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

Index Of Sheets

SEE SHEET NO. 1A

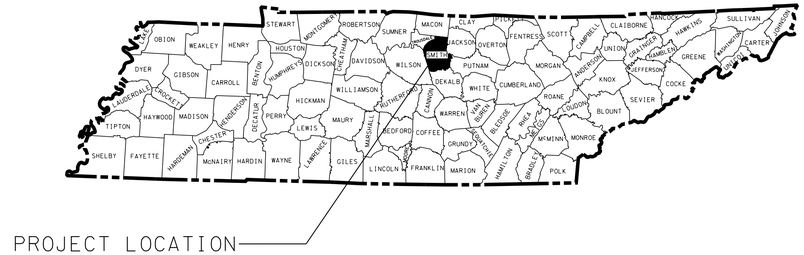
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	HSIP/STP-SIP-25(45)	
STATE PROJ. NO.	80003-3257-94	

09-23-14: ADDED TRAFFIC DATA AND US ROUTE NUMBER AT END OF PROJECT. CHECKED BY PETER M. STRUB

SMITH COUNTY

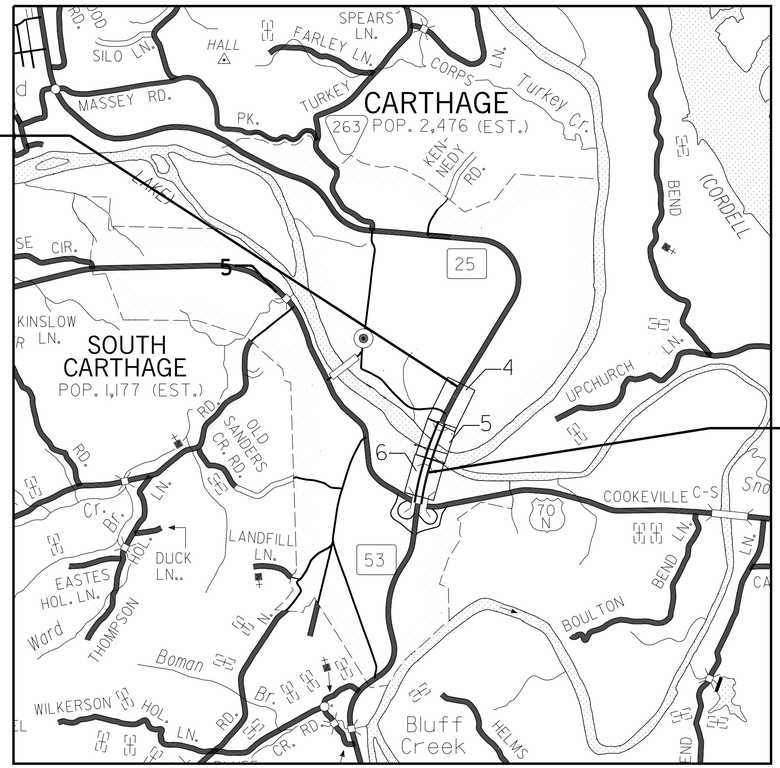
STATE ROUTE 25
AT UPPER FERRY ROAD/
MYERS STREET
LOG MILE 12.48 TO 13.04



CONSTRUCTION

STATE HIGHWAY NO. 25 F.A.H.S. NO. 25

80003-3257-94
BEGIN PROJ. HSIP/STP-SIP-25(45)
STA. 140+00.00



SCALE: 1"= 1/2 MILE (2640')
0 2640 5280 7920

80003-3257-94
END PROJ. HSIP/STP-SIP-25(45)
STA. 169+50.00

PROJECT LENGTH 0.559 MILES

NO RIGHT-OF-WAY REQUIRED

NO EXCLUSIONS
NO EQUATIONS

UNOFFICIAL SET
NOT FOR BIDDING

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 C.E. MANAGER 1 PETE FALKENBERG, P.E.
DESIGNED BY TRANSYSTEMS
DESIGNER JOSH LELJEDAL CHECKED BY PETER M. STRUB, P.E.
P.E. NO. 80003-1257-94
PIN NO. 117811.00

TRAFFIC DATA	
ADT (2014)	19,840
ADT (2034)	23,810
DHV (2034)	2,753
D	55 - 45
T (ADT)	4 %
T (DHV)	3 %
V	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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

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NO PROJECT COMMITMENT SHEET INCLUDED IN THIS SET OF PLANS

.

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-TS-3A	10-15-02	DESIGN STANDARDS 4 AND 6 LANE COLLECTOR HIGHWAYS WITH FLUSH MEDIANS

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-23A	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY SQUARE TUBE SIGN SUPPORT
T-S-24	08-02-13	DETAILS OF SIGN WITH SOLAR FLASHING ASSEMBLY
T-SG-3A		ALTERNATE DETECTION DETAILS
T-SG-5	12-04-13	CONTROLLER CABINET DETAILS
T-SG-8	12-04-13	STRAIN POLE DETAILS FOR SPAN MOUNTED SIGNALS
T-SG-10	12-04-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-13	06-01-09	FLASHING BEACON DETAIL

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASN PROTECTION

DWG. NO	REV.	DESCRIPTION

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	1A

9-23-14: ADDED STANDARD DRAWINGS T-S-23A & T-S-24

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DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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

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.	100
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	75
1	209-05	SEDIMENT REMOVAL	C.Y.	25
1	209-08.07	ROCK CHECK DAM	EACH	1
1	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	1
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	210
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	19
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	12
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	1
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	3
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	10
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	7
	705-04.21	GUARDRAIL DELINEATION ENHANCEMENT	L.F.	2064
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
	712-06	SIGNS (CONSTRUCTION)	S.F.	153
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	1
	713-01.02	STEEL BAR REINFORCEMENT (FOUNDATION FOR SIGN SUPPORTS	LB.	124
	713-04.02	STEEL I-BEAMS & W-F BEAMS FOR SIGN SUPPORTS	LB.	504
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	336
	713-11.21	P POST SLIP BASE	EACH	2
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	16
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.20	SIGNS (W3-3)	EACH	1
	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	1
2	713-16.41	RELOCATE SIGN	LS	1
	716-01.10	SNOWPLOWABLE REFLECTIVE MARKER	EACH	205
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	215
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	236
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	13
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	11
	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	5
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	13000
	716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	640
	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	16
	716-08.11	REMOVAL OF WORD PAVEMENT MARKING (ONLY)	EACH	2
	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	2.9
	717-01	MOBILIZATION	LS	1
3	725-03.50	RADAR DETECTION SYSTEM	EACH	1
	725-20.84	RADIO & ANTENNA (OMNI-IN SIGNAL CABINET)	EACH	1
	725-20.85	RADIO & ANTENNA (YAGI-ON POLE A & B)	EACH	2
	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	2
	730-21.10	WOOD POLE (CLASS 3, 35' LENGTH)	EACH	1
4	730-23.96	CANTILEVER SIGNAL SUPPORT (1 @ 35')	EACH	1
	730-24.03	FOUNDATION - CANTILEVER SIGNAL SUPPORT,(35')	EACH	1
5	730-26.07	FLASHING WARNING BEACON (ADVANCE SIGNING)	EACH	1
	730-26.08	FLASHING WARNING BEACON (AMBER)	EACH	1
	730-50.10	SOLAR POWERED FLASHING ASSEMBLY	EACH	1
	740-11.01	TEMPORARY SEDIMENT TUBE 8IN (EPSC)	L.F.	50
	801-01	SEEDING (WITH MULCH)	UNIT	5
	801-03	WATER (SEEDING AND SODDING)	M.G.	2

1 SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

2 THIS ITEM INCLUDES NEW SIGN SUPPORTS.

3 RADAR DETECTION UNITS FOR ADVANCE DETECTION SHALL BE WAVETRONIX SMARTSENSOR ADVANCED, OR APPROVED EQUAL. DETECTION UNITS SHALL INCLUDE INSTALLATION, WIRING, AND ALL COMPONENTS NECESSARY TO PROVIDE A FULLY OPERATIONAL VOLUME-DENSITY TIMING SYSTEM.

4 SEE SHEET 5A.

5 THIS ITEM INCLUDES SIGNS, FLASHERS, CONTROLLER, HARDWARE FOR INSTALLATION ON THE CANTILEVER POLE, AND ALL APPURTENANCES FOR A COMPLETE SYSTEM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	2

REV 8-28-14: ADDED QUANTITIES FOR ITEMS NUMBER 705-04.21, 716-02.05, 725-20.84, 725-20.85, & 730-21.01
UPDATED QUANTITY FOR 730-23.02.
9-23-14: REMOVED ITEM 730-21.01, 730-23.02, & 730-23.72.
ADDED ITEM 713-11.21, 713-13.03, 730-21.10, 730-23.96, & 730-50.10.
INCREASED QUANTITY FOR 713-11.02
AND REVISED DESCRIPTION FOR 730-26.08

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ESTIMATED ROADWAY QUANTITIES

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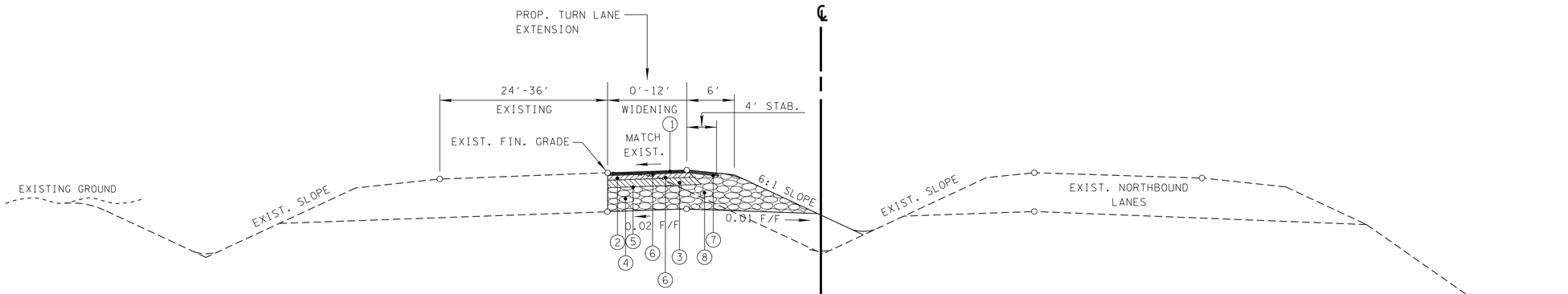
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	2
CONST	2014	HSIP/STP-SIP-45	2A



S.R. 25 TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-3A)

STA. 150+43.67 TO STA. 153+13.67

PROPOSED PAVEMENT SCHEDULE

(1) SURFACE (APPROX. 132.5 LBS./S.Y.)(1.25"± DEPTH) ITEM 411-02.10 ACS MIX (PG70-22) GRADING D	(5) PRIME COAT ITEM 402-01 BIT. MATERIAL FOR PRIME COAT (PC) @ 0.30-0.35 GAL/S.Y. ITEM 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8-12 LBS./S.Y.
(2) BINDER (APPROX. 226 LBS./S.Y.)(2"± DEPTH) ITEM 307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2	(6) TACK COAT ITEM 403-01 BIT. MATERIAL FOR TACK COAT (TC) @ 0.02 GAL/S.Y.
(3) BLACK BASE (APPROX. 431.25 LBS./S.Y.)(3.75"± DEPTH) ITEM 307-02.01 ASPHALT CONCRETE MIX (PG70-22)(BPMB-HM) GRADING A	(7) SURFACE (APPROX. 154.5 LBS./S.Y.)(1.50"± DEPTH) ITEM 411-01.07 ACS MIX (PG64-22) GRADING E
(4) MINERAL AGGREGATE BASE (10"± DEPTH) ITEM 303-01 MINERAL AGGREGATE TYPE A BASE, GRADING D	(8) MINERAL AGGREGATE BASE (15.5"± DEPTH) ITEM 303-01 MINERAL AGGREGATE TYPE A BASE, GRADING D

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TYPICAL SECTIONS

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TENNESSEE D.O.T.
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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.

