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

INDEX OF SHEETS (CONST.)
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

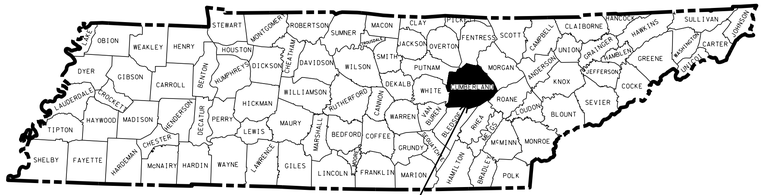
TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	BR-STP-298(10)	
STATE PROJ. NO.	18011-3225-94	

CUMBERLAND COUNTY

S.R. 298 (GENESIS RD.)
BRIDGE OVER I-40
L.M. 2.23 IN CROSSVILLE

CONSTRUCTION

STATE HIGHWAY NO. 298 F.A.H.S. NO. 298



PROJECT NO. BR-STP-298(10)
CUMBERLAND COUNTY

TO NASHVILLE

SCALE: 1"= 5280'

18011-3225-94
BEGIN PROJ. NO. BR-STP-298(10) CONST.
STA. 107+50.00
N 600957.4679
E 2260385.5874

18011-3225-94
END PROJ. NO. BR-STP-298(10) CONST.
STA. 128+39.00
N 602819.9823
E 2261257.4916

NO EXCLUSIONS
NO EQUATIONS

UNOFFICIAL SET
NOT FOR BIDDING

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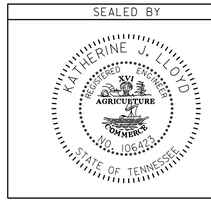

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

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 SHANE HESTER, P.E.

DESIGNER BRADLEY MARTIN, P.E./DELL GALLAGHER CHECKED BY SHANE HESTER, P.E.

P.E. NO. 18011-1225-94

PIN NO. 113069.00

ROADWAY LENGTH	0.350 MILES
BRIDGE LENGTH	0.045 MILES
PROJECT LENGTH	0.395 MILES

TRAFFIC DATA	
ADT (2013)	15410
ADT (2033)	23270
DHV (2033)	1930
D	55 - 45
T (ADT)	17 %
T (DHV)	11 %
V	40 MPH

SURVEY REC'D. : 12/15/2010
8/9/2011
11/9/2011

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

09-JAN-2014 09:50
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	1A

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

INDEX

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LETTER I OMITTED FOR CLARITY

NO PROJECT COMMITMENTS IN THIS SET OF PLANS

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
STD-1-5	06-01-11	PAVEMENT AT BRIDGE ENDS
STD-1-6	04-28-97	BRIDGE END DRAIN W/ PABE
STD-1-7	08-24-11	BRIDGE END DRAIN W/ PABE
STD-1-9	05-01-95	BRIDGE END DRAIN 4'x8'-7" W/ PABE

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD-UD-7	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-9	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES
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-S-12	08-01-09	CLEAR ZONE CRITERIA
RD01-SA-1	10-15-02	SAFETY APPROACH TO UNDERPASSES GRADING DESIGN & SLOPE PROTECTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-TS-3C	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
DRAINAGE - CULVERTS AND ENDWALL		
D-PB-1	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PE-4	01-15-13	STRAIGHT CONCRETE ENDWALL
D-PE-5	05-27-01	STANDARD WINGWALLS HORIZONTAL OVAL
D-PE-18A	06-14-13	18" CONCRRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRRETE ENDWALL CROSS DRAIN
D-PO-1	05-27-01	STANDARD OVAL & FLAT BASE CONCRETE CULVERT PIPE
DRAINAGE-CATCH BASINS AND MANHOLES		
D-JBS-1	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 1 JUNCTION BOX
ROADWAY AND PAVEMENT APPURTENANCES		
RP-I-5	12-18-96	EXAMPLES OF STREET AND ALLEY INTERSECTIONS
RP-J-1	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-5	07-01-01	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	01-30-12	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-9	02-02-12	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	07-29-96	3/4" AND 1-3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	03-20-91	3/4" AND 1-3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	01-19-02	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-18	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-19	02-02-12	DOWEL ASSEMBLY DEVICES
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS
SAFETY APPURTENANCES AND FENCE		
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-F-10B	05-14-10	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE
S-F-10D		RIGHT-OF-WAY FENCE LOCATIONS AT INTERCHANGES
S-GR-11	11-26-07	W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL ALTERNATES
S-GR-12	05-27-03	W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS
S-GR-13	05-27-03	BARRIER RAIL MOUNTING, POST BLOCK-OUTS WITH VERTICAL ADJUSTMENT HOLES
S-GR-13A		BARRIER RAIL MOUNTING POST FOR PLASTIC BLOCK-OUTS WITH HORIZONTAL ADJUSTMENT HOLES
S-GR-14	04-17-12	W-BEAM BARRIER FASTENING HARDWARE AND BRIDGE APPROACH DELINEATORS
S-GR-15	06-30-05	W-BEAM BARRIER TERMINAL ELEMENT DETAILS
S-GR-16	05-27-01	GUARDRAIL BARRIER TREATMENT FOR PIERS IN MEDIAN
S-GR-18	05-15-08	GUARDRAIL TERMINAL (TYPE IN-LINE) AND SHOULDER LINE DETAIL
S-GR-21	06-30-09	LENGTH OF NEED AND TERMINAL REQUIREMENTS IN FILLS
S-GR-23	09-11-02	GUARDRAIL ATTACHMENT TO STRUCTURES AND PROTECTIVE GUARDRAIL AT BRIDGE END DETAILS
S-GR-24	05-15-08	GUARDRAIL END TERMINALS AT BRIDGE ENDS
S-GR-26	08-23-12	SLOTTED GUARDRAIL TERMINAL ANCHOR (TYPE 21)
S-GR-27	05-27-03	GUARDRAIL TERMINAL ANCHOR (TYPE 21) ELEMENT ASSEMBLY DETAILS
S-GR-28	06-30-05	GUARDRAIL TERMINAL ANCHOR (TYPE 21) POST AND ASSEMBLY DETAILS
S-GR-38	08-16-12	DETAILS FOR CONSTRUCTION OF EARTH PAD FOR TYPE 38 GUARDRAIL END TERMINAL
S-GR-38A	06-30-05	DETAILS FOR CONSTRUCTION OF ALTERNATE EARTH PAD FOR TYPE 38 GUARDRAIL END TERMINALS
S-GR-39	05-27-01	DETAILS FOR CONSTRUCTION OF EARTH PAD FOR TYPE 21 GUARDRAIL END TERMINALS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	BR-STP-298(10)	1B

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

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
SAFETY APPURTENANCES AND FENCE, CONT'D.		
S-GR-44		TANGENTIAL GUARDRAIL TERMINAL ANCHOR (TYPE 38) (2 TUBE) GUARDRAIL ELEMENT POST AND ASSEMBLY DETAILS
S-GR-47		ALTERNATE GUARDRAIL POST ATTACHMENT DETAIL
S-RP-2	01-19-99	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
S-SSMB-2	08-19-13	51" SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-6	10-24-13	GUARDRAIL ATTACHMENT TO SINGLE SLOPE CONCRETE BARRIER WALL
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-L-3	04-15-96	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	05-25-11	STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-20-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS STEEL DESIGN
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-5	07-29-04	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS

DWG. NO	REV.	DESCRIPTION
T-SG-11	07-29-04	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-8	08-01-12	FILTER SOCK
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-11A	08-01-12	CULVERT PROCTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	08-01-12	SEDIMENT TUBE
EL-W-2	05-27-01	STANDARD GRAVITY-TYPE RETAINING WALLS

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INDEX AND STANDARD DRAWINGS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2A

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	6073
(1)(2)(3)(4)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8215
(5)	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	100
(3)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	8587
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1393
	203-06	WATER	M.G.	159
	209-02.03	8" TEMPORARY SLOPE DRAIN	L.F.	228
(6) (7)	209-03.20	FILTER SOCK (8 INCH)	L.F.	1154
	209-05	SEDIMENT REMOVAL	C.Y.	138
	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2298
(1) (7)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	6536
	209-08.07	ROCK CHECK DAM PER	EACH	5
(6)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	9
	209-08.09	FILTER SOCK CHECK DAM	EACH	7
(8)	209-09.01	SANDBAGS	BAG	50
(9)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	19068
(10)	303-01.03	GRANULAR BACKFILL (RETAINING WALLS)	TON	11
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	11
(10)	303-10.03	MINERAL AGGREGATE (SIZE 68)	TON	18
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	2196
	307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON	51
	307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	1507
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	1118
	313-03	TREATED PERMEABLE BASE	S.Y.	3615
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	20
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	80
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	10
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	194
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	807
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	2299
	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	3615
(10)	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	31
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	40
	607-16.02	30"X 19" HORIZONTAL OVAL CONCRETE PIPE CULVERT	L.F.	134
(11)	610-07.03	18" PIPE DRAIN (BRIDGE DRAIN)	L.F.	120
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	5
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	260
	611-02.10	JUNCTION BOX, TYPE 1	EACH	1
(2)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	80
(1) (8)	621-03.03	24" TEMPORARY DRAINAGE PIPE	L.F.	150
	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	162
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	650
	705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EACH	1
	705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EACH	1
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	11
	705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	80
(12)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4
	706-01	GUARDRAIL REMOVED	L.F.	1117
	707-01.11	CHAIN LINK FENCE (6 FOOT)	L.F.	121
	707-01.12	END & CORNER POST ASSEMBLY(CHAIN-LINK FENCE 6')	EACH	3
(13)	707-06.01	REMOVAL OF FENCE (EXIST. 6' CHAIN LINK FENCE)	L.F.	170
(1)(14)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1432
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	2
(11)	709-01.01	RUBBLE STONE RIP-RAP	C.Y.	11
(2)(15)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	572
(1) (16)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	97
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3053
	710-05	LATERAL UNDERDRAIN	L.F.	238
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	8
	711-05.70	SINGLE SLOPE MEDIAN BARRIER WALL	L.F.	754
	712-01	TRAFFIC CONTROL	LS	1
(17)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1540
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	70
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	10
	712-06	SIGNS (CONSTRUCTION)	S.F.	780
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	44
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	400
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	6
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	1419
(18)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	26
	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	6
	713-05	STEEL HOLLOW SQUARE POST (BREAKAWAY) SIGN SUPPORTS	LB.	529
	713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.	3342
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	125
	713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.	167
(19)	713-11.23	ROUND POST SLIP BASE	EACH	4
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	151
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	96
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	102
(20)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	713-16.20	SIGNS(STREET NAME SIGNS)	EACH	3
	713-16.21	SIGNS (R10-12)	EACH	1
	713-16.50	REMOVE AND REPLACE SIGN (R10-12)	EACH	1
	714-03	JACKED OR BORED CONDUIT	L.F.	400
	714-03.01	DIRECT BURIAL CONDUIT (2" PVC, SCHEDULE 40)	L.F.	200
	714-05.03	PULL BOXES (TYPE B)	EACH	3
(21)	714-06.07	CABLE (1/C # 2 AWG)	L.F.	3500
(22)	714-12.11	MODIFY EXISTING CONTROL CABINET(CC1)	EACH	1
(23)	714-25.01	ELECTRICAL CONNECTION	LS	1
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	64
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH	36
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	55
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	344
(24)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	25
	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	315
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	1650
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	4
	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	2
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1
	717-01	MOBILIZATION	LS	1
(25)	730-01.01	REMOVE AND RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	3
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	5
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	1
	730-02.30	SIGNAL HEAD ASSEMBLY (W/BACKPLATE AND LOUVERS)	EACH	1
(26)	730-02.41	SIGNAL HEAD MODIFICATION (SEE FOOTNOTE)	EACH	5
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	14
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1620
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	620
	730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	1160
	730-13.01	VEHICLE LOOP DETECTOR (SHELF MOUNT)	EACH	9
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	1915
	730-14.02	SAW SLOT	L.F.	2650
	730-14.03	LOOP WIRE	L.F.	5440
(27)	730-15.11	MODIFY CABINET (SEE FOOTNOTE)	EACH	3
	730-23.96	CANTILEVER SIGNAL SUPPORT (2 @ 55' &60')	EACH	1
	730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	1
	730-24.02	FOUNDATION (TRAFFIC SIGNAL CONTROLLER)	EACH	1
(1)(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	458
(5)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	120
	740-11.01	TEMPORARY SEDIMENT TUBE 8IN	L.F.	1242
(1)(6)(7)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1496

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2A1

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

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	801-01	SEEDING (WITH MULCH)	UNIT	93
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	150
(1) (28)	801-02	SEEDING (WITHOUT MULCH)	UNIT	28
(1) (29)	801-03	WATER (SEEDING & SODDING)	M.G.	27
	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	1
(1)(30)	801-02.01	CROWN VETCH MIXTURE (WITHOUT MULCH)	UNIT	9
	803-01	SODDING (NEW SOD)	S.Y.	384
(1) (31)	805-01.65	TEMPORARY MULCH	UNIT	20
(1) (6)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	2260
(32)	806-02.03	PROJECT MOWING	CYCL	4

(1) ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES QUANTITIES FOR FOUR (4) TEMPORARY CONSTRUCTION EXITS TO BE PLACED IN APPROPRIATE LOCATIONS AS DIRECTED BY THE ENGINEER.
(3) REFER TO SPECIAL GRADING NOTES 1-5 ON SHEET 2H.
(4) QUANTITY INCLUDES 29 CY FOR TEMPORARY CONSTRUCTION EXITS AND 414 CY FOR TEMPORARY BERM.
(5) FOR CONSTRUCTION OF A WORKING PAD AT GRAVITY WALL.
(6) SEE SUBSECTION 209-07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(7) QUANTITY INCLUDES ONE REPLACEMENT OVER DURATION OF PROJECT.
(8) TO BE USED AS DIRECTED BY THE ENGINEER @ BRIDGE ABUTMENT FOR DISCHARGE TO STR-1.
(9) INCLUDES 1500 TONS FOR MAINTENANCE PURPOSES.
(10) TO BE USED FOR GRAVITY WALL RIGHT OF STA.111+20 TO STA.111+60 AND FOR GRAVITY WALL AROUND EXISTING HIGH MAST LIGHT POLE TO PROTECT FROM EROSION.
(11) STANDARD DRAWING STD-1-7 IS TO BE USED FOR BURIAL OF THE OUTLET PIPE AND END TREATMENT DETAILS.
(12) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(13) INCLUDES 145 L.F. FROM STA. 109+86.01 RT. TO STA. 111+26.19 RT. AND 25 L.F. FROM STA. 126+00.00 LT. TO STA. 126+06.74 LT.
(14) FOR DELINEATION OF WETLAND AREAS (WTL-1 AND WTL-2) AND STREAM (STR-1).
(15) INCLUDES 200 TONS FOR TEMPORARY CONSTRUCTION EXITS AND 372 TONS FOR BRIDGE ABUTMENTS.
(16) 79 TONS USED FOR EROSION PREVENTION AND SEDIMENT CONTROL AND 18 TONS USED FOR PIPE OUTLET PROTECTION.
(17) COST OF RELOCATING PORTABLE BARRIER RAIL TO BE INCLUDED IN PRICE BID.
(18) TO BE USED ON ALL RAMPS AS DIRECTED BY THE ENGINEER.
(19) SEE SIGN SCHEDULE SHEET AND STANDARD DRAWING T-S-23B FOR DETAILS.
(20) REMOVE SIGN, SUPPORTS AND FOOTINGS ON APPROXIMATELY 40 SIGNS WITHIN THE GRADING LIMITS OR AS DIRECTED BY THE ENGINEER.
(21) WIRE SIZE FOR BIDDING PURPOSES ONLY. SIZE TO BE DETERMINED BY CONTRACTOR TO MATCH EXISTING CIRCUITS.
(22) REWIRE CONTROL CENTER 1 WITH NEW CONDUCTORS FOR CIRCUIT.
(23) ITEM NUMBER FOR COORDINATION WITH UTILITY COMPANY FOR ANY POWER REQUIREMENTS.
(24) 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.
(25) REMOVE AND RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET AND EQUIPMENT INCLUDING BACKUP SYSTEM.
(26) RELOCATE TRAFFIC SIGNAL HEAD ON EXISTING MAST ARMS AS SHOWN ON PLANS AND TO MEET MUTCD AND TDOT STANDARDS
(27) ITEM NUMBER CONTAINS SIGNAL CABLE MODIFICATION CONTROLLER PHASING MODIFICATIONS (IF REQUIRED), SIGNAL TIMING MODIFICATION (IF REQUIRED) AND MODIFICATION TO COMMUNICATION SYSTEM (IF REQUIRED). SEE SIGNAL TIMING NOTE.
(28) TO BE USED WITH EROSION CONTROL BLANKET ON SLOPES 3:1 OR GREATER AND AS DIRECTED BY THE ENGINEER.
(29) INCLUDES 18 THOUSAND GALLONS (M.G.) FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(30) MAY BE USED WITH EROSION CONTROL BLANKET AS DIRECTED BY THE ENGINEER.
(31) QUANTITY MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.
(32) ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEM NO. 806-02.03, PROJECT MOWING, CYCL.

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ESTIMATED ROADWAY QUANTITIES

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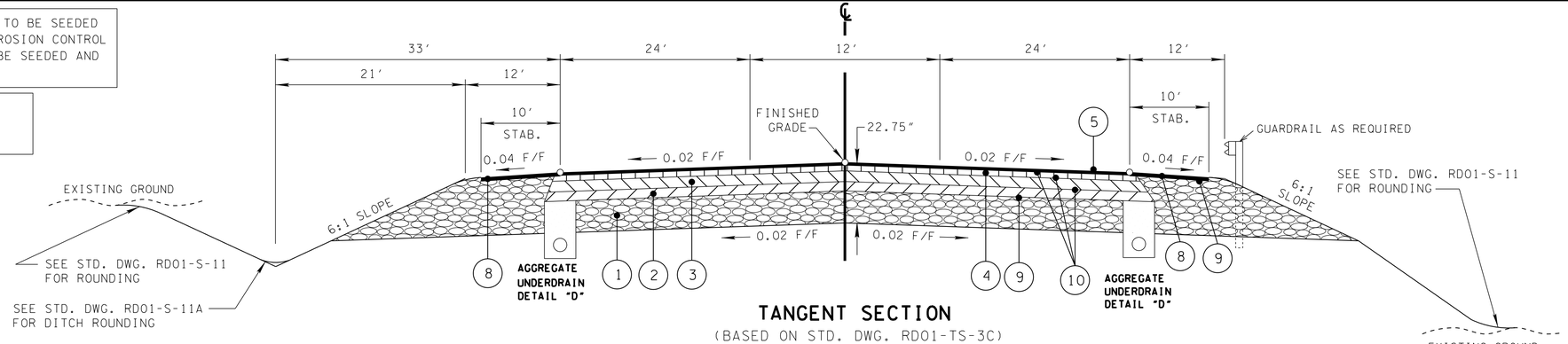
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	2
CONST.	2014	BR-STP-298(10)	2B

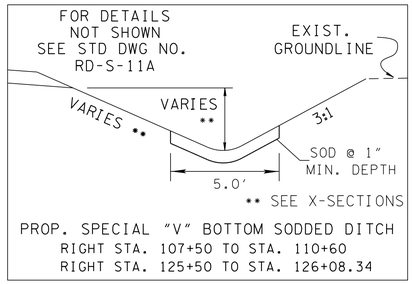
NOTE: ALL SLOPES 3:1 OR GREATER ARE TO BE SEEDED AND STABILIZED WITH TYPE II EROSION CONTROL BLANKET. ALL OTHER SLOPES TO BE SEEDED AND MULCHED.

NOTE: ALL ROADWAY DITCHES ARE TO BE SODDED. SEE BELOW FOR SPECIAL DITCH DETAILS.



TANGENT SECTION

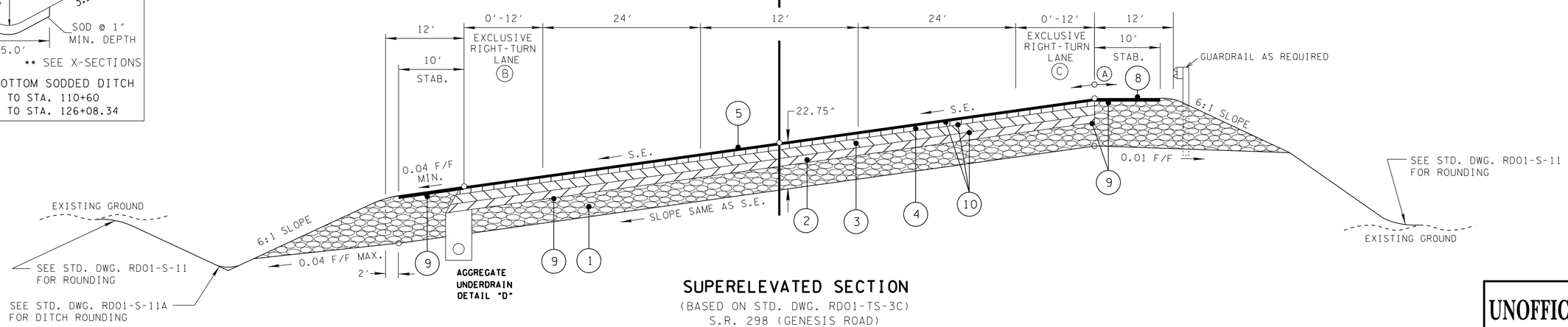
(BASED ON STD. DWG. RD01-TS-3C)
S.R. 298 (GENESIS ROAD)
FROM STA. 116+20.41 TO BEGINNING OF BRIDGE
FROM END OF BRIDGE TO STA. 119+72.74



PROP. SPECIAL "V" BOTTOM SODDED DITCH
RIGHT STA. 107+50 TO STA. 110+60
RIGHT STA. 125+50 TO STA. 126+08.34

(B) FROM WESTBOUND I-40 ON-RAMP TO LEFT OF STA. 126+50.00

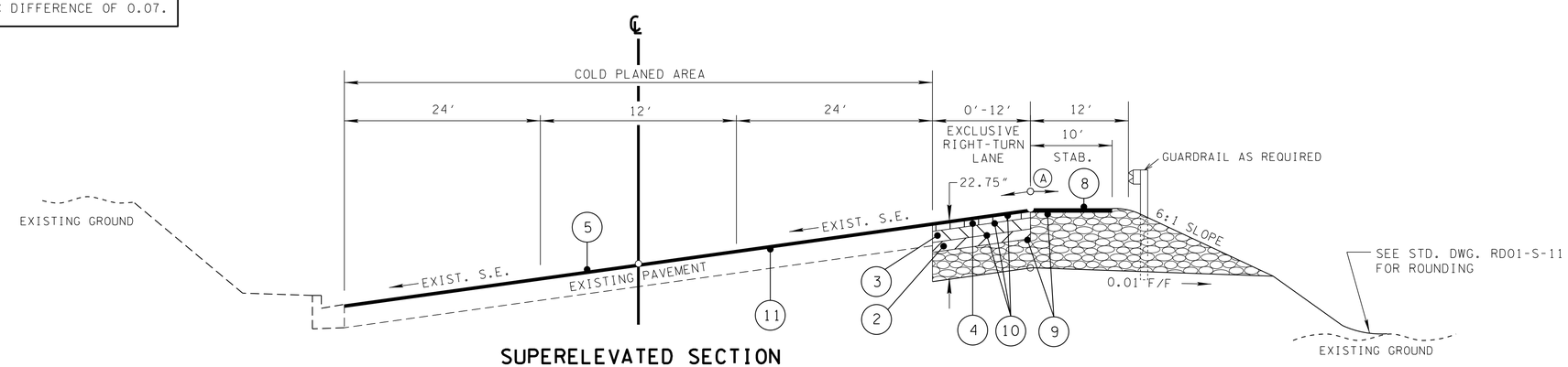
(C) FROM RIGHT OF STA. 107+50.00 TO EASTBOUND I-40 ON-RAMP



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-3C)
S.R. 298 (GENESIS ROAD)
FROM STA. 110+79.00 TO STA. 116+20.41
FROM STA. 119+72.74 TO STA. 126+50.00

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



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-3C)
S.R. 298 (GENESIS ROAD)
FROM STA. 107+50.00 TO STA. 110+79.00

SEE SHEET 2D FOR PROPOSED PAVEMENT SCHEDULE

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TYPICAL SECTIONS

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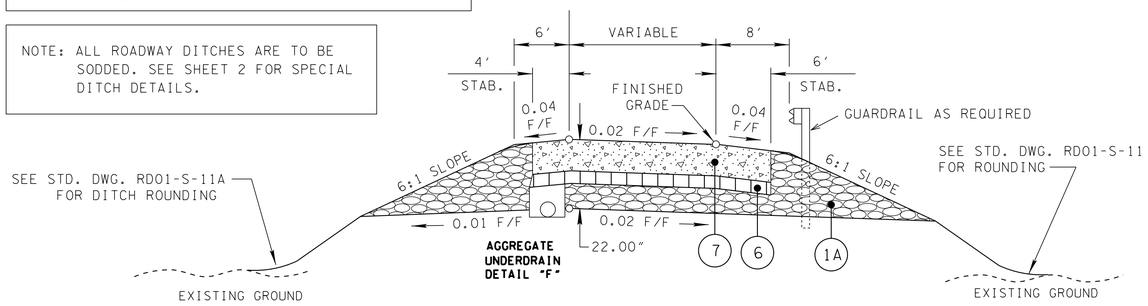
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	2A
CONST.	2014	BR-STP-298(10)	2C

REV. 06/04/13: DELETED PAVEMENT SCEHDULE AND CHANGED SHEET TITLE.

NOTE: ALL SLOPES 3:1 OR GREATER ARE TO BE SEEDED AND STABILIZED WITH TYPE II EROSION CONTROL BLANKET. ALL OTHER SLOPES TO BE SEEDED AND MULCHED.

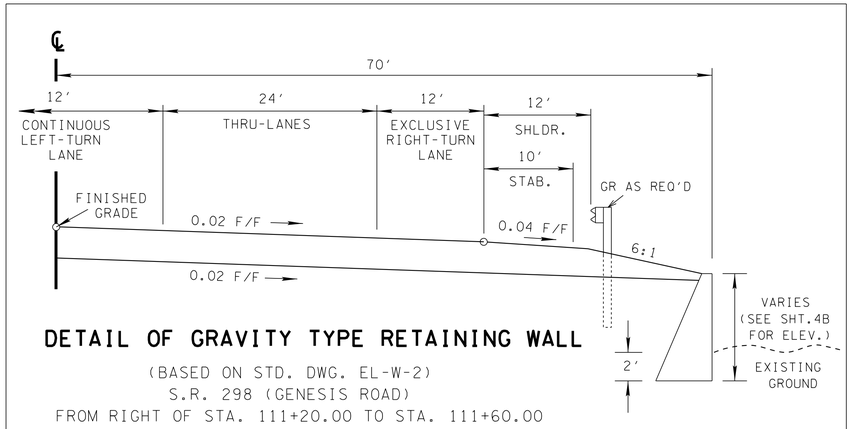
NOTE: ALL ROADWAY DITCHES ARE TO BE SODDED. SEE SHEET 2 FOR SPECIAL DITCH DETAILS.



TANGENT SECTION FOR ONE LANE RAMP

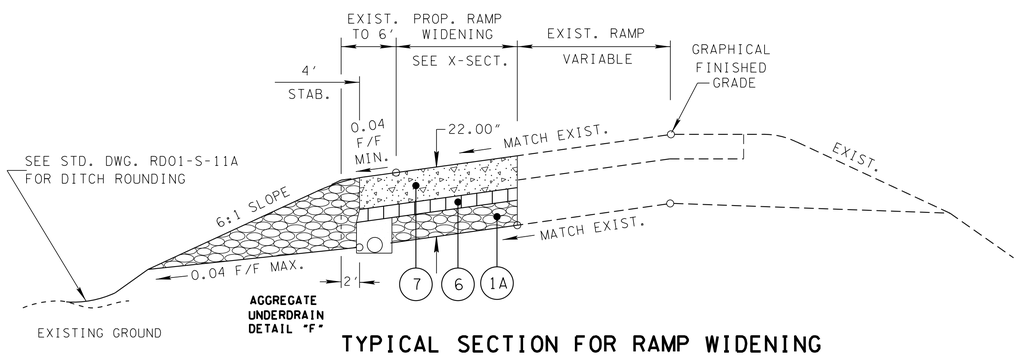
(BASED ON STD. DWG. RD01-TS-4)

I-40 EASTBOUND ON RAMP
FROM STA. 200+00.00 TO STA. 201+15.00
I-40 WESTBOUND ON RAMP
FROM STA. 400+00.00 TO STA. 401+10.00



DETAIL OF GRAVITY TYPE RETAINING WALL

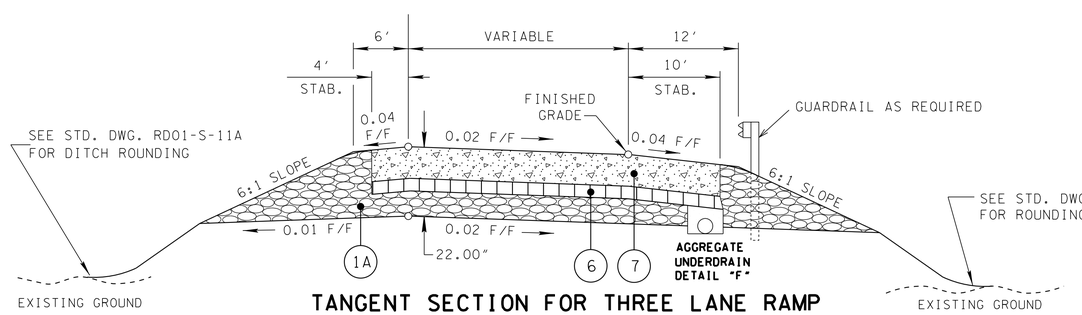
(BASED ON STD. DWG. EL-W-2)
S.R. 298 (GENESIS ROAD)
FROM RIGHT OF STA. 111+20.00 TO STA. 111+60.00



TYPICAL SECTION FOR RAMP WIDENING

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

I-40 EASTBOUND OFF RAMP
FROM STA. 292+20.00 TO STA. 298+93.00
I-40 WESTBOUND OFF RAMP
FROM STA. 494+00.00 TO STA. 498+86.00



TANGENT SECTION FOR THREE LANE RAMP

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

I-40 EASTBOUND OFF RAMP
FROM STA. 298+93.00 TO STA. 300+00.00
I-40 WESTBOUND OFF RAMP
FROM STA. 498+86.00 TO STA. 500+00.00

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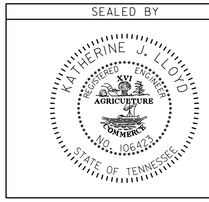

SEE SHEET 2D FOR PROPOSED PAVEMENT SCHEDULE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-40 RAMP TYPICALS AND RETAINING WALL DETAIL

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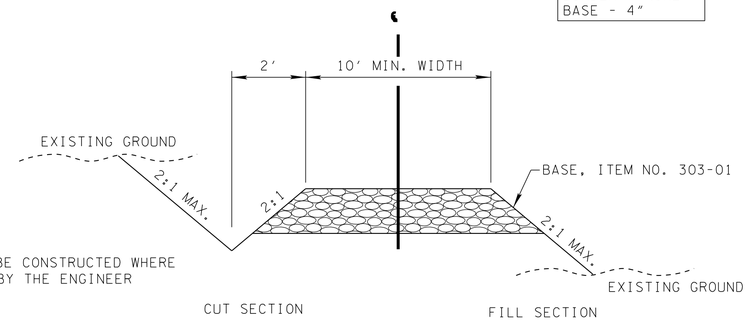
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	BR-STP-298(10)	2B
CONST.	2014	BR-STP-298(10)	2D

REV. 06/04/13: ADDED SHEET.

FIELD OR RESIDENTIAL

SURFACE - NONE
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

(1) MINERAL AGGREGATE BASE @ 12" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	(4) PERF GR(PG70-22)GR"B-M2"@ 2"TH(APPROX 226± LB/SY) 307-02.08 ASPHALT CONCRETE MIX(PG70-22)(BPMB-HM)GRADING B-M2	(8) ACS (PG64-22)GR"E"@1.5"TH(APPROX 154.5± LB/SY) 411-01.07 ACS MIX(PG64-22)GRADING E SHOULDER
(1A) MINERAL AGGREGATE BASE @ 8" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING A	(5) PERF GR(PG70-22)GR"D"@1.25"TH(APPROX 132.5± LB/SY) 411-02.10 ACS MIX(PG70-22)GRADING D	(9) PRIME COAT @ 0.30-0.35 GAL/SY 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) 402-02 AGGREGATE FOR COVER MATERIAL (PC)
(2) PERF GR(PG70-22)GR"A-S"@ 3.5"TH(APPROX 315± LB/SY) 307-02.02 ASPHALT CEMENT(PG70-22)(BPMB-HM)GRADING A-S 307-02.03 AGGREGATE(BPMB-HM)GRADING A-S MIX	(6) TREATED PERMEABLE BASE @ 4" THICK 313-03 TREATED PERMEABLE BASE	(10) TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(3) PERF GR(PG70-22)GR"A"@ 4"TH(APPROX 460± LB/SY) 307-02.01 ASPHALT CONCRETE MIX(PG70-22)(BPMB-HM)GRADING A	(7) PORTLAND CEMENT CONCRETE (PLAIN) @ 10" THICK 501-01.03 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	(11) TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

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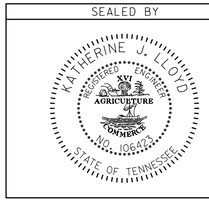

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE TYPICAL AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2E

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(1) 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.

(2) ITEM NO. 801-02.01, CROWN VETCH MIXTURE (WITHOUT MULCH) SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

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

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

GUARDRAIL

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

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

DRAINAGE

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

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

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

(4) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

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

UTILITIES

(1) FOR UTILITIES NOTES, SEE SHEET 3A

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN ON THE PLANS.

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

(3) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

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

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

RIGHT - OF – WAY

(1) FOR RIGHT-OF-WAY NOTES, SEE SHEET 3A.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

(2) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE), LIN. FT.

FINAL PAVEMENT MARKING IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

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

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(4) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(5) THE PAVEMENT MARKING ON THE LANE SHIFT FOR CENTERLINES, EDGELINES, AND LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), LIN. FT.

PAVEMENT

PAVING

(1) 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.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0", AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

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

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

(4) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS (3 SETS) OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. THE LAYOUT DRAWINGS SHALL BE SENT TO THE DESIGN DIVISION, SIGNING AND MARKING SECTION, SUITE 1300, J. K. POLK BUILDING, NASHVILLE, TN 37243-1402.

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

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2F

GENERAL NOTES (CONT.)

SIGNALIZATION

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

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

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

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

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

(6) THE CONTRACTOR SHALL CONTACT THE CITY OF CROSSVILLE A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

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

(8) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

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

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

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

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

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

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

SEDIMENT CONTROL

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

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

(9) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL- VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

(10) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.

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

(12) IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

(13) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

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

STREAM/WETLAND

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

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

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

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

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

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

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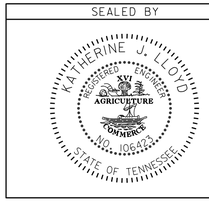

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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GENERAL NOTES (CONT.)

EROSION PREVENTION AND SEDIMENT CONTROL (CONT.)

STREAM/WETLAND (CONT.)

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

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

SPECIES

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

INSPECTION, MAINTENANCE, REPAIR

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

(25) 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.

(26) 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.

(27) 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.

(28) 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.

(29) 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.

(30) 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.

(31) 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

(32) 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

(33) 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.

(34) 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, 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.

(35) 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.

(36) 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.

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

(38) 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.

(39) 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.

(40) 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.

(41) 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

(42) 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.

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

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2H

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.

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.

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EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(1) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 9, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

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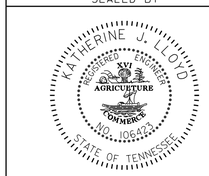

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SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2J

TENNESSEE D.O.T.
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FILE NO.

CROSS DRAIN TABULATION

STATION	RCP CLASS III 18"	HORIZONTAL OVAL RCP 30" X 19"	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.)	REMARKS
111+43.70	12		89^ 32' 37" LT		1 JUNC.BOX	D-JBS-1	GRAV. WALL	EL-W-2				SR 298
126+11.02(LT)	20		86^ 56' 44" LT	18	STUB		"STRAIGHT"	D-PE-4	1.04			SR 298
126+11.02(RT)	8		86^ 56' 44" LT		"U"	D-PE-18A &18B	STUB		1.08	98		SR 298
100+78.76		134	75^ 31' 54" LT		"STRAIGHT"	D-PE-5	"STRAIGHT"	D-PE-5	2.2	162		CRABTREE
TOTALS	40	134		18					4.32	260	0	

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) COMMON - C.Y.	S. ROCK - C.Y.	BORROW EXCAVATION UNCL. - C.Y.	S. ROCK - TON	CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
STA.107+50 TO STA.126+50 (INCLUDES RAMPS TO I-40)	7772		8587	100			12472
TOTALS	7772	0	8587	100	0	0	12472

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
4	1		1	2
				0
TOTALS	1	0	1	2

PAVEMENT QUANTITIES

	LOCATION	303-01 (TON)	307-02.01 (TON)	307-02.02 (TON)	307-02.03 (TON)	307-02.08 (TON)	313-03 (S.Y.)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-02.10 (TON)	411-01.07 (TON)	501-01.03 (S.Y.)
(1)	SR-298	16025.7	2196.0	51.0	1507.0	1118.0		20.0	80.0	10.0	807.0	194.0	
	EB OFF RAMP	1426.7					1547.9						1547.9
	EB ON RAMP	220.9					426.8						426.8
	WB OFF RAMP	1173.6					1223.8						1223.8
	WB ON RAMP	194.0					416.0						416.0
	PRIVATE DRIVE	27.1											
	TOTALS	19068.0	2196.0	51.0	1507.0	1118.0	3614.5	20.0	80.0	10.0	807.0	194.0	3614.5

(1) INCLUDES 1500 TONS FOR MAINTENANCE PURPOSES.

PROPOSED CONCRETE MEDIAN BARRIER

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	51" SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL 711-05.70 (L.F.)	REMARKS
4B	I-40		X	841+68.27	845+45.27	377	
4B	I-40	X		844+75.53	848+52.53	377	
TOTALS						754	

JUNCTION BOXES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSIONS	DEPTH (FT.)	STANDARD DRAWING	PAY ITEMS TYPE 1 611-02.10
4A	S.R. 298	111+43.56	56.08	1	N/A	JB	32" X 32"	N/A	D-JBS-1	1
TOTALS										1

SPECIAL DITCHES

ROAD	STATION FROM	STATION TO	SLOPE FORE (H/V)	SLOPE BOTTOM WIDTH (FT.)	SLOPE BACK (H/V)	TYPE
S.R. 298	107+50.00	110+60.00	VARIES	0	3:1	"V" SODDED DITCH
S.R. 298	125+50.00	126+08.34	VARIES	0	3:1	"V" SODDED DITCH

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	BRIDGE END GUARDRAIL 705-01.01 (L.F.)	SINGLE TYPE 2 GUARDRAIL 705-02.02 (L.F.)	TYPE 13 TERMINAL 705-04.03 (EACH)	TYPE IN-LINE TERMINAL 705-04.05 (EACH)	TYPE 38 TERMINAL 705-04.07 (EACH)	REMARKS
4B	SR298		49.00	109+26.21	112+07.66		237.50	1	1	1	
4B	SR298		43.03	114+69.44	116+46.91	26.90	100.00			1	
4B	SR298	43.00		115+81.53	116+58.42	26.90				1	
4B	I-40		25.00	840+93.87	841+70.77	26.90				1	
4B	I-40	25.00		848+50.03	849+26.93	26.90				1	
4B/5B	SR298		42.00	118+79.77	120+00.41	26.90	43.75			1	
4B/5B	SR298	42.00		118+91.42	119+68.32	26.90				1	
5B	SR298/CRABTREE	55.00		124+50.00	100+00.00		168.75			2	
5B	CRABTREE/SR 298	33.13		100+42.18	128+28.84		100.00			2	
TOTALS						161.40	650.00	1	1	11	

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TABULATED QUANTITIES

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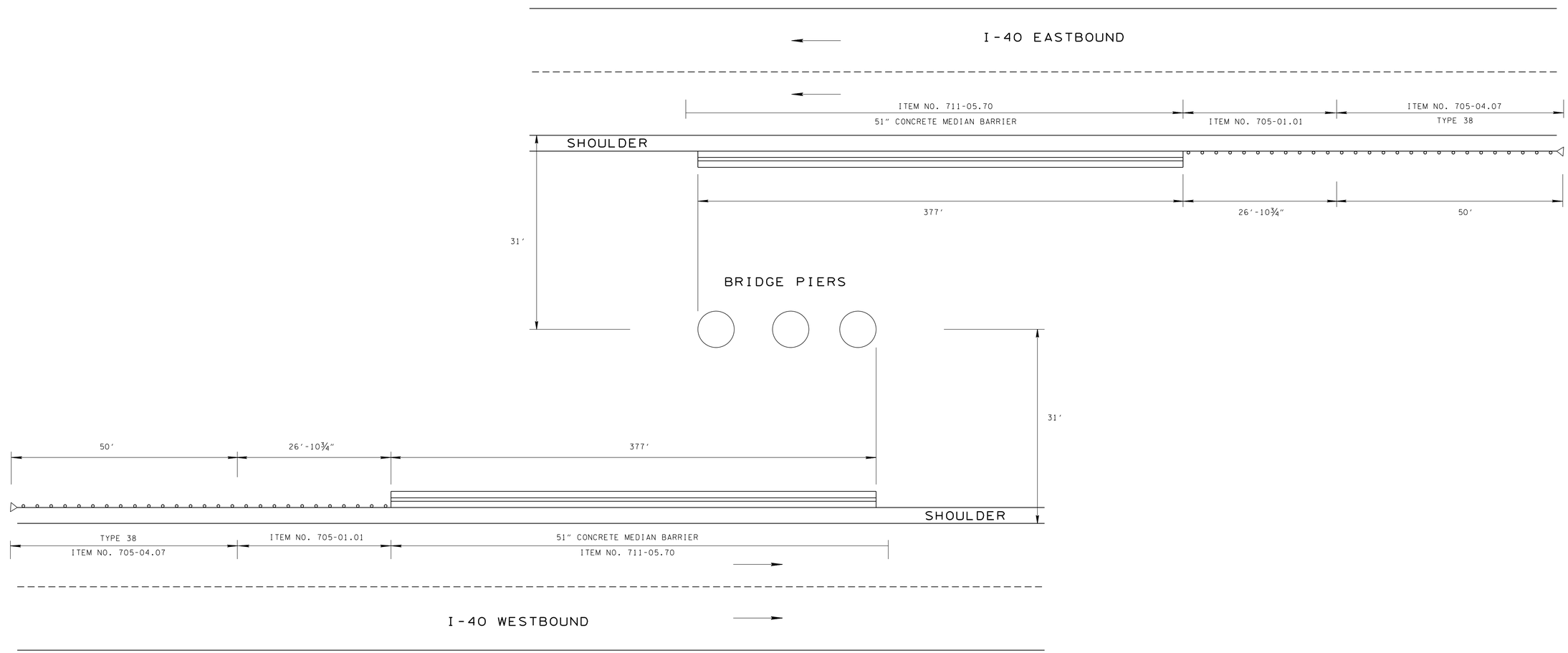
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	2K



BRIDGE PIER PROTECTION FOR BRIDGE PIERS IN CLEAR ZONE

NOTE
SEE STD. DWG. S-SSMB-2 FOR CONCRETE MEDIAN BARRIER WALL DETAILS NOT SHOWN.

