

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

Index Of Sheets  
SEE SHEET NO. 1A FOR INDEX OF SHEETS

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

TENN.	YEAR 2015	SHEET NO. 1
FED. AID PROJ. NO.	STP-H-115(47)	
STATE PROJ. NO.	05005-3242-94	

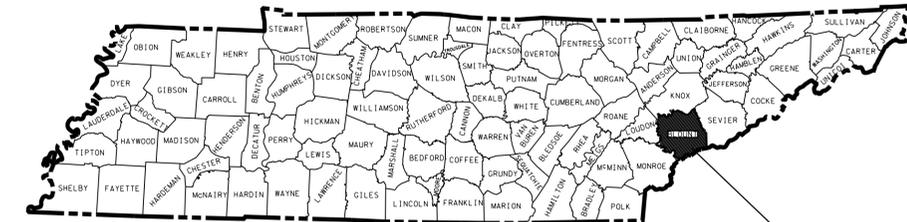
S.R. 115/S.R. 333 BLOUNT CO.

**BLOUNT COUNTY**

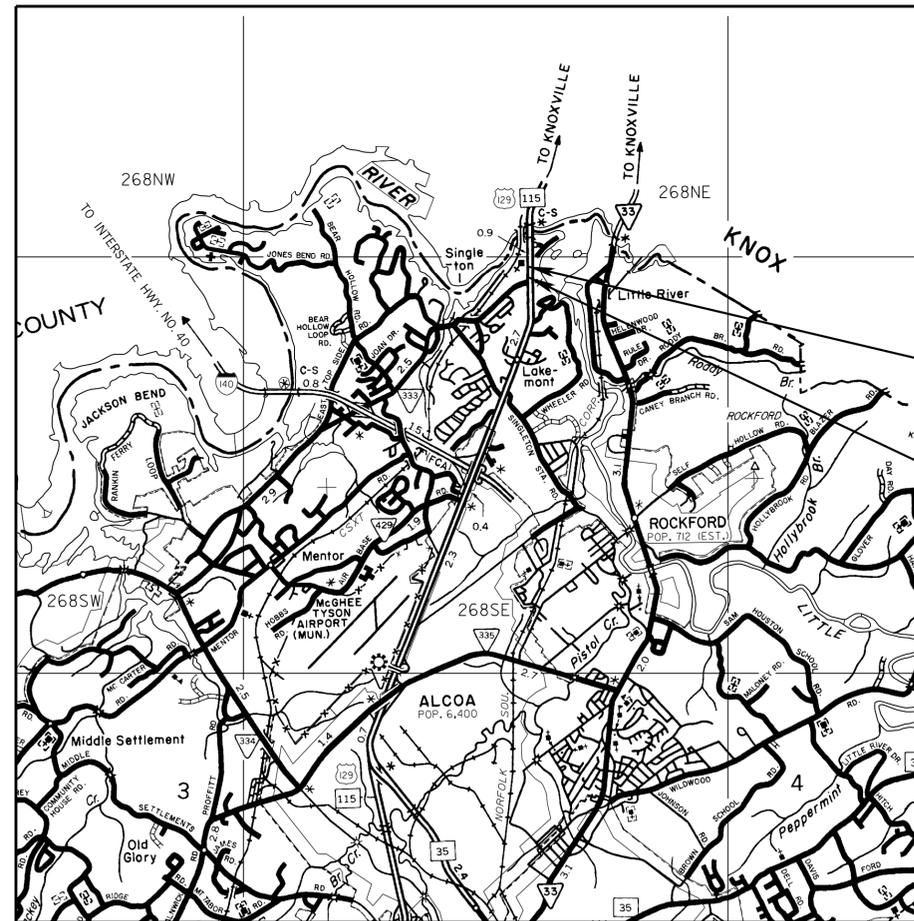
S.R. 115, INTERSECTION AT  
S.R. 333 (TOPSIDE ROAD.) IN ALCOA, TN

GRADING, DRAINAGE, BASE, PAVEMENT AND SIGNS

STATE HIGHWAY NO. 115 F.A.H.S. NO. 129



BLOUNT COUNTY  
S.R. 115 (US 129) ALCOA HWY. AT S.R. 333



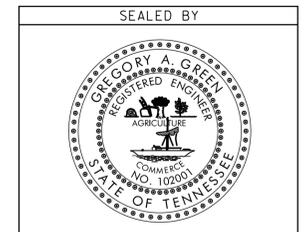
SCALE: 1" = 5280

NO EXCLUSIONS  
NO EQUATIONS

LIMITED SCOPE PROJECT

END PROJECT STP-H-115(47)  
STA. 372+25.00 (CONST.)

BEGIN PROJECT STP-H-115(47)  
STA. 357+75.00 (CONST.)



APPROVED: Paul D. Deggs  
PAUL D. DEGGS, CHIEF ENGINEER

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

APPROVED: [Signature]  
JOHN SCHROER, COMMISSIONER

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TRAFFIC DATA	
ADT (2015)	49,740
V	55 MPH

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 C.E. MANAGER 1 CHRISTIE BROWN, P.E.  
DESIGNED BY ROBERT G. CAMPBELL AND ASSOC.  
DESIGNER J. KYLE HORNER, E.I.  
CHECKED BY GREGORY A. GREEN, P.E.  
P.E. NO. 05005-1242-94  
PIN NO. 114052.00

ROADWAY LENGTH	0.275 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.275 MILES

8/3/2015 8:54:14 AM  
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	1A

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

# INDEX STANDARD ROADWAY DRAWINGS

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NO PROJECT COMMITMENTS	

## STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
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-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-12		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION
STD-17-17	6-1-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-26		EXTENSION DETAILS
STD-17-53		BOX BRIDGE, 1 BARREL AT 8', CLEAR HTS. 6' - 8', 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-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-8		LATERAL UNDERDRAIN ENDWALL DETAIL FOR 5:1 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-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS
RD01-TS-2A	10-15-02	DESIGN STANDARDS 4 AND 6 LANE COLLECTOR HIGHWAYS WITH DEPRESSED MEDIANS
RD01-TS-2B	10-15-02	DESIGN STANDARDS 4 AND 6 LANE COLLECTOR HIGHWAYS WITH FLUSH MEDIANS

## DRAINAGE - CULVERTS AND ENDWALL

DWG. NO.	REV.	DESCRIPTION
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION

## DRAINAGE-CATCH BASINS AND MANHOLES

DWG. NO.	REV.	DESCRIPTION
D-CB-12LP	08-01-12	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN
D-CB-12P	03-11-14	STANDARD PRECAST RECTANGULAR CONCRETE NO. 12 CATCH BASIN
D-CB-12RA	03-11-14	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12RB	03-11-14	STANDARD PRECAST 60" AND 72" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12RC	03-11-14	STANDARD PRECAST 84" THRU 120" CIRCULAR NO. 12 CATCH BASIN (FOR USE WITH 6" NONMOUNTABLE CURB)
D-CB-12S	03-11-14	STANDARD RECTANGULAR CONCRETE NO. 12 CATCH BASIN

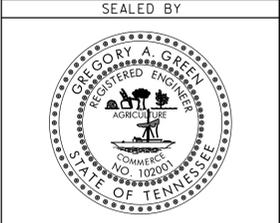
## ROADWAY AND PAVEMENT APPURTENANCES

DWG. NO.	REV.	DESCRIPTION
D-CB-12SB	03-11-14	STANDARD 4' X 4' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SC	03-11-14	STANDARD 5'2" X 5'2" SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SD	03-11-14	STANDARD 7' X 7' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-12SE	03-11-14	STANDARD 9' X 9' SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-42RB	03-11-14	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-42S	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SB	03-11-14	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SC	03-11-14	STANDARD 5'2" X 5'2" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SD	03-11-14	STANDARD 7' X 7' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CBB-12A	05-27-01	TYPE "B" CAST IRON FRAME, GRATE & NONMOUNTABLE INLET DETAILS FOR NOS. 10, 12, 14, 16, & 17 TYPE CATCH BASINS
D-CBB-12B	05-27-01	TYPE "B" CAST IRON FRAME, GRATE & 6" MOUNTABLE INLET DETAILS FOR NOS. 25, 26 & 27 TYPE CATCH BASINS
D-CBB-12C	05-27-01	TYPE "B" CAST IRON FRAME, GRATE & 4" MOUNTABLE INLET DETAILS FOR NOS. 28 & 29 TYPE CATCH BASINS
D-CBB-42	05-27-01	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
D-JBS-1	08-01-12	STANDARD 32" X 32" SQUARE CONCRETE NO. 1 JUNCTION BOX
D-JBS-2	08-01-12	STANDARD 4' X 4' SQUARE CONCRETE NO. 2 JUNCTION BOX

## SAFETY APPURTENANCES AND FENCE

DWG. NO.	REV.	DESCRIPTION
RP-D-15	07-15-08	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	07-15-08	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-DHO-1	10-26-93	MEDIAN OPENINGS ON 4-LANE DIVIDED HIGHWAY
RP-MC-2	02-28-02	STANDARD 6" SLOPING (MOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-NMC-10	07-29-03	STANDARD VERTICAL (NONMOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-GR31-1	12-1-14	W-BEAM GUARDRAIL
S-GRT-2	11-3-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-4	11-6-14	TYPE 13 GUARDRAIL TERMINAL (TRAILING END)
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 12, 13 AND IN-LINE TERMINALS

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

INDEX  
AND  
STANDARD  
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	1B

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

## STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
<b>TRAFFIC CONTROL APPURTENANCES</b>		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	4-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
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-M-15A	11-01-11	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-M-16	11-01-11	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	10-10-06	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
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	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-23A	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY SQUARE TUBE SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT

DWG. NO	REV.	DESCRIPTION
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
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

### EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-33A	08-01-12	SUSPENDED PIPE DIVERSION (UPSTREAM)
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

INDEX  
AND  
STANDARD  
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	2

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
⑦ 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1325
203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	2200
203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	5682
203-04.02	STRIPPING & STOCKPILE TOPSOIL	C.Y.	633
203-06	WATER	M.G.	50
204-01	CULVERT EXCAVATION (UNCLASSIFIED)	C.Y.	160
204-08	FOUNDATION FILL MATERIAL	C.Y.	9
209-05	SEDIMENT REMOVAL	C.Y.	34
③ 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	659
③ 209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	410
③ 209-08.07	ROCK CHECK DAM PER	EACH	5
③ 209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
③ 209-09.01	SANDBAGS	BAG	1200
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
① 209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	4
① 209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	32
① 209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	10
① 209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	4
① 209-65.01	TEMPORARY STREAM DIVERSION (SUSPENDED PIPE DIVERSION)	LS	1
② 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	6095
303-01.01	GRANULAR BACKFILL (ROADWAY)	TON	230
③ 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	22
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	55
307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	1105
307-02.02	ASPHALT CEMENT (PG70-22)(BPMB-HM) GRADING A-S	TON	5
307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	105
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	565
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	1
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	0.5
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	7
411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	85
411-01.10	ACS MIX(PG64-22) GRADING D	TON	40
411-02.10	ACS MIX(PG70-22) GRADING D	TON	850
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.5
411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.5
411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0.25
⑥③ 415-01.03	COLD PLANING BITUMINOUS PAVEMENT	C.Y.	20
604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	40
604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	LB.	7800
607-02.02	15" CONCRETE PIPE CULVERT(CLASS III)	L.F.	115
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	769
611-02.10	JUNCTION BOX, TYPE 1	EACH	2
611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	3
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	1
611-42.01	CATCH BASINS, TYPE 42, 0' - 4' DEPTH	EACH	2
③ 621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	80

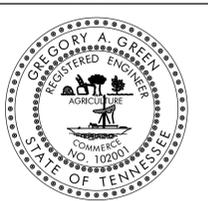
- ① SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- ② INCLUDES 500 TONS FOR MAINTENANCE.
- ③ TO BE INCREASED OR DECREASED AS DIRECTED BY THE TDOT SUPERVISOR.
- ④ TO BE USED ON ALL SLOPES OR AS DIRECTED BY THE TDOT SUPERVISOR
- ⑤ TO BE USED FOR TEMPORARY PAVEMENT MARKINGS.
- ⑥ TO BE USED AT TIE IN POINTS.
- ⑦ TO INCLUDE 10 CUBIC YARDS FOR EROSION CONTROL.

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
701-03	CONCRETE MEDIAN PAVEMENT	C.Y.	300
702-01	CONCRETE CURB	C.Y.	145
705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	350
705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EACH	1
705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	1
705-08.10	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-2	EACH	10
③ 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	25
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	50
710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	600
710-06.11	LATERAL UNDERDRAIN ENDWALL (2:1)	EACH	1
710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	1
712-01	TRAFFIC CONTROL	LS	1
③ 712-02.02	INTERCONNECTABLE PORTABLE BARRIER RAIL	L.F.	3500
③ 712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	120
③ 712-05.03	WARNING LIGHTS (TYPE C)	EACH	30
③ 712-06	SIGNS (CONSTRUCTION)	S.F.	804
713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	2
713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	225
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	875
713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.	200
713-11.05	SQUARE TUBE SIGN SUPPORT	LB.	801
713-11.21	P POST SLIP BASE	EACH	20
713-11.23	ROUND POST SLIP BASE	EACH	5
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	171
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	97
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	6
716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	2
716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH	35
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	106
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	12
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	8
716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	555
716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	60
716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	3
⑤ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	2
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	5800
⑤ 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1
716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	0.25
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.25
717-01	MOBILIZATION	LS	1
③ 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	201
③ 740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	500
① 740-11.03	TEMPORARY SEDIMENT TUBE 18IN (DESCRIPTION)	L.F.	1110
④ 801-02	SEEDING (WITHOUT MULCH)	UNIT	35
④ 801-03	WATER (SEEDING & SODDING)	M.G.	5
①④③ 805-12.03	EROSION CONTROL BLANKET (TYPE III)	S.Y.	3900

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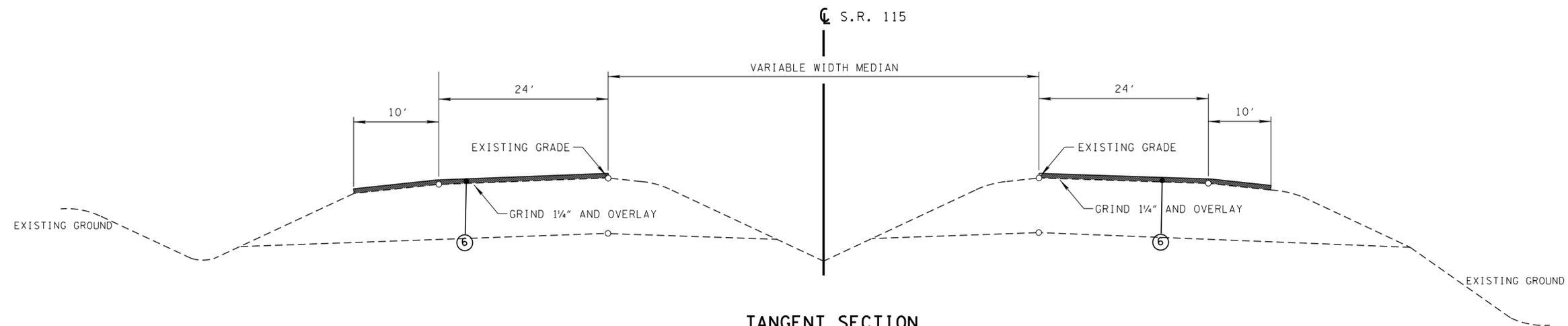
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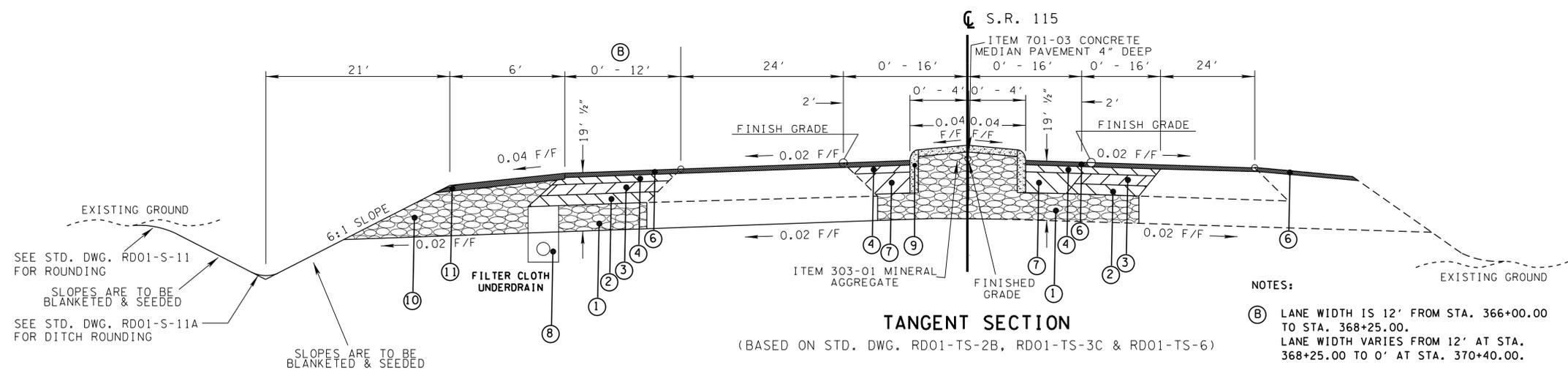
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**ESTIMATED  
ROADWAY  
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	2
CONST.	2015	STP-H-115(47)	2A
S.R. 115/S.R. 333		BLOUNT CO.	
STATE (ROW) PROJ. NO.		05005-2242-94	
STATE (CONST.) PROJ. NO.		05005-3242-94	



**TANGENT SECTION**  
(BASED ON STD. DWG. RD01-TS-2A)  
FROM STA. 357+75.00 TO STA. 358+00.00  
FROM STA. 372+00.00 TO STA. 372+25.00



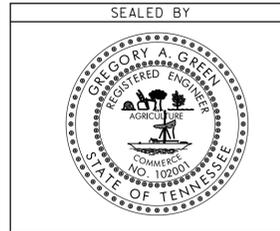
**TANGENT SECTION**  
(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)  
FROM STA. 358+00.00 TO STA. 372+00.00

NOTES:  
⑧ LANE WIDTH IS 12' FROM STA. 366+00.00 TO STA. 368+25.00.  
LANE WIDTH VARIES FROM 12' AT STA. 368+25.00 TO 0' AT STA. 370+40.00.

