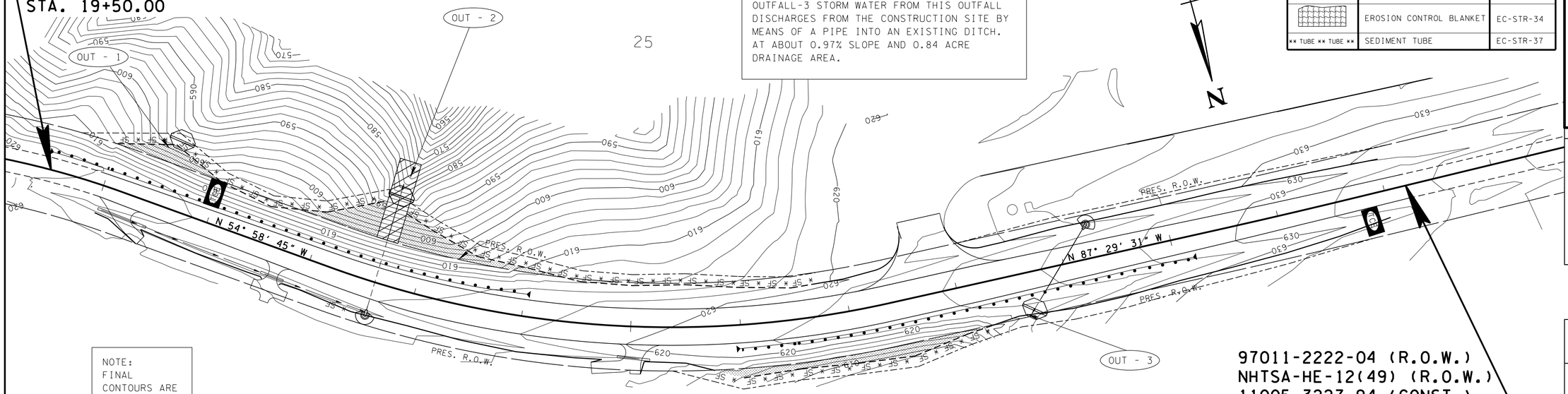
97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
BEGIN PROJ. NO. PHSIP-12(54)
STA. 19+50.00



NOTE:
FINAL
CONTOURS ARE
SHOWN.

PHASE III
FINAL CONSTRUCTION

97011-2222-04 (R.O.W.)
NHTSA-HE-12(49) (R.O.W.)
11005-3227-94 (CONST.)
END PROJ. NO. PHSIP-12(54)
STA. 32+20.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.19+67.60 TO STA.32+20

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	10
CONST.	2014	PHSIP-12(54)	9

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

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

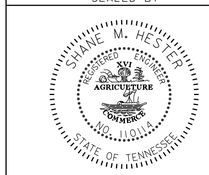
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL

PAVEMENT DROP OFF NOTES

24-SEP-2014 15:29
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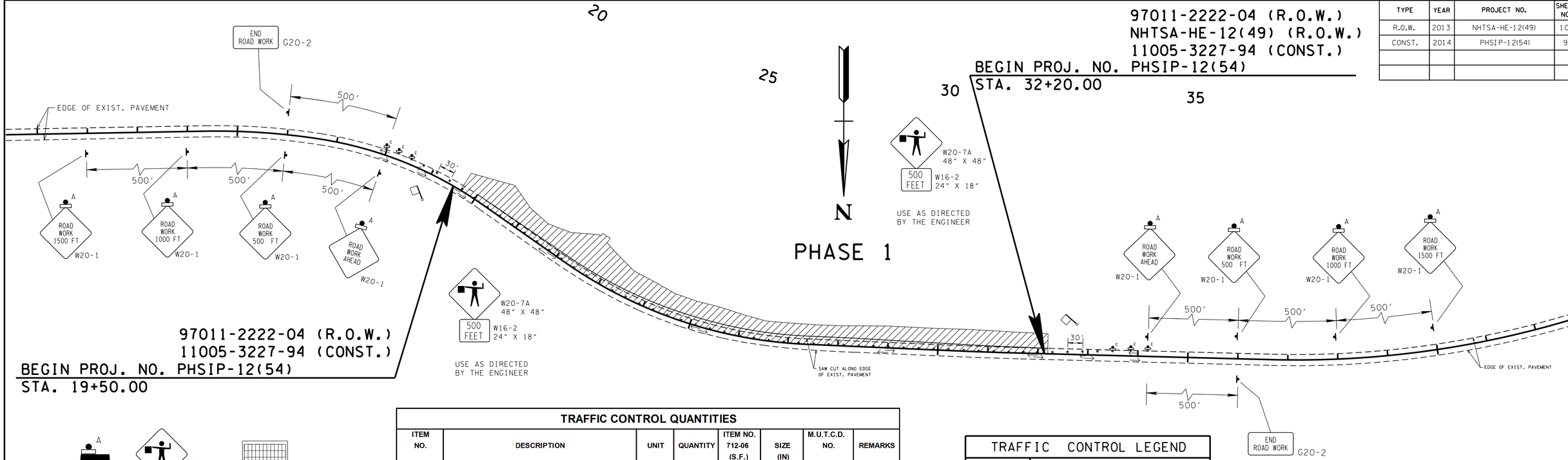
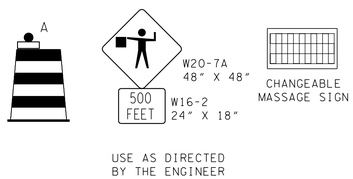
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	10A
CONST.	2014	PHSIP-12(54)	9A



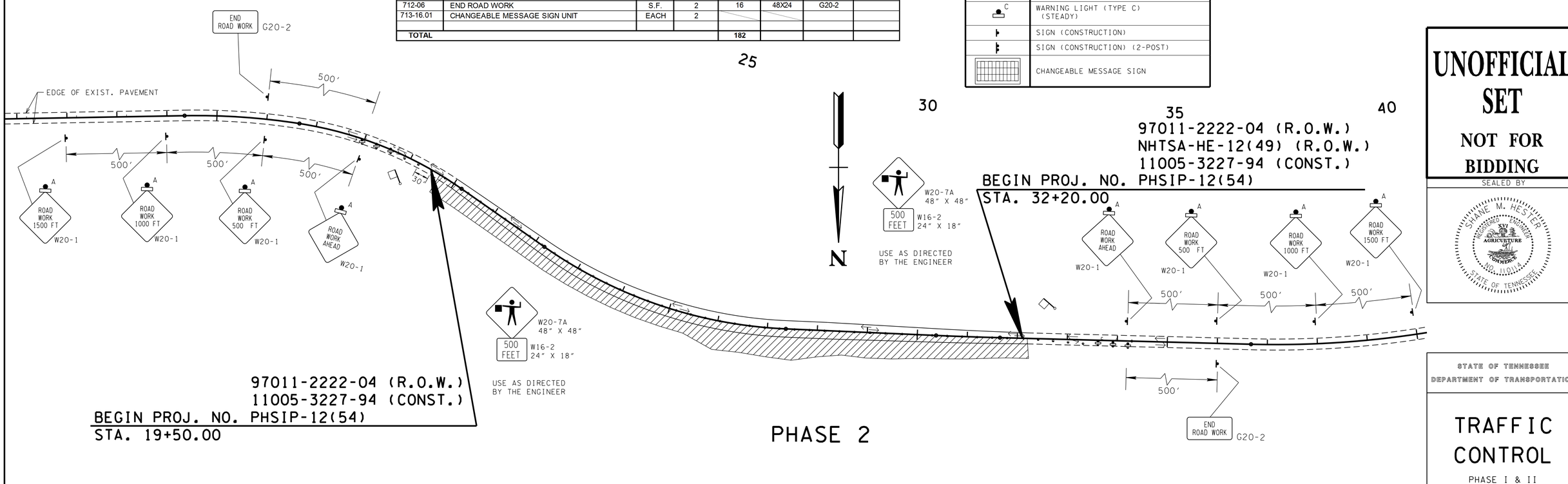


TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE (IN)	M.U.T.C.D. NO.	REMARKS
712-01	TRAFFIC CONTROL	LS	1				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	55				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	12			6E - 5	
712-05.03	WARNING LIGHTS (TYPE C)	EACH	6				
712-06	ROAD WORK 1500'	S.F.	2	32	48X48	W20-1	
712-06	ROAD WORK 1000'	S.F.	2	32	48X48	W20-1	
712-06	ROAD WORK 500'	S.F.	2	32	48X48	W20-1	
712-06	ROAD WORK AHEAD	S.F.	2	32	48X48	W20-1	
712-06	FLAGGER AHEAD (SYMBOL)	S.F.	2	32	48X48	W20-7A	
712-06	WITH SUPPLEMENTAL PLATE 500 FEET	S.F.	2	6	24X18	W16-2	
712-06	END ROAD WORK	S.F.	2	16	48X24	G20-2	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2				
TOTAL				182			

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
→	TRAFFIC FLOW
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
C	WARNING LIGHT (TYPE C) (STEADY)
	SIGN (CONSTRUCTION)
	SIGN (CONSTRUCTION) (2-POST)
	CHANGEABLE MESSAGE SIGN



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL

PHASE I & II

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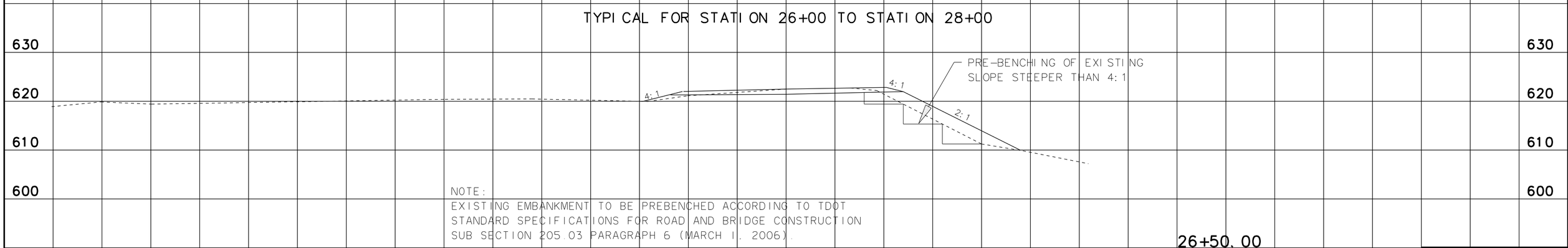
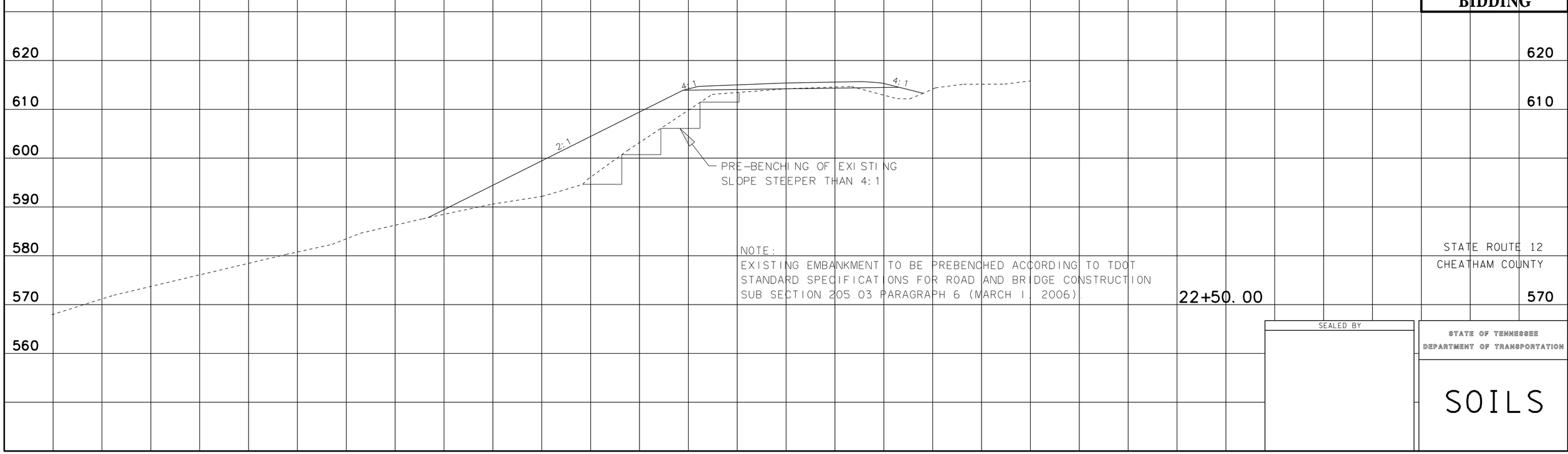
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	11
CONST.	2014	PHSIP-12(54)	10

TYPICAL FOR STATION 26+00 TO STATION 28+00



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

TYPICAL FOR STATION 20+00 TO STATION 25+50



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

UNOFFICIAL SET

NOT FOR BIDDING

STATE ROUTE 12
CHEATHAM COUNTY

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

150 100 50 0 50 100 150

24-SEP-2014 15:30
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TENN.	YEAR	SHEET NO.
	2013	1
FED. AID PROJ. NO.	NHTSA-HE-12(49)	
STATE PROJ. NO.	97011-0222-04	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

CHEATHAM COUNTY

SR 12 (CLARKSVILLE HIGHWAY)
AT CHEATHAM COUNTY HIGH SCHOOL
FROM LM 9.60 TO LM 9.85

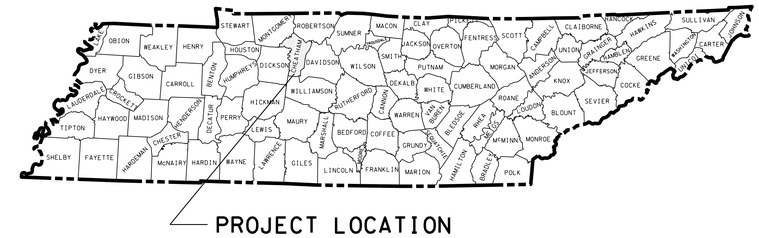
RIGHT-OF-WAY

STATE HIGHWAY NO. 12 F.A.H.S. NO. N/A

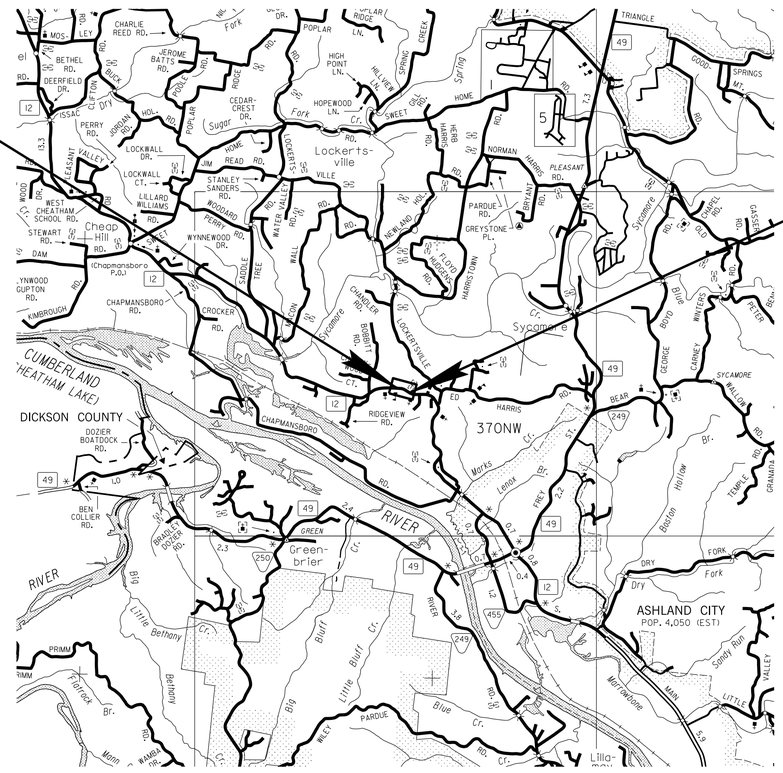
SURVEY DATE: NOVEMBER 13, 2012

Index Of Sheets
Right-of-Way

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
3	PROPERTY MAP
3A	RIGHT-OF-WAY ACQUISITION TABLE
4	PRESENT LAYOUT
4A	R.O.W. DETAILS LAYOUT
4B	PROPOSED LAYOUT
4C	PROPOSED PROFILE
5	PROFILE OF PRIVATE DRIVES
6	DRAINAGE MAP
7	CULVERT SECTIONS
8	EROSION PREVENTION AND SEDIMENT CONTROL PLANS SPECIAL NOTES
9	EROSION PREVENTION AND SEDIMENT CONTROL PLANS
10	EXISTING AND PROPOSED CONTOURS
11	SOILS
12-21	ROADWAY CROSS SECTIONS



97011-0222-04(R.O.W.)
END PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 32+20.00



SCALE: 1"= 1 MILE

NO EXCLUSIONS
NO EQUATIONS

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49) R.O.W.
STA. 19+67.60

R.O.W. FIELD REVIEW

SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 BILLY BINION

DESIGNER DARRELL GRAY/ALVIN R. WHITE CHECKED BY SCOTT JOHNSON

P.E. NO. 97011-0222-04

PIN NO. 117254.00

R.O.W. PROJECT LENGTH 0.237 MILES

TRAFFIC DATA	
ADT (20)	
ADT (20)	
DHV (20)	
D	-
T (ADT)	%
T (DHV)	%
V	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

09-SEP-2013 08:11
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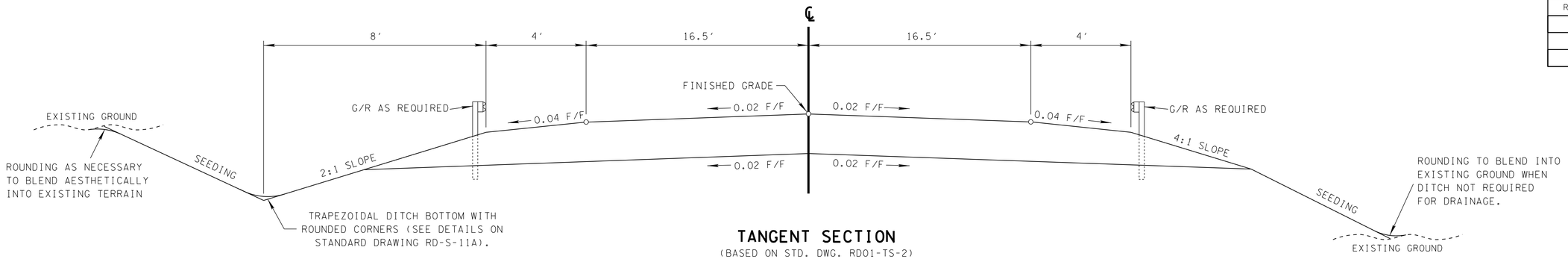
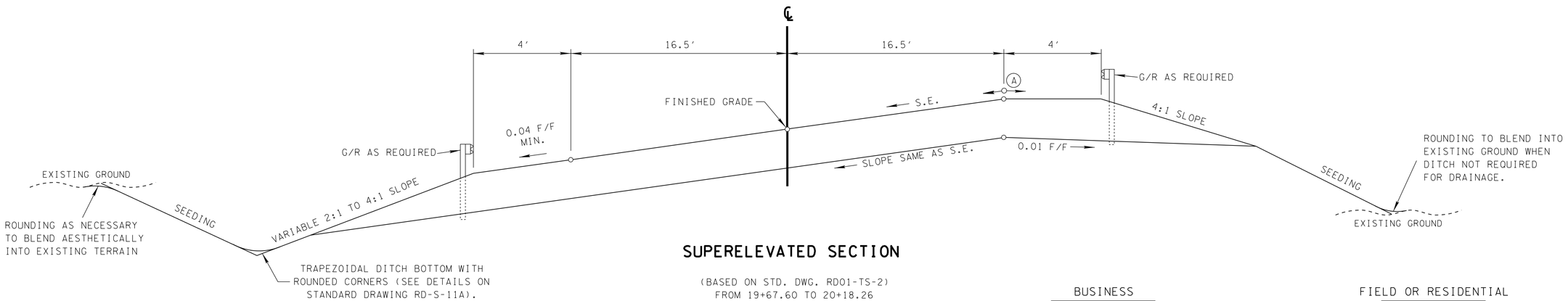
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	2



