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

Index Of Sheets

(SEE SHEET NO. 1A)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH-I-40-6(130)	
STATE PROJ. NO.	71100-3118-44	

PUTNAM COUNTY

INTERSTATE 40

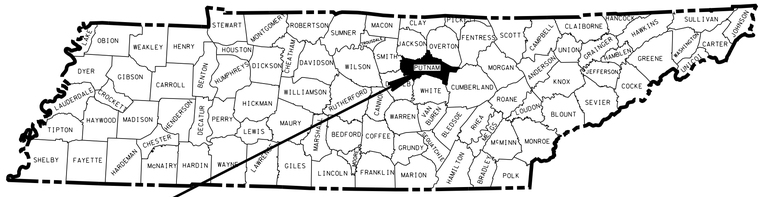
INTERCHANGE AT
MINE LICK CREEK RD. & I-40
LOG MILE - 15.560
MILE MARKER - 282.392 TO 283.370

THE CONTRACTOR SHALL COORDINATE CONTRUCTION OPERATIONS WITH THE BENNETT RD. SIA PROJECT (71952-3544-04) AND THE MINE LICK CREEK RD. SIA PROJECT (71952-3543-04). NO LANE CLOSURES WILL BE ALLOWED ON THE INTERCHANGE OR MINE LICK CREEK RD. PROJECTS UNTIL 2 LANES OF THE PROPOSED BENNETT RD. SIA PROJECT (71952-3544-04) ARE FULLY OPERATIONAL BETWEEN THE ACADEMY SPORTS TRUCK ENTRANCE AND HIGHLAND PARK BLVD.

CONSTRUCTION

GRADE, DRAIN, BRIDGE, PAVE, SIGN & SIGNALS

STATE HWY. NO.: NONE F.A.H.S. NO.: I-40



PROJ. NH-I-40-6(130)
71100-3118-44

BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

NO EXCLUSIONS

EQUATION	
DESCRIPTION (LEE SEMINARY RD.)	NET EFFECT ON ENUMERATION
STA. 32+85.36 BK. = STA. 10+22.78 AH.	-2262.58
TOTAL	-2262.58

SCALE: 1"= 2640'

0 0.5 1 1.5 MILES

TRAFFIC DATA	
ADT (2014)(I-40)	50150
ADT (2034)(I-40)	66520
DHV (2034)(I-40)	4676
D	55 - 45
T (ADT)	28 %
T (DHV)	19 %
V (BENNETT ROAD)	45 MPH
V (I-40)	70 MPH
TRAFFIC UPDATE	7/2013

TRAFFIC DATA	
ADT (2014)(BENNETT ROAD)	7600
ADT (2034)(BENNETT ROAD)	8330
DHV (2034)(BENNETT ROAD)	792
D	50 - 50
T (ADT)	7 %
T (DHV)	5 %
V (BENNETT ROAD)	45 MPH
V (I-40)	70 MPH
TRAFFIC UPDATE	7/2013
ORIGINAL SURVEY DATE	5/2011
SURVEY UPDATE	5/2012
SURVEY UPDATE	12/2012
SURVEY UPDATE	7/2013

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

SPECIAL NOTES

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

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

TDOT TRANSPORTATION SPECIALIST SUPERVISOR II JIM BIVENS

DESIGNED BY HMB PROFESSIONAL ENGINEERS, INC.

DESIGNER WESLEY MATTINGLY, P.E. CHECKED BY KELLY HENSHAW, P.E.

P.E. NO. 71001-1195-44

PIN NO. 101577.00

CONST. LENGTH	1.423 MILES (I-40) 0.719 MILES (BENNETT RD.)
BRIDGE LENGTH	0.059 MILES (BENNETT RD.)
BOX BRIDGE LENGTH	0.006 MILES (NOT INCLUDED IN PROJECT LENGTH)
PROJECT LENGTH	2.201 MILES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	1A

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STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX	S-1

SHEET NOT INCLUDED: 2I, 66-99

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION

BRIDGE APPURTENANCES ENGLISH (LRFD BOX CULVERTS)

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
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 SECTION AND DETAILS
STD-17-6		TYPICAL ELEVATIONS
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG
STD-17-8		EDGE BEAM DETAILS FOR FILLS GREATER THAN 3' – 6"
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-11		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-12		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-13		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-14		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION
STD-17-17		BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-20		LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET
STD-17-24		WARPED SLOPE DETAIL
STD-17-25		STAGE CONSTRUCTION JOINT DETAIL (FILL ABOVE TOP OF SLAB NOT GREATER THAN 3'-6")
STD-17-26		EXTENSION DETAILS
STD-17-27		EXTENSION DETAILS FOR SCOURED OUTLET
STD-17-28		END SECTION DETAILS
STD-17-29		PRECAST BOX CULVERT DETAILS
STD-17-53		BOX BRIDGE, 1 BARREL AT 8', CLEAR HTS. 6' - 8', 0 - 60' FILL
STD-17-54		BOX BRIDGE, 1 BARREL AT 10', CLEAR HTS. 4' - 6', 0 - 60' FILL
STD-17-56		BOX BRIDGE, 1 BARREL AT 12', CLEAR HTS. 4' - 6', 0 - 60' FILL
STD-17-83		BOX BRIDGE, 2 BARRELS AT 16', CLEAR HTS. 9' - 12', 0 - 60' FILL

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD-UD-6	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 1:1 & 2:1 SLOPES
RD-UD-7	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-9	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SA-1	10-15-02	SAFETY APPROACH TO UNDERPASSES GRADING DESIGN & SLOPE PROTECTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SD-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-1A		DESIGN STANDARDS FOR LOW-VOLUME LOCAL ROADS (ADT<=400)
RD01-TS-3C	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5	10-15-02	DESIGN STANDARDS FREEWAYS WITH DEPRESSED MEDIANS

DRAINAGE - CULVERTS AND ENDWALL

DWG. NO	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PB-2	01-29-14	STANDARD DETAILS FOR PLASTIC PIPE INSTALLATION
D-PB-3		INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-4	12-01-14	STRAIGHT CONCRETE ENDWALL
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-30A	01-06-15	30" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PE-30B		30" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PE-36A	06-14-13	36" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PE-36B		36" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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D-PE-99	11-01-13	PIPE GRATE & SKEWED CONNECTION DETAILS FOR "U" ENDWALLSCONCRRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-PO-1	05-27-01	STANDARD OVAL & FLAT BASE CONCRETE CULVERT PIPE
D-PS-1	03-15-76	STRUTTING DETAILS FOR CORR. METAL & STRUCTURAL PLATE ROUND PIPE

ROADWAY AND PAVEMENT APPURTENANCES

RP-D-15	07-15-08	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	07-15-08	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-H-3	01-30-15	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-4	01-30-15	PERPENDICULAR CURB RAMP
RP-H-7	01-30-15	PERPENDICULAR CURB RAMP TYPE 1
RP-I-5	12-18-96	EXAMPLES OF STREET AND ALLEY INTERSECTIONS
RP-J-1	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-5	07-01-01	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	07-14-14	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-9	02-02-12	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	07-29-96	3/4" AND 1-3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	03-20-91	3/4" AND 1-3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	01-19-02	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-18	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-19	02-02-12	DOWEL ASSEMBLY DEVICES
RP-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
RP-S-7	06-04-13	DETAILS FOR STANDARD CONCRETE SIDEWALKS

SAFETY APPURTENANCES AND FENCE

S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-F-10	06-01-09	STANDARD RIGHT-OF-WAY STOCK FENCE
S-F-10C	05-14-10	RIGHT-OF-WAY FENCE AT BRIDGES AND BOX CULVERTS
S-F-10D		RIGHT-OF-WAY FENCE LOCATIONS AT INTERCHANGES
S-FG-11	05-14-10	STANDARD STOCK FENCE GATE
S-RP-2	01-19-99	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-4	04-11-14	SAFETY PLAN FOR BRIDGE PIERS IN CLEAR ZONE
S-PL-5	04-11-14	SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS
S-PL-6	12-01-14	SAFETY PLAN SAFETY HARDWARE PLACEMENT
S-GR31-1	12-01-14	W-BEAM GUARDRAIL
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
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-GRT-4	11-06-14	TYPE 13 GUARDRAIL TERMINAL (TRAILING END)
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 12, 13 AND IN-LINE TERMINALS

TRAFFIC CONTROL APPURTENANCES

T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-FO-2		FIBER OPTIC UNDERGROUND ENTRANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS
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-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-13	07-20-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-14	08-17-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, WF-BEAMS
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-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 STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-23A	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY SQUARE TUBE SIGN SUPPORT
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-5	12-04-13	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-9	12-04-13	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	05-01-14	MISCELLANEOUS SIGNAL DETAILS
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
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-14	03-13-09	TWO-OUTSIDE LANE CLOSURE ON INTERSTATES AND EXPRESSWAYS (PORTABLE BARRIER RAIL)
T-WZ-15	04-02-12	INTERIOR LANE CLOSURE ON FREEWAYS OR EXPRESSWAYS
T-WZ-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-30	09-01-05	TRAFFIC CONTROL 2-LANE, 2-WAY DIVERSION (40 MPH OR LESS)
T-WZ-36	04-02-12	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-1	08-01-12	DEWATERING STRUCTURE
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3D	04-01-08	ENHANCED SILT FENCE
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-7	08-01-12	SEDIMENT TRAP WITH CHECK DAM
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-11A	08-01-12	CULVERT PROCTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-30		INSTREAM DIVERSION (WITHOUT TRAFFIC)
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)
EC-STR-31	08-01-12	TEMPORARY DIVERSION CHANNEL
EC-STR-31A	04-01-08	TEMPORARY DIVERSION CHANNEL DESIGN
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSON (DOWNSTREAM)
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSON (UPSTREAM)
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	1B

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STATE OF TENNESSEE
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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	1C

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

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA./ LOCATION
1	TENNESSEE DEPARTMENT OF ENVIRONMENT & CONSERVATION (TDEC)	EDHZ002 Environmental Division, Hazardous Materials To minimize the risk to construction workers, TDOT is committed to the removal of Asbestos-Containing Materials (ACM) from bridges that are being demolished, rehabilitated or repaired. ACM abatement should be completed prior to any demolition activities. Abatement should be accomplished per SP202ACM SpecialProvision Regarding Removal of Asbestos-Containing Materials. Bridge No. 71I00400021, Mine Lick Creek Road over I-40 EBL, LM 2.64 and 71I00400065, Mine Lick Creek Road over I-40 WBL, LM 2.68 have ACM in the bearing pads.	Bennett Road at LM 2.44, Mine Lick Creek Road over I-40 EBL LM 2.64 and WBL LM 2.68
2	TENNESSEE DEPARTMENT OF ENVIRONMENT & CONSERVATION (TDEC)	EDHZ00 Environmental Division, State of Tennessee State of Tennessee asbestos accreditation requirements (TCA 1200-01-20) mandate that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. The contractor shall be responsible for submitting a notice to the TDEC, Division of Air Pollution Control ten (10) days in advance of any ACM abatement activities. Ten day advance notice to the TDEC, Division of Air Pollution Control is required prior to commencement of any demolition activities.	Bennett Road at LM 2.44, Mine Lick Creek Road over I-40 EBL LM 2.64 and WBL LM 2.68

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITTMENTS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2A

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.75
(1)	201-01	CLEARING AND GRUBBING	LS	0.75
(23)	201-07.01	REMOVAL AND DISPOSAL OF BRUSH & TREES	LS	1
(2)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	0.75
(3)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	285820
(4)	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	43348
	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	117418
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	24444
	203-04.02	STRIPPING & STOCKPILE TOPSOIL	C.Y.	6682
(5)	203-05	UNDERCUTTING	C.Y.	21064
(6)	203-06	WATER	M.G.	1404
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	2774
	204-08	FOUNDATION FILL MATERIAL	C.Y.	250
(7)	209-02.03	8" TEMPORARY SLOPE DRAIN	L.F.	399
(7)	209-02.05	12" TEMPORARY SLOPE DRAIN	L.F.	116
(7)	209-02.06	15" TEMPORARY SLOPE DRAIN	L.F.	292
(7)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	44
(7)	209-05	SEDIMENT REMOVAL	C.Y.	1977
(7)	209-06.02	12" DIA COIR LOG	L.F.	355
(7)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	83263
(7)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	22988
(7)	209-08.07	ROCK CHECK DAM PER	EACH	643
(7)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	232
(7)(8)	209-09.01	SANDBAGS	BAG	12720
(7)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	8
(9)	209-09.22	POLYACRYLAMIDE POWDER	LB.	6416
(7)	209-10.20	TEMPORARY SEDIMENT TRAP	C.Y.	1953
(7)(8)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	707
(7)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	801
	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	200
(12)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	71949
	303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	5161
(7)(10)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	2752
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	5254
	307-01.02	ASPHALT CEMENT (PG64-22) (BPMB-HM) GRADING A-S	TON	137
	307-01.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	4016
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	7333
	307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	3225
	307-03.02	PERF. GRADE ASPH. CEMENT(PG76-22)GRADING AS	TON	49
	307-03.03	AGGREGATE(BPMB-HM) GRADING AS	TON	1443
	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1389
	313-03	TREATED PERMEABLE BASE	S.Y.	21071
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	106
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	416
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	52
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	1515
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	3767
	411-03.10	ACS MIX(PG76-22) GRADING D	TON	3631
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	4.94
(11)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	4066
	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	21071
	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	791
	604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	146752
	607-03.30	18" PIPE CULVERT	L.F.	293
	607-05.30	24" PIPE CULVERT	L.F.	294
	607-06.30	30" PIPE CULVERT	L.F.	365
	607-07.30	36" PIPE CULVERT	L.F.	60
	607-39.01	15" PIPE CULVERT (SIDE DRAIN)	L.F.	31
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	394
	607-40.02	CORRUGATED METAL PIPE ARCH (SIZE EQUIV. 18" ROUND)	L.F.	135
	610-07.03	18" PIPE DRAIN (BRIDGE DRAIN)	L.F.	202
	611-06.10	BRIDGE END DRAIN (2' X 3')	EACH	4
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	6
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	192
	611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
	611-07.57	24IN ENDWALL (CROSS DRAIN) 3:1	EACH	9
	611-07.58	24IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
	611-07.60	30IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
	611-07.61	30IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
	611-07.63	36IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	660
	621-03.08	54" TEMPORARY DRAINAGE PIPE	L.F.	560
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	590

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	701-02.03	CONCRETE CURB RAMP	S.F.	250
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	12
	705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	216
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	5250
	705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EACH	13
	705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EACH	3
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	17
(20)(13)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4
	706-01	GUARDRAIL REMOVED	L.F.	1667
	707-03.01	STOCK FENCE	L.F.	8805
	707-03.02	END, BRACED LINE, CORNER POST ASSEMBLY(STOCK FENCE)	EACH	60
(7)(14)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	4832
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	38
(7)(15)	709-01.02	RUBBLE STONE RIP-RAP	TON	12
(7)(16)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	2103
(7)(17)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	14497
(7)(18)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	4861
(7)(19)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	1313
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	15594
	710-05	LATERAL UNDERDRAIN	L.F.	3215
	710-06.11	LATERAL UNDERDRAIN ENDWALL (2:1)	EACH	19
	710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	20
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	19
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	20
	712-01	TRAFFIC CONTROL	LS	0.75
(20)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	14400
(20)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	345
(20)	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	720
(20)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	12
(20)	712-06	SIGNS (CONSTRUCTION)	S.F.	1214
(20)	712-06.01	VERTICAL PANELS	S.F.	60
(20)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	416
(20)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	5
	713-01.02	STEEL BAR REINFORCEMENT (FOUNDATION FOR SIGN SUPPORTS)	LB.	1162
	713-02.04	DELINEATOR (MILE MARKER) & STEEL POST	EACH	2
(21)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	130
(21)	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	18
	713-06	STEEL I-BEAMS & WF-BEAMS (BREAKAWAY) SIGN SUPPORT	LB.	656
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	698
	713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.	174
	713-11.21	P POST SLIP BASE	EACH	6
	713-11.23	ROUND POST SLIP BASE	EACH	4
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	201
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	403
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	1290
(22)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	0.75
	713-15.04	INSTALLATION OF LETTERS & ARROWS	LS	0.75
(9)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	713-16.07	END OF ROADWAY SIGN AND SUPPORT	EACH	4
(44)	713-16.20	SIGNS (STREET NAME SIGNS - INSTALL ONLY)	EACH	6
	713-17.02	INSTALL AUXILIARY SUPPORT FOR EXIT NUMBER PANEL	EACH	6
(45)	713-99.91	SIGNS	LS	1
(46)	714-05.04	PULL BOXES (TYPE C)	EACH	9
(20)	716-01.06	TEMPORARY RAISED PAVEMENT MARKER,WHITE	EACH	1192
(20)	716-01.07	TEMPORARY RAISED PAVEMENT MARKER,YELLOW	EACH	624
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH	370
(24)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	95
(24)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	282
(24)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	571
(24)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	58
(24)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1151
(24)(25)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	1222
(24)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	68
(24)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4
(24)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	9
(24)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	11
(9)(24)	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	2
(24)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	12
(26)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	20.45
(20)(43)	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	26400
(27)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	300
(38)	716-05.49	PAINTED PAVEMENT MARKINGS(8" LINE)	L.M.	25.60
(28)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	8.92
(28)(42)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	3629
(28)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1405
(39)	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	4.22
(40)	716-13.06	SPRAY THERMO PVMT MRKNG (40 mil) (4IN LINE)	L.M.	4.54
(41)	716-13.08	SPRAY THERMO PVMT MRKNG (40 mil) (8IN BARRIER LINE)	L.F.	592
	716-13.09	SPRAY THERMO PVMT MRKNG (40 mil) (4IN DOTTED LINE)	L.F.	479
	717-01	MOBILIZATION	LS	0.75

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2A1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(47)	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	14
(47)(48)	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	3
(47)(49)	730-02.30	SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	12
	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	5
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	18
(50)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	3
(51)	730-05.03	SERVICE CABLE (#2 AWG)	L.F.	1270
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	165
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	3400
(52)	730-08.40	INTERCONNECT CABLE - FIBER OPTIC (HYBRID)	L.F.	860
	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	965
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	2920
	730-13.01	VEHICLE LOOP DETECTOR (SHELF MOUNT)	EACH	20
(53)	730-13.07	VEHICLE DETECTOR (SIREN ACTIVATED PRIORITY CONTROL)	EACH	6
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	5310
	730-14.02	SAW SLOT	L.F.	4404
	730-14.03	LOOP WIRE	L.F.	10688
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	3
(54)	730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	3
(55)	730-18.01	MASTER CONTROLLER	EACH	1
	730-21.01	WOOD POLE (SIGNAL SUPPORT) CLASS 3, 35' LENGTH	EACH	1
(47)(56)	730-23.80	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40')	EACH	1
(47)(56)(57)	730-23.88	CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH	1
(47)(56)	730-23.97	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	2
(47)(56)(57)	730-23.98	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	1
(47)(58)	730-23.99	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1
(47)(57)(58)	730-23.100	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1
(47)(57)(58)	730-23.101	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	1
(47)(57)(58)	730-23.102	CANTILEVER SIGNAL SUPPORT (2 @ 45' & 65')	EACH	1
(59)	730-35.01	RF DATA SYSTEM (BROAD SPECTRUM)	EACH	2
(59)	730-35.05	DATA SYSTEM POWER SUPPLY	EACH	2
(59)	730-35.20	RF DATA SYSTEM CABLE	L.F.	150
(59)	730-35.11	ANTENNA (YAGI)	EACH	2
(7)(29)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	25511
(7)(30)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	46769
(7)	740-11.02	TEMPORARY SEDIMENT TUBE (12IN)	L.F.	17364
(7)	740-11.03	TEMPORARY SEDIMENT TUBE (18IN)	L.F.	121537
(9)(31)	801-01	SEEDING (WITH MULCH)	UNIT	327
(7)(9)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	4164
(32)	801-01.34	GRASS SEED MIX (RIPZN/FLPL)	UNIT	2
(33)	801-02	SEEDING (WITHOUT MULCH)	UNIT	841
(33)	801-02.01	CROWN VETCH MIXTURE (WITHOUT MULCH)	UNIT	893
(16)	801-03	WATER (SEEDING & SODDING)	M.G.	723
(9)	801-07	SEED (SUPPLEMENTAL APPLICATION)	LB.	210
(9)	801-07.01	CROWN VETCH SEED (SUPPLEMENTAL APPLICATION)	LB.	201
(9)	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	2
	802-02.30	CUTTINGS: SALIX NIGRA (18IN-24IN LENGTH)	EACH	3
	802-02.31	CUTTINGS: SALIX SERICEA (18IN-24IN)	EACH	2
	802-02.32	CUTTINGS: CORNUS AMOMUM (18IN-24IN)	EACH	2
	802-02.33	CUTTINGS: SAMBUCUS CANADENSIS (18IN-24IN)	EACH	2
	802-02.34	CUTTINGS: SALIX INTERIOR (18IN-24IN)	EACH	2
	802-02.35	CUTTINGS: CEPHALANTHUS OCCIDENTALIS (18IN-24IN)	EACH	2
	802-11.02	ACER RUBRUM (RED MAPLE 2-5FT CNTNR GRWN)	EACH	3
	802-11.07	BETULA NIGRA (RIVER BIRCH 2-5FT CNTNR GRWN)	EACH	2
	802-11.16	FRAXINUS PENNSYLVANICA (GREEN ASH 2-5FT CNTNR GRWN)	EACH	2
	802-11.18	LIQUIDAMBER STYRACIFLUA (SWEETGUM 2-5FT CNTNR GRWN)	EACH	2
	802-11.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR 2-5FT CNTNR GRWN)	EACH	2
	802-11.26	PLATANUS OCCIDENTALIS (SYCAMORE 2-5FT CNTNR GRWN)	EACH	2
	802-11.40	SALIX NIGRA (BLACK WILLOW 2-5FT CNTNR GRWN)	EACH	2
	802-12.02	ACER RUBRUM (RED MAPLE SEEDLNG B.R.)	EACH	3
	802-12.07	BETULA NIGRA (RIVER BIRCH SEEDLNG B.R.)	EACH	2
	802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLNG B.R.)	EACH	2
	802-12.18	LIQUIDAMBER STYRACIFLUA (SWEETGUM SEEDLNG B.R.)	EACH	2
	802-12.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.)	EACH	2
	802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	2
	802-12.40	SALIX NIGRA (BLACK WILLOW SEEDLNG B.R.)	EACH	2
(34)	803-01	SODDING (NEW SOD)	S.Y.	10000
(37)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	188352
(35)	805-12.03	EROSION CONTROL BLANKET (TYPE III)	S.Y.	5215
(36)	806-02.03	PROJECT MOWING	CYCL	6

FOOTNOTES

(1) CLEARING AND GRUBBING AREA IS APPROX. 80.5 ACRES.
(2) SEE REMOVAL OF STRUCTURES BLOCK ON THIS SHEET FOR LIST OF STRUCTURES TO BE REMOVED
(3) 910 C.Y. FOR TEMP. CONST. EXITS, 65 C.Y. FOR TEMP. SLOPE DRAINS, & 2374 C.Y. FOR EARTH BERM
(4) INCLUDES 6200 TONS FOR FILLING PONDS AND STREAMS, AND 37148 TONS FOR UNDERCUT.
(5) SEE SOIL SHEETS FOR LOCATIONS OF UNDERCUTTING.
(6) INCLUDES 874 M.G. FOR EMBANKMENT AND 530 M.G. FOR AGGREGATE BASE MATERIAL.
(7) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(8) FOR USE WITH TEMPORARY DIVERSION CHANNEL & SANDBAG BERMS.
(9) TO BE USED AS DIRECTED BY PROJECT ENGINEER.
(10) INCLUDES 252 TONS FOR EPSC AND 2500 TONS TO BE USED AS DIRECTED BY THE ENGINEER.
(11) 3864 TONS FOR COLD PLANING 1.25" OF I-40 FROM STA. 38+00 TO STA. 113+15 INCLUDING SHOULDERS, AND 202 TONS FOR COLD PLANING BENNETT RD. FROM APPROXIMATELY. STA. 19+90 TO STA. 23+80.
(12) INCLUDES 1000 TONS FOR TRAFFIC CONTROL AS DIRECTED BY THE ENGINEER.

FOOTNOTES CONT'D

(13) 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. PAID ONLY ONCE AND RELOCATION INCLUDED.
(14) INCLUDES 3856 L.F. FOR BUFFER PROTECTION AND 1000 FT TO BE USED AS DIRECTED BY PROJECT ENGINEER.
(15) STANDARD DRAWING STD-1-7 IS TO BE USED FOR BURIAL OF THE OUTLET PIPE AND FOR END TREATMENT DETAILS.
(16) 1251 TONS TO BE USED FOR EPSC AND 852 TONS TO BE USED FOR SLOPE STABILIZATION AT BRIDGE ABUTMENTS.
(17) INCLUDES 9207 TONS FOR DITCHES, 5216 TONS FOR EPSC, 16 TONS FOR SIDE DRAINS, AND 58 TONS FOR CULVERTS.
(18) INCLUDES 4402 TONS FOR DITCHES, 7.2 TONS FOR SIDE DRAINS, 45.3 TONS FOR CROSS DRAINS, AND 406 TONS FOR CULVERT INLETS/OUTLETS.
(19) INCLUDES 285 TONS FOR RAMP D FILL SLOPE, 510 TONS FOR DITCHES, 7.8 TONS FOR SIDE DRAINS, 25.1 TONS FOR CROSS DRAINS, AND 485 TONS FOR CULVERT INLETS/OUTLETS.
(20) FOR TRAFFIC CONTROL; USE AS DIRECTED.
(21) TO BE USED AT RAMPS AT I-40 AND ALONG BENNETT RD. AT INTERCHANGE.
(22) INCLUDES THE REMOVAL OF ANY CONFLICTING SIGNS WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER.
(23) INCLUDES BRUSH REMOVAL FOR PROPOSED I-40 PERMANENT SIGNS AS DIRECTED BY THE ENGINEER. SEE SIGNING & MARKING SHEETS FOR LOCATIONS OF PROPOSED SIGNS.
(24) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(25) INCLUDES 500 L.F. FOR OPTIONAL 8IN DOTTED YELLOW LINE AS SHOWN ON THE TYPICAL MARKING FOR DOUBLE LEFT TURN LANES (STD. DWG. T-M-4).
(26) 1.43 L.M. FOR MINE LICK CREEK RD.(2), LEE SEMINARY RD.(2), THE TWO ACCESS DRIVES OFF HAWKINS CRAWFORD RD. AND MINE LICK CREEK RD.(1), AND 19.02 L.M. FOR TEMPORARY TRAFFIC CONTROL MARKINGS.
(27) TO BE USED ON INTERMEDIATE PAVEMENT LAYERS.
(28) TO BE USED ON I-40 CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
(29) INCLUDES 9651 S.Y. FOR EPSC, 15294 S.Y. FOR RIP-RAP DITCHES, 27 S.Y. FOR RIP-RAP AT SIDE DRAIN OUTLET, 43.4 S.Y. FOR CROSS DRAINS, 256 S.Y. FOR BOX BRIDGE, AND 240 FOR CULVERTS.
(30) INCLUDES 223 S.Y. FOR ROCK EMBANKMENTS, 2289 S.Y. FOR FILLING PONDS, 126 S.Y. FOR FILLING STR-1, 80 S.Y. FOR FILLING STR-2, 56 S.Y. FOR FILLING SPG-1, AND 43995 S.Y. FOR UNDERCUT.
(31) INCLUDES 92 UNITS FOR SCARIFIED AREAS.
(32) 1.9 UNITS FOR BOX CULVERTS.
(33) TO BE USED WITH EROSION CONTROL BLANKET TYPE II.
(34) TO BE USED ON SLOPES AS DIRECTED BY THE ENGINEER.
(35) 215 S.Y. OF ECB III FOR BOX BRIDGE UNDER BENNETT RD. AT STA. 28+60, AND 5000 S.Y. AS DIRECTED BY THE ENGINEER.
(36) SHALL INCLUDE OFFSITE LITTER AND DEBRIS PICK UP.
(37) 154182 S.Y. OF ECB II FOR EPSC, AND 34170 S.Y. FOR DITCHES.
(38) FOR TRAFFIC CONTROL ON I-40.
(39) FOR BENNETT RD.
(40) FOR LEE SEMINARY RD., HAWKINS CRAWFORD RD., AND MINE LICK CREEK RD.(1).
(41) FOR RIGHT TURN ONLY LANES OFF BENNETT RD. AND HIGHLAND PARK BLVD.
(42) FOR GORE BOUNDARY AT RAMPS.
(43) TO BE USED WITH PORTABLE BARRIER RAIL ALONG I-40 DURING TRAFFIC CONTROL.
(44) INCLUDED FOR INSTALLATION OF ILLUMINATED STREET NAME SIGNS. INCLUDES A 10 FT. PIG TAIL TO BE STORED IN THE LIGHTING PULL BOX AT THE BASE OF THE SIGNAL POLE FOR CONNECTION TO THE LIGHTING CIRCUITRY.
(45) INCLUDED FOR SUSPENDED FLAT SHEET ALUMINUM SIGNS (0.080" THICK). INCLUDES TWO (2) R3-1 (30" X 30"), TWO (2) R3-2 (30" X 30"), SIX (6) R10-5 (30" X 36"), AND THREE (3) R10-12 (30" X 36").
(46) A LIGHTING PULL BOX SHALL BE INSTALLED AT THE BASE OF SIGNAL POLES SP1 THRU SP9 FOR CONNECTION OF THE ILLUMINATED STREET NAME SIGNS AND SIGNAL POLE LUMINAIRES TO THE LIGHTING CIRCUITRY.
(47) SIGNAL HEADS, STRAIN POLES AND MAST ARMS SHALL BE BLACK. INCLUDES THE COST OF SUPPLYING AND INSTALLING REFLECTIVE DELINEATION AROUND THE BACKPLATES.
(48) SHALL BE FOR LEFT TURN OPERATION.
(49) INCLUDES EIGHT (8) FOR LEFT TURN AND FOUR (4) FOR RIGHT TURN OPERATION.
(50) THE CONTRACTOR SHALL CONTACT THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROL CABINET(S). THESE CHARGES SHALL BE INCLUDED IN THE BID FOR THIS ITEM. ALSO INCLUDES THE COSTS FOR SUPPLYING THE DISCONNECT, METER (AS REQUIRED), TRANSFORMERS, 2-RISERS (SHEETS 66C & 66E), OVERHEAD CABLE AS NEEDED, AND ALL APPURTENANCES FOR THE ELECTRICAL CONNECTION.
(51) INCLUDES TWO (2) WIRES FOR SERVICE TO THE THREE SIGNALS. INCLUDES 775 L.F. OF OVERHEAD CABLE AND 495 L.F. OF UNDERGROUND CABLE.
(52) SHALL BE 6-SINGLE MODE & 6-MULTI-MODE HYBRID FIBER OPTIC CABLE.
(53) INCLUDES ALL EQUIPMENT FOR COMPLETE SIREN DETECTION SYSTEMS AT THREE (3) INTERSESCTIONS. EMERGENCY PRE-EMPT SYSTEM SHALL BE 3M OPTICOM AS MANUFACTURERED BY GLOBAL TRAFFIC TECHNOLOGIES (GTT). INCLUDES SIX (6) SONEM SOUND ACTIVATED EMERGENCY PRE-EMPT SENSORS, THREE (3) 2 PHASE SELECTORS, AND INTERFACE PANELS, AS REQUIRED, TO DETECT EMERGENCY VEHICLES APPROACHING BENNETT ROAD (MINE LICK CREEK ROAD).
(54) SHALL BE LATEST MODEL EAGLE M50 CONTROLLER AS MANUFACTURED BY SIEMANS WITH SINGLE MODE FIBER CONNECTION.
(55) SHALL BE INSTALLED AT INTERSECTION OF BENNETT ROAD AND I-40 EB OFF RAMP.
(56) INCLUDES CLASS 'A' CONCRETE FOUNDATION. FOUNDATION SHALL BE 3'-0" DIAMETER WITH MIN. 15'-00" DEEP FOOTING, REFER TO TDOT STD. DWG T-SG-10.
(57) SHALL BE MINIMUM 35 FOOT POLE TO ACCOMMODATE LIGHTING.
(58) INCLUDES CLASS 'A' CONCRETE FOUNDATION. FOUNDATION SHALL BE 4'-0" DIAMETER WITH MIN. 15'-00" DEEP FOOTING. FOR 4' -0" ESTIMATED FOUNDATION QUANTITIES, SEE SHEET 66.
(59) FOR INSTALLATION AT INTERSECTIONS OF I-40 EB AND WB OFF RAMPS.

ESTIMATED BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
604-02.01	CLASS A CONCRETE (BOX BRIDGES)	C.Y.	699
604-02.02	STEEL BAR REINFORCEMENT (BOX BRIDGES)	LB.	139054

NOTE:
SEE SHEETS 2N-2S FOR TABULATED QUANTITIES
SEE SHEET 47 FOR EPSC QUANTITIES

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
7/7A	17+91.31	MINE LICK CREEK RD. (2)	40' OF 72" CMP	202-01
8/8A	22+26.41	RAMP B	43' OF 48" RCP	202-01
11	15+55	BENNETT RD.	50' OF 18" RCP	202-01
11		BENNETT RD.	1 RESIDENTIAL BUILDING	202-01
12	31+09.72	BENNETT RD.	23' OF 12" CMP	202-01
12/12A	28+40	BENNETT RD.	21'X30' CONC. & STEEL BRIDGE	202-01
13	38+58.24	BENNETT RD.	BRIDGE OVER I-40 EB	202-01
13	40+87.51	BENNETT RD.	BRIDGE OVER I-40 WB	202-01
13	42+63.52	BENNETT RD.	53' OF CROSS DRAIN	202-01
13		BENNETT RD.	3 RESIDENTIAL BUILDINGS	202-01
13		BENNETT RD.	2 SHEDS	202-01
15/15A	13+11.75	LEE SEMINARY RD.	37' OF 18" CMP	202-01
17/17A	10+47.29	HAWKINS CRAWFORD RD.	32' OF 18" CMP	202-01
18	41+85.56	MINE LICK CREEK RD. (1)	20' OF 12" CMP	202-01

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ESTIMATED ROADWAY AND BRIDGE QUANTITIES

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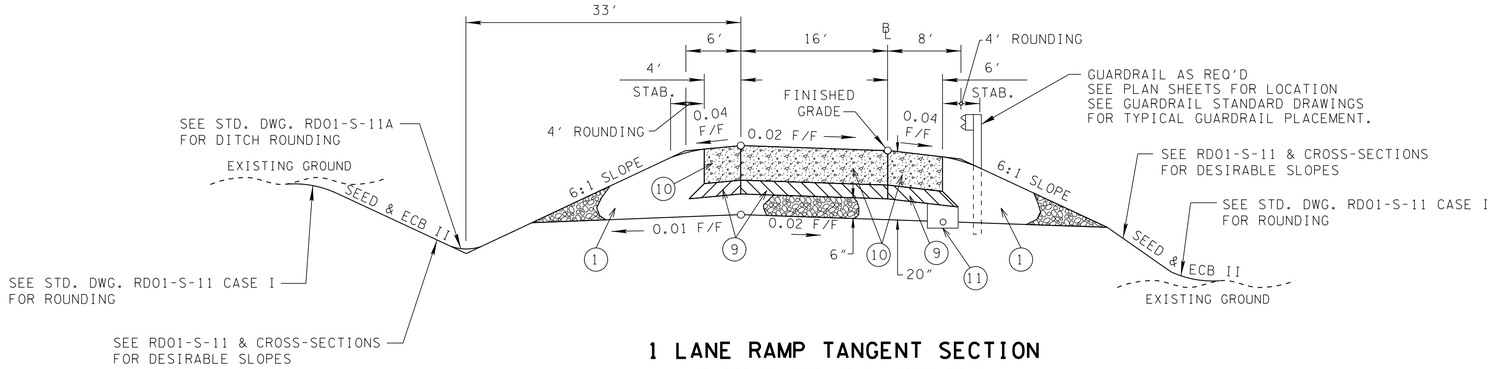
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2
CONST.	2015	NH-I-40-6(130)	2C

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

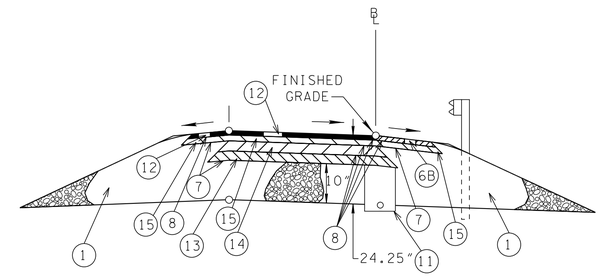


NOTE: CROSS-SECTIONS FOR RAMPS WERE DEVELOPED FOR A PAVEMENT THICKNESS OF 18 INCHES. THE PAVEMENT DESIGN WAS LATER REVISED. HOWEVER, CROSS-SECTIONS WERE NOT REVISED AND, IN THIS CASE, TYPICAL SECTIONS GOVERN OVER CROSS-SECTIONS. ALSO, AN OVERLAY IS EXPECTED ON I-40 THROUGHOUT THIS PROJECT. EDGE OF PAVEMENTS SHALL BE FIELD VERIFIED AND FINISH GRADE ELEVATIONS ADJUSTED TO MATCH EXISTING PAVEMENT ELEVATIONS.

1 LANE RAMP TANGENT SECTION

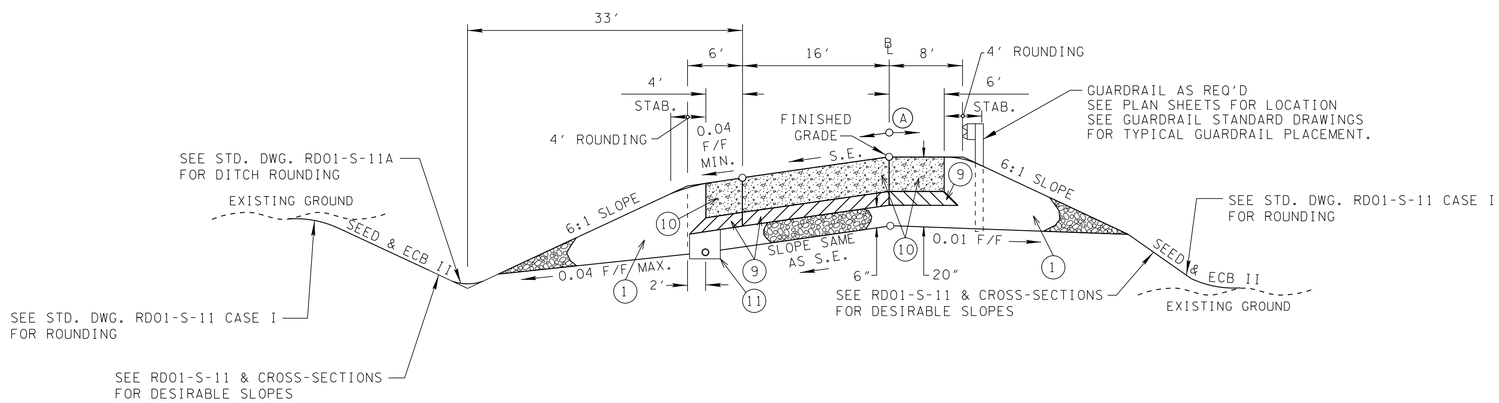
(BASED ON STD. DWG. RD01-TS-4)

	STA.	TO	STA.	
RAMP A	26+92.61		35+15.39	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
RAMP B	10+00.00		12+50.00	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
	20+08.56		21+75.00	
RAMP D	10+00.00		15+59.21	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
	21+13.20		23+00.00	



RAMP-ASPHALT PAVEMENT SECTIONS

	STA.	TO	STA.
RAMP A	23+18.00		35+15.39
RAMP B	10+00.00		16+77.00
RAMP C	22+50.00		37+46.96
RAMP D	10+00.00		18+17.00



1 LANE RAMP SUPERELEVATED SECTION

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

	STA.	TO	STA.	
RAMP A	20+50.00		26+92.61	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
RAMP B	12+50.00		20+08.56	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
RAMP C	22+50.00		37+46.96	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"
RAMP D	15+59.21		21+13.20	SEE "RAMP-ASPHALT PAVEMENT SECTIONS"

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

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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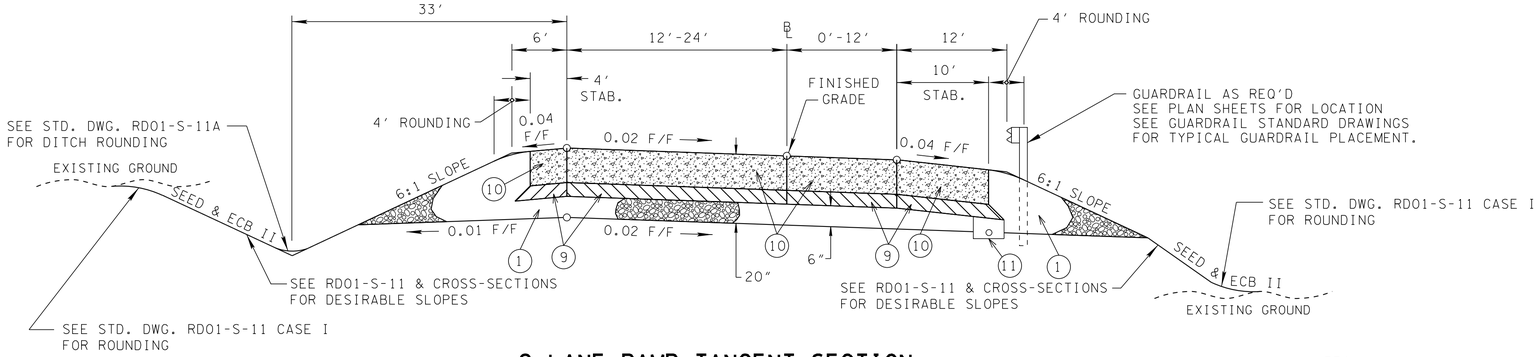
FILE NO.

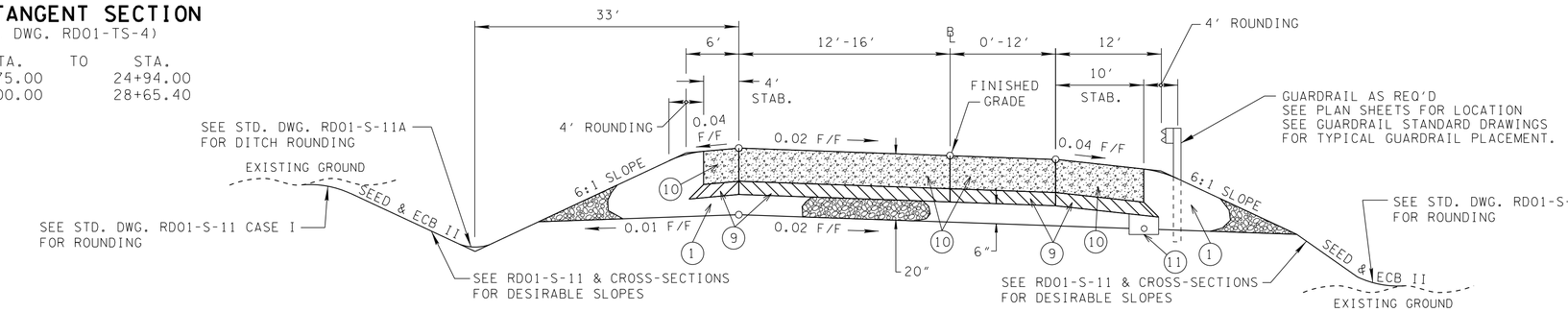
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2A
CONST.	2015	NH-I-40-6(130)	2D



2 LANE RAMP TANGENT SECTION

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

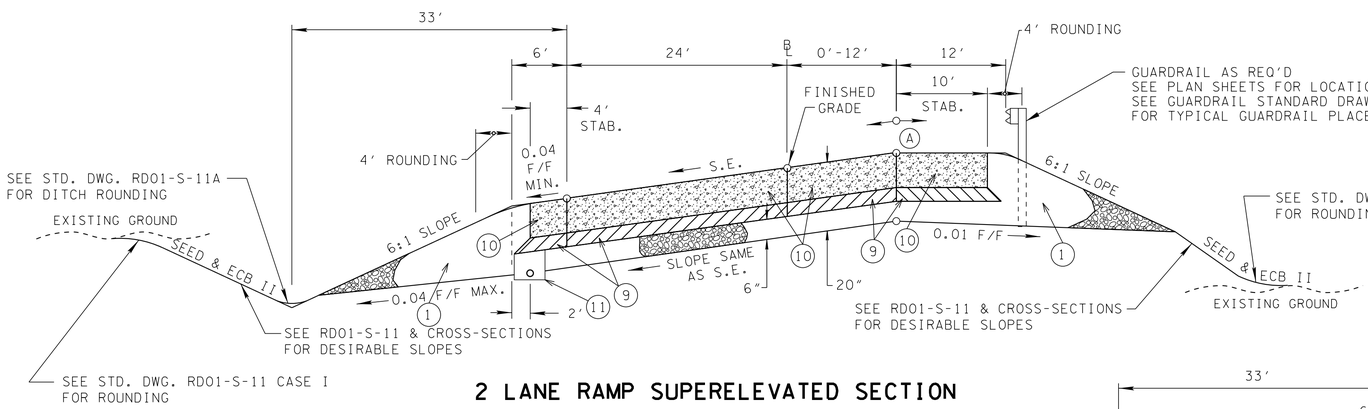
	STA.	TO	STA.
RAMP B	21+75.00		24+94.00
RAMP D	23+00.00		28+65.40



2 LANE RAMP TANGENT SECTION

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

	STA.	TO	STA.
RAMP A	14+68.00		19+65.57
RAMP C	15+70.68		16+97.25

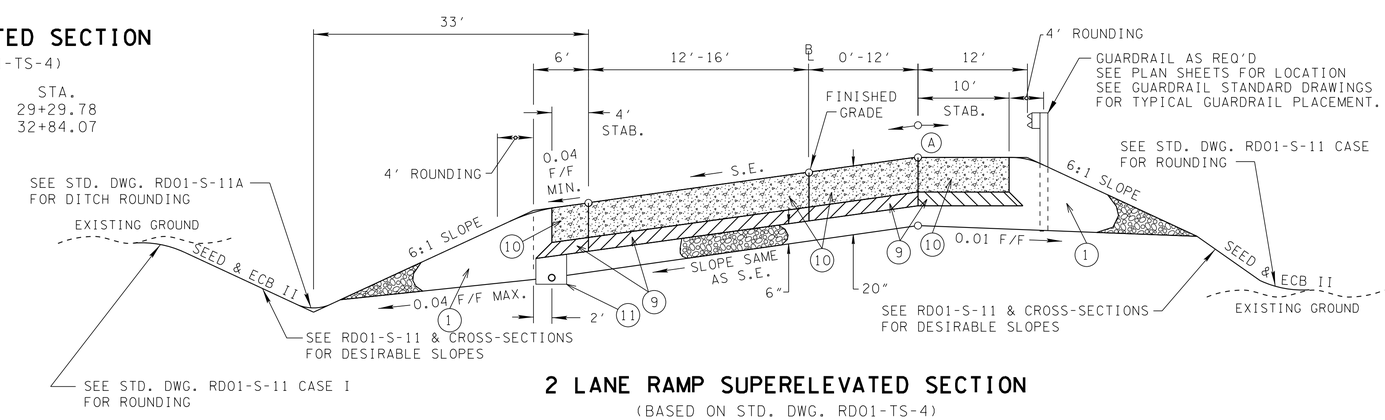


2 LANE RAMP SUPERELEVATED SECTION

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

	STA.	TO	STA.
RAMP B	24+94.00		29+29.78
RAMP D	28+65.40		32+84.07

NOTE: CROSS-SECTIONS FOR RAMPS WERE DEVELOPED FOR A PAVEMENT THICKNESS OF 18 INCHES. THE PAVEMENT DESIGN WAS LATER REVISED. HOWEVER, CROSS-SECTIONS WERE NOT REVISED AND, IN THIS CASE, TYPICAL SECTIONS GOVERN OVER CROSS-SECTIONS. ALSO, AN OVERLAY IS EXPECTED ON I-40 THROUGHOUT THIS PROJECT. EDGE OF PAVEMENTS SHALL BE FIELD VERIFIED AND FINISH GRADE ELEVATIONS ADJUSTED TO MATCH EXISTING PAVEMENT ELEVATIONS.



2 LANE RAMP SUPERELEVATED SECTION

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

	STA.	TO	STA.
RAMP A	10+36.00		14+68.00
	19+65.57		20+50.00
RAMP C	10+36.00		15+70.68
	16+97.25		22+50.00

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

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TYPICAL SECTIONS

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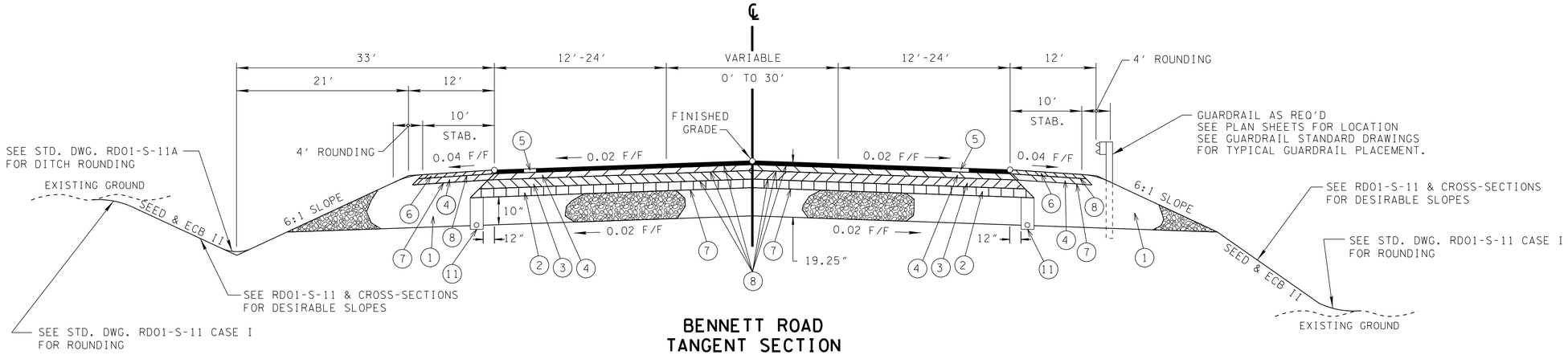
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2B
CONST.	2015	NH-I-40-6(130)	2E

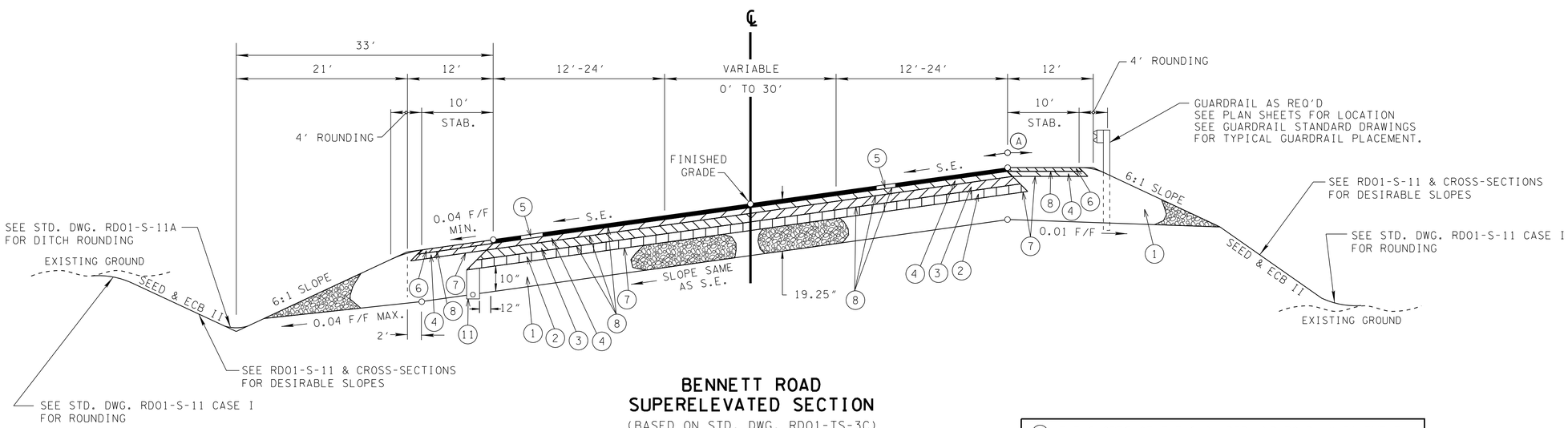


BENNETT ROAD
TANGENT SECTION

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

STA.	TO	STA.
12+50.00		14+09.29
23+47.24		25+33.11
34+42.81		46+51.02

NOTE: CROSS-SECTIONS FOR BENNETT WERE DEVELOPED FOR A PAVEMENT THICKNESS OF 18 INCHES. THE PAVEMENT DESIGN WAS LATER REVISED. HOWEVER, CROSS-SECTIONS WERE NOT REVISED AND, IN THIS CASE, TYPICAL SECTIONS GOVERN OVER CROSS-SECTIONS. FIELD ADJUSTMENTS TO THE FINISHED GRADE MAY BE NECESSARY TO ACHEIVE PAVEMENT THICKNESSES.



BENNETT ROAD
SUPERELEVATED SECTION

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

STA.	TO	STA.
14+09.29		23+47.24
25+33.11		34+42.81
46+51.02		53+54.56

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

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TYPICAL SECTIONS

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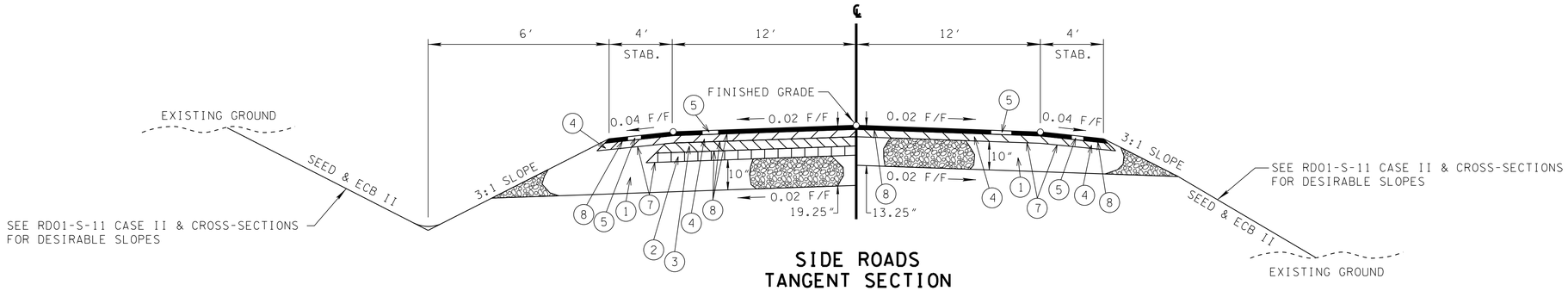
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2C
CONST.	2015	NH-I-40-6(130)	2F

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

LEE SEMINARY RD. PAVING

HAWKINS CRAWFORD RD./ MINE LICK CREEK RD. (1) PAVING



SIDE ROADS TANGENT SECTION

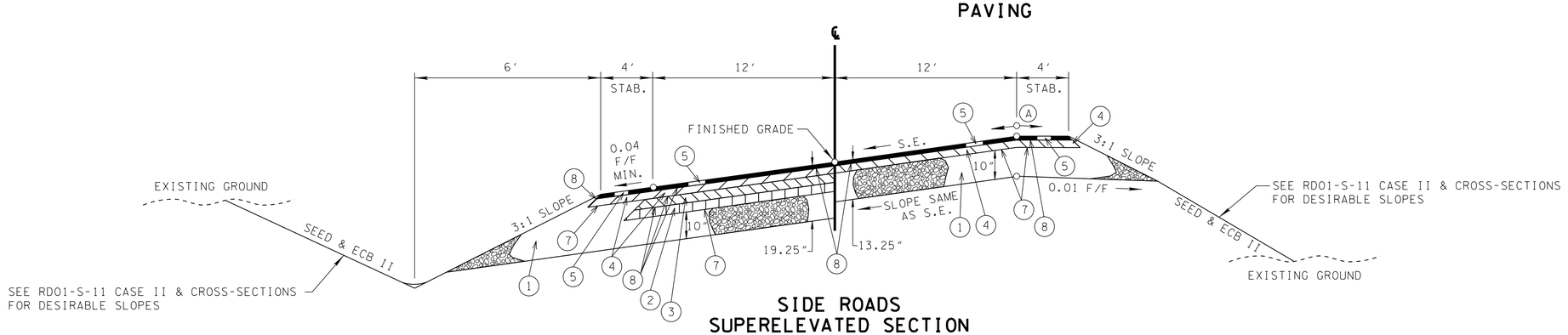
(BASED ON STD. DWG. RD01-TS-1)

	STA.	TO	STA.
LEE SEMINARY RD.	11+00.00		11+20.86
	21+05.40		24+18.62
	30+50.33		31+03.00
HAWKINS CRAWFORD RD.	16+64.89		25+35.66
MINE LICK CREEK RD. (1)	26+01.99		34+84.52

NOTE: CROSS-SECTIONS FOR LEE SEMINARY RD. WERE DEVELOPED FOR A PAVEMENT THICKNESS OF 12 INCHES. THE PAVEMENT DESIGN WAS LATER REVISED. HOWEVER, CROSS-SECTIONS WERE NOT REVISED AND, IN THIS CASE, TYPICAL SECTIONS GOVERN OVER CROSS-SECTIONS. FIELD ADJUSTMENTS TO THE FINISHED GRADE MAY BE NECESSARY TO ACHEIVE PAVEMENT THICKNESSES.

LEE SEMINARY RD. PAVING

HAWKINS CRAWFORD RD./ MINE LICK CREEK RD. (1) PAVING



SIDE ROADS SUPERELEVATED SECTION

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

	STA.	TO	STA.
LEE SEMINARY RD.	11+20.86		21+05.40
	24+18.62		30+50.33
	31+03.00		31+93.00
HAWKINS CRAWFORD RD.	10+00.00		16+64.89
MINE LICK CREEK RD. (1)	34+84.52		42+65.05

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

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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2D
CONST.	2015	NH-I-40-6(130)	2G

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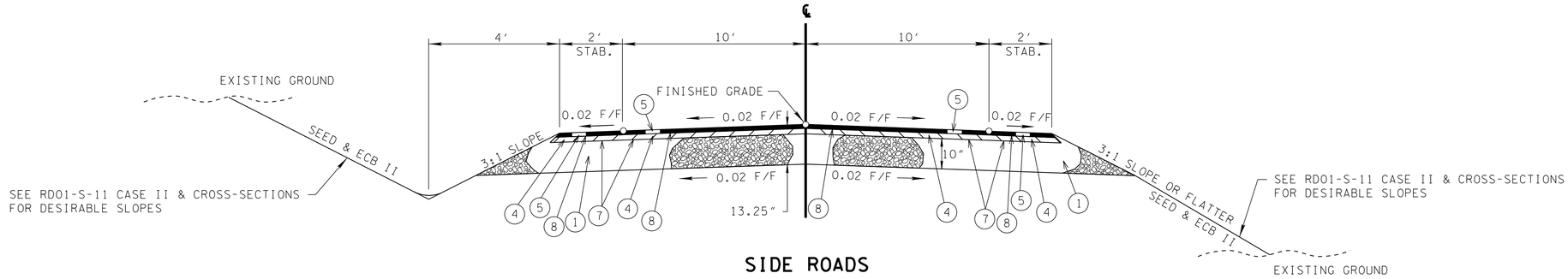
DESIGN DIVISION
FILE NO.

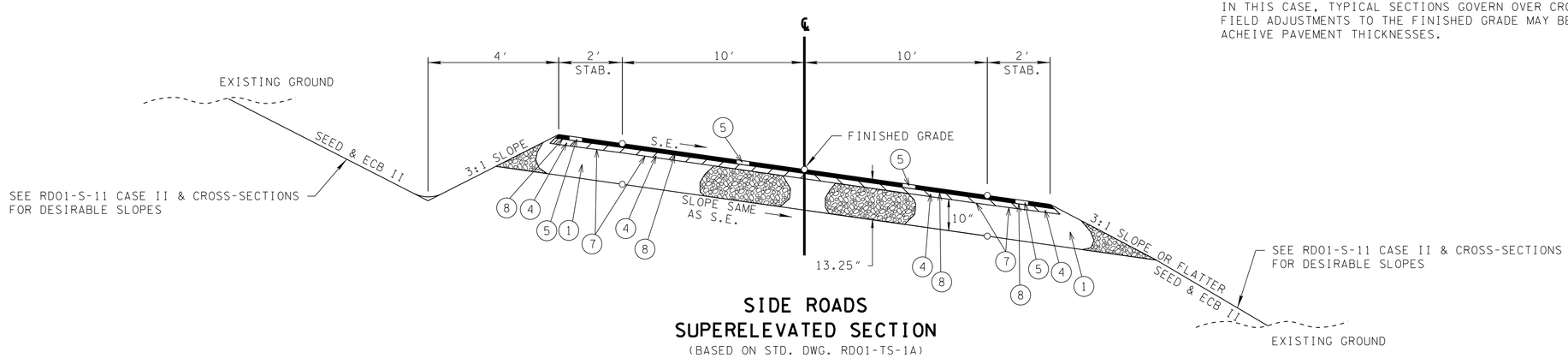


SIDE ROADS
TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-1A)

LEE SEMINARY RD. (2)	STA. 14+28.45 TO STA. 14+58.18
	STA. 18+08.18 TO STA. 18+10.00
MINE LICK CREEK RD. (2)	STA. 13+18.00 TO STA. 17+00.00

NOTE: CROSS-SECTIONS FOR SIDE ROADS WERE DEVELOPED FOR A PAVEMENT THICKNESS OF 12 INCHES. THE PAVEMENT DESIGN WAS LATER REVISED. HOWEVER, CROSS-SECTIONS WERE NOT REVISED AND, IN THIS CASE, TYPICAL SECTIONS GOVERN OVER CROSS-SECTIONS. FIELD ADJUSTMENTS TO THE FINISHED GRADE MAY BE NECESSARY TO ACHEIVE PAVEMENT THICKNESSES.

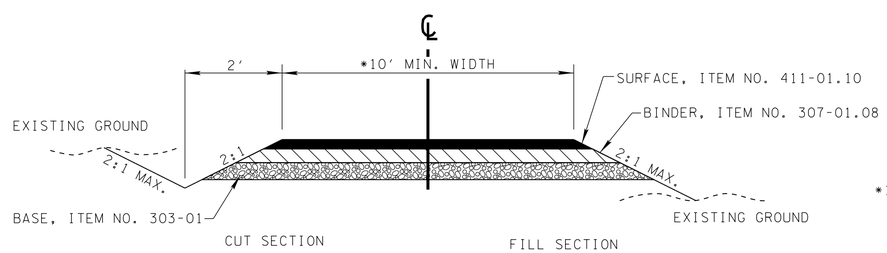


SIDE ROADS
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-1A)

LEE SEMINARY RD. (2)	STA. 10+22.00 TO STA. 14+28.45
	STA. 14+58.18 TO STA. 18+08.18
MINE LICK CREEK RD. (2)	STA. 10+12.00 TO STA. 13+18.00

NOTE:
1. DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER.
2. ALL RADII TO BE 15′ UNLESS NOTED OTHERWISE.
3. ANY BUSINESS DRIVE INTO A PARKING AREA SHALL HAVE 12:1 SLOPES.
4. SEE SHEET 3 FOR DRIVEWAY NOTES.



SURFACE - 1¼″
BINDER - 2″
BASE - 4″

*16′ MIN. WIDTH FOR FIELD ENTRANCES

SURFACE - 1¼″
BINDER - 2″
BASE - 10″

PVT DRIVES @:
HAWKINS CRAFORD STA. 15+00.00 RT.
MINE LICK CREEK STA. 39+38.00 RT.

TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2H

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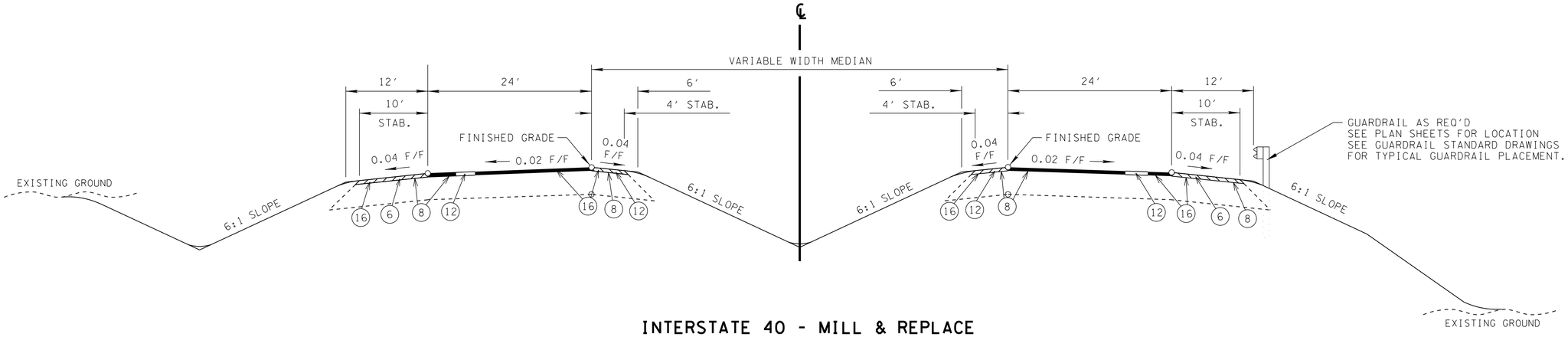
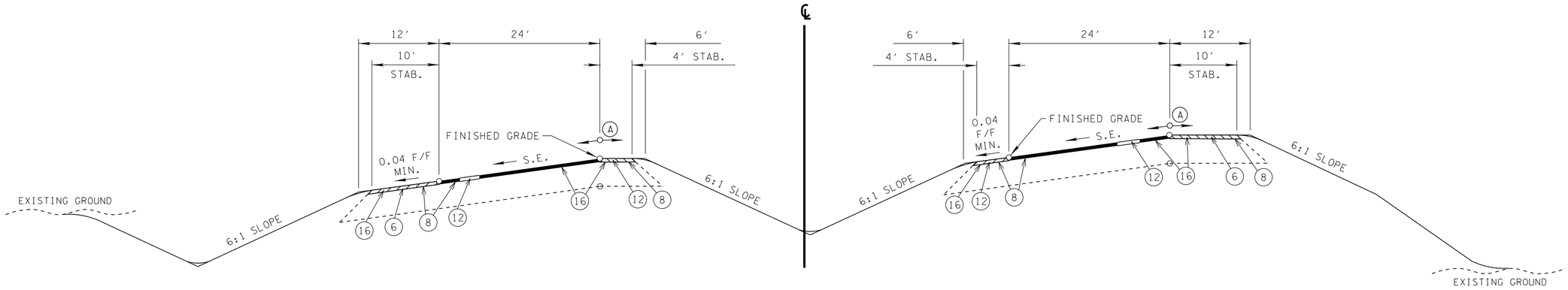
FILE NO.



INTERSTATE 40 - MILL & REPLACE
TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-5)

STA. 38+00.00 TO STA. 85+40.95
STA. 102+27.75 STA. 113+15



INTERSTATE 40 - MILL & REPLACE
SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-5)

STA. 85+40.95 TO STA. 102+27.75

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

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TYPICAL SECTIONS

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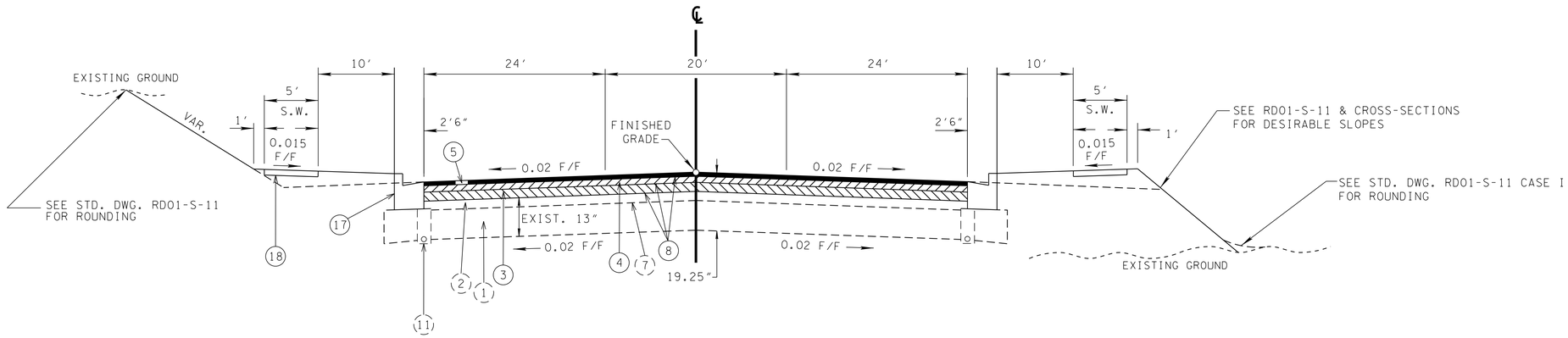
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2H1



HIGHLAND PARK BLVD.
TANGENT SECTION

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

STA. 10+22.78 TO STA. 10+85.00

PROPOSED PAVEMENT SCHEDULE

1	**MINERAL AGGREGATE BASE - (VARIES) 2.03 TONS/C.Y.** ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" (SEE TYPICAL SECTIONS FOR DEPTHS)
2	**BITUMINOUS PLANT MIX BASE (HOT MIX)(3") APPROX. 270 LB/S.Y.** ITEM 307-01.02 ASPHALT CONCRETE MIX (PG 64-22)(BPMB-HM) GRADING "A-S" ITEM 307-01.03 AGGREGATE (PG 64-22)(BPMB-HM) GRADING "A-S" MIX
3	**BITUMINOUS PLANT MIX BASE (HOT MIX)(3") APPROX. 345 LB/S.Y.** ITEM 307-01.01 ASPHALT CONCRETE MIX (PG 64-22)(BPMB-HM) GRADING "A"
4	**BITUMINOUS PLANT MIX BASE (HOT MIX)(2.00") APPROX. 226 LB/S.Y.** ITEM 307-01.08 ASPHALT CONCRETE MIX (PG 64-22)(BPMB-HM) GRADING "B-M2"
5	**ASPHALTIC CONCRETE SURFACE (HOT MIX)(1.25") APPROX. 132.5 LB/S.Y.** ITEM 411-01.10 ACS MIX (PG 64-22) GRADING "D"
6	**ASPHALTIC CONCRETE SURFACE (HOT MIX)(1.25") APPROX. 128.75 LB/S.Y.** ITEM 411-01.07 ASPHALT CONCRETE SURFACE (PG 64-22), ACS MIX, GRADING "E" (SHOULDER)
7	**PRIME COAT** ITEM 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (P.C.) 0.30-0.35 GAL/SY ITEM 402-02 AGGREGATE FOR COVER MATERIAL (P.C.) 8-12 LBS/SY
8	**TACK COAT** ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (T.C.) 0.07 GAL/SY 0.10 GAL/SY FOR COLD PLANING
9	**CONCRETE BASE - 4" THICK** ITEM 313-03 TREATED PERMEABLE BASE
10	**CONCRETE PAVEMENT - 10" THICK** ITEM 501-01.03 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN)
11	**UNDERDRAINS** ITEM 710-02 AGGREGATE UNDERDRAINS (WITH PIPE)
12	**ASPHALTIC CONCRETE SURFACE (HOT MIX)(1.25") APPROX. 132.5 LB/S.Y.** ITEM 411-03.10 ACS MIX (PG 76-22) GRADING "D"
13	**BITUMINOUS PLANT MIX BASE (HOT MIX)(4") APPROX. 360 LB/S.Y.** ITEM 307-03.02 ASPHALT CONCRETE MIX (PG 76-22)(BPMB-HM) GRADING "A-S" ITEM 307-03.03 AGGREGATE (PG 76-22)(BPMB-HM) GRADING "A-S" MIX
14	**BITUMINOUS PLANT MIX BASE (HOT MIX)(7") APPROX. 805 LB/S.Y.** ITEM 307-03.01 ASPHALT CONCRETE MIX (PG 76-22)(BPMB-HM) GRADING "A"
15	**BITUMINOUS PLANT MIX BASE (HOT MIX)(2") APPROX. 226 LB/S.Y.** ITEM 307-03.08 ASPHALT CONCRETE MIX (PG 76-22)(BPMB-HM) GRADING "B-M2"
16	**COLD PLANING - 1.25" THICK** ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
17	**6-30 COMBINED CURB & GUTTER W/ 9" GUTTER THICKNESS** ITEM 702-03 CONCRETE COMBINED CURB & GUTTER
18	**CONCRETE SIDEWALK-4" THICK W/ MINERAL AGGREGATE BASE-4" THICK** ITEM 701-01.01 CONCRETE SIDEWALK (4") ITEM 303-01 MINERAL AGGREGATE BASE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2J

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

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

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. 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. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.

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

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

GUARDRAIL

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

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

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

DRAINAGE

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

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

(3) 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.

(4) 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).

(5) 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.

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

UTILITIES – SEE SHEET NO. 3 FOR UTILITY NOTES

RIGHT-OF-WAY – SEE SHEET NO. 3 FOR R.O.W NOTES

FENCING

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

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

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

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

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

(2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

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

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) 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.

FINAL PAVEMENT MARKING IF 8" ENHANCED FLATLINE THERMOPLASTIC IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

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

(1) 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.

FINAL PAVEMENT MARKING IF 8" SPRAY THERMOPLASTIC (40 mil) IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" SPRAY THERMOPLASTIC (40 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. 716-13.08, SPRAY THERMO PVMT MRKNG (40 mil) (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

FINAL PAVEMENT MARKING IF REFLECTORIZED PAINT IS USED

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4IN LINE), L.M.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(1) THE PAVEMENT MARKING ON THE LANE SHIFT FOR CENTERLINE, EDGE LINES, AND LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4IN LINE), L.M., AND ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8IN BARRIER LINE), L.F.

(2) BEFORE OPENING THE DETOUR AND LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2K

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

GENERAL NOTES CON'T.

PAVEMENT

PAVING

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

(8) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

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

GRADED SOLID ROCK

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

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

SIGNING

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

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

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

(4) 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.

(5) 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.

(6) 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.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO.713-15 AND 713-15.04, AS DIRECTED BY THE ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(SEE SHEET NO. 62)

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

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

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

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

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

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

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

(8) 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 (SEE SHEET NO. 46)

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

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

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

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

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

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

SEDIMENT CONTROL

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

(2) 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.

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2L

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

GENERAL NOTES CON'T.

STREAM/WETLAND

(1) 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.

(2) 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.

(3) 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.

(4) 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.

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

(6) 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.

(7) 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.

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

SPECIES

(1) 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

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

(2) 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.

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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

(1) 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

(1) 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.

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

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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

(1) 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.

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

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GENERAL NOTES

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

SPECIAL NOTES

GRADING

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

(2) 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.

PAVEMENT

RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.

D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.

E. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

F. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS.

G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.

H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(2) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 46, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL

(3) STAFF FROM TDOT ENVIRONMENTAL DIVISION COMPREHENSIVE INSPECTION OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(1) 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.

(2) 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.

(3) 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

(1) 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.

STANDARD STREAM MITIGATION

(1) IF THE RELOCATED CHANNEL FLOWS INTO A PROPOSED CULVERT, THE NEW CHANNEL SHALL BE RELOCATED PRIOR TO INSTALLATION OF THE CULVERT TO ENSURE CORRECT ELEVATION LEVELS ARE SET FOR THE INLET. THE NEW CHANNEL SHALL BE EXCAVATED AND STABILIZED DURING A LOW WATER PERIOD. RIP-RAP (ONLY AS SHOWN ON PLANS), SEEDING OR SOD SHALL BE INSTALLED IMMEDIATELY FOLLOWING CHANNEL COMPLETION. TREES SHALL BE INSTALLED IN THE FIRST PLANTING SEASON FOLLOWING CHANNEL EXCAVATION. WATER SHALL BE DIVERTED INTO THE NEW CHANNEL ONLY AFTER IT IS COMPLETELY STABILIZED, AND ONLY DURING A LOW WATER PERIOD. STABILIZED MEANS THAT ALL SPECIFIED ROCK AND EROSION CONTROL BLANKET IS IN PLACE, AND SEEDING AND SOD ARE IN PLACE AND ESTABLISHED. NOTIFY THE REGIONAL BIOLOGIST WHEN WATER IS DIVERTED INTO EACH NEW CHANNEL.

CHANNEL RELOCATION SEQUENCE

(1) FLAG EDGE OF THE NEW CHANNEL TOP OF BANK PRIOR TO CLEARING. DO NOT CLEAR LARGE TREES IN POSITION TO SHADE THE NEW CHANNEL. LEAVE AS MANY TREES AND SHRUBS AS POSSIBLE BETWEEN TOE OF THE NEW HIGHWAY SLOPE AND THE STREAM.

(2) EXCAVATE THE NEW CHANNEL "IN THE DRY" BY LEAVING AREAS OF UNDISTURBED EARTH (DIVERSION BERMS) IN PLACE AT BOTH ENDS.

(3) SHAPE CHANNEL TO SPECIFICATIONS SHOWN. REMOVE LOOSE SOILS AND DEBRIS.

(4) PLACE TOPSOIL, EROSION CONTROL BLANKET, SEED AND SOD AS SPECIFIED.

(5) REMOVE DIVERSION BERMS, BEGINNING WITH THE MOST DOWN STREAM. BANKS AND BOTTOM ELEVATION OF THE OLD CHANNEL SHOULD TRANSITION SMOOTHLY INTO THE NEW CHANNEL. THE ELEVATIONS OF THE NEW CHANNEL BOTTOM AT EACH END OF THE RELOCATION SEQUENCE SHOULD MATCH THE ELEVATIONS OF THE EXISTING CHANNEL, AND A STEADY PERCENT SLOPE SHOULD BE MAINTAINED THROUGHOUT THE RELOCATED CHANNEL CENTERLINE OR AS SPECIFIED.

(6) INSTALL TREES ACCORDING TO STANDARD SPECIFICATIONS SECTION 802.

(7) ONLY RIP-RAP SHOWN ON PLANS SHOULD BE USED IN THE RELOCATED CHANNEL REACH. ANY OTHER PROPOSED RIP-RAP SHOULD BE COORDINATED WITH THE ENVIRONMENTAL DIVISION.

(8) REQUESTS BY ANY AGENCY THAT WOULD REQUIRE THE MODIFICATION OF CHANNELS, DITCHES, ELEVATIONS, RIP-RAP OR ANY OTHER STREAM MITIGATION ITEMS ASSOCIATED WITH THE CHANNEL RELOCATIONS SHALL BE REFERRED TO THE TDOT ENVIRONMENTAL DIVISION VIA THE HEADQUARTERS CONSTRUCTION OFFICE FOR THE COORDINATION WITH ALL AGENCIES AND TDOT DIVISIONS. THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION MAY MAKE RECOMMENDATIONS CONCERNING EROSION CONTROL VIA THE ENGINEER WITHOUT SUCH REFERRAL.

TREES

(4) NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

(5) THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.

(6) ALL TREES PLANTED SHALL BE WRAPPED AS PER SECTION 802.07 OF TDOT STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION.

(7) TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO INSURE SURVIVAL.

SEEDING AND SODDING

(8) ITEM NO. 801-02.01 SHALL BE USED ON SLOPES 2.5:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

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

HISTORICAL

(10) THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND COORDINATING WITH THE TDOT REGIONAL SIGN SHOP FOR STORING HISTORICAL MARKER(S). AT THE END OF CONSTRUCTION, MARKER(S) WILL BE RESET BY THE SIGN SHOP AT THE DIRECTION OF THE REGIONAL TRAFFIC ENGINEER. IF THE MARKER CANNOT BE RESET OUSIDE OF THE CLEAR ZONE, THE REGIONAL TRAFFIC ENGINEER WILL CONCACT THE TENNESSEE HISTORIC COMMISSION AND RETURN THE MARKER(S).

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(11) THE CONTRACTOR SHALL NOT HAUL MATERIAL ACROSS THE PROPOSED BRIDGE.

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(12) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

(13) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(14) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

DEMOLITION OF BUILDINGS

(1) IF THE ASBESTOS SURVEY AND ABATEMENT IS NOT PART OF THE CONTRACT, THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE TDOT HAZARDOUS MATERIALS OFFICE TO VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED FOR ANY BUILDING TO BE REMOVED. IN THE CASE THAT NO SURVEY HAS BEEN COMPLETED THE CONTRACTOR SHALL COORDINATE WITH THE HAZARDOUS MATERIAL OFFICE IN SCHEDULING A SURVEY.

(2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT SHALL BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES FOR BUILDINGS INCLUDED IN THE PROJECT. ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM IB 14-17

(3) (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT OR DEMOLITION.

PROJECT COMMITMENTS

(1) SEE PROJECT COMMITMENTS, SHEET 1C, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

CULVERT EXCAVATION

(1) 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2M

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2N

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

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS																
	303-01 (TON)	307-01.01 (TON)	307-01.02 (TON)	307-01.03 (TON)	307-01.08 (TON)	307-03.01 (TON)	307-03.02 (TON)	307-03.03 (TON)	307-03.08 (TON)	313-03 (S.Y.)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.07 (TON)	411-01.10 (TON)	411-03.10 (TON)	501-01.03 (S.Y.)
BENNETT RD.	25844	3995	103	3049	3427						47	185	16	461	1522		
I-40 MAINLINE					429								18	761	233	3118	
RAMPS (CONC.)	15008									21071							21071
RAMPS (ASPH.)	11165					3225	49	1443	1389		19	74	5	293		513	
SIDE ROADS	17863	1259	34	967	3059						40	157	13		1767		
PVT. DRIVES	1069				418										245		
TOTALS	**70949**	**5254**	**137**	**4016**	**7333**	**3225**	**49**	**1443**	**1389**	**21071**	**106**	**416**	**52**	**1515**	**3767**	**3631**	**21071**

TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	M.U.T.C.D. NO.	UNIT	SIGNS S.F. / EACH	SIZE	PHASE 1	PHASE 2	PHASE 3	TOTAL	REMARKS
		END ROAD WORK	G20-2		8	48"X24"	10	10	10	80.0	
		ROAD WORK 1 MILE	W20-1		16	48"X48"	4	4	4	64.0	
		ROAD WORK 1/2 MILE	W20-1		16	48"X48"	10	10	10	160.0	
		ROAD WORK 1500 FT	W20-1		16	48"X48"	4	0	3	64.0	
		ROAD WORK 1000 FT	W20-1		16	48"X48"	10	10	10	160.0	
		ROAD WORK 500 FT	W20-1		16	48"X48"	6	6	6	96.0	
		ONE LANE ROAD 1000 FT	W20-4		16	48"X48"	8	2	3	128.0	
		FLAGGER	W20-7		16	48"X48"	8	2	2	128.0	
		SUPPLEMENTAL SPEED	W13-1P		4	24"X24"	16	2	5	64.0	
		TWO LANE SHIFT LEFT	W1-4BL		16	48"X48"	4	4		64.0	
		TWO LANE SHIFT RIGHT	W1-4BR		16	48"X48"	4	4		64.0	
		LANE SHIFT 1/2 MILE	W20-5		16	48"X48"	4	4		64.0	
		LEFT TURN ARROW	W1-6L		8	48"X24"		1		8.0	
		RIGHT TURN ARROW	W1-6R		8	48"X24"		1		8.0	
		ROAD CLOSED	R11-2		10	48"X30"		6	1	60.0	
		SUPPLEMENTAL ADVANCE STREET NAME	W16-8P		1.67	30"X8"			1	1.7	
(1)	712-06	**TOTALS FOR SIGNS**		S.F.						1214	
(1)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 - TL3		EACH			1	4		4	
(2)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL		L.F.			12000	14400		14400	
(1)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)		EACH			345	11	23	345	
(1)	712-04.50	PORTABLE BARRIER RAIL DELINEATOR		EACH			600	720		720	
(1)	712-05.01	WARNING LIGHTS (TYPE A)		EACH				12	2	12	
(3)	712-06.01	VERTICAL PANELS		S.F.				60		60	
(1)	712-07.03	TEMPORARY BARRICADES (TYPE III)		L.F.				416	68	416	
(1)	712-08.03	ARROW BOARD (TYPE C)		EACH			2	2	2	2	
(1)(2)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT		EACH			2	2	2	2	
	716-01.06	TEMPORARY RAISED PAVEMENT MARKER, WHITE		EACH			596	596		1192	
	716-01.07	TEMPORARY RAISED PAVEMENT MARKER,YELLOW		EACH			312	312		624	
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)		L.M.			9.51	9.51		19.02	
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)		L.F.			12000	14400		26400	
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)		L.F.			150	150		300	
	716-05.49	PAINTED PAVEMENT MARKINGS (8" LINE)		L.M.			12.80	12.80		25.60	

(1) TOTAL QUANTITY FOR ITEM INCLUDES ONLY THE MAXIMUM REQUIRED FOR ANY ONE PHASE.
(2) TO BE USED AS DIRECTED BY PROJECT ENGINEER.
(3) TO BE USED ALONG LEE SEMINARY DIVERSION.

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2-O

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

DITCHES

ROAD	STATION		SIDE			SLOPE			TYPE	WIDTH OF TREATMENT	CLASS A-1 RIP-RAP	CLASS B RIP-RAP	CLASS C RIP-RAP	ECB TYPE II	GEOTEXTILE TYPE III	REMARKS
	FROM	TO	LT	TYPE	RT	FORE (H/V)	BACK (H/V)	DEPTH OF FLOW (FT.)		(L.F.)	709-05.06 (TONS)	709-05.08 (TONS)	709-05.09 (TONS)	805-12.02 (S.Y.)	740-10.03 (S.Y.)	
BENNETT RD.	19+50	20+00	X			6	4	1.0	SP. V	24				133		
BENNETT RD.	20+00	24+83	X			6	3	0.6	V	16				859		
BENNETT RD.	25+65	27+50	X			6	4	1.2	SP. V	24				491		
BENNETT RD.	27+50	28+50	X	TOF		4	3	1.5	SP. V	18	178				225	
BENNETT RD.	16+15	17+50			X	6	4	1.2	SP. V	24				360		
BENNETT RD.	17+50	19+50			X	6	2.5	1.2	SP. V	20				444		
BENNETT RD.	19+50	20+75			X	6	2.5	1.1	V	20				278		
BENNETT RD.	21+30	24+75			X	6	3	1.2	V	20				767		
BENNETT RD.	27+00	28+20		TOF	X	3	3	1.5	SP. V	16				228		
BENNETT RD.	28+55	29+60		TOF	X	2.5	3	0.9	SP. V	12		365			186	
BENNETT RD.	31+22.50	33+80.55		TOF	X	4	3	0.7	SP. V	15		662			516	
BENNETT RD.	42+00	43+00	X			6	4	0.5	SP. V	16				181		
BENNETT RD.	43+00	44+25	X	TOF		6	3	0.6	SP. V	14	171				222	
BENNETT RD.	45+70	46+35	X	TOF		3	3	1.2	SP. V	16				117		
BENNETT RD.	46+35	46+50	X	TOF		3	3	0.4	SP. V	12				18		
BENNETT RD.	48+00	49+00	X			6	4	0.9	SP. V	24				279		
BENNETT RD.	49+00	51+73	X			6	4	0.9	V	24				728		
BENNETT RD.	52+50	53+50	X			6	4	1.0	V	20	199				249	
BENNETT RD.	45+80	48+50		TOF	X	4	3	0.3	SP. V	12				376		
BENNETT RD.	48+50	51+65			X	6	4	0.7	V	24				840		
BENNETT RD.	52+32	53+50			X	6	4	0.7	V	24				327		
RAMP A	11+00	12+00	X	TOF		4	3	0.5	SP. V	12				127		
RAMP A	12+00	19+50	X			6	3	0.8	V	20				1667		
RAMP A	19+50	20+75	X	TOF		6	3	1.3	SP. V	24				336		
RAMP A	20+75	22+50	X	TOF		6	3	0.5	SP. V	16				324		
RAMP A	13+00	20+00			X	6	3	0.8	V	20				1556		
RAMP A	19+30	SLOPE DT. - 25'		SLOPE	X	3	3	0.2	7.5' - FB	14	34				44	
RAMP A	20+00	21+00			X	6	3	1.5	SP. V	24				267		
RAMP A	21+00	23+50		TOF	X	6	3	0.9	SP. V	18	450				569	
RAMP A	24+75	SLOPE DT. - 25'		SLOPE	X	3	3	0.1	7.5' - FB	14	34				44	
RAMP A	23+50	26+40		TOF	X	2.5	3	1.7	SP. V	18	508				616	
RAMP B	16+50	18+50	X			6	6	0.4	SP. V	20				458		
RAMP B	21+00	25+50	X	TOF		3	3	1.3	SP. V	16		1167			901	
RAMP B	10+50	20+50			X	6	4	1.7	SP. V	32				3555		
RAMP B	17+95	SLOPE DT. - 22'		SLOPE	X	3	3	0.2	7.5' - FB	14	30				39	
RAMP B	20+50	21+65		TOF	X	3	3	1.1	SP. V	13		239			189	
RAMP B	21+65	27+00		TOF	X	3	3	1.4	SP. V	16		1461			1128	
RAMP B	27+00	28+45		TOF	X	3	3	1.0	SP. V	16				258		
RAMP C	10+75	11+50	X			6	4	0.4	SP. V	16				133		
RAMP C	12+50	18+70		TOF	X	3	3	0.6	SP. V	12				871		
RAMP C	11+50	13+00	X	TOF		4	3	0.8	SP. V	15			510		276	
RAMP C	13+00	19+25	X	TOF		4	3	1.0	SP. V	15	911				1123	
RAMP C	19+00	21+00		TOF	X	3	3	0.5	SP. V	9	185				255	
RAMP C	21+00	26+00			X	6	4	1.1	SP. V	24				1333		
RAMP C	26+00	37+46.96			X	6	4	1.1	SP. V	24				3053		
SUBTOTAL THIS SHEET											**2700**	**3894**	**510**	**20364**	**6582**	

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2P

DITCHES

ROAD	STATION		SIDE			SLOPE			TYPE	WIDTH OF TREATMENT	CLASS A-1 RIP-RAP	CLASS B RIP-RAP	CLASS C RIP-RAP	ECB TYPE II	GEOTEXTILE TYPE III	REMARKS
	FROM	TO	LT	TYPE	RT	FORE (H/V)	BACK (H/V)	DEPTH OF FLOW (FT.)		(L.F.)	709-05.06 (TONS)	709-05.08 (TONS)	709-05.09 (TONS)	805-12.02 (S.Y.)	740-10.03 (S.Y.)	
RAMP D	18+00	21+50	X			6	6	0.5	SP. V	20				789		
RAMP D	21+50	22+50	X	TOF		6	6	0.5	SP. V	18	187				236	
RAMP D	22+50	26+50	X	TOF		4	3	1.7	SP. V	24				1069		
RAMP D	26+50	29+00	X	TOF		4	3	1.0	SP. V	16				451		
RAMP D	18+88	20+45		TOF	X	3	2	2.0	4' - FB	20	305				350	
LEE SEMINARY RD.	11+50	12+00	X			3	3	0.8	V	13		104			82	
LEE SEMINARY RD.	12+00	13+10	X	TOF		3	3	0.8	SP. V	13		227			180	
LEE SEMINARY RD.	13+10	14+00	X	TOF		3	3	0.4	SP. V	12				125		
LEE SEMINARY RD.	14+00	14+50	X			3	3	0.7	SP. V	16				91		
LEE SEMINARY RD.	14+50	20+20	X			3	3	0.5	V	12				760		
LEE SEMINARY RD.	20+70	31+60	X			3	3	0.7	V	16				1938		
LEE SEMINARY RD.	11+00	12+00			X	3	4	0.5	V	11	107				144	
LEE SEMINARY RD.	12+00	13+15		TOF	X	3	3	0.5	SP. V	9		177			146	
LEE SEMINARY RD.	15+00	31+58			X	3	3	1.3	V	16	2580				3285	
LEE SEMINARY RD.	25+05	SLOPE DT. - 35'		SLOPE	X	3	3	0.2	12' - FB	18	63				79	
LEE SEMINARY RD.	28+95	SLOPE DT. - 40'		SLOPE	X	3	3	0.3	7.5' - FB	17	67				84	
HAWKINS CRAWFORD RD.	10+00	10+45	X	TOF		3	4	0.4	SP. V	12				60		
HAWKINS CRAWFORD RD.	10+45	11+00	X	TOF		3	3	0.8	SP. V	13	69				91	
HAWKINS CRAWFORD RD.	11+00	16+00	X			3	3	0.9	V	16				889		
HAWKINS CRAWFORD RD.	16+00	16+50	X			3	4	0.7	V	16				89		
HAWKINS CRAWFORD RD.	16+50	17+85	X	TOF		3	3	0.2	SP. V	8				120		
HAWKINS CRAWFORD RD.	17+85	18+90	X	TOF		3	3	0.5	SP. V	12				140		
HAWKINS CRAWFORD RD.	18+90	25+00	X			3	3	0.6	V	12				813		
HAWKINS CRAWFORD RD.	10+00	10+45		TOF	X	3	4	0.3	SP. V	12				60		
HAWKINS CRAWFORD RD.	11+50	15+00			X	3	4	0.8	V	16				622		
HAWKINS CRAWFORD RD.	15+00	16+50			X	3	3	1.2	V	16				267		
HAWKINS CRAWFORD RD.	16+50	17+90		TOF	X	3	3	0.4	SP. V	12				190		
HAWKINS CRAWFORD RD.	19+00	25+00			X	3	3	0.8	V	16				1067		
MINE LICK CREEK RD. (1)	26+35	29+00	X			3	4	0.5	V	12				353		
MINE LICK CREEK RD. (1)	29+00	31+15	X	TOF		3	3	0.6	SP. V	9	199				274	
MINE LICK CREEK RD. (1)	31+30	36+50	X	TOF		3	3	0.8	SP. V	13	657				849	
MINE LICK CREEK RD. (1)	36+00	SLOPE DT. - 24'	X	SLOPE		3	3	0.1	7.5' - FB	14	33				42	
MINE LICK CREEK RD. (1)	36+50	38+50	X			3	3	0.9	V	16				356		
MINE LICK CREEK RD. (1)	38+50	41+00	X			2	3	1.1	V	12				333		
MINE LICK CREEK RD. (1)	41+00	42+65	X			3	4	1.1	V	16				293		
MINE LICK CREEK RD. (1)	26+35	29+00			X	3	4	0.6	V	12				353		
MINE LICK CREEK RD. (1)	29+00	32+00		TOF	X	3	3	0.6	SP. V	12	350				383	
MINE LICK CREEK RD. (1)	32+00	36+60		TOF	X	3	3	0.6	SP. V	9	425				587	
MINE LICK CREEK RD. (1)	36+60	38+50			X	3	4	0.7	V	16				338		
MINE LICK CREEK RD. (1)	38+50	42+00			X	3	4	0.9	V	16				622		
LEE SEMINARY RD. (2)	10+50	15+50	X			3	3	0.4	V	12	583				667	
LEE SEMINARY RD. (2)	15+50	18+10	X			3	4	0.5	V	12				347		
LEE SEMINARY RD. (2)	10+55	14+90			X	3	2	0.6	SP. V	8	341				486	
LEE SEMINARY RD. (2)	15+10	16+00			X	3	4	0.8	SP. V	16				158		
LEE SEMINARY RD. (2)	17+50	18+10			X	3	4	0.5	V	12				80		
MINE LICK CREEK RD. (2)	10+25	14+00	X			3	3	0.5	V	12				500		
MINE LICK CREEK RD. (2)	10+50	14+50			X	3	3	0.6	V	12				533		
MINE LICK CREEK RD. (2)	15+70	17+00	X			3	3	0.6	SP. V	9	151				208	CUL-DE-SAC
MINE LICK CREEK RD. (2)	15+70	17+00			X	3	3	0.6	SP. V	9	150				207	CUL-DE-SAC
DRIVEWAY AT STA. 30+18.81 RT.	12+00	14+50		TOF	X	3	3	0.4	SP. V	9	240				332	
SUBTOTAL THIS SHEET											**6507**	**508**	**0**	**13806**	**8712**	
SUBTOTAL PREVIOUS SHEET											**2700**	**3894**	**510**	**20364**	**6582**	
TOTALS											**9207**	**4402**	**510**	**34170**	**15294**	

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DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	20

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATION		GUARDRAIL					REMARKS
		LT	RT	FROM	TO	BRIDGE ENDS 705-01.01 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	TYPE 13 705-04.03 (EACH)	TYPE IN-LINE 705-04.05 (EACH)	TYPE 38 705-04.07 (EACH)	
6A	RAMP A		X	22+95	27+53		400.00	1		1	
7A	RAMP D		X	16+23	21+05		425.00	1		1	
8A	RAMP B	X		19+45	22+53		250.00	1		1	
8A	RAMP B		X	19+45	22+53		250.00	1		1	
13A	RAMP B	X		26+84	28+80		150.00			1	
9A	RAMP C	X		15+95	20+03		350.00	1		1	
9A	RAMP C		X	15+95	19+53		300.00	1		1	
12A/13A	BENNETT RD.	X		26+97	33+80		625.00	1		1	
12A	BENNETT RD.		X	26+20	30+12		350.00	1	1	1	
13A	BENNETT RD.	X		37+08	37+84	26.9				1	
13A	BENNETT RD.		X	36+85	37+84	26.9	25.00			1	
13A	BENNETT RD.	X		39+34	40+13	53.8	25.00				
13A	BENNETT RD.		X	39+34	40+13	53.8	25.00				
13A	BENNETT RD.	X		41+63	42+62	26.9	25.00			1	
13A	BENNETT RD.		X	41+63	44+64	26.9	293.75		1		CURVED G.R.
13A/14A	BENNETT RD.	X		45+17	48+05		256.25	1	1	1	CURVED G.R.
13A	I-40 EB	X		71+85	76+18		375.00	1		1	
13A	I-40 EB		X	71+85	76+18		375.00	1		1	
13A	I-40 WB	X		74+19	78+52		375.00	1		1	
13A	I-40 WB		X	74+19	78+52		375.00	1		1	
TOTALS						**215.2**	**5250**	**13**	**3**	**17**	

ESTIMATED GRADING QUANTITIES

LOCATION	ROAD & DRAINAGE EXC. (UNCL.) 203-01 COMMON (C.Y.)	EMBANKMENT COMMON (C.Y.)	BORROW EXC. 203-03 (C.Y.)	TOPSOIL FROM EXC. (C.Y.)	PLACING & SPREADING TOPSOIL 203-04 **(C.Y.)	TOPSOIL FROM EMB. 203-04.02 (C.Y.)	UNDERCUT 203-05 (C.Y.)	GRADED SOLID ROCK 203-02.01 (TON)	FURN. & SPREADIN TOPSOIL 203-07 (C.Y.)	PRE-BENCHING 203-01 (C.Y.)	REMARKS
BENNETT ROAD	44912	128579		2891	9573	6682	11431	20160			
RAMPS	74990	194756		7405	7405		4917	8672			
SIDE ROADS	84357	16175		7466	7466		4716	8317			
PRIVATE DRIVES	3939	6252									
BENNETT RD. SIA PROJECT (STOCKPILE)	50242										
EROSION CONTROL *	3349										
TOTALS	**261789**	**345762**	**117418**	**17762**	**24444**	**6682**	**21064**	**37148**	**2774**	**6269**	

*910 C.Y. FOR CONSTRUCTION EXITS.
** 17762 C.Y. FROM EXC., AND 6682 C.Y. FROM EMB..

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
5	0	0	0	**0**
6	2	0	2	**4**
7	3	0	2	**5**
8	5	0	3	**8**
9	5	0	0	**5**
10	0	0	0	**0**
11	0	0	0	**0**
12	6	0	3	**9**
13	0	0	1	**1**
14	3	0	3	**6**
15	0	0	0	**0**
16	0	0	0	**0**
17	0	0	0	**0**
18	0	0	0	**0**
TOTALS	**24**	**0**	**14**	**38**

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2R

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

SIDE DRAIN TABULATION

ROAD	STATION	LOCATION LT	LOCATION RT	DESCRIPTION	SURFACE WIDTH (L.F.)	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC (L.F.) FILL HEIGHT < OR = 10 FT. 15" 607-39.01	18" 607-39.02		RCP CLASS IV OR CMP 14 GA. OR PVC (LF) FILL HEIGHT > 16 FT. AND < OR = 24 FT. 18" 607-39.02			END TREATMENT CMP SIZE EQUIV. 18" ROUND (L.F.) 607-40.02	TYPE	DRAWING NO.	CLASS A-1 RIP-RAP 709-05.06 (TON)	CLASS B RIP-RAP 709-05.08 (TON)	CLASS C RIP-RAP 709-05.09 (TON)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	REMARKS
BENNETT RD.	14+50.00		X	ASPHALT - FLD. ENT.	16														PAVING ONLY
BENNETT RD.	15+55.00		X	ASPHALT - PVT. DR.	10														REMOVE S.D./PAVING ONLY
BENNETT RD.	17+50.00		X	ASPHALT - PVT. DR.	14		35								1.6			1.8	
BENNETT RD.	30+18.81		X	ASPHALT - PVT. DR.	16				183								7.8	3.8	
LEE SEMINARY RD. (2)	15+02.00		X	ASPHALT - FLD. ENT.	16							36	OVAL		1.6			1.8	
LEE SEMINARY RD.	15+72.00	X		ASPHALT - PVT. DR.	12		24								1.6			1.8	
LEE SEMINARY RD.	18+37.00		X	ASPHALT - FLD. ENT.	16		25								1.6			1.8	
LEE SEMINARY RD.	26+00.00	X		ASPHALT - FLD. ENT.	16		35								1.6			1.8	
MINE LICK CREEK RD. (2)	13+23.00	X		ASPHALT - PVT. DR.	12		22									3.6		2.5	
HAWKINS CRAWFORD RD.	15+00.00		X	ASPHALT - ACCESS	18														NO S.D. REQ.
EX. HAWKINS CRAWFORD RD.	10+00.00		X	ASPHALT - FLD. ENT.	20		42									3.6		2.5	
EX. HAWKINS CRAWFORD RD.	10+00.00	X		ASPHALT - TURN AROUND	20														NO S.D. REQ.
MINE LICK CREEK RD. (1)	39+38.00	X		ASPHALT - PVT. DR.	10							17	OVAL		1.6			1.8	
MINE LICK CREEK RD. (1)	39+38.00		X	ASPHALT - ACCESS	18		28								1.6			1.8	
MINE LICK CREEK RD. (1)	41+70.00	X		ASPHALT - PVT. DR.	12	31									1.6			1.8	
MINE LICK CREEK RD. (1)	1+52.00		X	ASPHALT - FLD. ENT.	16							43	OVAL		1.6			1.8	TRACT 23 ACCESS
MINE LICK CREEK RD. (1)	1+28.00	X		ASPHALT - FLD. ENT.	16							39	OVAL		1.6			1.8	TRACT 26 ACCESS
TOTALS						**31**	**211**		**183**			**135**			**16**	**7.2**	**7.8**	**26.8**	

CROSS DRAIN TABULATION (LOCAL ROADS)

STATION	LOCATION	RCP CLASS III OR CMP 14 GA. OR HDPE OR PVC (L.F.) FILL HEIGHT < OR = 16 FT. 18" 607-03.30	24" 607-05.30	36" 607-07.30	SKEW	CLASS B RIP-RAP 709-05.08 (TON)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	18" TYPE U ENDWALL 611-07.54 EACH	24" TYPE U ENDWALL 611-07.57 EACH	36" TYPE U ENDWALL 611-07.63 EACH	REMARKS
13+11.75	LEE SEMINARY RD.		51		85° RT.	5.2	3.6	U	D-PE-24(A),(B)	U	D-PE-24(A),(B)		2		
31+58.09	LEE SEMINARY RD.			60	89° RT.	8.8	6.0	U	D-PE-36(A),(B)	U	D-PE-36(A),(B)			2	
10+44.53	HAWKINS CRAWFORD RD.		41		90°	5.2	3.6	U	D-PE-24(A),(B)	U	D-PE-24(A),(B)		2		
17+88.50	HAWKINS CRAWFORD RD.		59		80° RT.	5.2	3.6	U	D-PE-24(A),(B)	U	D-PE-24(A),(B)		2		
24+98.40	HAWKINS CRAWFORD RD.	65			90°	3.6	2.5	U	D-PE-18(A),(B)	U	D-PE-18(A),(B)	2			
10+55.07	LEE SEMINARY RD. (2)		38		90°	5.2	3.6	U	D-PE-24(A),(B)	U	D-PE-24(A),(B)		2		
TOTALS		**65**	**189**	**60**		**33.2**	**22.9**					**2**	**8**	**2**	

CROSS DRAIN TABULATION (FREEWAYS RAMPS)

STATION	LOCATION	RCP CLASS III OR CMP 14 GA. OR HDPE OR PVC (L.F.) FILL HEIGHT < OR = 16 FT.	24" 607-05.30	30" 607-06.30	SKEW	CLASS B RIP-RAP 709-05.08 (TON)	CLASS C RIP-RAP 709-05.09 (TON)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	30" TYPE U ENDWALL 611-07.60 EACH	30" TYPE U ENDWALL 611-07.61 EACH	REMARKS
21+17.53	RAMP A		105		45° LT.	5.2		3.6	ST	D-PE-4	ST	D-PE-4	5.26	192			
26+50.21	RAMP D			133	90°		14.2	6.9	U	D-PE-30(A),(B)	U	D-PE-30(A),(B)			1	1	
TOTALS			**105**	**133**		**5.2**	**14.2**	**10.5**					**5.26**	**192**	**1**	**1**	

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DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	2S

CROSS DRAIN TABULATION (ARTERIALS)

STATION	LOCATION	RCP CLASS IV OR PVC (L.F.) FILL HT. > 16 FT. AND < OR = 24 FT.		SKEW	CLASS B RIP-RAP 709-05.08 (TON)	CLASS C RIP-RAP 709-05.09 (TON)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	END TREATMENT								REMARKS
								INLET		OUTLET		24" TYPE U ENDWALL 611-07.57 EACH	24" TYPE U ENDWALL 611-07.58 EACH	30" TYPE U ENDWALL 611-07.60 EACH	30" TYPE U ENDWALL 611-07.61 EACH	
		18" 607-03.30	30" 607-06.30					TYPE	DRAWING NO.	TYPE	DRAWING NO.					
43+99.49	BENNETT RD.	228		76° LT.		10.9	5.3	U	D-PE-24(A),(B)	U	D-PE-24(A),(B)	1	1			
46+10.18	BENNETT RD.		232	77° LT.	6.9		4.7	U	D-PE-30(A),(B)	U	D-PE-30(A),(B)			1	1	
TOTALS		**228**	**232**		**6.9**	**10.9**	**10**					**1**	**1**	**1**	**1**	

BOX CULVERT TABULATION

STATION	LOCATION	SPAN	HEIGHT	LENGTH	SKEW	DRAINAGE AREA (ACRES)	BOX CULVERT: BOX CLASS "A" CONC. 604-01.01 (C.Y.)	BOX CULVERT: BOX REINF. STEEL 604-01.02 (LB.)	BOX CULVERT: APRON CLASS "A" CONC. (C.Y.)	BOX CULVERT: APRON STEEL BAR REINF. (LB.)	DRAWING NO.	CLASS A-1 RIP-RAP 709-05.06 (TONS)	CLASS B RIP-RAP 709-05.08 (TONS)	CLASS C RIP-RAP 709-05.09 (TONS)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	BACKFILLING ITEM 303-01.01 DWG. STD-10-1 (TONS)	FOUNDATION FILL MATERIAL 204-08 (C.Y.)	12" DIA. COIR LOG 209-06.02 (L.F.)	GRASS SEED MIX (RIPZN/FLPL) 801-01.34 UNIT	ECB TYPE III 805-12.03 (S.Y.)	REMARKS
25+92.33	RAMP A	8	7	15	51° RT.	347.74	31	5393			STD-17-53			102	50	123.8	4	110	0.5	60	EXTENSION
21+28.37	RAMP B	12	6	113	64° RT.	217.26	211	37562			STD-17-56		33	62	53	789.3	37	95	0.6	68	
19+08.97	RAMP C	12	6	115	67° LT.	247.45	214	38176			STD-17-56			78	39	802.9	37	85	0.5	50	
19+93.86	RAMP D	8	7	122	39° RT.	365.46	136	29361			STD-17-53			93	46	835.1	31	65	0.3	37	EXTENSION
31+62.07	MINE LICK CREEK RD. (1)	12	5	112	57° RT.	170.50	199	36260			STD-17-56	58		150	52	685.1	36				
TOTALS							**791**	**146752**				**58**	**33**	**485**	**240**	**3236.2**	**145**	**355**	**1.9**	**215**	

BOX BRIDGE TABULATION

STATION	LOCATION	SPAN	HEIGHT	LENGTH	SKEW	DRAINAGE AREA ACRES	BOX BRIDGE: BOX CLASS "A" CONC. 604-02.01 (C.Y.)	BOX BRIDGE: BOX REINF. STEEL 604-02.02 (LB.)	BOX BRIDGE: APRON CLASS "A" CONC. (C.Y.)	BOX BRIDGE: APRON STEEL BAR REINF. (LB.)	DRAWING NO.	CLASS B RIP-RAP 709-05.08 (TONS)	GEO-TEXTILE (TYPE III) 740-10.03 (S.Y.)	BACKFILLING ITEM 303-01.01 DWG. STD-10-1 (TONS)	FOUNDATION FILL MATERIAL 204-08 (C.Y.)	REMARKS
28+60.00	BENNETT RD.	16	9	148	75° LT.	480.00	699	139054			STD-17-83	373	256	1924.8	105	DBL. BARREL
TOTALS							**699**	**139054**				**373**	**256**	**1924.8**	**105**	

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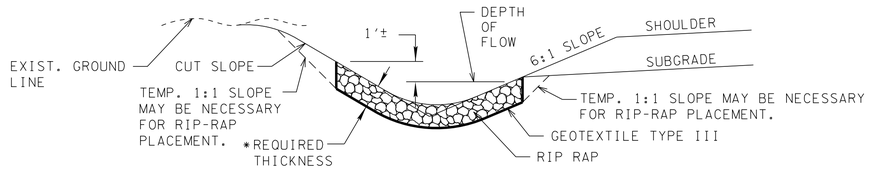
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

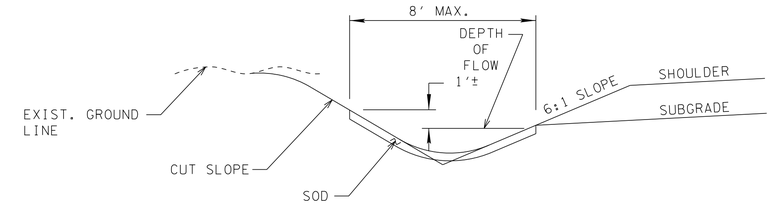
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	2E
CONST.	2015	NH-I-40-6(130)	2T

NOTE: EXC. ASSOCIATED WITH THE TEMP. SLOPE WILL BE CONSIDERED INCIDENTAL TO RIP-RAP IN PLACE.



TYPICAL CUT DITCH W/ RIP-RAP LINING

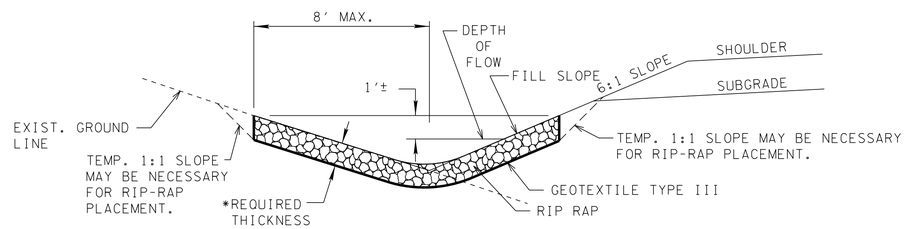
* 1.5' FOR CLASS "A-1" RIP-RAP
2.5' FOR CLASS "B" RIP-RAP
3.5' FOR CLASS "C" RIP-RAP



TYPICAL CUT DITCH W/ SOD

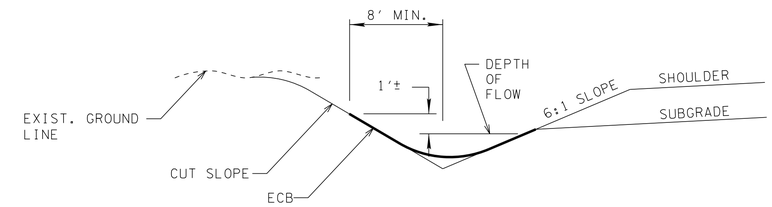
1. IN CUT DITCHES (NOT ROCK) ALL TREATMENTS ARE TO COME TO SUBGRADE.
2. TOPSOIL IS TO BE PLACED ON ALL SLOPES (NOT ROCK) ACCORDING TO SPECIFICATIONS.
3. SOD DITCHES ARE NOT SPECIFIED IN THE PLANS, BUT MAY BE USED FOR SPOT TREATMENTS AS DIRECTED BY THE PROJECT ENGINEER.

NOTE: EXC. ASSOCIATED WITH THE TEMP. SLOPE WILL BE CONSIDERED INCIDENTAL TO RIP-RAP IN PLACE.

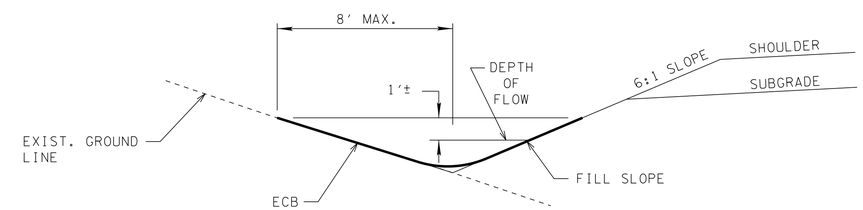


TYPICAL TOE OF FILL DITCH W/ RIP-RAP LINING

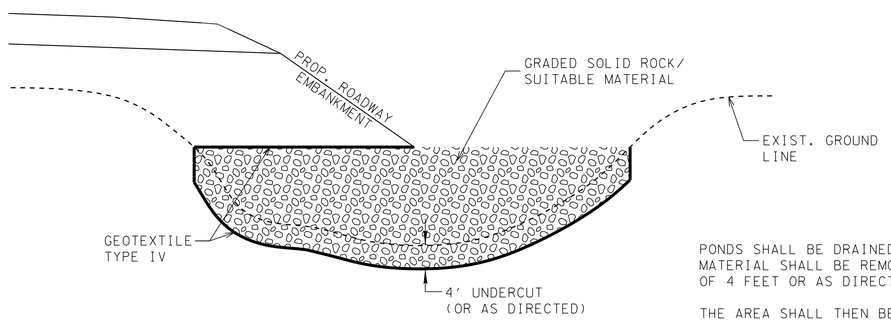
* 1.5' FOR CLASS "A-1" RIP-RAP
2.5' FOR CLASS "B" RIP-RAP
3.5' FOR CLASS "C" RIP-RAP



TYPICAL CUT DITCH W/ ECB LINING



TYPICAL TOE OF FILL DITCH W/ ECB LINING



TYPICAL POND STABILIZATION

PONDS SHALL BE DRAINED AND ANY SOFT/ORGANIC MATERIAL SHALL BE REMOVED TO A MINIMUM DEPTH OF 4 FEET OR AS DIRECTED BY THE ENGINEER.

THE AREA SHALL THEN BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

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DITCH DETAILS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	3
CONST.	2015	NH-I-40-6(130)	3

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

RIGHT – OF – WAY

(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 IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

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

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

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

(7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

(8) 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.

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

UTILITIES

(10) 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.

(11) 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.

(12) 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.

(13) 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.

(14) 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 OWNERS

ELECTRIC:
CITY OF COOKEVILLE, ELECTRIC DEPT.
55 WEST DAVIS ROAD
COOKEVILLE, TN 38506
MR. TONY PEEK
PH: (931) 520-5400
TPEEK@COOKEVILLE-TN.ORG

UPPER CUMBERLAND ELECTRIC
MEMBERSHIP COOPERATIVE
138 GORDONSVILLE HIGHWAY
PO BOX 159
CARTHAGE, TN 37030
MR. JIMMY GREGORY
PH: (800) 261-2940
FAX: (615) 735-3905

TENNESSEE VALLEY AUTHORITY
1101 MARKET STREET MR 3F
CHATTANOOGA, TN 37402
MS. MISSY DAVIS
PH: (423) 751-7542
FAX: (423) 593-2507
MRJDAVIS@TVA.GOV

GAS:
CITY OF COOKEVILLE, GAS DEPT.
P.O. BOX 998
16 NORTH OAK STREET
COOKEVILLE, TN 38501
MR. JEFF MILLS
PH: (931) 520-4427
FAX: (931) 372-8735
JMILLS@COOKEVILLE-TN.ORG

MIDDLE TENN. NATURAL GAS UTILTIY DISTRICT
P.O. BOX 670
1030 WEST BROAD STREET
SMITHVILLE, TN 37166
MR. MATT STENNETT
PH: (615) 597-0515
FAX: (615) 597-6331

TELEPHONE:
TWIN LAKES TELEPHONE COOPERATIVE
P.O. BOX 67
200 TELEPHONE LANE
GAINESBORO, TN 38562
MR. JAMES DOBBS
PH: (931) 268-2151 EXT. 282
FAX: (931) 268-3666
JDOBBS@TWLAKES.COOP

CABLE TV:
CHARTER COMMUNICATIONS
38 WEST BROAD STREET
COOKEVILLE, TN 38501
MR. PRESTON KIRBY
PH: (931) 372-2889 EXT. 38512
FAX: (931) 644-5705
PRESTON.KIRBY@CHARTER.COM

WATER:
CITY OF COOKEVILLE, WATER & WATER QUALITY DEPT.
P.O. BOX 998
1860 SOUTH JEFFERSON STREET
COOKEVILLE, TN 38506
MR. BARRY TURNER
PH: (931) 520-5258
FAX: (931) 520-5376
BTURNER@COOKEVILLE-TN.ORG

DOUBLE SPRINGS UTILITY DISTRICT
P.O. BOX 3034
2677 WEST BROAD STREET
COOKEVILLE, TN 38502
MR. JIM BRANHAM
PH: (931) 526-3827
FAX: (931) 520-6193
DSUD@FRONTIERNET.NET

COOKEVILLE BOAT DOCK ROAD UTILITY DISTRICT
1591 WEST CEMETERY ROAD
COOKEVILLE, TN 38506
MS. ROBIN HAWKINS
PH: (931) 432-4459
FAX: (931) 858-4996

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. & UTILITY NOTES

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

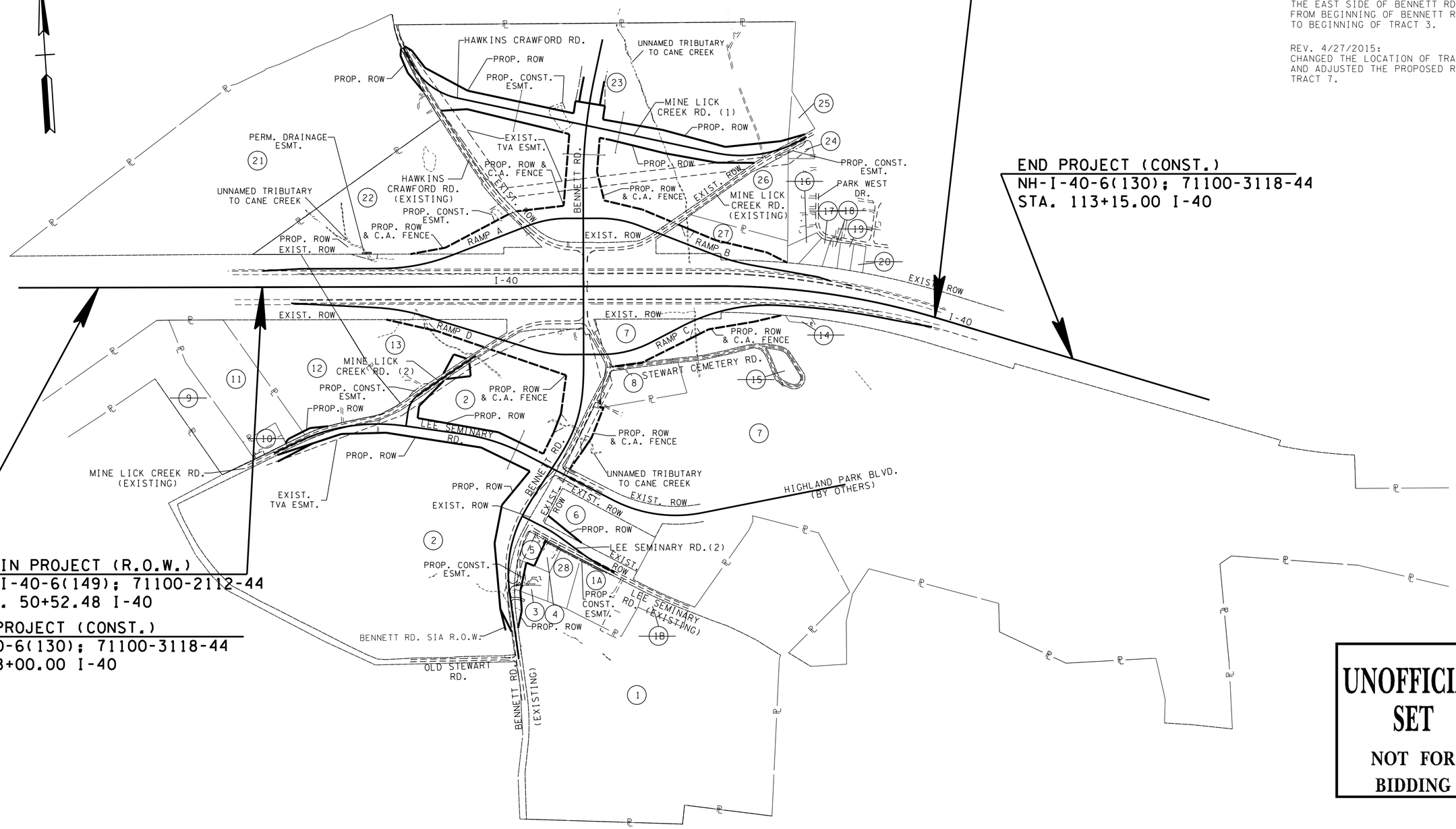
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	3A
CONST.	2015	NH-I-40-6(130)	3A

REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO BEGINNING OF TRACT 3.

REV. 4/27/2015:
CHANGED THE LOCATION OF TRACT 14 AND ADJUSTED THE PROPOSED ROW ON TRACT 7.

END PROJECT (R.O.W.)
NH-I-40-6(130)71100-2112-44
STA. 102+15.92 I-40

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40



BEGIN PROJECT (R.O.W.)
NH-I-40-6(149); 71100-2112-44
STA. 50+52.48 I-40

BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=400'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	3B
CONST.	2015	NH-I-40-6(130)	3B

REV. 10/01/2014:
REVISED TOTAL AREA AND AREA TO BE ACQUIRED FOR TRACT 1.

REV. 11/10/2014:
CHANGED THE PROPERTY OWNER NAME ON TRACTS 4 & 28.

REV. 12/31/2014:
CHANGED THE BOOK AND PAGE NO. ON TRACT 14 TO P281. ADDED DISTURBED AREA BELOW THE ACQUISITION TABLE IN ACCORDANCE WITH I.B.NO.14-20

REV. 4/27/2015:
CHANGED PROPERTY OWNER NAME ON TRACT 2. ADDED NOTE ABOUT AVOIDING SEPTIC TANK TO TRACT 24. REVISED THE AREA TO BE ACQUIRED FOR TRACTS 7 & 14, AND LINED OUT TRACT 14.

REV. 5/1/2015:
CORRECTED THE AREA TO BE ACQUIRED FOR TRACT 7.

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	VERNON WILSON	64	71.02	382	553		72.269	72.269		0.239	0.239		72.030			
2	LINDSAY N. WILLIAMS, CURTIS E. WILLIAMS, PATRICIA A. WILLIAMS	64	32	179	65	102.899	2.795	105.694	15.399	2.795	18.194	87.500	0 S.F.			
3	BRENDA I. JARED AND CHARLES M. JARED	64	69.01	RB634	730		1.341	1.341		0.315	0.315		1.026			1807
4	SAMANTHA R. SHERRELL	64	69.03	RB822	574		0.700	0.700					0.700			1966
5	PAUL R. BYBEE AND WIFE JUDY F.	64	69.02	RB615	93		0.726	0.726		0.726	0.726		0 S.F.			
6	NORMA FAYE PYLES LYNCH FAMILY PURPOSE LLC.	64	31.04	RB582	590		5.501	5.501		0.242	0.242		5.259			
7	PUTNAM COUNTY AND COOKEVILLE CITY	65	112	RB582	598		69.000	69.000		6.585	6.585		62.415			
	SAME	65	114.11	RB582	598											
8	NORMA FAYE PYLES LYNCH FAMILY PURPOSE LLC.	64	31.03	RB582	595		3.506	3.506		936 S.F.	936 S.F.		3.485			
~~9~~	~~CHARLES CRAWFORD AND WIFE LINDA~~	~~64~~	~~34~~	~~303~~	~~387~~	~~14.600~~		~~14.600~~				~~14.600~~				
~~10~~	~~UNION GROVE BAPTIST CHURCH~~	~~64~~	~~33~~	~~RB254~~	~~197~~	~~1.089~~		~~1.089~~				~~1.089~~				
11	CHARLES CRAWFORD AND WIFE, LINDA CRAWFORD	64	34.06	308	235	10.035		10.035	3845 S.F.		3845 S.F.	9.947				
12	TOMMIE KYLE HANNA AND WIFE KIMBERLY JOYCE	64	34.07	303	429	15.633		15.633	3589 S.F.		3589 S.F.	15.551				
13	JOHN MEDLEY	64	34.1	319	249	10.401		10.401	2.458		2.458	7.943				2606
~~14~~	~~BRICIE RICE & PAUL SWALLOWS,CPA~~	~~64~~	~~31.01~~	~~P~~	~~281~~		~~0.222~~	~~0.222~~					~~0.222~~			
~~15~~	~~STEWART CEMETERY~~	~~64~~	~~29~~	~~UNK.~~	~~UNK.~~		~~0.859~~	~~0.859~~					~~0.859~~			
~~16~~	~~TIFFANY K. MACKIE~~	~~65H~~	~~A38.00~~	~~RB557~~	~~348~~		~~0.737~~	~~0.737~~					~~0.737~~			
~~17~~	~~FRED H. BROWN~~	~~65H~~	~~A37.00~~	~~RB501~~	~~628~~		~~0.605~~	~~0.605~~					~~0.605~~			
~~18~~	~~ANGELA D. CROW~~	~~65H~~	~~A36.00~~	~~RB333~~	~~231~~		~~0.452~~	~~0.452~~					~~0.452~~			
~~19~~	~~TIM CLARK AND GARY JETT~~	~~65H~~	~~A35.00~~	~~RB592~~	~~210~~		~~0.476~~	~~0.476~~					~~0.476~~			
~~20~~	~~FRED H. BROWN~~	~~65H~~	~~A34.00~~	~~RB596~~	~~69~~		~~0.444~~	~~0.444~~					~~0.444~~			
21	CLAUDE LAVERN CRAWFORD	64	18.01	WILL	382	64.063		64.063	0.211		0.211	63.852				
22	CLAUDE LAVERN CRAWFORD	64	18	304	413	25.233		25.233	2.807		2.807	22.426		1026		0.231 AC
23	SHERIDAN FAMILY PARTNERS L P	64	27	402	63	37.597	49.168	86.765	9.181	10.198	19.379	28.416	38.970			0.105 AC
*24	MATTHEW TRAVIS MANLEY AND WIFE AMANDA M.	65H	A45.00	RB520	98		0.470	0.470					0.470			2517
25	MARK CRABTREE	65	88.01	344	211		0.906	0.906		2377 S.F.	2377 S.F.		0.851			
26	NORMA FAYE PYLES LYNCH FAMILY PURPOSE LLC.	64	31.02	RB582	590		6.006	6.006					6.006			2096
27	PUTNAM COUNTY AND COOKEVILLE CITY	64	31	RB582	598		5.192	5.192		2.741	2.741		2.451			
1A	VERNON WILSON	64	71.01	351	283		4.320	4.320					4.320			3288
~~1B~~	~~VERNON WILSON~~	~~64~~	~~70.00~~	~~402~~	~~171~~		~~1.000~~	~~1.000~~					~~1.000~~			
28	VERNON WILSON AND WIFE, REGINA WILSON	64	69.04	RB795	137		1.700	1.700					1.700			2304
	ACQUISITION TOTALS (ACRES)								30.226	23.916	54.142			0.024	0.000	0.717

*CONSTRUCTION EASEMENT TO AVOID SEPTIC TANK

DISTURBED AREA

IN BETWEEN SLOPE LINES	58.320 (AC)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	14.080 (AC)
TOTAL DISTURBED AREA	72.400 (AC)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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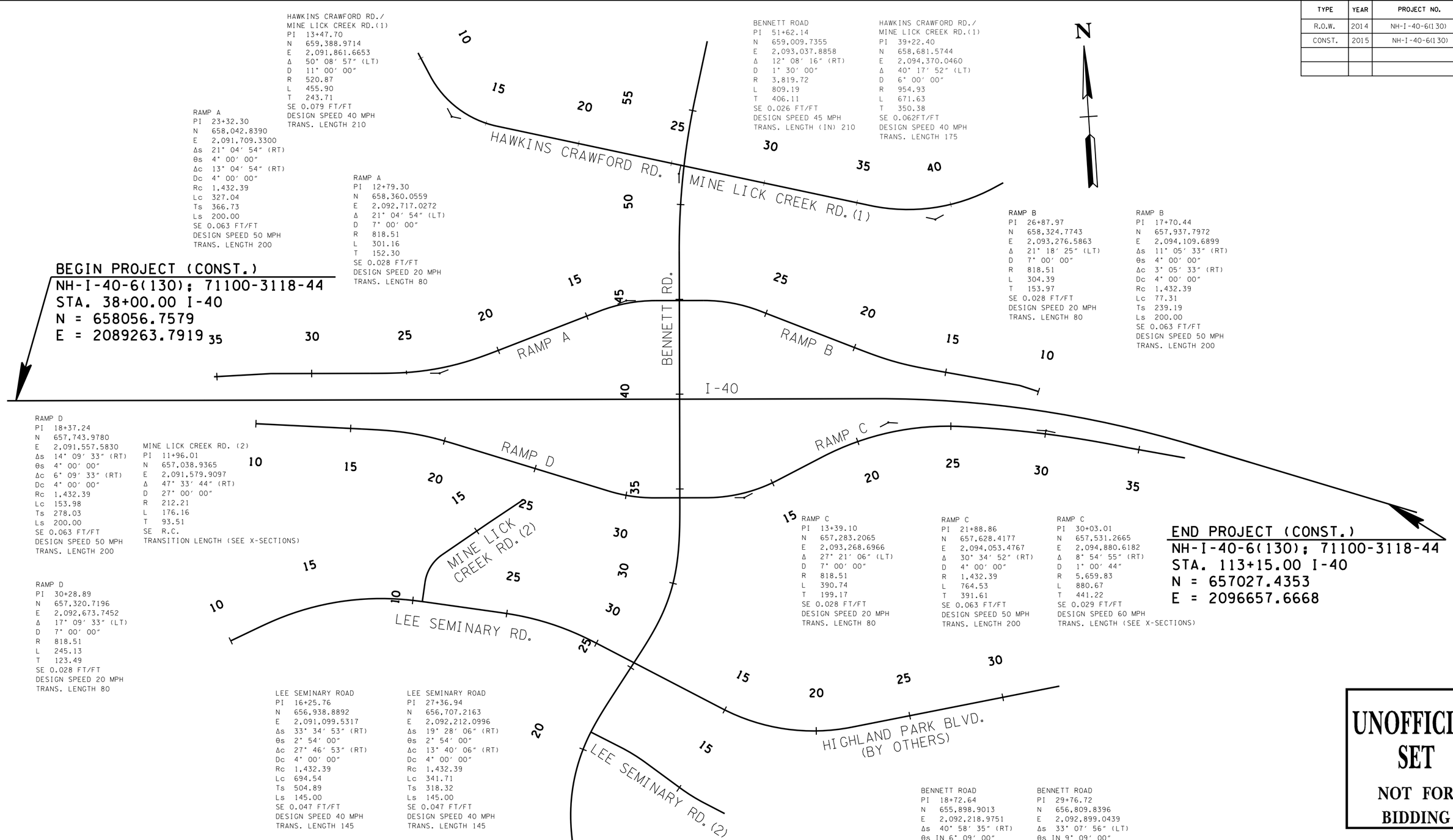
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	4
CONST.	2015	NH-I-40-6(130)	4



HAWKINS CRAWFORD RD./
MINE LICK CREEK RD.(1)
PI 13+47.70
N 659,388.9714
E 2,091,861.6653
Δ 50° 08′ 57″ (LT)
D 11° 00′ 00″
R 520.87
L 455.90
T 243.71
SE 0.079 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 210

BENNETT ROAD
PI 51+62.14
N 659,009.7355
E 2,093,037.8858
Δ 12° 08′ 16″ (RT)
D 1° 30′ 00″
R 3,819.72
L 809.19
T 406.11
SE 0.026 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH (IN) 210

HAWKINS CRAWFORD RD./
MINE LICK CREEK RD.(1)
PI 39+22.40
N 658,681.5744
E 2,094,370.0460
Δ 40° 17′ 52″ (LT)
D 6° 00′ 00″
R 954.93
L 671.63
T 350.38
SE 0.062FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 175

RAMP A
PI 23+32.30
N 658,042.8390
E 2,091,709.3300
Δs 21° 04′ 54″ (RT)
θs 4° 00′ 00″
Δc 13° 04′ 54″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 327.04
Ts 366.73
Ls 200.00
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 200

RAMP A
PI 12+79.30
N 658,360.0559
E 2,092,717.0272
Δ 21° 04′ 54″ (LT)
D 7° 00′ 00″
R 818.51
L 301.16
T 152.30
SE 0.028 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 80

BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

RAMP B
PI 26+87.97
N 658,324.7743
E 2,093,276.5863
Δ 21° 18′ 25″ (LT)
D 7° 00′ 00″
R 818.51
L 304.39
T 153.97
SE 0.028 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 80

RAMP B
PI 17+70.44
N 657,937.7972
E 2,094,109.6899
Δs 11° 05′ 33″ (RT)
θs 4° 00′ 00″
Δc 3° 05′ 33″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 77.31
Ts 239.19
Ls 200.00
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 200

RAMP D
PI 18+37.24
N 657,743.9780
E 2,091,557.5830
Δs 14° 09′ 33″ (RT)
θs 4° 00′ 00″
Δc 6° 09′ 33″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 153.98
Ts 278.03
Ls 200.00
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 200

MINE LICK CREEK RD. (2)
PI 11+96.01
N 657,038.9365
E 2,091,579.9097
Δ 47° 33′ 44″ (RT)
D 27° 00′ 00″
R 212.21
L 176.16
T 93.51
SE R.C.
TRANSITION LENGTH (SEE X-SECTIONS)

RAMP D
PI 30+28.89
N 657,320.7196
E 2,092,673.7452
Δ 17° 09′ 33″ (LT)
D 7° 00′ 00″
R 818.51
L 245.13
T 123.49
SE 0.028 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 80

RAMP C
PI 13+39.10
N 657,283.2065
E 2,093,268.6966
Δ 27° 21′ 06″ (LT)
D 7° 00′ 00″
R 818.51
L 390.74
T 199.17
SE 0.028 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 80

RAMP C
PI 21+88.86
N 657,628.4177
E 2,094,053.4767
Δ 30° 34′ 52″ (RT)
D 4° 00′ 00″
R 1,432.39
L 764.53
T 391.61
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 200

RAMP C
PI 30+03.01
N 657,531.2665
E 2,094,880.6182
Δ 8° 54′ 55″ (RT)
D 1° 00′ 44″
R 5,659.83
L 880.67
T 441.22
SE 0.029 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH (SEE X-SECTIONS)

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

LEE SEMINARY ROAD
PI 16+25.76
N 656,938.8892
E 2,091,099.5317
Δs 33° 34′ 53″ (RT)
θs 2° 54′ 00″
Δc 27° 46′ 53″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 694.54
Ts 504.89
Ls 145.00
SE 0.047 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 145

LEE SEMINARY ROAD
PI 27+36.94
N 656,707.2163
E 2,092,212.0996
Δs 19° 28′ 06″ (RT)
θs 2° 54′ 00″
Δc 13° 40′ 06″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 341.71
Ts 318.32
Ls 145.00
SE 0.047 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 145

LEE SEMINARY RD. (2)
PI 12+53.62
N 655,972.7441
E 2,092,599.6499
Δ 9° 17′ 41″ (RT)
D 6° 00′ 00″
R 954.93
L 154.91
T 77.63
SE 0.062 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH (SEE X-SECTIONS)

LEE SEMINARY RD. (2)
PI 16+33.33
N 655,728.3146
E 2,092,890.6703
Δ 8° 51′ 10″ (LT)
D 6° 00′ 00″
R 954.93
L 147.54
T 73.92
SE 0.062 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 175

BENNETT ROAD
PI 18+72.64
N 655,898.9013
E 2,092,218.9751
Δs 40° 58′ 35″ (RT)
θs IN 6° 09′ 00″
θs OUT 9° 09′ 00″
Δc 25° 40′ 35″ (RT)
Dc 6° 00′ 00″
Rc 954.93
Lc 427.94
Ts IN 463.34
Ts OUT 507.31
Ls IN 205.00
Ls OUT 305.00
SE 0.070 FT/FT
DESIGN SPEED 45 MPH

BENNETT ROAD
PI 29+76.72
N 656,809.8396
E 2,092,899.0439
Δs 33° 07′ 56″ (LT)
θs IN 9° 09′ 00″
θs OUT 12° 18′ 00″
Δc 11° 40′ 56″ (LT)
Dc 6° 00′ 00″
Rc 954.93
Lc 194.70
Ts IN 443.62
Ts OUT 484.95
Ls IN 305.00
Ls OUT 410.00
SE 0.070 FT/FT
DESIGN SPEED 45 MPH

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INTERCHANGE ALIGNMENT

SCALE: N.T.S.

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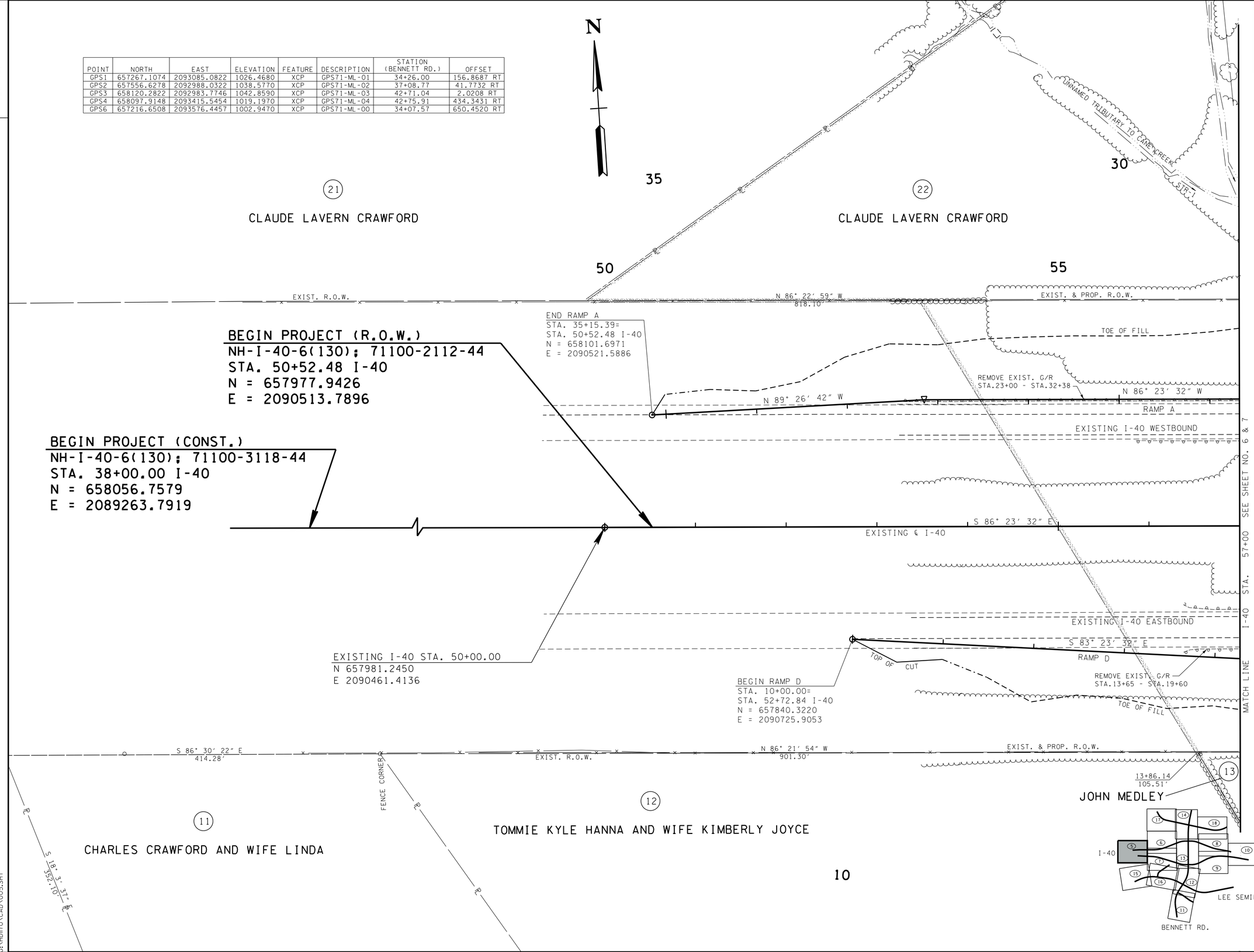
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	5
CONST.	2015	NH-I-40-6(130)	5

POINT	NORTH	EAST	ELEVATION	FEATURE	DESCRIPTION	STATION (BENNETT RD.)	OFFSET
GPS1	657267.1074	2093085.0822	1026.4680	XCP	GPS71-ML-01	34+26.00	156.8687 RT
GPS2	657556.6278	2092988.0322	1038.5770	XCP	GPS71-ML-02	37+08.77	41.7732 RT
GPS3	658120.2822	2092983.7746	1042.8590	XCP	GPS71-ML-03	42+71.04	2.0208 RT
GPS4	658097.9148	2093415.5454	1019.1970	XCP	GPS71-ML-04	42+75.91	434.3431 RT
GPS6	657216.6508	2093576.4457	1002.9470	XCP	GPS71-ML-00	34+07.57	650.4520 RT



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ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 50+00 TO STA. 57+00

SCALE: 1"= 50'

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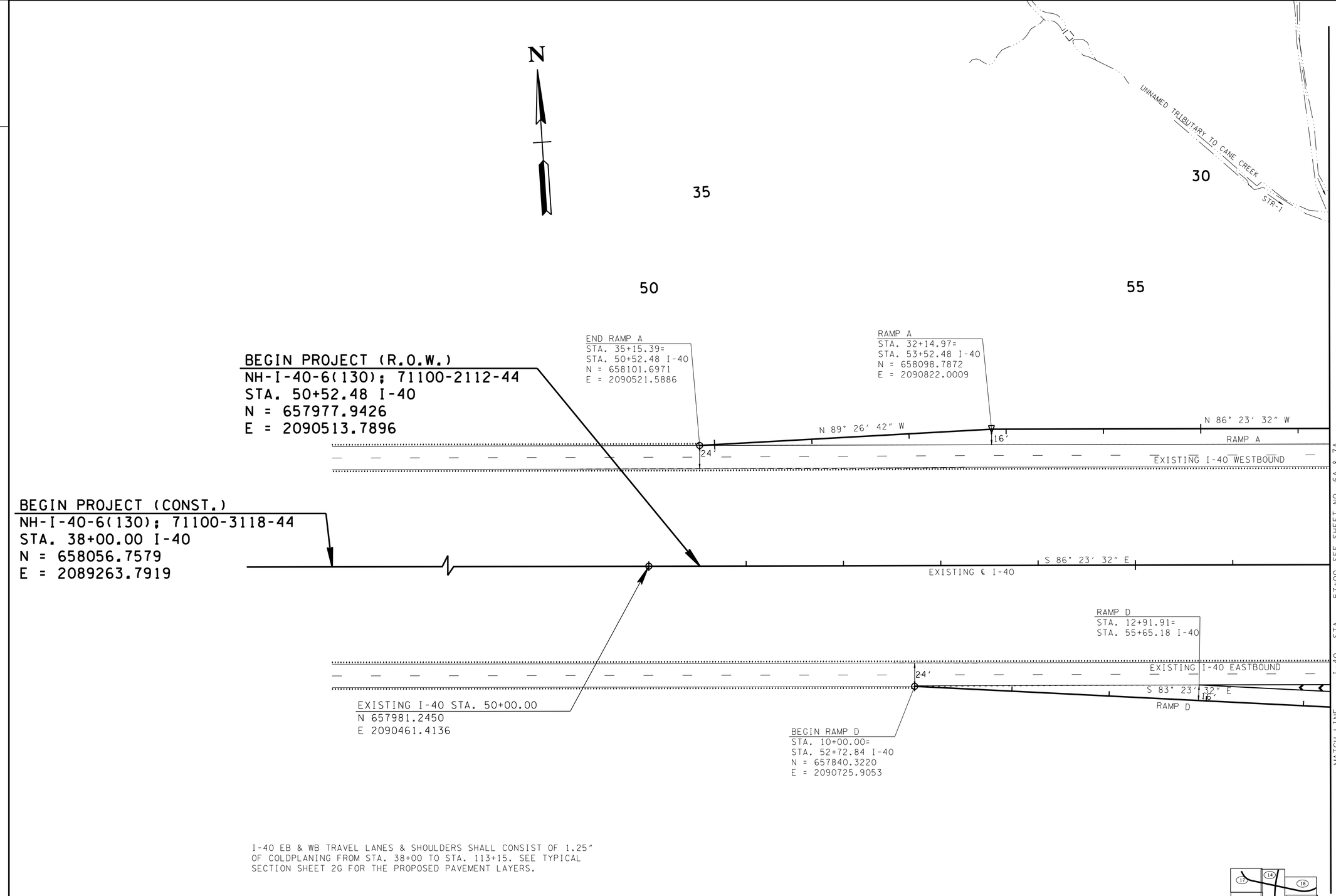
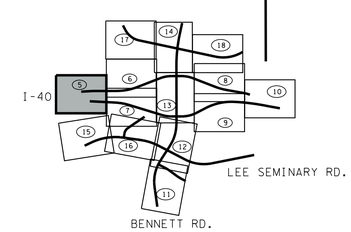
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	5A
CONST.	2015	NH-I-40-6(130)	5A



I-40 EB & WB TRAVEL LANES & SHOULDERS SHALL CONSIST OF 1.25″ OF COLDPLANING FROM STA. 38+00 TO STA. 113+15. SEE TYPICAL SECTION SHEET 2G FOR THE PROPOSED PAVEMENT LAYERS.



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ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 50+00 TO STA. 57+00

SCALE: 1″= 50′

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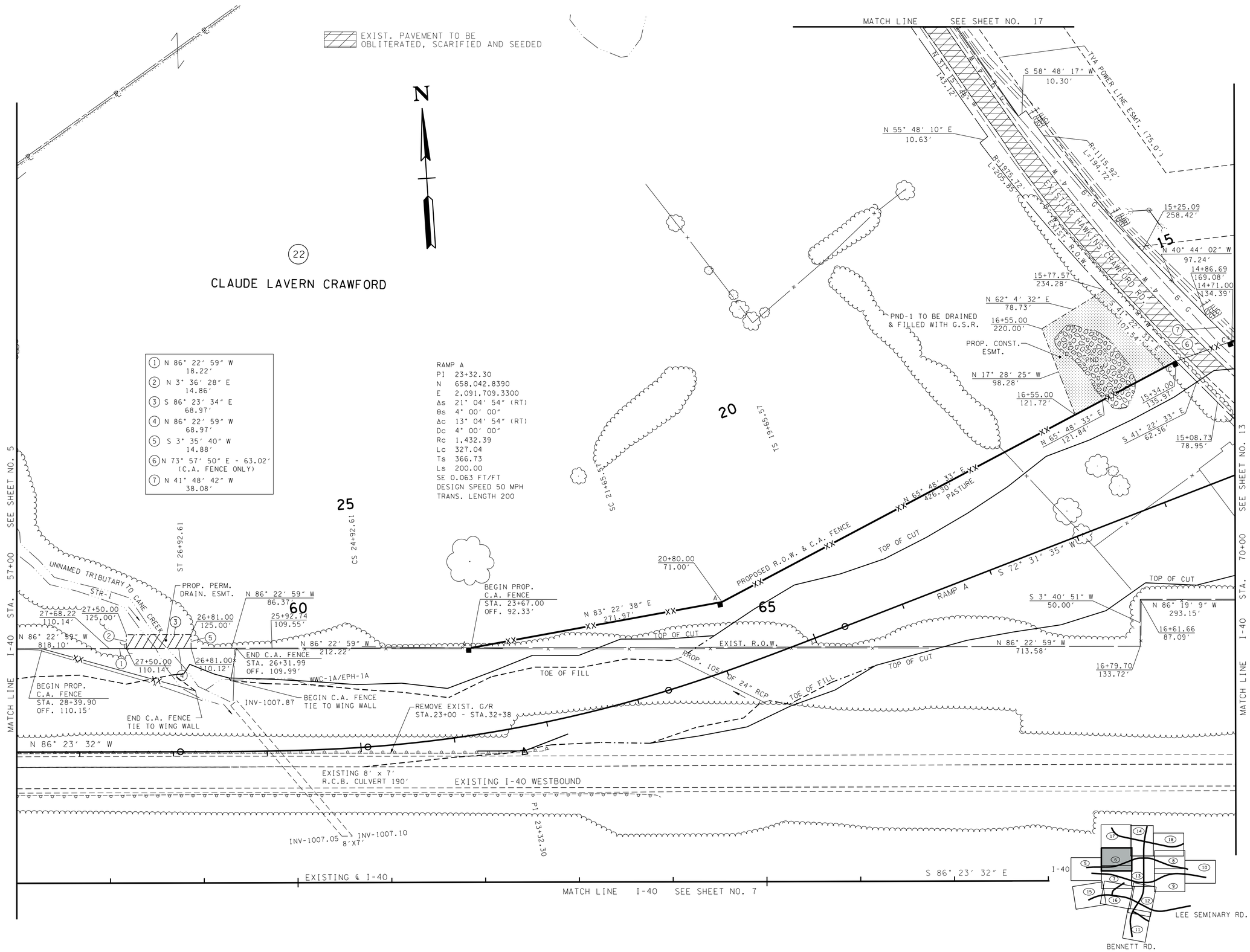
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	6
CONST.	2015	NH-I-40-6(130)	6



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

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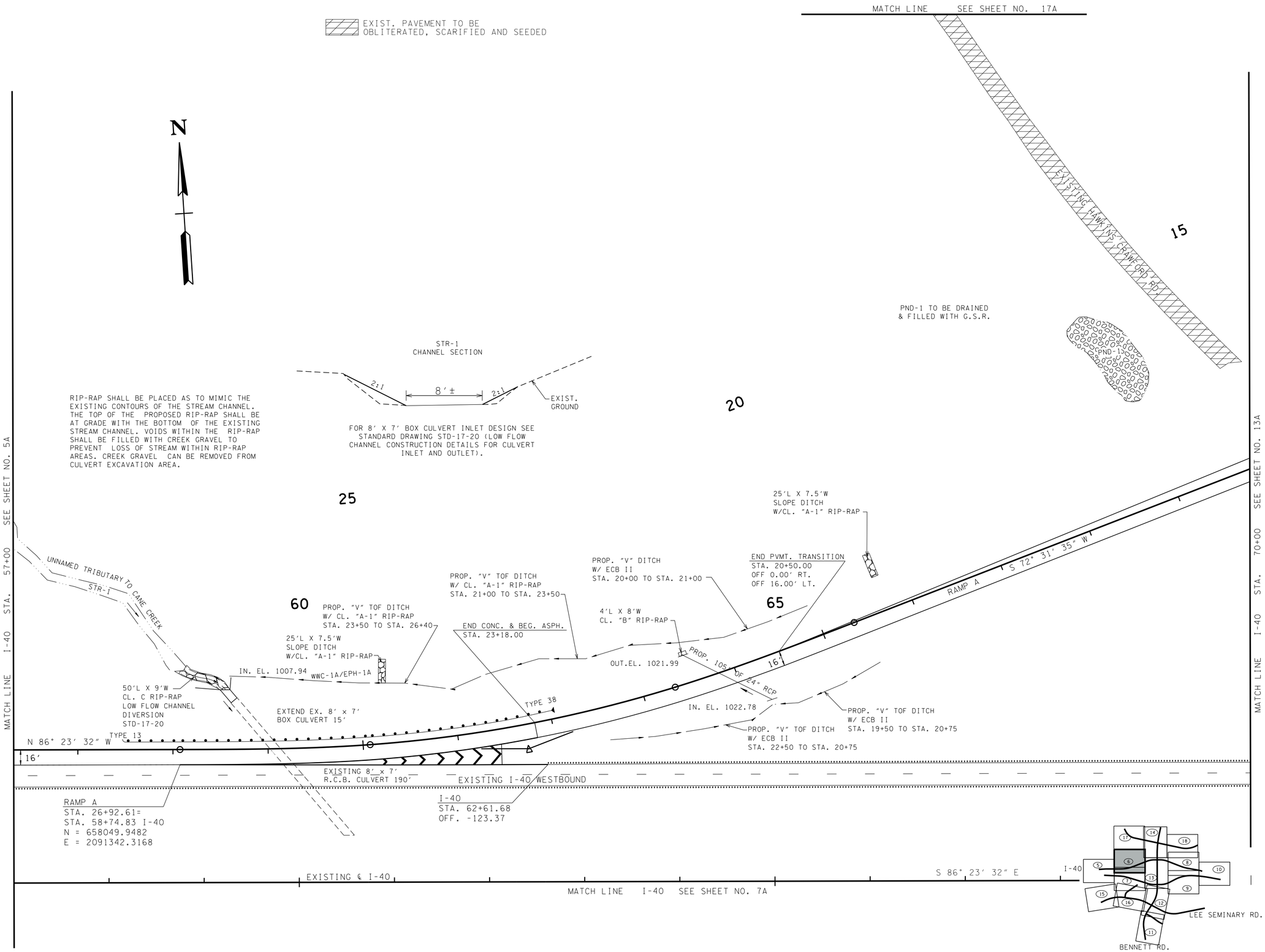
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	6A
CONST.	2015	NH-I-40-6(130)	6A



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

4/23/2015 10:28:05 AM
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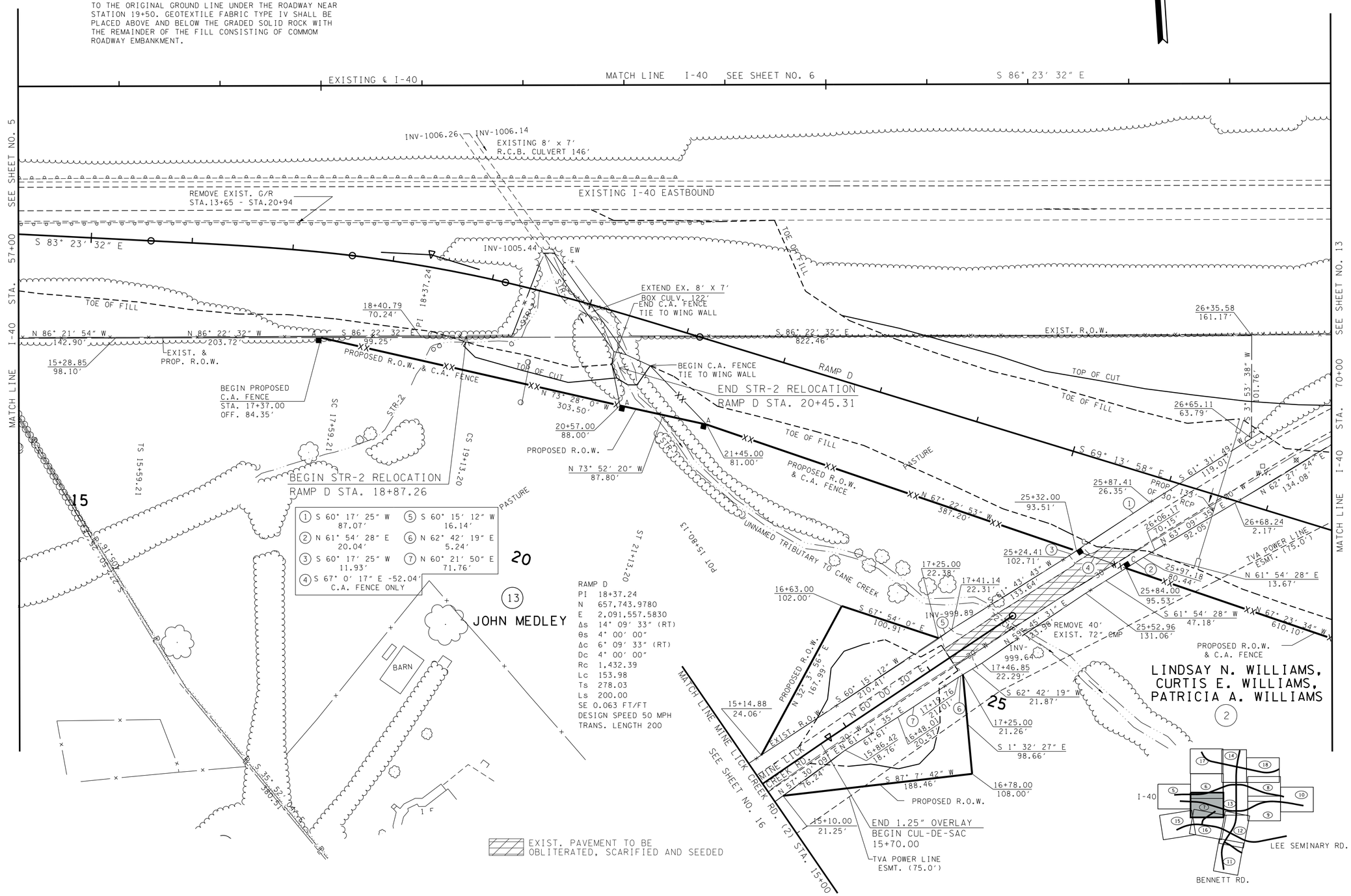
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	7
CONST.	2015	NH-I-40-6(130)	7

REV. 4/27/2015:
CHANGED PROPERTY OWNER NAME ON TRACT 2.

THE EXISTING STEAMBED OF STR-2 SHALL BE UNDERCUT AND BACKFILLED WITH GRADED SOLID ROCK TO CONFORM TO THE ORIGINAL GROUND LINE UNDER THE ROADWAY NEAR STATION 19+50. GEOTEXTILE FABRIC TYPE IV SHALL BE PLACED ABOVE AND BELOW THE GRADED SOLID ROCK WITH THE REMAINDER OF THE FILL CONSISTING OF COMMOM ROADWAY EMBANKMENT.



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 57+00 TO STA. 70+00

SCALE: 1″= 50′

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	7A
CONST.	2015	NH-I-40-6(130)	7A

N

60 TREE AND SHRUB SPECIES FOR STR-2:

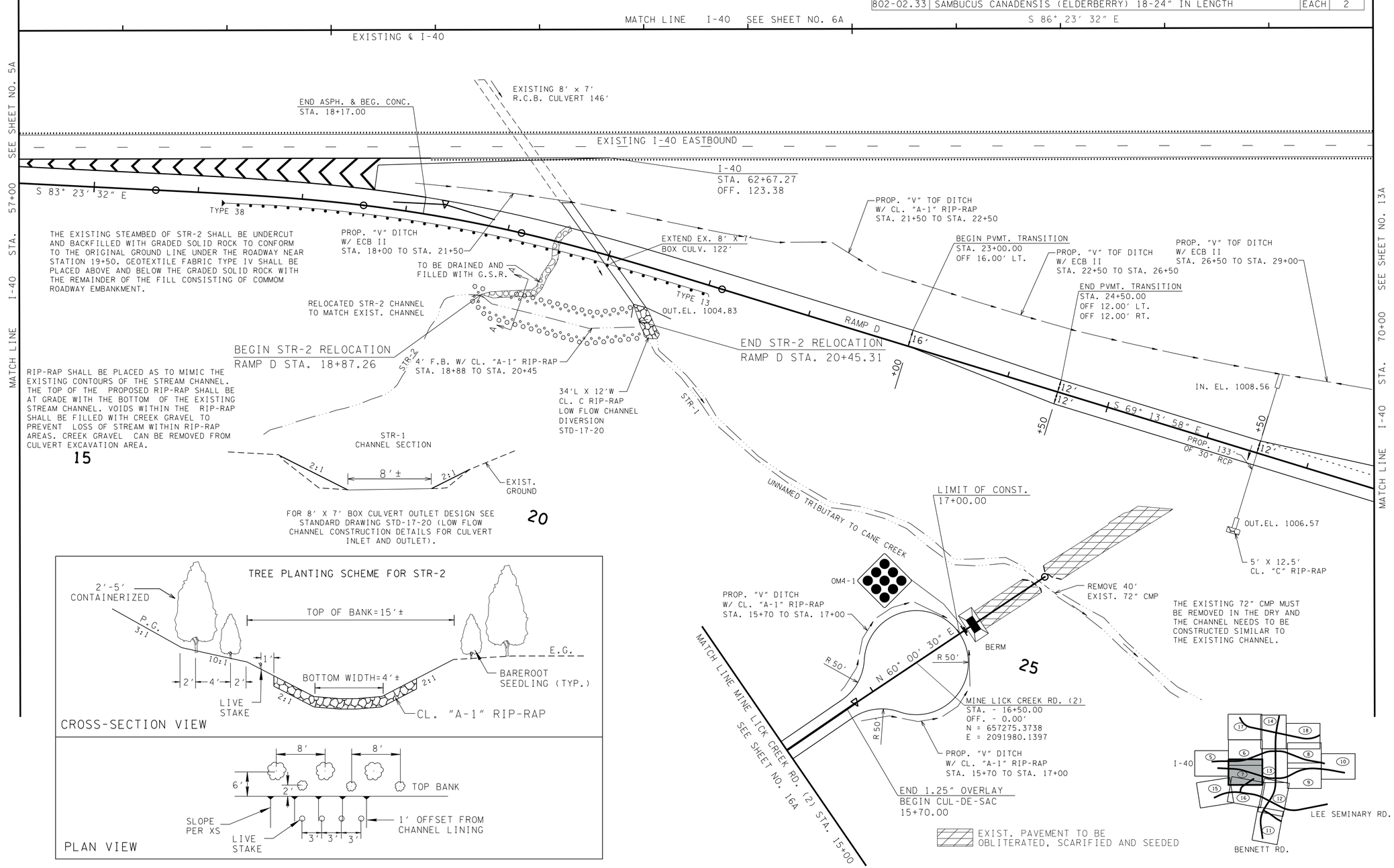
ITEM #	DECSRIPTION	UNIT	QTY
802-11.02	ACER RUBRUM (RED MAPLE) 2-5' IN HEIGHT, CONTAINERIZED	EACH	3
802-11.07	BETULA NIGRA (RIVER BIRCH) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2
802-11.19	LIRIODENDRON TULIPFERA (TULIP POPLAR) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2
802-11.18	LIQUIDAMBAR STYRACIFLUA (SWEETGUM) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2
802-11.26	PLATANUS OCCIDENTALIS (SYCAMORE) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2
802-11.16	FRAXINUS PENNSYLVANICA (GREEN ASH) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2
802-11.40	SALIX NIGRA (BLACK WILLOW) 2-5' IN HEIGHT, CONTAINERIZED	EACH	2

65 BARE ROOT SEEDLINGS FOR STR-2:

ITEM #	DECSRIPTION	UNIT	QTY
802-12.02	ACER RUBRUM (RED MAPLE) SEEDLING, BR	EACH	3
802-12.07	BETULA NIGRA (RIVER BIRCH) SEEDLING, BR	EACH	2
802-12.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR) SEEDLING, BR	EACH	2
802-12.18	LIQUIDAMBAR STYRACIFLUA (SWEETGUM) SEEDLING, BR	EACH	2
802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE) SEEDLING, BR	EACH	2
802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH) SEDDLING, BR	EACH	2
802-12.40	SALIX NIGRA (BLACK WILLOW) SEEDLING, BR	EACH	2

LIVE STAKE SPECIES FOR STR-2:

ITEM #	DECSRIPTION	UNIT	QTY
802-02.30	SALIX NIGRA (BLACK WILLOW) 18-24" IN LENGTH	EACH	3
802-02.31	SALIX SERICEA (SILKY WILLOW) 18-24" IN LENGTH	EACH	2
802-02.34	SALIX INTERIOR (SANDBAR WILLOW) 18-24" IN LENGTH	EACH	2
802-02.35	CEPHALANTHUS OCCIDENTALIS (BUTTONBUSH) 18-24" IN LENGTH	EACH	2
802-02.32	CORNUS AMOMUM (SILKY DOGWOOD) 18-24" IN LENGTH	EACH	2
802-02.33	SAMBUCUS CANADENSIS (ELDERBERRY) 18-24" IN LENGTH	EACH	2



UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

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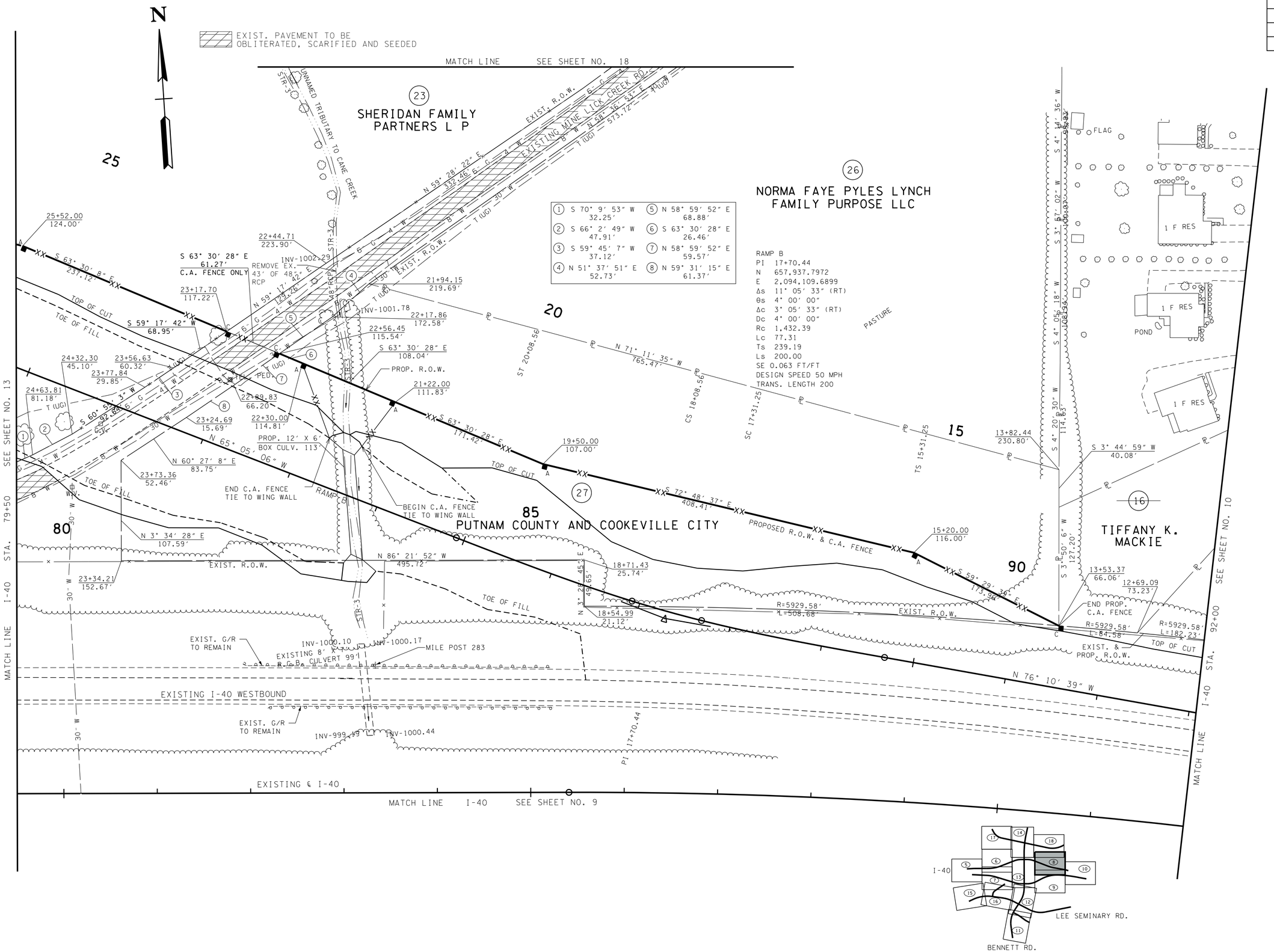
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	8
CONST.	2015	NH-I-40-6(130)	8

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



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 79+50 TO STA. 92+00

SCALE: 1″= 50′

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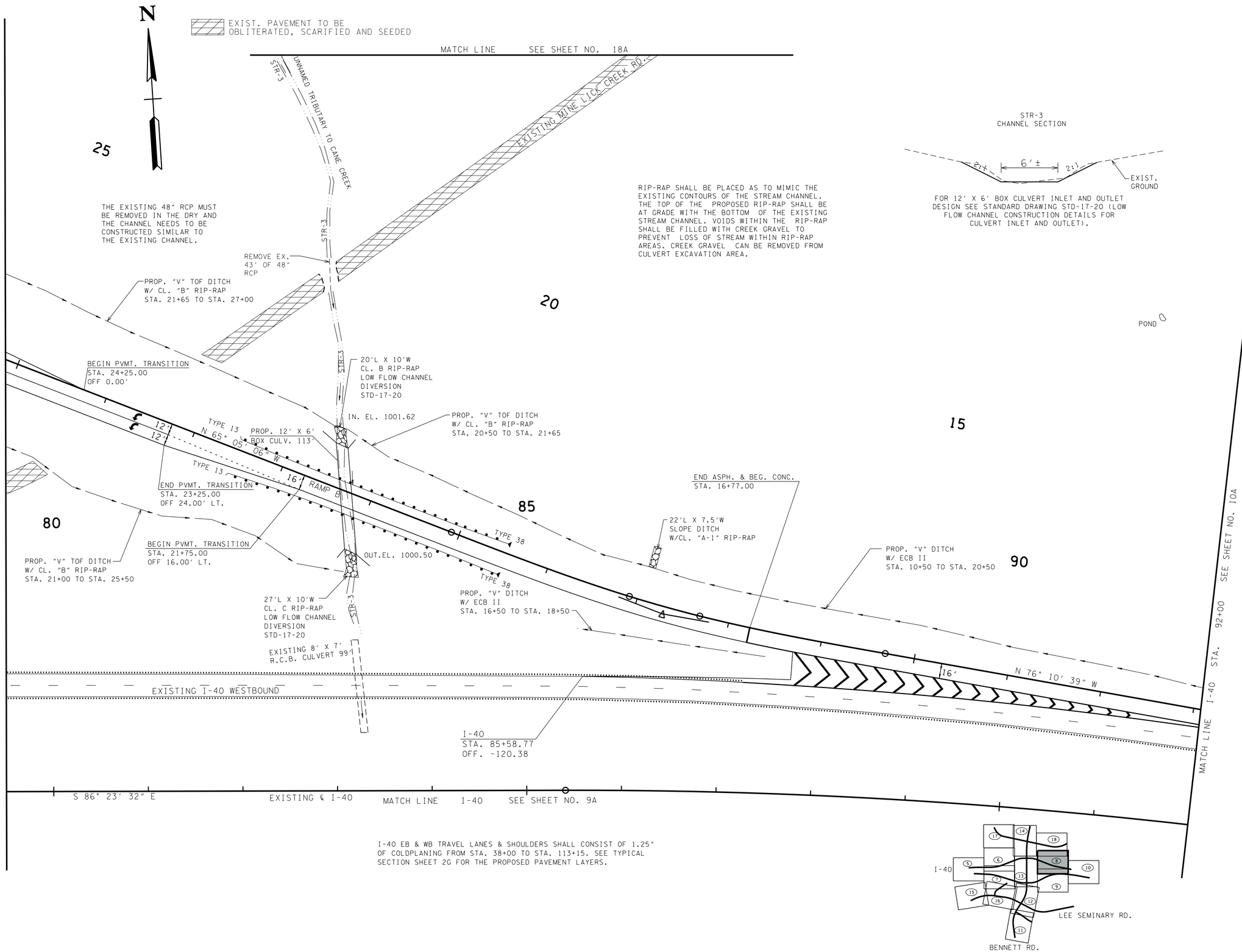
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	8A
CONST.	2015	NH-I-40-6(130)	8A



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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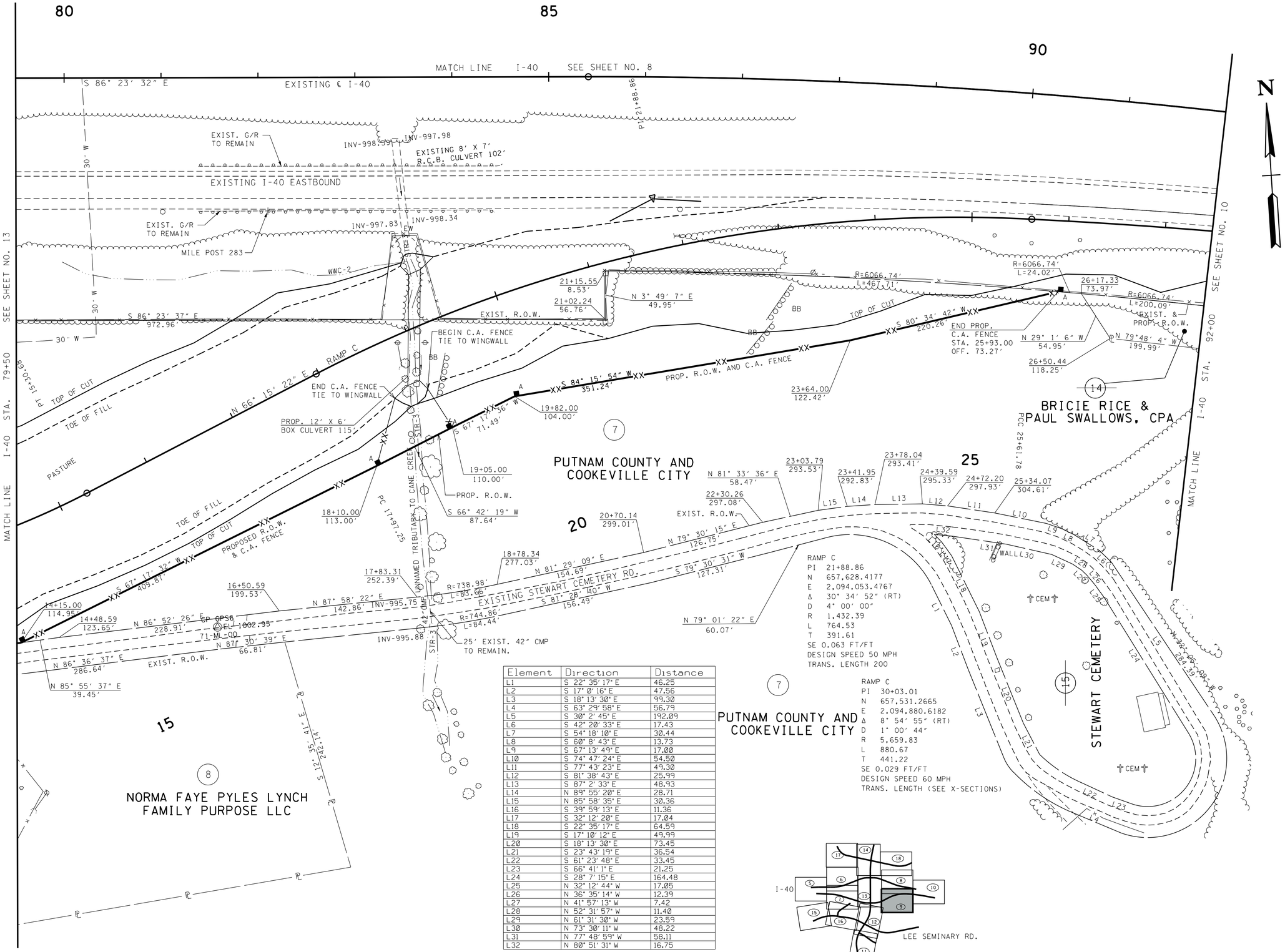
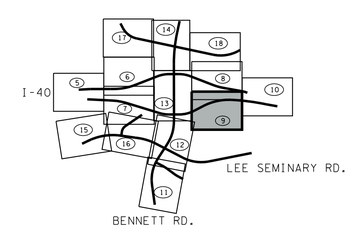
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	9
CONST.	2015	NH-I-40-6(130)	9

REV. 4/27/2015:
CHANGED THE LOCATION OF TRACT 14 AND ADJUSTED THE PROPOSED ROW ON TRACT 7.



Element	Direction	Distance
L1	S 22° 35′ 17″ E	46.25
L2	S 17° 0′ 16″ E	47.56
L3	S 18° 13′ 30″ E	99.30
L4	S 63° 29′ 58″ E	56.79
L5	S 30° 2′ 45″ E	192.09
L6	S 42° 20′ 33″ E	17.43
L7	S 54° 18′ 10″ E	30.44
L8	S 60° 8′ 43″ E	13.73
L9	S 67° 13′ 49″ E	17.00
L10	S 74° 47′ 24″ E	54.50
L11	S 77° 43′ 23″ E	49.30
L12	S 81° 38′ 43″ E	25.99
L13	S 87° 2′ 33″ E	48.93
L14	N 89° 55′ 20″ E	28.71
L15	N 85° 58′ 35″ E	30.36
L16	S 39° 59′ 13″ E	11.36
L17	S 32° 12′ 20″ E	17.04
L18	S 22° 35′ 17″ E	64.59
L19	S 17° 10′ 12″ E	49.99
L20	S 18° 13′ 30″ E	73.45
L21	S 23° 43′ 19″ E	36.54
L22	S 61° 23′ 48″ E	33.45
L23	S 66° 41′ 1″ E	21.25
L24	S 28° 7′ 15″ E	164.48
L25	N 32° 12′ 44″ W	17.05
L26	N 36° 35′ 14″ W	12.39
L27	N 41° 57′ 13″ W	7.42
L28	N 52° 31′ 57″ W	11.40
L29	N 61° 31′ 30″ W	23.59
L30	N 73° 30′ 11″ W	48.22
L31	N 77° 48′ 59″ W	58.11
L32	N 80° 51′ 31″ W	16.75



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50′

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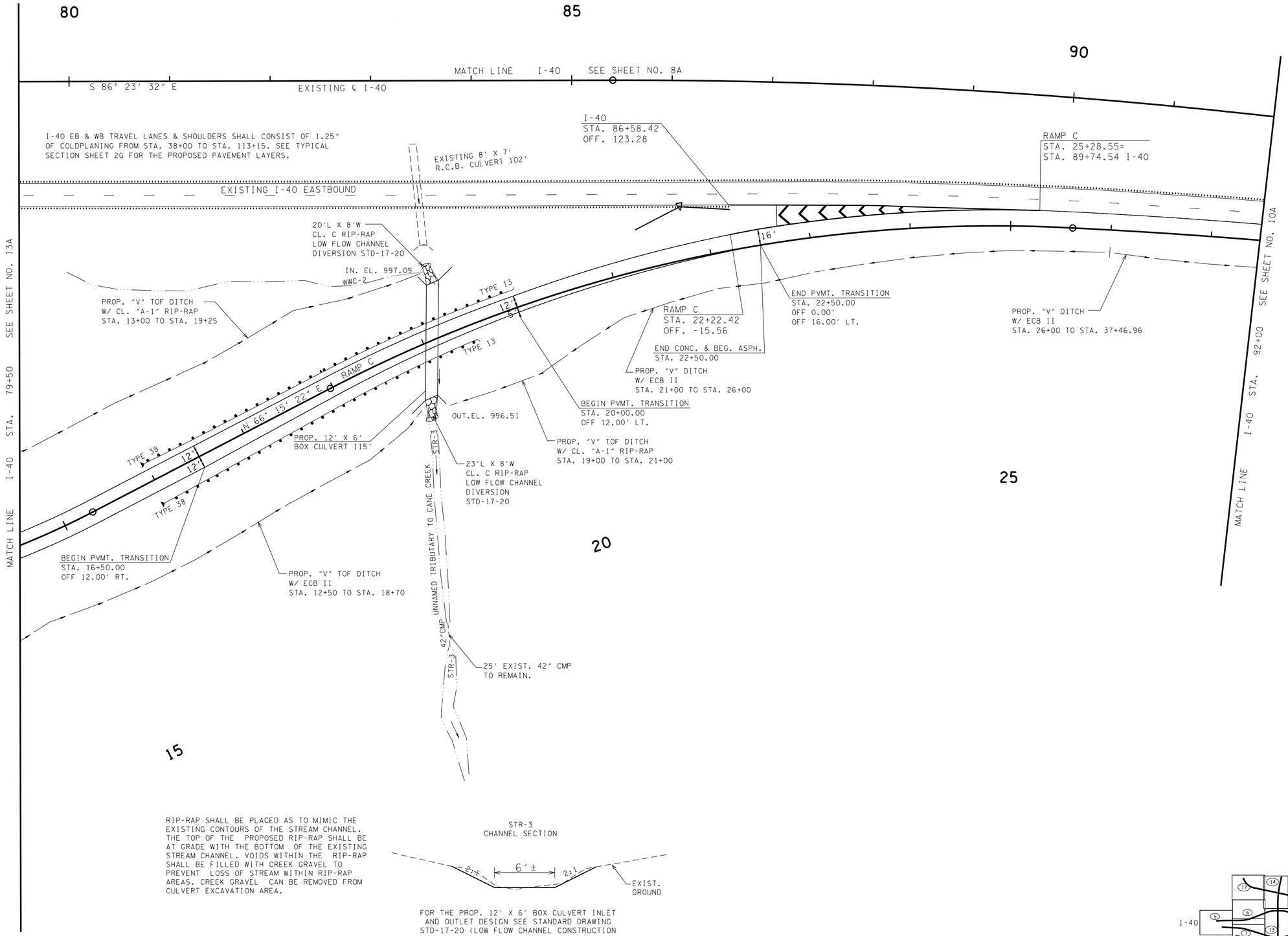
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

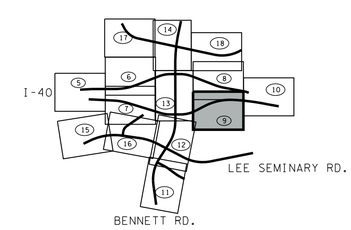
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	9A
CONST.	2015	NH-I-40-6(130)	9A



RIP-RAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH CREEK GRAVEL TO PREVENT LOSS OF STREAM WITHIN RIP-RAP AREAS. CREEK GRAVEL CAN BE REMOVED FROM CULVERT EXCAVATION AREA.

STR-3
CHANNEL SECTION

FOR THE PROP. 12' X 6' BOX CULVERT INLET AND OUTLET DESIGN SEE STANDARD DRAWING STD-17-20 (LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET).



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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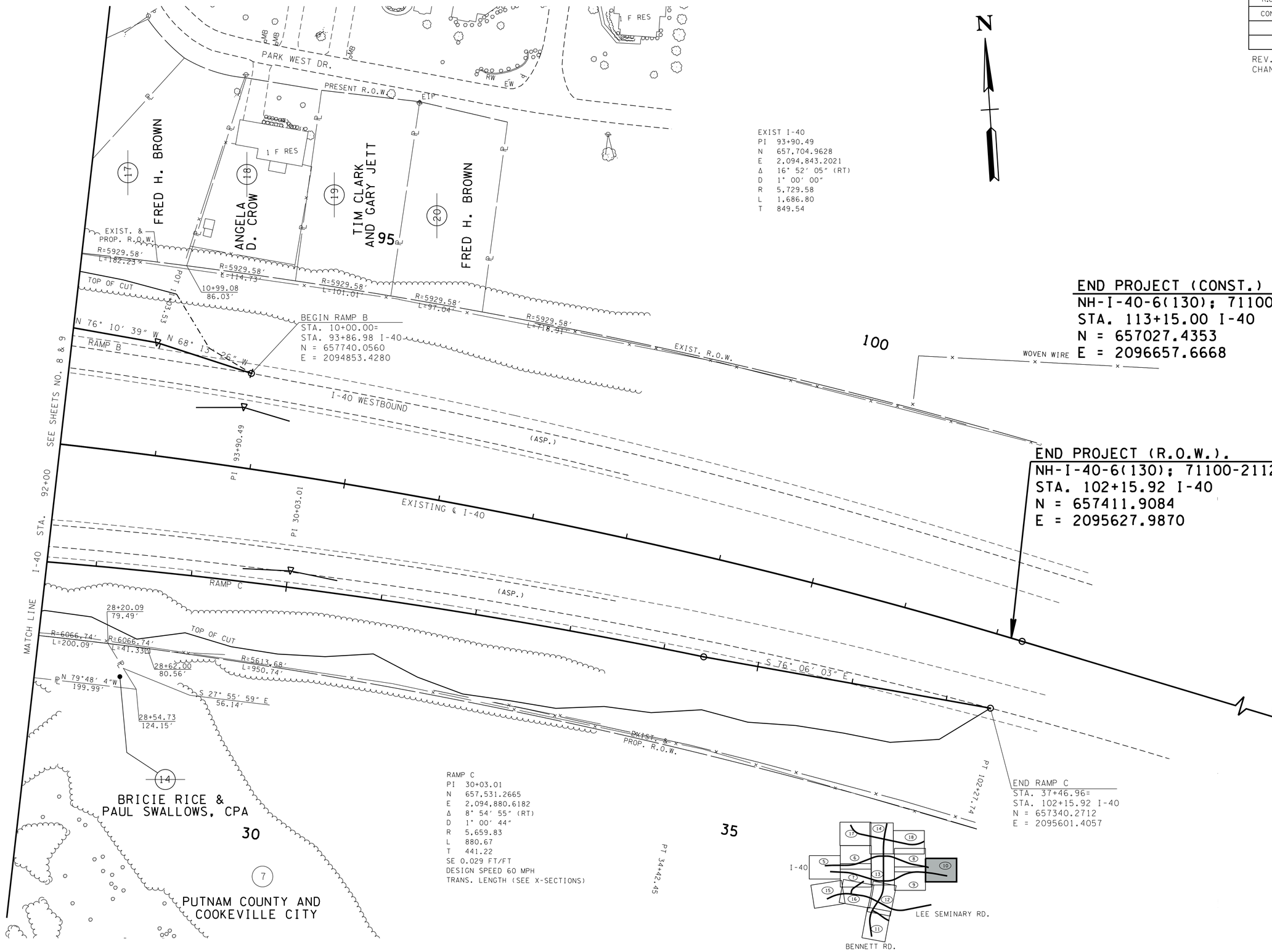
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	10
CONST.	2015	NH-I-40-6(130)	10

REV. 4/27/2015:
CHANGED THE LOCATION OF TRACT 14.