**PROPOSED PAVEMENT SCHEDULE**

① MINERAL AGGREGATE BASE - 10" DEPTH (ROADWAY) AND FULL DEPTH SHOULDERS 303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"	④ BITUMINOUS BINDER (ROADWAY) @ 2" THICK (APPROX. 226 lbs/Sq Yd) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑦ BITUMINOUS BASE (ROADWAY) @ 6.25" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd) NOTE: 6.25" "A" MIX TO BE PLACED AT 3.00" AND 3.25" DEPTH	⑪ BITUMINOUS SURFACING (SHOULDER) @ 1-1/2" THICK (APPROX. 154.5 lbs/Sq Yd) 411-01.07 ASPHALT CONCRETE MIX (PG64-22) (ACS) GRADING "E" (SHOULDER)
② BITUMINOUS BASE (ROADWAY) @ 3" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.02 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A-S" 307-02.03 AGGREGATE (BPMB-HM) GRADING "A-S" MIX 402-01 BIT. MATERIAL FOR PRIME COAT (PC) (0.30 - 0.35 Gal/Sq Yd) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 lbs / Sq Yd)	⑤ BITUMINOUS BASE (ROADWAY) @ 3.00" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑧ UNDERDRAIN 710-02 AGGREGATE UNDERDRAIN (WITH PIPE)	
③ BITUMINOUS BASE (ROADWAY) @ 3.25" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑥ BITUMINOUS SURFACING (ROADWAY) @ 1-1/4" THICK (APPROX. 132.5 lbs/Sq Yd) 411-02.10 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING D 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑨ DETACHED CONCRETE CURB (9") TYPE "A" 702-01 CONCRETE COMBINED CURB SEE STD DRAWING RP-MC-2	
		⑩ MINERAL AGGREGATE BASE - 18" DEPTH (ROADWAY) AND FULL DEPTH SHOULDERS 303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"	

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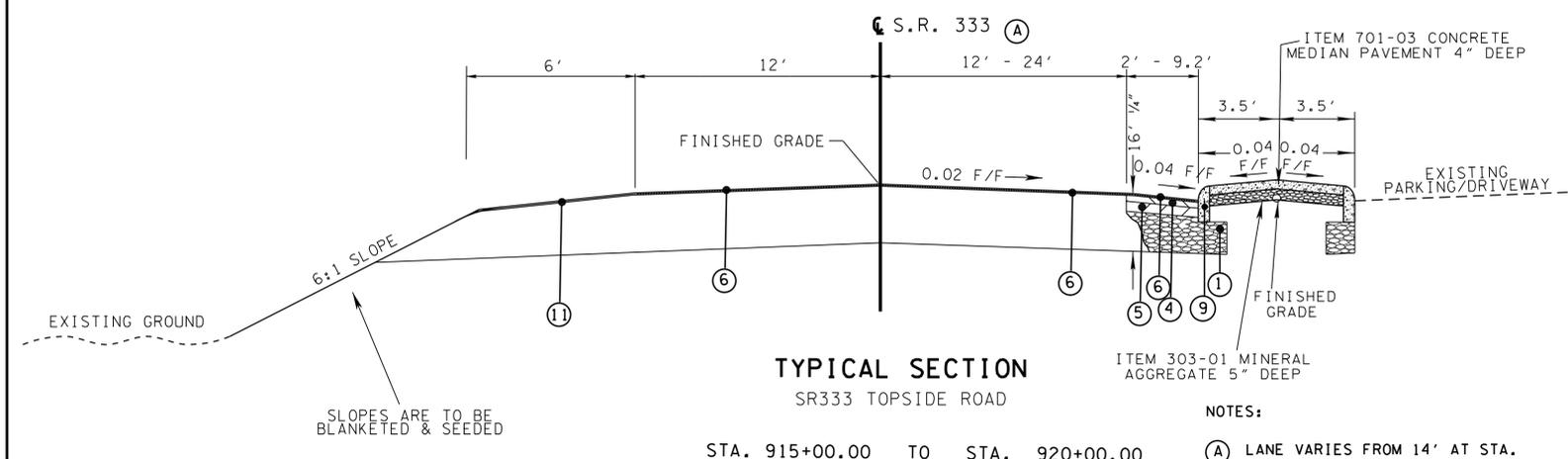
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS AND PAVEMENT SCHEDULE**

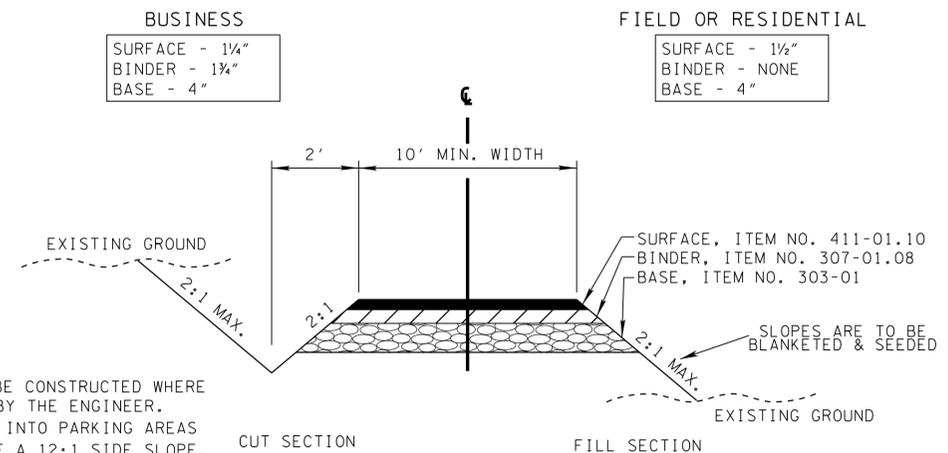
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TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	2
CONST.	2015	STP-H-115(47)	2B

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

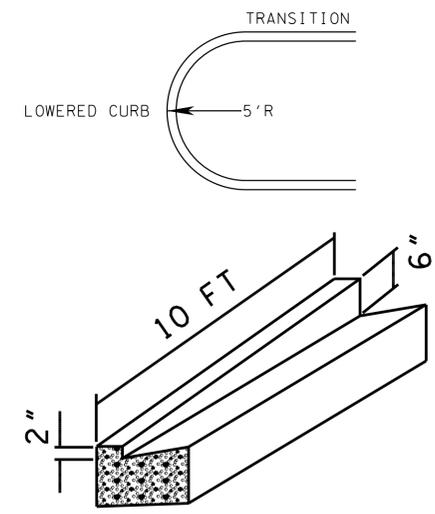
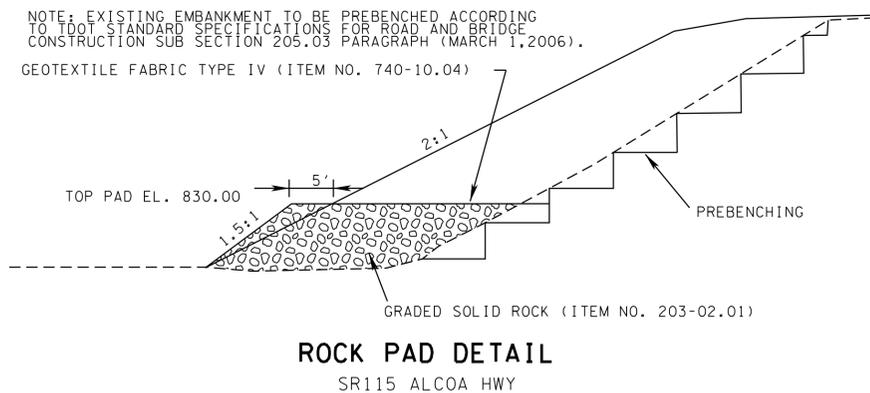


**NOTES:**  
 (A) LANE VARIES FROM 14' AT STA. 916+00.00 TO 26' AT STA. 917+75.00  
 LANE WIDTH IS 26' FROM STA. 917+75.00 TO STA. 918+47.21.



**NOTE:** DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER. ANY DRIVE INTO PARKING AREAS SHALL HAVE A 12:1 SIDE SLOPE.

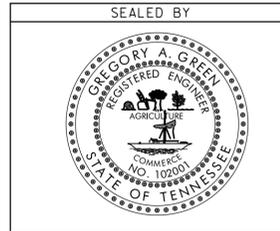
SEE TDOT STD DWGS RP-D-15 AND RP-D-16 FOR CONCRETE DRIVEWAY SECTION



**PROPOSED PAVEMENT SCHEDULE**

① MINERAL AGGREGATE BASE - 10" DEPTH (ROADWAY) AND FULL DEPTH SHOULDERS 303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"	④ BITUMINOUS BINDER (ROADWAY) @ 2" THICK (APPROX. 226 lbs/Sq Yd) 307-02.08 ASPHALT CEMENT MIX (PG70-22) (BPMB-HM) GRADING B-M2 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑦ BITUMINOUS BASE (ROADWAY) @ 6.25" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd) NOTE: 6.25" "A" MIX TO BE PLACED AT 3.00" AND 3.25" DEPTH	⑩ BITUMINOUS SURFACING (SHOULDER) @ 1-1/2" THICK (APPROX. 154.5 lbs/Sq Yd) 411-01.07 ASPHALT CEMENT MIX (PG64-22) (ACS) GRADING "E" (SHOULDER)
② BITUMINOUS BASE (ROADWAY) @ 3" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.02 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A-S" 307-02.03 AGGREGATE (BPMB-HM) GRADING "A-S" MIX 402-01 BIT. MATERIAL FOR PRIME COAT (PC) (0.30 - 0.35 Gal/Sq Yd) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 lbs / Sq Yd)	⑤ BITUMINOUS BASE (ROADWAY) @ 3.00" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑧ UNDERDRAIN 710-02 AGGREGATE UNDERDRAIN (WITH PIPE)	
③ BITUMINOUS BASE (ROADWAY) @ 3.25" THICK (APPROX. 132.5 lbs/Sq Yd) 307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A" 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑥ BITUMINOUS SURFACING (ROADWAY) @ 1-1/4" THICK (APPROX. 132.5 lbs/Sq Yd) 411-02.10 ASPHALT CEMENT MIX (PG70-22) (BPMB-HM) GRADING D 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.02 Gal / Sq Yd)	⑨ DETACHED CONCRETE CURB (9") TYPE "A" 702-01 CONCRETE COMBINED CURB SEE STD DRAWING RP-MC-2	
		⑩ MINERAL AGGREGATE BASE - 18" DEPTH (ROADWAY) AND FULL DEPTH SHOULDERS 303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"	

**UNOFFICIAL SET NOT FOR BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**TYPICAL SECTIONS AND PAVEMENT SCHEDULE**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	2C

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

## GENERAL NOTES

### GRADING

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

### SEEDING AND SODDING

- (1) 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) 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.
- (3) 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.
- (4) 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 PIPES, CATCH BASINS, CURB INLETS, ETC. 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

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

### MISCELLANEOUS

- (1) 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 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 (4" LINE), L.M.

#### 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 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.
- (2) 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. 716-05.02 PAINTED PAVEMENT MARKING (6IN LINE), L.M.
- (3) 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. 716-05.02 PAINTED PAVEMENT MARKING (8IN BARRIER LINE), L.F

### PAVEMENT

#### PAVING

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (3) 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.

### RESURFACING

- (1) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (2) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (3) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

### 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.

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NOT FOR  
BIDDING**

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

# GENERAL NOTES (cont.)

- (1) 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) 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.
- (4) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (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. 712-01, AS DIRECTED BY THE ENGINEER.
- (4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.
- (5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.
- (6) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01. AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.
- (7) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR

UNDER ITEM NO. 712-01. AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK
- (7) 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.
- (8) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

## EROSION PREVENTION AND SEDIMENT CONTROL DISTURBED AREA

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

PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

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

## SEDIMENT CONTROL

- (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 ROADWAY 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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CONST.	2015	STP-H-115(47)	2D

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

# GENERAL NOTES (cont.)

## 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) 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.
- (3) 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.
- (4) 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.

## 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 BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS

NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

- (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 ROADWAY 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.

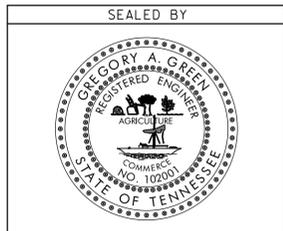
## LITTER, DEBRIS, WASTE, PETROLEUM

- (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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CONST.	2015	STP-H-115(47)	2E

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

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BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	2F

S.R. 115/S.R. 333 BLOUNT CO.  
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## 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) 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.
- (3) 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.
- (4) 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 SWEEPED 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.

### ENVIRONMENTAL

#### 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.

#### SEEDING AND SODDING

- (2) 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 801-02.

#### NPDES

- (3) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 7, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

### SCOPE OF WORK

- (1) THIS PROJECT INCLUDES THE GRADING, DRAINAGE, BASE, PAVEMENT AND SIGNS OF S.R. 115 (ALCOA HIGHWAY) AND S.R. 333 (TOPSIDE ROAD), AND ALL SIDE ROADS TO THE LINES AND GRADES AS INDICATED ON THE TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE TDOT SUPERVISOR.
- (2) CONSTRUCTION OF THE PRIVATE DRIVES, FIELD ENTRANCES AND BUSINESS ENTRANCES TO THE LINES AND AS INDICATED ON THE TYPICAL CROSS SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE TDOT SUPERVISOR.
- (3) INSTALLATION OF TRAFFIC CONTROL AND EROSION AND SEDIMENT CONTROL DEVICES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT SUPERVISOR.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SPECIAL  
NOTES  
AND SCOPE  
OF WORK**

BOX CULVERT TABULATION																
STATION	LOCATION	SPAN	HEIGHT	LENGTH	SKEW	DRAINAGE AREA ACRES	BOX CULVERT					CULVERT EXC. CU. YD.	DRAWING NO.	BACKFILLING ITEM 303-01.01 DWG. STD-10-1 TONS	FOUNDATION FILL MATERIAL CU. YD.	RIP-RAP PAD 709-05.08 TON
							BOX		APRON							
							CLASS "A" CONC. CU. YD.	REINF. STEEL LBS.	CLASS "A" CONC. CU. YD.	WIRE FABRIC LBS.	STEEL BAR REINF. LBS.					
367+19.00	ALCOA HWY	8	6	36	75°	22.2	40	7800	0	0	0	160	STD-17-11 & STD-17-53	230	9	25
<b>TOTALS</b>							<b>40</b>	<b>7800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>		<b>230</b>	<b>9</b>	<b>25</b>

CATCH BASINS													
SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	DEPTH (FT.)	PAY ITEMS					
								TYPE 12 611-12.01 0' - 4'	TYPE 12 611-12.02 4' - 8'	TYPE 42 611-42.01 0' - 4'	JUNCTION BOX 611-02.10		
4A	S.R. 115	357+75.00	0.00'	1	873.82	TYPE 42 CB	3.88			1			
4A	S.R. 115	359+77.82	119.98'	2	857.01	EXISTING CB	21.19						
4A	S.R. 115	360+96.52	1.33'	3	863.17	TYPE 12 CB	5.79		1				
4A	S.R. 115	362+14.30	-80.43'	4	853.94	EXISTING CB	7.27						
4A	S.R. 115	362+87.51	-86.57'	5	849.12	EXISTING CB	9.50						
4A	S.R. 115	362+89.77	-120.26	6	849.67	EXISTING CB	2.95						
4A	S.R. 115	363+13.08	-87.04	7	849.20	EXISTING CB	10.24						
4A	S.R. 115	363+51.17	-90.30	9	848.74	EXISTING CB	11.48						
4A	S.R. 115	367+95.80	0.00'	12	854.87	JUNCTION BOX NO. 1	3.79						1
4A	S.R. 115	370+28.27	1.63'	13	861.17	JUNCTION BOX NO. 1	5.67						1
4A	S.R. 115	370+28.17	-14.00'	14	860.40	TYPE 12 CB	3.88	1					
4A	S.R. 115	372+25.00	0.00'	15	862.33	TYPE 42 CB	3.88				1		
4A	S.R. 333	918+24.51	77.67'	8	850.47	EXISTING CB	3.86						
4A	S.R. 333	917+32.23	27.21'	10	850.88	EXISTING CB	2.48						
4A	S.R. 333	916+22.28	12.94'	16	854.63	TYPE 12 CB	4.00	1					
4A	S.R. 333	917+33.64	21.69'	17	852.10	TYPE 12 CB	3.40	1					
<b>TOTALS</b>								<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>		

PAVEMENT QUANTITIES															
LOCATION	PAY ITEMS														
	303-01 (TON)	307-02.01 (TON)	307-01.08 (TON)	307-02.02 (TON)	307-02.03 (TON)	307-02.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.07 (TON)	411-01.10 (TON)	411-02.10 (TON)	415-01.03 (C.Y.)	701-03 (C.Y.)	702-01 (C.Y.)
S.R. 115 (ALCOA HWY.)	3250.0	895.0	0.0	5.0	105.0	290.0	1.0	0.5	5.0	35.0	0.0	680.0	330.0	260.0	110.0
S.R. 333 (TOPSIDE RD.)	2205.0	210.0	0.0	0.0	0.0	275.0	0.0	0.0	2.0	50.0	0.0	170.0	0.0	40.0	35.0
PRIVATE DRIVES	140.0	0.0	55.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	
MAINTENANCE	500.0														
<b>TOTALS</b>	<b>6095.0</b>	<b>1105.0</b>	<b>55.0</b>	<b>5.0</b>	<b>105.0</b>	<b>565.0</b>	<b>1.0</b>	<b>0.5</b>	<b>7.0</b>	<b>85.0</b>	<b>40.0</b>	<b>850.0</b>	<b>330.0</b>	<b>300.0</b>	<b>145.0</b>

STORM DRAINAGE PIPES										
SHEET NO.	FROM		TO		% GRADE	REINFORCED CONC. PIPE - CLASS III SIZE & LENGTH (L.F.)				
	CODE	OUTLET ELEV.	CODE	INLET ELEV.		15"	18"	30"	36"	48"
	4A	1	869.94	3		859.29	-3.30		323	
4A	15	858.45	13	856.00	-1.24		197			
4A	14	856.52	13	856.00	-3.25		16			
4A	13	855.50	12	851.58	-1.68		233			
4A	16	850.63	17	848.90	-1.60	108				
4A	17	848.70	10	848.45	-3.57	7				
<b>TOTALS</b>						<b>115</b>	<b>769</b>	<b>0</b>	<b>0</b>	<b>0</b>

ESTIMATED GRADING QUANTITIES						
STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		TOPSOIL PLACED C.Y.	EMB. C.Y.
	COMMON - C.Y.	UNCL. - C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.		
S.R. 115 - 358+00.00-372+00.00		1210	5682	1250	477	6928
S.R. 333 - 915+00.00-920+00.00	115	0	0	0	0	91
PVT DRIVES/BUSINESS ENT.	0	0	0	0	0	25
<b>TOTALS</b>	<b>1325</b>	<b>5682</b>	<b>1250</b>	<b>477</b>	<b>7044</b>	

- ① INCLUDES 633 CY OF TOPSOIL STRIPPED IN FILL AREAS.  
 ② CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OFF ANY EXCESS MATERIAL.