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SPECIAL DETAILS

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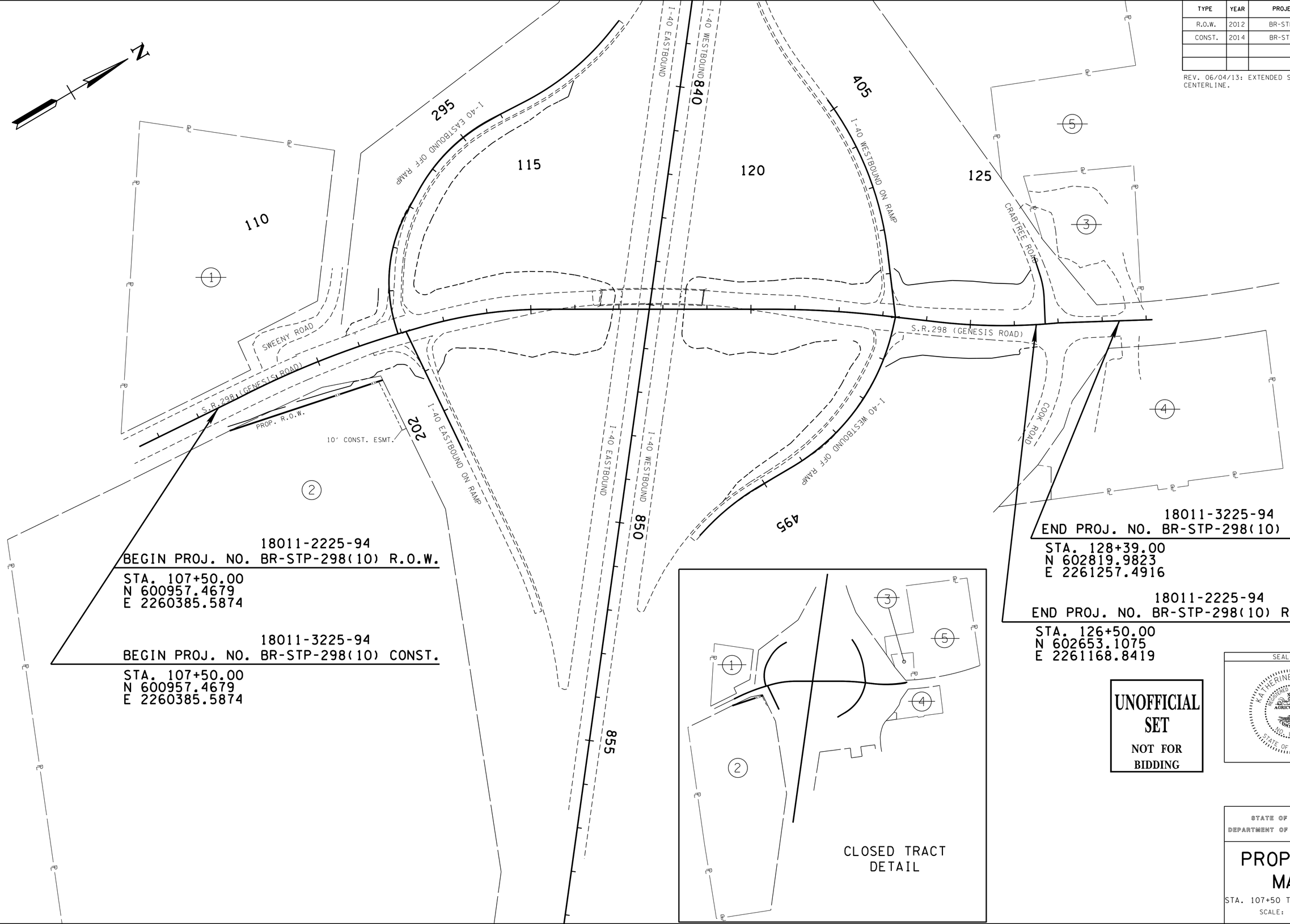
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	3
CONST.	2014	BR-STP-298(10)	3

REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.



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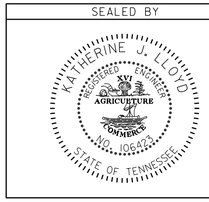

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 107+50 TO STA. 126+50

SCALE: 1"=100'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	3A
CONST.	2014	BR-STP-298(10)	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
1	ROBERT WENDELL AGEE	87	31/31.01	1011	1956	5.378		5.378				5.378				
2	XI PROPERTIES PTNSP	87	92	1277	1562		48.023	48.023		0.130	0.130		47.893			1228
3	ROBERT W. AGEE	87	12.02	1219	1589	1.377		1.377				1.377				
4	JRDD PROPERTIES	87	26	1334	623		3.481	3.481					3.481			
5	PILOT TRAVEL CENTERS LLC % TAX DEPT.	87	12.05	1269	2050	18.934		18.934				18.934				
	SAME AS ABOVE		12.04/12.03	1269	2055											

① TO BE USED FOR PLACEMENT OF HIGH VISIBILITY FENCE AT WETLAND (WTL-1).

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 IS 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) 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.

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

(5) 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.

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

ELECTRIC:
VOLUNTEER ENERGY COOPERATIVE
P.O. BOX 277
DECATUR, TN 37322
ATTN: MR. RODY BLEVINS
PHONE: (423) 334-7001

COMMUNICATIONS:
VOLUNTEER FIRST SERVICES, LLC
354 WEST AVENUE
CROSSVILLE, TN 38557
ATTN: RICHARD BOYD, CHIEF ENGINEER
PHONE: (931) 484-5097

TELEPHONE:
FRONTIER COMMUNICATIONS
250 S. FRANKLIN AVENUE
COOKEVILLE, TN 38501
ATTN: MR. DON SMITH
PHONE: (931) 528-0534

CABLE:
CHARTER COMMUNICATIONS
38 WEST BROAD STREET
COOKEVILLE, TN 38501
ATTN: MR. JOE HUNTER
PHONE: (931) 528-9324

SPIRIT BROADBAND, LLC
302 WOODLAWN
CROSSVILLE, TN 38555
CONTACT: MR. RONALD STAGE
PHONE: (931) 210-6020

WATER AND SEWER:
CITY OF CROSSVILLE
99 MUNICIPAL AVENUE
CROSSVILLE, TN 38555
ATTN: MS. SALLY OGLESBY
PHONE: (931) 456-5113

NATURAL GAS:
MIDDLE TN NATURAL GAS UTILITY DISTRICT
P.O.BOX 670
SMITHVILLE, TN 37166
ATTN: MR. MATT STENNETT
PHONE: (615) 597-0515

UPPER CUMBERLAND GAS UTILITY DISTRICT
8318 CHESTNUT HILL ROAD
CROSSVILLE, TN 38571
ATTN: CHARLES HERCHER, MANAGER
PHONE: (931) 484-9380

NOTE:
VOLUNTEER ENERGY COOPERATIVE IS NOT PART OF THE TENNESSEE ONE CALL SYSTEM. NOTIFY VOLUNTEER ENERGY COOPERATIVE DIRECTLY BEFORE ANY CONSTRUCTION ACTIVITIES BEGIN.

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SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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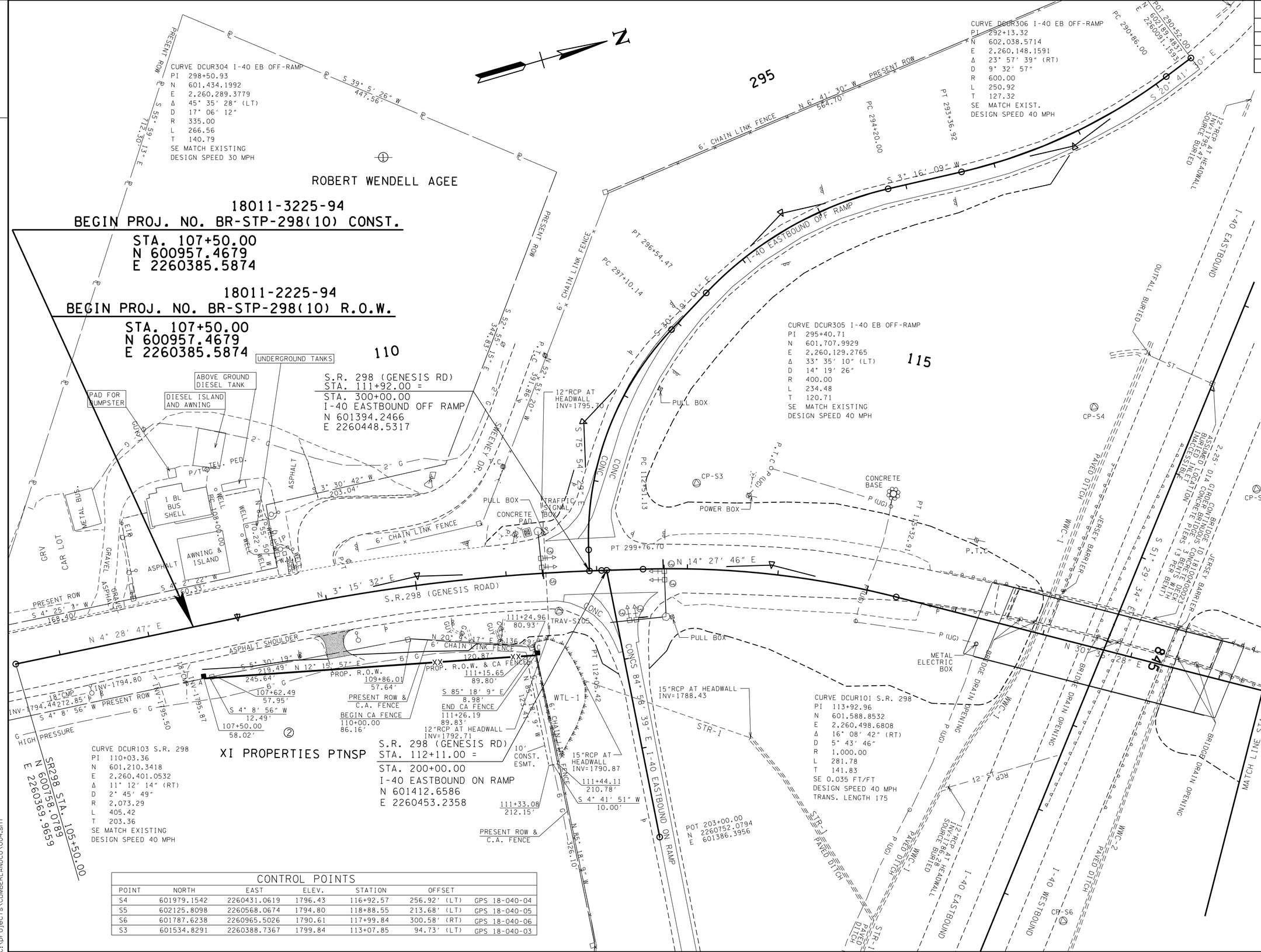
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	4
CONST.	2014	BR-STP-298(10)	4

REV. 06/04/13: ADDED EXIST. AND PROP. FIELD ENTRANCE FOR TRACT NO. 2.

REV. 06/05/13: LABELED PRES. C.A. FENCE LINE BETWEEN TRACT NO. 2 AND I-40 EASTBOUND ON RAMP.



POINT	NORTH	EAST	ELEV.	STATION	OFFSET	
S4	601979.1542	2260431.0619	1796.43	116+92.57	256.92′ (LT)	GPS 18-040-04
S5	602125.8098	2260568.0674	1794.80	118+88.55	213.68′ (LT)	GPS 18-040-05
S6	601787.6238	2260965.5026	1790.61	117+99.84	300.58′ (RT)	GPS 18-040-06
S3	601534.8291	2260388.7367	1799.84	113+07.85	94.73′ (LT)	GPS 18-040-03

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 105427
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 107+50 TO STA. 119+50

SCALE: 1"= 50'

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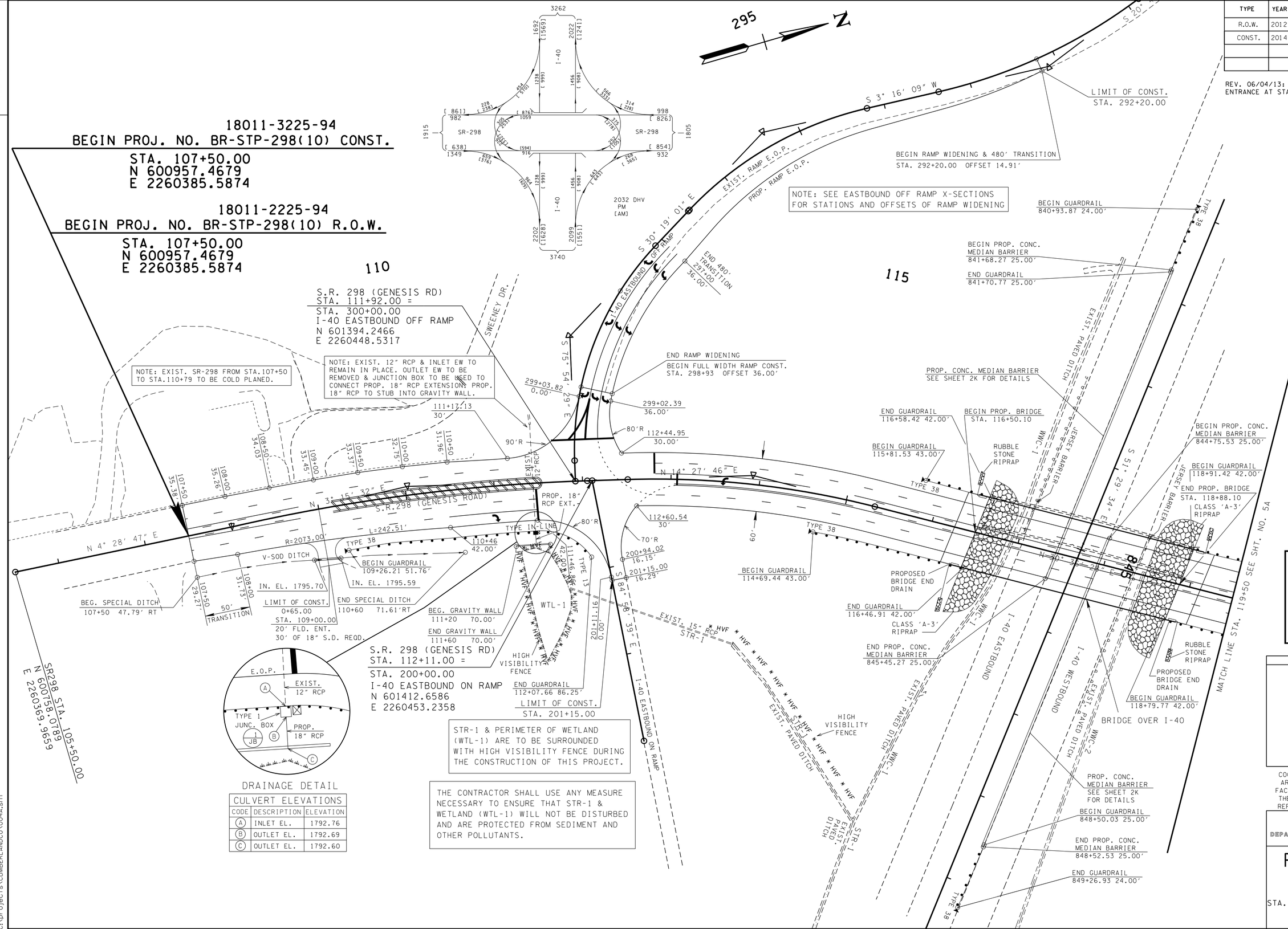
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	4A
CONST.	2014	BR-STP-298(10)	4A

REV. 06/04/13: ADDED PROP. 20' FIELD ENTRANCE AT STA. 109+00.00.



STR-1 & PERIMETER OF WETLAND (WTL-1) ARE TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT STR-1 & WETLAND (WTL-1) WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

DRAINAGE DETAIL

CULVERT ELEVATIONS		
CODE	DESCRIPTION	ELEVATION
A	INLET EL.	1792.76
B	OUTLET EL.	1792.69
C	OUTLET EL.	1792.60

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 106422
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 107+50 TO STA. 119+50

SCALE: 1"= 50'

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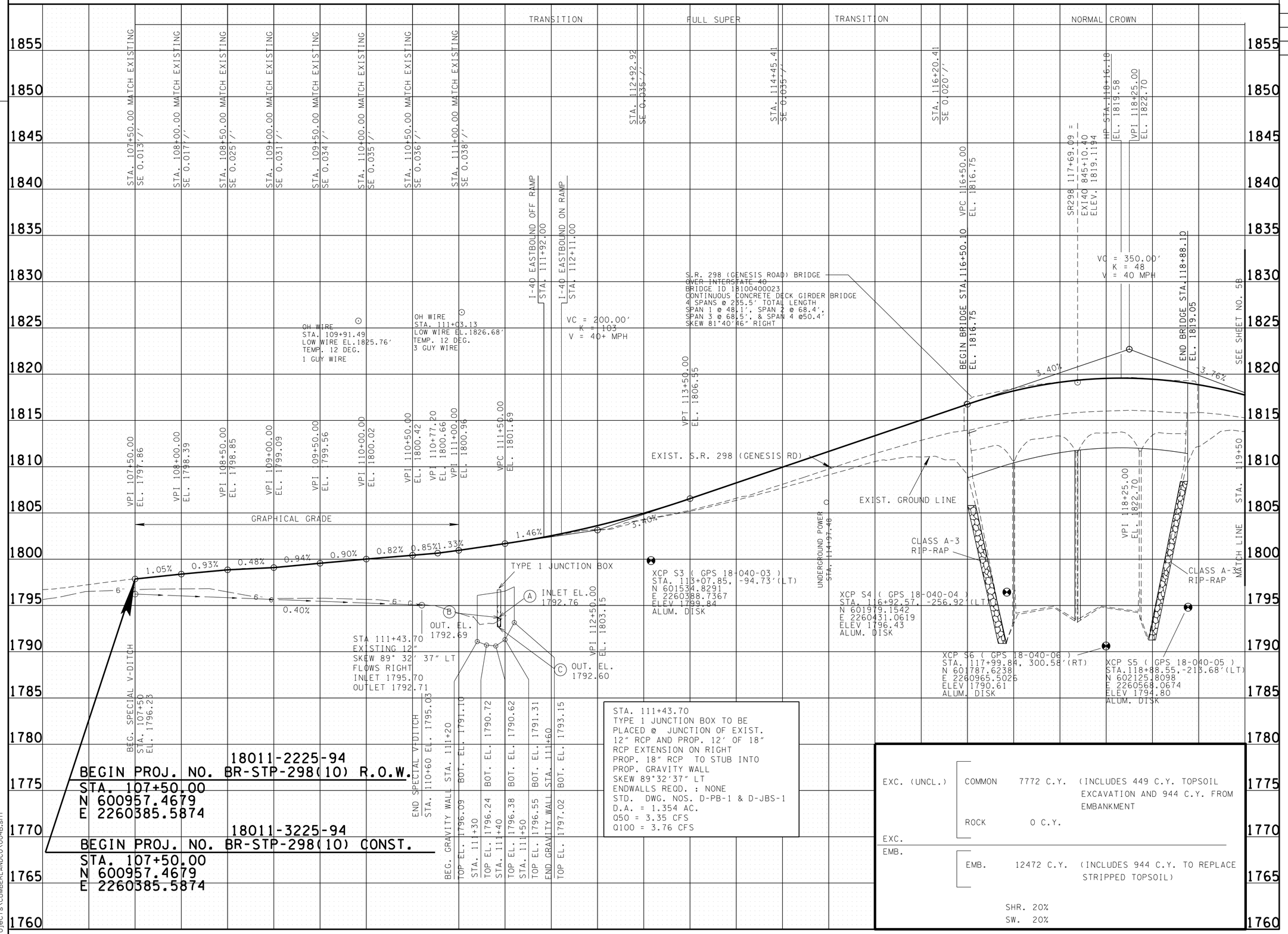
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	4B
CONST.	2014	BR-STP-298(10)	4B



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106433
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 107+50 TO STA. 119+50
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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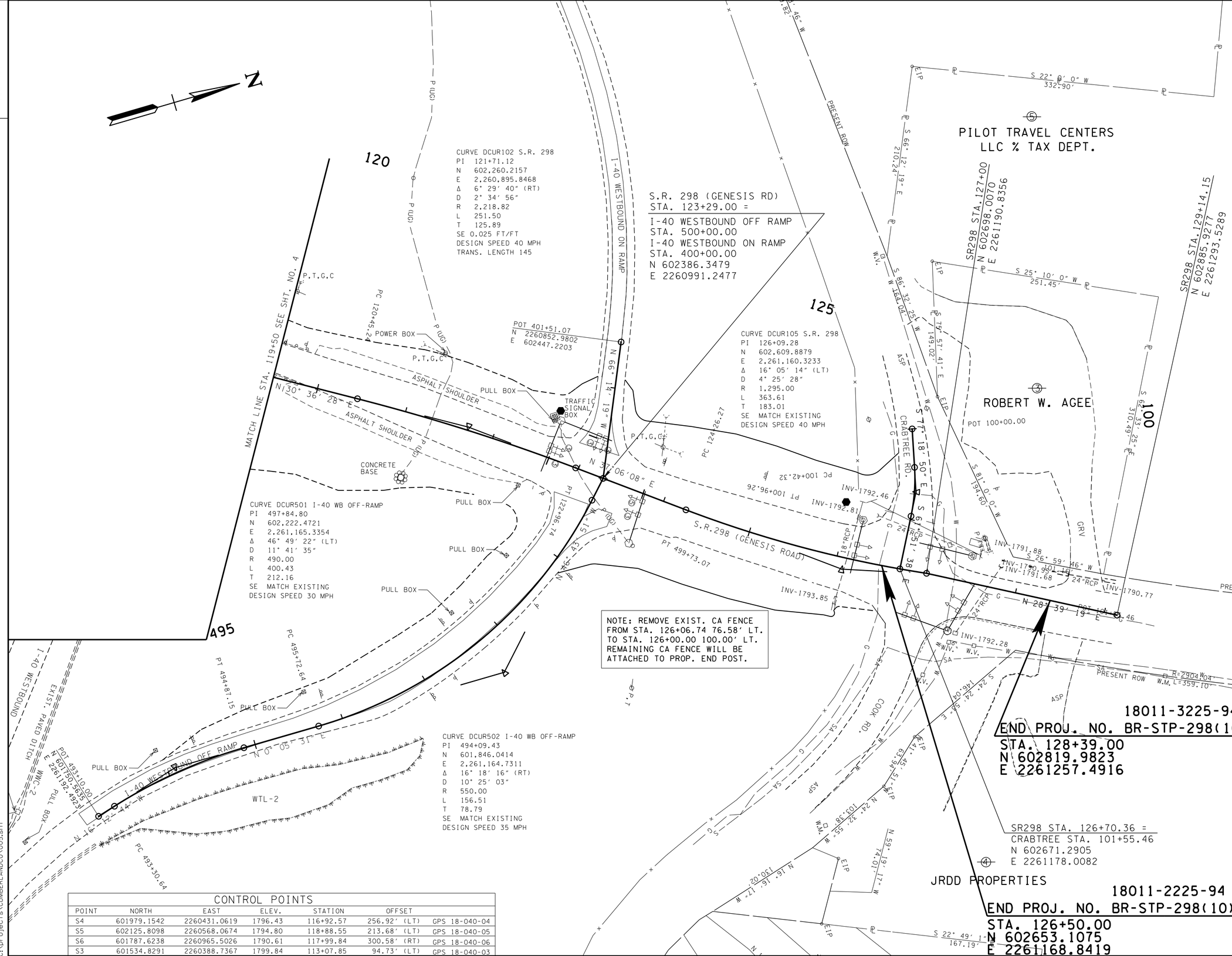
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	5
CONST.	2014	BR-STP-298(10)	5

REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.



CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	
S4	601979.1542	2260431.0619	1796.43	116+92.57	256.92′ (LT)	GPS 18-040-04
S5	602125.8098	2260568.0674	1794.80	118+88.55	213.68′ (LT)	GPS 18-040-05
S6	601787.6238	2260965.5026	1790.61	117+99.84	300.58′ (RT)	GPS 18-040-06
S3	601534.8291	2260388.7367	1799.84	113+07.85	94.73′ (LT)	GPS 18-040-03

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
NUMBER
NO. 106423
STATE OF TENNESSEE

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.119+50 TO STA.126+50

SCALE: 1"= 50′

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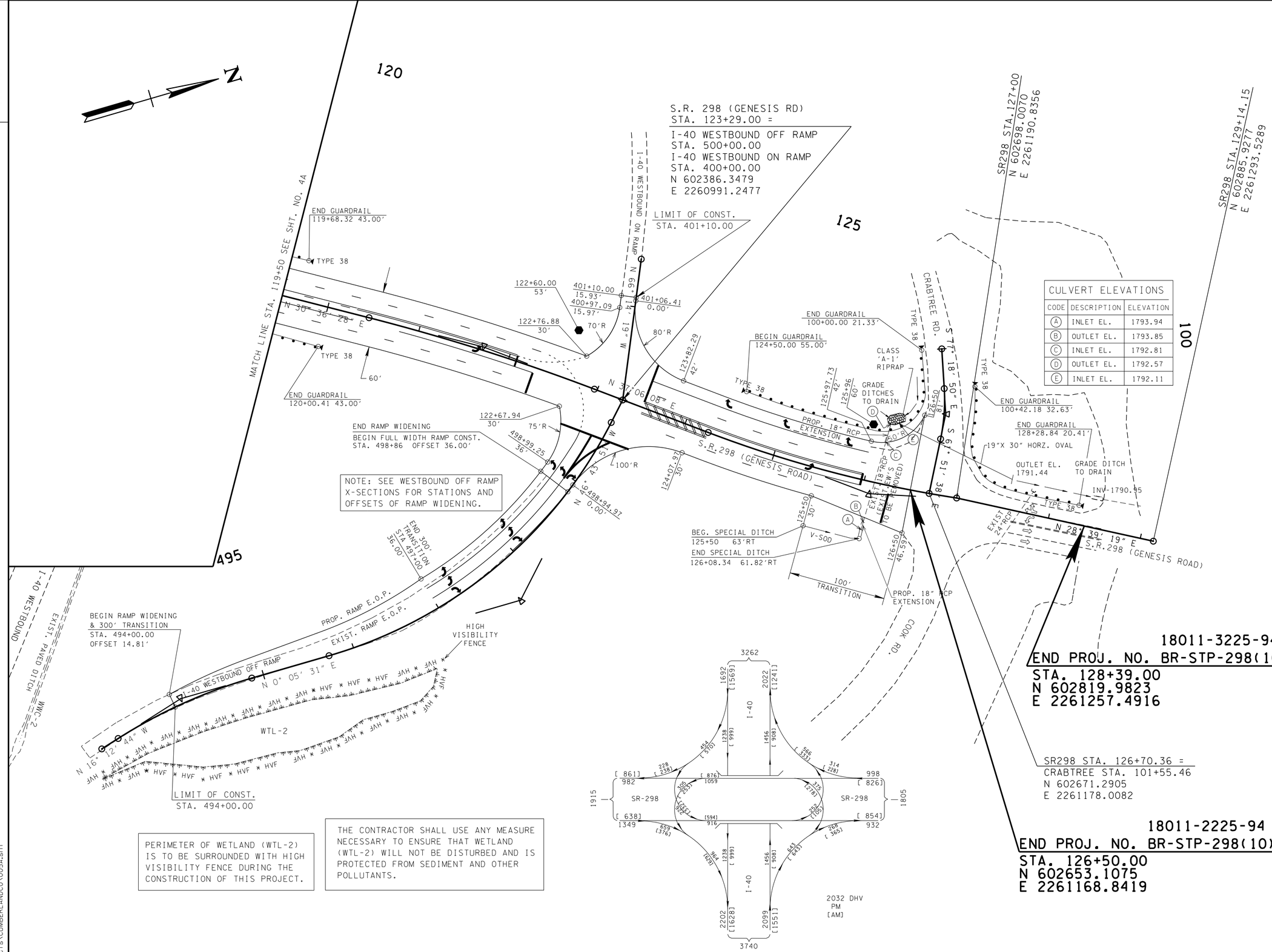
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	5A
CONST.	2014	BR-STP-298(10)	5A

REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.



CULVERT ELEVATIONS		
CODE	DESCRIPTION	ELEVATION
A	INLET EL.	1793.94
B	OUTLET EL.	1793.85
C	INLET EL.	1792.81
D	OUTLET EL.	1792.57
E	INLET EL.	1792.11

18011-3225-94
END PROJ. NO. BR-STP-298(10) CONST
STA. 128+39.00
N 602819.9823
E 2261257.4916

SR298 STA. 126+70.36 =
CRABTREE STA. 101+55.46
N 602671.2905
E 2261178.0082

18011-2225-94
END PROJ. NO. BR-STP-298(10) R.O.W.
STA. 126+50.00
N 602653.1075
E 2261168.8419

PERIMETER OF WETLAND (WTL-2) IS TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT WETLAND (WTL-2) WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

UNOFFICIAL SET
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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.119+50 TO STA.126+50

SCALE: 1"= 50'

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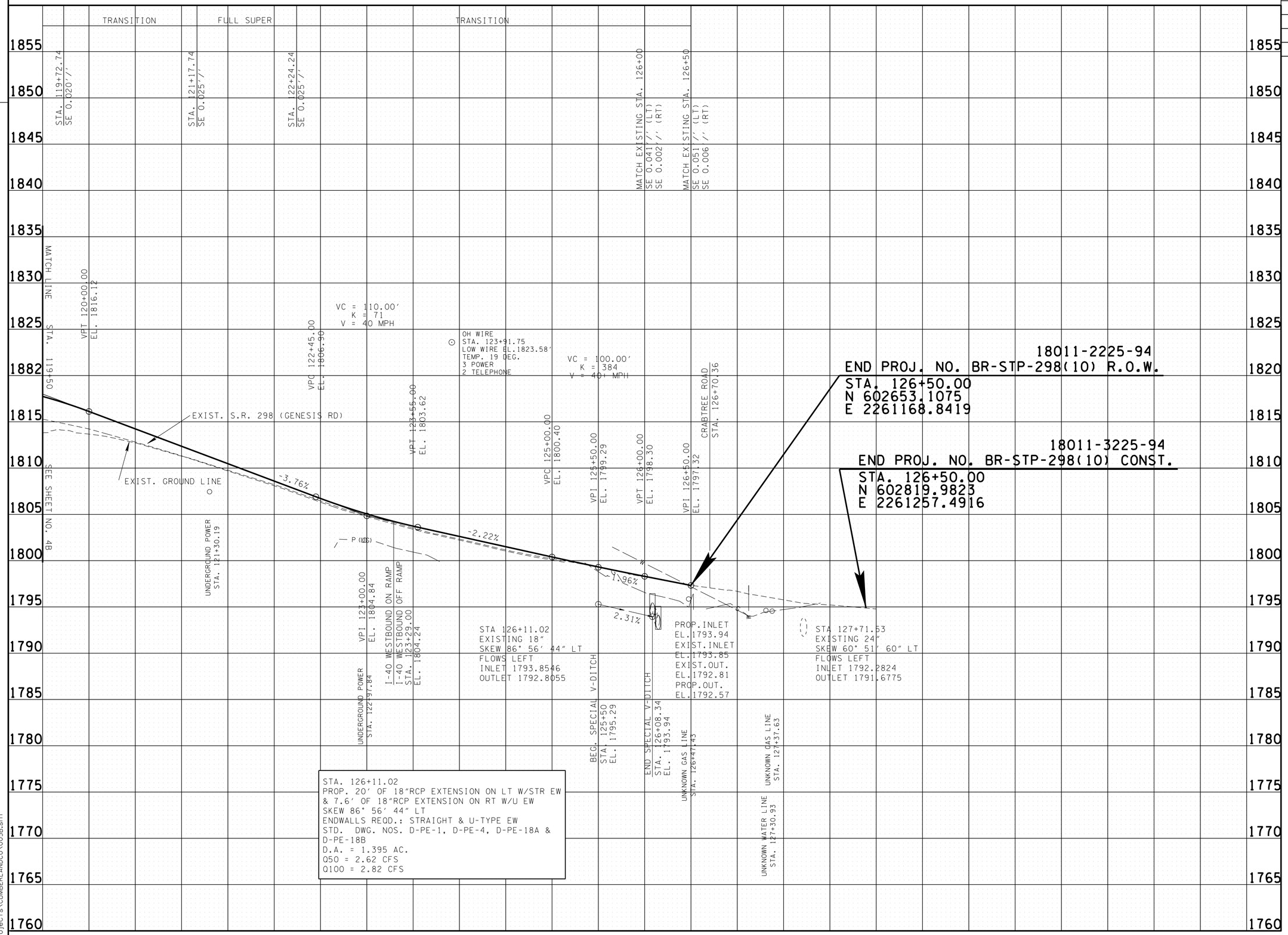
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	5B
CONST.	2014	BR-STP-298(10)	5B



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
NO. 106423
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 119+50 TO STA. 126+50
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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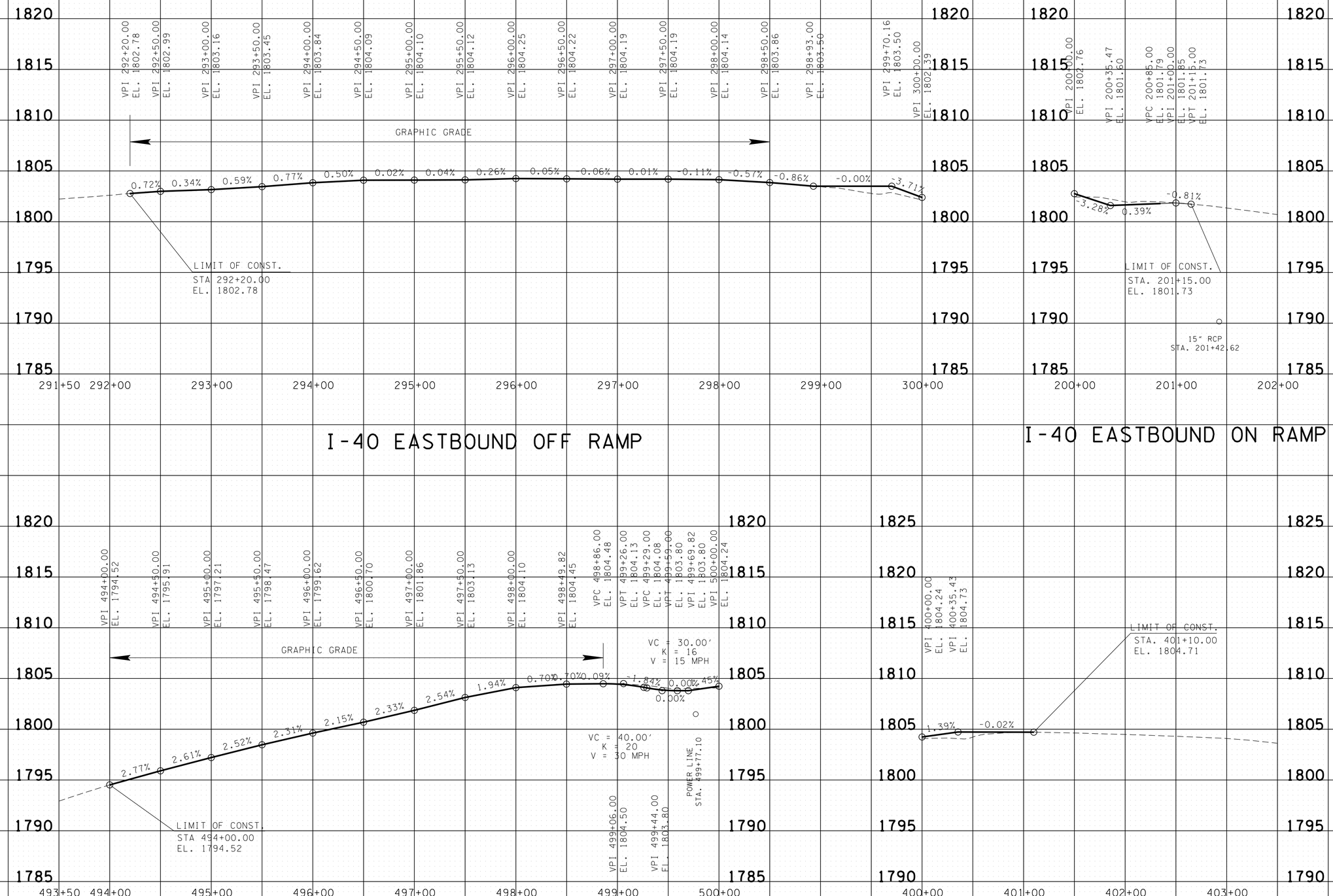
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	6
CONST.	2014	BR-STP-298(10)	6



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I-40 RAMP PROFILES

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

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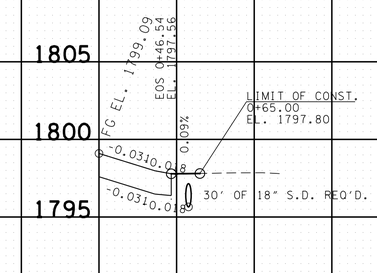
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	BR-STP-298(10)	6A
CONST.	2014	BR-STP-298(10)	6A

REV. 06/04/13: ADDED SHEET.

REV. 10/28/13: CHANGED FIELD ENT. WIDTH TO 20' TO MATCH PROP. LAYOUT.



20' GR. FLD. ENT. RT.
STA. 109+00.00 TRACT NO. 2

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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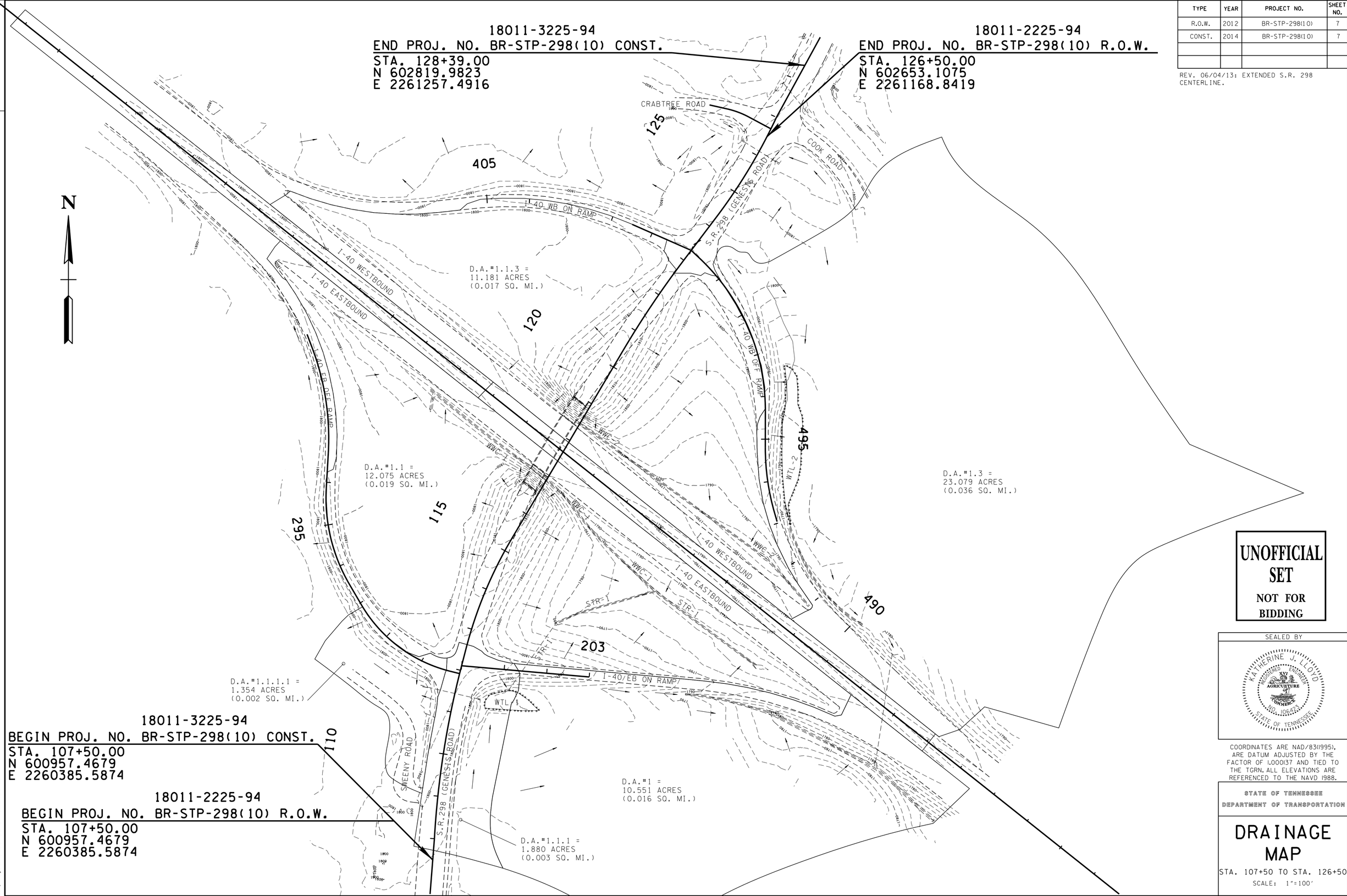
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	7
CONST.	2014	BR-STP-298(10)	7

REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.