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-2)
FROM 20+18.26 TO 22+20.39
FROM 27+37.03 TO 32+20.00



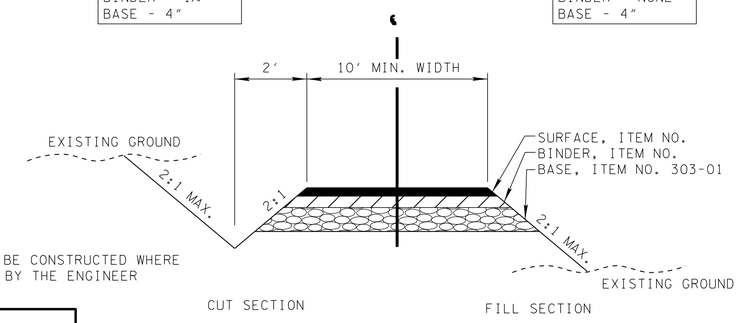
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-2)
FROM 19+67.60 TO 20+18.26
FROM 22+20.39 TO 27+37.03

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

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

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



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTION

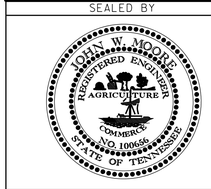
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

PROPOSED PAVEMENT SCHEDULE

(*)	(*)
(*)	(*)
(*)	(*)

R.O.W. FIELD REVIEW

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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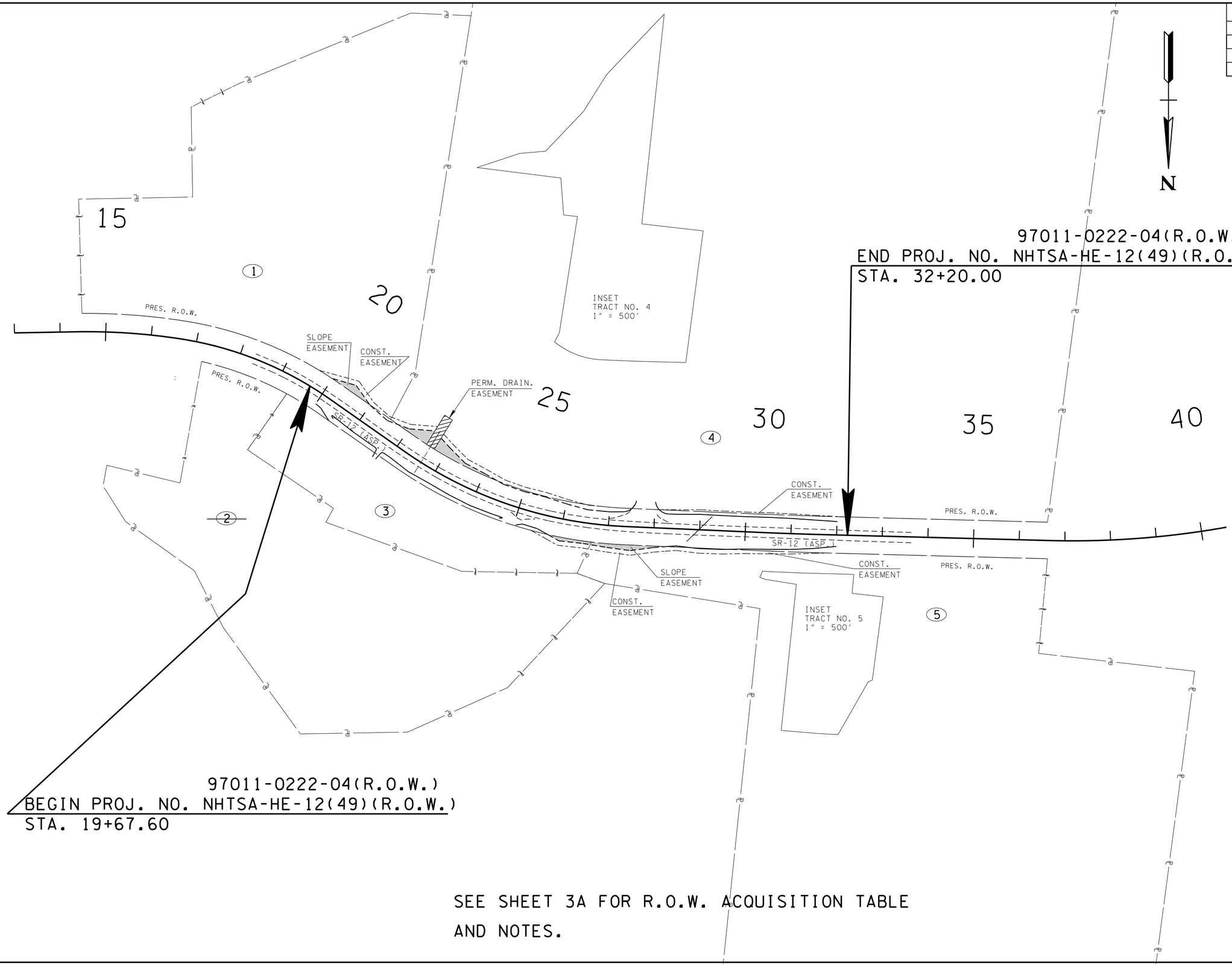
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	3



SEE SHEET 3A FOR R.O.W. ACQUISITION TABLE AND NOTES.

R.O.W. FIELD REVIEW

SEALED BY

JOHN W. MOORE REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 100656 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	3A

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	Bethlehem Free Will Baptist Church	43	95	128	50	10.099		10.099				10.099			887	1154
~~2~~	~~Gayle & Douglas Ramsey~~	~~43~~	~~54.01~~	~~287~~	~~303~~		~~8.299~~	~~8.299~~					~~8.299~~			
3	Bethlehem Free Will Baptist Church Cemetery	43	54.02				2.379	2.379					2.379		563	1156
4	Cheatham County Board of Education	43	97	130	216	87.667		87.667				87.667		1500	2724	0.112 AC
5	TN Timber and Lumber, Inc.	44	80	299	33		34.829	34.829					34.829		1199	4146

CONSTRUCTION EASEMENT USAGE:
TRACTS 1, 3, 4 & 5 ARE FOR THE CONSTRCTION OF CUT AND FILL SLOPES

SEE SHEET 3 FOR PROPERTY MAP

Cheatham County Utilities

Electric
Cumberland Electric Membership Corporation
315 N. Main St.
P.O. Box 295
Ashland City, TN 37015
(615) 792-5651
cemc.org

Telephone
Bellsouth Communications
Ashland City, TN 37015
(615)557-6500
att.com

Cable
Comcast Cable
Ashland City, TN 37015
(615) 244-5900
comcast.com

Charter Communications
Ashland City, TN 37015
(800)232-1449
charter.com

Water & Sanitary Sewer
Pleasant View Utility District
6589 U.S. 41A North
P.O. Box 129,
Pleasant View, TN 37146
(615) 746-5315

Natural Gas
Piedmont Natural Gas Company
1398 County Hospital Rd,
Nashville, TN 37218
(615) 271-2581
piedmontng.com

DISCLAIMER

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTANCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVALABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) THREE OR NO MORE THAN (10) TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 1-800-351-1111.

RIGHT - OF - WAY NOTES

(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) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

UTILITY NOTES

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

(2) 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.

R.O.W. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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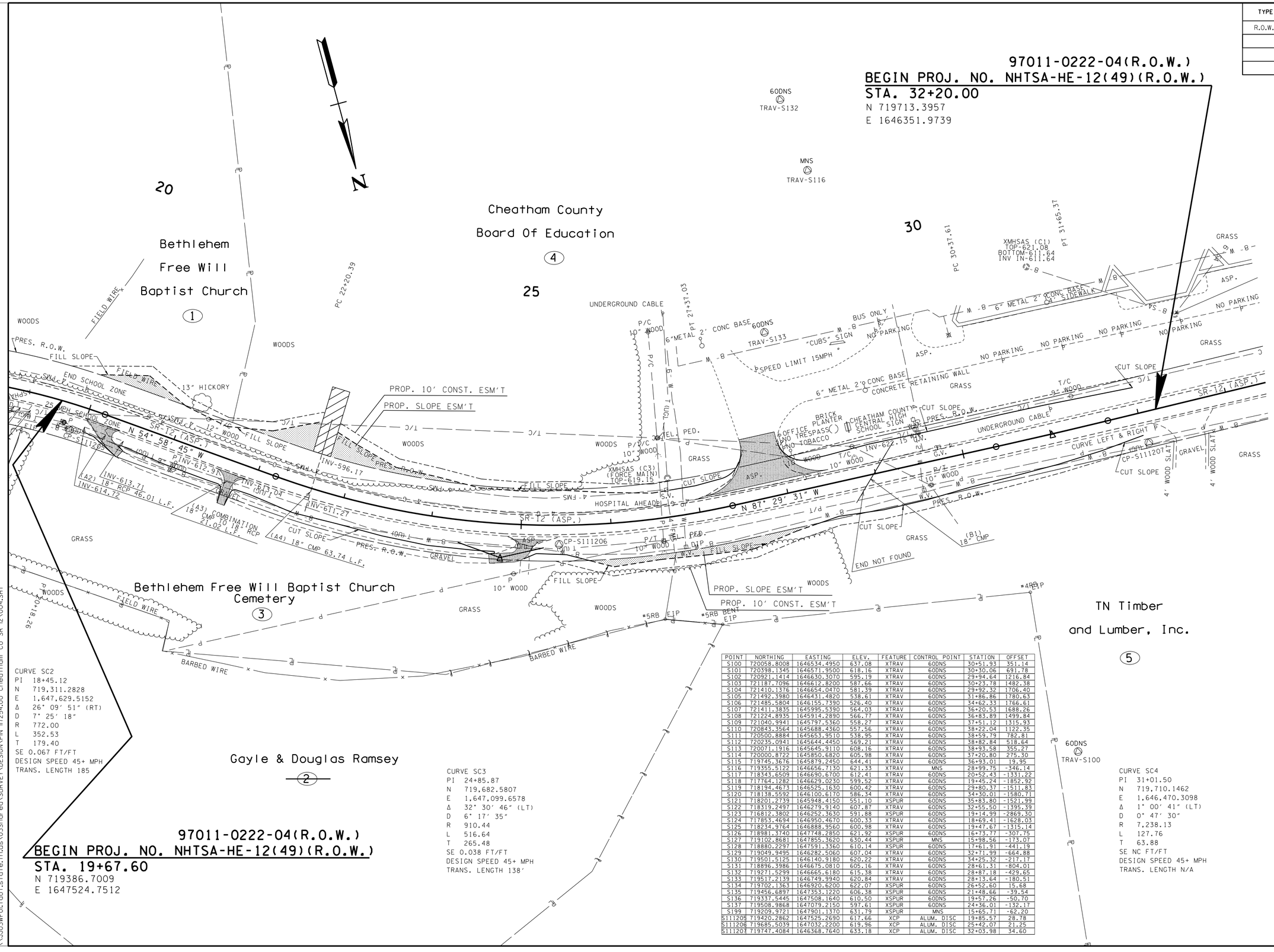
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 32+20.00
N 719713.3957
E 1646351.9739



CURVE SC2
PI 18+45.12
N 719,311.2828
E 1,647,629.5152
Δ 26° 09' 51" (RT)
D 7° 25' 18"
R 772.00
L 352.53
T 179.40
SE 0.067 FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH 185

CURVE SC3
PI 24+85.87
N 719,682.5807
E 1,647,099.6578
Δ 32° 30' 46" (LT)
D 6° 17' 35"
R 910.44
L 516.64
T 265.48
SE 0.038 FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH 138'

CURVE SC4
PI 31+01.50
N 719,710.1462
E 1,646,470.3098
Δ 1° 00' 41" (LT)
D 0° 47' 30"
R 7,238.13
L 127.76
T 63.88
SE NC FT/FT
DESIGN SPEED 45+ MPH
TRANS. LENGTH N/A

POINT	NORTHING	EASTING	ELEV.	FEATURE	CONTROL POINT	STATION	OFFSET
S100	720058.8008	1646534.4950	637.08	XTRAV	60DNS	30+51.93	351.14
S101	720398.1345	1646571.9500	618.16	XTRAV	60DNS	30+30.06	691.78
S102	720921.1414	1646630.3070	595.19	XTRAV	60DNS	29+94.64	1216.84
S103	721187.7096	1646612.8200	587.66	XTRAV	60DNS	30+23.78	1482.38
S104	721410.1376	1646654.0470	581.39	XTRAV	60DNS	29+92.32	1706.40
S105	721492.3980	1646431.4820	538.61	XTRAV	60DNS	31+86.86	1780.63
S106	721485.5804	1646155.7390	526.40	XTRAV	60DNS	34+62.33	1766.61
S107	721411.3835	1645995.5390	564.03	XTRAV	60DNS	36+20.53	1688.26
S108	721224.8935	1645914.2890	566.77	XTRAV	60DNS	36+83.89	1499.84
S109	721040.9941	1645797.5360	558.27	XTRAV	60DNS	37+51.12	1315.93
S110	720843.3564	1645688.4360	557.56	XTRAV	60DNS	38+22.04	1122.35
S111	720500.8884	1645653.9510	538.95	XTRAV	60DNS	38+59.79	782.81
S112	720235.0941	1645644.4450	569.21	XTRAV	60DNS	38+82.84	518.64
S113	720071.1916	1645645.9110	608.16	XTRAV	60DNS	38+93.58	355.27
S114	720000.8722	1645850.6820	605.98	XTRAV	60DNS	37+20.80	275.30
S115	719745.3676	1645879.2450	644.41	XTRAV	60DNS	36+93.01	19.95
S116	719355.5122	1646656.7130	621.33	XTRAV	MNS	28+99.75	-346.14
S117	718343.6509	1646690.6700	612.41	XTRAV	60DNS	20+52.43	-1331.22
S118	717764.1282	1646629.0230	599.52	XTRAV	60DNS	19+45.24	-1852.92
S119	718194.4673	1646525.1630	600.42	XTRAV	60DNS	29+80.37	-1511.83
S120	718138.5592	1646100.6170	586.34	XTRAV	60DNS	34+30.01	-1580.71
S121	718201.2739	1645948.4150	551.10	XSPUR	60DNS	35+83.80	-1521.99
S122	718319.2497	1646279.9140	607.87	XTRAV	60DNS	32+55.50	-1395.39
S123	716812.3802	1646252.3630	591.88	XSPUR	60DNS	19+14.99	-2869.30
S124	717853.4694	1646950.4670	600.33	XTRAV	60DNS	18+69.41	-1628.03
S125	718234.9764	1646888.9560	600.98	XTRAV	60DNS	19+47.67	-1315.14
S126	718981.3740	1647748.2850	621.92	XSPUR	60DNS	16+73.77	-307.75
S127	719102.8681	1647855.3620	630.44	XSPUR	MNS	15+98.56	-173.07
S128	718880.2297	1647591.3360	610.14	XSPUR	60DNS	17+61.91	-441.19
S129	719049.9495	1646282.5060	607.04	XTRAV	60DNS	32+71.99	-664.88
S130	719501.5125	1646140.9180	620.22	XTRAV	60DNS	34+25.32	-217.17
S131	718896.3986	1646675.0810	605.16	XTRAV	60DNS	28+61.51	-804.01
S132	719271.5299	1646665.6180	615.38	XTRAV	60DNS	28+87.18	-429.65
S133	719517.2139	1646749.9940	620.84	XTRAV	60DNS	28+13.64	-180.51
S134	719702.1363	1646920.6200	622.07	XSPUR	60DNS	26+52.60	15.68
S135	719456.6897	1647353.1220	606.38	XSPUR	60DNS	21+48.66	-39.54
S136	719337.5445	1647508.1640	610.50	XSPUR	60DNS	19+57.26	-50.70
S137	719508.9868	1647079.2150	597.61	XSPUR	60DNS	24+36.01	-132.17
S199	719209.9721	1647901.1370	631.79	XSPUR	MNS	15+65.71	-62.20
S111205	719420.2862	1647525.2690	617.66	XCP	ALUM. DISC	19+85.57	28.78
S111206	719685.5039	1647032.2200	619.96	XCP	ALUM. DISC	25+42.07	21.25
S111207	719747.4084	1646368.7640	633.18	XCP	ALUM. DISC	32+03.98	34.60

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 19+67.60
N 719386.7009
E 1647524.7512

R.O.W. FIELD REVIEW

SEALED BY

JOHN W. MOORE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 100656
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.19+67.60 TO STA.32+50

SCALE: 1"=50'