MISCELLANEOUS

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

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILLL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SIGNING

(1) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE DESIGN DIVISION, SIGNING AND MARKING SECTION, TELEPHONE NO. (615)-741-0982. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

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

(3) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

(4) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

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

(6) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

SIGNALIZATION

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

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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

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

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

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

(2) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.

(3) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

(4) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

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

SEDIMENT CONTROL

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

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

(8) 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.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	2B

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	2C

GENERAL NOTES (CONT.)

INSPECTION, MAINTENANCE, REPAIR

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

(11) 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.

(12) 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.

(13) 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.

(14) 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

(15) 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.

LITTER, DEBRIS, WASTE, PETROLEUM

(16) 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.

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

SPECIAL NOTES

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

(2) SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

GALLOPING – NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.

VORTEX SHEDDING – NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.

NATURAL WIND GUSTS – THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.

(3) DETECTION SYSTEM FUNCTION SHALL BE IN ACCORDANCE WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT); CONTRACTOR SHALL VERIFY ALL FUNCTION-RELATED PARAMETERS WITH TDOT PRIOR TO CONSTRUCTION.

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GENERAL NOTES CONT.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	2D

9-23-14: CHANGED SIGN DIMENSION TO 48"X48". CORRECTED SHEET REFERENCE. REVISED PAY ITEM NUMBERS TO REFLECT THOSE REQUIRED BY STANDARD DRAWING T-S-24.

PERMANENT SIGN QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	SIZE	ITEM NO. 713-16.20 (S.F.)	M.U.T.C.D. OR TENN. NO.	MATERIAL	THICKNESS	SUPPORT TYPE	REMARKS
713-13.03	SIGNAL AHEAD	S.F.	1	48" X 48"	16	W3-3	ALUMINUM	0.100"	P5 (2)	SHEET 6A
TOTAL					**16**					

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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

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.

UTILITY CONTACTS

WATER:

CHARLES MASSEY, PUBLIC WORKS DIRECTOR
CITY OF CARTHAGE
314 SPRING STREET, P. O. BOX 259
CARTHAGE, TN 37030
PHONE: (615) 735-1881
FAX: (615) 735-3475

SEWER:

CHARLES MASSEY, PUBLIC WORKS DIRECTOR
CITY OF CARTHAGE
314 SPRING STREET, P. O. BOX 259
CARTHAGE, TN 37030
PHONE: (615) 735-1881
FAX: (615) 735-3475

ELECTRIC:

UPPER CUMBERLAND ELECTRIC
L.C GRIFFIN
138 GORDONSVILLE HWY
CARTHAGE, TN 37030
PHONE: (615) 735-2940

GAS:

MIDDLE TENNESSEE NATURAL GAS
1036 W. BROAD STREET
SMITHVILLE, TN 37166
CONTACT: MATT STENNETT
PHONE: (615) 597-0515

TELEPHONE:

DTC, COMMUNICATIONS
111 HIGH STREET
ALEXANDRIA, TN 37012
CONTACT: STEVE JOHNSON
PHONE: (615) 588-1277

CABLE:

COMCAST
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
CONTACT: MICKEY BABCOCK
PHONE: (615) 244-7462 X 1115290

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	3

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DEPARTMENT OF TRANSPORTATION

UTILITY OWNERS AND UTILITY NOTES

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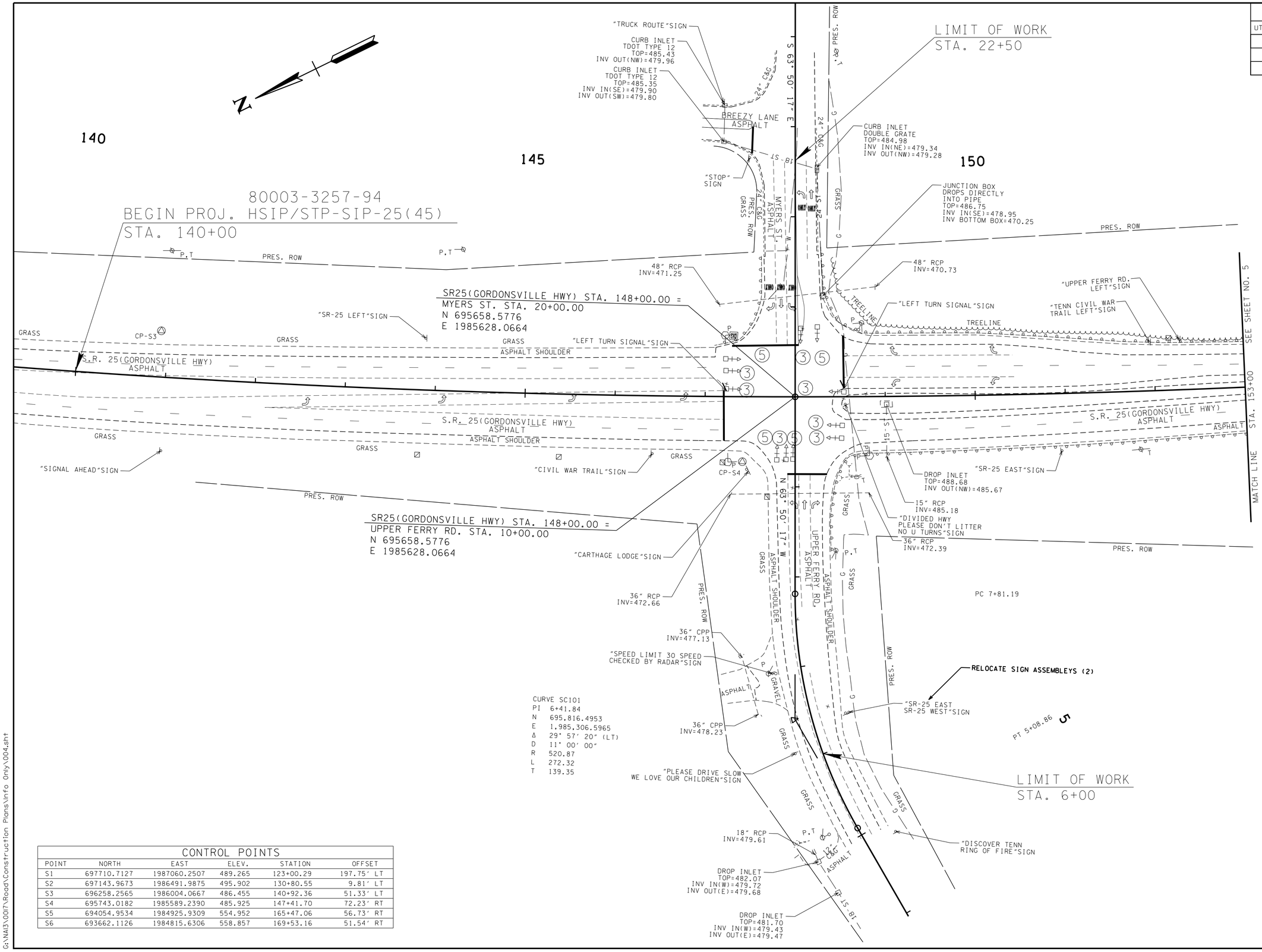
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	4
CONST	2014	HSIP/STP-SIP-25(45)	4



CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	697710.7127	1987060.2507	489.265	123+00.29	197.75' LT
S2	697143.9673	1986491.9875	495.902	130+80.55	9.81' LT
S3	696258.2565	1986004.0667	486.455	140+92.36	51.33' LT
S4	695743.0182	1985589.2390	485.925	147+41.70	72.23' RT
S5	694054.9534	1984925.9309	554.952	165+47.06	56.73' RT
S6	693662.1126	1984815.6306	558.857	169+53.16	51.54' RT

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.140+00 TO STA.153+00

SCALE: 1"=50'

