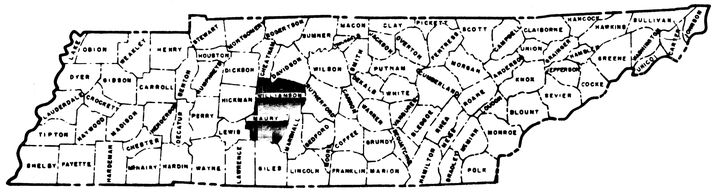
FED. ROAD DIST. NO.	STATE	YEAR	SHEET NO.
3	TENN	1977	1
FED. AID PROJ. NO.		I-65-2(42)45	
STATE PROJ. NO.		60001-3129-44	
STATE PROJ. NO.		94002-3132-44	

INDEX OF SHEETS

SEE SHEET 1A FOR CONSTRUCTION INDEX

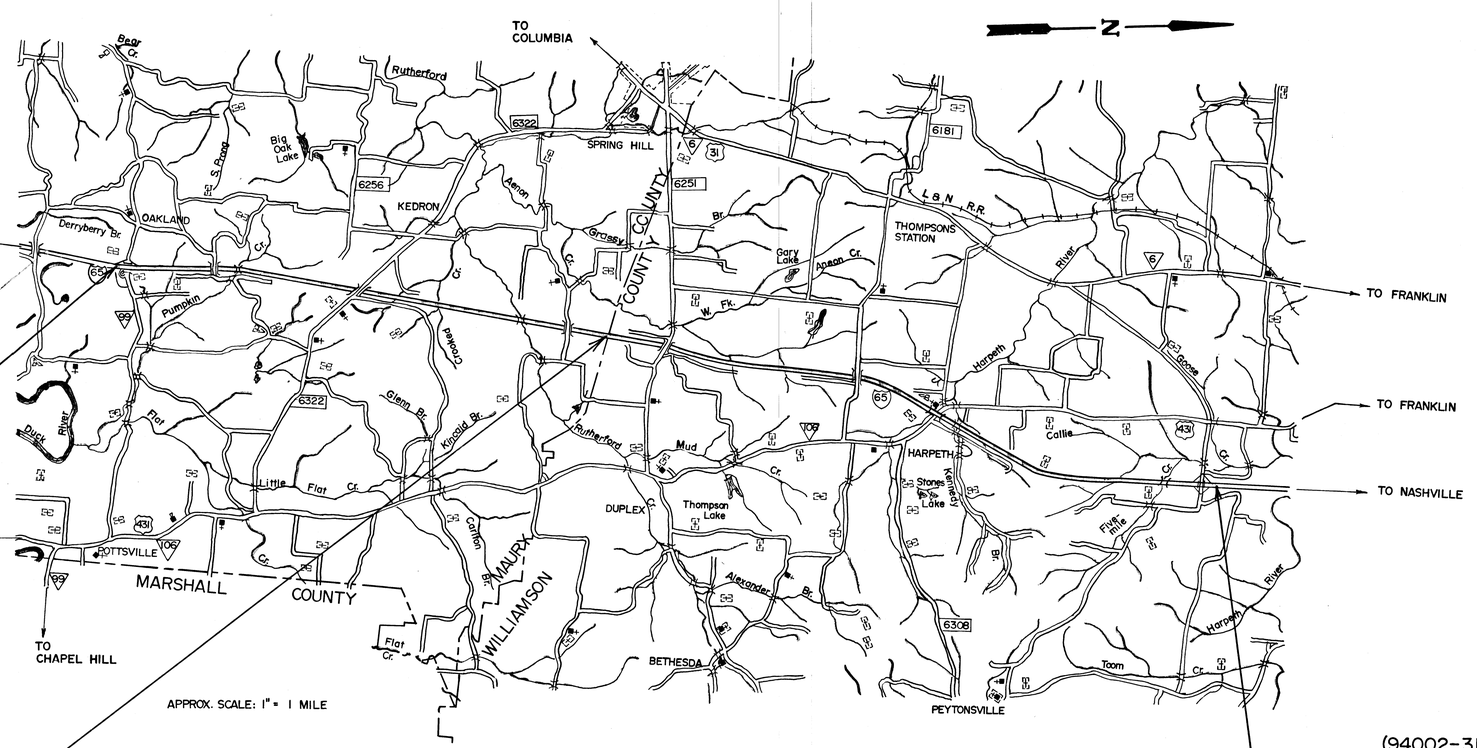
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MAURY - WILLIAMSON COUNTIES



FROM 832'± SOUTH OF STATE ROUTE NO.99 INTERCHANGE TO 1139'± NORTH OF STATE ROUTE NO.6 (SPUR) INTERCHANGE

SAFETY ADJUSTMENTS
INTERSTATE HIGHWAY NO. I-65



APPROX. SCALE: 1" = 1 MILE

NO EXCLUSIONS

EQUATIONS	+	−
947+19.05 BK. = 0+00 AH.	94,719.05	
131+72.00 BK. = 132+72.00 A.H.		100.00
421+78.00 BK. = 422+29.00 A.H.		51.00
TOTALS	94,719.05	151.00
NET EFFECT OF ENUMERATION	94,568.05	

BEGIN SIGNING
STA. 525+00

(60001-3129-44)
BEGIN PROJ. I-65-2(42)45 CONST.
STA. 575+00

END PROJ. 60001-3129-44 STA. 947+19.05
BEGIN PROJ. 94002-3132-44 STA. 0+00

(94002-3132-44)
END PROJ. I-65-2(42)45 CONST.
STA. 470+00

END SIGNING
STA. 470+00

TRAFFIC DATA		
A.D.T.	1977	11,700
A.D.T.	1997	20,350
D.H.V.	1997	2,646
	D	60-40
	T	14%
	V	70 M.P.H.

		MAURY COUNTY	WILLIAMSON COUNTY	TOTAL	
ROADWAY	LENGTH	6.990	8.836	15.826	MILES
BRIDGE	LENGTH	0.059	0.036	0.095	MILES
PROJECT	LENGTH	7.049	8.872	15.921	MILES

APPROVED Richard L. Siddins Jr.
ROADWAY DESIGN ENGINEER

DATE

APPROVED Lewis Evans
DIRECTOR, BUREAU OF HIGHWAYS

DATE

APPROVED Eddie Shaw
COMMISSIONER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

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 FORMERLY DEPARTMENT OF HIGHWAYS DATED JANUARY 1, 1968 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DESIGNER JIM WORK CHECKED HAROLD RALSTON

TENN. STATE HIGHWAYS
Plans Divn. File No. IN-71

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	1A

INDEX OF SHEETS

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GENERAL NOTES	2B
PIPE CULVERT & MEDIAN DRAIN TABULATED QUANTITIES	2C-2E
GUARDRAIL TABULATED QUANTITIES	2F
NO. 36 & NO. 37 CATCH BASINS & GRATE DETAILS	2G
MODIFIED DROP INLET DETAIL	2H
MODIFIED NO. 37 CATCH BASIN & GRATE DETAIL	2I
SPECIAL "X" TYPE ENDWALL DETAIL	2J
MODIFIED NO. 23 CATCH BASIN AT SAG POINT	2L
MODIFIED NO. 23 CATCH BASIN ON STRAIGHT GRADE	2K
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I-65 BRIDGE OVER STATE ROUTE NO. 99, STA. 583+31.61 LAYOUT, DWG. NO. K-16-61	67
NEW LASEA ROAD BRIDGE OVER I-65, STA. 648+77.0 LAYOUT, DWG. NO. K-16-67	68
KEDRON ROAD BRIDGE OVER I-65, STA. 757+95.0 LAYOUT, DWG. NO. K-13-85	69
I-65 BRIDGE OVER RUTHERFORD CREEK, STA. 877+54.0 LAYOUT, DWG. NO. K-16-72	70
PORT ROYAL ROAD BRIDGE OVER I-65, STA. 912+18.74 LAYOUT, DWG. NO. K-16-77	71
DUPLEX-SPRINGFIELD ROAD BRIDGE OVER I-65, STA. 39+15.0 LAYOUT, DWG. NO. K-4-145	72
BETHESDA & THOMPSON STATION ROAD BRIDGE OVER I-65, STA. 182+38.71 LAYOUT, DWG. NO. K-4-151	73
I-65 BRIDGE OVER STATE ROUTE NO. 106, STA. 249+45.0 LAYOUT, DWG. K-8-93	74

STANDARD ROADWAY DRAWINGS

DWG. NO.	LATEST REVISION DATE	SHEET NAME
ROADWAY DESIGN STANDARDS		
RD-A-1	11-9-76	STANDARD ABBREVIATIONS
RD-L-1	3-15-76	STANDARD LEGEND
DRAINAGE-CULVERTS & ENDWALL		
D-PB-1	1-1-76	PIPE BEDDING STANDARD FOR PIPE & PIPE ARCH CULVERTS
D-PE-3	1-1-76	FLARED ENDWALLS WITH STEEL GRATES 4:1 SLOPES (15"-36")
D-PE-4		STRAIGHT, "U" & "L" TYPE CONCRETE ENDWALL
D-PG-3	3-2-76	FERROUS & ALUMINUM CORRUGATED METAL PIPE H-20 LOADING
DRAINAGE-CATCH BASINS & MANHOLES		
D-CB-5	1-1-76	STANDARD DROP INLETS
D-CB-20	1-1-76	STANDARD NO. 20 CATCH BASIN & CASTINGS
D-CB-23	1-1-76	STANDARD NO. 22-23 CATCH BASIN & CASTINGS
SAFETY APPURTENANCES & FENCE		
S-GR-6	11-9-76	GUARDRAIL BARRIER TREATMENT FOR PIERS IN MEDIAN
S-GR-7	1-1-76 (SHTS. 1-3,6) 3-2-76 (SHT. 7) 5-4-76 (SHTS. 8,9) 5-13-76 (SHT. 5) 7-30-76 (SHT. 4)	STANDARD METAL DEEP BEAM GUARDRAIL
S-GR-8		BRIDGE END PROTECTION IN MEDIAN FOR DUAL BRIDGES
TRAFFIC CONTROL APPURTENANCES		
T-S-6	1-1-76	STANDARD MOUNTING DETAILS-BOLTED EXTRUDED PANELS
T-S-7	2-18-76	STANDARD HIGHWAY SHIELDS & ARROWS
T-S-9	1-1-76	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-12	7-29-76	STANDARD MOUNTING DETAILS-FLAT SHEET SIGNS
T-S-13	1-1-76	STANDARD STEEL I-BEAM & SQUARE TUBE BREAK-AWAY TYPE POST & FOOTING DETAILS
T-S-14	7-29-76	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST, FOOTING DETAILS, W-F BEAMS
BRIDGES APPURTENANCES		
M-28-1	1-28-76	BRIDGE RAILING CONCRETE PARAPET 1973

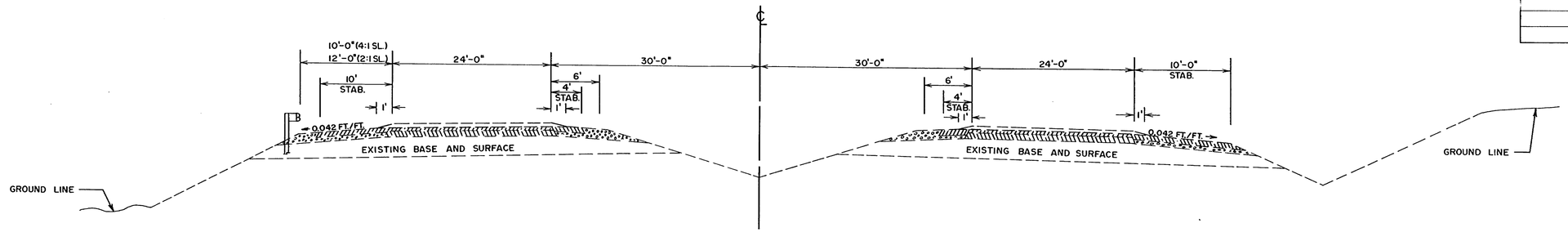
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

INDEX

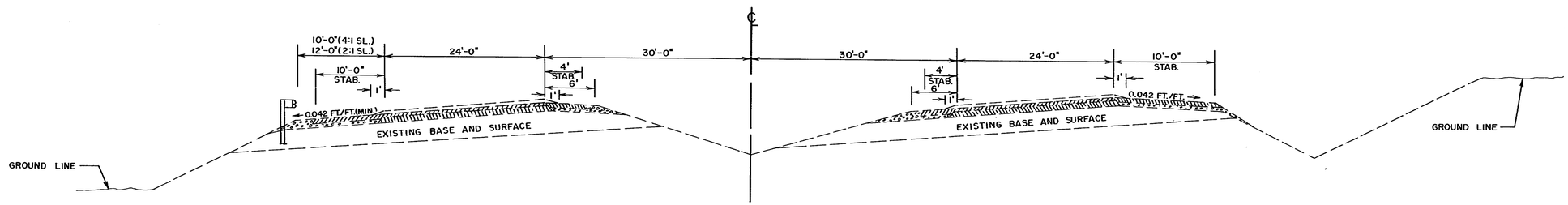
BRUNING 44-560 23411

171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2

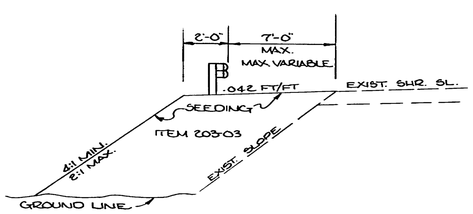


TYPICAL SECTION OF IMPROVEMENT ON TANGENT



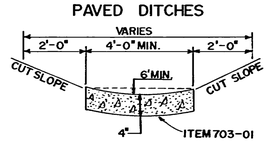
TYPICAL SECTION OF IMPROVEMENT IN SUPERELEVATION

NOTE: ALL PAVEMENT SHOWN ON TYPICAL SECTIONS IS IN PLACE AND FOR REFERENCE ONLY.



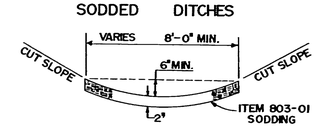
DETAIL OF PROPOSED FLARE AT GUARDRAIL ENDS
(SEE STD. DWG. S-GR-7 FOR OTHER DETAIL)

PAVED DITCHES



TO BE USED ON ALL EARTHEN ROADWAY & TAILOUT DITCHES HAVING GRADES OF 3% OR STEEPER WHERE INDICATED ON PLANS OR AS DIRECTED BY THE ENGINEER.

SODDED DITCHES



TO BE USED ON ALL EARTHEN ROADWAY & TAILOUT DITCHES HAVING GRADES LESS THAN 3% WHERE INDICATED ON PLANS OR AS DIRECTED BY THE ENGINEER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS

REV. 9-7-77: INCREASED QUANTITY OF ITEM NO. 705-08.02.

REV. 6-27-78: CHANGE QUANTITIES FOR ITEMS NOS.: 204-07, 602-01.01, 602-06.01 607-50.01, 607-50.02, 611-02.51, 611-03.01, 611-07.01, 705-01.04, 705-01.06, 705-01.11, 705-01.15 & 705-16.02.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2A

REV. 1-5-77: CORRECTED DESCRIPTION OF ITEM NO. 705-12.

REV. 6/16/77: DELETED ITEM NOS. 607-02.02, 607-05.02 & 607-06.02 CHANGED QUANTITIES ON ITEM NOS. 607-03.02, 607-07.02, 607-37.01 & 607-37.02. ADDED ITEM NOS. 607-50.01, 607-50.02, 607-50.03, 607-50.04 & 607-50.05.

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	PROJECT NO. 60001-3129-44 QUANTITIES	PROJECT NO. 94002-3132-44 QUANTITIES	TOTAL QUANTITIES	UNIT
1	201-02	MOBILIZATION	0.44	0.56	1	LUMP SUM
7	203-03	BORROW EXCAVATION (UNCLASSIFED)	14,852	11,057	25,909	CUBIC YARD
	203-06	WATER	12	9	21	M.G.
	203-07	FURNISHING AND SPREADING TOPSOIL	6,315	6,565	12,880	CUBIC YARD
	204-07	BEDDING MATERIAL (PIPE) CLASS B	80 ~~78~~	113	193 ~~191~~	CUBIC YARD
	602-01.01	STRUCTURAL STEEL (PIPE ENDWALLS)	16,604 ~~16,509~~	14,348	30,952 ~~30,857~~	POUND
	602-06.01	STRUCTURAL STEEL (CATCHBASIN)	1422 ~~1493~~	1735	3157 ~~3228~~	POUND
	~~607-02.02~~	~~15" CONCRETE PIPE CULVERT (CLASS III)~~	~~8~~	~~8~~	~~16~~	~~LINEAR FEET~~
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	0 ~~20~~	16 ~~242~~	16 ~~262~~	LINEAR FEET
	~~607-05.02~~	~~24" CONCRETE PIPE CULVERT (CLASS III)~~	~~60~~	~~98~~	~~158~~	~~LINEAR FEET~~
	~~607-06.02~~	~~30" CONCRETE PIPE CULVERT (CLASS III)~~	~~60~~	~~36~~	~~96~~	~~LINEAR FEET~~
	607-07.02	36" CONCRETE PIPE CULVERT (CLASS III)	8 ~~28~~	12 ~~60~~	20 ~~88~~	LINEAR FEET
	607-50.01	15" CORRUGATED METAL PIPE CULVERT	46 ~~24~~	8	~~32~~ 54	LINEAR FEET
	607-50.02	18" CORRUGATED METAL PIPE CULVERT	140 ~~152~~	226	~~378~~ 366	LINEAR FEET
8	607-37.01	15" CORRUGATED METAL PIPE CULVERT	8 ~~16~~		8 ~~16~~	LINEAR FEET
	607-37.02	18" CORRUGATED METAL PIPE CULVERT	12 ~~132~~		12 ~~132~~	LINEAR FEET
	607-50.03	24" CORRUGATED METAL PIPE CULVERT	60	98	158	LINEAR FEET
	611-02.51	CAPPING EXISTING CATCH BASIN	~~1~~	1	1 ~~2~~	EACH
	611-03.01	CLASS A CONCRETE (CATCHBASIN)	4 ~~5~~	13	17 ~~18~~	CUBIC YARD
	607-50.04	30" CORRUGATED METAL PIPE CULVERT	60	36	96	LINEAR FEET
	607-50.05	36" CORRUGATED METAL PIPE CULVERT	20	48	68	LINEAR FEET
	611-04.36	MODIFICATION OF DOUBLE CATCHBASIN	56	71	127	EACH
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	69 ~~68~~	60	129 ~~128~~	CUBIC YARD
	611-07.02	STEEL BAR REINFORCING (PIPE ENDWALLS)	2,286	1,735	4,021	POUND
6	703-01	CEMENT CONCRETE DITCH PAVING	67	80	147	CUBIC YARD
	705-01.04	SINGLE GUARDRAIL TERMINAL ANCHOR (TYPE 1)	41 ~~48~~	36	77 ~~84~~	EACH
	705-01.06	SINGLE GUARDRAIL ANCHOR BLOCK (TYPE 2)	5 ~~6~~	16	21 ~~22~~	EACH
	705-01.07	SINGLE GUARDRAIL TERMINAL ANCHOR (TYPE 3)	29	41	70	EACH

	ITEM NO.	DESCRIPTION	PROJECT NO. 60001-3129-44 QUANTITIES	PROJECT NO. 94002-3132-44 QUANTITIES	TOTAL QUANTITIES	UNIT
	705-01.11	PROTECTIVE GUARDRAIL AT BRIDGE ENDS	~~552~~ 237		~~552~~ 237	LINEAR FEET
	705-01.15	METAL DEEP BEAM SINGLE GUARDRAIL (POST SPACING 6'-3")	13,673 ~~14,622~~	24,563	38,236 ~~39,185~~	LINEAR FEET
	705-03.03	MEDIAN DIVIDER BREAKWAY CABLE TERMINAL ANCHOR	1		1	EACH
	705-03.06	METAL DEEP BEAM MEDIAN DIVIDER GUARDRAIL (POST SPACING 6'-3")	375		375	LINEAR FEET
2	705-08.02	CONCRETE MEDIAN BARRIER (BRIDGE PIER PROTECTION)	460 ~~443~~	16	476 ~~459~~	LINEAR FEET
3	705-08.03	REINFORCED CONCRETE MEDIAN BARRIER (BRIDGES)	1296		1296	LINEAR FEET
	705-12	METAL DEEP BEAM SINGLE GUARDRAIL (STEEL POST SPACING @ 3' 11 1/2" C.C.)(BRIDGES)		125	125	LINEAR FEET
	705-16.02	REMOVAL OF EXISTING GUARDRAIL	424 ~~831~~		424 ~~831~~	LINEAR FEET
	705-16.08	RELOCATION OF EXISTING GUARDRAIL		450	450	LINEAR FEET
	713-01.01	CLASS "A" CONCRETE (FOUNDATIONS FOR SIGN SUPPORTS)	15	5	20	CUBIC YARD
	713-01.02	STEEL BAR REINFORCEMENT (FOUNDATIONS FOR SIGN SUPPORTS)	3,973	1,437	5,410	POUND
	713-05	STRUCTURAL STEEL HOLLOW SQUARE POSTS (BREAK-AWAY) FOR SIGN SUPPORTS	419	268	687	POUND
	713-06	STRUCTURAL STEEL I-BEAMS & WF BEAMS (BREAK-AWAY) FOR SIGN SUPPORTS	15,253	3,463	18,716	POUND
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	8		8	SQUARE FEET
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	64		64	SQUARE FEET
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	173		173	SQUARE FEET
4	713-15	REMOVAL OF SIGNS, POSTS & FOOTINGS	0.7	0.3	1	LUMP SUM
5	713-20	TRAFFIC CONTROL DEVICES (CONSTRUCTION)	0.44	0.56	1	LUMP SUM
	801-01	SEEDING (WITH MULCH)	682	709	1391	UNITS
	801-03	WATER (SEEDING AND SODDING)	207	246	453	M.G.
	801-07	SEED (SUPPLEMENTAL APPLICATION)	153	160	313	POUND
	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	1	1	2	TON
	803-01	SODDING (NEW SOD)	13,822	17,511	31,333	SQUARE YARD

1. SEE SPECIAL PROVISION REGARDING MOBILIZATION OF FORCES.
2. SEE DWG. NO. K-16-61A, SHEET 65.
3. SEE DWG. NO. K-16-61B, SHEET 66.
4. APPROXIMATELY 11 SIGNS & SIGN SUPPORTS, AND 55 SIGN SUPPORTS.
5. SEE SPECIAL PROVISION.
6. INCLUDES 3 CUBIC YARDS ON PROJECT NO. 60001-3129-44 AND INCLUDES 11 CUBIC YARDS ON PROJECT NO. 94002-3132-44 FOR CONCRETE APPROACH APRONS ON CATCH BASINS.
7. INCLUDES 8521 CU. YDS. FOR FILLING AROUND ENDWALLS, AND ADJUSTING DITCHES AND 17,388 CU. YDS. FOR FLARING SHOULDERS AT GUARDRAIL TERMINALS. QUANTITIES MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR HAS THE OPTION OF EITHER STEEL OR ALUMIMUM CORRUGATED METAL CULVERTS IN ANY OF THE CORRUGATIONS AS INDICATED ON STANDARD DRAWING D-PG-3.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ESTIMATED ROADWAY QUANTITIES

DRAWING 44560 29411

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	28

GENERAL NOTES

GRADING.....① THE CONTRACTOR WILL BE REQUIRED TO LOCATE AND FURNISH SUITABLE BORROW MATERIAL FROM A SITE APPROVED BY THE ENGINEER, ALL COSTS OF SAME TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 203-03. THE BORROW MATERIAL SHALL BE TAKEN IN A MANNER SO THAT IT MAY BE READILY MEASURED. IF BORROW EXCAVATION IN EXCESS OF QUANTITY SHOWN ON THE PLANS AND/OR IN BALANCES OTHER THAN SHOWN ON THE PLANS IS REQUIRED, IT SHALL BE FURNISHED BY THE CONTRACTOR AT THE PRICE BID FOR ITEM NO. 203-03.

DRAINAGE....① FORMED OR SAWED CONTRACTION JOINTS (1/4" WIDE AND 1" DEEP) WILL BE REQUIRED AT A MAXIMUM OF 20' INTERVALS AND ONE HALF (1/2") INCH TRANSVERSE PREMOLDED FIBER EXPANSION JOINT WILL BE REQUIRED AT 60' INTERVALS IN ALL CONCRETE PAVED DITCHES. COST TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 703-01, CEMENT CONCRETE DITCH PAVING.

② THE COST OF CUTTING INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, WILL BE PAID FOR AT THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

③ THE COST OF PIPE CULVERT, CATCH BASIN, AND ENDWALL EXCAVATION IS TO BE INCLUDED IN THE PRICE BID PER CUBIC YARD OF CONCRETE.

④ ALL EARTHEN DITCHES HAVING GRADES 3% OR MORE ARE TO BE PAVED AND THOSE WITH GRADES LESS THAN 3% ARE TO BE SODDED. ALSO THE CONTRACTOR WILL BE REQUIRED TO PAVE CERTAIN DITCHES HAVING GRADES LESS THAN 3% IF AND/OR WHERE THE ENGINEER DEEMS IT NECESSARY.

⑤ ALL COST OF REMOVING AND DISPOSING OF EXISTING CONCRETE ENDWALLS IS TO BE INCLUDED IN PRICE BID FOR OTHER ITEM.

SEEDING & SODDING....① ALL NEWLY GRADED EARTHEN AREAS ON THIS PROJECT THAT ARE NOT TO BE PAVED, STABILIZED OR SODDED SHALL BE SEEDED IN ACCORDANCE TO SECTION 801, STANDARD SPECIFICATIONS. PRIOR TO SEEDING A THREE (3) INCH LAYER OF TOPSOIL SHALL BE PLACED ON NEWLY GRADED EARTHEN AREAS EXCEPT ON CUT SLOPES STEEPER THAN 2:1.

② SOD ALL EARTH SLOPES 3:1 OR STEEPER, AND ANY OTHER SLOPES WHERE SODDING IS REQUIRED TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION.

SIGNS.....① 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. THE LETTERS, DIGITS, ARROWS, BORDERS AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGN SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS.

② THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATE PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

③ THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

④ 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 STATE AND FHWA.

⑤ ALL EXISTING SIGNS & SUPPORTS NOTED TO BE REMOVED WILL BE REMOVED BY THE CONTRACTOR AND AND PAID FOR UNDER ITEM NO. 713-15. THE CONTRACTOR SHALL EXERCISE EXTREME CARE DURING THE REMOVAL OF THE SIGNS AND SUPPORT SO AS TO INFLICT THE LEAST AMOUNT OF DAMAGE POSSIBLE. THE SIGNS AND SUPPORTS SHALL BE DELIVERED TO THE REGION III SIGN SHOP AT 2200 CHARLOTTE AVE., NASHVILLE, TENN.

A. THE PROJECT ENGINEER WILL MAINTAIN A RECORD OF THE SALVAGED SIGN ITEMS AS FOLLOWS:
1. NUMBER OF SQUARE TUBE SUPPORTS
2. NUMBER OF I-BEAM SUPPORTS
3. NUMBER OF FLAT SHEET SIGNS
4. NUMBER OF EXTRUDED PANEL SIGNS

B. THE DEPARTMENT WILL CREDIT THE PROJECT FOR THESE ITEMS AT THE FOLLOWING RATES:
1. SQUARE TUBE SUPPORTS @ $0.50 EACH
2. I- BEAM SUPPORTS @ $ 2.10 EACH
3. FLAT SHEET SIGNS @ $0.75 EACH
4. EXTRUDED PANEL SIGNS @ $12.15 EACH

⑥ WHERE SIGNS ARE REMOVED, FOOTINGS WILL BE REMOVED 6" BELOW THE GROUND, AND THE HOLE BACKFILLED AND SODDED.

⑦ WARNING SIGNS WILL BE PAID FOR UNDER ITEM 713-20 AND WILL BE IN ACCORDANCE WITH THE SPECIAL PROVISION REGARDING SAME.

MISCELLANEOUS.. ① WHERE SHOULDER WIDTH PERMITS, GUARDRAIL WILL BE INSTALLED ON A TAPER ACCORDING TO STANDARD DRAWING NO. S-GR-7 UNLESS INDICATED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

② GUARDRAIL ON RADIUS RETURNS WILL BE FABRICATED TO FIT PROPOSED RADIUS. ALL COST TO BE ABSORBED IN OTHER ITEMS OF CONSTRUCTION.

③ ANY AREA (ROADWAY, SHOULDERS, SIDE SLOPES, ETC.) THAT IS DISTURBED DURING THE CONSTRUCTION OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE, WITH THE MATERIAL THAT IS DISTURBED, IN KIND AND QUANTITY.

④ FOR GUARDRAIL THAT IS TO BE RESET, THE CONTRACTOR SHALL EXERCISE EXTREME CARE DURING THE REMOVAL OF THE GUARDRAIL AND POSTS SO AS TO INFLICT THE LEAST AMOUT OF DAMAGE POSSIBLE. THE RAIL, HARDWARE AND POST THAT IS REMOVED AND NOT RESET WILL BECOME THE PROPERTY OF THE STATE.

⑤ AFTER LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE GUARDRAIL, A FIELD INSPECTION SHALL BE MADE BY THE DEPARTMENT AND F.H.W.A. PERSONNEL TO DETERMINE THE LOCATION AND TYPES OF ANCHORS FOR GUARDRAIL.

SCOPE OF WORK

THE INTENT OF THIS PROJECT IS TO PROVIDE A SAFER ROADSIDE AND MEDIAN IN SUCH A MANNER AS TO REDUCE THE SEVERITY OF DAMAGE TO LIFE AND PROPERTY DUE TO RUN-OFF-THE-ROAD VEHICLES. TO ACCOMPLISH THIS PURPOSE, THE DESIGN WAS DIRECTED TOWARD REDUCTION OF EXISTING HAZARDS BY THE FOLLOWING METHODS;

1. MODIFICATION OF CERTAIN EXISTING ENDWALLS AND CATCHBASINS IN ACCORDANCE WITH DETAILS AND NOTES ON THE PLANS; THE PROVISION, PLACING, COMPACTION AND GRADING OF BORROW MATERIAL TO AJUST DITCHES AND SLOPES (BOTH CROSS-SECTION AND LONGITUDINAL) TO THE ELEVATION OF THE NEW CATCHBASIN OR ENDWALL, THE PAVING AND/OR SODDING OF THE NEW SIDE AND INLET-OUTLET DITCHES AND THE SODDING OR SEEDING OF THE NEWLY PLACED BORROW.

2. THE ADDITION OF NEW GUARDRAIL, THE RELOCATION OF EXISTING GUARDRAIL, THE PROVISION OF BREAK-AWAY END TERMINALS, AND THE ADDITION OF BORROW MATERIAL FOR WIDENING SHOULDERS WHERE GUARDRAILS ARE TO BE FLARED IN ACCORDANCE WITH TYPICAL SECTION ON THE PLANS AND STANDARD DWG. S-GR-7.

3. THE PERFORMANCE OF ANY OTHER WORK NOT SPECIFICALLY MENTIONED ON PLANS BUT REQUIRED BY THE ENGINEER TO COMPLETE THE PROJECT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES AND SCOPE OF WORK

BRUNING 44-560 29411

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MAURY COUNTY (60001-3129-44)

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2C

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPE WHERE TYPE "X" E.W.'S ARE USED, ALSO ADDED FOOTNOTE ④ & ⑤.

