

Index Of Sheets  
SEE SHEET NO. IA

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

## FRANKLIN COUNTY

SR 97, INTERSECTION AT BEANS CREEK ROAD, L.M. 4.70

### CONSTRUCTION

STATE HIGHWAY NO. 97 F.A.H.S. NO. NA

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	STP-SIP-97(10)	
STATE PROJ. NO.	26009-3295-94	



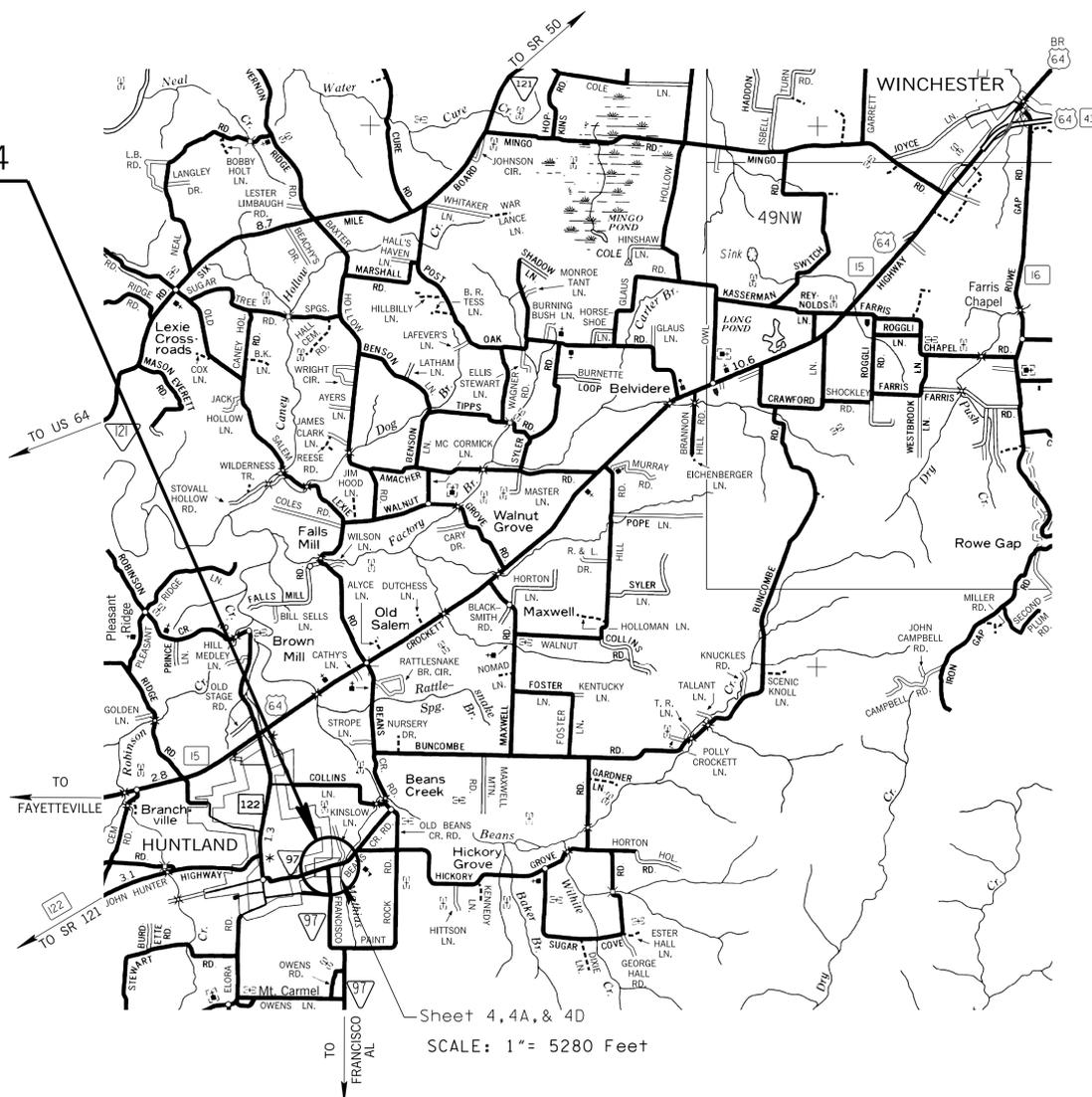
NO EXCLUSIONS  
NO EQUATIONS

#### PROJECT LOCATION

CONST. PROJECT NO. STP-SIP-97(10), 26009-3295-94

FROM STA. 12+25.00 TO STA. 17+00.00

STA. 12+25.00 N 261,564.8780 E 1,891,405.9618  
STA. 17+00.00 N 261,753.7040 E 1,891,121.0427



#### 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.

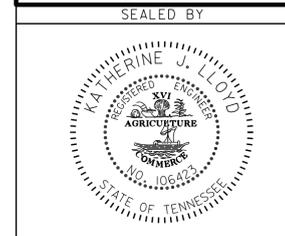
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

ROADWAY LENGTH 0.089 MILES  
BRIDGE LENGTH 0.000 MILES  
BOX BRIDGE LENGTH 0.000 MILES  
PROJECT LENGTH 0.089 MILES

TRAFFIC DATA	
ADT (2015)	510
ADT (2035)	570
DHV (2035)	75
D	60 - 40
T (ADT)	5 %
T (DHV)	3 %
V	20 MPH

ORIGINAL SURVEY DATE: 12-11-2012

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

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

TRANS. PROJ. SPEC. SUP. 2 ROBERT BRAUN  
DESIGNER LARRY PARKER CHECKED BY ASO HAWRAMI  
P.E. NO. 26009-1295-94  
PIN NO. 112219.00

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**No project commitments sheet included in this set of plans.**

# STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
<b>ROADWAY DESIGN STANDARDS</b>		
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-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS
<b>DRAINAGE - CULVERTS AND ENDWALL</b>		
D-PB-1	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	01-29-14	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PB-3		INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-18A	06-14-13	18" CONCRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-24A	06-14-13	24" CONCRETE ENDWALL CROSS DRAIN
D-PE-24B		24" CONCRETE ENDWALL CROSS DRAIN
<b>DRAINAGE-CATCH BASINS AND MANHOLES</b>		
D-CB-42RB	03-11-14	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-42S	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SB	03-11-14	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-99	06-07-13	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CBB-42	05-27-01	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS

DWG. NO	REV.	DESCRIPTION
<b>ROADWAY AND PAVEMENT APPURTENANCES</b>		
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS
<b>SAFETY APPURTENANCES AND FENCE</b>		
S-RP-2	01-19-99	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
<b>TRAFFIC CONTROL APPURTENANCES</b>		
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-16	11-01-11	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS

DWG. NO	REV.	DESCRIPTION
<b>EROSION PREVENTION AND SEDIMENT CONTROL</b>		
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-11	08-01-12	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-37	08-01-12	SEDIMENT TUBE
EC-STR-42	04-15-04	CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A	04-15-04	CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	1 A

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STATE OF TENNESSEE  
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INDEX  
AND  
STANDARD  
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	2

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1,248
203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	850
203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	241
203-06	WATER	M.G.	23
203-10.15	WASTE MATERIAL	C.Y.	486
209-03.20	FILTER SOCK (8 INCH)	L.F.	40
209-05	SEDIMENT REMOVAL	C.Y.	96
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1500
209-08.07	ROCK CHECK DAM PER	EACH	5
209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	3
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2485
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	120
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	414
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	6
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	22
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
411-01.10	ACS MIX(PG64-22) GRADING D	TON	205
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	1
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	69
607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	309
611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
611-07.58	24IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
611-42.01	CATCH BASINS, TYPE 42, 0' - 4' DEPTH	EACH	1
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH	2
621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	34
703-01	CEMENT CONCRETE DITCH PAVING	C.Y.	3
708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	16
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	118
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	40
712-01	TRAFFIC CONTROL	LS	1
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	40
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	75
712-06	SIGNS CONSTRUCTION	S.F.	407
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-11.21	P POST SLIP BASE	EACH	2
713-11.22	U POST SLIP BASE	EACH	2
713-16.20	SIGNS (STOP) R1-1	EACH	1
713-16.21	SIGNS (CHEVRON) W1-BL	EACH	10
713-16.22	SIGNS (CHEVRON) W1-BR	EACH	8
713-16.23	SIGNS (TURN SYMBOL LEFT & 250 FEET) W1-1L & W16-P2	EACH	1
713-16.24	SIGNS (TURN SYMBOL LEFT & 20 MPH) W1-1L & W13-1P	EACH	1
713-16.25	SIGNS (TURN SYMBOL RIGHT & 20 MPH) W1-1R & W13-1P	EACH	1
713-16.26	SIGNS (SPEED LIMIT 30) R2-1	EACH	5
713-16.27	SIGNS (STATE ROUT 97 & NORTH) TN-6A & M3-1	EACH	1
713-16.28	SIGNS (STATE ROUT 97 & SOUTH) TN-6A & M3-3	EACH	1
713-16.30	SIGNS (STOP AHEAD & 500 FEET) W3-1 & W16-2P	EACH	2
713-16.31	SIGNS (T LEFT INTERSECTION) W2-2L	EACH	1
713-16.32	SIGNS (T RIGHT INTERSECTION) W2-2R	EACH	1

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH	56
716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	56
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	21
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	14
716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	208
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	1
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	370
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	22
801-03	WATER (SEEDING & SODDING)	M.G.	22
803-01	SODDING (NEW SOD)	S.Y.	1950

### FOOTNOTES

- 1 TO BE USED FOR ITEM NO. 203-02.01, BORROW EXCAVATION (GRADED SOLID ROCK) FOR THE REMOVAL OF THE DETOUR.
- 2 SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- 3 ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- 4 INCLUDES 100 TONS FOR MAINTENANCE PURPOSES
- 5 TO BE USED FOR SPECIAL CONCRETE DITCHES.
- 6 INCLUDES 2" WIDE RED OR YELLOW HIGH GRADE, RETROREFLECTIVE STRIP ON FRONT.
- 7 REQUIRES ITEM NO. 713-11.21.
- 8 REQUIRES ITEM NO. 713-11.22.
- 9 TO BE USED FOR THE DETOUR.
- 10 ALL SLOPES SHALL BE SODDED.

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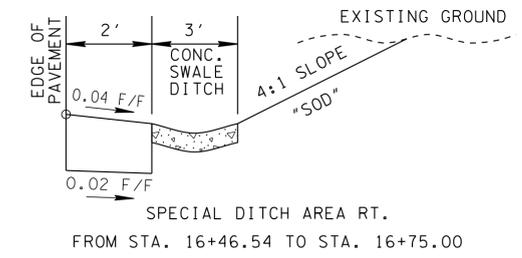
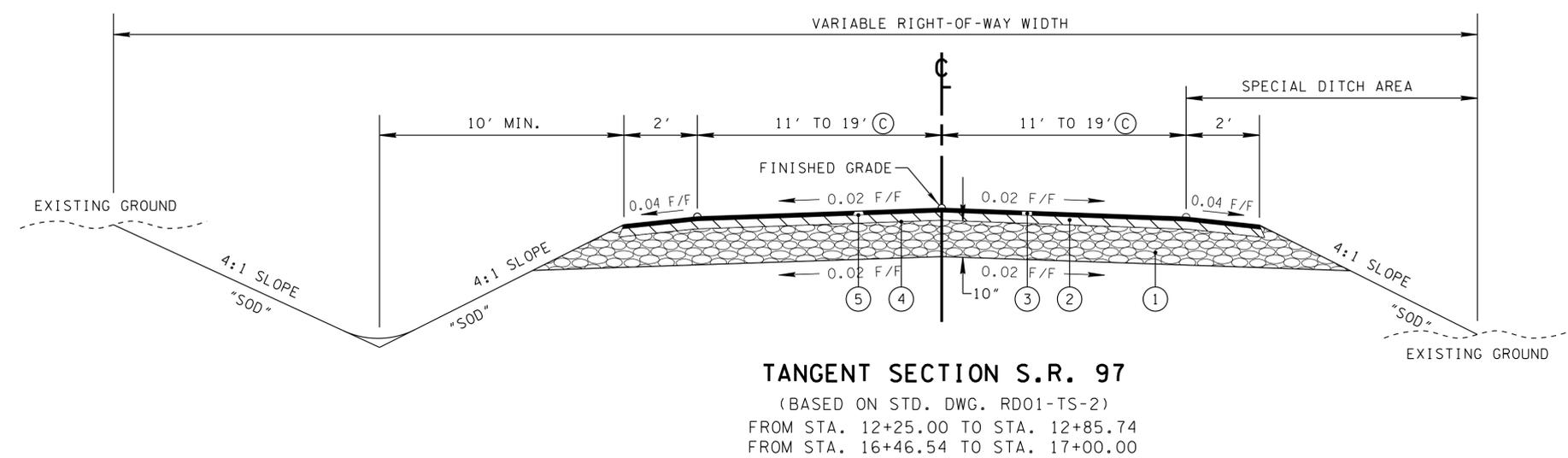
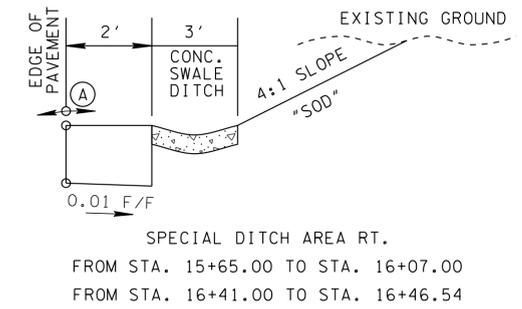
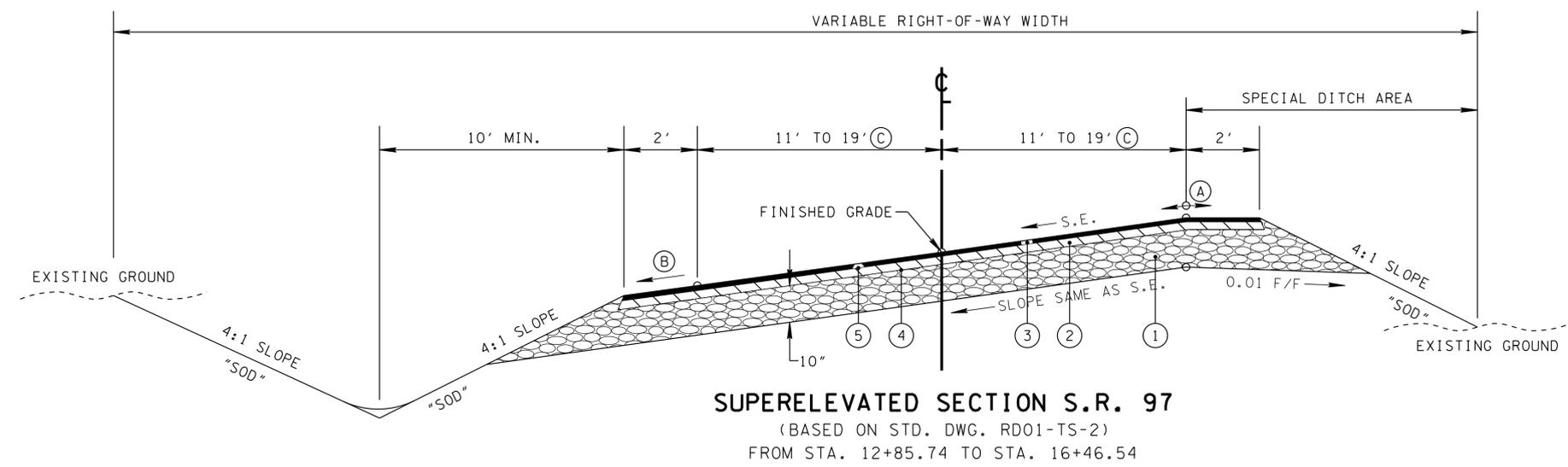


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DEPARTMENT OF TRANSPORTATION

**ESTIMATED  
ROADWAY  
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	2
CONST.	2015	STP-SIP-97(10)	2A

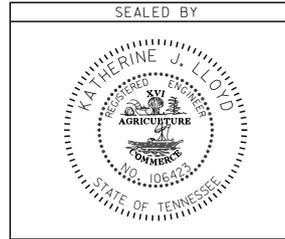
- (A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.
- (B) SHOULDER SLOPE -0.040 FT/FT MINIMUM.
- (C) PAVEMENT WIDTH  
 11' AT STA. 12+25 TRANSITIONS TO 19' AT STA. 13+45  
 19' AT STA. 13+45 TO 19' AT STA. 15+80  
 19' AT STA. 15+80 TRANSITIONS TO 11' AT STA. 17+00



**PROPOSED PAVEMENT SCHEDULE**

①	STONE MINERAL AGGREGATE 303-01 ..... MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	③	SURFACE PERFORMANCE GRADE (PG64-22), ASPHALTIC CONCRETE SURFACE, GRADING "D" @ 1.25" THICK (APPROXIMATE 132.50 LB. S.Y.) (ROADWAY) 411-01.10 ..... ASPHALT CEMENT (PG64-22) (ACS) GRADING "D"
②	BINDER PERFORMANCE GRADE (PG64-22), GRADING "B-M2", BITUMINOUS PLANT MIX BASE (HOT MIX) @ 2.00" THICK (APPROXIMATE 226 LB. S.Y.) 307-01.08 ..... ASPHAL CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	④	PRIME COAT 402-01 ..... BITUMINOUS MATERIAL FOR PRIME COAT (PC) RATE = 0.35 GAL. / SQ. YD. 402-02 ..... AGGREGATE FOR COVER MATERIAL (PC) RATE = 12 LB. / SQ. YD.
		⑤	TACK COAT 403-01 ..... BITUMINOUS MATERIAL FOR TACK COAT (TC) RATE = 0.07 GAL. / SQ. YD.

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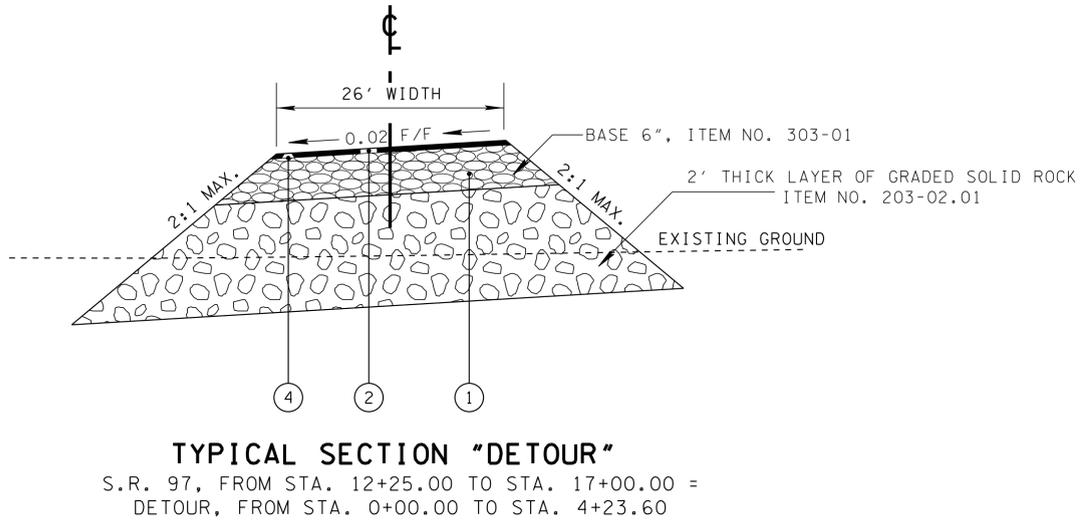
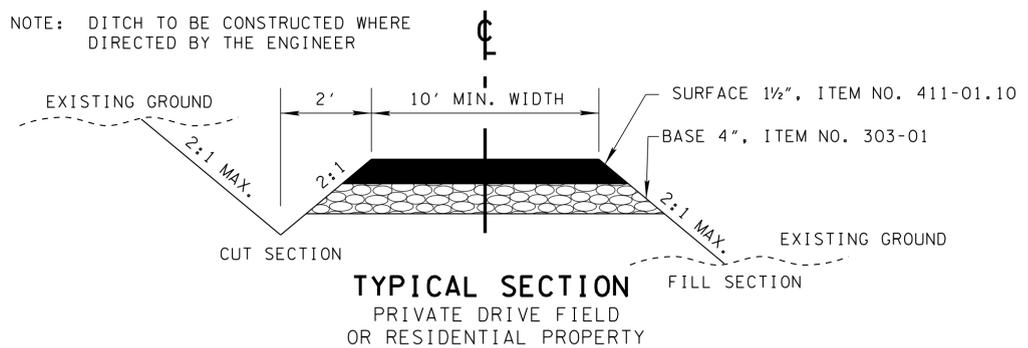
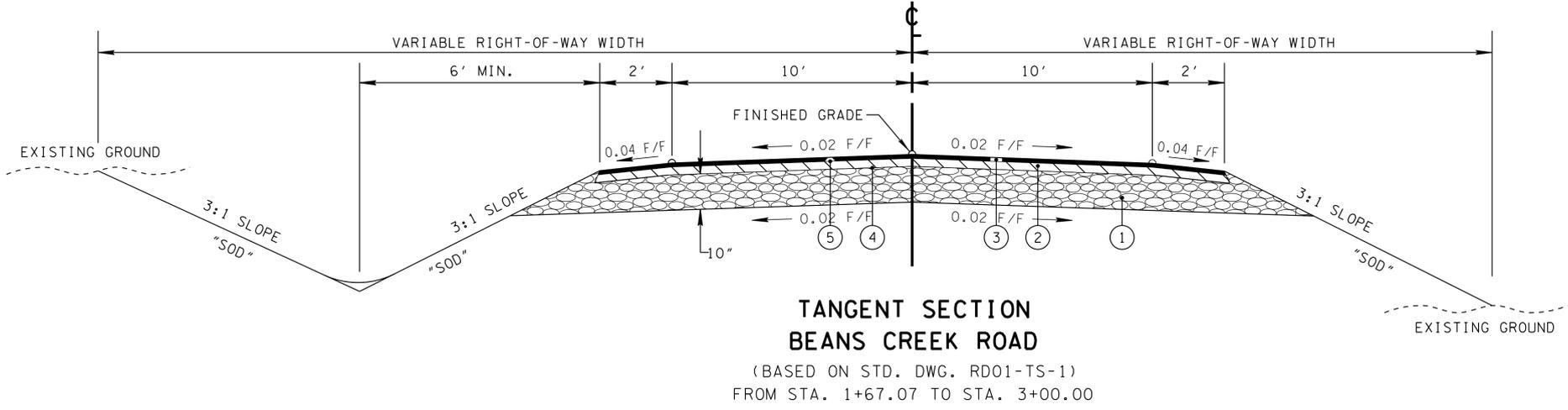
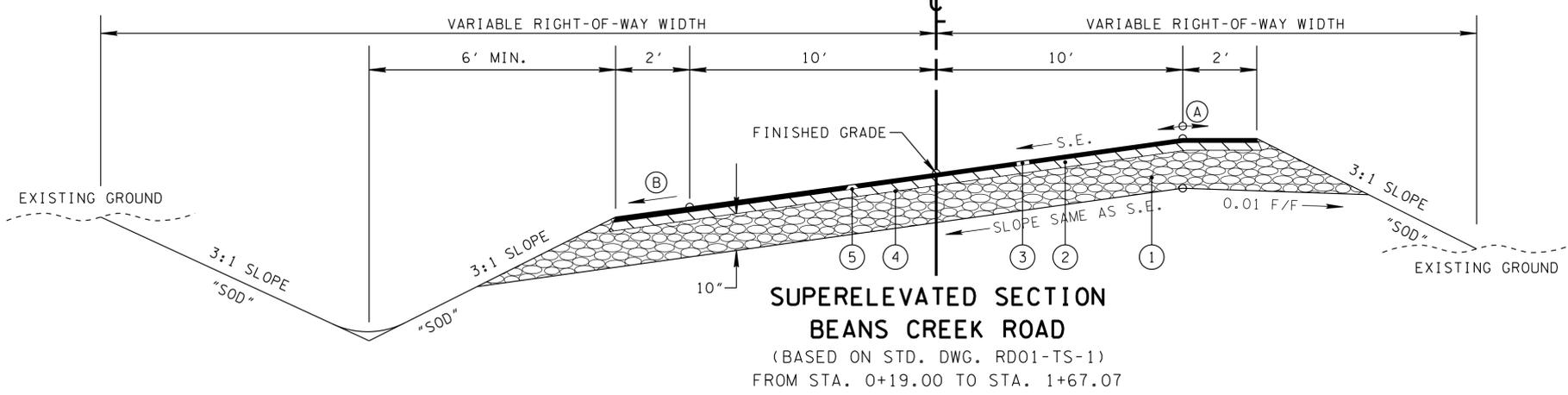


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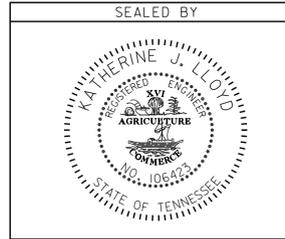
**TYPICAL  
SECTIONS**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	2A
CONST.	2015	STP-SIP-97(10)	2B



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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TYPICAL  
SECTIONS**

FOR PROPOSED PAVEMENT SCHEDULE  
SEE SHEET NO. 2A

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# GENERAL NOTES

## GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

## 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 DRAINAGE STRUCTURES 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) 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.

## FENCING

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

## MISCELLANEOUS

- (1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

## PAVEMENT MARKINGS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.
- (2) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (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.
- (3) THE PAVEMENT MARKING ON THE DETOUR FOR SR 97 WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, LIN. MI.
- (4) BEFORE OPENING THE DETOUR TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

## PAVEMENT

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

## 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.

## SIGNING

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

## 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) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (7) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

## 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.

# SPECIAL NOTES

## SEEDING AND SODDING

- (1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. ALL COST ASSOCIATED WITH THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL SHALL BE IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS AND SEEDING SHALL BE IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	2C

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

# GENERAL NOTES CONTINUED

## EROSION PREVENTION AND SEDIMENT CONTROL

### DISTURBED AREA

- (1) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (2) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.
- (3) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.
- (4) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (5) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

### SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- (7) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (8) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.
- (9) FOR AN OUTFALL IN A DRAINAGE AREA OF 10 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.
- (10) IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- (11) 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.
- (12) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

### STREAM/WETLAND

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

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

### INSPECTION, MAINTENANCE, REPAIR

- (15) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.
- (16) 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.
- (17) 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.
- (18) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.
- (19) 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.
- (20) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.
- (21) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (22) 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

- (23) WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

## SWPPP, PERMITS, PLANS, RECORDS

- (24) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.
- (25) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROADWAY DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (26) THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EPSC INSPECTION RECORDS, QUALITY ASSURANCE SITE ASSESSMENT RECORDS, PRECIPITATION RECORDS, SWPPP, PROJECT ENVIRONMENTAL PERMITS, AND A COPY OF THE PROJECT EPSC INSPECTOR'S TDEC LEVEL 1 CERTIFICATION.
- (27) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.
- (28) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS OR MODIFICATIONS OF THE SWPPP ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (29) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR DESIGN REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS. A COPY OF ANY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS SHALL BE RETAINED IN THE SWPPP.
- (30) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER A CHANGE IN CHEMICAL TREATMENT METHODS IS MADE INCLUDING USE OF A DIFFERENT CHEMICAL, DIFFERENT DOSAGE OR APPLICATION RATE, OR A DIFFERENT AREA OF APPLICATION.
- (31) IF A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION) THE SWPPP SHALL BE MODIFIED OR UPDATED.
- (32) PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

### SPECIAL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	2D

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

CROSS DRAIN TABULATION																							
STATION	RCP CLASS III OR CMP 12 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 16 FT.					RCP CLASS IV OR CMP 12 GA. OR PVC (L.F.) FILL HEIGHT > 16 FT. AND < OR = 24 FT.					SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT						REMARKS				
	INLET		OUTLET		SLOPE 3:1 (EACH)	611-07.58 SLOPE 4:1 (EACH)	SLOPE 6:1 (EACH)	CLASS A CONC. (C.Y.)	REINF. STEEL (LB.)	STRUC. STEEL (LB.)													
	TYPE	DRAWING NO.	TYPE	DRAWING NO.																			
14+25		69									90	0	U	D-PE-24A & B	U	D-PE-24A & B		2					
<b>TOTALS</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

R.O.W. MARKERS TABULATION				
SHEET NO.	QUANTITIES			
	"A"	"B"	"C"	TOTALS
4D	3	8	5	16
<b>TOTALS</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>16</b>

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	2E

SIDE DRAIN TABULATION																					
STATION	LOCATION		DESCRIPTION	SURFACE WIDTH (L.F.)	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 10 FT.					RCP CLASS III OR CMP 14 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT > 10 FT. AND < OR = 16 FT.					END TREATMENT				REMARKS		
	LT	RT			18"	24"	30"	36"	48"	18"	24"	30"	36"	48"	TYPE	SLOPE	DRAWING NO.	CATCH BASIN 611-42.01 TYPE 42 0' - 4' (EACH)		CATCH BASIN 611+42.02 TYPE 42 6' - 4' (EACH)	TYPE U 611-07.55 (EACH)
16+41		X		14	74											D-CB-42S	1			SEE SHEET NO. 7 FOR DETAILS	
15+65		X		10	103											D-CB-42SB		1		SEE SHEET NO. 7 FOR DETAILS	
0+60	X			12	66											D-CB-42SB		1		SEE SHEET NO. 7 FOR DETAILS	
1+47	X			12	66								4:1	D-PE-18A & B				1	SEE SHEET NO. 7 FOR DETAILS		
<b>TOTALS</b>				<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>						<b>1</b>	<b>2</b>	<b>1</b>	

ESTIMATED PAVEMENT MARKING QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	0.3
716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	56
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	21
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	14
716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	208
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.8

GRADING QUANTITIES			
SR 97 & Beans Creek Road Intersection Tabulations			
ROADWAY	COMMON EXC. C.Y.		EMB. C.Y.
SR 97	915		374
Beans Creek	119		666
Drive Sta. 60	3		17
Drive Sta. 147	2		42
Drive Sta. 1557	5		0
Drive Sta. 1627	9		0
SR 97 Detour	62 (2)		99
SR 97 Detour (Removal) (3)	99		
<b>TOTAL (4)</b>	<b>1,053</b>		<b>1,198</b>
<b>Adjustments</b>	SHE 10%		None
<b>TOTAL QUANTITY</b>	<b>957</b>		<b>1,198</b>

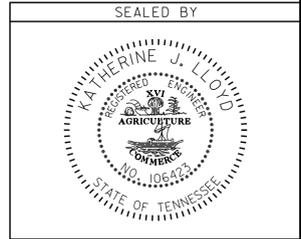
PAVEMENT QUANTITIES						
LOCATION	PAY ITEMS					
	303-01 (TON)	307-01.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.10 (TON)
S.R. 97	1293.0	226.0	3.0	12.0	0.6	132.0
Beans Creek Rd.	718.2	85.4	1.1	4.5	0.2	50.0
Detour	307.7	102.9	1.4	5.5	0.0	0.0
Pvt. Dr.	66.0	0.0	0.0	0.0	0.0	23.3
<b>TOTALS</b>	<b>2384.9</b>	<b>414.3</b>	<b>5.5</b>	<b>22.0</b>	<b>0.8</b>	<b>205.3</b>

Available		Borrow
EXC. C.Y. UNCLASSIFIED	1,152	= EXC. (4)
ROCK		957
verses		EMB. =
		1,198
		EXC. =
		241

ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)			TONS
BORROW EXCAVATION (UNCLASSIFIED)	203-01	1,248 (1)	TONS
WASTE MATERIAL	203-03	241	C.Y.
		99	C.Y.