UNOFFICIAL SET
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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 107+50 TO STA. 126+50

SCALE: 1"=100'

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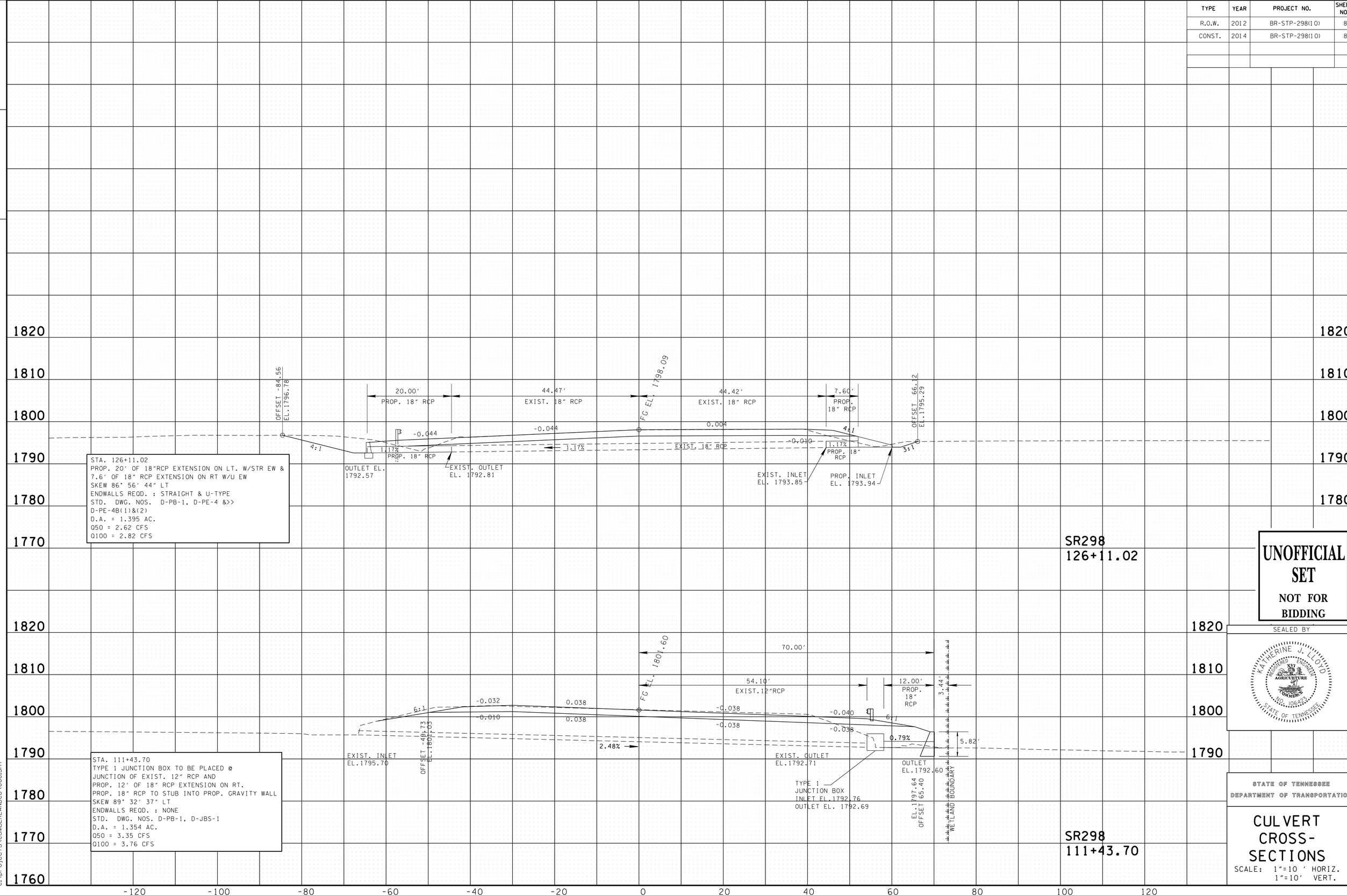
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	8
CONST.	2014	BR-STP-298(10)	8

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



UNOFFICIAL SET

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SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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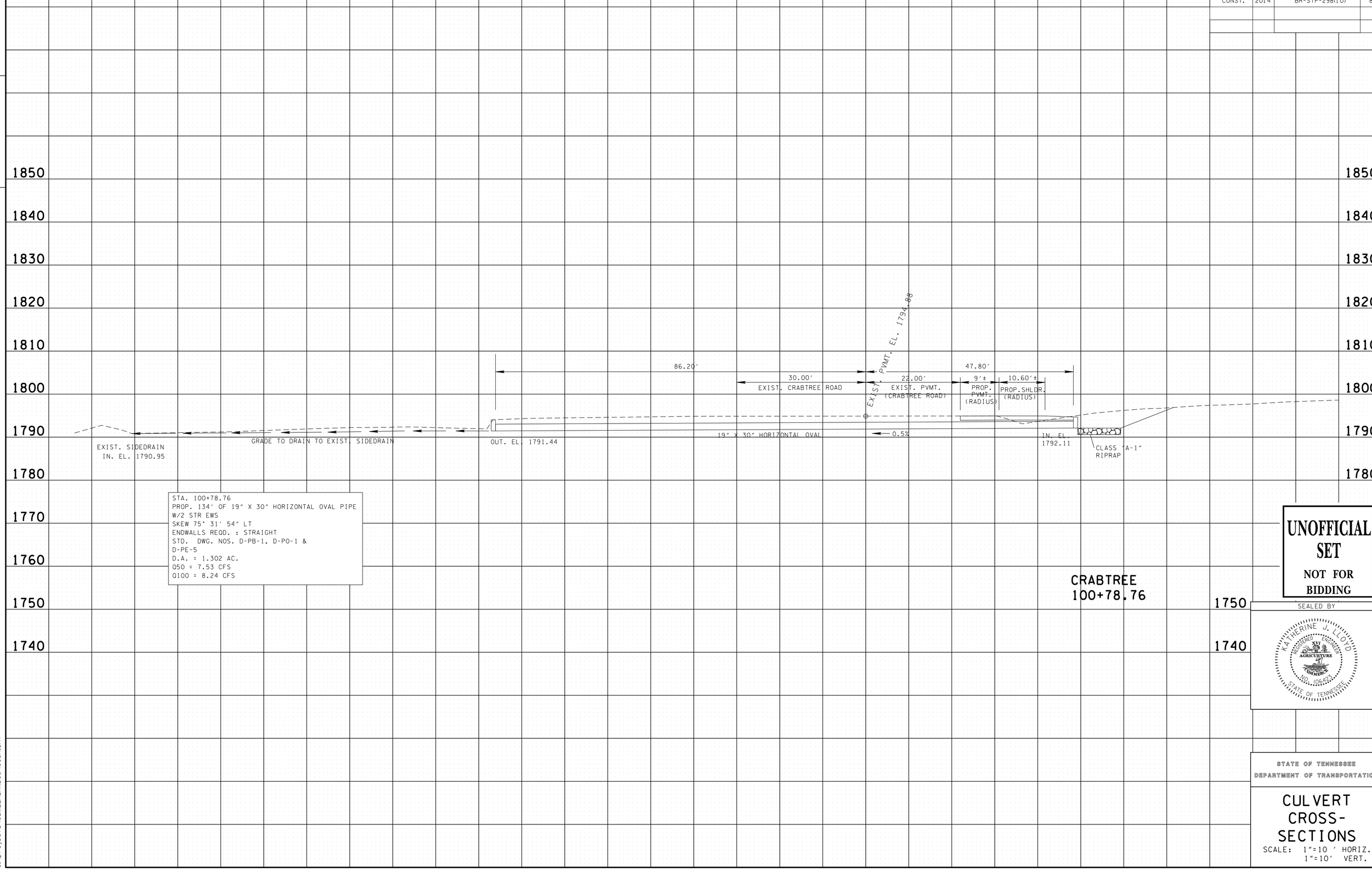
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	8A
CONST.	2014	BR-STP-298(10)	8A

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



STA. 100+78.76
PROP. 134' OF 19" X 30" HORIZONTAL OVAL PIPE
W/2 STR EWS
SKEW 75° 31' 54" LT
ENDWALLS REQD. : STRAIGHT
STD. DWG. NOS. D-PB-1, D-PO-1 &
D-PE-5
D.A. = 1.302 AC.
Q50 = 7.53 CFS
Q100 = 8.24 CFS

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
NO. 106423
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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	9
CONST.	2014	BR-STP-298(10)	9

REV. 06/05/13: REVISED ITEM NO. 209-08.08.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

(1) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED, TO THE MAXIMUM EXTENT PRACTICABLE, DURING CONSTRUCTION ACTIVITIES AT THE SITE. BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

NPDES

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

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

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

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

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

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

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

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

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

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

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

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
	TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
	RIPRAP	EC-STR-27
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	EROSION CONTROL BLANKET	EC-STR-34
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(2)(3)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	443
(4)	209-02.03	8" TEMPORARY SLOPE DRAIN	L.F.	228
(5)	209-03.20	FILTER SOCK (8 INCH)	L.F.	1154
	209-05	SEDIMENT REMOVAL	C.Y.	138
(5)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2298
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	6536
(4)	209-08.07	ROCK CHECK DAM PER	EACH	5
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	9
	209-08.09	FILTER SOCK CHECK DAM	EACH	7
(6)	209-09.01	SANDBAGS	BAG	50
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	11
(2)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	80
(1) (6)	621-03.03	24" TEMPORARY DRAINAGE PIPE	L.F.	150
(7)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	1432
(2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	200
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	79
(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	458
(4)(5)	740-11.01	TEMPORARY SEDIMENT TUBE 8IN	L.F.	1242
	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1496
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	150
(8)	801-02	SEEDING (WITHOUT MULCH)	UNIT	28
	801-03	WATER (SEEDING & SODDING)	M.G.	18
(9)	801-02.01	CROWN VETCH MIXTURE (WITHOUT MULCH)	UNIT	9
(10)	805-01.65	TEMPORARY MULCH	UNIT	20
(4)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	2260

(1) ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES QUANTITIES FOR FOUR (4) TEMPORARY CONSTRUCTION EXITS TO BE PLACED IN APPROPRIATE LOCATIONS AS DIRECTED BY THE ENGINEER.
(3) QUANTITY INCLUDES 29 CY FOR TEMPORARY CONSTRUCTION EXITS AND 414 CY FOR TEMPORARY BERM.
(4) SEE SUBSECTION 209-07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(5) QUANTITY INCLUDES ONE REPLACEMENT OVER DURATION OF PROJECT.
(6) TO BE USED AS DIRECTED BY THE ENGINEER @ BRIDGE ABUTMENT FOR DISCHARGE TO STR-1.
(7) FOR DELINEATION OF WETLAND AREAS (WTL-1 AND WTL-2) AND STREAM (STR-1).
(8) TO BE USED WITH EROSION CONTROL BLANKET ON SLOPES 3:1 OR GREATER AND AS DIRECTED BY THE ENGINEER.
(9) MAY BE USED WITH EROSION CONTROL BLANKET AS DIRECTED BY THE ENGINEER.
(10) QUANTITY MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.

UNOFFICIAL SET
NOT FOR BIDDING

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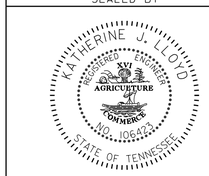

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC NOTES, LEGEND, AND QUANTITIES

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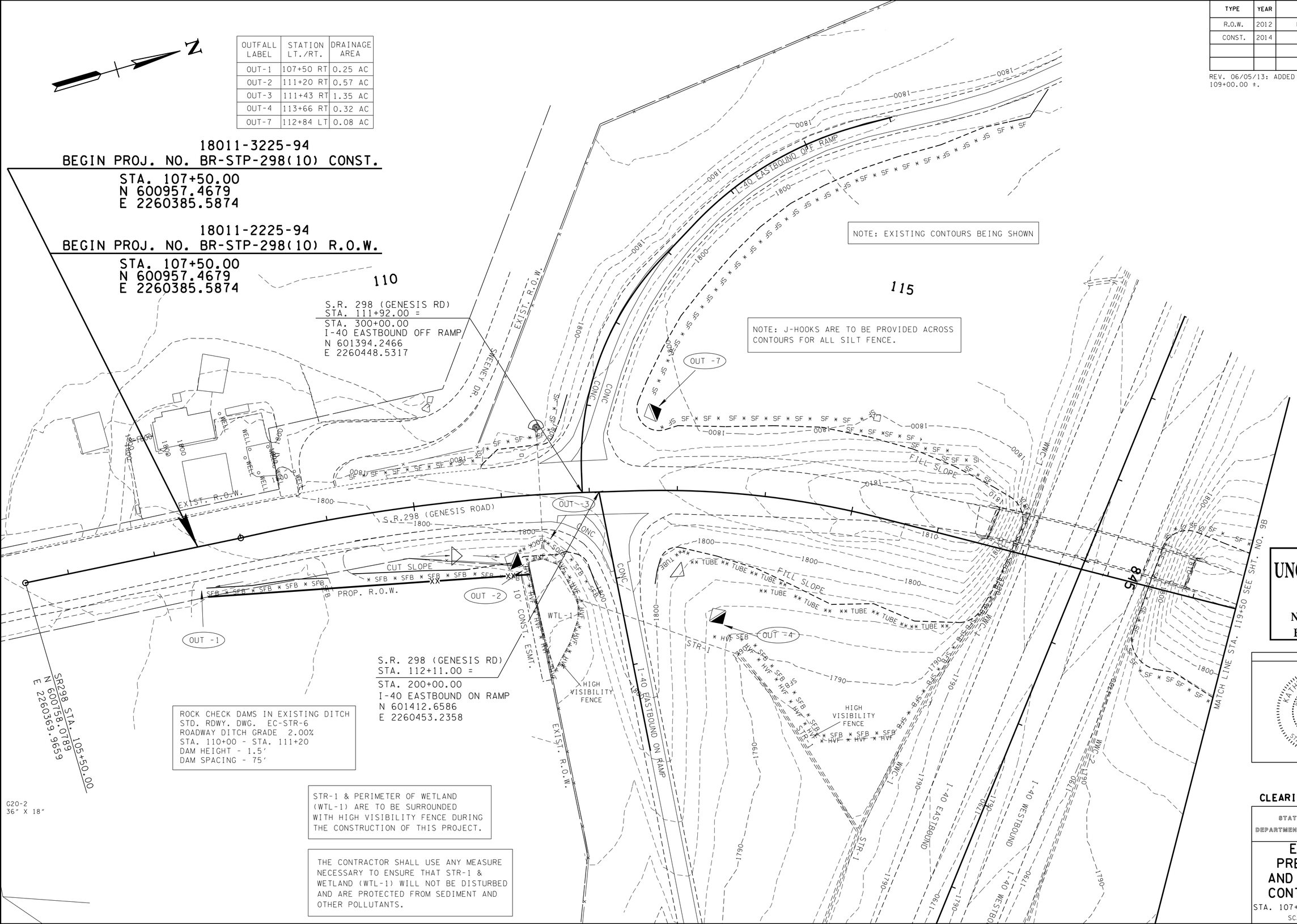
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	9A
CONST.	2014	BR-STP-298(10)	9A

REV. 06/05/13: ADDED EXIST. DRIVE AT STA. 109+00.00 ±.

OUTFALL LABEL	STATION LT./RT.	DRAINAGE AREA
OUT-1	107+50 RT	0.25 AC
OUT-2	111+20 RT	0.57 AC
OUT-3	111+43 RT	1.35 AC
OUT-4	113+66 RT	0.32 AC
OUT-7	112+84 LT	0.08 AC



NOTE: EXISTING CONTOURS BEING SHOWN

NOTE: J-HOOKS ARE TO BE PROVIDED ACROSS CONTOURS FOR ALL SILT FENCE.

ROCK CHECK DAMS IN EXISTING DITCH
STD. RDWY. DWG. EC-STR-6
ROADWAY DITCH GRADE 2.00%
STA. 110+00 - STA. 111+20
DAM HEIGHT - 1.5'
DAM SPACING - 75'

STR-1 & PERIMETER OF WETLAND (WTL-1) ARE TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT STR-1 & WETLAND (WTL-1) WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
NO. 106433
STATE OF TENNESSEE

STAGE 1
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 107+50 TO STA. 119+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.	2011	BR-STP-298(10)	9B
CONST.	2014	BR-STP-298(10)	9B

REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.

NOTE: EXISTING CONTOURS BEING SHOWN

NOTE: J-HOOKS ARE TO BE PROVIDED ACROSS CONTOURS FOR ALL SILT FENCE.

OUTFALL LABEL	STATION LT./RT.	DRAINAGE AREA
OUT-5	122+01 RT	0.34 AC
OUT-6	123+46 RT	0.12 AC
OUT-8	122+20 LT	0.18 AC
OUT-9	127+57 LT	2.70 AC

ROCK CHECK DAMS IN EXISTING DITCH
STD. RDWY. DWG. EC-STR-6
ROADWAY DITCH GRADE 2.20%
STA. 123+75 LT - STA. 126+00 LT
DAM HEIGHT - 1.5'
DAM SPACING - 68'

S.R. 298 (GENESIS RD)
STA. 123+29.00 =
I-40 WESTBOUND OFF RAMP
STA. 500+00.00
I-40 WESTBOUND ON RAMP
STA. 400+00.00
N 602386.3479
E 2260991.2477

SR298 STA.129+14.15
N 602885.9277
E 2261293.5289

SR298 STA.127+00.00
N 602698.0070
E 2261190.8356

18011-3225-94
END PROJ. NO. BR-STP-298(10) CONST.
STA. 128+39.00
N 602819.9823
E 2261257.4916

SR298 STA. 126+70.36 =
CRABTREE STA. 101+55.46
N 602671.2905
E 2261178.0082

18011-2225-94
END PROJ. NO. BR-STP-298(10) R.O.W.
STA. 126+50.00
N 602653.1075
E 2261168.8419

ROCK CHECK DAMS IN EXISTING DITCH
STD. RDWY. DWG. EC-STR-6
ROADWAY DITCH GRADE 3.00%
STA. 124+50 - STA. 126+00
DAM HEIGHT - 1.5'
DAM SPACING - 50'

PERIMETER OF WETLAND (WTL-2) IS TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT WETLAND (WTL-2) WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
NO. 106433
STATE OF TENNESSEE

STAGE 1
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN
STA. 119+50 TO STA. 126+50
SCALE: 1"= 50'

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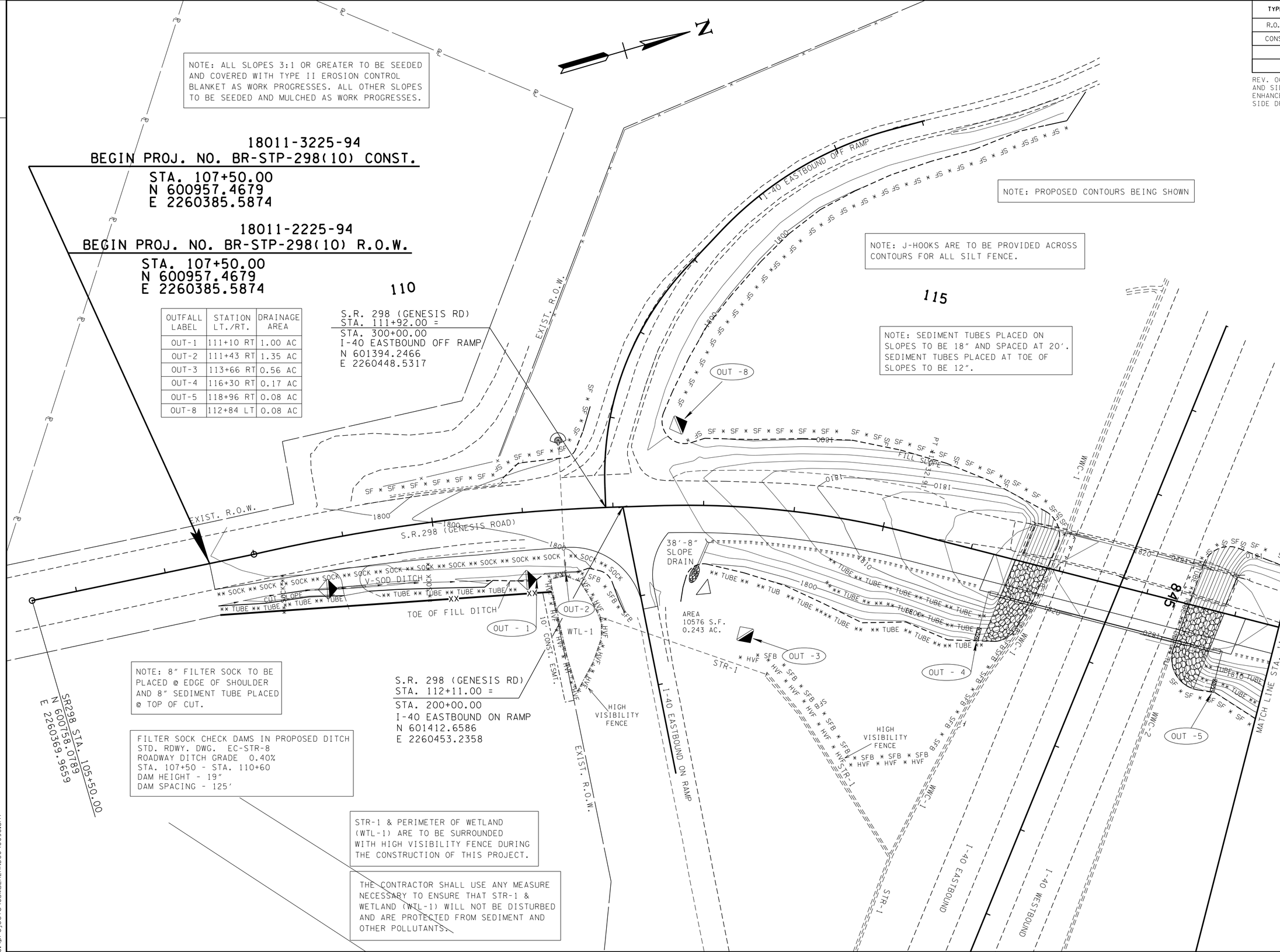
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	9C
CONST.	2014	BR-STP-298(13)	9C

REV. 06/05/13: ADDED PROP. FIELD ENTRANCE AND SIDE DRAIN AT STA. 109+00.00. ADDED ENHANCED ROCK CHECK DAM AT INLET OF PROP. SIDE DRAIN.



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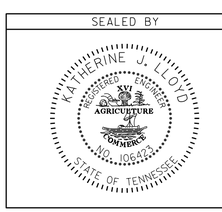
SEALED BY



STAGE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 107+50 TO STA. 119+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.	2012	BR-STP-298(10)	9D
CONST.	2014	BR-STP-298(10)	9D

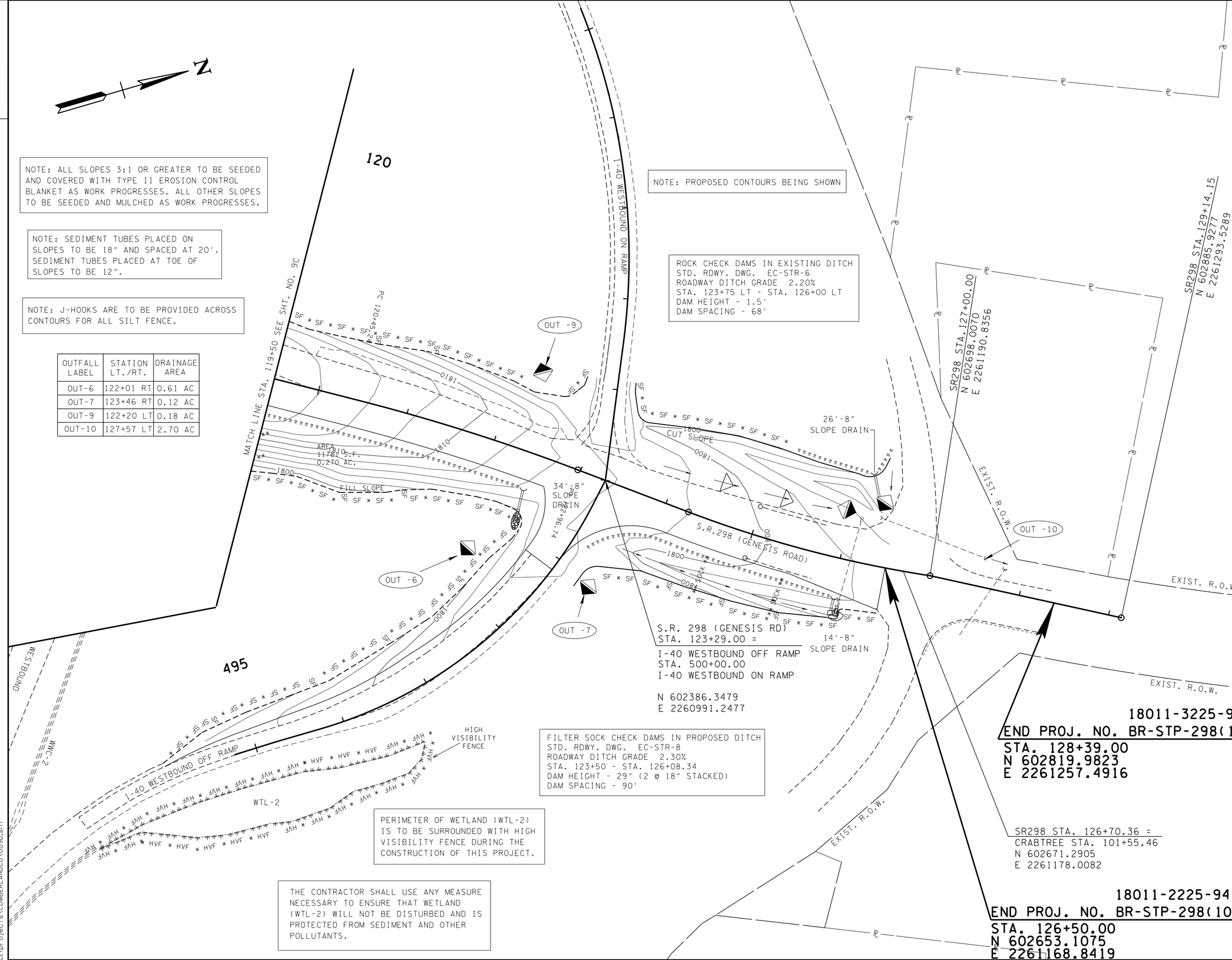
REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.

NOTE: ALL SLOPES 3:1 OR GREATER TO BE SEEDED AND COVERED WITH TYPE II EROSION CONTROL BLANKET AS WORK PROGRESSES. ALL OTHER SLOPES TO BE SEEDED AND MULCHED AS WORK PROGRESSES.

NOTE: SEDIMENT TUBES PLACED ON SLOPES TO BE 18" AND SPACED AT 20'. SEDIMENT TUBES PLACED AT TOE OF SLOPES TO BE 12".

NOTE: J-HOOKS ARE TO BE PROVIDED ACROSS CONTOURS FOR ALL SILT FENCE.

OUTFALL LABEL	STATION LT./RT.	DRAINAGE AREA
OUT-6	122+01 RT	0.61 AC
OUT-7	123+46 RT	0.12 AC
OUT-9	122+20 LT	0.18 AC
OUT-10	127+57 LT	2.70 AC



NOTE: PROPOSED CONTOURS BEING SHOWN

ROCK CHECK DAMS IN EXISTING DITCH
STD. RDWY. DWG. EC-STR-6
ROADWAY DITCH GRADE 2.20%
STA. 123+75 LT - STA. 126+00 LT
DAM HEIGHT - 1.5'
DAM SPACING - 68'

FILTER SOCK CHECK DAMS IN PROPOSED DITCH
STD. RDWY. DWG. EC-STR-8
ROADWAY DITCH GRADE 2.30%
STA. 123+50 - STA. 126+08.34
DAM HEIGHT - 29" (2 @ 18" STACKED)
DAM SPACING - 90'

PERIMETER OF WETLAND (WTL-2) IS TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT WETLAND (WTL-2) WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

STAGE 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 119+50 TO STA. 126+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.	2012	BR-STP-298(10)	9E
CONST.	2014	BR-STP-298(10)	9E

REV. 06/05/13: ADDED PROP. FIELD ENTRANCE AND SIDE DRAIN AT STA. 109+00.00. ADDED ENHANCED ROCK CHECK DAM AT INLET OF PROP. SIDE DRAIN.

NOTE: ALL SLOPES 3:1 OR GREATER TO BE SEEDED AND COVERED WITH TYPE II EROSION CONTROL BLANKET AS WORK PROGRESSES. ALL OTHER SLOPES TO BE SEEDED AND MULCHED AS WORK PROGRESSES.

NOTE: SEDIMENT TUBES PLACED ON SLOPES TO BE 18" AND SPACED AT 20'. SEDIMENT TUBES PLACED AT TOE OF SLOPES TO BE 12".

18011-3225-94
BEGIN PROJ. NO. BR-STP-298(10) CONST.
STA. 107+50.00
N 600957.4679
E 2260385.5874

18011-2225-94
BEGIN PROJ. NO. BR-STP-298(10) R.O.W.
STA. 107+50.00
N 600957.4679
E 2260385.5874

110

OUTFALL LABEL	STATION LT./RT.	DRAINAGE AREA
OUT-1	111+10 RT	1.00 AC
OUT-2	111+43 RT	1.35 AC
OUT-3	113+66 RT	0.56 AC
OUT-4	116+30 RT	0.17 AC
OUT-5	118+96 RT	0.08 AC
OUT-8	112+84 LT	0.10 AC
OUT-9	116+42 LT	0.17 AC
OUT-10	119+08 LT	0.08 AC

S.R. 298 (GENESIS RD)
STA. 111+92.00 =
STA. 300+00.00
I-40 EASTBOUND OFF RAMP
N 601394.2466
E 2260448.5317

NOTE: PROPOSED CONTOURS BEING SHOWN

115

NOTE: J-HOOKS ARE TO BE PROVIDED ACROSS CONTOURS FOR ALL SILT FENCE.

NOTE: 8" FILTER SOCK TO BE PLACED @ EDGE OF SHOULDER AND 8" SEDIMENT TUBE PLACED @ TOP OF CUT.

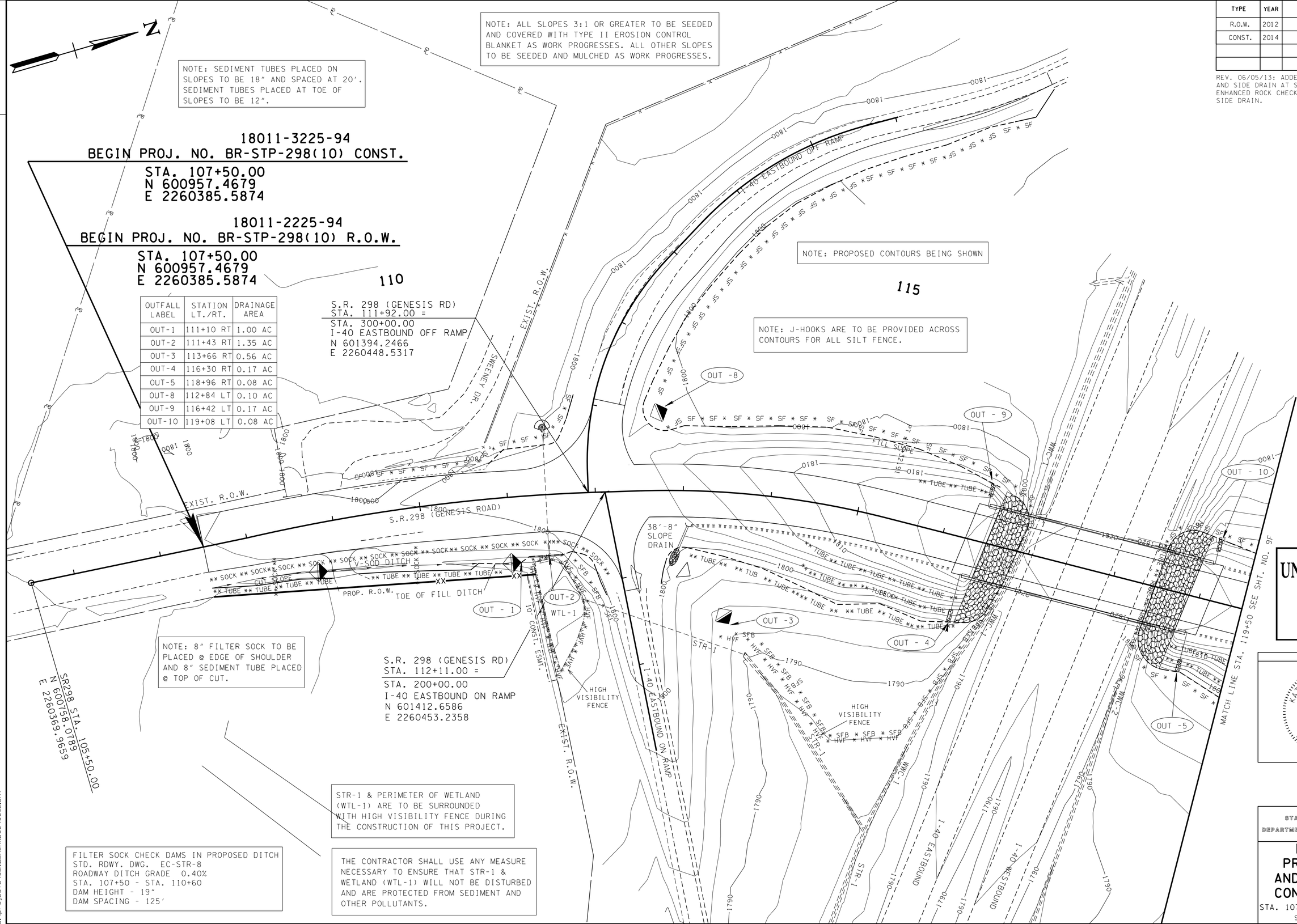
S.R. 298 (GENESIS RD)
STA. 112+11.00 =
STA. 200+00.00
I-40 EASTBOUND ON RAMP
N 601412.6586
E 2260453.2358

SR298 STA. 105+50.00
N 600758.0789
E 2260369.9659

STR-1 & PERIMETER OF WETLAND (WTL-1) ARE TO BE SURROUNDED WITH HIGH VISIBILITY FENCE DURING THE CONSTRUCTION OF THIS PROJECT.

FILTER SOCK CHECK DAMS IN PROPOSED DITCH
STD. RDWY. DWG. EC-STR-8
ROADWAY DITCH GRADE 0.40%
STA. 107+50 - STA. 110+60
DAM HEIGHT - 19"
DAM SPACING - 125'

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT STR-1 & WETLAND (WTL-1) WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
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NO. 106423
STATE OF TENNESSEE

STAGE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 107+50 TO STA. 119+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.	2012	BR-STP-298(10)	9F
CONST.	2014	BR-STP-298(10)	9F

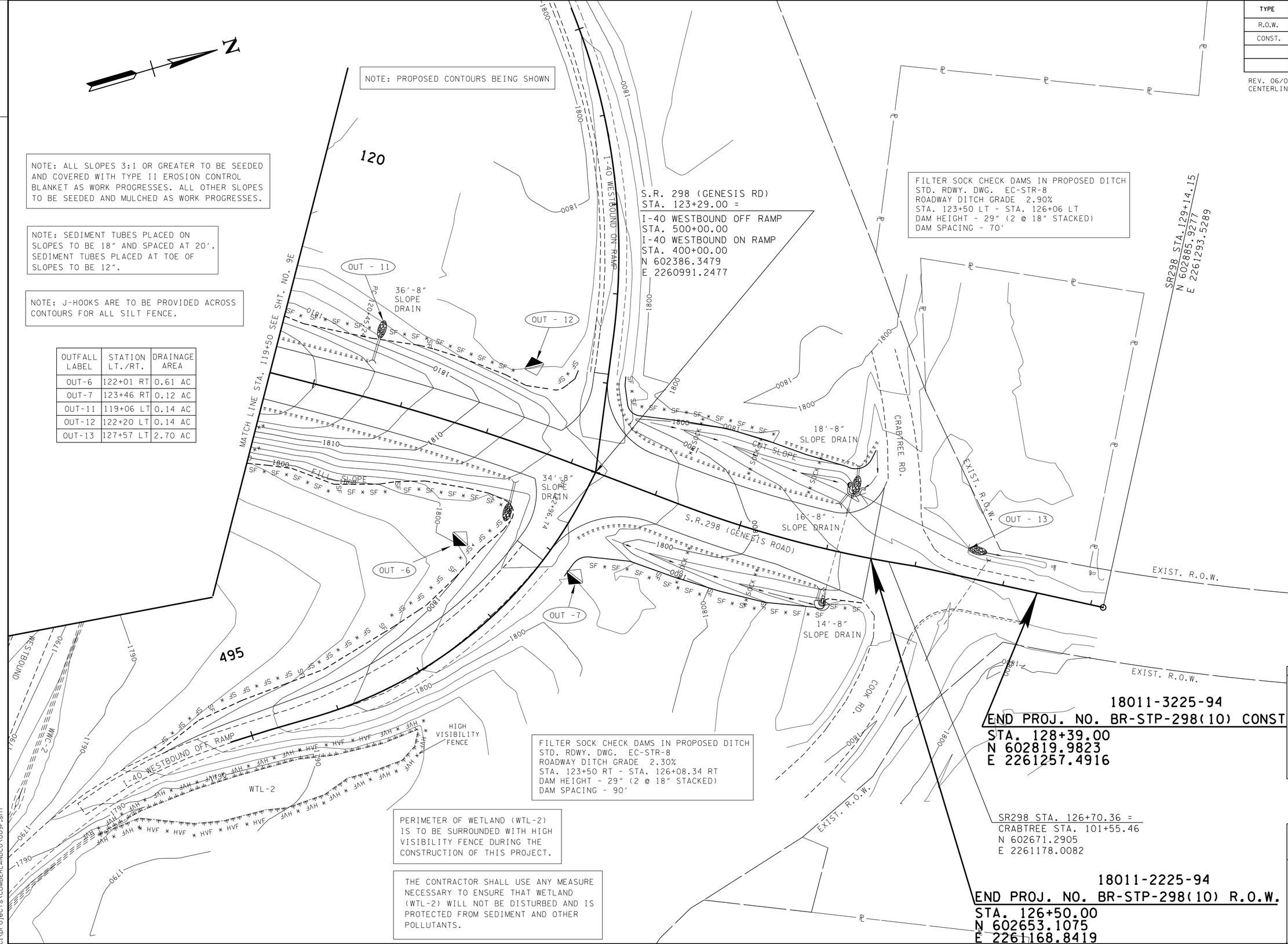
REV. 06/04/13: EXTENDED S.R. 298 CENTERLINE.

NOTE: ALL SLOPES 3:1 OR GREATER TO BE SEEDED AND COVERED WITH TYPE II EROSION CONTROL BLANKET AS WORK PROGRESSES. ALL OTHER SLOPES TO BE SEEDED AND MULCHED AS WORK PROGRESSES.

NOTE: SEDIMENT TUBES PLACED ON SLOPES TO BE 18" AND SPACED AT 20'. SEDIMENT TUBES PLACED AT TOE OF SLOPES TO BE 12".

NOTE: J-HOOKS ARE TO BE PROVIDED ACROSS CONTOURS FOR ALL SILT FENCE.

OUTFALL LABEL	STATION LT./RT.	DRAINAGE AREA
OUT-6	122+01 RT	0.61 AC
OUT-7	123+46 RT	0.12 AC
OUT-11	119+06 LT	0.14 AC
OUT-12	122+20 LT	0.14 AC
OUT-13	127+57 LT	2.70 AC



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
KATHERINE J. LLOYD
REGISTERED ENGINEER
XV AGRICULTURE XV COMMERCE
NO. 106473
STATE OF TENNESSEE

STAGE 3

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 119+50 TO STA. 126+50
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	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 LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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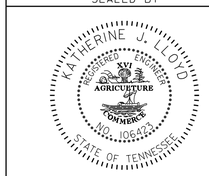

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10A

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR
	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (CAUTION)

SCOPE OF WORK

PHASE I

1.) INSTALL ADVANCED WARNING SIGNS AND TEMPORARY TRAFFIC SIGNALS.
2.) AT LEAST ONE 16' TRAVEL LANE MUST ALWAYS BE MAINTAINED FOR RAMPS USING DRUMS AND FLAGGERS.
3.) ACCESS TO BUSINESS AND FIELD ENTRANCES MUST ALWAYS BE MAINTAINED.
4.) PLACE DRUMS AND BARRIER RAIL TO BEGIN PHASE I WORK.
5.) DO ALL ROAD WORK RIGHT OF BARRIER RAIL INCLUDING EXCAVATION, FILLING, GRADING, AND DRAINAGE WHILE MAINTAING TRAFFIC ON EXISTING TRAVEL LANES.
6.) CONSTRUCT BRIDGE TO RIGHT OF CENTERLINE WHILE MAINTAINING TRAFFIC ON EXISTING BRIDGE.
7.) PLACE MEDIAN BARRIER AND GUARDRAIL, AS APPROPRIATE, ON I-40 FOR BRIDGE PIER PROTECTION

PHASE II

1.) REARRANGE FLEXIBLE DRUMS AND PORTABLE BARRIER RAIL.
2.) AT LEAST ONE 16' TRAVEL LANE MUST ALWAYS BE MAINTAINED FOR RAMPS USING DRUMS AND FLAGGERS.
3.) ACCESS TO BUSINESS AND FIELD ENTRANCES MUST ALWAYS BE MAINTAINED.
4.) DIVERT TRAFFIC TO TRAVEL LANES AND BRIDGE SECTION BUILT IN PHASE I.
5.) DO ALL ROAD WORK LEFT OF BARRIER RAIL INCLUDING EXCAVATION, FILLING, GRADING, AND DRAINAGE.
6.) CONSTRUCT BRIDGE LEFT OF CENTERLINE AFTER REMOVAL OF EXISTING BRIDGE.
7.) PLACE MEDIAN BARRIER AND GUARDRAIL, AS APPROPRIATE, ON I-40 FOR BRIDGE PIER PROTECTION
8.) DO FINAL RESURFACING AND PAVEMENT STRIPING, AS NEEDED, FOR S.R. 298 AND ALL RAMPS USING DRUMS TO DIVERT TRAFFIC AS NEEDED.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	QUANTITY	M.U.T.C.D. NO.	REMARKS
705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	80					
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4					
712-01	TRAFFIC CONTROL	LS	1					
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1540					
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	70					
712-05.01	WARNING LIGHTS (TYPE A)	EACH	4					
712-05.03	WARNING LIGHTS (TYPE C)	EACH	10					
712-06	SIGNS (CONSTRUCTION)	S.F.	780					
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	44					
712-08.03	ARROW BOARD (TYPE C)	EACH	2					
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2					
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	1650					
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	4					
				96	48" X 48"	6	W20-1	ROAD WORK I MILE
				64	48" X 48"	4	W20-1	ROAD WORK 1/2 MILE
				32	48" X 48"	2	W20-1	ROAD WORK 1000 FEET
				32	48" X 48"	2	W20-1	ROAD WORK 500 FEET
				112	48" X 48"	7	W20-1	ROAD WORK AHEAD
				64	48" X 48"	4	W20-1	LANE SHIFT AHEAD
				20	48" X 30"	2	R11-2	ROAD CLOSED
				64	48" X 48"	4	W21-5B	RIGHT SHOULDER CLOSED 1500 FT.
				64	48" X 48"	4	W21-5B	RIGHT SHOULDER CLOSED 500 FT.
				64	48" X 48"	4	W21-5B	LEFT SHOULDER CLOSED 1500 FT.
				64	48" X 48"	4	W21-5B	LEFT SHOULDER CLOSED 500 FT.
				104	48" X 24"	13	G20-2	END ROAD WORK
TOTAL				780				

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL LEGEND, QUANTITIES, AND SCOPE OF WORK

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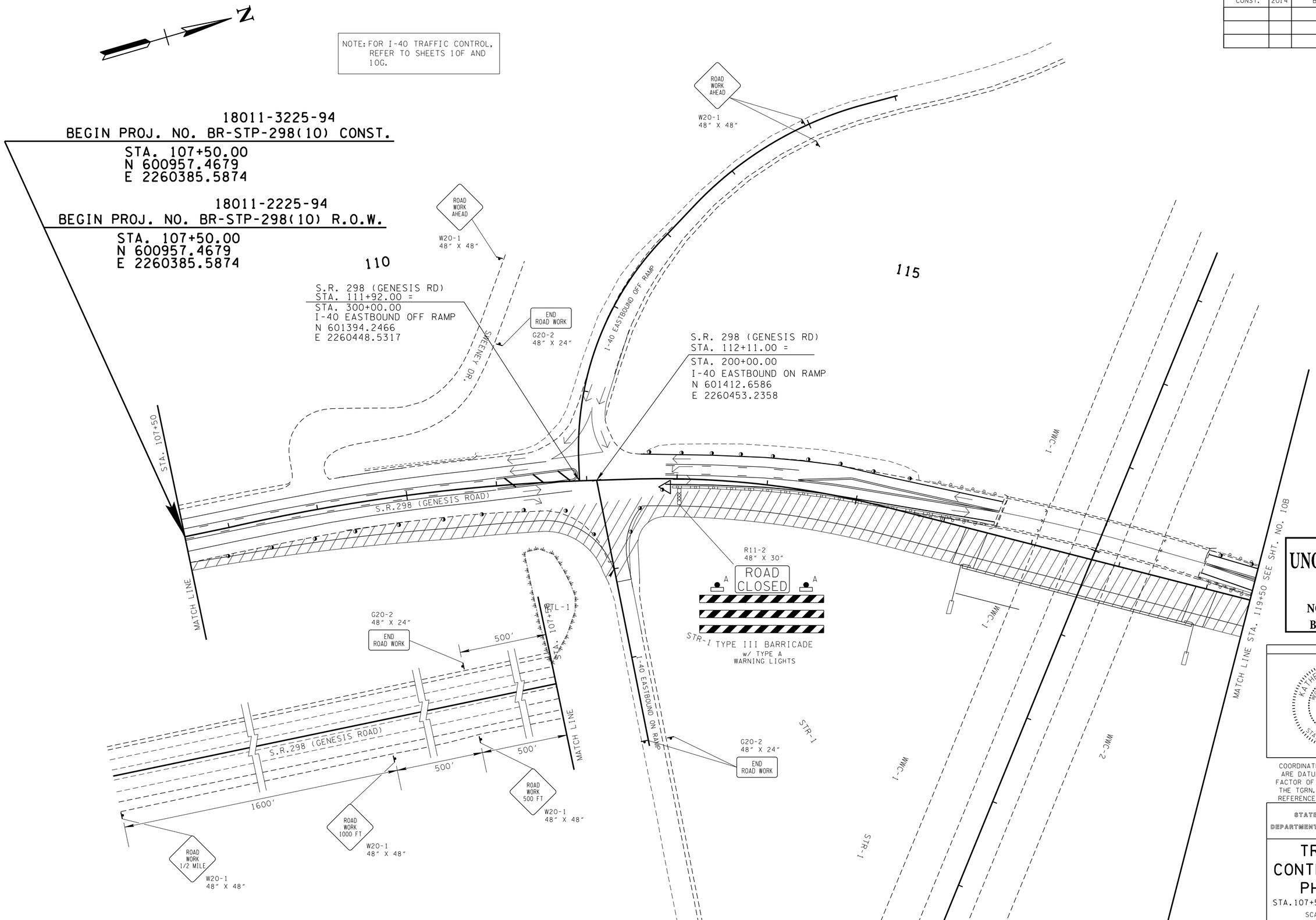
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10B

NOTE: FOR I-40 TRAFFIC CONTROL, REFER TO SHEETS 10F AND 10G.