EARTHWORK QUANTITY

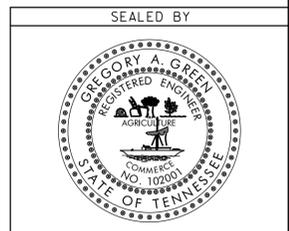
1,325 CY OF EXCAVATION (UNCLASSIFIED)  
 - 633 CY OF TOPSOIL STRIPPED IN FILL AREAS  
 692 CY AVAILABLE FOR BALANCE  
 SHRINKAGE FACTOR = 10%

EARTH EXCAVATION VS. EMBANKMENT  
 1.10  
 692 CY/1.10 VS. 7,044 CY

629 CY VS. 7,044 CY  
 6,415 CY BORROW MATERIAL NEEDED  
 (1,250 CY SOLID ROCK INCLUDED)

6,415 - 1,250 = 5,165 CY (AVAILABLE FOR BALANCE)  
 5,165 x 1.10 = 5,682 CY (BORROW EXCAVATION NEEDED TO BALANCE)

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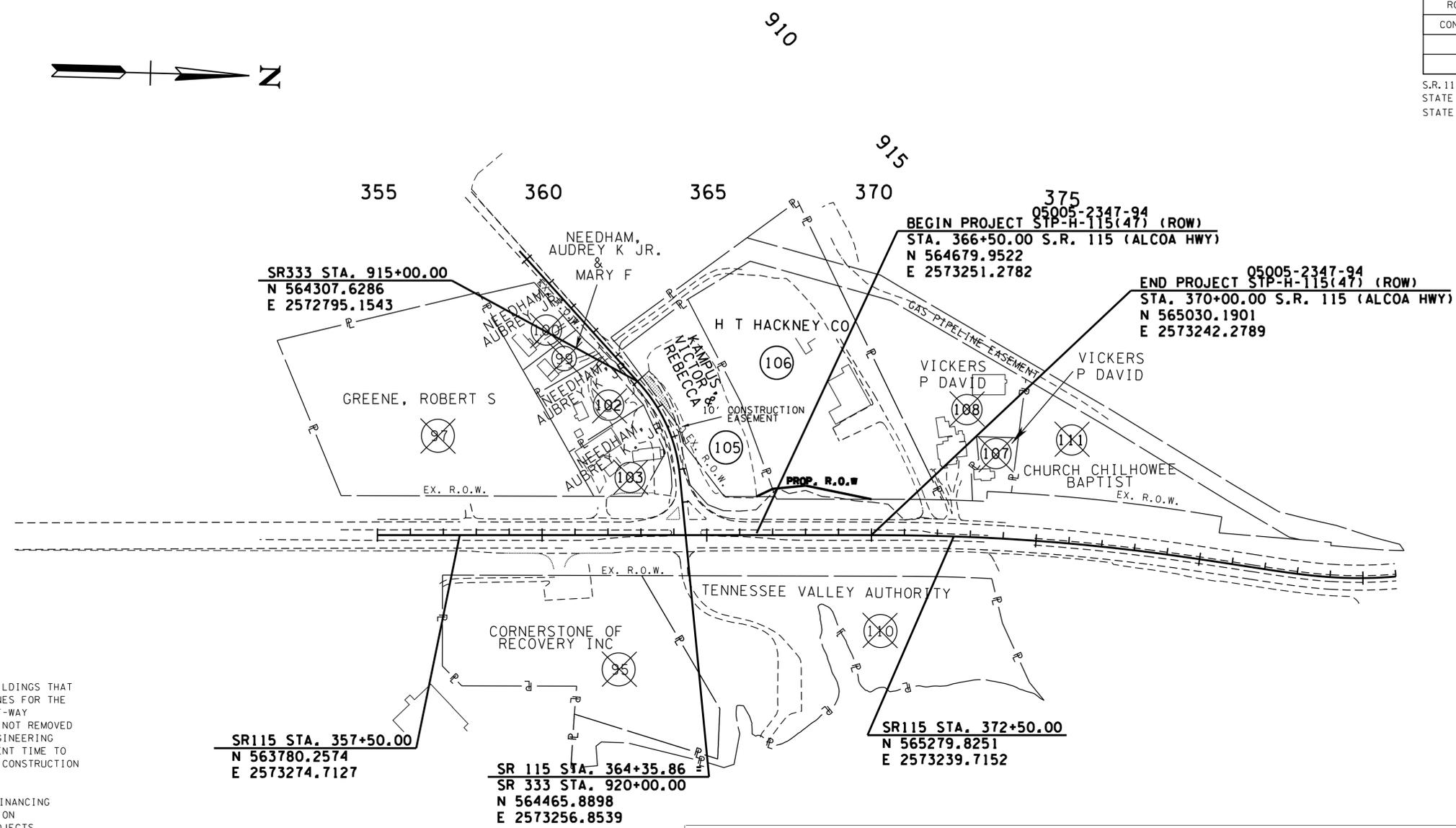
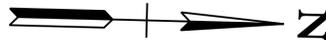


STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**TABULATED  
 QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	3
CONST.	2015	STP-H-115(47)	3

S.R. 115/S.R. 333 BLOUNT CO.  
 STATE (ROW) PROJ. NO. 05005-2242-94  
 STATE (CONST.) PROJ. NO. 05005-3242-94



**RIGHT OF WAY NOTES**

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 THEREFROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

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.

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

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.

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.

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

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.

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.

ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

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.

SR115 STA. 357+50.00  
 N 563780.2574  
 E 2573274.7127

SR 115 STA. 364+35.86  
 SR 333 STA. 920+00.00  
 N 564465.8898  
 E 2573256.8539

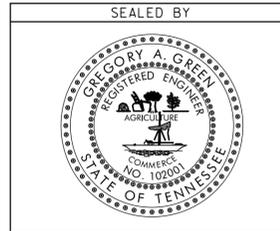
SR115 STA. 372+50.00  
 N 565279.8251  
 E 2573239.7152

DISTURBED AREA	
IN BETWEEN SLOPE LINES	1.949 (AC)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	0.572 (AC)
<b>TOTAL DISTURBED AREA</b>	<b>2.521 (AC)</b>

UTILITY OWNERS							
UTILITY	OWNER	PHONE NO.	CONTACT	ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE	AT&T	865-639-8579	VAUGHN JONES	9733 PARKSIDE DR	KNOXVILLE	TN	37922
WATER	ALCOA UTILITIES	865-380-4800	SIMON DEVENTE	725 UNIVERSAL ST.	ALCOA	TN	37701
	CITY OF MARYVILLE UTILITIES	865-981-3300	JESSE MCWHORTER	332 HOME AVENUE	MARYVILLE	TN	37801
SEWER	ALCOA UTILITIES	865-380-4800	SIMON DEVENTE	725 UNIVERSAL ST.	ALCOA	TN	37701
	CITY OF MARYVILLE UTILITIES	865-981-3300	JESSE MCWHORTER	332 HOME AVENUE	MARYVILLE	TN	37801
GAS	ATMOS ENERGY	865-977-7813	DAVID SWECKER	1639 ROBERT C. JACKSON DR.	MARYVILLE	TN	37801
POWER	ALCOA UTILITIES	865-981-4115	LARRY STARGEL	725 UNIVERSAL ST.	ALCOA	TN	37701
CABLE TV	XFINITY (COMCAST)	423-798-1670	PROJ. COORDINATOR	102 ENDSLEY QUARRY RD	FRIENDSVILLE	TN	37737
	CHARTER COMMUNICATIONS	865-273-2773	ANSIL SUFFRIDGE	1774 HENRY G. LANE ST	MARYVILLE	TN	37801

R.O.W. ACQUISITION TABLE																
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
				BK.	PAGE											
95	CORNSTONE OF RECOVERY INC	009	010.01	2369	2866		6.885	6.885				6.885				
97	GREENE, ROBERT S	009	011.00	556	760	9.068						9.068				
99	NEEDHAM, AUBREY K JR & MARY F	009	007.01	630	776		0.477	0.477					0.477			
100	NEEDHAM, AUBREY K JR	009	007.00	630	778		0.931	0.931					0.931			
102	NEEDHAM, AUBREY K JR	009	008.00	2204	2276		1.115	1.115					1.115			
103	NEEDHAM, AUBREY K JR	009	009.00	316	168	1.154		1.154				1.154			38	
105	KAMPAS, VICTOR & REBECCA	009	005.01	542	610	2.780		2.780	686 S.F.		686 S.F.	2.764			2788	1958
106	H T HACKNEY CO	009	004.00	594	440	7.396		7.396	0.173		0.173	7.223				
107	VICKERS, P DAVID	009	002.00	686	794	0.494		0.494				0.494				
108	VICKERS, P DAVID	009	001.01	650	199	3.782		3.782				3.782				
110	TENNESSEE VALLEY AUTHORITY	009	003.00	N/A	N/A	9.063		9.063				9.063				
111	CHILHOWEE BAPTIST CHURCH	003	001.00	2217	1999	3.183		3.183				3.183				

**UNOFFICIAL SET**  
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
**PROPERTY MAP AND RIGHT-OF-WAY ACQUISITION TABLE**  
 SCALE: 1"=200'

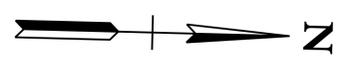
8/3/2015 8:51:25 AM L:\DOT\14902\PROPERTY MAP.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	4
CONST.	2015	STP-H-115(47)	4

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94  
REVISION 03-11-15

ADDED MISSING BEARING & DISTANCES, CORRECTED SLOPE LINES AND CONSTRUCTION EASEMENTS.

VICKERS P DAVID



CURVE DATA TOPSIDE ROAD  
PI 916+67.86  
N 564,423.6329  
E 2,572,916.4764  
Δ 36° 38' 22" (RT)  
D 12' 00' 00"  
R 477.46  
L 305.33  
T 158.09  
SE 0.065 FT/FT  
DESIGN SPEED 30 MPH  
TRANS. LENGTH 155 FT

**BEGIN PROJECT STP-H-115(47) (ROW)**  
**STA. 366+50.00 S.R. 115 (ALCOA HWY)**  
**N 564679.9522**  
**E 2573251.2782**

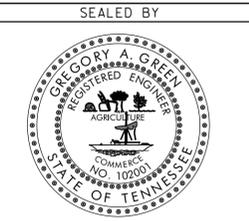
**SR115 STA. 372+50.00**  
**N 565279.8251**  
**E 2573239.7152**

**END PROJECT STP-H-115(47) (ROW)**  
**STA. 370+00.00 S.R. 115 (ALCOA HWY)**  
**N 565030.1901**  
**E 2573242.2789**

**SR115 STA. 357+50.00**  
**N 563780.2574**  
**E 2573274.7127**

**SR 115 STA. 364+35.86 =**  
**SR 333 STA. 920+00.00**  
**N 564465.8898**  
**E 2573256.8539**

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



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009166 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

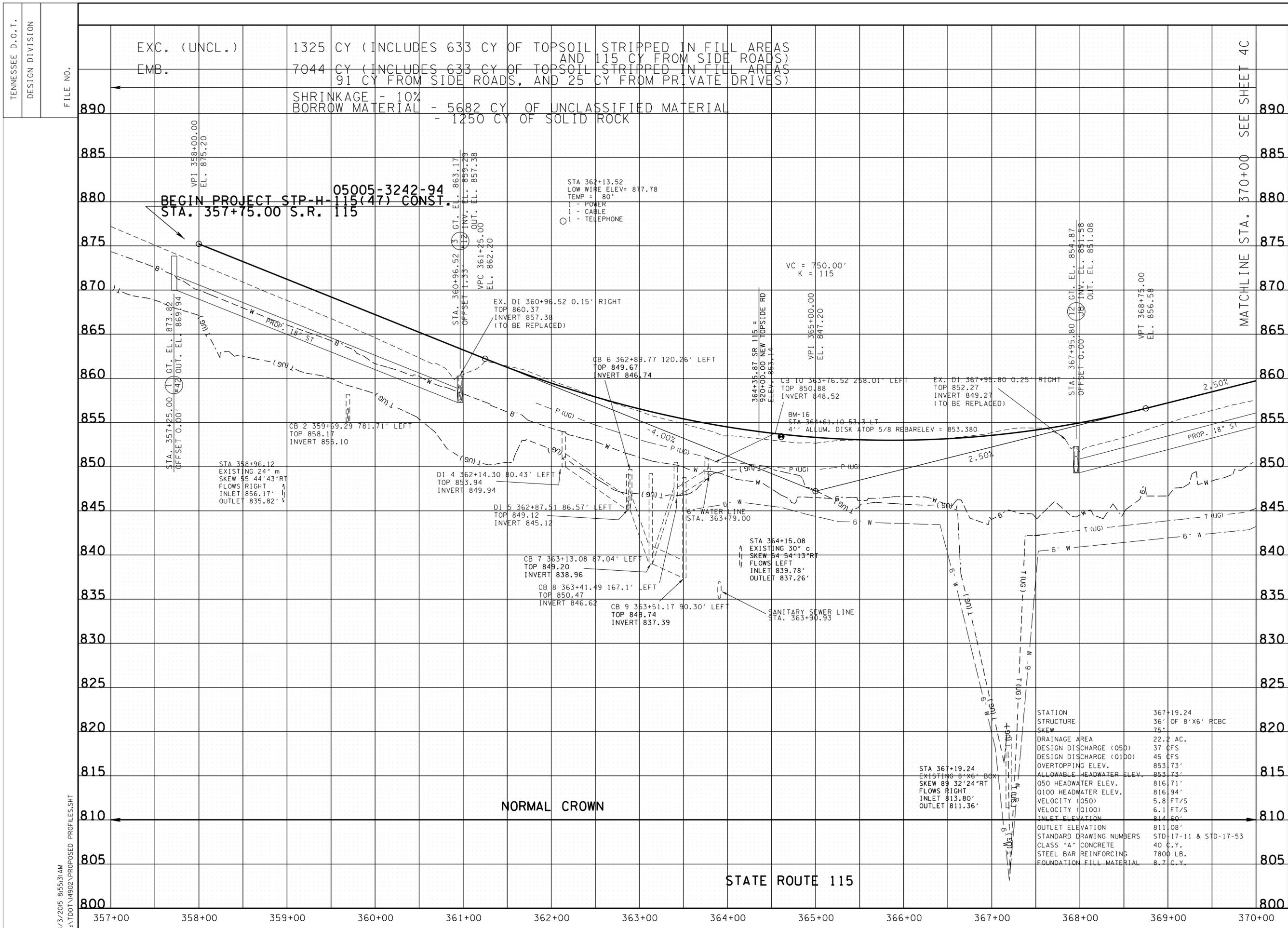
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PRESENT LAYOUT**

STA. 357+50 TO STA. 372+50

SCALE: 1" = 50'

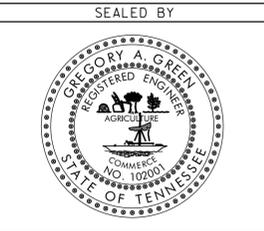




TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	4B
CONST.	2015	STP-H-115(47)	4B

S.R. 115 BLOUNT CO.  
 STATE (ROW) PROJ. NO. 05005-2242-94  
 STATE (CONST.) PROJ. NO. 05005-3242-94

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

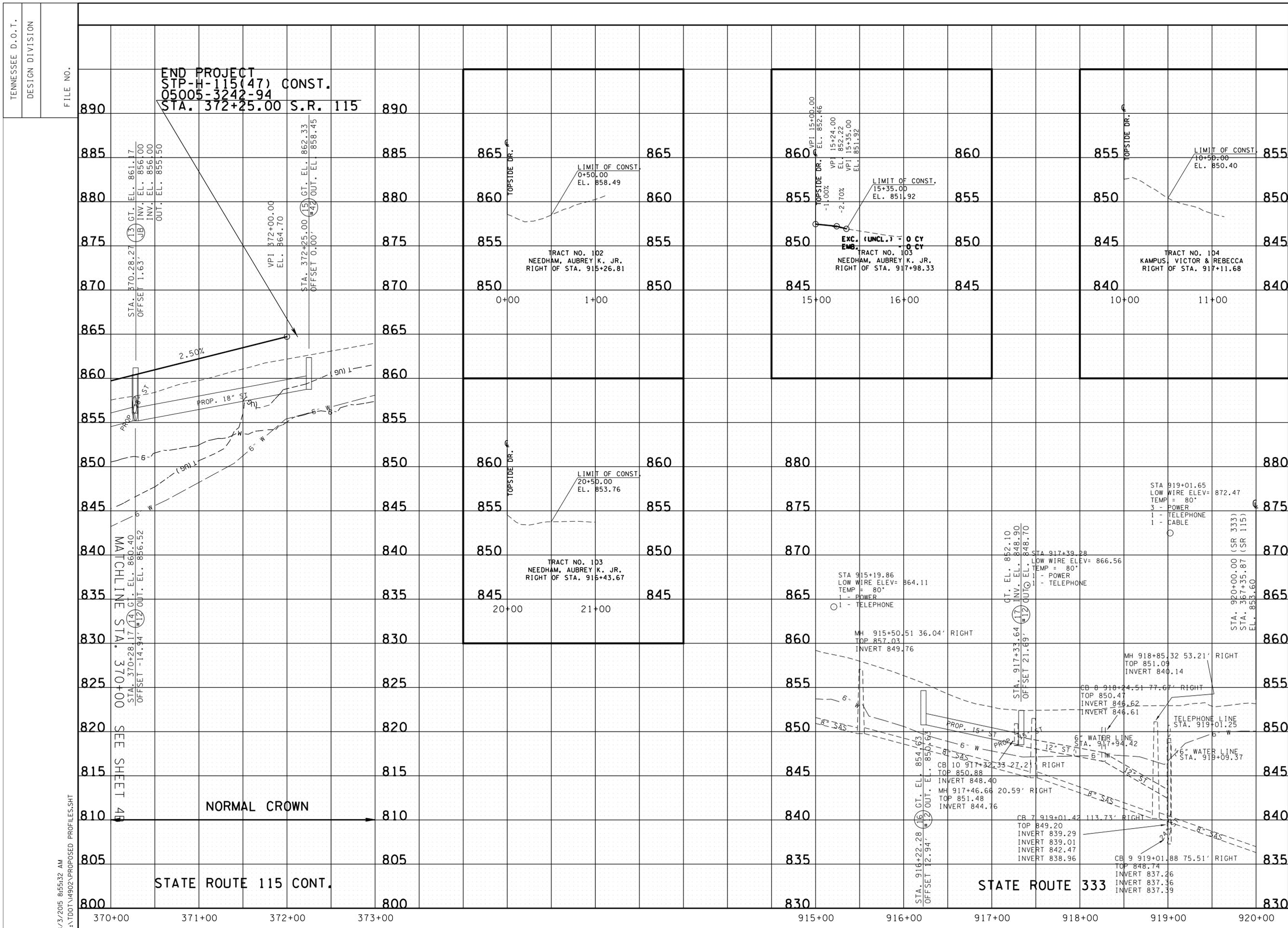


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROFILE**

STA. 357+00 TO STA. 370+00  
 SCALE: 1" = 50' HORIZ.  
 1" = 5' VERT.