- Notes:
- (1) NO TOPSOIL QUANTITY IS INCLUDED IN TABULATION. ALL SLOPES WILL BE SODDED.
  - (2) INCLUDES 96 C.Y. FOR EROSION PREVENTION AND SEDIMENT CONTROL
  - (3) THIS QUANTITY IS ALL READY INCLUDED IN SR 97 EXC.
  - (4) QUANTITY FOR REMOVING THE DETOUR (LAST PHASE OF CONST.) TO BE WASTE MATERIAL.
  - (5) DOES NOT INCLUDES 99 C.Y. FOR DETOUR REMOVAL.

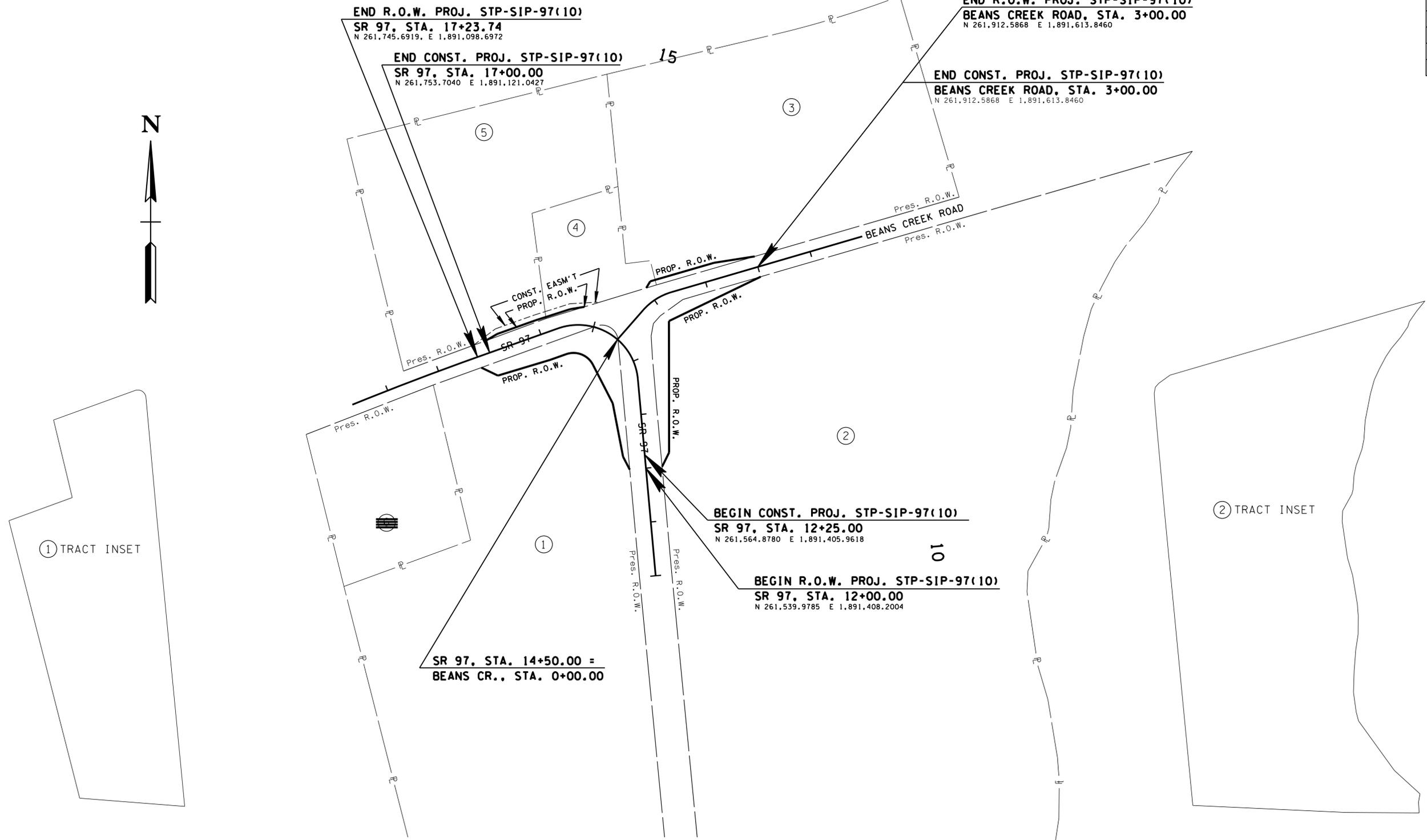
**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



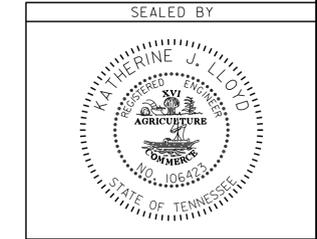
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TABULATED  
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	3
CONST.	2015	STP-SIP-97(10)	3



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NOT FOR  
BIDDING**



**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		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
				BK.	PAGE											
1	SARAH LOUISE WISECARVER TRUSTEE	133	009.00	296	200	14.050		14.050	0.313		0.313	13.737				
2	GORDON A. JONES AND WIFE JANELLE	133	010.00	283	467		28.480	28.480		0.211	0.211		28.269			
3	RANDOLPH SCOTT AND WIFE EDNA	123	073.01	288	652		10.350	10.350		1449 S.F.	1449 S.F.		10.317			
4	CHRISTOPHER P. HOWARD AND WIFE CARLA R.	123	073.00	338	54		0.750	0.750		339 S.F.	339 S.F.		0.742		805	
5	RODGER K. PARADISE AND WIFE CHASTITY D.	123	073.02	329	555		4.190	4.190		419 S.F.	419 S.F.		4.180		1251	
6	CHRISTOPHER HOWARD AND WIFE CARLA R.	123	075.01	308	218	1.650		1.650				1.650				

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROPERTY  
MAP**  
STA. 10+00 TO STA. 17+32.74  
SCALE: 1"=100'

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**UTILITIES NOTES**

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

**RIGHT - OF - WAY NOTES**

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (8) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (9) ON 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 OWNERS**

**CATV:**

**COMCAST**

MR. DOAK SHARROCK ( Primary ) ( Secondary )  
 2501 MCGAVOK PIKE STE 1200  
 NASHVILLE, TN 37214-1239  
 PHONE (615) 405-5601

**ELECTRIC:**

**DUCK RIVER ELECTRIC MEMBERSHIP CORP.**

MR. BLAKE BUTLER ( Primary ) ( Secondary )  
 PO BOX 89 1411 MADISON STREET  
 SHELBYVILLE, TN 37160 SHELBYVILLE, TN 37160  
 PHONE (931) 684-4621 FAX (931) 685-0013

**TELEPHONE:**

**BELLSOUTH dba AT&T**

MR. KENNETH LEE KORNEGAY ( Primary ) ( Secondary )  
 116 SOUTH CANNON AVE. Email Address:  
 MURFREESBORO, TN 37219 kk4096@att.com  
 PHONE (615) 848-2082 FAX (615) 214-8805

**WATER:**

**TOWN OF HUNTLAND**

MAYOR PATRICK MATHEW ( Primary ) ( Secondary )  
 100 CUMBERLAND AVE.  
 PO DRAWER H  
 HUNTLAND, TN 37345  
 PHONE (931) 469-0283 FAX (931) 469-7500

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	3A
CONST.	2015	STP-SIP-97(10)	3A

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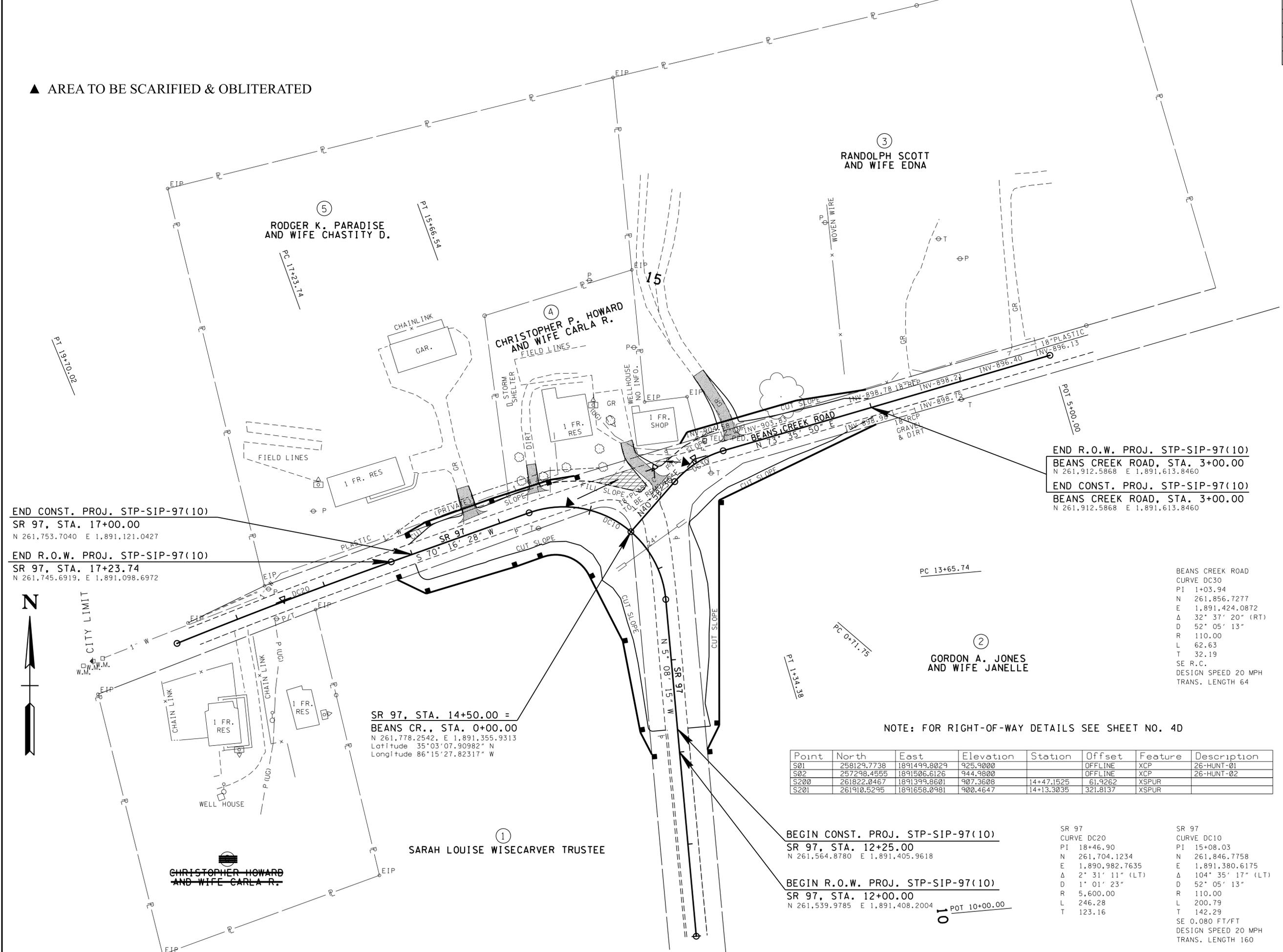


STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**UTILITY NOTES  
 R.O.W. NOTES  
 AND  
 UTILITY OWNERS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	4
CONST.	2015	STP-SIP-97(10)	4

▲ AREA TO BE SCARIFIED & OBLITERATED



END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261.753.7040 E 1.891.121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+23.74  
N 261.745.6919, E 1.891.098.6972

END R.O.W. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261.912.5868 E 1.891.613.8460

END CONST. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261.912.5868 E 1.891.613.8460

SR 97, STA. 14+50.00 =  
BEANS CR., STA. 0+00.00  
N 261.778.2542, E 1.891.355.9313  
Latitude 35°03'07.90982" N  
Longitude 86°15'27.82317" W

BEANS CREEK ROAD  
CURVE DC30  
PI 1+03.94  
N 261.856.7277  
E 1.891.424.0872  
Δ 32° 37' 20" (RT)  
D 52' 05' 13"  
R 110.00  
L 62.63  
T 32.19  
SE R.C.  
DESIGN SPEED 20 MPH  
TRANS. LENGTH 64

NOTE: FOR RIGHT-OF-WAY DETAILS SEE SHEET NO. 4D

Point	North	East	Elevation	Station	Offset	Feature	Description
S01	258129.7738	1891499.8029	925.9000		OFFLINE	XCP	26-HUNT-01
S02	257298.4555	1891506.6126	944.9800		OFFLINE	XCP	26-HUNT-02
S200	261822.0467	1891399.8601	907.3608	14+47.1525	61.9262	XSPUR	
S201	261910.5295	1891658.0981	900.4647	14+13.3035	321.8137	XSPUR	

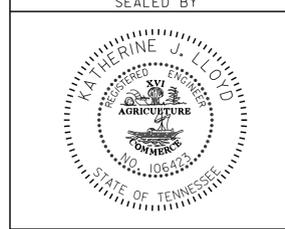
BEGIN CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+25.00  
N 261.564.8780 E 1.891.405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+00.00  
N 261.539.9785 E 1.891.408.2004

SR 97  
CURVE DC20  
PI 18+46.90  
N 261.704.1234  
E 1.890.982.7635  
Δ 2° 31' 11" (LT)  
D 1' 01' 23"  
R 5.600.00  
L 246.28  
T 123.16

SR 97  
CURVE DC10  
PI 15+08.03  
N 261.846.7758  
E 1.891.380.6175  
Δ 104° 35' 17" (LT)  
D 52° 05' 13"  
R 110.00  
L 200.79  
T 142.29  
SE 0.080 FT/FT  
DESIGN SPEED 20 MPH  
TRANS. LENGTH 160

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



COORDINATES ARE NAD/83(1995),  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00002486 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

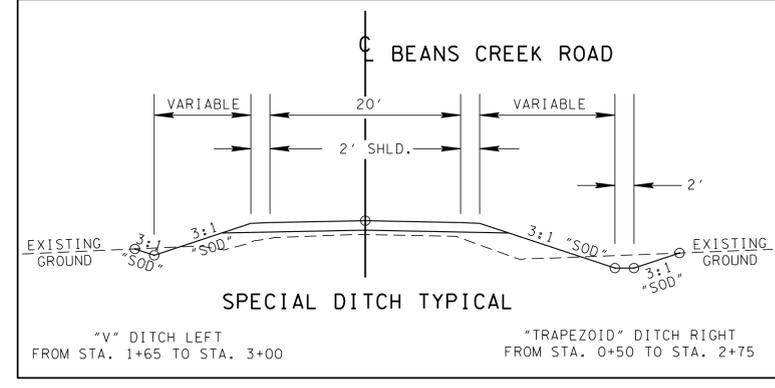
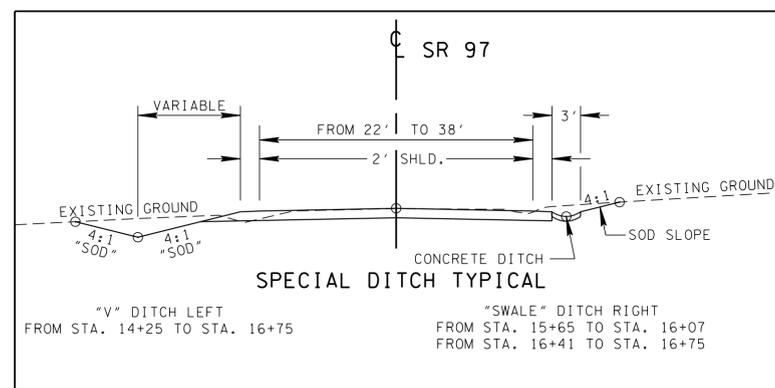
**PRESENT  
LAYOUT**

STA. 10+00 TO STA. 19+70.02

SCALE: 1" = 50'

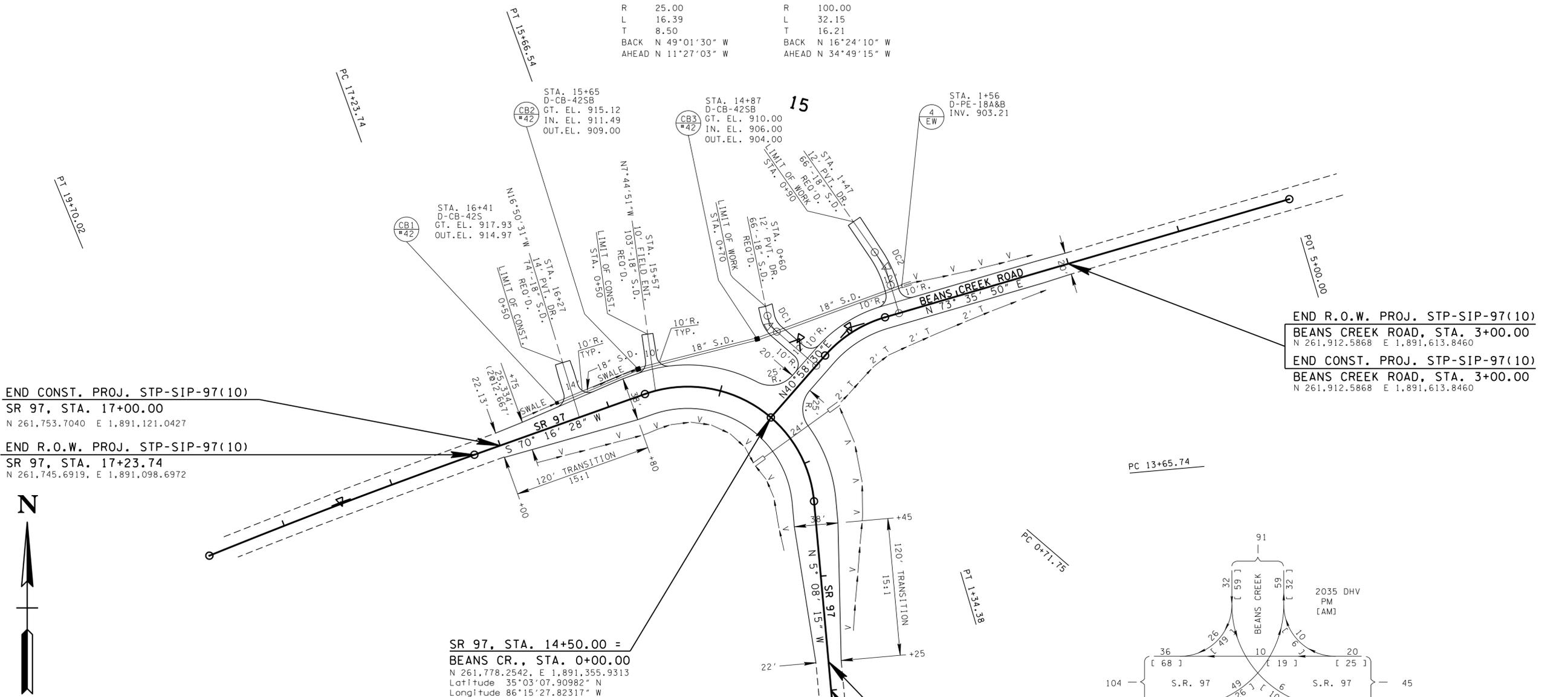
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	4A
CONST.	2015	STP-SIP-97(10)	4A



PVT. DR. STA. 0+60  
CURVE DC1  
PI 0+53.78  
N 261.858.8186  
E 1.891.354.6719  
PC 0+45.27  
PT 0+61.67  
Δ 37° 34' 27" (RT)  
D 229' 10' 59"  
R 25.00  
L 16.39  
T 8.50  
BACK N 49°01'30" W  
AHEAD N 11°27'03" W

PVT. DR. STA. 1+47  
CURVE DC2  
PI 0+41.69  
N 261.909.3772  
E 1.891.455.2995  
PC 0+25.48  
PT 0+57.63  
Δ 18° 25' 05" (LT)  
D 57' 17' 45"  
R 100.00  
L 32.15  
T 16.21  
BACK N 16°24'10" W  
AHEAD N 34°49'15" W

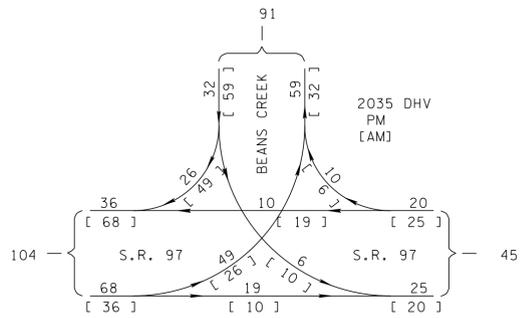
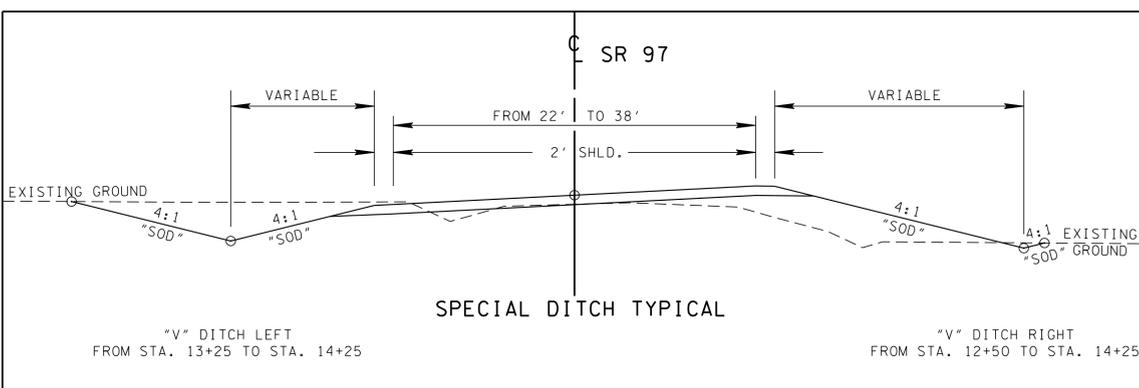


END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261.753.7040 E 1.891.121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+23.74  
N 261.745.6919, E 1.891.098.6972

END R.O.W. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261.912.5868 E 1.891.613.8460

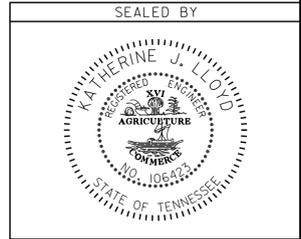
END CONST. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261.912.5868 E 1.891.613.8460



BEGIN CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+25.00  
N 261.564.8780 E 1.891.405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+00.00  
N 261.539.9785 E 1.891.408.2004

**UNOFFICIAL SET**  
**NOT FOR BIDDING**



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002486 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROPOSED LAYOUT**  
STA. 10+00 TO STA. 19+70.02  
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	4AA

15

DETOUR  
CURVE DC60  
PI 2+34.07  
N 261,785.3737  
E 1,891,327.4124  
Δ 79° 07' 00" (LT)  
D 80' 41' 54"  
R 71.00  
L 98.04  
T 58.65  
SE 0.000 FT/FT  
DESIGN SPEED 10 MPH  
TRANS. LENGTH 0

DETOUR POT STA. 4+23.60 =  
SR 97 STA. 17+00.00

PT 2+73.46

PC 11+23.74

PT 15+68.54

PT 19+10.02

END R.O.W. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261,912.5868 E 1,891,613.8460  
END CONST. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261,912.5868 E 1,891,613.8460

END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+23.74  
N 261,745.6919 E 1,891,098.6972

17+00.00  
13.55'

17+00.00  
12.58'

15+48.19  
40.47'  
R=58.00'  
L=80.11'

R=84.00'  
L=116.02'

12+25.00  
13.00'

12+25.00  
13.00'

SR 97, STA. 14+50.00 =  
BEANS CR., STA. 0+00.00  
N 261,778.2542, E 1,891,355.9313  
Latitude 35°03'07.90982" N  
Longitude 86°15'27.82317" W

BEGIN DETOUR  
STA. 12+25

BEGIN CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+25.00  
N 261,564.8780 E 1,891,405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+00.00  
N 261,539.9785 E 1,891,408.2004

POT 10+00.00

SR 97  
CURVE DC20  
PI 18+46.90  
N 261,704.1234  
E 1,890,982.7635  
Δ 2° 31' 11" (LT)  
D 1' 01' 23"  
R 5,600.00  
L 246.28  
T 123.16

SR 97  
CURVE DC10  
PI 15+08.03  
N 261,846.7758  
E 1,891,380.6175  
Δ 104° 35' 17" (LT)  
D 52° 05' 13"  
R 110.00  
L 200.79  
T 142.29  
SE 0.080 FT/FT  
DESIGN SPEED 20 MPH  
TRANS. LENGTH 160

BEANS CREEK ROAD  
CURVE DC30  
PI 1+03.94  
N 261,856.7277  
E 1,891,424.0872  
Δ 32° 37' 20" (RT)  
D 52° 05' 13"  
R 110.00  
L 62.63  
T 32.19  
SE R.C.  
DESIGN SPEED 20 MPH  
TRANS. LENGTH 64



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY



COORDINATES ARE NAD/83(1995),  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00002486 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROPOSED  
LAYOUT  
(DETOUR)**

STA. 10+00 TO STA. 19+70.02

SCALE: 1" = 50'

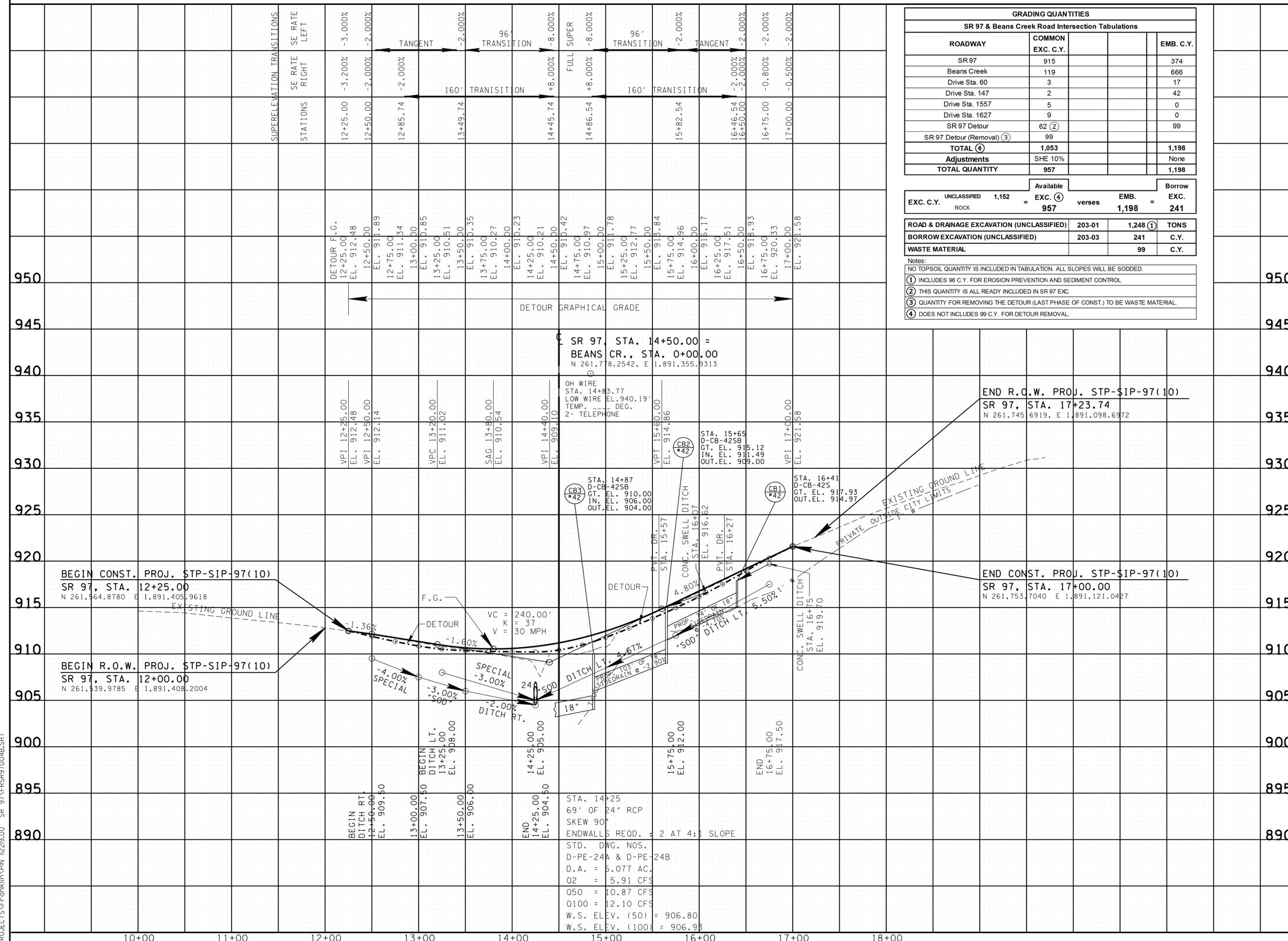
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	4B
CONST.	2015	STP-SIP-97(10)	4B

GRADING QUANTITIES			
SR 97 & Beans Creek Road Intersection Tabulations			
ROADWAY	COMMON EXC. C.Y.		EMB. C.Y.
SR 97	915		374
Beans Creek	119		666
Drive Sta. 60	3		17
Drive Sta. 147	2		42
Drive Sta. 1557	5		0
Drive Sta. 1627	9		0
SR 97 Detour	62 (2)		99
SR 97 Detour (Removal) (3)	99		
<b>TOTAL (4)</b>	<b>1,053</b>		<b>1,198</b>
Adjustments	SHE 10%		None
<b>TOTAL QUANTITY</b>	<b>957</b>		<b>1,198</b>

EXC. C.Y.	UNCLASSIFIED ROCK	1,152	=	Available EXC. (4)	957	verses	EMB.	1,198	=	Borrow EXC.	241
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ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	203-01	1,248 (1)	TONS
BORROW EXCAVATION (UNCLASSIFIED)	203-03	241	C.Y.
WASTE MATERIAL		99	C.Y.