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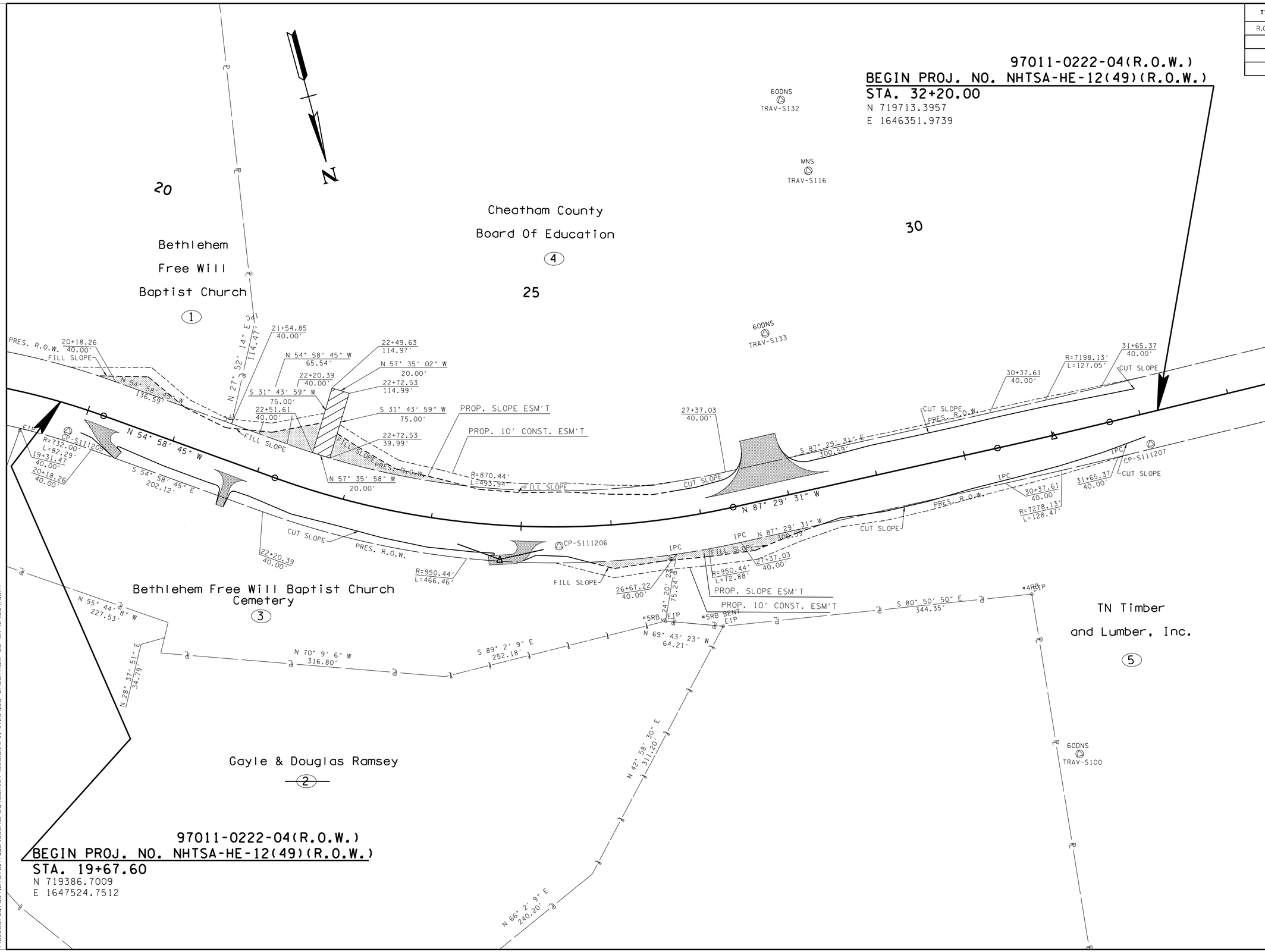
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4A



R.O.W. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA.19+67.60 TO STA.32+50

SCALE: 1"=50'

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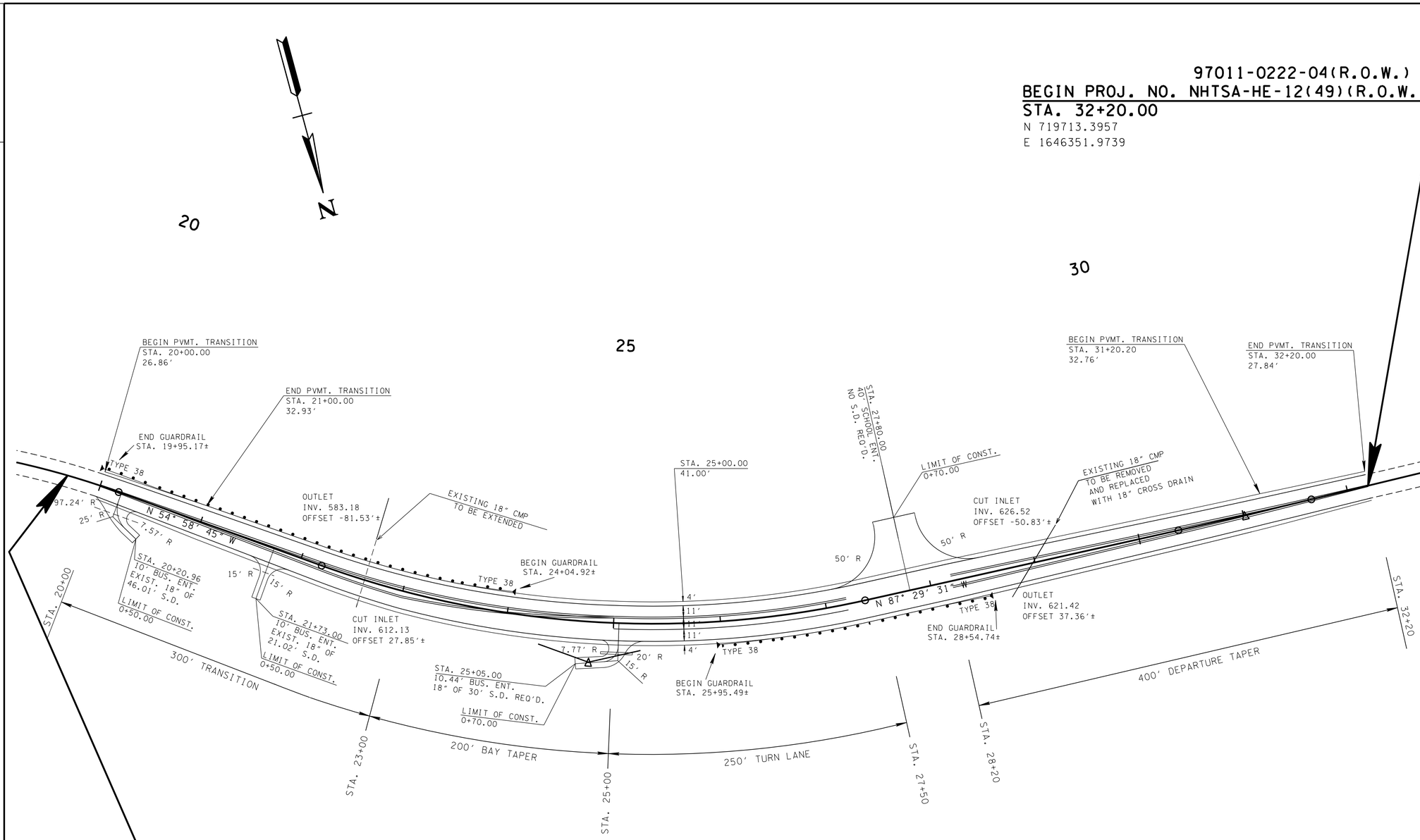
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4B



97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 19+67.60
N 719386.7009
E 1647524.7512

R.O.W. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.19+67.60 TO STA.32+20

SCALE: 1"=50'

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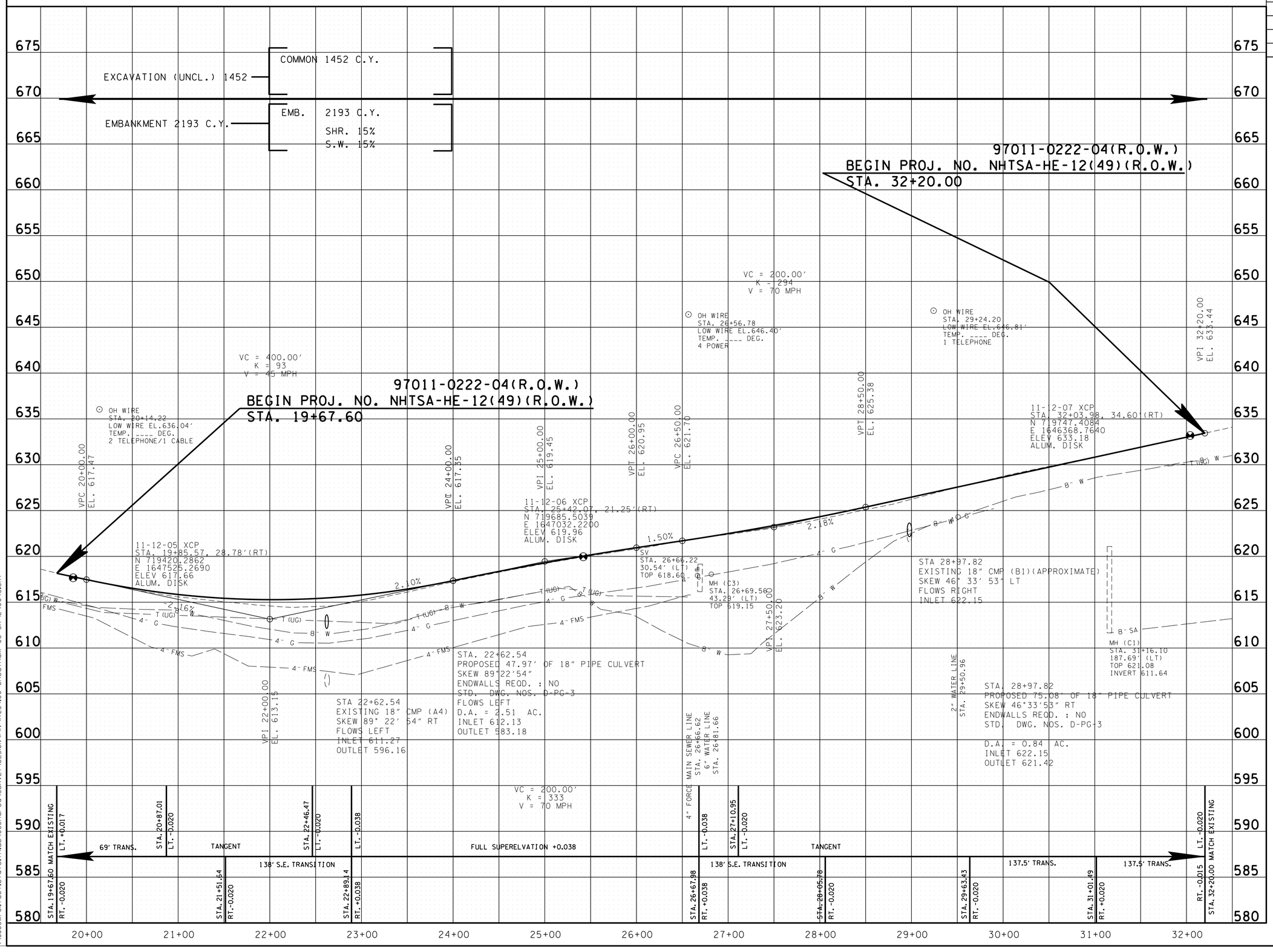
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	4C



R.O.W. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.19+67.60 TO STA.32+50

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

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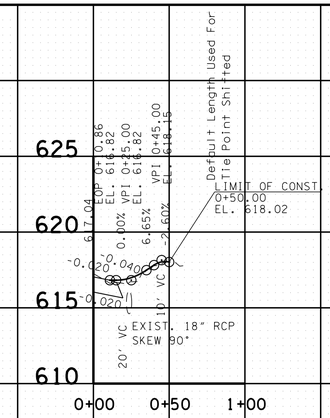
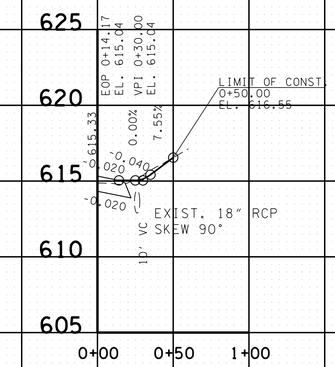
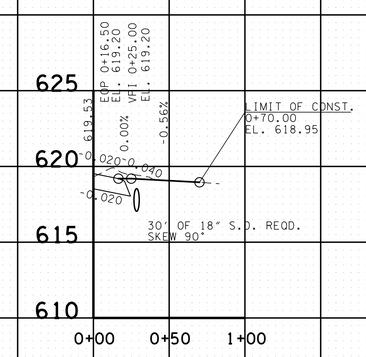
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	5



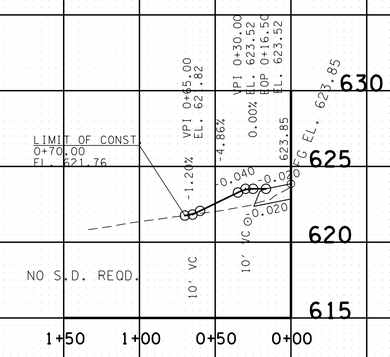
BUS. ENT. RT. 20+20.96
TRACT NO.



BUS. ENT. RT. 21+73.00
TRACT NO. 3



BUS. ENT. RT. 25+05.00
TRACT NO. 3



BUS. ENT. LT. 27+80.00
TRACT NO. 4

R.O.W. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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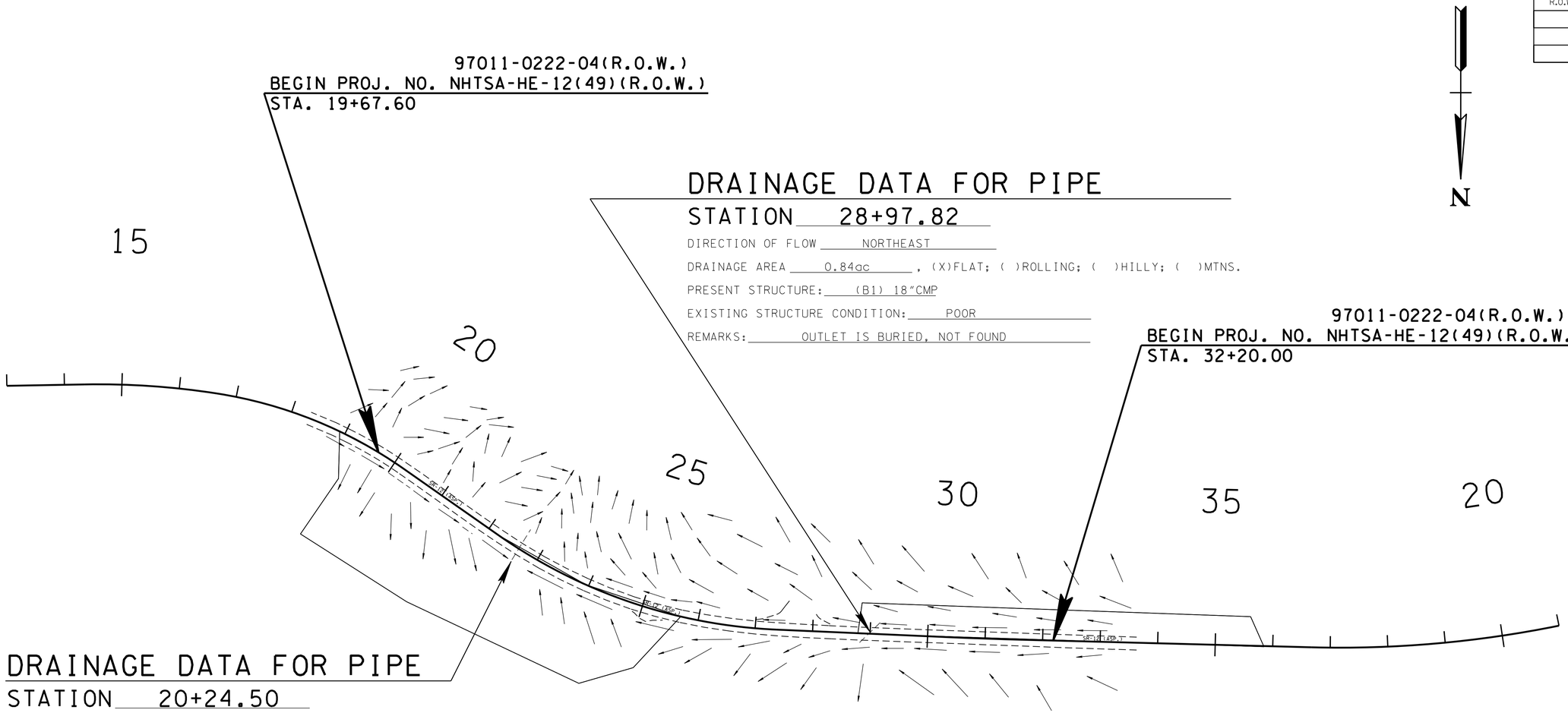
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	6



DRAINAGE DATA FOR PIPE

STATION 28+97.82

DIRECTION OF FLOW NORTHEAST

DRAINAGE AREA 0.84ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (B1) 18"CMP

EXISTING STRUCTURE CONDITION: POOR

REMARKS: OUTLET IS BURIED, NOT FOUND

DRAINAGE DATA FOR PIPE

STATION 20+24.50

DIRECTION OF FLOW NORTHWEST

DRAINAGE AREA 2.51ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (A2) 18"RCP

EXISTING STRUCTURE CONDITION: GOOD

REMARKS:

DRAINAGE DATA FOR PIPE

STATION 21+71.19

DIRECTION OF FLOW NORTHWEST

DRAINAGE AREA 2.51ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (A3) COMBINATION 18"CMP TO 18"RCP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS: INVERT OUT FILLED WITH SILT

DRAINAGE DATA FOR PIPE

STATION 19+26.93

DIRECTION OF FLOW NORTHWEST

DRAINAGE AREA 2.51ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (A1) 18"RCP

EXISTING STRUCTURE CONDITION: GOOD

REMARKS:

DRAINAGE DATA FOR PIPE

STATION 22+62.54

DIRECTION OF FLOW SOUTHWEST

DRAINAGE AREA 2.51ac , (X)FLAT; ( )ROLLING; ( )HILLY; ( )MTNS.

PRESENT STRUCTURE: (A4) 18"CMP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS: INLET IS OPEN BUT CRUSHED

R.O.W. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.19+67.60 TO STA.32+20

SCALE: 1"=100'

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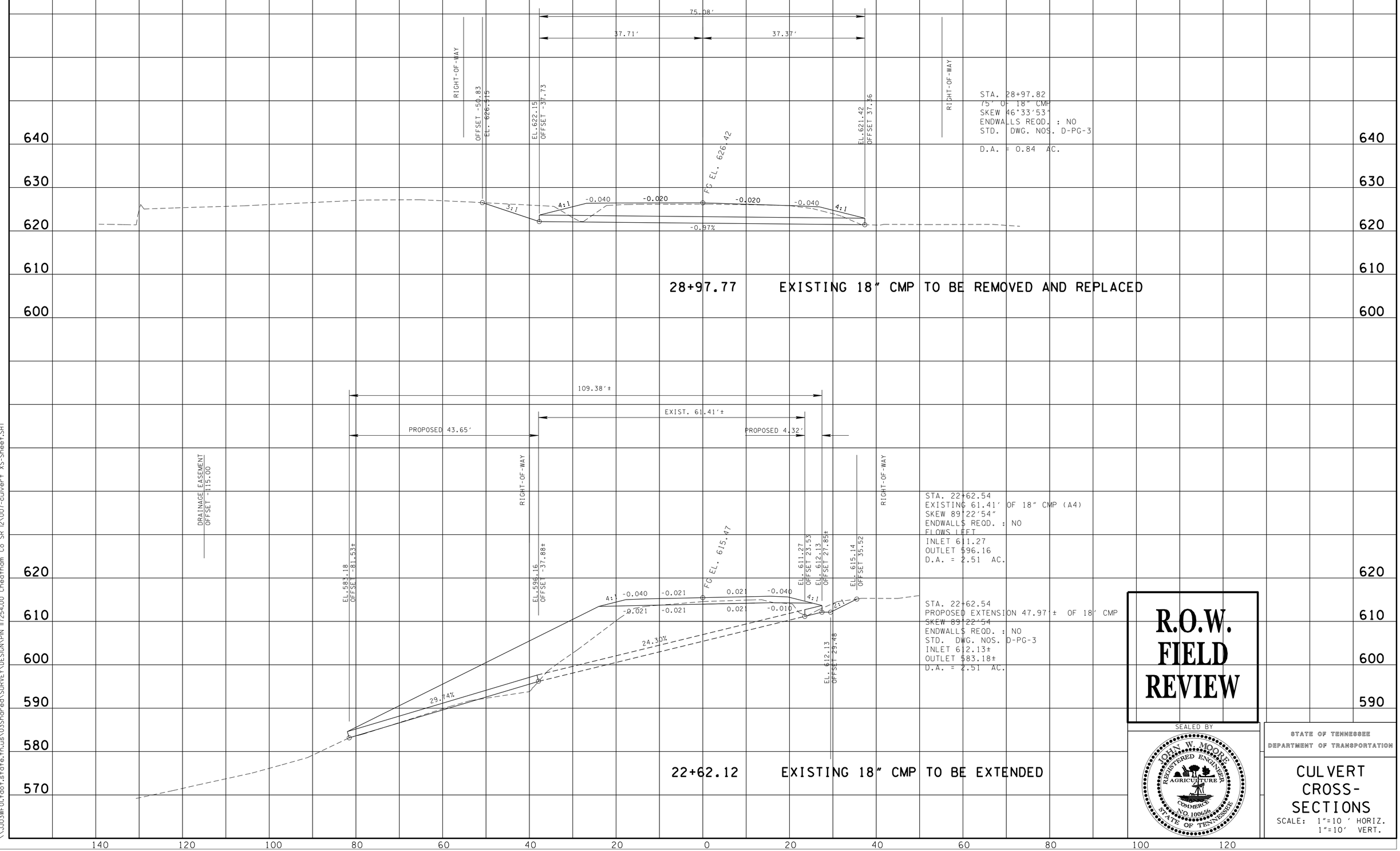
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	7



STA. 28+97.82
75' OF 18" CMP
SKEW 46°33'53"
ENDWALLS REQD. : NO
STD. DWG. NOS. D-PG-3

D.A. = 0.84 AC.