REV. 6-27-78: ADDED TWO "X" ENDWALLS & 22' OF 15" PIPE @ STA. 877+25. DELETED NO. 36 CATCHBASIN & CAPPING NO. 23 CATCHBASIN @ STA. 584+30. CORRECTED TOTALS ACCORDINGLY.

PIPE CULVERTS AND MEDIAN DRAINS

LOCATION	TYPE STRUCTURE	②DEPTH C.B. FT.	CLASS "A" CONC. C.B. (C.Y.)	REINF. STEEL C.B. (C.Y.)	GRAY IRON CASTINGS C.B. (LBS)	STRUC. STEEL C.B. (LBS)	③CAPPING DOUBLE C.B. (EACH)	①MODIF. DOUBLE C.B. (EACH)	CLASS "A" CONC. E.W. (C.Y.)	REINF. STEEL E.W. (LBS)	STRUC. STEEL E.W. (LBS)	CONC. PIPE SIZE & LENGTH 15"	18"	24"	30"	36"	C.M. PIPE SIZE & LENGTH 36"	15"	18"	24"	30"	CLASS "B" BEDD. MATL. C.Y. D-PB-1	REMARKS
600+00	NO. 23 C.B.							1															
604+95	NO. 23 C.B.							1															
608+50	NO. 23 C.B., "X" EX.							1	0.49		105.43								12'			2.20	
615+60	NO. 23 C.B.							1															
617+33	NO. 23 C.B.							1															
620+00	NO. 23 C.B., "X" EX.							1	0.49		105.43								8'			1.46	
639+00	NO. 23 C.B., "X" EX.							1	0.49		105.43								8'			1.46	
642+64	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1295.00												
648+26	NO. 23 C.B.							1															
651+22	NO. 23 C.B.							1															
673+00	NO. 23 C.B., MOD. DROP INLET, "X" EW.	5.0'	0.30			195.49		1	0.83		339.68				~~16'~~						16'	5.14	
680+50	NO. 23 C.B., "X" EW.							1						~~12'~~						12'		3.19	
687+30	NO. 23 C.B., MOD. DROP INLET, "X" EW.	5.5'	0.31			204.62		1	1.49		514.96					~~26'~~	20'					7.60	
693+30	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
703+65	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			1.46	
707+50	NO. 23 C.B.							1															
715+33	NO. 23 C.B., NO. 37 C.B.	1.9'	0.97			133.45		1										8'				1.29	
723+77	NO. 23 C.B., "X" EW.							1	0.83		339.68				~~8'~~						8'	2.57	
728+75	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1295.00												
747+00	NO. 23 C.B., "X" EW.							1	0.49		105.43								12'			2.20	
753+50	NO. 23 C.B.							1															
756+00	"X" EW.								0.41		87.45							8'				1.29	
766+50	NO. 23 C.B., 36" SIZE FLARED EW., NO. 37 C.B.	3.7'	1.20			133.45		1	5.72	254	1295.00					8'						3.04	
772+83	NO. 23 C.B., 36" SIZE FLARED EW., MOD. DROP INLET	5.0'	0.30			195.49		1	5.72	254	1295.00												
778+48	NO. 23 C.B., 36" SIZE FLARED EW., "X" EW.							1	6.55	254	1634.68				~~12'~~						12'	3.85	
783+46	NO. 23 C.B.							1															
788+42	NO. 23 C.B.							1															
793+86	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			1.46	
805+91	NO. 23 C.B., 36" SIZE FLARED EW., "X" EW.							1	6.55	254	1634.68				~~12'~~						12'	3.85	
811+72	NO. 23 C.B., "X" EW.							1	0.49		105.43								12'			2.20	
815+33	NO. 23 C.B.							1															
819+68	NO. 23 C.B., "X" EW.							1	0.49		105.43								12'			2.20	
823+73	NO. 23 C.B., "X" EX.							1	0.49		105.43		~~8'~~						8'			1.70	
832+25	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1295.00												
840+29	NO. 23 C.B., MOD. DROP INLET "X" EW.	4.5'	0.41			186.36		1	0.65		220.95			~~12'~~						12'		3.19	
846+83	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			1.46	
851+85	NO. 23 C.B.							1															
856+89	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1295.00												
866+00	NO. 23 C.B. "X" EW.							1	0.49		105.43								8'			1.46	
871+87	NO. 23 C.B.							1															
877+25	2 "X" EWS								0.52		95.24												
886+37	NO. 23 C.B., "X" EWS							1	0.65		220.95			~~12'~~				22'		12'		3.54	
893+40	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			3.19	
900+88	NO. 23 C.B., MOD. DROP INLET	4.5'	0.28			186.36		1														1.46	
906+00	NO. 23 C.B., MOD. DROP INLET "X" EW.	4.5'	0.28			186.36		1	0.65		220.95			~~12'~~						12'		3.19	
915+45	NO. 23 C.B., "X" EW							1	0.83		339.68				~~12'~~						12'	3.85	
918+60	NO. 23 C.B.							1															
927+35	NO. 23 C.B., "X" EW.							1	0.65		220.95			~~12'~~						12		3.19	
929+81	NO. 23 C.B.							1															
934+01	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			1.46	
936+12	NO. 23 C.B.							1															
938+00	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1295.00												
580+50	NO. 23 C.B.							1															
~~584+30~~	~~NO. 23 C.B., NO. 36 C.B.~~	~~2.2'~~	~~0.77~~			~~7.22~~	±												~~12'~~			~~2.20~~	
587+56	NO. 23 C.B., "X" EW.							1	0.49		105.43								8'			1.46	
757+00	NO. 23 C.B.							1															
911+35	NO. 23 C.B.							1															
666+85	NO. 23 C.B.							1															
937+12	NO. 23 C.B., "X" EW.							1	0.41		87.45							8'				1.50	
MAURY COUNTY TOTALS			4.95 ~~4.82~~			1,421.58 ~~1,433.82~~	±	56	68.41 ~~67.88~~	2,286	16,603.75 ~~16,508.31~~	~~8'~~	~~8'~~ ○	~~20'~~ ○	~~80'~~ ○	~~60'~~ ○	~~28'~~ ○	2.0'	46 ~~24~~ ~~16'~~ ④	⑤ ~~132'~~ 140 ~~156~~	6.0'	6.0'	79.65 ~~78.31~~	

① RAISE EXIST. NO. 23 CATCH BASIN & GRATE IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2K & 2L, PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. G1-04.36 (MODIFICATION OF DOUBLE CATCH BASIN.)

② DEPTH VARIABLE ON NO. 23 MODIFIED CATCH BASIN, TO BE RAISED AS DIRECTED BY THE ENGINEER.

~~③ RAISE EXIST. NO. 23 CATCH BASIN IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2N. PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. G1-02.51 (CAPPING EXIST. CATCH BASIN).~~

④ INCLUDES 8' FOR CONNECTION TO CATCH BASIN ITEM NO. 607-37.01

⑤ INCLUDES 12' FOR CONNECTION TO CATCH BASIN ITEM NO. 607-37.02.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PIPE CULVERT & MEDIAN DRAIN TABULATED QUANTITIES

IHUNING 44 560 29411

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2D

REV. 6/16/77: CHANGED ALL CONC. PIPE TO C.M. PIPE WHERE TYPE "X" EW'S ARE USED.

WILLIAMSON COUNTY (94002-3132-44)

PIPE CULVERTS AND MEDIAN DRAINS

LOCATION	TYPE STRUCTURE	②DEPTH C.B. FT.	CLASS "A" CONC. C.B. (C.Y.)	REINF. STEEL C.B. (C.Y.)	GRAY IRON CASTINGS C.B. (LBS)	STRUC. STEEL C.B. (LBS)	③ CAPPING DOUBLE C.B. (EACH)	①MODIF. DOUBLE C.B. (EACH)	CLASS "A" CONC. E.W. (C.Y.)	REINF. STEEL E.W. (LBS)	STRUC. STEEL E.W. (LBS)	CONC. PIPE SIZE & LENGTH 15"	18"	24"	30"	36"	C.M. PIPE SIZE & LENGTH 36"	15"	18"	24"	30"	CLASS "B" BEDD. MATL. C.Y. D-PB-1	REMARKS
1+54	NO. 23 C.B.							1															
7+37	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
9+00	NO.23 C.B.							1															
13+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
18+00	NO.23 C.B., 36" SIZE FLARED EW., "X" EW.							1	6.55	254	1,634.68				~~12'~~						12'	3.85	
23+75	NO.23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
35+55	NO.23 C.B., "X" EW.							1	0.83		339.68				~~8'~~						8'	2.57	
43+09	NO.23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1,295.00												
54+50	NO.23 C.B.							1															
62+15	NO.23 C.B.							1															
79+00	NO.23 C.B.							1															
85+87	NO. 23 C.B.							1															
89+05	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~8'~~						8'			1.70	
94+50	NO.23 C.B., 24" SIZE FLARED EW., "X" EW.							1	3.68	155	750.95			~~18'~~						18'		4.79	
102+00	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1,295.00												
115+00	NO. 23 C.B.							1															
127+00	NO. 23 C.B.							1															
133+00	NO. 23 C.B.							1															
135+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12			2.54	
142+00	NO. 23 C.B., MOD. NO. 37 C.B., "X" EW.	4.5'	1.07			133.45		1	1.49		514.96					~~16'~~	16'					6.08	
149+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
157+34	NO. 23 C.B., MOD. NO. 37 C.B., "X" EW.	3.0'	0.84			133.45		1	0.49		105.43		~~12'~~						12			2.54	
164+37	NO. 23 C.B., MOD. NO. 37 C.B., "X" EW.	3.5'	0.90			133.45		1	0.65		220.95			~~12'~~						12'		3.19	
170+00	FOUR "X" EWS.								1.96		421.72		~~32'~~						32'			6.78	
175+53	NO. 23 C.B., MOD NO. 37 C.B., "X" EW.	4.5'	1.07			133.45		1	1.49		514.96					~~16'~~	16'					6.03	
184+00	NO. 23 C.B.							1															
189+20	NO. 23 C.B., MOD. NO. 37 C.B.	30'	0.84			133.45		1	0.49		105.43		8'									1.70	
195+24	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
206+50	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~8'~~						8'			1.70	
212+50	NO. 23 C.B., 36" SIZE FLARED EW., "X" EW.							1	7.21	254	1,809.98					~~16'~~	16'					6.08	
219+00	NO. 23 C.B., 24" SIZE FLARED EW., "X" EW.							1	3.68	155	750.95			~~12'~~						12'		3.19	
226+00	NO. 23 C.B.							1															
228+56	NO. 23 C.B.							1															
233+80	NO. 23 C.B., MOD NO. 37 C.B., "X" EW.	3.5'	0.90			133.45		1	0.65		220.95			~~18'~~						18'		4.79	
237+40	NO. 23 C.B., MOD. NO. 37 C.B., "X" EW.	3.0'	0.84			133.45		1	0.49		105.43		~~14'~~						14'			2.97	
247+50	NO. 23 C.B., NO. 37 C.B.	2.2'	1.02			133.45	1						8'									1.70	
259+00	NO. 23 C.B.							1															
265+68	NO. 23 C.B., 36" SIZE FLARED EW.							1	5.72	254	1,295.00												
269+90	NO. 23 C.B.							1															
272+68	NO. 23 C.B.							1															
279+00	NO. 23 C.B., "X" EW.							1	0.41		87.45	~~8'~~						8'				1.50	
286+87	NO. 23 C.B.							1															
291+40	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~4'~~						4'			0.85	
297+60	NO. 23 C.B.							1															
304+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
310+50	NO. 23 C.B., 24" SIZE FLARED EW., "X" EW.							1	3.68	155	750.95			~~12'~~						12'		3.19	
316+00	NO. 23 C.B., NO. 37 C.B., "X" EW.	2.7'	1.23			133.45		1	0.65		220.95			~~14'~~						14'		3.72	
353+50	NO. 23 C.B.							1															
324+40	NO. 23 C.B.							1															
328+50	NO. 23 C.B.							1															
333+50	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~8'~~						8'			1.70	
337+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
348+00	NO. 23 C.B., NO. 37 C.B.	3.7'	1.46			133.45		1								12'						4.56	
359+00	NO 23 C.B.							1															
360+75	NO. 23 C.B.							1															
364+86	NO. 23 C.B., MOD. NO. 37 C.B.	3.5'	0.90			133.45		1															
WILLIAMSON COUNTY SUBTOTAL			11.07			1,467.95	1	54	57.44	1,735	13,705.58	0 ~~8'~~	16 ~~196'~~	0 ~~86'~~	0 ~~20'~~	12 ~~80'~~	48	8'	182	86	20	95.55	

① RAISE EXIST. NO. 23 CATCH BASIN & GRATE IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2K & 2L. PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. 611-04.36 (MODIFICATION OF DOUBLE CATCH BASIN.)

② DEPTH VARIABLE ON NO. 23 MODIFIED CATCH BASIN, TO BE RAISED AS DIRECTED BY THE ENGINEER.

③ RAISE EXIST. NO. 23 CATCH BASIN IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2N, PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. 611-02.51 (CAPPING EXISTING CATCH BASIN).

SEE SHEET 2E FOR REMAINDER

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PIPE CULVERT & MEDIAN DRAIN TABULATED QUANTITIES

IRUNING 44.560 27411

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WILLIAMSON COUNTY (94002-3132-44)

PIPE CULVERTS AND MEDIAN DRAINS

LOCATION	TYPE STRUCTURE	②DEPTH C.B. FT.	CLASS "A" CONC C.B. (C.Y.)	REINF. STEEL C.B. (C.Y.)	GRAY IRON CASTINGS C.B. (LBS)	STRUC. STEEL C.B. (LBS)	③CAPPING DOUBLE C.B. (EACH)	①MODIF. DOUBLE C.B. (EACH)	CLASS "A" CONC. E.W. (C.Y.)	REINF. STEEL E.W. (LBS)	STRUC. STEEL E.W. (LBS)	CONC. PIPE SIZE & LENGTH 15"	18"	24"	30"	36"	C.M. PIPE SIZE & LENGTH 36"	15"	18"	24"	30"	CLASS "B" REIN. MAT'L C.Y. D-PB-1	REMARKS
370+00	NO. 23 C.B., MOD. NO. 37 C.B.	3.5'	0.90			133.45		1															
383+00	NO. 23 C.B.							1															
387+00	NO. 23 C.B.							1															
392+00	NO. 23 C.B.							1															
396+91	NO. 23 C.B.							1															
400+00	NO. 23 C.B.							1															
406+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~8'~~						8'			1.70	
412+00	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
425+50	NO. 23 C.B.							1															
431+18	NO. 23 C.B.							1															
438+62	NO. 23 C.B., "X" EW.							1	0.49		105.43		~~12'~~						12'			2.54	
451+00	THREE NO. 23 C.B.S.							3															
457+50	"X" EW.								0.65		220.95			~~12'~~						12'		3.19	
465+00	TWO NO. 23 C.B.							2															
8+30	"X" EW.														~~16'~~						16'	5.14	RAMP "D"
123+19	NO. 37 C.B., "X" EW.	2.2'	1.09			133.45		1	0.49		105.43		~~12'~~						12'			2.54	
WILLIAMSON COUNTY SUBTOTALS			1.99			266.90		17	2.61		642.67		~~44'~~	~~12'~~	~~16'~~				44'	12'	16'	17.65	
WILLIAMSON COUNTY SUBTOTALS			11.07			1,467.95	1	54	57.44	1,735	13,705.58	~~8'~~	~~198'~~ 16'	~~86'~~	~~20'~~	~~60'~~ 12'	48'	8	182'	86'	20'	95.55	
WILLIAMSON COUNTY TOTALS			13.06			1,734.55	1	71	60.05	1,735	14,348.25	~~8'~~ 0	~~242'~~ 16'	~~98'~~ 0	~~36'~~ 0	~~60'~~ 12'	48'	8	226'	98'	36'	113.20	

① RAISE EXIST. NO. 23 CATCH BASIN & GRATE IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2K & 2L, PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. 611-04.36 (MODIFICATION OF DOUBLE CATCH BASIN.)

② DEPTH VARIABLE ON NO. 23 MODIFIED CATCH BASIN, TO BE RAISED AS DIRECTED BY THE ENGINEER.

③ RAISE EXIST. NO. 23 CATCH BASIN IN ACCORDANCE WITH SPECIAL DRAWING SHT. 2N, PAYMENT FOR THIS WORK WILL BE UNDER ITEM NO. 611-02.51 (CAPPING EXISTING CATCH BASIN).

TYPE	YEAR	PROJECT NO	SHEET NO.
CONST.	1977	I-65-2(42)45	2E

REV. 6/16/77: CHANGED ALL CONC. PIPE TO C.M. PIPE WHERE TYPE "X" EW'S ARE USED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PIPE CULVERT & MEDIAN DRAIN TABULATED QUANTITIES

IRUNNING 44 560 2/1411

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2F

REV. 6-27-78: DELETED GUARD-RAIL. N.B.L. RT. OF STA. 581+25± TO 582+72±, LT. OF STA. 581+23± TO 582+73±, LT. OF STA. 580+70± TO 582+73±; S.B.L. RT. OF STA. 583+99± TO 585+49±, LT. OF STA. 584+00± TO 585+50±, RT. OF STA. 584+00± TO 585+50±; N.B.L. RT. OF STA. 875+86± TO 877+86±, LT. OF STA. 876+21± TO 877+71±; S.B.L. RT. OF STA. 879+27± TO 880+77±, LT. OF STA. 879+12± TO 880+62±, CORRECTED TOTALS ACCORDINGLY.

MAURY COUNTY (60001-3129-44)

GUARD RAIL TABULATED QUANTITIES

STA. TO STA. NBL	STA. TO STA. SBL	LOCATION	ITEM 705-01.04 TYPE 1 ANCH. EACH	ITEM 705-01.06 TYPE 2 ANCH. EACH	ITEM 705-01.11 G.R. AT BR. END LIN. FT.	ITEM 705-01.15 SINGLE G.R. 6'3" SPACING LIN. FT.	ITEM 705-03.06 MED. DIV. G.R. LIN. FT.	ITEM 705-16.02 REMOVAL G.R. LIN. FT.	ITEM 705-01.07 TYPE 3 ANCH. EACH	REMARKS
~~581+25± TO 582+72±~~		~~RT. NBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
~~581+23± TO 582+73±~~		~~LT. NBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
	~~583+99± TO 585+49±~~	~~RT. SBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
	~~584+00± TO 585+50±~~	~~LT. SBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
~~580+70± TO 582+73±~~		~~LT. NBL~~						~~203.60~~		~~SEE NOTE SHT. 3 FOR EXIST G.R.~~
	~~584+00± TO 585+50±~~	~~RT. SBL~~						~~203.50~~		~~SEE NOTE SHT. 3 FOR EXIST G.R.~~
	9+44± TO 9+70±	RT. SR. 99				37.50				SEE DETAIL SHT. 2M FOR CONN.
	12+17± TO 12+67±	RT. SR. 99	1			50.00				SEE DETAIL SHT. 65 FOR CONN.
13+99± TO 14+49±		LT. SR. 99	1			50.00				SFE DETAIL SHT. 65 FOR CONN.
(1) 2+25 TO 6+00		LT. RAMP "C"					375.00			RAMP "C" S.R. 99, SEE BELOW NOTE NO. (1)
6+00 TO 7+00		LT. RAMP "C"				100.00			1	RAMP "C" S.R. 99
2+60± TO 6+75±		LT. RAMP "C"						361		SEE RAMP "C" SR 99 SHT. 3
581+81± TO 582+44±		RT RAMP "B"						63		SEE RAMP "B" S.R. 99 SHT. 3
	599+00 TO 607+50	LT. SBL	1			850.00			1	
601+00 TO 607+00		RT. NBL	1			600.00			1	
615+00 TO 619+50		RT. NBL		1		450.00			1	
	616+00 TO 619+50	LT. SBL	1			350.00			1	
641+00 TO 643+50		RT. NBL	1			250.00			1	
646+64± TO 648+64±		RT. NBL	1		39.4	162.50				SEE DETAIL SHT. 65 FOR CONN.
	647+01± TO 648+64±	LT. SBL				162.50			1	SEE DETAIL SHT. 65 FOR CONN.
648+90± TO 651+53±		RT. NBL				262.50			1	SEE DETAIL SHT. 65 FOR CONN.
	648+90± TO 652+53±	LT. SBL		1	39.4	325.00				SEE DETAIL SHT. 65 FOR CONN.
647+70± TO 649+73±		LT. NBL	2			203.00				MEDIAN G.R.
	647+81± TO 649+84±	RT. SBL	2			203.00				MEDIAN G.R.
664+50 TO 667+00		RT. NBL	1			250.00			1	
	666+50 TO 669+00	LT. SBL	1			250.00			1	
	705+50 TO 709+00	LT. SBL	1			350.00			1	
707+00 TO 710+00		RT. NBL	1			300.00			1	
723+00 TO 729+00		RT. NBL	1			600.00			1	
	751+00 TO 756+00	LT. SBL	1			500.00			1	
751+50± TO 757+32±	7)	RT. NBL	1		39.4	544.00				SEE DETAIL SHT. 65 FOR CONN.
	758+57± TO 760+00±	LT. SBL		1	39.4	150.00				SEE DETAIL SHT. 65 FOR CONN.
756+76± TO 758+85±		LT. NBL	2			209.00				MEDIAN G.R.
	757+05± TO 759+14±	RT. SBL	2			209.00				MEDIAN G.R.
779+00 TO 783+50		RT. NBL	1			450.00			1	
	783+50 TO 792+50	LT. SBL	1			900.00			1	
	813+50 TO 816+50	LT. SBL	1			300.00			1	
814+00 TO 816+00		RT. NBL	1			200.00			1	
831+00 TO 833+50		RT. NBL	1			250.00			1	
	849+50 TO 853+50	LT. SBL	1			400.00			1	
	855+50 TO 858+00	LT. SBL	1			250.00			1	
869+50 TO 872+00		RT. NBL	1			250.00			1	
	872+00 TO 874+00	LT. SBL	1			200.00			1	
~~875+86± TO 877+86±~~		~~RT. NBL~~		~~1~~	~~39.40~~	~~162.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
~~876+21± TO 877+71±~~		~~LT. NBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
	~~879+27± TO 880+77±~~	~~RT. SBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
	~~879+12± TO 880+62±~~	~~LT. SBL~~	~~1~~		~~39.40~~	~~112.50~~				~~SEE DETAIL SHT. 66 FOR CONN.~~
900+50 TO 904+50		RT. NBL	1			400.00			1	
910+14± TO 912+14±		RT. NBL	1		39.4	162.5				SEE DETAIL SHT. 65 FOR CONN.
	910+51± TO 912+01±	LT. SBL				150.00			1	SEE DETAIL SHT. 65 FOR CONN.
911+12± TO 913+15±		LT. NBL	2			203.00				MEDIAN G.R.
	911+23± TO 913+26±	RT. SBL	2			203.00				MEDIAN G.R.
912+39± TO 913+89±		RT. NBL				150.00			1	SEE DETAIL SHT. 65 FOR CONN.
	912+27± TO 920+02±	LT. SBL		1	39.4	736				SEE DETAIL SHT. 65 FOR CONN.
917+00 TO 919+00		RT. NBL	1			200.00			1	
926+00 TO 931+50		RT. NBL		1		550.00			1	
936+50 TO 938+50		RT. NBL	1			200.00			1	
13+99± TO 14+49±		RT. S.R. 99	1			50.00				SEE DETAIL SHT. 65 FOR CONN.
	12+17± TO 12+67±	LT. S.R. 99	1			50.00				SEE DETAIL SHT. 65 FOR CONN.
MAURY COUNTY TOTALS			48 41	8-5	~~556~~ 236.4	~~14,622.50~~ 13,672.50	375.00	~~831.00~~ 424.00	29	

(1) INSTALL MED. DIV. TERMINAL ANCHOR AT STA. 2+25 RAMP "C" UNDER ITEM NO. 705-03.03-MEDIAN DIVIDER BREAKAWAY CABLE TERMINAL ANCHOR.

WILLIAMSON COUNTY (94002-3132-44)

GUARD RAIL TABULATED QUANTITIES

STA. TO STA. NBL	STA. TO STA. SBL	LOCATION	ITEM 705-01.04 TYPE 1 ANCH. EACH	ITEM 705-01.06 TYPE 2 ANCH. EACH	ITEM 705-01.11 G.R. AT BR. END LIN. FT.	ITEM 705-01.15 SINGLE G.R. 6'3" SPACING LIN. FT.	ITEM 705-12 G.R. AT BR. PIERS 3'15" SPACING LIN. FT.	ITEM 705-16.08 RELOC. G.R. LIN. FT.	ITEM 705-01.07 TYPE 3 ANCH. EACH	REMARKS
0+25 TO 2+00		RT. NBL	1			175.00			1	
	1+00 TO 2+75	LT. SBL	1			175.00			1	
8+00 TO 10+00		RT. NBL	1			200.00			1	
	8+00 TO 10+00	LT. SBL	1			200.00			1	
33+00 TO 37+69±		RT. NBL		1		468.75		30		SEE INSERT SHT. 17
39+11± TO 40+61±		RT. NBL				150.00			1	SEE DETAIL "P" SHT. 66 FOR CONN.
	40+69± TO 44+00±	LT. SBL		1		331.25		30		SEE INSERT SHT. 17
53+50 TO 62+00		RT. NBL		1		850.00			1	
	55+00 TO 64+50	LT. SBL	1			950.00			1	
	74+00 TO 76+00	LT. SBL	1			200.00			1	
77+50 TO 80+00		RT. NBL	1			250.00			1	
	77+50 TO 82+50	LT. SBL	1			500.00			1	
84+50 TO 86+50		RT. NBL	1			200.00			1	
	85+00 TO 87+50	LT. SBL	1			250.00			1	
	101+50 TO 104+50	LT. SBL	1			300.00			1	
113+00 TO 116+00		RT. NBL		1		300.00			1	
	113+50 TO 117+00	LT. SBL	1			350.00			1	
125+50 TO 127+50		RT. NBL		1		200.00			1	
	126+50 TO 128+50	LT. SBL	1			200.00			1	
131+00 TO 133+50		RT. NBL	1			137.50	12.50		1	
	131+00 TO 134+00	LT. SBL	1			187.50	12.50		1	
176+00 TO 180+00		RT. NBL	1			400.00			1	
182+66± TO 184+47±		RT. NBL				181.25			1	SEE DETAIL "P" SHT. 66 FOR CONN.
	183+75± TO 185+50±	LT. SBL		1		175.00		30		SEE INSERT & NOTES SHT. 22
224+00 TO 230+50		RT. NBL		1		650.00			1	
	224+00 TO 230+00	LT. SBL	1			600.00			1	
245+34± TO 246+74±		RT. NBL		1		137.50		30		SEE INSERT & NOTES SHT. 24
246+57± TO 248+07±		LT. NBL						150		SEE NOTES SHT. 24
	250+15± TO 251+65±	RT. SBL						150		SEE NOTES SHT. 24
	251+48± TO 259+98±	LT. SBL	1			850.00		30		SEE INSERT & NOTES SHT. 24
249+88± TO 258+50		RT. NBL				862.50			1	SEE DETAIL "Q" SHT. 66 FOR CONN.
	265+00 TO 273+75	LT. SBL	1			856.25	18.75		1	
268+00 TO 273+00		RT. NBL		1		481.25	18.75		1	
284+50 TO 287+50		RT. NBL		1		281.25	18.75		1	
	284+50 TO 286+50	LT. SBL	1			181.25	18.75		1	
296+50 TO 298+00		RT. NBL	1			143.75	6.25		1	
	297+00 TO 299+00	LT. SBL		1		193.75	6.25		1	
322+50 TO 329+50		RT. NBL	1			700.00			1	
	323+00 TO 326+00	LT. SBL	1			300.00			1	
345+00 TO 370+50		RT. NBL		1		2550.00			1	
	354+00 TO 362+00	LT. SBL		1		800.00			1	
381+50 TO 401+50		RT. NBL		1		2,000.00			1	
	381+50 TO 406+00	LT. SBL	1			2,450.00			1	
425+00 TO 436+50		RT. NBL		1		1,150.00			1	
	428+00 TO 437+50	LT. SBL	1			950.00			1	
447+75 TO 1+05		RT. NBL		1		412.50	6.25		1	FROM I-65 NBL TO RAMP "A" AT S.R. 6 SPUR
	1+62 TO 4+75±	RT RAMP "D"				306.25	6.25		1	TIE TO EXIST. G.R. RAMP "D" AT S.R. 6 SPUR
27+80± TO 1+34±		RT. S.R. 6 SPUR	1			225.00				FROM S.R. 6 SPUR TO RAMP "B"
526+20±		RT. S.R. 6 SPUR	1							ATTACH TO EXIST. G.R. S.R. 6 SPUR
520+90±		LT. S.R. 6 SPUR	1							ATTACH TO EXIST. G.R. S.R. 6 SPUR
456+70±		RT. NBL	1							ATTACH TO EXIST. G.R.
456+70±		LT. NBL	1							ATTACH TO EXIST. G.R.
	456+70±	RT. SBL	1							ATTACH TO EXIST. G.R.
460+50±		LT. NBL	1							ATTACH TO EXIST. G.R.
	460+50±	RT. SBL	1							ATTACH TO EXIST. G.R.
	460+30±	LT. SBL	1							ATTACH TO EXIST. G.R.
	520+90±	RT. S.R. 6 SPUR	1							ATTACH TO EXIST. G.R.
	526+20±	LT. S.R. 6 SPUR	1							ATTACH TO EXIST. G.R.
	246+84± TO 248+34±	LT. SBL				150			1	SEE DETAIL "Q" SHT. 66 FOR CONN.
WILLIAMSON COUNTY TOTALS			35	16		24,562.50	125.00	450.00	41	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GUARD RAIL TABULATED QUANTITIES

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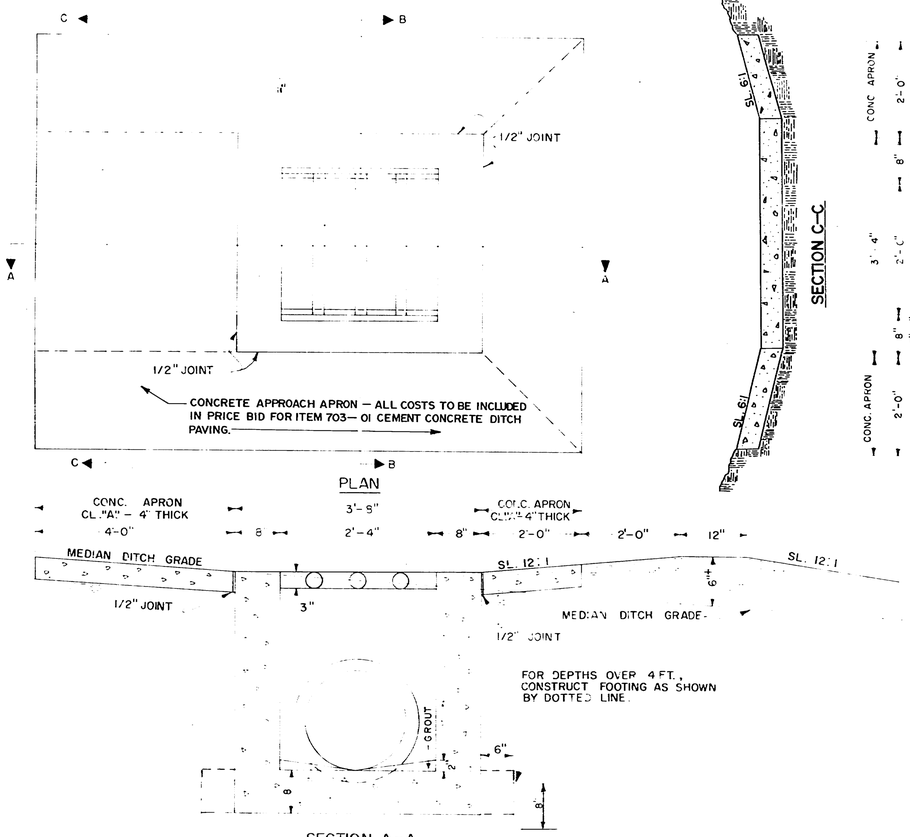
REV. 1-25-77: CHANGED NOTE ON MATERIAL FOR GRATE FROM GALVANIZED TO PAINTED GREEN AFTER FABRICATION.