Notes:  
 NO TOPSOIL QUANTITY IS INCLUDED IN TABULATION. ALL SLOPES WILL BE SODDED.  
 (1) INCLUDES 96 C.Y. FOR EROSION PREVENTION AND SEDIMENT CONTROL.  
 (2) THIS QUANTITY IS ALL READY INCLUDED IN SR 97 EXC.  
 (3) QUANTITY FOR REMOVING THE DETOUR (LAST PHASE OF CONST.) TO BE WASTE MATERIAL.  
 (4) DOES NOT INCLUDES 99 C.Y. FOR DETOUR REMOVAL.



950

945

940

935

930

925

920

915

910

905

900

895

890

**UNOFFICIAL SET**  
**NOT FOR BIDDING**



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**PROFILE OF S.R. 97**

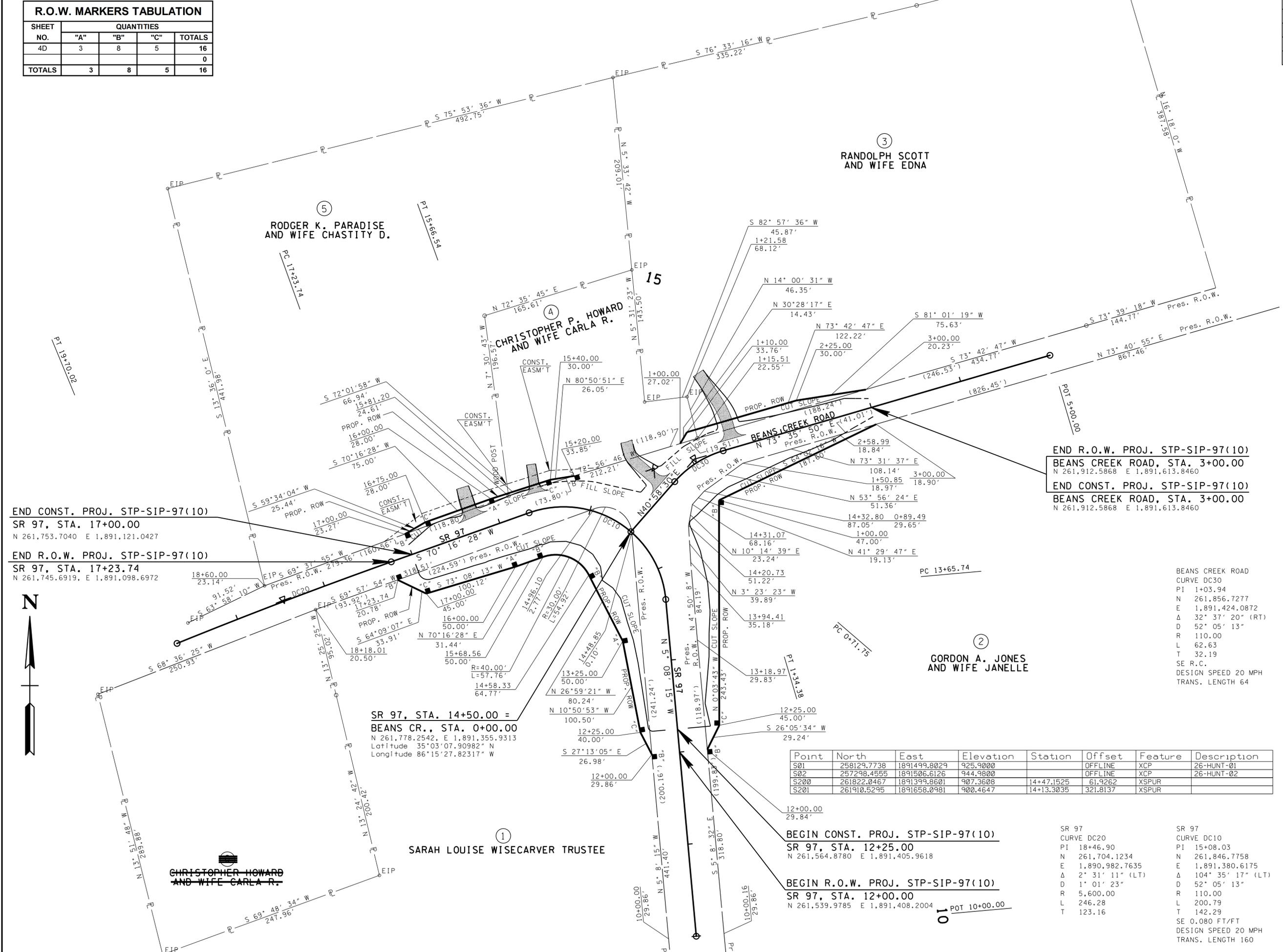
SCALE: 1" = 50' HORIZ.  
 1" = 5' VERT.

19-NOV-2014 15:52 C:\PROJECTS\Franklin\12219.00 SR 97\FRSR97004B.SHT



R.O.W. MARKERS TABULATION				
SHEET NO.	QUANTITIES			TOTALS
	"A"	"B"	"C"	
4D	3	8	5	16
TOTALS	3	8	5	16

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	4D
CONST.	2015	STP-SIP-97(10)	4D



END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+23.74  
N 261,745.6919 E 1,891,098.6972

SR 97, STA. 14+50.00 =  
BEANS CR., STA. 0+00.00  
N 261,778.2542, E 1,891,355.9313  
Latitude 35°03'07.90982" N  
Longitude 86°15'27.82317" W

Point	North	East	Elevation	Station	Offset	Feature	Description
S01	258129.7738	1891499.8029	925.9000		OFFLINE	XCP	26-HUNT-01
S02	257298.4555	1891506.6126	944.9800		OFFLINE	XCP	26-HUNT-02
S200	261822.0467	1891399.8601	907.3608	14+47.1525	61.9262	XSPUR	
S201	261910.5295	1891658.0981	900.4647	14+13.3035	321.8137	XSPUR	

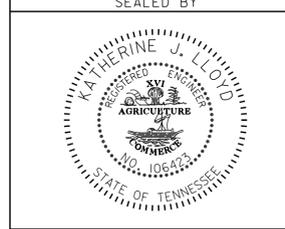
BEGIN CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+25.00  
N 261,564.8780 E 1,891,405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+00.00  
N 261,539.9785 E 1,891,408.2004

SR 97  
CURVE DC20  
PI 18+46.90  
N 261,704.1234  
E 1,890,982.7635  
Δ 2' 31' 11" (LT)  
D 1' 01' 23"  
R 5,600.00  
L 246.28  
T 123.16

SR 97  
CURVE DC10  
PI 15+08.03  
N 261,846.7758  
E 1,891,380.6175  
Δ 104' 35' 17" (LT)  
D 52' 05' 13"  
R 110.00  
L 200.79  
T 142.29  
SE 0.080 FT/FT  
DESIGN SPEED 20 MPH  
TRANS. LENGTH 160

**UNOFFICIAL SET**  
**NOT FOR BIDDING**



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002486 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

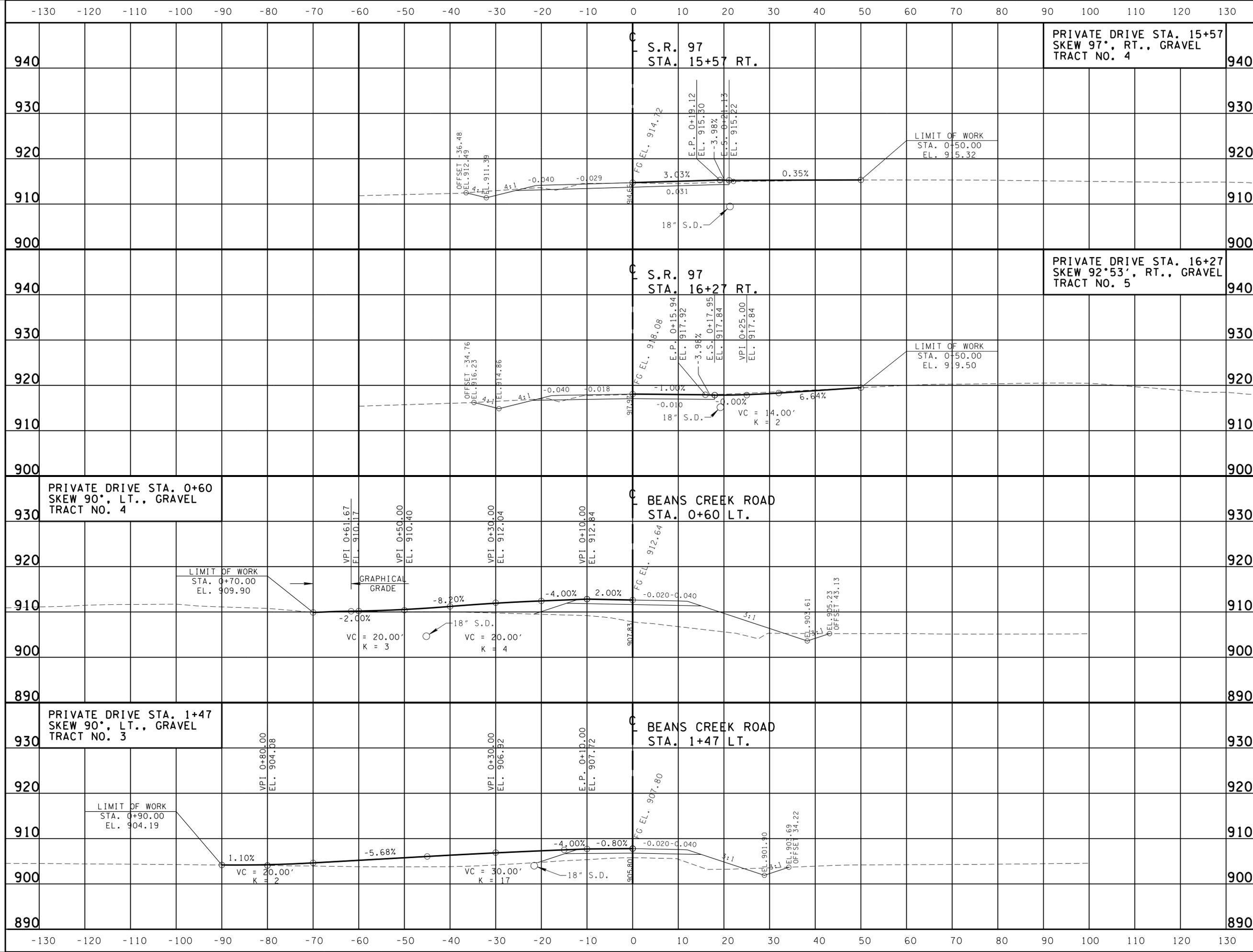
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**R.O.W. DETAILS**  
STA. 10+00 TO STA. 19+70.02

SCALE: 1" = 50'

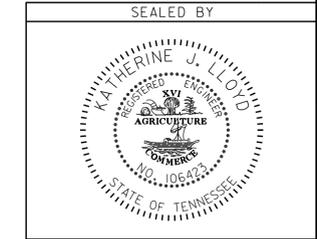
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	5
CONST.	2015	STP-SIP-97(10)	5

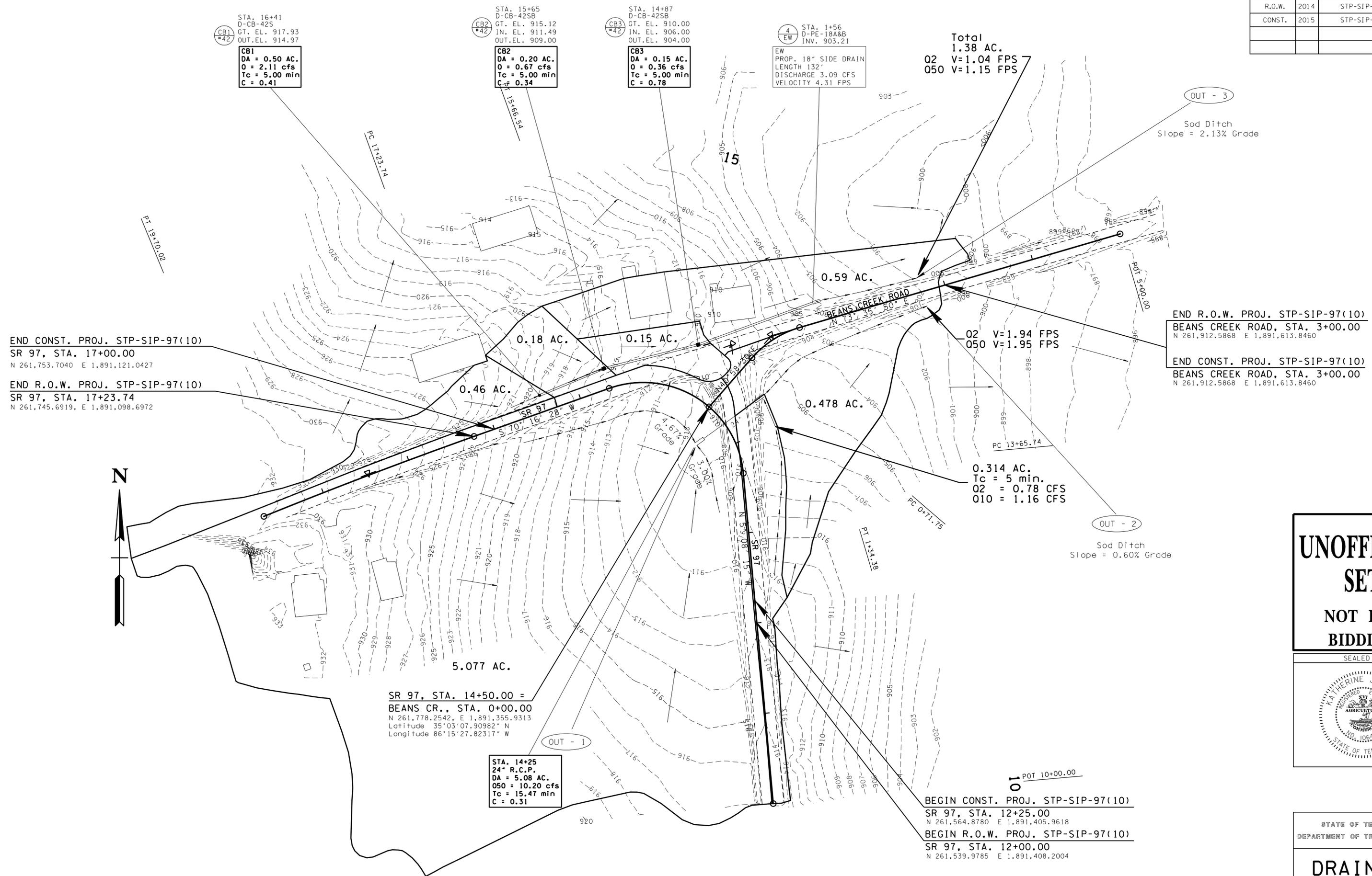
**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROFILE OF  
PRIVATE  
DRIVES**  
 SCALE: 1" = 10' HORIZ.  
 1" = 10' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	6
CONST.	2015	STP-SIP-97(10)	6



END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+23.74  
 N 261,745.6919, E 1,891,098.6972

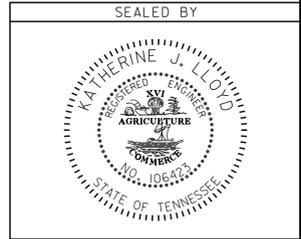
END R.O.W. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912,5868 E 1,891,613,8460

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912,5868 E 1,891,613,8460

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405,9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+00.00  
 N 261,539,9785 E 1,891,408,2004

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**DRAINAGE  
 MAP**

STA. 10+00 TO STA. 19+70.02  
 SCALE: 1" = 50'

NOTE: EXISTING CONTOURS SHOWN



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	8
CONST.	2015	STP-SIP-97(10)	8

# EROSION PREVENTION AND SEDIMENT CONTROL NOTES

## NPDES

- (1) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.
- (2) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
- (3) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:
  - A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
- (4) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.
- (5) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.
- (6) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SSWMP.
- (7) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

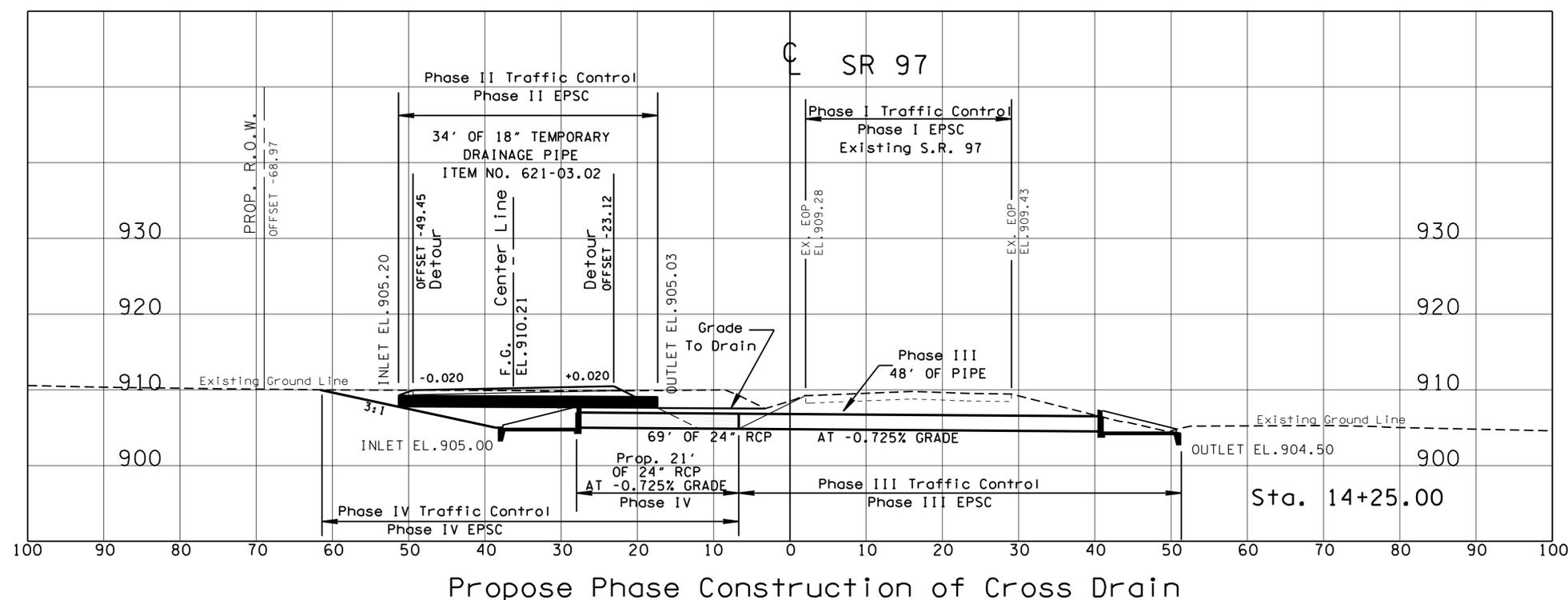
**EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	8A

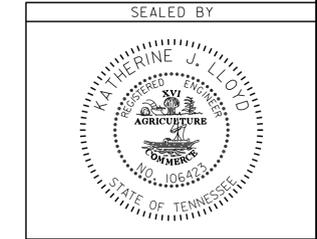
## EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-03.20	FILTER SOCK (8 INCH)	L.F.	40
209-05	SEDIMENT REMOVAL	C.Y.	96
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1500
209-08.07	ROCK CHECK DAM PER	EACH	5
209-40.42	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EACH	3
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	120
621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	34
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	118
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	40
740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	370
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	22
801-03	WATER (SEEDING & SODDING)	M.G.	22
803-01	SODDING (NEW SOD)	S.Y.	1950

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EC-STR-42
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25



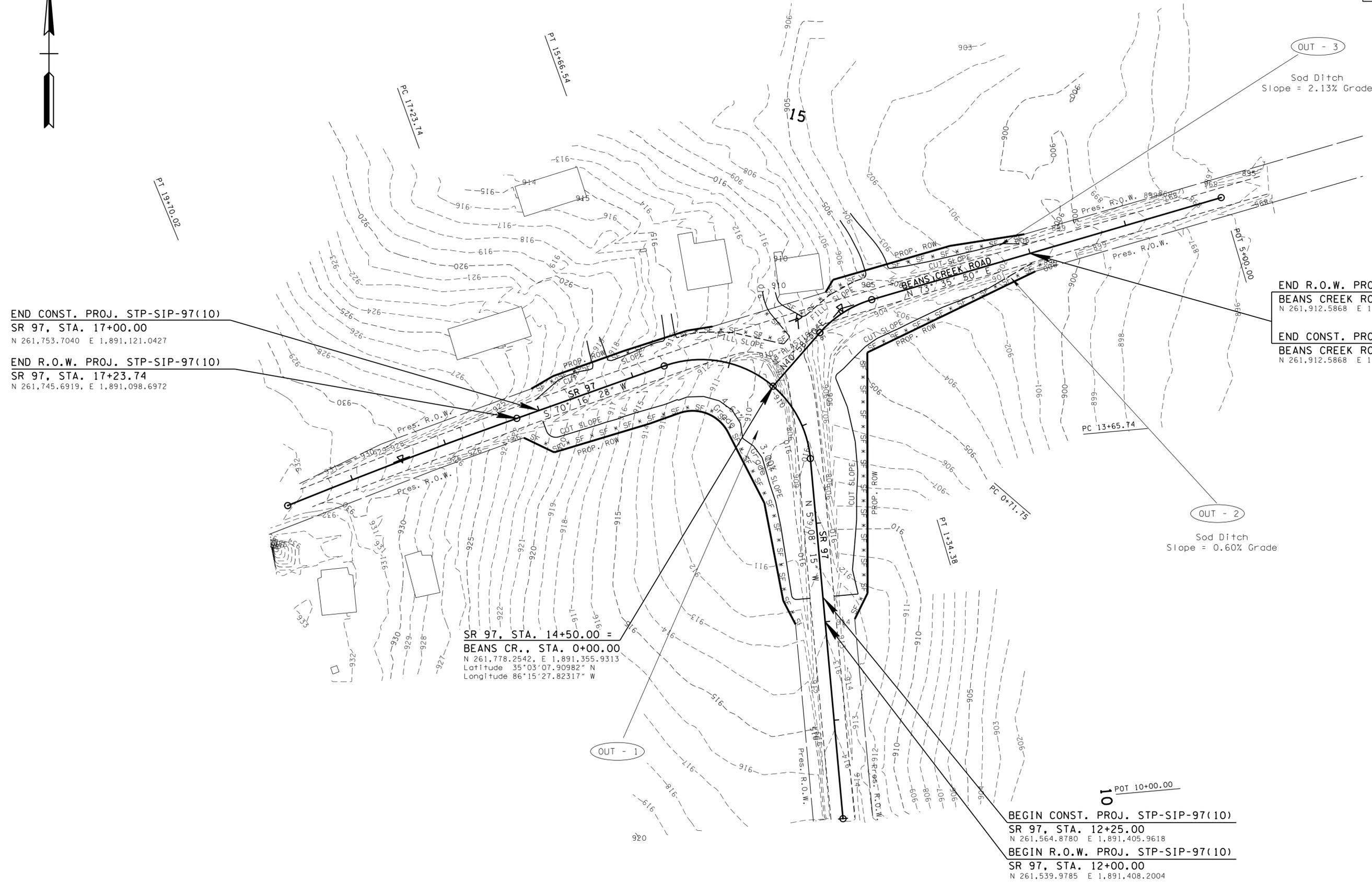
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SET  
NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL  
(TABULATION  
& DETAILS)**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	8A
CONST.	2015	STP-SIP-97(10)	8B



END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+23.74  
 N 261,745.6919, E 1,891,098.6972

END R.O.W. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
 N 261,778.2542, E 1,891,355.9313  
 Latitude 35°03'07.90382" N  
 Longitude 86°15'27.82317" W

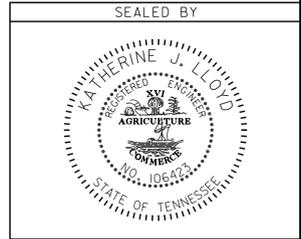
10 POT 10+00.00

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+00.00  
 N 261,539.9785 E 1,891,408.2004

NOTE: EXISTING CONTOURS SHOWN ARE FOR THIS PHASE ONLY.