STA. 22+62.54
EXISTING 61.41' OF 18" CMP (A4)
SKEW 89°22'54"
ENDWALLS REQD. : NO
FLOWS LEFT
INLET 611.27
OUTLET 596.16
D.A. = 2.51 AC.

STA. 22+62.54
PROPOSED EXTENSION 47.97'± OF 18' CMP
SKEW 89°22'54
ENDWALLS REQD. : NO
STD. DWG. NOS. D-PG-3
INLET 612.13±
OUTLET 583.18±
D.A. = 2.51 AC.

R.O.W. FIELD REVIEW

SEALED BY

JOHN W. MOORE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 100656
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	8

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

NPDES

(1) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.

(2) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.

(3) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:

A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

(4) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

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

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

(7) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

UTILITY RELOCATION

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

(9) SILT FENCE SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY

(10) UTILITY CROSSINGS FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO UTILITIES IN THIS PROJECT IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC). THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP).

(11) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR INSTALLER TO PROTECT FROM EROSION EXPOSED EARTH RESULTING FROM THEIR OPERATIONS AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

(12) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOIL OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.

(13) IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC), TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS IN THIS PROJECT, THEREFORE, THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTIONS PREVENTION PLANS (SWPPP). THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT WORK.

(14) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORM WATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

(15) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

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

(17) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	
	209-05	SEDIMENT REMOVAL	C.Y.	
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	
(3)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	
(1)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	
(1)(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN (HARDWOOD MULCH)	L.F.	
	801-01	SEEDING (WITH MULCH)	UNIT	
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	
	801-03	WATER (SEEDING & SODDING)	M.G.	
	803-01	SODDING (NEW SOD)	S.Y.	

FOOTNOTES

(1) TO BE USED FOR CULVERT PROTECTION (TYPE 1).

(2) INCLUDES . FOR TEMPORARY CONSTRUCTION EXITS.

(3) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

R.O.W. FIELD REVIEW

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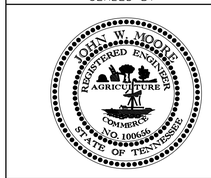

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN SPECIAL NOTES

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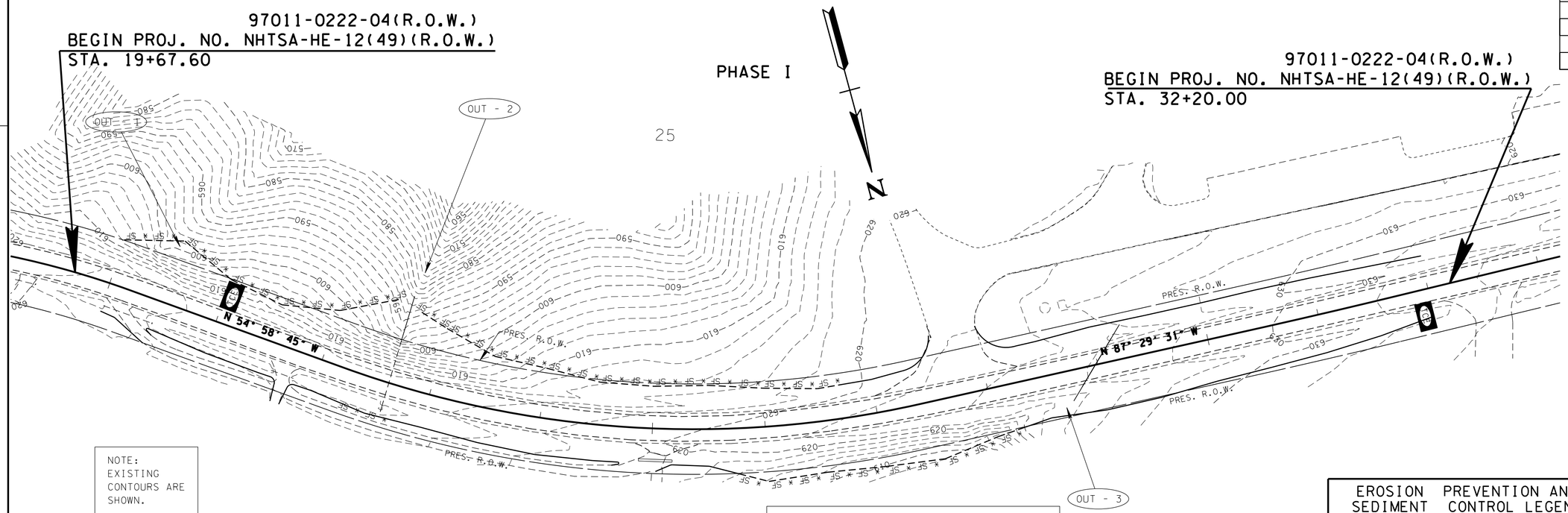
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	9

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 19+67.60

PHASE I

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 32+20.00



NOTE:
EXISTING CONTOURS ARE SHOWN.

NOTE:
(1) IF IT ISN'T POSSIBLE TO PLACE SILT FENCE ON CONTOUR, THE FENCING SHOULD BE INSTALLED USING THE "J" HOOK METHOD.

(2) CLEAR AND GRUB ONLY AS NEEDED.

OUTFALL-1 IS LOCATED WHERE THE STORM WATER LEAVES THE CONSTRUCTION SITE BY MEANS OF A NATURAL DRAINAGE PATH. AT ABOUT 60% SLOPE AND 0.10± ACRE DRAINAGE AREA.

OUTFALL-2 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO A NATURAL DRAINAGE PATH. AT ABOUT 70% SLOPE AND 0.60± ACRE DRAINAGE AREA.

OUTFALL-3 STORM WATER FROM THIS OUTFALL DISCHARGES FROM THE CONSTRUCTION SITE BY MEANS OF A PIPE INTO AN EXISTING DITCH. AT ABOUT 2.1% SLOPE AND 0.26 DRAINAGE AREA.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

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

R.O.W. FIELD REVIEW

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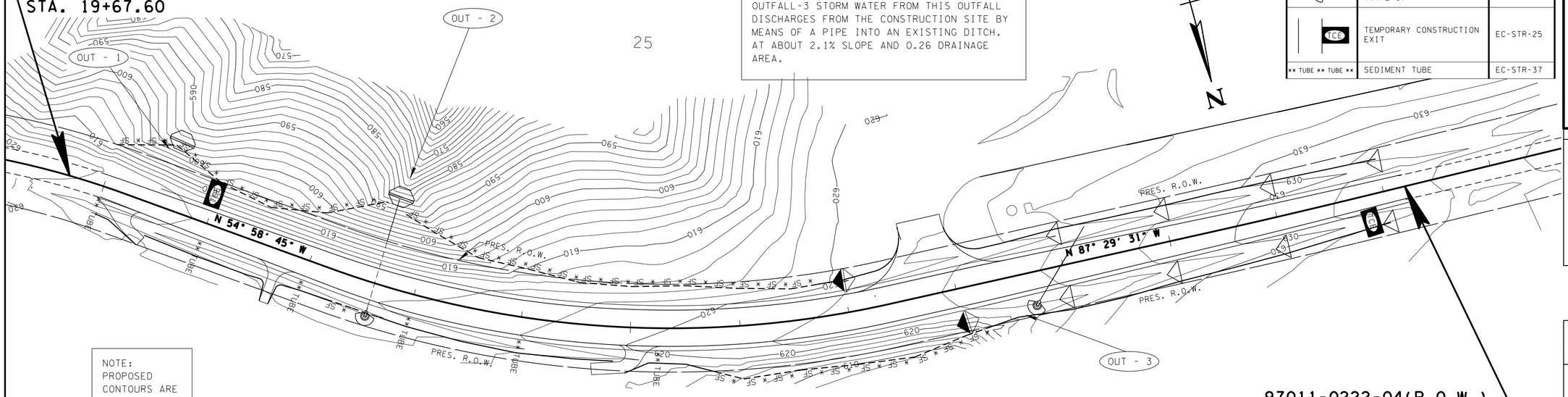
97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 19+67.60



NOTE:
PROPOSED CONTOURS ARE SHOWN.

PHASE II

97011-0222-04(R.O.W.)
BEGIN PROJ. NO. NHTSA-HE-12(49)(R.O.W.)
STA. 32+20.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.19+67.60 TO STA.32+20

SCALE: 1"=50'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
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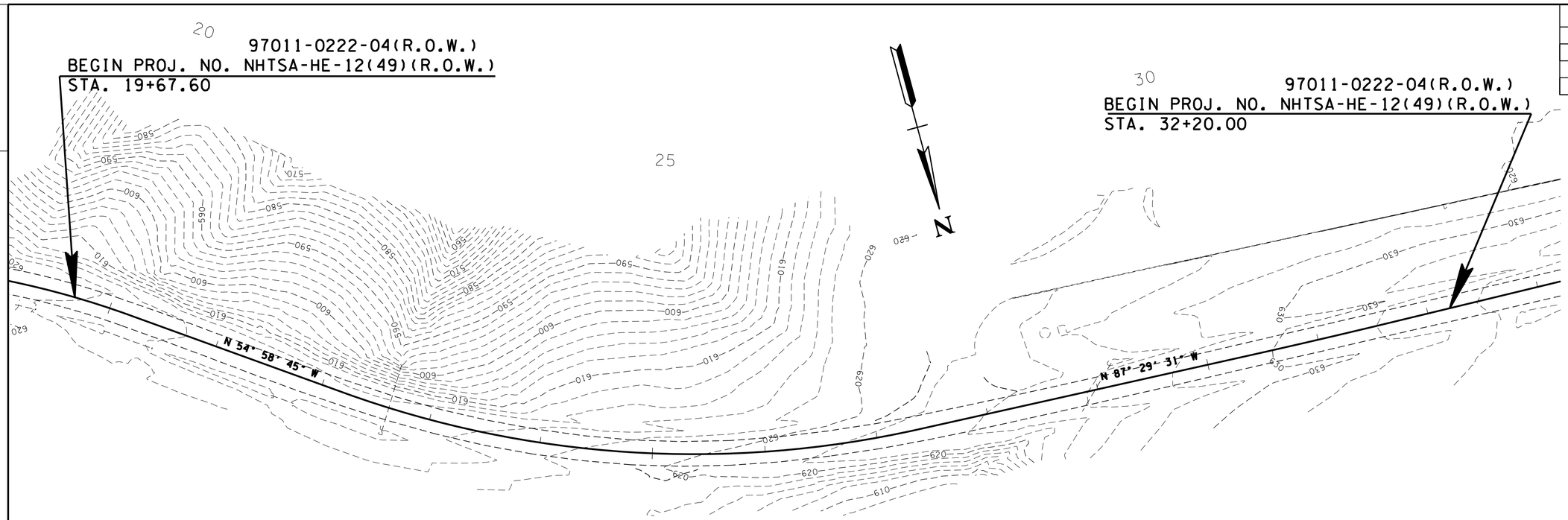
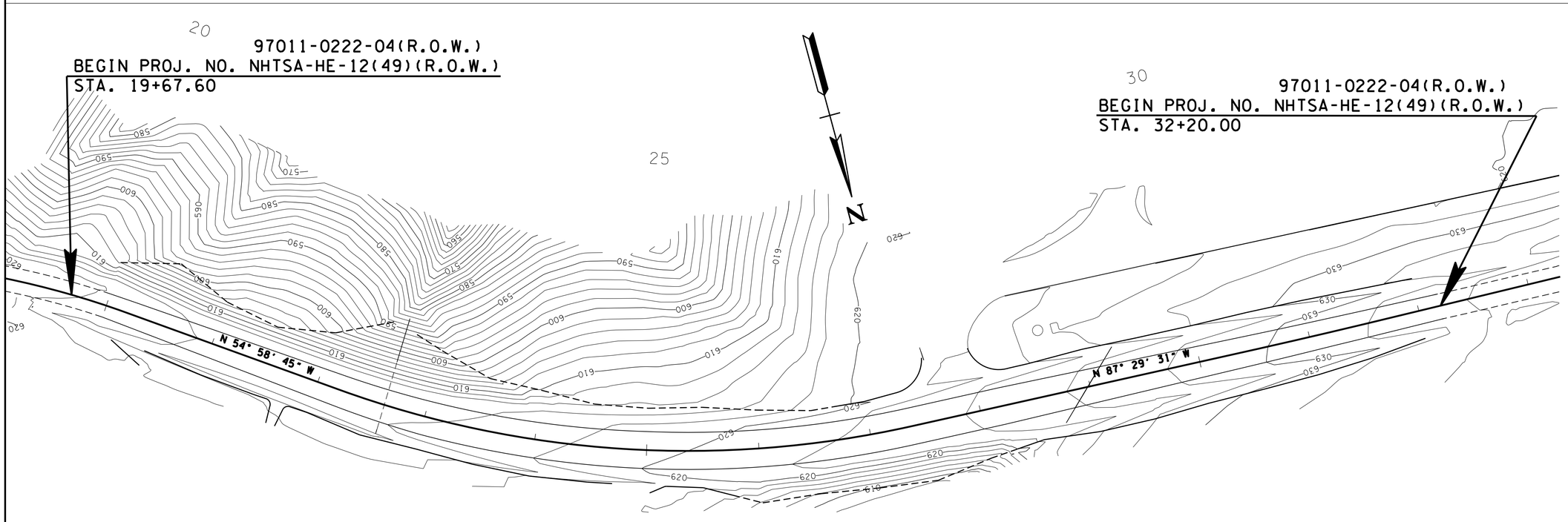


EXISTING CONTOURS



PROPOSED CONTOURS

R.O.W. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED CONTOURS

STA.19+67.60 TO 32+20

SCALE: 1"=50'

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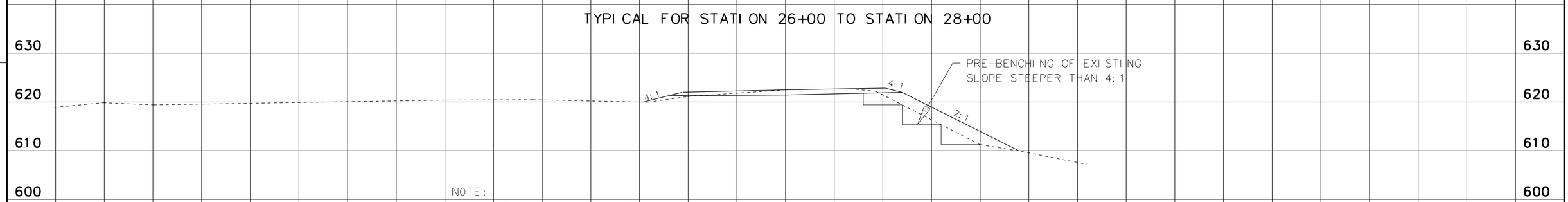
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	11

FILE NO.