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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

STA.107+50 TO STA.119+50

SCALE: 1"=50'

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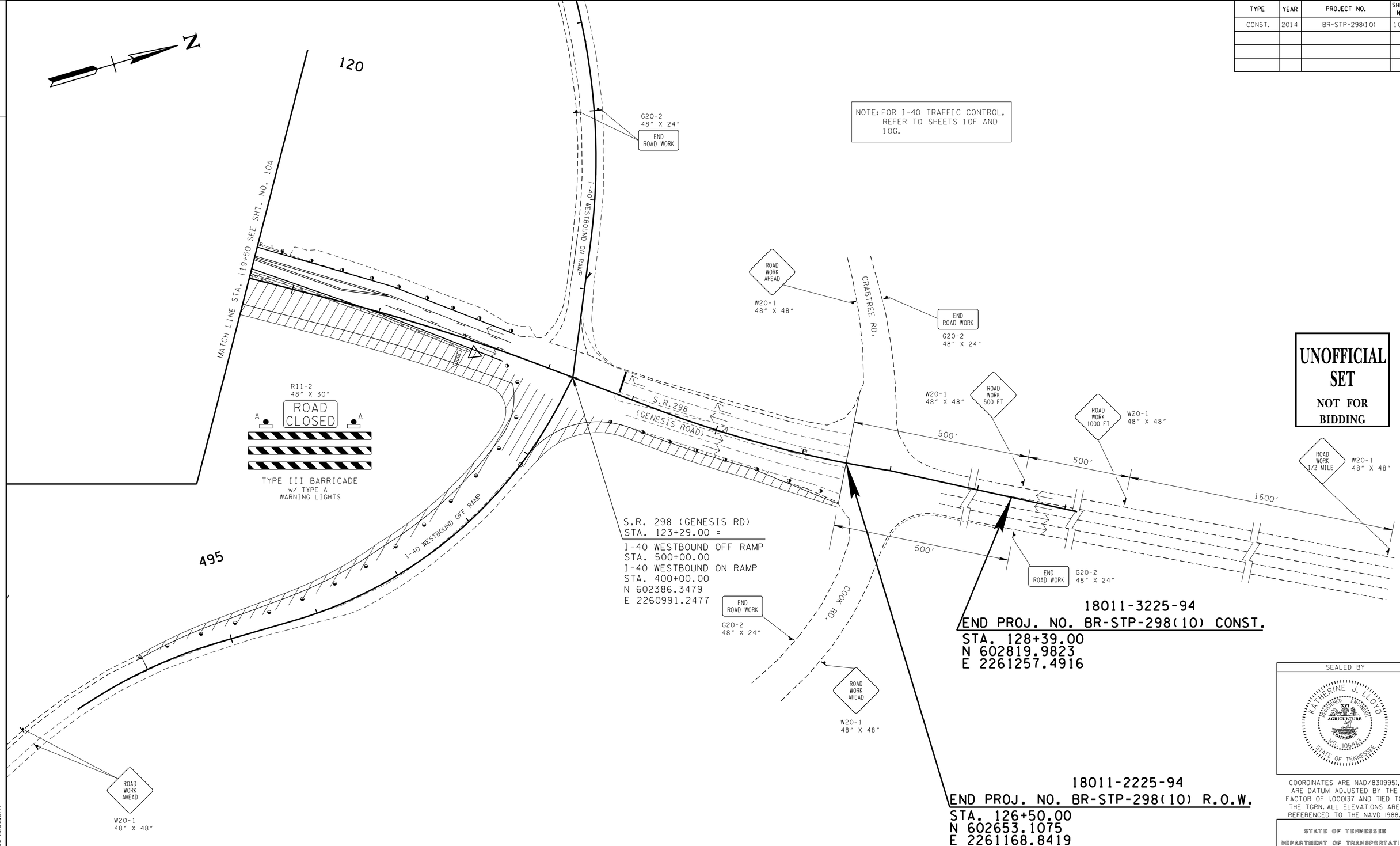
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10C



NOTE: FOR I-40 TRAFFIC CONTROL, REFER TO SHEETS 1OF AND 1OG.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

STA.119+50 TO STA.126+50

SCALE: 1"=50'

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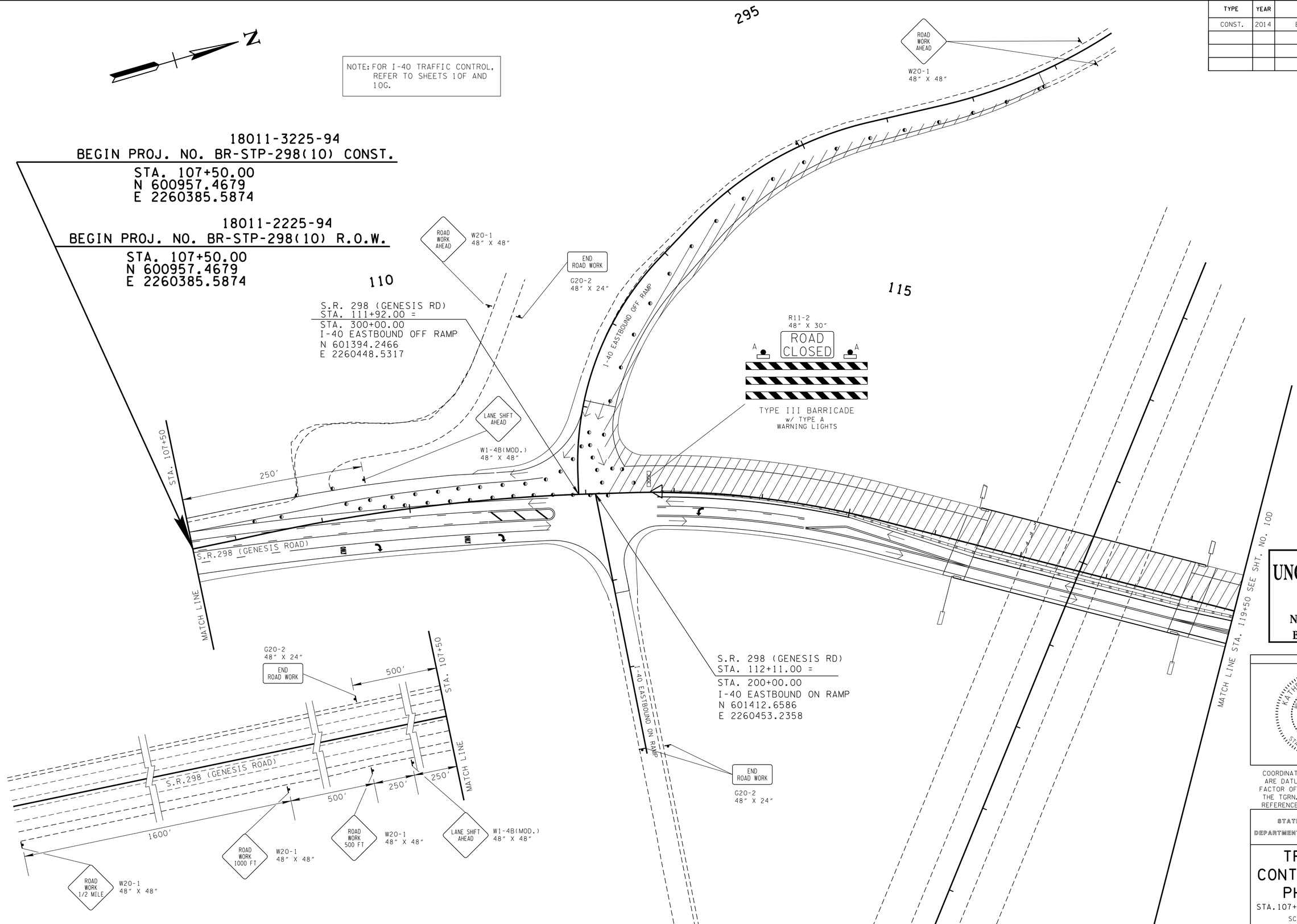
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10D



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

STA.107+50 TO STA.119+50

SCALE: 1"=50'

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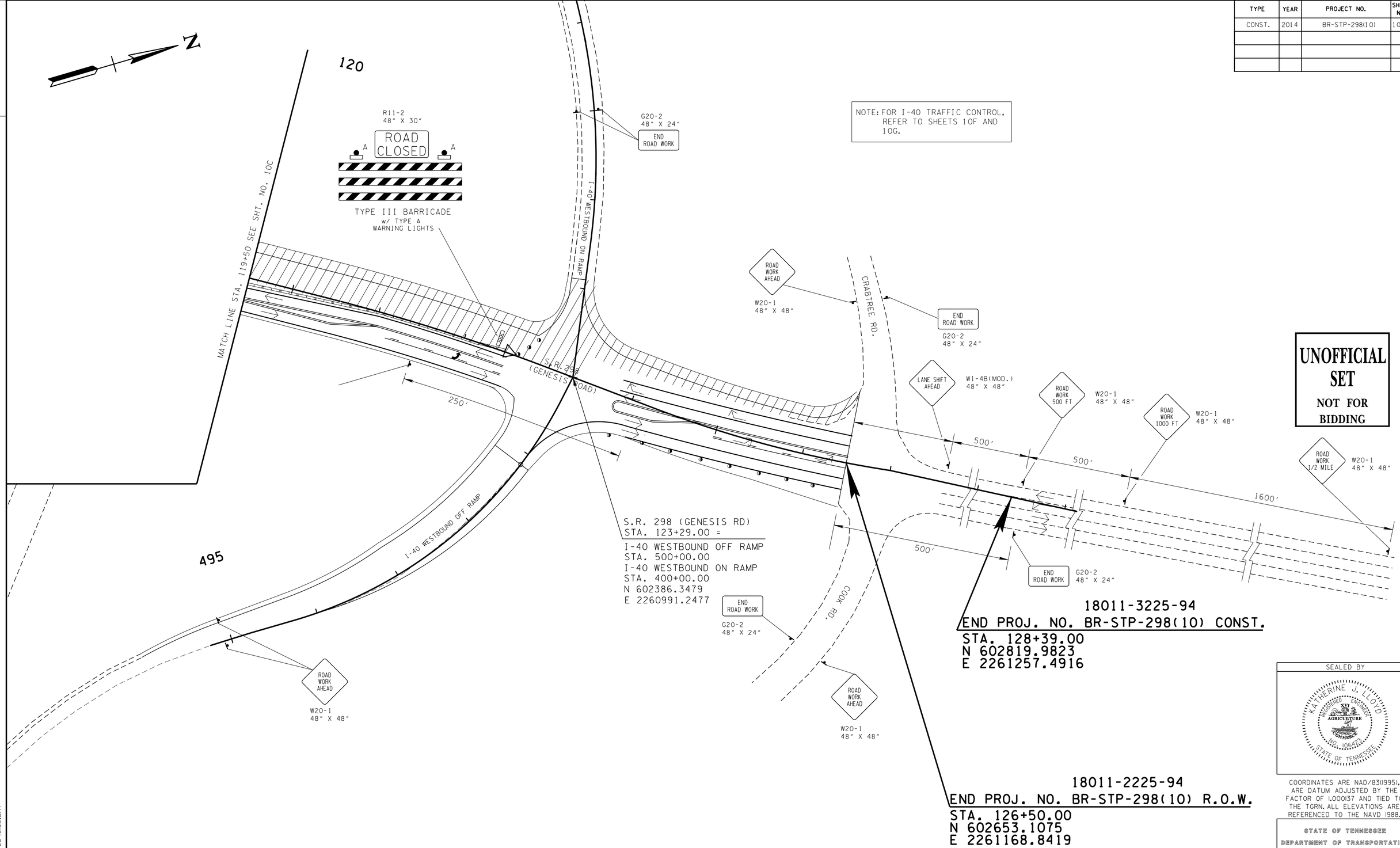
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10E

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



NOTE: FOR I-40 TRAFFIC CONTROL, REFER TO SHEETS 10F AND 10G.

S.R. 298 (GENESIS RD)
STA. 123+29.00 =

I-40 WESTBOUND OFF RAMP
STA. 500+00.00
I-40 WESTBOUND ON RAMP
STA. 400+00.00
N 602386.3479
E 2260991.2477

18011-3225-94
END PROJ. NO. BR-STP-298(10) CONST.
STA. 128+39.00
N 602819.9823
E 2261257.4916

18011-2225-94
END PROJ. NO. BR-STP-298(10) R.O.W.
STA. 126+50.00
N 602653.1075
E 2261168.8419

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

STA.119+50 TO STA.126+50

SCALE: 1"=50'

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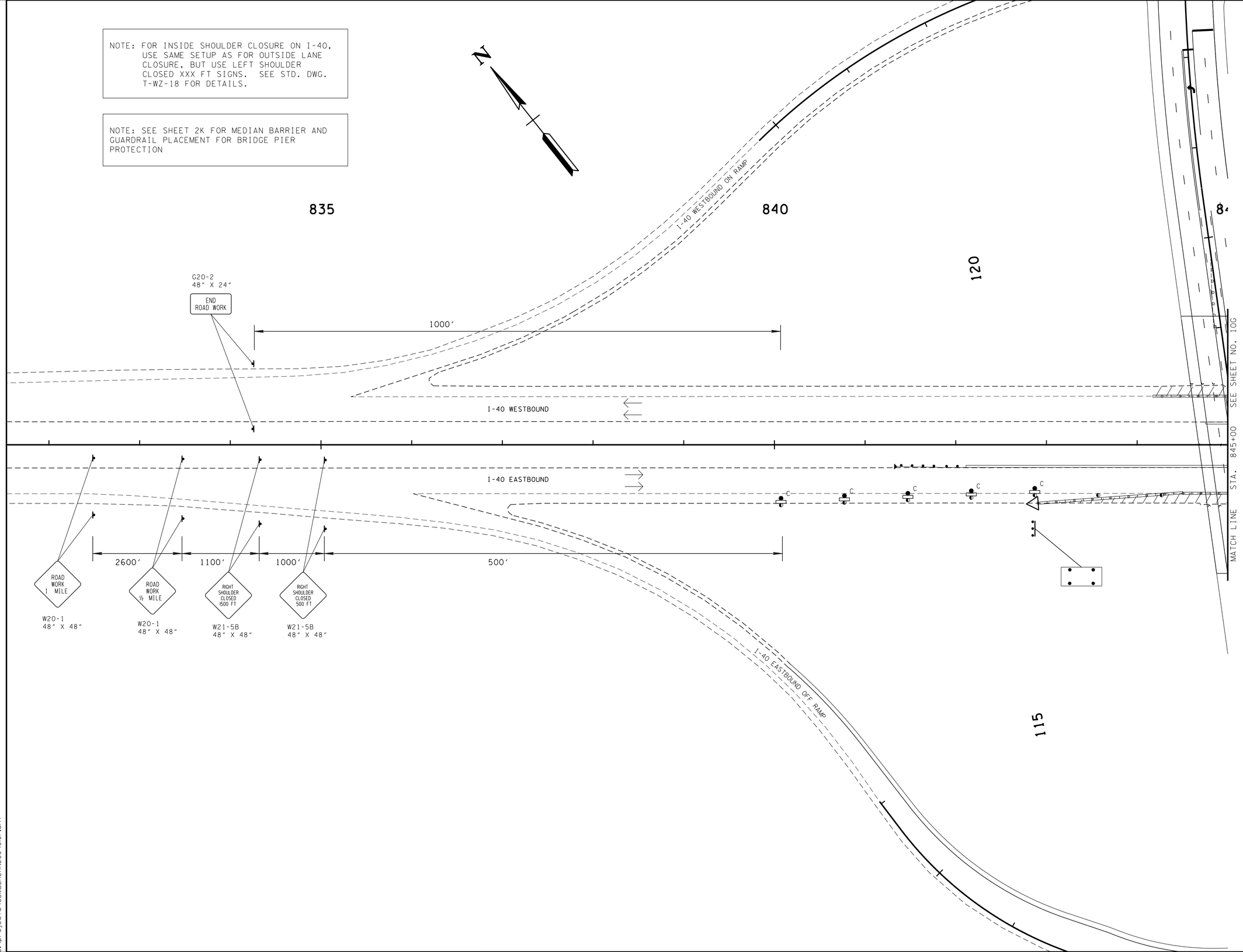
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10F

NOTE: FOR INSIDE SHOULDER CLOSURE ON I-40, USE SAME SETUP AS FOR OUTSIDE LANE CLOSURE, BUT USE LEFT SHOULDER CLOSED XXX FT SIGNS. SEE STD. DWG. T-WZ-18 FOR DETAILS.

NOTE: SEE SHEET 2K FOR MEDIAN BARRIER AND GUARDRAIL PLACEMENT FOR BRIDGE PIER PROTECTION



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DEPARTMENT OF TRANSPORTATION

I-40 TRAFFIC CONTROL PLAN

STA. 832+00 TO STA. 845+00

SCALE: 1"= 50'

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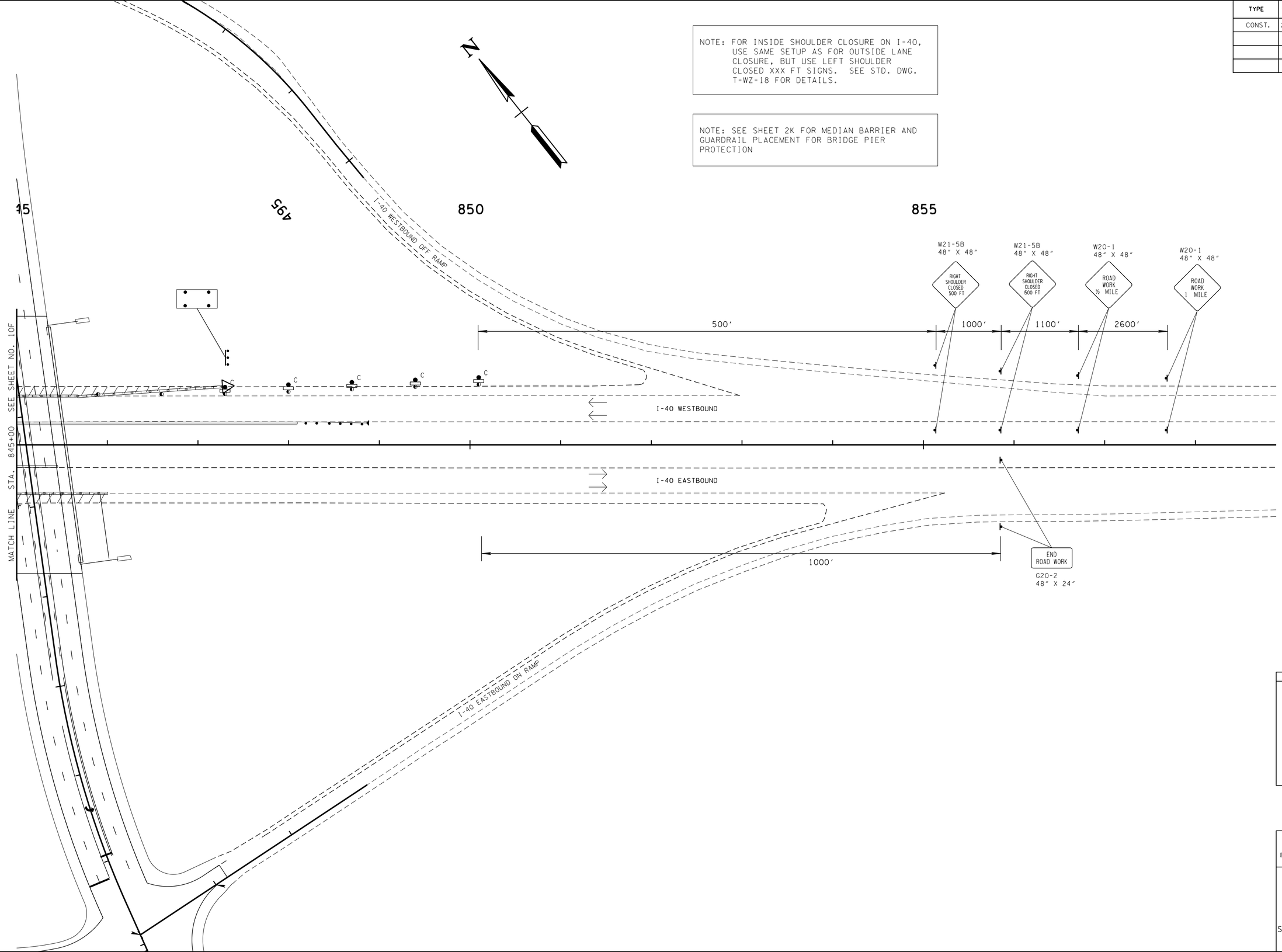
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	10G

NOTE: FOR INSIDE SHOULDER CLOSURE ON I-40, USE SAME SETUP AS FOR OUTSIDE LANE CLOSURE, BUT USE LEFT SHOULDER CLOSED XXX FT SIGNS. SEE STD. DWG. T-WZ-18 FOR DETAILS.

NOTE: SEE SHEET 2K FOR MEDIAN BARRIER AND GUARDRAIL PLACEMENT FOR BRIDGE PIER PROTECTION



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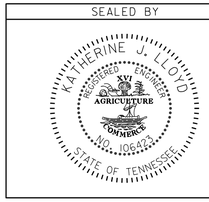

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

1-40 TRAFFIC CONTROL PLAN

STA. 845+00 TO STA. 858+00

SCALE: 1"= 50'

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

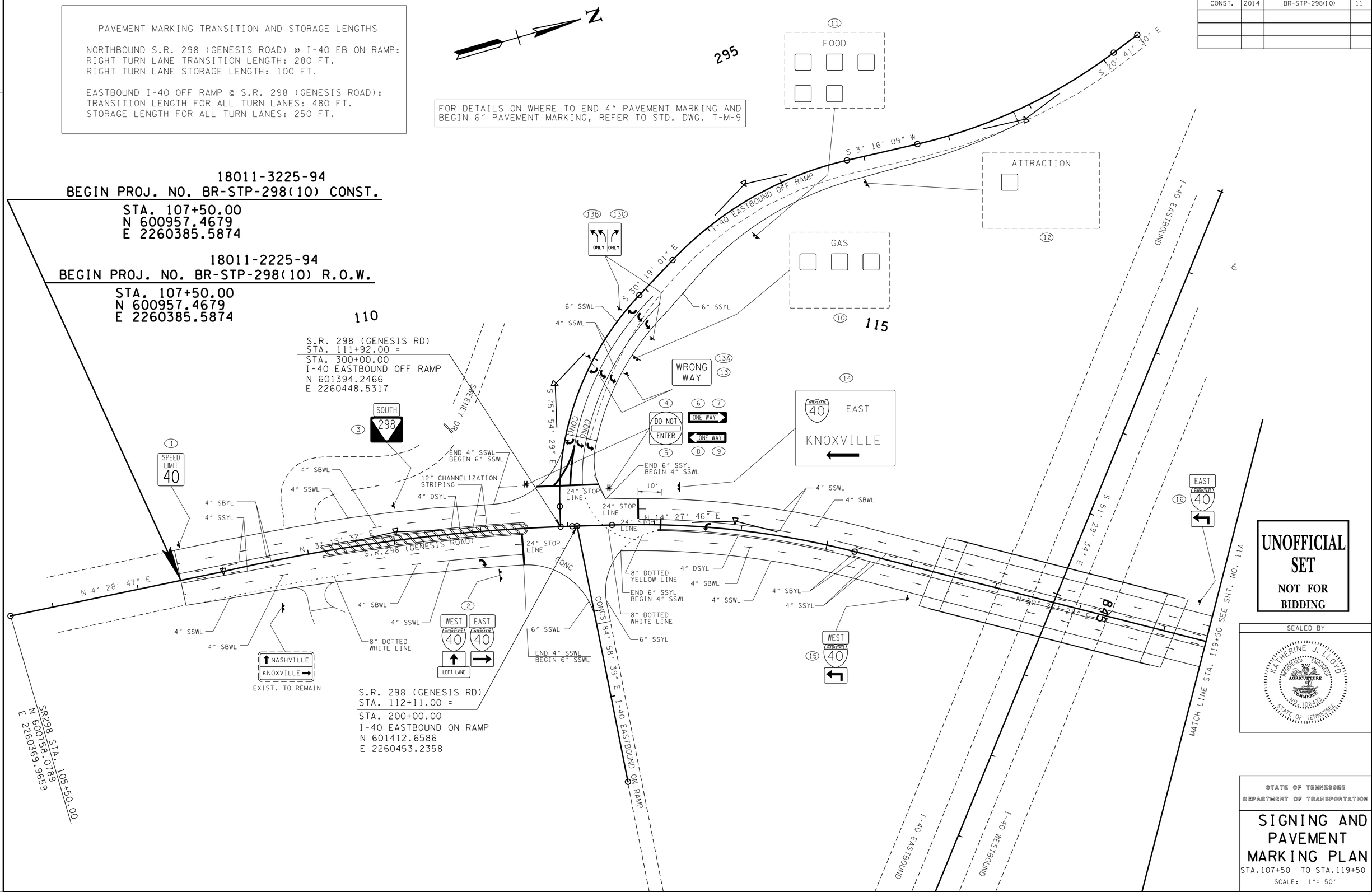
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	11

PAVEMENT MARKING TRANSITION AND STORAGE LENGTHS

NORTHBOUND S.R. 298 (GENESIS ROAD) @ I-40 EB ON RAMP:
RIGHT TURN LANE TRANSITION LENGTH: 280 FT.
RIGHT TURN LANE STORAGE LENGTH: 100 FT.

EASTBOUND I-40 OFF RAMP @ S.R. 298 (GENESIS ROAD):
TRANSITION LENGTH FOR ALL TURN LANES: 480 FT.
STORAGE LENGTH FOR ALL TURN LANES: 250 FT.

FOR DETAILS ON WHERE TO END 4" PAVEMENT MARKING AND BEGIN 6" PAVEMENT MARKING, REFER TO STD. DWG. T-M-9



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA.107+50 TO STA.119+50

SCALE: 1"= 50'

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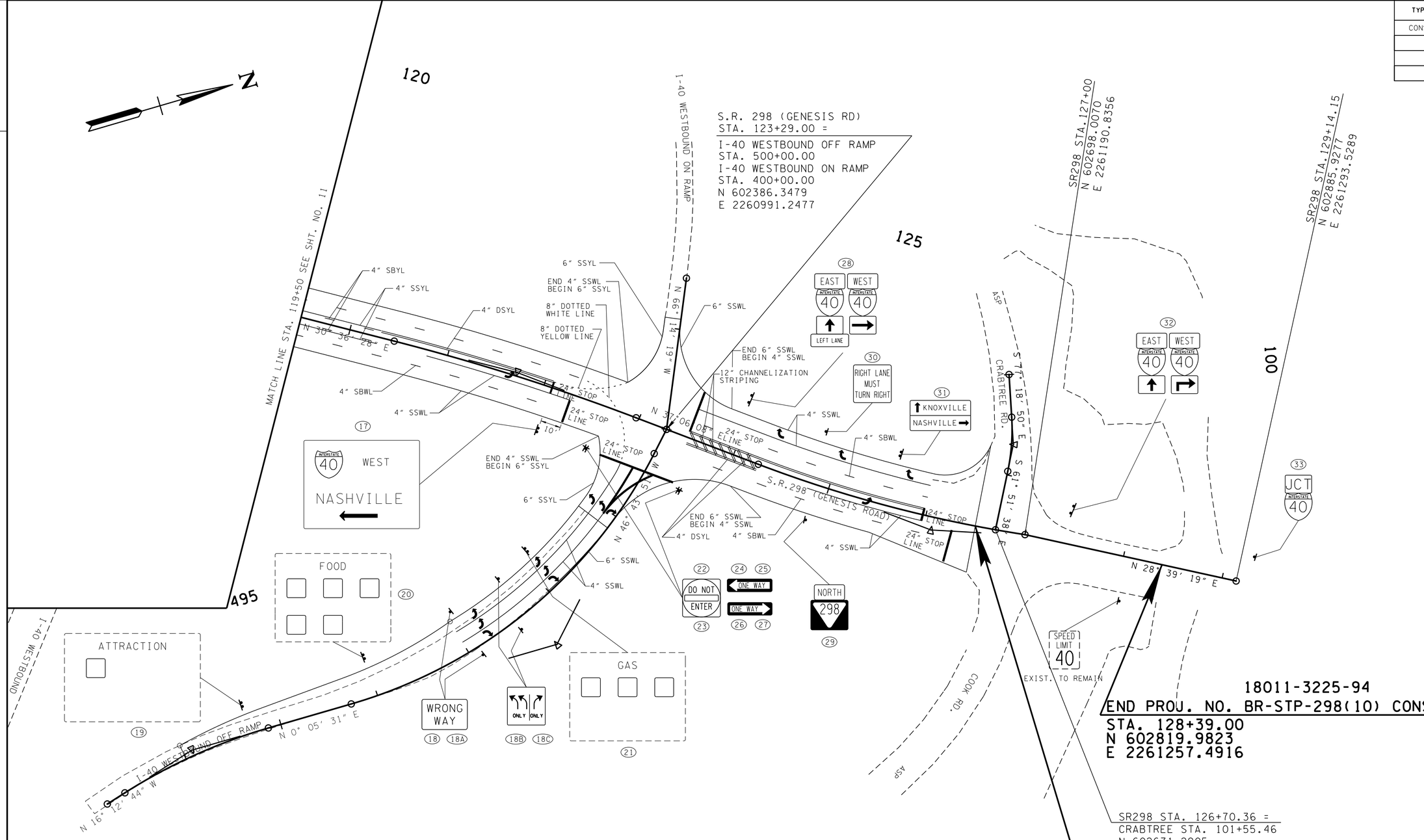
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	BR-STP-298(10)	11A

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



18011-3225-94
END PROJ. NO. BR-STP-298(10) CONST
STA. 128+39.00
N 602819.9823
E 2261257.4916

SR298 STA. 126+70.36 =
CRABTREE STA. 101+55.46
N 602671.2905
E 2261178.0082

18011-2225-94
END PROJ. NO. BR-STP-298(10) R.O.W.
STA. 126+50.00
N 602653.1075
E 2261168.8419

PAVEMENT MARKING TRANSITION AND STORAGE LENGTHS

WESTBOUND I-40 OFF RAMP @ S.R. 298 (GENESIS ROAD):
TRANSITION LENGTH FOR ALL TURN LANES: 300 FT.
STORAGE LENGTH FOR ALL TURN LANES: 250 FT.

FOR DETAILS ON WHERE TO END 4" PAVEMENT MARKING AND BEGIN 6" PAVEMENT MARKING, REFER TO STD. DWG. T-M-9

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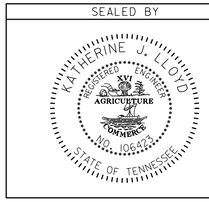

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA.119+50 TO STA.126+50

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONSI.	2013	BR-STP-298(10)	12

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1	SPEED LIMIT 40 R2-1		30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h =13'-0"				5'-0"	
4	DO NOT ENTER R5-1		36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100" SHEET ALUMINUM	2½" Ø ✳ SCHEDULE 10 @ 3.92 #/FT.	h=10'-6"✳	✳	✳	✳	6'-3"	✳ SEE STD. DWG. T-S-23B SLIP BASE AND STUB PAID FOR PER EACH (713-11.23) 2½" Ø ABOVE SLIP BASE PAID FOR LBS. PER FT. (713-11.03)
5																	h=10'-6"✳					
22																	h=10'-6"✳					
23																	h=10'-6"✳					
8	ONE WAY R1-1L		36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						5'-0"	MOUNTED UNDER SIGN NO. 4
9																						MOUNTED UNDER SIGN NO. 5
24																						MOUNTED UNDER SIGN NO. 22
25																						MOUNTED UNDER SIGN NO. 23
6	ONE WAY R1-1R		36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						5'-0"	MOUNTED UNDER SIGN NO. 4
7																						MOUNTED UNDER SIGN NO. 5
26																						MOUNTED UNDER SIGN NO. 22
27																						MOUNTED UNDER SIGN NO. 23
13	WRONG WAY R5-1A		36"	24"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	2" ⧄ @3.12#/FT.	h =11'-6"	TYPE 4 D=1'-0"	0.12	26.4	6'-0"	
13A																	h =11'-6"					
18																	h =11'-6"					
18A																	h =11'-6"					
30	RIGHT LANE MUST TURN RIGHT R3-7		30"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
10	GAS		8'-0"	4'-0"							USE EXIST SIGN FACE					S5x10	h_1=14'-3" h_2=14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
21																	h_1=14'-3" h_2=14'-9"					
11	FOOD		8'-0"	7'-0"							USE EXIST SIGN FACE					S5x10	h_1=17'-3" h_2=17'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
20																	h_1=17'-3" h_2=17'-9"					
12	ATTRACTION		8'-0"	7'-0"							USE EXIST SIGN FACE					S5x10	h_1=17'-3" h_2=17'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
19																	h_1=17'-3" h_2=17'-9"					
33	JCT M2-1 INTERSTATE 40 M1-1		21" 24"	15" 24"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	2" ⧄ @3.12#/FT.	h =12'-0"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
16	EAST M3-2 INTERSTATE 40 M1-1 M5-1		24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.100" SHEET ALUMINUM	2" ⧄ @3.12#/FT.	h =13'-0"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
15	WEST M3-4 INTERSTATE 40 M1-1 M5-1		24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.100" SHEET ALUMINUM	2" ⧄ @3.12#/FT.	h =13'-0"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	

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ROLAND LEE JONES REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 17649 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

SEE STD. DWG. NO. T-S-19

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONSI.	2013	BR-STP-298(10)	12A

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
32	M3-2 EAST WEST M3-4 M1-1 INTERSTATE 40 INTERSTATE 40 M1-1 M6-3 ↑ ↱ M5-1		24″ 24″ 21″	12″ 24″ 15″									WHITE (REF.)	BLUE (REF.)	0.080″ SHEET ALUMINUM	2″ ⌀ @3.12#/FT.	h_1=13′-0″ h_2=13′-6″	TYPE 4 D=1′-0″	0.12	26.4	5′-0″	
28	M3-2 EAST WEST M3-4 M1-1 INTERSTATE 40 INTERSTATE 40 M1-1 M6-3 ↑ → M6-1 R3-5bp LEFT LANE		24″ 24″ 21″ 30″	12″ 24″ 15″ 12″									BLACK	BLUE (REF.)	0.080″ SHEET ALUMINUM	2″ ⌀ @3.12#/FT.	h_1=14′-0″ h_2=14′-6″	TYPE 4 D=1′-0″	0.12	26.4	5′-0″	
2	M3-4 WEST EAST M3-2 M1-1 INTERSTATE 40 INTERSTATE 40 M1-1 M6-3 ↑ → M6-1 R3-5bp LEFT LANE		24″ 24″ 21″ 30″	12″ 24″ 15″ 12″									BLACK	BLUE (REF.)	0.080″ SHEET ALUMINUM	2″ ⌀ @3.12#/FT.	h_1=14′-0″ h_2=14′-6″	TYPE 4 D=1′-0″	0.12	26.4	5′-0″	
29	NORTH M3-3 298 TN-6B		24″ 30″	12″ 24″									BLACK	WHITE (REF.)	0.080″ SHEET ALUMINUM	P8	h =13′-0″				7′-0″	
3	SOUTH M3-3 298 TN-6B		24″ 30″	12″ 24″									BLACK	WHITE (REF.)	0.080″ SHEET ALUMINUM	P8	h =13′-0″				7′-0″	
14	INTERSTATE 40 EAST Knoxville ←		7′-0″	5′-0″	9″	1″	6″ 8″	6″		EMOD	24″X24″	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=15′-9″ h_2=16′-3″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
17	INTERSTATE 40 WEST Nashville ←		7′-0″	5′-0″	9″	1″	6″ 8″	6″		EMOD	24″X24″	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=15′-9″ h_2=16′-3″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
31	↑ Knoxville Nashville →		8′-0″	4′-0″	9″	1″	8″ 8″	6″ 6″		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=14′-9″ h_2=15′-3″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
13B	↰ ↰ ↱ ONLY ONLY R3-8a(MOD.)		60″	36″									BLACK	WHITE (REF.)	0.100″ SHEET ALUMINUM	S3X5.7	h_1=13′-9″ h_2=14′-3″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
13C																	h_1=13′-9″ h_2=14′-3″					
18B																	h_1=13′-9″ h_2=14′-3″					
18C																	h_1=13′-9″ h_2=14′-3″					

UNOFFICIAL SET
NOT FOR BIDDING

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MU1 OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5#/FT.

SEALED BY

ROLAND LEE JONES REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 17640 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13

SIGNAL DISPLAYS

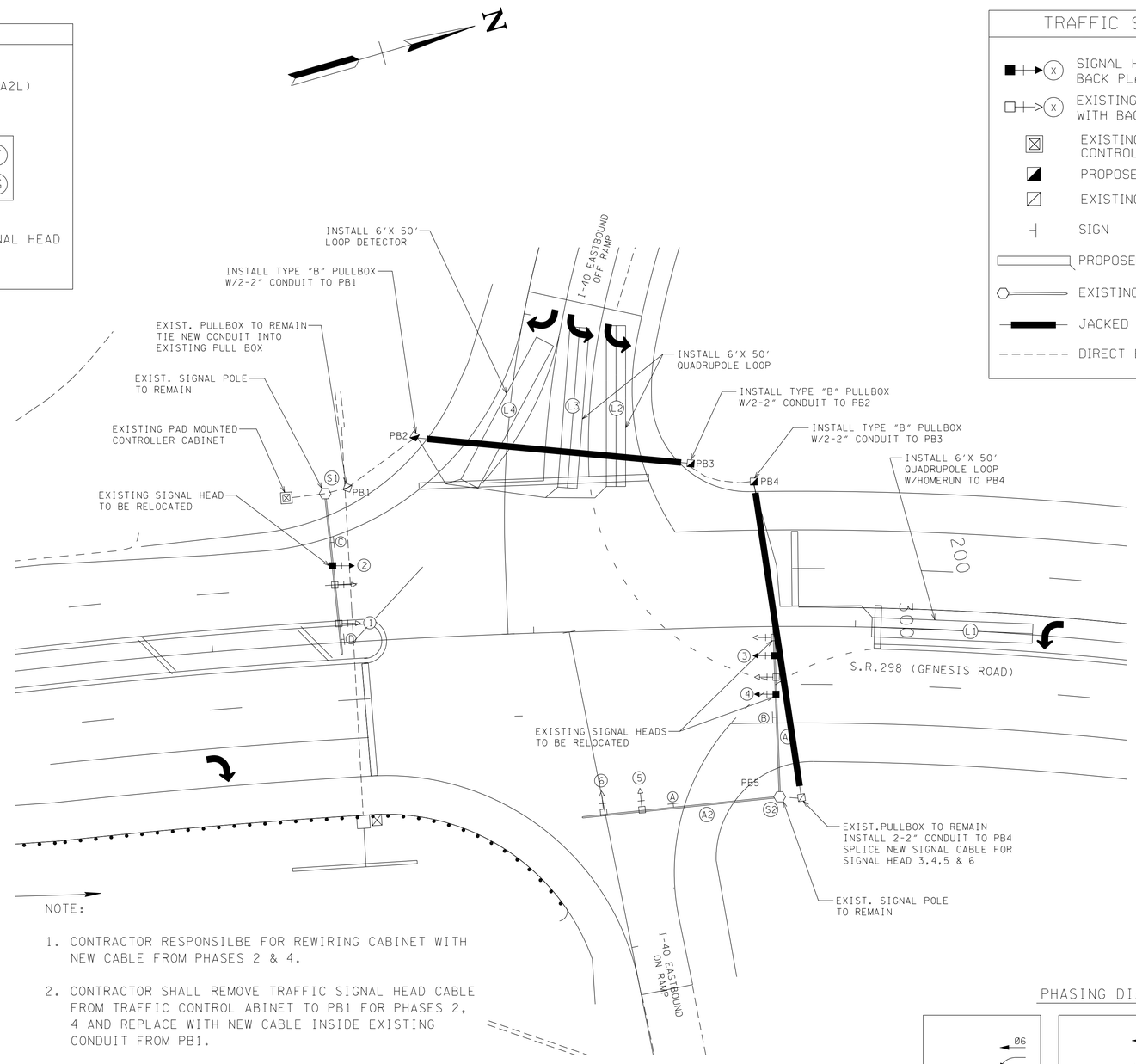
ALL SIGNAL HEADS ARE 12" LED

(TYPE 130) — EXISTING SIGNAL HEAD NOS. 2,3,4,5,6

(TYPE 150A2L) — EXISTING SIGNAL HEAD NO. 1

TRAFFIC SIGNAL LEGEND

- SIGNAL HEAD WITH BACK PLATE (RELOCATED)
- EXISTING SIGNAL HEAD WITH BACK PLATE
- EXISTING PAD MOUNTED CONTROLLER
- PROPOSED TYPE B PULL BOX
- EXISTING PULL BOX
- SIGN
- PROPOSED LOOP DETECTION
- EXISTING MAST ARM POLE
- JACKED AND BORED CONDUIT
- DIRECT BURIAL CONDUIT



SIGN DETAILS

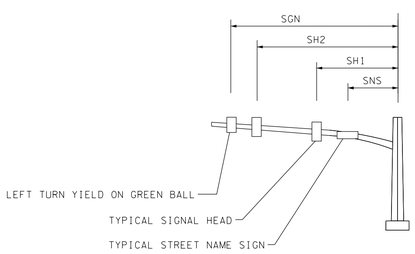
- (A) Genesis Road (S.R. 298) — EXISTING
- (B) I-40 EB — EXISTING
- (C) I-40 EB — EXISTING
- (D) LEFT TURN YIELD ON GREEN — EXISTING

SNS LETTERING SHOWN FOR REFERENCE ONLY. SNS SIZE AND LETTERING TO BE COORDINATED WITH THE CITY OF CROSSVILLE AND TDOT PRIOR TO FABRICATION AND INSTALLATION.

