

Index Of Sheets

SEE SHEET NO. 001-A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

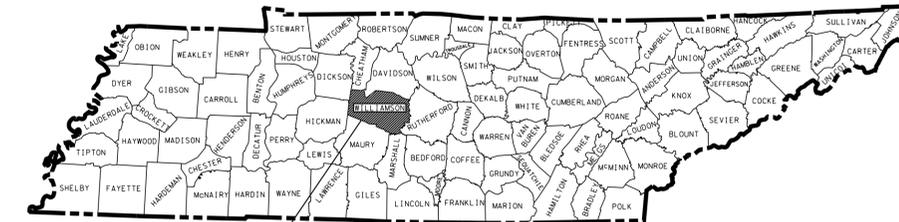
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	STP-SIP/H-NH-6(95)	
STATE PROJ. NO.	94004-3231-94	

WILLIAMSON COUNTY

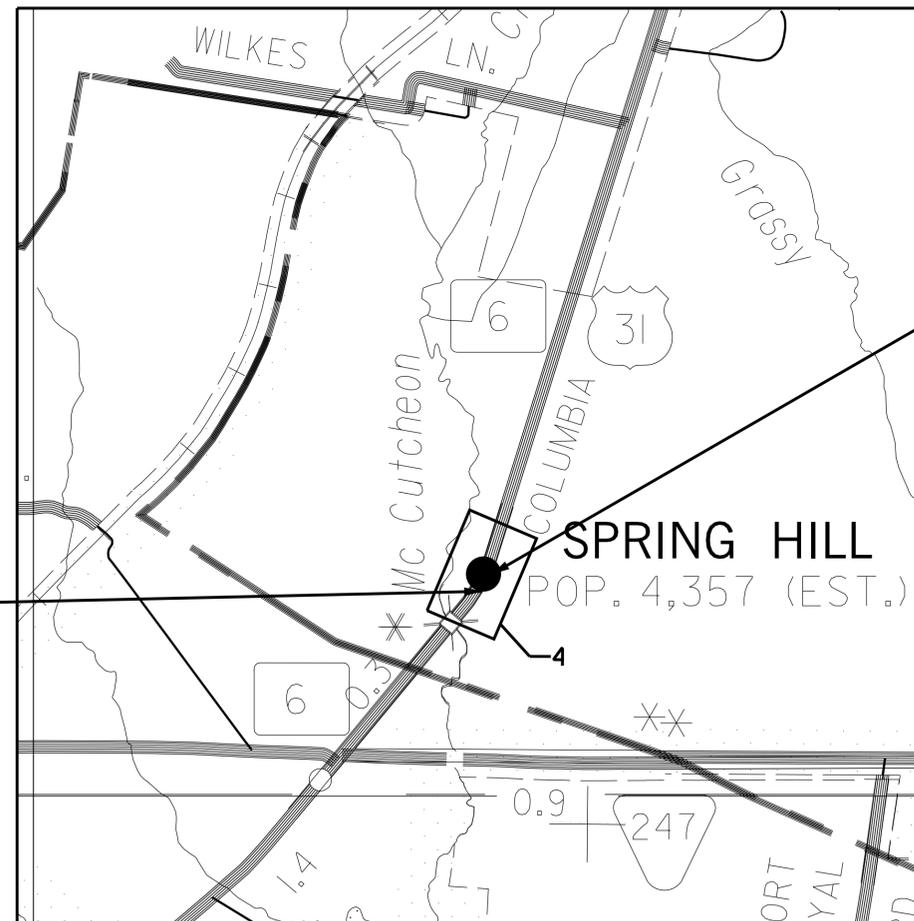
STATE ROUTE 6 (US-31/MAIN STREET)
INTERSECTION AT MILES JOHNSON PARKWAY
LOG MILE 0.29

CONSTRUCTION

STATE HIGHWAY NO. 6 F.A.H.S. NO. 31



PROJECT LOCATION



94004-3231-94
BEGIN PROJ. STP-SIP/H-NH-6(95)
STA. 29+85.88

94004-3231-94
END PROJ. STP-SIP/H-NH-6(95)
STA. 32+78.70

NO EXCLUSIONS
NO EQUATIONS

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SEALED BY

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

DATE: _____

APPROVED: *John Schroer*
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 FEBRUARY 4, 2014 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 DAVID MOSS
DESIGNED BY TRANSYSTEMS
DESIGNER JOSHUAH LELJEDAL CHECKED BY PETER M. STRUB, P.E.
P.E. NO. 94004-3231-94
PIN NO. 119083.00



PROJECT LENGTH 0.055 MILES

TRAFFIC DATA (SR 6)	
ADT (2014)	20,550
ADT (2019)	21,580
DHV (2019)	2,036
D	58 - 42
T (ADT)	3 %
T (DHV)	2 %
V	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS INDEX.....	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVING SCHEDULE	2A
GENERAL NOTES AND SPECIAL NOTES.....	2B-2C
TABULATED QUANTITIES	2D
PROPERTY MAPS AND RIGHT-OF-WAY ACQUISITION TABLES.....	3
UTILITY CONTACTS AND NOTES.....	3A
PRESENT LAYOUT.....	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROFILE.....	4C
DRAINAGE MAP.....	5
EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS	6-6A
EXISTING CONTOURS.....	7
PROPOSED CONTOURS	8
TRAFFIC CONTROL ADVANCE SIGNING	9
PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES	9A
TRAFFIC CONTROL PLANS	9B-9C
TRAFFIC CONTROL TABULATION	9D
PAVEMENT MARKING PLANS	10
SIGNAL LAYOUT.....	11
SIGNAL DETAILS	11A
UTILITIES INDEX, UTILITY OWNERS, AND UTILITY SHEETS	U1-1

NO PROJECT COMMITMENT SHEET INCLUDED IN THIS SET OF PLANS

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-TS-6A	07-31-13	TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDER
ROADWAY AND PAVEMENT APPURTENANCES		
RP-H-3	01-30-15	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-5	01-30-15	PARALLEL CURB RAMP
RP-H-9	01-30-15	PARALLEL CURB RAMP TYPE 3 AND 4
RP-NMC-10	07-29-03	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
TRAFFIC CONTROL APPURTENANCES		
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-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-20	11-01-11	SIGN DETAILS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A		ALTERNATE DETECTION DETAILS
T-SG-5	12-04-13	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9	12-04-13	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	05-01-14	MISCELLANEOUS SIGNAL DETAILS

DWG. NO	REV.	DESCRIPTION
T-SG-10	06-11-14	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	1A

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DEPARTMENT OF TRANSPORTATION

**INDEX
AND
STANDARD
DRAWINGS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	2

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	10
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	36
209-05	SEDIMENT REMOVAL	C.Y.	5
1 209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	190
1 209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	2
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	50
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	65
501-03.02	CONCRETE SHOULDERS	S.Y.	5
701-02.03	CONCRETE CURB RAMP	S.F.	710
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	10
2 705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	500
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
712-06	SIGNS (CONSTRUCTION)	S.F.	180
712-08.03	ARROW BOARD (TYPE C)	EACH	2
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	500
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	4
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	272
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	150
716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	4
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	130
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	116
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.1
717-01	MOBILIZATION	LS	1
3 725-03.50	RADAR DETECTION SYSTEM	EACH	1
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	3
730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	3
730-02.30	SIGNAL HEAD ASSEMBLY (140 A1 WITH BACKPLATE)	EACH	2
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	6
4 730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
730-05.02	SERVICE CABLE (2 CONDUCTOR, # 8 AWG)	L.F.	180
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	625
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1510
730-11.01	STEEL CONDUIT RISER ASSEMBLY	EACH	1
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	150
730-12.12	CONDUIT 1" DIAMETER (JACK AND BORE)	L.F.	75
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	620
730-12.30	TRENCHING	L.F.	105
730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	1
730-23.96	CANTILEVER SIGNAL SUPPORT (1 ARM @ 42')	EACH	2
730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 56')	EACH	2
730-26.05	COUNTDOWN PEDESTRIAN SIGNAL	EACH	8
730-26.09	PEDESTRIAN PUSHBUTTON WITH 15IN SIGN	EACH	8
1,5 740-11.03	TEMPORARY SEDIMENT TUBE 18IN (ENDWALLS)	L.F.	80

- 1 EPSC ITEMS. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- 2 THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
- 3 RADAR DETECTION UNITS SHALL BE WAVETRONIX SMARTSENSOR ADVANCED, OR APPROVED EQUAL. DETECTION UNITS SHALL INCLUDE INSTALLATION, WIRING, AND ALL COMPONENTS NECESSARY TO PROVIDE A FULLY OPERATIONAL VOLUME-DENSITY TIMING SYSTEM
- 4 CONTRACTOR TO BE RESPONSIBLE FOR COSTS OF OBTAINING ELECTRICAL SERVICE CONNECTION.
- 5 FOR CULVERT PROTECTION TYPE 2 (ENDWALL PROTECTION)

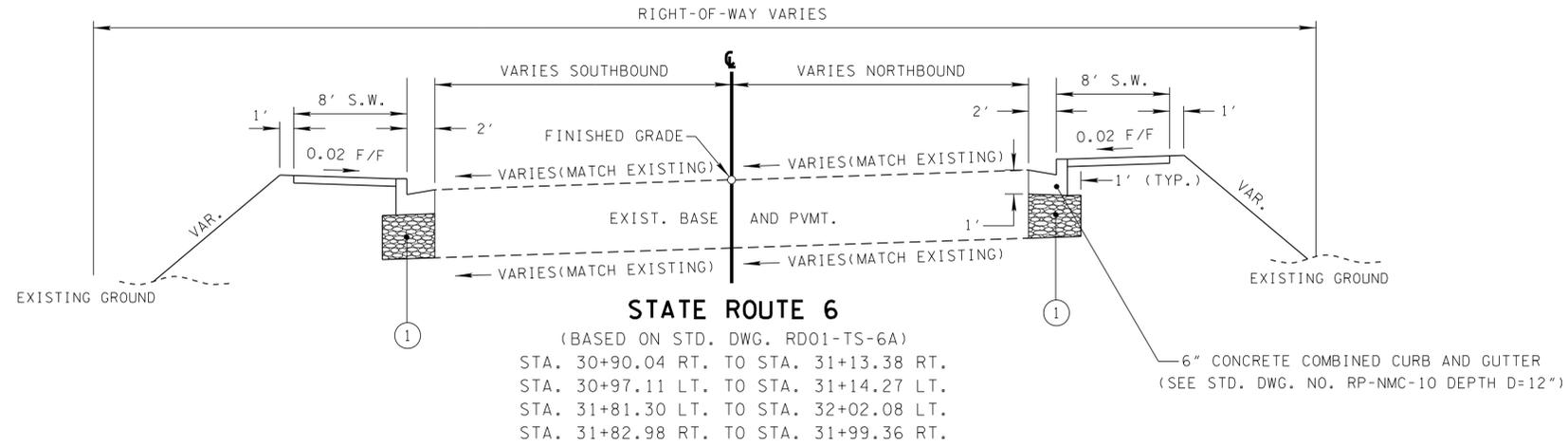
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**ESTIMATED
ROADWAY
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	2A



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PROPOSED PAVEMENT SCHEDULE

① MINERAL AGGREGATE BASE (10"± DEPTH) <small>ITEM 303-01 MINERAL AGGREGATE TYPE A BASE, GRADING D</small>		

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TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	2B

GENERAL NOTES

GRADING

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

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

SIGNING

- ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

SIGNALIZATION

- EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.
- THE CONTRACTOR SHALL CONTACT THE CITY OF SPRING HILL AT 931-486-1265 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- 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.
- 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.