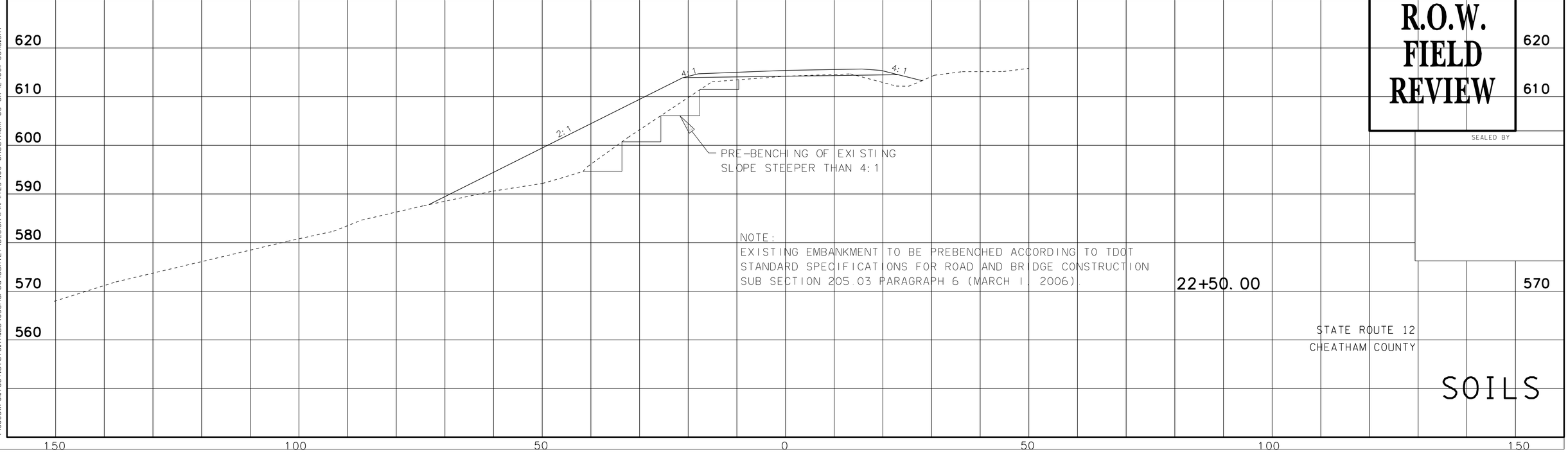
TENNESSEE D.O.T.
DESIGN DIVISION

TYPICAL FOR STATION 26+00 TO STATION 28+00



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

TYPICAL FOR STATION 20+00 TO STATION 25+50



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

R.O.W. FIELD REVIEW

SEALED BY

STATE ROUTE 12
CHEATHAM COUNTY

SOILS

150 100 50 0 50 100 150

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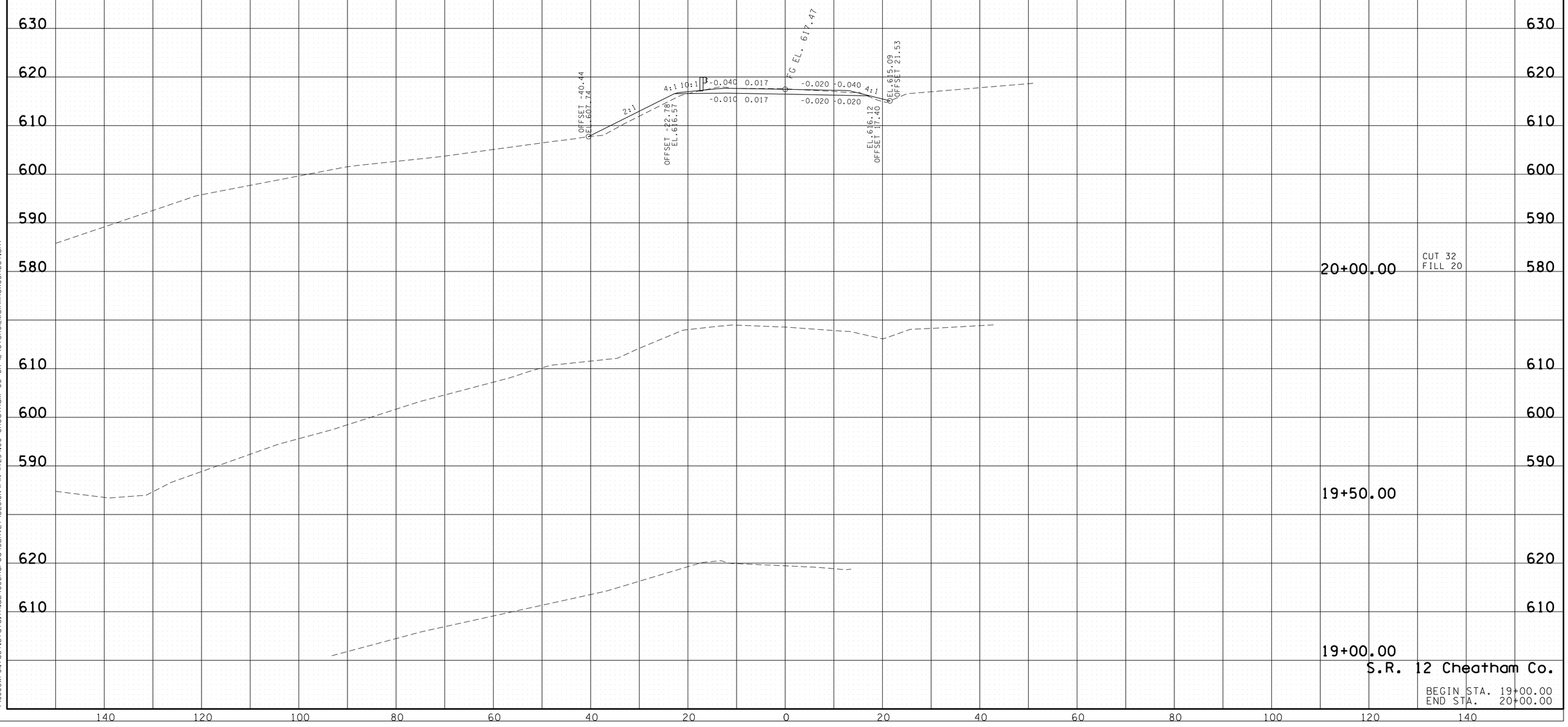

S.R. 12 Cheatham Co.

BEGIN STA. 19+00.00
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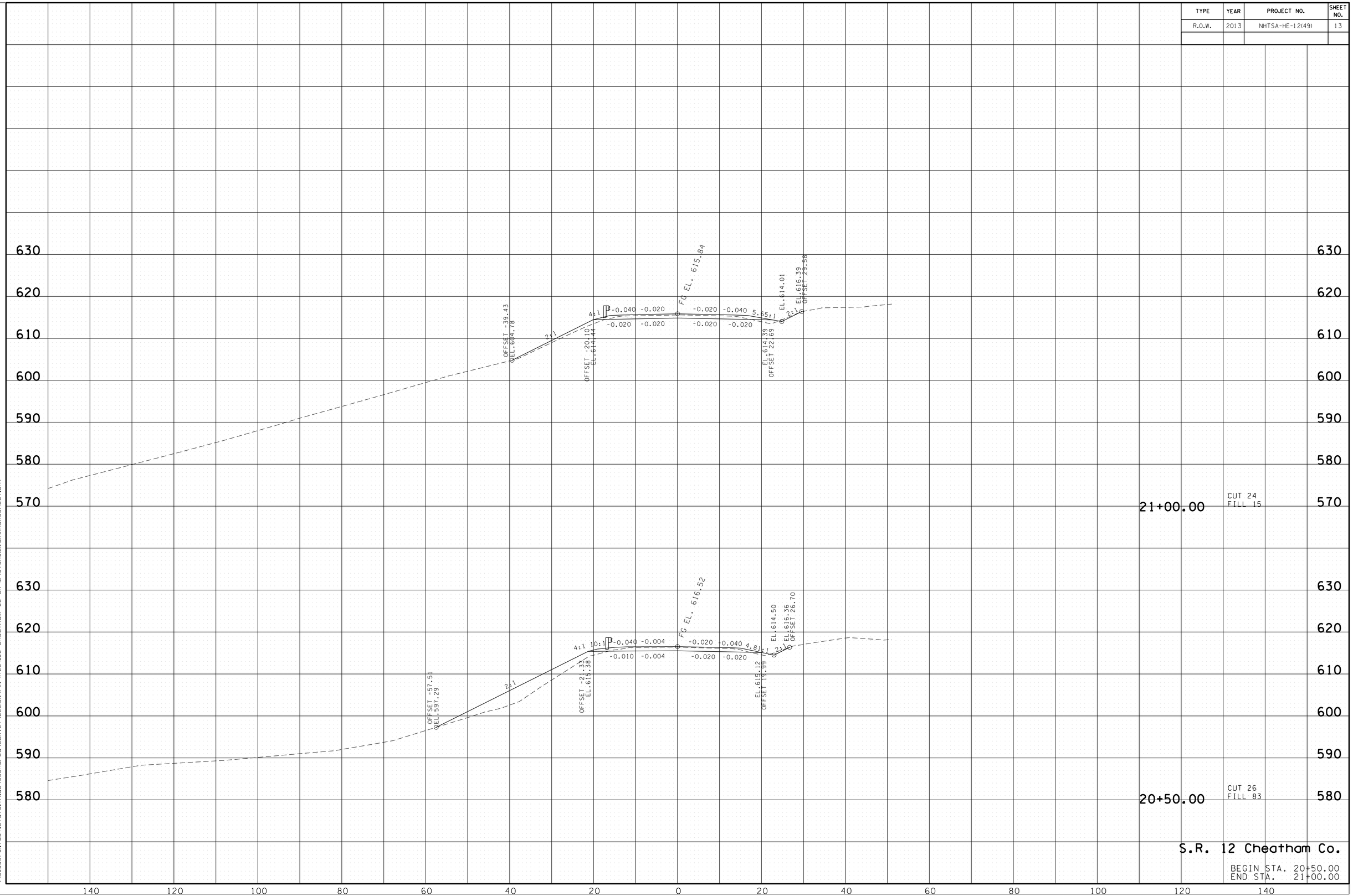

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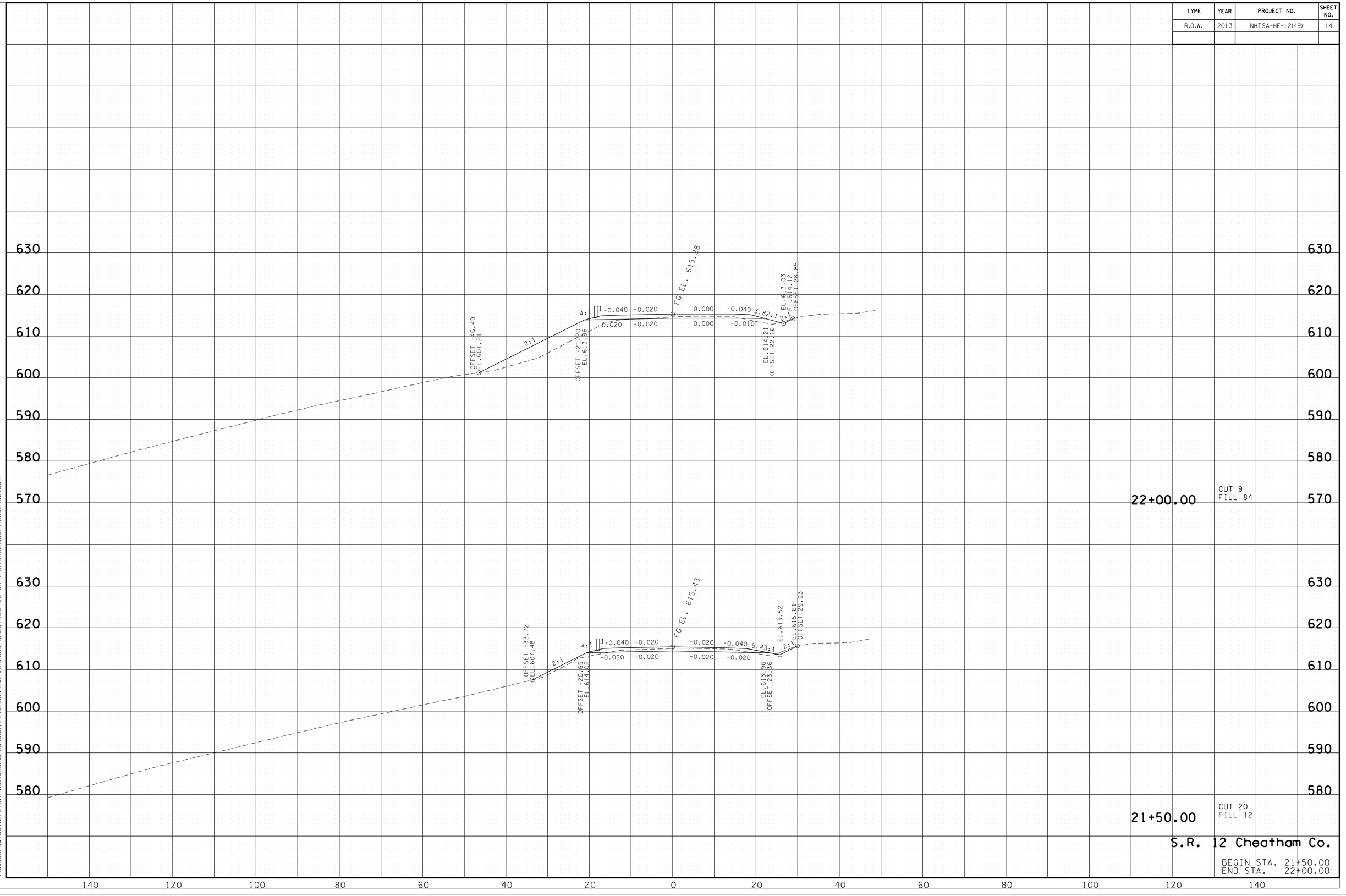

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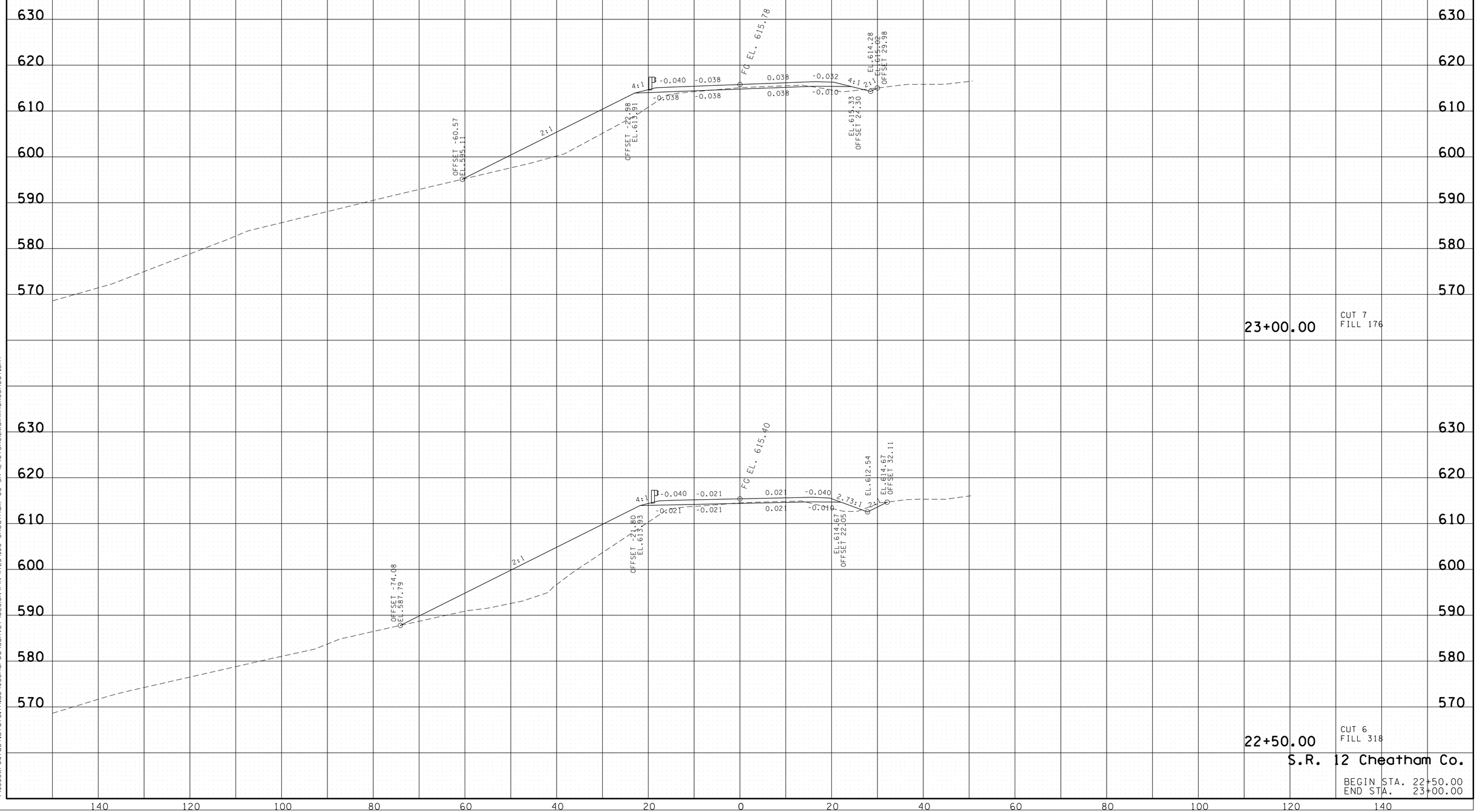

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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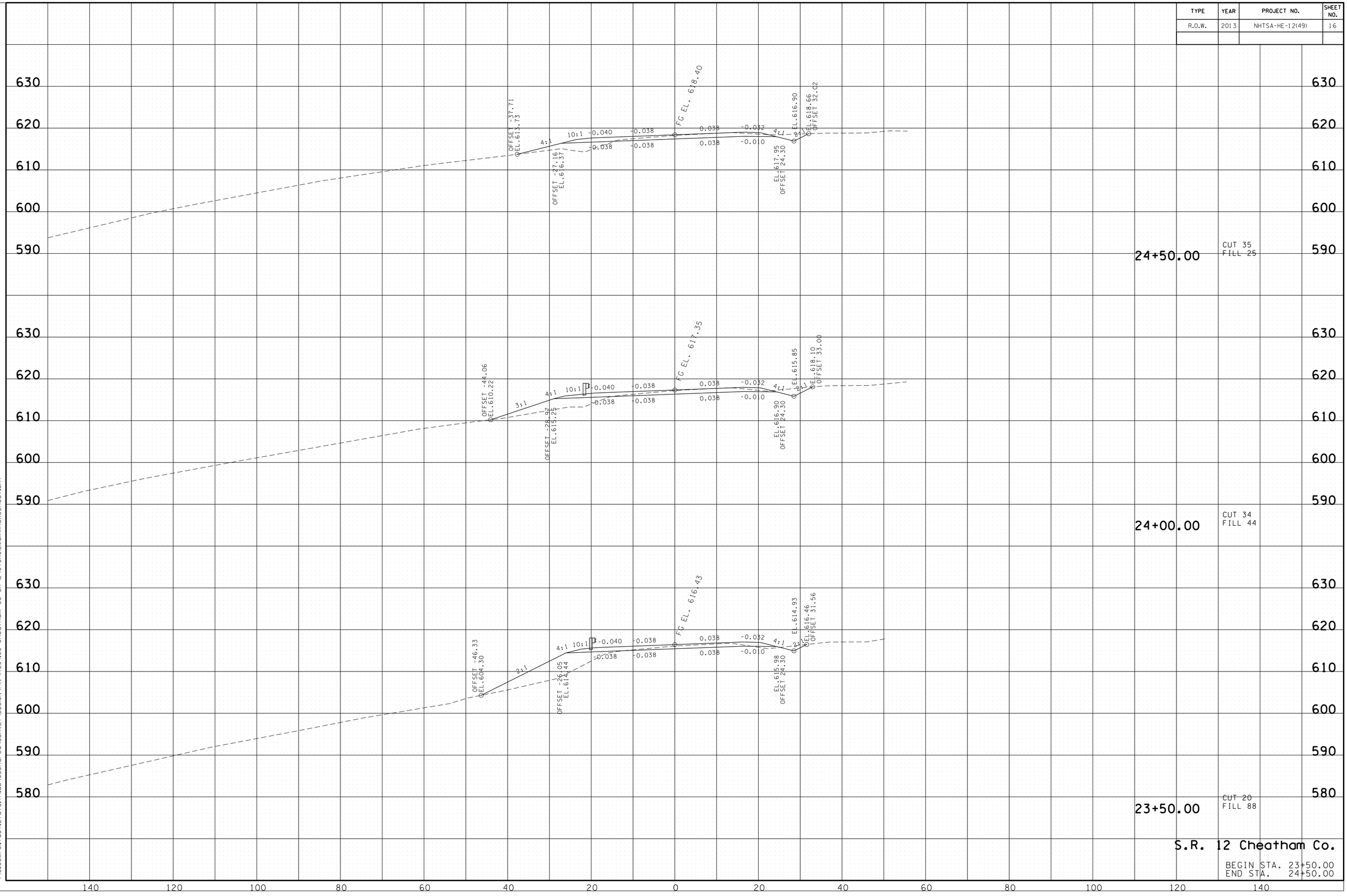

S.R. 12 Cheatham Co.