EXIST I-40
PI 93+90.49
N 657,704.9628
E 2,094,843.2021
Δ 16° 52' 05" (RT)
D 1° 00' 00"
R 5,729.58
L 1,686.80
T 849.54

RAMP C
PI 30+03.01
N 657,531.2665
E 2,094,880.6182
Δ 8° 54' 55" (RT)
D 1° 00' 44"
R 5,659.83
L 880.67
T 441.22
SE 0.029 FT/FT
DESIGN SPEED 60 MPH
TRANS. LENGTH (SEE X-SECTIONS)

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

END PROJECT (R.O.W.).
NH-I-40-6(130); 71100-2112-44
STA. 102+15.92 I-40
N = 657411.9084
E = 2095627.9870

END RAMP C
STA. 37+46.96=
STA. 102+15.92 I-40
N = 657340.2712
E = 2095601.4057

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 92+00 TO EOP

SCALE: 1"= 50'

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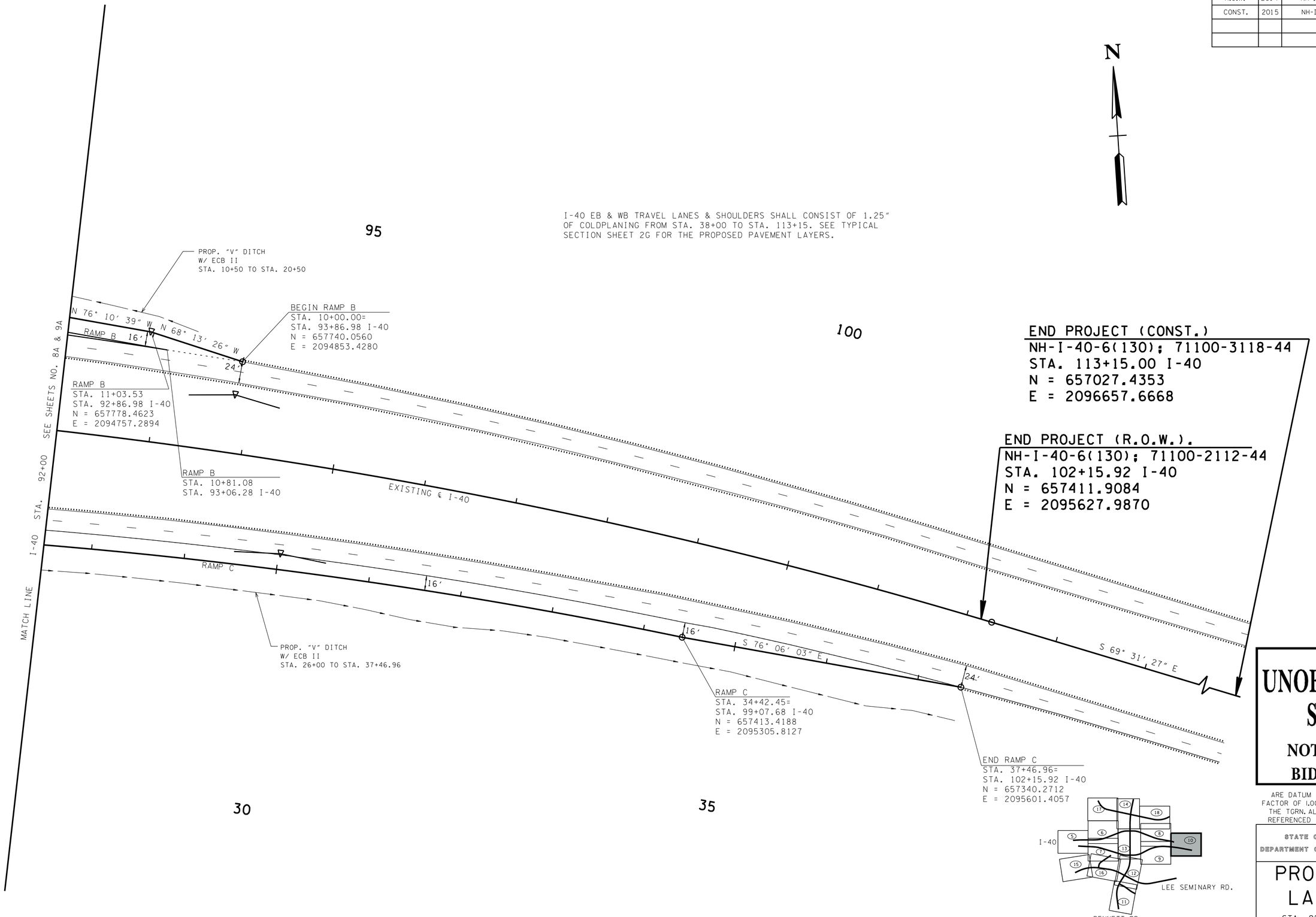
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	10A
CONST.	2015	NH-I-40-6(130)	10A



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 92+00 TO EOP

SCALE: 1"= 50'

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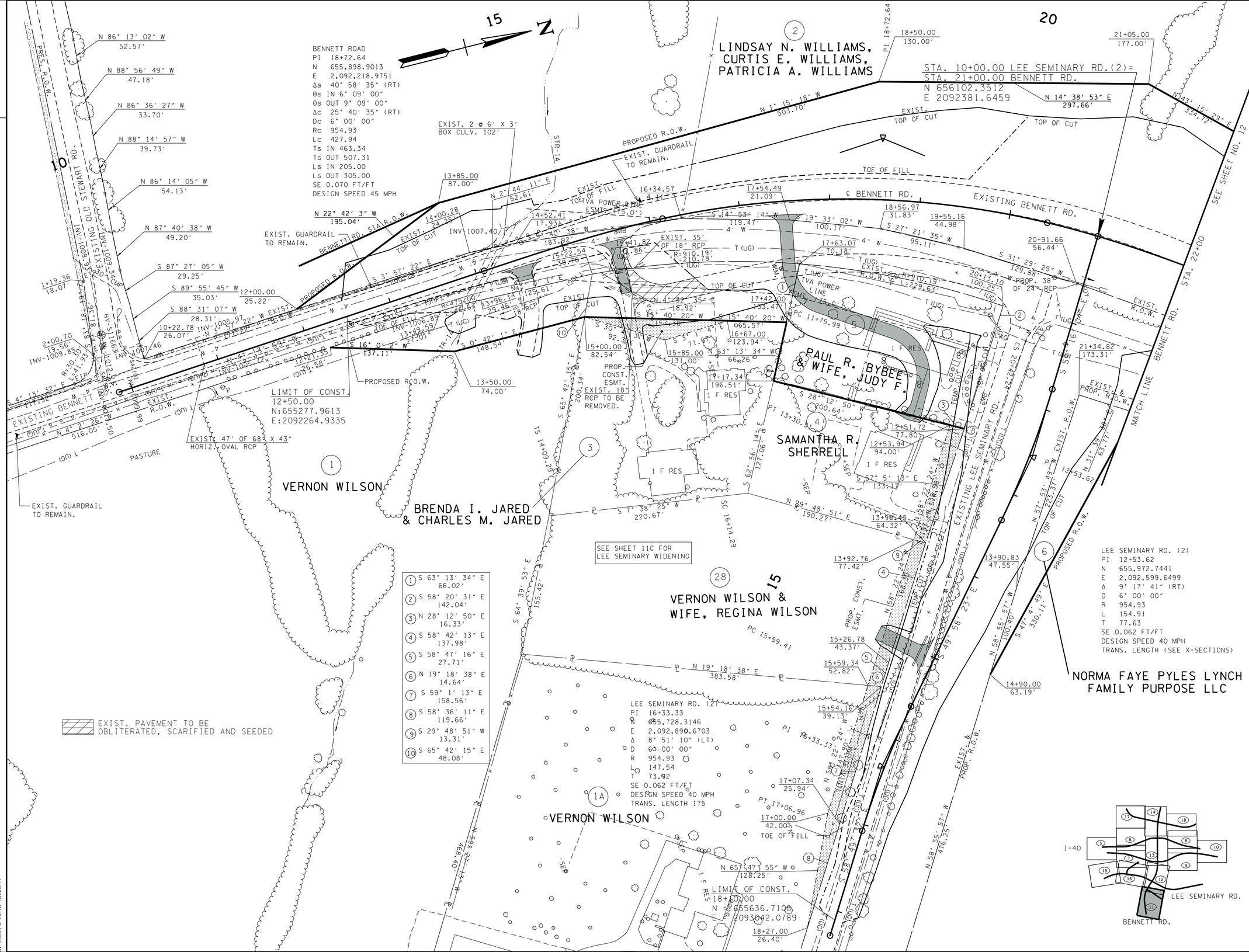
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	11
CONST.	2015	NH-I-40-6(130)	11

REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO STA. 15+22.54, ADDED WHITE VINYL FENCE ON TRACT 1A, & EXTENDED UG TELEPHONE LINE AT BEGINNING OF BENNETT RD.

REV. 11/10/2014:
CHANGED THE PROPERTY OWNER NAME ON TRACTS 4 & 28.

REV. 4/27/2015:
CHANGED THE PROPERTY OWNER NAME ON TRACT 2.



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 10+00 TO STA. 22+00

SCALE: 1"= 50'

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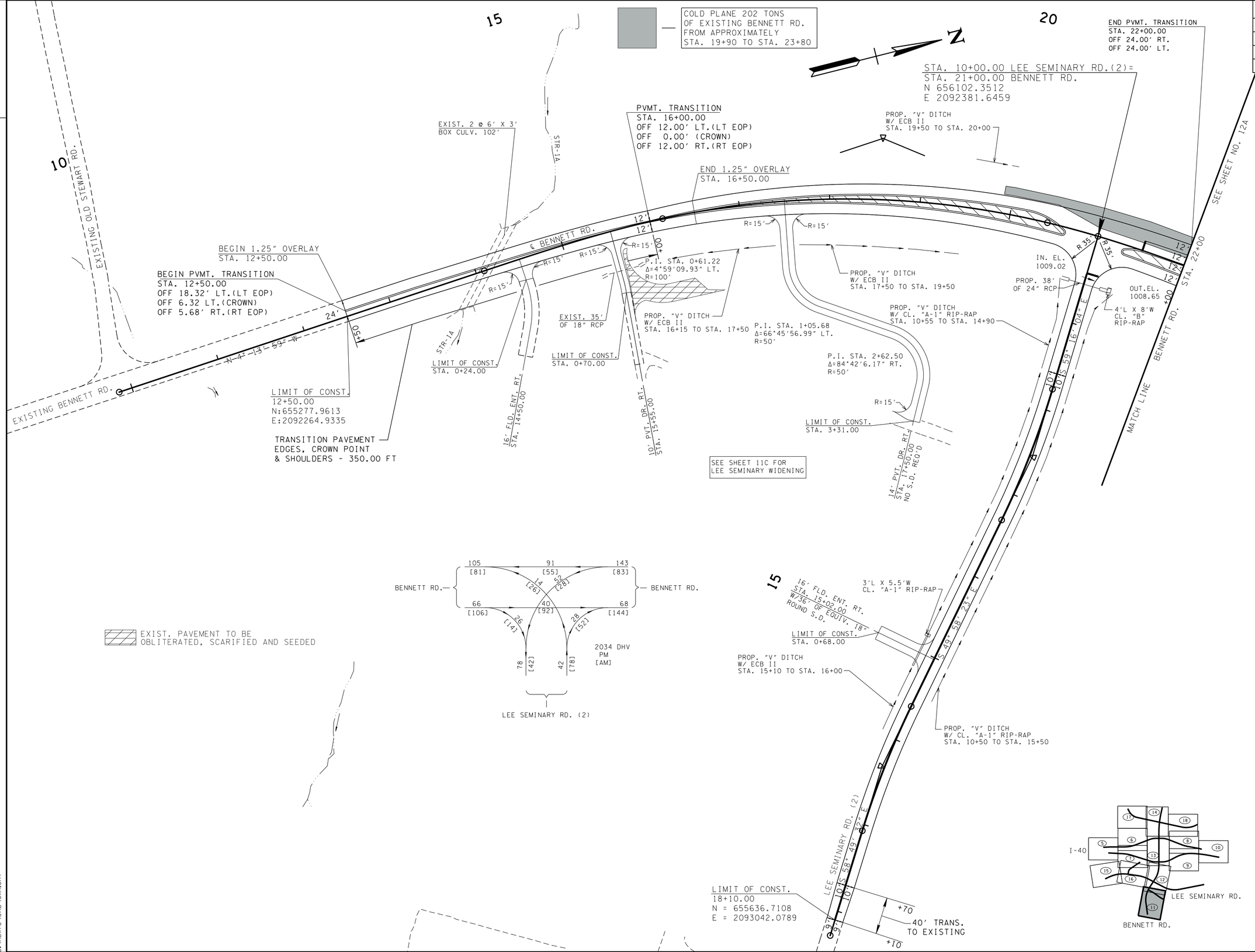
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	11A
CONST.	2015	NH-I-40-6(130)	11A



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 10+00 TO STA. 22+00

SCALE: 1"= 50'

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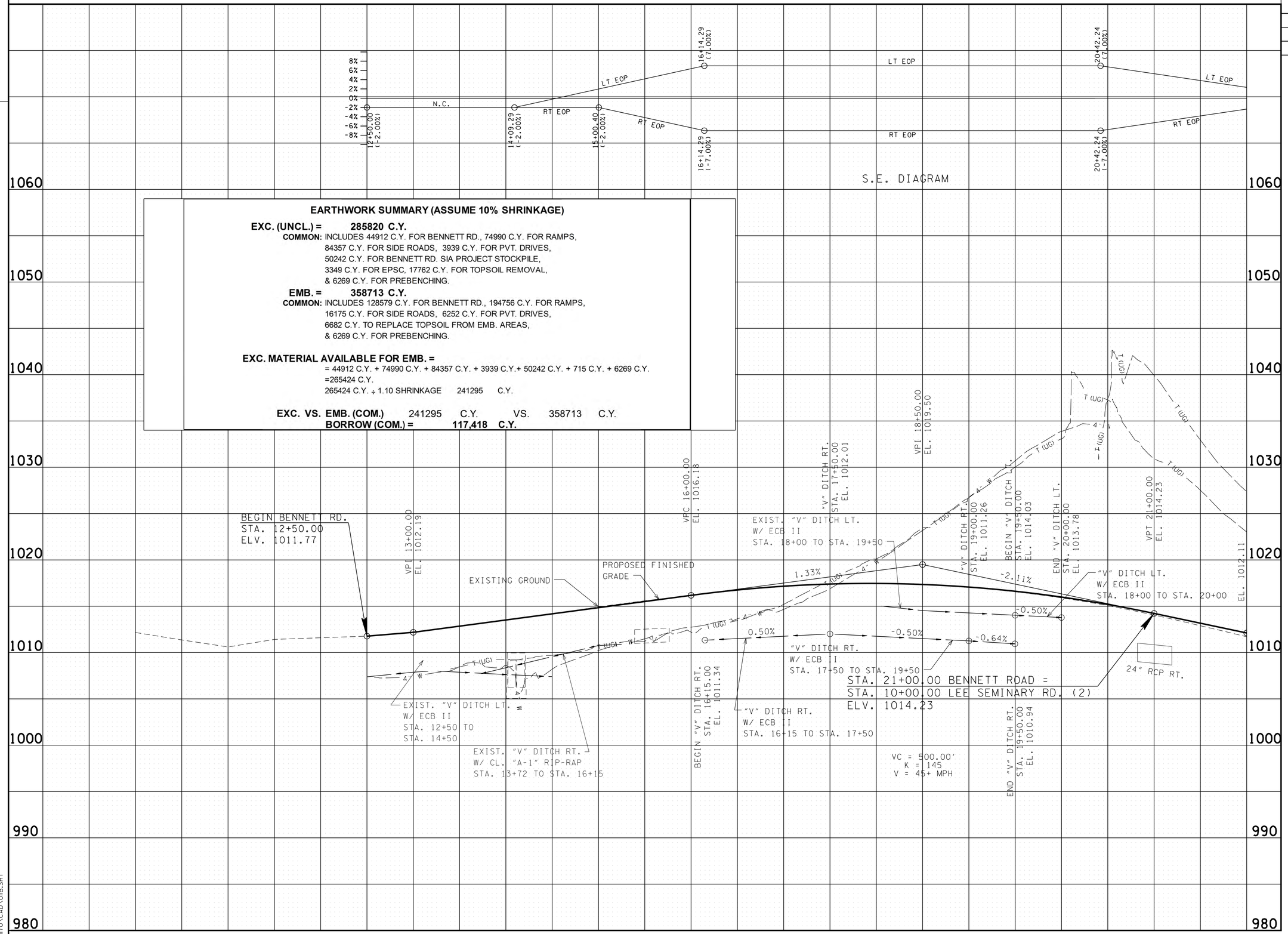
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	11B
CONST.	2015	NH-I-40-6(130)	11B



EARTHWORK SUMMARY (ASSUME 10% SHRINKAGE)

EXC. (UNCL.) = 285820 C.Y.

COMMON: INCLUDES 44912 C.Y. FOR BENNETT RD., 74990 C.Y. FOR RAMPS, 84357 C.Y. FOR SIDE ROADS, 3939 C.Y. FOR PVT. DRIVES, 50242 C.Y. FOR BENNETT RD. SIA PROJECT STOCKPILE, 3349 C.Y. FOR EPSC, 17762 C.Y. FOR TOPSOIL REMOVAL, & 6269 C.Y. FOR PREBENCHING.

EMB. = 358713 C.Y.

COMMON: INCLUDES 128579 C.Y. FOR BENNETT RD., 194756 C.Y. FOR RAMPS, 16175 C.Y. FOR SIDE ROADS, 6252 C.Y. FOR PVT. DRIVES, 6682 C.Y. TO REPLACE TOPSOIL FROM EMB. AREAS, & 6269 C.Y. FOR PREBENCHING.

EXC. MATERIAL AVAILABLE FOR EMB. =

= 44912 C.Y. + 74990 C.Y. + 84357 C.Y. + 3939 C.Y.+ 50242 C.Y. + 715 C.Y. + 6269 C.Y.
=265424 C.Y.
265424 C.Y. ÷ 1.10 SHRINKAGE 241295 C.Y.

EXC. VS. EMB. (COM.) 241295 C.Y. VS. 358713 C.Y.
BORROW (COM.) = 117,418 C.Y.

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 10+00 TO STA. 22+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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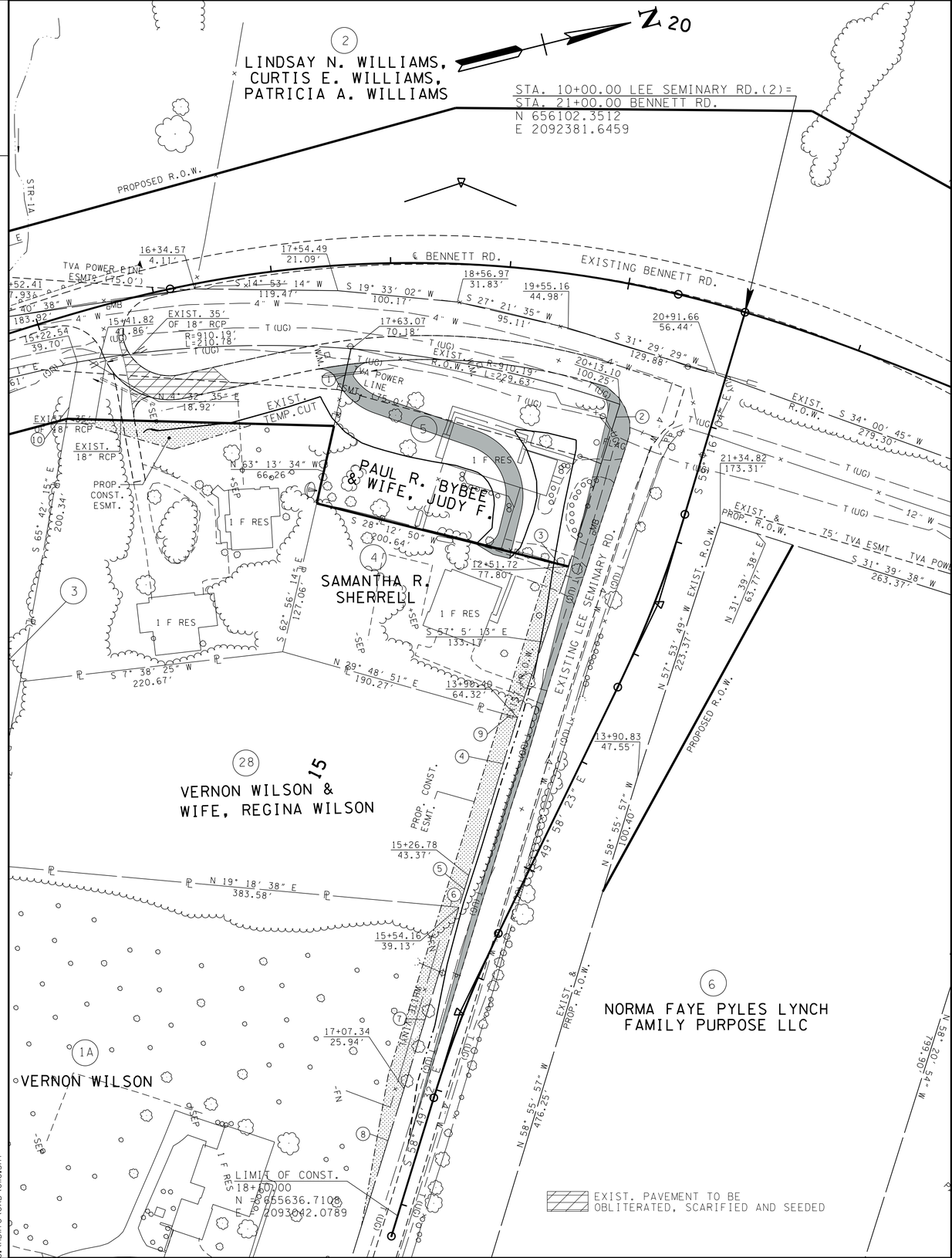
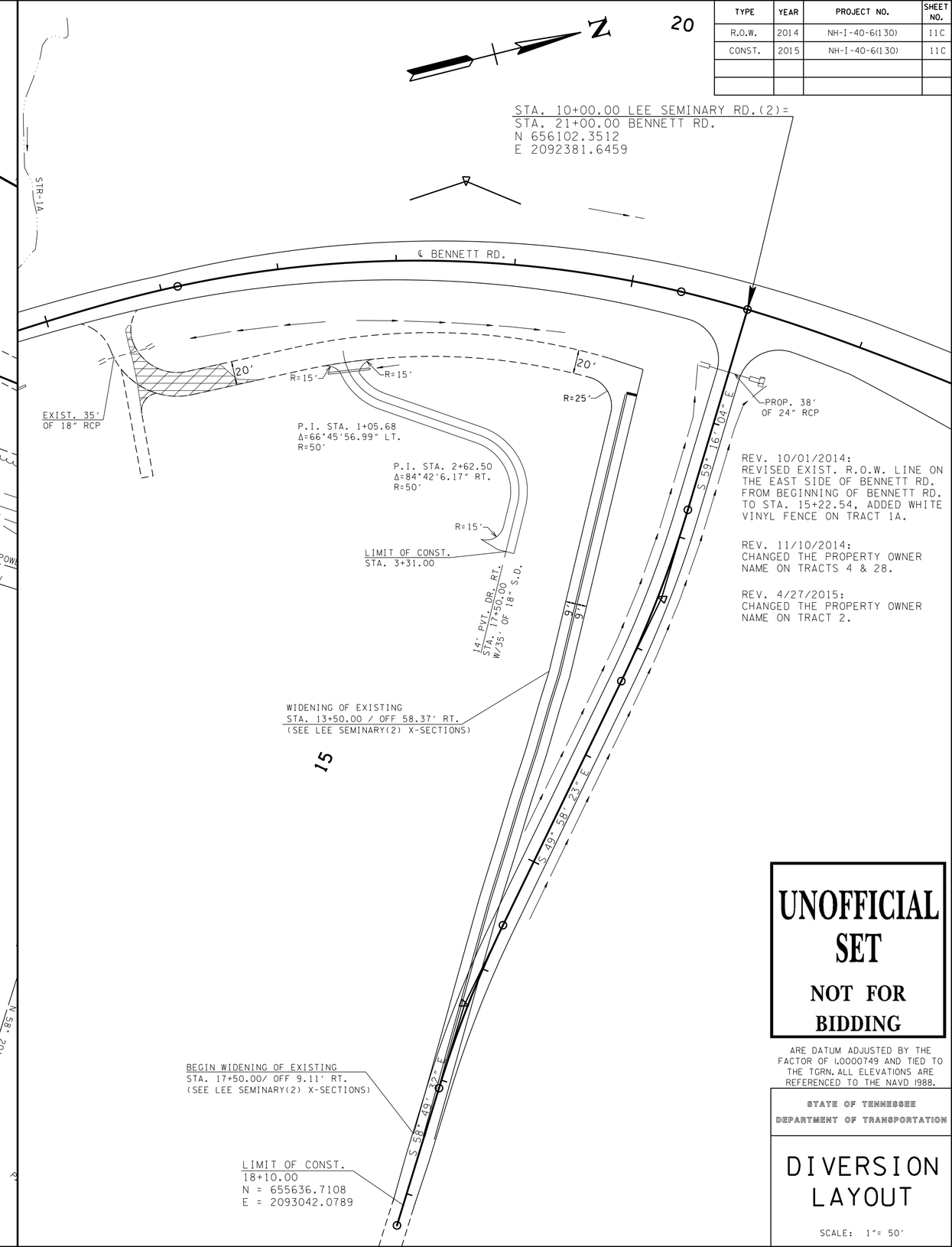
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	11C
CONST.	2015	NH-I-40-6(130)	11C





REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO STA. 15+22.54. ADDED WHITE VINYL FENCE ON TRACT 1A.

REV. 11/10/2014:
CHANGED THE PROPERTY OWNER NAME ON TRACTS 4 & 28.

REV. 4/27/2015:
CHANGED THE PROPERTY OWNER NAME ON TRACT 2.

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DIVERSION LAYOUT

SCALE: 1"= 50'

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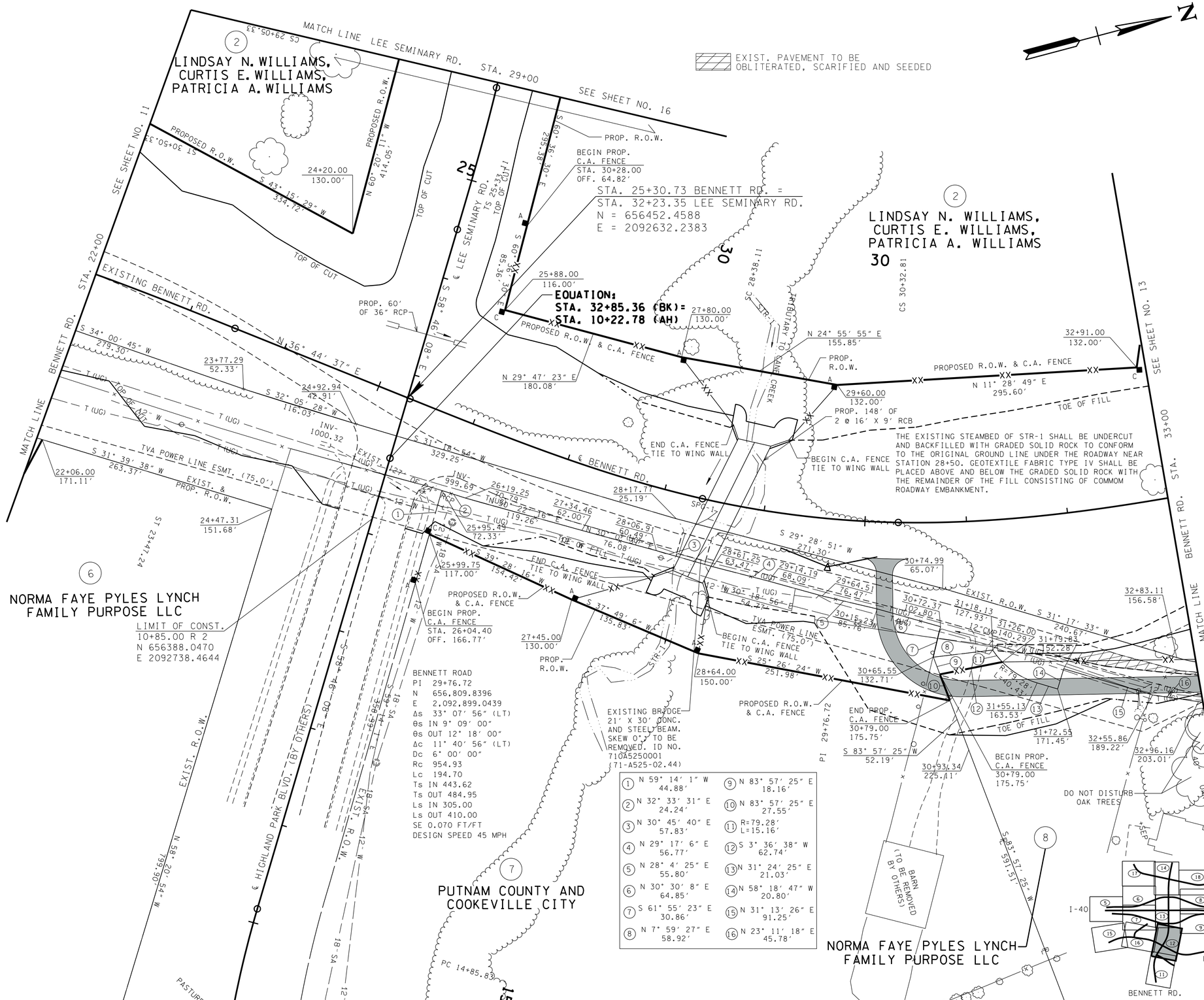
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	12
CONST.	2015	NH-I-40-6(130)	12

REV. 4/27/2015:
CHANGED THE PROPERTY OWNER NAME ON TRACT 2.



1 N 59° 14' 1" W 44.88'		9 N 83° 57' 25" E 18.16'	
2 N 32° 33' 31" E 24.24'		10 N 83° 57' 25" E 27.55'	
3 N 30° 45' 40" E 57.83'		11 R=79.28' L=15.16'	
4 N 29° 17' 6" E 56.77'		12 S 3° 36' 38" W 62.74'	
5 N 28° 4' 25" E 55.80'		13 N 31° 24' 25" E 21.03'	
6 N 30° 30' 8" E 64.85'		14 N 58° 18' 47" W 20.80'	
7 S 61° 55' 23" E 30.86'		15 N 31° 13' 26" E 91.25'	
8 N 7° 59' 27" E 58.92'		16 N 23° 11' 18" E 45.78'	

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 22+00 TO STA. 33+00

SCALE: 1"= 50'

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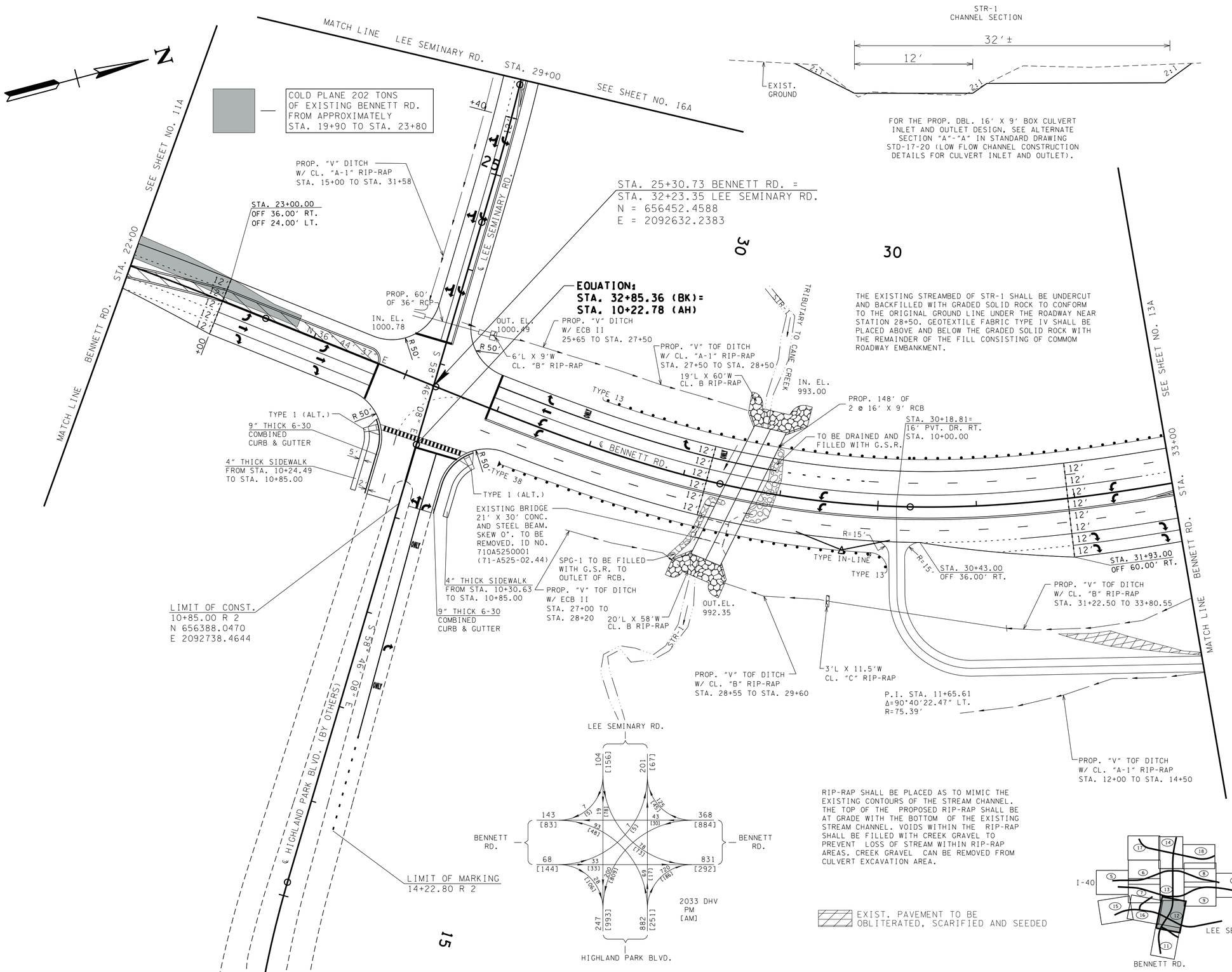
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	12A
CONST.	2015	NH-I-40-6(130)	12A



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 22+00 TO STA. 33+00

SCALE: 1"= 50'

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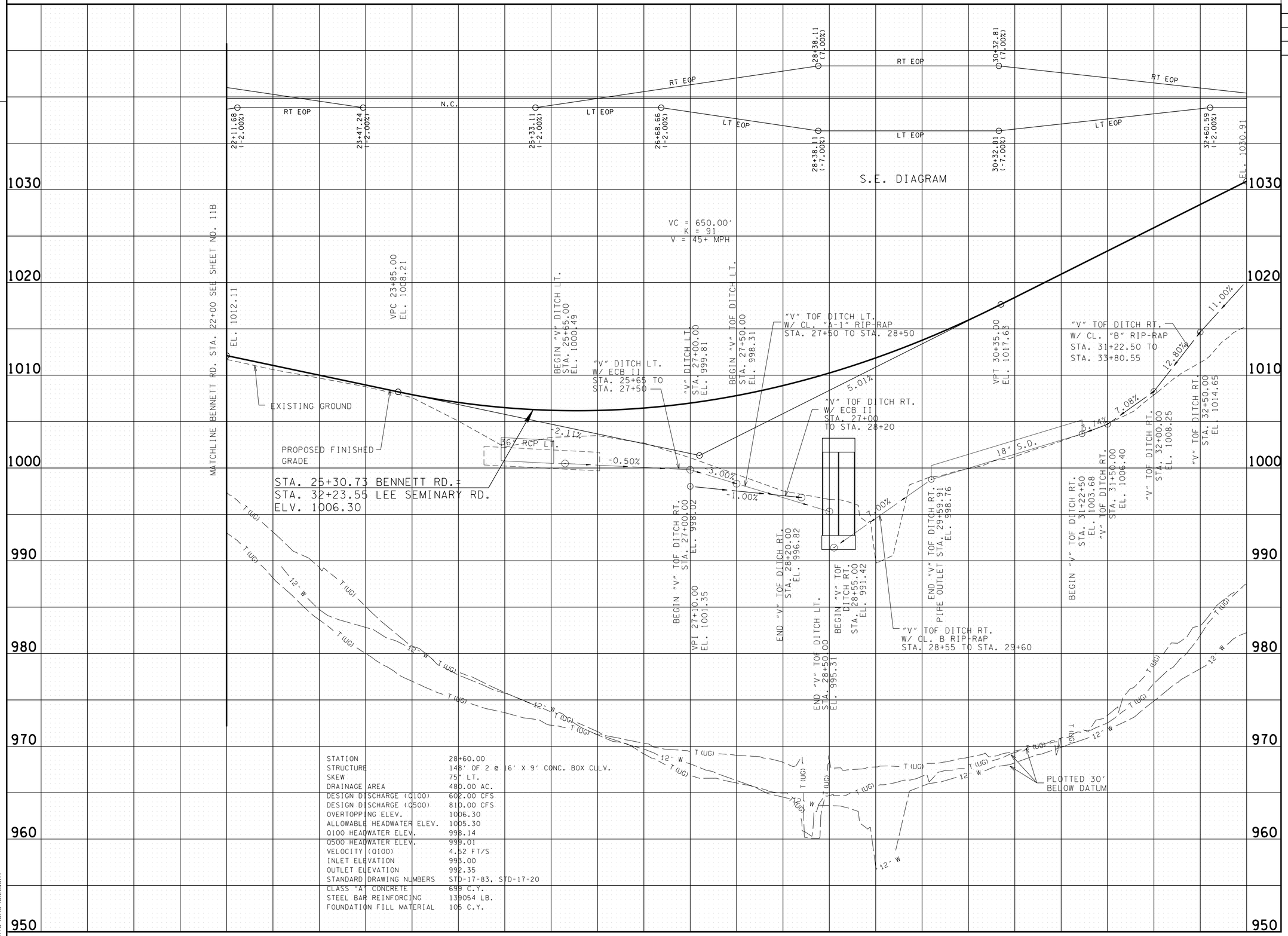
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	12B
CONST.	2015	NH-I-40-6(130)	12B



STATION	28+60.00
STRUCTURE	148' OF 2 @ 16' X 9' CONC. BOX CULV.
SKEW	75° LT.
DRAINAGE AREA	480.00 AC.
DESIGN DISCHARGE (Q100)	602.00 CFS
DESIGN DISCHARGE (Q500)	810.00 CFS
OVERTOPPING ELEV.	1006.30
ALLOWABLE HEADWATER ELEV.	1005.30
Q100 HEADWATER ELEV.	998.14
Q500 HEADWATER ELEV.	999.01
VELOCITY (Q100)	4.52 FT/S
INLET ELEVATION	993.00
OUTLET ELEVATION	992.35
STANDARD DRAWING NUMBERS	STD-17-83, STD-17-20
CLASS "A" CONCRETE	699 C.Y.
STEEL BAR REINFORCING	139054 LB.
FOUNDATION FILL MATERIAL	105 C.Y.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 22+00 TO STA. 33+00

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

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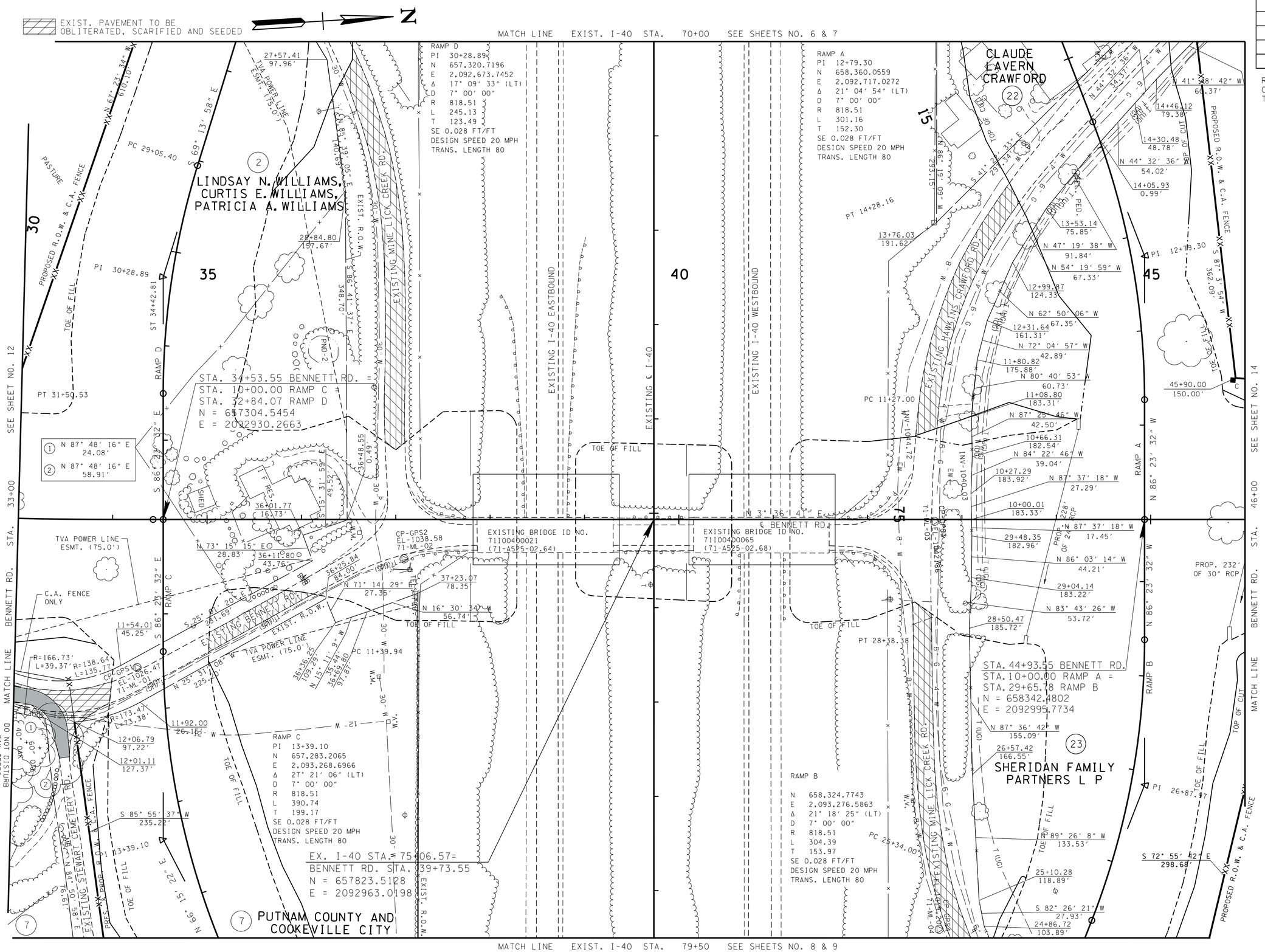
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	13
CONST.	2015	NH-I-40-6(130)	13

REV. 4/27/2015:
CHANGED PROPERTY OWNER NAME ON TRACT 2.



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 33+00 TO STA. 46+00

SCALE: 1″= 50′

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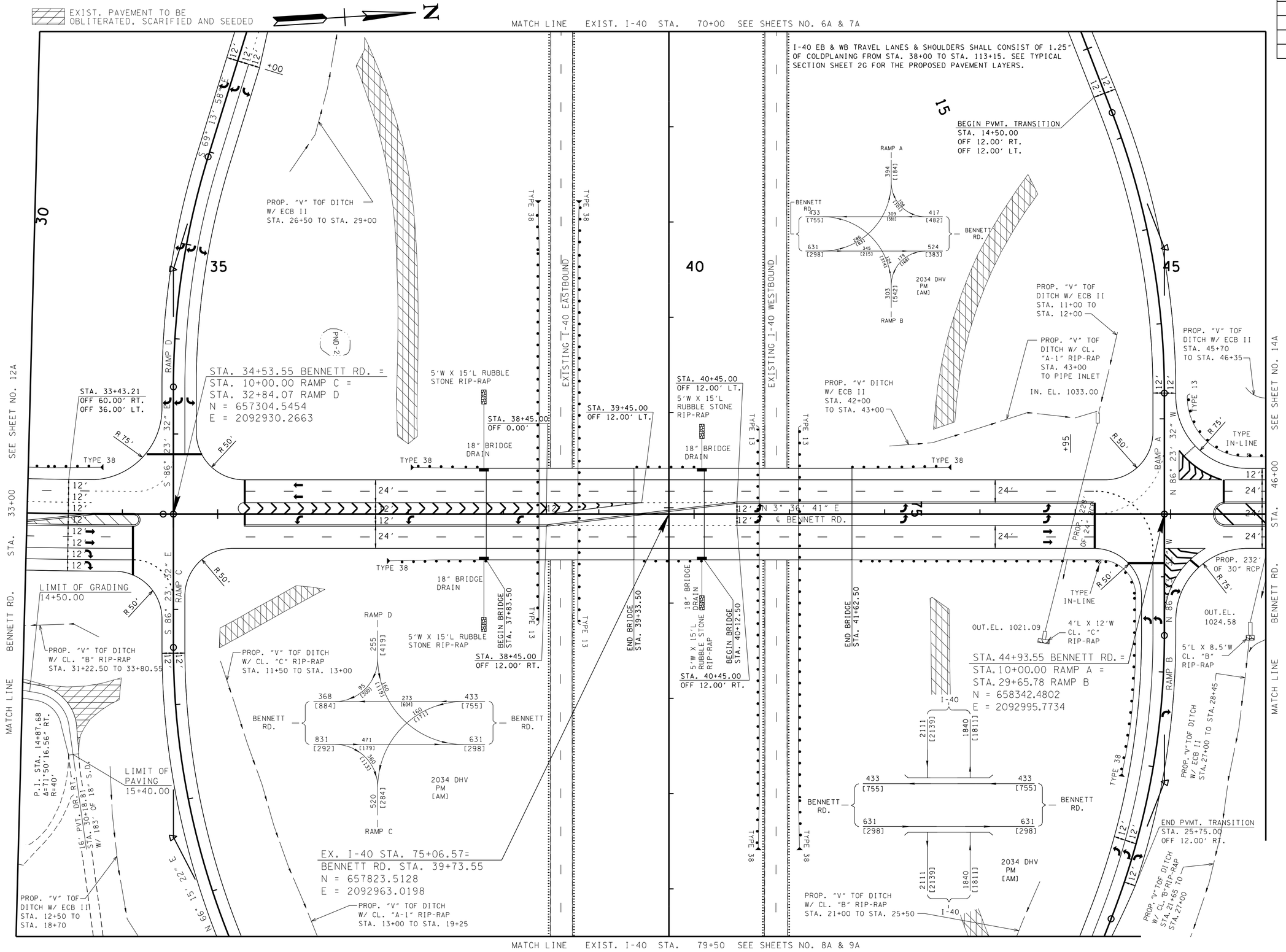
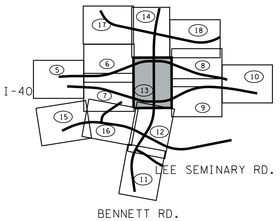
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	13A
CONST.	2015	NH-I-40-6(130)	13A

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





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 33+00 TO STA. 46+00

SCALE: 1"= 50'

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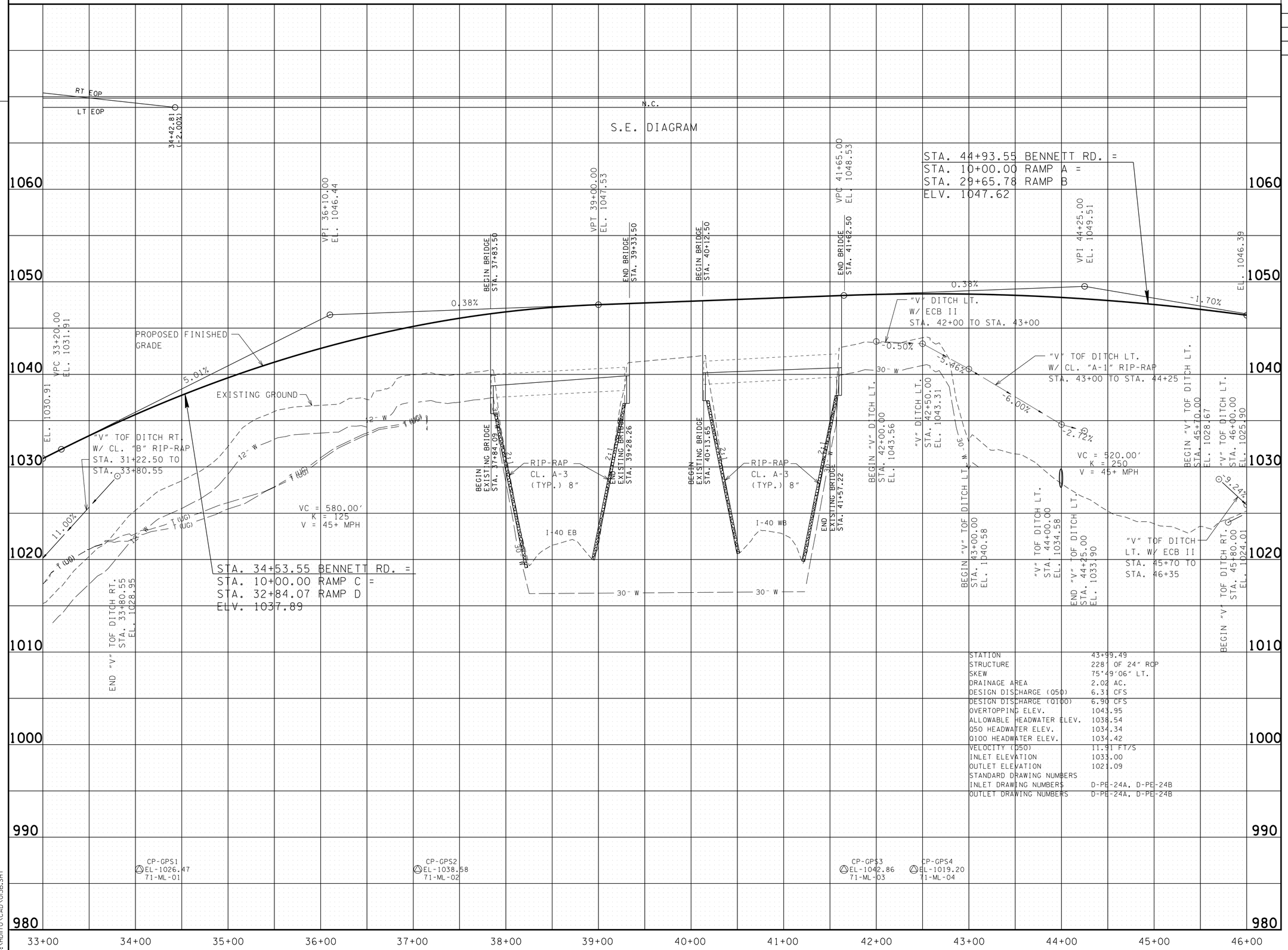
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	13B
CONST.	2015	NH-I-40-6(130)	13B



STATION	43+99.49
STRUCTURE	228' OF 24" RCP
SKEW	75°49'06" LT.
DRAINAGE AREA	2.02 AC.
DESIGN DISCHARGE (Q50)	6.31 CFS
DESIGN DISCHARGE (Q100)	6.90 CFS
OVERTOPPING ELEV.	1043.95
ALLOWABLE HEADWATER ELEV.	1038.54
Q50 HEADWATER ELEV.	1034.34
Q100 HEADWATER ELEV.	1034.42
VELOCITY (Q50)	11.91 FT/S
INLET ELEVATION	1033.00
OUTLET ELEVATION	1021.09
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 33+00 TO STA. 46+00

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

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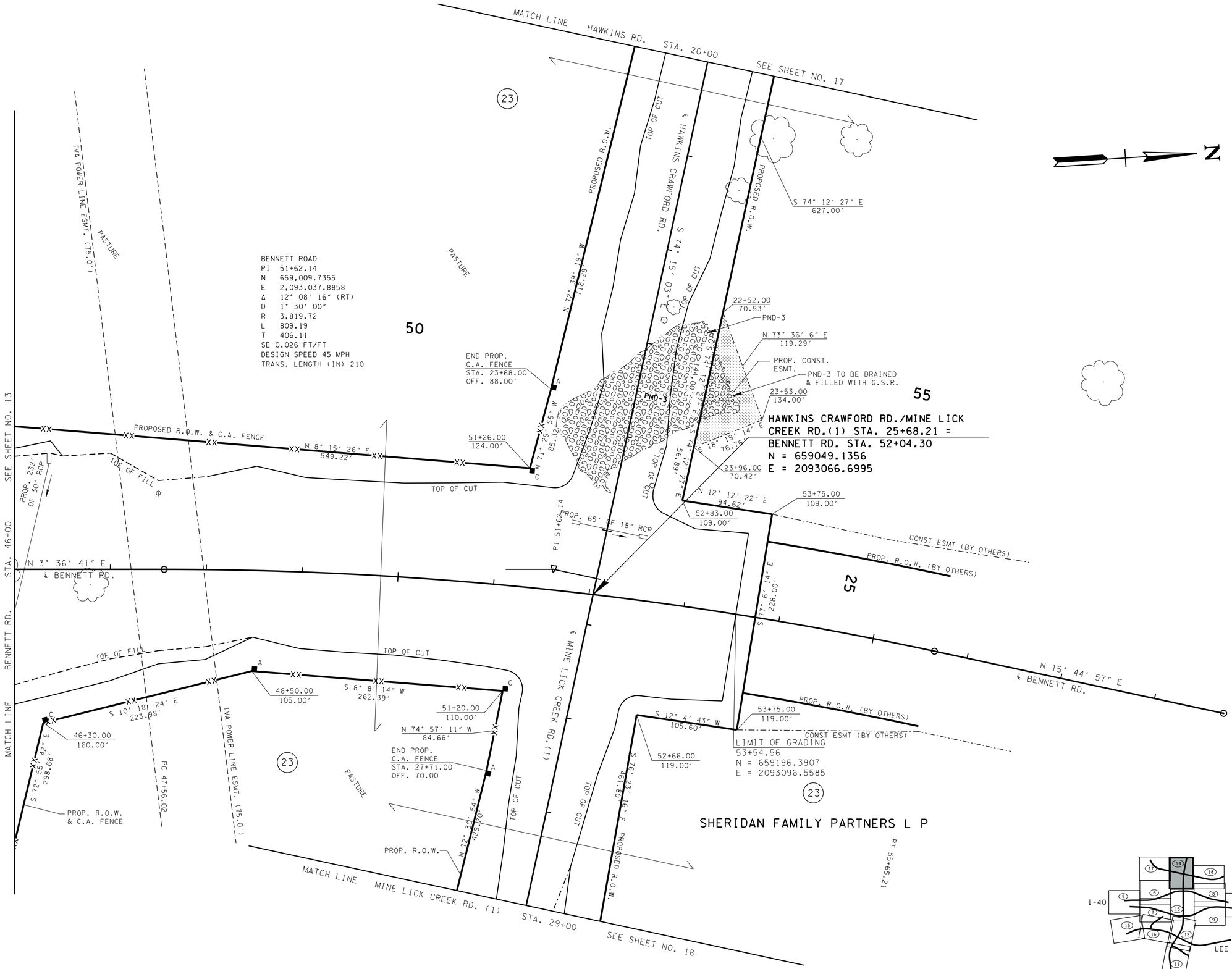
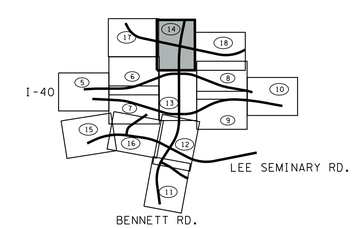
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	14
CONST.	2015	NH-I-40-6(130)	14





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.46+00 TO STA.53+54.56

SCALE: 1"= 50′

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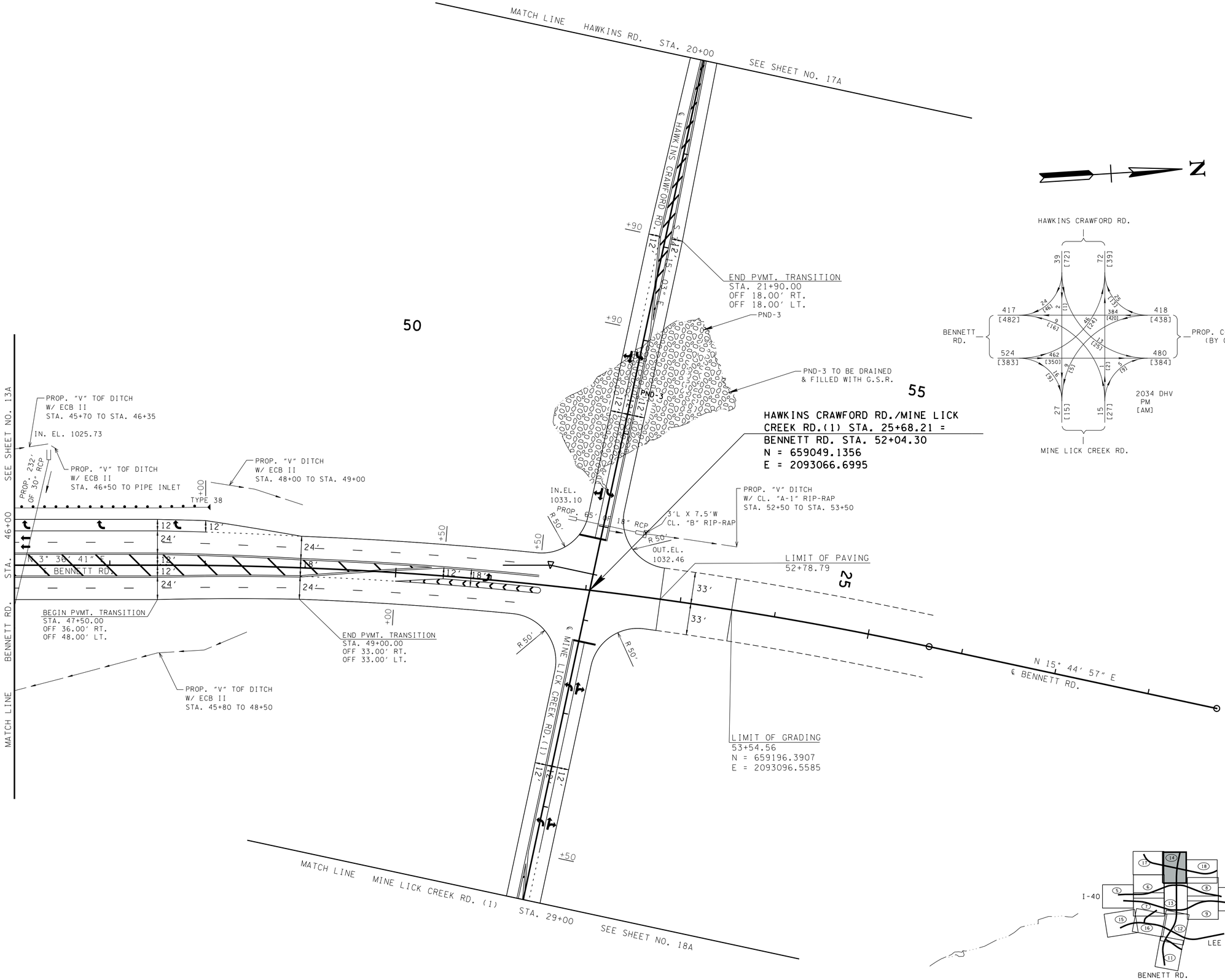
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	14A
CONST.	2015	NH-I-40-6(130)	14A



UNOFFICIAL SET

NOT FOR BIDDING

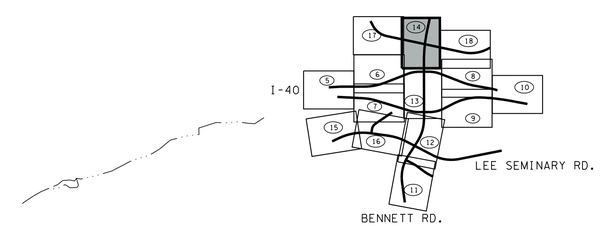
ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.46+00 TO STA.53+54.56

SCALE: 1"= 50'



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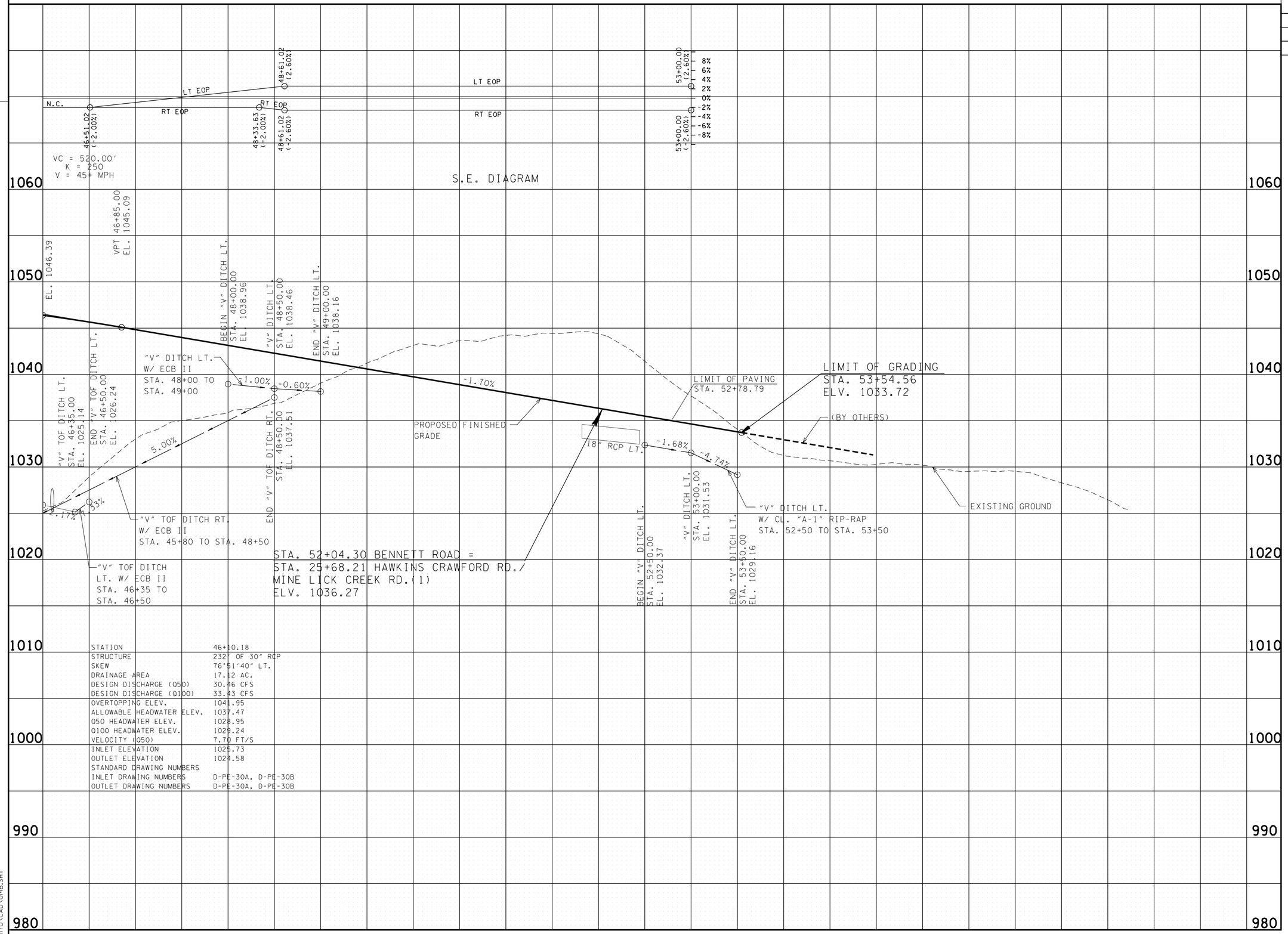
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	14B
CONST.	2015	NH-I-40-6(130)	14B



STATION	46+10.18
STRUCTURE	232' OF 30" RCP
SKEW	76°51'40" LT.
DRAINAGE AREA	17.12 AC.
DESIGN DISCHARGE (Q50)	30.46 CFS
DESIGN DISCHARGE (Q100)	33.43 CFS
OVERTOPPING ELEV.	1041.95
ALLOWABLE HEADWATER ELEV.	1037.47
Q50 HEADWATER ELEV.	1028.95
Q100 HEADWATER ELEV.	1029.24
VELOCITY (Q50)	7.70 FT/S
INLET ELEVATION	1025.73
OUTLET ELEVATION	1024.58
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-30A, D-PE-30B
OUTLET DRAWING NUMBERS	D-PE-30A, D-PE-30B

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 46+00 TO STA. 58+00

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

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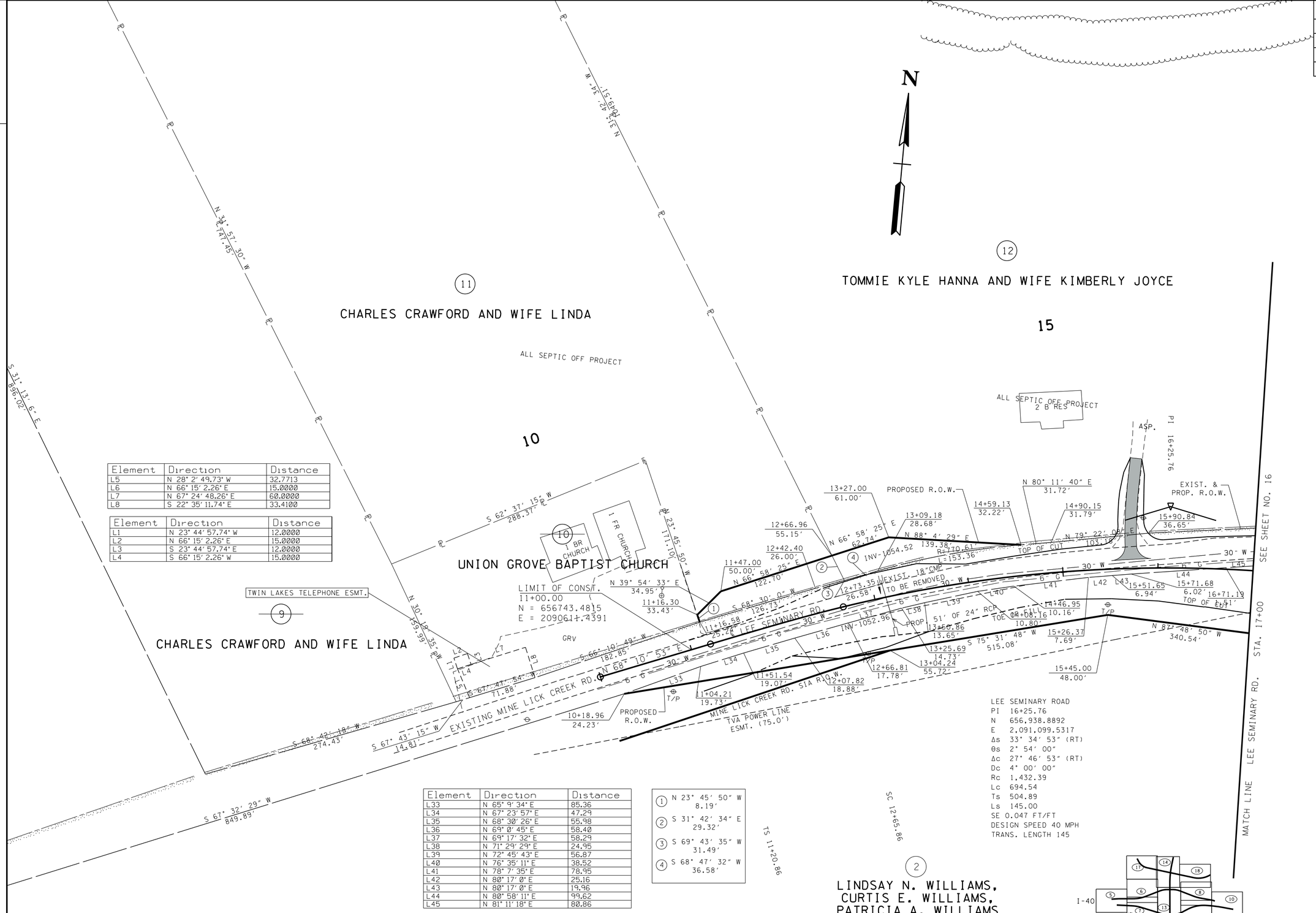
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	15
CONST.	2015	NH-I-40-6(130)	15

REV. 4/15/2015:
CHANGED THE PROPERTY OWNER NAME ON TRACT 2.



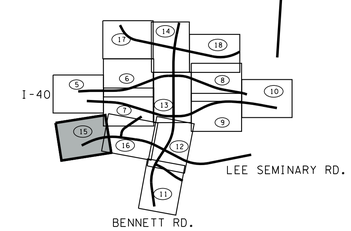
Element	Direction	Distance
L5	N 28° 2′ 49.73″ W	32.7713
L6	N 66° 15′ 2.26″ E	15.0000
L7	N 67° 24′ 48.26″ E	60.0000
L8	S 22° 35′ 11.74″ E	33.4100

Element	Direction	Distance
L1	N 23° 44′ 57.74″ W	12.0000
L2	N 66° 15′ 2.26″ E	15.0000
L3	S 23° 44′ 57.74″ E	12.0000
L4	S 66° 15′ 2.26″ W	15.0000

Element	Direction	Distance
L33	N 65° 9′ 34″ E	85.36
L34	N 67° 23′ 57″ E	47.29
L35	N 68° 30′ 26″ E	55.98
L36	N 69° 0′ 45″ E	58.40
L37	N 69° 17′ 32″ E	58.29
L38	N 71° 29′ 29″ E	24.95
L39	N 72° 45′ 43″ E	56.87
L40	N 76° 35′ 11″ E	38.52
L41	N 78° 7′ 35″ E	78.95
L42	N 80° 17′ 0″ E	25.16
L43	N 80° 17′ 0″ E	19.96
L44	N 80° 58′ 11″ E	99.62
L45	N 81° 11′ 18″ E	80.86

1. N 23° 45′ 50″ W 8.19′
2. S 31° 42′ 34″ E 29.32′
3. S 69° 43′ 35″ W 31.49′
4. S 68° 47′ 32″ W 36.58′

LEE SEMINARY ROAD
PI 16+25.76
N 656,938.8892
E 2,091,099.5317
Δs 33° 34′ 53″ (RT)
θs 2° 54′ 00″
Δc 27° 46′ 53″ (RT)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 694.54
Ts 504.89
Ls 145.00
SE 0.047 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 145



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 11+00 TO STA. 17+00

SCALE: 1"= 50'

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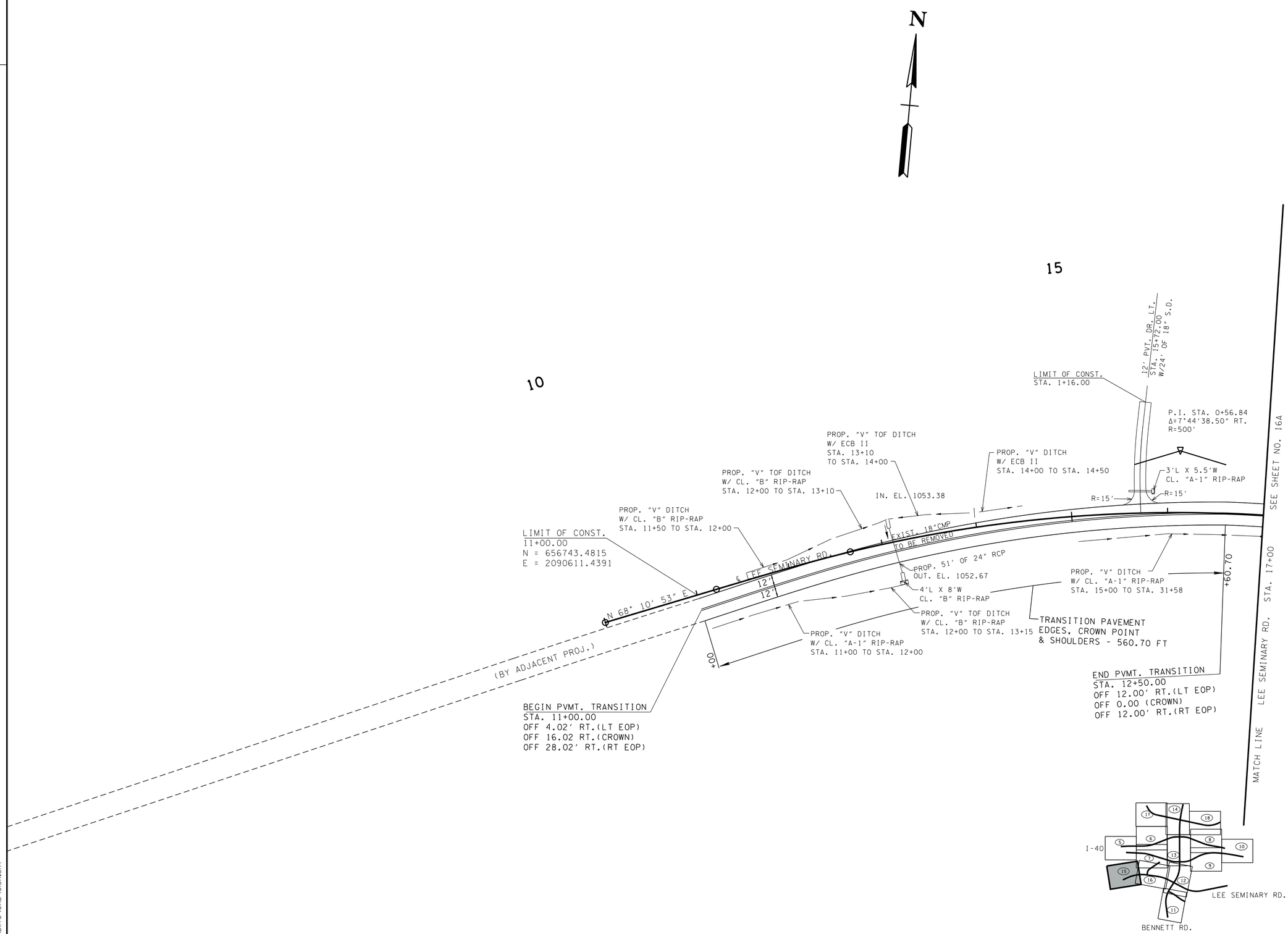
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	15A
CONST.	2015	NH-I-40-6(130)	15A

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



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 11+00 TO STA. 17+00

SCALE: 1"= 50'

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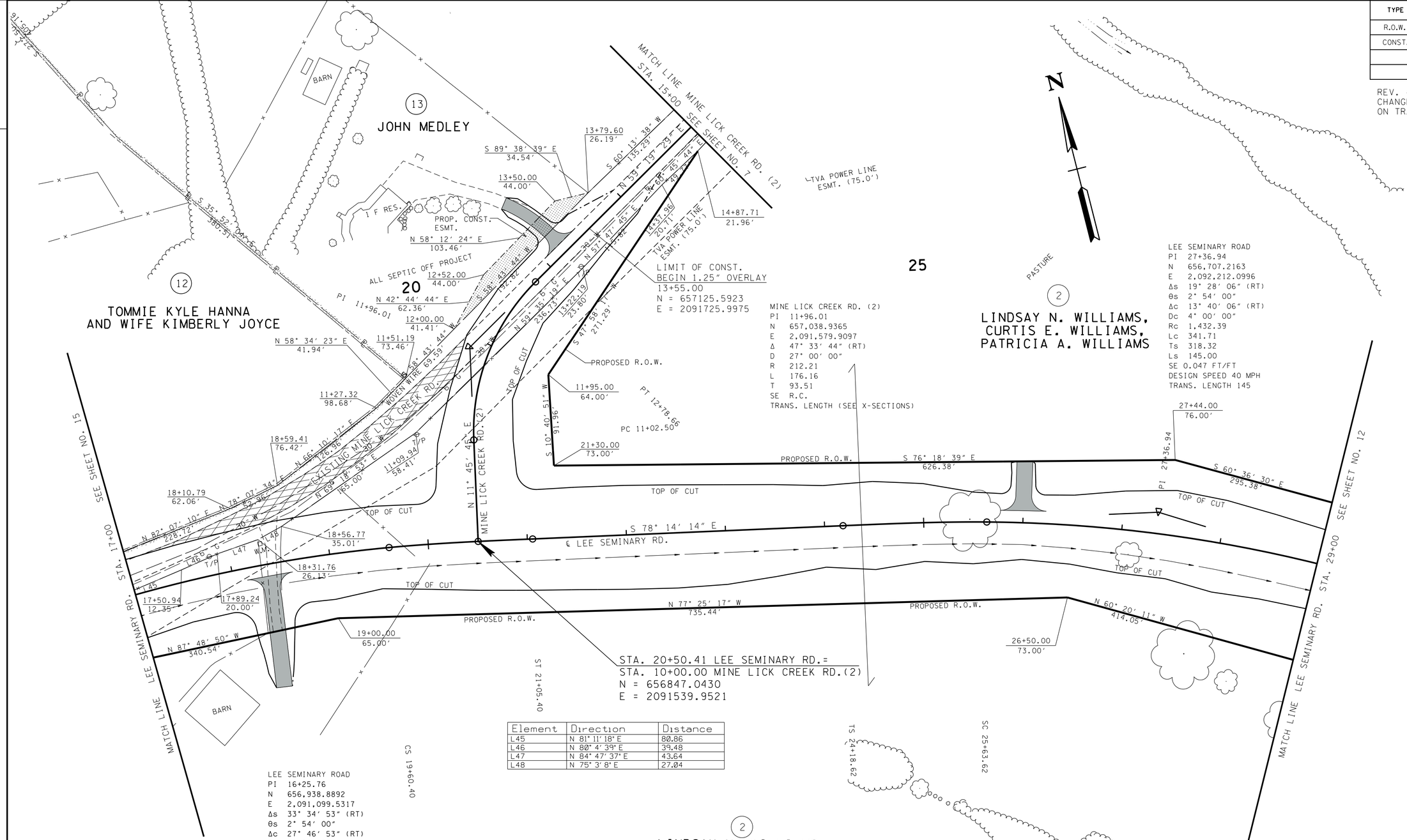
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	16
CONST.	2015	NH-I-40-6(130)	16

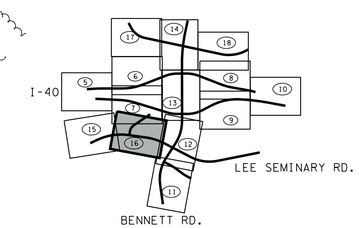
REV. 4/15/2015:
CHANGED THE PROPERTY OWNER NAME ON TRACT 2.



Element	Direction	Distance
L45	N 81° 11' 18" E	80.86
L46	N 80° 4' 39" E	39.48
L47	N 84° 47' 37" E	43.64
L48	N 75° 3' 8" E	27.04

LEE SEMINARY ROAD
PI 16+25.76
N 656,938.8892
E 2,091,099.5317
Δs 33° 34' 53" (RT)
θs 2° 54' 00"
Δc 27° 46' 53" (RT)
Dc 4° 00' 00"
Rc 1,432.39
Lc 694.54
Ts 504.89
Ls 145.00
SE 0.047 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 145

2
LINDSAY N. WILLIAMS,
CURTIS E. WILLIAMS,
PATRICIA A. WILLIAMS



UNOFFICIAL SET
NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 17+00 TO STA. 29+00

SCALE: 1"= 50'

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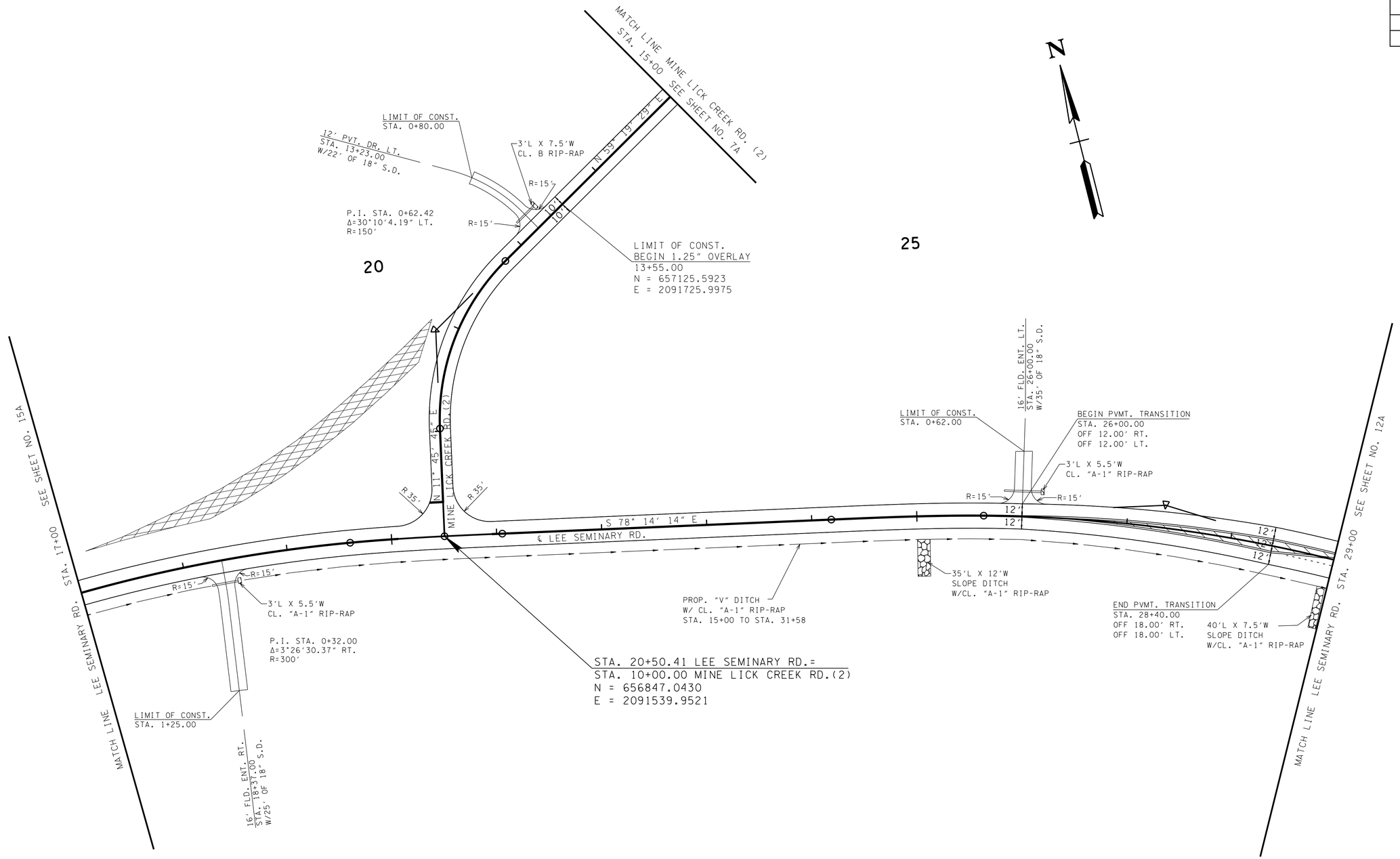
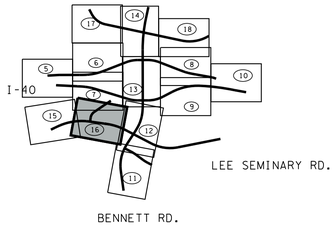
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	16A
CONST.	2015	NH-I-40-6(130)	16A



EXIST. PAVEMENT TO BE OBLITERATED, SCARIFIED AND SEEDED



UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 17+00 TO STA. 29+00

SCALE: 1"= 50'

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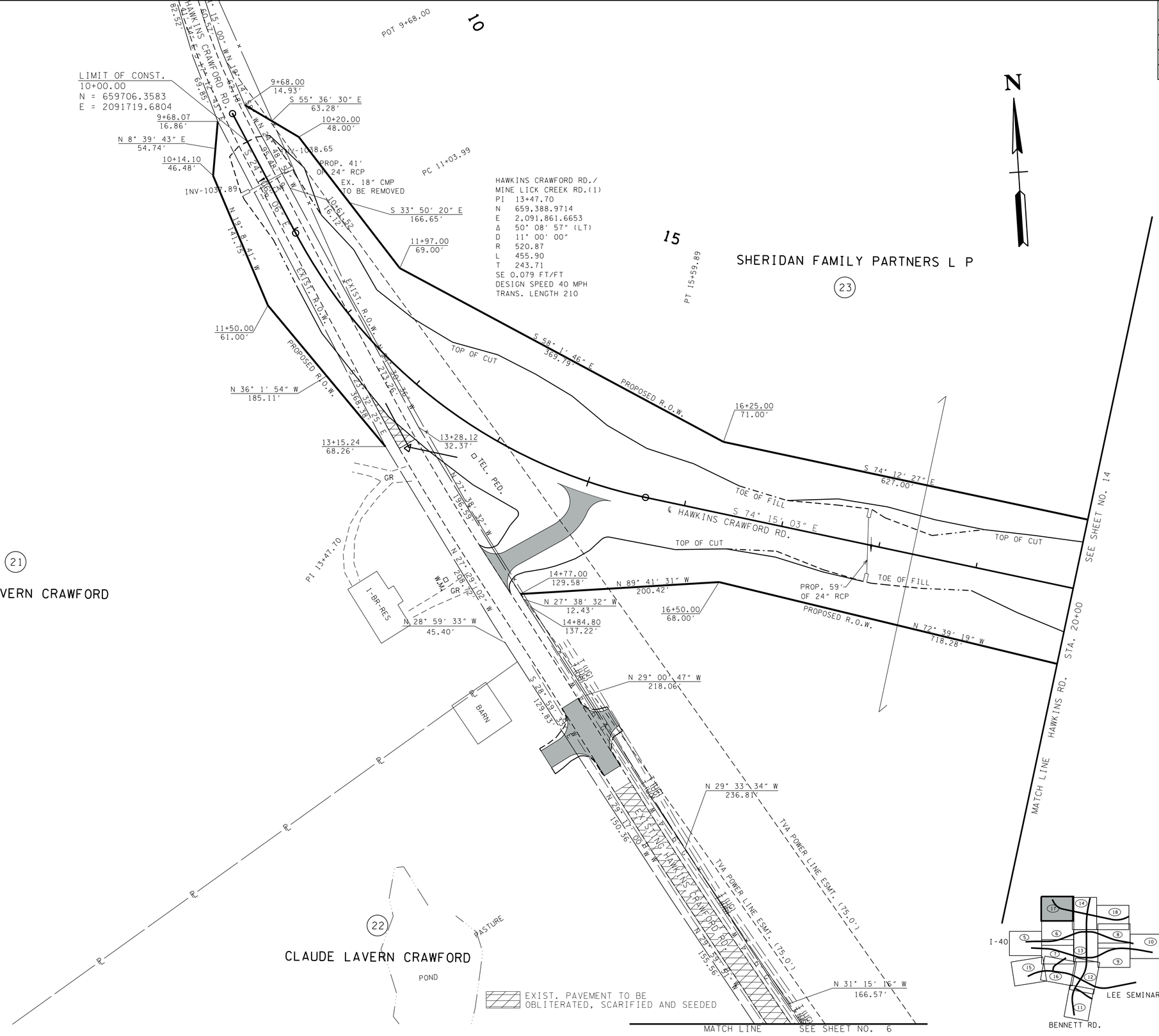
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	17
CONST.	2015	NH-I-40-6(130)	17



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 10+00 TO STA. 20+00

SCALE: 1"= 50'

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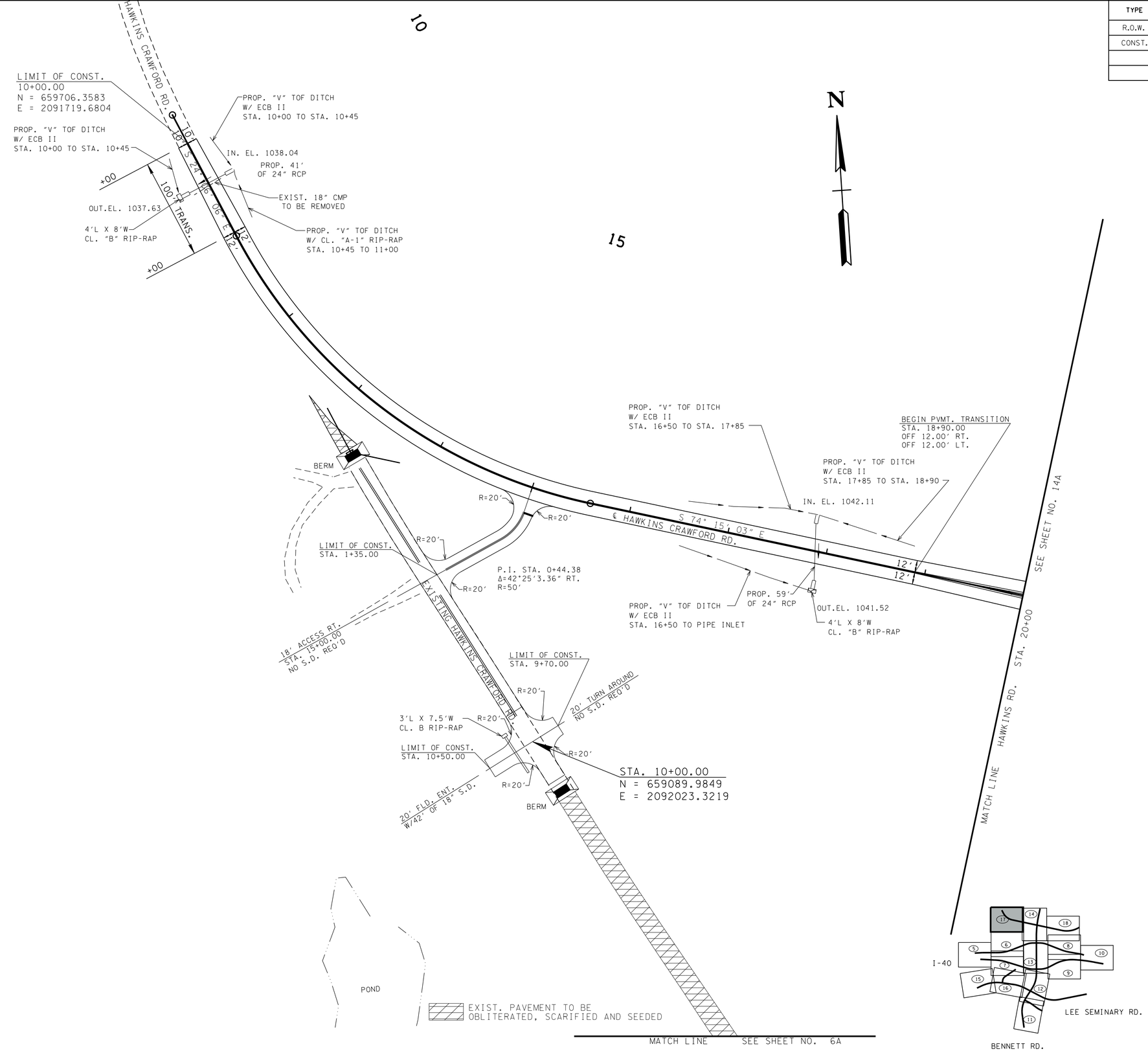
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	17A
CONST.	2015	NH-I-40-6(130)	17A

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



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 10+00 TO STA. 20+00

SCALE: 1"= 50'

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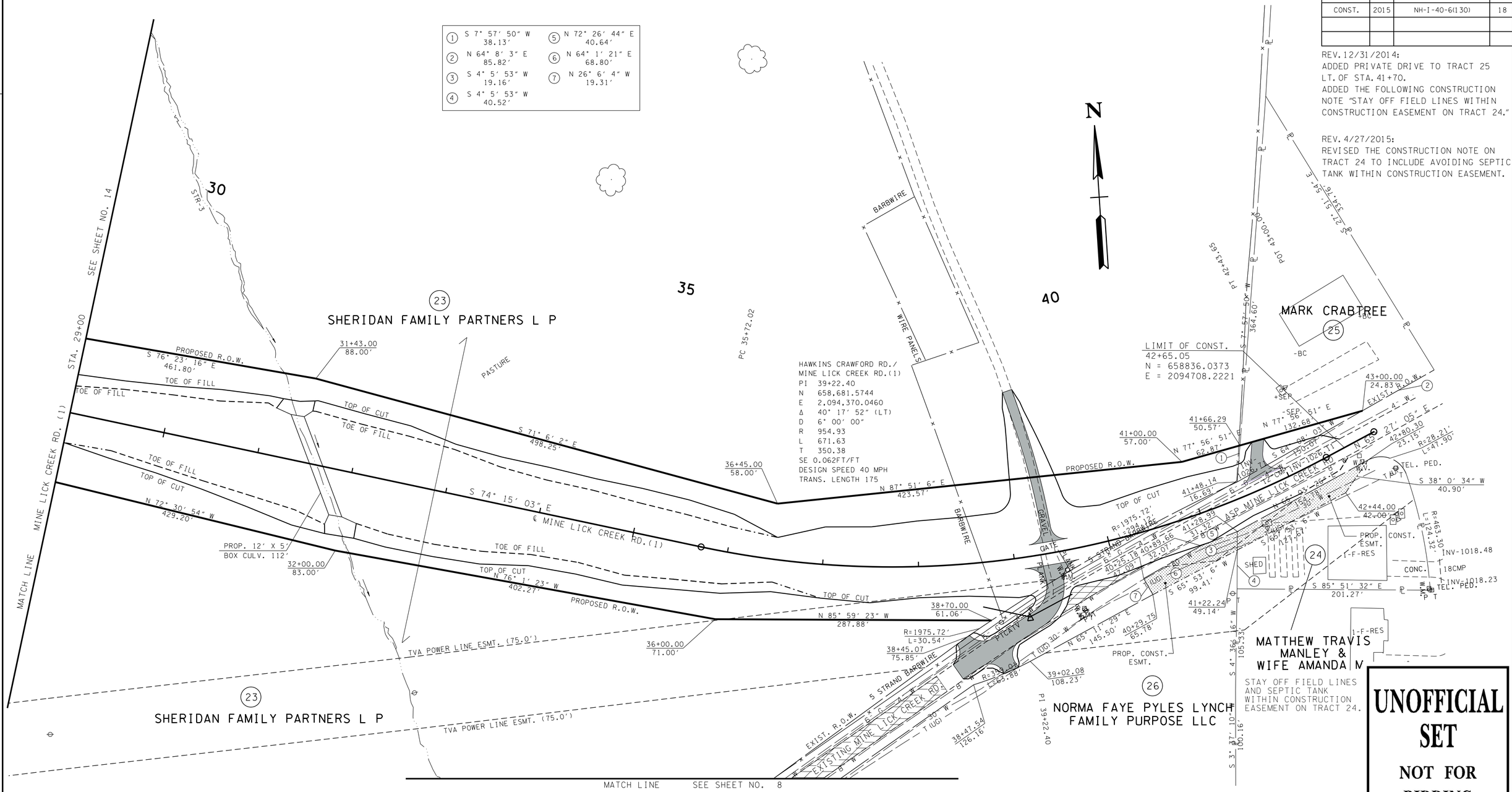
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	18
CONST.	2015	NH-I-40-6(130)	18

REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25 LT. OF STA. 41+70.
ADDED THE FOLLOWING CONSTRUCTION NOTE "STAY OFF FIELD LINES WITHIN CONSTRUCTION EASEMENT ON TRACT 24."

REV. 4/27/2015:
REVISED THE CONSTRUCTION NOTE ON TRACT 24 TO INCLUDE AVOIDING SEPTIC TANK WITHIN CONSTRUCTION EASEMENT.

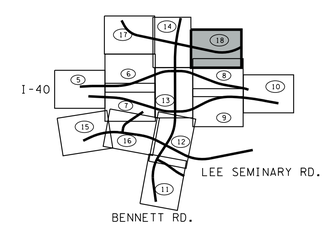


UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

EXIST. PAVEMENT TO BE OBLITERATED, SCARIFIED AND SEEDED



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.29+00 TO STA.42+65.05

SCALE: 1"= 50′

4/28/2015 12:36:54 PM
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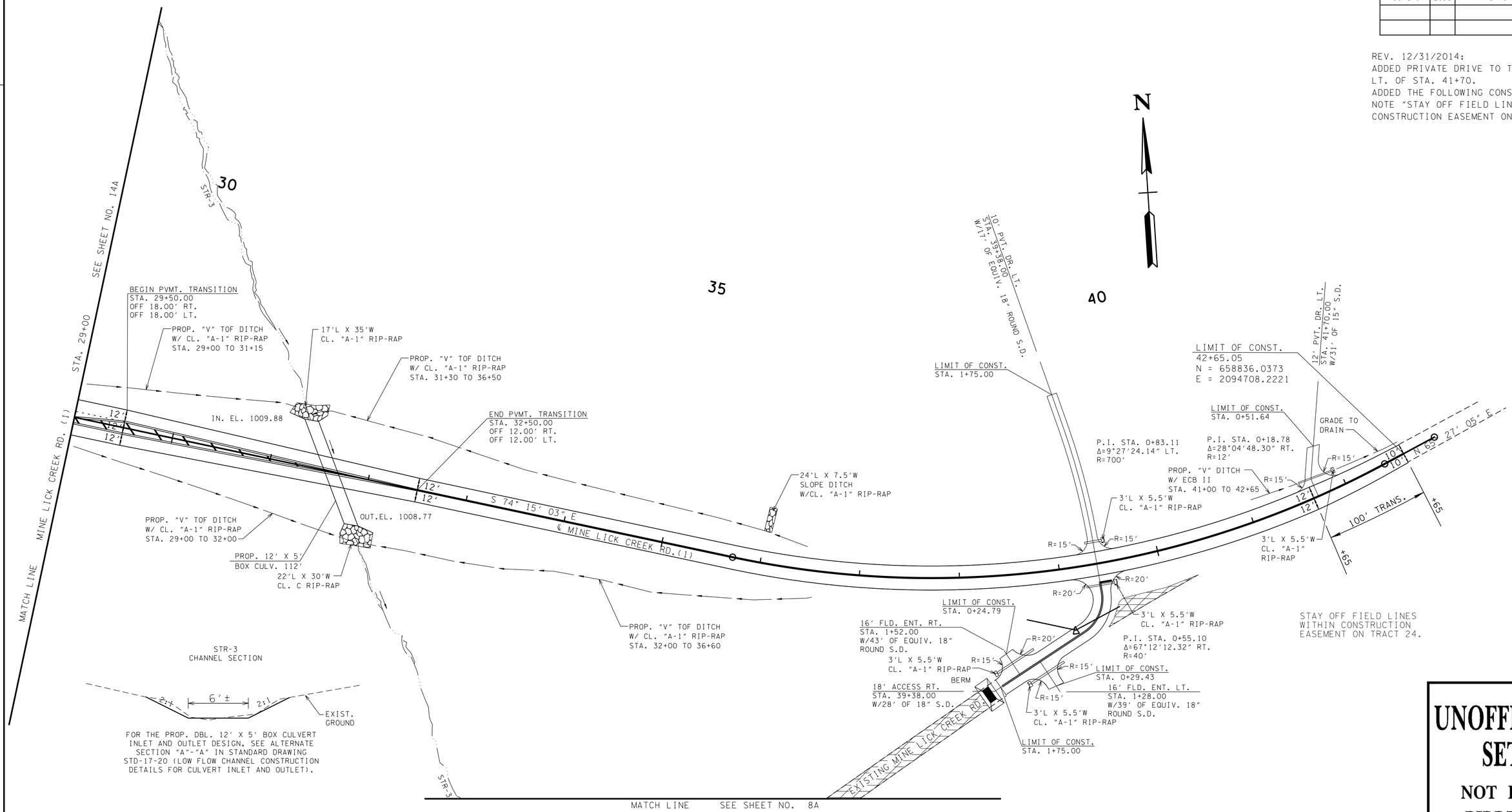
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	18A
CONST.	2015	NH-I-40-6(130)	18A

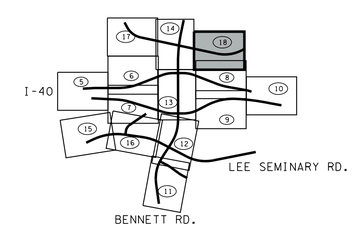
REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25
LT. OF STA. 41+70.
ADDED THE FOLLOWING CONSTRUCTION
NOTE "STAY OFF FIELD LINES WITHIN
CONSTRUCTION EASEMENT ON TRACT 24"



FOR THE PROP. DBL. 12' X 5' BOX CULVERT INLET AND OUTLET DESIGN, SEE ALTERNATE SECTION "A"-"A" IN STANDARD DRAWING STD-17-20 (LOW FLOW CHANNEL CONSTRUCTION DETAILS FOR CULVERT INLET AND OUTLET).

RIP-RAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH CREEK GRAVEL TO PREVENT LOSS OF STREAM WITHIN RIP-RAP AREAS. CREEK GRAVEL CAN BE REMOVED FROM CULVERT EXCAVATION AREA.

EXIST. PAVEMENT TO BE OBLITERATED, SCARIFIED AND SEEDED



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

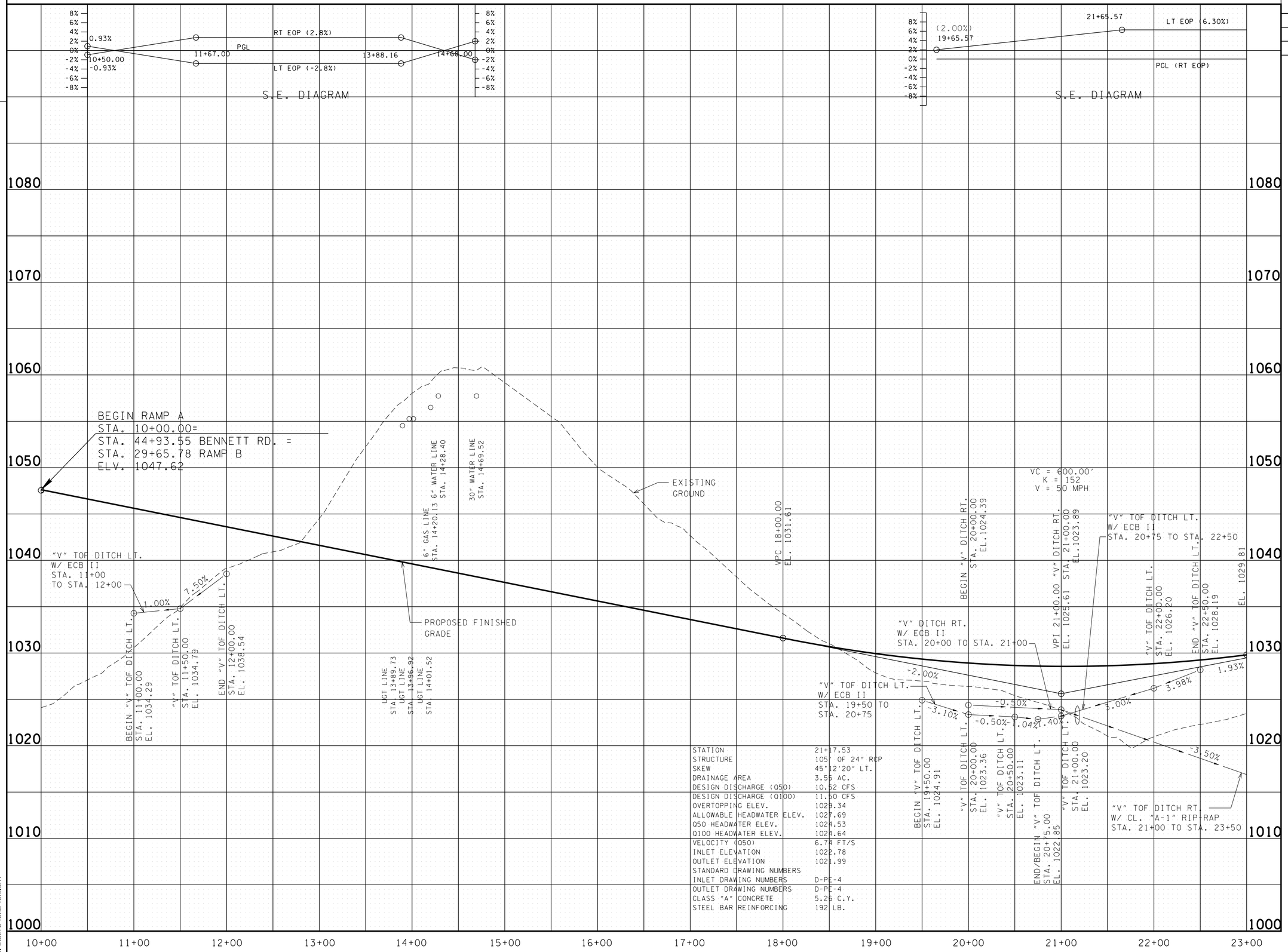
STA.29+00 TO STA.42+65.05

SCALE: 1"=50'

4/23/2015 10:29:11 AM
G:\HDI70\CAD\018A.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	19
CONST.	2015	NH-I-40-6(130)	19



STATION	21+17.53
STRUCTURE	105' OF 24" RCP
SKEW	45°12'20" LT.
DRAINAGE AREA	3.55 AC.
DESIGN DISCHARGE (Q50)	10.52 CFS
DESIGN DISCHARGE (Q100)	11.50 CFS
OVERTOPPING ELEV.	1029.34
ALLOWABLE HEADWATER ELEV.	1027.69
Q50 HEADWATER ELEV.	1024.53
Q100 HEADWATER ELEV.	1024.64
VELOCITY (Q50)	6.78 FT/S
INLET ELEVATION	1022.78
OUTLET ELEVATION	1021.99
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-4
OUTLET DRAWING NUMBERS	D-PE-4
CLASS "A" CONCRETE	5.26 C.Y.
STEEL BAR REINFORCING	192 LB.

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP A PROFILE

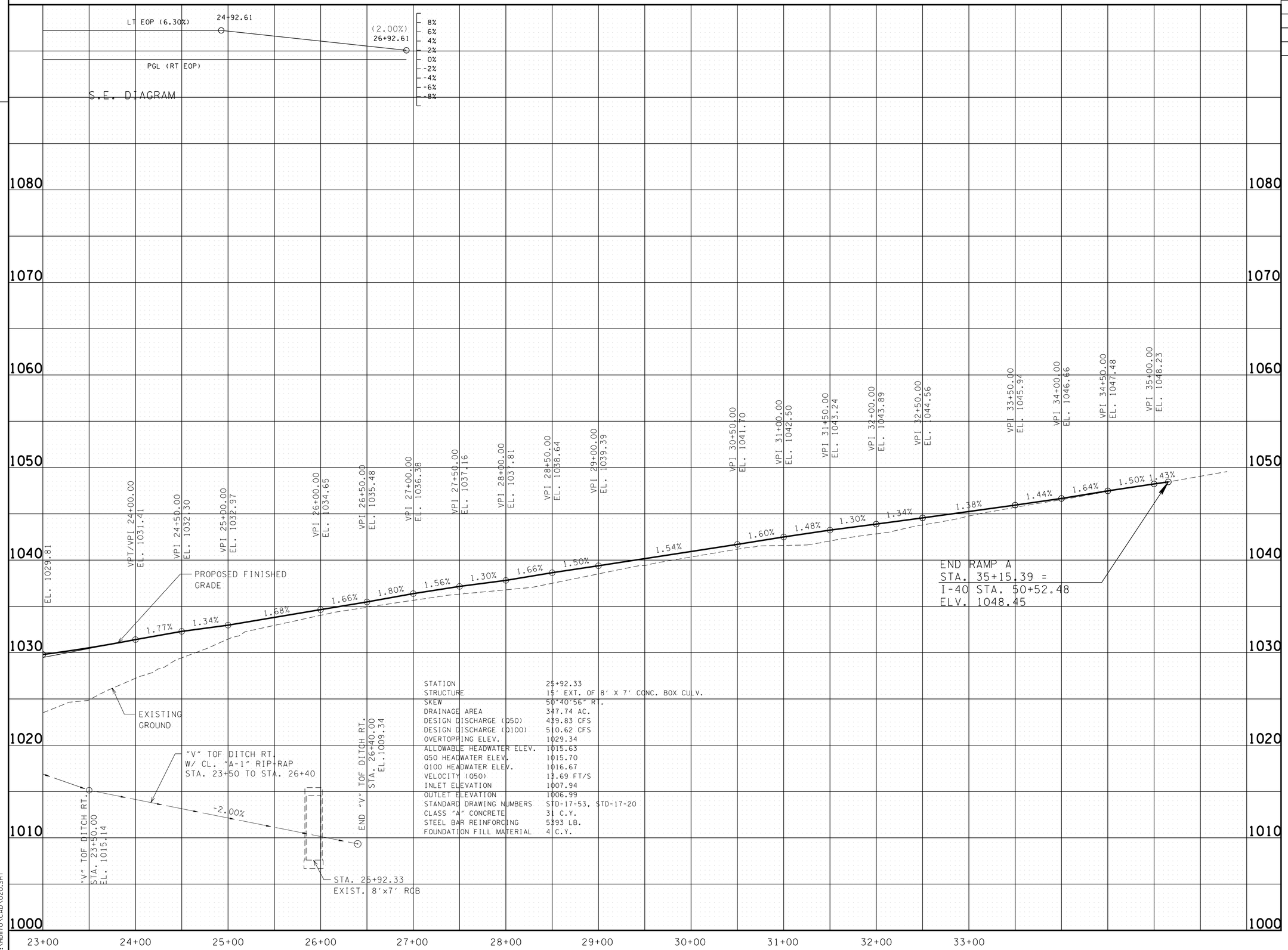
STA. 10+00 TO STA. 23+00

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

4/23/2015 10:29:12 AM
G:\HDI170\CAD\019.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	20
CONST.	2015	NH-I-40-6(130)	20



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP A PROFILE

STA. 23+00 TO STA. 32+15.71

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

4/23/2015 10:29:13 AM
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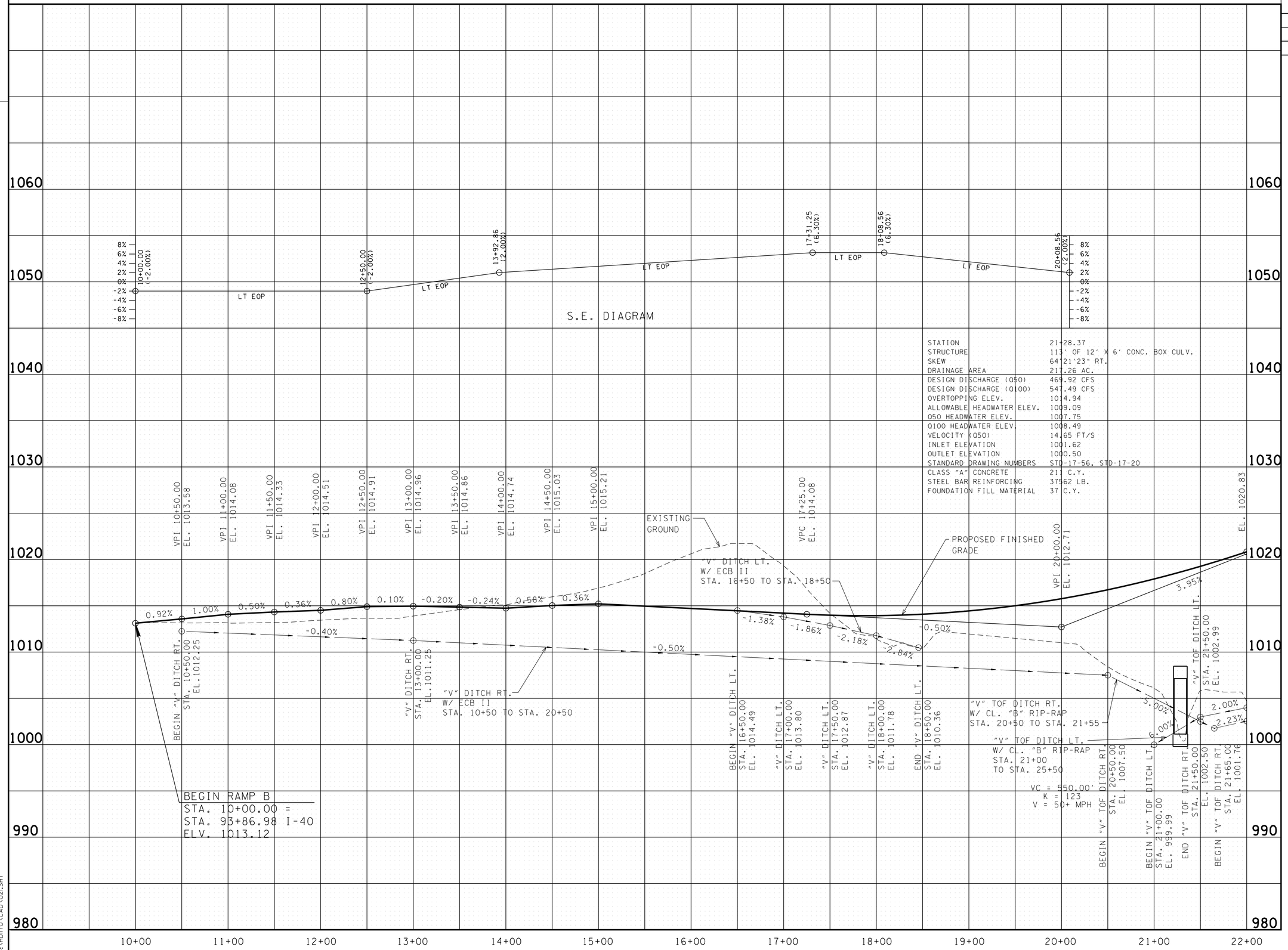
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	21
CONST.	2015	NH-I-40-6(130)	21



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP B PROFILE

STA. 10+00 TO STA. 22+00

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

4/23/2015 10:29:15 AM
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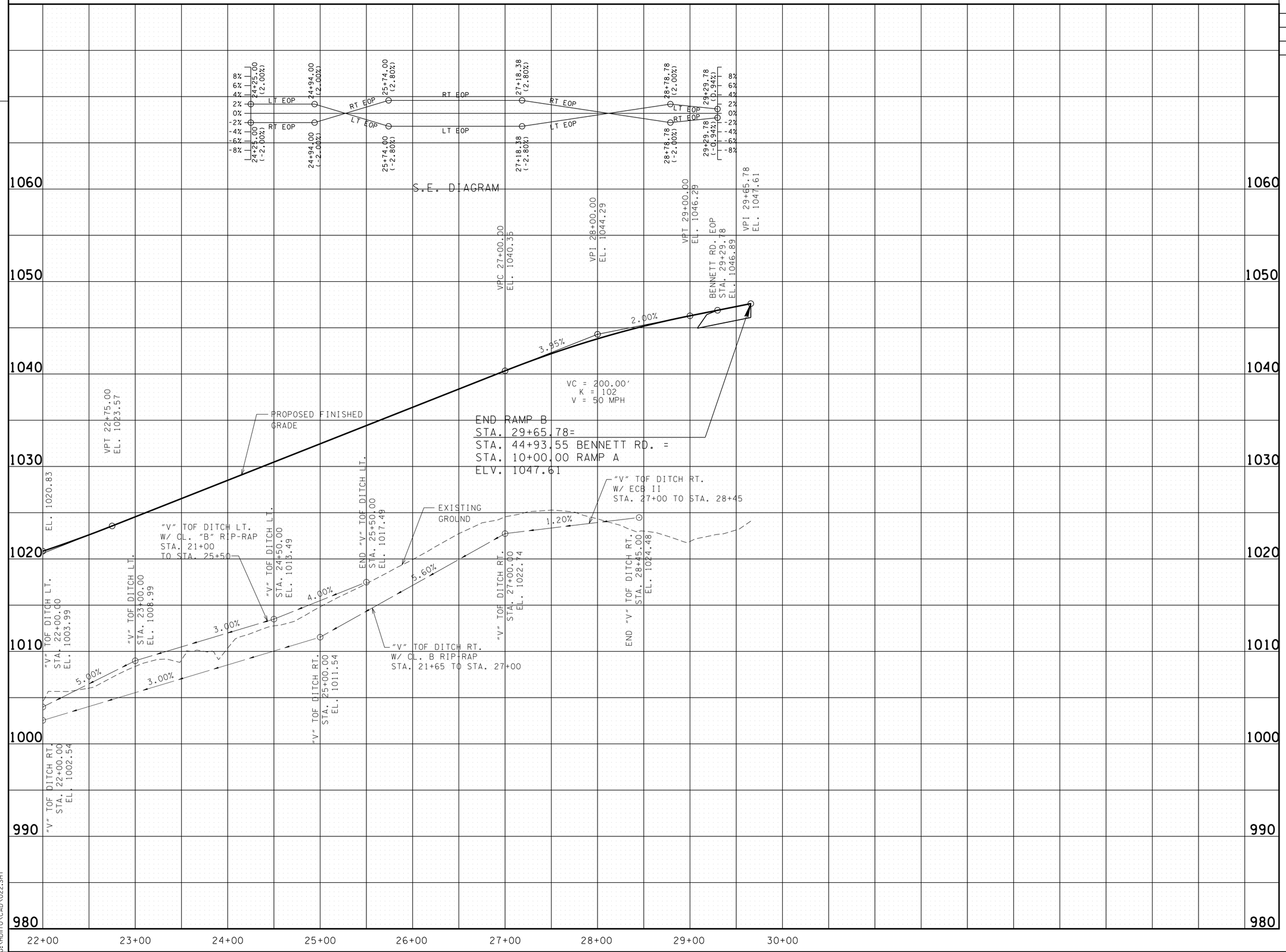
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	22
CONST.	2015	NH-I-40-6(130)	22



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP B PROFILE

STA. 22+00 TO STA. 29+65.78

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

4/23/2015 10:29:16 AM
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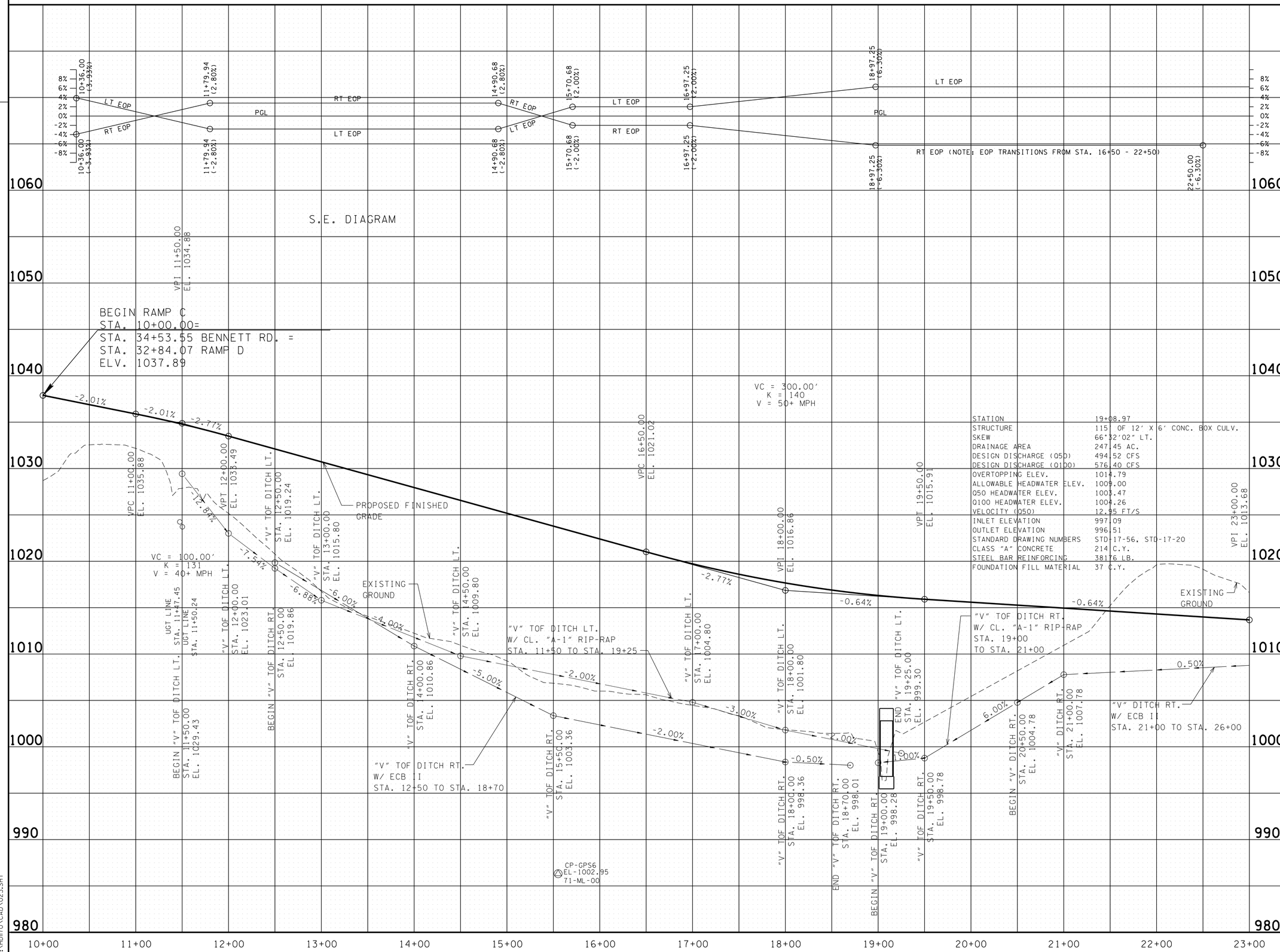
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	23
CONST.	2015	NH-I-40-6(130)	23



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP C PROFILE

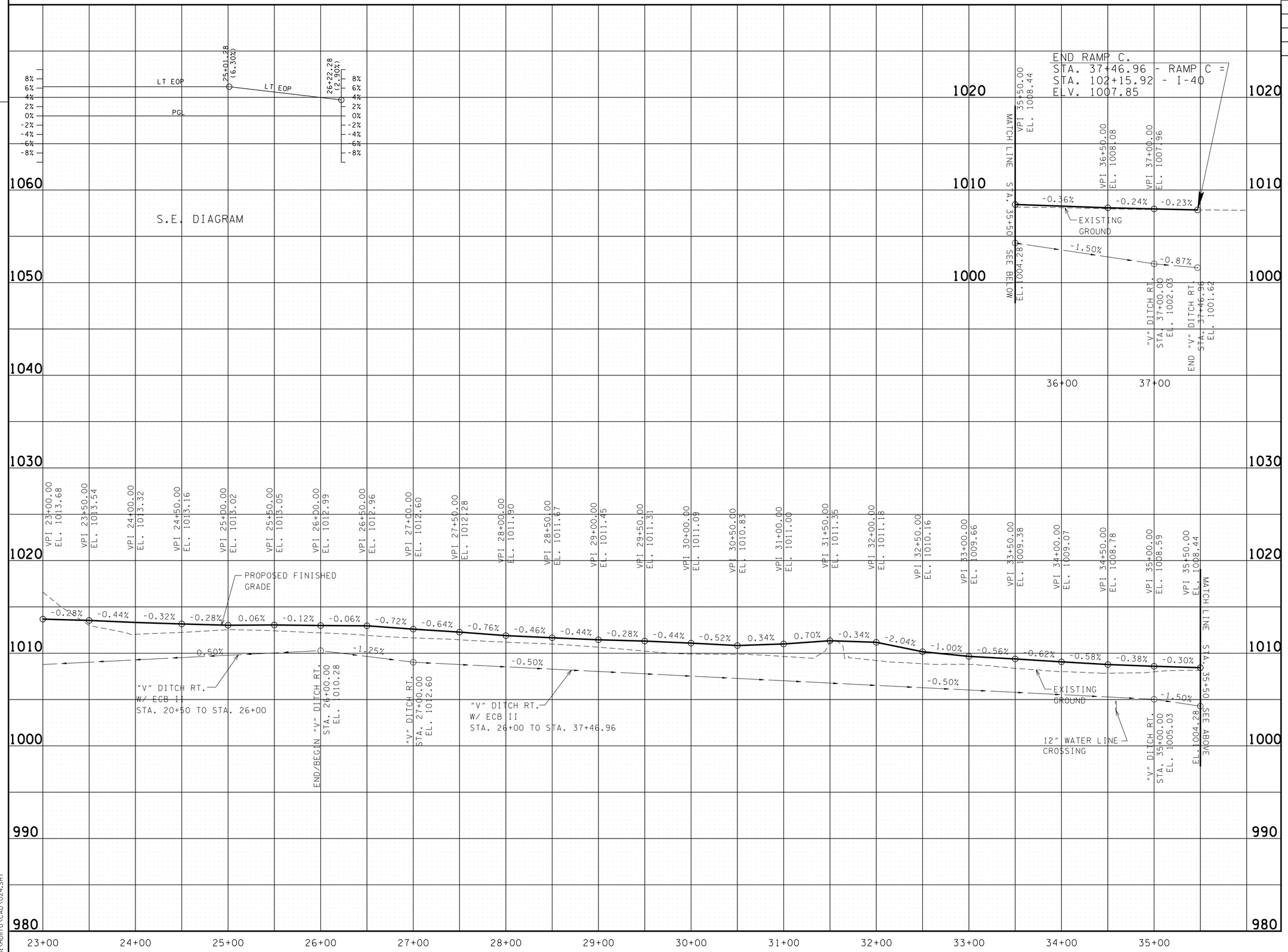
STA. 10+00 TO STA. 23+00

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

4/23/2015 10:29:17 AM
G:\HDITO\CAD\023.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	24
CONST.	2015	NH-I-40-6(130)	24



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP C PROFILE

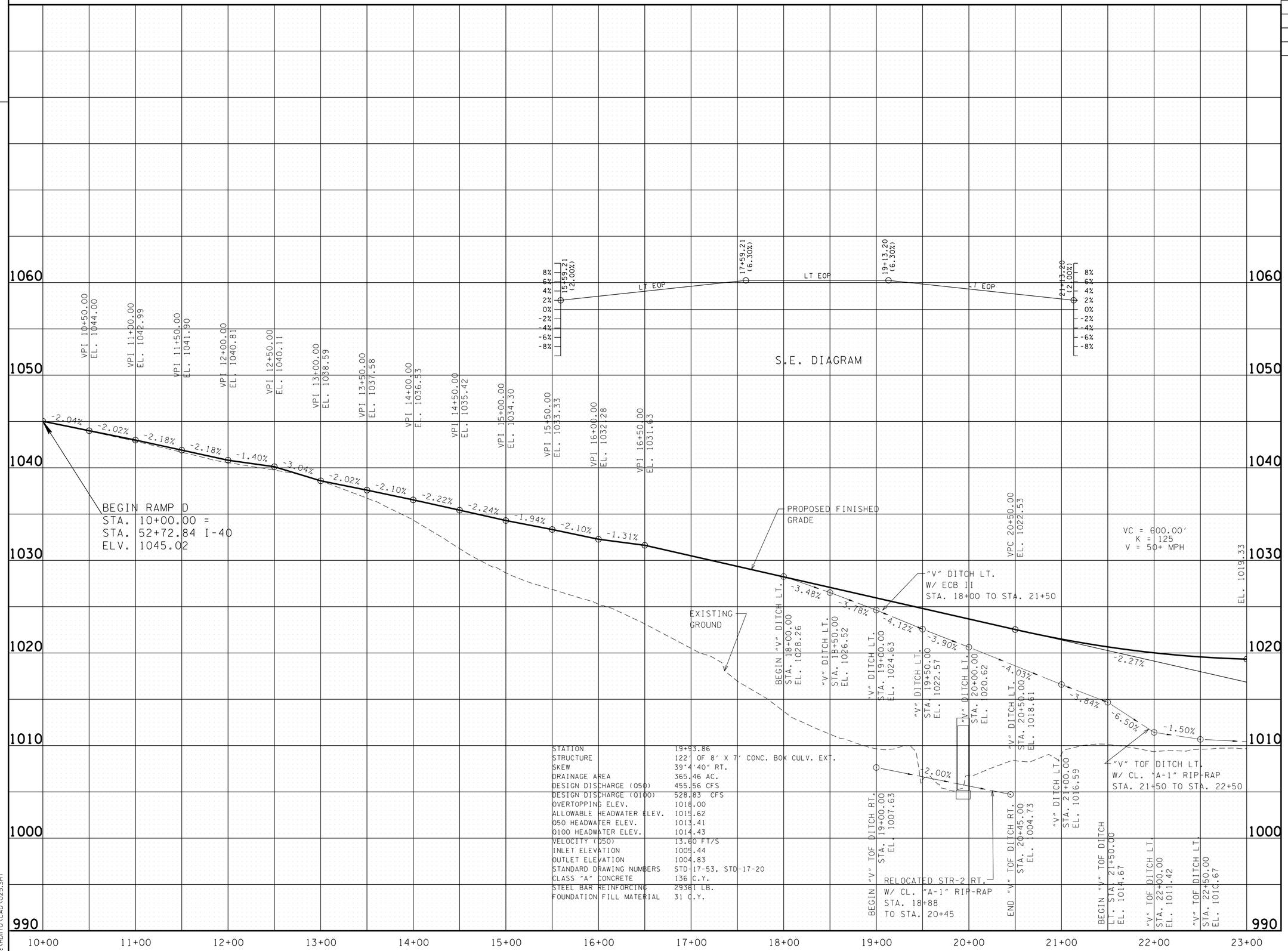
STA. 23+00 TO STA. 32+42.37

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

4/23/2015 10:29:19 AM
G:\HDI170\CAD\024.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	25
CONST.	2015	NH-I-40-6(130)	25



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP D PROFILE

STA. 10+00 TO STA. 23+00

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

04/23/2015 10:29:20 AM
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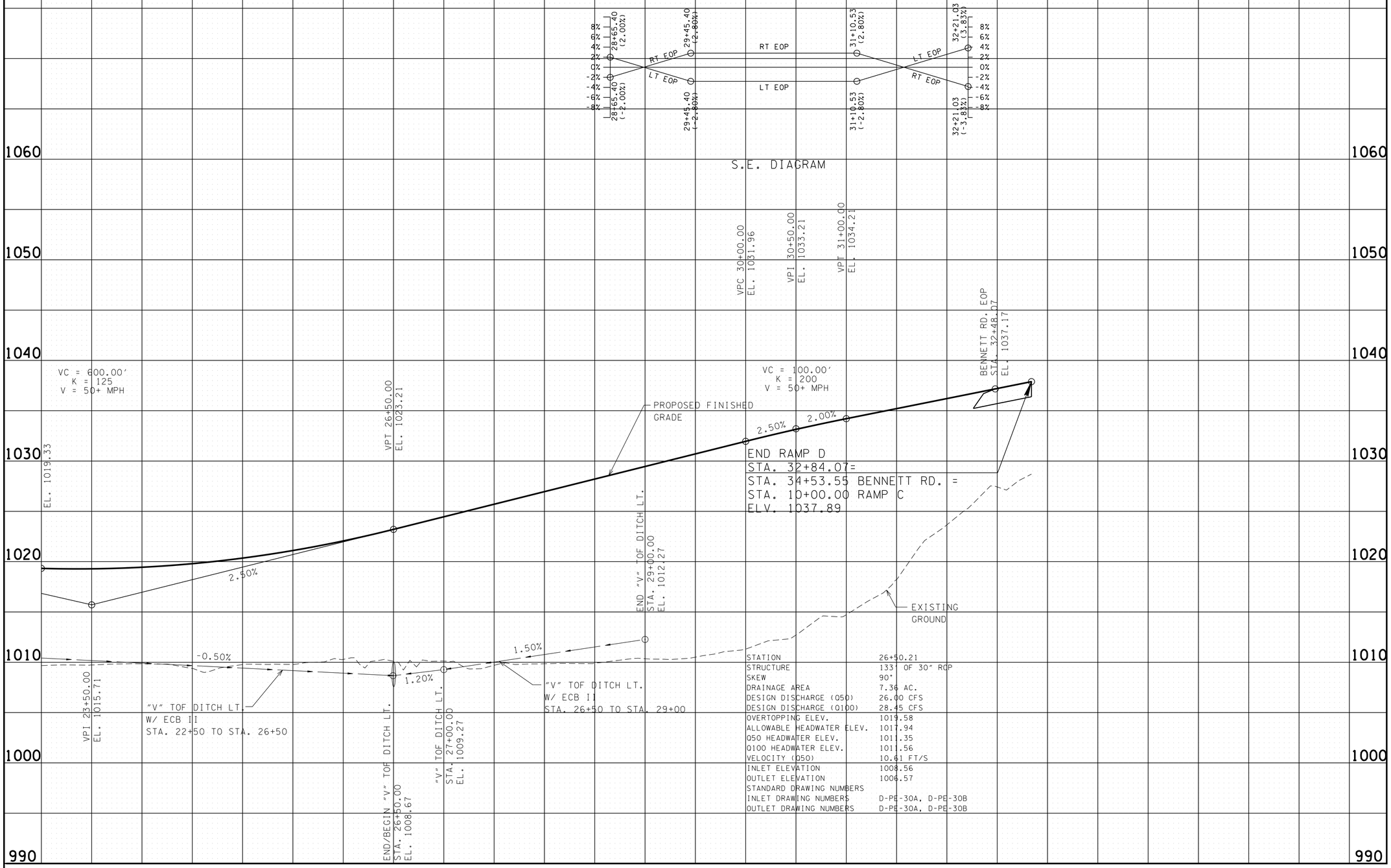
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	26
CONST.	2015	NH-I-40-6(130)	26



STATION	26+50.21
STRUCTURE	133' OF 30" RCP
SKEW	90°
DRAINAGE AREA	7.36 AC.
DESIGN DISCHARGE (Q50)	26.00 CFS
DESIGN DISCHARGE (Q100)	28.45 CFS
OVERTOPPING ELEV.	1019.58
ALLOWABLE HEADWATER ELEV.	1017.94
Q50 HEADWATER ELEV.	1011.35
Q100 HEADWATER ELEV.	1011.56
VELOCITY (Q50)	10.61 FT/S
INLET ELEVATION	1008.56
OUTLET ELEVATION	1006.57
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-30A, D-PE-30B
OUTLET DRAWING NUMBERS	D-PE-30A, D-PE-30B

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP D PROFILE

STA. 23+00 TO STA.32+84.07

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

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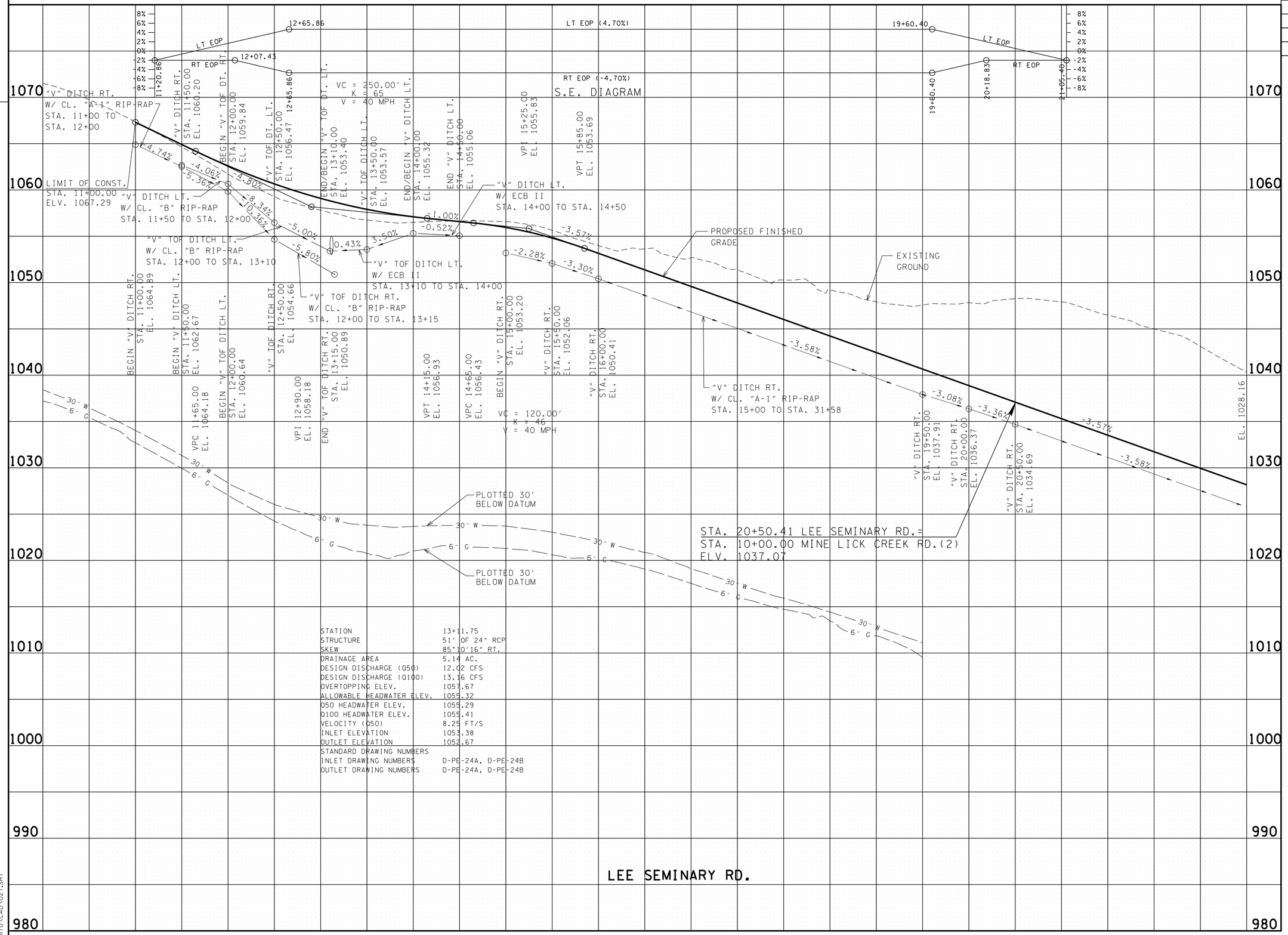
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	27
CONST.	2015	NH-I-40-6(130)	27



STATION	13+11.75
STRUCTURE	51' OF 24" RCP
SKEW	85°10'16" RT.
DRAINAGE AREA	5.14 AC.
DESIGN DISCHARGE (Q50)	12.02 CFS
DESIGN DISCHARGE (Q100)	13.16 CFS
OVERTOPPING ELEV.	1057.67
ALLOWABLE HEADWATER ELEV.	1055.32
Q50 HEADWATER ELEV.	1055.29
Q100 HEADWATER ELEV.	1055.41
VELOCITY (Q50)	8.25 FT/S
INLET ELEVATION	1053.38
OUTLET ELEVATION	1052.67
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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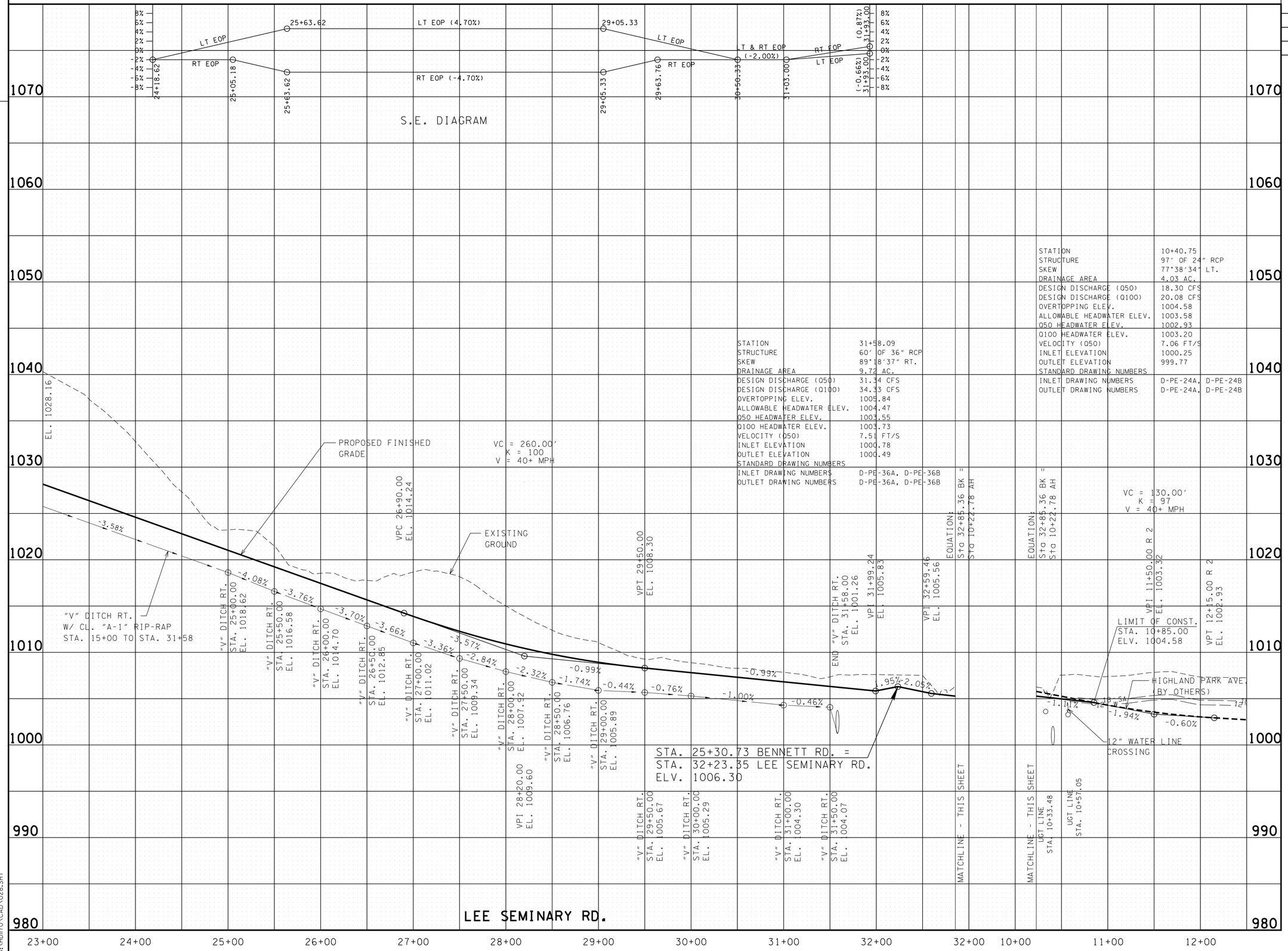
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	28
CONST.	2015	NH-I-40-6(130)	28



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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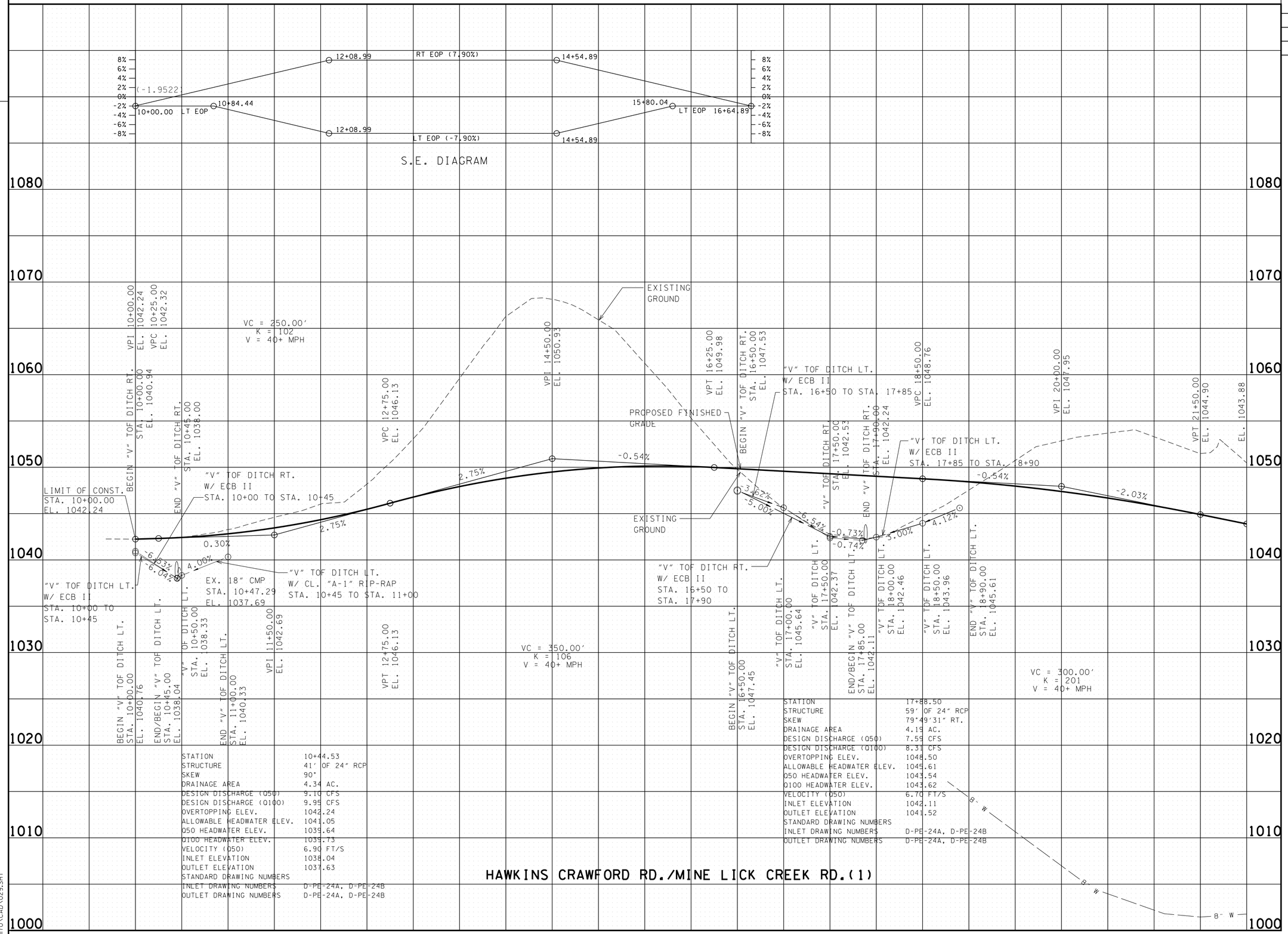
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	29
CONST.	2015	NH-I-40-6(130)	29



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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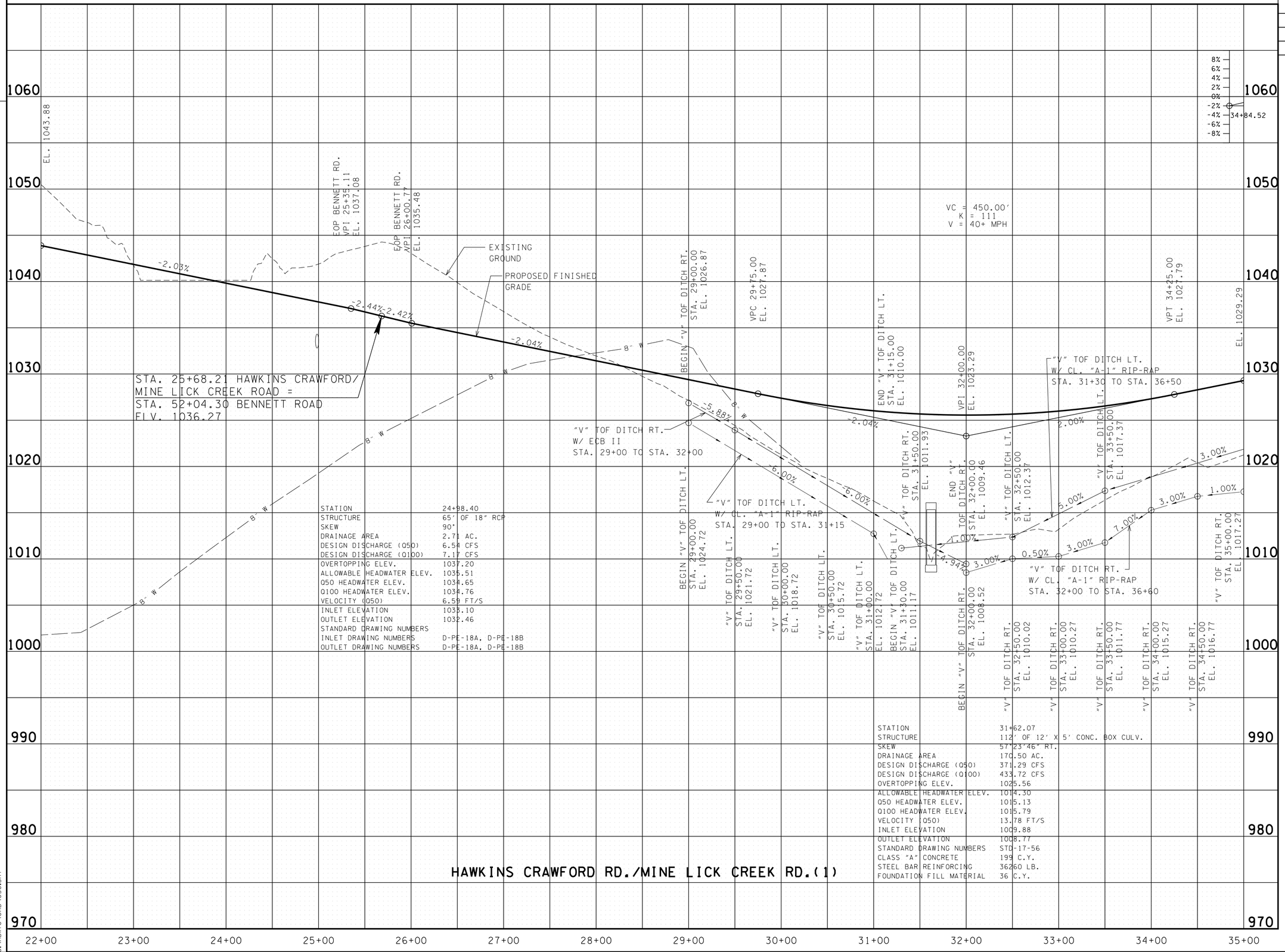
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	30
CONST.	2015	NH-I-40-6(130)	30



STATION	24+98.40
STRUCTURE	65' OF 18" RCP
SKEW	90°
DRAINAGE AREA	2.71 AC.
DESIGN DISCHARGE (Q50)	6.54 CFS
DESIGN DISCHARGE (Q100)	7.17 CFS
OVERTOPPING ELEV.	1037.20
ALLOWABLE HEADWATER ELEV.	1035.51
Q50 HEADWATER ELEV.	1034.65
Q100 HEADWATER ELEV.	1034.76
VELOCITY (Q50)	6.59 FT/S
INLET ELEVATION	1033.10
OUTLET ELEVATION	1032.46
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-18A, D-PE-18B
OUTLET DRAWING NUMBERS	D-PE-18A, D-PE-18B

STATION	31+62.07
STRUCTURE	112' OF 12' X 5' CONC. BOX CULV.
SKEW	57°23'46" RT.
DRAINAGE AREA	170.50 AC.
DESIGN DISCHARGE (Q50)	371.29 CFS
DESIGN DISCHARGE (Q100)	433.72 CFS
OVERTOPPING ELEV.	1025.56
ALLOWABLE HEADWATER ELEV.	1014.30
Q50 HEADWATER ELEV.	1015.13
Q100 HEADWATER ELEV.	1015.79
VELOCITY (Q50)	13.78 FT/S
INLET ELEVATION	1009.88
OUTLET ELEVATION	1008.77
STANDARD DRAWING NUMBERS	STD-17-56
CLASS "A" CONCRETE	199 C.Y.
STEEL BAR REINFORCING	36260 LB.
FOUNDATION FILL MATERIAL	36 C.Y.

HAWKINS CRAWFORD RD./MINE LICK CREEK RD.(1)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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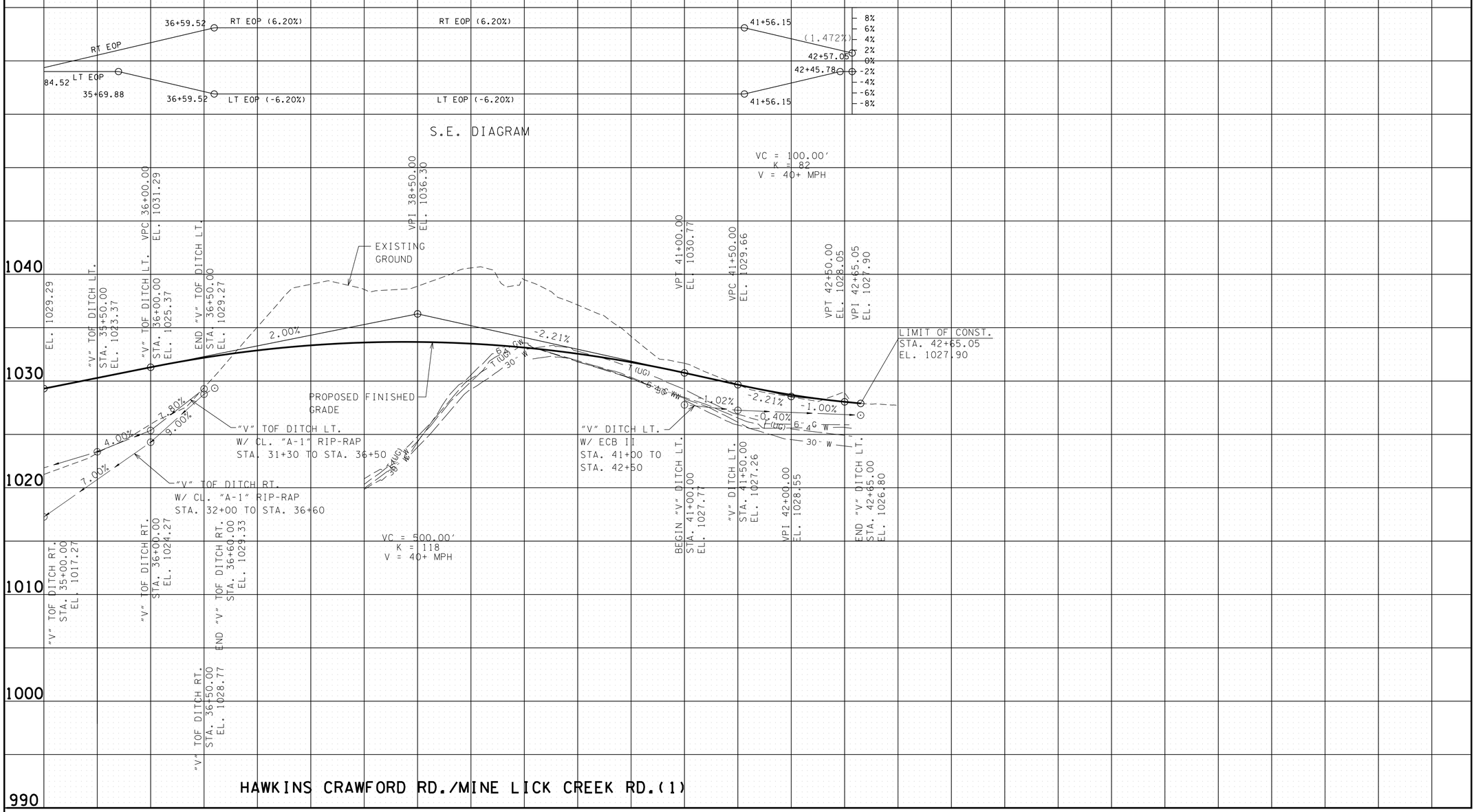
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	31
CONST.	2015	NH-I-40-6(130)	31



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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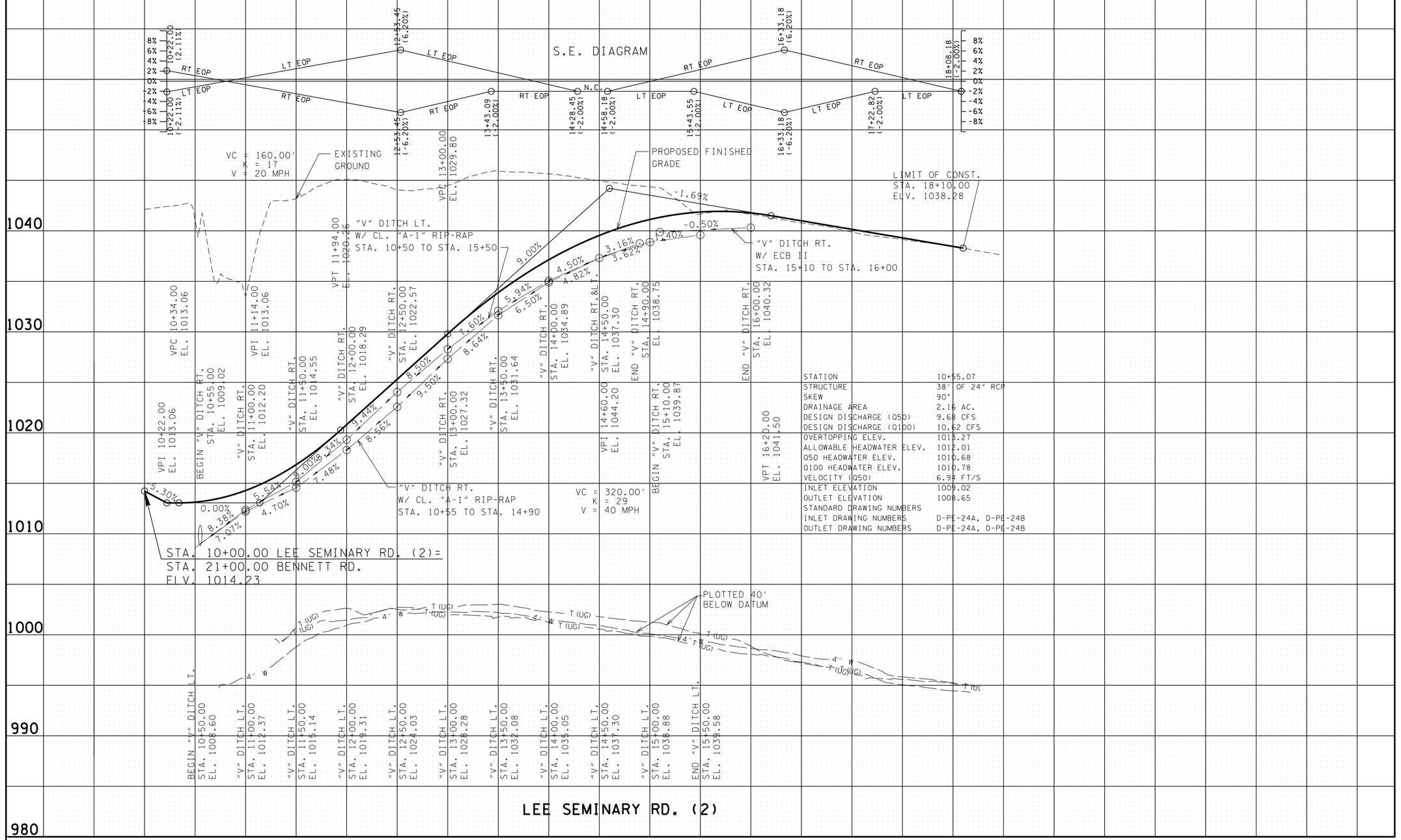
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	32
CONST.	2015	NH-I-40-6(130)	32



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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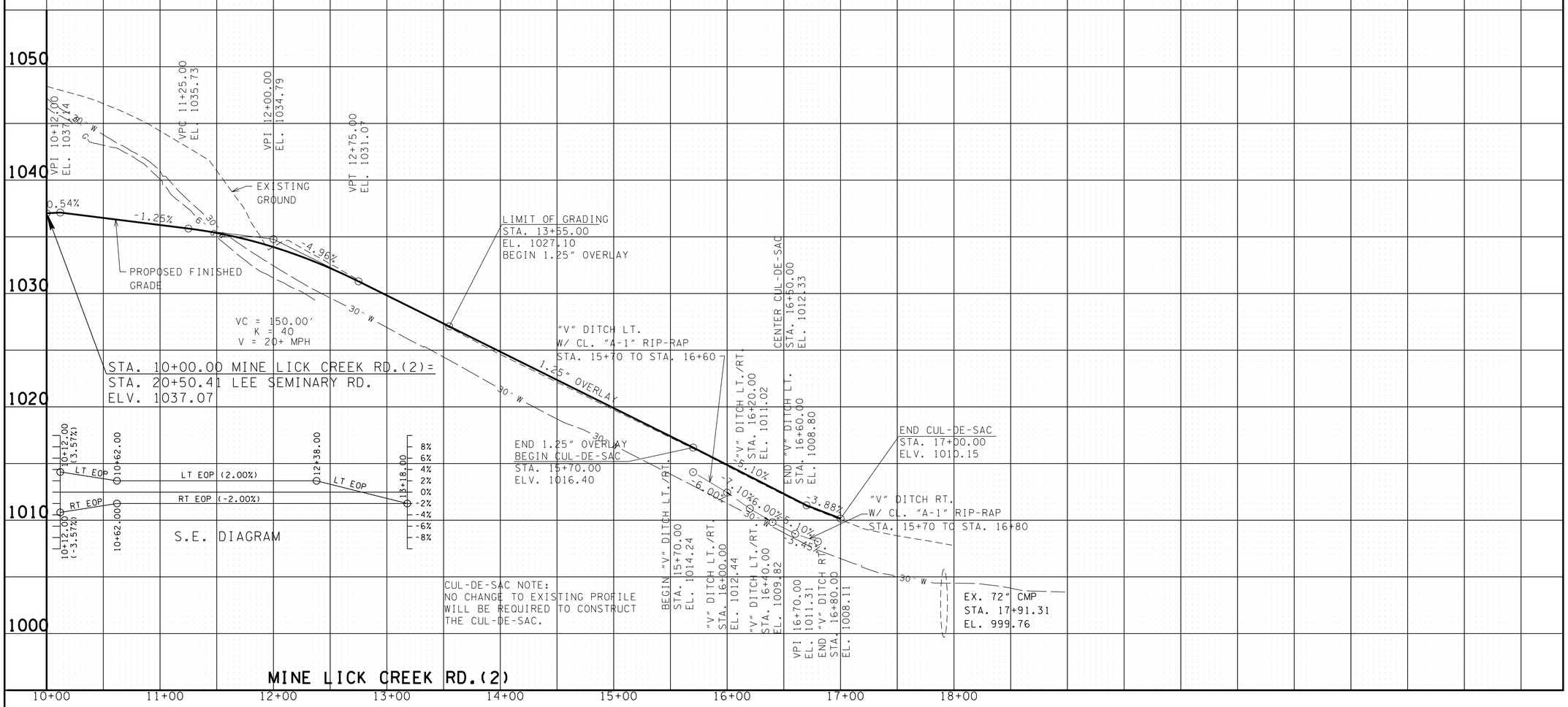
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	33
CONST.	2015	NH-I-40-6(130)	33



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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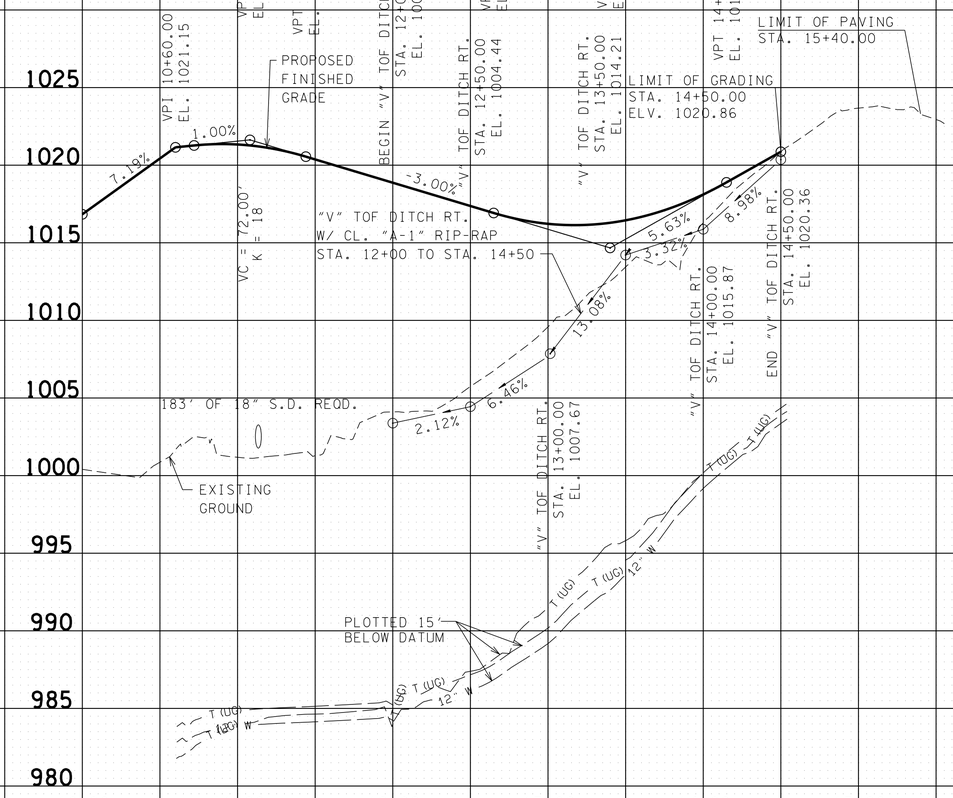
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	34
CONST.	2015	NH-I-40-6(130)	34



BENNETT RD.
STA. 30+18.81 RT.
TRACT 8

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

4/23/2015 10:29:31 AM
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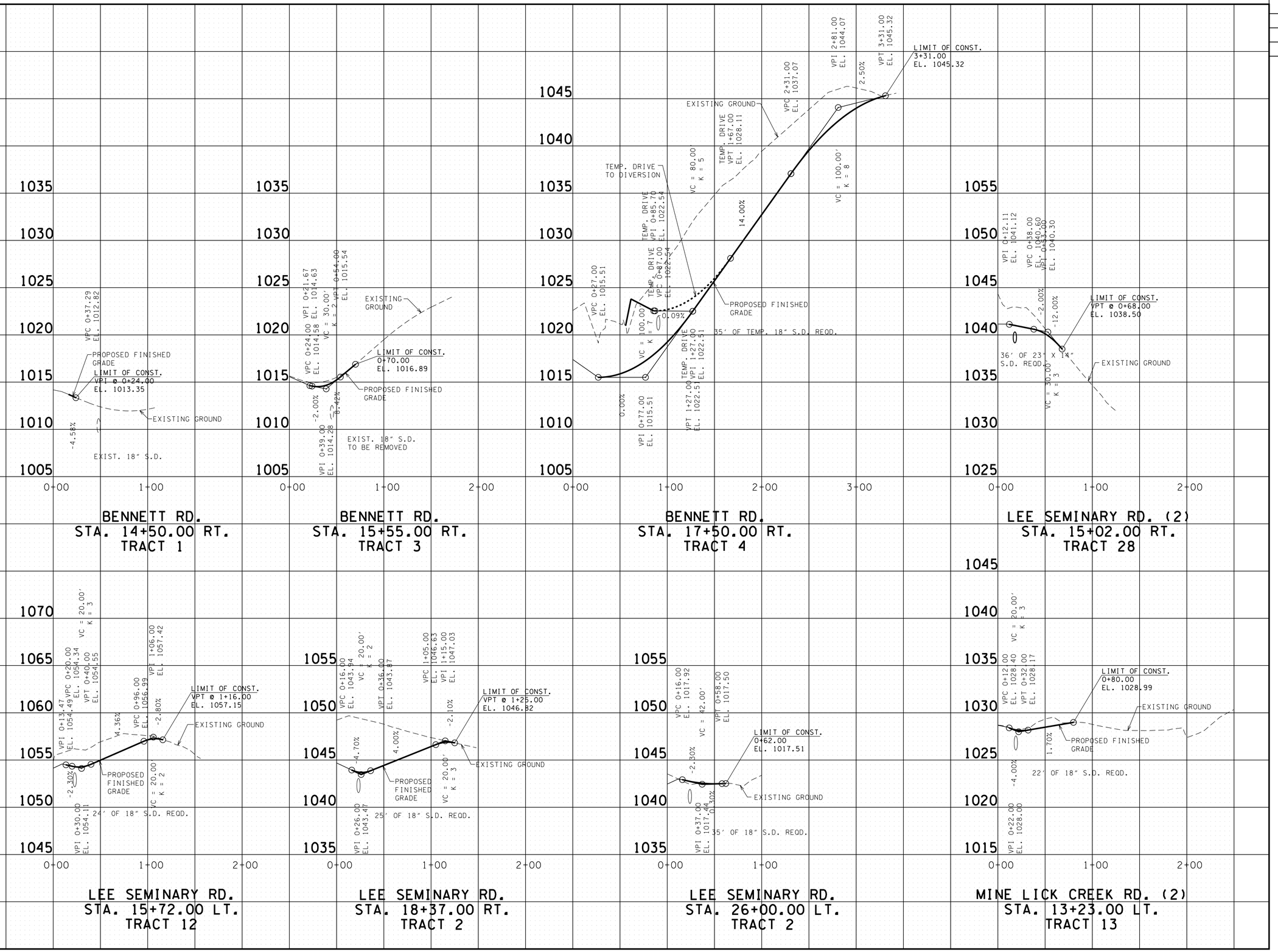
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	35
CONST.	2015	NH-I-40-6(130)	35



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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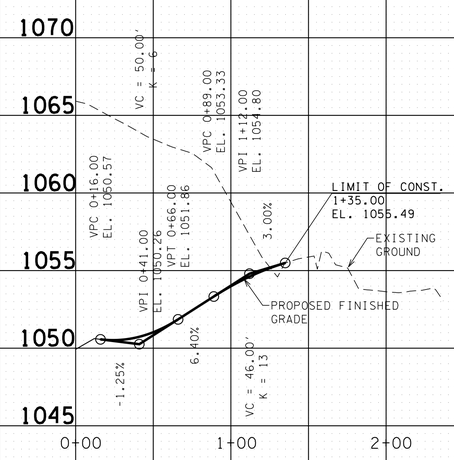
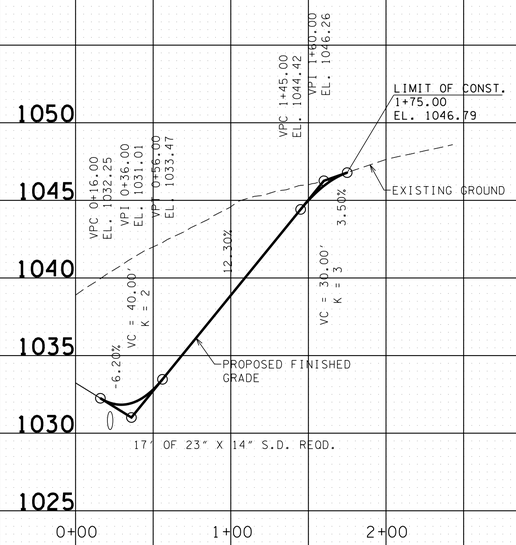
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	36
CONST.	2015	NH-I-40-6(130)	36

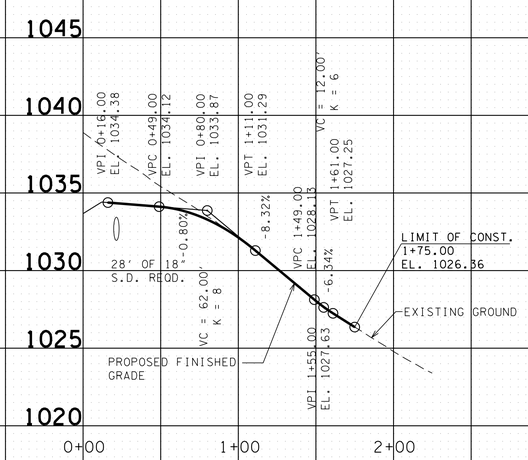
REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25
LT. OF STA. 41+70.



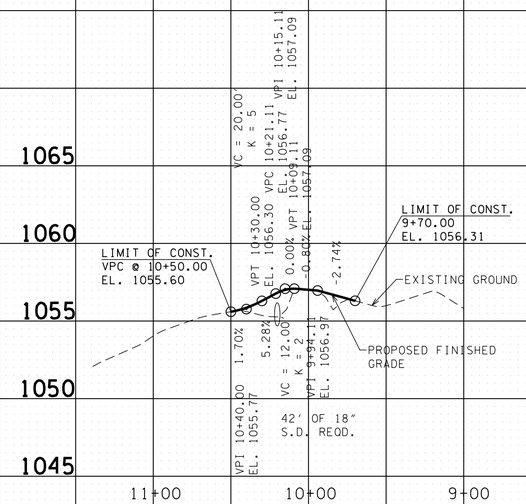
ACCESS RD. TO
HAWKINS CRAWFORD RD.
STA. 15+00.00 RT.
TRACT 21



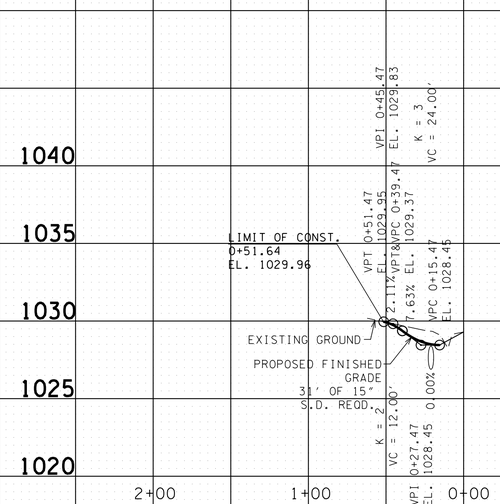
MINE LICK CREEK RD. (1)
STA. 39+38.00 LT.
TRACT 23



MINE LICK CREEK RD. (1)
STA. 39+38.00 RT.
TRACT 23



EXIST. HAWKINS CRAWFORD RD.
TURN AROUND TRACT 23
FLD. ENT. TRACT 22



MINE LICK CREEK RD. (1)
STA. 41+70.00 LT.
TRACT 25

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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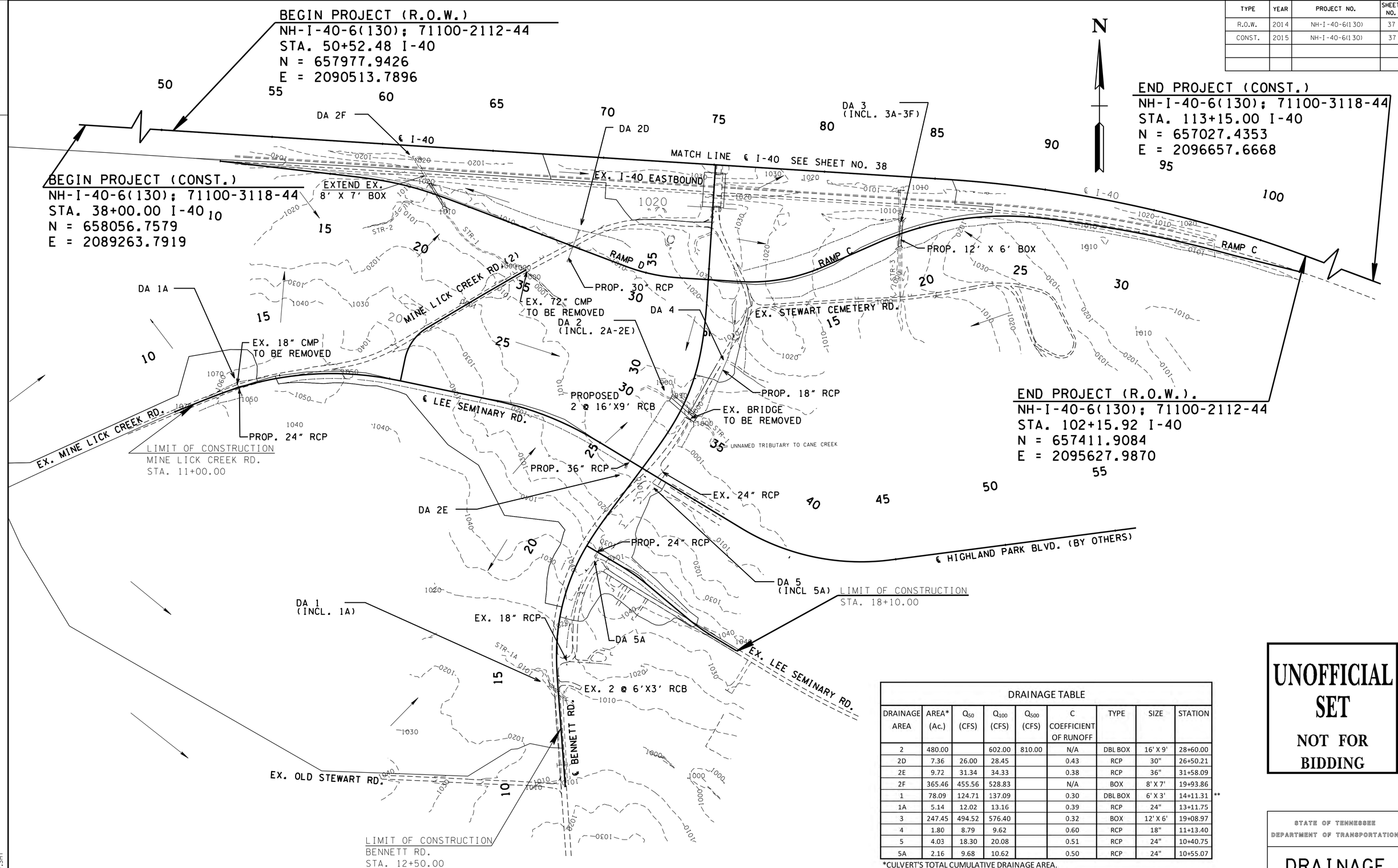
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	37
CONST.	2015	NH-I-40-6(130)	37



DRAINAGE TABLE								
DRAINAGE AREA	AREA* (Ac.)	Q_{50} (CFS)	Q_{100} (CFS)	Q_{500} (CFS)	C COEFFICIENT OF RUNOFF	TYPE	SIZE	STATION
2	480.00		602.00	810.00	N/A	DBL BOX	16' X 9'	28+60.00
2D	7.36	26.00	28.45		0.43	RCP	30"	26+50.21
2E	9.72	31.34	34.33		0.38	RCP	36"	31+58.09
2F	365.46	455.56	528.83		N/A	BOX	8' X 7'	19+93.86
1	78.09	124.71	137.09		0.30	DBL BOX	6' X 3'	14+11.31 **
1A	5.14	12.02	13.16		0.39	RCP	24"	13+11.75
3	247.45	494.52	576.40		0.32	BOX	12' X 6'	19+08.97
4	1.80	8.79	9.62		0.60	RCP	18"	11+13.40
5	4.03	18.30	20.08		0.51	RCP	24"	10+40.75
5A	2.16	9.68	10.62		0.50	RCP	24"	10+55.07

*CULVERT'S TOTAL CUMULATIVE DRAINAGE AREA.
**DBL 6' X 3' BOX CONSTRUCTED BY ADJACENT PROJECT

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.10+00 TO STA.39+73.55
SCALE: 1"=200'

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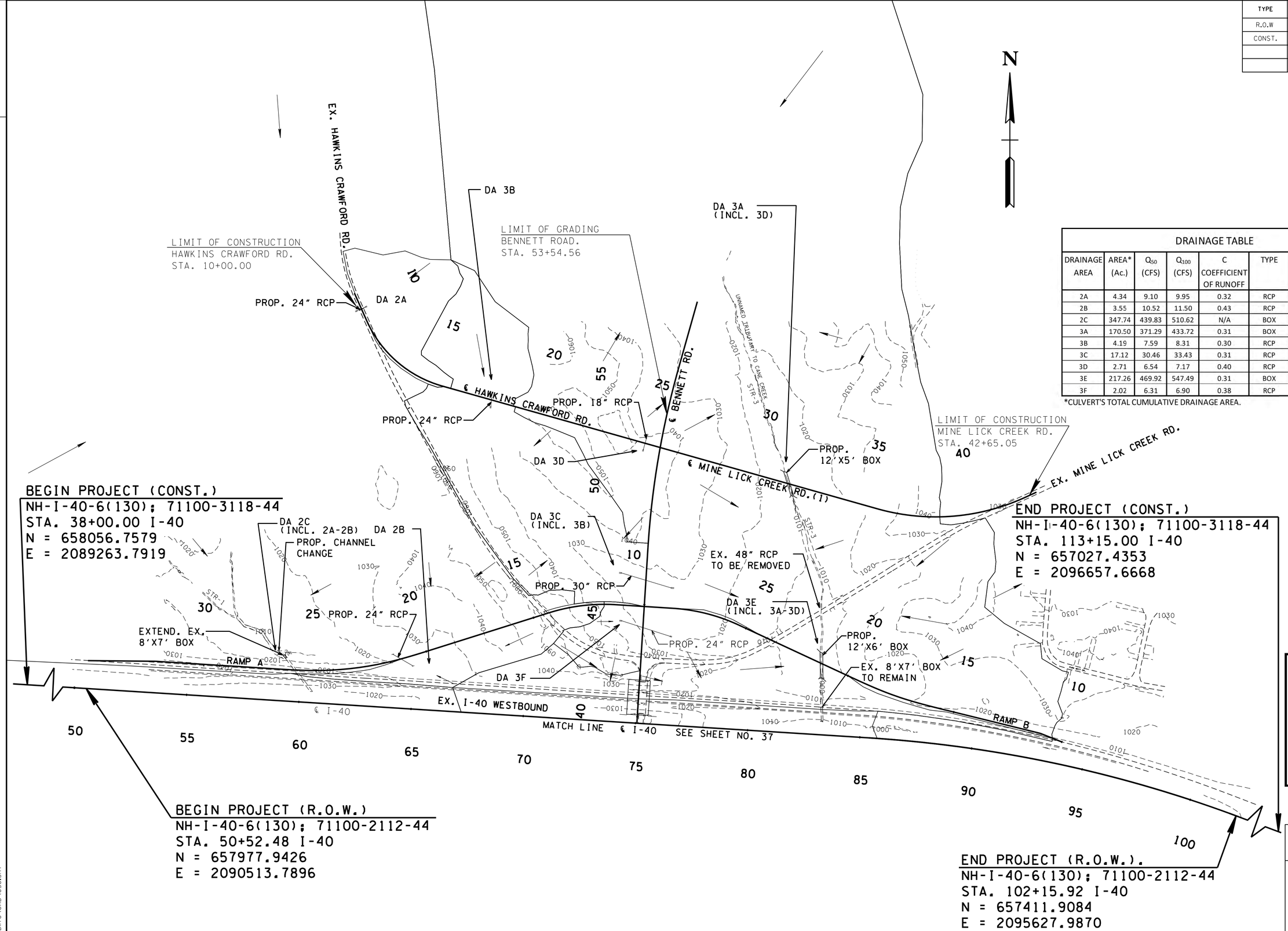
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W	2014	NH-I-40-6(130)	38
CONST.	2015	NH-I-40-6(130)	38



DRAINAGE TABLE

DRAINAGE AREA	AREA* (Ac.)	Q_{50} (CFS)	Q_{100} (CFS)	C COEFFICIENT OF RUNOFF	TYPE	SIZE	STATION
2A	4.34	9.10	9.95	0.32	RCP	24"	10+44.53
2B	3.55	10.52	11.50	0.43	RCP	24"	21+17.53
2C	347.74	439.83	510.62	N/A	BOX	8' X 7'	25+92.33
3A	170.50	371.29	433.72	0.31	BOX	12' X 5'	31+62.07
3B	4.19	7.59	8.31	0.30	RCP	24"	17+88.50
3C	17.12	30.46	33.43	0.31	RCP	30"	46+10.18
3D	2.71	6.54	7.17	0.40	RCP	18"	24+98.40
3E	217.26	469.92	547.49	0.31	BOX	12' X 6'	21+28.37
3F	2.02	6.31	6.90	0.38	RCP	24"	43+99.49

*CULVERT'S TOTAL CUMULATIVE DRAINAGE AREA.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.39+73.55 TO EOP
SCALE: 1"=200'

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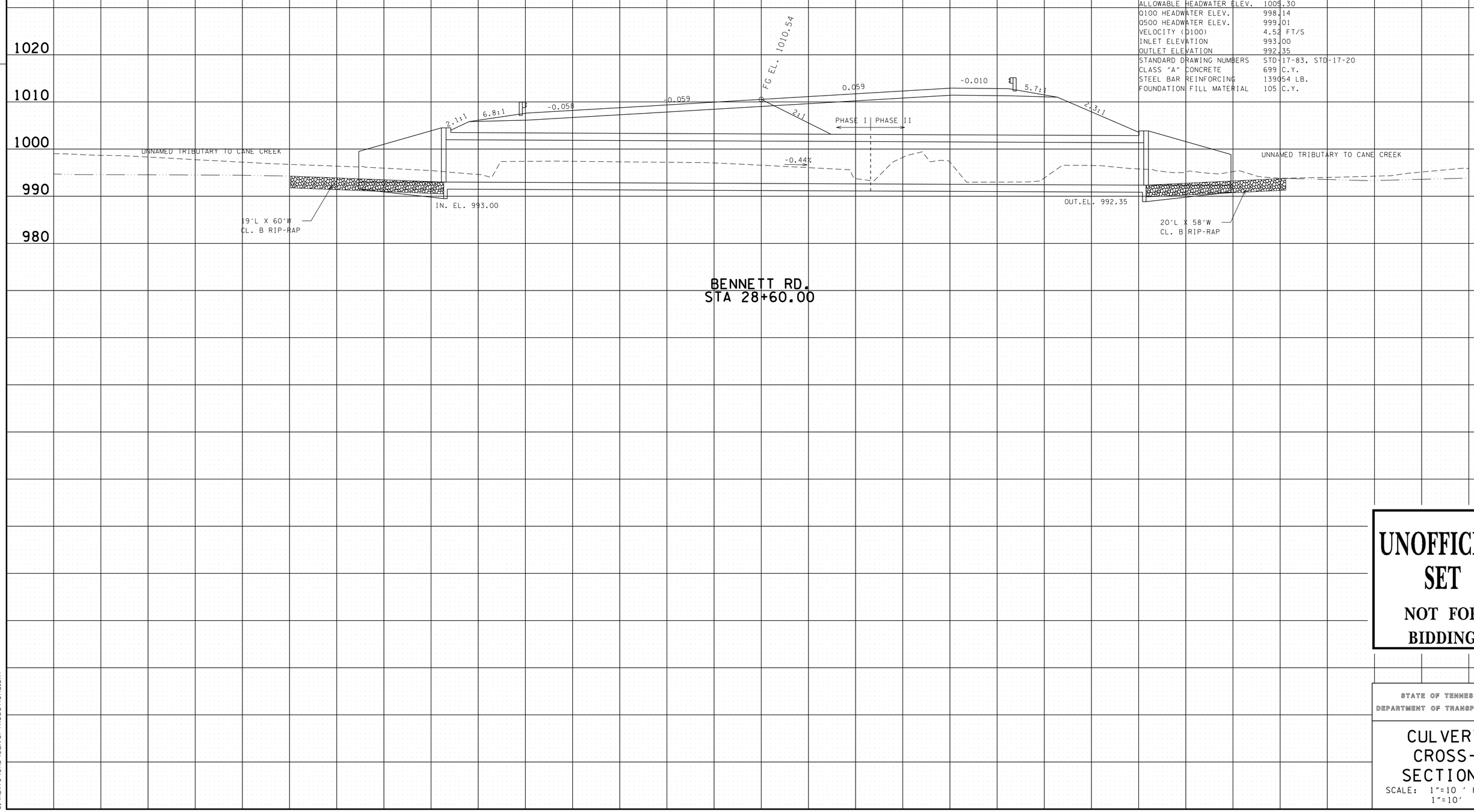
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	39
CONST.	2015	NH-I-40-6(130)	39

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

STATION	28+60.00
STRUCTURE	148' OF 2 @ 16' X 9' CONC. BOX CULV.
SKEW	75° LT.
DRAINAGE AREA	480.00 AC.
DESIGN DISCHARGE (Q100)	602.00 CFS
DESIGN DISCHARGE (Q500)	810.00 CFS
OVERTOPPING ELEV.	1006.30
ALLOWABLE HEADWATER ELEV.	1005.30
Q100 HEADWATER ELEV.	998.14
Q500 HEADWATER ELEV.	999.01
VELOCITY (Q100)	4.52 FT/S
INLET ELEVATION	993.00
OUTLET ELEVATION	992.35
STANDARD DRAWING NUMBERS	STD-17-83, STD-17-20
CLASS "A" CONCRETE	699 C.Y.
STEEL BAR REINFORCING	139054 LB.
FOUNDATION FILL MATERIAL	105 C.Y.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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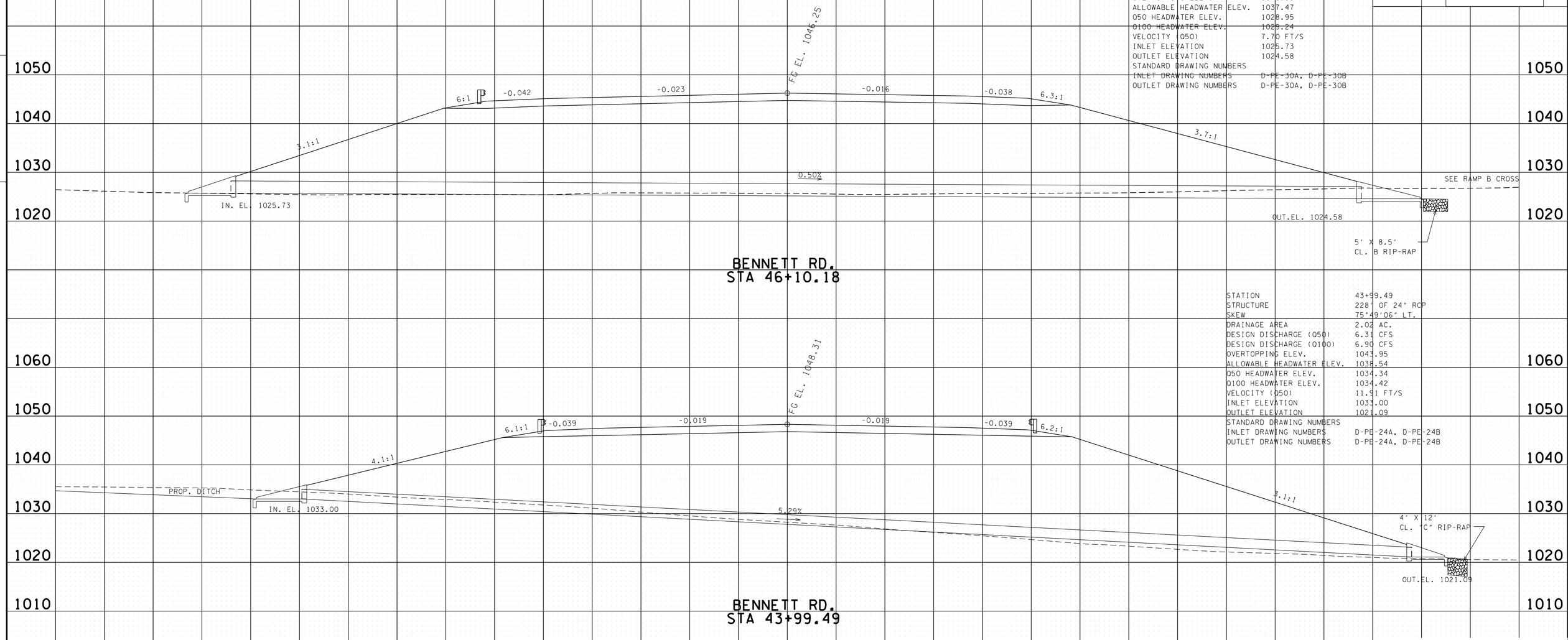
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	40
CONST.	2015	NH-I-40-6(130)	40

STATION	46+10.18
STRUCTURE	232' OF 30" RCP
SKEW	76°51'40" LT.
DRAINAGE AREA	17.12 AC.
DESIGN DISCHARGE (050)	30.46 CFS
DESIGN DISCHARGE (0100)	33.43 CFS
OVERTOPPING ELEV.	1041.95
ALLOWABLE HEADWATER ELEV.	1037.47
050 HEADWATER ELEV.	1028.95
0100 HEADWATER ELEV.	1029.24
VELOCITY (050)	7.70 FT/S
INLET ELEVATION	1025.73
OUTLET ELEVATION	1024.58
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-30A, D-PE-30B
OUTLET DRAWING NUMBERS	D-PE-30A, D-PE-30B



STATION	43+99.49
STRUCTURE	228' OF 24" RCP
SKEW	75°49'06" LT.
DRAINAGE AREA	2.02 AC.
DESIGN DISCHARGE (050)	6.31 CFS
DESIGN DISCHARGE (0100)	6.90 CFS
OVERTOPPING ELEV.	1043.95
ALLOWABLE HEADWATER ELEV.	1036.54
050 HEADWATER ELEV.	1034.34
0100 HEADWATER ELEV.	1034.42
VELOCITY (050)	11.91 FT/S
INLET ELEVATION	1033.00
OUTLET ELEVATION	1021.09
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

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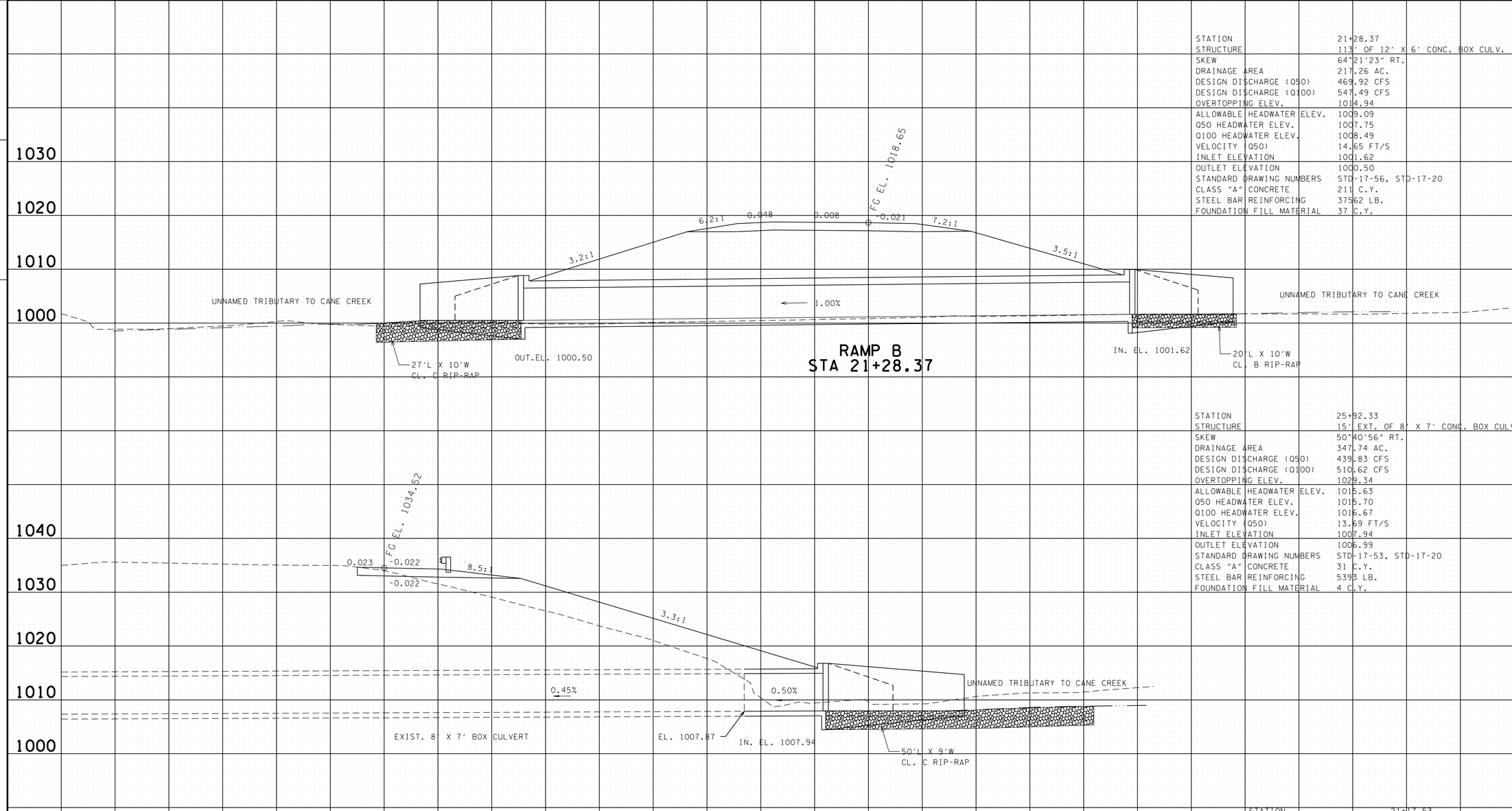
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	41
CONST.	2015	NH-I-40-6(130)	41

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



RAMP B
STA 21+28.37

STATION	21+28.37
STRUCTURE	113' OF 12' X 6' CONC. BOX CULV.
SKEW	64°21'23" RT.
DRAINAGE AREA	217.26 AC.
DESIGN DISCHARGE (Q50)	469.92 CFS
DESIGN DISCHARGE (Q100)	547.49 CFS
OVERTOPPING ELEV.	1014.94
ALLOWABLE HEADWATER ELEV.	1009.09
Q50 HEADWATER ELEV.	1007.75
Q100 HEADWATER ELEV.	1008.49
VELOCITY (Q50)	14.65 FT/S
INLET ELEVATION	1001.62
OUTLET ELEVATION	1000.50
STANDARD DRAWING NUMBERS	STD-17-56, STD-17-20
CLASS "A" CONCRETE	211 C.Y.
STEEL BAR REINFORCING	37562 LB.
FOUNDATION FILL MATERIAL	37 C.Y.