- 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.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- 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.
- 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 AN 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.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL DISTURBED AREA

- AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- 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.
- 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.
- 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.
- CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

SEDIMENT CONTROL

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

- OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

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**GENERAL
NOTES**

GENERAL NOTES (CONT.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	2C

INSPECTION, MAINTENANCE, REPAIR

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

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

LITTER, DEBRIS, WASTE, PETROLEUM

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

SPECIAL NOTES

SIGNALIZATION

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

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

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

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

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

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DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES
CONT.**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-SIP/H-NH-6(95)	2D

PERMANENT SIGN QUANTITIES										
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	SIZE	ITEM NO. 713-15.07 (S.F.)	M.U.T.C.D. NO.	MATERIAL	THICKNESS	S.N.S. LETTER SIZE	REMARKS
713-15.07	MAIN ST	EACH	2	78" X 18"	2	D3-1	ALUMINUM	0.080"	12" UC/9"LC	SHEET 11, SIGN S1
713-15.07	MILES JOHNSON PKWY	EACH	2	132" X 36"	2	D3-1	ALUMINUM	0.080"	12" UC/9"LC	SHEET 11, SIGN S2
TOTAL					4					

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DEPARTMENT OF TRANSPORTATION

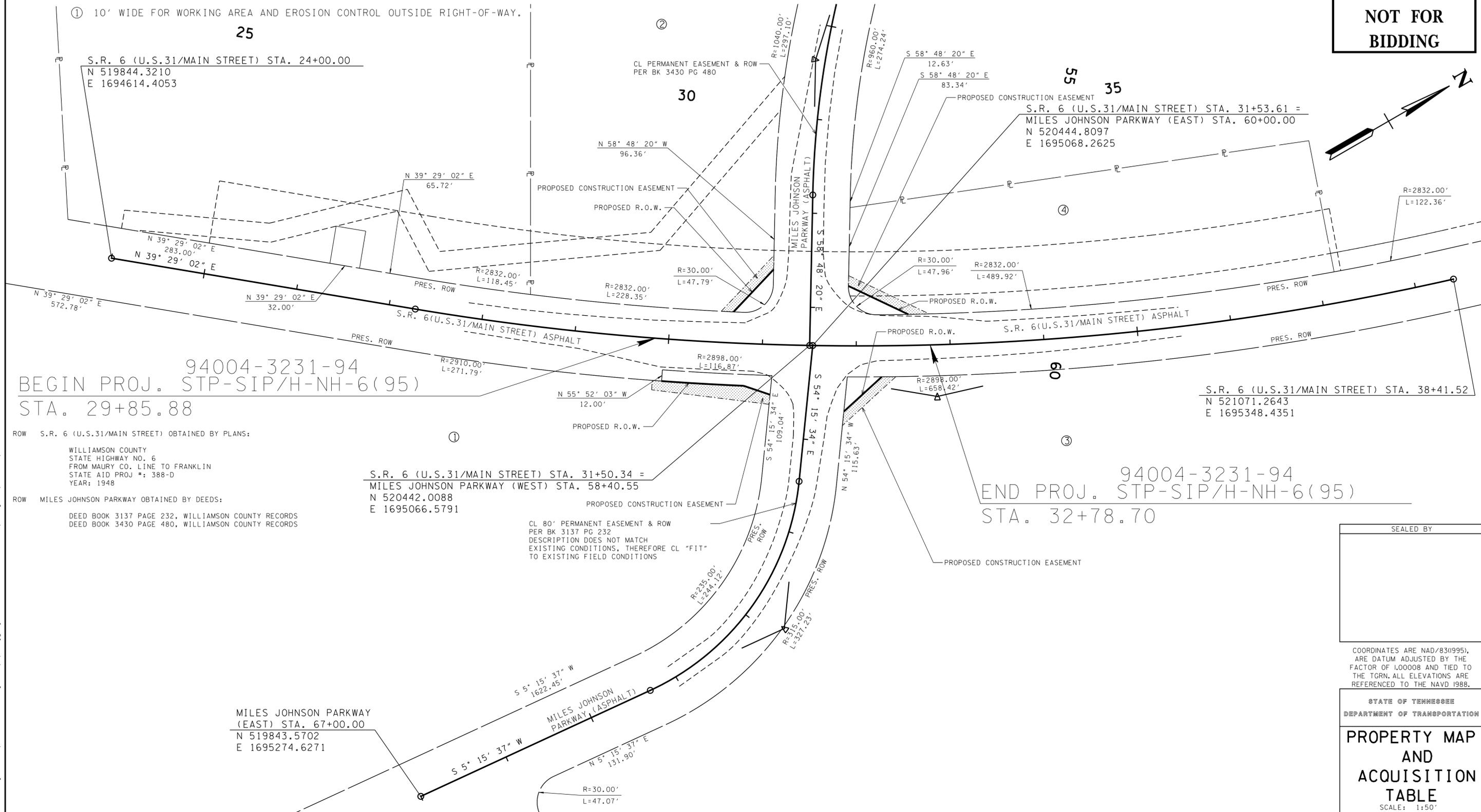
**TABULATED
QUANTITIES**

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST. ①
				BK.	PAGE											
1	INEZ HARVEY	167	01200	NO DATA	NO DATA											1631
2	CITY OF SPRING HILL	167	00601	3430	476	5.341		5.341	782 S.F.		782 S.F.	5.323				719
3	INEZ HARVEY	167	01200	NO DATA	NO DATA			79.685		676 S.F.		676 S.F.				659
4	HARVEY MARTIN DOUGLAS ETAL	167	00700	954	469	1.571			789 S.F.							829

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	2
CONST	2015	STP-SIP/H-NH-6(95)	3

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BEGIN PROJ. 94004-3231-94
STP-SIP/H-NH-6(95)
STA. 29+85.88

END PROJ. 94004-3231-94
STP-SIP/H-NH-6(95)
STA. 32+78.70

ROW S.R. 6 (U.S.31/MAIN STREET) OBTAINED BY PLANS:
WILLIAMSON COUNTY
STATE HIGHWAY NO. 6
FROM MAURY CO. LINE TO FRANKLIN
STATE AID PROJ #: 388-D
YEAR: 1948

ROW MILES JOHNSON PARKWAY OBTAINED BY DEEDS:
DEED BOOK 3137 PAGE 232, WILLIAMSON COUNTY RECORDS
DEED BOOK 3430 PAGE 480, WILLIAMSON COUNTY RECORDS

S.R. 6 (U.S.31/MAIN STREET) STA. 31+50.34 =
MILES JOHNSON PARKWAY (WEST) STA. 58+40.55
N 520442.0088
E 1695066.5791

CL 80' PERMANENT EASEMENT & ROW
PER BK 3137 PG 232
DESCRIPTION DOES NOT MATCH
EXISTING CONDITIONS, THEREFORE CL "FIT"
TO EXISTING FIELD CONDITIONS

MILES JOHNSON PARKWAY
(EAST) STA. 67+00.00
N 519843.5702
E 1695274.6271

SEALED BY

COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00008 AND TIED TO
THE TRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PROPERTY MAP
AND
ACQUISITION
TABLE**
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	3
CONST	2015	STP-SIP/H-NH-6(95)	3A

UTILITY NOTES & CONTACTS

UTILITIES

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

UTILITY PROVIDERS LIST FOR S.R. 6 (U.S. 31/MAIN STREET) AT MILES JOHNSON PARKWAY

TELEPHONE:

AT&T
116 SOUTH CANON AVENUE
MURFREESBORO, TN 37129
CONTACT: KENNETH KORNEGAY
EMAIL KK4096@ATT.COM
OFFICE: 615-848-2082
CELL: 615-631-7221

LEVEL3 COMMUNICATION
CONTACT LEVEL3COMMUNICATION ONE WEEK BEFORE CONSTRUCTION BEGINS. THEY WOULD LIKE TO HAVE A REPRESENTATIVE ON-SITE WHEN CONSTRUCTION BEGINS
1025 ELDORADO BLVD., 43C 420
BROOMFIELD, CO 80021
CONTACT: TIM BOYKIN
EMAIL: RELO@LEVEL3.COM
OFFICE: 720-888-7280
FAX: 720-567-3262

ELECTRIC:

COLUMBIA POWER
201 PICKENS LANE
COLUMBIA, TN 38401
CONTACT: DOUG BURGESS
EMAIL: DOUG.BURGESS@CPWS.COM
OFFICE: 931-375-7740
FAX: 931-388-5287

GAS:

ATMOS ENERGY
810 CRESENT CENTER DRIVE
SUITE 600
FRANKLIN, TN 37067
CONTACT: ROBERT ARNOLD
EMAIL: ROBERT.ARNOLD@ATMOSENERGY.COM
OFFICE: 615-771-8311

CABLE:

CHARTER COMMUNICATION MID-SOUTH
215 INDUSTRIAL BLVD
TULLAHOMA, TN 37388
CONTACT: RICHARD RIDDLE (PRIMARY)
EMAIL: RICHARD.RIDDLE@CHARTER.COM
OFFICE: 931-461-4315
CELL: 931-224-8787
FAX: 931-455-5392

WATER:

CITY OF SPRING HILL
199 TOWN CENTER PKWY;
P.O. BOX 789
SPRING HILL, TN 37174
CONTACT: VICTOR LAY
EMAIL: VLAY@SPRINGHILLTN.ORG
OFFICE: 931-486-2252 x 215
FAX: 931-486-0516
CELL: 931-797-4447

SEWER:

CITY OF SPRING HILL
199 TOWN CENTER PKWY;
P.O. BOX 789
SPRING HILL, TN 37174
CONTACT: VICTOR LAY
EMAIL: VLAY@SPRINGHILLTN.ORG
OFFICE: 931-486-2252 x 215
FAX: 931-486-0516
CELL: 931-797-4447