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**

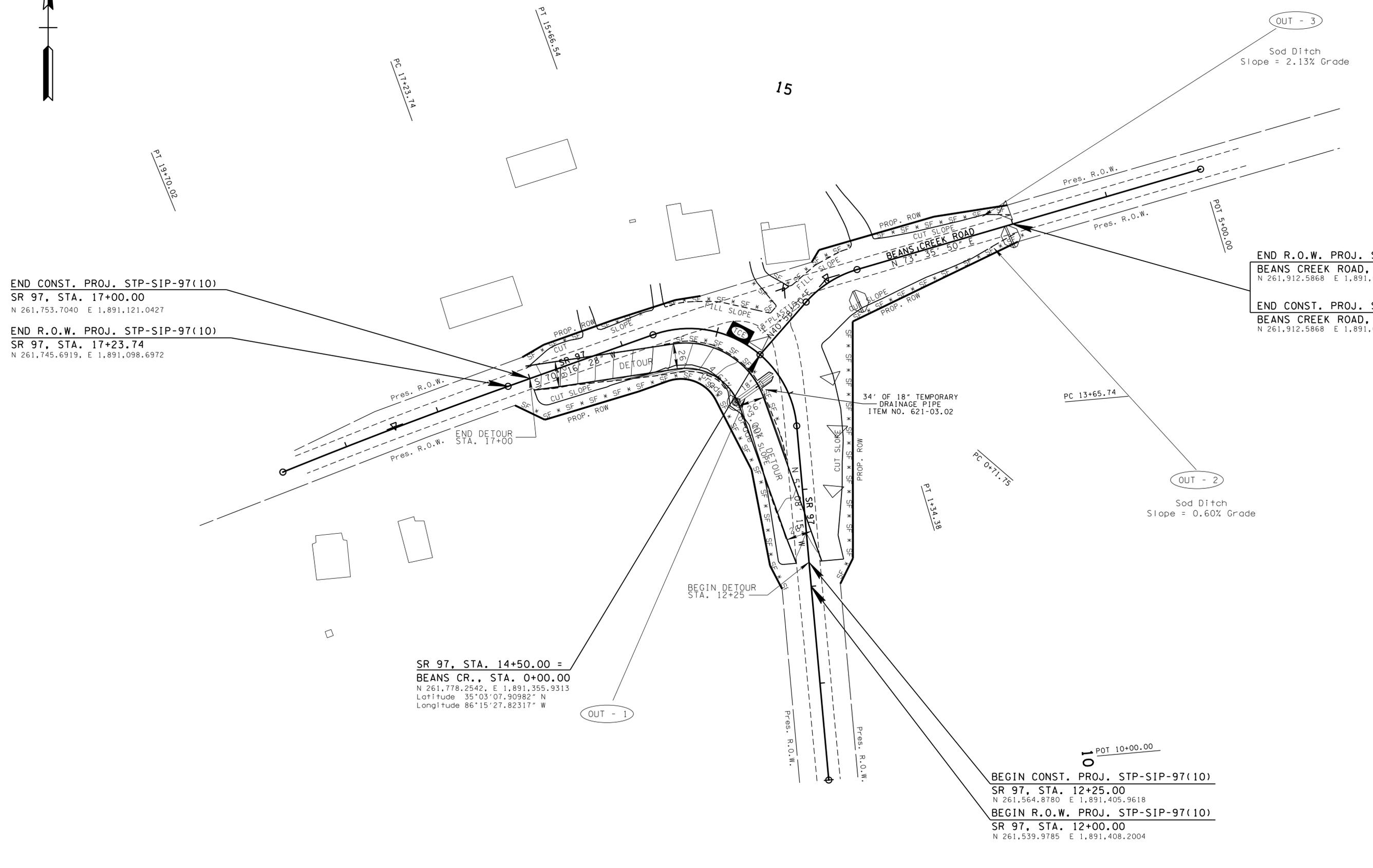


**PHASE I  
 CLEARING  
 AND GRUBBING**

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**EROSION  
 PREVENTION  
 AND SEDIMENT  
 CONTROL PLAN**  
 STA. 12+25 TO STA. 17+00  
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	8B
CONST.	2015	STP-SIP-97(10)	8C



END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+23.74  
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 N 261,912.5868 E 1,891,613.8460

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 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

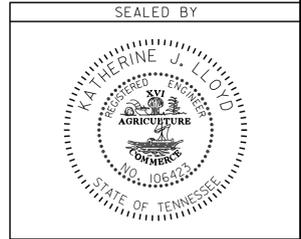
SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
 N 261,778.2542, E 1,891,355.9313  
 Latitude 35°03'07.90982" N  
 Longitude 86°15'27.82317" W

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+00.00  
 N 261,539.9785 E 1,891,408.2004

NOTE: PROPOSED CONTOURS SHOWN ARE FOR THIS PHASE ONLY.

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**



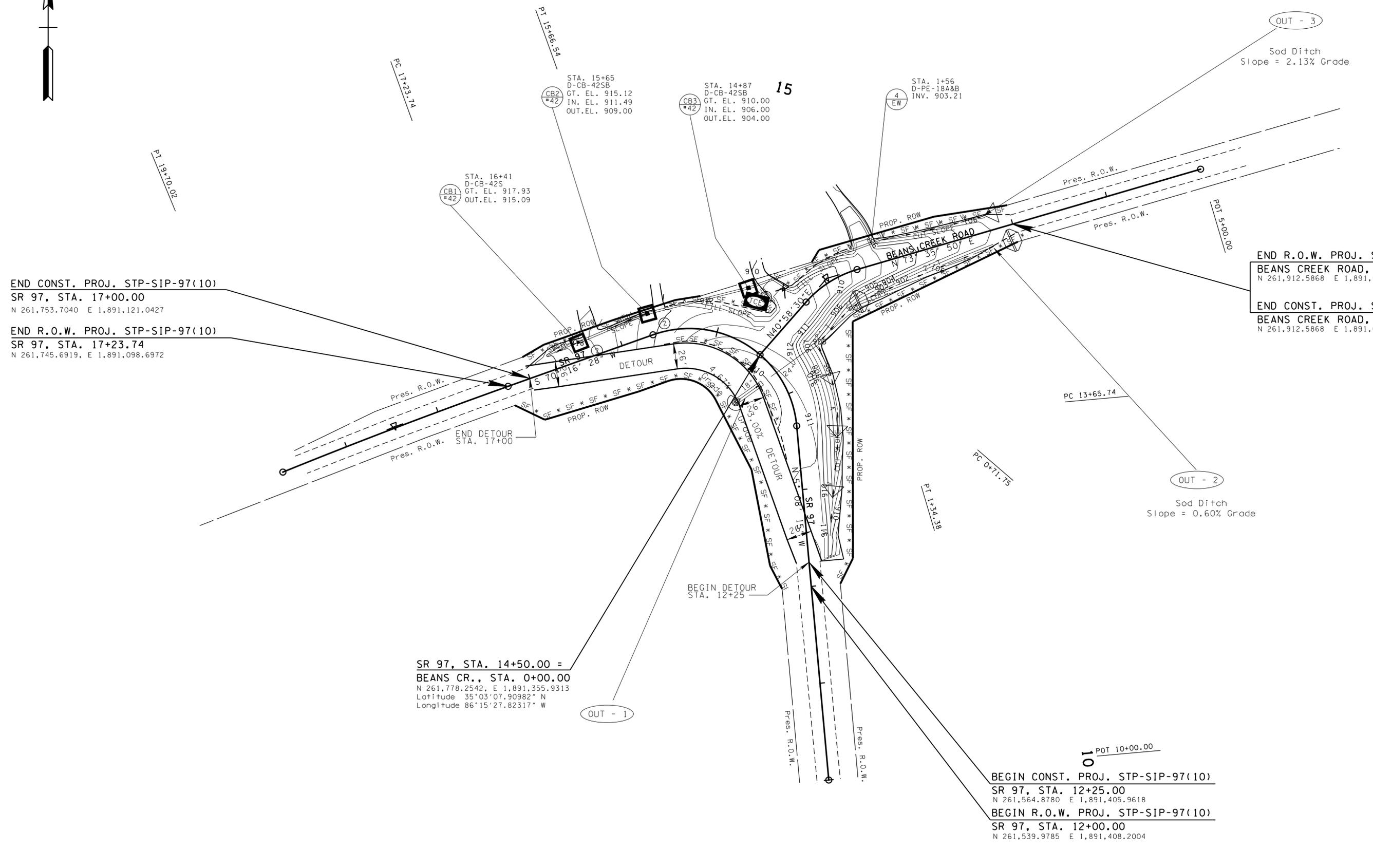
**PHASE II  
 INTERMEDIATE "A"  
 FOR DETOUR**

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**EROSION  
 PREVENTION  
 AND SEDIMENT  
 CONTROL PLAN**  
 STA. 12+25 TO STA. 17+00  
 SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	8C
CONST.	2015	STP-SIP-97(10)	8D



END R.O.W. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
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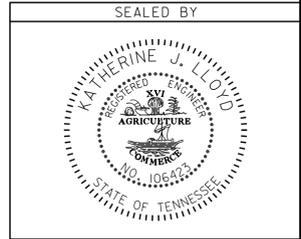
POT 10+00.00

BEGIN CONST. PROJ. STP-SIP-97(10)  
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 SR 97, STA. 12+00.00  
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**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**

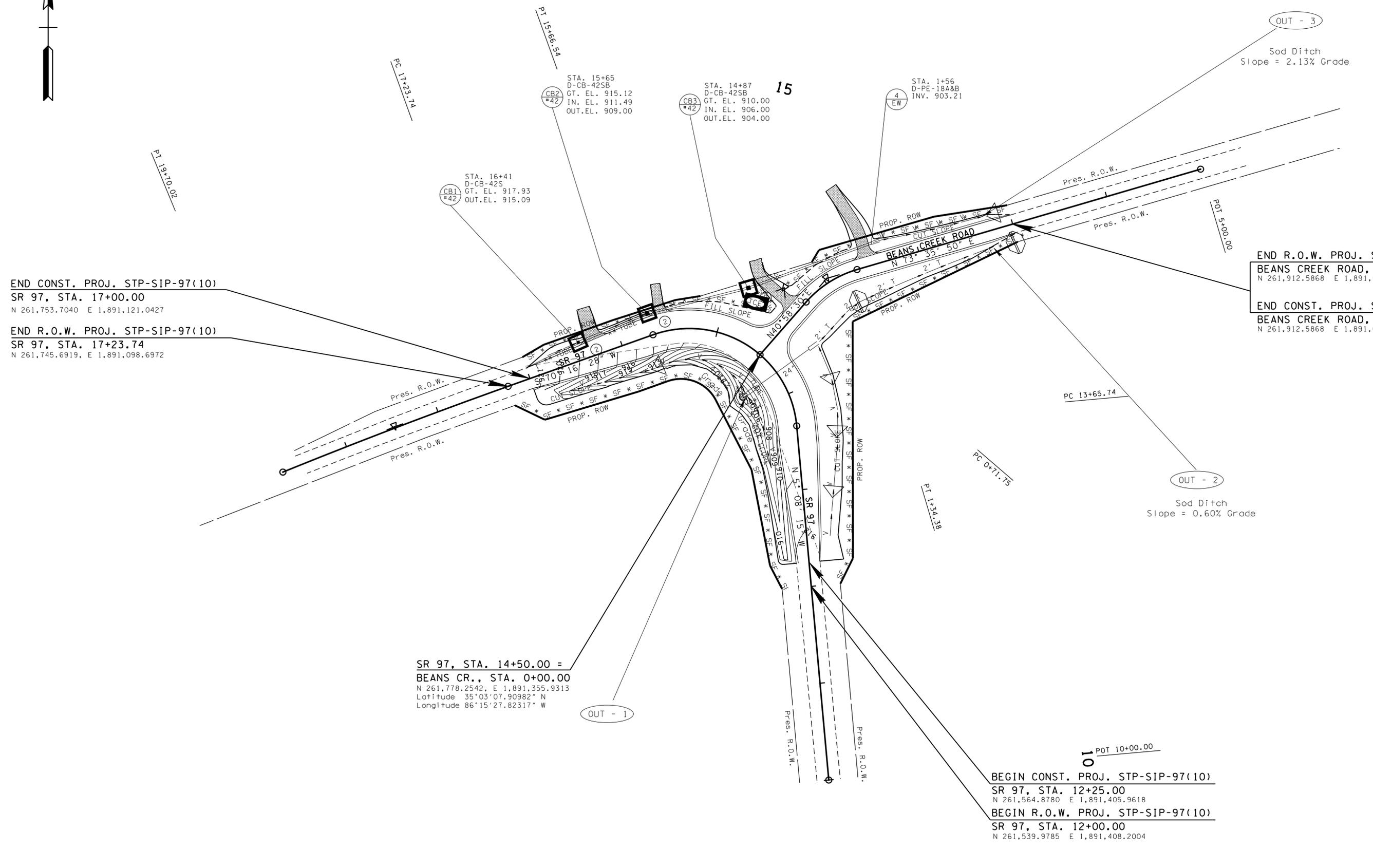


PHASE III  
 INTERMEDIATE "B"  
 FOR INTERSECTION

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**EROSION  
 PREVENTION  
 AND SEDIMENT  
 CONTROL PLAN**  
 STA. 12+25 TO STA. 17+00  
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	8D
CONST.	2015	STP-SIP-97(10)	8E



END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

END R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+23.74  
 N 261,745.6919, E 1,891,098.6972

END R.O.W. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
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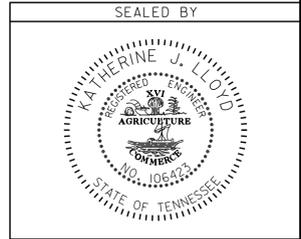
10 POT 10+00.00

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405.9618

BEGIN R.O.W. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+00.00  
 N 261,539.9785 E 1,891,408.2004

NOTE: PROPOSED CONTOURS SHOWN ARE FOR THIS PHASE ONLY.

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**



**PHASE IV  
 FINAL  
 DETOUR REMOVAL**

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**EROSION  
 PREVENTION  
 AND SEDIMENT  
 CONTROL PLAN**  
 STA. 12+25 TO STA. 17+00  
 SCALE: 1" = 50'

# SPECIAL PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9

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 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 20 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 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 20 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.

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.

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 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 20 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 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 20 FEET, WHICHEVER SPACING IS GREATER.
  - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER.

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 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 20 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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NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SPECIAL  
PAVEMENT EDGE  
DROP-OFF  
TRAFFIC CONTROL  
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9A

TRAFFIC CONTROL QUANTITIES							
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
	ROAD WORK 1/2 MILE		4	36	36"x36"	W20-1	
	ROAD WORK 1500 FT		3	27	36"x36"	W20-1	
	ROAD WORK 1000 FT		3	27	36"x36"	W20-1	
	DETOUR AHEAD		2	18	36"x36"	W20-2	
	ROAD CLOSED AHEAD		1	9	36"x36"	W20-1	
	BE PREPARED TO STOP		3	27	36"x36"	W3-4	
	CURVE LEFT		2	18	36"x36"	W1-1L	
	CURVE RIGHT		1	9	36"x36"	W1-1R	
	UNEVEN LANES		3	27	36"x36"	W8-11	
	SYMBOL UNEVEN CAR		3	27	36"x36"	W8-17	
	SHOULDER DROP-OFF 10 M.P.H.		3	9	24"x18"	W8-17P	
	BEANS CREEK ROAD DETOUR		1	12.5	60"x30"	R11-4-MOD.	
	ROAD CLOSED 2000 FEET AHEAD LOCAL TRAFFIC ONLY		1	12.5	60"x30"	R11-3a MOD	
	BEANS CR. RD. CLOSED TO THRU TRAFFIC		4	50	60"x30"	R11-4-MOD.	
	ROAD CLOSED TO THRU TRAFFIC		2	25	60"x30"	R11-4	
	ROAD CLOSED		1	10	48"x30"	R11-2	
	END ROAD WORK		3	13.5	36"x18"	G20-2	
	DETOUR (LEFT ARROW)		3	15	30"x24"	M4-9L	
	DETOUR (RIGHT ARROW)		3	15	30"x24"	M4-9R	
	DETOUR		2	4	24"x12"	M4-8	
	END DETOUR		2	6	24"x18"	M4-8A	
712-06	SIGNS CONSTRUCTION	S.F.	406.5				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	75				
712-01	TRAFFIC CONTROL	L.S.	1				
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	40				
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.9				

### TRAFFIC CONTROL PHASING NOTES

THE TRAFFIC CONTROL PLAN AS SHOWN IS SET UP IN FOUR PHASES TO COINCIDE WITH THE EROSION AND PREVENTION SEDIMENT CONTROL PLAN (EPSC).

THE TRAFFIC CONTROL PLAN SHOWN IN THIS SET OF PLANS IS A GUIDE ONLY AND OTHER DEVICES MAY BE REQUIRED TO PROVIDE A SAFE TRAVEL WAY TO THE PUBLIC DURING CONSTRUCTION. SEE THE CURRANT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED ON S.R. 97 AND THE CONTRACTOR SHALL MAINTAIN TWO 10 FOOT LANE OVERNIGHT.

**PHASE I**  
UNDER THIS PHASE THE CONTRACTOR SHALL INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES THAT ARE REQUIRED TO BEGIN WORK.

**PHASE II**  
UNDER THIS PHASE THE WORK ZONE IS THE CONSTRUCTION OF THE PROPOSED DETOUR FOR S.R. 97 WHILE MAINTAINING TRAFFIC ON THE EXISTING S.R. 97. THE CONTRACTOR SHALL INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES THAT ARE REQUIRED TO COMPLETE THIS PHASE.

**PHASE III**  
UNDER THIS PHASE THE WORK ZONE IS THE CONSTRUCTION OF THE INTERSECTION OF S.R. 97 AND BEANS CREEK ROAD WHILE MAINTAINING TRAFFIC ON THE NEWLY CONSTRUCTED DETOUR. DURING THIS PHASE BEANS CREEK ROAD IS TO BE CLOSED. THE CONTRACTOR SHALL INSTALL ALL NECESSARY TRAFFIC CONTROL DEVICES THAT ARE REQUIRED TO COMPLETE THIS PHASE.

**PHASE IV**  
UNDER THIS PHASE THE WORK ZONE IS THE REMOVAL OF THE DETOUR WHILE MAINTAINING TRAFFIC ON A PORTION OF THE NEW

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SET  
NOT FOR  
BIDDING**

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

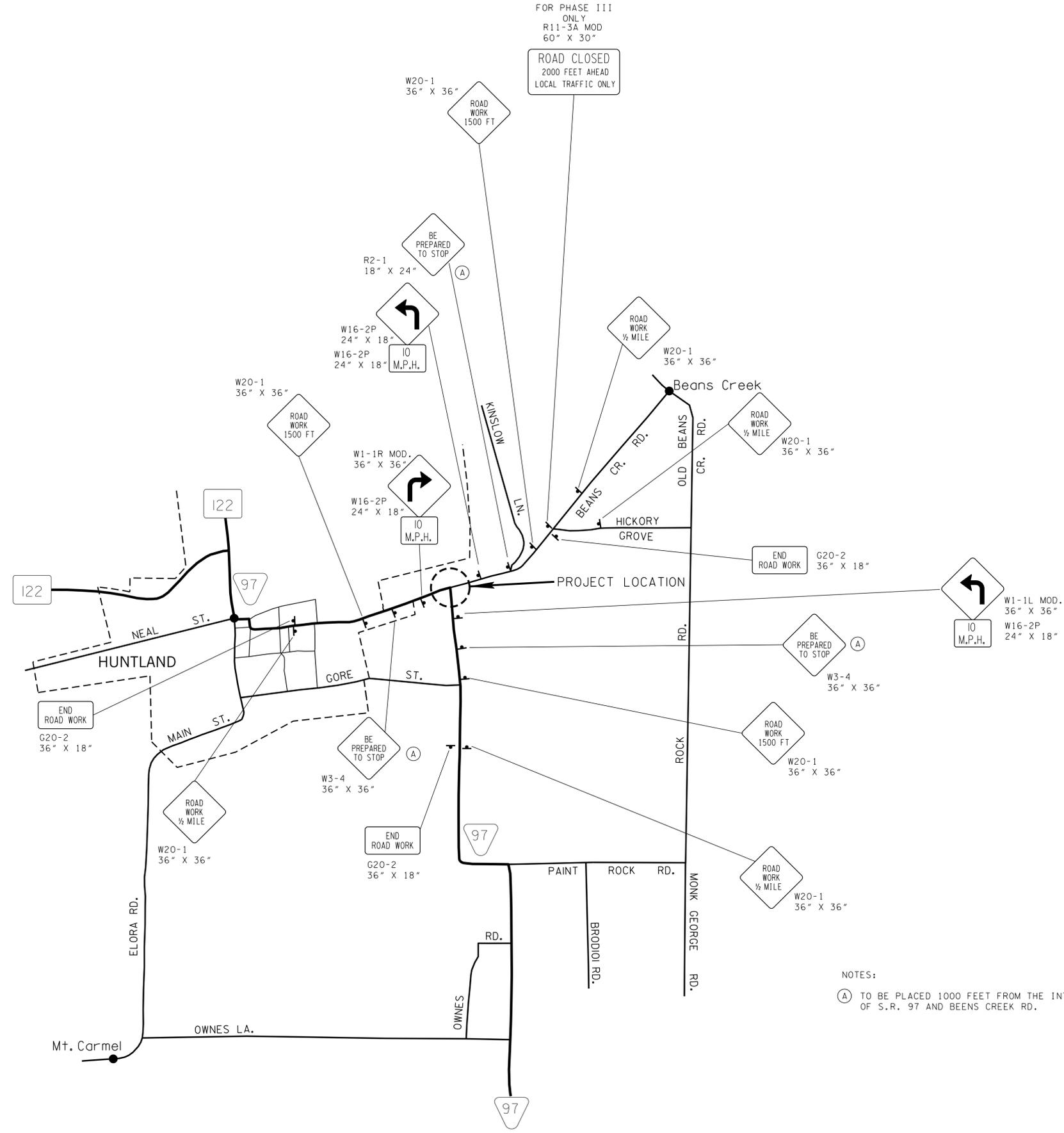
**TRAFFIC CONTROL  
TABULATION  
AND  
PHASING NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9B

FOR PHASE III  
ONLY  
R11-3A MOD  
60" X 30"

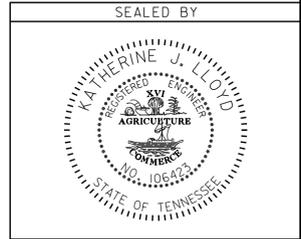
ROAD CLOSED  
2000 FEET AHEAD  
LOCAL TRAFFIC ONLY

THESE SIGNS ARE TO BE USED AS DIRECTED.



NOTES:  
A TO BE PLACED 1000 FEET FROM THE INTERSECTION OF S.R. 97 AND BEANS CREEK RD.

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**NOT FOR BIDDING**



**COINCIDES WITH EPSC PHASE I**

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN PHASE I ADVANCE WARNING SIGNS**

SCALE: 1"=1000'

Franklin County Street Map

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
▶	SIGN (CONSTRUCTION)

19-NOV-2014 15:55 C:\PROJECTS\Franklin\12219.00 SR 97\FRSR97009B.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9C



15

END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261,753.7040 E 1,891,121.0427

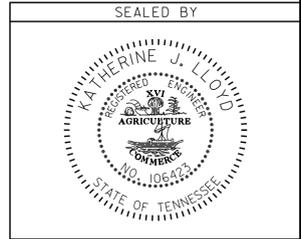
END CONST. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261,912.5868 E 1,891,613.8460

SR 97, STA. 14+50.00 =  
BEANS CR., STA. 0+00.00  
N 261,778.2542, E 1,891,355.9313  
Latitude 35°03'07.90982" N  
Longitude 86°15'27.82317" W

POT 10+00.00  
BEGIN CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 12+25.00  
N 261,564.8780 E 1,891,405.9618

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



**COINCIDES  
WITH EPSC  
PHASE II**

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

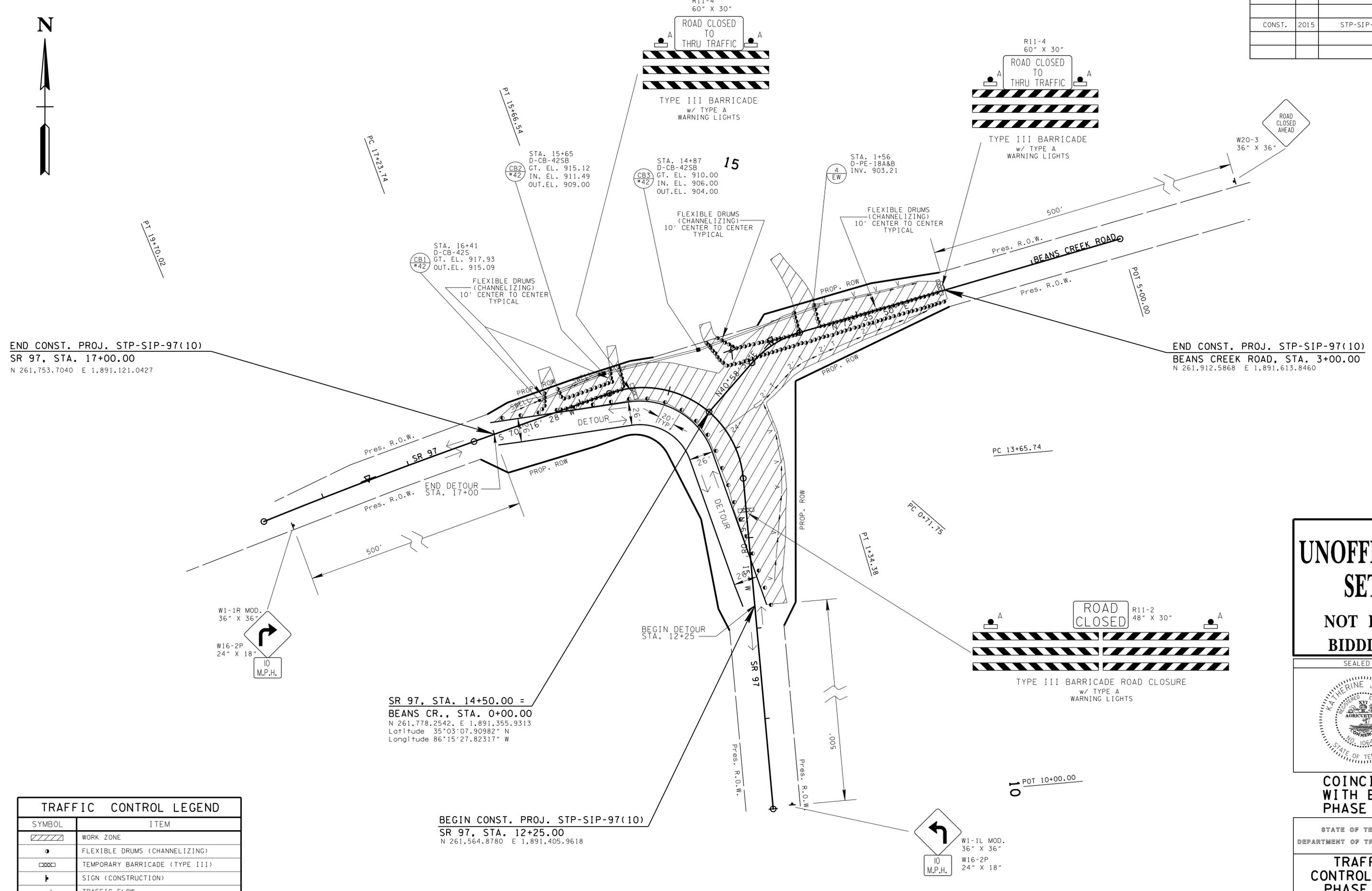
**TRAFFIC  
CONTROL PLAN  
PHASE II  
CONSTRUCTION  
OF DETOUR**

SCALE: 1" = 50'

For Advance Warning Signs See Sheet No. 9B.

