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

Index Of Sheets
(SEE SHEET 1A)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

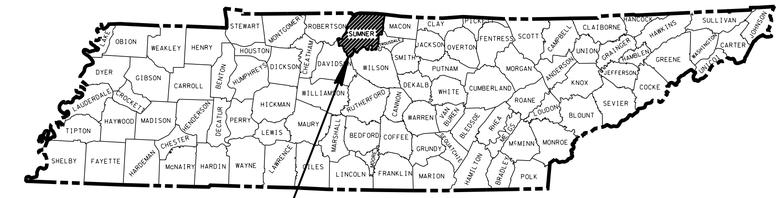
SUMNER COUNTY

SR-6 (U.S. 31E), INTERSECTION AT SR-25 IN GALLATIN

CONSTRUCTION

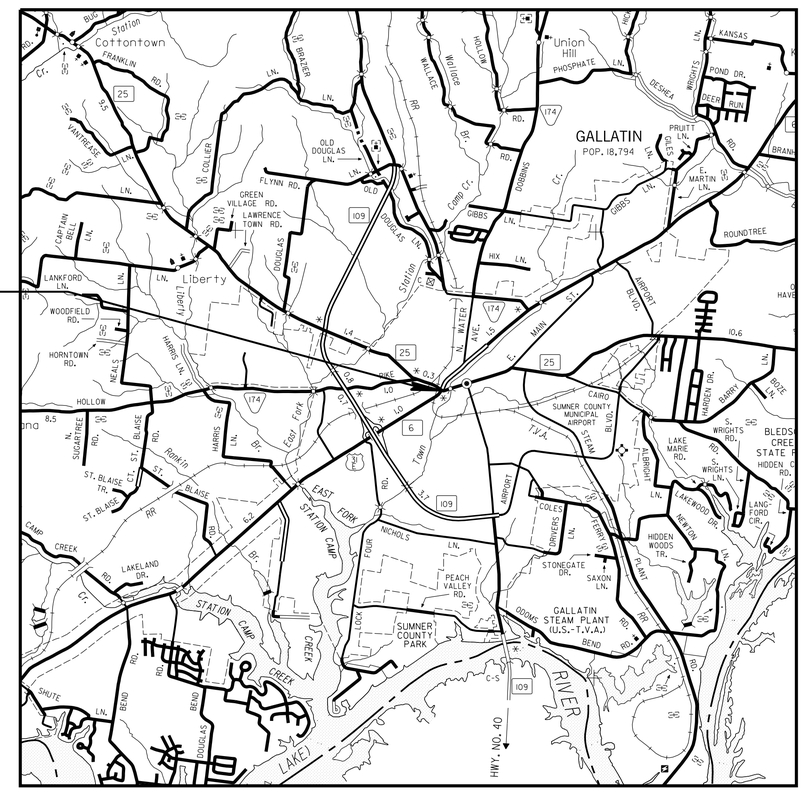
STATE HIGHWAY NO. 6, 25 F.A.H.S. NO. 6, 25

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	STP-M/H-NH-6(92)	
STATE PROJ. NO.	83077-3214-54	



PROJECT NO. STP-M/H-NH-6(92)
SUMNER COUNTY

PROJECT LOCATION



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NO EQUATIONS
NO EXCLUSIONS

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SEALED BY
GREGORY D. JUDY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 108651
STATE OF TENNESSEE

SCALE: 1"= 1 MILE

0 1mi 2mi 3mi
SCALE

ROADWAY LENGTH	0.035 MILES
BRIDGE LENGTH	0.0 MILES
BOX BRIDGE LENGTH	0.0 MILES
PROJECT LENGTH	0.035 MILES

STATE ROUTE 6

TRAFFIC DATA	
ADT (2013)	19,380
ADT (2033)	23,250
DHV (2033)	1,907
D	60 - 40
T (ADT)	19 %
T (DHV)	13 %
V(POSTED)	35 MPH

STATE ROUTE 25

TRAFFIC DATA	
ADT (2013)	12,000
ADT (2033)	14,400
DHV (2033)	1,158
D	55 - 45
T (ADT)	5 %
T (DHV)	3 %
V(POSTED)	30 MPH

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

SPECIAL NOTES

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

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

TDOT C.E. MANAGER 1 PETE FALKENBERG, P.E.
DESIGNED BY NEEL-SCHAFFER, INC.
DESIGNER GREGORY JUDY, P.E. CHECKED BY LUKE DIXON, P.E.
P.E. NO. 83077-3214-54 (DESIGN)
PIN NO. 110421.01

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	1A

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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
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-TS-6	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
RD01-TS-6A	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDER
DRAINAGE - CULVERTS AND ENDWALL		
D-PB-1	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	01-29-14	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
DRAINAGE-CATCH BASINS AND MANHOLES		
D-CBB-12A	05-27-01	TYPE "B" CAST IRON FRAME, GRATE & NONMOUNTABLE INLET DETAILS FOR NOS. 10, 12, 14, 16, & 17 TYPE CATCH BASINS
D-MH-2	08-01-12	STANDARD MASONRY & PRECAST NO. 3 MANHOLE
D-MH-3	04-21-14	STANDARD PRECAST CIRCULAR LID DETAILS FOR NO. 3 MANHOLE
ROADWAY AND PAVEMENT APPURTENANCES		
RP-D-15	07-15-08	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	07-15-08	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-H-3	06-04-13	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-4	06-04-13	PERPENDICULAR CURB RAMP
RP-H-5	06-04-13	PARALLEL CURB RAMP
RP-H-9	06-04-13	PARALLEL CURB RAMP TYPE 3 & 4
RP-MC-2	02-28-02	STANDARD 6" SLOPING (MOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-NMC-10	07-29-03	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-NMC-11	02-28-02	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-S-7	06-04-13	DETAILS FOR STANDARD CONCRETE SIDEWALKS
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-RR-6	10-25-13	TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
T-S-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-20	11-01-11	SIGN DETAILS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-5	12-04-13	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9	12-04-13	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	12-04-13	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-04-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-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-40	04-02-12	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	04-02-12	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-51	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR ROUTES
T-WZ-55		SIDEWALK TRAFFIC CONTROL
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-8	08-01-12	FILTER SOCK
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-40		CATCH BASIN FILTER ASSEMBLY FOR CIRCULAR STRUCTURES
EC-STR-41		CATCH BASIN FILTER ASSEMBLY (TYPE 1)
EC-STR-41A		CATCH BASIN FILTER ASSEMBLY (TYPE 1) SLIPCOVER DETAILS
EC-STR-42		CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A		CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAILS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL	DURING EXCAVATION ACTIVITIES ON TRACT 2, SOILS CONTAMINATED WITH PETROLEUM PRODUCTS WERE DETECTED. CONTAMINATED SOIL MAY BE ENCOUNTERED IN OTHER AREAS WITHIN THIS PROJECT.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2
EDHZ001	ENVIRONMENTAL	IF SOIL IS ENCOUNTERED THAT IS DISCOLORED OR EXHIBITS AN ODOR, WORK IN THAT AREA SHOULD BE STOPPED AND THE TDOT HAZARDOUS MATERIALS MANAGER SHOULD BE NOTIFIED AT 615-532-8684.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2
EDHZ001	ENVIRONMENTAL	ANY SOIL THAT IS DISCOLORED OR EXHIBITS AN ODOR SHOULD BE STOCKPILED ON 6-MIL PLASTIC AND COVERED WITH PLASTIC UNTIL CHARACTERIZED.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2
EDHZ001	ENVIRONMENTAL	GROUNDWATER MAY BE ENCOUNTERED AND MAY BE CONTAMINATED. IF GROUNDWATER IS REMOVED IT SHOULD BE CHARACTERIZED AND DISPOSED OF PROPERLY.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2
EDHZ002	ENVIRONMENTAL	THE TDOT ENVIRONMENTAL DIVISION WILL BE RESPONSIBLE FOR COORDINATING THE SAMPLING AND DISPOSITION OF THE EXCAVATED MATERIAL. NOTIFY THE TDOT HAZARDOUS MATERIALS MANAGER AT 615-532-8684 AT LEAST TWO BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2
EDHZ002	ENVIRONMENTAL	IT IS RECOMMENDED THAT ALL PERSONNEL USE ENGINEERED CONTROLS (RUBBER BOOTS, GLOVES) AND GOOD HYGIENIC PRACTICES IF THEY MUST COME INTO CONTACT WITH THE SOIL OR WATER. CONTRACTORS SHOULD FOLLOW THEIR COMPANY HEALTH AND SAFETY PLAN IF CONTACTING POTENTIALLY CONTAMINATED SOIL OR WATER.	608+20 / NEAR NEW PROPOSED RETAIL SIGN IN TRACT 2

NOTE:
WHEN HAZARDOUS SUBSTANCES/WASTES ARE ENCOUNTERED WITHIN THE PROPOSED RIGHT-OF-WAY, THEIR DISPOSITION SHALL BE SUBJECT TO ALL APPLICABLE REGULATIONS, INCLUDING THE APPLICABLE SECTIONS OF THE FEDERAL RESOURCE CONSERVATION AND RECOVERY ACT, AS AMENDED; AND THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT, AS AMENDED; AND THE TENNESSEE HAZARDOUS WASTE MANAGEMENT ACT OF 1983, AS AMENDED.

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DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
23	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	440
35	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1010
35	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	825
35	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	85
26	209-03.21	FILTER SOCK (12 INCH)	L.F.	485
	203-04.01	PLACING SPREADING SOIL FOR LANDSCAPING	C.Y.	45
26	209-05	SEDIMENT REMOVAL	C.Y.	17
26	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	3
26	209-40.41	CATCH BASIN FILTER ASSEMBLY(TYPE 1)	EACH	2
26	209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	1
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	731
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	243
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	130
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	7
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	695
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	136
27	411-33.34	STAMPED ASPHALT PATTERN	S.F.	2736
27	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	SY	795
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	150
	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	2
	611-01.01	MANHOLES, 0' - 4' DEPTH	EACH	1
24	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	2080
37	701-01.02	CONCRETE SIDEWALK (6 ")	S.F.	375
	701-02	CONCRETE DRIVEWAY	S.F.	585
	701-02.03	CONCRETE HANDICAP RAMP	S.F.	615
32	702-01	CONCRETE CURB	C.Y.	28
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	15
34	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	30
	712-06	SIGNS (CONSTRUCTION)	S.F.	552
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	84
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
20	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	3
25	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	139
2	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	17
38	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	10
1	713-15.01	REMOVAL OF EXISTING SIGN POST	EACH	2
18	713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	2
36	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
22	713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	2
28	713-16.20	SIGNS (STREET NAME SIGNS)	EACH	8
	714-08.32	REMOVAL OF LIGHT STANDARD & FOUNDATION	EACH	4
30	714-09.03	LUMINAIRES (250 WATT)	EACH	4
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	5
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	13
4	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	285
4	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	100
4	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
	716-02.31	RETRACING PAVEMENT MARKINGS - PLASTIC (8" BARRIER LINE)	L.F.	400
4	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2
4	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	1
4	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	1
3	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	115
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	65
	716-08.11	REMOVAL OF WORD PAVEMENT MARKING (RXR)	EACH	1
21	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	0.28
	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	75
	717-01	MOBILIZATION	LS	1
19	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	1
29	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	5
29	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	3
29	730-02.30	SIGNAL HEAD ASSEMBLY (140A1 WITH BACKPLATE)	EACH	2
29	730-02.31	SIGNAL HEAD ASSEMBLY (130A3 WITH BACKPLATE)	EACH	1
31	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	8
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	5
5	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	465
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	580
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1395
	730-08.10	SIGNAL CABLE - (RAILROAD PREEMPT CABLE)	L.F.	635
6	730-11.10	RISER ASSEMBLY (1.5" RGS)	EACH	1
7	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	55
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	420
	730-12.03	CONDUIT 3" DIAMETER (PVC)	L.F.	90
	730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	40
	730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	1115
8	730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	7
9	730-13.07	VEHICLE DETECTOR (SIREN ACTIVATED PRIORITY CONTROL)	EACH	1
10	730-13.08	VEHICLE DETECTOR (RAILROAD PREEMPTION)	EACH	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	1275
	730-14.02	SAW SLOT	L.F.	1495
	730-14.03	LOOP WIRE	L.F.	3950
16, 29	730-15.07	CABINET (UNINTERRUPTABLE POWER SUPPLY)	EACH	1
29	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
11	730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1
12, 29	730-23.30	PEDESTAL POLE (10')	EACH	2
13, 29	730-23.36	CANTILEVER SIGNAL SUPPORT (1 ARM @ 50')	EACH	1
13, 29	730-23.37	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	1
13, 29	730-23.38	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1
13, 29	730-23.80	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40')	EACH	1
14, 29	730-26.09	PEDESTRIAN PUSHBUTTON WITH 15IN SIGN	EACH	6
29	730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	6
29	730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	3
15	730-35.06	BATTERY BACK-UP AND POWER CONDITIONER	EACH	1
17	730-35.20	RF DATA SYSTEM CABLE	L.F.	145
33	801-03	WATER (SEEDING & SODDING)	M.G.	2
33	803-01	SODDING (NEW SOD)	S.Y.	117

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) C.Y.	BORROW EXCAVATION UNCL. - C.Y.	BORROW EXCAVATION S. ROCK - C.Y.	CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
SR 25	1010	85	467		1010	
TOTALS	**1010**	**85**	**467**	**0**	**1010**	**0**

1. ITEM INCLUDES REMOVAL OF EXISTING SIGN POSTS FOR W10-1 RAILROAD SIGN AND W4-3 WARNING SIGN.

2. INCLUDES: W11-2 (2), W16-7P (2). INSTALL SIGNS PER MUTCD STANDARDS.

3. ITEM FOR REMOVAL OF EXISTING LANE LINES FOR RELOCATION OF STOP LINES AND INSTALLATION OF NEW CROSSWALKS.

4. THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

5. SEE SPECIAL NOTES. ITEM SHALL INCLUDE REQUIRED POWER SERVICE CABLE.

6. ITEM FOR RELOCATION AND INSTALLATION OF RXR PREEMPTION CABLE.

7. ITEM FOR CONDUIT STUB BETWEEN EDGE-OF-PAVEMENT AND PROPOSED PULL BOXES FOR LOOP LEAD-IN CABLES.

8. ITEM SHALL BE SHELF-MOUNT AND CAPABLE OF EXTEND/DELAY TIMING FEATURE FOR INDIVIDUAL CALL INPUTS.

9. ITEM TO INSTALL AND IMPLEMENT EMERGENCY PREEMPT CONTROL SYSTEM. EQUIPMENT INCLUDES 4 SENSOR DETECTORS, APPROXIMATELY 905 FT OF DETECTOR CABLE, 1 PHASE SELECTOR PROCESSER AND POWER SUPPLY MOUNTED WITHIN SIGNAL CABINET AND ALL MISCELLANEOUS WIRING AND MOUNTING HARDWARE.

10. RAILROAD PREEMPTION EQUIPMENT SHALL BE INSTALLED AS PART OF SIGNAL CABINET. RAILROAD PREEMPTION FACILITIES SHALL BE COMPATIBLE WITH SIGNAL CONTROLLER. CONTRACTOR SHALL CONFIGURE SIGNAL CONTROLLER TO IMPLEMENT PREEMPTION SIGNAL PHASING SEQUENCE AS SHOWN IN PLANS. COORDINATE WITH CITY ENGINEER AND RAILROAD OWNER AS REQUIRED. NEW WIRING BASE AND RELAY REQUIRED WITHIN SIGNAL CABINET.

11. SIGNAL CONTROLLER SHALL BE PEEK ATC AND COMPATIBLE WITH EXISTING CITY MASTER CONTROLLER.

12. ITEM FOR INSTALLATION OF PEDESTRIAN SIGNALS. SEE TDOT STANDARD DRAWINGS T-SG-9A AND T-SG-10. ITEM INCLUDES TWO BOLLARDS (BLACK POWDER COAT FINISH) TO PROTECT SIGNAL POLE IN NORTHWEST QUADRANT. BOLLARDS TO BE DUMOR, INC (DRW. 400-36/S-1SL) OR APPROVED EQUAL.

13. ITEM TO INCLUDE CONSTRUCTION OF REQUIRED FOUNDATION FOR GIVEN CANTILEVER ARM LENGTH. SEE GENERAL NOTES AND SPECIAL NOTES. SIGNAL SUPPORT POLE INCLUDES INSTALLATION OF LUMINAIRE ARM AS SPECIFIED IN POLE SCHEDULE TABLE AND ON SIGNAL LAYOUT SHEET. LUMINAIRE LAMP PROVIDED UNDER SEPARATE PAY ITEM.