BEGIN STA. 23+50.00
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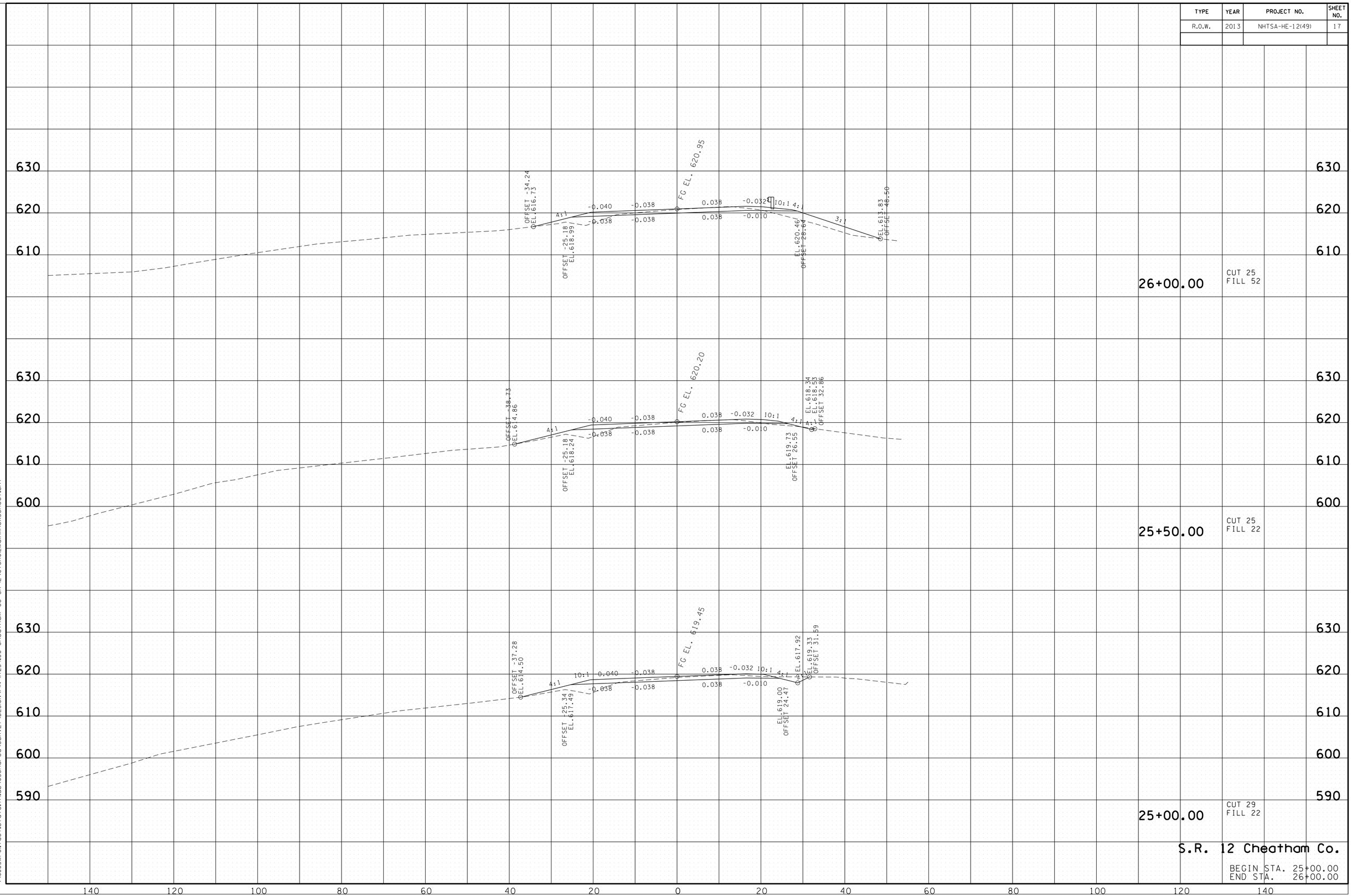

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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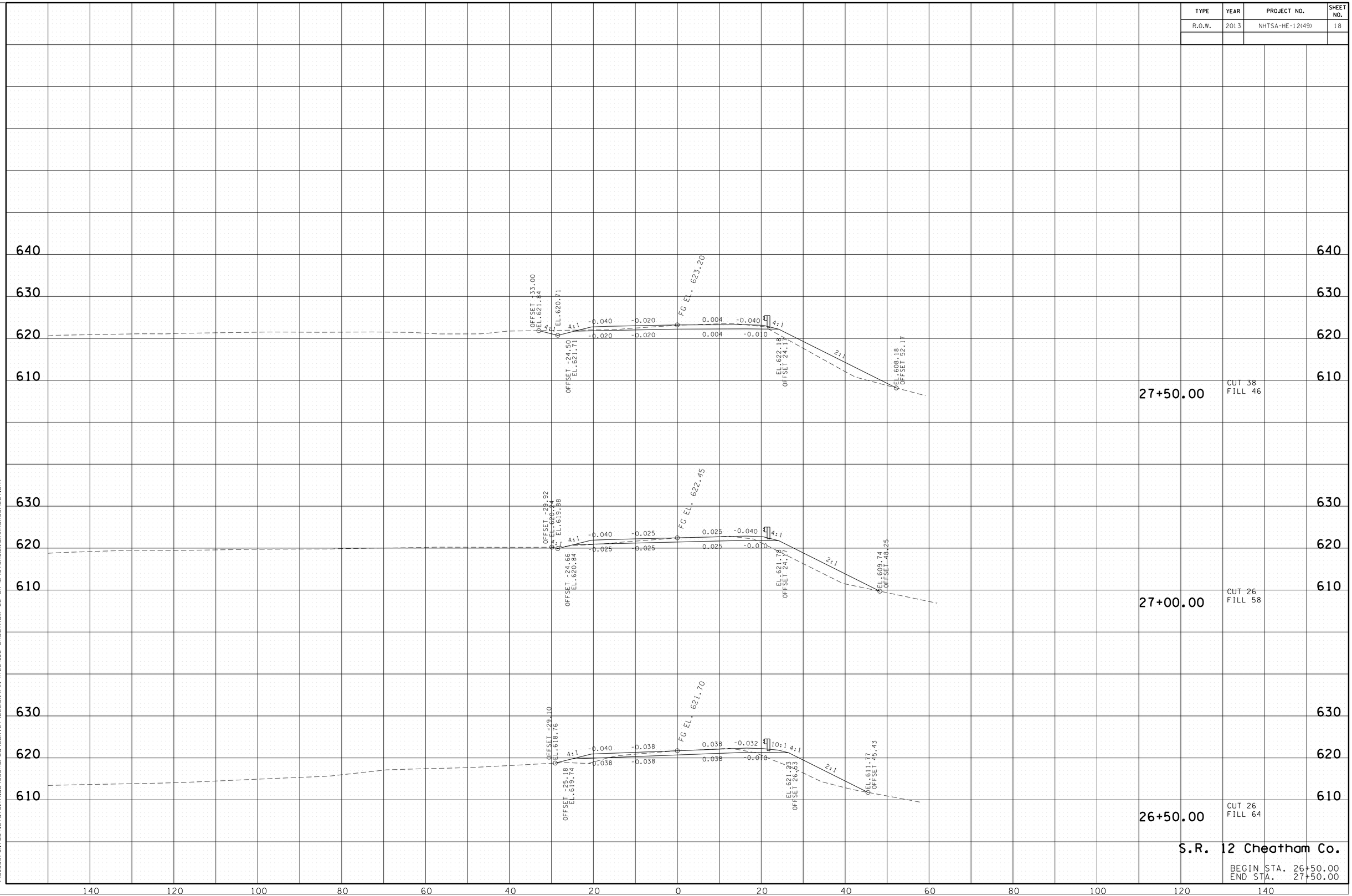

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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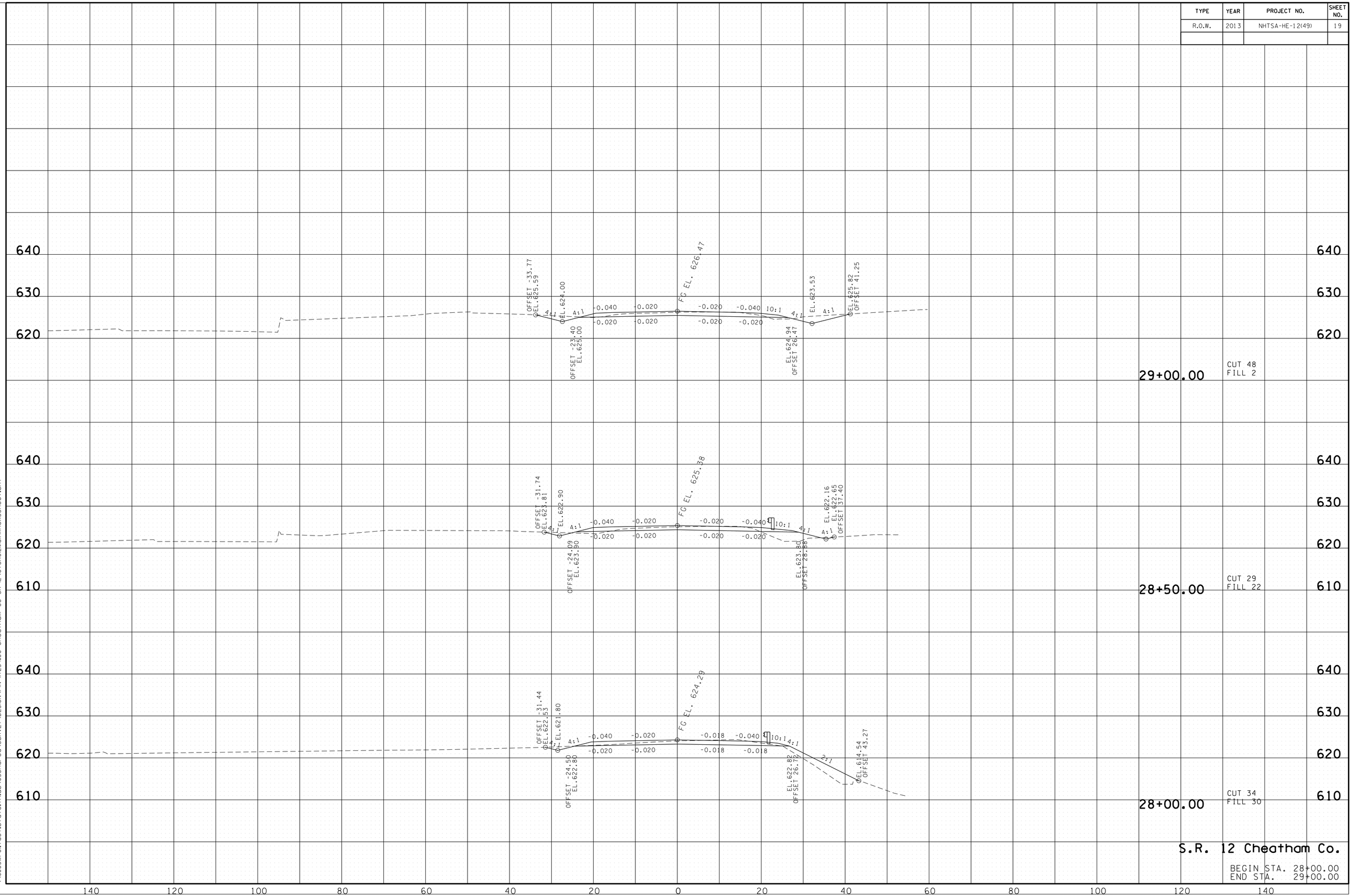

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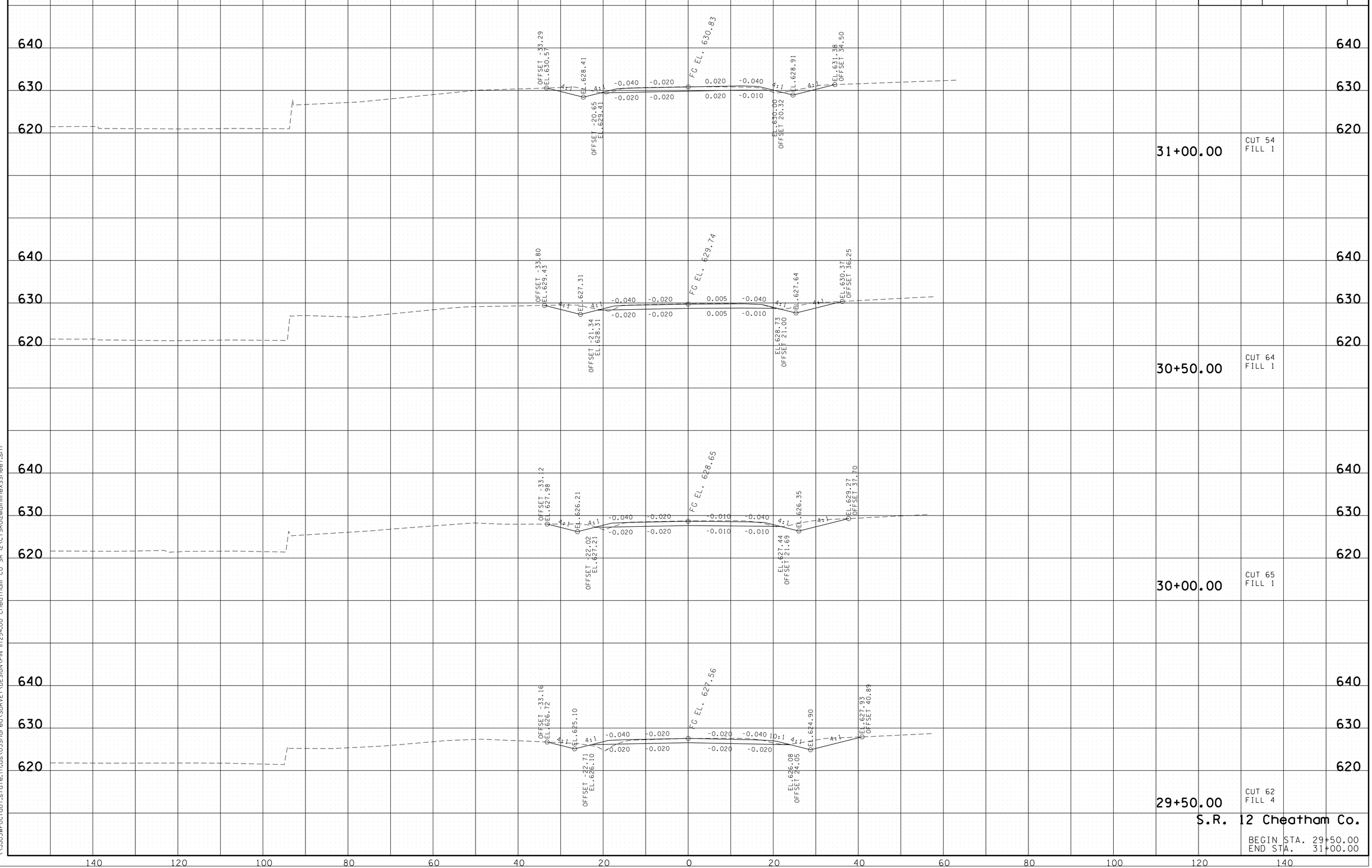

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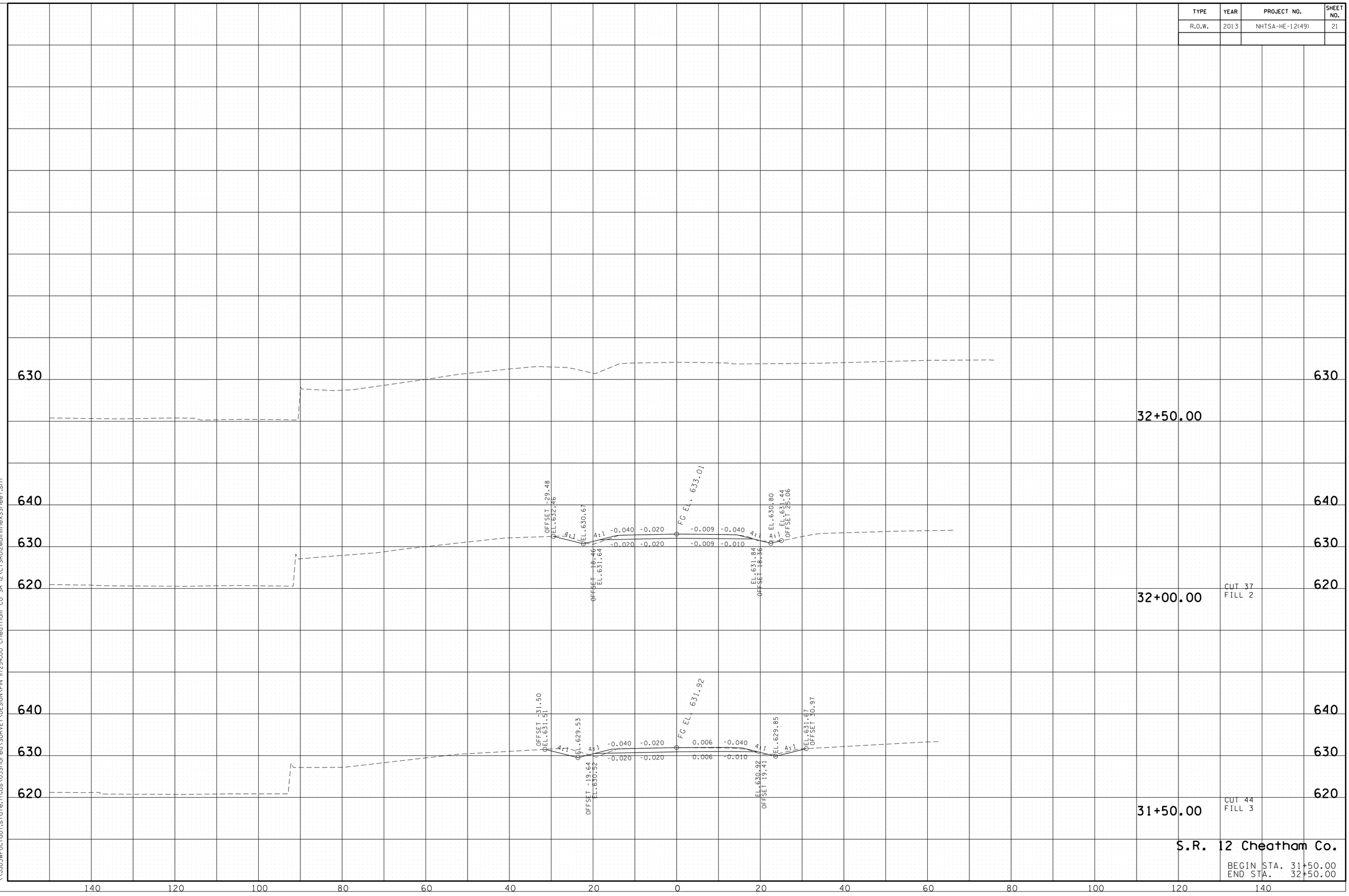
R.O.W.	2013	NHTSA-HE-12(49)	21