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DEPARTMENT OF TRANSPORTATION

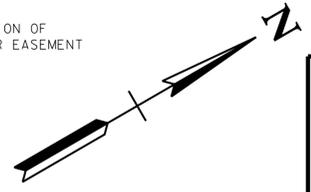
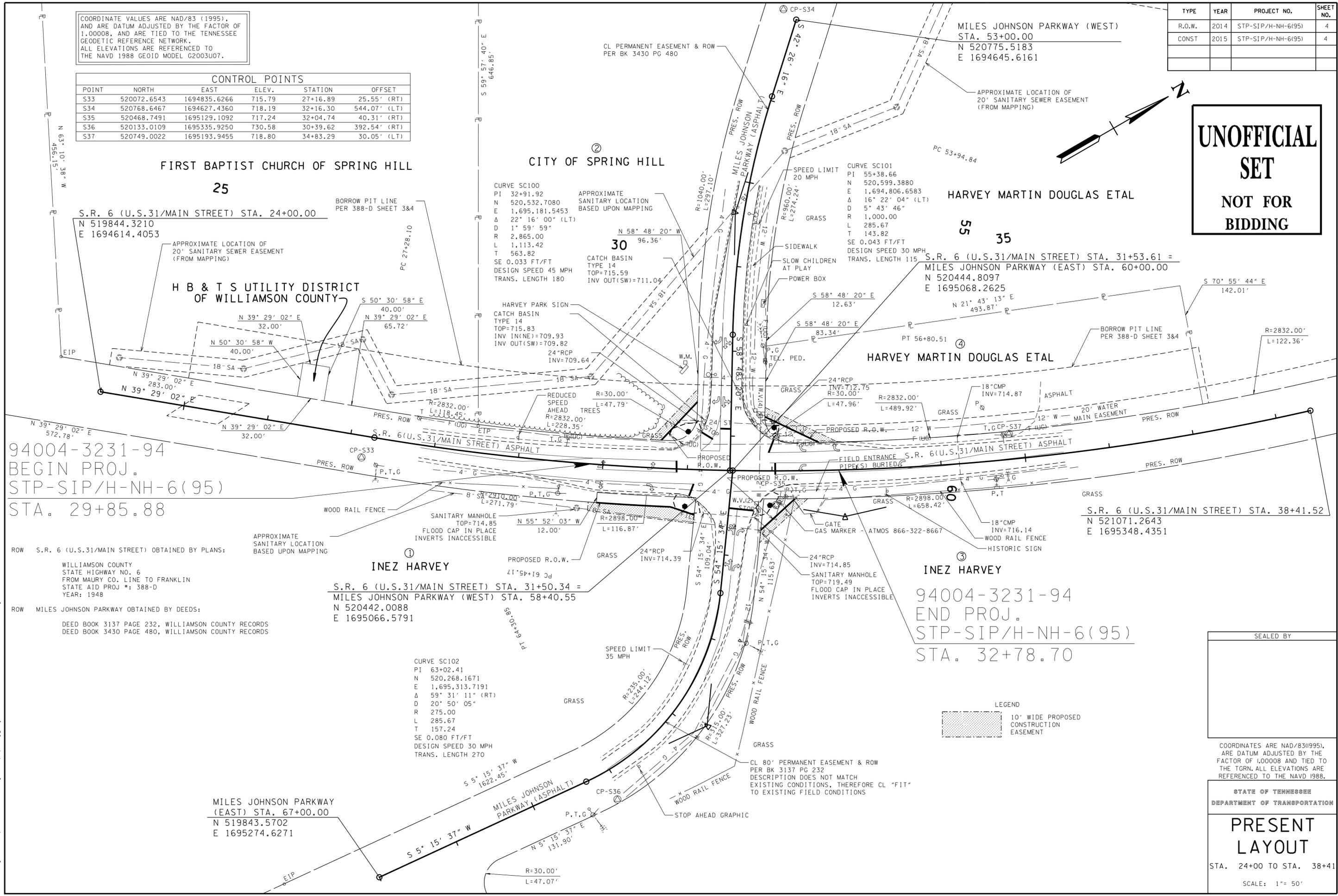
UTILITY
OWNERS AND
UTILITY NOTES

COORDINATE VALUES ARE NAD/83 (1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETWORK. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 GEOID MODEL G2003U07.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S33	520072.6543	1694835.6266	715.79	27+16.89	25.55' (RT)
S34	520768.6467	1694627.4360	718.19	32+16.30	544.07' (LT)
S35	520468.7491	1695129.1092	717.24	32+04.74	40.31' (RT)
S36	520133.0109	1695335.9250	730.58	30+39.62	392.54' (RT)
S37	520749.0022	1695193.9455	718.80	34+83.29	30.05' (LT)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	4
CONST	2015	STP-SIP/H-NH-6(95)	4

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NOT FOR BIDDING



94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

LEGEND
10' WIDE PROPOSED CONSTRUCTION EASEMENT

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 24+00 TO STA. 38+41

SCALE: 1" = 50'

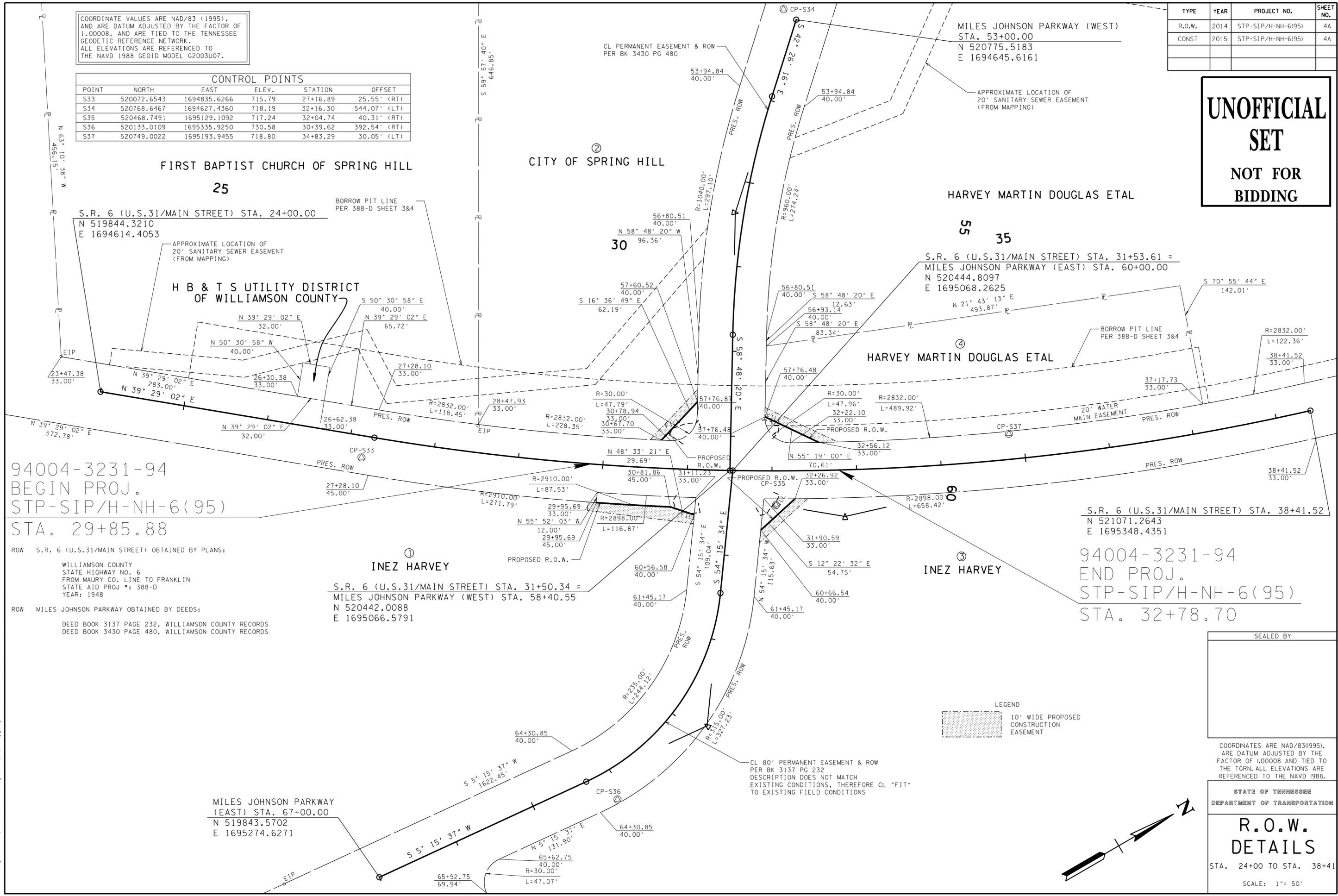
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COORDINATE VALUES ARE NAD/83 (1995), AND ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETWORK. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 GEOID MODEL G2003U07.

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S33	520072.6543	1694835.6266	715.79	27+16.89	25.55' (RT)
S34	520768.6467	1694627.4360	718.19	32+16.30	544.07' (LT)
S35	520468.7491	1695129.1092	717.24	32+04.74	40.31' (RT)
S36	520133.0109	1695335.9250	730.58	30+39.62	392.54' (RT)
S37	520749.0022	1695193.9455	718.80	34+83.29	30.05' (LT)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	4A
CONST	2015	STP-SIP/H-NH-6(95)	4A

UNOFFICIAL SET
NOT FOR BIDDING



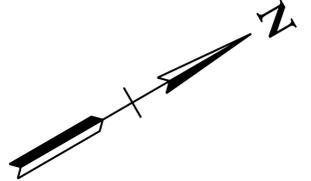
94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

ROW S.R. 6 (U.S.31/MAIN STREET) OBTAINED BY PLANS:
WILLIAMSON COUNTY
STATE HIGHWAY NO. 6
FROM MAURY CO. LINE TO FRANKLIN
STATE AID PROJ #: 388-D
YEAR: 1948
ROW MILES JOHNSON PARKWAY OBTAINED BY DEEDS:
DEED BOOK 3137 PAGE 232, WILLIAMSON COUNTY RECORDS
DEED BOOK 3430 PAGE 480, WILLIAMSON COUNTY RECORDS

S.R. 6 (U.S.31/MAIN STREET) STA. 38+41.52
N 521071.2643
E 1695348.4351
94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

LEGEND
10' WIDE PROPOSED CONSTRUCTION EASEMENT

CL 80' PERMANENT EASEMENT & ROW
PER BK 3137 PG 232
DESCRIPTION DOES NOT MATCH
EXISTING CONDITIONS, THEREFORE CL "FIT"
TO EXISTING FIELD CONDITIONS



