Index Of Sheets

SEE SHEET IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

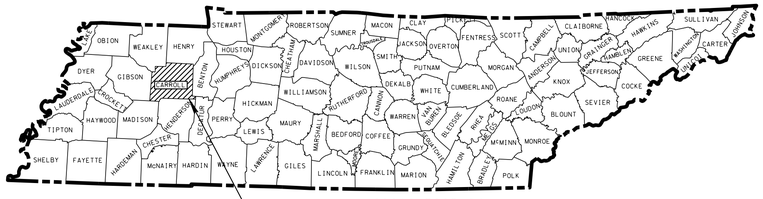
TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	STP/NH-SIP-76(79)	
STATE PROJ. NO.	09010-3205-94	

CARROLL COUNTY

S.R. 76: INTERSECTION @ HOSPITAL DR. @ L.M. 17.05 IN MCKENZIE

CONSTRUCTION

STATE HIGHWAY NO. 76 F.A.H.S. NO. 79



NO EXCLUSIONS
NO EQUATIONS

09010-3205-94
BEGIN PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 52+50.00
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E 1232267.6866

09010-3205-94
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STA. 64+50.00
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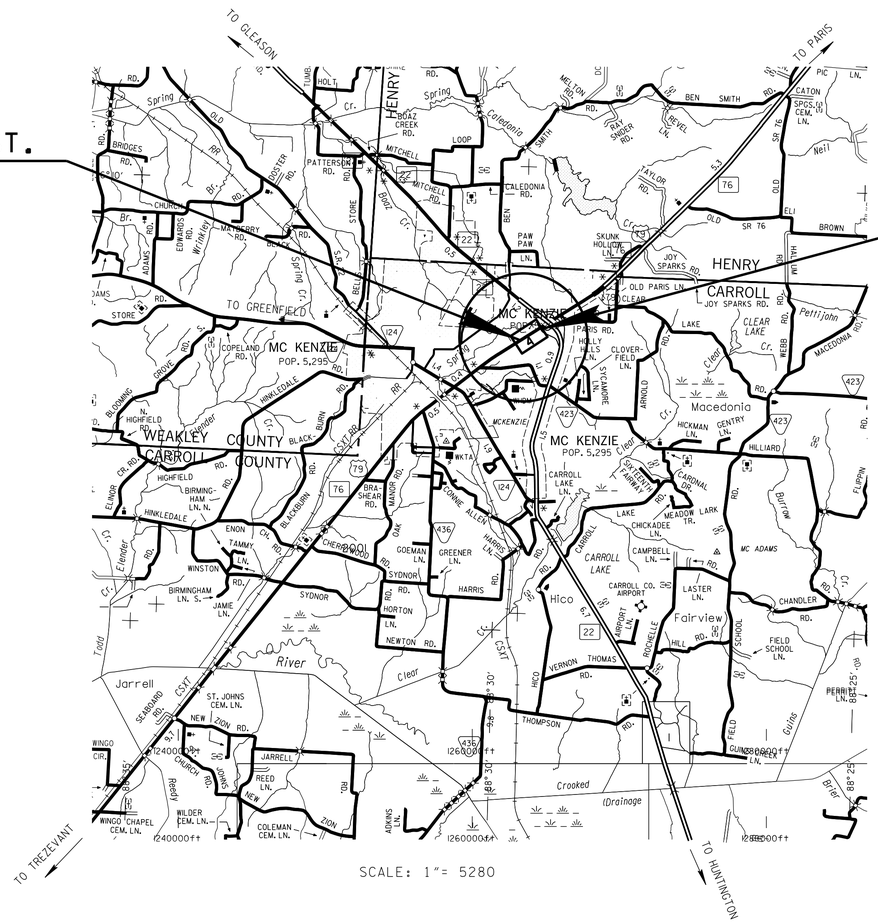
E 1233285.9949



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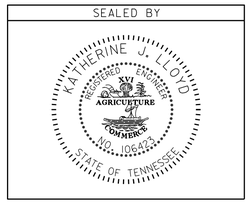

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 ROBERT BRAUN, P.E.

DESIGNER CINDY WILLIAMS CHECKED BY DONNIE SIRICHANTO

P.E. NO. 09010-1205-94 (DESIGN/CONST.)

PIN NO. 117281.00

ROADWAY LENGTH	0.227 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.227 MILES

TRAFFIC DATA	
ADT (2014)	7,950
ADT (2034)	9,550
DHV (2034)	946
D	60 - 40
T (ADT)	7 %
T (DHV)	5 %
V	45 MPH

SURVEY 04/23/2013

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	1A

INDEX

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STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-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
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-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-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 FOR CONCRETE PIPE INSTALLATION
D-PE-1	02-12-76	TYPE "A" CONCRETE ENDWALL 2:1 SLOPE, 36" TO 78"
D-PE-4	01-15-13	STRAIGHT CONCRETE ENDWALL
D-PE-18A	06-14-13	18" CONCRETE ENDWALL CROSS DRAIN
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-48A	06-14-13	48" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PE-48B		48" CONCRETE ENDWALL CROSS DRAIN WITH STEEL PIPE GRATE
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-SEW-1A	06-14-13	SIDE DRAIN CONCRETE ENDWALL WITH STEEL PIPE GRATE

ROADWAY AND PAVEMENT APPURTENANCES

DWG. NO	REV.	DESCRIPTION
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS

SAFETY APPURTENANCES AND FENCE

DWG. NO	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-2		TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-RP-2	01-19-99	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-15A	11-01-11	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	02-14-14	END OF ROADWAY AND DEAD END SIGNS, METAL BARRICADES (TYPE III) & WORK ZONE SPEED SIGNS
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-11	08-01-12	CULVERT PROTECTION TYPE 1
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-37	08-01-12	SEDIMENT TUBE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHS001	ENVIRONMENTAL DIVISION:HISTORIC PRESERVATION	TDOT HISTORIANS IDENTIFIED A TENNESSEE HISTORICAL COMMISSION (THC) HISTORICAL MARKER FOR THE WEBB SCHOOL AND A BLUE STAR MEMORIAL HIGHWAY MARKER ON THE NORTHEAST QUANDRANT OF THE INTERSECTION. THE FOLLOWING NOTE HAS BEEN ADDED TO THE PLANS: IF THE HISTORICAL MARKERS WILL BE AFFECTED, THEY MUST BE PROPERLY STORED AND REPLACED AT THE COMPLETION OF THE PROJECT. QUESTIONS ABOUT THE REMOVAL AND REPLACEMENT OF THE HISTORICAL MARKERS, SHOULD CONTACT: MS. LINDA WINN OF THE THC AT (615) 532-1550, EXT. 102.	HISTORICAL MARKERS LT. STA. 61+90.00± AND LT STA. 63+85.00± S.R. 76.

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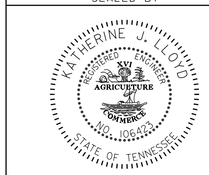

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
9,10	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	3543
	203-06	WATER	M.G.	16
	209-05	SEDIMENT REMOVAL	C.Y.	24
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1500
1	209-08.07	ROCK CHECK DAM	EACH	1
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3
	209-09.40	CURB INLET PROTECTION (TYPE 1)	EACH	2
	209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	3
5	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2118
1,2	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	100
13	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	352
6	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	197
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	6
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
7	411-01.10	ACS MIX(PG64-22) GRADING D	TON	690
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.24
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	7640
	607-03.30	18" PIPE CULVERT	L.F.	127
	607-10.30	54" PIPE CULVERT	L.F.	20
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	34
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	16
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	250
	611-07.56	18IN ENDWALL (CROSS DRAIN) 6:1	EACH	2
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	6
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	273
	705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EACH	1
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	1
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	15
1,8	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	200
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	187
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	104
2	712-05.01	WARNING LIGHTS (TYPE A)	EACH	3
	712-06	SIGNS (CONSTRUCTION)	S.F.	273
	712-08.03	ARROW BOARD (TYPE C)	EACH	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	713-11.01	"U" SECTION STEEL POSTS	LB.	188
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	96
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	38
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	19
11	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
12	716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH	15
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	86
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	28
4	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	22
4	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	12
4	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	10
4	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	15
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3560
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	960
4	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	1.28
	717-01	MOBILIZATION	LS	1
1,3	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	538
1	740-11.01	TEMPORARY SEDIMENT TUBE 8IN (EROSION CONTROL)	L.F.	200
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	26
	801-03	WATER (SEEDING & SODDING)	M.G.	31
2	803-01	SODDING (NEW SOD)	S.Y.	2907
1	805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.	2907

FOOTNOTES

1. SEE SUBSECTION 209.07 OF THE STD. SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

2. ALL QUANTITIES ARE TO BE USED WHERE DIRECTED BY THE ENGINEER.

3. INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 366 S.Y. FOR CULVERT PROTECTION (TYPE 2).

4. THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME PRICE BID FOR THERMOPLASTIC.

5. INCLUDES 768 TONS FOR FULL DEPTH PAVEMENT(S.R. 76), 78 TONS FOR FULL DEPTH (HOSPITAL DRIVE), 1135 TONS FOR RESURFACING, AND 137 TONS FOR PVT. DRS.

6. INCLUDES 141 TONS FOR FULL DEPTH PAVEMENT(S.R. 76), 39 TONS FOR FULL DEPTH PAVEMENT(HOSPITAL DRIVE), AND 17

7. INCLUDES 160 TONS FOR FULL DEPTH PAVEMENT(S.R. 76), 23 TONS FOR FULL DEPTH PAVEMENT (HOSPITAL DRIVE), 467 TONS FOR RESURFACING AND 40 TONS FOR PVT. DRS.

8. INCLUDES 100 TONS FOR TEMPORARY CONSTRUCTION EXITS AND 100 TONS TO BE USED WHERE DIRECTED BY THE ENGINEER.

9. INCLUDES 14 C.Y. FOR TEMPORARY CONSTRUCTION EXITS.

10. REFER TO SPECIAL GRADING NOTES ON SHT. 2D.

11. REMOVE SIGN & SUPPORT (NO FOOTINGS ON THESE SIGNS) ON APPROXIMATELY EIGHT (8) SIGNS WITHIN THE GRADING LIMITS OR AS DIRECTED BY THE ENGINEER.

12. ALL RAISED PAVEMENT MARKERS SHALL BE REMOVED BEFORE PLACEMENT OF THE FINAL PAVEMENT SURFACE. THE COST OF OF REMOVAL SHALL BE INCLUDED IN THE PRICE BID FOR RAISED PAVEMENT MARKERS.

13. INCLUDES 60 TONS FOR FULL DEPTH PAVEMENT(HOSPITAL DRIVE).

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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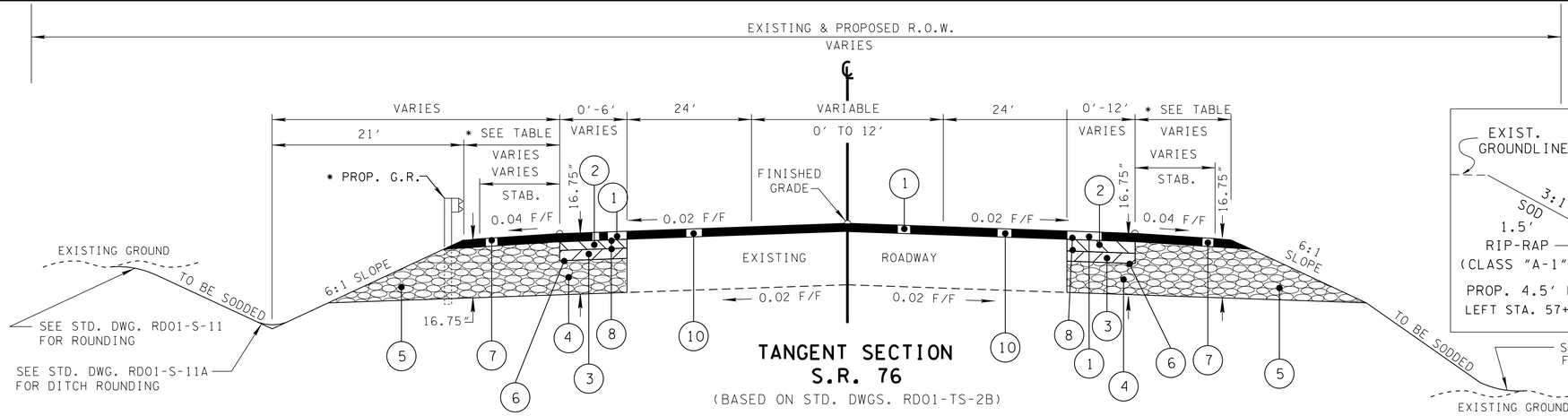
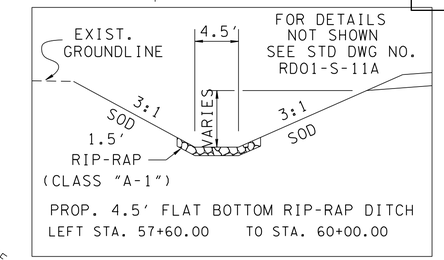
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	2
CONST.	2014	STP/NH-SIP-76(79)	2A



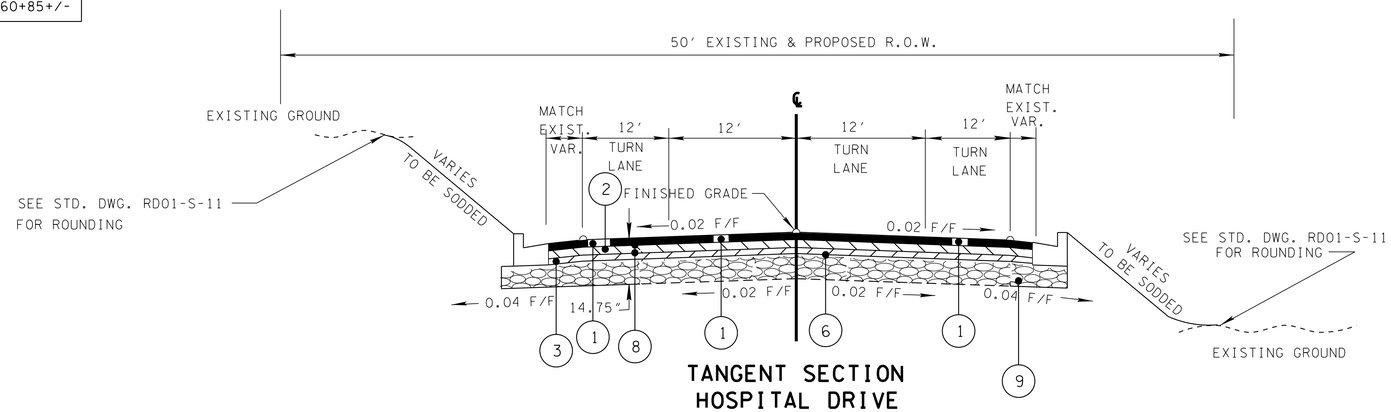
TANGENT SECTION
S.R. 76

(BASED ON STD. DWGS. RD01-TS-2B)

STA. 52+50.00 TO STA. 64+50.00



* PROP. GUARDRAIL
LT. STA.57+65+/- TO LT. STA.60+85+/-



TANGENT SECTION
HOSPITAL DRIVE

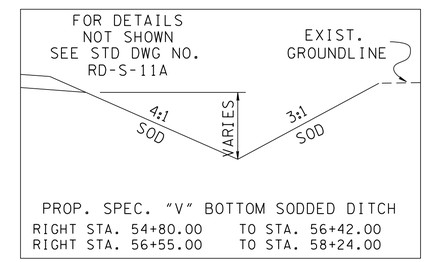
(BASED ON STD. DWG. RD01-TS-1)

