Index Of Sheets

See Sheet 1A For Index

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

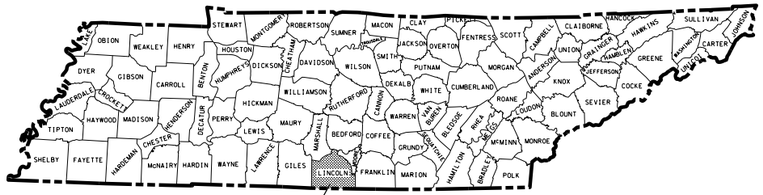
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	52951-3532-04	

LINCOLN COUNTY

INDUSTRIAL ACCESS ROAD
SERVING PEPSICO FRITO-LAY IN FAYETTEVILLE

CONSTRUCTION

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



NO EXCLUSIONS
NO EQUATIONS

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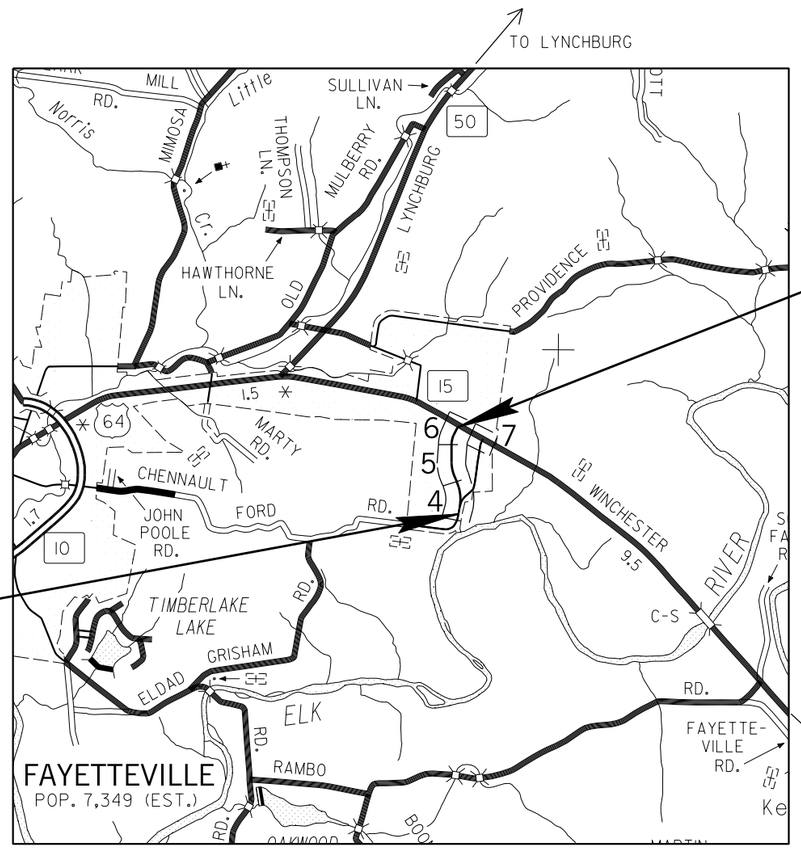

SCALE: 1"= ½ MILE

END PROJ. 52951-3532-04 (CONST.)
STA. 131+51.43
N 301030.0143
E 1815729.4639

BEGIN PROJ. 52951-3532-04 (CONST.)
STA. 101+42.80
N 298266.8943
E 1815742.9278

TRAFFIC DATA	
ADT (2015)	1100
ADT (2035)	1670
DHV (2035)	184
D	60 - 40
T (ADT)	4 %
T (DHV)	3 %
V	30 MPH

SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JAN. 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT TRANS PROJ. SP. SV. 2 BILLY BINION

DESIGNER JESSE HOOVER CHECKED BY SCOTT JOHNSON

P.E. NO. 52951-1532-04

PIN NO. 117459.00

ROADWAY LENGTH	0.569 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.569 MILES

SURVEY DATE: 8-23-13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

09-MAR-2015 09:40
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	1A

INDEX

DESCRIPTION	SHT
TITLE SHEET	1
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"NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS."

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
STD-9-1	10-7-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTIONS AND DETAILS
STD-17-6		TYPICAL ELEVATIONS
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS – SKEW NOT LESS THAN 45 DEG.
STD-17-9		INTERIOR ENDWALL TREATMENTS

STANDARD ROADWAY DRAWINGS

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-14		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTION
STD-17-18		BACKFILL AND DRAINAGE DETAILS
STD-17-23		SIDEWALK AND MISCELLANEOUS DETAILS
STD-17-24		WARPED SLOPE DETAIL
STD-17-29		PRECAST BOX CULVERT DETAILS

DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
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-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
CULVERTS AND ENDWALLS		
D-PB-01	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PE-18A	01-06-15	18" CONCRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-24A	01-06-15	24" CONCRETE ENDWALL CROSS DRAIN
D-PE-24B		24" CONCRETE ENDWALL CROSS DRAIN
D-PE-99	11-01-13	PIPE GRATE & SKEWED CONECTION DETAILS FOR "U" ENDWALLS
ROADWAY AND PAVEMENT APPURTENANCES		
RP-D-15	07-15-08	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-NMC-10	07-29-03	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS
SAFETY DEVICES AND FENCES		
S-CZ-1		CLEAR ZONE CRITERIA
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-3		TYPE 21 GUARDRAIL TERMINAL
S-GRT-3D		TYPE 21 GUARDRAIL TERMINAL (DETAILS)
S-GRT-3P		EARTH PAD FOR TYPE 21 TERMINAL
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 21, 13, AND IN-LINE TERMINALS
S-F-1	05-24-12	HIGH VISIBILITY FENCE
TRAFFIC CONTROL		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGNS AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-18	02-14-14	END OF ROADWAY AND DEAD END SIGNS, METAL BARRICADES (TYPE III) & WORK ZONE SPEED SIGNS
T-S-19	07-19-13	STANDARD STELL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAGS
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-8	06-10-14	FILTER SOCK
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-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-31	08-01-12	TEMPORARY DIVERSION CHANNELS
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSION (DOWNSTREAM)
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

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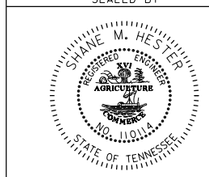

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	52951-3532-04 QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-02.01	REMOVAL OF PIPE (24" ,104+00.)	L.F.	49
(4)	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	68
(23)	202-13	WATER WELL ABANDONMENT	EACH	1
(19)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	13743
	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	5701
	203-06	WATER	M.G.	3.1
	204-08	FOUNDATION FILL MATERIAL	C.Y.	100
(1)	209-03.21	FILTER SOCK (12 INCH)	L.F.	140
(1)	209-05	SEDIMENT REMOVAL	C.Y.	75
(1)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	4625
(1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	2685
(1)	209-08.07	ROCK CHECK DAM PER	EACH	32
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	20
(1)	209-09.01	SANDBAGS	BAG	200
(1)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(1)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	230
(6)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	18591
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	75
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	895
(7)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	1485
(8)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1109
(20)	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	18.6
(20)	307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON	0.5
(20)	307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	14.5
(20)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	18.4
(9)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	15.25
(10)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	69
(11)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	8.7
(12)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	667
(20)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	329
(20)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	319
(13)	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	215
(13)	604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	35500
(14)	607-03.30	18" PIPE CULVERT	L.F.	114
(14)	607-05.30	24" PIPE CULVERT	L.F.	266
(21)	611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH	3
(14)	611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
(14)	611-07.57	24IN ENDWALL (CROSS DRAIN) 3:1	EACH	6
(5)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	30
(15)	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	1350
(15)	705-04.04	GUARDRAIL TERMINAL (TYPE 21)	EACH	4
(1)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	720
(16)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	110
(16)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	245
(17)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	61
(3)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	25
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
	712-06	SIGNS (CONSTRUCTION)	S.F.	249
(18)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	240
(18)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	713-16.07	END OF ROADWAY SIGN AND SUPPORT	EACH	2
	713-16.20	SIGNS (STOP R1-1)	EACH	2
	713-16.21	SIGNS (DEAD END W14-1)	EACH	1
(20)	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	9
(20)	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	9
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	56
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	6
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	2.4
(20)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.7

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	52951-3532-04 QUANTITY
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	2.4
	717-01	MOBILIZATION	LS	1
	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	250
(22)	801-01	SEEDING (WITH MULCH)	UNIT	200
(2)	801-03	WATER (SEEDING & SODDING)	M.G.	347
	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	4
	803-01	SODDING (NEW SOD)	S.Y.	11094
(24)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	1225
	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	6535
	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	1750

FOOTNOTES

1. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
2. INCLUDES 14 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
3. THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. TO BE USED FOR REMOVAL OF CURB AND GUTTER CROSSING SR 15 AT SIA STA 131+51.43.
5. TO BE USED TO REPLACE EXISTING CURB AND GUTTER AT SIA STA 129+90 – STA 131+51.43 AND IN THE SOUTHWESTERN QUADRANT OF THE SR-15/INDUSTRIAL BLVD INTERSECTION.
6. 9200 TONS TO BE USED FOR SIA RD., 8600 TONS FOR INDUSTRIAL BLVD, AND 700 TONS FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
7. 1370 TONS TO BE USED FOR SIA RD. AND 115 TONS TO BE USED FOR INDUSTRIAL BLVD.
8. 897 TONS TO BE USED FOR SIA RD., 75 TONS TO BE USED FOR INDUSTRIAL BLVD., AND 137 TONS TO BE USED FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
9. 12 TONS TO BE USED FOR SIA RD., 1 TON TO BE USED FOR INDUSTRIAL BLVD, AND 2 TONS TO BE USED FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
10. 48 TONS TO BE USED FOR SIA RD., 4 TONS TO BE USED FOR INDUSTRIAL BLVD, AND 7.5 TONS TO BE USED FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
11. 5 TONS TO BE USED FOR SIA RD, 0.5 TONS FOR INDUSTRIAL BLVD, AND 0.4 TONS FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
12. 526 TONS TO BE USED FOR SIA RD., 44 TONS FOR INDUSTRIAL BLVD, AND 97 TONS FOR PRIVATE DRIVES AND BUSINESS ENTRANCES.
13. TO BE USED FOR BOX CULVERT LOCATED AT SIA RD STA 126+07.64.
14. TO BE USED FOR CROSS DRAINS AS SHOWN IN PLANS.
15. TO BE PLACED ALONGSIDE SIA RD AT STA. 124+67.00 – 130+75.59 LEFT AND RIGHT.
16. TO BE USED AS SHOWN IN EPSC PLANS.
17. TO BE USED FOR OUTLET PROTECTION OF BOX CULVERT LOCATED AT SIA STA 126+07.64.
18. TO BE USED AS SHOWN IN TRAFFIC CONTROL PLAN.
19. INCLUDES 175 C.Y. TO BE USED WITH EROSION CONTROL.
20. TO BE USED FOR ADDITION OF RIGHT TURN LANE TO SR-15.
21. TO BE USED FOR EXISTING MANHOLES AT INDUSTRIAL BLVD. STA 31+15 LT, STA 30+50 RT AND STA 33+00 RT.
22. TO BE USED AS DIRECTED BY THE ENGINEER AS TEMPORARY SOD AS NEEDED.
23. TO BE USED FOR WELL LOCATED AT SIA STA 303+85. THE WELL SHOULD BE CLOSED BY A LICENSED WATER WELL DRILLER AND SEALED WITH PORTLAND CEMENT OR BENTONITE THE ENTIRE DEPTH. A TREMI PIPE SHOULD BE USED TO INJECT THE CEMENT. THE LICENSED DRILLER IS REQUIRED TO SUBMIT A WELL CLOSURE REPORT.
24. TO BE USED ON 2:1 SLOPES.

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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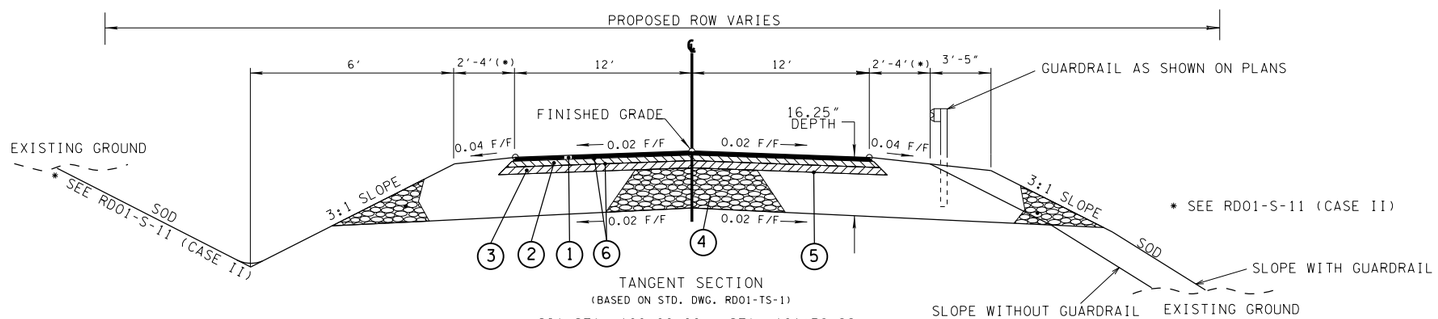
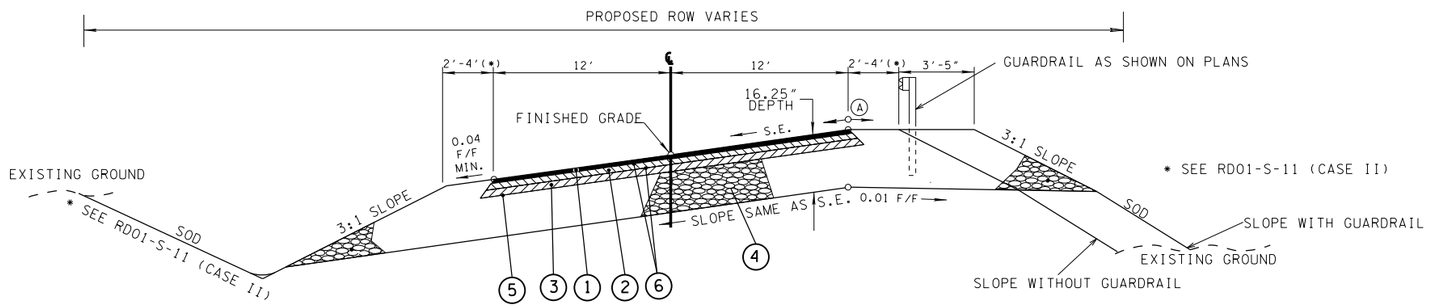
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	2
CONST.	2015	52951-3532-04	2A



TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-1)

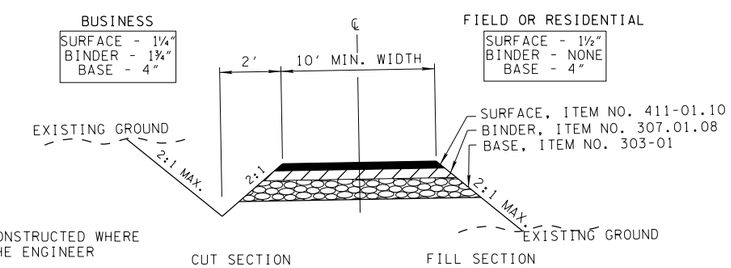
SIA STA. 100+00.00 - STA. 101+38.22
SIA STA. 110+40.94 - STA. 119+07.97
SIA STA. 122+15.60 - STA. 124+01.00
SIA STA. 126+29.36 - STA. 132+04.58
INDUST. STA. 30+00.00 - STA. 33+07.02



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-1)

SIA STA. 101+38.22 - STA. 110+40.94
SIA STA. 119+07.97 - STA. 122+15.60
SIA STA. 124+01.00 - STA. 126+29.36

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



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

NOTE (*)
SIA SHOULDERS = 4'
INDUSTRIAL BLVD SHOULDERS = 2'

PROPOSED PAVEMENT SCHEDULE

(1) BITU. SURFACE AT 1.25" THICK @ 132.5 LBS/SQ YD 411-01.10 ASPHALT CEMENT (PG64-22)(ACS) GRADING "D"	(4) MINERAL AGGREGATE BASE AT 10" THICK 303-01 MINERAL AGGREGATE TYPE "A" BASE GRADING "D"
(2) BITUMINOUS BINDER AT 2.0" THICK @ 226 LBS/SQ YD 307-01.08 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "B-M2"	(5) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30-0.35 GAL/SQ YD 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8-12 LBS/SQ YD
(3) BIT. AGG. BASE AT 3.0" THICK@345 LBS/SQ YD 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM)GRADING "A"	(6) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.07 GAL/SQ YD

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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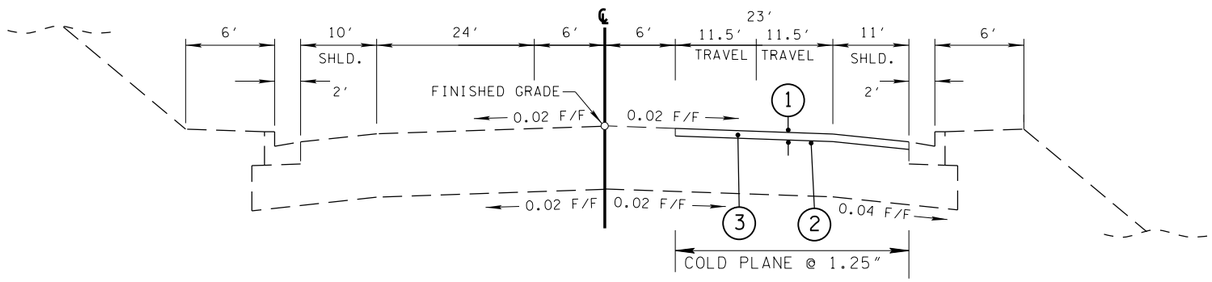
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	2A
CONST.	2015	52951-3532-04	2B

REV. 2-26-15: ADDED SHEET TO PLANS.

REV. 3-3-15: REMOVED SIDEWALKS FROM TYPICAL SECTION



PROPOSED SR-15 (US-64)

TANGENT SECTION

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

SR 15 STA. 133+52.92 - STA. 140+02.92
SR 15 STA. 142+74.46 - STA. 149+24.46

PROPOSED PAVEMENT SCHEDULE
(1) COLD PLANE @. 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(2) TACK COAT @ 0.1 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(3) SURFACE @ 1.25" THICK (APPROX 132.5 LB/SY) 411-02.10 ACS MIX (PG70-22) GRADING "D"

UNOFFICIAL SET

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SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

09-MAR-2015 09:40
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	2C

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(4) 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 SODDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203-04 AND/OR 203-07. SODDING, IN ACCORDANCE WITH SECTION 803 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 803-01.

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

GUARDRAIL

(6) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE..

(7) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

(8) 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.

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

(10) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(11) 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).

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

(13) 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.

MISCELLANEOUS

(14) 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.

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

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

ROAD CLOSURE

(17) 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.

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 4" SPRAY THERMOPLASTIC (60 mil) IS USED

(18) 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.

PAVEMENT

PAVING

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

GRADED SOLID ROCK

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

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

SIGNING

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

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

(24) 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.

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

(26) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(28) 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.

(29) 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.

(30) 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.

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

(32) 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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

09-MAR-2015 09:40
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	2D

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

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

(35) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

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

(37) 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.

(38) 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.

(39) 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.

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

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

SEDIMENT CONTROL

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

(43) 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.

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

(45) 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.

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

(47) 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.

(48) 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.

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

STREAM/WETLAND

(50) 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.

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

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

(53) 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.

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

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

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

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

SPECIES

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

INSPECTION, MAINTENANCE, REPAIR

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

(60) 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.

(61) 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.

(62) 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.

(63) 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.

(64) 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.

(65) 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.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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(66) 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

(67) 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

(68) 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.

(69) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROOADWAY DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(70) 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.

(71) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BREIF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

(72) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS OR MODIFICATIONS OF THE SWPPP ARE NEEDED. THE ROOADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(73) 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.

(74) 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.

(75) 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.

(76) PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

LITTER, DEBRIS, WASTE, PETROLEUM

(77) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	2F

SPECIAL NOTES

GRADING

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

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

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

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

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

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(6) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 11, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL

ECOLOGY

(7) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON-SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.

(8) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED BRIDGE WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS WHICH MUST BE FOLLOWED.

(9) ALL BRIDGE PROJECTS WITH THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT IDENTIFIED MUST HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER THE STREAM.

STREAM RELOCATION

(10) ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL THE ECOLOGY SECTION MUST BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE STREAM / CHANNEL IS TO BE SUPPLIED WITH THE NOTIFICATION.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	2G

PAVEMENT QUANTITIES

LOCATION	303-01 (TON)	307-01.01 (TON)	307-01.08 (TON)	307-02.01 (TON)	307-02.02 (TON)	307-02.03 (TON)	307-02.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.10 (TON)	411-02.10 (TON)
SIA RD.	9200.00	1370.00	897.00					12.00	48.00	5.00	526.00	
INDUSTRIAL BLVD.	8600.00	115.00	75.00					1.00	4.00	0.50	44.00	
DRIVES AND ENTRANCES	700.00	0.00	137.00					2.00	7.50	0.40	97.00	
SR-15	91.00			18.60	0.50	14.50	18.40	0.25	9.50	2.80		329.00
TOTALS	**18591.00**	**1485.00**	**1109.00**	**18.60**	**0.50**	**14.50**	**18.40**	**15.25**	**69.00**	**8.70**	**667.00**	**329.00**

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	SINGLE TYPE 2 705-02.02 (L.F.)	TYPE 21 705-04.04 (EACH)	REMARKS
5B/6B	SIA RD.	x	x	124+67.00	130+75.59	1350	4	
TOTALS						**1350**	**4**	

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.) COMMON - C.Y.	ROAD & DRAINAGE EXC. (UNCL.) S. ROCK - C.Y.	BORROW EXCAVATION UNCL. - C.Y.	BORROW EXCAVATION S. ROCK - C.Y.	CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
SIA 101+42.80-131+51.43	13446						18274
INDUSTRIAL BLVD 30+00.00-33+39.79	122						965
TOTALS	**13568**	**0**	**0**	**0**	**0**	**0**	**19239**

SIDE DRAIN TABULATION

STATION	LOCATION LT	LOCATION RT	DESCRIPTION	SURFACE WIDTH (L.F.)	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 10 FT. 18"	24"	30"	36"	48"	END TREATMENT TYPE	END TREATMENT DRAWING NO.	REMARKS
SIA STA 109+19.34	X		PRIVATE DRIVE	20		24				NA		NO EW'S REQ'D
SIA STA 110+57.00	X		PRIVATE DRIVE	40		70				NA		NO EW'S REQ'D
INDUST. STA 32+74.85		X	PRIVATE DRIVE	16		30				NA		NO EW'S REQ'D
TOTALS					**0**	**124**	**0**	**0**	**0**			

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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CROSS DRAIN ENDWALLS

LOCATION	CROSS DRAIN STATION	OFFSET (FT.)	STRUCTURE TYPE	STANDARD DRAWING	SKEW	18 IN. ENDWALL 3:1 611-07.54 (EA.)	24 IN. ENDWALL 3:1 611-07.57 (EA.)
SIA RD.	102+34.52		U-SHAPE	D-PE-24A; D-PE-24B	90° RT		2
SIA RD.	109+69.04		U-SHAPE	D-PE-24A; D-PE-24B	80° RT		2
SIA RD.	120+37.19		U-SHAPE	D-PE-24A; D-PE-24B	90° RT		2
SIA RD.	127+90.40		U-SHAPE	D-PE-18A; D-PE-18B	43° LT	2	
TOTALS						**2**	**6**

CROSS DRAIN TABULATION

STATION	RCP CLASS III OR CMP 14 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 16 FT.		SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT				REMARKS
					INLET		OUTLET		
	18"	24"			TYPE	DRAWING NO.	TYPE	DRAWING NO.	
SIA STA 102+34.52		60	90° RT.		U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	
SIA STA 109+69.04		42	80° RT		U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	
SIA STA 120+37.19		40	90° RT.		U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	U SHAPE	D-PB-1; D-PE-24A; D-PE-24B	
SIA STA 127+90.40	114		43° LT		U SHAPE	D-PB-1; D-PE-18A; D-PE-18B; D-PE-99	U SHAPE	D-PB-1; D-PE-18A; D-PE-18B; D-PE-99	
TOTALS	**114**	**142**		**0**					

BOX CULVERT TABULATION

STATION	LOCATION	SPAN	HEIGHT	LENGTH	SKEW	DRAINAGE AREA ACRES	BOX CULVERT			CULVERT EXC. CU. YD.	DRAWING NO.	BACKFILLING ITEM 303-01.01 DWG. STD-10-1 TONS	FOUNDATION FILL MATERIAL CU. YD.
							BOX		APRON				
							CLASS "A" CONC. CU. YD.	REINF. STEEL LBS.	RIP-RAP 709-05.08 (TON)				
126+07.64	SIA RD.	10'	4'	112	45° LT	189.5	273	47888	61		STD-17-10; STD-17-14; STD-17-17; STD-17-54		100
TOTALS							**273**	**47888**	**61**	**0**		**0**	**100**

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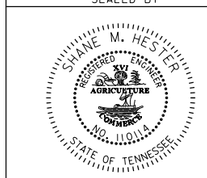

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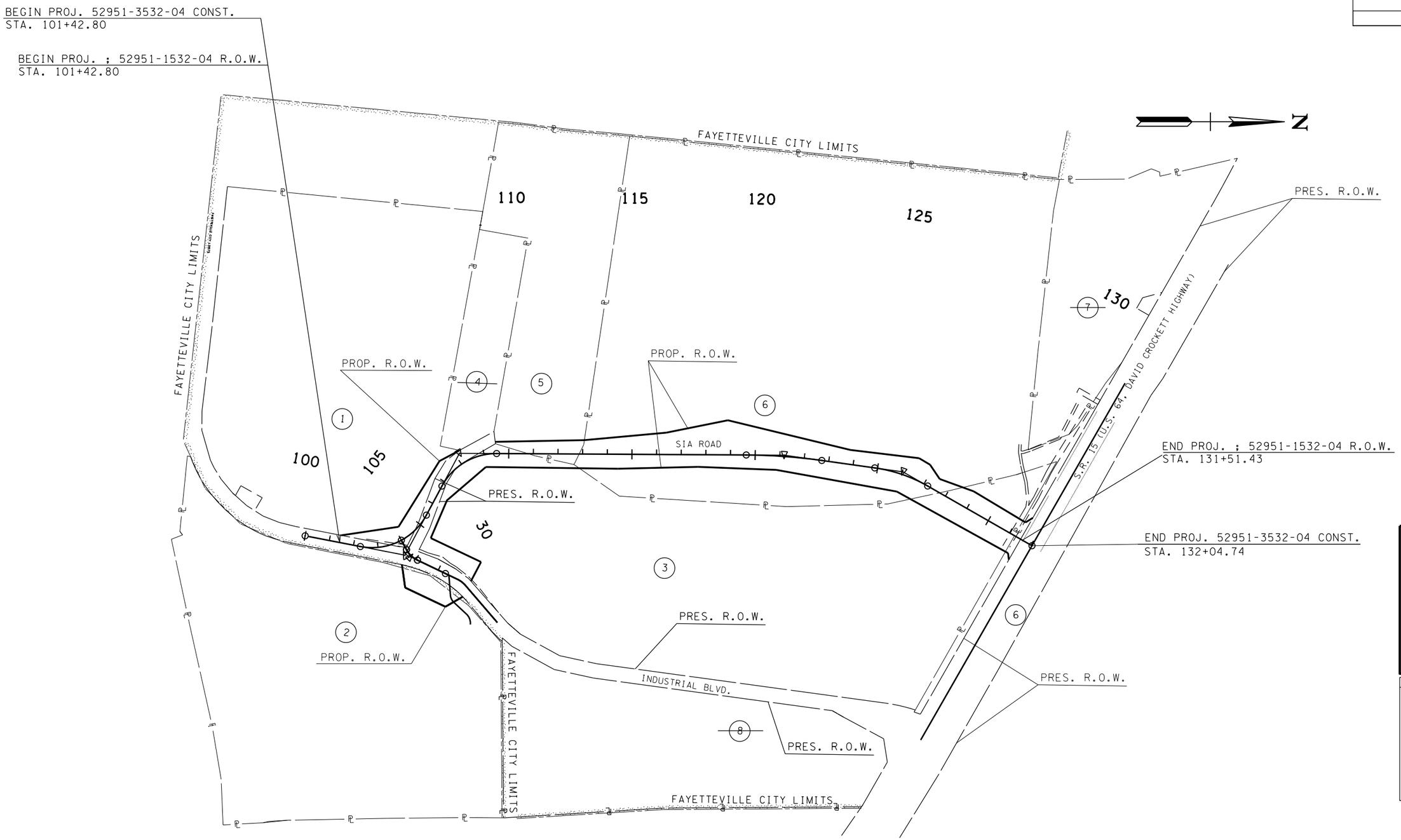
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	3
CONST.	2015	52951-3532-04	3



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

STATE OF TENNESSEE
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PROPERTY MAP

SCALE: 1"=200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	3A
CONST.	2015	52951-3532-04	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
1	HYDRO ALUMINUM NORTH AMERICA, INC.	81	2.05	N14	31	29.984	2030 S.F.	30.031	0.550	2030 S.F.	0.597	29.434	0.000			
2	JAMES L. EASLEY, ETUX BRENDA EASLEY	81	2	B14	108		30.448	30.448		0.468	0.468		29.980			
3	THE INDUSTRIAL DEVELOPMENT BOARD OF CITY OF FAYETTEVILLE AND LINCOLN COUNTY, TENNESSEE	81	2.02	B14	105	1.442	36.111	37.553	0.614	1.875	2.489	0.828	34.236			
~~4~~	~~BV ACQUISITION, INC.~~	~~81~~	~~2.03~~	~~C14~~	~~844~~	~~3.976~~		~~3.976~~				~~3.976~~				
5	HENRY G. WRIGHT, III	81	2.07	L13	142	12.650	0.106	12.756	0.359	0.106	0.465	12.291	0.000			
6	CITY OF FAYETTEVILLE	81	2.01	V8	399	51.809	5.891	57.700	2.987	2.117	5.104	48.822	3.774			
~~7~~	~~MICHAEL A. SELF, ETUX RESA P. SELF~~	~~81~~	~~1~~	~~D12~~	~~557~~	~~10.907~~		~~10.907~~				~~10.907~~				
~~8~~	THE INDUSTRIAL DEVELOPMENT BOARD OF CITY OF FAYETTEVILLE AND LINCOLN COUNTY, TENNESSEE	~~81~~	~~2.02~~	~~B14~~	~~105~~		~~16.945~~	~~16.945~~					~~16.945~~			

UTILITY NOTES:

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

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

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

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

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

DISTURBED AREA	
IN BETWEEN SLOPE LINES	6.866 (AC)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	2.760 (AC)
TOTAL DISTURBED AREA	9.626 (AC)

R.O.W. 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, ROADWAY DESIGN DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL ROADWAY DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

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

(3) 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.

(4) 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.

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

(6) 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.