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 24+00 TO STA. 38+41
SCALE: 1" = 50'

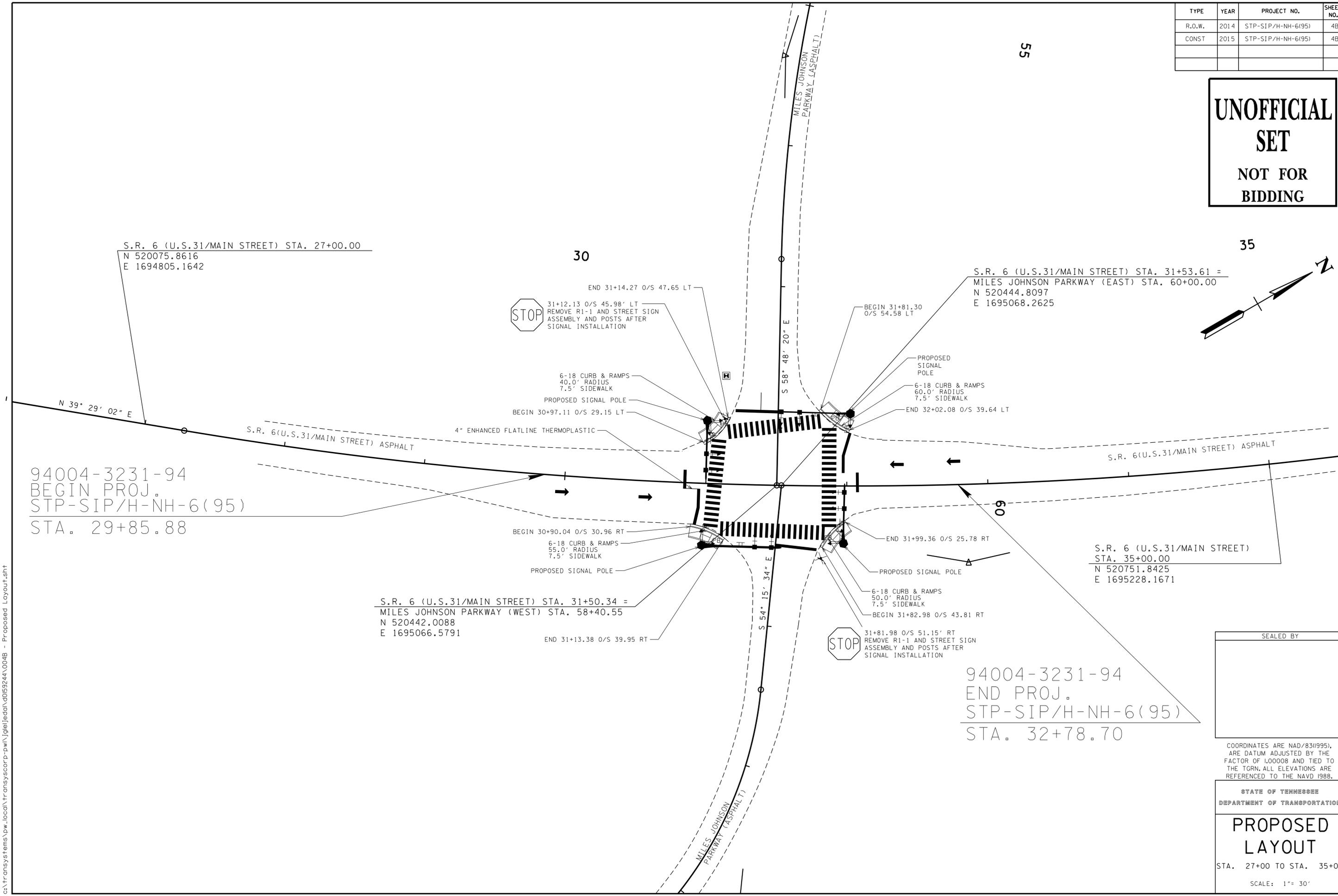
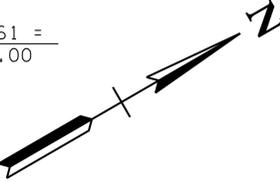
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	4B
CONST	2015	STP-SIP/H-NH-6(95)	4B

**UNOFFICIAL
SET
NOT FOR
BIDDING**

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COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00008 AND TIED TO
THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

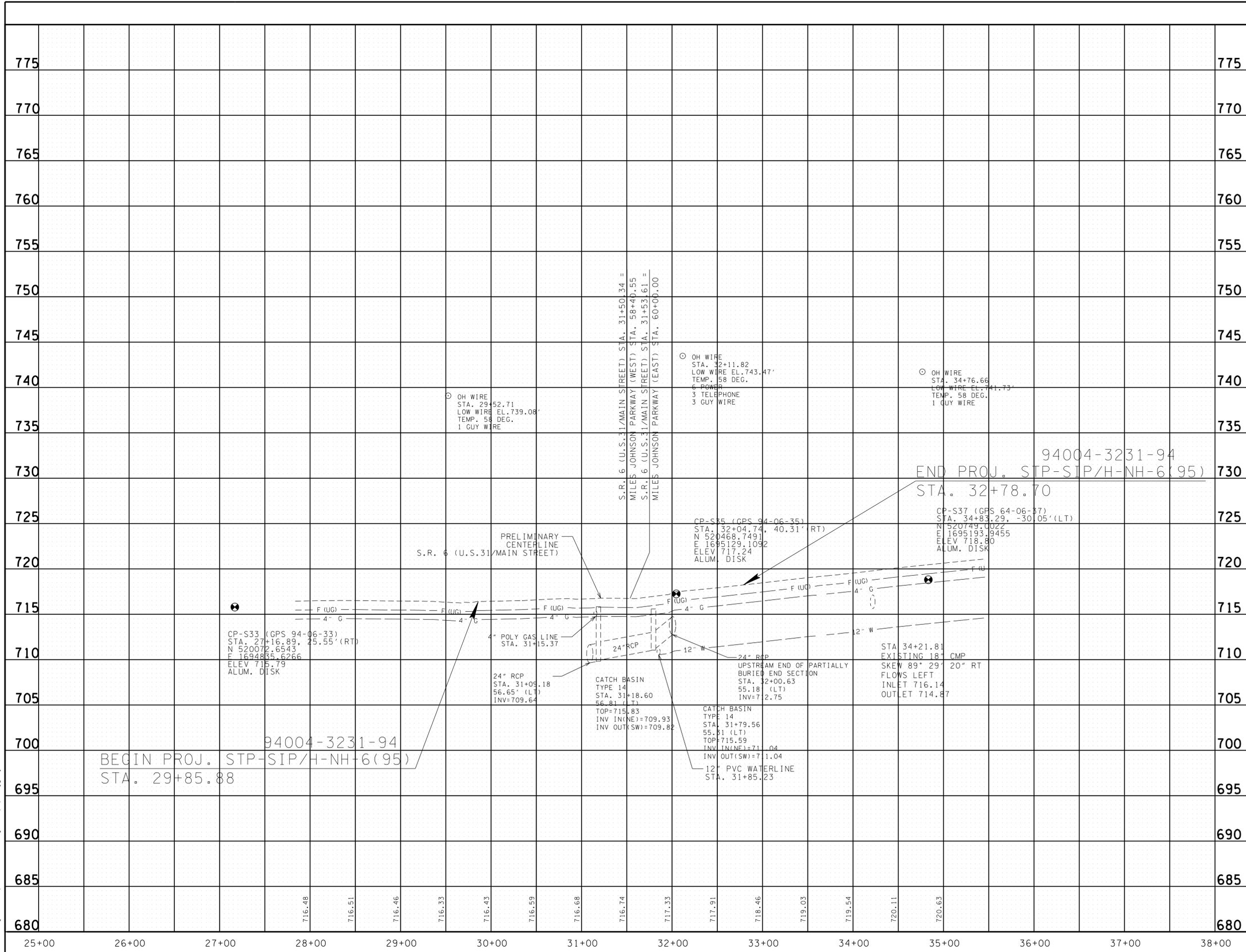
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DEPARTMENT OF TRANSPORTATION

**PROPOSED
LAYOUT**

STA. 27+00 TO STA. 35+00

SCALE: 1" = 30'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	4C



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DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 25+00 TO STA. 38+00
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

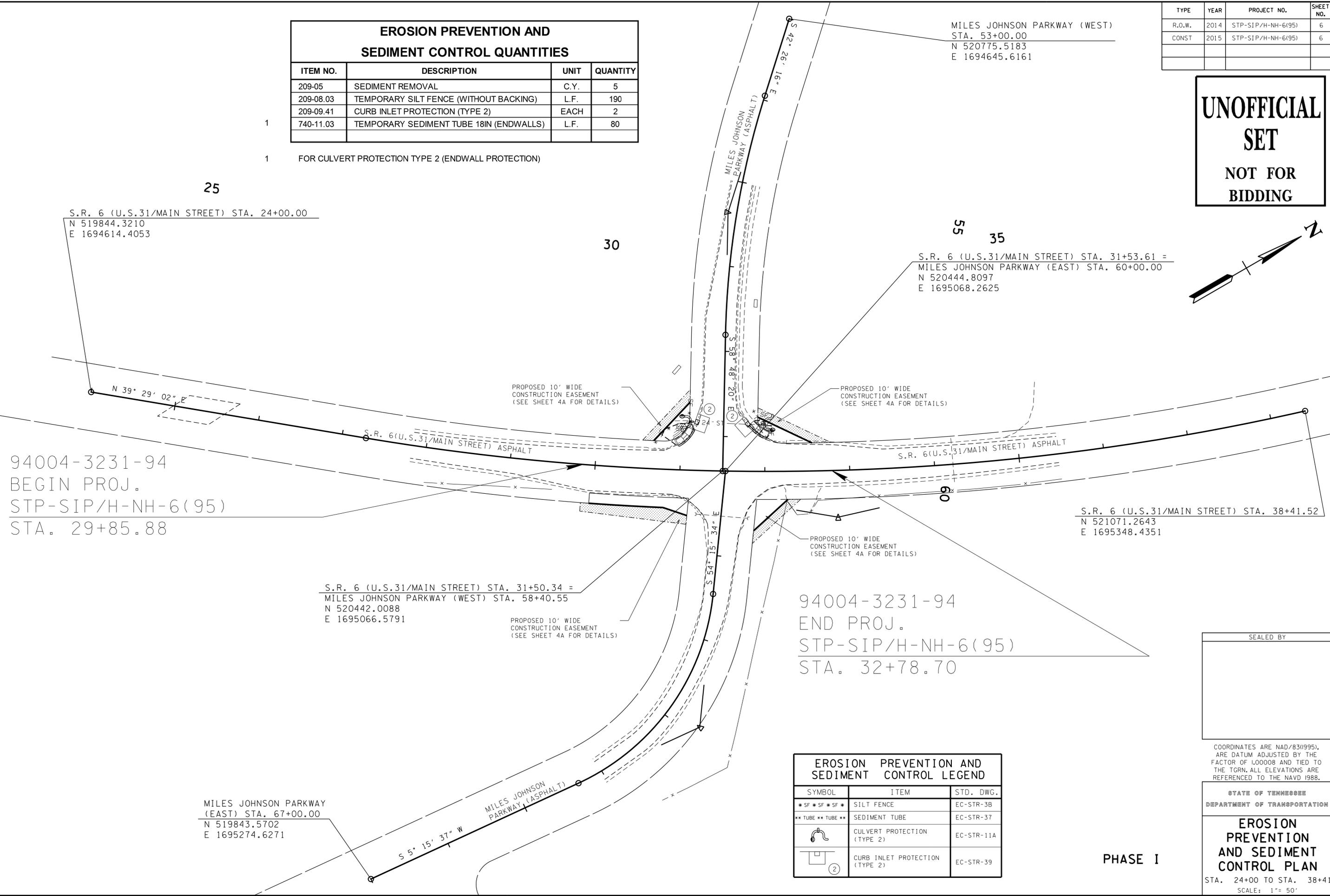
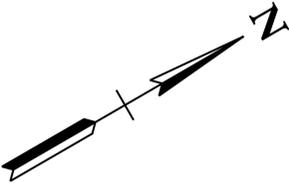
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	6
CONST	2015	STP-SIP/H-NH-6(95)	6