TYPE	YEAR	PROJECT NO	SHEET NO.
CONST.	1977	I-65-2(42)45	2G

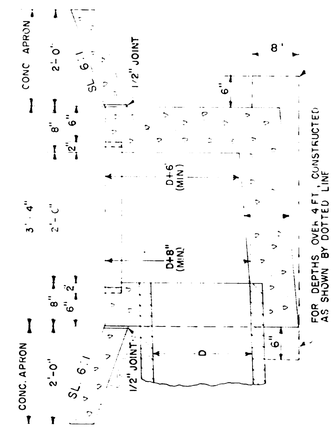


SECTION A-A

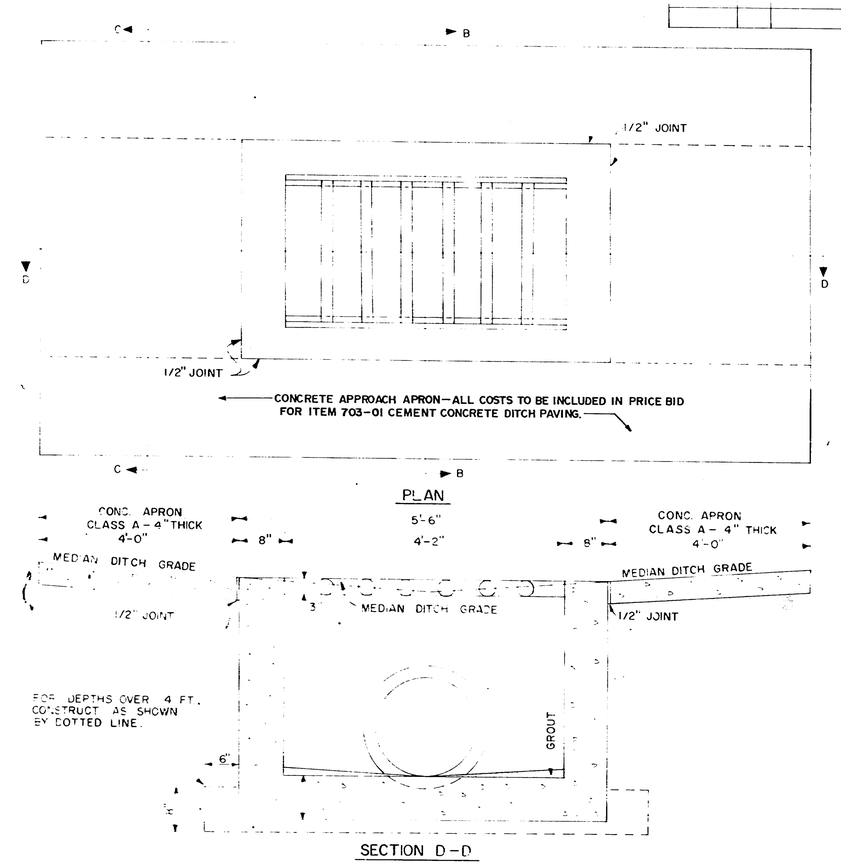
NO. 36 CATCH BASIN

FOR MEDIAN DRAIN ON STRAIGHT GRADE

SECTION C-C



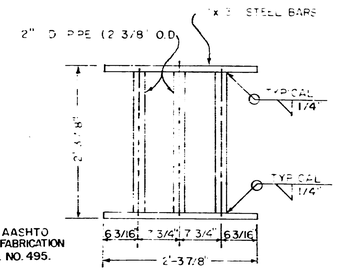
SECTION B-B



SECTION D-D

NO. 37 CATCH BASIN

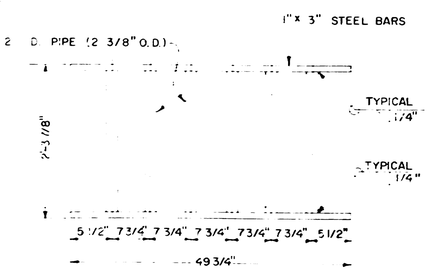
FOR MEDIAN DRAIN AT SAG POINT



GRATE UNIT NO. 36

NOTE: MATERIALS FOR GRATE SPECIFICATIONS FOR STEEL, AASHTO M183-74 PAINTED GREEN AFTER FABRICATION IN ACCORDANCE WITH SPEC. PROV. NO. 495.

WELDING: AWS SPECIFICATIONS D1.1-72 AS MODIFIED BY THE 1974 AASHTO STD. SPECIFICATIONS FOR WELDING OF HIGHWAY BRIDGES



GRATE UNIT NO. 37

ESTIMATED QUANTITIES		
DIAMETER PIPE "D"	CL."A" CONC. CU. YD. NO. 36 C.B.	NO. 37 C.B.
12"	0.70	0.98
15"	0.77	1.07
18"	0.84	1.16
24"	0.98	1.35
EACH ADDI'L OF DEPTH	0.28	0.37

* QUANTITIES FOR CONCRETE APRON NOT INCLUDED.

STRUCTURAL STEEL (FOR GRATE)	
NO. 36	NO. 37
71.82 LBS.	133.45 LBS.

PIPE REDUCTIONS	
DIAMETER	CONC. CU. YD.
12"	0.03
15"	0.05
18"	0.07
24"	0.12

GENERAL NOTES

INVERT TO BE VARIED AS DIRECTED BY THE ENGINEER TO ACCOMMODATE INLET AND OUTLET PIPE.

CONCRETE JOINT MATERIAL TO BE 1/2" PREMOLDED FIBER IN ACCORDANCE WITH SECTION 501 OF STANDARD SPEC.

NOTES:

① EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY. TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACKFILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

② THE SLOPES IN THE VICINITY OF THE PROPOSED CATCHBASINS SHALL BE BACKFILLED IN SUCH A MANNER AS TO PROVIDE A SUMP AT THE CATCH BASINS. THE BACKFILL SHALL EXTEND BACKWARD AND FORWARD ALONG THE ROADWAY DITCH FAR ENOUGH TO CAUSE THE NEW DITCHES TO DRAIN TO THE CATCH BASINS. THE BACKFILL SHALL BE ROUNDED INTO THE EXIST. SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCH BASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.

③ PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:

ITEM NO. 203-03-BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
ITEM NO. 611-03.01-CLASS "A" CONCRETE (CATCH BASIN) PER CUBIC YD.
ITEM NO. 602-06.01-STRUCTURAL STEEL (CATCH BASIN) PER POUND.

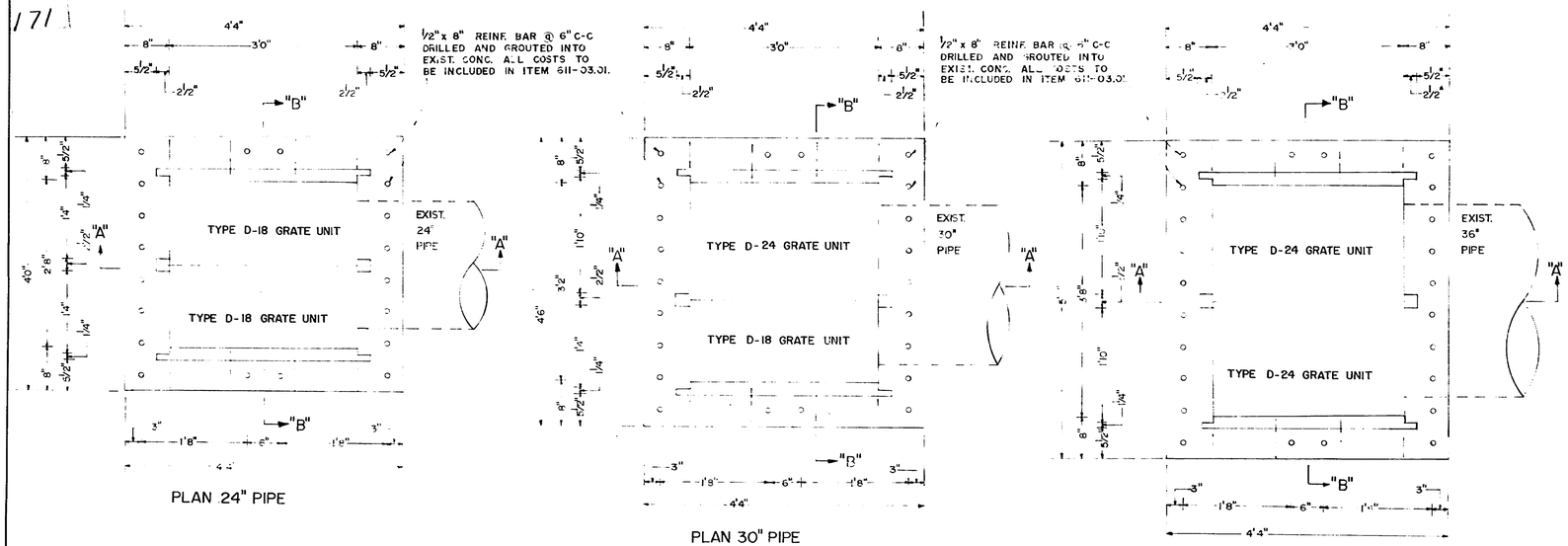
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

NO. 36 & NO. 37 CATCH BASINS AND GRATE DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2H

REV. 1-25-77: CHANGED NOTE ON MATERIAL FOR GRATE FROM GALVANIZED TO PAINTED GREEN AFTER FABRICATION.

171



PLAN 24" PIPE

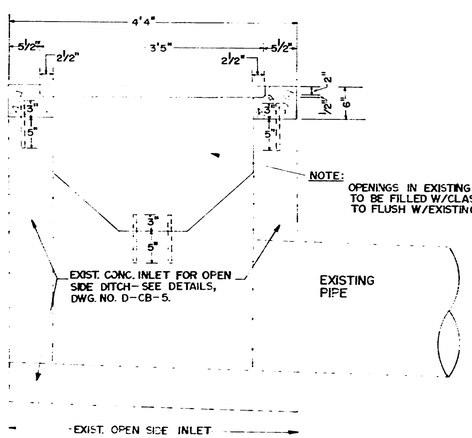
PLAN 30" PIPE

PLAN 36" PIPE

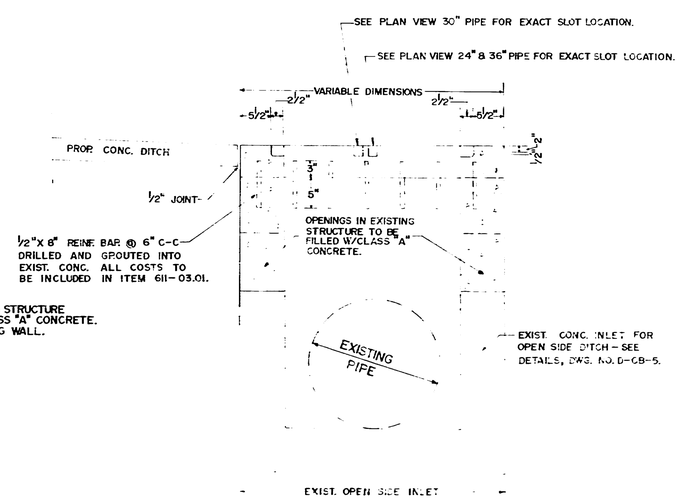
NOTES:

1. SEE STD. DWG. NO. D-CB-5 FOR DETAILS OF EXIST. DROP INLET AND SPECIFICATIONS FOR CLASS "A" CONCRETE.
2. CONCRETE JOINT MATERIAL TO BE 1/2" PREMOULDED FIBER IN ACCORDANCE WITH SECTION 501 OF STANDARD SPEC.
3. EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACK-FILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
4. THE SLOPES IN THE VICINITY OF THE PROPOSED CATCHBASINS SHALL BE BACK-FILLED IN SUCH A MANNER AS TO PROVIDE A SUMP AT THE CATCHBASINS. THE BACKFILL SHALL EXTEND BACKWARD AND FORWARD ALONG THE ROADWAY DITCH FAR ENOUGH TO CAUSE THE NEW DITCHES TO DRAIN TO THE CATCHBASINS. THE BACKFILL SHALL BE POUNDED INTO THE EXIST. SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCHBASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.
5. PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:

   ITEM NO. 203-03- BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
   ITEM NO. 611-03.01- CLASS "A" CONCRETE (CATCHBASIN) PER CUBIC YD.
   ITEM NO. 602-06.01 STRUCTURAL STEEL (CATCHBASIN) POUND.

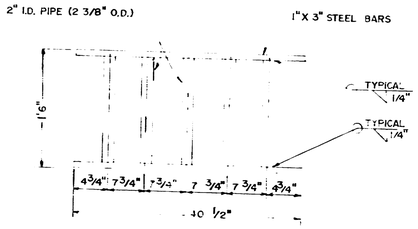


SECTION "A-A"

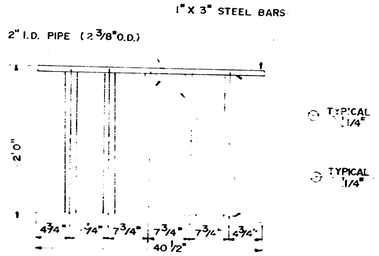


SECTION "B-B"

THIS VIEW IS INTENDED FOR PROSPECTIVE ANALYSIS ONLY REFER TO ABOVE PLAN VIEWS FOR DIMENSIONS.



TYPE D18 GRATE UNIT



TYPE D24 GRATE UNIT

STRUCTURAL STEEL (FOR GRATE)	
TYPE D18	TYPE D24
93.18 LBS	102.31 LBS

NOTE: MATERIALS FOR GRATE:
SPECIFICATIONS FOR STEEL, AASHTO M183-74 PAINTED GREEN AFTER FABRICATION IN ACCORDANCE WITH SPECIAL PROVISION NO. 495.

WELDING:
AWS SPECIFICATIONS D1.1-72 AS MODIFIED BY THE 1974 AASHTO STD. SPECIFICATIONS FOR WELDING OF HIGHWAY BRIDGES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MODIFIED DROP INLET DETAIL

DRAWING 44.500 2/14/11

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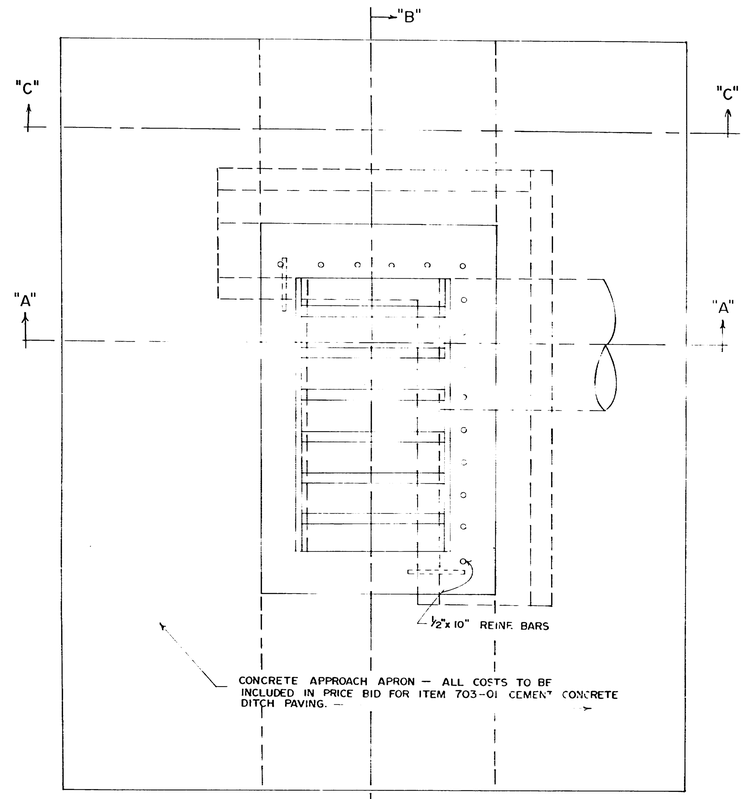
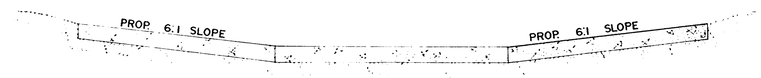
TYPE	YEAR	PROJECT NO	SHEET NO
CONST.	1977	I-65-2(42)45	2I

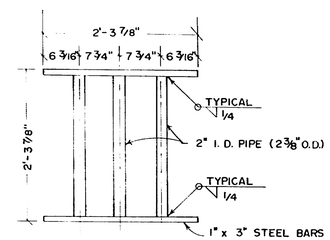
REV. 1-25-77: CHANGED NOTE ON MATERIAL FOR GRATE FROM GALVANIZED TO PAINTED GREEN AFTER FABRICATION.



PLAN



SECTION "C-C"

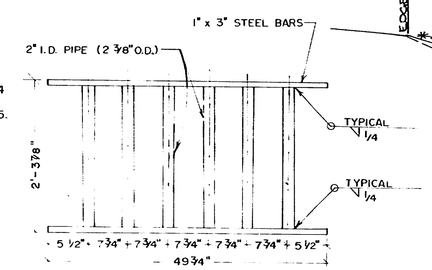


GRATE UNIT NO. 36

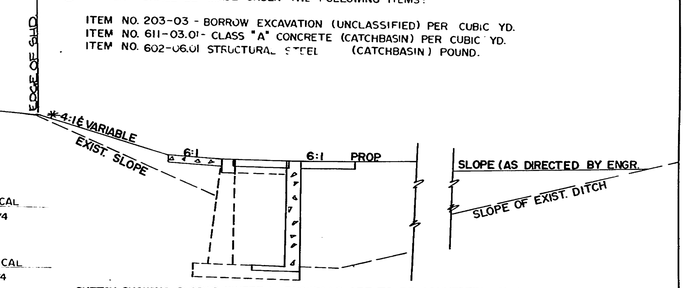
STRUCTURAL STEEL (FOR GRATE)	
NO. 36	NO. 37
71.82 LBS	133.45 LBS

NOTE: MATERIALS FOR GRATE:
SPECIFICATIONS FOR STEEL, AASHTO M183-74 PAINTED GREEN AFTER FABRICATION IN ACCORDANCE WITH SPECIAL PROVISION NO. 495.

WELDING:
AWS SPECIFICATIONS DI. I-72 AS MODIFIED BY THE 1974 AASHTO STD. SPECIFICATIONS FOR WELDING OF HIGHWAY BRIDGES.



GRATE UNIT NO. 37



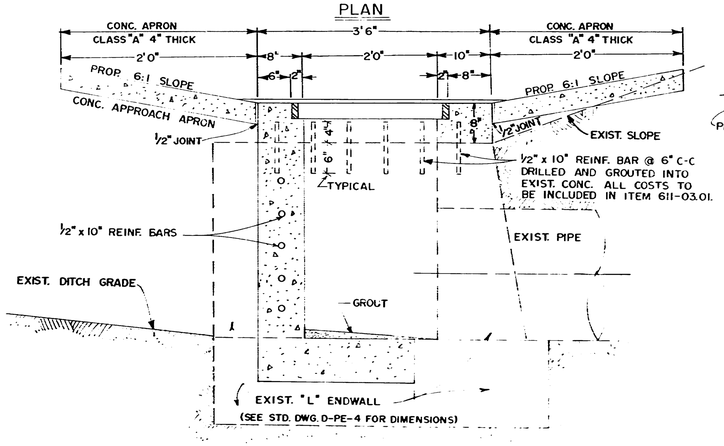
SKETCH SHOWING SLOPES WHERE L-ENDWALLS ARE TO BE CONVERTED TO NO. 37 CATCHBASINS

*SLOPES TO BE TRANSITIONED INTO EXISTING SLOPES, AHEAD AND BACKWARD, IN ACCORDANCE TO SLOPE TRANSITIONS SHOWN ON STANDARD DRAWING RD-S-1.

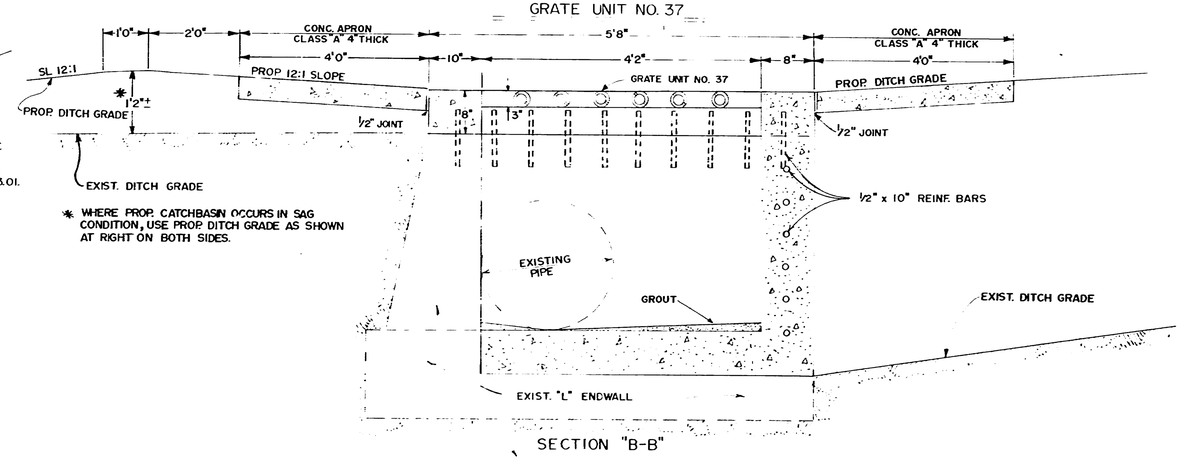
NOTES:

1. GRATE CAPACITY AND OPENINGS ARE HYDRAULICALLY ADEQUATE FOR EXIST. 18" AND 24" PIPE @ 6" HW. (Q^{50} = 10.5 CFS INCLUDING APPROX. 4 CFS. TOLERANCE FOR DEBRIS STOPPAGE.)
2. CONCRETE JOINT MATERIAL TO BE ½" PREMOULDED FIBER IN ACCORDANCE WITH SECTION 501 OF STANDARD SPEC.
3. EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACK-FILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
4. THE SLOPES IN THE VICINITY OF THE PROPOSED CATCHBASINS SHALL BE BACK-FILLED IN SUCH A MANNER AS TO PROVIDE A SUMP AT THE CATCHBASINS. THE BACKFILL SHALL EXTEND BACKWARD AND FORWARD ALONG THE ROADWAY DITCH FAR ENOUGH TO CAUSE THE NEW DITCHES TO DRAIN TO THE CATCHBASINS. THE BACKFILL SHALL BE TRANSITIONED INTO THE EXIST. SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCHBASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY. (SEE SKETCH AND NOTES BELOW REGARDING SLOPE TRANSITIONS.)
5. PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:

ITEM NO. 203-03 - BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
ITEM NO. 611-03.01 - CLASS "A" CONCRETE (CATCHBASIN) PER CUBIC YD.
ITEM NO. 602-06.01 STRUCTURAL STEEL (CATCHBASIN) POUND.



SECTION "A-A"



* WHERE PROP. CATCHBASIN OCCURS IN SAG CONDITION, USE PROP. DITCH GRADE AS SHOWN AT RIGHT ON BOTH SIDES.

SECTION "B-B"

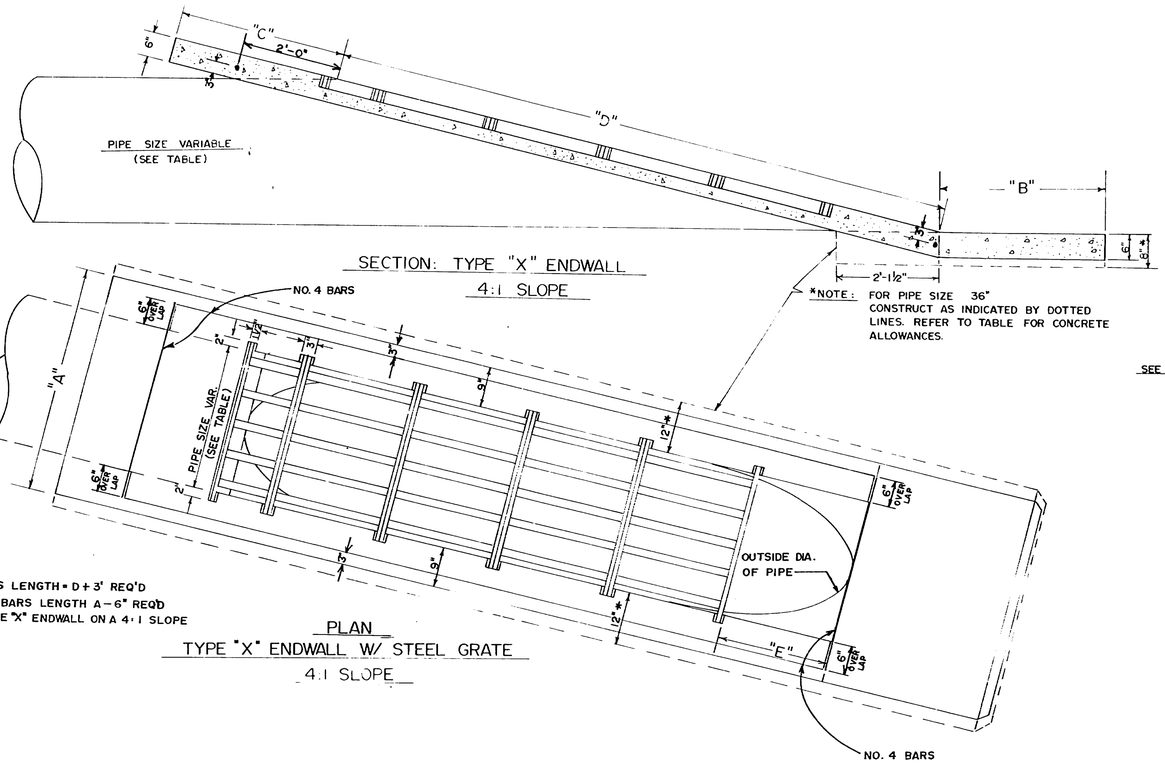
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MODIFIED NO. 37
CATCH BASIN
& GRATE
DETAIL

171

REV. 1-25-77: CHANGED NO. FOR STEEL SPECIFICATION AND DELETED REFERENCE TO GALVANIZED FABRICATION. ADDED NO. 4 BARS TO ENDWALL.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	23



SECTION: TYPE "X" ENDWALL
4:1 SLOPE

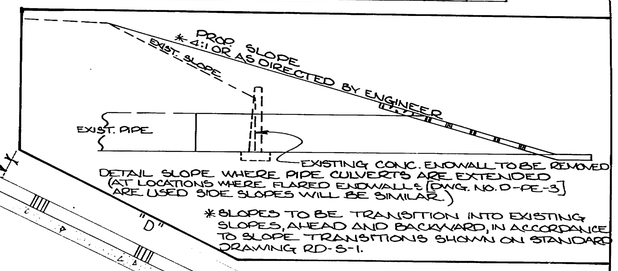
PLAN
TYPE "X" ENDWALL W/ STEEL GRATE
4:1 SLOPE

2 - NO. 4 BARS LENGTH = D + 3' REQ'D
AND 2 - NO. 4 BARS LENGTH A - 6" REQ'D
FOR EACH TYPE "X" ENDWALL ON A 4:1 SLOPE

TYPE "X" ENDWALL WITH STEEL GRATE

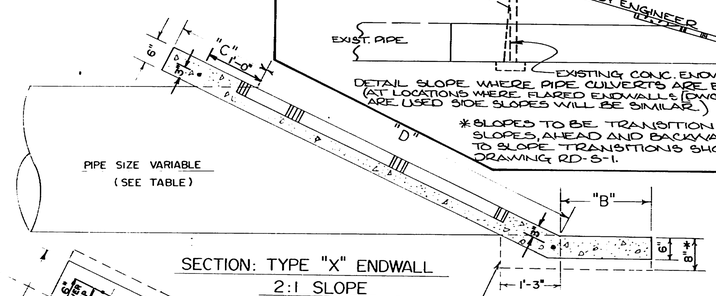
PIPE SIZE	DIMENSIONS & QUANTITIES FOR CONCRETE ENDWALLS														DIMENSIONS AND QUANTITIES FOR GRATE				
			2:1 SLOPE						4:1 SLOPE									STRUCTURAL STEEL LBS.	
	A	B	C	D	E	CL. "A" CONC. (CY.)	NO. OF GRATES TYPE I	NO. OF GRATES TYPE II	C	D	E	CL. "A" CONC. (CY.)	NO. OF GRATES TYPE I	NO. OF GRATES TYPE II	F	G	NO. OF SPACES AT 7 3/4"	2:1 SLOPE	4:1 SLOPE
15"	2'-9"	1'-3"	1'-9"	2'-9½"	1'-1 3/8"	0.26	1	–	3'-4½"	5'-1 7/8"	2'-0 3/4"	0.41	1	1	1'-6 3/4"	0'-5½"	1	47.62	87.45
18"	3'-0"	1'-6"	"	3'-4¼"	"	0.31	1	–	"	6'-2¼"	"	0.49	2	–	1'-9 3/4"	0'-7"	1	52.72	105.43
24"	3'-6"	2'-0"	"	4'-5 5/8"	1'-3 3/8"	0.42	1	1	"	8'-3"	2'-4 7/8"	0.65	2	1	2'-3 3/4"	0'-6 1/8"	2	143.37	220.95
30"	4'-0"	2'-6"	"	5'-7 1/8"	1'-1 3/8"	0.54	2	–	"	10'-3 3/4"	2'-0 3/4"	0.83	3	1	2'-9 3/4"	0'-5¼"	3	177.71	339.68
36"	5'-0"	3'-0"	"	6'-8½"	"	0.92	2	1	"	12'-4 7/8"	"	1.49	4	1	3'-3 3/4"	0'-4 3/8"	4	301.11	514.96

SEE NOTE *



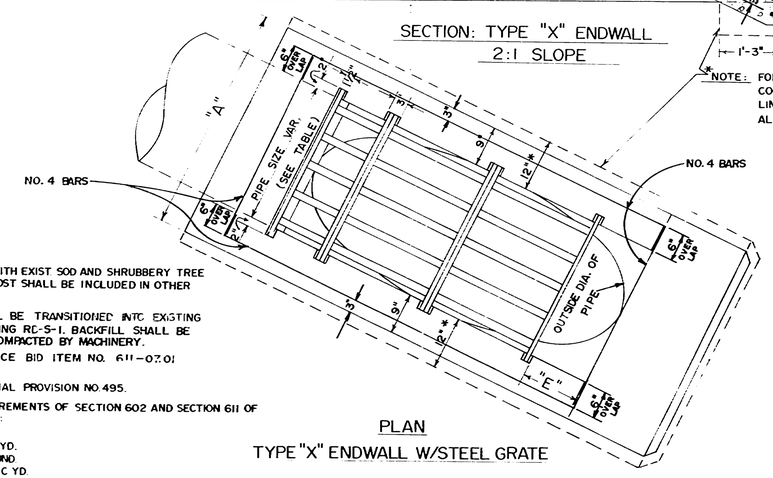
DETAIL SLOPE WHERE PIPE CULVERTS ARE EXTENDED (AT LOCATIONS WHERE FLARED ENDWALLS [DWG. NO. D-PE-3] ARE USED SIDE SLOPES WILL BE SIMILAR.)