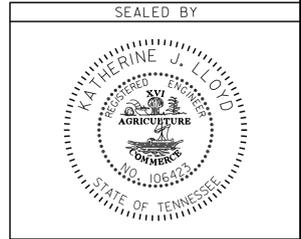
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9D



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TEMPORARY BARRICADE (TYPE III)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



**COINCIDES  
WITH EPSC  
PHASE III**

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TRAFFIC  
CONTROL PLAN  
PHASE III  
CONSTRUCTION  
OF INTERSECTION**

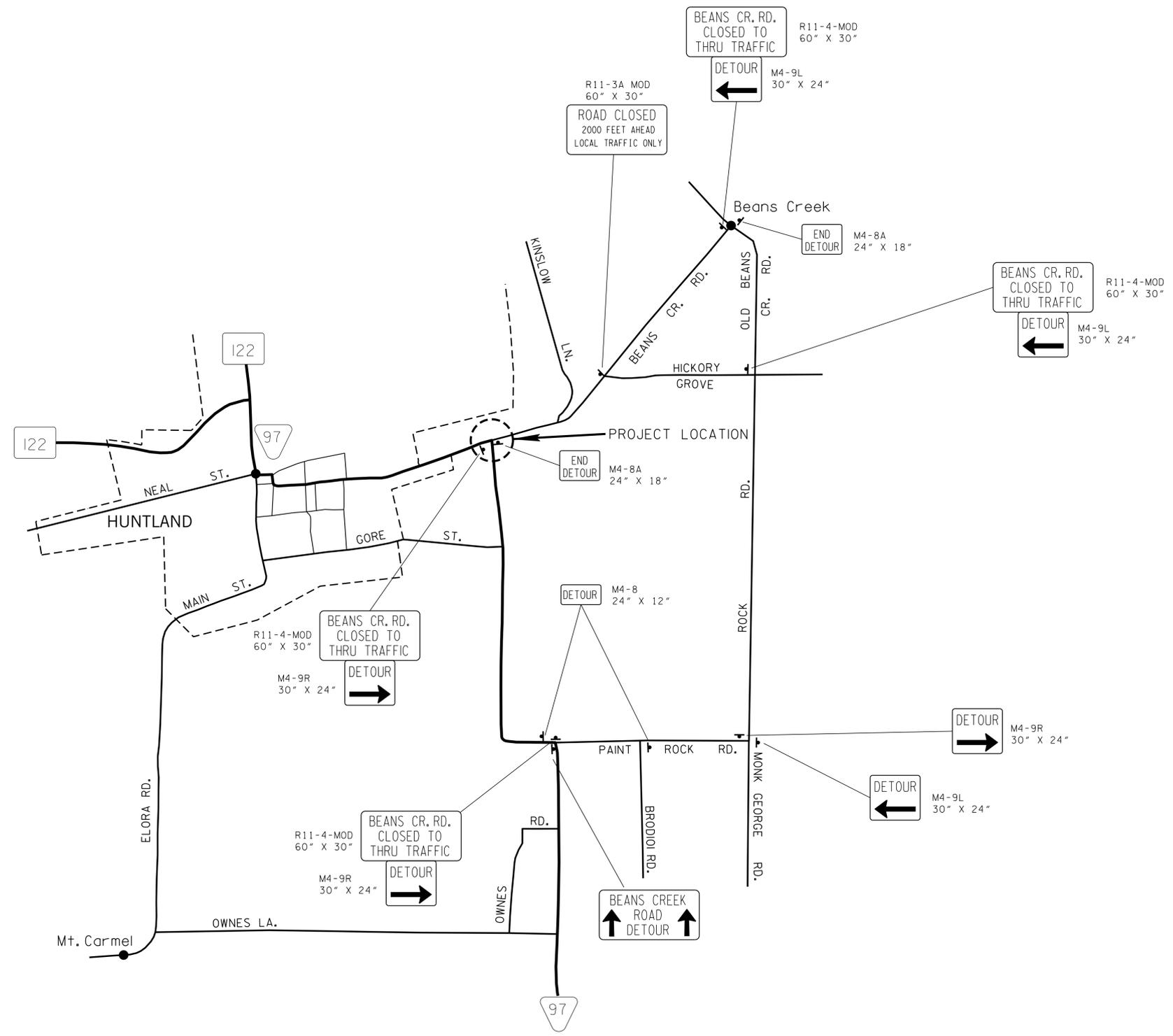
For Advance Warning Signs See Sheet No. 9B.  
For Detour Warning Signs See Sheet No. 9E

SCALE: 1" = 50'

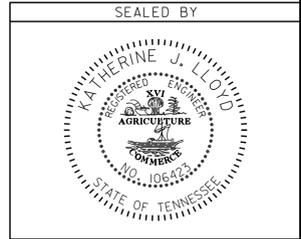
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9E

Note: The Detour Is 3 Miles Long



**UNOFFICIAL SET**  
**NOT FOR BIDDING**



COINCIDES WITH EPSC PHASE III

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN PHASE III DETOUR WARNING SIGNS**  
 SCALE: 1"=1000'

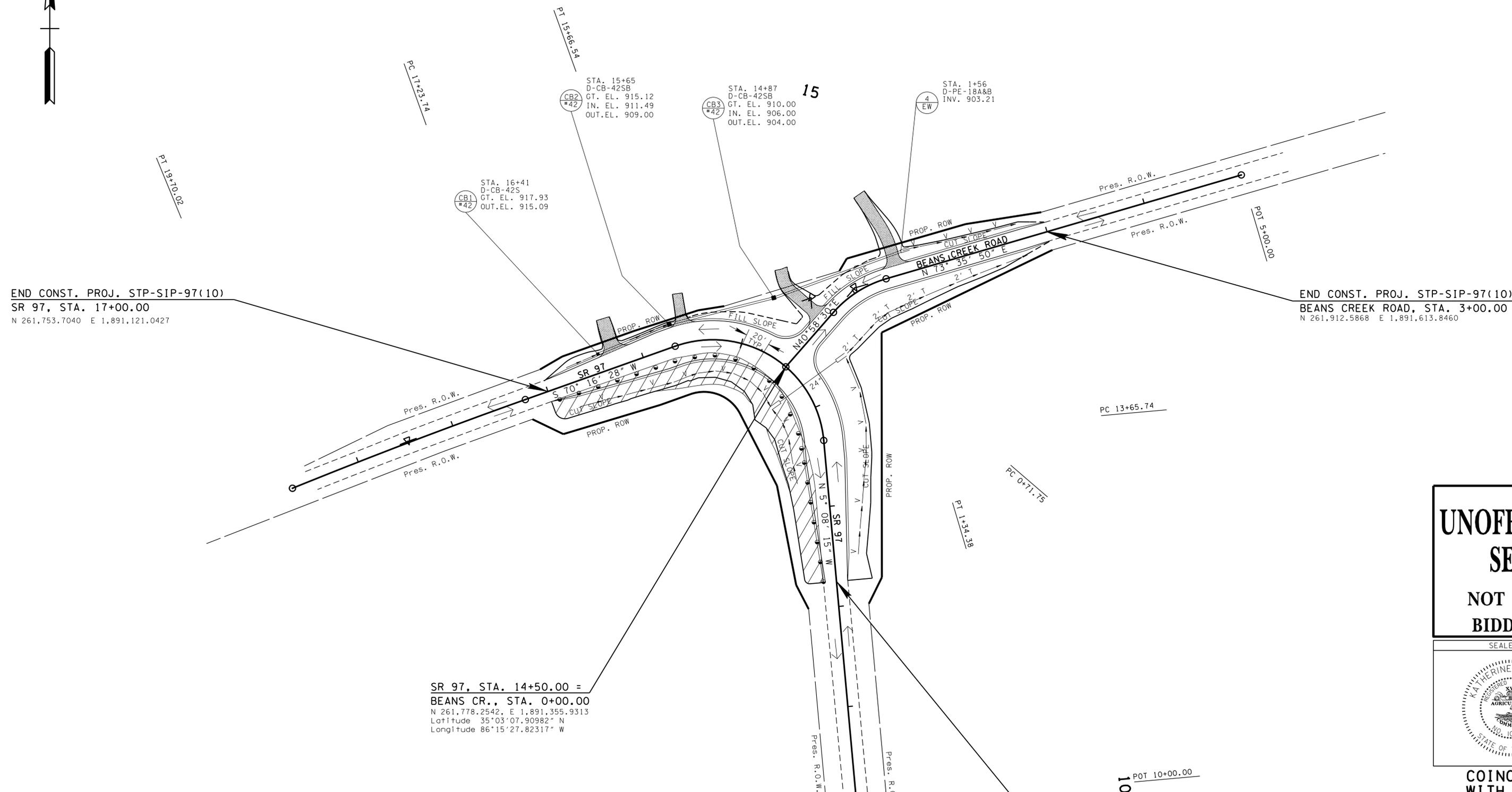
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
▶	SIGN (CONSTRUCTION)



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Franklin County Street Map

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	9F



END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

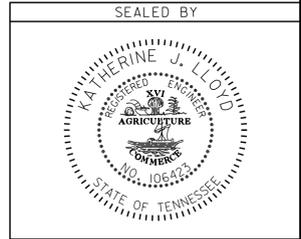
END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
 N 261,778.2542, E 1,891,355.9313  
 Latitude 35°03'07.90982" N  
 Longitude 86°15'27.82317" W

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405.9618

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

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 SET  
 NOT FOR  
 BIDDING**



**COINCIDES  
 WITH EPSC  
 PHASE IV**

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC  
 CONTROL PLAN  
 PHASE IV  
 REMOVAL  
 OF DETOUR**

SCALE: 1" = 50'

For Advance Warning Signs See Sheet No. 9B.

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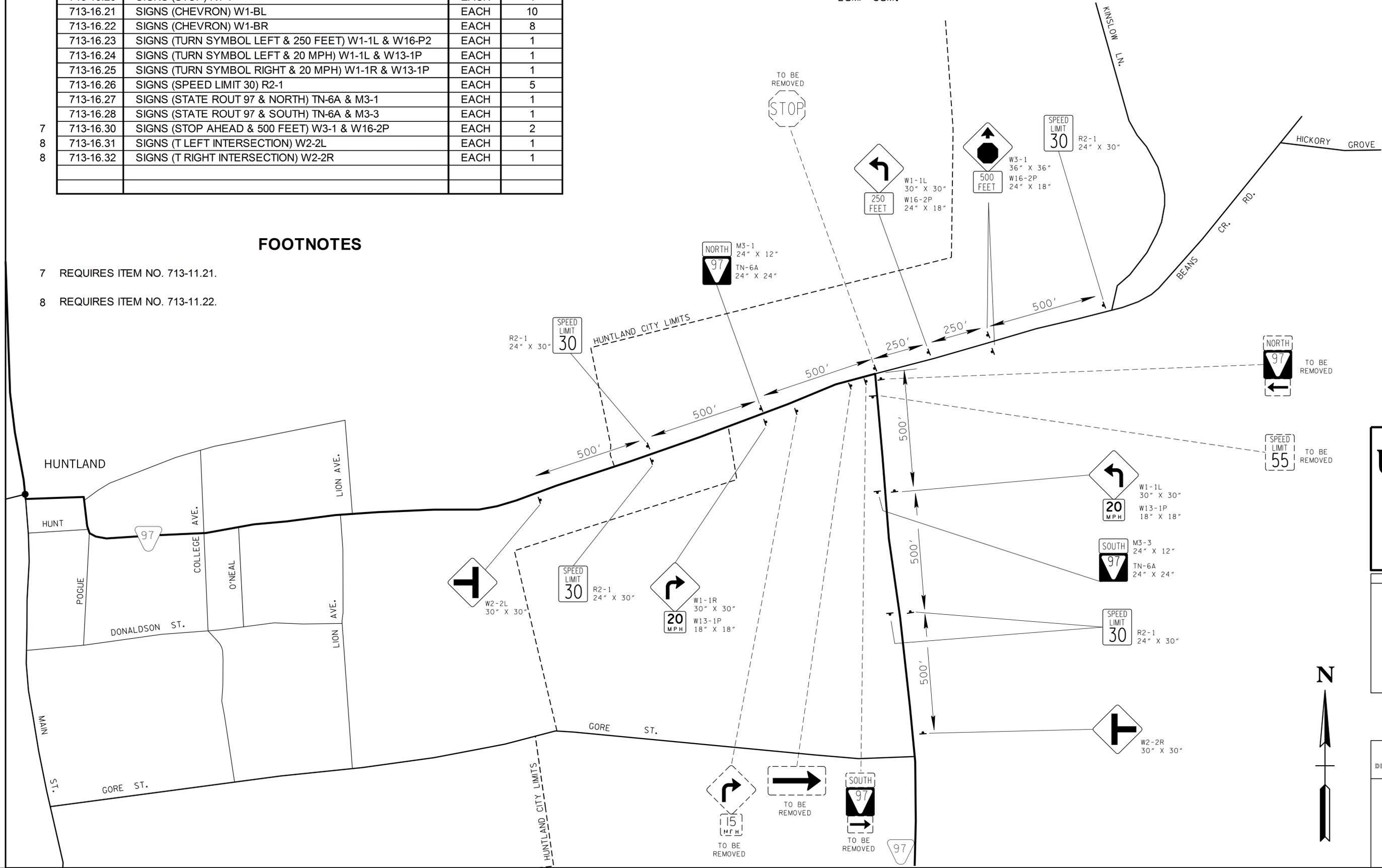
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	10

PERMANENT SIGNING QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
713-11.21	P POST SLIP BASE	EACH	2	
713-11.22	U POST SLIP BASE	EACH	2	
713-16.20	SIGNS (STOP) R1-1	EACH	1	
713-16.21	SIGNS (CHEVRON) W1-BL	EACH	10	
713-16.22	SIGNS (CHEVRON) W1-BR	EACH	8	
713-16.23	SIGNS (TURN SYMBOL LEFT & 250 FEET) W1-1L & W16-P2	EACH	1	
713-16.24	SIGNS (TURN SYMBOL LEFT & 20 MPH) W1-1L & W13-1P	EACH	1	
713-16.25	SIGNS (TURN SYMBOL RIGHT & 20 MPH) W1-1R & W13-1P	EACH	1	
713-16.26	SIGNS (SPEED LIMIT 30) R2-1	EACH	5	
713-16.27	SIGNS (STATE ROUT 97 & NORTH) TN-6A & M3-1	EACH	1	
713-16.28	SIGNS (STATE ROUT 97 & SOUTH) TN-6A & M3-3	EACH	1	
7	713-16.30	SIGNS (STOP AHEAD & 500 FEET) W3-1 & W16-2P	EACH	2
8	713-16.31	SIGNS (T LEFT INTERSECTION) W2-2L	EACH	1
8	713-16.32	SIGNS (T RIGHT INTERSECTION) W2-2R	EACH	1

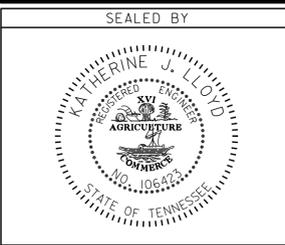
NOTE: ALL EXISTING SIGNS LABELED TO BE REMOVED THE CONTRACTOR SHALL REMOVE THE EXISTING SIGN, POST AND FOOTINGS. ALL COST FOR ASSOCIATED WITH THIS WORK SHALL BE INCLUDES IN ITEM NO. 713-15, REMOVAL OF SIGNS, POSTS AND FOOTINGS, LUMP SUM.

## FOOTNOTES

- 7 REQUIRES ITEM NO. 713-11.21.
- 8 REQUIRES ITEM NO. 713-11.22.



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**NOT FOR BIDDING**



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**PERMANENT SIGNING LOCATION AND TABULATION**  
 SCALE: 1"=200'

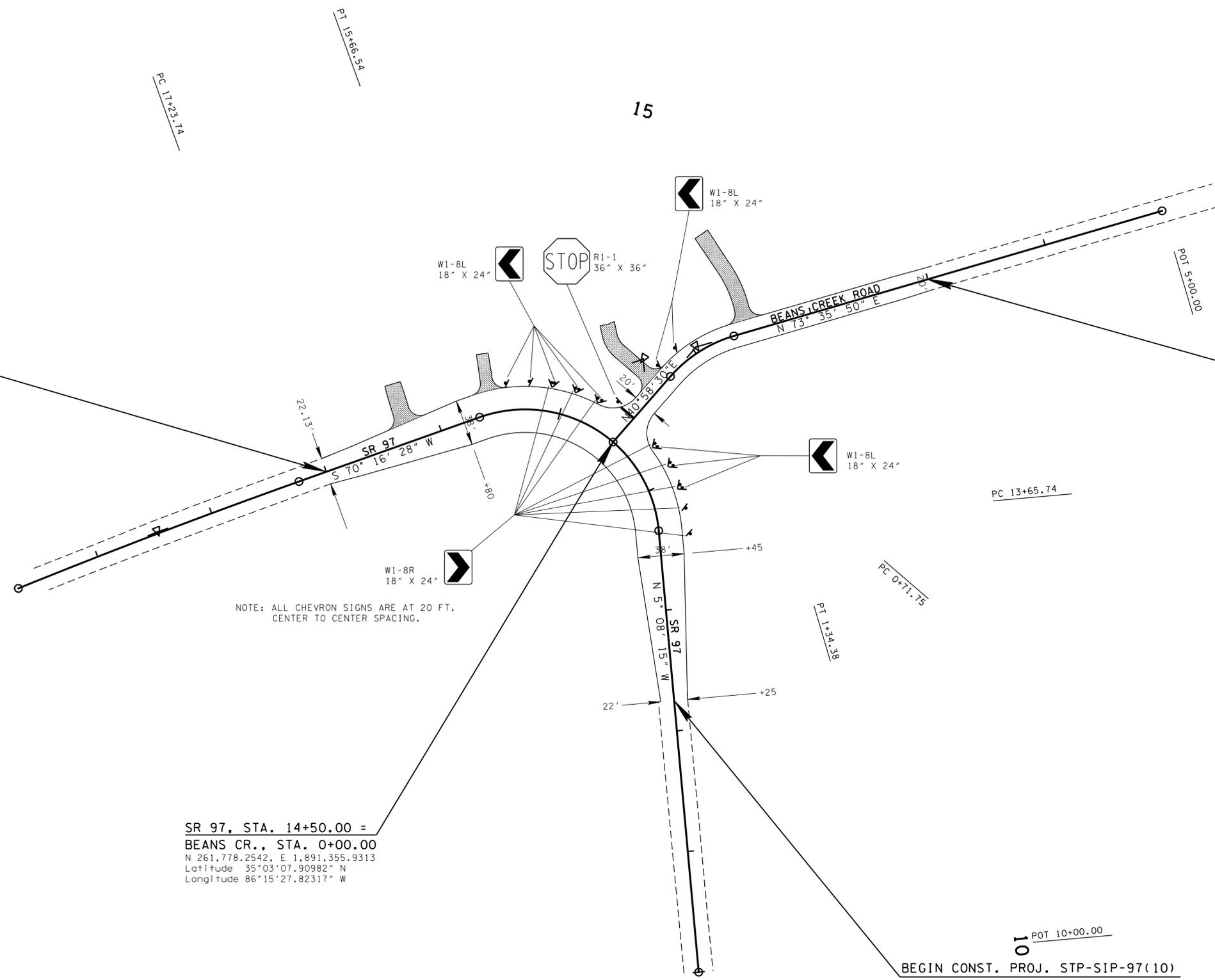
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	10A



15

END CONST. PROJ. STP-SIP-97(10)  
SR 97, STA. 17+00.00  
N 261,753.7040 E 1,891,121.0427

END CONST. PROJ. STP-SIP-97(10)  
BEANS CREEK ROAD, STA. 3+00.00  
N 261,912.5868 E 1,891,613.8460



NOTE: ALL CHEVRON SIGNS ARE AT 20 FT. CENTER TO CENTER SPACING.

SR 97, STA. 14+50.00 =  
BEANS CR., STA. 0+00.00  
N 261,778.2542, E 1,891,355.9313  
Latitude 35°03'07.90982" N  
Longitude 86°15'27.82317" W

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY



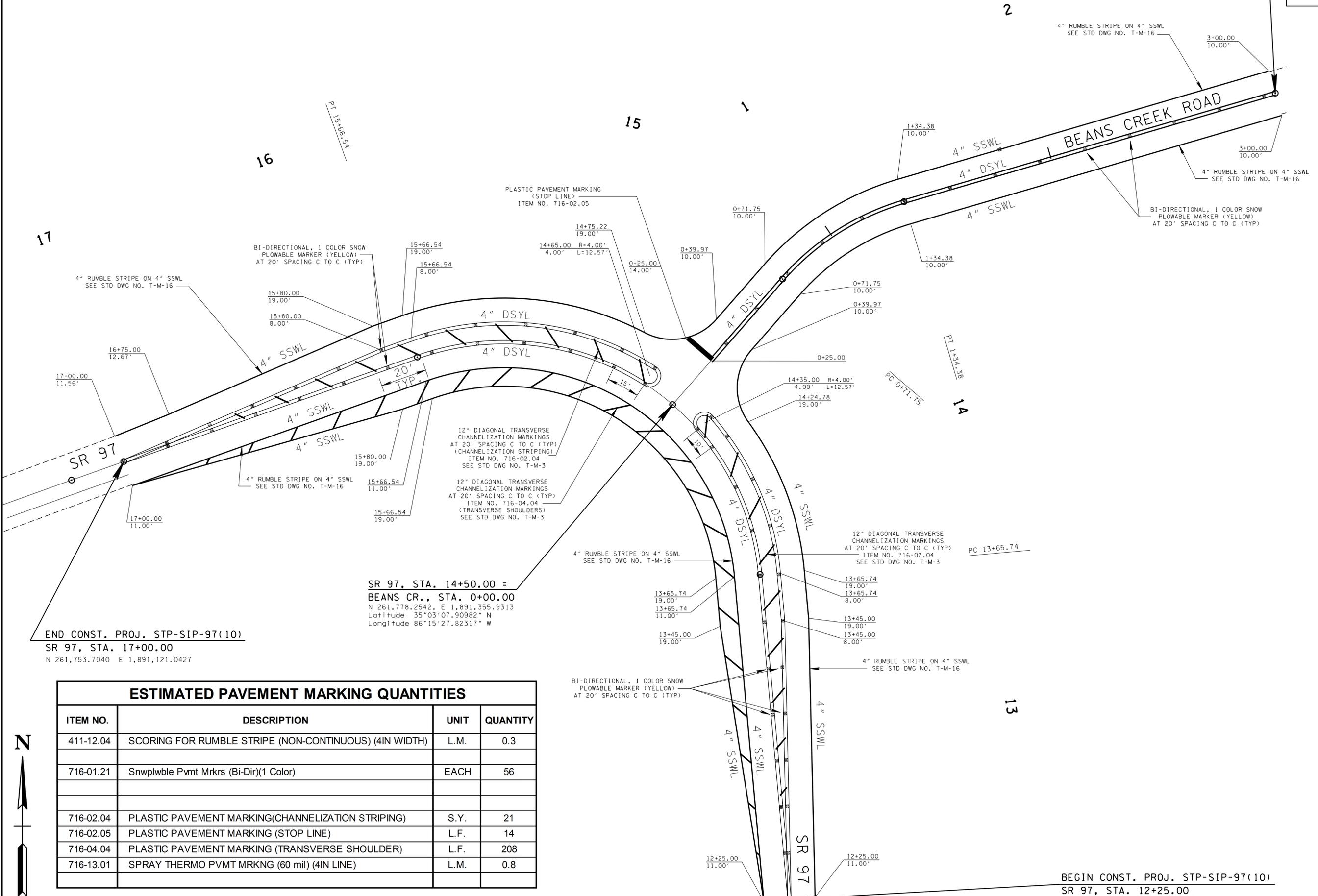
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PERMANENT  
SIGNING  
LOCATIONS**

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	10B

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

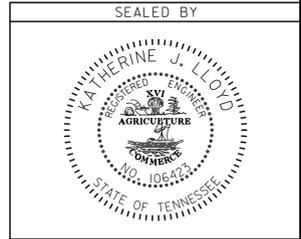


SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
 N 261,778,2542, E 1,891,355,9313  
 Latitude 35°03'07.90982" N  
 Longitude 86°15'27.82317" W

END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753,7040 E 1,891,121,0427

ESTIMATED PAVEMENT MARKING QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	0.3
716-01.21	Snwplwble Pvmt Mrks (Bi-Dir)(1 Color)	EACH	56
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	21
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	14
716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	208
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.8

**UNOFFICIAL SET  
 NOT FOR BIDDING**



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00002486 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

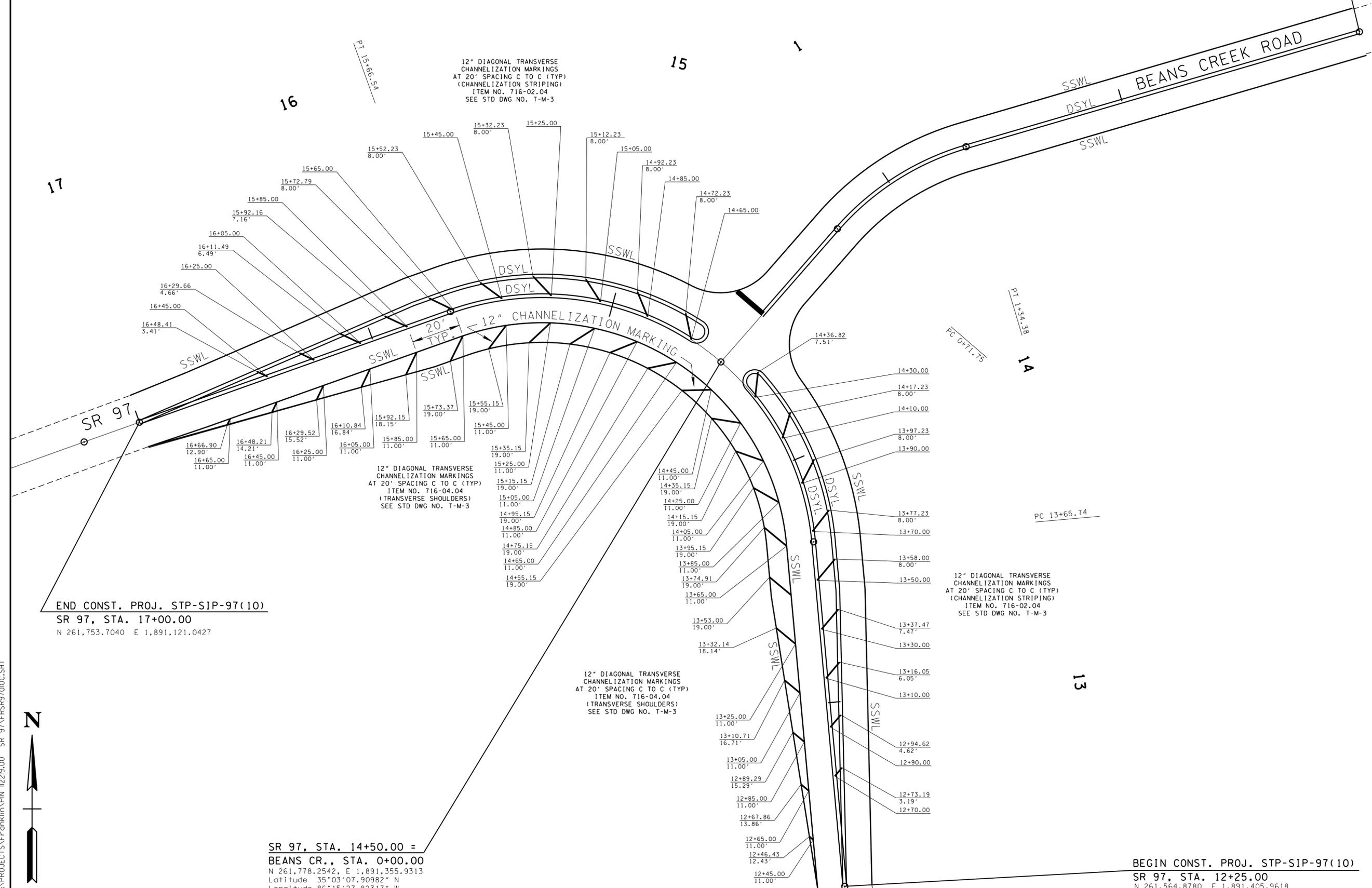
**PAVEMENT MARKING PLAN**  
 STA. 12+25 TO STA. 17+00  
 SCALE: 1"=20'

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564,8780 E 1,891,405,9618

19-NOV-2014 15:56  
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP-SIP-97(10)	10C

END CONST. PROJ. STP-SIP-97(10)  
 BEANS CREEK ROAD, STA. 3+00.00  
 N 261,912.5868 E 1,891,613.8460

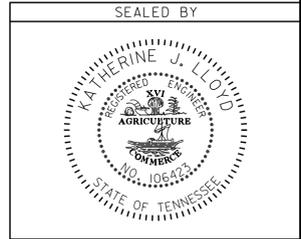


END CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 17+00.00  
 N 261,753.7040 E 1,891,121.0427

SR 97, STA. 14+50.00 =  
 BEANS CR., STA. 0+00.00  
 N 261,778.2542, E 1,891,355.9313  
 Latitude 35°03'07.90982" N  
 Longitude 86°15'27.82317" W

BEGIN CONST. PROJ. STP-SIP-97(10)  
 SR 97, STA. 12+25.00  
 N 261,564.8780 E 1,891,405.9618

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**



COORDINATES ARE NAD/83(1995),  
 ARE DATUM ADJUSTED BY THE  
 FACTOR OF 1.00002486 AND TIED TO  
 THE TGRN. ALL ELEVATIONS ARE  
 REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