14. SEE TDOT STANDARD DRAWING T-SG-9A.

15. ITEM TO BE PEEK POWERBACK PB-2000 ITS MODEL OR EQUAL. ITEM SHALL INCLUDE A MINIMUM OF A FOUR-BATTERY STRING AND PROVIDE FOR INSTALLATION OF A FULLY OPERATIONAL UPS SYSTEM. ITEM SHALL BE COMPATIBLE WITH PROVIDED SIGNAL CABINET AND CONTROLLER EQUIPMENT. CONTRACTOR HAS FINAL RESPONSIBILITY TO PROVIDE, INSTALL AND CONFIRM PROPER OPERATION PER MANUFACTURER SPECIFICATIONS. PAYMENT FOR CABINET HOUSING OF UPS EQUIPMENT TO BE MADE UNDER SEPARATE PAY ITEM.

16. ITEM TO PROVIDE FOR HOUSING, MOUNTING AND ALL MISCELLANEOUS CABLING, HARNESSES AND HARDWARE FOR PROPOSED UPS BATTERY BACKUP INSTALLATION. CABINET AND MOUNTING SHALL MEET SPECIFICATIONS OF UPS MANUFACTURER.

17. RADIO COMMUNICATION EQUIPMENT FROM EXISTING INSTALLATION TO BE RETAINED AND INSTALLED AS PART OF NEW SIGNAL OPERATION. ITEM SHALL INCLUDE LABOR TO REMOVE AND RE-INSTALL EXITING RADIO YAGI ANTENNA AND MODEM. INSTALL NEW COMPATIBLE RF DATA CABLE FROM ANTENNA TO PROPOSED SIGNAL CABINET. CONTRACTOR HAS FINAL RESPONSIBILITY FOR ALL PROGRAMMING AND CONFIGURATION TO IMPLEMENT RADIO COMMUNICATIONS BETWEEN NEW LOCAL SIGNAL CONTROLLER AND EXISTING MASTER CONTROLLER.

SUMMARY OF QUANTITIES - ITEM NO. 712-06

SIGN NO.	LEGEND	SIZE (IN)	NUMBER REQUIRED	S.F.
G20-2A	END ROAD WORK	36X18	4	18
M3-2	EAST	24X12	17	34
M4-8	DETOUR	24X12	10	20
M4-8a	END DETOUR	24X18	1	3
M4-9L	DETOUR WITH ARROW LEFT	30X24	4	20
M4-9R	DETOUR WITH ARROW RIGHT	30X24	2	10
M4-10L	DETOUR LEFT	48X18	1	6
M4-10R	DETOUR RIGHT	48X18	2	12
M5-1L	ADVANCE ARROW - 90 DEGREES LT	21X15	2	4.375
M5-1R	ADVANCE ARROW - 90 DEGREES RT	21X15	1	2.188
M5-2	ADVANCE ARROW - 45 DEGREES RT	21X15	2	4.375
M6-3	DIRECTIONAL ARROW - STRAIGHT	21X15	2	4.375
R5-1	DO NOT ENTER	30X30	2	12.5
R6-1R	ONE WAY RIGHT	36X12	2	6
R11-2	ROAD CLOSED	48X30	1	10
R11-4	ROAD CLOSED TO THRU TRAFFIC	60X30	1	12.5
TN-6c	PRIMARY STATE ROUTE- 2 DIGIT (25)	30X24	17	85
W4-2L	LEFT LANE MERGE	48X48	1	16
W4-2R	RIGHT LANE MERGE	48X48	1	16
W20-1	ROAD WORK 1/2 MILE	48X48	2	32
W20-1	ROAD WORK 1000 FEET	48X48	2	32
W20-1	ROAD WORK 500 FEET	48X48	2	32
W20-1	ROAD WORK AHEAD	48X48	3	48
W20-2	DETOUR AHEAD	48X48	2	32
W20-3	ROAD CLOSED AHEAD	48X48	2	32
W20-5L	LEFT LANE CLOSED 1000 FT	48X48	1	16
W20-5R	RIGHT LANE CLOSED 1000 FT	48X48	1	16
W20-7A	"FLAGGER AHEAD" SYMBOL	48X48	1	16
		TOTAL:	**89**	**552**

NOTES

1. ITEM 712-06, SIGNS (CONSTRUCTION), INCLUDES SIGNS SHOWN AND IS CONSIDERED A MINIMUM. ADDITIONAL SIGNS MAY BE REQUIRED BY THE ENGINEER AND WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 712-06.

2. CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SECTION 712 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

3. THE CONTRACTOR IS NOT RELIEVED ON ANY RESPONSIBILITY TO PROVIDE ADEQUATE AND SAFE TRAFFIC CONTROL MEASURES BY THE ABOVE

18. R10-12, ITEM SHALL INCLUDE REQUIRED BRACKETS FOR MOUNTING ON CANTILEVER SIGNAL ARM.

19. SALVAGEABLE EQUIPMENT TO BE RETURNED TO CITY. SEE REMOVAL DIAGRAM ON SIGNAL LAYOUT SHEET. REMOVAL OF EXISTING STREET LIGHT STANDARDS MEASURED UNDER SEPARATE PAY ITEM.

20. ITEM TO BE 4' IN HEIGHT, SUITABLE FOR PAVEMENT MOUNT AND MANUFACTURED BY PROFESSIONAL PAVEMENT PRODUCTS INC OR APPROVED EQUAL.

21. ITEM INCLUDES REPLACEMENT OF SSWL EDGE PAVEMENT MARKING LINE REMOVED DURING CONSTRUCTION OF NEW SIDEWALK AND CURB AND CUTTER IN CORNERS OF PROJECT INTERSECTION.

22. ITEM SHALL INCLUDE REMOVAL AND RE-ATTACHMENT OF EXISTING GUIDE SIGNS AS SHOWN FOR RXR CROSSING IMPROVEMENTS.

23. ITEM INCLUDES REMOVAL OF CURB AND GUTTER AND ANY ASPHALT NEAR CHANNELIZED ISLAND.

24. ITEM INCLUDES COST OF BROOM FINISH AND JOINTS, SEE CONCRETE SIDEWALK DETAIL.

25. INCLUDES P8 POST FOR: W11-2 & W16-7P (2), AND TWO(2) P2 POSTS FOR R3-8B.

26. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE. SEE PROPOSED LAYOUT FOR APPROXIMATE PLACEMENT.

27. FOR CROSSWALK APPLICATION, SHALL BE STREETPRINTXD OR EQUAL. SEE SPECIAL NOTES (SIGNALIZATION), DETAILS SHEET AND PROPOSED SIGNAL LAYOUT SHEET.

28. CONTACT ZACH WILKINSON (615-451-5965) FOR SIGN FONT AND SPECIFICATIONS A MINIMUM OF TWO WEEKS PRIOR TO ORDERING FROM MANUFACTURER.

29. ALL SIGNAL POLES, PEDESTRIAN POLES, BACK PLATES, SIGNAL/PED HEADS, VISORS, PEDESTRIAN PUSH BUTTONS, SIGNAL CABINET, LIGHTING LUMINAIRES SHALL BE PAINTED BLACK IN ACCORDANCE TO GALLATIN SUBDIVISION REGULATIONS: SEE CITY TRAFFIC SIGNAL SPECIFICATION B-10.11. SIGNAL HEADS AND VISORS SHALL BE ALUMINUM.

30. "250W HIGH PRESSURE SODIUM (HPS) 120V COBRA HEAD ASSEMBLY, TYPE III WITH MEDIUM DISTRIBUTION, SEMI-CUTOFF LUMINAIRE PROVIDING 1.6 FOOT-CANDLES AVG MAINTAINED ILLUMINANCE AND 3:1 UNIFORMITY RATIO. LAMP AND ARM ASSEMBLY SHALL HAVE BLACK FINISH MATCHING SIGNAL EQUIPMENT. STREET LIGHT MATERIALS SHALL BE SUBMITTED TO CITY ENGINEER AND GALLATIN ELECTRIC SERVICE FOR APPROVAL PRIOR TO ORDERING AND CONFORM TO AASHTO ROADWAY LIGHTING DESIGN GUIDE (CURRENT VERSION)." ITEM TO INCLUDE REQUIRED POWER SERVICE CABLE.

31. 2 TYPE "A" FOR SIGNAL USE AND 6 TYPE "A" FOR LUMINAIRES USE, TO BE LABELED ACCORDINGLY.

32. ITEM INCLUDES 9.00 C.Y. OF CONCRETE FOR BACKFILL BETWEEN FRONT OF CURB AND ASPHALT SAW CUT, SEE DETAIL SHEET FOR ADDITIONAL DETAILS.

33. ITEMS FOR AREA BETWEEN BACK OF SIDEWALK AND PROPOSED R.O.W. ON SOUTH SIDE OF S.R. 25

34. CUSTOM MAINTENANCE OF TRAFFIC PLAN TO BE SUBMITTED TO CITY ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. TRAFFIC CONTROL DURING CONSTRUCTION OF SR-25 RIGHT TURN LANE TO BE COORDINATED WITH CITY ENGINEER DURING PRE-CONSTRUCTION ACTIVITIES.

35. MAY BE INCREASED OR DECREASED BY THE TDOT SUPERVISOR.

36. SIGN TO BE PROVIDED BY THE CITY OF GALLATIN.

37. ITEM FOR SIDEWALK ACROSS PRIVATE DRIVEWAY ON S.R. 25 (RED RIVER ROAD)

38. INCLUDES: R3-8b. INSTALL SIGN PER MUTCD STANDARDS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2

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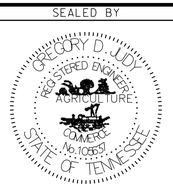

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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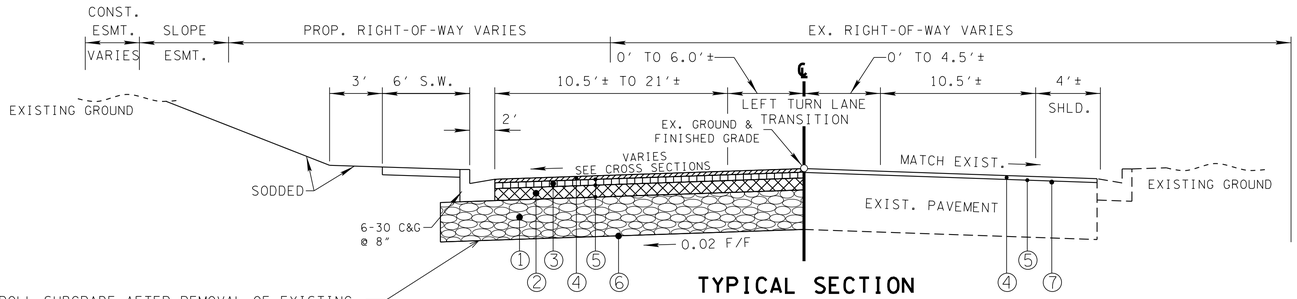
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-M/H-NHE-9306(15)	2B
CONST	2014	STP-M/H-NH-6(92)	2A

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

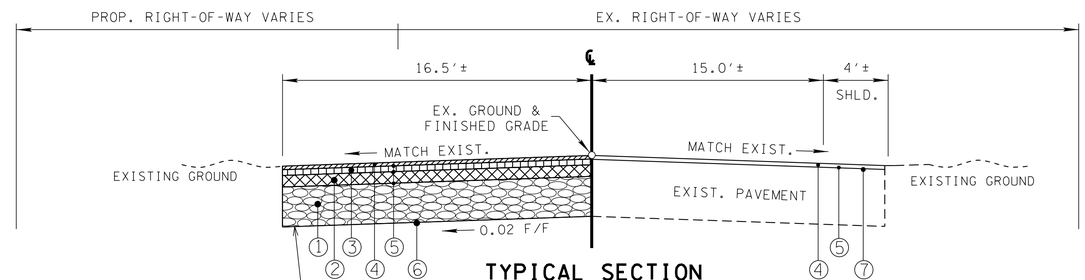


TYPICAL SECTION

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

SR-25
STA. 30+00.00 TO STA. 32+41.59

CONTRACTOR SHALL PROOF ROLL SUBGRADE AFTER REMOVAL OF EXISTING ASPHALT PAVEMENT. IN LOCATIONS OF SUBGRADE FAILURE, CONTRACTOR SHALL EXCAVATE AN ADDITIONAL 1.5' IN DEPTH AND REPLACE MATERIAL WITH GRADED SOLID ROCK. WORK SHALL BE PAID FOR UNDER ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION AND ITEM NO. 203-03 BORROW EXCAVATION (GRADED SOLID ROCK) RESPECTIVELY.



TYPICAL SECTION

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

SR-25
STA. 32+41.59 TO STA. 32+80.00

CONTRACTOR SHALL PROOF ROLL SUBGRADE AFTER REMOVAL OF EXISTING ASPHALT PAVEMENT. IN LOCATIONS OF SUBGRADE FAILURE, CONTRACTOR SHALL EXCAVATE AN ADDITIONAL 1.5' IN DEPTH AND REPLACE MATERIAL WITH GRADED SOLID ROCK. WORK SHALL BE PAID FOR UNDER ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION AND ITEM NO. 203-03 BORROW EXCAVATION (GRADED SOLID ROCK) RESPECTIVELY.

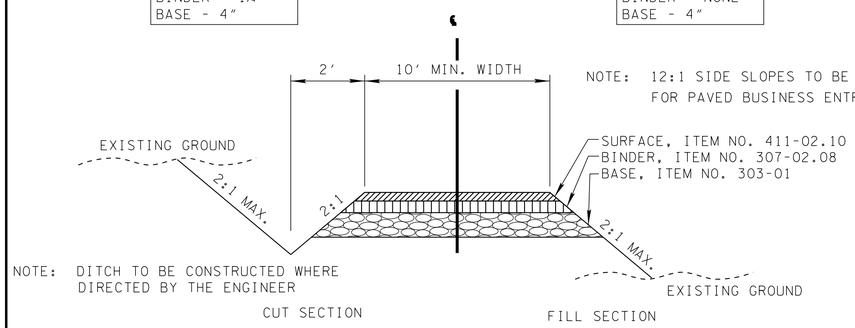
BUSINESS

SURFACE - 1¼"
BINDER - 1¾"
BASE - 4"

FIELD OR RESIDENTIAL

SURFACE - 1½"
BINDER - NONE
BASE - 4"

NOTE: 12:1 SIDE SLOPES TO BE USED FOR PAVED BUSINESS ENTRANCES.



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 (+10.00" DEPTH) ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	(3) BITUMINOUS BINDER (+2.00" DEPTH) ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2
(2) BITUMINOUS PLANT MIX BASE (+4.00" DEPTH) ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	(4) BITUMINOUS SURFACE (+1.25" DEPTH) ITEM NO. 411-02.10 ACS MIX (PG70-22) GRADING D
(5) TACK COAT (0.02 GAL/S.Y.) ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	(6) PRIME COAT (0.30 GAL/S.Y.) ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC)
(7) COLD PLANING ITEM NO. 415-01.02 COLD PLANING BITUMINOUS PAVEMENT(1.25")	

NOTE: PROPOSED PAVEMENT SCHEDULE FOR SR 25 PROPOSED IMPROVEMENTS ONLY. TYPICAL SECTION INFORMATION MAY VARY SLIGHTLY BASED ON ACTUAL FIELD CONDITIONS. CONSTRUCT IMPROVED SECTION ON SR 25 TO MATCH GRADE OF EXISTING SLOPE USING PROPOSED MATERIALS.

UNOFFICIAL SET

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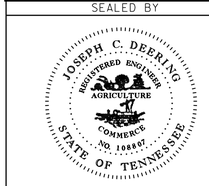

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2B

GENERAL NOTES

GRADING

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

(2) 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.

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

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

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

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

UTILITIES

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

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

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

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

MISCELLANEOUS

(1) 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

ROAD CLOSURE

(1) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

RIGHT - OF – WAY

(1) 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.

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

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

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

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

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS 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 8" ENHANCED FLATLINE THERMOPLASTIC IS USED

(2) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVEMENT

PAVING

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

RESURFACING

(2) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(3) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

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

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

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

(7) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

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

(2) 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.

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

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

7/28/2014 12:48:07 PM
Nt\6844 - TDOT Signal Cont\14 - Gallatin Signal Design\dgn\Construction\To be submitted\Info Only Set\Sheet 02B_GeneralNotes.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2C

GENERAL NOTES

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

(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) 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.

(6) 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.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED MARCH 1, 2006 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(3) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(4) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(1) 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.

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

SEDIMENT CONTROL

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

(4) 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.

(5) 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.

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

INSPECTION, MAINTENANCE, REPAIR

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

(8) 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.

(9) 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.

(10) 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.

(11) 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

(12) 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.

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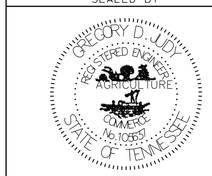

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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CONST	2014	STP-M/H-NH-6(92)	2D

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

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) 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.