RAMP A
STA 25+92.33

STATION	25+92.33
STRUCTURE	15' EXT. OF 8' X 7' CONC. BOX CULV.
SKEW	50°40'56" RT.
DRAINAGE AREA	347.74 AC.
DESIGN DISCHARGE (Q50)	439.83 CFS
DESIGN DISCHARGE (Q100)	510.62 CFS
OVERTOPPING ELEV.	1029.34
ALLOWABLE HEADWATER ELEV.	1015.63
Q50 HEADWATER ELEV.	1015.70
Q100 HEADWATER ELEV.	1016.67
VELOCITY (Q50)	13.69 FT/S
INLET ELEVATION	1007.94
OUTLET ELEVATION	1006.99
STANDARD DRAWING NUMBERS	STD-17-53, STD-17-20
CLASS "A" CONCRETE	31 C.Y.
STEEL BAR REINFORCING	5393 LB.
FOUNDATION FILL MATERIAL	4 C.Y.

RAMP A
STA 21+17.53

STATION	21+17.53
STRUCTURE	105' OF 24" RCP
SKEW	45°12'20" LT.
DRAINAGE AREA	3.55 AC.
DESIGN DISCHARGE (Q50)	10.52 CFS
DESIGN DISCHARGE (Q100)	11.50 CFS
OVERTOPPING ELEV.	1029.34
ALLOWABLE HEADWATER ELEV.	1027.69
Q50 HEADWATER ELEV.	1024.53
Q100 HEADWATER ELEV.	1024.64
VELOCITY (Q50)	6.74 FT/S
INLET ELEVATION	1022.78
OUTLET ELEVATION	1021.99
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-4
OUTLET DRAWING NUMBERS	D-PE-4
CLASS "A" CONCRETE	5.26 C.Y.
STEEL BAR REINFORCING	192 LB.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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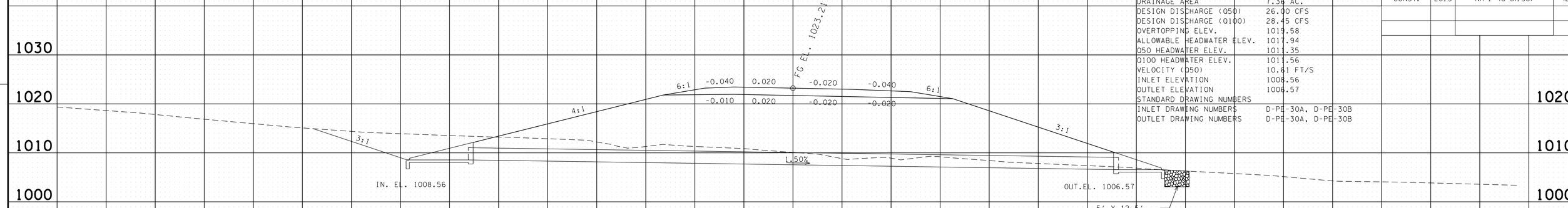
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	42
CONST.	2015	NH-I-40-6(130)	42

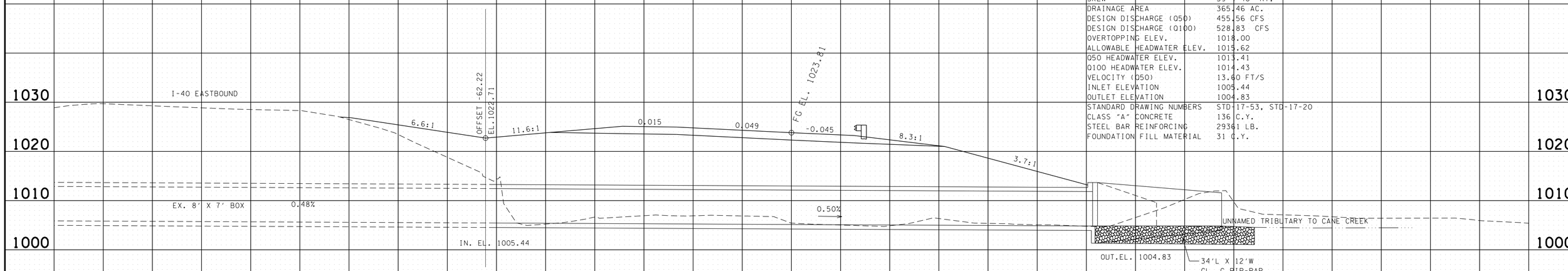
TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



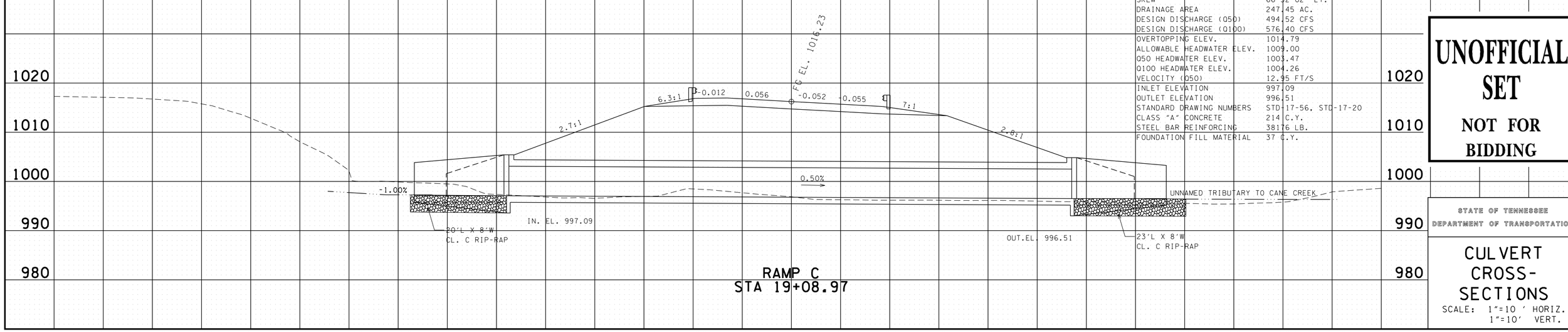
STATION	26+50.21
STRUCTURE	133' OF 30" RCP
SKEW	90°
DRAINAGE AREA	7.36 AC.
DESIGN DISCHARGE (Q50)	26.00 CFS
DESIGN DISCHARGE (Q100)	28.45 CFS
OVERTOPPING ELEV.	1019.58
ALLOWABLE HEADWATER ELEV.	1017.94
Q50 HEADWATER ELEV.	1011.35
Q100 HEADWATER ELEV.	1011.56
VELOCITY (Q50)	10.61 FT/S
INLET ELEVATION	1008.56
OUTLET ELEVATION	1006.57
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-30A, D-PE-30B
OUTLET DRAWING NUMBERS	D-PE-30A, D-PE-30B

RAMP D
STA 26+50.21



STATION	19+93.86
STRUCTURE	122' OF 8' X 7' CONC. BOX CULV. EXT.
SKEW	39°4'40" RT.
DRAINAGE AREA	365.46 AC.
DESIGN DISCHARGE (Q50)	455.56 CFS
DESIGN DISCHARGE (Q100)	528.83 CFS
OVERTOPPING ELEV.	1018.00
ALLOWABLE HEADWATER ELEV.	1015.62
Q50 HEADWATER ELEV.	1013.41
Q100 HEADWATER ELEV.	1014.43
VELOCITY (Q50)	13.60 FT/S
INLET ELEVATION	1005.44
OUTLET ELEVATION	1004.83
STANDARD DRAWING NUMBERS	STD-17-53, STD-17-20
CLASS "A" CONCRETE	136 C.Y.
STEEL BAR REINFORCING	29361 LB.
FOUNDATION FILL MATERIAL	31 C.Y.

RAMP D
STA 19+93.86



STATION	19+08.97
STRUCTURE	115' OF 12' X 6' CONC. BOX CULV.
SKEW	66°32'02" LT.
DRAINAGE AREA	247.45 AC.
DESIGN DISCHARGE (Q50)	494.52 CFS
DESIGN DISCHARGE (Q100)	576.40 CFS
OVERTOPPING ELEV.	1014.79
ALLOWABLE HEADWATER ELEV.	1009.00
Q50 HEADWATER ELEV.	1003.47
Q100 HEADWATER ELEV.	1004.26
VELOCITY (Q50)	12.95 FT/S
INLET ELEVATION	997.09
OUTLET ELEVATION	996.51
STANDARD DRAWING NUMBERS	STD-17-56, STD-17-20
CLASS "A" CONCRETE	214 C.Y.
STEEL BAR REINFORCING	38176 LB.
FOUNDATION FILL MATERIAL	37 C.Y.

RAMP C
STA 19+08.97

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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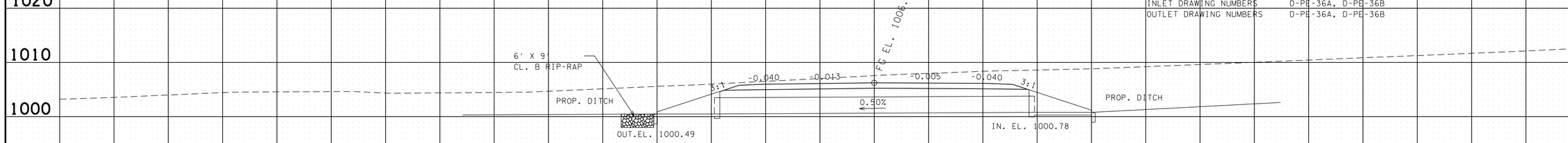
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	43
CONST.	2015	NH-I-40-6(130)	43

FILE NO.

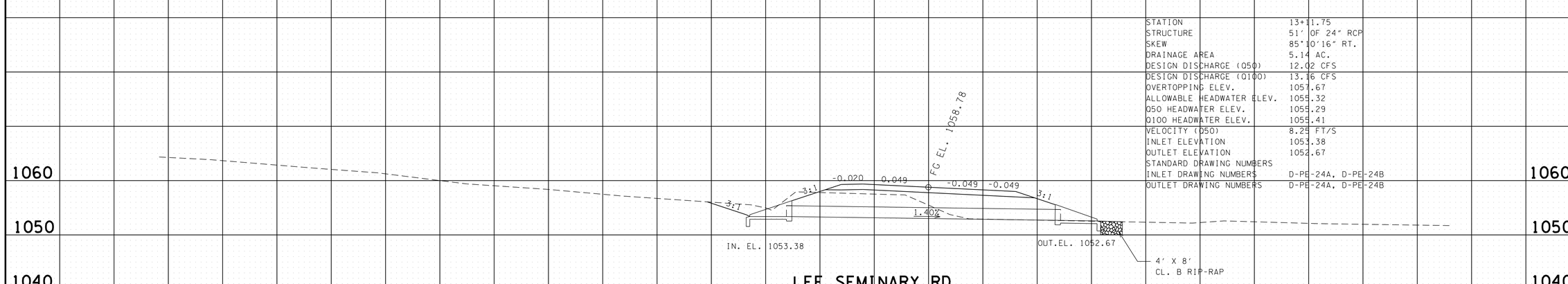
TENNESSEE D.O.T.
DESIGN DIVISION

STATION	31+58.09
STRUCTURE	60' OF 36" RCP
SKEW	89°18'37" RT.
DRAINAGE AREA	9.72 AC.
DESIGN DISCHARGE (Q50)	31.34 CFS
DESIGN DISCHARGE (Q100)	34.33 CFS
OVERTOPPING ELEV.	1005.84
ALLOWABLE HEADWATER ELEV.	1004.47
Q50 HEADWATER ELEV.	1003.55
Q100 HEADWATER ELEV.	1003.73
VELOCITY (Q50)	7.51 FT/S
INLET ELEVATION	1000.78
OUTLET ELEVATION	1000.49
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-36A, D-PE-36B
OUTLET DRAWING NUMBERS	D-PE-36A, D-PE-36B



LEE SEMINARY RD.
STA 31+58.09

STATION	13+11.75
STRUCTURE	51' OF 24" RCP
SKEW	85°10'16" RT.
DRAINAGE AREA	5.14 AC.
DESIGN DISCHARGE (Q50)	12.02 CFS
DESIGN DISCHARGE (Q100)	13.16 CFS
OVERTOPPING ELEV.	1057.67
ALLOWABLE HEADWATER ELEV.	1055.32
Q50 HEADWATER ELEV.	1055.29
Q100 HEADWATER ELEV.	1055.41
VELOCITY (Q50)	8.25 FT/S
INLET ELEVATION	1053.38
OUTLET ELEVATION	1052.67
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B



LEE SEMINARY RD.
STA 13+11.75

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120

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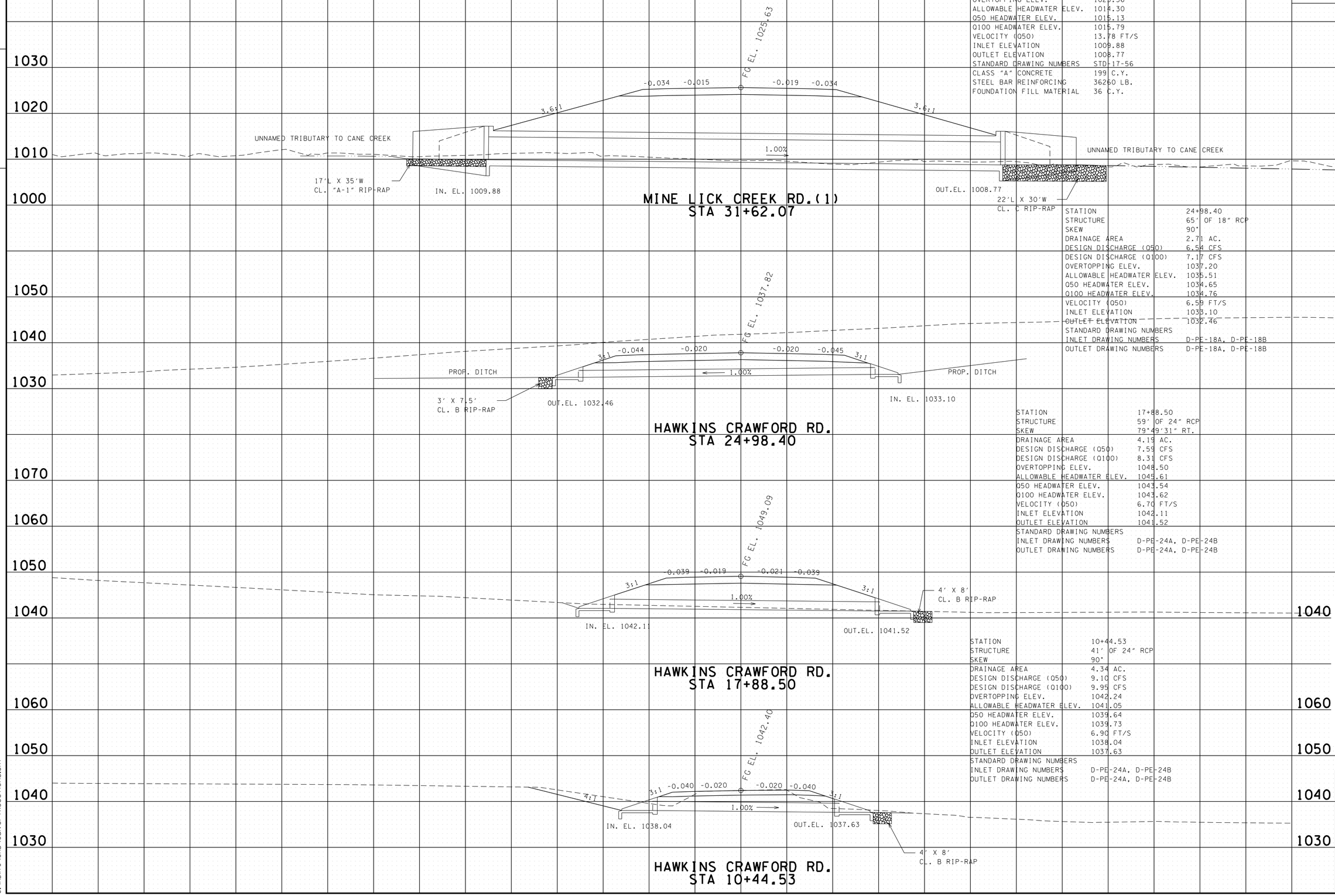
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	44
CONST.	2015	NH-I-40-6(130)	44

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



STATION	31+62.07
STRUCTURE	112' OF 12' X 5' CONC. BOX CULV.
SKEW	57°23'46" RT.
DRAINAGE AREA	170.50 AC.
DESIGN DISCHARGE (Q50)	371.29 CFS
DESIGN DISCHARGE (Q100)	433.72 CFS
OVERTOPPING ELEV.	1025.56
ALLOWABLE HEADWATER ELEV.	1014.30
Q50 HEADWATER ELEV.	1015.13
Q100 HEADWATER ELEV.	1015.79
VELOCITY (Q50)	13.78 FT/S
INLET ELEVATION	1009.88
OUTLET ELEVATION	1008.77
STANDARD DRAWING NUMBERS	STD-17-56
CLASS "A" CONCRETE	199 C.Y.
STEEL BAR REINFORCING	36260 LB.
FOUNDATION FILL MATERIAL	36 C.Y.

STATION	24+98.40
STRUCTURE	65' OF 18" RCP
SKEW	90°
DRAINAGE AREA	2.71 AC.
DESIGN DISCHARGE (Q50)	6.54 CFS
DESIGN DISCHARGE (Q100)	7.17 CFS
OVERTOPPING ELEV.	1037.20
ALLOWABLE HEADWATER ELEV.	1035.51
Q50 HEADWATER ELEV.	1034.65
Q100 HEADWATER ELEV.	1034.76
VELOCITY (Q50)	6.59 FT/S
INLET ELEVATION	1033.10
OUTLET ELEVATION	1032.46
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-18A, D-PE-18B
OUTLET DRAWING NUMBERS	D-PE-18A, D-PE-18B

STATION	17+88.50
STRUCTURE	59' OF 24" RCP
SKEW	79°49'31" RT.
DRAINAGE AREA	4.19 AC.
DESIGN DISCHARGE (Q50)	7.59 CFS
DESIGN DISCHARGE (Q100)	8.31 CFS
OVERTOPPING ELEV.	1048.50
ALLOWABLE HEADWATER ELEV.	1045.61
Q50 HEADWATER ELEV.	1043.54
Q100 HEADWATER ELEV.	1043.62
VELOCITY (Q50)	6.70 FT/S
INLET ELEVATION	1042.11
OUTLET ELEVATION	1041.52
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B

STATION	10+44.53
STRUCTURE	41' OF 24" RCP
SKEW	90°
DRAINAGE AREA	4.34 AC.
DESIGN DISCHARGE (Q50)	9.10 CFS
DESIGN DISCHARGE (Q100)	9.95 CFS
OVERTOPPING ELEV.	1042.24
ALLOWABLE HEADWATER ELEV.	1041.05
Q50 HEADWATER ELEV.	1039.64
Q100 HEADWATER ELEV.	1039.73
VELOCITY (Q50)	6.90 FT/S
INLET ELEVATION	1038.04
OUTLET ELEVATION	1037.63
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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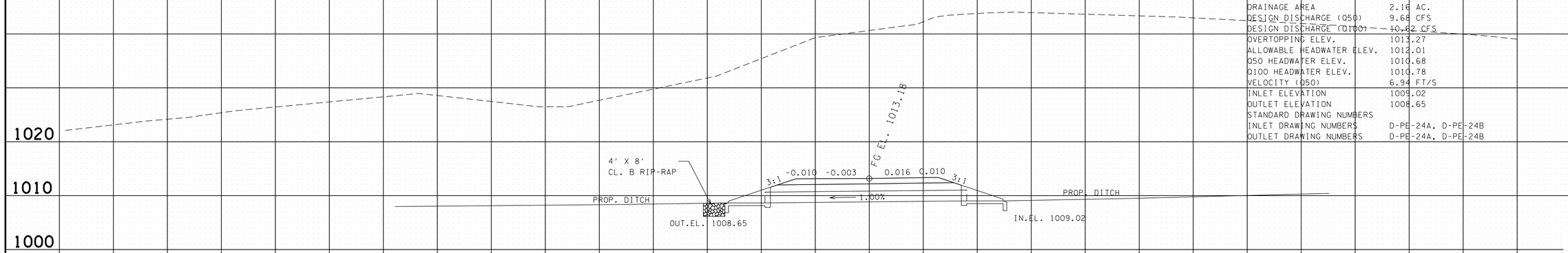
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	45
CONST.	2015	NH-I-40-6(130)	45

STATION	10+55.07
STRUCTURE	38' OF 24" RCP
SKEW	90°
DRAINAGE AREA	2.16 AC.
DESIGN DISCHARGE (Q50)	9.66 CFS
DESIGN DISCHARGE (Q100)	10.62 CFS
OVERTOPPING ELEV.	1013.27
ALLOWABLE HEADWATER ELEV.	1012.01
Q50 HEADWATER ELEV.	1010.68
Q100 HEADWATER ELEV.	1010.78
VELOCITY (Q50)	6.94 FT/S
INLET ELEVATION	1009.02
OUTLET ELEVATION	1008.65
STANDARD DRAWING NUMBERS	
INLET DRAWING NUMBERS	D-PE-24A, D-PE-24B
OUTLET DRAWING NUMBERS	D-PE-24A, D-PE-24B



LEE SEMINARY RD. (2)
STA 10+55.07

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	46
CONST.	2015	NH-I-40-6(130)	46

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

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.

HIGH QUALITY WATERS

(3) FOR PROJECTS THAT DISCHARGE INTO HIGH QUALITY WATERS OR WATERS IMPAIRED BY SILTATION, AN OUTFALL IN A DRAINAGE AREA OF 5 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT.

(4) FOR PROJECTS THAT DISCHARGE INTO HIGH QUALITY WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION 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 60 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 25 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

NPDES

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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.

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

(11) 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.

UTILITY RELOCATION

(12) RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED.

(13) SILT FENCE SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

(14) UTILITY CROSSINGS FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO UTILITIES IN THIS PROJECT IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC). THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP).

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

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

(17) IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC), TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS IN THIS PROJECT, THEREFORE, THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTIONS PREVENTION PLANS (SWPPP). THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT WORK.

(18) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORM WATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

(19) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

(20) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS APPROVED BY THE TDOT PROJECT ENGINEER).

(21) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.

POLYACRYLAMIDE

(22) ENSURE POLYACRYLAMIDE (PAM) EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE AND MEET THE FOLLOWING REQUIREMENTS:

(23) MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

(24) HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE.

(25) MIXTURE IS NON-COMBUSTIBLE.

(26) CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

(27) PAM SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET (MSDS) REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

(28) ALL VENDERS AND SUPPLIERS OF PAM, PAM MIX, OR PAM BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES THAT THE PAM, PAM MIX, PAM BLEND EXHIBITS ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPA REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF PAM ARE NOT ALLOWED FOR UNDER THIS GUIDELINE DUE TO THEIR HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. PAM EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUR TO SURFACTANT TOXICITY. CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR USE ON THIS PROJECT.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	47
CONST.	2015	NH-I-40-6(130)	47

EROSION PREVENTION AND SEDIMENT CONTROL NOTES CON'T.

POLYACRYLAMIDE

(29) ALL VENDORS AND SUPPLIERS OF PAM, PAM MIX, OR PAM BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS ŞDEMONSTRATING THAT A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

(30) EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF A TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS.

(31) PAM POWDER MAY BE APPLIED BY A HAND SPREADER OR A MECHANICAL SPREADER. MIXING PAM POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

(32) PREMIXING OF PAM POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

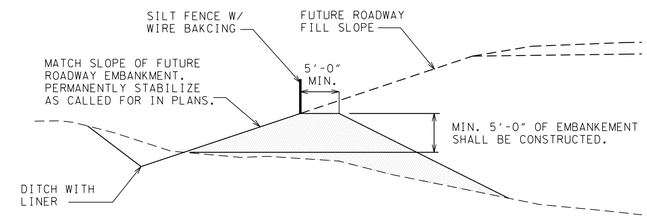
(33) PAM LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

EROSION CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	PHASE 1 QUANTITY	PHASE 2 QUANTITY	PHASE 3 QUANTITY	TOTAL
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	910		2439	3349
	209-02.03	8" TEMPORARY SLOPE DRAIN	L.F.			399	399
	209-02.05	12" TEMPORARY SLOPE DRAIN	L.F.			116	116
	209-02.06	15" TEMPORARY SLOPE DRAIN	L.F.			292	292
	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.			44	44
	209-05	SEDIMENT REMOVAL	C.Y.			1977	1977
(14)	209-08.02	TEMPORARY SILT FENCE (W/ BACKING)	L.F.	58269	8228	16766	83263
	209-08.03	TEMPORARY SILT FENCE (W/O BACKING)	L.F.	21719	1269		22988
	209-08.07	ROCK CHECK DAM PER	EACH	54	12	577	643
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	37	21	174	232
(8)	209-09.01	SANDBAGS	BAGS		12720		12720
	209-09.03	SEDIMENT FILTER BAGS (15' X 15')	EACH	2	6		8
(2)	209-09.22	POLYACRYLAMIDE POWDER	LB.			6416	6416
	209-10.20	TEMPORARY SEDIMENT TRAP	C.Y.			1953	1953
(8)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.		707		707
	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.		801		801
	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.		200		200
(9)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	93	75	84	252
(13)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	660			660
	621-03.08	54" TEMPORARY DRAINAGE PIPE	L.F.		560		560
(11)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	3832			4832
(10)	709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	1251			1251
(3)	709-05.06	MACHINED RIPRAP (CLASS A-1)	TON	3035	1762	419	5216
(12)	740-10.03	GEOTEXTILE TYPE III (EROSION CONTROL)	S.Y.	6133	2676	842	9651
	740-11.02	TEMPORARY SEDIMENT TUBE (12IN)	L.F.		877	16487	17364
	740-11.03	TEMPORARY SEDIMENT TUBE (18IN)	L.F.	4522	905	116110	121537
(4)	801-01	SEEDING (WITH MULCH)	UNIT			327	327
(2)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	1388	1388	1388	4164
(5)	801-02	SEEDING (WITHOUT MULCH)	UNIT			841	841
(2)(6)	801-02.01	CROWN VETCH MIXTURE (WITHOUT MULCH)	UNIT			893	893
	801-03	WATER (SEEDING & SODDING)	M.G.			723	723
(2)	801-07	SEED (SUPPLEMENTAL APPLICATION)	LB.			210	210
(2)	801-07.01	CROWN VETCH SEED (SUPPLEMENTAL APPLICATION)	LB.			201	201
(2)	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON			2	2
(2)	803-01	SODDING (NEW SOD)	S.Y.			10000	10000
(7)	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.			154182	154182

(1) 910 C.Y. FOR CONSTRUCTION EXITS, 65 C.Y. FOR TEMP. SLOPE DRAINS, AND 2374 C.Y. FOR EARTH BERMS.
(2) TO BE USED AS DIRECTED BY PROJECT ENGINEER.
(3) 396 TON FOR CULVERT PROTECTION, 1762 TONS DIVERSION CHANNELS, 3058 TONS TEMPORARY SLOPE DRAINS & BERMS, & TONS FOR TEMP. SED. TRAPS.
(4) FOR USE ON SCARIFIED AREAS.
(5) TO BE USED ON ALL SLOPES 3:1 OR FLATTER.
(6) TO BE USED ON ALL SLOPES 2.5:1 OR STEEPER.
(7) TO BE USED FOR FINAL STABILIZATION OF ALL SLOPES.
(8) FOR USE WITH TEMPORARY DIVERSION CHANNEL & SANDBAG BERMS.
(9) 152 TONS FOR CULVERT PROTECTION AND 100 TONS FOR SEDIMENT FILTER BAGS.
(10) FOR TEMPORARY CONSTRUCTION EXITS.
(11) INCLUDES 3832 L.F. FOR BUFFER PROTECTECTION AND 1000 FT TO BE USED AS DIRECTED BY PROJECT ENGINEER.
(12) INCLUDES 1842 S.Y. FOR T.C.E., 765 S.Y. FOR SED. FILTER BAGS, 2103 S.Y. FOR TEMP. DIV. CHANNELS, 1314 S.Y. FOR CULVERT PROTECTION, & 3627 S.Y. FOR TEMP. BERMS IN PHASE 1.
(13) 660 L.F. FOR TEMP. CONSTRUCTION EXITS.
(14) 778 L.F. FOR SEDIMENT FILTER BAGS.

NOTES:
1. EMBANKMENT BERMS SHOULD BE CONSTRUCTED AS SHOWN IN THE PLANS TO CREATE CLEAN DIVERSION.
2. EARTH EMBANKMENT TO BE INCIDENTAL TO 203-01 ROAD AND DRAINAGE EXCAVION (UNCLASSIFIED).



DIVERSION BERM DETAIL

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
* ESF * ESF * ESF *	ENHANCED SILT FENCE	EC-STR-3D
π π π π π π π π	TEMPORARY BERM	EC-STR-27
	DIVERSION BERM	SEE DETAIL
	TEMPORARY SLOPE DRAIN	EC-STR-27
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY DIVERSION CHANNEL (DESCRIBE-SIZE AND TYPE OF LINING)	EC-STR-31
	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A
	SAND BAG BERM	EC-STR-33
	SEDIMENT TRAP WITH ENHANCED ROCK CHECK DAM	EC-STR-7
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
* SFB * * SFB * * SFB * * SFB *	SEDIMENT FILTER BAG	EC-STR-2
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1
IN DIV	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
	SEDIMENT TUBE INLET PROTECTION	EC-STR-37

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC QUANTITIES

DETAILS & LEGEND

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	47A

SEDIMENT TRAP WITH CHECK DAM

SHEET NO.	LOCATION	STATION	PHASE	LT/RT	DESCRIPTION	TEMPORARY SEDIMENT TRAP 209-10.20 (C.Y.)	MACHINED RIP-RAP (CLASS A-1) (1) (TON)	GEOTEXTILE (TYPE III) (EROSION CONTROL) (1) (S.Y.)	ENHANCED ROCK CHECK DAM (EACH) 209-08.08 (S.Y.)
11B	BENNETT RD.	14+00	3	RT	29 X 14.5 X 4	96.7	63.3	98.3	1
11B	BENNETT RD.	21+50	3	RT	45 X 22.5 X 4	203.3	79.9	124.1	1
12B	BENNETT RD.	24+50	3	LT	35 X 17.5 X 4	132.2	69.5	107.9	1
12B	BENNETT RD.	27+50	3	RT	36 X 18 X 4	138.7	70.5	109.6	1
12B	BENNETT RD.	28+00	3	LT	40 X 20 X 4	165.9	74.7	116.0	1
12B	BENNETT RD.	29+00	3	RT	64 X 32 X 1.5	124.4	11.1	69.7	1
12B	BENNETT RD.	29+50	3	LT	48 X 24 X 1.5	72.0	8.8	55.0	1
14B	BENNETT RD.	46+00	3	RT	28 X 14 X 3	62.2	30.3	69.3	1
14B	BENNETT RD.	53+50	3	RT	19 X 9.5 X 2.5	25.5	15.8	46.6	1
9B	RAMP C	19+30	3	RT	39 X 19.5 X 4	158.9	73.6	114.4	1
10B	RAMP C	37+00	3	RT	46 X 23 X 4	211.3	80.9	125.7	1
12B	LEE SEMINARY RD.	31+00	3	RT	49 X 24.5 X 4	235.9	84.0	130.5	1
17B	HAWKINS CRAWFORD RD.	11+50	3	RT	35 X 17.5 X 1.5	39.9	6.9	43.1	1
17B	HAWKINS CRAWFORD RD.	17+50	3	RT	26 X 13 X 2.5	43.3	18.6	54.9	1
18B	MINE LICK CREEK RD. (1)	30+50	3	LT	23 X 11.5 X 2.5	35.1	17.4	51.4	1
18B	MINE LICK CREEK RD. (1)	31+60	3	RT	35 X 17.5 X 4	132.2	69.5	107.9	1
18B	MINE LICK CREEK RD. (1)	32+75	3	RT	26 X 13 X 2.5	43.3	18.6	54.9	1
7B	MINE LICK CREEK RD. (2)	16+50	3	LT	21 X 10.5 X 1.5	15.8	4.8	30.3	1
7B	MINE LICK CREEK RD. (2)	16+70	3	RT	21 X 10.5 X 1.5	15.8	4.8	30.3	1
TOTALS						**1952**	**803**	**1540**	**19**

(1) QUANTITY AND COST TO BE INCLUDED IN ITEM 209-10.20

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NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC QUANTITIES

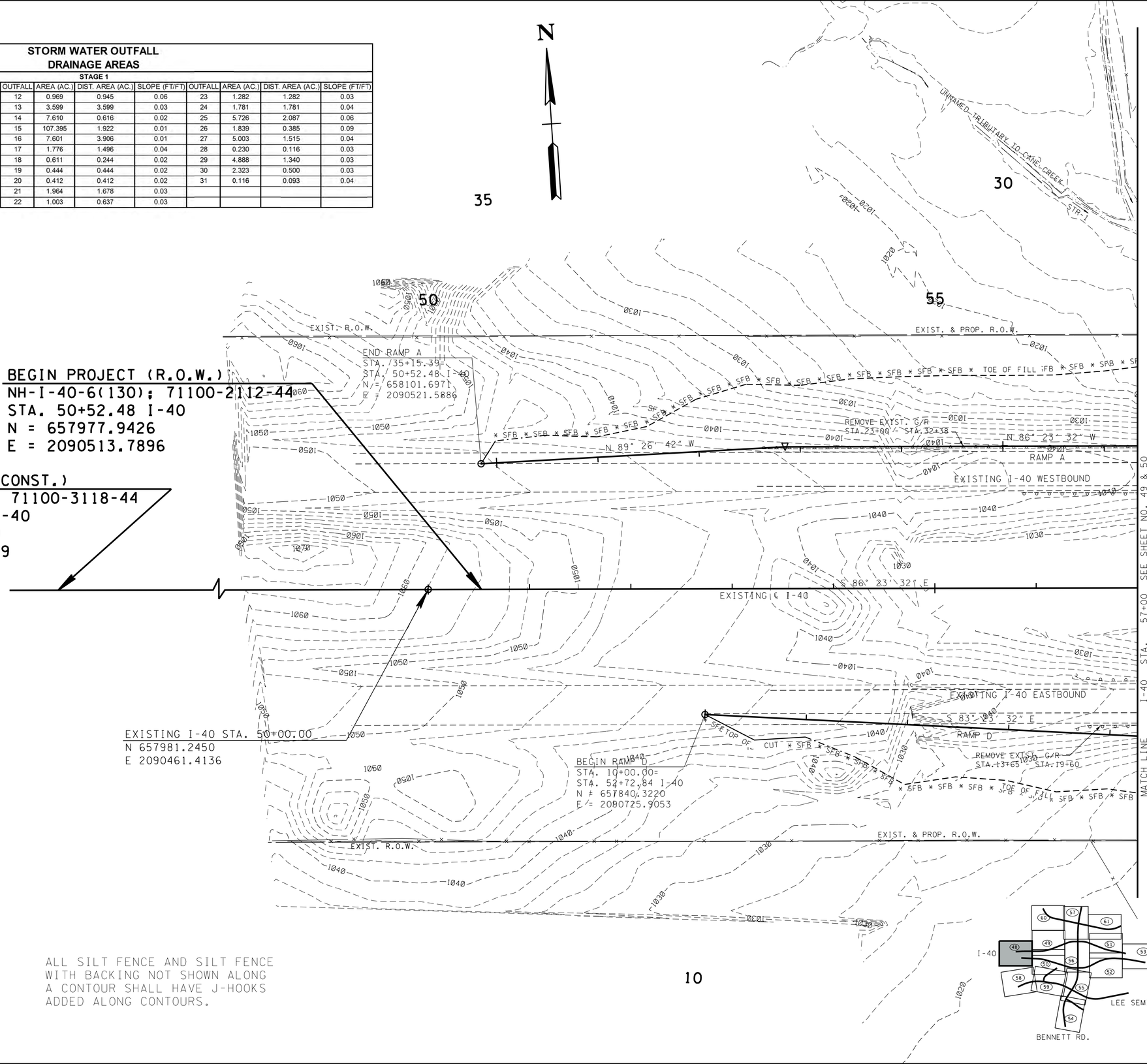
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	48
CONST.	2015	NH-I-40-6(130)	48

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 1

OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)
1	14.675	6.351	0.02	12	0.969	0.945	0.06	23	1.282	1.282	0.03
2	1.640	0.753	0.06	13	3.599	3.599	0.03	24	1.781	1.781	0.04
3	1.827	1.602	0.05	14	7.610	0.616	0.02	25	5.726	2.087	0.06
4	1.413	1.397	0.04	15	107.395	1.922	0.01	26	1.839	0.385	0.09
5	0.184	0.184	0.05	16	7.601	3.906	0.01	27	5.003	1.515	0.04
6	28.241	12.490	0.02	17	1.776	1.496	0.04	28	0.230	0.116	0.03
7	0.291	0.291	0.02	18	0.611	0.244	0.02	29	4.888	1.340	0.03
8	0.538	0.374	0.03	19	0.444	0.444	0.02	30	2.323	0.500	0.03
9	2.211	0.940	0.03	20	0.412	0.412	0.02	31	0.116	0.093	0.04
10	3.655	2.057	0.03	21	1.964	1.678	0.03				
11	5.391	0.535	0.03	22	1.003	0.637	0.03				



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

10

UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 50+00 TO STA. 57+00

SCALE: 1"= 50'

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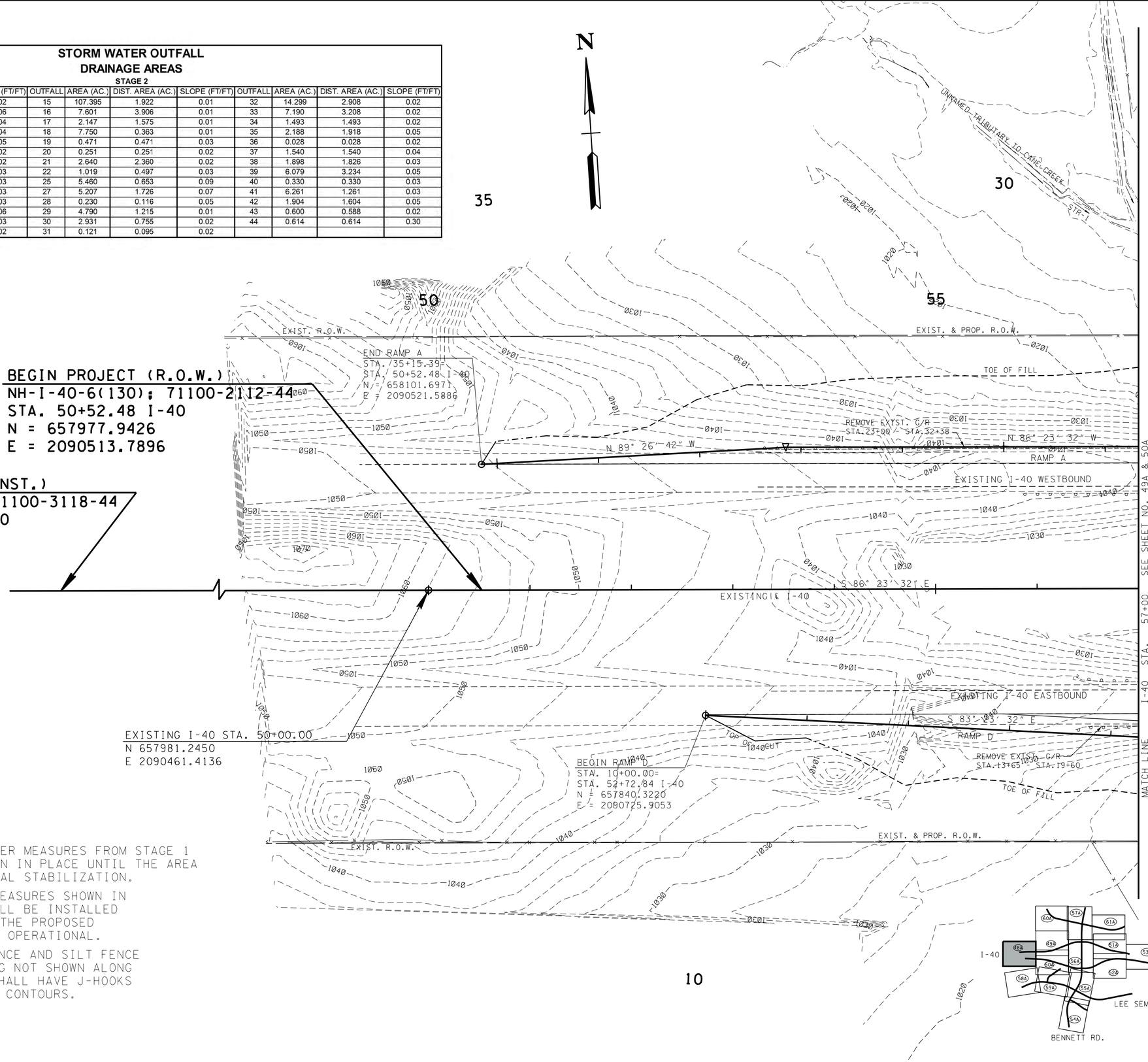
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	48A
CONST.	2015	NH-I-40-6(130)	48A

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 2

OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)
1	14.658	6.310	0.02	15	107.395	1.922	0.01	32	14.299	2.908	0.02
2	2.084	0.869	0.06	16	7.601	3.906	0.01	33	7.190	3.208	0.02
3	1.764	1.540	0.04	17	2.147	1.575	0.01	34	1.493	1.493	0.02
4	0.271	0.238	0.04	18	7.750	0.363	0.01	35	2.188	1.918	0.05
5	0.112	0.112	0.05	19	0.471	0.471	0.03	36	0.028	0.028	0.02
6	26.525	10.929	0.02	20	0.251	0.251	0.02	37	1.540	1.540	0.04
7	0.070	0.070	0.02	21	2.640	2.360	0.02	38	1.898	1.826	0.03
8	0.538	0.374	0.03	22	1.019	0.497	0.03	39	6.079	3.234	0.05
9	1.367	0.469	0.03	25	5.460	0.653	0.09	40	0.330	0.330	0.03
10	1.159	1.159	0.03	27	5.207	1.726	0.07	41	6.261	1.261	0.03
11	5.391	0.535	0.03	28	0.230	0.116	0.05	42	1.904	1.604	0.05
12	0.669	0.669	0.06	29	4.790	1.215	0.01	43	0.600	0.588	0.02
13	7.384	7.384	0.03	30	2.931	0.755	0.02	44	0.614	0.614	0.30
14	7.610	0.616	0.02	31	0.121	0.095	0.02				



BEGIN PROJECT (R.O.W.)
NH-I-40-6(130); 71100-2112-44
STA. 50+52.48 I-40
N = 657977.9426
E = 2090513.7896

BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 50+00 TO STA. 57+00

SCALE: 1"= 50'

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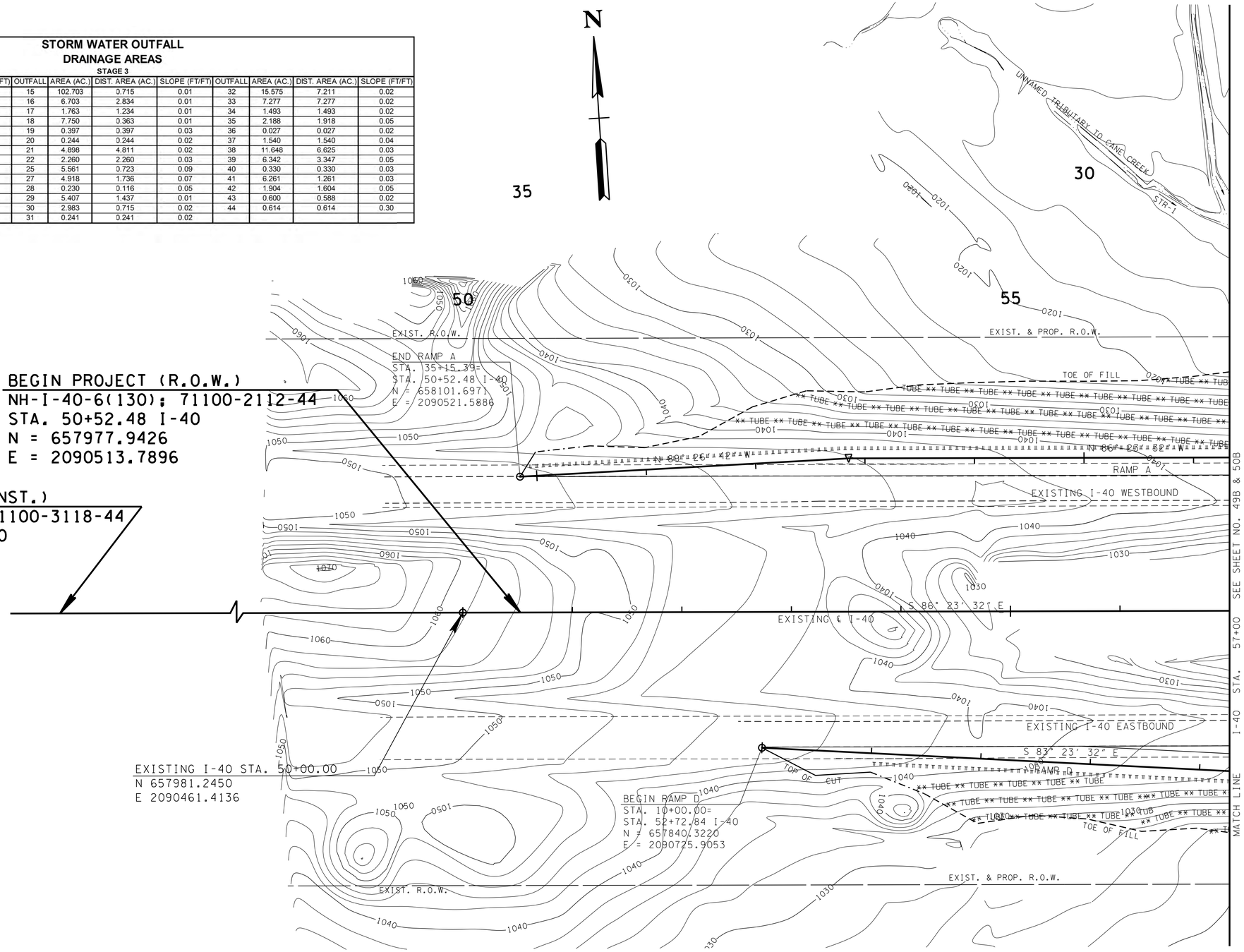
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	48B
CONST.	2015	NH-I-40-6(130)	48B

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 3

OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)	OUTFALL	AREA (AC.)	DIST. AREA (AC.)	SLOPE (FT/FT)
1	15.575	7.211	0.02	15	102.703	0.715	0.01	32	15.575	7.211	0.02
2	2.703	1.585	0.06	16	6.703	2.834	0.01	33	7.277	7.277	0.02
3	1.323	0.871	0.04	17	1.763	1.234	0.01	34	1.493	1.493	0.02
4	0.197	0.165	0.03	18	7.750	0.363	0.01	35	2.188	1.918	0.05
5	0.105	0.105	0.02	19	0.397	0.397	0.03	36	0.027	0.027	0.02
6	2.178	0.096	0.02	20	0.244	0.244	0.02	37	1.540	1.540	0.04
7	0.106	0.106	0.02	21	4.898	4.811	0.02	38	11.648	6.625	0.03
8	0.538	0.374	0.03	22	2.260	2.260	0.03	39	6.342	3.347	0.05
9	2.211	0.940	0.03	25	5.561	0.723	0.09	40	0.330	0.330	0.03
10	1.326	1.326	0.03	27	4.918	1.736	0.07	41	6.261	1.261	0.03
11	5.450	0.547	0.03	28	0.230	0.116	0.05	42	1.904	1.604	0.05
12	0.707	0.707	0.06	29	5.407	1.437	0.01	43	0.600	0.588	0.02
13	3.599	3.599	0.03	30	2.983	0.715	0.02	44	0.614	0.614	0.30
14	7.610	0.616	0.02	31	0.241	0.241	0.02				



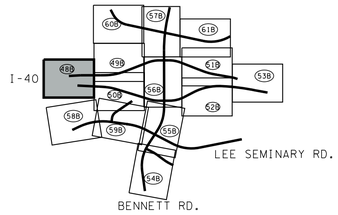
BEGIN PROJECT (R.O.W.)
NH-I-40-6(130); 71100-2112-44
STA. 50+52.48 I-40
N = 657977.9426
E = 2090513.7896

BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

EXISTING I-40 STA. 50+00.00
N 657981.2450
E 2090461.4136

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ITEM NO. 801-02 SEEDING (WITHOUT MULCH) & ITEM NO. 805-12.02 EROSION CONTROL BLANKET (TYPE II) SHALL BE PLACED WITHIN THE SLOPE LIMITS THROUGHOUT THIS PROJECT EXCEPT WHERE SLOPES ARE 2.5:1 OR STEEPER. 803-01 SODDING (NEW SOD)MAY BE SUBSTITUTED AS DIRECTED BY THE ENGINEER.



UNOFFICIAL SET
NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 50+00 TO STA. 57+00
SCALE: 1"= 50'

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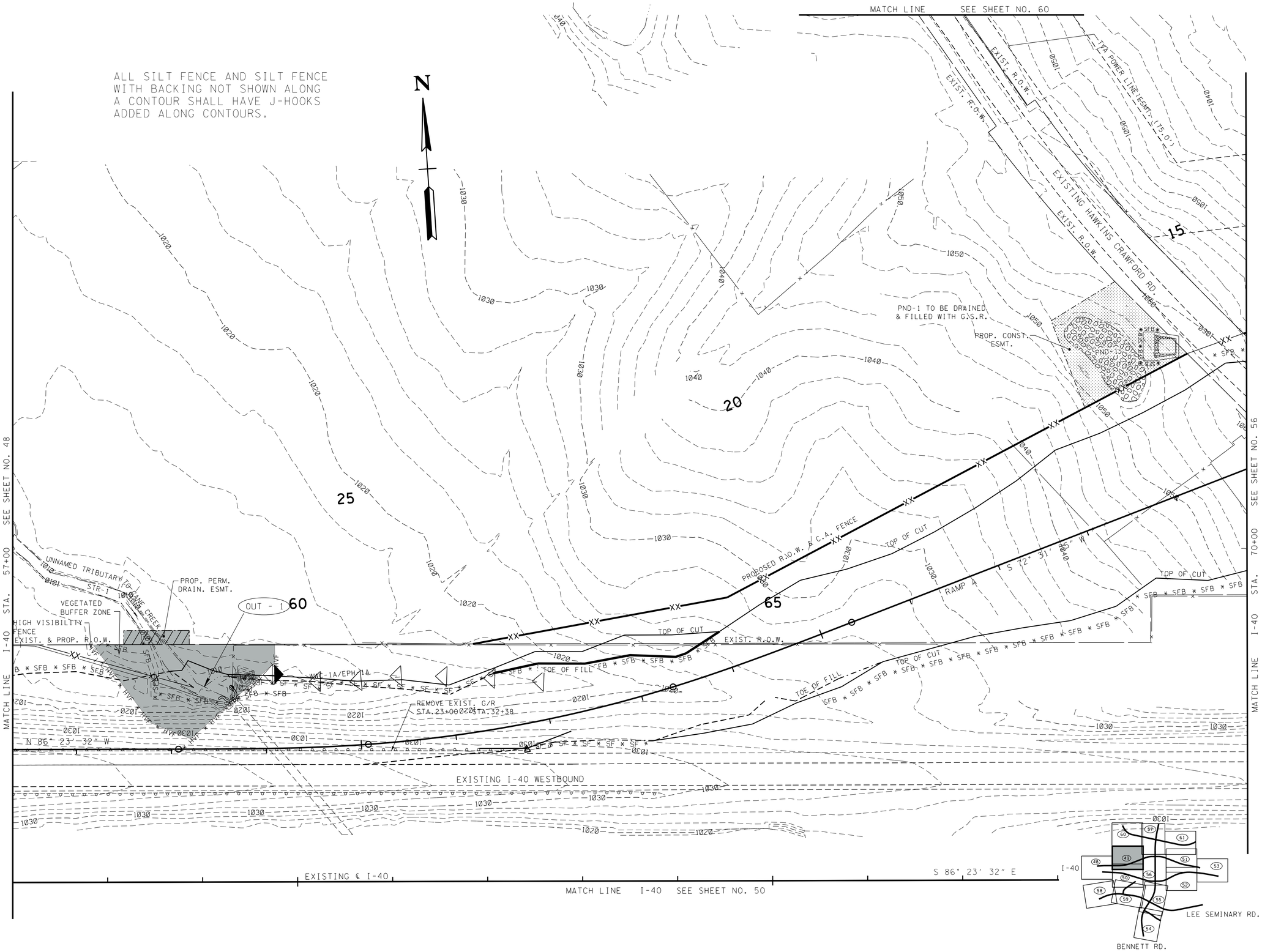
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	49
CONST.	2015	NH-I-40-6(130)	49

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

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

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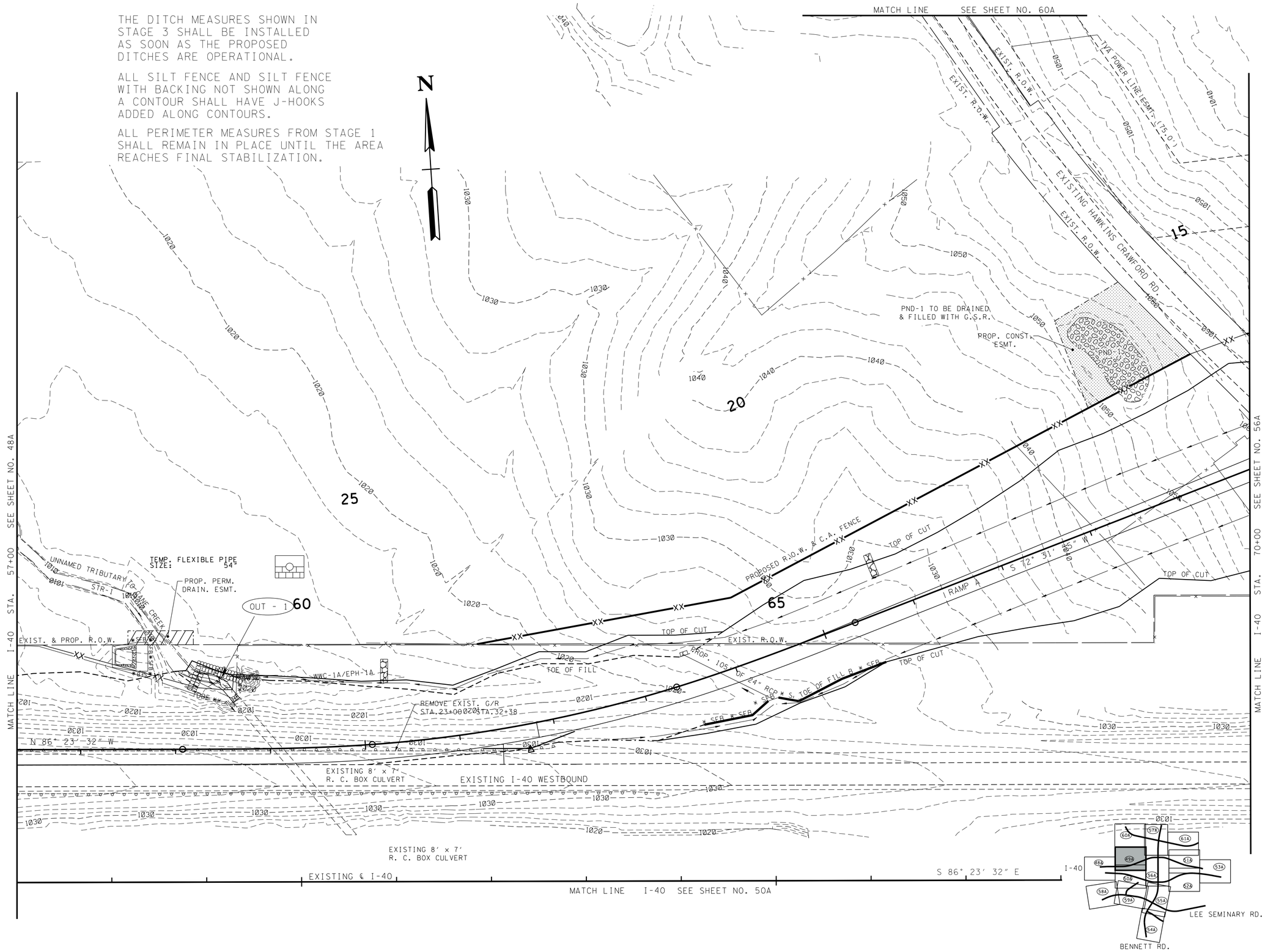
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	49A
CONST.	2015	NH-I-40-6(130)	49A

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

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

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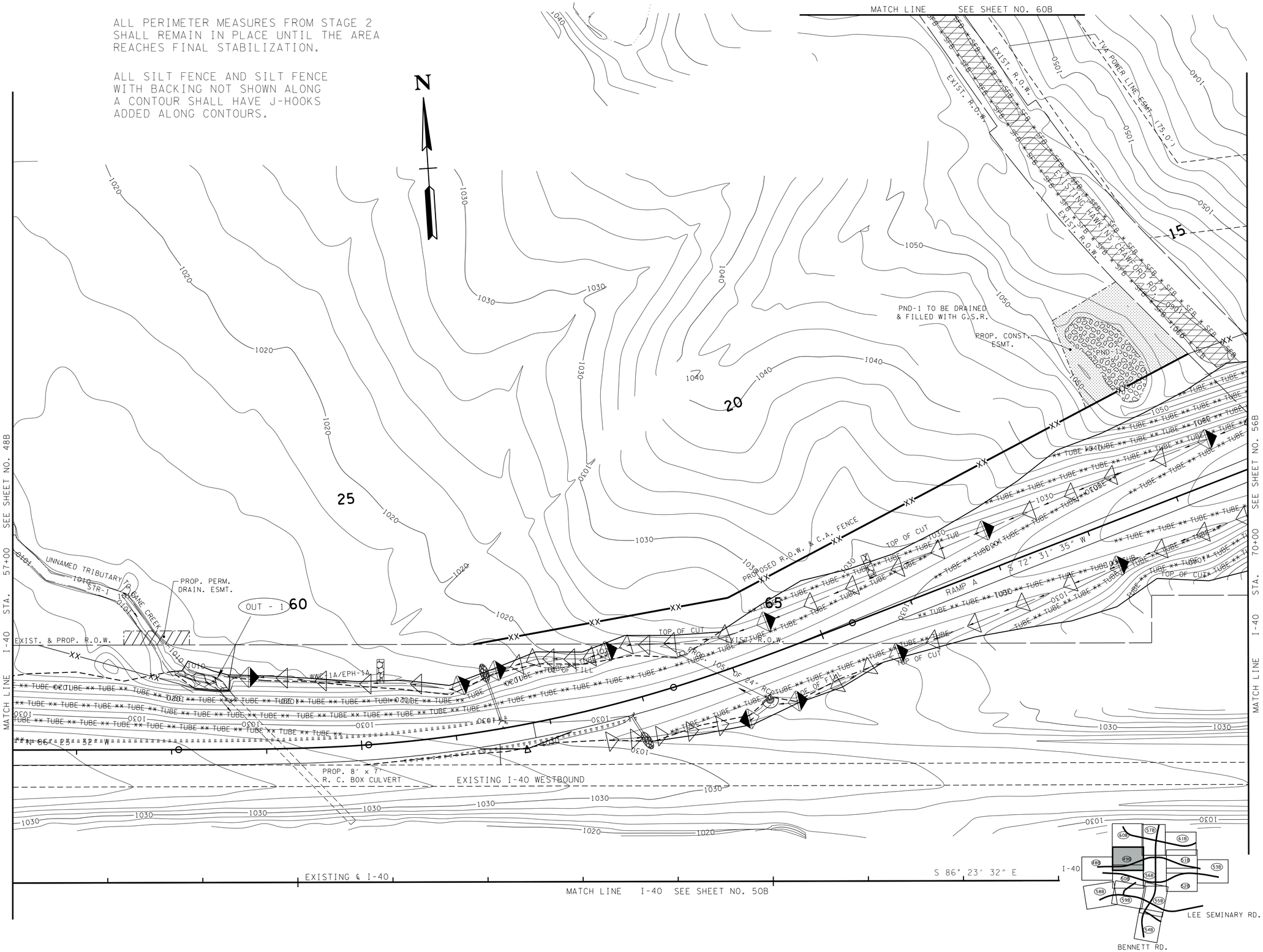
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	49B
CONST.	2015	NH-I-40-6(130)	49B

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

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 57+00 TO STA. 70+00
SCALE: 1"= 50'

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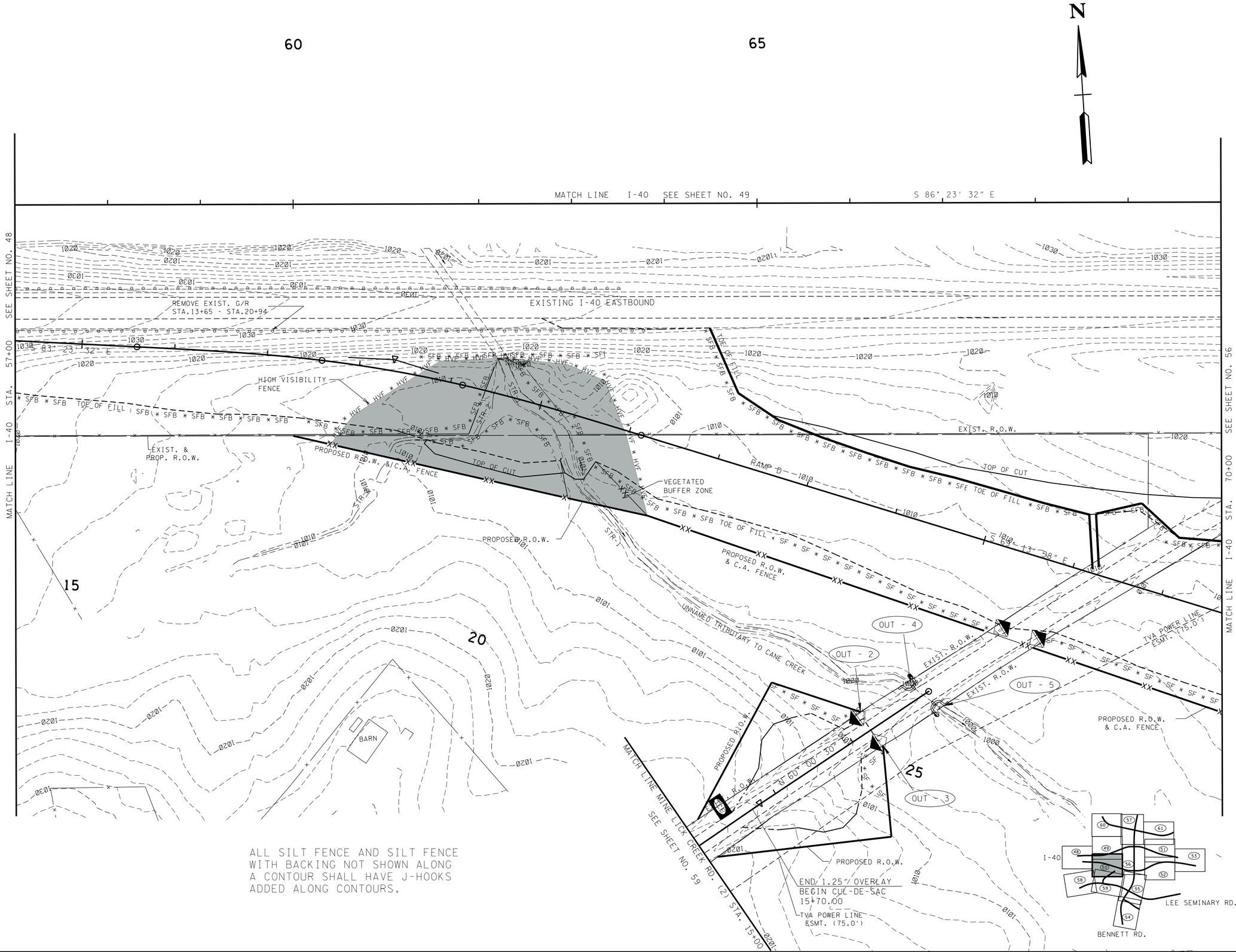
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	50
CONST.	2015	NH-I-40-6(130)	50



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

04/23/2015 10:35:15 AM
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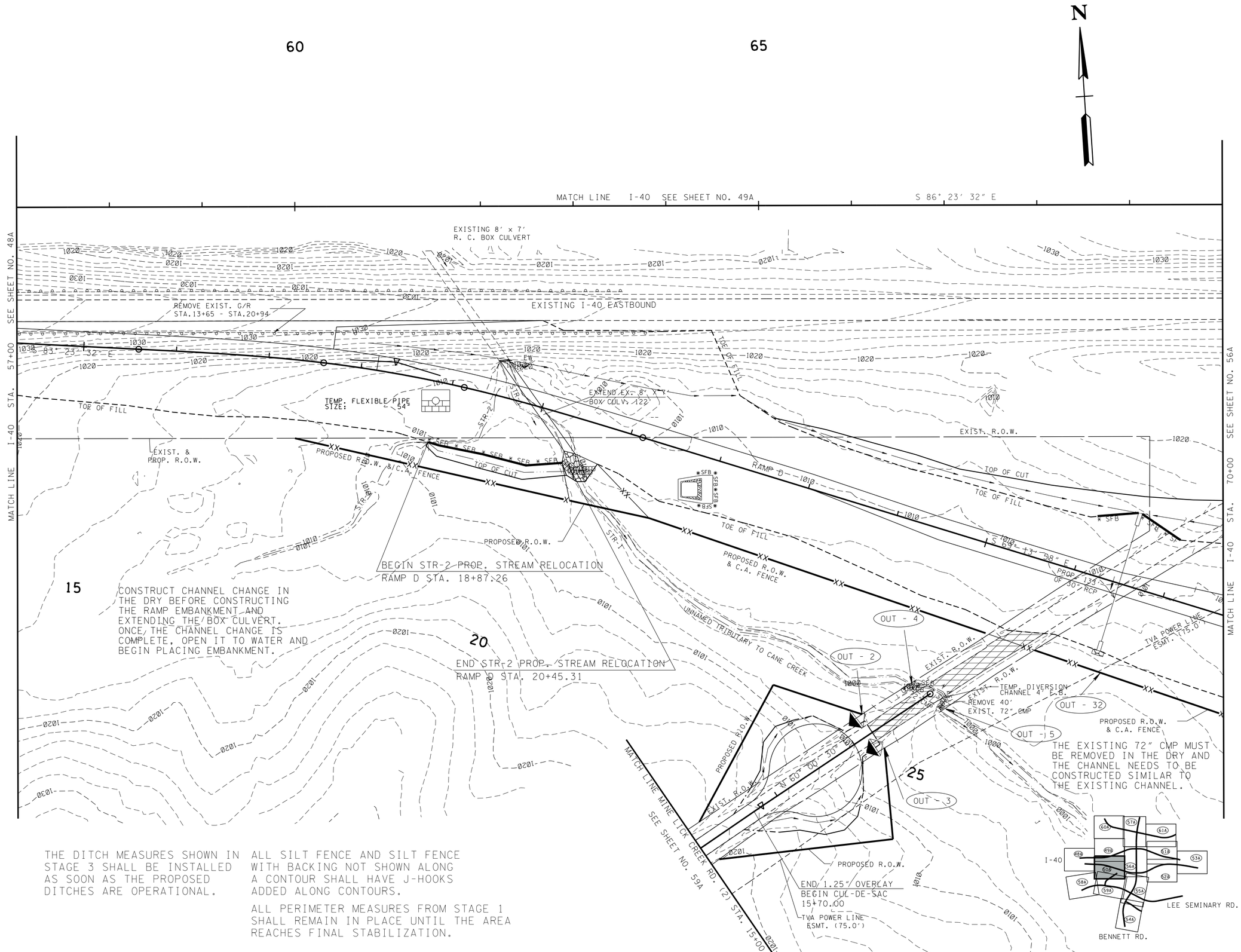
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	50A
CONST.	2015	NH-I-40-6(130)	50A



THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

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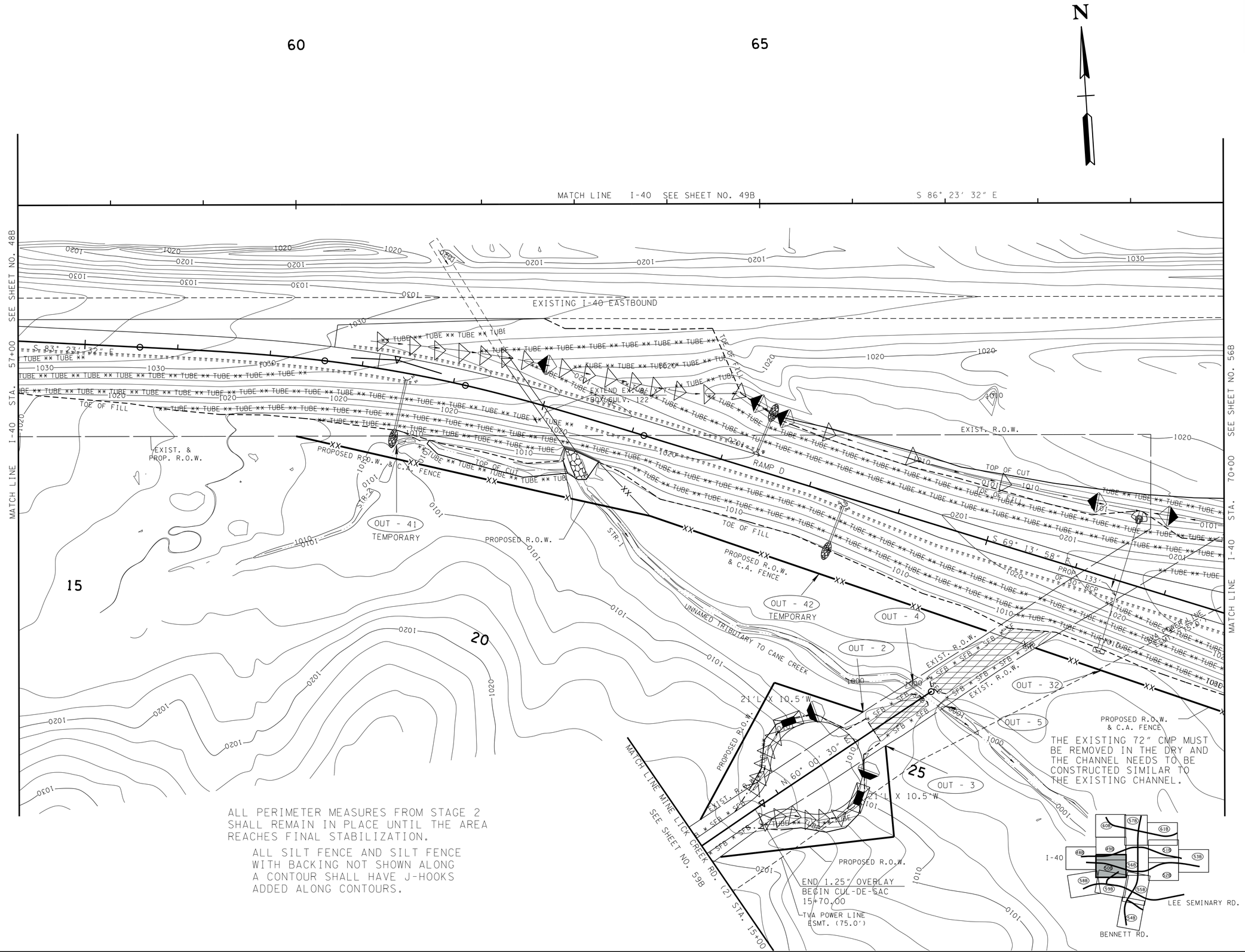
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	50B
CONST.	2015	NH-I-40-6(130)	50B



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PROPOSED CONTOURS

STA. 57+00 TO STA. 70+00
SCALE: 1"= 50'

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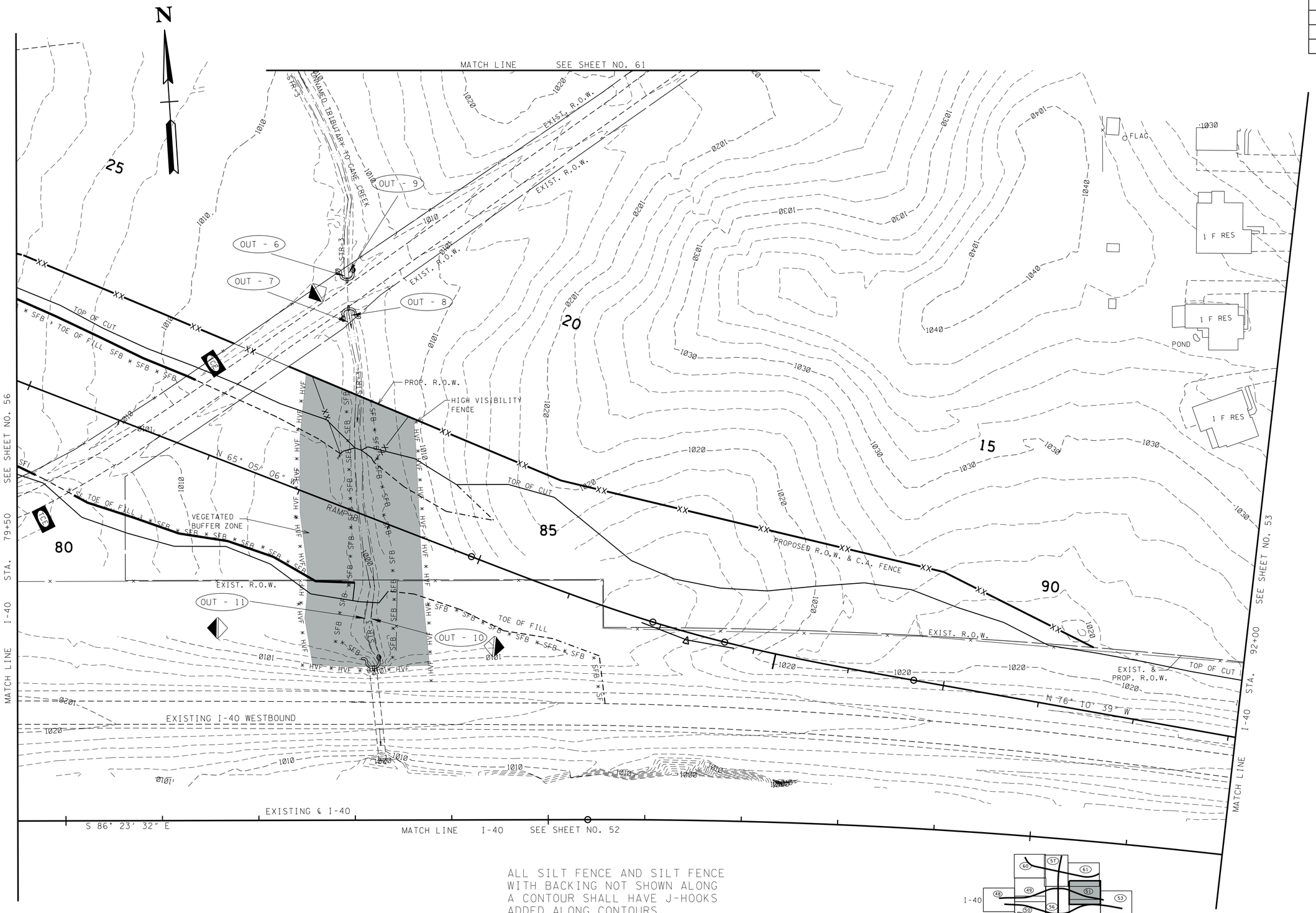
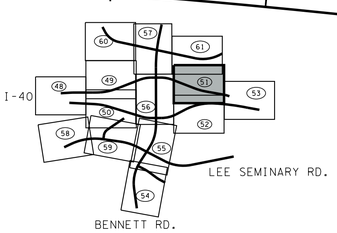
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	51
CONST.	2015	NH-I-40-6(130)	51

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



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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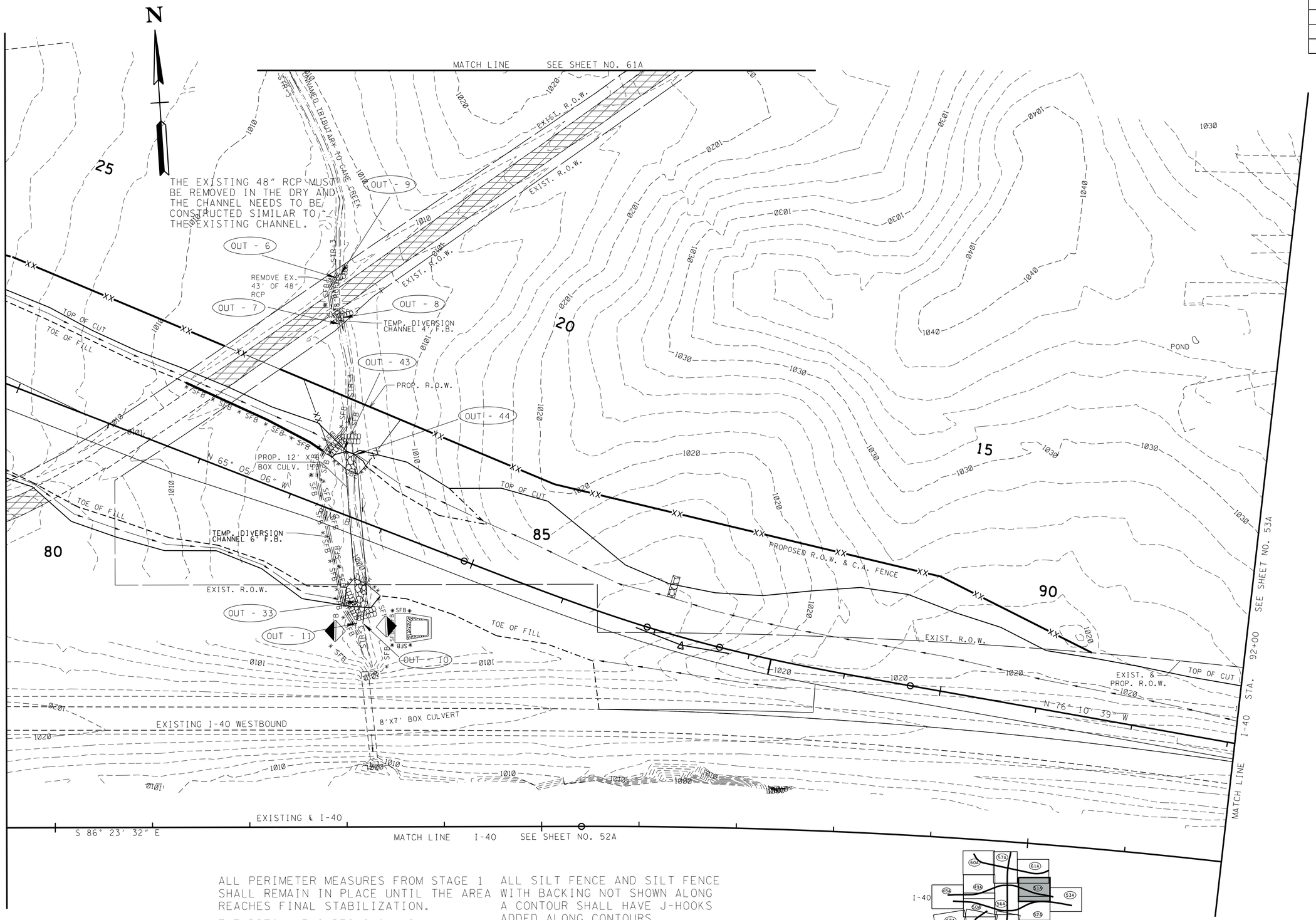
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	51A
CONST.	2015	NH-I-40-6(130)	51A

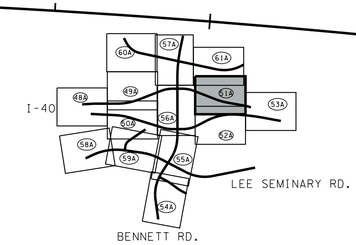
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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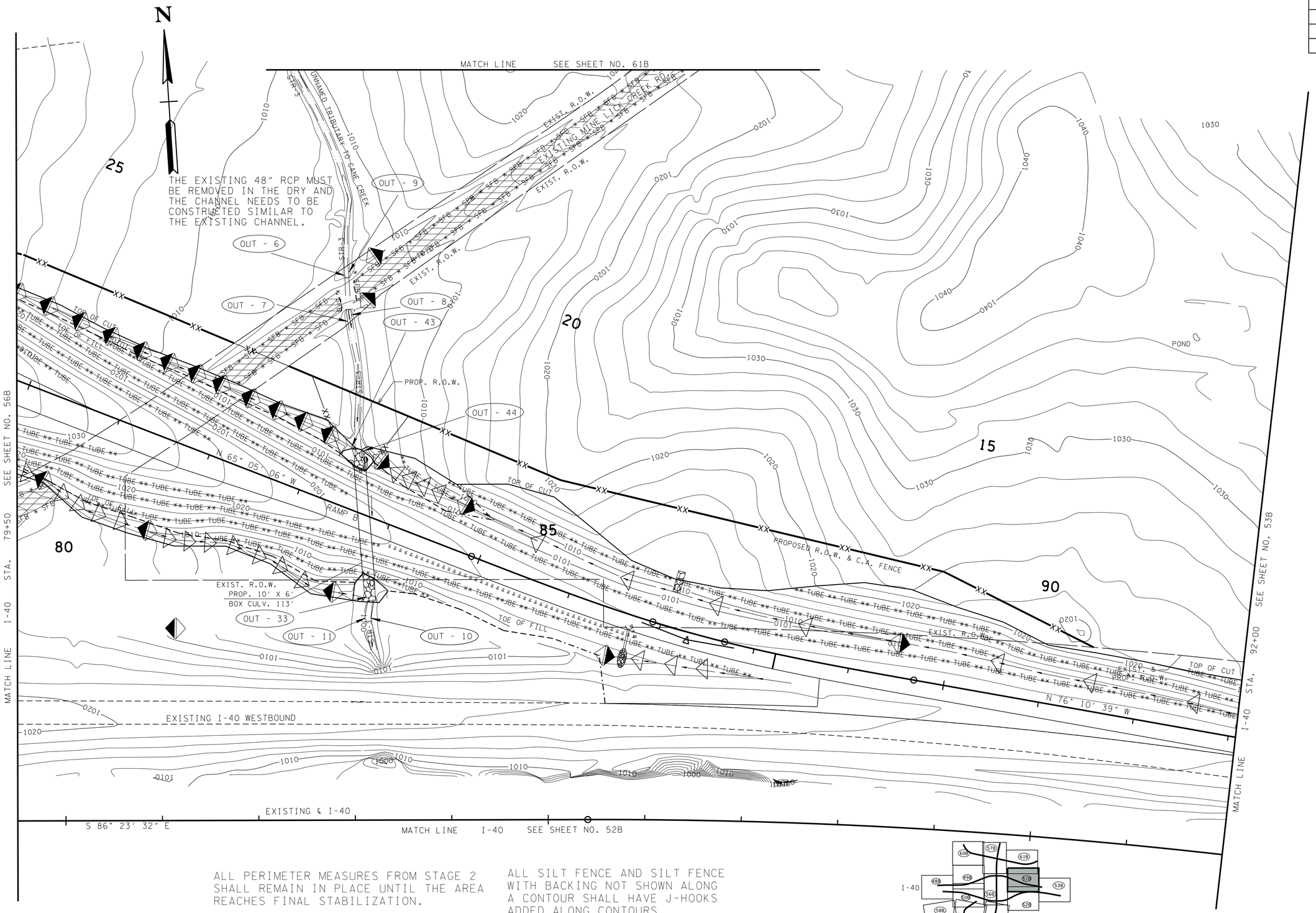
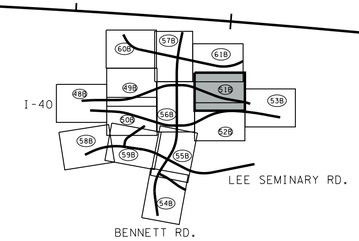
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	51B
CONST.	2015	NH-I-40-6(130)	51B

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



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 79+50 TO STA. 92+00
SCALE: 1"= 50'

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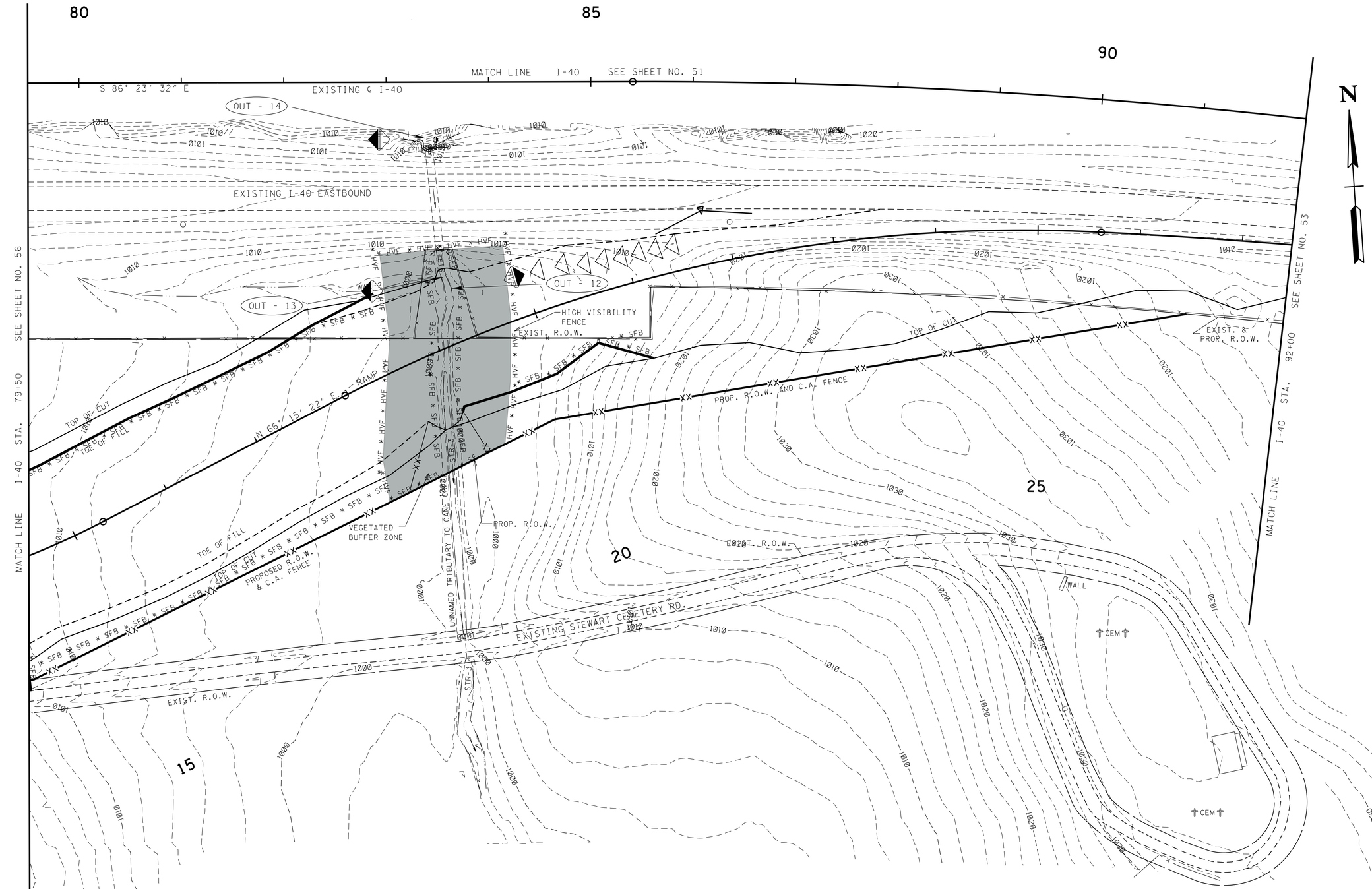
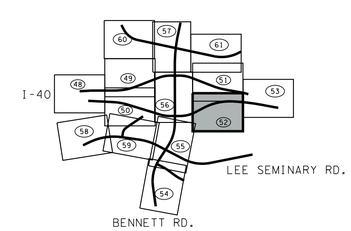
TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	52
CONST.	2015	NH-I-40-6(130)	52



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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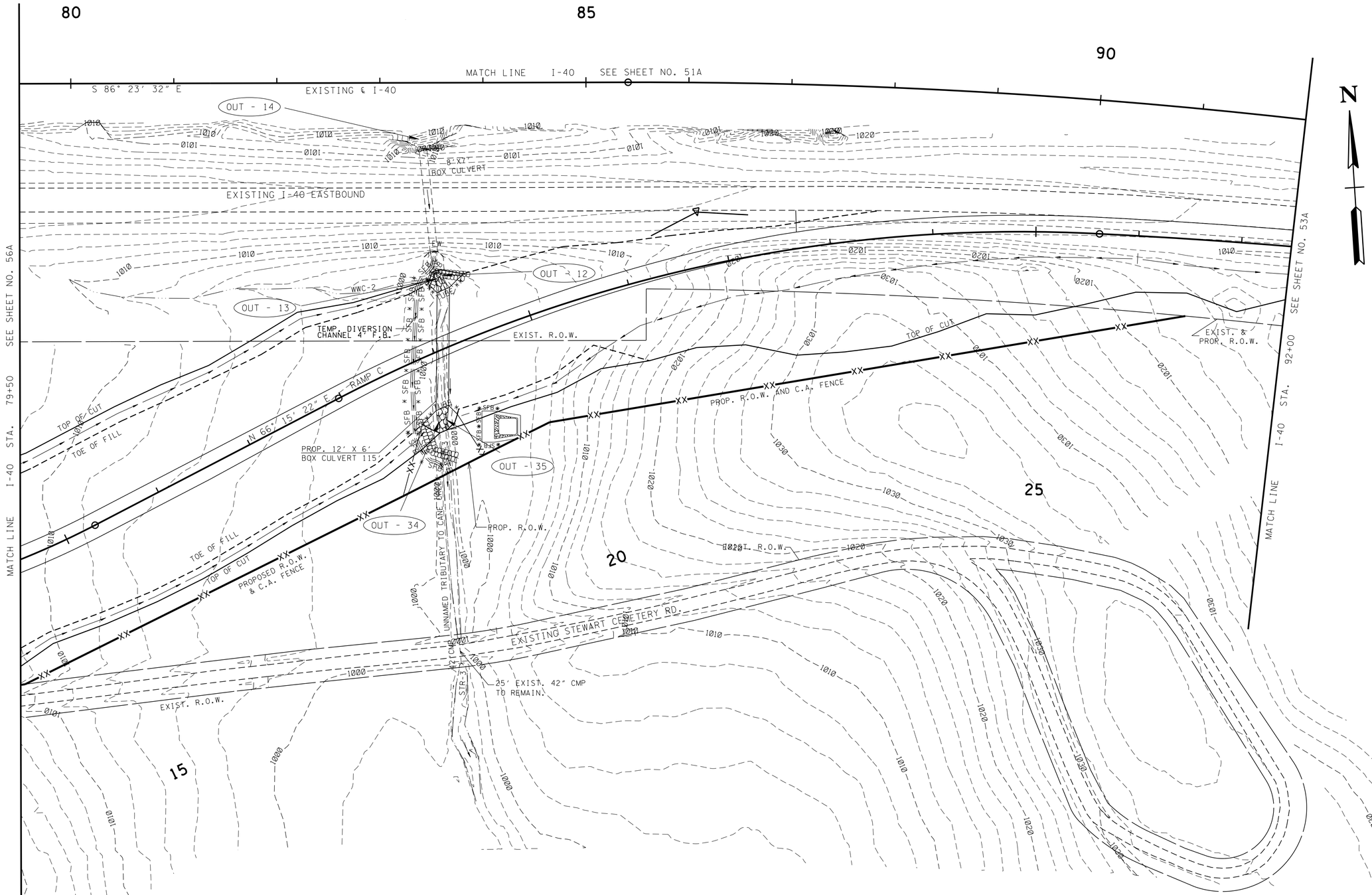
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

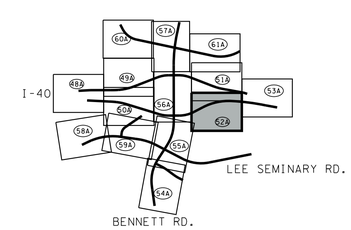
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	52A
CONST.	2015	NH-I-40-6(130)	52A



ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

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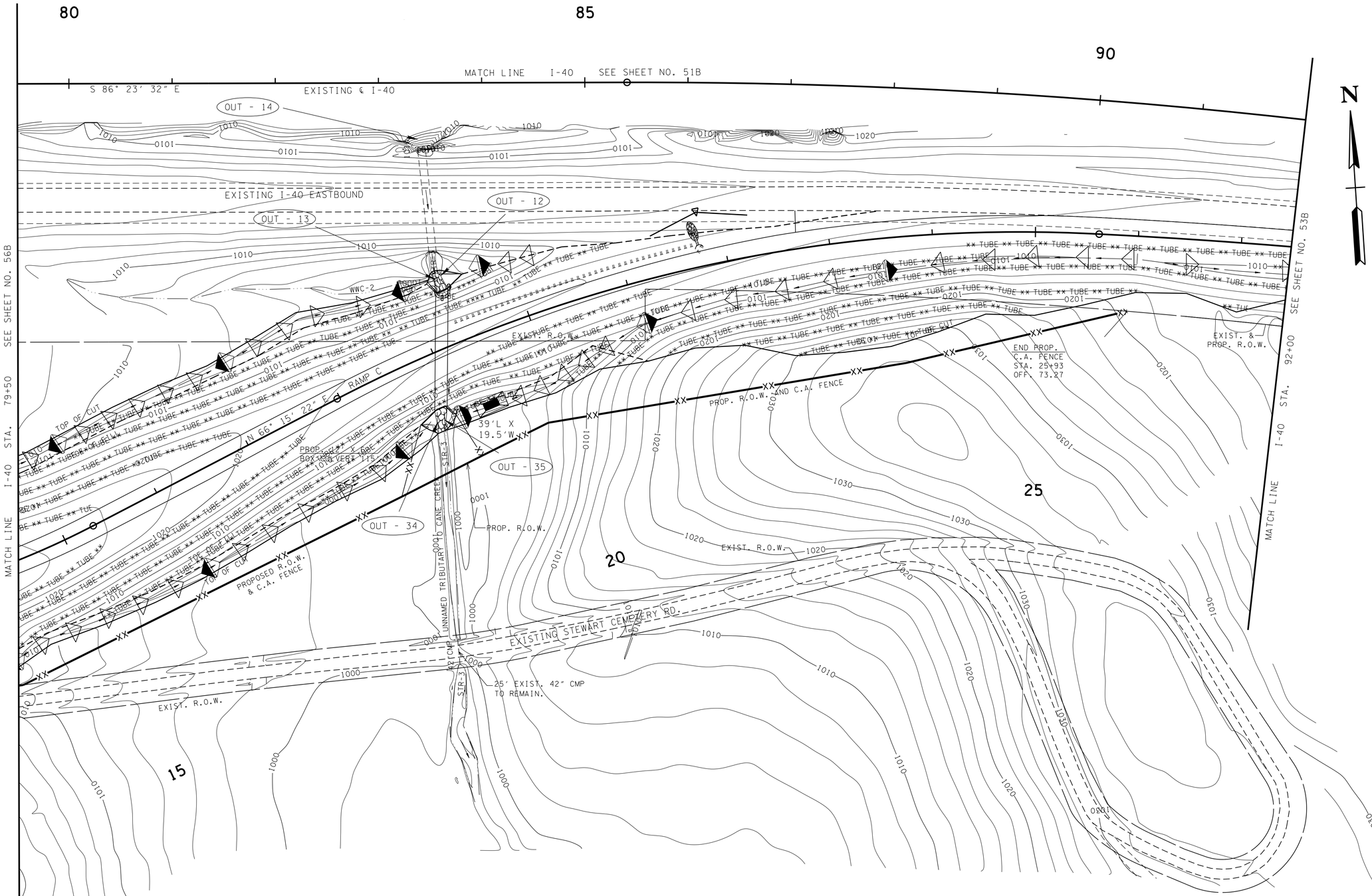
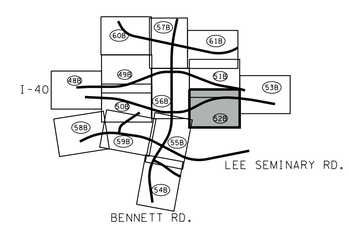
TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	52B
CONST.	2015	NH-I-40-6(130)	52B



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 79+50 TO STA. 92+00
SCALE: 1"= 50'

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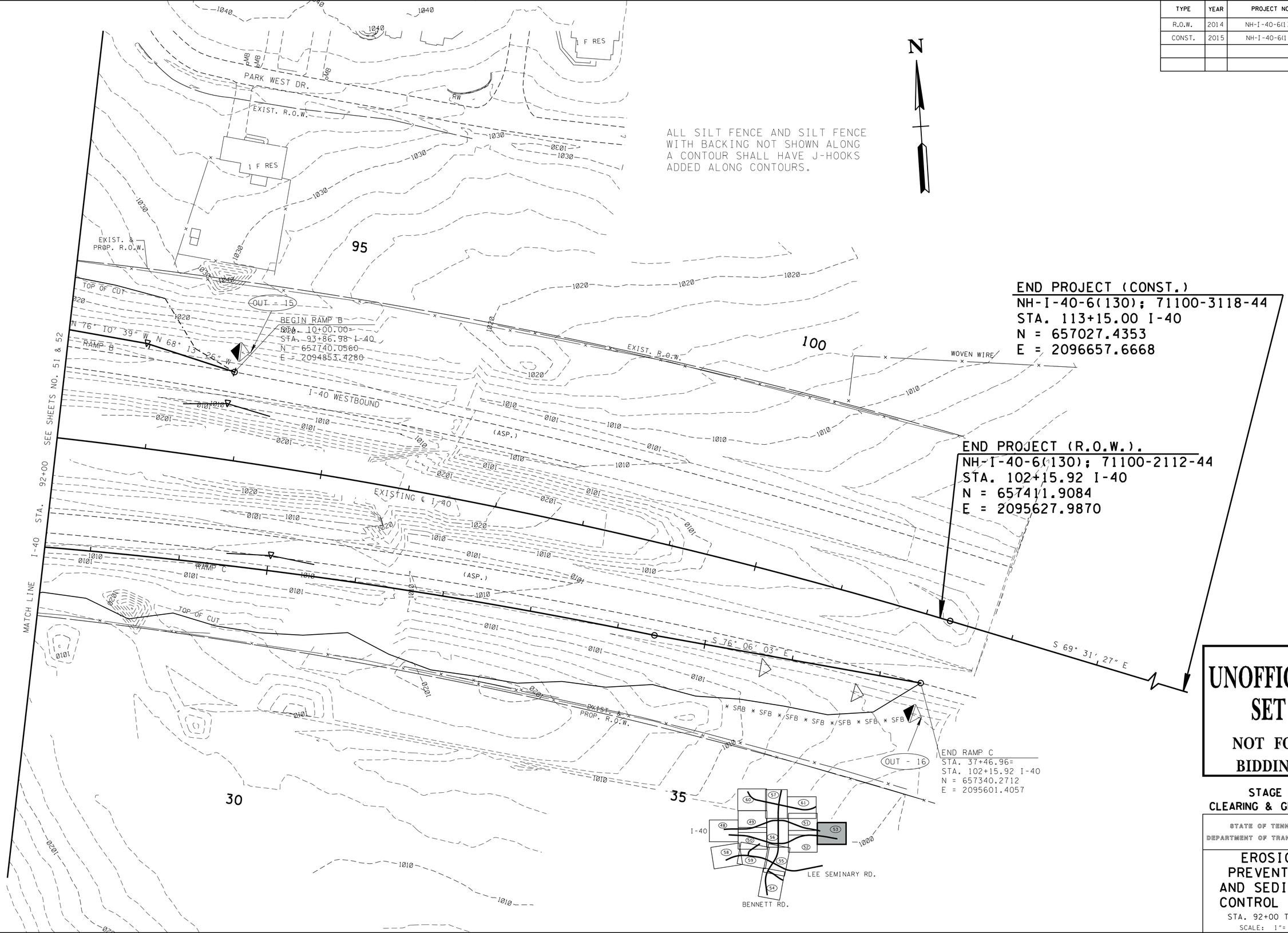
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	53
CONST.	2015	NH-I-40-6(130)	53

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



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 92+00 TO EOP

SCALE: 1"= 50'

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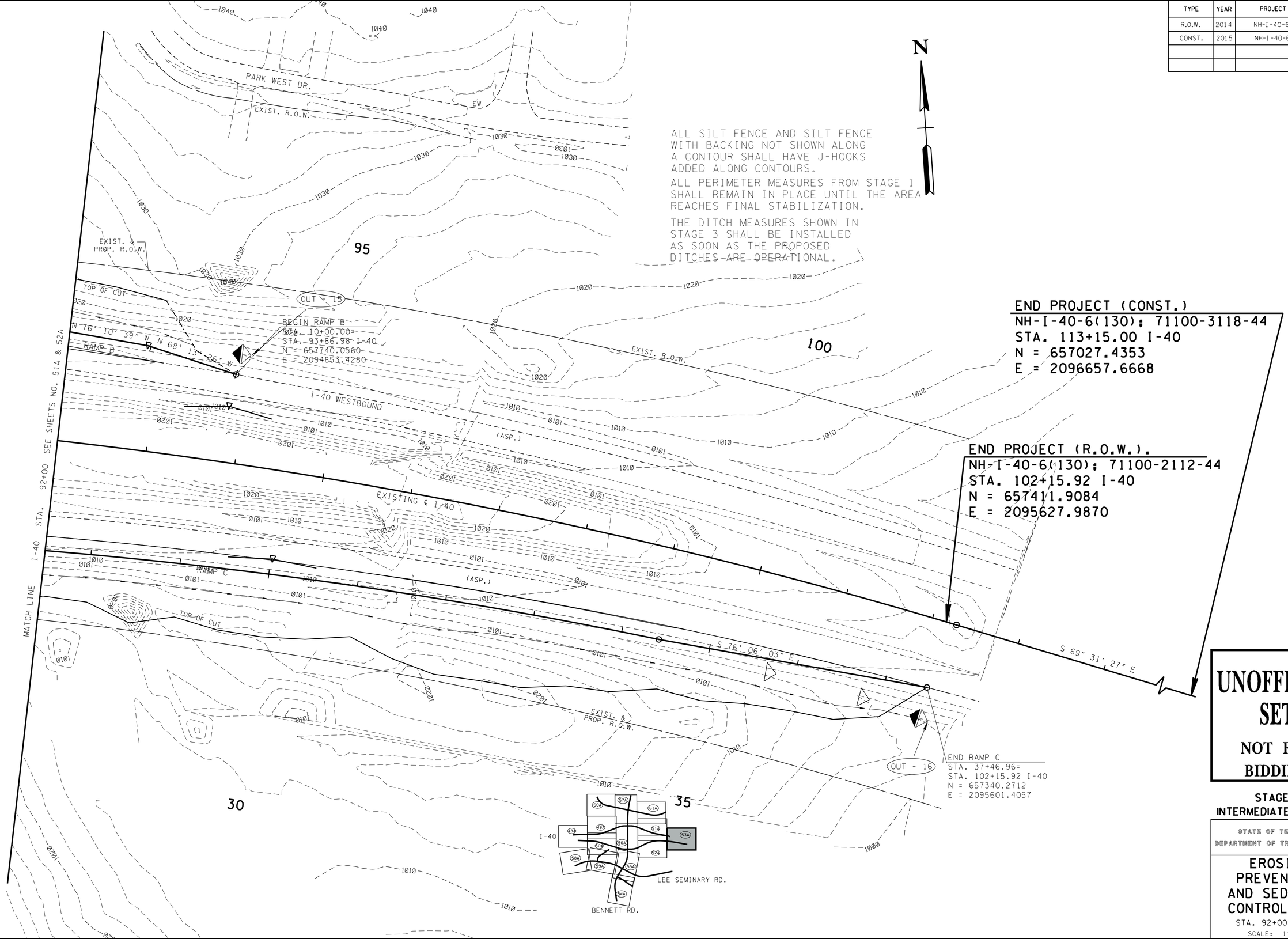
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	53A
CONST.	2015	NH-I-40-6(130)	53A



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 92+00 TO EOP

SCALE: 1"= 50'

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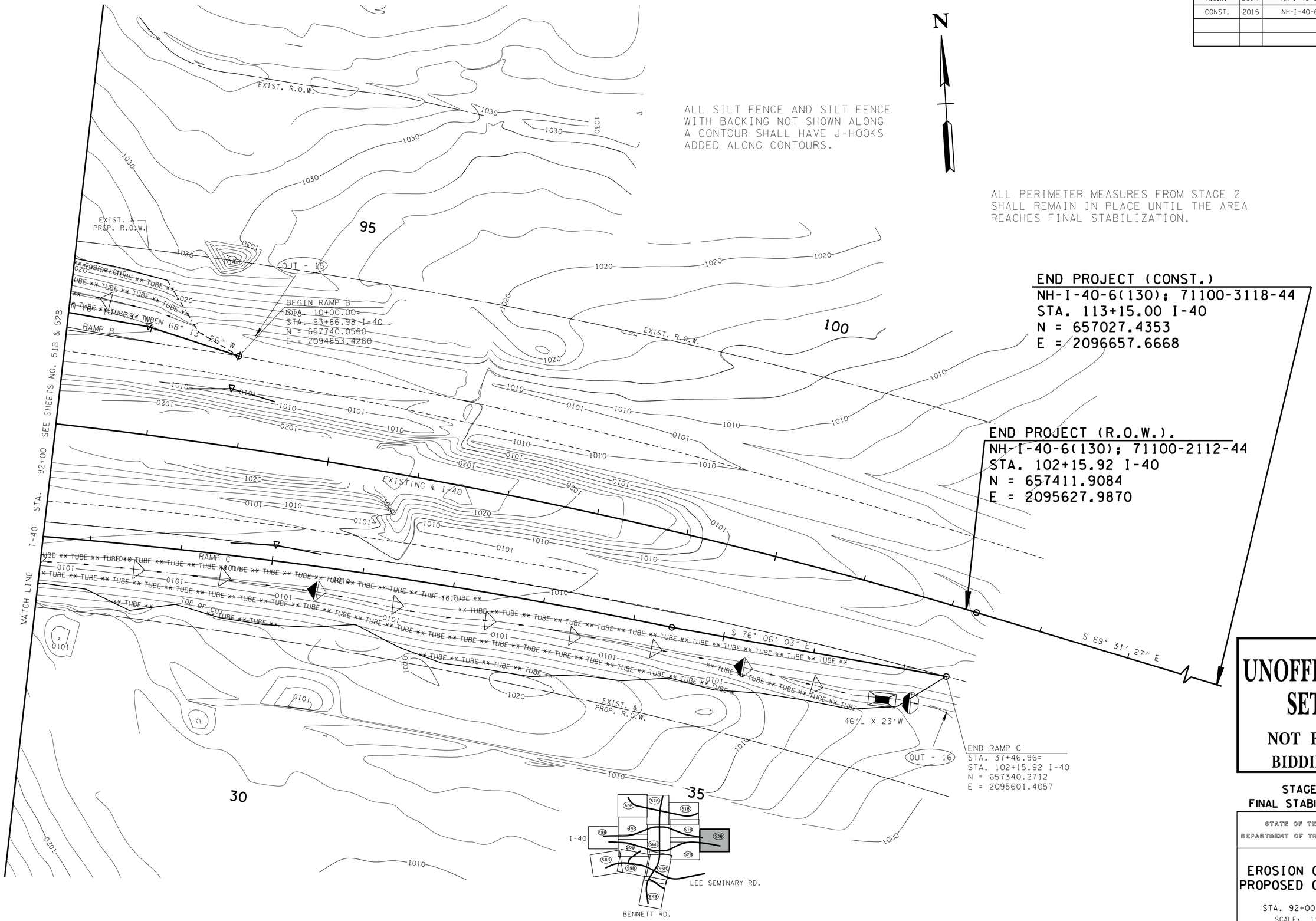
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	53B
CONST.	2015	NH-I-40-6(130)	53B

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



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 92+00 TO EOP
SCALE: 1"= 50′

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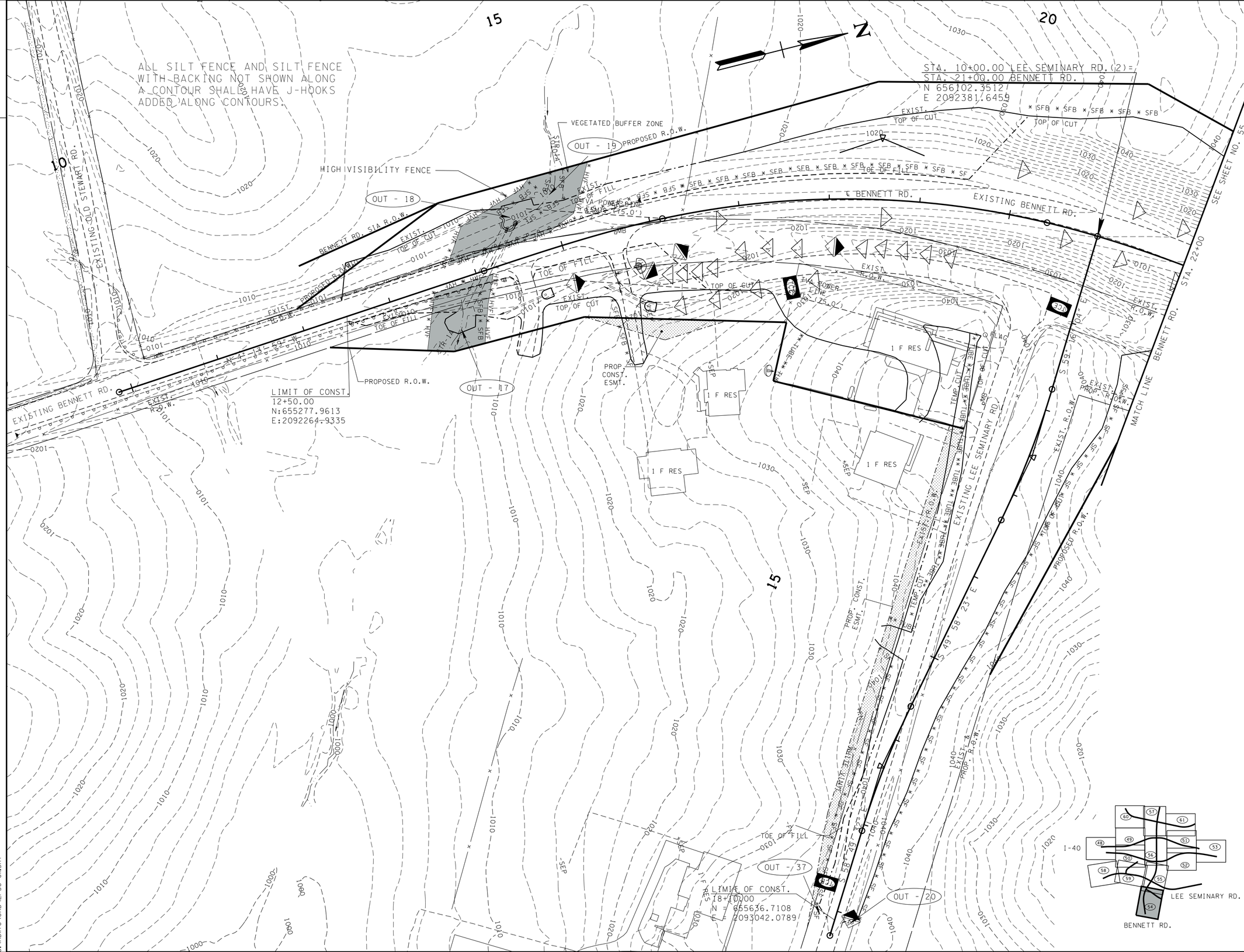
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	54
CONST.	2015	NH-I-40-6(130)	54

REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO STA. 15+22.54.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 22+00

SCALE: 1"= 50'

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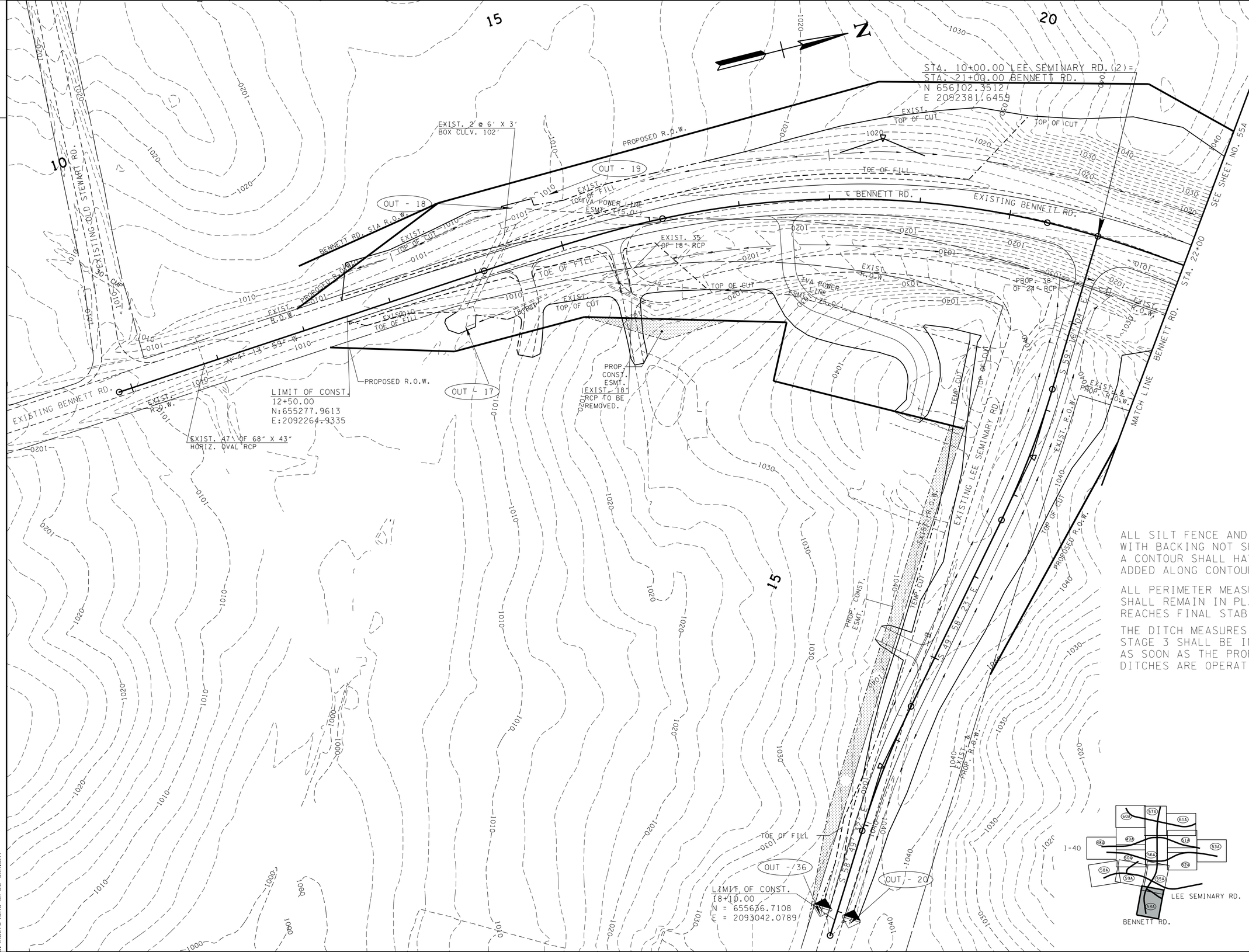
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	54A
CONST.	2015	NH-I-40-6(130)	54A

REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO STA. 15+22.54.



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 22+00

SCALE: 1"= 50'

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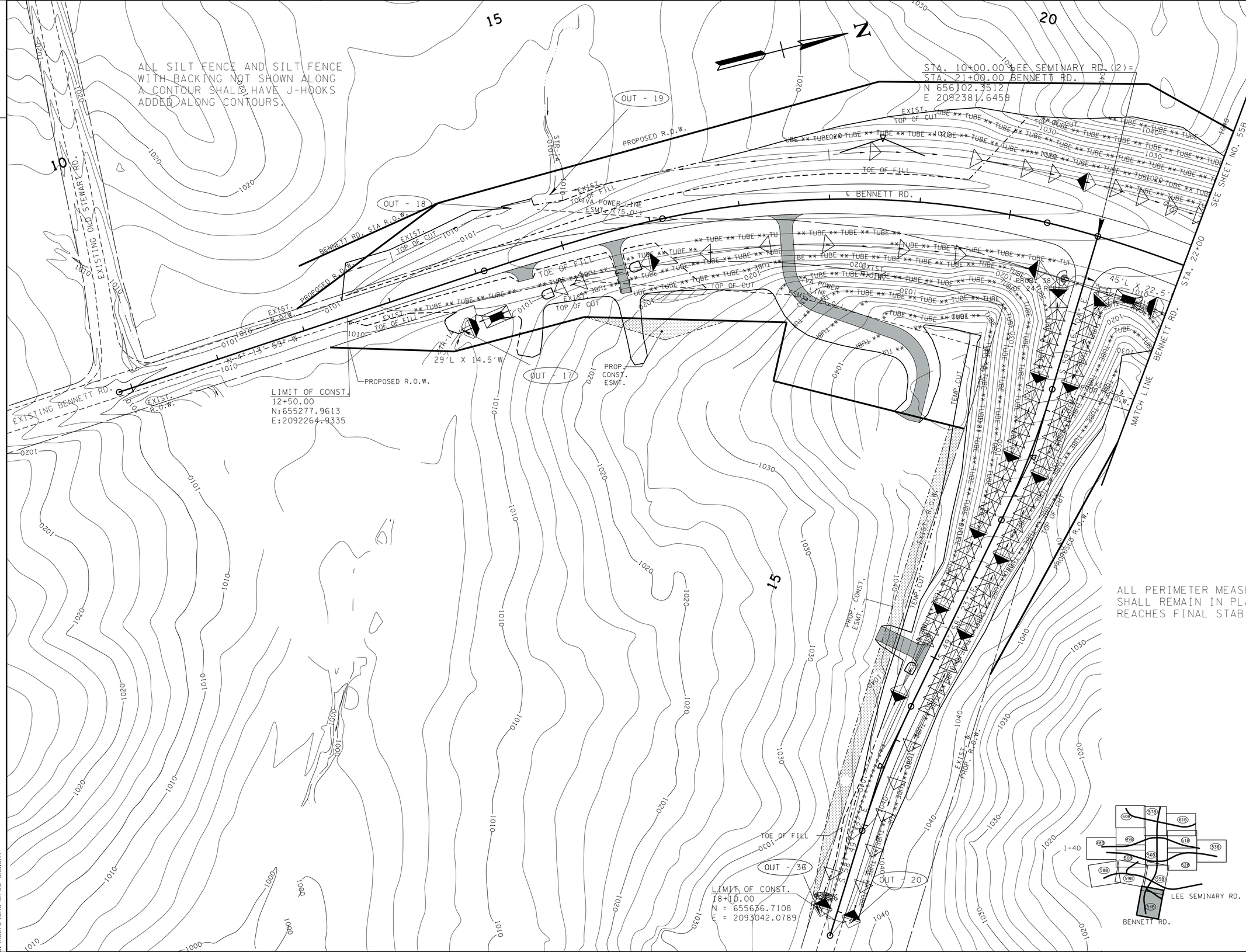
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	54B
CONST.	2015	NH-I-40-6(130)	54B

REV. 10/01/2014:
REVISED EXIST. R.O.W. LINE ON THE EAST SIDE OF BENNETT RD. FROM BEGINNING OF BENNETT RD. TO STA. 15+22.54.



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 10+00 TO STA. 22+00
SCALE: 1"= 50'

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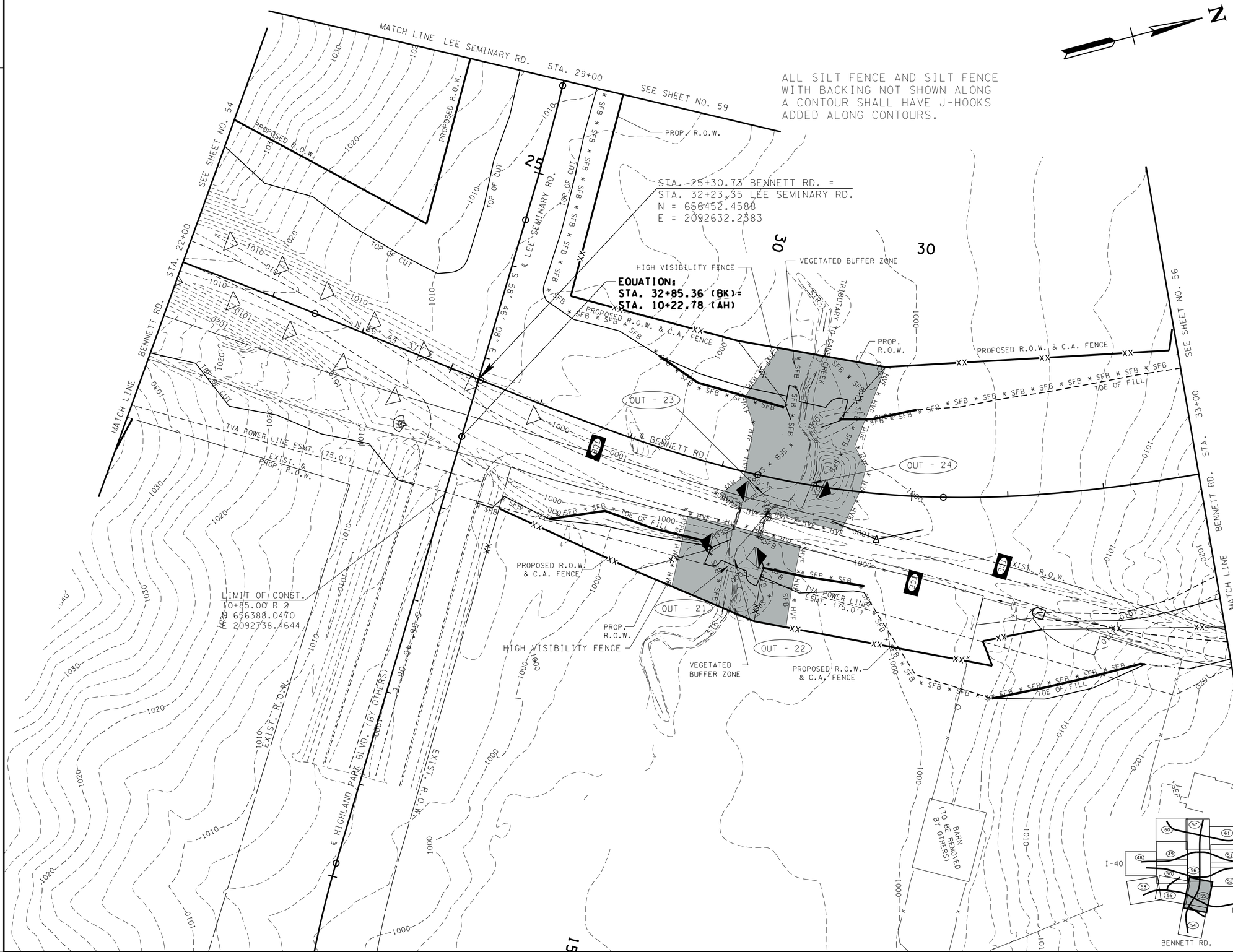
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	55
CONST.	2015	NH-I-40-6(130)	55



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 22+00 TO STA. 33+00

SCALE: 1"= 50'

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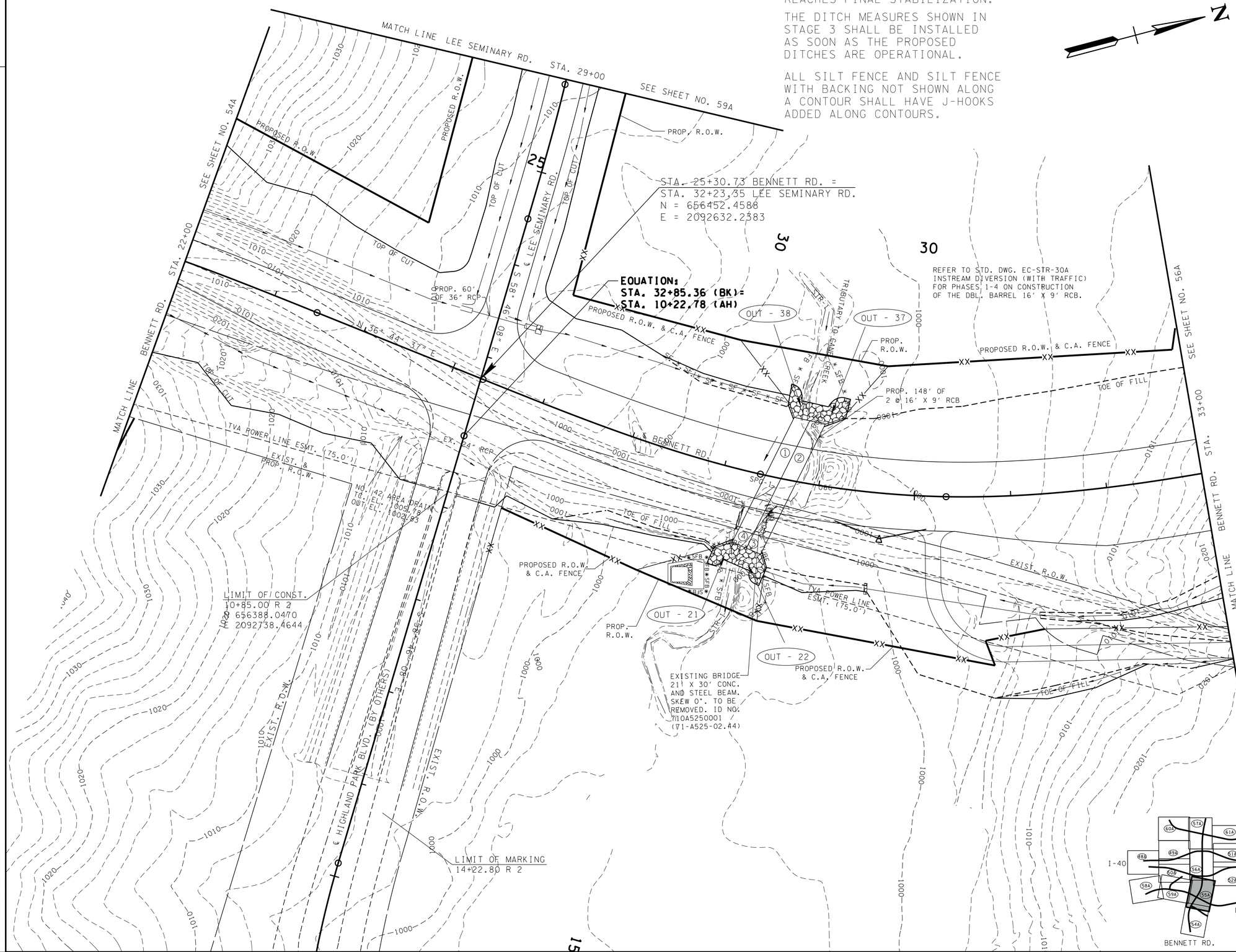
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

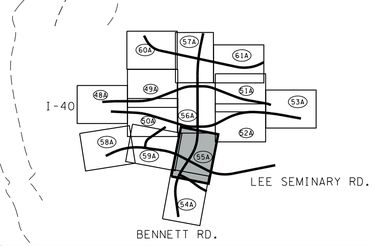
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	55A
CONST.	2015	NH-I-40-6(130)	55A

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.





UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 22+00 TO STA. 33+00

SCALE: 1" = 50'

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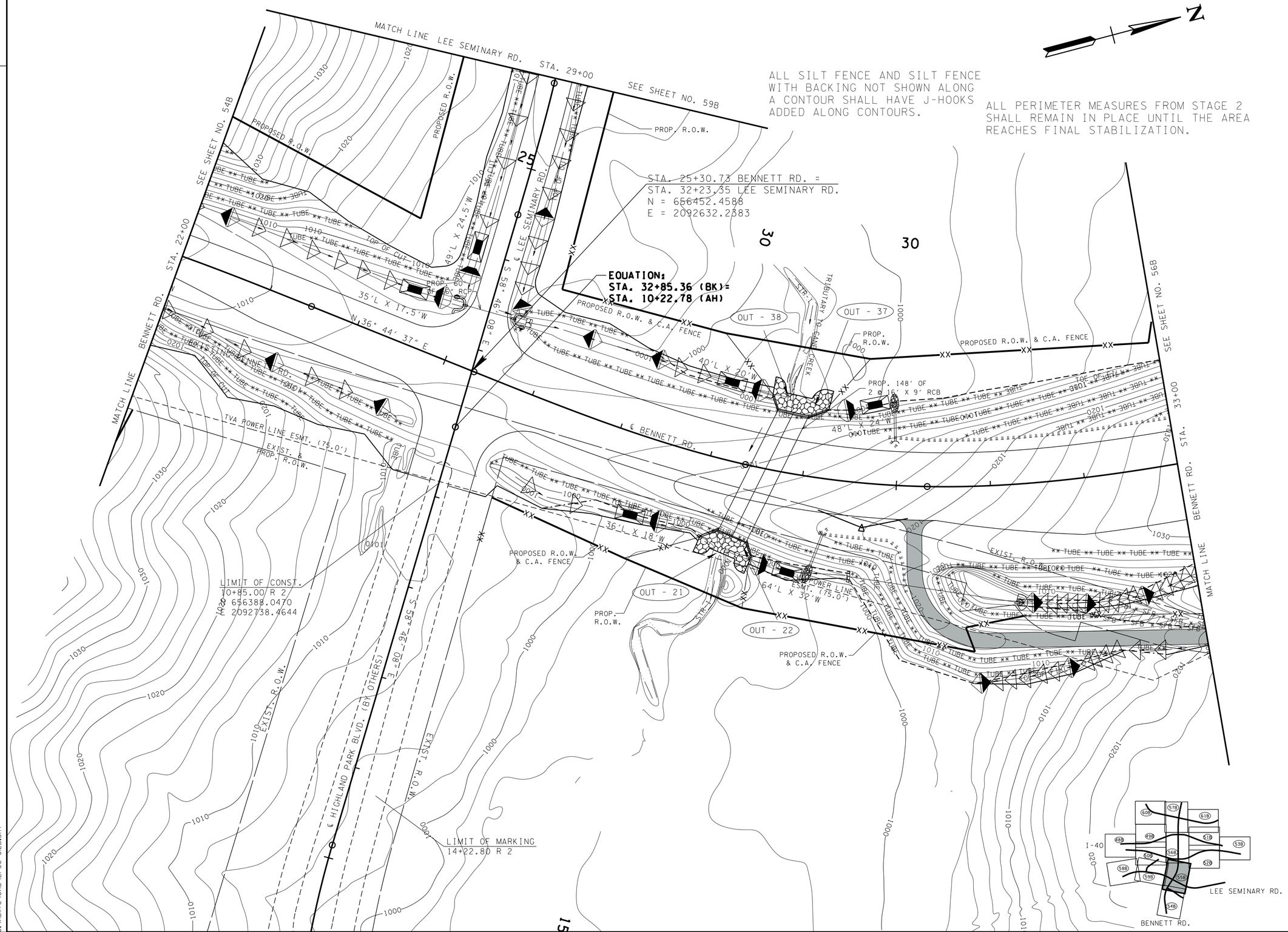
TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	55B
CONST.	2015	NH-I-40-6(130)	55B



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PROPOSED CONTOURS

STA. 22+00 TO STA. 33+00
SCALE: 1"= 50'

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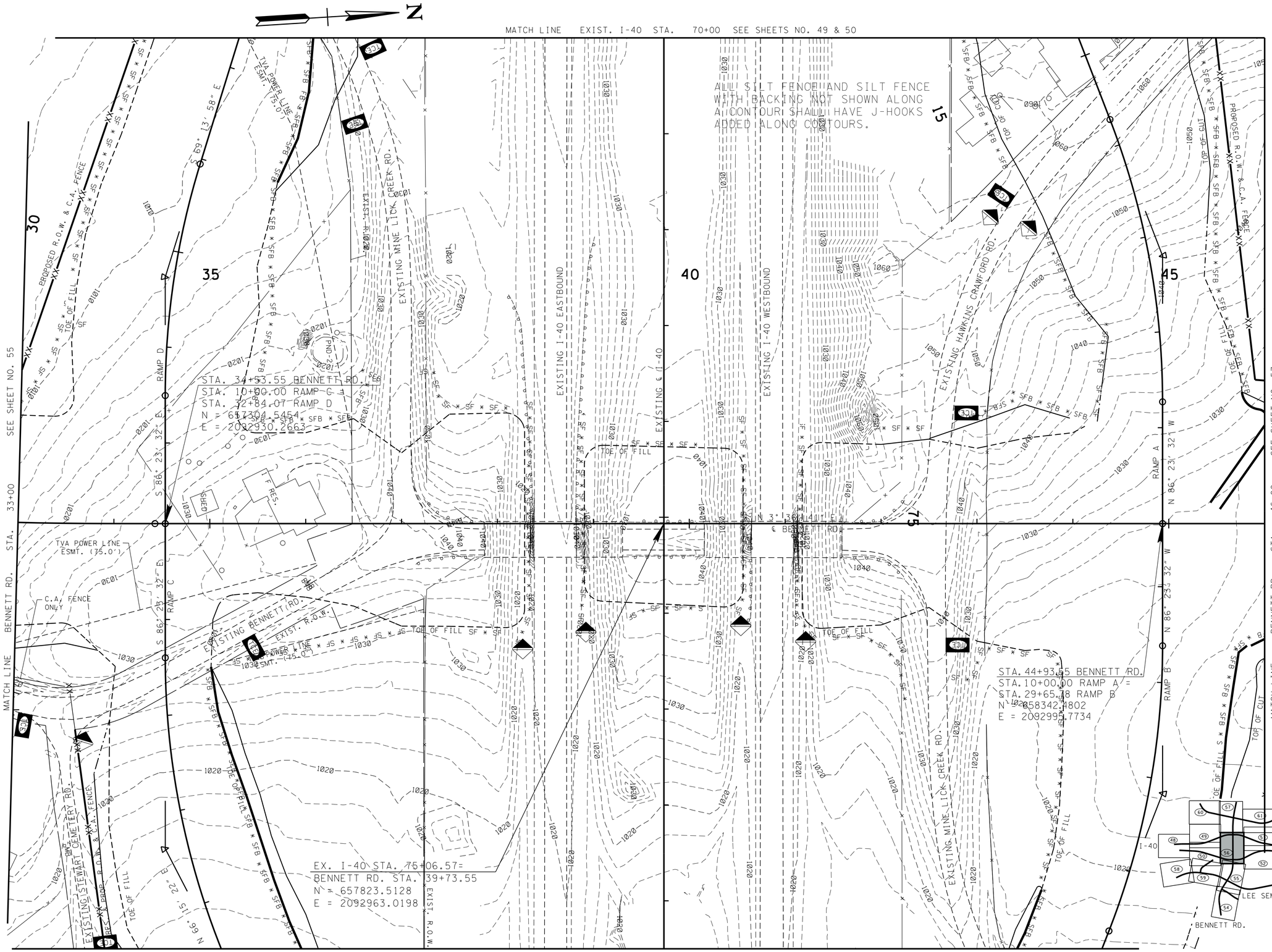
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	56
CONST.	2015	NH-I-40-6(130)	56

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



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 33+00 TO STA. 46+00

SCALE: 1"= 50'

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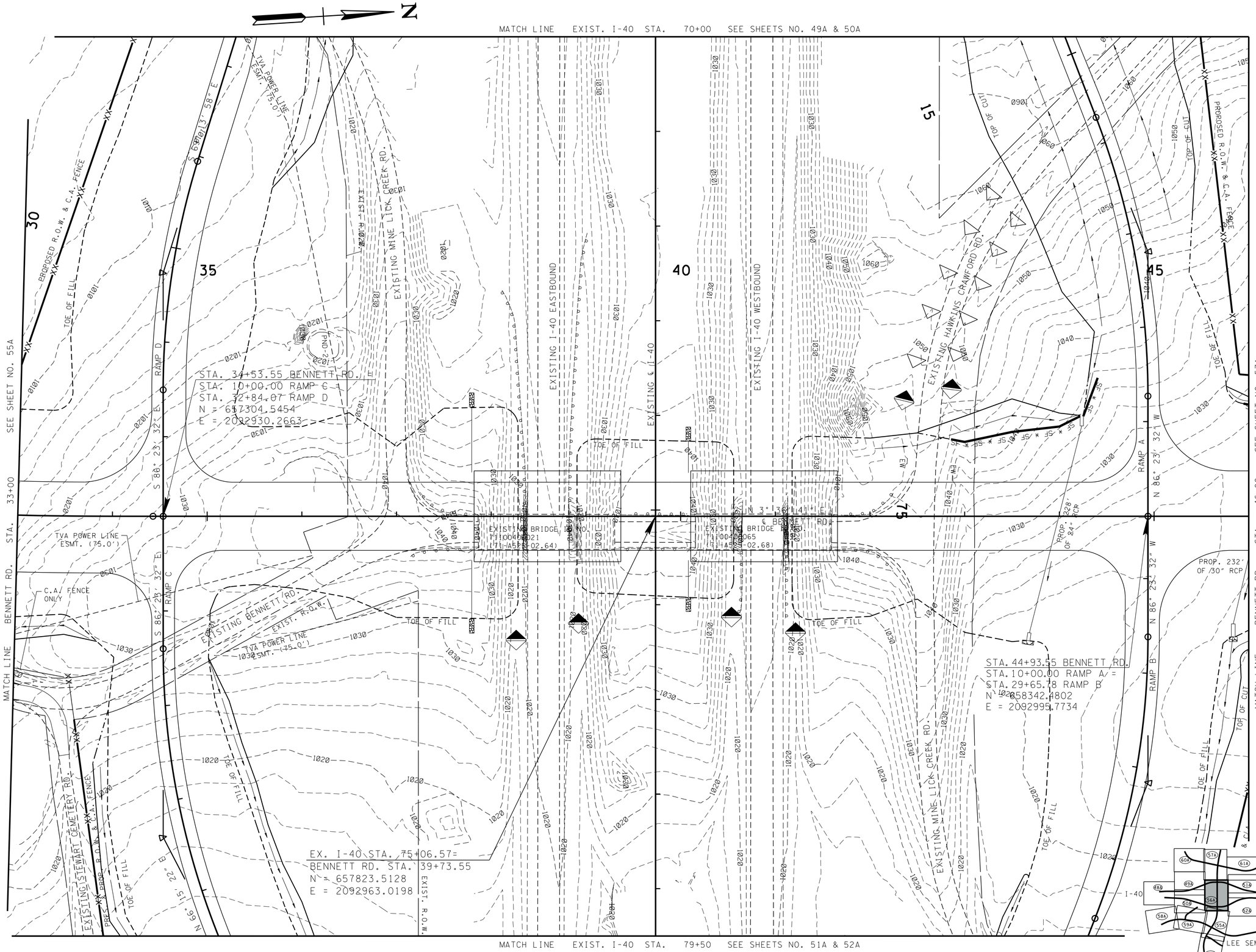
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	56A
CONST.	2015	NH-I-40-6(130)	56A

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



ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 33+00 TO STA. 46+00

SCALE: 1"= 50'

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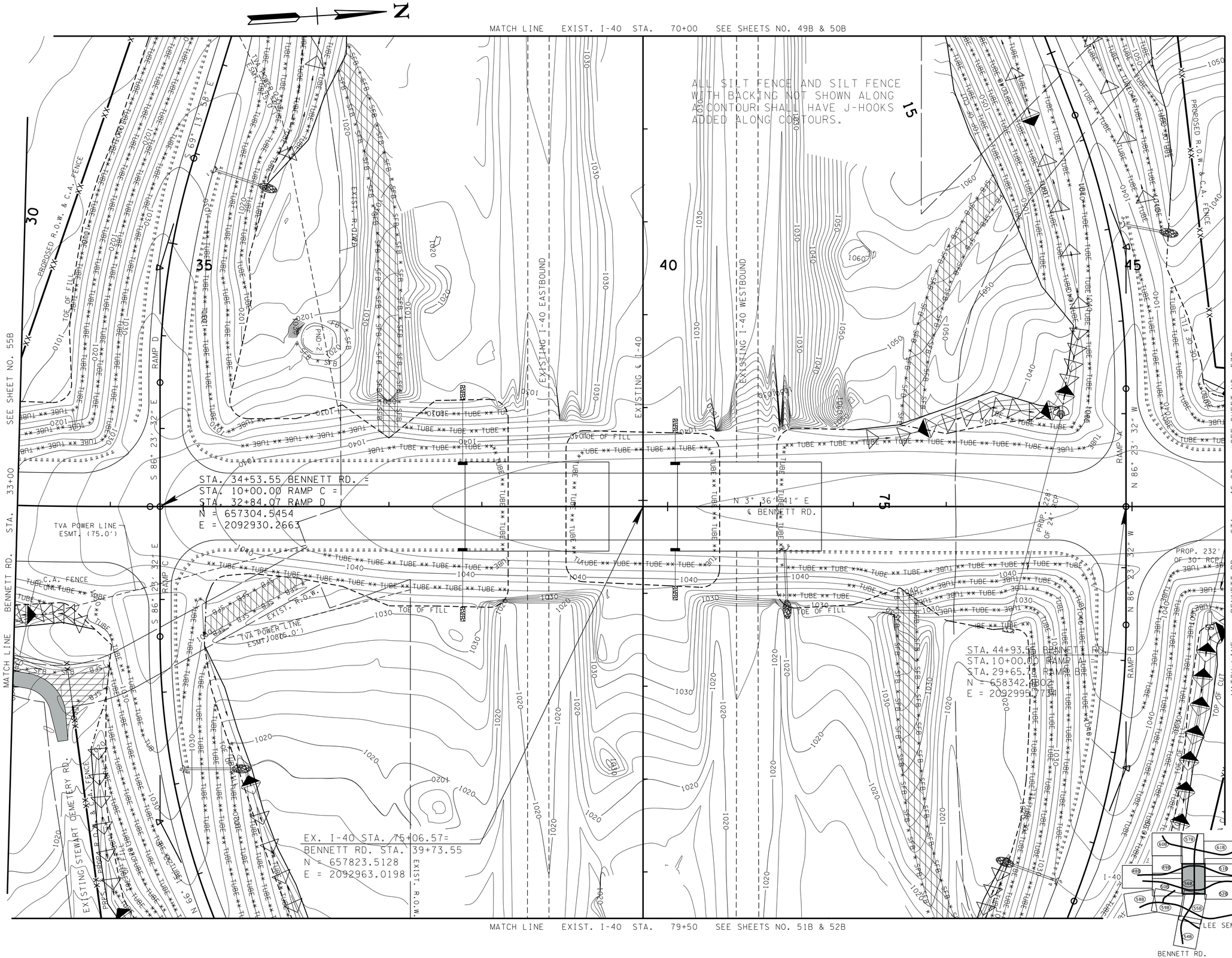
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	56B
CONST.	2015	NH-I-40-6(130)	56B

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



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PROPOSED CONTOURS

STA. 33+00 TO STA. 46+00
SCALE: 1"= 50'

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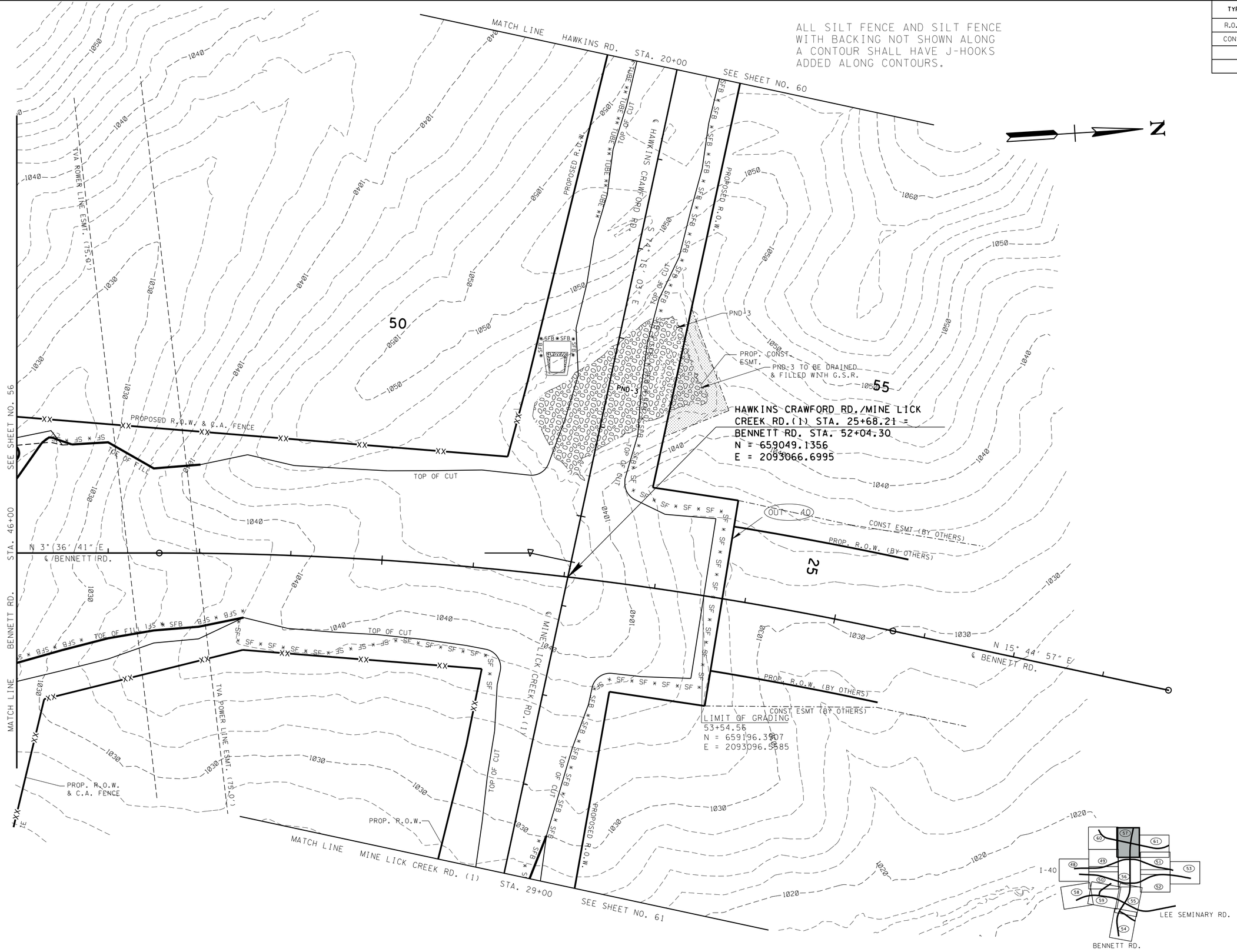
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	57
CONST.	2015	NH-I-40-6(130)	57

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

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 46+00 TO STA. 50+00

SCALE: 1"= 50'

4/23/2015 10:36:05 AM
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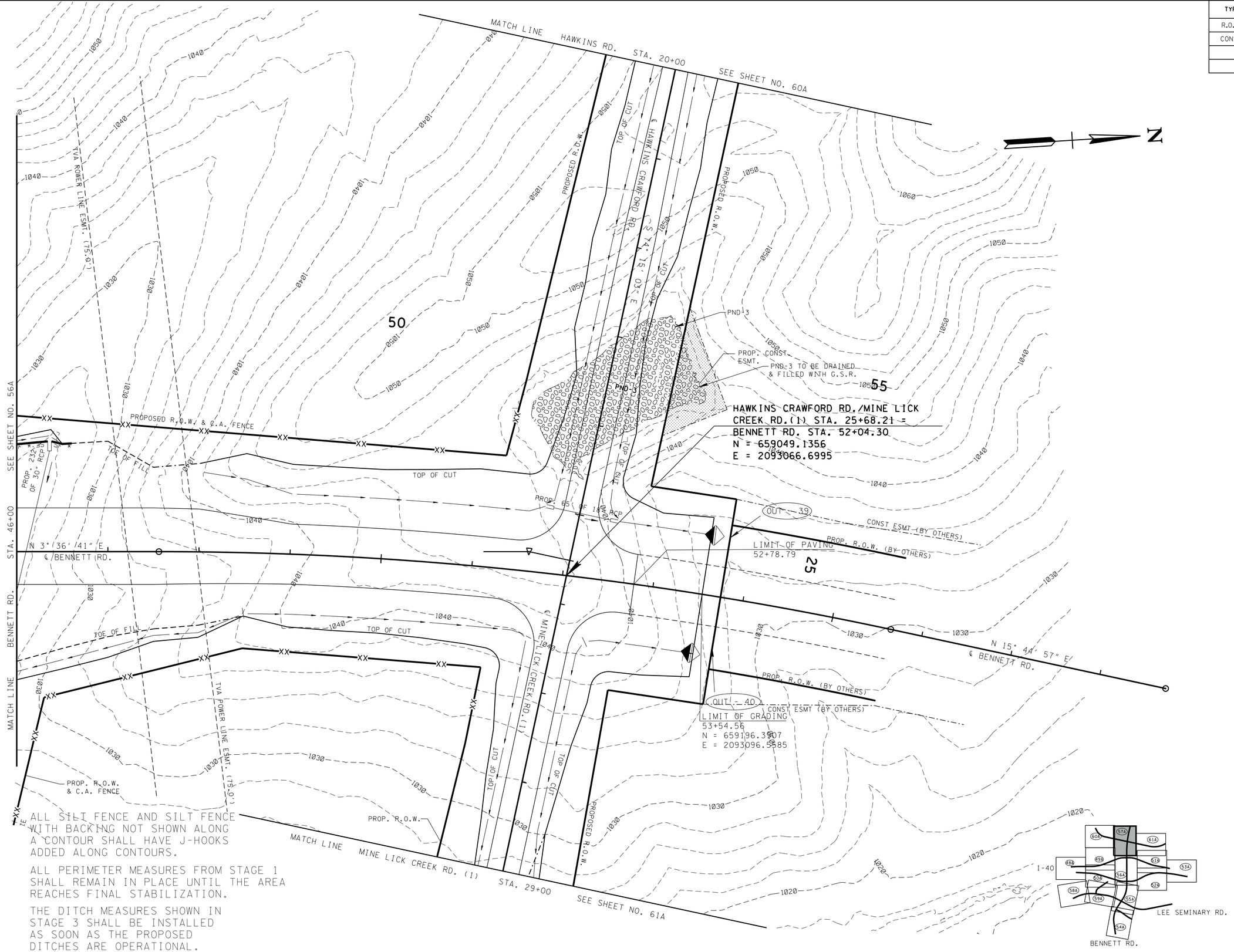
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	57A
CONST.	2015	NH-I-40-6(130)	57A



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 46+00 TO STA. 50+00

SCALE: 1" = 50'

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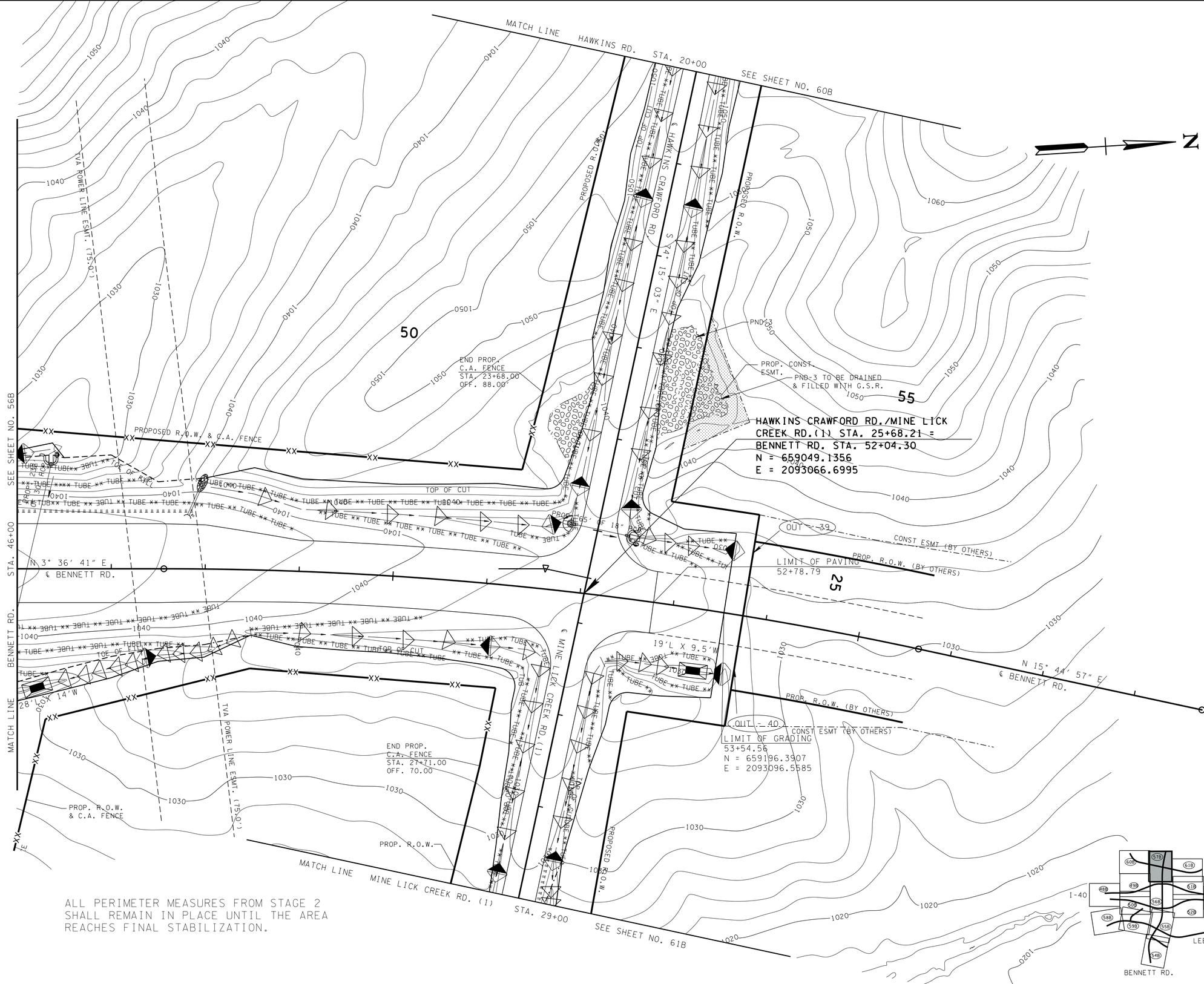
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	57B
CONST.	2015	NH-I-40-6(130)	57B



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PROPOSED CONTOURS

STA. 46+00 TO STA. 50+00
SCALE: 1"= 50'

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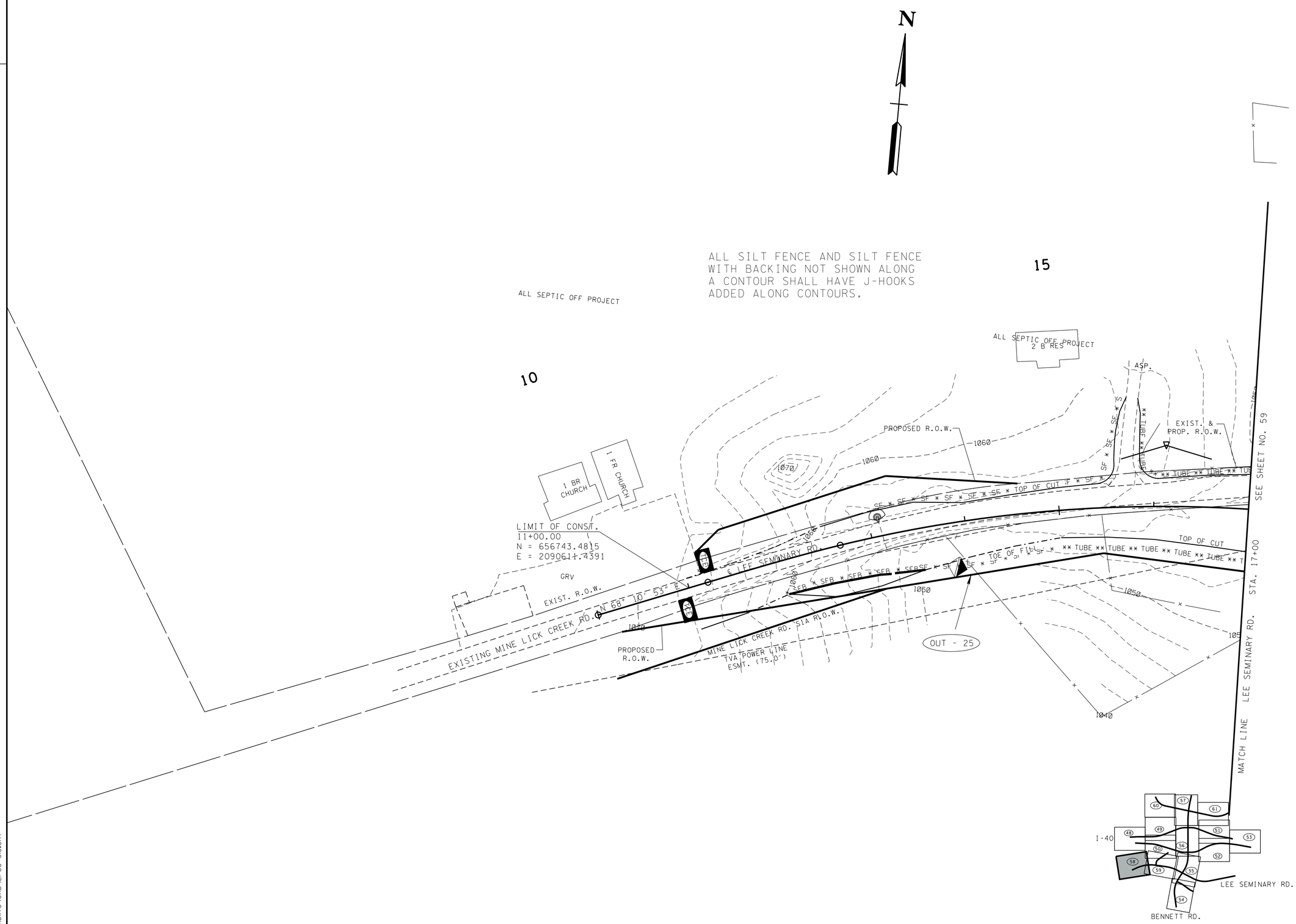
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	58
CONST.	2015	NH-I-40-6(130)	58

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



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 17+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	58A
CONST.	2015	NH-I-40-6(130)	58A

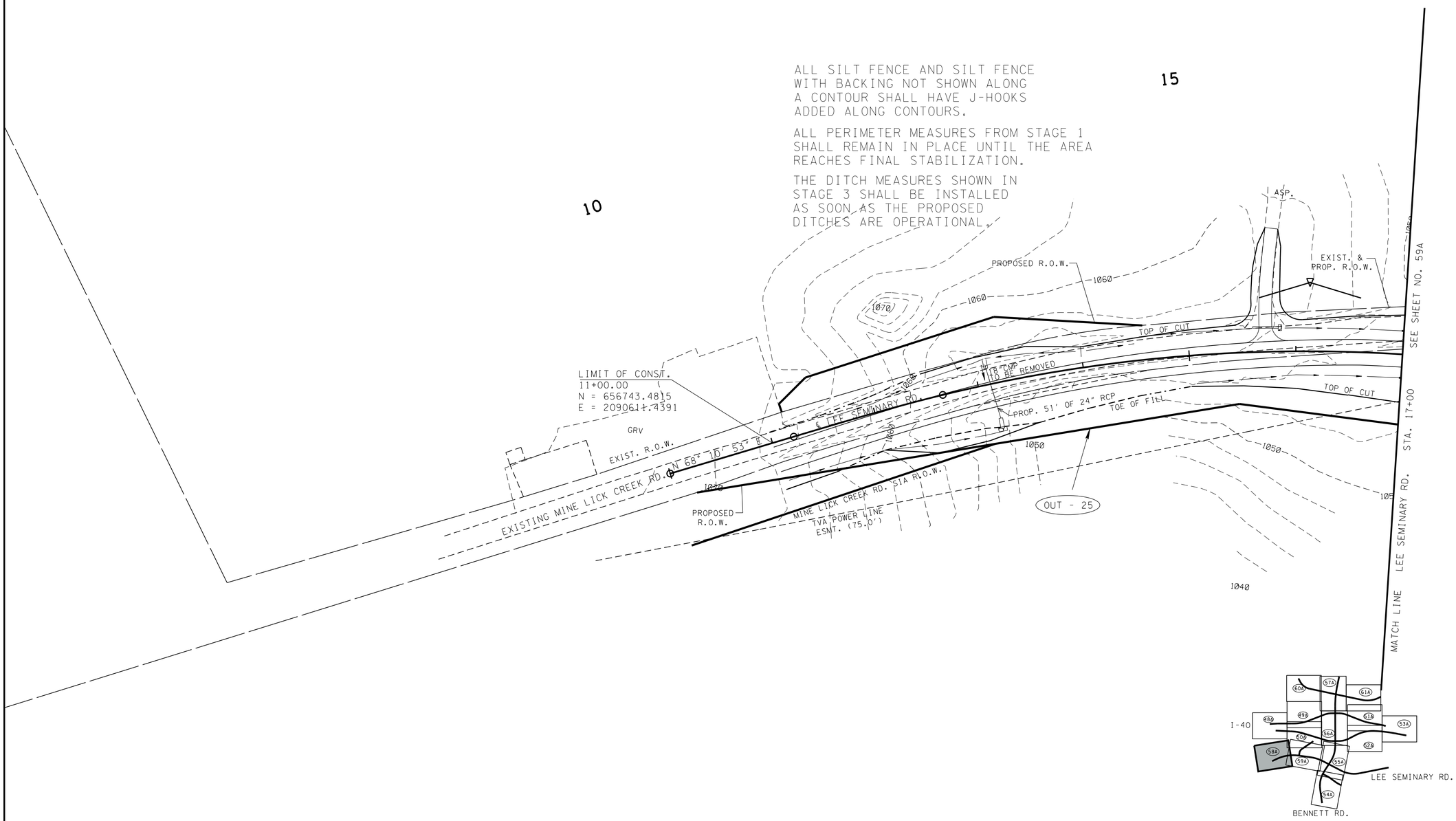
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

N

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 17+00

SCALE: 1"= 50'

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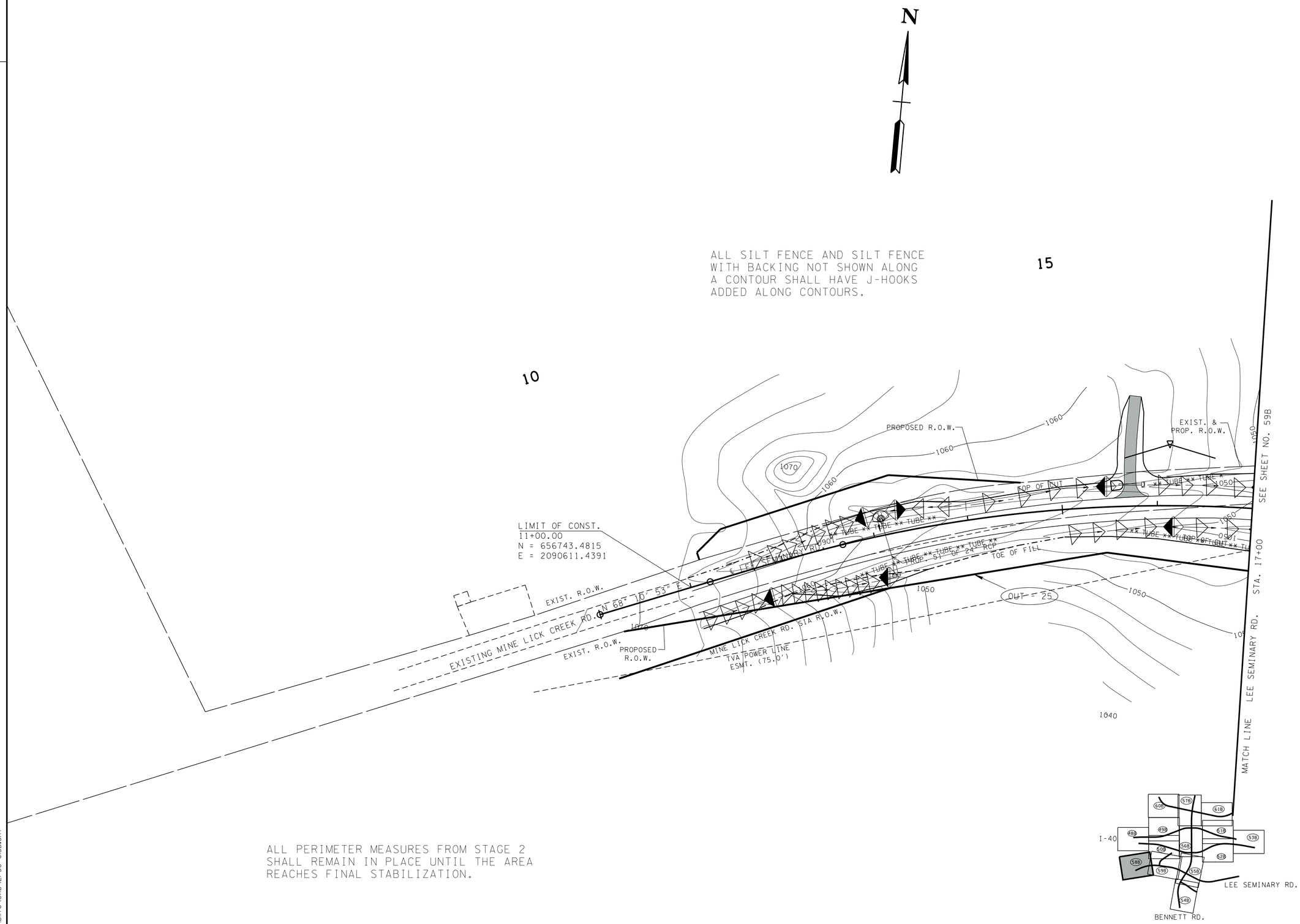
G:\HDII70\CAD\EPSC 015A.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	58B
CONST.	2015	NH-I-40-6(130)	58B



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 10+00 TO STA. 17+00
SCALE: 1"= 50'

4/23/2015 10:36:17 AM
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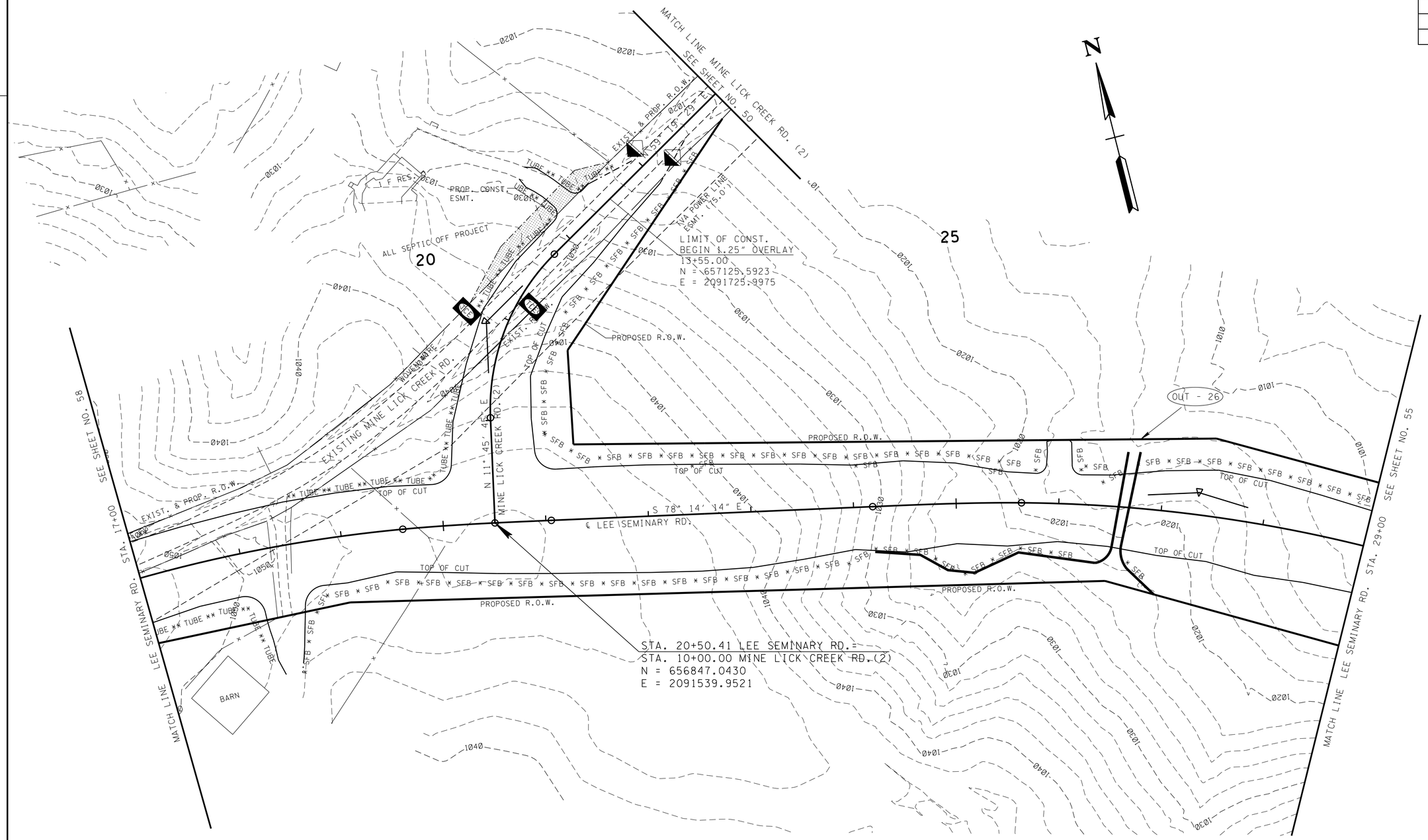
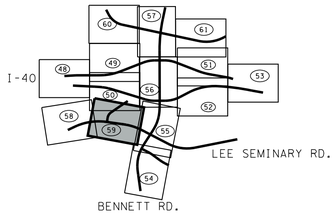
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	59
CONST.	2015	NH-I-40-6(130)	59



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 17+00 TO STA. 29+00

SCALE: 1"= 50'

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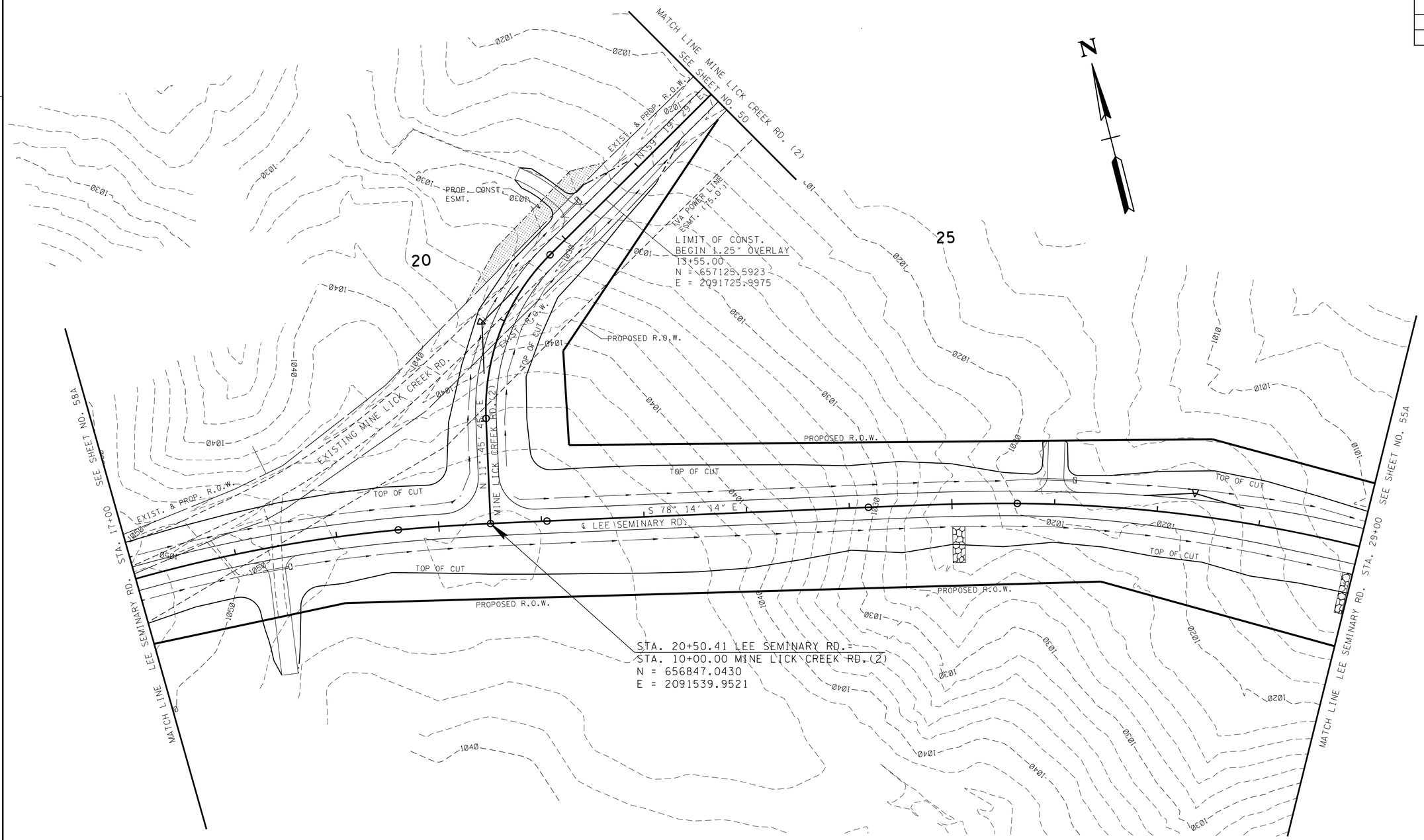
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

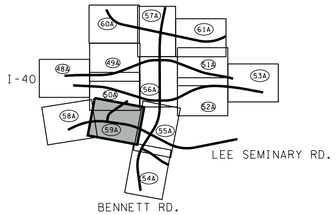
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	59A
CONST.	2015	NH-I-40-6(130)	59A



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 17+00 TO STA. 29+00

SCALE: 1"= 50'

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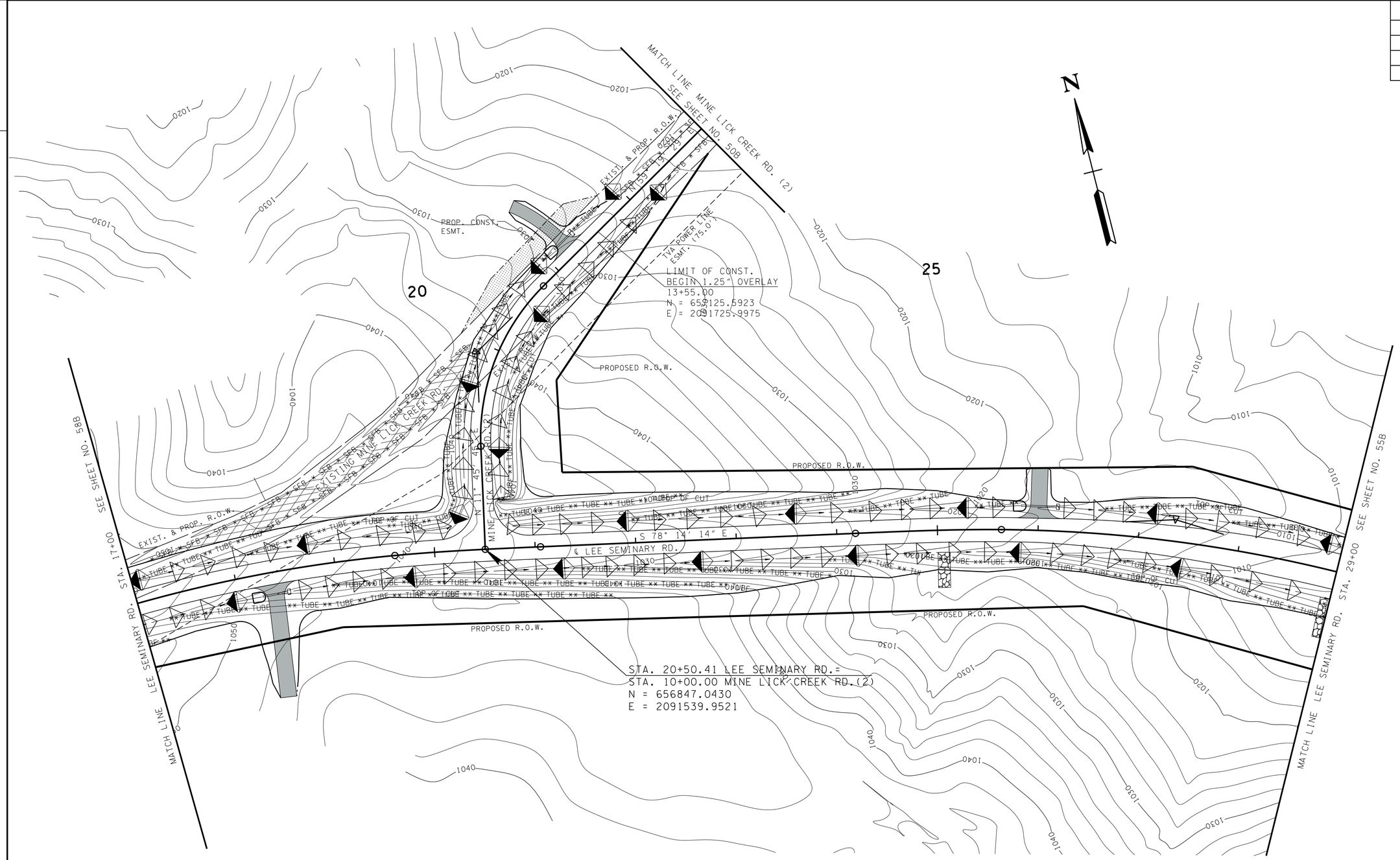
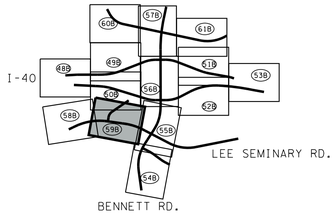
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	59B
CONST.	2015	NH-I-40-6(130)	59B

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



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 17+00 TO STA. 29+00
SCALE: 1"= 50'

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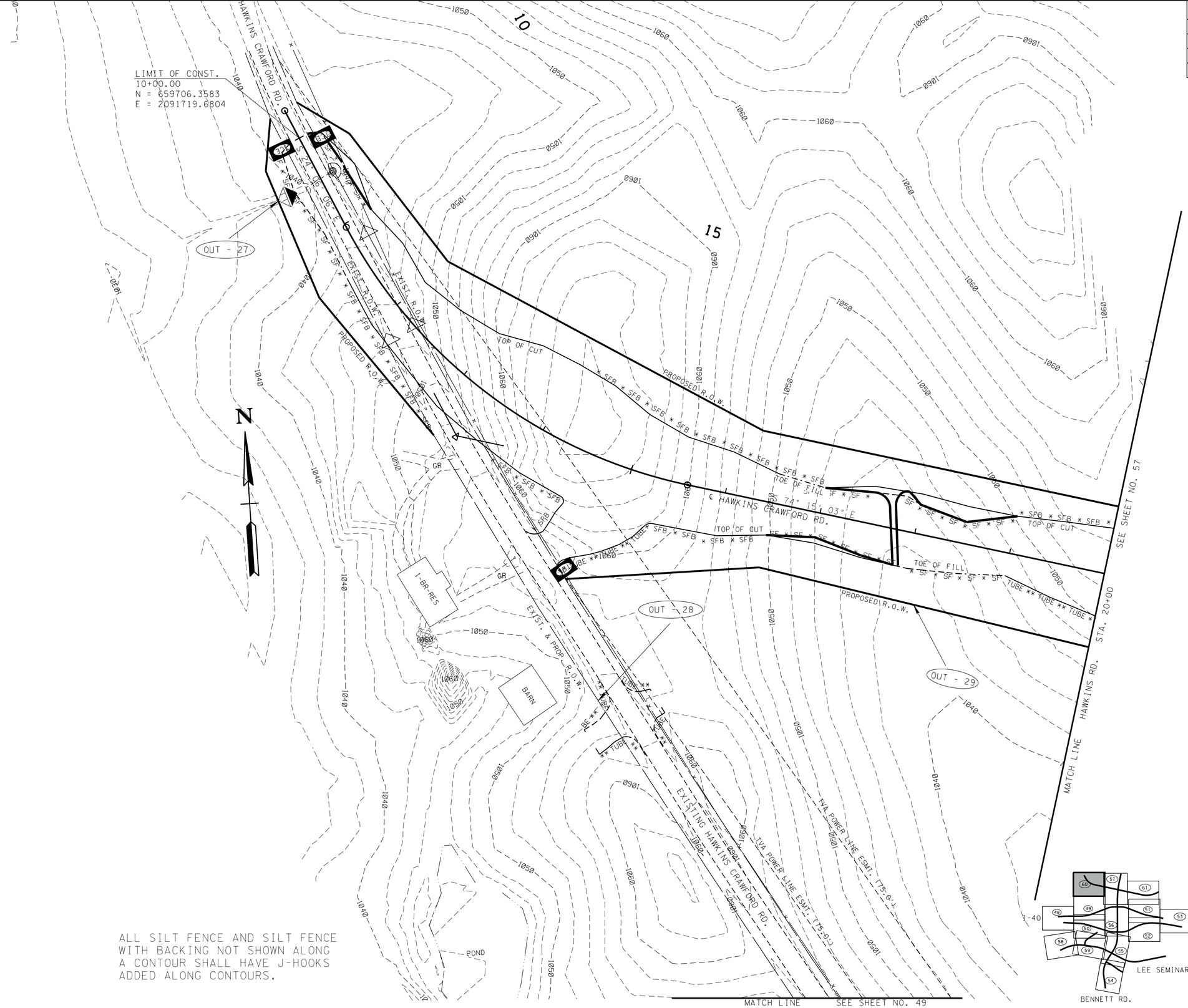
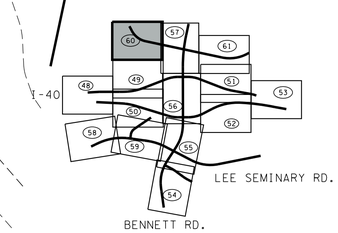
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	60
CONST.	2015	NH-I-40-6(130)	60

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



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 20+00

SCALE: 1"= 50'

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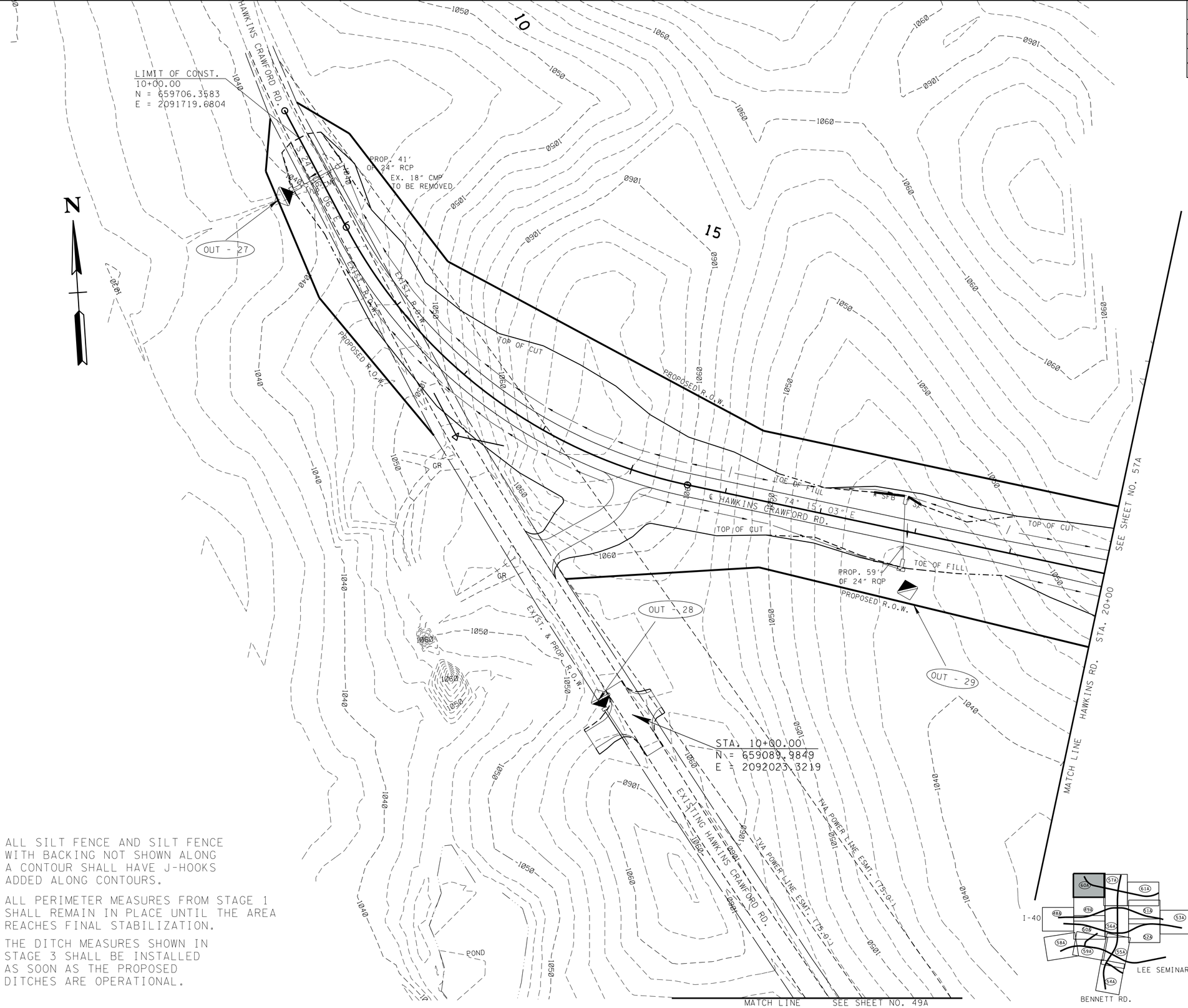
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	60A
CONST.	2015	NH-I-40-6(130)	60A

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



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 10+00 TO STA. 20+00

SCALE: 1"= 50'

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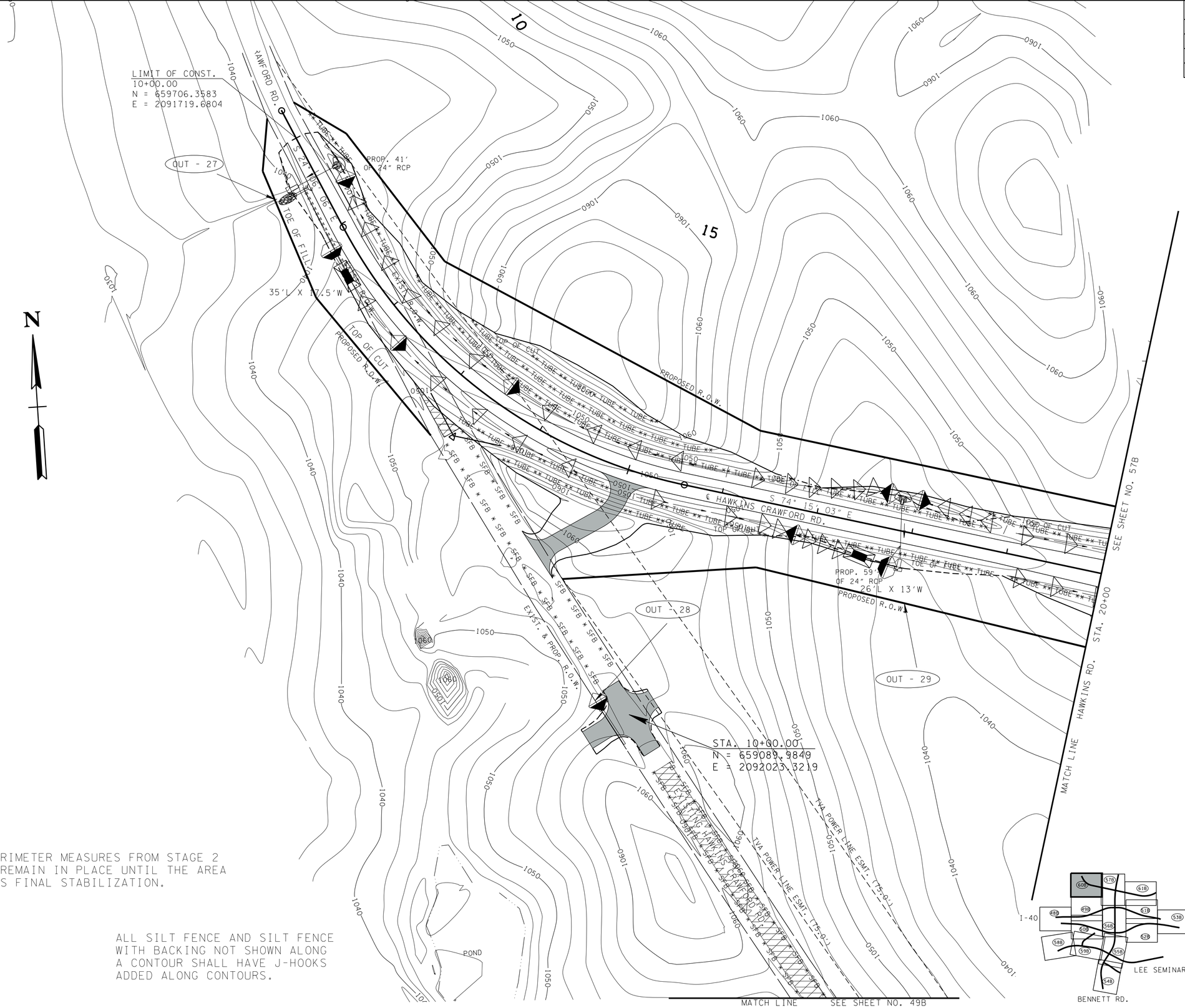
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	60B
CONST.	2015	NH-I-40-6(130)	60B

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



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA. 10+00 TO STA. 20+00
SCALE: 1"= 50'

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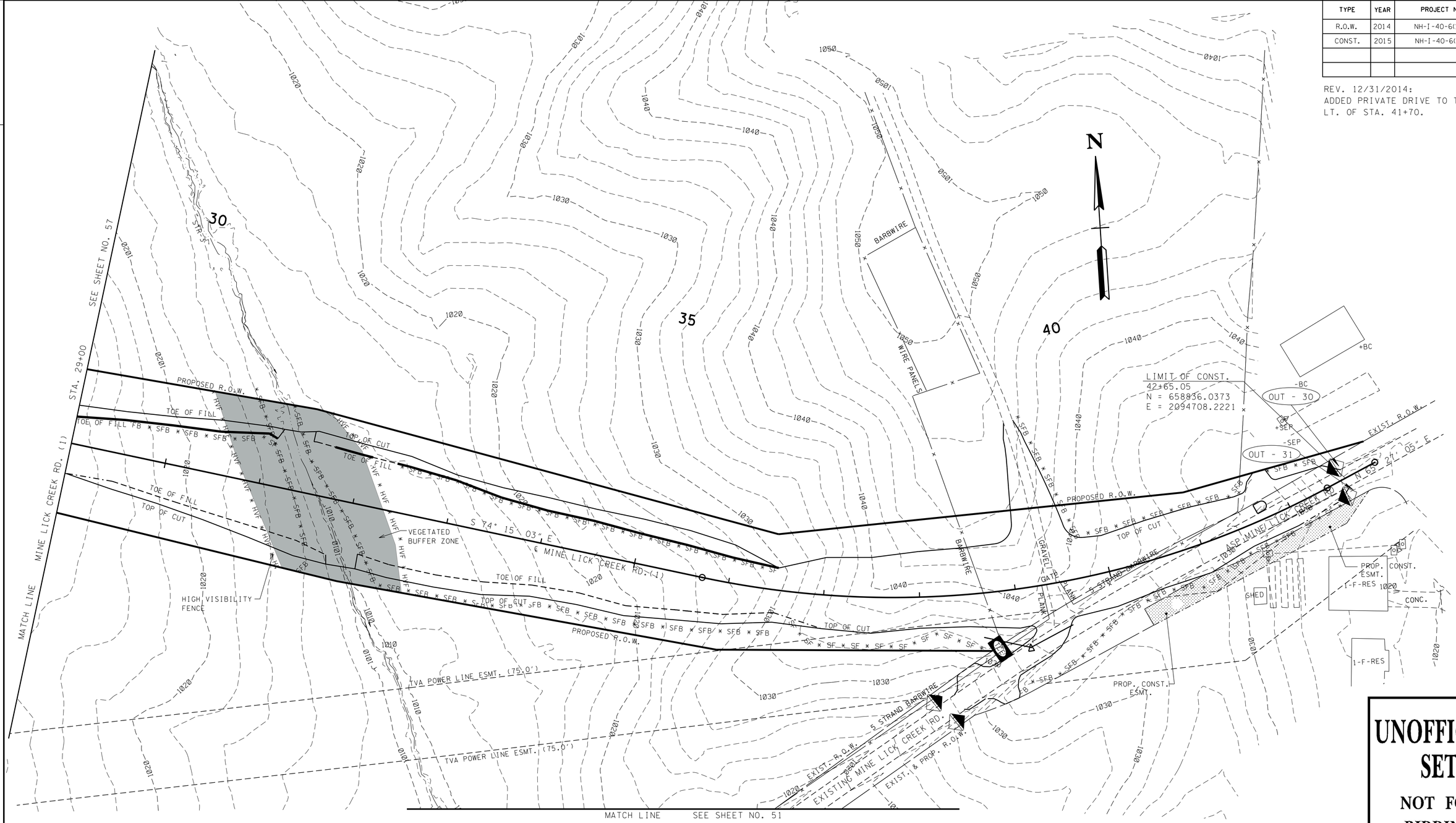
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	61
CONST.	2015	NH-I-40-6(130)	61

REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25
LT. OF STA. 41+70.