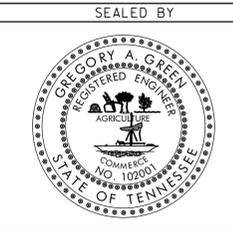
TENNESSEE D.O.T. DESIGN DIVISION FILE NO. 8/3/2015 8:55:31 AM L:\DOT\14902\PROPOSED PROFILES.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	4C
CONST.	2015	STP-H-115(47)	4C

S.R. 115/S.R. 333 BLOUNT CO.  
 STATE (ROW) PROJ. NO. 05005-2242-94  
 STATE (CONST.) PROJ. NO. 05005-3242-94

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NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PROFILE**  
 STA. 370+00 TO STA. 373+00  
 &  
 STA. 915+00 TO STA. 919+50  
 &  
 PRIVATE DRIVES  
 SCALE: 1" = 50' HORIZ.  
 1" = 5' VERT.

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

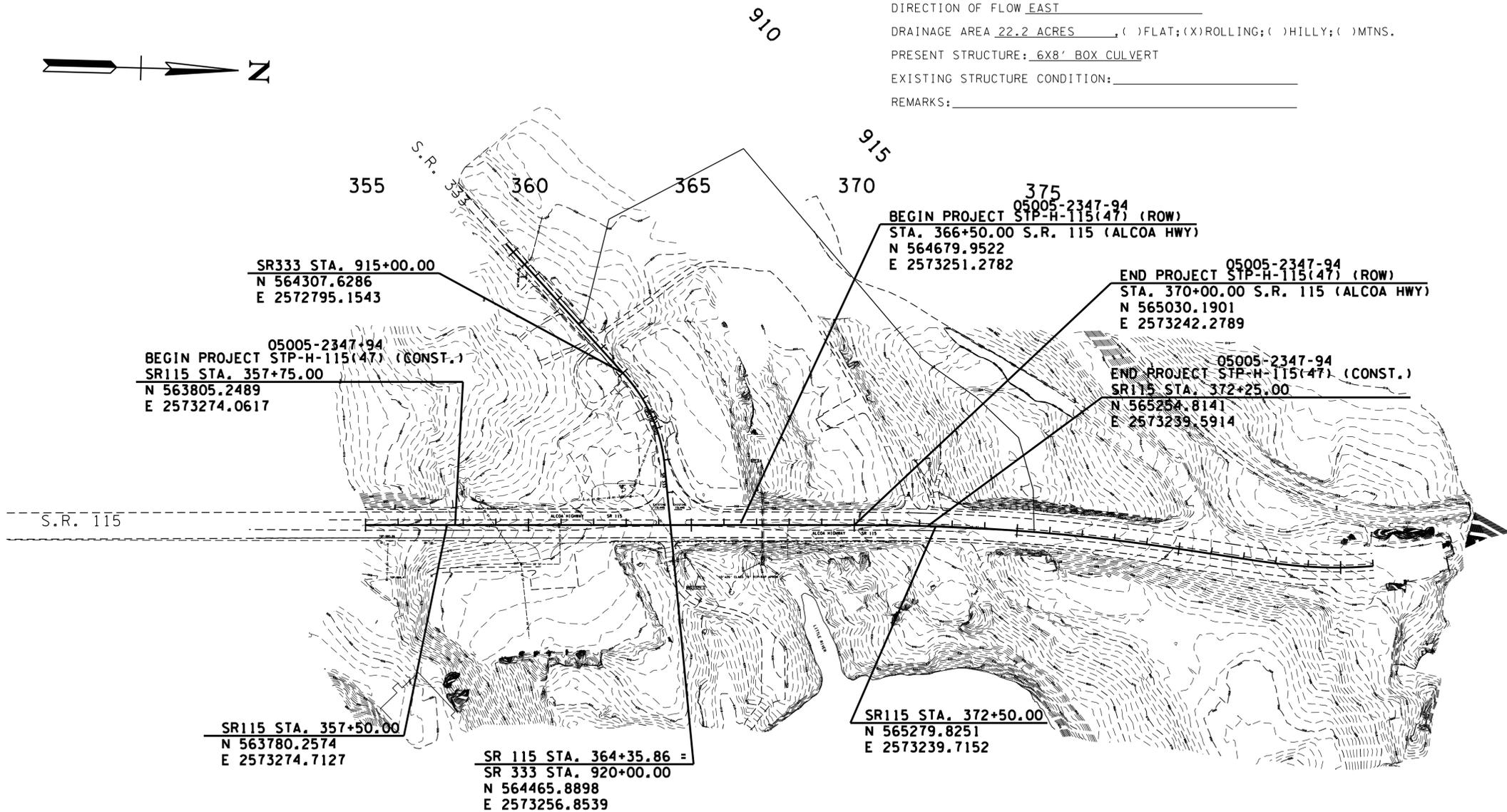
**END PROJECT  
 STP-H-115(47) CONST.  
 05005-3242-94  
 STA. 372+25.00 S.R. 115**

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	5
CONST.	2015	STP-H-115(47)	5

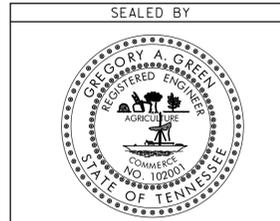
S.R. 115/ S.R. 333 BLOUNT CO.  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

## DRAINAGE DATA FOR PIPE STATION 367+19.00

DIRECTION OF FLOW EAST  
DRAINAGE AREA 22.2 ACRES, ( ) FLAT; (X) ROLLING; ( ) HILLY; ( ) MTNS.  
PRESENT STRUCTURE: 6X8' BOX CULVERT  
EXISTING STRUCTURE CONDITION: \_\_\_\_\_  
REMARKS: \_\_\_\_\_



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



COORDINATES ARE NAD/83(1995),  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.000 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**DRAINAGE  
MAP**

STA. 357+50 TO STA. 375+50  
SCALE: 1"=200'



# EROSION PREVENTION AND SEDIMENT CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	7
CONST.	2015	STP-H-115(47)	7

## KNOWN EXCEPTIONAL TENNESSEE WATERS

- (1) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE 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.
- (2) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE 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 30 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

- (3) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.
- (4) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
- (5) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:
  - A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
  - D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
- (6) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR

OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

- (7) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.
- (8) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SSWMP.
- (9) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

## UTILITY RELOCATION

- (10) RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED.
- (11) 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
- (12) 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).
- (13) 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.
- (14) 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.
- (15) 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.
- (16) 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.
- (17) 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.

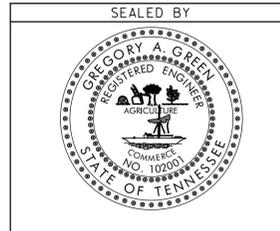
- (18) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS APPROVED BY THE TDOT PROJECT ENGINEER).
- (19) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND			
SYMBOL	ITEM	STD. DWG.	QUANTITIES
* SF * SF * SF *	SILT FENCE	EC-STR-3B	410 LF
	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19	10 EACH
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A	4 EACH
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37	1,705 LF
	ROCK CHECK DAM (V-DITCH)	EC-STR-6	5 EACH
	SUSPENDED PIPE DIVERSION	EC-STR-33A	1 EACH
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19	4 EACH
	EROSION CONTROL BLANKET	EC-STR-34	24,545 SF
	SEDIMENT FILTER BAG	EC-STR-2	2 EACH
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C	557 LF
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A	2 EACH
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25	1 EACH

NOTE: ALL SILT FENCE AND SILT FENCE WITH BACKING SHALL BE J-HOOKED ACROSS CONTOURS AS DIRECTED BY THE ENGINEER.

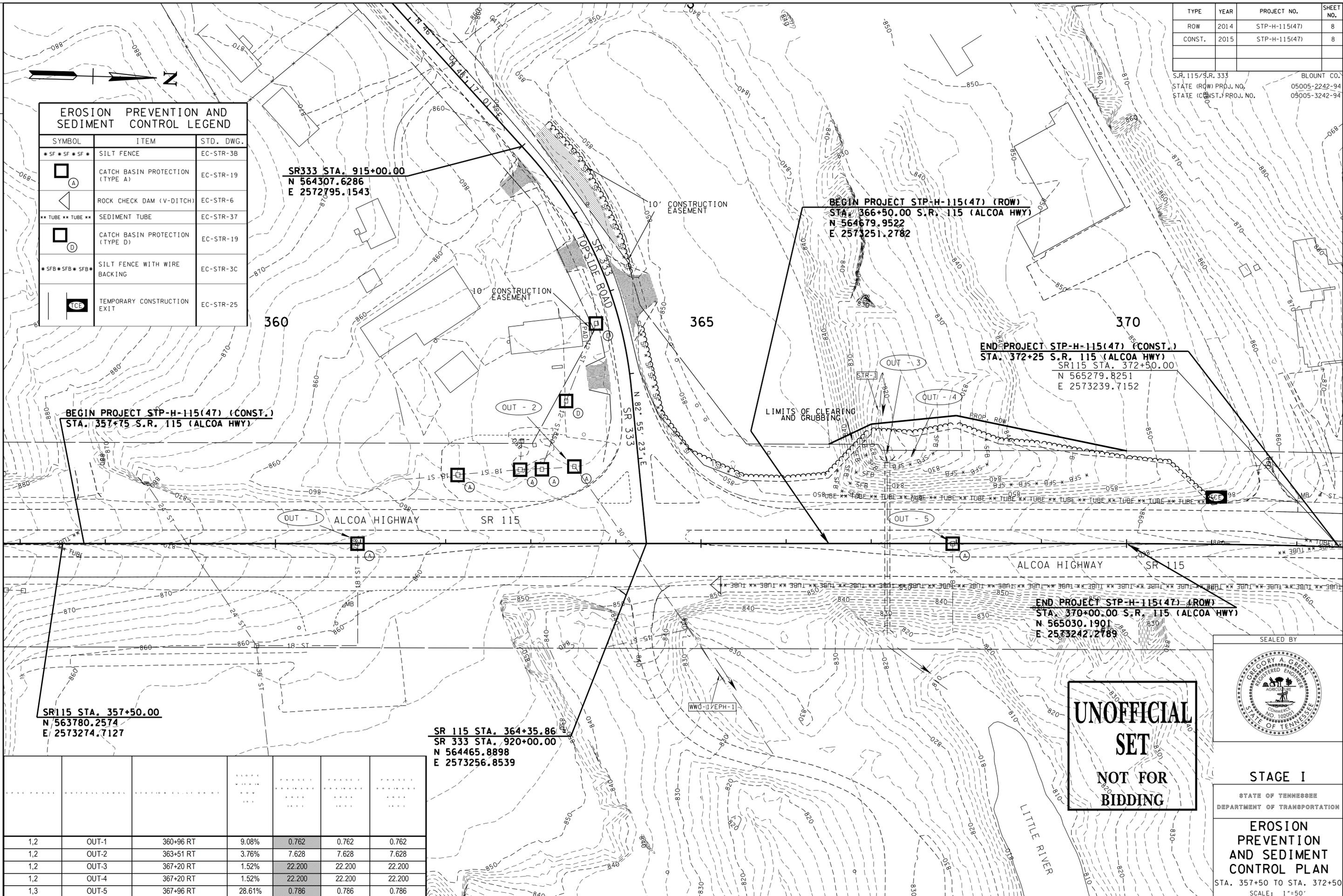
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**EROSION  
PREVENTION AND  
SEDIEMNT  
CONTROL NOTES**

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
*SF*SF*SF*	SILT FENCE	EC-STR-3B
□ (A)	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
△	ROCK CHECK DAM (V-DITCH)	EC-STR-6
**TUBE**TUBE**	SEDIMENT TUBE	EC-STR-37
□ (D)	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
*SFB*SFB*SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25



SR333 STA. 915+00.00  
N 564307.6286  
E 2572795.1543

BEGIN PROJECT STP-H-115(47) (ROW)  
STA. 366+50.00 S.R. 115 (ALCOA HWY)  
N 564679.9522  
E 2573251.2782

END PROJECT STP-H-115(47) (CONST.)  
STA. 372+25 S.R. 115 (ALCOA HWY)  
SR115 STA. 372+50.00  
N 565279.8251  
E 2573239.7152

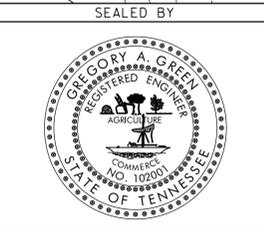
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STA. 357+75 S.R. 115 (ALCOA HWY)

SR115 STA. 357+50.00  
N 563780.2574  
E 2573274.7127

SR 115 STA. 364+35.86  
SR 333 STA. 920+00.00  
N 564465.8898  
E 2573256.8539

END PROJECT STP-H-115(47) (ROW)  
STA. 370+00.00 S.R. 115 (ALCOA HWY)  
N 565030.1901  
E 2573242.2789

**UNOFFICIAL SET**  
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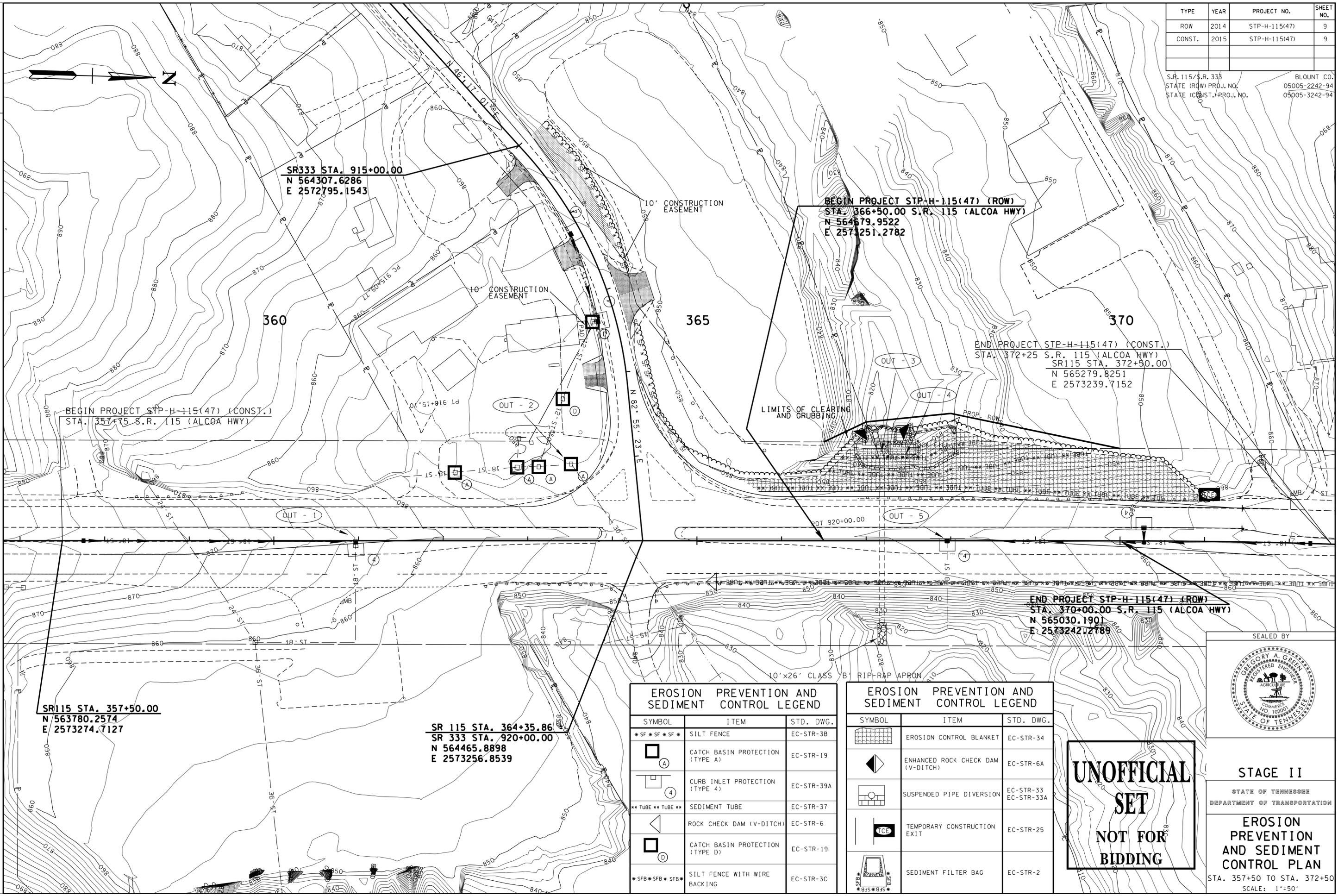
STAGE I  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**EROSION PREVENTION AND SEDIMENT CONTROL PLAN**  
STA. 357+50 TO STA. 372+50  
SCALE: 1"=50'