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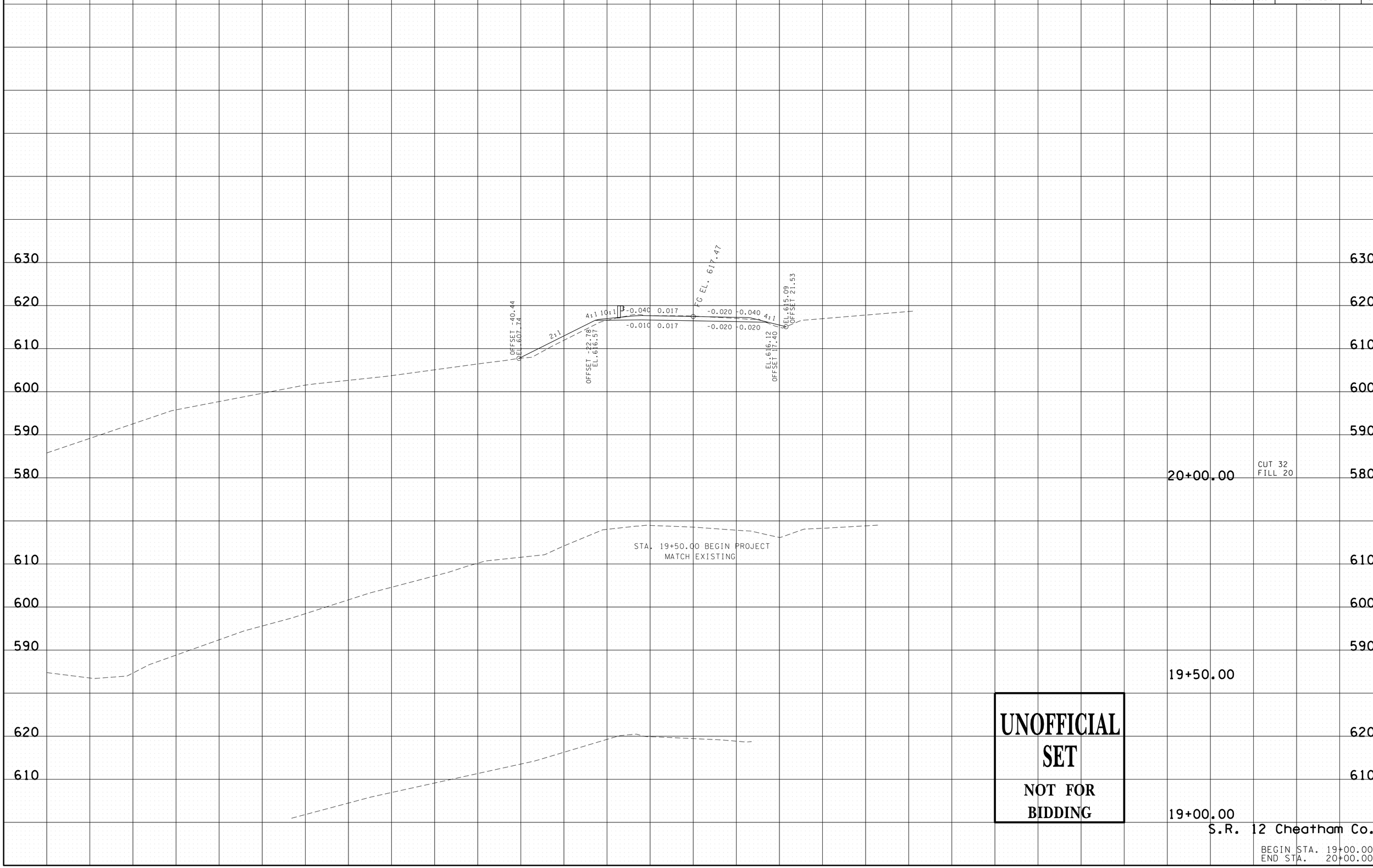
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	12
CONST.	2014	PHSIP-12(54)	11



UNOFFICIAL SET
NOT FOR BIDDING

S.R. 12 Cheatham Co.

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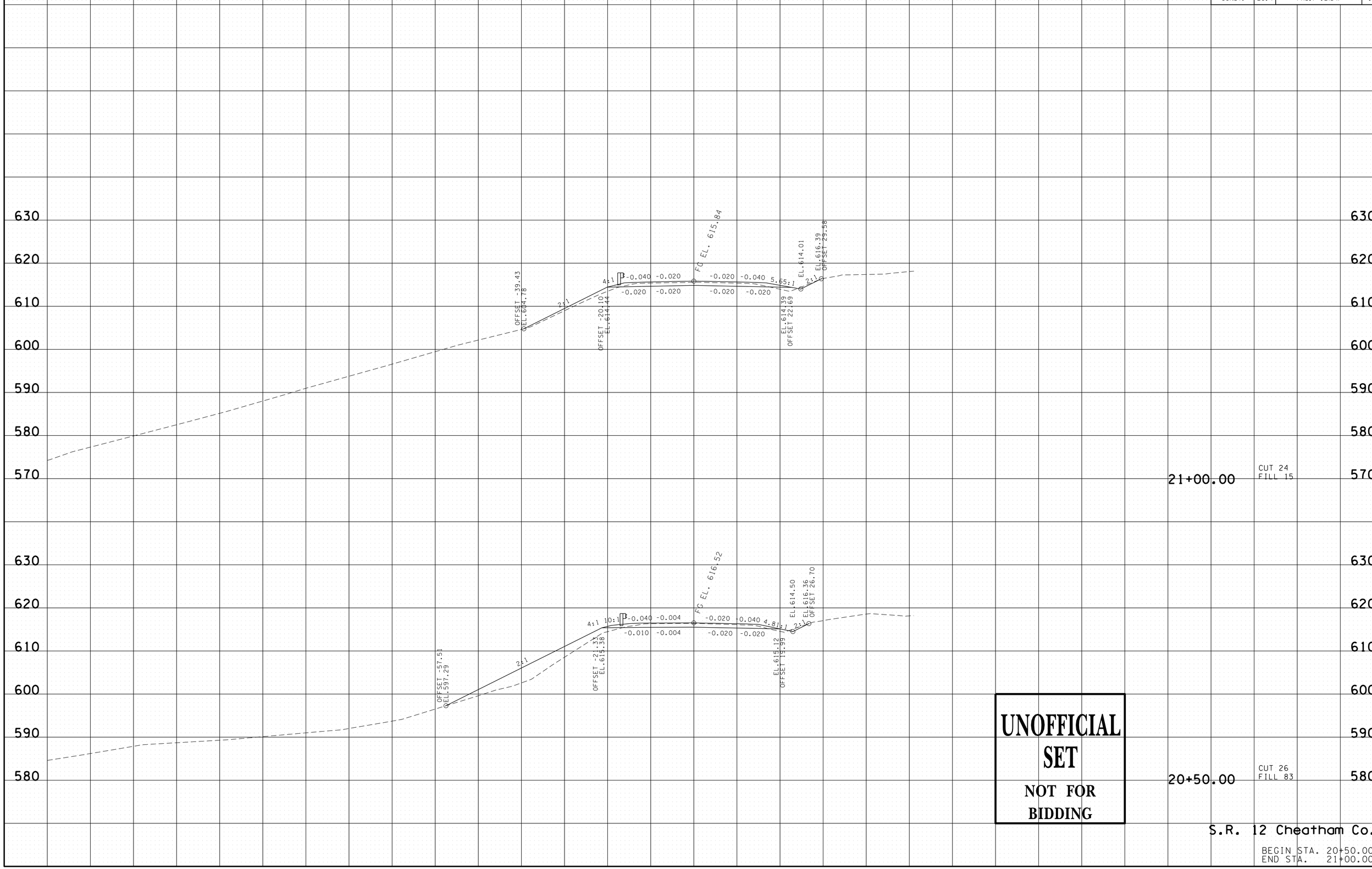
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	13
CONST.	2014	PHSIP-12(54)	12



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NOT FOR BIDDING

S.R. 12 Cheatham Co.

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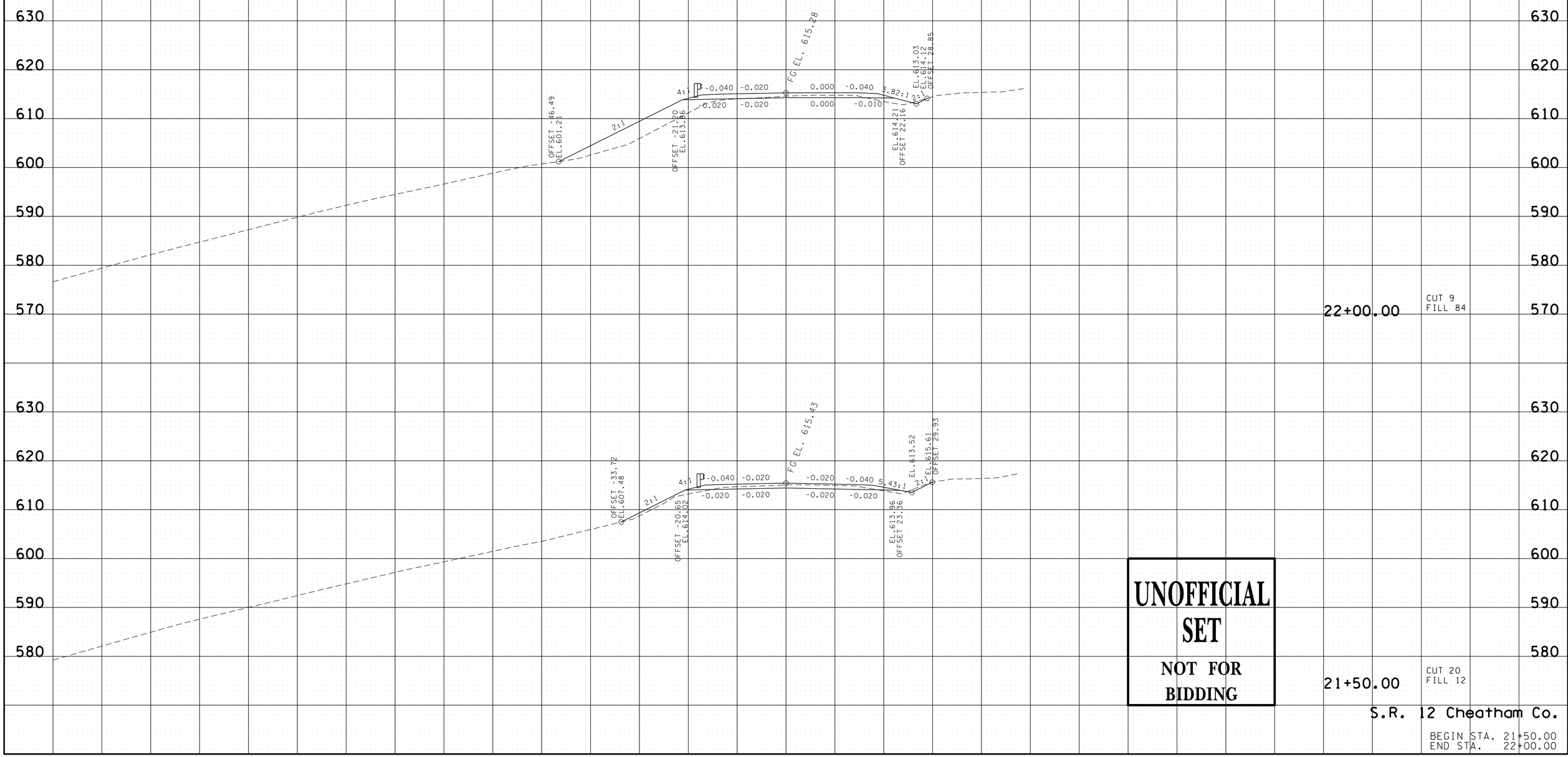
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	14
CONST.	2014	PHSIP-12(54)	13



UNOFFICIAL SET

NOT FOR BIDDING

S.R. 12 Cheatham Co.

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END STA. 22+00.00

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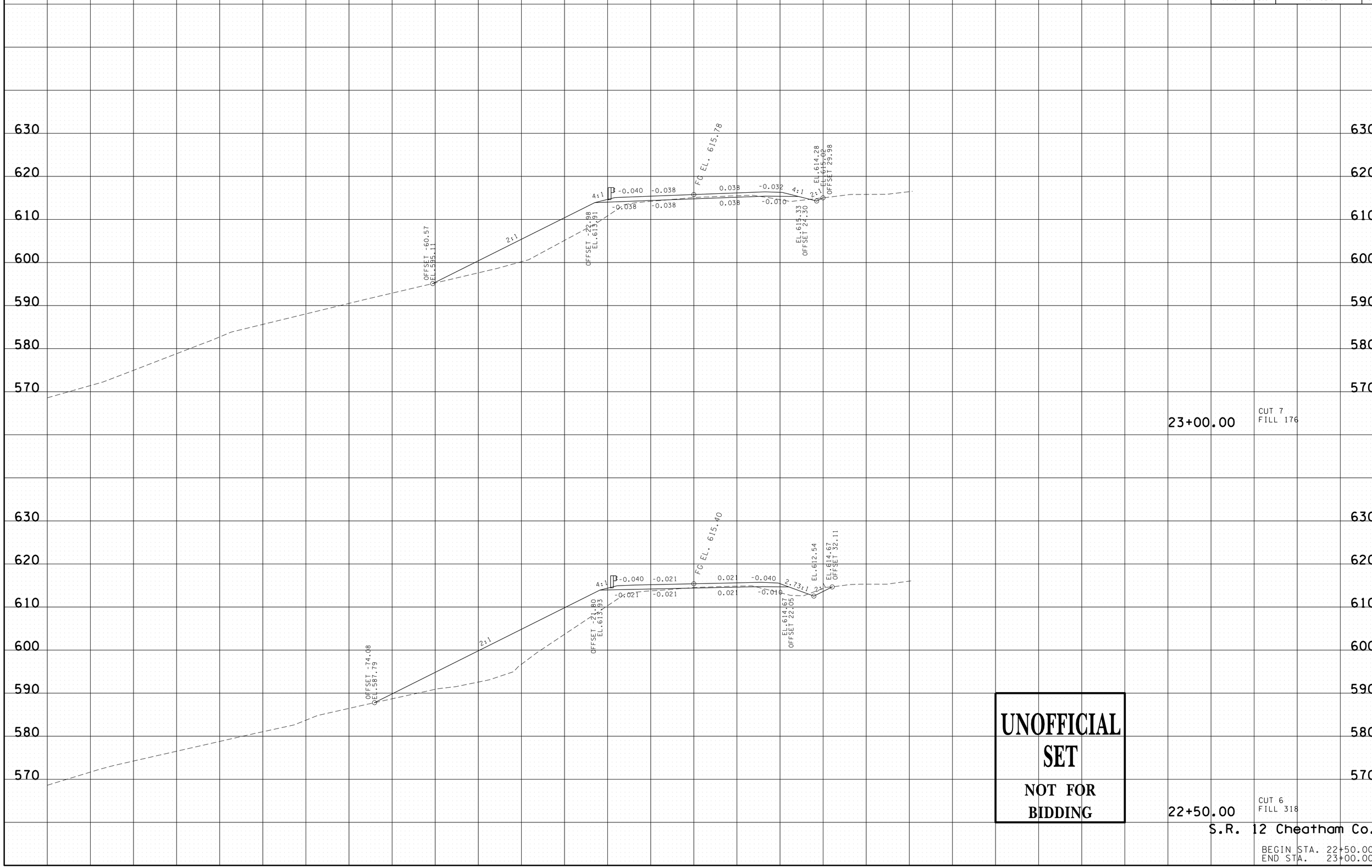
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	15
CONST.	2014	PHSIP-12(54)	14



UNOFFICIAL SET

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S.R. 12 Cheatham Co.

BEGIN STA. 22+50.00
END STA. 23+00.00

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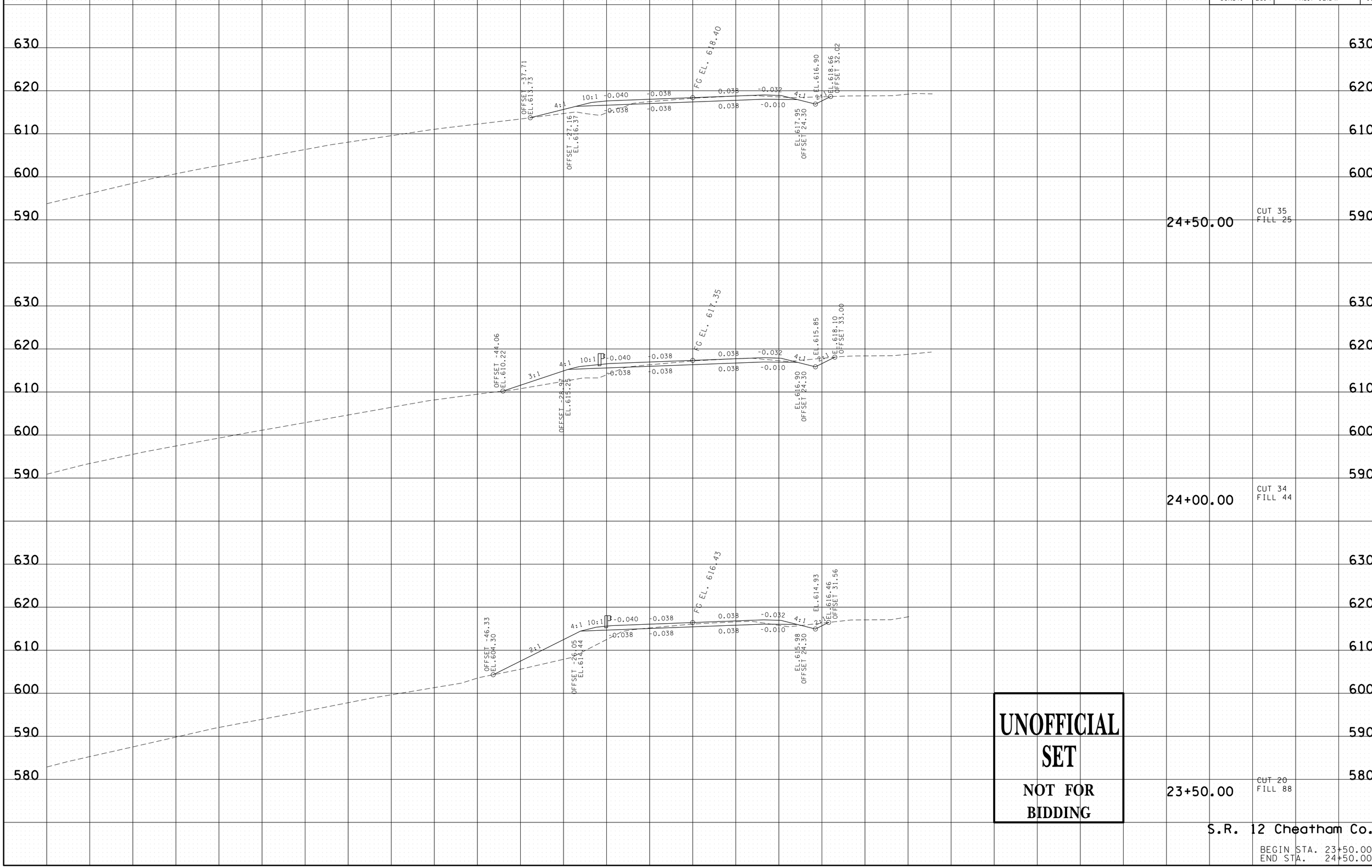
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	16
CONST.	2014	PHSIP-12(54)	15



UNOFFICIAL SET

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S.R. 12 Cheatham Co.