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-05	SEDIMENT REMOVAL	C.Y.	5
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	190
209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	2
740-11.03	TEMPORARY SEDIMENT TUBE 18IN (ENDWALLS)	L.F.	80

1
1 FOR CULVERT PROTECTION TYPE 2 (ENDWALL PROTECTION)

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NOT FOR BIDDING



94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

S.R. 6 (U.S.31/MAIN STREET) STA. 31+50.34 =
MILES JOHNSON PARKWAY (WEST) STA. 58+40.55
N 520442.0088
E 1695066.5791

MILES JOHNSON PARKWAY
(EAST) STA. 67+00.00
N 519843.5702
E 1695274.6271

S.R. 6 (U.S.31/MAIN STREET) STA. 31+53.61 =
MILES JOHNSON PARKWAY (EAST) STA. 60+00.00
N 520444.8097
E 1695068.2625

S.R. 6 (U.S.31/MAIN STREET) STA. 38+41.52
N 521071.2643
E 1695348.4351

94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
*SF *SF *SF *	SILT FENCE	EC-STR-3B
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	CURB INLET PROTECTION (TYPE 2)	EC-STR-39

PHASE I

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

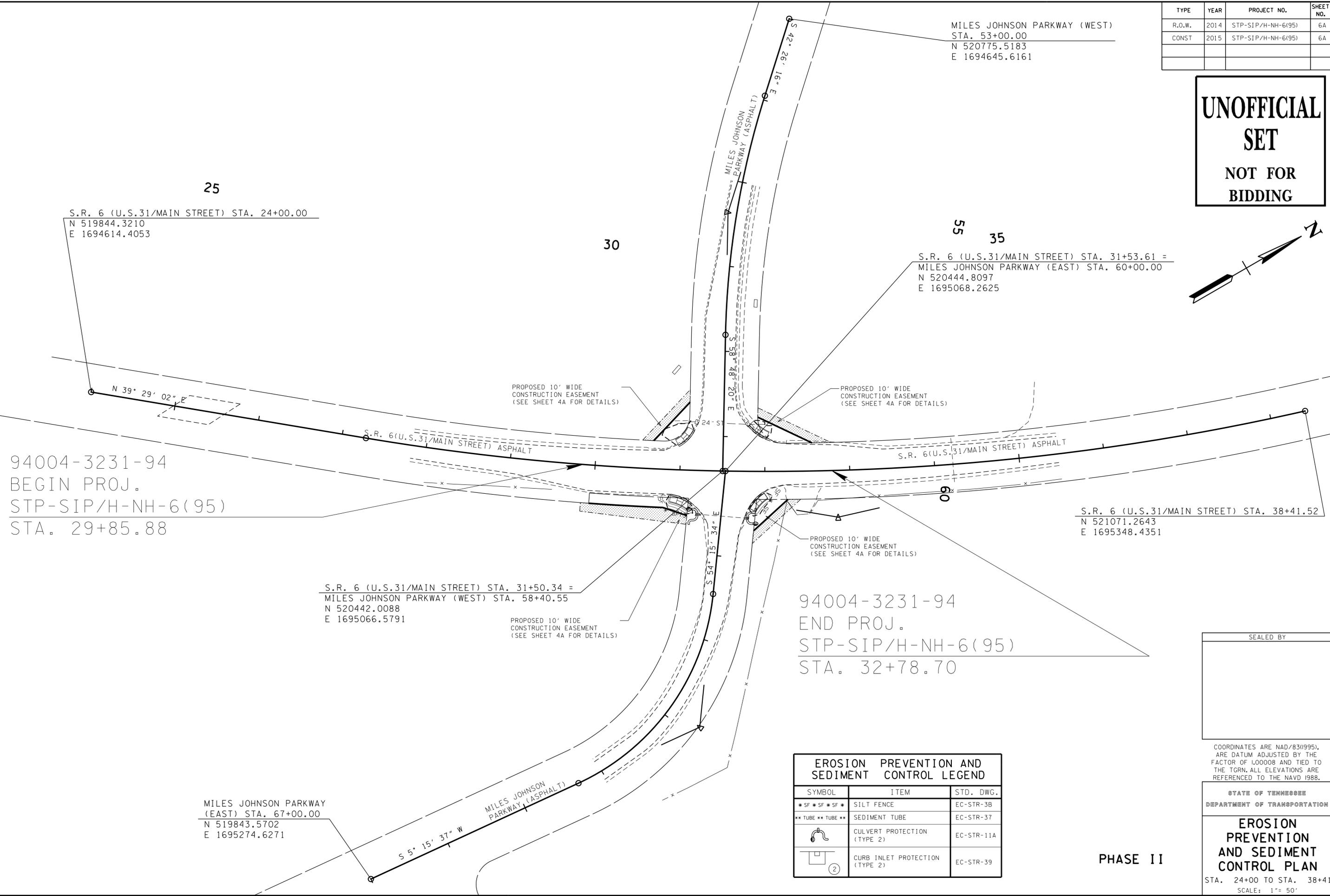
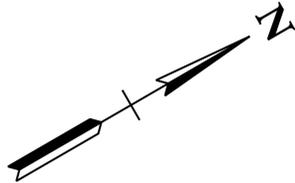
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 24+00 TO STA. 38+41
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	6A
CONST	2015	STP-SIP/H-NH-6(95)	6A

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BIDDING**



94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
*SF *SF *SF *	SILT FENCE	EC-STR-3B
**TUBE **TUBE **	SEDIMENT TUBE	EC-STR-37
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	CURB INLET PROTECTION (TYPE 2)	EC-STR-39

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**EROSION
PREVENTION
AND SEDIMENT
CONTROL PLAN**

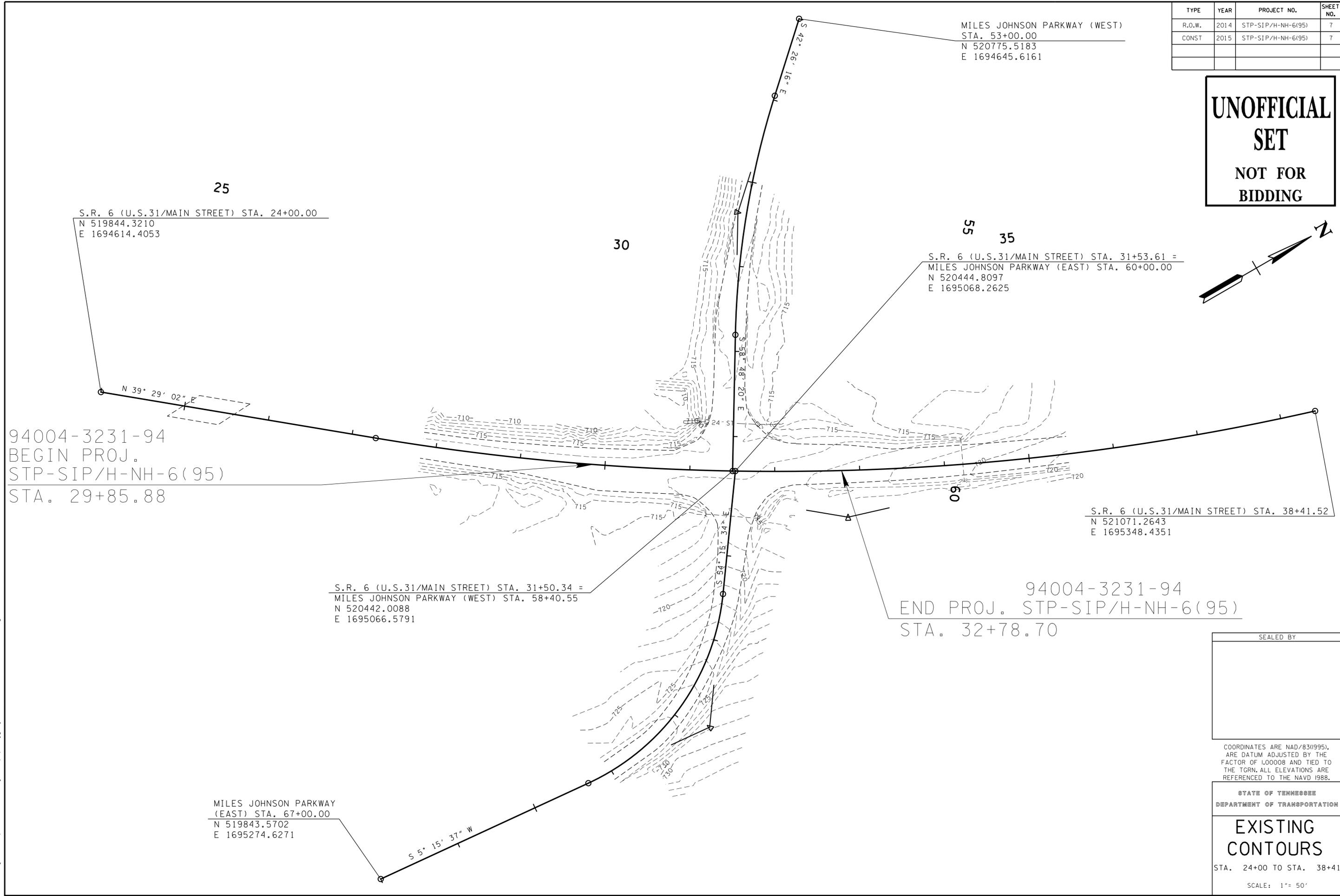
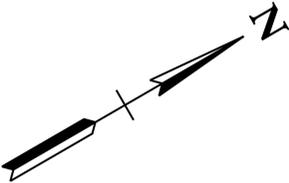
STA. 24+00 TO STA. 38+41
SCALE: 1" = 50'