Station	Structure	Flow	Grade	Width	Length	Area
1,2	OUT-1	360+96 RT	9.08%	0.762	0.762	0.762
1,2	OUT-2	363+51 RT	3.76%	7.628	7.628	7.628
1,2	OUT-3	367+20 RT	1.52%	22.200	22.200	22.200
1,2	OUT-4	367+20 RT	1.52%	22.200	22.200	22.200
1,3	OUT-5	367+96 RT	28.61%	0.786	0.786	0.786

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2014	STP-H-115(47)	9
CONST.	2015	STP-H-115(47)	9

S.R. 115/S.R. 333  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

BLOUNT CO.  
05005-2242-94  
05005-3242-94



SR333 STA. 915+00.00  
N 564307.6286  
E 2572795.1543

BEGIN PROJECT STP-H-115(47) (ROW)  
STA. 366+50.00 S.R. 115 (ALCOA HWY)  
N 564679.9522  
E 2574251.2782

END PROJECT STP-H-115(47) (CONST.)  
STA. 372+25 S.R. 115 (ALCOA HWY)  
S.R.115 STA. 372+50.00  
N 565279.8251  
E 2573239.7152

BEGIN PROJECT STP-H-115(47) (CONST.)  
STA. 357+50 S.R. 115 (ALCOA HWY)

END PROJECT STP-H-115(47) (ROW)  
STA. 370+00.00 S.R. 115 (ALCOA HWY)  
N 565030.1901  
E 2573242.2789

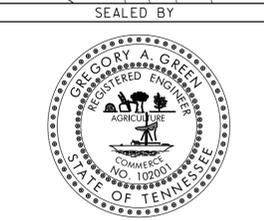
SR115 STA. 357+50.00  
N 563780.2574  
E 2573274.7127

SR 115 STA. 364+35.86  
SR 333 STA. 920+00.00  
N 564465.8898  
E 2573256.8539

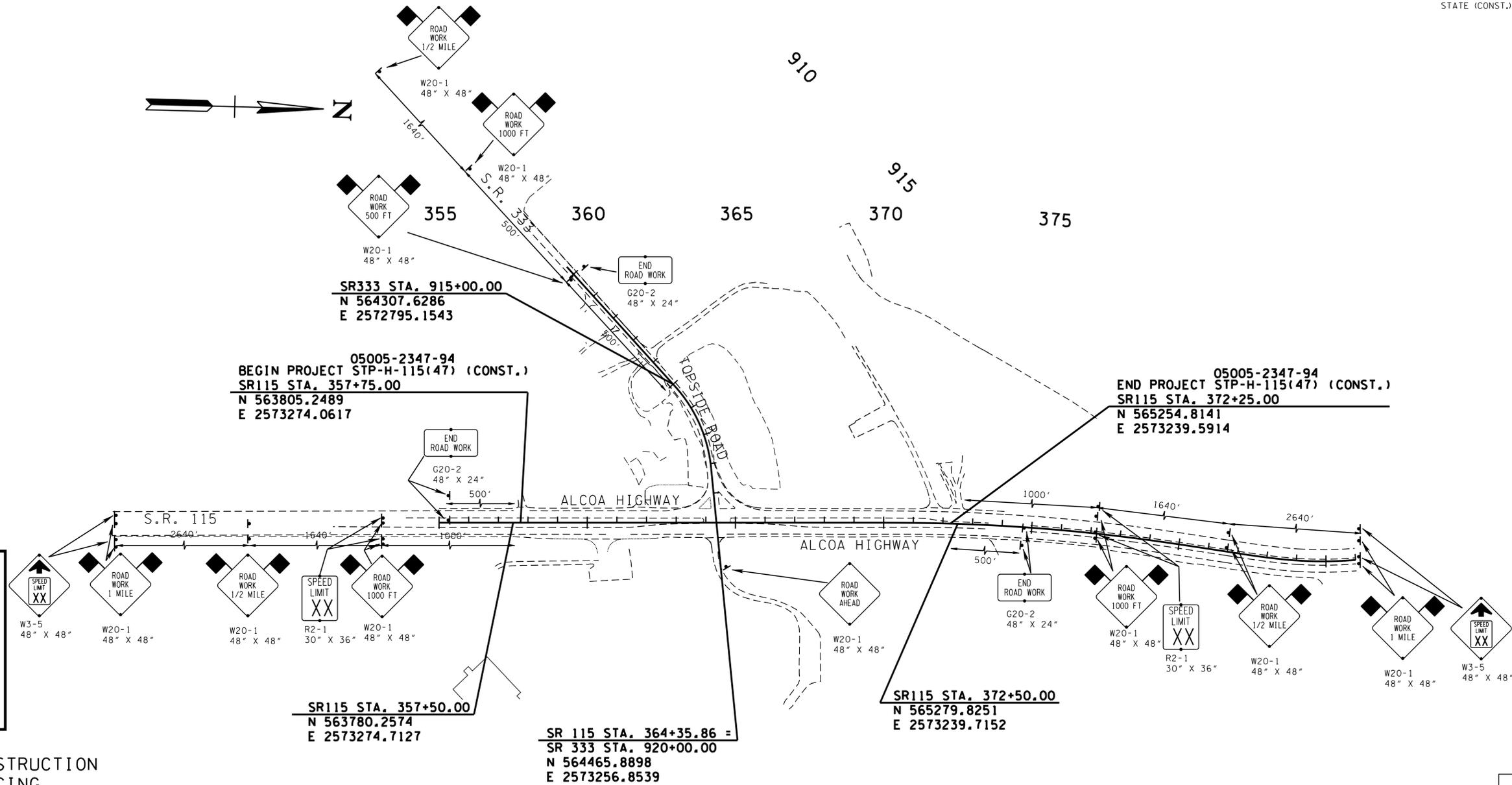
EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
*SF *SF *SF*	SILT FENCE	EC-STR-3B
□ (A)	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
□ (4)	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
**TUBE **TUBE**	SEDIMENT TUBE	EC-STR-37
△	ROCK CHECK DAM (V-DITCH)	EC-STR-6
□ (D)	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
*SFB*SFB*SFB*	SILT FENCE WITH WIRE BACKING	EC-STR-3C

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
▨	EROSION CONTROL BLANKET	EC-STR-34
◀	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
□	SUSPENDED PIPE DIVERSION	EC-STR-33 EC-STR-33A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
▭	SEDIMENT FILTER BAG	EC-STR-2

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STAGE II  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
EROSION PREVENTION AND SEDIMENT CONTROL PLAN  
STA. 357+50 TO STA. 372+50  
SCALE: 1"=50'



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SET  
NOT FOR  
BIDDING**

**PHASE 1 CONSTRUCTION  
SEQUENCING**

- 1) PLACE ALL ADVANCE WARNING SIGNS BEFORE CONSTRUCTION IS STARTED.

**TRAFFIC CONTROL SPECIAL NOTES**

THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

EACH PHASE OF THE SUGGESTED SEQUENCE OF CONSTRUCTION, FOR WHICH THESE TRAFFIC CONTROL PLANS WERE DESIGNED, REQUIRES THE TIMELY COMPLETION OF THE PRECEDING PHASE. ANY VARIATION IN THE PROPOSED PHASING SHALL REQUIRE A REVIEW AND APPROVAL OF THE SIGNING AND TRAFFIC CONTROL DEVICES BY THE T.D.O.T. SUPERVISOR.

ANY TRAFFIC CONTROL MEASURES PROPOSED BY THE CONTRACTOR WHICH DO NOT CONFORM TO THESE PLANS MUST BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO INSTALLATION.

THE CONTRACTOR IS REQUIRED TO PROVIDE PAVED DETOURS AND LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.

NO TRAFFIC SHALL BE DETOURED, OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE T.D.O.T. SUPERVISOR.

CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING THE VARIOUS PHASES OF CONSTRUCTION.

PERMANENT SIGNS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPENED TO TRAFFIC.

SHOULDER DROP-OFF, FLAGGER AHEAD, AND ROAD NARROWS SIGNS ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT, TO BE LOCATED BY THE T.D.O.T. SUPERVISOR.

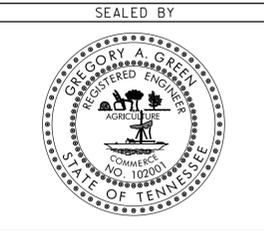
TWO FLAGS ARE TO BE MOUNTED ON EACH ADVANCE WARNING SIGN. FLAGS ARE TO BE 1.5 FT. x 1.5 FT. AND FLOURESCENT RED-ORANGE IN COLOR. COST OF THE FLAGS IS TO BE INCLUDED IN THE COST OF OTHER ITEMS.

WHEN TRAFFIC IS RESTRICTED TO ONE LANE, THE CONTRACTOR IS TO HAVE TWO FLAGGERS ON THE PROJECT AT EACH RESTRICTED ZONE AS DIRECTED BY THE T.D.O.T. SUPERVISOR. COST OF THE FLAGGERS IS TO BE INCLUDED IN ITEM NO. 712-01.

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL TRAFFIC.

THE CONTRACTOR SHALL MAKE EVERY EFFORT TO MAINTAIN TWO LANES OF TRAFFIC IN BOTH DIRECTIONS AT ALL TIMES.

TRAFFIC CONTROL QUANTITIES							
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
705-08.10	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-2	EACH	8				
712-02.02	INTERCONNECTABLE PORTABLE BARRIER RAIL	L.F.	3500				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	120				
712-05.03	WARNING LIGHTS (TYPE C)	EACH	30				
712-06	SIGNS (W20-1)	EACH	16	256	48"x48"	W20-1	
712-06	SIGNS (G20-2)	EACH	6	40	48"x24"	G20-2	
712-06	SIGNS (W21-1 (MOD.))	EACH	6	96	48"x48"	W21-1 MOD.	
712-06	SIGNS (W21-5)	EACH	6	96	48"x48"	W21-5	
712-06	SIGNS (W21-5B)	EACH	6	96	48"x48"	W21-5B	
712-06	SIGNS (W8-17)	EACH	6	96	48"x48"	W8-17	
712-06	SIGNS (W8-17P)	EACH	6	30	30"x24"	W8-17P	
712-06	SIGNS (W20-7)	EACH	6	96	48"x48"	W20-7	
712-06	SIGNS (W3-5)	EACH	4	64	48"x48"	W3-5	
712-06	SIGNS (R2-1)	EACH	4	30	30"x36"	R2-1	
<b>TOTAL</b>				<b>804</b>			

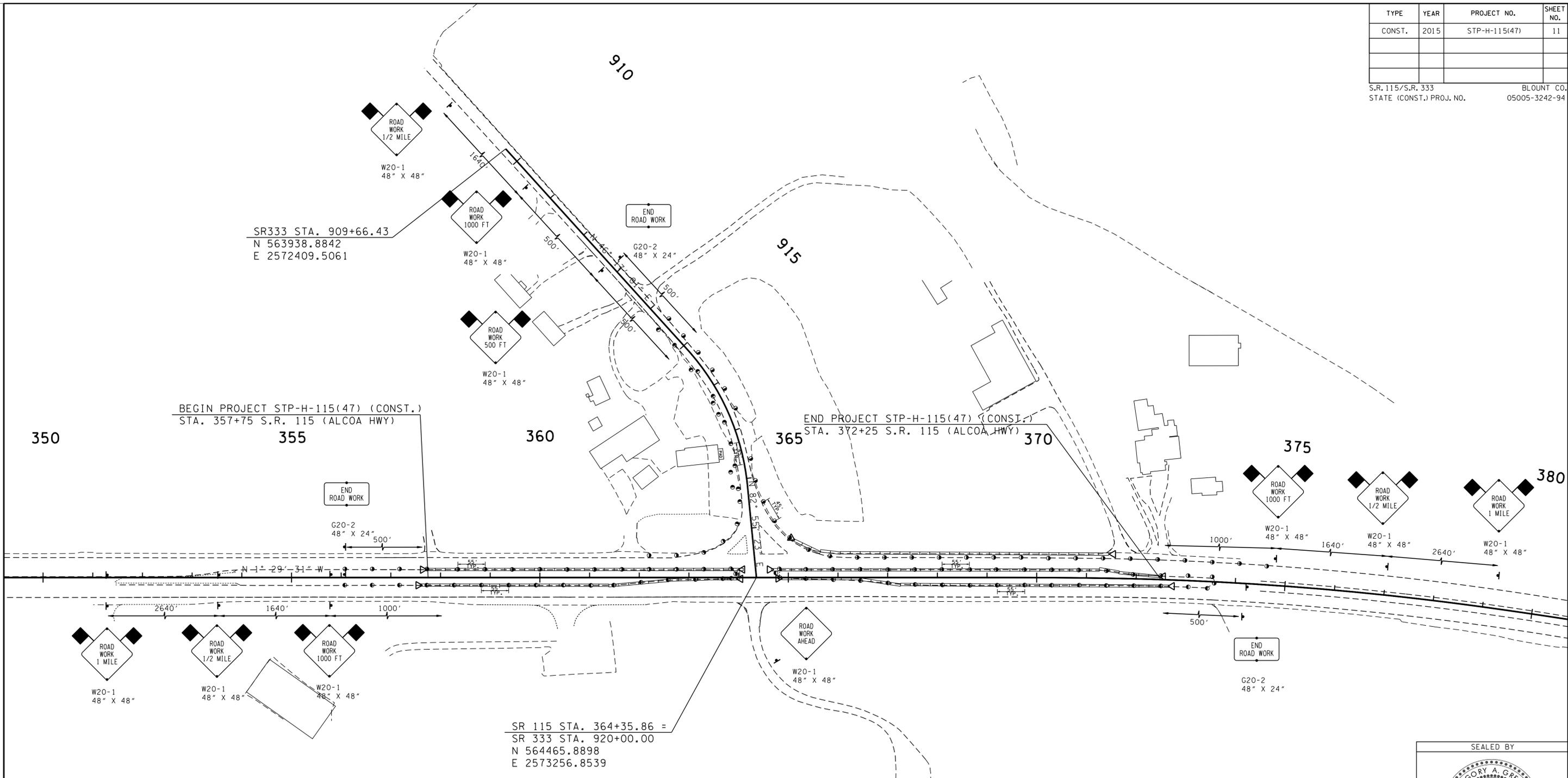


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN**  
ADVANCED WARNING SIGNS  
SCALE: 1"=200'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	11

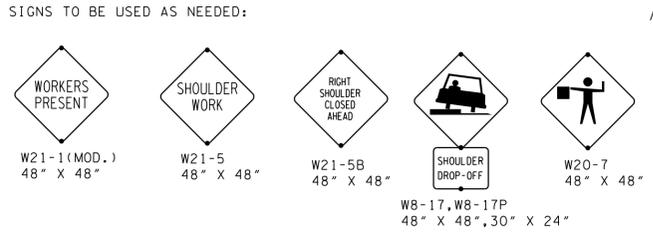
S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94



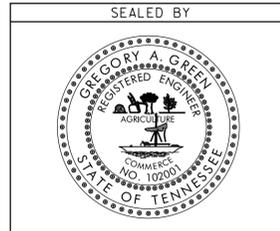
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	WARNING FLAGS (ON SIGN)
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR

PHASE I CONSTRUCTION NOTES:

1) ALL CONSTRUCTION TO BE PERFORMED OUTSIDE OF THE EXISTING ROADWAYS WHILE MAINTAINING TRAFFIC IN IT'S CURRENT LOCATION, INCLUDING PORTIONS OF ALCOA HIGHWAY THAT ARE IN THE EXISTING MEDIAN AND SHOULDER, AND SHOULDER WORK ALONG TOPSIDE ROAD.