(7) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY OWNERS LIST

TELEPHONE:
AT&T
116 SOUTH CANNON AVE.
MURFREESBORO, TN 37129
ATTENTION: KENNETH KORNEGAY
PHONE: 615-848-2082

ELECTRIC:
FAYETTEVILE ELECTRIC
408 COLLEGE STREET WEST
FAYETTEVILLE, TN 37334
ATTENTION: EDDIE JACKSON
PHONE: 931-433-1522 X146

WATER:
FAYETTEVILE PUBLIC UTILITIES
408 COLLEGE STREET WEST
FAYETTEVILLE, TN 37334
ATTENTION: DAVID POSEY
PHONE: 931-433-1522 X322

SEWER:
FAYETTEVILE PUBLIC UTILITIES
408 COLLEGE STREET WEST
FAYETTEVILLE, TN 37334
ATTENTION: DAVID POSEY
PHONE: 931-433-1522 X322

GAS:
FAYETTEVILE GAS
408 COLLEGE STREET WEST
FAYETTEVILLE, TN 37334
ATTENTION: RANDALL GRINER
PHONE: 931-433-1522

FIBER OPTICS:
CHARTER COMMUNICATIONS MIDSOUTH
215 INDUSTRIAL BLVD
TULAHOMA, TN 37388
ATTENTION: RICHARD RIDDLE
PHONE: 931-461-4315

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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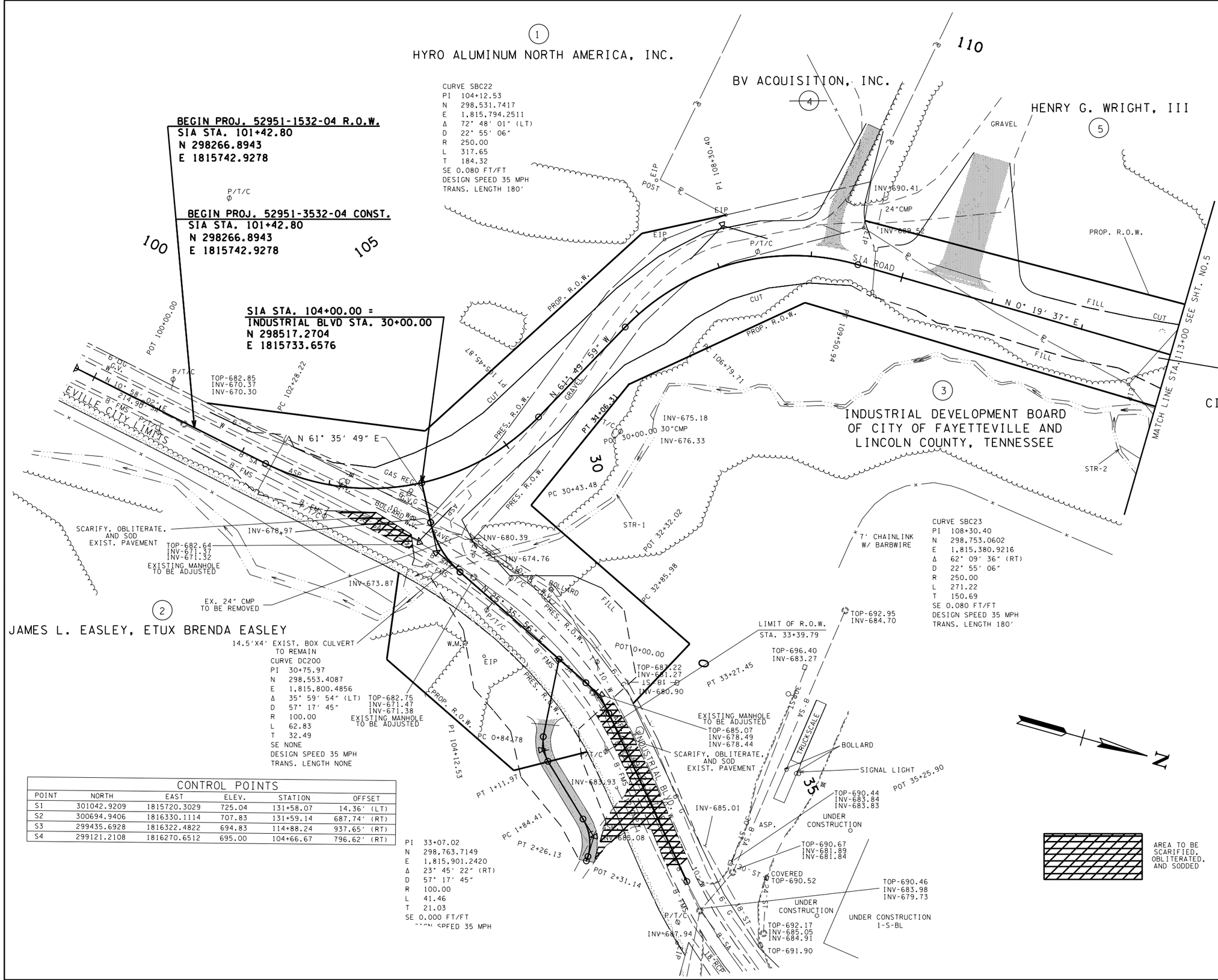
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	4
CONST.	2015	52951-3532-04	4



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	301042.9209	1815720.3029	725.04	131+58.07	14.36′ (LT)
S2	300694.9406	1816330.1114	707.83	131+59.14	687.74′ (RT)
S3	299435.6928	1816322.4822	694.83	114+88.24	937.65′ (RT)
S4	299121.2108	1816270.6512	695.00	104+66.67	796.62′ (RT)

PI 33+07.02
N 298,763.7149
E 1,815,901.2420
Δ 23° 45′ 22″ (RT)
D 57° 17′ 45″
R 100.00
L 41.46
T 21.03
SE 0.000 FT/FT
DESIGN SPEED 35 MPH

AREA TO BE SCARIFIED, OBLITERATED, AND SODDED

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

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00 TO STA. 113+00

SCALE: 1"= 50′

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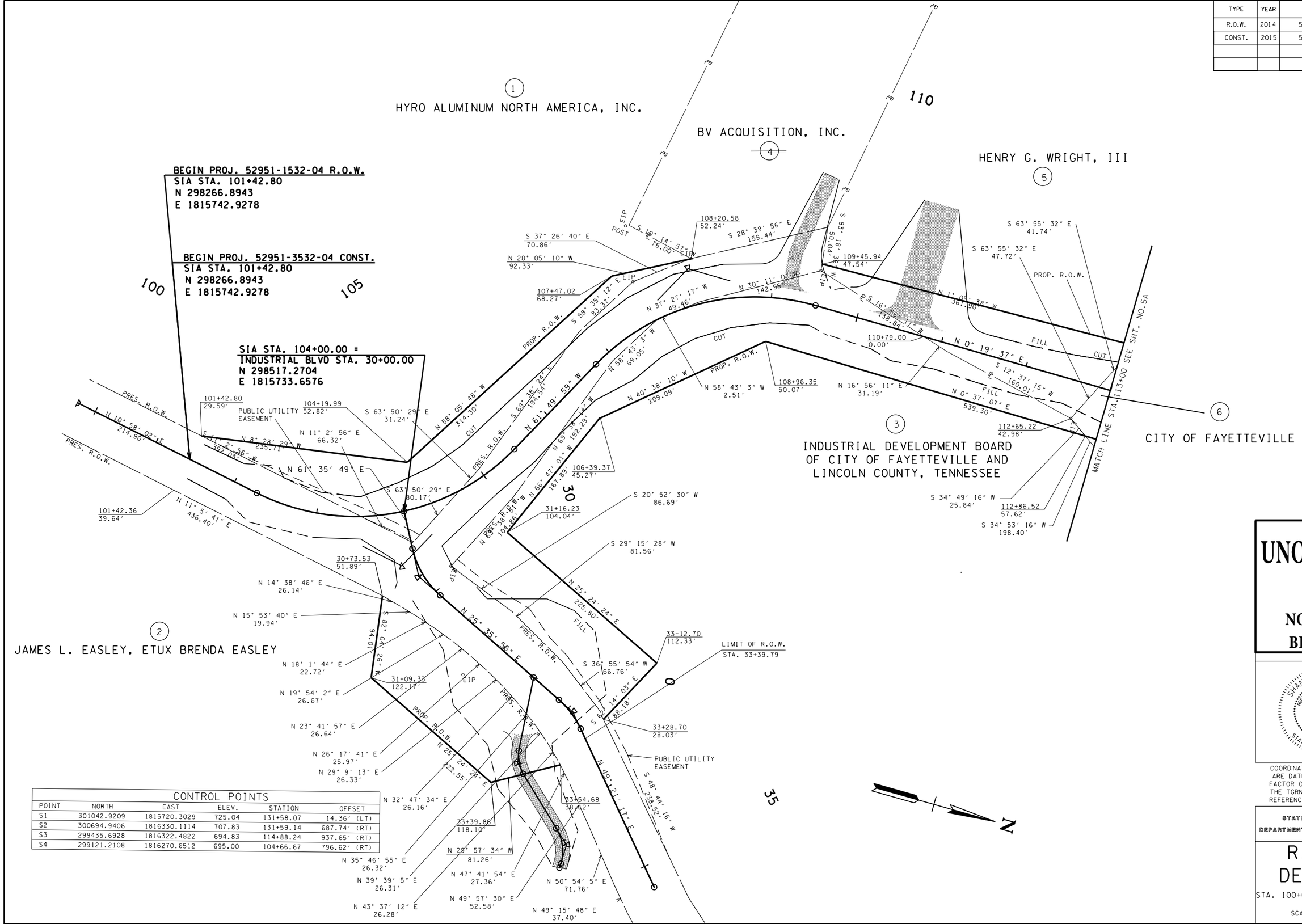
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	4A
CONST.	2015	52951-3532-04	4A



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S1	301042.9209	1815720.3029	725.04	131+58.07	14.36' (LT)
S2	300694.9406	1816330.1114	707.83	131+59.14	687.74' (RT)
S3	299435.6928	1816322.4822	694.83	114+88.24	937.65' (RT)
S4	299121.2108	1816270.6512	695.00	104+66.67	796.62' (RT)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 100+00 TO STA. 113+00

SCALE: 1"= 50'

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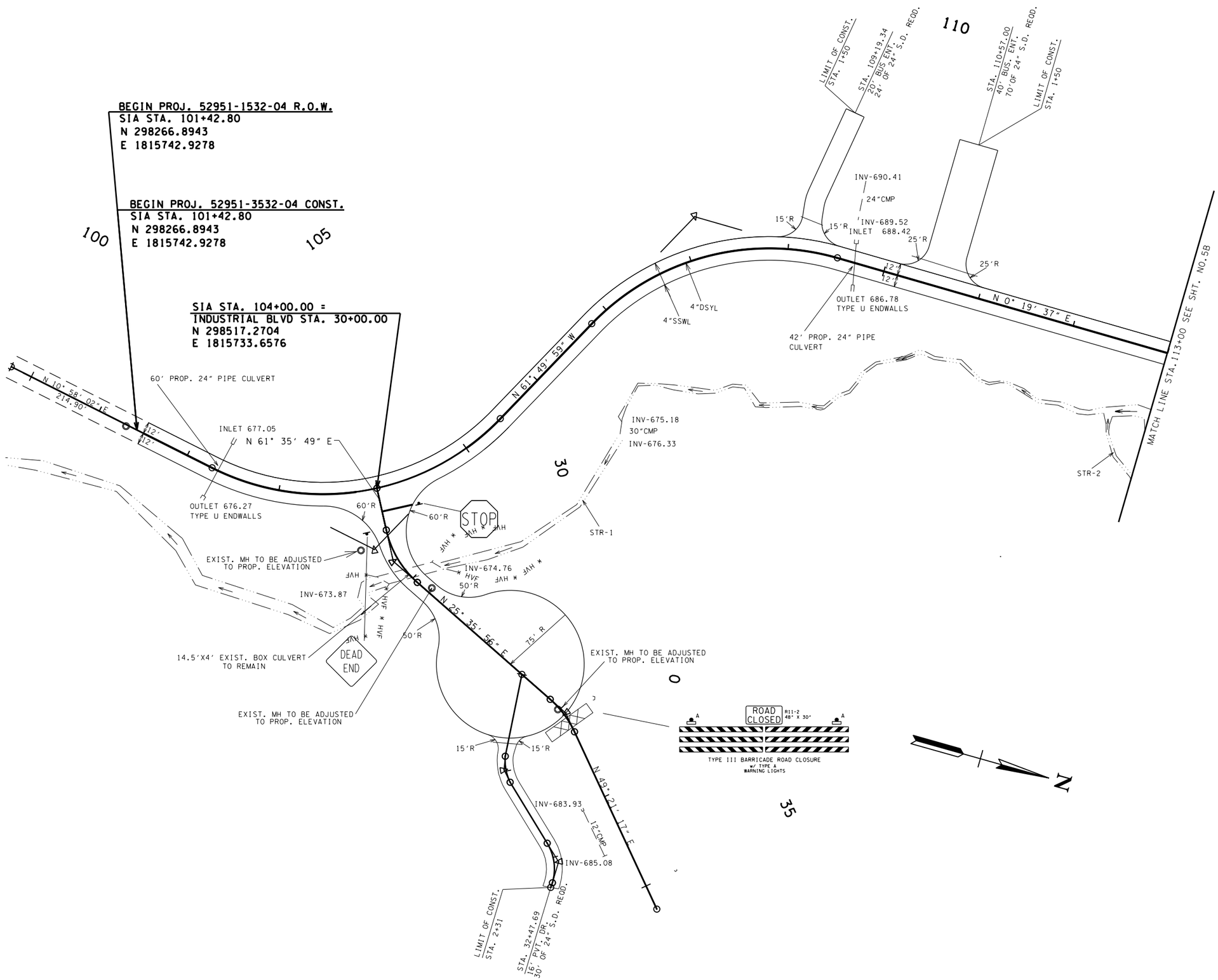
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	4B
CONST.	2015	52951-3532-04	4B

REV. 10-21-14: ADDED HIGH VISIBILITY FENCE AROUND BRIDGE QUADRANTS



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 100+00 TO STA. 113+00

SCALE: 1"= 50'

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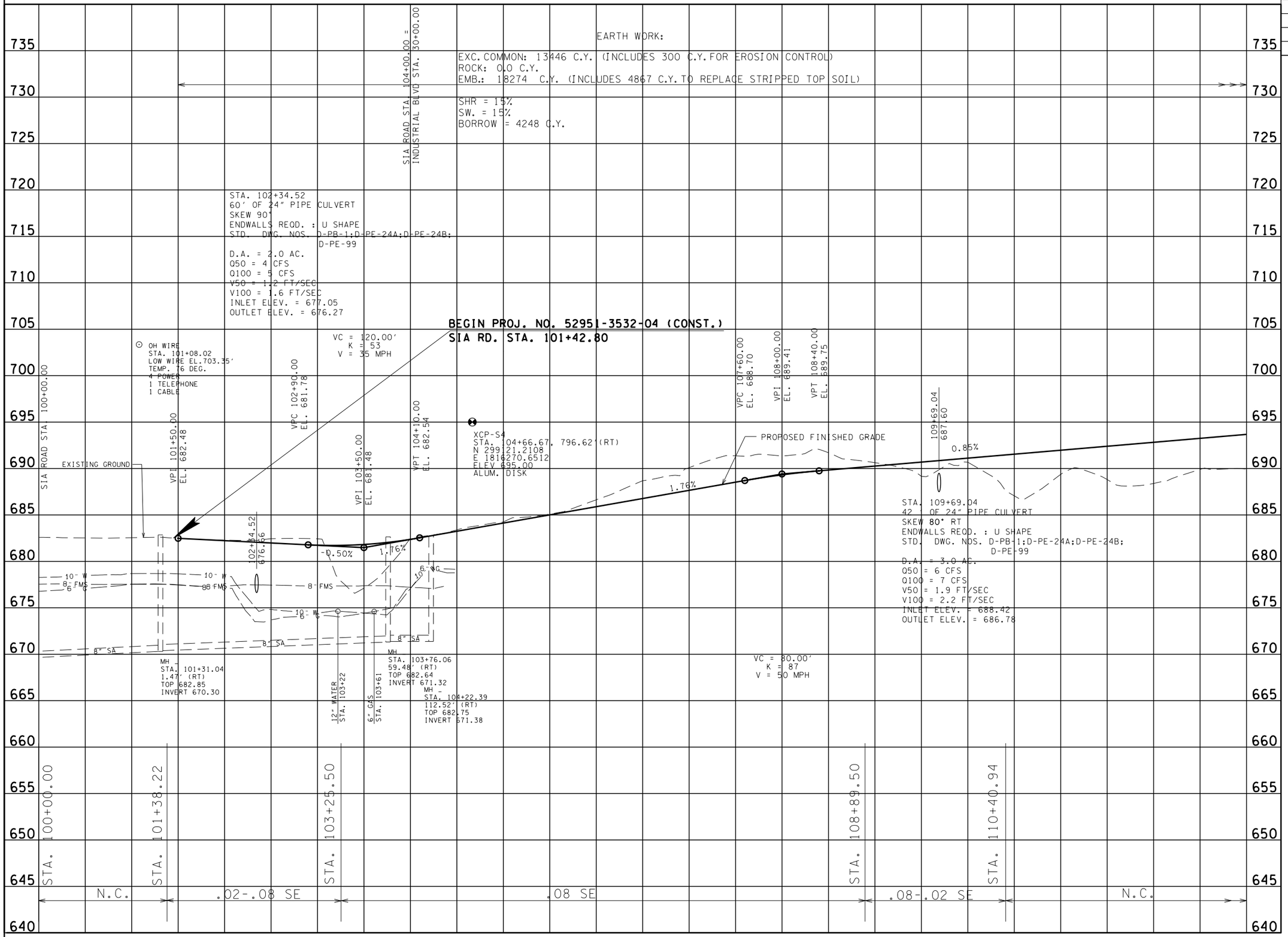
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	4C
CONST.	2015	52951-3532-04	4C



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 100+00 TO STA. 113+00

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

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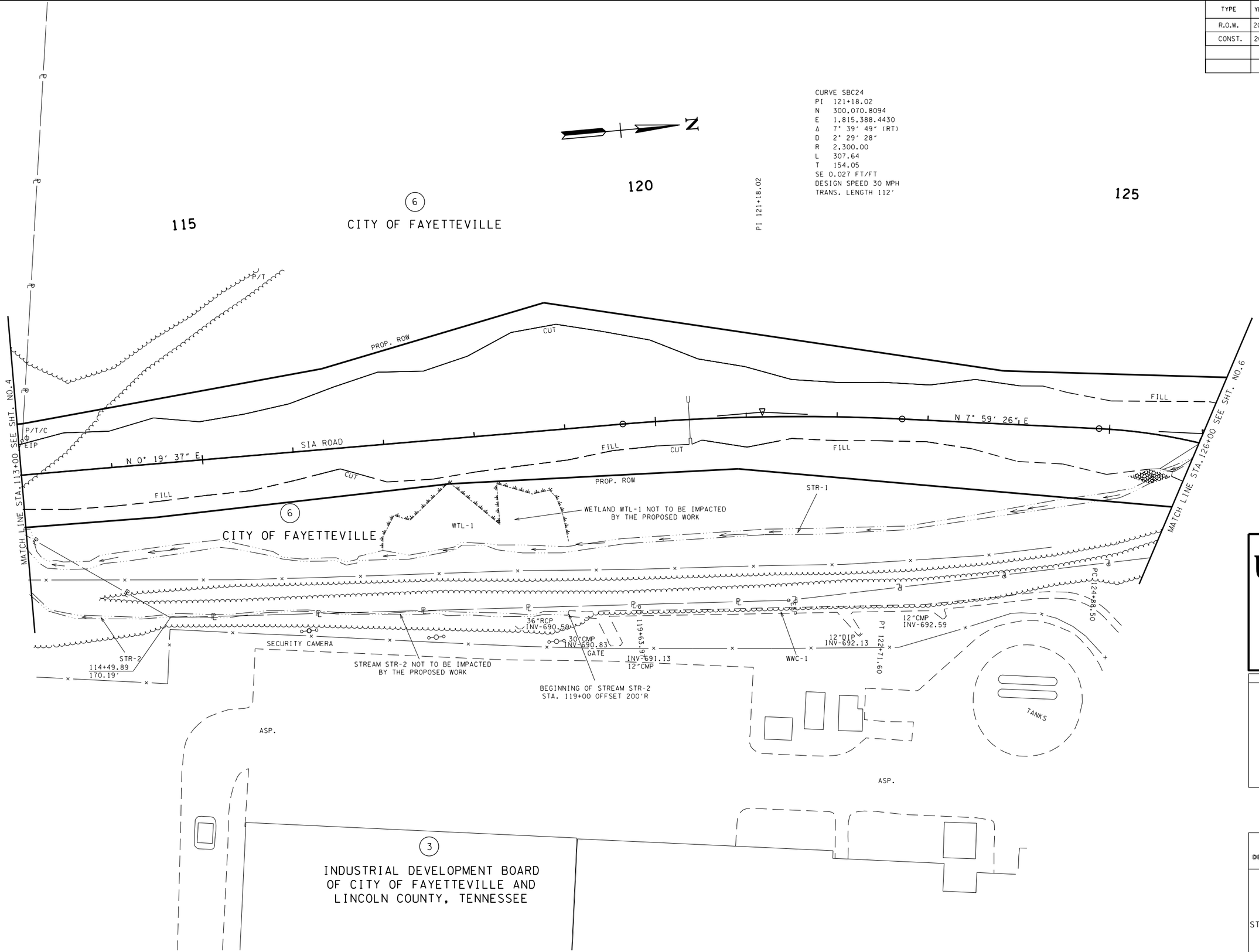
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	5
CONST.	2015	52951-3532-04	5

CURVE SBC24
PI 121+18.02
N 300,070.8094
E 1,815,388.4430
Δ 7° 39′ 49″ (RT)
D 2° 29′ 28″
R 2,300.00
L 307.64
T 154.05
SE 0.027 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 112′



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50′

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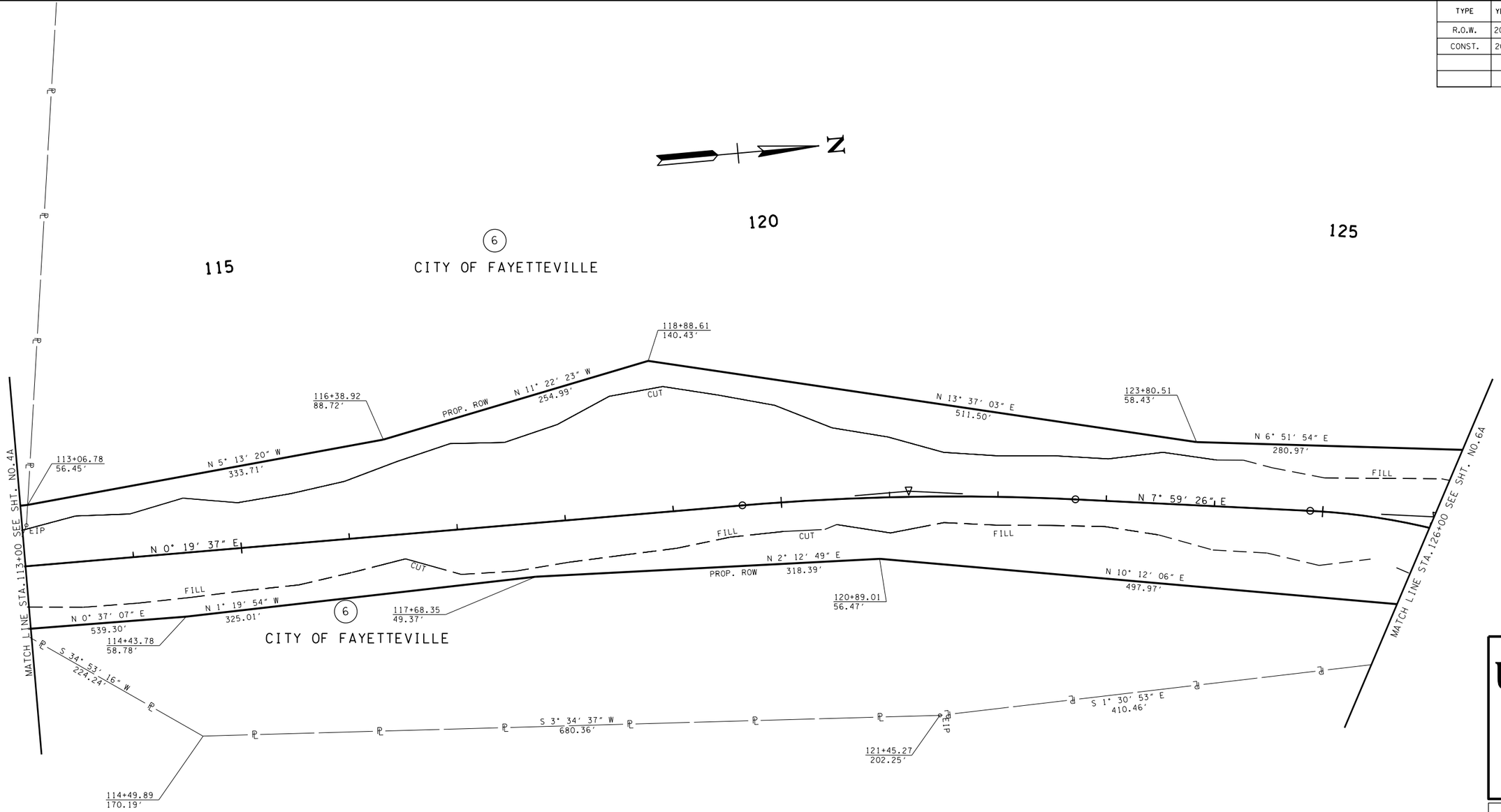
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	5A
CONST.	2015	52951-3532-04	5A



3

INDUSTRIAL DEVELOPMENT BOARD
OF CITY OF FAYETTEVILLE AND
LINCOLN COUNTY, TENNESSEE

UNOFFICIAL SET

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SEALED BY

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50'

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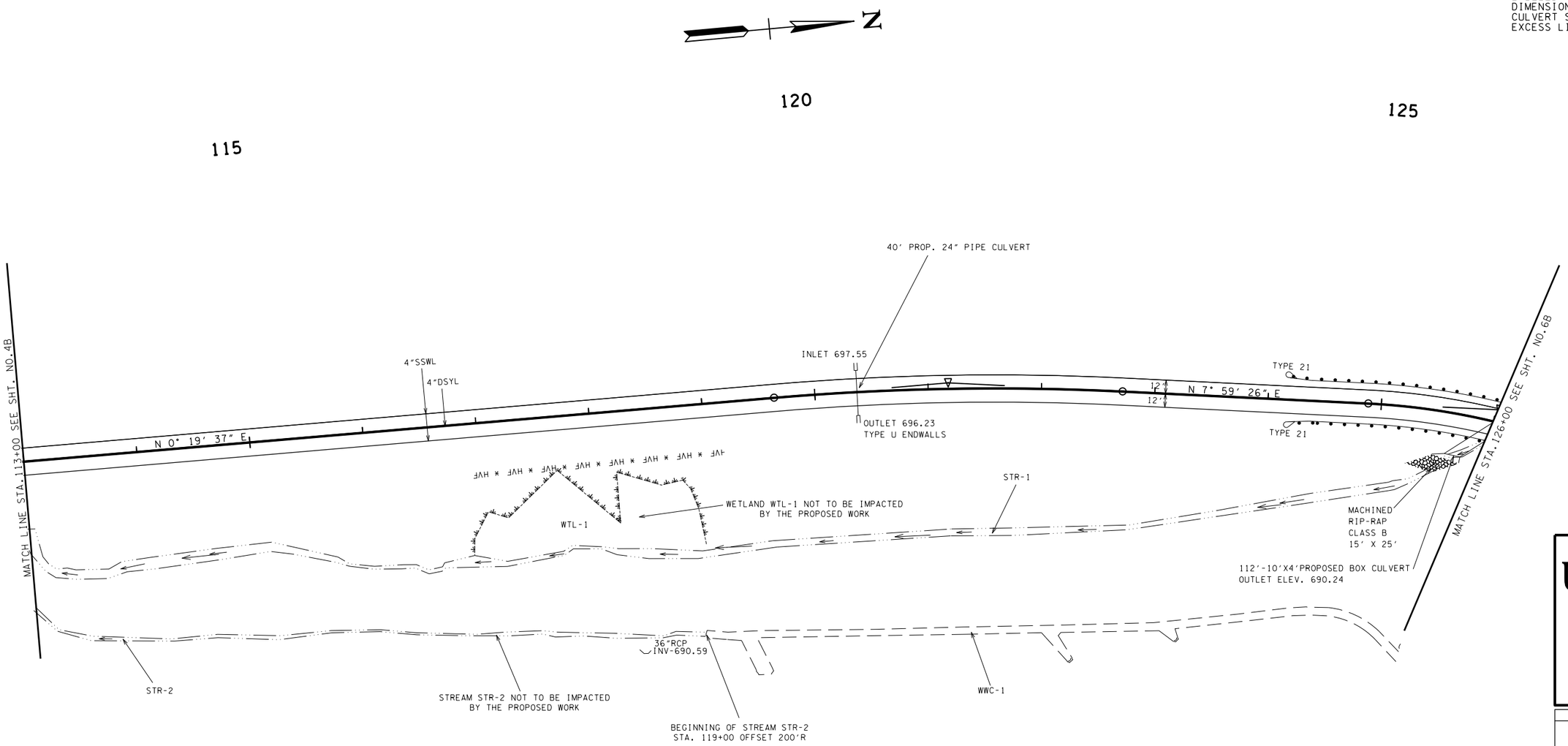
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	5B
CONST.	2015	52951-3532-04	5B

REV. 10-21-14: ADDED HIGH VISIBILITY FENCE AROUND WETLAND; LABELED RIP-RAP CLASS AND DIMENSIONS; CLARIFIED BOX CULVERT STRUCTURE BY REMOVING EXCESS LINE



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SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50'

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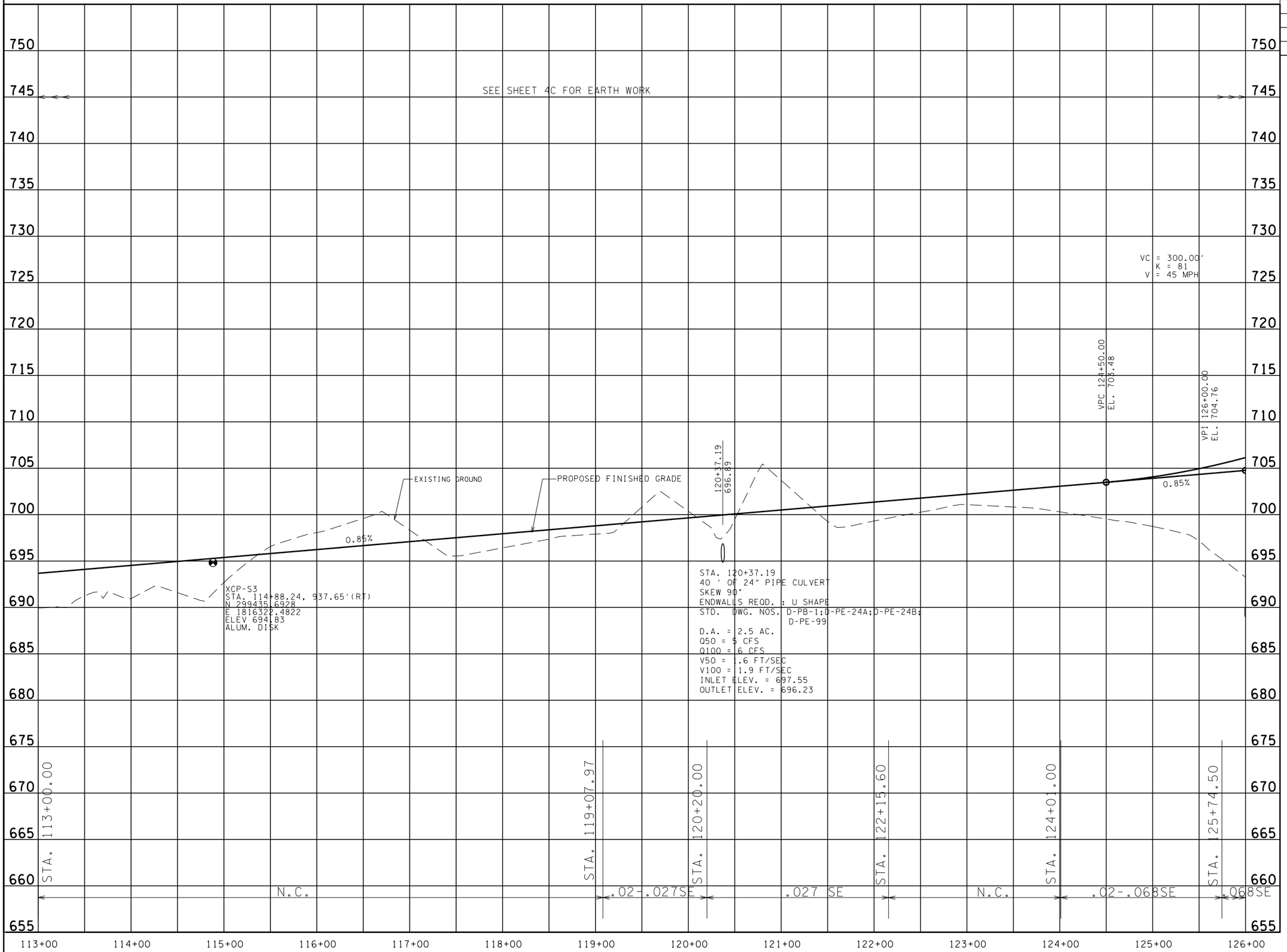
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	5C
CONST.	2015	52951-3532-04	5C



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STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 113+00 TO STA. 126+00

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

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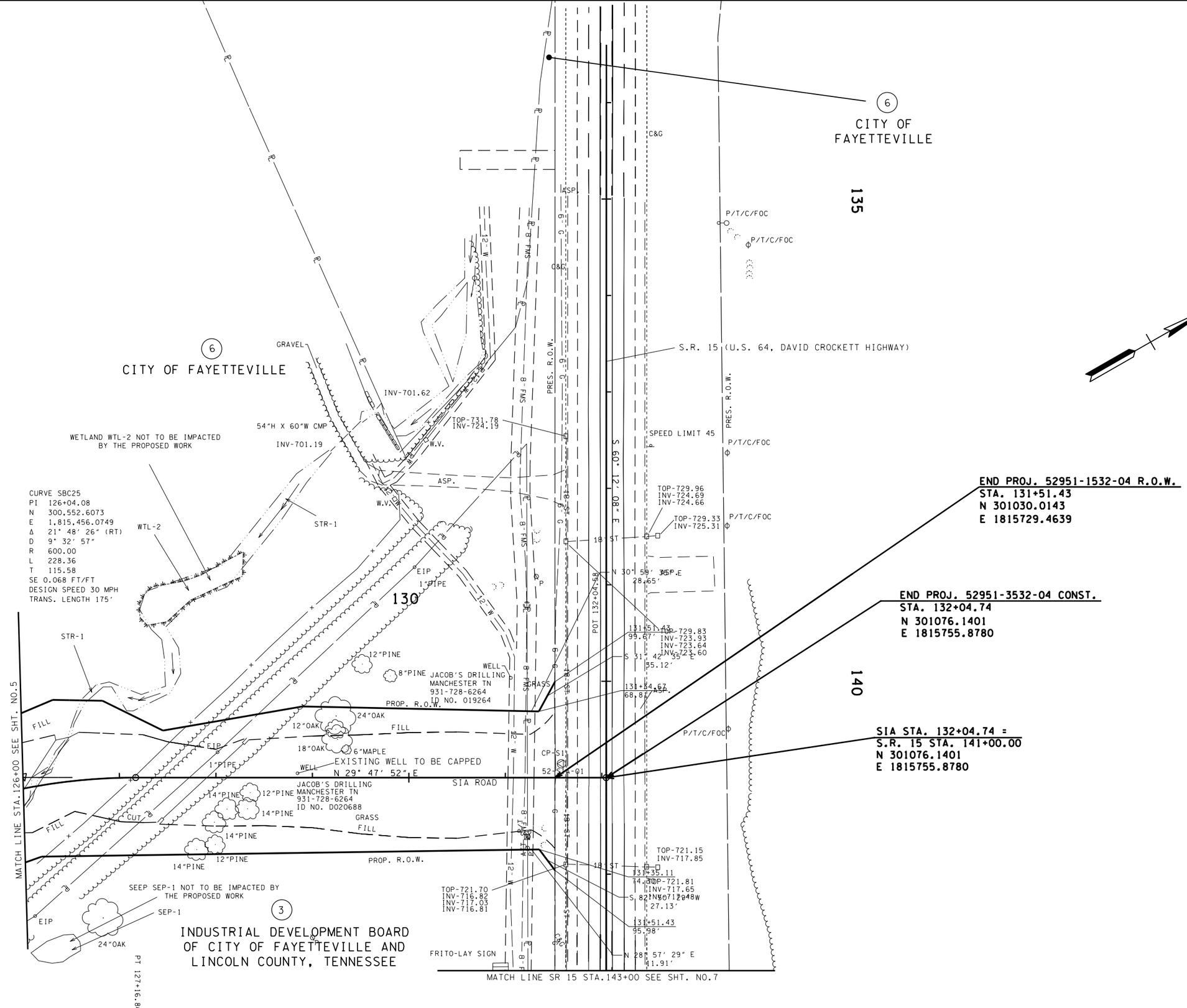
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	6
CONST.	2015	52951-3532-04	6

REV. 2-26-15: ADJUSTED SLOPE LINE IN THE SW QUADRANT OF THE SR-15/ SIA INTERSECTION TO ACCOMMODATE THE ADDITION OF THE SR-15 RIGHT TURN LANE.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 126+00 TO STA. 131+75

SCALE: 1"= 50'

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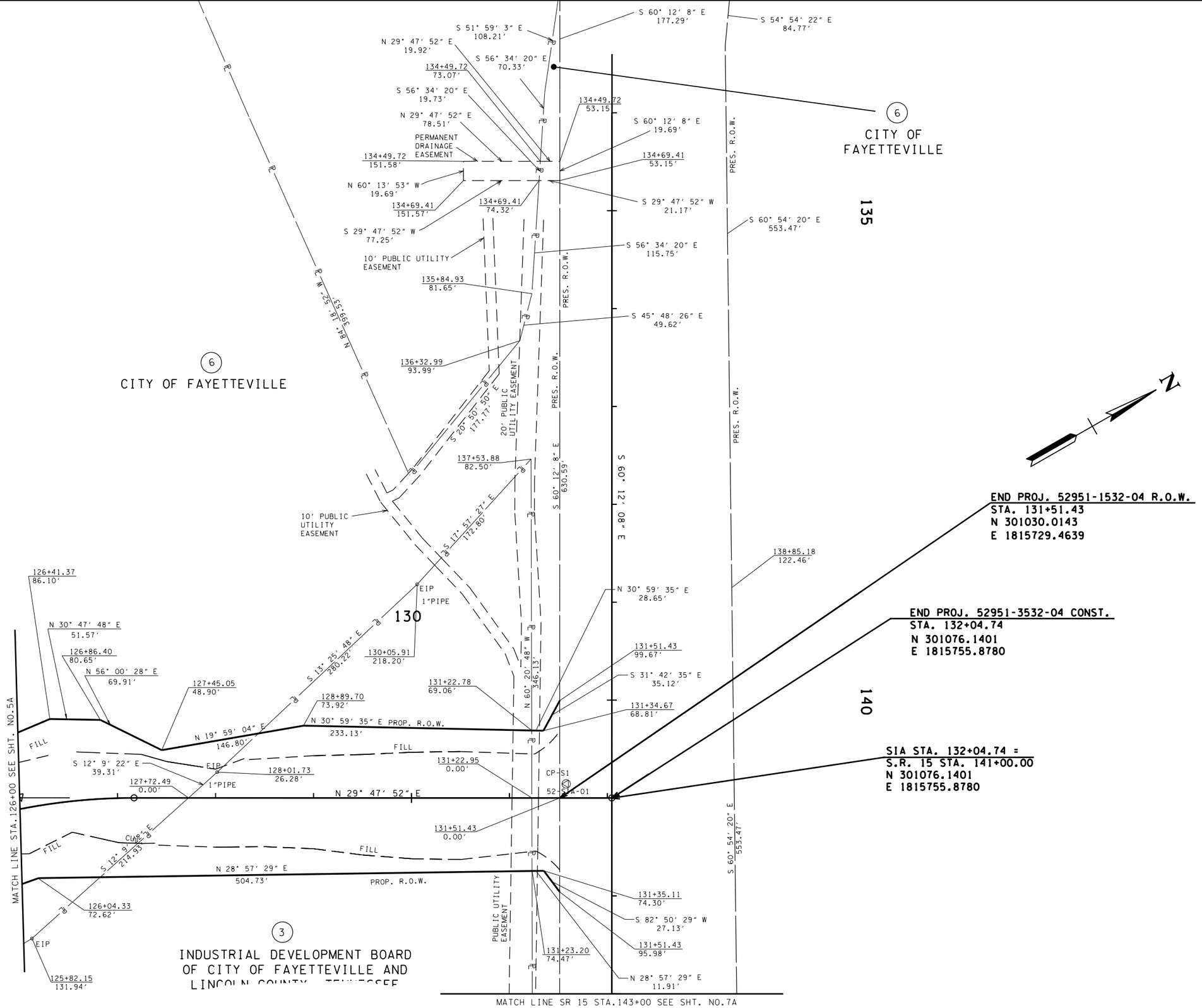
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	6A
CONST.	2015	52951-3532-04	6A

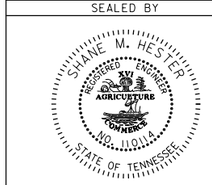
REV. 2-26-15: ADDED RIGHT TURN LANE FROM SR 15 TO SIA ROAD. CHANGED NORTHERN TURN RADIUS TO 85 FEET.