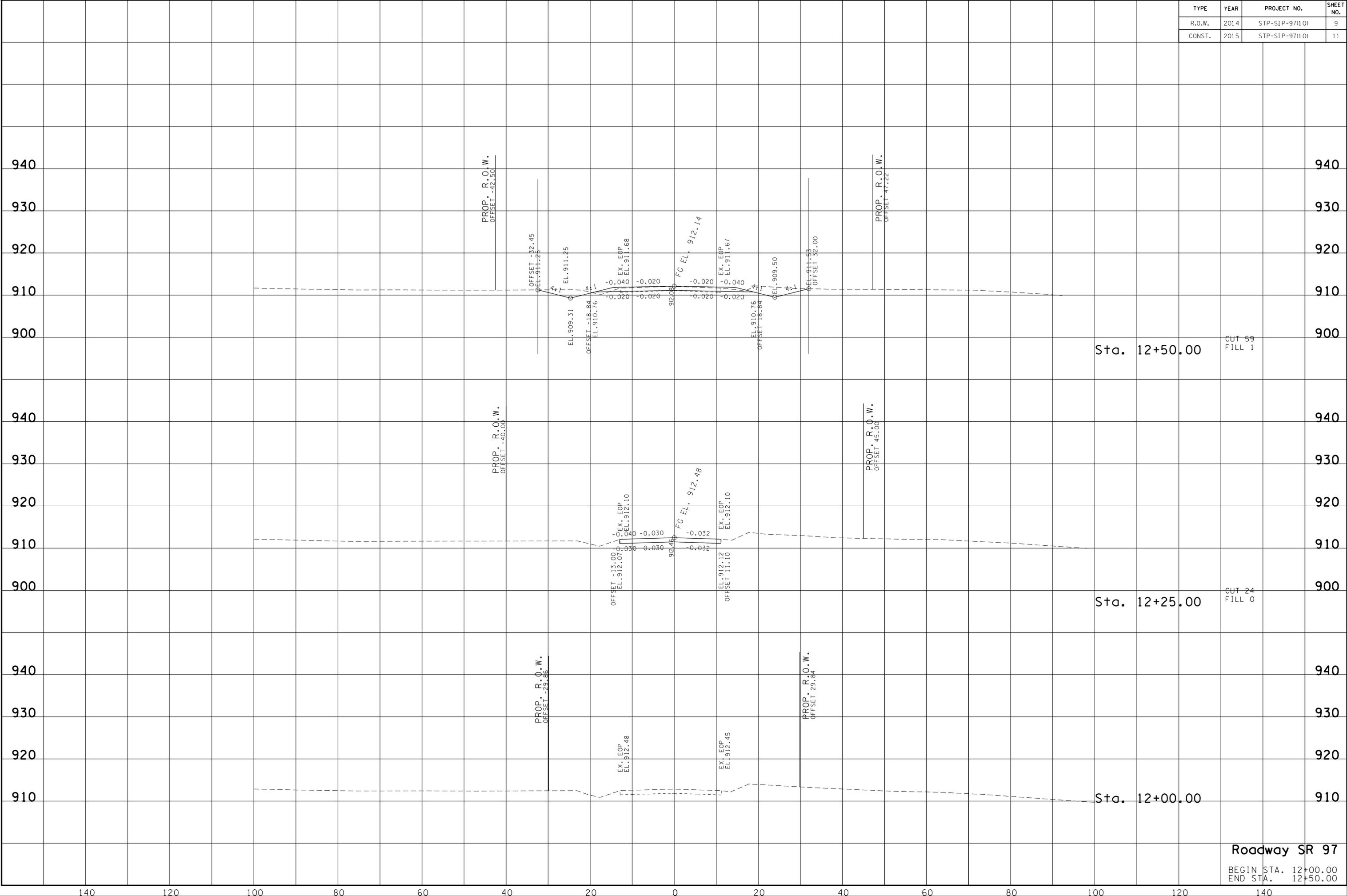
**PAVEMENT  
 STRIPING  
 DETAILS**

STA. 12+25 TO STA. 17+00  
 SCALE: 1"=20'

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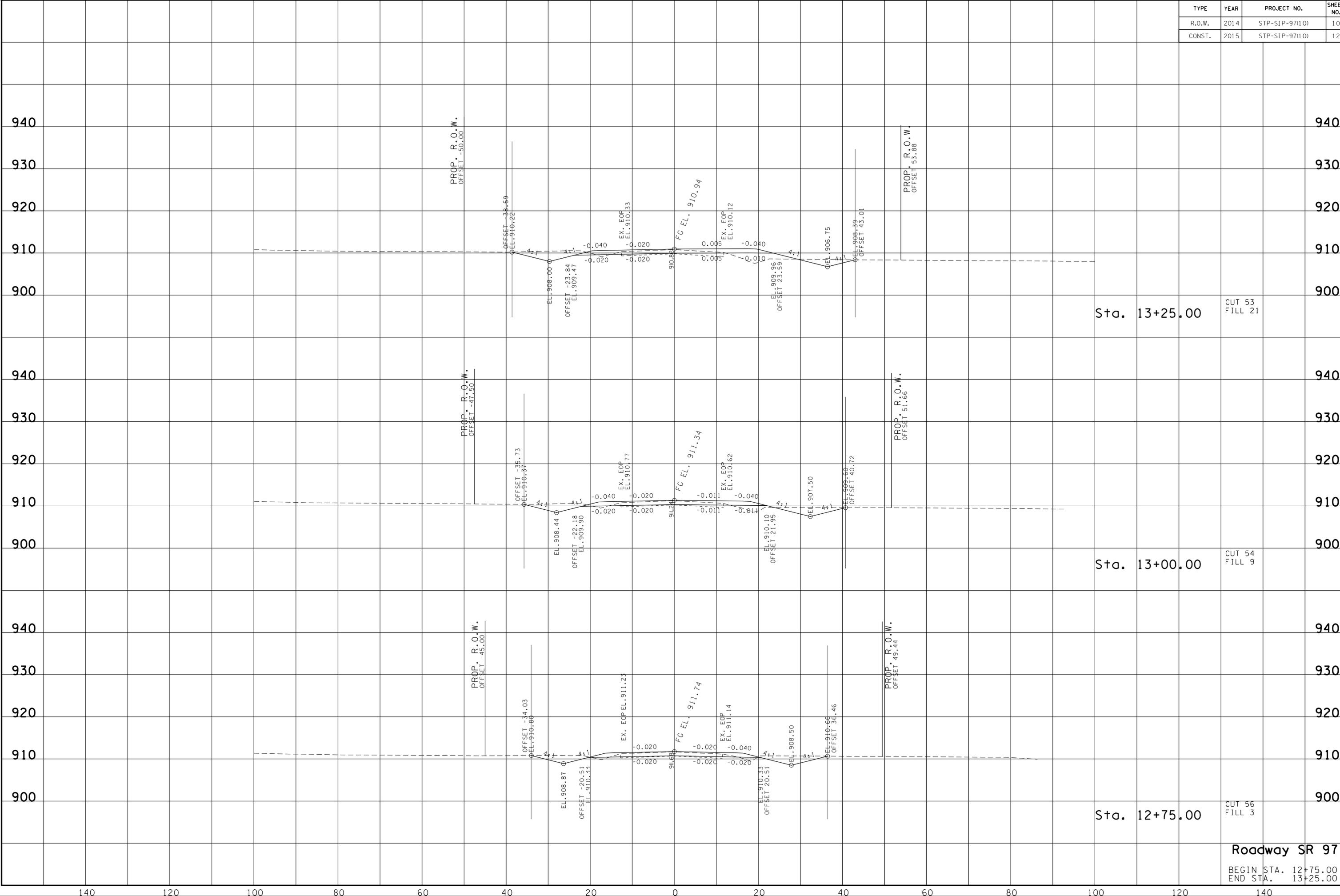
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	9
CONST.	2015	STP-SIP-97(10)	11



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**Roadway SR 97**  
BEGIN STA. 12+00.00  
END STA. 12+50.00

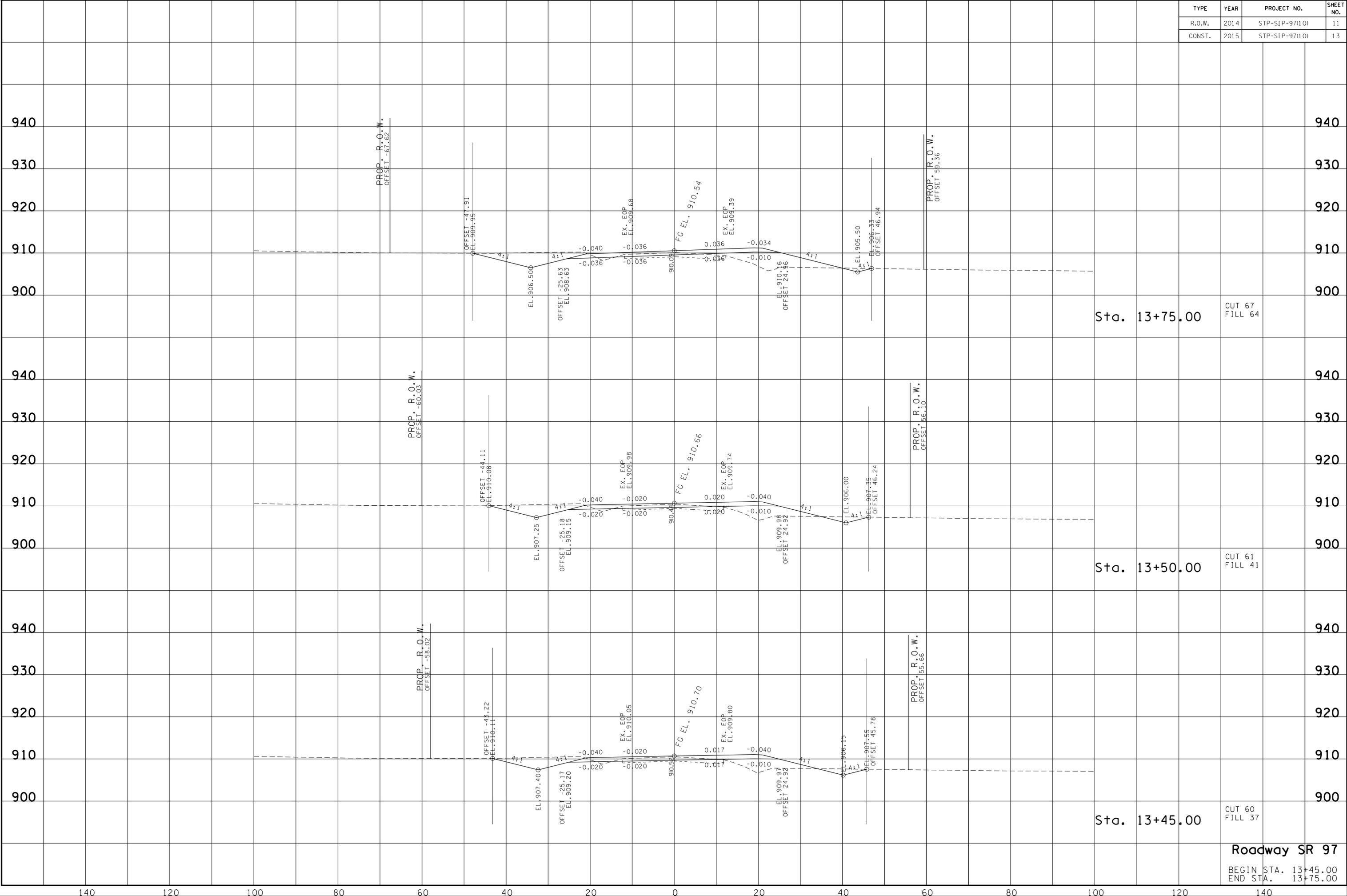
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	10
CONST.	2015	STP-SIP-97(10)	12



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**Roadway SR 97**  
 BEGIN STA. 12+75.00  
 END STA. 13+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	11
CONST.	2015	STP-SIP-97(10)	13



Sta. 13+75.00  
CUT 67  
FILL 64

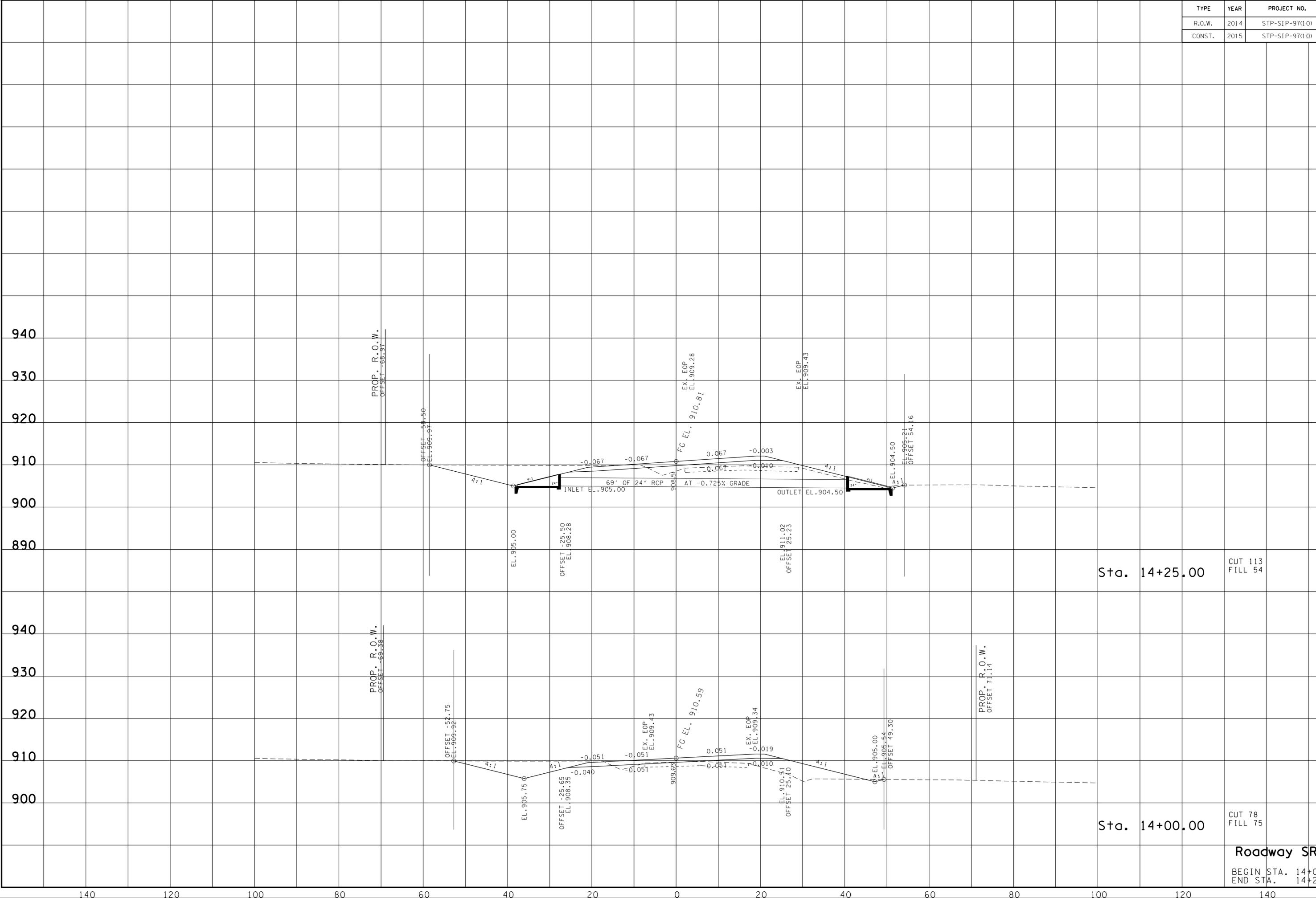
Sta. 13+50.00  
CUT 61  
FILL 41

Sta. 13+45.00  
CUT 60  
FILL 37

**Roadway SR 97**  
BEGIN STA. 13+45.00  
END STA. 13+75.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	12
CONST.	2015	STP-SIP-97(10)	14



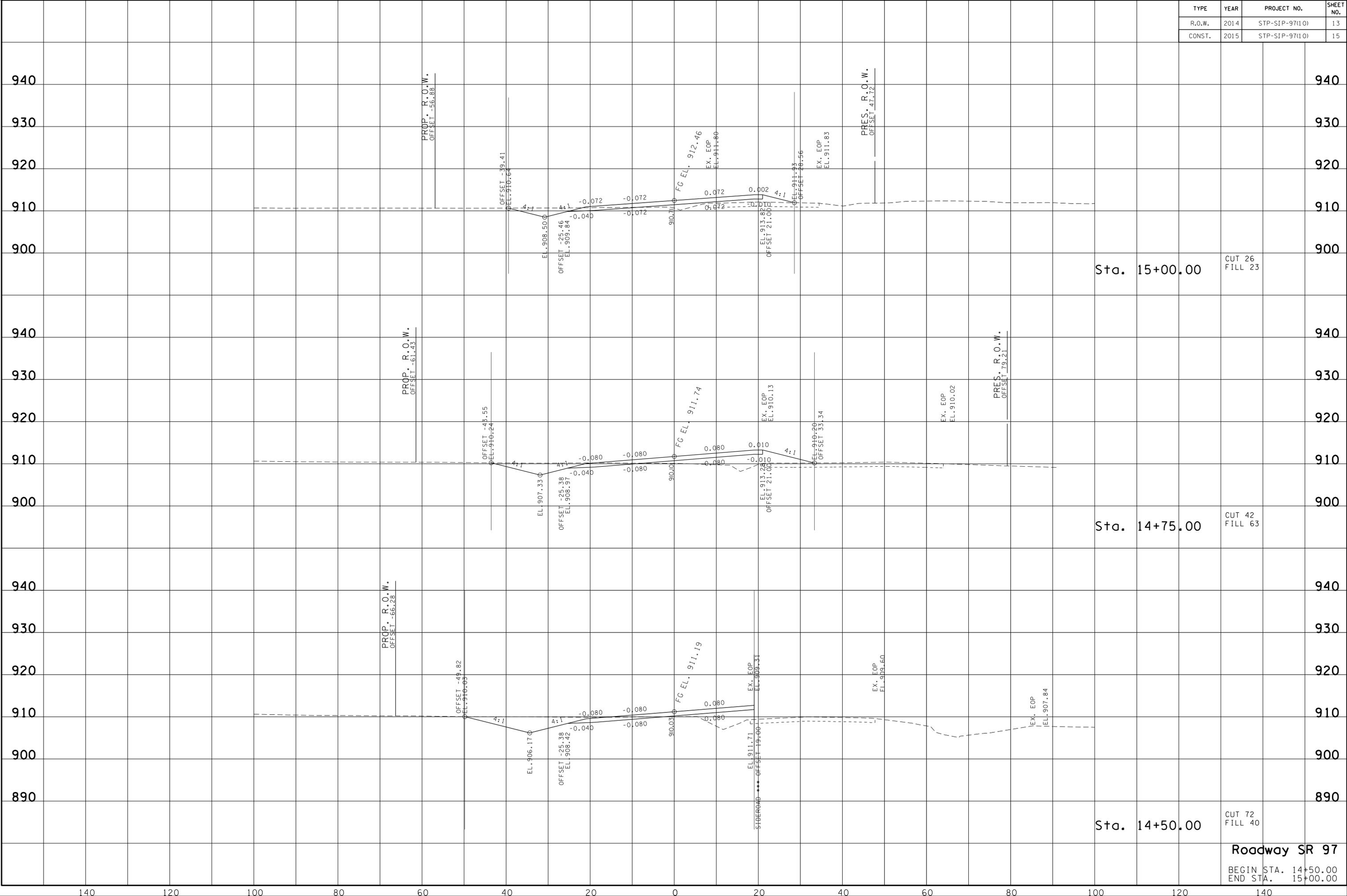
Sta. 14+25.00  
CUT 113  
FILL 54

Sta. 14+00.00  
CUT 78  
FILL 75

**Roadway SR 97**  
BEGIN STA. 14+00.00  
END STA. 14+25.00

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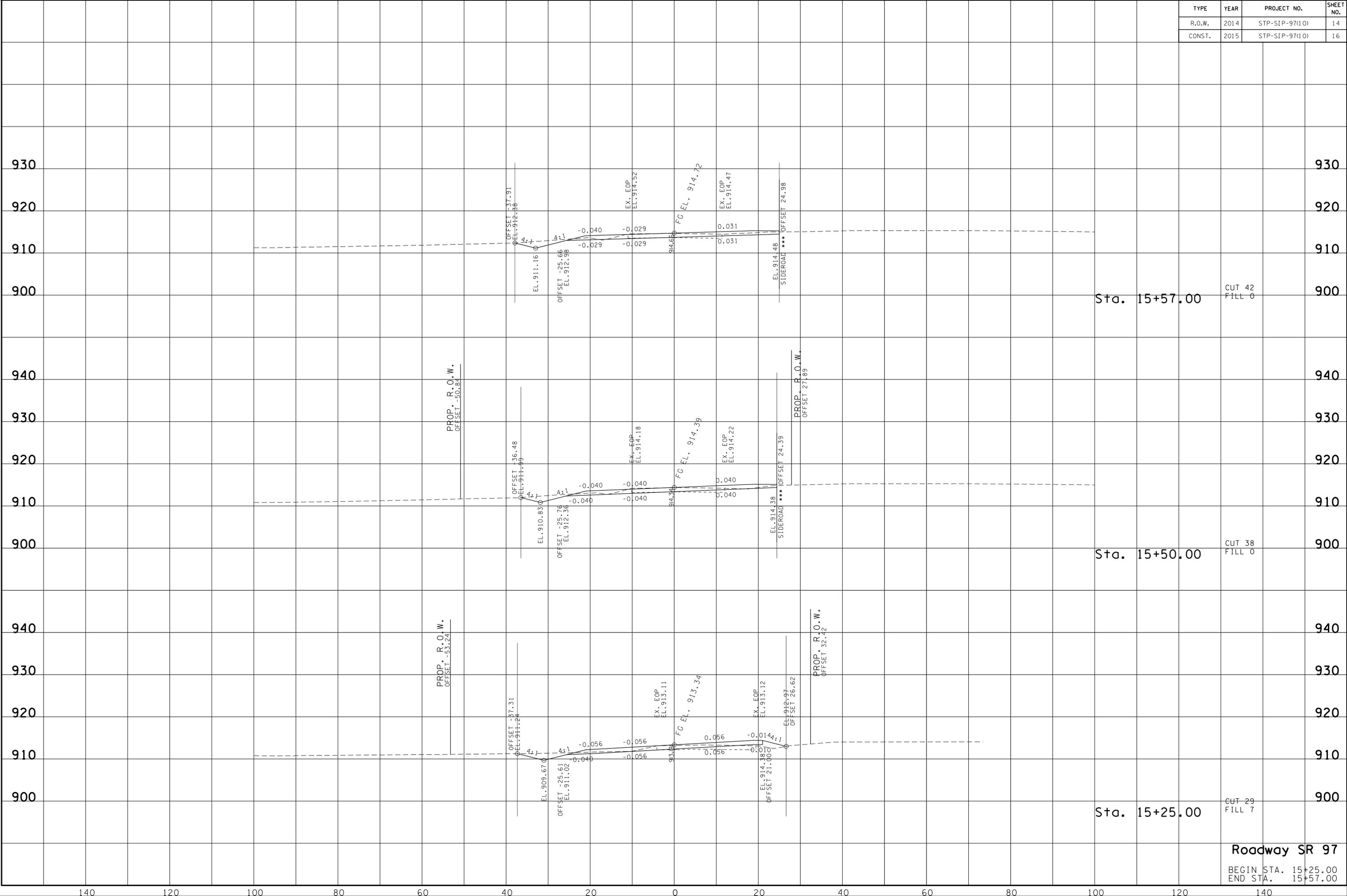
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	13
CONST.	2015	STP-SIP-97(10)	15



**Roadway SR 97**  
 BEGIN STA. 14+50.00  
 END STA. 15+00.00

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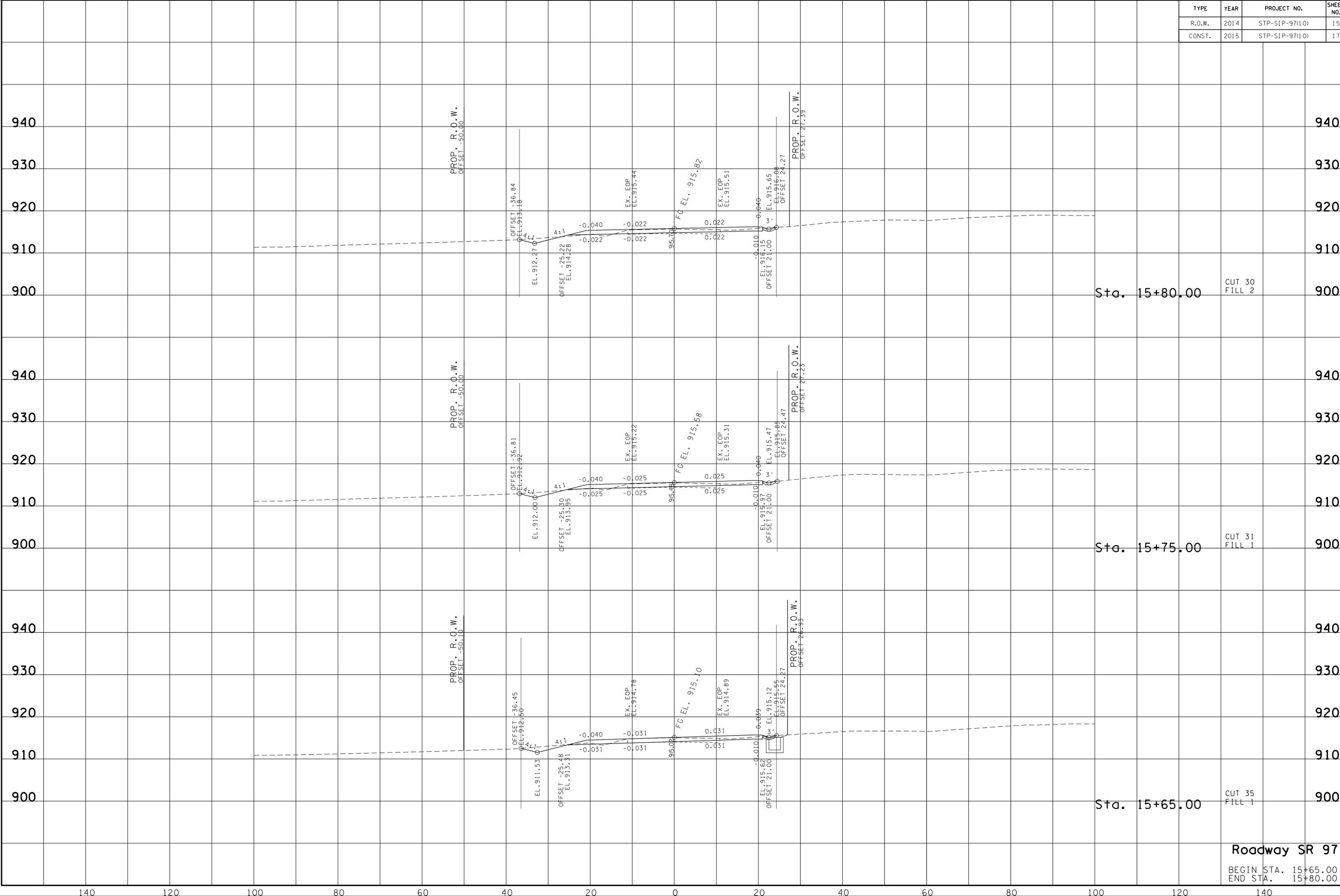
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	14
CONST.	2015	STP-SIP-97(10)	16



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**Roadway SR 97**  
 BEGIN STA. 15+25.00  
 END STA. 15+57.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	15
CONST.	2015	STP-SIP-97(10)	17



**Roadway SR 97**  
 BEGIN STA. 15+65.00  
 END STA. 15+80.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	16
CONST.	2015	STP-SIP-97(10)	18