(3) 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.

L.E.D. SIGNAL HEADS

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

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

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

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

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

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

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

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

EROSION CONTROL

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

(2) SILT FENCE OR OTHER BARRIERS OF THE SPECIFIED TYPE SHALL BE INSTALLED ON THE DOWNHILL SIDE OF STOCKPILED SOIL. POLYETHYLENE SHEETING MAY BE USED TO COVER SPOILS FROM EXCAVATION. NO SEPARATE PAYMENT FOR POLYETHYLENE SHEETING.

(3) TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

(4) THE CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS INDICATED BY THE APPROVED EROSION PREVENTION AND SEDIMENT CONTROL PLAN OR THE TDOT PROJECT ENGINEER).

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

(6) RAIN WATER WHICH COLLECTS IN THE OPEN EXCAVATIONS (TRENCHES OR FOUNDATION EXCAVATIONS) SHALL BE PUMPED INTO A TEMPORARY DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED. NO SEPARATE PAYMENT FOR THIS REQUIREMENT.

(7) SPOILS FROM FOUNDATION EXCAVATIONS SHALL BE PICKED UP AS BORING PROGRESSES, OR CONTAINED WITHIN APPROPRIATE EROSION CONTROL DEVICES.

SIGNALIZATION

(1) POLE SCHEDULE INFORMATION PROVIDED FOR FABRICATION AND DESIGN BY MANUFACTURER AND ESTIMATION PURPOSES ONLY. CONTRACTOR SHALL SUBMIT SIGNAL POLE FOOTING DESIGN CALCULATIONS ALONG WITH SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. POSITION OF PROPOSED SIGNAL POLES ARE APPROXIMATE, FINAL LOCATION MAY BE SHIFTED UP TO 3 FT WITH PRIOR APPROVAL OF ENGINEER. FINAL POLE DESIGN CRITERIA SHALL REFLECT ANY ADJUSTMENT OF POSITION.

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

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

(4) INSTALL NEW STOP LINES AND CROSSWALK PAVEMENT MARKINGS AS SHOWN. REMOVE EXISTING PAVEMENT LINE MARKINGS THAT REMAIN WITHIN PROPOSED STOP LINES. EXISTING PAVEMENT MARKINGS TO BE REMOVED SHALL BE PERMANENTLY OBLITERATED PER TDOT SPECIFICATIONS.

(5) ANY STRIPING TO BE REMOVED MUST BE APPROVED BY CITY OF GALLATIN ENGINEERING DIVISION.

(6) INSTALL NEW AND MODIFY EXISTING SIGNS AS SHOWN. EXISTING R1-2 ("YIELD") SIGN IN NE CORNER TO BE RETAINED, ADJUST AS NECESSARY PER ENGINEER TO MAXIMIZE DRIVER VISIBILITY (COST ABSORBED).

(7) MODIFY EXISTING POWER SERVICE TO SERVE SIGNAL CABINET. NEW POWER SERVICE CABLE TO BE INSTALLED FROM EXISTING UTILITY POLE ON W MAIN ST THRU CONDUIT TO CABINET. PORTION OF CONDUIT INSTALLED AS PART OF SEPARATE CITY PROJECT. METER AND ELECTRIC PANEL CONFIGURATION SHALL BE APPROVED BY GALLATIN ENGINEERING DIVISION. THE SIGNAL AND THE LUMINAIRE POWER SERVICE SHALL BE SEPARATE WITH THE SIGNAL POWER METERED AND THE LUMINAIRE POWER UNMETERED. POWER METER FOR SIGNAL POWER SHALL BE LOCATED ON SIGNAL CABINET OR AS DIRECTED BY GALLATIN ENGINEERING DIVISION. LUMINAIRE SERVICE SHALL BE ON A SEPARATE BREAKER FROM SIGNAL EQUIPMENT, AND WILL BE RUN IN SEPARATE UNIQUE CONDUIT FROM ALL SIGNAL WIRING.

(8) EXISTING RxR PREEMPT CABLE TO BE INTEGRATED INTO PROPOSED SIGNAL OPERATION. EXISTING RxR PREEMPT CABLE TO BE INTERCEPTED AND RELOCATED TO PROPOSED UTILITY POLE WHERE SHOWN ON PLANS AND EXTENDED TO NEW SIGNAL CABINET AS SHOWN. CONTRACTOR SHALL INTEGRATE AND IMPLEMENT RxR PREEMPTION OPERATION AND SIGNAL CONTROLLER SETTINGS AS SHOWN ON PLANS. PROJECT INCLUDES INSTALLATION OF NEW CIRCUIT BASE AND RELAY WITHIN CABINET. COORDINATE WITH PROJECT ENGINEER AND CITY ENGINEER AS REQUIRED.

(9) CONTRACTOR SHALL INSTALL EMERGENCY PREEMPTION EQUIPMENT (SONEM OR APPROVED EQUAL) WHERE SHOWN AND AS SPECIFIED IN PLANS. CONTRACTOR SHALL PROGRAM PREEMPTION SIGNAL PHASING SEQUENCE AND SETTINGS IN SIGNAL CONTROLLER AND VERIFY PROPER OPERATION. COORDINATE WITH CITY ENGINEER.

(10) SIGNAL SUPPORT POLES SHALL INCLUDE INTEGRATED LUMINAIRE ARM AND STREET LAMP AS PART OF SIGNAL POLE STRUCTURE. COMBINATION CANTILEVER SIGNAL SUPPORT POLE AND LUMINAIRE STREET LAMP STRUCTURE SHALL MEET SAME COATING FINISH SPECIFICATIONS AS REQUIRED FOR STAND-ALONE SIGNAL CANTILEVER POLE. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SIGNED AND SEALED BY TN REGISTERED ENGINEER TO PROJECT ENGINEER PRIOR TO ORDERING SHOWING MANUFACTURER DESIGN CALCULATIONS AND SPECIFICATIONS. FOR EACH RESPECTIVE SIGNAL SUPPORT POLE, REQUIRED ARM LENGTH AND MOUNTING HEIGHT OF CANTILEVER SIGNAL ARM AND STREET LIGHT LUMINAIRE ARM SHALL BE ACCOUNTED FOR AS PART OF FINAL POLE DESIGN. PAYMENT SHALL INCLUDE REQUIRED POWER SERVICE CABLE AND POWER SUPPLY FACILITIES.

(11) ALL SIGNAL POLES, PEDESTRIAN POLES, BACK PLATES, SIGNAL/PED HEADS, VISORS, PEDESTRIAN PUSH BUTTONS, SIGNAL CABINET, LIGHTING LUMINAIRES SHALL BE PAINTED BLACK IN ACCORDANCE TO GALLATIN SUBDIVISION REGULATIONS: SEE CITY TRAFFIC SIGNAL SPECIFICATION B-10.11.

(12) TRAFFIC SIGNAL INSTALLATION INCLUDES PROVISION FOR UNINTERRUPTABLE BATTERY BACKUP SYSTEM. BACKUP SYSTEM SHALL BE INSTALLED WITHIN SEPARATE BASE MOUNTED CABINET WHERE SHOWN AND MEET PROVISIONS SHOWN IN PLANS.

(13) CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING STREET NAME SIGNS ON CANTILEVER ARMS. CONTACT ZACH WILKINSON (615-451-5965) FOR SIGN FONT AND SPECIFICATIONS A MINIMUM OF TWO WEEKS PRIOR TO ORDERING FROM MANUFACTURER. EXISTING STREET NAME SIGNS TO BE REMOVED AND GIVEN TO CITY ENGINEER FOR POSSIBLE RE-USE.

(14) EXISTING RADIO INTERCONNECT EQUIPMENT TO BE RE-INSTALLED AS PART OF PROPOSED SIGNAL OPERATION. CONTRACTOR SHALL TAKE CARE TO REMOVE AND PRESERVE EXISTING RADIO MODEM AND ANTENNA. REPLACEMENT RADIO CABLE MATCHING EXISTING SPECIFICATIONS AND COMPATIBLE WITH EXISTING RADIO EQUIPMENT MAY BE INSTALLED.

(15) ALL PROPOSED CONDUIT CROSSING EXISTING PAVEMENT OR ROADWAY SHALL BE SCHEDULE 80 OR RGS TYPE AND JACK/BORED BETWEEN PULL BOXES. OPEN CUT/TRENCH OF ROADWAYS IS NOT ALLOWED WITHOUT PRIOR APPROVAL FROM ENGINEER.

(16) IDENTIFIED EXISTING SIGNAL SUPPORT AND STREET LAMP POLES SHALL BE REMOVED AS SHOWN. FOUNDATIONS OF REMOVED POLES SHALL BE MODIFIED SO AS NOT TO BE EXPOSED ABOVE FINISHED GRADE OF GROUND. TOP OF FOUNDATION SHALL BE REMOVED SO THERE IS A MINIMUM OF 2FT CLEARANCE BETWEEN THE TOP OF REMAINING FOUNDATION AND FINISHED GRADE OF GROUND. COST OF MODIFICATION TO EXISTING FOUNDATIONS SHALL BE INCLUDED IN PAY ITEM FOR REMOVAL OF SIGNAL EQUIPMENT.

(17) NEW LOCAL SIGNAL CONTROLLER (PEEK ATC) SHALL BE PROVIDED. CONTROLLER SETTINGS AND TIMINGS SHALL BE DUPLICATED FROM EXISTING SIGNAL CONTROLLERS EXCEPT AS REFLECTED ON SIGNAL TIMING DETAIL SHEET WITHIN PLANS. CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING COMMUNICATION SETTINGS AND RE-ESTABLISHING RADIO COMMUNICATION WITH MASTER CONTROLLER LOCATED AT INTERSECTION OF MAIN ST AND WATER ST.

(18) ALL PROPOSED SIGNAL EQUIPMENT SHALL BE APPROVED BY CITY ENGINEER PRIOR TO INSTALLATION. PROVIDE PEEK DOUBLE DIAMOND CONFLICT MONITOR, CAMPELL 4EVR PED BUTTONS, AND CABLE TYPE ASTRO-BRACKETS FOR SIGNAL HEADS AND OVERHEAD SIGNAGE. APPROVED EQUAL MAY BE SUBSTITUTED FOR ANY OF THE PREVIOUSLY LISTED ITEMS. ALUMINUM BACK PLATES SHALL HAVE A RETRO REFLECTIVE STRIP.

(19) ALL REQUIRED COSTS FOR POWER CABLE AND POWER SERVICE FOR LUMINAIRES TO BE INCLUDED IN PAY ITEM FOR LUMINAIRES.

(20) CONTRACTOR TO MINIMIZE DISTURBANCE TO "TRIANGLE" ISLAND IN SE CORNER. CONTRACTOR SHALL STABILIZE AND RETURN TO ORIGINAL CONDITION, COORDINATE WITH CITY ENGINEER (COST ABSORBED).

(21) ANY DISTURBANCE OF IRRIGATION EQUIPMENT WITHIN ISLAND IN SE CORNER SHALL BE REPAIRED BY CONTRACTOR TO CITY' SATISFACTION. IRRIGATION EQUIPMENT IN EXISTING CABINET SHALL BE RELOCATED TO NEW CABINET. COORDINATE RELOCATION WITH CITY OF GALLATIN ENGINEERING DIVISION. CONTRACTOR TO PROVIDE SEPARATE 2" CONDUIT FOR IRRIGATION CONTROLLER WIRING FROM PROPOSED SIGNAL CABINET TO ISLAND.

(22) ALL PROPOSED CROSSWALKS SHALL BE FORMED USING A STAMPED ASPHALT TREATMENT (STREETPRINTXD) BY INTEGRATED PAVING CONCEPTS (800-688-5652) OR APPROVED EQUAL. STAMPED ASPHALT TREATMENT SHOULD NOT BE INSTALLED OVER POOR QUALITY ASPHALT PAVEMENT OR PAVEMENT OVER 5 YEARS OLD. ESTIMATED QUANTITIES INCLUDE COLD PLANING AND RESURFACING PAVEMENT ON W. MAIN STREET APPROACH WHERE STREETPRINTXD IS TO BE APPLIED. ANY DEVIATIONS FROM THIS APPLICATION ARE NOT ALLOWED WITHOUT PRIOR APPROVAL FROM ENGINEER. SEE DETAILS SHEET. PAYMENT FOR ITEM 411-33.34 SHALL INCLUDE, BUT NOT LIMITED TO, PATTERN IMPRINTING, TWO APPLICATIONS OF BASE COAT, THREE APPLICATIONS OF COLOR COAT, AND ONE APPLICATION OF SEALER.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2E

SPECIAL NOTES

SIGNALIZATION (CONTINUED)

(23) 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.

(24) ALL ITEMS INSTALLED WITHIN THE PEDESTRIAN PATH OF TRAVEL (I.E. SIDEWALK) SHALL MEET THE REQUIRED MINIMUM ADA CLEARANCE.

RAILROAD CROSSING SIGNING & PAVEMENT MARKING

(1) PROJECT INCLUDES REPLACEMENT AND INSTALLATION OF NEW HIGHWAY RAILROAD CROSSING SIGNING AND PAVEMENT MARKINGS AT RXR GRADE CROSSING ON SR-25 (RED RIVER RD) JUST WEST OF MAIN ST. SEE PROPOSED SIGNAL LAYOUT SHEET FOR PROPOSED IMPROVEMENTS.

(2) INSTALLATION SHALL FOLLOW REQUIREMENTS SHOWN IN M.U.T.C.D (CURRENT EDITION) AND TDOT STANDARD DRAWING T-RR-1. PROPOSED WORK INCLUDES INSTALLATION OF NEW RXR ADVANCED WARNING SIGNS (W10-1), STOP LINES AND GRADE CROSSING PAVEMENT MARKINGS.

(3) EXISTING STOP LINES AND RXR PAVEMENT MARKINGS SHOWN FOR REMOVAL SHALL BE PERMANENTLY OBLITERATED PER TDOT STANDARD SPECIFICATIONS.

(4) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE CSX TRANSPORTATION INC. TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY CSX TRANSPORTATION INC, SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT OF WAY.

(5) ANY PAVEMENT PREPARATION, INSTALLATION OF PAVEMENT MARKINGS, ANY WARNING SIGN REPLACEMENT, PAVEMENT MARKING REMOVAL / REPLACEMENT AND OR STOP LINE REMOVAL / INSTALLATION TASKS WITHIN 50 FEET OF THE NEAREST CSXT TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES.

(6) SEE AGREEMENT SPECIAL PROVISION 105C TO SET UP FLAGGING SERVICES AND SUBMIT FOR INSURANCE REQUIRED FOR WORK AT OR NEAR THE GRADE CROSSING.

(7) THE CONTRACTOR SHALL COORDINATE HIS WORK AT THE RAILROAD CROSSINGS WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MR. LARRY SHAW, PROGRAM MANAGER

USR CORPORATION

ONE INDIANA SQUARE SUITE 2100

INDIANAPOLIS, IN 46204

PHONE: (317) 532-5481

FAX: (317) 294-1979

EMAIL: LARRY.SHAW@URS.COM

MR. JOHN FORTUNE

CSX TRANSPORTATION INC.

ATTN. BUFORD SMITH – STAFF ENGINEER

624 GRASSMERE PK ROAD SUITE 14

NASHVILLE, TN 37211

PHONE: (615) 835-6005

FAX: (615) 948-1887

EMAIL: BUFORD_SMITH@CSX.COM

MR. BRUCE FOWLER, DIRECTOR- R.O.W. CONSTRUCTION

CSX TRANSPORTATION INC.

351 THORNTON ROAD, SUITE 125

LITHIA SPRINGS, GA 30122

PHONE: (770) 819-2841

FAX: (770) 819-2850

EMAIL: BRUCE_FOWLER@CSX.COM

ENVIRONMENTAL – HAZARDOUS MATERIALS

(1) DURING EXCAVATION ACTIVITIES ON TRACT 2, BEING PERFORMED AS PART OF A SIGN RELOCATION TO ACCOMMODATE FUTURE LANE-WIDENING AND SIGNALIZATION, SOILS CONTAMINATED WITH PETROLEUM PRODUCTS WERE DETECTED. CONTAMINATED SOIL MAY BE ENCOUNTERED IN OTHER AREAS WITHIN THIS PROJECT.

(2) IF SOIL IS ENCOUNTERED THAT IS DISCOLORED OR EXHIBITS A STRONG ODOR, WORK IN THAT AREA SHOULD BE STOPPED AND THE TDOT HAZARDOUS MATERIALS MANAGER SHOULD BE NOTIFIED AT 615-532-8684.

(3) ANY SOIL THAT IS DISCOLORED OR EXHIBITS A STRONG ODOR SHOULD BE STOCKPILED ON 6-MIL PLASTIC AND COVERED WITH PLASTIC UNTIL CHARACTERIZED.