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



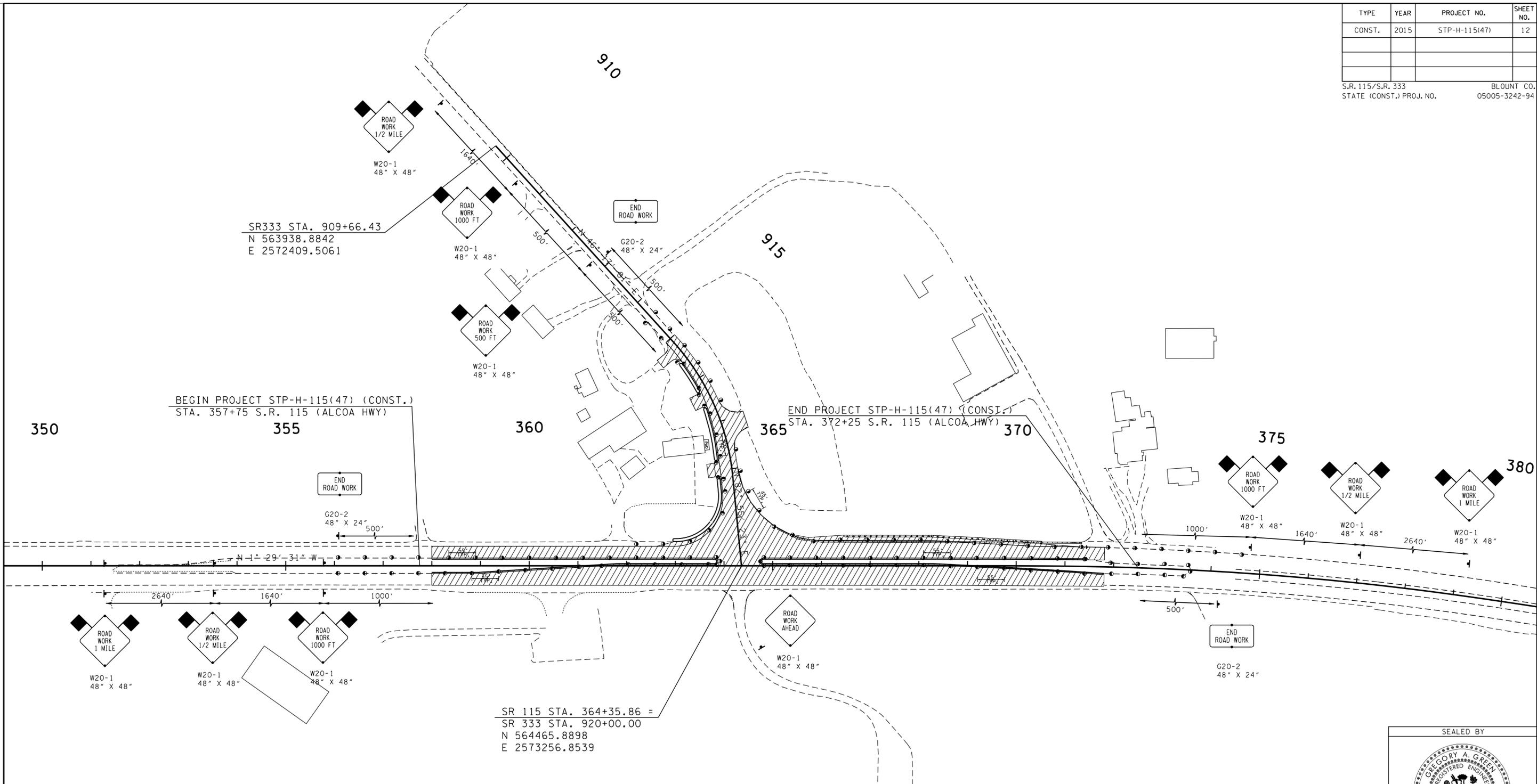
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN**  
**PHASE I**  
STA. 357+75 TO STA. 372+25  
SCALE: 1"=100'

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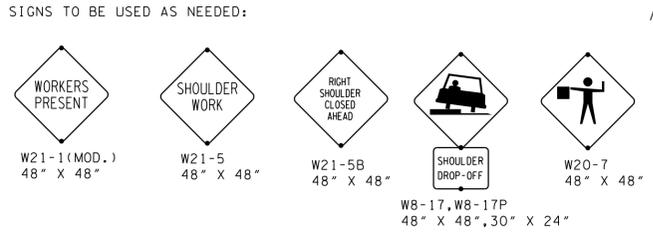
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	12

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

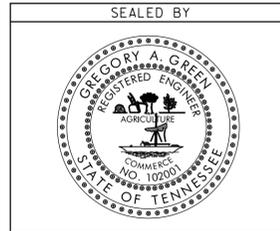


TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	WARNING FLAGS (ON SIGN)
	PORTABLE BARRIER RAIL

- PHASE II CONSTRUCTION SEQUENCING:
- 1) CONSTRUCT PORTIONS OF ALCOA HIGHWAY AND TOPSIDE ROAD THRU THE BINDER LAYER WHILE MINIMALLY IMPACTING EXISTING TRAFFIC FLOW.
  - 2) PLACE FINAL LAYER OF PAVEMENT AND PAVEMENT MARKINGS ACCORDING TO THE PAVEMENT MARKING PLANS.



**UNOFFICIAL SET  
NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL PLAN  
PHASE II**  
STA. 357+75 TO STA. 372+25  
SCALE: 1"=100'

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# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	13

S.R. 115/S.R. 333 BLOUNT CO.  
STATE (CONST.) PROJ. NO. 05005-3242-94

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
  - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES. SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

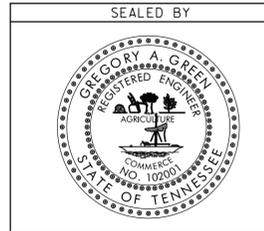
C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

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

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

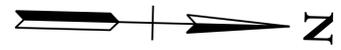
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

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NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

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



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	14
		S.R. 115/S.R. 333	BLOUNT CO.
		STATE (CONST.) PROJ. NO.	05005-3242-94

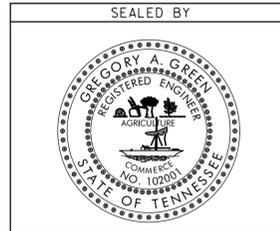
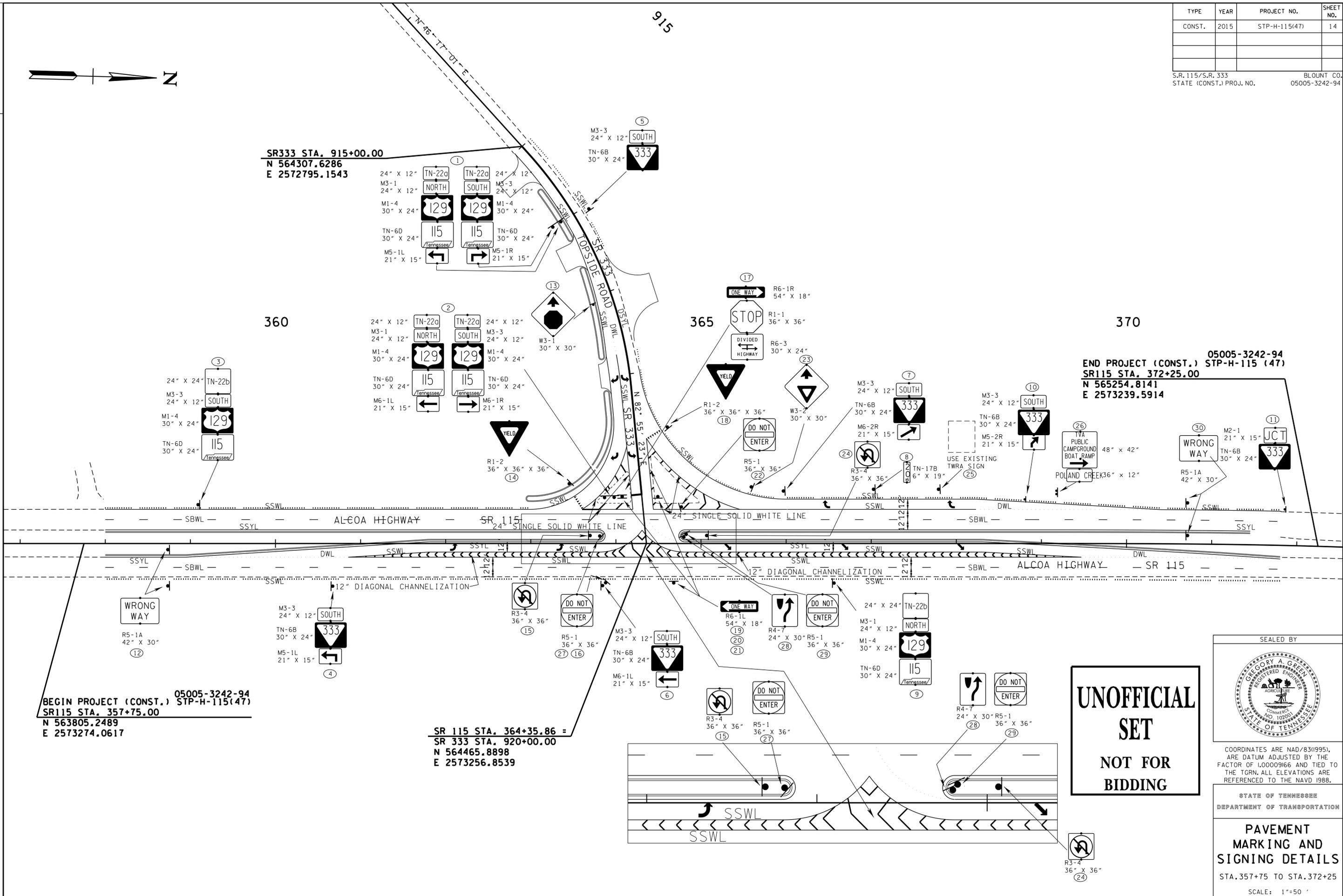
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**END PROJECT (CONST.) STP-H-115 (47)**  
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N 565254.8141  
E 2573239.5914

**BEGIN PROJECT (CONST.) 05005-3242-94**  
**SR115 STA. 357+75.00**  
N 563805.2489  
E 2573274.0617

**SR 115 STA. 364+35.86 =**  
**SR 333 STA. 920+00.00**  
N 564465.8898  
E 2573256.8539

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COORDINATES ARE NAD/83(1995),  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00009166 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PAVEMENT  
MARKING AND  
SIGNING DETAILS**  
STA. 357+75 TO STA. 372+25  
SCALE: 1"=50'

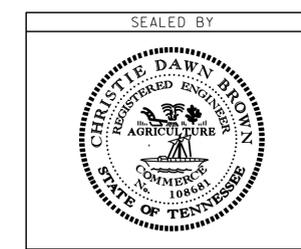
ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	15

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS											
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.													
1	TN-22a M3-1 M4-1 TN-6d M6-1	14	24"	12"									GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	3" x 4.83#/FT.	h <sub>1</sub> = 19'-3" h <sub>2</sub> = 19'-3"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	SEE STD. DWG. T-S-12											
2	TN-22a M3-1 M4-1 TN-6d M6-1	14	24"	12"									GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	3" x 4.83#/FT.	h <sub>1</sub> = 19'-3" h <sub>2</sub> = 19'-3"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	SEE STD. DWG. T-S-12											
3	TN-22b M3-3 M4-1 TN-6d	14	24"	24"									BLACK GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	3" x 4.83#/FT.	h = 18'-9"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	SEE STD. DWG. T-S-12											
4	M3-3 TN-6b M5-1	14	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 16'-9"				7'-0"	P5 REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A											
5	M3-3 TN-6b	14	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P3	h = 15'-3"				7'-0"												
6	M3-3 TN-6b M6-1	14	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 16'-9"				7'-0"	P5 REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A											
7	M3-3 TN-6b M6-2	14	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 16'-9"				7'-0"	P5 REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A											
8	TN-17b	14	6"	19"								WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUMINUM	P1	h = 10'-9"					4'-0"												
9	TN-22b M3-1 M4-1 TN-6d	14	24"	24"									BLACK GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	3" x 4.83#/FT.	h = 18'-6"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	SEE STD. DWG. T-S-12											

S.R. 115/S.R. 333 BLOUNT CO.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



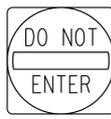
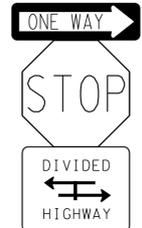
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SIGN  
SCHEDULE**

D:\04-AUG-2015 15:22 \\J00WF01.tdot.state.tn.us\0\Shared\SURVIDES\DESIGN\PROJECTS\BLOUNT SR 115 @ Topside Rd PIN 114052.00\Signing\Randy's Signing info\114052-00-SignSchedule.sht

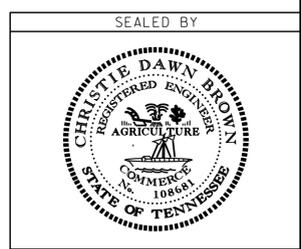
ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	15A

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS	
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.			
10	 M3-3 TN-6b M5-2	14	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 16'-9"				7'-0"	P5 REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A	
			30"	24"																			
			21"	15"																			
11	 M2-1 TN-6b	14	21"	15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P3	h = 15'-6"				7'-0"		
			30"	24"																			
12	 R5-1a	14	42"	30"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P3	h = 14'-6"				7'-0"	P5 REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A	
h = 14'-6"																							
h = 14'-6"																							
h = 14'-6"																							
14	 W3-1	14	30"	30"									BLACK RED (REF.)	YELLOW (REF.)	0.080" SHEET ALUMINUM	P3	h = 15'-6"				7'-0"		
15	 R3-4	14	36"	36"									BLACK RED (REF.)	WHITE (REF.)	0.100" SHEET ALUMINUM	P3	h = 15'-0"				7'-0"		
27																	h = 15'-0"						
16	 R1-2	14	36"	36"									WHITE (REF.) RED (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P2	h = 14'-6"				7'-0"		
19																	h = 14'-6"						
17	 R5-1	14	36"	36"									WHITE (REF.) RED (REF.)	WHITE (REF.)	0.100" SHEET ALUMINUM	2 1/2" Ø @ 3.35#/FT.	h = 12'-0"				7'-0"	2 1/2" Ø REQUIRES SLIP BASE ITEM NO. 713-11.23 SEE STD. DWG. T-S-23B	
23																	h = 12'-0"						
24																	h = 12'-0"						
29																	h = 12'-0"						
18	 R6-1 (RT) R1-1 R6-3a	14	54"	18"									BLACK WHITE (REF.)	WHITE (REF.)	0.100" SHEET ALUMINUM	3" □ @ 4.83#/FT.	h = 18'-0"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	REQUIRES SIGN STIFFENER SEE STD. DWG. T-S-10	
			36"	36"									WHITE (REF.)	RED (REF.)								SEE STD. DWG. T-S-12	
			30"	24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM								
20	 R6-1 (LT)	14	54"	18"									BLACK WHITE (REF.)	WHITE (REF.)	0.100" SHEET ALUMINUM	P2	h = 13'-6"				7'-0"	TO BE MOUNTED BACK TO BACK WITH R6-1 (RT) ON SIGN NO. 18	
21																	h = 13'-6"						
22																	h = 13'-6"						
25	 R4-7	14	24"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	2 1/2" Ø @ 3.35#/FT.	h = 11'-6"				7'-0"	2 1/2" Ø REQUIRES SLIP BASE ITEM NO. 713-11.23 SEE STD. DWG. T-S-23B	

S.R. 115/S.R. 333      BLOUNT CO.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



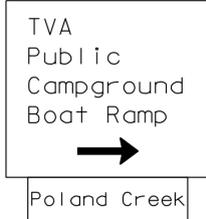
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SIGN  
SCHEDULE**

D:\04-AUG-2015 15:22 \\J00WF01.tdot.state.tn.us\0\Shared\SURVIDES\DESIGN\PROJECTS\BLOUNT SR I15 @ Topside Rd PIN 14052.00\Signing\Randy's Signing Info\14052-00-SignSchedule.sht

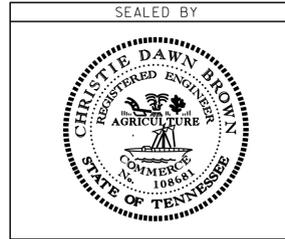
ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-H-115(47)	15B

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY			SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS	
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL			SERIES	COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.			REIN. STEEL LBS.
26		14	30"	30"								BLACK RED/ WHITE (REF.)	YELLOW (REF.)	0.080" SHEET ALUMINUM	P3	h = 15'-6"				7'-0"		
28		14	16"	20"											P2	h = 13'-9"				7'-0"	USE EXISTING SIGN FACE	
30		14	48"	42"	2 1/4"	3/4"	4"	3"		C	TYPE "A" EXT.	WHITE (REF.)	BROWN (REF.)	0.100" SHEET ALUMINUM	3" x 4.83# / FT.	h <sub>1</sub> = 16'-9" h <sub>2</sub> = 16'-9"	TYPE 4 D=1'-0"	0.12	24.9	7'-0"	SEE STD. DWG. T-S-12	

S.R. 115/S.R. 333 BLOUNT CO.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

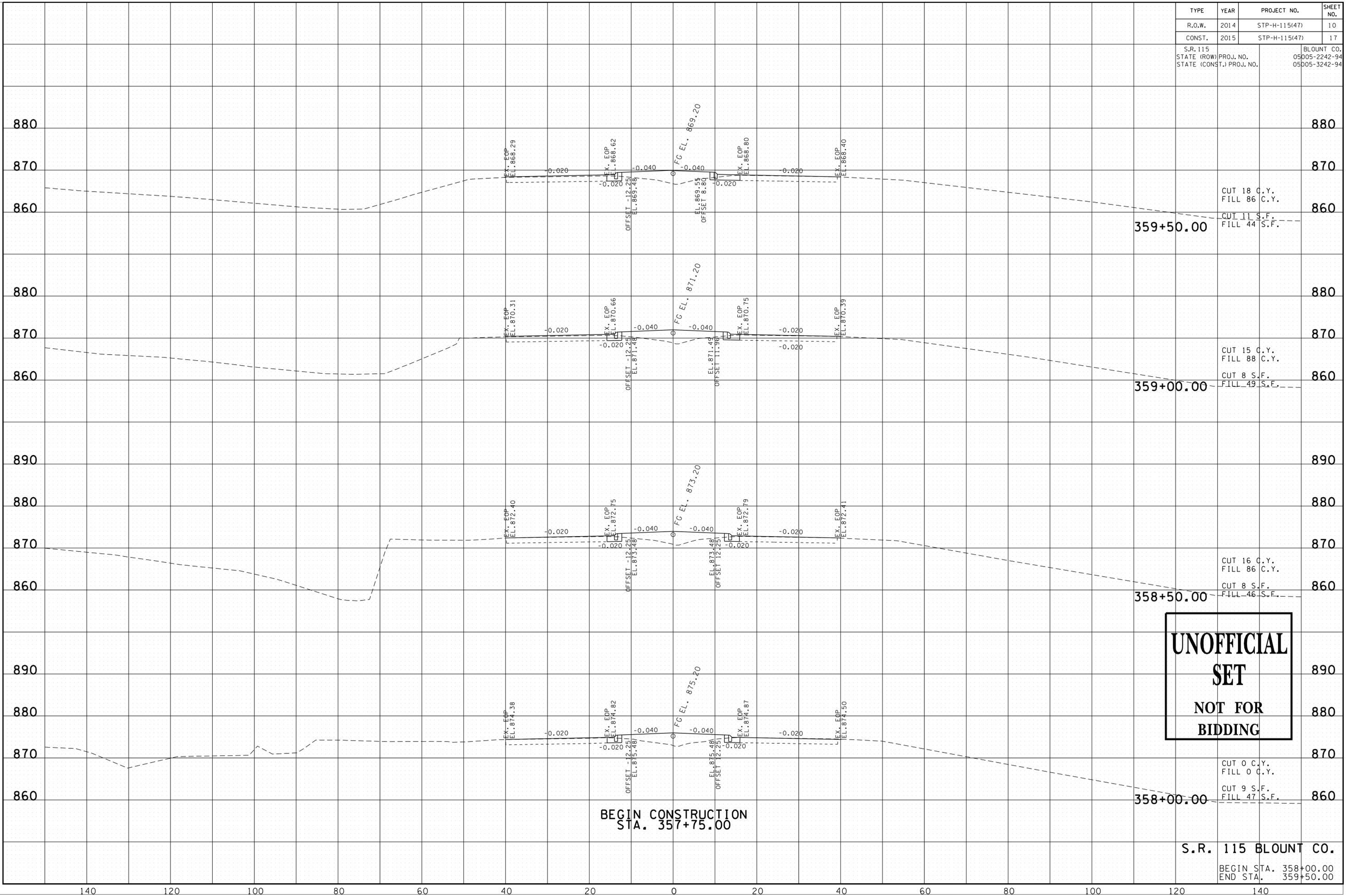
**SIGN  
SCHEDULE**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	10
CONST.	2015	STP-H-115(47)	17