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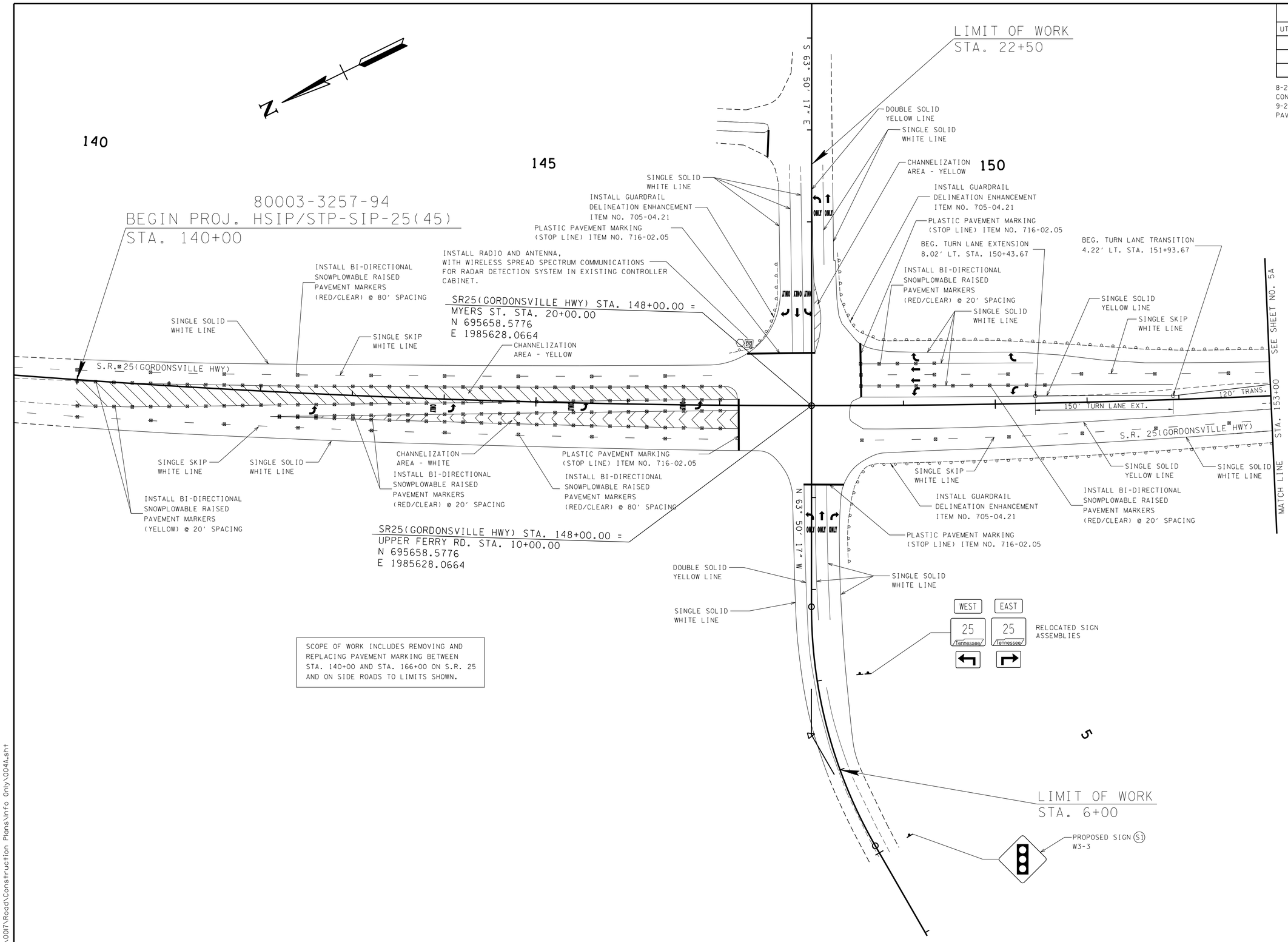
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	4A
CONST	2014	HSIP/STP-SIP-25(45)	4A

8-28-14: UPDATED NOTE ON EXISTING CONTROLLER CABINET
9-23-14: UPDATED NOTE FOR PLASTIC PAVEMENT MARKING (STOP LINE)



SCOPE OF WORK INCLUDES REMOVING AND REPLACING PAVEMENT MARKING BETWEEN STA. 140+00 AND STA. 166+00 ON S.R. 25 AND ON SIDE ROADS TO LIMITS SHOWN.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.140+00 TO STA.153+00

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	4B
CONST	2014	HSIP/STP-SIP-25(45)	4B

80003-3257-94

BEGIN PROJ. HSIP/STP-SIP-25(45)
STA. 140+00

EXISTING & PROPOSED CENTERLINE
S.R. 25(GORDONSVILLE HWY)

S.R. 25(GORDONSVILLE HWY) STA. 148+00.00 =
UPPER FERRY RD. STA. 10+00.00
MYERS STREET STA. 20+00.00

OH WIRE
STA. 147+23.62
LOW WIRE EL.506.95'
TEMP. 85 DEG.
SPANWIRE

OH WIRE
STA. 148+53.84
LOW WIRE EL.508.58'
TEMP. 85 DEG.
TELEPHONE

OH WIRE
STA. 148+79.07
LOW WIRE EL.509.63'
TEMP. 85 DEG.
SPANWIRE

GASLINE
STA. 148+59.91

CP-S3
STA. 140+92.36, -51.33'(LT)
N 696258.2565
E 1986004.0667
ELEV 486.45
ALUM. DISK

CP-4
STA. 147+41.70, 72.23'(RT)
N 695743.0182
E 1985589.2390
ELEV 485.93
ALUM. DISK

DROP INLET
STA. 149+01.53
8.74' (RT)
TOP=488.68
INV OUT(NW)=485.67

JUNCTION BOX
STA. 148+30.89
112.06' (LT)
TOP=486.75
INV IN(SE)=478.95
INV BOTTOM BOX=470.25

140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00	148+00	149+00	150+00	151+00	152+00	153+00
489.30	488.97	488.74	488.47	488.31	488.19	488.03	487.86	487.68	487.50	487.37	487.39	487.61	487.85	488.31	488.89	489.36	489.67	490.80	492.04	493.59	495.18	496.62	498.23	499.50	501.57

535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455

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PROFILE

STA.140+00 TO STA.153+00

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

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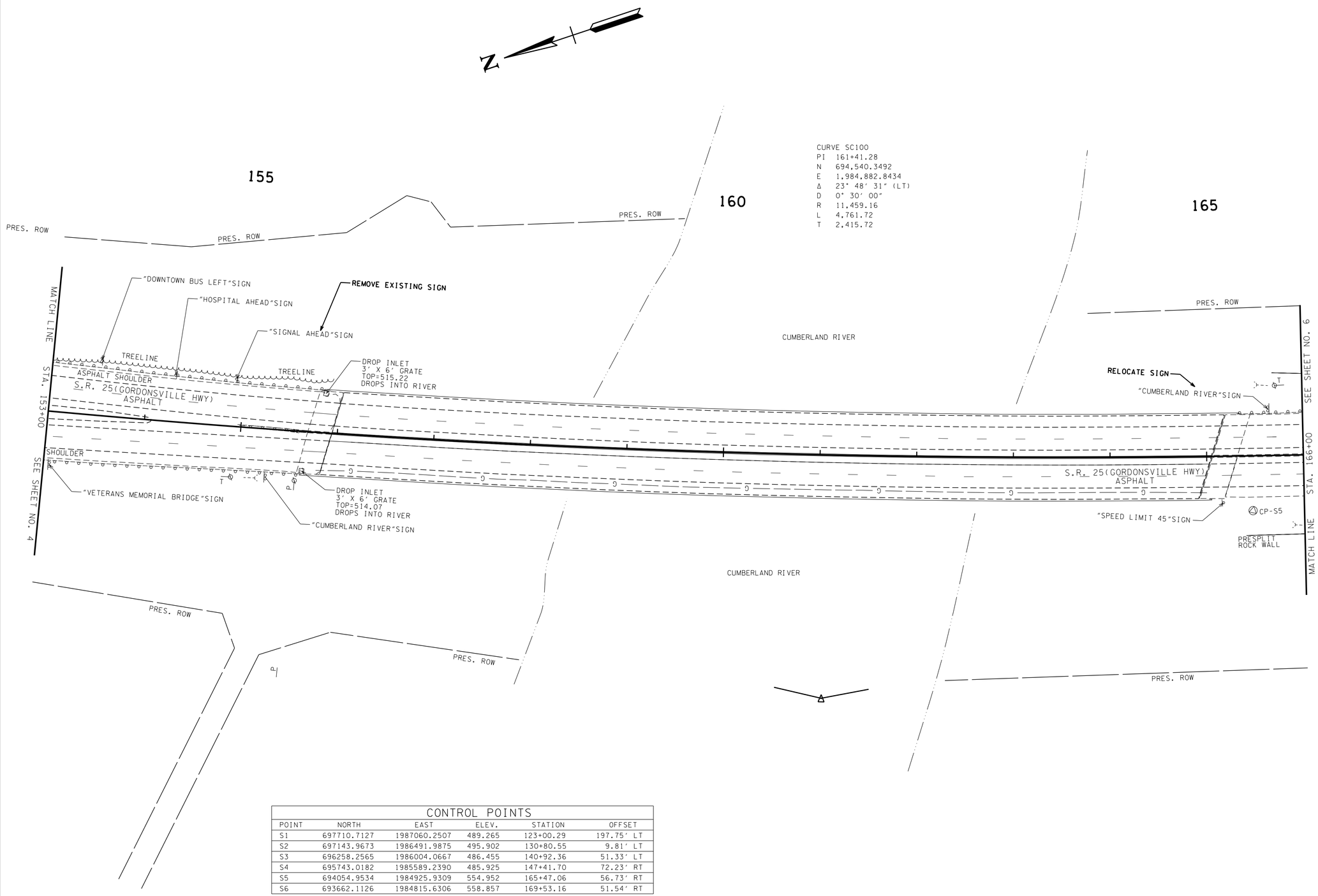
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	5
CONST	2014	HSIP/STP-SIP-25(45)	5



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	697710.7127	1987060.2507	489.265	123+00.29	197.75′ LT
S2	697143.9673	1986491.9875	495.902	130+80.55	9.81′ LT
S3	696258.2565	1986004.0667	486.455	140+92.36	51.33′ LT
S4	695743.0182	1985589.2390	485.925	147+41.70	72.23′ RT
S5	694054.9534	1984925.9309	554.952	165+47.06	56.73′ RT
S6	693662.1126	1984815.6306	558.857	169+53.16	51.54′ RT

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.153+00 TO STA.166+00

SCALE: 1"=50'