(4) GROUNDWATER MAY BE ENCOUNTERED ON THIS AND MAY BE CONTAMINATED. IF GROUNDWATER IS REMOVED IT SHOULD BE CHARACTERIZED AND DISPOSED OF PROPERLY.

(5) THE TDOT ENVIRONMENTAL DIVISION WILL BE RESPONSIBLE FOR COORDINATING THE SAMPLING AND DISPOSITION OF THE EXCAVATED MATERIAL. NOTIFY THE TDOT HAZARDOUS MATERIALS MANAGER AT 615-532-8684 AT LEAST TWO BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION.

(6) IT IS RECOMMENDED THAT ALL PERSONNEL USE ENGINEERED CONTROLS (RUBBER BOOTS, GLOVES) AND GOOD HYGIENIC PRACTICES IF THEY MUST COME INTO CONTACT WITH THE SOIL OR WATER. CONTRACTORS SHOULD FOLLOW THEIR COMPANY HEALTH AND SAFETY PLAN IF CONTACTING POTENTIALLY CONTAMINATED SOIL OR WATER.

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SPECIAL NOTES

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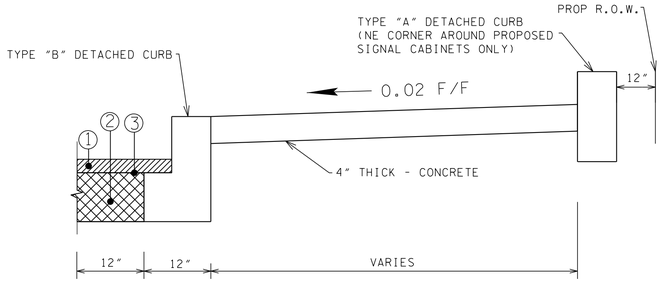
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

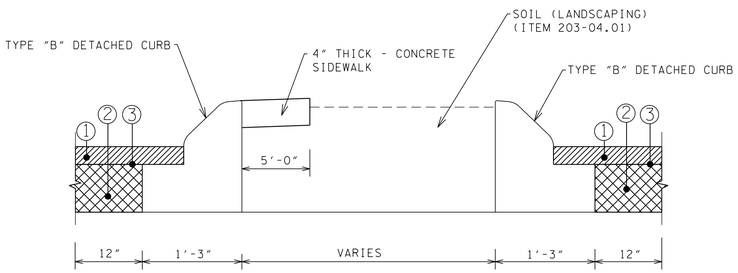
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2F



6" NONMOUNTABLE DETACHED CONCRETE CURB DETAIL: FOR AREAS WITH HC RAMP REPLACEMENT EXCEPT SW CORNER OF SR 25

NOTE: FOR DETAILS NOT SHOWN, SEE STD. DWG. NO. RP-NMC-10

*FOR DETAILS OF SW CORNER OF SR 25, SEE TYPICAL SECTION SHEET

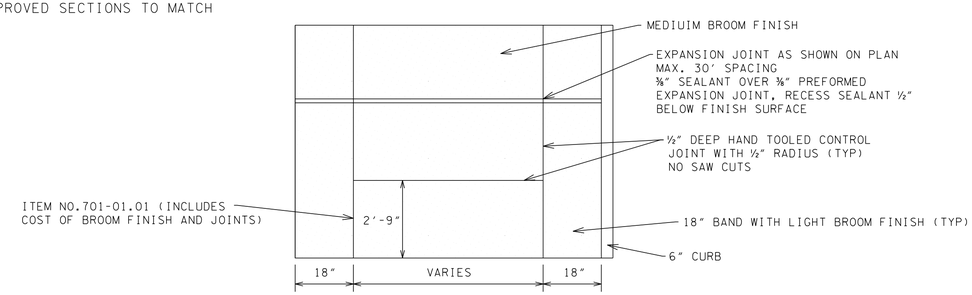


6" MOUNTABLE DETACHED CONCRETE CURB DETAIL FOR CHANNELIZED RIGHT-TURN ISLAND IN SE CORNER

NOTE: FOR DETAILS NOT SHOWN, SEE STD. DWG. NO. RP-MC-2

PROPOSED PAVEMENT SCHEDULE	
1	BITUMINOUS SURFACE (+1.25" DEPTH) ITEM NO. 411-02.10 ACS MIX (PG70-22) GRADING D
2	CONCRETE (+9.00" DEPTH) TO BE INCLUDED IN CURB ITEM NO. 702-01
3	TACK COAT (0.02 GAL/S.Y.) ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
4	NOT USED

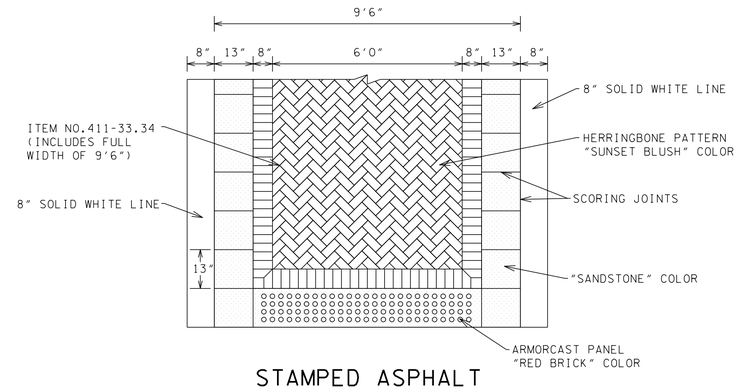
NOTE: PROPOSED PAVEMENT SCHEDULE FOR AREAS WITH HC RAMP REPLACEMENT (OTHER THAN ADDED RIGHT TURN LANE ON SE CORNER OF SR 25). TYPICAL DETAIL INFORMATION MAY VARY SLIGHTLY BASED ON ACTUAL FIELD CONDITIONS. CONSTRUCT IMPROVED SECTIONS TO MATCH GRADE OF EXISTING SLOPE USING PROPOSED MATERIALS.



CONCRETE SIDEWALK DETAIL
(NOT TO SCALE)

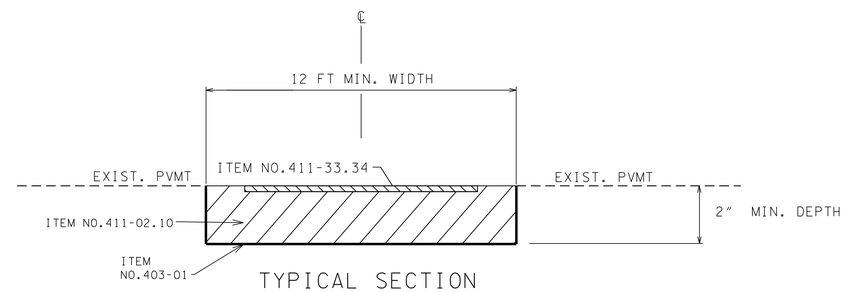
SEE PROPOSED SIGNAL LAYOUT SHEET FOR LOCATIONS

STREET PRINT BY
INTEGRATED PAVING CONCEPTS
(800-688-5652)
OR APPROVED EQUAL



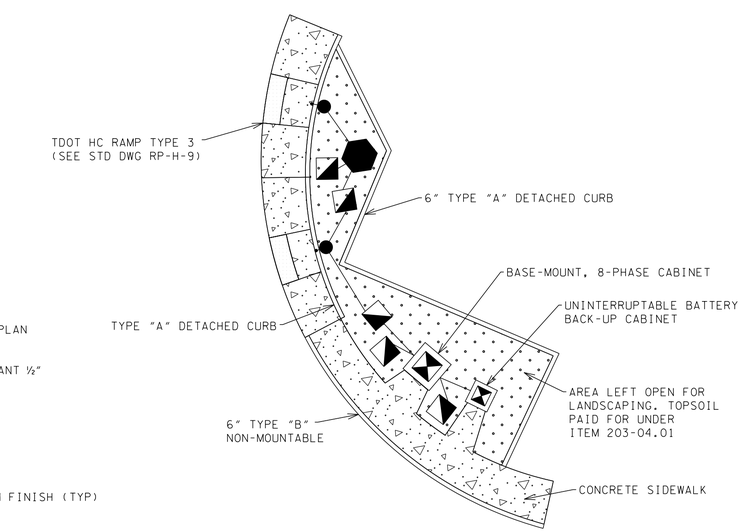
STAMPED ASPHALT
CROSSWALK DETAIL

SEE PROPOSED SIGNAL LAYOUT SHEET FOR LOCATIONS



TYPICAL SECTION
COLD PLANING BITUMINOUS PAVEMENT:
STAMPED CROSSWALK

SEE PROPOSED SIGNAL LAYOUT SHEET FOR LOCATIONS



SIDEWALK/LANDSCAPING DETAIL
NE CORNER: (NOT TO SCALE)

SEE PROPOSED SIGNAL LAYOUT SHEET FOR ADDITIONAL DETAILS

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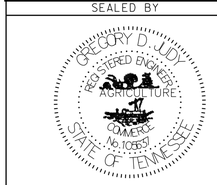

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

(NOT TO SCALE)

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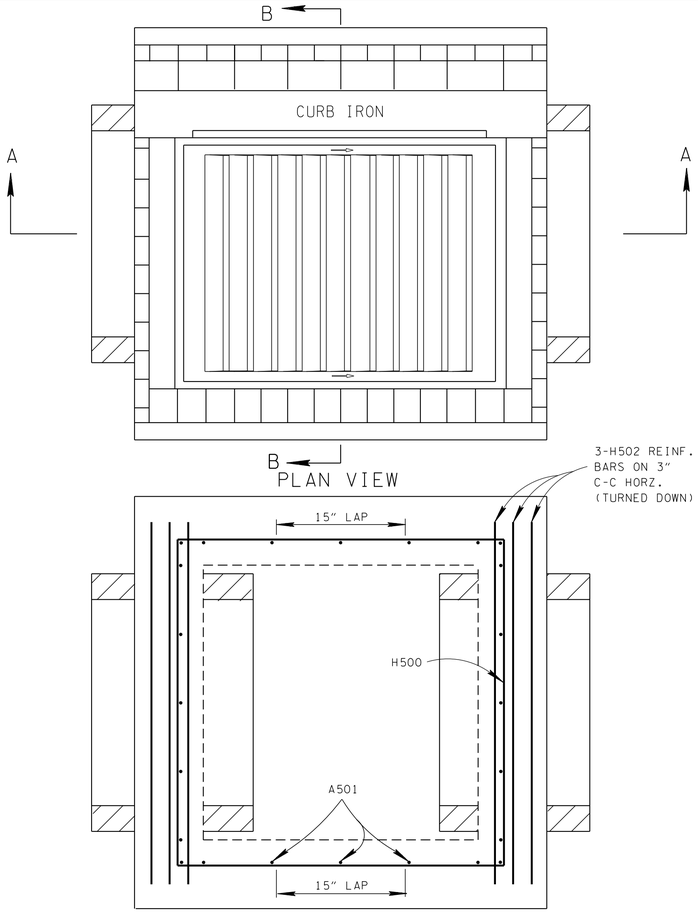
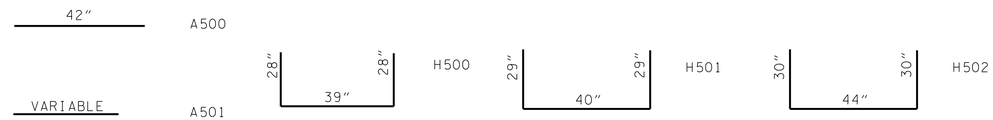
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	2G

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



SECTION E-E

REINFORCING STEEL LEGEND



GENERAL NOTES

(A) DRAWING TO BE USED FOR ALL CAST-IN-PLACE NO. 12 CONCRETE CATCH BASINS AND ALL PRECAST NO. 12 CONCRETE CATCH BASINS.

(B) CAST-IN-PLACE CONCRETE CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS, SECTION 611 AND/OR SPECIAL PROVISIONS.

(C) THE CONTRACTOR MAY WITH PERMISSION FROM THE ENGINEER SUBSTITUTE PRECAST CATCH BASINS FOR CAST-IN-PLACE CATCH BASINS PROVIDED THAT ALL PRECAST ELEMENTS MEET ASTM M913 (CURRENT EDITION) UNLESS SUPERSEDED BY THIS DRAWING.

CONCRETE: F_C = 4,000 POUNDS PER SQUARE INCH AT 28 DAYS
REINFORCING STEEL: ASTM A615, F_Y = 60,000 POUNDS PER SQUARE INCH
ALL REINFORCING IS TO BE INSTALLED AS DETAILED ON THIS DRAWING.

(D) PRECAST CATCH BASIN UNITS WHICH ARE DAMAGED DURING SHIPMENT OR INSTALLATION WILL BE REJECTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE DAMAGED CATCH BASIN UNITS AT HIS OWN EXPENSE.

(E) ADDITIONAL REINFORCING STEEL NECESSARY ABOVE THE CORED OR FORMED CUT-OUT HOLES TO MAINTAIN THE INTEGRITY OF THE STRUCTURE DURING HANDLING AND PLACEMENT SHALL BE THE RESPONSIBILITY OF THE FABRICATOR.

(F) APPROPRIATE SIZING AND LOCATION OF LIFTING DEVICES SHALL BE THE RESPONSIBILITY OF THE FABRICATOR TO ASSURE BALANCED HANDLING DURING INSTALLATION OF THE CATCH BASIN.

(G) THE CONTRACTOR IS TO PATCH ALL LIFTING DEVICE HOLES AND PLACE A MINIMUM OF ONE(1) INCH OF COVER OVER THE HARDWARE OF THESE DEVICES ON BOTH TOP AND BOTTOM SURFACES.

(H) INVERT ELEVATIONS ARE TO BE ADJUSTED AS DIRECTED BY THE ENGINEER IN ORDER TO ACCOMMODATE INLET AND OUTLET PIPES.

(I) SEE STANDARD DRAWING D-CBB-12A FOR DETAILS REGARDING CAST IRON GRATES, FRAMES AND CURB INLETS.

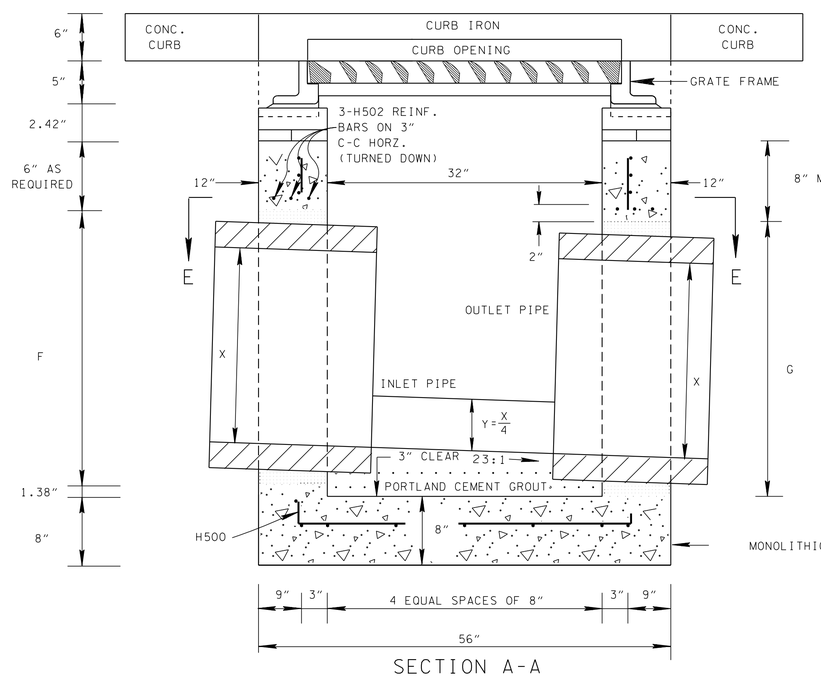
(J) PAYMENT FOR CATCH BASIN WILL BE MADE UNDER ITEM NUMBERS 611-12.01 CATCH BASINS, TYPE 12, 0'-4' DEPTH

CATCH BASIN MAXIMUM DEPTH NOTE

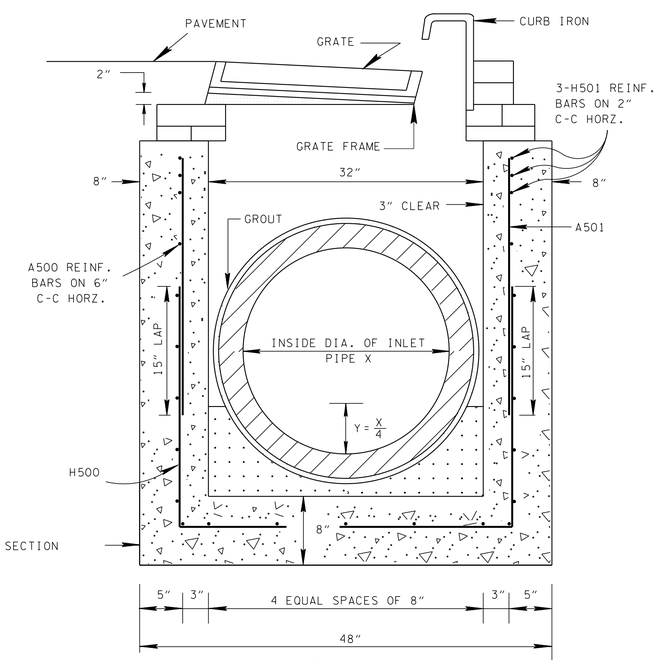
MAXIMUM DEPTH FOR THIS STRUCTURE IS 4.50'. WHEN DEPTH REQUIREMENTS EXCEED THIS DEPTH THE CONTRACTOR IS TO USE OTHER VERSIONS OF THE NO.12 CATCH BASIN.