PHASE II

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	7
CONST	2015	STP-SIP/H-NH-6(95)	7

**UNOFFICIAL
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NOT FOR
BIDDING**



S.R. 6 (U.S.31/MAIN STREET) STA. 24+00.00
N 519844.3210
E 1694614.4053

S.R. 6 (U.S.31/MAIN STREET) STA. 31+53.61 =
MILES JOHNSON PARKWAY (EAST) STA. 60+00.00
N 520444.8097
E 1695068.2625

94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

S.R. 6 (U.S.31/MAIN STREET) STA. 31+50.34 =
MILES JOHNSON PARKWAY (WEST) STA. 58+40.55
N 520442.0088
E 1695066.5791

94004-3231-94
END PROJ. STP-SIP/H-NH-6(95)
STA. 32+78.70

S.R. 6 (U.S.31/MAIN STREET) STA. 38+41.52
N 521071.2643
E 1695348.4351

MILES JOHNSON PARKWAY
(EAST) STA. 67+00.00
N 519843.5702
E 1695274.6271

SEALED BY

COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00008 AND TIED TO
THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**EXISTING
CONTOURS**

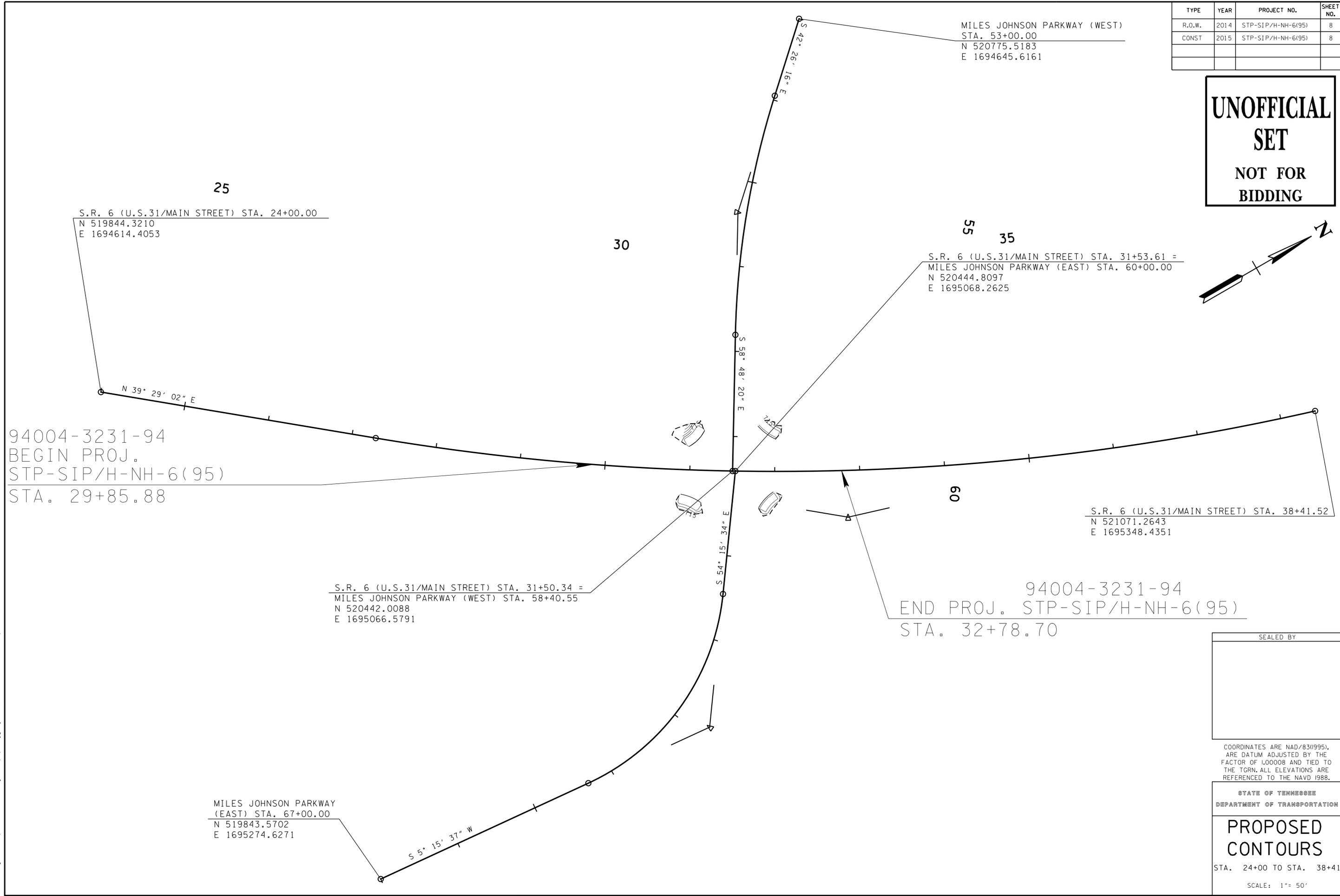
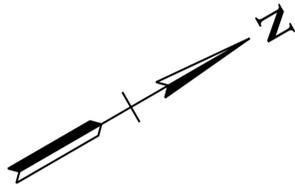
STA. 24+00 TO STA. 38+41

SCALE: 1" = 50'

3/13/2015 c:\transys\transyscorp\pw\lgjeljedd\005924\007 - Existing Contours.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	8
CONST	2015	STP-SIP/H-NH-6(95)	8

**UNOFFICIAL
SET
NOT FOR
BIDDING**



SEALED BY

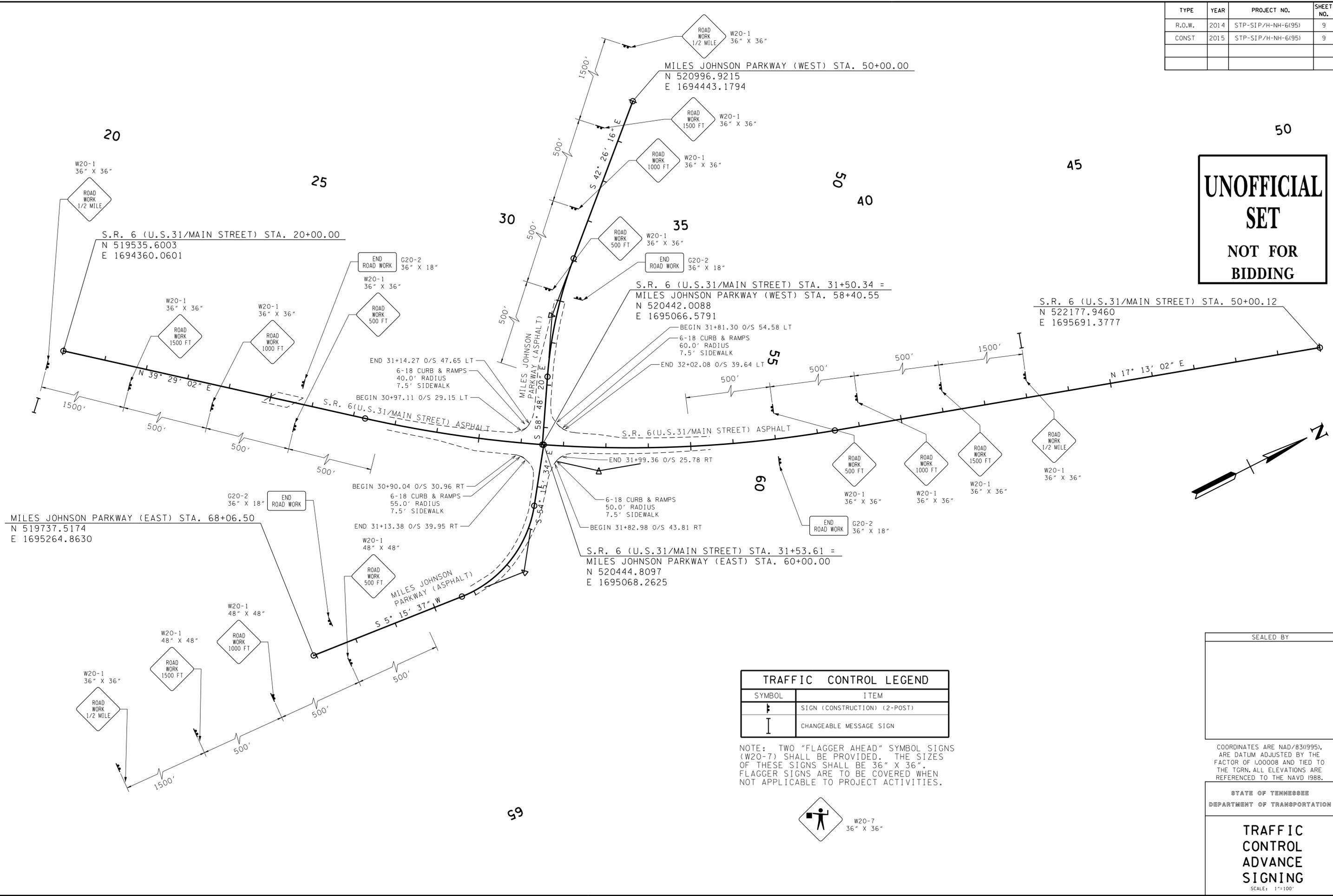
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**PROPOSED
 CONTOURS**
 STA. 24+00 TO STA. 38+41
 SCALE: 1" = 50'

3/13/2015 c:\transys\transyscorp\pw\lgel\jedd\005924\008 - Proposed Contours.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	9
CONST	2015	STP-SIP/H-NH-6(95)	9



**UNOFFICIAL
SET
NOT FOR
BIDDING**

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION) (2-POST)
	CHANGEABLE MESSAGE SIGN

NOTE: TWO "FLAGGER AHEAD" SYMBOL SIGNS (W20-7) SHALL BE PROVIDED. THE SIZES OF THESE SIGNS SHALL BE 36" X 36". FLAGGER SIGNS ARE TO BE COVERED WHEN NOT APPLICABLE TO PROJECT ACTIVITIES.