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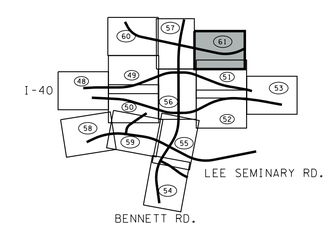

UNOFFICIAL SET

NOT FOR BIDDING

STAGE I
CLEARING & GRUBBING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.29+00 TO STA.42+65.05

SCALE: 1"= 50'

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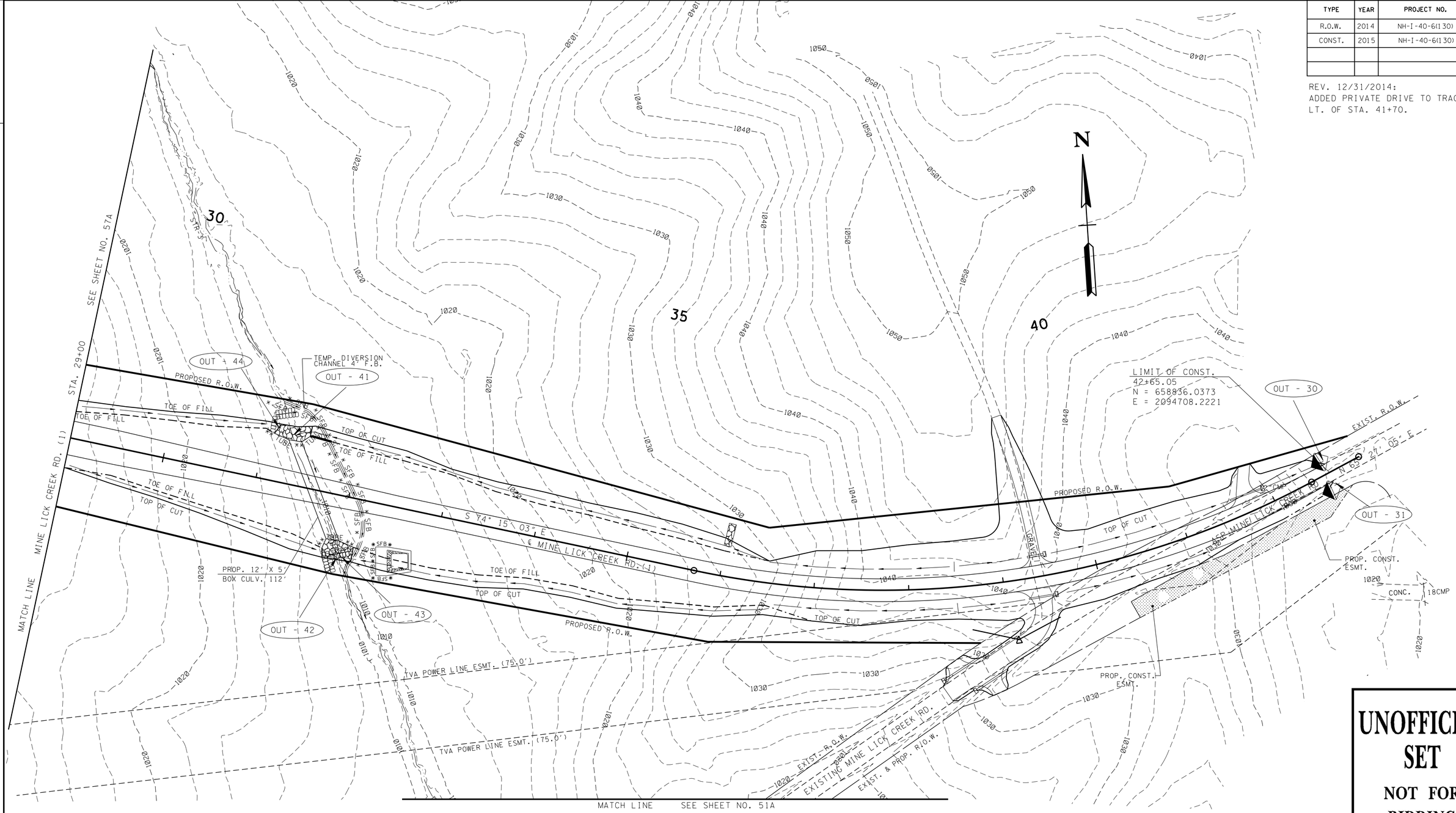
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	61A
CONST.	2015	NH-I-40-6(130)	61A

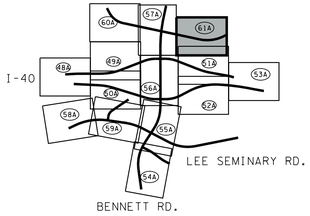
REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25
LT. OF STA. 41+70.



ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 2
INTERMEDIATE GRADING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.29+00 TO STA.42+65.05

SCALE: 1"= 50'

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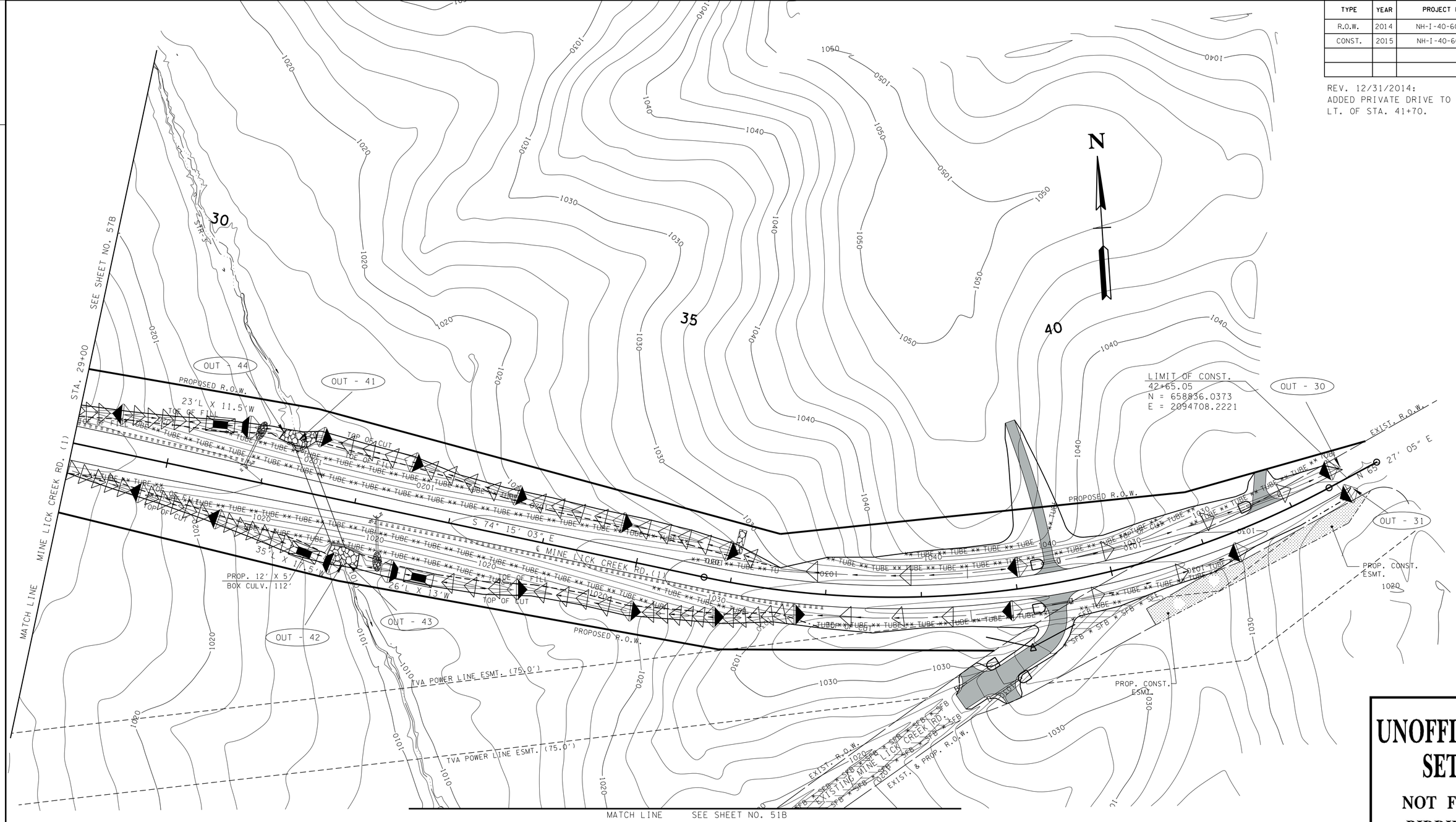
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

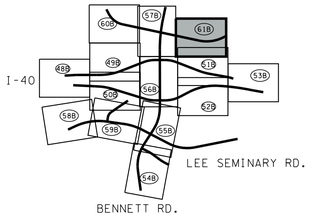
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	61B
CONST.	2015	NH-I-40-6(130)	61B

REV. 12/31/2014:
ADDED PRIVATE DRIVE TO TRACT 25
LT. OF STA. 41+70.



ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



UNOFFICIAL SET

NOT FOR BIDDING

STAGE 3
FINAL STABILIZATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
PROPOSED CONTOURS

STA.29+00 TO STA.42+65.05
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	62

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

4/23/2015 10:36:46 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	62A

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

SPECIAL TRAFFIC CONTROL NOTES

A. THE CONTRACTOR WILL NOT BE ALLOWED TO HAUL EQUIPMENT OR DRIVE ACROSS THE MEDIAN FROM ONE SIDE OF THE INTERSTATE TO THE OTHER UNLESS APPROPRIATE BARRIER WALL GATES HAVE BEEN INSTALLED. ALL OTHER EQUIPMENT MOVEMENTS FROM ONE SIDE OF THE INTERSTATE TO THE OTHER SHALL UTILIZE THE NEAREST INTERCHANGE. HAULING EQUIPMENT THAT USES I-40 SHALL BE RESTRICTED TO LICENSED VEHICLES ONLY. VEHICLES SHALL NOT STOP OR PARK IN AREAS NOT DESIGNATED BY THE PROJECT ENGINEER. ANY SHOULDER USED FOR A DECELERATION OR ACCELERATION LANE SHALL BE WIDENED AND PAVED TO ADEQUATELY SUPPORT HEAVY TRUCK TRAFFIC. ALL EXPENSES INCURRED TO CONSTRUCT BARRIER WALL GATES AND REMOVAL THEREOF SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL ITEM NO. 712-01.

B. THE CONTRACTOR'S VEHICLES SHALL NOT CONSTRUCT ANY NEW CROSSOVERS FOR CHANGING DIRECTIONS ON THE MAINLINE. THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH, AND NOT AGAINST, THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL NOT INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITHIN WORK AREAS DESIGNATED BY THE PROJECT ENGINEER. ENTRANCE TO AND FROM THE MEDIAN WILL ONLY BE ALLOWED BY AN APPROVED ACCELERATION/DECELERATION LANE OR AN APPROVED LANE CLOSURE. THE CONTRACTOR WILL BE PENALIZED $3,000.00 FOR EACH INCIDENCE OF NON-COMPLIANCE. THE LOCATION AND NUMBER OF GATES SHALL BE APPROVED BY THE PROJECT ENGINEER BEFORE CONSTRUCTION.

LAW ENFORCEMENT OFFICERS

A. POLICE SUPPORT SHALL BE A UNIT CONSISTING OF AN OFF-DUTY POLICEMAN FROM ANY POLICE FORCE AGENCY HAVING LAWFUL JURISDICTION AND A POLICE CAR EQUIPPED WITH EXTERNALLY MOUNTED BLUE LIGHTS. IT IS ANTICIPATED THAT APPROXIMATELY TWO (2) OFFICERS WILL BE REQUIRED FOR EACH CLOSURE SET UP. THE OFFICER(S) WILL BE PLACED AT THE DISCRETION OF THE PROJECT ENGINEER.

HOURS OF LOW TRAFFIC VOLUMES

B. IN THESE NOTES AND FOLLOWING SEQUENCE OF CONSTRUCTION, THE PHRASE "HOURS OF LOW TRAFFIC VOLUMES" IS USED TO SPECIFY A TIME FRAME IN WHICH A ROADWAY CAN BE COMPLETELY CLOSED BETWEEN TWO (2) ADJACENT INTERCHANGES IN ORDER TO PERFORM A PARTICULAR CONSTRUCTION SEQUENCE OR WHEN A LANE CLOSURE MAY BE INSTALLED. LISTED BELOW ARE PERIODS OF TIME EACH WEEK THAT ARE CONSIDERED "HOURS OF LOW TRAFFIC VOLUMES".

MON 10:00 PM - TUE 5:00 AM

TUE 10:00 PM - WED 5:00 AM

WED 10:00 PM - THU 5:00 AM

THU 10:00 PM - FRI 5:00 AM

FRI MIDNIGHT - SAT 5:00 AM

SAT MIDNIGHT - SUN 5:00 AM

SUN MIDNIGHT - MON 5:00 AM

C. PRIOR TO THE CONTRACTOR PERFORMING ANY CONSTRUCTION SEQUENCE, HE MUST APPLY IN WRITING TO THE PROJECT ENGINEER FOR APPROVAL OF THE PERIOD OF TIME SELECTED. THE PROJECT ENGINEER, AT HIS DISCRETION, CAN CANCEL OR SHORTEN ANY TIME PERIOD BEFORE AND DURING A CONSTRUCTION SEQUENCE. IF THE PROJECT ENGINEER SHORTENS A PERIOD OF TIME BEFORE AND DURING A CONSTRUCTION SEQUENCE, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND INSTALL PROPER TRAFFIC CONTROL DEVICES. THE TIME A CONTRACTOR CAN COMPLETELY CLOSE DOWN THE ROADWAY SHALL NOT EXCEED 15 MINUTES. THESE INTERRUPTIONS TO TRAFFIC SHALL NOT OCCUR MORE OFTEN THAN ONCE IN A SINGLE PERIOD OF "LOW TRAFFIC VOLUMES" UNLESS TRAFFIC HAS BEEN RESTORED IN THE OPINION OF THE PROJECT ENGINEER.

HOLIDAYS AND SPECIAL EVENTS

D. LISTED BELOW ARE DATES AND TIMES FOR HOLIDAYS AND SPECIAL EVENTS WHEN ROAD CLOSURES, LANE CLOSURES AND BLASTING WILL NOT BE ALLOWED.

EASTER - 6:00 PM THURDAY TO 6:00 AM MONDAY

MEMORIAL DAY - 6:00 PM FRIDAY TO 6:00 AM TUESDAY

JULY 4 – 6:00 AM 2 DAYS PRIOR TO JULY 4TH TO 2 DAYS AFTER JULY 4TH

LABOR DAY - 6:00 PM FRIDAY TO 6:00 AM TUESDAY

THANKSGIVING - 6:00 AM WEDNESDAY TO 6:00 AM MONDAY

CHRISTMAS/NEW YEARS - 6:00 PM 3 DAYS PRIOR TO CHRISTMAS TO 6:00 AM 1 DAY AFTER NEW YEARS

HIGH SCHOOL PLAYOFFS

UNIVERSITY OF TENNESSEE GAMES

FUTURE HOLIDAY DATES SHALL BE DETERMINED BY THE DEPARTMENT IF NECESSARY.

E. THE ABOVE DATES ARE SUBJECT TO CHANGE IF THE DEPARTMENT DEEMS NECESSARY.

BLASTING OPERATIONS

F. DURING BLASTING OPERATIONS, TRAFFIC IN BOTH DIRECTIONS MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR TO ALLOW THE EXECUTION OF THE "SHOT" AND TO ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, THE CONTRACTOR SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION. THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME AS POSSIBLE.

G. LISTED BELOW ARE THE PERIODS OF TIME FOR EACH DAY OF THE WEEK TRAFFIC HALTS FOR BLASTING WILL BE ALLOWED:

MON 10:00 PM - TUE 5:00 AM

TUE 10:00 PM - WED 5:00 AM

WED 10:00 PM - THU 5:00 AM

THU 10:00 PM - FRI 5:00 AM

FRI MIDNIGHT - SAT 5:00 AM

SAT MIDNIGHT - SUN 5:00 AM

SUN MIDNIGHT - MON 5:00 AM

H. THE CONTRACTOR SHALL INSPECT SINKHOLES SHOWN ON THE PLANS OR DISCOVERED DURING CONSTRUCTION AFTER EACH BLAST TO ENSURE STABILITY OF THE ROADWAY HAS NOT BEEN COMPROMISED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6(130)	62B

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

SPECIAL TRAFFIC CONTROL NOTES CON'T.

TRAFFIC CONTROL COORDINATOR

I. THE CONTRACTOR SHALL SUPPLY A TRAFFIC CONTROL COORDINATOR TO MONITOR TRAFFIC CONTROL DEVICES 24 HOURS A DAY DURING CONSTRUCTION. THE TRAFFIC CONTROL COORDINATOR SHALL BE EQUIPPED WITH A TRUCK, CELLULAR PHONE, FIVE (5) GALLONS OF GAS, AND JUMPER CABLES TO ASSIST THE TRAVELING PUBLIC AND TO KEEP THE TRAFFIC LANES OPEN AT ALL TIMES. THE TRAFFIC CONTROL COORDINATOR SHALL NOT BE USED FOR ANY OTHER OPERATION ON THE PROJECT NOT RELATING TO TRAFFIC CONTROL AND/OR OPERATIONS THAT WILL PREVENT THE COORDINATOR FROM MONITORING THE TRAFFIC CONTROL DEVICES FOR A PERIOD LONGER THAN ONE HOUR. THE CONTRACTOR SHALL ALSO HAVE CONTINUOUSLY ON CALL A 24-HOUR WRECKER SERVICE THAT THE CONTRACTOR SHALL PROMPTLY CONTACT TO REMOVE ANY BREAKDOWNS THAT OCCUR IN THE PROJECT LIMITS. THE WRECKER MUST RESPOND TO THE EMERGENCY SITE WITHIN 30 MINUTES. THE CONTRACTOR WILL BE PENALIZED $3,000.00 FOR EACH INCIDENCE OF NON-COMPLIANCE WITH ANY OF THE ABOVE CONDITIONS.

J. THE CONTRACTOR SHALL MAINTAIN TWO LANES IN EACH DIRECTION ON I-40 WITH A MINIMUM LANE WIDTH OF 12-FT EXCEPT WHERE NOTED.

ROAD CLOSURES

K. EXCEPT AS PROVIDED IN THESE NOTES OR AS SPECIFICALLY APPROVED BY THE PROJECT ENGINEER, CLOSURE OF I-40 LANES WILL NOT BE PERMITTED. CLOSURE OF I-40 LANES WILL ONLY BE PERMITTED DURING HOURS OF "LOW TRAFFIC VOLUMES" AS DEFINED IN THESE NOTES. CLOSURES SHALL NOT BE LONGER THAN A 15 MINUTE PERIOD DURING AN HOUR OF "LOW TRAFFIC VOLUME" AND SHALL NOT OCCUR MORE THAN ONCE IN A LOW TRAFFIC VOLUME PERIOD UNLESS SPECIFICALLY PERMITTED BY THE PROJECT ENGINEER. DURING CLOSURES, TRAFFIC SHALL BE DETOURED AT THE NEAREST INTERCHANGE. UNLESS SPECIFICALLY APPROVED BY THE PROJECT ENGINEER, CLOSURES WILL ONLY BE ALLOWED FOR BRIDGE DEMOLITION, BRIDGE BEAM CONSTRUCTION, BLASTING, OVERHEAD SIGN CONSTRUCTION AND THE SETTING OF CONCRETE BARRIERS FOR TRAFFIC PHASING. LANE CLOSURES WHEN CONSTRUCTION WITHIN 8 FEET OF THE TRAVELED WAY IS IN PROGRESS AND/OR WHEN INSTALLING BARRIER WALL ADJACENT TO A TRAVELED WAY, ONE LANE MAY BE CLOSED. LANE CLOSURES SHALL ONLY BE DURING HOURS OF "LOW TRAFFIC VOLUMES" AS OUTLINED IN THESE TRAFFIC CONTROL NOTES. ALL SIGN PLACEMENT SHALL ALSO BE DONE DURING HOURS OF "LOW TRAFFIC VOLUMES". ONCE CONSTRUCTION ADJACENT TO A TRAVELED WAY HAS BEGUN, THAT CONSTRUCTION SHALL BE EXPEDITED UNTIL COMPLETED. EXISTING GUARDRAIL MUST BE MAINTAINED AT ALL TIMES WHILE TRAFFIC IS IN PHASE 1. IF CONSTRUCTION CANNOT BE COMPLETED IN A SINGLE APPROVED PERIOD OF "HOURS OF LOW TRAFFIC VOLUMES", THE CONTRACTOR SHALL REMOVE THE LANE CLOSURE AND SHALL PROVIDE THE PROPER SIGNING AND DELINEATION FOR A SHOULDER CLOSURE.

SHOULDER CLOSURES

L. IN OPEN CONSTRUCTION AREAS WITHIN 30 FEET OF THE EDGE OF A TRAVELED WAY THE SHOULDER SHALL BE CLOSED UNLESS POSITIVE SEPARATION HAS BEEN PROVIDED. USE STANDARD DRAWING T-WZ-18 CURRENT EDITION (SHOULDER CLOSURE) FOR DELINEATION OF OPEN CONSTRUCTION AREAS ADJACENT TO PAVEMENT. DRUMS OR BARRICADES MAY BE REQUIRED BY THE PROJECT ENGINEER REGARDLESS OF THE TIME OF SHOULDER CLOSURE.

ROLLING ROADBLOCK

M. THE CONTRACTOR SHALL EMPLOY ONE VEHICLE PER LANE, INCLUDING RAMPS IF NECESSARY, IN ONE DIRECTION DURING HOURS OF "LOW TRAFFIC VOLUME" AT A PREDETERMINED SPEED AS DETERMINED BY THE PROJECT ENGINEER. NORMALLY THE SPEED SHALL NOT BE LESS THAN 10 MPH. THERE SHALL BE NO STOPPING OF THE ROLLING ROADBLOCK WHILE ADVANCING TO THE CONSTRUCTION AREA. PRIOR TO INITIATING THE ROLLING ROADBLOCK THE ROADWAY AHEAD SHALL BE CLEARED OF TRAFFIC AS DIRECTED BY THE PROJECT ENGINEER. THE AREA OF INFLUENCE SHALL ALSO BE SEALED OFF (ALL ON RAMPS OR ACCESS INTERSECTIONS CLOSED) BY THE USE OF FLAGPERSONS AND/OR CONTRACTOR VEHICLES. WHEN THE ROLLING ROADBLOCK REACHES THE CONSTRUCTION AREA TRAFFIC MAY BE STOPPED FOR 15 MINUTES. THE PROCESS CAN BE REPEATED AFTER ALL TRAFFIC HAS CLEARED THE CONSTRUCTION AREA AS DIRECTED BY THE PROJECT ENGINEER.

CONSTRUCTION SEQUENCE

PHASE 1

1A. MAINTAIN TRAFFIC ON EXISTING BENNETT RD. AND EXISTING MINE LICK CREEK RD. AND HAWKINS CRAWFORD RD.
1A. INSTALL PORTABLE BARRIER RAIL ALONG THE WEST SIDE OF EXISTING BENNETT RD. LEAVING GAPS AT EXISTING MINE LICK CREEK RD. AND EXISTING HAWKINS CRAWFORD RD.
1A. CONSTRUCT THE LEFT SIDE OF PROPOSED BENNETT RD. FROM STA. 20+00 TO STA. 36+00, AS SHOWN IN PHASE I PLAN AND AS DETAILED IN THE TYPICAL CROSS SECTIONS AND PROPOSED CROSS SECTIONS.
1A. CONSTRUCT PROPOSED BENNETT RD. FULL WIDTH FROM STA. 43+50 TO STA. 53+54.56 AS SHOWN IN THE PHASE I PLAN.
1A. CONSTRUCT LEE SEMINARY RD. FULL WIDTH FROM STA. 18+50 TO STA. 31+99.24.
1A. CONSTRUCT WIDENING OF EXISTING LEE SEMINARY RD. TO THE SOUTH SIDE OF THE EXISTING RD. FROM STA. 10+90 TO STA.17+50 USING FLAGGERS.
1A. CONSTRUCT HAWKINS CRAWFORD RD. FROM STA. 13+50 TO STA. 25+68.21.
1A. CONSTRUCT MINE LICK CREEK RD. FROM STA. 25+68.21 TO STA. 39+00.
1A. CONSTRUCT HAWKINS CRAWFORD RD. FROM STA. 10+00 TO STA. 13+50 AND MINE LICK CREEK RD. FROM STA. 39+00 TO 42+65.05 INCLUDING ACCESS TO MINE LICK CREEK RD. AT STA. 39+38 SIMULTANEOUSLY USING FLAGGERS.
1A. SHIFT TRAFFIC THROUGH PROPOSED HAWKINS CRAWFORD AND MINE LICK CREEK RD. NORTH OF I-40.
1B. CONSTRUCT PROPOSED LEE SEMINARY ROAD FROM STA. 11+00 TO STA. 18+50 INCLUDING A TEMPORARY TIE TO EXISTING BENNETT RD. AND MINE LICK CREEK RD (2) WITH THE CUL-DE-SAC. CONSTRUCT THESE SECTIONS UNDER TRAFFIC USING FLAGGERS AND SHIFT TRAFFIC THROUGH PROPOSED LEE SEMINARY ROAD.
1B. INSTALL PORTABLE BARRIER RAIL ALONG INSIDE EDGE OF PAVEMENT AND CONSTRUCT PARTIAL DEPTH SHOULDER ON THE INSIDE SHOULDER OF I-40 (WB & EB) AND INSTALL LANE SHIFT ON I-40 ACCORDING TO TDOT STANDARD DRAWING T-WZ-16.
1B. CONSTRUCT THE LEFT SIDE OF PROPOSED BENNETT RD. FROM STA. 36+00 TO STA. 43+50 INCLUDING THE LEFT SIDE OF THE PROPOSED BRIDGES OVER I-40, AS SHOWN IN PHASE I PLAN AND AS DETAILED IN THE TYPICAL CROSS SECTIONS AND PROPOSED CROSS SECTIONS.
1B. PERFORM PAVING OPERATIONS UP THROUGH THE BINDER COURSE ON SECTIONS OF ROADWAY CONSTRUCTED IN PREVIOUS ITEMS.

PHASE 2

1. INSTALL PORTABLE BARRIER RAIL ALONG THE EAST SIDE OF PROPOSED BENNETT RD.
2. SHIFT TRAFFIC TO LEFT SIDE OF BENNETT RD. UTILIZING PROPOSED LANES AND SHOULDER.
3. SHIFT TRAFFIC ON I-40 AS SHOWN IN TRAFFIC CONTROL – TYPICAL SECTION FOR BRIDGE DEMOLITION & CONSTRUCTION LEFT AND RIGHT AND USE ROLLING ROAD BLOCKS TO REMOVE EXISTING BRIDGE SPANS.
4. INSTALL PORTABLE BARRIER RAIL ON I-40 WESTBOUND LANES AS SHOWN IN THE TRAFFIC CONTROL PLANS AND INSTALL LANE SHIFT ON I-40 (WB & EB) ACCORDING TO TDOT STANDARD DRAWING T-WZ-16. SEE TRAFFIC CONTROL – TYPICAL SECTION FOR RAMP CONSTRUCTION.
5. CONSTRUCT THE RIGHT SIDE OF PROPOSED BENNETT RD. FROM STA. 16+50 TO STA. 43+00 AS SHOWN IN PHASE 2 PLAN AND AS DETAILED IN THE TYPICAL CROSS SECTIONS AND PROPOSED CROSS SECTIONS.
6. CONSTRUCT THE RIGHT SIDE OF PROPOSED BRIDGES OVER I-40 BY USING LANE SHIFTS ACCORDING TO THE TYPICAL SECTIONS FOR BRIDGE DEMOLITION & CONST. AS NEEDED.
7. CONSTRUCT RAMPS A AND B SIMULTANEOUSLY. RAMP A STA. 10+00 TO STA. 35+15.39 AND RAMP B STA. 10+00 TO STA. 29+65.78.
8. INSTALL PORTABLE BARRIER RAIL ON I-40 EASTBOUND LANES AS SHOWN IN THE TRAFFIC CONTROL PLANS.
9. CONSTRUCT RAMP D AND C SIMULTANEOUSLY. RAMP D STA. 10+00 TO STA. 32+84.07 AND RAMP C STA. 10+00 TO STA. 37+46.96.
10. SHIFT TRAFFIC TO THE WIDENED PORTION OF LEE SEMINARY RD (2).
11. CONSTRUCT PROPOSED LEE SEMINARY RD. (2) FROM STA. 10+00 TO STA.15+60.
12. PERFORM PAVING OPERATIONS UP THROUGH THE BINDER COURSE ON SECTIONS OF ROADWAY CONSTRUCTED IN PREVIOUS ITEMS.

PHASE 3

1. CONSTRUCT 6'-9" CENTER PORTION OF BRIDGES AS SHOWN IN THE BRIDGE PLANS.
2. CONSTRUCT PROPOSED LEE SEMINARY RD. (2) FROM STA. 15+60 TO STA.18+10 USING FLAGGERS.
3. PLACE FINAL SURFACE COURSE ON BENNETT RD, LEE SEMINARY RD., LEE SEMINARY RD. (2), MINE LICK CREEK RD. (2), HAWKINS CRAWFORD RD. AND MINE LICK CREEK RD. UNDER TRAFFIC.
4. INSTALL ALL PERMANENT STRIPING AND SIGNS.
5. OPEN ALL ROADS UP TO TRAFFIC.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

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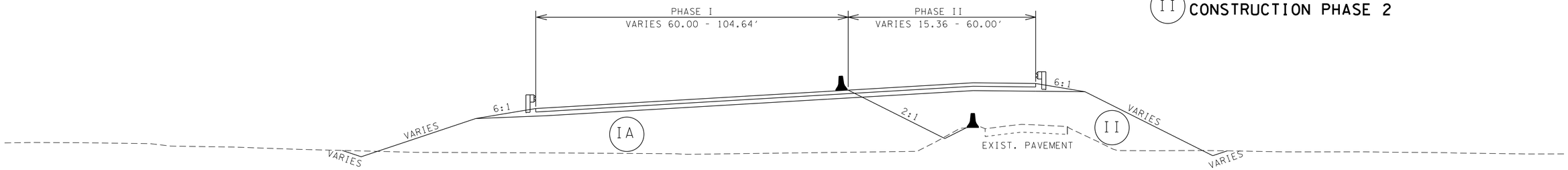
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62C

LEGEND

IA CONST. PHASE 1 (SUB-PHASE 1A)

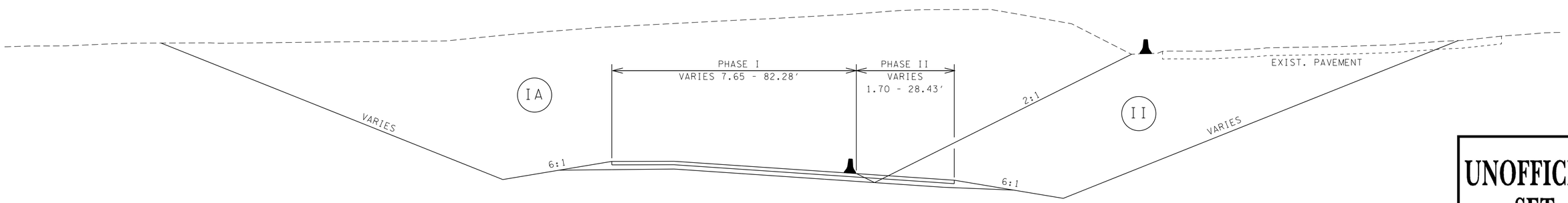
II CONSTRUCTION PHASE 2



TRAFFIC CONTROL - TYPICAL SECTION

BENNETT ROAD

STA. 26+50.00 TO STA. 36+00.00



TRAFFIC CONTROL - TYPICAL SECTION

BENNETT ROAD

STA. 12+50.00 TO STA. 26+50.00

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICALS

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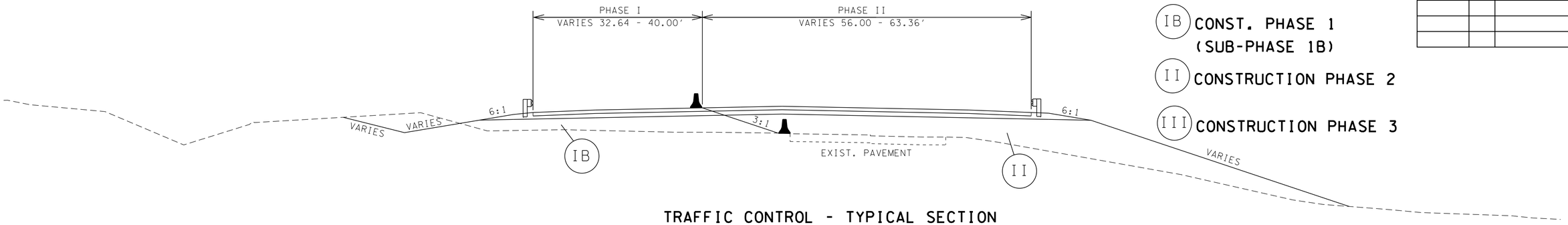
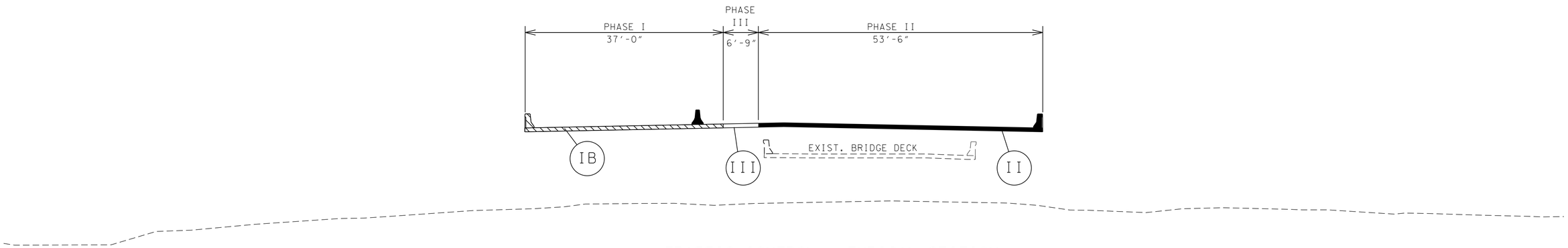
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62D

LEGEND

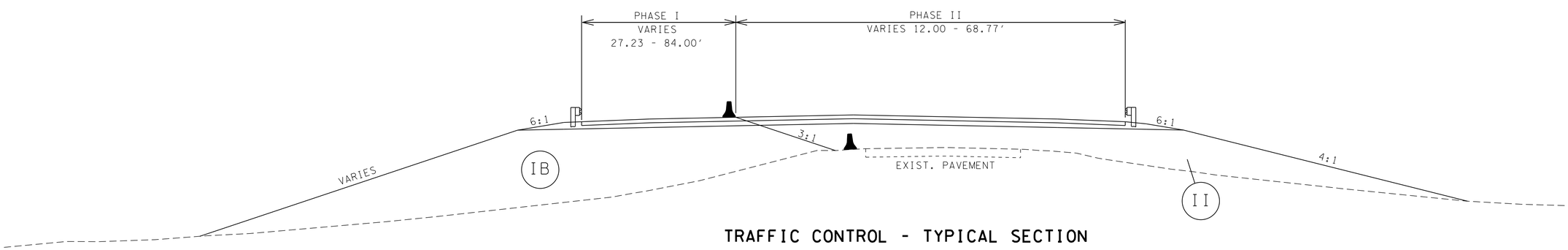
- (IB) CONST. PHASE 1 (SUB-PHASE 1B)
- (II) CONSTRUCTION PHASE 2
- (III) CONSTRUCTION PHASE 3



TRAFFIC CONTROL - TYPICAL SECTION
BENNETT ROAD
STA. 41+62.50 TO STA. 43+50.00



TRAFFIC CONTROL - TYPICAL SECTION
BENNETT ROAD
STA. 37+83.50 TO STA. 41+62.50
(NOT INCLUDING STA. 39+33.50 TO STA. 40+12.50)



TRAFFIC CONTROL - TYPICAL SECTION
BENNETT ROAD
STA. 36+00.00 TO STA. 37+83.50

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICALS

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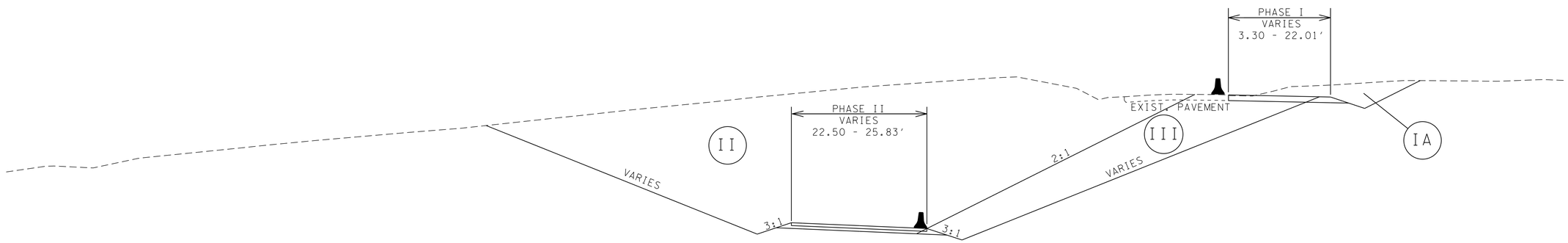
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62E

LEGEND

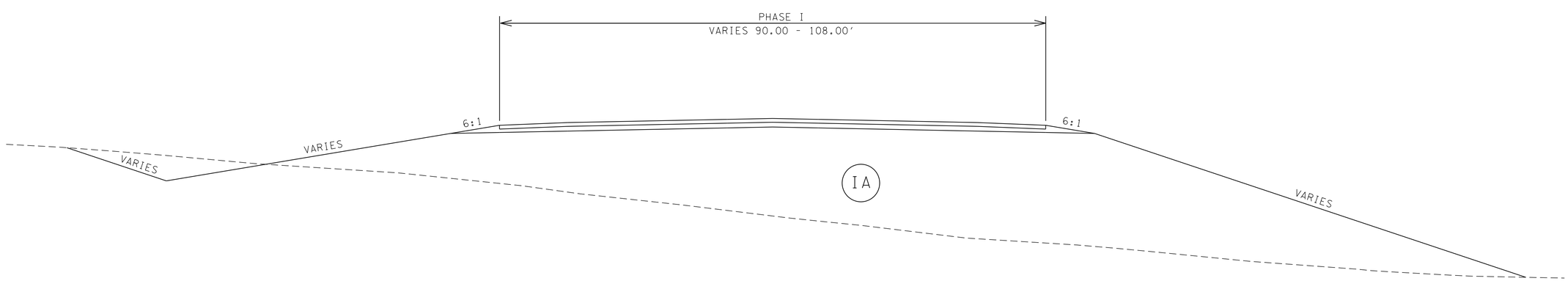
IA CONST. PHASE 1 (SUB-PHASE 1A)

II CONSTRUCTION PHASE 2

III CONSTRUCTION PHASE 3



TRAFFIC CONTROL - TYPICAL SECTION
LEE SEMINARY ROAD (2)
STA. 10+50.00 TO STA. 18+10.00



TRAFFIC CONTROL - TYPICAL SECTION
BENNETT ROAD
STA. 43+50.00 TO STA. 53+54.56

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICALS

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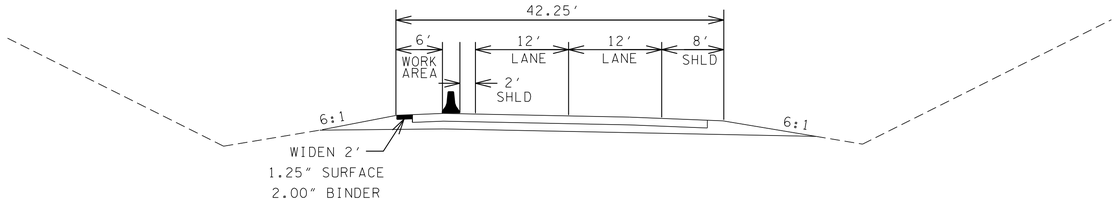
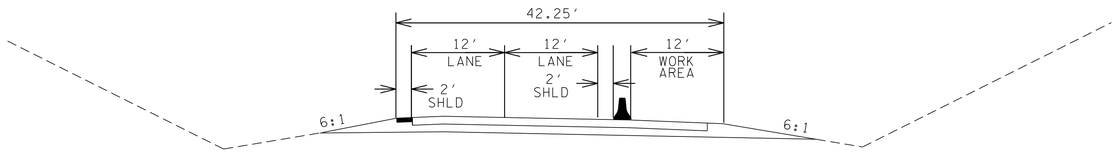
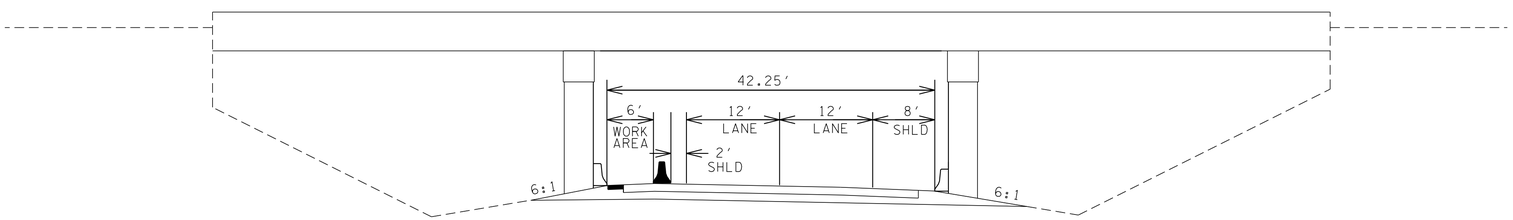
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62F



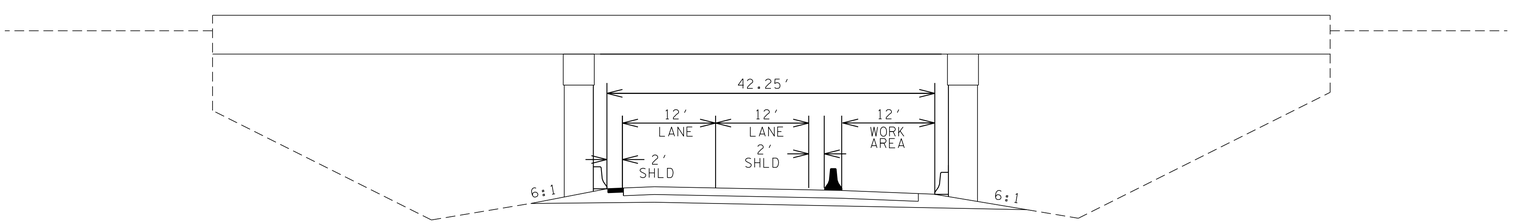
TRAFFIC CONTROL - TYPICAL SECTION
FOR INSIDE SHOULDER WIDENING
I-40



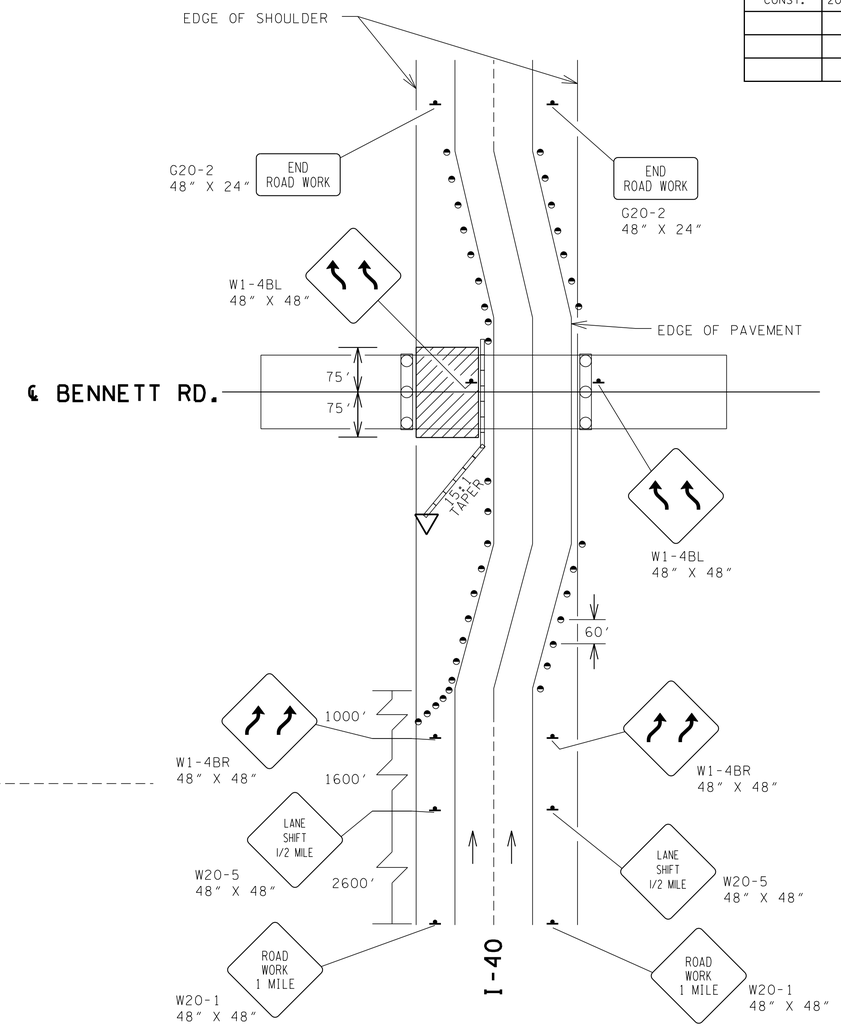
TRAFFIC CONTROL - TYPICAL SECTION
FOR RAMP CONSTRUCTION
I-40



TRAFFIC CONTROL - TYPICAL SECTION
FOR BRIDGE DEMOLITION & CONST. LEFT
I-40



TRAFFIC CONTROL - TYPICAL SECTION
FOR BRIDGE DEMOLITION & CONST. RIGHT
I-40



LANE SHIFT DETAIL
(SEE STD. DWG. T-WZ-16
FOR DETAILS NOT SHOWN)

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
◁	TEMPORARY ATTENUATOR

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICALS

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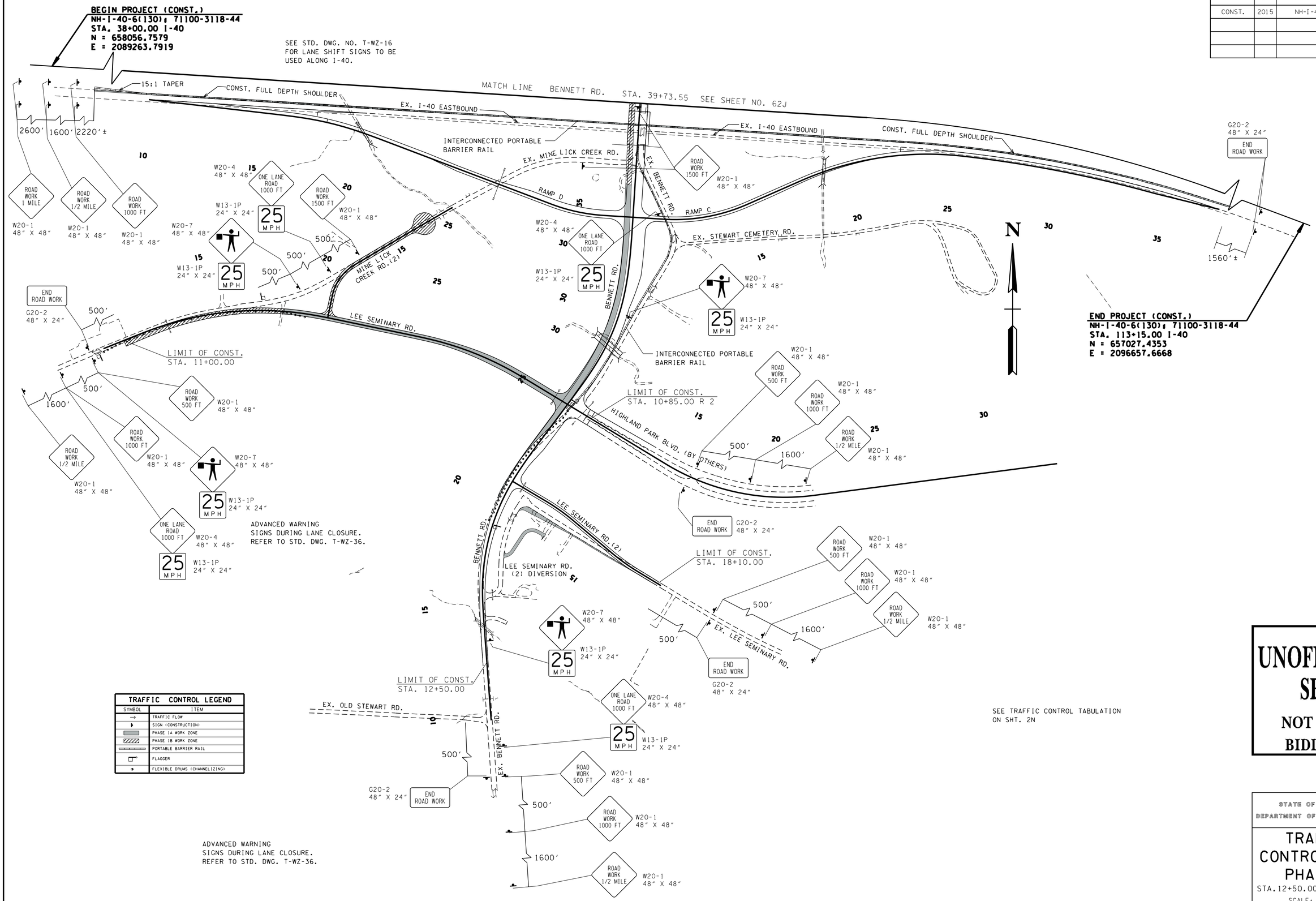
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62G



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
→	TRAFFIC FLOW
▸	SIGN (CONSTRUCTION)
	PHASE 1A WORK ZONE
	PHASE 1B WORK ZONE
	PORTABLE BARRIER RAIL
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE I

STA.12+50.00-STA.39+73.55

SCALE: 1"=200'

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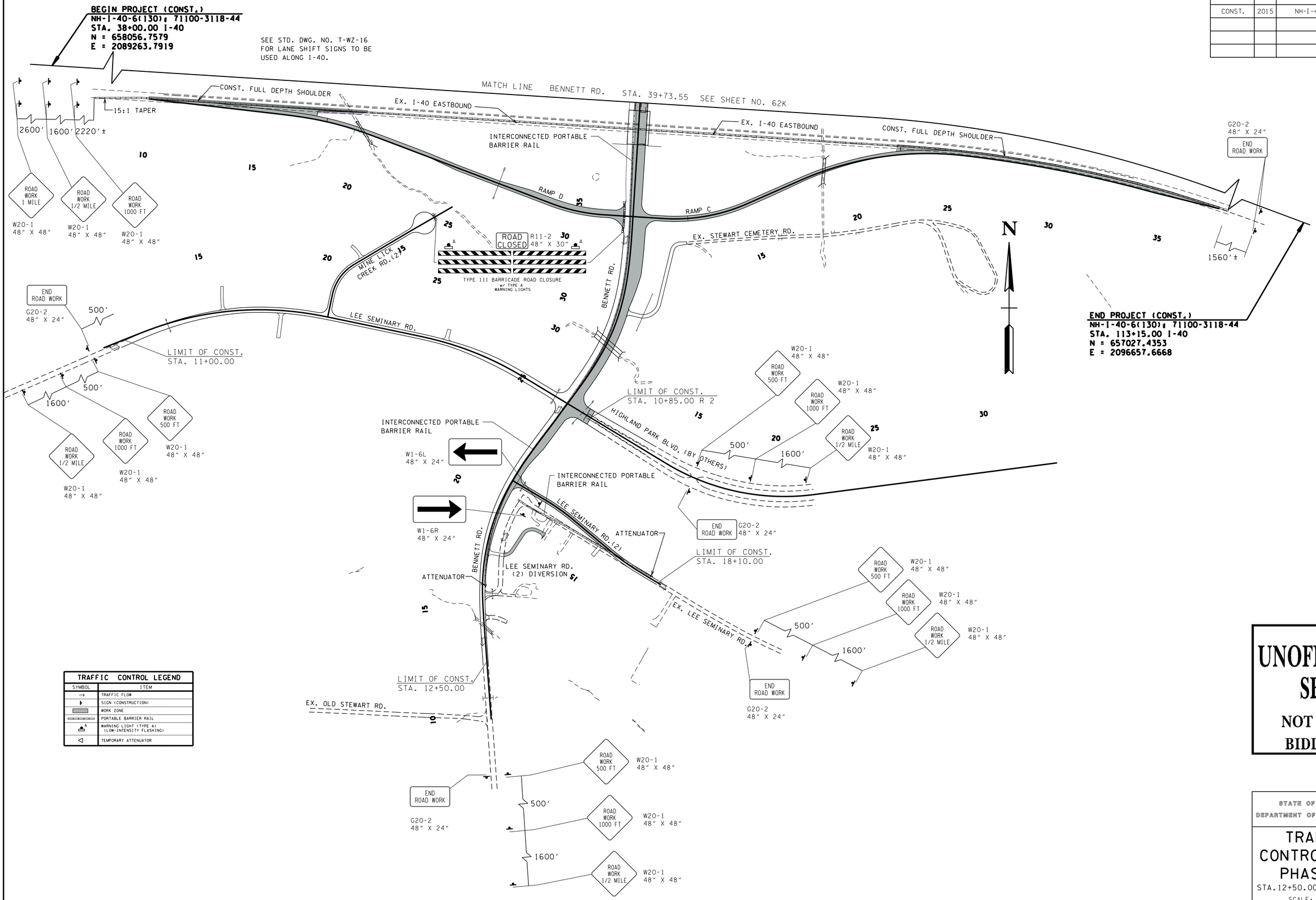
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62H



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
	SIGN (CONSTRUCTION)
	WORK ZONE
	PORTABLE BARRIER RAIL
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
◁	TEMPORARY ATTENUATOR

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

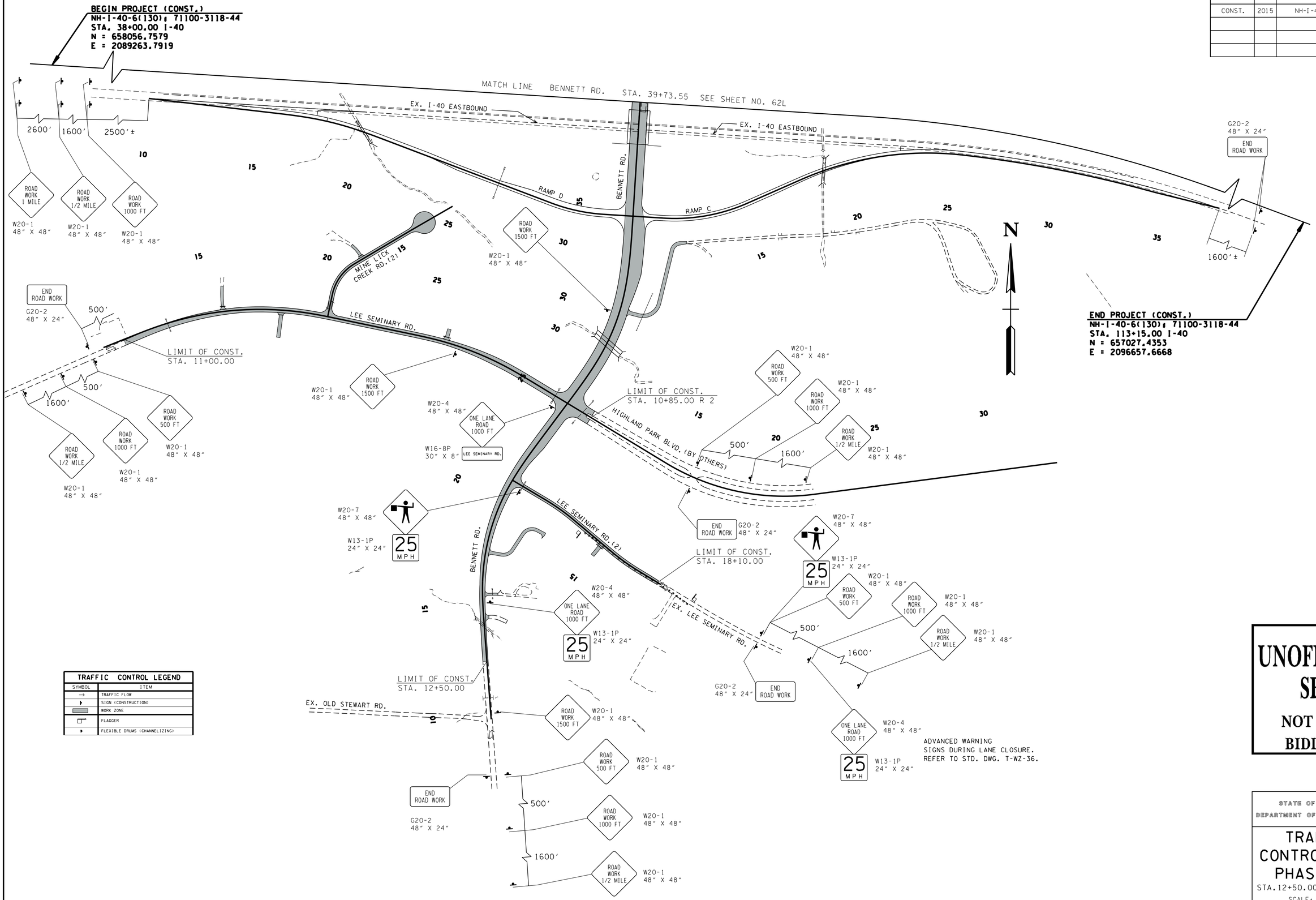
TRAFFIC CONTROL PLAN PHASE II

STA.12+50.00-STA.39+73.55

SCALE: 1"=200'

4/23/2015 10:42:53 AM
G:\HDIT0\CAD\Traffic Control\2TrafficControl01-South.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62I



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
	SIGN (CONSTRUCTION)
	WORK ZONE
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

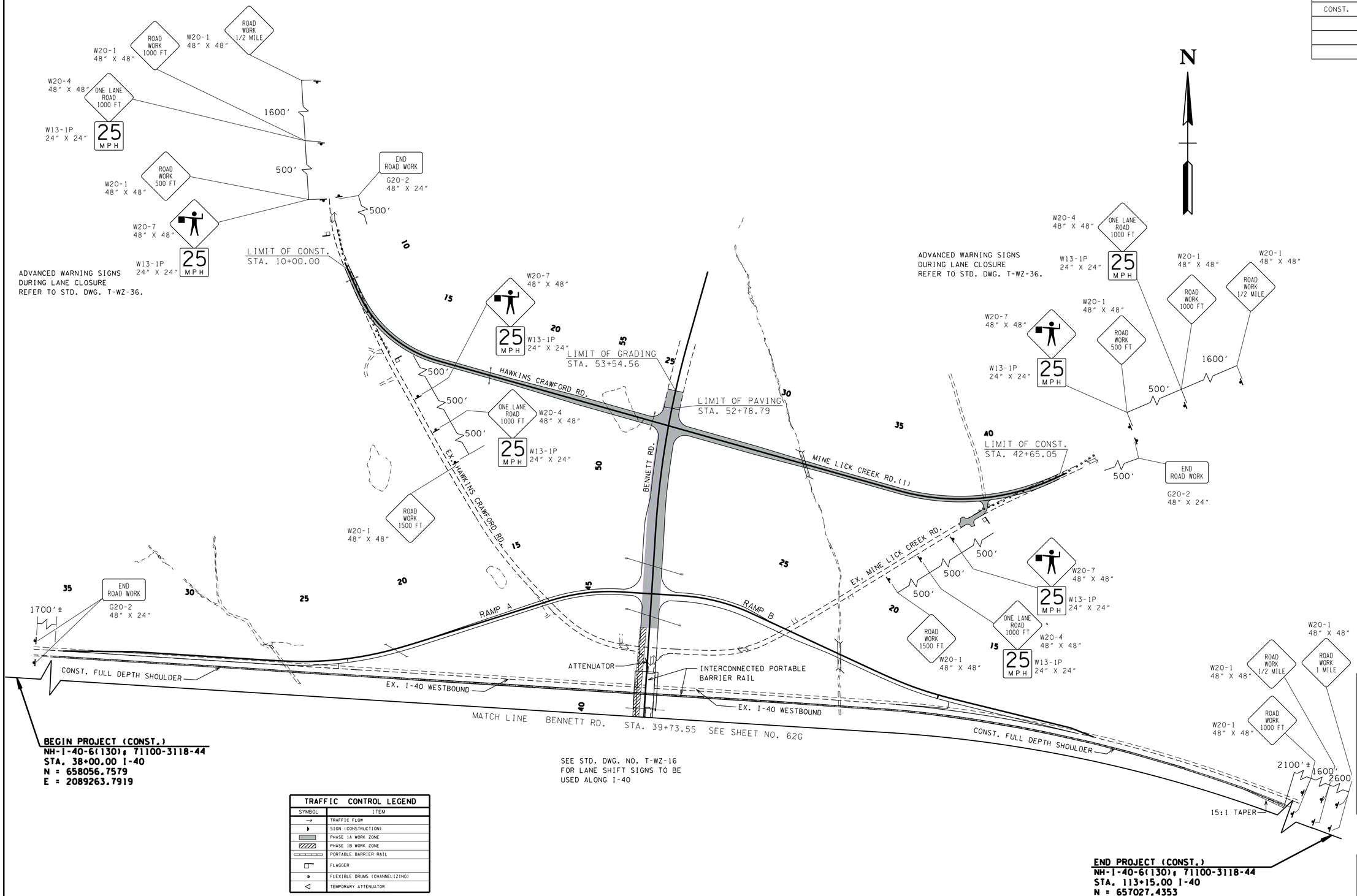
TRAFFIC CONTROL PLAN
PHASE III

STA.12+50.00-STA.39+73.55

SCALE: 1"=200'

4/23/2015 10:42:55 AM
G:\HDITO\CAD\Traffic Control\3TrafficControl01-South.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62J



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
▸	SIGN (CONSTRUCTION)
	PHASE 1A WORK ZONE
	PHASE 1B WORK ZONE
	PORTABLE BARRIER RAIL
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)
◁	TEMPORARY ATTENUATOR

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

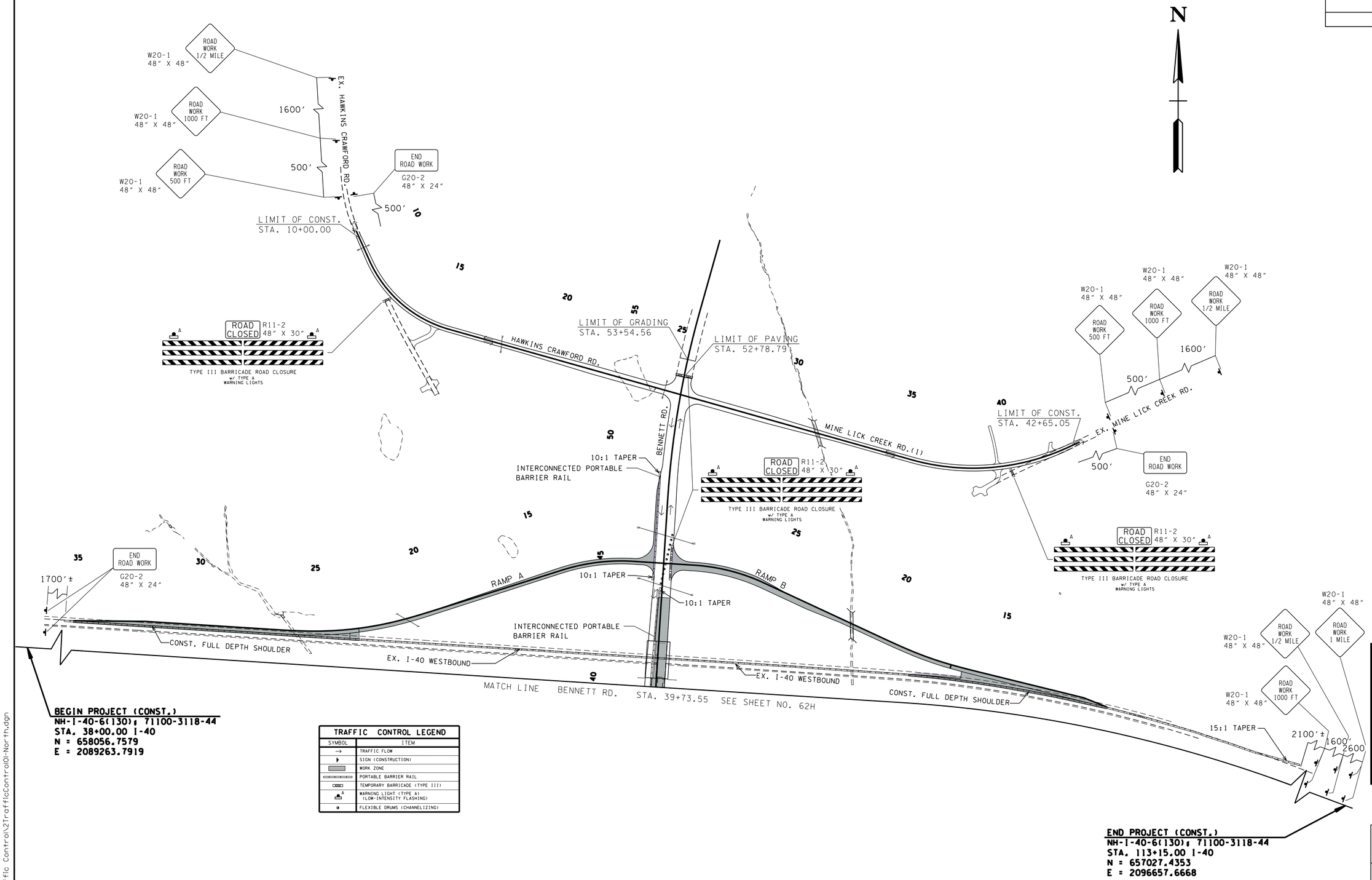
TRAFFIC CONTROL PLAN PHASE I

STA.39+73.55-STA.53+54.56

SCALE: 1"=200'

4/23/2015 10:42:58 AM
G:\HDITO\CAD\Traffic Control\TrafficControl01-North.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62K



BEGIN PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
▶	SIGN (CONSTRUCTION)
▭	WORK ZONE
▭▭▭	PORTABLE BARRIER RAIL
▭▭▭	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
●	FLEXIBLE DRUMS (CHANNELIZING)

UNOFFICIAL SET

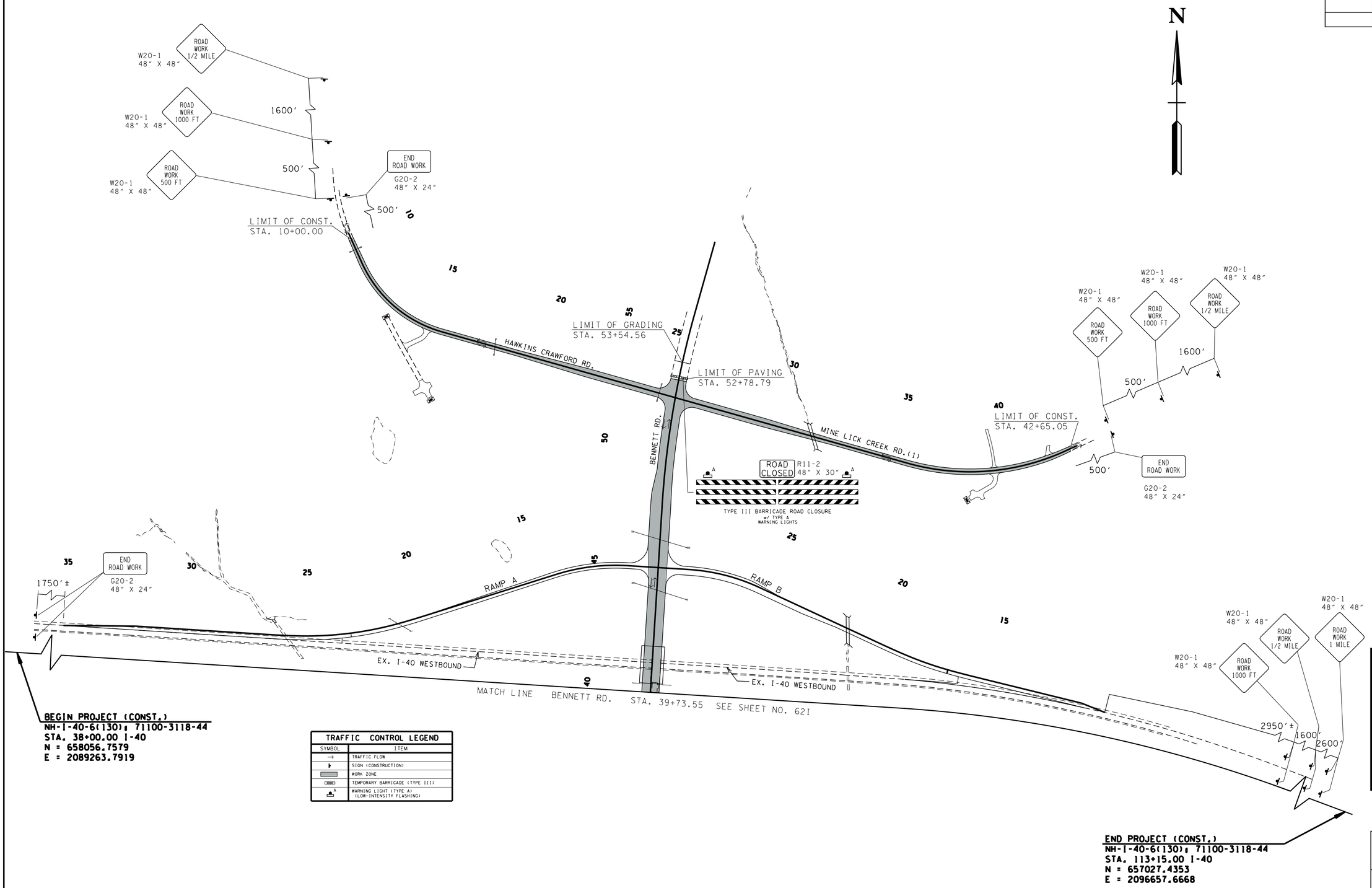
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
PHASE II
STA.39+73.55-STA.53+54.56
SCALE: 1"=200'

4/23/2015 10:43:00 AM
G:\HDIT0\CAD\Traffic Control\2TrafficControlOI-North.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	62L



BEGIN PROJECT (CONST.)
NH-I-40-6(130), 71100-3118-44
STA. 38+00.00 I-40
N = 658056.7579
E = 2089263.7919

END PROJECT (CONST.)
NH-I-40-6(130), 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
▶	SIGN (CONSTRUCTION)
▭	WORK ZONE
▭▭▭	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE III

STA.39+73.55-STA.53+54.56

SCALE: 1"=200'

04/23/2015 10:43:02 AM
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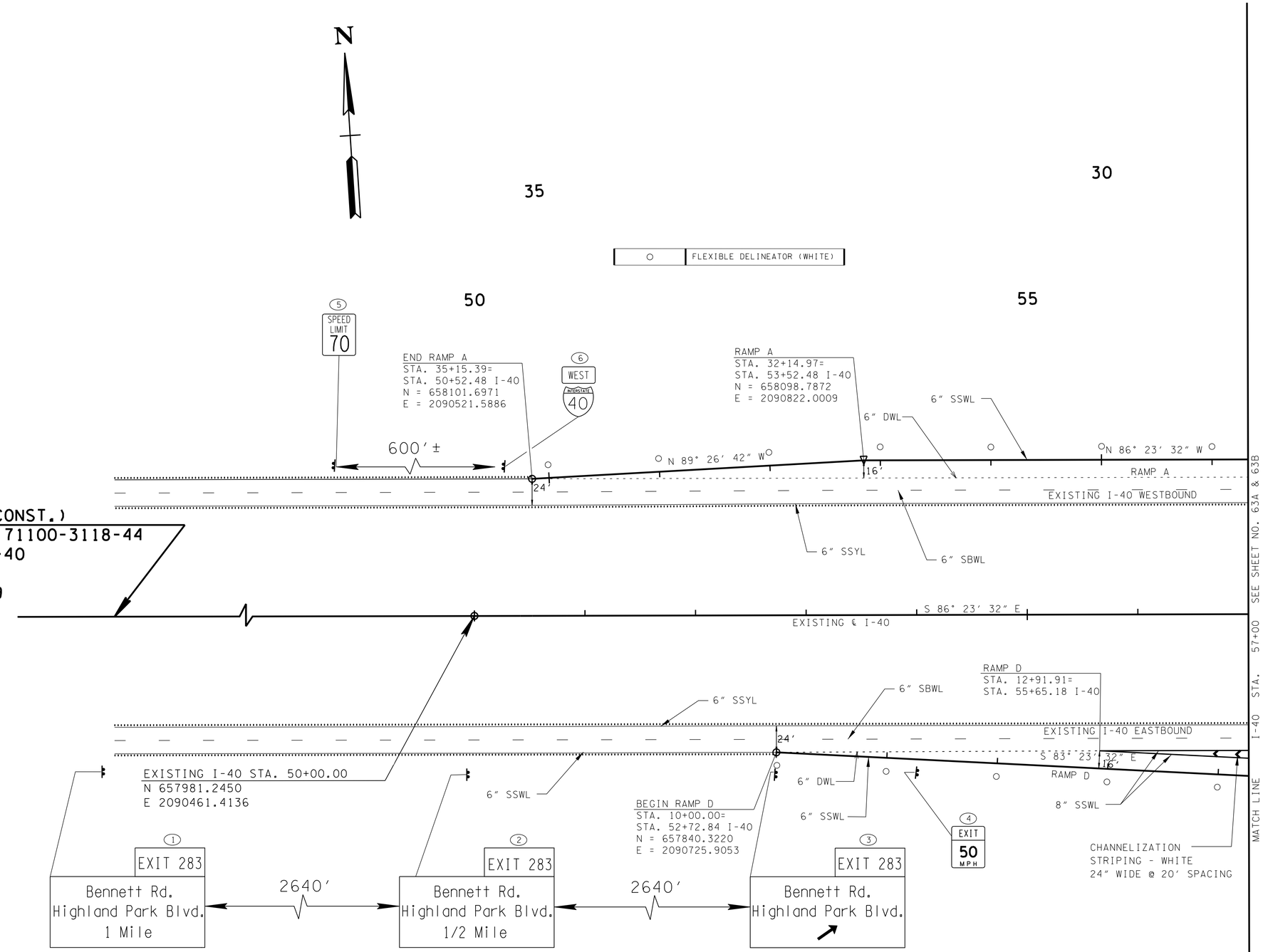
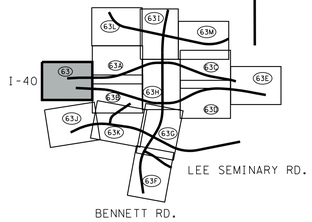
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63



NOTE:
INSTALL 16" CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16" CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.

NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 50+00 TO STA. 57+00

SCALE: 1"=50'

4/23/2015 10:43:04 AM
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

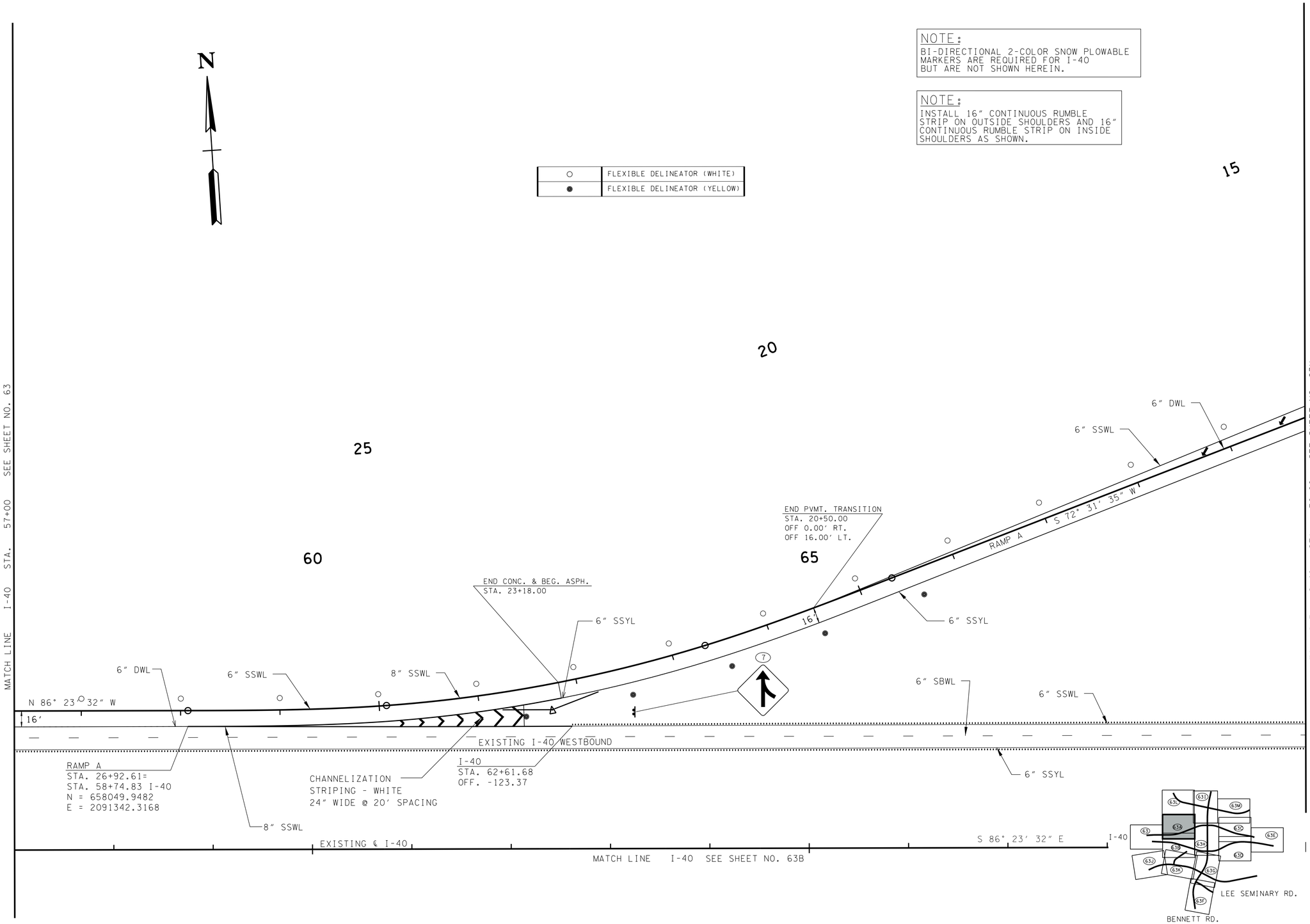
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63A

N

○	FLEXIBLE DELINEATOR (WHITE)
●	FLEXIBLE DELINEATOR (YELLOW)

NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.

NOTE:
INSTALL 16" CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16" CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 57+00 TO STA. 70+00

SCALE: 1"=50'

04/23/2015 10:43:07 AM
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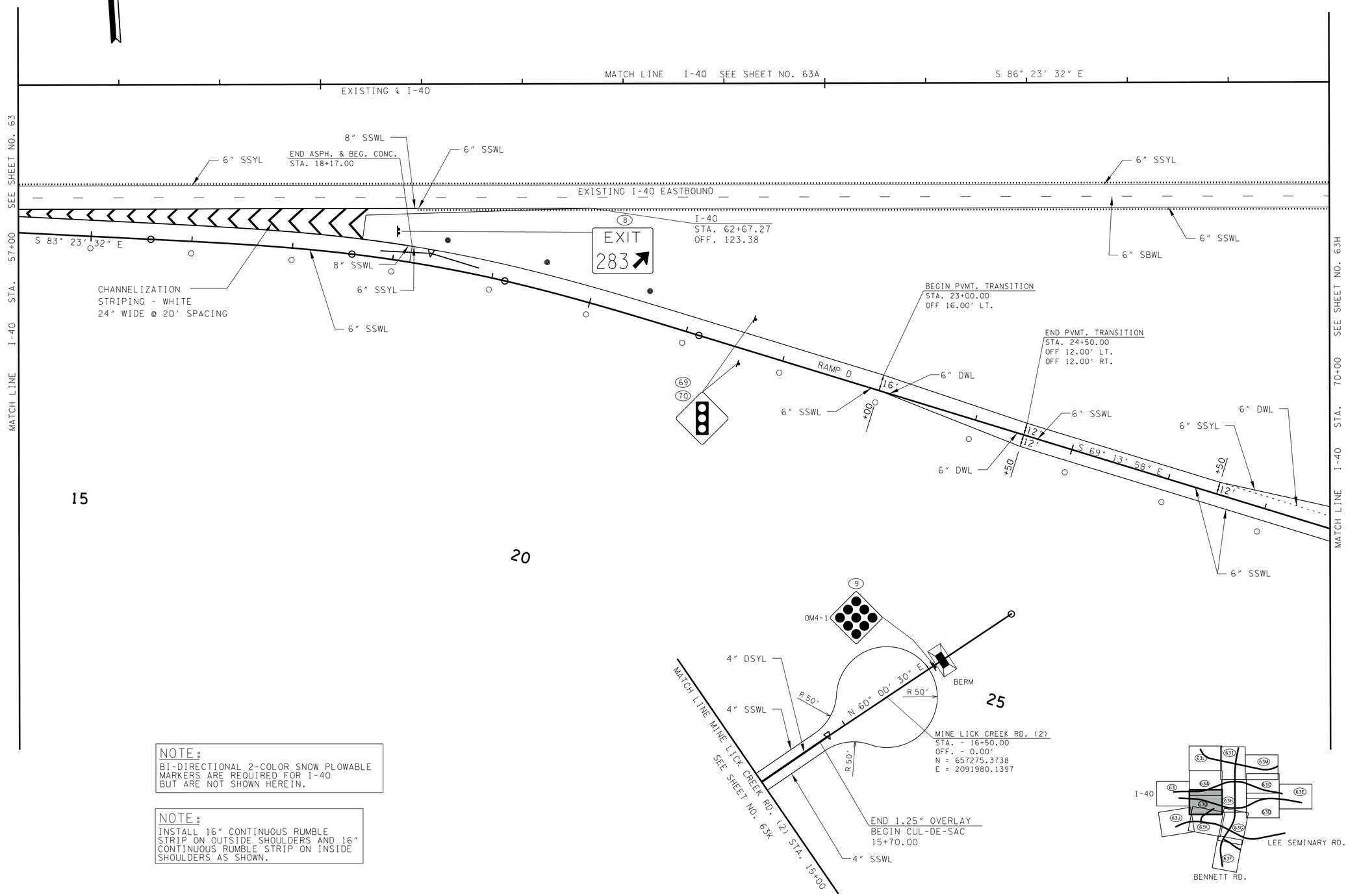
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63B

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

○	FLEXIBLE DELINEATOR (WHITE)
●	FLEXIBLE DELINEATOR (YELLOW)



NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.

NOTE:
INSTALL 16″ CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16″ CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 57+00 TO STA. 70+00

SCALE: 1″=50′

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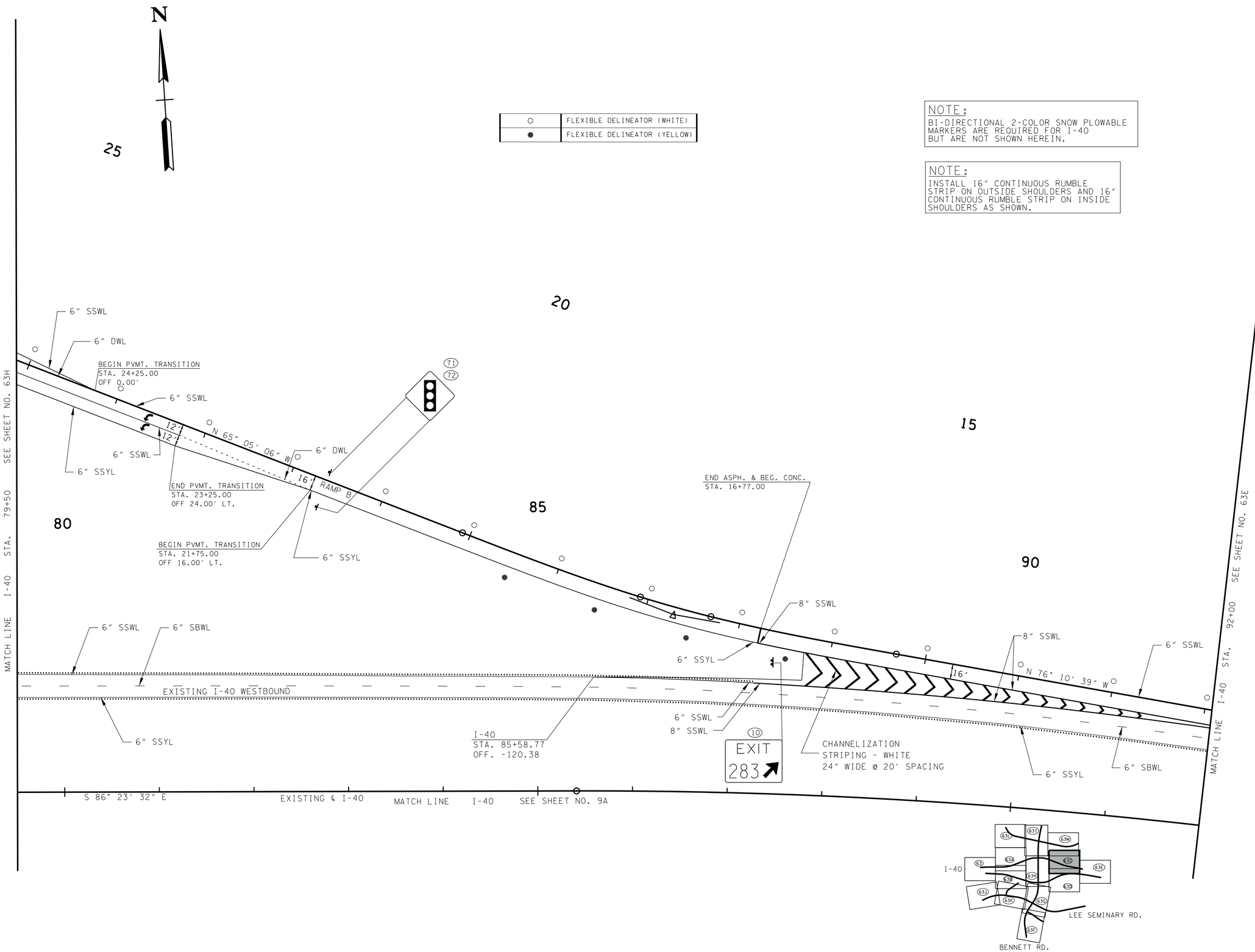
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63C

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

○	FLEXIBLE DELINEATOR (WHITE)
●	FLEXIBLE DELINEATOR (YELLOW)

NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.

NOTE:
INSTALL 16" CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16" CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 79+50 TO STA. 92+00

SCALE: 1"=50'

4/23/2015 10:43:11 AM
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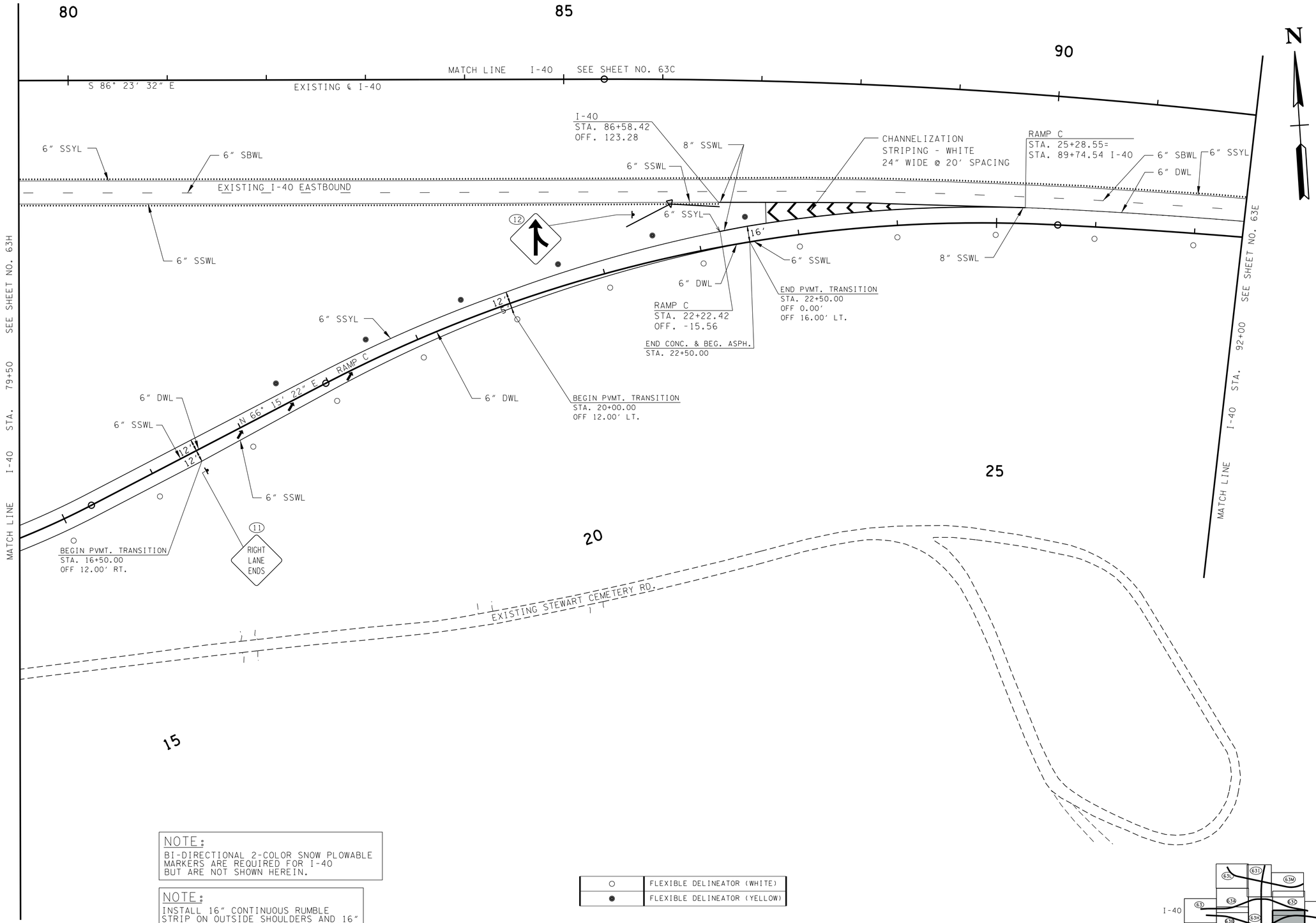
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

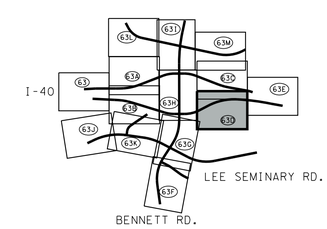
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63D



NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.

NOTE:
INSTALL 16" CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16" CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.

○	FLEXIBLE DELINEATOR (WHITE)
●	FLEXIBLE DELINEATOR (YELLOW)



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 79+50 TO STA. 92+00

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63E

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

NOTE:
BI-DIRECTIONAL 2-COLOR SNOW PLOWABLE MARKERS ARE REQUIRED FOR I-40 BUT ARE NOT SHOWN HEREIN.

NOTE:
INSTALL 16" CONTINUOUS RUMBLE STRIP ON OUTSIDE SHOULDERS AND 16" CONTINUOUS RUMBLE STRIP ON INSIDE SHOULDERS AS SHOWN.

N

(14) EXIT 283 — Bennett Rd. Highland Park Blvd.

2640'

(15) EXIT 283 — Bennett Rd. Highland Park Blvd. 1/2 Mile

2640'

(16) EXIT 283 — Bennett Rd. Highland Park Blvd. 1 Mile

(13) EXIT 50 MPH

95

100

6" DWL

6" SSWL

BEGIN RAMP B
STA. 10+00.00=
STA. 93+86.98 I-40
N = 657740.0560
E = 2094853.4280

N 76° 10' 39" W

N 68° 13' 26" W

RAMP B 16'

24'

8" SSWL

RAMP B
STA. 11+03.53
STA. 92+86.98 I-40
N = 657778.4623
E = 2094757.2894

6" SSWL

6" SBWL

6" SSYL

RAMP B
STA. 10+81.08
STA. 93+06.28 I-40

6" SBWL

6" DWL

6" SSYL

EXISTING ℄ I-40

END PROJECT (CONST.)
NH-I-40-6(130); 71100-3118-44
STA. 113+15.00 I-40
N = 657027.4353
E = 2096657.6668

I-40 STA. 92+00 SEE SHEETS NO. 63C & 63D

MATCH LINE

RAMP C

16'

6" SSWL

16'

S 76° 06' 03" E

S 69° 31' 27" E

24'

RAMP C
STA. 34+42.45= 6" SSWL
STA. 99+07.68 I-40
N = 657413.4188
E = 2095305.8127

6" DWL

(17) SPEED LIMIT 70

600'±

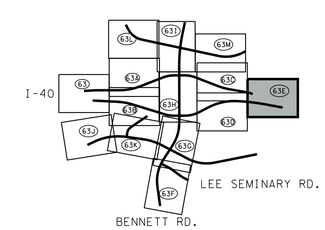
END RAMP C
STA. 37+46.96=
STA. 102+15.92 I-40
N = 657340.2712
E = 2095601.4057

(18) EAST INTERSTATE 40

30

35

○	FLEXIBLE DELINEATOR (WHITE)



UNOFFICIAL SET
NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 92+00 TO EOP

SCALE: 1"=50'

4/23/2015 10:43:15 AM
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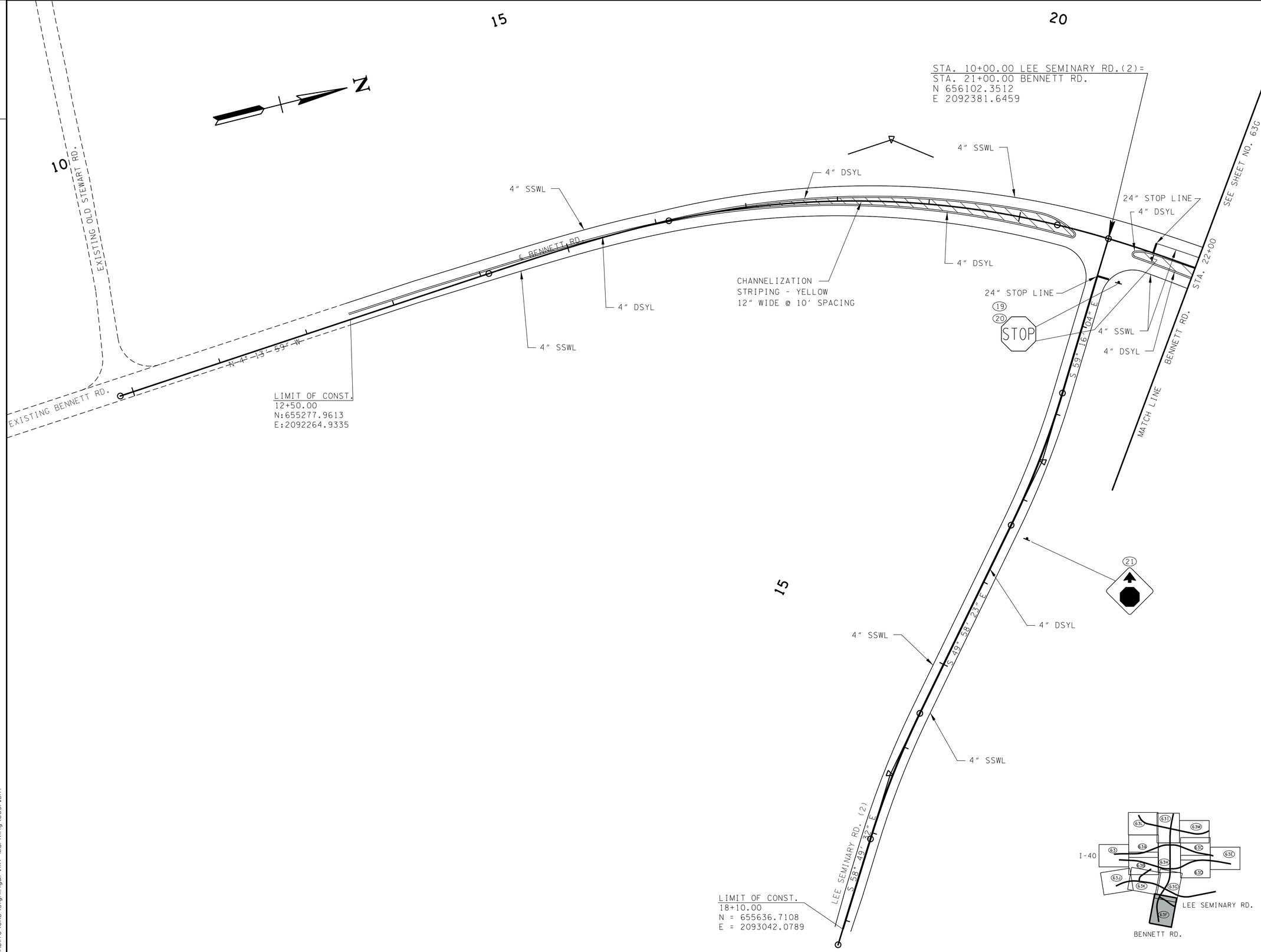
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63F



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 10+00 TO STA. 22+00

SCALE: 1"=50'

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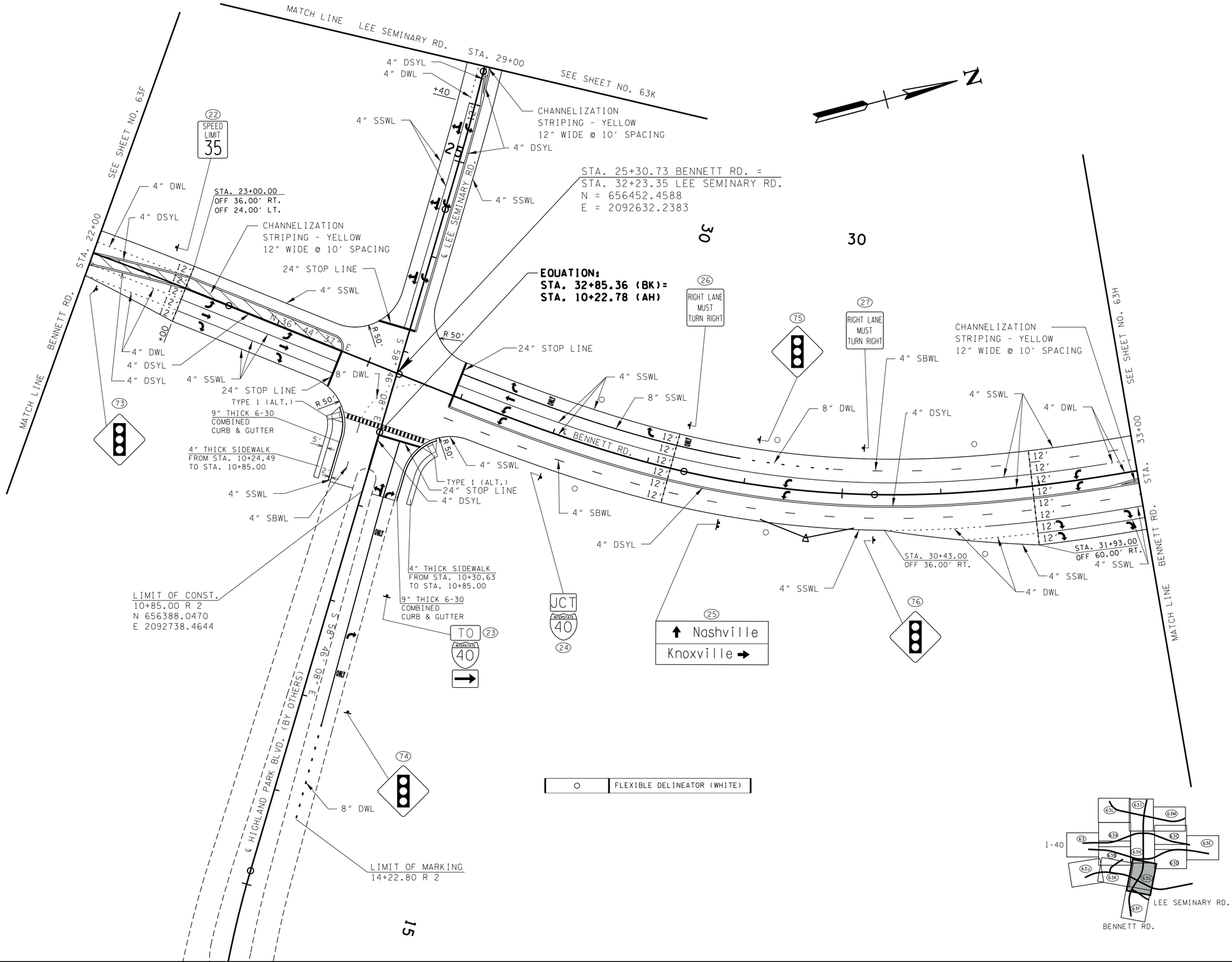
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63G

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



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 22+00 TO STA. 33+00

SCALE: 1"=50'

4/23/2015 10:43:18 AM
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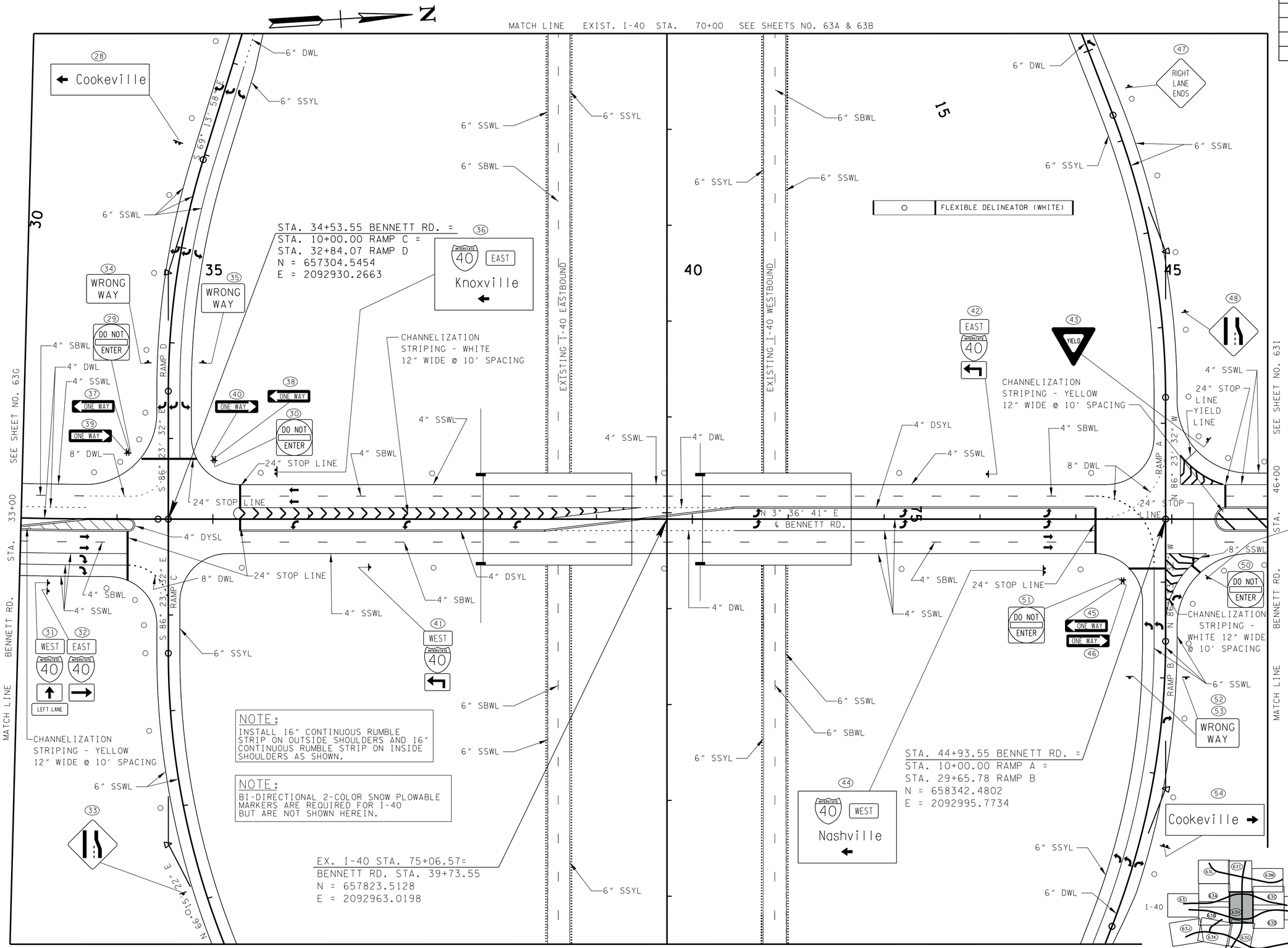
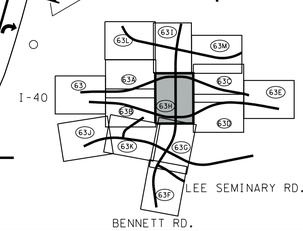
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63H

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





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 33+00 TO STA. 46+00

SCALE: 1"=50'

4/23/2015 10:43:20 AM
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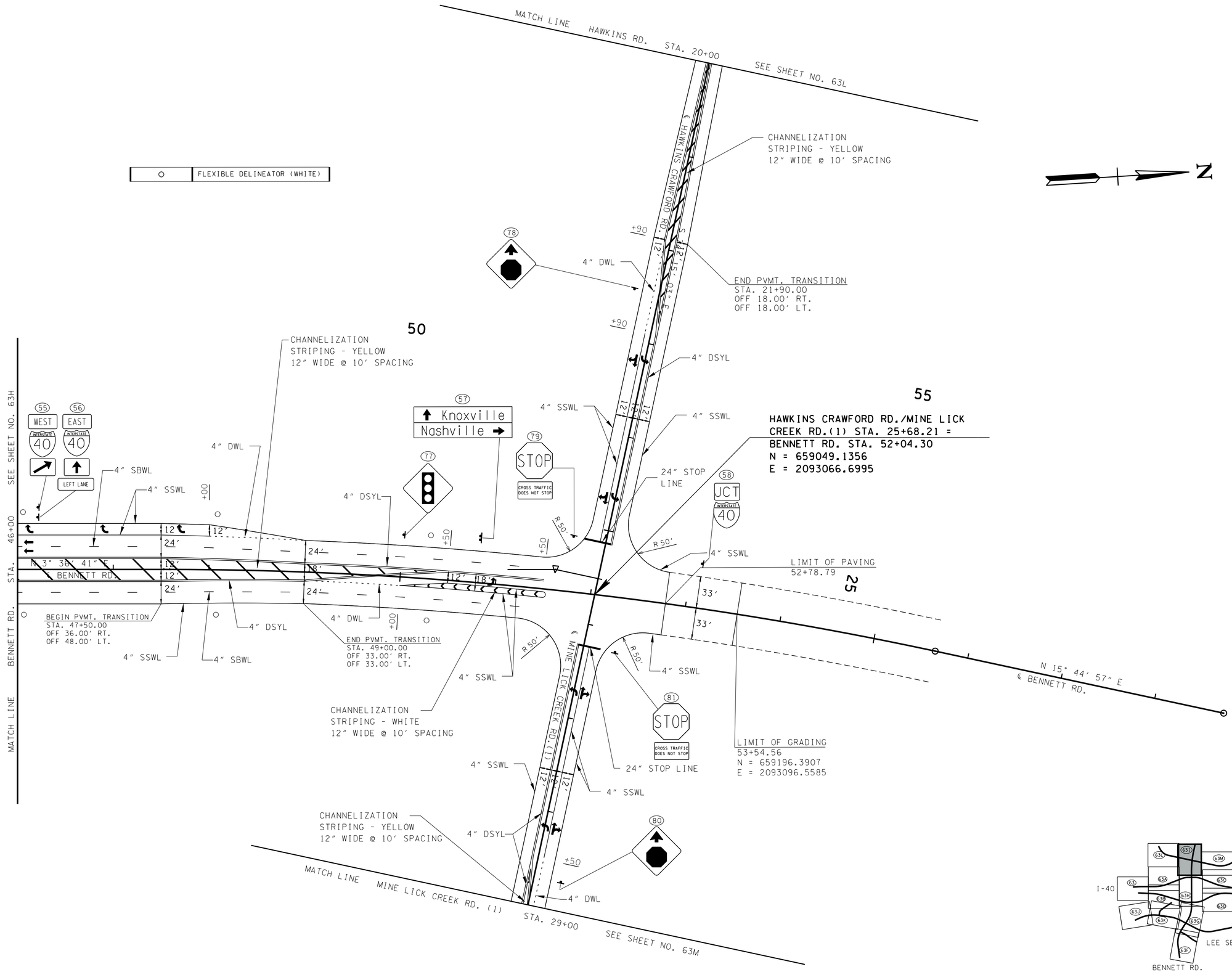
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	631



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA.46+00 TO STA.52+78.79

SCALE: 1"=50'

4/23/2015 10:43:23 AM
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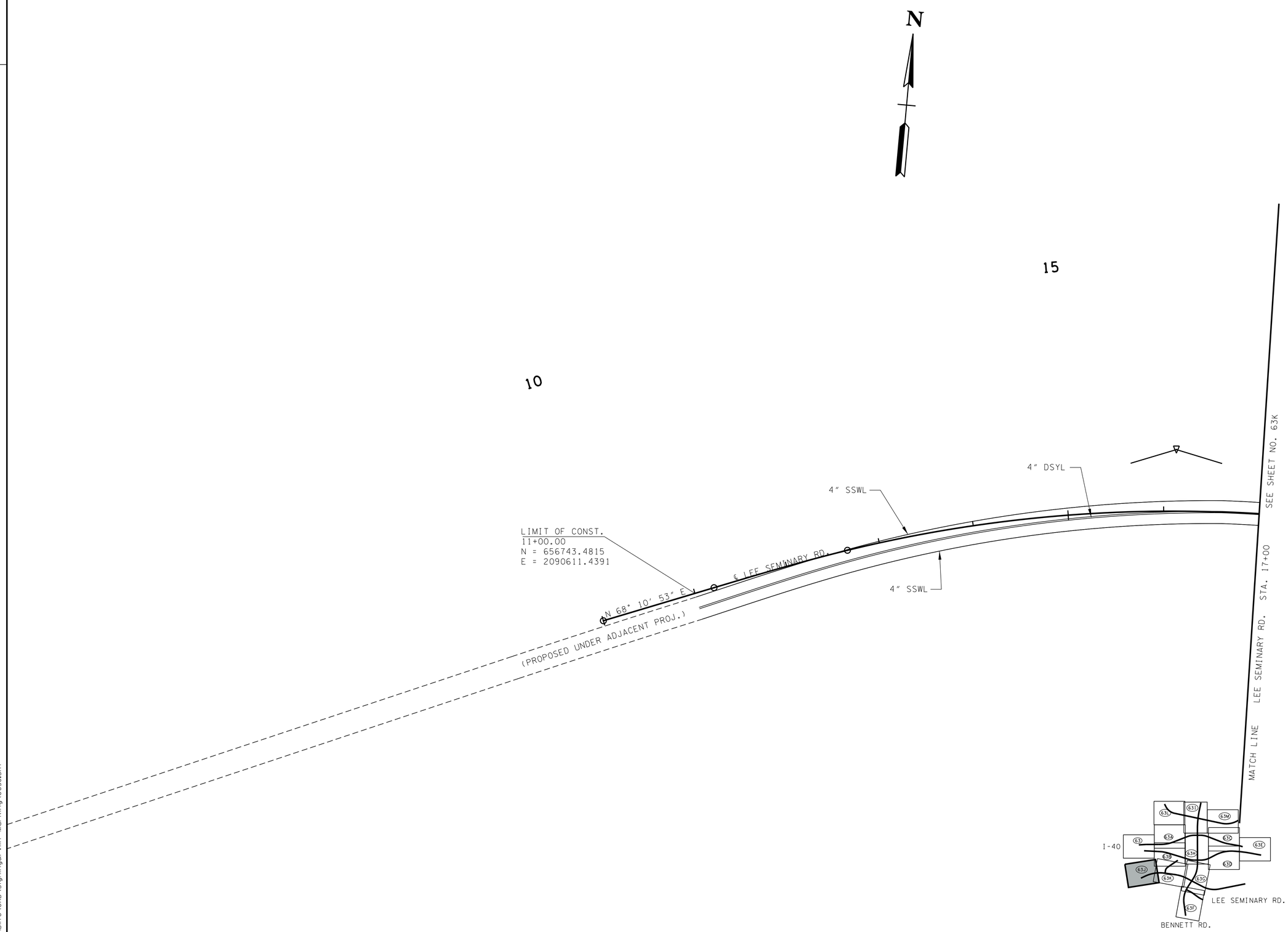
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63J

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



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 11+00 TO STA. 17+00

SCALE: 1"=50'

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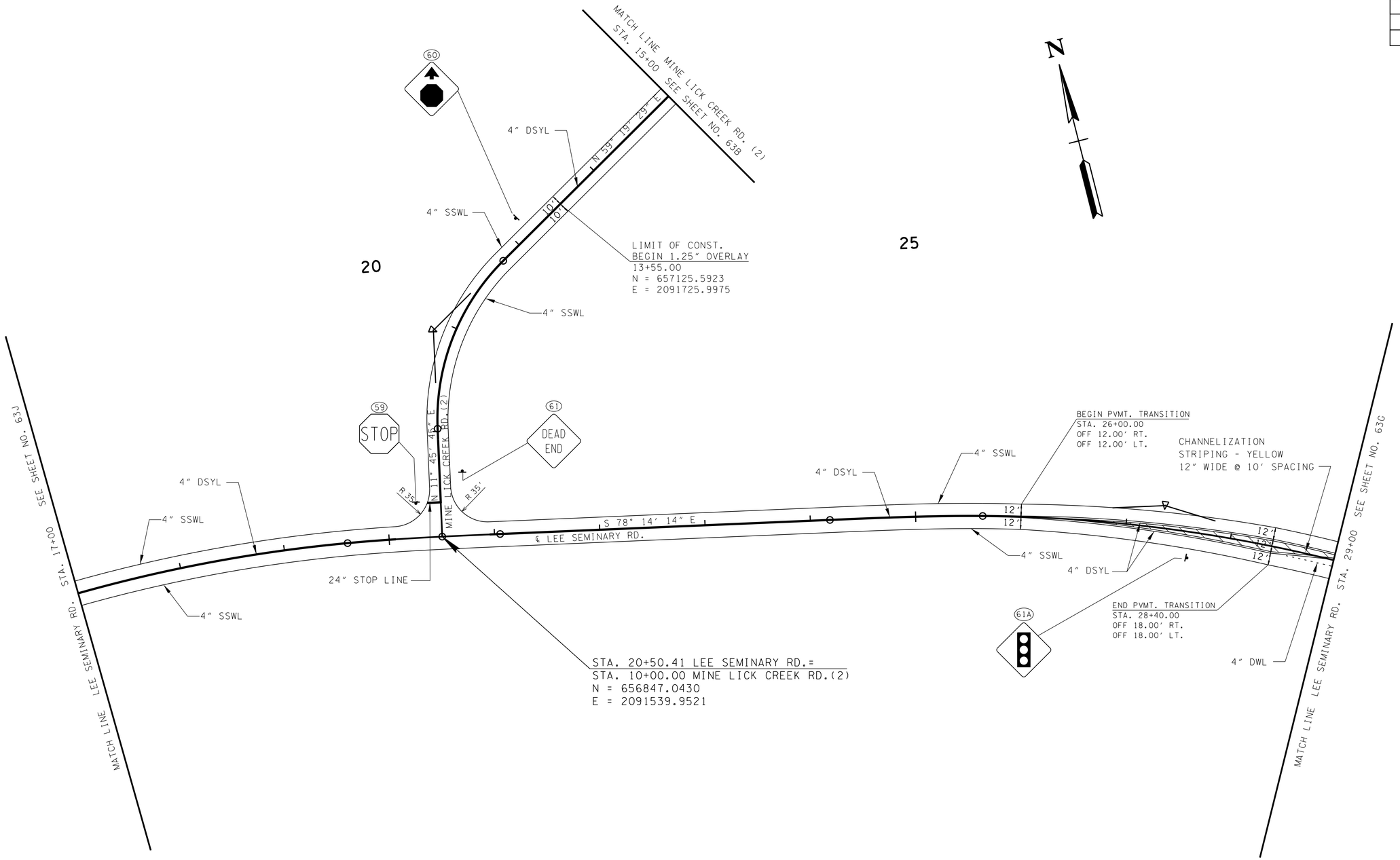
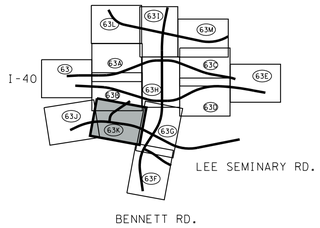
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63K

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





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 17+00 TO STA. 29+00

SCALE: 1"=50'

4/23/2015 10:43:26 AM
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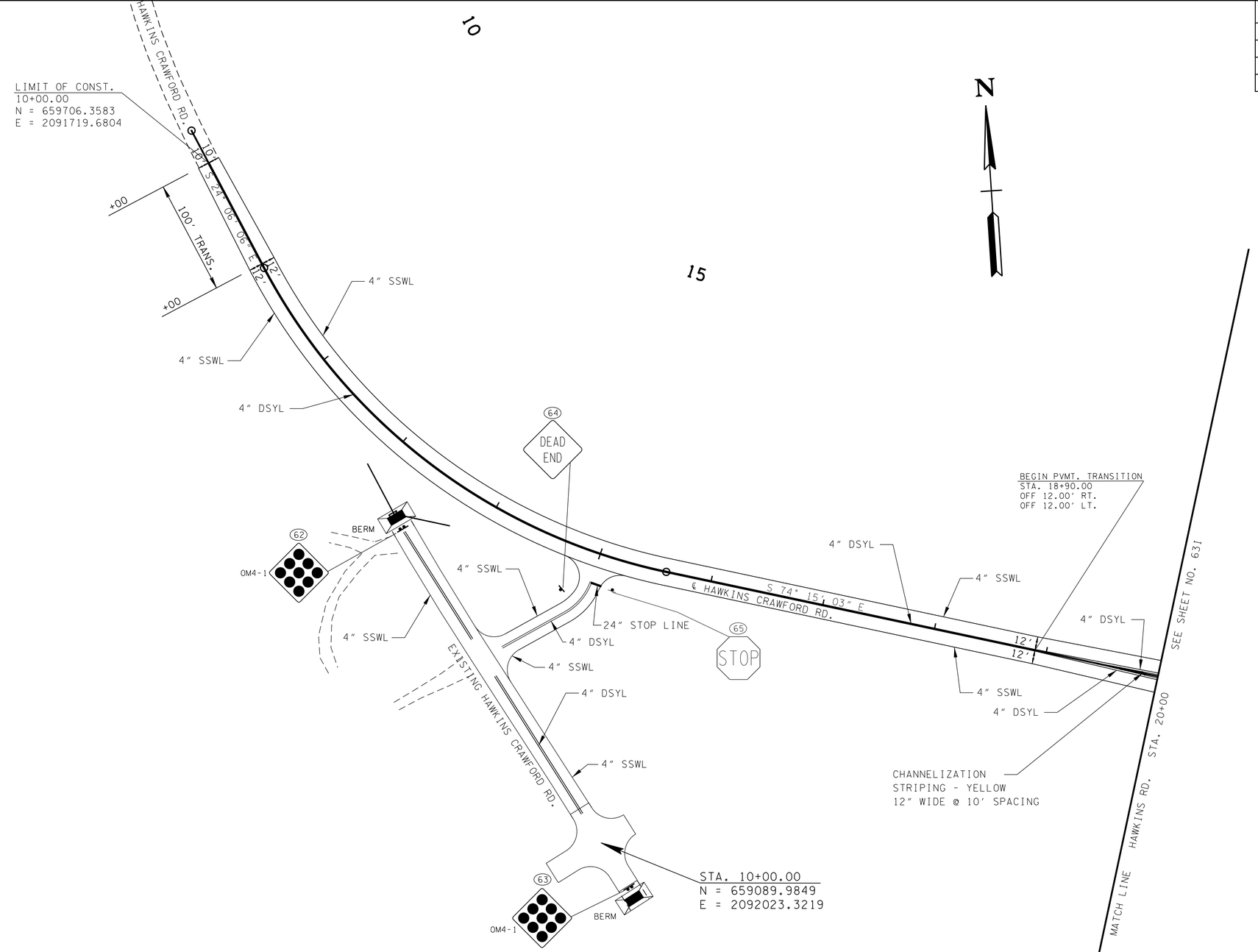
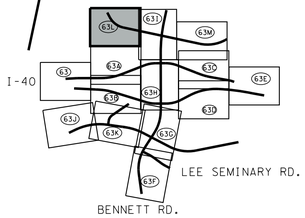
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63L

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





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA. 10+00 TO STA. 20+00

SCALE: 1"=50'

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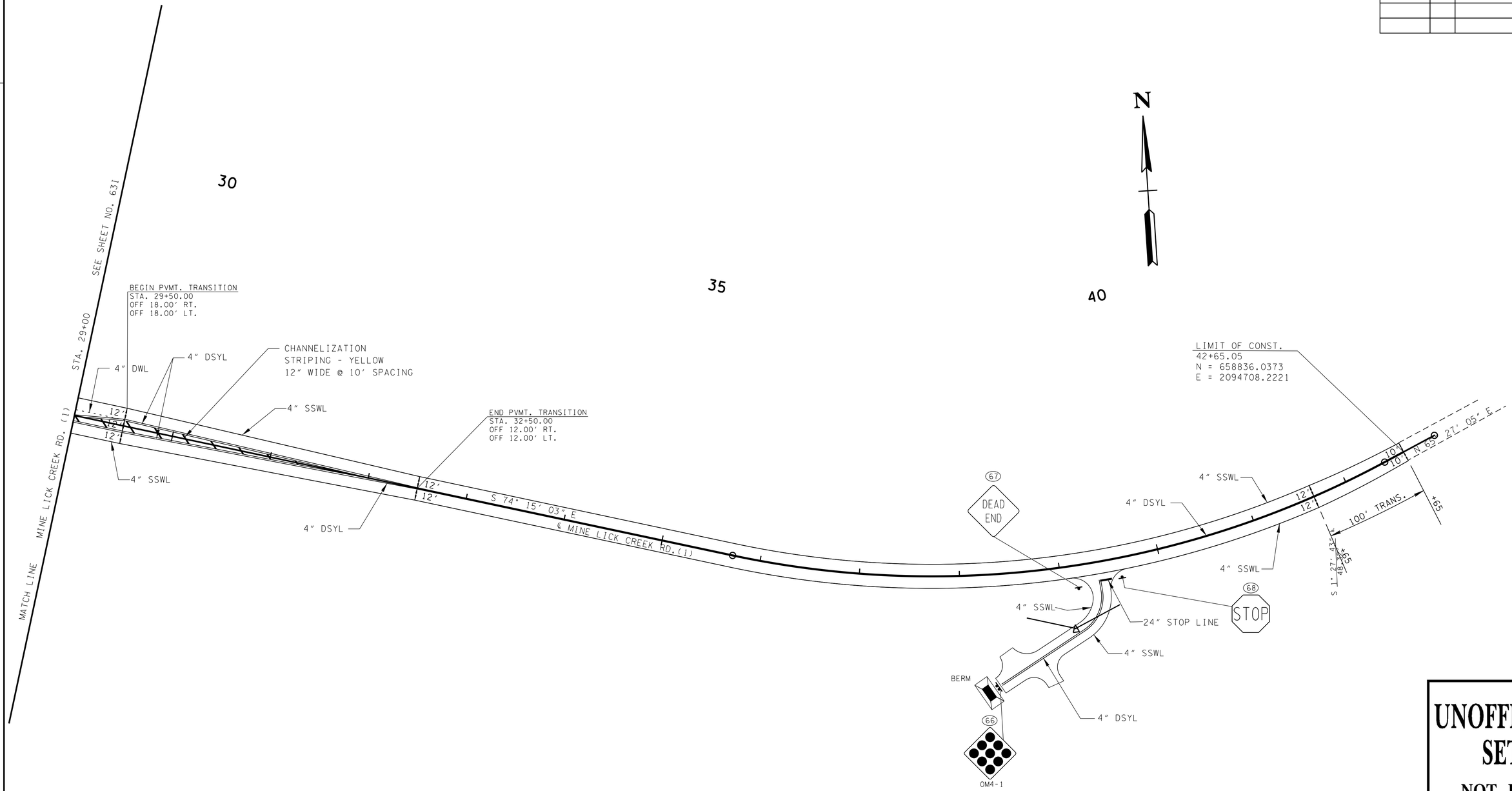
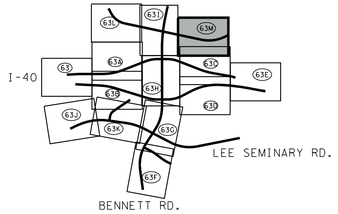
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	63M

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





UNOFFICIAL SET

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ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING

STA.29+00 TO STA.42+65.05

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	64

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

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

SIGN NO	LEGEND		SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
19 20 59 65 68	STOP	R1-1	63F 63F 63K 63L 63M	36"	36"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8	h=12'-6"				5'-0"	
21 78 80 60		W3-1	63F 63I 63I 63K	36"	36"									(ARROW) BLACK (STOP) RED (REF.)	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	
43	YIELD	W3-1	63H	36"X36"X36"										RED (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h=12'-6"				5'-0"	
26 27	RIGHT LANE MUST TURN RIGHT	R3-7	63G 63G	36"	36"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	P8	h=12'-6"				5'-0"	
24 58	JCT INTERSTATE 40	M2-1 M1-1	63G 63I	21" 24"	15" 24"									WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE	0.080" SHEET ALUMINUM	P8	h=13'-0"				5'-0"	
5 17	SPEED LIMIT 70	R2-1	63 63E	48"	60"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	S3X5.7	h_1=13'-3" h_2=13'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
22	SPEED LIMIT 35	R2-1	63G	36"	48"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	
23	TO INTERSTATE 40 →	M4-5 M1-1 M6-1	63G	24" 24" 21"	12" 24" 15"									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h=14'-6"				5'-0"	
9 62 63 66		OM4-1	63B 63L 63L 63M						SEE STD. DWG. T-S-18														TO BE PAID FOR UNDER ITEM NO. 713-16.07
61 64 67	DEAD END	W14-1	63K 63L 63M	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	

U-POST SUBSTITUTION TABLE

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

* PAID A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

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

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
4 13	EXIT 50 MPH W13-2	63 63E	48"	60"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	S3X5.7	h_1=13'-3" h_2=13'-9"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
6	WEST M3-4 INTERSTATE 40 M1-1	63	36" 36"	18" 36"									WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE	0.100" SHEET ALUMINUM	P5	h=15'-6"				7'-0"	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
18	EAST M3-2 INTERSTATE 40 M1-1	63E	36" 36"	18" 36"									WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE	0.100" SHEET ALUMINUM	P5	h=15'-6"				7'-0"	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
7 12	W4-1	63A 63D	48"	48"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	S3X5.7	h_1=15'-3" h_2=15'-9"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
61A 69 70 71 72 73 74 75 76 77	W3-3	63B 63B 63C 63C 63G 63G 63G 63G 63I 63K	36"	36"									BLACK RED (REF.) GREEN (REF.)	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	
11 47	RIGHT LANE ENDS W9-1	63D 63H	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	
33 48	W4-2	63H 63H	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				5'-0"	
29 30 50 51	DO NOT ENTER R5-1	63H 63H 63H 63H	36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100" SHEET ALUMINUM	2.5" Ø @ 3.94 #/FT.	h=14'-0"				7'-0"	SLIP BASE REQUIRED ITEM NO. 713-11.23 SEE STD. DWG. T-S-23B
34 35 52 53	WRONG WAY R5-1A	63H 63H 63H 63H	36"	24"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8	h=11'-6"				5'-0"	
37 38 45	ONE WAY R6-1L	63H 63H 63H	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						5'-0"	MOUNT UNDER SIGN NO. 29 MOUNT UNDER SIGN NO. 30 MOUNT UNDER SIGN NO. 51
39 40 46	ONE WAY R6-1R	63H 63H 63H	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						5'-0"	MOUNT UNDER SIGN NO. 29 MOUNT UNDER SIGN NO. 30 MOUNT UNDER SIGN NO. 51
49	ONE WAY R6-1L	63H	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM							MOUNTED UNDER SIGN NO. 50

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	64A

U-POST SUBSTITUTION TABLE

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

* PAID A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	64B

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

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

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
31	WEST M3-4 40 M1-1 ↑ M6-3 LEFT LANE R3-5bP	63H	24″ 24″ 21″ 30″	12″ 24″ 15″ 12″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P5	h=12′-6″				5′-0″	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
56	EAST M3-2 40 M1-1 ↑ M6-3 LEFT LANE R3-5bP	63I	24″ 24″ 21″ 30″	12″ 24″ 15″ 12″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P5	h=12′-6″				5′-0″	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
32	EAST M3-2 40 M1-1 → M6-1	63H	24″ 24″ 21″	12″ 24″ 15″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P8	h=14′-6″				5′-0″	
55	WEST M3-4 40 M1-1 ↗ M6-2	63I	24″ 24″ 21″	12″ 24″ 15″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P8	h=14′-6″				5′-0″	
41	WEST M3-4 40 M1-1 ↰ M5-1	63H	24″ 24″ 21″	12″ 24″ 15″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P8	h=14′-6″				5′-0″	
42	EAST M3-2 40 M1-1 ↰ M5-1	63H	24″ 24″ 21″	12″ 24″ 15″									WHITE WHITE WHITE	BLUE (REF.) (TOP) RED (BOTTOM) BLUE BLUE (REF.)	0.080″ SHEET ALUMINUM	P8	h=14′-6″				5′-0″	
8 10	EXIT 283 ↗ M5-1	63B 63C	8′	5′	6″	2″	12″		18″	EMOD		TYPE "F" @ 45″	WHTIE (REF.)	GREEN (REF.)	5-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=15′-0″ h_2=15′-0″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
1 16	EXIT 283 Bennett Rd. Highland Park Blvd. 1 MILE	63 63E	10′ 18′	2′ 8′	6″ 12″	2″ 2″	10″ 16″ 16″ 10″	 12″ 12″	15″ 15″	EMOD EMOD			WHITE (REF.)	GREEN (REF.)	8-12″ ALUMINUM EXTRUSIONS	W6-20	h_1=20′-9″ h_2=21′-3″	TYPE 6 D=6′-0″	0.27	76.7	7′-0″	REDUCE LETTER SPACING TO FIT.

U-POST SUBSTITUTION TABLE

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

* PAID A

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SIGN SCHEDULE

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

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

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

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
2 15	EXIT 283 Bennett Rd. Highland Park Blvd. 1/2 MILE	63 63E	10′ 18′	2′ 8′	6″ 12″	2″ 2″	10″ 16″ 16″ 10″	 12″ 12″	15″ 10″/10″	EMOD EMOD			WHITE (REF.)	GREEN (REF.)	8-12″ ALUMINUM EXTRUSIONS	W6-20	h_1=20′-9″ h_2=21′-3″	TYPE 6 D=6′-0″	0.27	76.7	7′-0″	REDUCE LETTER SPACING TO FIT.
3 14	EXIT 283 Bennett Rd. Highland Park Blvd. ↗	63 63E	10′ 18′	2′ 9′	6″ 12″	2″ 2″	10″ 16″ 16″	 12″ 12″	15″	EMOD EMOD		TYPE "G" @ 45°	WHITE (REF.)	GREEN (REF.)	9-12″ ALUMINUM EXTRUSIONS	W6-20	h_1=21′-9″ h_2=22′-3″	TYPE 6 D=6′-0″	0.27	76.7	7′-0″	REDUCE LETTER SPACING TO FIT.
25	↑ Nashville Knoxville →	63G	8′	4′	6″	1″	8″ 8″	6″ 6″		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=14′-3″ h_2=14′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
28	← Cookeville	63H	8′	2′	6″	1″	8″	6″		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	2-12″ ALUMINUM EXTRUSIONS	S3X5.7	h_1=12′-3″ h_2=12′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
54	Cookeville →	63H	8′	2′	6″	1″	8″	6″		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	2-12″ ALUMINUM EXTRUSIONS	S3X5.7	h_1=12′-3″ h_2=12′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
44	40 WEST Nashville ←	63H	7′	5′	6″	1″	6″ 8″	 6″		EMOD	24″X24″	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=15′-3″ h_2=15′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
36	40 EAST Knoxville ←	63H	7′	5′	6″	1″	6″ 8″	 6″		EMOD	24″X24″	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=15′-3″ h_2=15′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
57	↑ Knoxville Nashville →	63I	8′	4′	6″	1″	8″	6″		EMOD		TYPE "A"	WHITE (REF.)	GREEN (REF.)	4-12″ ALUMINUM EXTRUSIONS	S4X7.7	h_1=14′-3″ h_2=14′-9″	TYPE 5 D=1′-3″	0.18	50.1	7′-0″	
79 81	STOP R1-1 CROSS TRAFFIC DOES NOT STOP W4-4p	63I 63I	36″ 36″	36″ 18″									WHITE (REF.) YELLOW (REF.)	RED (REF.) BLACK	0.080″ SHEET ALUMINUM	P5	h=12′-6″				5′-0″	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	64C

U-POST SUBSTITUTION TABLE

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

* PAID

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STATE OF TENNESSEE
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SIGN SCHEDULE

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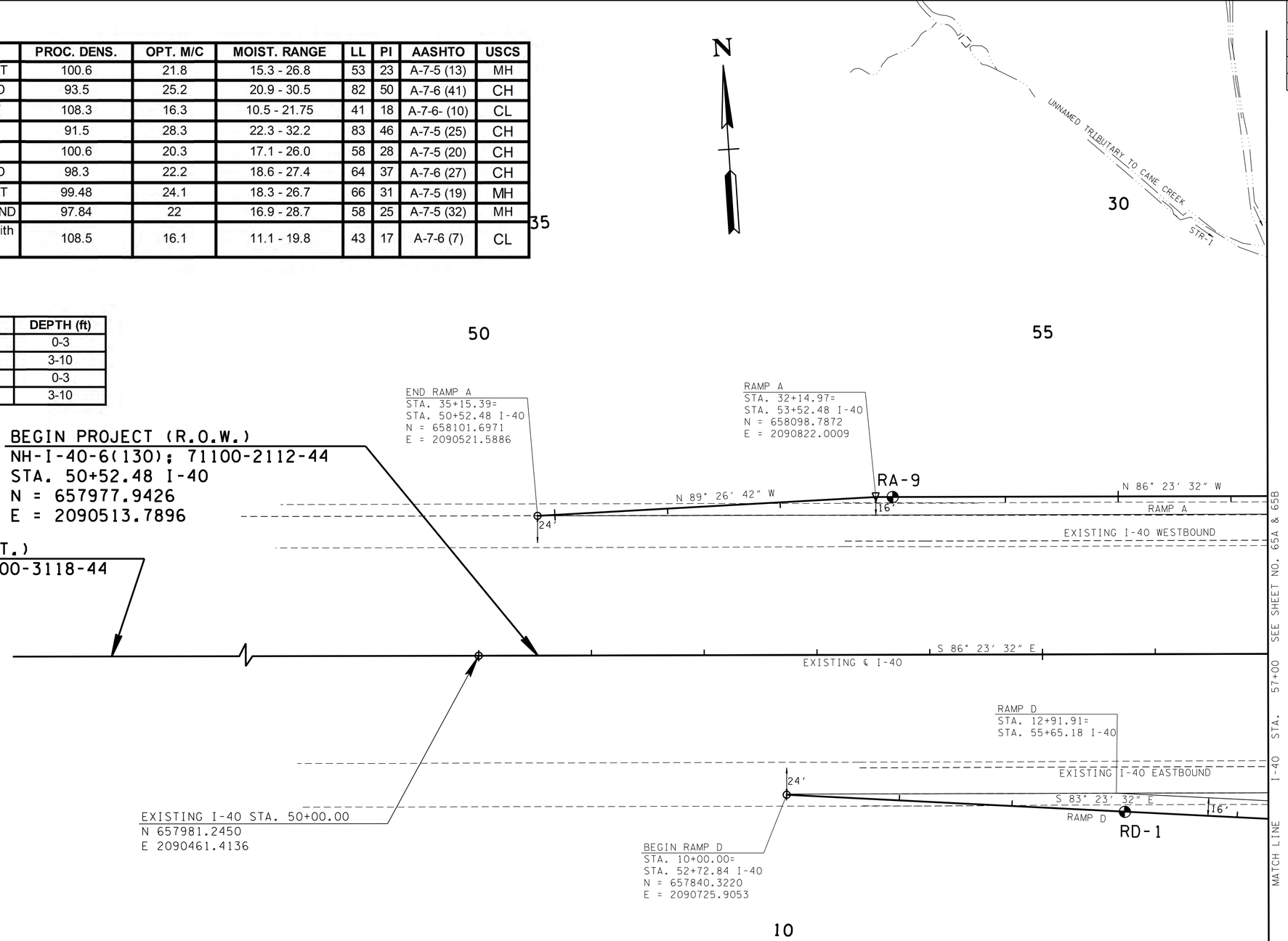
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

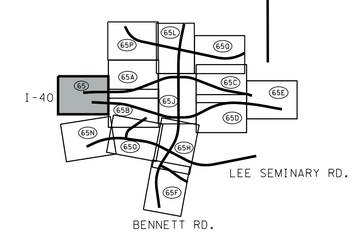
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65

PROCTOR NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS
1	SANDY ELASTIC SILT	100.6	21.8	15.3 - 26.8	53	23	A-7-5 (13)	MH
2	FAT CLAY with SAND	93.5	25.2	20.9 - 30.5	82	50	A-7-6 (41)	CH
3	SANDY LEAN CLAY	108.3	16.3	10.5 - 21.75	41	18	A-7-6- (10)	CL
4	SANDY FAT CLAY	91.5	28.3	22.3 - 32.2	83	46	A-7-5 (25)	CH
5	SANDY FAT CLAY	100.6	20.3	17.1 - 26.0	58	28	A-7-5 (20)	CH
6	FAT CLAY with SAND	98.3	22.2	18.6 - 27.4	64	37	A-7-6 (27)	CH
7	SANDY ELASTIC SILT	99.48	24.1	18.3 - 26.7	66	31	A-7-5 (19)	MH
8	ELASTIC SILT with SAND	97.84	22	16.9 - 28.7	58	25	A-7-5 (32)	MH
9	SANDY LEAN CLAY with GRAVEL	108.5	16.1	11.1 - 19.8	43	17	A-7-6 (7)	CL

BORING NO.	PROCTOR NO.	DEPTH (ft)
RA-9	-	0-3
	3	3-10
RD-1	-	0-3
	3	3-10



CBR NO.	SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST RANGE	LL	PI	AASHTO	USCS	% COMPACTION	CBR VALUE %
1	2	FAT CLAY with SAND	93.5	25.2	20.9 - 30.5	82	50	A-7-6 (41)	CH	93%	2.1
2	3	SANDY LEAN CLAY	108.3	16.3	10.5 - 21.75	41	18	A-7-6- (10)	CL	96%	6.3
3	4	SANDY FAT CLAY	91.5	28.3	22.3 - 32.2	83	46	A-7-5 (25)	CH	96%	4.4
4	5	SANDY FAT CLAY	100.6	20.3	17.1 - 26.0	58	28	A-7-5 (20)	CH	98%	3.2
5	6	FAT CLAY with SAND	98.3	22.2	18.6 - 27.4	64	37	A-7-6 (27)	CH	97%	2.5
6	7	SANDY ELASTIC SILT	99.48	24.1	18.3 - 26.7	66	31	A-7-5 (19)	MH	98%	5.1
7	8	ELASTIC SILT with SAND	97.84	22	16.9 - 28.7	58	25	A-7-5 (32)	MH	101%	3.5
8	9	SANDY LEAN CLAY with GRAVEL	108.5	24.1	11.1 - 19.8	43	17	A-7-6 (7)	CL	99%	6.5



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

BOP TO STA. 57+00

SCALE: 1"= 50′

04/23/2015 10:43:33 AM
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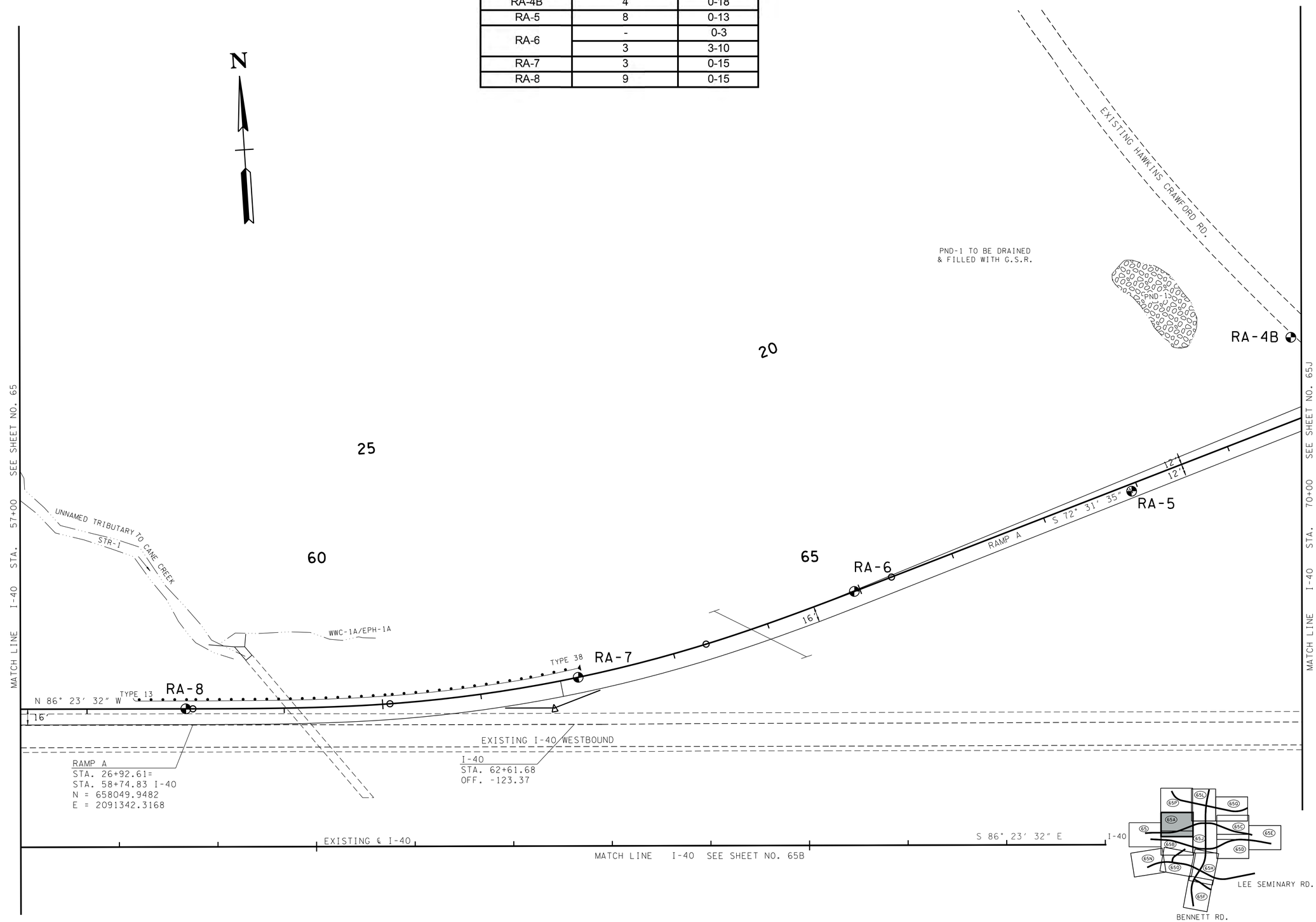
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65A

BORING NO.	PROCTOR NO.	DEPTH (ft)
RA-4B	4	0-18
RA-5	8	0-13
RA-6	-	0-3
	3	3-10
RA-7	3	0-15
RA-8	9	0-15



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 57+00 TO STA. 70+00

SCALE: 1"= 50'

4/23/2015 10:44:12 AM
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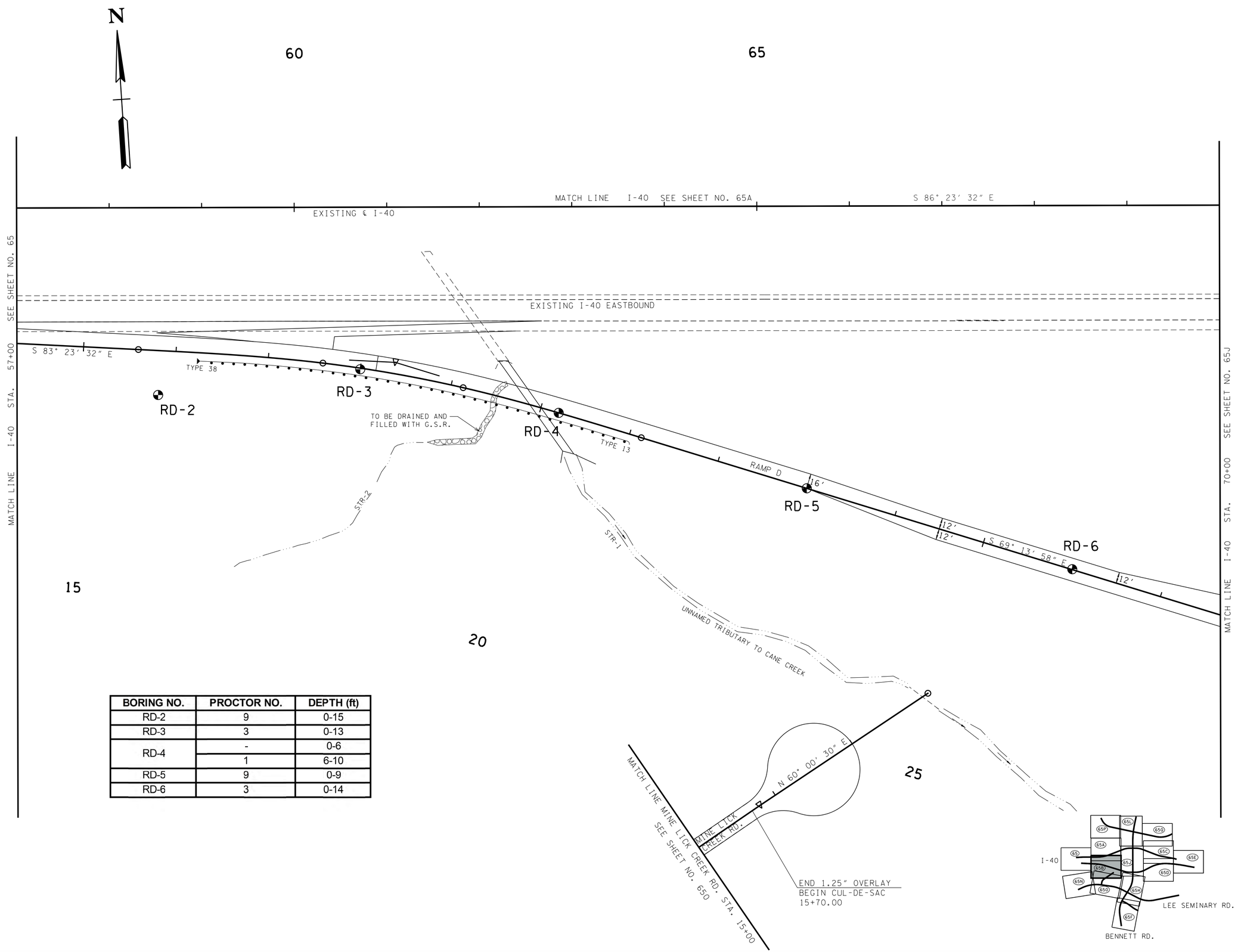
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65B



BORING NO.	PROCTOR NO.	DEPTH (ft)
RD-2	9	0-15
RD-3	3	0-13
RD-4	-	0-6
	1	6-10
RD-5	9	0-9
RD-6	3	0-14

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 57+00 TO STA. 70+00

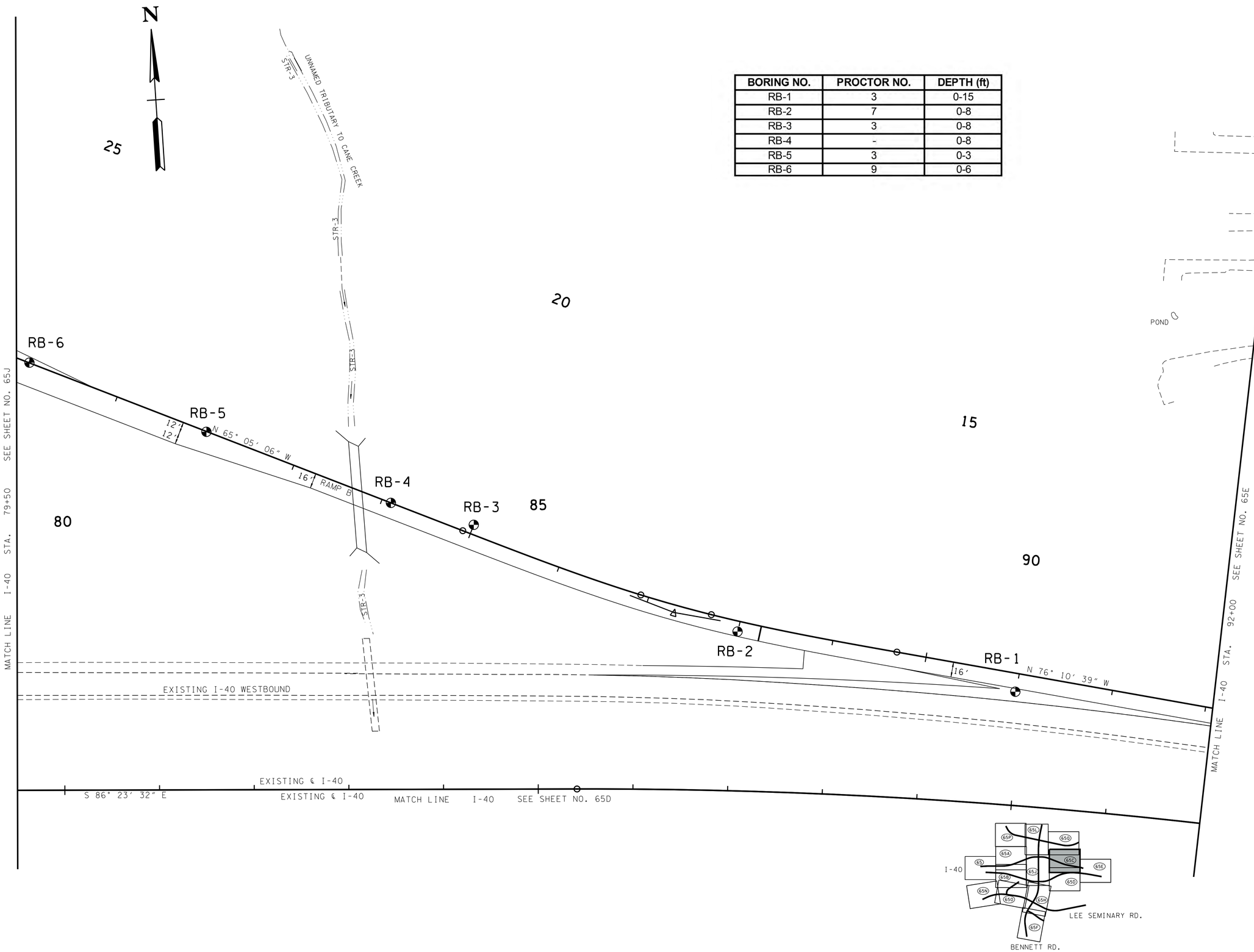
SCALE: 1"= 50′

04/23/2015 10:44:16 AM
G:\HDITO\CAD\SOILS SHEETS\065B.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65C

BORING NO.	PROCTOR NO.	DEPTH (ft)
RB-1	3	0-15
RB-2	7	0-8
RB-3	3	0-8
RB-4	-	0-8
RB-5	3	0-3
RB-6	9	0-6



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 79+50 TO STA. 92+00

SCALE: 1"= 50'

4/23/2015 10:44:21 AM
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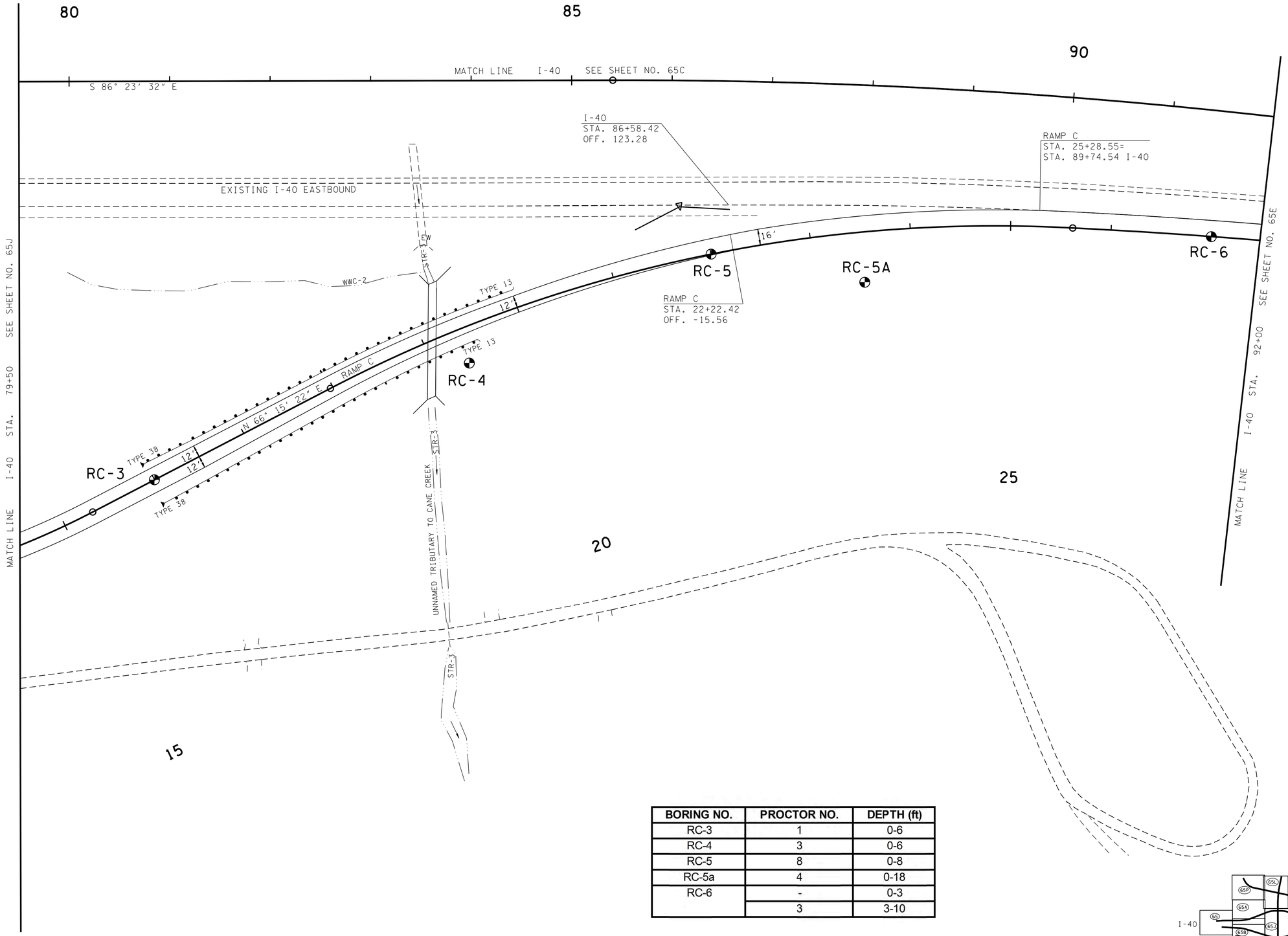
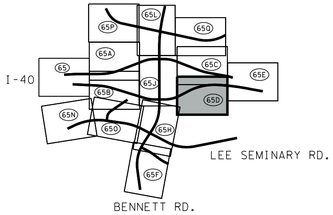
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65D

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



BORING NO.	PROCTOR NO.	DEPTH (ft)
RC-3	1	0-6
RC-4	3	0-6
RC-5	8	0-8
RC-5a	4	0-18
RC-6	-	0-3
	3	3-10



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 79+50 TO STA. 92+00

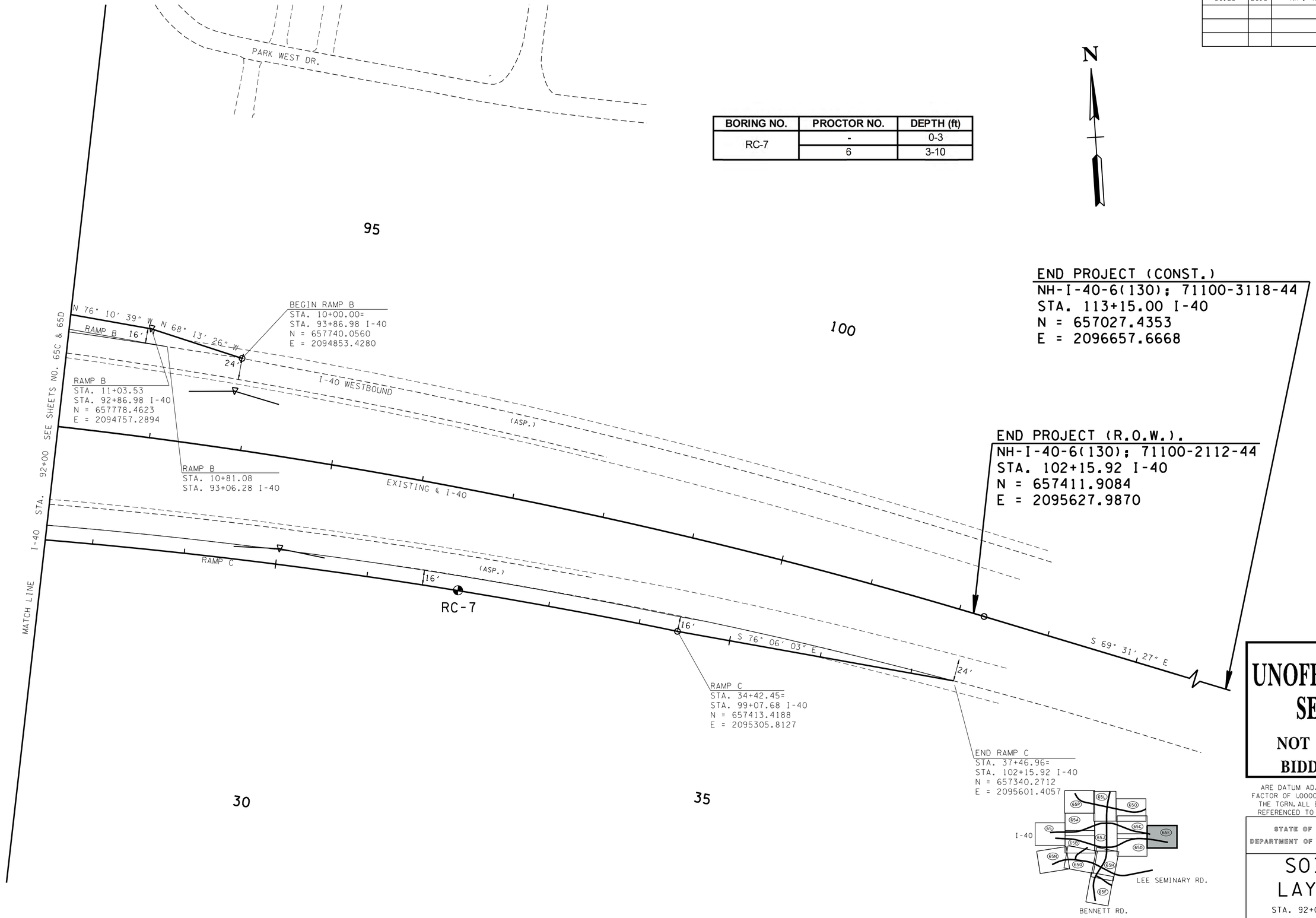
SCALE: 1"= 50'

4/23/2015 10:44:26 AM
G:\HDI70\CAD\SOILS SHEETS\065D.SHT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65E

BORING NO.	PROCTOR NO.	DEPTH (ft)
RC-7	-	0-3
	6	3-10



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 92+00 TO EOP

SCALE: 1"= 50′

4/23/2015 10:44:31 AM
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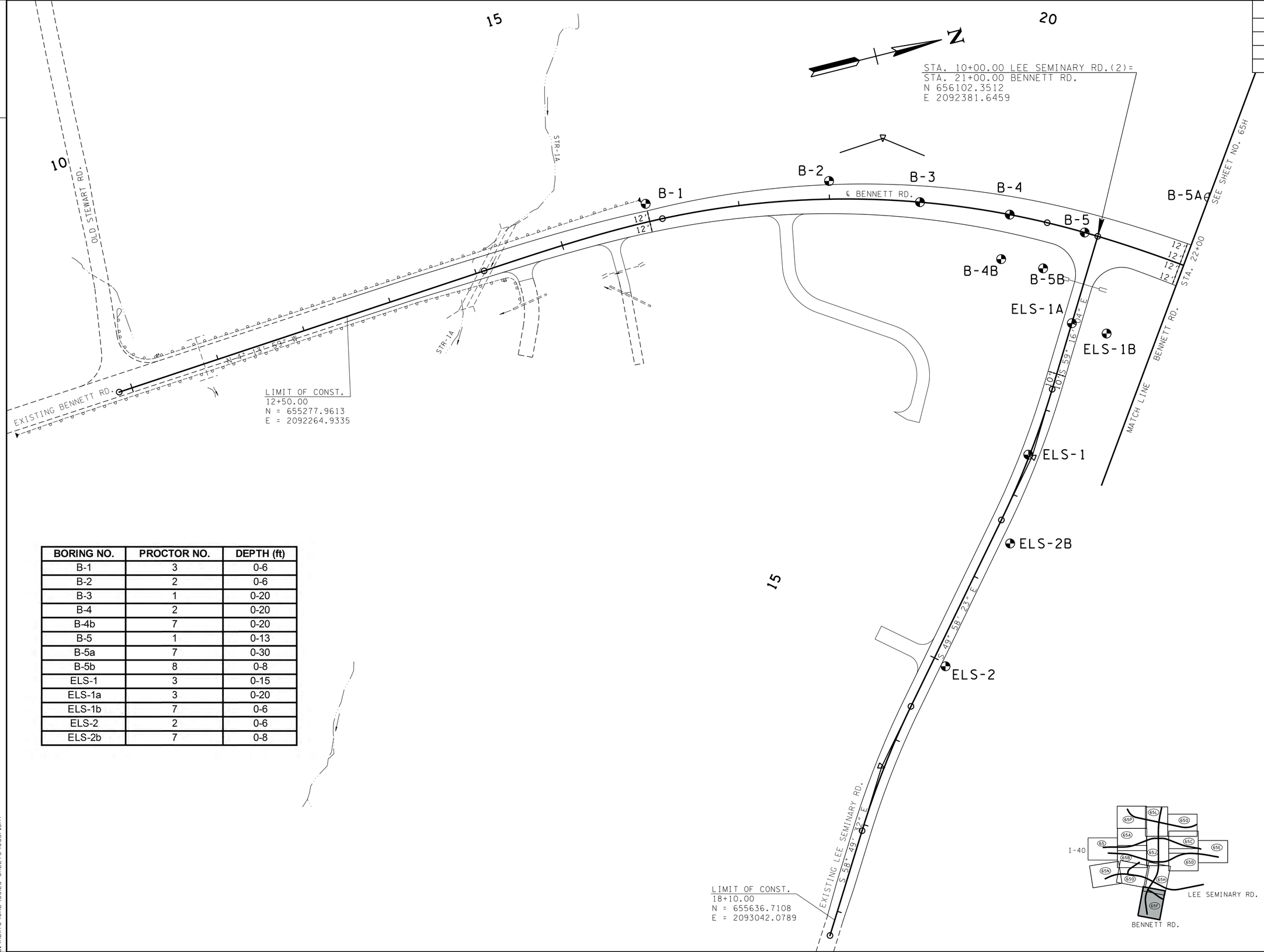
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65F



BORING NO.	PROCTOR NO.	DEPTH (ft)
B-1	3	0-6
B-2	2	0-6
B-3	1	0-20
B-4	2	0-20
B-4b	7	0-20
B-5	1	0-13
B-5a	7	0-30
B-5b	8	0-8
ELS-1	3	0-15
ELS-1a	3	0-20
ELS-1b	7	0-6
ELS-2	2	0-6
ELS-2b	7	0-8

UNOFFICIAL SET

NOT FOR BIDDING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 12+50 TO STA. 22+00

SCALE: 1"= 50'

04/23/2015 10:44:34 AM
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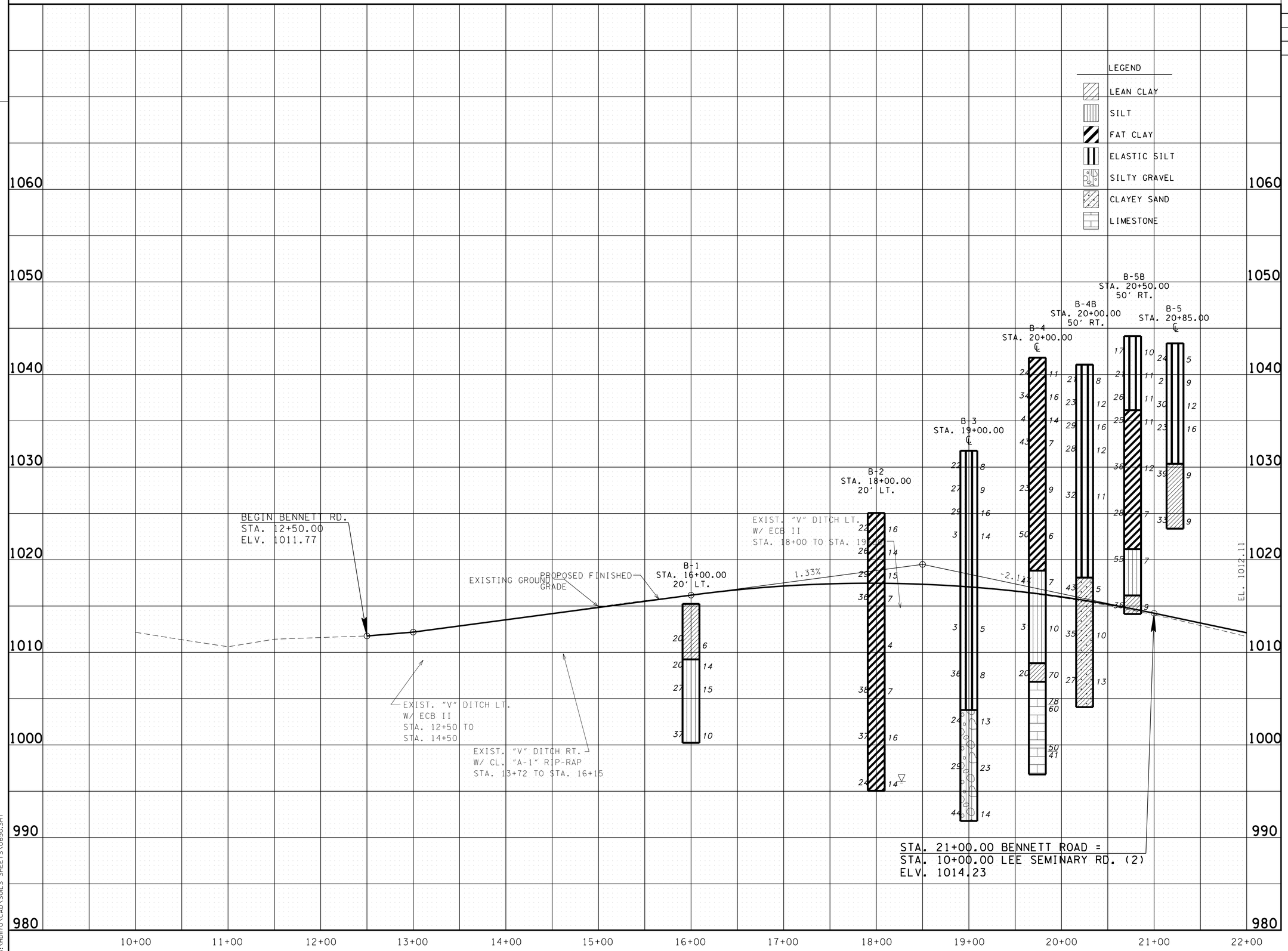
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65G



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
BENNETT ROAD

STA. 10+00 TO STA. 22+00

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

4/23/2015 10:44:41 AM
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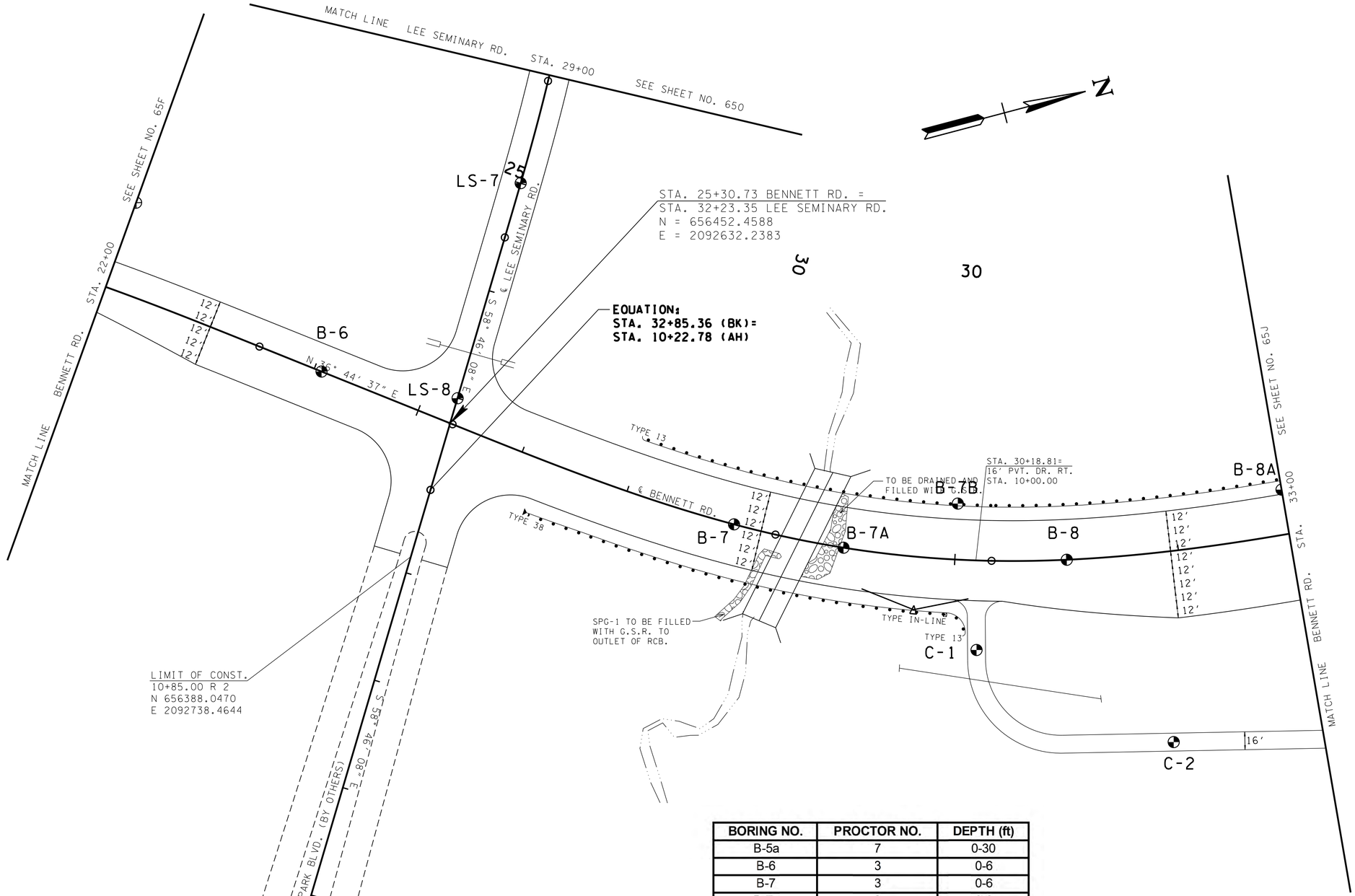
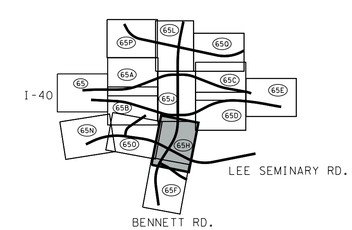
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65H

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



BORING NO.	PROCTOR NO.	DEPTH (ft)
B-5a	7	0-30
B-6	3	0-6
B-7	3	0-6
B-7a	3	0-8
B-7b	3	0-6
B-8	9	0-15
B-8a	9	0-6
C-1	3	0-6
C-2	9	0-4
LS-7	3	0-15
LS-8	3	0-13



UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 22+00 TO STA. 33+00

SCALE: 1"= 50'

4/23/2015 10:44:42 AM
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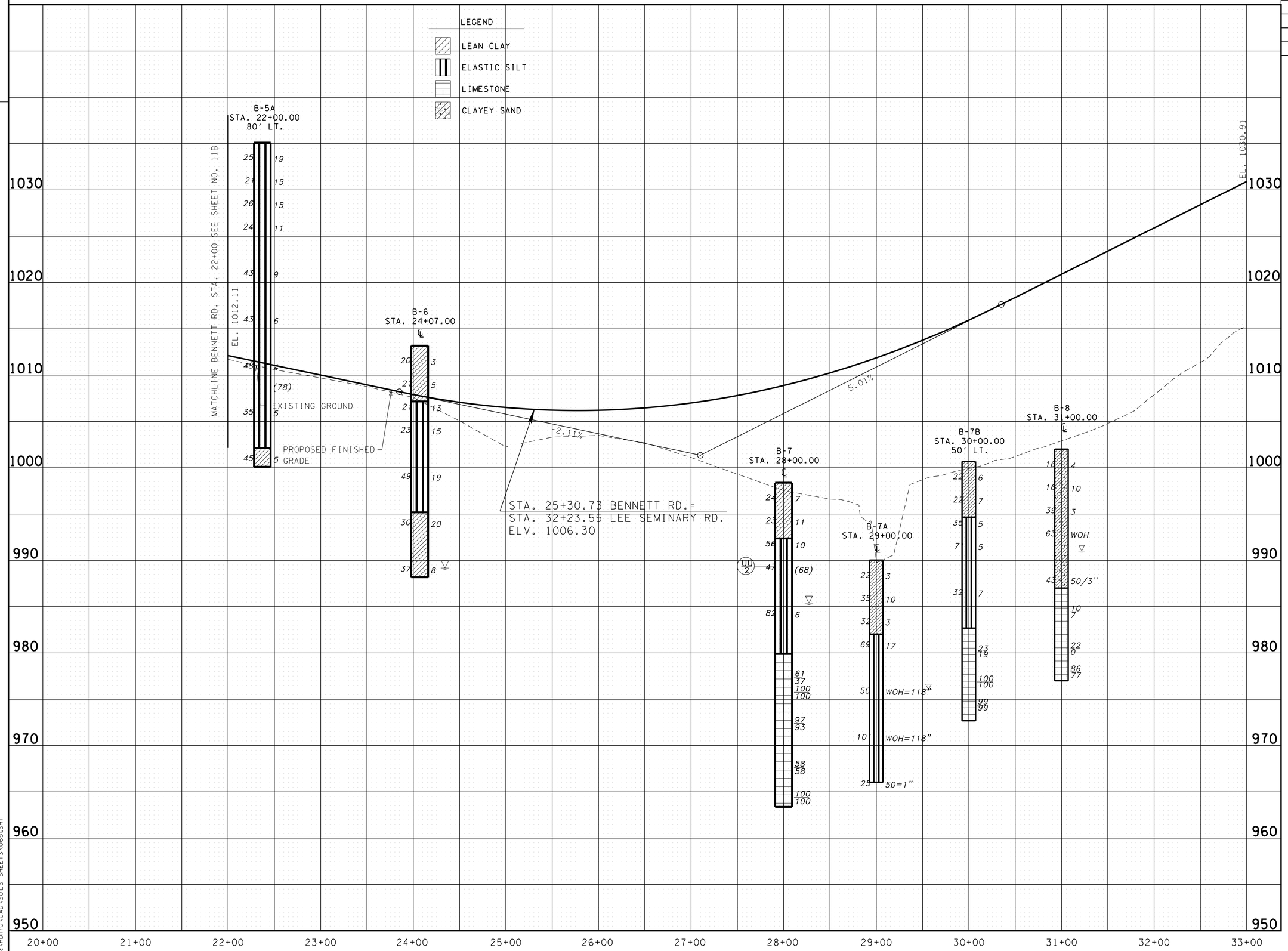
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	651



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
BENNETT ROAD

STA.22+00 TO STA.33+00

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

4/23/2015 10:44:49 AM
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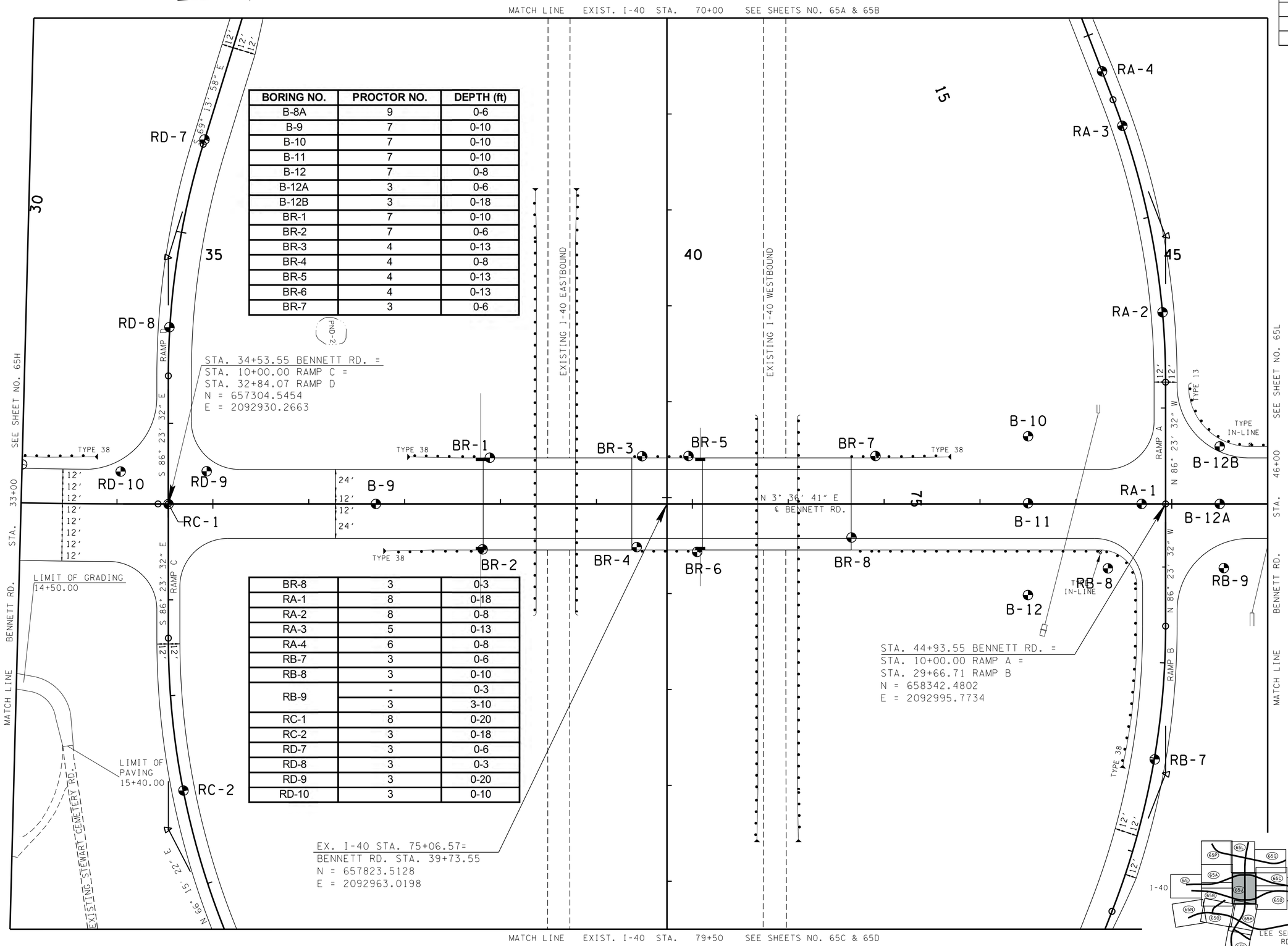
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65J

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



BORING NO.	PROCTOR NO.	DEPTH (ft)
B-8A	9	0-6
B-9	7	0-10
B-10	7	0-10
B-11	7	0-10
B-12	7	0-8
B-12A	3	0-6
B-12B	3	0-18
BR-1	7	0-10
BR-2	7	0-6
BR-3	4	0-13
BR-4	4	0-8
BR-5	4	0-13
BR-6	4	0-13
BR-7	3	0-6
BR-8	3	0-3
RA-1	8	0-18
RA-2	8	0-8
RA-3	5	0-13
RA-4	6	0-8
RB-7	3	0-6
RB-8	3	0-10
RB-9	-	0-3
	3	3-10
RC-1	8	0-20
RC-2	3	0-18
RD-7	3	0-6
RD-8	3	0-3
RD-9	3	0-20
RD-10	3	0-10

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 33+00 TO STA. 46+00

SCALE: 1"= 50'

4/23/2015 10:44:50 AM
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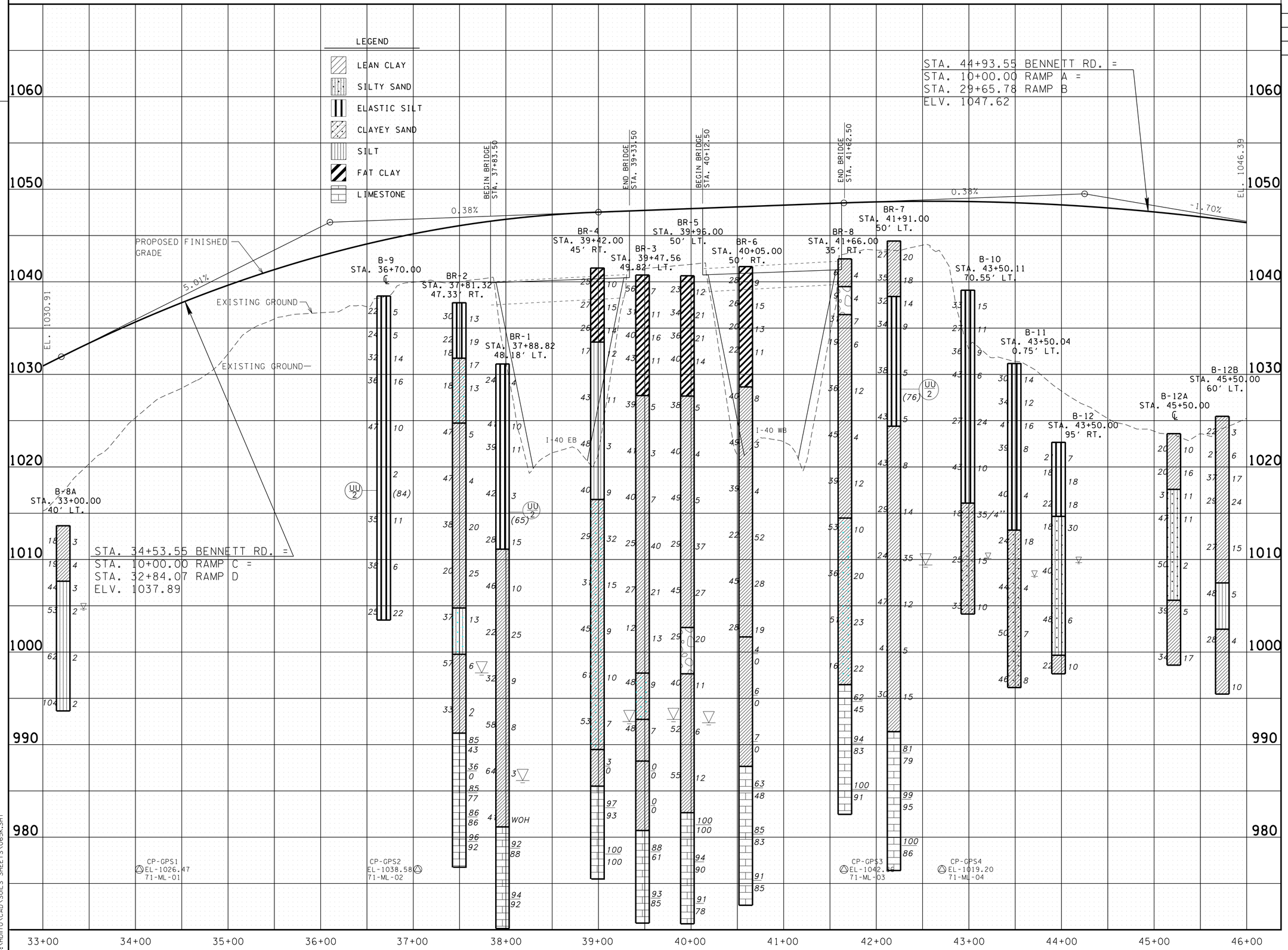
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65K