STA. 20+30.00 TO STA. 20+70.00
* STA. 20+70.00 TO STA. 21+30.00

* TO BE OVERLAYED

TYPICAL SECTION DATA *

STATION	SHLD. LEFT	SHLD. RIGHT
STA. 52+50.00 TO STA. 58+50.00	2'	2'
STA. 58+50.00 TO STA. 59+50.00	2'-10'	HOSPITAL DR.
STA. 59+50.00 TO STA. 61+00.00	2'-10'	2'-10'
STA. 61+00.00 TO STA. 64+50.00	10'	10'

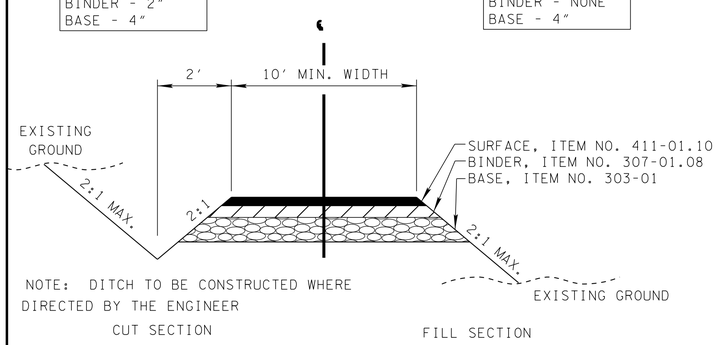


BUSINESS

SURFACE - 1¼"
BINDER - 2"
BASE - 4"

FIELD OR RESIDENTIAL

SURFACE - 1½"
BINDER - NONE
BASE - 4"



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

PROPOSED PAVEMENT SCHEDULE

(1) SURFACE @ 1.25" THICK (APPROX.132.5± LBS./S.Y.) 411-01.10 ASPHALTIC CONCRETE SURFACE MIX (PG64-22) GRADING "D"	(6) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT @ 0.35 GAL/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 12 LBS/S.Y.
(2) BINDER @ 2.00" THICK (APPROX. 226± LBS/S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	(7) SURFACE @ 1.50" THICK (APPROX. 159± LBS./S.Y.) 411-01.10 ASPHALTIC CONCRETE SURFACE MIX (PG64-22) GRADING "D"
(3) BLACK BASE @ 3.50" THICK (APPROX.402.5± LBS./S.Y.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A"	(8) TACK COAT (0.07 GAL/SQ YD.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT
(4) MINERAL AGGREGATE @ 10" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(9) MINERAL AGGREGATE @ 8.00" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"
(5) MINERAL AGGREGATE @ 15.25" THICK (SHOULDERS) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(10) COLD PLANING BITUMINOUS PAVEMENT @ 1.25" THICK 415-01.02 COLD PLANING BITUMINOUS PAVEMENT

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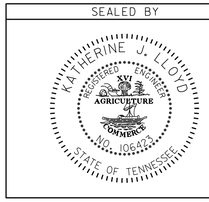

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE (NTS)

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2B

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

GUARDRAIL

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

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

DRAINAGE

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

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

(3) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(4) 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.

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

UTILITIES (SEE SHEET 3)

MISCELLANEOUS

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

(2) 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

RIGHT-OF-WAY (SEE SHEET 3)

PAVEMENT MARKING

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

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

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

FINAL PAVEMENT MARKING IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

(4) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVING

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

(2) 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.

SIGNING

(1) 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.

(2) 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.

(3) 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.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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.

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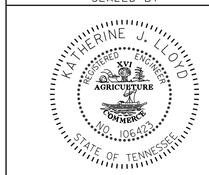

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2C

GENERAL NOTES (CONT.)

EROSION PREVENTION AND SEDIMENT CONTROL (CONT.)

DISTURBED AREA (CONT.)

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

SEDIMENT CONTROL

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

(8) 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.

(9) 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.

(10) 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.

(11) 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.

(12) 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.

(13) 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.

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

STREAM/WETLAND

(15) 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.

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

(17) 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.

(18) 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.

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

(20) 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.

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

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

INSPECTION, MAINTENANCE, REPAIR

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

(24) 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.

(25) 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.

(26) 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.

(27) 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.

(28) 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.

(29) 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.

(30) 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

(31) 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

(32) 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.

(33) 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.

(34) 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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2D

GENERAL NOTES (CONT.)

EROSION PREVENTION AND SEDIMENT CONTROL

SWPPP, PERMITS, PLANS, RECORDS (CONT.)

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

(36) 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.

(37) 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.

(38) 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.

(39) 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.

(40) 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

(41) 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.

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

SPECIAL NOTES

GRADING

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

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

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

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

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

HISTORICAL

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

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

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

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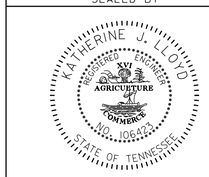

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
AND
SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2E

CROSS DRAIN TABULATION

LOCATION	STATION	RCP CLASS III OR CMP 10 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 16 FT.						SKEW	END TREATMENT							REMARKS
									INLET		OUTLET		CLASS A CONC. 611-07.01	REINF. STEEL 611-07.02	18 IN. ENDWALL 611-07.56	
		18"	24"	30"	36"	48"	54"		TYPE	DRAWING NO.	TYPE	DRAWING NO.				
HOSPITAL DR.	20+60.96	110						93	U	D-PE-18A, 18B	ST	D-PE-4	1.16	40	1	
S.R. 76	RT. 54+79.99	17						90	U	D-PE-18A, 18B					1	
S.R. 76	LT. 59+43.81						13.42	90	A	D-PE-1	A	D-PE-1	7.26	105		
S.R. 76	RT. 59+43.81						6.64	90	A	D-PE-1	A	D-PE-1	7.26	105		
	TOTALS	**127**	**0**	**0**	**0**		**20.06**						**15.68**	**250**	**2**	

SIDE DRAIN TABULATION

STATION	LOCATION		DESCRIPTION	SURFACE WIDTH	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC OR SRTRP (L.F.) FILL HEIGHT < OR = 10 FT.					END TREATMENT			REMARKS
	LT	RT		(L.F.)	18"	24"	30"	36"	48"	TYPE	DRAWING NO.	SKEW	
53+20.00		X	BUS. ENT.	20	34								NO E.W. REQ'D.
TOTALS					**34**	**0**	**0**	**0**	**0**				

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATION		SINGLE TYPE 2 705-02.02 (L.F.)	TYPE IN-LINE 705-04.05 (EACH)	TYPE 38 705-04.07 (EACH)	REMARKS
		LT	RT	FROM	TO				
4B	S.R. 76	X		57+78.75			1		
4B	S.R. 76	X		60+30.03				1	
4B	S.R. 76	X		57+65.63	57+78.75	20.77			
4B	S.R. 76	X		57+78.75	59+15.99	137.25			
4B	S.R. 76	X		59+15.99	60+30.03	114.15			
TOTALS						**272.17**	**1**	**1**	

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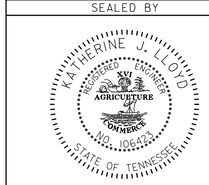

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	2F

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS							
	303-01 (TON)	307-01.01 (TON)	307-01.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.10 (TON)	415-01.02 (S.Y.)
S.R. 76 FULL DEPTH	768.0	292.0	141.0	1.9	5.9	0.9	160.0	
S.R. 76 RESURFACING	1135.0						467.0	7640.0
PVT. DRS.	137.0		17.0				40.0	
HOSPITAL DRIVE	78.0	60.0	39.0	0.1	0.1	0.1	23.0	
TOTALS	**2118.0**	**352.0**	**197.0**	**2.0**	**6.0**	**1.0**	**690.0**	**7640.0**

ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)	BORROW EXCAVATION		CHANNEL	EXCESS EXC.	
	C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.	EXC. C.Y.	WASTE C.Y.	EMB. C.Y.
52+50.00 - 64+50.00 S.R. 76	3486				2638	707
20+00.00 - 21+30.00 HOSPITAL DRIVE	43				39	4
TOTALS	**3529**	**0**	**0**	**0**	**2677**	**711**

R.O.W. MARKERS

SHEET NO.	QUANTITIES			
	"A"	"B"	"C"	TOTALS
4A	4	3	8	**15**
				0
TOTALS	**4**	**3**	**8**	**15**

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	3
CONST.	2014	STP/NH-SIP-76(79)	3

REV. 01-10-14: REVISED OWNER NAMES ON TRACT NOS. 7 AND 8.

REV. 06-04-14: REVISED TRACT NOS. 8 & 11.

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.

RIGHT - OF – WAY NOTES

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, ROADWAY DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

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

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

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

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

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

(7) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

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

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

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 BK.	DEED DOCUMENT PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST.
1	TN DEPT. OF EDUCATION	011	040.00	122	326		14.800	14.800		0.286	0.286		14.514			
~~2~~	~~FRED S MORRIS ET AL MARTHA JEAN MORRIS~~	~~011G~~	~~008.00~~	~~328~~	~~830~~	~~0.520~~		~~0.520~~				~~0.520~~				
~~3~~	~~PERKINS CORPORATION~~	~~011G~~	~~009.00~~	~~312~~	~~544~~	~~1.540~~		~~1.540~~				~~1.540~~				
4	PERKINS CORPORATION	011G,GPO	010.00	297	588	1.180		1.180	363 S.F.		363 S.F.	1.172				
5	MCKENZIE MEDICAL CENTER	011	041.00	335	813		0.690	0.690		4056 S.F.	4056 S.F.		0.597			
6	WMC MEDICAL CLINIC PARTNERSHIP	011	040.04	323	347		1.020	1.020		0.141	0.141		0.879			
7	BRIAN WILLIAMS SAWYER TRUST WITH LIFE ESTATE	011G,GPO	010.01	352	955	1.640		1.640	0.219		0.219	1.421				
	TO THE ELIAS NED SAWYER IRREVOCABLE TRUST															
8	AL SPIVEY & SCOTT L. SPIVEY	011	040.09	309	373		1.050	1.050		1399 S.F.	1399 S.F.		1.018			
9	PATRICIA K. OAKLEY, TRUSTEE	011G,GPO	002.00	352	253	2.600		2.600	2224 S.F.		2224 S.F.	2.549				
~~10~~	~~MARY ADELINE FERRELL~~	~~011G~~	~~011.01~~	~~261~~	~~224~~	~~1.930~~		~~1.930~~				~~1.930~~				
~~11~~	~~MCKENZIE NURSING HOME INC~~	~~011~~	~~040.07~~	~~266~~	~~225~~		~~6.980~~	~~6.980~~					~~6.980~~			

UTILITY OWNERS

TELEPHONE:

AT&T
315 E. COLLEGE STREET
JACKSON, TN 38301
(731) 423-5037
ATTN: DON ROE

ELECTRIC:

CARROLL COUNTY ELECTRICAL
103 WEST PARIS ST.
HUNTINGTON, TN 38344
731-986-8284
ATTN:LYNN COMPTON

WATER AND SEWER:

MCKENZIE PUBLIC WORKS
2470 CEDAR ST.
P.O. BOX 160
MCKENZIE, TN 38201
731-352-3009
ATTN:TIM WALDRUP

FIBER OPTIC:

TEC
224 E. MAIN ST.
P.O. BOX 10
BRADFORD, TN 38316
731-742-2211
ATTN:CARNELL MCALISTER

NAT. GAS:

WEST TN PUBLIC UTILITY DISTRIC
P.O. BOX 568
HUNTINGTON, TN 38344
731-986-8289
ATTN: BRENT DILLAHUNTY

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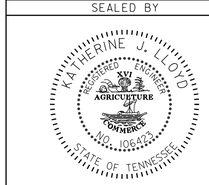

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES, R.O.W. NOTES & ACQUISITION TABLE

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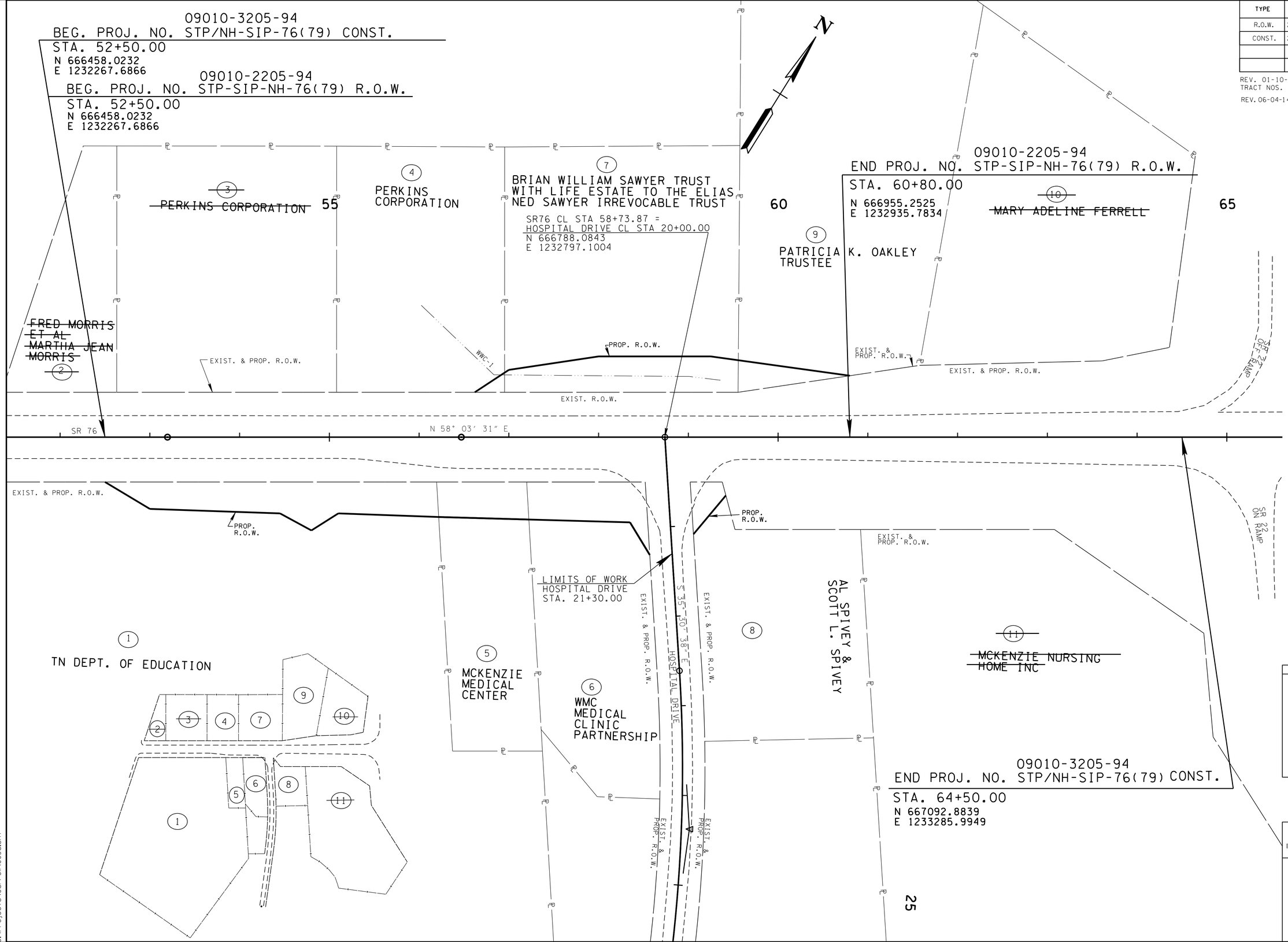
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	3A
CONST.	2014	STP/NH-SIP-76(79)	3A

REV. 01-10-14: REVISED OWNER NAMES ON TRACT NOS. 7 AND 8.