950  
940  
930  
920  
910  
940  
930  
920  
910  
940  
930  
920  
910

950  
940  
930  
920  
910  
940  
930  
920  
910  
940  
930  
920  
910

PROP. R.O.W.  
OFFSET -48.75

PROP. R.O.W.  
OFFSET -49.65

PROP. R.O.W.  
OFFSET -50.00

EX. EOP  
EL. 916.01

EX. EOP  
EL. 916.65

EX. EOP  
EL. 916.34

EX. EOP  
EL. 916.54

EX. EOP  
EL. 916.62

EX. EOP  
EL. 916.49

EX. EOP  
EL. 917.58

EX. EOP  
EL. 916.87

EX. EOP  
EL. 916.36

EX. EOP  
EL. 917.85

EX. EOP  
EL. 917.56

EX. EOP  
EL. 917.03

EX. EOP  
EL. 916.82

EX. EOP  
EL. 917.12

EX. EOP  
EL. 916.36

FG EL. 917.98

FG EL. 917.12

FG EL. 916.78

SIDEROAD \*\*\*  
OFFSET 24.91

SIDEROAD \*\*\*  
OFFSET 23.16

SIDEROAD \*\*\*  
OFFSET 23.35

PROP. R.O.W.  
OFFSET 28.00

PROP. R.O.W.  
OFFSET 28.00

PROP. R.O.W.  
OFFSET 28.00

Sta. 16+25.00 CUT 48 FILL 1

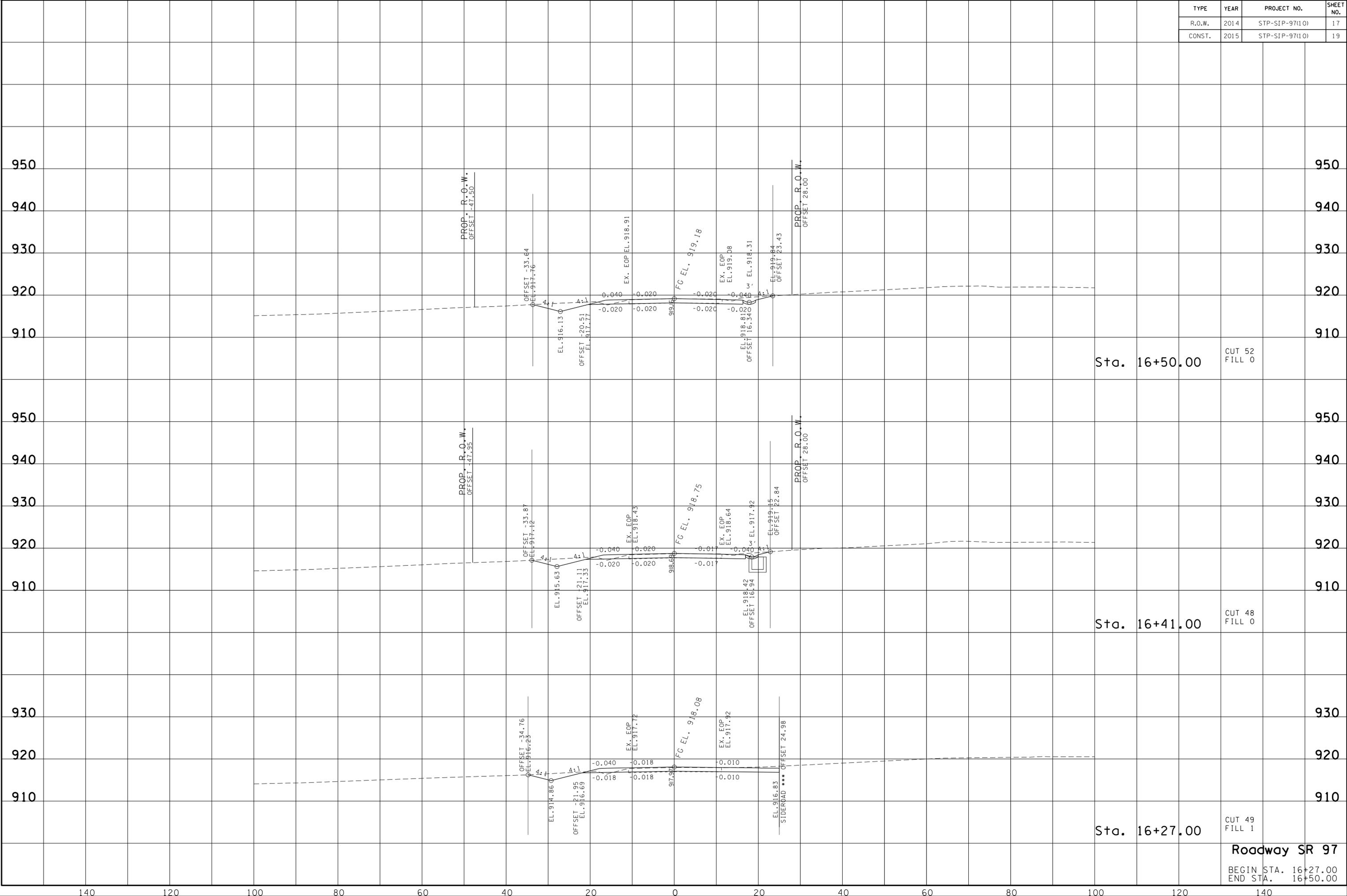
Sta. 16+07.00 CUT 35 FILL 1

Sta. 16+00.00 CUT 34 FILL 2

Roadway SR 97

BEGIN STA. 16+00.00  
END STA. 16+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	17
CONST.	2015	STP-SIP-97(10)	19

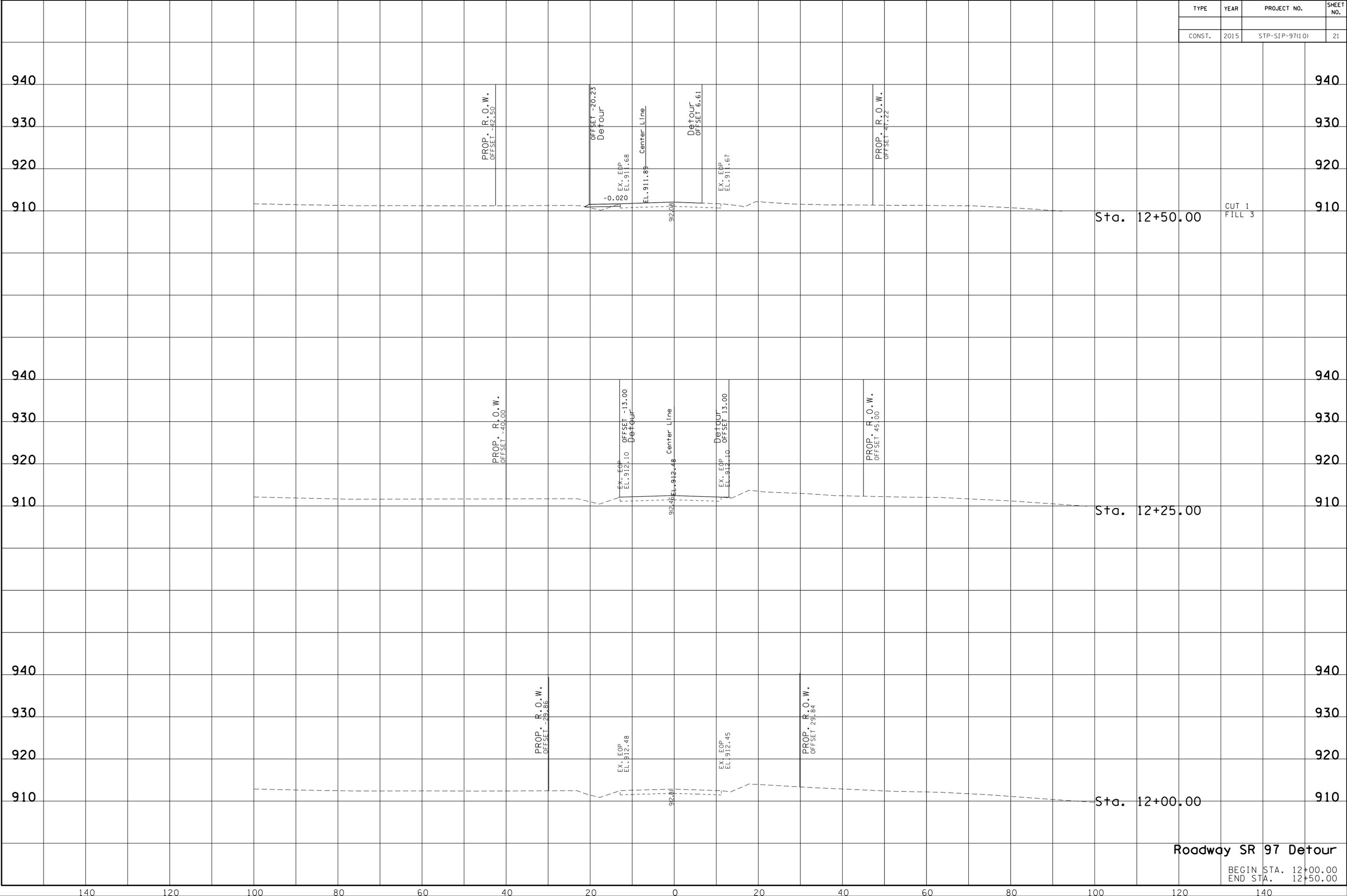


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**Roadway SR 97**  
 BEGIN STA. 16+27.00  
 END STA. 16+50.00



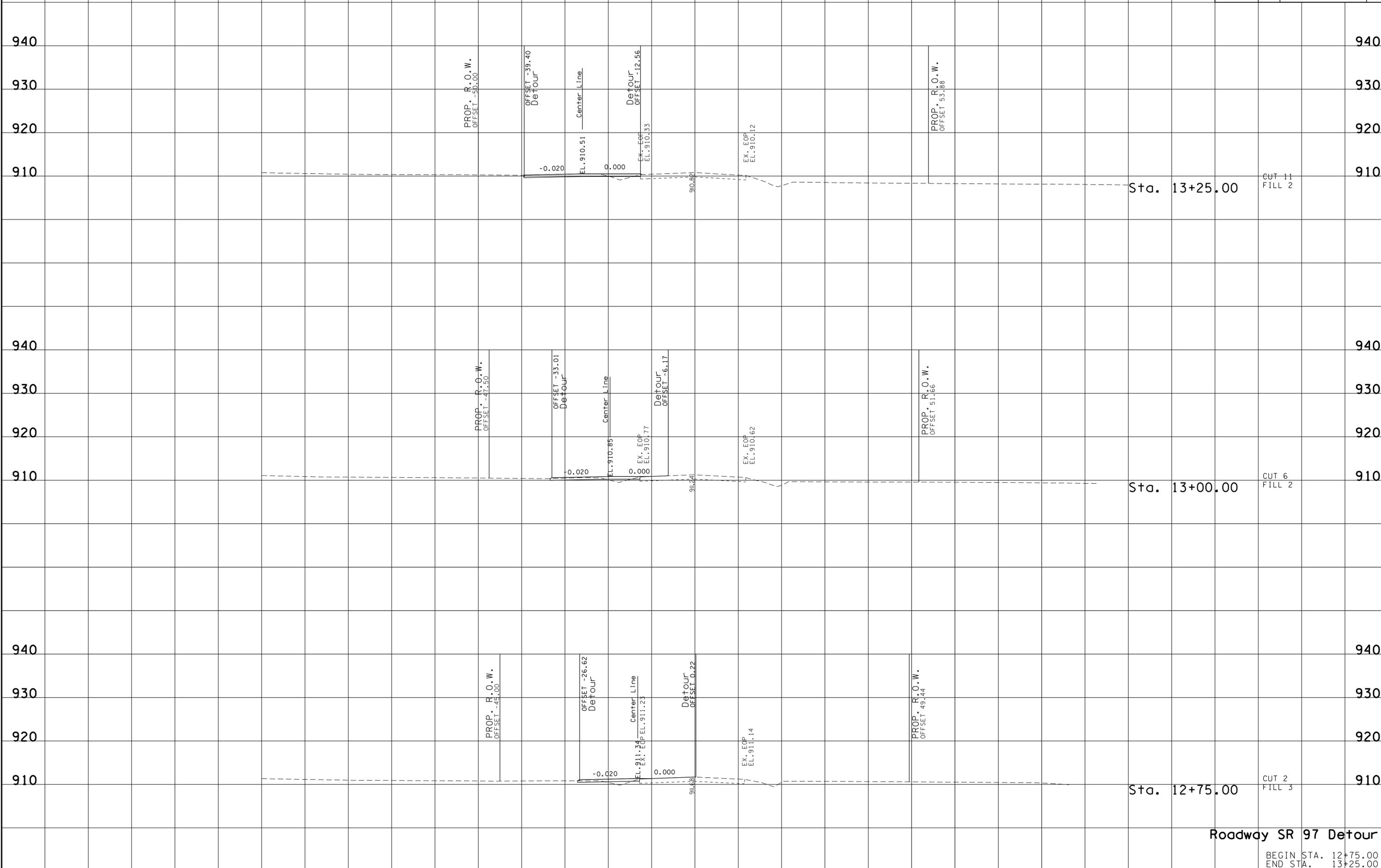
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	21



**Roadway SR 97 Detour**

BEGIN STA. 12+00.00  
END STA. 12+50.00

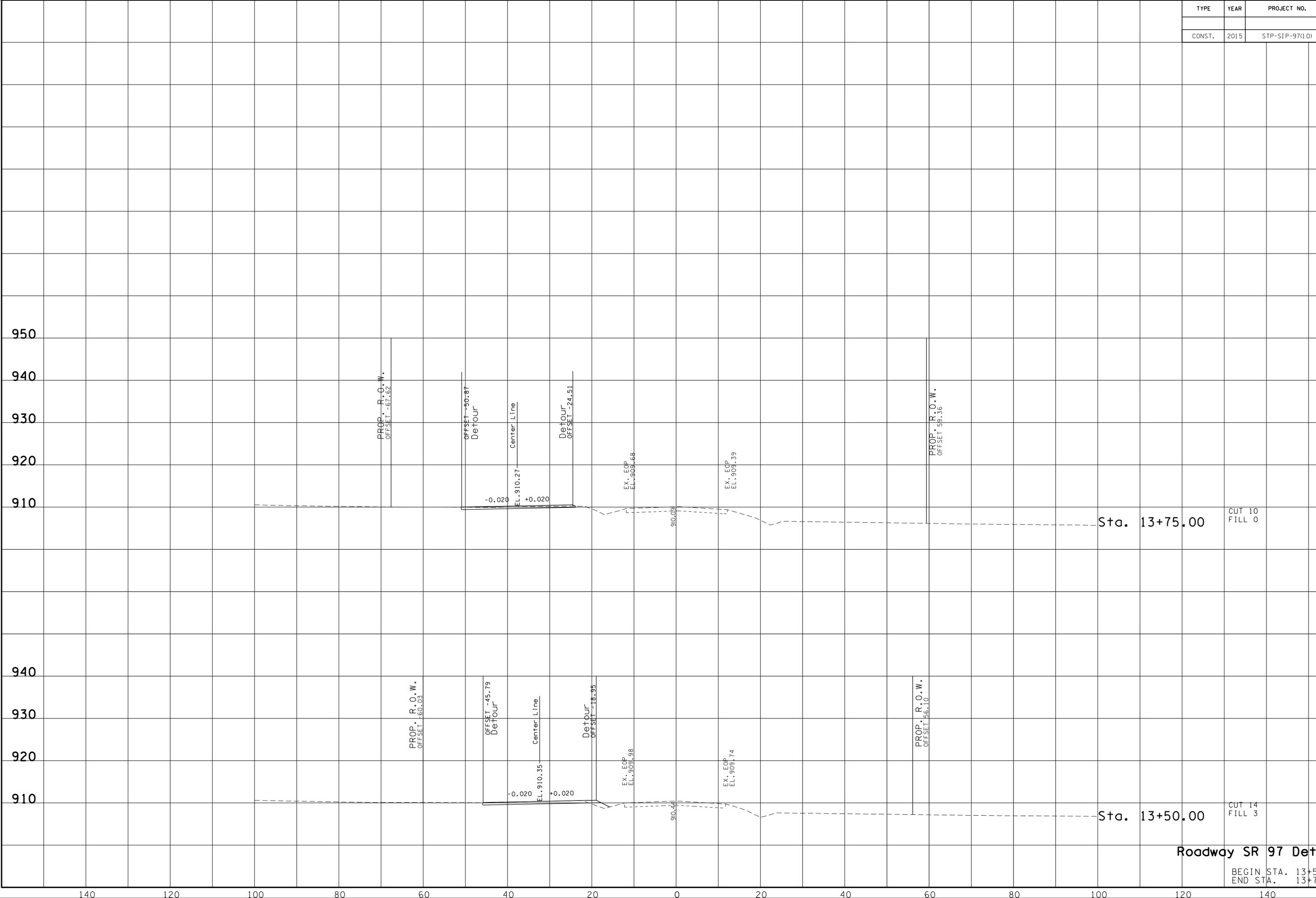
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Roadway SR 97 Detour

BEGIN STA. 12+75.00  
END STA. 13+25.00

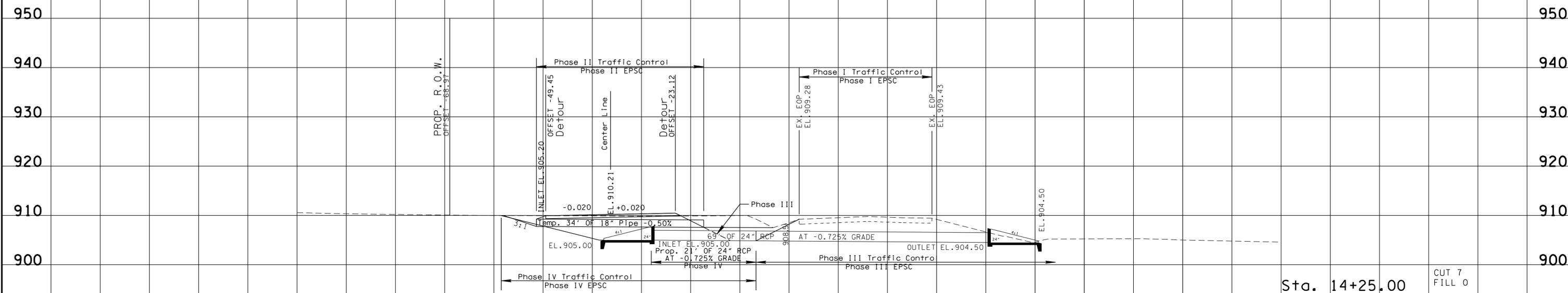
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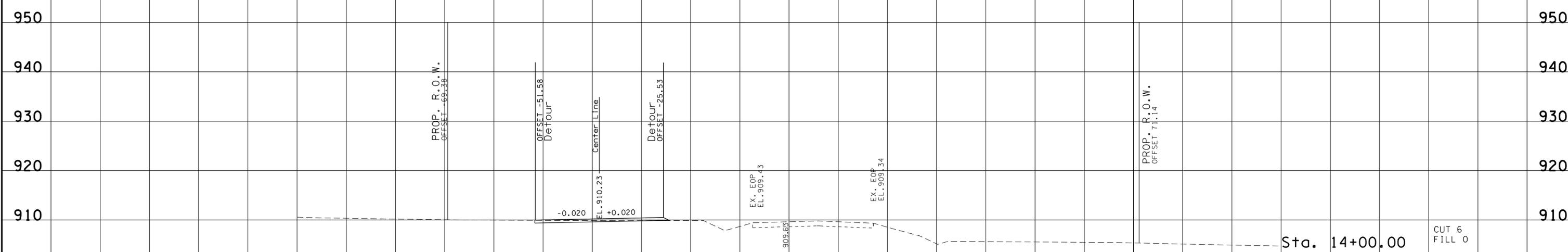
**Roadway SR 97 Detour**

BEGIN STA. 13+50.00  
 END STA. 13+75.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	24



Sta. 14+25.00 CUT 7 FILL 0



Sta. 14+00.00 CUT 6 FILL 0

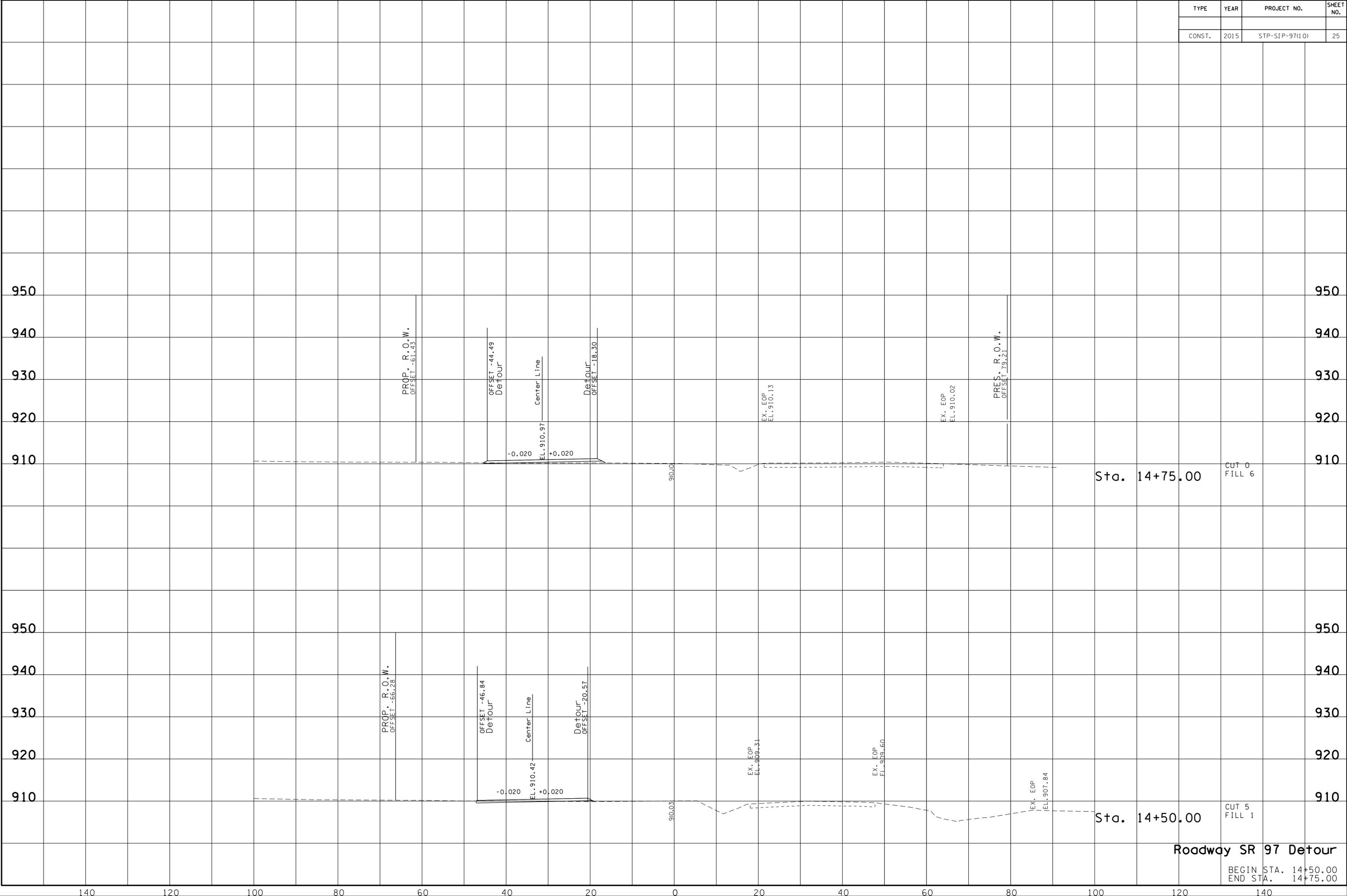
Roadway SR 97 Detour

BEGIN STA. 14+00.00  
END STA. 14+25.00

17-JUN-2014 11:23 C:\PROJECTS\Franklin\PIN 112219.00 SR 97\FRSR9701-40.sht

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

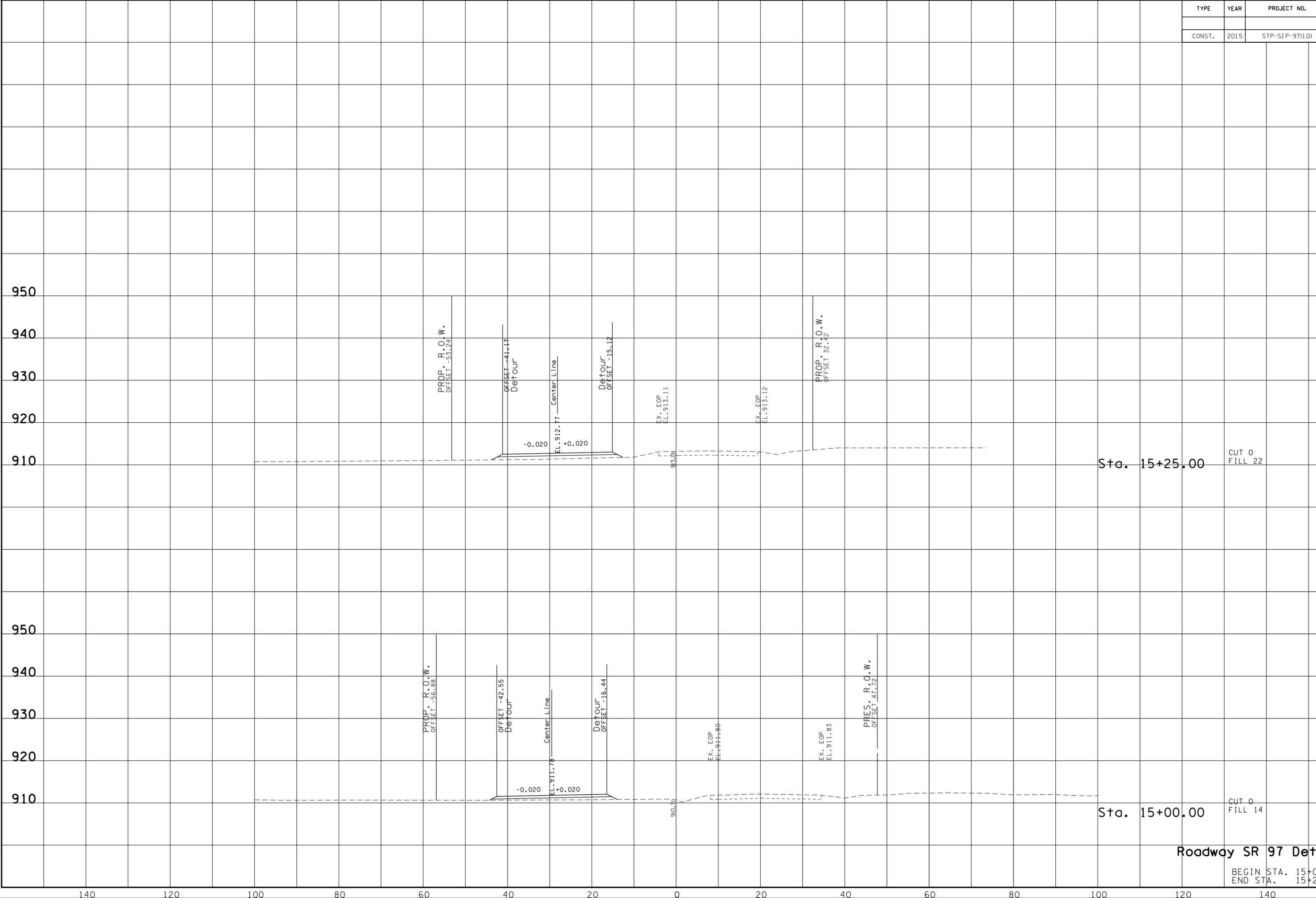
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	25



**Roadway SR 97 Detour**

BEGIN STA. 14+50.00  
END STA. 14+75.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	26



Sta. 15+25.00  
CUT 0  
FILL 22

Sta. 15+00.00  
CUT 0  
FILL 14

**Roadway SR 97 Detour**

BEGIN STA. 15+00.00  
END STA. 15+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	27

950  
940  
930  
920

950  
940  
930  
920

PROP. R.O.W.  
OFFSET -50.00

OFFSET -37.50  
Detour

Center Line  
EL. 914.96

Detour  
OFFSET -11.01  
EX. EOP EL. 915.22

PROP. R.O.W.  
OFFSET 27.23

-0.020  
+0.020

Sta. 15+75.00

CUT 1  
FILL 19

950  
940  
930  
920  
910

950  
940  
930  
920  
910

PROP. R.O.W.  
OFFSET -50.84

OFFSET -40.43  
Detour

Center Line  
EL. 913.84

Detour  
OFFSET -14.40  
EX. EOP EL. 914.18

PROP. R.O.W.  
OFFSET 27.89

-0.020  
+0.020

Sta. 15+50.00

CUT 0  
FILL 21

Roadway SR 97 Detour

BEGIN STA. 15+50.00  
END STA. 15+75.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	28

950  
940  
930  
920

950  
940  
930  
920

PROP. R.O.W.  
OFFSET -48.75

OFFSET -27.68  
Detour

Center Line

Detour  
OFFSET -1.18

PROP. R.O.W.  
OFFSET 28.00

EL. 917.51  
EX. EOP  
EL. 917.58

EX. EOP  
EL. 917.85

-0.020

+0.020

917.817

Sta. 16+25.00

CUT 1  
FILL 3

950  
940  
930  
920

950  
940  
930  
920

PROP. R.O.W.  
OFFSET -50.00

OFFSET -32.59  
Detour

Center Line

Detour  
OFFSET -6.09

PROP. R.O.W.  
OFFSET 28.00

EL. 916.17  
EX. EOP  
EL. 916.34

EX. EOP  
EL. 916.49

-0.020

+0.020

916.651

Sta. 16+00.00

CUT 1  
FILL 9

Roadway SR 97 Detour

BEGIN STA. 16+00.00  
END STA. 16+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	29