CATCH BASIN PIPE SIZE TABLE

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



SECTION A-A



SECTION B-B

CUT-OUT HOLES FOR INLET & OUTLET PIPES

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

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

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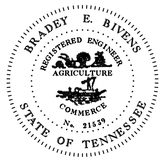

STATE OF TENNESSEE
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MODIFIED TYPE 12 CATCH BASIN

DETAILS

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R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST. (1)
1	STEPHEN D. FANN	126G "A"	26	3364	347	0.727		0.727	282 S.F.		282 S.F.	0.721				
2	ROBERT SUMMERS	126C "A"	1.02	1842	305	0.351		0.351	114 S.F.		114 S.F.	0.348				188
3	DAVIS RAY DORRIS AND ANNA LORRE DORRIS	126G "B"	1	2540	415		0.626	0.626					0.626			132
4	SUZANNE HARRIS CONVISER, TRUSTEE	126C "G"	25	1813	739		0.627	0.627		441 S.F.	441 S.F.		0.617			
~~5~~	~~GALLATIN DEVELOPMENT COMPANY~~	~~126C "A"~~	~~3~~	~~210, 202~~	~~518, 368~~	~~3.582~~		~~3.582~~				~~3.582~~				
6	WALLACE R. GREGORY	126C "A"	14	1023	148	0.615		0.615				0.615				229
7	WALLACE R. GREGORY, ETUX	126C "B"	7	712	535		0.178	0.178		91 S.F.	91 S.F.		0.176			138
1S	STEPHEN D. FANN	126G "A"	26	3364	588	0.721		0.721	3465 S.F.		3465 S.F.	0.641				1746

(1) FOR WORKING ROOM AND EPSC MEASURES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2011	STP-M/H-NHE-9306(15)	2
CONST	2014	STP-M/H-NH-6(92)	3

REV. 2-8-13: STRIKETHROUGH TRACT NO. 1 AND STRIKETHROUGH TRACT NO. 5. ADDED TRACT NO. 1S. MOVED PROPERTY MAP AND R.O.W. NOTES TO SHEET 2A

REV. 3-13-13: STRIKETHROUGH TRACT NO. 1S. REINSTATE TRACT NO. 1. AND ORIGINAL R.O.W. LINE TO TRACT NO. 1. UPDATE TRACT NO. 1 PROPERTY OWNER AND DEED DOCUMENT REFERENCE. UPDATED AREA TO BE ACQUIRED, AREA REMAINING, AND CONSTRUCTION EASEMENT FOR TRACT NO. 1

REV. 12-17-13: REVISED TOTAL AREA, AREA TO BE ACQUIRED, AREA REMAINING, AND CONST. ESMT. FOR TRACT NO. 1. REMOVED STRIKETHROUGH FROM TRACT NO. 1S.

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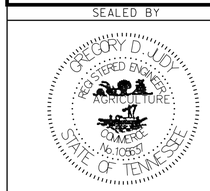

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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DESIGN DIVISION
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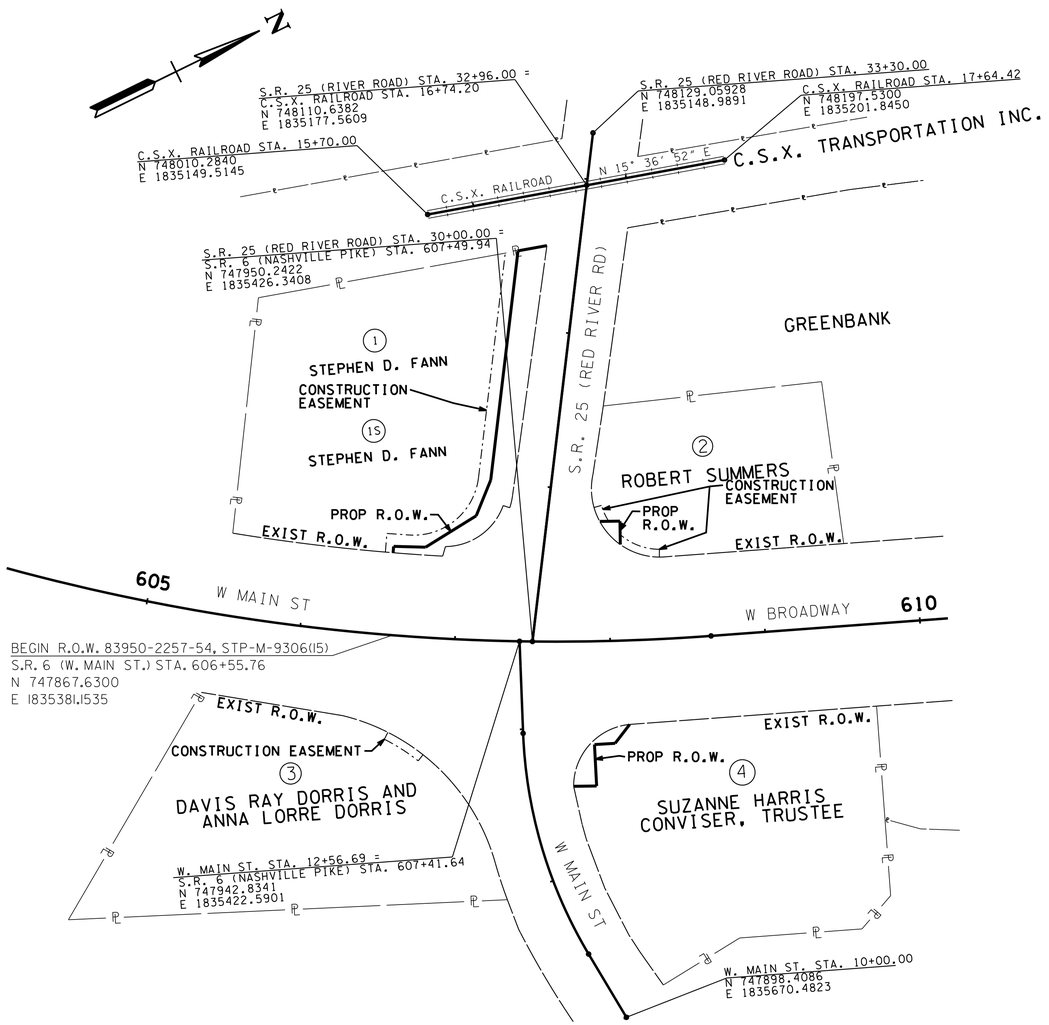

RIGHT - OF - WAY NOTES

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. IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
3. 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.
4. EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
5. WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
6. 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.
7. ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
8. TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
9. NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
10. 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.
11. ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
12. ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITIES

1. THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
2. UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
4. PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
5. THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-M/H-NHE-9306(15)	2A
CONST	2014	STP-M/H-NH-6(92)	3A

REV. 2-8-13: SHEET ADDED TO PLANS
STRIKETHROUGH TRACT NO. 1. ADDED TRACT NO. 1S
ADDED PROP. R.O.W., SLOPE LINES, AND CONST. ESMT. TO TRACT NO. 1S.
STRIKETHROUGH TRACT NO. 5, CONST. ESMT. REMOVED FROM PROJECT.

REV. 3-13-13: STRIKETHROUGH TRACT NO. 1S.
REINSTATE TRACT NO. 1. AND ORIGINAL R.O.W. LINE TO TRACT NO. 1.
UPDATE TRACT NO. 1 PROPERTY OWNER.

REV. 12-17-13: REMOVED STRIKETHROUGH TRACT NO. 1S. REVISED EX. ROW FOR TRACT NOS. 1 AND 1S.

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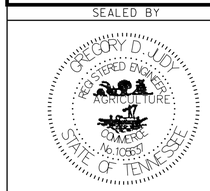

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"= 50'

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

CONTROL POINTS

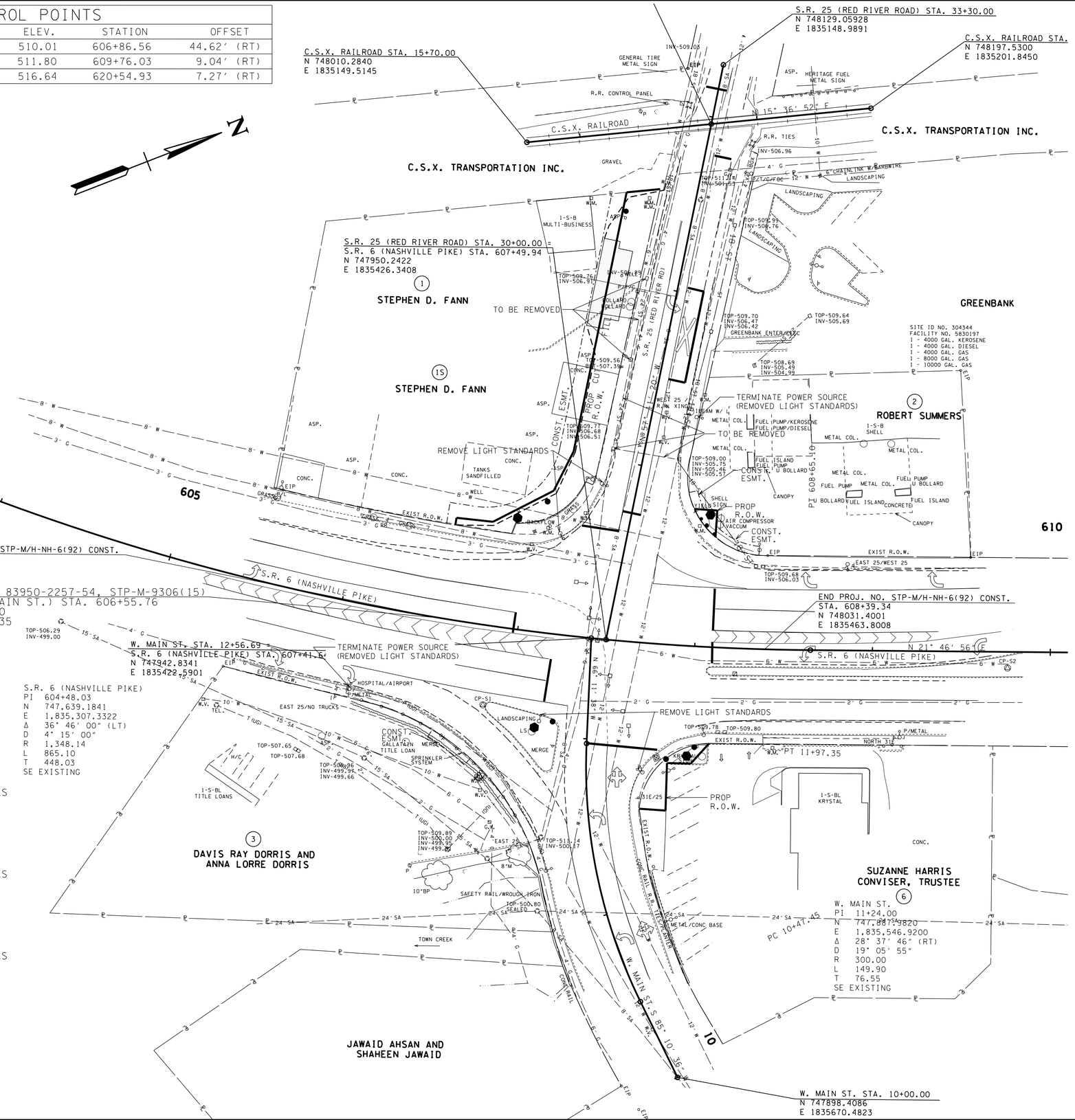
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	747872.4190	1835435.4540	510.01	606+86.56	44.62' (RT)
S2	748154.8766	1835523.1469	511.80	609+76.03	9.04' (RT)
S17	748949.8026	1836217.4089	516.64	620+54.93	7.27' (RT)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2011	STP-M/H-NHE-9306(15)	3
CONST	2014	STP-M/H-NH-6(92)	4

REV. 2-8-13: STRIKETHROUGH TRACT NO. 1. ADDED TRACT NO. 1S. ADDED PROP. R.O.W., SLOPE LINES, AND CONST. ESMT. TO TRACT NO. 1S. ADDED PVT. DR. AT STA. 32+16.

REV. 3-13-13: STRIKETHROUGH TRACT NO. 1S. REINSTATE TRACT NO. 1. AND ORIGINAL R.O.W. LINE TO TRACT NO. 1. UPDATE TRACT NO. 1 PROPERTY OWNER.

REV. 12-17-13: REMOVED STRIKETHROUGH TRACT NO. 1S. REVISED EX. R.O.W. FOR TRACT NOS. 1 AND 1S. ADDED SURVEY FEATURES.



UTILITY OWNERS LIST FOR
SR-6 (NASHVILLE PIKE)
SUMNER COUNTY

TELEPHONE:
AT&T (FORMERLY BELLSOUTH)
333 COMMERCE STREET, 23C142
NASHVILLE, TN 37201
DAVID HUFFAKER
dh8862@att.com
O: 615-214-4871
C: 615-945-4282

CABLE TV:
COMCAST (XFINITY)
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
JEFFREY GRISSOM
Jeff_grissom@cable.comcast.com
O: 615-244-7462 X1115392
C: 615-405-9884

ELECTRIC:
CITY OF GALLATIN ELECTRIC
135 JONES STREET
GALLATIN, TN 37066
BILL DRAPER
wdraper@gallatinelectric.com
O: 615-452-5152

WATER:
CITY OF GALLATIN/GALLATIN PUBLIC WORKS
239 HANCOCK STREET
GALLATIN, TN 37066
DAVID GREGORY
dgregory@gallatinutilities.com
O: 615-451-5922

SEWER:
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239 HANCOCK STREET
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GAS:
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239 HANCOCK STREET
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DAVID GREGORY
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O: 615-451-5922

FIBER OPTIC:
QWEST COMMUNICATIONS/CENTURY LINK
700 W. MINERAL AVENUE, UTD2734
LITTLETON, CO 80120-4511
GEORGE MCELVAIN
george.mcelvain@centurylink.com
O: 303-992-9931
C: 720-260-2514

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GREGORY D. JUDY
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AGRICULTURE
COMMERCE
No. 108851
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

SCALE: 1"=30'