* SLOPES TO BE TRANSITION INTO EXISTING SLOPES, AHEAD AND BACKWARD, IN ACCORDANCE TO SLOPE TRANSITIONS SHOWN ON STANDARD DRAWING RD-S-1.



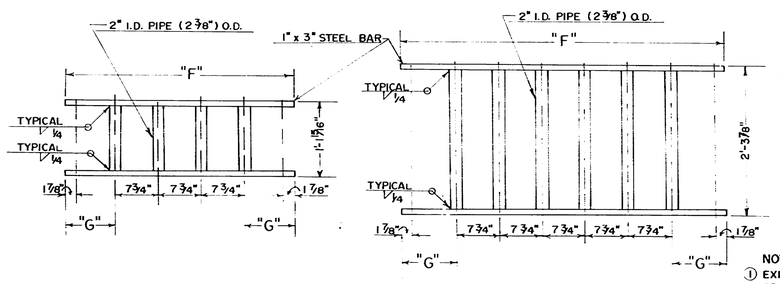
SECTION: TYPE "X" ENDWALL
2:1 SLOPE

*NOTE: FOR PIPE SIZES 36" CONSTRUCT AS INDICATED BY DOTTED LINES. REFER TO TABLE FOR CONCRETE ALLOWANCES.



PLAN
TYPE "X" ENDWALL W/STEEL GRATE
2:1 SLOPE

2-NO.4 BARS LENGTH = D + 2' REQ'D AND
2-NO.4 BARS LENGTH = A - 6" REQ'D FOR
EACH TYPE "X" ENDWALL ON A 2:1 SLOPE.



TYPE II

TYPE I

STRUCTURAL STEEL GRATE

NOTE: MATERIALS FOR GRATE: SPECIFICATIONS FOR STEEL AASHTO M183-74.

WELDING: AWS SPECIFICATIONS D1.1-72 AS MODIFIED BY THE 1974 AASHTO STD. SPECIFICATIONS FOR WELDING OF HIGHWAY BRIDGES.

NOTES:

1. EXIST PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACKFILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
2. THE SLOPES IN THE VICINITY OF THE PROPOSED ENDWALLS SHALL BE TRANSITIONED INTO EXISTING SLOPES IN A NEAT TRANSITION ACCORDING TO STANDARD DRAWING RD-S-1. BACKFILL SHALL BE HAND TAMPED AROUND ENDWALL IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.
5. COST OF ALL REINFORCING BARS TO BE INCLUDED IN PRICE BID ITEM NO. 611-0701 CLASS "A" CONCRETE (PIPE ENDWALLS)
3. ALL GRATES TO BE PAINTED GREEN AFTER FABRICATION. SEE SPECIAL PROVISION NO. 495.
4. TYPE "X" ENDWALLS FOR PIPE CULVERTS SHALL MEET THE REQUIREMENTS OF SECTION 602 AND SECTION 611 OF THE STANDARD SPECIFICATIONS AND WILL BE PAID FOR AS FOLLOWS:

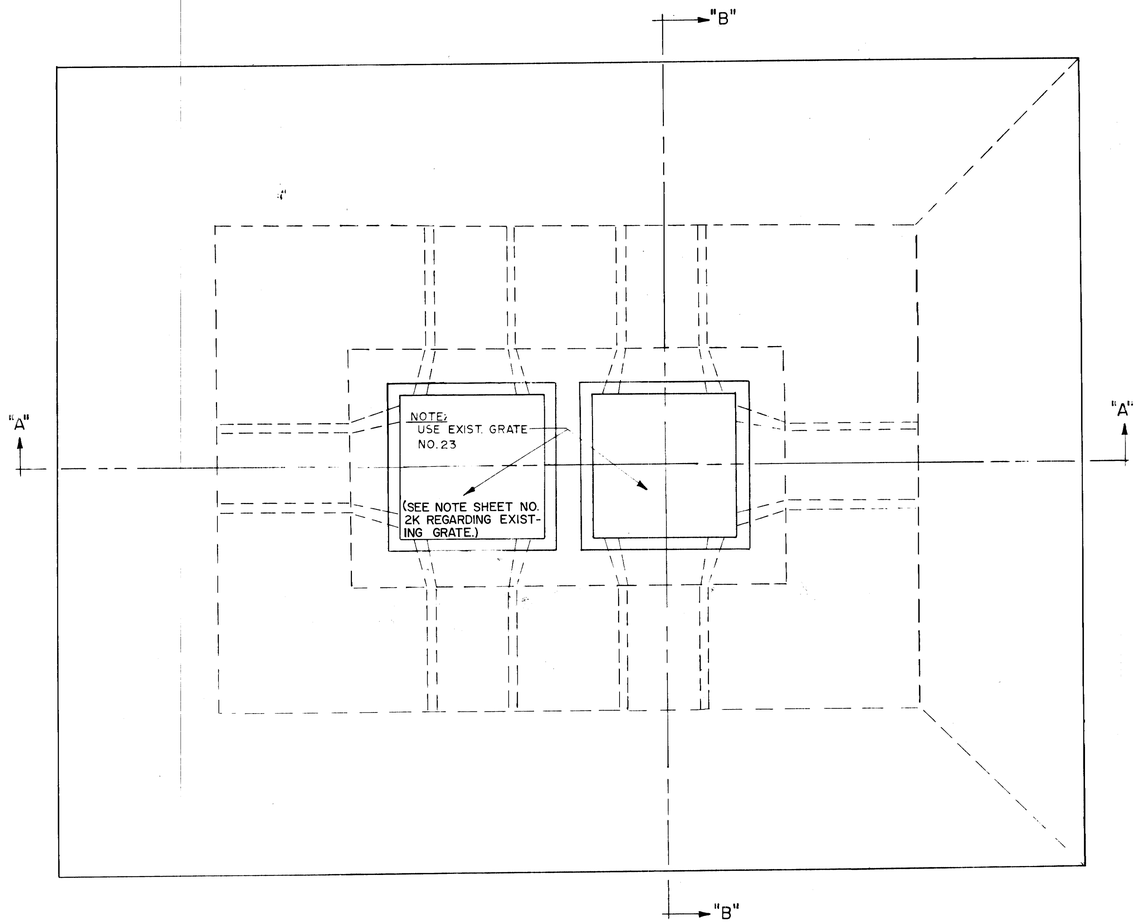
ITEM NO. 203-03-BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
ITEM NO. 602-0101-STRUCTURAL STEEL (PIPE ENDWALLS) PER POUND
ITEM NO. 611-0701-CLASS "A" CONCRETE (PIPE ENDWALLS) PER CUBIC YD.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

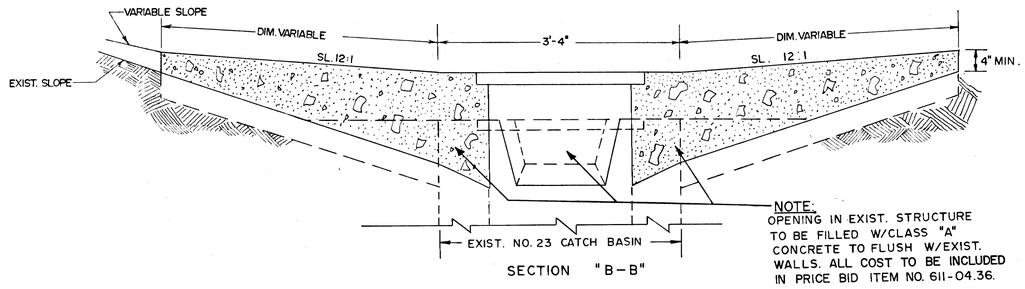
SPECIAL
TYPE "X" ENDWALL
DETAIL

TENN. STATE HIGHWAYS
Plans Divn. File No. IN-171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2L



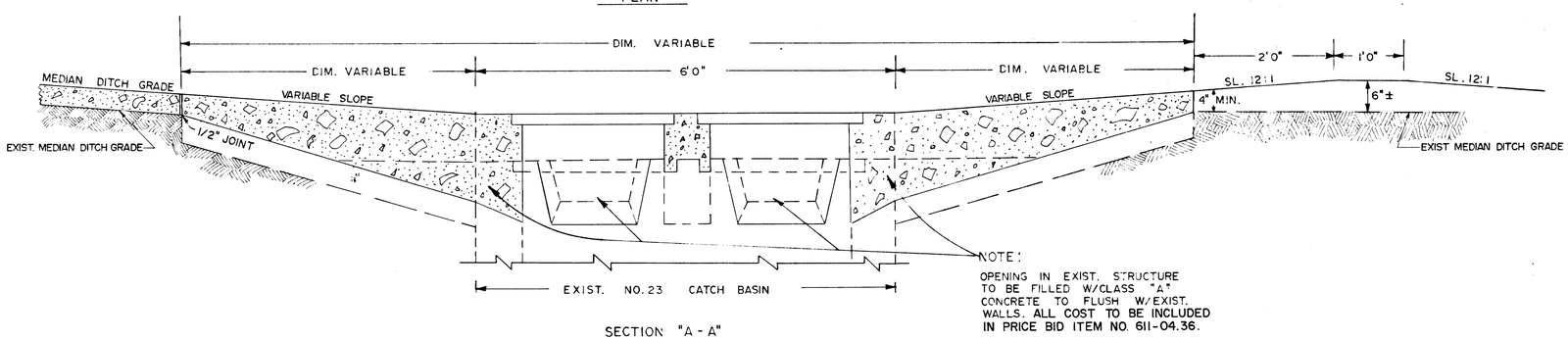
PLAN



SECTION "B-B"

NOTES:

1. SEE STD. DWG. NO. D-CB-23 FOR DETAILS OF EXIST. NO. 23 CATCH BASIN, GRATE & SPECIFICATIONS FOR CONCRETE.
2. EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACKFILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
3. THE SLOPES IN THE VICINITY OF THE PROPOSED CATCH BASINS SHALL BE BACKFILLED IN SUCH A MANNER AS TO PROVIDE A SUMP AT THE CATCH BASINS. THE BACKFILL SHALL EXTEND BACKWARD AND FORWARD ALONG THE ROADWAY DITCH FAR ENOUGH TO CAUSE THE NEW DITCHES TO DRAIN TO THE CATCH BASINS. THE BACKFILL SHALL BE ROUNDED INTO THE EXIST. SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCH BASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.
4. PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:
   ITEM NO. 203-03- BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
   ITEM NO. 611-04.36- MODIFICATION OF DOUBLE CATCH BASIN PER EACH.



SECTION "A - A"

FOR MEDIAN DRAIN ON STRAIGHT GRADE

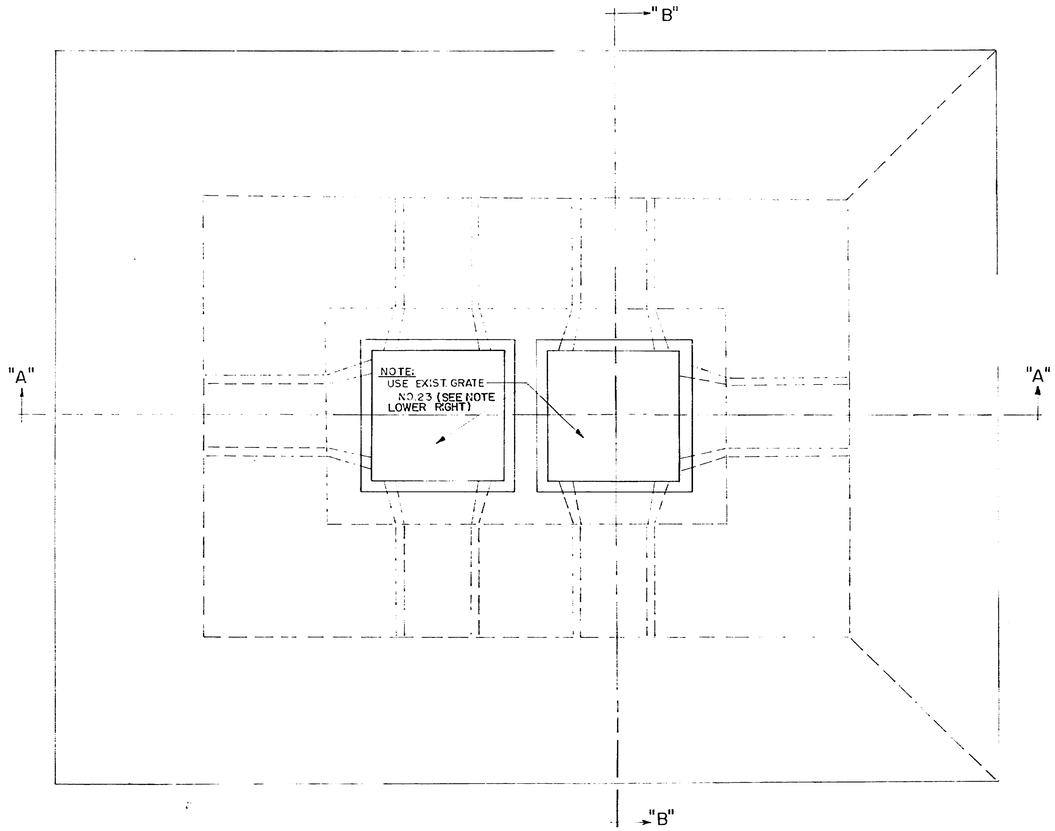
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MODIFIED NO. 23
CATCH BASIN ON
STRAIGHT GRADE

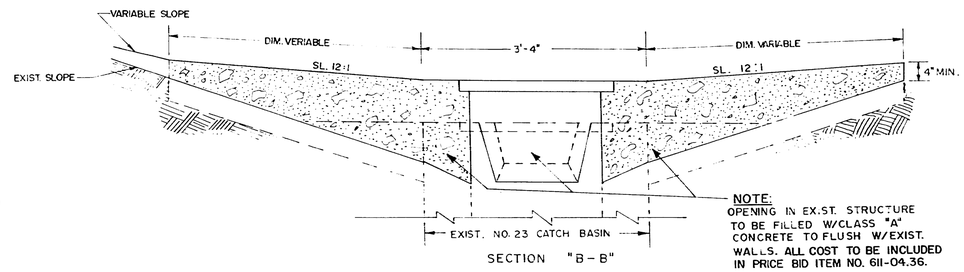
BRUNING 44-560 29411

171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	2K



PLAN

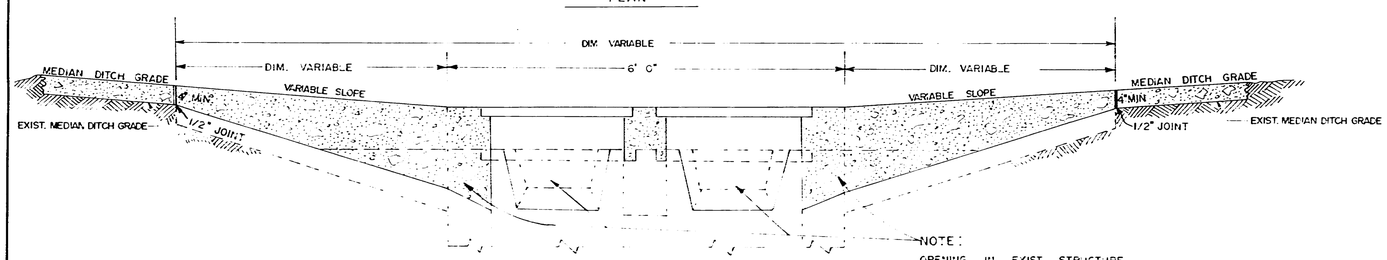


SECTION "B-B"

NOTES:

1. SEE STD. DWG. NO. D-CB-23 FOR DETAILS OF EXIST. NO. 23 CATCH BASIN, GRATE & SPECIFICATIONS FOR CONCRETE.
2. EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACKFILLED. ALL COST SHALL INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
3. THE SLOPES IN THE VICINITY OF THE PROPOSED CATCH BASINS SHALL BE BACKFILLED IN SUCH A MANNER AS TO PROVIDE A SUMP AT THE CATCH BASINS. THE BACKFILL SHALL EXTEND BACKWARD AND FORWARD ALONG THE ROADWAY DITCH FAR ENOUGH TO CAUSE THE NEW DITCHES TO DRAIN TO THE CATCH BASINS. THE BACKFILL SHALL BE ROUNDED INTO THE EXIST. SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCH BASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.
4. PAYMENT SHALL BE MADE UNDER THE FOLLOWING ITEMS:
   ITEM NO. 203-03- BORROW EXCAVATION (UNCLASSIFIED) PER CUBIC YD.
   ITEM NO. 611-04.36- MODIFICATION OF DOUBLE CATCH BASIN PER EACH.

NOTE: EXISTING NO. 23 GRATES TO BE REUSED WHERE UNDAMAGED. DAMAGED GRATES SHALL BE REPLACED BY THE CONTRACTOR. ALL COST TO BE INCLUDED IN PRICE BID ITEM NO. 611-04.36. DAMAGED GRATES SHALL BECOME PROPERTY OF THE CONTRACTOR.



SECTION "A-A"

FOR MEDIAN DRAIN AT SAG POINT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MODIFIED NO. 23
CATCH BASIN
AT SAG POINT

171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	1977	I-65-2(42)45	2M

GENERAL NOTES

(1) CERTIFICATION: THE CONTRACTOR SHALL FURNISH ANCHOR PULL OUT DATA FROM AN INDEPENDENT TESTING LABORATORY USING CLASS "A" CONCRETE AS PRESCRIBED BY TENNESSEE HIGHWAY SPECIFICATIONS. THE REQUIRED ULTIMATE LOAD FOR 7/8" Ø ANCHORS IS 19,000 LBS., 3/4" Ø ANCHORS IS 18,000 LBS., 5/8" Ø ANCHORS IS 12,000 LBS., AND 9,000 LBS. FOR 1/2" Ø ANCHORS.

(2) IN PLACE REQUIREMENTS: THE UNITS SHALL BE SUB-SET 3/32" TO 1/4" AND TORQUED, WITH BASE PLATE IN PLACE, TO AN EQUIVALENT DIRECT PULL OUT LOAD OF 12,000 LBS. FOR 7/8" Ø ANCHORS, 11,000 LBS. FOR 3/4" Ø ANCHORS, 7,000 LBS. FOR 5/8" Ø ANCHORS, AND 6,000 LBS. FOR 1/2" Ø. SLIPPAGE SHALL NOT EXCEED 1/4". THE DEPARTMENT WILL PERFORM TESTING OF ANCHORS ON SITE TO INSURE THE SPECIFIED IN PLACE REQUIREMENTS. INSTALLATIONS NOT MEETING THESE REQUIREMENTS MUST BE CORRECTED AT THE CONTRACTORS EXPENSE.

(3) DETAILS OF GUARDRAIL SHALL CONFORM TO STANDARD DRAWING NO. S-GR-7, EXCEPT FOR DETAILS SHOWN ON THIS SHEET.

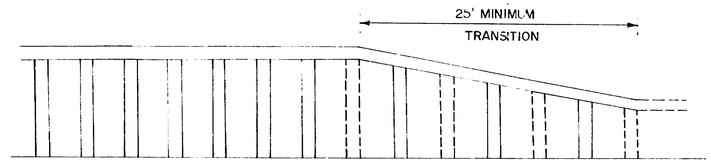
(4) SINCE THE FINISHED RAILING MUST MEET ALL REQUIREMENTS OF FIT, ALIGNMENT AND GRADE, TO THE FULL SATISFACTION OF THE ENGINEER, IT IS SUGGESTED THAT A COMPLETE FIELD MEASUREMENT BE MADE BEFORE ANY SHOP FABRICATION IS BEGUN.

(5) PROFILE OF GUARDRAIL SHALL CONFORM TO ROADWAY GRADE.

(6) THE BID COST FOR RAIL SHALL BE UNDER ITEM NOS. 705-01.15 & 705-12 AND IS TO INCLUDE ALL ANCHOR MATERIALS SHOWN ON THIS SHEET, COMPLETE AND INSTALLED ON THE STRUTURE.

(7) RAIL SECTIONS FOR BRIDGE CONNECTIONS TO BE SHOP PUNCHED OR DRILLED. CURVED SECTIONS TO BE SHOP BENT TO CORRECT ALIGNMENT AND FIT. SEE NOTE (4) ON THIS SHEET.

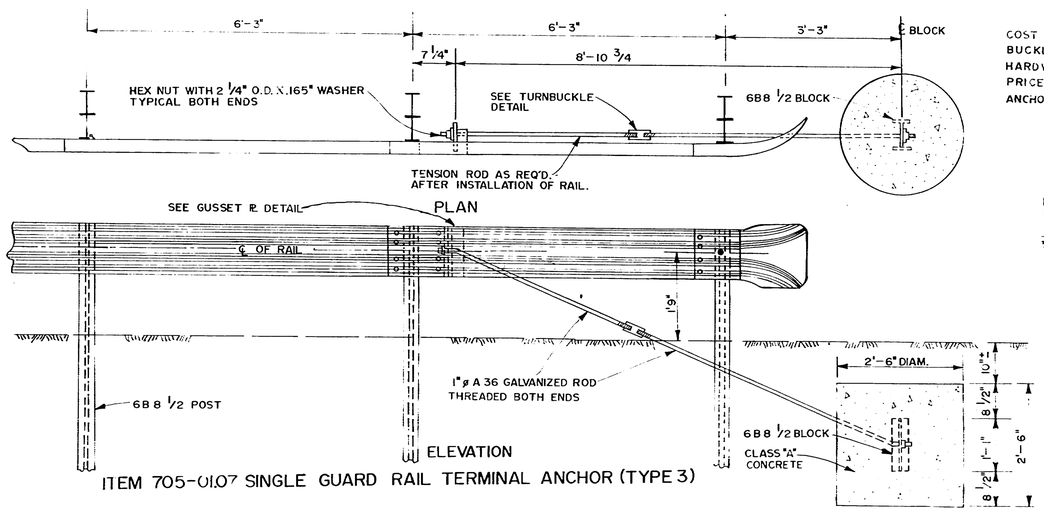
(8) ALL RAIL POST ATTACHED TO BASE PLATES ARE TO BE FABRICATED VERTICAL TO ROADWAY.



ATTACHMENT OF PROPOSED GUARDRAIL TO EXISTING GUARDRAIL

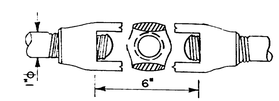
(1) CONNECT NEW GUARDRAIL TO EXISTING RAIL. ADJACENT EXISTING RAIL WILL BE RAISED SO AS TO TRANSITION INTO NEW RAIL. ALL COST TO BE INCLUDED IN PRICE BID PER. FT. OF GUARDRAIL.

(2) NO ADDITIONAL COMPENSATION WILL BE INVOLVED IN THE TRANSITIONS.



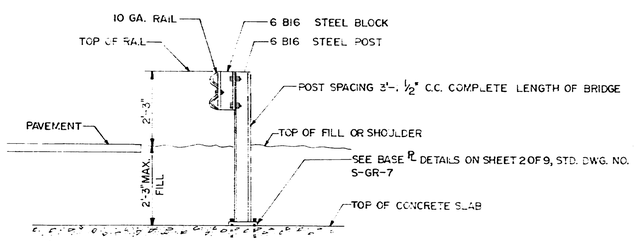
ITEM 705-01.07 SINGLE GUARD RAIL TERMINAL ANCHOR (TYPE 3)

COST OF GUSSET PLATE, 1" TIE RODS AND TURN BUCKLE, 6B8 1/2 TIE ROD ANCHOR (POST BLOCK) AND HARDWARE AND EXCAVATION TO BE INCLUDED IN UNIT PRICE BID FOR ITEM 705-01.07 SINGLE GUARD RAIL ANCHOR BLOCK, TYPE 3, PER EACH.



TURNBUCKLE DETAIL

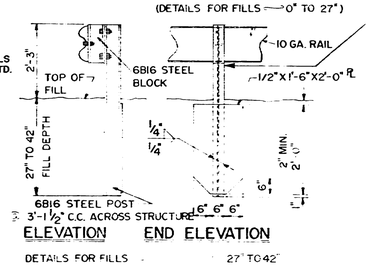
TURNBUCKLE SHALL BE GALVANIZED STEEL AND SHALL PROVIDE A BREAKING STRENGTH EQUIVALENT TO THE THREADED ROD.



ELEVATION

(DETAILS FOR FILLS — 0" TO 27")

NOTE: FOR FILL DETAILS 42" B UP SEE STD. DWG. S-GR-7.

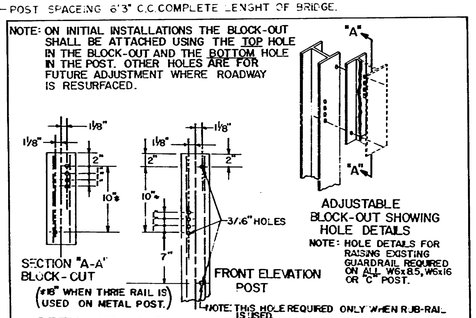


ELEVATION END ELEVATION

DETAILS FOR FILLS 27" TO 42"

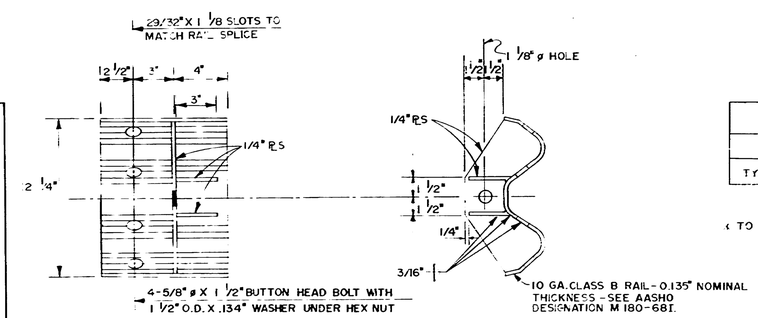
POST SPACEING 6'3" C.C. COMPLETE LENGHT OF BRIDGE.

NOTE: ON INITIAL INSTALLATIONS THE BLOCK-OUT SHALL BE ATTACHED USING THE TOP HOLE IN THE BLOCK-OUT AND THE BOTTOM HOLE IN THE POST. OTHER HOLES ARE FOR FUTURE ADJUSTMENT WHERE ROADWAY IS RESURFACED.



DETAIL OF HOLES IN GUARDRAIL POST AND BLOCK-OUT SECTIONS

(TO BE USED IN LIEU OF DETAILS ON STD. DRG. S-GR-7)



GUSSET PL DETAIL

ALL WELDING SHALL BE WITH 1/8" DIAMETER LOW-HYDROGEN ELECTRODE.

GALVANIZING APPLIED AFTER FABRICATION ACCORDING TO ASTM A-385 AND A-123.

ESTIMATED QUANTITIES - ANCHOR BLOCK ℄		
DESCRIPTION	CONCRETE	REINFORCED STEEL
TYPE 3 END TREATMENT	0.46 C.Y.	——

℄ TO BE PAID FOR UNDER ITEM 705-01.07

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GUARDRAIL DETAILS

HKUNING 44 560 20411

171

TYPE	YEAR	PROJECT NO	SHEET NO
CONST.	1977	I-65-2(42)45	2N

NOTES:

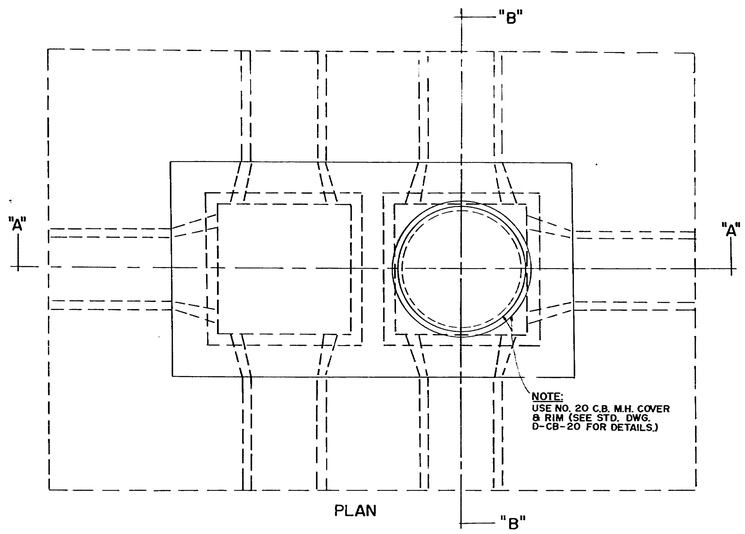
① SEE STD. DWG. NO. D-CB-20 FOR MANHOLE COVER AND RIM DIMENSIONS & SPECIFICATIONS.

② SEE STD. DWG. NO. D-CB-23 FOR DETAILS OF EXIST. NO. 23 CATCH BASIN, AND SPECIFICATIONS FOR CONCRETE.

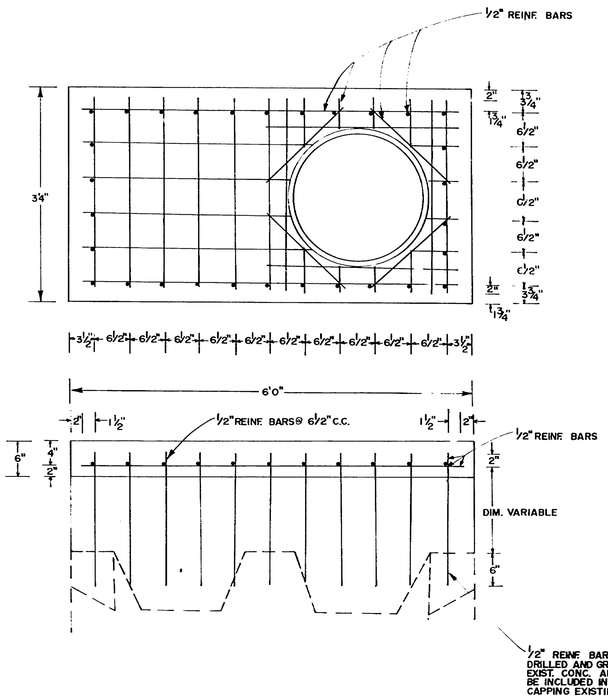
③ THE SLOPES IN THE VICINITY OF THE PROPOSED CAPPED CATCHBASINS SHALL BE BACKFILLED IN SUCH A MANNER TO DRAIN TO AN ADJACENT CATCHBASIN. THE BACKFILL SHALL BE ROUNDED INTO EXISTING SLOPES IN A NEAT TRANSITION. BACKFILL SHALL BE HAND TAMPED AROUND THE CATCHBASINS IN AREAS THAT CANNOT BE COMPACTED BY MACHINERY.