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
BENNETT ROAD

STA.33+00 TO STA.46+00

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

4/23/2015 10:45:07 AM
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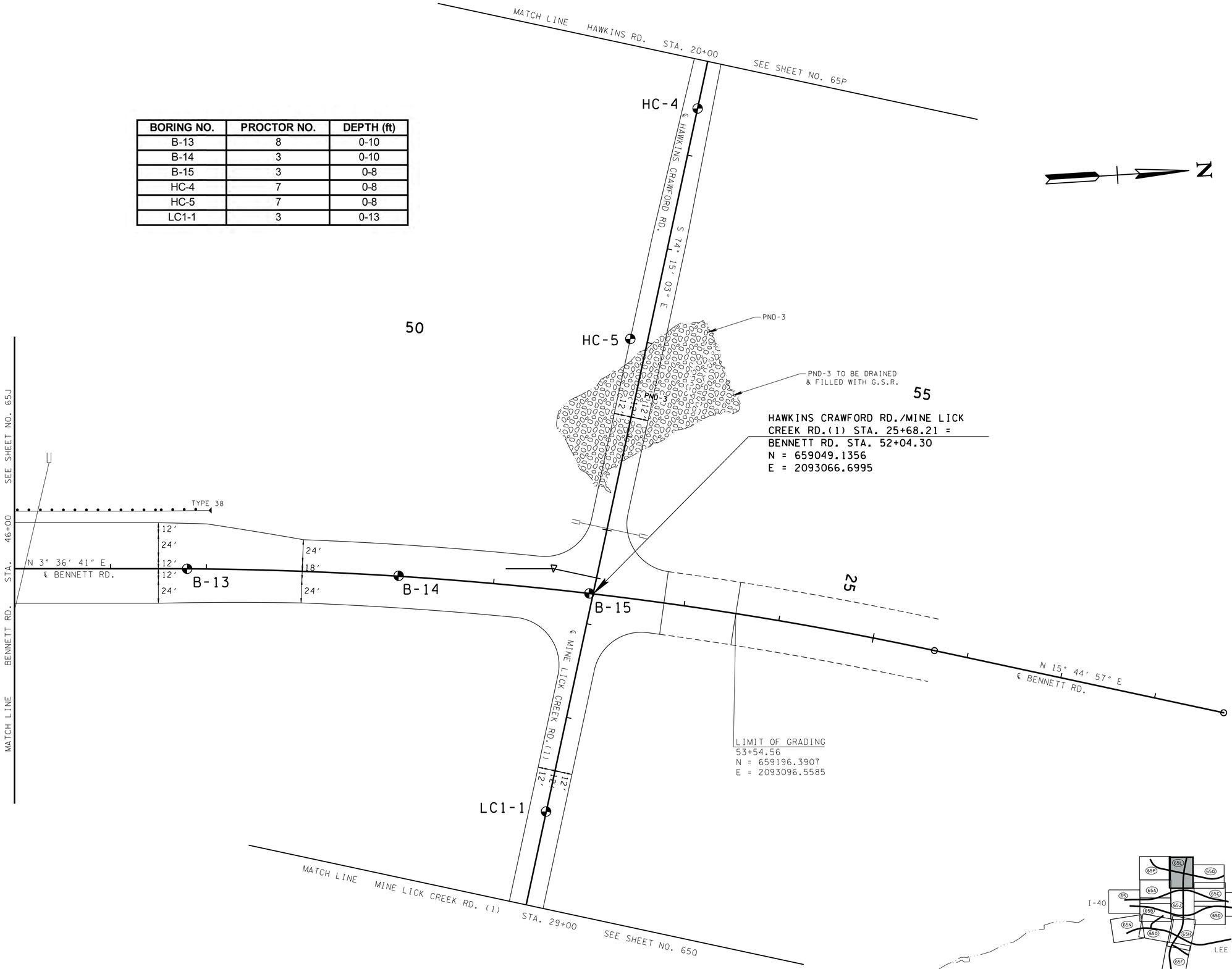
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65L

BORING NO.	PROCTOR NO.	DEPTH (ft)
B-13	8	0-10
B-14	3	0-10
B-15	3	0-8
HC-4	7	0-8
HC-5	7	0-8
LC1-1	3	0-13



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA.46+00 TO STA.53+54.56

SCALE: 1"= 50′

4/23/2015 10:45:09 AM
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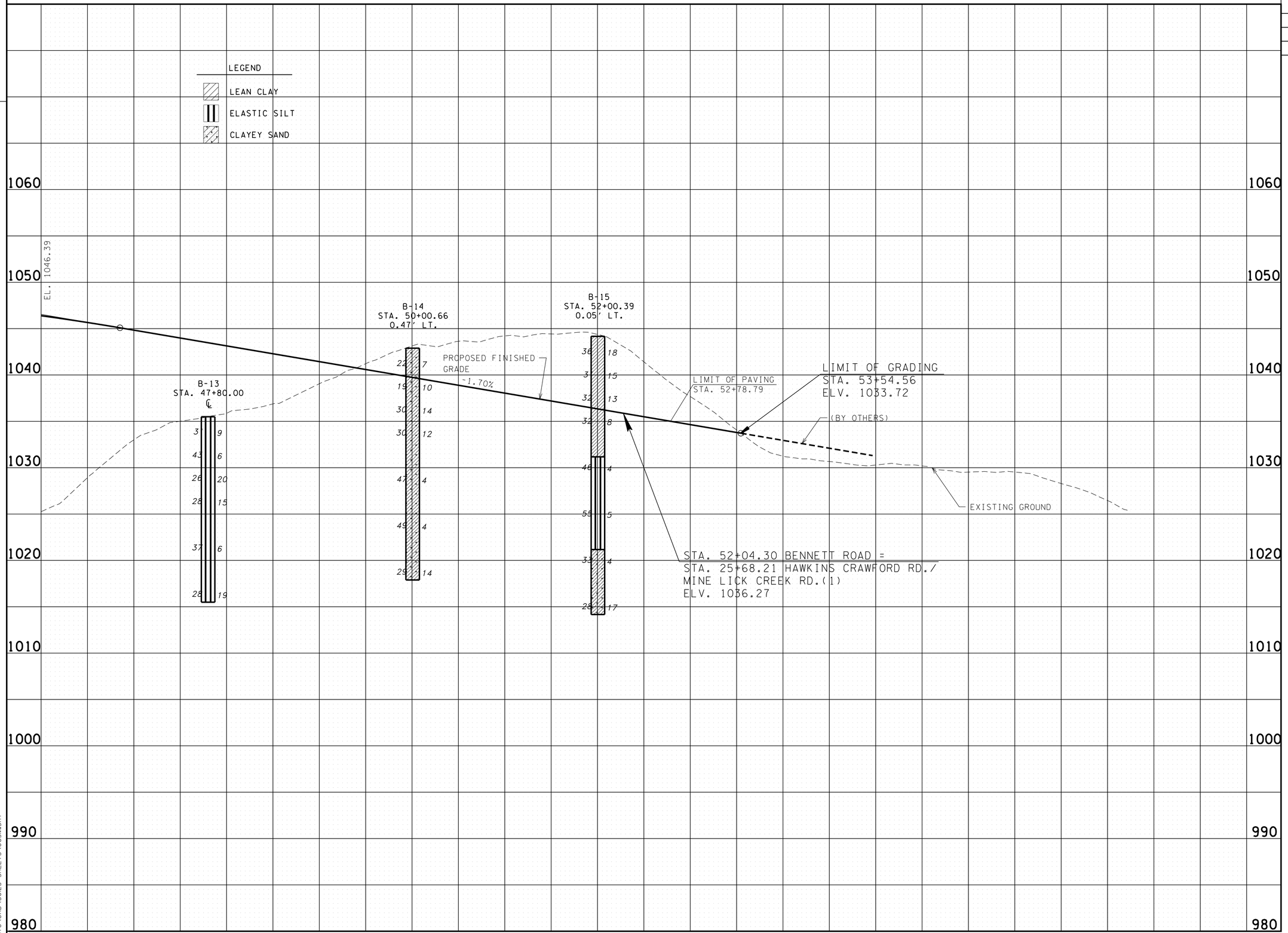
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65M



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
BENNETT ROAD

STA.46+00 TO STA.58+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

04/23/2015 10:45:13 AM
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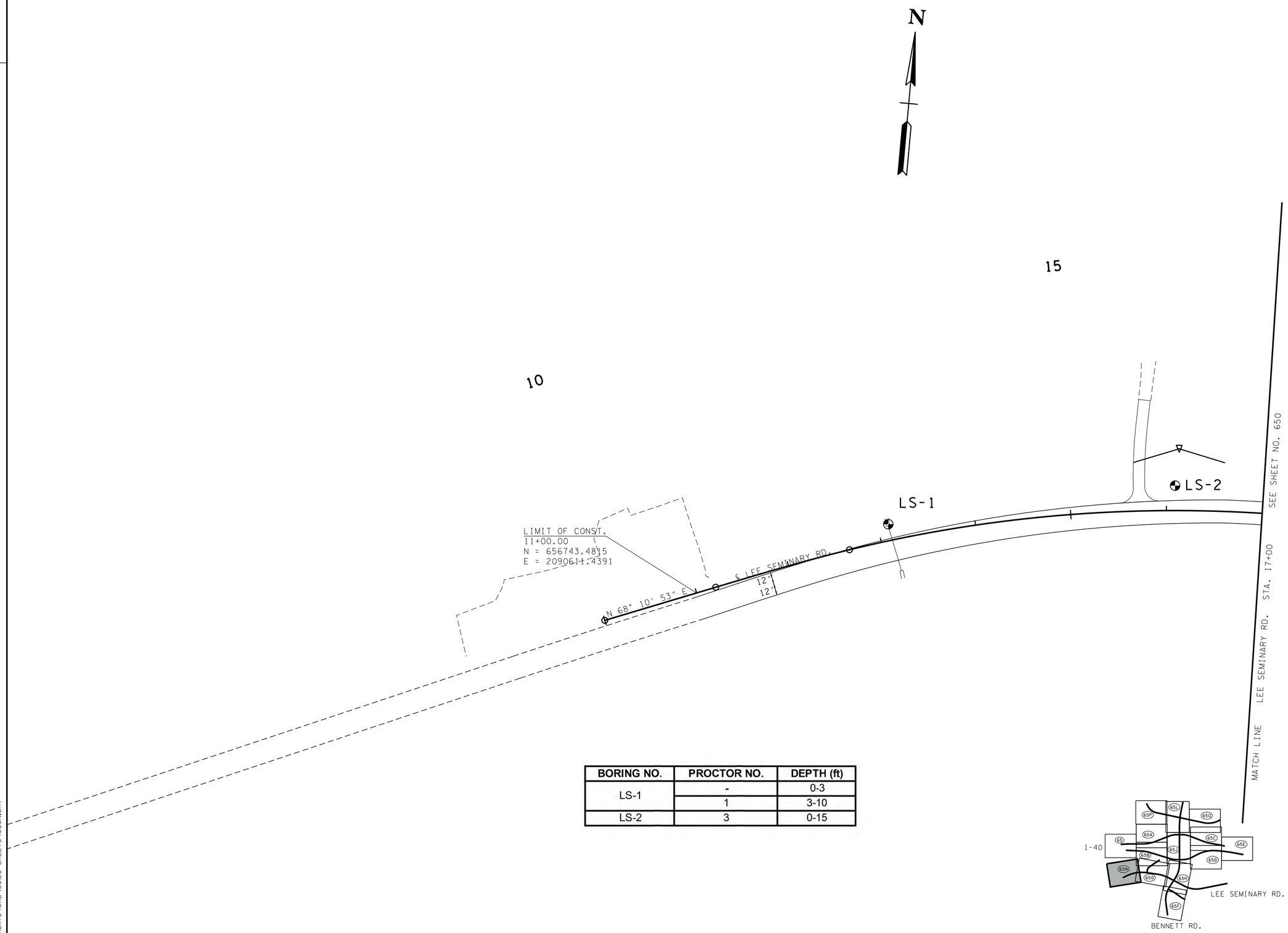
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65N

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



BORING NO.	PROCTOR NO.	DEPTH (ft)
LS-1	-	0-3
	1	3-10
LS-2	3	0-15

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 11+00 TO STA. 17+00

SCALE: 1"= 50'

4/23/2015 10:45:14 AM
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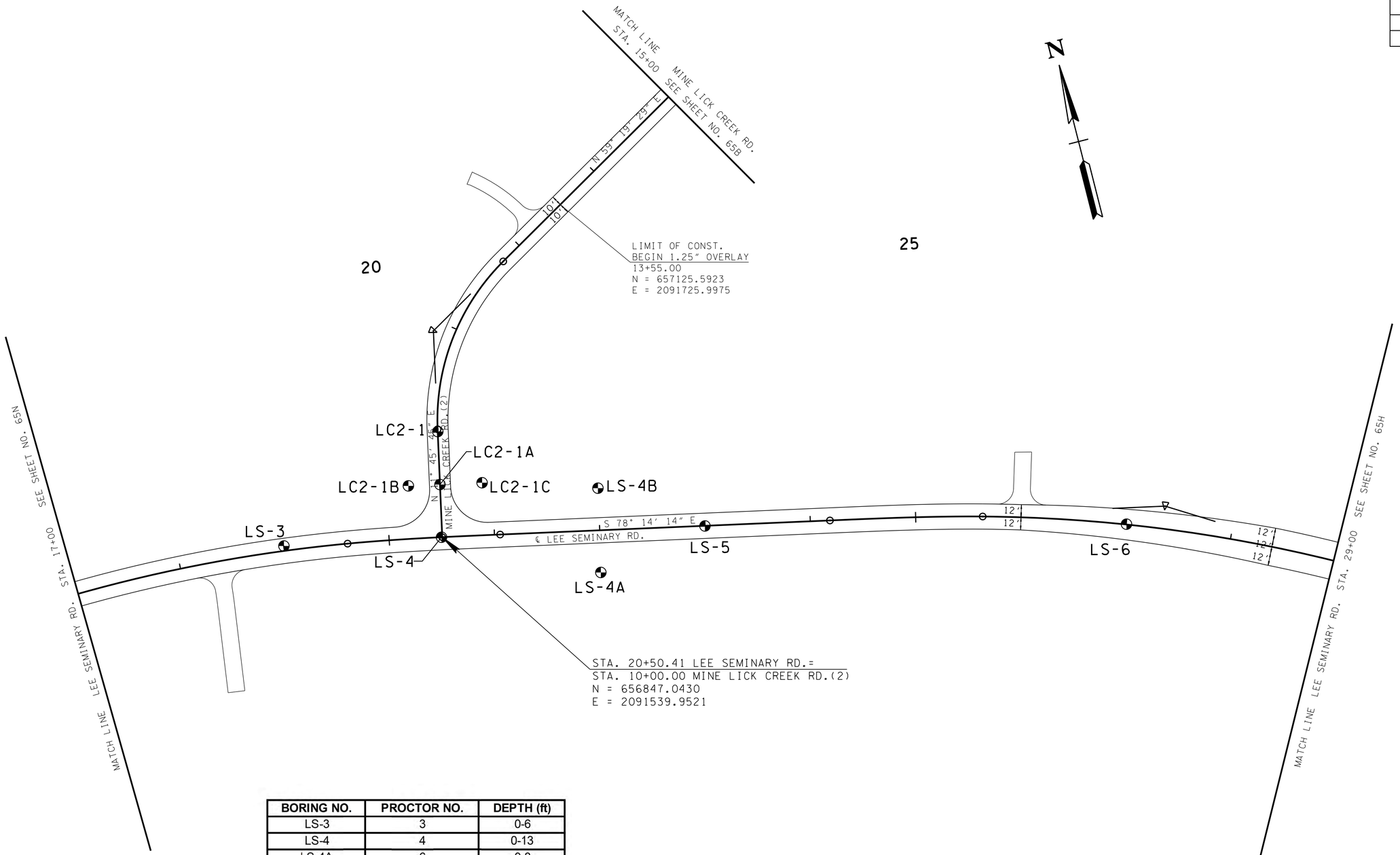
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	650

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



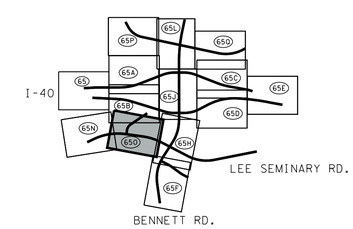
BORING NO.	PROCTOR NO.	DEPTH (ft)
LS-3	3	0-6
LS-4	4	0-13
LS-4A	6	0-8
LS-4B	3	0-6
LS-5	5	0-18
LS-6	4	0-18
LC2-1	7	0-10
LC2-1A	7	0-6
LC2-1B	7	0-13
LC2-1C	7	0-8

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION



SOILS LAYOUT

STA. 17+00 TO STA. 29+00

SCALE: 1"= 50'

4/23/2015 10:45:19 AM
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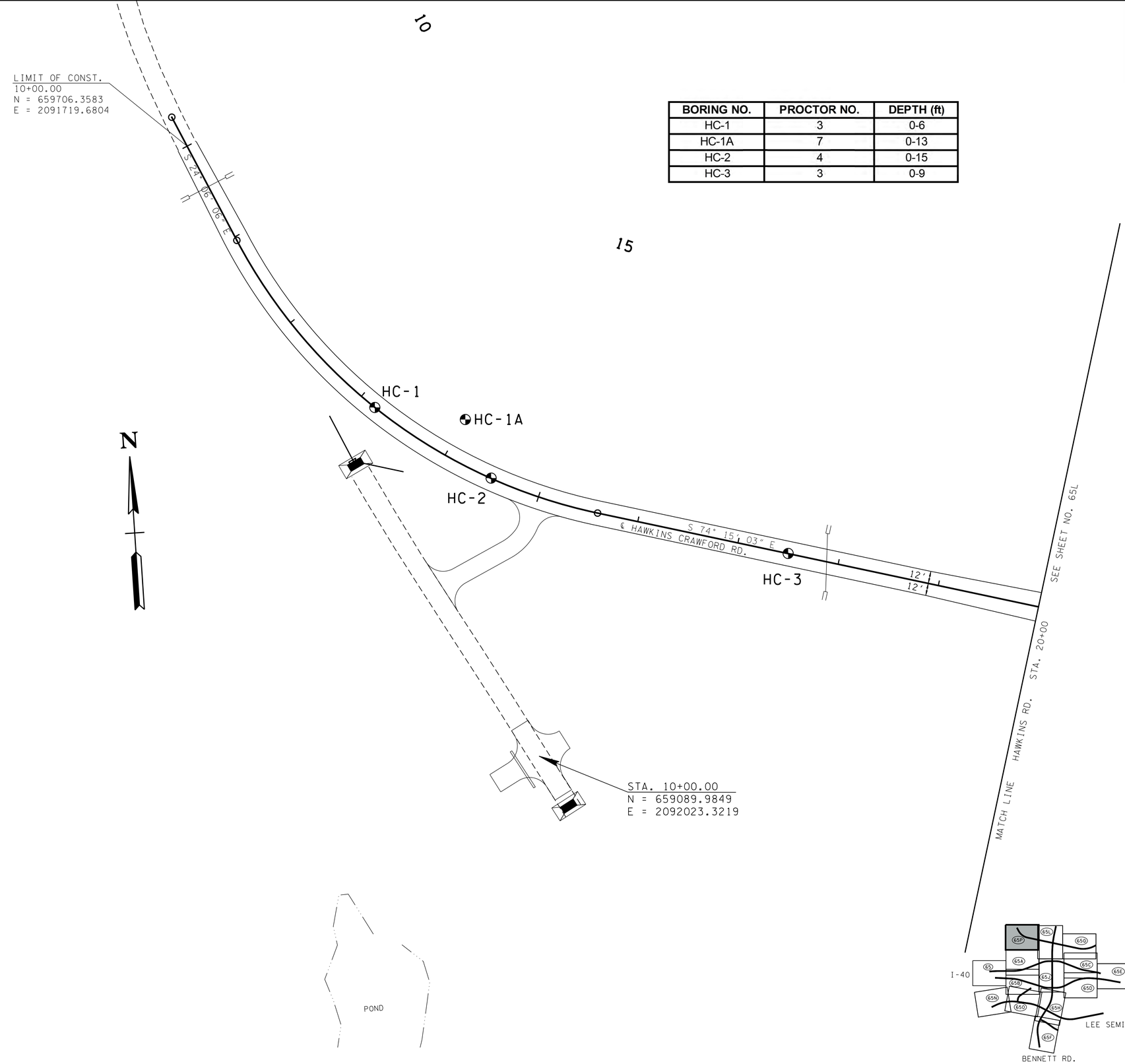
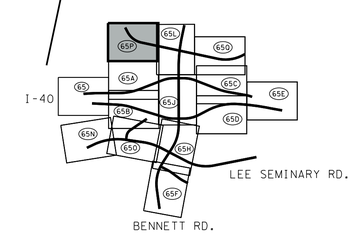
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65P

BORING NO.	PROCTOR NO.	DEPTH (ft)
HC-1	3	0-6
HC-1A	7	0-13
HC-2	4	0-15
HC-3	3	0-9





UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA. 10+00 TO STA. 20+00

SCALE: 1"= 50'

04/23/2015 10:45:25 AM
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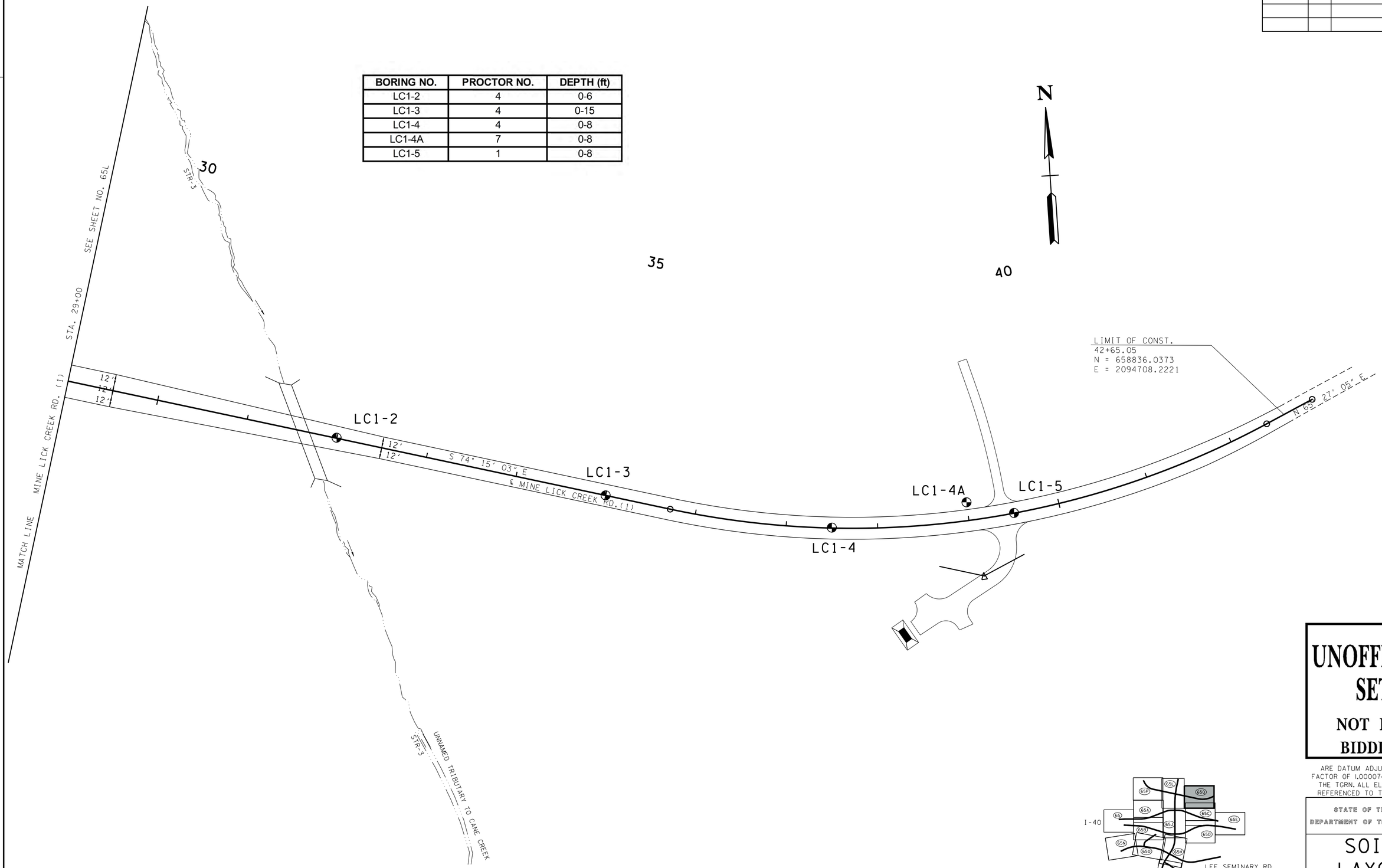
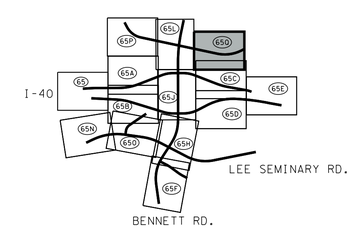
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65Q

BORING NO.	PROCTOR NO.	DEPTH (ft)
LC1-2	4	0-6
LC1-3	4	0-15
LC1-4	4	0-8
LC1-4A	7	0-8
LC1-5	1	0-8





UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS LAYOUT

STA.29+00 TO STA.42+65.05

SCALE: 1"=50'

4/23/2015 10:45:30 AM
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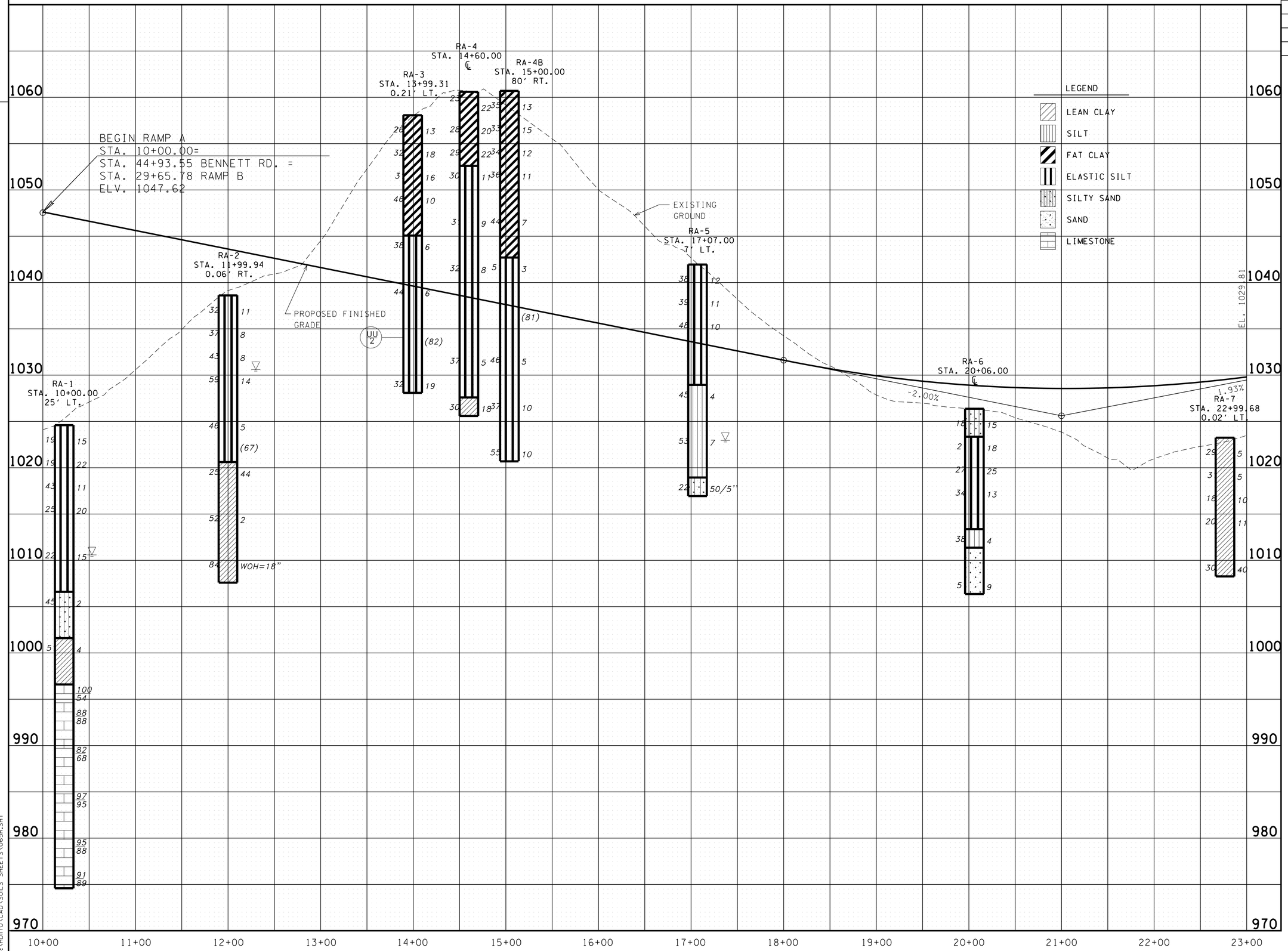
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65R



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP A

STA.10+00 TO STA.23+00

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

4/23/2015 10:45:34 AM
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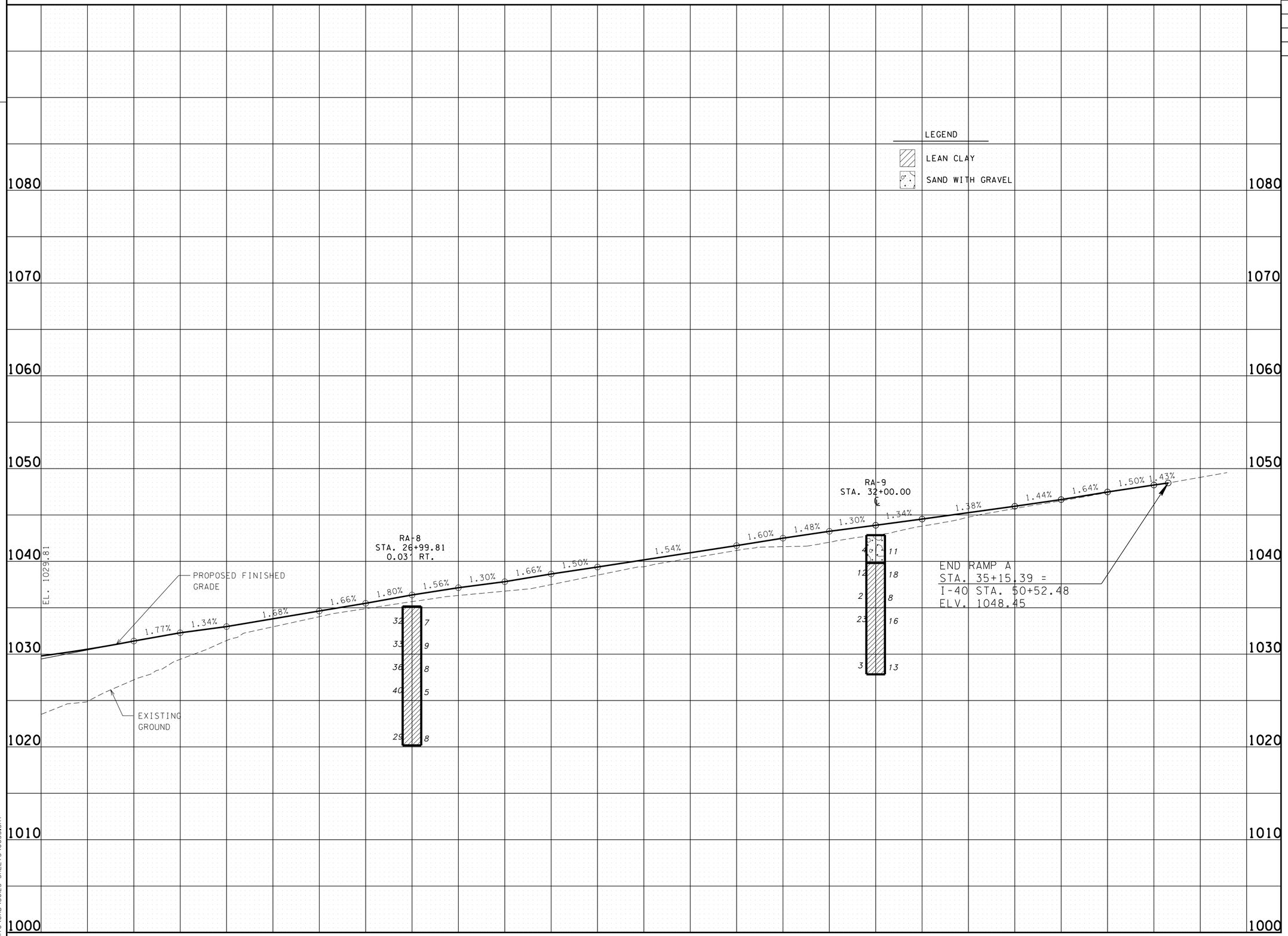
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65S



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP A

STA.23+00 TO STA.32+15.71

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

4/23/2015 10:45:35 AM
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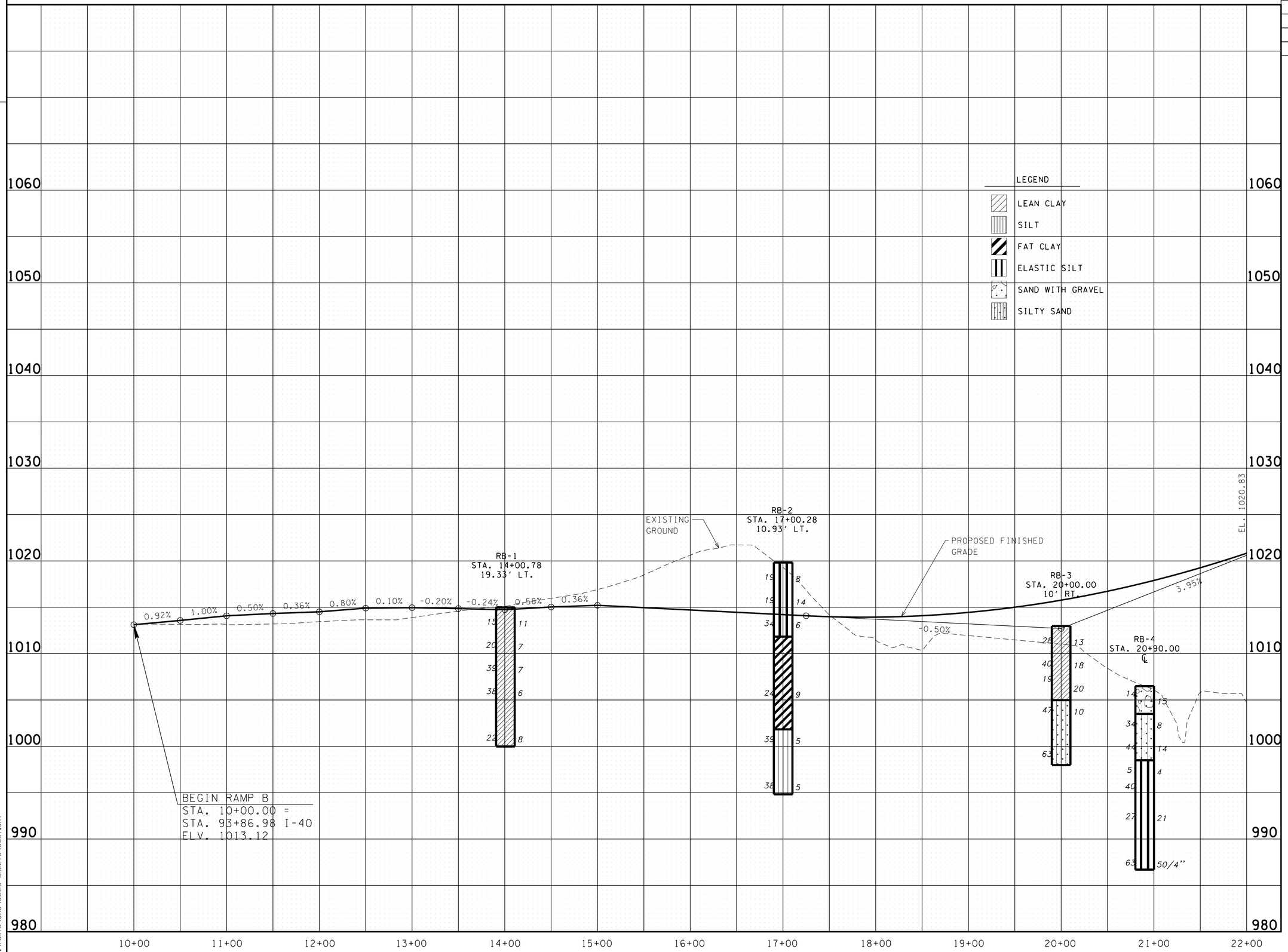
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65T



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP B

STA.10+00 TO STA.22+00

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

4/23/2015 10:45:36 AM
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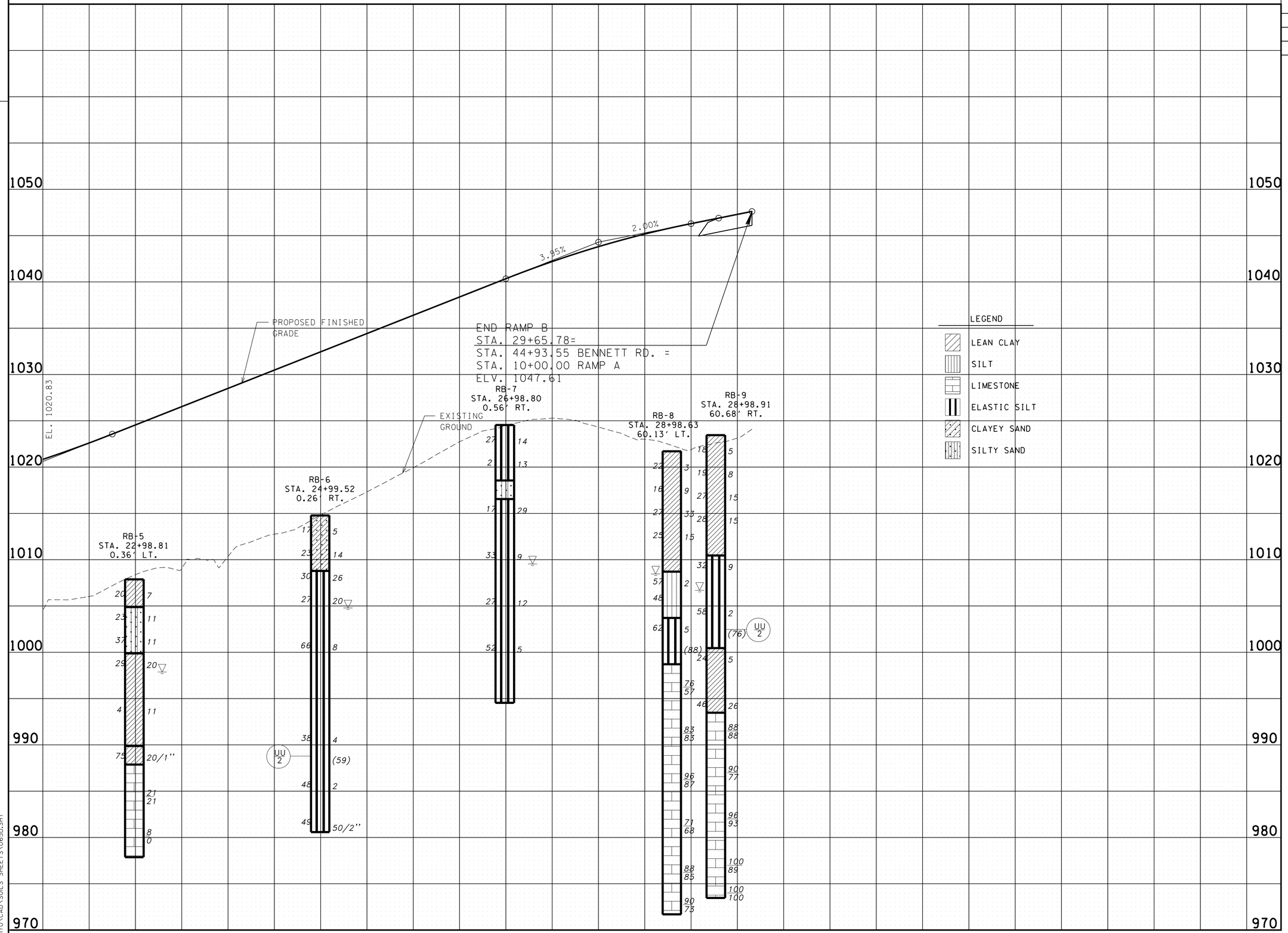
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65U



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP B

STA.22+00 TO STA.29+65.78

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

4/23/2015 10:45:37 AM
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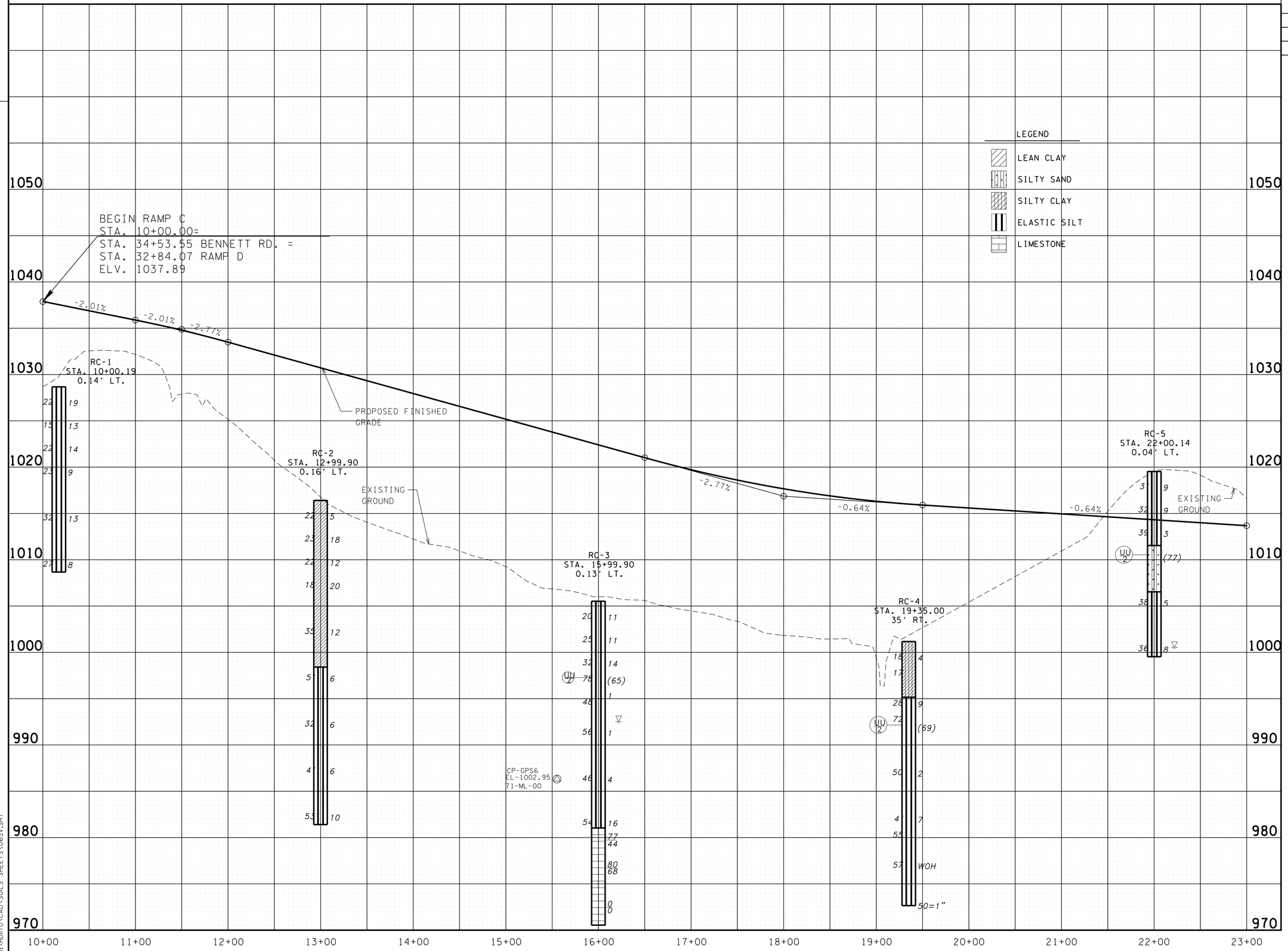
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65V



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP C

STA.10+00 TO STA.23+00

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

4/23/2015 10:45:38 AM
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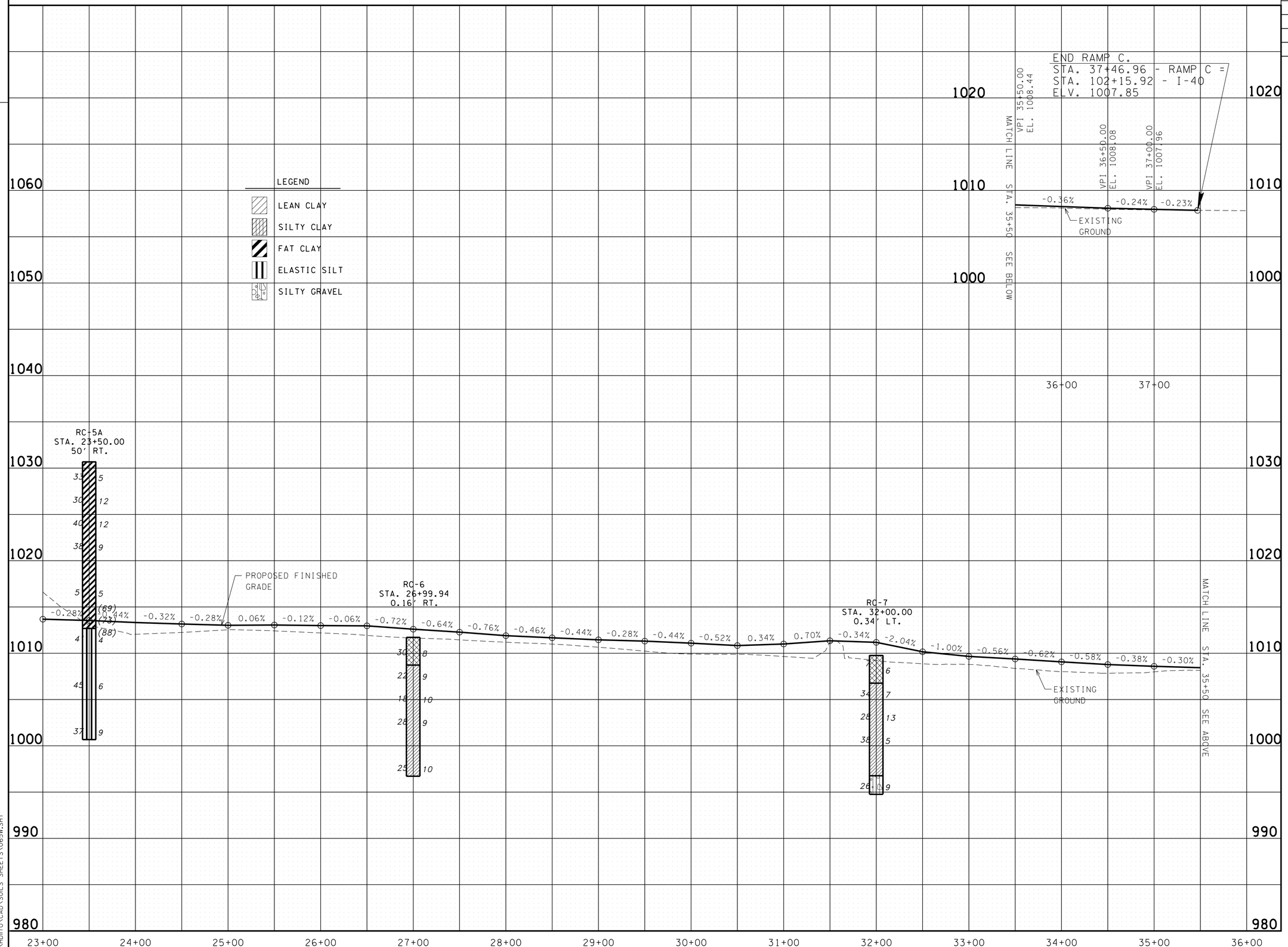
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65W



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP C

STA.23+00 TO STA.32+42.37

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

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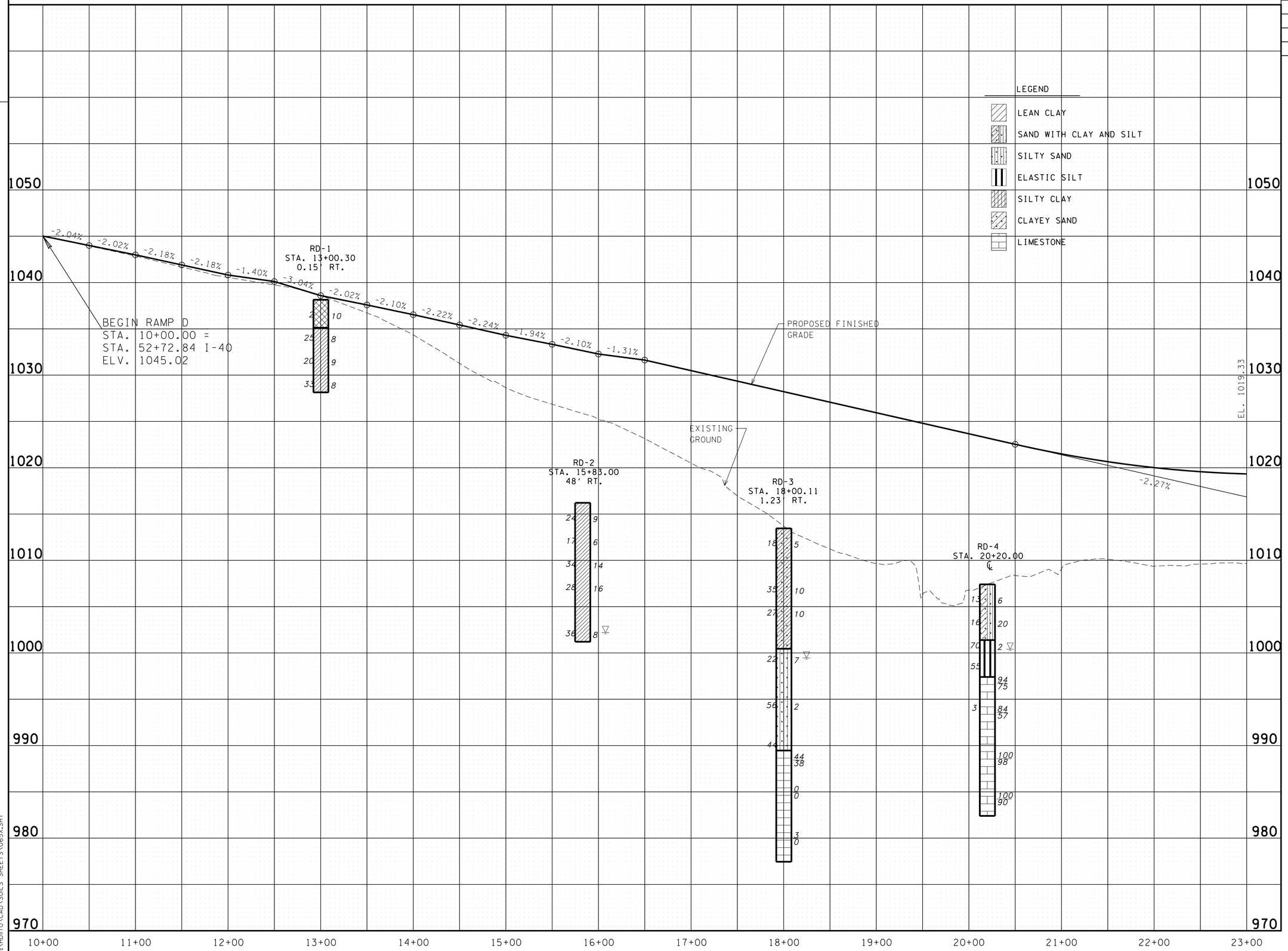
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65X



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP D

STA.10+00 TO STA.23+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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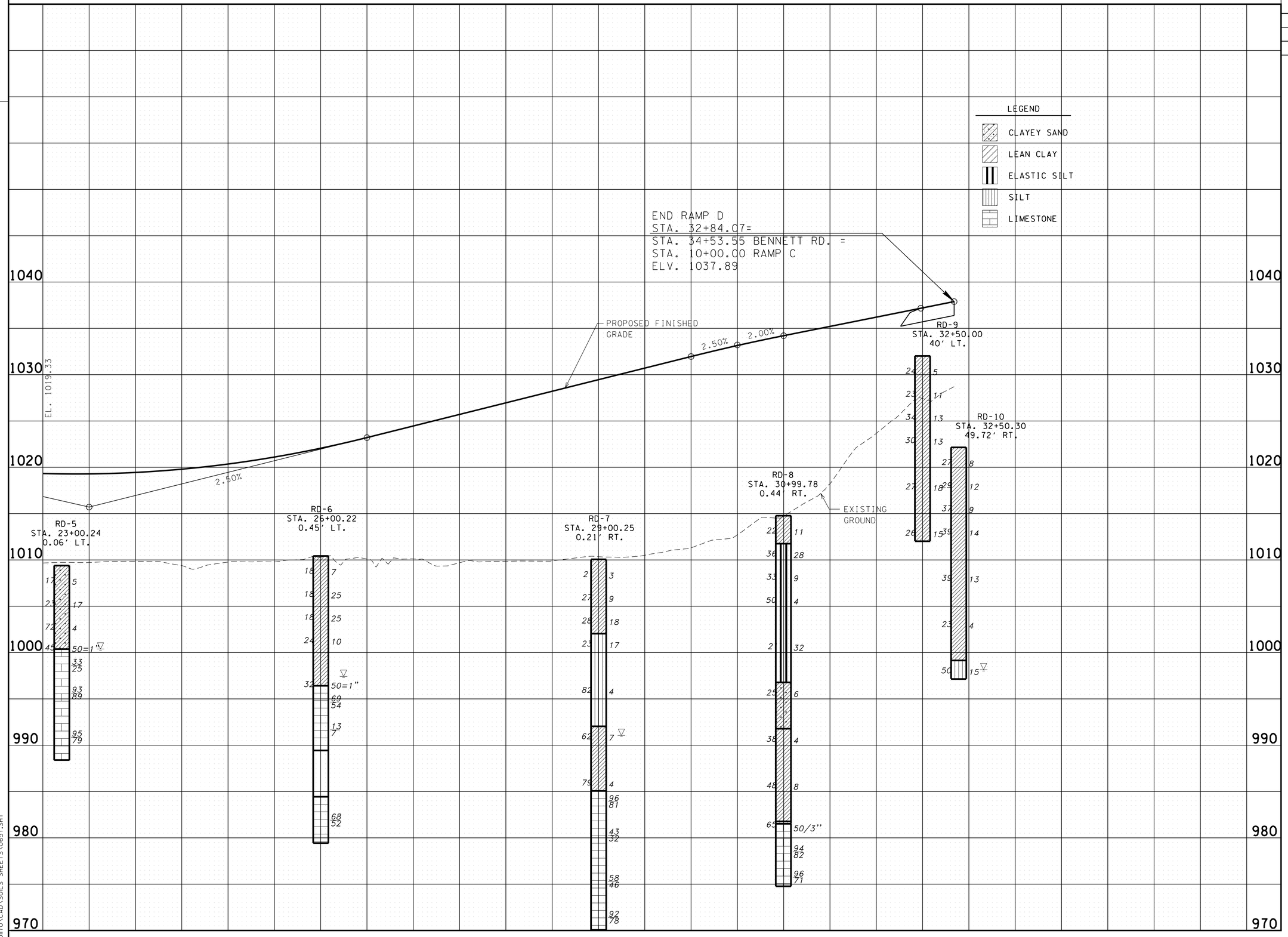
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65Y



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
RAMP D

STA.23+00 TO STA.32+84.07

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

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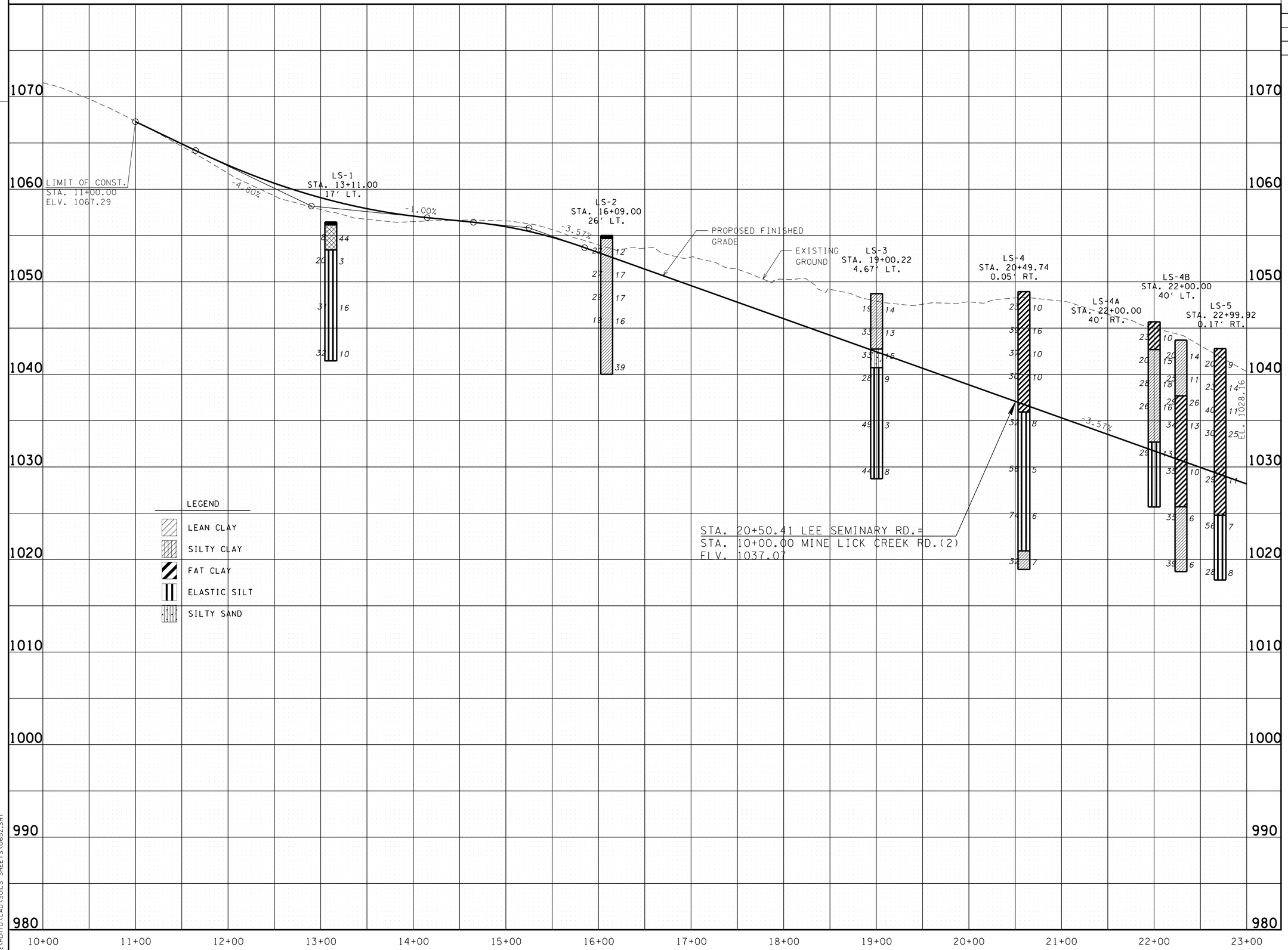
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65Z



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
LEE SEMINARY RD.

STA.10+00 TO STA.23+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/23/2015 10:45:41 AM
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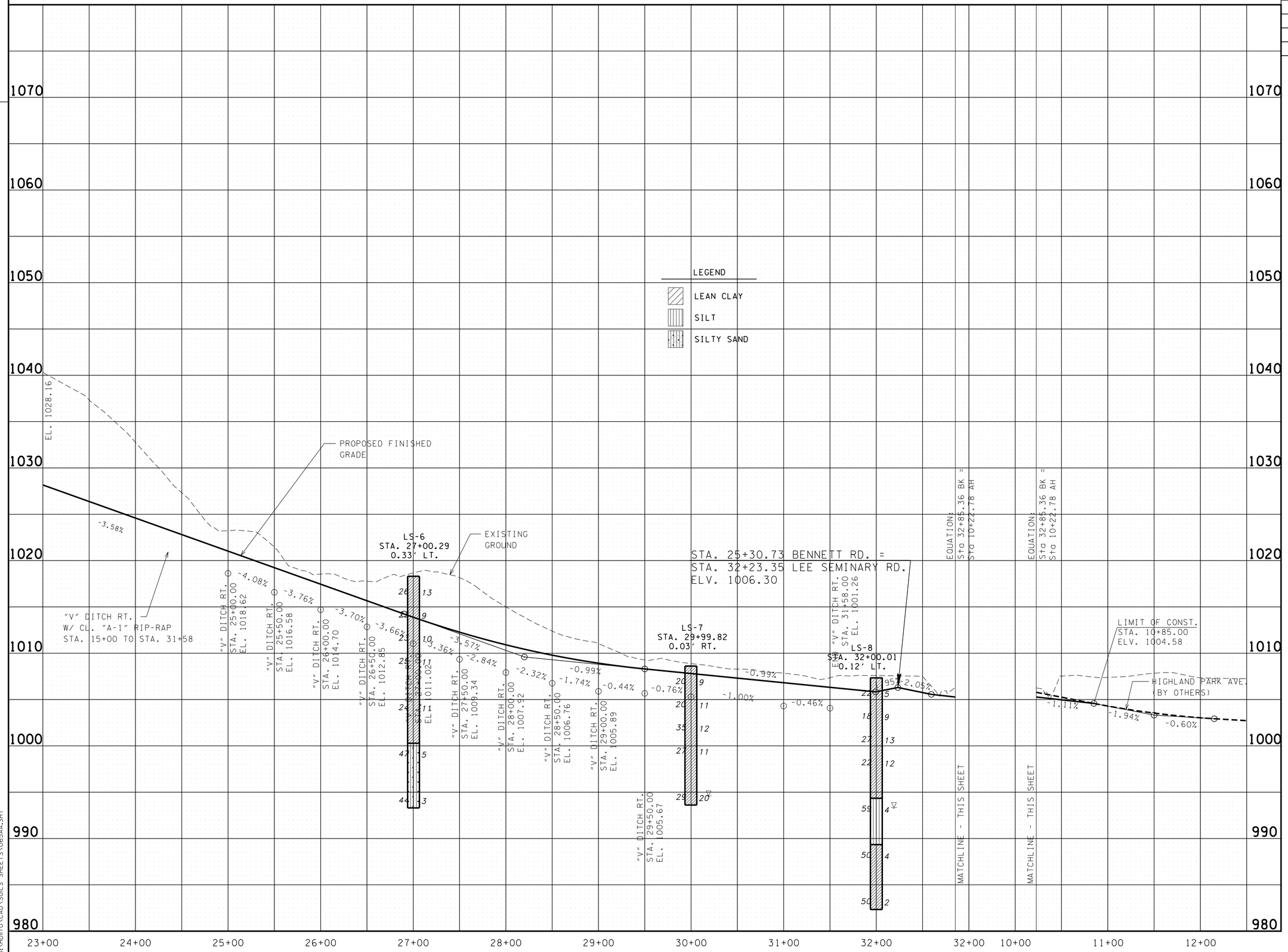
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AA



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE
LEE SEMINARY RD.

STA.23+00 TO STA.10+85

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

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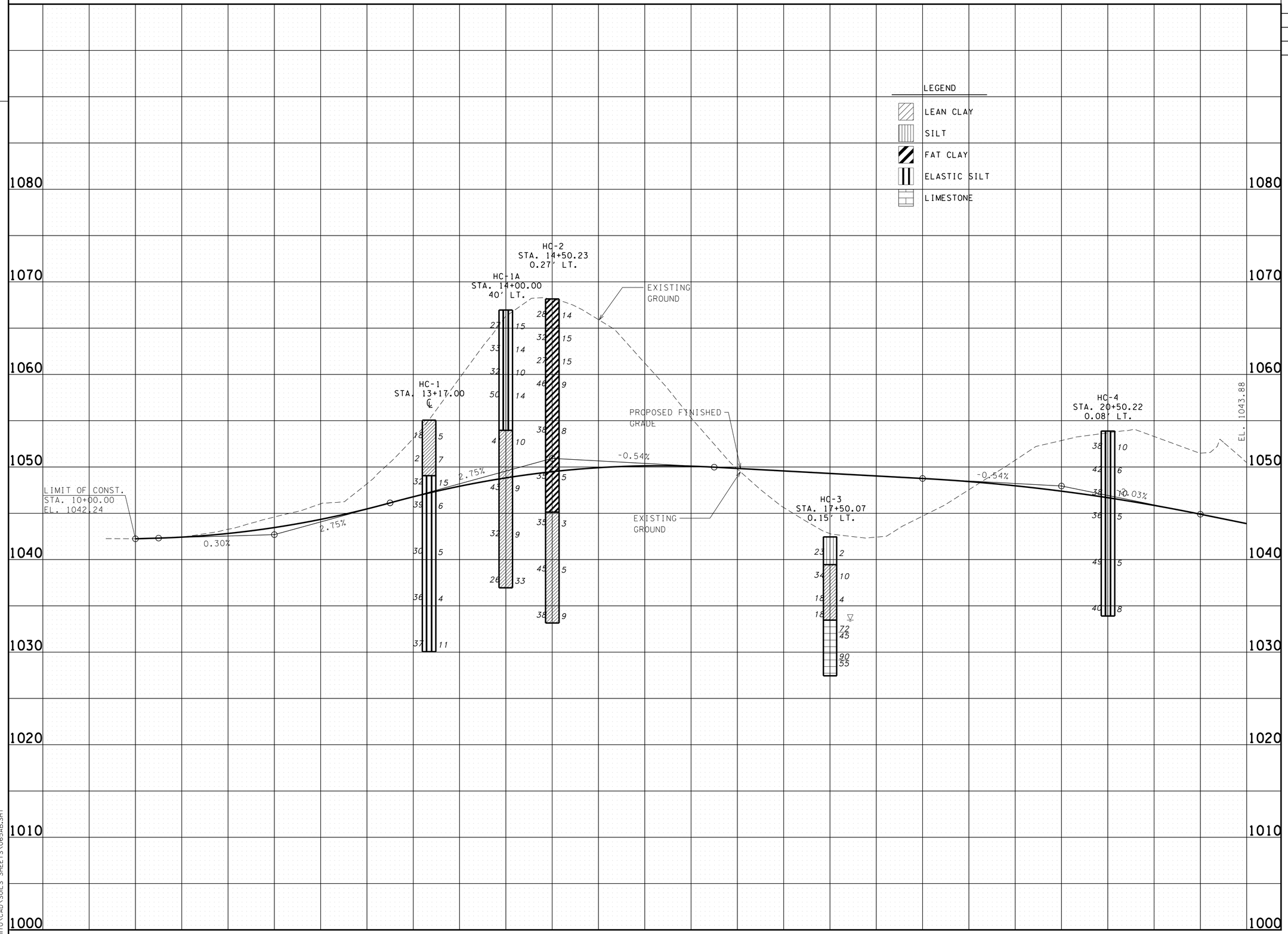
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AB



UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE

HAWKINS CRAWFORD RD.

STA.10+00 TO STA.22+00

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

4/23/2015 10:45:43 AM
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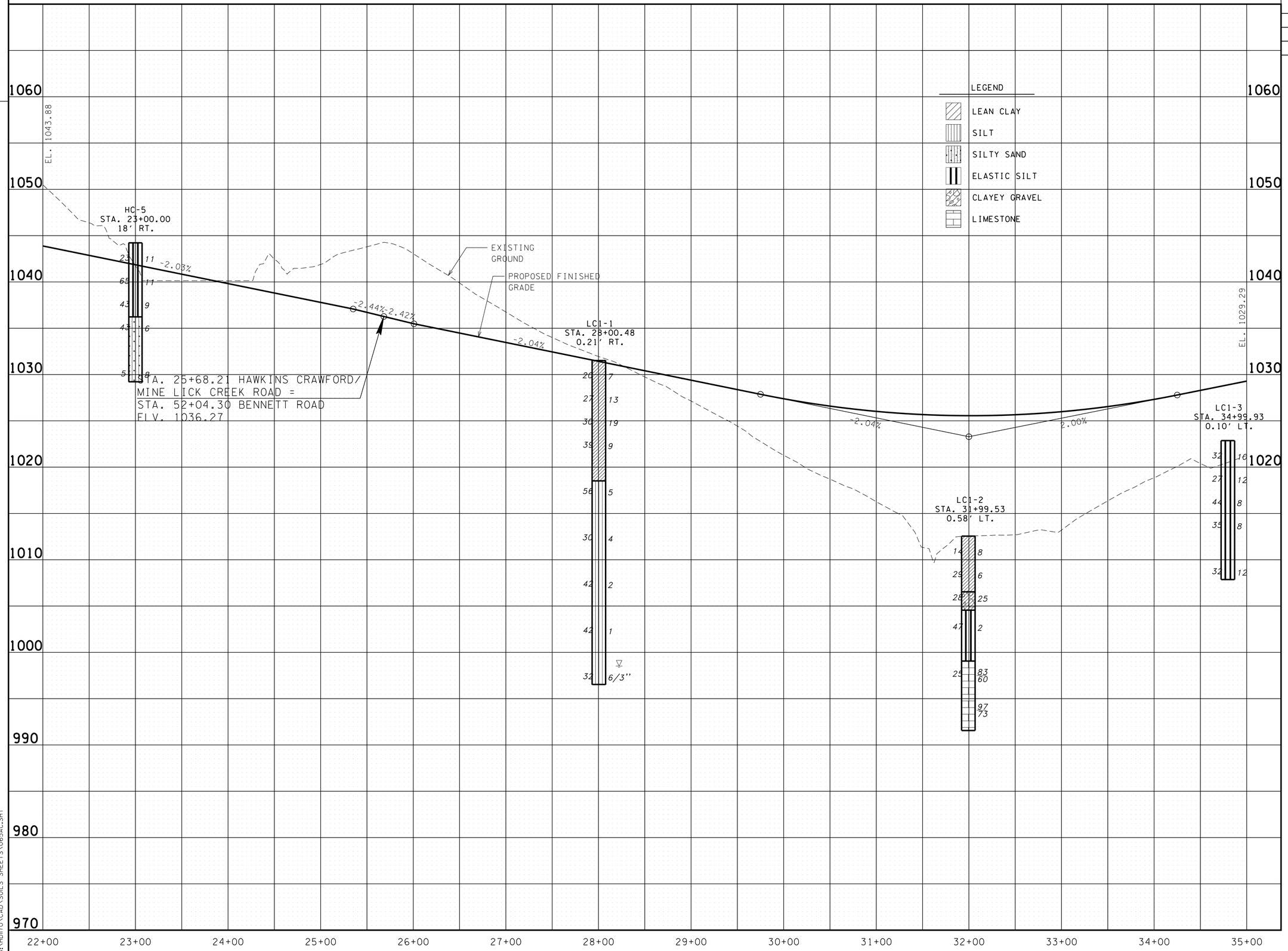
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AC



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE

HAWKINS CRAWFORD RD.
MINE LICK CREEK RD.

STA.22+00 TO STA.35+00

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

4/23/2015 10:45:44 AM
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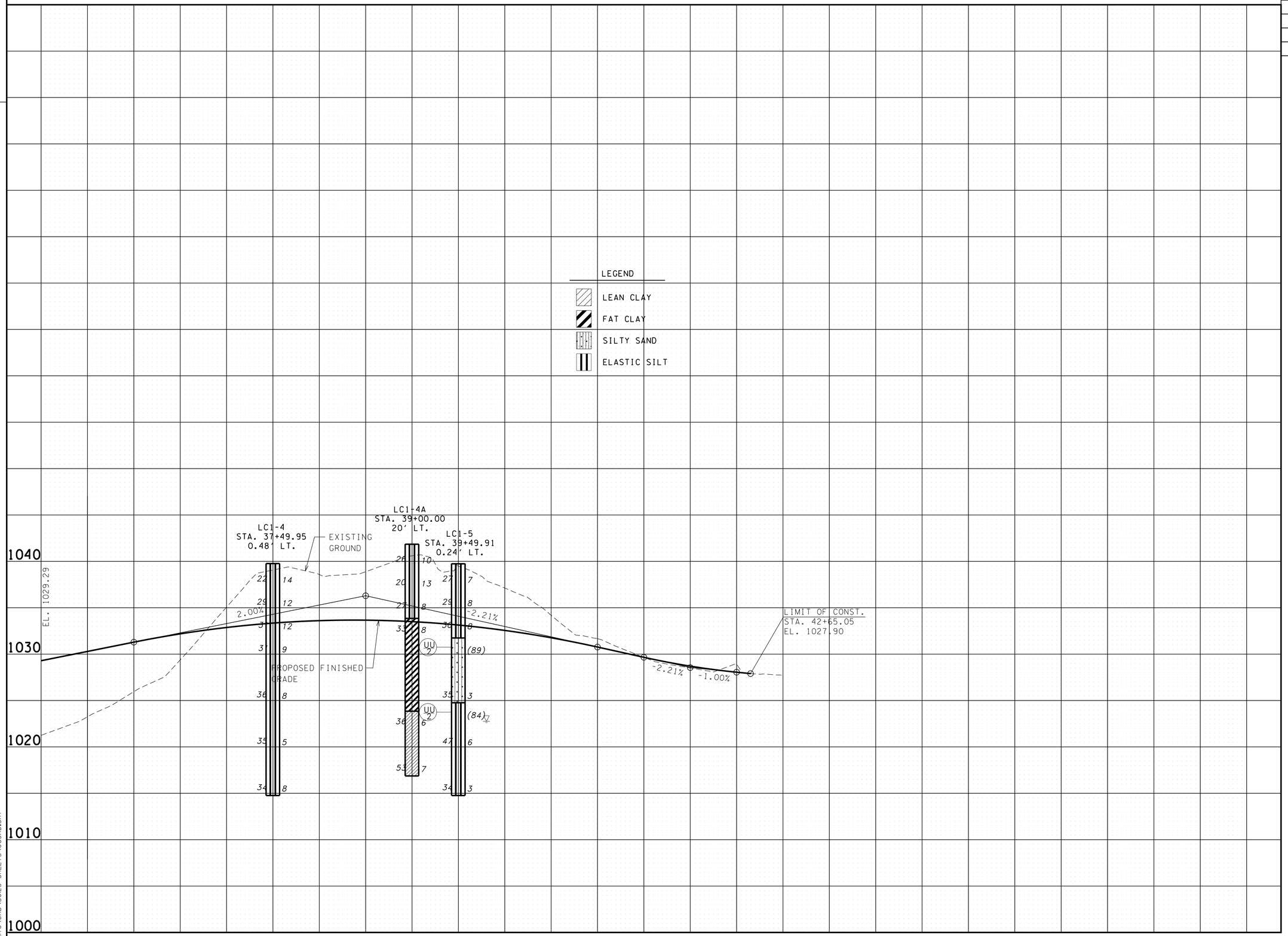
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AD



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE

MINE LICK CREEK RD.

STA.35+00 TO STA.42+65.05

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

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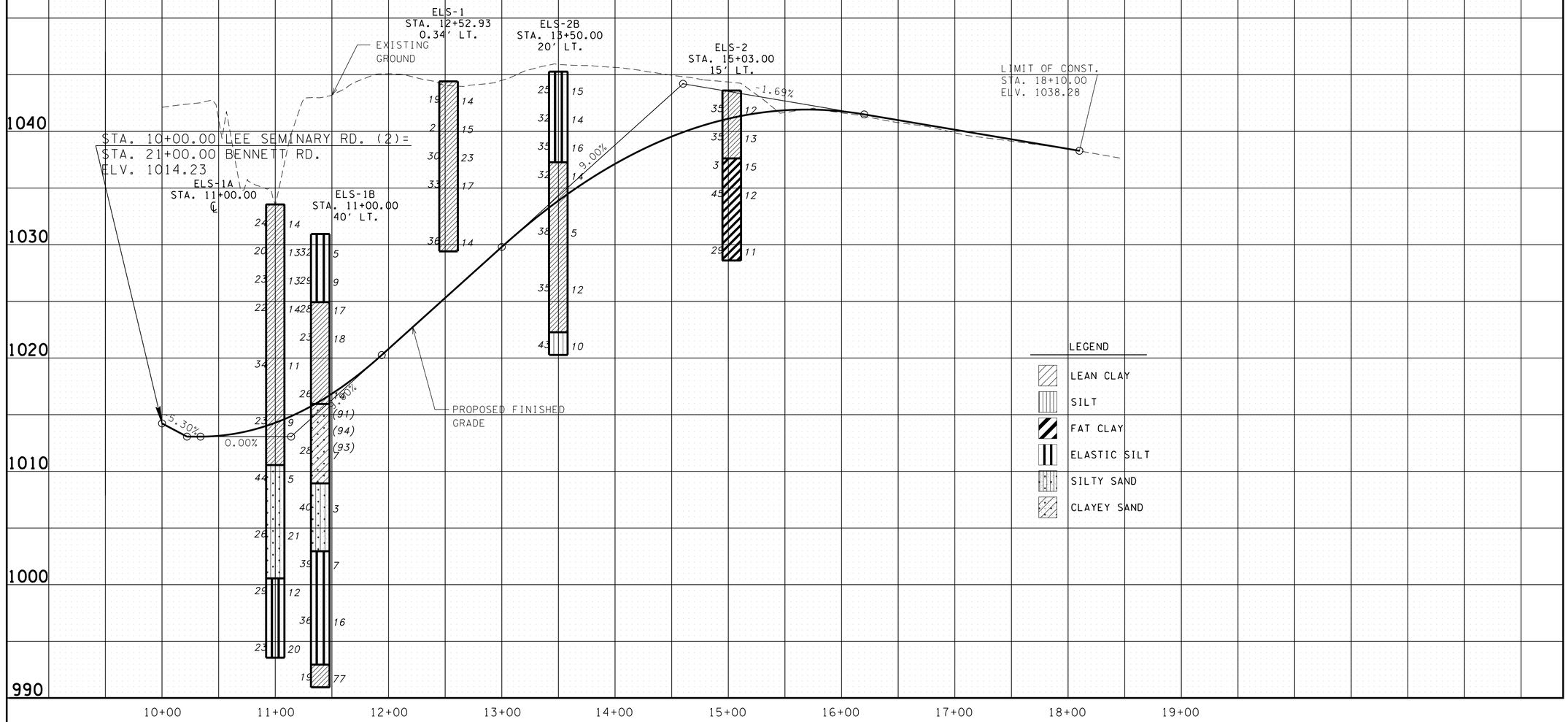
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AE



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE

LEE SEMINARY RD.(2)

STA.10+00 TO STA.18+10

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

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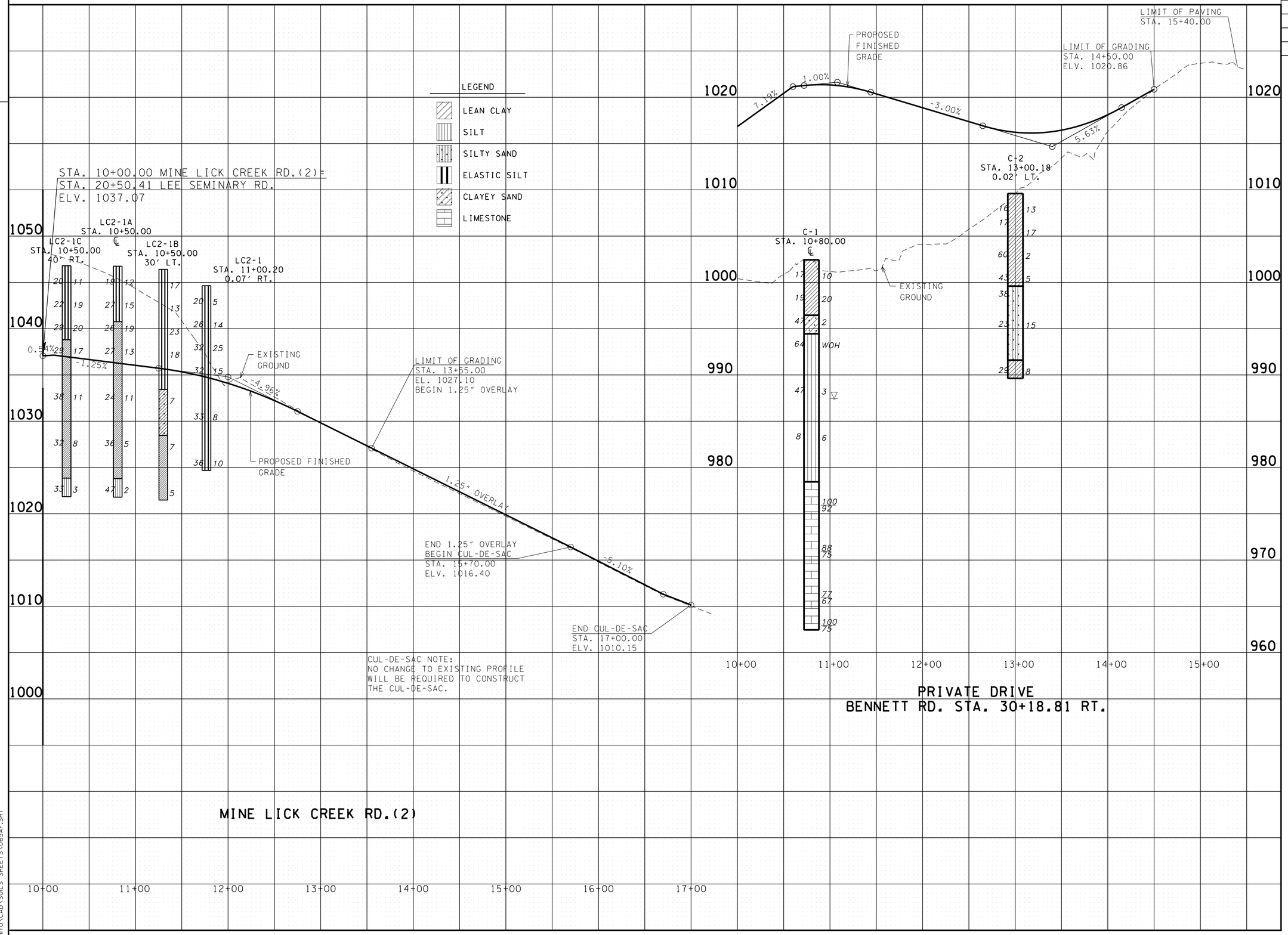
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AF



UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS PROFILE

MINE LICK CREEK RD.(2)
CEMETERY RD.

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

4/23/2015 10:45:46 AM
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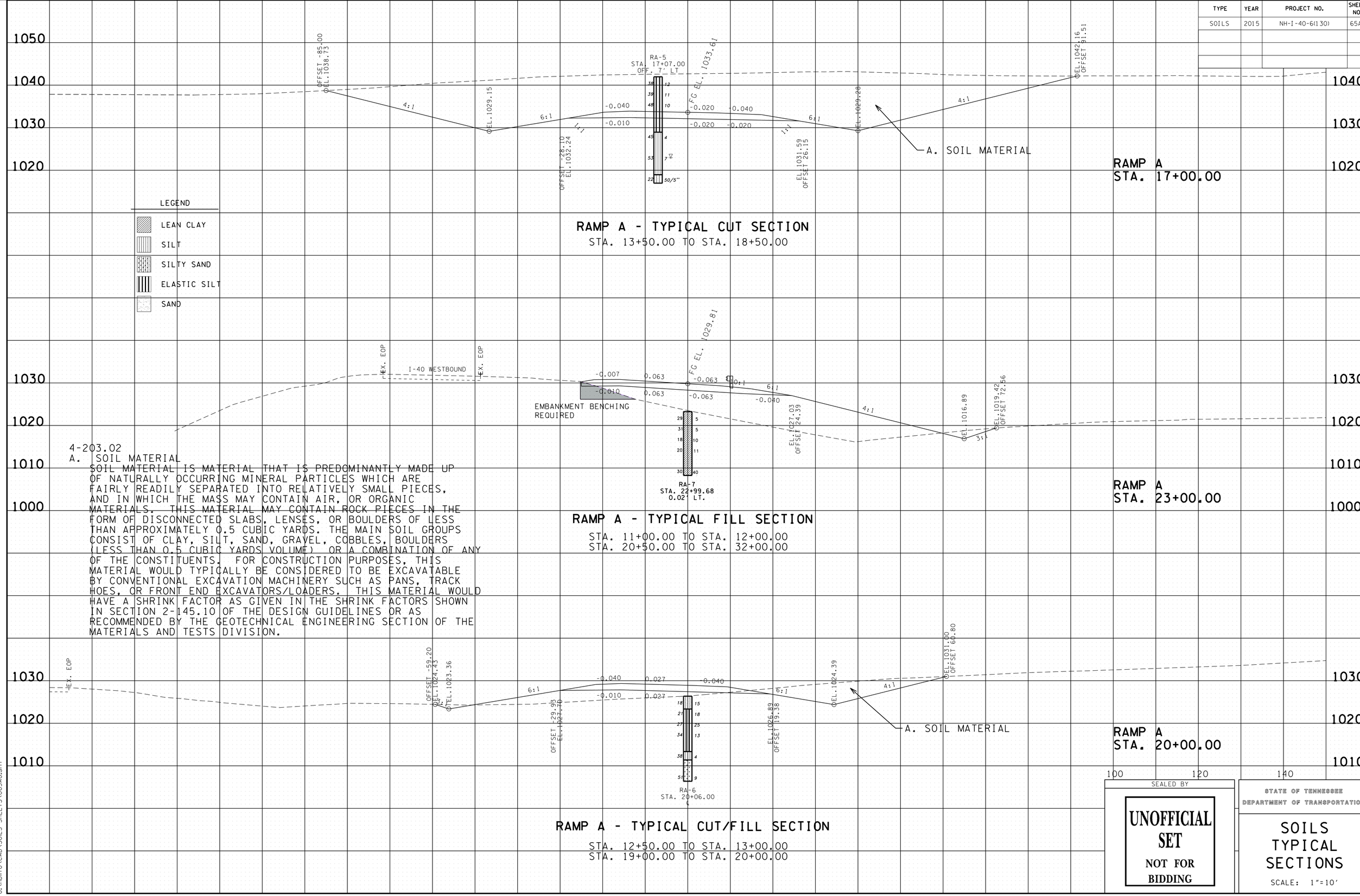
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AG



4-203.02

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

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UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

4/23/2015 10:45:47 AM
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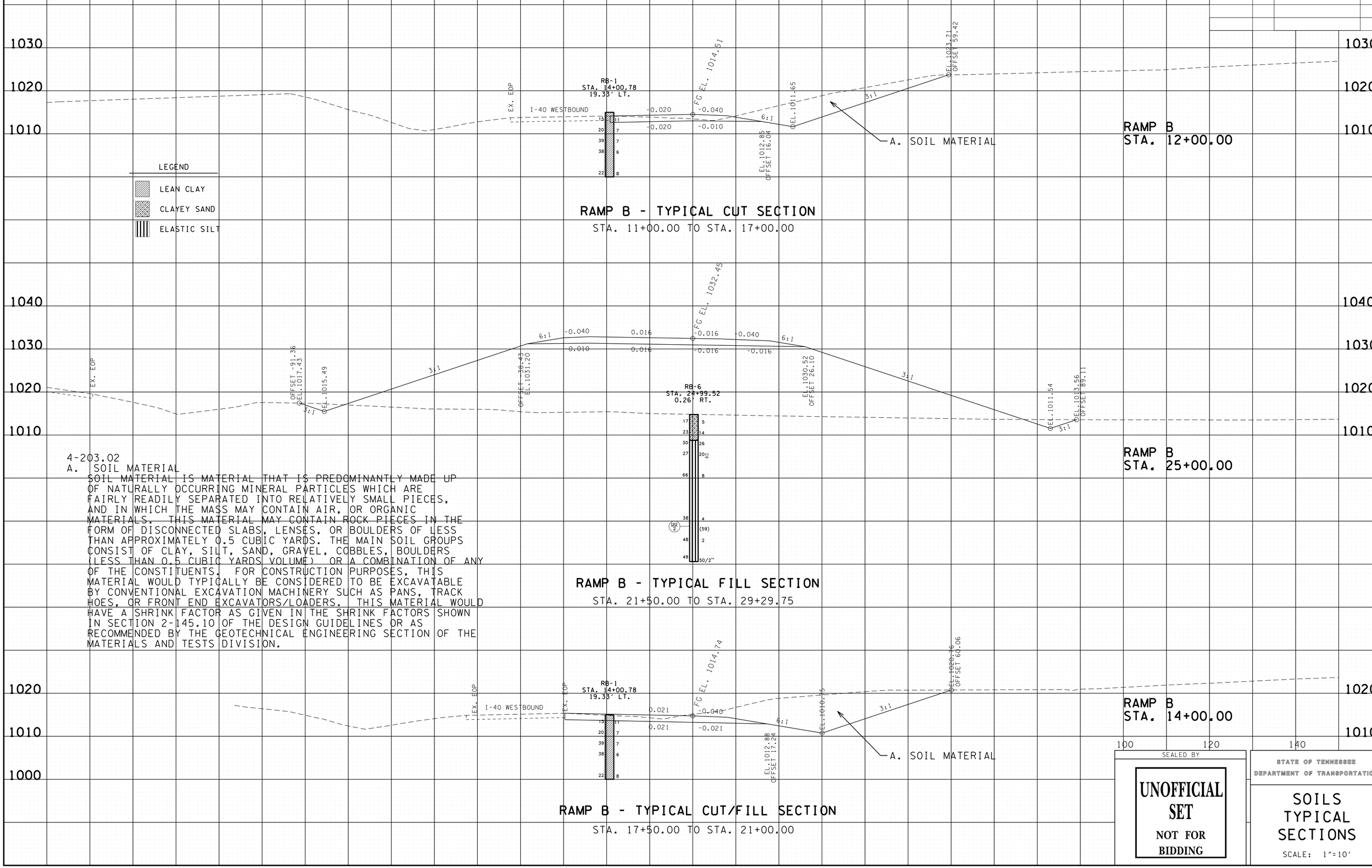
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AH



4-203.02

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SEALED BY

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NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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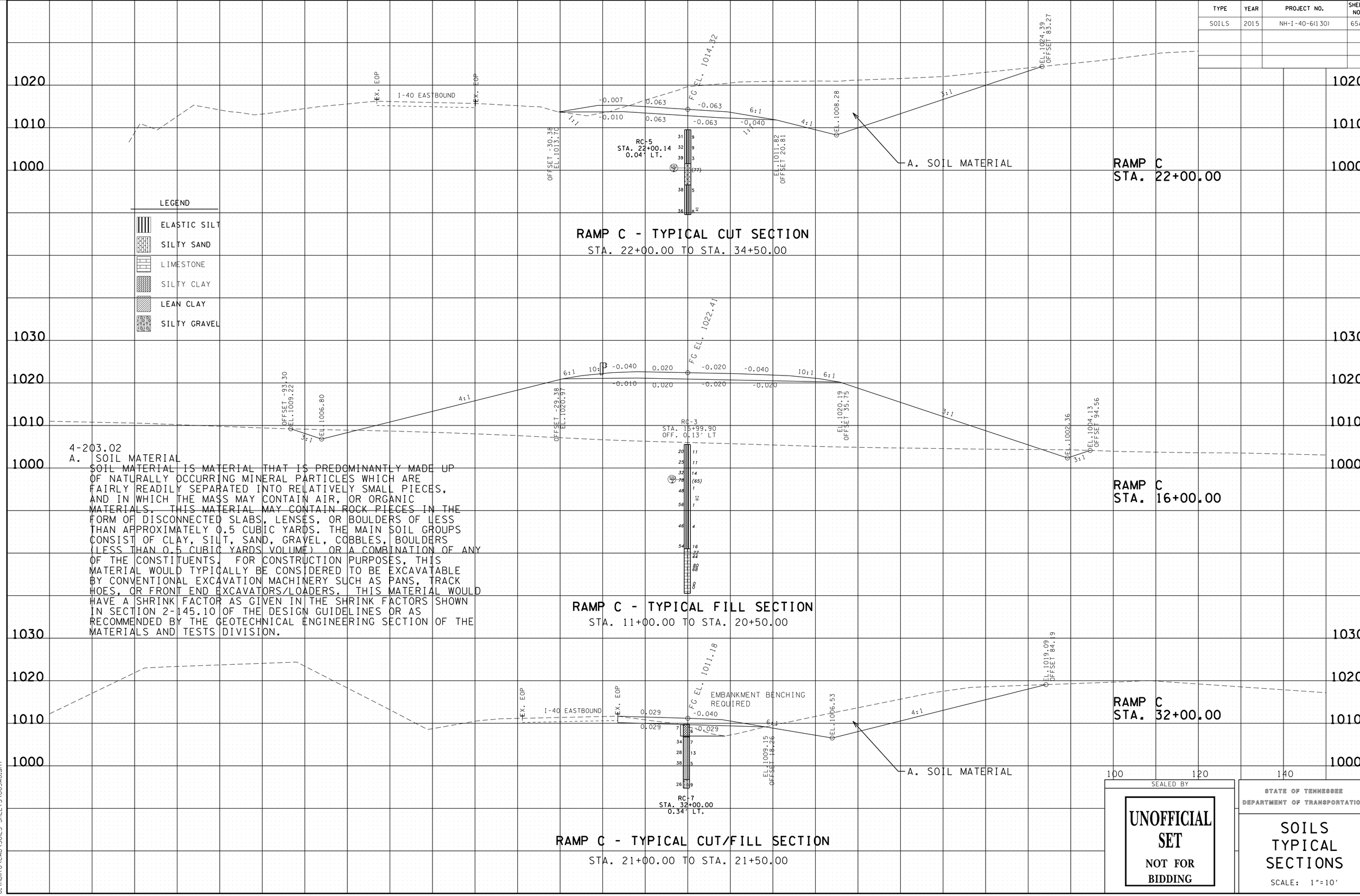
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AI



SEALED BY

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NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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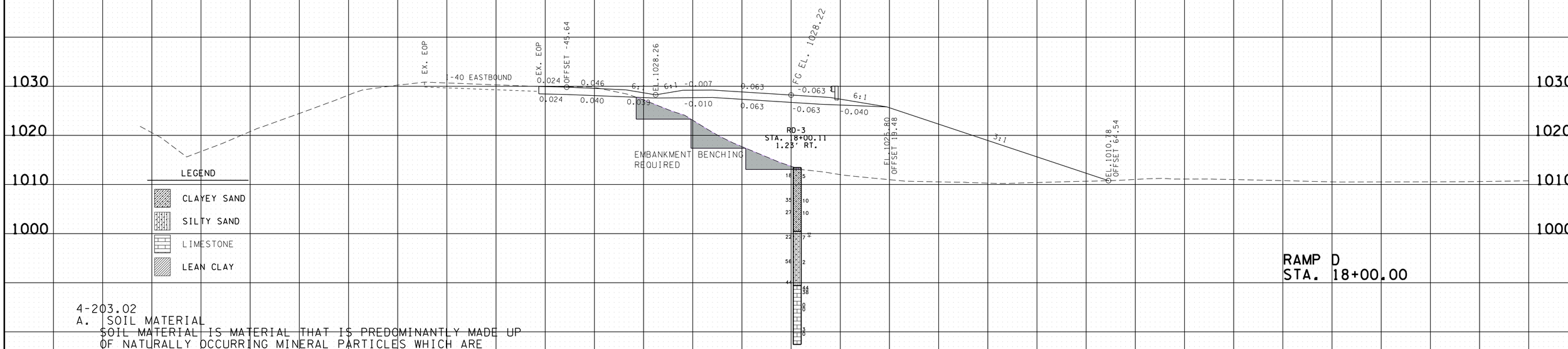
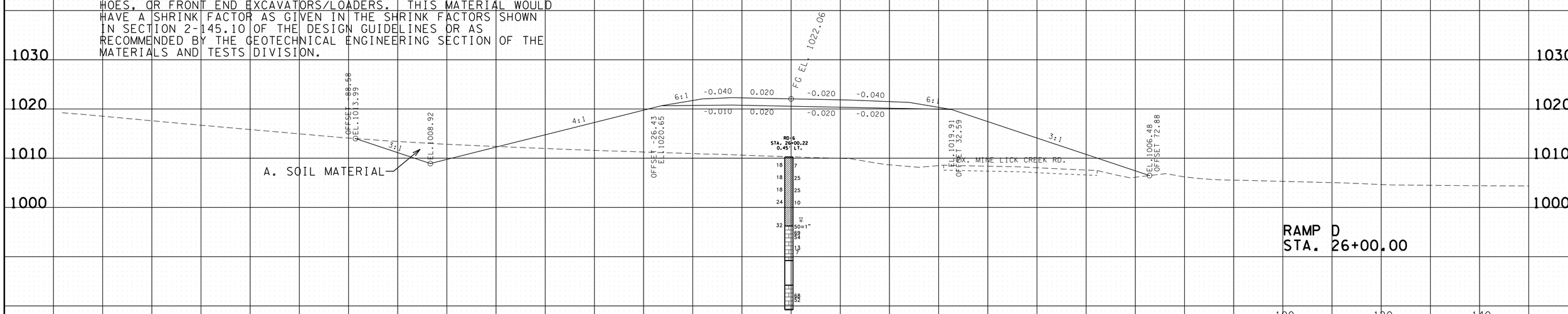
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AJ



4-203.02
A. SOIL MATERIAL
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH SAS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

RAMP D - TYPICAL FILL SECTION

STA. 11+50.00 TO STA. 19+50.00
STA. 21+00.00 TO STA. 26+00.00
STA. 28+50.00 TO STA. 32+00.00



RAMP D - TYPICAL CUT/FILL SECTION

STA. 10+50.00 TO STA. 11+00.00
STA. 26+50.00 TO STA. 28+00.00

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

4/23/2015 10:45:50 AM
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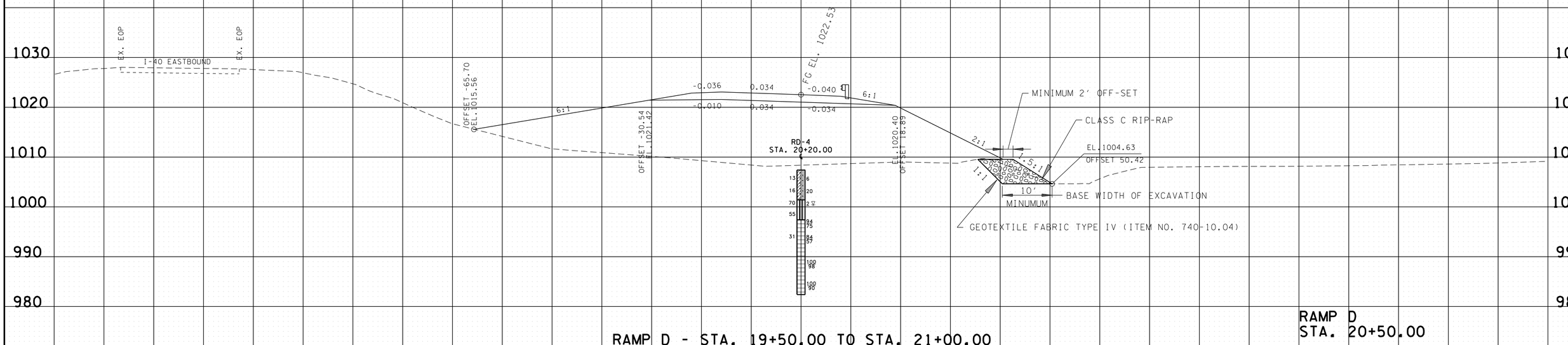
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AK

LEGEND

- SAND WITH CLAY AND SILT
- ELASTIC SILT
- LIMESTONE



RAMP D - STA. 19+50.00 TO STA. 21+00.00

RAMP D
STA. 20+50.00

THE TOE OF THE PROPOSED FILL SLOPE SHALL BE PLACED ADJACENT TO THE BANK OF STREAM-1. TO PROTECT THE PROPOSED FILL FROM POSSIBLE EROSION AND TO PROVIDE A STABLE BASE, IT IS RECOMMENDED THAT THE EXISTING SOIL MATERIAL BE EXCAVATED TO THE PROPOSED TOE OF SLOPE WITH A MINIMUM BASE DIMENSION OF 10 FEET AND BE REPLACED WITH CLASS 7/32C 9/32 PLACED ON A MAXIMUM SLOPE RATIO OF 1.5:1. GEOTEXTILE FABRIC (TYPE IV, ITEM NO. 740-01.04) SHALL BE PLACED ON THE EXPOSED SOIL PRIOR TO PLACING THE RIP RAP. GEOTEXTILE FABRIC SHALL ALSO BE PLACED ON TOP OF THE RIP RAP PRIOR TO PLACEMENT OF THE COMMON ROADWAY EMBANKMENT. A MINIMUM OFFSET OF 2 FEET SHALL BE MAINTAINED AT THE RIP RAP/EMBANKMENT INTERFACE TO PREVENT THE UPPER SOIL MATERIAL FROM CONTAMINATING THE RIP RAP. FOR DETAILS, REFER TO REPRESENTATIVE CROSS-SECTION AT STATION 20+50.

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

100 120 140

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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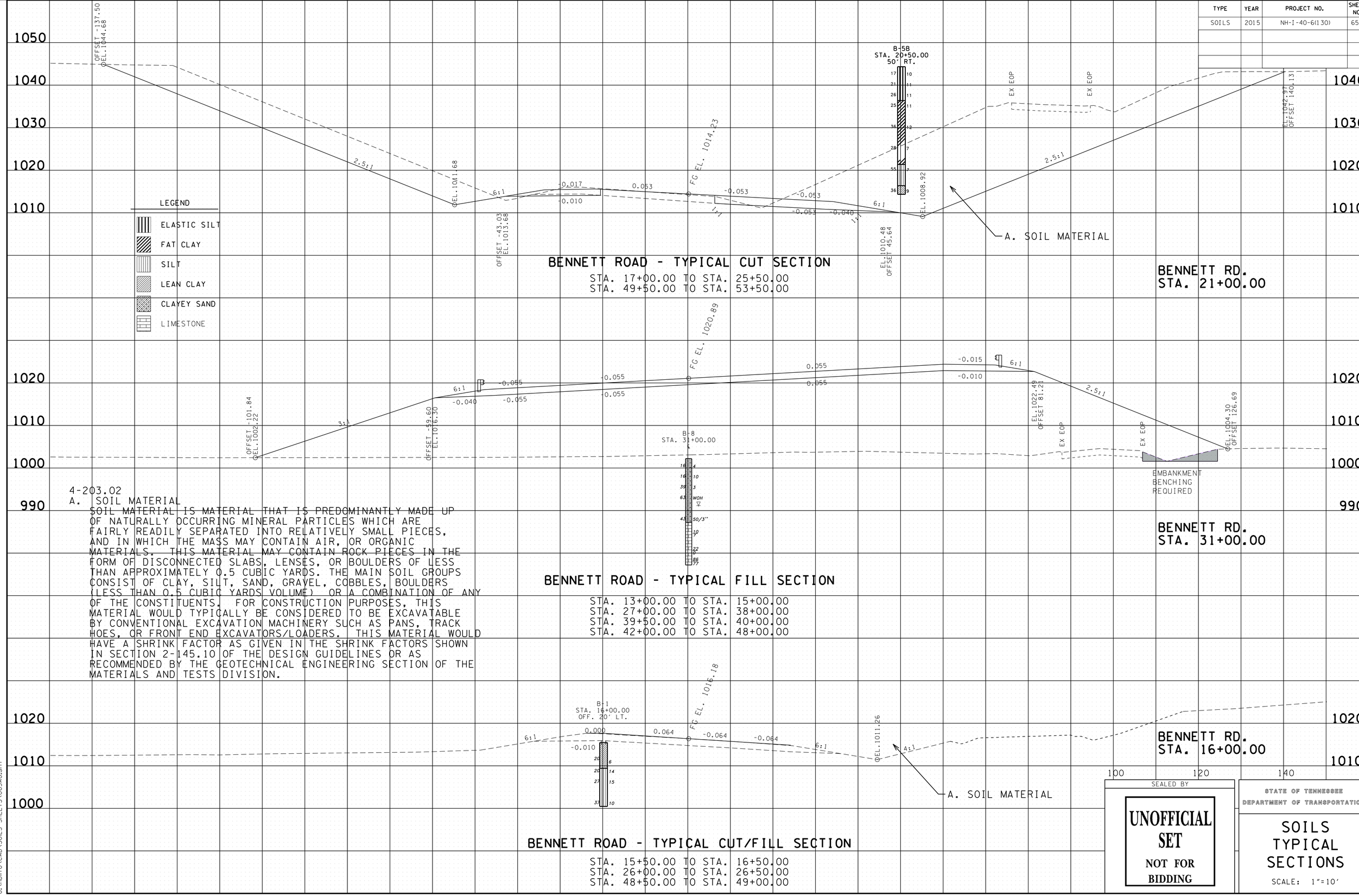
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AL



4-203.02

A. SOIL MATERIAL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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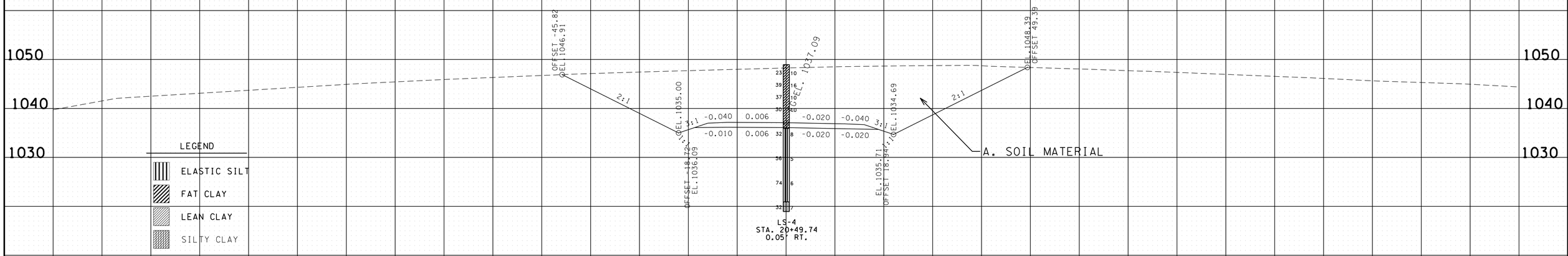
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AM

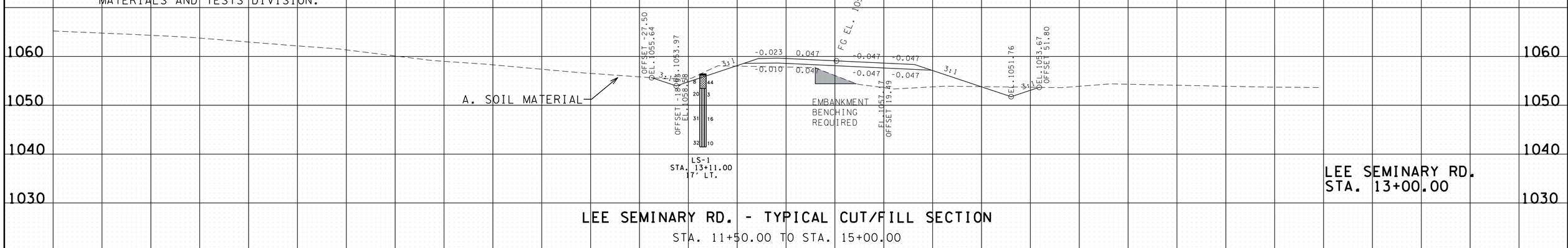


LEE SEMINARY RD. - TYPICAL CUT SECTION

STA. 15+50.00 TO STA. 32+00.00

LEE SEMINARY RD.
STA. 20+50.00

4-203.02
A. SOIL MATERIAL
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.



LEE SEMINARY RD.
STA. 13+00.00

LEE SEMINARY RD. - TYPICAL CUT/FILL SECTION

STA. 11+50.00 TO STA. 15+00.00

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

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UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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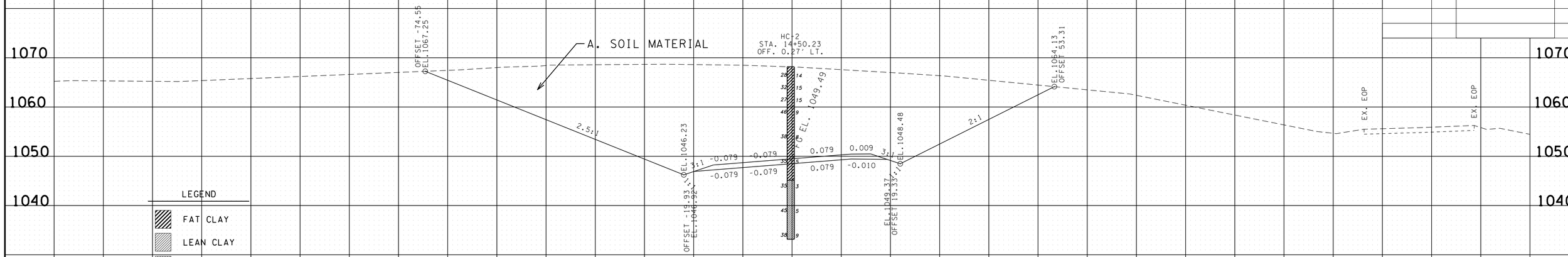
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AN



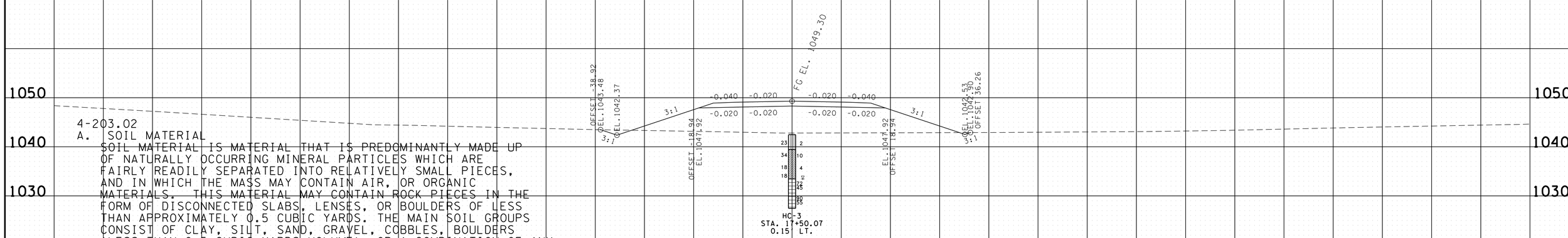
LEGEND

- FAT CLAY
- LEAN CLAY
- SILT
- LIMESTONE
- ELASTIC SILT
- SILTY SAND

HAWKINS CRAWFORD RD. - TYPICAL CUT SECTION

STA. 12+00.00 TO STA. 16+50.00
STA. 18+50.00 TO STA. 22+50.00
STA. 24+50.00 TO STA. 25+35.11

HAWKINS CRAWFORD RD.
STA. 14+50.00

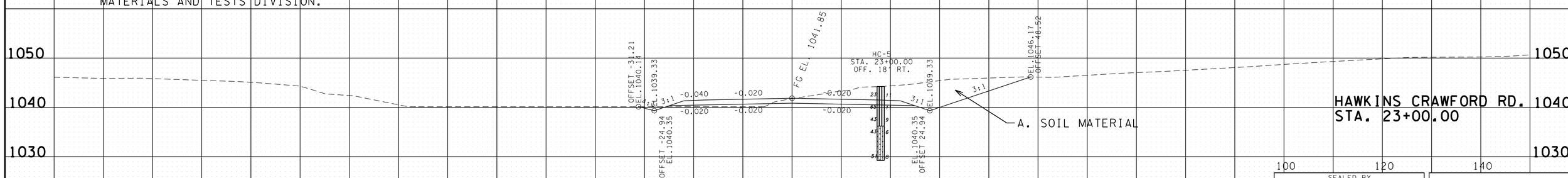


4-203.02
A. SOIL MATERIAL
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

HAWKINS CRAWFORD RD. - TYPICAL FILL SECTION

HAWK STA. 17+00.00 TO STA. 18+00.00

HAWKINS CRAWFORD RD.
STA. 17+50.00



HAWKINS CRAWFORD RD. - TYPICAL CUT/FILL SECTION

STA. 10+50.00 TO STA. 11+50.00
STA. 23+00.00 TO STA. 24+00.00

HAWKINS CRAWFORD RD.
STA. 23+00.00

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

4/23/2015 10:45:53 AM
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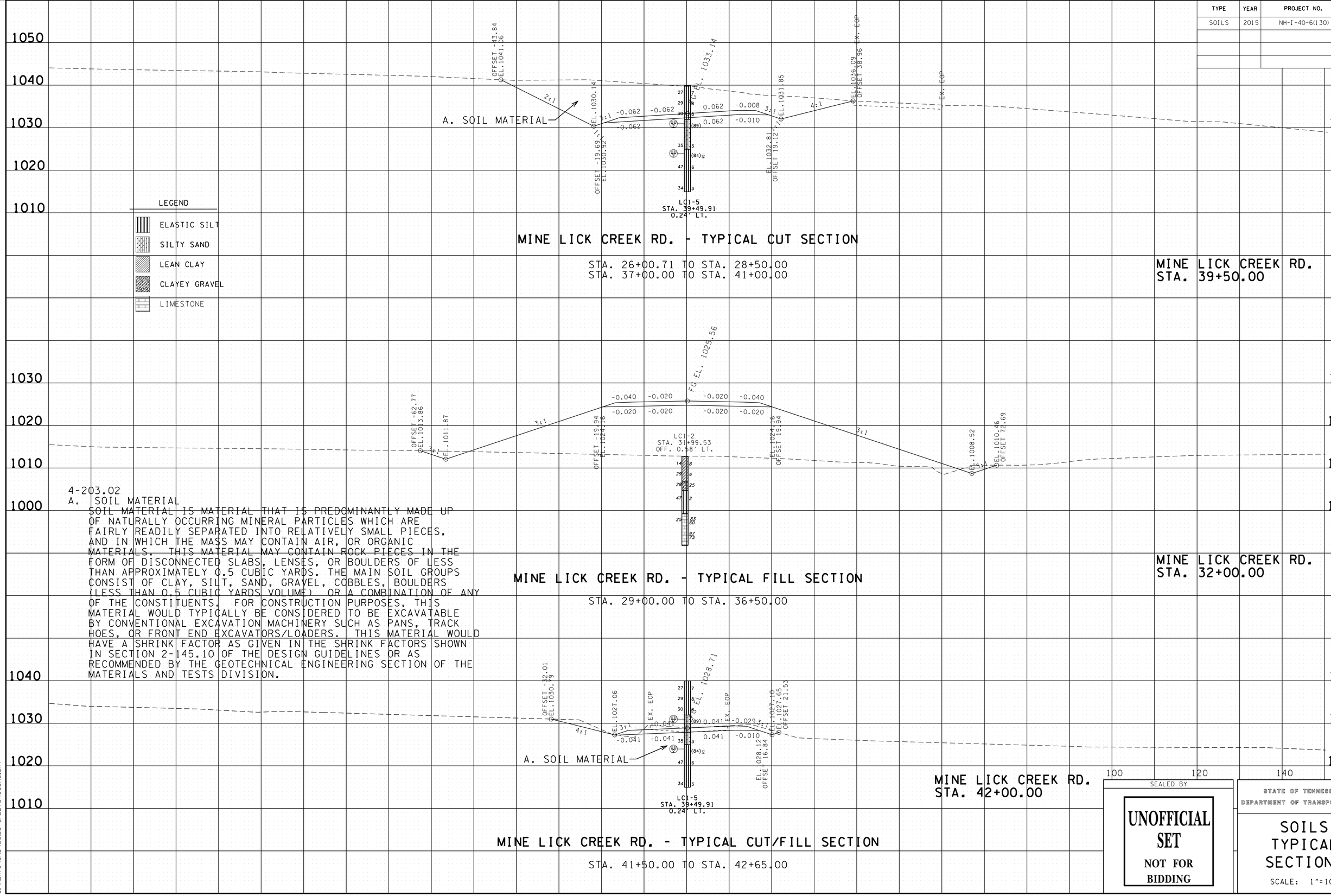
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65A0



4-203.02

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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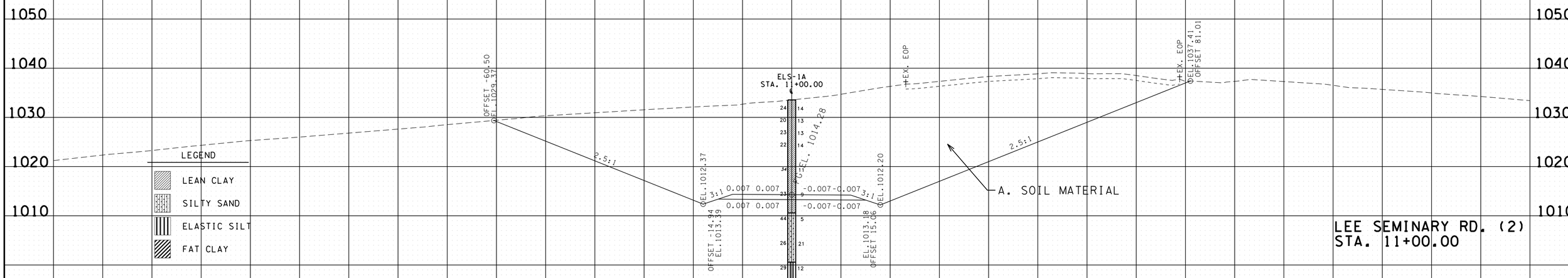
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AP

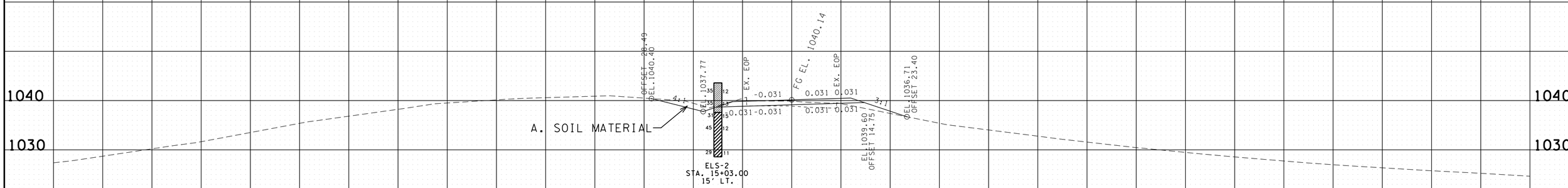


LEE SEMINARY RD. (2)
STA. 11+00.00

4-203.02
A. SOIL MATERIAL
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARDS VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

LEE SEMINARY RD.(2) - TYPICAL CUT SECTION

STA. 10+50.00 TO STA. 15+50.00



LEE SEMINARY RD. (2)
STA. 17+00.00

LEE SEMINARY RD.(2) - TYPICAL CUT/FILL SECTION

STA. 16+00.00 TO STA. 18+00.00

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

100 120 140

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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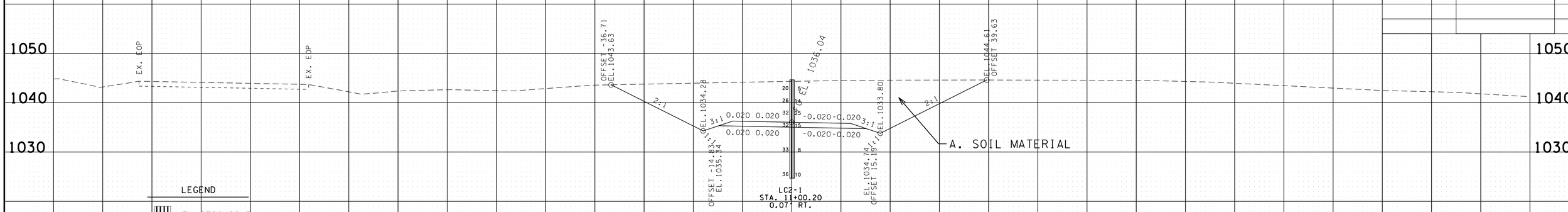
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AQ



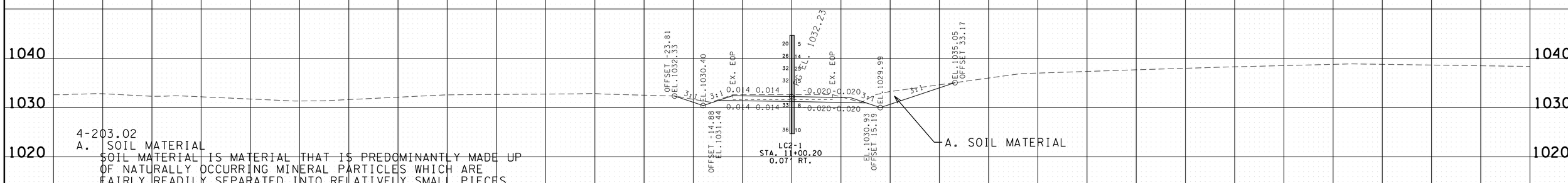
LEGEND

ELASTIC SILT

MINE LICK CREEK RD.(2) - TYPICAL CUT SECTION

STA. 10+12.00 TO STA. 12+00.00

MINE LICK CREEK RD.(2)
STA. 11+00.00



4-203.02
A. SOIL MATERIAL
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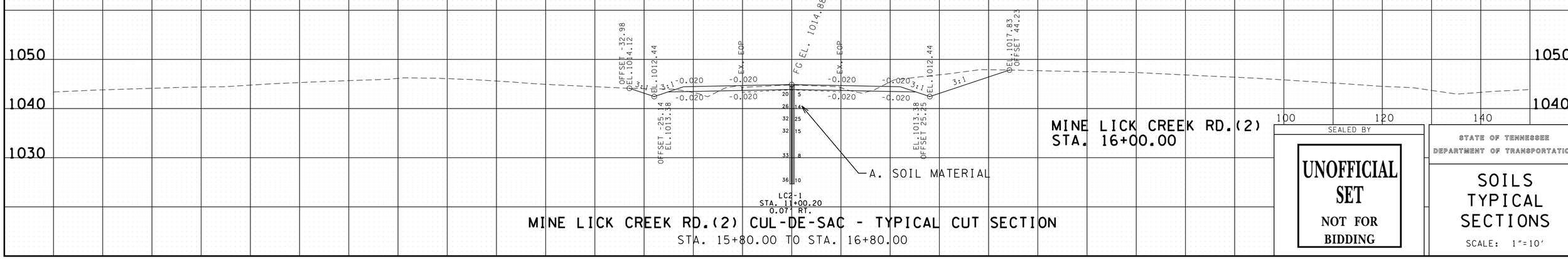
MINE LICK CREEK RD.(2) - TYPICAL CUT/FILL SECTION

STA. 12+50.00 TO STA. 17+00.00

MINE LICK CREEK RD.(2)
STA. 12+50.00



MINE LICK CREEK RD.(2) CUL-DE-SAC - TYPICAL CUT SECTION

STA. 15+80.00 TO STA. 16+80.00

MINE LICK CREEK RD.(2)
STA. 16+00.00

100 120 140

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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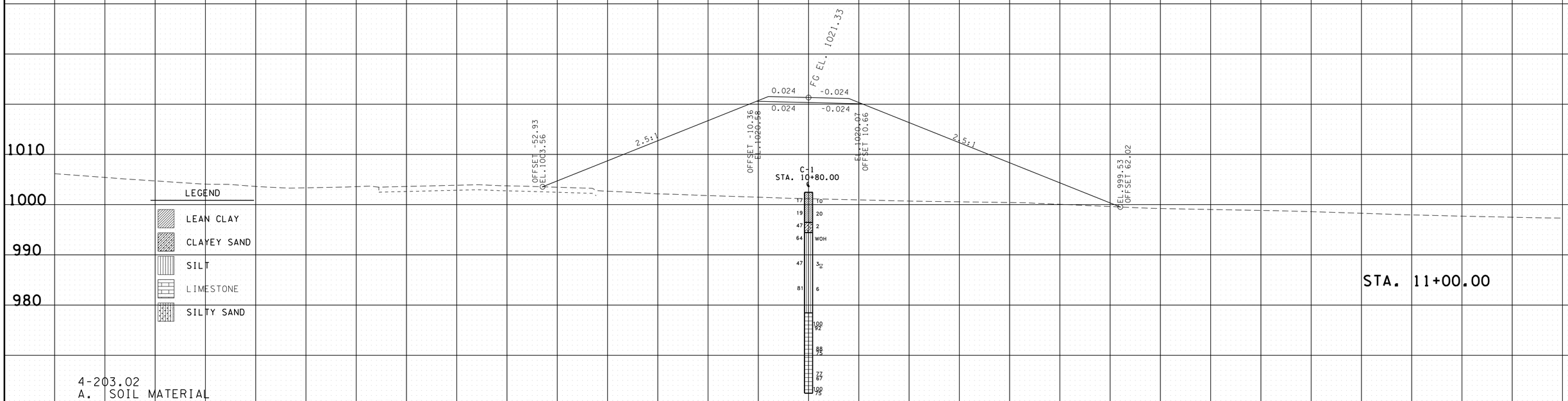
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AR



4-203.02
A. SOIL MATERIAL
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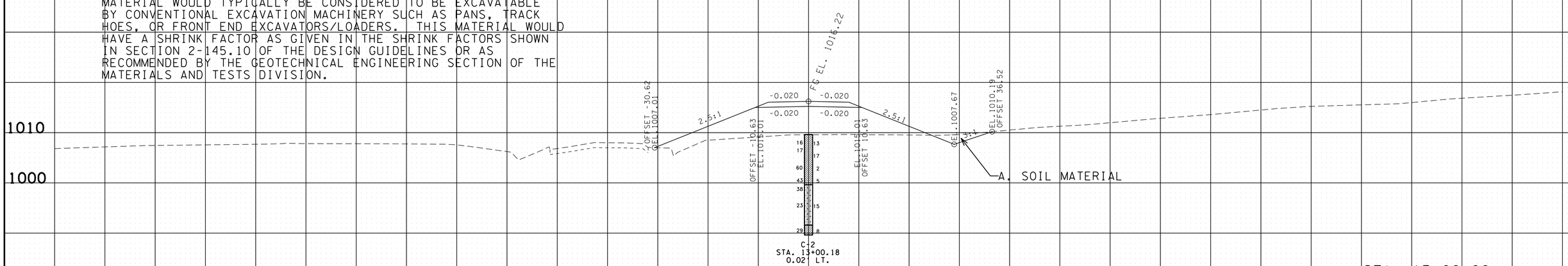
PVT. DRV. @ STA. 30+18.81 - TYPICAL FILL SECTION

STA. 11+00.00 TO STA. 12+50.00



PVT. DRV. @ STA. 30+18.81 - TYPICAL CUT/FILL SECTION

STA. 13+00.00 TO STA. 14+50.00

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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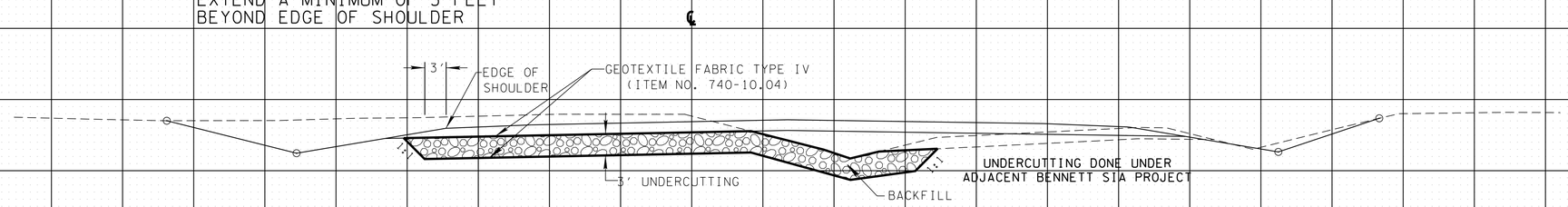
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AS

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST EXTEND A MINIMUM OF 3 FEET BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

BENNETT ROAD
TYPICAL SECTION FOR STATIONS:

STA. 16+50.00 TO STA. 30+50.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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

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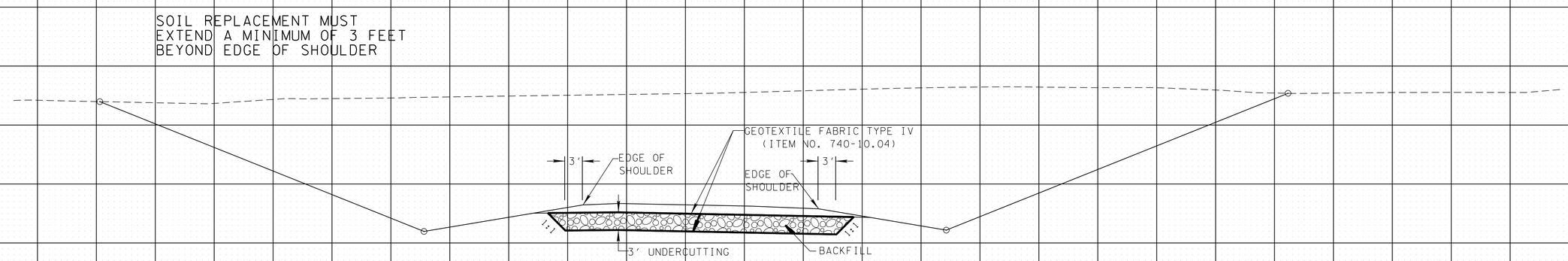
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AT

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

RAMP A
TYPICAL SECTION FOR STATIONS:

STA. 13+50.00 TO STA. 17+50.00

SCALE: 1"=10'

100 120 140

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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

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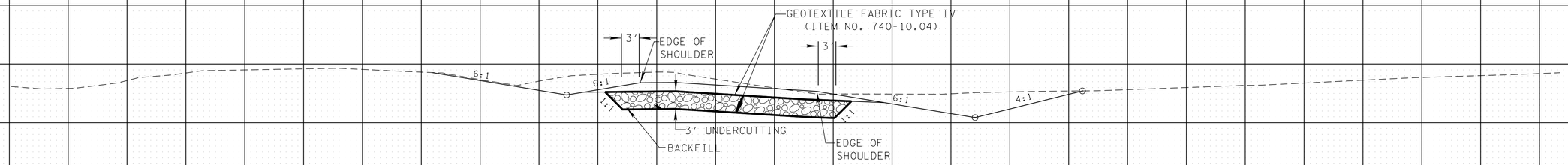
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AU

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST EXTEND A MINIMUM OF 3 FEET BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

RAMP B
TYPICAL SECTION FOR STATIONS:

STA. 16+50.00 TO STA. 17+50.00

SCALE: 1"=10'

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

4/23/2015 10:46:00 AM
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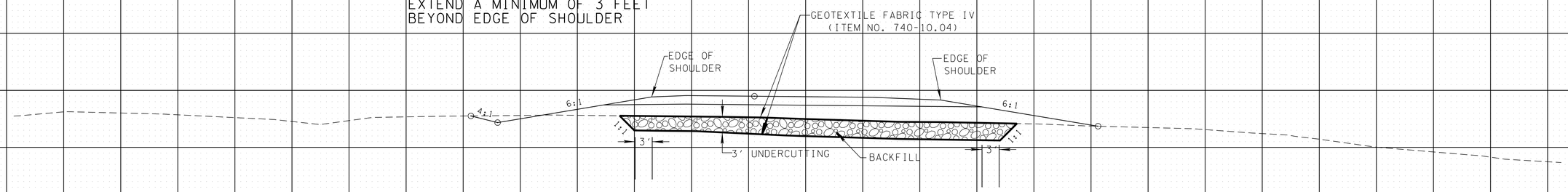
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AV

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST EXTEND A MINIMUM OF 3 FEET BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

RAMP C
TYPICAL SECTION FOR STATIONS:

STA. 10+00.00 TO STA. 11+00.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

4/23/2015 10:46:01 AM
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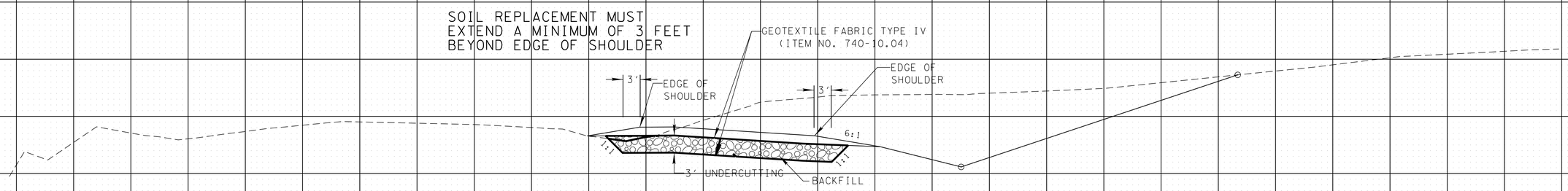
140 120 100 80 60 40 20 0 20 40 60 80

TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AW

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

RAMP C
TYPICAL SECTION FOR STATIONS:

STA. 21+50.00 TO STA. 23+50.00

SCALE: 1"=10'

100 120 140

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UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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

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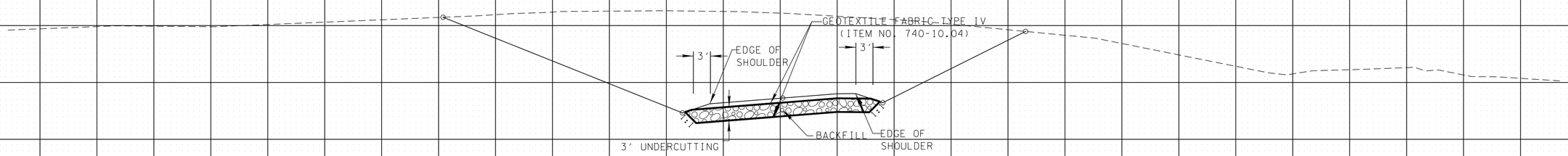
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AX

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST
EXTEND A MINIMUM OF 3 FEET
BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

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HAWKINS CRAWFORD ROAD
TYPICAL SECTION FOR STATIONS:

STA. 14+00.00 TO STA. 15+00.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
TYPICAL
SECTIONS

SCALE: 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65AY

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST
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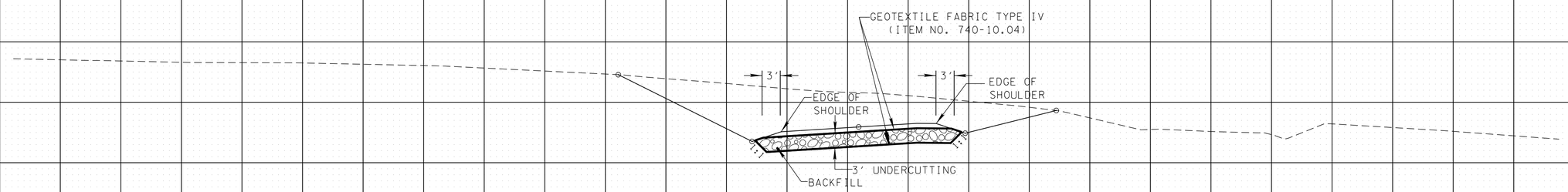

ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

MINE LICK CREEK ROAD (1)
TYPICAL SECTION FOR STATIONS:

STA. 37+00.00 TO STA. 40+00.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65A2

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST
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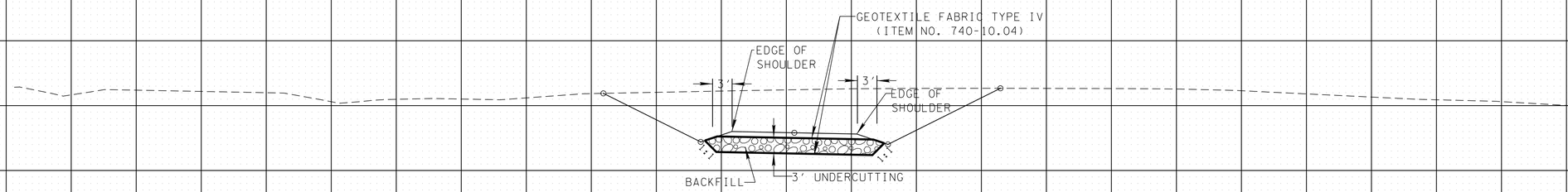

ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

MINE LICK CREEK ROAD (2)
TYPICAL SECTION FOR STATIONS:

STA. 10+50.00 TO STA. 12+00.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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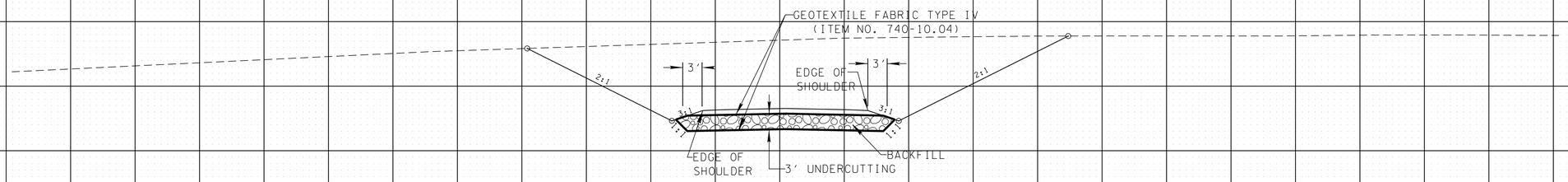
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65BA

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST
EXTEND A MINIMUM OF 3 FEET
BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

LEE SEMINARY ROAD
TYPICAL SECTION FOR STATIONS:

STA. 20+00.00 TO STA. 24+50.00

SCALE: 1"=10'

100 120 140

SEALED BY

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS TYPICAL SECTIONS

SCALE: 1"=10'

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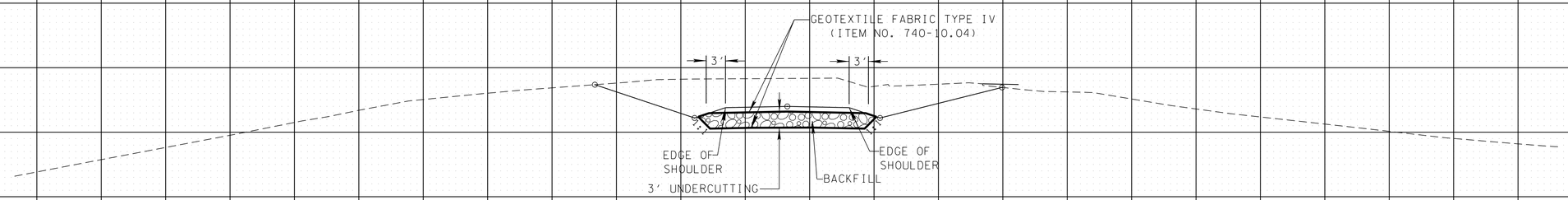
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65BB

SURFICIAL SOFT SOILS OR FAT CLAYS ARE PRESENT AT SPECIFIC LOCATIONS OF PLANNED FILL AREAS ALONG THE MAINLINE AND SIDE ROADS. THESE MATERIALS SHALL BE EXCAVATED TO A DEPTH OF THREE (3) FEET OR TO TOP OF ROCK, WHICHEVER IS SHALLOWER. THE ZONES SHOULD THEN BE BACKFILLED TO THE REQUIRED GRADE USING GRADED SOLID ROCK.

SOIL REPLACEMENT MUST
EXTEND A MINIMUM OF 3 FEET
BEYOND EDGE OF SHOULDER



ITEM NO. 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK):

BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M). AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BE THE ENGINEER BEFORE USE.

LEE SEMINARY ROAD (2)
TYPICAL SECTION FOR STATIONS:

STA. 14+00.00 TO STA. 15+00.00

SCALE: 1"=10'

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
TYPICAL
SECTIONS

SCALE: 1"=10'

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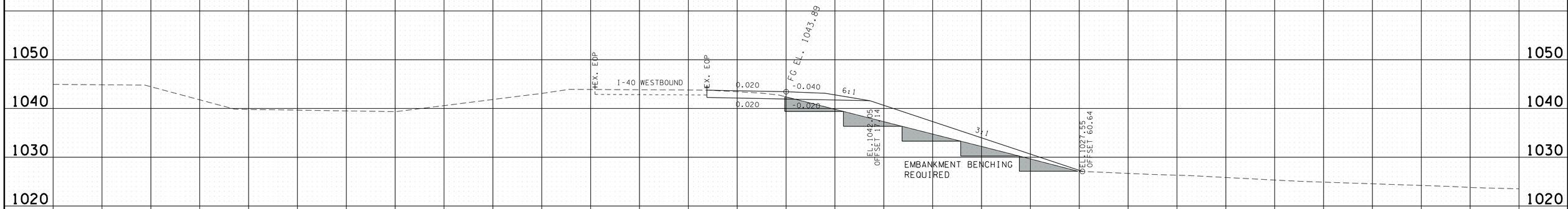
TYPE	YEAR	PROJECT NO.	SHEET NO.
SOILS	2015	NH-I-40-6(130)	65BC



PRE-BENCHING OF EXISTING FILL SLOPES
STEEPER THAN 4:1 PRIOR TO PROPOSED
FILL PLACEMENT

RAMPA
32+00.00

SCALE: 1"=10'

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

100 120 140

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UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
TYPICAL
SECTIONS

SCALE: 1"=10'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66

SIGNALIZATION GENERAL NOTES

SIGNALIZATION

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

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

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

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

SPECIAL NOTES

SIGNALIZATION

(5) 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.

(6) SIGNAL POLES, MAST ARMS, AND SIGNAL HEAD ASSEMBLIES SHALL BE BLACK IN COLOR.

(7) SIREN ACTIVATED EMERGENCY VEHICLE PREEMPTION SYSTEMS SHALL BE INSTALLED ON ALL THE BENNETT ROAD (MINE LICK CREEK ROAD) APPROACHES. THE SIREN ACTIVATED CONTROLLER SHALL BE 3M OPTICOM AS MANUFACTURERED BY GLOBAL TRAFFIC TECHNOLOGIES (GTT).

(8) TRAFFIC CONTROL MONITOR SHALL BE EBERLE DESIGN, INC. (EDI).

(9) CONTROLLERS SHALL BE LATEST EAGLE M50 CONTROLLER AS MANUFACTURED BY SIEMANS WITH SINGLE MODE FIBER CONNECTION. CABINETS SHALL INCLUDE FIBER BOX FOR CONNECTION.

(10) FIBER OPTIC CABLE SHALL BE 6-SINGLE MODE & 6-MULTI-MODE HYBRID CABLE.

(11) SIGNAL POLES SP4 THRU SP6, SP8 AND SP9 SHALL BE 35 FT POLES TO ACCOMMODATE LIGHTING.

SIGNAL HEADS

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

(13) CIRCULAR INDICATIONS SHALL MEET “ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT” FOR EXPANDED/EXTENDED VIEW.

(14) ARROW INDICATIONS SHALL MEET “ITE VTCSH-3 LED ARROW SPECIFICATON” FOR EXPANDED/EXTENDED VIEW.

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

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

(17) MANUFACTURER SHALL PROVIDE A FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.

(18) ALL VEHICULAR SIGNAL HEADS SHALL BE FABRICATED FROM ALUMINUM.

(19) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1”MINIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

ESTIMATED FOUNDATION QUANTITIES (4 FT. DIAMETER)

FOOTING DEPTH	1 T400 REINFORCING BARS			2 A700 REINFORCING BARS			CONCRETE (CUBIC YARDS)
	NUMBER OF BARS	LENGTH OF EACH BAR	TOTAL WEIGHT IN POUNDS	NUMBER OF BARS	LENGTH OF EACH BAR	TOTAL WEIGHT IN POUNDS	
15' - 0"	15	12' - 0"	121	8	14' - 6"	238	7.0
18' - 0"	18	12' - 0"	145	8	17' - 6"	287	8.4
19' - 0"	19	12' - 0"	153	8	18' - 6"	303	8.8
20' - 0"	20	12' - 0"	161	8	19' - 6"	319	9.3
21' - 0"	21	12' - 0"	169	8	20' - 6"	336	9.8
22' - 0"	22	12' - 0"	177	8	21' - 6"	352	10.2
24' - 0"	24	12' - 0"	193	10	23' - 6"	481	11.2
26' - 0"	26	12' - 0"	209	12	25' - 6"	626	12.1

(1) CHANGE DIAMETER FROM 2 '- 6" TO 3' - 6"
(2) CHANGE MAXIMUM SPACING TO 1' - 6"

NOTE: SEE STANDARD DRAWING T-SG-10 FOR OTHER DETAILS.

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNALIZATION GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66A

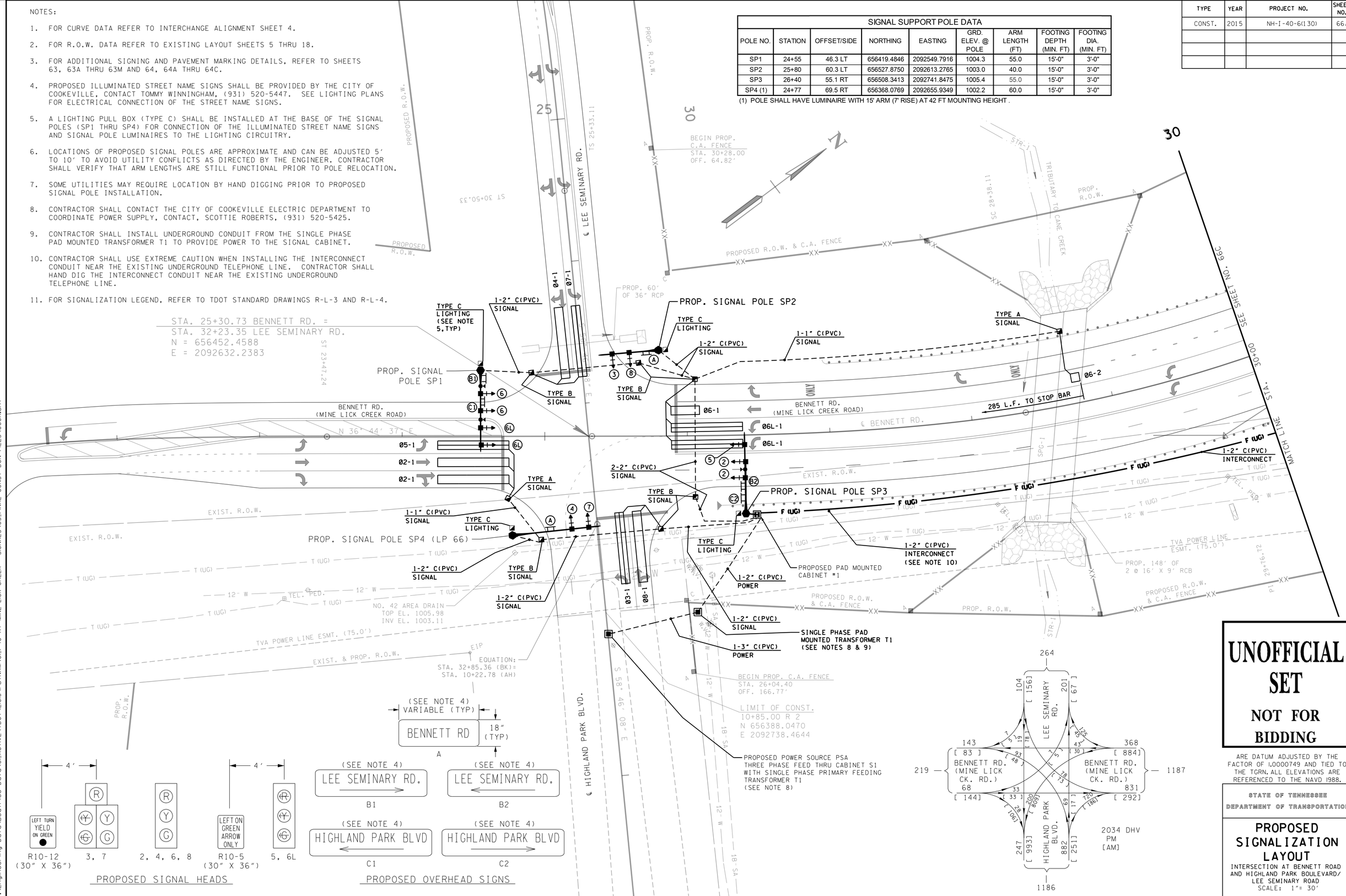
NOTES:

1. FOR CURVE DATA REFER TO INTERCHANGE ALIGNMENT SHEET 4.
2. FOR R.O.W. DATA REFER TO EXISTING LAYOUT SHEETS 5 THRU 18.
3. FOR ADDITIONAL SIGNING AND PAVEMENT MARKING DETAILS, REFER TO SHEETS 63, 63A THRU 63M AND 64, 64A THRU 64C.
4. PROPOSED ILLUMINATED STREET NAME SIGNS SHALL BE PROVIDED BY THE CITY OF COOKEVILLE, CONTACT TOMMY WINNINGHAM, (931) 520-5447. SEE LIGHTING PLANS FOR ELECTRICAL CONNECTION OF THE STREET NAME SIGNS.
5. A LIGHTING PULL BOX (TYPE C) SHALL BE INSTALLED AT THE BASE OF THE SIGNAL POLES (SP1 THRU SP4) FOR CONNECTION OF THE ILLUMINATED STREET NAME SIGNS AND SIGNAL POLE LUMINAIRES TO THE LIGHTING CIRCUITRY.
6. LOCATIONS OF PROPOSED SIGNAL POLES ARE APPROXIMATE AND CAN BE ADJUSTED 5' TO 10' TO AVOID UTILITY CONFLICTS AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL VERIFY THAT ARM LENGTHS ARE STILL FUNCTIONAL PRIOR TO POLE RELOCATION.
7. SOME UTILITIES MAY REQUIRE LOCATION BY HAND DIGGING PRIOR TO PROPOSED SIGNAL POLE INSTALLATION.
8. CONTRACTOR SHALL CONTACT THE CITY OF COOKEVILLE ELECTRIC DEPARTMENT TO COORDINATE POWER SUPPLY, CONTACT, SCOTTIE ROBERTS, (931) 520-5425.
9. CONTRACTOR SHALL INSTALL UNDERGROUND CONDUIT FROM THE SINGLE PHASE PAD MOUNTED TRANSFORMER T1 TO PROVIDE POWER TO THE SIGNAL CABINET.
10. CONTRACTOR SHALL USE EXTREME CAUTION WHEN INSTALLING THE INTERCONNECT CONDUIT NEAR THE EXISTING UNDERGROUND TELEPHONE LINE. CONTRACTOR SHALL HAND DIG THE INTERCONNECT CONDUIT NEAR THE EXISTING UNDERGROUND TELEPHONE LINE.
11. FOR SIGNALIZATION LEGEND, REFER TO TDOT STANDARD DRAWINGS R-L-3 AND R-L-4.

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET/SIDE	NORTHING	EASTING	GRD. ELEV. @ POLE	ARM LENGTH (FT)	FOOTING DEPTH (MIN. FT)	FOOTING DIA. (MIN. FT)
SP1	24+55	46.3 LT	656419.4846	2092549.7916	1004.3	55.0	15'-0"	3'-0"
SP2	25+80	60.3 LT	656527.8750	2092613.2765	1003.0	40.0	15'-0"	3'-0"
SP3	26+40	55.1 RT	656508.3413	2092741.8475	1005.4	55.0	15'-0"	3'-0"
SP4 (1)	24+77	69.5 RT	656368.0769	2092655.9349	1002.2	60.0	15'-0"	3'-0"

(1) POLE SHALL HAVE LUMINAIRE WITH 15' ARM (7' RISE) AT 42 FT MOUNTING HEIGHT .



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ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNALIZATION LAYOUT

INTERSECTION AT BENNETT ROAD AND HIGHLAND PARK BOULEVARD/ LEE SEMINARY ROAD

SCALE: 1"= 30'

4/13/2015 10:53:08 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66B

*VOLUME - DENSITY TIMING (SECS)

PHASE	MIN GREEN (INITIAL INTERVAL)	MAX INITIAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MINIMUM GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MAX I	MAX II	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
6	15	26	2	4	3	9	9	45	–	4	2			–	L

* BASED ON V=45 MPH AND D=285' (D=DISTANCE OF VOLUME-DESNITY LOOP FROM STOP BAR)

BASIC OR FULLY ACTUATED TIMINGS (SECS)

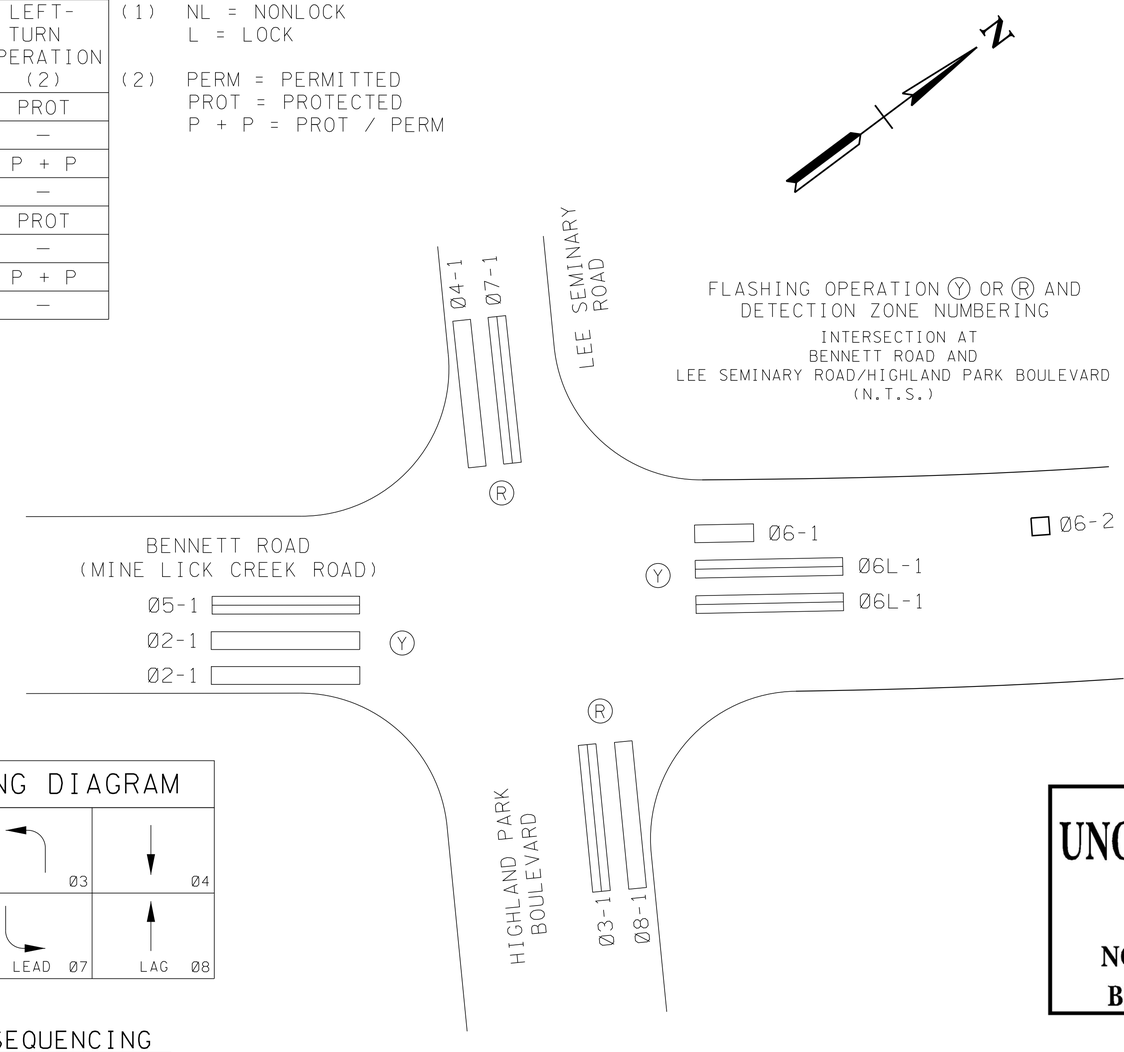
PHASE	MIN GREEN (INITIAL INTERVAL)	VEHICLE INTERVAL	MAX I (AM)	MAX II (PM)	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT-TURN OPERATION (2)
					YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
1	4	2.0	32	10	3	1			–	NL	PROT
2	6	2.0	20	24	4	2			–	NL	–
3	4	2.0	10	10	3	1			–	NL	P + P
4	6	2.0	18	36	4	2			–	NL	–
5	4	2.0	10	10	3	1			–	NL	PROT
6	6	2.0	42	24	4	2			–	NL	–
7	4	2.0	10	10	3	1			–	NL	P + P
8	6	2.0	18	36	4	2			–	NL	–

MAX I AND II = PHASE LENGTH GREEN TIME + CLEARANCE TIME

THESE TIMINGS ARE INITIAL AND SHOULD BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NONLOCK
L = LOCK

(2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT / PERM



FLASHING OPERATION Ⓨ OR Ⓡ AND DETECTION ZONE NUMBERING

INTERSECTION AT
BENNETT ROAD AND
LEE SEMINARY ROAD/HIGHLAND PARK BOULEVARD
(N.T.S.)

LOOP & AMP ASSIGNMENTS

DETECTOR LOOP NO.	DETECTOR NO.	LOOP LENGTH	AMP MODE	ASSOC. PHASE
*Ø6L-1	1	2 @ 50	PRES	1
Ø2-1	2	2 @ 50	PRES	2
*Ø3-1	3	1 @ 50	PRES	3
Ø4-1	4	1 @ 50	PRES	4
*Ø5-1	5	1 @ 50	PRES	5
Ø6-1	6	1 @ 20	PRES	6
Ø6-2	7	1 @ 6	PULSE	6
*Ø7-1	8	1 @ 50	PRES	7
Ø8-1	9	1 @ 50	PRES	8

* SHALL BE A QUADROPOLE.

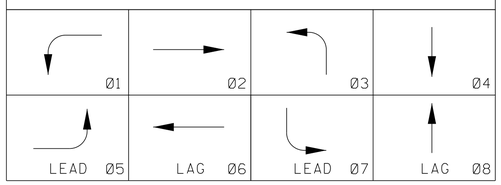
ALL LOOPS ARE 6' IN WIDTH AND CENTERED IN THE TRAFFIC LANE.

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

DETECTOR LOOP NUMBERS CORRESPOND WITH INPUT PHASE NUMBERS.

REFER TO TDOT STD. DWG T-SG-3 FOR NUMBER OF LOOP TURNS REQUIRED FOR EACH DETECTOR LOOP.

SIGNAL PHASING DIAGRAM



EIGHT PHASE SEQUENCING

ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FULL SKIP CAPABILITY

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

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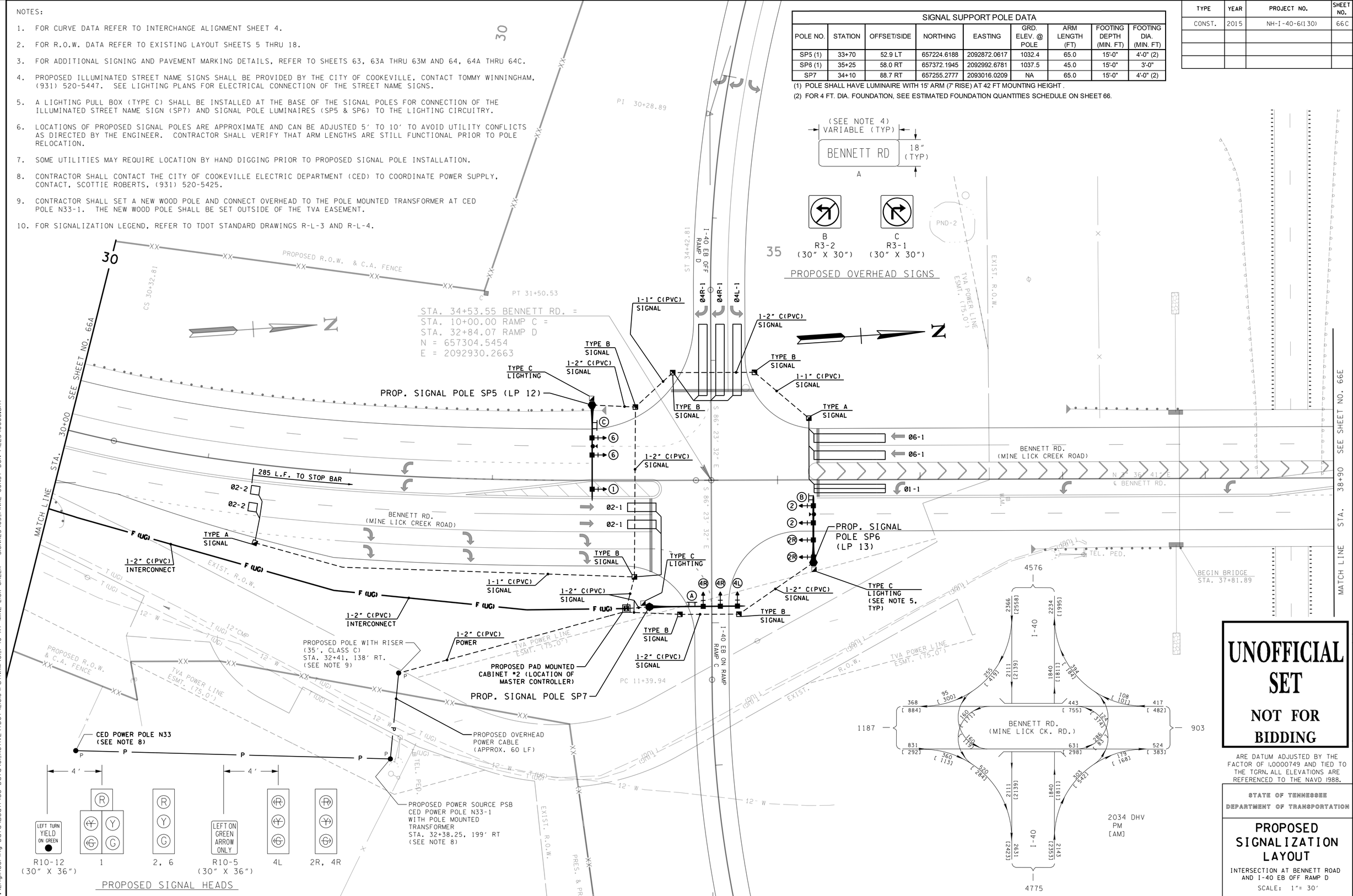
NOTES:

1. FOR CURVE DATA REFER TO INTERCHANGE ALIGNMENT SHEET 4.
2. FOR R.O.W. DATA REFER TO EXISTING LAYOUT SHEETS 5 THRU 18.
3. FOR ADDITIONAL SIGNING AND PAVEMENT MARKING DETAILS, REFER TO SHEETS 63, 63A THRU 63M AND 64, 64A THRU 64C.
4. PROPOSED ILLUMINATED STREET NAME SIGNS SHALL BE PROVIDED BY THE CITY OF COOKEVILLE, CONTACT TOMMY WINNINGHAM, (931) 520-5447. SEE LIGHTING PLANS FOR ELECTRICAL CONNECTION OF THE STREET NAME SIGNS.
5. A LIGHTING PULL BOX (TYPE C) SHALL BE INSTALLED AT THE BASE OF THE SIGNAL POLES FOR CONNECTION OF THE ILLUMINATED STREET NAME SIGN (SP7) AND SIGNAL POLE LUMINAIRES (SP5 & SP6) TO THE LIGHTING CIRCUITRY.
6. LOCATIONS OF PROPOSED SIGNAL POLES ARE APPROXIMATE AND CAN BE ADJUSTED 5' TO 10' TO AVOID UTILITY CONFLICTS AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL VERIFY THAT ARM LENGTHS ARE STILL FUNCTIONAL PRIOR TO POLE RELOCATION.
7. SOME UTILITIES MAY REQUIRE LOCATION BY HAND DIGGING PRIOR TO PROPOSED SIGNAL POLE INSTALLATION.
8. CONTRACTOR SHALL CONTACT THE CITY OF COOKEVILLE ELECTRIC DEPARTMENT (CED) TO COORDINATE POWER SUPPLY, CONTACT, SCOTTIE ROBERTS, (931) 520-5425.
9. CONTRACTOR SHALL SET A NEW WOOD POLE AND CONNECT OVERHEAD TO THE POLE MOUNTED TRANSFORMER AT CED POLE N33-1. THE NEW WOOD POLE SHALL BE SET OUTSIDE OF THE TVA EASEMENT.
10. FOR SIGNALIZATION LEGEND, REFER TO TDOT STANDARD DRAWINGS R-L-3 AND R-L-4.

SIGNAL SUPPORT POLE DATA								
POLE NO.	STATION	OFFSET/SIDE	NORTHING	EASTING	GRD. ELEV. @ POLE	ARM LENGTH (FT)	FOOTING DEPTH (MIN. FT)	FOOTING DIA. (MIN. FT)
SP5 (1)	33+70	52.9 LT	657224.6188	2092872.0617	1032.4	65.0	15'-0"	4'-0" (2)
SP6 (1)	35+25	58.0 RT	657372.1945	2092992.6781	1037.5	45.0	15'-0"	3'-0"
SP7	34+10	88.7 RT	657255.2777	2093016.0209	NA	65.0	15'-0"	4'-0" (2)

(1) POLE SHALL HAVE LUMINAIRE WITH 15' ARM (7' RISE) AT 42 FT MOUNTING HEIGHT .
(2) FOR 4 FT. DIA. FOUNDATION, SEE ESTIMATED FOUNDATION QUANTITIES SCHEDULE ON SHEET 66.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66C



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNALIZATION LAYOUT

INTERSECTION AT BENNETT ROAD AND I-40 EB OFF RAMP D

SCALE: 1"= 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66D

*VOLUME - DENSITY TIMING (SECS)

PHASE	MIN GREEN (INITIAL INTERVAL)	MAX INITIAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MINIMUM GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MAX I	MAX II	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
2	15	26	2	4	3	9	9	45	–	4	2			–	L

* BASED ON V=45 MPH AND D=285' (D=DISTANCE OF VOLUME-DESNITY LOOP FROM STOP BAR)

BASIC OR FULLY ACTUATED TIMINGS (SECS)

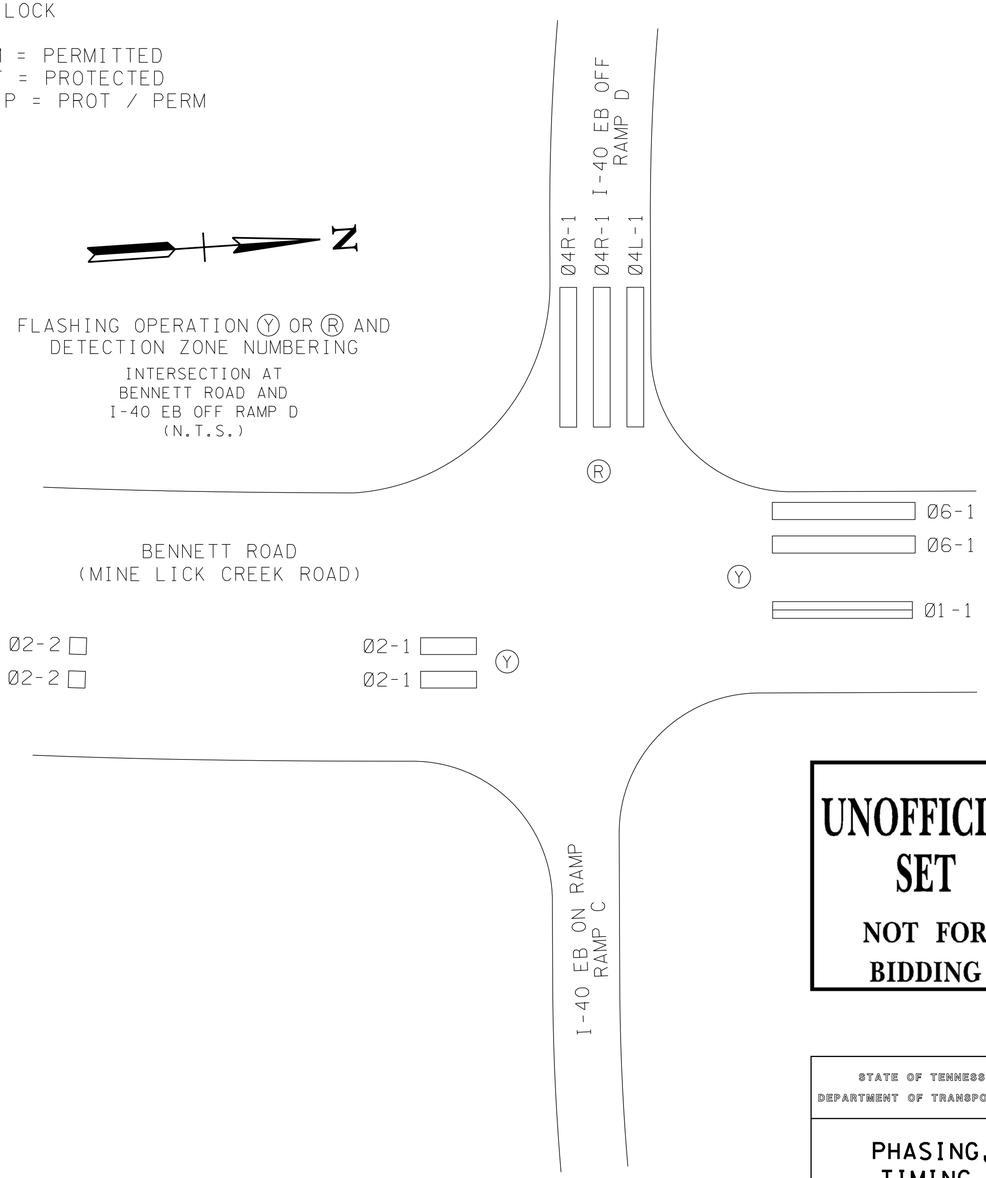
PHASE	MIN GREEN (INITIAL INTERVAL)	VEHICLE INTERVAL	MAX I (AM)	MAX II (PM)	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT-TURN OPERATION (2)
					YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
1	4	2.0	22	19	3	1			–	NL	P + P
2	6	2.0	28	33	4	2				NL	–
4	6	2.0	30	28	4	2			–	NL	–
6	6	2.0	50	52	4	2			–	NL	–

MAX I AND II = PHASE LENGTH GREEN TIME + CLEARANCE TIME

THESE TIMINGS ARE INITIAL AND SHOULD BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NONLOCK
L = LOCK

(2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT / PERM



LOOP & AMP ASSIGNMENTS

DETECTOR LOOP NO.	DETECTOR NO.	LOOP LENGTH	AMP MODE	ASSOC. PHASE
*Ø1-1	1	1 @ 50	PRES	1
Ø2-1	2	2 @ 20	PRES	2
*Ø2-2	3	2 @ 6	PULSE	2
Ø4L-1	4	1 @ 50	PRES	4
Ø4R-1	5	2 @ 50	PRES	4
Ø6-1	6	2 @ 50	PRES	6

* SHALL BE A QUADROPOLE.

ALL LOOPS ARE 6' IN WIDTH AND CENTERED IN THE TRAFFIC LANE.

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

DETECTOR LOOP NUMBERS CORRESPOND WITH INPUT PHASE NUMBERS.

REFER TO TDOT STD. DWG T-SG-3 FOR NUMBER OF LOOP TURNS REQUIRED FOR EACH DETECTOR LOOP.

SIGNAL PHASING DIAGRAM

LEAD AM LAG PM ↓ Ø1	LAG AM LEAD PM → Ø2	INACTIVE Ø3	↙ ↘ Ø4
INACTIVE Ø5	← Ø6	INACTIVE Ø7	INACTIVE Ø8

EIGHT PHASE SEQUENCING

ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FULL SKIP CAPABILITY

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

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NOTES:

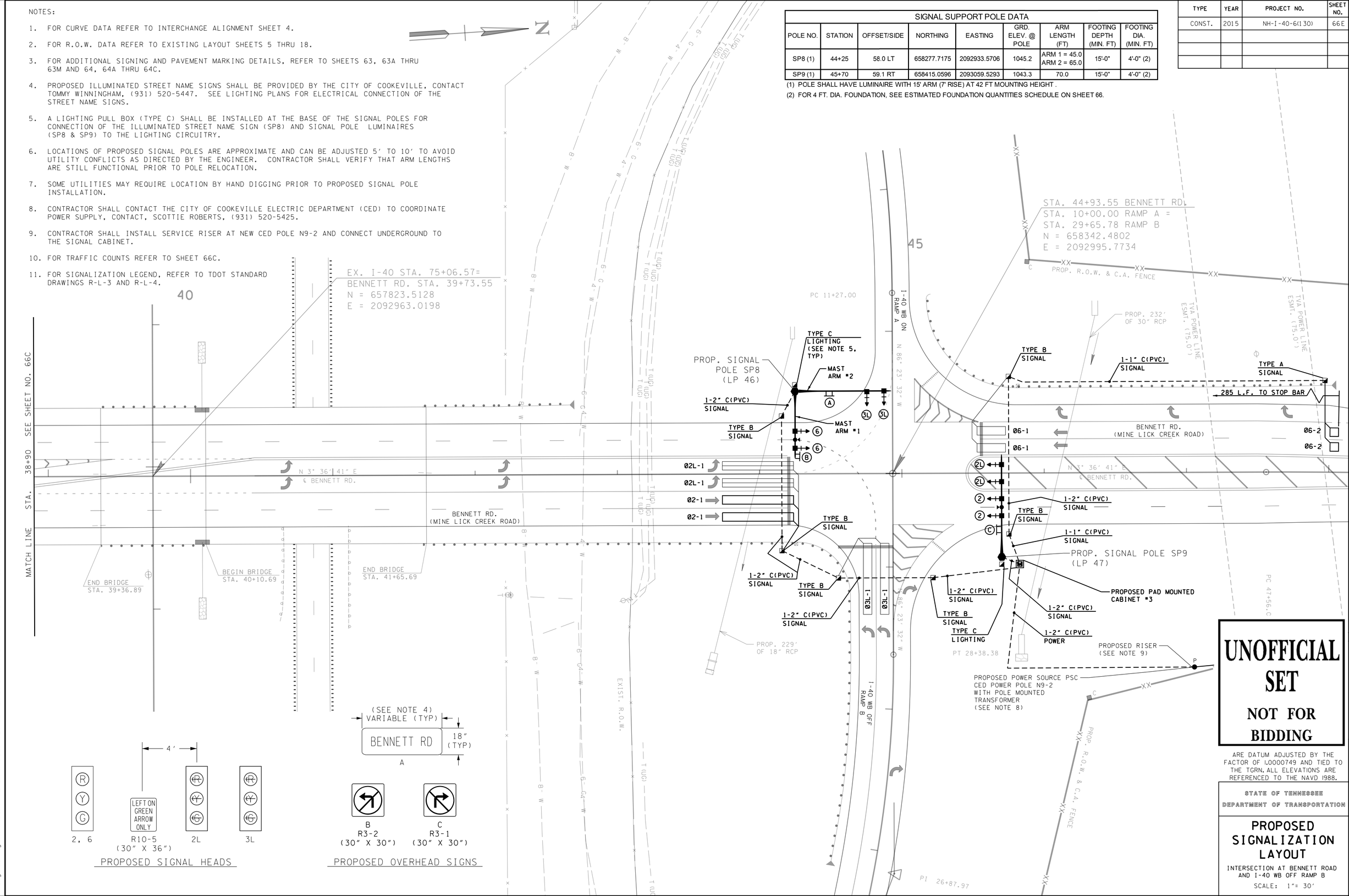
1. FOR CURVE DATA REFER TO INTERCHANGE ALIGNMENT SHEET 4.
2. FOR R.O.W. DATA REFER TO EXISTING LAYOUT SHEETS 5 THRU 18.
3. FOR ADDITIONAL SIGNING AND PAVEMENT MARKING DETAILS, REFER TO SHEETS 63, 63A THRU 63M AND 64, 64A THRU 64C.
4. PROPOSED ILLUMINATED STREET NAME SIGNS SHALL BE PROVIDED BY THE CITY OF COOKEVILLE, CONTACT TOMMY WINNINGHAM, (931) 520-5447. SEE LIGHTING PLANS FOR ELECTRICAL CONNECTION OF THE STREET NAME SIGNS.
5. A LIGHTING PULL BOX (TYPE C) SHALL BE INSTALLED AT THE BASE OF THE SIGNAL POLES FOR CONNECTION OF THE ILLUMINATED STREET NAME SIGN (SP8) AND SIGNAL POLE LUMINAIRES (SP8 & SP9) TO THE LIGHTING CIRCUITRY.
6. LOCATIONS OF PROPOSED SIGNAL POLES ARE APPROXIMATE AND CAN BE ADJUSTED 5' TO 10' TO AVOID UTILITY CONFLICTS AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL VERIFY THAT ARM LENGTHS ARE STILL FUNCTIONAL PRIOR TO POLE RELOCATION.
7. SOME UTILITIES MAY REQUIRE LOCATION BY HAND DIGGING PRIOR TO PROPOSED SIGNAL POLE INSTALLATION.
8. CONTRACTOR SHALL CONTACT THE CITY OF COOKEVILLE ELECTRIC DEPARTMENT (CED) TO COORDINATE POWER SUPPLY, CONTACT, SCOTTIE ROBERTS, (931) 520-5425.
9. CONTRACTOR SHALL INSTALL SERVICE RISER AT NEW CED POLE N9-2 AND CONNECT UNDERGROUND TO THE SIGNAL CABINET.
10. FOR TRAFFIC COUNTS REFER TO SHEET 66C.
11. FOR SIGNALIZATION LEGEND, REFER TO TDOT STANDARD DRAWINGS R-L-3 AND R-L-4.

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET/SIDE	NORTHING	EASTING	GRD. ELEV. @ POLE	ARM LENGTH (FT)	FOOTING DEPTH (MIN. FT)	FOOTING DIA. (MIN. FT)
SP8 (1)	44+25	58.0 LT	658277.7175	2092933.5706	1045.2	ARM 1 = 45.0 ARM 2 = 65.0	15'-0"	4'-0" (2)
SP9 (1)	45+70	59.1 RT	658415.0596	2093059.5293	1043.3	70.0	15'-0"	4'-0" (2)

(1) POLE SHALL HAVE LUMINAIRE WITH 15' ARM (7' RISE) AT 42 FT MOUNTING HEIGHT .
(2) FOR 4 FT. DIA. FOUNDATION, SEE ESTIMATED FOUNDATION QUANTITIES SCHEDULE ON SHEET 66.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66E



UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNALIZATION LAYOUT

INTERSECTION AT BENNETT ROAD AND I-40 WB OFF RAMP B

SCALE: 1"= 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66F

*VOLUME - DENSITY TIMING (SECS)

PHASE	MIN GREEN (INITIAL INTERVAL)	MAX INITIAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MINIMUM GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MAX I	MAX II	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
6	15	26	2	4	3	9	9	45	–	4	2			–	L

* BASED ON V=45 MPH AND D=285' (D=DISTANCE OF VOLUME-DESNITY LOOP FROM STOP BAR)

BASIC OR FULLY ACTUATED TIMINGS (SECS)

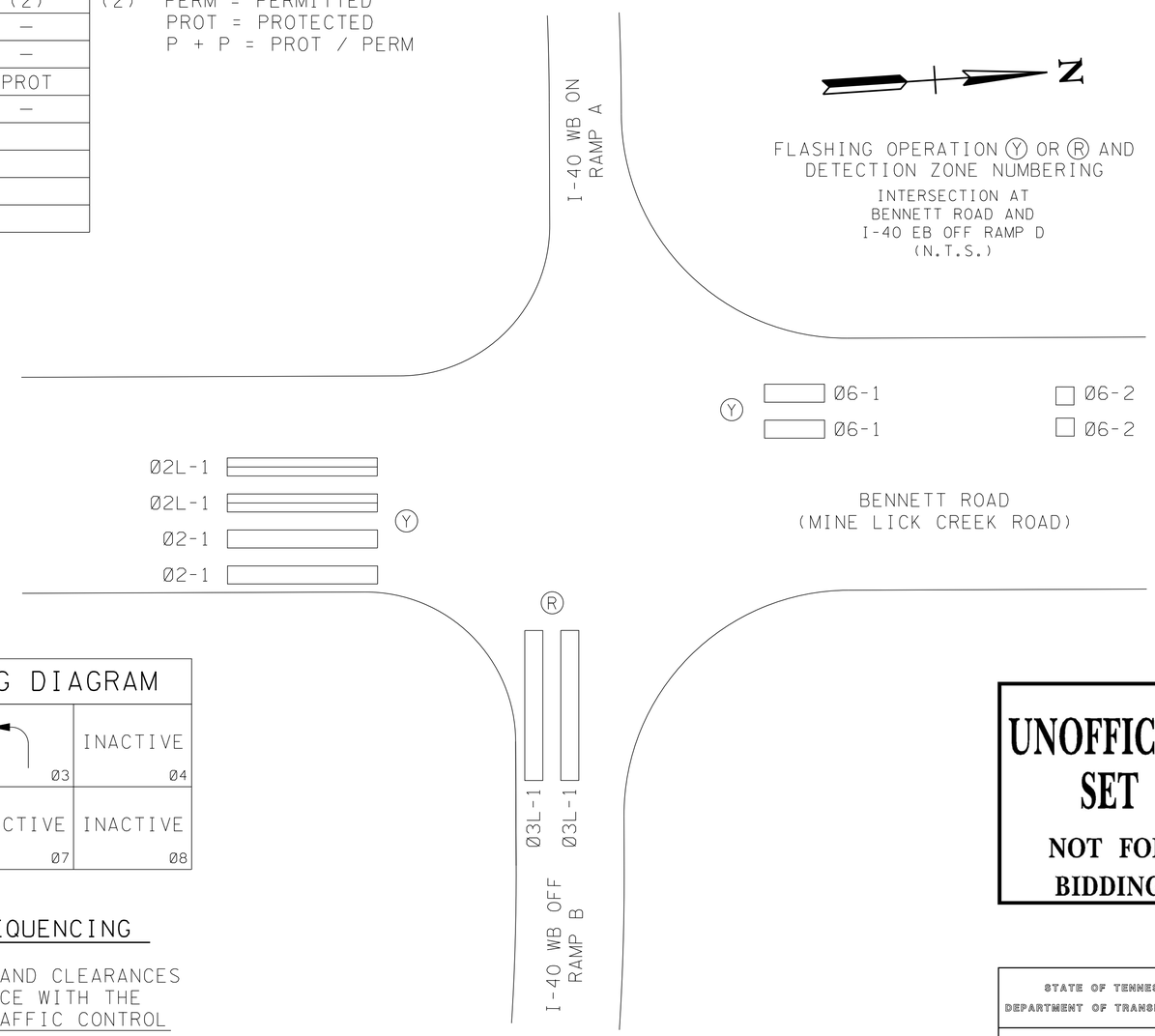
PHASE	MIN GREEN (INITIAL INTERVAL)	VEHICLE INTERVAL	MAX I (AM)	MAX II (PM)	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT-TURN OPERATION (2)
					YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
2	6	2.0	48	53	4	2				NL	–
3	6	2.0	32	27	4	2			–	NL	–
5	4	2.0	15	24	3	1			–	NL	PROT
6	6	2.0	33	29	4	2			–	NL	–

(1) NL = NONLOCK
L = LOCK

(2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT / PERM

MAX I AND II = PHASE LENGTH GREEN TIME + CLEARANCE TIME

THESE TIMINGS ARE INITIAL AND SHOULD BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.



FLASHING OPERATION (Y) OR (R) AND DETECTION ZONE NUMBERING

INTERSECTION AT
BENNETT ROAD AND
I-40 EB OFF RAMP D
(N.T.S.)

LOOP & AMP ASSIGNMENTS

DETECTOR LOOP NO.	DETECTOR NO.	LOOP LENGTH	AMP MODE	ASSOC. PHASE
Ø2-1	1	2 @ 50	PRES	2
Ø3L-1	2	2 @ 50	PRES	3
*Ø2L-1	3	2 @ 50	PRES	5
Ø6-1	4	2 @ 20	PRES	6
Ø6-2	5	2 @ 6	PULSE	6

* SHALL BE A QUADROPOLE.

ALL LOOPS ARE 6' IN WIDTH AND CENTERED IN THE TRAFFIC LANE.

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

DETECTOR LOOP NUMBERS CORRESPOND WITH INPUT PHASE NUMBERS.

REFER TO TDOT STD. DWG T-SG-3 FOR NUMBER OF LOOP TURNS REQUIRED FOR EACH DETECTOR LOOP.

SIGNAL PHASING DIAGRAM

INACTIVE Ø1	Ø2	Ø3	INACTIVE Ø4
LEAD Ø5	LAG Ø6	INACTIVE Ø7	INACTIVE Ø8

EIGHT PHASE SEQUENCING

ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FULL SKIP CAPABILITY

UNOFFICIAL SET

NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

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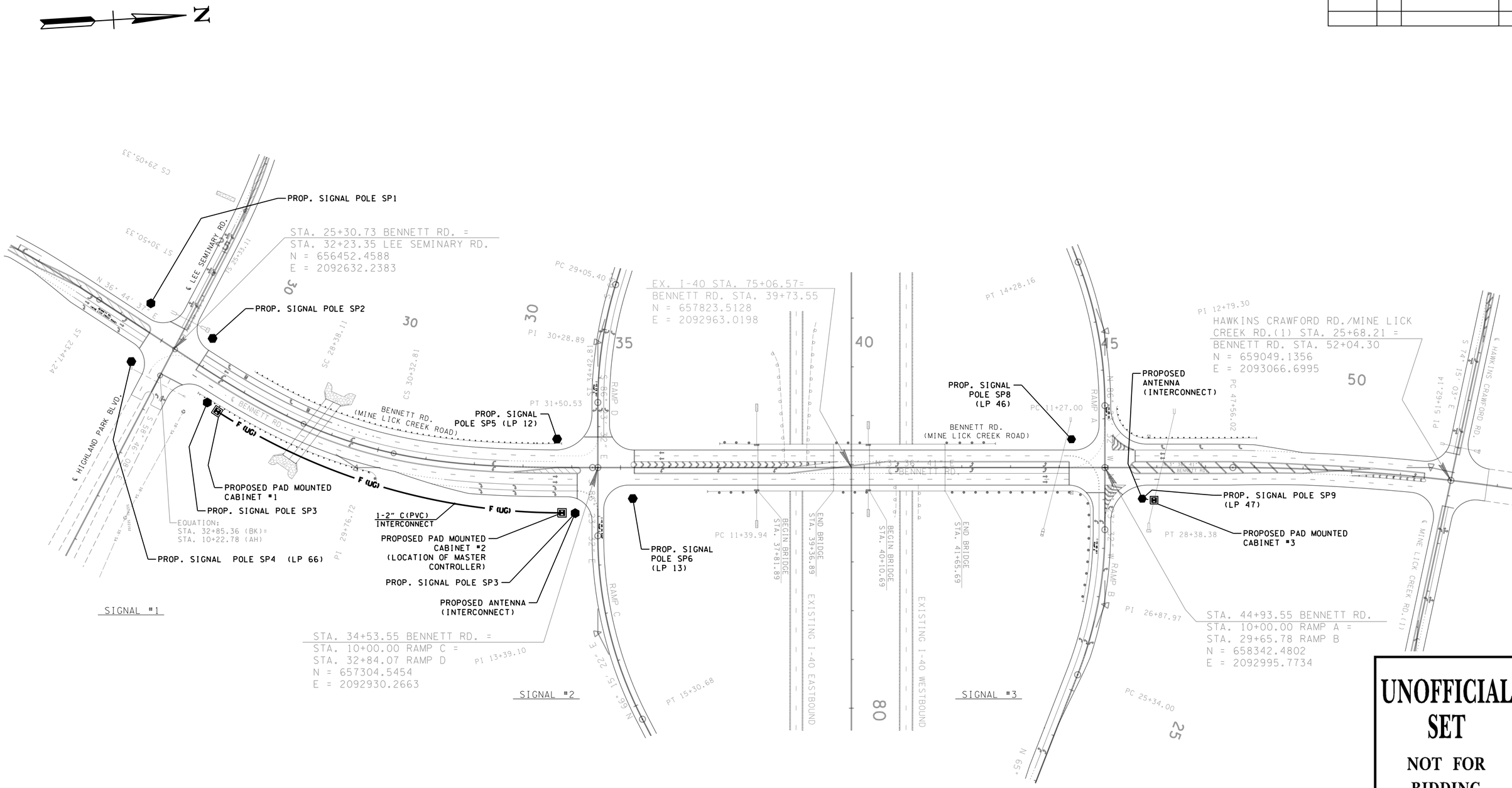
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	NH-I-40-6(130)	66G



NOTES:

1. THE THREE SIGNALS SHALL BE INTERCONNECTED AS FOLLOWS:

   A. SIGNALS 1 AND 2 SHALL BE INTERCONNECTED VIA FIBER OPTIC CABLE. THE FIBER CABLE SHALL BE 6-SINGLE MODE & 6-MULTI-MODE HYBRID CABLE.

   B. SIGNALS 2 AND 3 SHALL BE INTERCONNECTED VIA RADIO CONTROL OPERATION.

2. CABINETS AND CONTROLLERS MUST HAVE ALL APPURTENANCES TO PROVIDE A COMPLETE AND FUNCTIONAL INTERCONNECT SYSTEM VIA FIBER OPTIC AND RADIO CONTROL.