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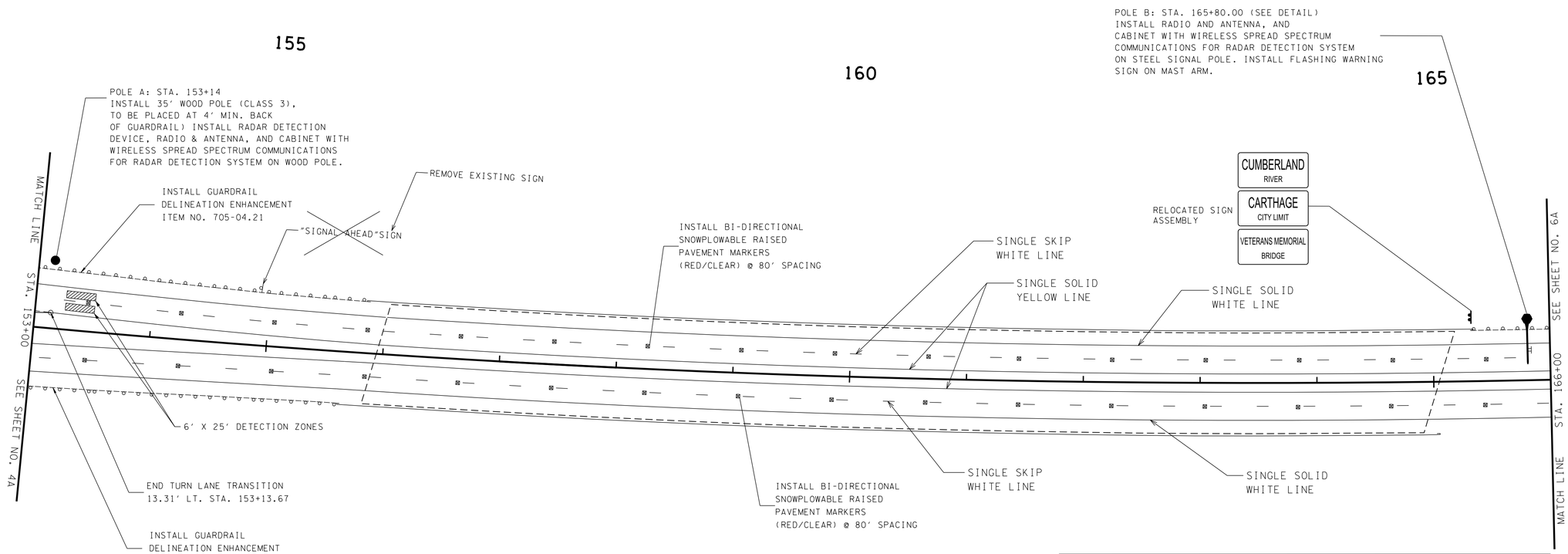
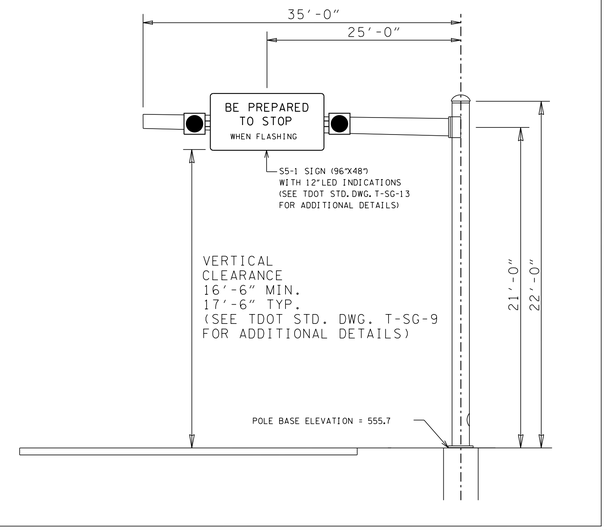
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	5A
CONST	2014	HSIP/STP-SIP-25(45)	5A

8-28-14: UPDATED NOTES ON POLES A & B.
UPDATED POLE BASE ELEVATION ON POLE B.
9-23-14: CHANGED POLE A FROM STEEL TO WOOD AND CORRECTED STATION TO 153+14



SCOPE OF WORK INCLUDES REMOVING AND REPLACING PAVEMENT MARKING BETWEEN STA. 140+00 AND STA. 166+00 ON S.R. 25 AND ON SIDE ROADS TO LIMITS SHOWN.

POLE B: PROPOSED CANTILEVER-MOUNTED FLASHING BEACON DETAIL



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 153+00 TO STA. 166+00

SCALE: 1"=50'

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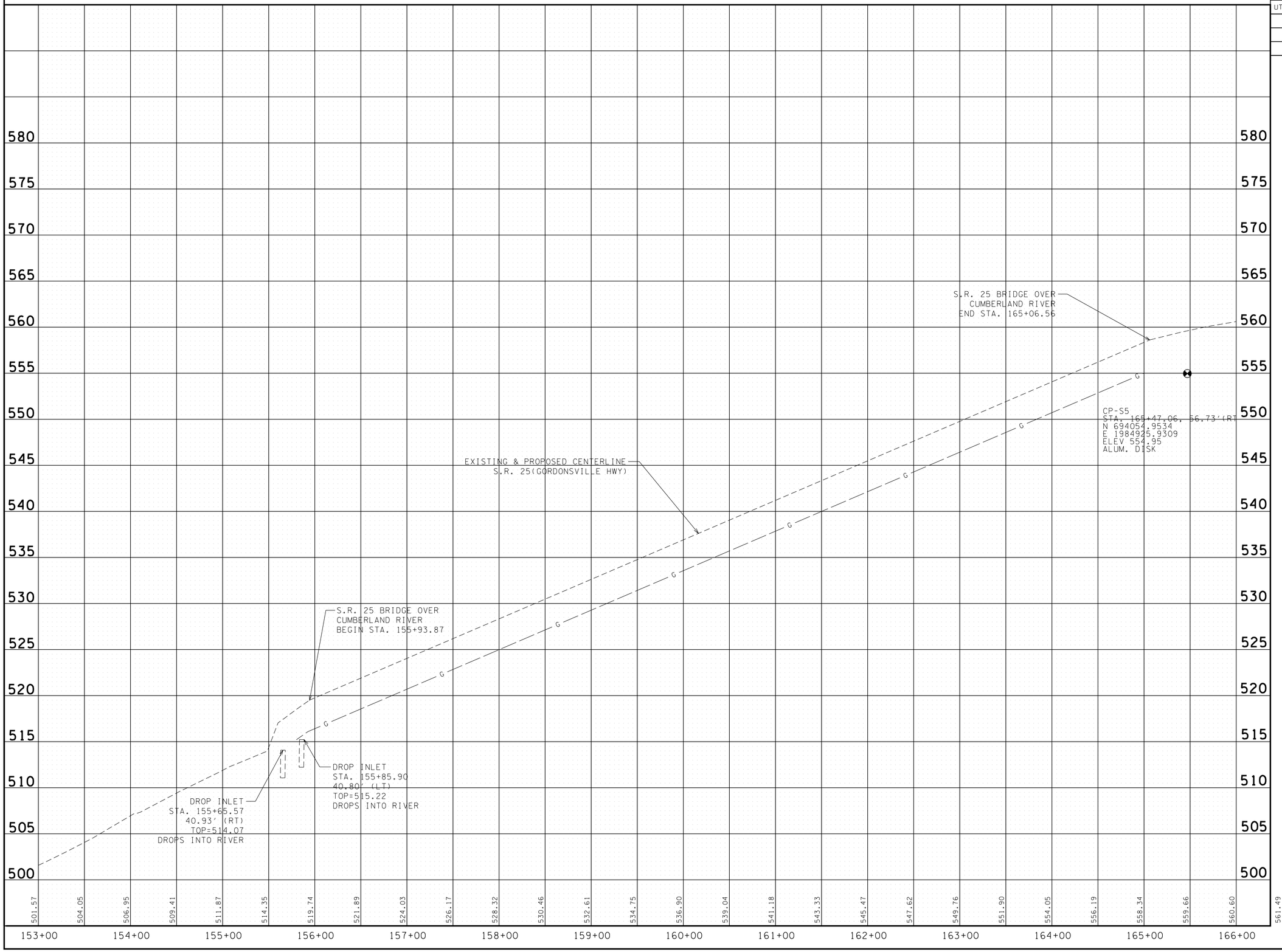
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	5B
CONST	2014	HSIP/STP-SIP-25(45)	5B



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PROFILE

STA.153+00 TO STA.166+00

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

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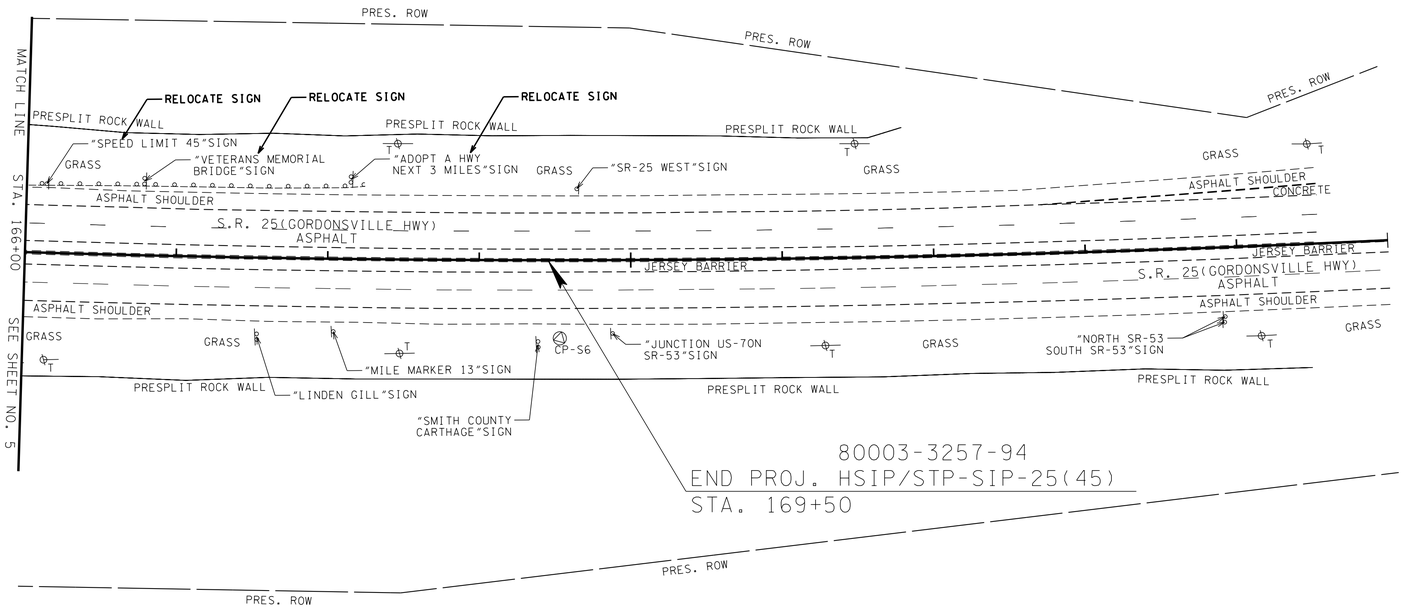
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	6
CONST	2014	HSIP/STP-SIP-25(45)	6

170

175



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	697710.7127	1987060.2507	489.265	123+00.29	197.75' LT
S2	697143.9673	1986491.9875	495.902	130+80.55	9.81' LT
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S5	694054.9534	1984925.9309	554.952	165+47.06	56.73' RT
S6	693662.1126	1984815.6306	558.857	169+53.16	51.54' RT

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.166+00 TO STA.169+50

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	6A
CONST	2014	HSIP/STP-SIP-25(45)	6A