REV. 06-04-14: REVISED TRACT NO. 8.



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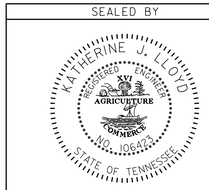

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA.52+50 TO STA.64+50

SCALE: 1"= 50'

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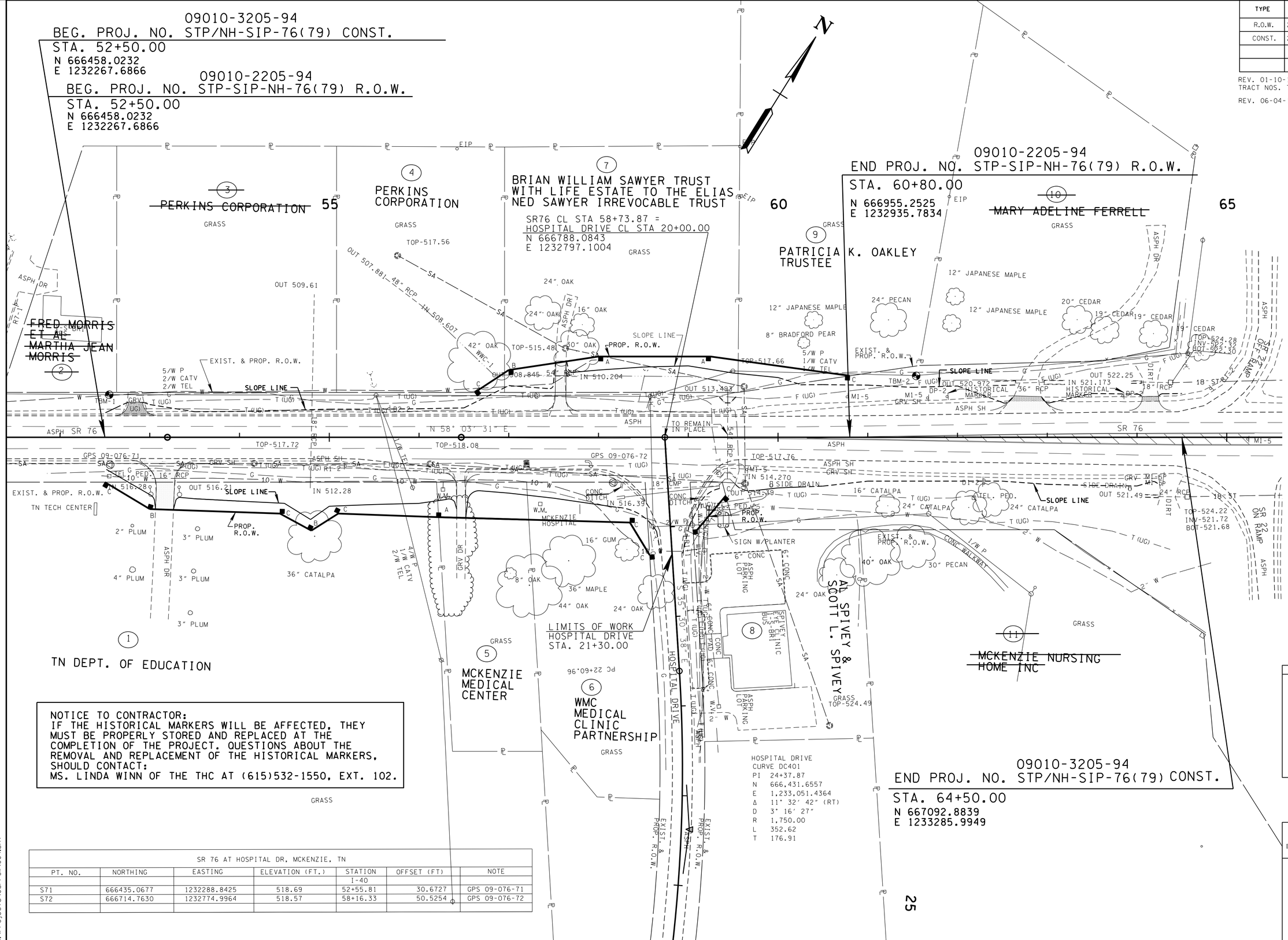
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	4
CONST.	2014	STP/NH-SIP-76(79)	4

REV. 01-10-14: REVISED OWNER NAMES ON TRACT NOS. 7 AND 8.

REV. 06-04-14: REVISED TRACT NOS. 8 & 11.



NOTICE TO CONTRACTOR:
IF THE HISTORICAL MARKERS WILL BE AFFECTED, THEY MUST BE PROPERLY STORED AND REPLACED AT THE COMPLETION OF THE PROJECT. QUESTIONS ABOUT THE REMOVAL AND REPLACEMENT OF THE HISTORICAL MARKERS, SHOULD CONTACT:
MS. LINDA WINN OF THE THC AT (615)532-1550, EXT. 102.

SR 76 AT HOSPITAL DR, MCKENZIE, TN

PT. NO.	NORTHING	EASTING	ELEVATION (FT.)	STATION	OFFSET (FT)	NOTE
				I-40		
S71	666435.0677	1232288.8425	518.69	52+55.81	30.6727	GPS 09-076-71
S72	666714.7630	1232774.9964	518.57	58+16.33	50.5254	GPS 09-076-72

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 106425
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.52+50 TO STA.64+50

SCALE: 1"= 50'

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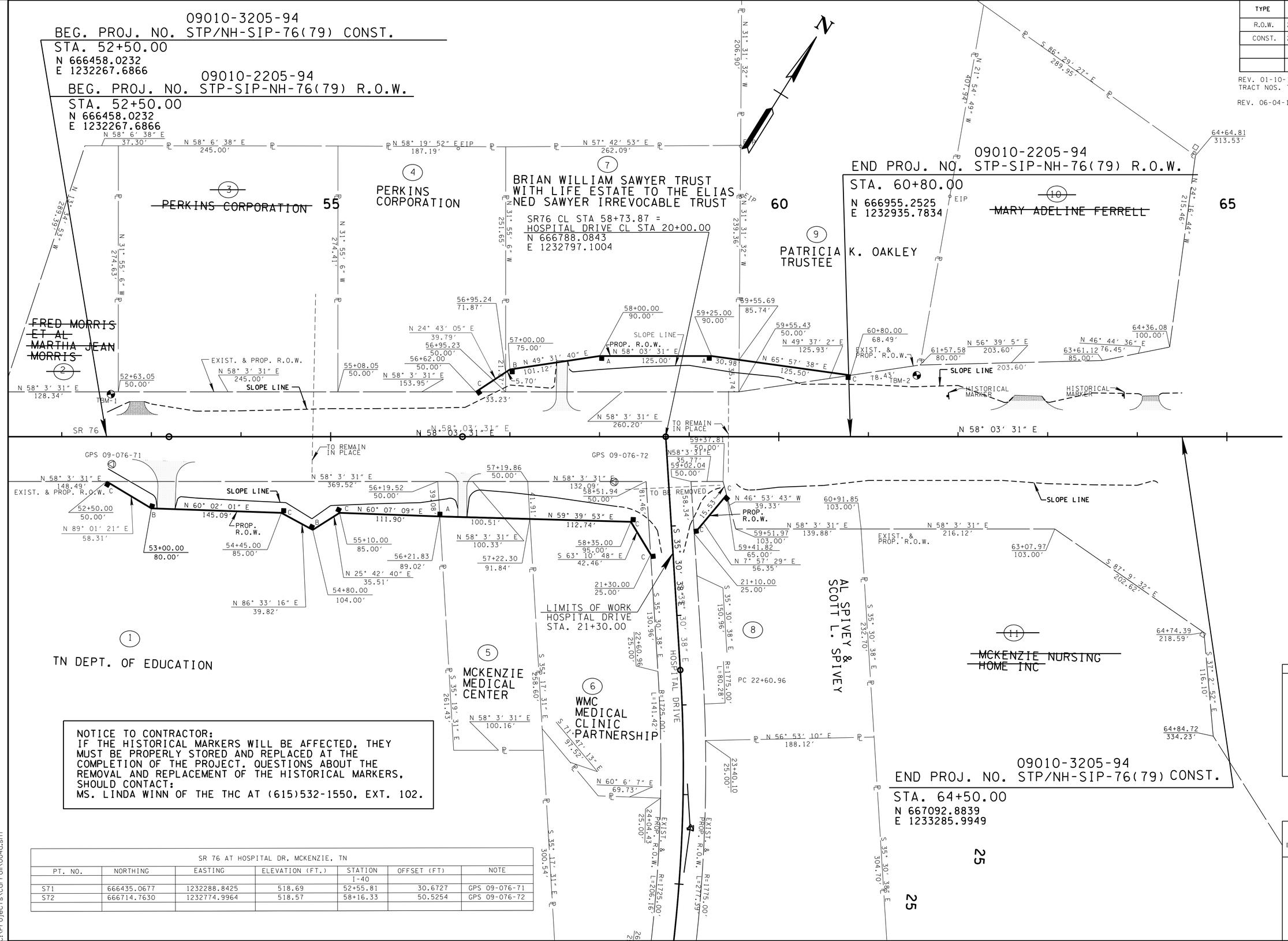
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	4A
CONST.	2014	STP/NH-SIP-76(79)	4A

REV. 01-10-14: REVISED OWNER NAMES ON TRACT NOS. 7 AND 8.

REV. 06-04-14: REVISED TRACT NOS. 8 & 11.



NOTICE TO CONTRACTOR:
IF THE HISTORICAL MARKERS WILL BE AFFECTED, THEY MUST BE PROPERLY STORED AND REPLACED AT THE COMPLETION OF THE PROJECT. QUESTIONS ABOUT THE REMOVAL AND REPLACEMENT OF THE HISTORICAL MARKERS, SHOULD CONTACT:
MS. LINDA WINN OF THE THC AT (615)532-1550, EXT. 102.

SR 76 AT HOSPITAL DR, MCKENZIE, TN

PT. NO.	NORTHING	EASTING	ELEVATION (FT.)	STATION	OFFSET (FT)	NOTE
				I-40		
S71	666435.0677	1232288.8425	518.69	52+55.81	30.6727	GPS 09-076-71
S72	666714.7630	1232774.9964	518.57	58+16.33	50.5254	GPS 09-076-72

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 52+00 TO STA. 64+50

SCALE: 1"= 50'

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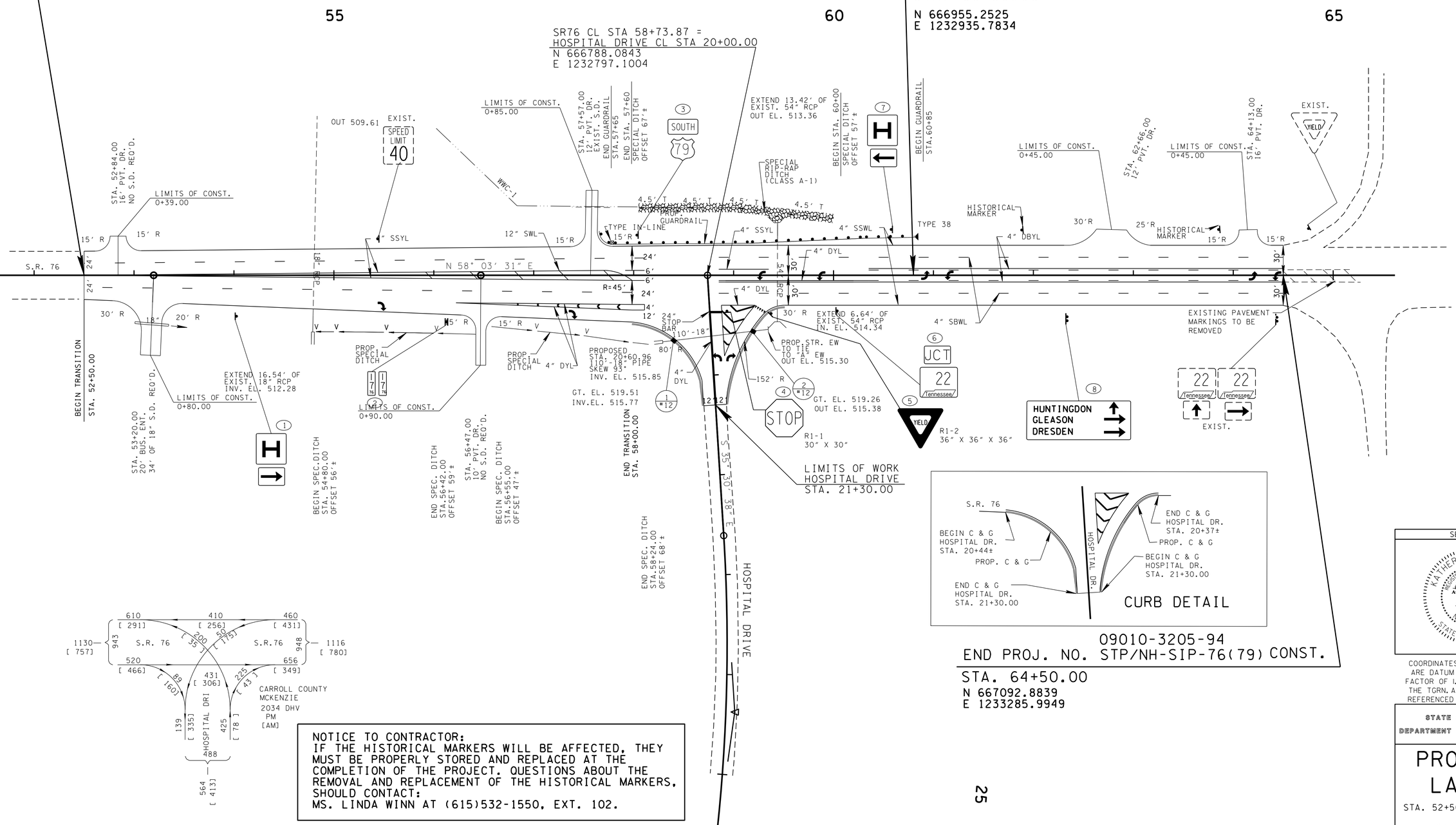
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	4B
CONST.	2014	STP/NH-SIP-76(79)	4B

09010-3205-94
BEG. PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 52+50.00
N 666458.0232
E 1232267.6866

09010-2205-94
BEG. PROJ. NO. STP-SIP-NH-76(79) R.O.W.
STA. 52+50.00
N 666458.0232
E 1232267.6866

09010-2205-94
END PROJ. NO. STP-SIP-NH-76(79) R.O.W.
STA. 60+80.00
N 666955.2525
E 1232935.7834



NOTICE TO CONTRACTOR:
IF THE HISTORICAL MARKERS WILL BE AFFECTED, THEY MUST BE PROPERLY STORED AND REPLACED AT THE COMPLETION OF THE PROJECT. QUESTIONS ABOUT THE REMOVAL AND REPLACEMENT OF THE HISTORICAL MARKERS, SHOULD CONTACT:
MS. LINDA WINN AT (615)532-1550, EXT. 102.