NOTE:

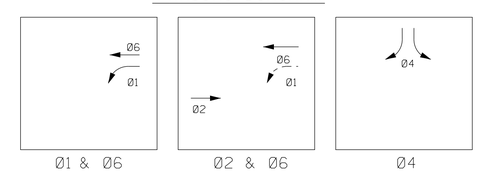
1. CONTRACTOR RESPONSILBE FOR REWIRING CABINET WITH NEW CABLE FROM PHASES 2 & 4.
2. CONTRACTOR SHALL REMOVE TRAFFIC SIGNAL HEAD CABLE FROM TRAFFIC CONTROL ABINET TO PB1 FOR PHASES 2, 4 AND REPLACE WITH NEW CABLE INSIDE EXISTING CONDUIT FROM PB1.
3. CONTRACTOR SHALL COORDIANTE WITH POWER UTILITITY COMPANY AS REQUIRED, COST SHALL BE INCLUDED IN THE COST OF OTHER ITEMS.

MAST ARM DETAILS



POLE	SNS	SH1	SH2	SGN
S1 (A1)	15'-9"	22'-6"	40'-7"	44'-7"
S2 (A1)	24'-11"	31'-11"	43'-11"	
S2 (A2)	33'-2"	43'-0"	55'-0"	

PHASING DIAGRAM



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL LAYOUT
I-40 EASTBOUND RAMP @
S.R. 298 (GENESIS RD.)

SCALE: 1"=20 '

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13A

TRAFFIC SIGNAL NOTES

GENERAL

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

WHEN THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT REQUIRES THE REMOVAL OF EXISTING PAVEMENTS, CURB & GUTTER, AND SIDEWALKS OR WHERE SUCH IMPROVEMENTS ARE DAMAGED IN THE COURSE OF INSTALLATION, THE CONTRACTOR SHALL MAKE REPLACEMENTS AND REPAIRS IN KIND OR EQUAL AS DIRECTED BY THE CITY OF CROSSVILLE. ALL COST OF SUCH REPLACEMENTS AND REPAIRS SHALL BE INCLUDED IN THE PRICE BID FOR RELATED ITEMS OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE AS - BUILT DRAWINGS OF THE PROJECT UPON COMPLETION TO CITY.

THE CONTRACTOR SHALL SUBMIT A MATERIAL LIST TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

TRAFFIC SIGNAL

SIGNALS SHALL BE INSTALLED AS PER T.D.O.T. STANDARD DRAWINGS, T-SG-7, T-SG-7A, T-SG-9A, T-SG-12.

SIGNAL HEADS

SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL SHALL BE COMPLETELY COVERED.

CONTROLLER CABINET

CONTROLLER CABINET WILL BE COMPLETELY WIRED FOR OPERATION INCLUDING BUT NOT LIMITED TOO - POWER SUPPLY, RELAYS, CIRCUIT BREAKERS, FLASHERS, LOAD SWITCHES, CONFLICT MONITOR, DETECTOR AMPLIFIERS. CONTROLLER SHALL BE AN EIGHT PHASE ACTUATED CONTROLLER WITH CLOSED LOOP CAPABILITIES.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING LOCAL POWER COMPANY FOR SUPPLYING ELECTRICAL SERVICE.

PULL BOXES

ALL PULL BOXES SHALL MEET THE SPECIFICATIONS REFERENCED IN THESE PLANS AND T.D.O.T. STANDARD DRAWING T-SG-2.

SIGNAL TIMING

CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING CONTROLLER WITH CURRENT TIMING PLAN AND PHASING, AND IS RESPONSIBLE FOR COORDINATING WITH THE CITY OF CROSSVILLE TO OBTAIN AND INSTALL COORDINATED TIMING PLANS.
CONTACT JOE MILLER (931)484-7631

UTILITY

CONTRACTOR IS RESPONSIBLE FOR CONTACTING TN ONE CALL TO LOCATE UNDERGROUND UTILITIES PRIOR TO START OF CONSTRUCTION.

LOOP DETECTION

DETECTOR LOOPS SHALL BE INSTALLED IN ACCORDANCE WITH TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 730-TRAFFIC SIGNAL STANDARD DRAWING T-SG-3 UNLESS OTHERWISE NOTED.

DETECTOR SHALL BE SEALED WITH APPROVED LOOP SEALANT AND INSTALLED WITHOUT FLEXIBLE TUBE.

DETECTOR LOOPS AND LEAD-IN SHALL BE CONTINUOUS LENGTH: SPLICES SHALL BE PERMITTED ONLY IN PULL BOXES AND CABINET.

LOOP DETECTORS SHALL BE CENTERED IN THE TRAVEL LANE.

DETECTOR SHALLBE LABELED IN THE CABINET IN ACCORDANCE WITH TDOT STANDARD DRAWING T-SG-12. ALL WIRES SHALL BE LABELED IN PULL BOXES ON MULTI-LANE APPROACHES

DETECTORS LOOP AMP SHALL BE SINGLE CHANNEL FOR SHELF PLACEMENT ONLY. EACH LOOP SHALL HAVE IT⅓S OWN DISTINCT CIRCUIT.

CONDUIT

ALL CONDUIT SHALL BE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE. CONDUIT SHALL BE LAID AT A MINIMUM DEPTH OF 24 INCHES BELOW FINISHED GRADE AND SHALL COMPLY WITH T.D.O.T. TRENCHING DETAILS AND CONDUIT PLACEMENT. THE CONTRACTOR IS ALLOWED TO JACK AND BORE THE CONDUIT AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL SEAL ALL CONDUIT ENTRANCE HOLES, WITH OR WITHOUT CABLES, WITH CONDUIT DUCT SEAL PUTTY. WHERE CABLES ENTER CONDUIT, THE SEALANT SHALL BE APPLIED AFTER INSTALLING THE CABLE. THESE LOCATIONS SHALL CONSIST OF CONDUIT ENDS AND PULL BOXES, CABINET BASES AND WEATHER HEADS.

WIRING

THE CONTRACTOR SHALL LABEL ALL CABLES IN THE CABINET. EACH WIRE SHALL BE IDENTIFIED BY A CIRCULAR PLASTIC TAG 1½ IN DIAMETER WITH PRE-PRINTED LETTING.

SUBMITTALS

ALL EQUIPMENT CUT SHEETS SHALL BE SUBMITTED TO THE CITY OF CROSSVILLE FOR REVIEW AND ACCEPTANCE PRIOR TO INSTALLATION.

SIGNS

STREET NAME SIGNS-CONTRACTOR TO DETERMINE WIDTH AND SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.

T.D.O.T. STANDARD DRAWINGS REQUIRED

DWG. NO.	REVISION DATE	STANDARD TITLE
T-SG-2	7/29/2004	LOOP LEAD-IN, CONDUIT AND PULL BOXES
T-SG-5	7/29/2004	CONTROLLER CABINET DETAILS
T-SG-7	7/29/2004	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSHBUTTON SIGNS
T-SG-7A	7/29/2004	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS
T-SG-11	7/29/2004	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	7/29/2004	TYPICAL WIRING FOR SIGNAL HEAD AND DETECTION LOOPS

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	730-02.41	SIGNAL HEAD MODIFICATION (SEE FOOTNOTE)	EACH	3
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	3
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	760
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	165
	730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	380
	730-13.01	VEHICLE LOOP DETECTOR (SHELF MOUNT)	EACH	2
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	450
	730-14.02	SAW SLOT	L.F.	840
	730-14.03	LOOP WIRE	L.F.	1700
(2)	730-15.11	MODIFY CABINET (SEE FOOTNOTE)	EACH	1

(1) RELOCATE TRAFFIC SIGNAL HEAD ON EXISTING MAST ARMS AS SHOWN ON PLANS AND TO MEET MUTCD AND TDOT STANDARDS

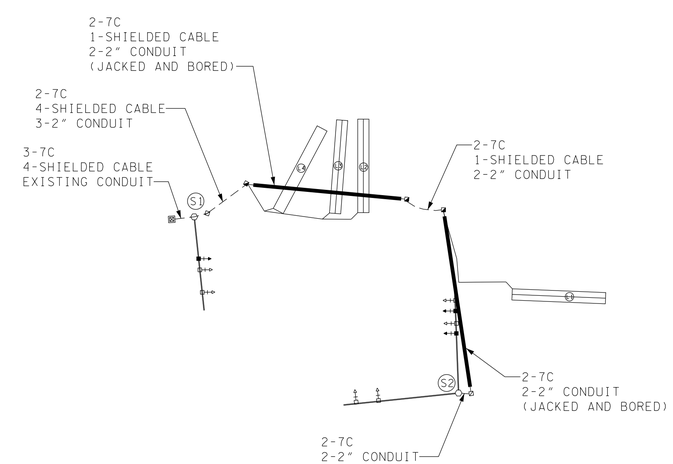
(2) ITEM NUMBER CONTAINS SIGNAL CABLE MODIFICATION CONTROLLER PHASING MODIFICATIONS (IF REQUIRED), SIGNAL TIMING MODIFICATION (IF REQUIRED) AND MODIFICATION TO COMMUNICATION SYSTEM (IF REQUIRED). SEE SIGNAL TIMING NOTE.

DETECTION TABLE

LOOP NO.	CONTROLLER PHASE TERMINALS
L1	Ø1
L2	Ø4
L3	Ø4
L4	Ø4

SIGNAL HEAD PHASE WIRING TABLE

SIGNAL HEAD NO.	CONTROLLER PHASE TERMINALS
1	Ø1 & Ø6
2	Ø6
3	Ø2
4	Ø2
5	Ø4
6	Ø4



WIRING DIAGRAM

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL LAYOUT
I-40 EASTBOUND RAMP @
S.R. 298 (GENESIS RD.)

SCALE: N.T.S.

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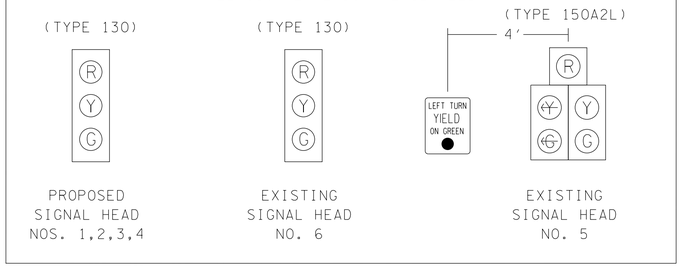
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13B

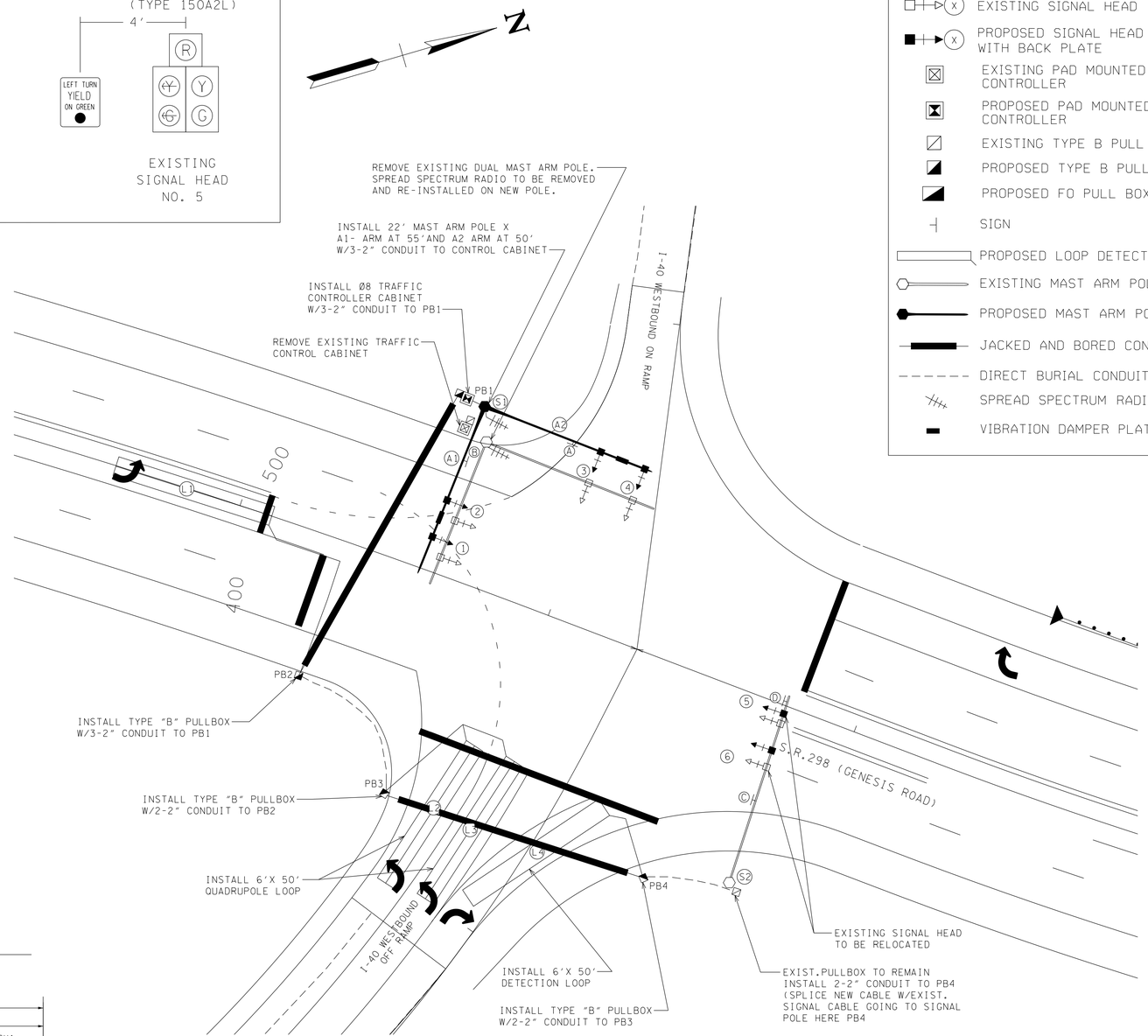
SIGNAL DISPLAYS

ALL SIGNAL HEADS ARE 12" LED



TRAFFIC SIGNAL LEGEND

- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD WITH BACK PLATE
- EXISTING PAD MOUNTED CONTROLLER
- PROPOSED PAD MOUNTED CONTROLLER
- EXISTING TYPE B PULL BOX
- PROPOSED TYPE B PULL BOX
- PROPOSED FO PULL BOX
- SIGN
- PROPOSED LOOP DETECTION
- EXISTING MAST ARM POLE
- PROPOSED MAST ARM POLE
- JACKED AND BORED CONDUIT
- DIRECT BURIAL CONDUIT
- SPREAD SPECTRUM RADIO
- VIBRATION DAMPER PLATE



SIGN DETAILS

Ⓐ Genesis Road (S.R. 298) — INSTALL

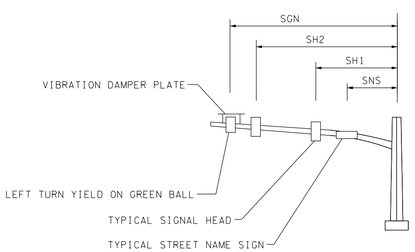
Ⓑ I-40 WB — INSTALL

Ⓒ I-40 WB — EXISTING

Ⓓ LEFT TURN YIELD ON GREEN — EXISTING

R10-12

MAST ARM DETAILS

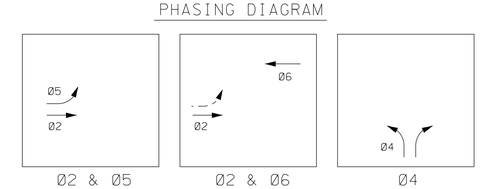


POLE	SNS	SH1	SH2	SGN
S1 (A1)	19'-0"	30'-11"	42'-9"	
S1 (A2)	29'-4"	38'-2"	52'-6"	
S2	26'-4"	42'-5"	54'-2"	58'-2"

NOTE:

1. EXISTING CONDUIT W/CABLE SHOULD BE ABANDONED IN PLACE.
2. EXISTING DUAL MAST ARM POLE SHOULDN NOT BE REMOVED UNTIL NEW SIGNAL IS OPERATIONAL.
3. CONTRACTOR SHALL COORDIANTE POWER SERVICE FEED FOR CHANGE OVER TO NEW CONTROLLER CABINET.

PHASING DIAGRAM



NOTE: CONTRACTOR SHALL COORDINATE POWER SERVICE FEED.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT
I-40 WESTBOUND RAMP @ S.R. 298 (GENESIS RD.)

SCALE: 1"=20'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13C

TRAFFIC SIGNAL NOTES

GENERAL

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

WHEN THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT REQUIRES THE REMOVAL OF EXISTING PAVEMENTS, CURB & GUTTER, AND SIDEWALKS OR WHERE SUCH IMPROVEMENTS ARE DAMAGED IN THE COURSE OF INSTALLATION, THE CONTRACTOR SHALL MAKE REPLACEMENTS AND REPAIRS IN KIND OR EQUAL AS DIRECTED BY THE CITY OF CROSSVILLE. ALL COST OF SUCH REPLACEMENTS AND REPAIRS SHALL BE INCLUDED IN THE PRICE BID FOR RELATED ITEMS OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE AS - BUILT DRAWINGS OF THE PROJECT UPON COMPLETION TO CITY.

THE CONTRACTOR SHALL SUBMIT A MATERIAL LIST TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

TRAFFIC SIGNAL

SIGNALS SHALL BE INSTALLED AS PER T.D.O.T. STANDARD DRAWINGS, T-SG-7, T-SG-7A, T-SG-9A, T-SG-12.

SIGNAL HEADS

SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL SHALL BE COMPLETELY COVERED.

CONTROLLER CABINET

CONTROLLER CABINET WILL BE COMPLETELY WIRED FOR OPERATION INCLUDING BUT NOT LIMITED TOO - POWER SUPPLY, RELAYS, CIRCUIT BREAKERS, FLASHERS, LOAD SWITCHES, CONFLICT MONITOR, DETECTOR AMPLIFIERS. CONTROLLER SHALL BE AN EIGHT PHASE ACTUATED CONTROLLER WITH CLOSED LOOP CAPABILITIES.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING LOCAL POWER COMPANY FOR SUPPLYING ELECTRICAL SERVICE.

PULL BOXES

ALL PULL BOXES SHALL MEET THE SPECIFICATIONS REFERENCED IN THESE PLANS AND T.D.O.T. STANDARD DRAWING T-SG-2.

SIGNAL TIMING

CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING CONTROLLER WITH CURRENT TIMING PLAN AND PHASING, AND IS RESPONSIBLE FOR COORDINATING WITH THE CITY OF CROSSVILLE TO OBTAIN AND INSTALL COORDINATED TIMING PLANS.
CONTACT JOE MILLER (931)484-7631

UTILITY

CONTRACTOR IS RESPONSIBLE FOR CONTACTING TN ONE CALL TO LOCATE UNDERGROUND UTILITIES PRIOR TO START OF CONSTRUCTION.

LOOP DETECTION

DETECTOR LOOPS SHALL BE INSTALLED IN ACCORDANCE WITH TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 730-TRAFFIC SIGNAL STANDARD DRAWING T-SG-3 UNLESS OTHERWISE NOTED.

DETECTOR SHALL BE SEALED WITH APPROVED LOOP SEALANT AND INSTALLED WITHOUT FLEXIBLE TUBE.

DETECTOR LOOPS AND LEAD-IN SHALL BE CONTINUOUS LENGTH: SPLICES SHALL BE PERMITTED ONLY IN PULL BOXES AND CABINET.

LOOP DETECTORS SHALL BE CENTERED IN THE TRAVEL LANE.

DETECTOR SHALLBE LABELED IN THE CABINET IN ACCORDANCE WITH TDOT STANDARD DRAWING T-SG-12. ALL WIRES SHALL BE LABELED IN PULL BOXES ON MULTI-LANE APPROACHES

DETECTORS LOOP AMP SHALL BE SINGLE CHANNEL FOR SHELF PLACEMENT ONLY. EACH LOOP SHALL HAVE IT⅓S OWN DISTINCT CIRCUIT.

CONDUIT

ALL CONDUIT SHALL BE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE. CONDUIT SHALL BE LAID AT A MINIMUM DEPTH OF 24 INCHES BELOW FINISHED GRADE AND SHALL COMPLY WITH T.D.O.T. TRENCHING DETAILS AND CONDUIT PLACEMENT. THE CONTRACTOR IS ALLOWED TO JACK AND BORE THE CONDUIT AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL SEAL ALL CONDUIT ENTRANCE HOLES, WITH OR WITHOUT CABLES, WITH CONDUIT DUCT SEAL PUTTY. WHERE CABLES ENTER CONDUIT, THE SEALANT SHALL BE APPLIED AFTER INSTALLING THE CABLE. THESE LOCATIONS SHALL CONSIST OF CONDUIT ENDS AND PULL BOXES, CABINET BASES AND WEATHER HEADS.

WIRING

THE CONTRACTOR SHALL LABEL ALL CABLES IN THE CABINET. EACH WIRE SHALL BE IDENTIFIED BY A CIRCULAR PLASTIC TAG 1½ IN DIAMETER WITH PRE-PRINTED LETTING.

SUBMITTALS

ALL EQUIPMENT CUT SHEETS SHALL BE SUBMITTED TO THE CITY OF CROSSVILLE FOR REVIEW AND ACCEPTANCE PRIOR TO INSTALLATION.

SIGNS

STREET NAME SIGNS-CONTRACTOR TO DETERMINE WIDTH AND SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.

SIGNAL STRUCTURES

TRAFFIC SIGNAL SUPPORT POLES SHALL BE TDOT STANDARD ROUND, TAPERED, GALVANIZED STEEL MAST ARM POLES IN ACCORDANCE WITH TDOT STANDARD DRAWINGS T-SG-9 AND T-SG-10.

THE PROPOSED LOCATIONS FOR THE SIGNAL SUPPORT POLES, AS SHOWN ON THESE PLANS, ARE APPROXIMATE. SOME FIELD ADJUSTMENT MAY BE REQUIRED IN ORDER TO AVOID CONFLICT WITH EITHER OVERHEAD OR UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND STAKING THE OPTIMUM LOCATION FOR THESE POLES AND FOR RECEIVING APPROVAL FROM THE ENGINEER AND THE APPROPRIATE UTILITIES BEFORE INSTALLATION BEGINS. PROPER ROADSIDE CLEAR ZONES SHALL BE OBSERVED.

SHAFTS FOR FOOTINGS SHALL BE DRILLED THROUGH FIRM, UNDISTURBED, UNSATURATED SOIL AND SHALL BE VISUALLY INSPECTED BY THE ENGINEER OR ENGINEERING REPRESENTATIVE PRIOR TO PLACEMENT OF REINFORCEMENT. THE ENGINEER OR ENGINEERING REPRESENTATIVE SHALL BE ADVISED BY THE CONTRACTOR OF ANY GROUND WATER OR LOOSE SOIL ENCOUNTERED DURING DRILLING. FOOTINGS SHALL COMPLY WITH TDOT STANDARD DRAWING T-SG-10.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF POLE AND FOUNDATION AS SPECIFIED IN TDOT STANDARD T-SG-10.

SIGNAL SUPPORT POLE DATA

Pole No.	Station	Offset	Northing	Easting	GRD ELEV @ Pole	ATTACH ELEV.	ARM LENGTH	POLE HEIGHT	FOOTING DEPTH
S1 A1	122+60.00	53' LT.	602362.43	2260907.02	1803.98'	20'	55'	22'	16'-0"
S1 A2	122+60.00	53' LT.	602362.43	2260907.02	1803.98	20'	50'	22'	16'-0"

DETECTION TABLE

LOOP NO.	CONTROLLER PHASE TERMINALS
L1	Ø5
L2	Ø4
L3	Ø4
L4	Ø4

SIGNAL HEAD PHASE WIRING TABLE

SIGNAL HEAD NO.	CONTROLLER PHASE TERMINALS
1	Ø6
2	Ø6
3	Ø4
4	Ø4
5	Ø2 & Ø5
6	Ø2

T.D.O.T. STANDARD DRAWINGS REQUIRED

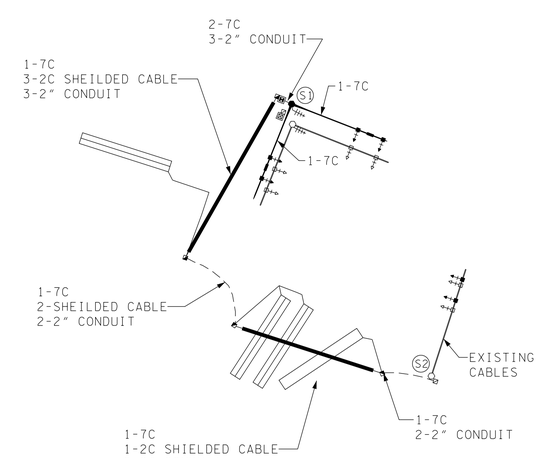
DWG. NO.	REVISION DATE	STANDARD TITLE
T-SG-2	7/29/2004	LOOP LEAD-IN, CONDUIT AND PULL BOXES
T-SG-5	7/29/2004	CONTROLLER CABINET DETAILS
T-SG-7	7/29/2004	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSHBUTTON SIGNS
T-SG-7A	7/29/2004	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS
T-SG-11	7/29/2004	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	7/29/2004	TYPICAL WIRING FOR SIGNAL HEAD AND DETECTION LOOPS

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	713-16.20	SIGNS(STREET NAME SIGNS)	EACH	2
	713-16.50	REMOVE AND REPLACE SIGN (R10-12)	EACH	1
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	4
(1)	730-02.41	SIGNAL HEAD MODIFICATION (SEE FOOTNOTE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	520
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	220
	730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	480
	730-13.01	VEHICLE LOOP DETECTOR (SHELF MOUNT)	EACH	2
	730-14.01	SHEILDED DETECTOR CABLE	L.F.	490
	730-14.02	SAW SLOT	L.F.	810
	730-14.03	LOOP WIRE	L.F.	1620
(2)	730-15.11	MODIFY CABINET (SEE FOOTNOTE)	EACH	1
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
	730-23.96	CANTILEVER SIGNAL SUPPORT (2 @ 55' & 50')	EACH	1

(1) RELOCATE TRAFFIC SIGNAL HEAD ON EXISTING MAST ARMS AS SHOWN ON PLANS AND TO MEET MUTCD AND TDOT STANDARDS

(2) ITEM NUMBER CONTAINS SIGNAL CABLE MODIFICATION CONTROLLER PHASING MODIFICATIONS (IF REQUIRED), SIGNAL TIMING MODIFICATION (IF REQUIRED) AND MODIFICATION TO COMMUNICATION SYSTEM (IF REQUIRED). SEE SIGNAL TIMING NOTE.



WIRING DIAGRAM

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL NOTES
I-40 WESTBOUND RAMP @
S.R. 298 (GENESIS RD.)

SCALE: N.T.S.

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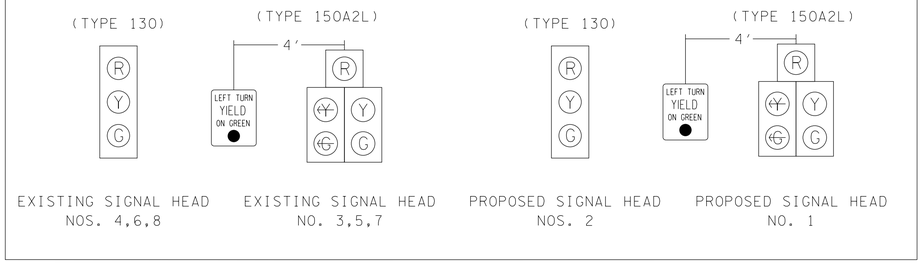
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13D

SIGNAL DISPLAYS

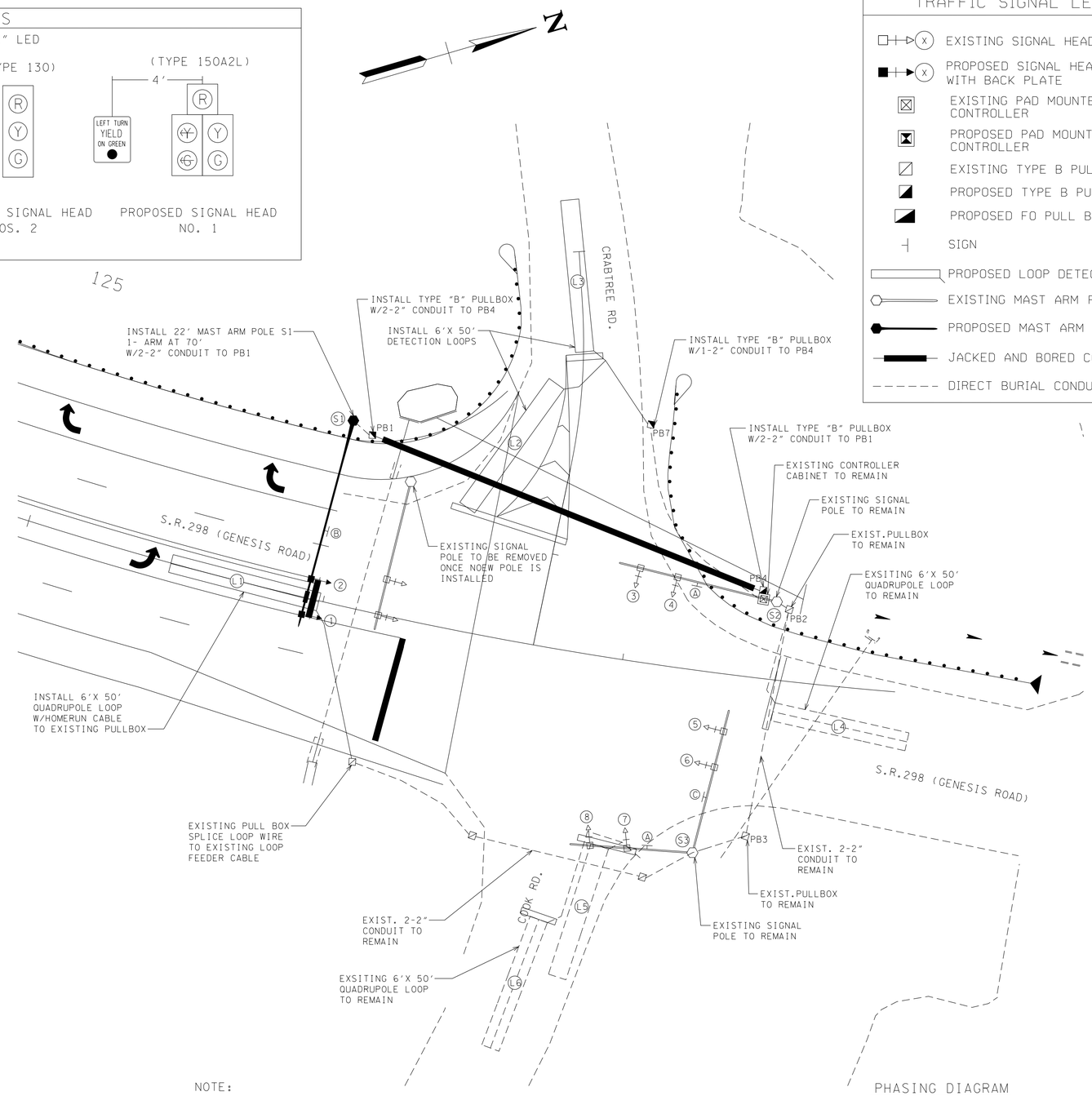
ALL SIGNAL HEADS ARE 12" LED



TRAFFIC SIGNAL LEGEND

- EXISTING SIGNAL HEAD
- PROPOSED SIGNAL HEAD WITH BACK PLATE
- EXISTING PAD MOUNTED CONTROLLER
- PROPOSED PAD MOUNTED CONTROLLER
- EXISTING TYPE B PULL BOX
- PROPOSED TYPE B PULL BOX
- PROPOSED FO PULL BOX
- SIGN
- PROPOSED LOOP DETECTION
- EXISTING MAST ARM POLE
- PROPOSED MAST ARM POLE
- JACKED AND BORED CONDUIT
- DIRECT BURIAL CONDUIT

125



SIGN DETAILS

Ⓐ Genesis Road (S.R. 298) — EXISTING

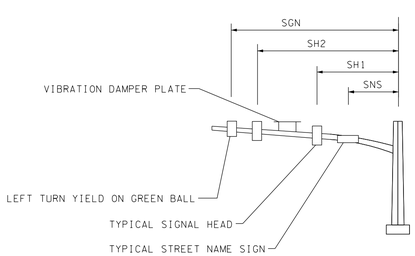
Ⓑ Crabtree Road → / ← Cook Road — INSTALL

Ⓒ Cook Road → / ← Crabtree Road — EXISTING

Ⓓ LEFT TURN YIELD ON GREEN — INSTALL

R10-12

MAST ARM DETAILS

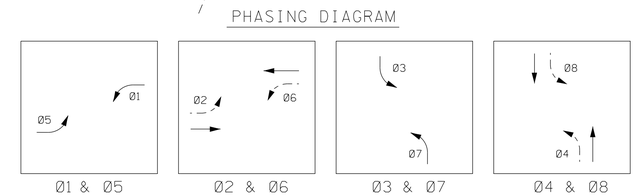


POLE	SNS	SH1	SH2	SGN
S1 (A1)	37'-5"	53'-8"	65'-8"	69'-8"

NOTE:

1. EXISTING CONDUIT W/CABLE SHOULD BE ABANDONED IN PLACE.
2. EXISTING DUAL MAST ARM POLE SHOULDN NOT BE REMOVED UNTIL NEW SIGNAL IS OPERATIONAL.
3. CONTRACTOR SHALL COORDIANTE POWER SERVICE FEED FOR CHANGE OVER TO NEW CONTROLLER CABINET.

PHASING DIAGRAM



01 & 05 | 02 & 06 | 03 & 07 | 04 & 08

UNOFFICIAL SET

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000137 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT
CRABTREE & COOK RD. @ S.R. 298 (GENESIS RD.

SCALE: 1"=20 '

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13E

TRAFFIC SIGNAL NOTES

GENERAL

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

WHEN THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT REQUIRES THE REMOVAL OF EXISTING PAVEMENTS, CURB & GUTTER, AND SIDEWALKS OR WHERE SUCH IMPROVEMENTS ARE DAMAGED IN THE COURSE OF INSTALLATION, THE CONTRACTOR SHALL MAKE REPLACEMENTS AND REPAIRS IN KIND OR EQUAL AS DIRECTED BY THE CITY OF CROSSVILLE.
ALL COST OF SUCH REPLACEMENTS AND REPAIRS SHALL BE INCLUDED IN THE PRICE BID FOR RELATED ITEMS OF CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE AS - BUILT DRAWINGS OF THE PROJECT UPON COMPLETION TO CITY.

THE CONTRACTOR SHALL SUBMIT A MATERIAL LIST TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION.

TRAFFIC SIGNAL

SIGNALS SHALL BE INSTALLED AS PER T.D.O.T. STANDARD DRAWINGS, T-SG-7, T-SG-7A, T-SG-9A, T-SG-12.

SIGNAL HEADS

SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL SHALL BE COMPLETELY COVERED.

CONTROLLER CABINET

CONTROLLER CABINET WILL BE COMPLETELY WIRED FOR OPERATION INCLUDING BUT NOT LIMITED TOO - POWER SUPPLY, RELAYS, CIRCUIT BREAKERS, FLASHERS, LOAD SWITCHES, CONFLICT MONITOR, DETECTOR AMPLIFIERS. CONTROLLER SHALL BE AN EIGHT PHASE ACTUATED CONTROLLER WITH CLOSED LOOP CAPABILITIES.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING LOCAL POWER COMPANY FOR SUPPLYING ELECTRICAL SERVICE.

PULL BOXES

ALL PULL BOXES SHALL MEET THE SPECIFICATIONS REFERENCED IN THESE PLANS AND T.D.O.T. STANDARD DRAWING T-SG-2.

SIGNAL TIMING

CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING CONTROLLER WITH CURRENT TIMING PLAN AND PHASING, AND IS RESPONSIBLE FOR COORDINATING WITH THE CITY OF CROSSVILLE TO OBTAIN AND INSTALL COORDINATED TIMING PLANS.
CONTACT JOE MILLER (931)484-7631

UTILITY

CONTRACTOR IS RESPONSIBLE FOR CONTACTING TN ONE CALL TO LOCATE UNDERGROUND UTILITIES PRIOR TO START OF CONSTRUCTION.

LOOP DETECTION

DETECTOR LOOPS SHALL BE INSTALLED IN ACCORDANCE WITH TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 730-TRAFFIC SIGNAL STANDARD DRAWING T-SG-3 UNLESS OTHERWISE NOTED.

DETECTOR SHALL BE SEALED WITH APPROVED LOOP SEALANT AND INSTALLED WITHOUT FLEXIBLE TUBE.

DETECTOR LOOPS AND LEAD-IN SHALL BE CONTINUOUS LENGTH: SPLICES SHALL BE PERMITTED ONLY IN PULL BOXES AND CABINET.

LOOP DETECTORS SHALL BE CENTERED IN THE TRAVEL LANE.

DETECTOR SHALLBE LABELED IN THE CABINET IN ACCORDANCE WITH TDOT STANDARD DRAWING T-SG-12. ALL WIRES SHALL BE LABELED IN PULL BOXES ON MULTI-LANE APPROACHES

DETECTORS LOOP AMP SHALL BE SINGLE CHANNEL FOR SHELF PLACEMENT ONLY. EACH LOOP SHALL HAVE IT'S OWN DISTINCT CIRCUIT.

CONDUIT

ALL CONDUIT SHALL BE SCHEDULE 80 PVC UNLESS NOTED OTHERWISE. CONDUIT SHALL BE LAID AT A MINIMUM DEPTH OF 24 INCHES BELOW FINISHED GRADE AND SHALL COMPLY WITH T.D.O.T. TRENCHING DETAILS AND CONDUIT PLACEMENT. THE CONTRACTOR IS ALLOWED TO JACK AND BORE THE CONDUIT AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL SEAL ALL CONDUIT ENTRANCE HOLES, WITH OR WITHOUT CABLES, WITH CONDUIT DUCT SEAL PUTTY. WHERE CABLES ENTER CONDUIT, THE SEALANT SHALL BE APPLIED AFTER INSTALLING THE CABLE. THESE LOCATIONS SHALL CONSIST OF CONDUIT ENDS AND PULL BOXES, CABINET BASES AND WEATHER HEADS.

WIRING

THE CONTRACTOR SHALL LABEL ALL CABLES IN THE CABINET. EACH WIRE SHALL BE IDENTIFIED BY A CIRCULAR PLASTIC TAG 1½ IN DIAMETER WITH PRE-PRINTED LETTING.

SUBMITTALS

ALL EQUIPMENT CUT SHEETS SHALL BE SUBMITTED TO THE CITY OF CROSSVILLE FOR REVIEW AND ACCEPTANCE PRIOR TO INSTALLATION.

SIGNS

STREET NAME SIGNS-CONTRACTOR TO DETERMINE WIDTH AND SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.

SIGNAL STRUCTURES

TRAFFIC SIGNAL SUPPORT POLES SHALL BE TDOT STANDARD ROUND, TAPERED, GALVANIZED STEEL MAST ARM POLES IN ACCORDANCE WITH TDOT STANDARD DRAWINGS T-SG-9 AND T-SG-10.

THE PROPOSED LOCATIONS FOR THE SIGNAL SUPPORT POLES, AS SHOWN ON THESE PLANS, ARE APPROXIMATE. SOME FIELD ADJUSTMENT MAY BE REQUIRED IN ORDER TO AVOID CONFLICT WITH EITHER OVERHEAD OR UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND STAKING THE OPTIMUM LOCATION FOR THESE POLES AND FOR RECEIVING APPROVAL FROM THE ENGINEER AND THE APPROPRIATE UTILITIES BEFORE INSTALLATION BEGINS. PROPER ROADSIDE CLEAR ZONES SHALL BE OBSERVED.

SHAFTS FOR FOOTINGS SHALL BE DRILLED THROUGH FIRM, UNDISTURBED, UNSATURATED SOIL AND SHALL BE VISUALLY INSPECTED BY THE ENGINEER OR ENGINEERING REPRESENTATIVE PRIOR TO PLACEMENT OF REINFORCEMENT. THE ENGINEER OR ENGINEERING REPRESENTATIVE SHALL BE ADVISED BY THE CONTRACTOR OF ANY GROUND WATER OR LOOSE SOIL ENCOUNTERED DURING DRILLING. FOOTINGS SHALL COMPLY WITH TDOT STANDARD DRAWING T-SG-10.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF POLE AND FOUNDATION AS SPECIFIED IN TDOT STANDARD T-SG-10.