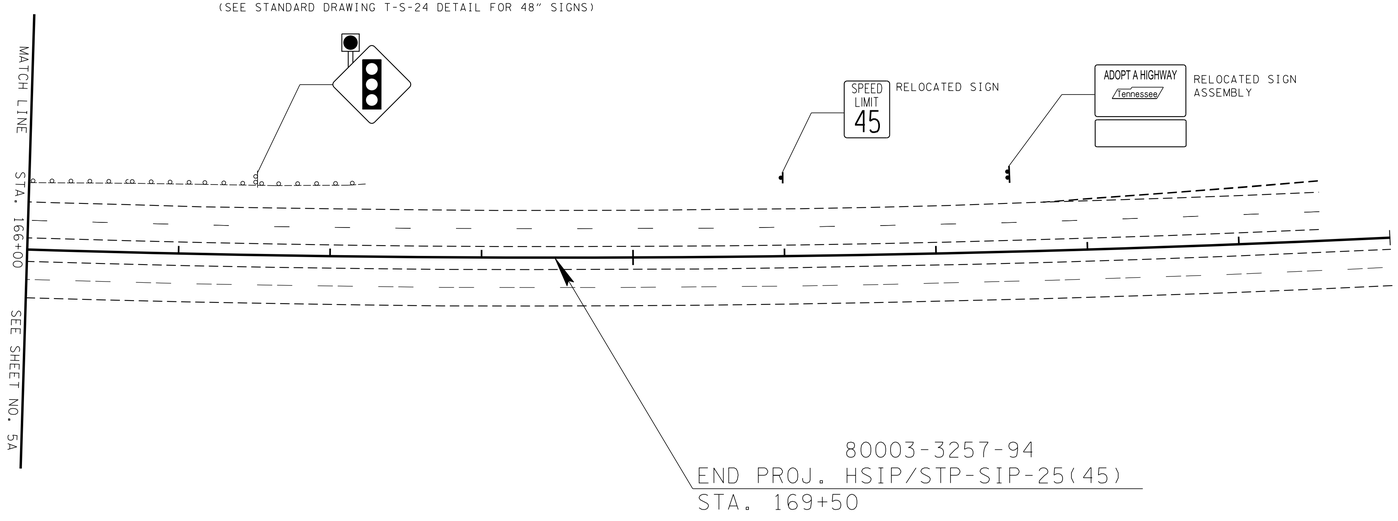
8-28-14: UPDATED POLE C NOTE AND DETAIL.
9-23-14: REVISED POLE C TO SOLAR FLASHING ASSEMBLY. NEW LOCATION AND NOTE. REPLACED POLE C DETAIL WITH REFERENCE TO STANDARD DRAWING T-S-24

N

170

175

STA. 167+50.00 O/S 50' LT.
INSTALL SIGN WITH SOLAR FLASHING ASSEMBLY (ITEM 730-50.10)
(TO BE PLACED AT 4' MIN. BACK OF GUARDRAIL).
INSTALL SOLAR SIGNAL AHEAD SIGN (W3-3 48" X 48")
WITH ONE AMBER 12" LED FLASHER.
(SEE STANDARD DRAWING T-S-24 DETAIL FOR 48" SIGNS)



SCOPE OF WORK INCLUDES REMOVING AND REPLACING PAVEMENT MARKING BETWEEN STA. 140+00 AND STA. 166+00 ON S.R. 25 AND ON SIDE ROADS TO LIMITS SHOWN.

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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
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PROPOSED LAYOUT

STA. 166+00 TO STA. 169+50

SCALE: 1"=50'

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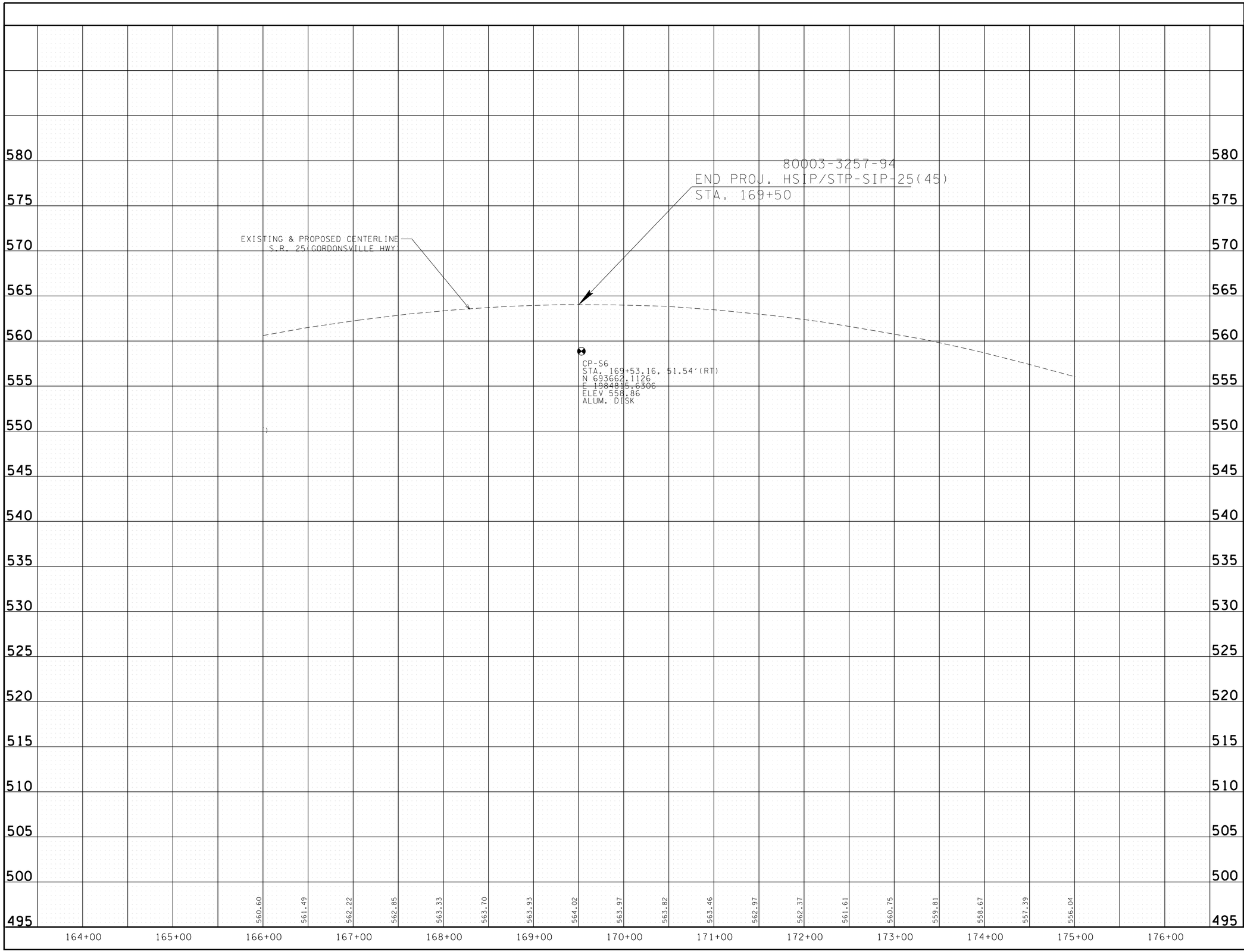
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	6B
CONST	2014	HSIP/STP-SIP-25(45)	6B



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PROFILE

STA.166+00 TO STA.169+50

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	6C
CONST	2014	HSIP/STP-SIP-25(45)	6C

UPPER FERRY RD. STA. 10+00.00 =
S.R. 25(GORDONSVILLE HWY) STA. 148+00.00

OH WIRE
STA. 8+98.99
LOW WIRE EL.510.14'
TEMP. 85 DEG.
CABLE TV

OH WIRE
STA. 9+29.27
LOW WIRE EL.507.09'
TEMP. 85 DEG.
SPANWIRE

OH WIRE
STA. 7+52.65
LOW WIRE EL.507.71'
TEMP. 85 DEG.
POWER

OH WIRE
STA. 6+49.60
LOW WIRE EL.501.76'
TEMP. 85 DEG.
TELEPHONE

LIMIT OF WORK
STA. 6+00

EXISTING AND PROPOSED CENTERLINE
UPPER FERRY ROAD

DROP INLET
STA. 9+92
101.61' (LT)
TOP 488.68
INVERT 485.67

CP-S4
STA. 9+27.92, 58.67'(RT)
N 695743.0182
E 1985589.2390
ELEV 485.93
ALUM. DISK

STA 8+92.59
EXISTING 36" RCP
SKEW 89° 25' 23" RT
FLOWS LEFT
INLET 472.66
OUTLET 472.39

18" ST

DROP INLET
STA. 4+97.97
56.34' (RT)
TOP 482.07
INV IN(W)=479.72
INV OUT(E)=479.68

DROP INLET
STA. 4+57.30
54.30' (RT)
TOP 481.79
INV IN(W)=479.43
INV IN(E)=479.47

488.89 488.30 487.13 485.95 485.01 484.42 484.11 483.85 483.53 483.23 482.77

535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450

11+00 10+00 9+00 8+00 7+00 6+00 5+00 4+00

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PROFILE OF SIDE ROADS AND STREETS

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	6D
CONST	2014	HSIP/STP-SIP-25(45)	6D

MYERS STREET STA. 20+00.00 = S.R. 25(GORDONSVILLE HWY) STA. 148+00.00

OH WIRE
STA. 20+76.03
LOW WIRE EL.506.19'
TEMP. 85 DEG.
SPANWIRE

OH WIRE
STA. 21+63.74
LOW WIRE EL.510.13'
TEMP. 85 DEG.
TELEPHONE

EXISTING AND PROPOSED CENTERLINE MEYERS STREET

LIMIT OF WORK
STA. 22+50

G
W
G
W
G
W
24" ST
18" ST
18" ST

CURB INLET
STA. 23+23.67
78.16' (LT)
TOP 485.43
INV OUT(NW)=479.96

CURB INLET
DUAL GRATE
STA. 22+51.33
24.10' (RT)
TOP 484.98
INV IN(NE)=479.34
INV OUT(NW)=479.28

CURB INLET
STA. 22+83.15
79.20' (LT)
TOP 485.35
INV IN(SE)=479.90
INV OUT(SW)=479.80

JUNCTION BOX
DROPS DIRECTLY INTO PIPE
STA. 21+12.10
30.59' (RT)
TOP 486.75
INV IN(SE)=478.95
BOTTOM BOX=470.25

STA 21+12.18
EXISTING 48" RCP
SKEW 83° 33' 49" RT
FLOWS RIGHT
INLET 471.25
OUTLET 470.73

540 535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450

488.89 488.45 487.13 486.18 485.80 485.65 485.95

19+00 20+00 21+00 22+00 23+00 24+00 25+00

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PROFILE OF SIDE ROADS AND STREETS