09010-3205-94
END PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 64+50.00
N 667092.8839
E 1233285.9949

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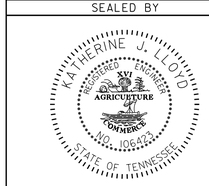

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 52+50 TO STA. 64+50

SCALE: 1"= 50'

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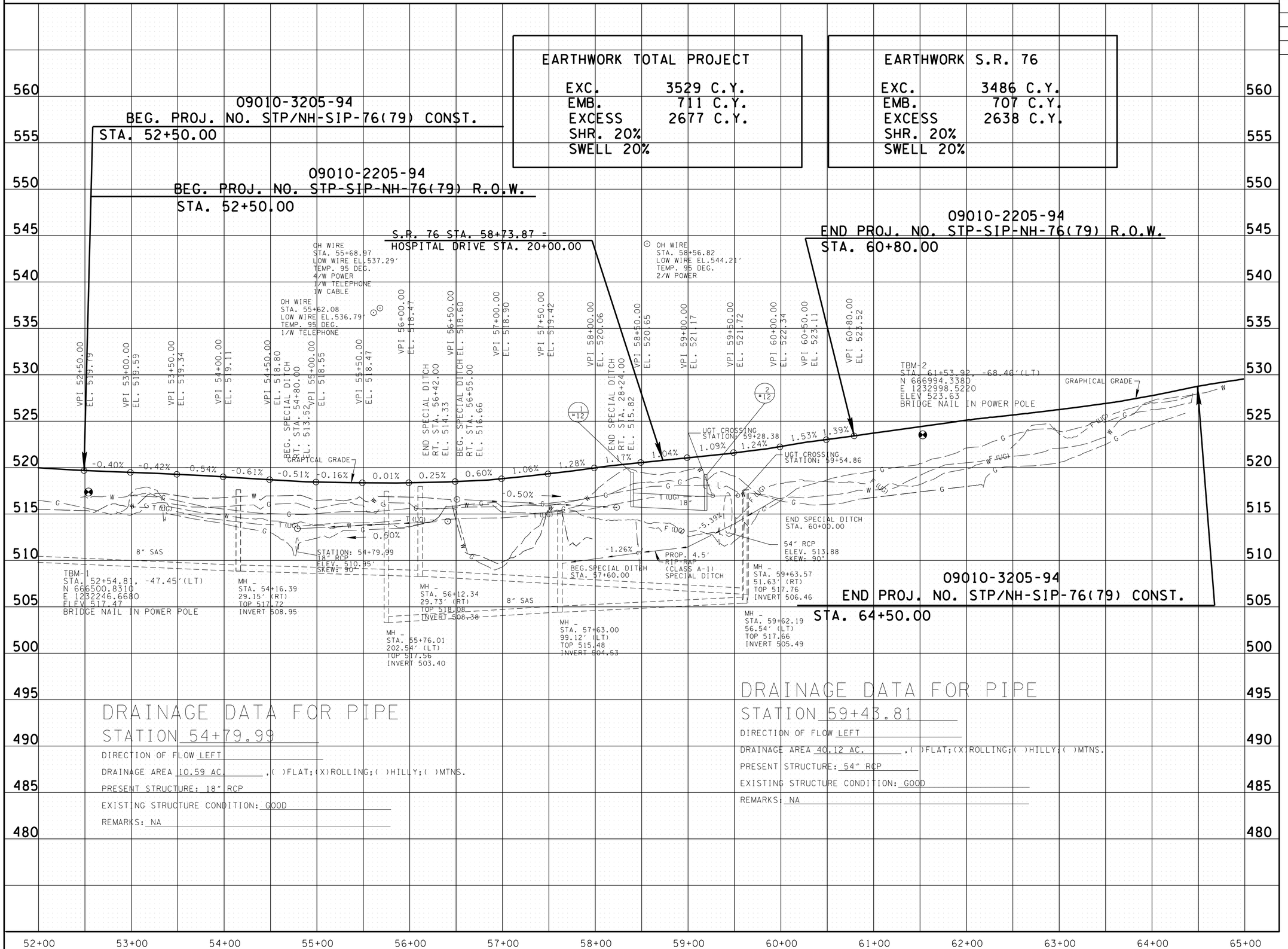
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	4C
CONST.	2014	STP/NH-SIP-76(79)	4C



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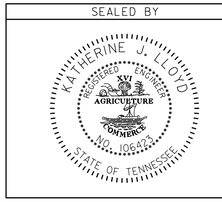

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE OF S.R. 76

STA. 52+50 TO STA. 64+50

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

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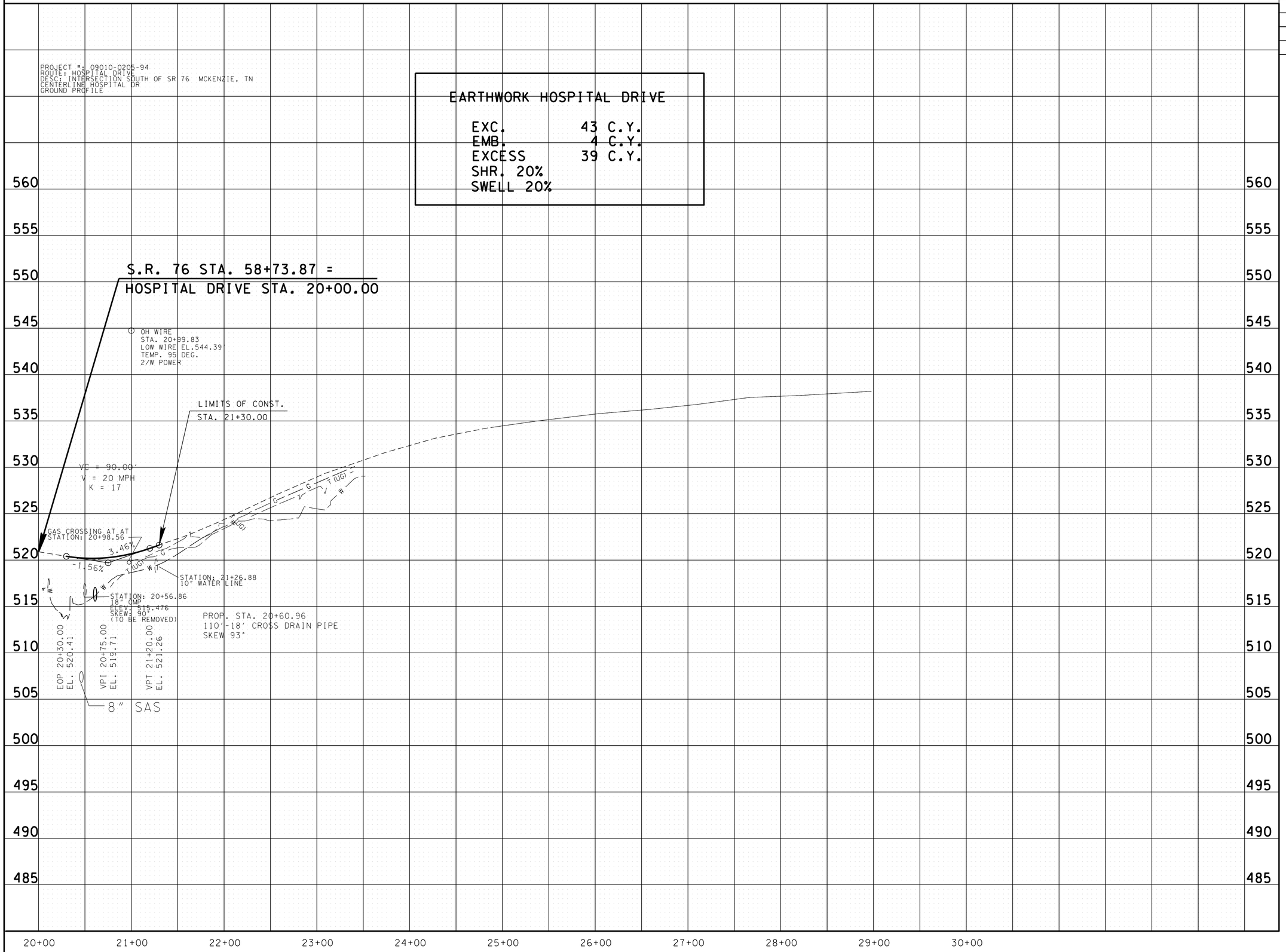
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	4D
CONST.	2014	STP/NH-SIP-76(79)	4D

PROJECT #: 09010-0205-94
ROUTE: HOSPITAL DRIVE
DESC: INTERSECTION SOUTH OF SR 76 MCKENZIE, TN
CENTERLINE HOSPITAL DR
GROUND PROFILE

EARTHWORK HOSPITAL DRIVE

EXC.	43 C.Y.
EMB.	4 C.Y.
EXCESS	39 C.Y.
SHR. 20%	
SWELL 20%	



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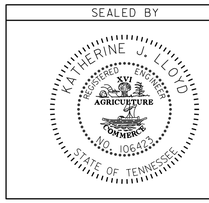

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE OF HOSPITAL DR.

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

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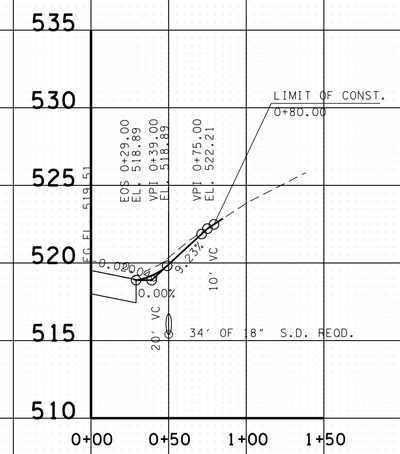
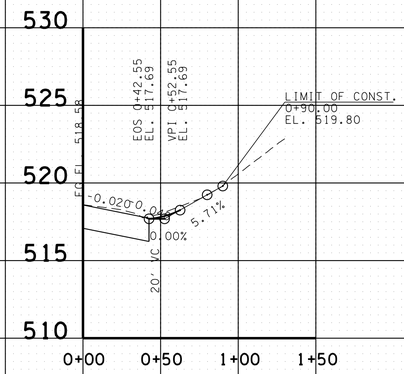
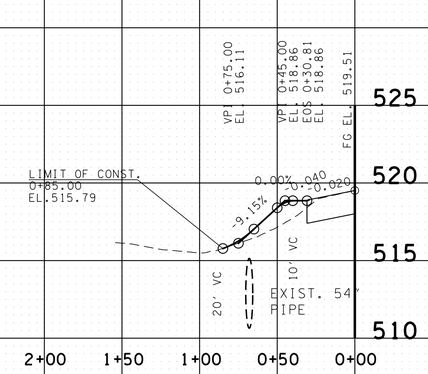
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	5
CONST.	2014	STP/NH-SIP-76(79)	5



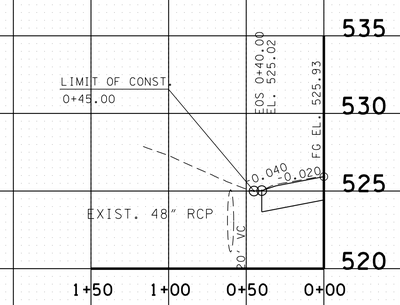
20' BUS. ENT. RT. 53+20.00
TRACT NO. 1
PAVED



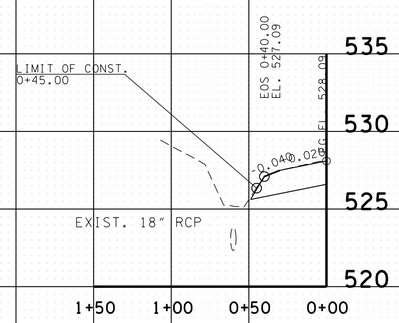
10' PVT. DR. RT. 56+47.00
TRACT NO. 5
GRAVEL



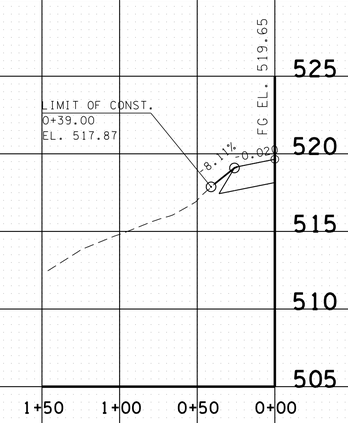
12' PVT. DR. LT. 57+57.00
TRACT NO. 7
PAVED



12' PVT. DR. LT. 62+66.00
TRACT NO. 10
PAVED

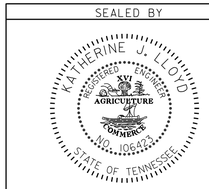


16' PVT. DR. LT. 64+13.00
TRACT NO. 10
GRAVEL



16' PVT. DR. LT. 52+84.00
TRACT NO. 3
GRAVEL

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

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

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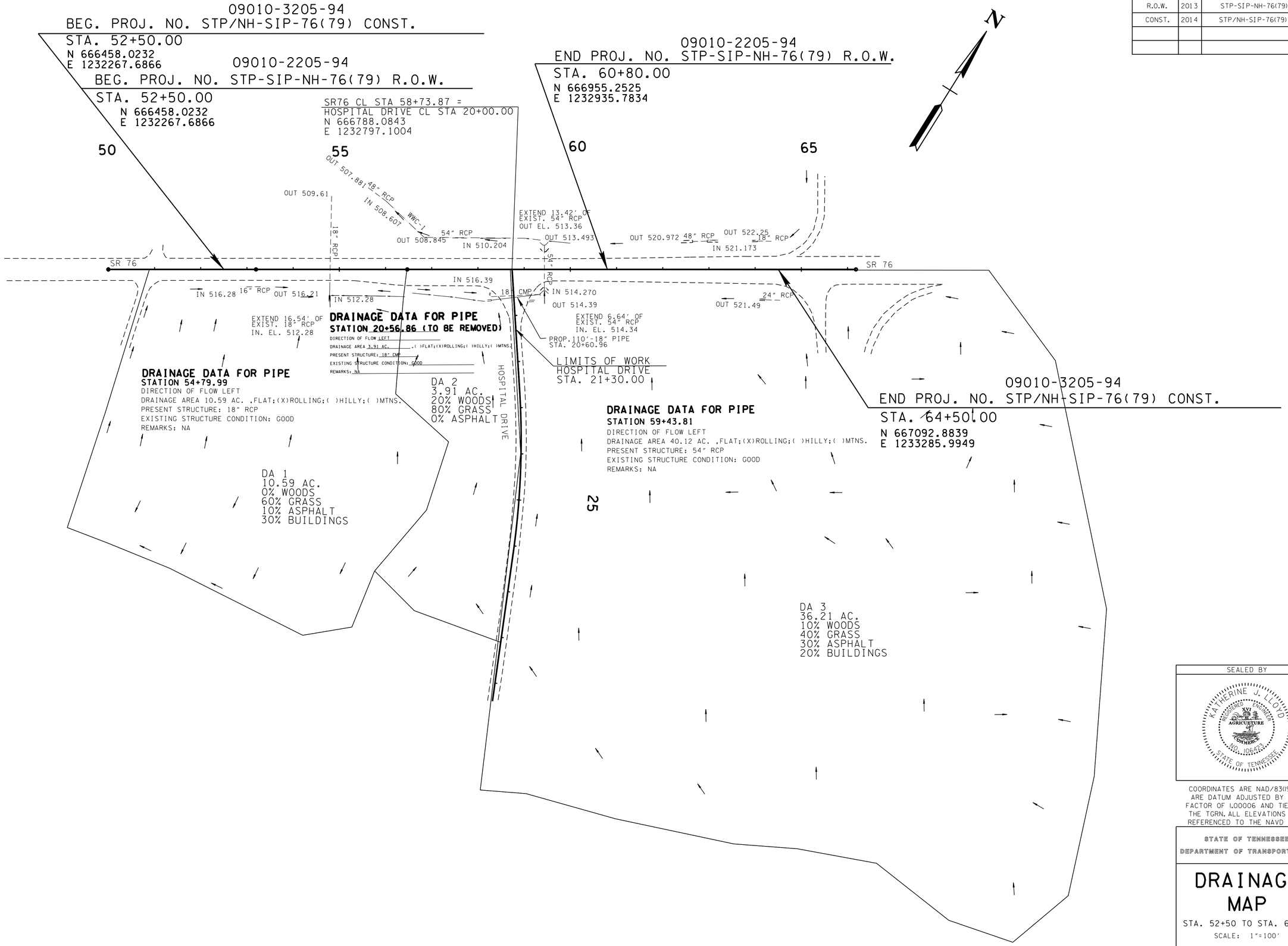
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	6
CONST.	2014	STP/NH-SIP-76(79)	6