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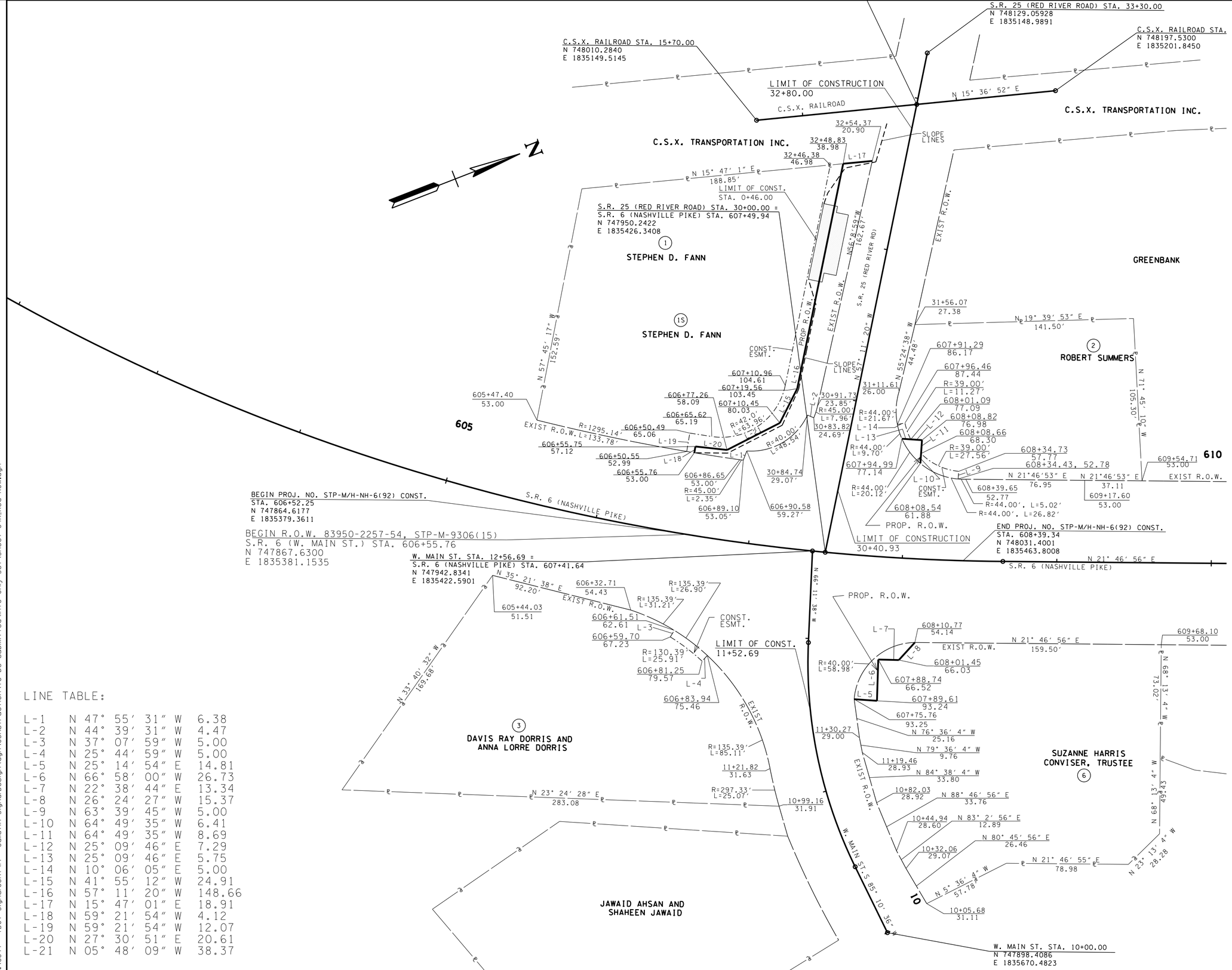
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2011	STP-M/H-NHE-9306(15)	3A
CONST	2014	STP-M/H-NH-6(92)	4A

REV. 2-8-13: STRIKETHROUGH TRACT NO. 1. ADDED TRACT NO. 1S. ADDED PROP. R.O.W., SLOPE LINES, AND CONST. ESMT. TO TRACT NO. 1S. ADDED PVT. DR. AT STA. 32+16.10

REV. 3-13-13: STRIKETHROUGH TRACT NO. 1S. REINSTATE TRACT NO. 1. AND ORIGINAL R.O.W. LINE TO TRACT NO. 1. UPDATE TRACT NO. 1 PROPERTY OWNER. REMOVED LINES 1 AND 2 FROM LINE TABLE.

REV. 12-17-13: REMOVED STRIKETHROUGH TRACT NO. 1S. REVISED EX. R.O.W. FOR TRACT NOS. 1 AND 1S.



LINE TABLE:

L-1	N 47°	55′	31″	W	6.38
L-2	N 44°	39′	31″	W	4.47
L-3	N 37°	07′	59″	W	5.00
L-4	N 25°	44′	59″	W	5.00
L-5	N 25°	14′	54″	E	14.81
L-6	N 66°	58′	00″	W	26.73
L-7	N 22°	38′	44″	E	13.34
L-8	N 26°	24′	27″	W	15.37
L-9	N 63°	39′	45″	W	5.00
L-10	N 64°	49′	35″	W	6.41
L-11	N 64°	49′	35″	W	8.69
L-12	N 25°	09′	46″	E	7.29
L-13	N 25°	09′	46″	E	5.75
L-14	N 10°	06′	05″	E	5.00
L-15	N 41°	55′	12″	W	24.91
L-16	N 57°	11′	20″	W	148.66
L-17	N 15°	47′	01″	E	18.91
L-18	N 59°	21′	54″	W	4.12
L-19	N 59°	21′	54″	W	12.07
L-20	N 27°	30′	51″	E	20.61
L-21	N 05°	48′	09″	W	38.37

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAIL SHEET

RED RIVER RD / W MAIN ST AT W BROADWAY

SCALE: 1"=30'

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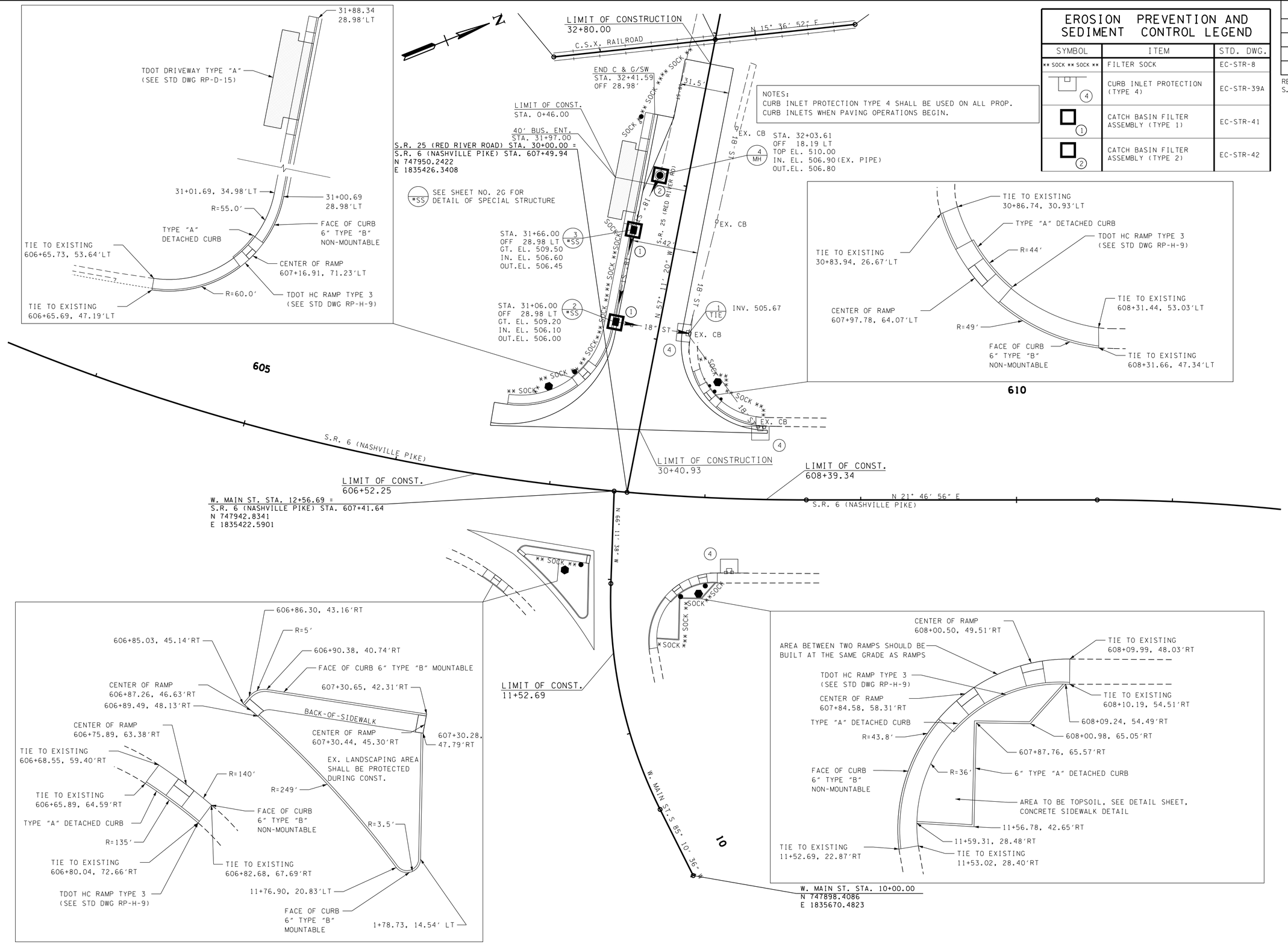
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2011	STP-M/H-NHE-9306(15)	3B
CONST	2014	STP-M/H-NH-6(92)	4B

REV. 2-8-13: REV. PROP. IMPROVEMENTS ALONG S.R. 25. ADDED PROP. EPSC MEASURES.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41
2	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EC-STR-42

NOTES:
CURB INLET PROTECTION TYPE 4 SHALL BE USED ON ALL PROP. CURB INLETS WHEN PAVING OPERATIONS BEGIN.



NOTE:
STATION AND OFFSET LOCATION CALL-OUTS ARE TO FACE OF CURB AND BACK OF SIDEWALK.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

RED RIVER RD / W MAIN ST
AT W BROADWAY

SCALE: 1"= 30'

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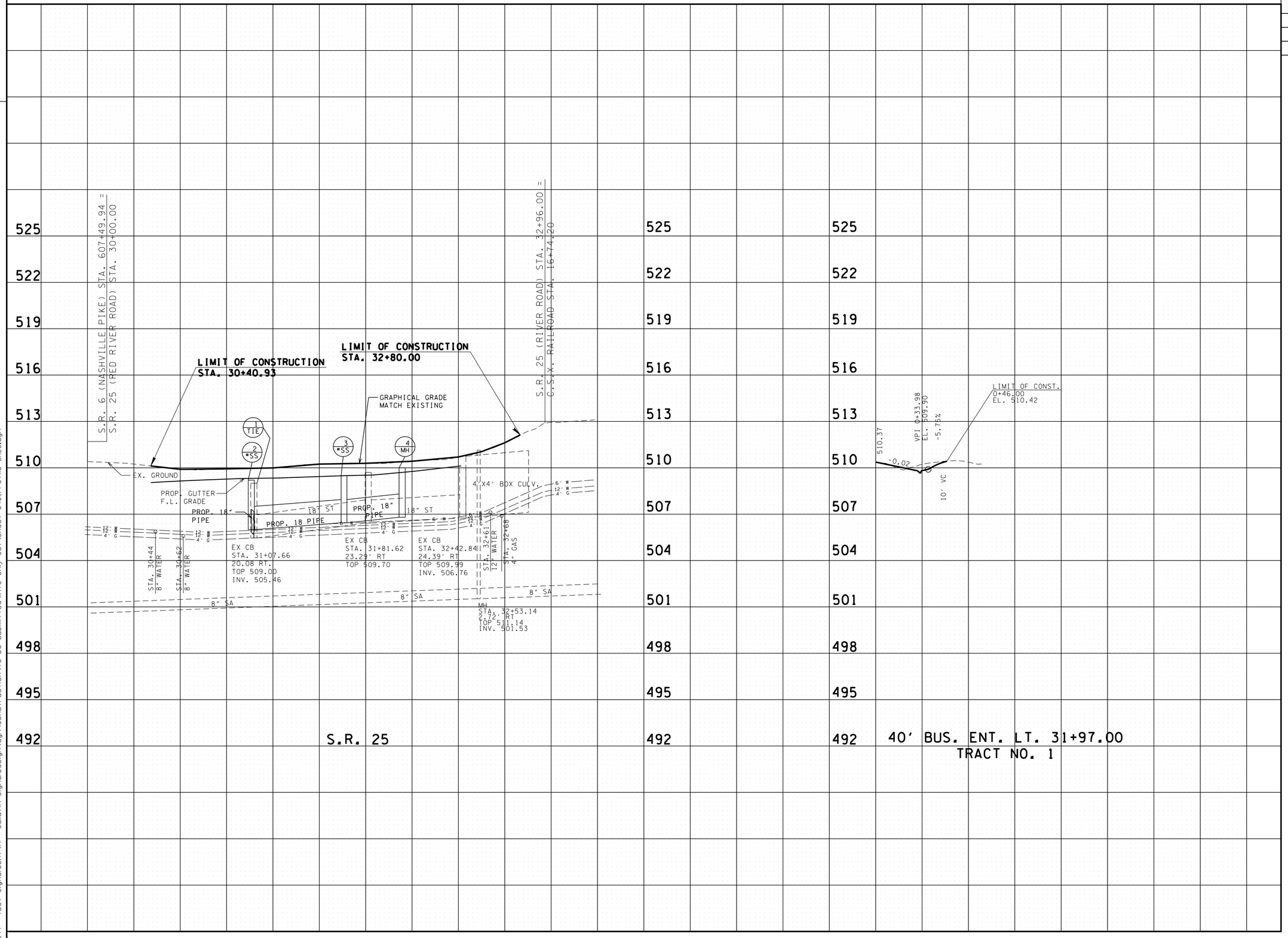
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-M/H-NHE-9306(15)	5
CONST	2014	STP-M/H-NH-6(92)	4C



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No. 108867
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

SCALE: 1"= 30' HORIZ.
1"= 3' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	5

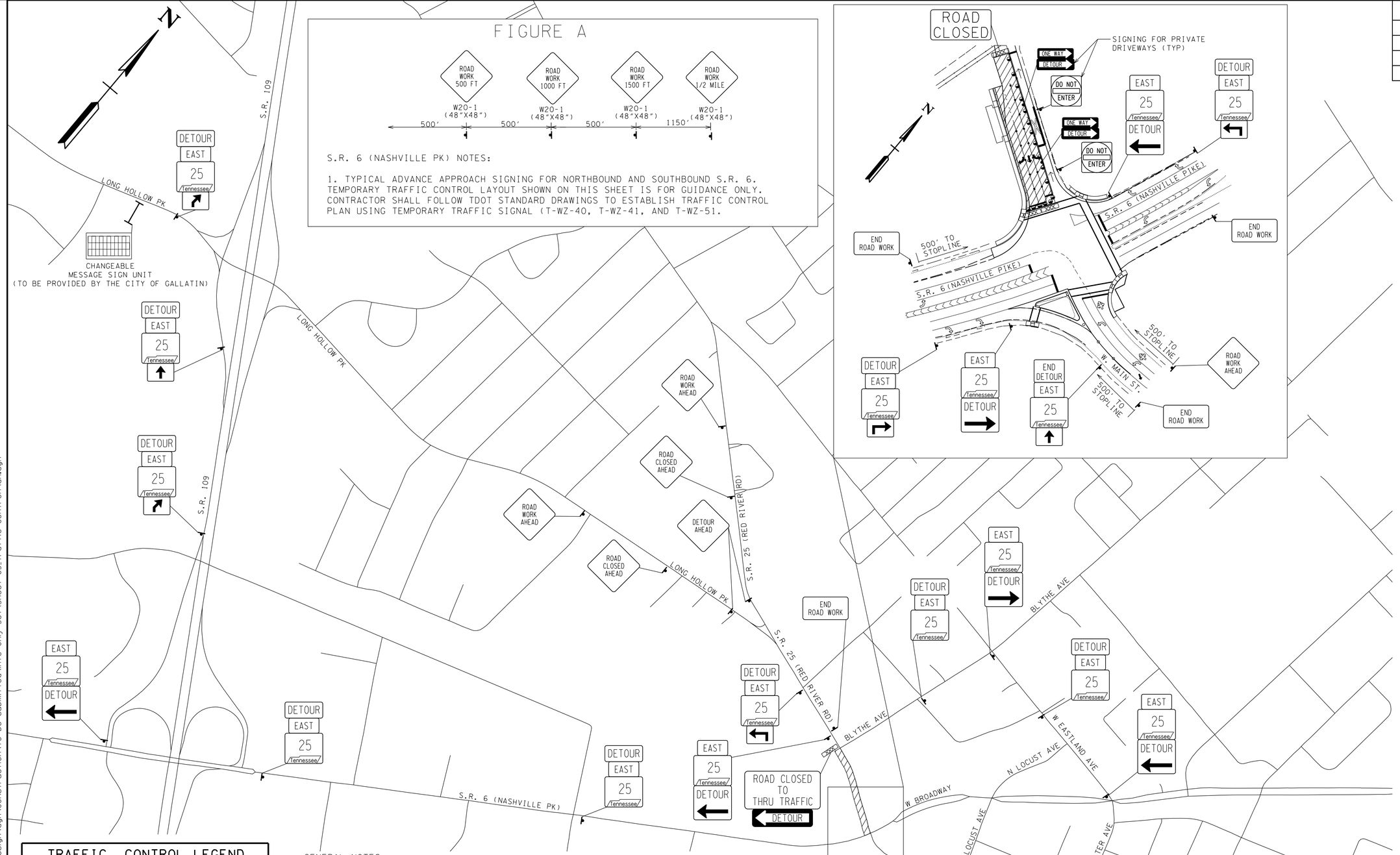

FIGURE A

S.R. 6 (NASHVILLE PK) NOTES:

1. TYPICAL ADVANCE APPROACH SIGNING FOR NORTHBOUND AND SOUTHBOUND S.R. 6. TEMPORARY TRAFFIC CONTROL LAYOUT SHOWN ON THIS SHEET IS FOR GUIDANCE ONLY. CONTRACTOR SHALL FOLLOW TDOT STANDARD DRAWINGS TO ESTABLISH TRAFFIC CONTROL PLAN USING TEMPORARY TRAFFIC SIGNAL (T-WZ-40, T-WZ-41, AND T-WZ-51.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	SIGN (CONSTRUCTION) (2-POST)
	FLEXIBLE DRUMS (CHANNELIZING)
	ARROW BOARD TYPE C (SINGLE ARROW)
	CHANGEABLE MESSAGE SIGN
→	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)

DENOTES: WORK ZONE

GENERAL NOTES:

1. LAYOUT SHOWN ON THIS SHEET IS FOR TEMPORARY DETOUR GUIDANCE ONLY. FOR OTHER TEMPORARY TRAFFIC CONTROL SIGNING REQUIREMENTS SEE FIGURE A ABOVE AND TDOT STANDARD DRAWINGS T-WZ-40, T-WZ-41, AND T-WZ-51. CONTRACTOR SHALL FOLLOW TDOT STANDARD DRAWINGS TO ESTABLISH TRAFFIC CONTROL PLAN.