T.D.O.T. STANDARD DRAWINGS REQUIRED

DWG. NO.	REVISION DATE	STANDARD TITLE
T-SG-2	7/29/2004	LOOP LEAD-IN, CONDUIT AND PULL BOXES
T-SG-5	7/29/2004	CONTROLLER CABINET DETAILS
T-SG-7	7/29/2004	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSHBUTTON SIGNS
T-SG-7A	7/29/2004	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS
T-SG-11	7/29/2004	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	7/29/2004	TYPICAL WIRING FOR SIGNAL HEAD AND DETECTION LOOPS

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	713-16.20	SIGNS (STREET NAME SIGNS)	EACH	1
	713-16.21	SIGNS (R10-12)	EACH	1
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	1
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	1
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	2
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	260
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	110
	730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	150
	730-13.01	VEHICLE LOOP DETECTOR (SHELF MOUNT)	EACH	1
	730-14.01	SHEILDED DETECTOR CABLE	L.F.	85
	730-14.02	SAW SLOT	L.F.	500
	730-14.03	LOOP WIRE	L.F.	1000
(1)	730-15.11	MODIFY CABINET (SEE FOOTNOTE)	EACH	1
	730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	1

(1) ITEM NUMBER CONTAINS SIGNAL CABLE MODIFICATION CONTROLLER PHASING MODIFICATIONS (IF REQUIRED), SIGNAL TIMING MODIFICATION (IF REQUIRED) AND MODIFICATION TO COMMUNICATION SYSTEM (IF REQUIRED). SEE SIGNAL TIMING NOTE.

SIGNAL SUPPORT POLE DATA

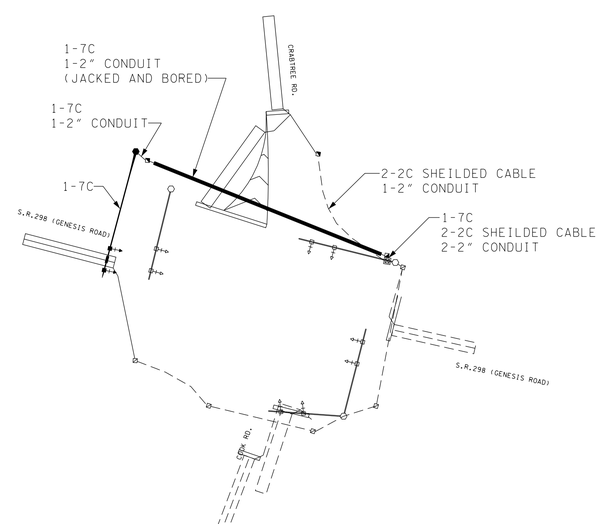
Pole No.	Station	Offset	Northing	Easting	GRD ELEV @ Pole	ATTACH ELEV.	ARM LENGTH	POLE HEIGHT	FOOTING DEPTH
S1	125+96.00	60' LT.	602635.27	2261090.93	1795.23'	20'	70'	22'	16'-0"

SIGNAL HEAD PHASE WIRING TABLE

SIGNAL HEAD NO.	CONTROLLER PHASE TERMINALS	ACTION
1	Ø2 & Ø5	INSTALL
2	Ø2	INSTALL
3	Ø4	EXISTING
4	Ø4	EXISTING
5	Ø1 & Ø6	EXISTING
6	Ø6	EXISTING
7	Ø3	EXISTING
8	Ø8	EXISTING

DETECTION TABLE

LOOP NO.	CONTROLLER PHASE TERMINALS	
L1	Ø5	INSTALL
L2	Ø8	INSTALL
L3	Ø3	INSTALL
L4	Ø1	EXISTING
L5	Ø4	EXISTING
L6	Ø7	EXISTING



WIRING DIAGRAM

UNOFFICIAL SET
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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL NOTES
CRABTREE &
COOK RD. @
S.R. 298 (GENESIS RD.)

SCALE: N.T.S.

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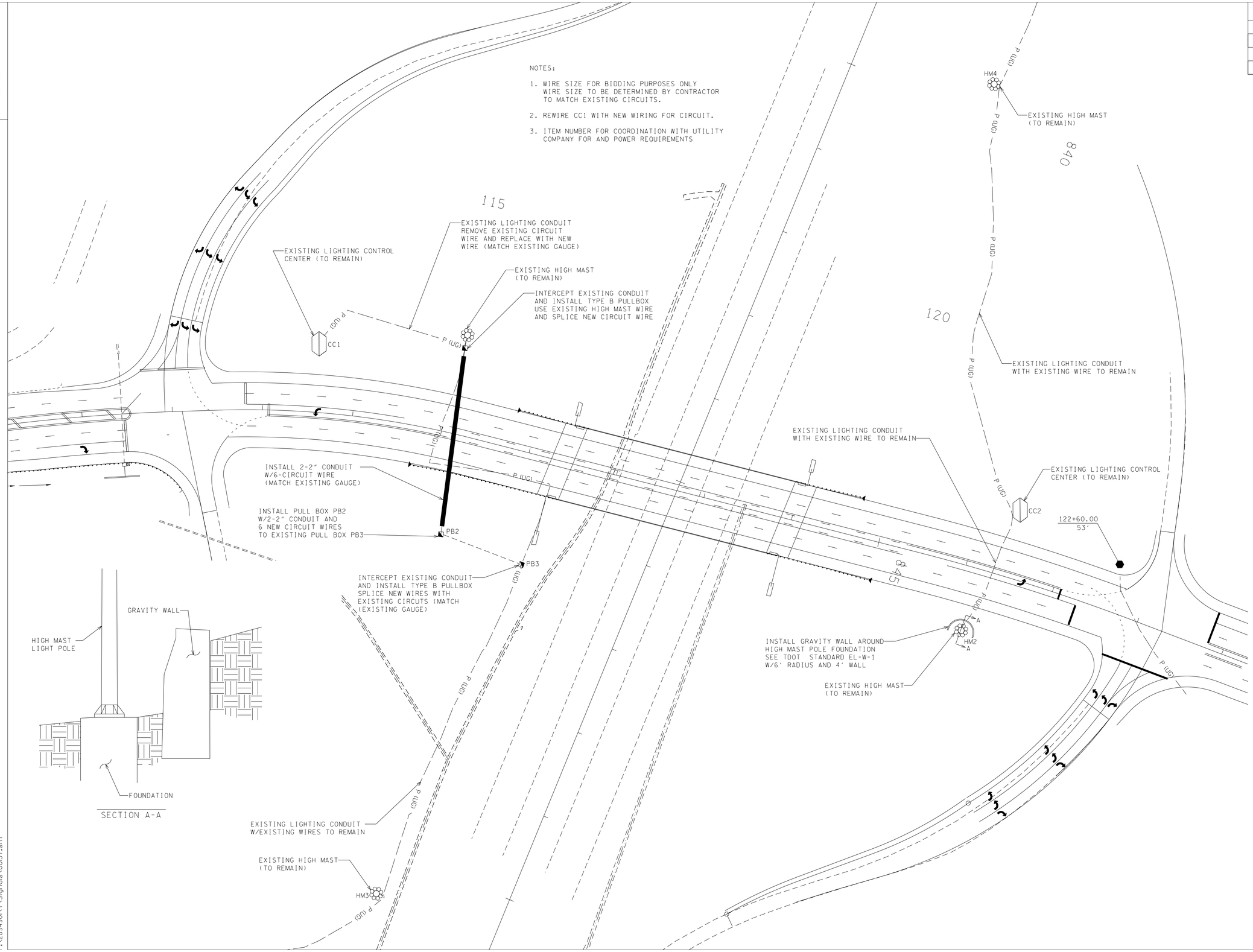
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	13F

NOTES:

1. WIRE SIZE FOR BIDDING PURPOSES ONLY
   WIRE SIZE TO BE DETERMINED BY CONTRACTOR
   TO MATCH EXISTING CIRCUITS.
2. REWIRE CC1 WITH NEW WIRING FOR CIRCUIT.
3. ITEM NUMBER FOR COORDINATION WITH UTILITY
   COMPANY FOR AND POWER REQUIREMENTS



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING CONDUIT REPAIR AND RELOCATION PLAN

SCALE: 1"=50 '

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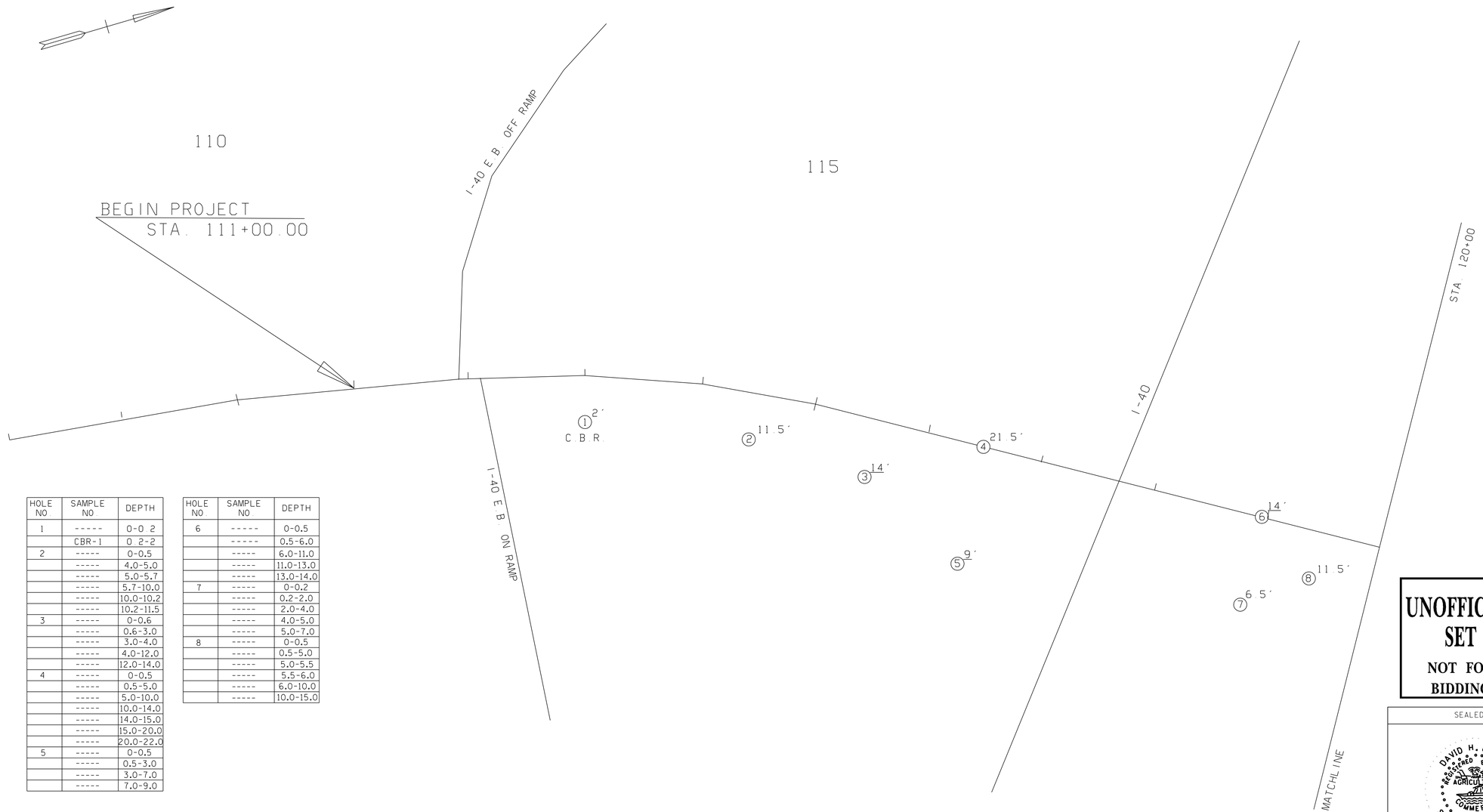
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	14



HOLE NO.	SAMPLE NO.	DEPTH
1	-----	0-0.2
	CBR-1	0.2-2
2	-----	0-0.5
	-----	4.0-5.0
	-----	5.0-5.7
	-----	5.7-10.0
	-----	10.0-10.2
	-----	10.2-11.5
3	-----	0-0.6
	-----	0.6-3.0
	-----	3.0-4.0
	-----	4.0-12.0
	-----	12.0-14.0
4	-----	0-0.5
	-----	0.5-5.0
	-----	5.0-10.0
	-----	10.0-14.0
	-----	14.0-15.0
	-----	15.0-20.0
	-----	20.0-22.0
5	-----	0-0.5
	-----	0.5-3.0
	-----	3.0-7.0
	-----	7.0-9.0

HOLE NO.	SAMPLE NO.	DEPTH
6	-----	0-0.5
	-----	0.5-6.0
	-----	6.0-11.0
	-----	11.0-13.0
	-----	13.0-14.0
7	-----	0-0.2
	-----	0.2-2.0
	-----	2.0-4.0
	-----	4.0-5.0
	-----	5.0-7.0
8	-----	0-0.5
	-----	0.5-5.0
	-----	5.0-5.5
	-----	5.5-6.0
	-----	6.0-10.0
	-----	10.0-15.0

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TESTS PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

C.B.R. DATA

SAMPLE NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS.	USCS CLASS	CBR
1	SILT- BROWN, CLAYEY, SANDY, MOIST	103.0	18.0	14.5-22.5	25.0	39	28	A-6 (7)	ML	4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STATE ROUTE 298 BRIDGE
OVER
I-40
IN CROSSVILLE
CUMBERLAND COUNTY

8/5/2013
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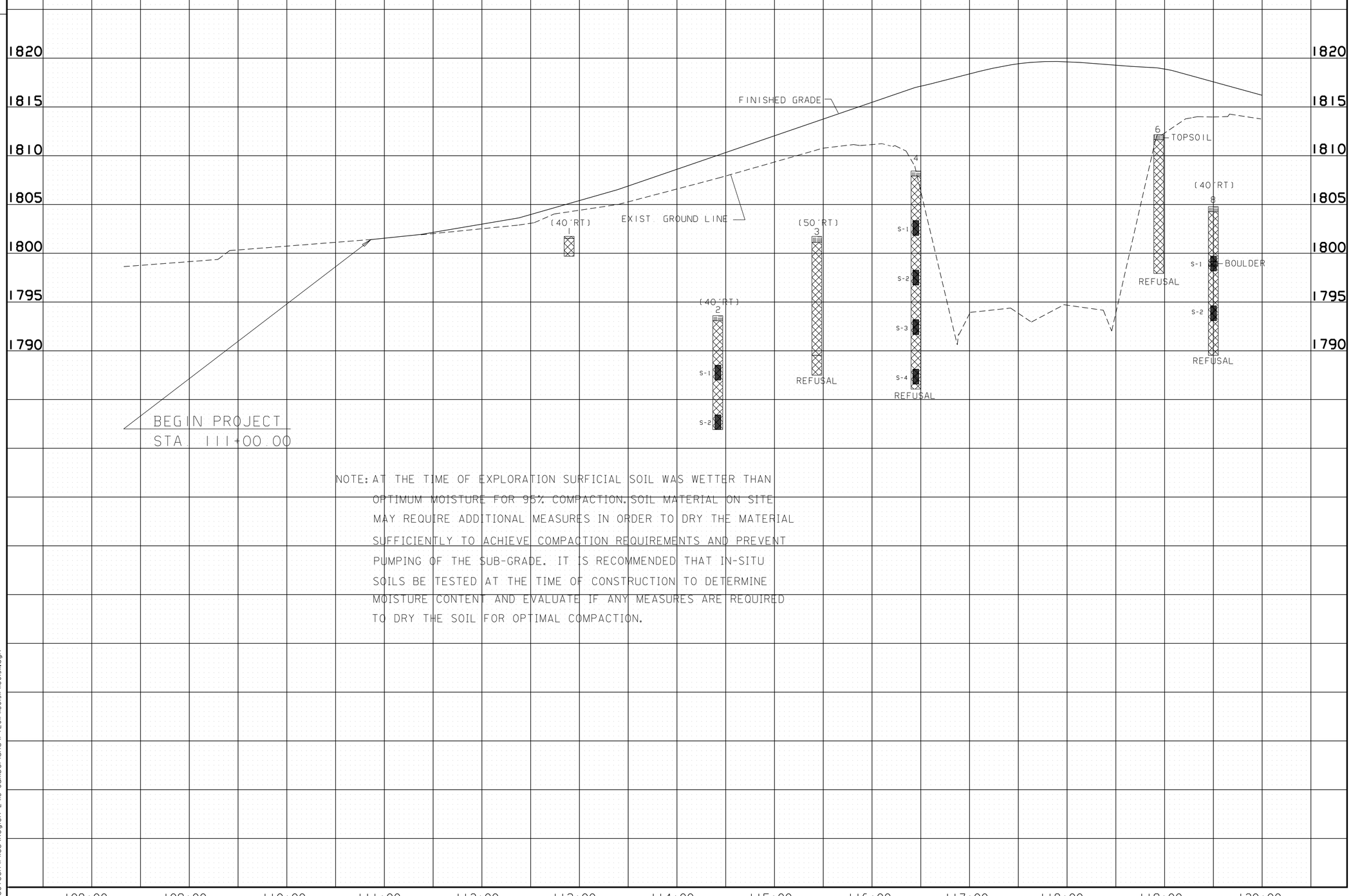
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	14A



NOTE: AT THE TIME OF EXPLORATION SURFICIAL SOIL WAS WETTER THAN OPTIMUM MOISTURE FOR 95% COMPACTION. SOIL MATERIAL ON SITE MAY REQUIRE ADDITIONAL MEASURES IN ORDER TO DRY THE MATERIAL SUFFICIENTLY TO ACHIEVE COMPACTION REQUIREMENTS AND PREVENT PUMPING OF THE SUB-GRADE. IT IS RECOMMENDED THAT IN-SITU SOILS BE TESTED AT THE TIME OF CONSTRUCTION TO DETERMINE MOISTURE CONTENT AND EVALUATE IF ANY MEASURES ARE REQUIRED TO DRY THE SOIL FOR OPTIMAL COMPACTION.

SPLIT SPOON SAMPLES

TOPSOIL

SILT - CLAYEY, SANDY

UNOFFICIAL SET
NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STATE ROUTE 298 BRIDGE
OVER
I-40
IN CROSSVILLE
CUMBERLAND COUNTY

8/5/2013
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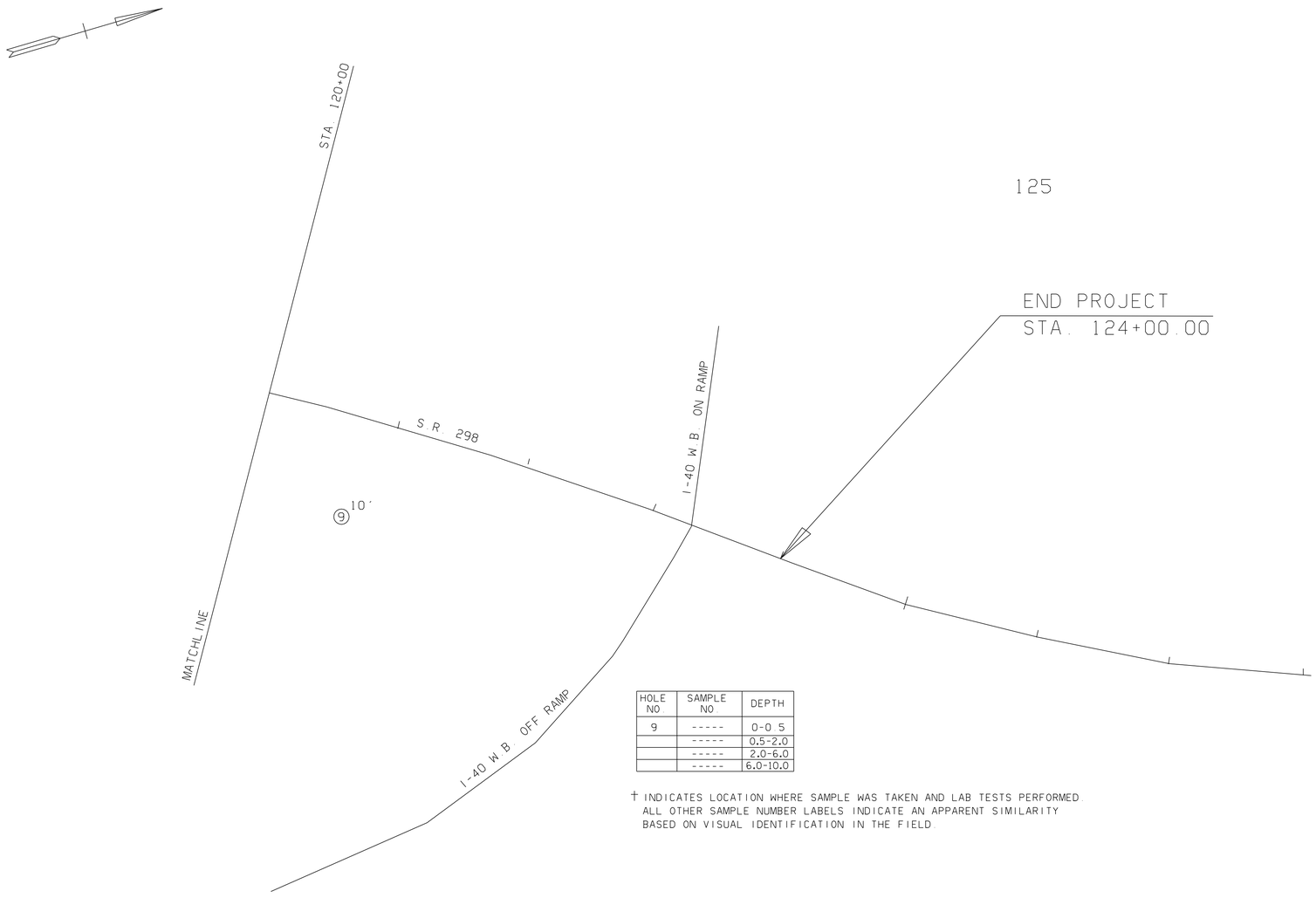
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	14B



HOLE NO.	SAMPLE NO.	DEPTH
9	-----	0-0.5
	-----	0.5-2.0
	-----	2.0-6.0
	-----	6.0-10.0

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TESTS PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
STATE ROUTE 298 BRIDGE
OVER
I-40
IN CROSSVILLE
CUMBERLAND COUNTY

8/5/2013
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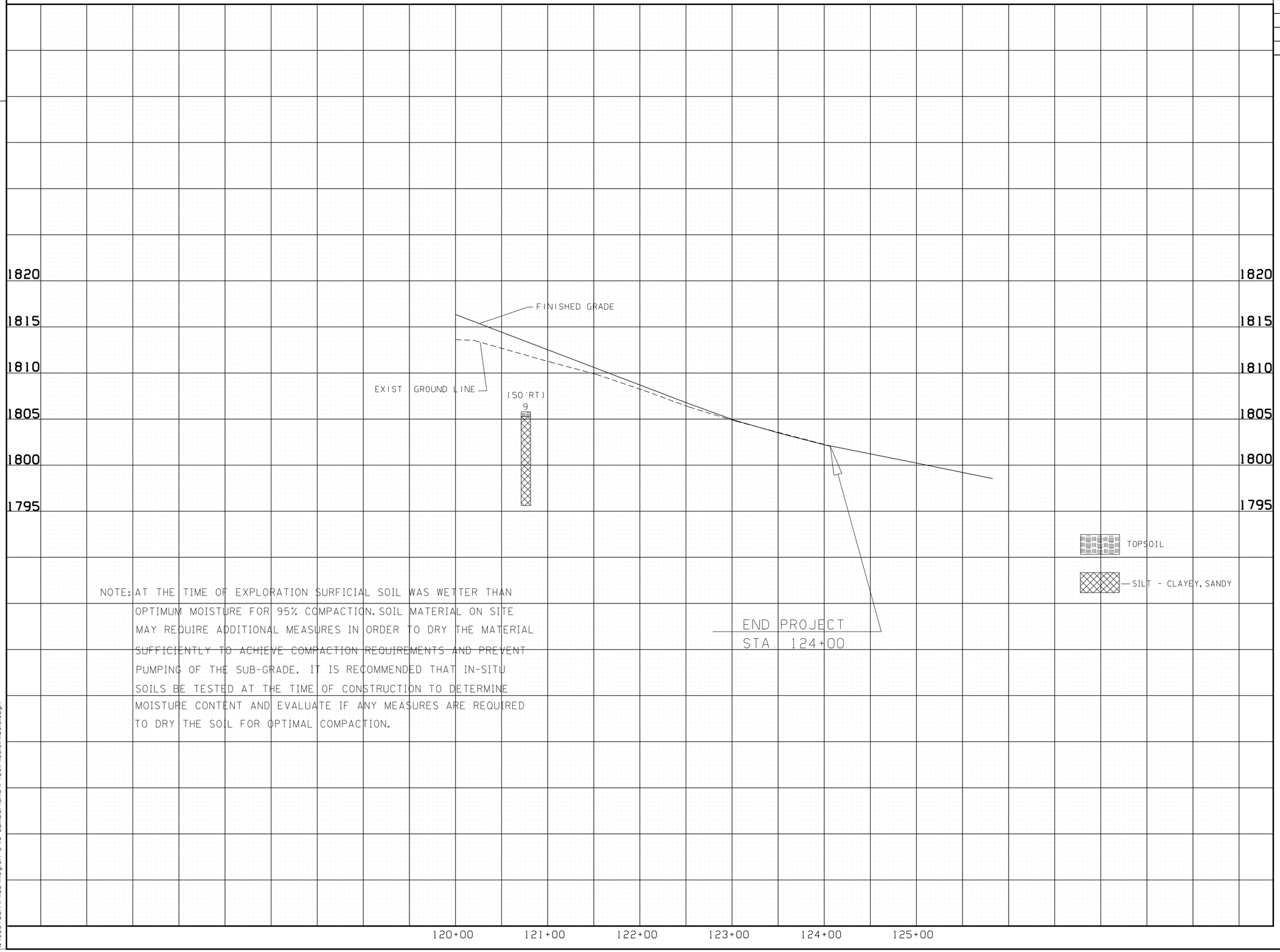
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	BR-STP-298(10)	14C



NOTE: AT THE TIME OF EXPLORATION SURFICIAL SOIL WAS WETTER THAN OPTIMUM MOISTURE FOR 95% COMPACTION. SOIL MATERIAL ON SITE MAY REQUIRE ADDITIONAL MEASURES IN ORDER TO DRY THE MATERIAL SUFFICIENTLY TO ACHIEVE COMPACTION REQUIREMENTS AND PREVENT PUMPING OF THE SUB-GRADE. IT IS RECOMMENDED THAT IN-SITU SOILS BE TESTED AT THE TIME OF CONSTRUCTION TO DETERMINE MOISTURE CONTENT AND EVALUATE IF ANY MEASURES ARE REQUIRED TO DRY THE SOIL FOR OPTIMAL COMPACTION.

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DEPARTMENT OF TRANSPORTATION

SOILS
STATE ROUTE 298 BRIDGE
OVER
I-40
IN CROSSVILLE
CUMBERLAND COUNTY

8/5/2013
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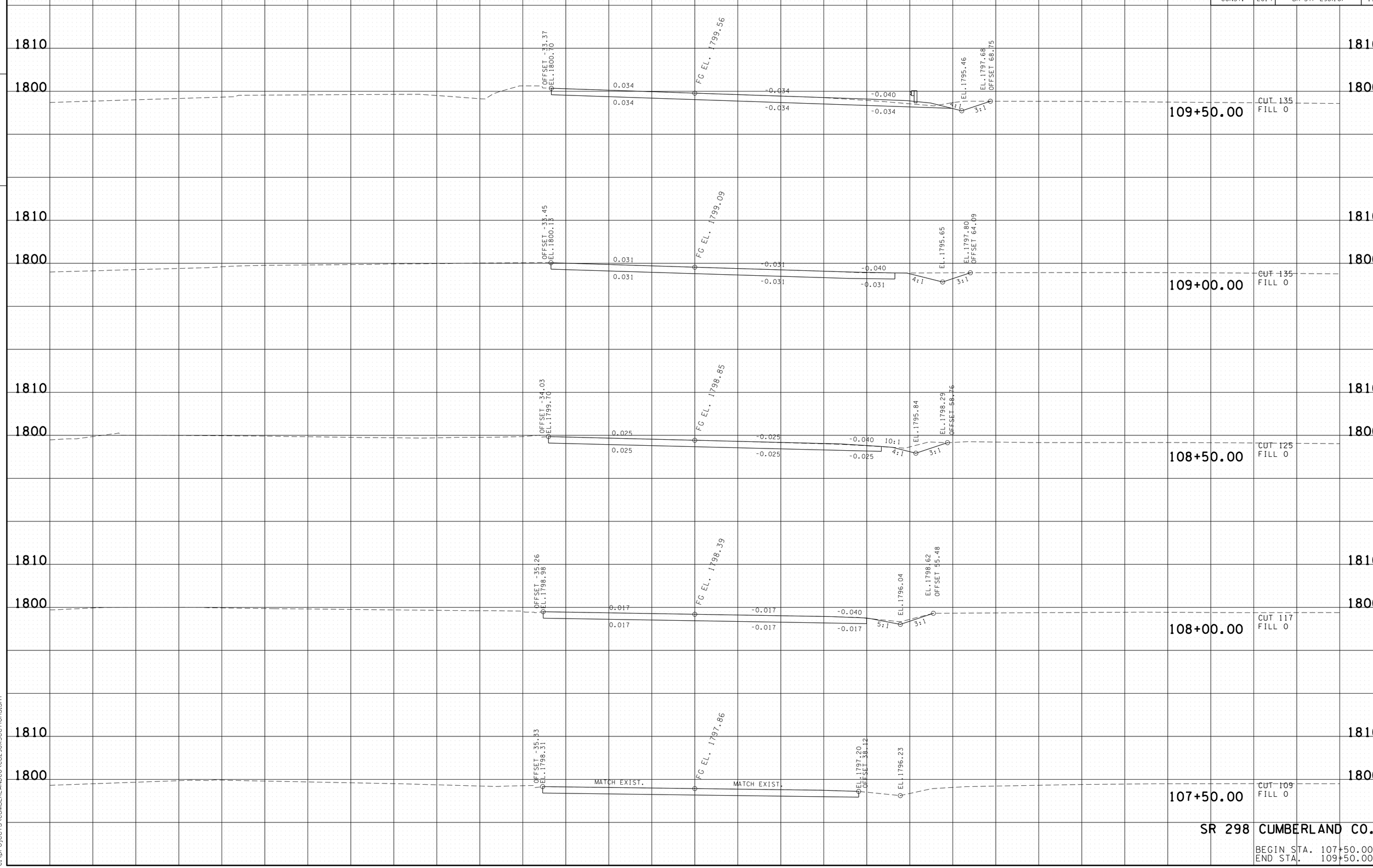
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	10
CONST.	2014	BR-STP-298(10)	15

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

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END STA. 109+50.00

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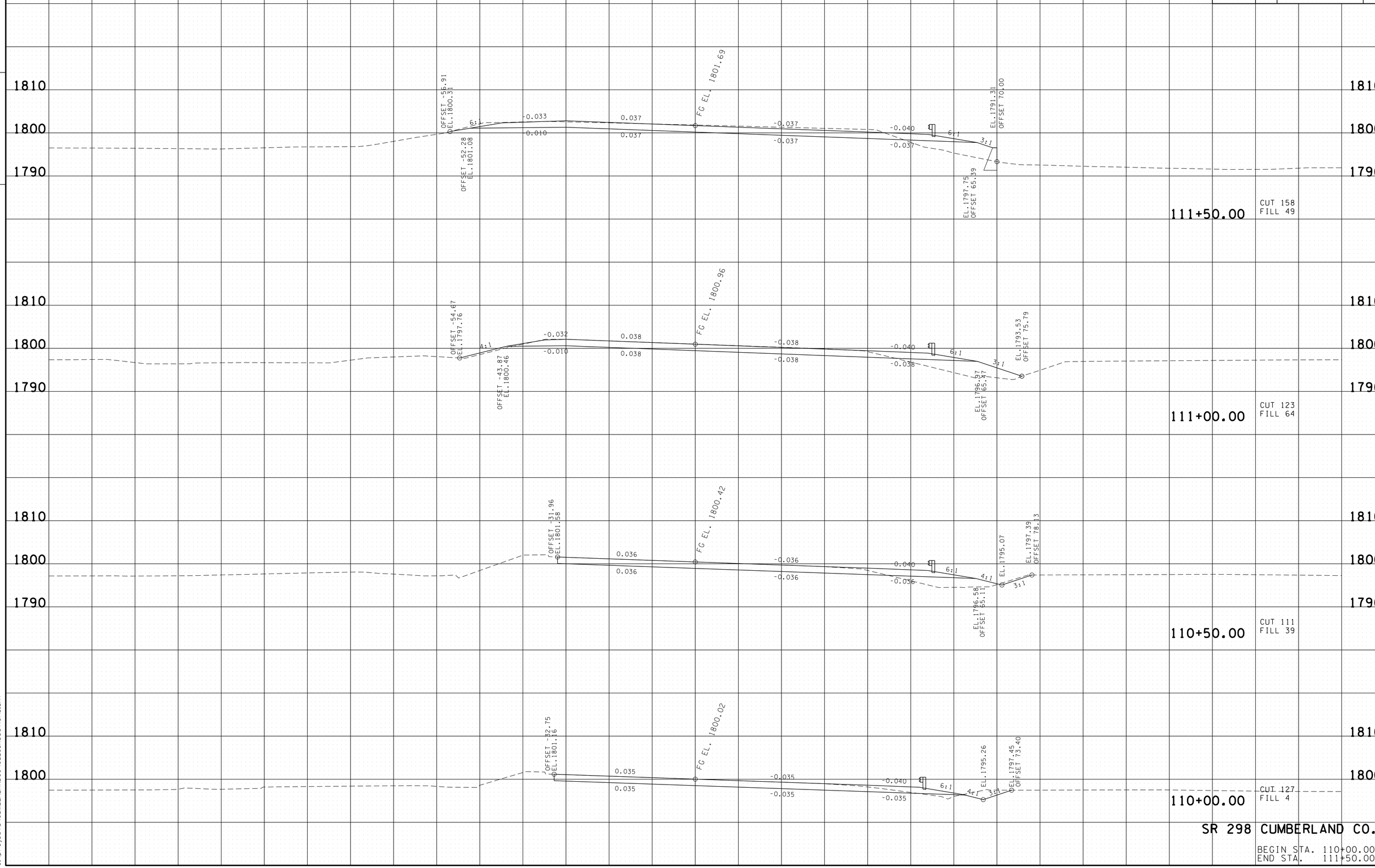
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	11
CONST.	2014	BR-STP-298(10)	16

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 110+00.00
END STA. 111+50.00

06-JAN-2014 10:56
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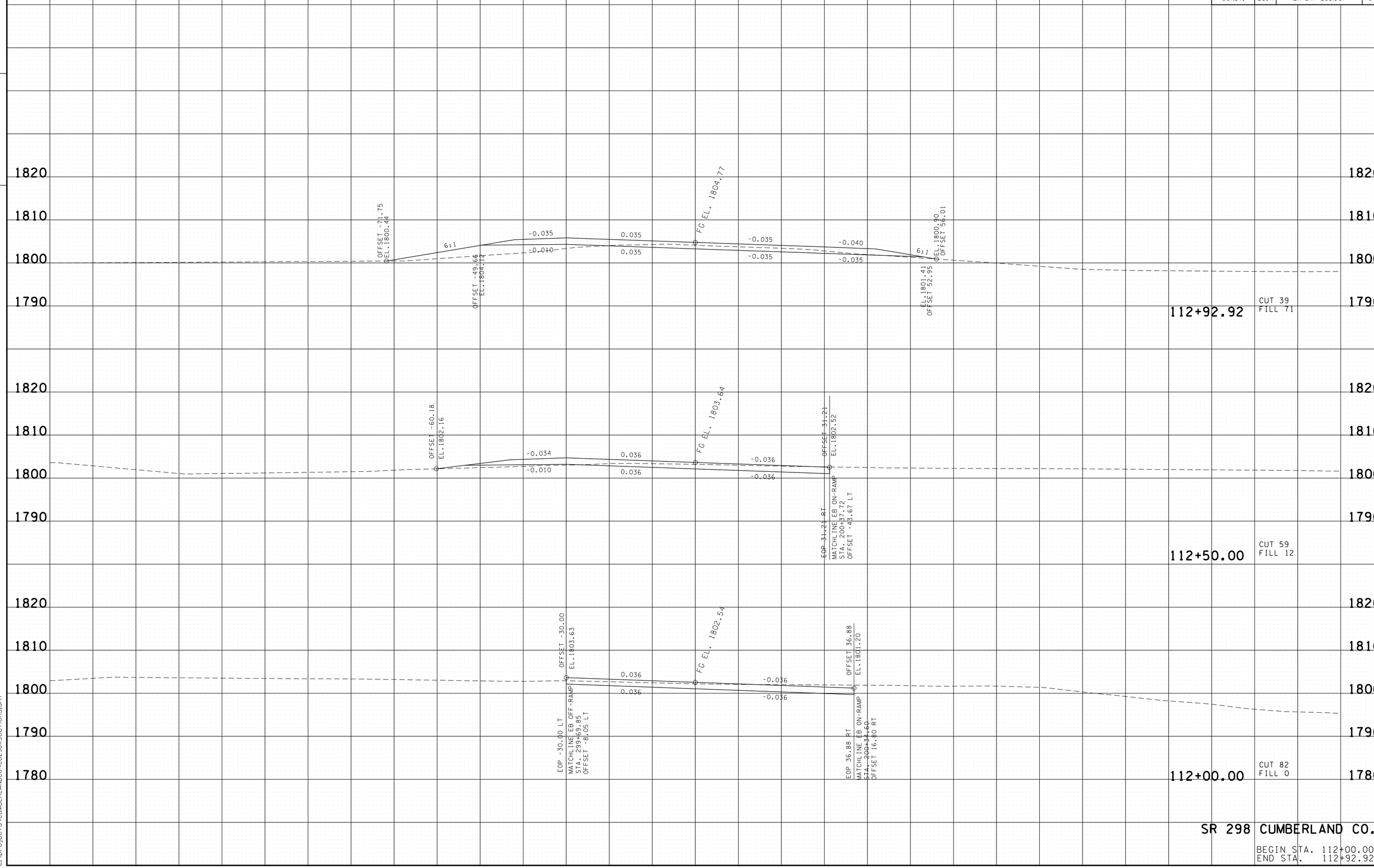
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	12
CONST.	2014	BR-STP-298(10)	17

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

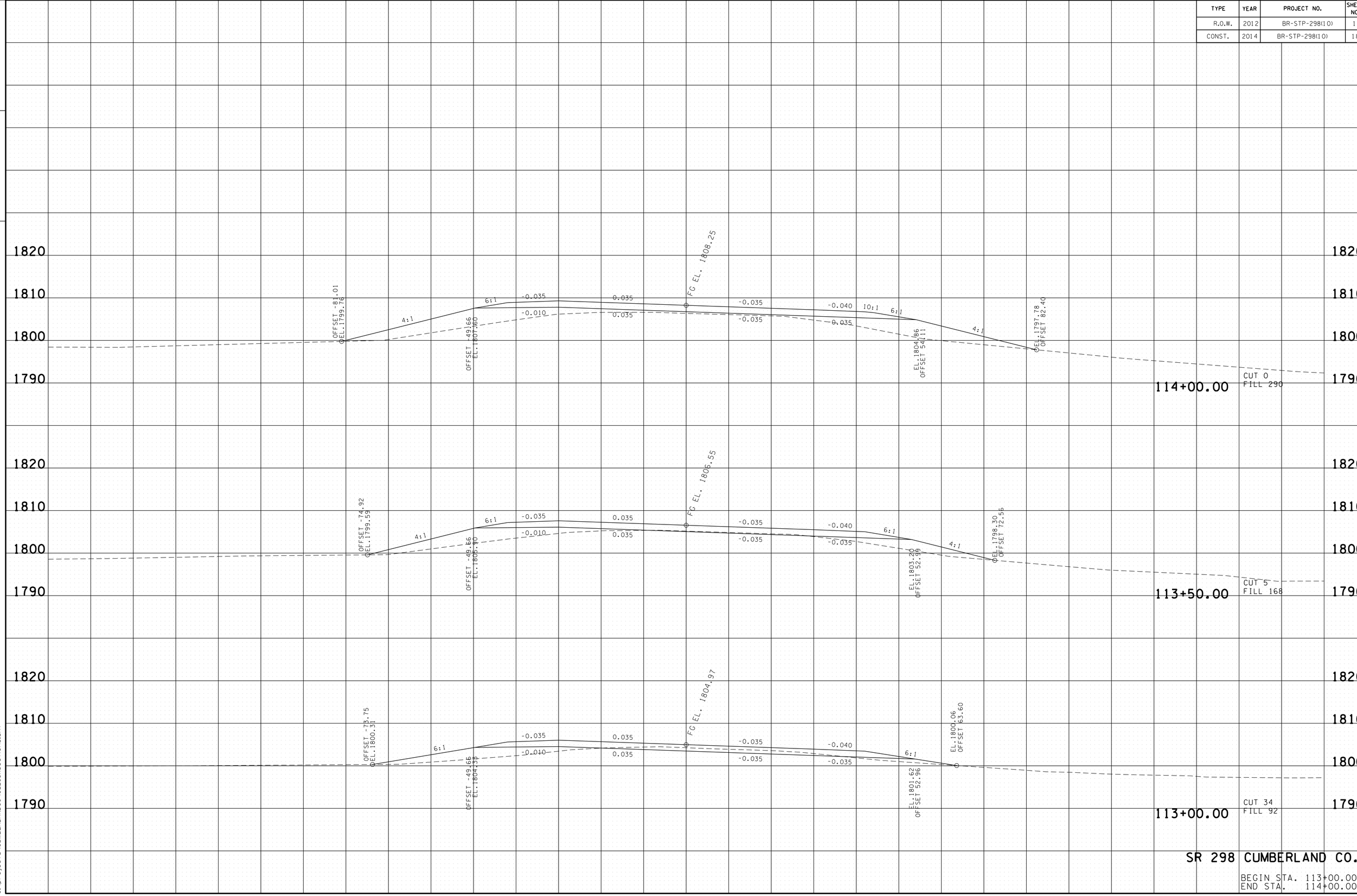
BEGIN STA. 112+00.00
END STA. 112+92.92

06-JAN-2014 10:56
C:\projects\CUMBERLANDCO\CU298XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	13
CONST.	2014	BR-STP-298(10)	18

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 113+00.00
END STA. 114+00.00