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 52+50 TO STA. 64+50

SCALE: 1"=100'

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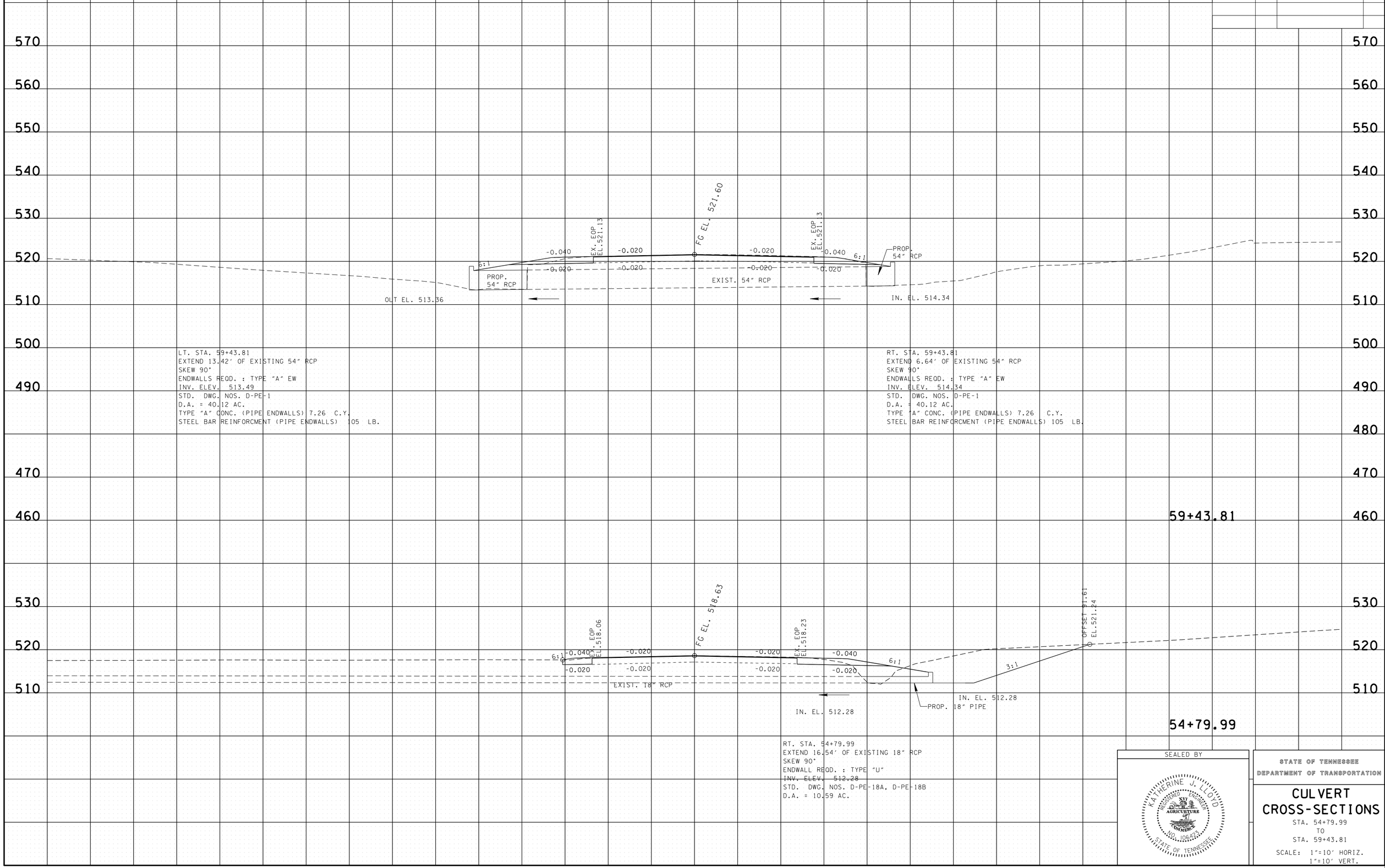
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	7
CONST.	2014	STP/NH-SIP-76(79)	7



LT. STA. 59+43.81
EXTEND 13.42' OF EXISTING 54" RCP
SKEW 90°
ENDWALLS REQD. : TYPE "A" EW
INV. ELEV. 513.49
STD. DWG. NOS. D-PE-1
D.A. = 40.12 AC.
TYPE "A" CONC. (PIPE ENDWALLS) 7.26 C.Y.
STEEL BAR REINFORCMENT (PIPE ENDWALLS) 105 LB.

RT. STA. 59+43.81
EXTEND 6.64' OF EXISTING 54" RCP
SKEW 90°
ENDWALLS REQD. : TYPE "A" EW
INV. ELEV. 514.34
STD. DWG. NOS. D-PE-1
D.A. = 40.12 AC.
TYPE "A" CONC. (PIPE ENDWALLS) 7.26 C.Y.
STEEL BAR REINFORCMENT (PIPE ENDWALLS) 105 LB.

RT. STA. 54+79.99
EXTEND 16.54' OF EXISTING 18" RCP
SKEW 90°
ENDWALL REQD. : TYPE "U"
INV. ELEV. 512.28
STD. DWG. NOS. D-PE-18A, D-PE-18B
D.A. = 10.59 AC.

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 106423
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

STA. 54+79.99
TO
STA. 59+43.81

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

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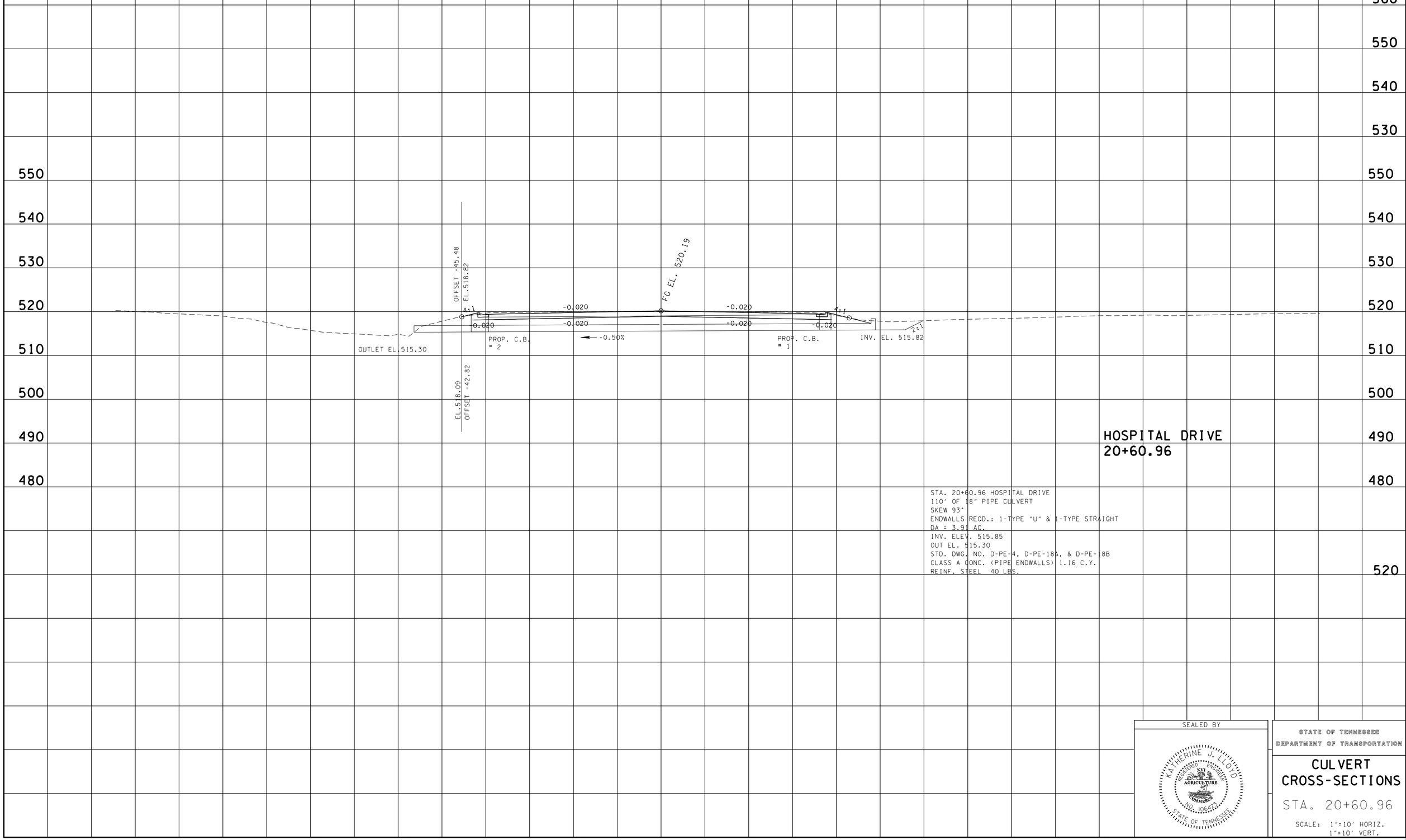
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	7A
CONST.	2014	STP/NH-SIP-76(79)	7A



STA. 20+60.96 HOSPITAL DRIVE
110' OF 18" PIPE CULVERT
SKEW 93°
ENDWALLS REQD.: 1-TYPE "U" & 1-TYPE STRAIGHT
DA = 3.91 AC.
INV. ELEV. 515.85
OUT EL. 515.30
STD. DWG. NO. D-PE-4, D-PE-18A, & D-PE-18B
CLASS A CONC. (PIPE ENDWALLS) 1.16 C.Y.
REINF. STEEL 40 LBS.

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

STA. 20+60.96

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	8
CONST.	2014	STP/NH-SIP-76(79)	8

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

NPDES

(1) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.

(2) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.

(3) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:

A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

(4) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

(5) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.

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

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

UTILITY RELOCATION

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

(9) 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

(10) 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).

(11) 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.

(12) 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.

(13) 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.

(14) 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.

(15) 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.

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

(17) 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.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT *	EC-STR-25
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6

* UTILIZE EXISTING ROADWAY AS TEMPORARY CONSTRUCTION ROAD ENTRANCE AND/OR EXIT BY LIMITING THE LOCATION OF THE EXIT ROAD WITHIN 50' (FEET) FROM THE BEGINNING OF PROJECT.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	209-05	SEDIMENT REMOVAL	C.Y.	24
1	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1500
	209-08.07	ROCK CHECK DAM	EACH	1
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3
	209-09.40	CURB INLET PROTECTION (TYPE 1)	EACH	2
	209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	3
1	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	100
3	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	200
1,2	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	538
	740-11.01	TEMPORARY SEDIMENT TUBE 8IN (EROSION CONTROL)	L.F.	200
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	26
	801-03	WATER (SEEDING & SODDING)	M.G.	31
	803-01	SODDING (NEW SOD)	S.Y.	2907
	805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.	2907

1. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

2. INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS.

3. INCLUDES 100 TONS FOR TEMPORARY CONSTRUCTION EXITS AND 100 TONS TO BE USED WHERE DIRECTED BY THE ENGINEER.

OUTFALLS

OUTFALL NO.	DRAINAGE AREA ACRES
1	1.13
2	0.90
3	1.47
4	1.30

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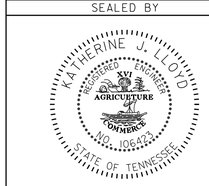

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

06-JUL-2014 11:49
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	8A
CONST.	2014	STP/NH-SIP-76(79)	8A

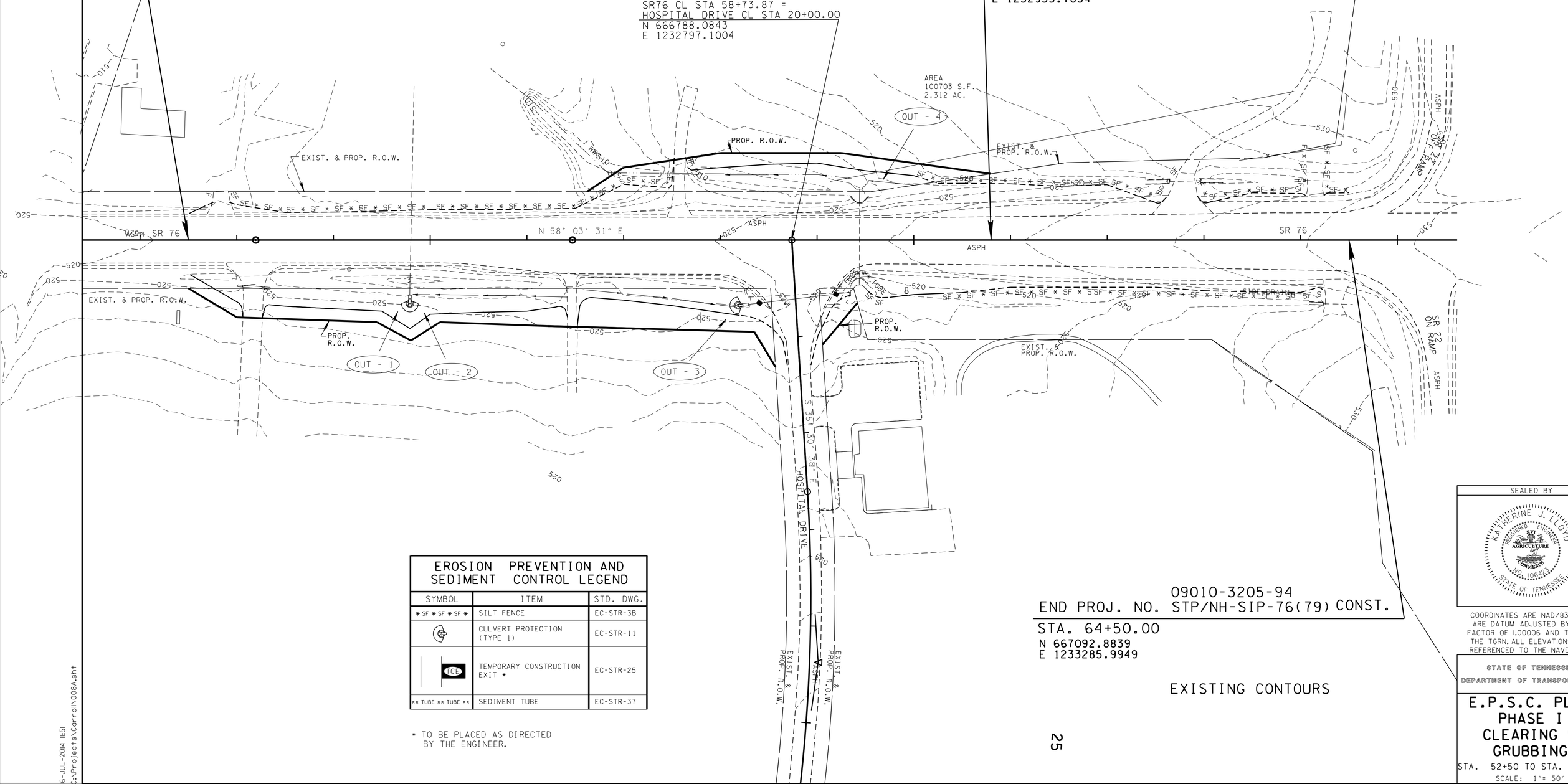
REV. 06-04-14: REVISED TRACT NOS. 8 & 11.