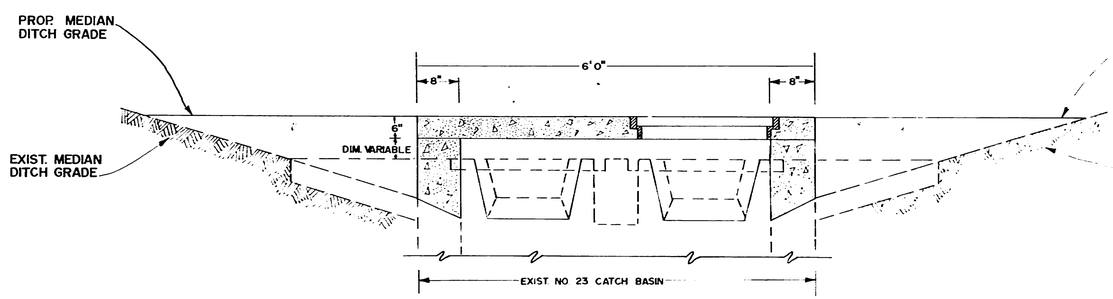
④ EXIST. PAVED DITCHES TO BE REMOVED AND DISPOSED OF, ALONG WITH EXIST. SOD AND SHRUBBERY TREE GROWTH WITHIN EXIST. SLOPE AREAS TO BE BACKFILLED. ALL COST SHALL BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

⑤ PAYMENT SHALL BE MADE UNDER ITEM NO. 611-02.51- CAPPING EXISTING CATCH BASIN PER EACH.

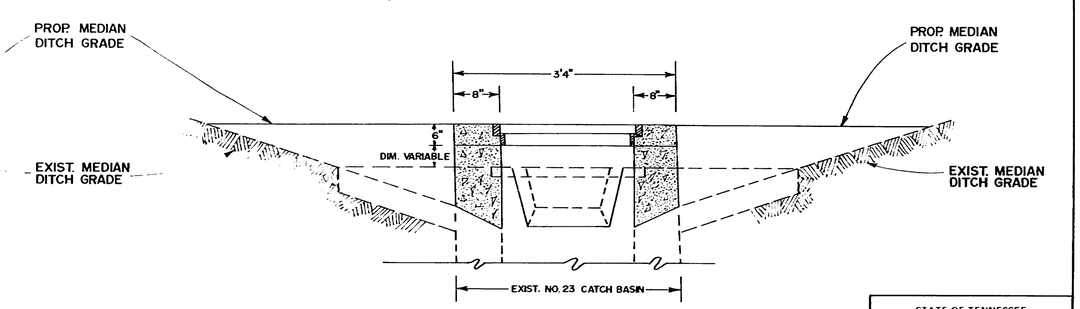


PLAN





SECTION "A-A"



SECTION "B-B"

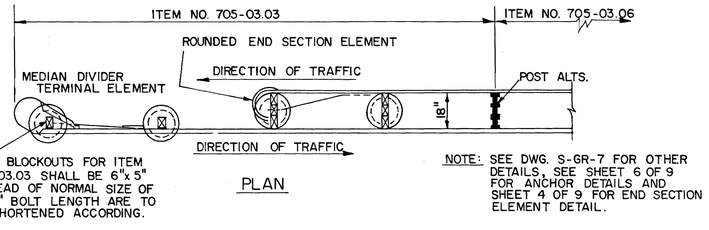
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

CAPPING
EXISTING NO. 23
CATCH BASIN
DETAIL

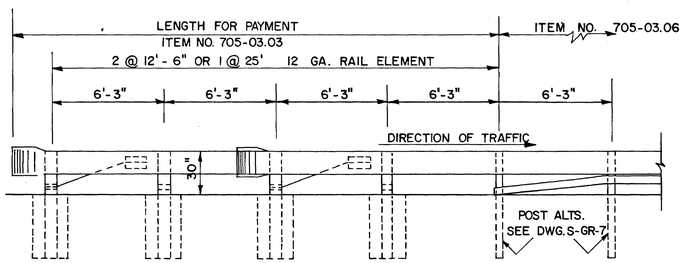
TENN. STATE HIGHWAYS
Plans Div. IN-171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	3

REV. 6-27-78: DELETED PROP. GUARDRAIL ON N.B.L. RT. OF STA. 581+25± TO 582+72±, LT. OF STA. 581+23± TO 582+73± & ON S.B.L. RT. OF STA. 583+99± TO 585+49±, LT. OF STA. 584+00± TO 585+50±. DELETED REMOVAL OF GUARDRAIL ON N.B.L. LT. OF STA. 580+70± TO 582+73± & ON S.B.L. RT. OF STA. 584+00± TO 585+50±. DELETED CONC. PARAPETS, EARTH BARRIER WALLS, PROP. NO. 36 C.B. & NO. 23 C.B. TO BE CAPPED, DITCH PAVING & NOTES 1, 2, 4, 5, 6.



NOTE: SEE DWG. S-GR-7 FOR OTHER DETAILS, SEE SHEET 6 OF 9 FOR ANCHOR DETAILS AND SHEET 4 OF 9 FOR END SECTION ELEMENT DETAIL.



MEDIAN DIVIDER BREAK-AWAY CABLE TERMINAL ANCHOR

**NOTES:

① REMOVE GUARDRAIL ALONG I-65 FROM STA. 580+69± TO STA. 582+73± NORTH BOUND LANE WEST SIDE AND FROM STA. 584+00± TO STA. 586+03± SOUTH BOUND LANE EAST SIDE UNDER ITEM NO. 705-16.02 - REMOVAL OF EXISTING GUARDRAIL.

② FOR DETAILS OF EARTH BARRIER WALL AND MEDIAN GUARDRAIL SEE STANDARD DRAWING S-GR-8.

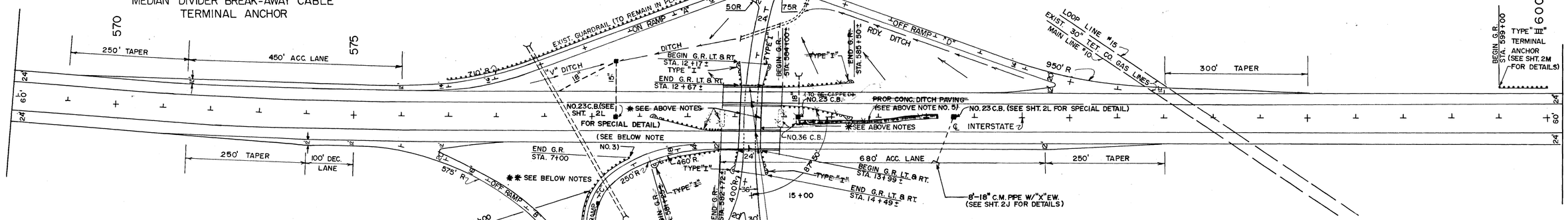
③ PROPOSED CONCRETE BARRIER WALLS (SEE DRAWING NO. K-16-61A, SHEET 65).

④ INSTALL 12' OF 18" C.M. PIPE W/36 C.B. (SEE SHT. 2G FOR DETAIL)

⑤ INSTALL 295' OF 7' CONC. DITCH PAVING FROM STA. 584+30± TO STA. 587+25± IN MEDIAN UNDER ITEM. 703-01- CEMENT CONCRETE DITCH PAVING.

⑥ CAP EXIST. NO. 23 C.B. (SEE SHT. 2N FOR DETAIL), TO BE PAID FOR UNDER ITEM NO. 611-02.51- CAPPING EXISTING CATCH BASIN.

⑦ SAFETY WORK ELIMINATED. WILL BE CONSTRUCTED ON PROJ. NO. I-65-2(47)46.

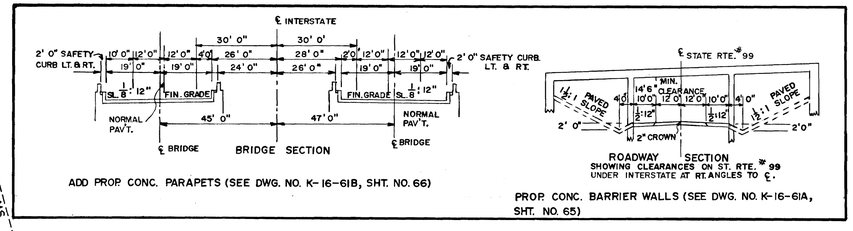


** NOTE: RAMP "C"

① REMOVE GUARDRAIL ALONG RAMP "C" FROM STA. 2+60 TO STA. 3+89, STA. 3+95 TO STA. 5+86 AND STA. 6+34 TO STA. 6+75 UNDER ITEM NO. 705-16.02- REMOVAL OF EXISTING GUARDRAIL (SEE BELOW TYPICAL CROSS-SECTION "E-E").

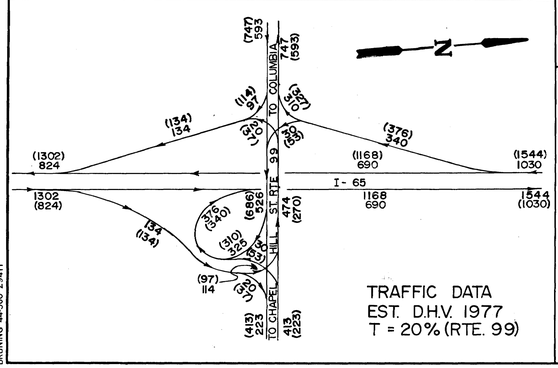
② INSTALL MED. DIV. G.R. TERMINAL AT STA. 2+25 RAMP "C" UNDER ITEM NO. 705-03.03 MEDIAN DIVIDER BREAK-AWAY CABLE TERMINAL ANCHOR.

③ INSTALL TYPE "III" TERMINAL ANCHOR AT STA. 7+00 RAMP "C" (SEE SHT. 2M FOR DETAILS) UNDER ITEM NO. 705-01.07- SINGLE GUARDRAIL TERMINAL ANCHOR (TYPE 3).

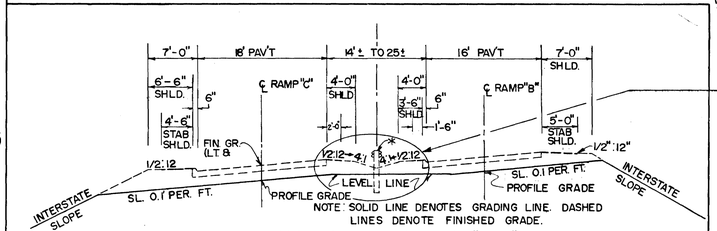


ADD PROP. CONC. PARAPETS (SEE DWG. NO. K-16-61B, SHT. NO. 66)

PROP. CONC. BARRIER WALLS (SEE DWG. NO. K-16-61A, SHT. NO. 65)



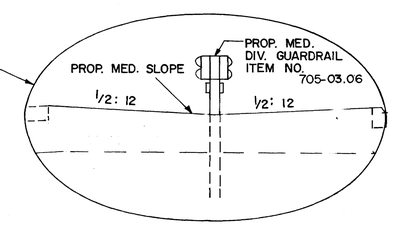
TRAFFIC DATA
EST. D.H.V. 1977
T = 20% (RTE. 99)



NOTE: SOLID LINE DENOTES GRADING LINE. DASHED LINES DENOTE FINISHED GRADE.

EXIST. TYPICAL CROSS-SECTION "E-E"

*ITEM 171-6 METAL DEEP BEAM MEDIAN DIVIDER GUARD RAIL WITH STEEL POST. DWG RD-R-3 TO BE REMOVED.



PROP. PART. TYPICAL CROSS-SECTION "E-E"

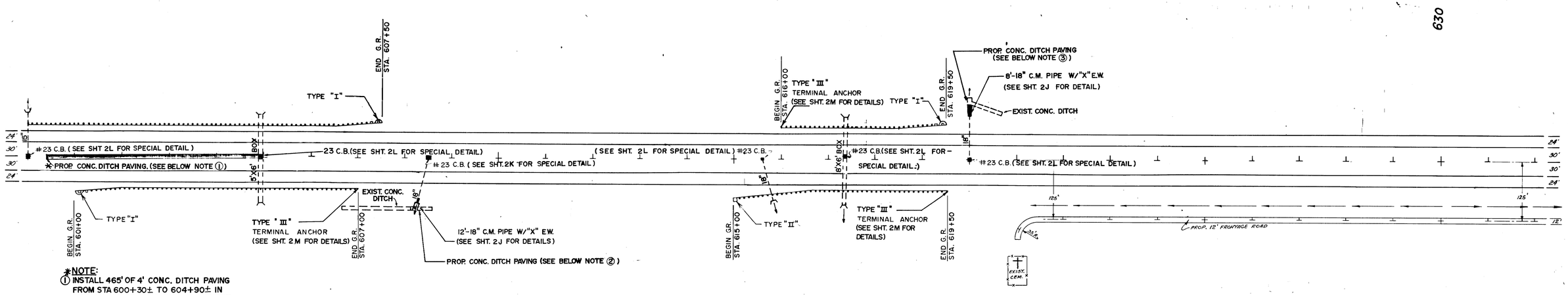
LAYOUT OF PROPOSED INTERCHANGE

AT STATE RTE. # 99 & INTERSTATE
STA. 13+33.05 (RTE. # 99) = STA. 583+31.61 (INT'STATE)

SCALE 1" = 100'

BRUNING 44-560 29411

TYPE	YEAR	PROJECT NUMBER	SHEET NO.
CONST.	1977	I-65-2(42)45	4



NOTE:

① INSTALL 465' OF 4' CONC. DITCH PAVING FROM STA 600+30± TO 604+90± IN MEDIAN UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

② INSTALL 30' OF 4' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

③ INSTALL 27' OF 6' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

PROPOSED LAYOUT

SCALE 1" = 100'

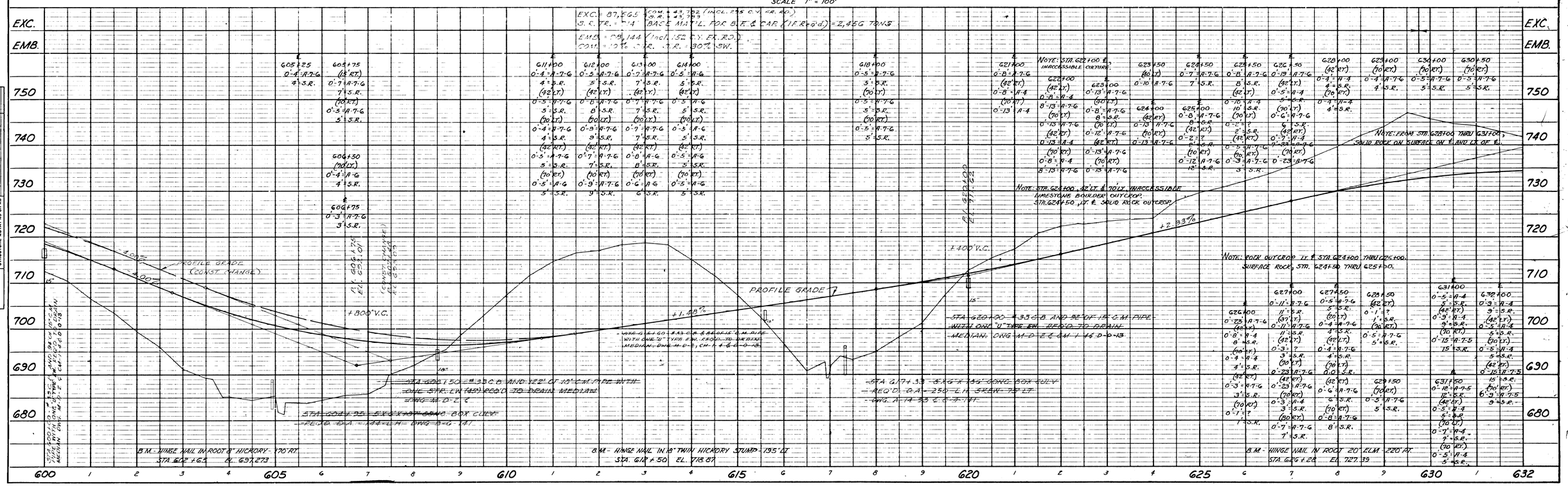


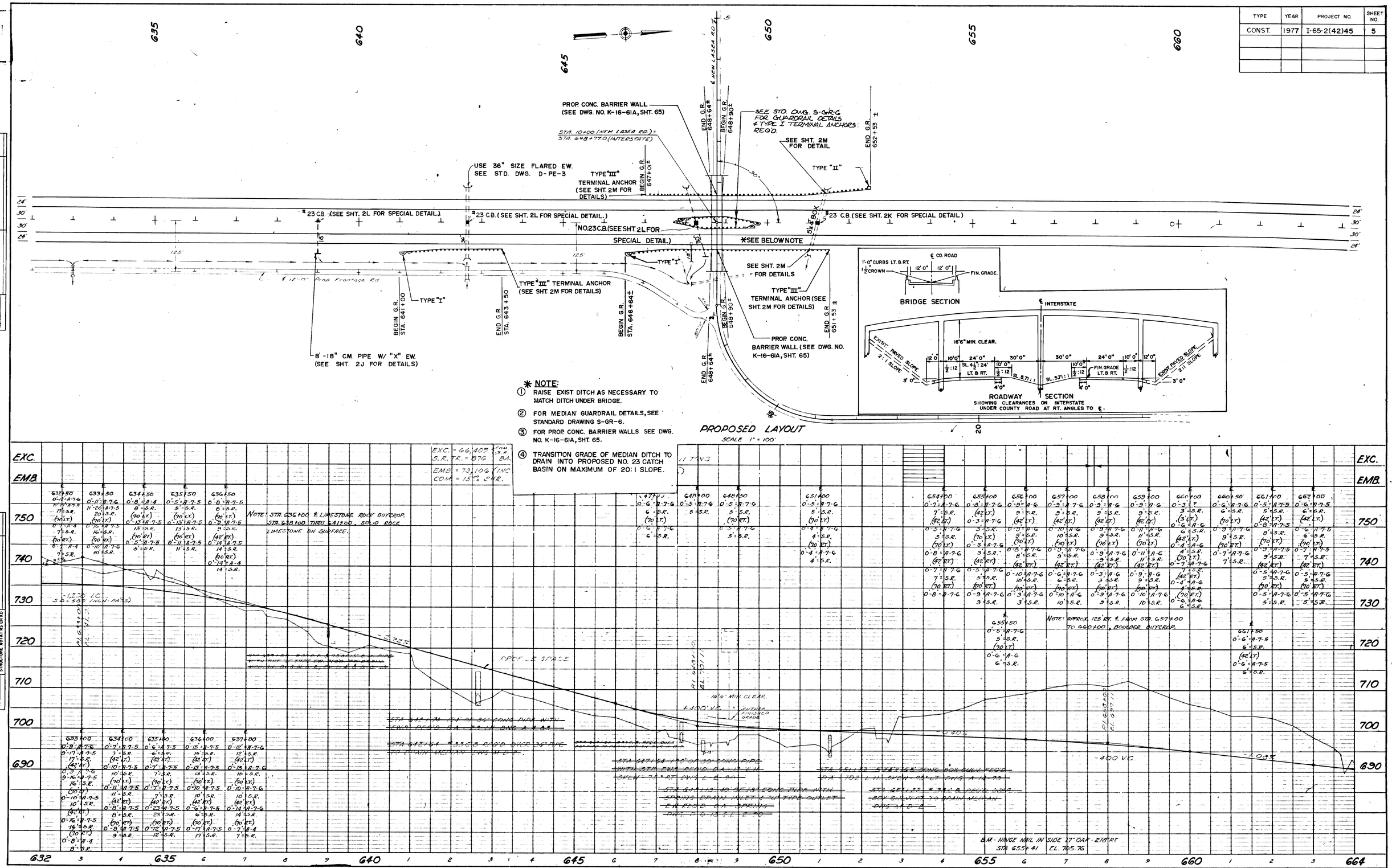
PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DITTOE & CO. CHICAGO NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	5

PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — RT OF WAY CHECKED — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTATIONS CH KD — BY — DATE



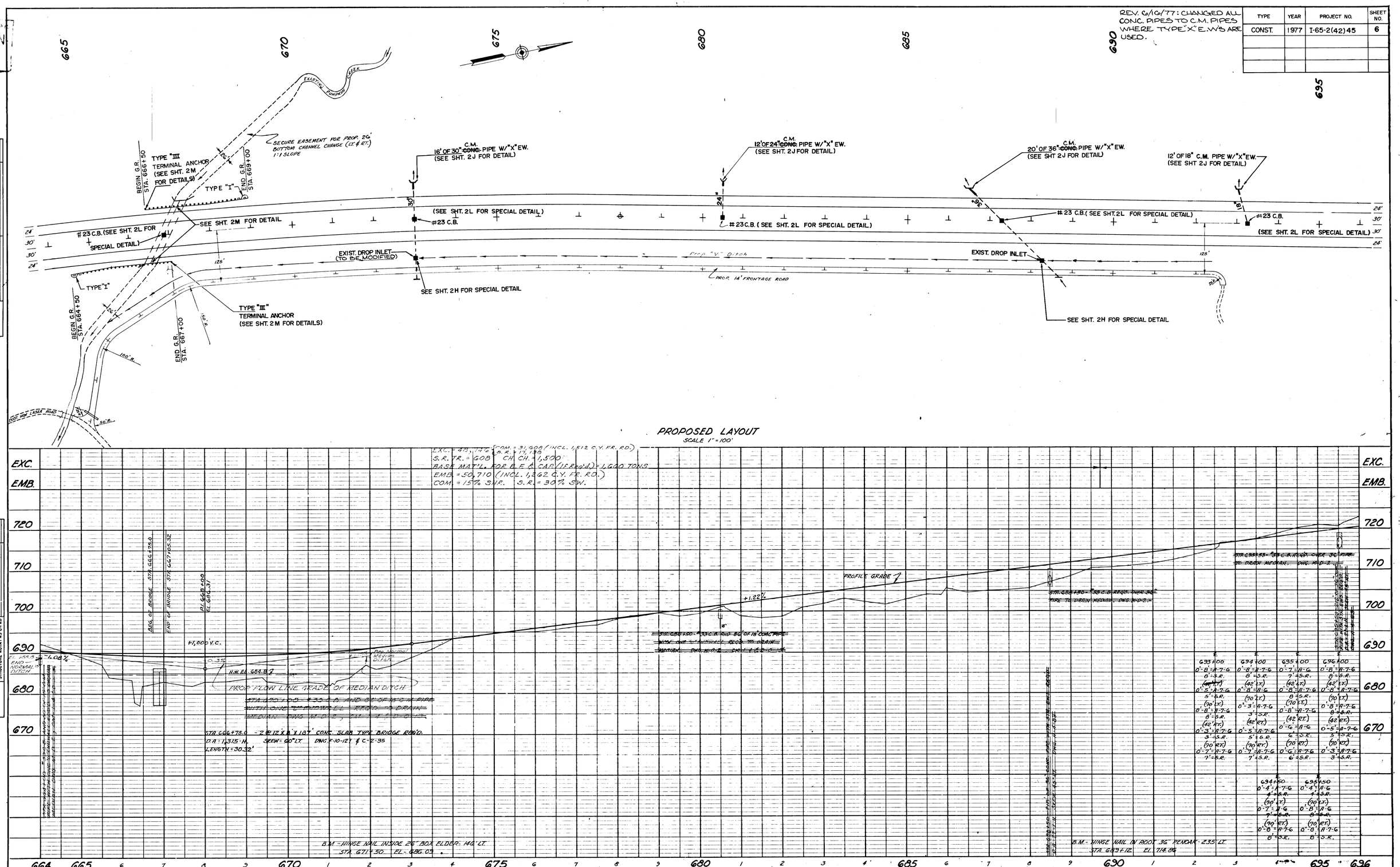
Printed in U.S.A. On IMPERIAL Tracing Cloth

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W'S ARE USED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	6

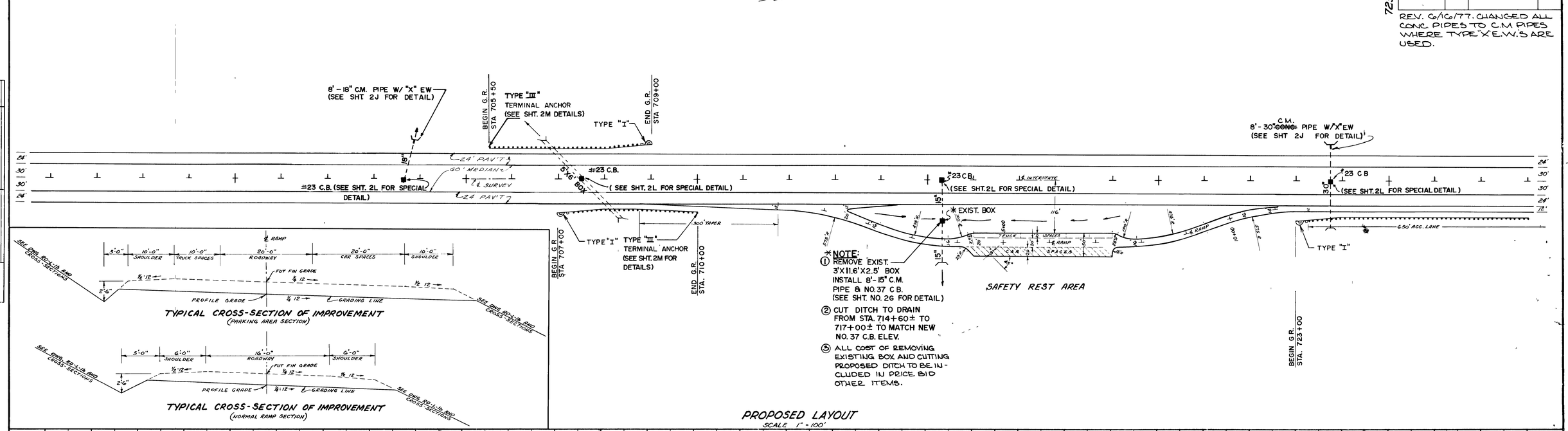


PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

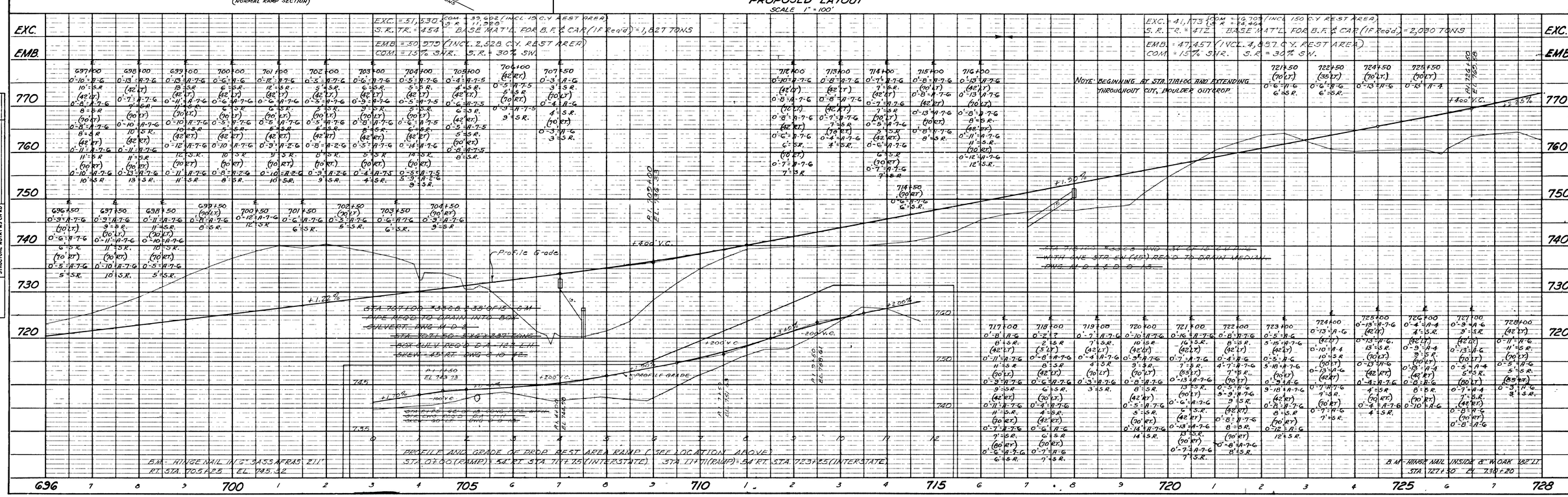
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M.'s NOTED, STRUCTURE NOTAT'NS CH'KD, NOTE BOOK, NO., BY, DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	1977	I-65-2(42)45	7

REV. 6/16/77. CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



*NOTE:
① REMOVE EXIST. 3'X11.6'X2.5' BOX INSTALL 8'-15" C.M. PIPE & NO.37 C.B. (SEE SHT. NO. 2G FOR DETAIL)
② CUT DITCH TO DRAIN FROM STA. 714+60± TO 717+00± TO MATCH NEW NO. 37 C.B. ELEV.
③ ALL COST OF REMOVING EXISTING BOX AND CUTTING PROPOSED DITCH TO BE INCLUDED IN PRICE BID OTHER ITEMS.



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, S.R. NOTED, STRUCTURE NOTAT'N & CH KD, NOTE BOOK, NO., BY, DATE

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PLATE 1 PLAN - PROFILE B.P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO, NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	8

TENN. STATE HIGHWAYS — File No. 171

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M.s NOTED, STRUCTURE NOTATNS CK'ND, NOTE BOOK, NO., BY, DATE

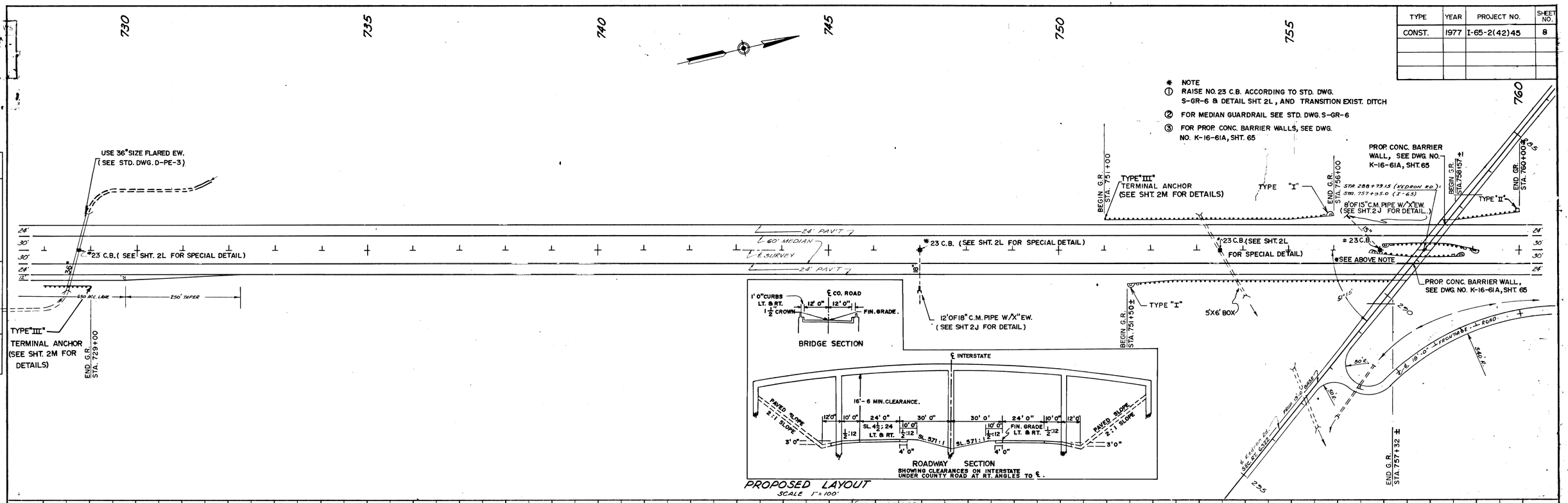


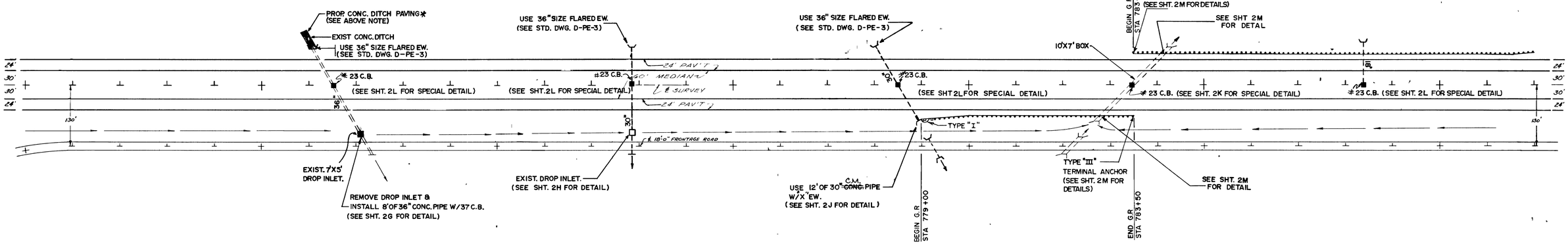
PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST.	1977	I-65-2(42)45	9

REV 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.