S.R. 115  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

BLOUNT CO.  
05005-2242-94  
05005-3242-94



BEGIN CONSTRUCTION  
STA. 357+75.00

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

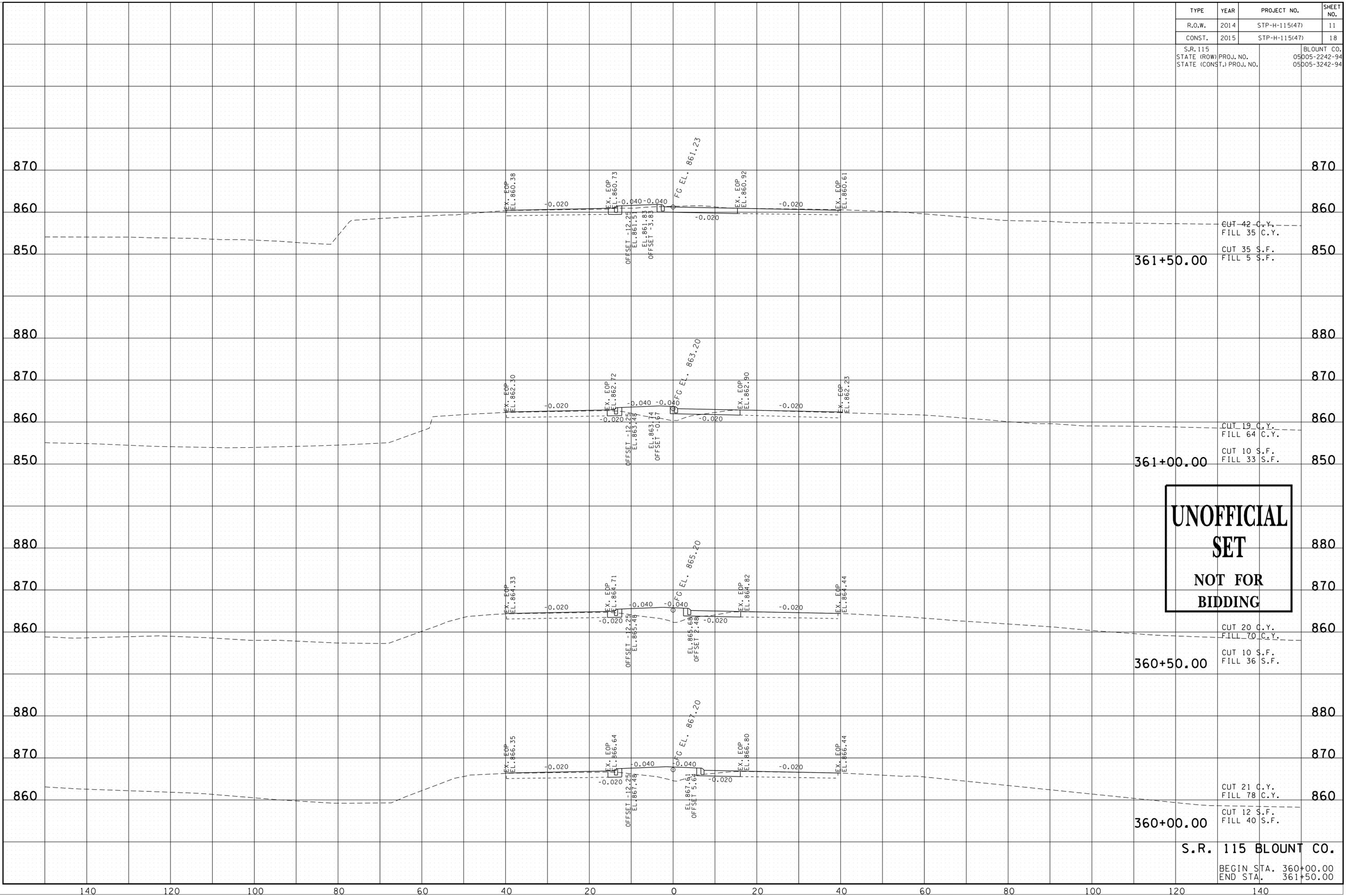
S.R. 115 BLOUNT CO.

BEGIN STA. 358+00.00  
END STA. 359+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	11
CONST.	2015	STP-H-115(47)	18

S.R. 115  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94  
BLOUNT CO.  
05005-2242-94  
05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

**S.R. 115 BLOUNT CO.**  
BEGIN STA. 360+00.00  
END STA. 361+50.00

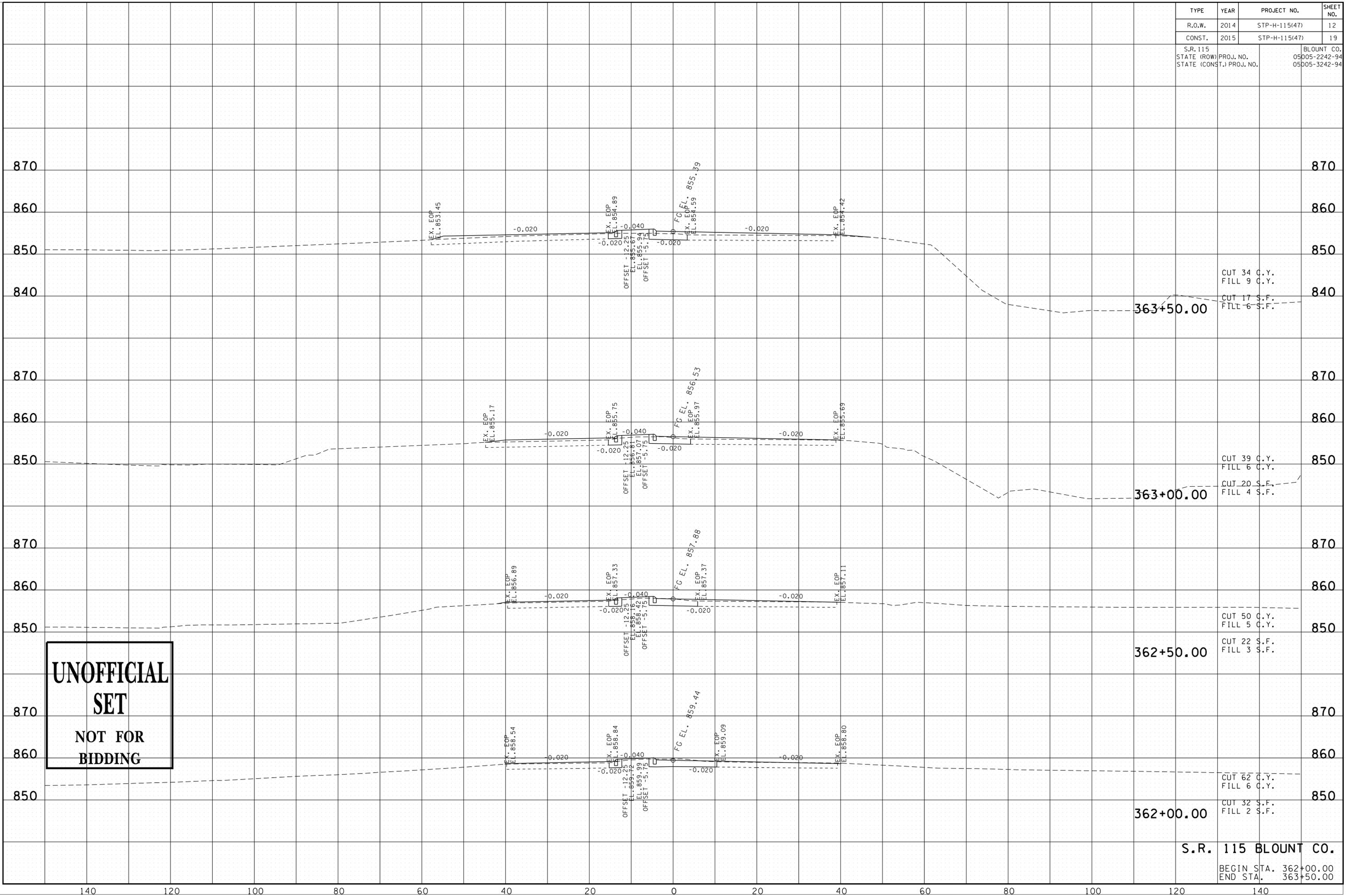
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	12
CONST.	2015	STP-H-115(47)	19

S.R. 115  
STATE (ROW)  
STATE (CONST.)

PROJ. NO.  
PROJ. NO.

BLOUNT CO.  
05005-2242-94  
05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

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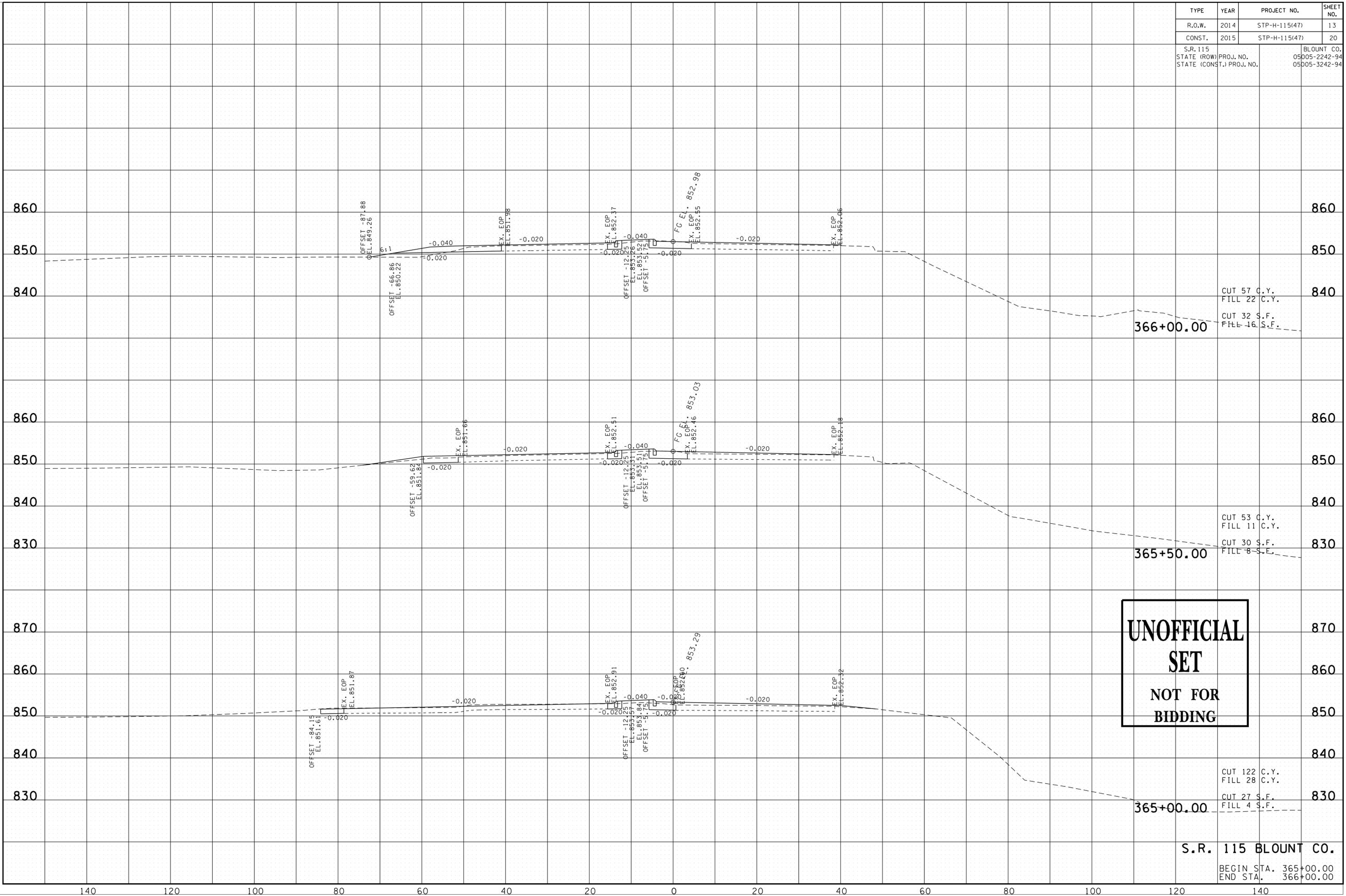
**S.R. 115 BLOUNT CO.**  
BEGIN STA. 362+00.00  
END STA. 363+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	13
CONST.	2015	STP-H-115(47)	20

S.R. 115  
STATE (ROW)  
STATE (CONST.)

PROJ. NO.  
PROJ. NO.

BLOUNT CO.  
05005-2242-94  
05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

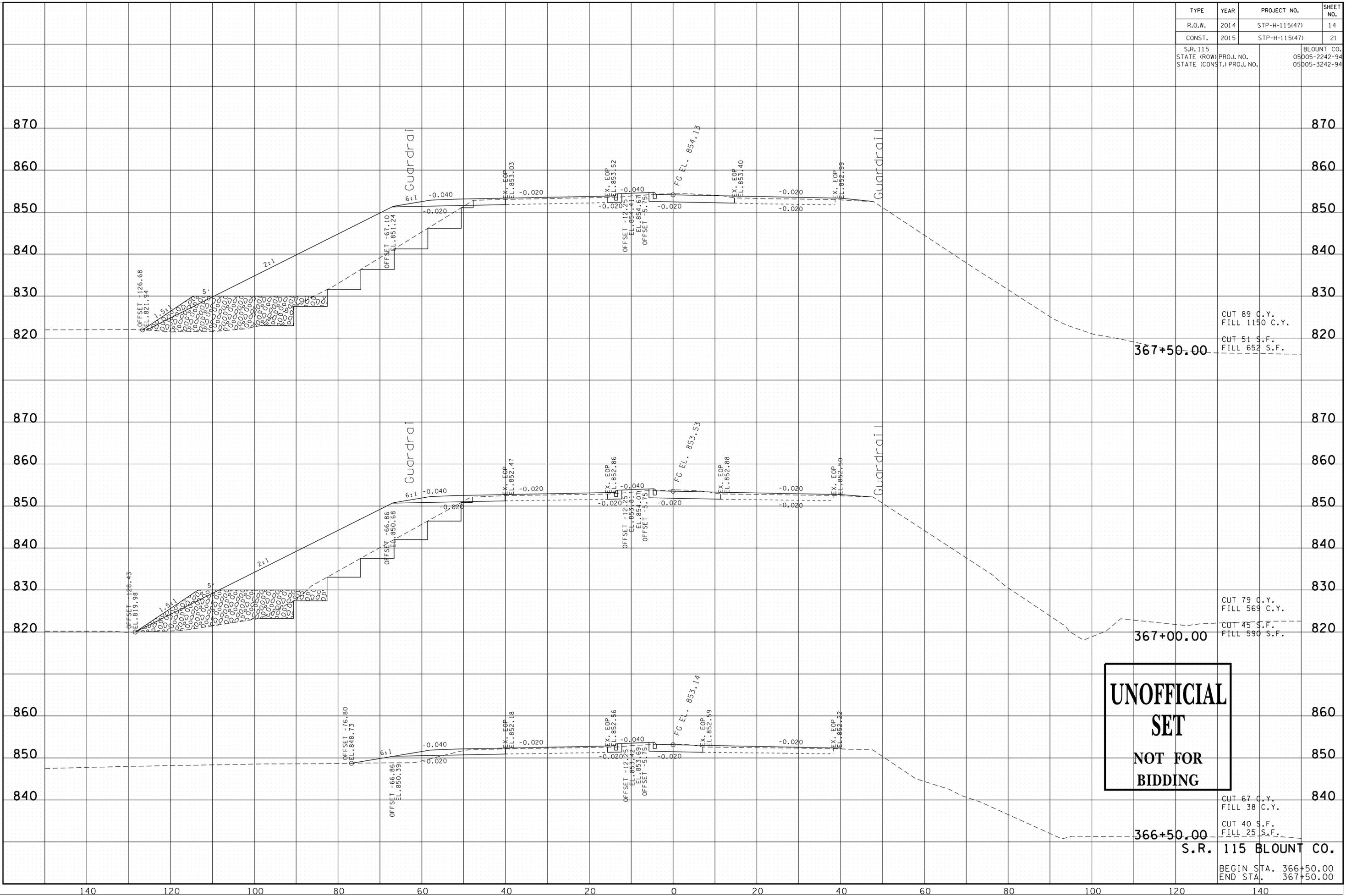
**S.R. 115 BLOUNT CO.**  
BEGIN STA. 365+00.00  
END STA. 366+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	14
CONST.	2015	STP-H-115(47)	21