3. THE RADIO CONTROL INTERCONNECT SYSTEM SHALL HAVE SURGE PROTECTION.

4. THE RADIO CONTROL EQUIPMENT SHALL BE COMPATIBLE WITH THE PROPOSED CONTROLLER EQUIPMENT, USE SIEMENS LATEST MODEL 52.

5. THE MASTER CONTROLLER SHALL BE HOUSED IN THE PROPOSED PAD MOUNTED CONTROL CABINET #2.

6. CONTRACTOR SHALL ENSURE RADIO COMMUNICATION BETWEEN THE INTERSECTIONS FUNCTIONS PROPERLY.

7. FOR CURVE DATA REFER TO INTERCHANGE ALIGNMENT SHEET 4.

UNOFFICIAL SET

NOT FOR BIDDING

ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000749 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INTERCONNECT LAYOUT

SCALE: 1"=100'

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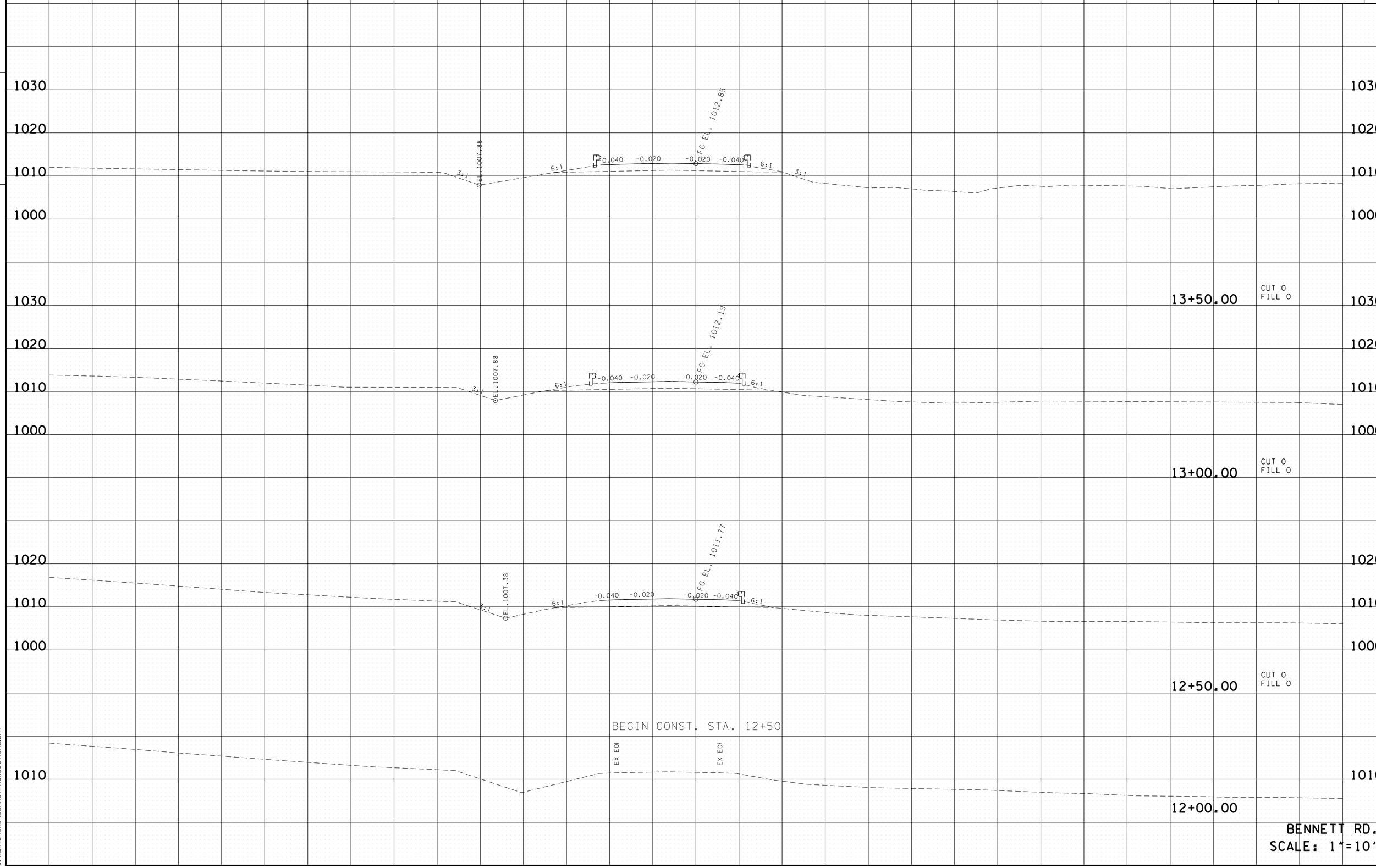
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	100
CONST.	2015	NH-I-40-6 (130)	100

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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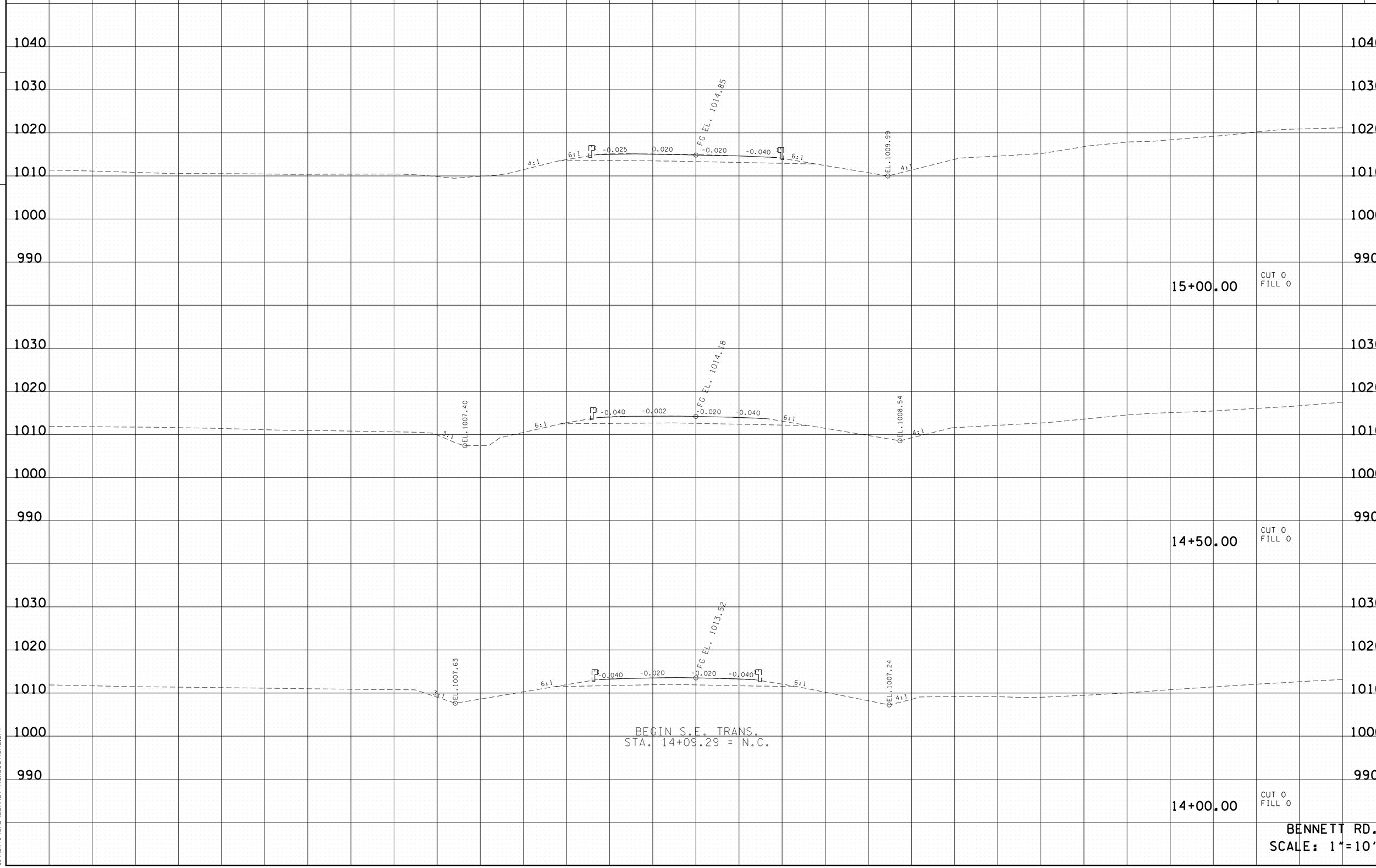
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	101
CONST.	2015	NH-I-40-6 (130)	101

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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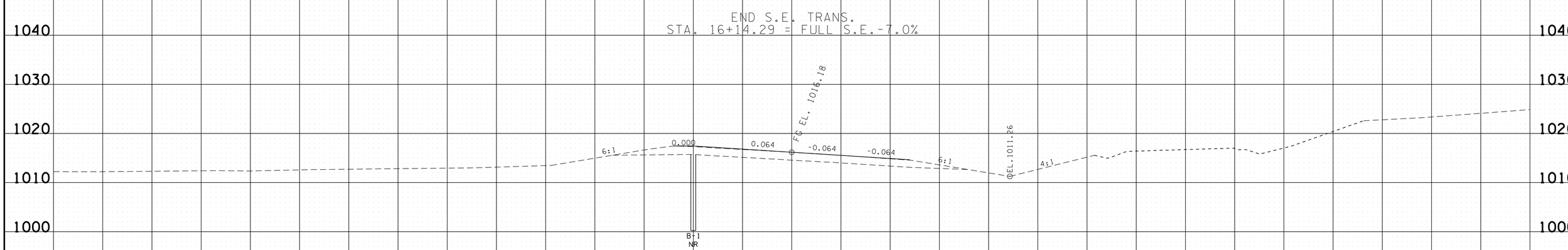
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	102
CONST.	2015	NH-I-40-6 (130)	102

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

END S.E. TRANS.
STA. 16+14.29 = FULL S.E.-7.0%



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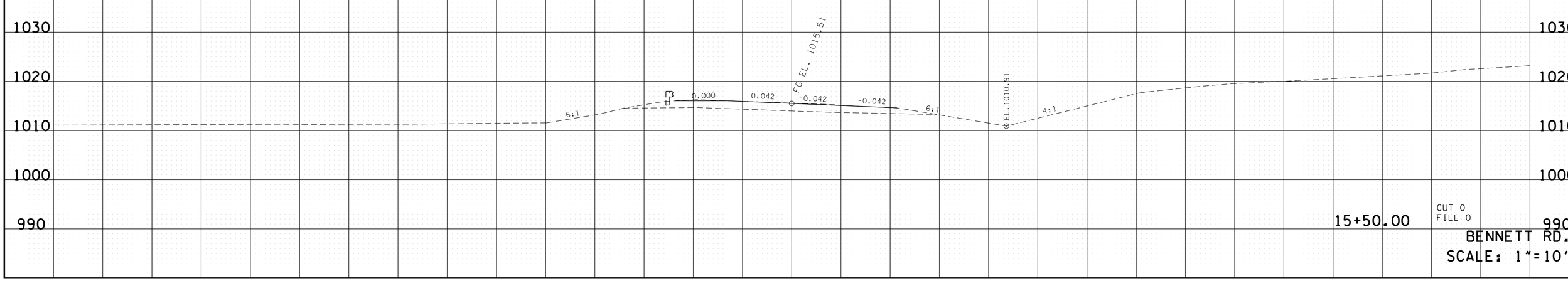
CUT 0
FILL 0



15+50.00

CUT 0
FILL 0

BENNETT RD.
SCALE: 1"=10'

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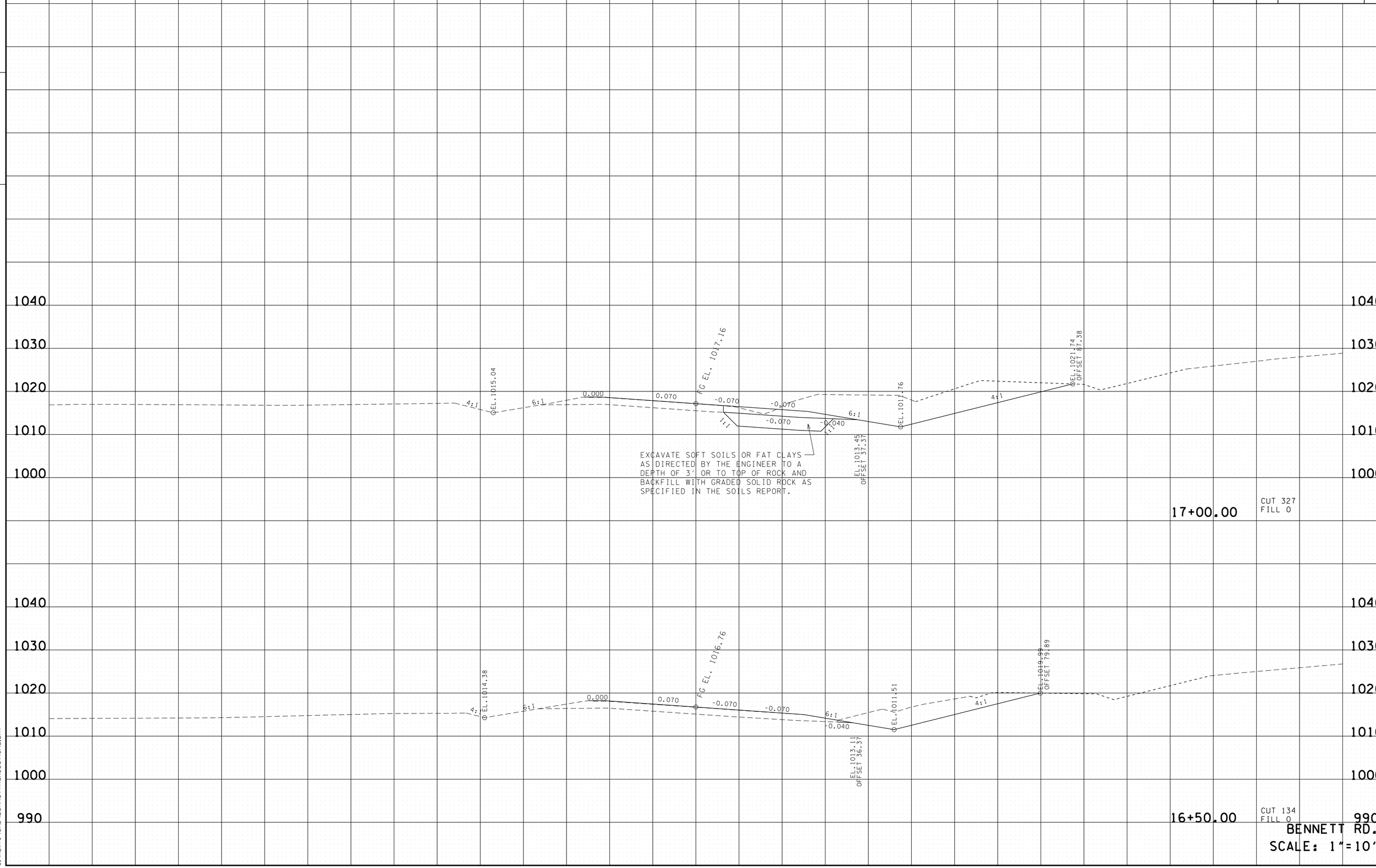
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	103
CONST.	2015	NH-I-40-6 (130)	103

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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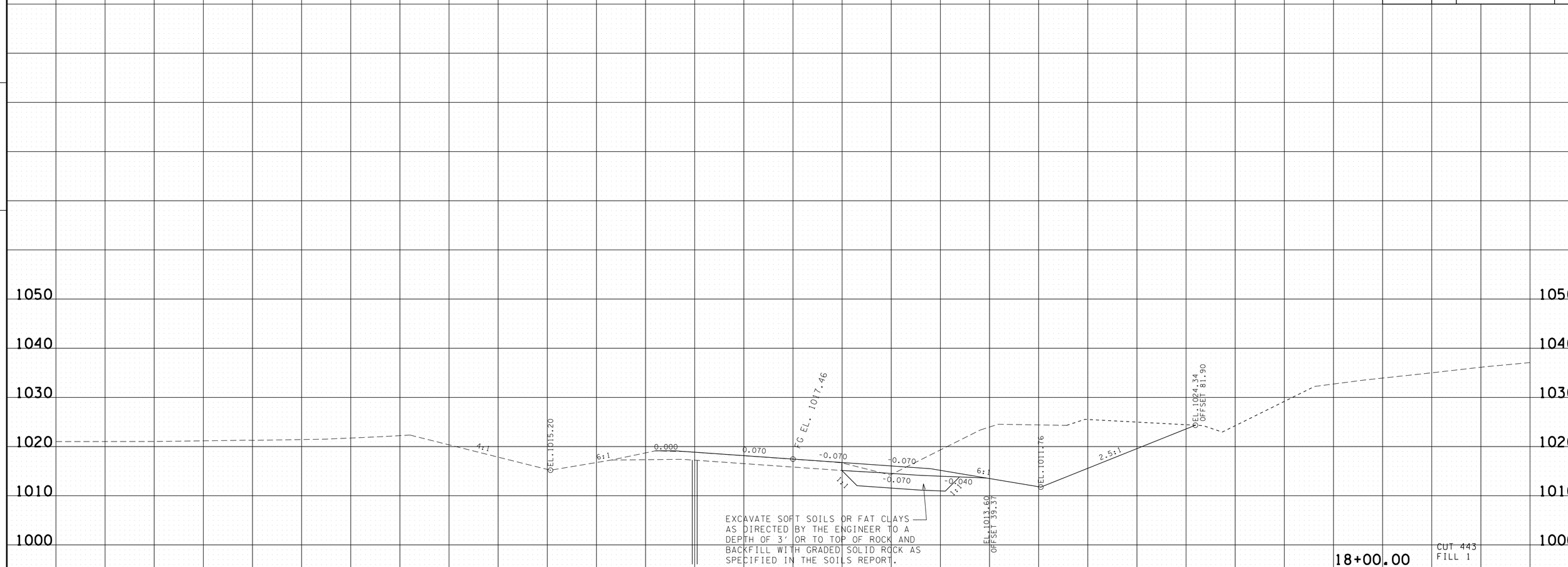
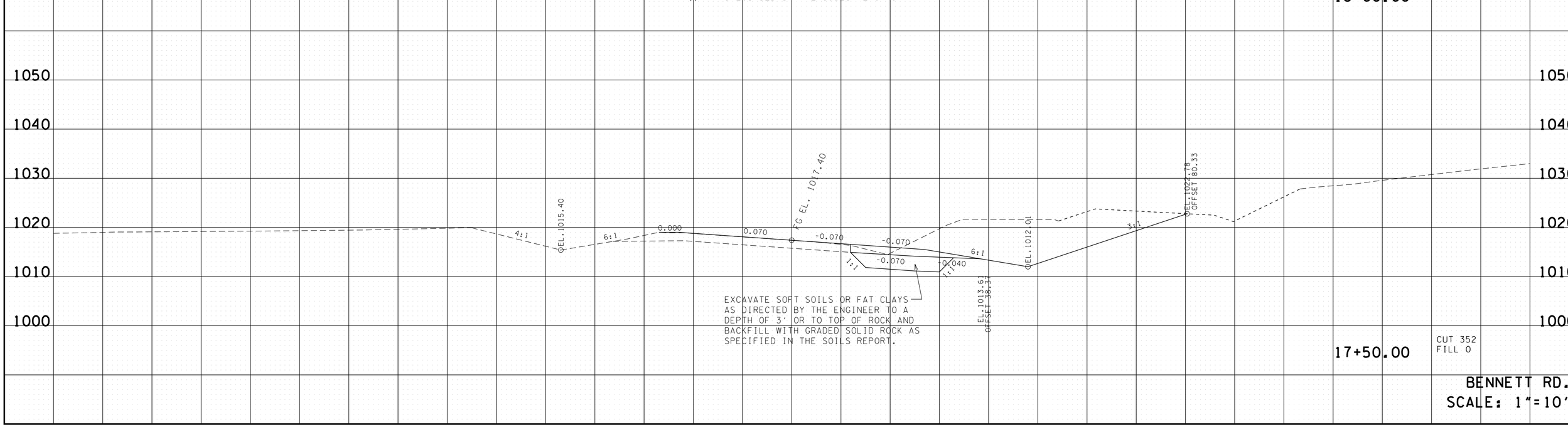
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	104
CONST.	2015	NH-I-40-6 (130)	104

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





BENNETT RD.
SCALE: 1"=10'

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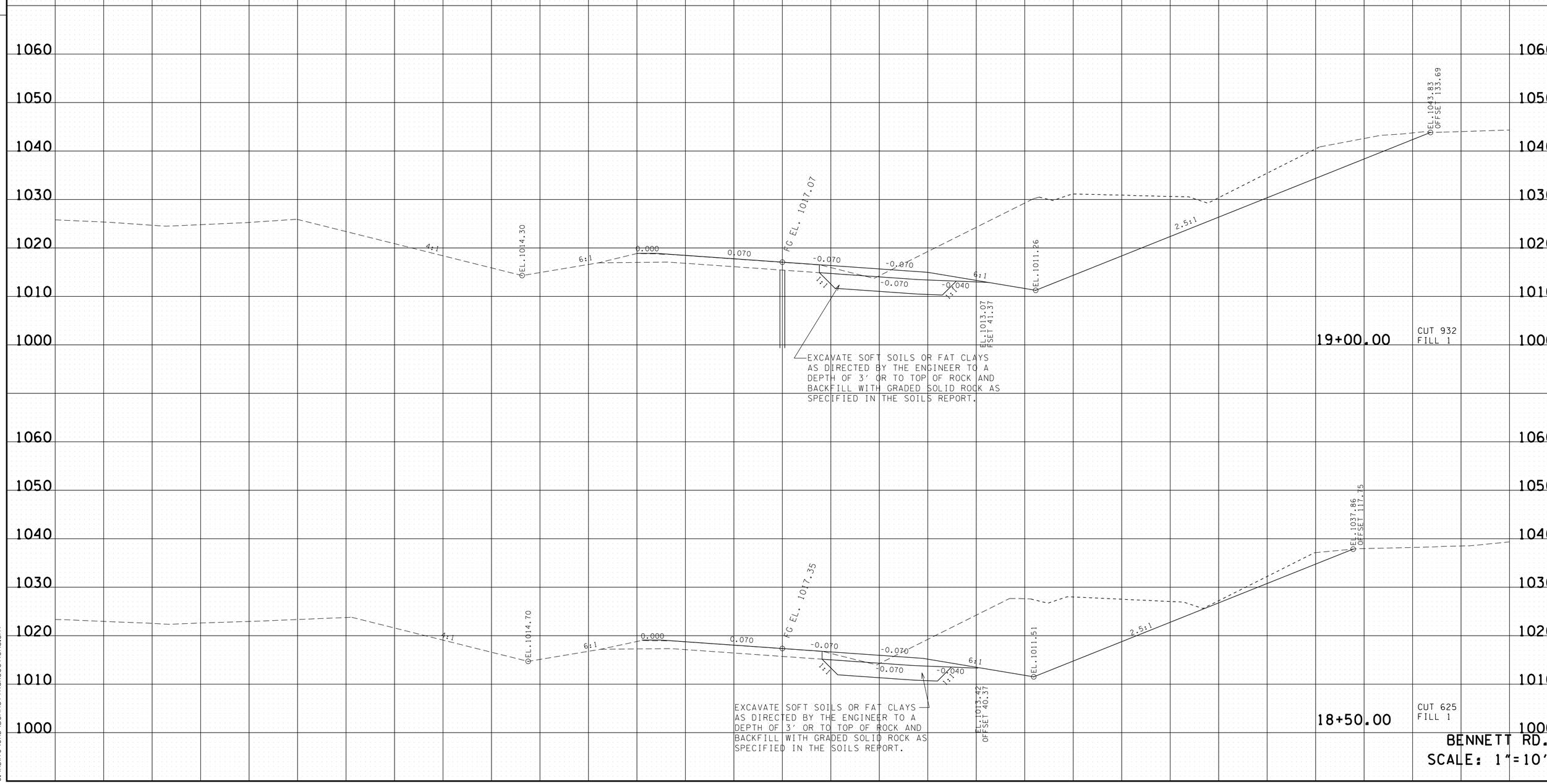
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	105
CONST.	2015	NH-I-40-6 (130)	105

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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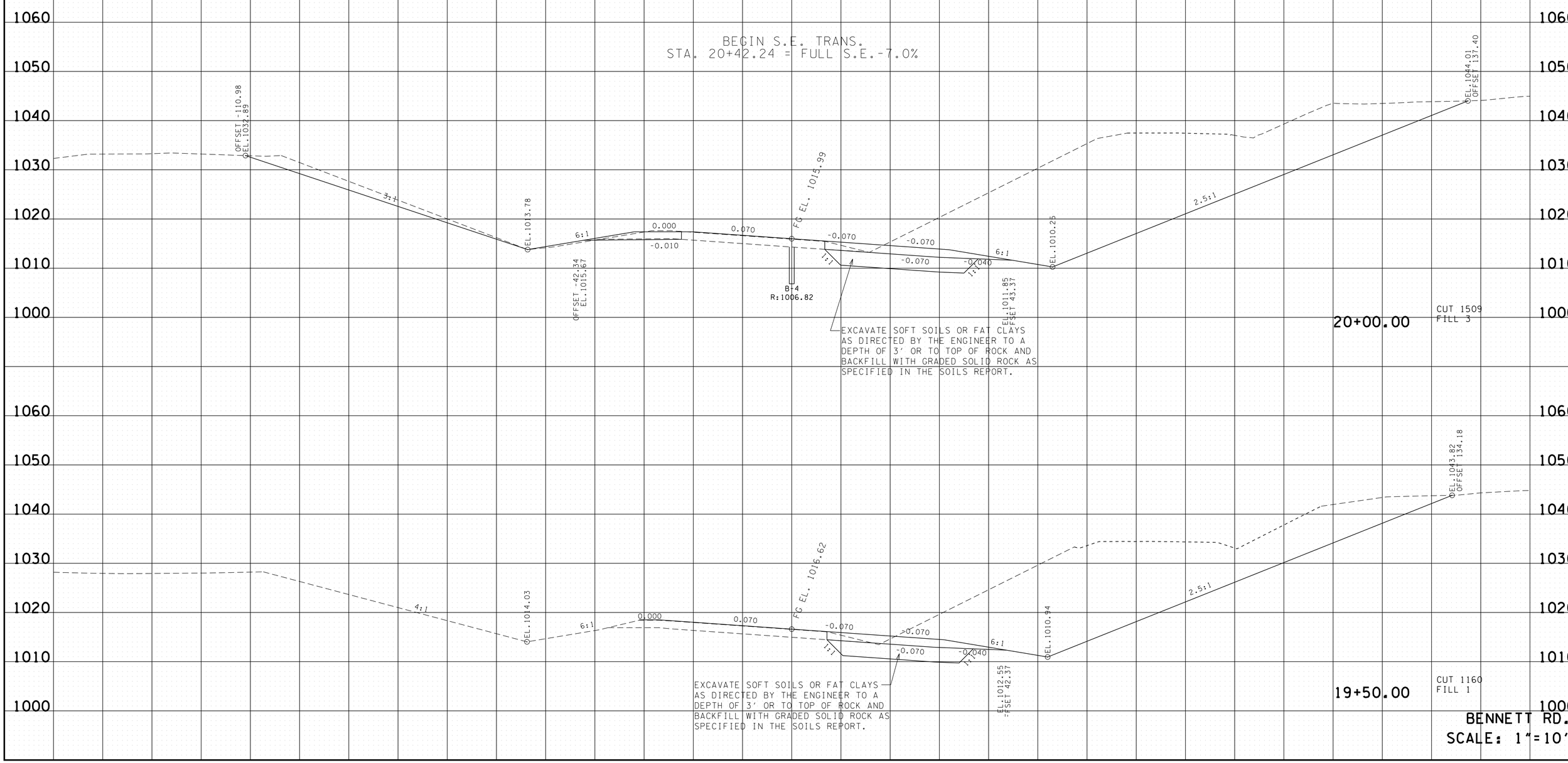
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	106
CONST.	2015	NH-I-40-6 (130)	106

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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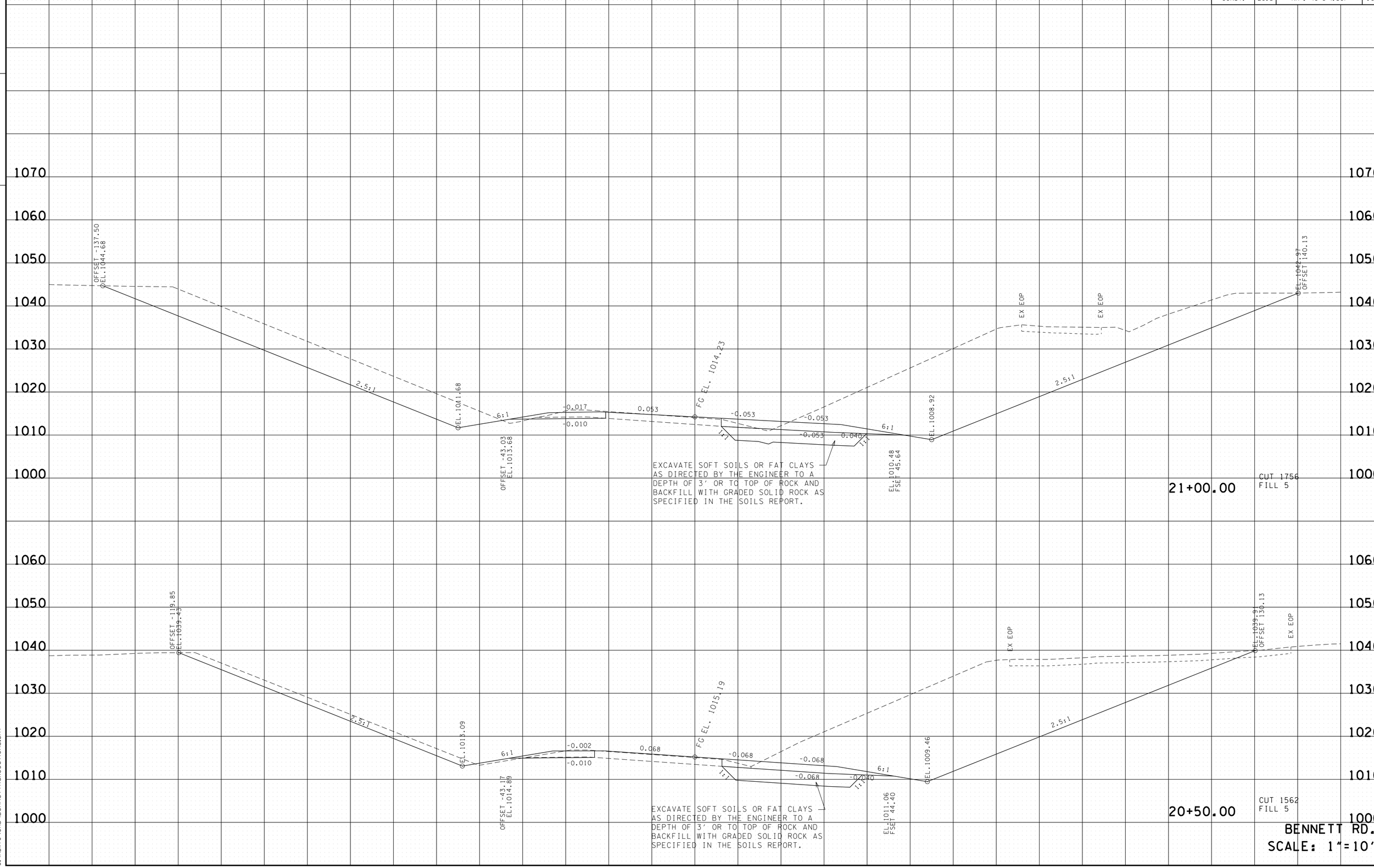
G:\HDI170\CAD\BennettRdXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	107
CONST.	2015	NH-I-40-6 (130)	107

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
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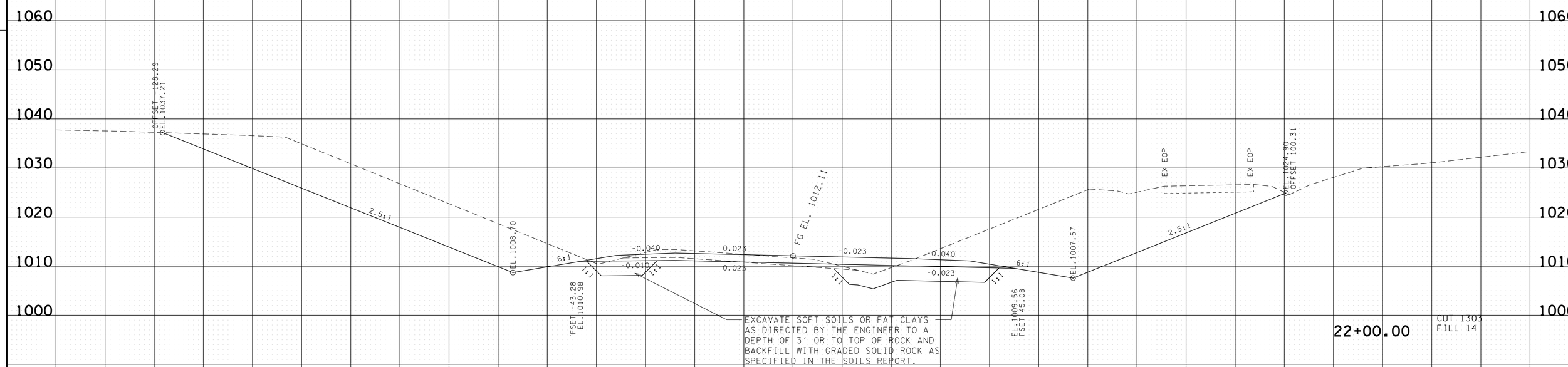
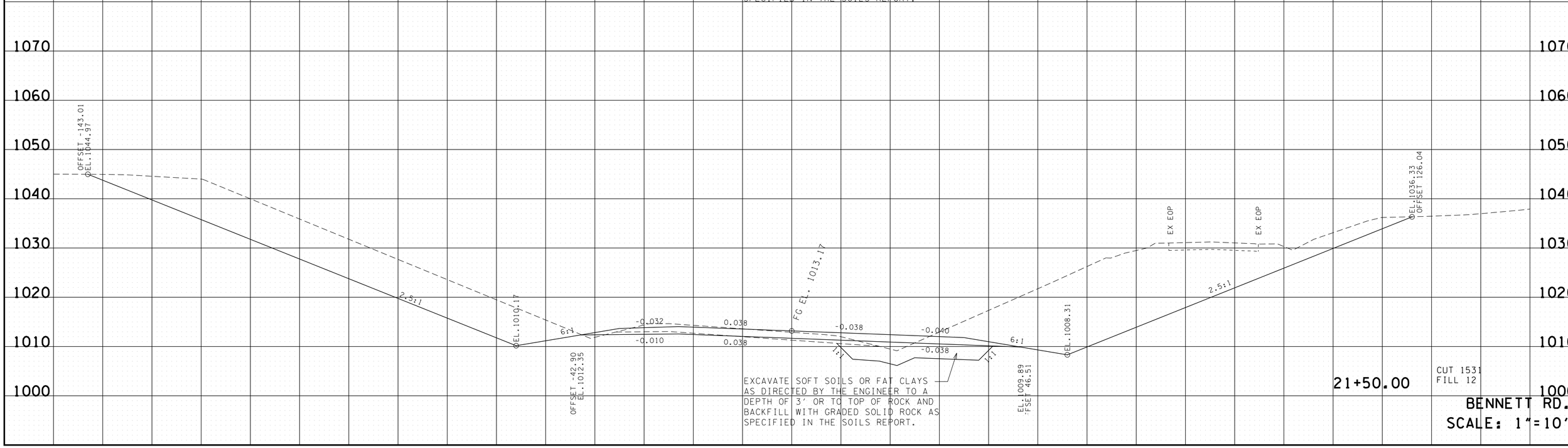
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	108
CONST.	2015	NH-I-40-6 (130)	108

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.





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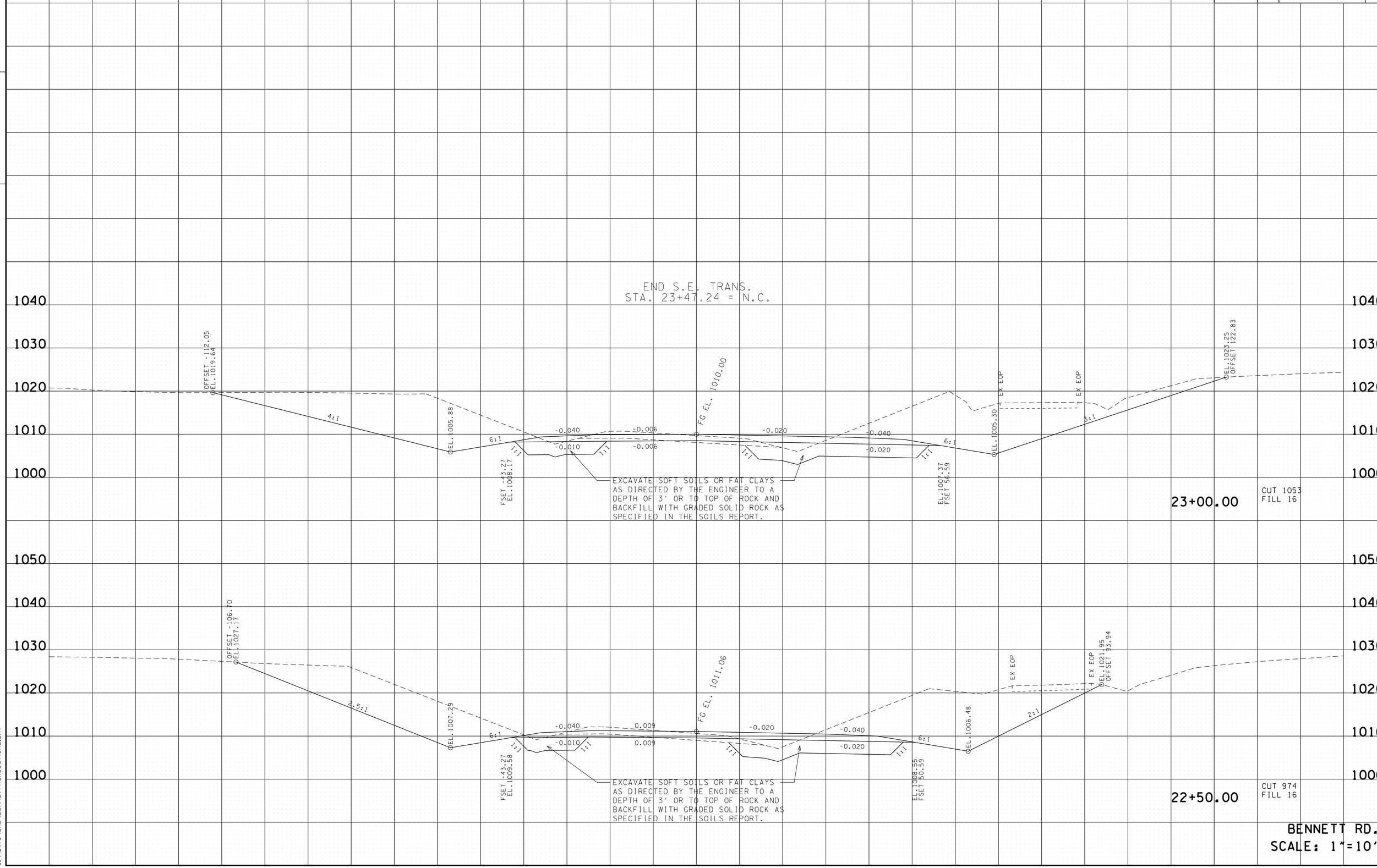
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	109
CONST.	2015	NH-I-40-6 (130)	109

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

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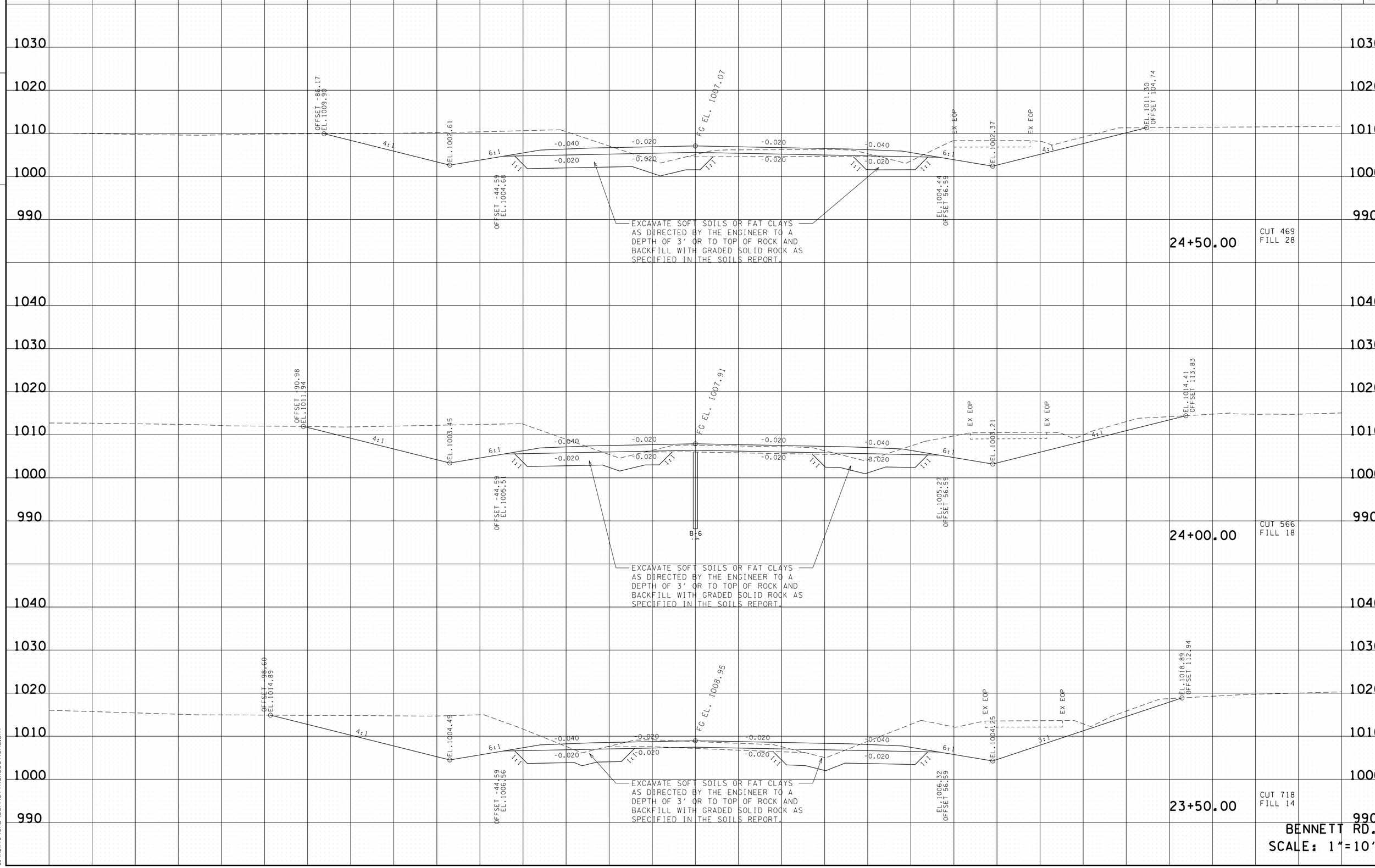
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	110
CONST.	2015	NH-I-40-6 (130)	110

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



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SCALE: 1"=10'

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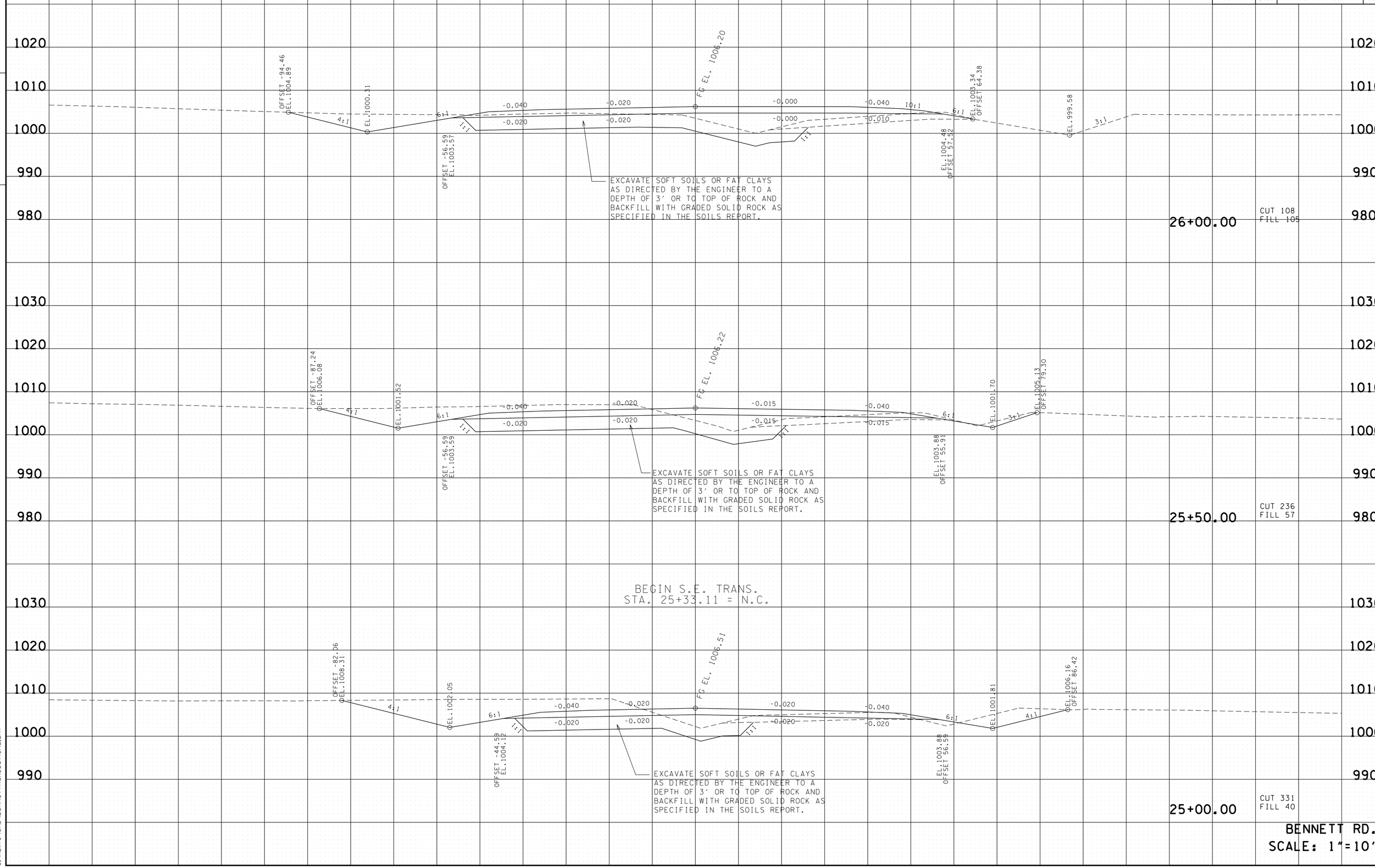
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	111
CONST.	2015	NH-I-40-6 (130)	111

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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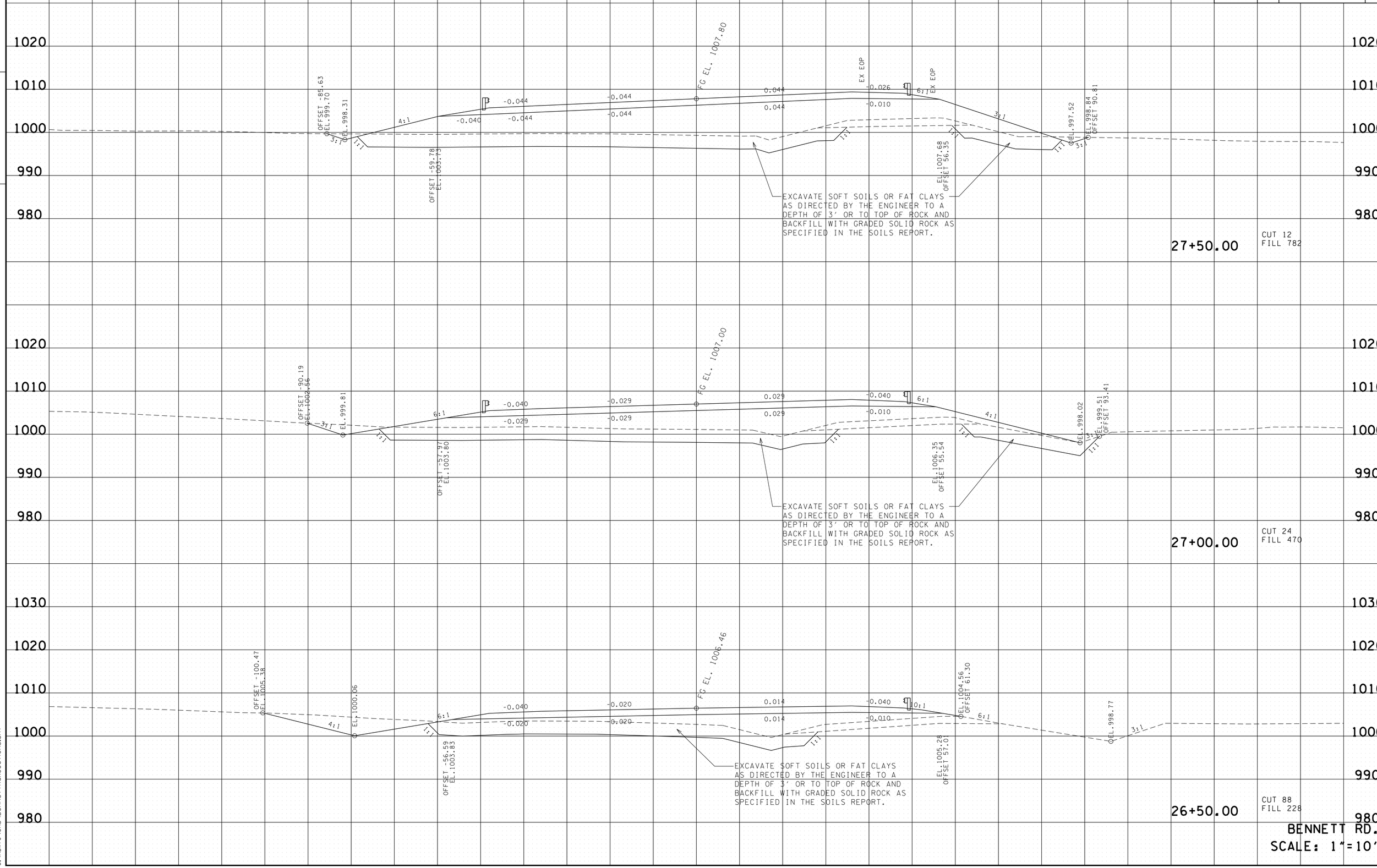
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	112
CONST.	2015	NH-I-40-6 (130)	112

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



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SCALE: 1"=10'

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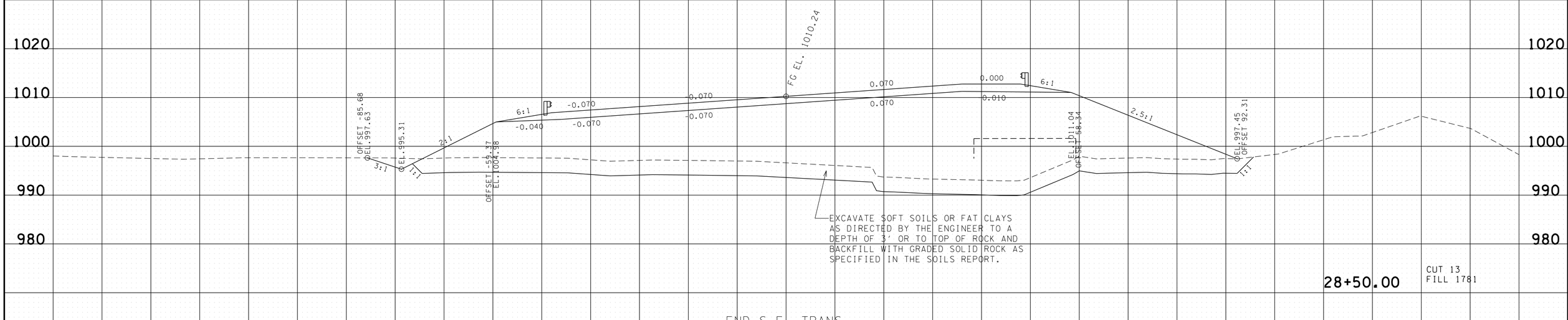
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	113
CONST.	2015	NH-I-40-6 (130)	113

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

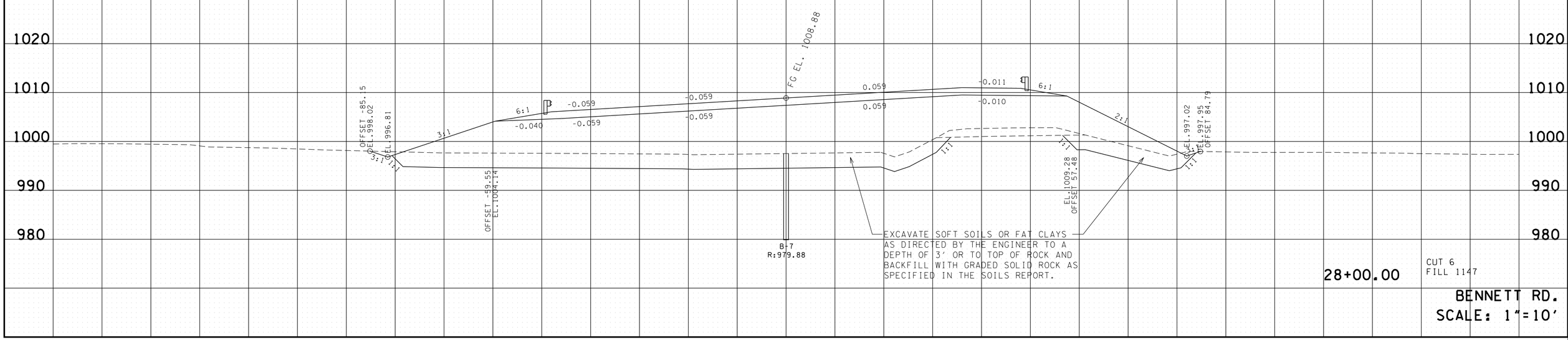
STATION 28+60.00
STRUCTURE 148' OF 2 @ 16' X 9' CONC. BOX CULV.
SKEW 75° LT.



28+50.00

CUT 13
FILL 1781

END S.E. TRANS.
STA. 28+38.11 = FULL S.E.-7.0%



28+00.00

CUT 6
FILL 1147

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

BENNETT RD.
SCALE: 1"=10'

4/23/2015 10:46:43 AM
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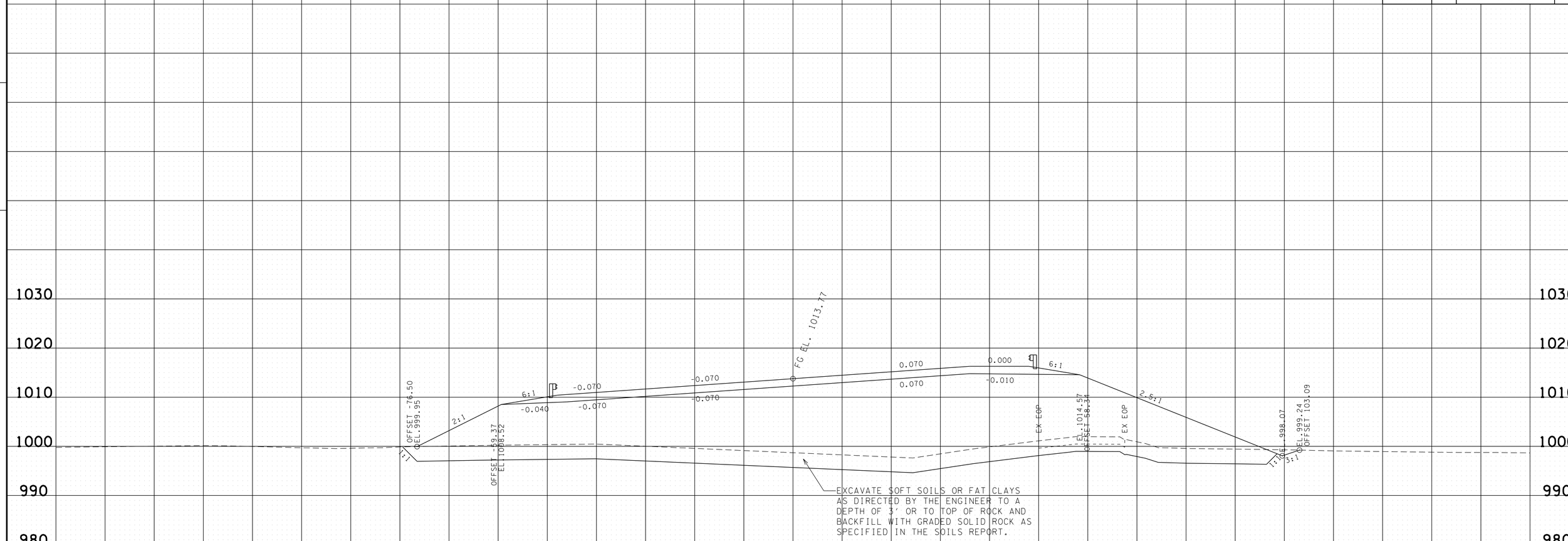
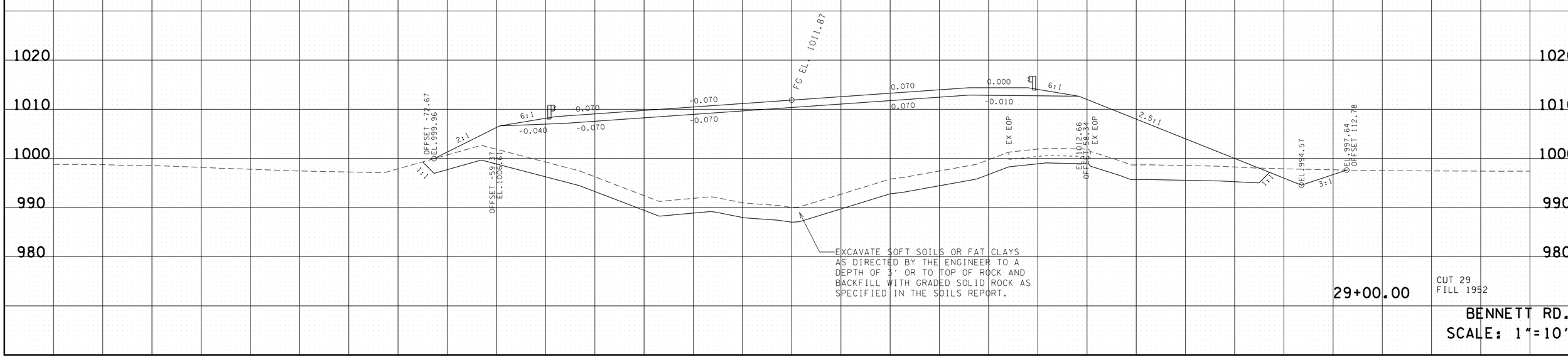
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	114
CONST.	2015	NH-I-40-6 (130)	114

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





BENNETT RD.
SCALE: 1"=10'

4/23/2015 10:46:45 AM
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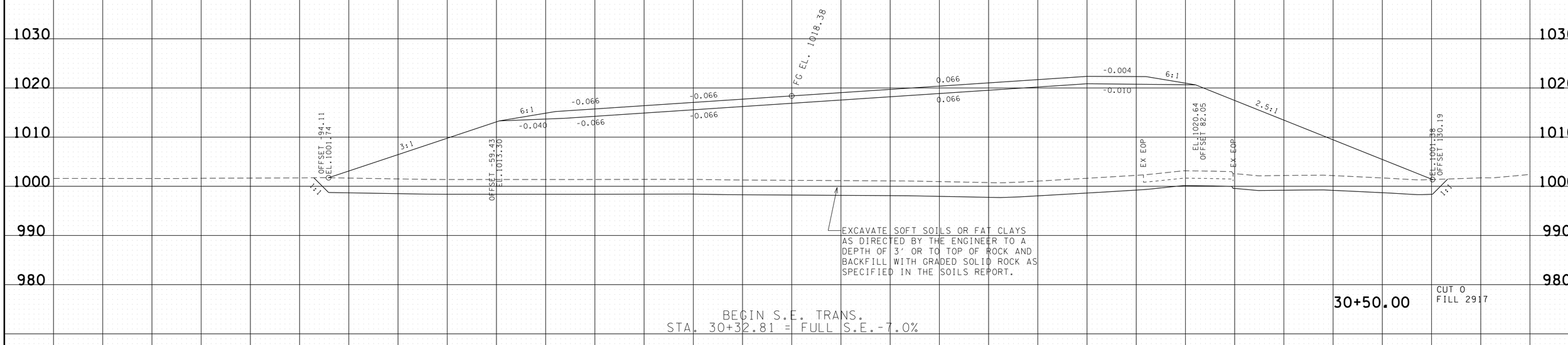
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	115
CONST.	2015	NH-I-40-6 (130)	115

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BEGIN S.E. TRANS.
STA. 30+32.81 = FULL S.E.-7.0%

30+50.00

CUT 0
FILL 2917

30+00.00

CUT 0
FILL 2112

BENNETT RD.
SCALE: 1"=10'

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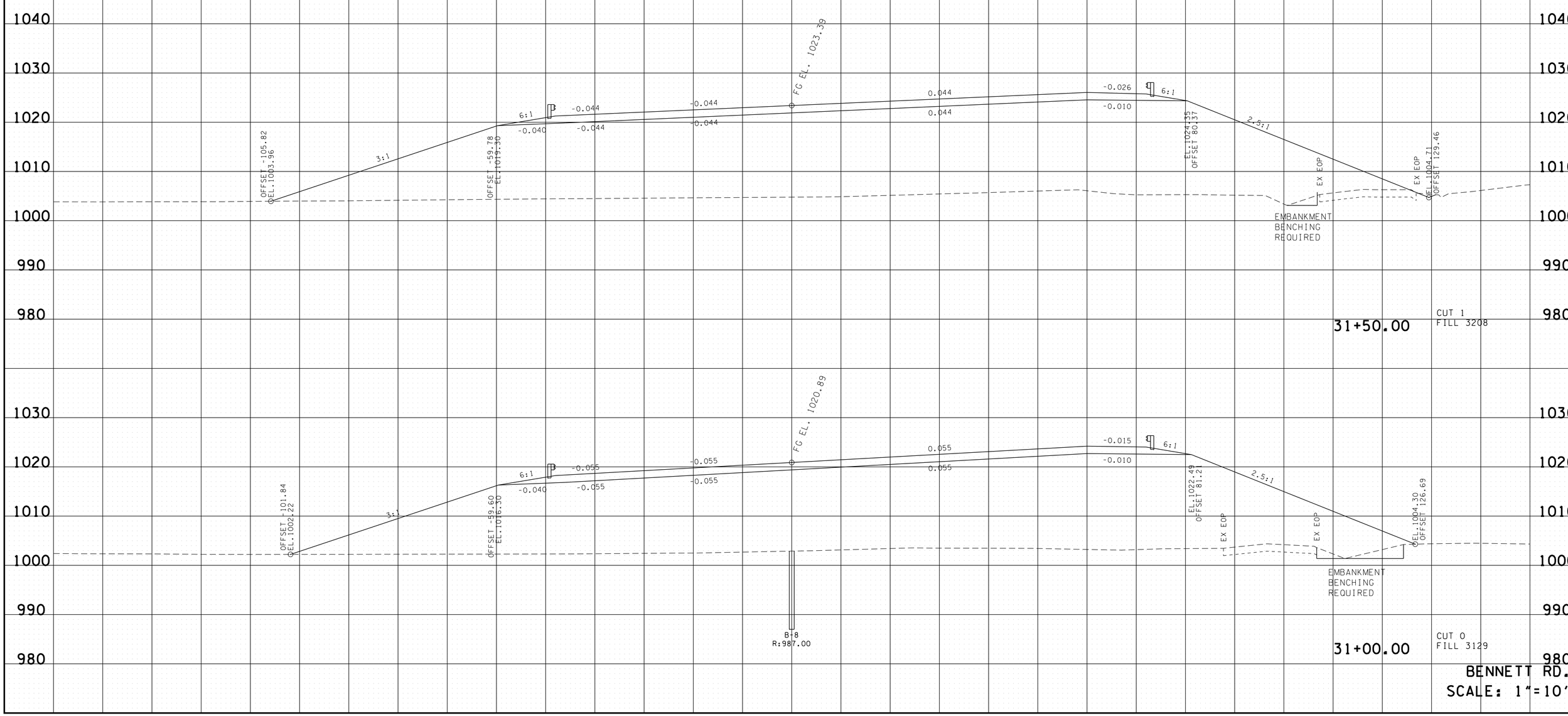
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	116
CONST.	2015	NH-I-40-6 (130)	116

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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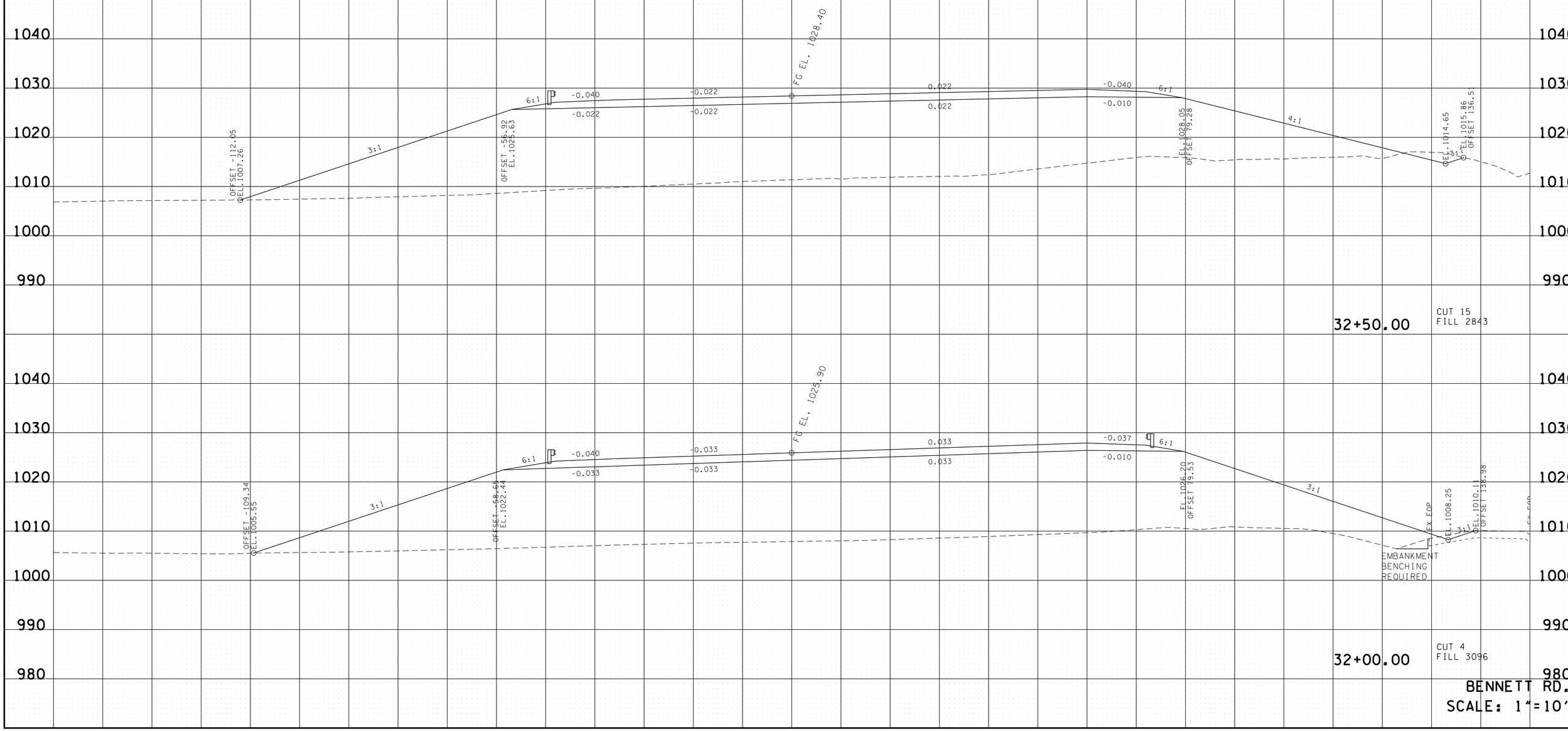
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	117
CONST.	2015	NH-I-40-6 (130)	117

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

4/23/2015 10:46:51 AM
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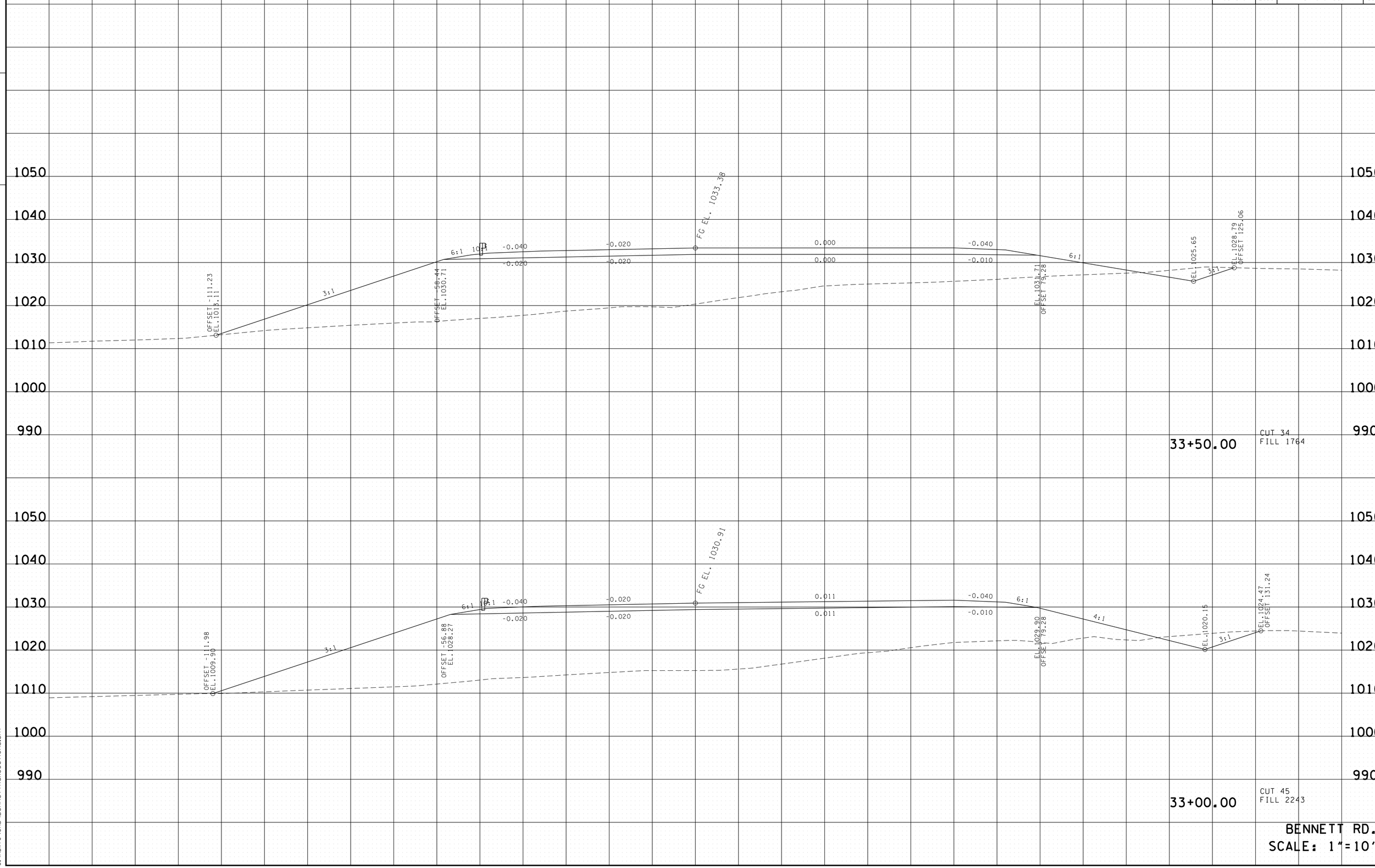
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	118
CONST.	2015	NH-I-40-6 (130)	118

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

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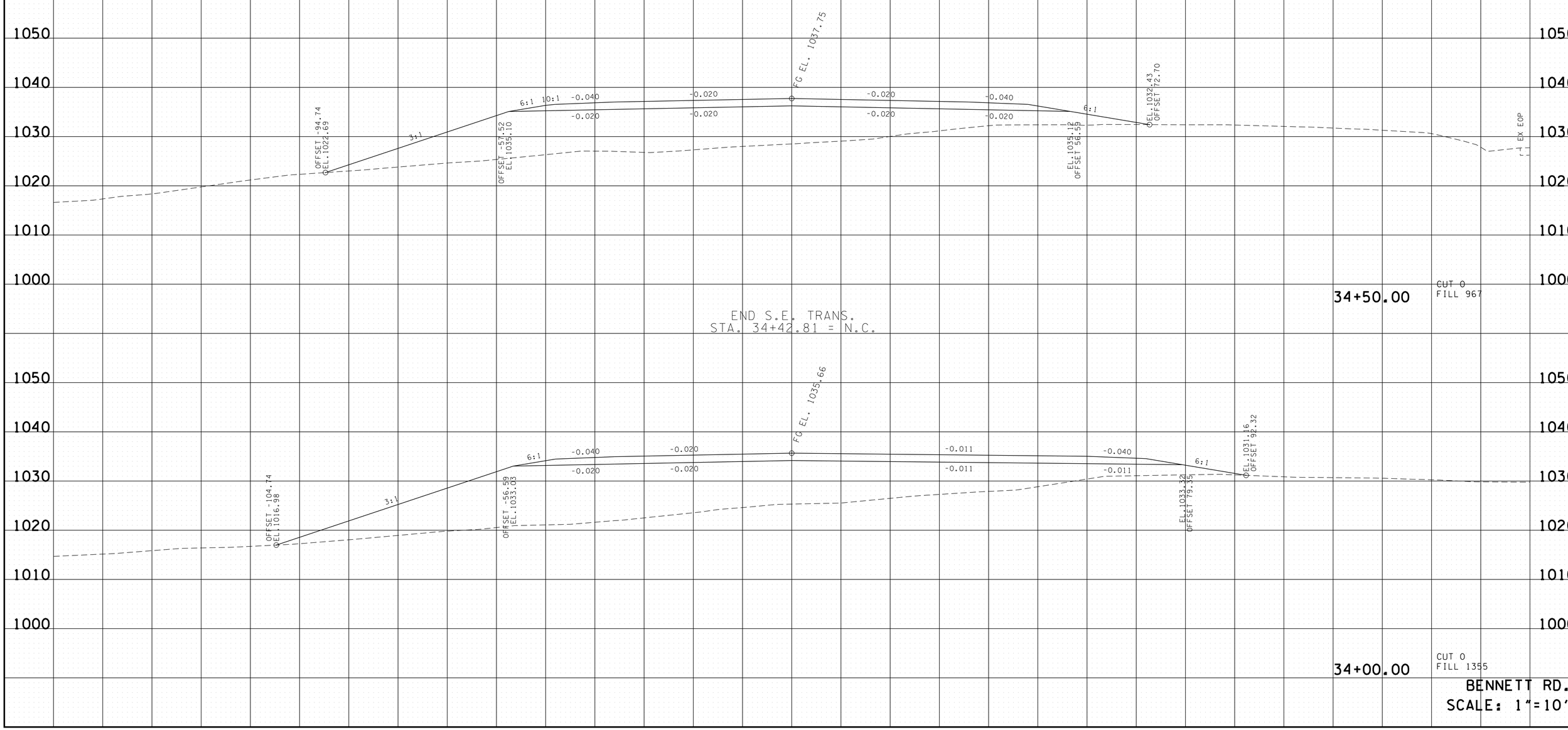
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	119
CONST.	2015	NH-I-40-6 (130)	119

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

4/23/2015 10:46:55 AM
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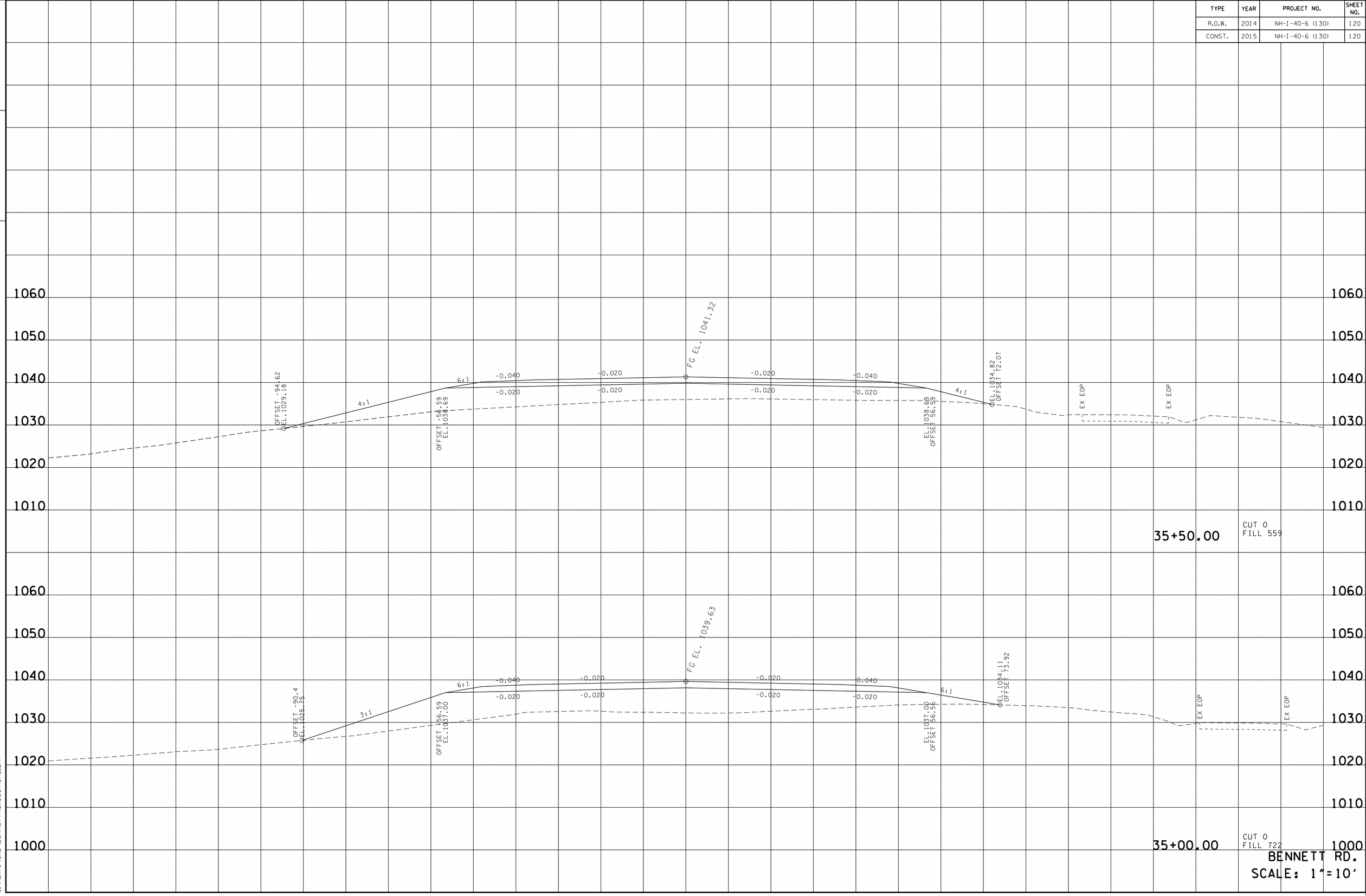
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	120
CONST.	2015	NH-I-40-6 (130)	120

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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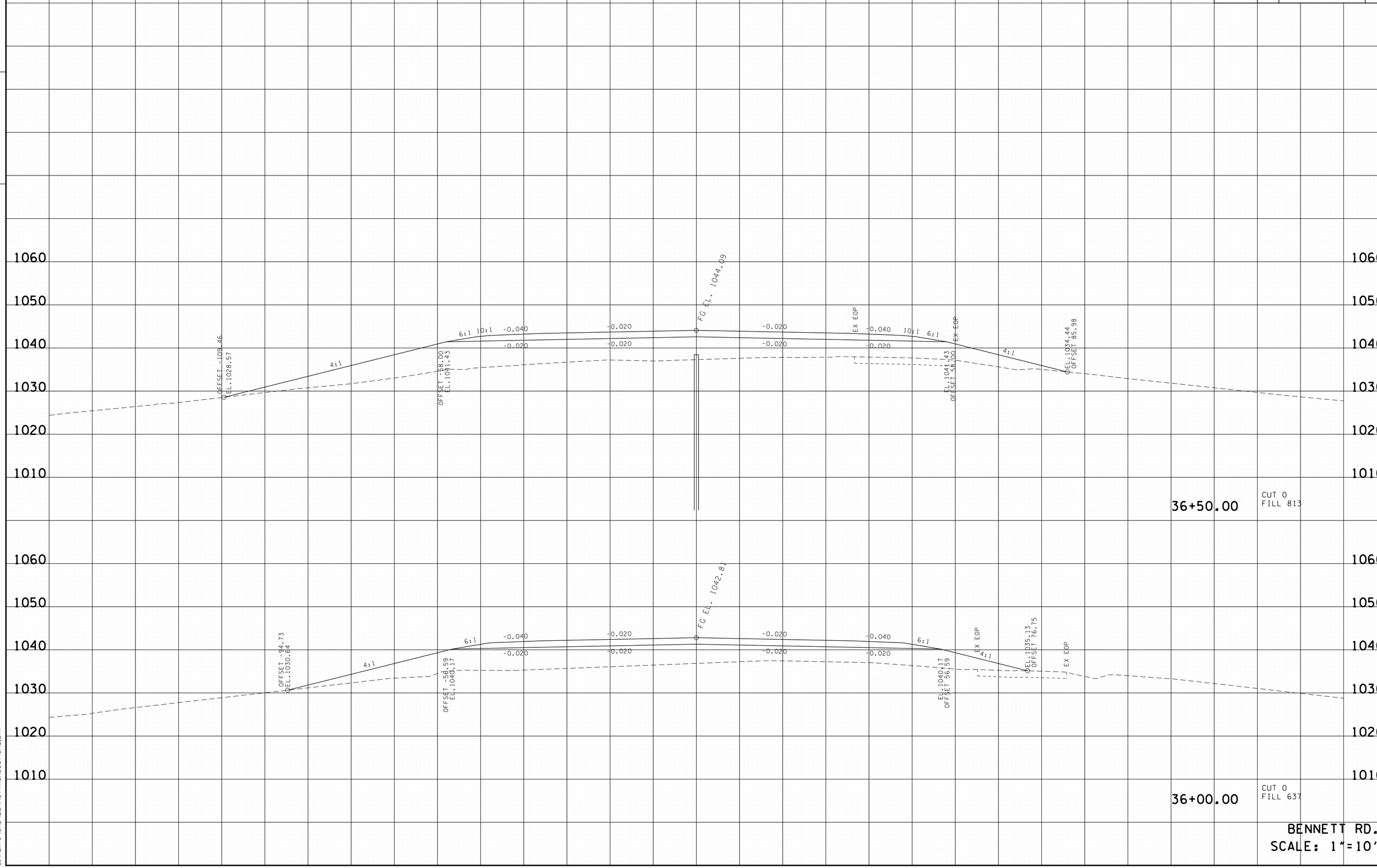
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	121
CONST.	2015	NH-I-40-6 (130)	121

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

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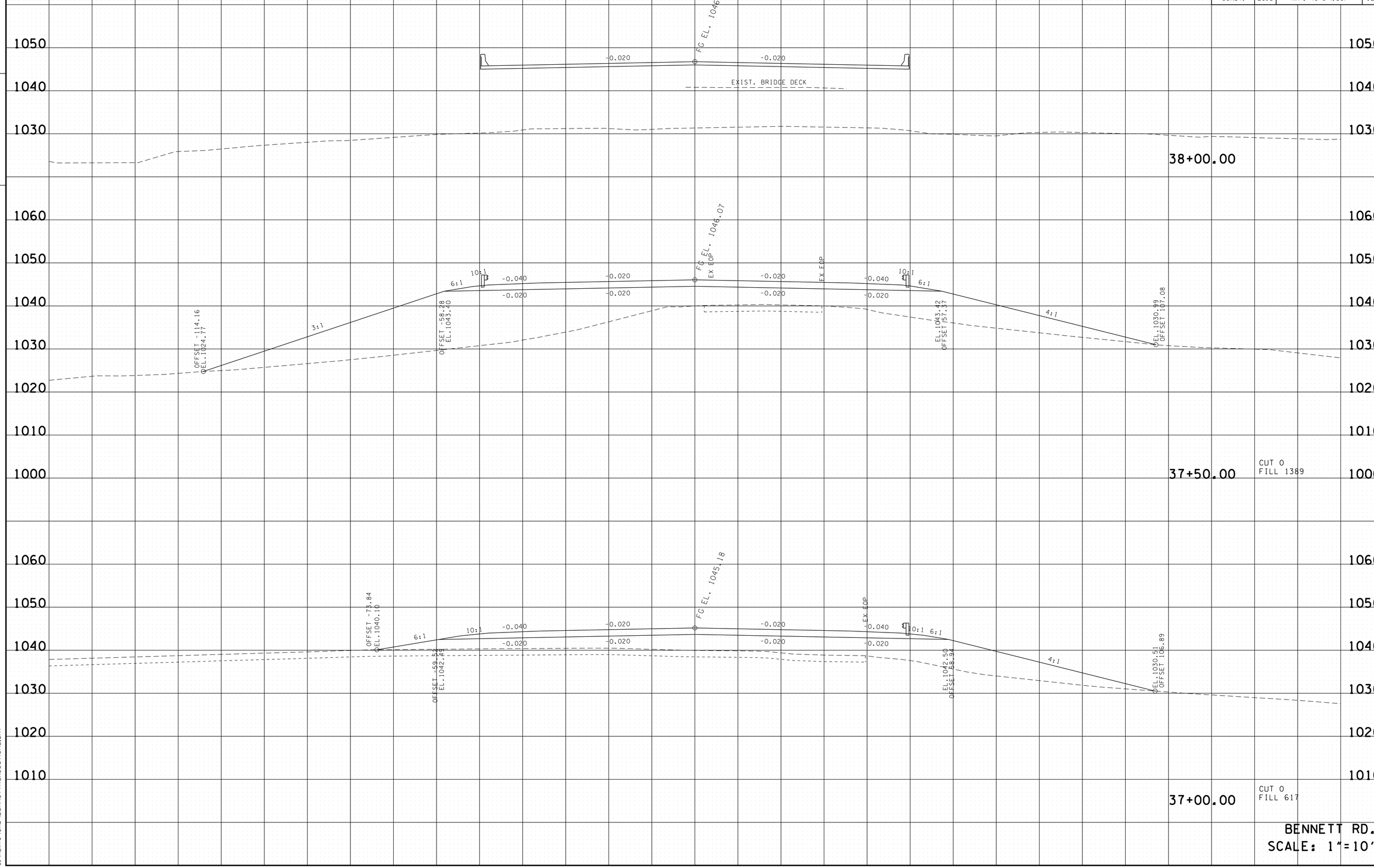
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	122
CONST.	2015	NH-I-40-6 (130)	122

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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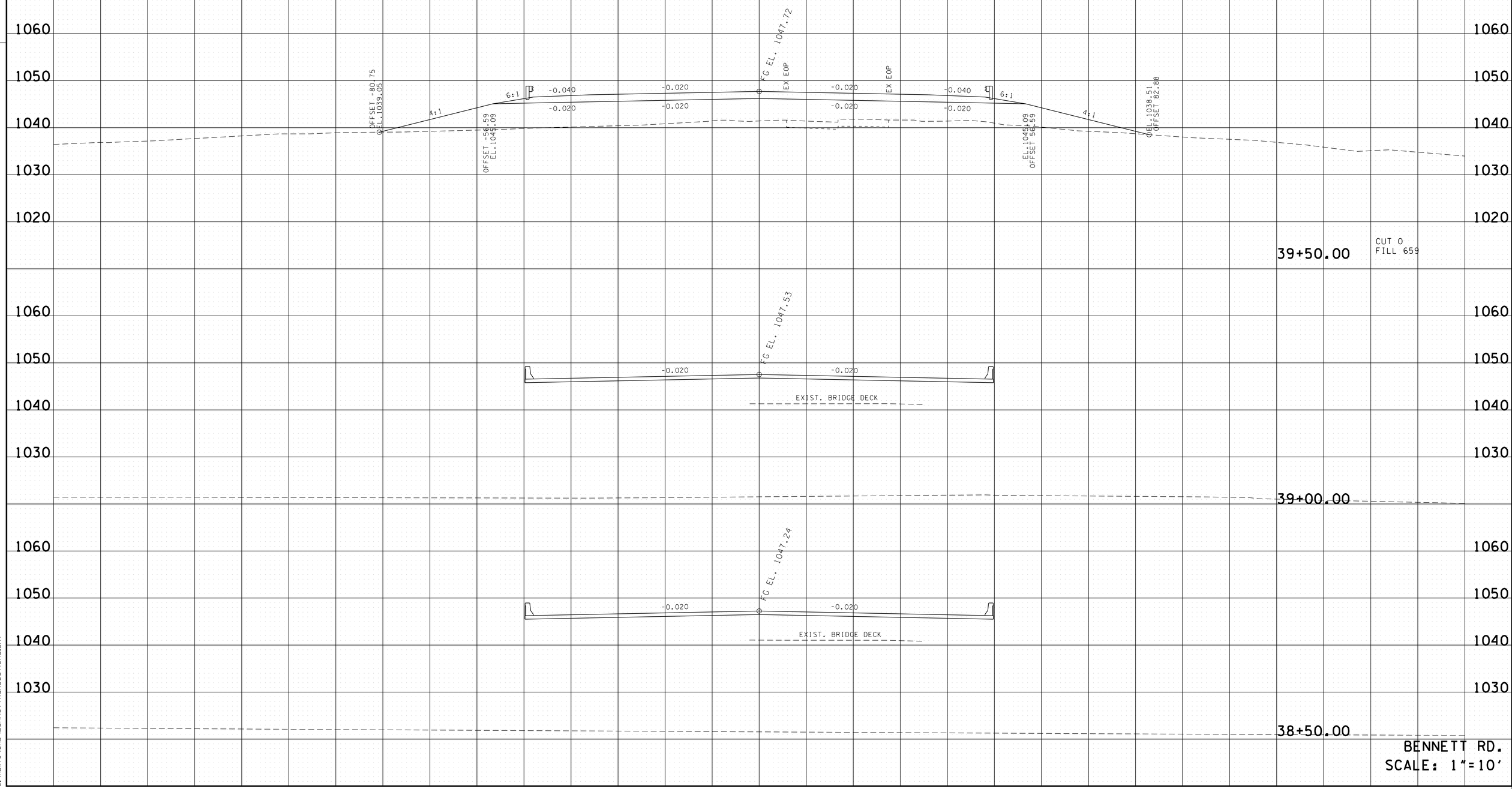
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	123
CONST.	2015	NH-I-40-6 (130)	123

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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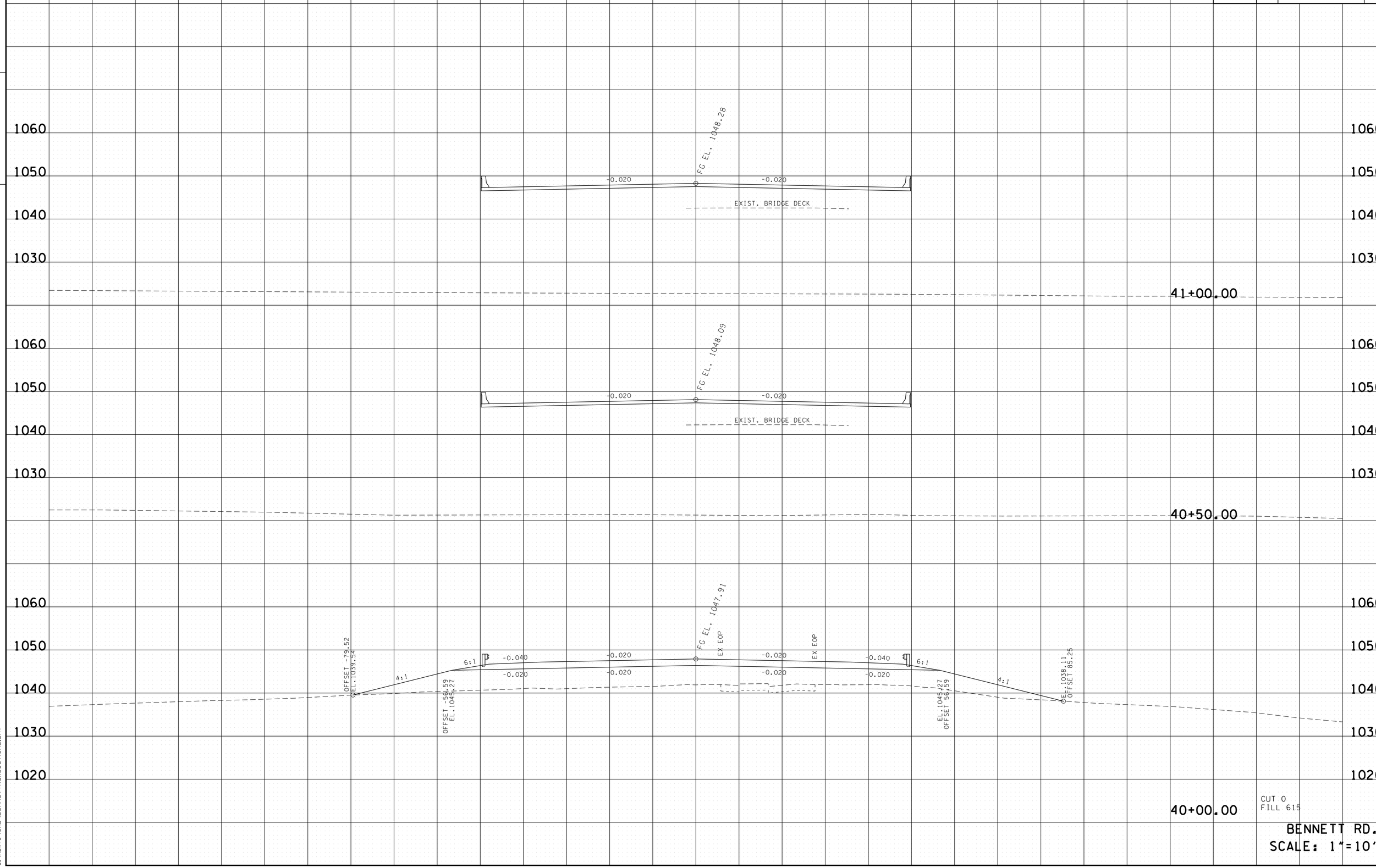
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	124
CONST.	2015	NH-I-40-6 (130)	124

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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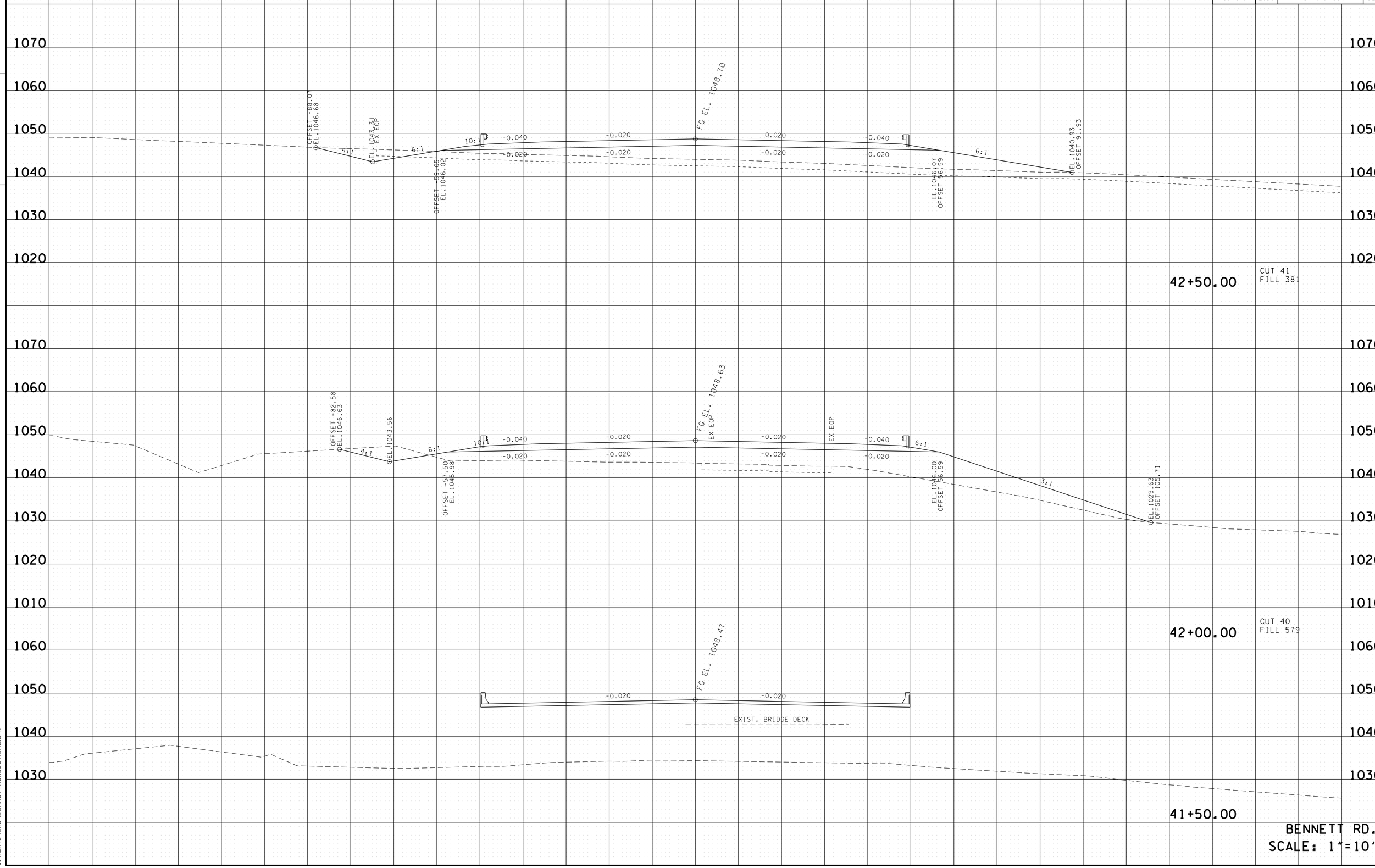
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	125
CONST.	2015	NH-I-40-6 (130)	125

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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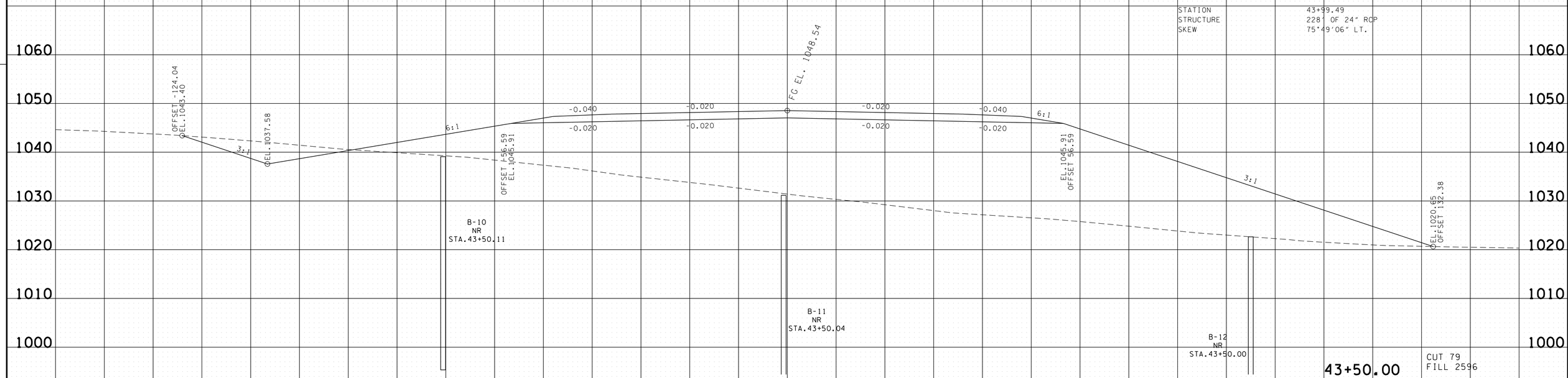
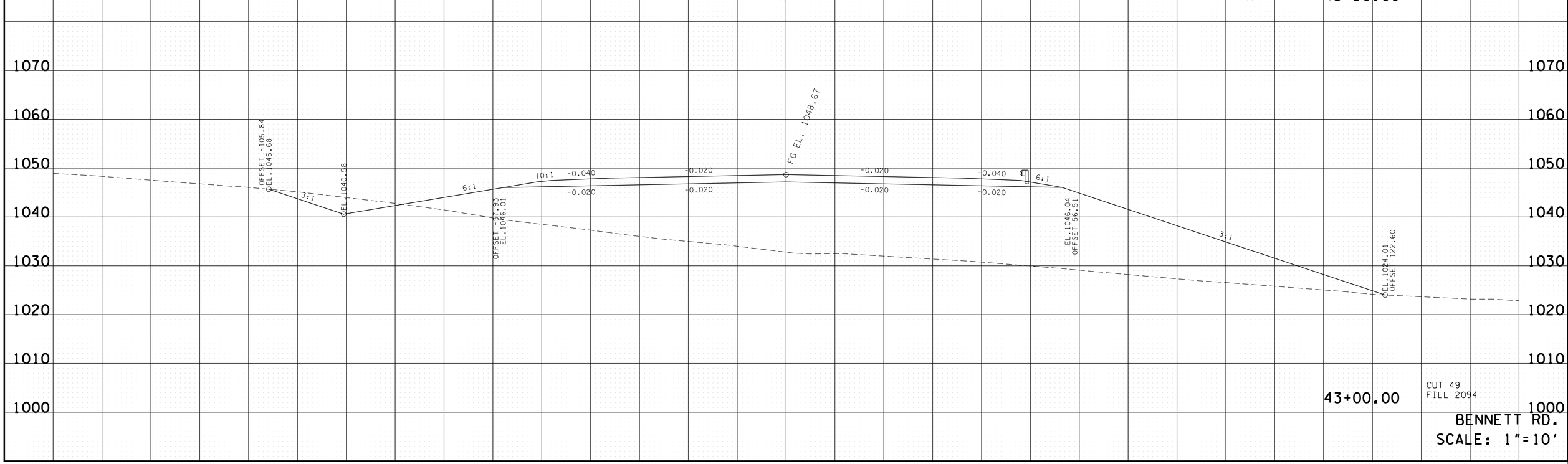
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	126
CONST.	2015	NH-I-40-6 (130)	126

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





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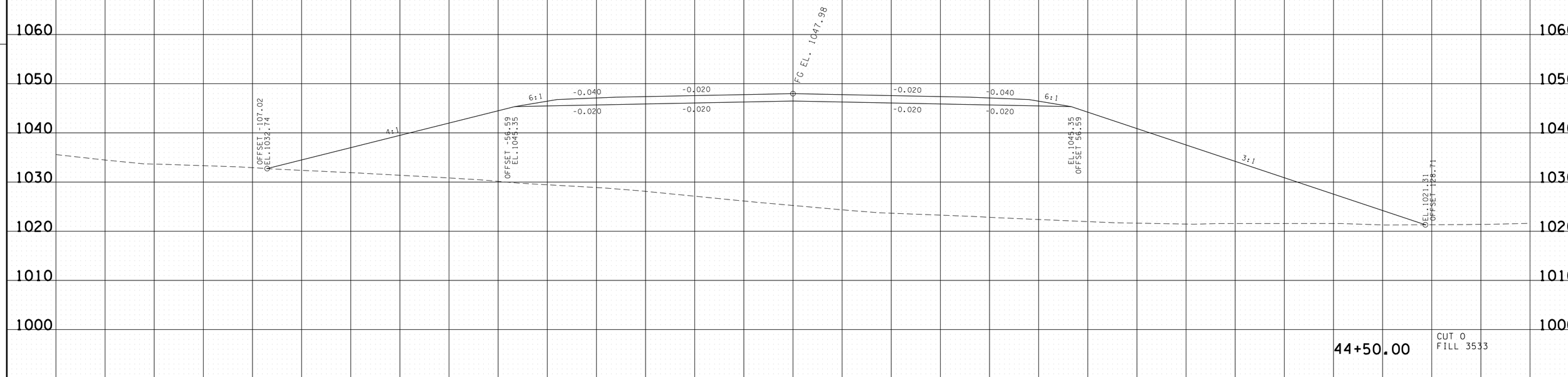
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	127
CONST.	2015	NH-I-40-6 (130)	127

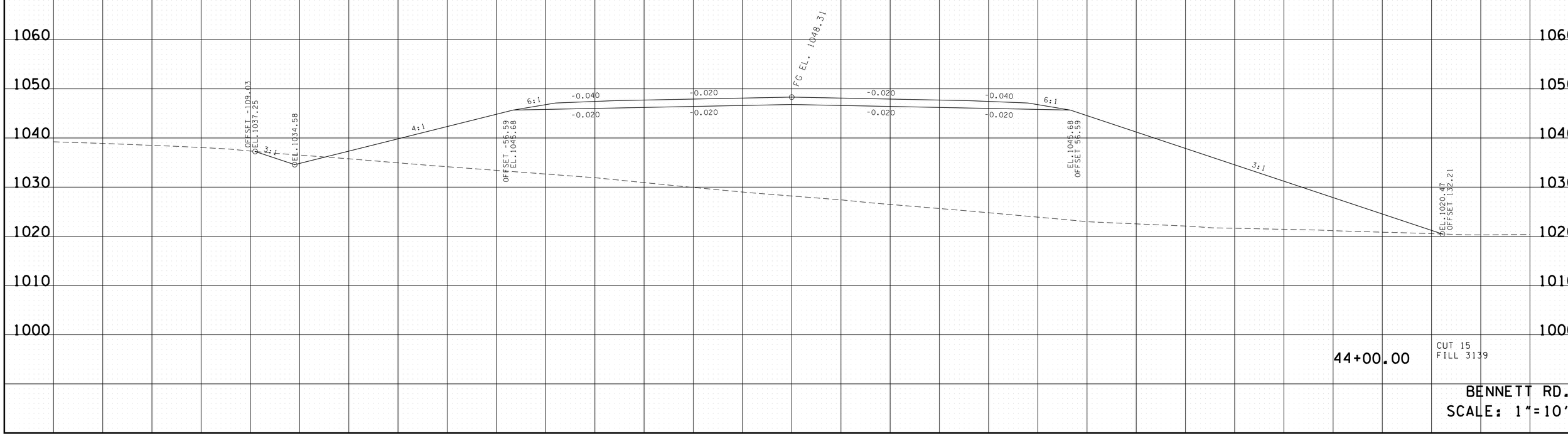
FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



44+50.00

CUT 0
FILL 3533



44+00.00

CUT 15
FILL 3139

BENNETT RD.
SCALE: 1"=10'

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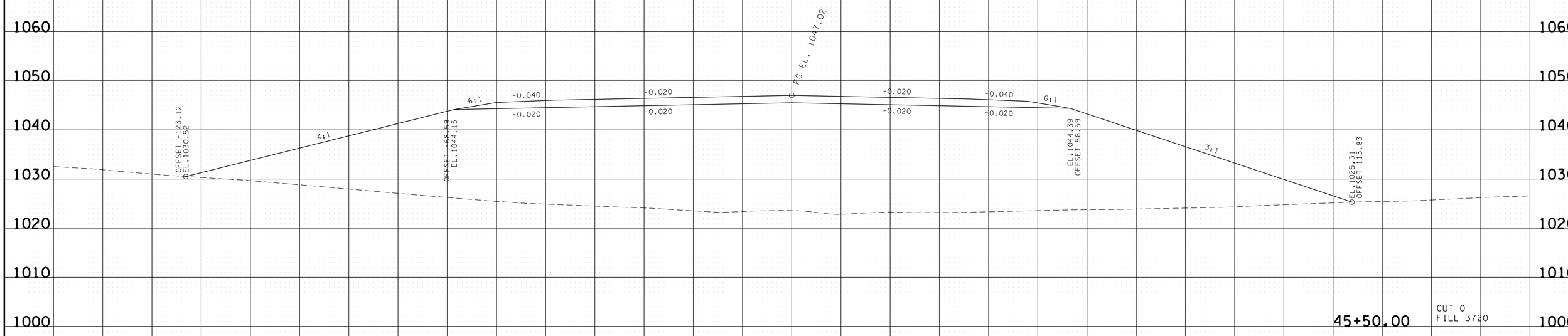
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	128
CONST.	2015	NH-I-40-6 (130)	128

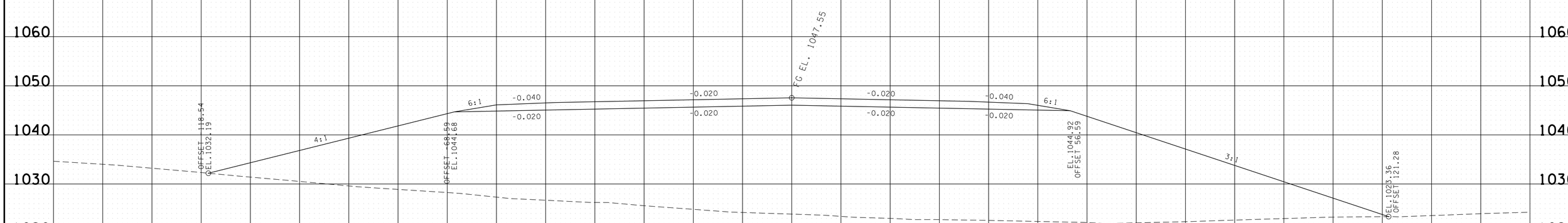
FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



45+50.00

CUT 0
FILL 3720



45+00.00

CUT 0
FILL 3785

BENNETT RD.
SCALE: 1"=10'

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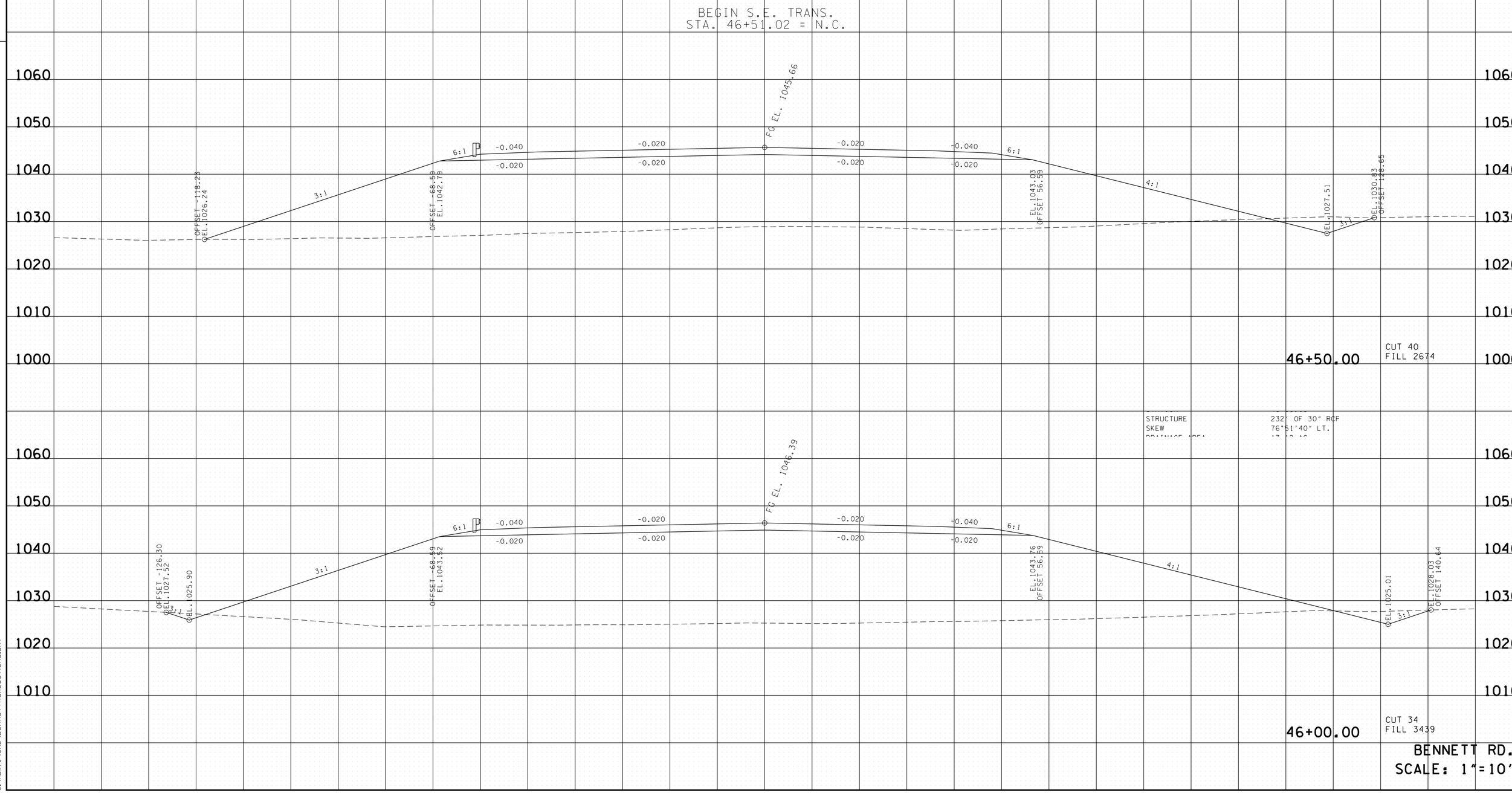
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	129
CONST.	2015	NH-I-40-6 (130)	129

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

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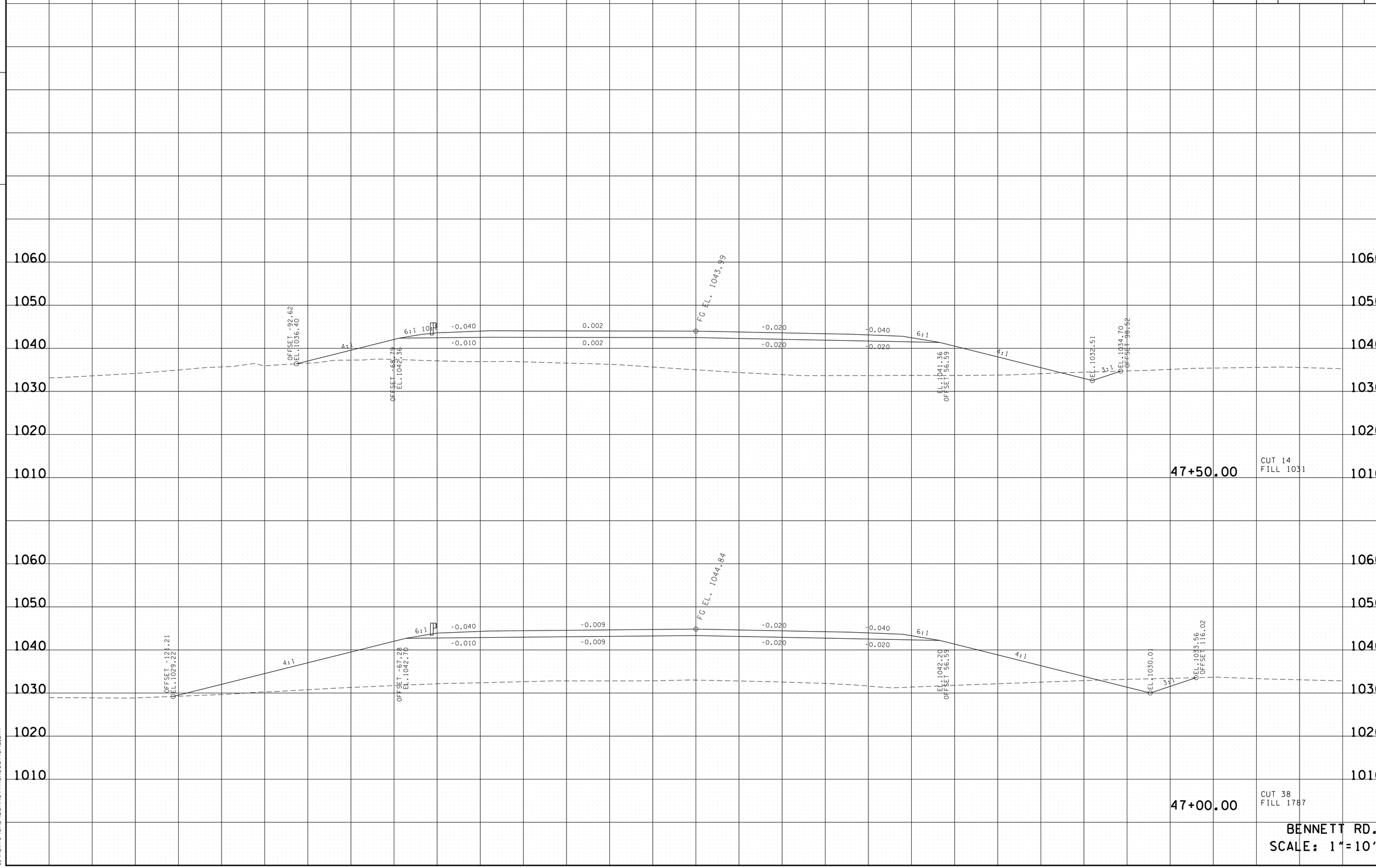
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	130
CONST.	2015	NH-I-40-6 (130)	130

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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SCALE: 1"=10'

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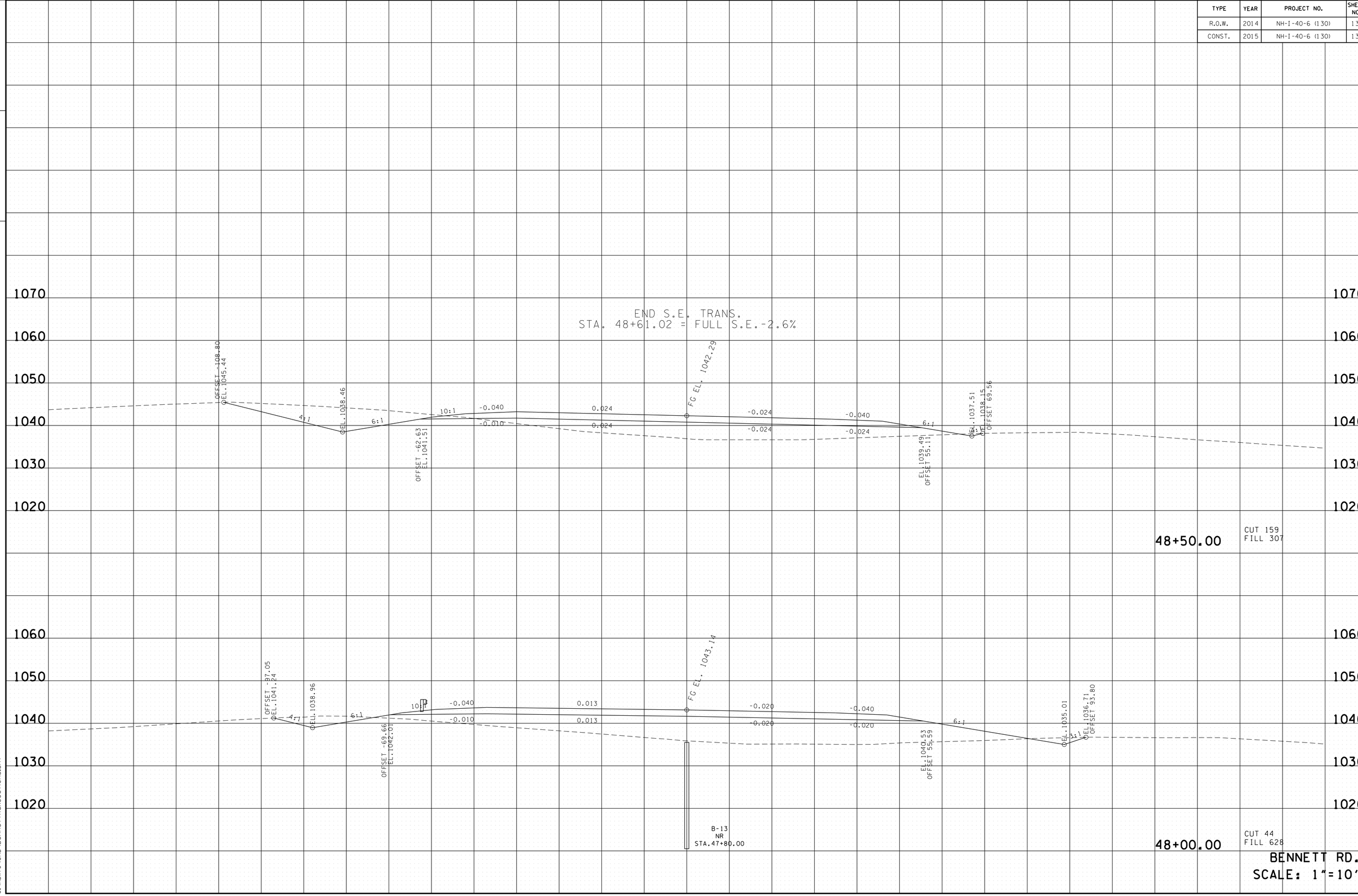
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	131
CONST.	2015	NH-I-40-6 (130)	131

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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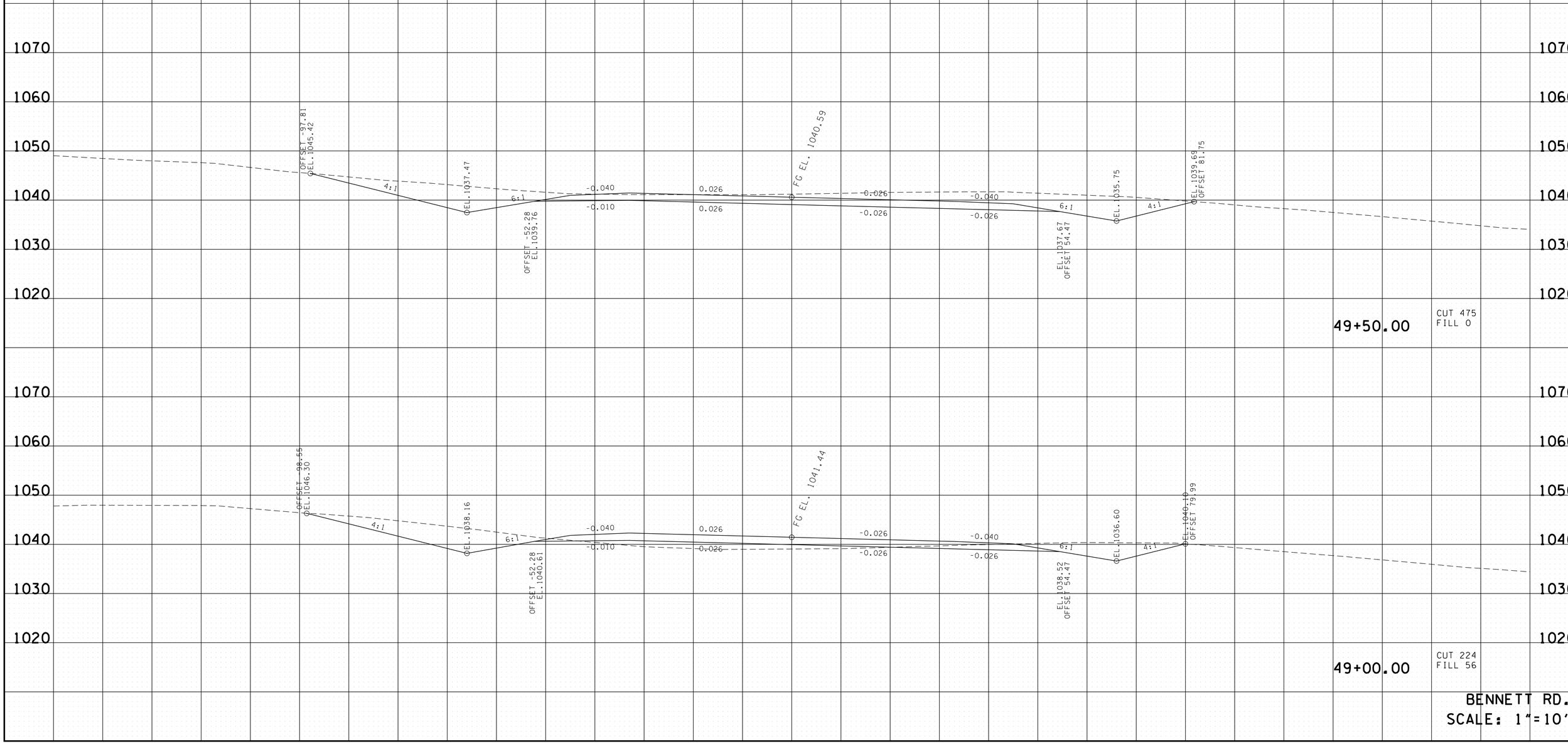
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	132
CONST.	2015	NH-I-40-6 (130)	132

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
SCALE: 1"=10'

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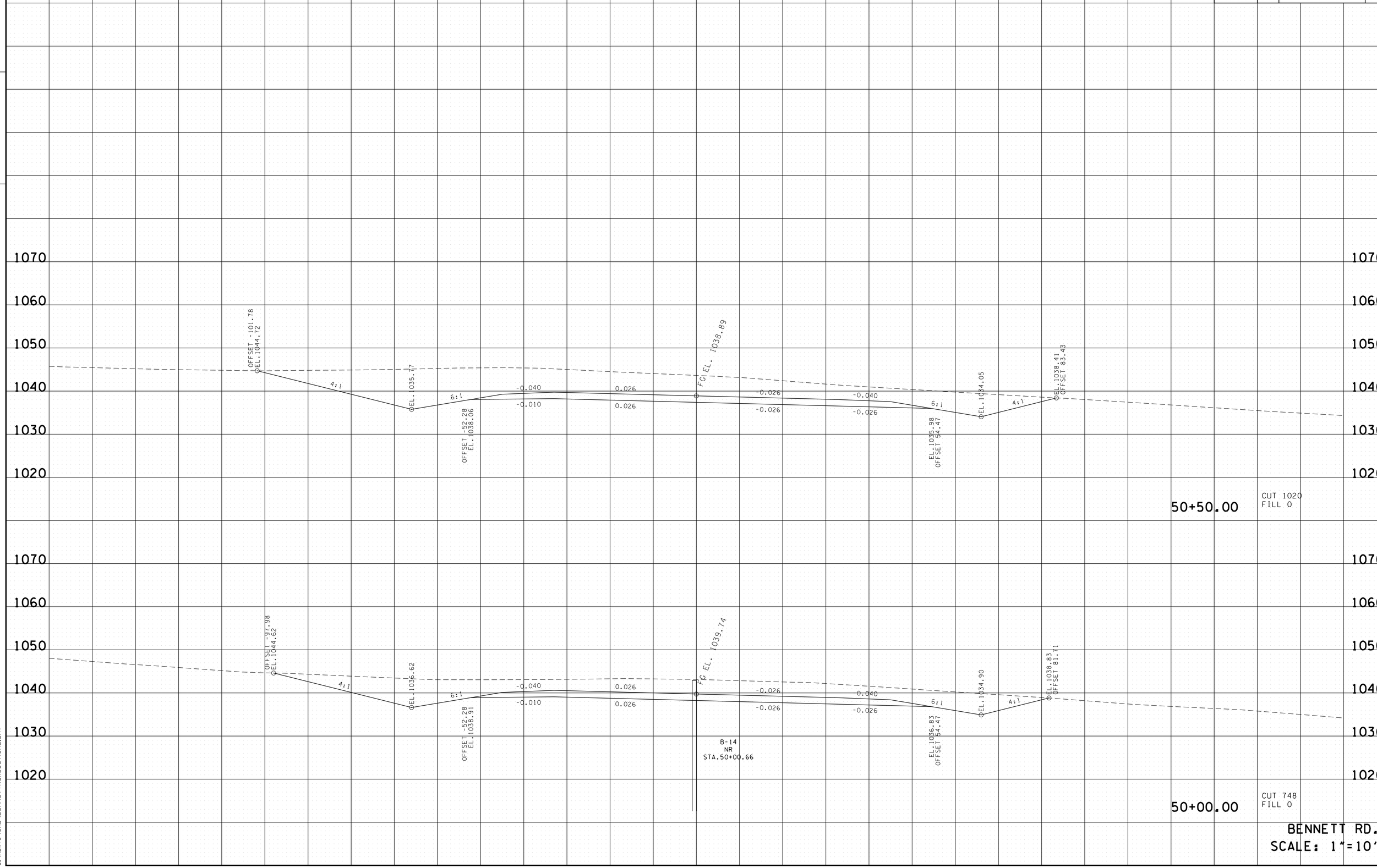
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	133
CONST.	2015	NH-I-40-6 (130)	133

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BENNETT RD.
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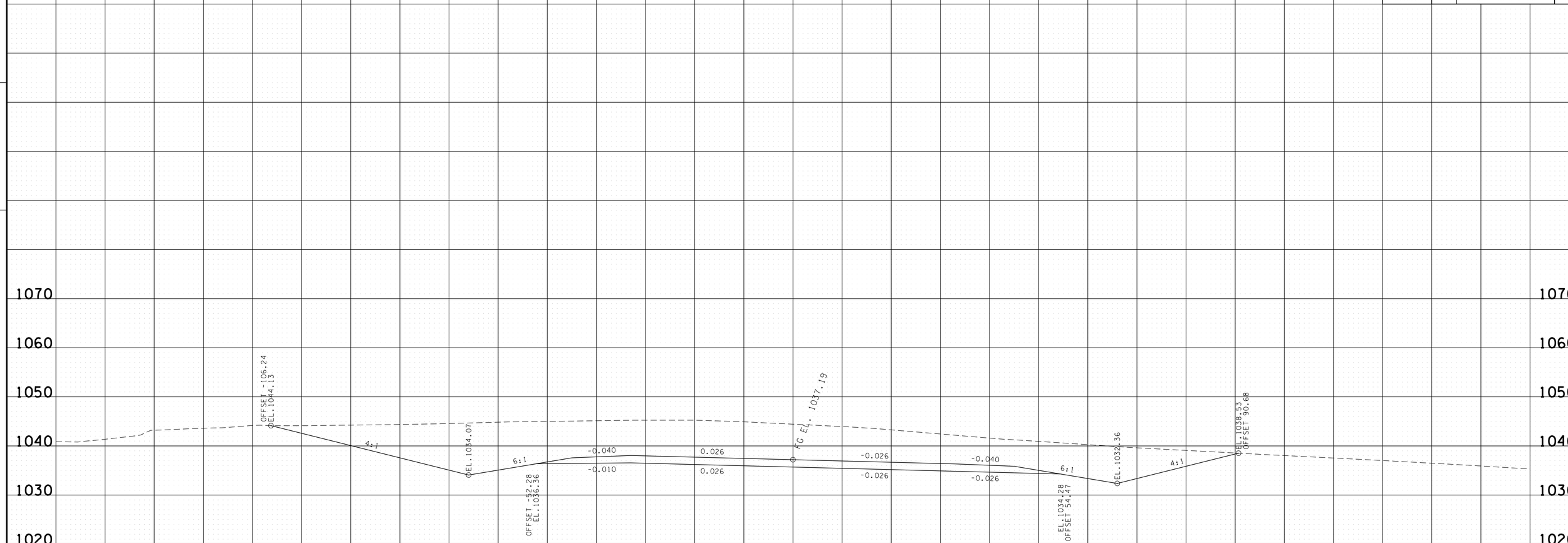
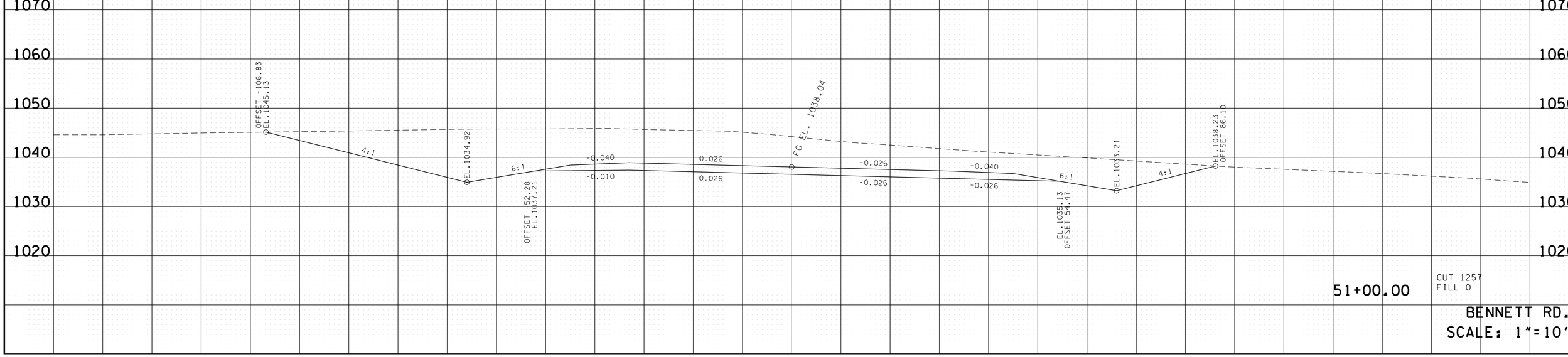
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	134
CONST.	2015	NH-I-40-6 (130)	134

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





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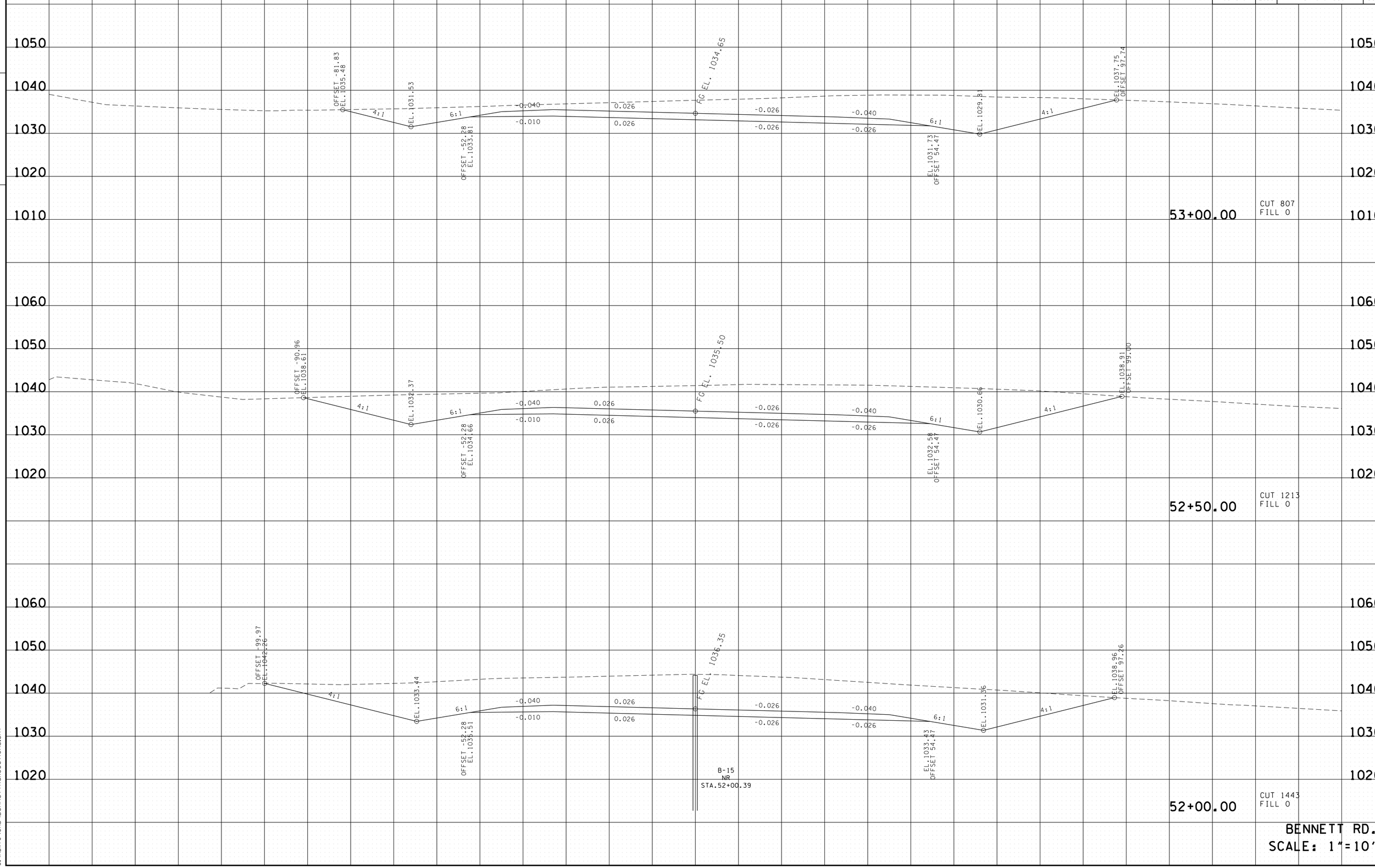
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	135
CONST.	2015	NH-I-40-6 (130)	135

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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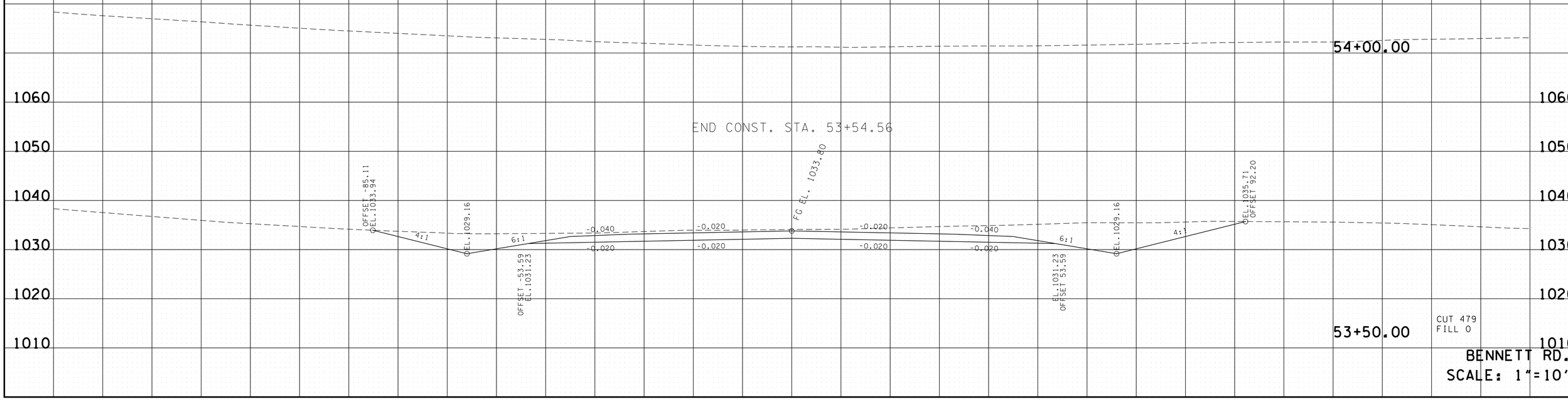
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	136
CONST.	2015	NH-I-40-6 (130)	136

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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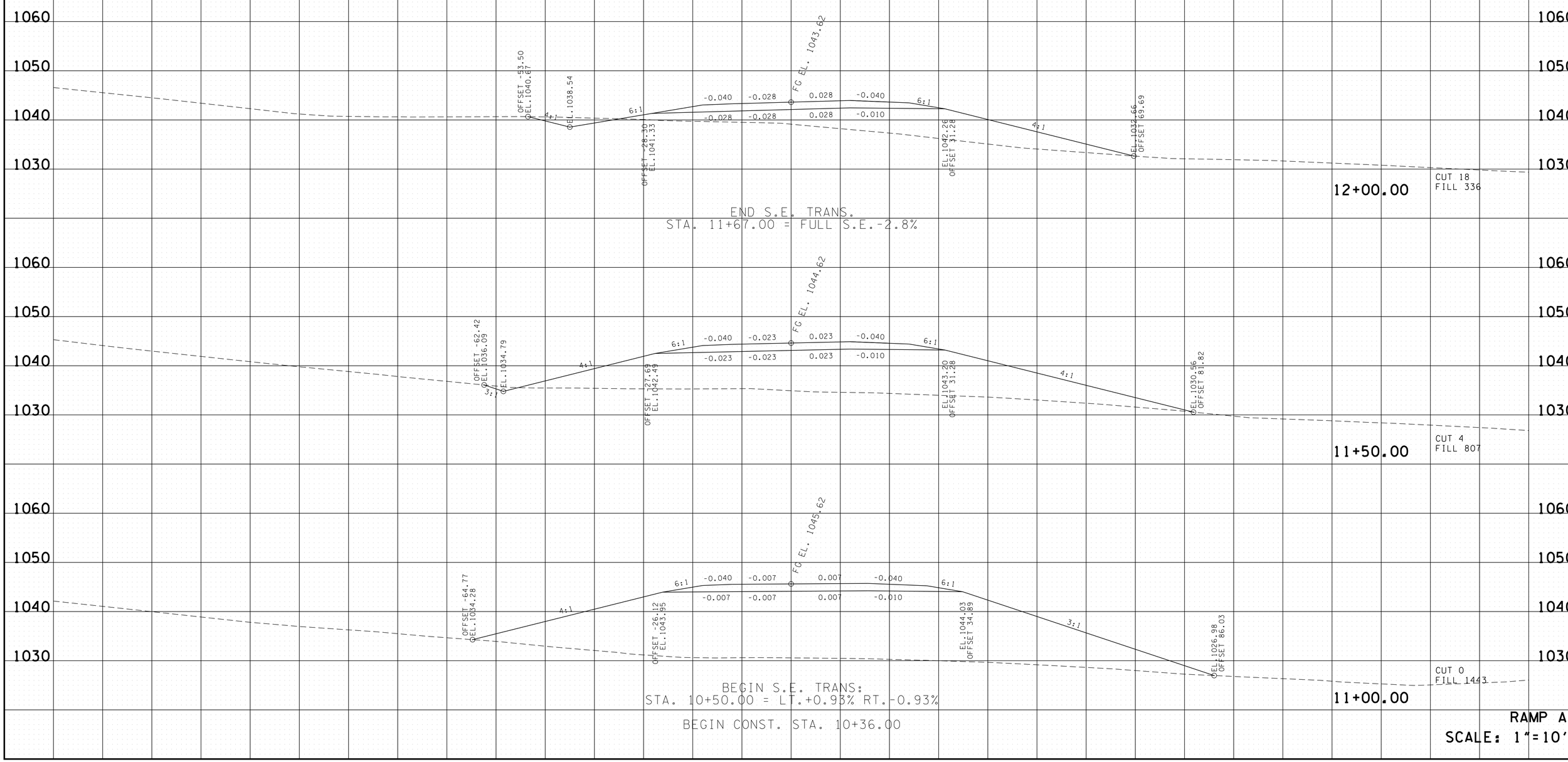
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	137
CONST.	2015	NH-I-40-6 (130)	137

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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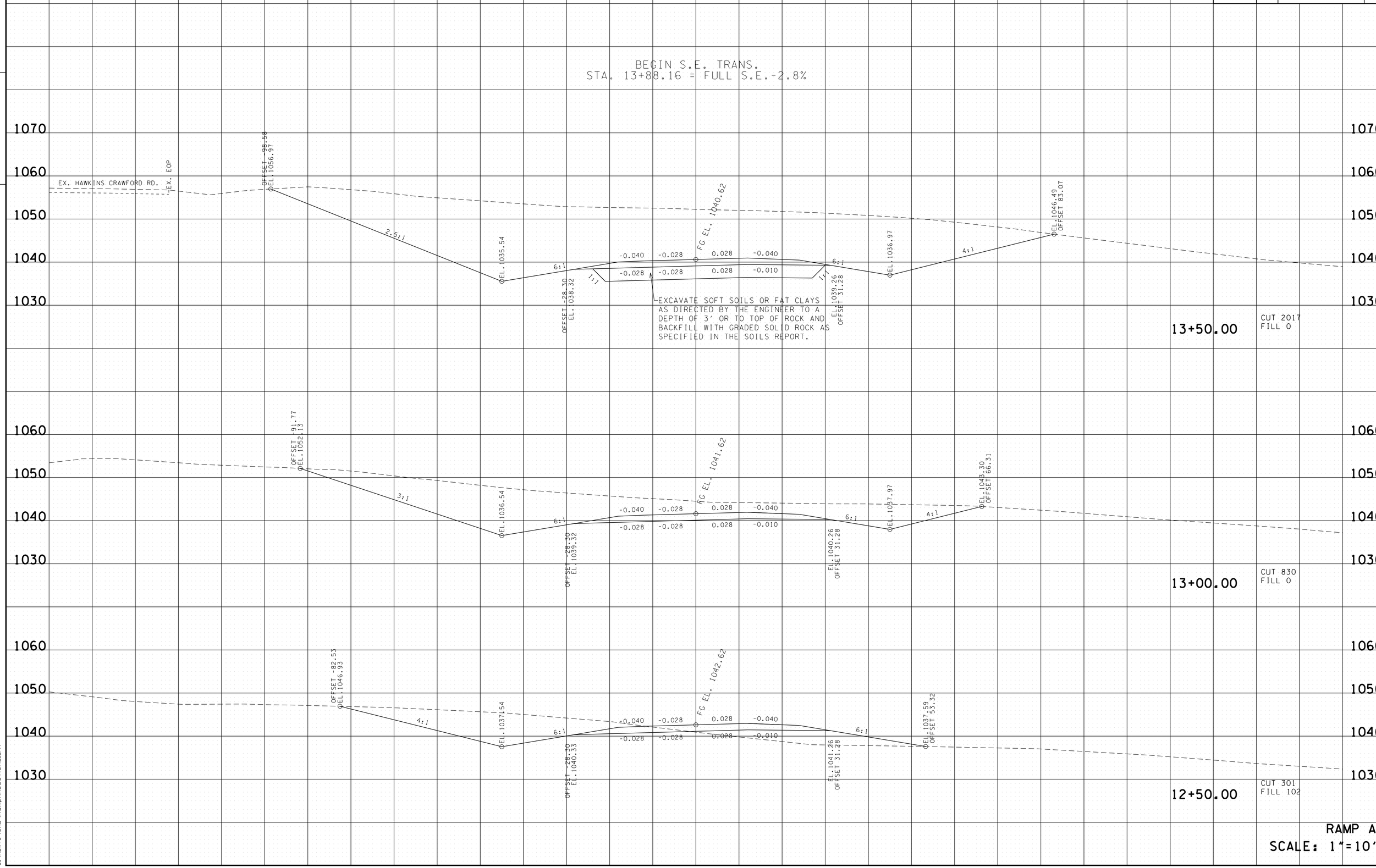
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	138
CONST.	2015	NH-I-40-6 (130)	138

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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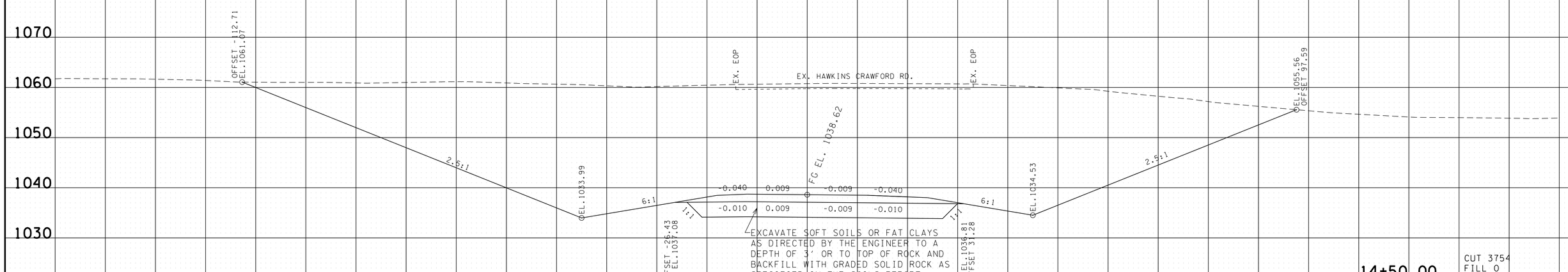
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	139
CONST.	2015	NH-I-40-6 (130)	139

FILE NO.

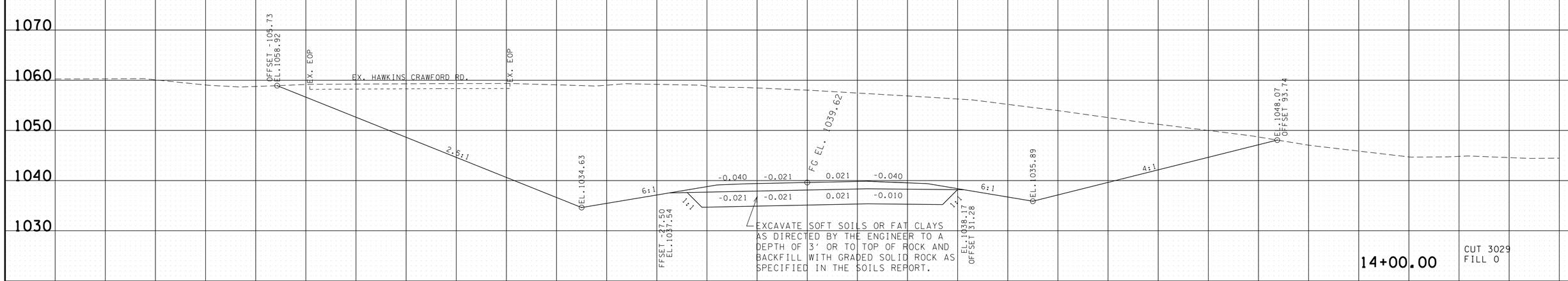
TENNESSEE D.O.T.
DESIGN DIVISION

END S.E. TRANS.
STA. 14+68.00 = N.C.



14+50.00

CUT 3754
FILL 0



14+00.00

CUT 3029
FILL 0

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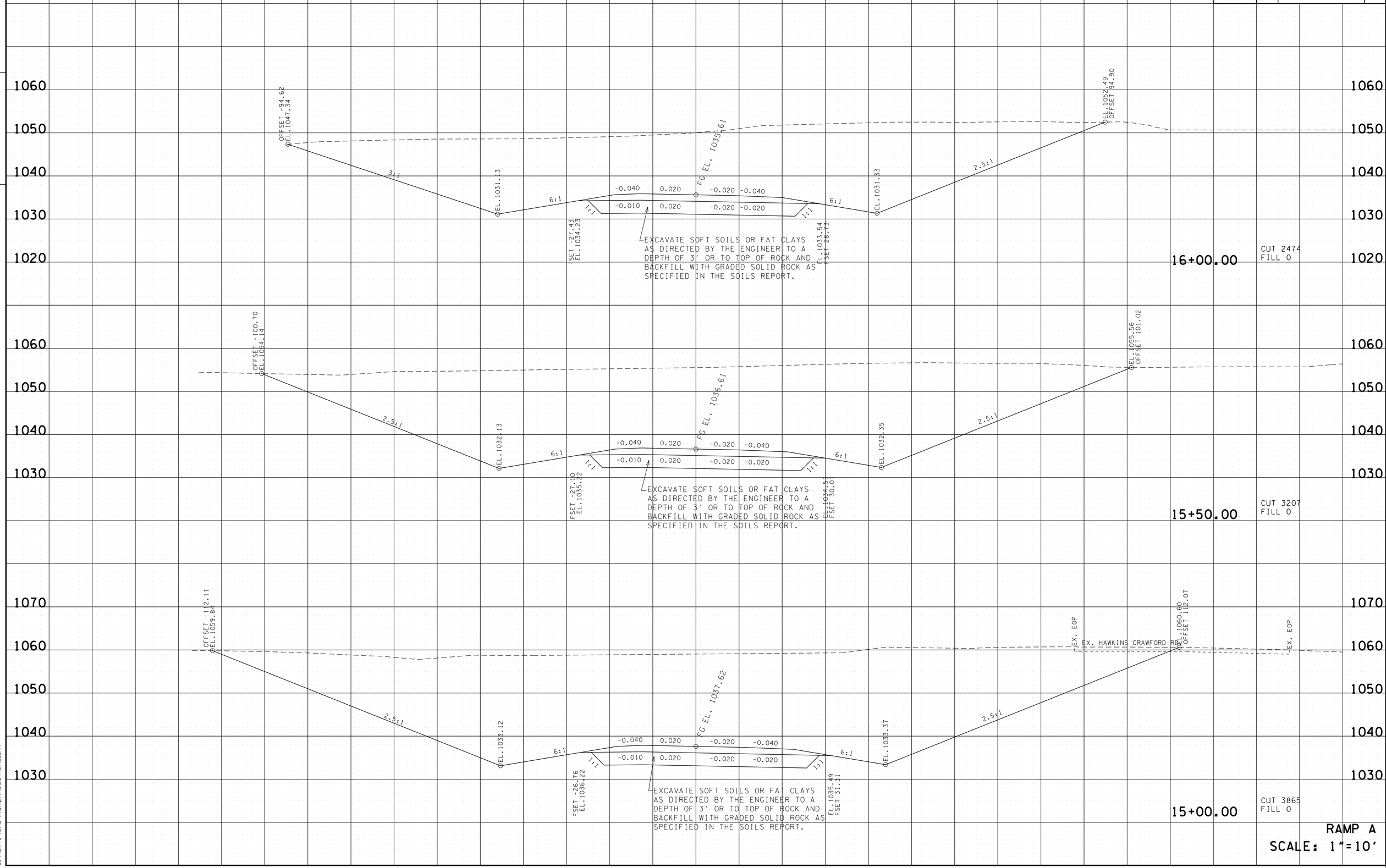
4/23/2015 10:47:34 AM
G:\HDI170\CAD\RampAXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	140
CONST.	2015	NH-I-40-6 (130)	140

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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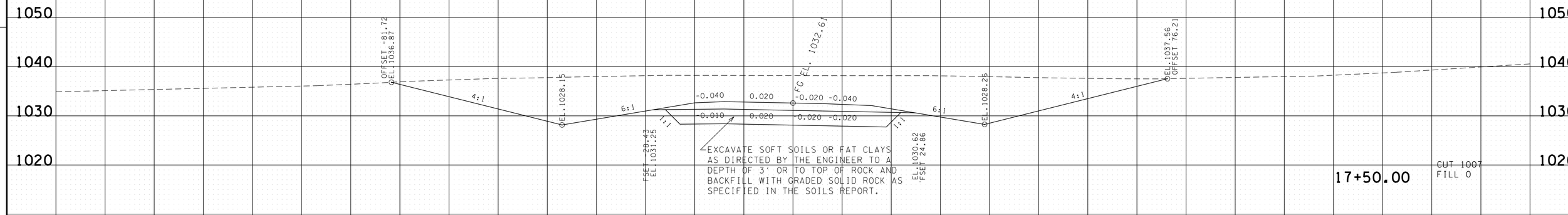
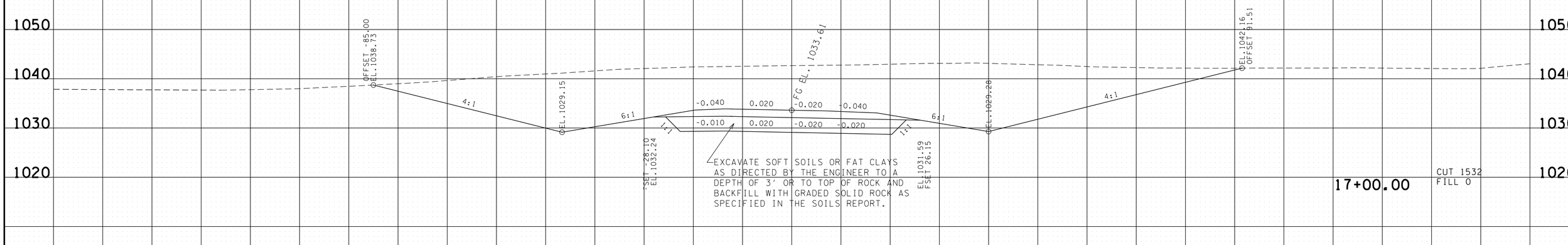
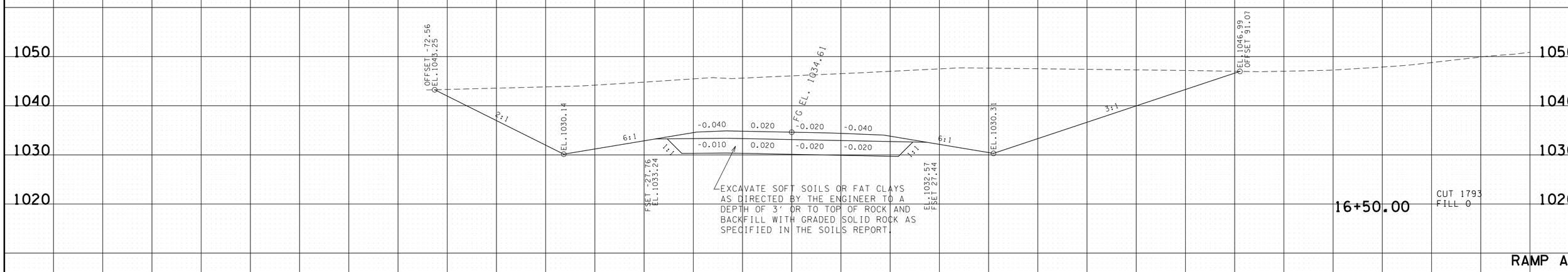
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	141
CONST.	2015	NH-I-40-6 (130)	141

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION







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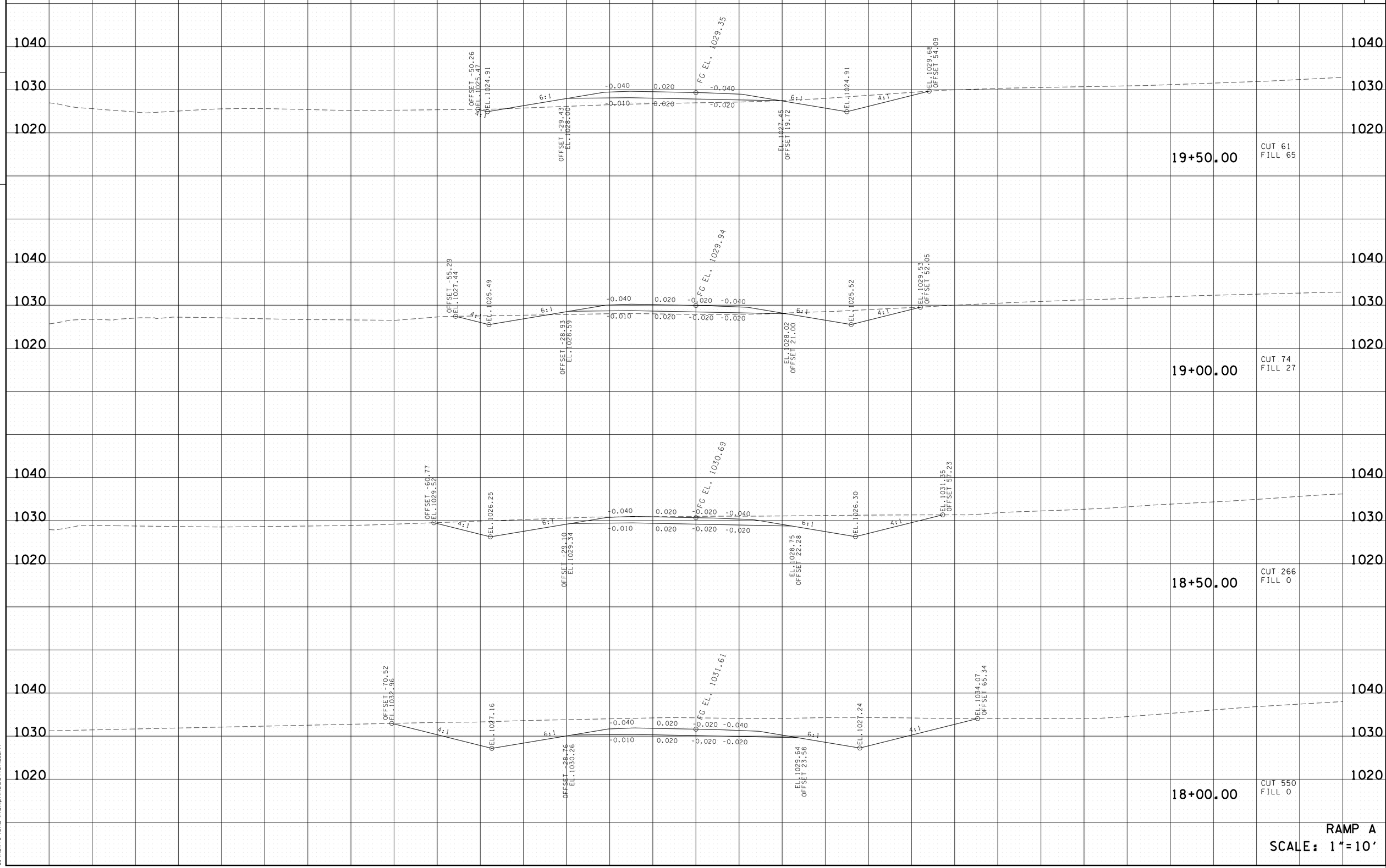
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	142
CONST.	2015	NH-I-40-6 (130)	142

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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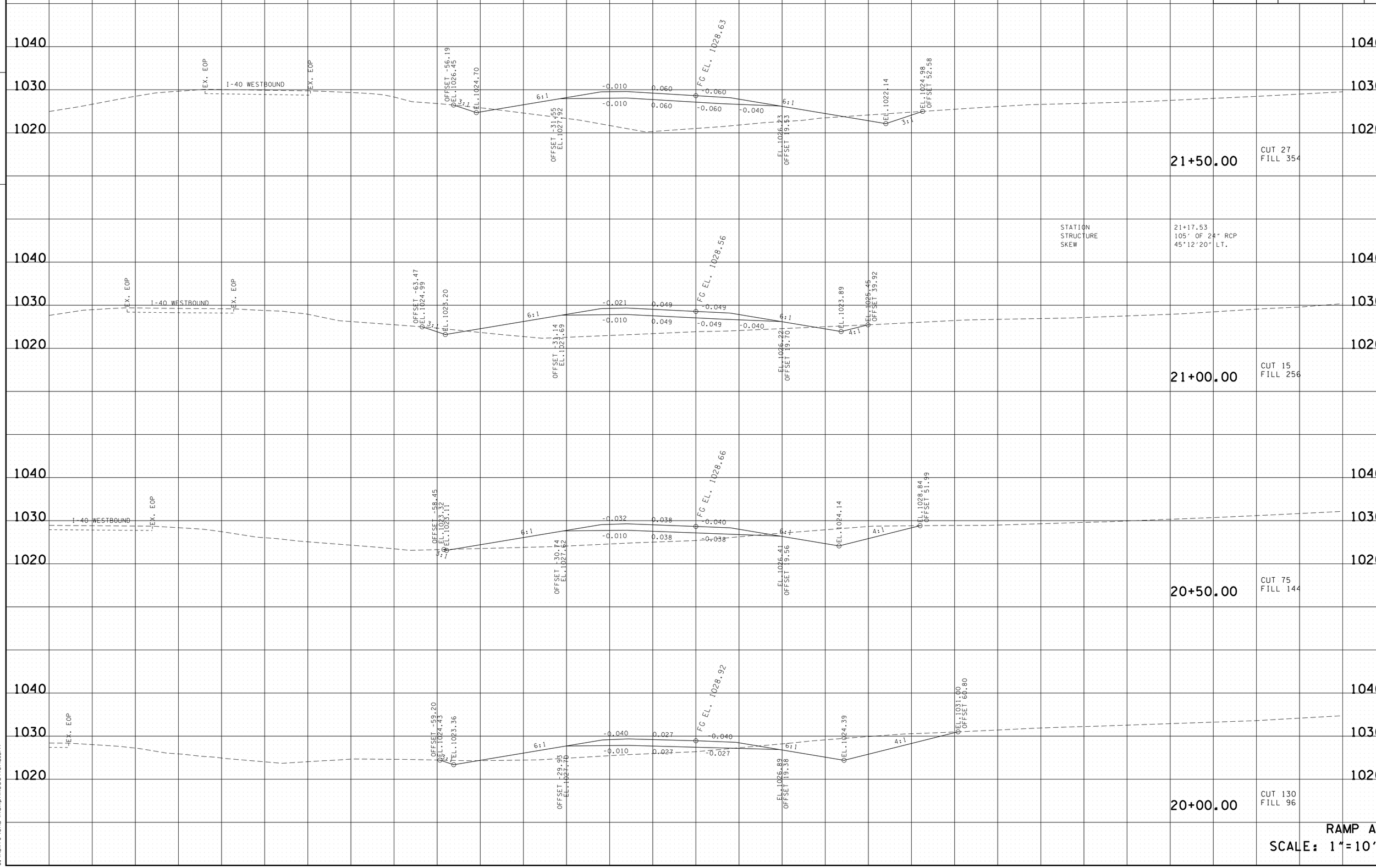
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	143
CONST.	2015	NH-I-40-6 (130)	143

END S.E. TRANS.
STA. 21+65.57 = FULL S.E.-6.3%



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FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

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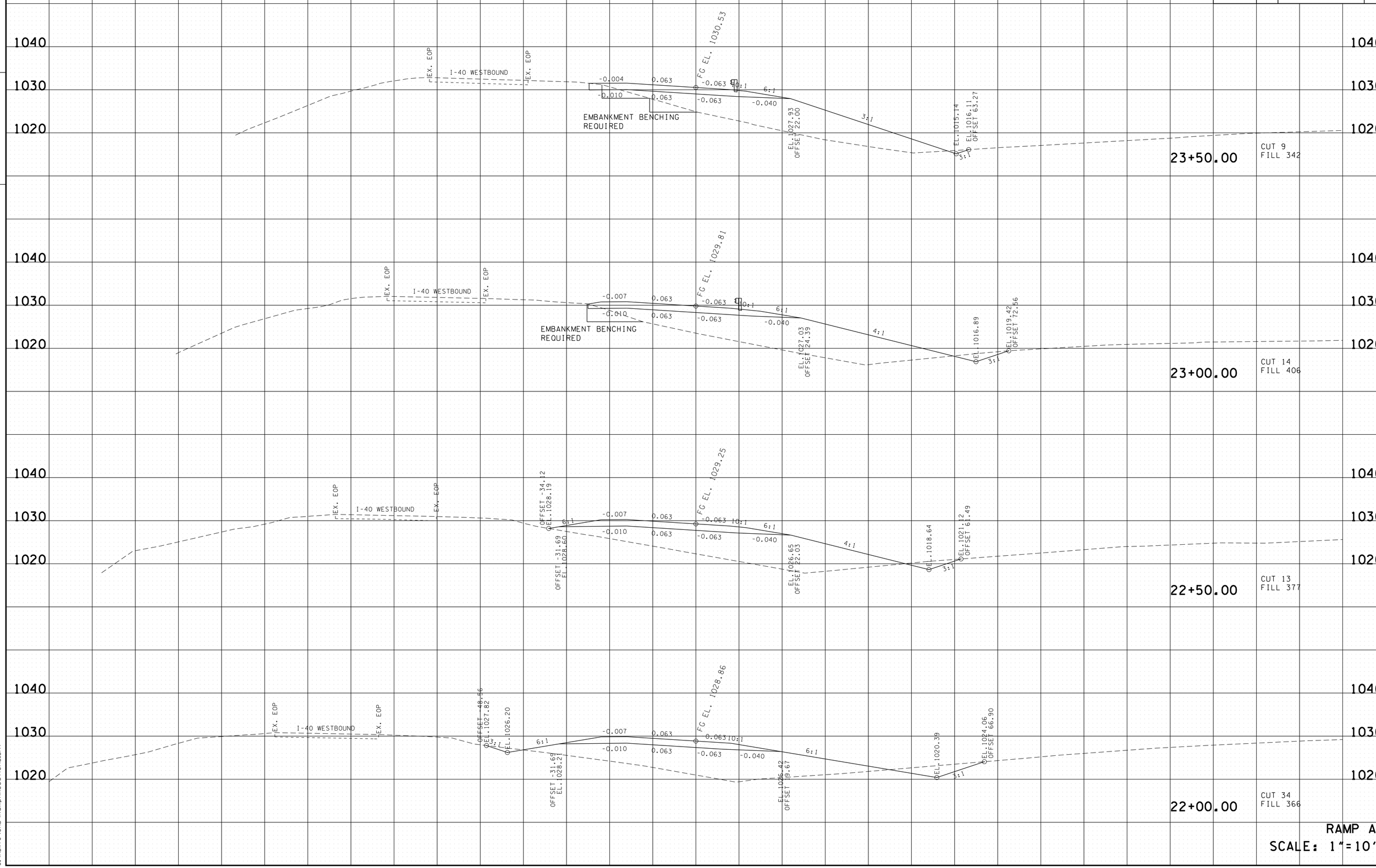
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	144
CONST.	2015	NH-I-40-6 (130)	144

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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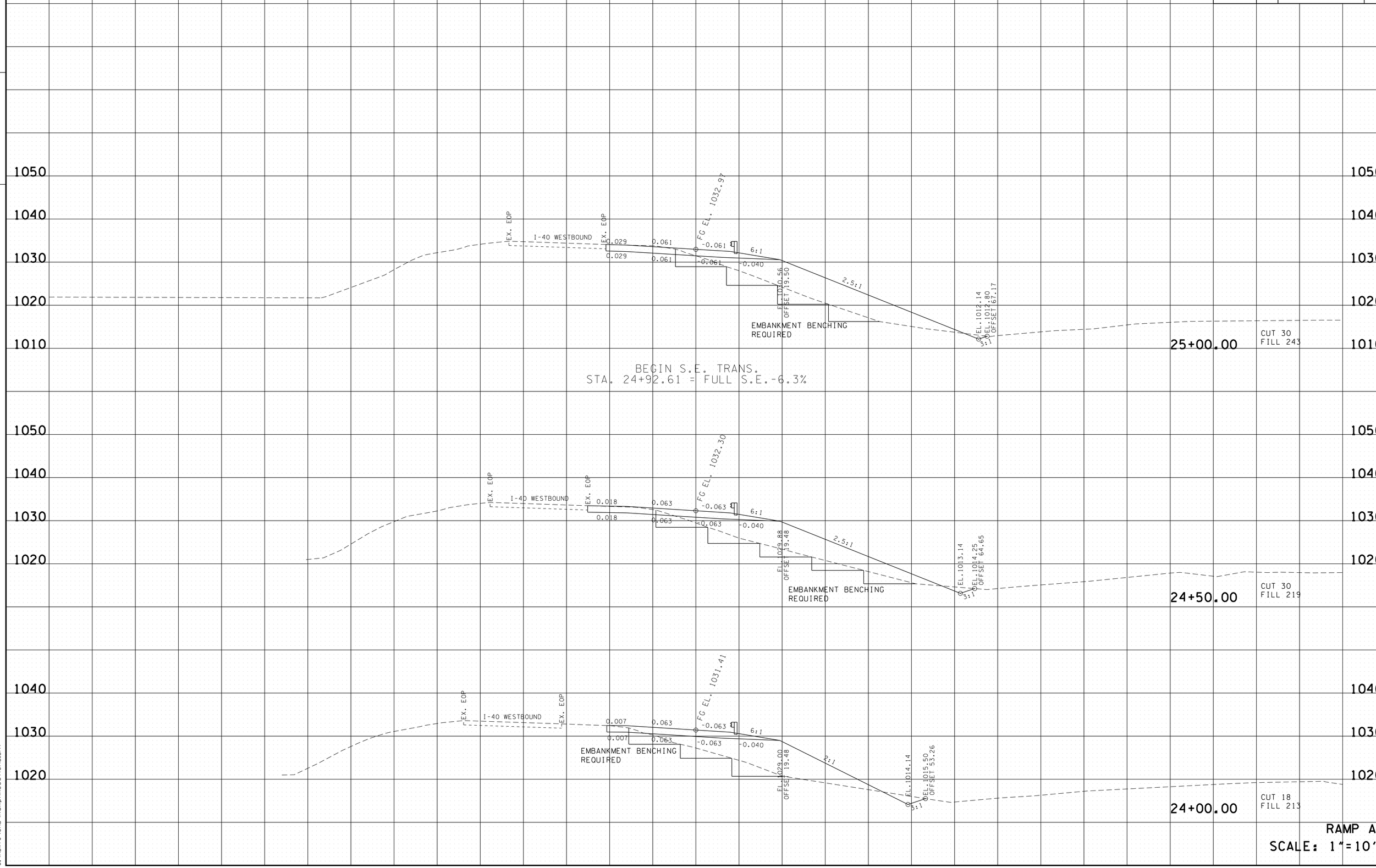
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	145
CONST.	2015	NH-I-40-6 (130)	145

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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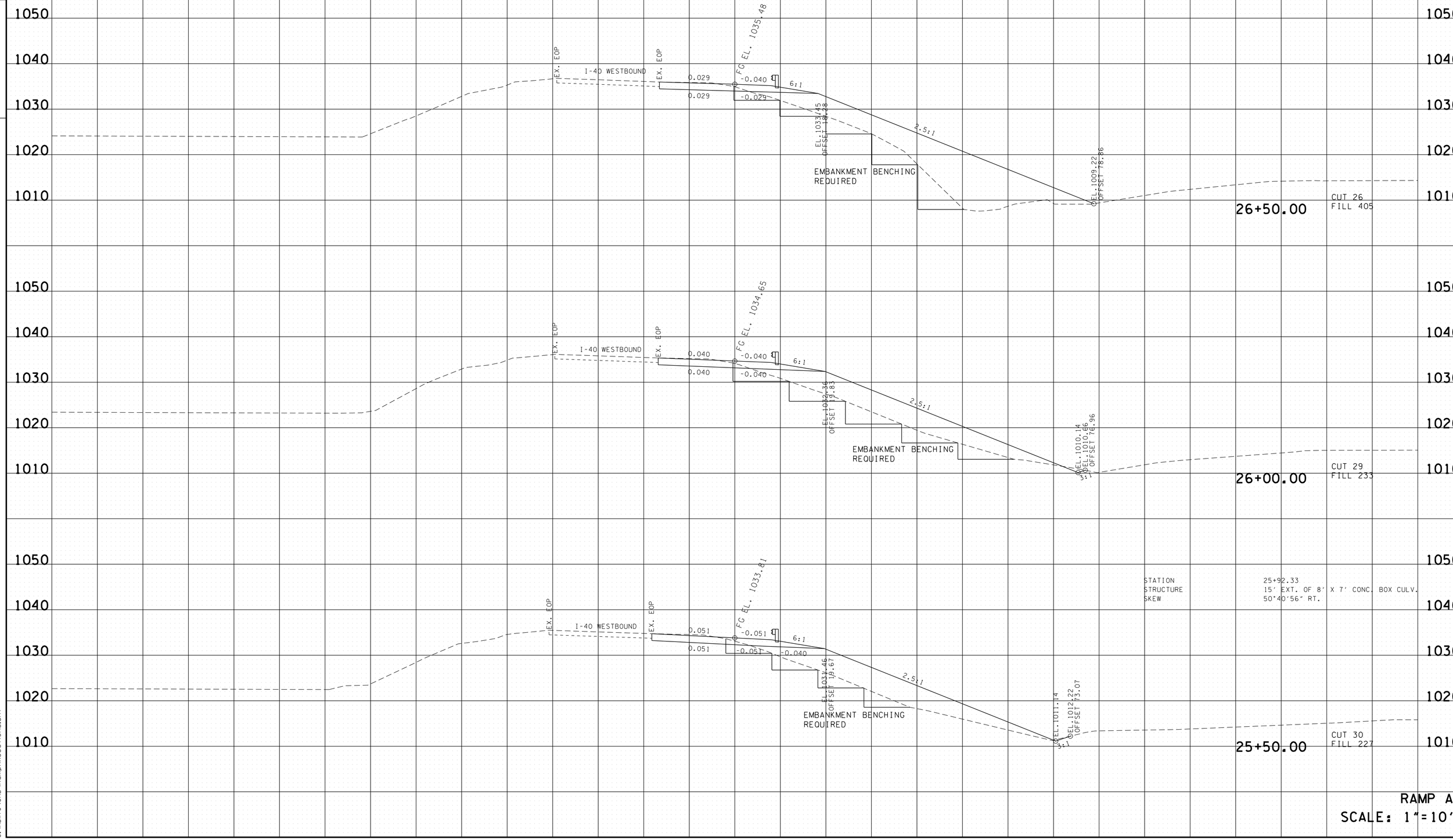
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	146
CONST.	2015	NH-I-40-6 (130)	146

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

END S.E. TRANS.
STA. 26+92.61 = N.C.