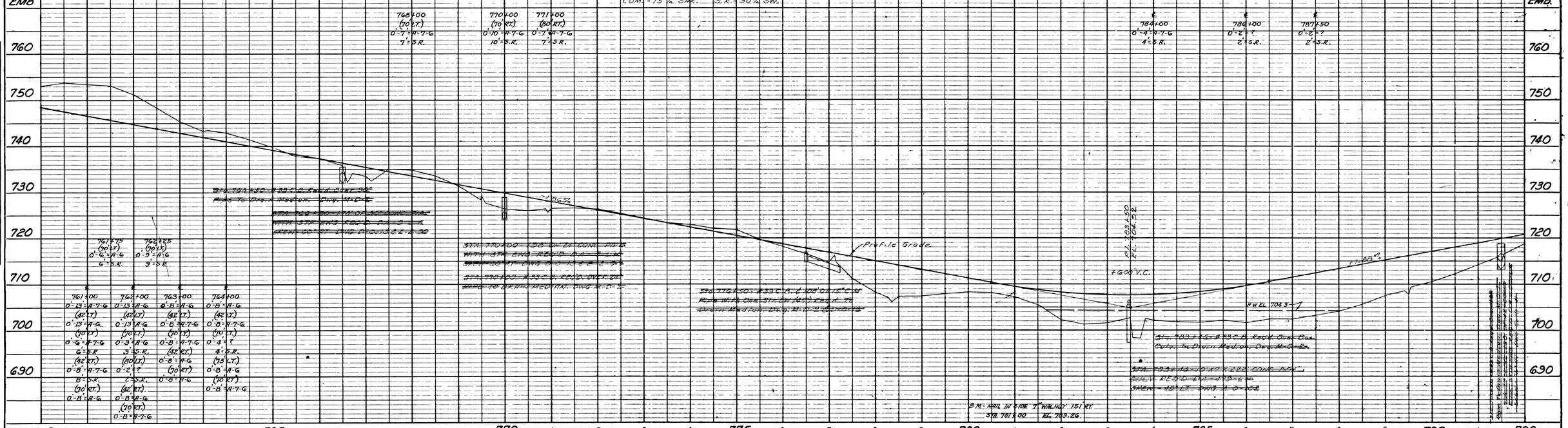
*NOTE:
① INSTALL 40' OF 4' CONC. DITCH PAVING UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING,



PROPOSED LAYOUT

SCALE 1" = 100'

EXC. = 111,076 (COM. = 76,282 (INCL. 6,884 C.Y. AR ROADS & 62 C.Y. X-ROAD)
S.R. TR. = 711' BASE MAT'L. FOR B.F. & CAP (IF REQ'D.) = 2,686 TONS
EMB. = 115,237 (INCL. 24,281 C.Y. FR. ROADS & 22,676 C.Y. X-ROAD)
COM. = 15 % SMR. S.R. = 30% SW.



PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK		
NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK		
NO.		

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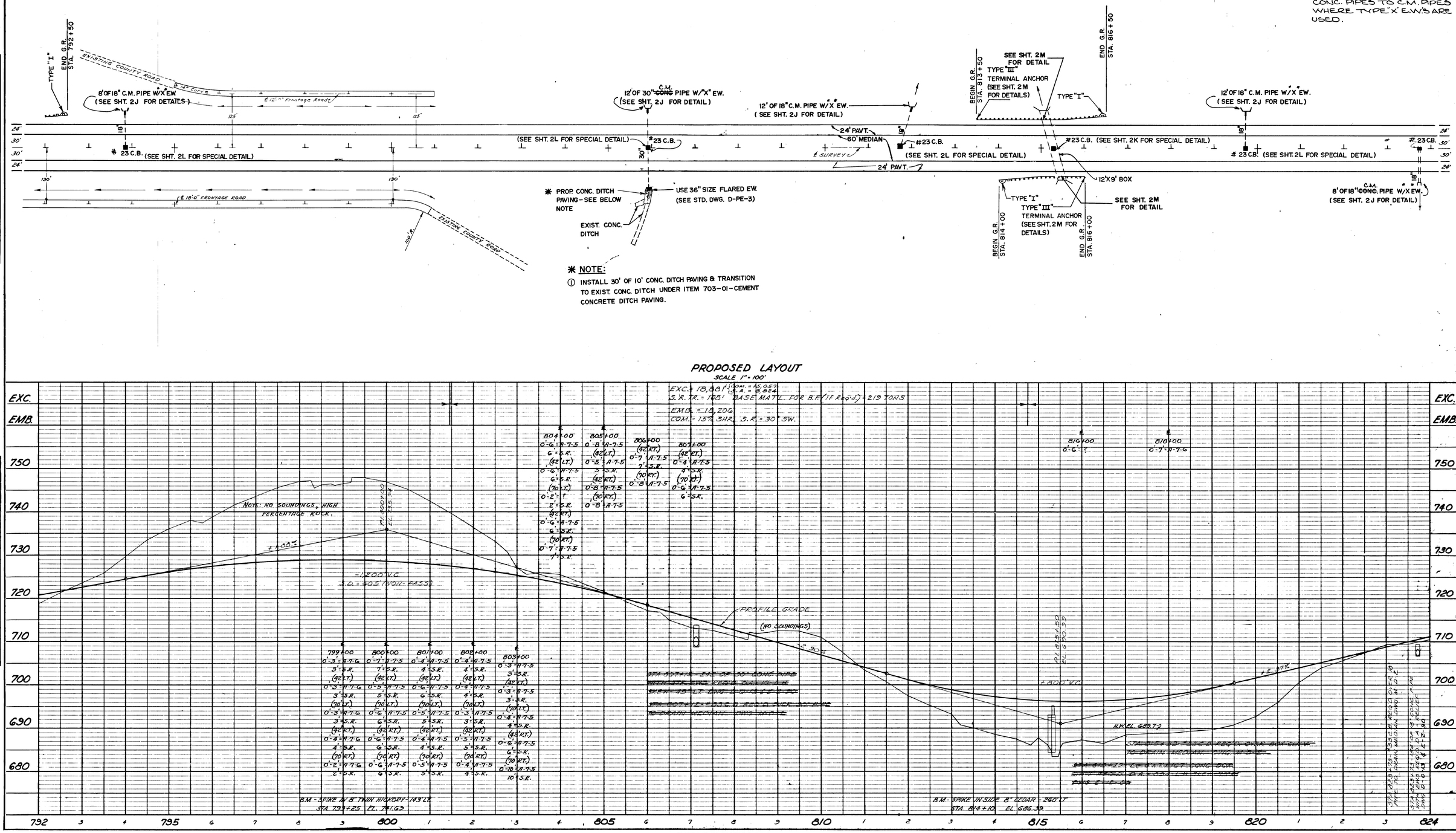
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	10

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



✱ NOTE:

① INSTALL 30' OF 10' CONC. DITCH PAVING & TRANSITION TO EXIST. CONC. DITCH UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

PROPOSED LAYOUT

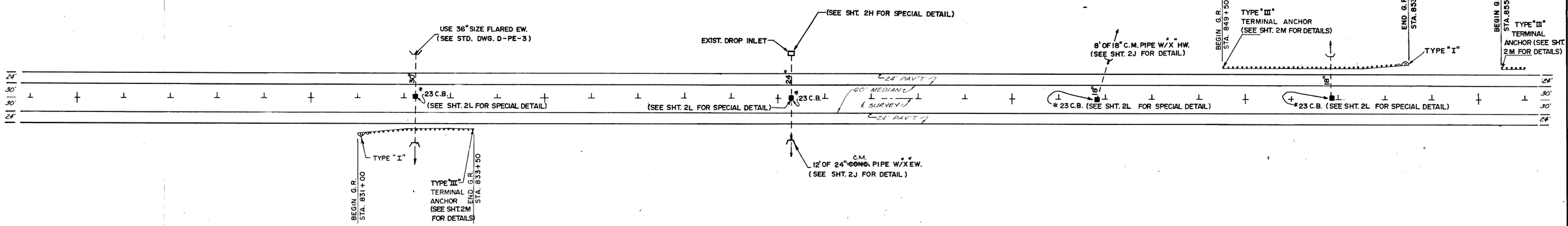
SCALE 1" = 100'

PLAN	
SURVEYED	DATE
PLOTTED	BY
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK	
NO.	

PROFILE	
SURVEYED	DATE
PLOTTED	BY
GRADES CHECKED	
B.M.s. NOTED	
STRUCTURE NOTAT'NS CH'KD	
NOTE BOOK	
NO.	

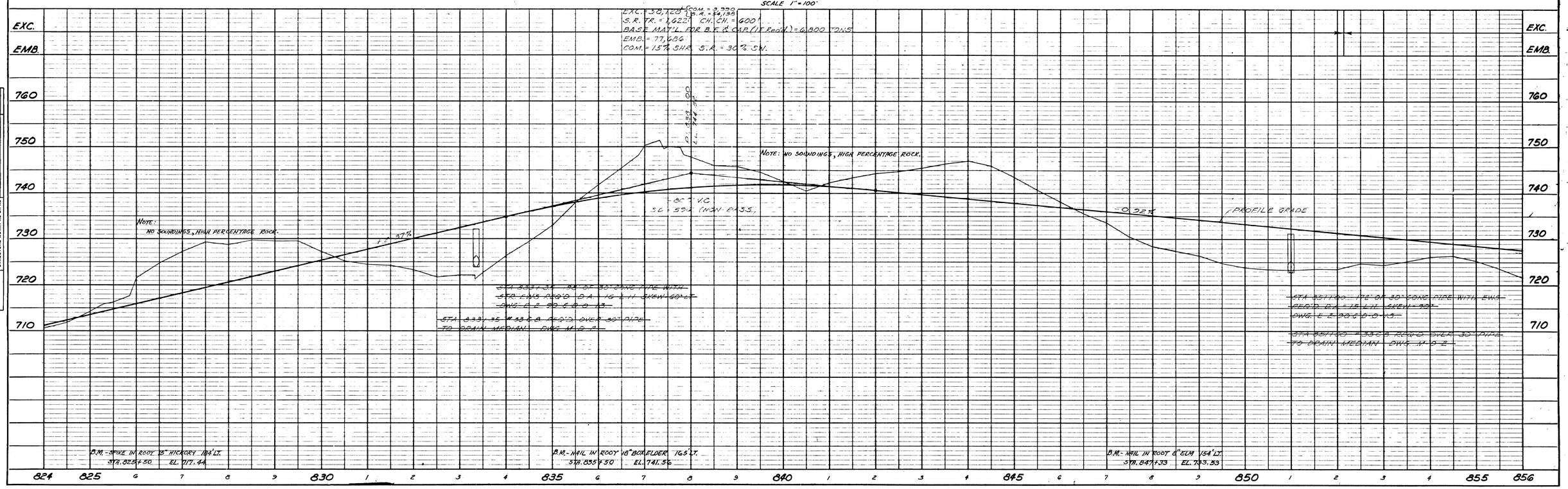
TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST.	1977	I-65-2(42)45	11

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE "TYPE" X" E.W.'S ARE USED.



PROPOSED LAYOUT

SCALE 1" = 100'



PLAN	
NOTE BOOK	
NO.	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
BY	
DATE	

PROFILE	
NOTE BOOK	
NO.	
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M. & VERIFIED	
STRUCTURE NOTAT'NS CH'KD	
BY	
DATE	

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PLATE 1 PLAN - PROFILE & P R STANDARD EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

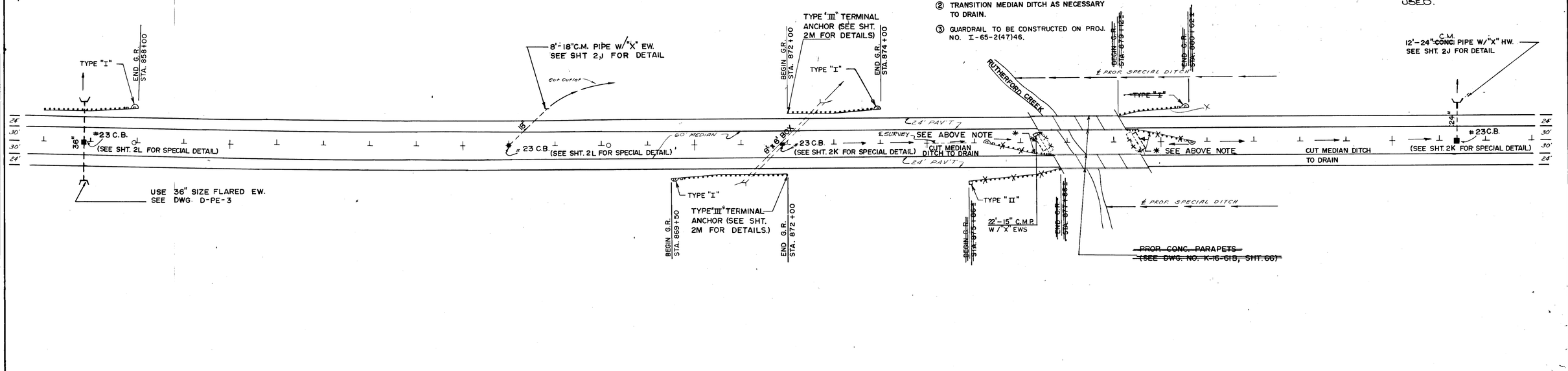
TYPE	YEAR	PROJECT NO.	SHT NO.
CONST.	1977	I-65-2(42)45	12

REV. 6-27-78: ADDED NOTE CONCERNING GUARDRAIL DELETED GUARDRAIL N.B.L. RT. OF STA. 875+86± TO 877+86±, LT. OF STA. 876+21± TO 877+71±; S.B.L. RT. OF STA. 879+27± TO 880+77± & LT. OF STA. 879+12± TO 880+62±. DELETED PORTION OF NOTE NO. 1. ADDED 15" PIPES W/"X" ENDWALLS & ALSO DELETED CONC. PARAPETS. CORRECTED LOCATION OF EARTH BARRIER WALLS TO AGREE WITH STANDARD DRAWING.

REV. 06/06/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.

* NOTES

1. FOR DETAILS OF EARTH BARRIER WALL ~~AND MEDIAN GUARDRAIL~~ SEE STD. DWG. NO. S-GR-8.
2. TRANSITION MEDIAN DITCH AS NECESSARY TO DRAIN.
3. GUARDRAIL TO BE CONSTRUCTED ON PROJ. NO. I-65-2(47)46.



PROPROSED LAYOUT

SCALE 1" = 100'

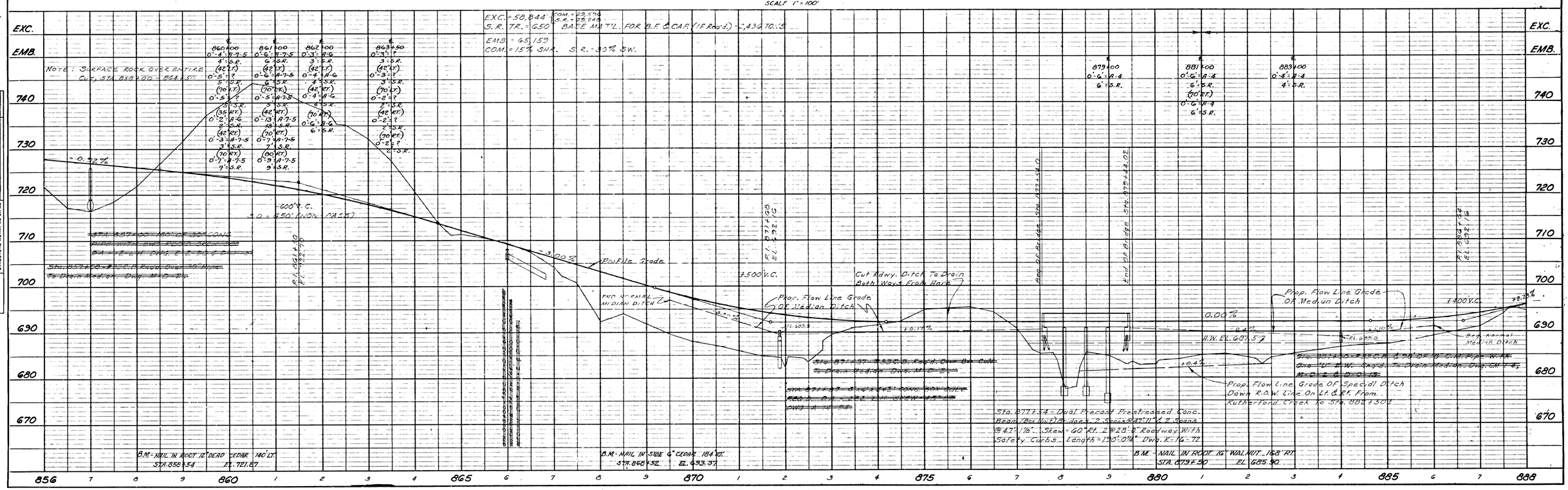


PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, TIE-UP MAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO., STRUCTURE NOTATIONS CH'KD, BY, DATE

TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST.	1977	I-65-2(42)45	13

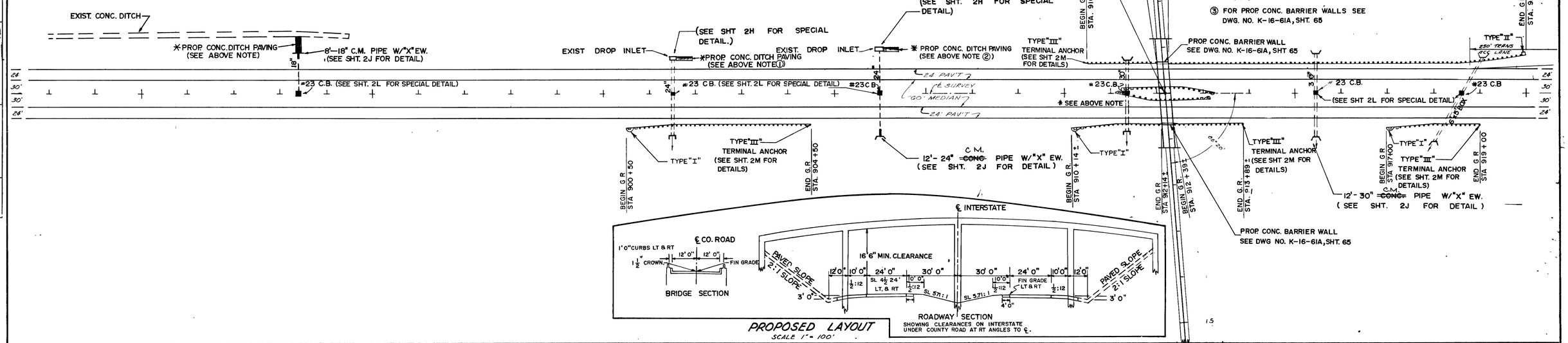
REV 06/10/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" END'S ARE USED.

890 895 900 905 910 915 920

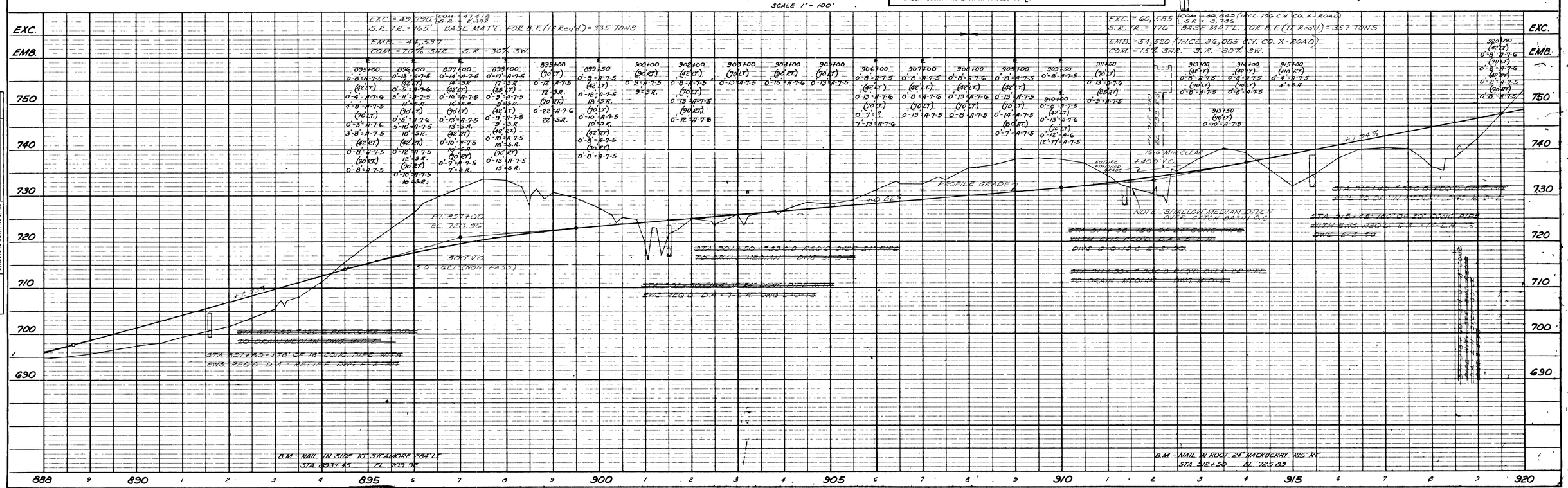
***NOTE:**
① INSTALL 50' OF 5' CONC. DITCH PAVING & TRANSITION TO EXIST. CONC. DITCH UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

***NOTE:**
① INSTALL 30' OF 4' CONC. DITCH PAVING UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.
② INSTALL 30' OF 4' CONC. DITCH PAVING UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.

*** NOTE:**
① RAISE NO. 23 C.B ACCORDING TO STD. DWG. S-GR-6 & DETAIL SHT. 2L, AND TRANSITION MEDIAN DITCH.
② FOR MEDIAN GUARDRAIL SEE STD DWG S-GR-6 (TYPE A)
③ FOR PROP. CONC. BARRIER WALLS SEE DWG. NO. K-16-61A, SHT. 65



PROPOSED LAYOUT
SCALE 1" = 100'

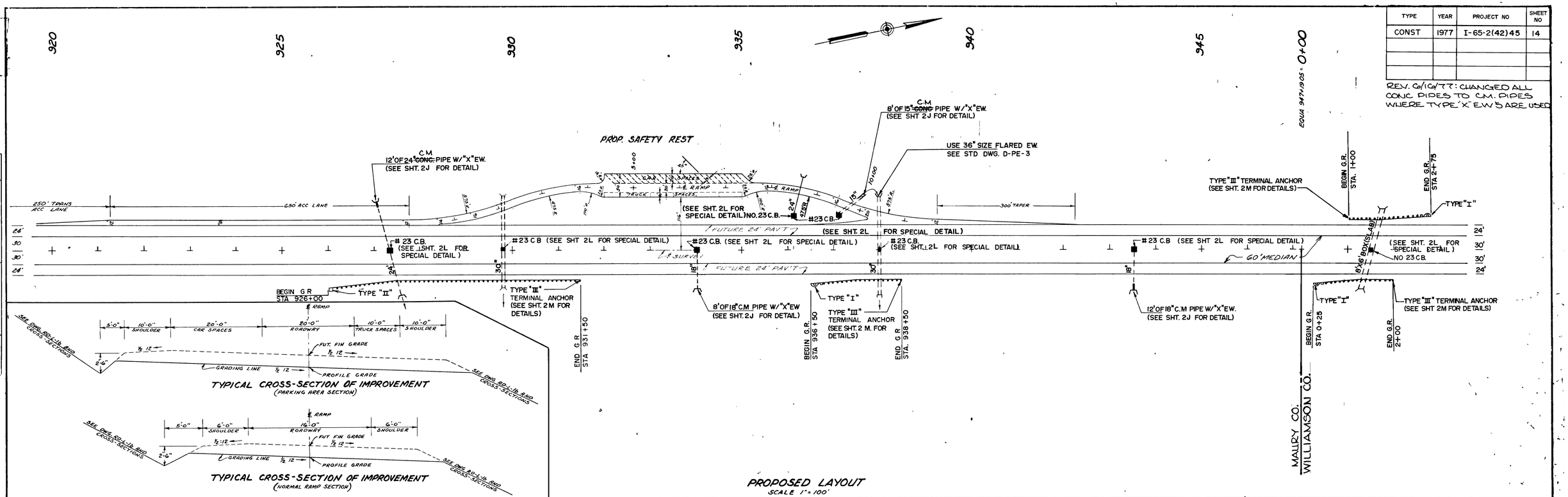


PLAN — NOTE BOOK — NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — BY — DATE

PROFILE — NOTE BOOK — NO. — SURVEYED — PLOTTED — GRADES CHECKED — BY — DATE — STRUCTURE NOTATIONS CHKD

TYPE	YEAR	PROJECT NO	SHEET NO
CONST	1977	I-65-2(42)45	14

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" EW'S ARE USED

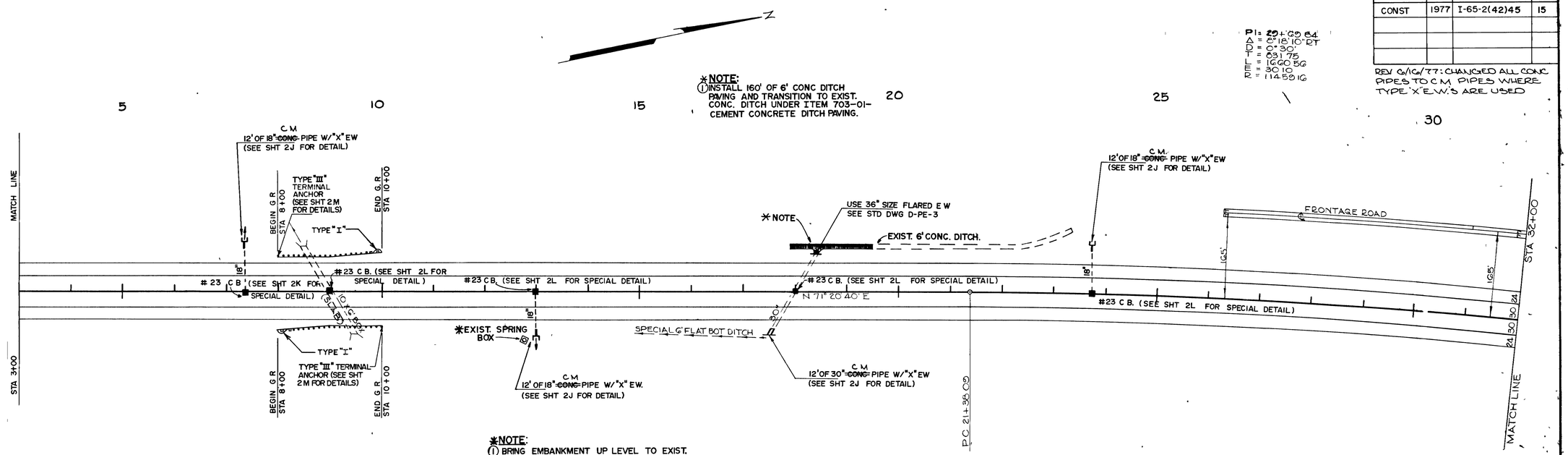

PROP. SAFETY REST
12' OF 24" C.M. ~~CONC.~~ PIPE W/ "X" EW. (SEE SHT. 2J FOR DETAIL)
8' OF 15" C.M. ~~CONC.~~ PIPE W/ "X" EW. (SEE SHT 2J FOR DETAIL)
USE 36" SIZE FLARED EW. SEE STD DWG. D-PE-3
250' TRANS ACC LANE
650' ACC LANE
300' TAPER
TRUCK SPACES
RAMP
FUTURE 24' PAV'T
60' MEDIAN
#23 C.B. (SEE SHT. 2L FOR SPECIAL DETAIL)
#23 C.B. (SEE SHT 2L FOR SPECIAL DETAIL)
(SEE SHT. 2L FOR SPECIAL DETAIL) NO. 23 C.B.
TYPE "III" TERMINAL ANCHOR (SEE SHT. 2M FOR DETAILS)
TYPE "I"
TYPE "II"
BEGIN G.R. STA. 1+00
END G.R. STA 2+75
BEGIN G.R. STA 926+00
END G.R. STA 931+50
BEGIN G.R. STA 936+50
END G.R. STA. 938+50
BEGIN G.R. STA 0+25
END G.R. 2+00
8' OF 18" C.M. PIPE W/ "X" EW (SEE SHT. 2J FOR DETAIL)
12' OF 18" C.M. PIPE W/ "X" EW. (SEE SHT. 2J FOR DETAIL)
8'x8' BOX (SEE SHT. 2B)
(SEE SHT. 2L FOR SPECIAL DETAIL) NO 23 C.B.
EQUA 947+19.05 = 0+00
MAURY CO.
WILLIAMSON CO.
TYPICAL CROSS-SECTION OF IMPROVEMENT (PARKING AREA SECTION)
5'-0" SHOULDER
10'-0" CAR SPACES
20'-0" ROADWAY
10'-0" TRUCK SPACES
10'-0" SHOULDER
FUT. FIN GRADE
GRADING LINE
PROFILE GRADE
SEE DWG. RD-1-1b AND CROSS SECTIONS
TYPICAL CROSS-SECTION OF IMPROVEMENT (NORMAL RAMP SECTION)
6'-0" SHOULDER
16'-0" ROADWAY
PROPOSED LAYOUT
SCALE 1" = 100'
EXC. = 53,218 (COM. = 8,310 (INCL. 2,140 C.Y. IN REST AREA)
S.R. TR. = 256 S.R. = 4,955
BASE MAT'L FOR B.F. (IF req'd.) = 520 TONS
EMB. = 48,505 (INCL. 2,565 C.Y. IN REST AREA)
COM. = 15% S.R. S.R. = 30% S.W.
PROFILE GRADE
-1,100 VC
S.O. = 602 (NON-PASS)
P.I. 1+50 EL 747.49
1100' VC
0.00%
-200' VC
P.I. 4+00 EL 747.49
P.I. 7+50 EL 749.43
P.I. 9+50 EL 749.50
P.I. 11+50 EL 749.50
P.I. 13+50 EL 749.50
P.I. 15+50 EL 749.50
P.I. 17+50 EL 749.50
P.I. 19+50 EL 749.50
P.I. 21+50 EL 749.50
P.I. 23+50 EL 749.50
P.I. 25+50 EL 749.50
P.I. 27+50 EL 749.50
P.I.