09010-3205-94
BEG. PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 52+50.00
N 666458.0232
E 1232267.6866

09010-2205-94
BEG. PROJ. NO. STP-SIP-NH-76(79) R.O.W.
STA. 52+50.00
N 666458.0232
E 1232267.6866

09010-2205-94
END PROJ. NO. STP-SIP-NH-76(79) R.O.W.
STA. 60+80.00
N 666955.2525
E 1232935.7834

SR76 CL STA 58+73.87 =
HOSPITAL DRIVE CL STA 20+00.00
N 666788.0843
E 1232797.1004



09010-3205-94
END PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 64+50.00
N 667092.8839
E 1233285.9949

EXISTING CONTOURS

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT *	EC-STR-25
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37

* TO BE PLACED AS DIRECTED BY THE ENGINEER.

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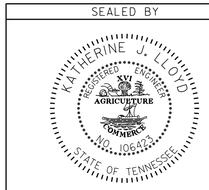

COORDINATES ARE NAD/B31(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

E.P.S.C. PLAN PHASE I CLEARING & GRUBBING

STA. 52+50 TO STA. 64+50
SCALE: 1"= 50'

6-JUL-2014 11:51
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	8B
CONST.	2014	STP/NH-SIP-76(79)	8B

09010-3205-94
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N 666458.0232
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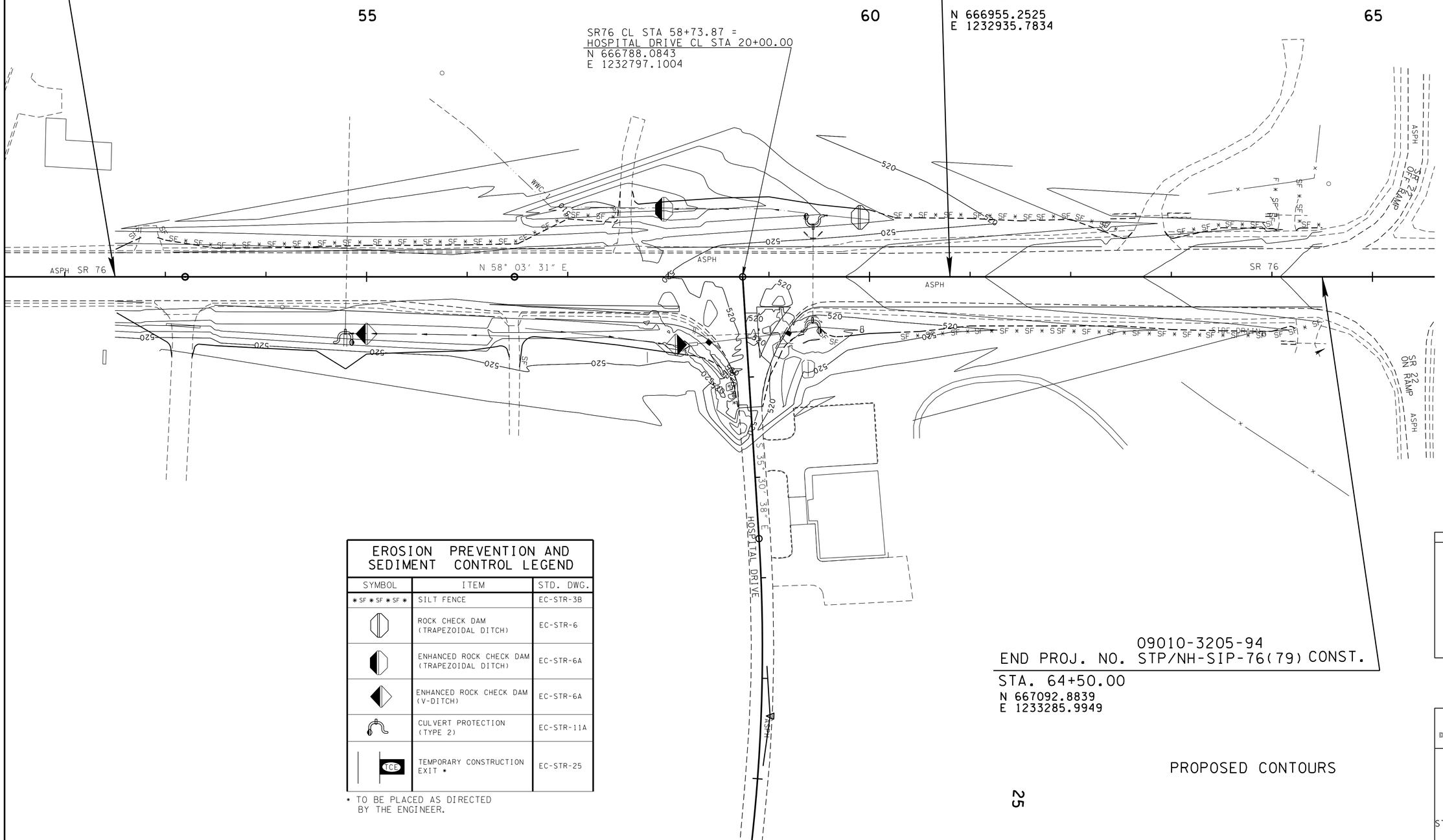

09010-3205-94
END PROJ. NO. STP/NH-SIP-76(79) CONST.
STA. 64+50.00
N 667092.8839
E 1233285.9949

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT *	EC-STR-25

* TO BE PLACED AS DIRECTED BY THE ENGINEER.

PROPOSED CONTOURS

25

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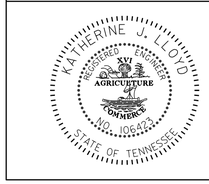

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

E.P.S.C. PLAN PHASE II PROPOSED PLAN

STA. 52+50 TO STA. 64+50
SCALE: 1" = 50'

6-JUL-2014 11:51
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	9

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

6-JUL-2014 11:51
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	9A

TRAFFIC CONTROL SIGN QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
712-06	ROAD WORK 500 FT.	9	1	9	36" X 36"	W20-1	
712-06	ROAD WORK AHEAD	9	1	9	36" X 36"	W20-1	
712-06	TYPE "C" ARROW BOARD	32	2	64	96" X 48"		SINGLE
712-06	ROAD WORK 1 MILE	9	4	36	36" X 36"	W20-1	
712-06	RT. LANE CLOSED 1/2 MILE	9	4	36	36" X 36"	W20-5R	
712-06	RT. LANE CLOSED 1500 FT.	9	4	36	36" X 36"	W20-5R	
712-06	MERGE SYMBOL	9	4	36	36" X 36"	W4-2R	
712-06	END ROAD WORK	8	5	40	48" X 24"	G20-2	
712-06	STOP AHEAD	6.25	1	6.25	30" X 30"	W3-1	W/1 TYPE "A" LIGHT
TOTAL				272.25			

TRAFFIC CONTROL NOTES

PHASE I

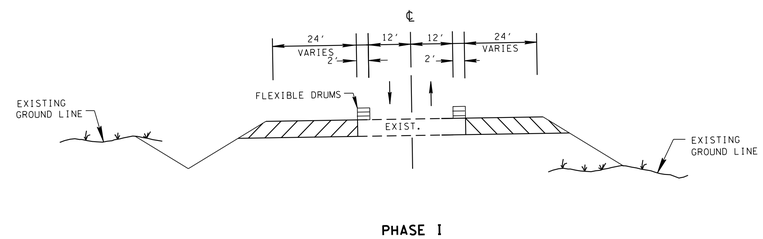
THE CONSTRUCTION OF THE WIDENING OF THE EXISTING ROADWAY (NORTH BOUND AND SOUTH BOUND) FROM STA. 52+50.00 TO STA. 64+50.00. TRAFFIC WILL MAINTAINED ALONG THE EXISTING TRAVEL WAY. FLEXIBLE DRUMS WILL BE INSTALLED ALONG THE EDGE TO PROTECT PAVEMENT DROPOFF. THE CONSTRUCTION OF THE WIDENING ON BOTH SIDES WILL CONSIST OF THE GRADING & DRAIN WORK, SODDING THE SLOPES, CONSTRUCTING BASE, PAVING THROUGH THE "B" MIX AND STRIPE THE "B" MIX FOR 2 WAY TRAFFIC OPERATION.

PHASE II

THE CONSTRUCTION OF THE WIDENING OF THE EXISTING ROADWAY (NORTH BOUND AND SOUTH BOUND) FROM STA. 52+50.00 TO STA. 64+50.00. THE 2-WAY LANE MARKING FROM PHASE I WILL BE REMOVED SO AS NOT TO CONFLICT. THE "D" MIX AND FINAL PAVEMENT MARKING WILL BE DONE AS A LAST ORDER FOR THE ENTIRE PROJECT. OPEN THE ENTIRE ROADWAY TO TRAFFIC.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	104
712-05.01	WARNING LIGHTS (TYPE A)	EACH	3
712-06	SIGNS (CONSTRUCTION)	S.F.	273
712-08.03	ARROW BOARD (TYPE C)	EACH	2
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH	15
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3560
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	960



PHASE I

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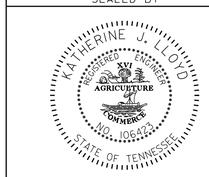

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES

6-JUL-2014 11:52
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	9B

TRAFFIC

PHASE I WORK

NOTICE TO CONTRACTOR:
ACCESS TO ALL PROPERTIES TO BE MAINTAINED AT ALL TIMES.

PHASE II WILL CONSIST OF 1.25" COLD PLANING EXISTING PAVEMENT AND PUTING BACK 1.25" FINAL SURFACE ON WHOLE PROJECT.

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STA. 52+50.00
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55

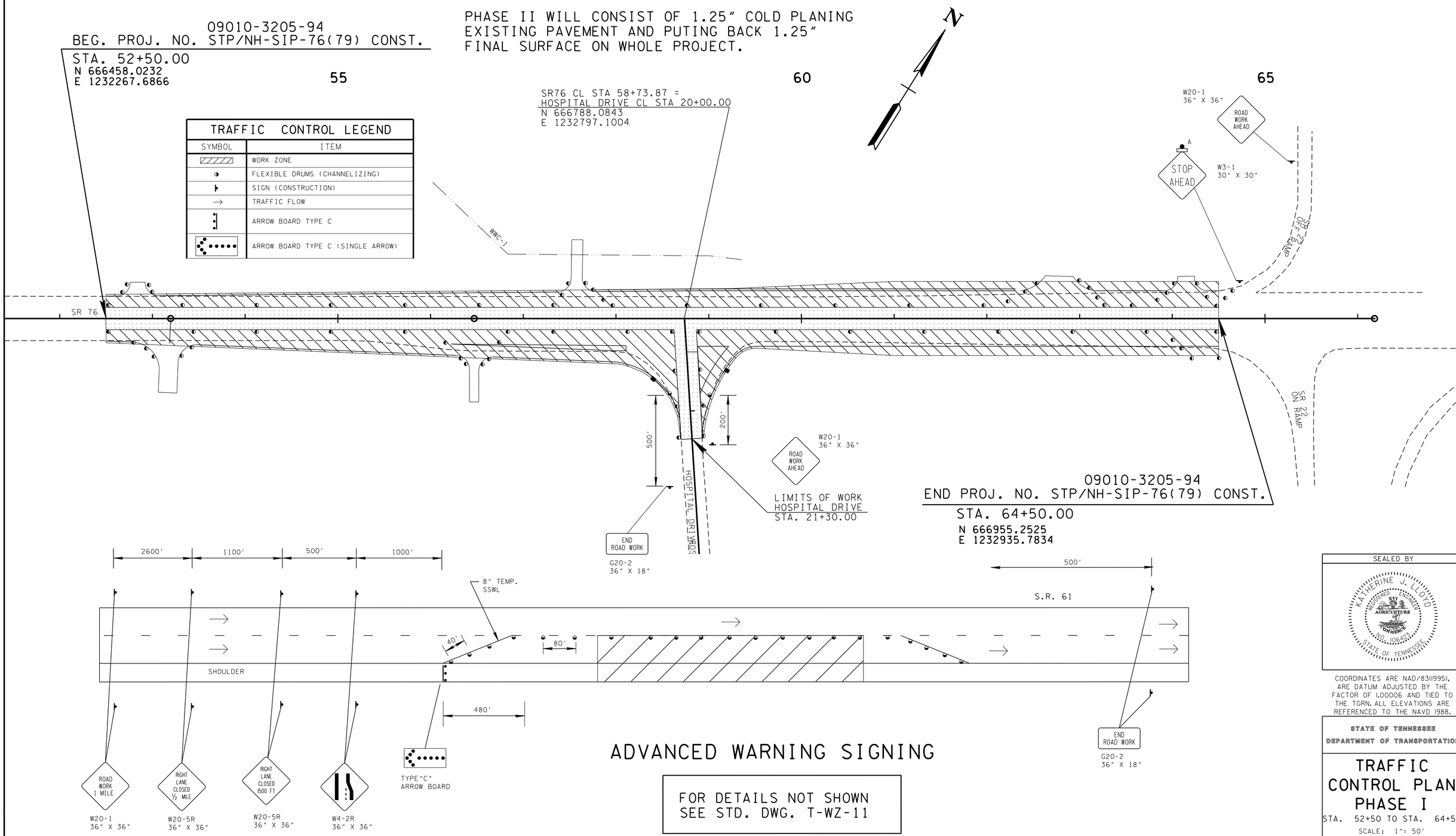
60

65

SR76 CL STA 58+73.87 =
HOSPITAL DRIVE CL STA 20+00.00
N 666788.0843
E 1232797.1004

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)



ADVANCED WARNING SIGNING

FOR DETAILS NOT SHOWN
SEE STD. DWG. T-WZ-11

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 106423
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE I

STA. 52+50 TO STA. 64+50

SCALE: 1"= 50'

6-JUL-2014 11:52
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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

SIGN NO	LEGEND		SHEET NO	SIZE				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.		
4	STOP	R1-1		36"	36"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8	h =13'-6"				5'-0"	
5	YIELD	R1-2		36"X36"X36"										RED (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	U3	h =13'-6"				5'-0"	
3	SOUTH 79	M3-1 M1-4		24" 24"	12" 24"									BLACK	(REF.) WHITE	0.080" SHEET ALUMINUM	P8	h =13'-0"				5'-0"	
6	JCT 22 Tennessee	M2-1 TN-6C		21" 30"	15" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h =13'-6"				5'-0"	
2	TN-17b MILE 17 76 MILE 17 76	TN-17b		6"	19"									WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUMINUM	U1	h =9"-0"				4'-0"	MOUNT BACK TO BACK
1	H →	D9-2 M6-1		24" 21"	24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	U3	h =13'-6"				5'-0"	
7	H ←	D9-2 M6-1		24" 21"	24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	U3	h =13'-6"				5'-0"	
8	Huntington ↑ Gleason → Dresden →	D1-2		66"	42"			6"	4.5"		"D"		6"X9"	WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM	U3	h_1=13'-6" h_2=14'-0"				7'-0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	STP/NH-SIP-76(79)	10