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 126+00 TO STA. 131+75

SCALE: 1″= 50′

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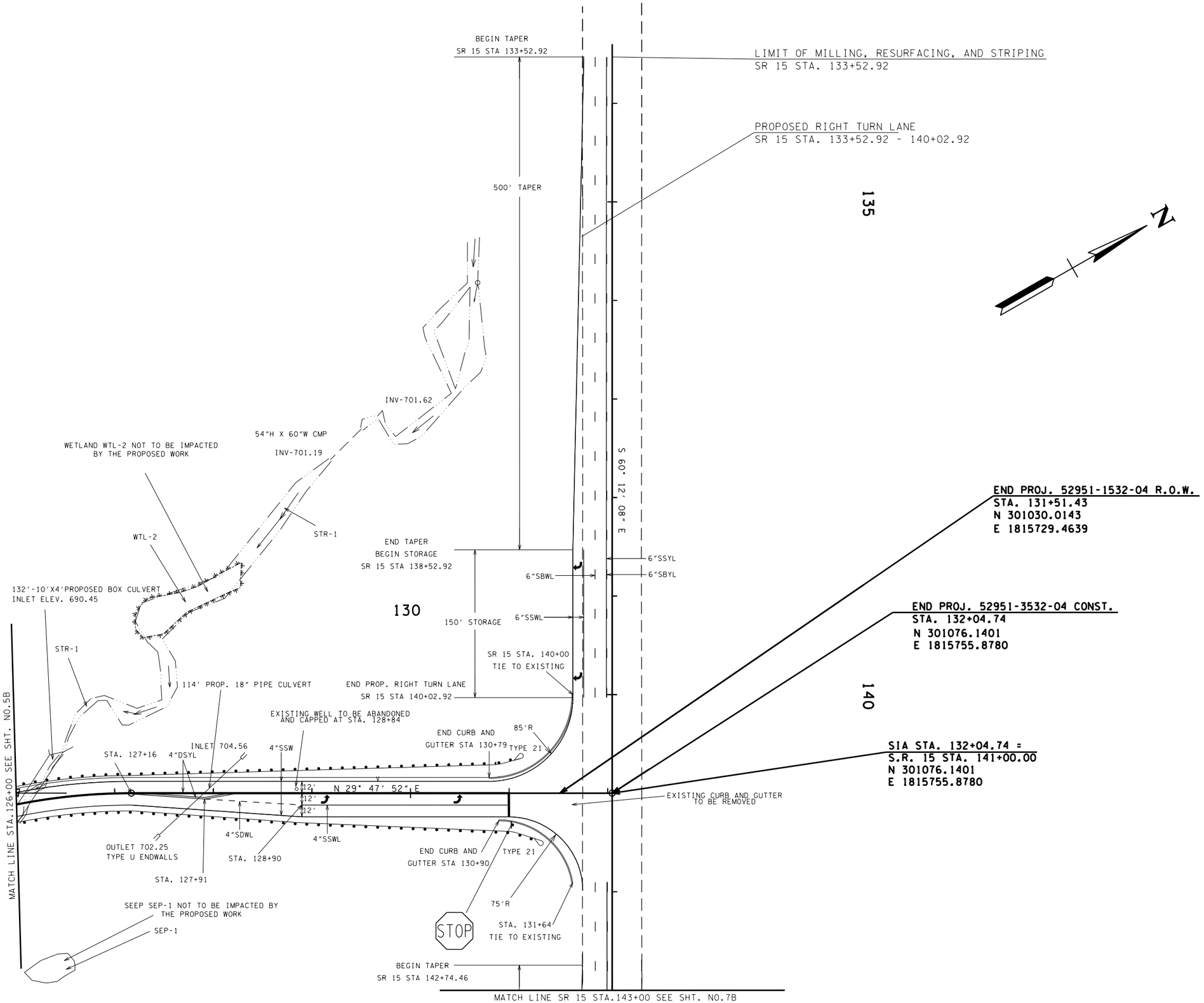
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	6B
CONST.	2015	52951-3532-04	6B

REV. 10-21-14: CLARIFIED BOX CULVERT STRUCTURE BY REMOVING EXCESS LINE

REV. 2-26-15: ADDED RIGHT TURN LANE FROM SR 15 TO SIA ROAD. CHANGED SOUTHWESTERN TURN RADIUS OF SR-15/SIA INTERSECTION TO 85 FEET.



UNOFFICIAL SET

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 126+00 TO STA. 131+75

SCALE: 1"= 50'

09-MAR-2015 09:42
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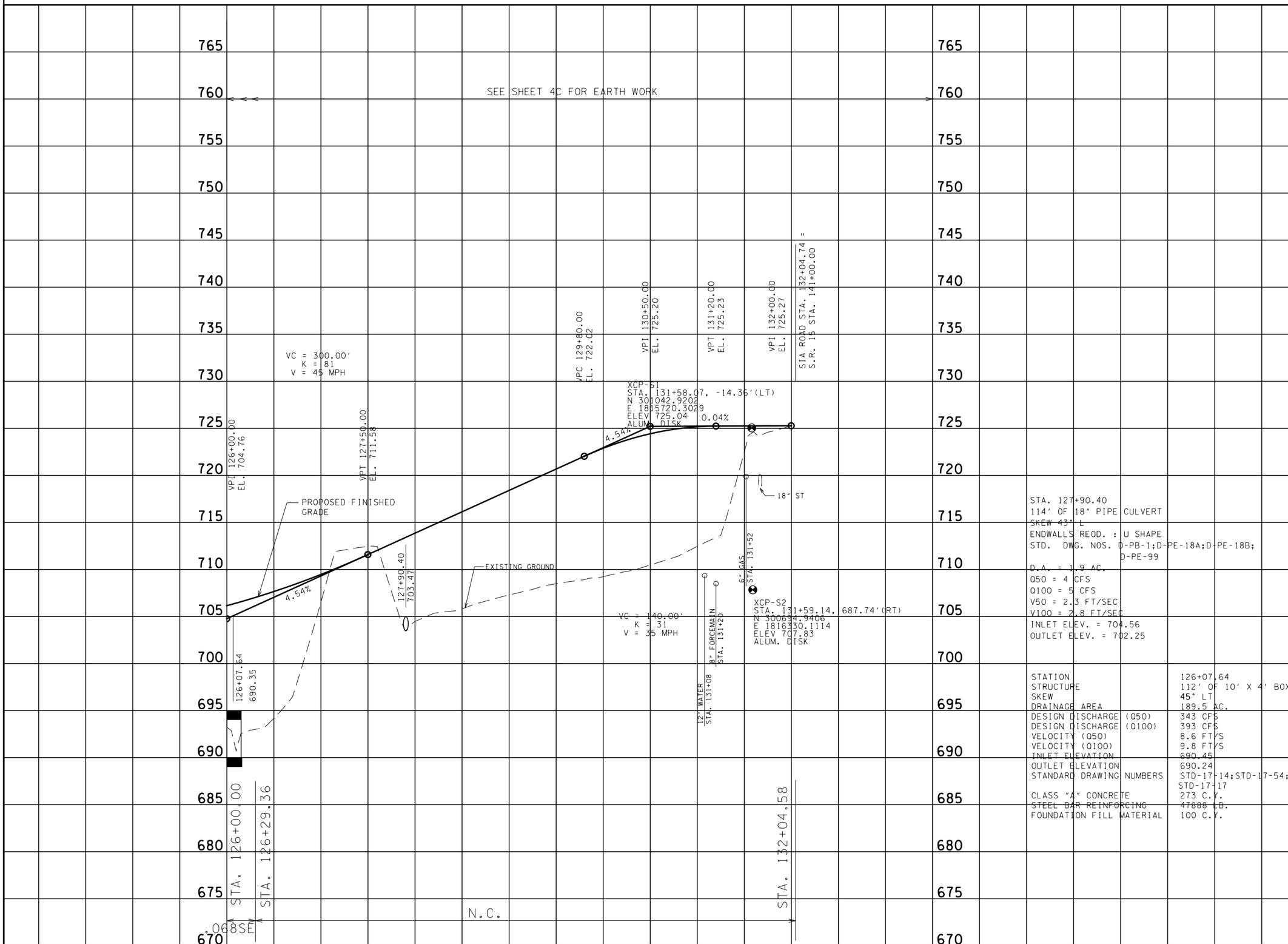
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	6C
CONST.	2015	52951-3532-04	6C



STA. 127+90.40
114' OF 18" PIPE CULVERT
SKEW 43° L
ENDWALLS REQD. : U SHAPE
STD. DWG. NOS. D-PB-1;D-PE-18A;D-PE-18B;
D-PE-99

D.A. = 1.9 AC.
Q50 = 4 CFS
Q100 = 5 CFS
V50 = 2.3 FT/SEC
V100 = 2.8 FT/SEC
INLET ELEV. = 704.56
OUTLET ELEV. = 702.25

STATION	126+07.64
STRUCTURE	112' OF 10' X 4' BOX CULV.
SKEW	45° LT
DRAINAGE AREA	189.5 AC.
DESIGN DISCHARGE (Q50)	343 CFS
DESIGN DISCHARGE (Q100)	393 CFS
VELOCITY (Q50)	8.6 FT/S
VELOCITY (Q100)	9.8 FT/S
INLET ELEVATION	690.45
OUTLET ELEVATION	690.24
STANDARD DRAWING NUMBERS	STD-17-14;STD-17-54;STD-17-10 STD-17-17
CLASS "A" CONCRETE	273 C.Y.
STEEL BAR REINFORCING	47888 LB.
FOUNDATION FILL MATERIAL	100 C.Y.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 126+00 TO STA. 131+75

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

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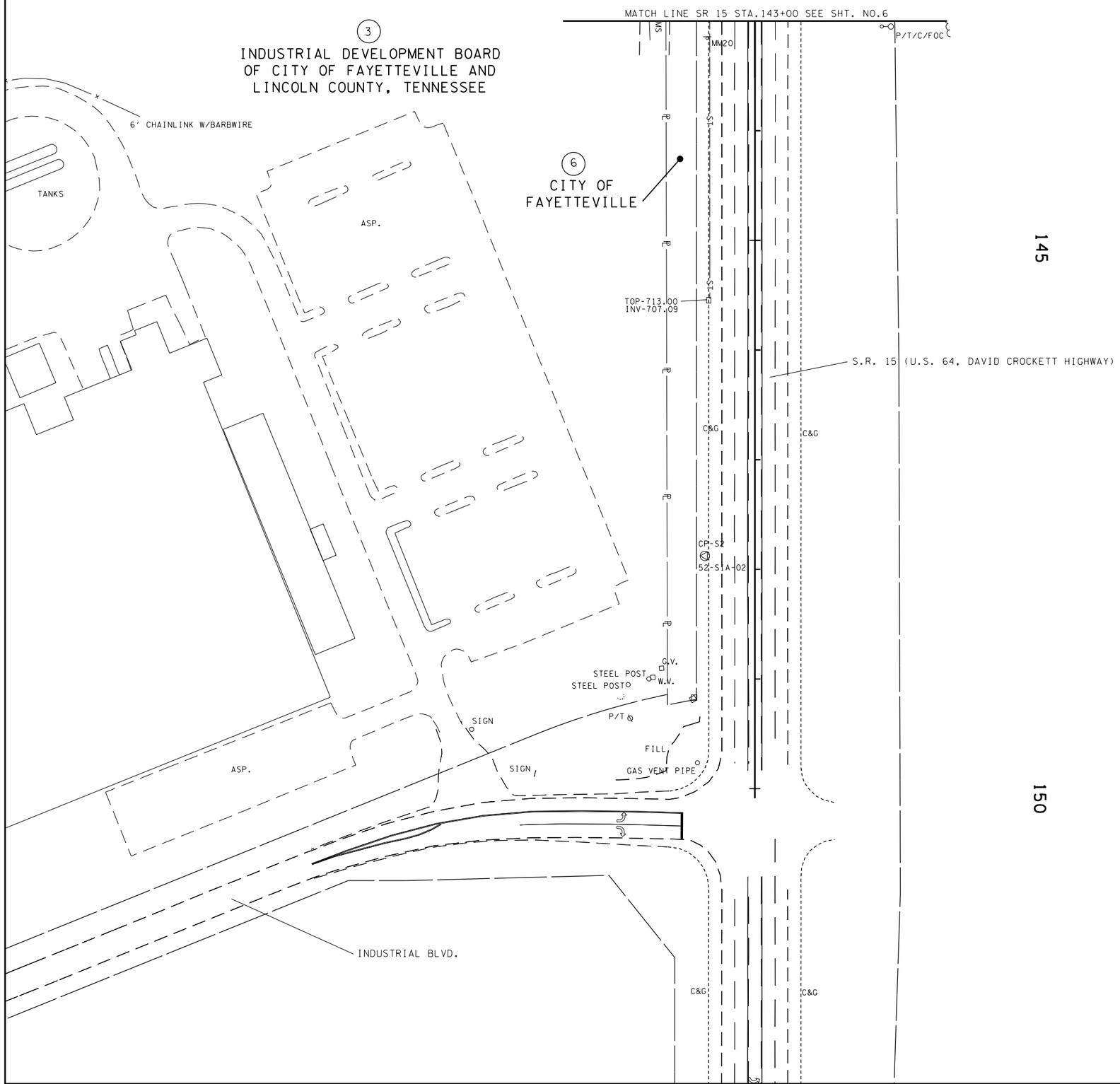
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	7
CONST.	2015	52951-3532-04	7

REV. 2-26-15: ADDED SHEET TO PLANS.



145

150

UNOFFICIAL SET

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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 143+00 TO STA. 150+08

SCALE: 1"= 50'

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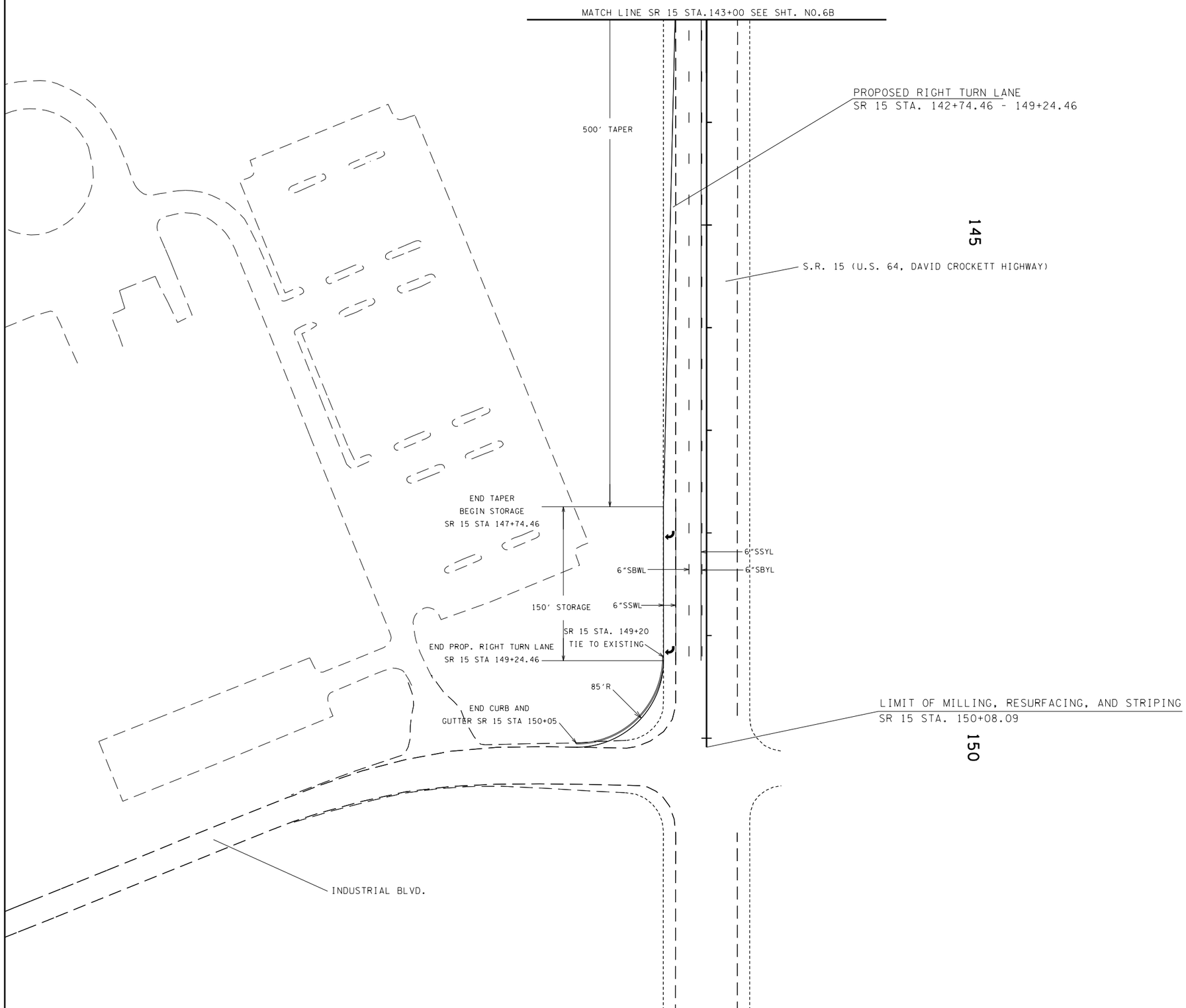
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	7A
CONST.	2015	52951-3532-04	7A

REV. 2-26-15: ADDED SHEET TO PLANS.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 143+00 TO STA. 150+08

SCALE: 1"= 50'

09-MAR-2015 09:42
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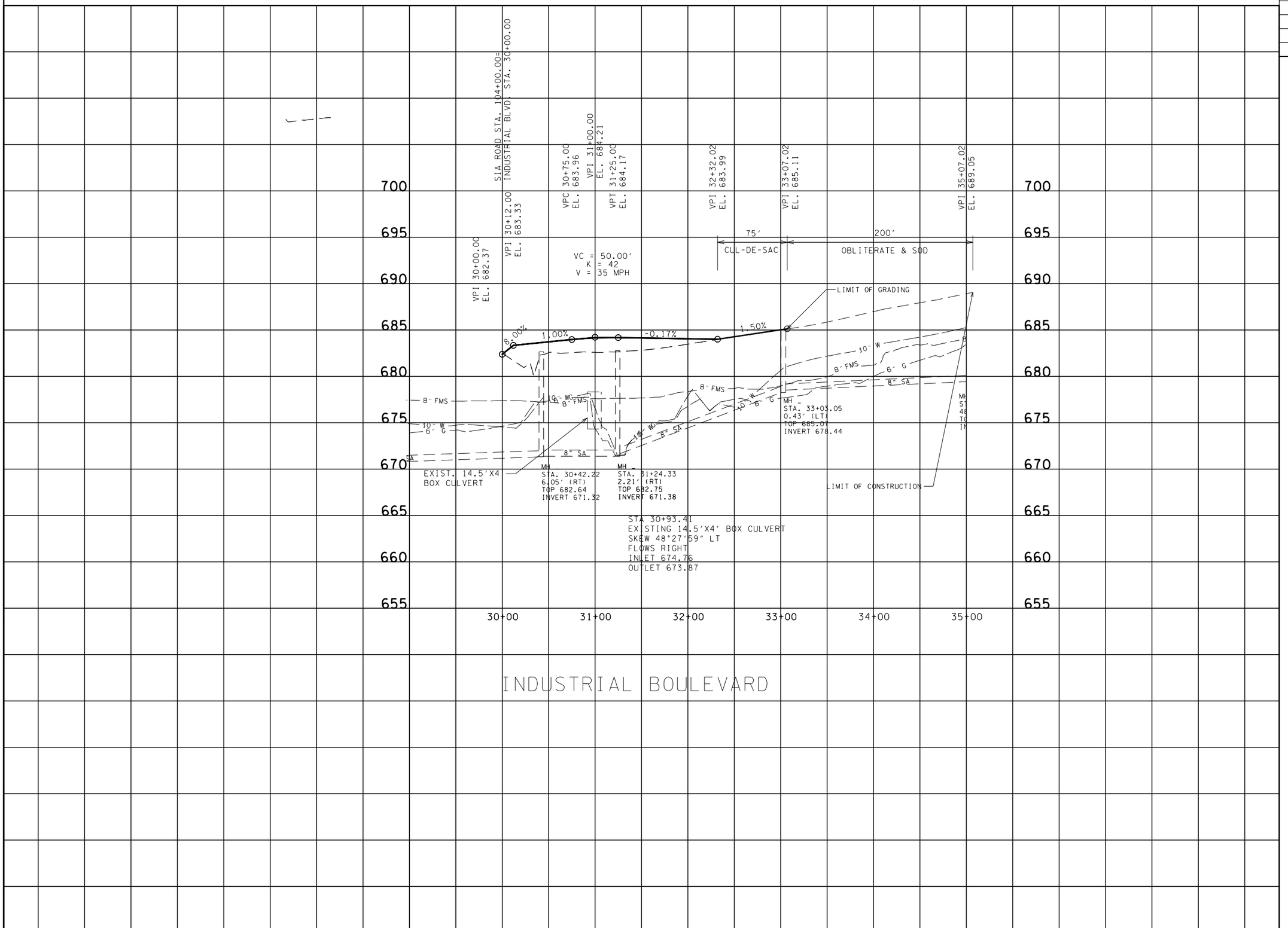
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	8
CONST.	2015	52951-3532-04	8



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

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PROFILE
(INDUSTRIAL BLVD.)

STA. 30+00 TO STA. 35+07

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

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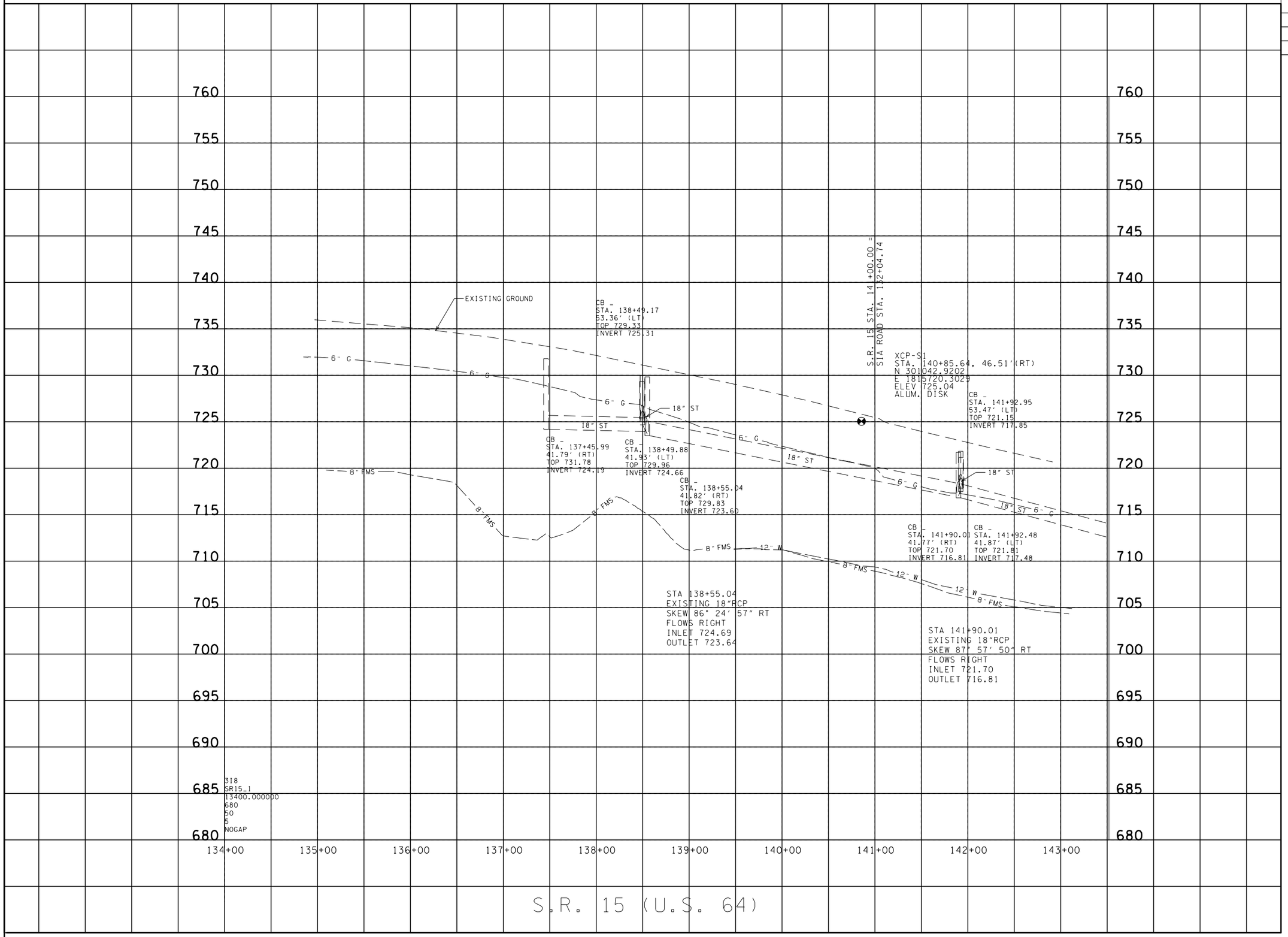
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	8A
CONST.	2015	52951-3532-04	8A



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PROFILE
(S.R. 15)
FOR INFORMATION ONLY

STA. 134+00 TO STA. 144+32

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

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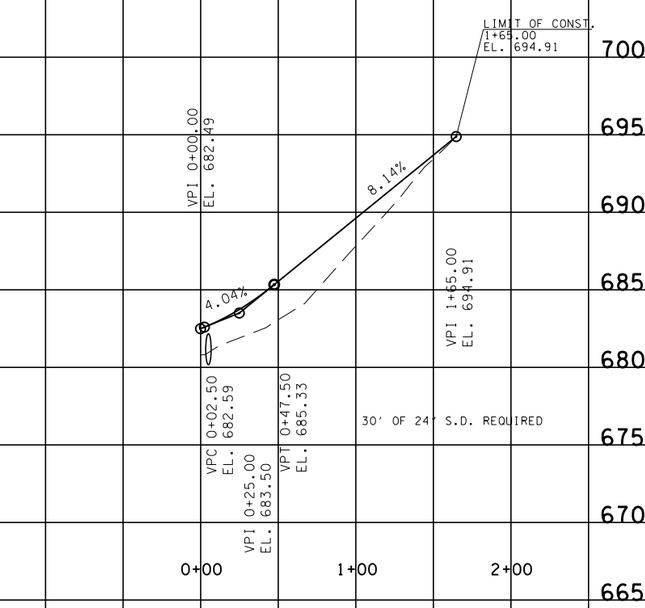
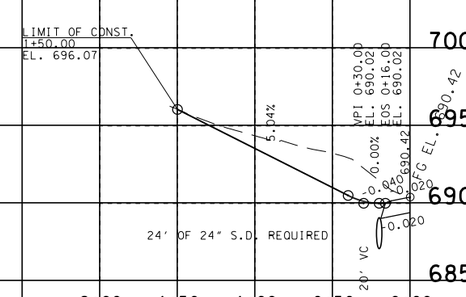
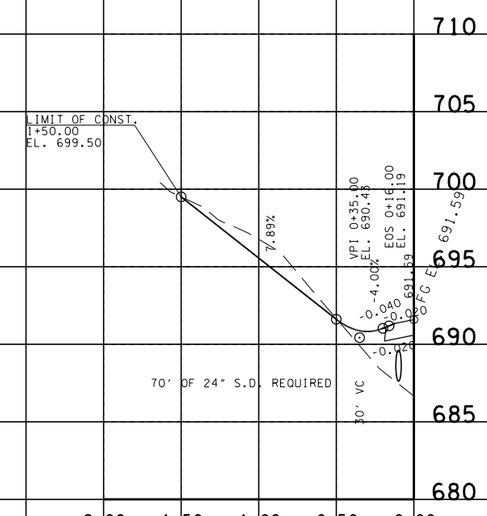
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	9
CONST.	2015	52951-3532-04	9



16' PRIVATE DRIVE STA. RT 32+74.85 (INDUSTRIAL BLVD)
TRACT NO.2



20' BUS. ENT. LT. 109+19.34
TRACT NO.4



40' BUS. ENT. LT. 110+57.00
TRACT NO.5

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PROFILE OF PRIVATE DRIVES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	10
CONST.	2015	52951-3532-04	10

(1) DRAINAGE DATA FOR PIPE
STATION 109+69.04 SIA RD.

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 9.8 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: NONE (PROP. PIPE NEEDED)
EXISTING STRUCTURE CONDITION:
REMARKS:

(7) DRAINAGE DATA FOR PIPE
STATION 120+37 SIA RD.