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

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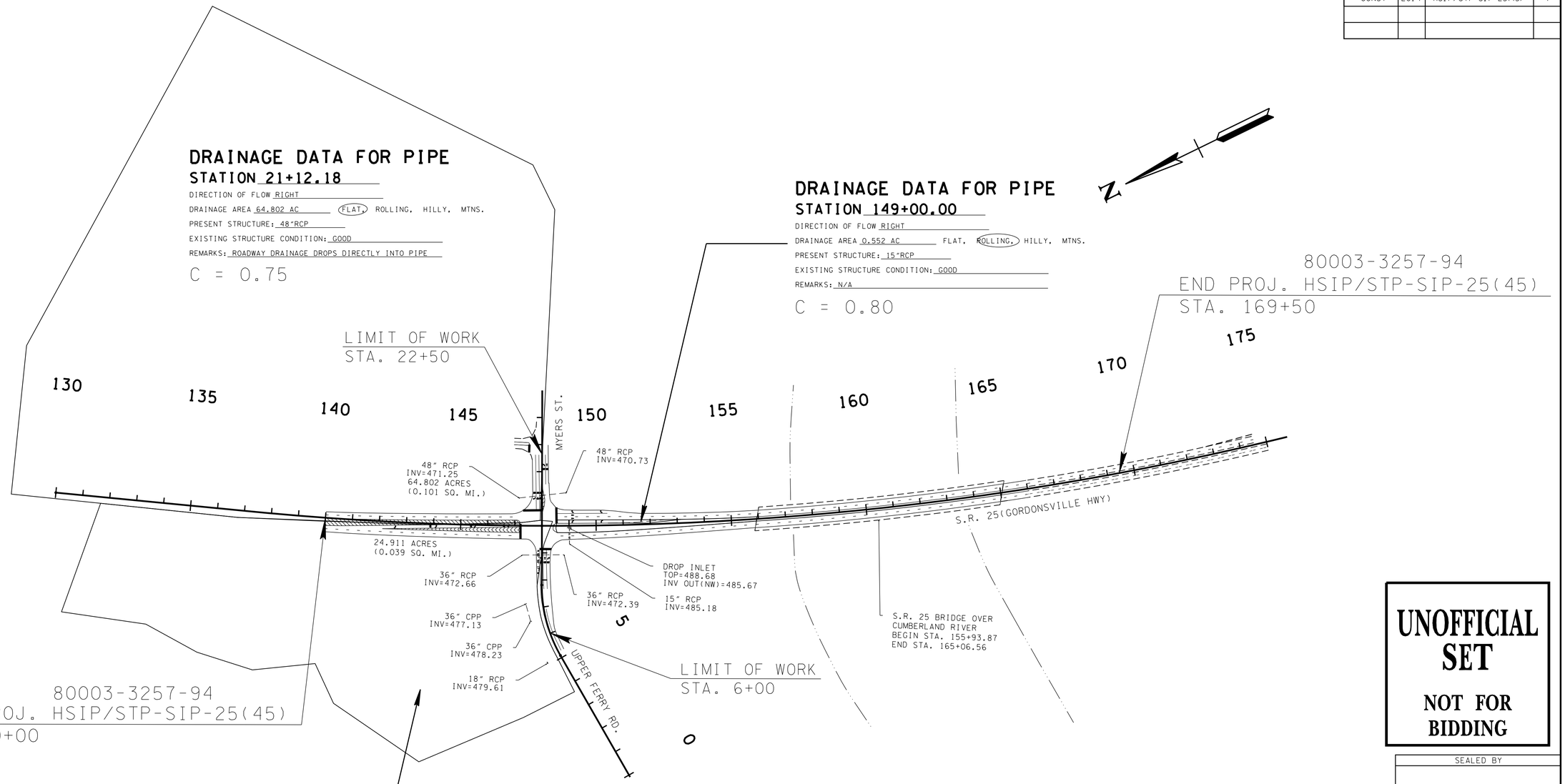
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	7
CONST	2014	HSIP/STP-SIP-25(45)	7



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DRAINAGE MAP

SCALE: 1"=200'

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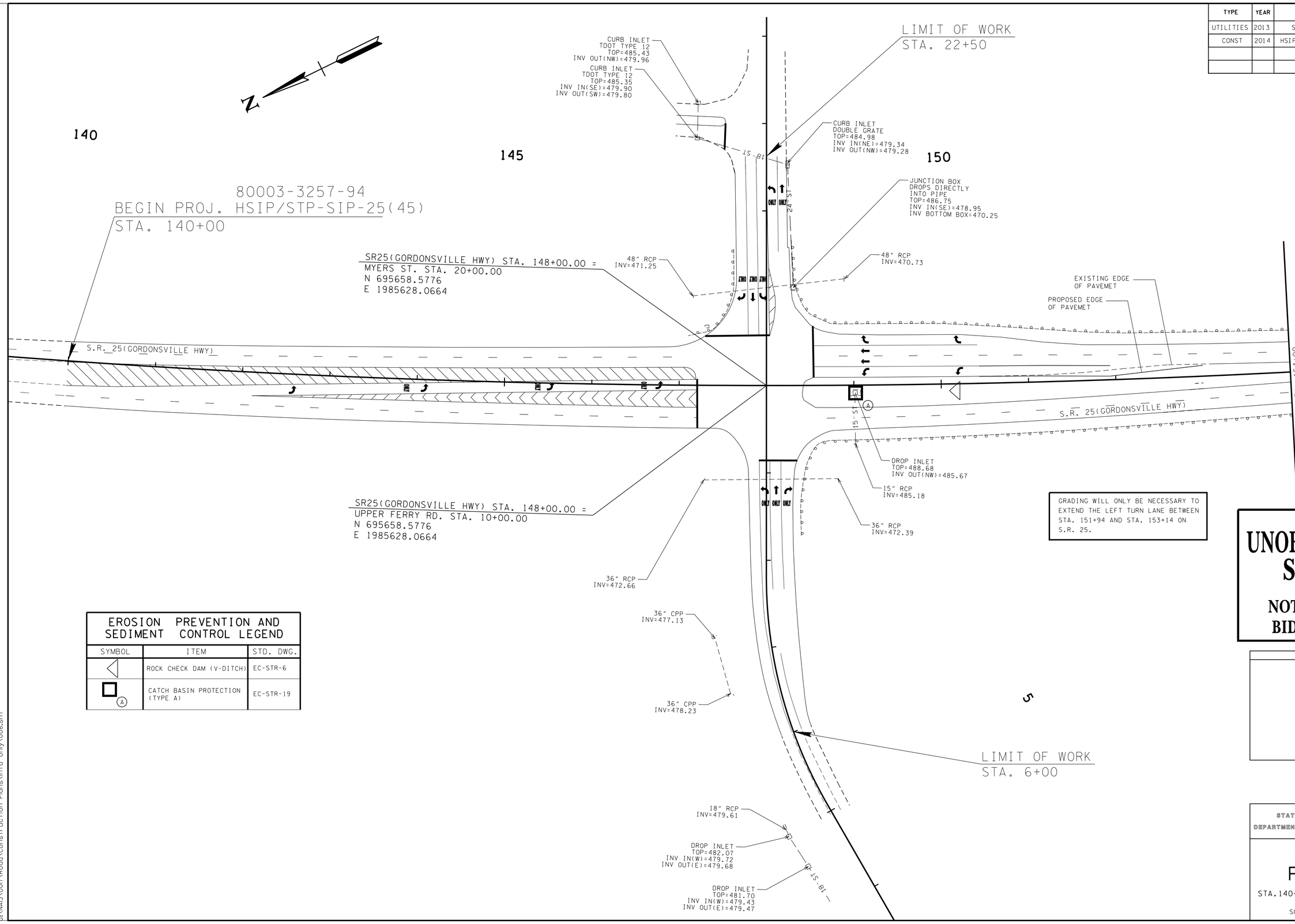
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	8
CONST	2014	HSIP/STP-SIP-25(45)	8



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
A	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19

GRADING WILL ONLY BE NECESSARY TO EXTEND THE LEFT TURN LANE BETWEEN STA. 151+94 AND STA. 153+14 ON S.R. 25.

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EPSC PLANS

STA.140+00 TO STA.154+00

SCALE: 1"=50'

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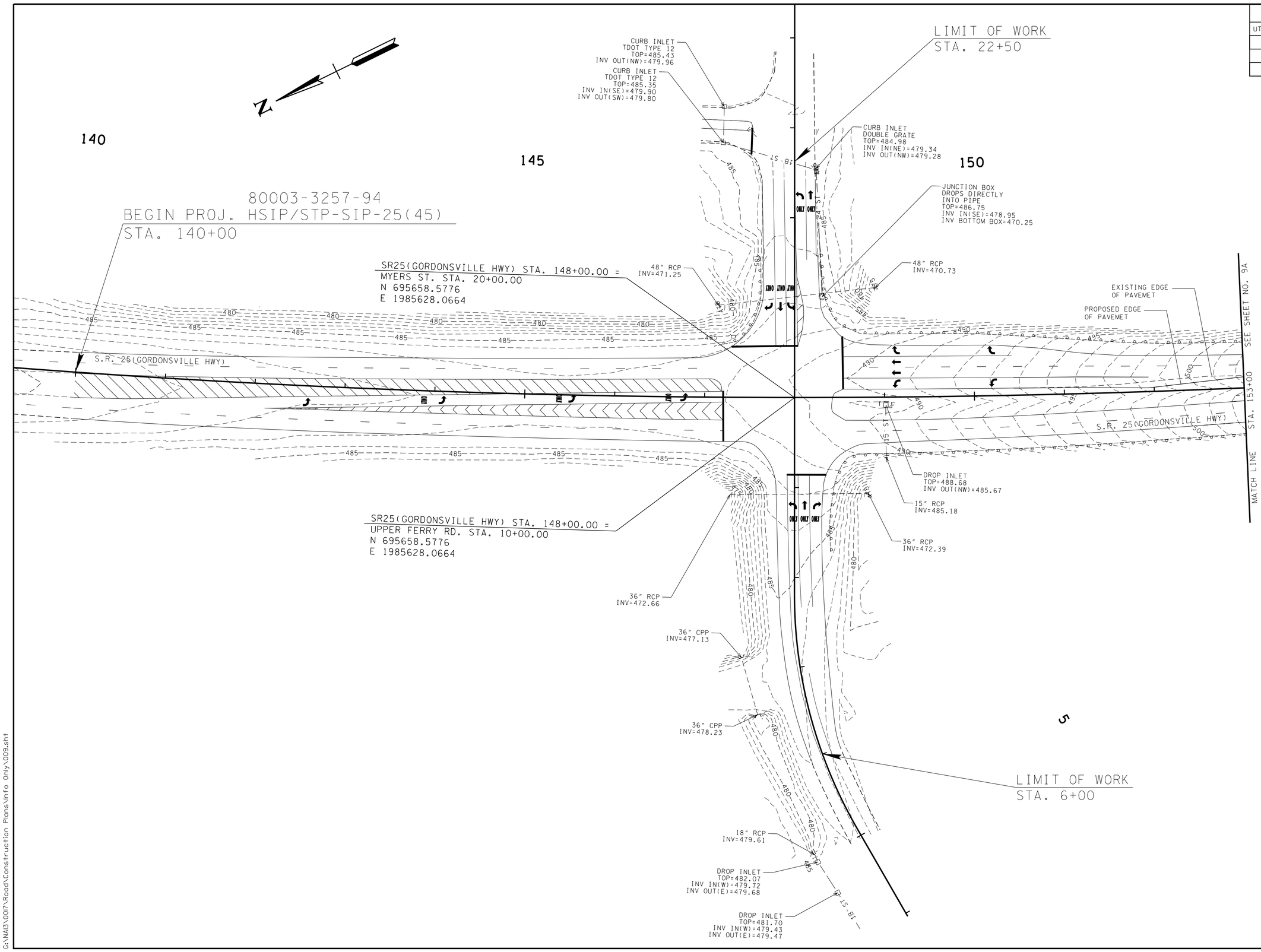
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	9
CONST	2014	HSIP/STP-SIP-25(45)	9