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

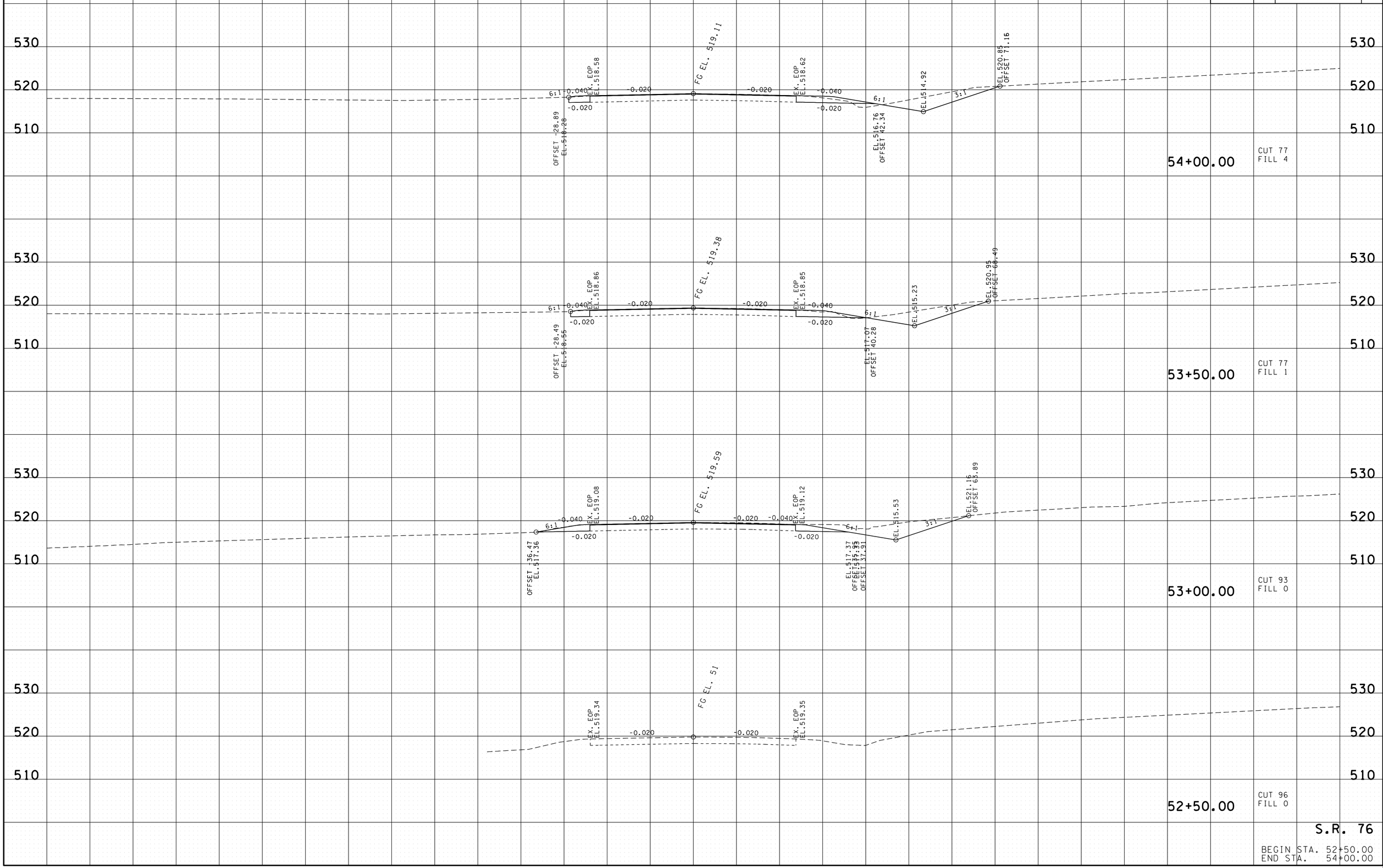
* PAID AT A RATE OF 2.5#/FT.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	10
CONST.	2014	STP/NH-SIP-76(79)	11



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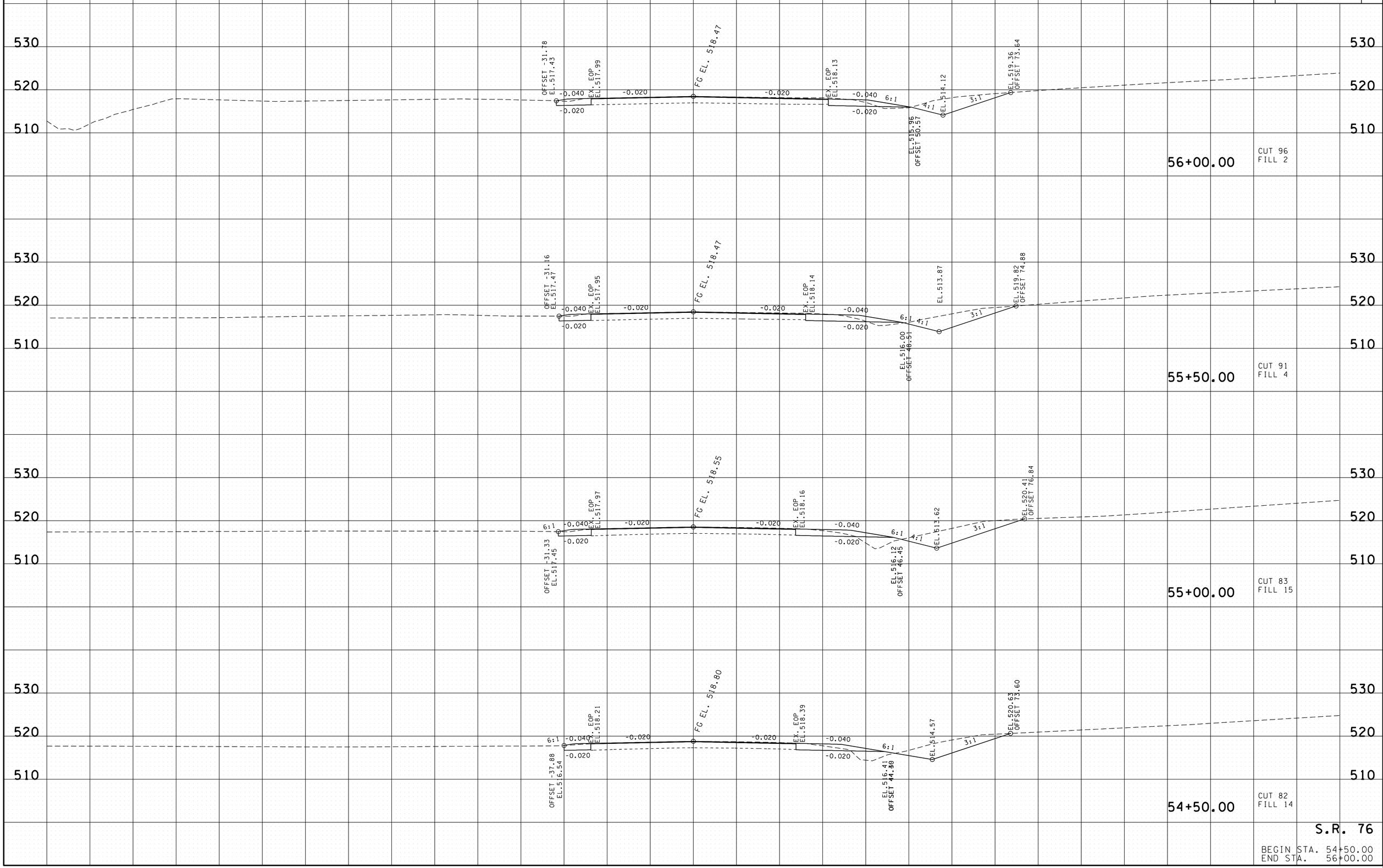
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	11
CONST.	2014	STP/NH-SIP-76(79)	12



S.R. 76

BEGIN STA. 54+50.00
END STA. 56+00.00

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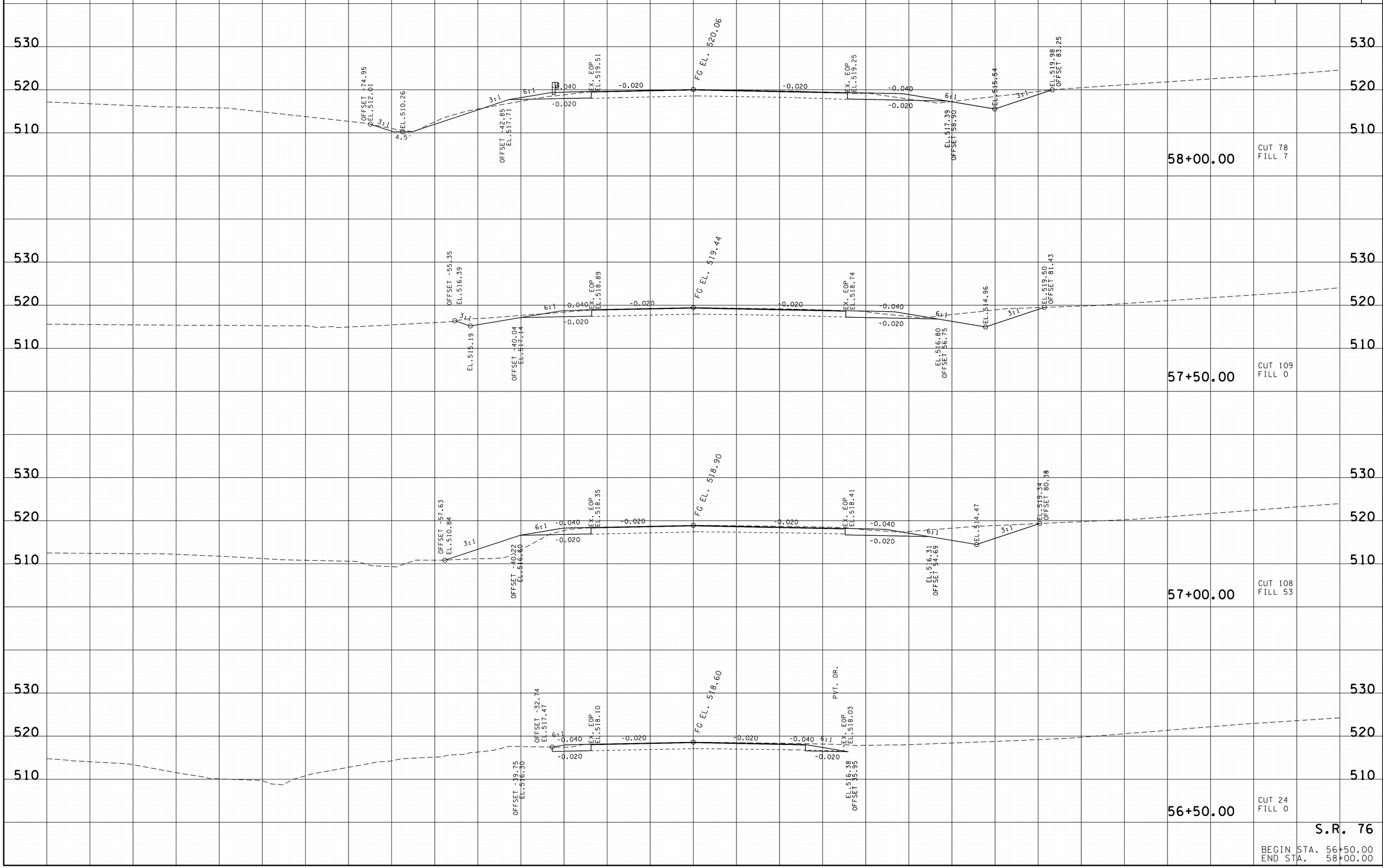
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	12
CONST.	2014	STP/NH-SIP-76(79)	13



S.R. 76

BEGIN STA. 56+50.00
END STA. 58+00.00

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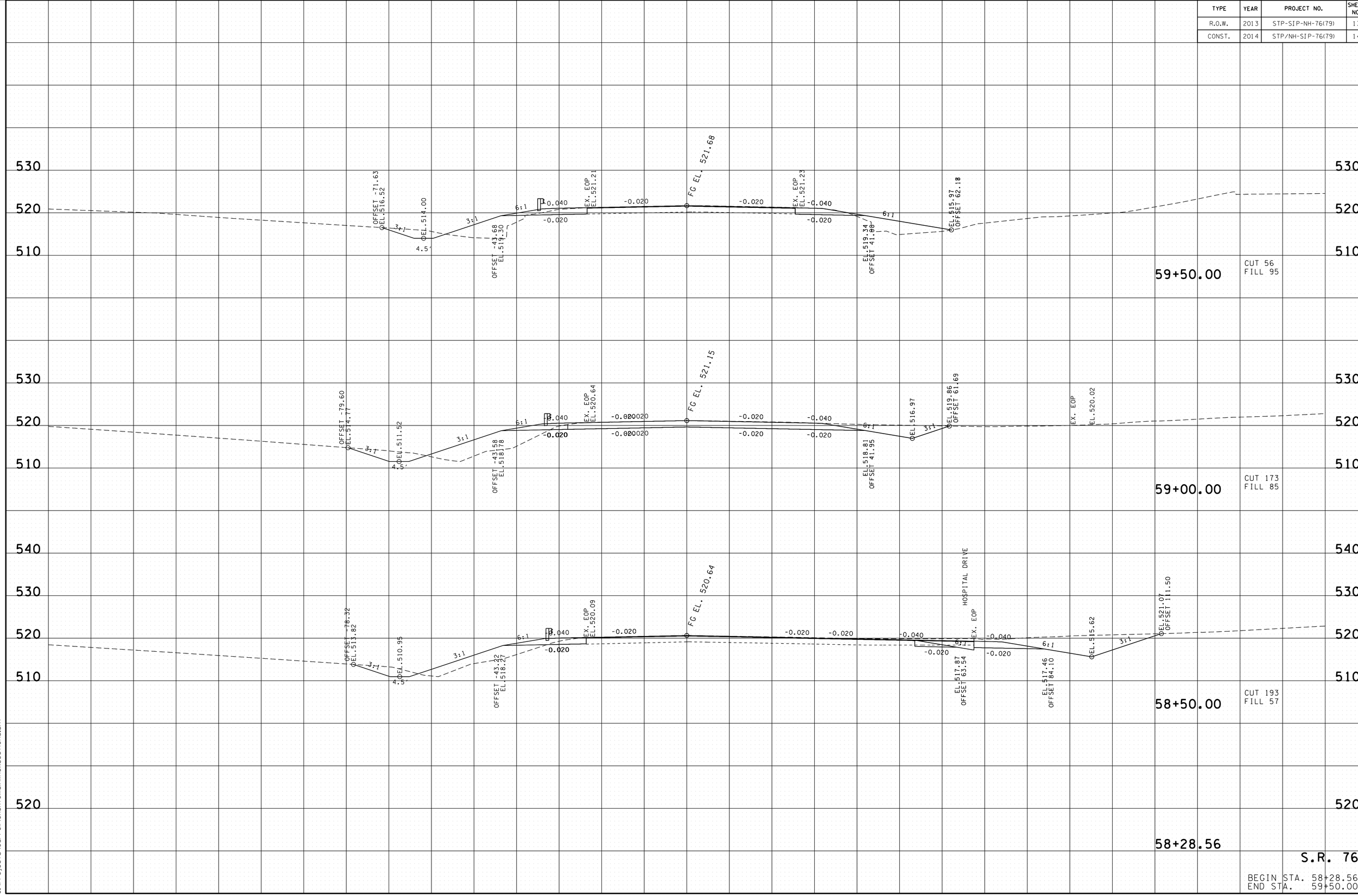
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	13
CONST.	2014	STP/NH-SIP-76(79)	14