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
ADVANCE
SIGNING**
SCALE: 1"=100'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	9A
CONST	2015	STP-SIP/H-NH-6(95)	9A

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.

**UNOFFICIAL
SET
NOT FOR
BIDDING**

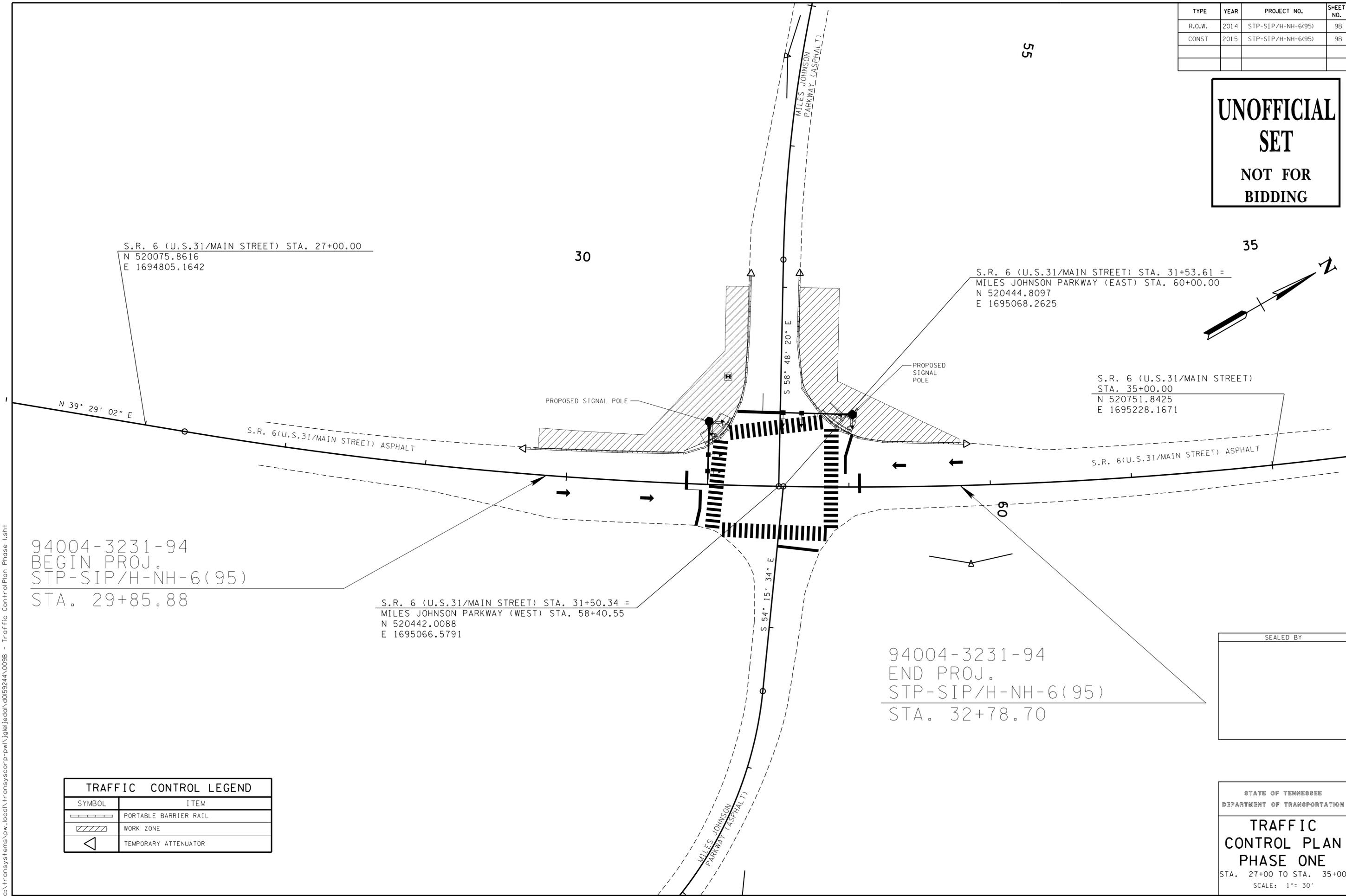
SEALED BY

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DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	9B
CONST	2015	STP-SIP/H-NH-6(95)	9B

**UNOFFICIAL
SET
NOT FOR
BIDDING**



S.R. 6 (U.S.31/MAIN STREET) STA. 27+00.00
N 520075.8616
E 1694805.1642

S.R. 6 (U.S.31/MAIN STREET) STA. 31+53.61 =
MILES JOHNSON PARKWAY (EAST) STA. 60+00.00
N 520444.8097
E 1695068.2625

S.R. 6 (U.S.31/MAIN STREET)
STA. 35+00.00
N 520751.8425
E 1695228.1671

94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

S.R. 6 (U.S.31/MAIN STREET) STA. 31+50.34 =
MILES JOHNSON PARKWAY (WEST) STA. 58+40.55
N 520442.0088
E 1695066.5791

94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	PORTABLE BARRIER RAIL
	WORK ZONE
	TEMPORARY ATTENUATOR

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

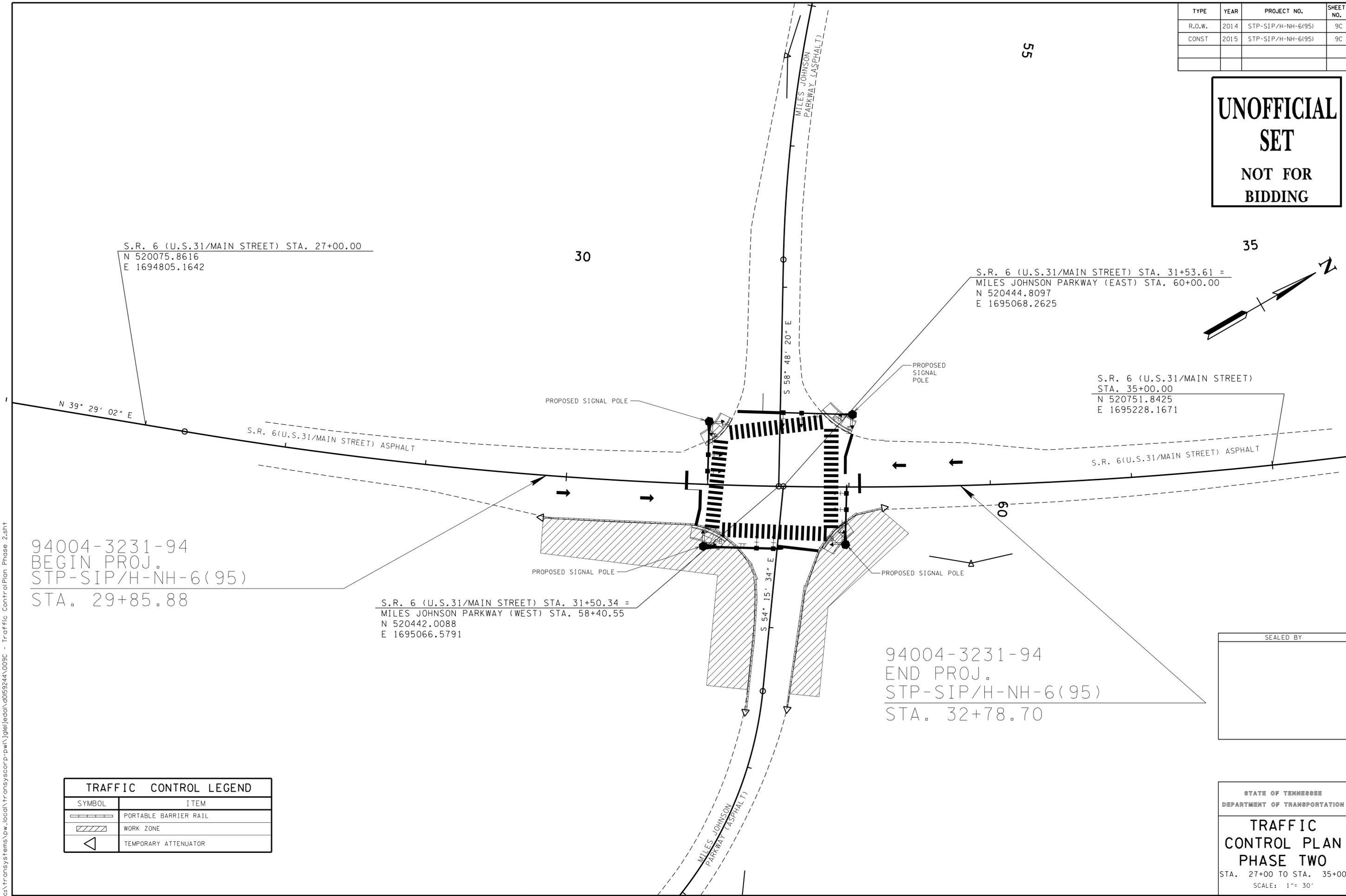
**TRAFFIC
CONTROL PLAN
PHASE ONE**

STA. 27+00 TO STA. 35+00
SCALE: 1"= 30'

3/13/2015 c:\transys\transyscorp\pw\local\transyscorp\pw\lgeljedda\005924\009B - Traffic Control Plan Phase 1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	9C
CONST	2015	STP-SIP/H-NH-6(95)	9C

**UNOFFICIAL
SET
NOT FOR
BIDDING**



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	PORTABLE BARRIER RAIL
	WORK ZONE
	TEMPORARY ATTENUATOR

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC
CONTROL PLAN
PHASE TWO**
STA. 27+00 TO STA. 35+00
SCALE: 1" = 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	9D

TRAFFIC CONTROL QUANTITIES				
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	4	EACH	
712-01	TRAFFIC CONTROL	1	L.S.	
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	500	L.F.	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	50	EACH	AS NEEDED
712-06	SIGNS (CONSTRUCTION)	180	S.F.	
712-08.03	ARROW BOARD (TYPE C)	2	EACH	AS NEEDED
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	2	EACH	

TRAFFIC CONTROL QUANTITIES (SIGNS)							
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	SIZE	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. NO.	REMARKS
712-06	END ROAD WORK	S.F.	4	36"X18"	18.00	G20-2	
	ROAD WORK 1/2 MILE	S.F.	4	36"X36"	36.00	W20-1	
	FLAGGER	S.F.	2	36"X36"	18.00	W20-7	
	ROAD WORK 1500 FT	S.F.	4	36"X36"	36.00	W20-1	
	ROAD WORK 1000 FT	S.F.	4	36"X36"	36.00	W20-1	
	ROAD WORK 500 FT	S.F.	4	36"X36"	36.00	W20-1	
TOTAL					180.00		