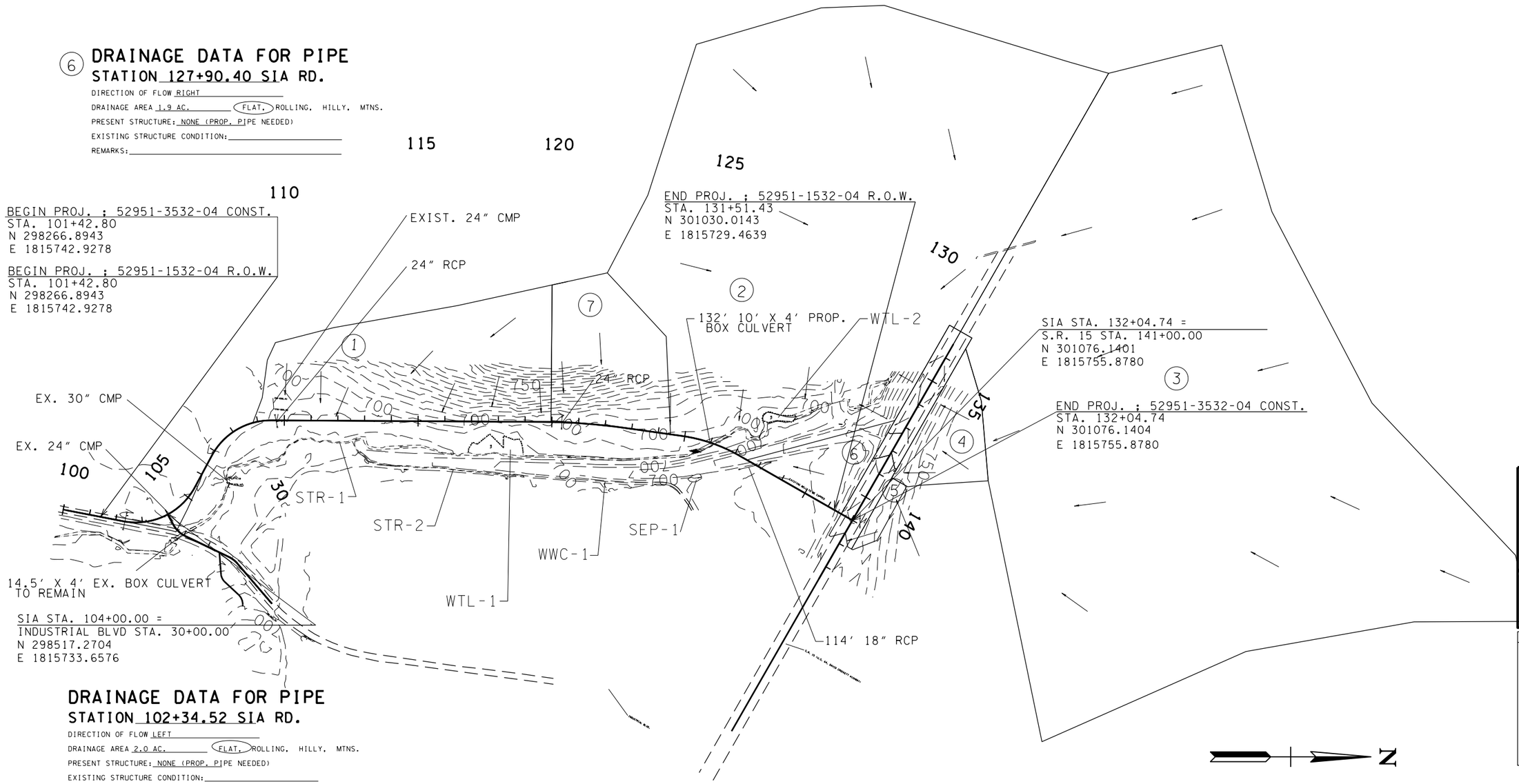
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 5.0 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: NONE (PROP. PIPE NEEDED)
EXISTING STRUCTURE CONDITION:
REMARKS:

(2) DRAINAGE DATA FOR PIPE
STATION 126+08 SIA RD.

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 189.0 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: NONE (PROP. PIPE NEEDED)
EXISTING STRUCTURE CONDITION:
REMARKS:

(6) DRAINAGE DATA FOR PIPE
STATION 127+90.40 SIA RD.

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 1.9 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: NONE (PROP. PIPE NEEDED)
EXISTING STRUCTURE CONDITION:
REMARKS:



DRAINAGE DATA FOR PIPE
STATION 102+34.52 SIA RD.

DIRECTION OF FLOW LEFT
DRAINAGE AREA 2.0 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: NONE (PROP. PIPE NEEDED)
EXISTING STRUCTURE CONDITION:
REMARKS:

DRAINAGE DATA FOR PIPE
STATION 30+94.12 INDUSTRIAL BLVD.

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 176.1 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: EXIST. 14.5'X4' BOX CULV.
EXISTING STRUCTURE CONDITION:
REMARKS:

(5) DRAINAGE DATA FOR PIPE
STATION EXIST. S.R. 15

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 0.4 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION:
REMARKS:

(4) DRAINAGE DATA FOR PIPE
STATION EXIST. S.R. 15

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 2.3 AC. (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION:
REMARKS:

(3) DRAINAGE DATA FOR PIPE
STATION EXIST. S.R. 15

DIRECTION OF FLOW SOUTH
DRAINAGE AREA 68.5 AC. FLAT, (ROLLING,) HILLY, MTNS.
PRESENT STRUCTURE: 5' X 5' BOX CULV.
EXISTING STRUCTURE CONDITION:
REMARKS:

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

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.101+42.80-STA.131+23.13

SCALE: 1"=200'

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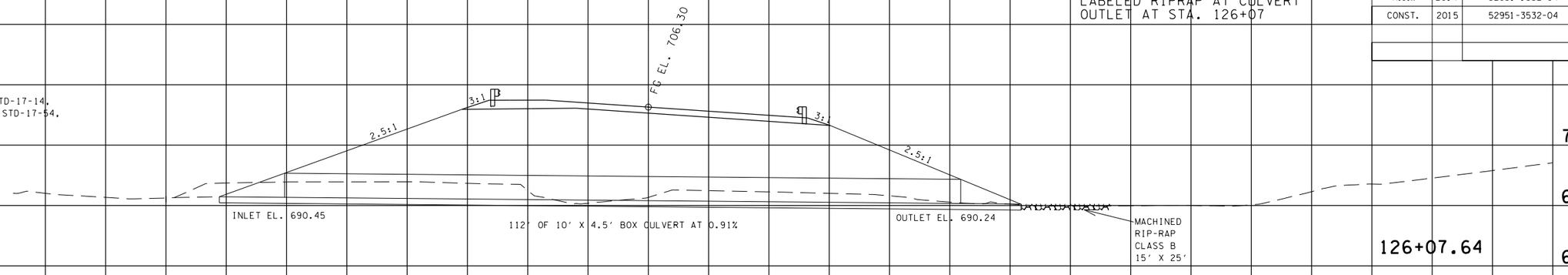
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W	2014	52951-1532-04	11
CONST.	2015	52951-3532-04	11

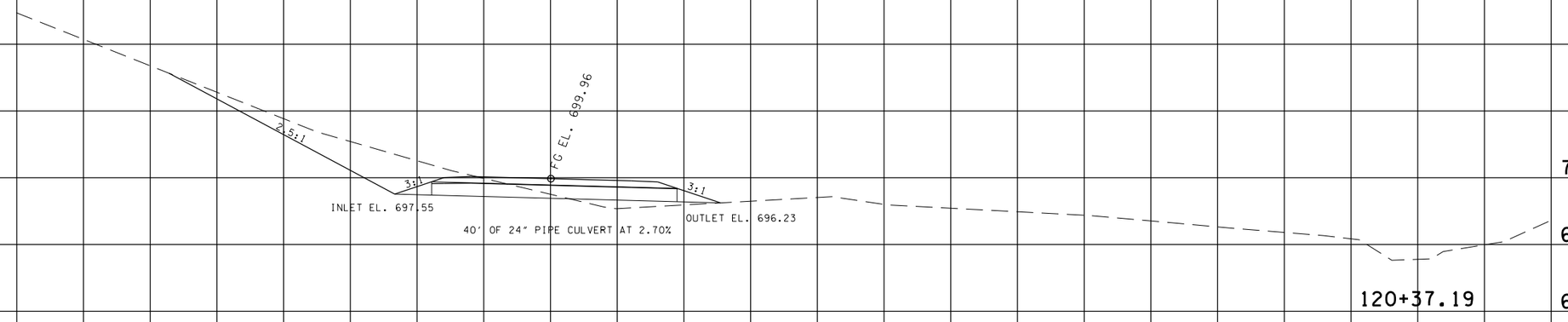
REV. 10-21-14: ADDED AND LABELED RIPRAP AT CULVERT OUTLET AT STA. 126+07

STATION	126+07.64
STRUCTURE	112' OF 10'X4' BOX CULVERT
SKEW	45° LT
DRAINAGE AREA	189.5 AC.
DESIGN DISCHARGE (Q50)	343 CFS
DESIGN DISCHARGE (Q100)	393 CFS
VELOCITY (Q50)	8.6 FT/S
VELOCITY (Q100)	9.8 FT/S
INLET ELEVATION	690.45
OUTLET ELEVATION	690.24
STANDARD DRAWING NUMBERS	STD-17-10, STD-17-14, STD-17-17, STD-17-54.
CLASS "A" CONCRETE	273 C.Y.
STEEL BAR REINFORCING	47888 LB.
FOUNDATION FILL MATERIAL	100 C.Y.



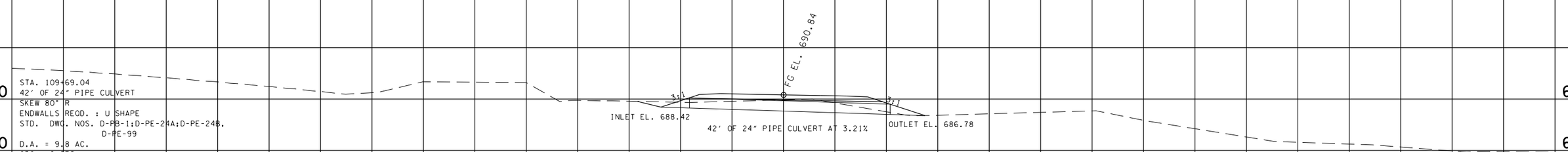
STA. 120+37.19
40' OF 24" PIPE CULVERT
SKEW 90°
ENDWALLS REQD. : U SHAPE
STD. DWG. NOS. D-PB-1;D-PE-24A;D-PE-24B; D-PE-99

D.A. = 5.0 AC.
Q50 = 5 CFS
Q100 = 6 CFS
V50 = 1.6 FT/SEC
V100 = 1.9 FT/SEC
INLET ELEV. = 697.55
OUTLET ELEV. = 696.23



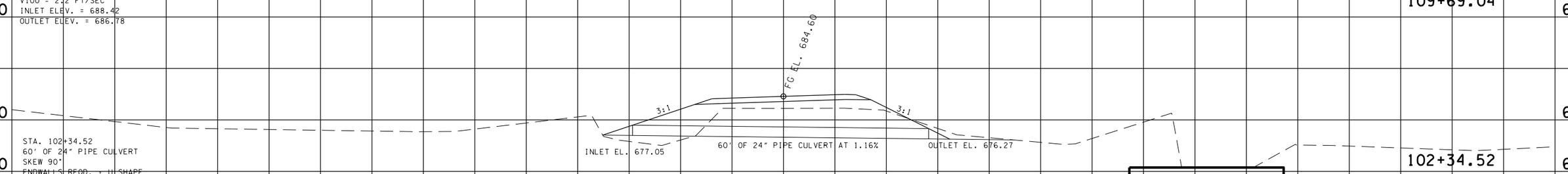
STA. 109+69.04
42' OF 24" PIPE CULVERT
SKEW 80° R
ENDWALLS REQD. : U SHAPE
STD. DWG. NOS. D-PB-1;D-PE-24A;D-PE-24B, D-PE-99

D.A. = 9.8 AC.
Q50 = 6 CFS
Q100 = 7 CFS
V50 = 1.9 FT/SEC
V100 = 2.2 FT/SEC
INLET ELEV. = 688.42
OUTLET ELEV. = 686.78



STA. 102+34.52
60' OF 24" PIPE CULVERT
SKEW 90°
ENDWALLS REQD. : U SHAPE
STD. DWG. NOS. D-PB-1;D-PE-24A;D-PE-24B; D-PE-99

D.A. = 2.0 AC.
Q50 = 4 CFS
Q100 = 5 CFS
V50 = 1.2 FT/SEC
V100 = 1.6 FT/SEC
INLET ELEV. = 677.05
OUTLET ELEV. = 676.27



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

1+00 0+50 0+00 0+50 1+00

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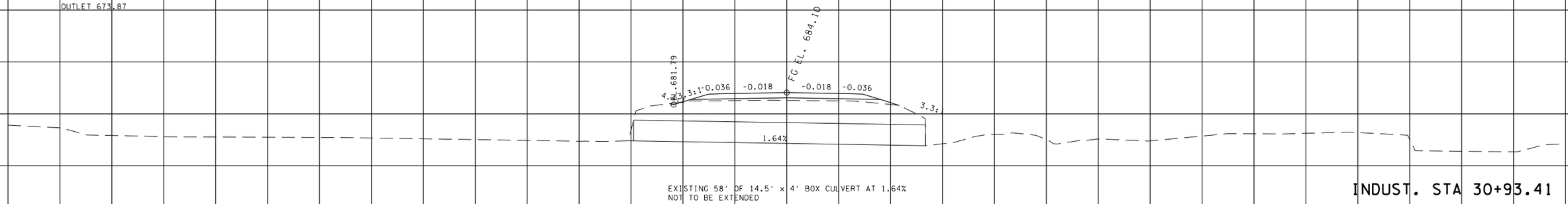
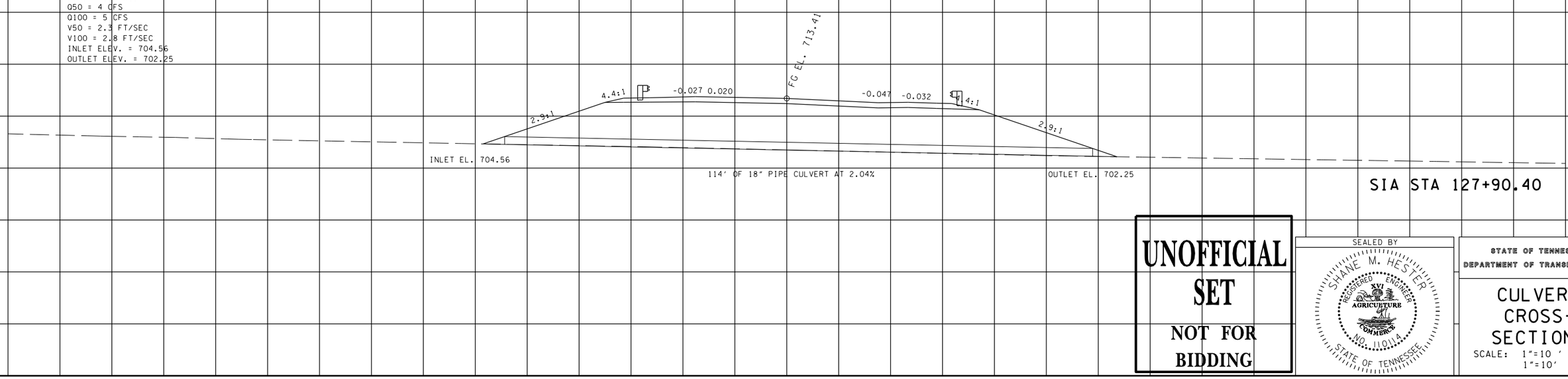
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	11A
CONST.	2015	52951-3532-04	11A

STA 30+93.41
EXISTING 14.5'X4' BOX CULVERT
SKEW 48°27'59" LT
FLOWS RIGHT
INLET 674.76
OUTLET 673.87



STA. 127+90.40
114' OF 18" PIPE CULVERT
SKEW 43° L
ENDWALLS REQD. : U SHAPE
STD. DWG. NOS. D-PB-1;D-PE-18A;D-PE-18B;
D-PE-99
D.A. = 1.9 AC.
Q50 = 4 CFS
Q100 = 5 CFS
V50 = 2.3 FT/SEC
V100 = 2.8 FT/SEC
INLET ELEV. = 704.56
OUTLET ELEV. = 702.25



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AGRICULTURE COMMERCE
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STATE OF TENNESSEE

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DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS
SCALE: 1"=10' HORIZ.
1"=10' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	12
CONST.	2015	52951-3532-04	12

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

(1) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

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

NPDES

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

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

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

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
1	1.20	2.49
2	0.09	3.45
2A	0.32	7.17
3	0.81	13.77
3A	0.15	7.38
4	4.46	7.97
5	2.14	39.22
6	0.23	1.54
6A	0.29	5.82
7	0.67	5.58
7A	0.12	11.83
8	1.48	3.21
9	0.22	2.38

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
SFB SFB SFB SFB SFB	SEDIMENT FILTER BAG	EC-STR-2
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
(1) TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY BERM	EC-STR-27
	EROSION CONTROL BLANKET	EC-STR-34
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY DIVERSION CHANNEL (6'- TYPE III LINING)	EC-STR-31
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1

(1) TO BE LOCATED AS DIRECTED BY THE ENGINEER

TABULATED EROSION CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	175
203-06	WATER	M.G.	3
209-05	SEDIMENT REMOVAL	C.Y.	75
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	4625
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	2685
209-08.07	ROCK CHECK DAM	EACH	32
209-08.08	ENHANCED ROCK CHECK DAM	EACH	20
209-09.01	SANDBAGS	BAG	200
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	230
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	265
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	720
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	110
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	245
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	250
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	200
801-03	WATER (SEEDING & SODDING)	M.G.	14
801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

TABULATION, LEGEND, AND NOTES

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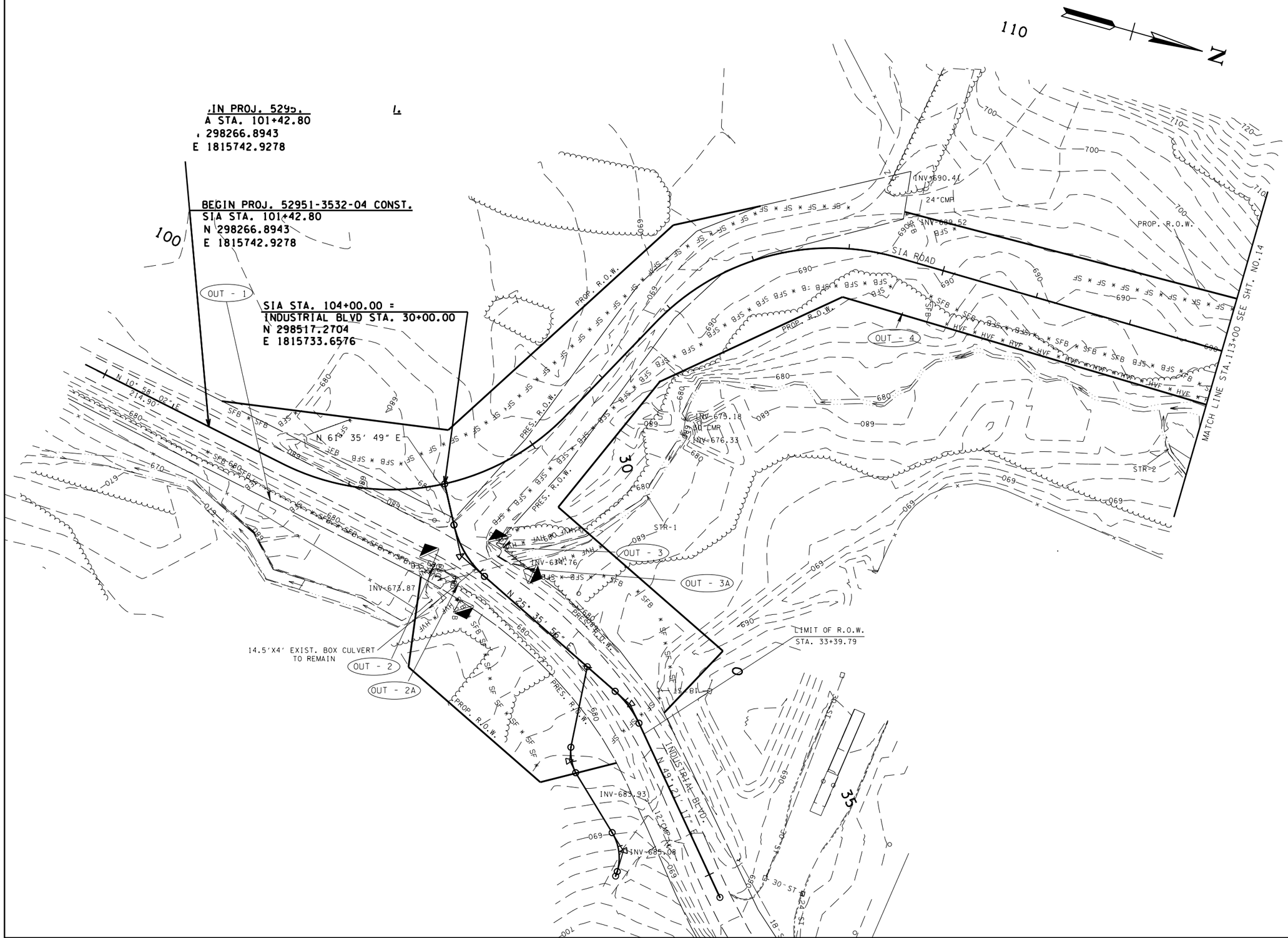
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	13
CONST.	2015	52951-3532-04	13



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STAGE 1-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 100+00 TO STA. 113+00

SCALE: 1"= 50'

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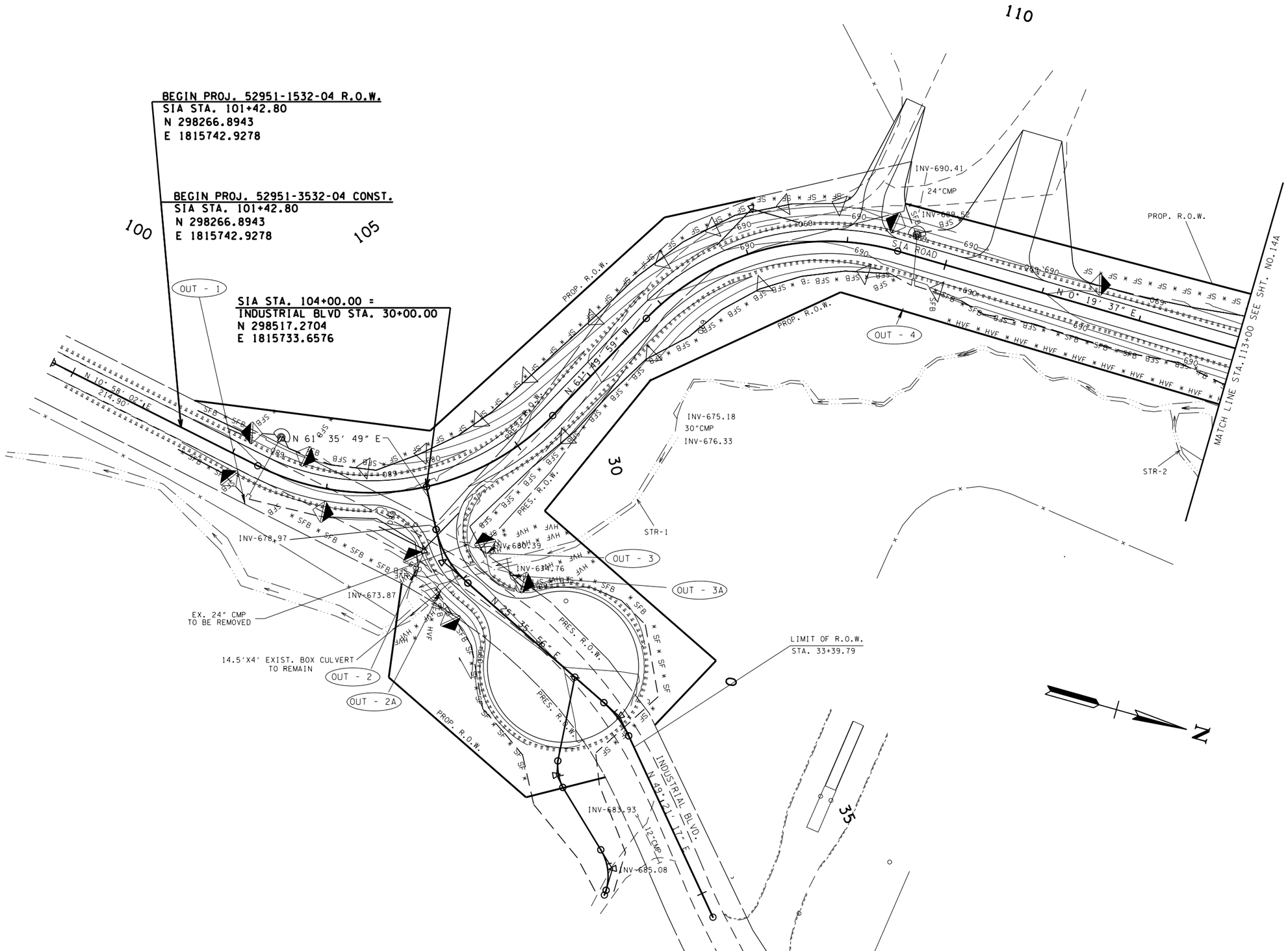
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	13A
CONST.	2015	52951-3532-04	13A

REV. 10-21-14: ADDED HIGH VISIBILITY FENCE AROUND BRIDGE QUADRANTS



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DEPARTMENT OF TRANSPORTATION

STAGE 2-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

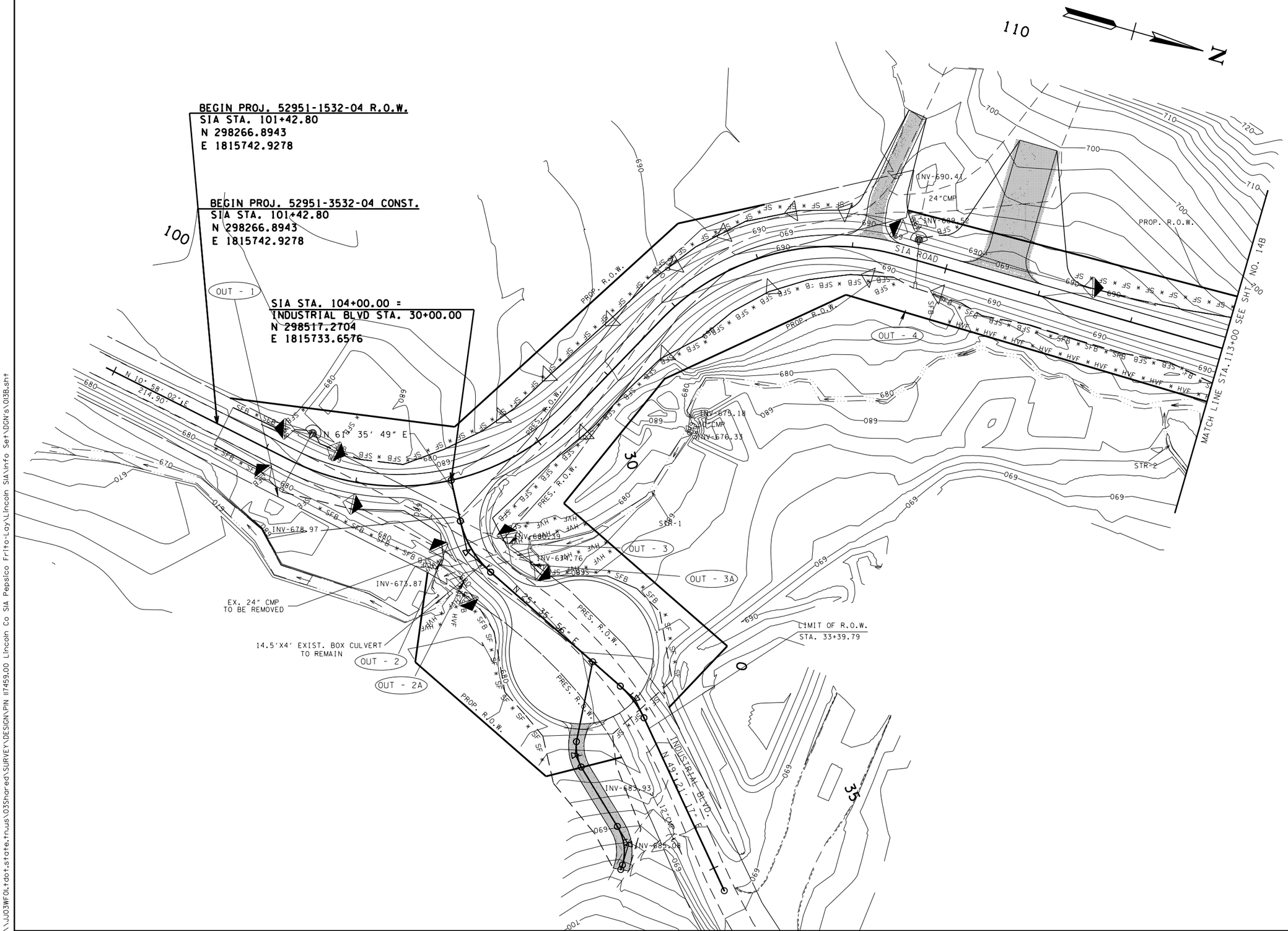
STA. 100+00 TO STA. 113+00

SCALE: 1"= 50'

09-MAR-2015 09:42
\\JO3WFOL\tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117459.00 Lincoln Co SIA Pepsico Frito-Lay\Lincoln SIA\Info Set\DGN's\013A.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	13B
CONST.	2015	52951-3532-04	13B

REV. 10-21-14: ADDED HIGH VISIBILITY FENCE AROUND BRIDGE QUADRANTS



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STAGE 3-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 100+00 TO STA. 113+00

SCALE: 1"= 50'

09-MAR-2015 09:42
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	14
CONST.	2015	52951-3532-04	14

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DEPARTMENT OF TRANSPORTATION

STAGE 1-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50'

09-MAR-2015 09:42
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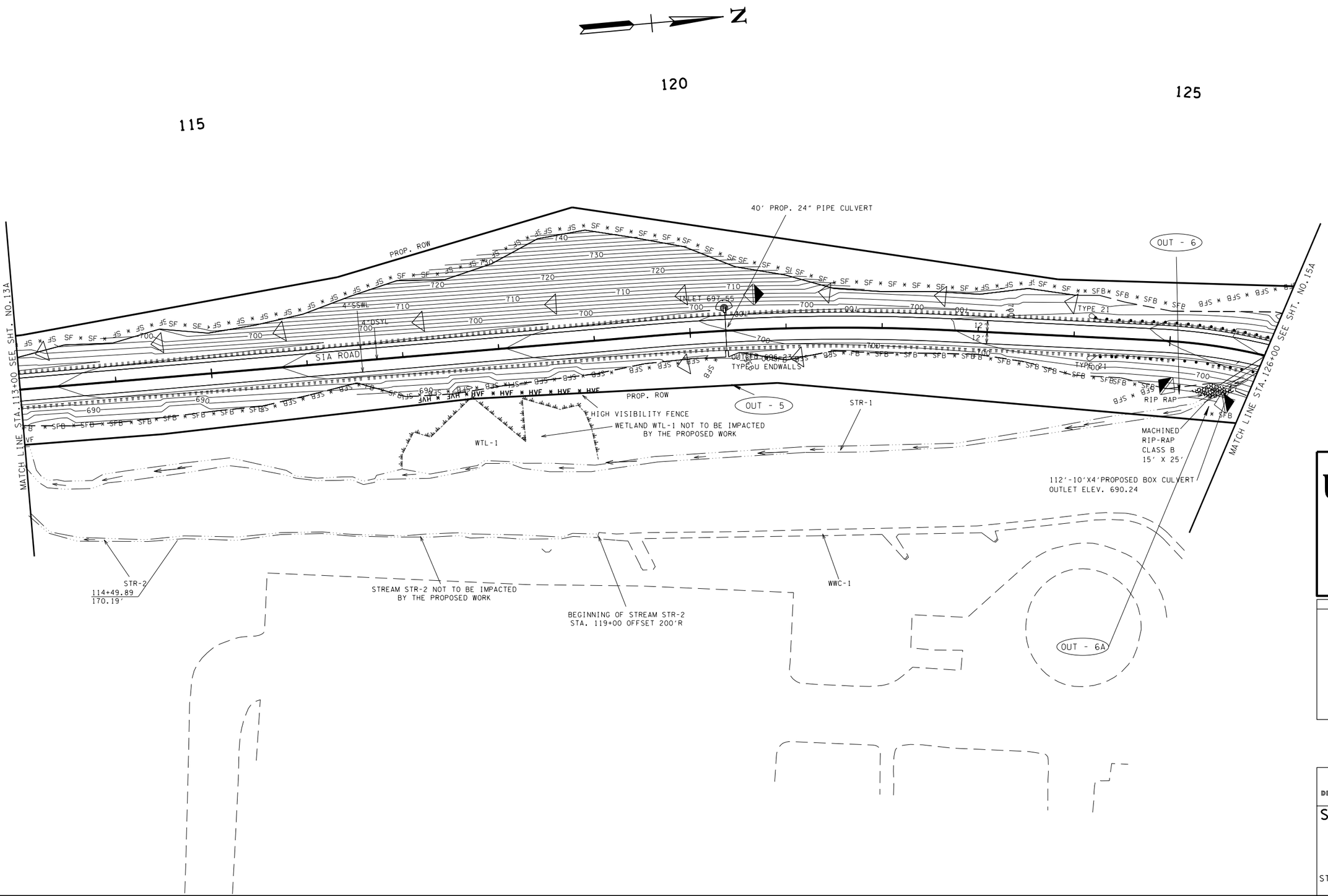
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	14A
CONST.	2015	52951-3532-04	14A



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STAGE 2-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50'