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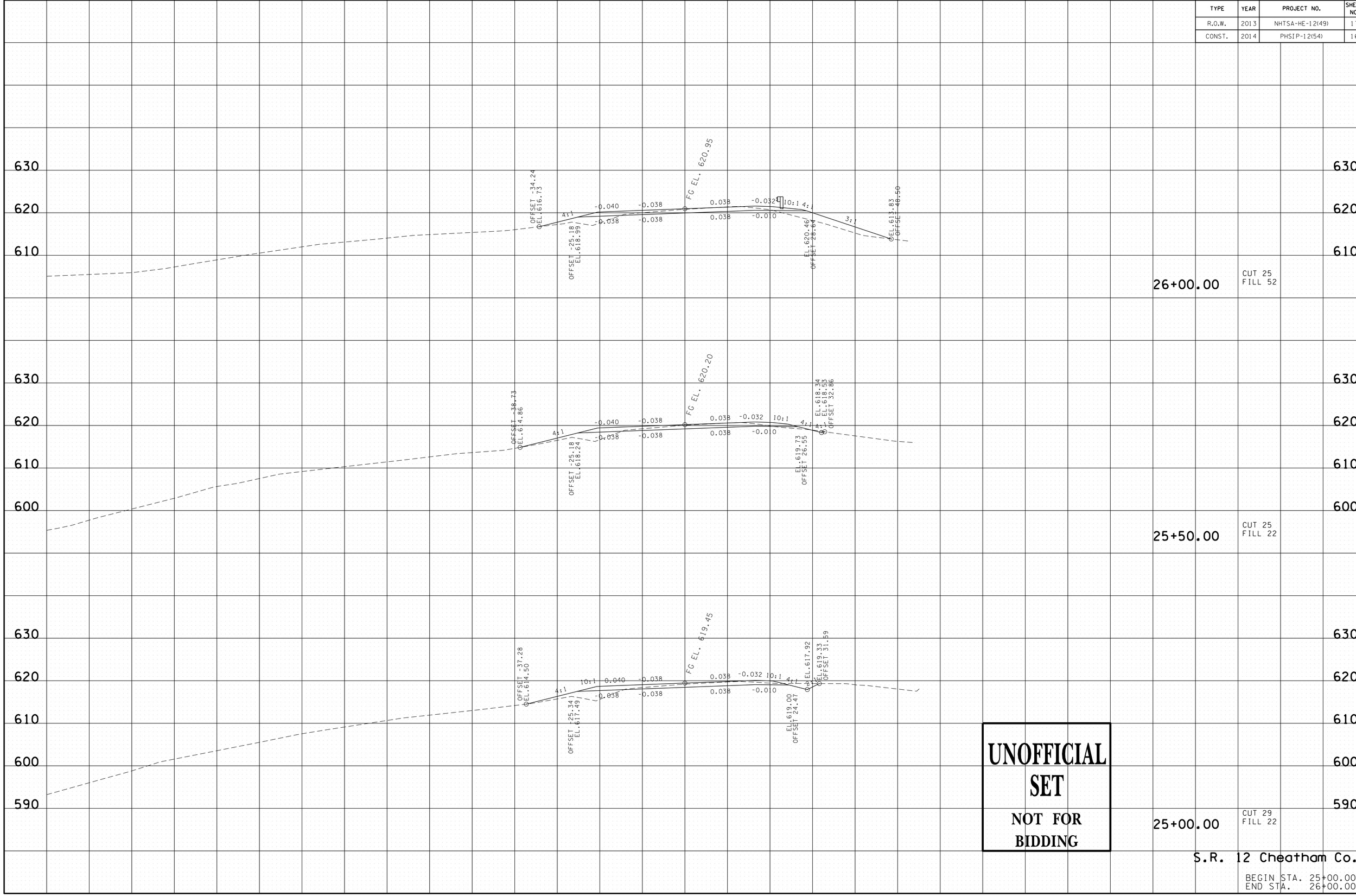
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	17
CONST.	2014	PHSIP-12(54)	16



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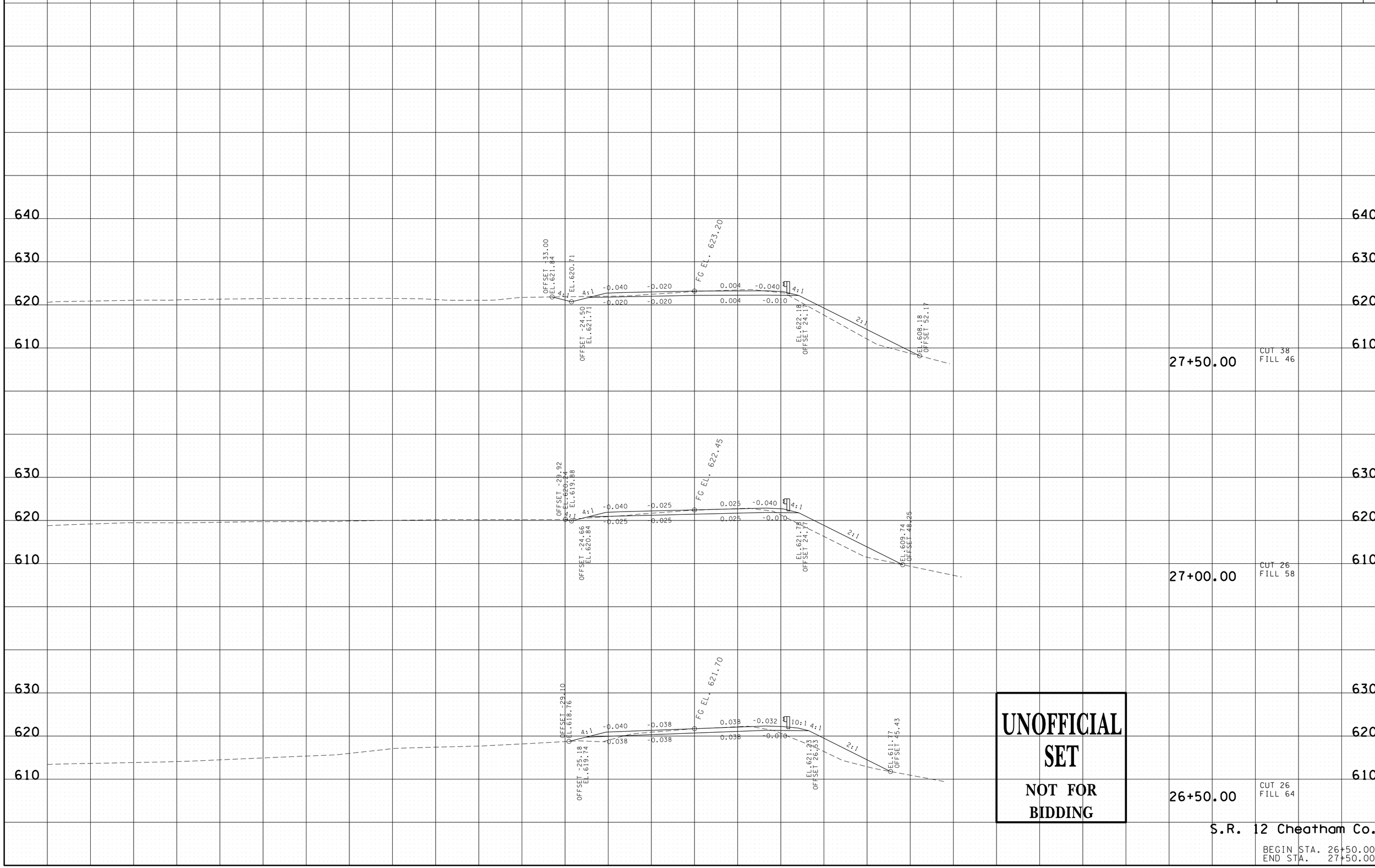
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	18
CONST.	2014	PHSIP-12(54)	17



UNOFFICIAL SET

NOT FOR BIDDING

S.R. 12 Cheatham Co.

BEGIN STA. 26+50.00
END STA. 27+50.00

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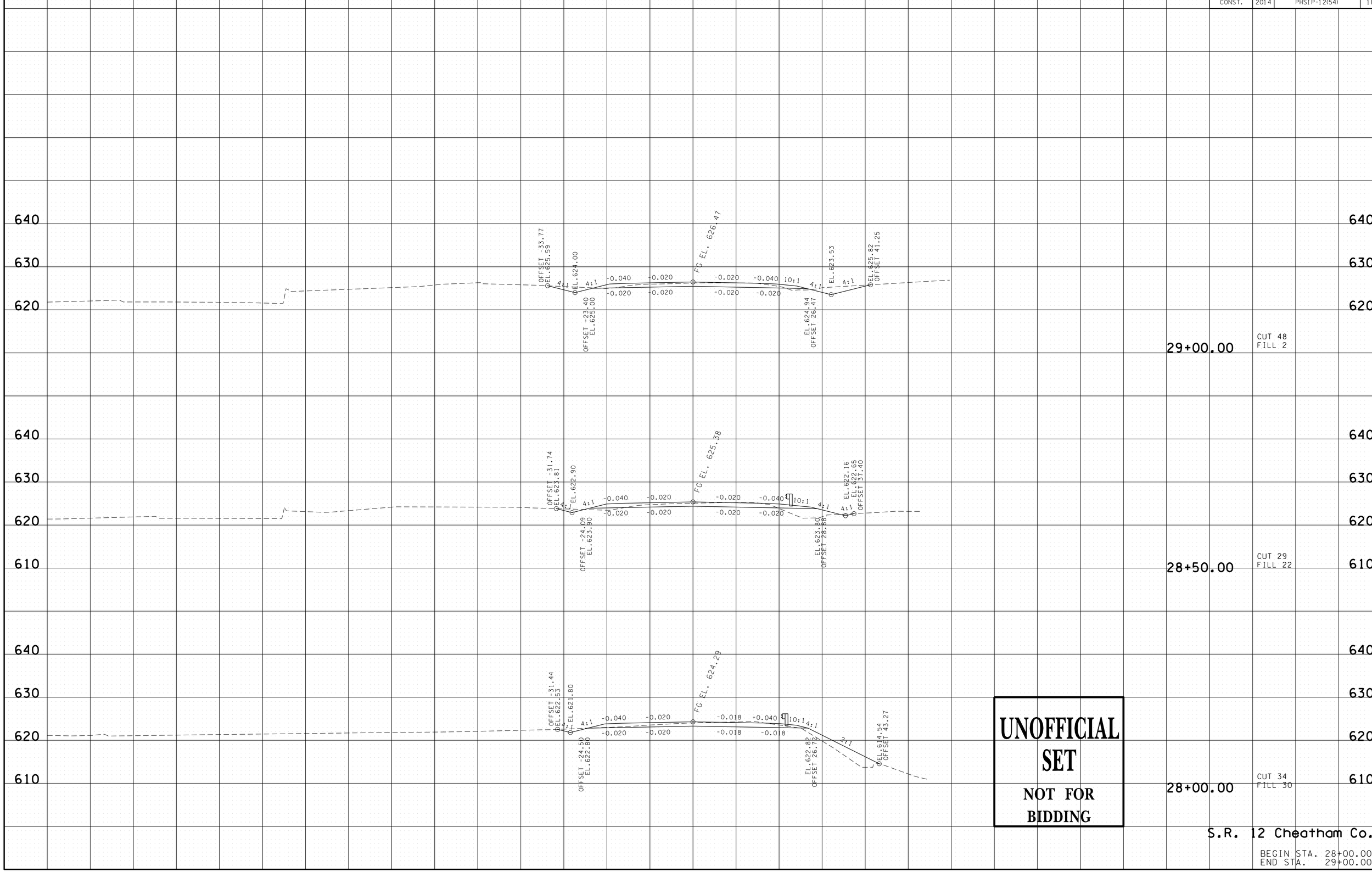
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	19
CONST.	2014	PHSIP-12(54)	18



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S.R. 12 Cheatham Co.

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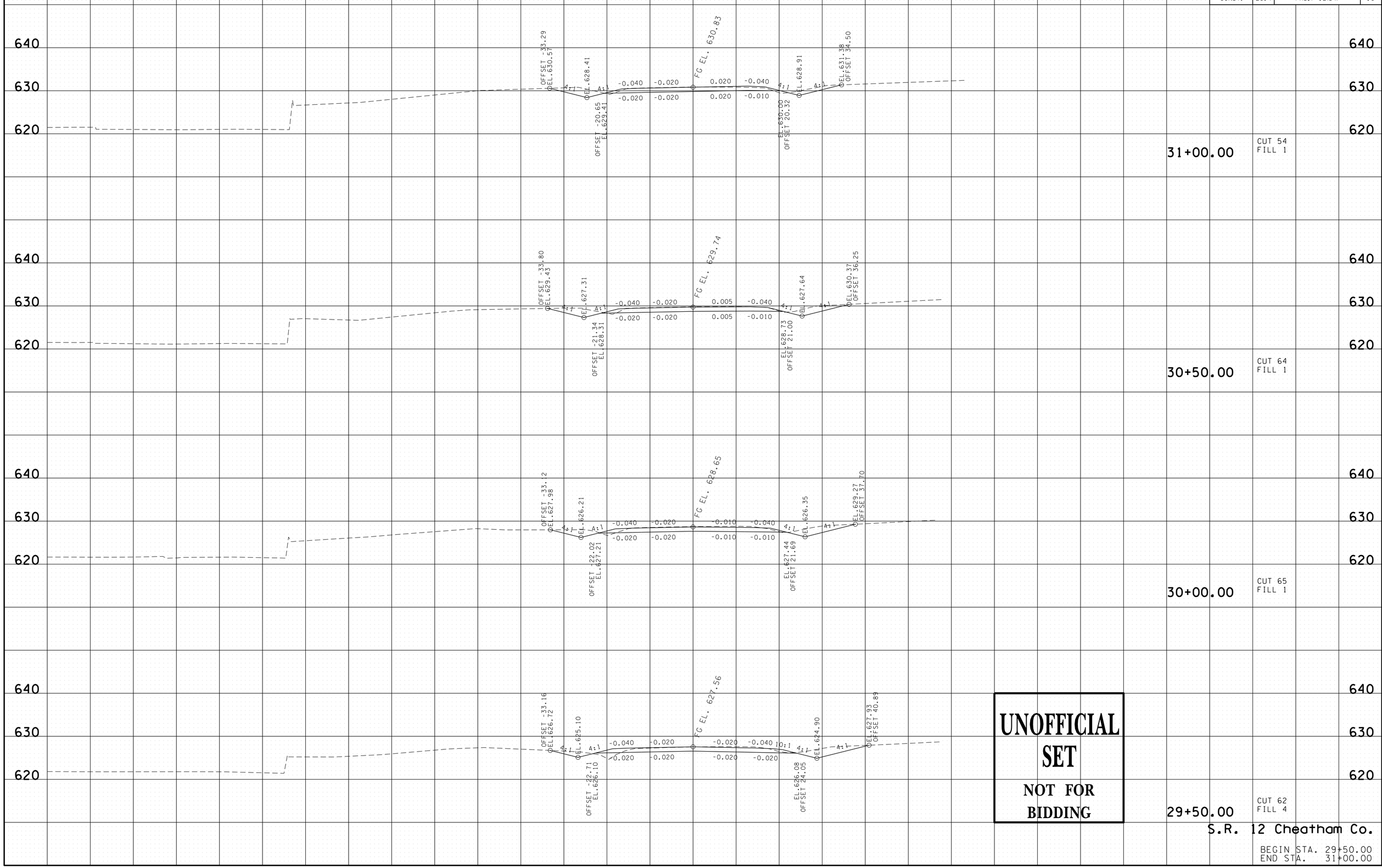
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	20
CONST.	2014	PHSIP-12(54)	19



UNOFFICIAL SET

NOT FOR BIDDING

S.R. 12 Cheatham Co.

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END STA. 31+00.00

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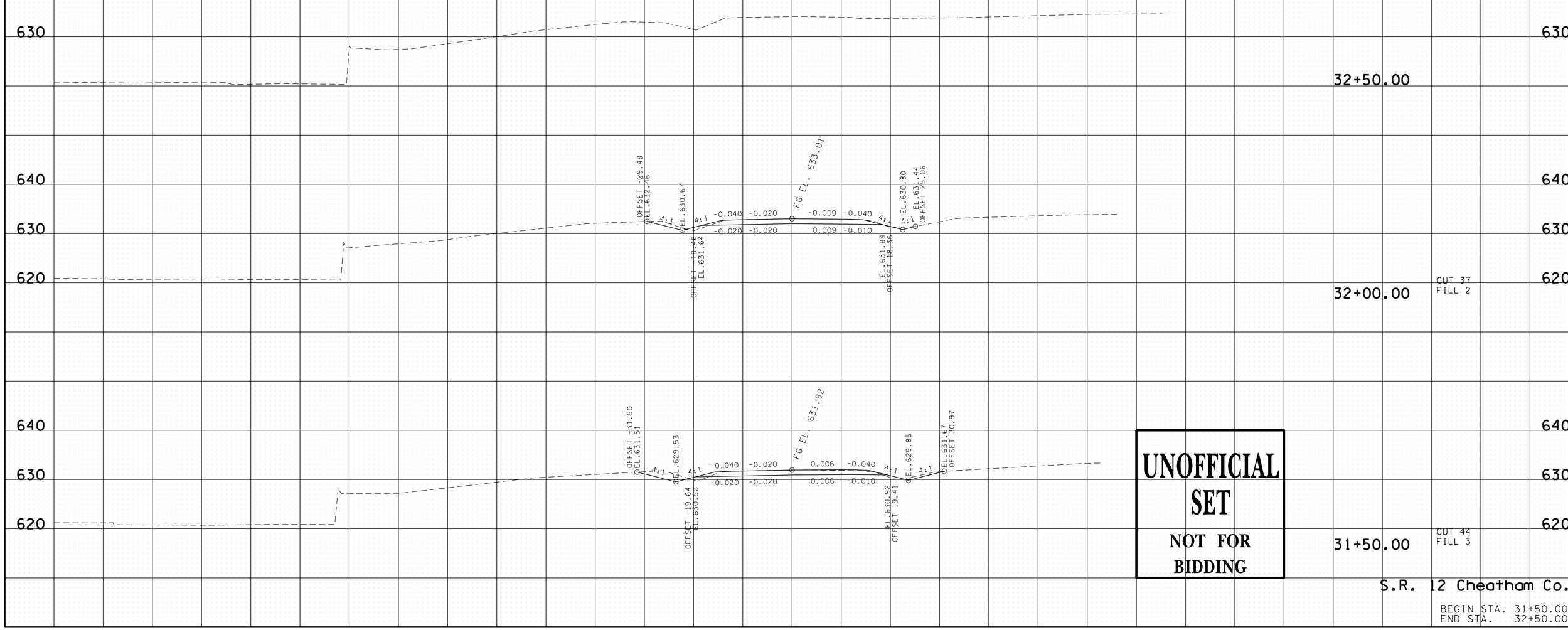
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	NHTSA-HE-12(49)	21
CONST.	2014	PHSIP-12(54)	20



UNOFFICIAL SET

NOT FOR BIDDING

S.R. 12 Cheatham Co.

BEGIN STA. 31+50.00
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