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 NOT FOR
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 DEPARTMENT OF TRANSPORTATION

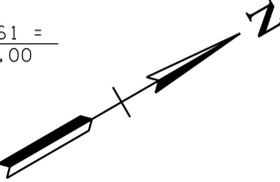
**TRAFFIC
 CONTROL
 QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2015	STP-SIP/H-NH-6(95)	10

**UNOFFICIAL
SET
NOT FOR
BIDDING**

55

35



S.R. 6 (U.S.31/MAIN STREET) STA. 27+00.00
N 520075.8616
E 1694805.1642

30

S.R. 6 (U.S.31/MAIN STREET) STA. 31+53.61 =
MILES JOHNSON PARKWAY (EAST) STA. 60+00.00
N 520444.8097
E 1695068.2625

S.R. 6 (U.S.31/MAIN STREET)
STA. 35+00.00
N 520751.8425
E 1695228.1671

N 39° 29' 02" E

S.R. 6 (U.S.31/MAIN STREET) ASPHALT

S.R. 6 (U.S.31/MAIN STREET) ASPHALT

13 L.F. (WHITE) ⑦
57+90 ③

27 L.F. (WHITE) ⑦
30+86 ③

27 L.F. (WHITE) ⑦
31+96 ③

12 L.F. (WHITE) ⑦
30+96 ③

15 L.F. ⑤
27 L.F. (WHITE) ⑦

26 L.F. (WHITE) ⑦
60+41 ③

S.R. 6 (U.S.31/MAIN STREET) STA. 31+50.34 =
MILES JOHNSON PARKWAY (WEST) STA. 58+40.55
N 520442.0088
E 1695066.5791

S 54° 15' 34" E

S 58° 48' 20" E

94004-3231-94
BEGIN PROJ.
STP-SIP/H-NH-6(95)
STA. 29+85.88

94004-3231-94
END PROJ.
STP-SIP/H-NH-6(95)
STA. 32+78.70

KEYED NOTES

- ① EXISTING PAVEMENT MARKING (TURN LANE ARROW) TO REMAIN
- ② PLASTIC PAVEMENT MARKING (CROSS-WALK) ITEM 716-02.03
- ③ PLASTIC PAVEMENT MARKING (STOP LINE) ITEM 716-02.05
- ④ PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW) ITEM 716-04.01
- ⑤ REMOVAL OF PAVEMENT MARKING (LINE) ITEM 716-08.01
- ⑥ REMOVAL OF PAVEMENT MARKING (STOP LINE) ITEM 716-08.05
- ⑦ ENHANCED FLATLINE THERMO PVMT MARKING (6IN LINE) ITEM 716-12.02

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DEPARTMENT OF TRANSPORTATION

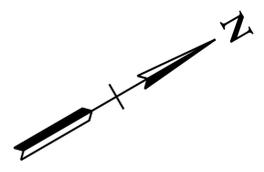
**PAVEMENT
STRIPING
DETAILS**
STA. 27+00 TO STA. 35+00
SCALE: 1"=30'

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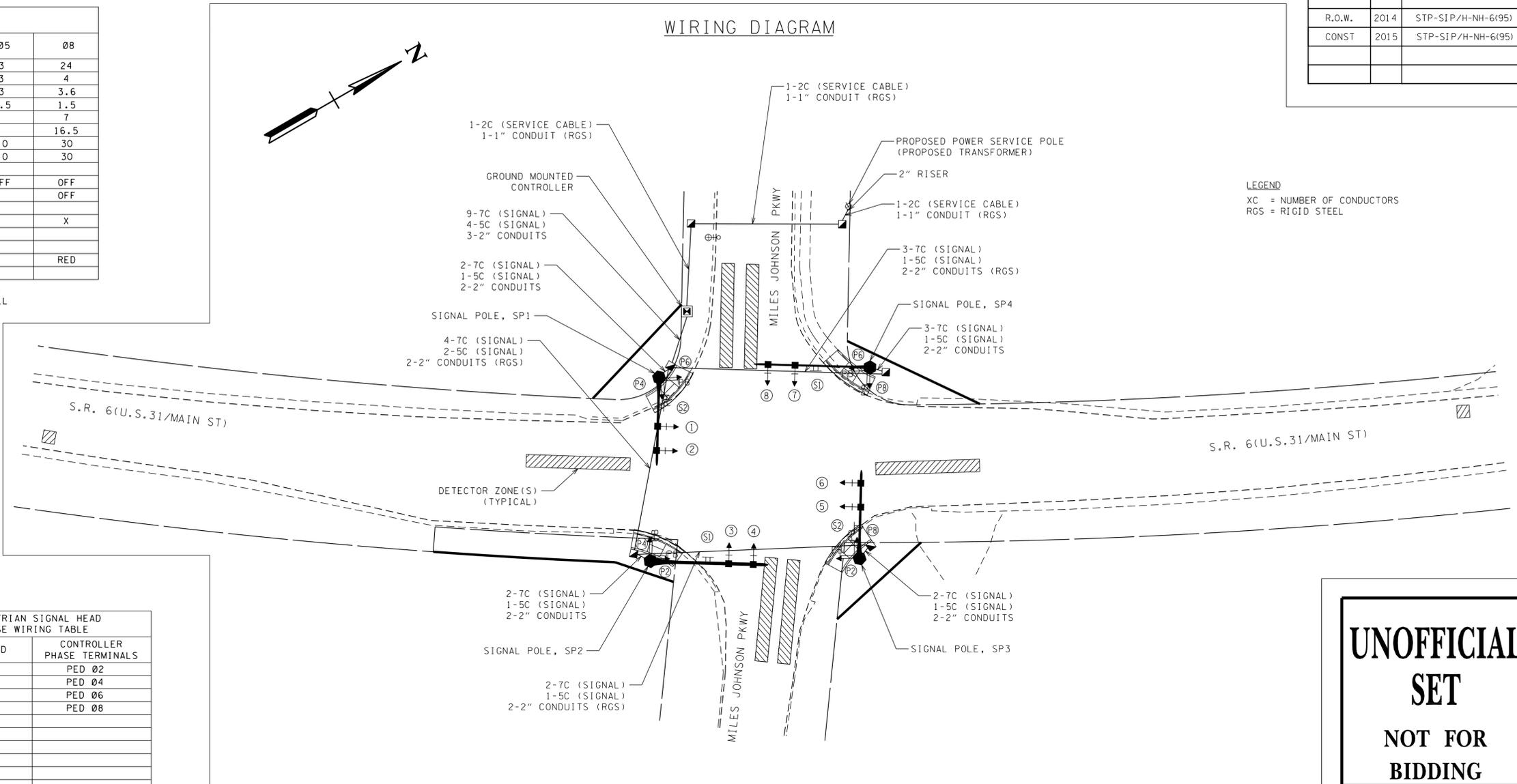
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-SIP/H-NH-6(95)	10A
CONST	2015	STP-SIP/H-NH-6(95)	11A

MOVEMENT PHASE	Ø1 (W/OLA)	Ø2 & Ø6	Ø4	Ø5	Ø8
MIN GREEN	3	30	24	3	24
EXTENSION	3	4	4	3	4
YELLOW CLEARANCE	3	4.3	3.6	3	3.6
RED CLEARANCE	1.5	1.5	1.5	1.5	1.5
WALK		7	7		7
PED CLEARANCE		19	16.5		16.5
MAX GREEN 1	10	40	30	10	30
MAX GREEN 2	10	40	30	10	30
VEH RECALL	OFF	ON	OFF	OFF	OFF
PED RECALL		OFF	OFF		OFF
NON-LOCK			X		X
VEH OMIT					
PED OMIT					
FLASH		YELLOW	RED		RED

NOTES: 1. EXISTING SIGNAL TIMINGS PROVIDED ARE BASIC TIMINGS.
2. THE CONTRACTOR SHALL CONTACT THE CITY OF SPRING HILL TO OBTAIN FINAL SIGNAL TIMINGS.



WIRING DIAGRAM

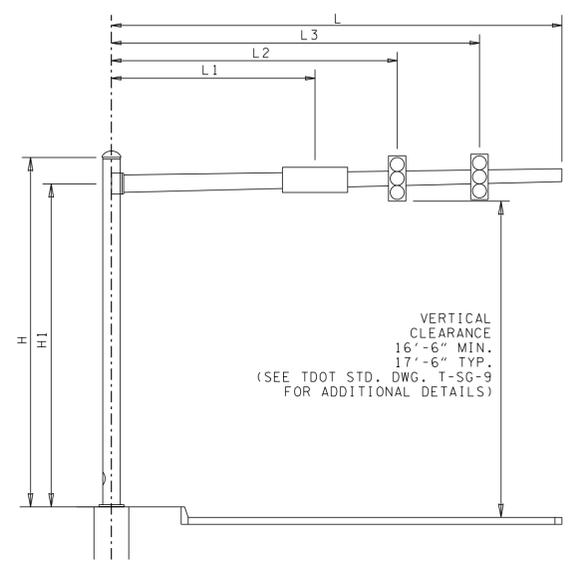


LEGEND
XC = NUMBER OF CONDUCTORS
RGS = RIGID STEEL

SIGNAL HEAD	CONTROLLER PHASE TERMINALS
1	Ø6
2	Ø1 & Ø6
3	Ø4
4	Ø4
5	Ø2
6	Ø2 & Ø5
7	Ø8 & OLA
8	Ø8

SIGNAL HEAD	CONTROLLER PHASE TERMINALS
P2	PED Ø2
P4	PED Ø4
P6	PED Ø6
P8	PED Ø8

UNOFFICIAL SET
NOT FOR BIDDING



I.D. NUMBER	STATION FROM S.R. 6 CENTERLINE	OFFSET FROM S.R. 6 CENTERLINE	COORDINATES	POLE DETAILS		MAST ARM DETAILS						
				H (FT)	POLE BASE ELEVATION	L (FT)	L1 (FT)	L2 (FT)	L3 (FT)			
SP1	31+00	44' LT	N 520422.33 E 1695002.32	22'-0"	716.5	S.R. 6	20'	736.5	42'	14'	24'	35'
SP2	30+99	44' RT	N 520374.64 E 1695076.54	22'-0"	717.6	MILES JOHNSON PKWY.	20'	737.6	56'	28'	38'	50'
SP3	31+98	41' RT	N 520462.37 E 1695125.78	22'-0"	718.1	S.R. 6	20'	738.1	42'	15'	25'	36'
SP4	32+03	51' LT	N 520512.51 E 1695048.87	22'-0"	716.3	MILES JOHNSON PKWY.	20'	736.3	56'	26'	36'	49'

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL DETAILS
S.R. 6 AT
MILES JOHNSON PKWY.