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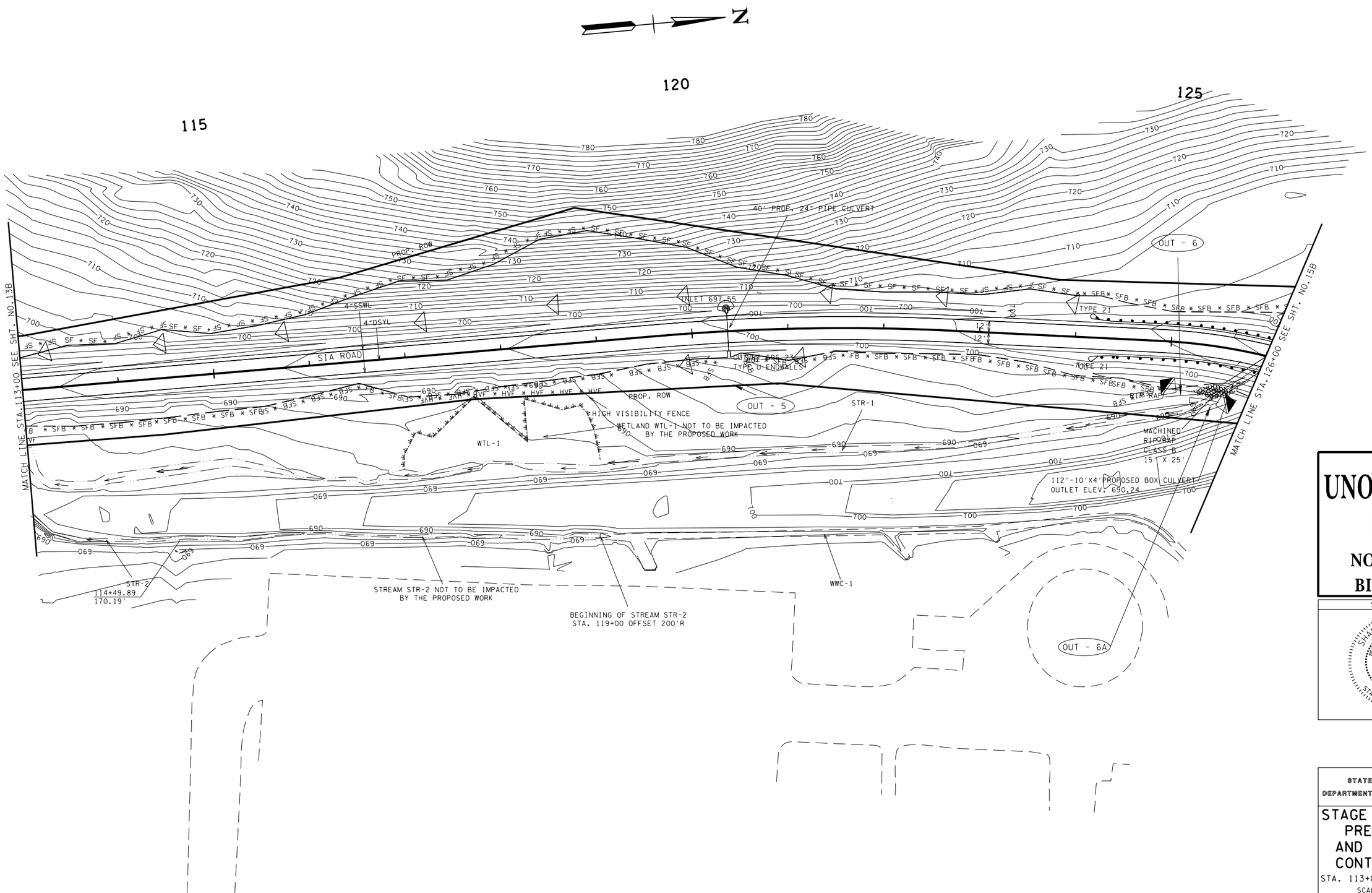
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	14B
CONST.	2015	52951-3532-04	14B



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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 113+00 TO STA. 126+00

SCALE: 1"= 50'

09-MAR-2015 09:42
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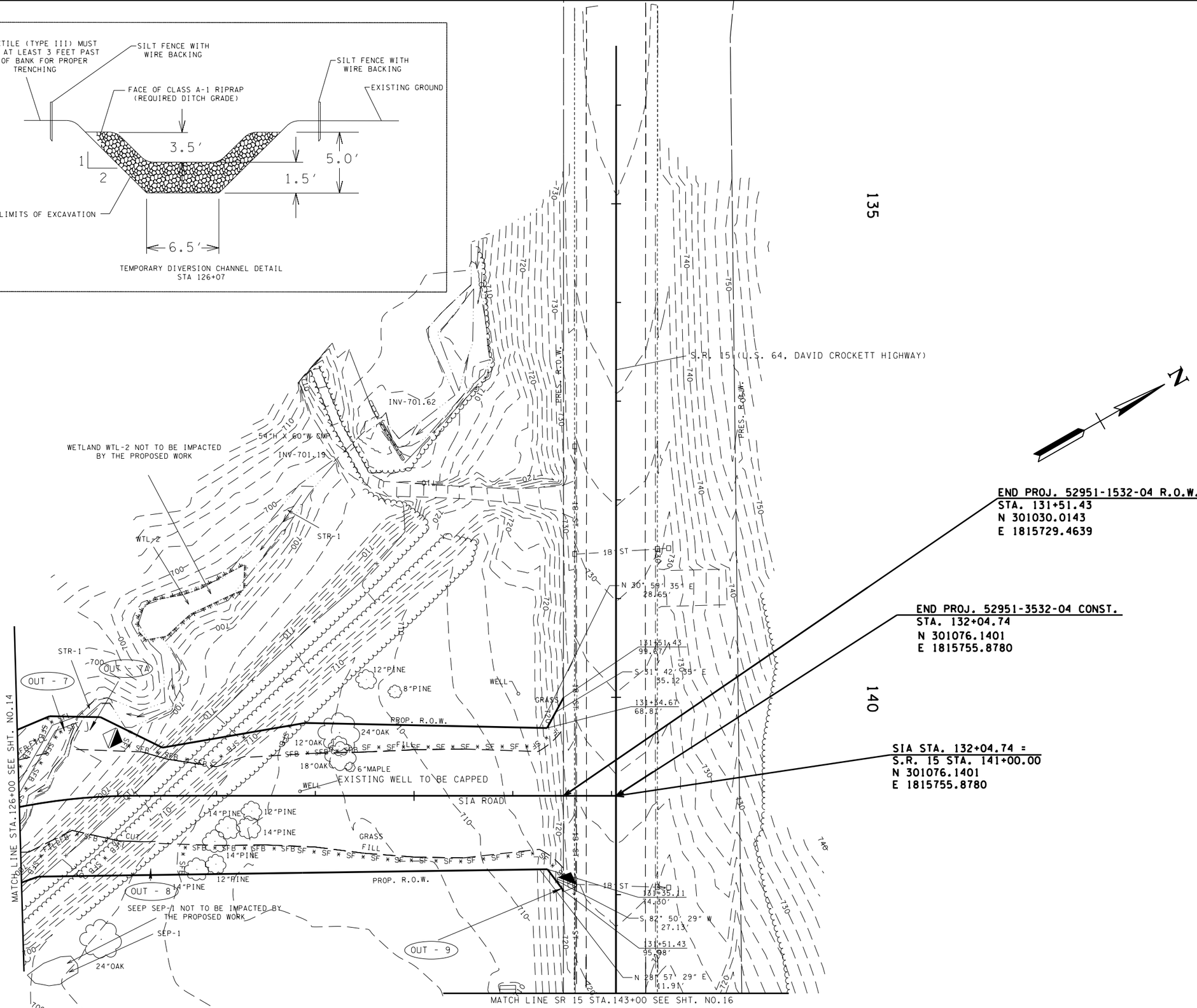
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-3532-04	15
CONST.	2015	52951-3532-04	15

REV. 2-26-15: ADJUSTED SLOPE LINE IN THE SW QUADRANT OF THE SR-15/ SIA INTERSECTION TO ACCOMMODATE THE ADDITION OF THE SR-15 RIGHT TURN LANE.

TEMPORARY DIVERSION CHANNEL DETAIL
STA 126+07



END PROJ. 52951-1532-04 R.O.W.
STA. 131+51.43
N 301030.0143
E 1815729.4639

END PROJ. 52951-3532-04 CONST.
STA. 132+04.74
N 301076.1401
E 1815755.8780

SIA STA. 132+04.74 =
S.R. 15 STA. 141+00.00
N 301076.1401
E 1815755.8780

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REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 1-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 126+00 TO STA. 131+75

SCALE: 1"= 50'

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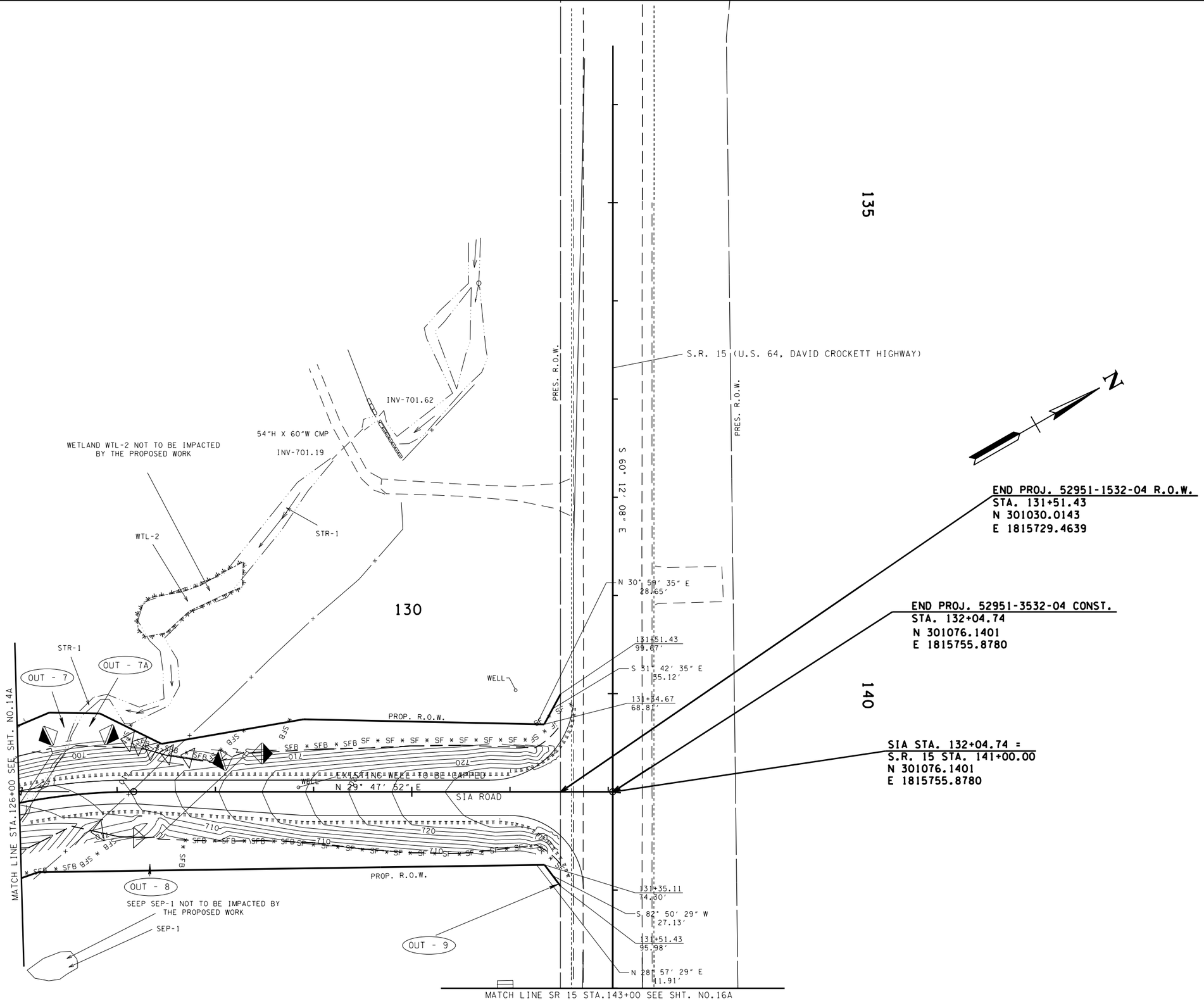
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	15A
CONST.	2015	52951-3532-04	15A

REV. 2-26-15: ADJUSTED SLOPE LINE IN THE SW QUADRANT OF THE SR-15/ SIA INTERSECTION TO ACCOMMODATE THE ADDITION OF THE SR-15 RIGHT TURN LANE.



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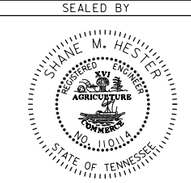

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 126+00 TO STA. 131+75

SCALE: 1"= 50'

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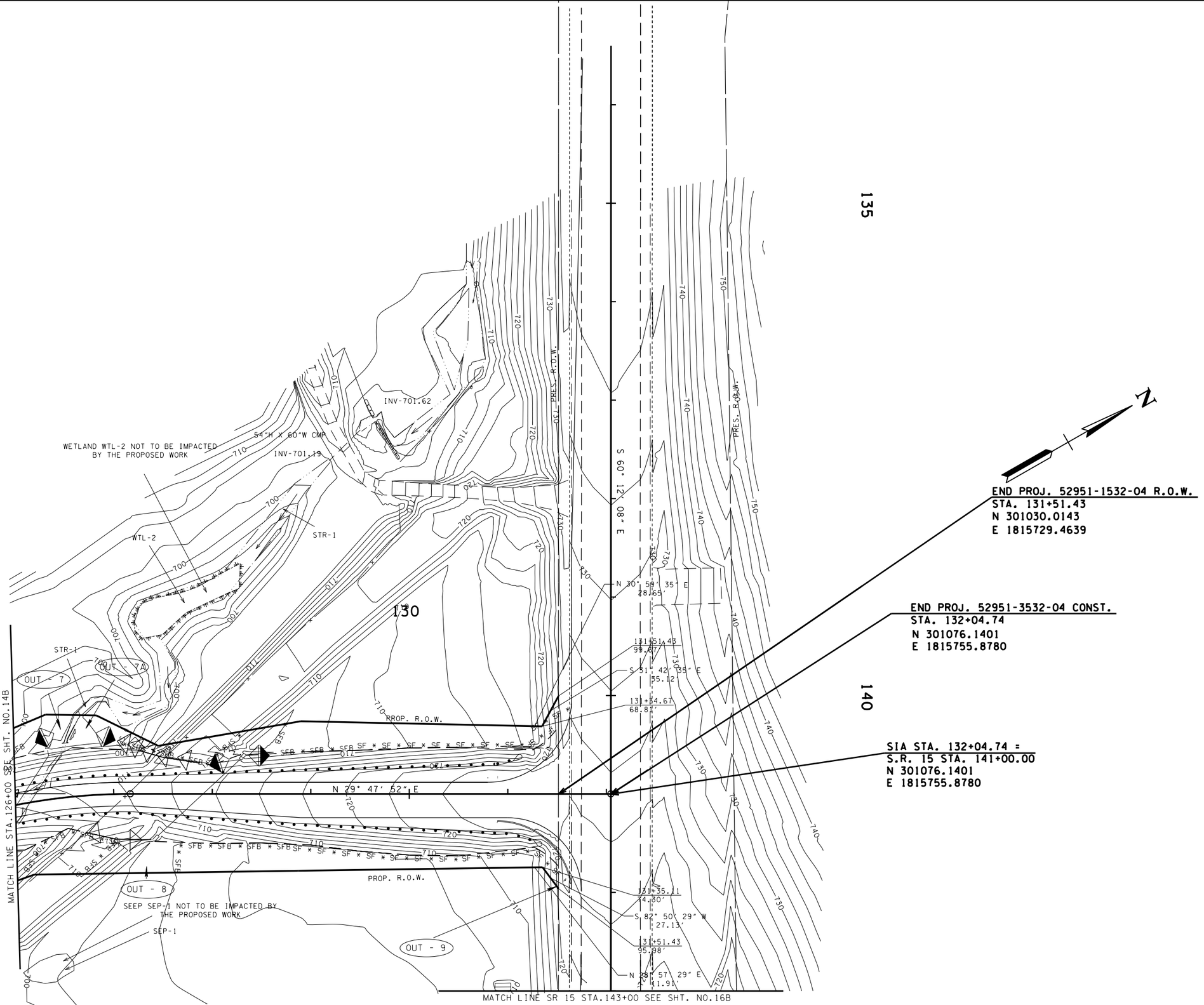
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	15B
CONST.	2015	52951-3532-04	15B

REV. 2-26-15: ADJUSTED SLOPE LINE IN THE SW QUADRANT OF THE SR-15/ SIA INTERSECTION TO ACCOMMODATE THE ADDITION OF THE SR-15 RIGHT TURN LANE.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 126+00 TO STA. 131+75

SCALE: 1"= 50'

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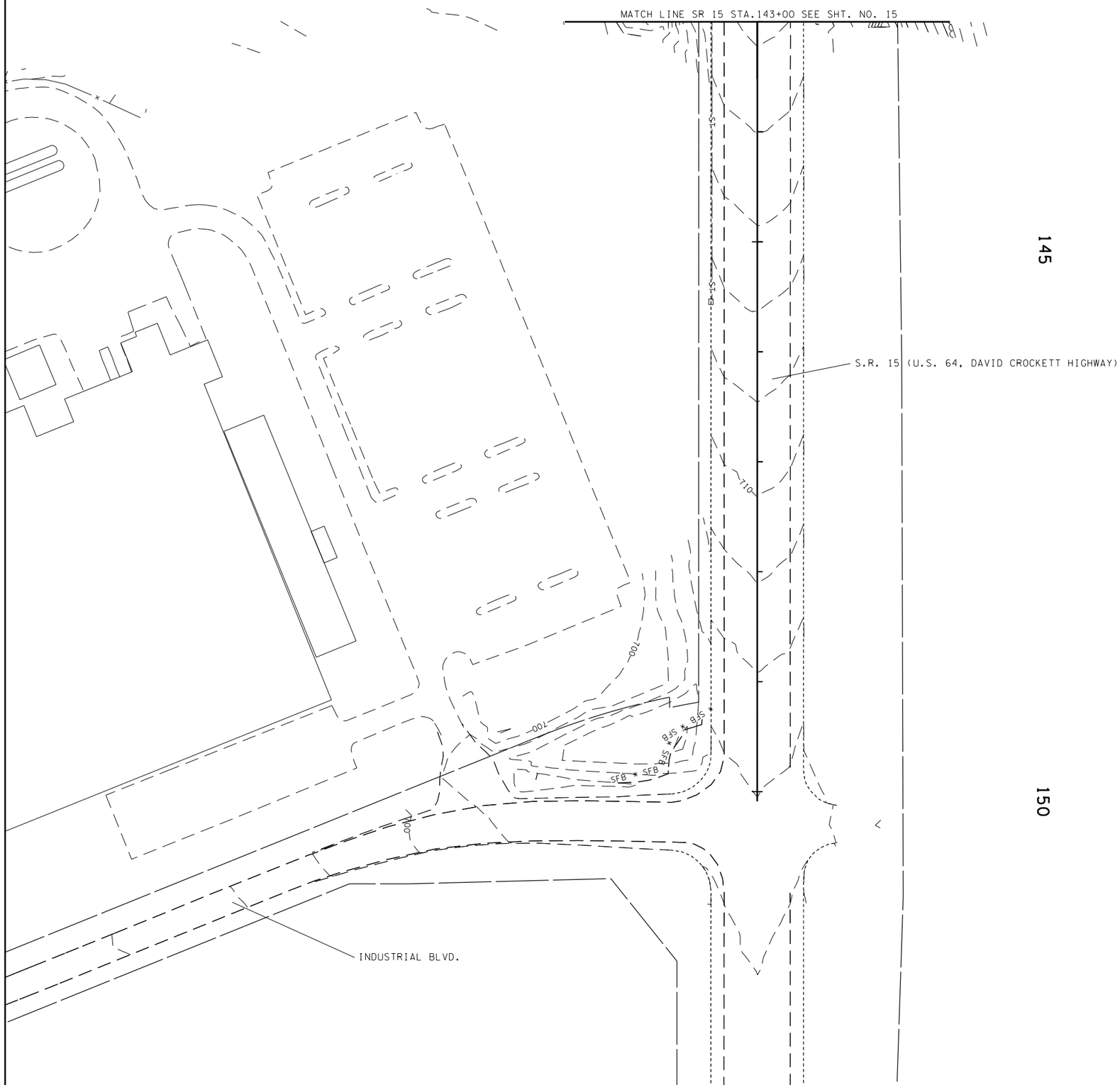
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	16
CONST.	2015	52951-3532-04	16

REV. 2-26-15: ADDED SHEET TO PLANS.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 1-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 143+00 TO STA. 150+08

SCALE: 1"= 50'

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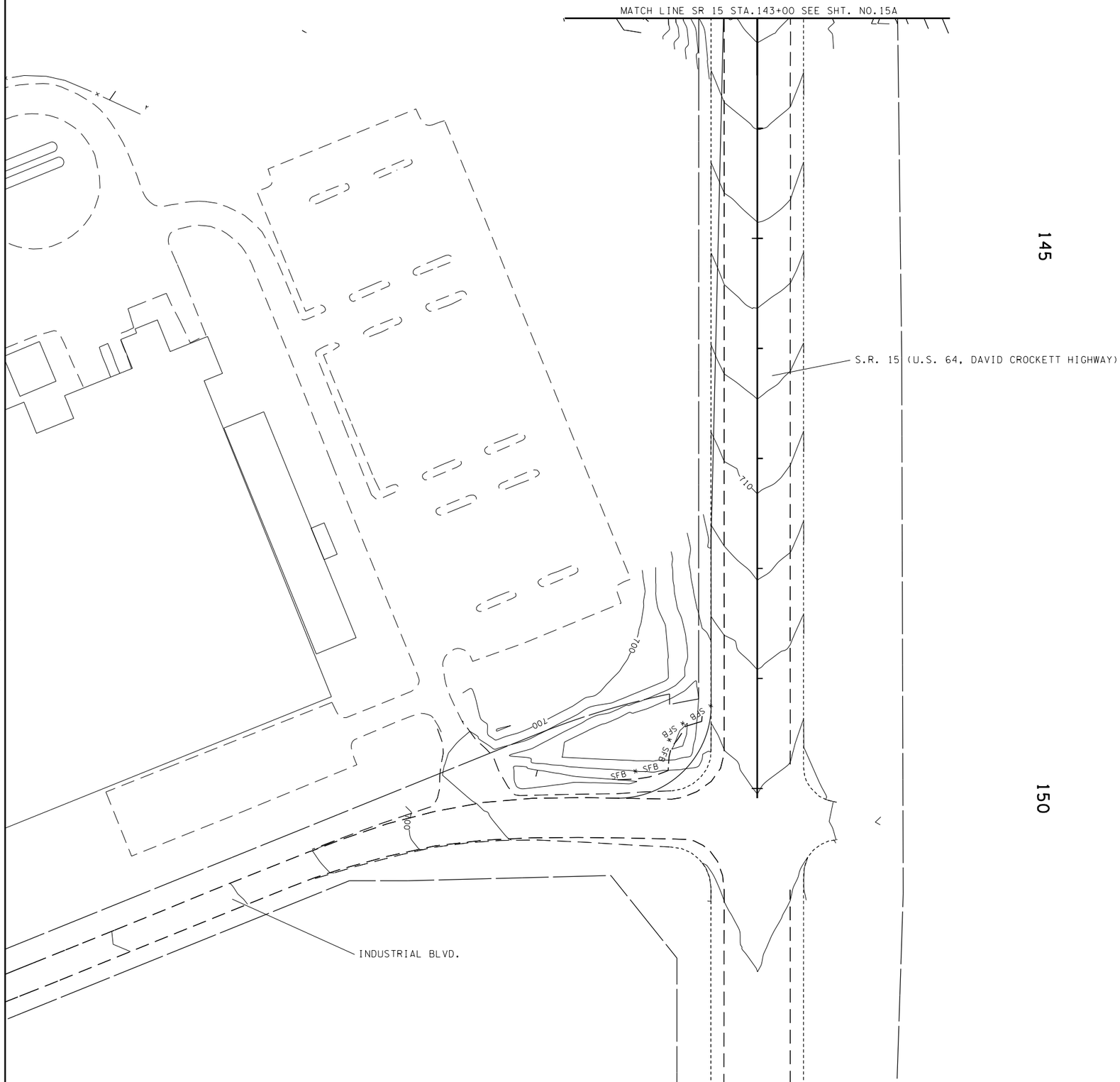
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	16A
CONST.	2015	52951-3532-04	16A

REV. 2-26-15: ADDED SHEET TO PLANS.



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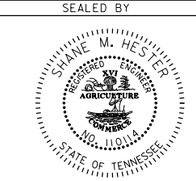

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 143+00 TO STA. 150+08

SCALE: 1"= 50'

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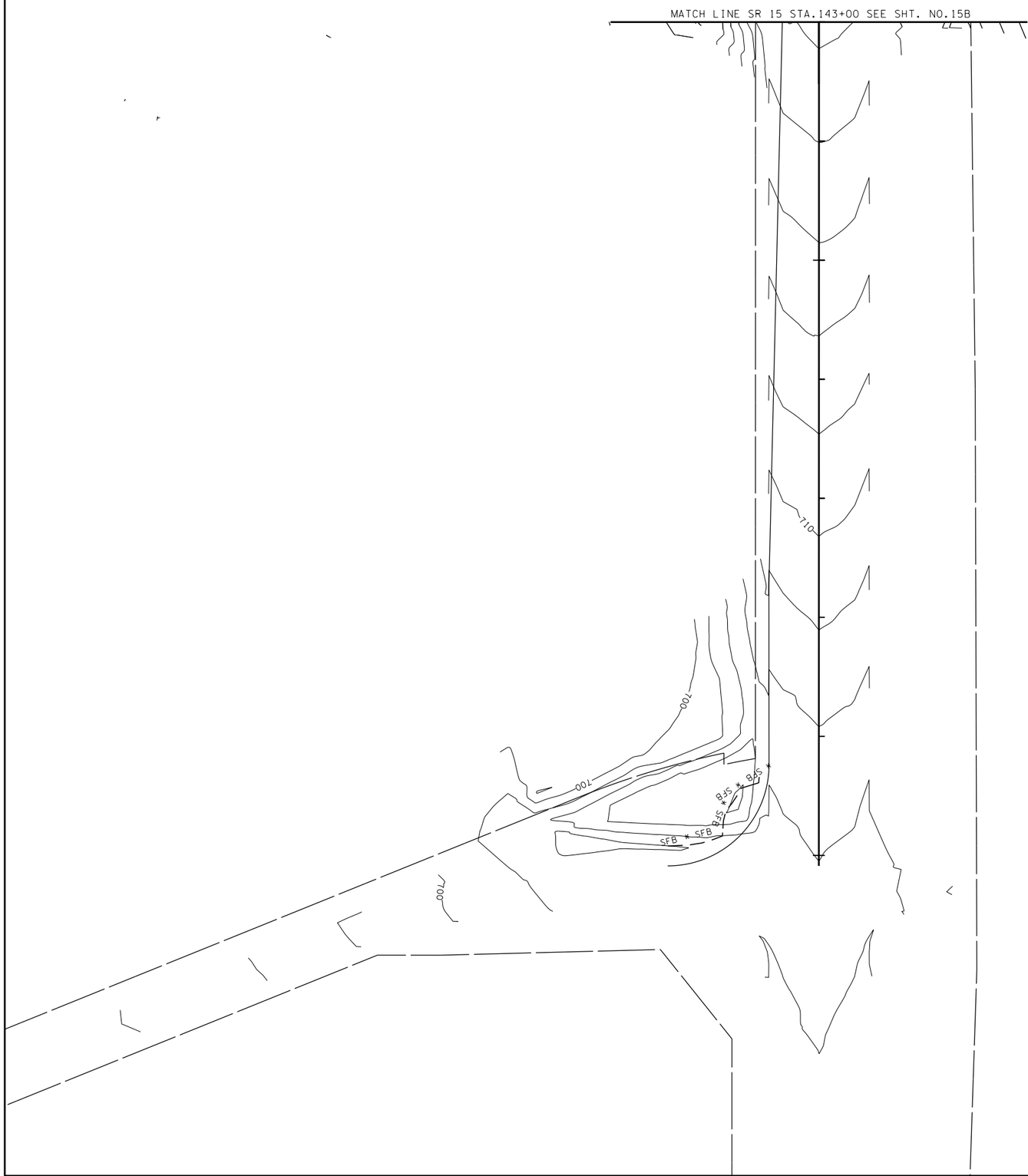
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	16B
CONST.	2015	52951-3532-04	16B

REV. 2-26-15: ADDED SHEET TO PLANS.



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SHANE M. HESTER
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3-EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 143+00 TO STA. 150+08

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	17
CONST.	2015	52951-3532-04	17

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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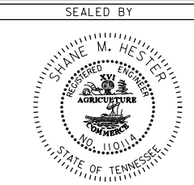

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

09-MAR-2015 09:43
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	52951-3532-04	17A

SIGNS (CONSTRUCTION) 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
4	W20-3	ROAD CLOSED AHEAD	48 X 48	64
1	G20-2	END ROAD WORK	36 x 18	4.5
2	W20-1	ROAD WORK 1500'	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
2	W20-1	ROAD WORK 500'	48 x 48	32
2	R11-2	LOCAL TRAFFIC ONLY	48 X 30	20
1	W20-1	ROAD WORK 1 MILE	48 X 48	16
1	W20-5R	RIGHT LANE CLOSED 1/2 MILE	48 X 48	16
1	W20-5R	RIGHT LANE CLOSED 1500'	48 X 48	16
1	W4-2R	LANE CLOSED MERGE RIGHT	48 X 48	16
TOTAL S.F.				**248.5**

OTHER SIGNS, AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT M.U.T.C.D. FOR STANDARDS AND TYPICAL APPLICATIONS.

TRAFFIC CONTROL QUANTITIES

ITEM NO.		UNIT	QUANTITY	M.U.T.C.D. NO.
712-01	TRAFFIC CONTROL	LS	1	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	25	
712-05.01	WARNING LIGHTS (TYPE A)	EACH	8	6F.78
712-06	SIGNS (CONSTRUCTION)	S.F.	249	
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	240	
712-08.03	ARROW BOARD (TYPE C)	EACH	2	

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

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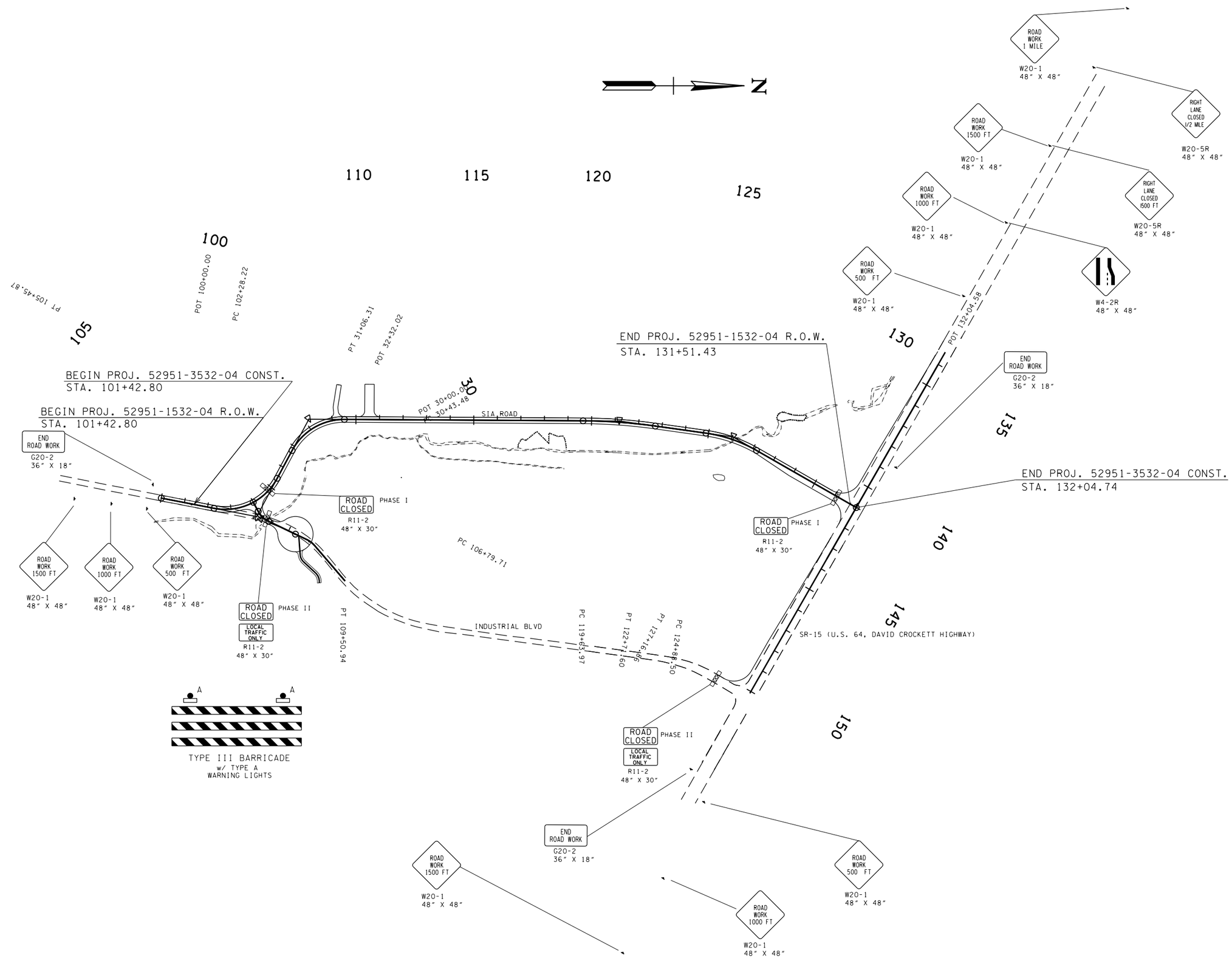
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	17B
CONST.	2015	52951-3532-04	17B

REV. 2-26-15: EXTENDED SURVEY ON SR-15. ADDED RIGHT TURN LANES FROM SR-15 TO SIA ROAD AND INDUST. BLVD.



UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

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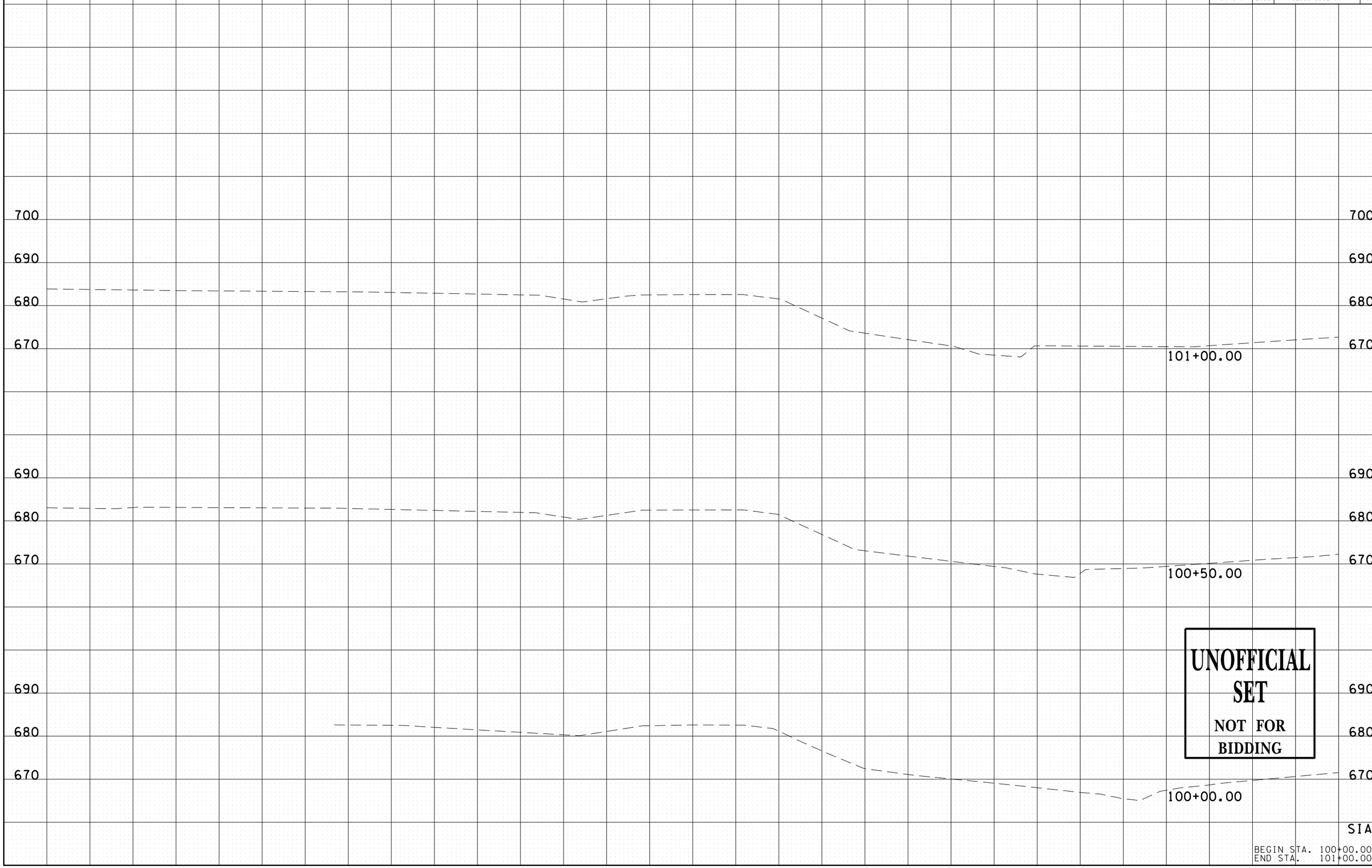
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	18
CONST.	2015	52951-3532-04	19



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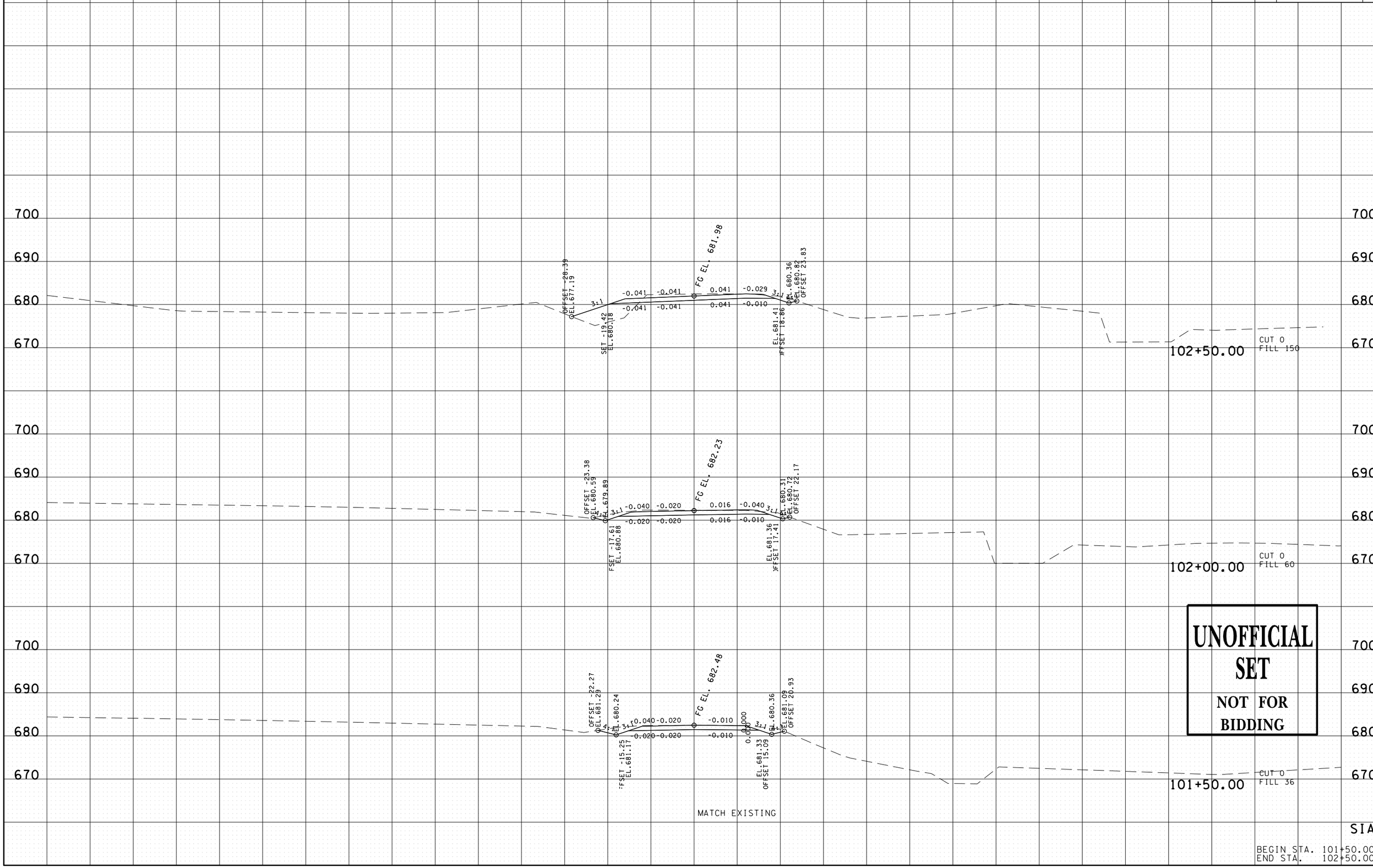
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	19
CONST.	2015	52951-3532-04	20



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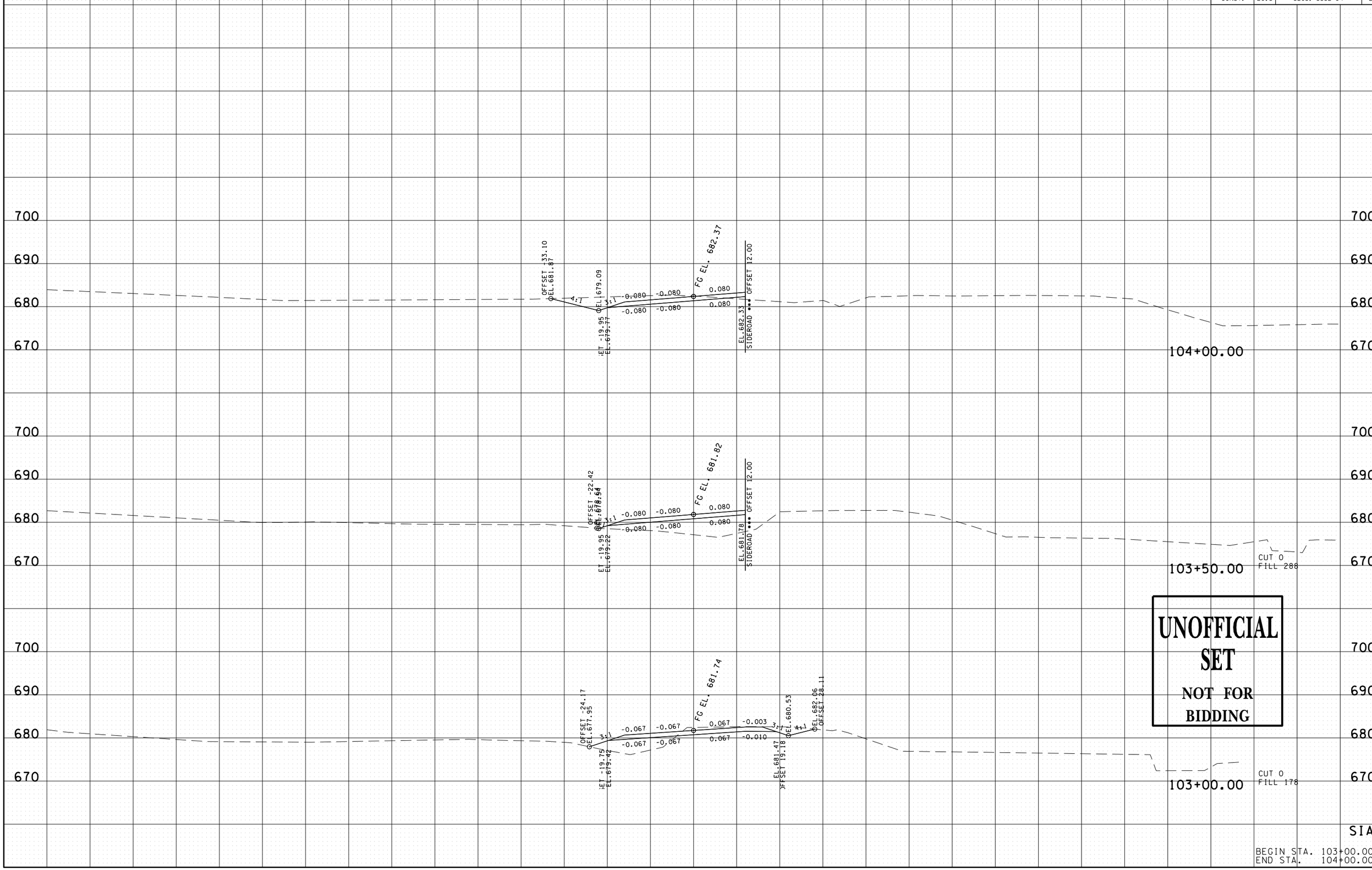
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	20
CONST.	2015	52951-3532-04	21



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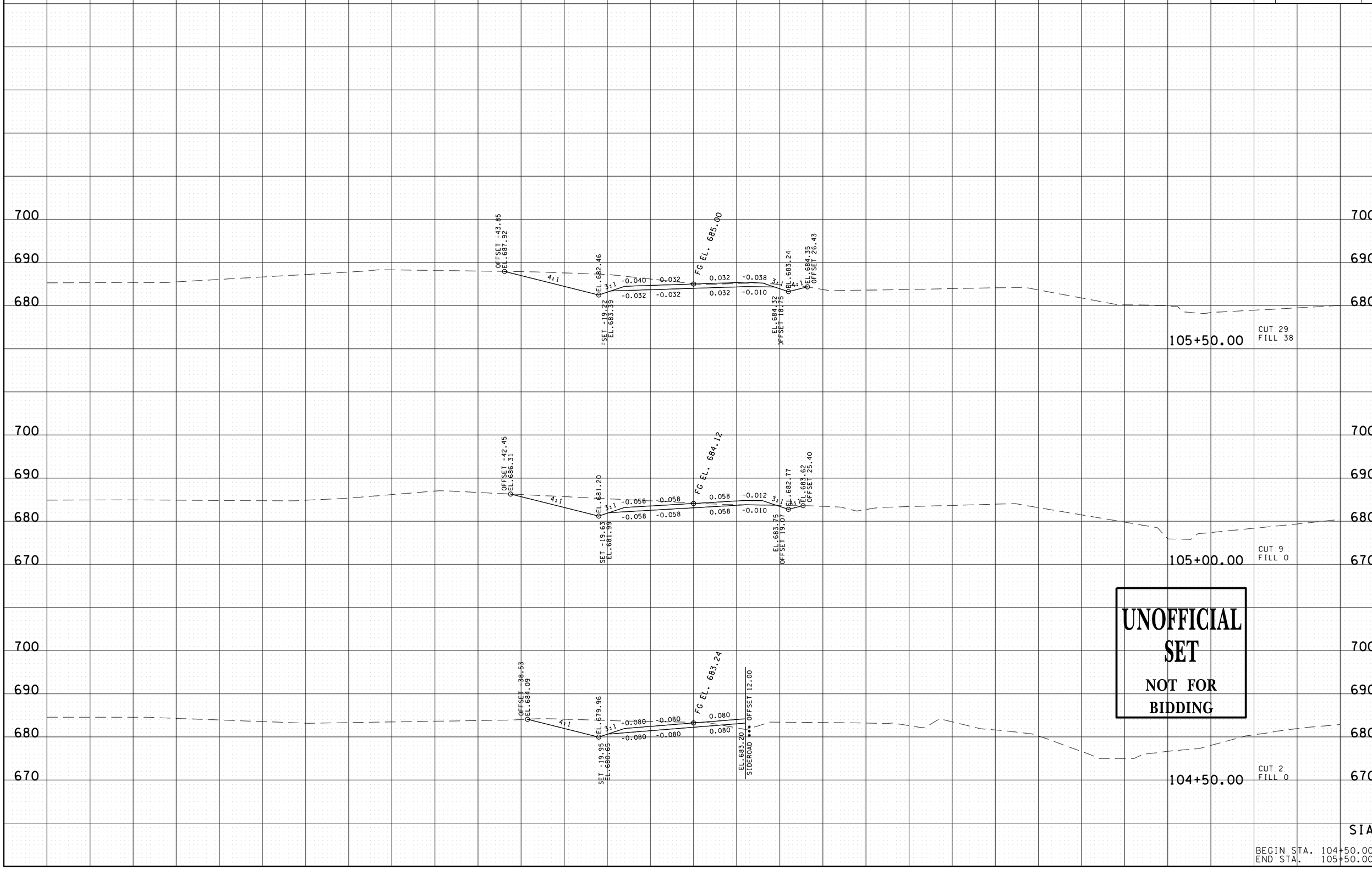
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	21
CONST.	2015	52951-3532-04	22



UNOFFICIAL SET
NOT FOR BIDDING

SIA

BEGIN STA. 104+50.00
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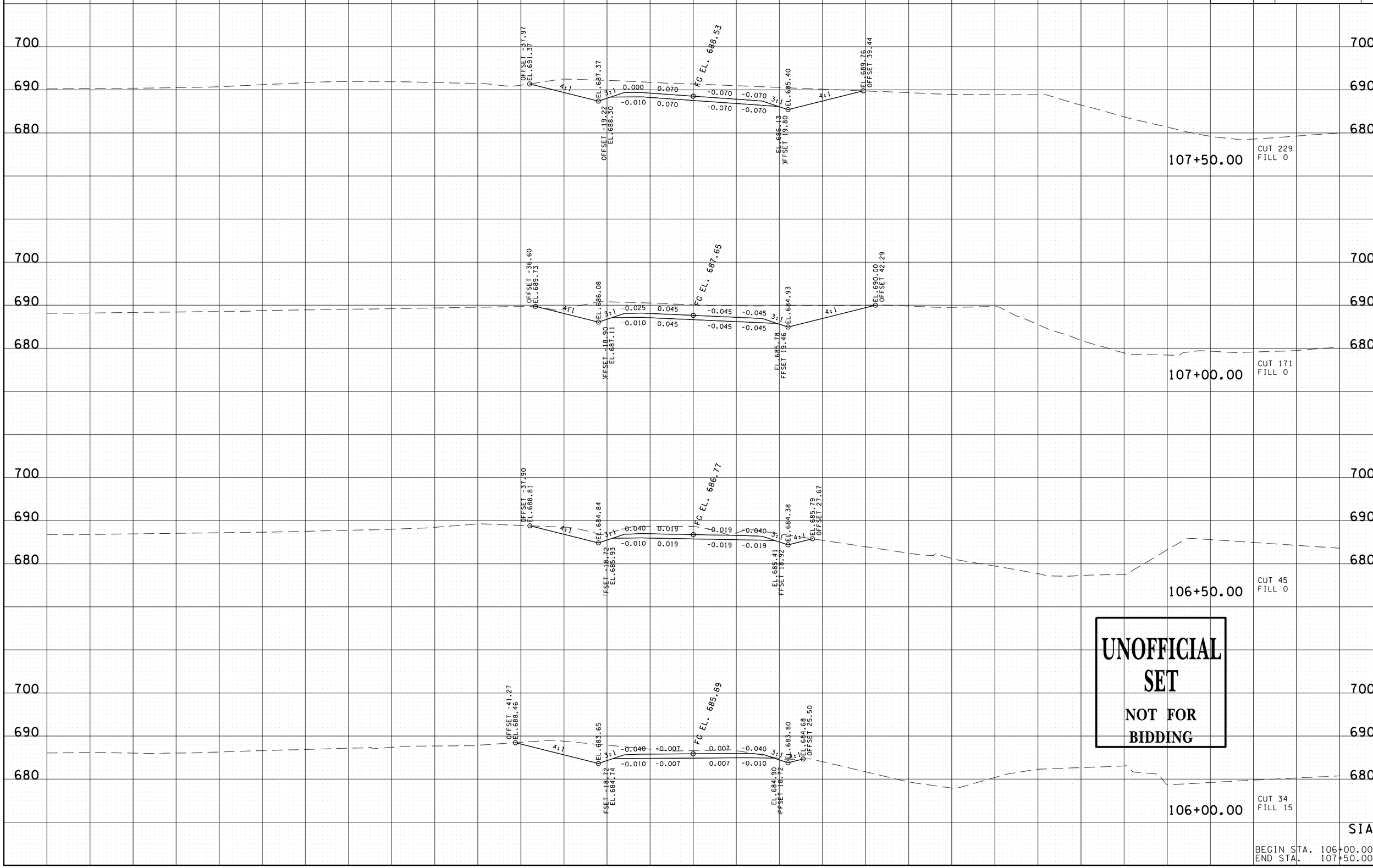
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	22
CONST.	2015	52951-3532-04	23



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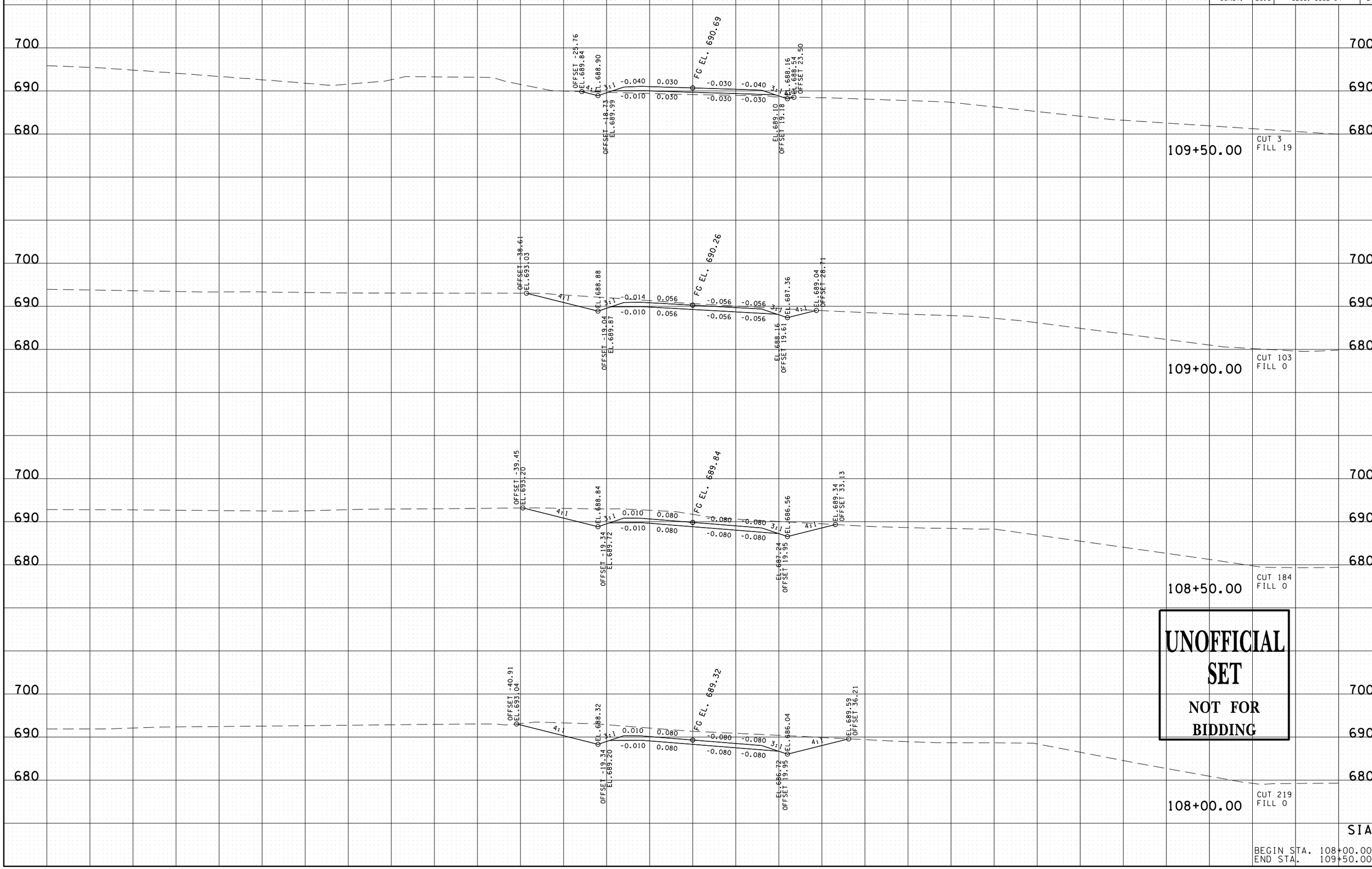
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	23
CONST.	2015	52951-3532-04	24



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SIA

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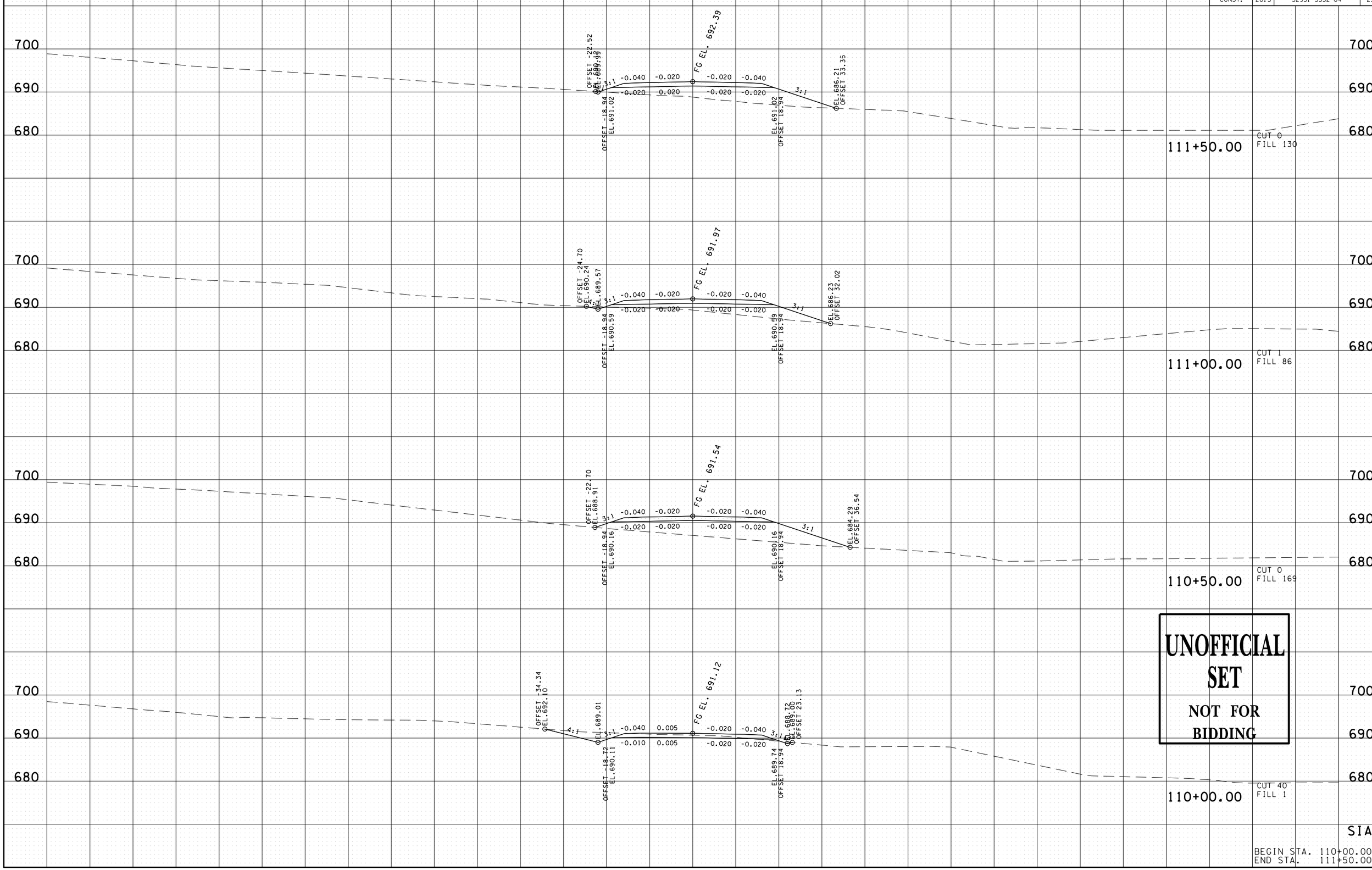
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	24
CONST.	2015	52951-3532-04	25



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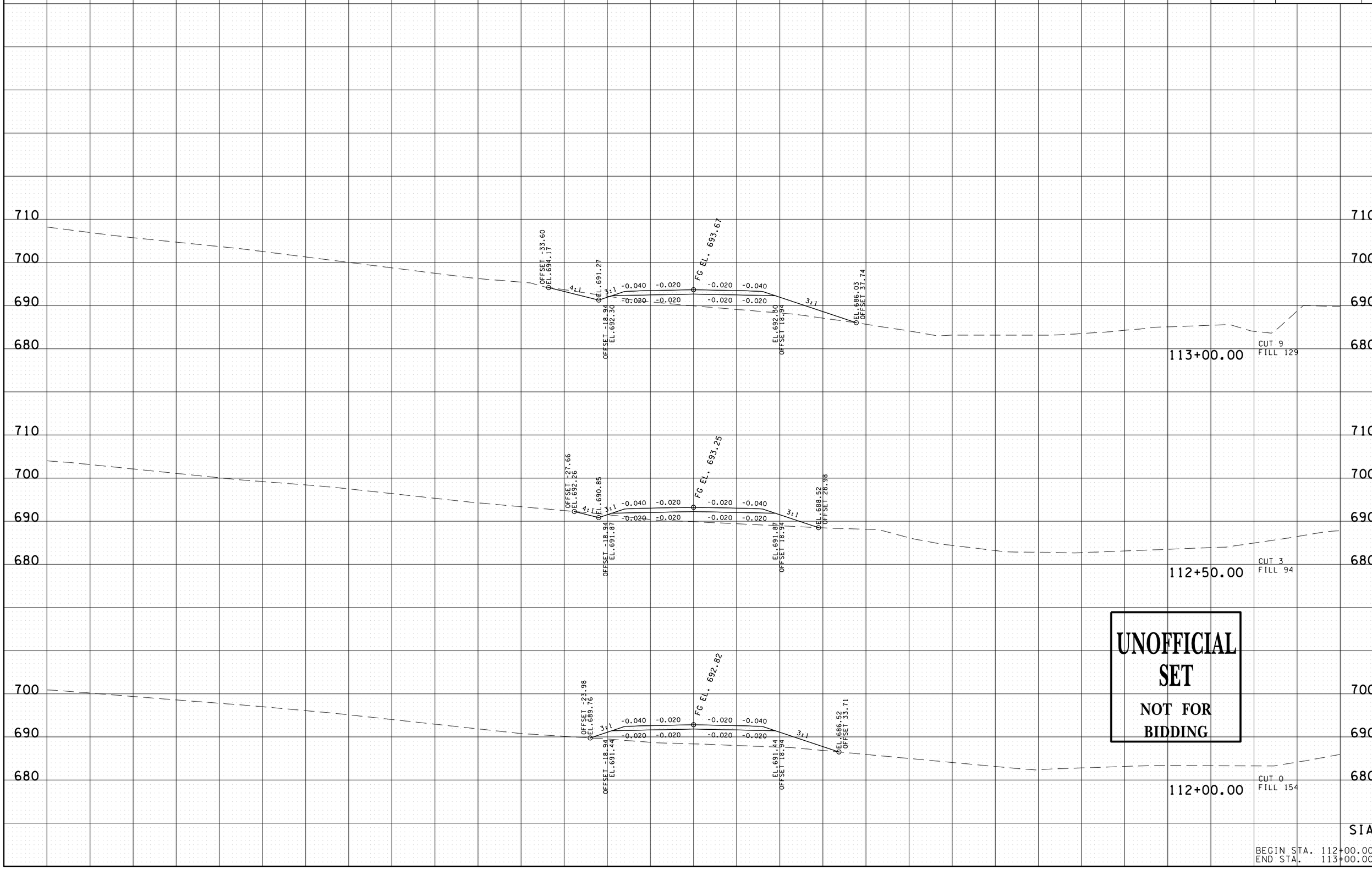
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	25
CONST.	2015	52951-3532-04	26



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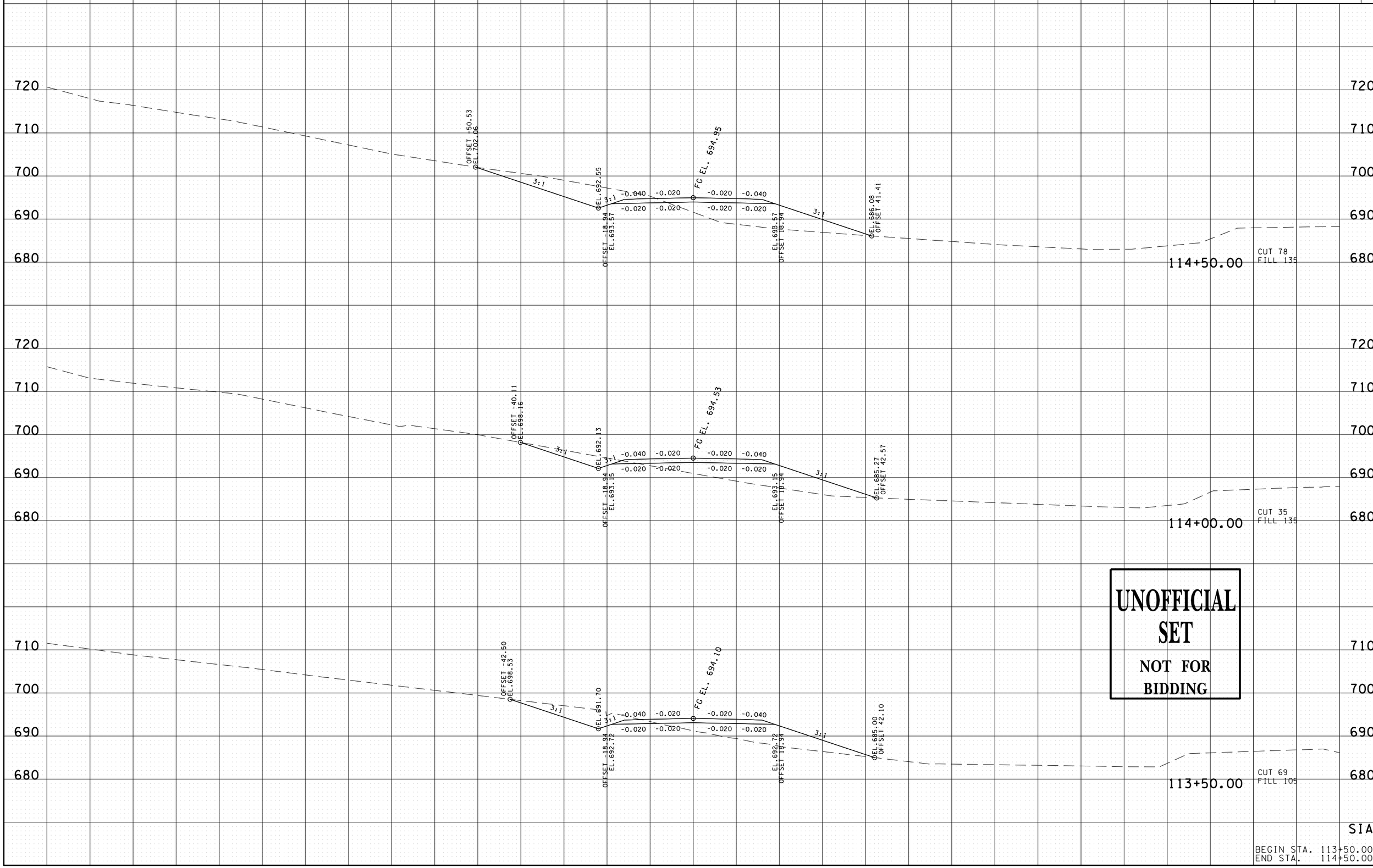
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	26
CONST.	2015	52951-3532-04	27