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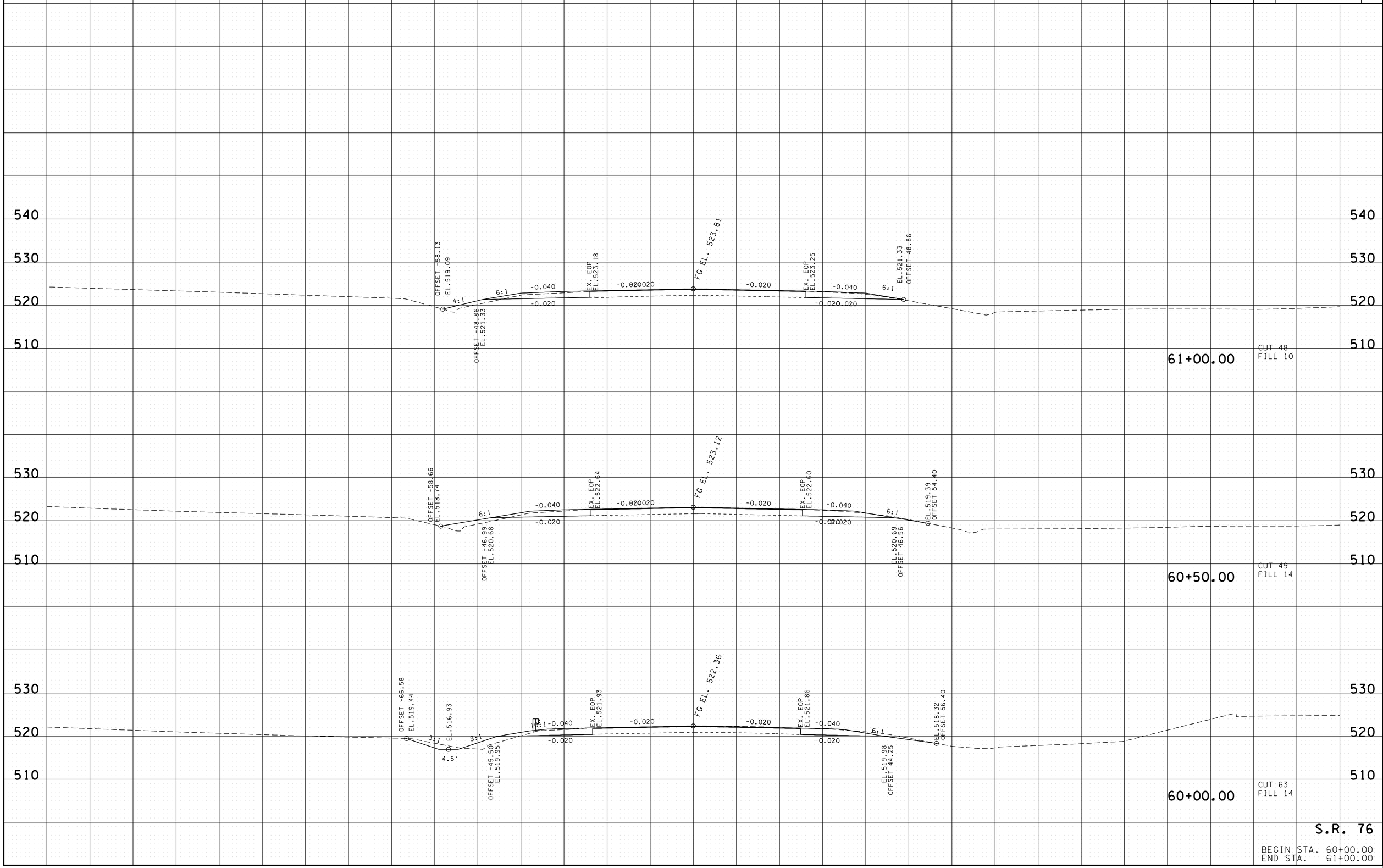
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	14
CONST.	2014	STP/NH-SIP-76(79)	15



S.R. 76

BEGIN STA. 60+00.00
END STA. 61+00.00

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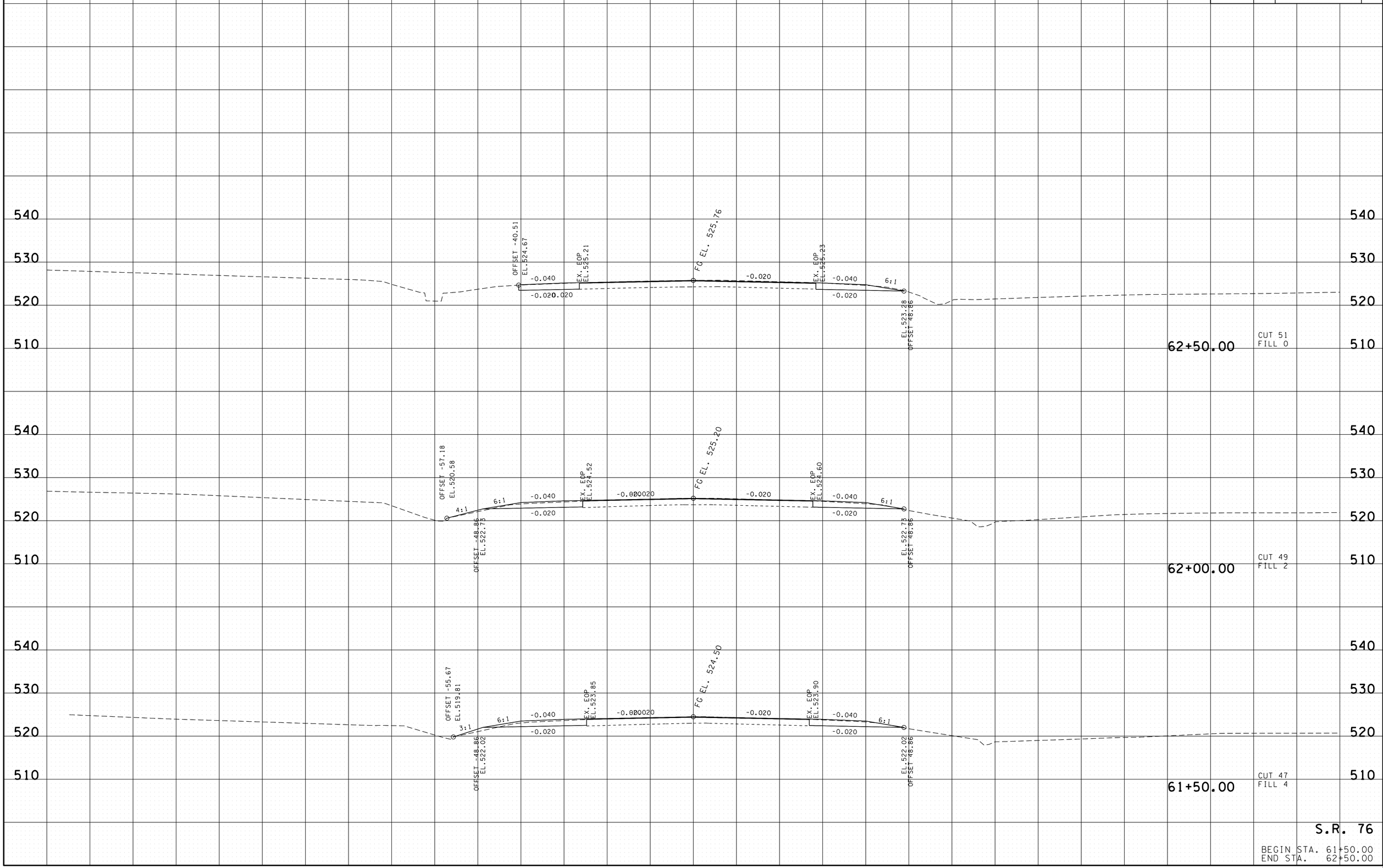
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	15
CONST.	2014	STP/NH-SIP-76(79)	16



S.R. 76

BEGIN STA. 61+50.00
END STA. 62+50.00

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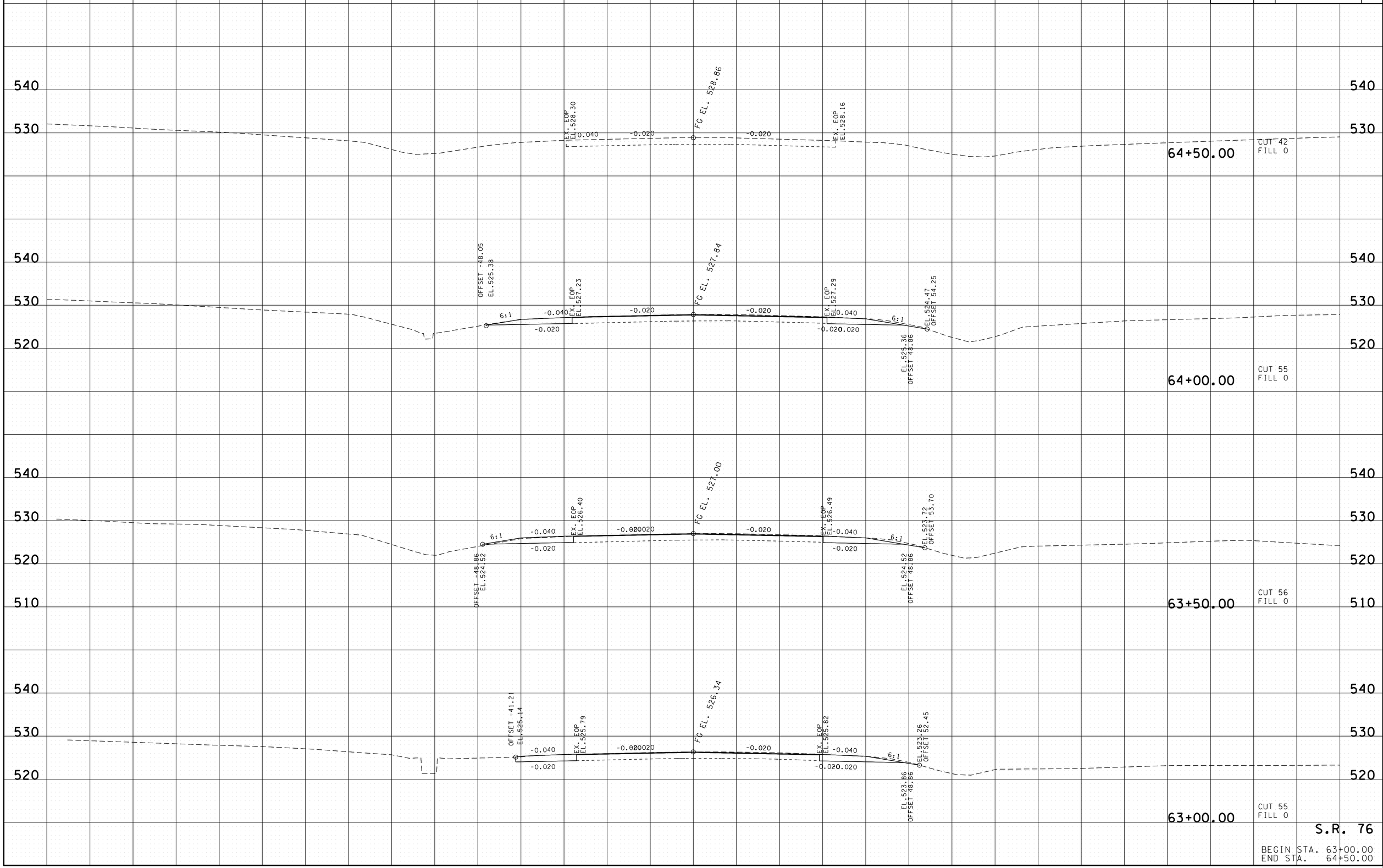
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	16
CONST.	2014	STP/NH-SIP-76(79)	17



S.R. 76

BEGIN STA. 63+00.00
END STA. 64+50.00

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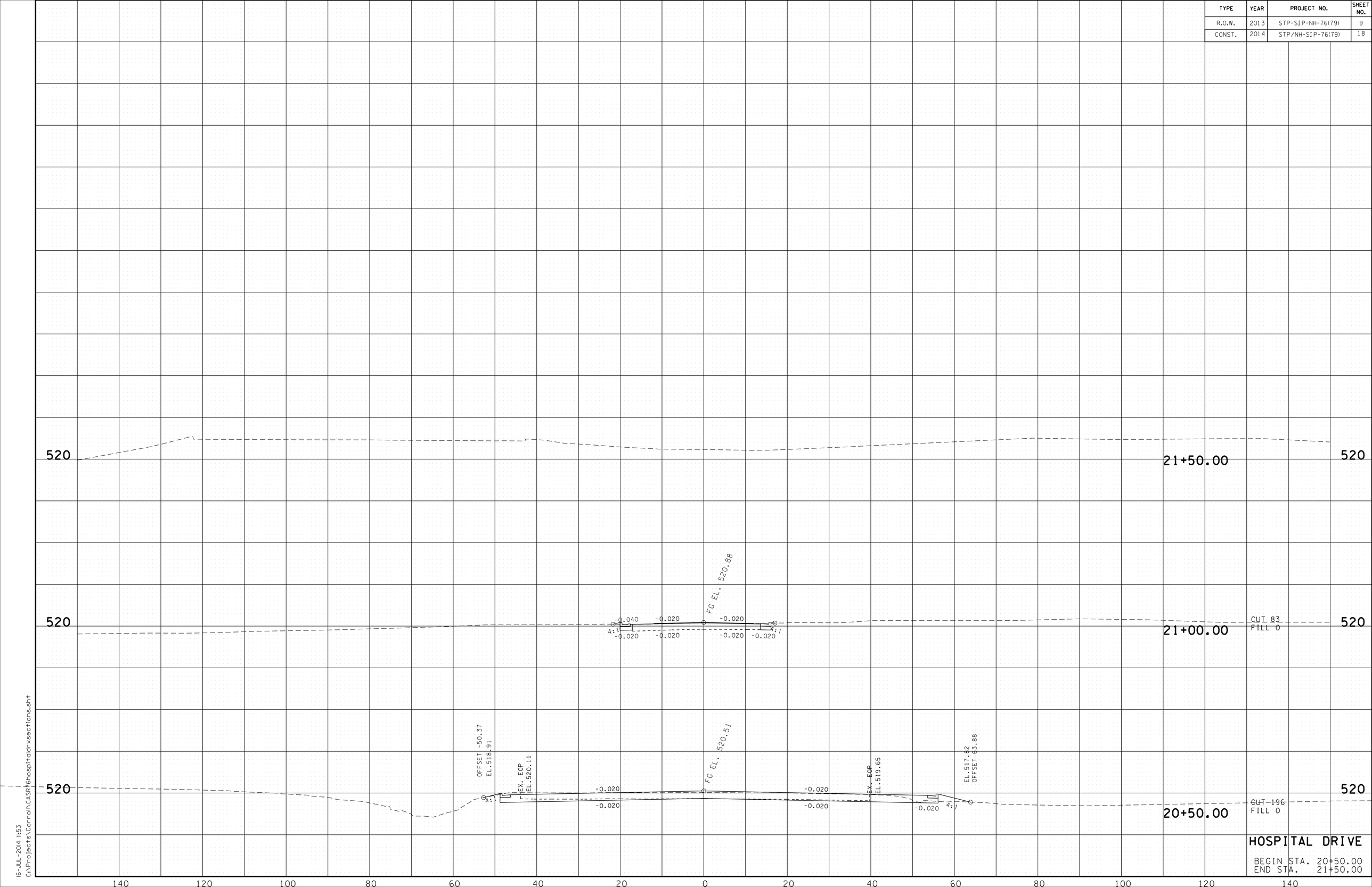
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2013	STP-SIP-NH-76(79)	9
CONST.	2014	STP/NH-SIP-76(79)	18



HOSPITAL DRIVE

BEGIN STA. 20+50.00
END STA. 21+50.00

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