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EXISTING CONTOURS

STA.140+00 TO STA.153+00

SCALE: 1"=50'

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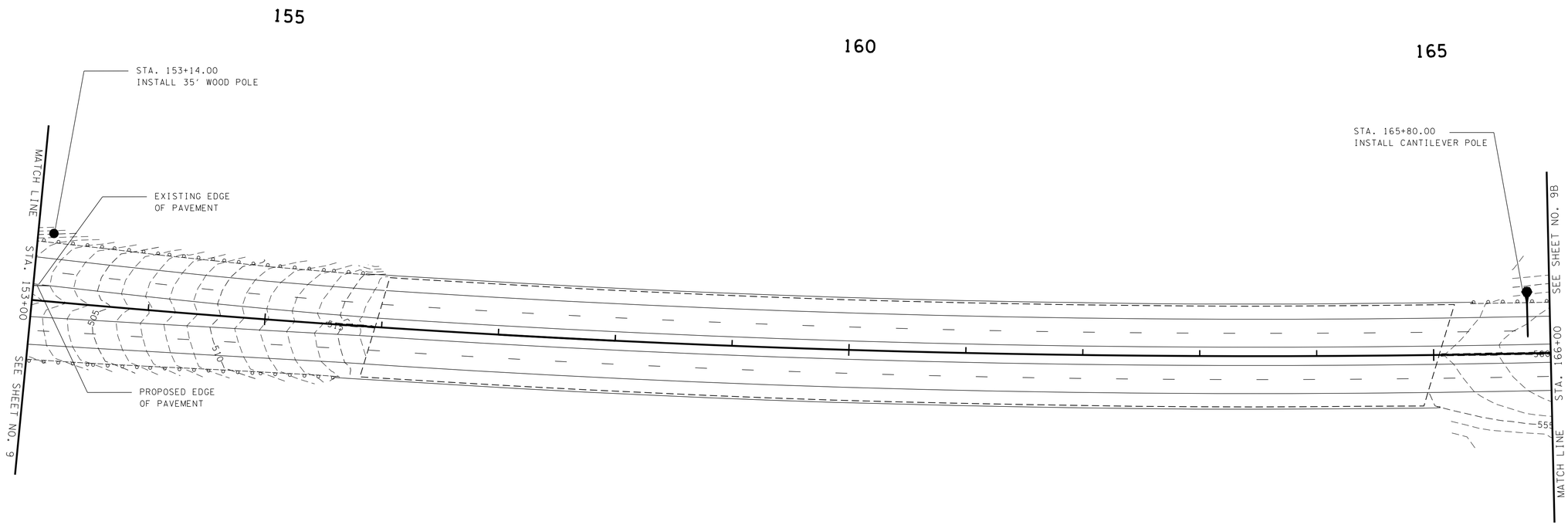
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	9A
CONST	2014	HSIP/STP-SIP-25(45)	9A

8-28-14: UPDATED NOTE ON
POLE AT 153+65.00
9-23-14: CHANGED POLE TO
WOOD AND REVISED STATION TO 153+14



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EXISTING CONTOURS

STA.153+00 TO STA.166+00

SCALE: 1"=50'

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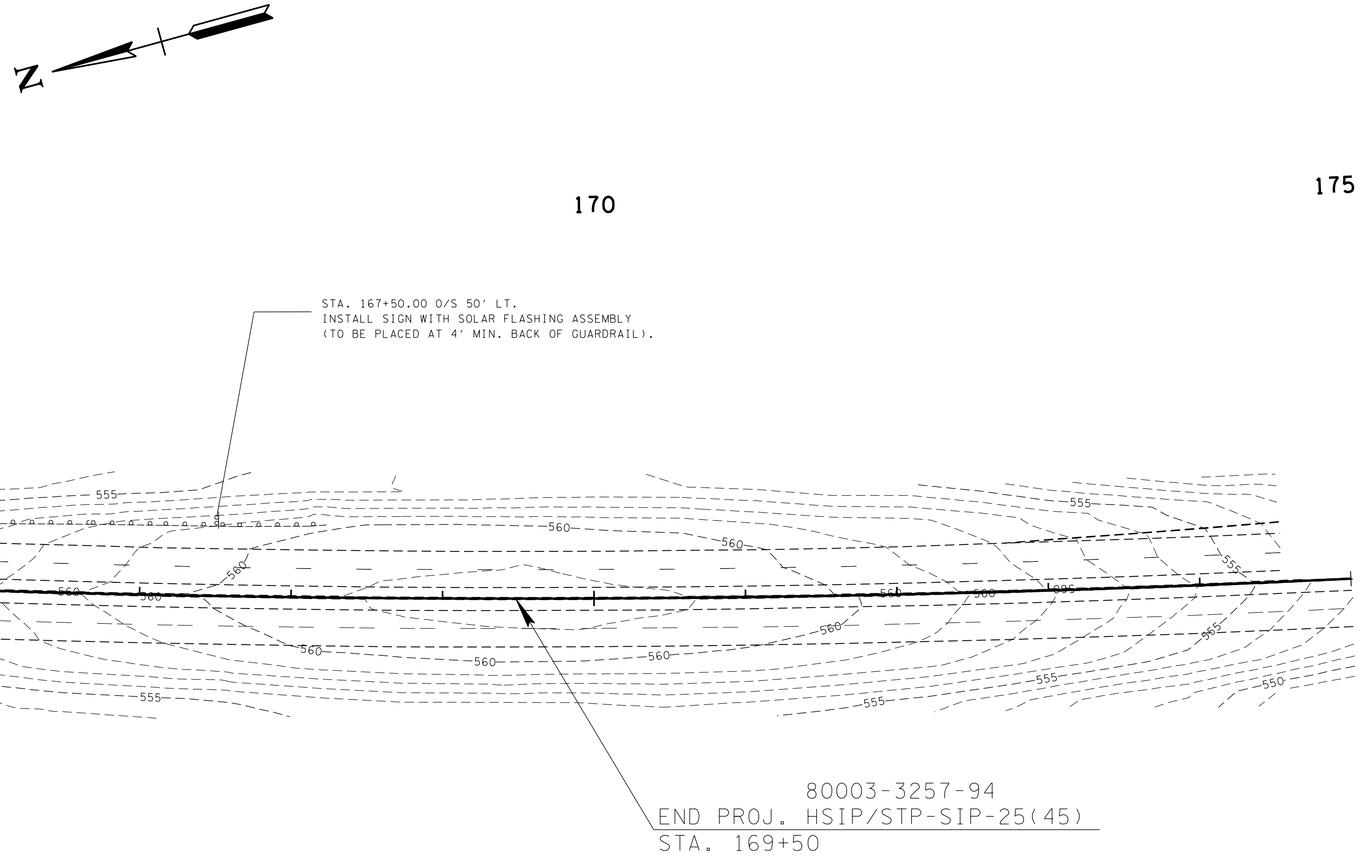
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	9B
CONST	2014	HSIP/STP-SIP-25(45)	9B

8-28-14: UPDATED NOTE ON POLE AT 169+50.00
9-23-14: CHANGED POLE TO SOLAR FLASHING ASSEMBLY AND RELOCATED BEHIND GUARDRAIL AT 167_50.00



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EXISTING CONTOURS

STA.166+00 TO STA.169+50
SCALE: 1"=50'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	10
CONST	2014	HSIP/STP-SIP25(45)	10

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.