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NOT FOR BIDDING

SIA

BEGIN STA. 113+50.00
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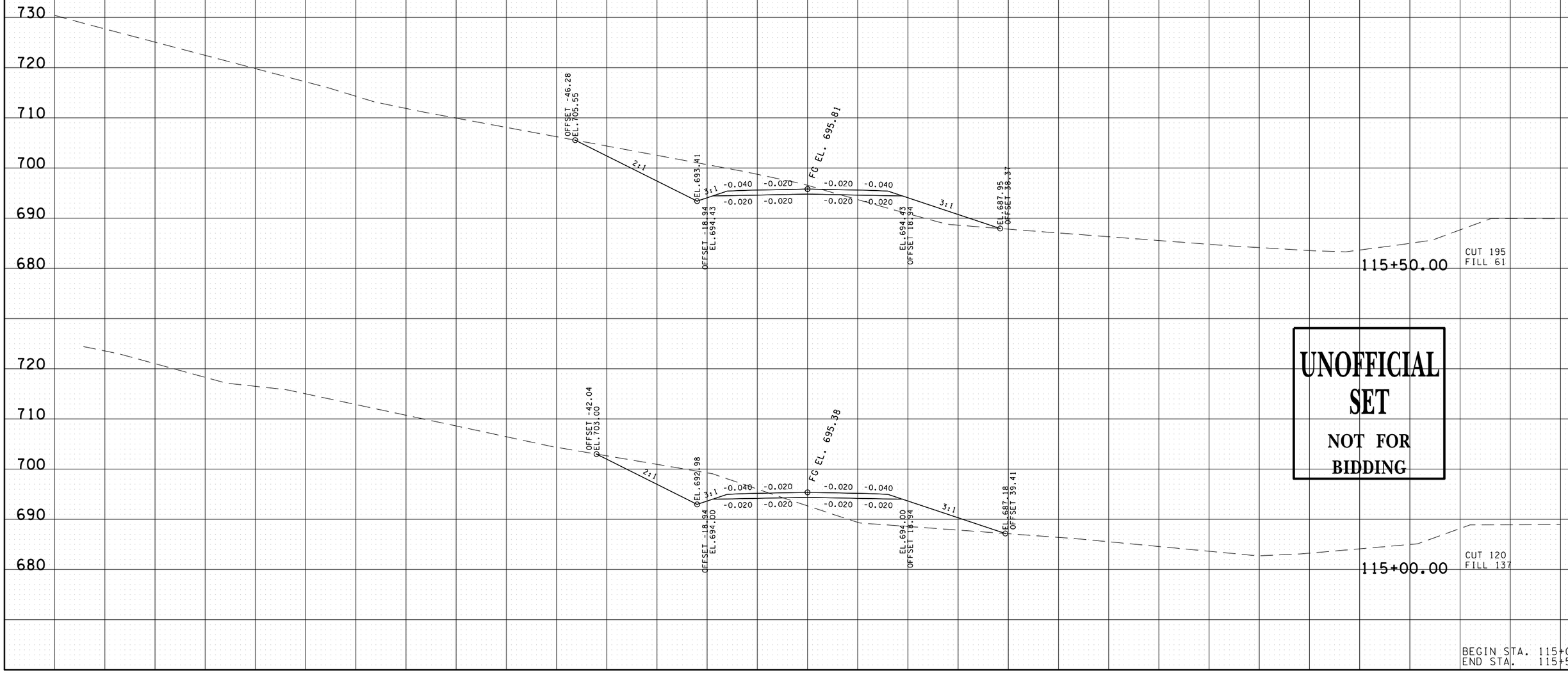
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	27
CONST.	2015	52951-3532-04	28



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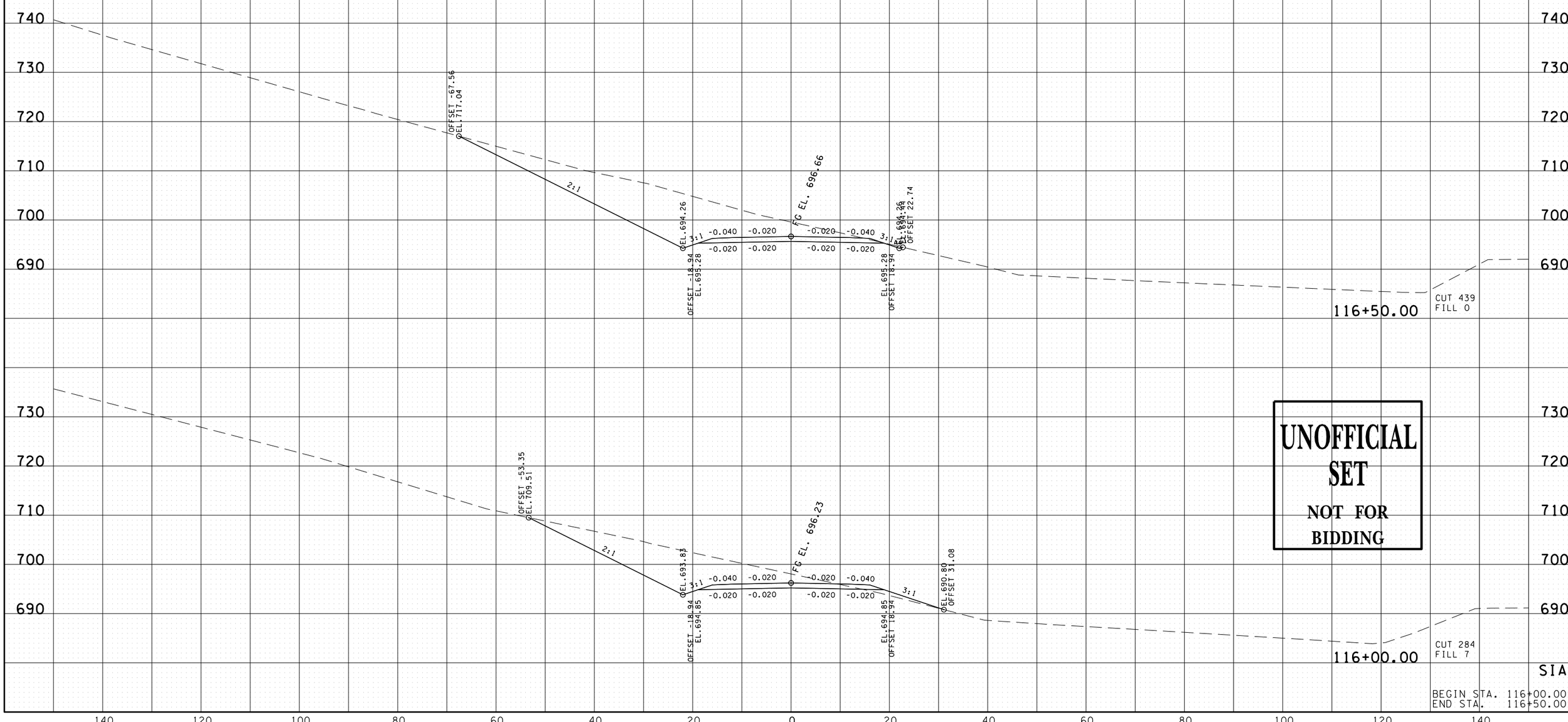
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	28
CONST.	2015	52951-3532-04	29



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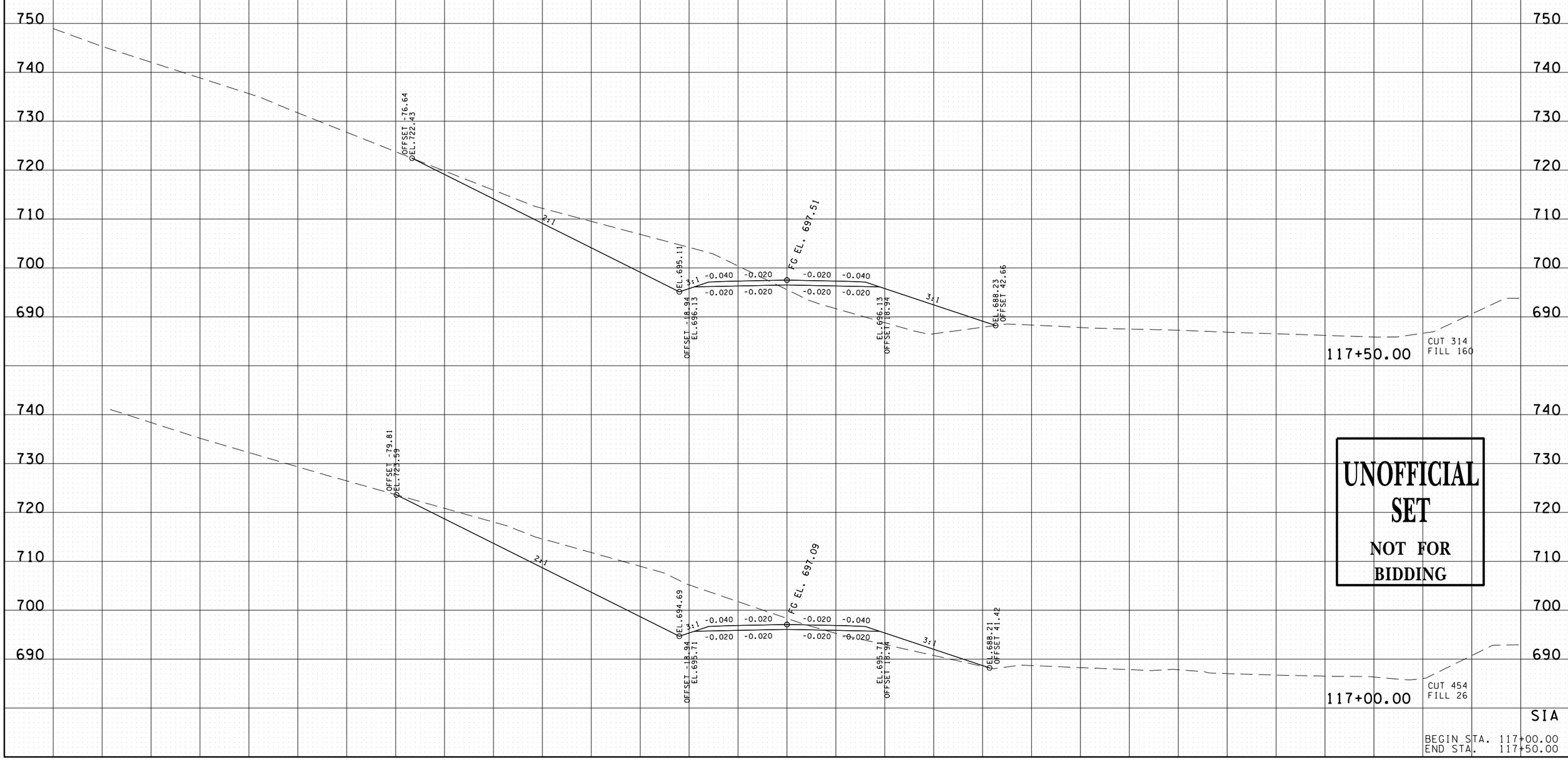
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	29
CONST.	2015	52951-3532-04	30



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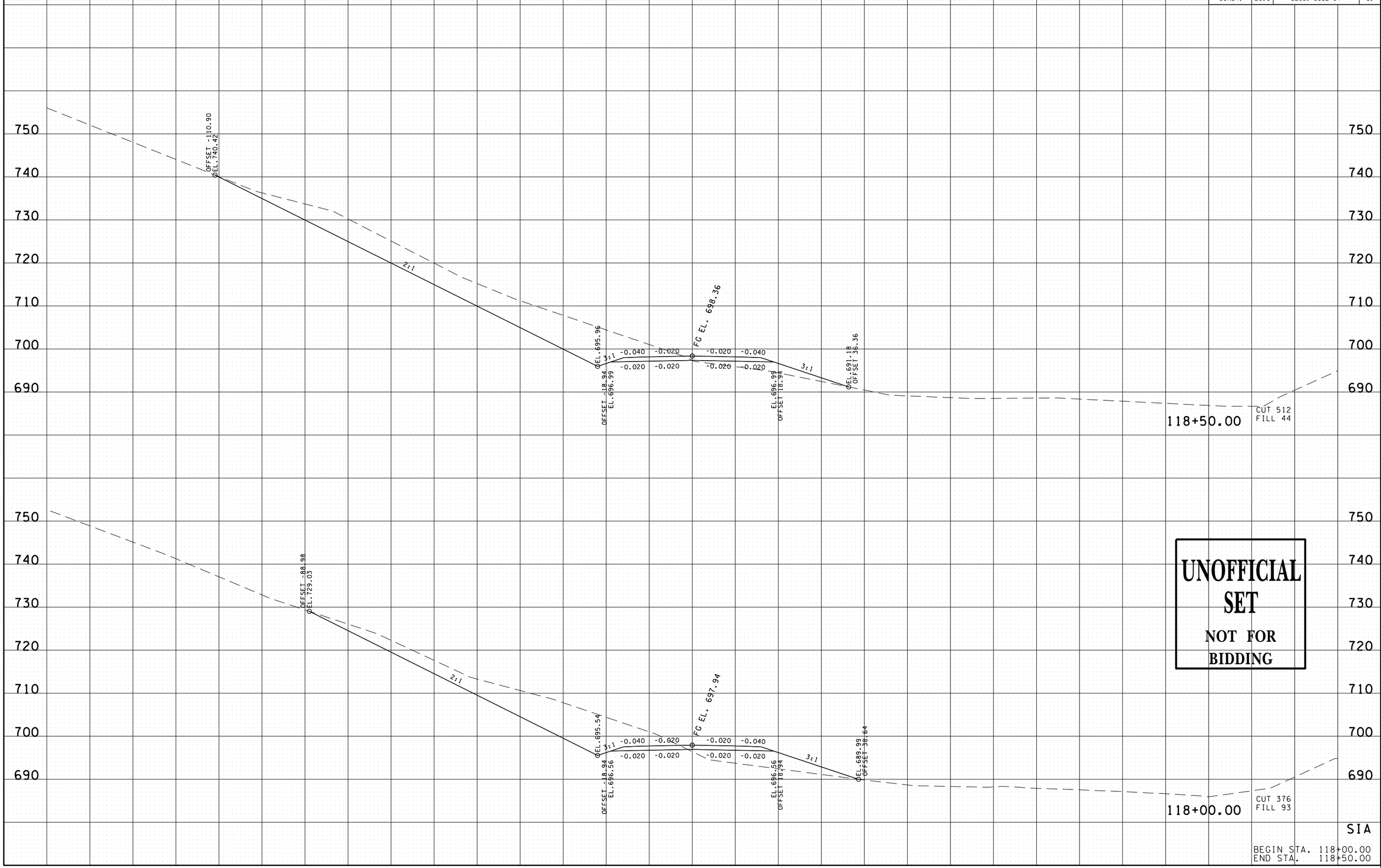
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	30
CONST.	2015	52951-3532-04	31



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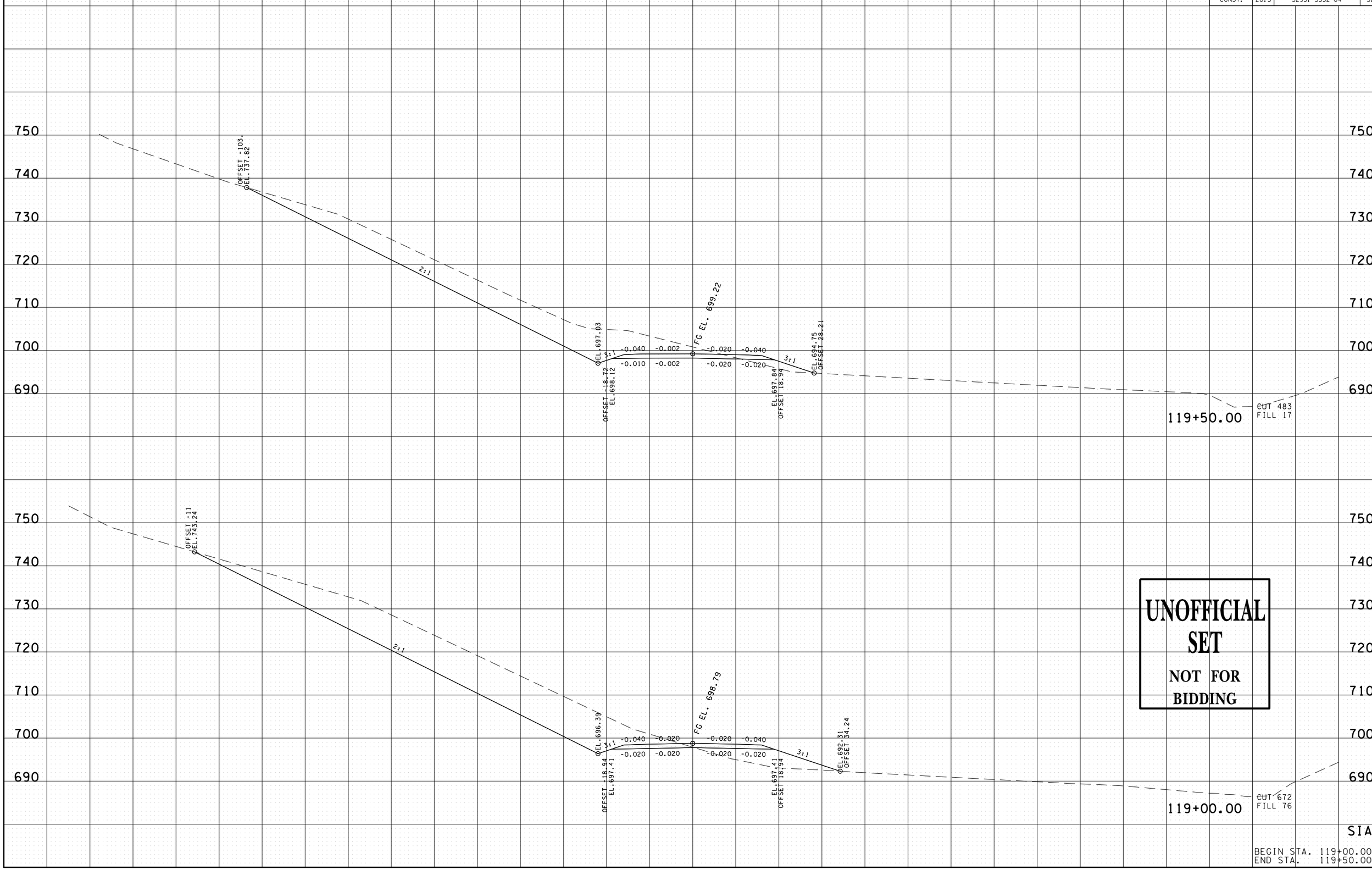
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	31
CONST.	2015	52951-3532-04	32



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BEGIN STA. 119+00.00
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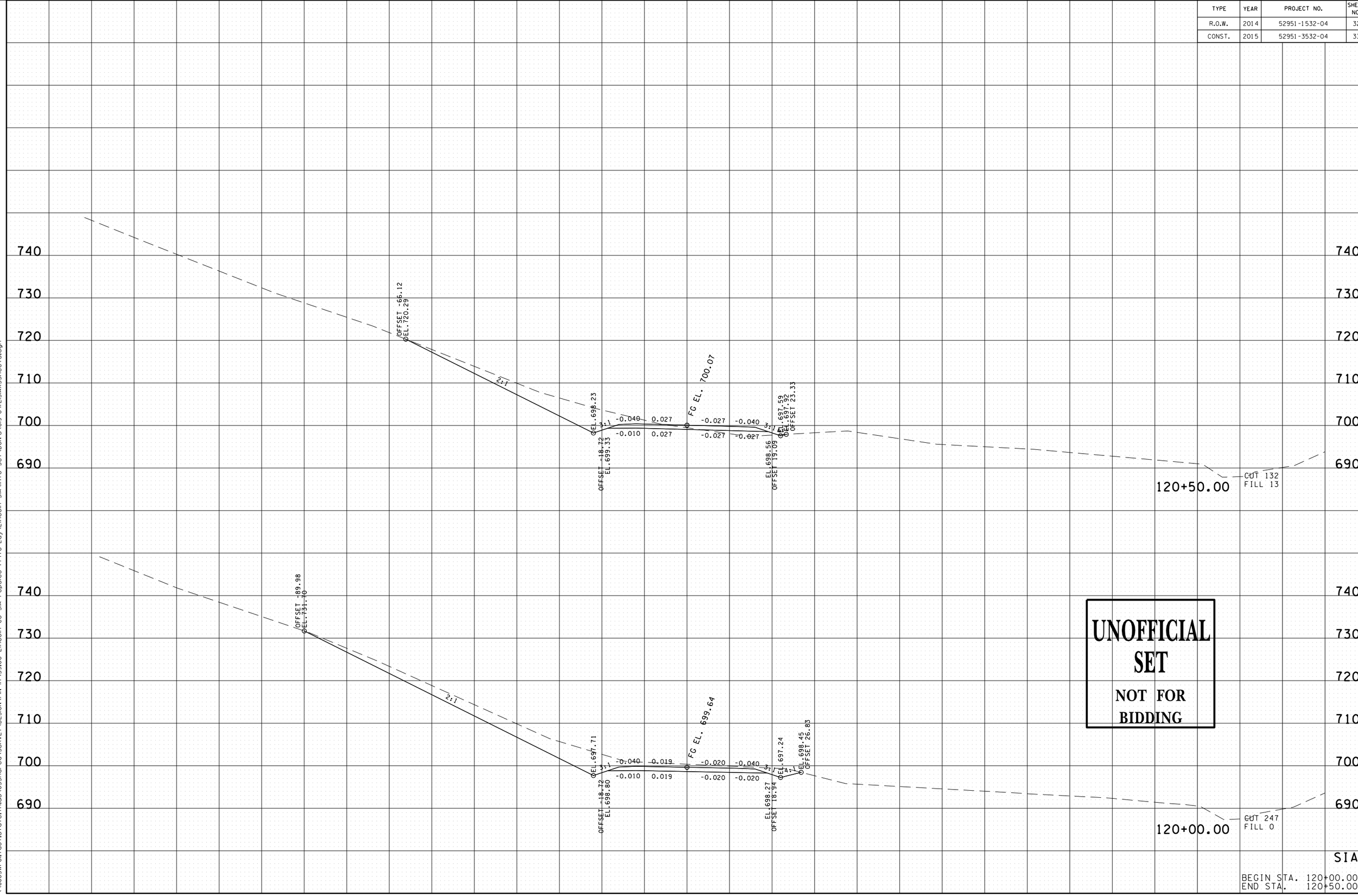
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	32
CONST.	2015	52951-3532-04	33



UNOFFICIAL SET

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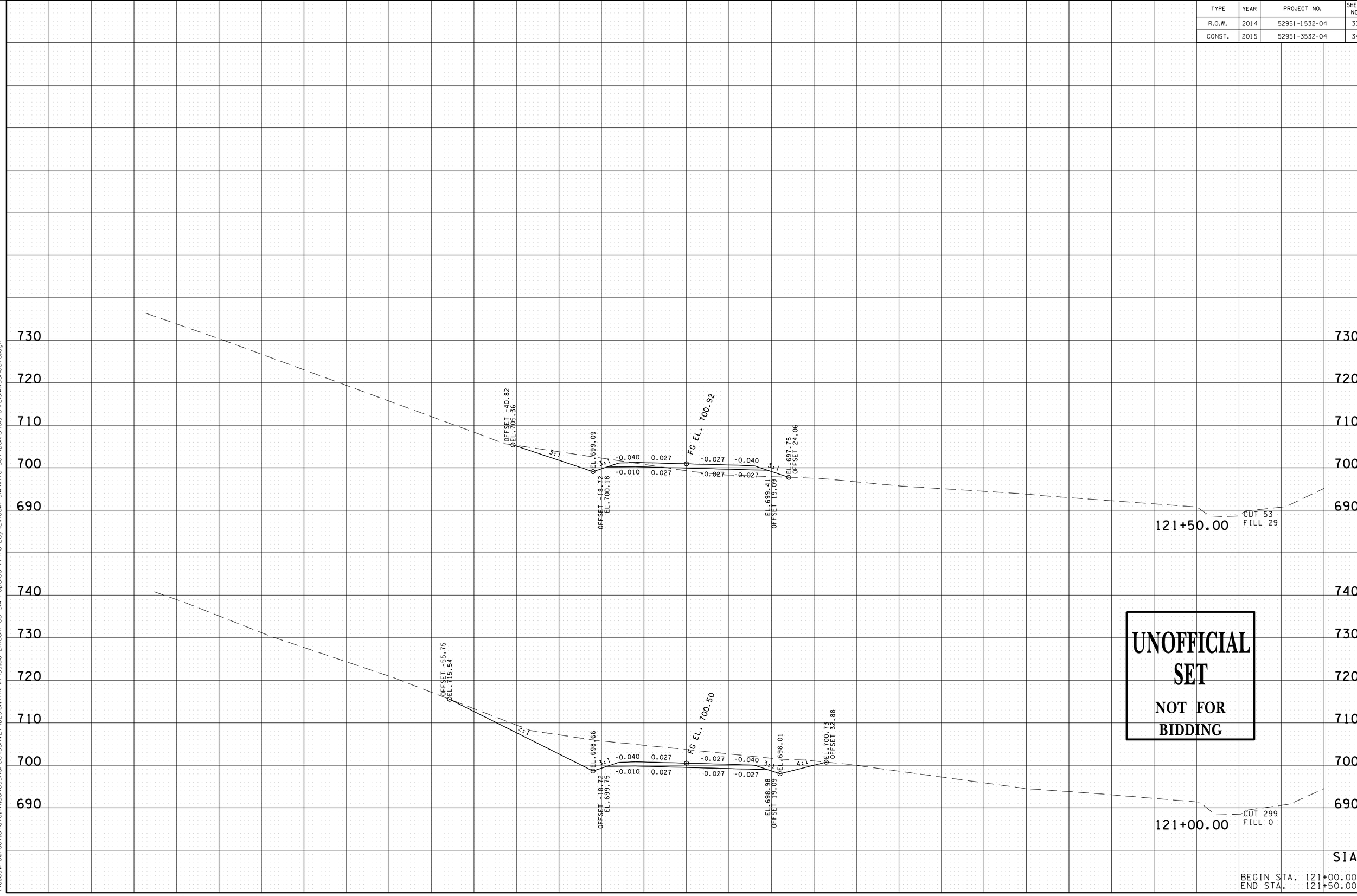
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	33
CONST.	2015	52951-3532-04	34



UNOFFICIAL SET

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

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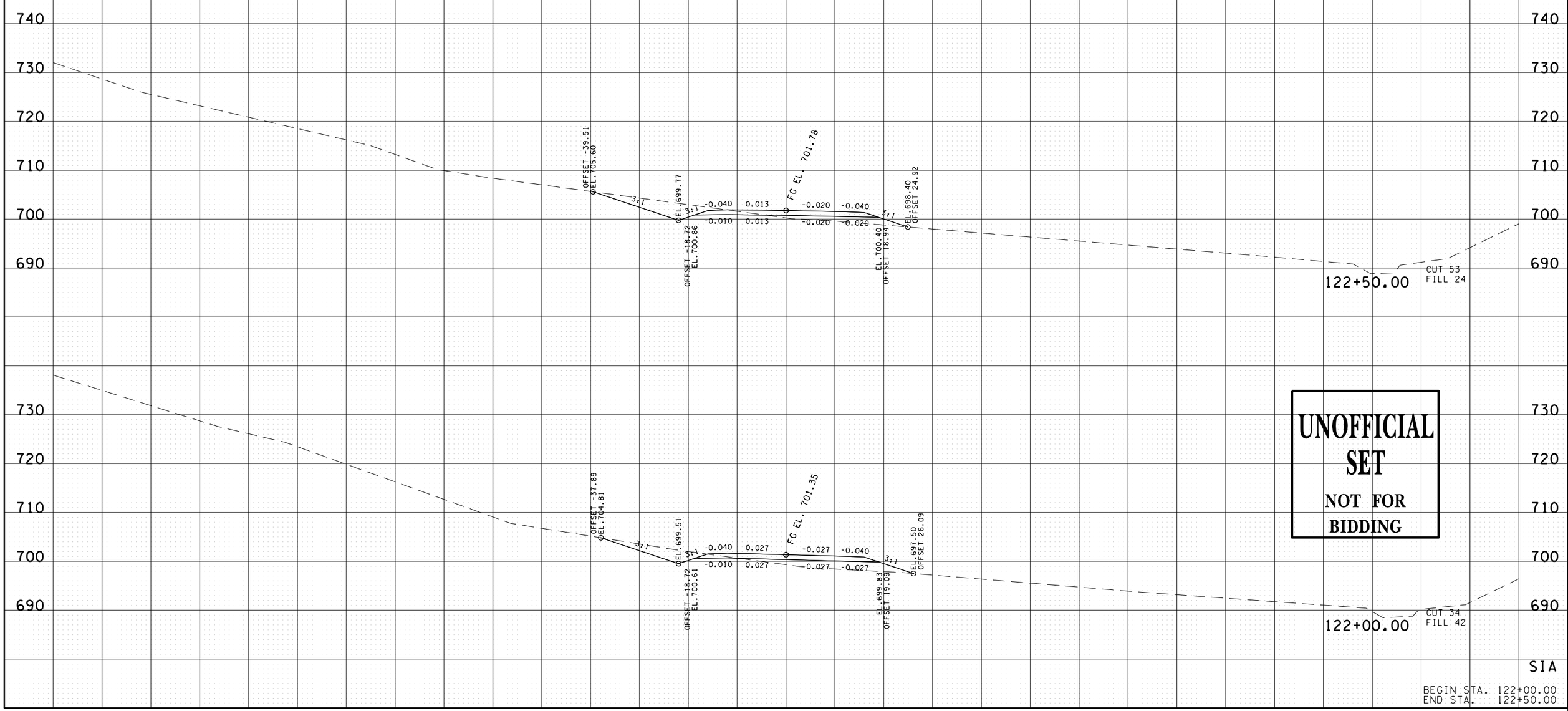
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	34
CONST.	2015	52951-3532-04	35



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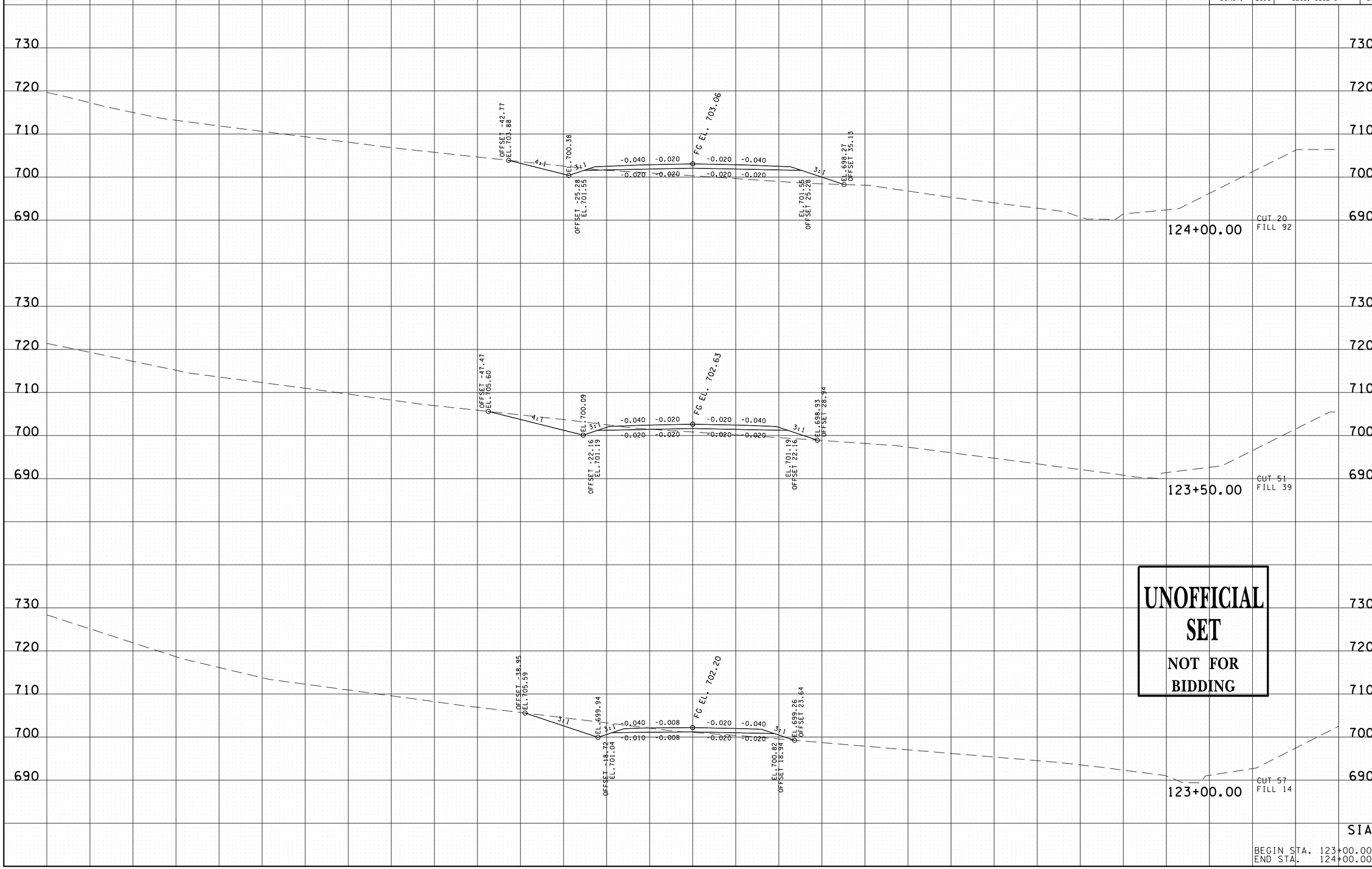
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	35
CONST.	2015	52951-3532-04	36