960  
950  
940  
930  
920

960  
950  
940  
930  
920

PROP. R.O.W.  
OFFSET -46.25

OFFSET -17.86  
Detour

Center Line  
EX. EOP  
EL. 920.21  
EL. 920.33

Detour  
OFFSET 8.64

EX. EOP  
EL. 920.30

PROP. R.O.W.  
OFFSET 28.00

Sta. 16+75.00

CUT 1  
FILL 0

960  
950  
940  
930  
920

960  
950  
940  
930  
920

PROP. R.O.W.  
OFFSET -47.50

OFFSET -22.77  
Detour

Center Line  
EX. EOP  
EL. 918.91  
EL. 918.93

Detour  
OFFSET 3.73

EX. EOP  
EL. 919.08

PROP. R.O.W.  
OFFSET 28.00

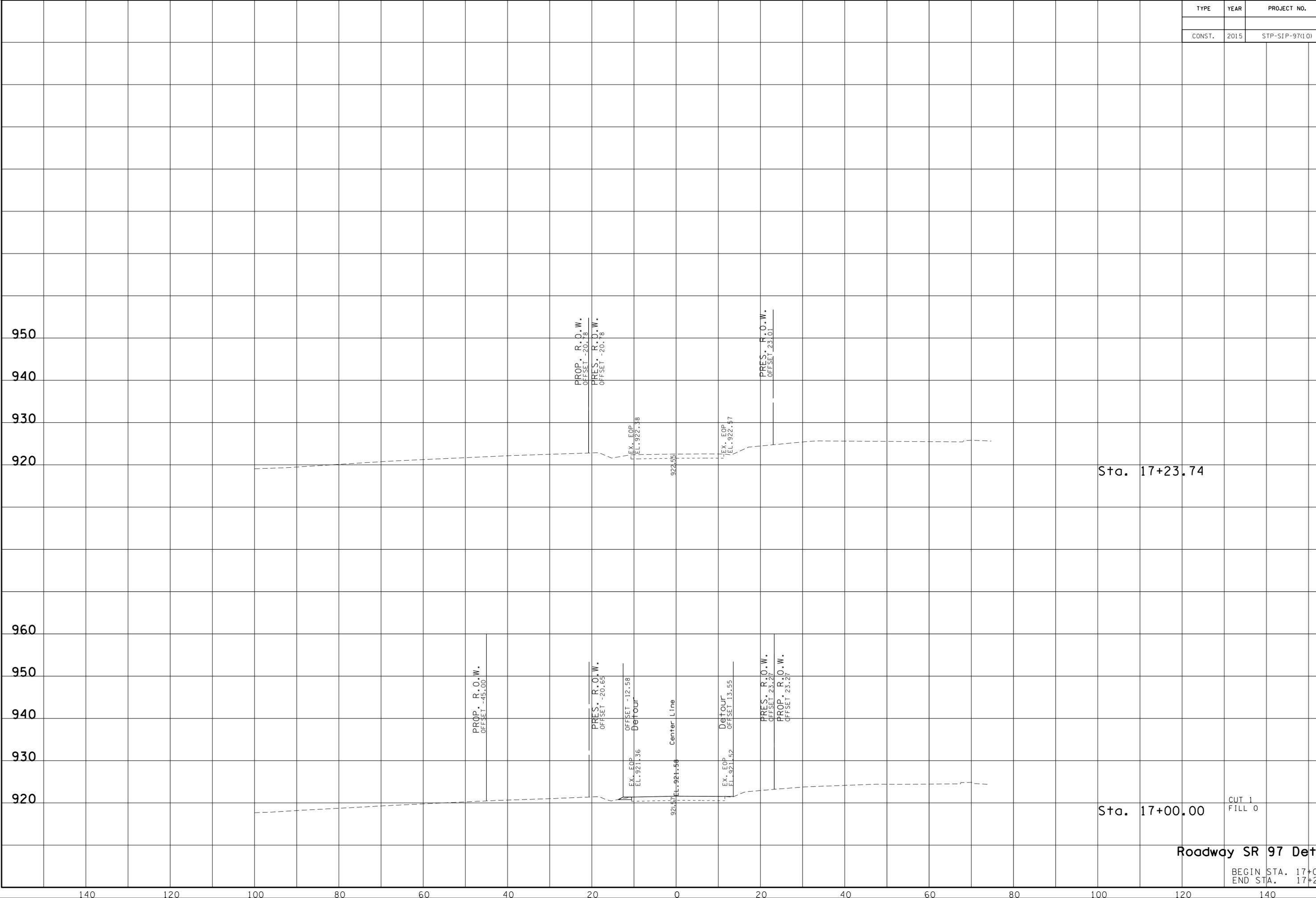
Sta. 16+50.00

CUT 2  
FILL 1

Roadway SR 97 Detour

BEGIN STA. 16+50.00  
END STA. 16+75.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	30



Sta. 17+23.74

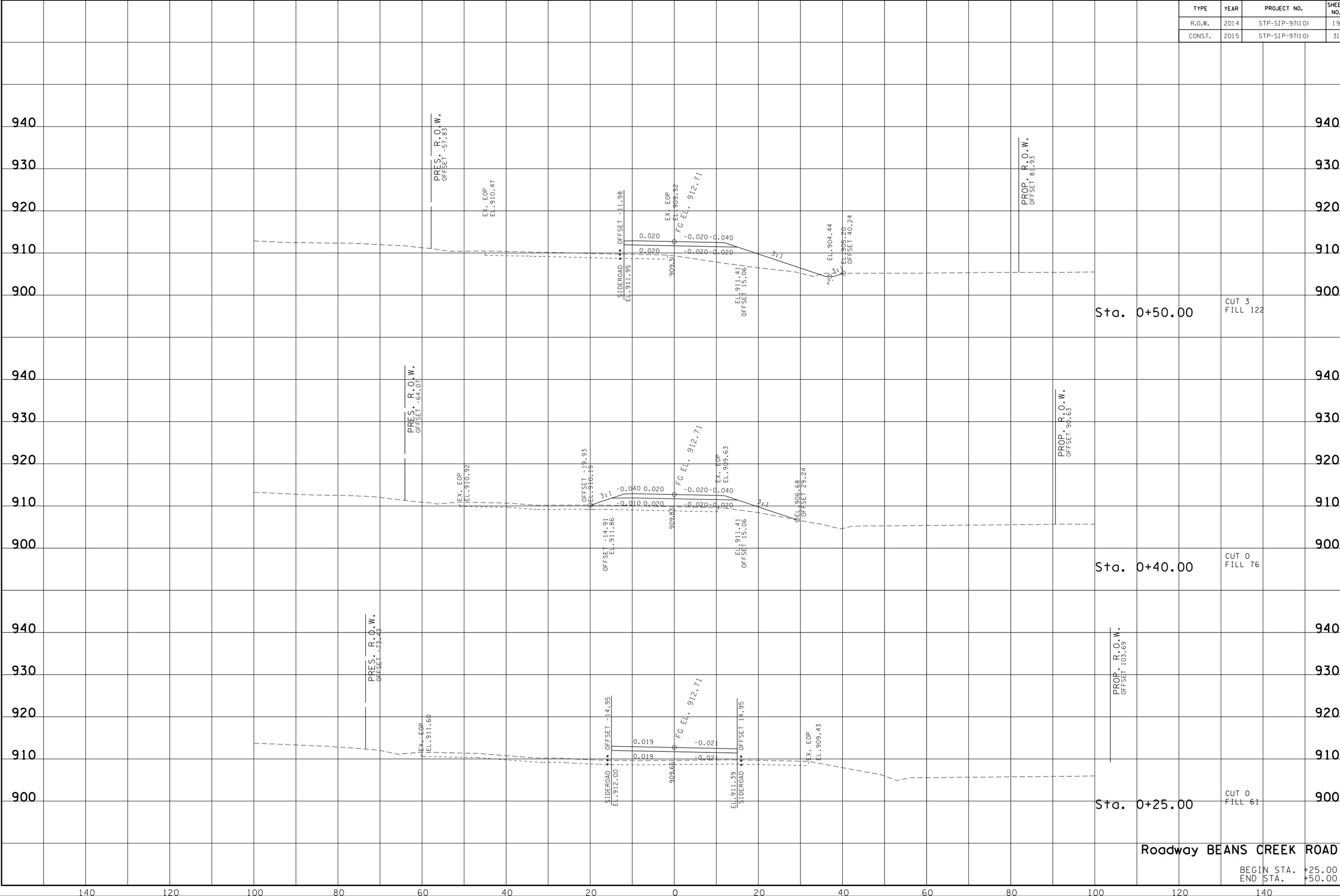
Sta. 17+00.00

CUT 1  
FILL 0

Roadway SR 97 Detour

BEGIN STA. 17+00.00  
END STA. 17+23.74

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	19
CONST.	2015	STP-SIP-97(10)	31

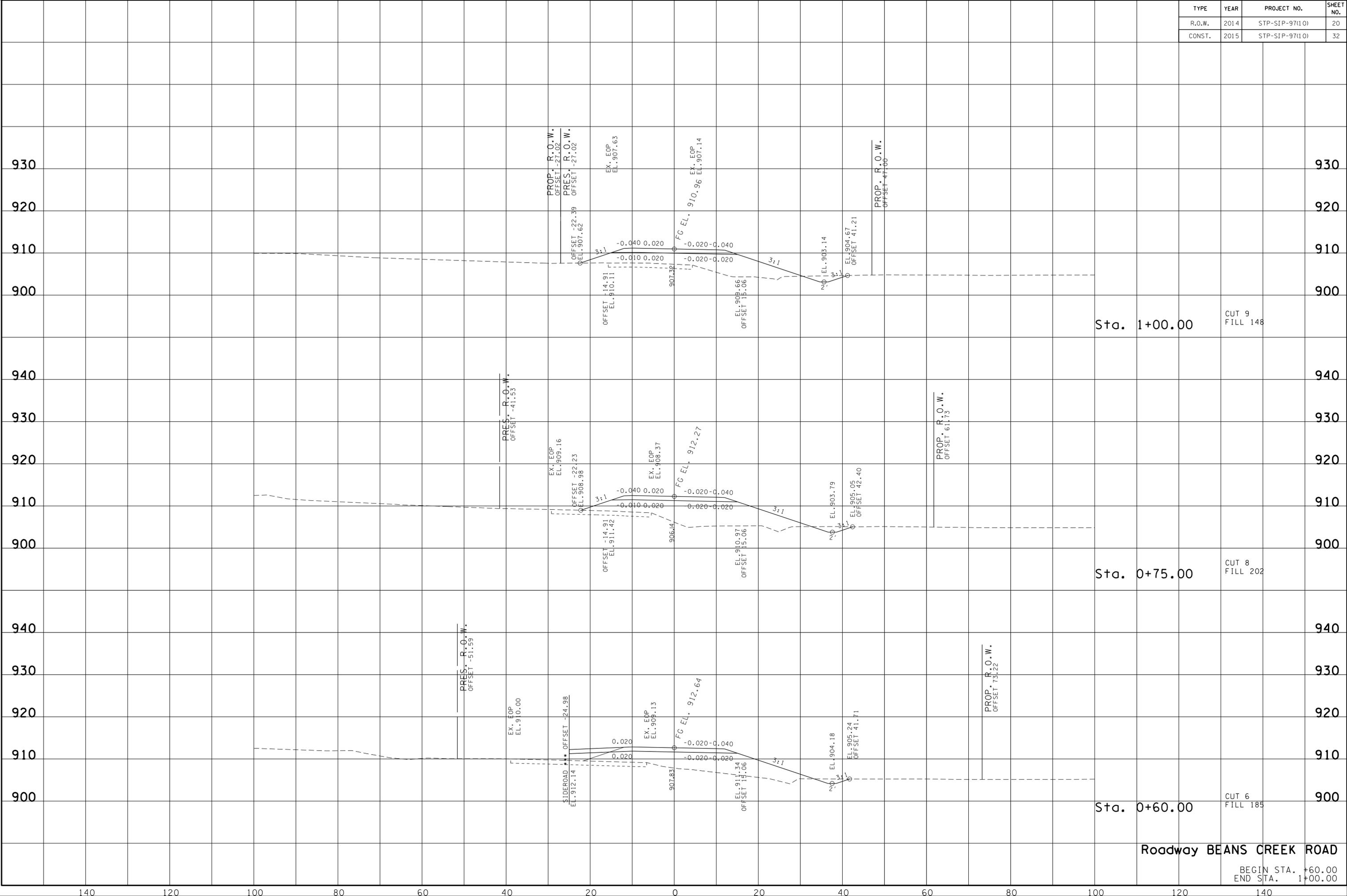


Roadway BEANS CREEK ROAD

BEGIN STA. +25.00  
 END STA. +50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	20
CONST.	2015	STP-SIP-97(10)	32



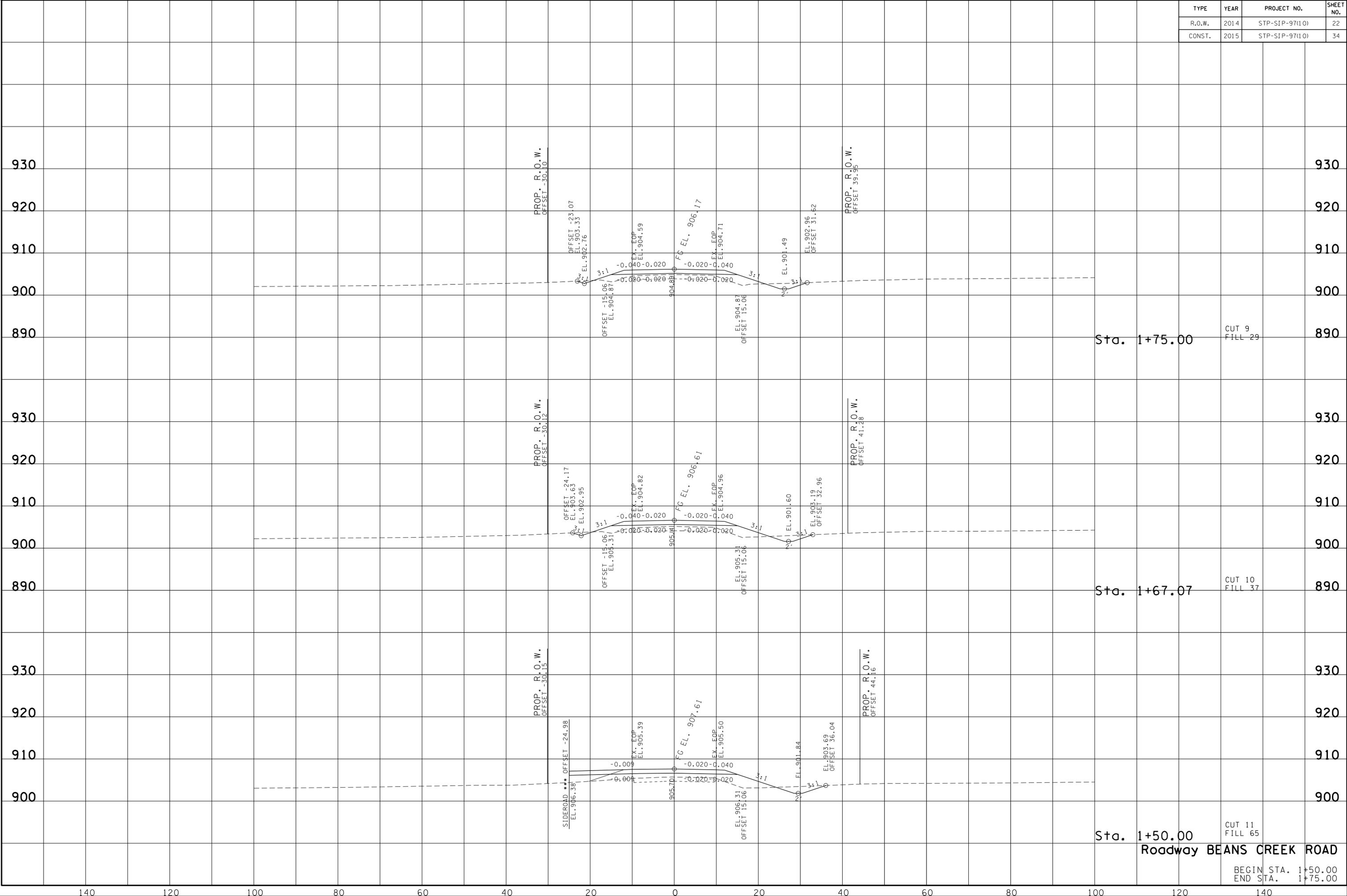
Roadway BEANS CREEK ROAD

BEGIN STA. +60.00  
END STA. 1+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	22
CONST.	2015	STP-SIP-97(10)	34



Sta. 1+75.00  
CUT 9  
FILL 29

Sta. 1+67.07  
CUT 10  
FILL 37

Sta. 1+50.00  
CUT 11  
FILL 65

Roadway BEANS CREEK ROAD

BEGIN STA. 1+50.00  
END STA. 1+75.00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	23
CONST.	2015	STP-SIP-97(10)	35

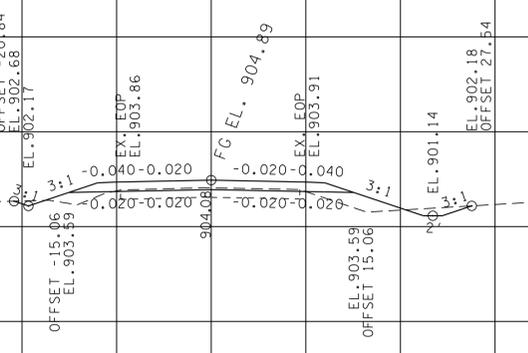
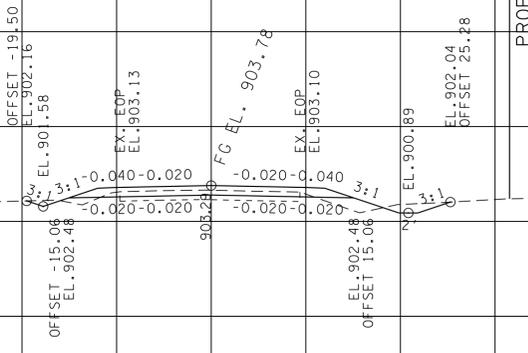
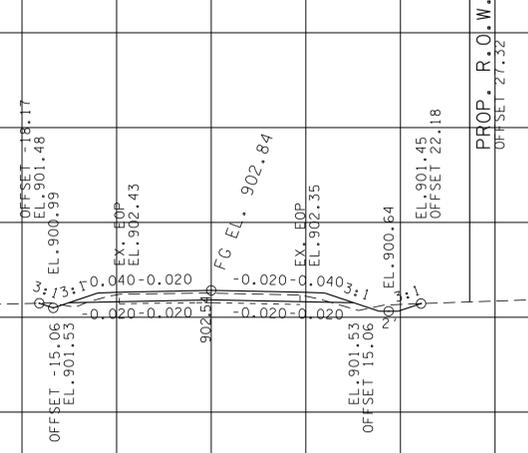
930  
920  
910  
900  
890

930  
920  
910  
900  
890

PROP. R.O.W.  
OFFSET -26.74

PROP. R.O.W.  
OFFSET -30.00

PROP. R.O.W.  
OFFSET -30.05



Sta. 2+50.00 CUT 20 FILL 2

Sta. 2+25.00 CUT 17 FILL 7

Sta. 2+00.00 CUT 8 FILL 14

Roadway BEANS CREEK ROAD

BEGIN STA. 2+00.00  
END STA. 2+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP-97(10)	24
CONST.	2015	STP-SIP-97(10)	36

930  
920  
910  
900  
890  
930  
920  
910  
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890  
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890

930  
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930  
920  
910  
900  
890

Sta. 3+25.00

Sta. 3+00.00

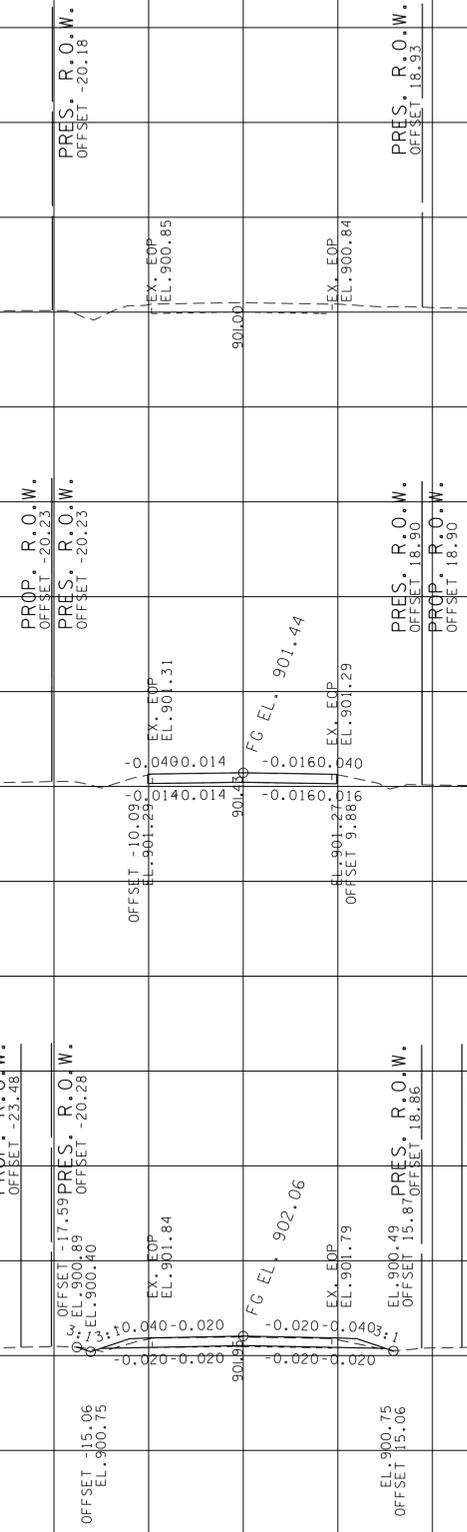
CUT 20  
FILL 0

Sta. 2+75.00

CUT 22  
FILL 0

Roadway BEANS CREEK ROAD

BEGIN STA. 2+75.00  
END STA. 3+25.00



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP-97(10)	37

920  
910  
920  
910  
920  
910  
920  
910  
920  
910  
920  
910

920  
910  
920  
910  
920  
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920  
910  
920  
910  
920  
910

Sta. 0+50.00

Sta. 0+45.00

Sta. 0+40.00

Sta. 0+35.00

Sta. 0+30.00

Sta. 0+25.00

Sta. 0+70.00

Sta. 0+65.00

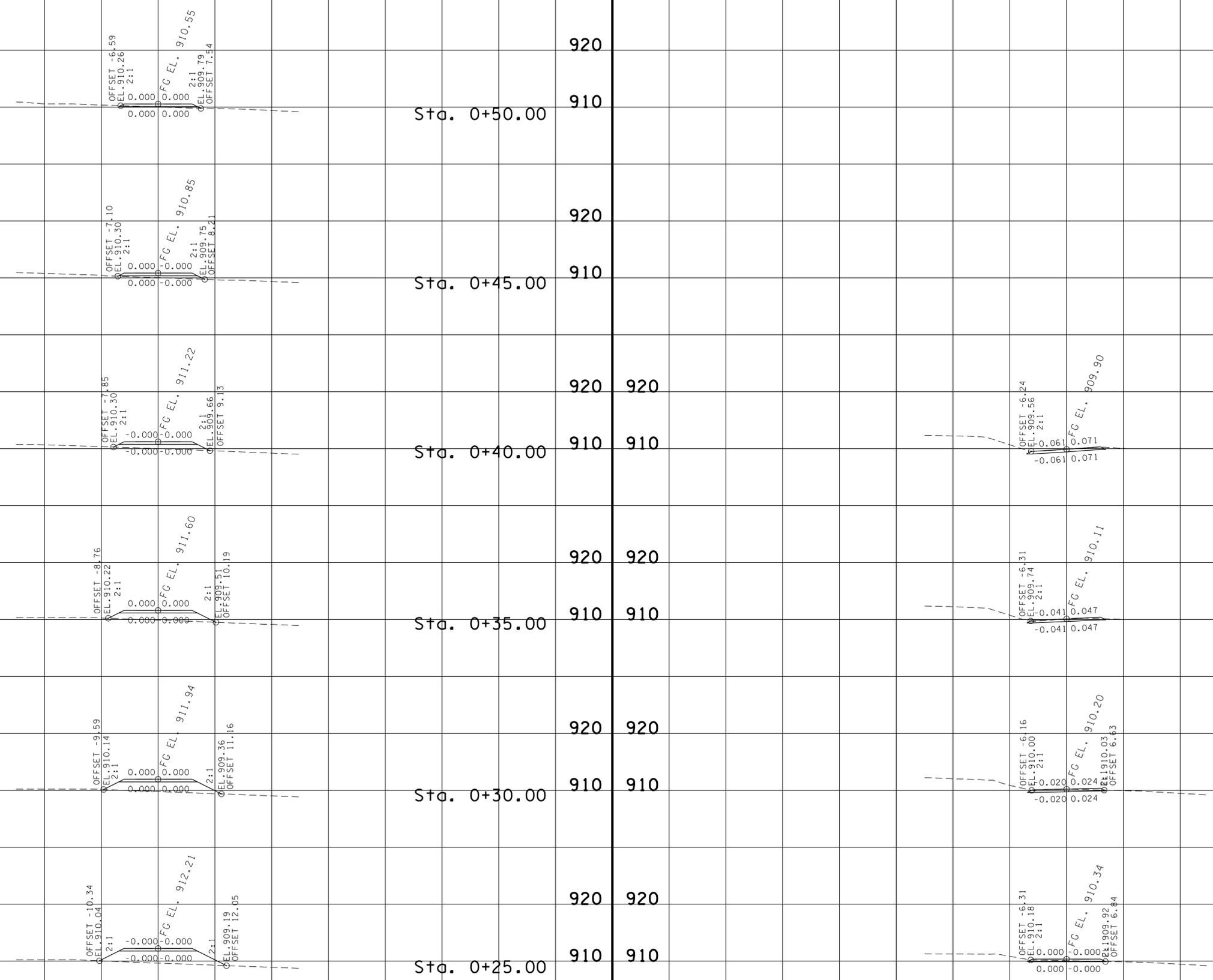
Sta. 0+60.00

Sta. 0+55.00

PVT. DR. STA. 0+60 LT.

BEGIN STA. +25.00  
END STA. +70.00

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930

930

920

920

Sta. 0+50.00

930

930

920

920

Sta. 0+45.00

930

930

920

920

Sta. 0+40.00

930

930

920

920

Sta. 0+35.00

930

930

920

920

Sta. 0+30.00

930

930

920

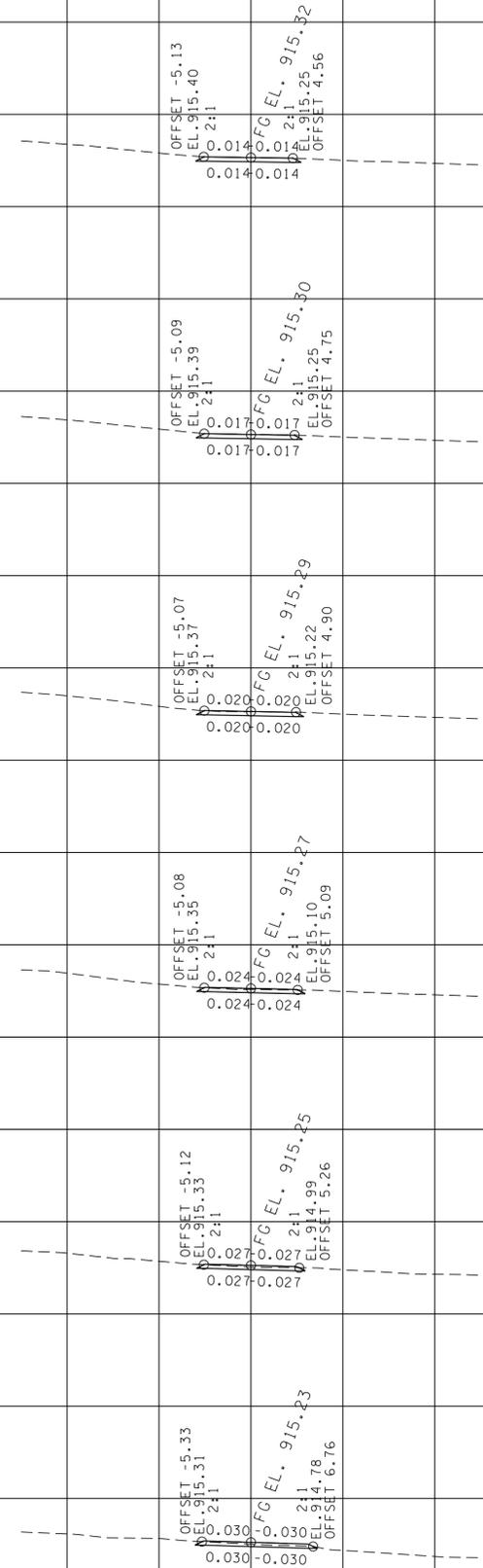
920

Sta. 0+25.00

BEGIN STA. +25.0000  
END STA. +50.0000

PVT. DR. STA. 15+57 RT.

I7-JUN-2014 11:23 C:\PROJECTS\Franklin\PIN 112219.00 SR 97\FRSR9701-40.sht



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

930

930

920

920

Sta. 0+50.00

930

930

920

920

Sta. 0+45.00

930

930

920

920

Sta. 0+40.00

930

930

920

920

Sta. 0+35.00

930

930

920

920

Sta. 0+30.00

930

930

920

920

Sta. 0+25.00

BEGIN STA. +25.00  
END STA. +50.00

PVT. DR. STA. 16+27 RT.

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