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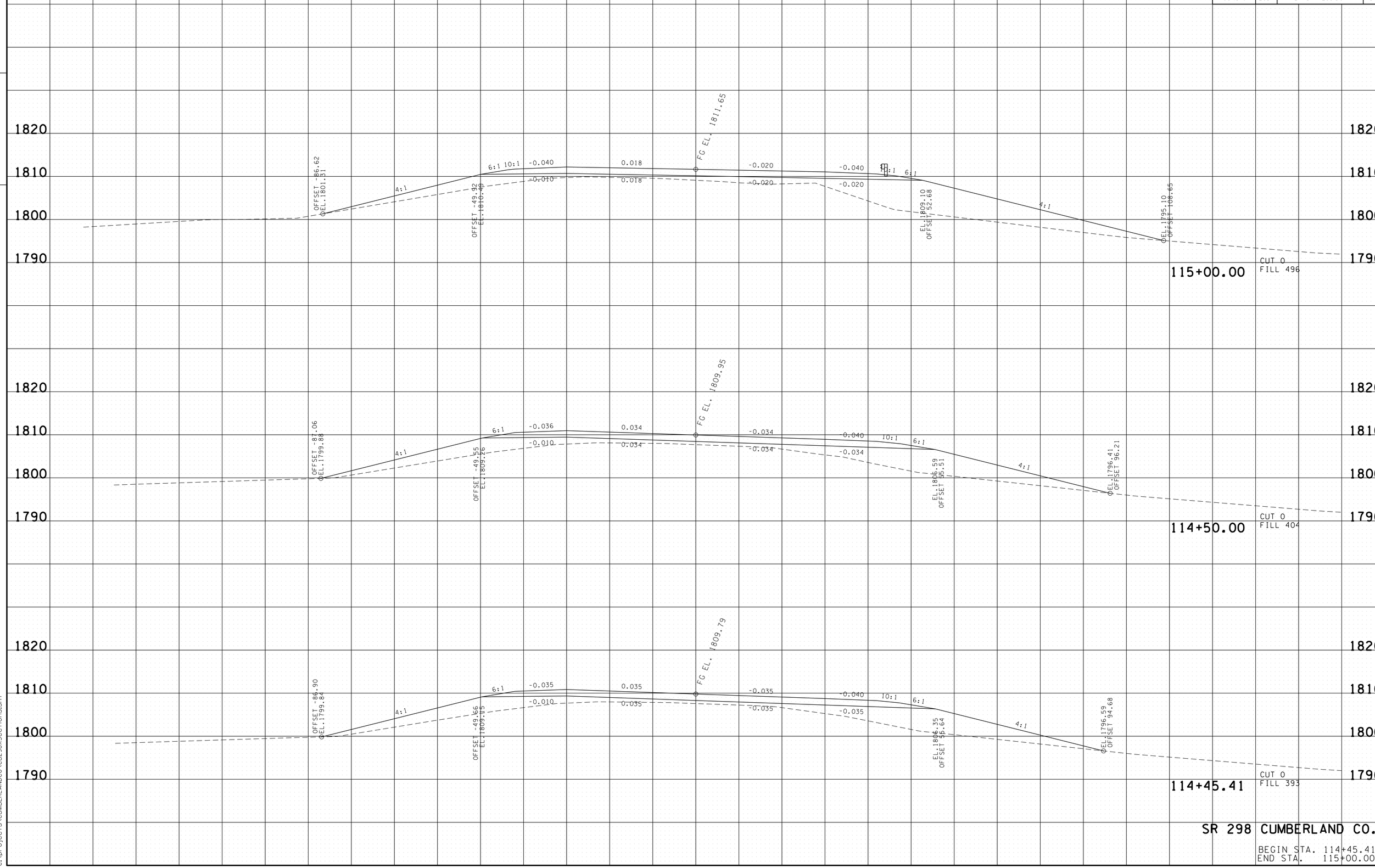
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	14
CONST.	2014	BR-STP-298(10)	19

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 114+45.41
END STA. 115+00.00

06-JAN-2014 10:56
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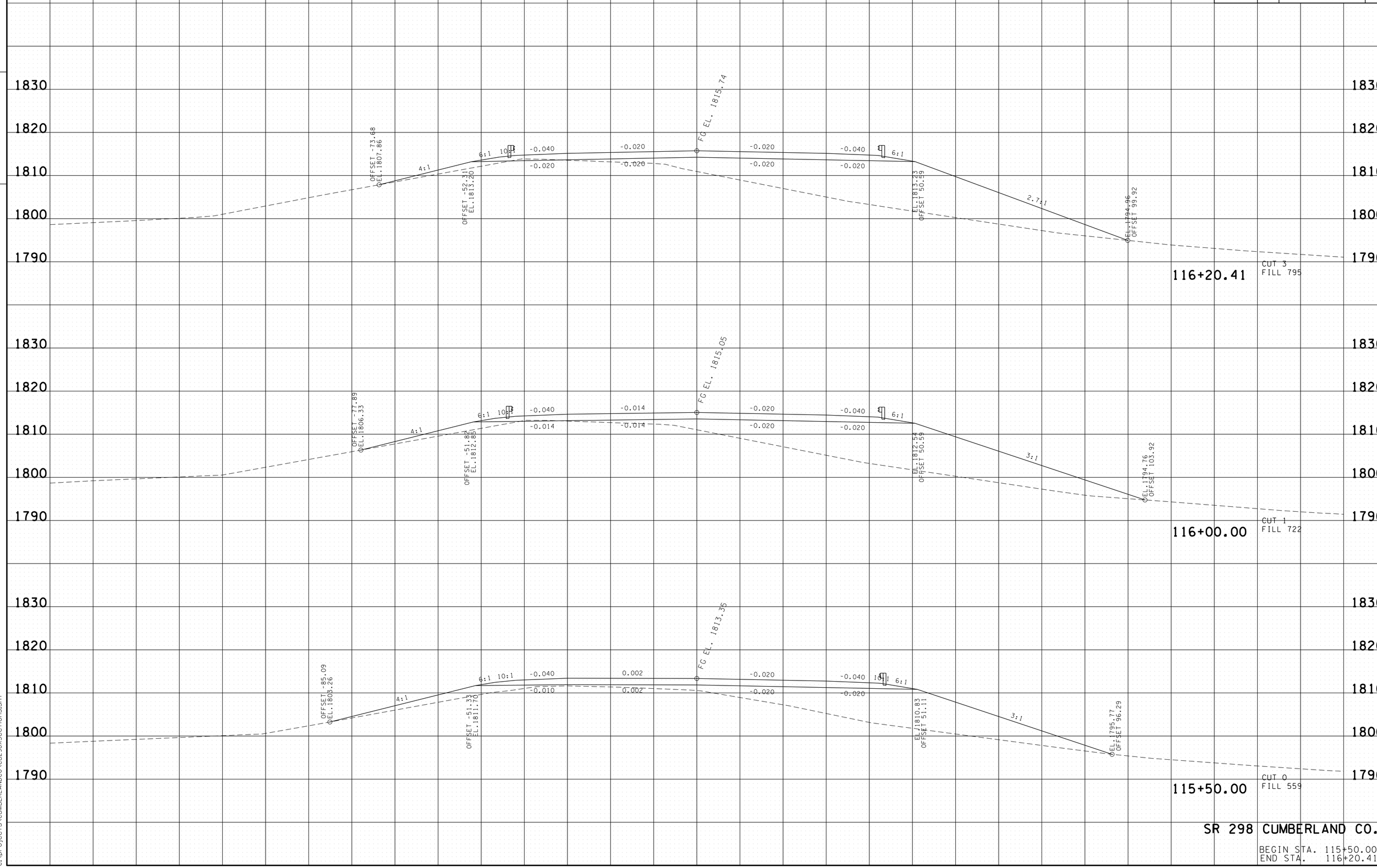
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	15
CONST.	2014	BR-STP-298(10)	20

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 115+50.00
END STA. 116+20.41

06-JAN-2014 10:56
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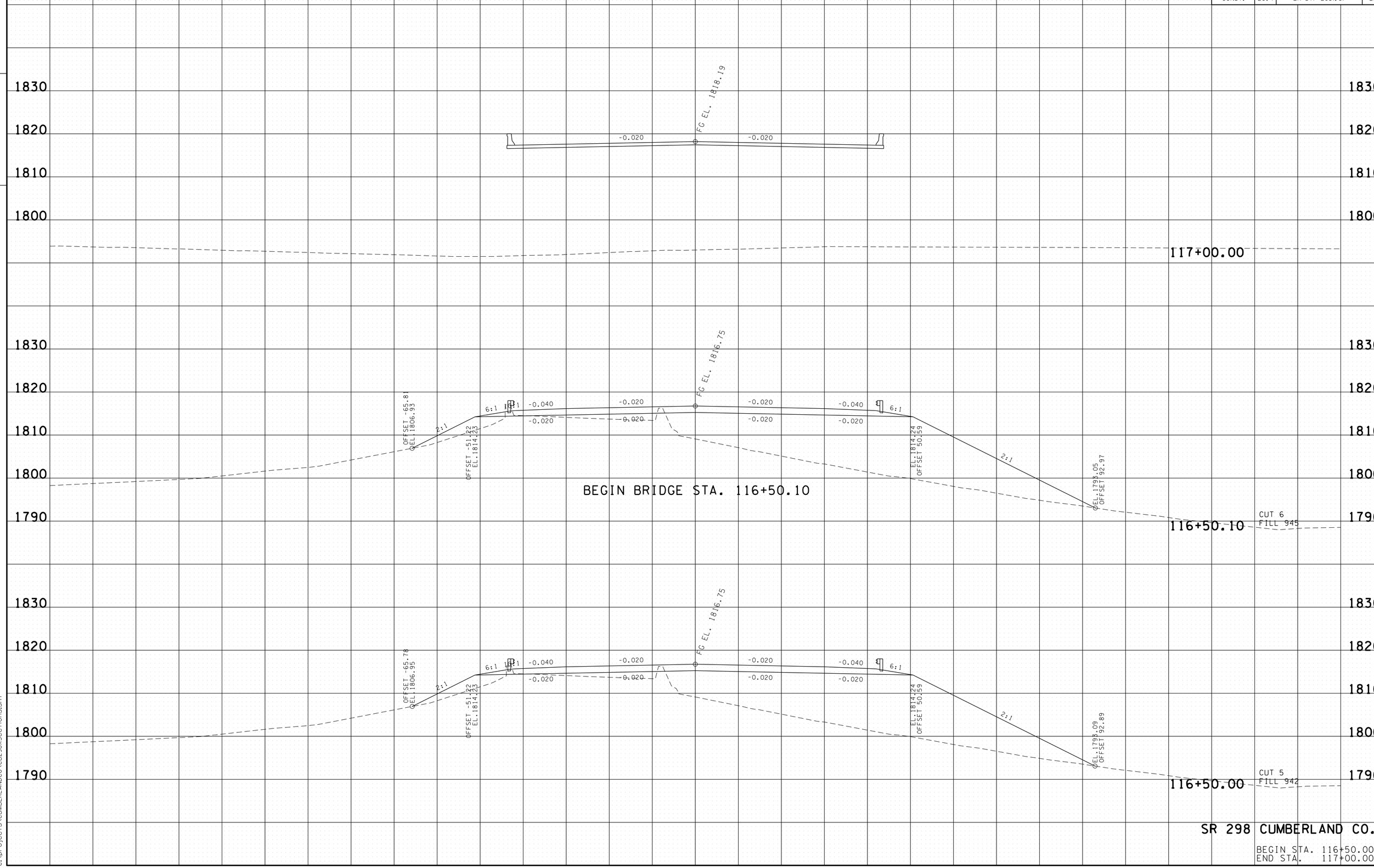
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	16
CONST.	2014	BR-STP-298(10)	21

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 116+50.00
END STA. 117+00.00

06-JAN-2014 10:56
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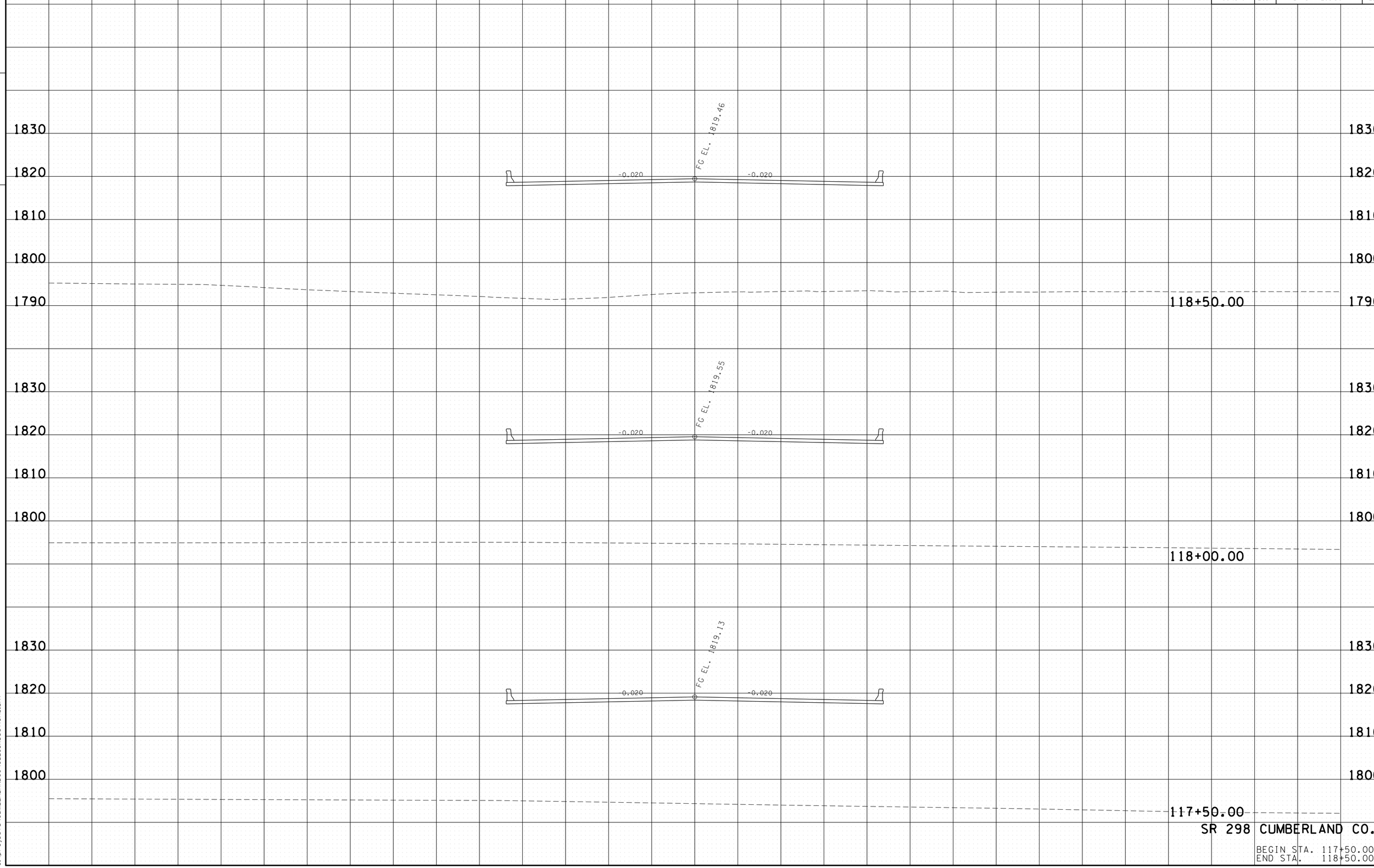
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	17
CONST.	2014	BR-STP-298(10)	22

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 117+50.00
END STA. 118+50.00

06-JAN-2014 10:57
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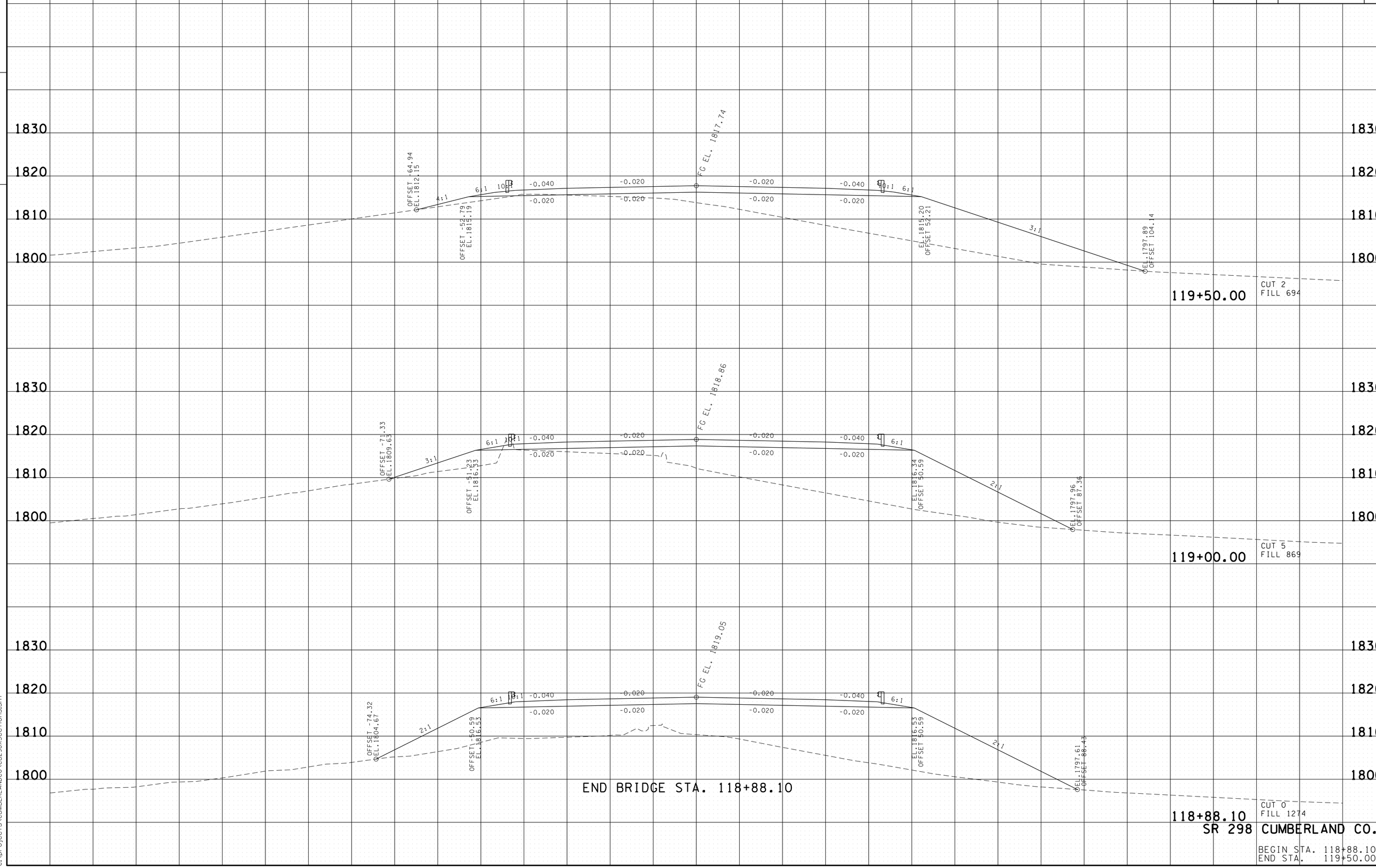
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	18
CONST.	2014	BR-STP-298(10)	23

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 118+88.10
END STA. 119+50.00

06-JAN-2014 10:57
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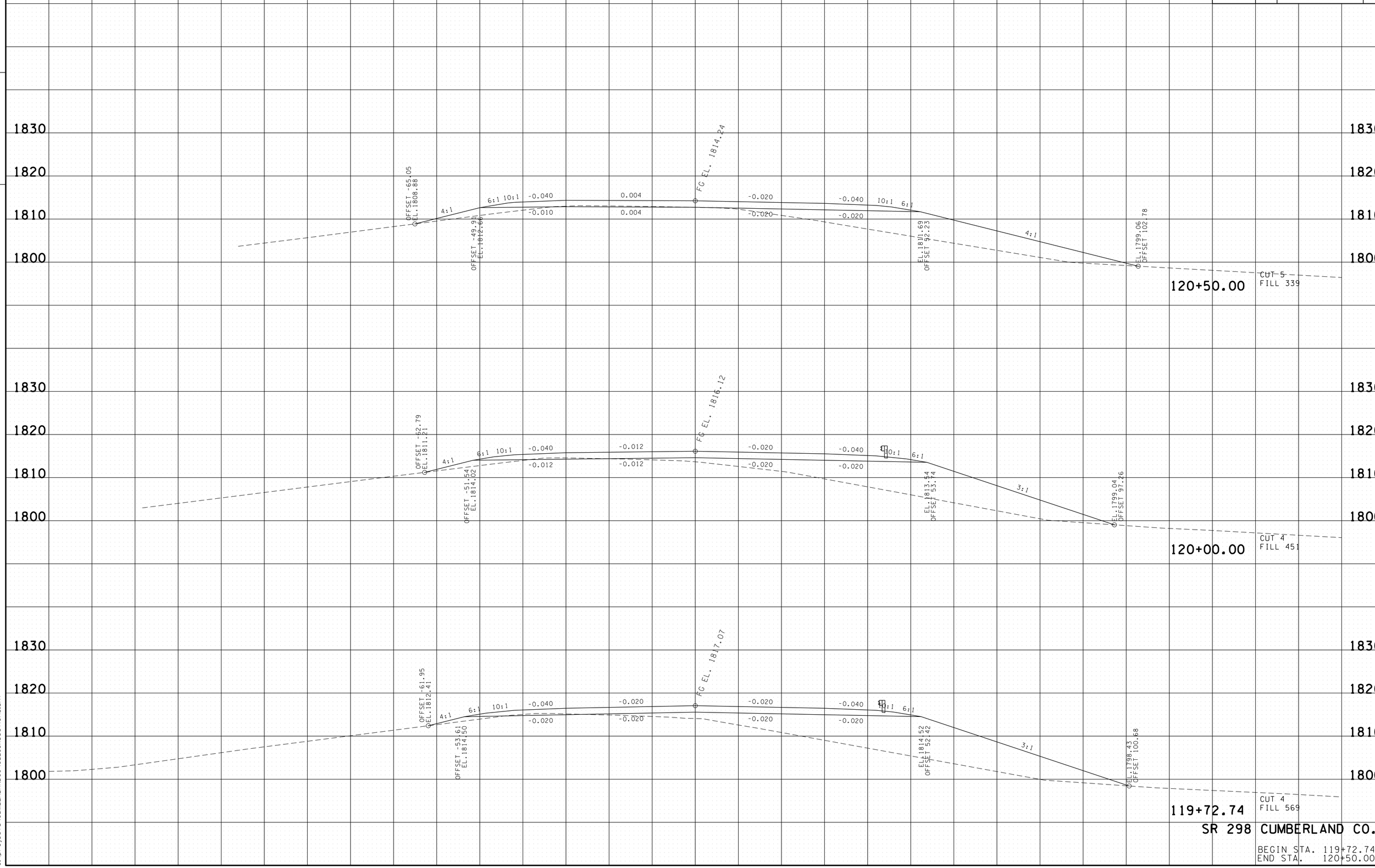
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	19
CONST.	2014	BR-STP-298(10)	24

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 119+72.74
END STA. 120+50.00

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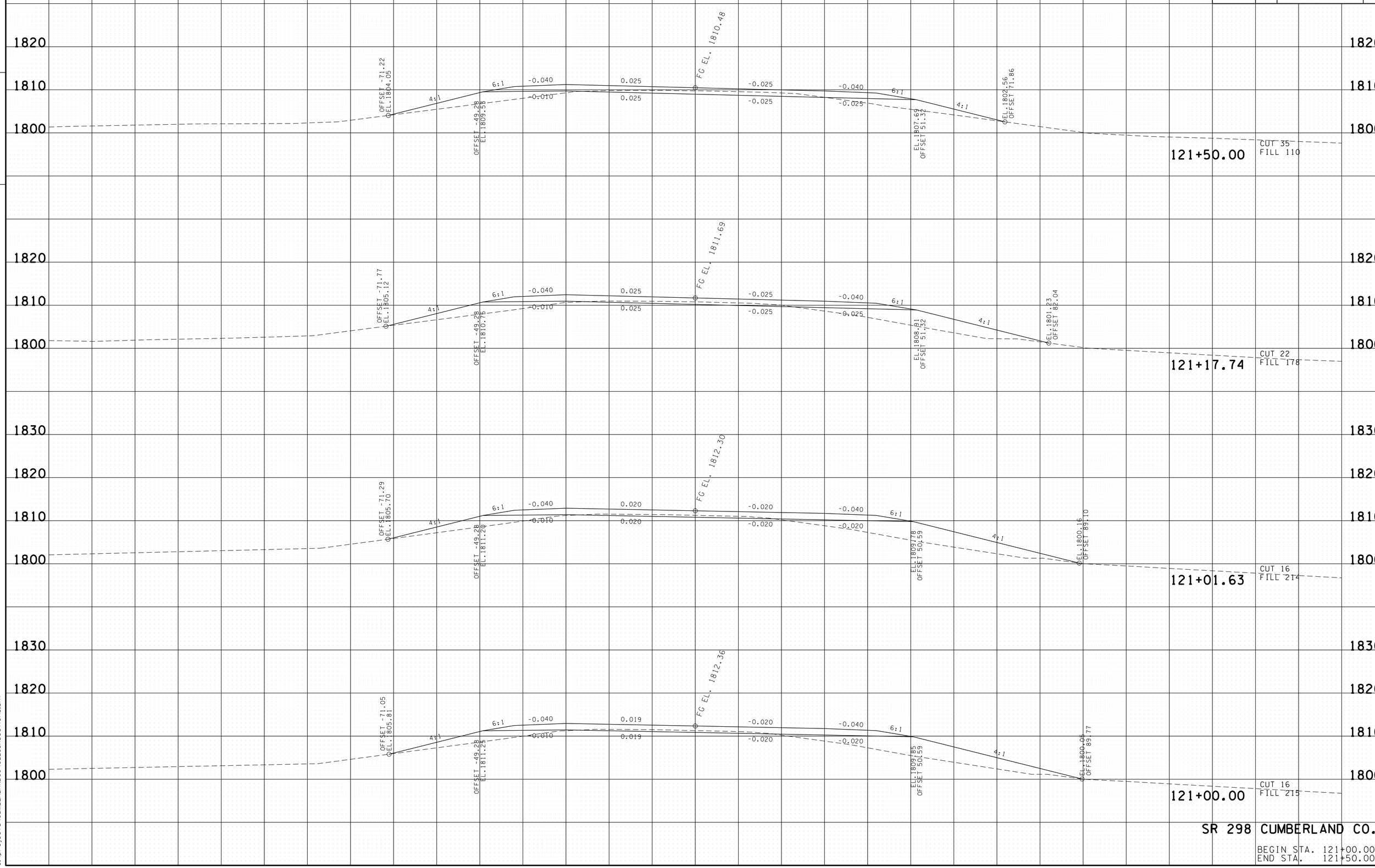
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	20
CONST.	2014	BR-STP-298(10)	25

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



SR 298 CUMBERLAND CO.

BEGIN STA. 121+00.00
END STA. 121+50.00

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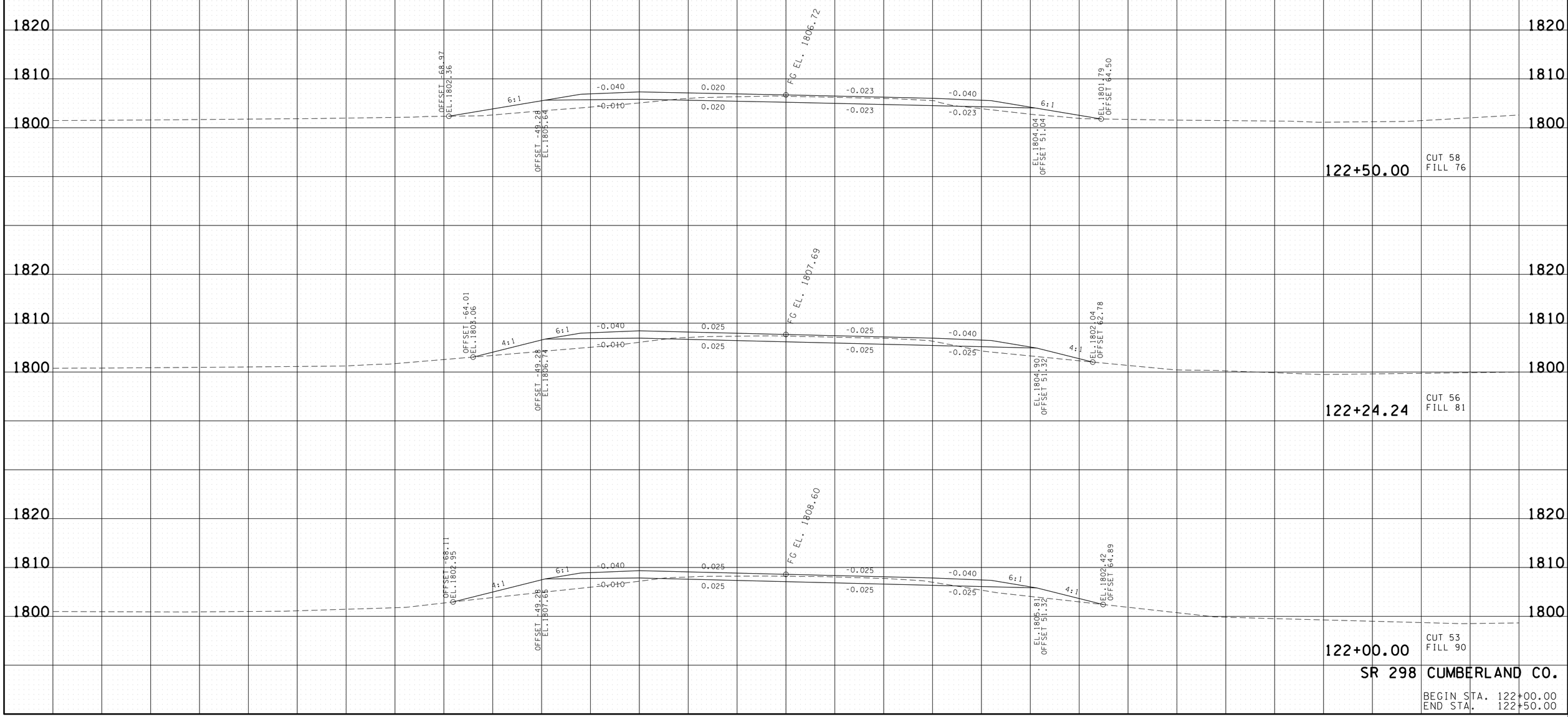
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	21
CONST.	2014	BR-STP-298(10)	26

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

BEGIN STA. 122+00.00
END STA. 122+50.00

06-JAN-2014 10:57
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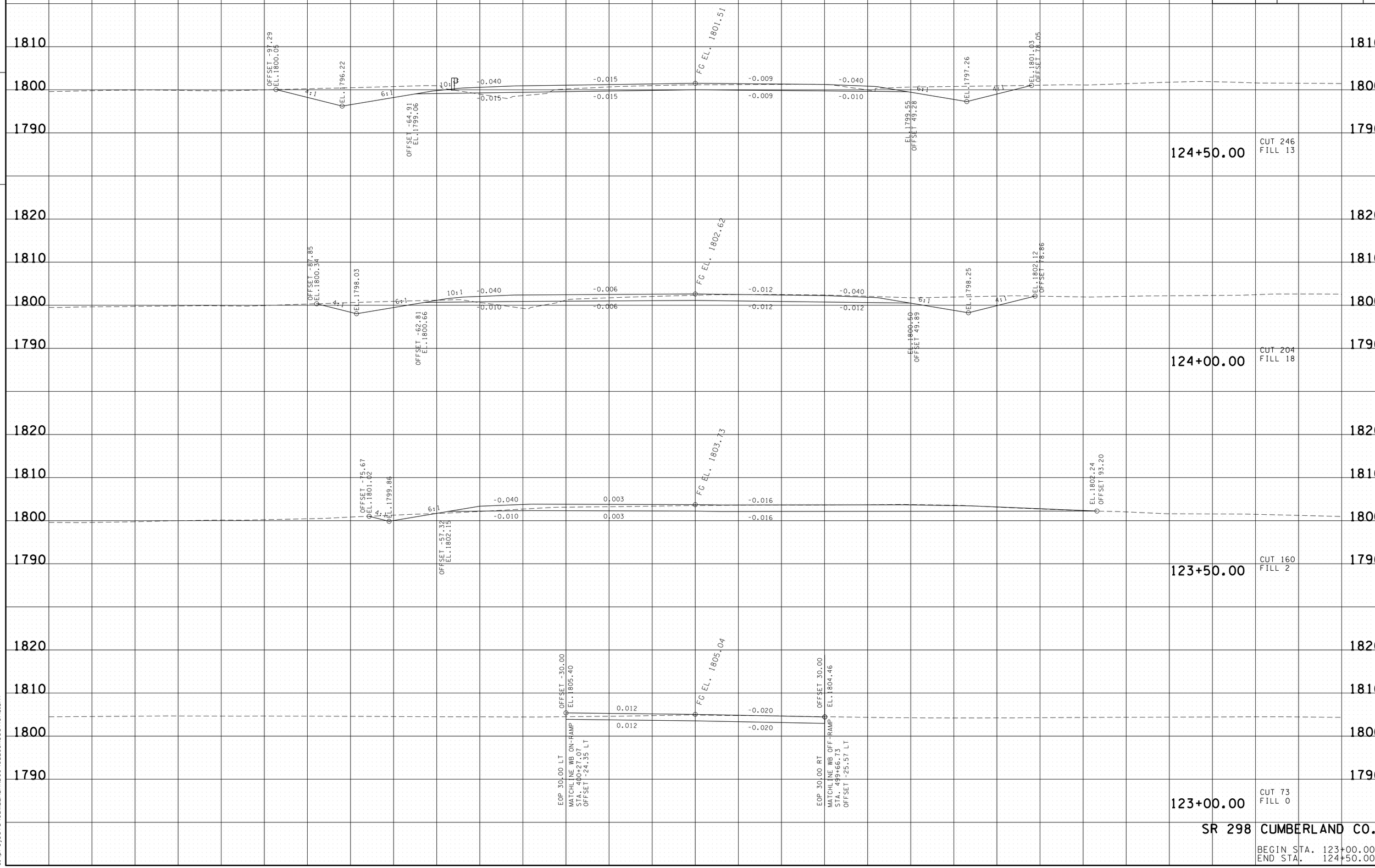
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	22
CONST.	2014	BR-STP-298(10)	27

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

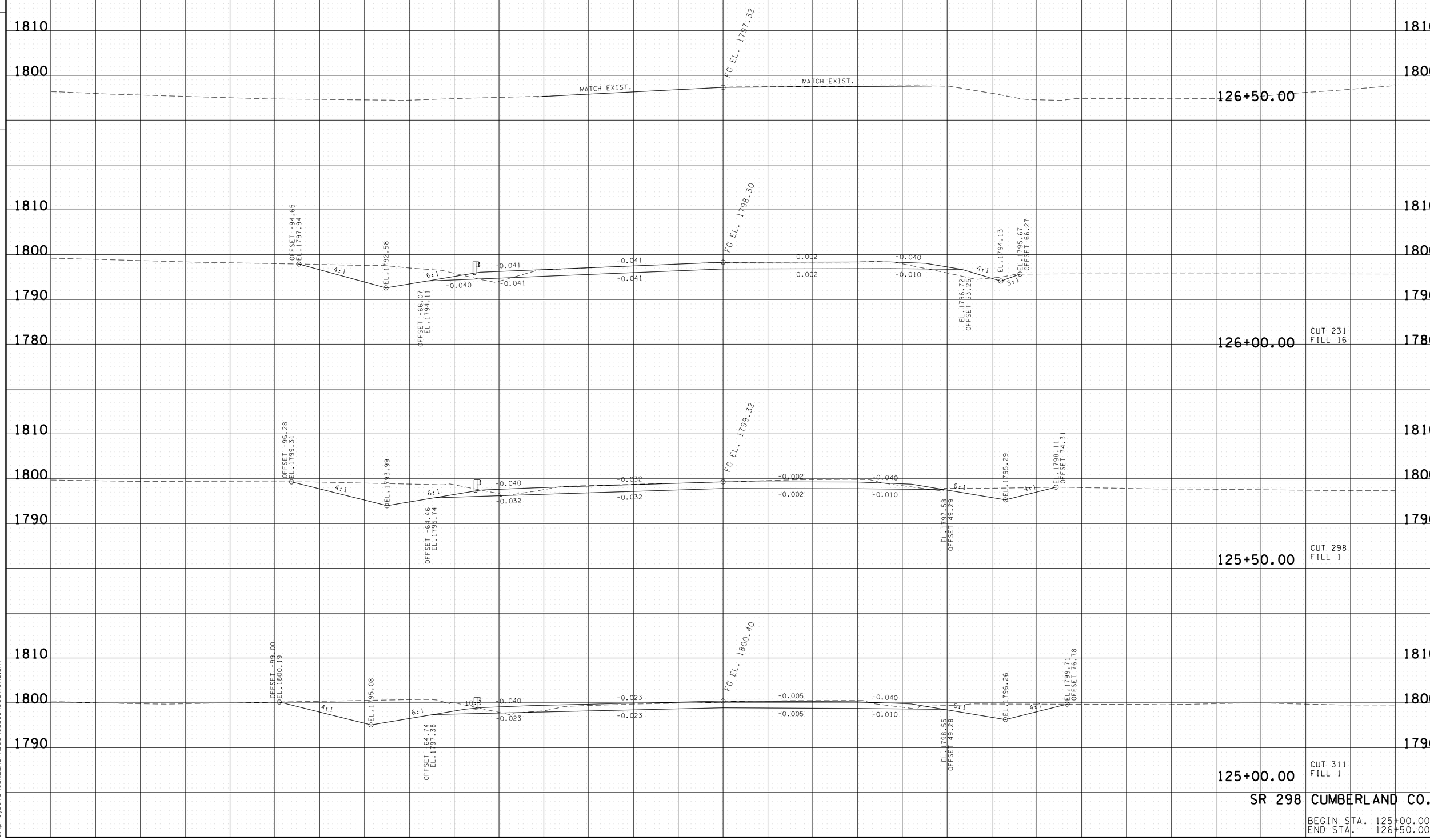
BEGIN STA. 123+00.00
END STA. 124+50.00

06-JAN-2014 10:57
C:\projects\CUMBERLANDCO\CU298XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	23
CONST.	2014	BR-STP-298(10)	28

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



SR 298 CUMBERLAND CO.