S.R. 115  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94

BLOUNT CO.  
05005-2242-94  
05005-3242-94



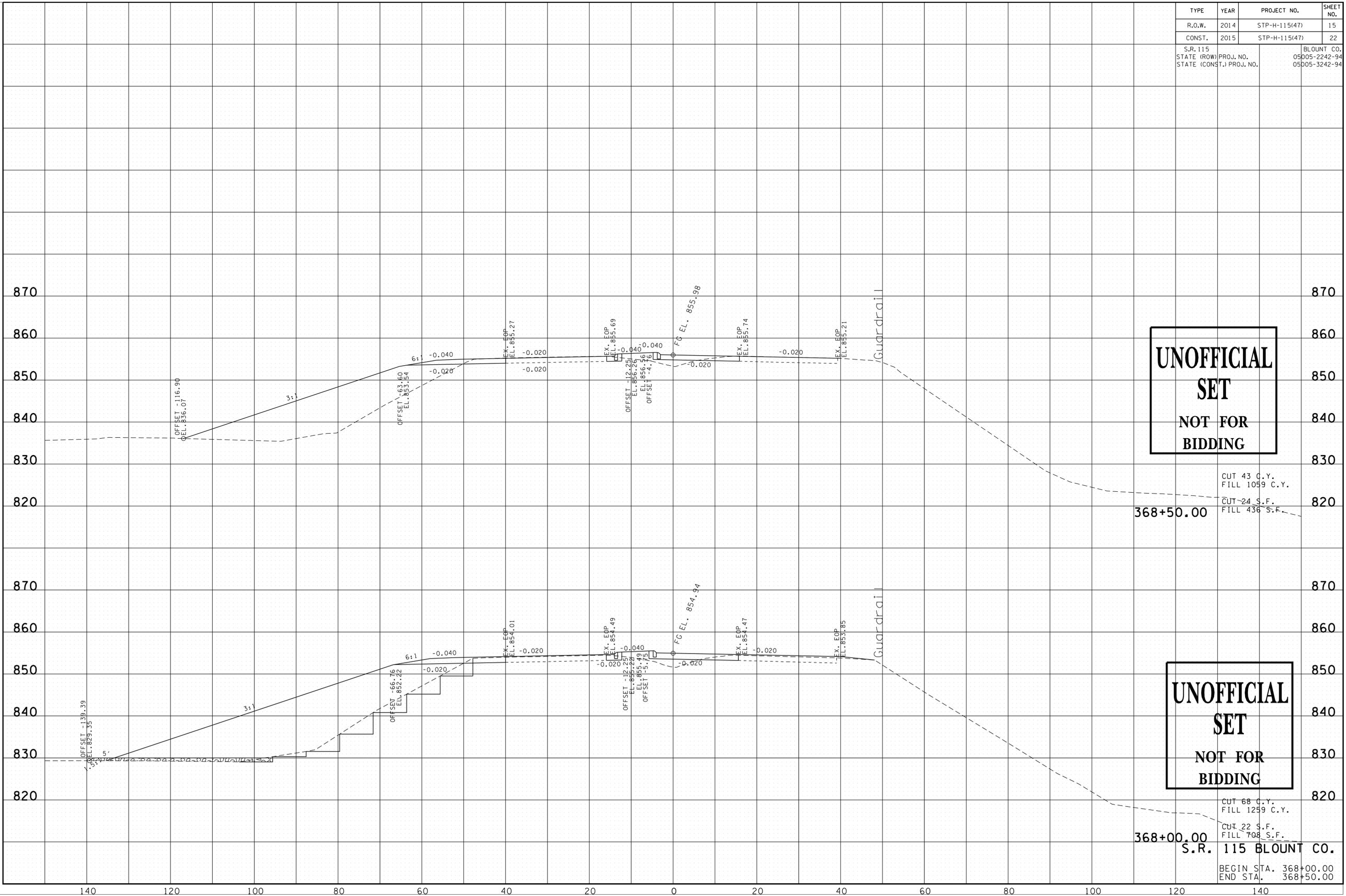
**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

**S.R. 115 BLOUNT CO.**  
 BEGIN STA. 366+50.00  
 END STA. 367+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	15
CONST.	2015	STP-H-115(47)	22

S.R. 115  
STATE (ROW) PROJ. NO. 05005-2242-94  
STATE (CONST.) PROJ. NO. 05005-3242-94  
BLOUNT CO.  
05005-2242-94  
05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

CUT 43 C.Y.  
FILL 1059 C.Y.  
CUT 24 S.F.  
FILL 436 S.F.

368+50.00

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

CUT 68 C.Y.  
FILL 1259 C.Y.  
CUT 22 S.F.  
FILL 708 S.F.

368+00.00

**S.R. 115 BLOUNT CO.**

BEGIN STA. 368+00.00  
END STA. 368+50.00

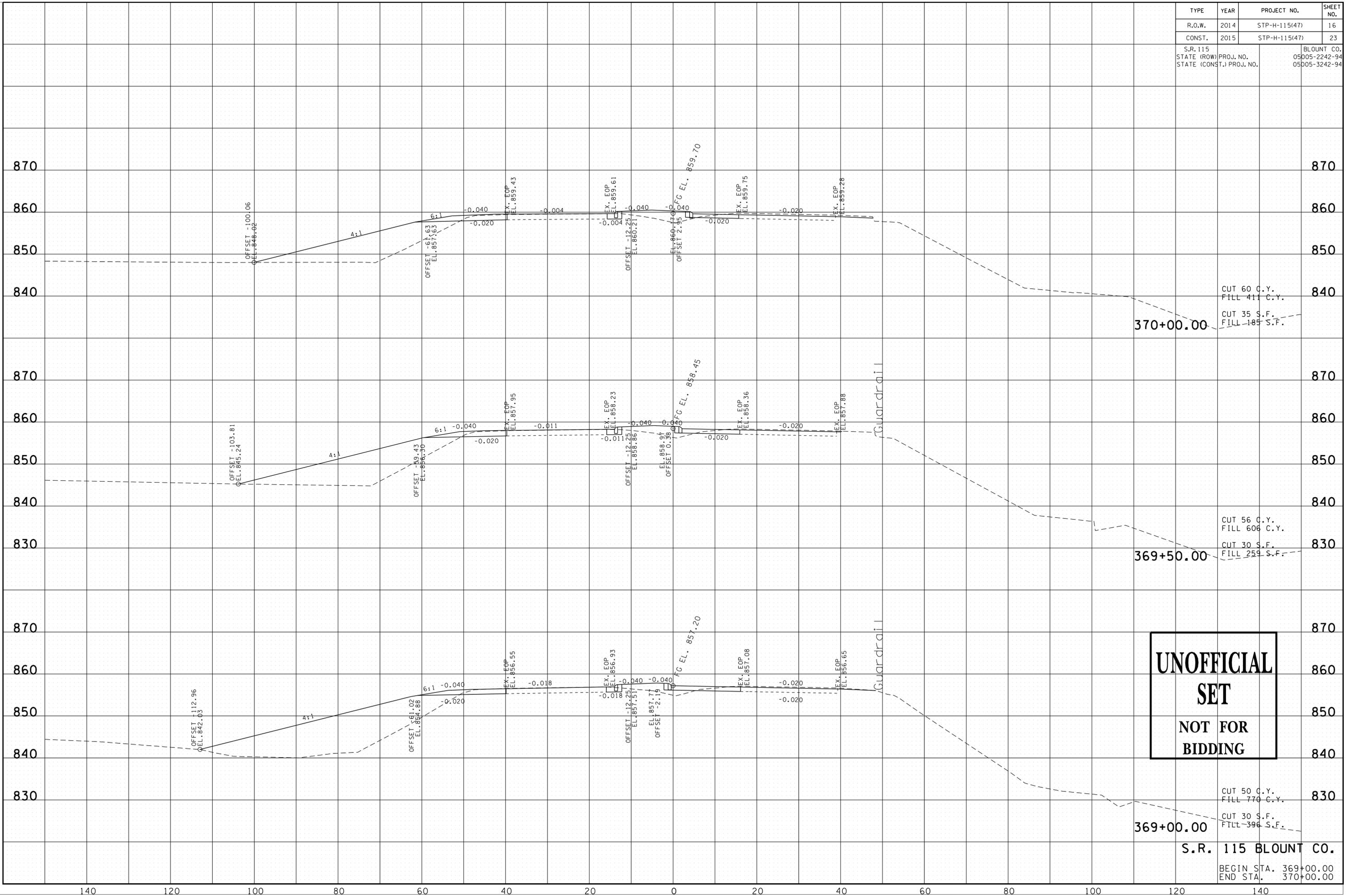
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	16
CONST.	2015	STP-H-115(47)	23

S.R. 115  
STATE (ROW)  
STATE (CONST.)

PROJ. NO.  
PROJ. NO.

BLOUNT CO.  
05005-2242-94  
05005-3242-94



CUT 60 C.Y.  
FILL 411 C.Y.  
CUT 35 S.F.  
FILL 185 S.F.

CUT 56 C.Y.  
FILL 606 C.Y.  
CUT 30 S.F.  
FILL 259 S.F.

CUT 50 C.Y.  
FILL 770 C.Y.  
CUT 30 S.F.  
FILL 396 S.F.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

**S.R. 115 BLOUNT CO.**

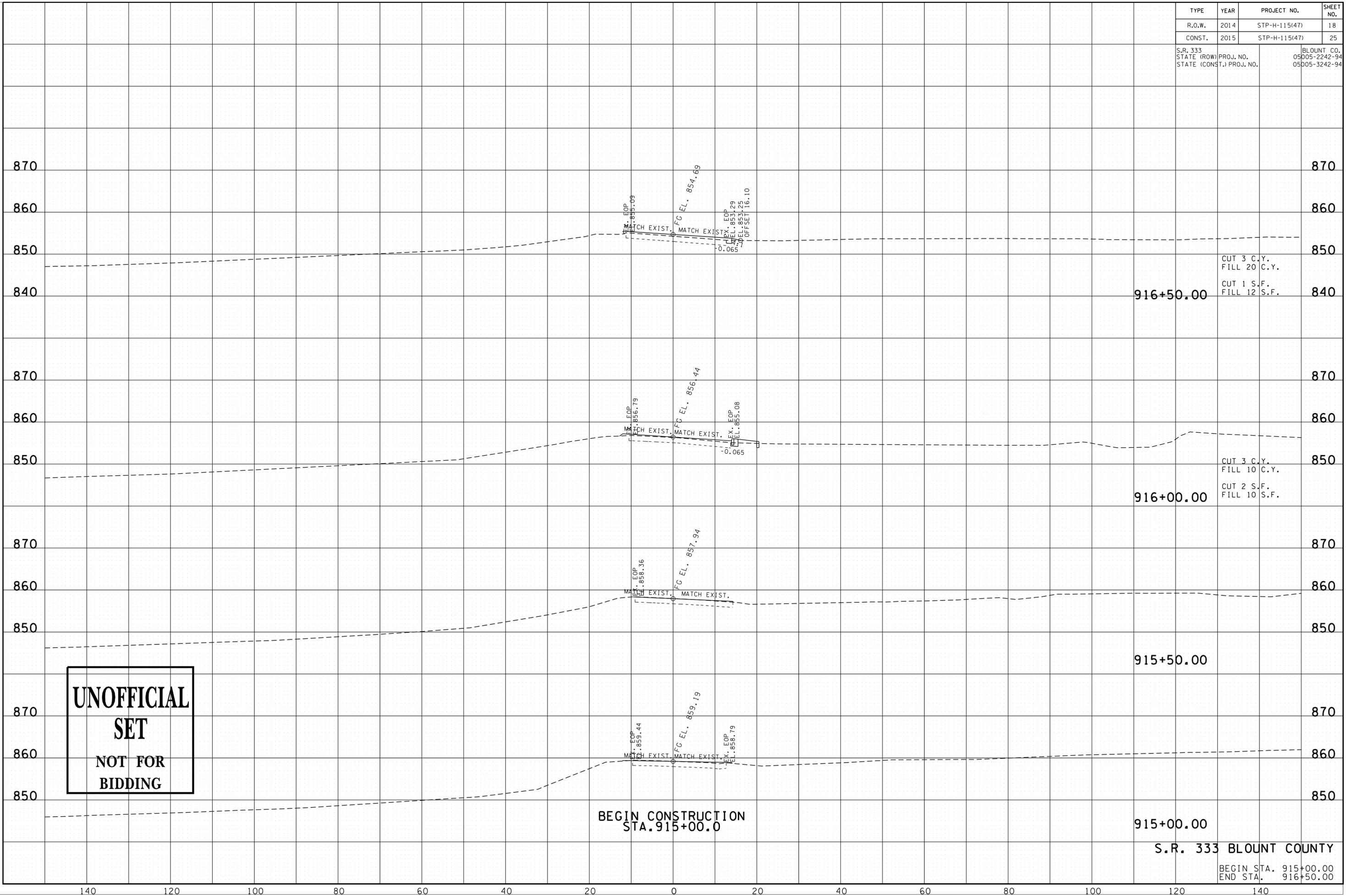
BEGIN STA. 369+00.00  
END STA. 370+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	18
CONST.	2015	STP-H-115(47)	25

S.R. 333 STATE (ROW) PROJ. NO. 05005-2242-94 BLOUNT CO. STATE (CONST.) PROJ. NO. 05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

**BEGIN CONSTRUCTION  
STA. 915+00.0**

**915+00.00**

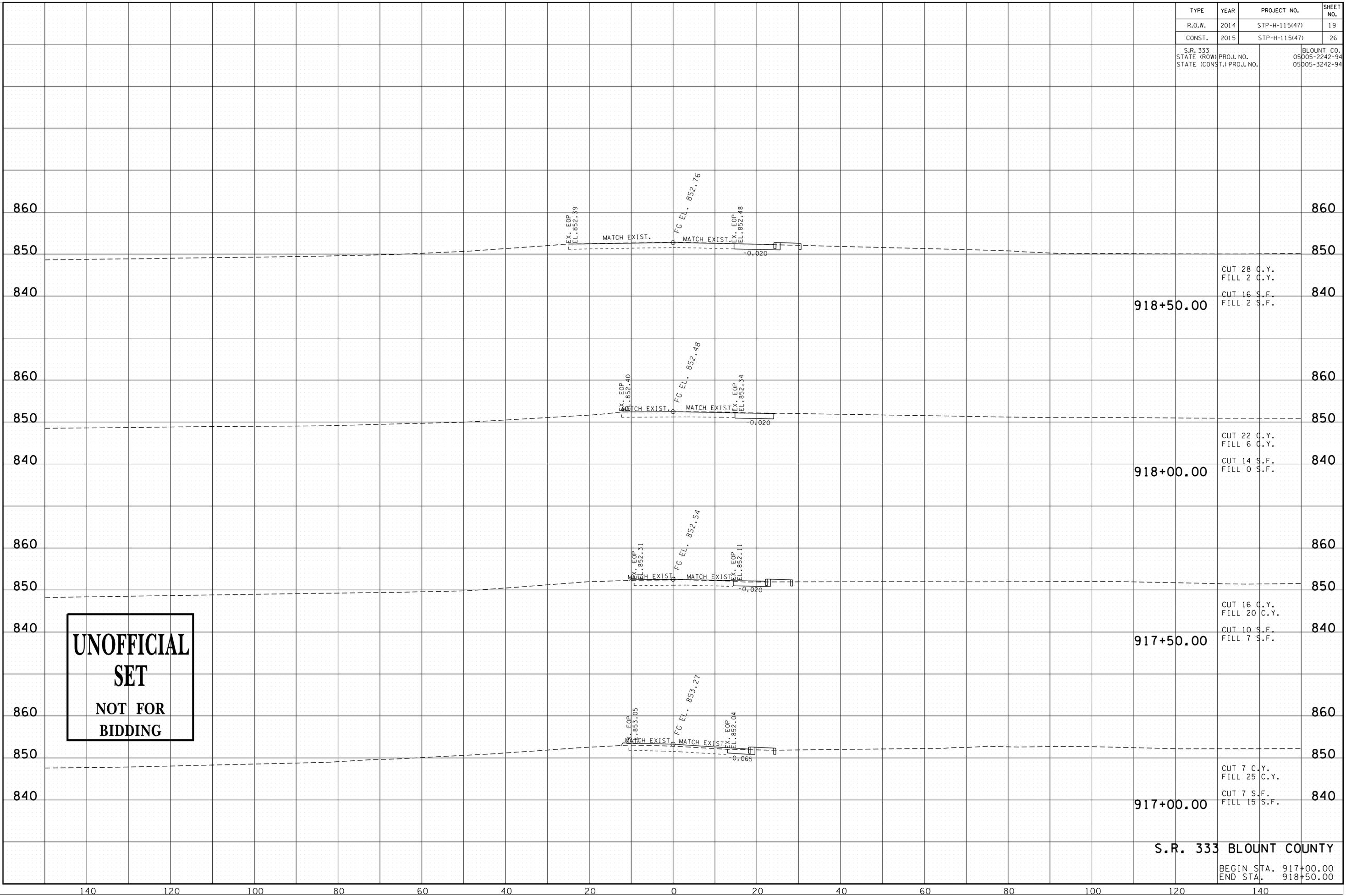
**S.R. 333 BLOUNT COUNTY**

BEGIN STA. 915+00.00  
END STA. 916+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	19
CONST.	2015	STP-H-115(47)	26

S.R. 333 STATE (ROW) PROJ. NO. 05005-2242-94  
 STATE (CONST.) PROJ. NO. 05005-3242-94  
 BLOUNT CO. 05005-2242-94  
 05005-3242-94



**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

**S.R. 333 BLOUNT COUNTY**

BEGIN STA. 917+00.00  
 END STA. 918+50.00

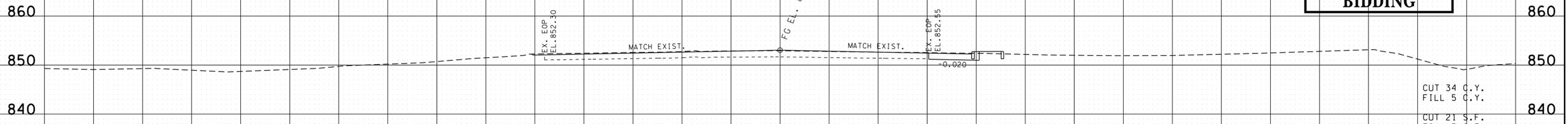
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	STP-H-115(47)	20
CONST.	2015	STP-H-115(47)	27

S.R. 333 STATE (ROW) PROJ. NO. 05005-2242-94  
 STATE (CONST.) PROJ. NO. 05005-3242-94  
 BLOUNT CO. 05005-2242-94  
 05005-3242-94

**UNOFFICIAL  
 SET  
 NOT FOR  
 BIDDING**

END CONSTRUCTION  
 STA. 920+00.0



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