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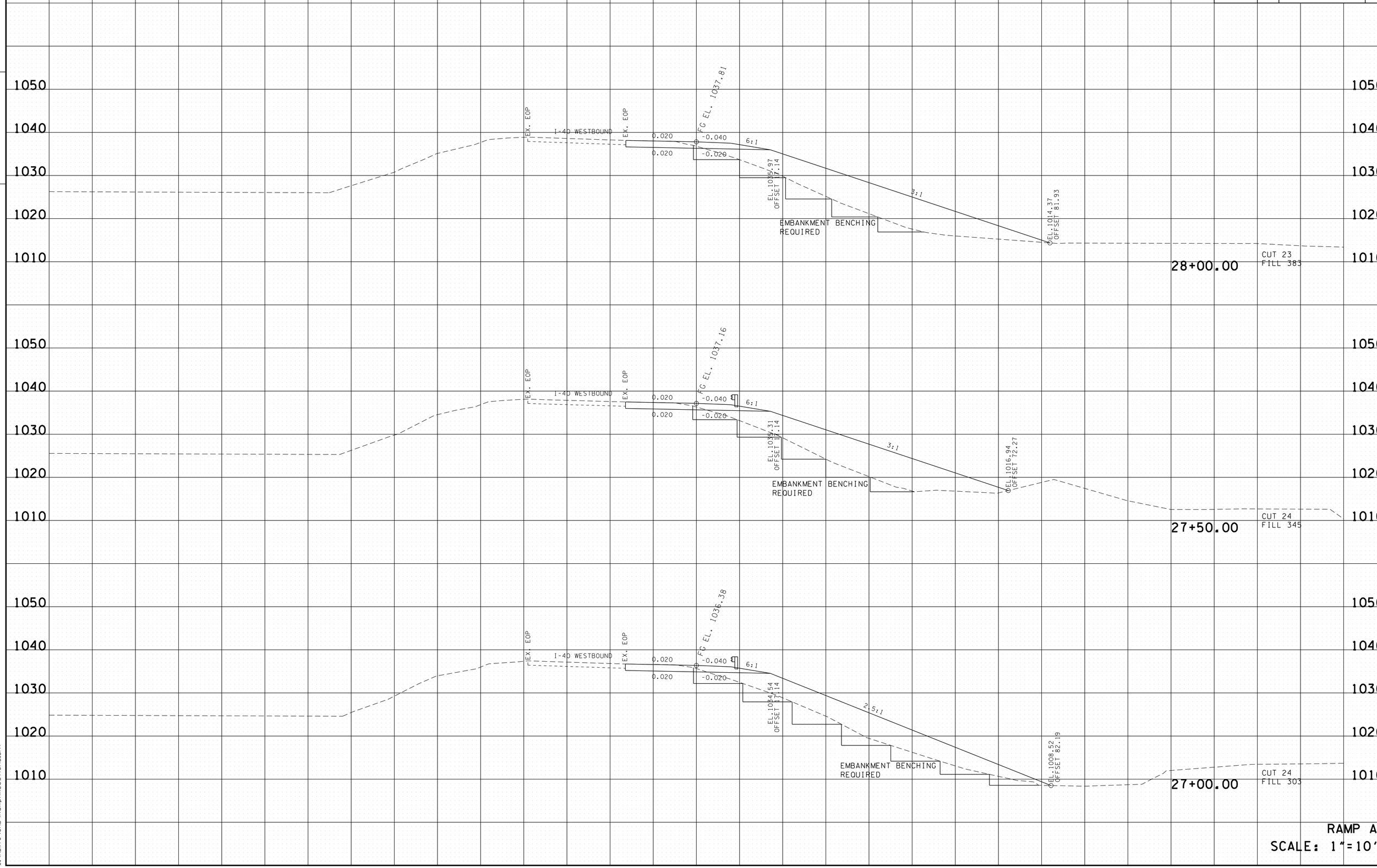
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	147
CONST.	2015	NH-I-40-6 (130)	147

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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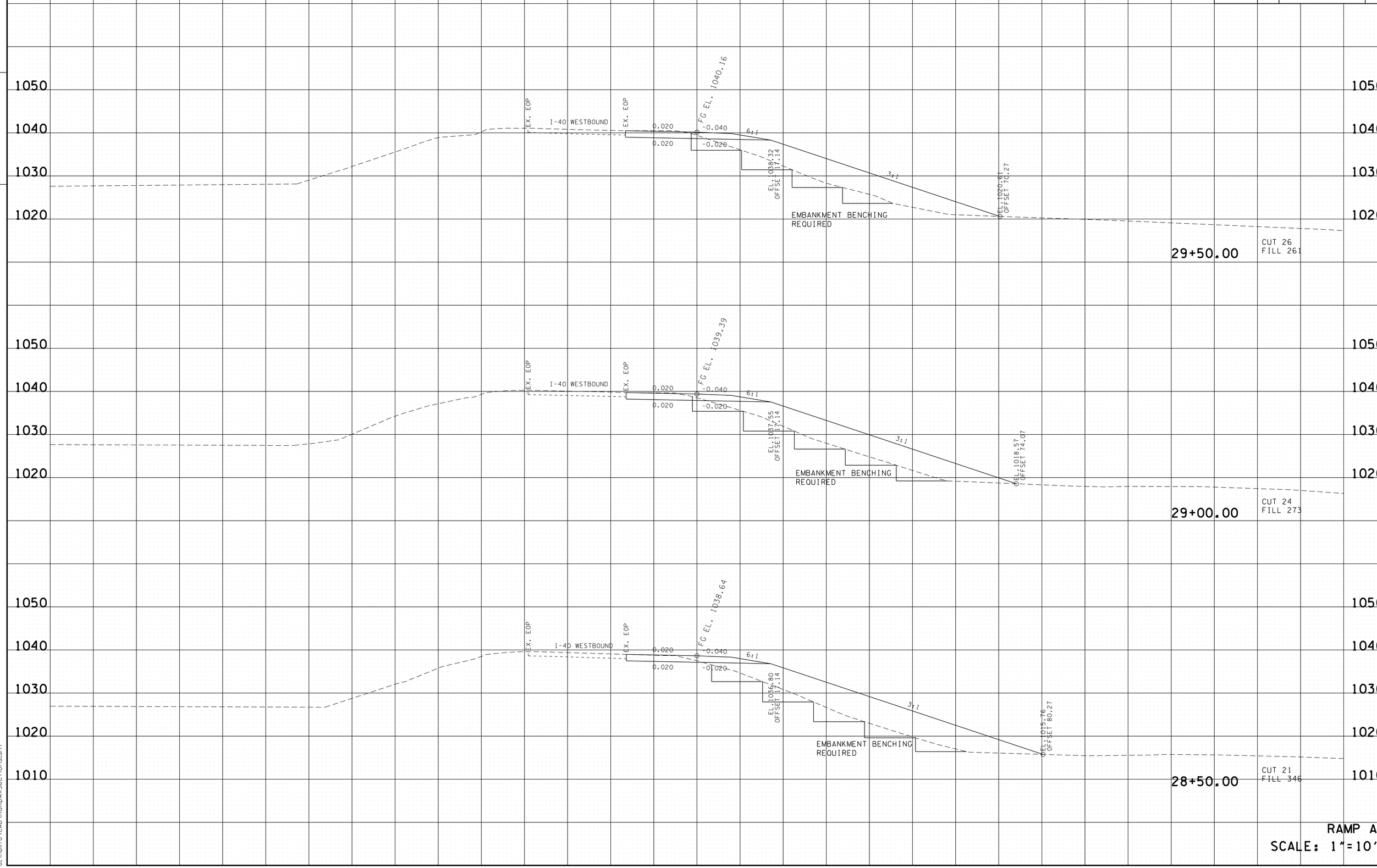
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	148
CONST.	2015	NH-I-40-6 (130)	148

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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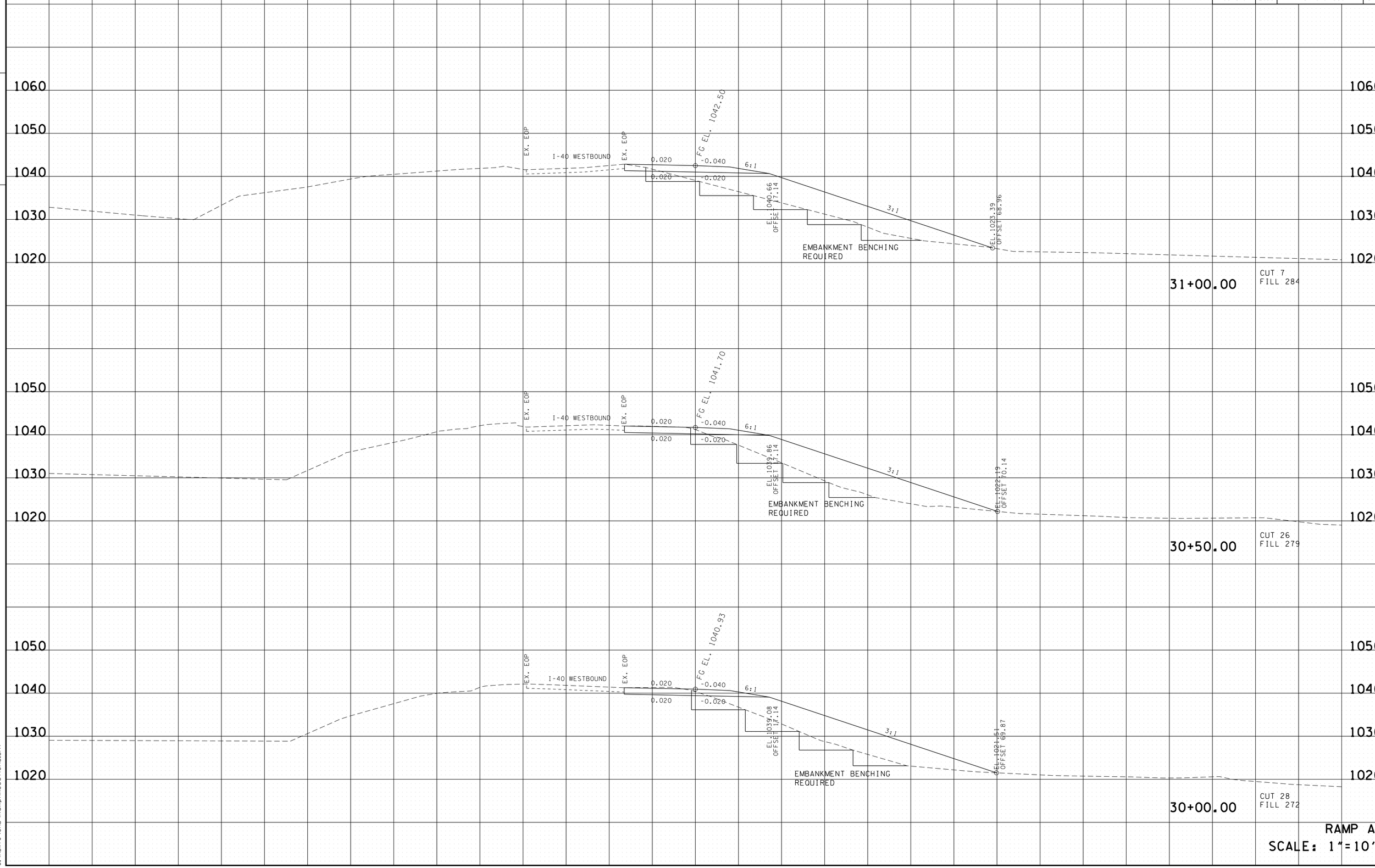
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	149
CONST.	2015	NH-I-40-6 (130)	149

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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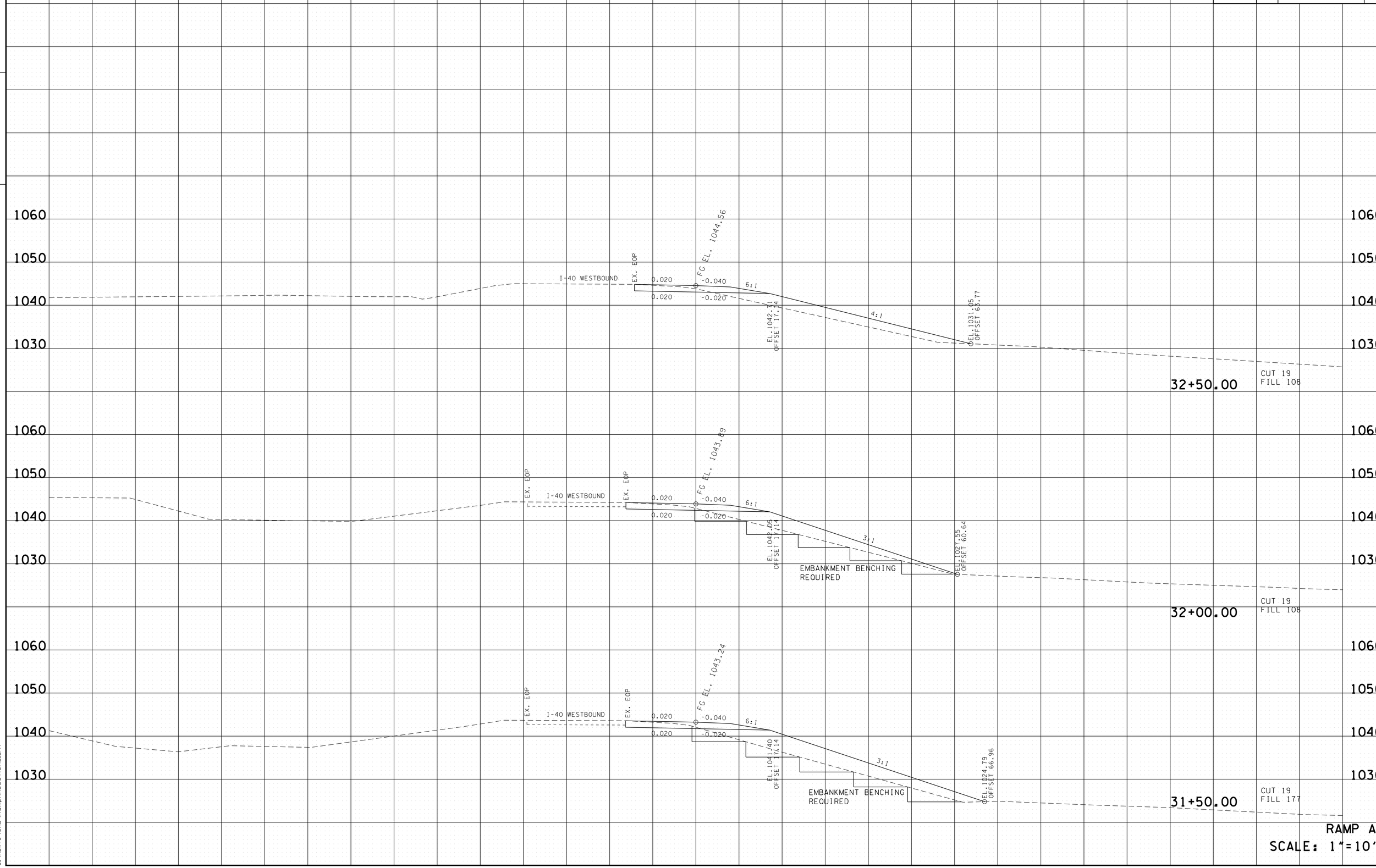
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	150
CONST.	2015	NH-I-40-6 (130)	150

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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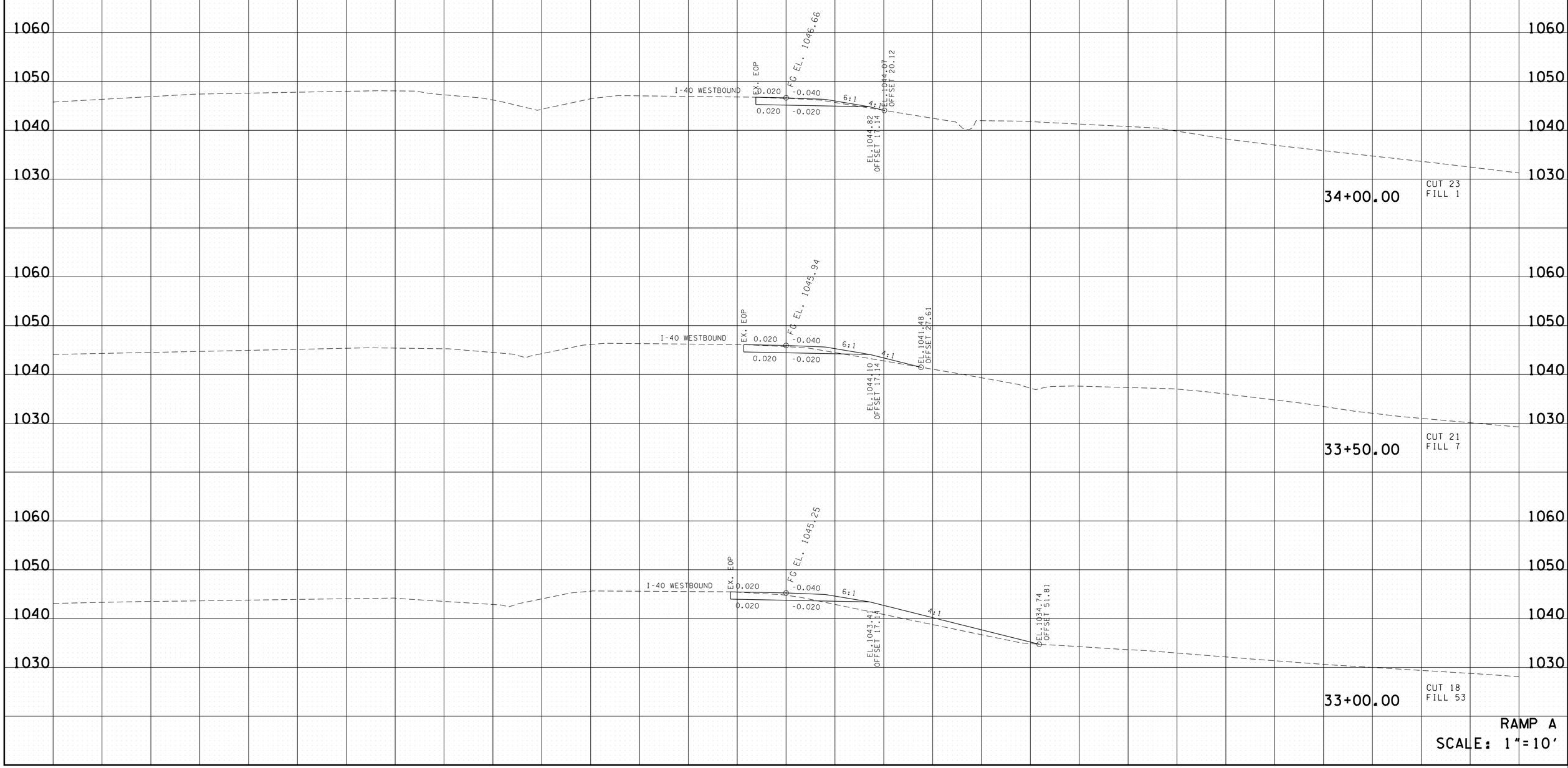
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	151
CONST.	2015	NH-I-40-6 (130)	151

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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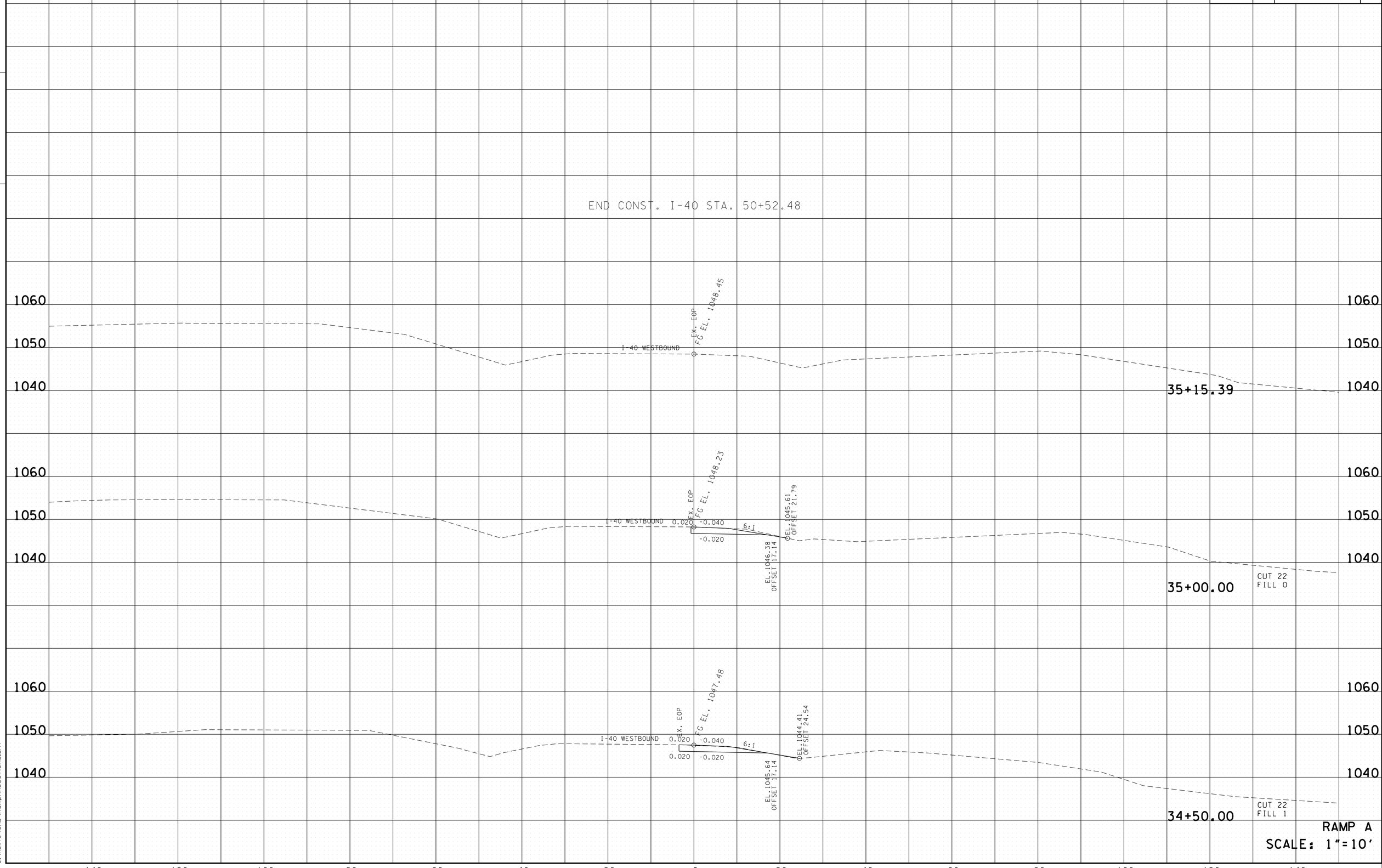
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	152
CONST.	2015	NH-I-40-6 (130)	152

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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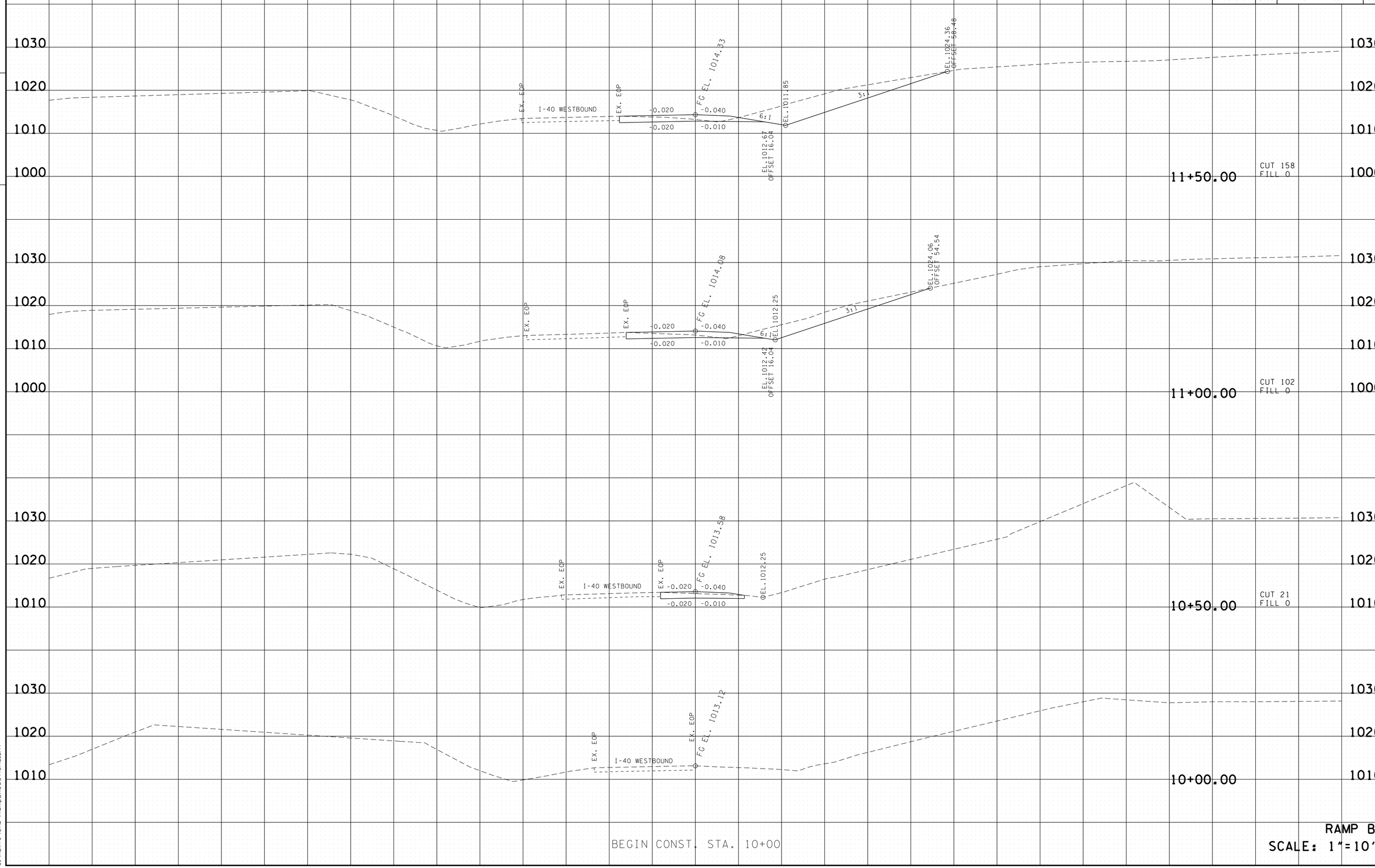
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	153
CONST.	2015	NH-I-40-6 (130)	153

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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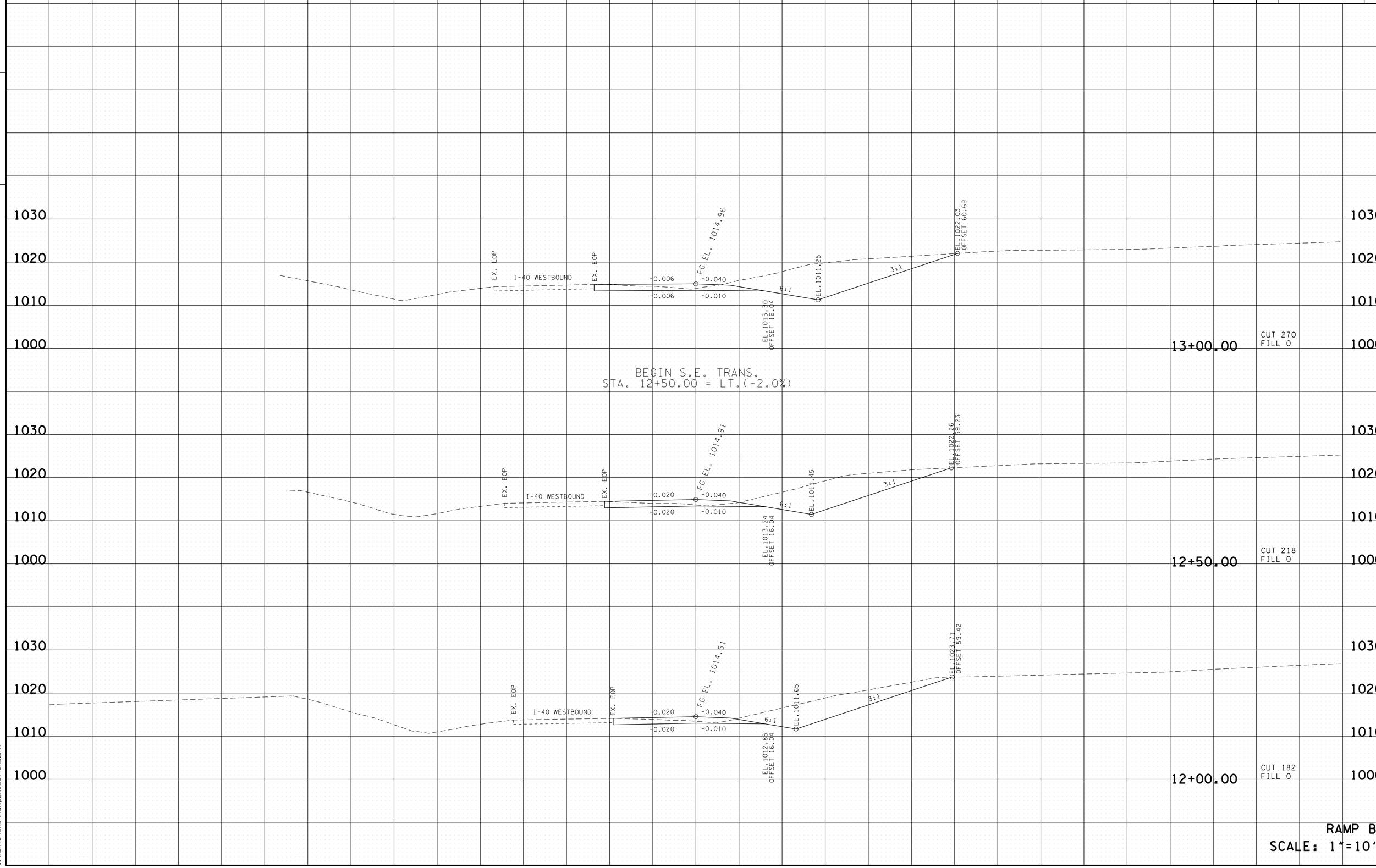
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	154
CONST.	2015	NH-I-40-6 (130)	154

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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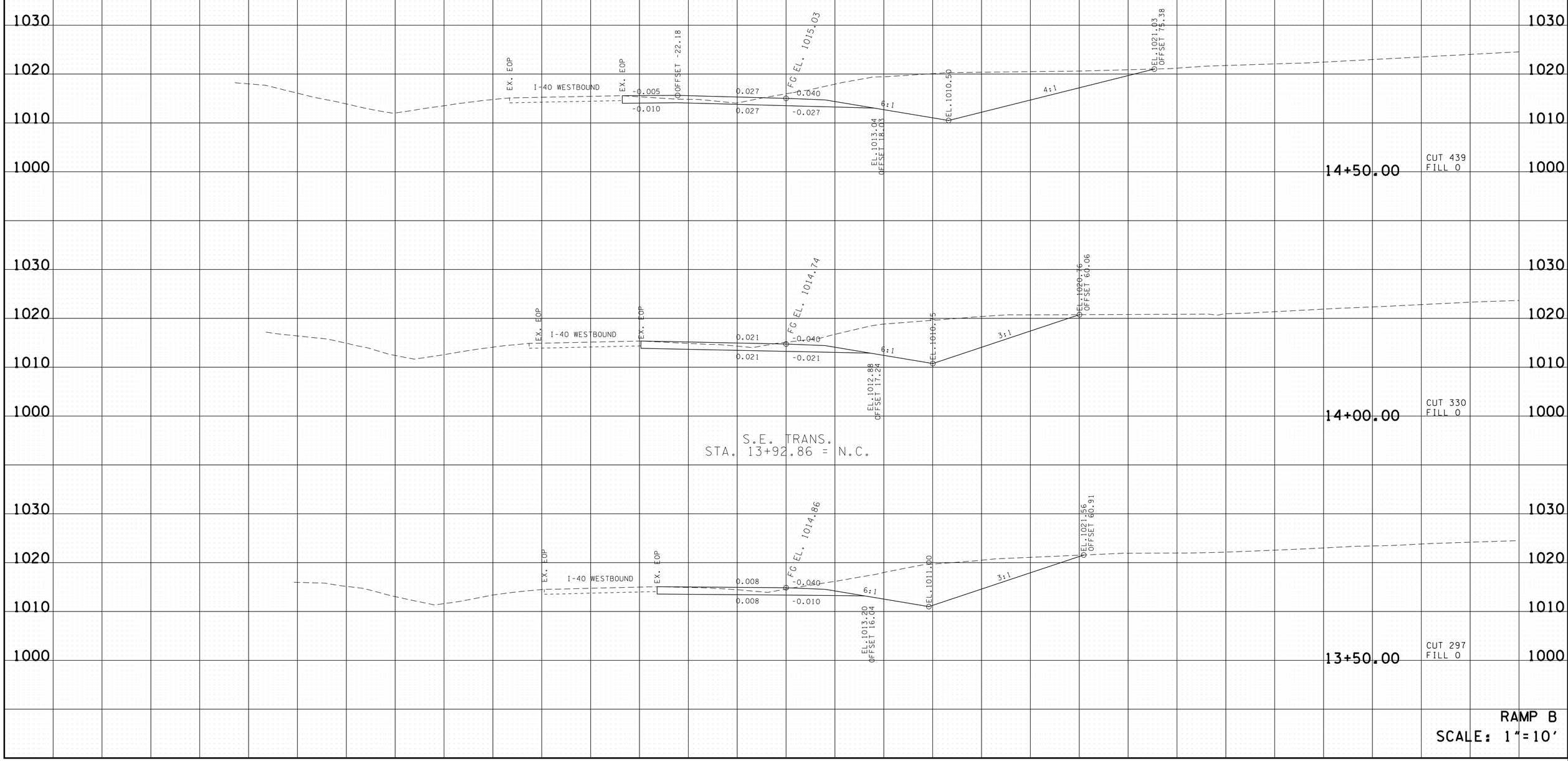
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	155
CONST.	2015	NH-I-40-6 (130)	155

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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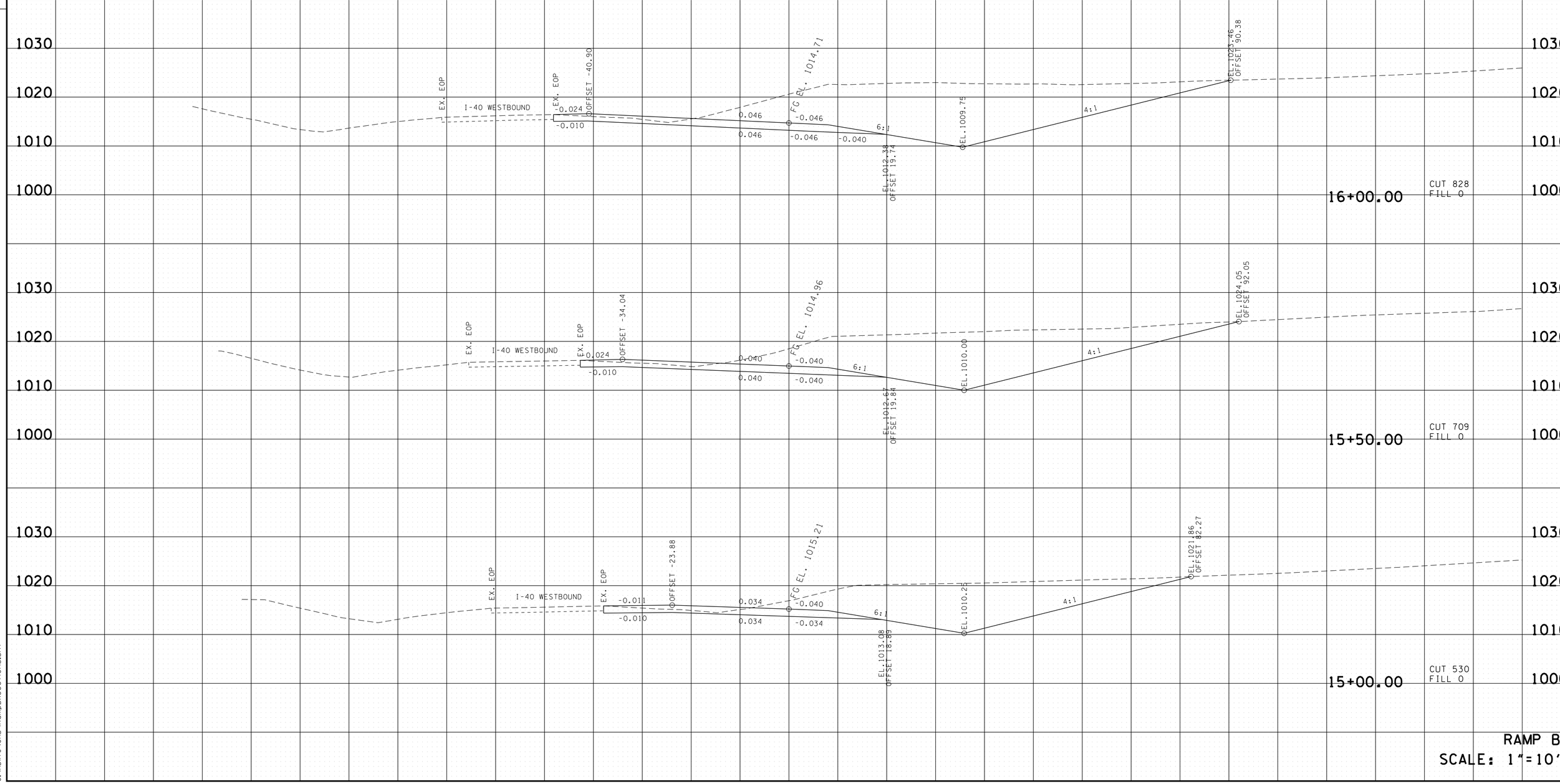
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	156
CONST.	2015	NH-I-40-6 (130)	156

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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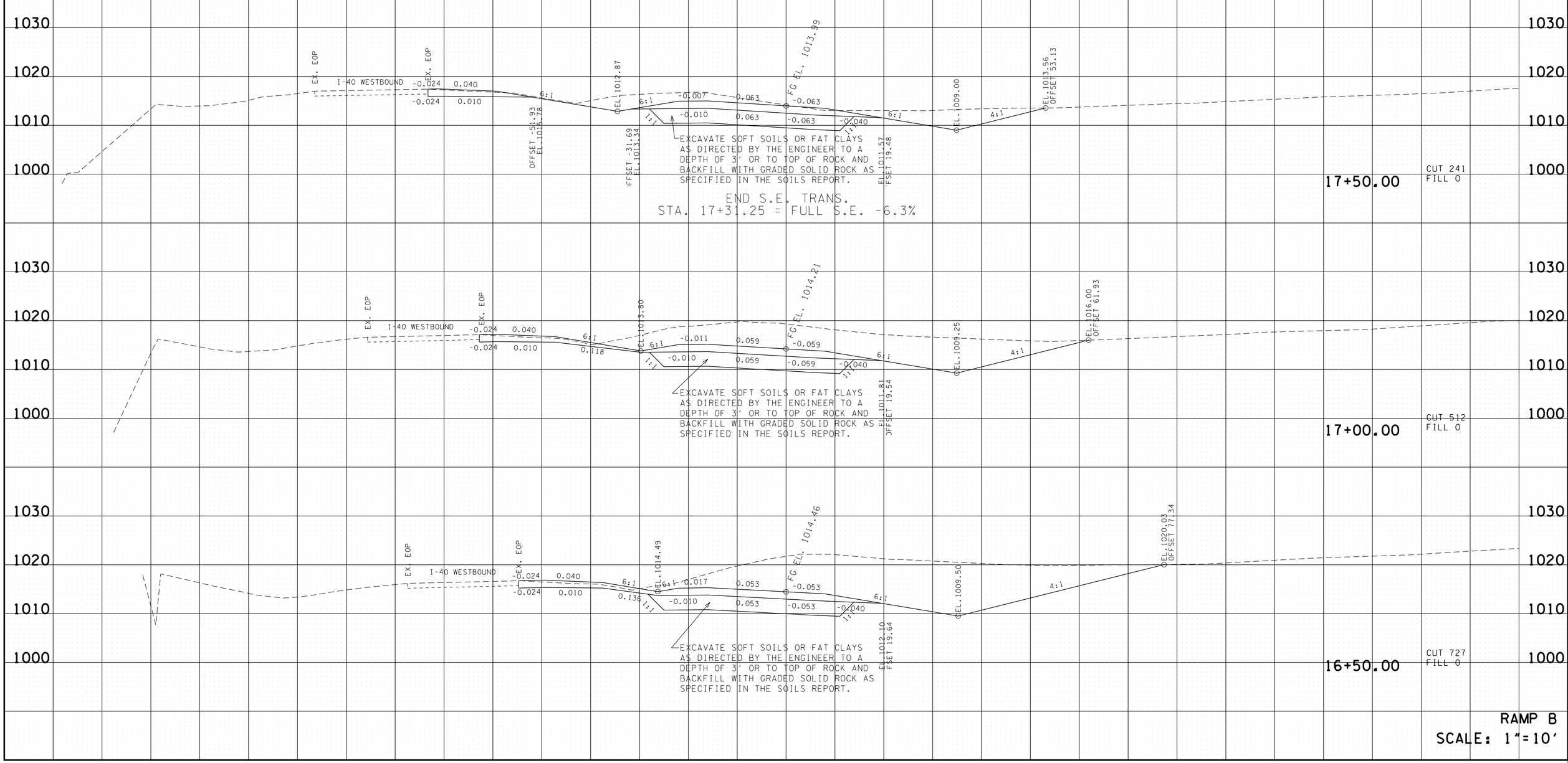
G:\H0117O\CAD\RampBXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	157
CONST.	2015	NH-I-40-6 (130)	157

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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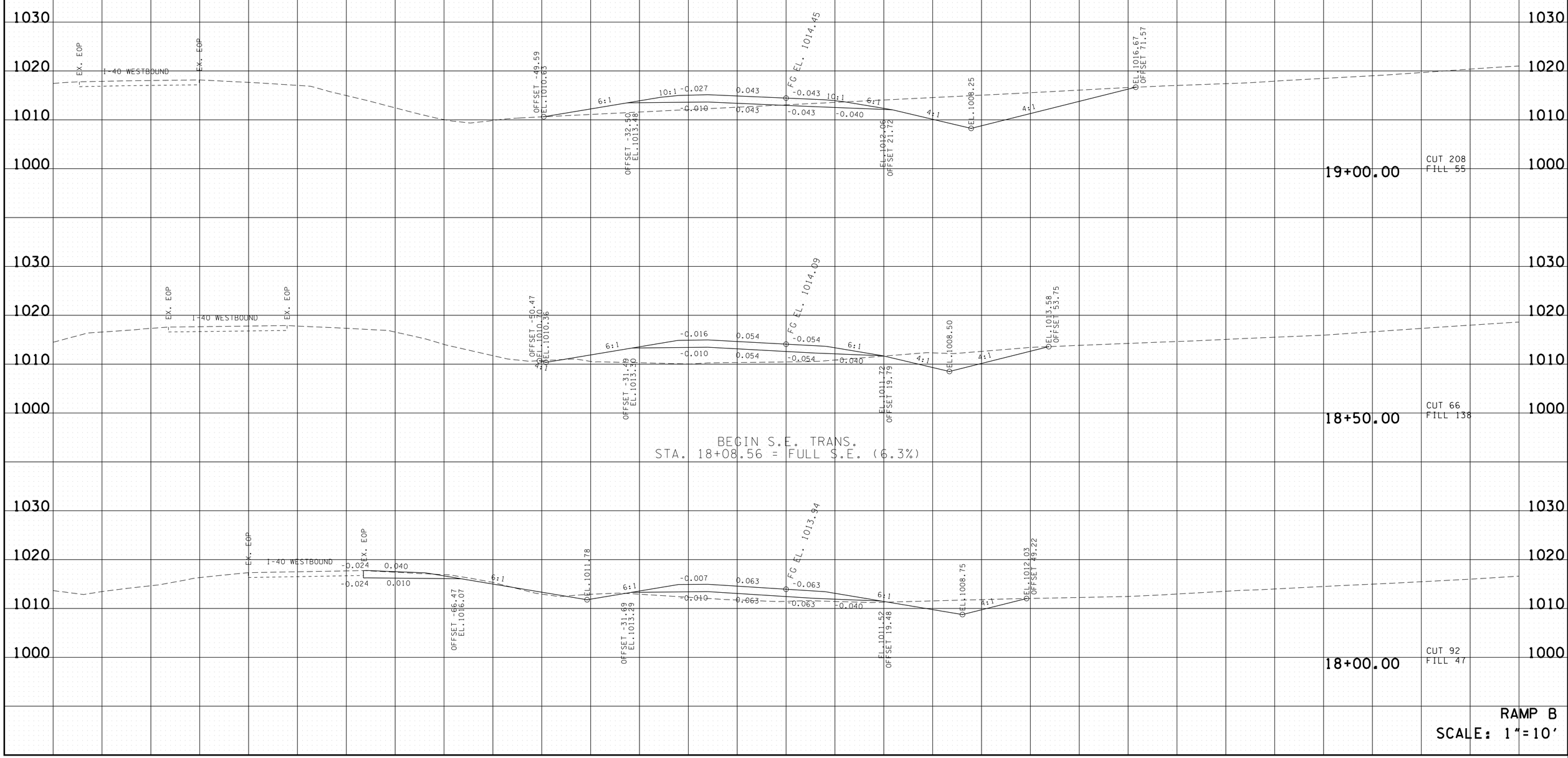
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	158
CONST.	2015	NH-I-40-6 (130)	158

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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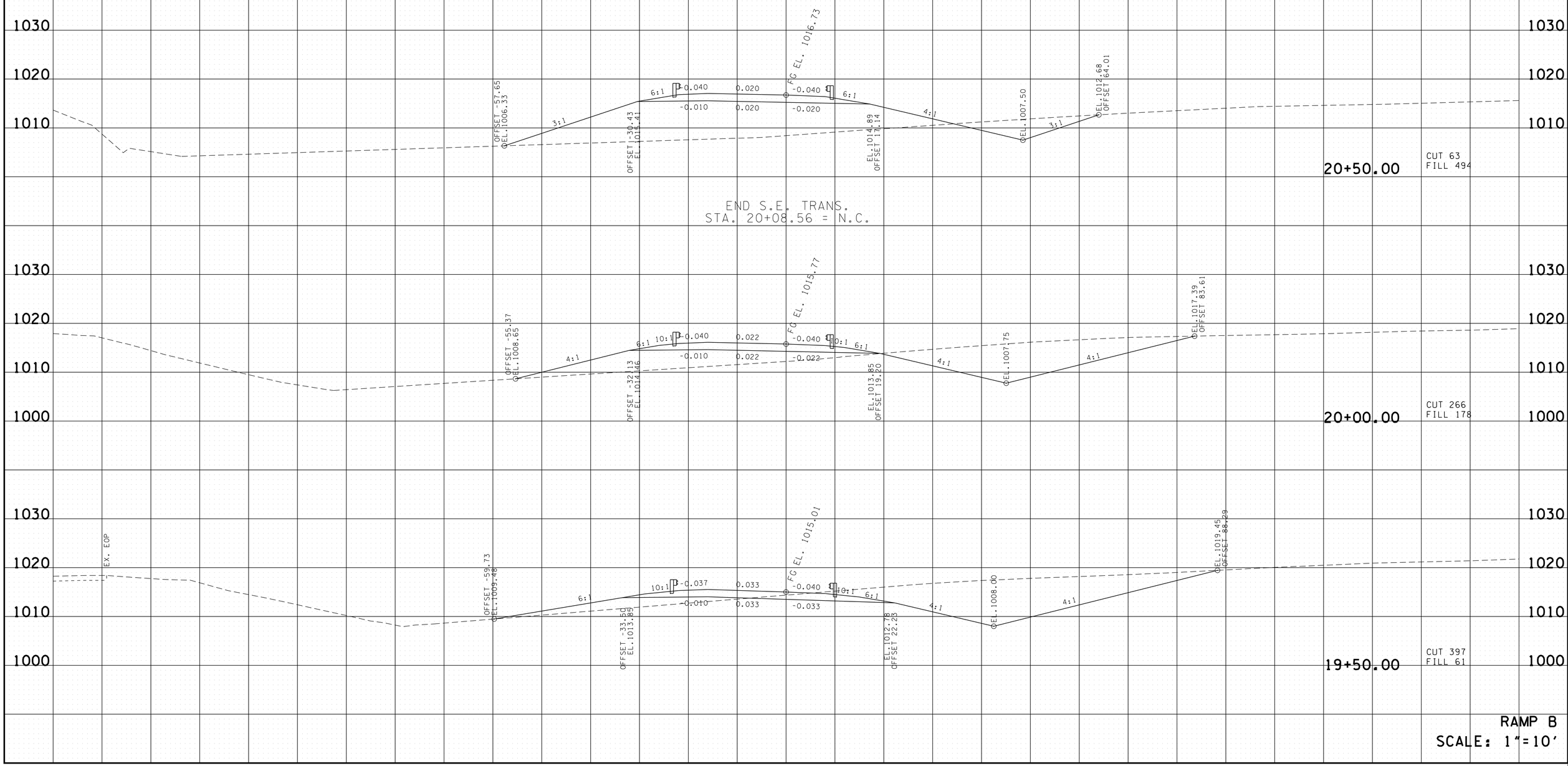
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	159
CONST.	2015	NH-I-40-6 (130)	159

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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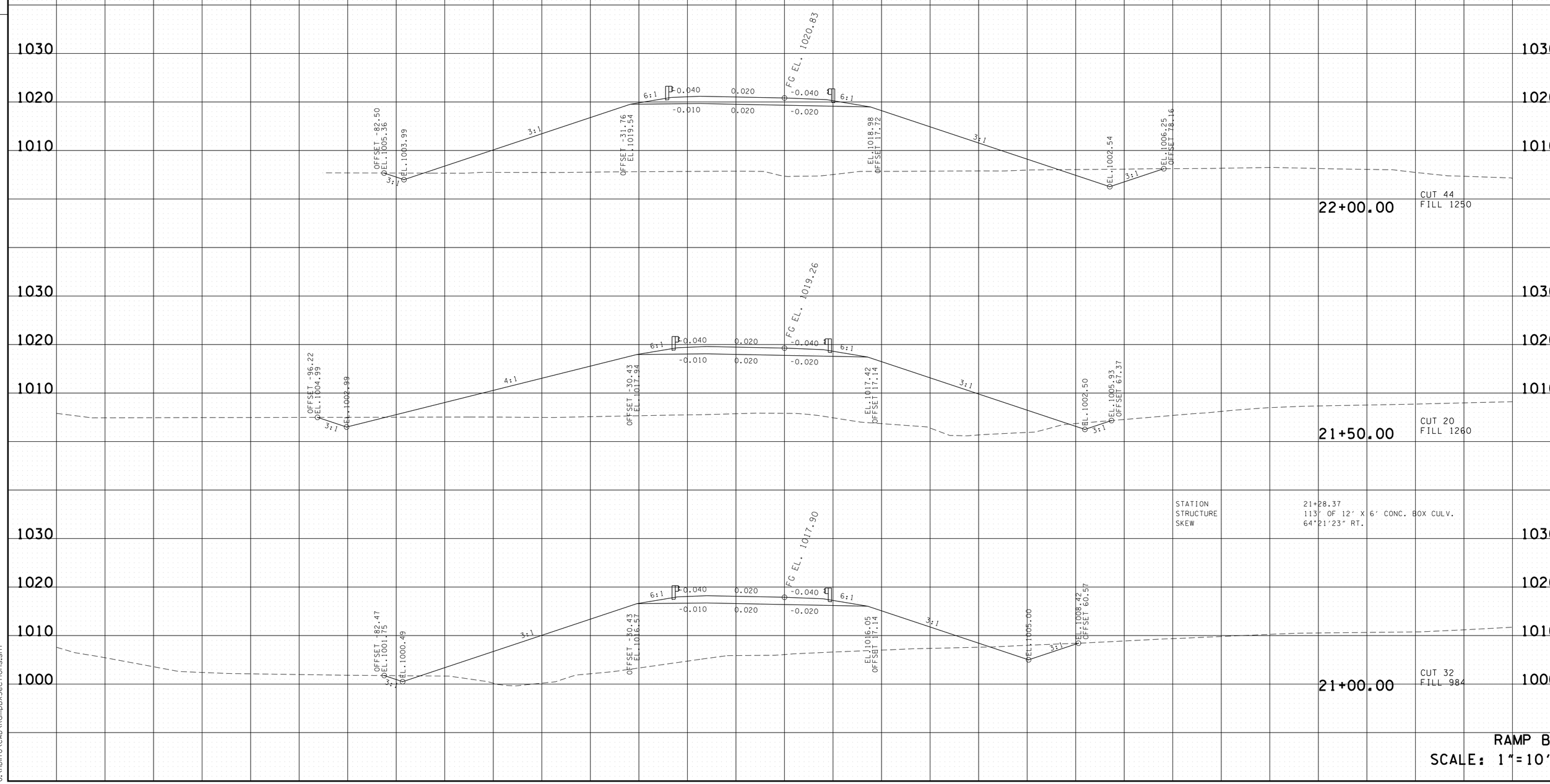
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	160
CONST.	2015	NH-I-40-6 (130)	160

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



RAMP B
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4/23/2015 10:48:05 AM
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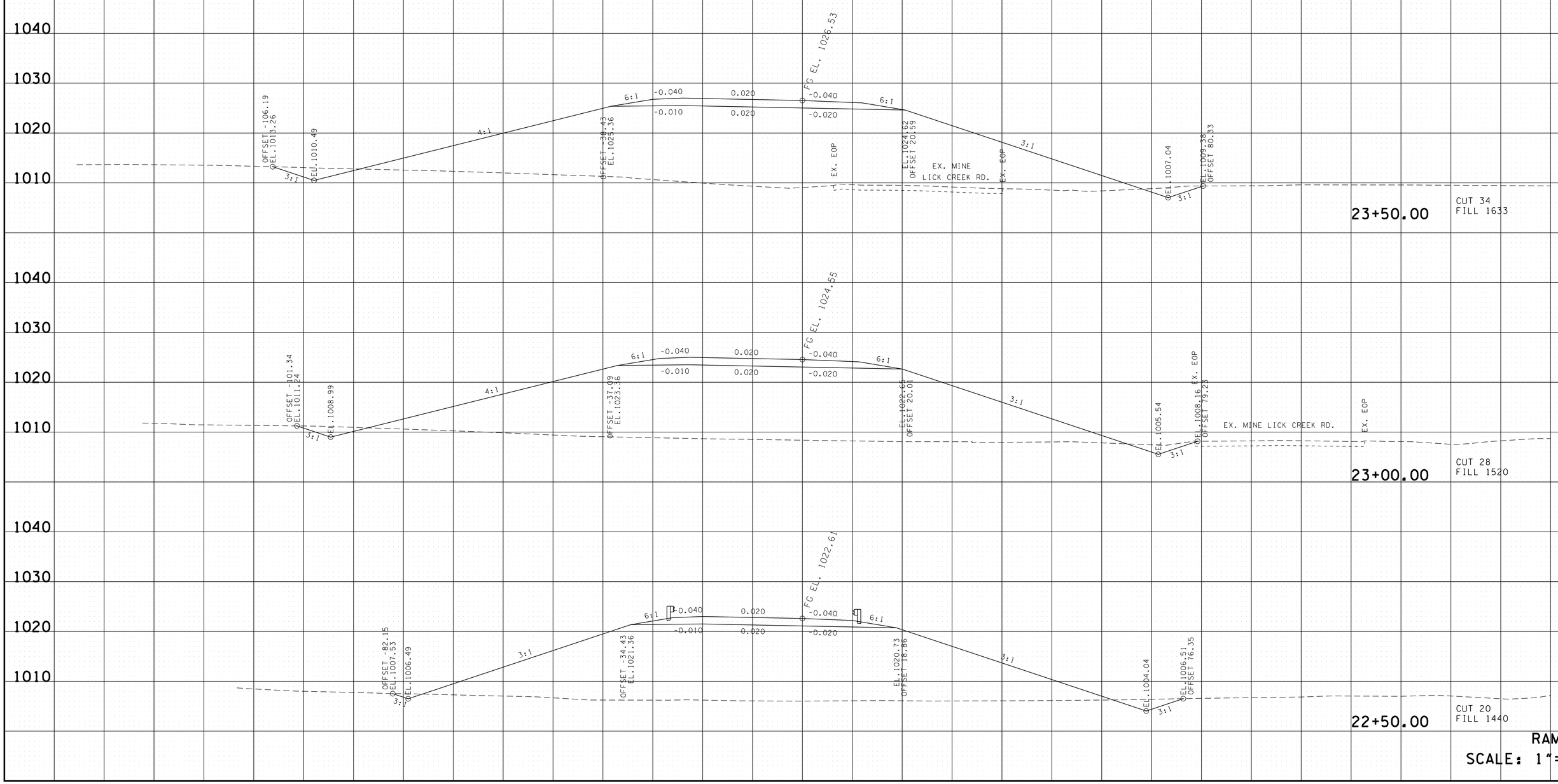
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	161
CONST.	2015	NH-I-40-6 (130)	161

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



RAMP B
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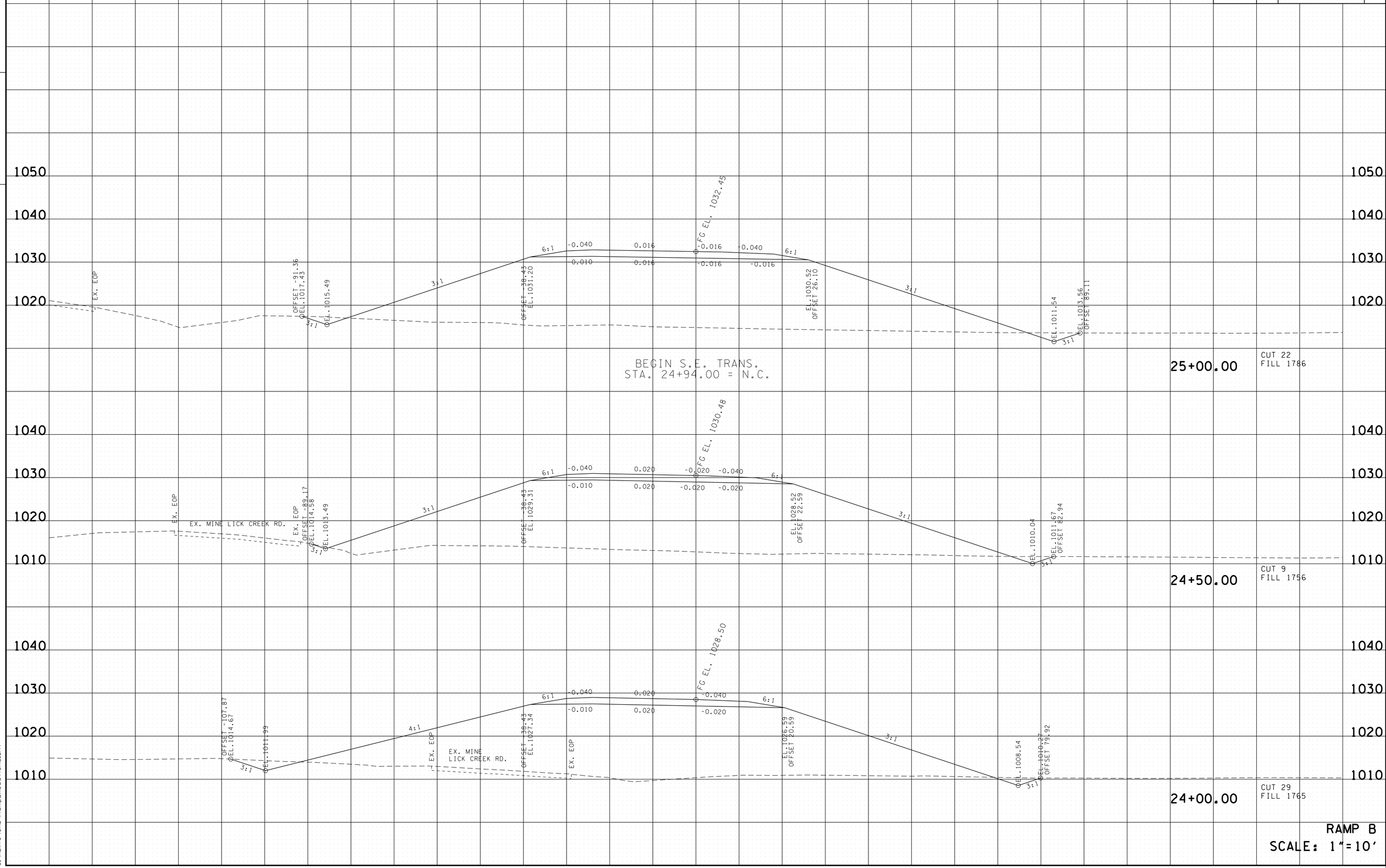
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	162
CONST.	2015	NH-I-40-6 (130)	162

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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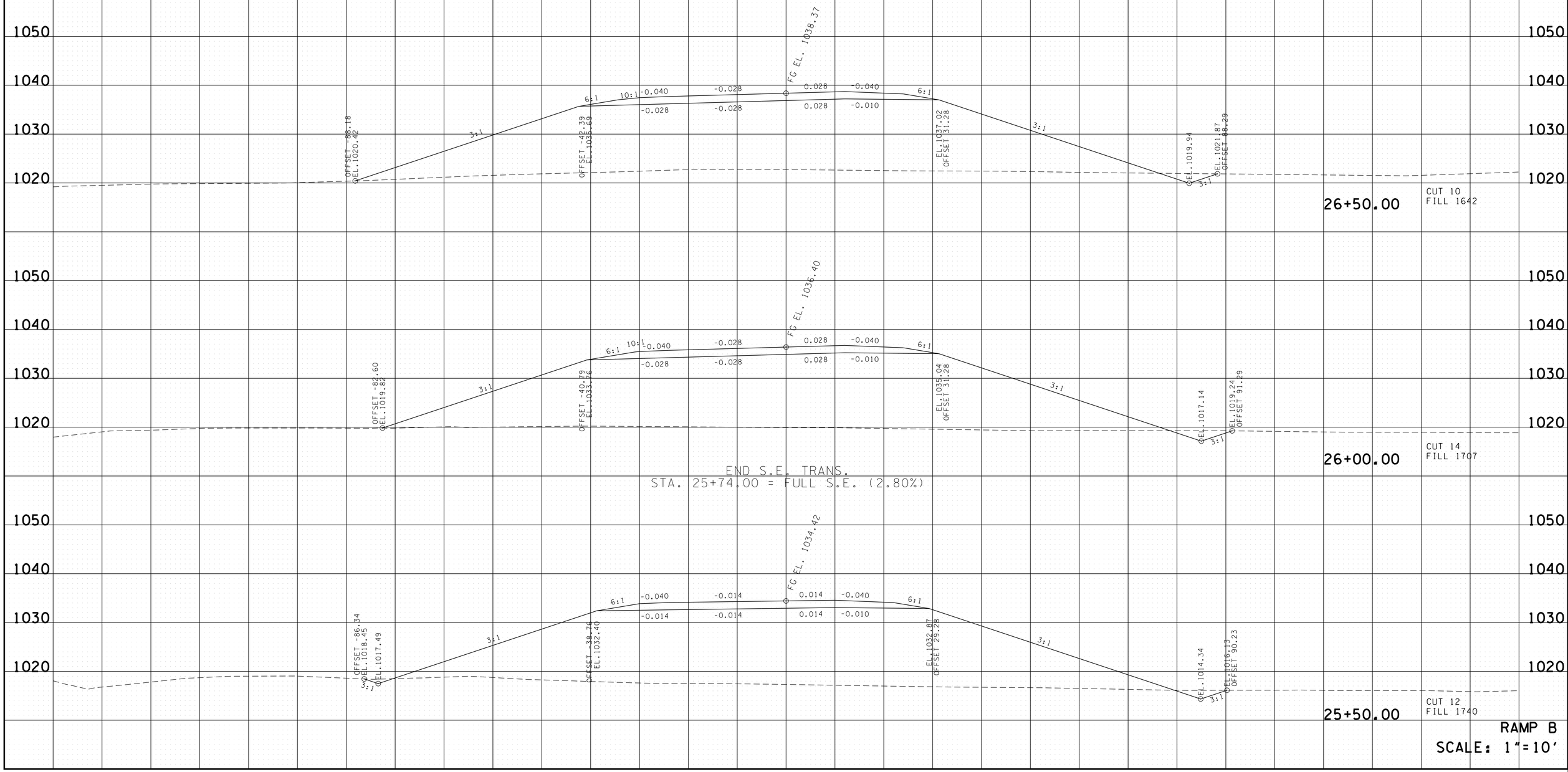
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	163
CONST.	2015	NH-I-40-6 (130)	163

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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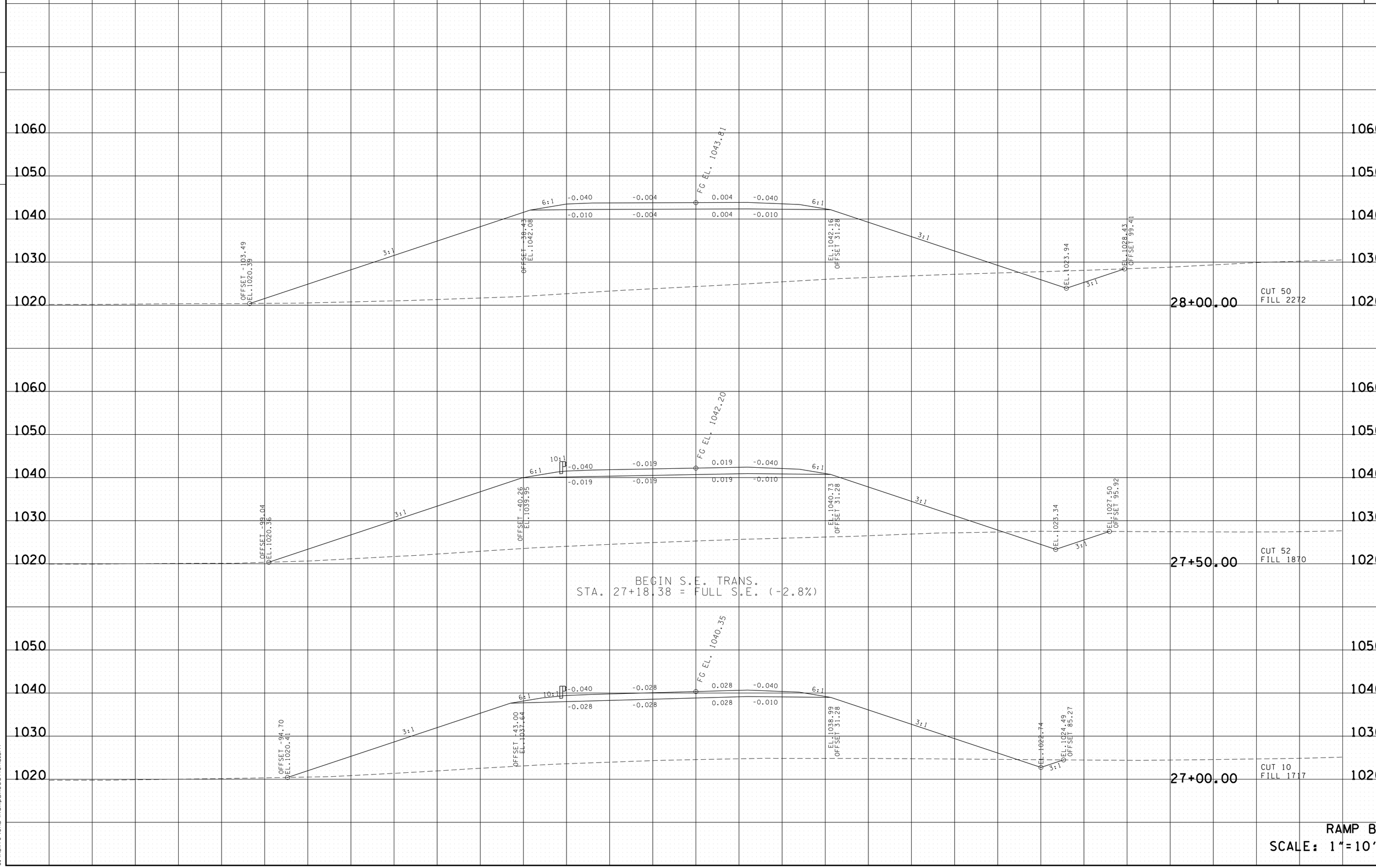
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	164
CONST.	2015	NH-I-40-6 (130)	164

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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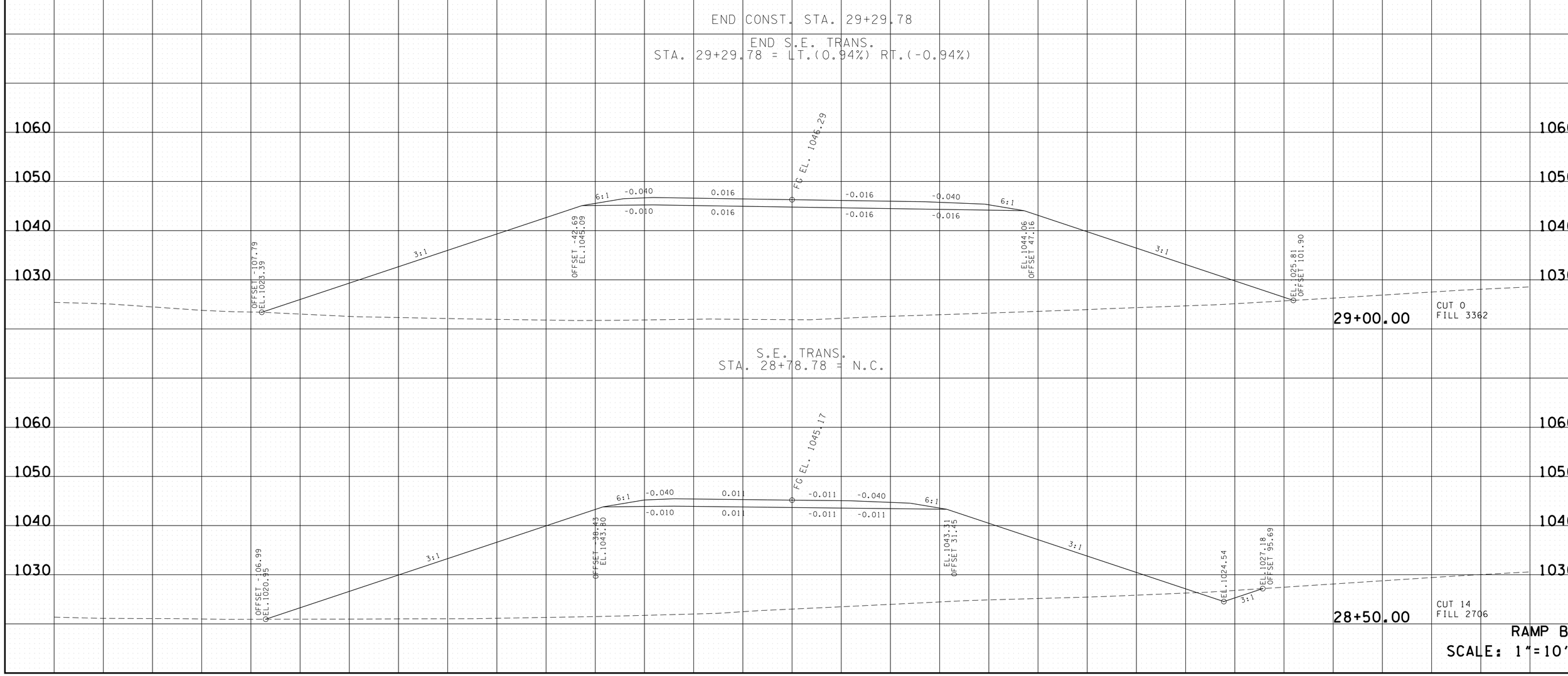
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	165
CONST.	2015	NH-I-40-6 (130)	165

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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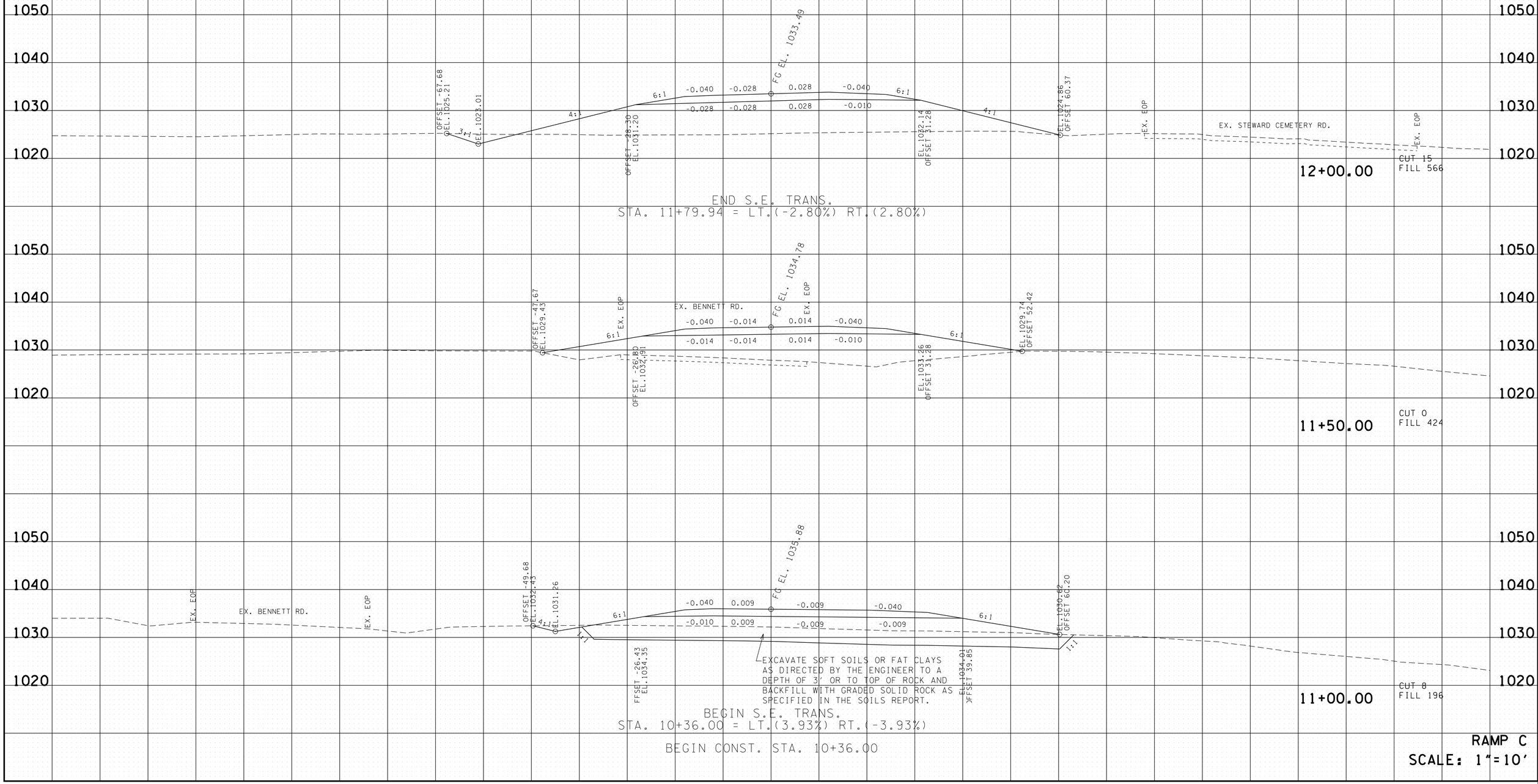
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	166
CONST.	2015	NH-I-40-6 (130)	166



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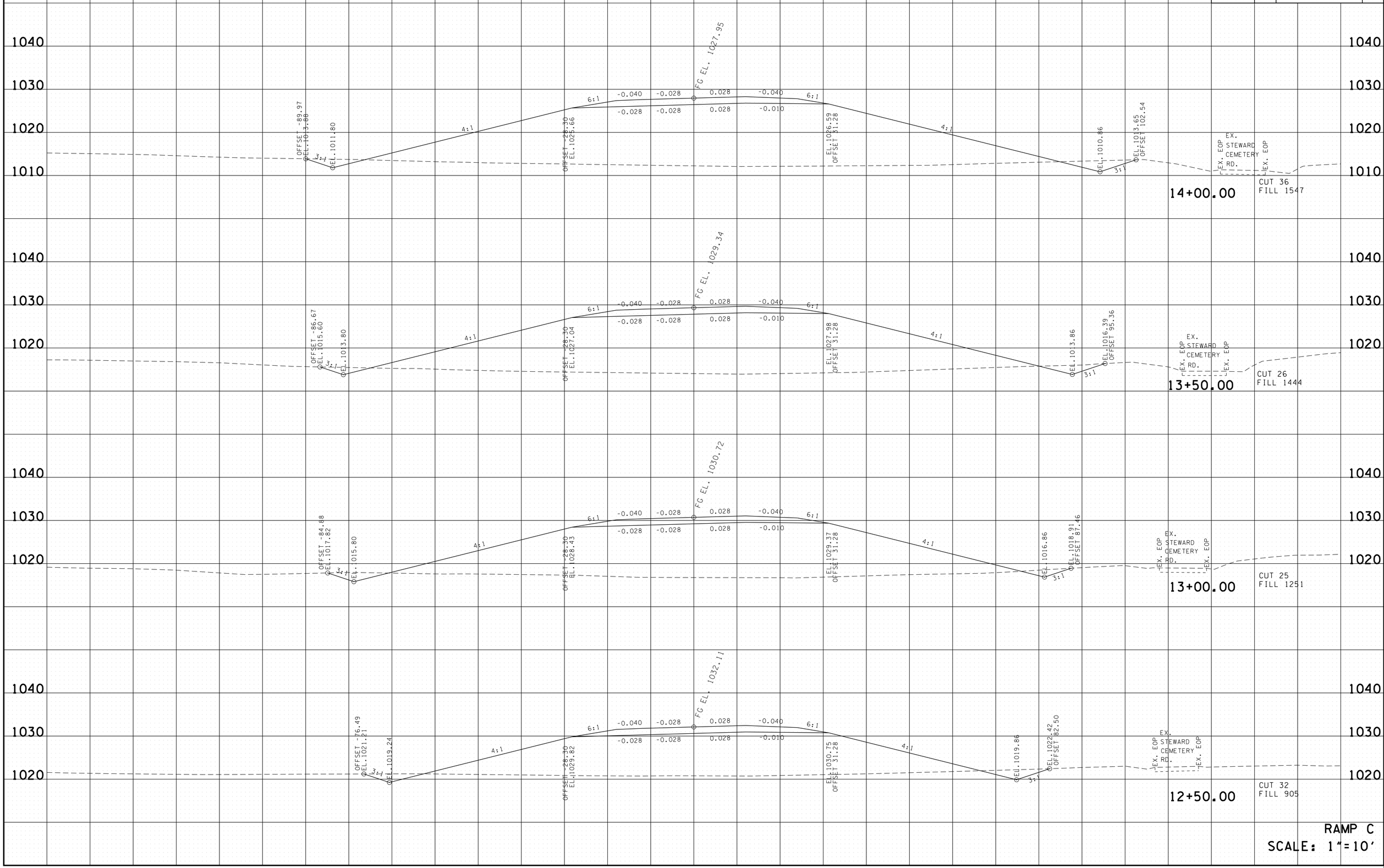
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	167
CONST.	2015	NH-I-40-6 (130)	167



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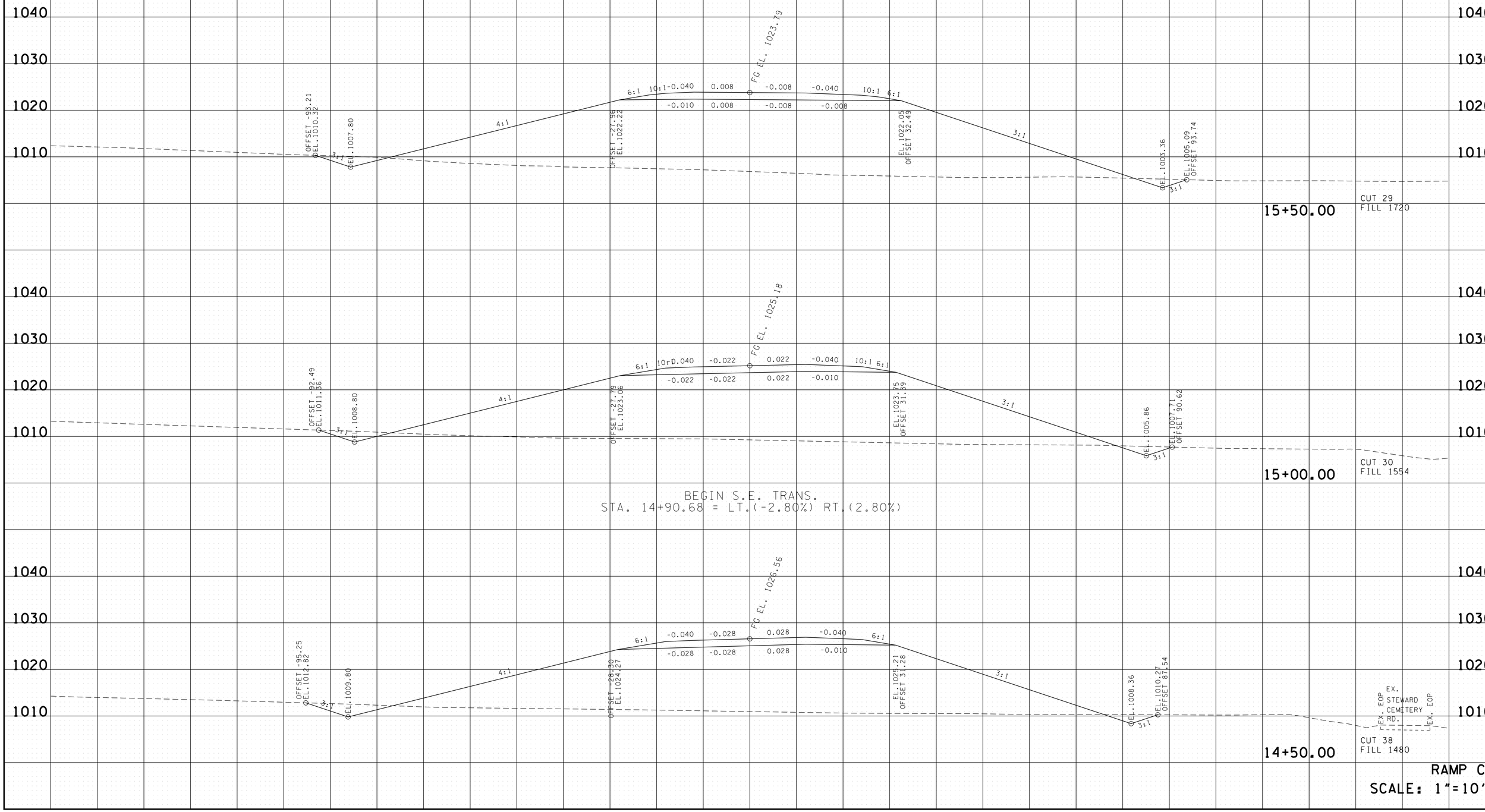
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	168
CONST.	2015	NH-I-40-6 (130)	168

END S.E. TRANS.
STA. 15+70.68 = LT.(2.00%) RT.(-2.00%)



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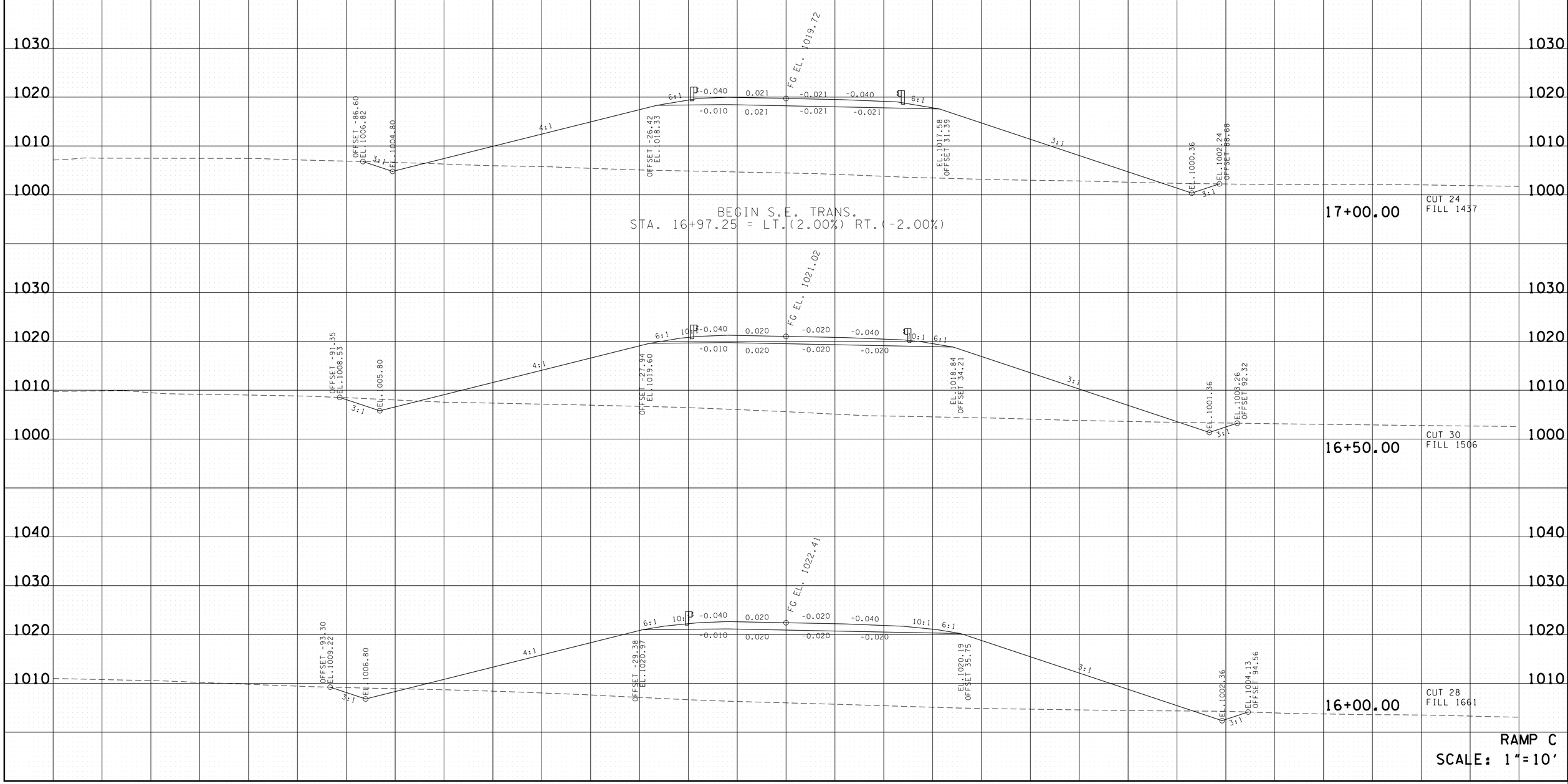
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	169
CONST.	2015	NH-I-40-6 (130)	169



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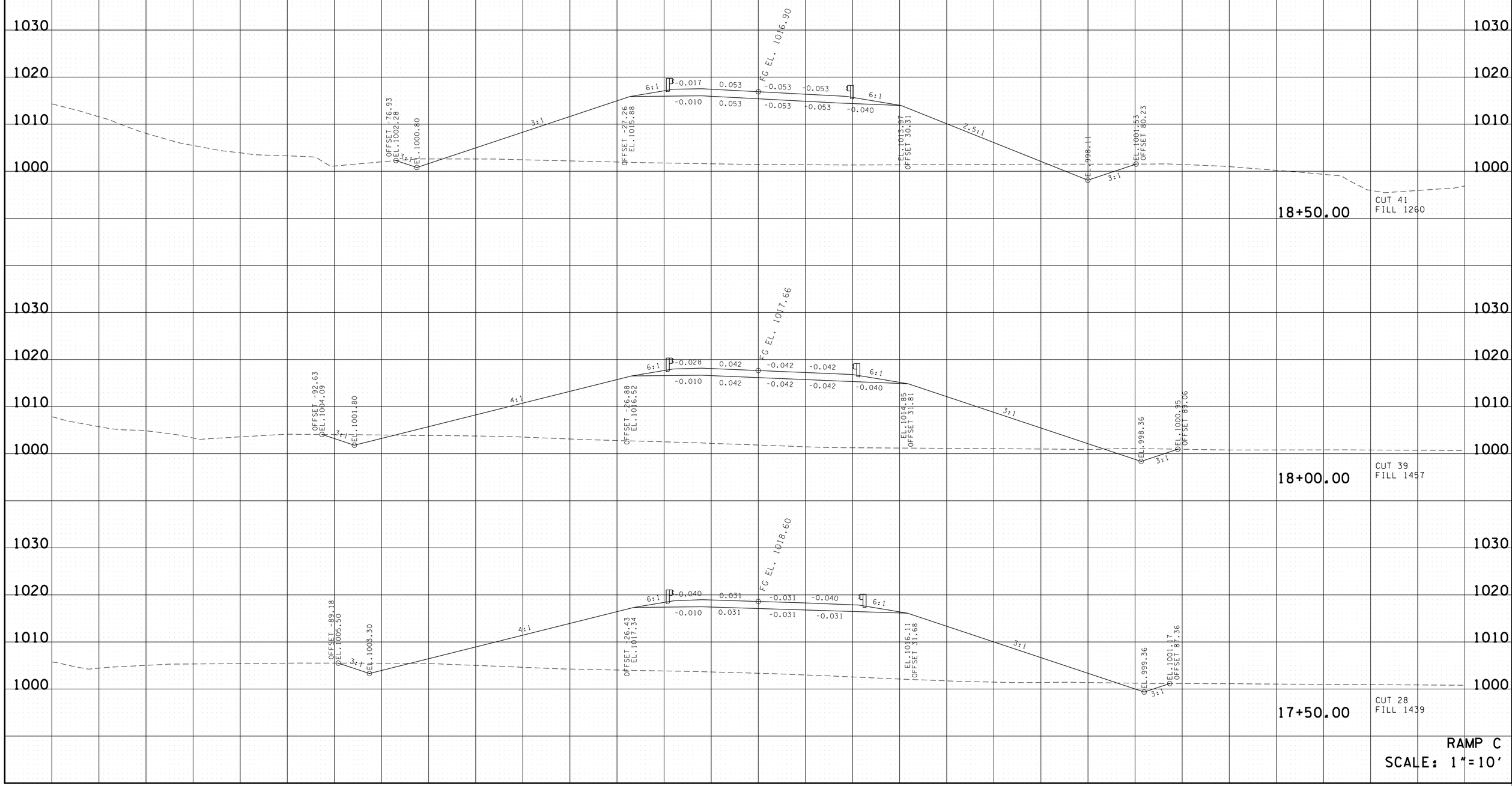
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	170
CONST.	2015	NH-I-40-6 (130)	170

END S.E. TRANS.
STA. 18+97.25 = LT.(6.30%) RT.(-6.30%)



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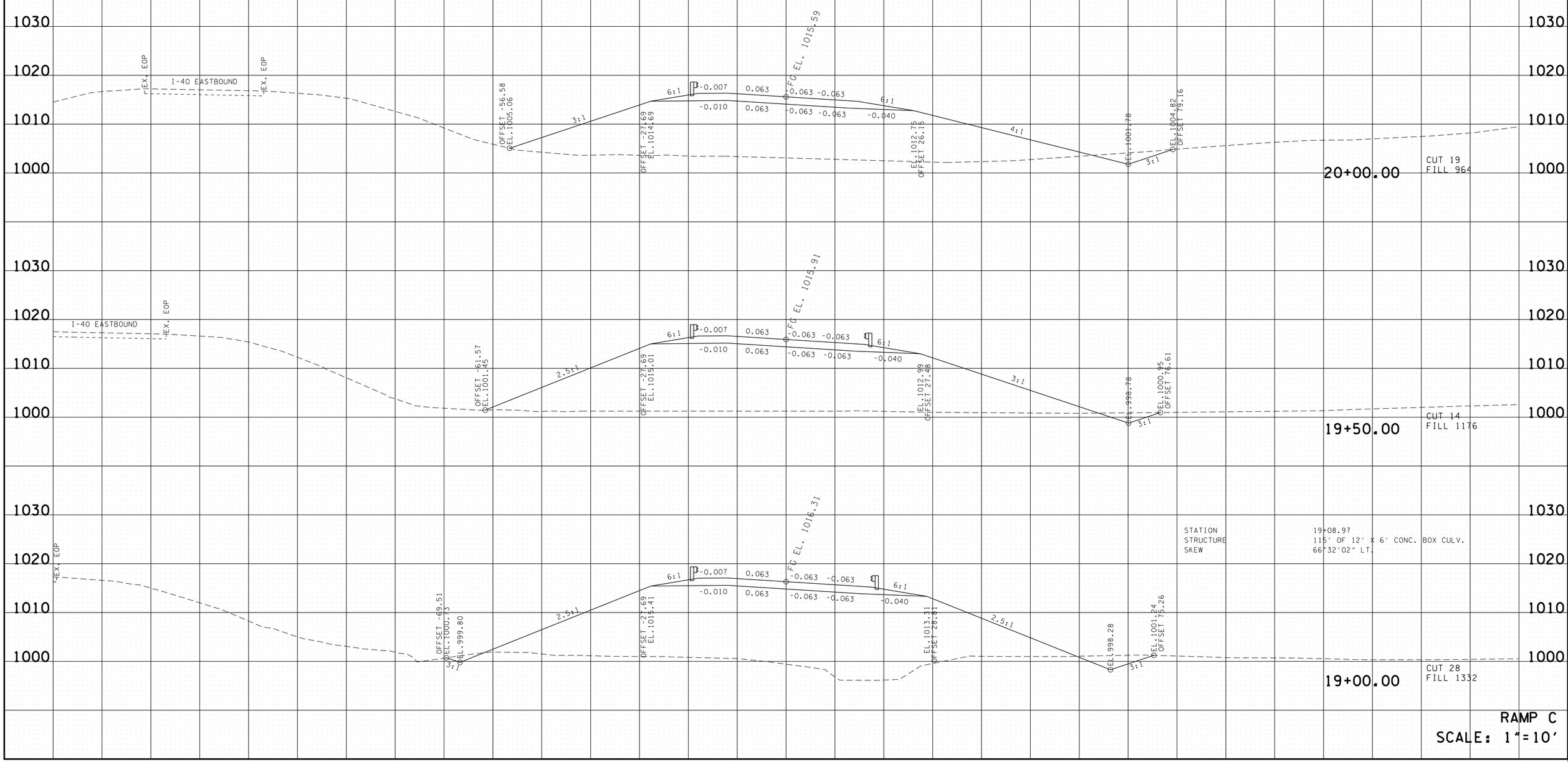
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	171
CONST.	2015	NH-I-40-6 (130)	171



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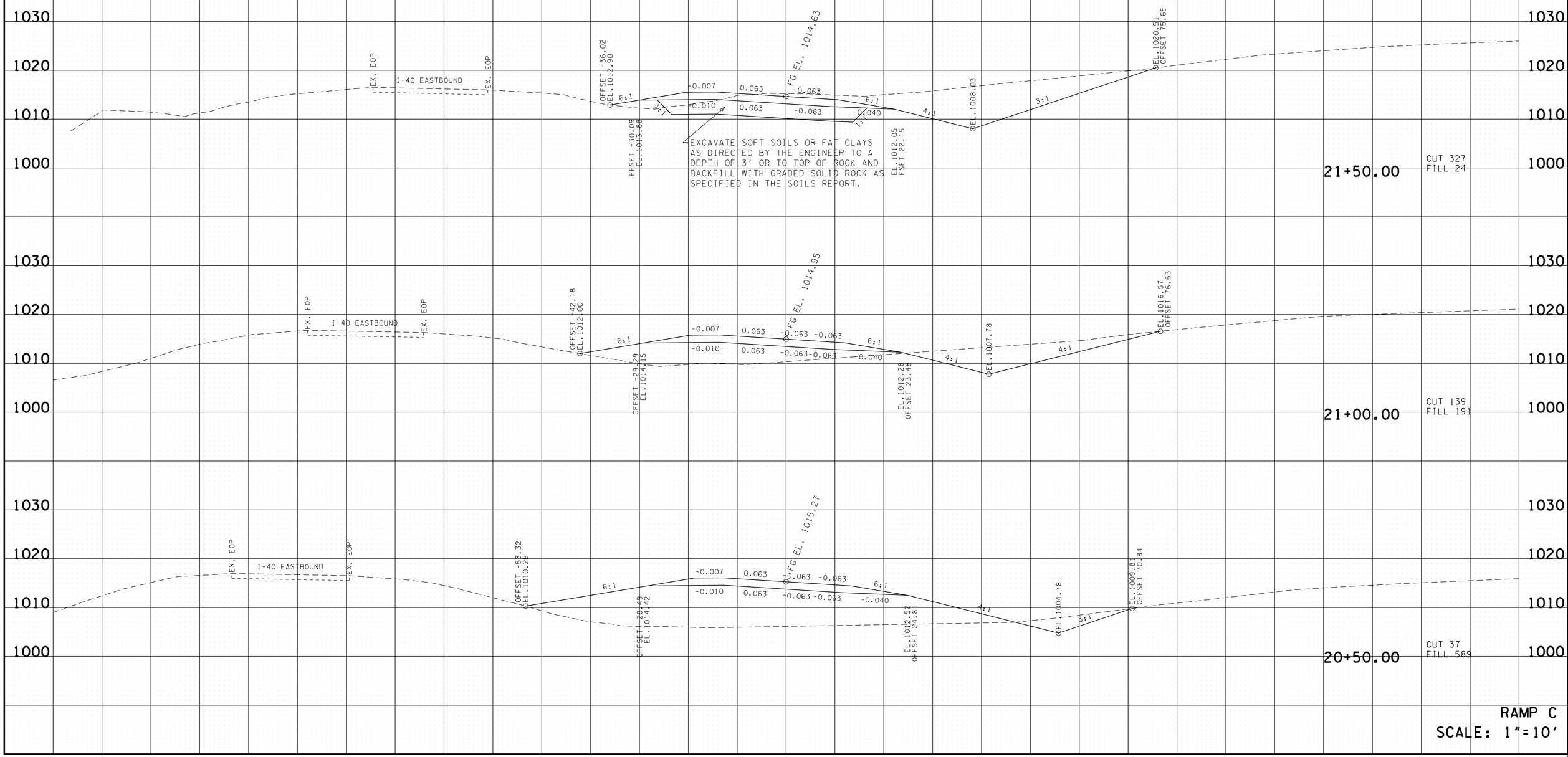
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	172
CONST.	2015	NH-I-40-6 (130)	172



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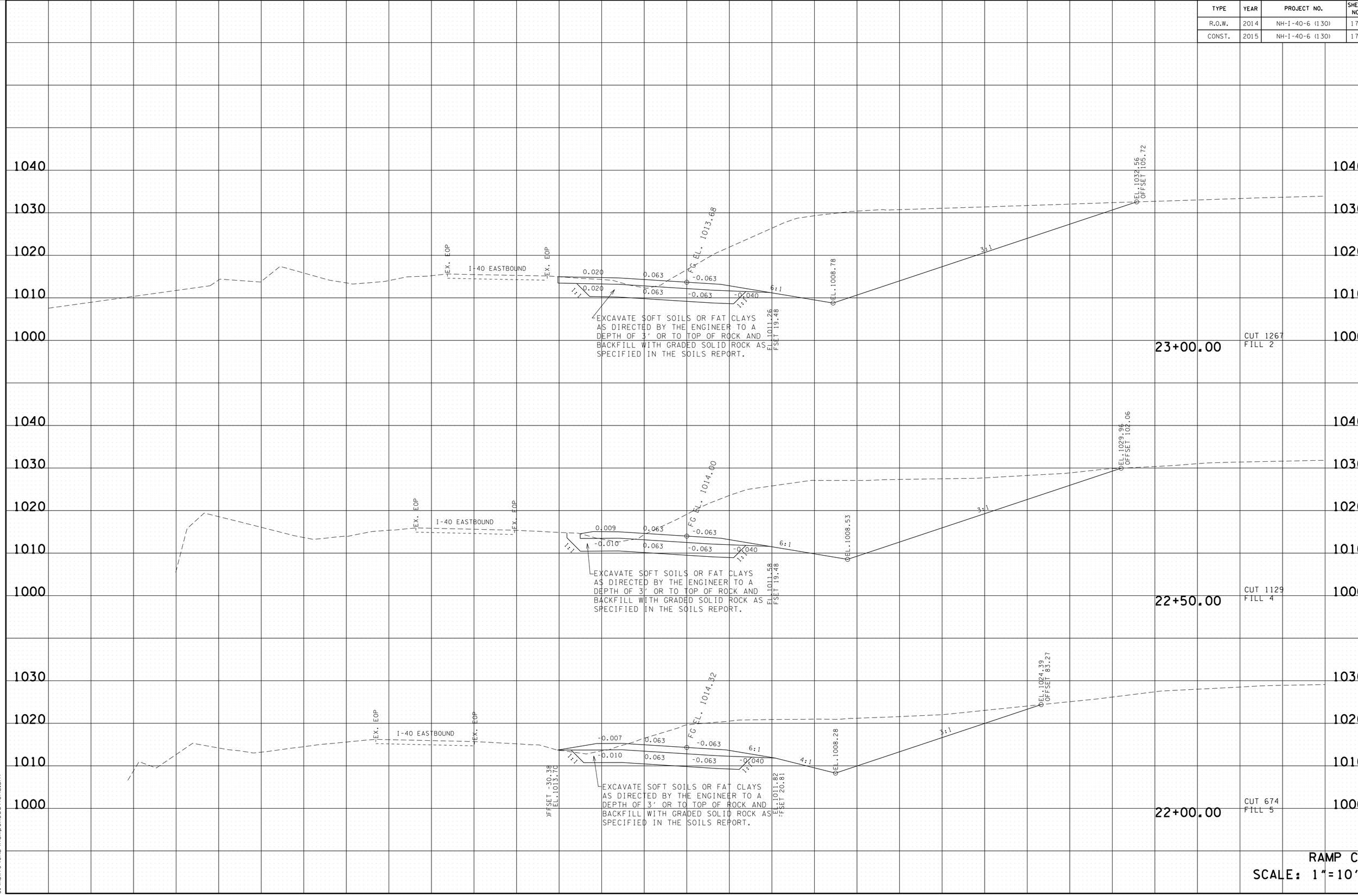
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	173
CONST.	2015	NH-I-40-6 (130)	173



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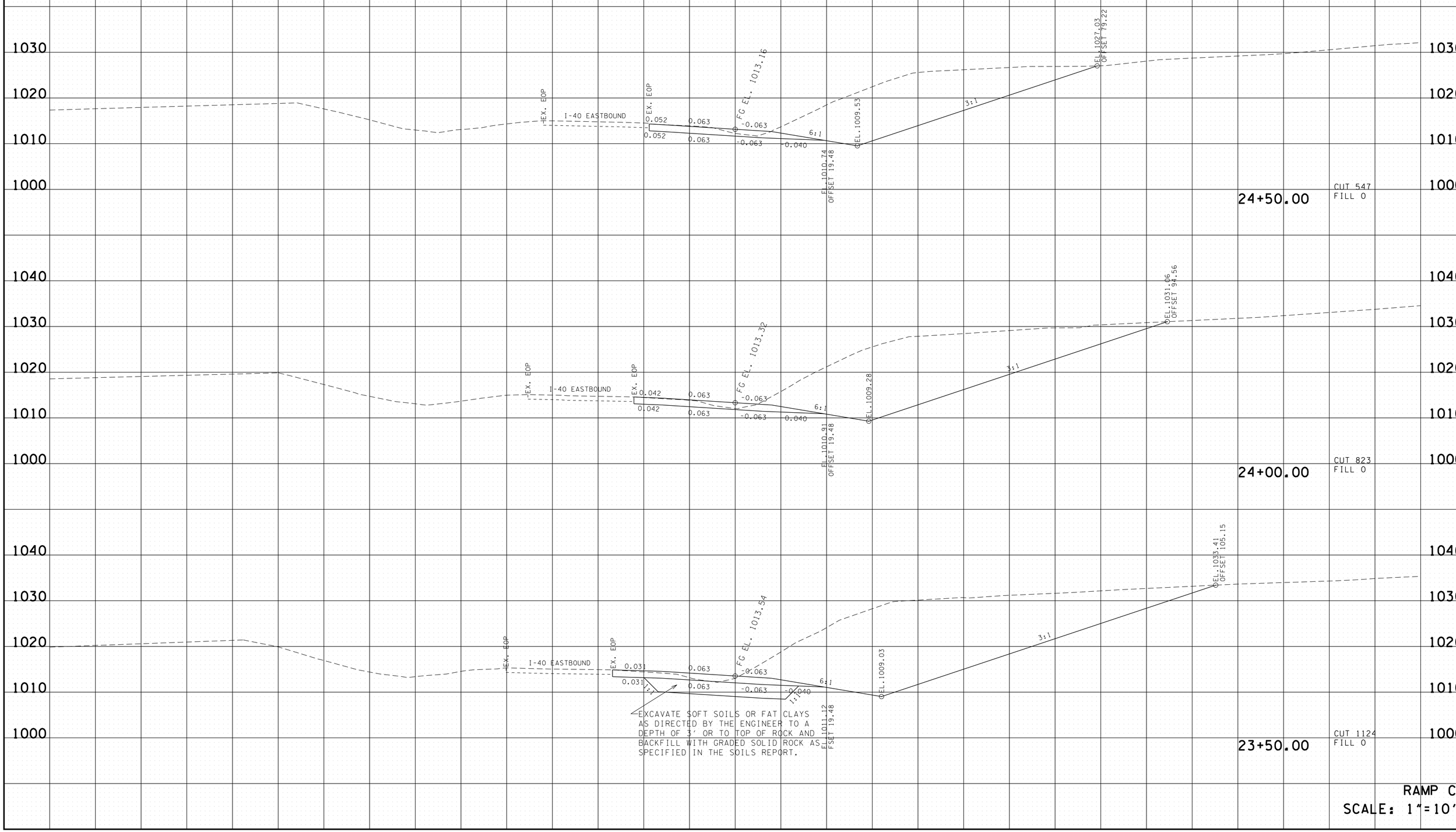
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	174
CONST.	2015	NH-I-40-6 (130)	174



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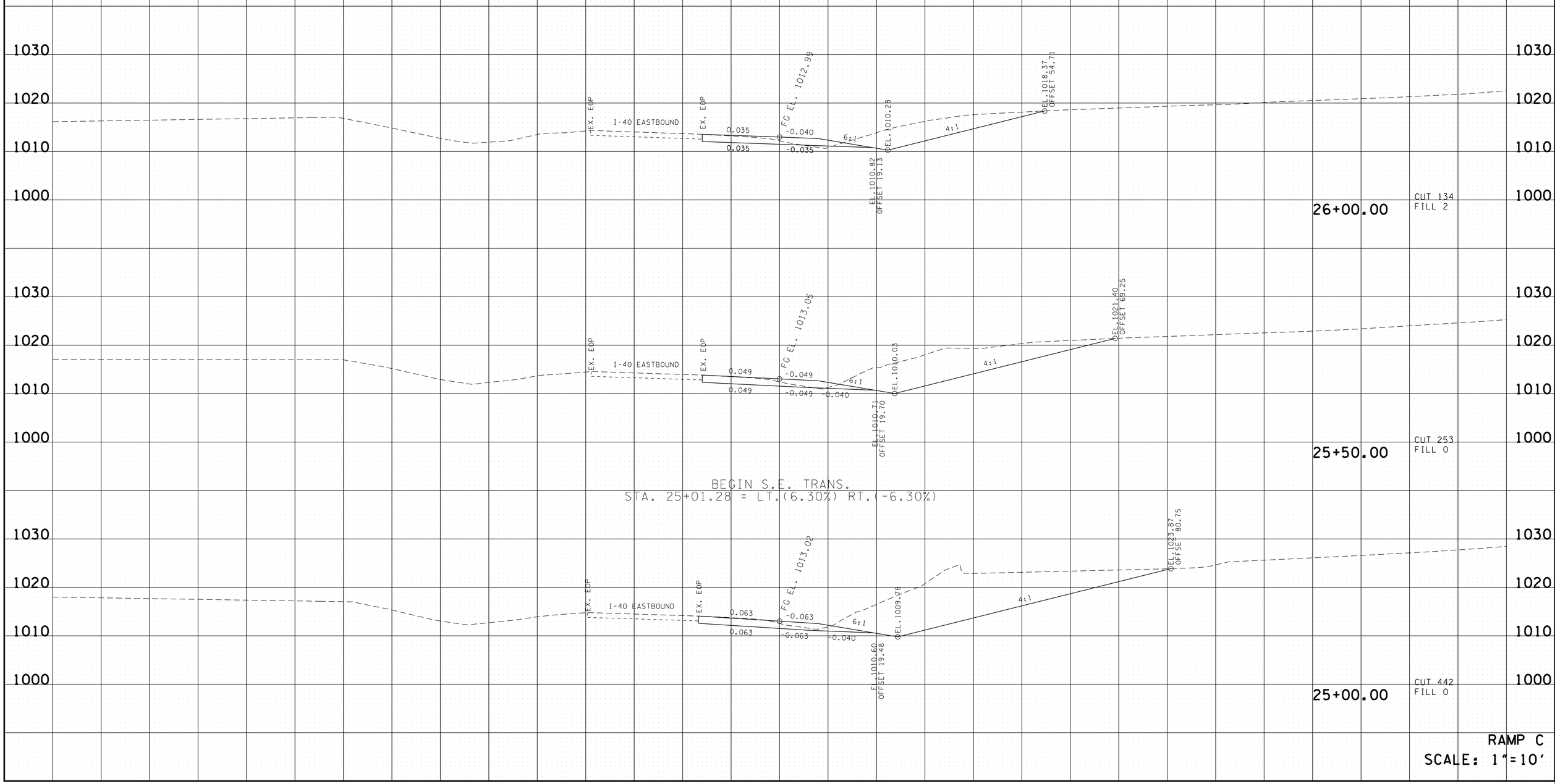
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	175
CONST.	2015	NH-I-40-6 (130)	175

END S.E. TRANS.
STA. 26+22.28= LT.(2.90%)



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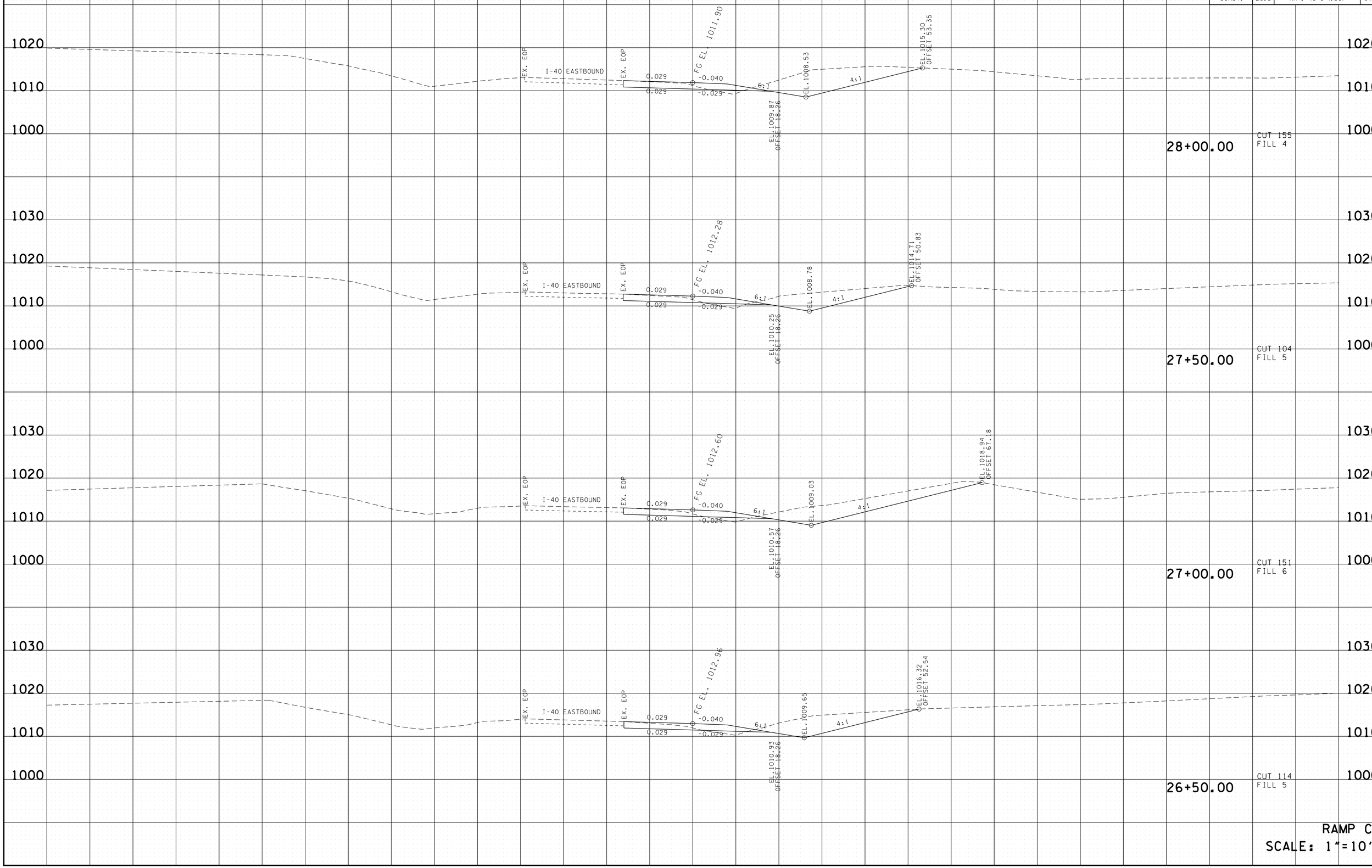
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	176
CONST.	2015	NH-I-40-6 (130)	176



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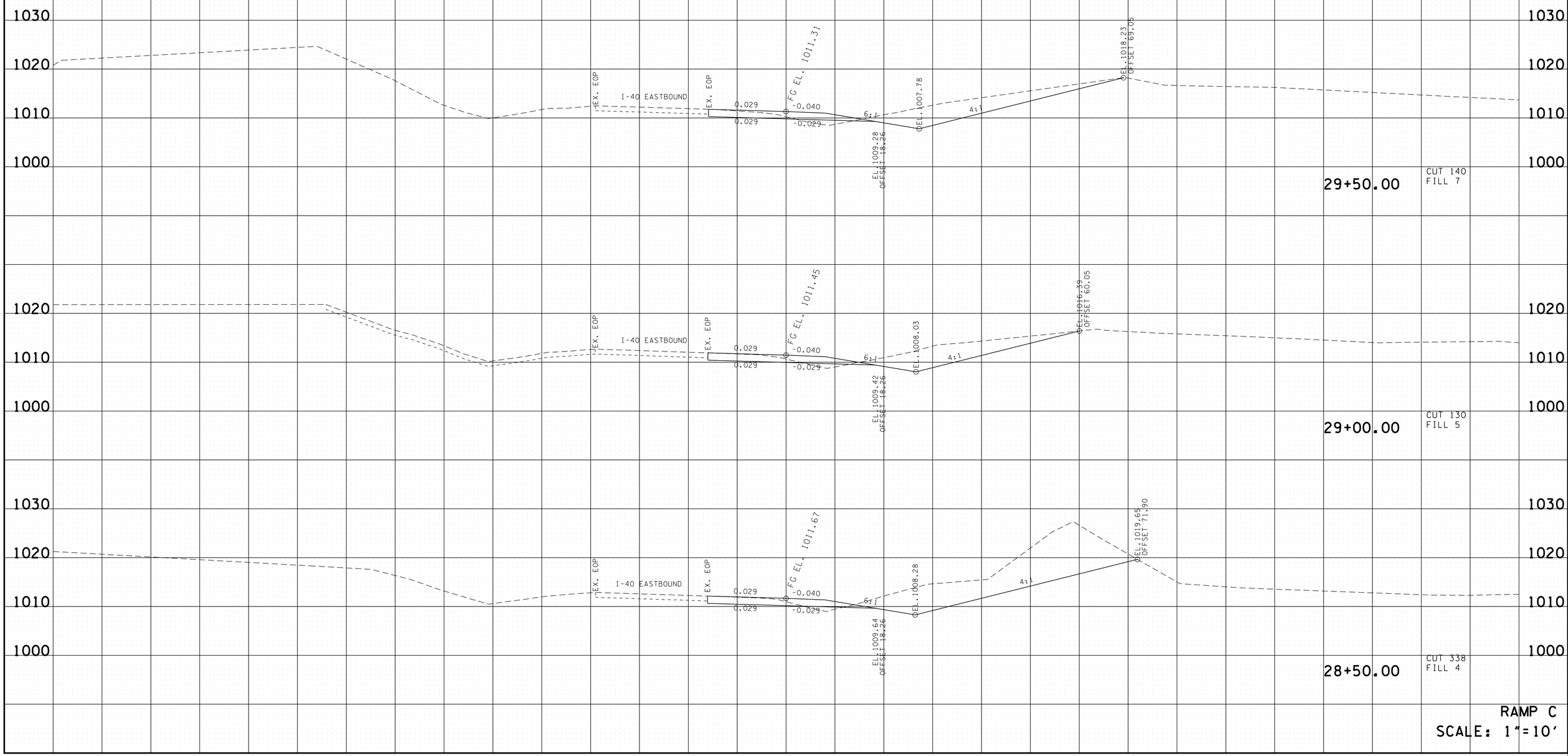
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	177
CONST.	2015	NH-I-40-6 (130)	177



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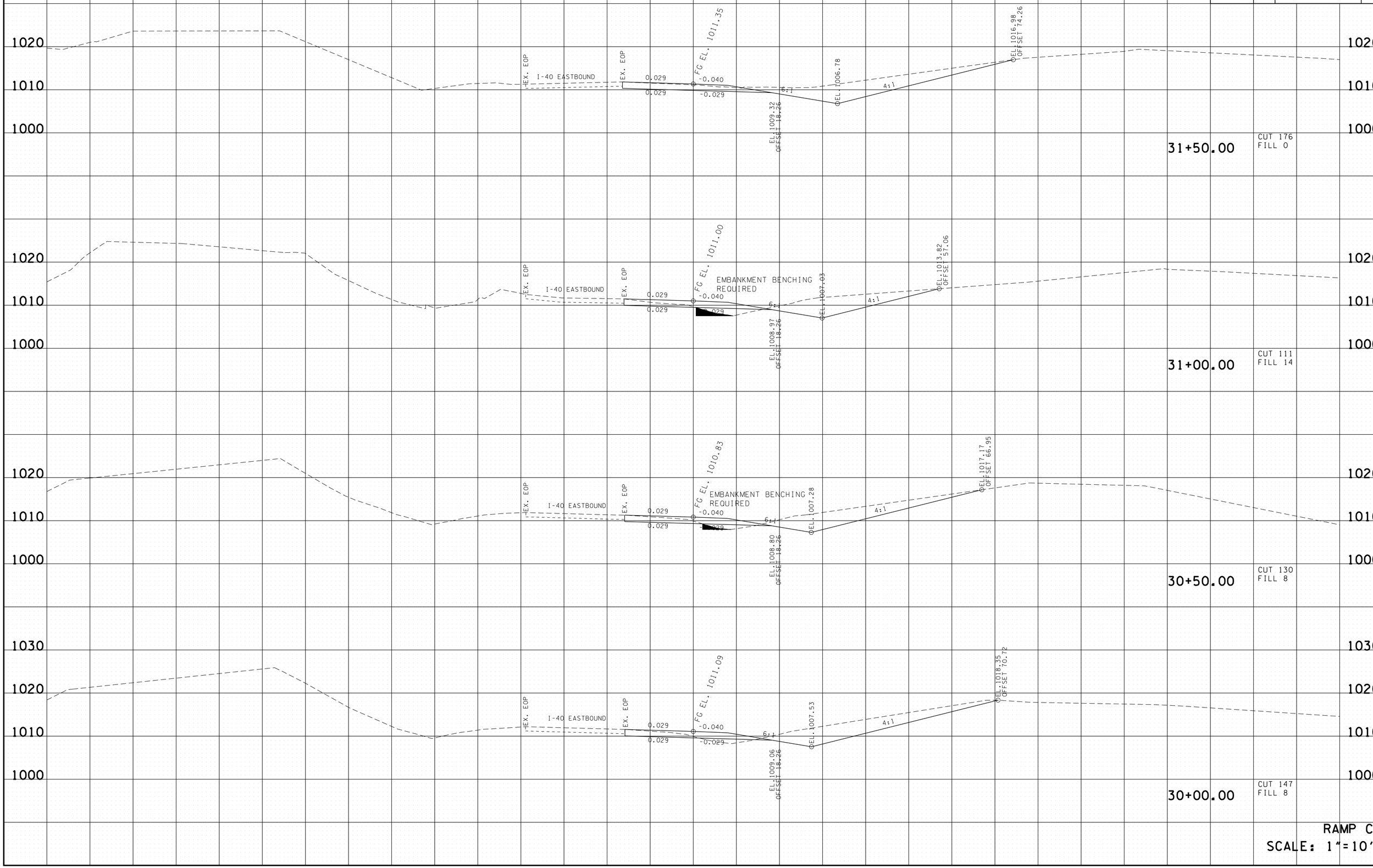
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	178
CONST.	2015	NH-I-40-6 (130)	178



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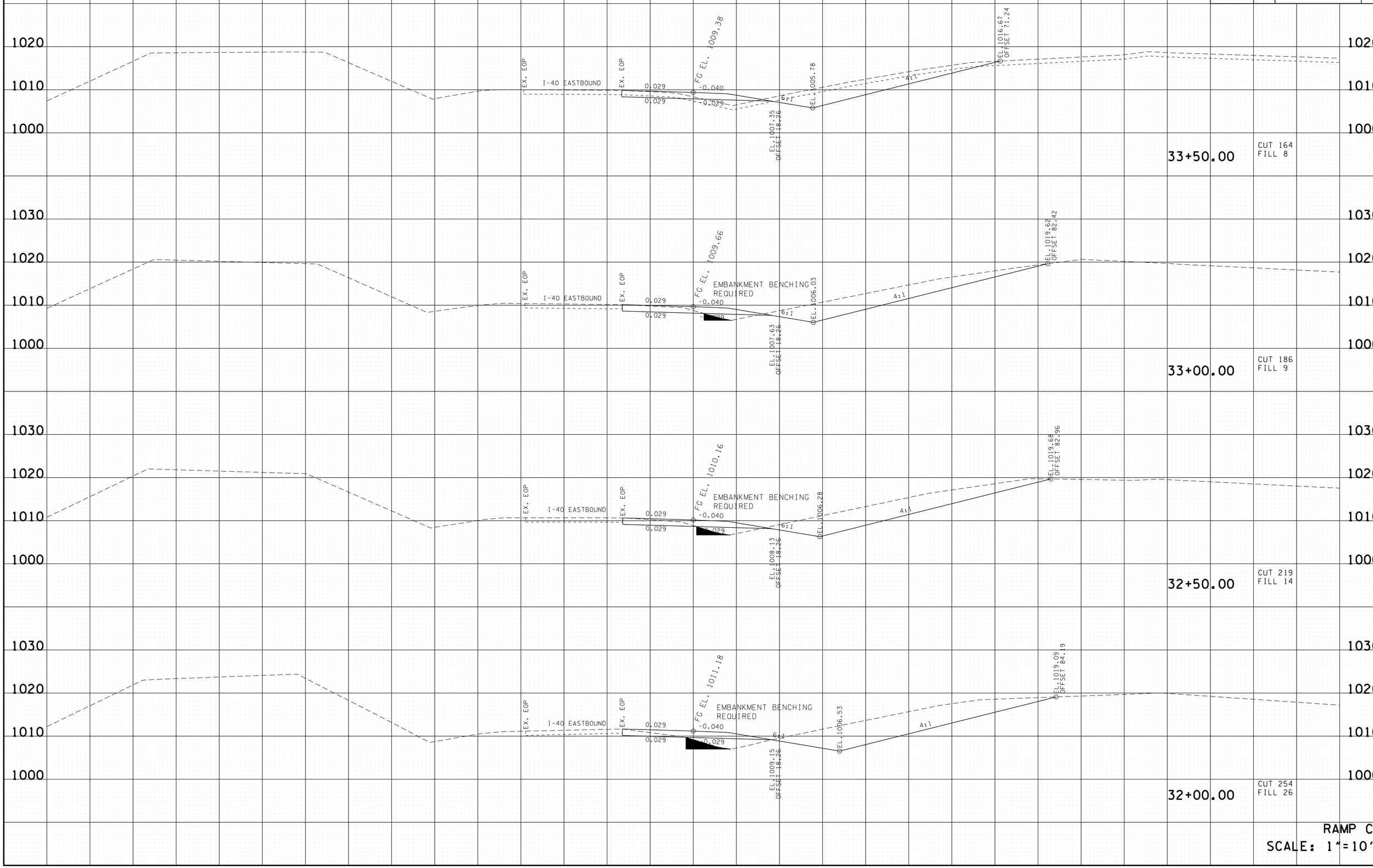
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	179
CONST.	2015	NH-I-40-6 (130)	179



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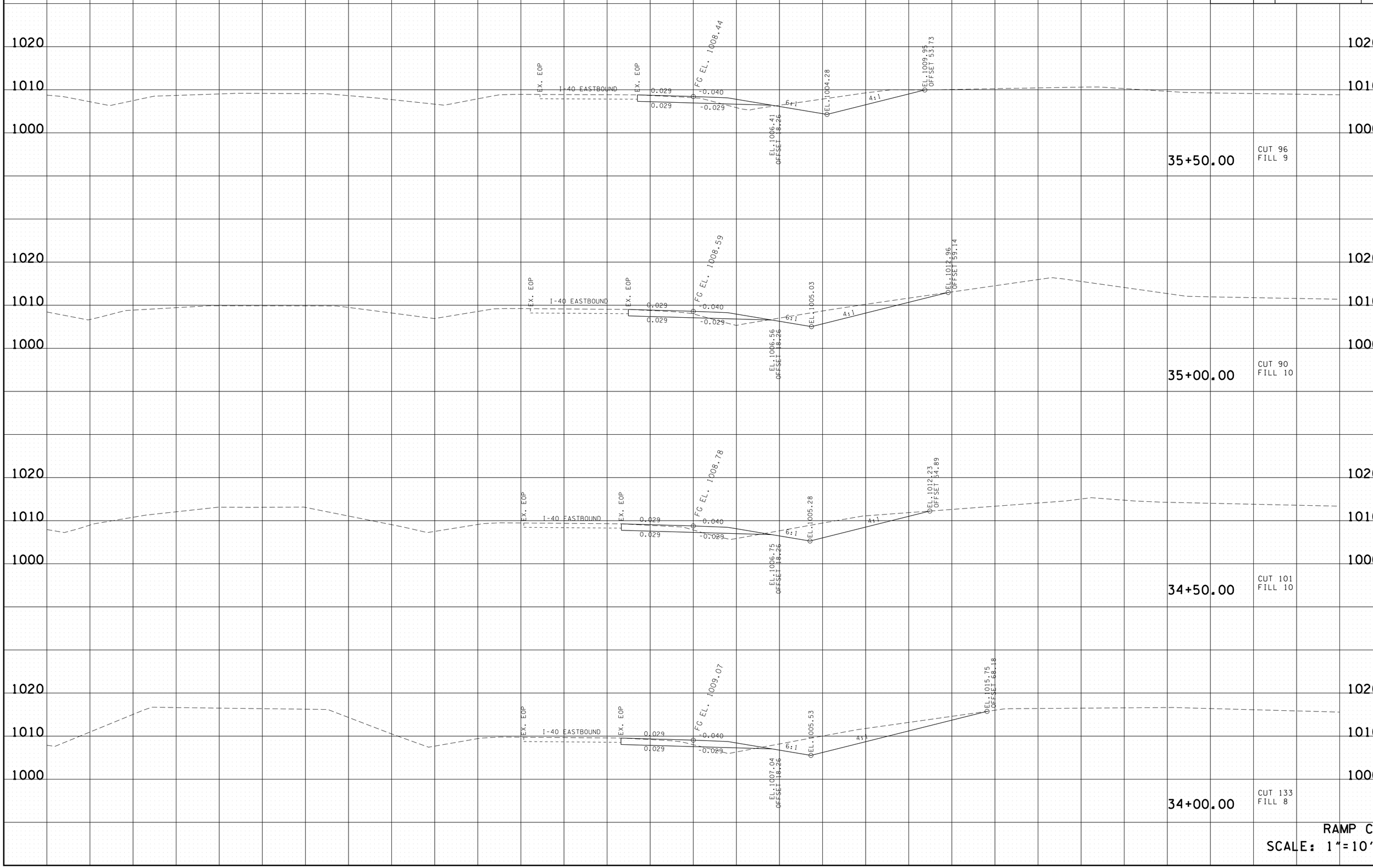
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	180
CONST.	2015	NH-I-40-6 (130)	180



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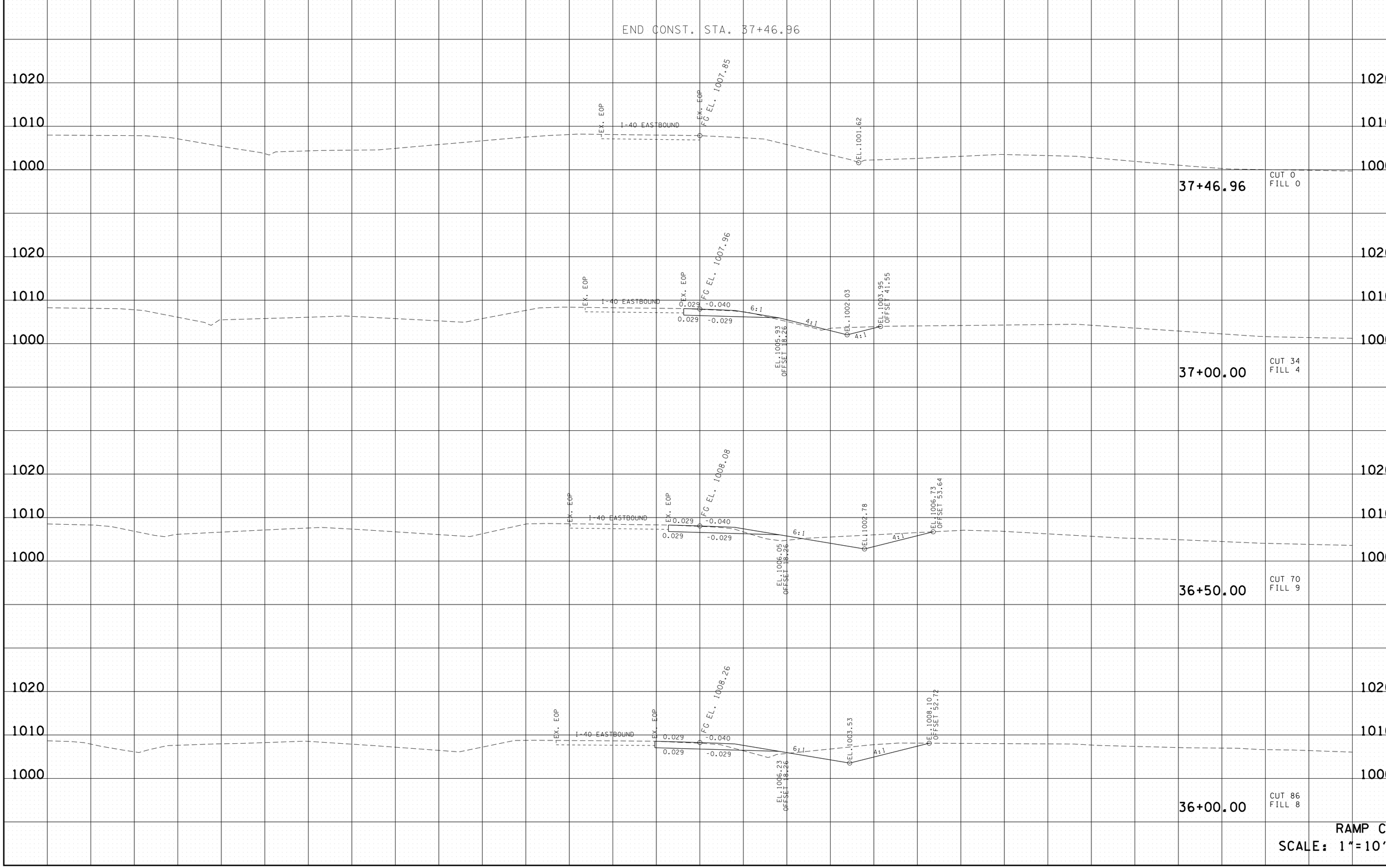
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	181
CONST.	2015	NH-I-40-6 (130)	181



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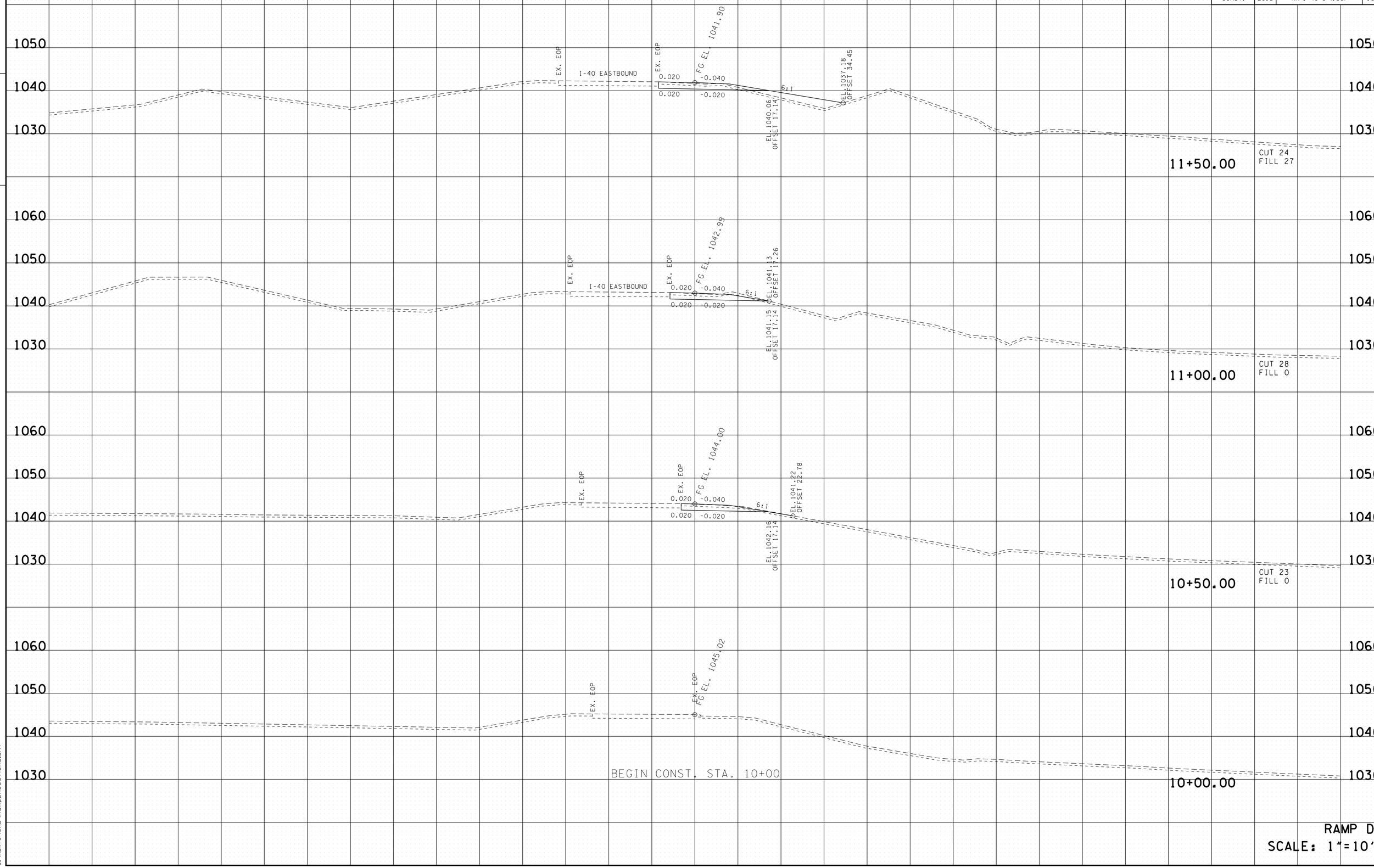
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	182
CONST.	2015	NH-I-40-6 (130)	182

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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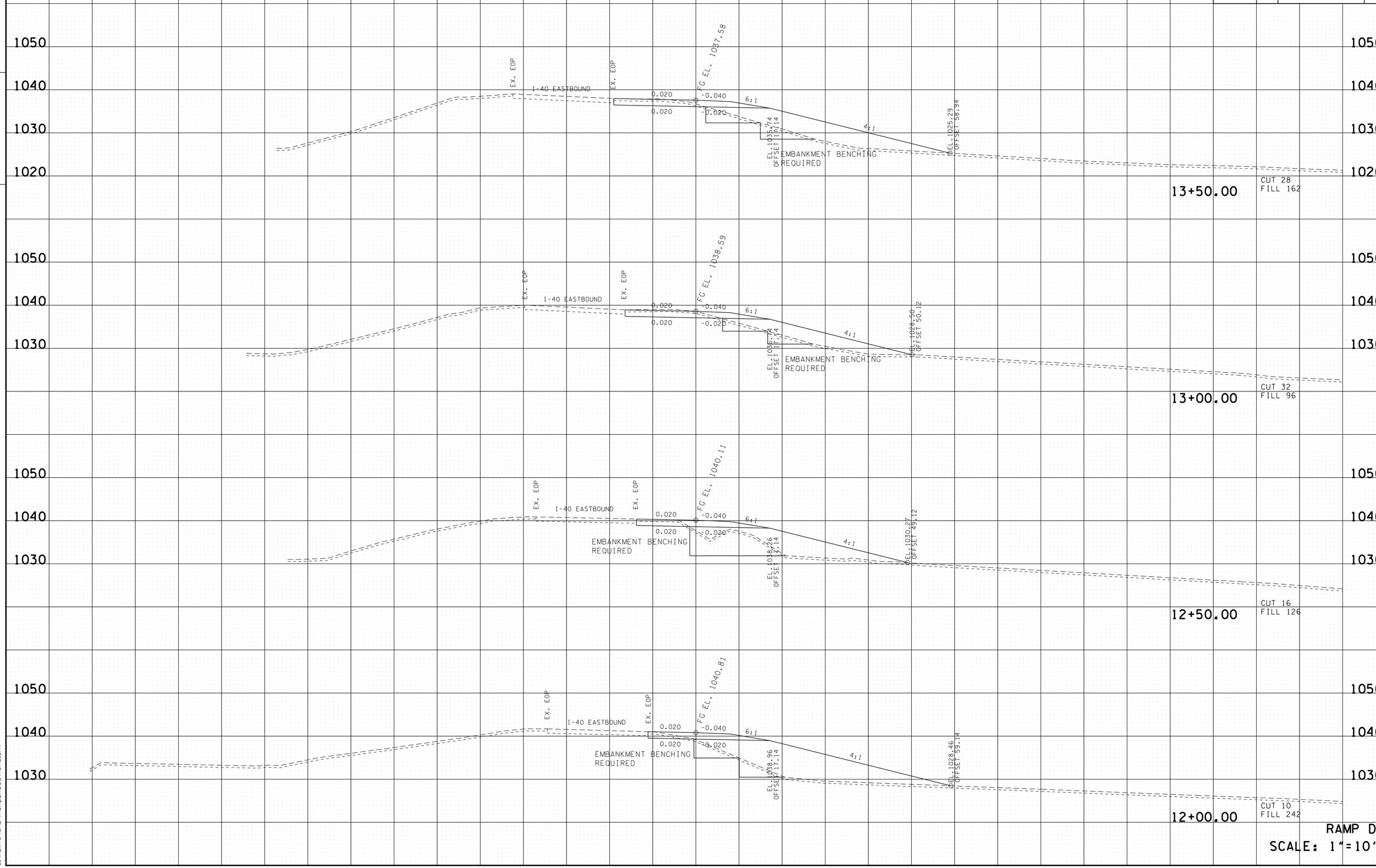
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	183
CONST.	2015	NH-I-40-6 (130)	183

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



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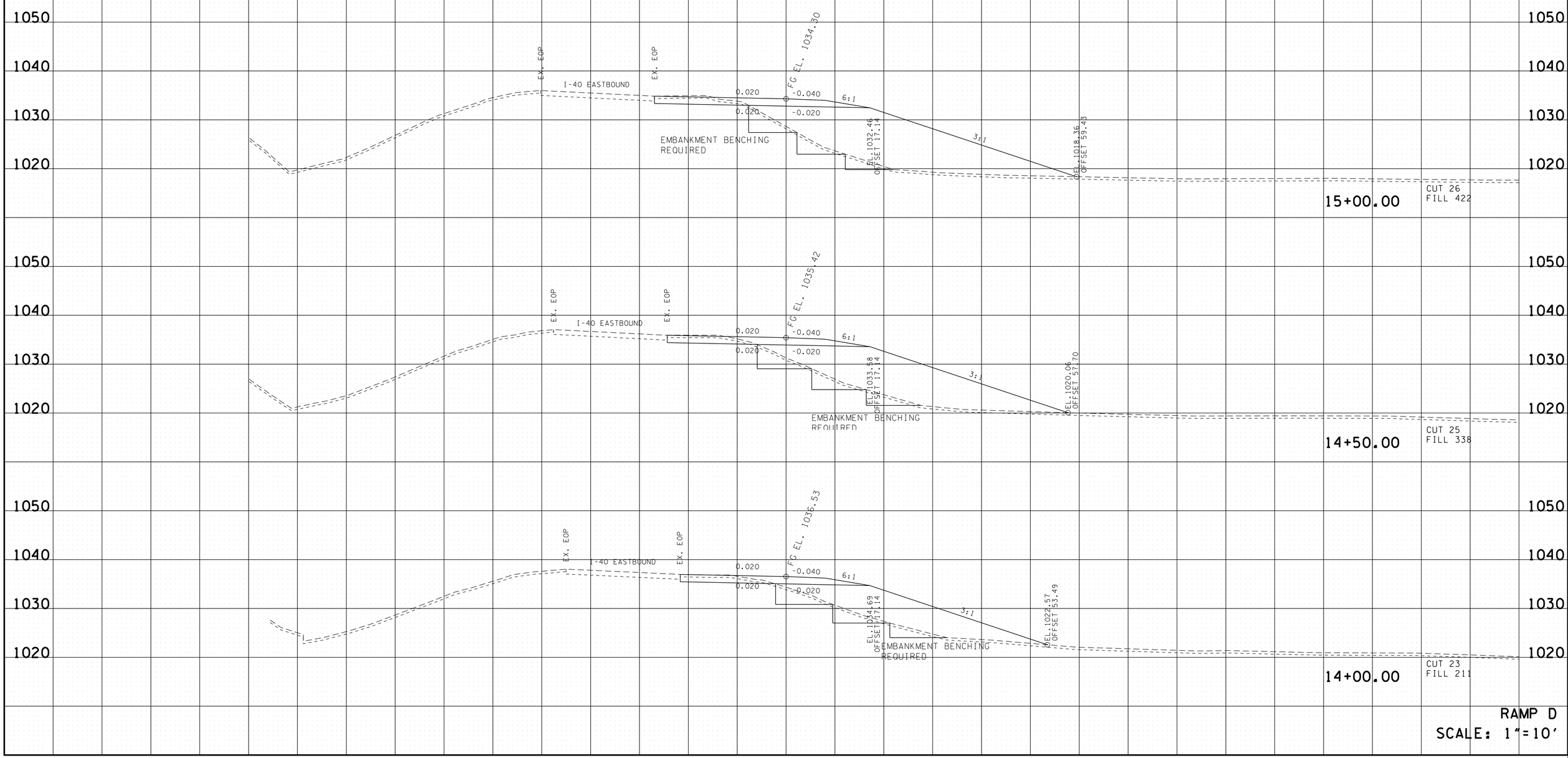
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	184
CONST.	2015	NH-I-40-6 (130)	184

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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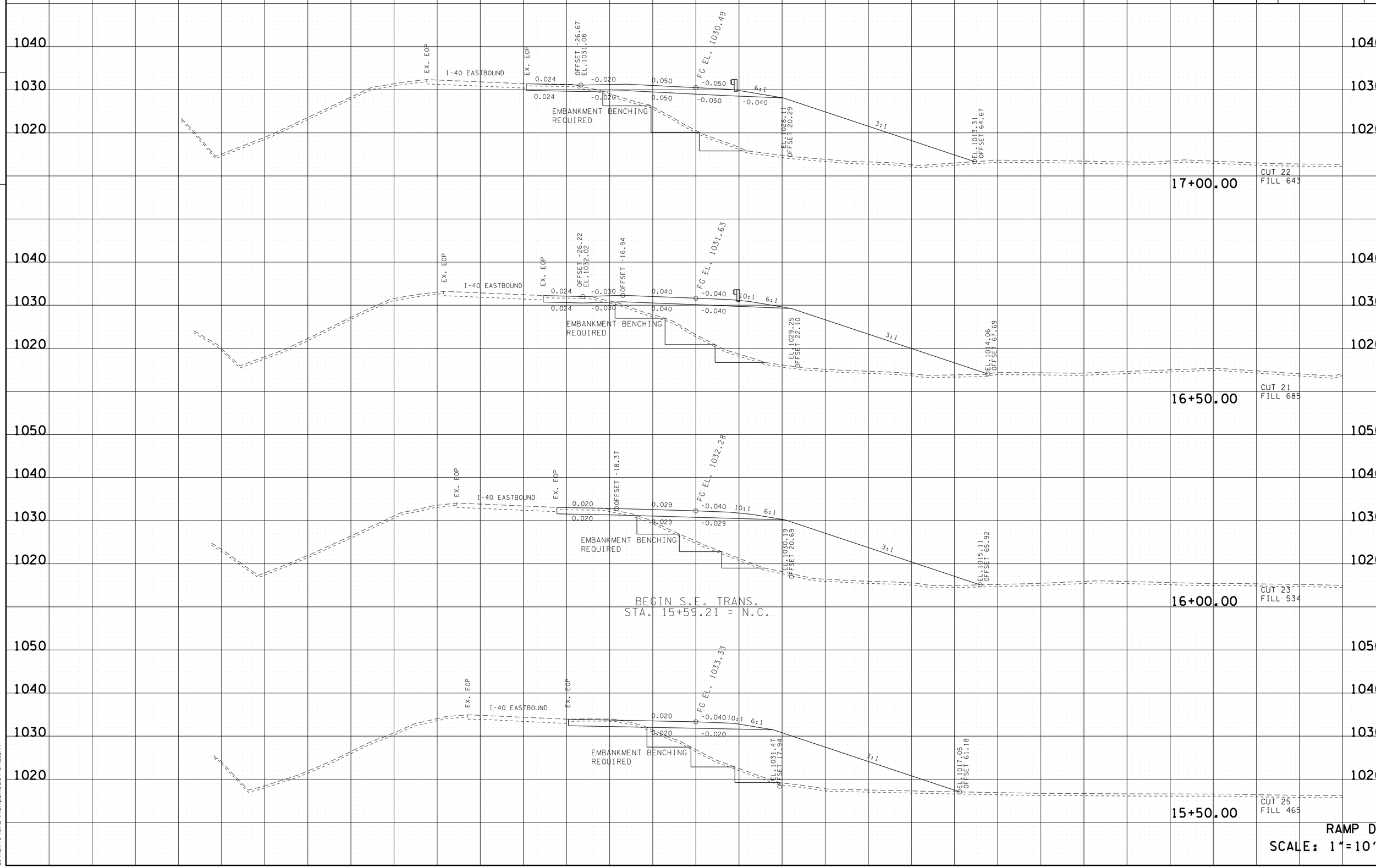
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	185
CONST.	2015	NH-I-40-6 (130)	185

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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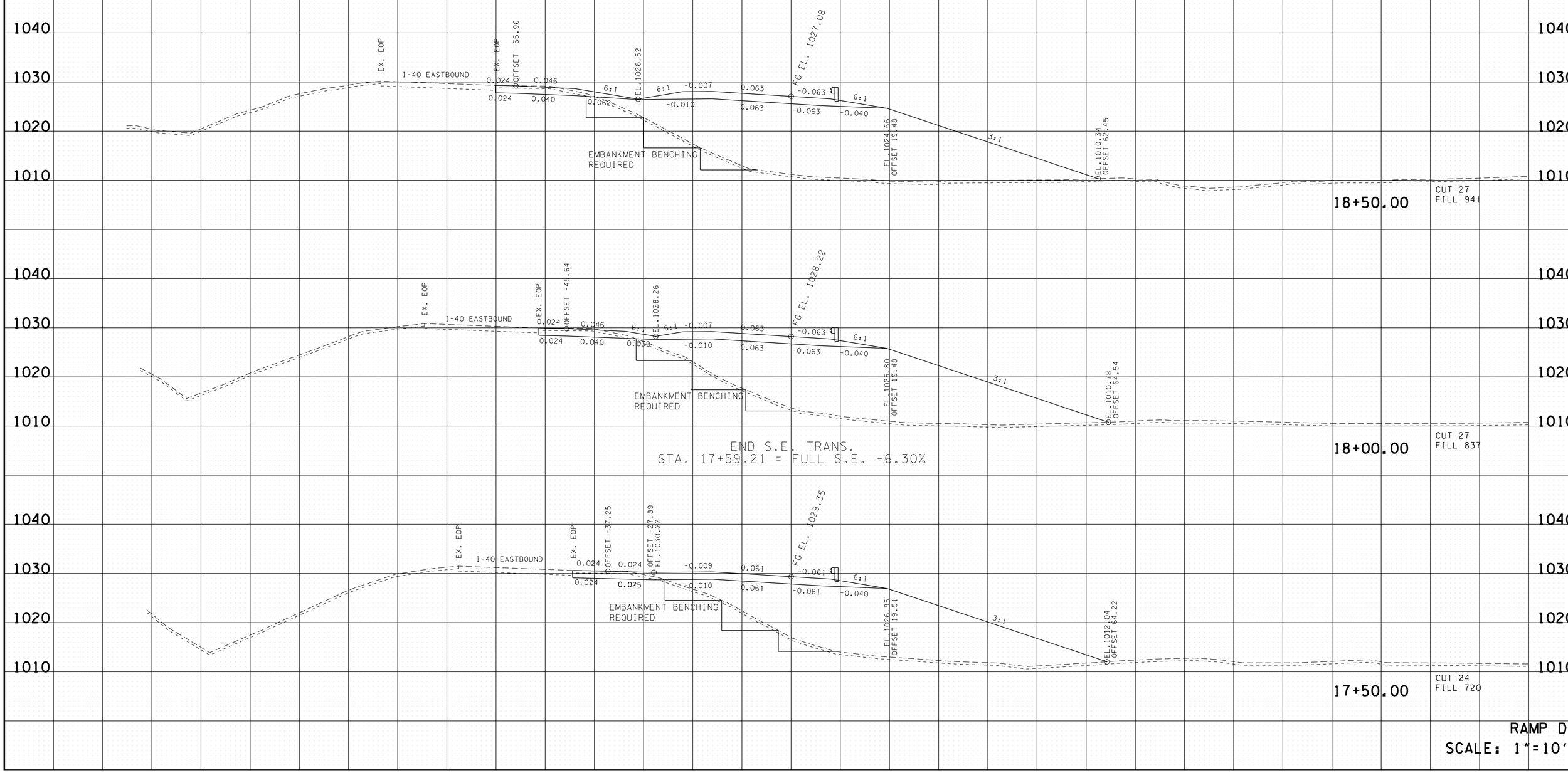
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	186
CONST.	2015	NH-I-40-6 (130)	186

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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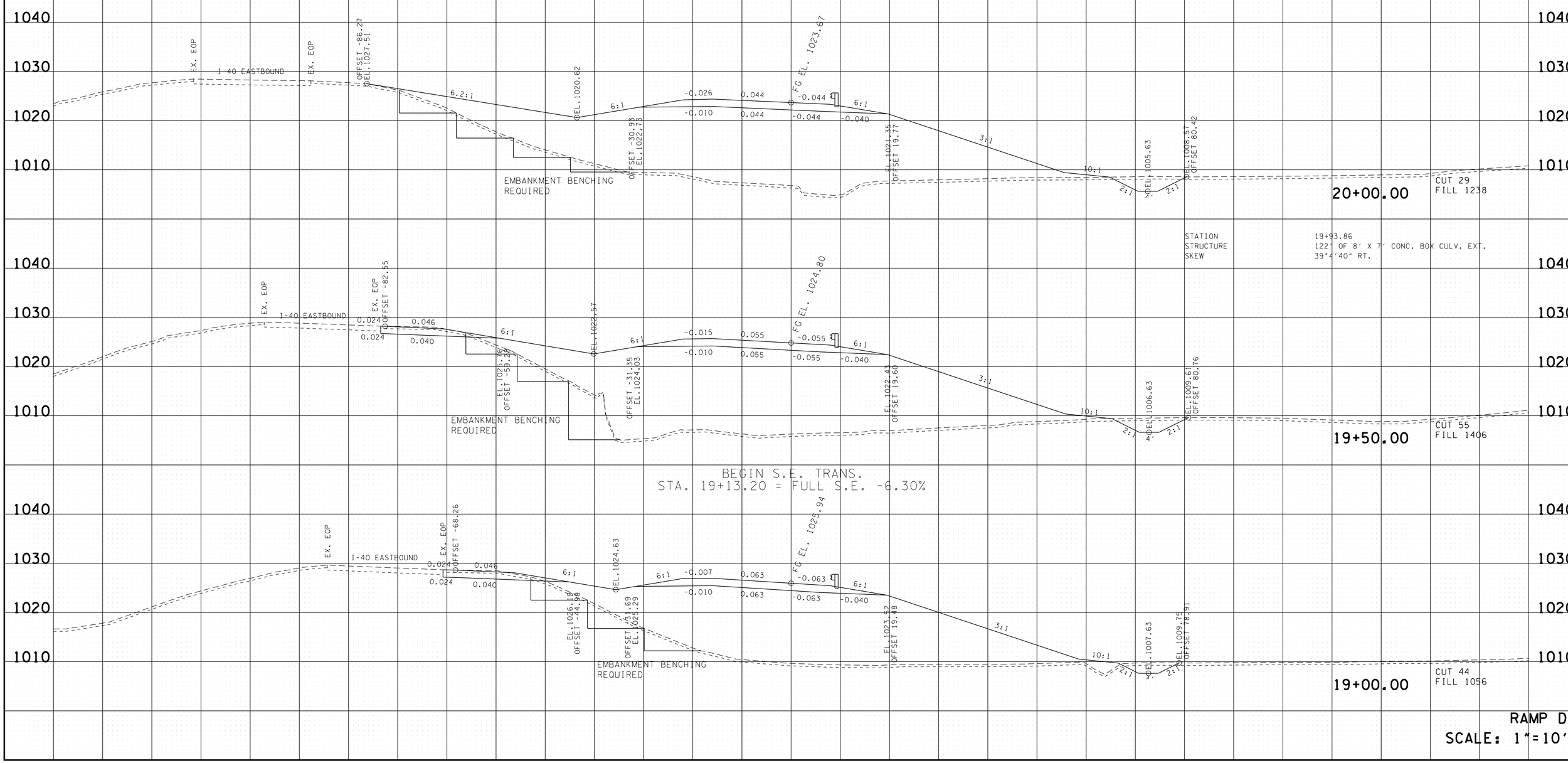
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	187
CONST.	2015	NH-I-40-6 (130)	187

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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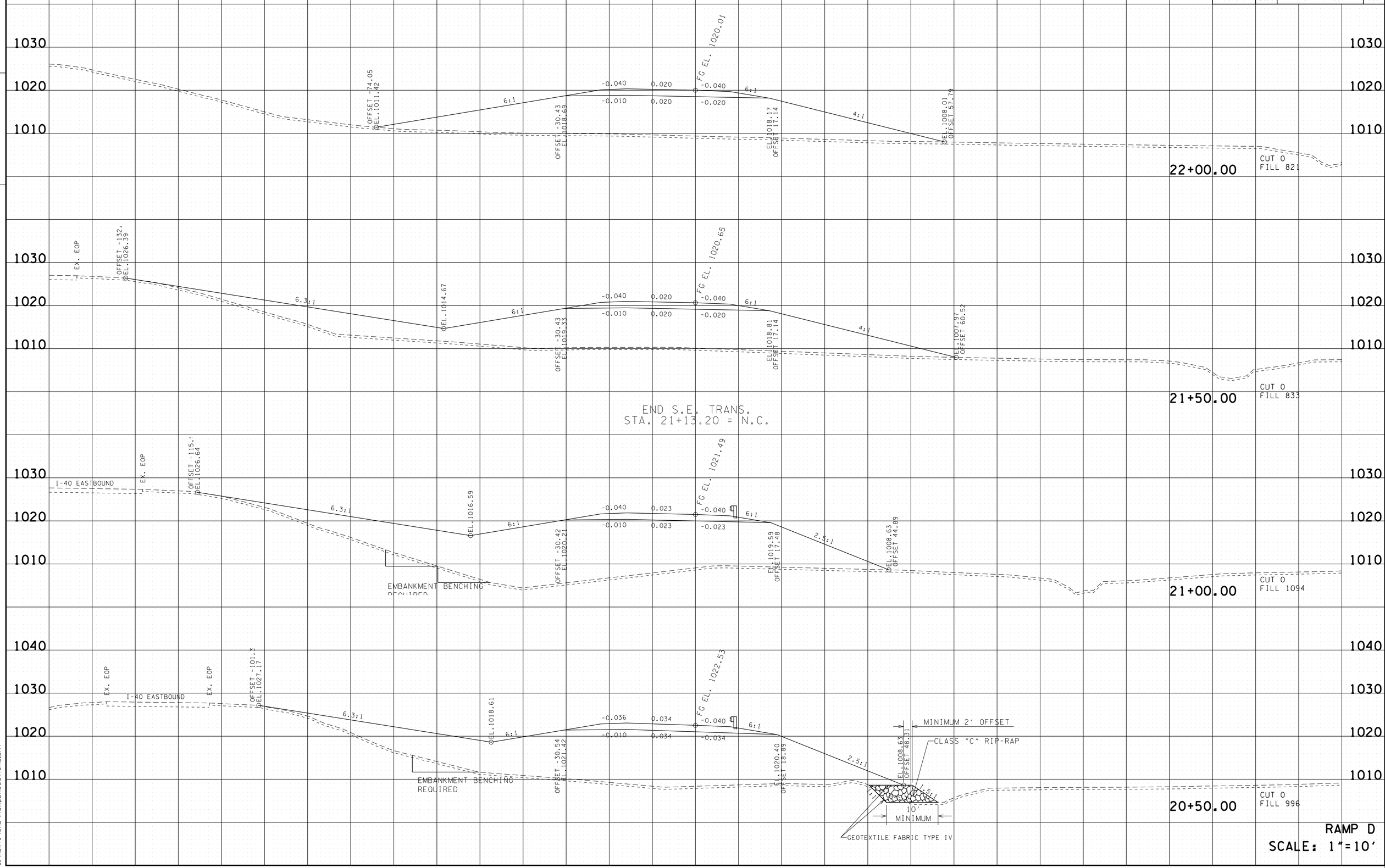
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	188
CONST.	2015	NH-I-40-6 (130)	188

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



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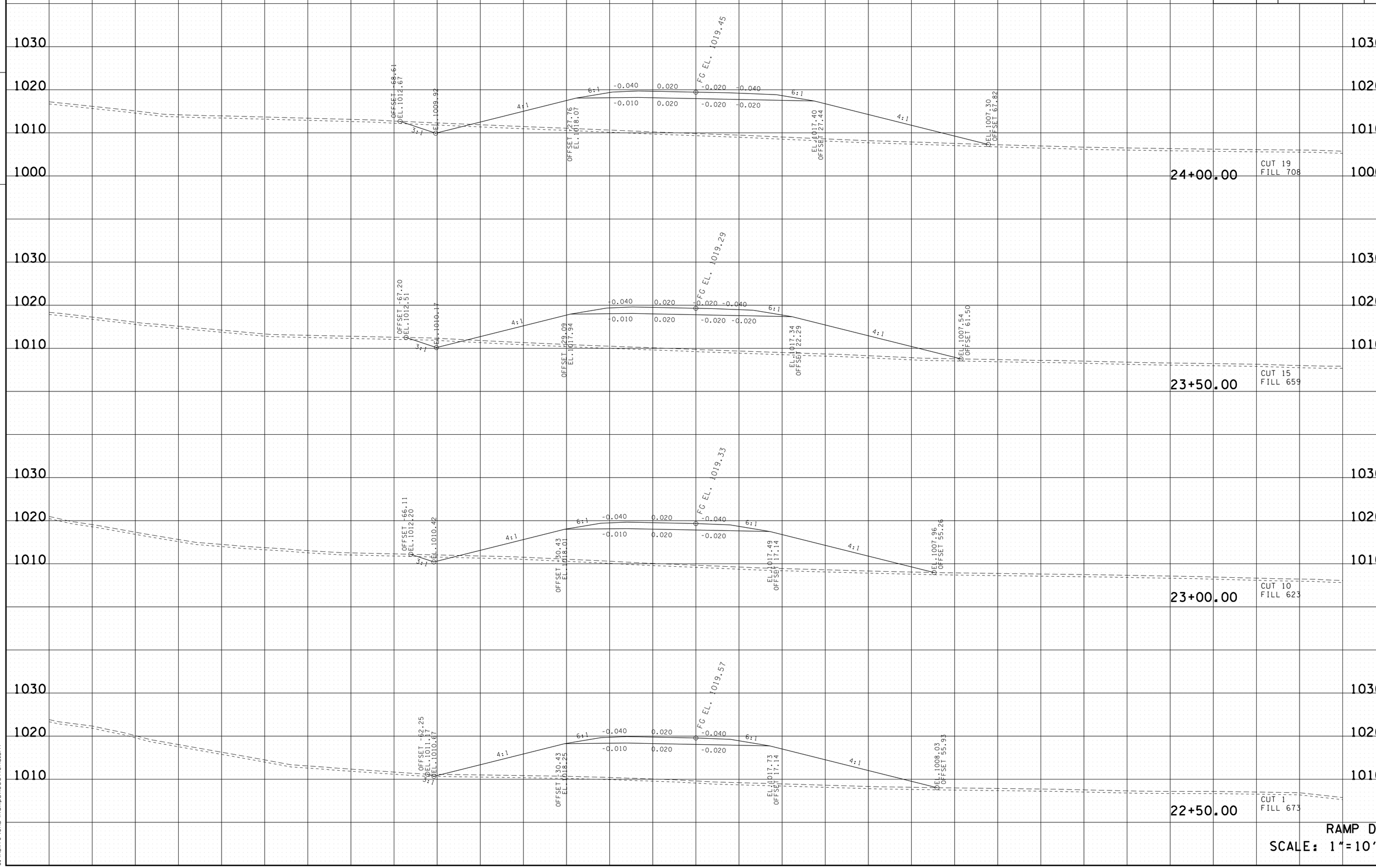
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	189
CONST.	2015	NH-I-40-6 (130)	189

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



RAMP D
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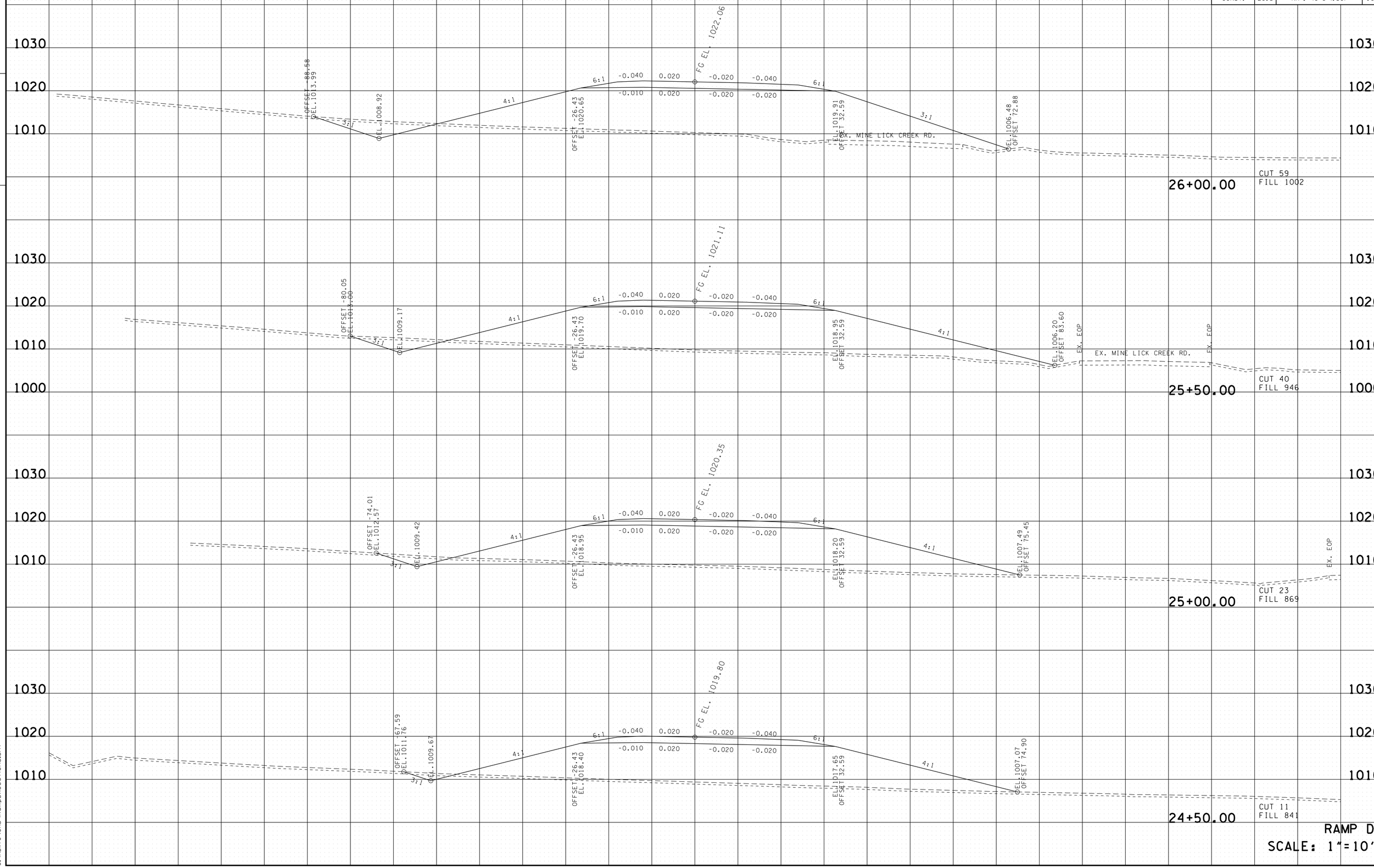
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	190
CONST.	2015	NH-I-40-6 (130)	190

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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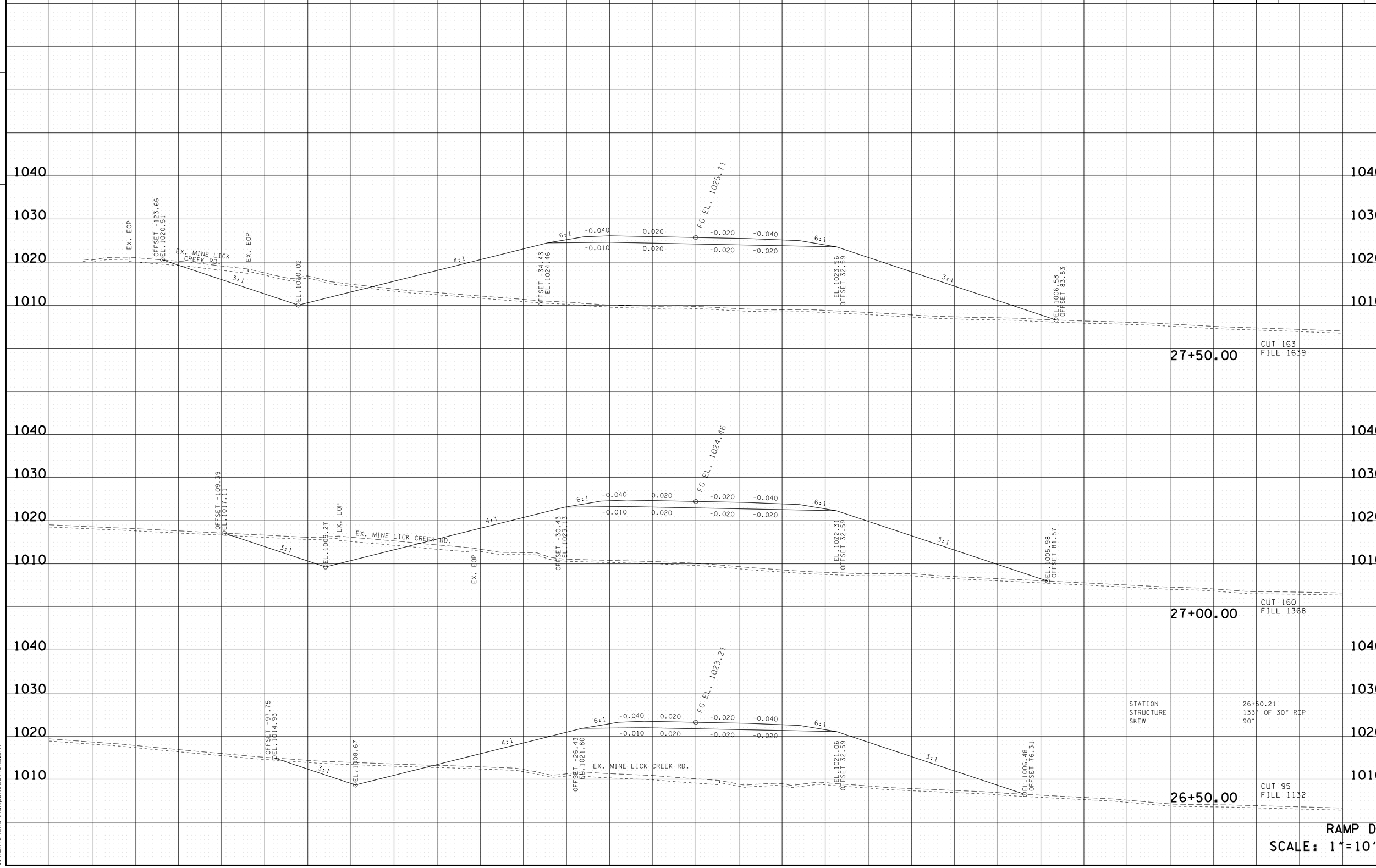
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	191
CONST.	2015	NH-I-40-6 (130)	191

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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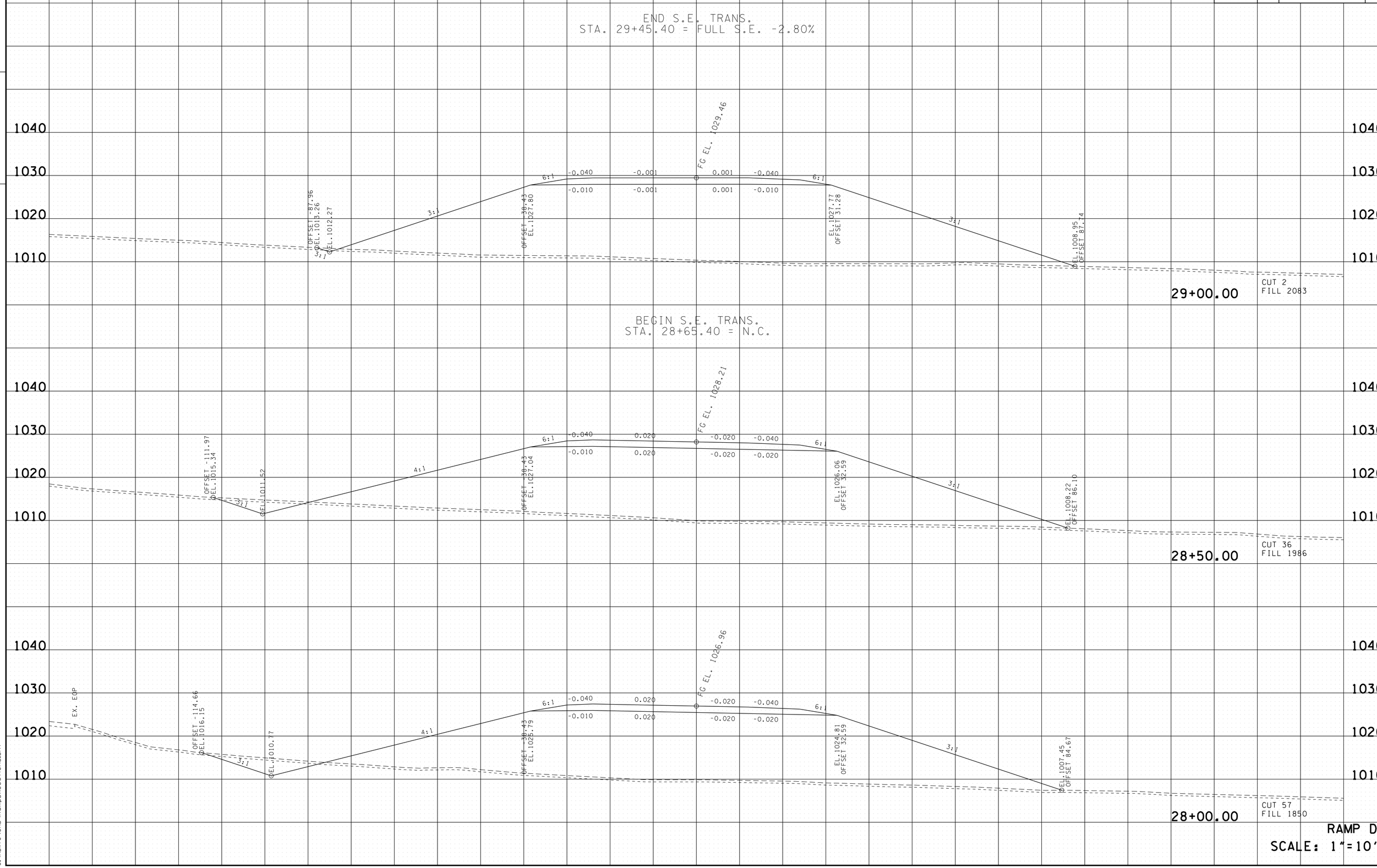
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	192
CONST.	2015	NH-I-40-6 (130)	192

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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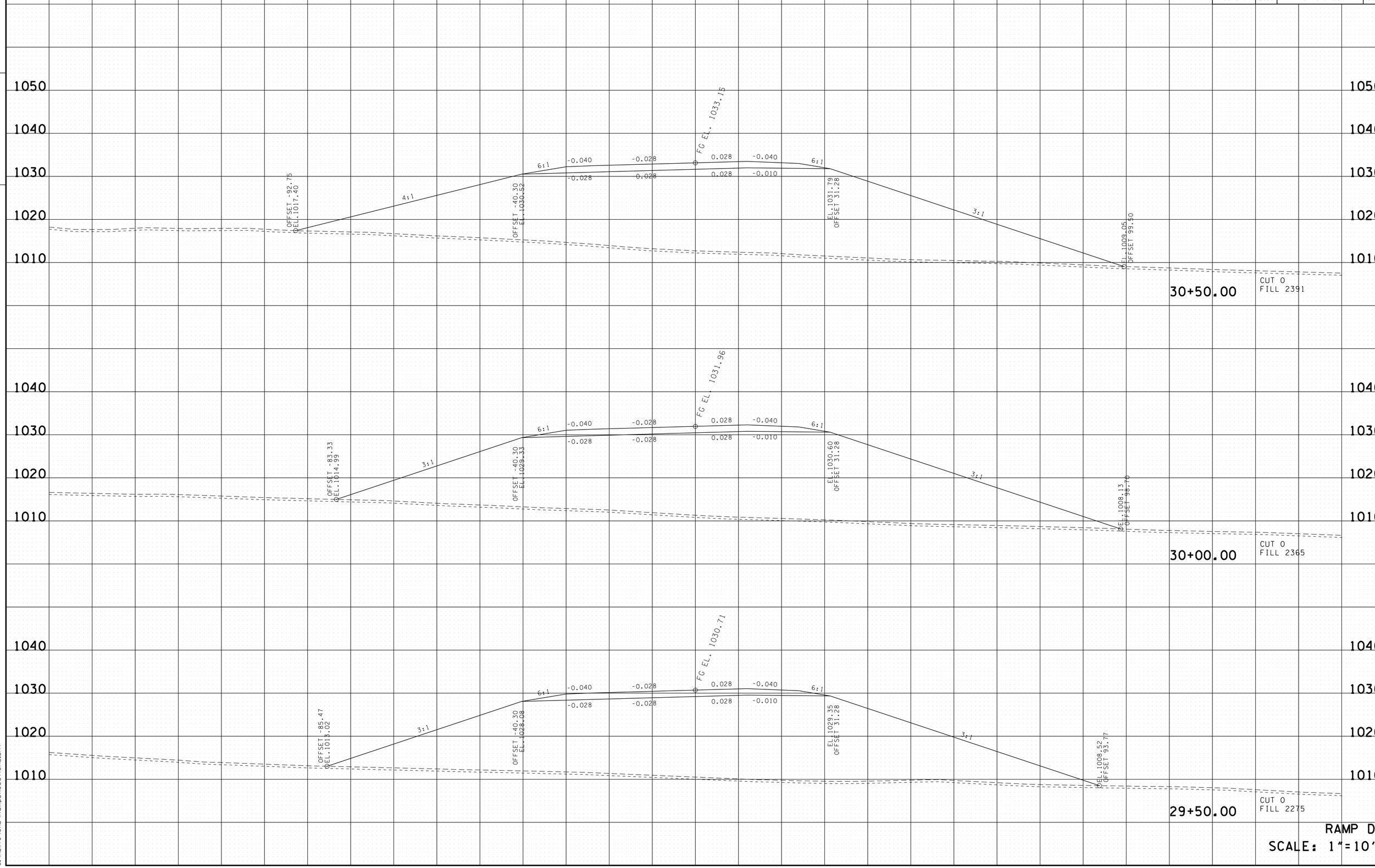
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	193
CONST.	2015	NH-I-40-6 (130)	193

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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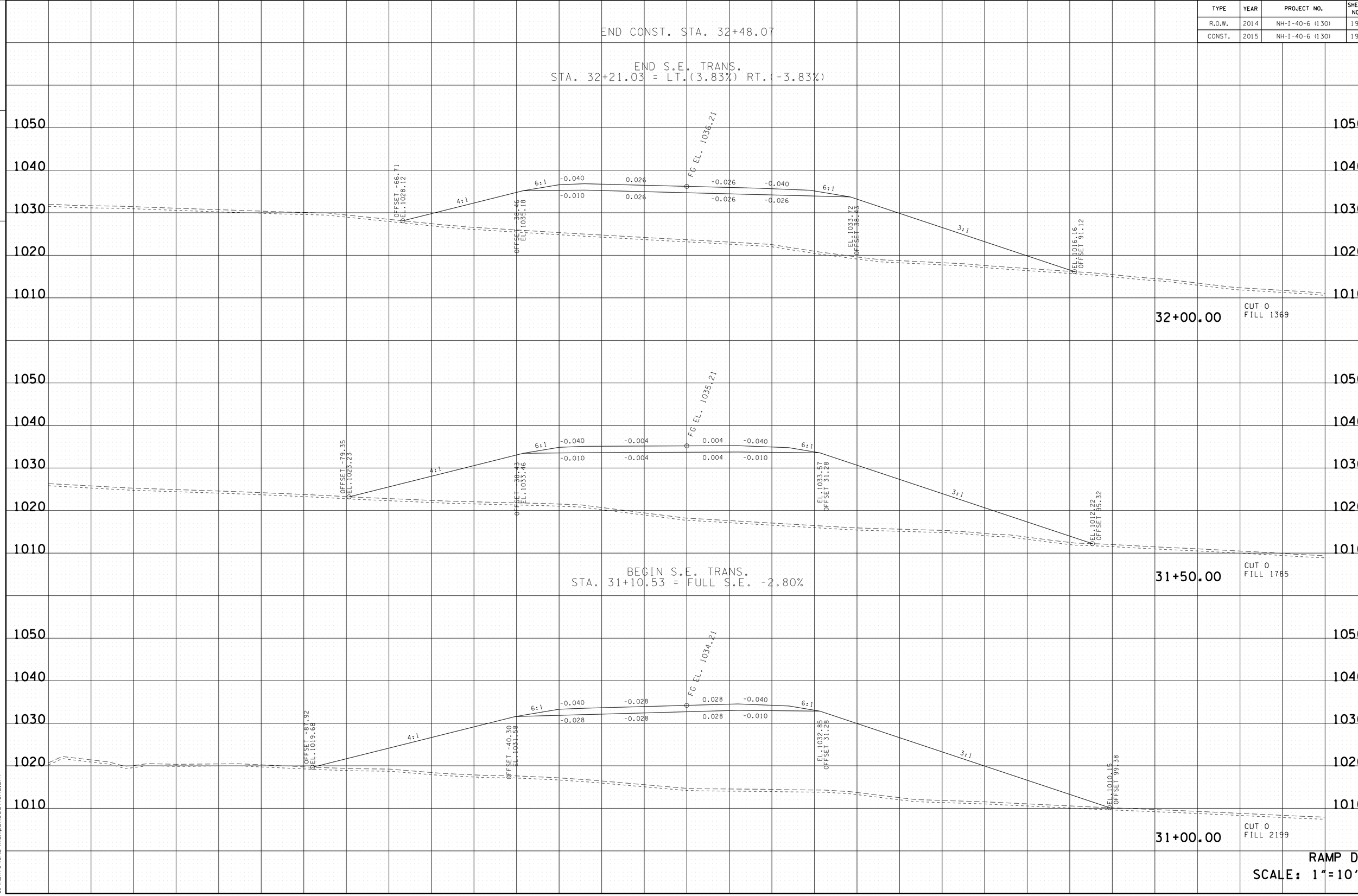
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	194
CONST.	2015	NH-I-40-6 (130)	194

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



RAMP D
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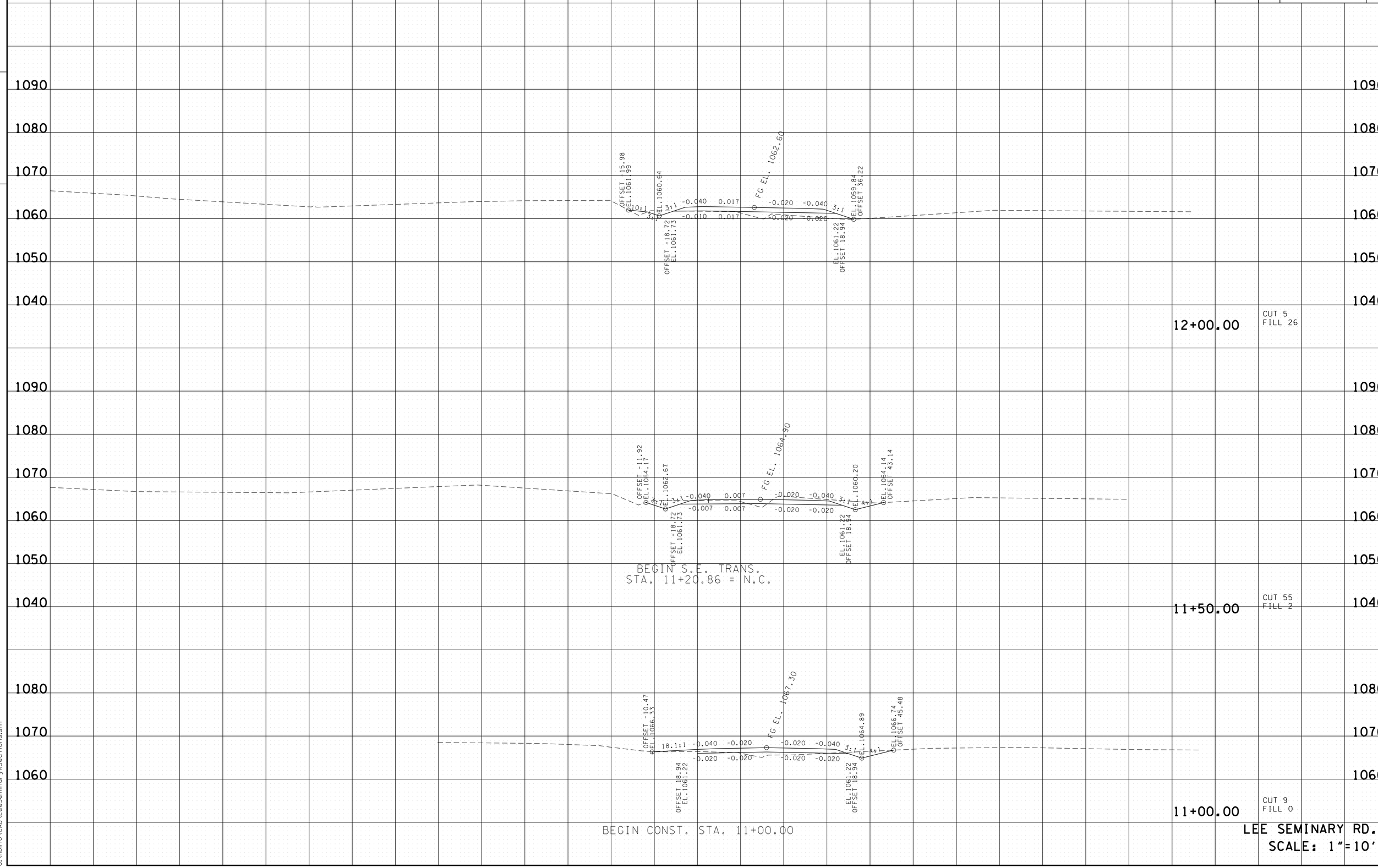
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	195
CONST.	2015	NH-I-40-6 (130)	195

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



LEE SEMINARY RD.
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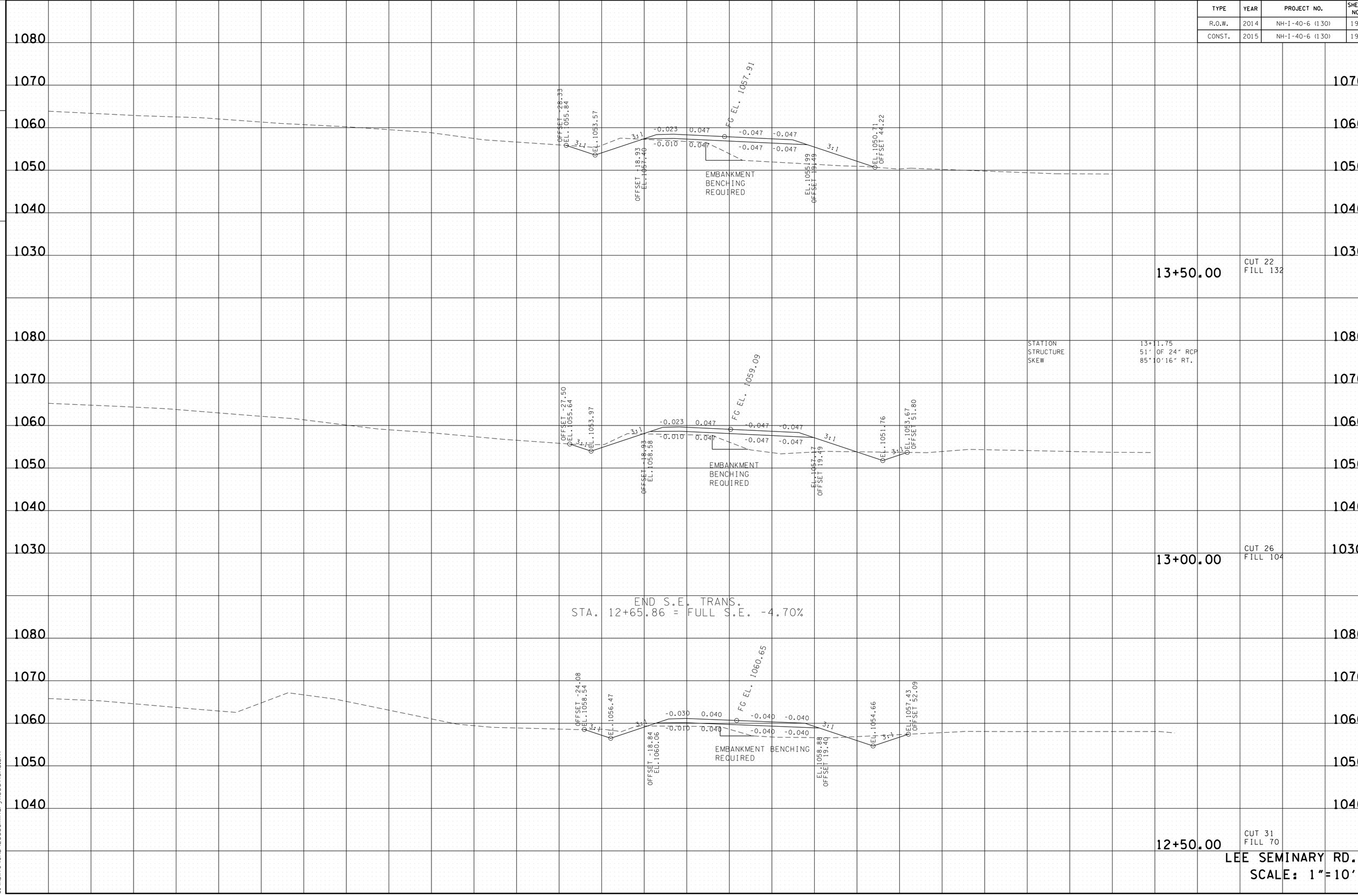
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	196
CONST.	2015	NH-I-40-6 (130)	196

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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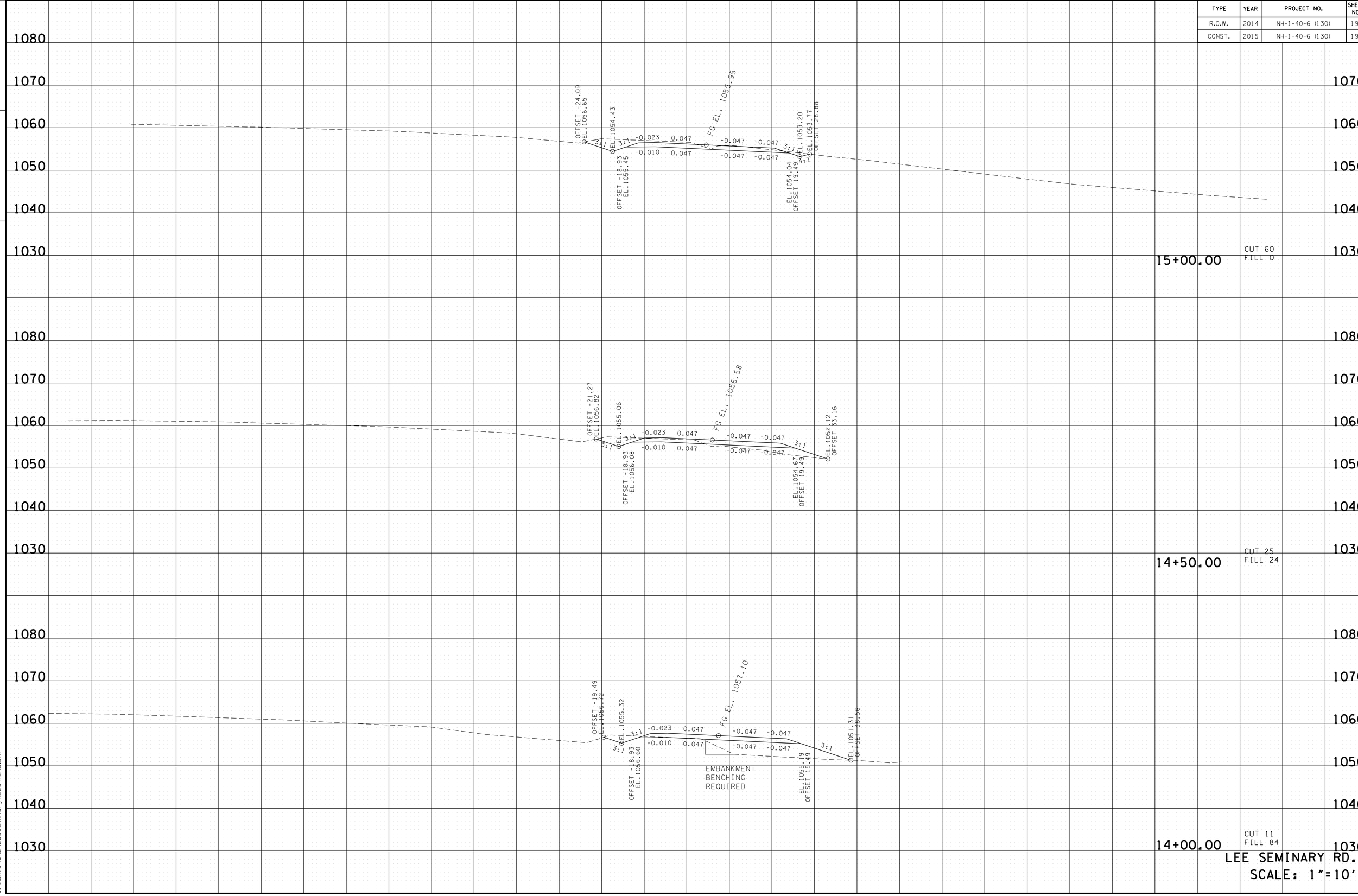
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	197
CONST.	2015	NH-I-40-6 (130)	197

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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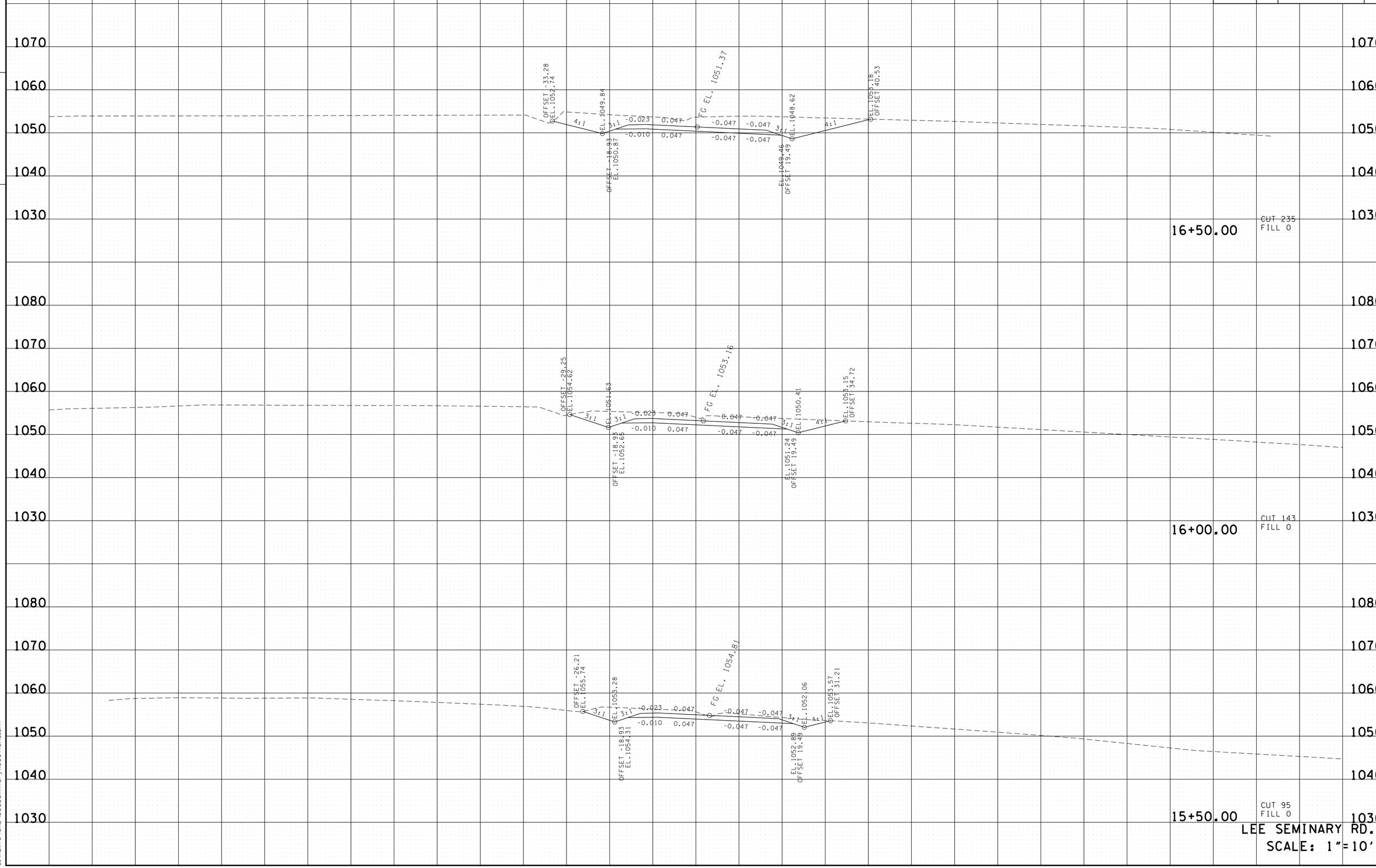
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	198
CONST.	2015	NH-I-40-6 (130)	198

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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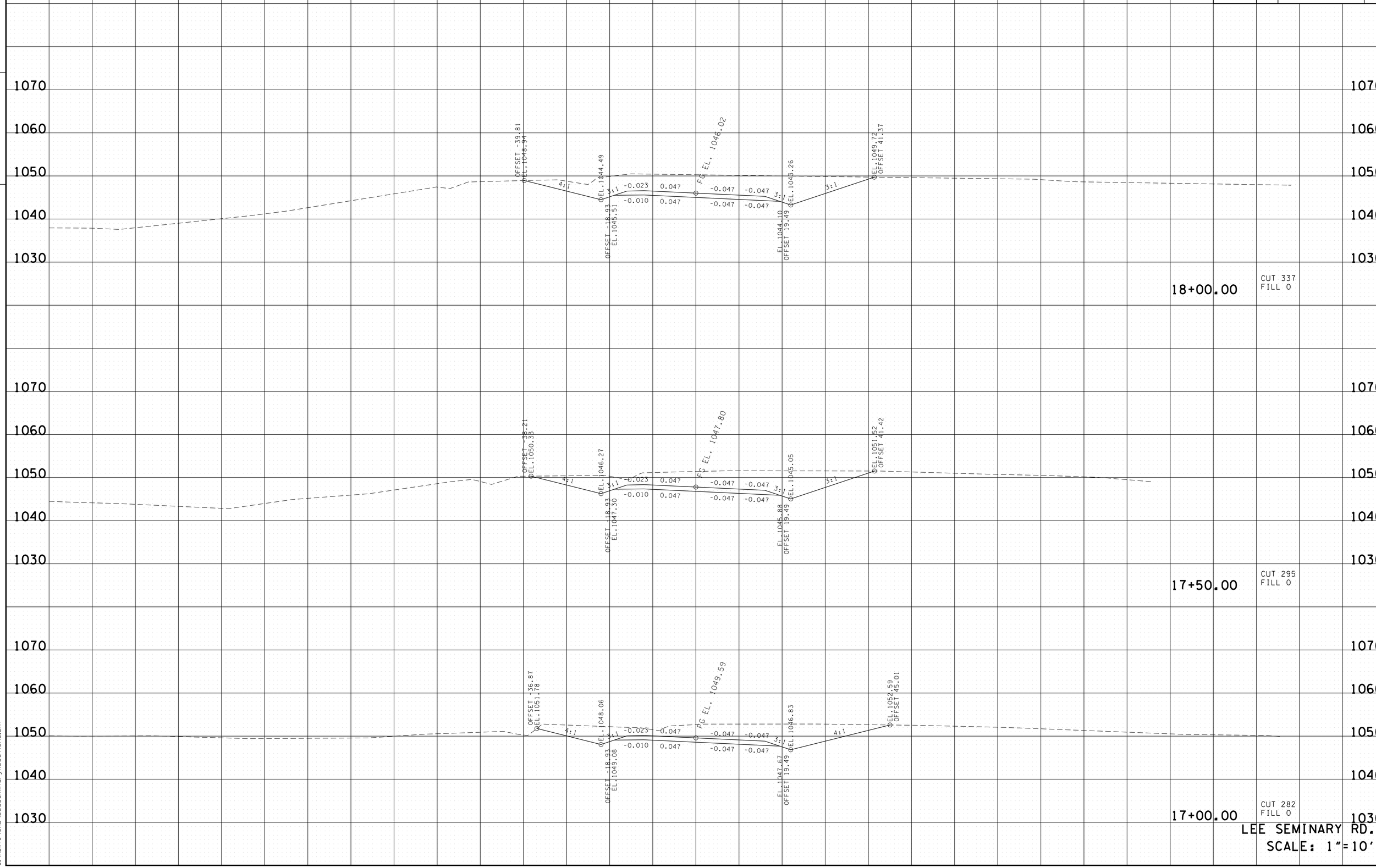
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	199
CONST.	2015	NH-I-40-6 (130)	199

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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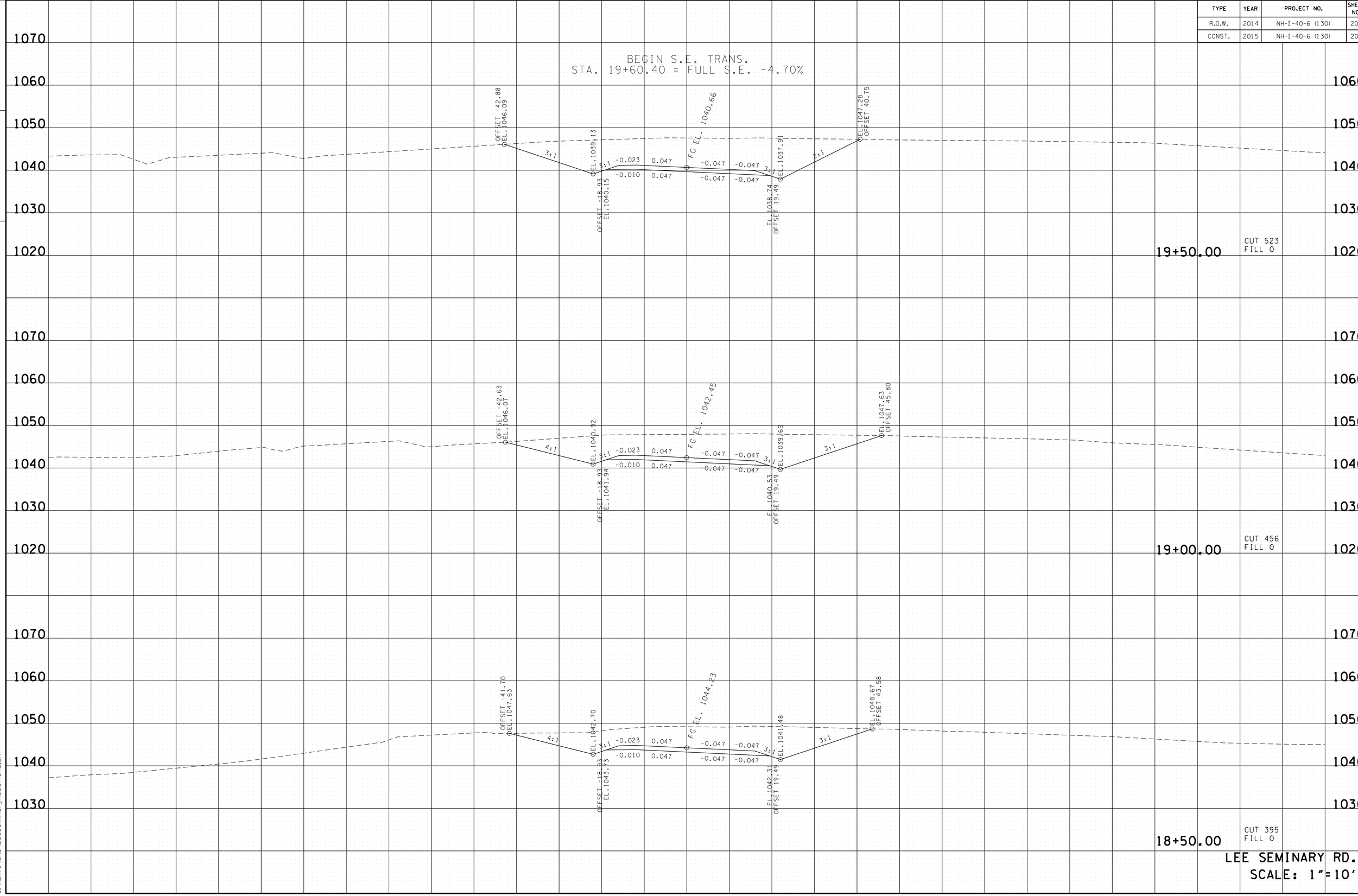
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	200
CONST.	2015	NH-I-40-6 (130)	200