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TRAFFIC CONTROL NOTES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	3
CONST	2014	HSIP/STP-SIP-25(45)	10A

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
712-01	TRAFFIC CONTROL	L.S.	1.0				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EA.	50				
712-06	SIGNS (CONSTRUCTION)	S.F.	153				
712-08.03	ARROW BOARD (TYPE C)	EA.	3				
	END ROAD WORK	S.F.	4	18	36"X18"	G20-2	
	ROAD WORK 1/2 MILE	S.F.	2	18	36"X36"	W20-1	
	ROAD WORK 1500 FT	S.F.	1	9	36"X36"	W20-1	
SIGNS	ROAD WORK 1000 FT	S.F.	1	9	36"X36"	W20-1	
712-06	ROAD WORK 500 FT	S.F.	1	9	36"X36"	W20-1	
	ROAD WORK AHEAD	S.F.	3	27	36"X36"	W20-1	
	LANE CLOSED 1500 FT	S.F.	1	9	36"X36"	W20-5L	
	LANE CLOSED 1000 FT	S.F.	1	9	36"X36"	W20-5L	
	LANE MERGE	S.F.	1	9	36"X36"	W4-2L	
	FLAGGER	S.F.	4	36	36"X36"	W20-7	
TOTAL			**21**	**153**			

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TRAFFIC CONTROL TABULATION

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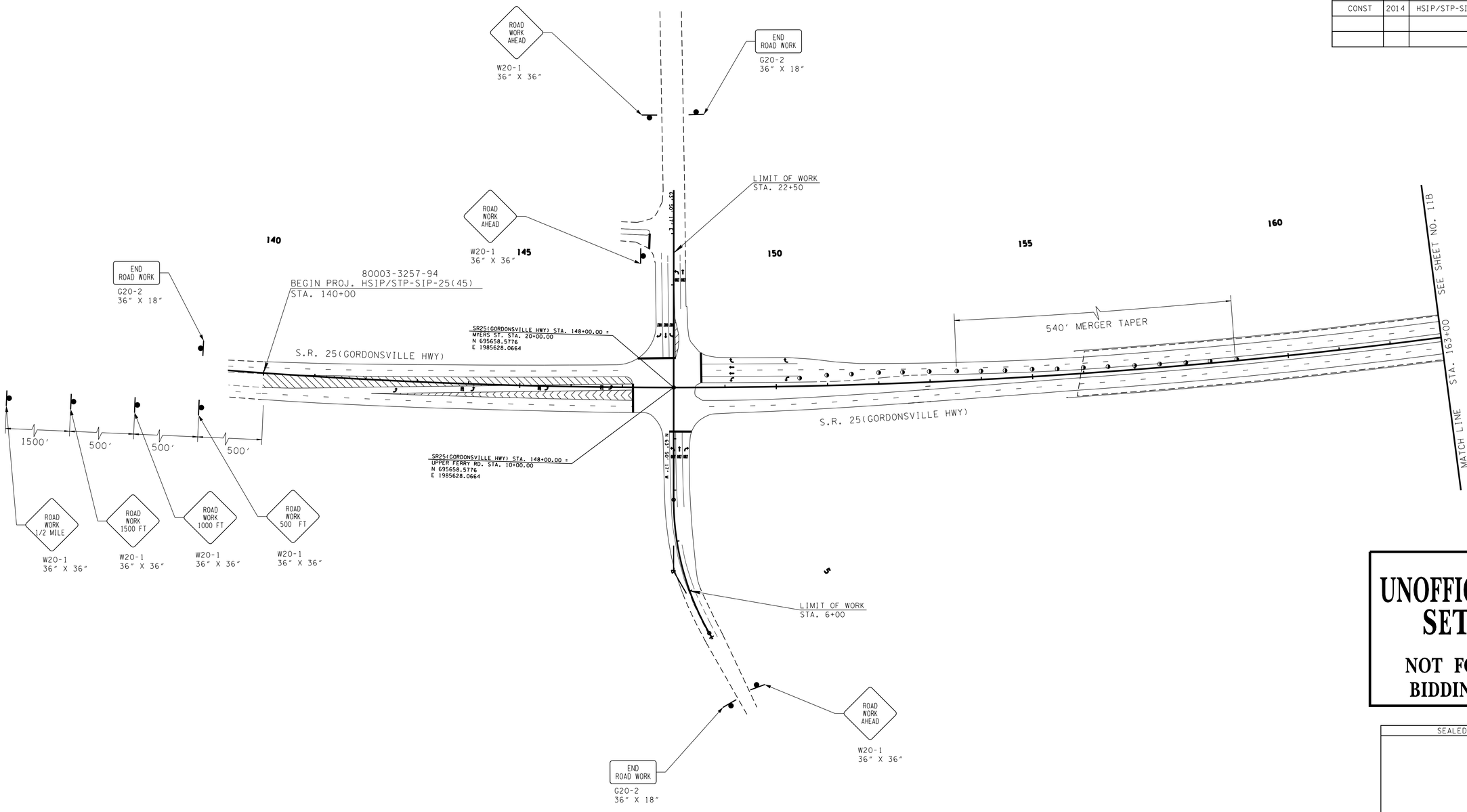
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	10A
CONST	2014	HSIP/STP-SIP-25(45)	10B



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TRAFFIC CONTROL PLAN

STA.140+00 TO STA.163+00

SCALE: 1"=100'

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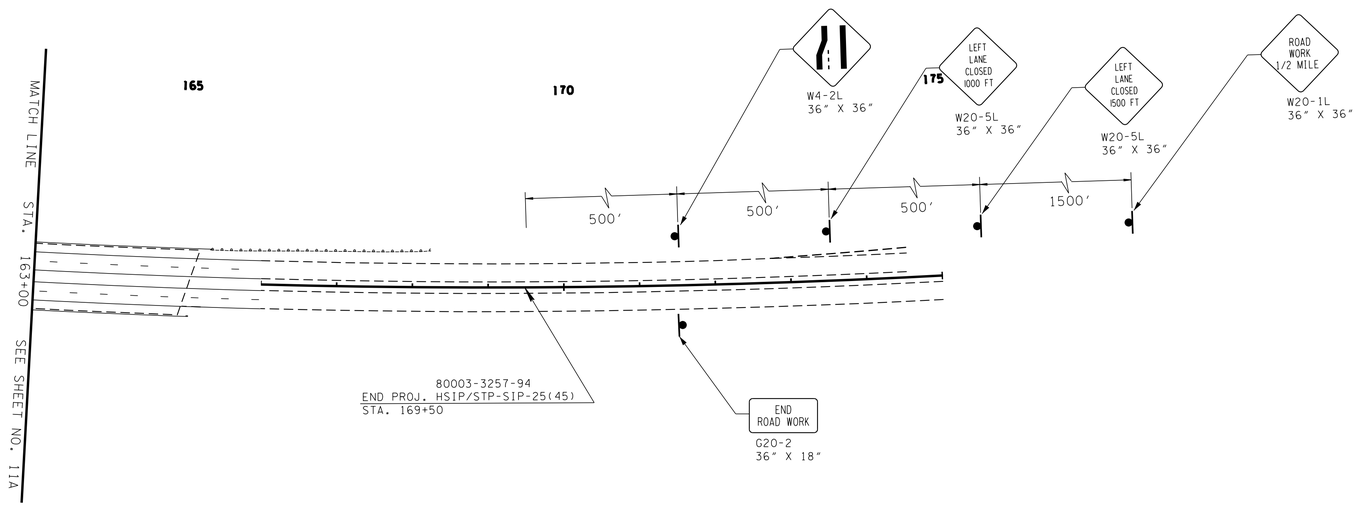
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	10B
CONST	2014	HSIP/STP-SIP-25(45)	10C



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.163+00 TO STA.169+50

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	12
CONST	2014	HSIP/STP-SIP-25(45)	12

UNOFFICIAL SET

NOT FOR BIDDING

154+00.00

153+50.00

500

153+00.00

500

BEGIN STA. 153+00.00
END STA. 154+00.00

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

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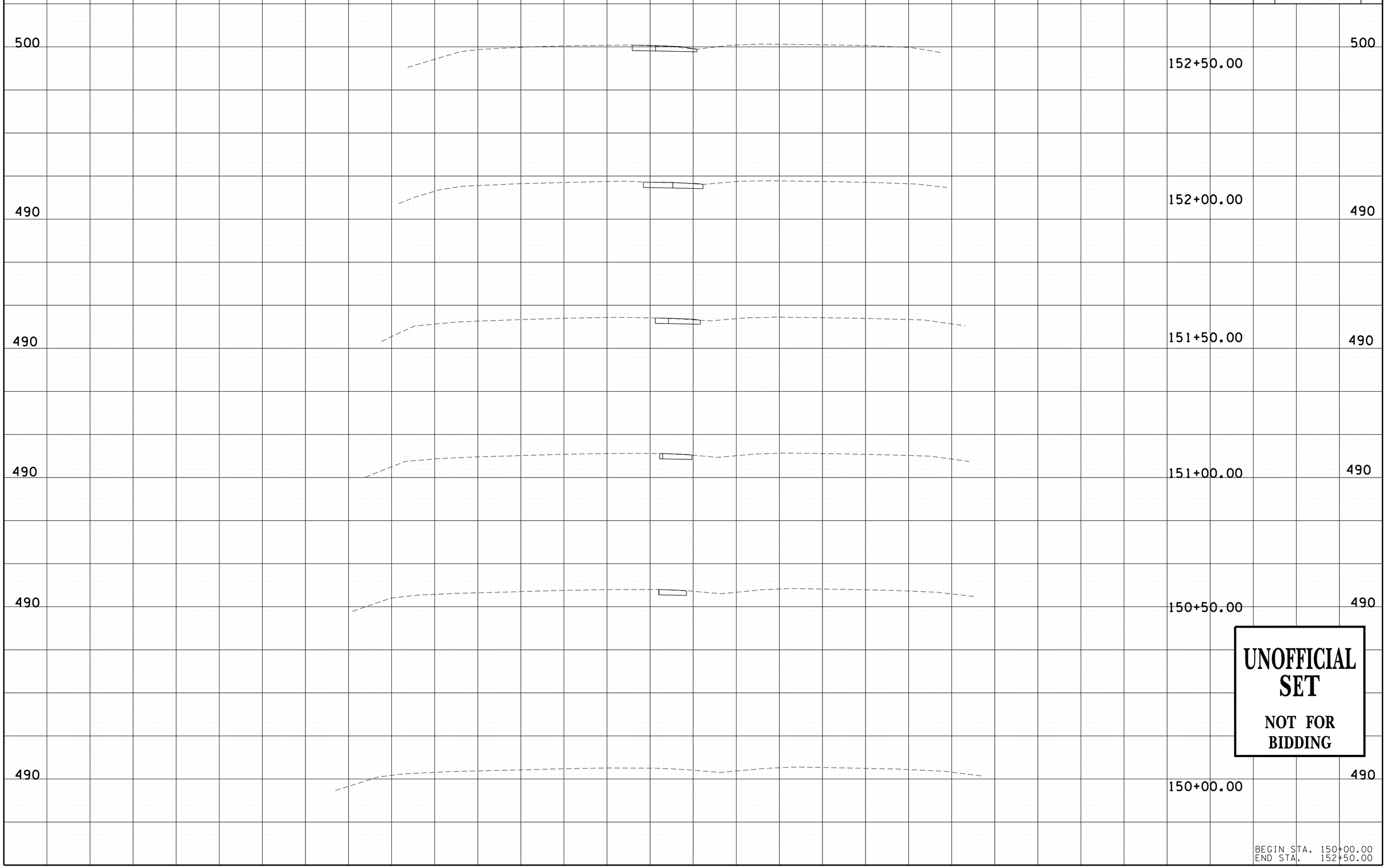
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITIES	2013	STP-SIP-25(45)	11
CONST	2014	HSIP/STP-SIP-25(45)	11



UNOFFICIAL SET

NOT FOR BIDDING

BEGIN STA. 150+00.00
END STA. 152+50.00

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