TYPE	YEAR	PROJECT NO	SHEET NO
CONST	1977	I-65-2(42)45	15

REV 6/16/77: CHANGED ALL CONC PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED

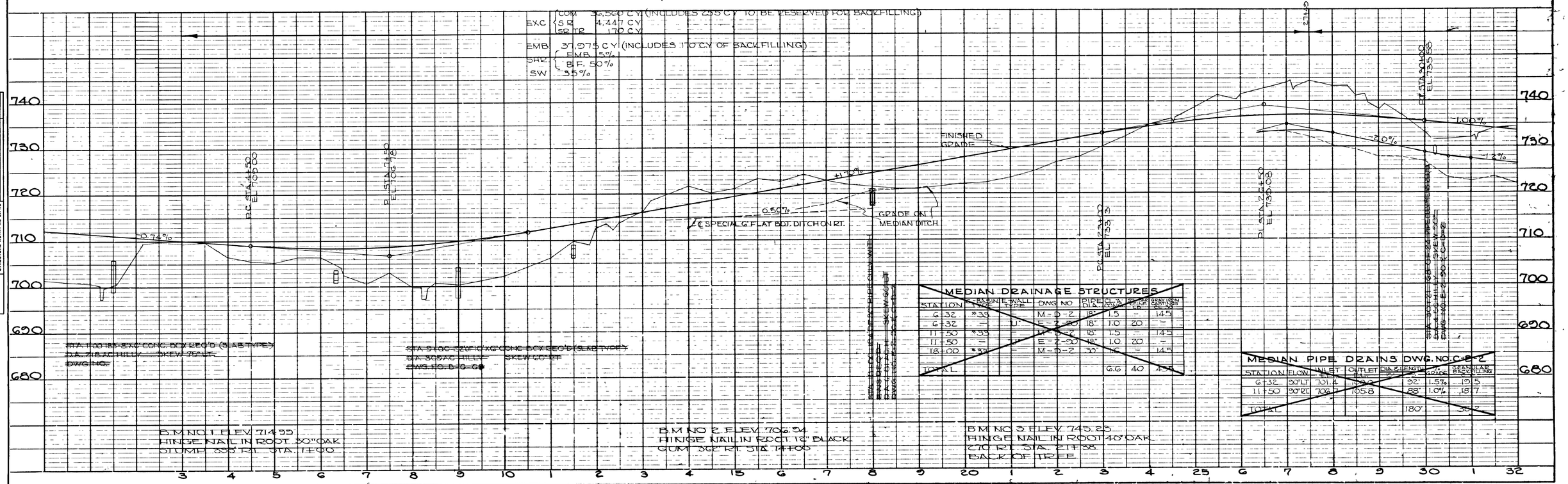
PI = 29+69.64
Δ = 0°18'10" RT
D = 0°30'
T = 631.75
L = 1260.56
R = 30.10
R/W = 1145.916

NOTE:
(1) INSTALL 160' OF 6' CONC DITCH PAVING AND TRANSITION TO EXIST. CONC. DITCH UNDER ITEM 703-01-CEMENT CONCRETE DITCH PAVING.



NOTE:
(1) BRING EMBANKMENT UP LEVEL TO EXIST. CONC. SPRING BOX IN CONJUNCTION WITH THE INSTALLATION OF "X" TYPE EW. AT THIS LOCATION.

EXC { COM 32,500 CY (INCLUDES 295 CY TO BE RESERVED FOR BACKFILLING); S.R. 4,447 CY; SR TR 170 CY }
EMB 37,975 CY (INCLUDES 170 CY OF BACKFILLING)
SHR { EMB 5%; B.F. 50% }
SW 35%



MEDIAN DRAINAGE STRUCTURES

STATION	BASIN TYPE	WALL TYPE	DWG NO	PIPE DIA.	CL "A" CONC.	CMP LINER	GRAY IRON CASTINGS
6+32	*33		M-D-2	18"	1.5	-	14.5
6+32	-	U	E-2-50	18"	1.0	20	-
11+50	*33		M-D-2	18"	1.5	-	14.5
11+50	-	U	E-2-50	18"	1.0	20	-
18+00	*33		M-D-2	30"	1.5	-	14.5
TOTAL					6.6	40	43.5

MEDIAN PIPE DRAINS DWG. NO. C-8-2

STATION	FLOW	INLET	OUTLET	DIA. & LENGTH	GRADE	BRANCH BACK FILLING
6+32	30" LT	701.4	700.0	92'	1.5%	19.5
11+50	30" RT	702.4	695.8	88'	1.0%	18.7
TOTAL				180'		38.2

PLAN	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT OF WAY CHECKED	
NOTE BOOK	
NO	

DATE	BY

PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M. NOTED	
STRUCTURE NOTAT NS CH RD	
NOTE BOOK	
NO	

DATE	BY

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PLATE 1 PLAN PROFILE B.P.R. STANDARD
KUEHNE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

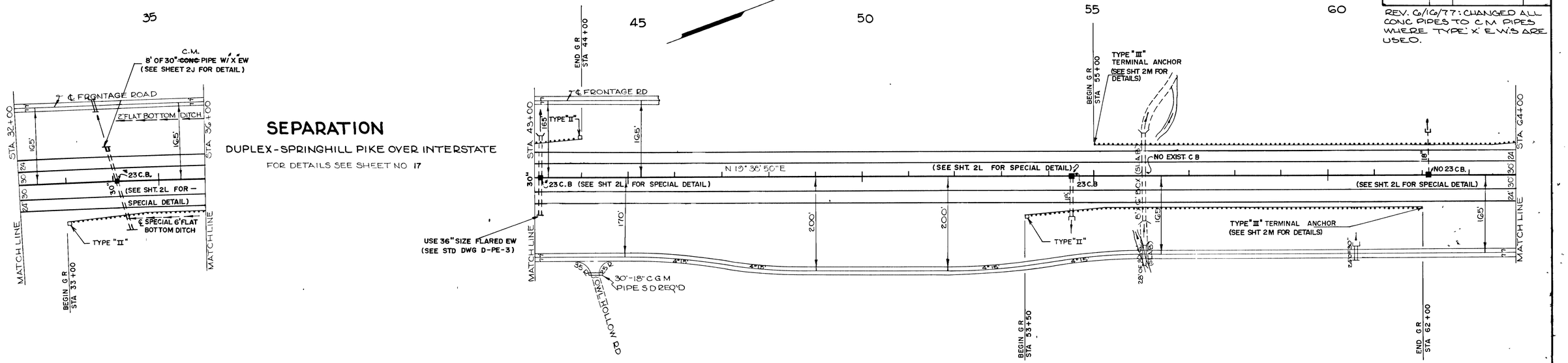
TYPE	YEAR	PROJECT NO.	SHT NO
CONST	1977	I-65-2(42)45	16

REV. 6/16/77: CHANGED ALL CONC PIPES TO C.M. PIPES WHERE TYPE 'X' E.W.'S ARE USED.

SEPARATION

DUPLEX-SPRINGHILL PIKE OVER INTERSTATE

FOR DETAILS SEE SHEET NO 17

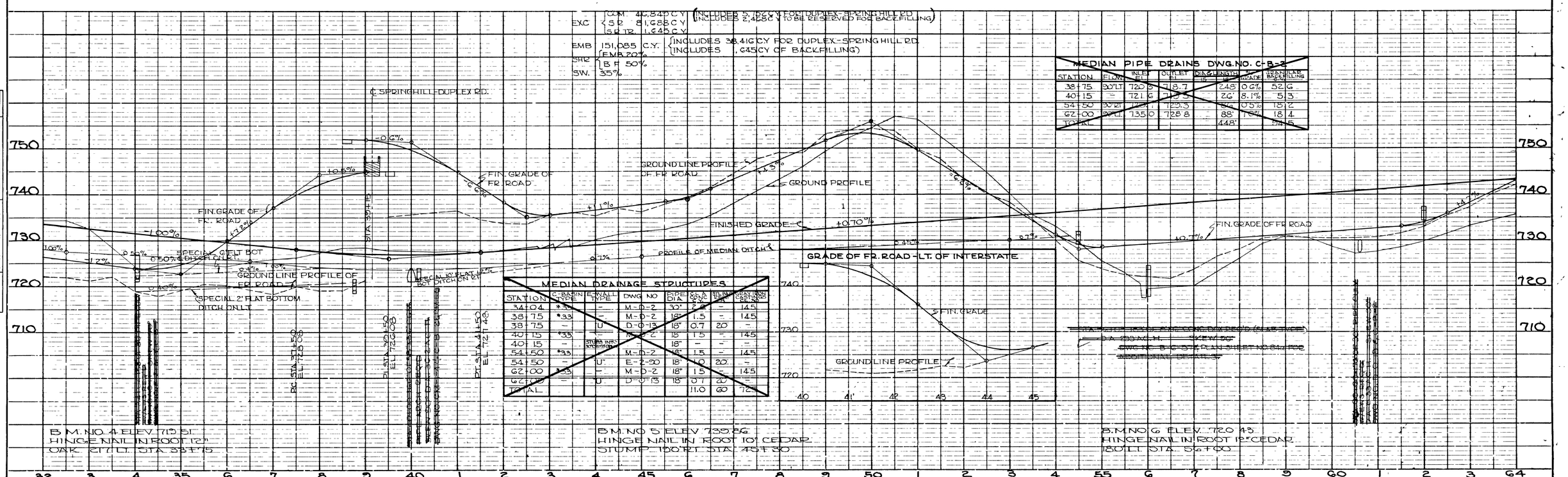


EXC { COM. 46,840 C.Y. (INCLUDES 5,762 C.Y. FOR DUPLEX-SPRING HILL RD)
{ S.R. 81,688 C.Y. (INCLUDES 2,428 C.Y. TO BE RESERVED FOR BACKFILLING)
{ S.R. TR. 1,645 C.Y.

EMB 151,085 C.Y. (INCLUDES 38,416 C.Y. FOR DUPLEX-SPRING HILL RD. (INCLUDES 1,645 C.Y. OF BACKFILLING)

SHR { EMB. 20%
{ B.F. 50%

SW. 35%



MEDIAN DRAINAGE STRUCTURES								
STATION	C-BASIN TYPE	E-WALL TYPE	DWG NO	PIPE DIA	S.A. CONC	SLIP INV. ELEV	HEAVY IRON CASTINGS
34+04	*33	–	M-D-2	30"	2.8	–	14.5
38+75	*33	–	M-D-2	18"	1.5	–	14.5
38+75	–	"U"	D-0-13	18"	0.7	20	–
40+15	*33	–	M-D-2	18"	1.5	–	14.5
40+15	–	STUBS INTO DITCH	–	18"	–	–	–
54+50	*33	–	M-D-2	18"	1.5	–	14.5
54+50	–	"U"	E-2-20	18"	1.0	20	–
62+00	*33	–	M-D-2	18"	1.5	–	14.5
62+00	–	"U"	D-0-13	18"	0.7	20	–
TOTAL					11.0	60	72.5

MEDIAN PIPE DRAINS DWG. NO. C-B-2							
STATION	FLOW	INLET EL	OUTLET EL	DIA.	LENGTH	GRADE	BACKFILL BACKFILLING
38+75	30" LT	720.8	718.7	18"	248	0.6%	52.6
40+15	–	721.6	719.5	18"	26'	8.1%	5.3
54+50	30" RT	727.1	725.3	18"	176	1.0%	18.2
62+00	30" LT	735.0	728.8	18"	88'	7.0%	18.4
TOTAL					448'		94.5

B.M. NO. 4 ELEV. 713.51
HINGE NAIL IN ROOT 12" OAK 217' LT. STA. 39+75

B.M. NO 5 ELEV 739.36
HINGE NAIL IN ROOT 10" CEDAR STUMP 150' RT. STA. 45+50

B.M. NO 6 ELEV. 720.43
HINGE NAIL IN ROOT 12" CEDAR 180' LT. STA. 56+00

PLAN	
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT OF WAY CHECKED	
NOTE BOOK	
NO	

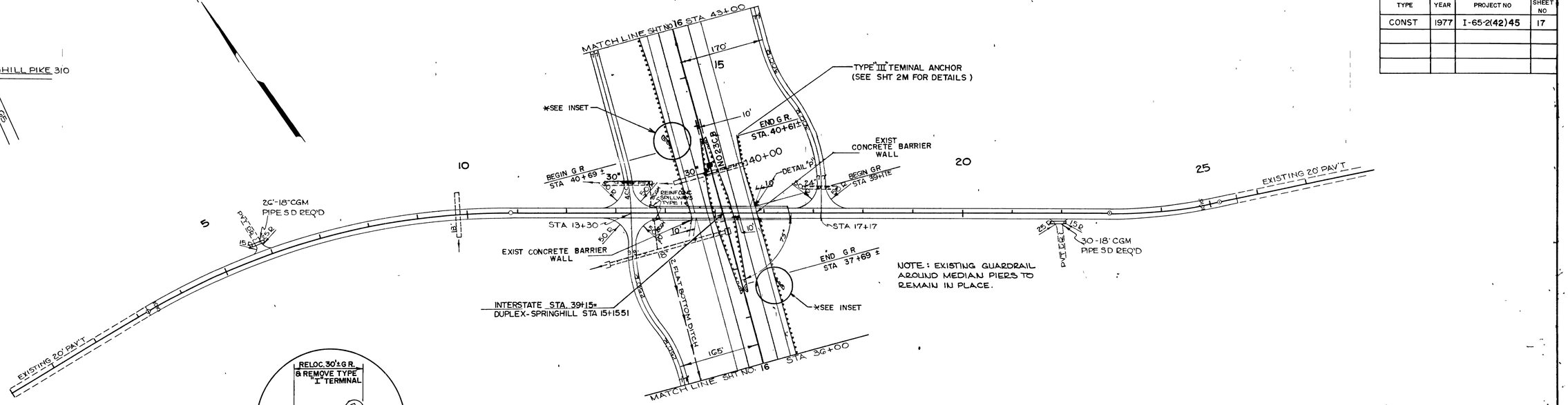
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
B.M.s NOTED	
STRUCTURE NOTATIONS ON HD	

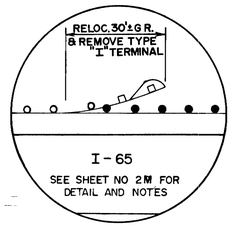
DATE	BY

Printed in U.S.A. On IMPERIAL Tracing Cloth

MASTER PLAN-PROFILE & P.R. STANDARD EUGENE DIETZGEN CO., 22ND AND NEW YORK

TYPE	YEAR	PROJECT NO	SHEET NO
CONST	1977	I-65-2(42)45	17





* NOTE:

① RELOCATE GUARDRAIL ALONG I-65 FROM STA 37+39± TO STA 37+69± NORTHBOUND LANE EAST SIDE AND FROM STA 40+69± TO STA 40+99± SOUTHBOUND LANE WEST SIDE UNDER ITEM NO 705-16.08-RELOCATION OF EXISTING GUAUDRAIL

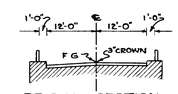
② FOR DETAIL "P" SEE DWY. NO K-16-61B, SHT 66.

PROPOSED LAYOUT OF SEPARATION

DUPLEX-SPRINGHILL OVER I-65

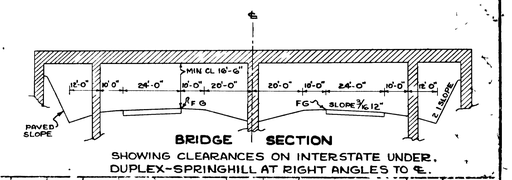
WILLIAMSON CO.

SCALE: 1" = 100'



BRIDGE SECTION

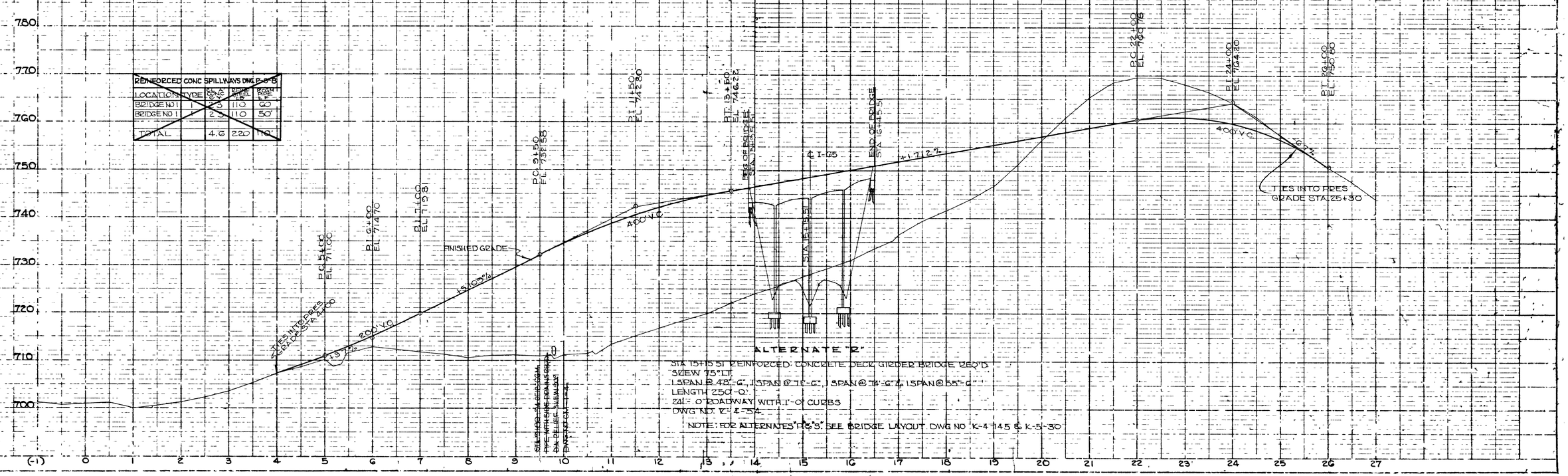
SHOWING CLEARANCES ON DUPLEX-SPRINGHILL OVER INTERSTATE AT RIGHT ANGLES TO ℄.



BRIDGE SECTION

SHOWING CLEARANCES ON INTERSTATE UNDER DUPLEX-SPRINGHILL AT RIGHT ANGLES TO ℄.

LOCATION	TYPE	CONC	STEEL	CONC PIPE
BRIDGE NO 1	1	2.3	110	60
BRIDGE NO 1	1	2.3	110	50'
TOTAL		4.6	220	110'



ALTERNATE "2"

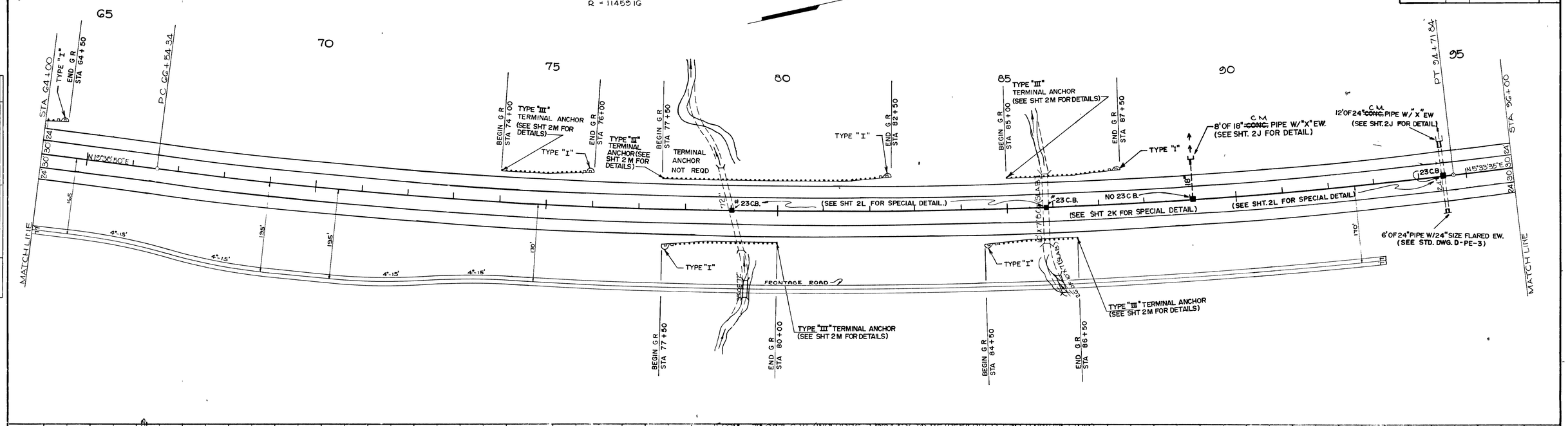
STA 15+15.51 REINFORCED CONCRETE DECK GIRDER BRIDGE REQ'D
SKEW 75° LT.
1 SPAN @ 48'-6", 1 SPAN @ 71'-6", 1 SPAN @ 71'-6", 1 SPAN @ 55'-6"
LENGTH 250'-0"
24'-0" ROADWAY WITH 1'-0" CURBS
DWG NO. K-4-54

NOTE: FOR ALTERNATES "P" & "S" SEE BRIDGE LAYOUT DWG NO K-4-145 & K-5-30

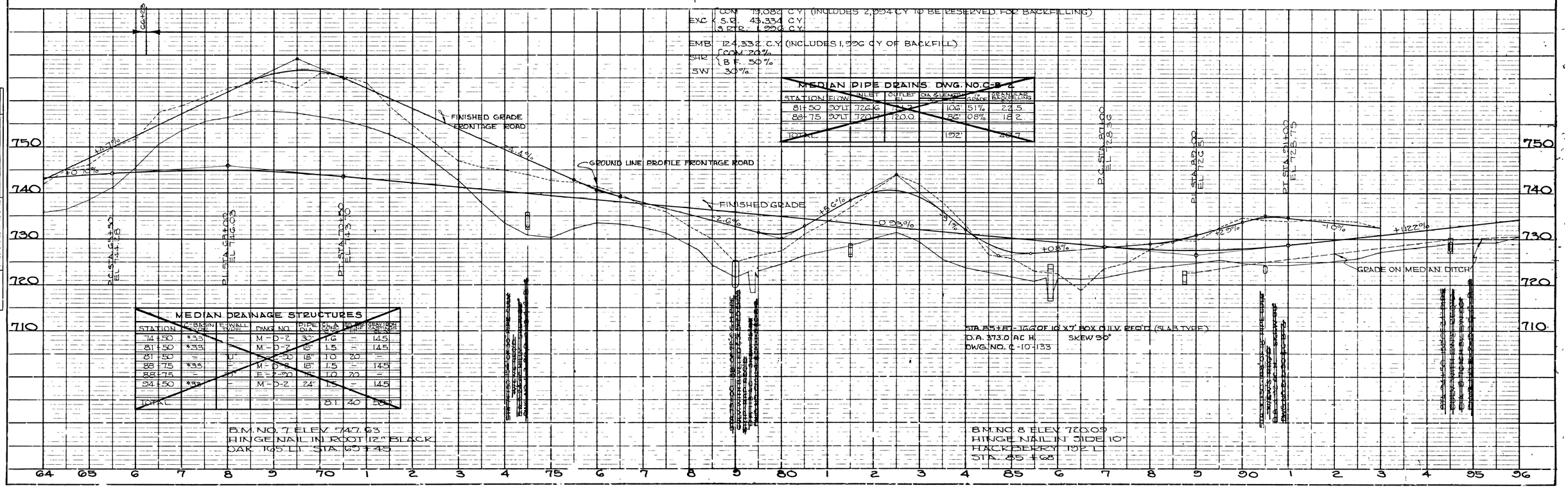
REV. 6/16/77 · CHANGED ALL CONC PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED

TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST	1977	I-65-2(42)45	18

PI = 80+70.25
Δ = 14°05'15" LT
D = 0°30'
T = 1415.91
L = 2817.50
E = 87.02
R = 11459.16



CON 19,082 C.Y. (INCLUDES 2,554 C.Y. TO BE RESERVED FOR BACKFILLING)
EXC S.B. 43,334 C.Y.
S.B.R. 1,956 C.Y.
EMB. 124,332 C.Y. (INCLUDES 1,956 C.Y. OF BACKFILL)
SHR COM. 20%, B.F. 50%
SW 30%



MEDIAN PIPE DRAINS DWG. NO. C-B 2

STATION	FLOW	INLET EL	OUTLET EL	DIA & LENGTH	% GRADE	GRANULAR BACKFILLING
81+50	90'LT	726.6	[illegible]	108'	5.1%	22.5
88+75	90'LT	720.7	720.0	86'	0.8%	18.2
TOTAL				192'		40.7

MEDIAN DRAINAGE STRUCTURES

STATION	C-BASIN TYPE	E-WALL TYPE	DWG. NO.	PIPE DIA.	W.S.A. SQ. FT.	SIDE DRAIN	GRAVEL SQ. YDS.
74+50	8.33	-	M-D-2	30"	1.6	-	14.5
81+50	8.33	-	M-D-2	18"	1.5	-	14.5
81+50	-	U	E-2-50	18"	1.0	20	-
88+75	8.33	-	M-D-2	18"	1.5	-	14.5
88+75	-	U	E-2-50	18"	1.0	20	-
94+50	8.33	-	M-D-2	24"	1.5	-	14.5
TOTAL					8.1	40	58.2

STA. 85+88 - 1 - 6'0" OF 10' X 7' BOX CULV. REQ'D. (SLAB TYPE)
D.A. 373.0 AC H. SKEW 90°
DWG. NO. C-10-133

B.M. NO. 7 ELEV. 747.63
HINGE NAIL IN ROOT 12" BLACK OAK 165' LT. STA. 69+45

B.M. NO. 8 ELEV. 720.09
HINGE NAIL IN SIDE 10" HACKBERRY 192' L. STA. 85+68

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.B. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK		
NO.		

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT OF WAY CHECKED		
NOTE BOOK		
NO.		

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PLATE 1 PLAN - PROFILE 8" R STANDARD
EUGENE DIETZGEN CO. CHICAGO, NEW YORK

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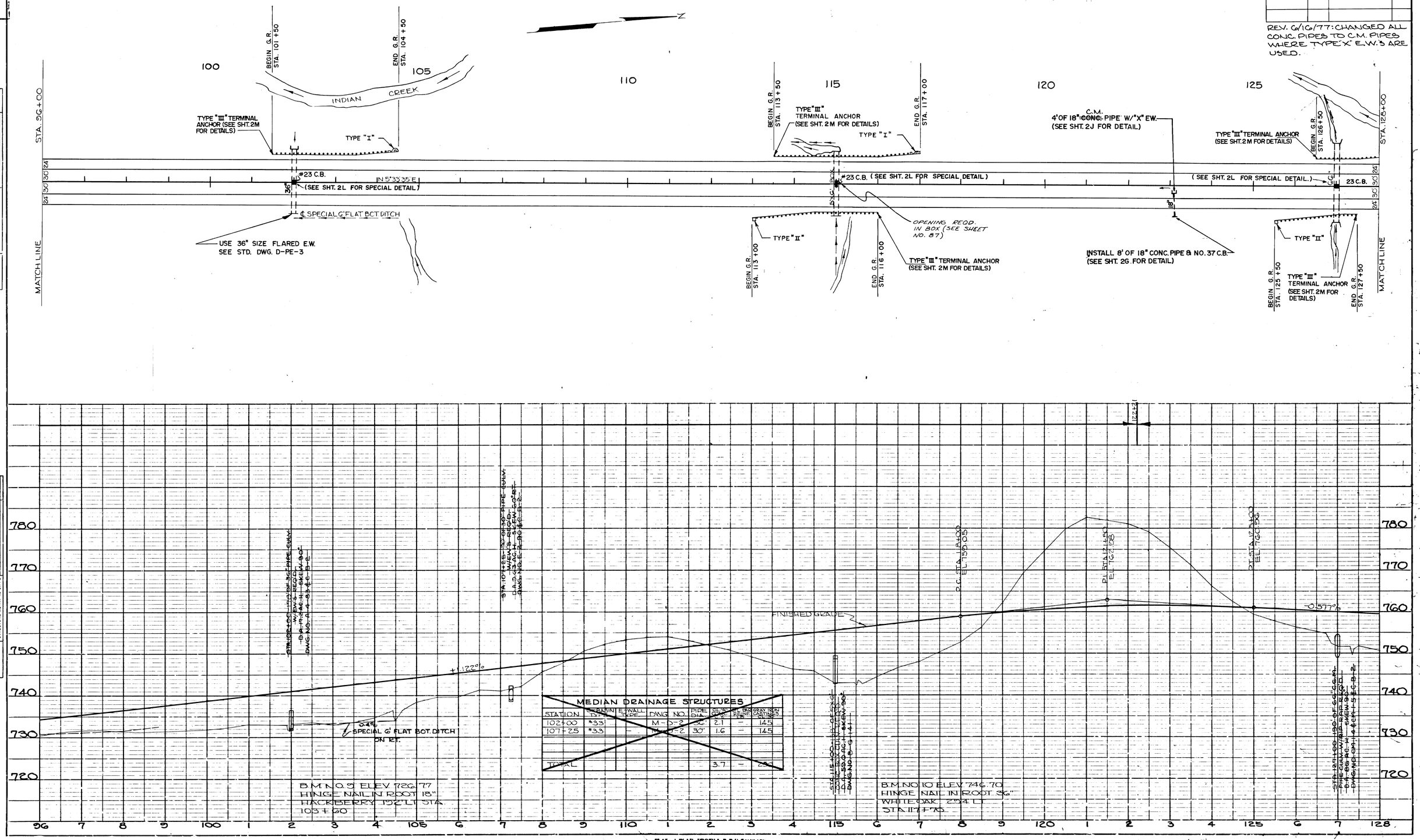
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	19

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



MEDIAN DRAINAGE STRUCTURES

STATION	C.B. BASIN TYPE	E.W. WALL TYPE	DWG. NO.	PIPE DIA.	CL. "X" CONC. PIPE	CL. "B" REINF. PIPE	GRAY IRON CASTINGS
102+00	*33	–	M-5-2	30"	2.1	–	145
107+25	*33	–	M-5-2	30"	1.6	–	145
TOTAL					3.7	–	290

PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
BY OPT. WAY CHECKED
DATE
BY

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CH'KD
DATE
BY

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PLAT. 1 PLAN-PROFILE & P.H. STANDARD
EXCEPT DETAIL A (V) OF CHAP. REV. YORK

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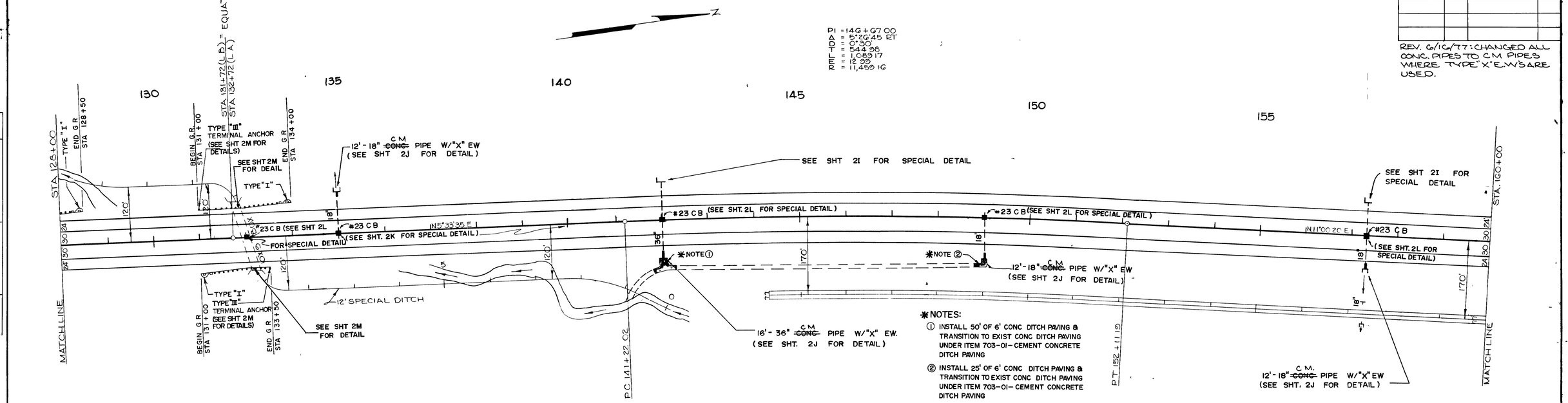
TYPE	YEAR	PROJECT NO.	SHT NO
CONST	1977	I-65-2(42)45	20

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M PIPES WHERE TYPE "X" E.W'S ARE USED.