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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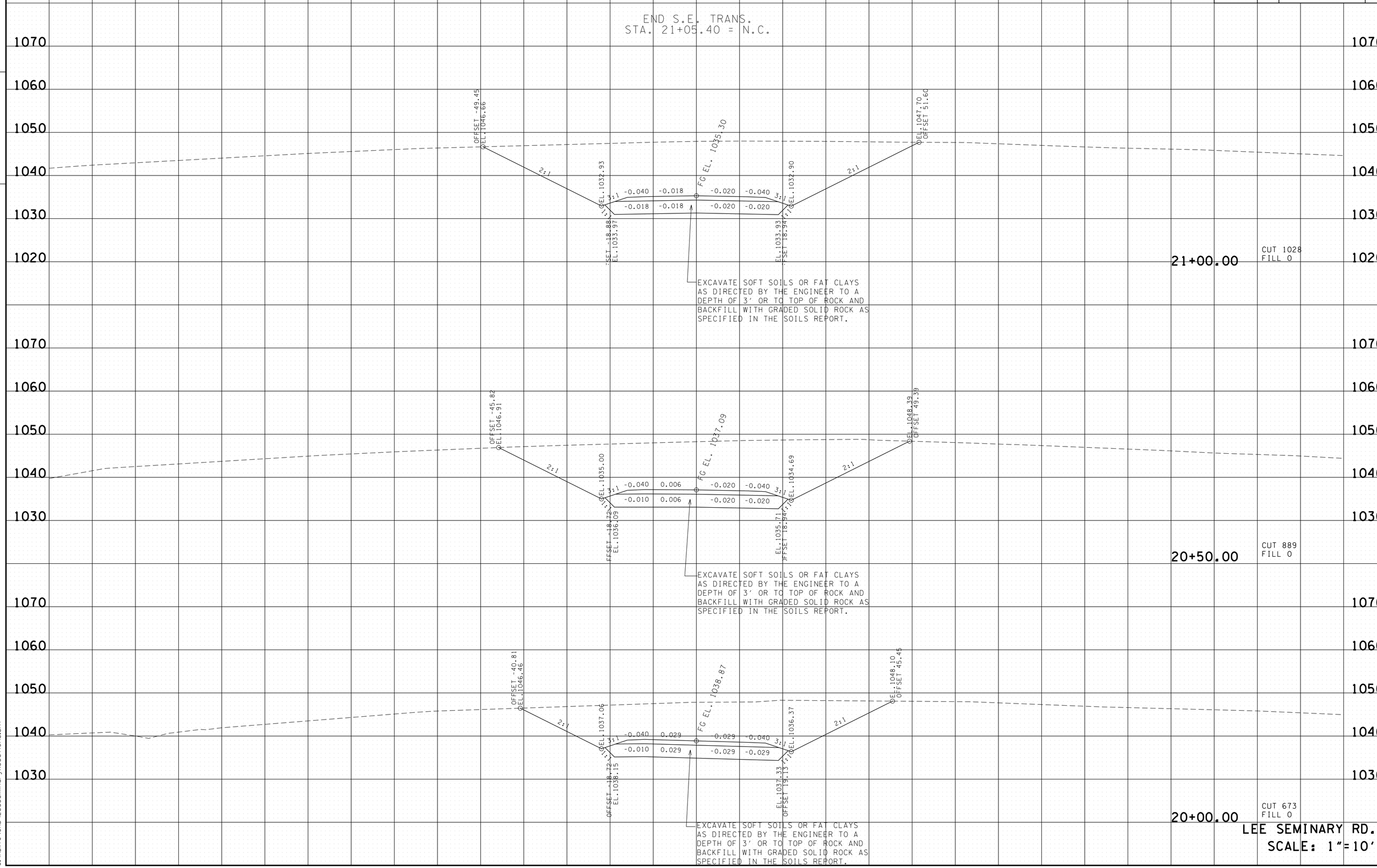
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	201
CONST.	2015	NH-I-40-6 (130)	201

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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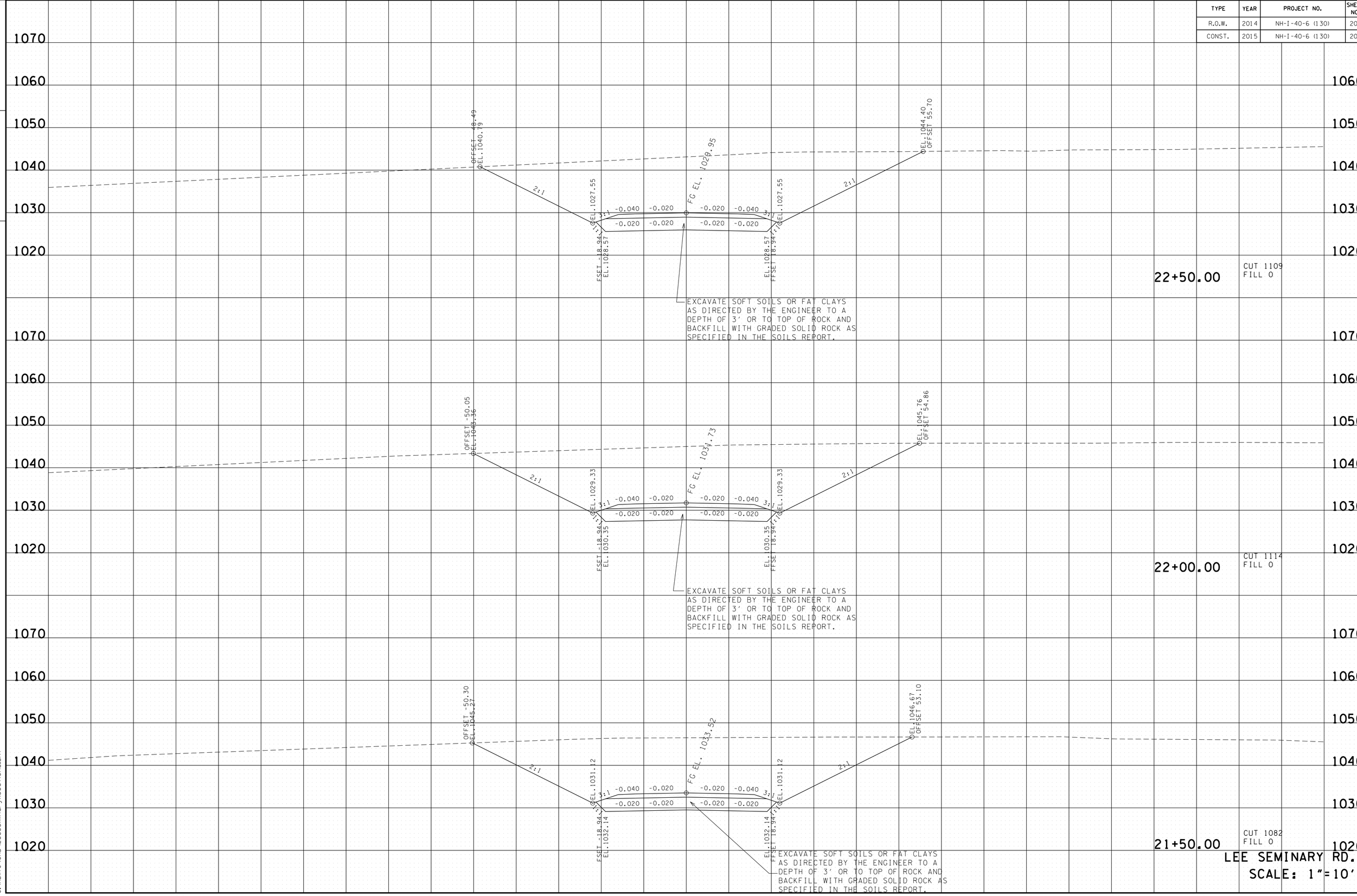
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	202
CONST.	2015	NH-I-40-6 (130)	202

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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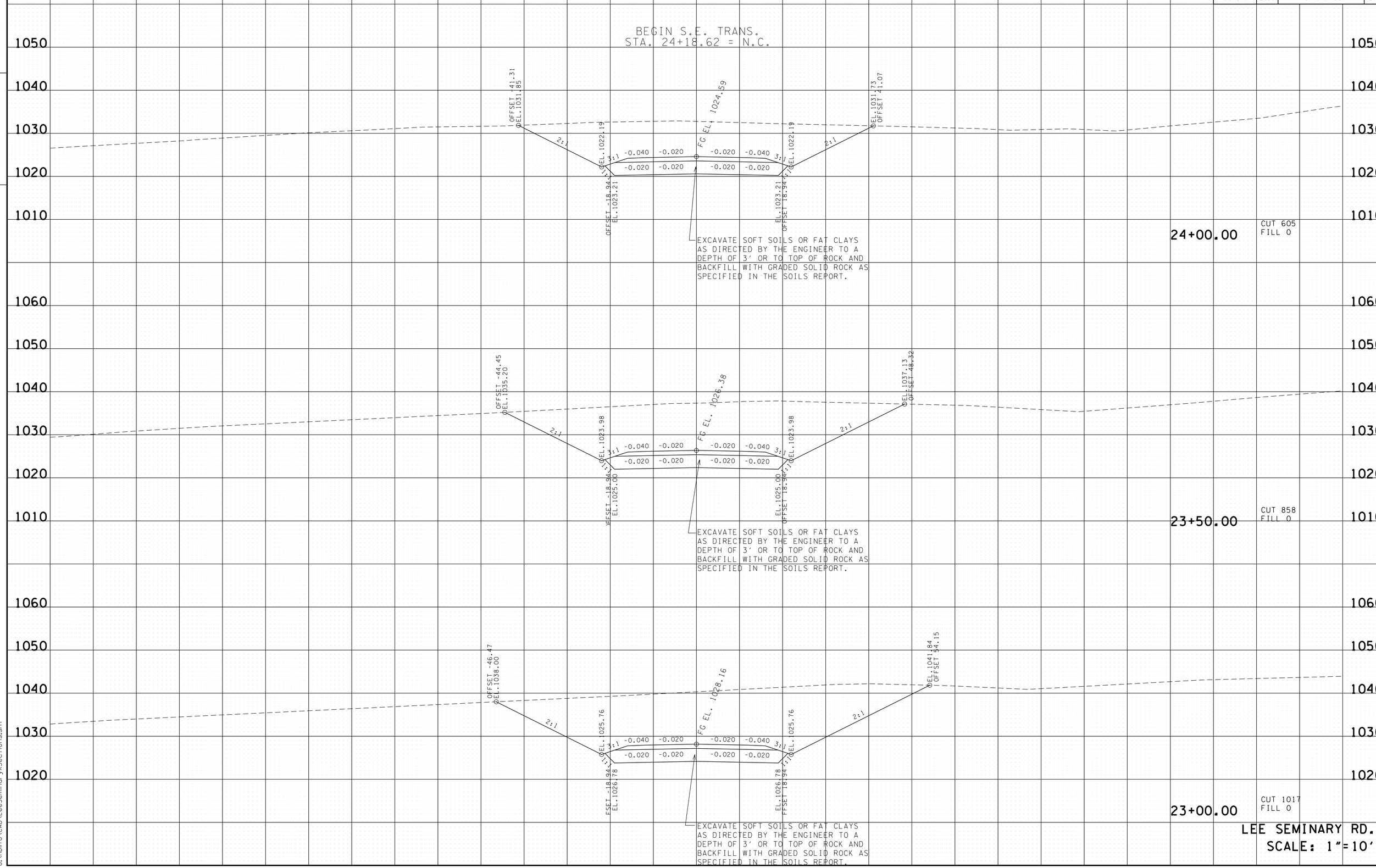
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	203
CONST.	2015	NH-I-40-6 (130)	203

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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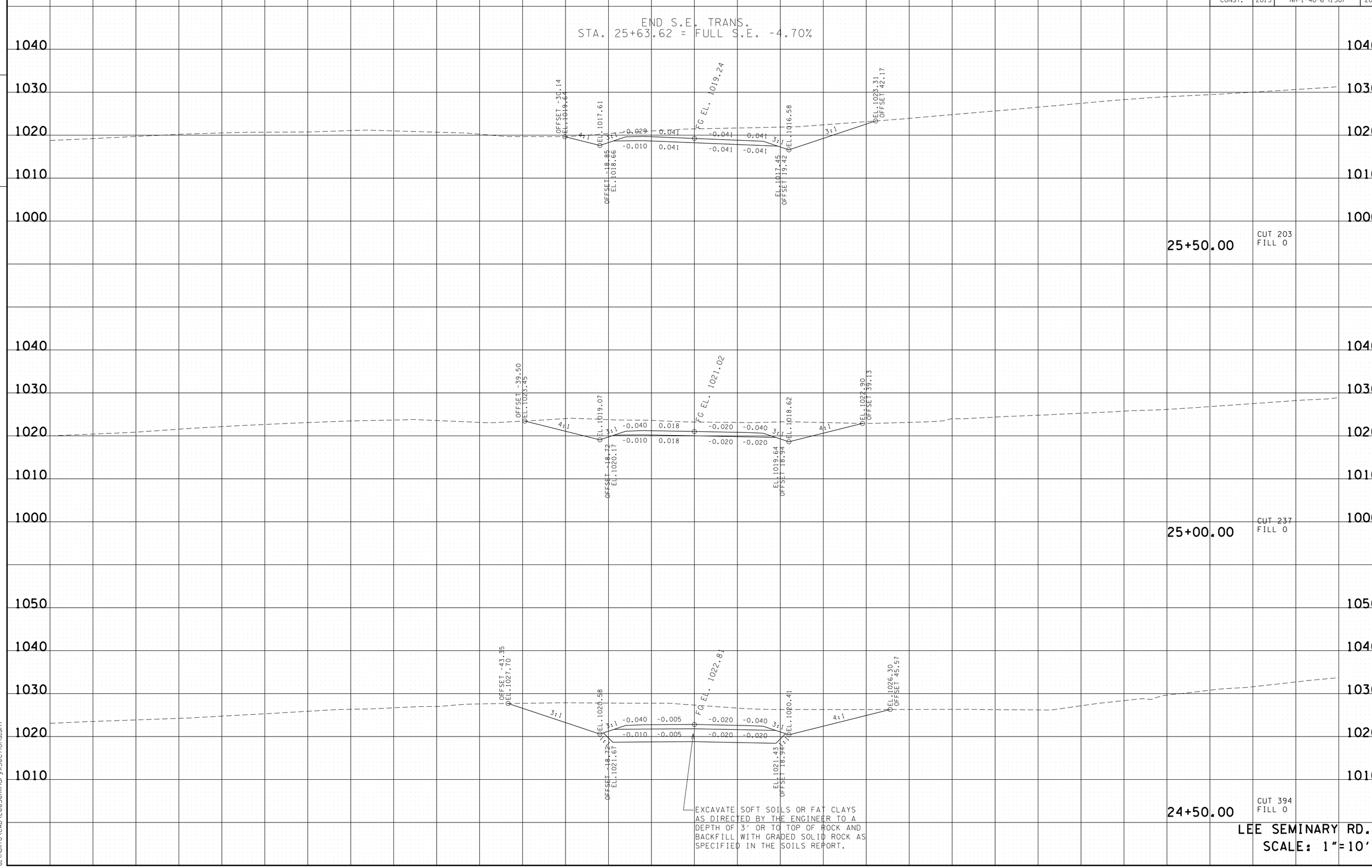
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	204
CONST.	2015	NH-I-40-6 (130)	204

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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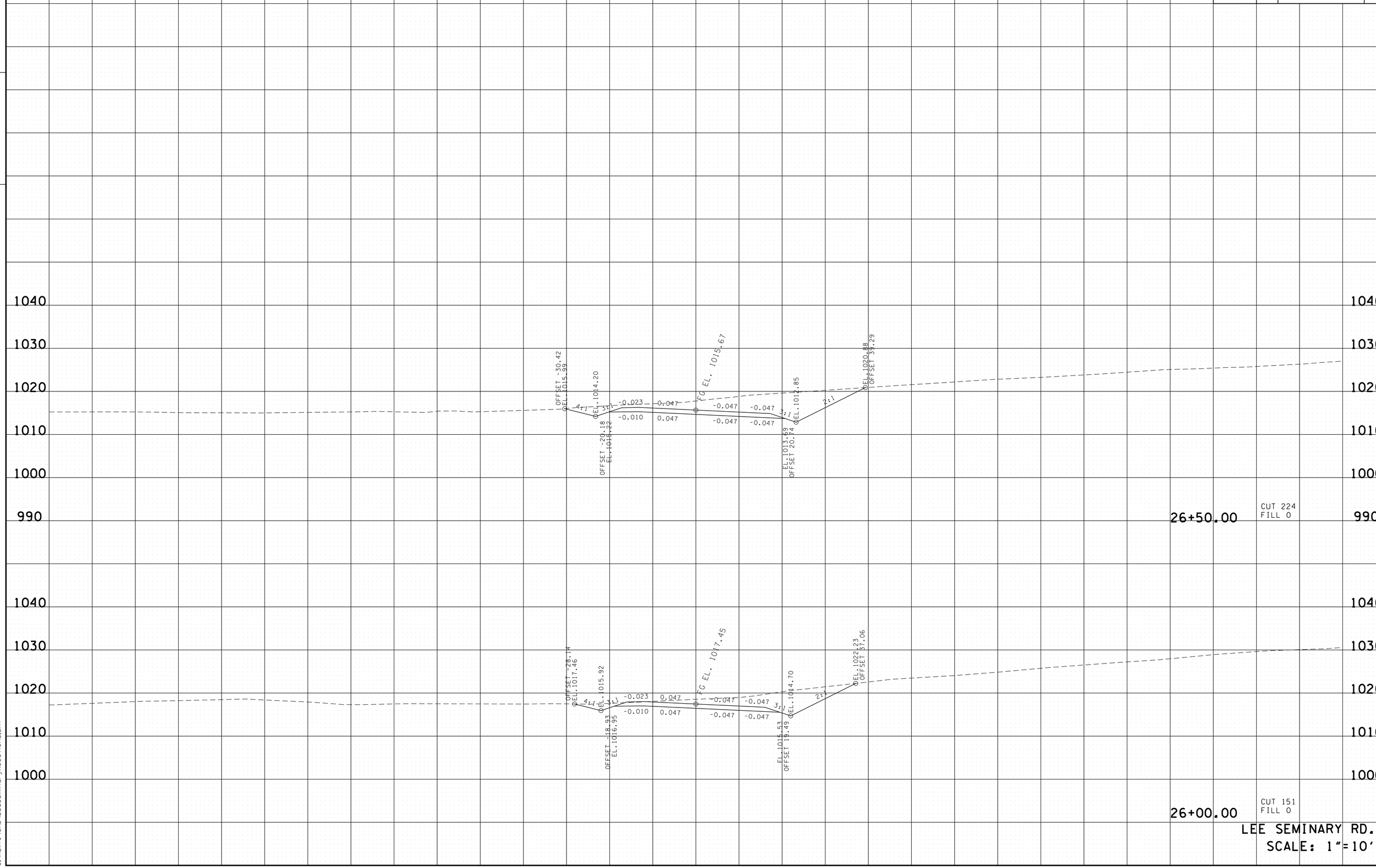
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	205
CONST.	2015	NH-I-40-6 (130)	205

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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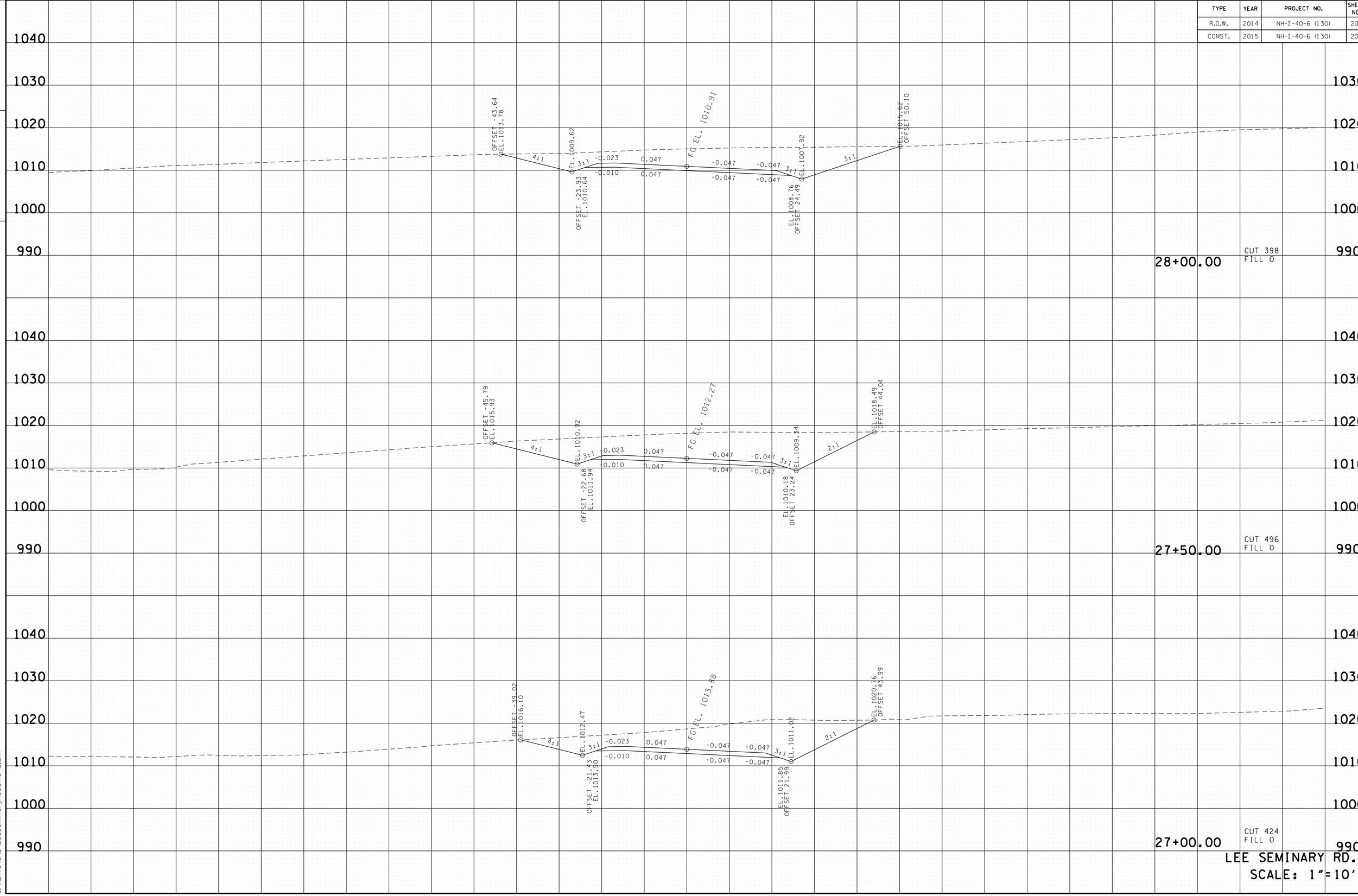
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	206
CONST.	2015	NH-I-40-6 (130)	206



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FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

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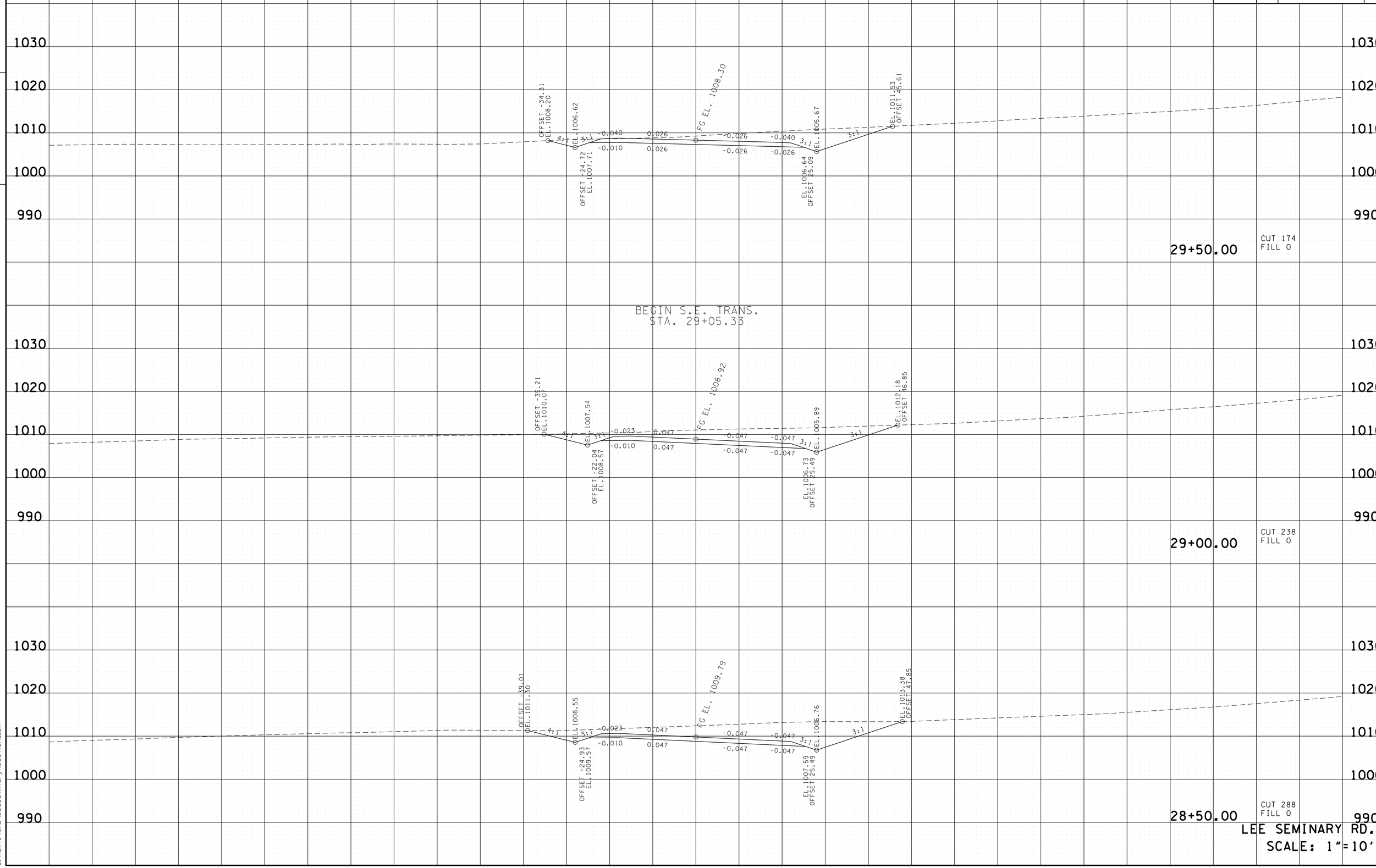
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	207
CONST.	2015	NH-I-40-6 (130)	207

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



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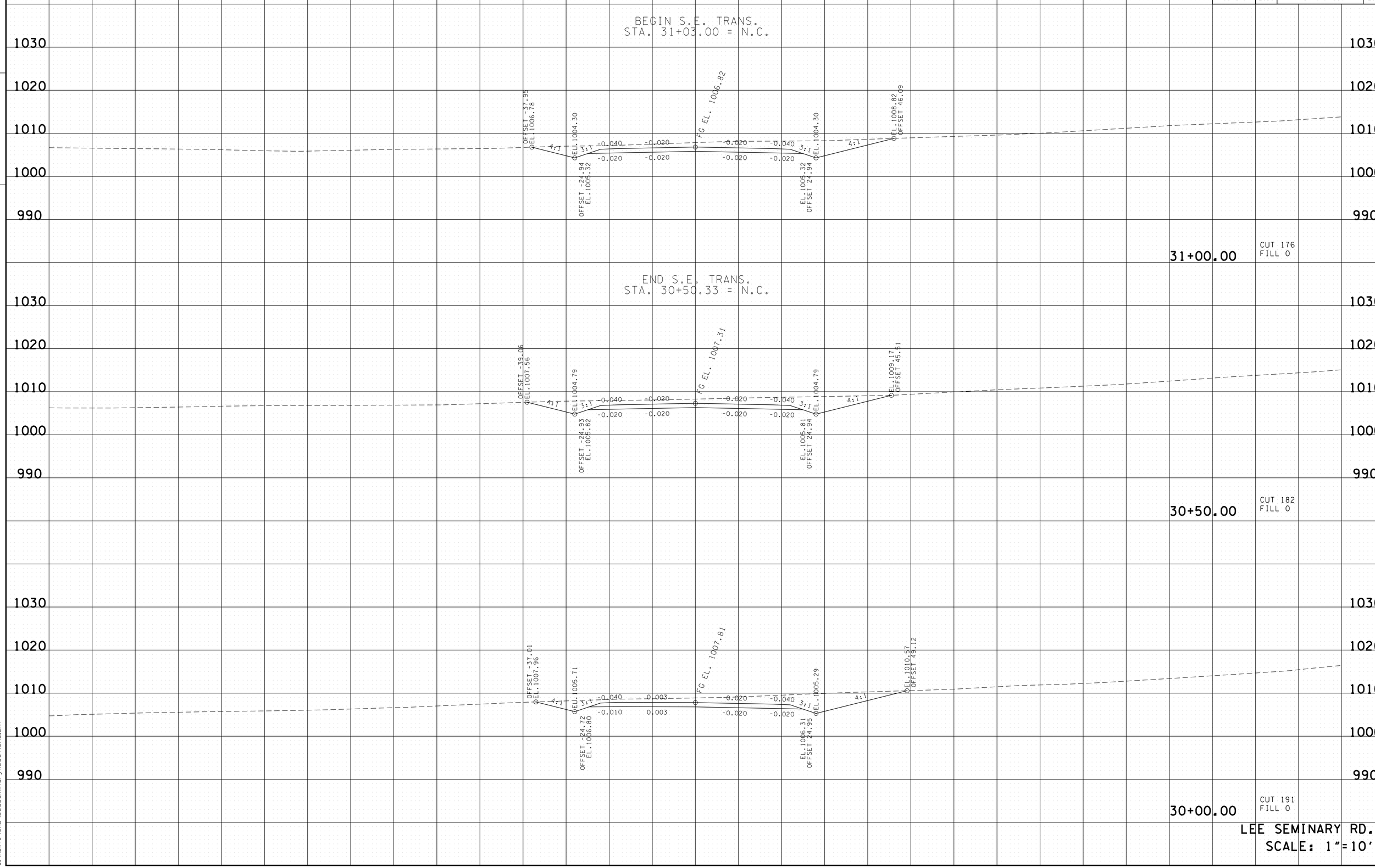
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	208
CONST.	2015	NH-I-40-6 (130)	208

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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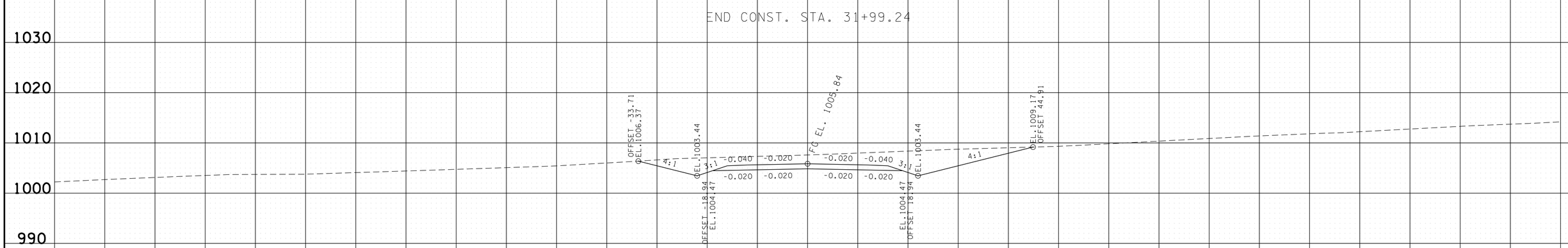
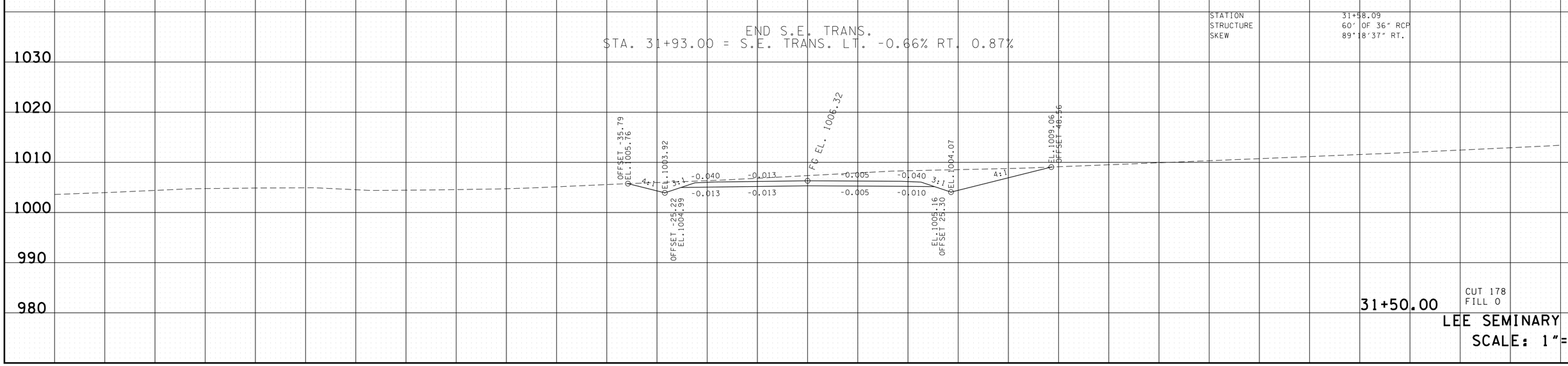
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	209
CONST.	2015	NH-I-40-6 (130)	209

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





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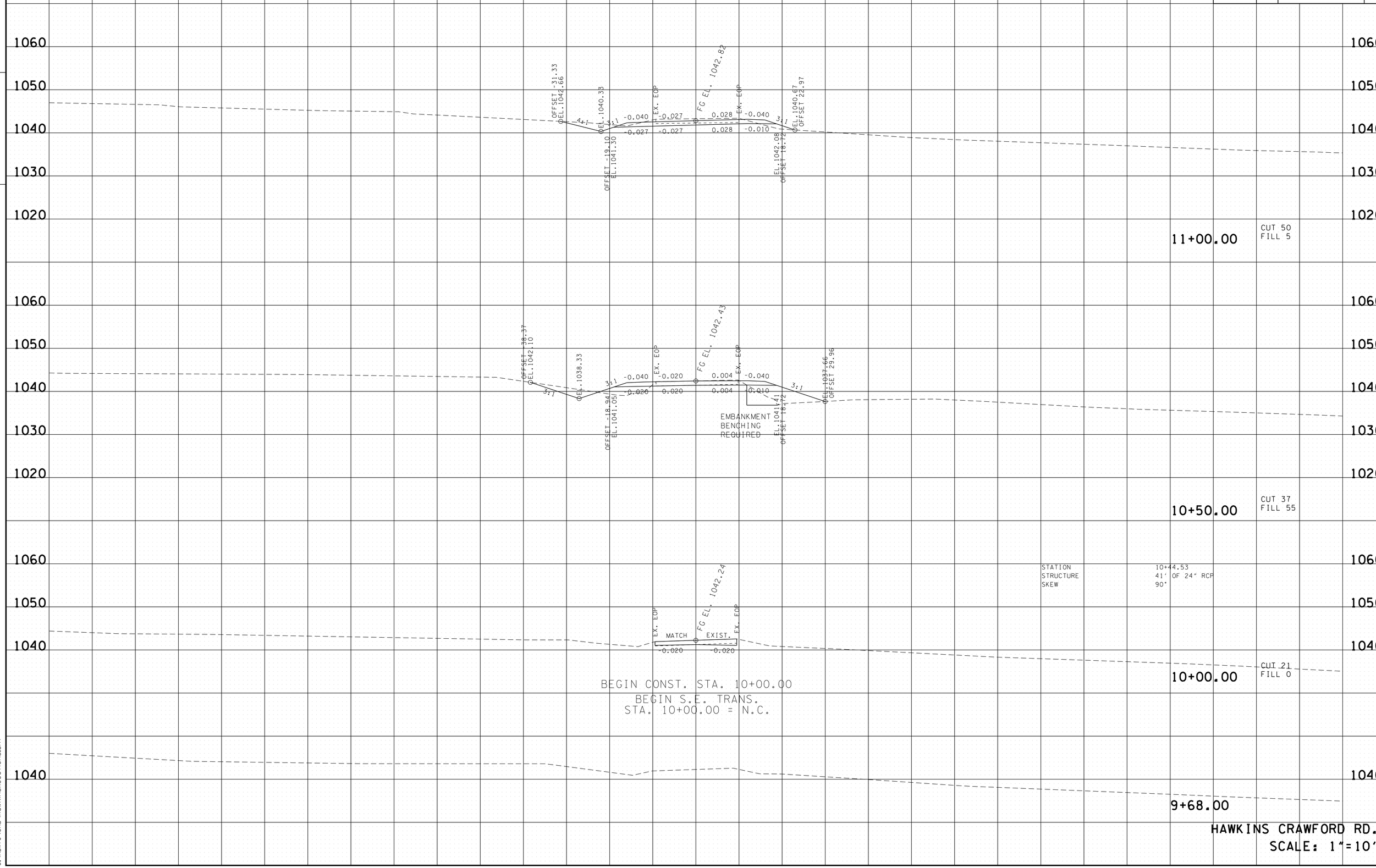
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	210
CONST.	2015	NH-I-40-6 (130)	210

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



HAWKINS CRAWFORD RD.
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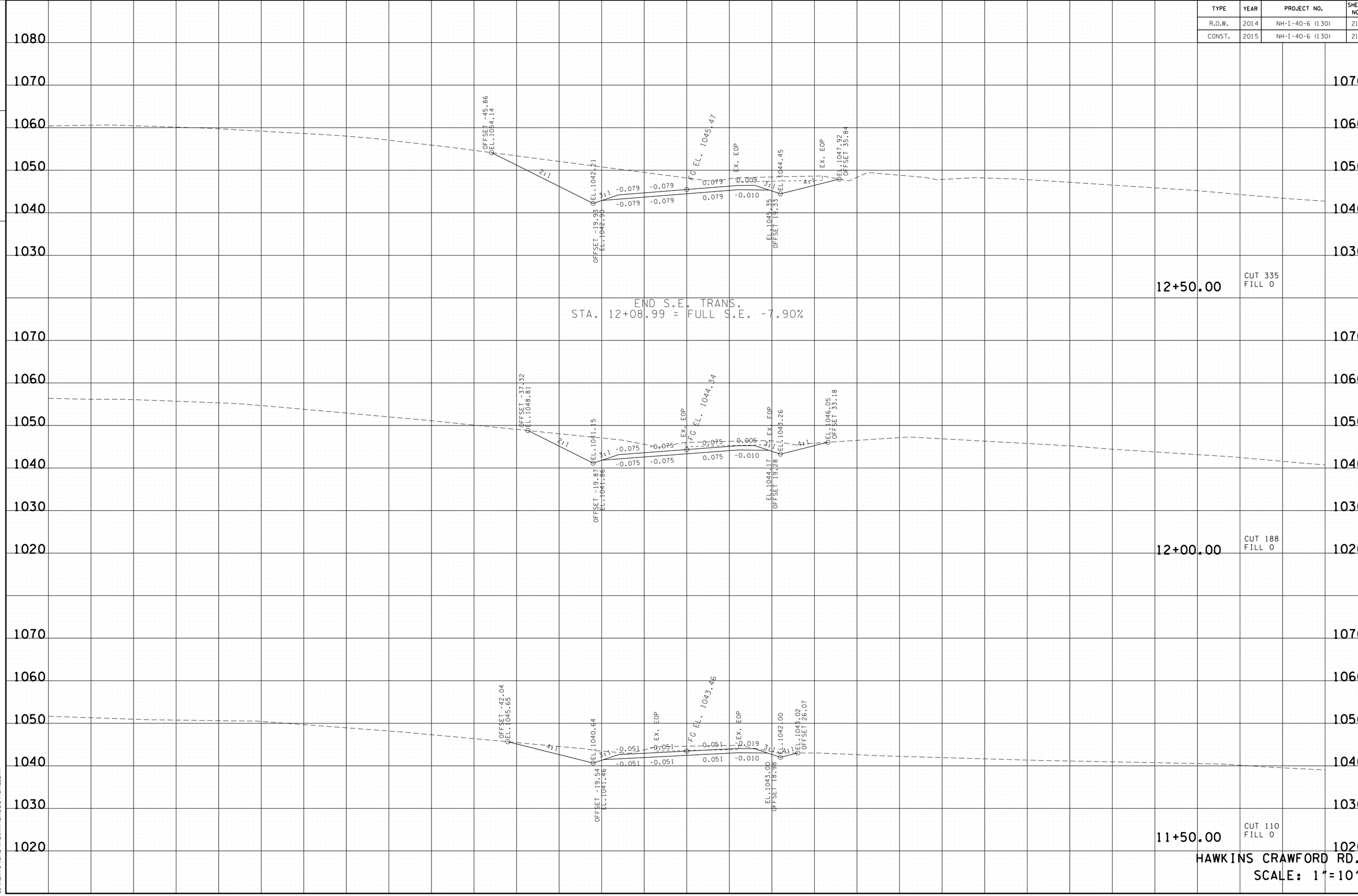
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	211
CONST.	2015	NH-I-40-6 (130)	211

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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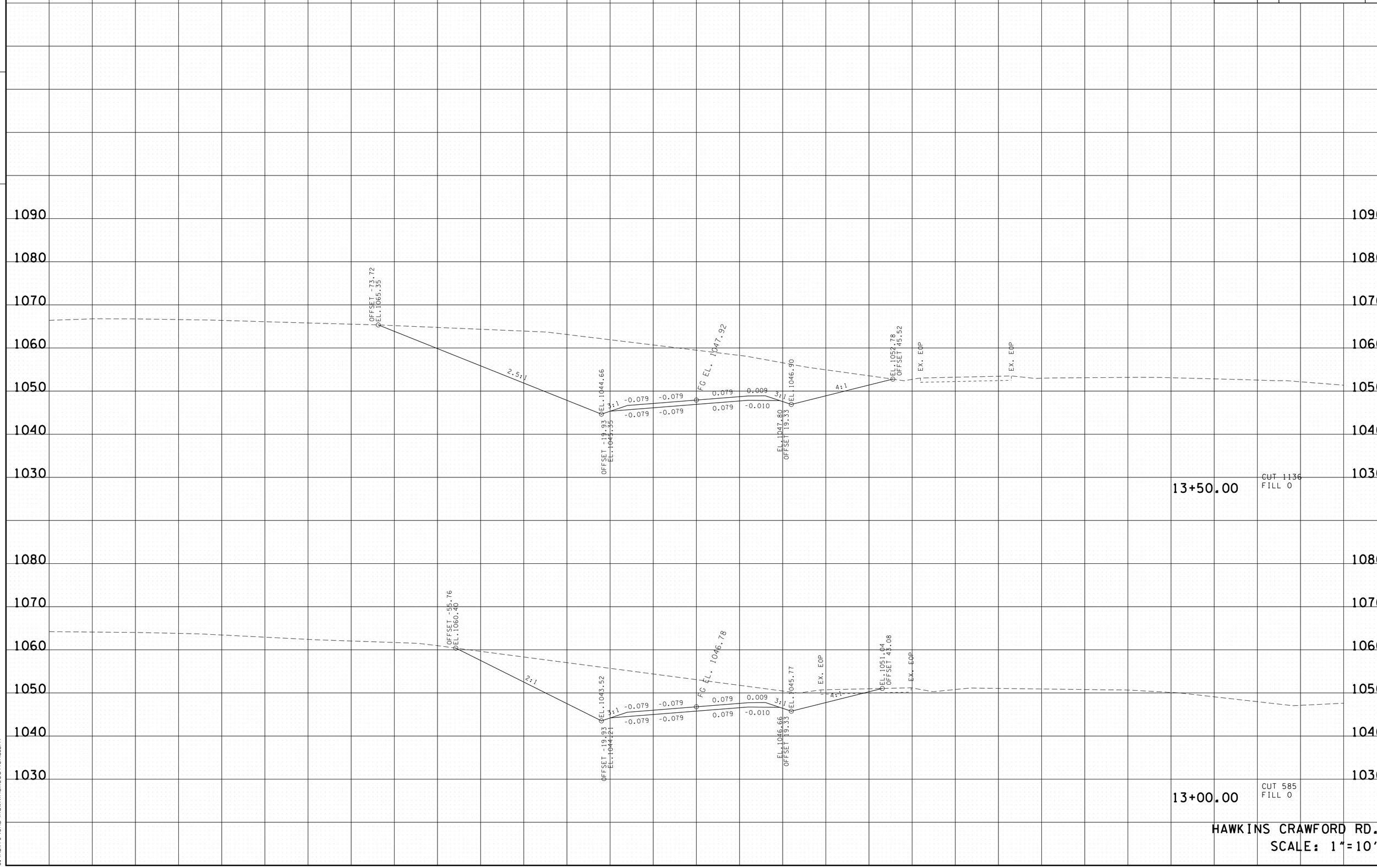
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	212
CONST.	2015	NH-I-40-6 (130)	212

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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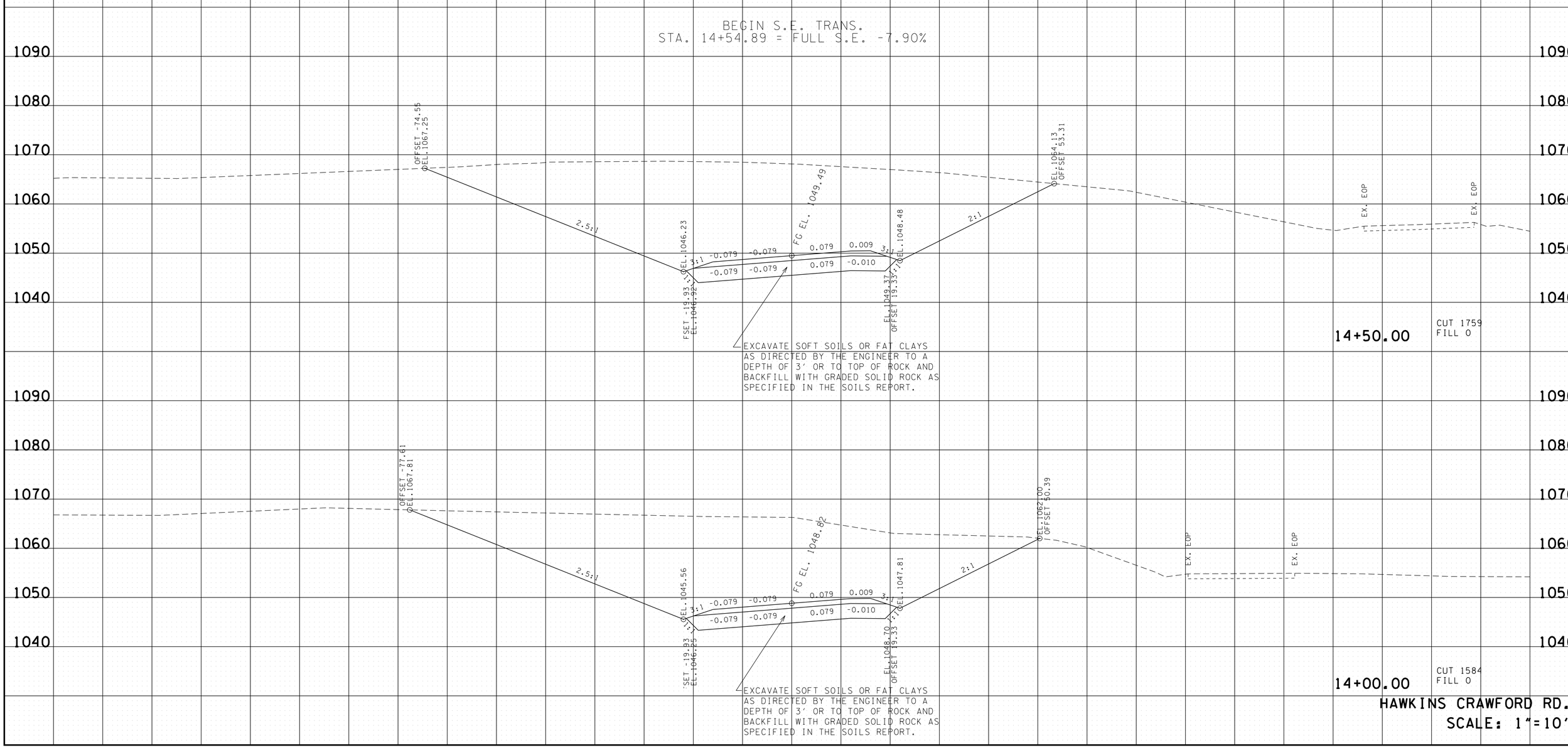
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	213
CONST.	2015	NH-I-40-6 (130)	213

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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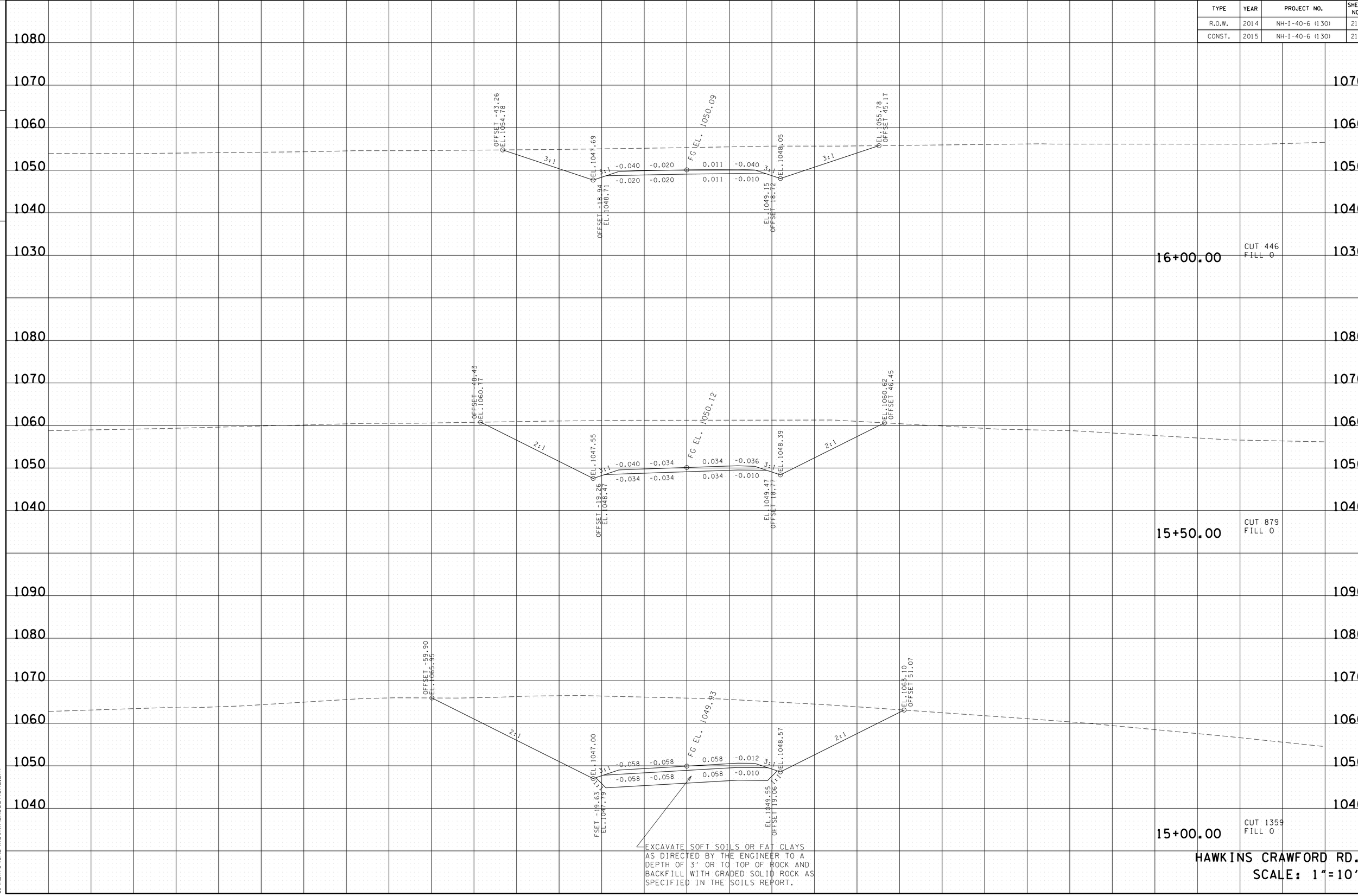
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	214
CONST.	2015	NH-I-40-6 (130)	214

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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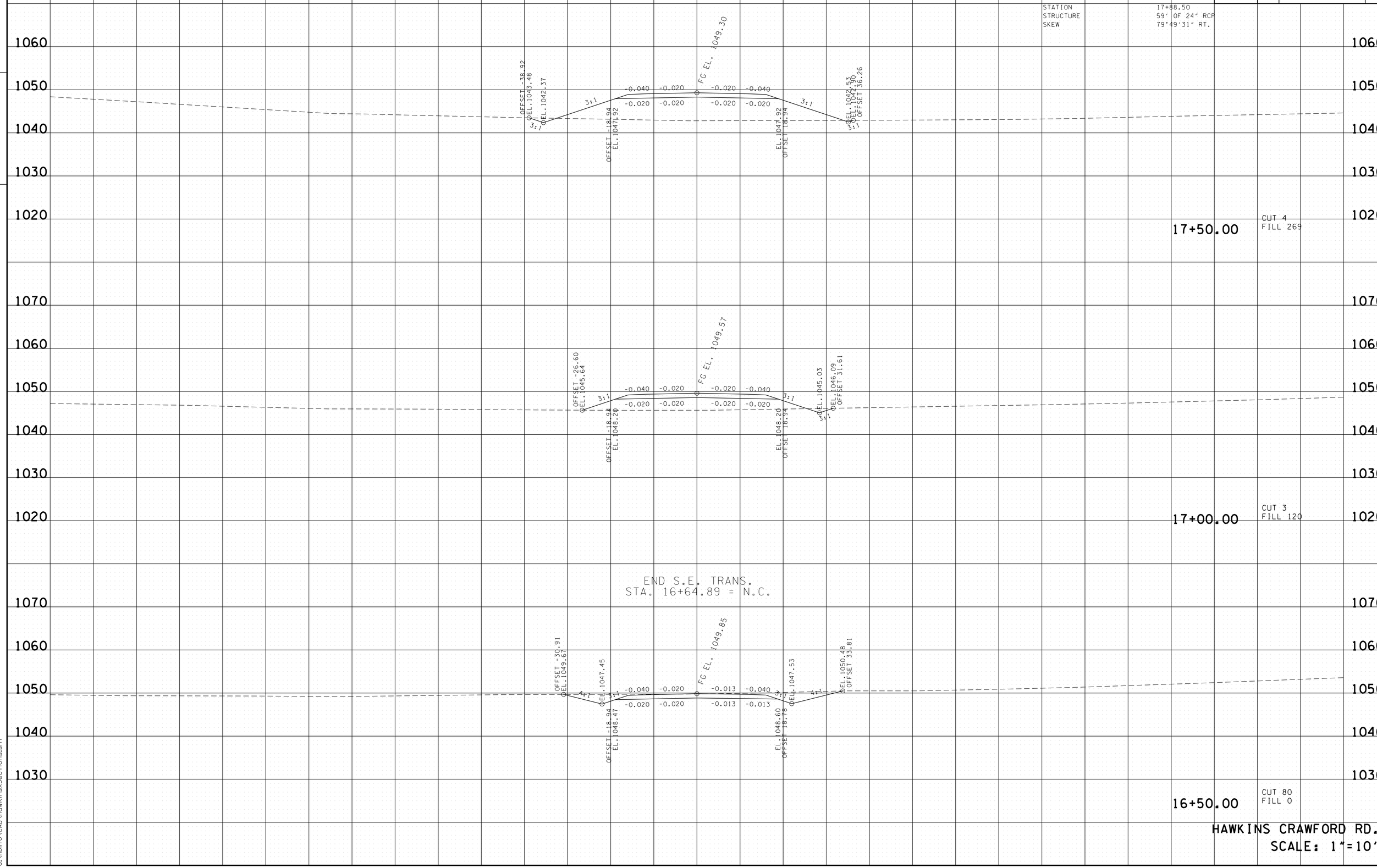
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	215
CONST.	2015	NH-I-40-6 (130)	215

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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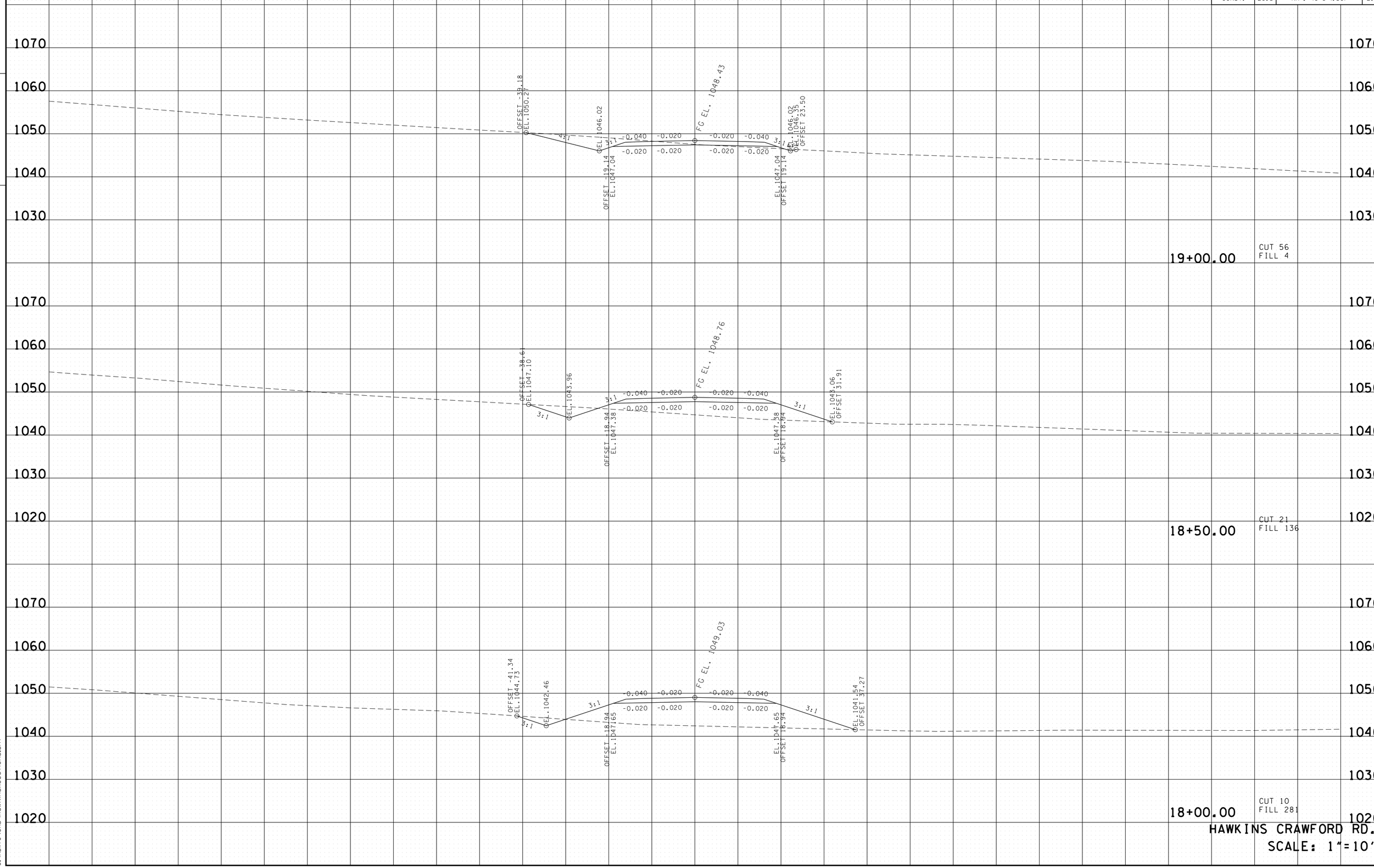
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	216
CONST.	2015	NH-I-40-6 (130)	216

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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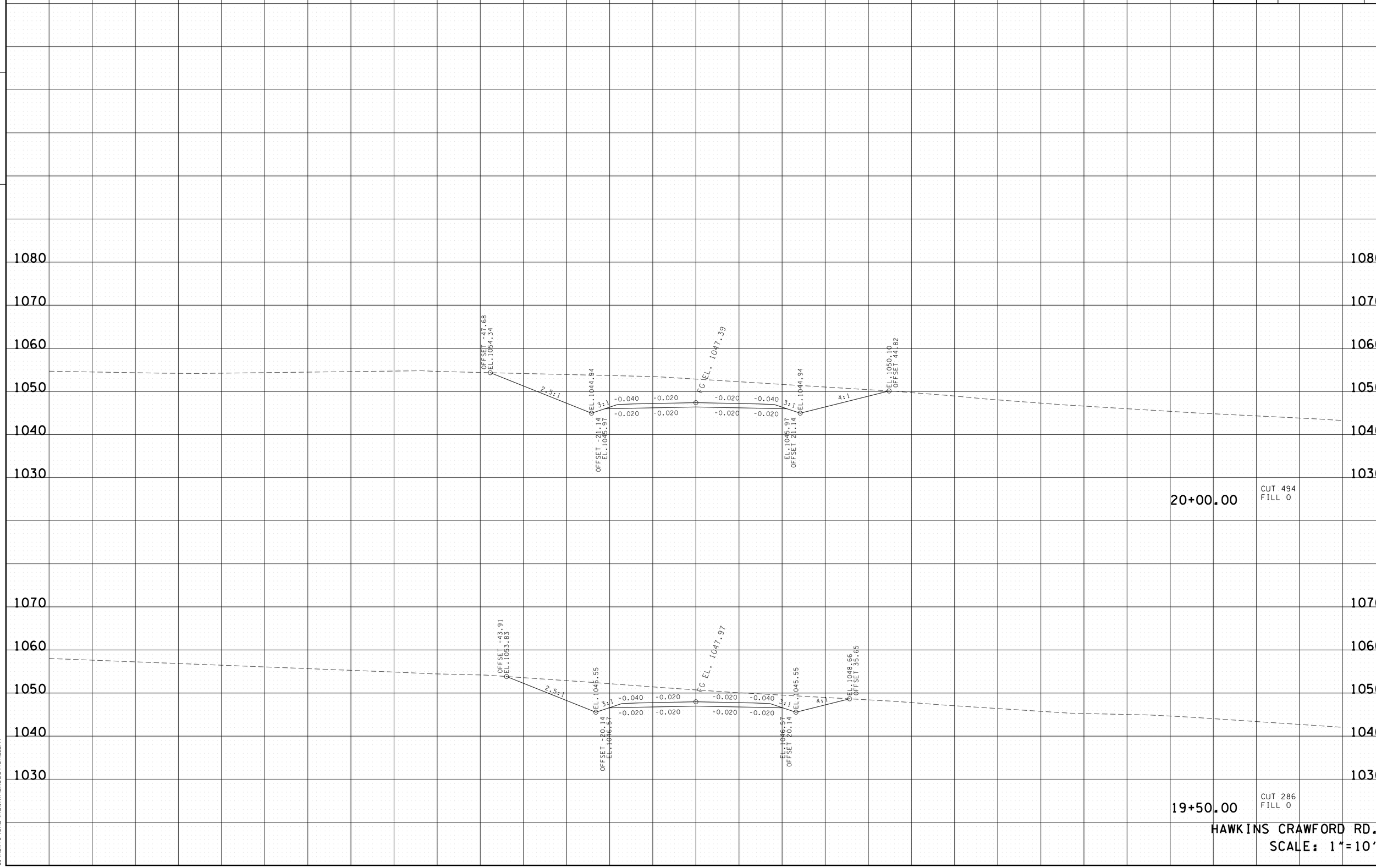
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	217
CONST.	2015	NH-I-40-6 (130)	217

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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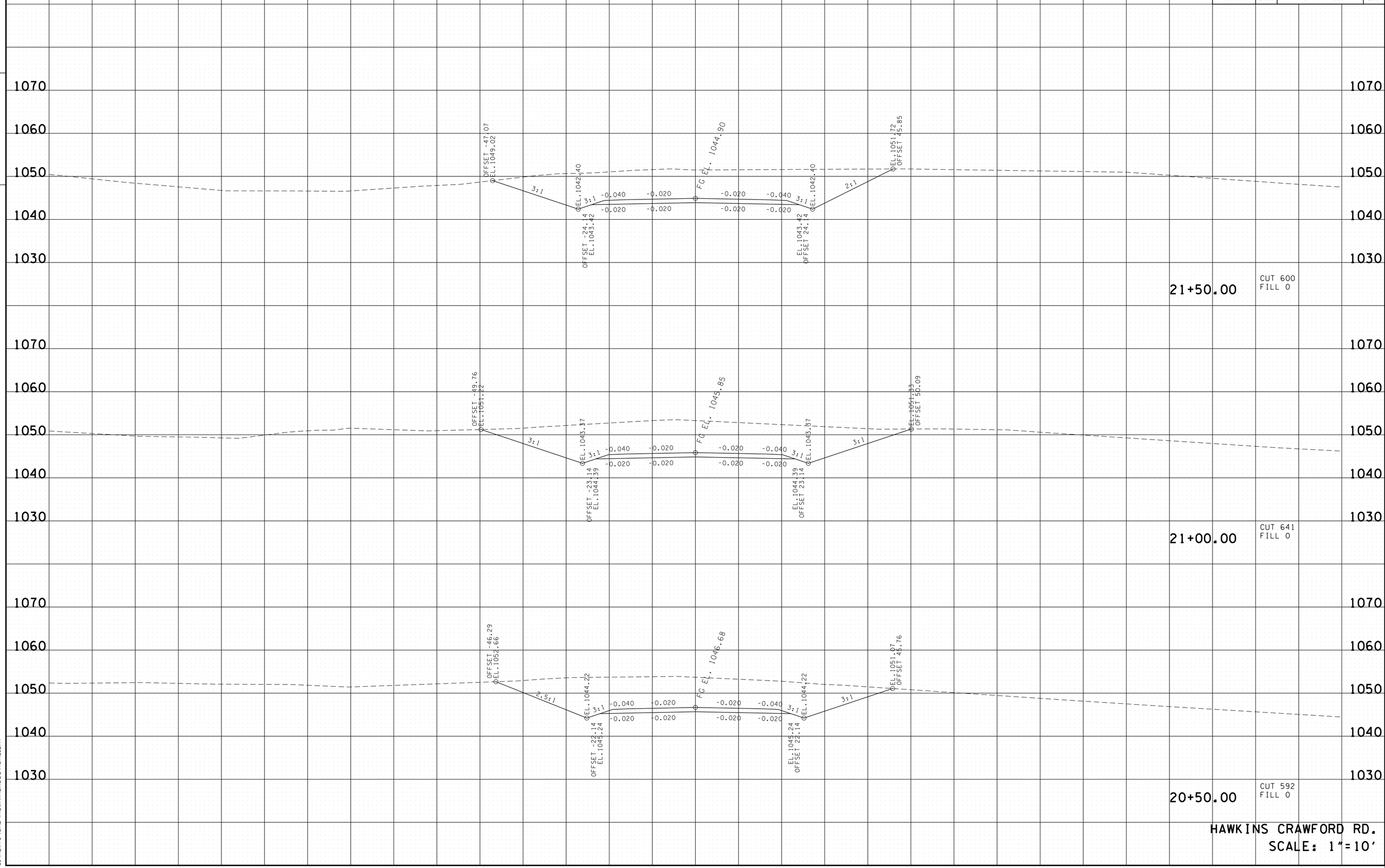
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	218
CONST.	2015	NH-I-40-6 (130)	218

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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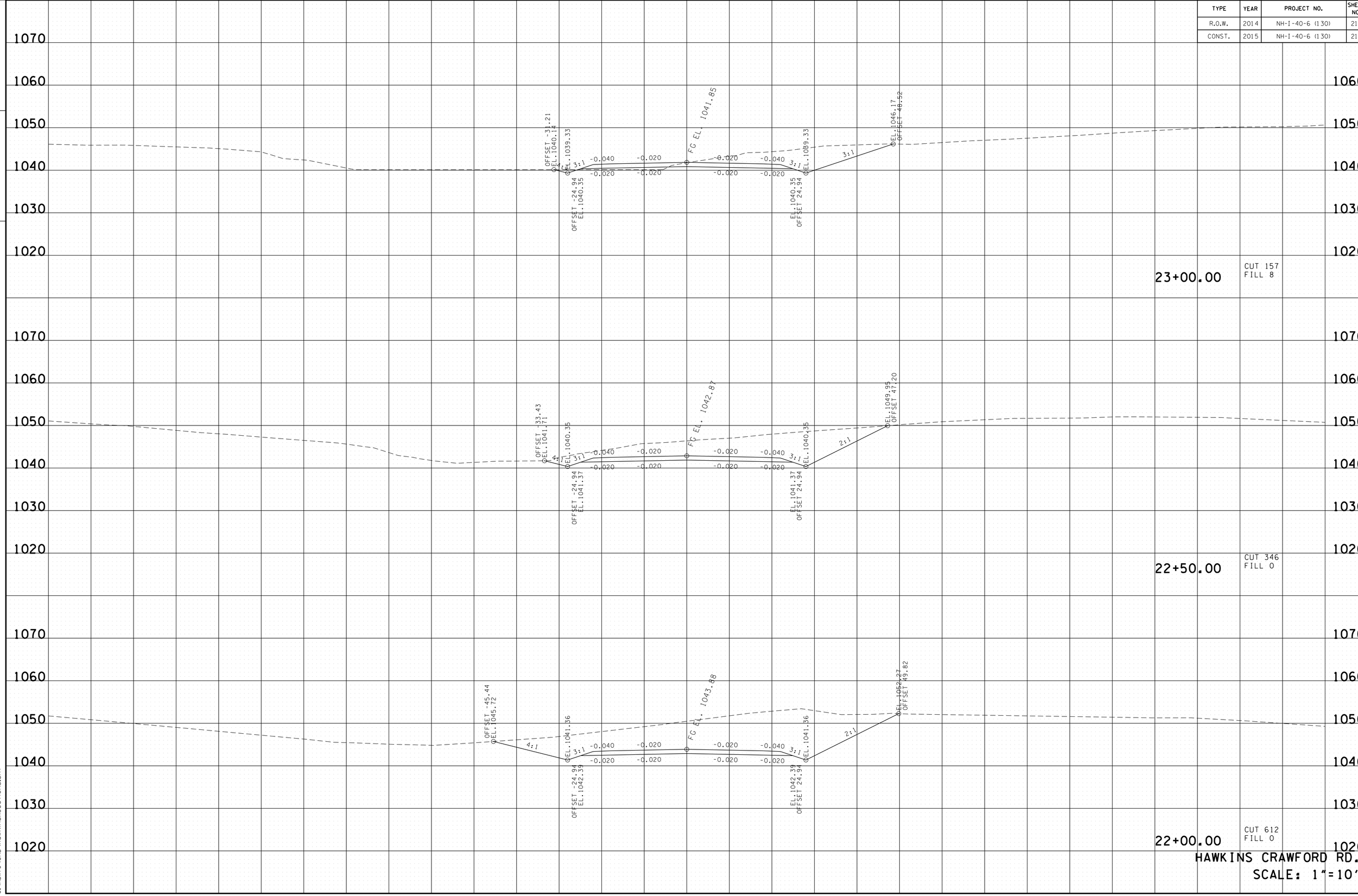
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	219
CONST.	2015	NH-I-40-6 (130)	219

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



HAWKINS CRAWFORD RD.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	220
CONST.	2015	NH-I-40-6 (130)	220

FILE NO.

TENNESSEE D.O.T.
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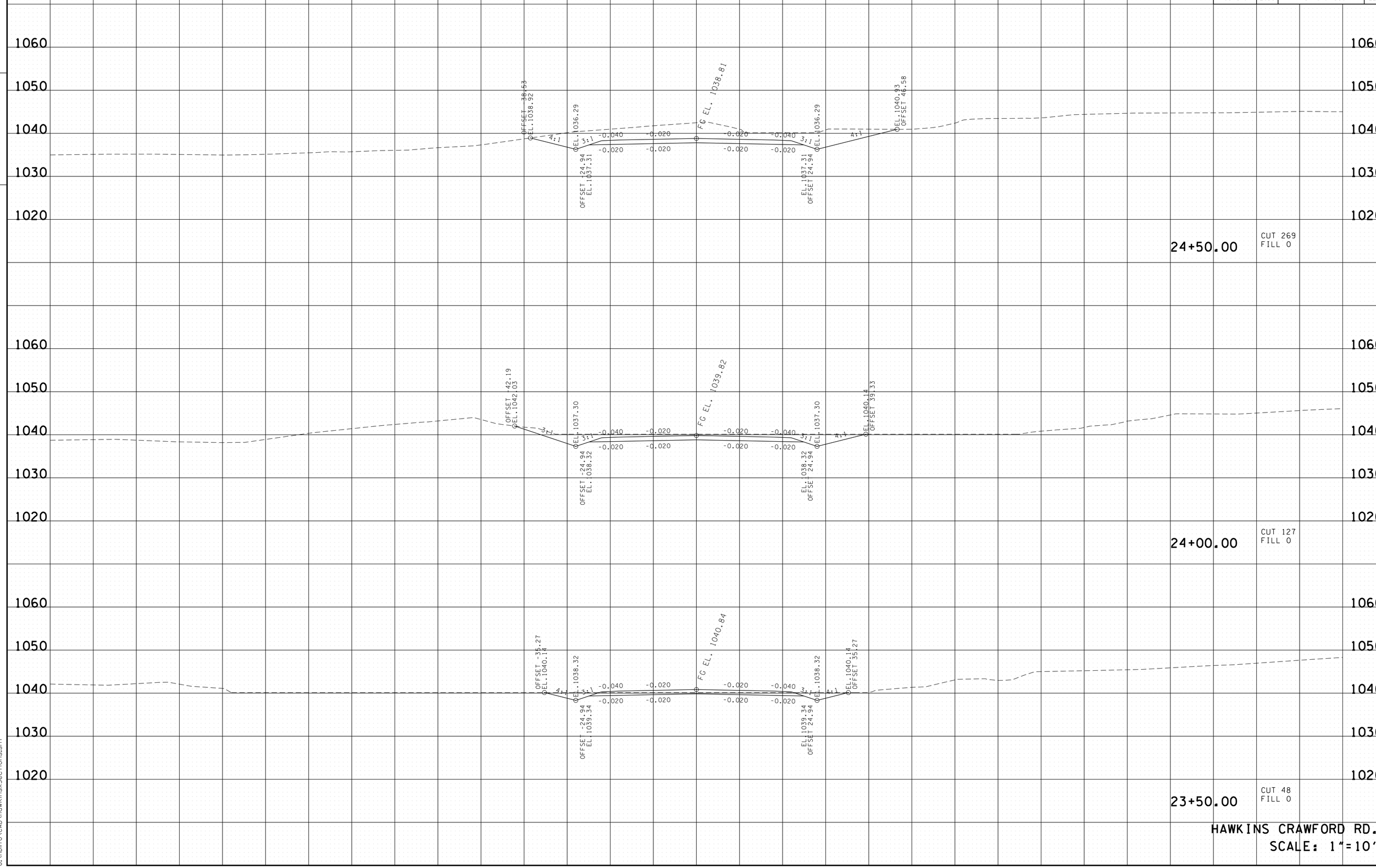

HAWKINS CRAWFORD RD.
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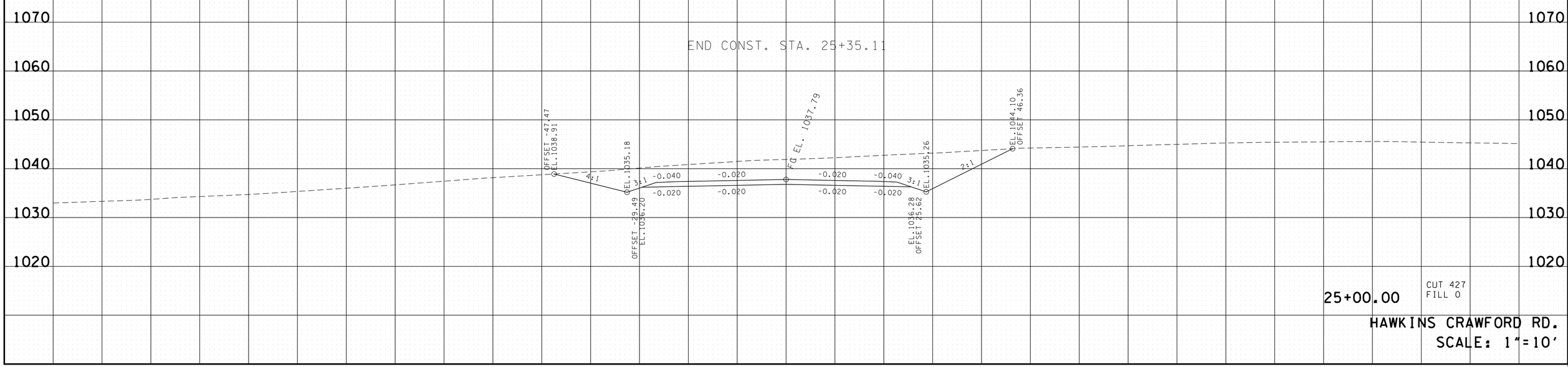
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	221
CONST.	2015	NH-I-40-6 (130)	221

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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HAWKINS CRAWFORD RD.
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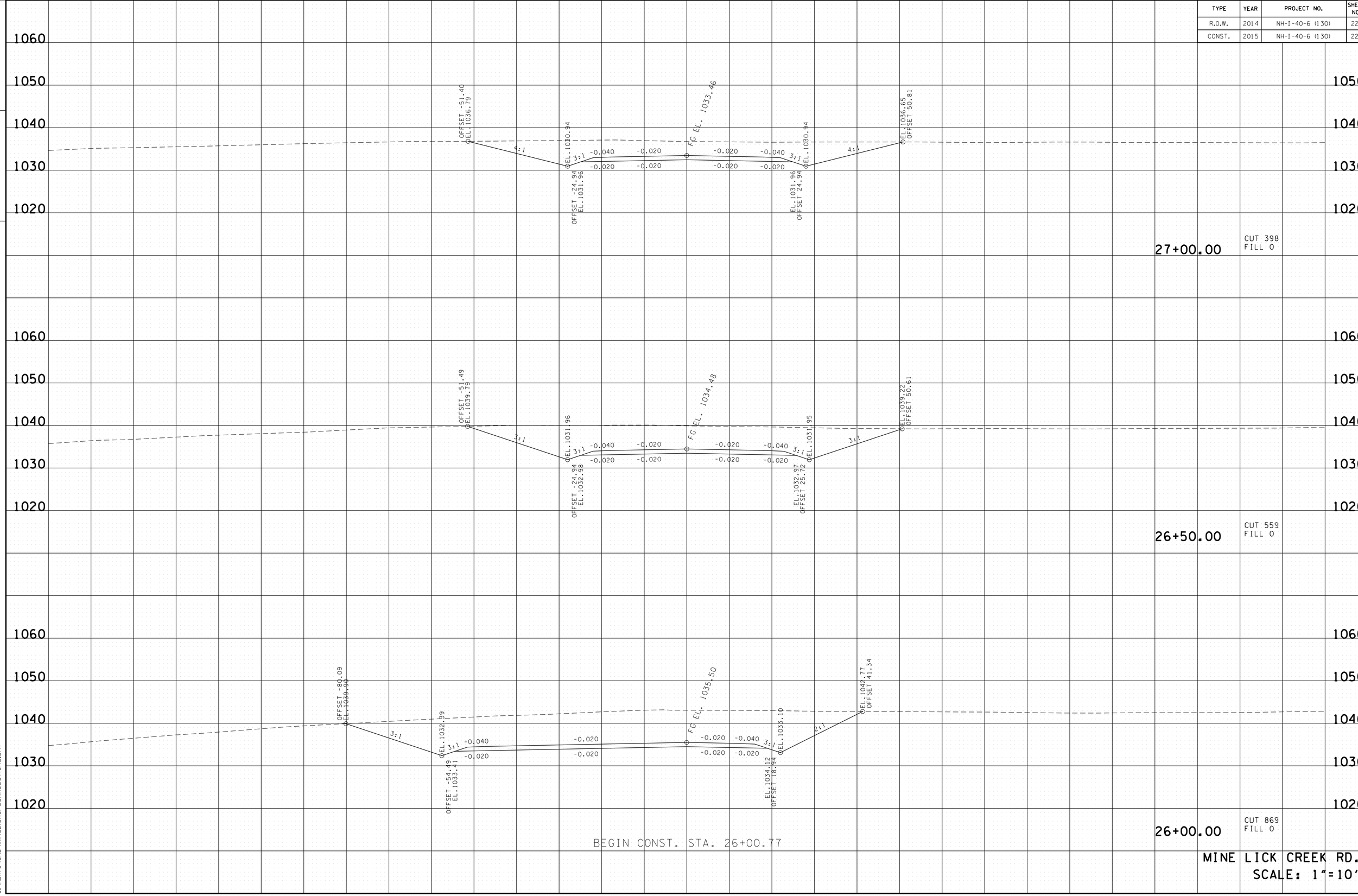
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	222
CONST.	2015	NH-I-40-6 (130)	222

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



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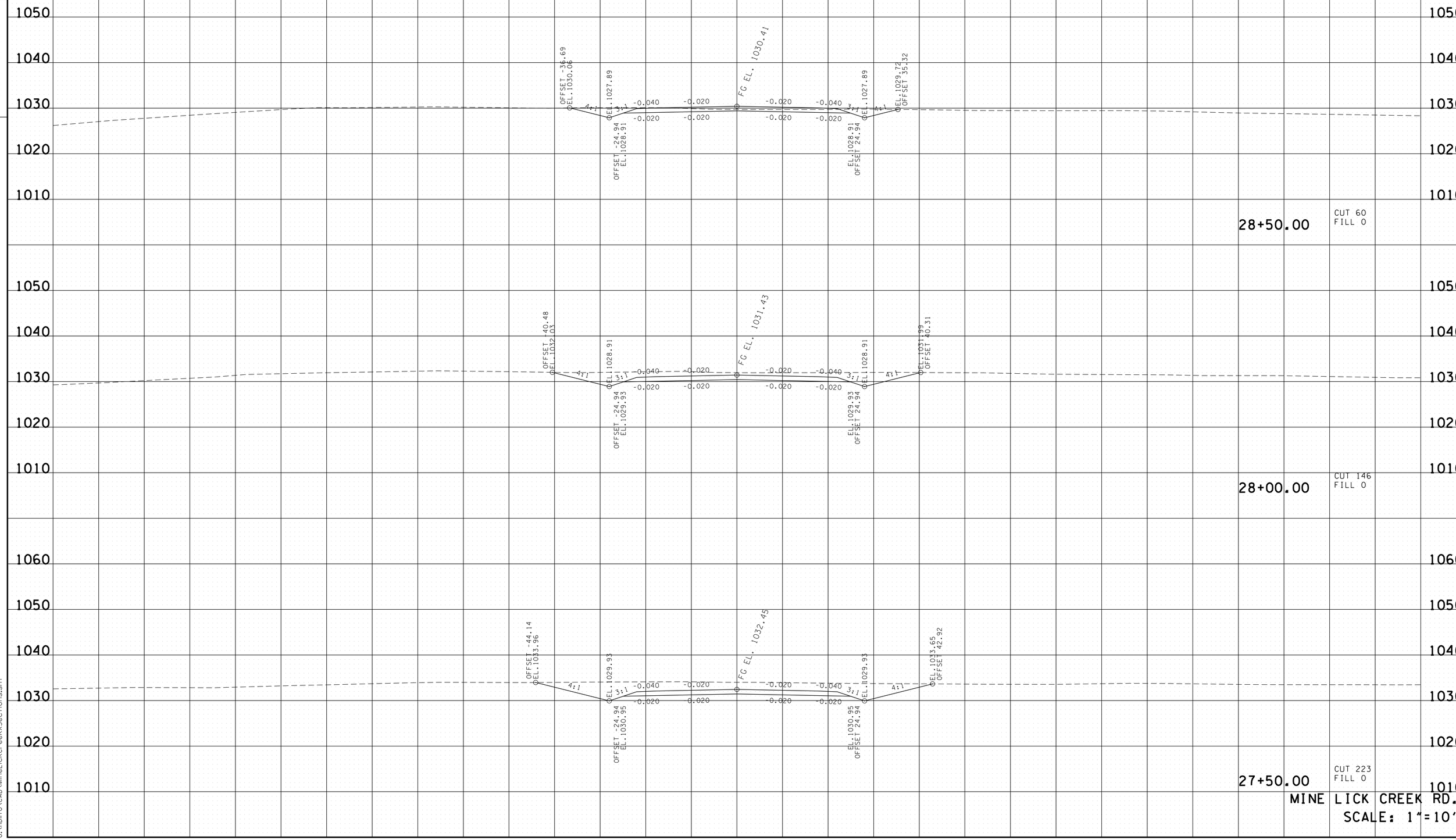
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	223
CONST.	2015	NH-I-40-6 (130)	223

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD.
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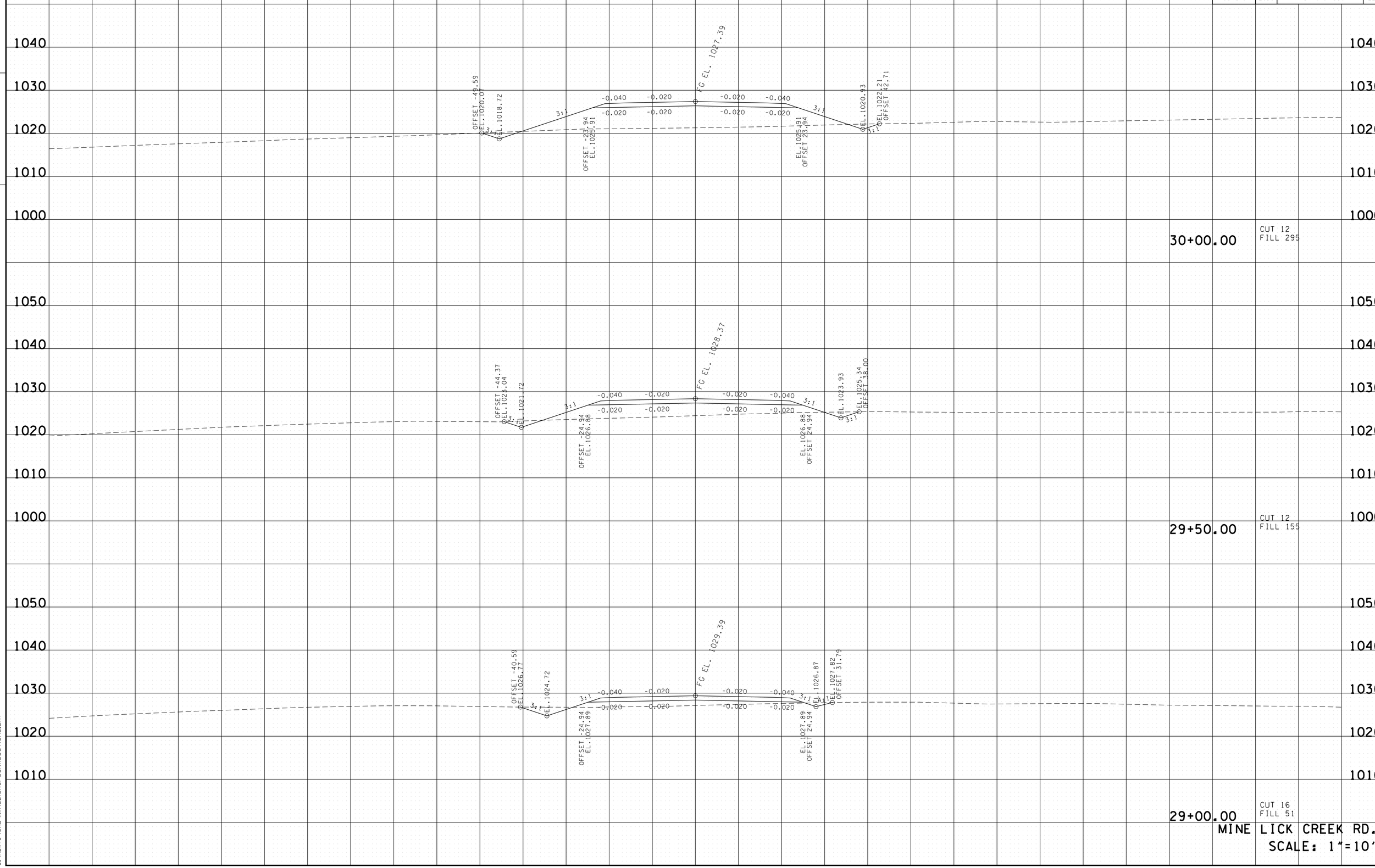
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	224
CONST.	2015	NH-I-40-6 (130)	224

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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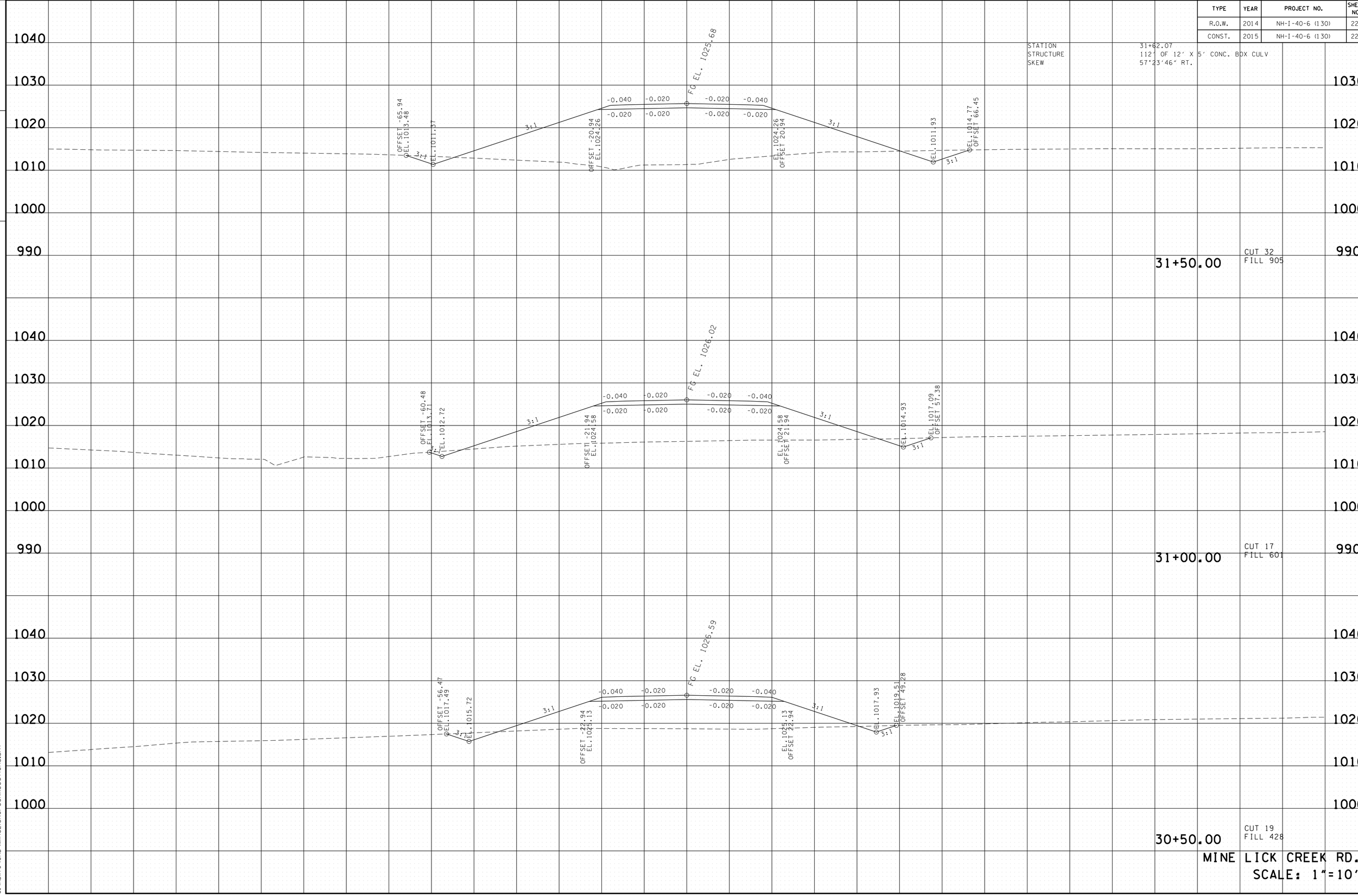
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	225
CONST.	2015	NH-I-40-6 (130)	225

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



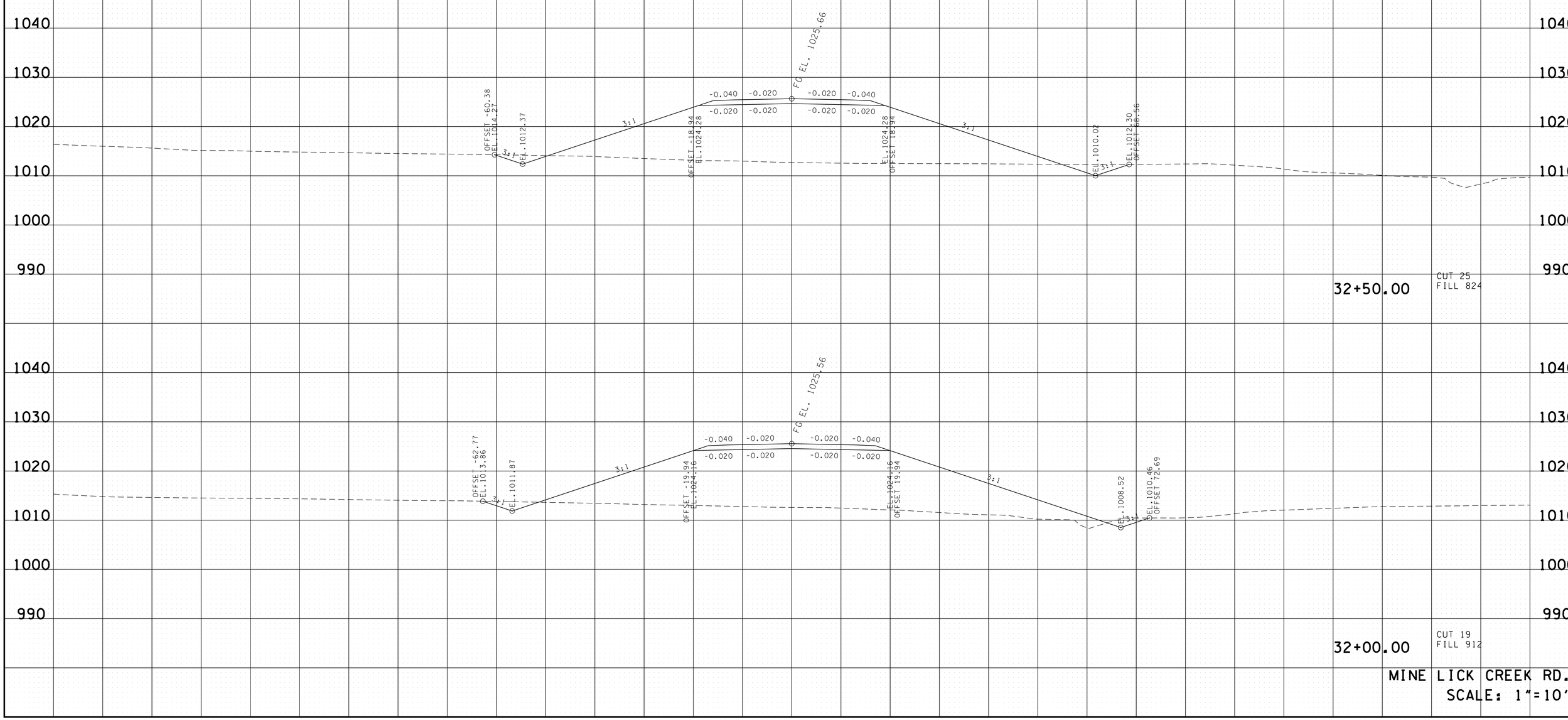
MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:49:47 AM
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	226
CONST.	2015	NH-I-40-6 (130)	226

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD.
SCALE: 1"=10'

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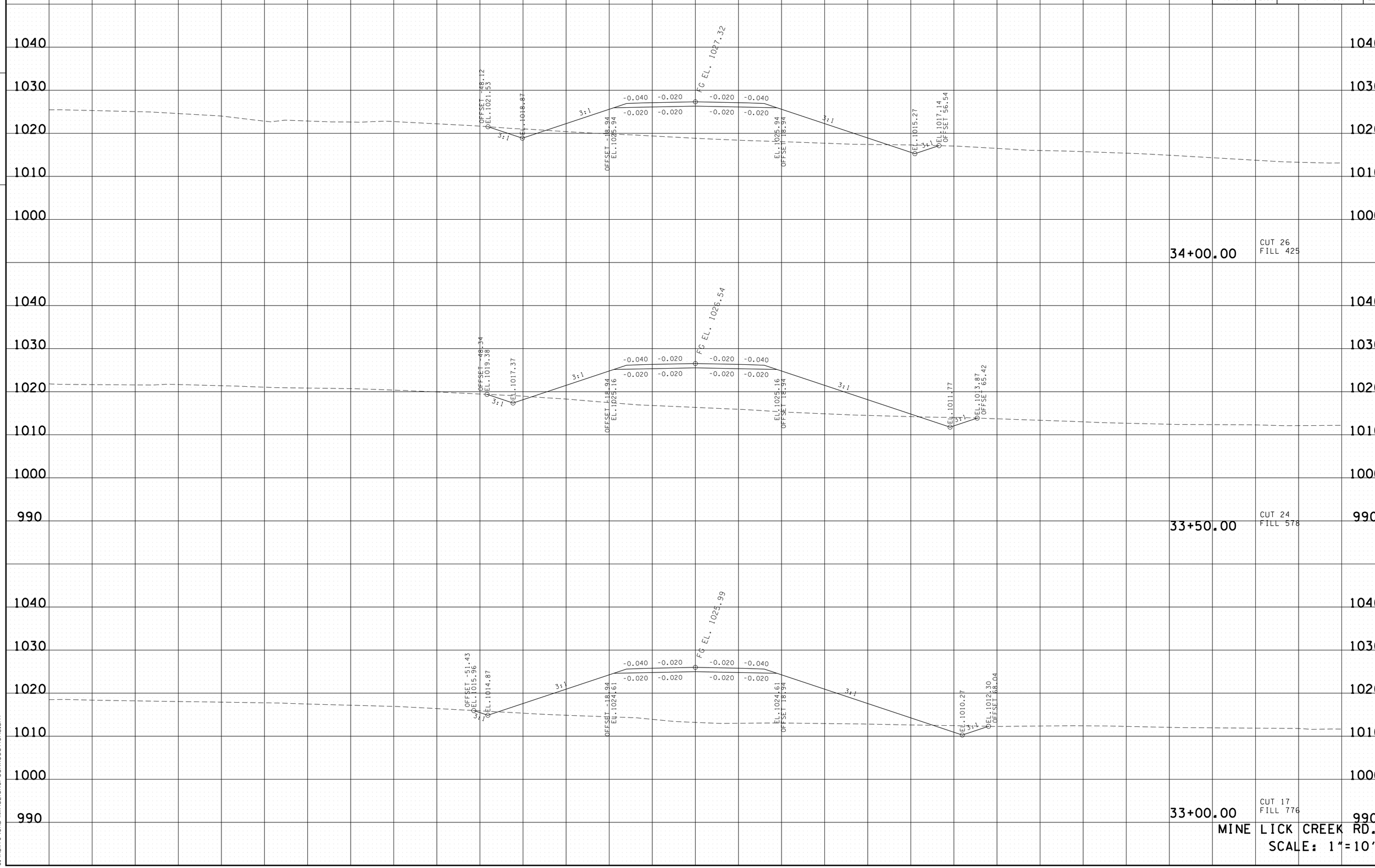
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	227
CONST.	2015	NH-I-40-6 (130)	227

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD.
SCALE: 1"=10'

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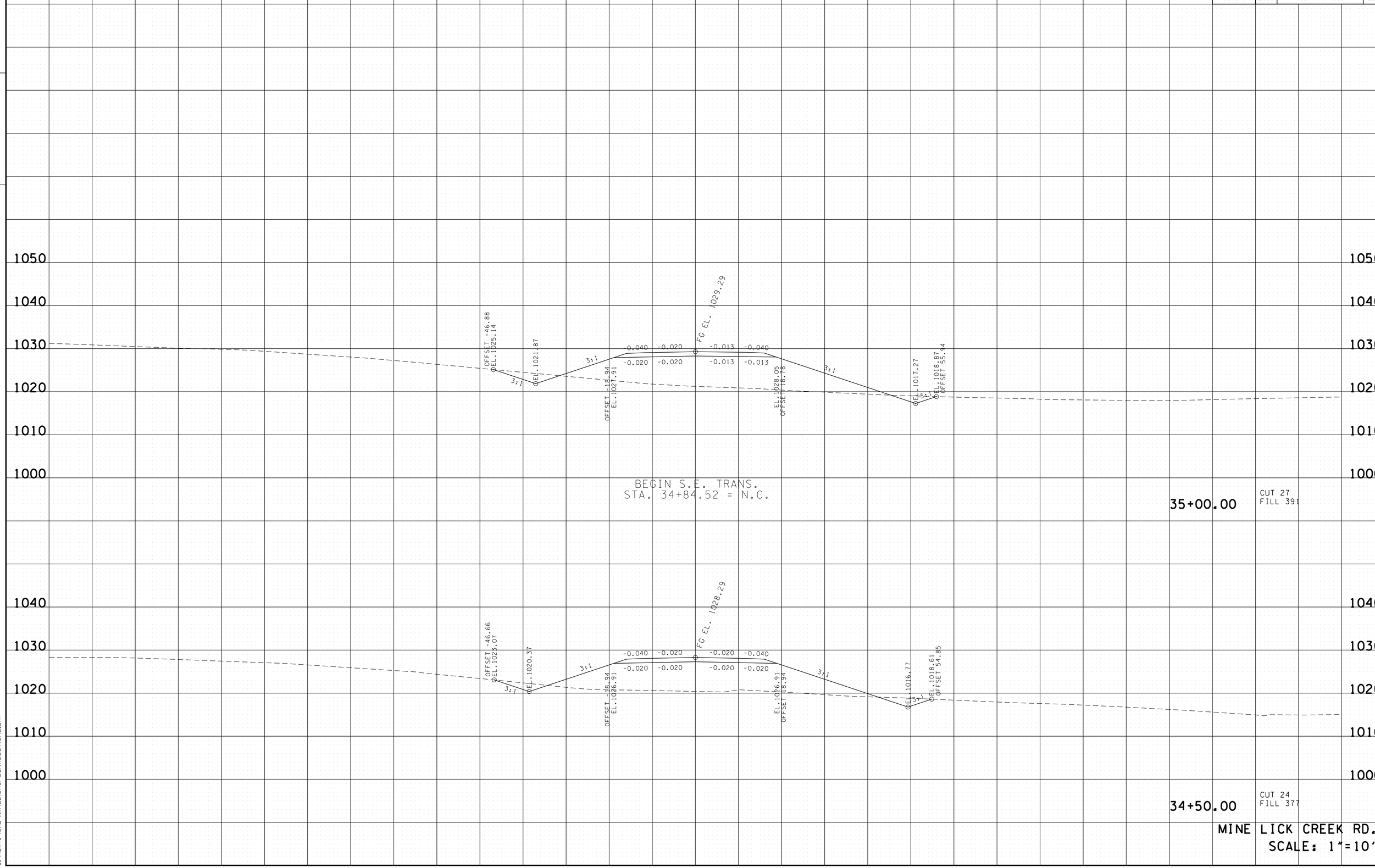
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	228
CONST.	2015	NH-I-40-6 (130)	228

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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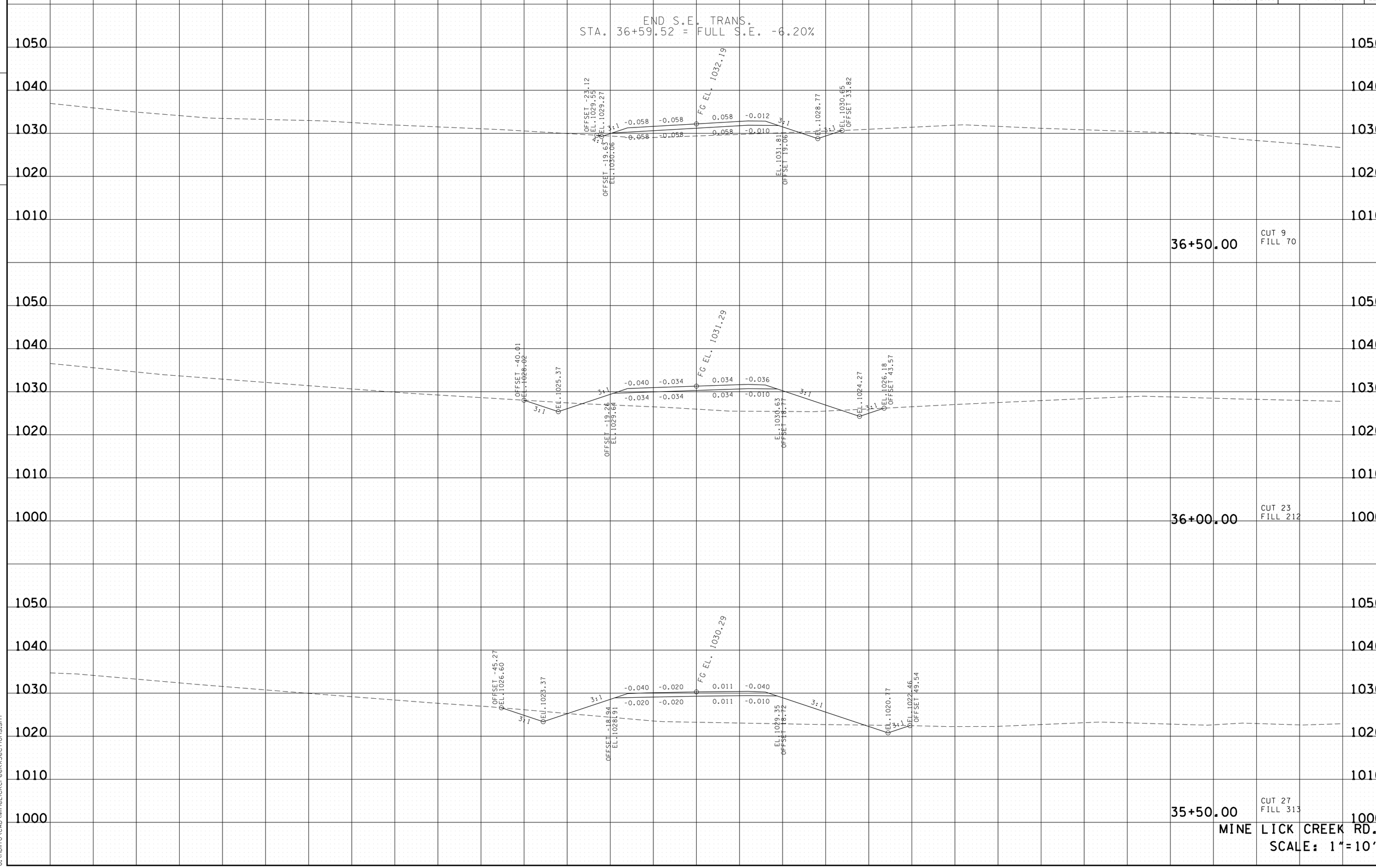
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	229
CONST.	2015	NH-I-40-6 (130)	229

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



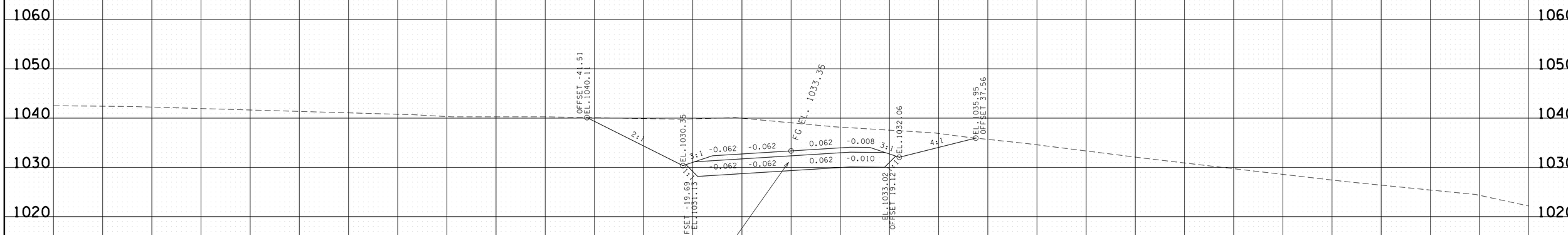
MINE LICK CREEK RD.
SCALE: 1"=10'

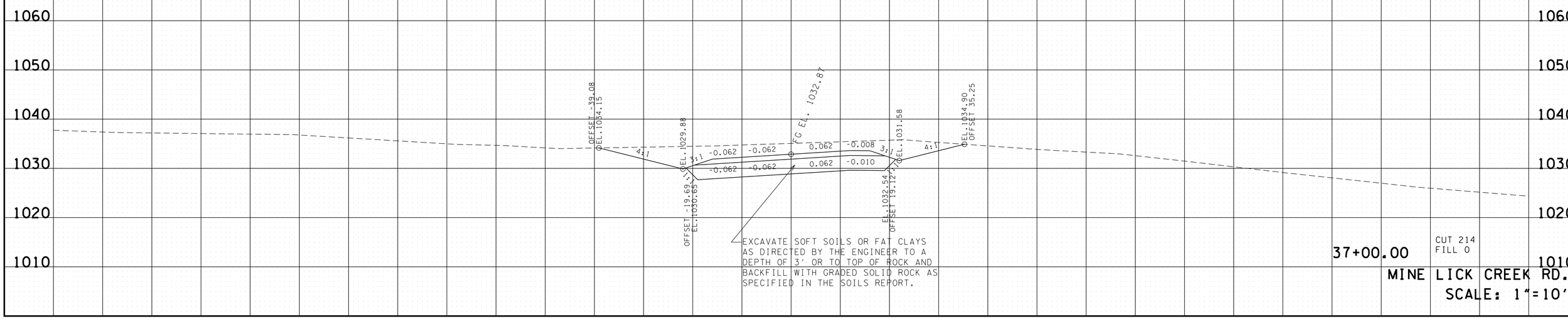
4/23/2015 10:49:52 AM
G:\HDII70\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	230
CONST.	2015	NH-I-40-6 (130)	230

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION





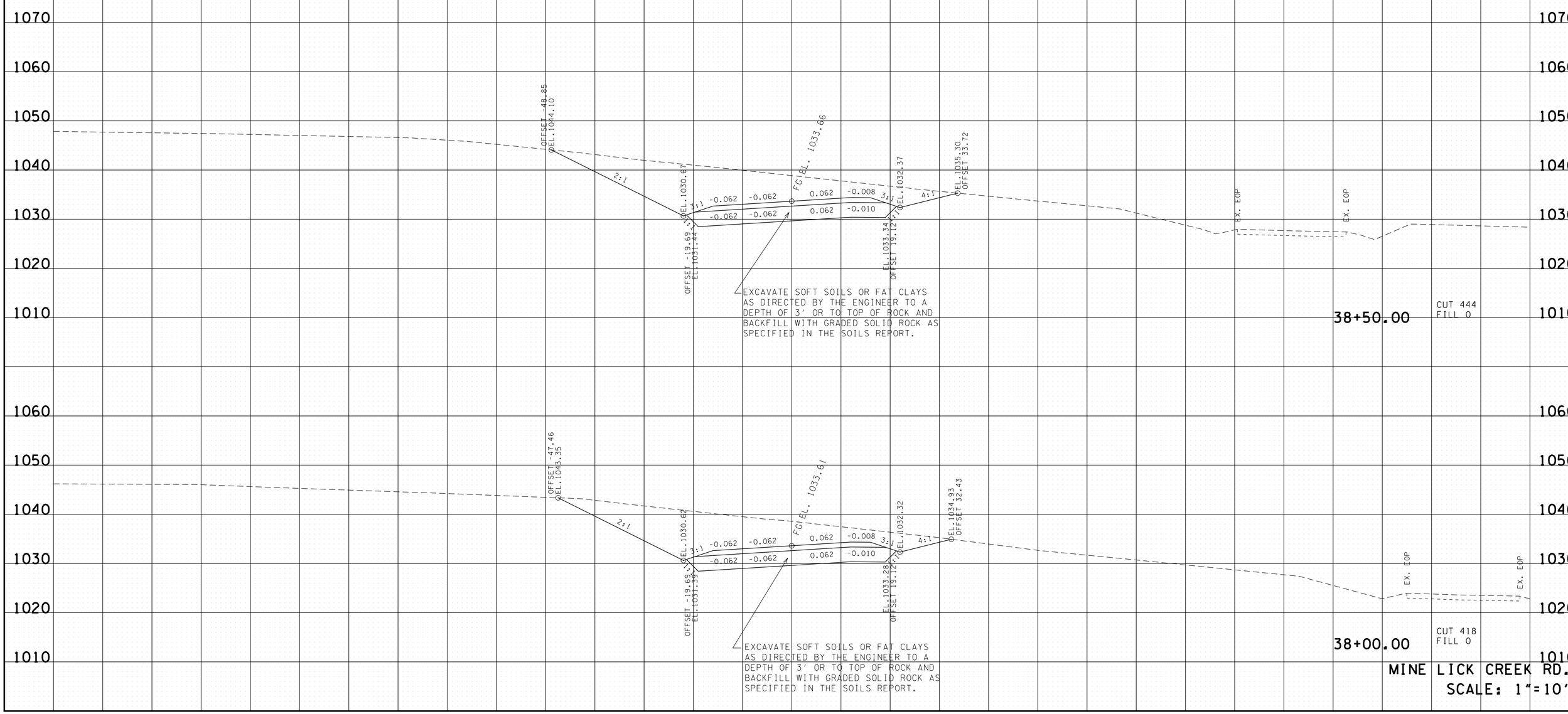
MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:49:54 AM
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	231
CONST.	2015	NH-I-40-6 (130)	231

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD.
SCALE: 1"=10'

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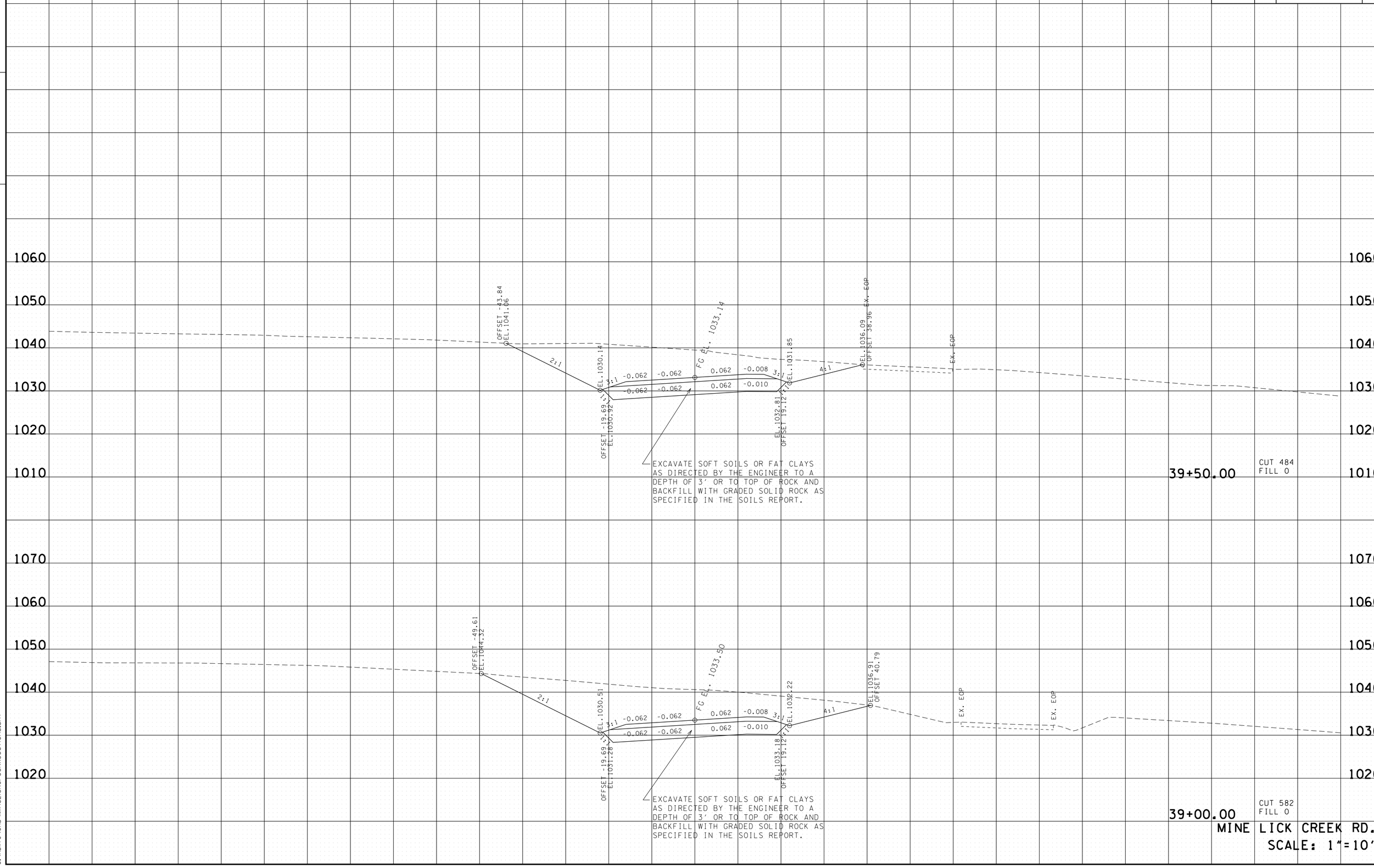
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	232
CONST.	2015	NH-I-40-6 (130)	232

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



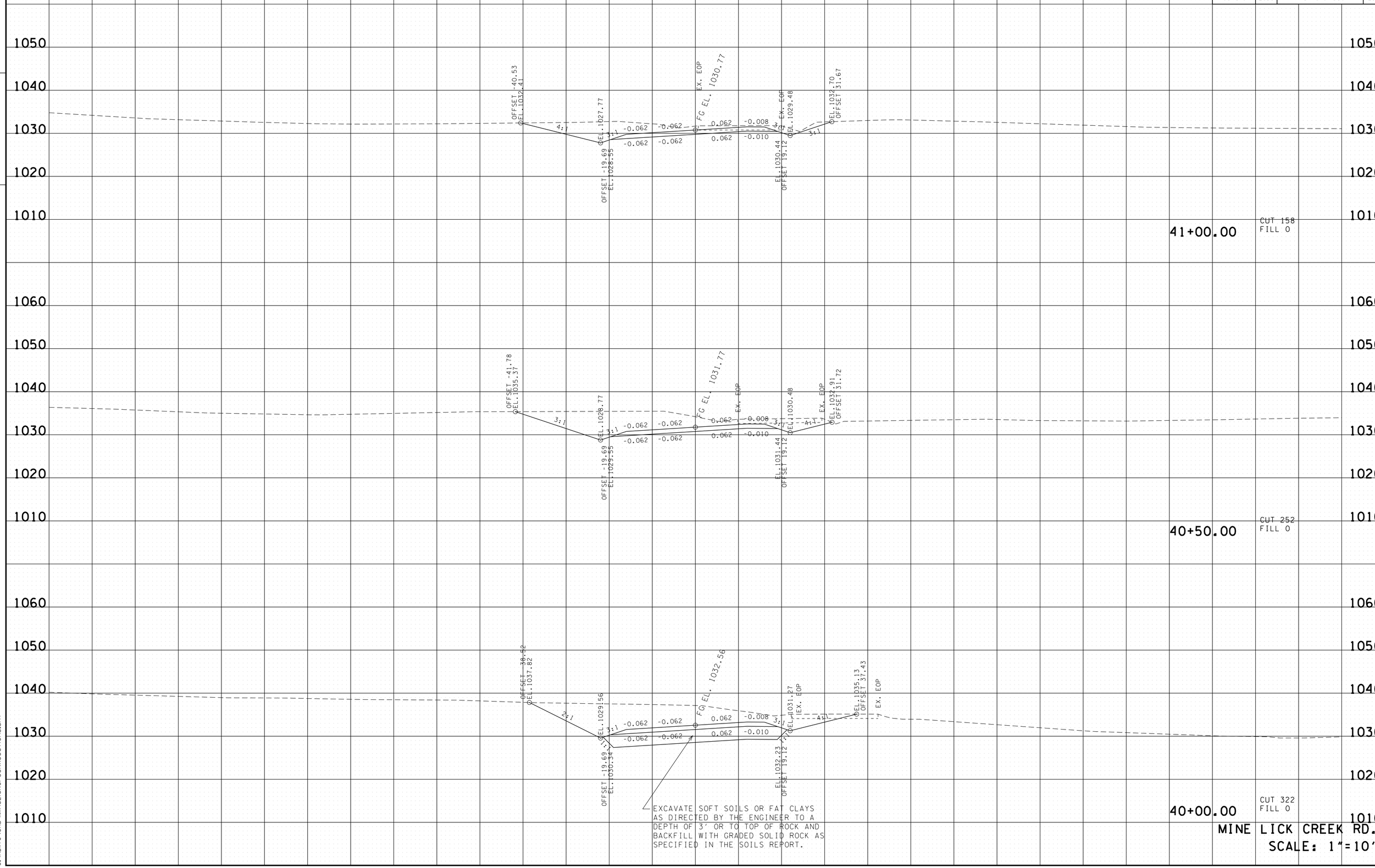
MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:49:56 AM
G:\HDII70\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	233
CONST.	2015	NH-I-40-6 (130)	233

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



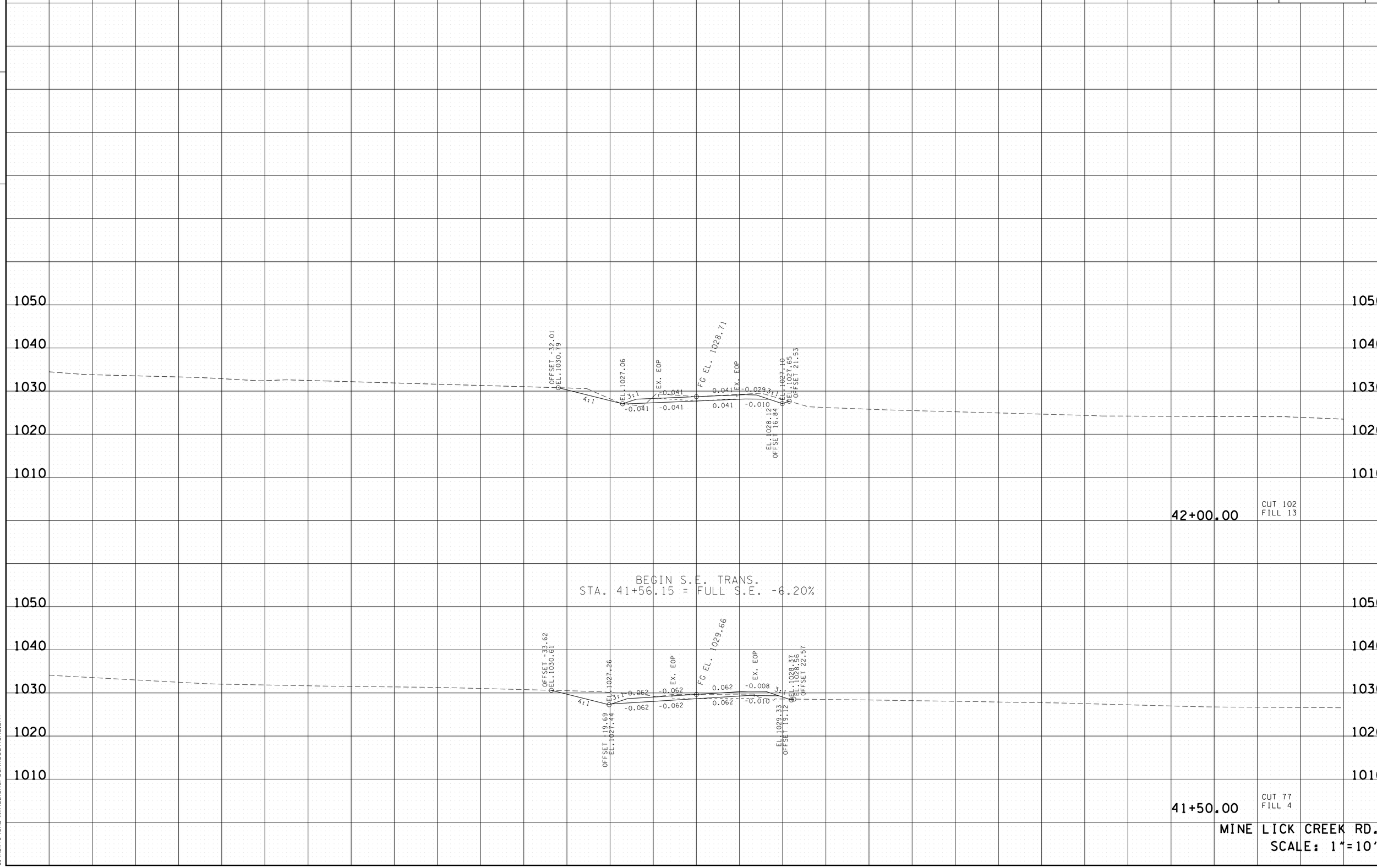
MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:49:58 AM
G:\HDIITO\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	234
CONST.	2015	NH-I-40-6 (130)	234

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:49:59 AM
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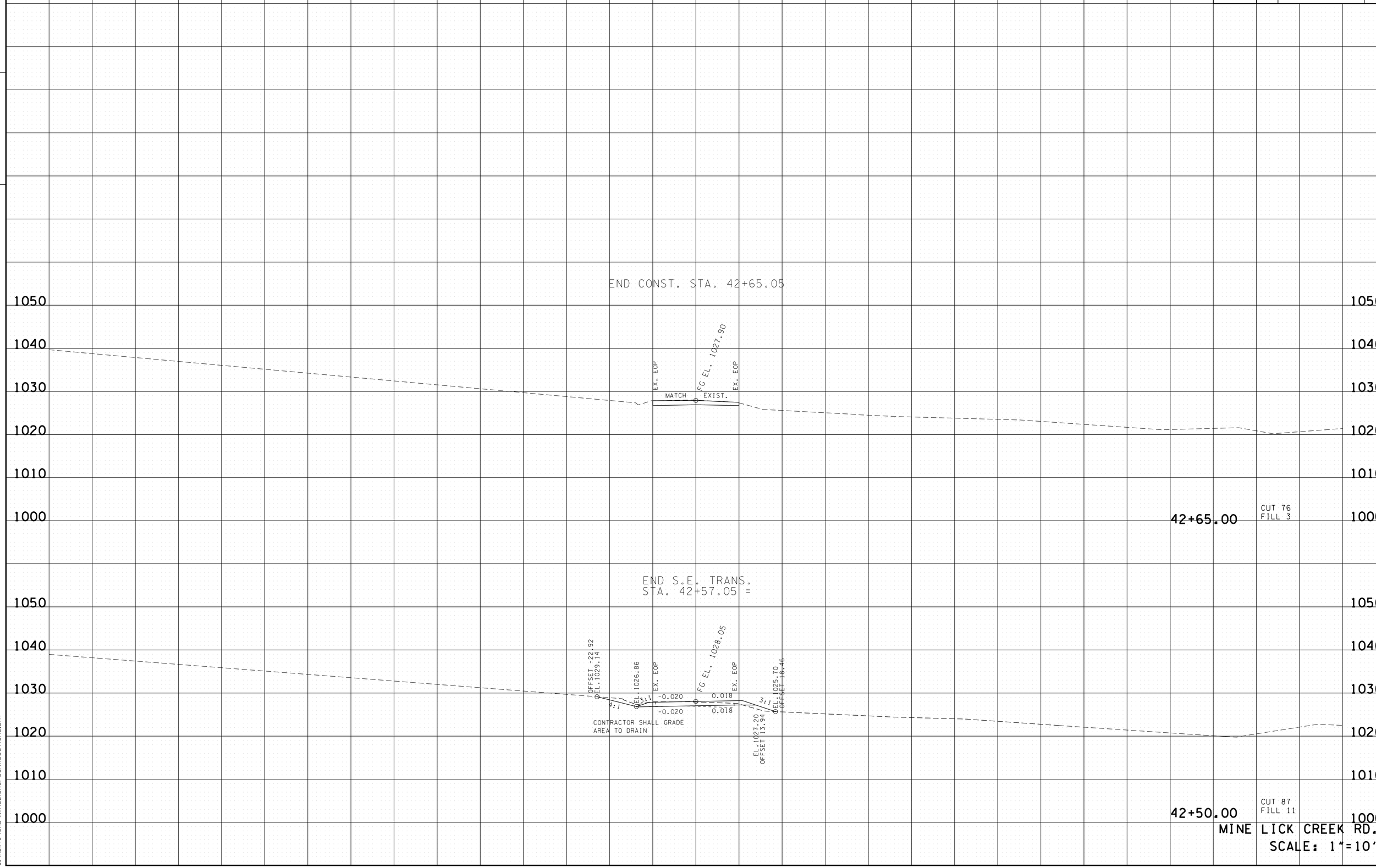
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	235
CONST.	2015	NH-I-40-6 (130)	235

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



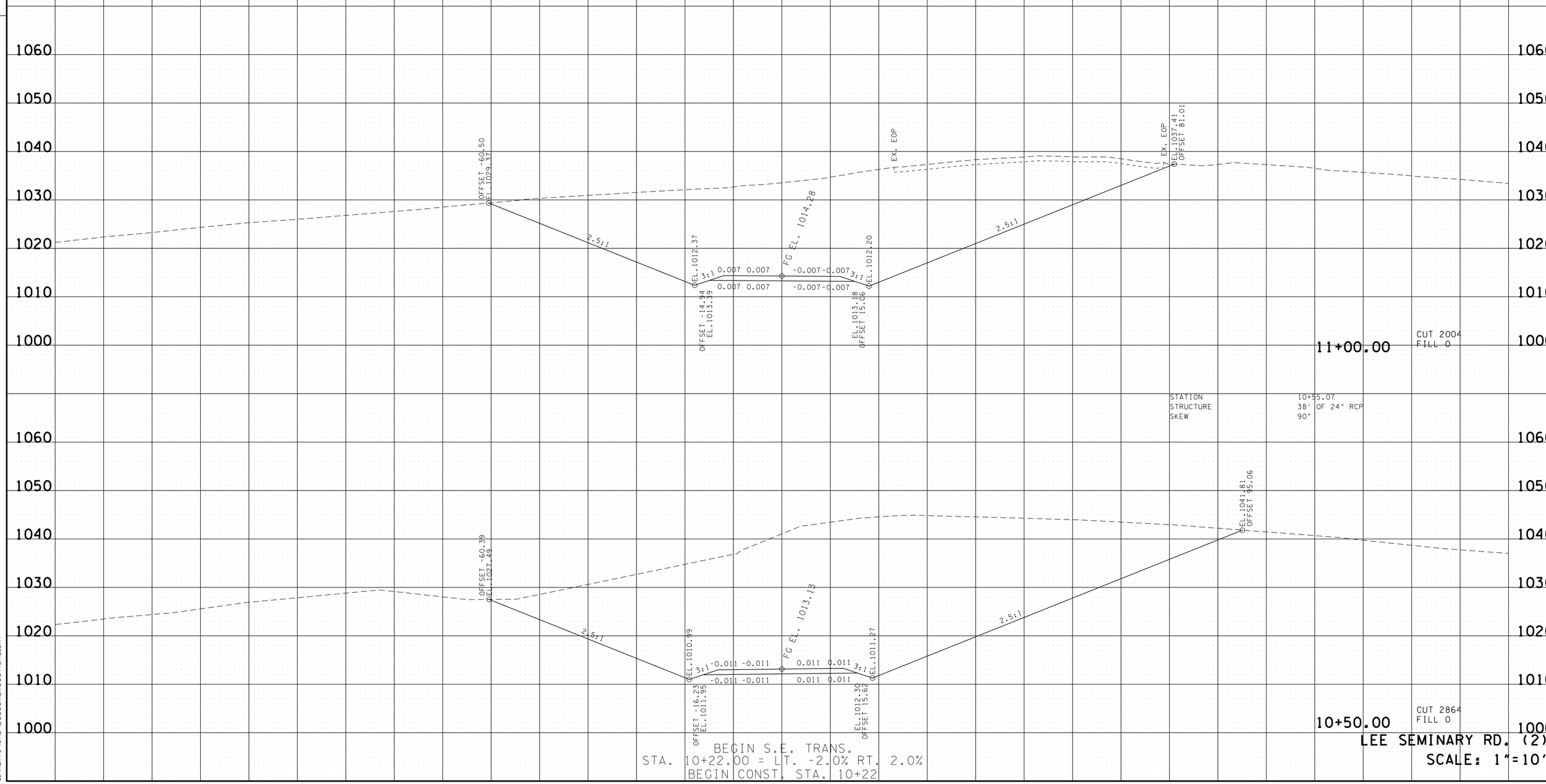
MINE LICK CREEK RD.
SCALE: 1"=10'

4/23/2015 10:50:00 AM
G:\HDI170\CAD\MineLickCreekXSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	236
CONST.	2015	NH-I-40-6 (130)	236

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



BEGIN S.E. TRANS.
STA. 10+22.00 = LT. -2.0% RT. 2.0%
BEGIN CONST. STA. 10+22

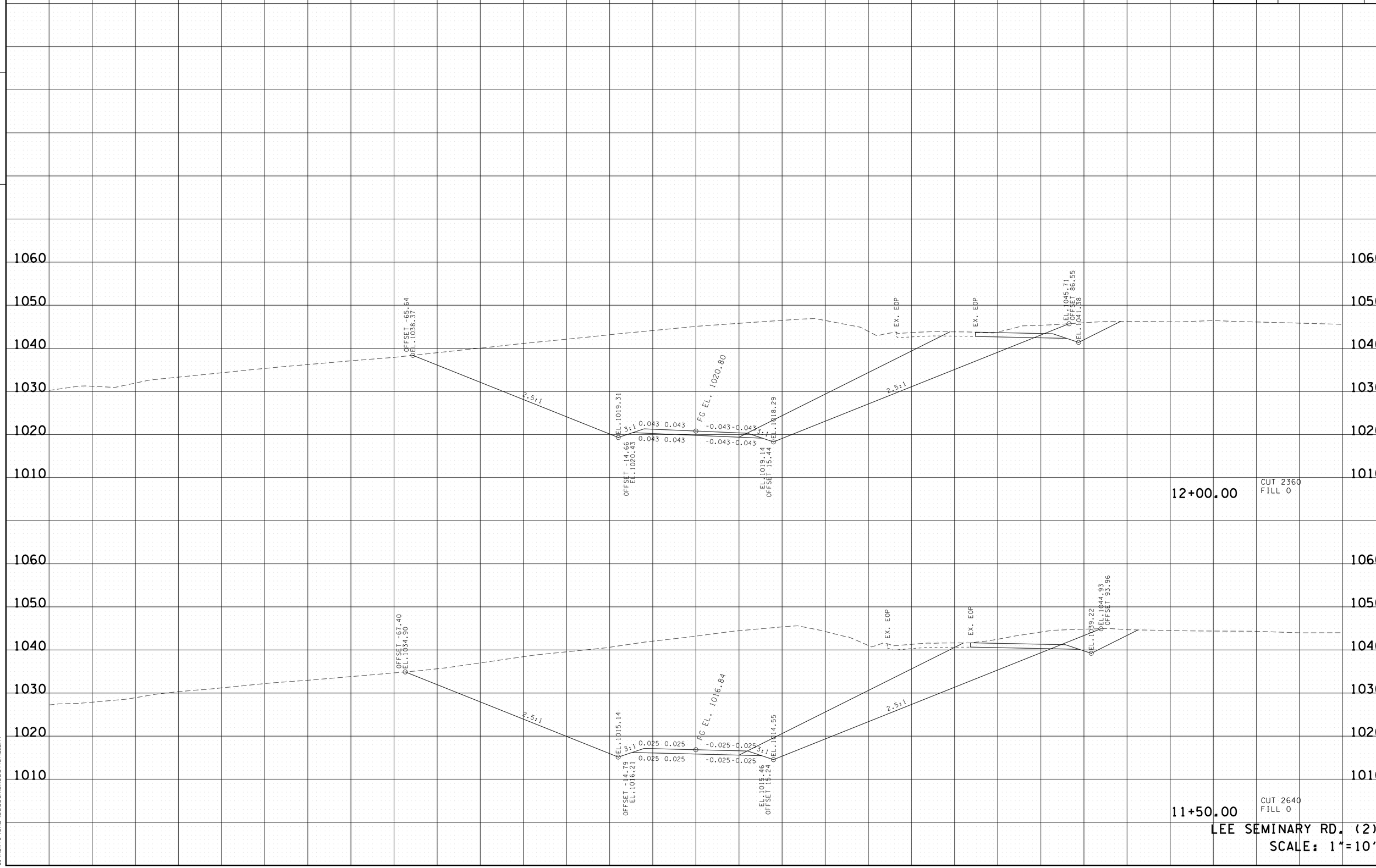
LEE SEMINARY RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:02 AM
G:\HDIITO\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	237
CONST.	2015	NH-I-40-6 (130)	237

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



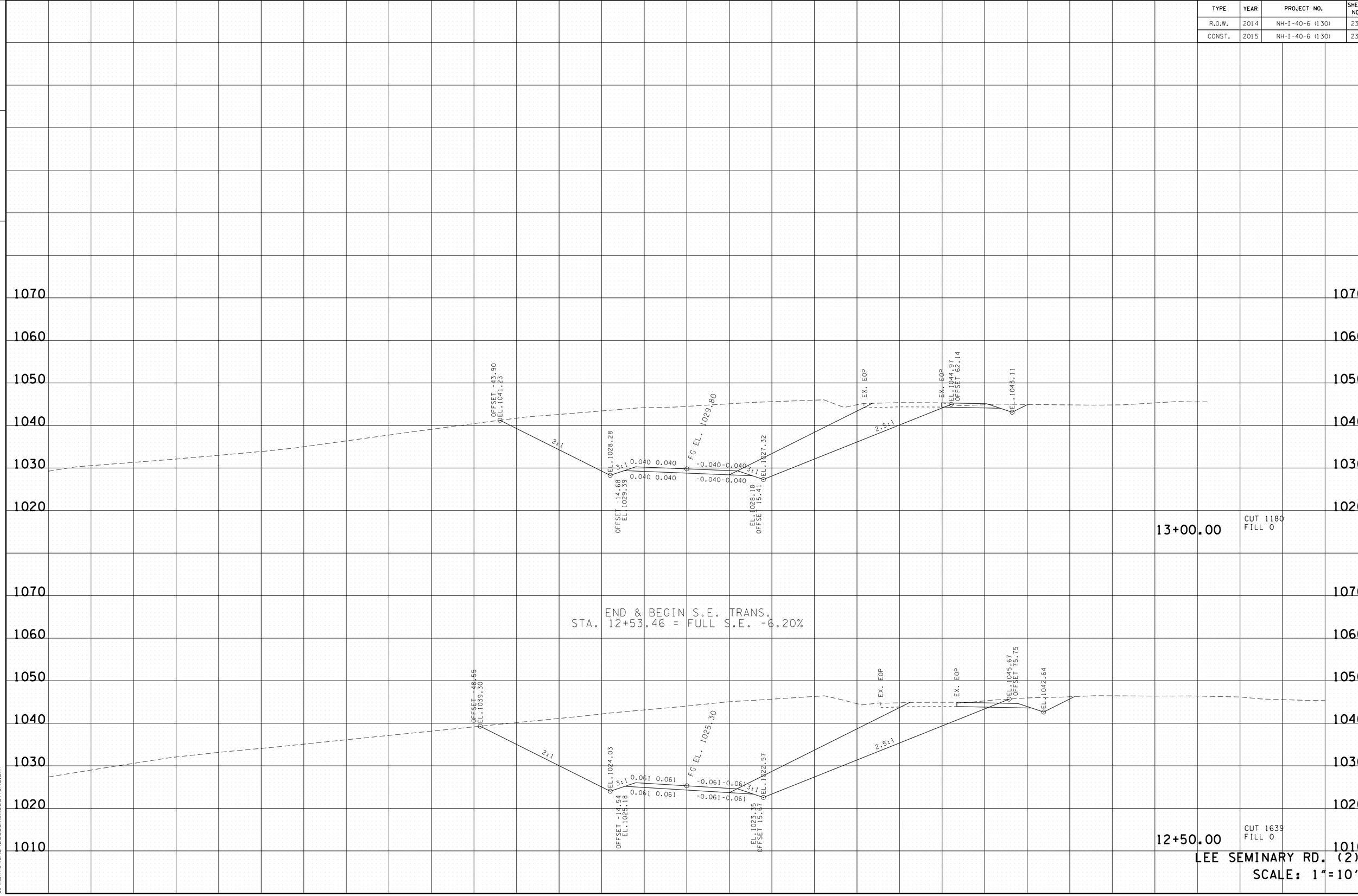
LEE SEMINARY RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:03 AM
G:\HDII70\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	238
CONST.	2015	NH-I-40-6 (130)	238

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

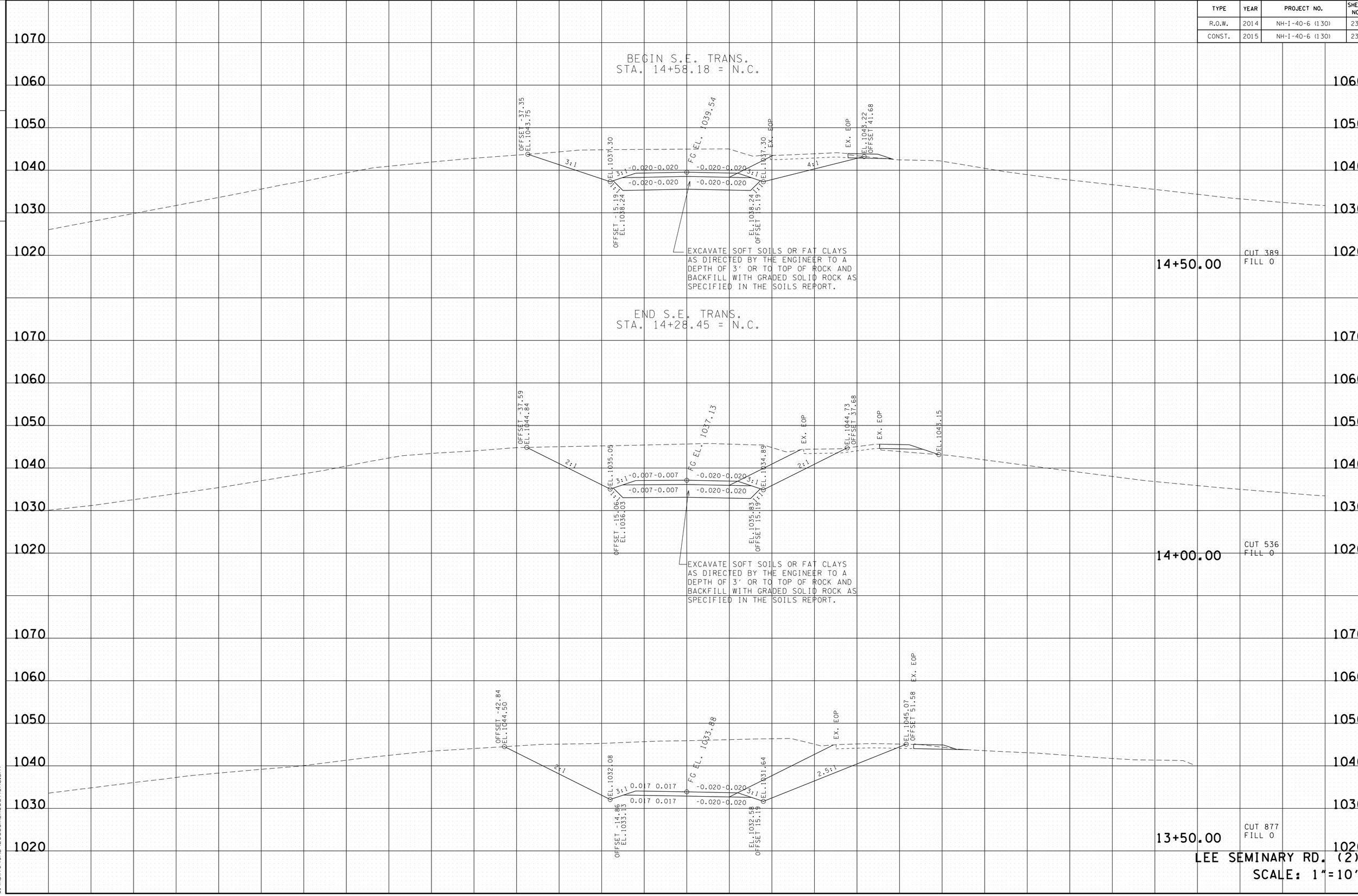


LEE SEMINARY RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:04 AM
G:\HDII70\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	239
CONST.	2015	NH-I-40-6 (130)	239

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



LEE SEMINARY RD. (2)
SCALE: 1"=10'

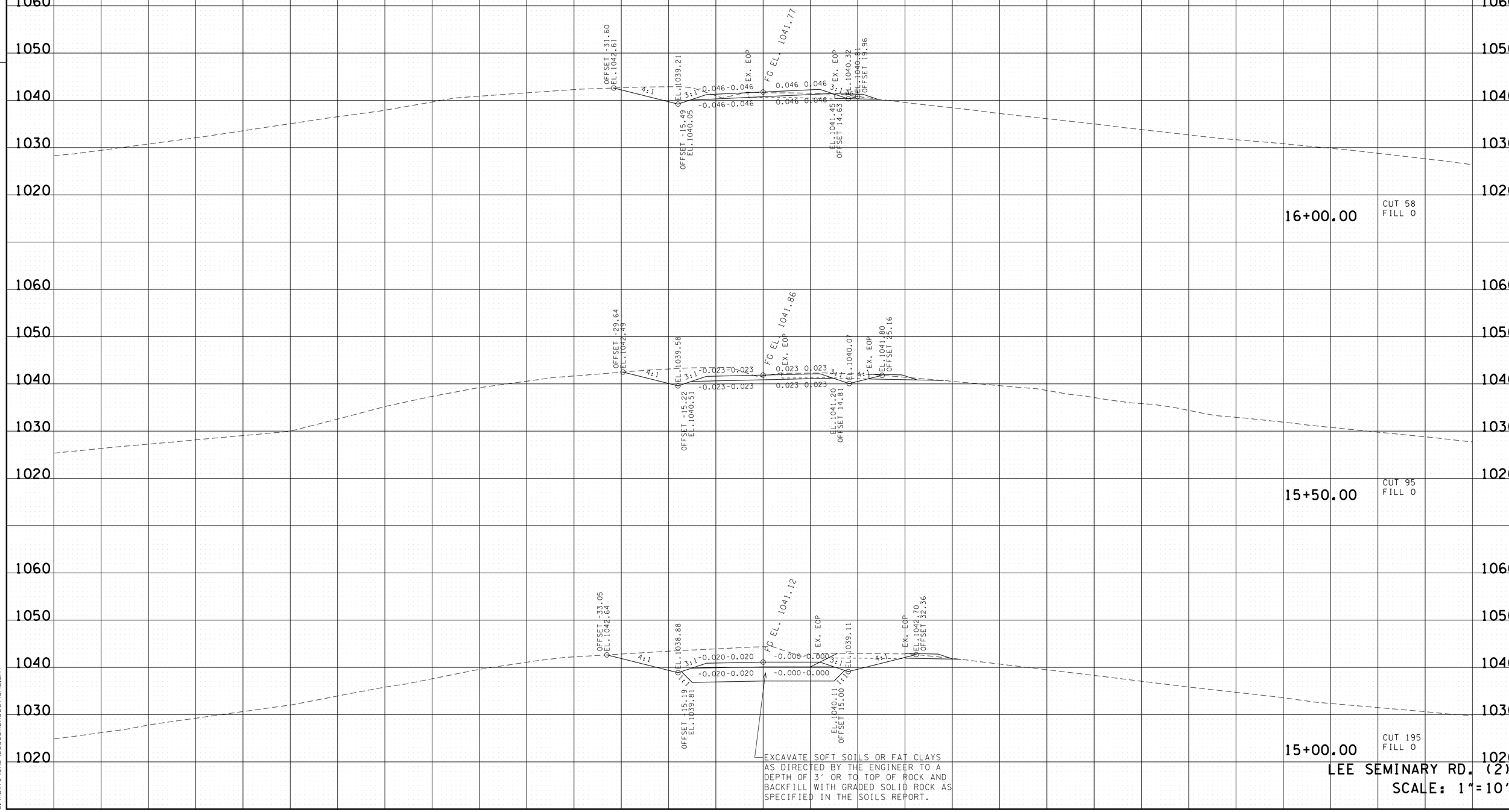
4/23/2015 10:50:05 AM
G:\HDIITO\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	240
CONST.	2015	NH-I-40-6 (130)	240

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

END & BEGIN S.E. TRANS.
STA. 16+33.18 = FULL S.E. -6.20%



EXCAVATE SOFT SOILS OR FAT CLAYS AS DIRECTED BY THE ENGINEER TO A DEPTH OF 3' OR TO TOP OF ROCK AND BACKFILL WITH GRADED SOLID ROCK AS SPECIFIED IN THE SOILS REPORT.

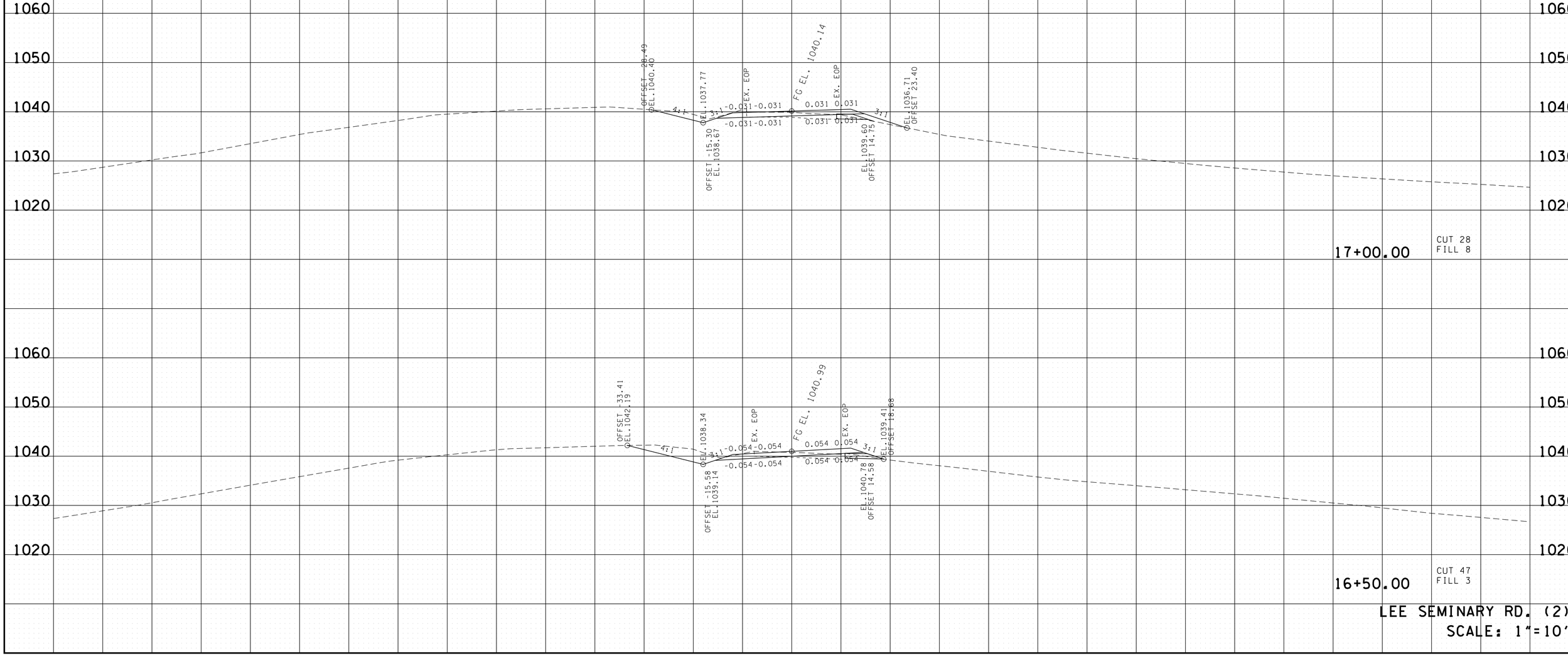
LEE SEMINARY RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:06 AM
G:\HDI170\CAD\LeeSem2\Sections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	241
CONST.	2015	NH-I-40-6 (130)	241

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



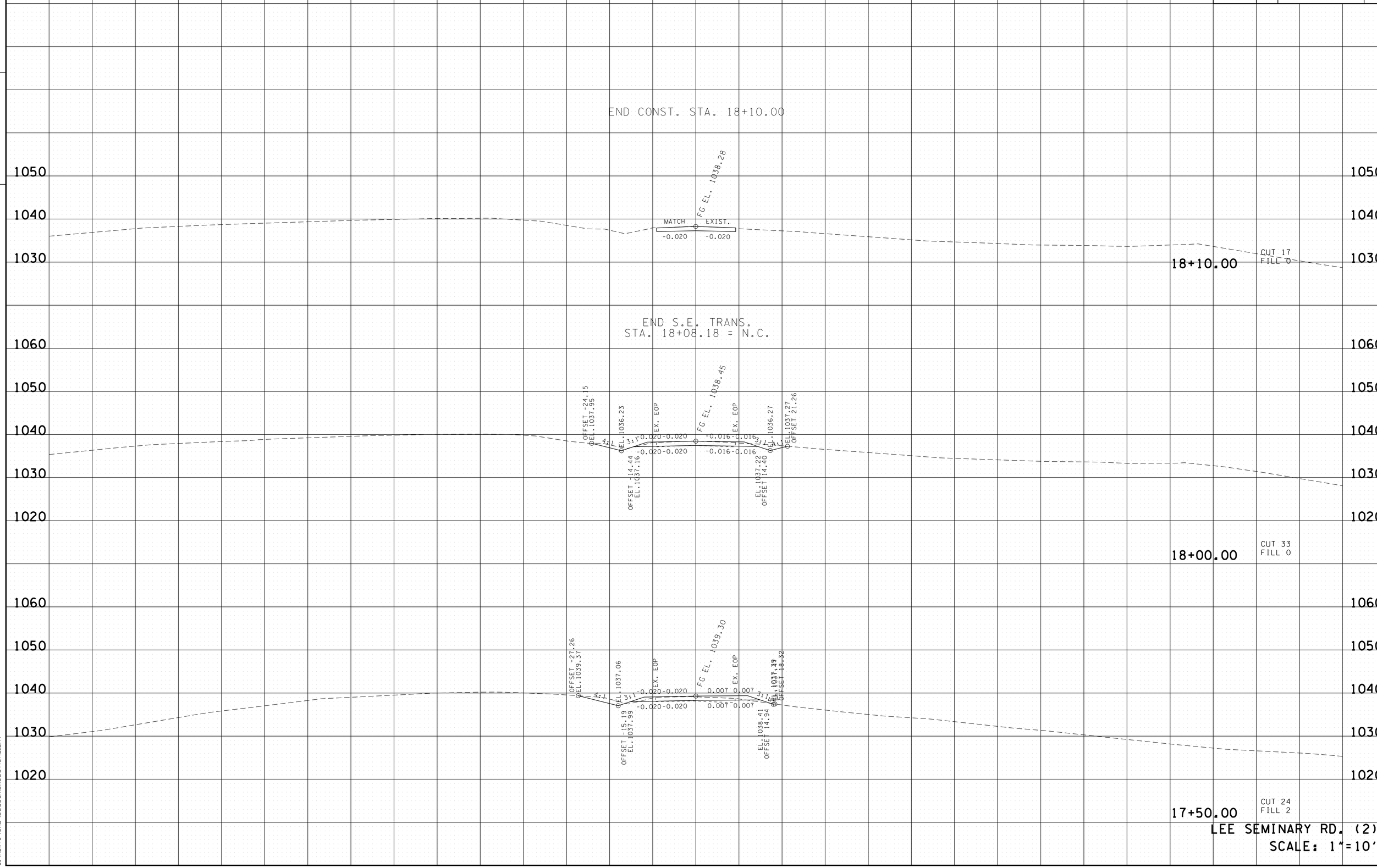
LEE SEMINARY RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:07 AM
G:\HDII70\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	242
CONST.	2015	NH-I-40-6 (130)	242

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



LEE SEMINARY RD. (2)
SCALE: 1"=10'

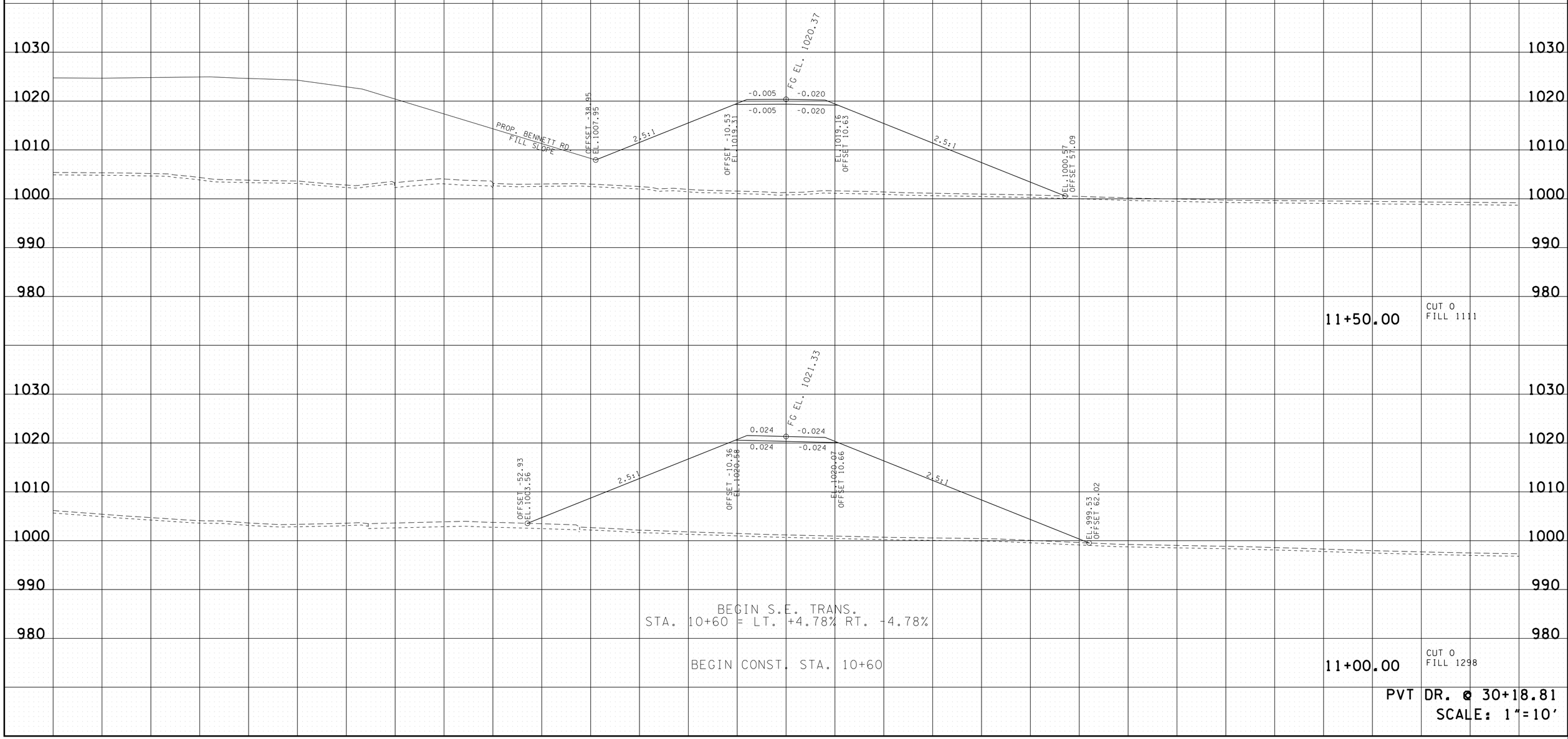
4/23/2015 10:50:08 AM
G:\HDI170\CAD\LeeSem2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	243
CONST.	2015	NH-I-40-6 (130)	243

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

END S.E. TRANS.
STA. 11+75.00 = N.C.



4/23/2015 10:50:09 AM
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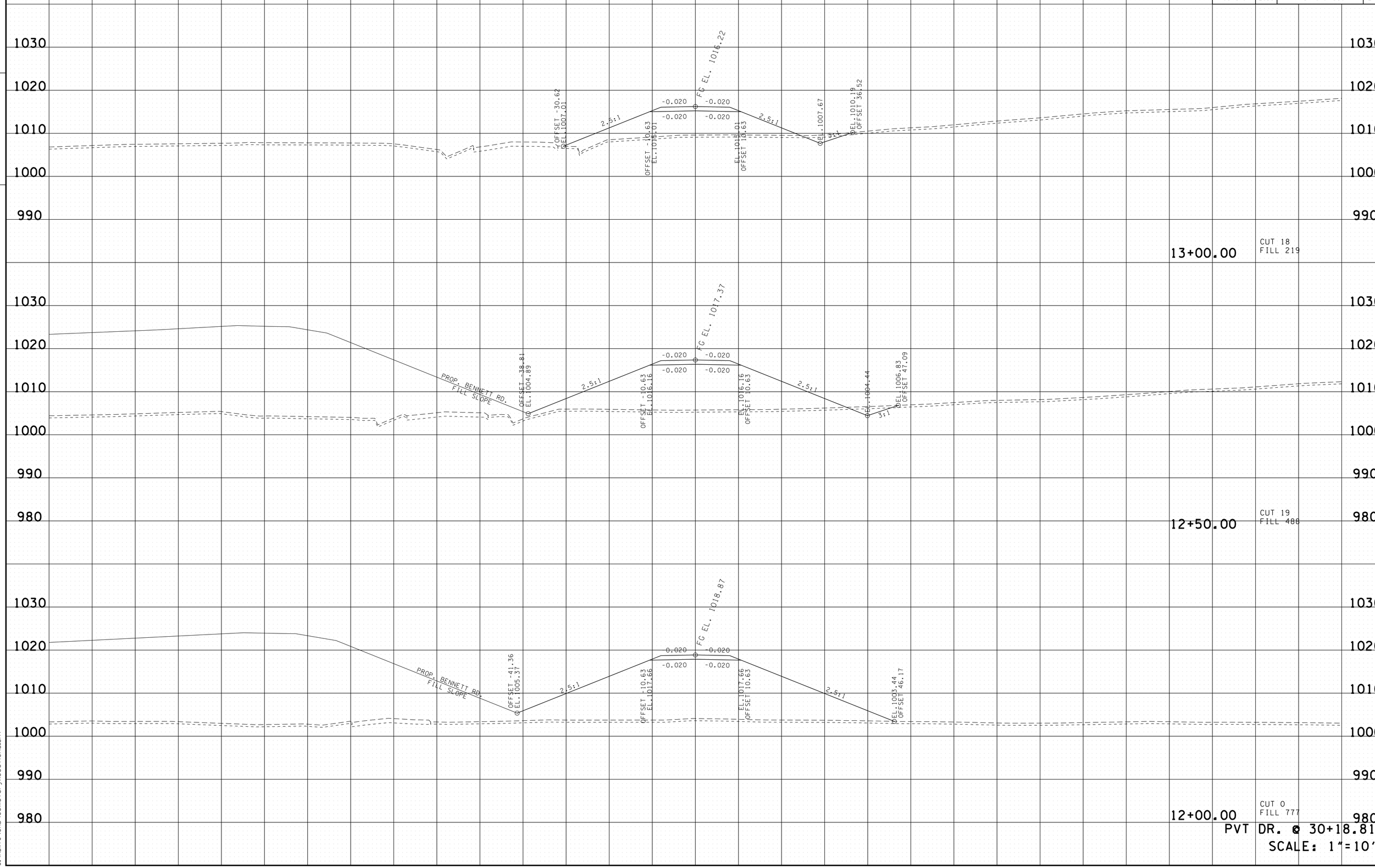
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	244
CONST.	2015	NH-I-40-6 (130)	244

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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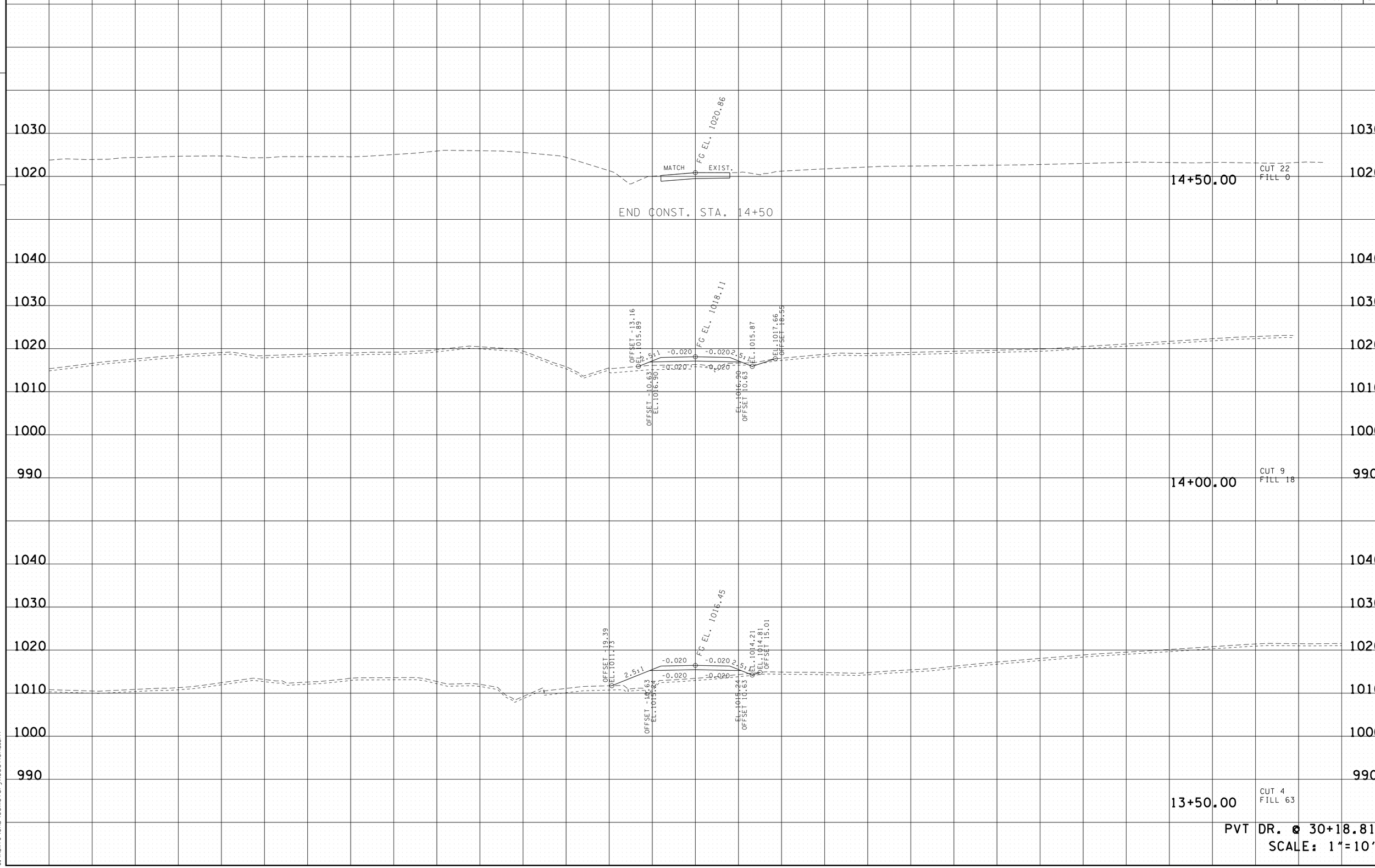
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	245
CONST.	2015	NH-I-40-6 (130)	245

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



4/23/2015 10:50:11 AM
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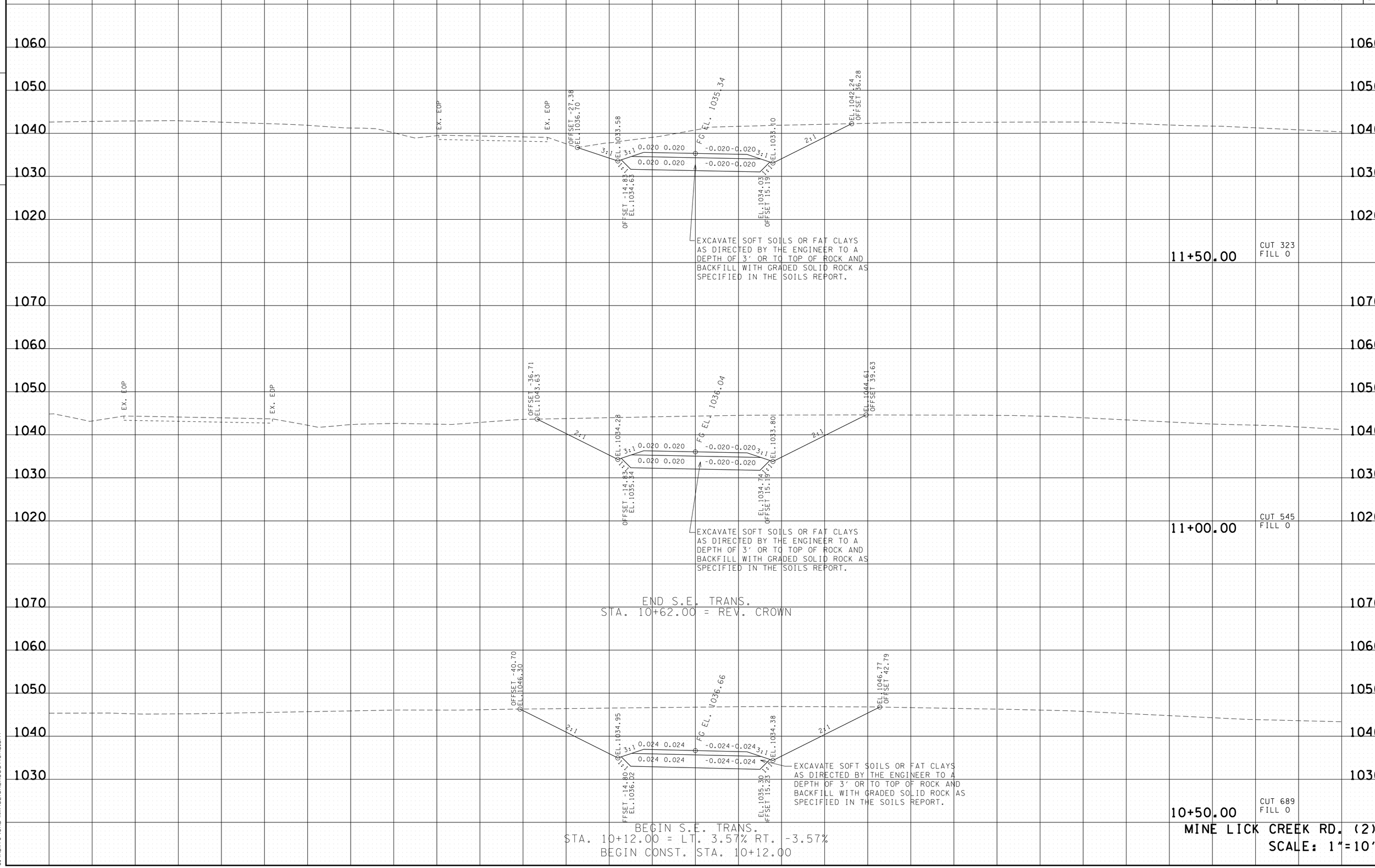
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	246
CONST.	2015	NH-I-40-6 (130)	246

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

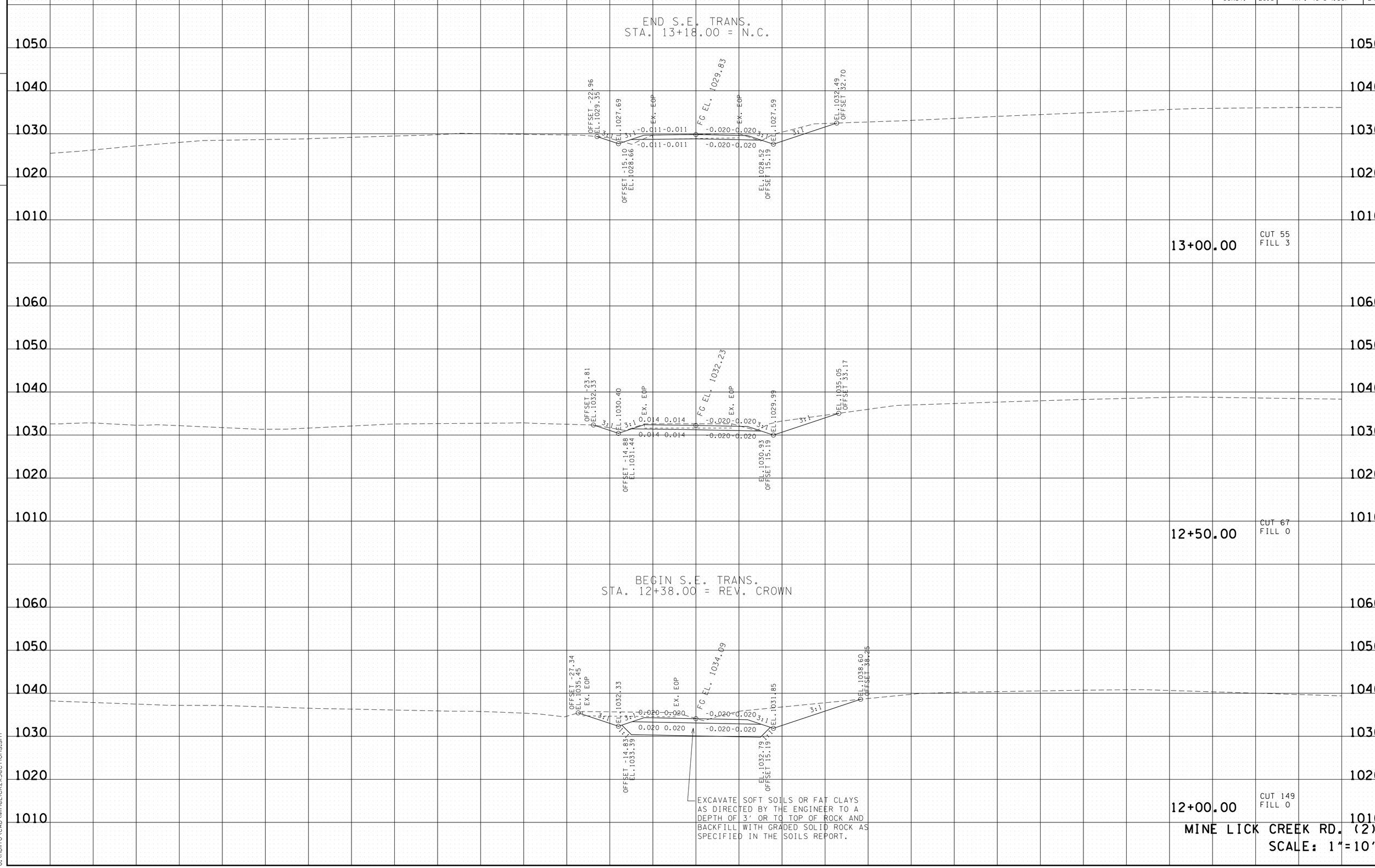


MINE LICK CREEK RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:12 AM
G:\HDIT01\CAD\MineLick2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	247
CONST.	2015	NH-I-40-6 (130)	247

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



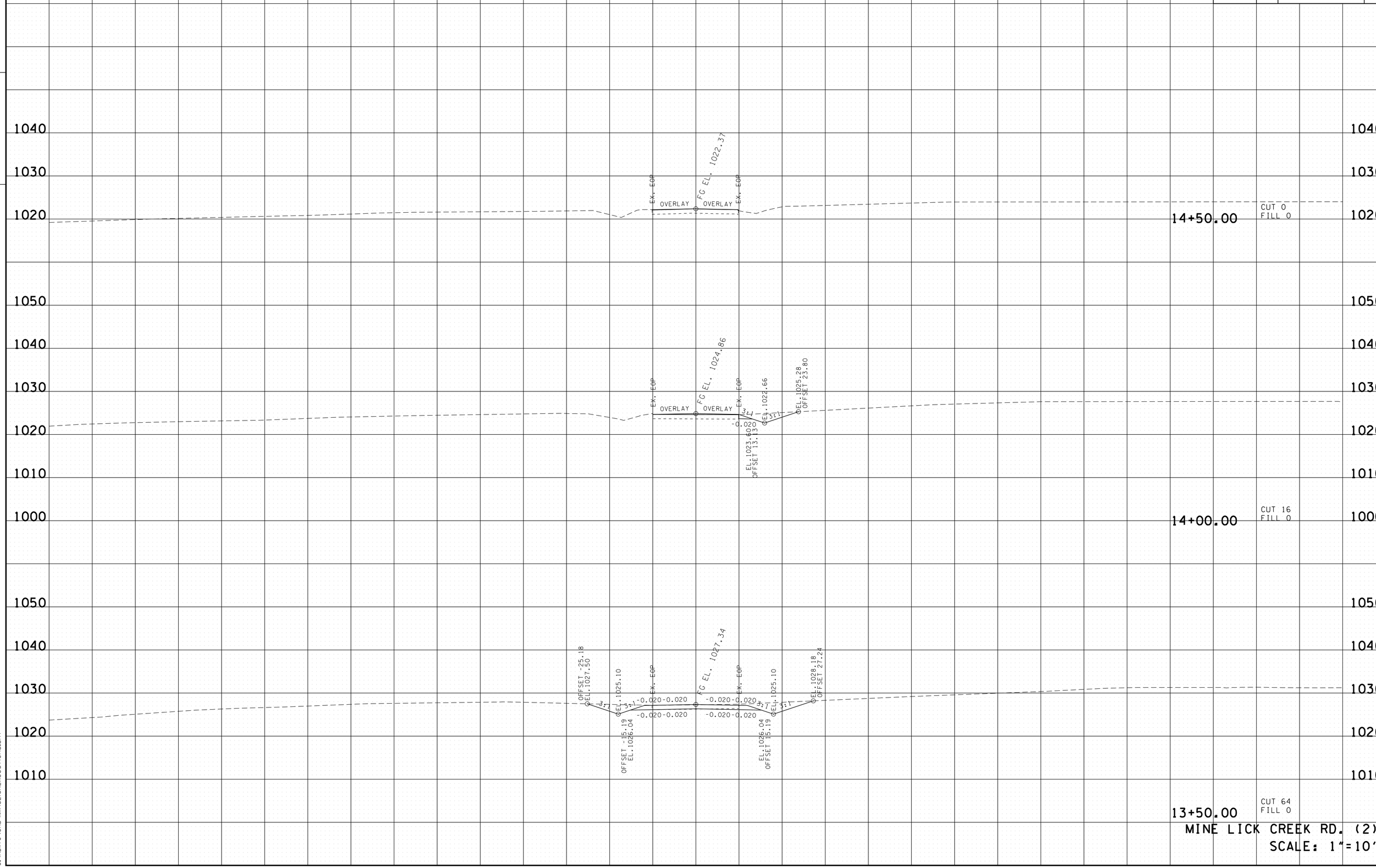
MINE LICK CREEK RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:13 AM
G:\HDI170\CAD\MineLick2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	248
CONST.	2015	NH-I-40-6 (130)	248

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MINE LICK CREEK RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:14 AM
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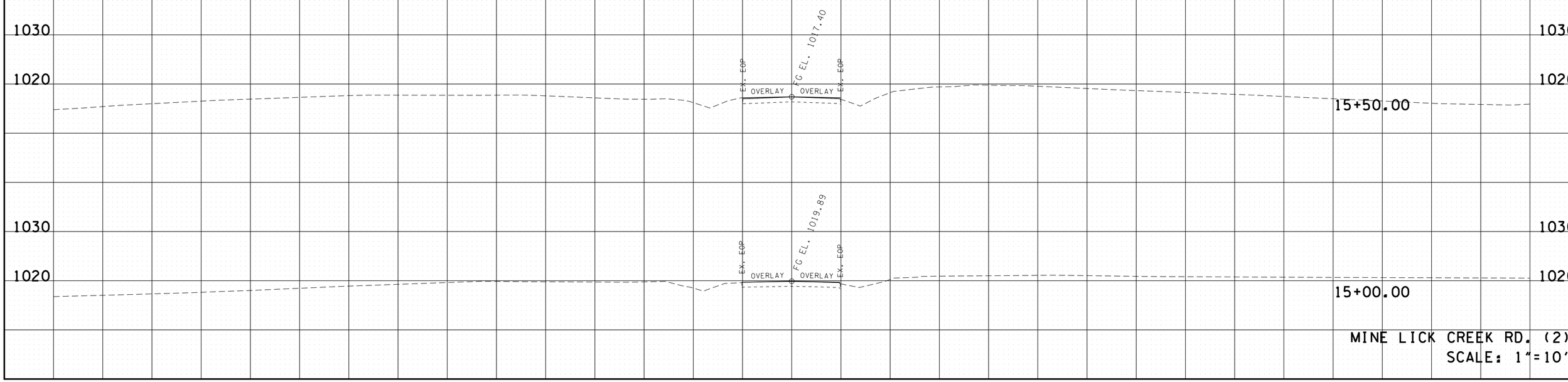
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	249
CONST.	2015	NH-I-40-6 (130)	249

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



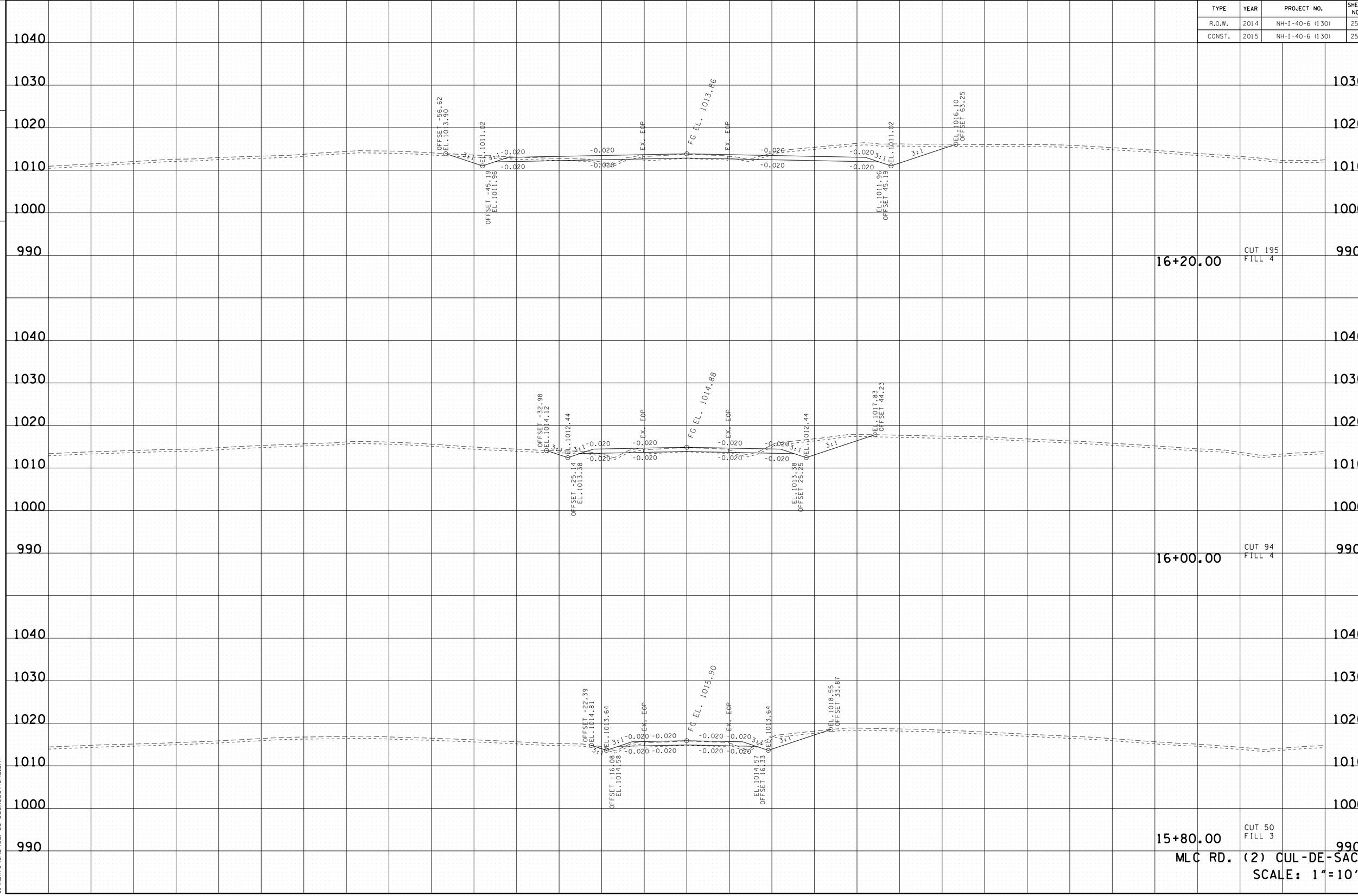
MINE LICK CREEK RD. (2)
SCALE: 1"=10'

4/23/2015 10:50:15 AM
G:\HDII70\CAD\MineLick2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	250
CONST.	2015	NH-I-40-6 (130)	250

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.



MLC RD. (2) CUL-DE-SAC
SCALE: 1"=10'

4/23/2015 10:50:16 AM
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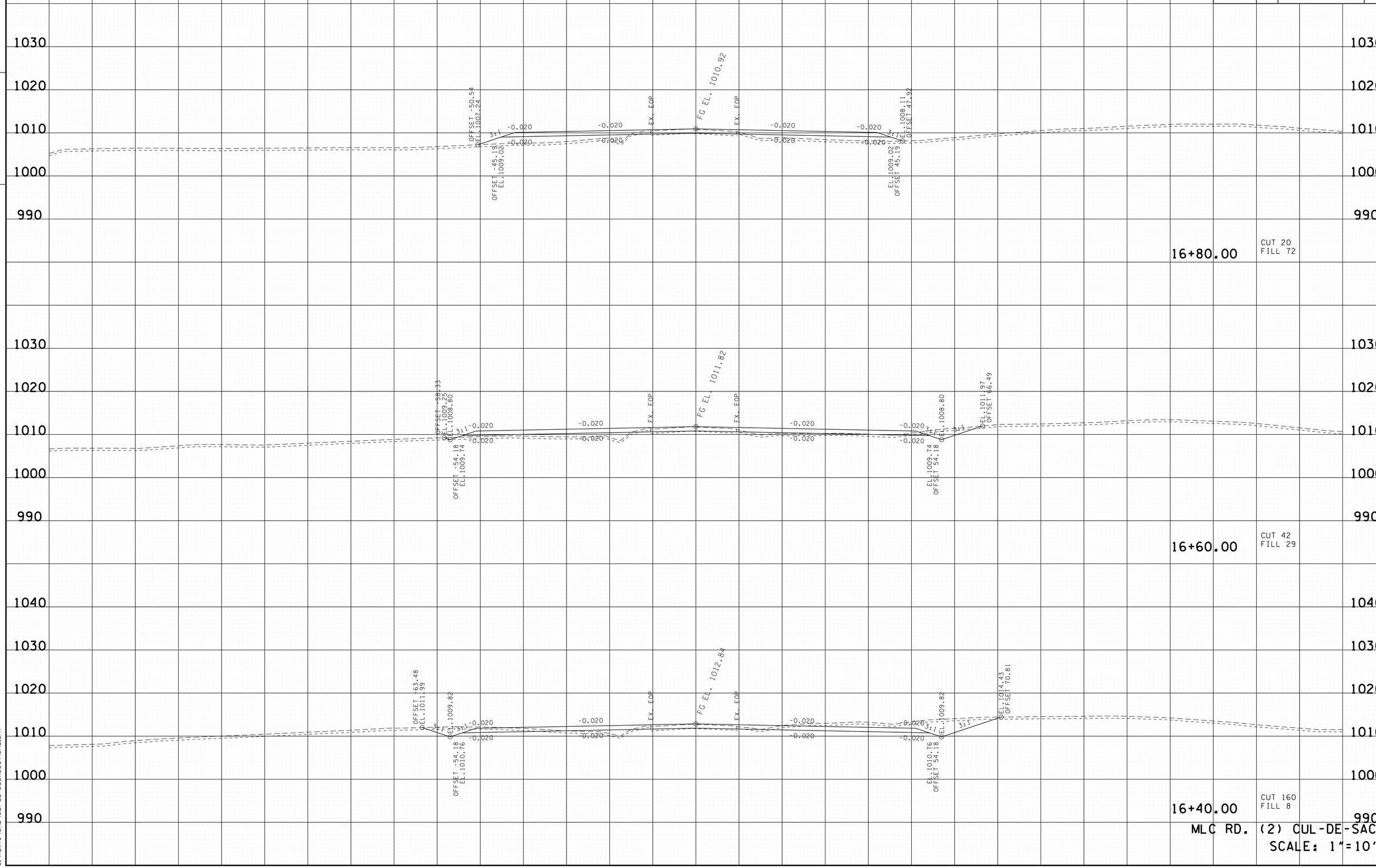
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	251
CONST.	2015	NH-I-40-6 (130)	251

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MLC RD. (2) CUL-DE-SAC
SCALE: 1"=10'

4/23/2015 10:50:17 AM
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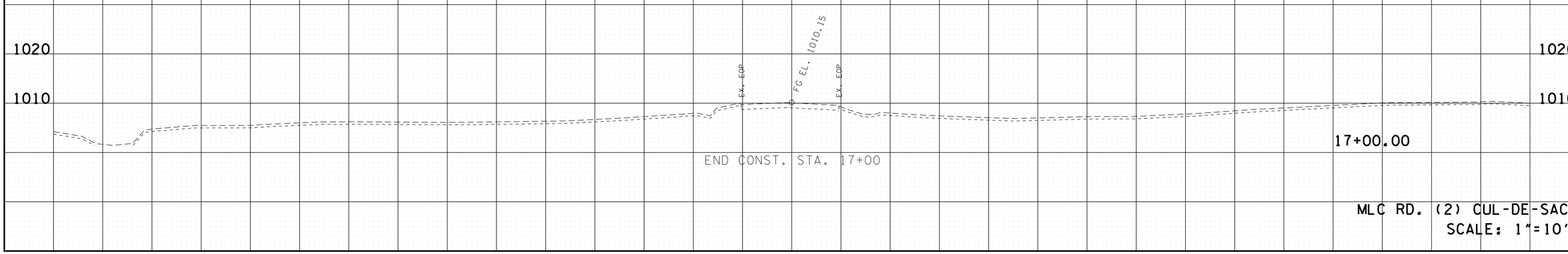
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	NH-I-40-6 (130)	252
CONST.	2015	NH-I-40-6 (130)	252

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



MLC RD. (2) CUL-DE-SAC
SCALE: 1"=10'

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