UNOFFICIAL SET

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END STA. 124+00.00

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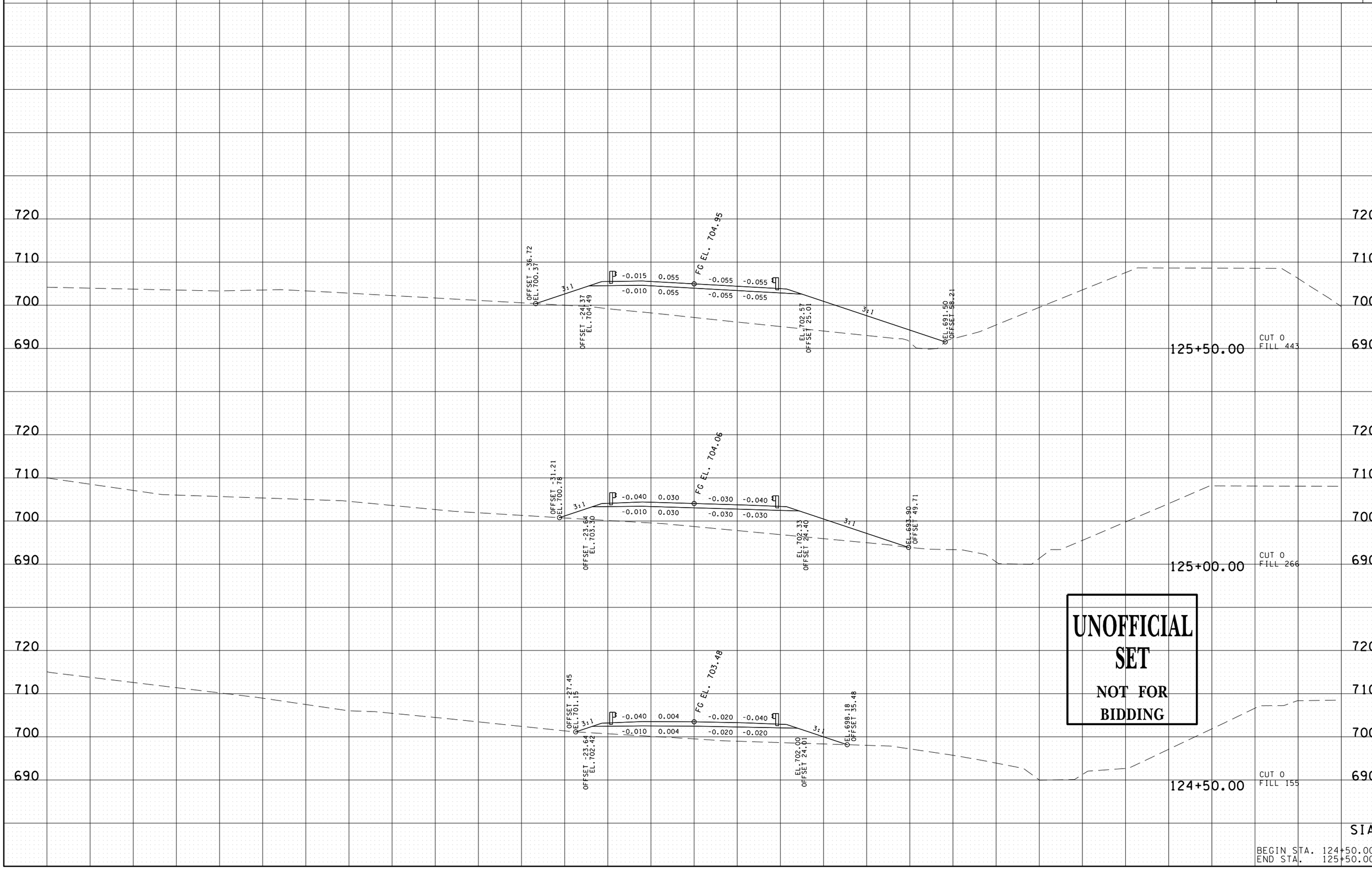
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	36
CONST.	2015	52951-3532-04	37



UNOFFICIAL SET
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END STA. 125+50.00

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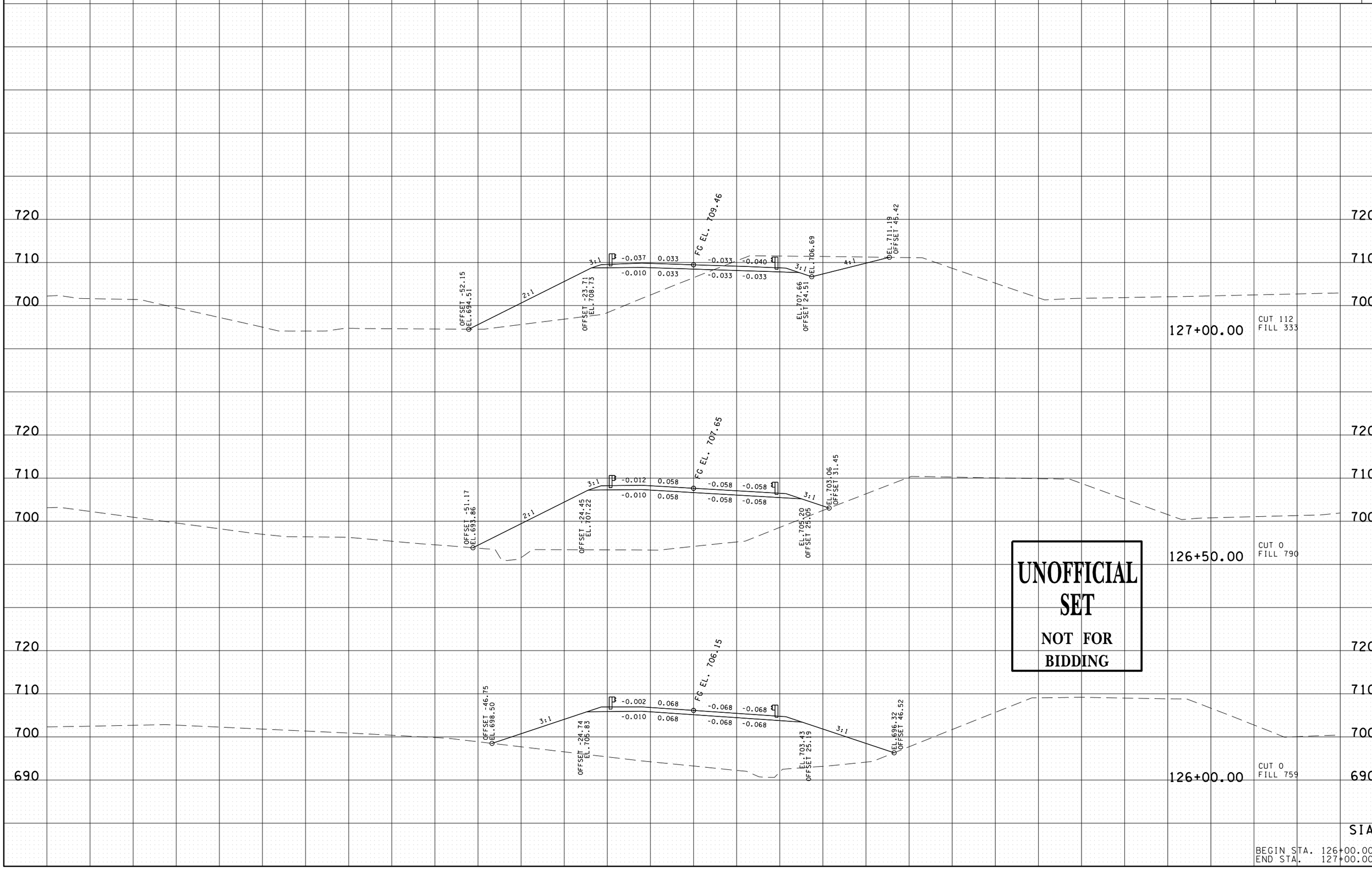
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	37
CONST.	2015	52951-3532-04	38



UNOFFICIAL SET

NOT FOR BIDDING

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BEGIN STA. 126+00.00
END STA. 127+00.00

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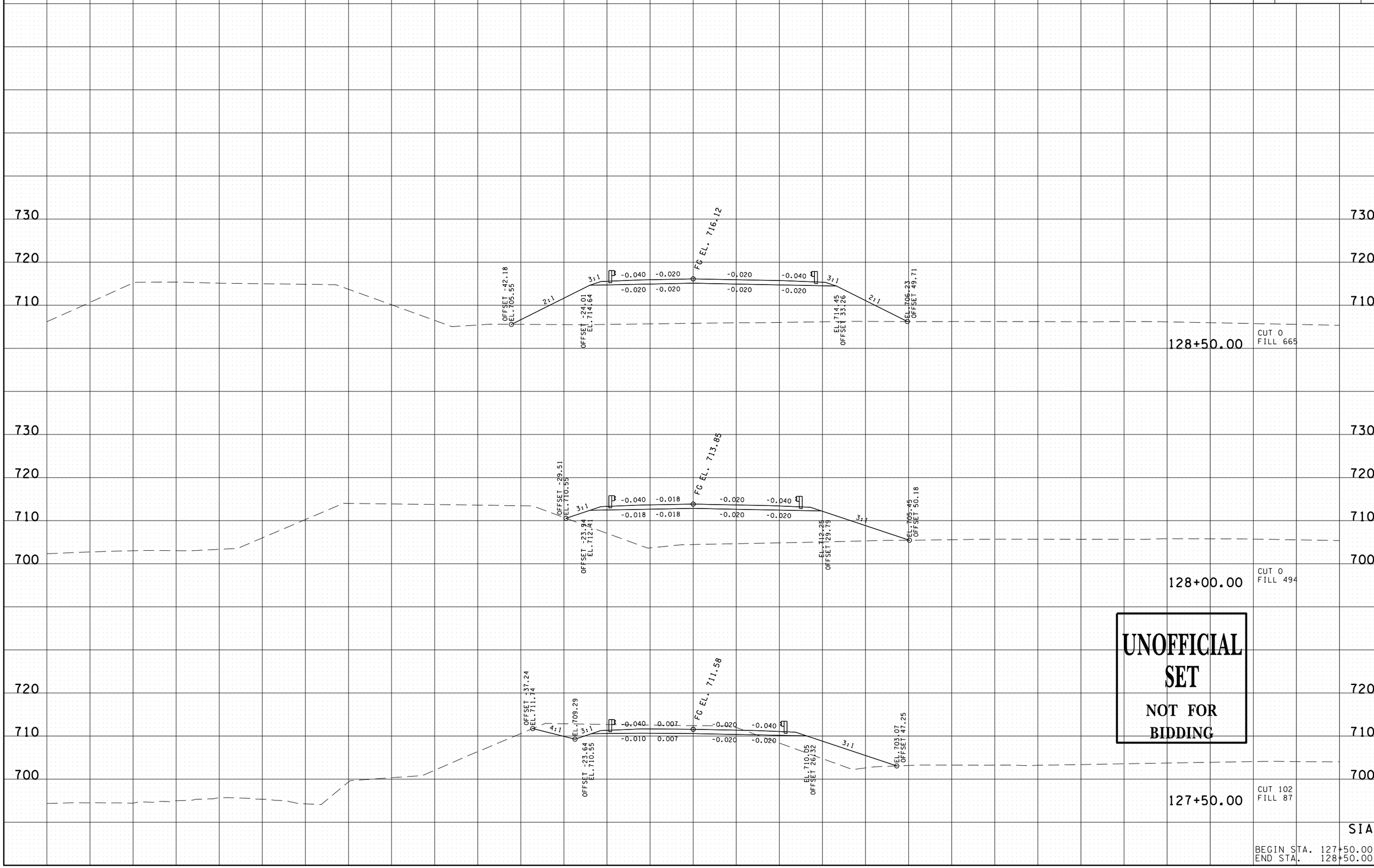
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	38
CONST.	2015	52951-3532-04	39



UNOFFICIAL SET
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SIA

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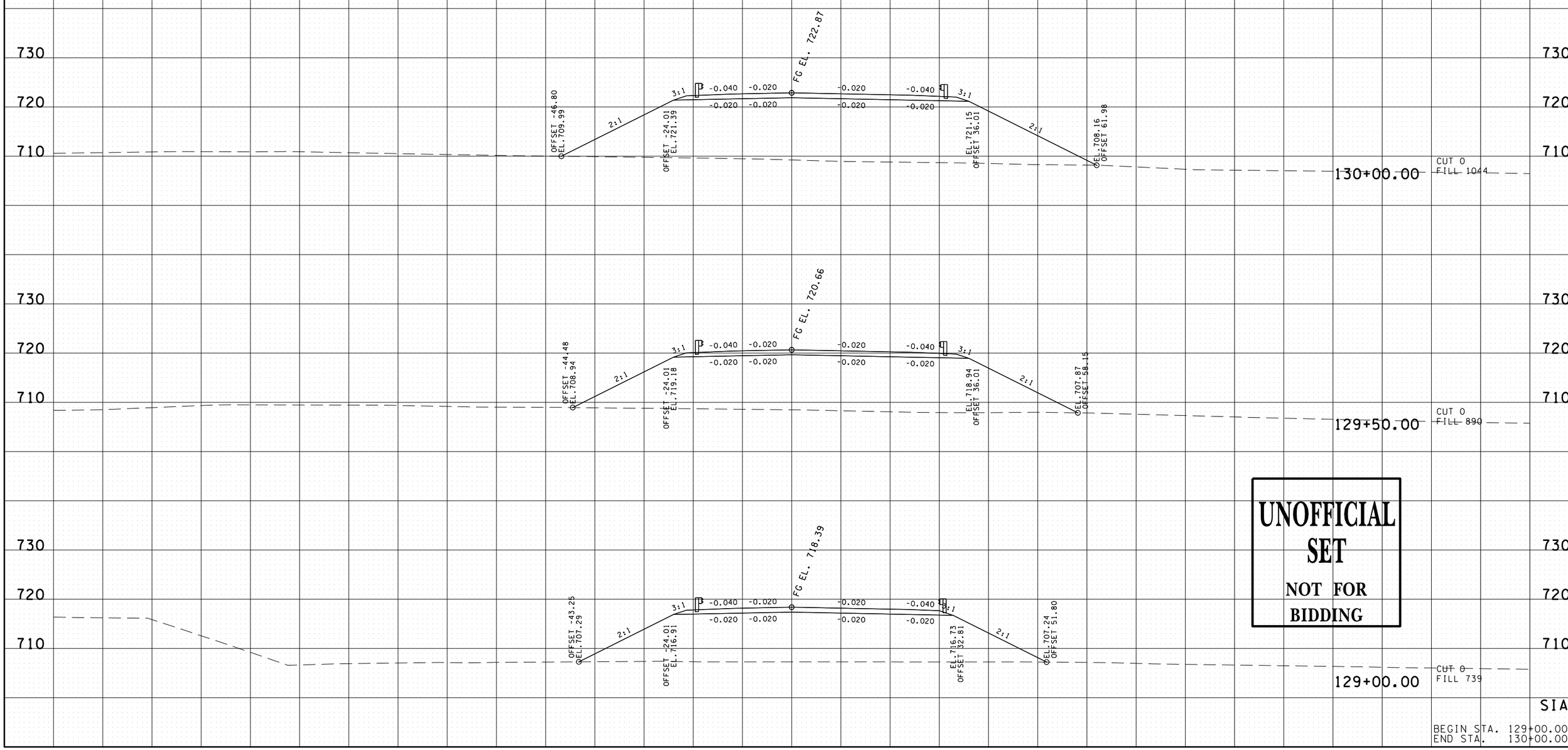
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	39
CONST.	2015	52951-3532-04	40



UNOFFICIAL SET

NOT FOR BIDDING

SIA

BEGIN STA. 129+00.00
END STA. 130+00.00

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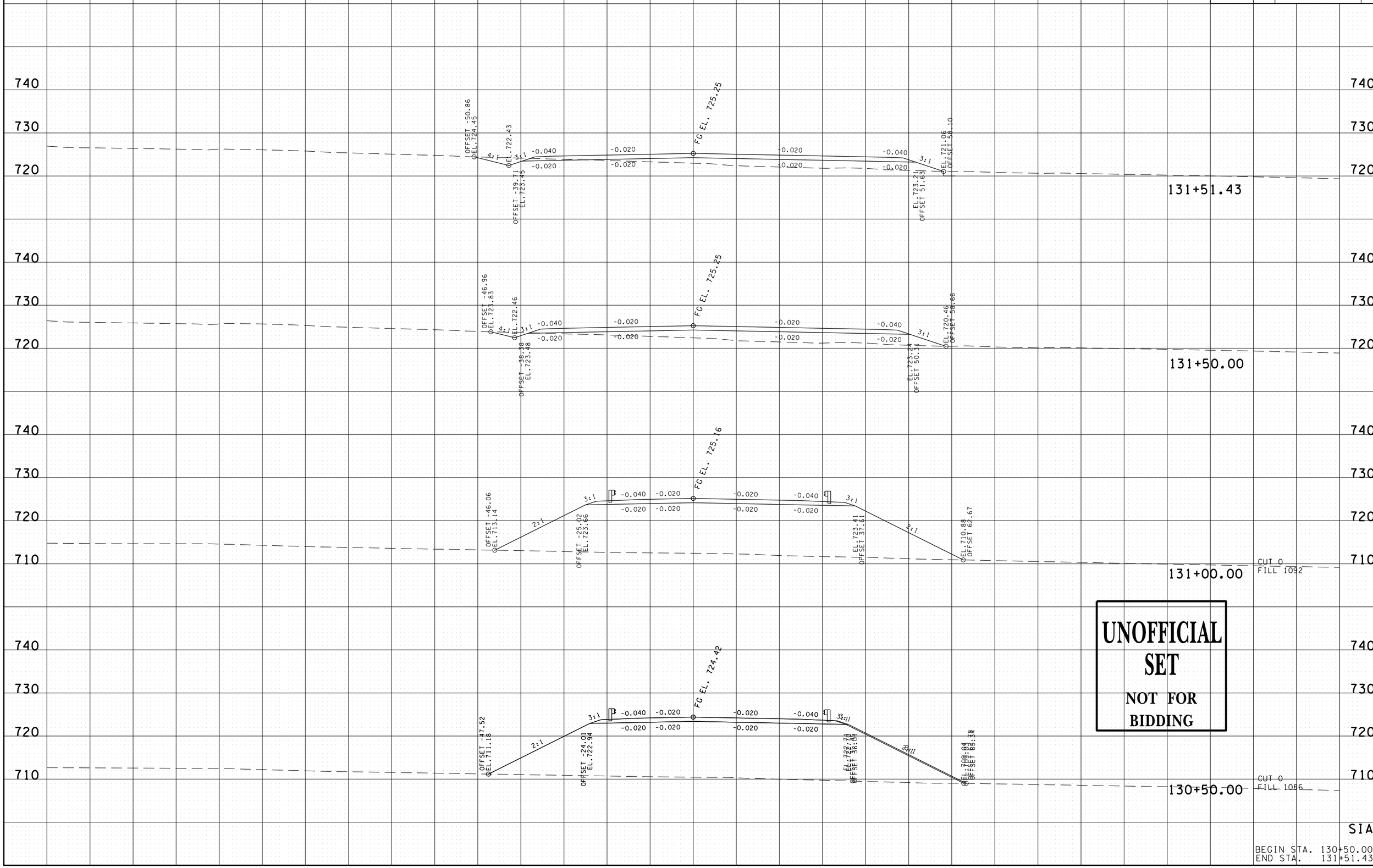
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	40
CONST.	2015	52951-3532-04	41



UNOFFICIAL SET

NOT FOR BIDDING

SIA

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END STA. 131+51.43

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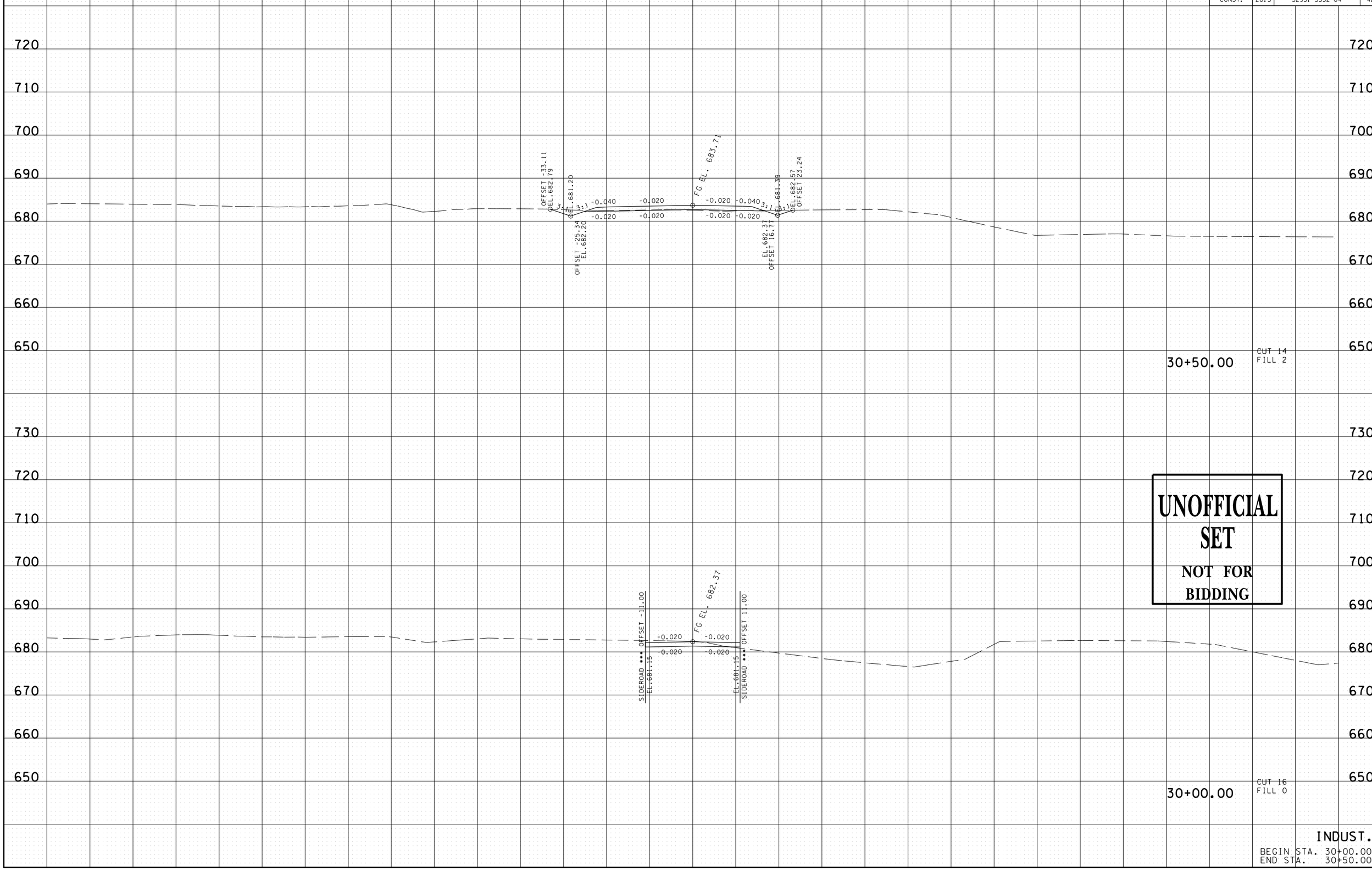
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	41
CONST.	2015	52951-3532-04	42



UNOFFICIAL SET
NOT FOR BIDDING

INDUST.
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END STA. 30+50.00

09-MAR-2015 09:45
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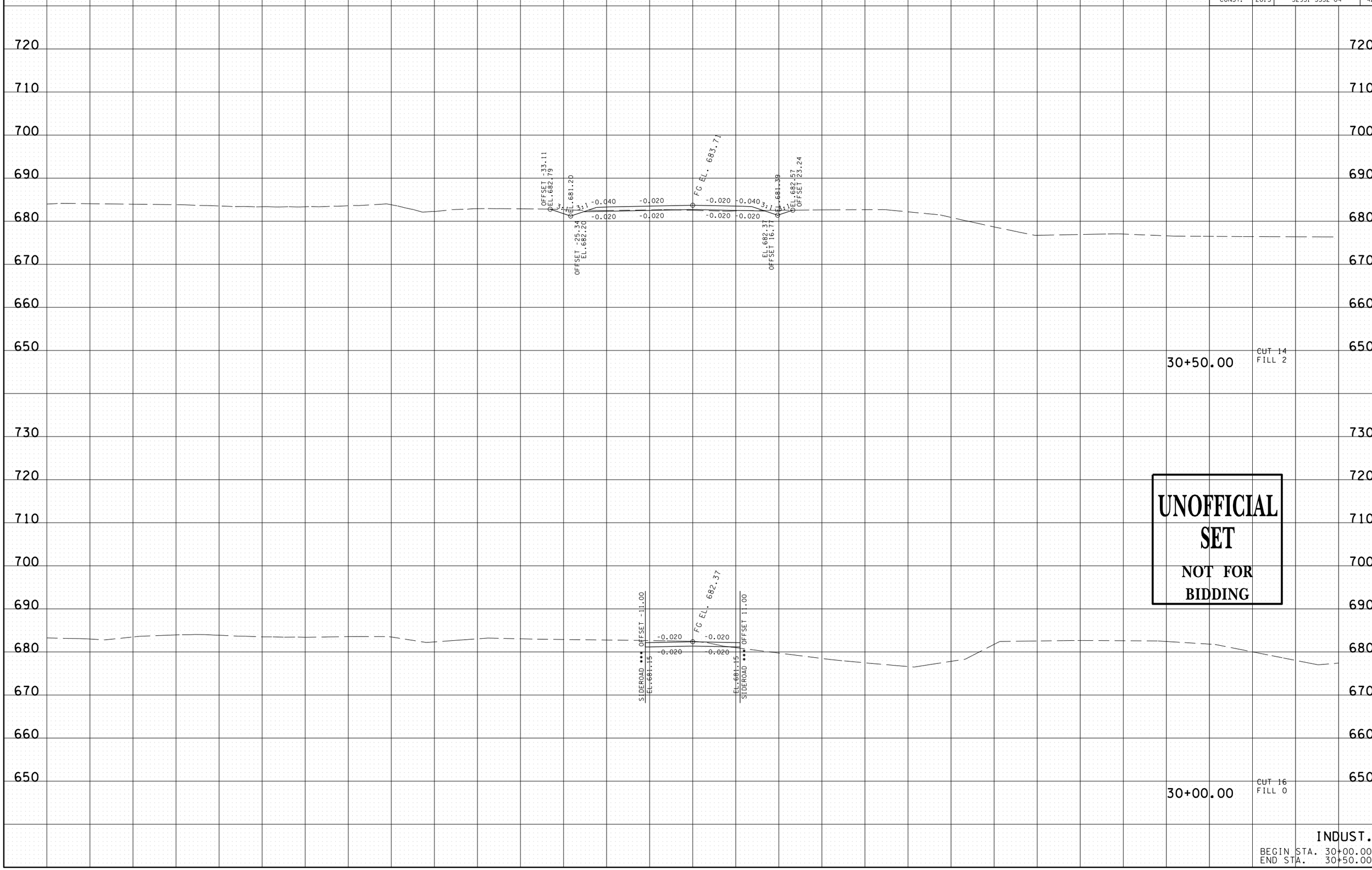
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	41
CONST.	2015	52951-3532-04	42



UNOFFICIAL SET
NOT FOR BIDDING

INDUST.
BEGIN STA. 30+00.00
END STA. 30+50.00

09-MAR-2015 09:45
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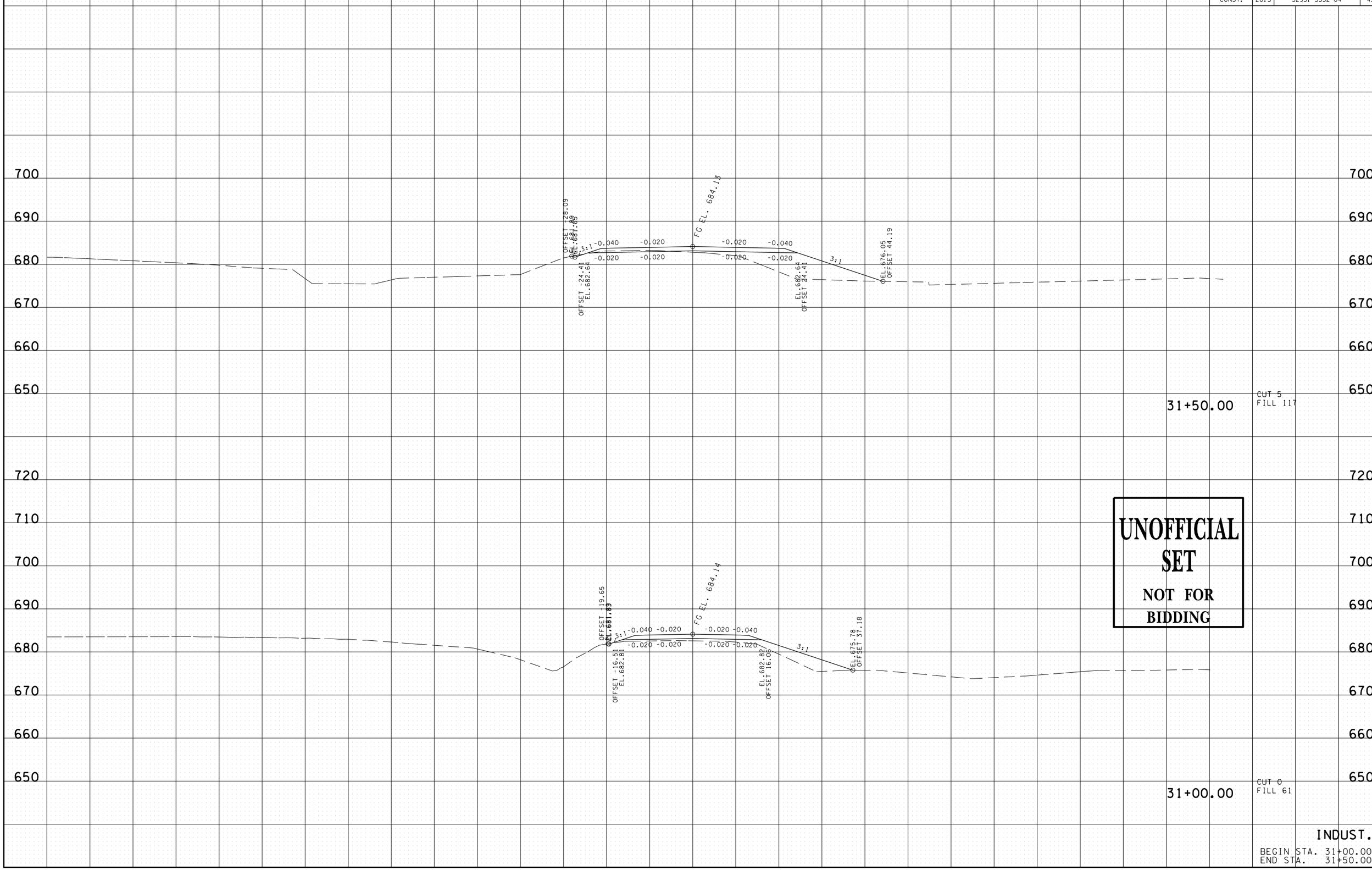
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	42
CONST.	2015	52951-3532-04	43



UNOFFICIAL SET

NOT FOR BIDDING

INDUST.

BEGIN STA. 31+00.00
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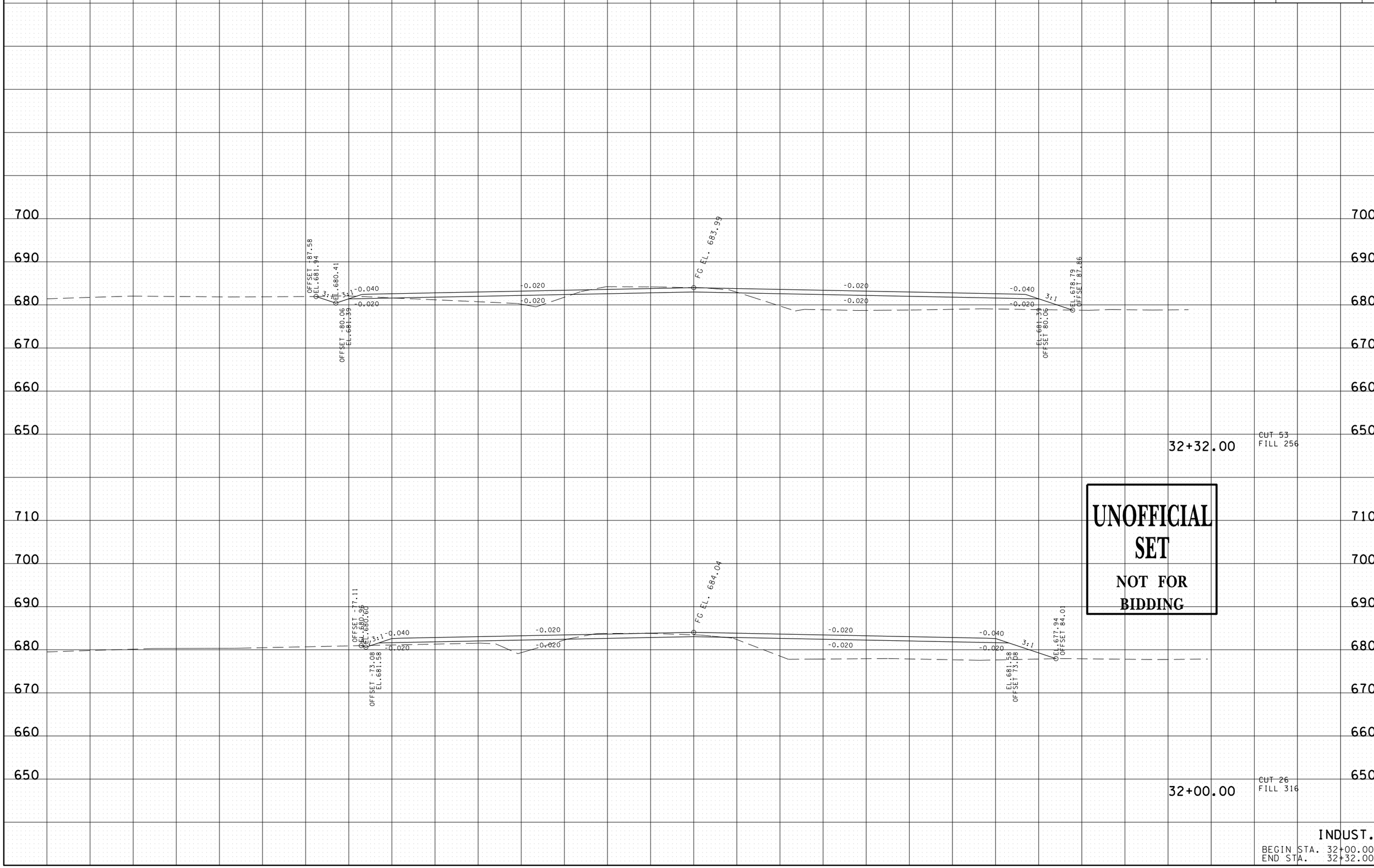
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	52951-1532-04	43
CONST.	2015	52951-3532-04	44



UNOFFICIAL SET

NOT FOR BIDDING

INDUST.

BEGIN STA. 32+00.00
END STA. 32+32.00

09-MAR-2015 09:45
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