2. UNLESS OTHERWISE NOTED, REFER TO TDOT STD. TRAFFIC CONTROL DRAWINGS TO DETERMINE TYPICAL FLEXIBLE DRUM SPACING.

3. PROPOSED DETOUR ON EASTBOUND S.R. 25 SHALL ONLY BE USED AS REQUIRED DURING CONSTRUCTION OF ADDITIONAL RIGHT TURN LANE. CONTRACTOR SHALL UTILIZE DETOUR ONLY AS DEEMED NECESSARY BY CITY ENGINEER TO MINIMIZE DISRUPTION TO EASTBOUND TRAFFIC. WESTBOUND LANE SHALL REMAIN OPEN DURING CONSTRUCTION.

4. WHEN THE DETOUR IS OPERATIONAL, TRAFFIC SIGNALS ALONG THE DETOUR ROUTE SHALL BE SET TO FREE OPERATION AND ADJUSTED AS NEEDED BY THE FIELD ENGINEER WITH THE CITY OF GALLATIN'S APPROVAL. THESE SIGNALS INCLUDE: BLYTHE AVE AT W EASTLAND AVE, W EASTLAND AVE AT BROADWAY, N LOCUST AVE AT BROADWAY, AND S.R. 25 AT S.R. 6.

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STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

SCALE: 1"=400'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	5A

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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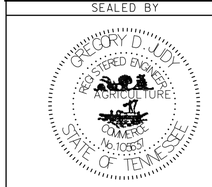

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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NOTES

1. MODIFY EXISTING POWER SERVICE TO SERVE NEW SIGNAL CABINET AND LUMINAIRES. NEW POWER SERVICE CABLE TO BE INSTALLED FROM EXISTING UTILITY POLE ON W MAIN ST THRU CONDUIT TO CABINET. PORTION OF CONDUIT INSTALLED AS PART OF SEPARATE CITY PROJECT. POWER SERVICE SHALL MEET UTILITY OWNER AND CITY SPECIFICATIONS. COORDINATE WITH CITY ENGINEER AND UTILITY OWNER AS REQUIRED.

2. EXISTING RxR PREEMPT CABLE TO BE INTEGRATED INTO PROPOSED SIGNAL OPERATION. EXISTING RxR PREEMPT CABLE TO BE INTERCEPTED AT PROPOSED/RELOCATED UTILITY POLE (BY OTHERS) WHERE SHOWN ON PLANS AND EXTENDED TO NEW SIGNAL CABINET AS SHOWN. CONTRACTOR SHALL INTEGRATE AND IMPLEMENT RxR PREEMPTION OPERATION AND SIGNAL CONTROLLER SETTINGS AS SHOWN ON PLANS. PROJECT INCLUDES INSTALLATION OF NEW CIRCUIT BASE AND RELAY WITHIN CABINET. COORDINATE WITH PROJECT ENGINEER AND CITY ENGINEER AS REQUIRED.

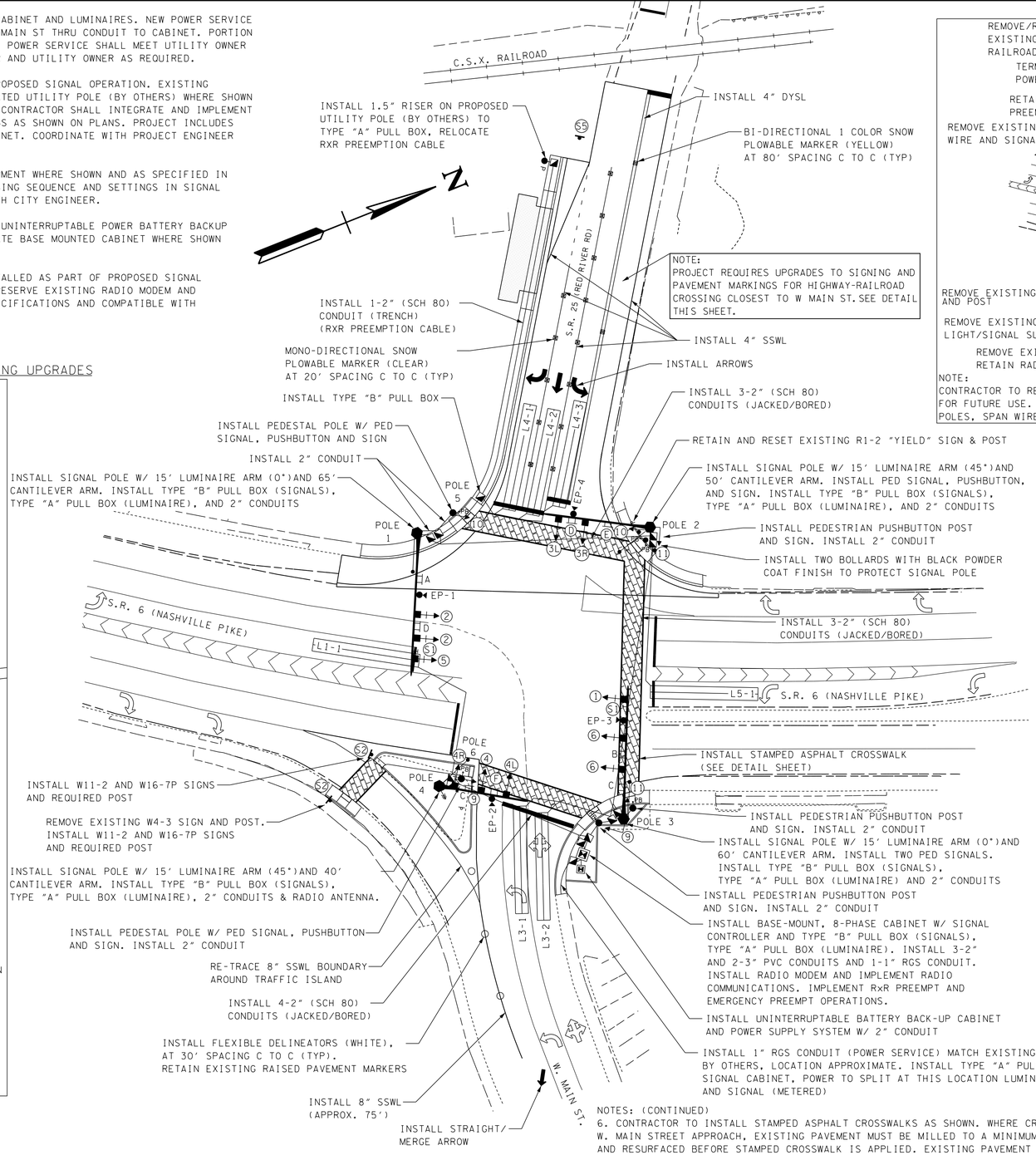
3. CONTRACTOR SHALL INSTALL EMERGENCY PREEMPTION EQUIPMENT WHERE SHOWN AND AS SPECIFIED IN PLANS. CONTRACTOR SHALL PROGRAM PREEMPTION SIGNAL PHASING SEQUENCE AND SETTINGS IN SIGNAL CONTROLLER AND VERIFY PROPER OPERATION. COORDINATE WITH CITY ENGINEER.

4. TRAFFIC SIGNAL INSTALLATION INCLUDES PROVISION FOR UNINTERRUPTABLE POWER BATTERY BACKUP SYSTEM. BACKUP SYSTEM SHALL BE INSTALLED WITHIN SEPARATE BASE MOUNTED CABINET WHERE SHOWN AND MEET PROVISIONS SHOWN IN PLANS.

5. EXISTING RADIO INTERCONNECT EQUIPMENT TO BE RE-INSTALLED AS PART OF PROPOSED SIGNAL OPERATION. CONTRACTOR SHALL TAKE CARE TO REMOVE AND PRESERVE EXISTING RADIO MODEM AND ANTENNA. REPLACEMENT RADIO CABLE MATCHING EXISTING SPECIFICATIONS AND COMPATIBLE WITH EXISTING RADIO EQUIPMENT TO BE INSTALLED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2011	STP-M/H-NHE-9306(15)	3C
CONST	2014	STP-M/H-NH-6(92)	6

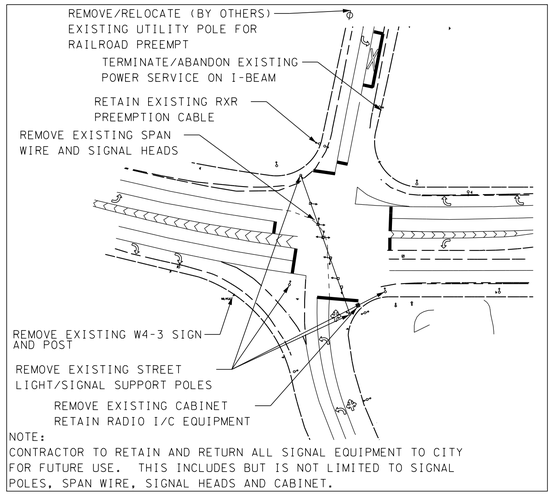
REVISED ON 2-8-13: REVISED LOCATION OF POLES 1 AND 5 FOR NEW EB RIGHT TURN LANE. REVISED POLE SCHEDULE, ADD SIGNAL HEAD 4R.



NOTES: (CONTINUED)

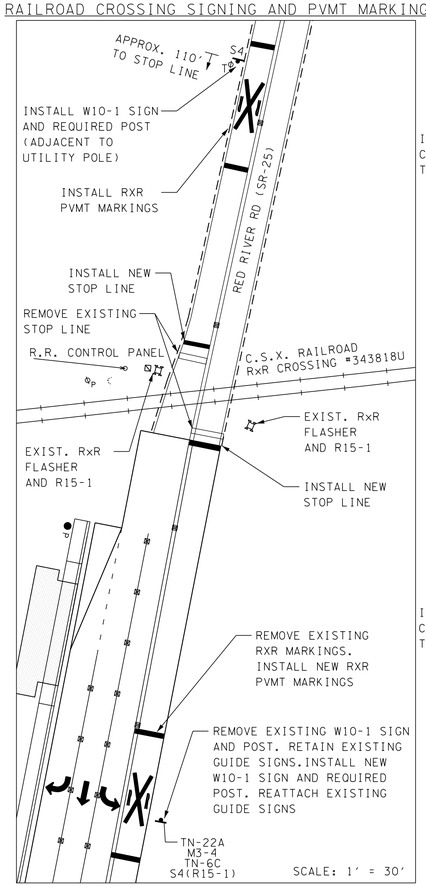
6. CONTRACTOR TO INSTALL STAMPED ASPHALT CROSSWALKS AS SHOWN. WHERE CROSSWALK CROSSES W. MAIN STREET APPROACH, EXISTING PAVEMENT MUST BE MILLED TO A MINIMUM DEPTH OF 2 INCHES AND RESURFACED BEFORE STAMPED CROSSWALK IS APPLIED. EXISTING PAVEMENT FOR CROSSWALK CROSSING SR-6 MAY BE USED WITH PRIOR APPROVAL FROM CITY ENGINEER.

REMOVAL DIAGRAM

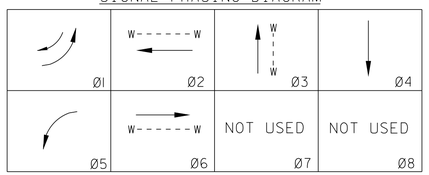


NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL POLES, SPAN WIRE, SIGNAL HEADS AND CABINET.

RAILROAD CROSSING SIGNING AND PVMT MARKING UPGRADES



SIGNAL PHASING DIAGRAM



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

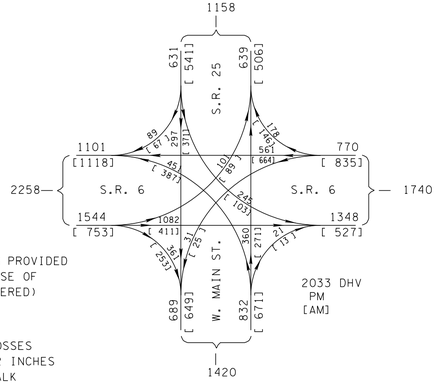
EMERGENCY PREEMPTION

-EP-1: Ø2+Ø5
-EP-2: Ø3
-EP-3: Ø1+Ø6
-EP-4: Ø4

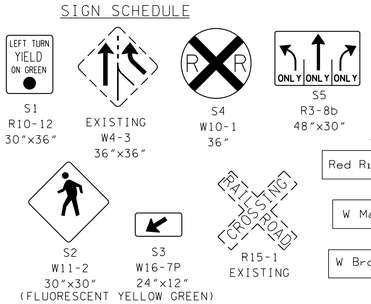
RAILROAD PREEMPTION

-CLEAR INTERVAL: Ø4
-DWELL INTERVAL: Ø2+Ø6

NOTE: SEE SIGNAL DETAIL SHEET FOR PHASING, TIMING AND ACTUATION DETAILS.

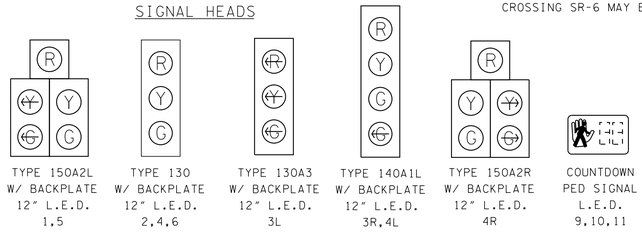


SIGN SCHEDULE



STREET NAME SIGNS

SIGNAL HEADS



POLE SCHEDULE

POLE	MAST ARM LENGTH	MAST ARM ATTACH AT	LUMINAIRE ARM LENGTH	LUMINAIRE ARM ATTACH AT	NORTHING	EASTING	GRD ELEV @ POLE	STATION*	OFFSET*	FOOTING DEPTH	FOOTING DIA.
1	65'	21'	15'	30'	747928.77	1835344.63	509.28	606+91.35	62.16'L	15'	3'
2	50'	21'	15'	30'	748030.45	1835382.33	509.27	608+04.89	74.28'L	15'	3'
3	60'	21'	15'	30'	747968.71	1835503.84	511.09	607+98.99	61.90'R	15'	3'
4	40'	21'	15'	30'	747894.68	1835457.80	510.75	607+15.77	53.51'R	15'	3'
5	-	-	-	-	747947.82	1835342.10	509.61	607+07.64	73.56'L	3'	2'
6	-	-	-	-	747905.56	1835458.46	510.84	607+25.32	48.99'R	3'	2'

* POLE LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED PER TDOT SPECIFICATIONS AND SPECIAL NOTES. FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION. ROADWAY STATIONING REFERENCES S.R. 6 CENTERLINE.