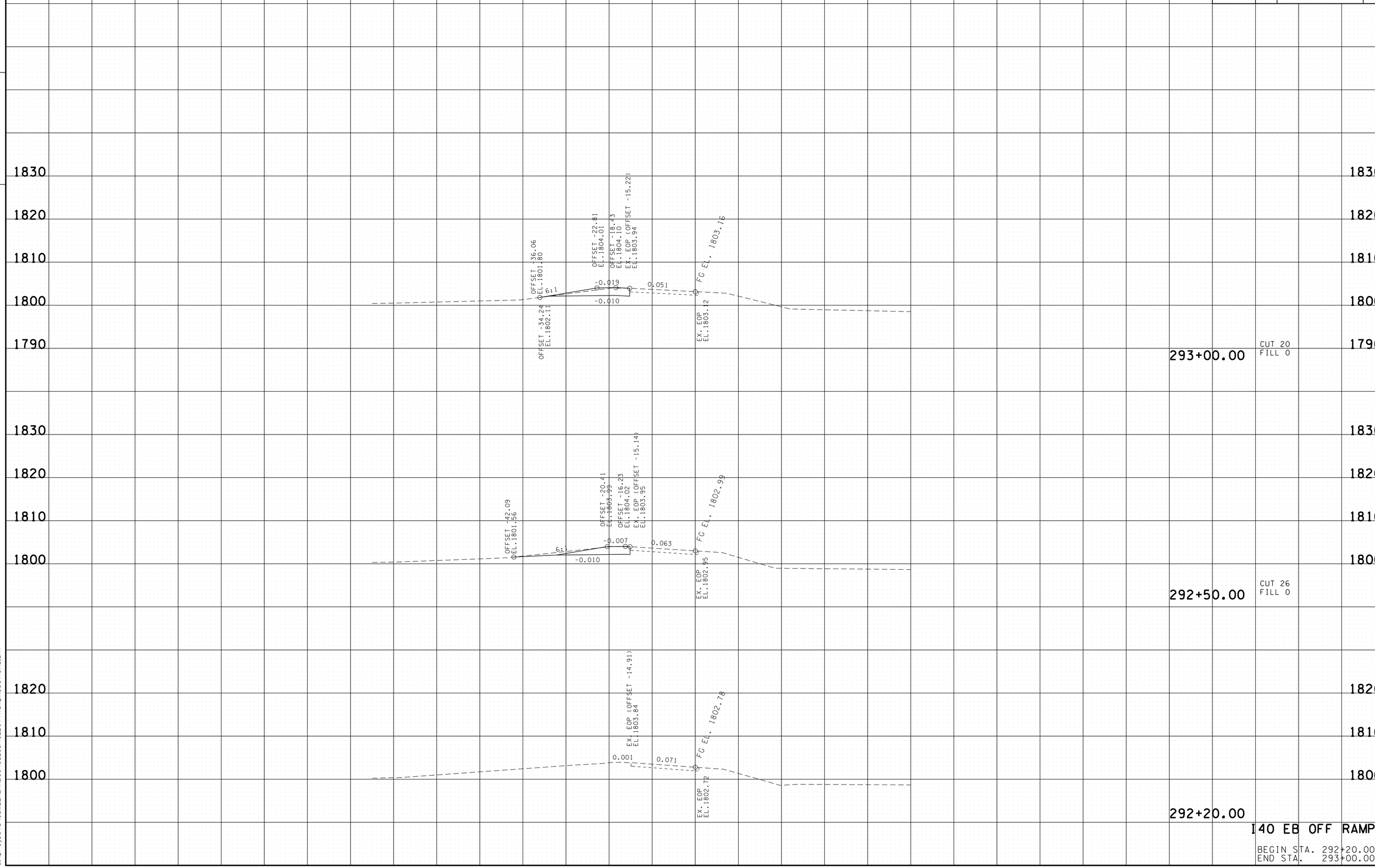
BEGIN STA. 125+00.00
END STA. 126+50.00

06-JAN-2014 10:57
C:\projects\CUMBERLANDCO\CU298XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	24
CONST.	2014	BR-STP-298(10)	29

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

BEGIN STA. 292+20.00
END STA. 293+00.00

06-JAN-2014 10:56
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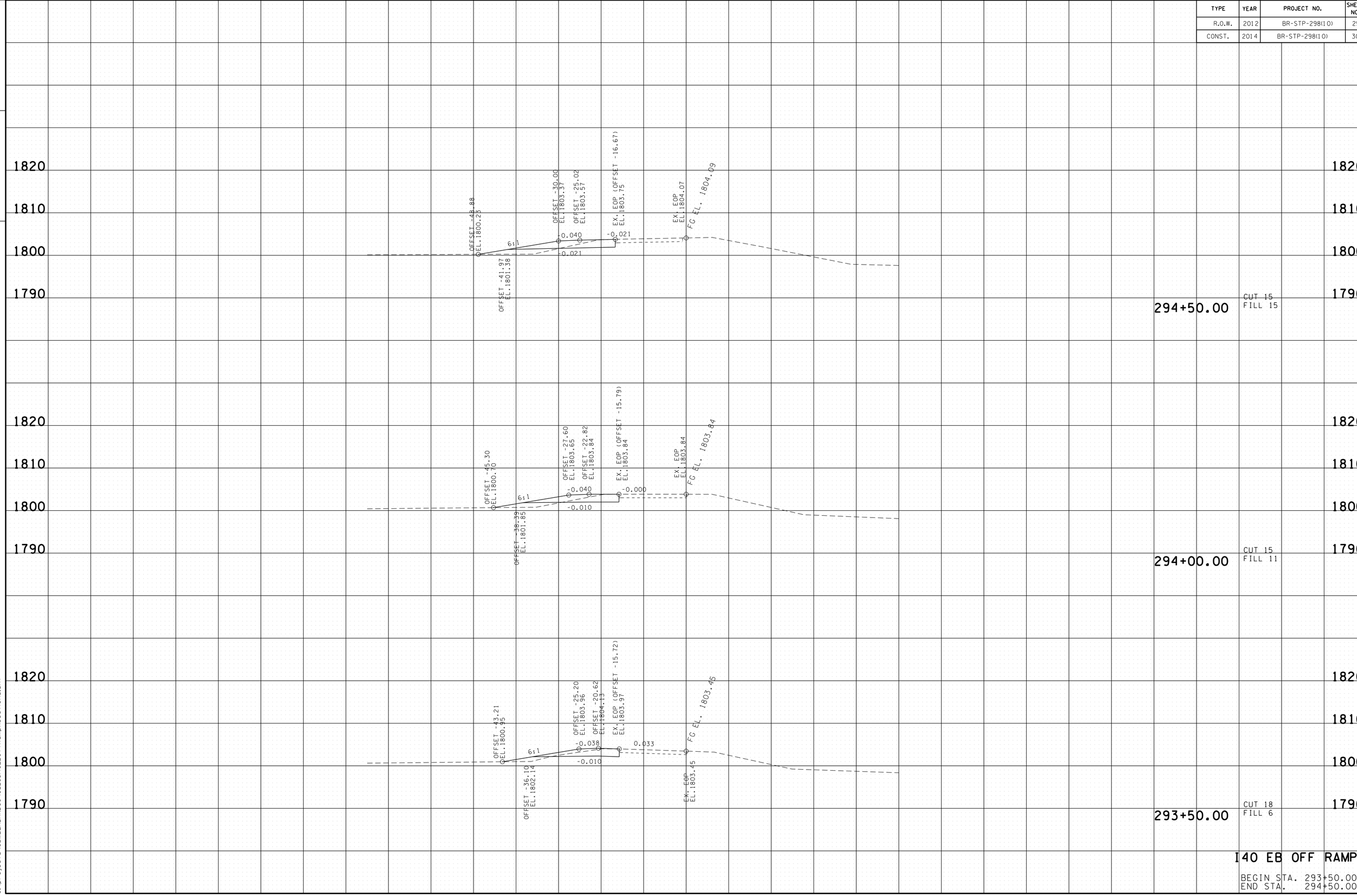
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	25
CONST.	2014	BR-STP-298(10)	30

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

BEGIN STA. 293+50.00
END STA. 294+50.00

06-JAN-2014 10:56
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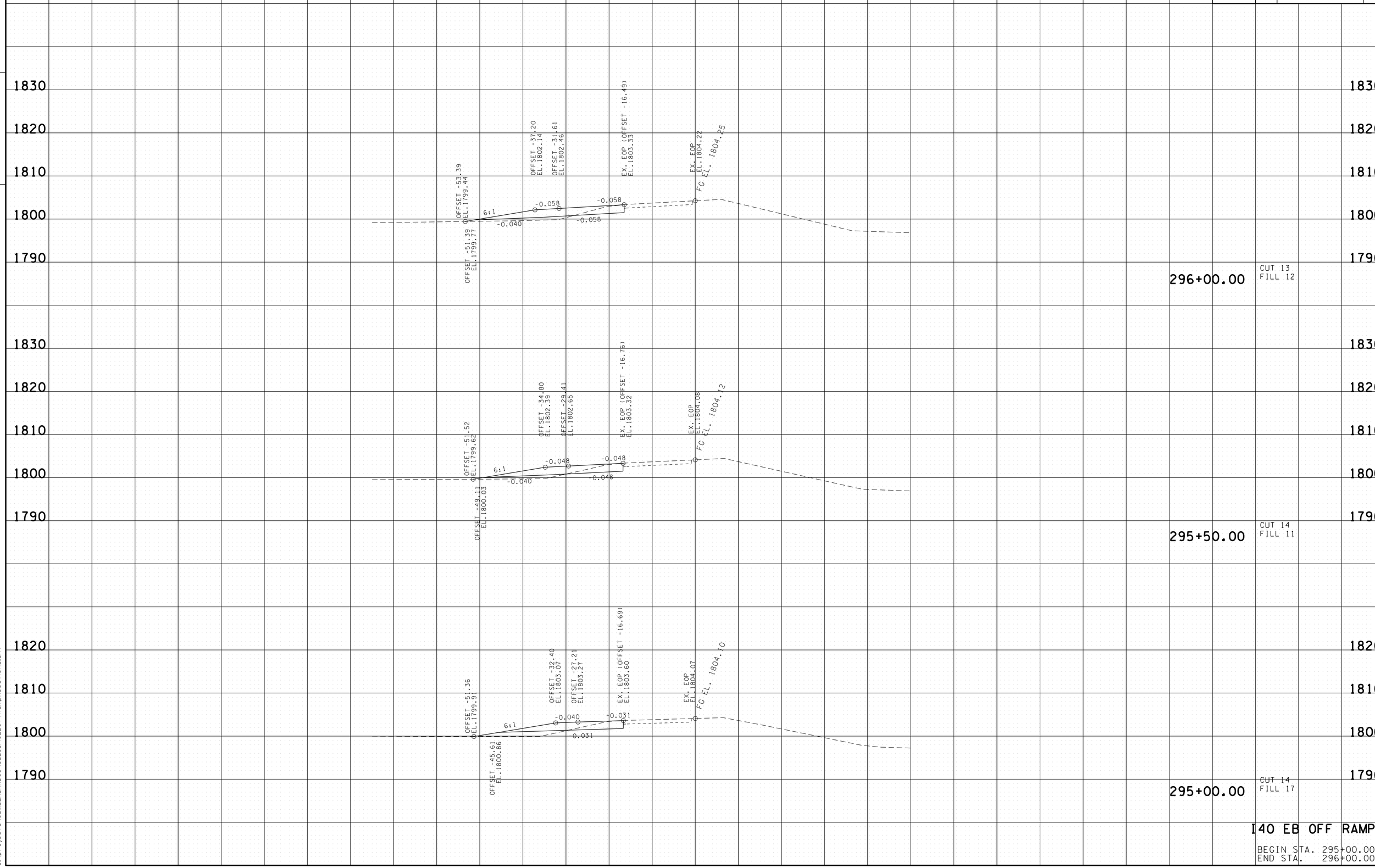
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	26
CONST.	2014	BR-STP-298(10)	31

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

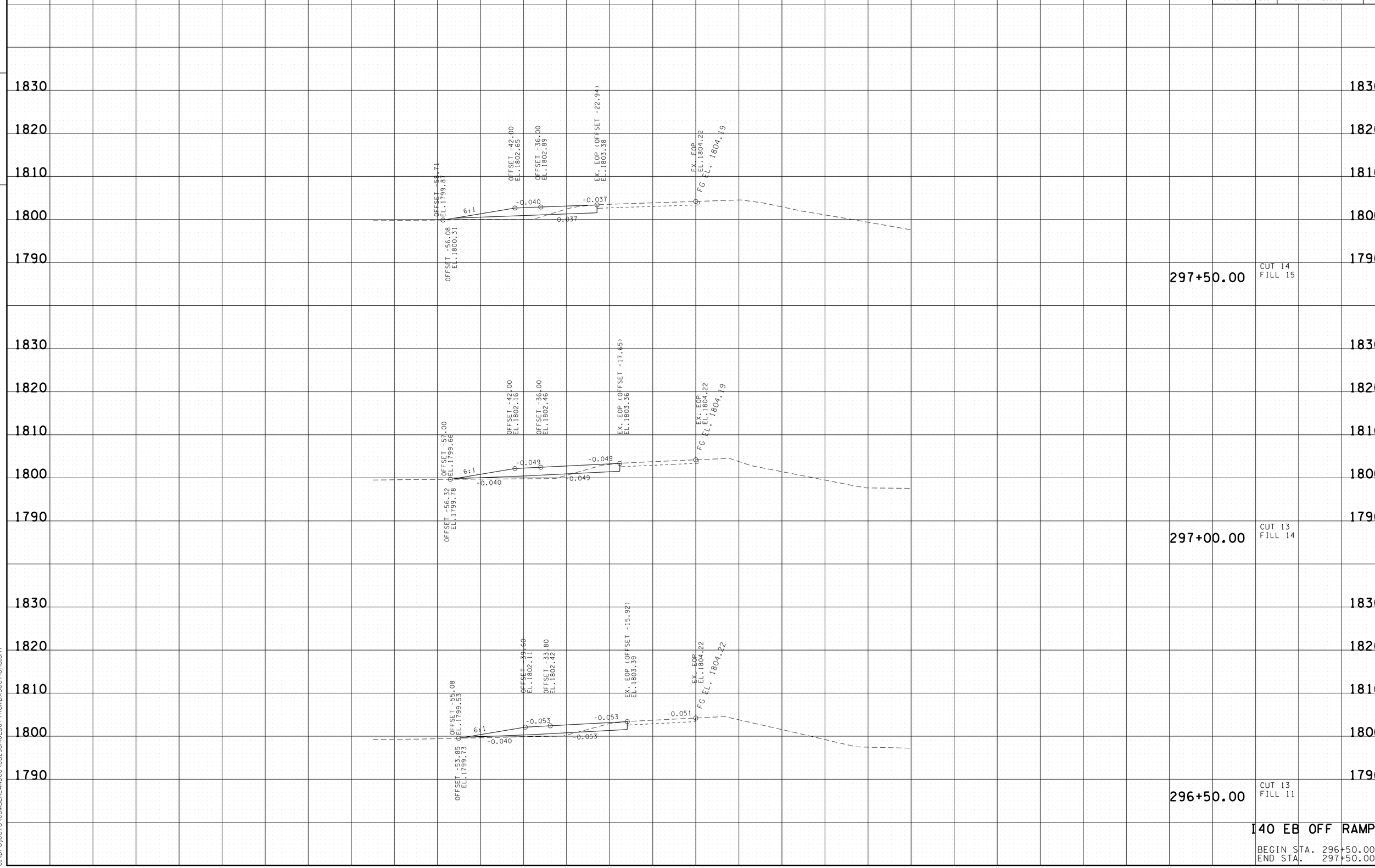
BEGIN STA. 295+00.00
END STA. 296+00.00

06-JAN-2014 10:56
C:\projects\CUMBERLANDCO\CU298I40EBOffRampXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	27
CONST.	2014	BR-STP-298(10)	32

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

BEGIN STA. 296+50.00
END STA. 297+50.00

06-JAN-2014 10:56
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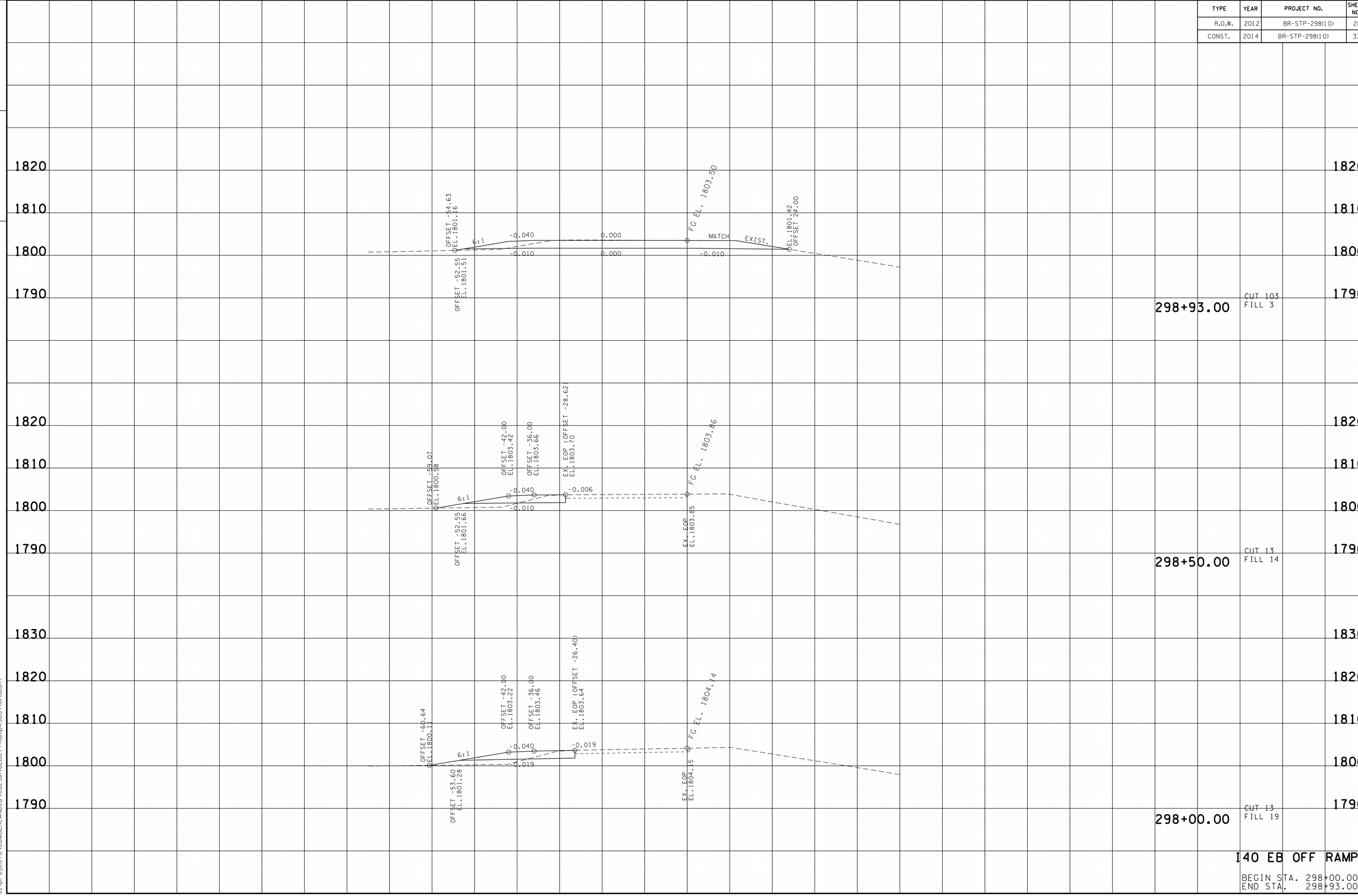
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	28
CONST.	2014	BR-STP-298(10)	33

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

BEGIN STA. 298+00.00
END STA. 298+93.00

06-JAN-2014 10:56
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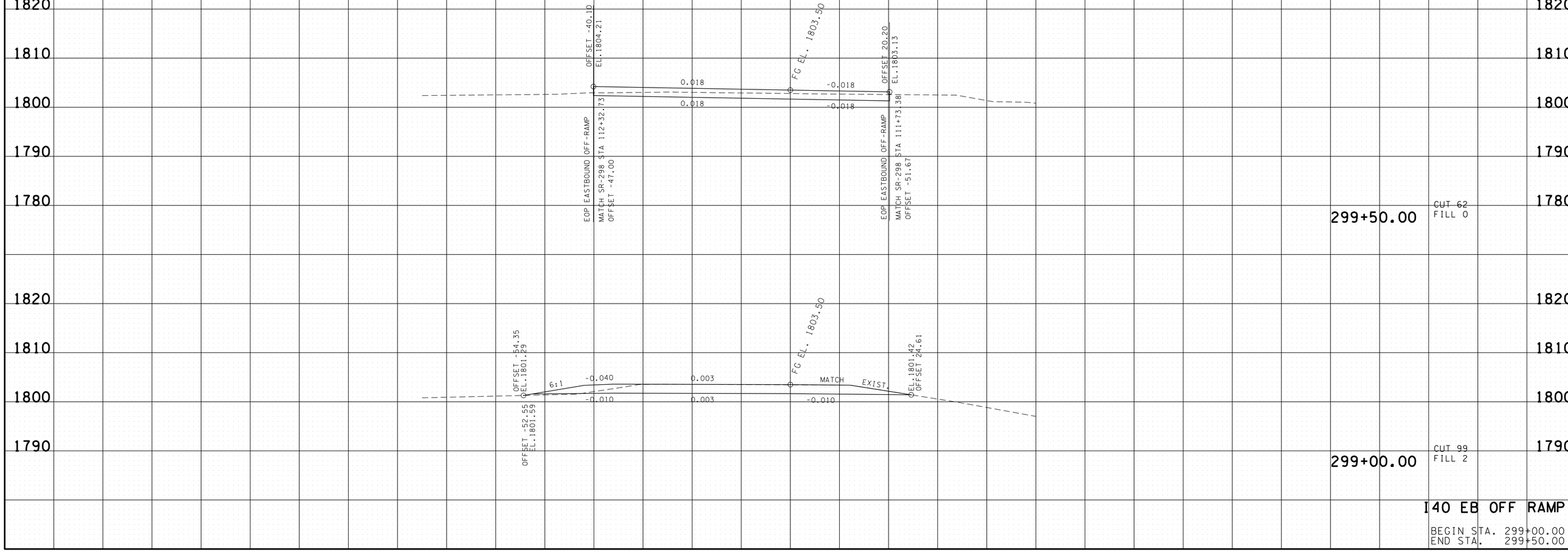
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	29
CONST.	2014	BR-STP-298(10)	34

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB OFF RAMP

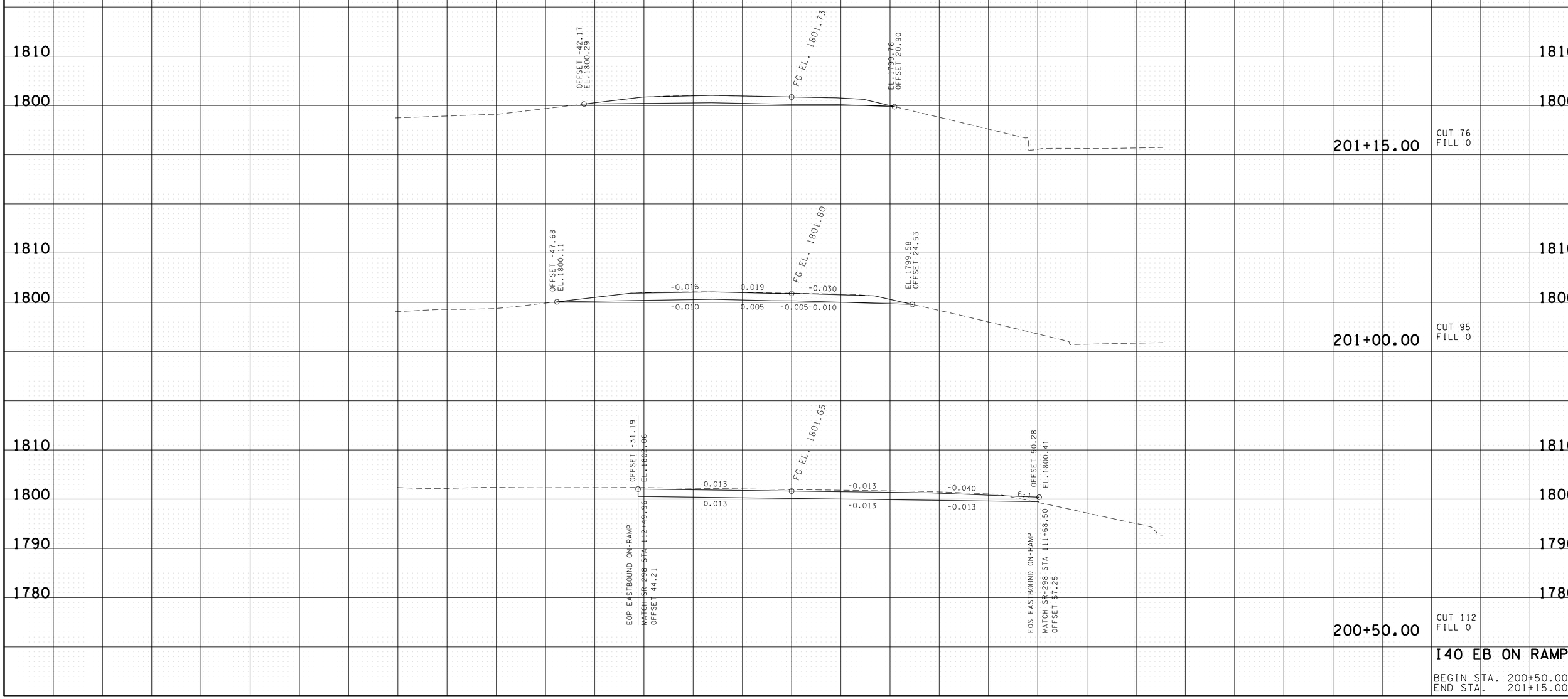
BEGIN STA. 299+00.00
END STA. 299+50.00

06-JAN-2014 10:56
C:\projects\CUMBERLANDCO\CU298140EBOffRampXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	30
CONST.	2014	BR-STP-298(10)	35

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 EB ON RAMP

BEGIN STA. 200+50.00
END STA. 201+15.00

06-JAN-2014 10:56
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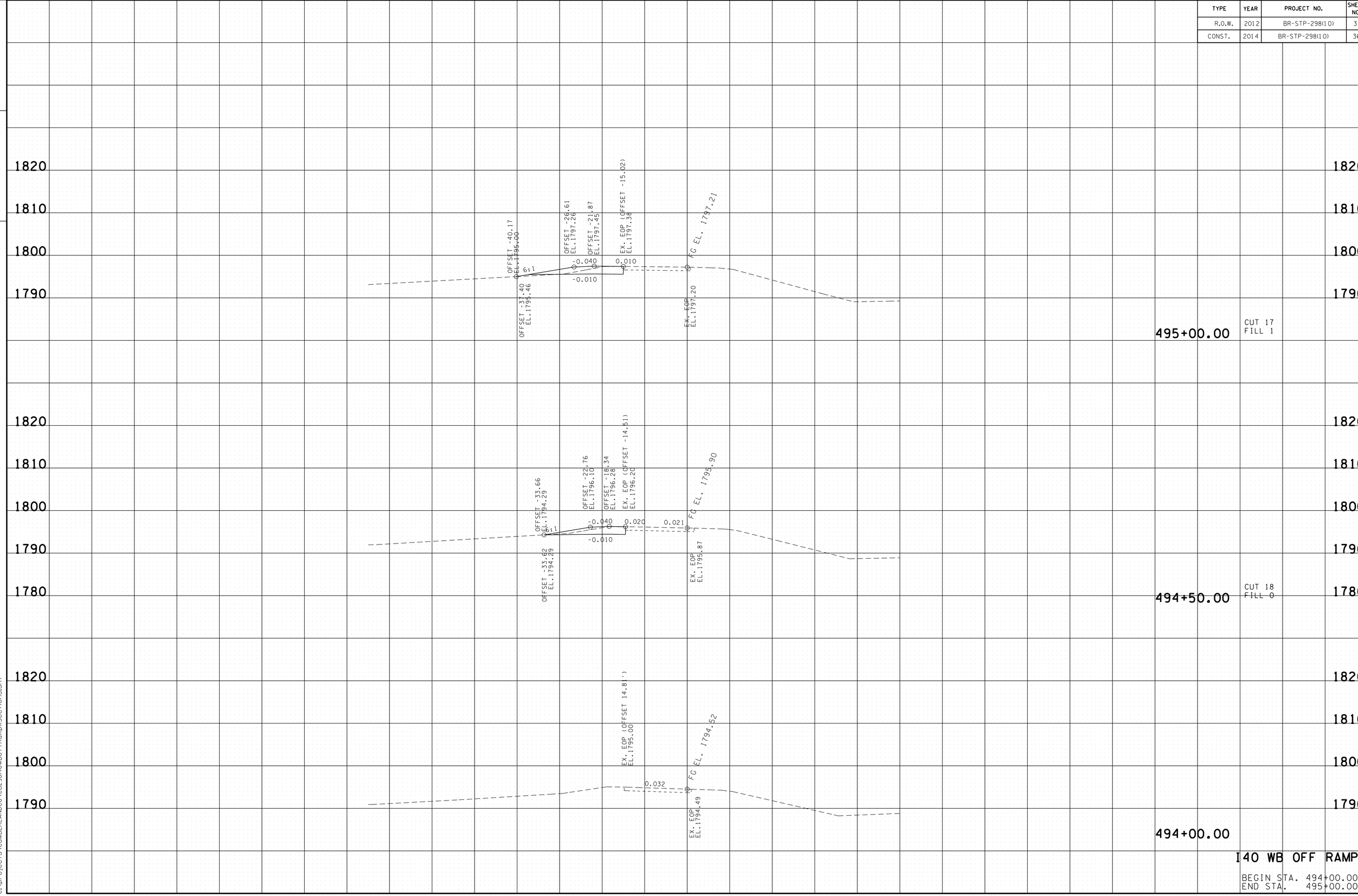
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	31
CONST.	2014	BR-STP-298(10)	36

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB OFF RAMP

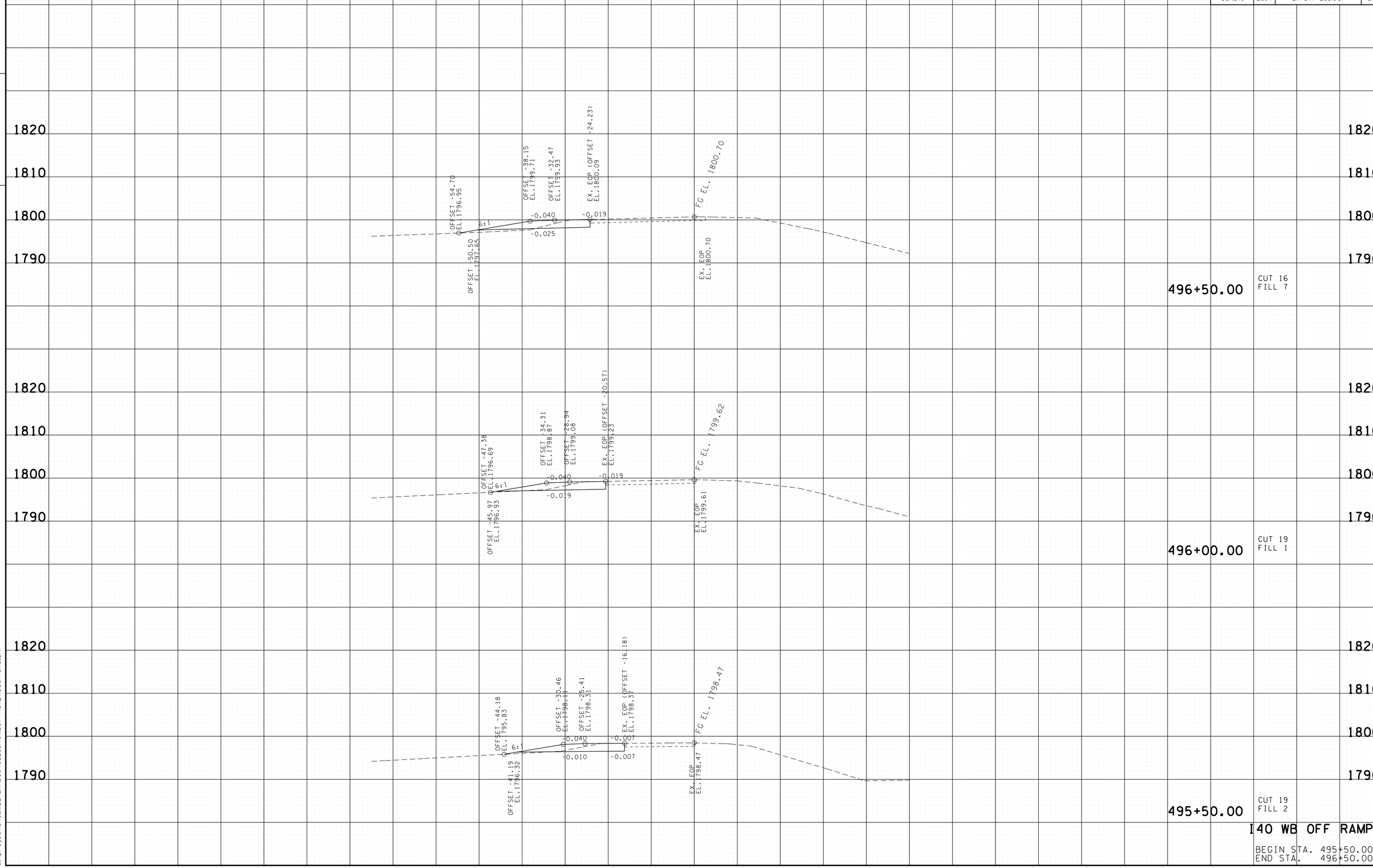
BEGIN STA. 494+00.00
END STA. 495+00.00

06-JAN-2014 10:56
C:\projects\CUMBERLANDCO\CU298140WBOffRampXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	32
CONST.	2014	BR-STP-298(10)	37

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB OFF RAMP

BEGIN STA. 495+50.00
END STA. 496+50.00

06-JAN-2014 10:56
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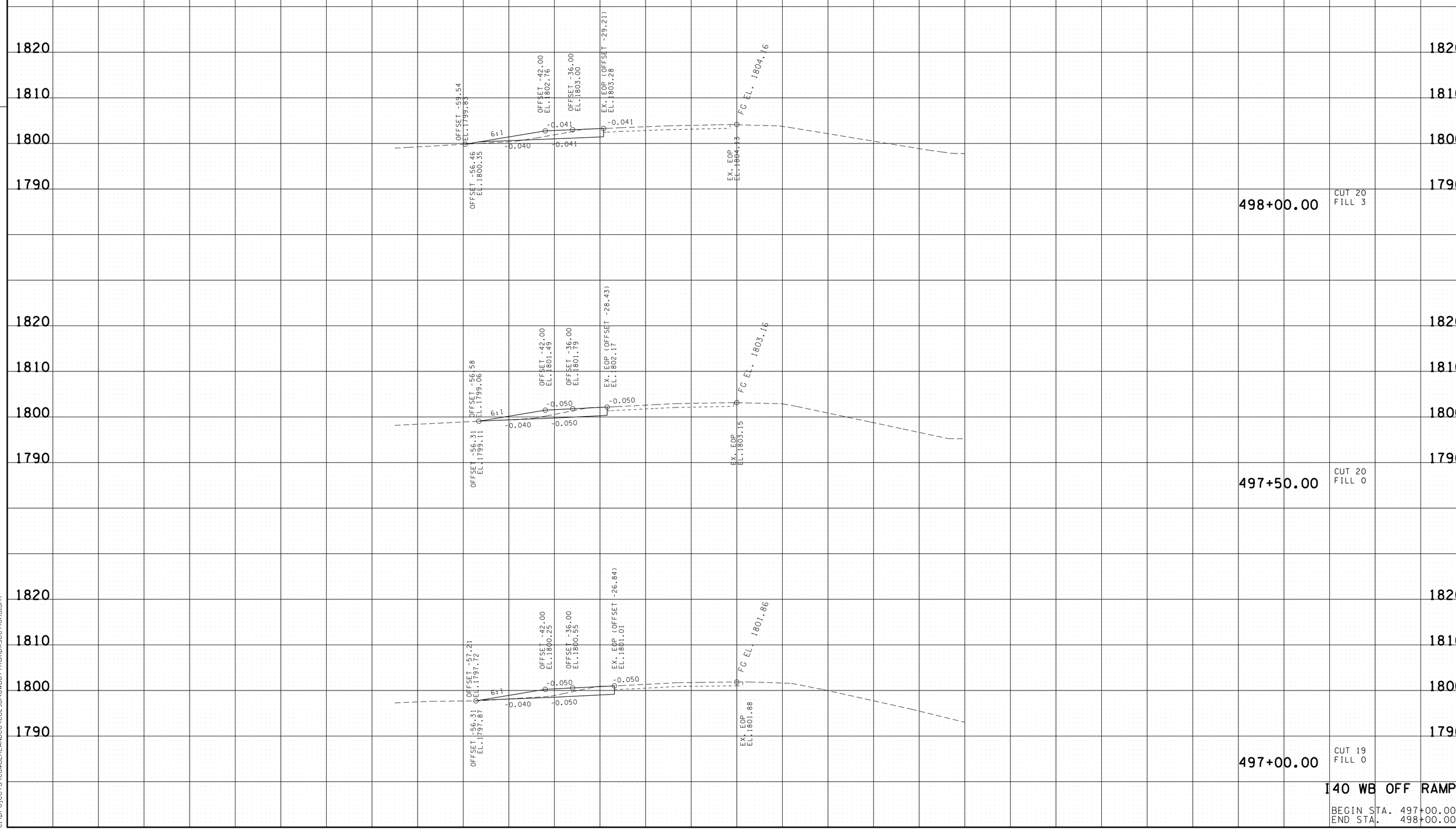
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	33
CONST.	2014	BR-STP-298(10)	38

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB OFF RAMP

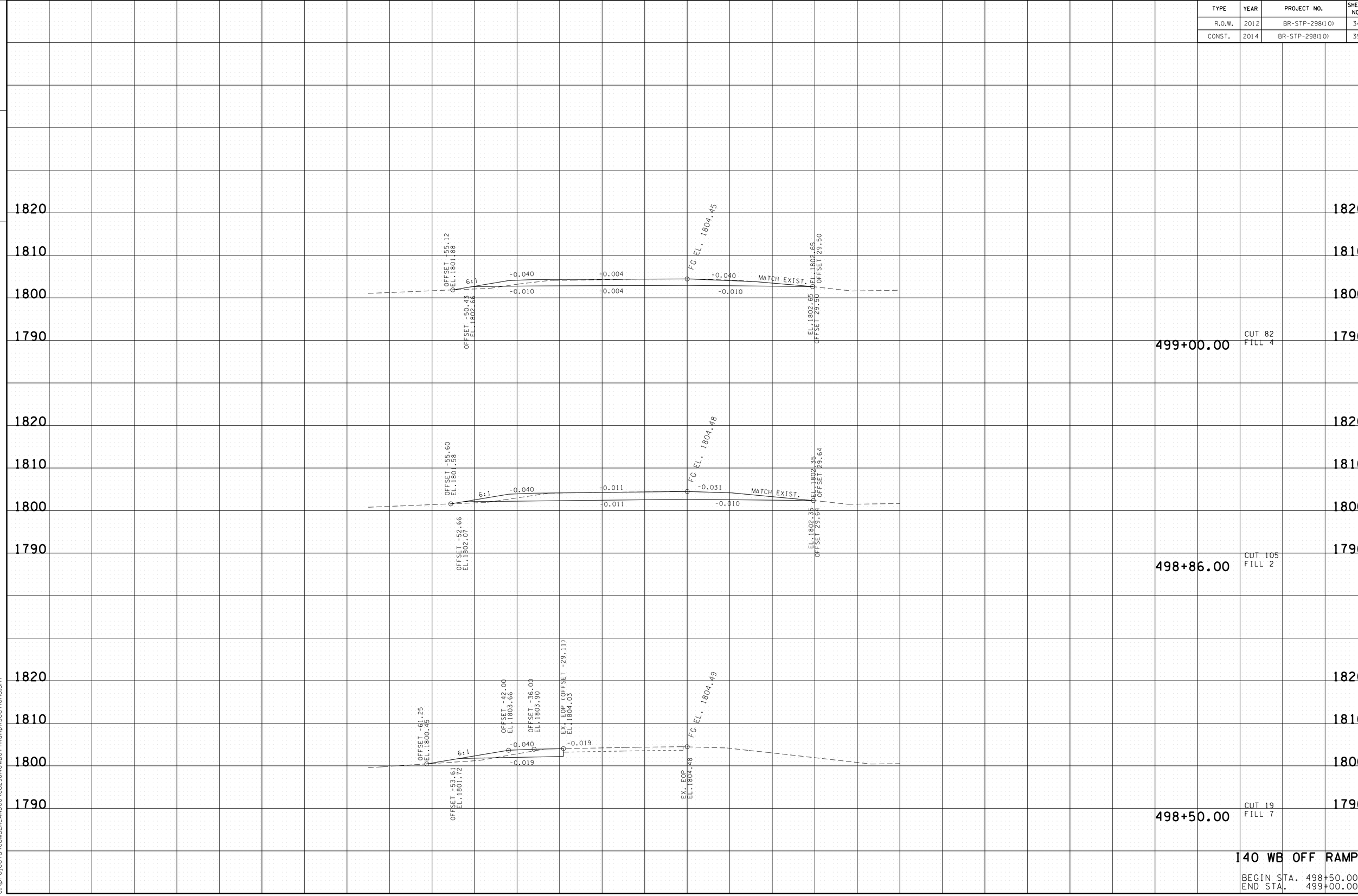
BEGIN STA. 497+00.00
END STA. 498+00.00

06-JAN-2014 10:56
C:\projects\CUMBERLANDCO\CU298I40WBOffRampXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	34
CONST.	2014	BR-STP-298(10)	39

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB OFF RAMP

BEGIN STA. 498+50.00
END STA. 499+00.00

06-JAN-2014 10:56
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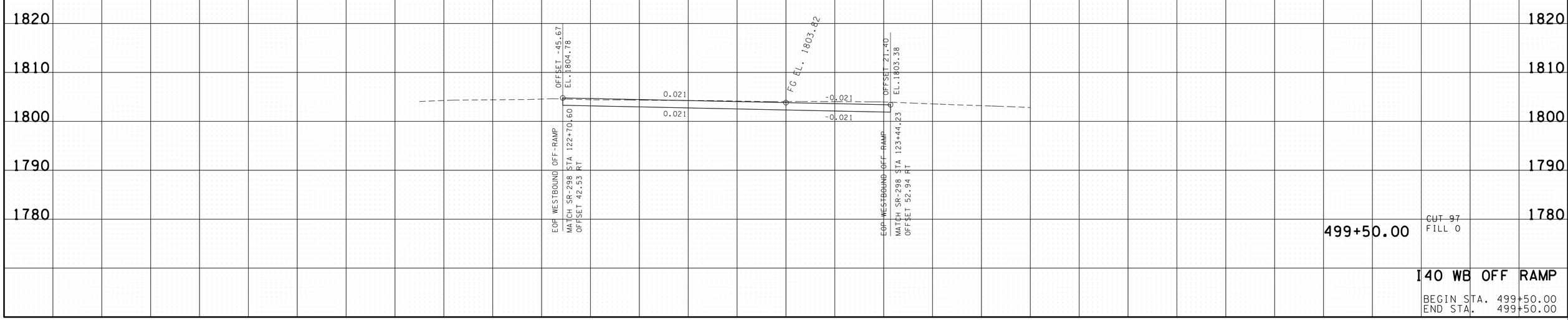
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	35
CONST.	2014	BR-STP-298(10)	40

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB OFF RAMP

BEGIN STA. 499+50.00
END STA. 499+50.00

06-JAN-2014 10:56
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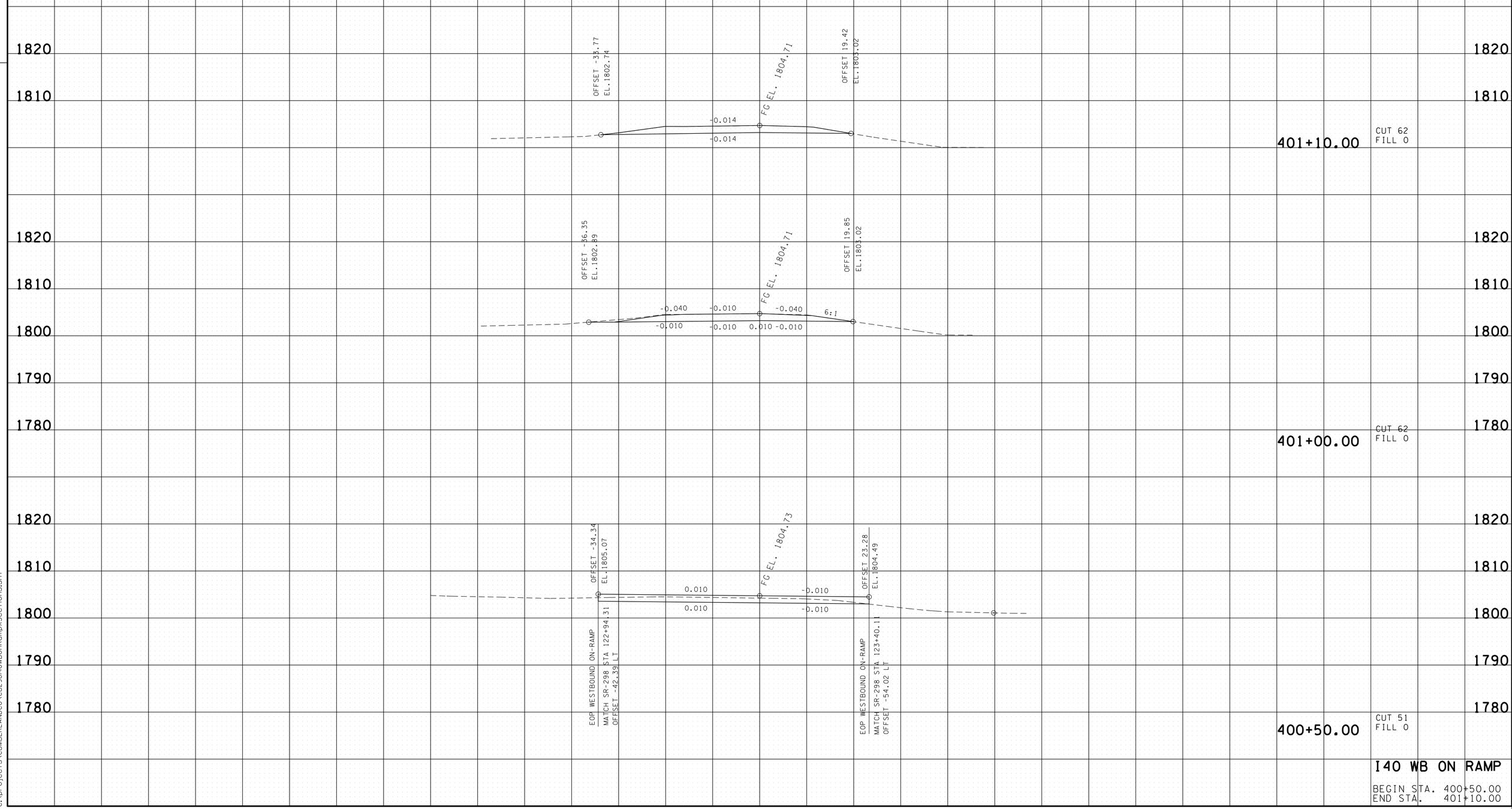
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	BR-STP-298(10)	36
CONST.	2014	BR-STP-298(10)	41

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



I40 WB ON RAMP

BEGIN STA. 400+50.00
END STA. 401+10.00

06-JAN-2014 10:56
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