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SEALED BY

GREGORY D. JUDY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 106591 STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT

RED RIVER RD / W MAIN ST AT W BROADWAY

SCALE: 1"= 30'

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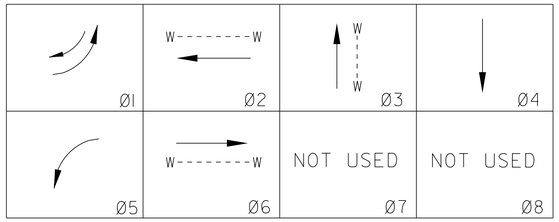
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

-PROT/PERM LEFT-TURN: Ø1,Ø5
-SPLIT PHASE: Ø3,Ø4
-MAX RECALL: Ø2,Ø6
-COORD PHASE: Ø2,Ø6

-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND FROM Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING
-EB RIGHT PROTECTED PHASE CONCURRENT WITH Ø1 ONLY. RT. ARROWS SHALL NOT BE ACTIVE DURING Ø4

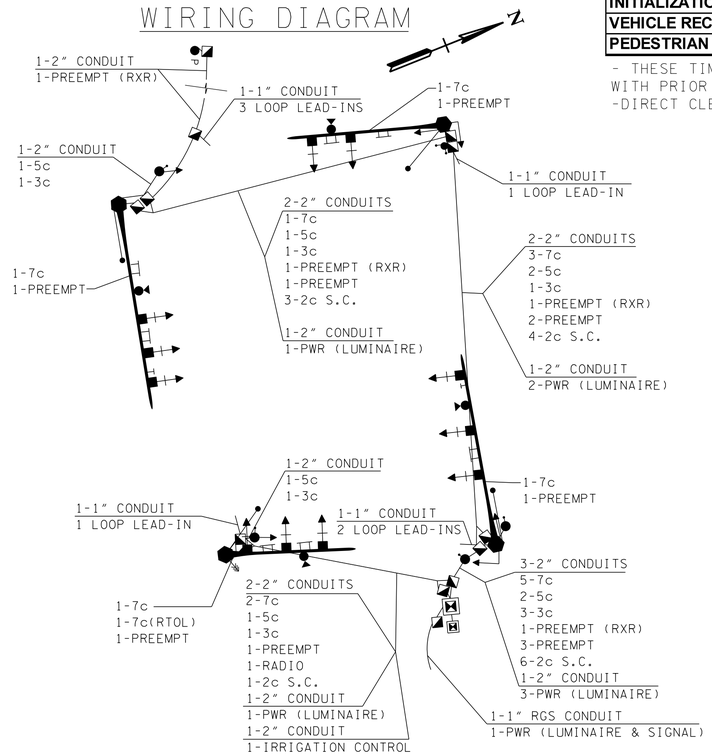
EMERGENCY PREEMPTION

-EP-1: Ø2+Ø5
-EP-2: Ø3
-EP-3: Ø1+Ø6
-EP-4: Ø4

RAILROAD PREEMPTION

-CLEAR INTERVAL: Ø4
-DWELL INTERVAL: Ø2+Ø6
(CONTRACTOR TO RETAIN EXISTING RxR PREEMPTION CLEARANCE INTERVALS.)

WIRING DIAGRAM



BASIC OR SEMI-ACTUATED TIMINGS (SECS)

CONTROLLER PROGRAMMING DATA

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	EBL	WB	NB	SB	WBL	EB		
PHASE DATA								
MIN GREEN	5.0	15.0	8.0	8.0	5.0	15.0		
PASSAGE TIME	3.5	4.0	4.0	4.0	2.0	4.0		
MAXIMUM I	30.0	40.0	35.0	35.0	20.0	40.0		
MAXIMUM II	30.0	60.0	40.0	35.0	30.0	60.0		
YELLOW	4.0	4.5	4.5	4.5	4.0	4.5		
RED	2.0	2.0	2.5	2.5	2.0	2.0		
WALK		7.0	7.0			7.0		
PED CLEAR		22.0	33.0			17.0		
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
UNIT DATA								
NON-LOCK MEMORY	YES	NO	YES	YES	YES	NO		
DUAL ENTRY								
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN		
VEHICLE RECALL	NONE	MAX	NONE	NONE	NONE	MAX		
PEDESTRIAN RECALL								

- THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR WITH PRIOR APPROVAL FROM ENGINEER.
-DIRECT CLEARANCE FROM Ø2 TO Ø1 AND FROM Ø6 TO Ø5 SHALL BE PROHIBITED BY CABINET WIRING.

COORD SETUP

DAYLIGHT SAVINGS	3-2 / 11-1
REFERENCE TO END OF MAIN ST:	YES
USE % FOR PHASE ALLOCATION	YES
USE % FOR OFFSET ENTRY	YES
FORCE OFFS:	FLOATING
PERMISSIVE TYPE:	SINGLE
OFFSET SEEK:	SHORT ROUTE
AUTO PERM:	YES
SPLIT MATRIX:	NO
4 SPLITS / CYCLE	YES
COORD PHASES:	2 & 6
NO EARLY RELEASE:	PHASE 2 & 6 (ALL SPLITS)
COS/F TO TOD CKTS:	7/6/25/1: IM1, IM2, POM (105) (106) (97)

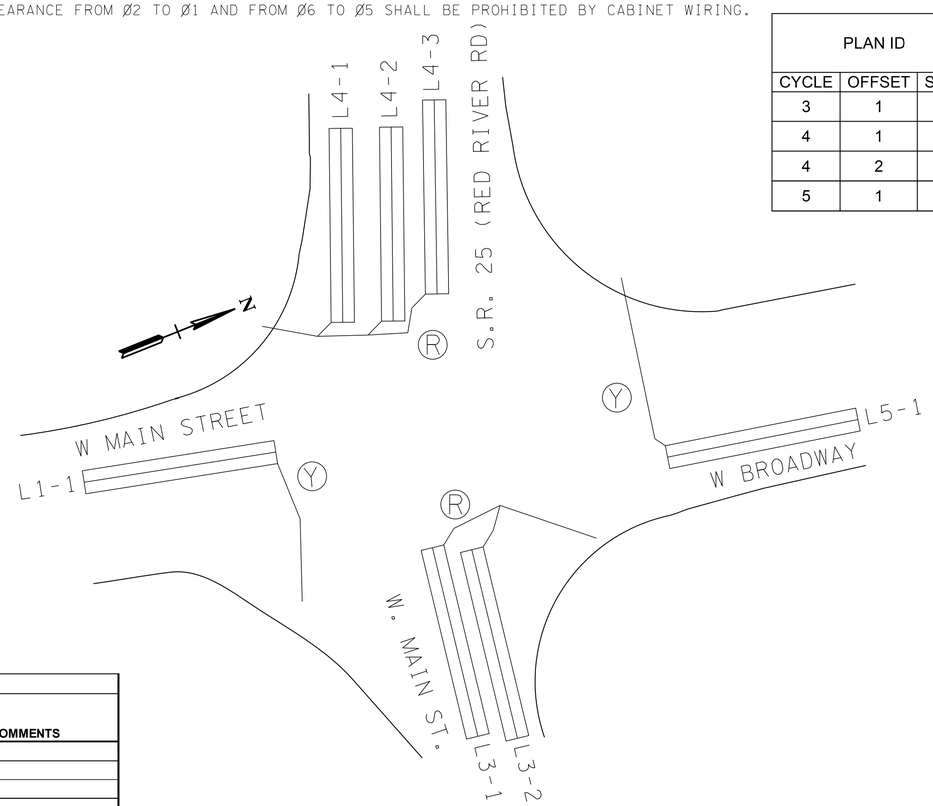
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	STP-M/H-NH-6(92)	6A

WEEK PLAN ASSIGNMENT

WEEK PLAN	SUN	MON	TUE	WED	THU	FRI	SAT
1	4	1	1	1	1	1	2

PLAN ID			PHASE SPLIT TIMES (%)						CYCLE LENGTH	OFFSET
CYCLE	OFFSET	SPLIT	1	2	3	4	5	6	(SEC)	(%)
3	1	1	14	38	24	24	12	40	110	64
4	1	1	13	39	23	25	11	41	120	3
4	2	2	14	32	28	26	11	35	120	82
5	1	1	12	33	26	29	10	35	125	23

DAY PLAN	TIME	PLAN	CYCLE LENGTH
1	0:00 - 6:45	FREE	-
	6:45 - 9:00	4/1/1	120
	9:00 - 11:00	3/1/1	110
	11:00 - 15:00	4/2/2	120
	15:00 - 18:30	5/1/1	125
	18:30 - 21:00	3/1/1	110
	21:00 - 0:00	FREE	-
2	0:00 - 9:00	FREE	-
	9:00 - 11:00	3/1/1	110
	11:00 - 19:00	4/2/2	120
	19:00 - 21:00	3/1/1	110
	21:00 - 0:00	FREE	-
4	0:00 - 10:00	FREE	-
	10:00 - 11:30	3/1/1	110
	11:30 - 17:00	4/2/2	120
	17:00 - 20:00	3/1/1	110
	20:00 - 0:00	FREE	



FLASHING OPERATION Ⓨ OR Ⓡ
DETECTION LOOP NUMBERING

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

LOOP AND DETECTOR ASSIGNMENTS

DETECTOR CHANNEL	ASSOCIATED PHASE	MODE	TIMING EXTEND	TIMING DELAY	DELAY INHIBIT ON GREEN	LOOP NO.	LENGTH	TURNS	COMMENTS
1	1	PRES				1-1	50'	2-4-2	
2	3	PRES		2.0		3-1	50'	2-4-2	
3	3	PRES		3.0		3-2	50'	2-4-2	
4	4	PRES		8.0		4-1	50'	2-4-2	
5	4	PRES		3.0		4-2	50'	2-4-2	
6	4	PRES		2.0		4-3	50'	2-4-2	
7	5	PRES				5-1	50'	2-4-2	

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

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

UNOFFICIAL SET

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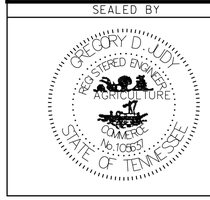

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DECTECTOR ASSIGNMENT

RED RIVER RD / W MAIN ST AT W BROADWAY

SCALE: NOT TO SCALE

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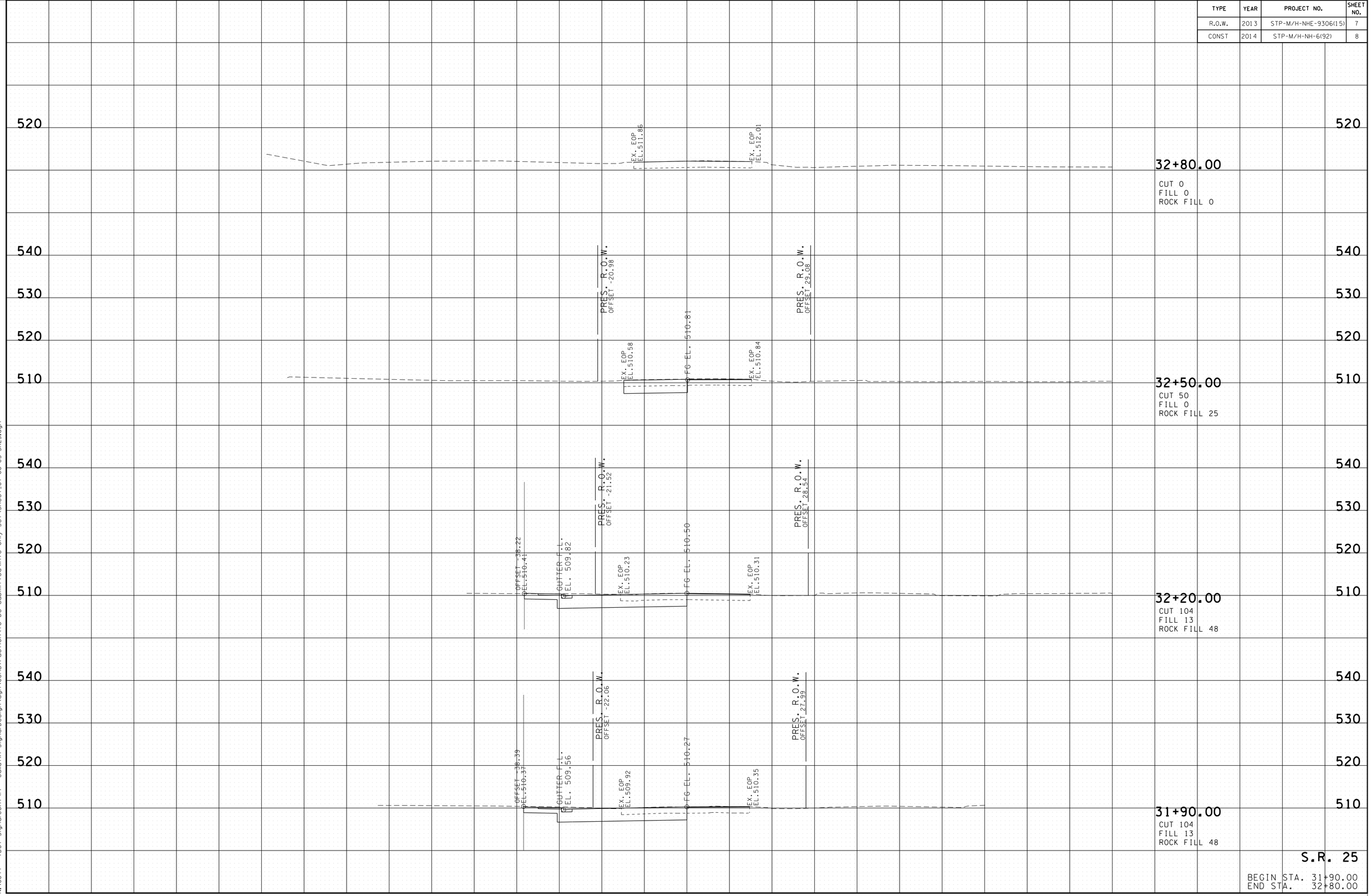
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-M/H-NHE-9306(15)	7
CONST	2014	STP-M/H-NH-6(92)	8



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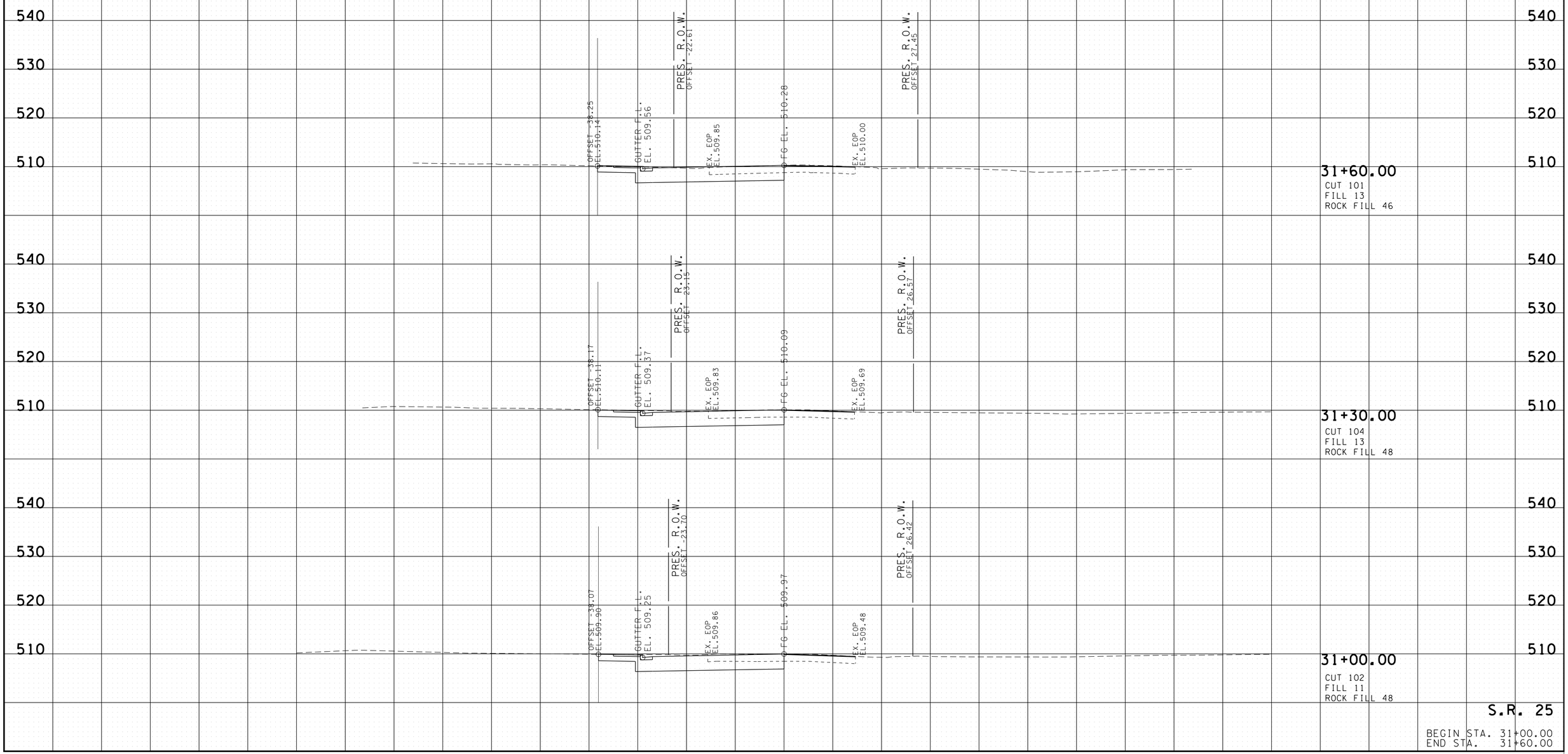
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-M/H-NHE-9306(15)	6
CONST	2014	STP-M/H-NH-6(92)	7



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