*NOTES:

① INSTALL 50' OF 6' CONC DITCH PAVING & TRANSITION TO EXIST CONC DITCH PAVING UNDER ITEM 703-01- CEMENT CONCRETE DITCH PAVING

② INSTALL 25' OF 6' CONC DITCH PAVING & TRANSITION TO EXIST CONC DITCH PAVING UNDER ITEM 703-01- CEMENT CONCRETE DITCH PAVING

EXC { COM 40,755 CY (INCLUDES 333 CY TO BE RESERVED FOR BACKFILLING)
SR 7,089 CY
SR TR 226 CY

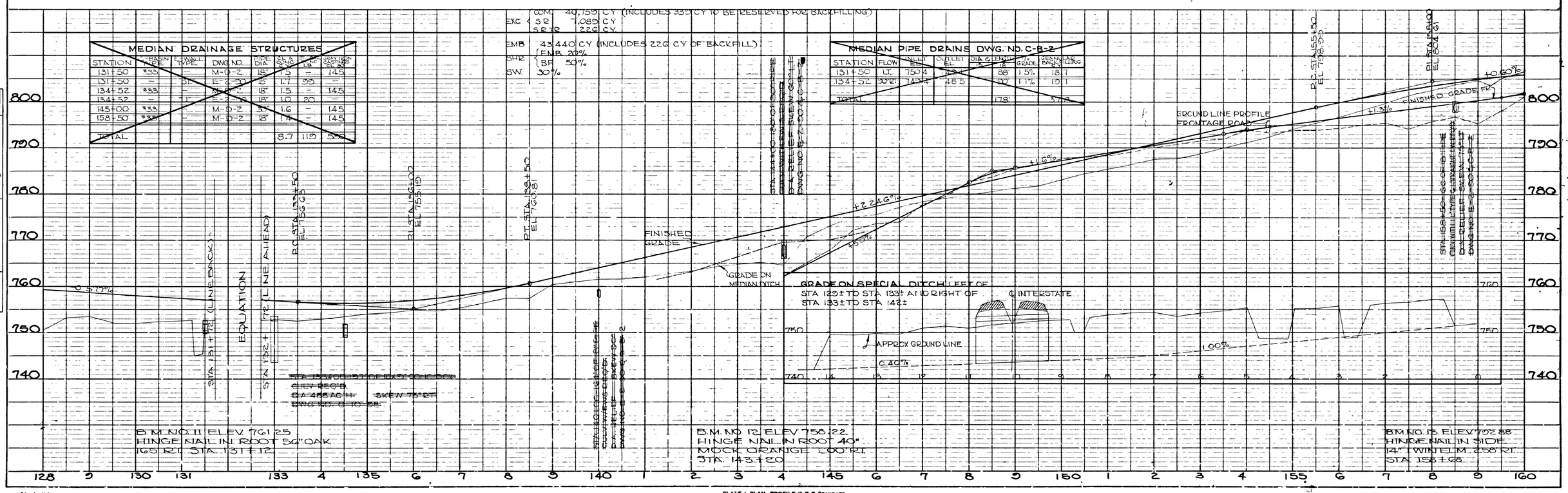
EMB 43,440 CY (INCLUDES 226 CY OF BACKFILL)
SHR { EMB. 20%
BF 50%
SW 30%

MEDIAN DRAINAGE STRUCTURES

STATION	BASIN TYPE	E. WALL TYPE	DWG. NO.	PIPE DIA.	EL. A CONC	SLOPE %	GRAVITION CASTINGS EL.
131+50	#33	—	M-D-2	18"	1.5	—	145
131+50	—	3'H	E-6-3	18"	1.7	55	—
134+52	#33	—	M-D-2	18"	1.5	—	145
134+52	—	1'H	E-6-3	18"	1.0	20	—
145+00	#33	—	M-D-2	36"	1.6	—	145
158+50	#33	—	M-D-2	18"	1.4	—	145
TOTAL					8.7	119	580

MEDIAN PIPE DRAINS DWG. NO. C-B-2

STATION	FLOW	INLET EL.	OUTLET EL.	DIA & LENGTH 15"	18"	GRADE	GRANULAR BACK FILLING
131+50	LT.	750.4	[illegible]		88	1.5%	18.7
134+52	20°21'	749.4	48.5		90	1.1%	19.1
TOTAL					178'		37.8



PLAN		BY	DATE
NOTE BOOK	SURVEYED. PLOTTED. ALIGNMENT CHECKED. BR. NO. POSTED.		
NO			

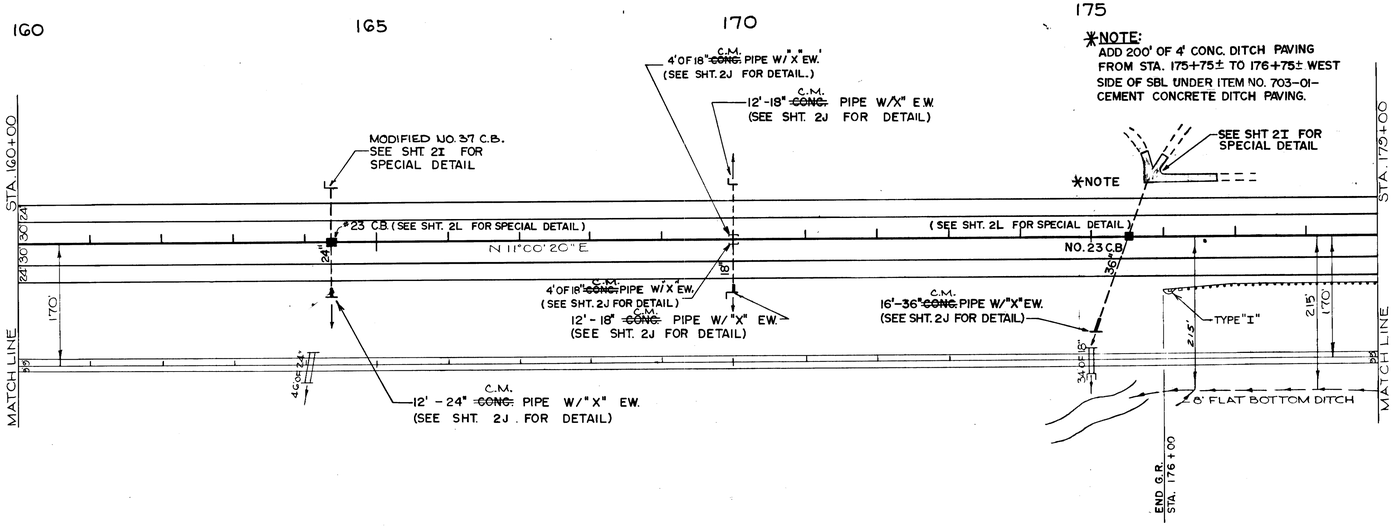
PROFILE		BY	DATE
NOTE BOOK	SURVEYED. PLOTTED. GRADES CHECKED. BR. NO. POSTED. STRUCTURE NOTAT NS. & R.O.		
NO			

PLATE 1 PLAN PROFILE 3 P.R STANDARD
ENGINEER OF BRIDGES & STRUCTURES OFFICE NEW YORK

Printed in U.S.A. On NATIONAL Tracing Cloth
Printed in U.S.A. On IMPERIAL Tracing Cloth

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	21

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



SEPARATION

BETHESDA & THOMPSON STATION OVER INTERSTATE

FOR DETAILS SEE SHEET NO. 22

EXC. 22,021 C.Y. (INCLUDES 144 C.Y. FOR BETHESDA-THOMPSON STA. RD.)

EMB. 101,679 C.Y. (INCLUDES 25,244 C.Y. FOR BETHESDA-THOMPSON STA. RD.)

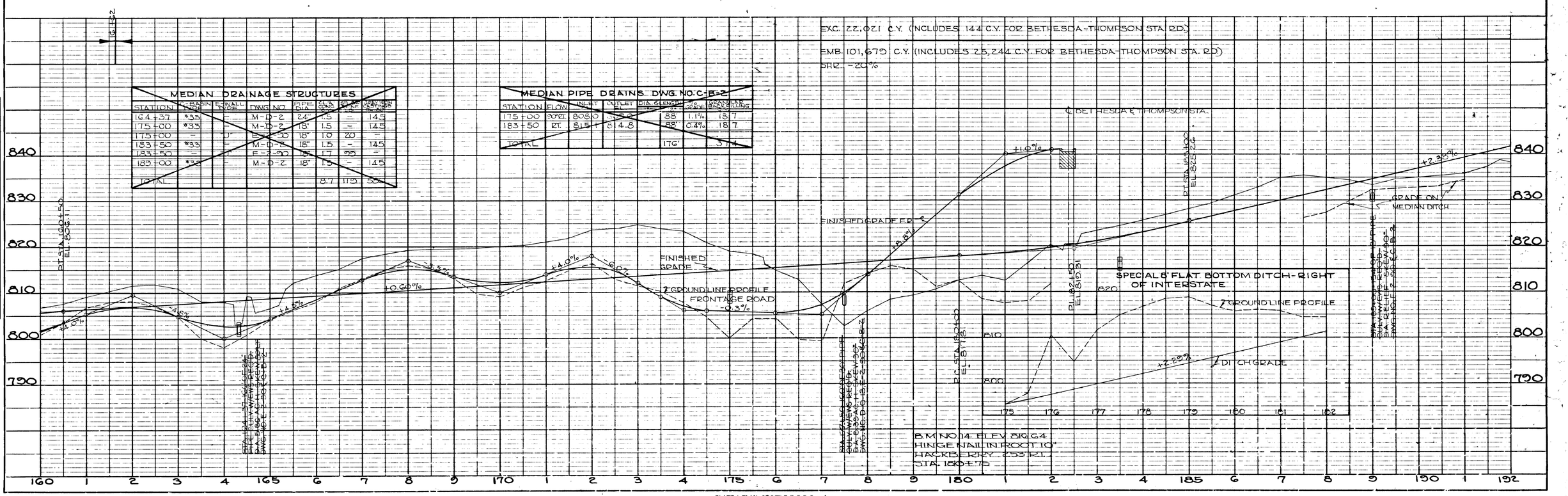
SHR. -20%

MEDIAN DRAINAGE STRUCTURES

STATION	BASIN TYPE	E. WALL TYPE	DWG. NO.	PIPE DIA.	C.L. & GRADE	SIDE SLOPE	MEDIAN WIDTH
164+37	*33	-	M-D-2	24"	1.5	-	14.5
175+00	*33	-	M-D-2	18"	1.5	-	14.5
175+00	-	D	F-2-90	18"	1.0	20	-
183+50	*33	-	M-D-2	18"	1.5	-	14.5
183+50	-	F	F-2-90	18"	1.7	20	-
189+00	*33	-	M-D-2	18"	1.5	-	14.5
TOTAL					8.7	112	506

MEDIAN PIPE DRAINS DWG. NO. C-B-2

STATION	FLOW	INLET	OUTLET	DIA. & LENGTH	% GRADE	MEDIAN BACKFILLING
175+00	20 CI.	808.0	815.2	18" 158'	1.1%	18.7
183+50	RT.	815.1	814.8	18" 18'	0.4%	18.7
TOTAL				176'		37.4



PLAN	DATE	BY
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK		
NO.		

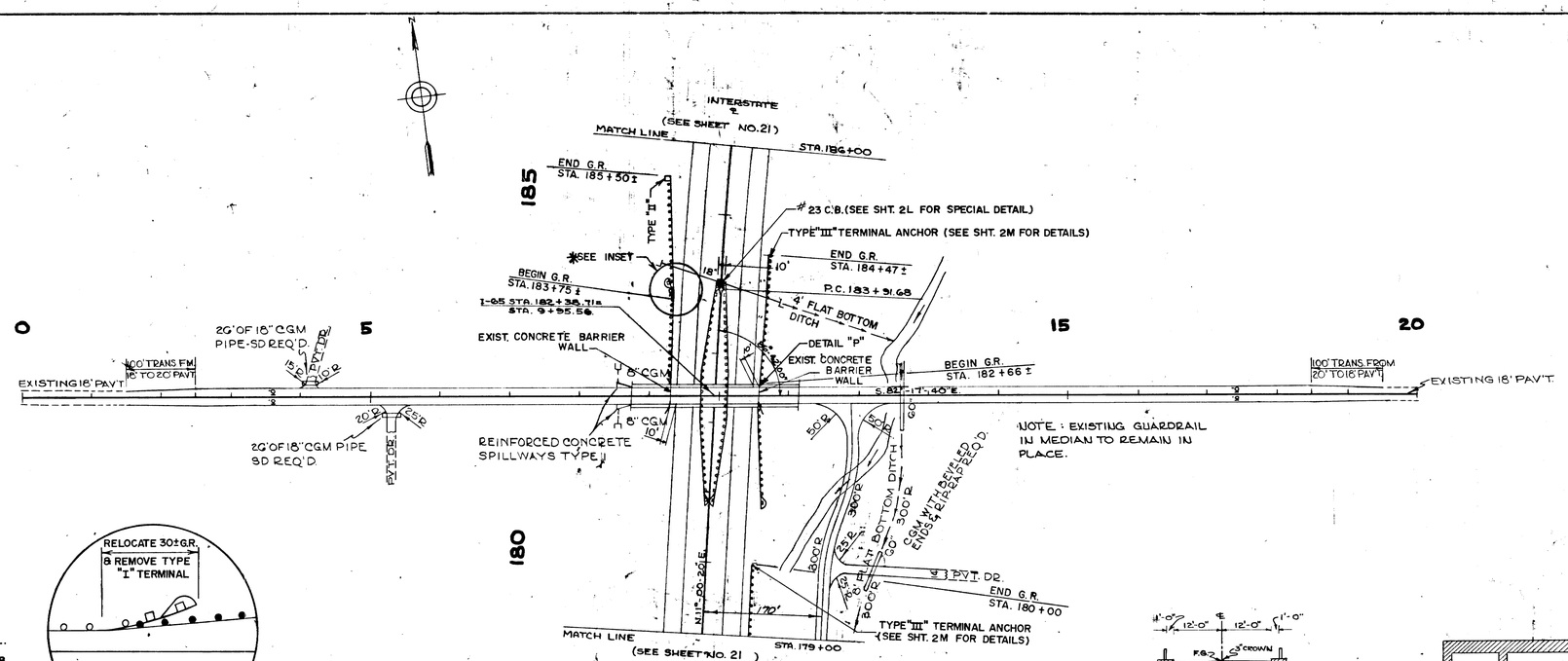
PROFILE	DATE	BY
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M.s NOTED		
STRUCTURE NOTATIONS CHKD.		
NOTE BOOK		
NO.		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	22

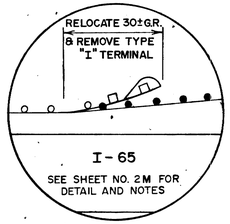
BETH. & THO. STA. 411

I-65

TRAFFIC SKETCH
SHOWING ESTIMATED
1975 ADT

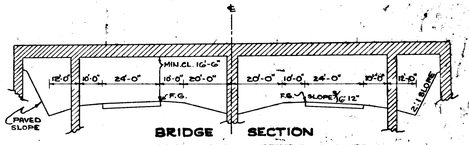


PROPOSED LAYOUT OF SEPARATION
BETHESDA & THOMPSON STATION OVER I-65
WILLIAMSON CO.
SCALE 1" = 100'

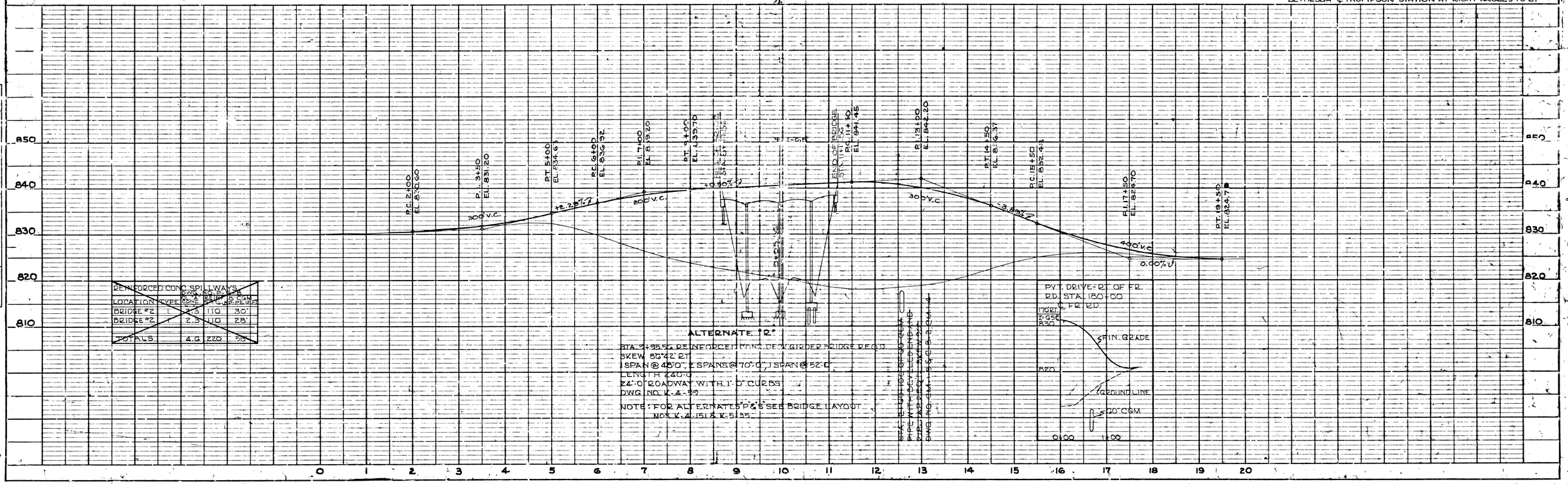


*NOTE:
① RELOCATE GUARDRAIL ALONG I-65 FROM STA. 183+75± TO STA. 184+05± SOUTHBOUND LANE WEST SIDE UNDER ITEM NO. 705-16.08-RELOCATION OF EXISTING GUARDRAIL.
② FOR DETAIL "P" SEE DWG. NO. K-16-61B, SHEET 66.

BRIDGE SECTION
SHOWING CLEARANCES ON BETHESDA & THOMPSON STA. OVER INTERSTATE AT RIGHT ANGLES TO ℄.



BRIDGE SECTION
SHOWING CLEARANCES ON INTERSTATE UNDER BETHESDA & THOMPSON STATION AT RIGHT ANGLES TO ℄.



REINFORCED CONC. SPILLWAYS				
LOCATION	TYPE	RWA. CONC.	REIP. RAP	15" CGM PIPE LINE
BRIDGE #2	I	2.3	110	30'
BRIDGE #2	I	2.3	110	28'
TOTALS		4.6	220	58'

ALTERNATE "2"
STA. 9+95.56 REINFORCED CONC. DEV. GIRDER BRIDGE REQ'D.
SKEW 83°42' 21"
1 SPAN @ 45'-0", 2 SPANS @ 70'-0", 1 SPAN @ 52'-0"
LENGTH 240'-0"
24'-0" ROADWAY WITH 1'-0" CURBS
DWG. NO. K-4-89
NOTE: FOR ALTERNATES "P" & "S" SEE BRIDGE LAYOUT NOS. K-4-151 & K-5-95.
STA. 8+09.02 & 10+90.98
PIPE WITH DEVELOPED ENDING
PIPE LAPPED 1' SKEW 22°
DWG. NO. CM-15-C & P-3-CM-14

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On IMPERIAL, The Ing. Cloth

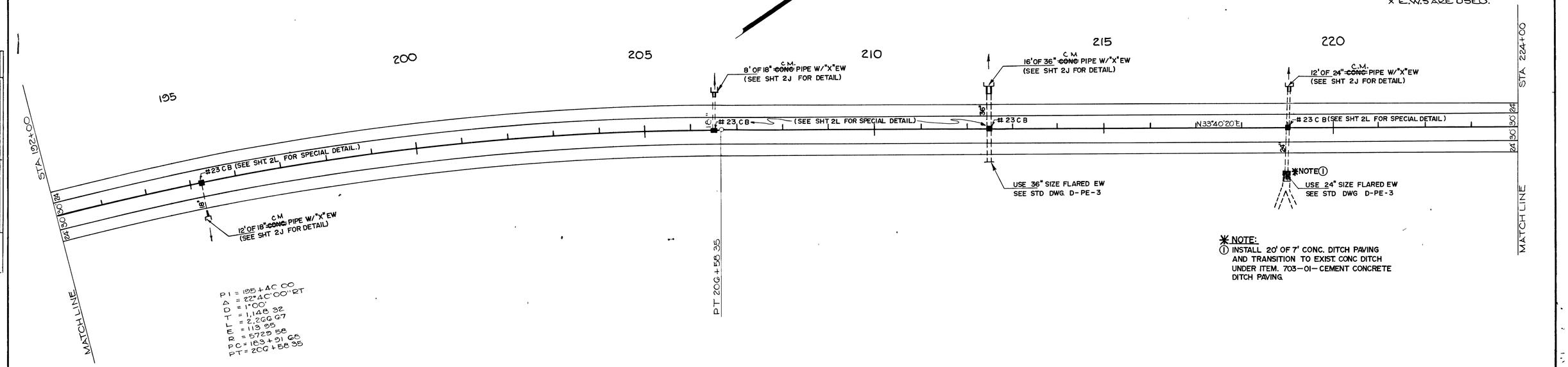
PLATE 1 PLAN-PROFILE B.P.R. STANDARD
PUBLISHED BY CHICAGO NEW YORK

Printed in U.S.A.
On IMPERIAL Tracing Cloth

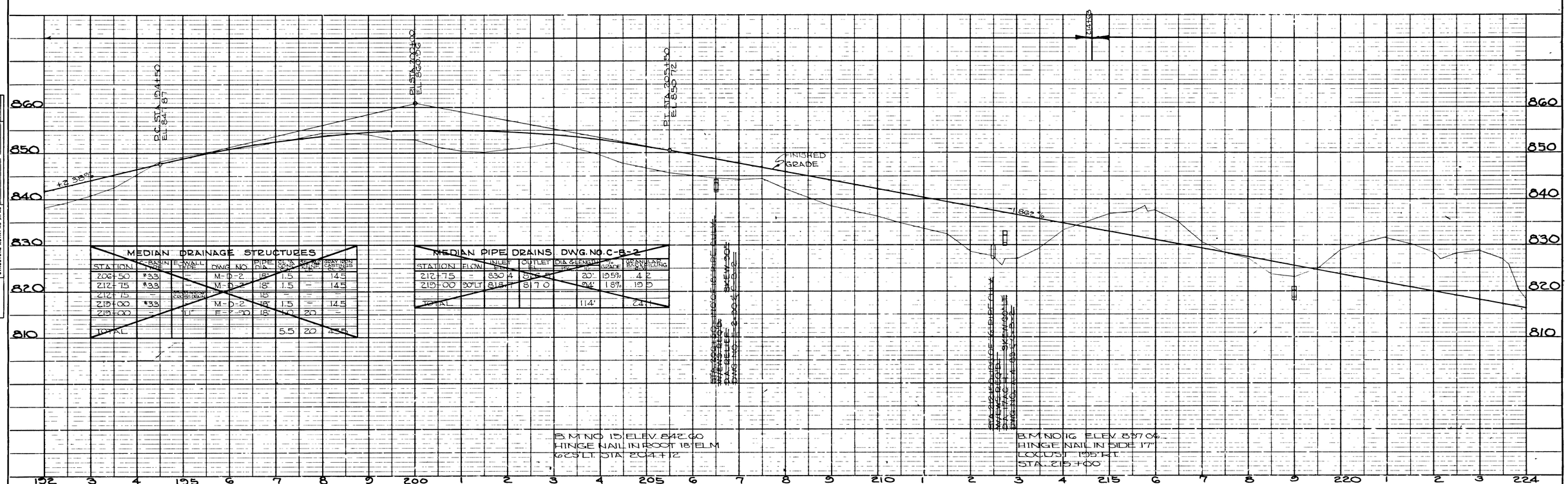
File No IN-171

TYPE	YEAR	PROJECT NO	SHEET NO
CONST	1977	I-65-2(42)45	23

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE 'X' E.W.'S ARE USED.



***NOTE:**
① INSTALL 20' OF 7' CONC. DITCH PAVING AND TRANSITION TO EXIST. CONC DITCH UNDER ITEM. 703-01- CEMENT CONCRETE DITCH PAVING.



MEDIAN DRAINAGE STRUCTURES

STATION	BASIN TYPE	INLET WALL TYPE	DWG NO	PIPE DIA	GRATE ELEV	GRATE ELEV	GRAY IRON CASTINGS
206+50	*33	-	M-D-2	18"	1.5	-	14.5
212+75	*33	-	M-D-2	18"	1.5	-	14.5
212+75	-	MEDIAN CROSS DRAIN		18"	-	-	-
215+00	*33	-	M-D-2	18"	1.5	-	14.5
215+00	-	11"	E-2-0	18"	1.0	20	-
TOTAL					5.5	20	43.5

MEDIAN PIPE DRAINS DWG. NO. C-B-2

STATION	FLOW	INLET EL	OUTLET EL	DIA & LENGTH	% GRADE	GRANULAR BACKFILLING CY
212+75	-	830.4	829.4	20'	1.55%	4.2
215+00	30% LT	818.4	817.0	94'	1.87%	19.9
TOTAL				114'		24.1

B.M. NO. 15 ELEV. 842.60
HINGE NAIL IN ROOT 18" ELM
@ CSLI. STA. 204+12

B.M. NO. 16 ELEV. 837.06
HINGE NAIL IN SIDE 17"
LOCUST 195' RT.
STA. 215+00

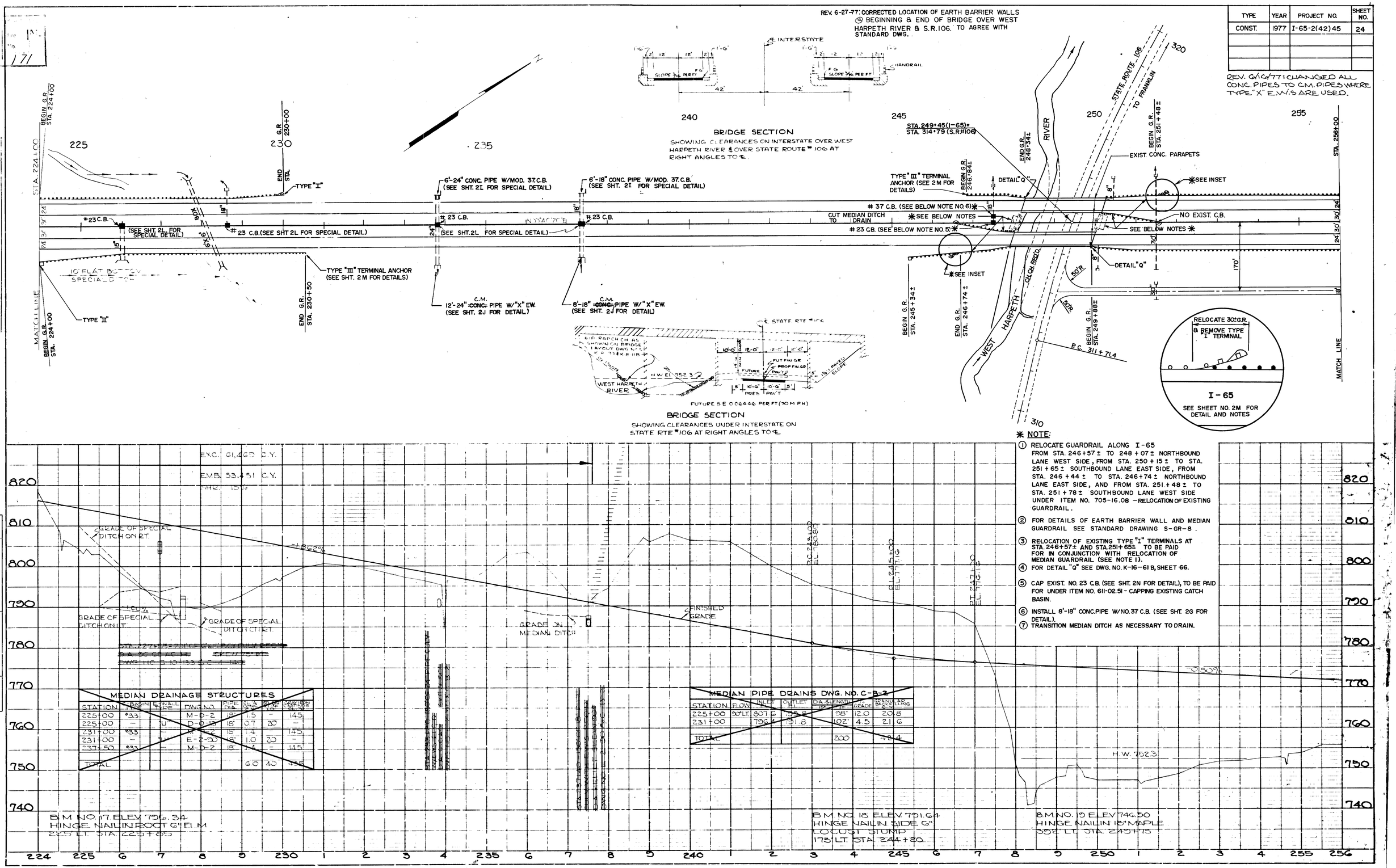
PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT OF WAY CHECKED
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTAT'NS CHKD
BY
DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	24

REV. 6-27-77: CORRECTED LOCATION OF EARTH BARRIER WALLS @ BEGINNING & END OF BRIDGE OVER WEST HARPETH RIVER & S.R.106. TO AGREE WITH STANDARD DWG.

REV. 6/6/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



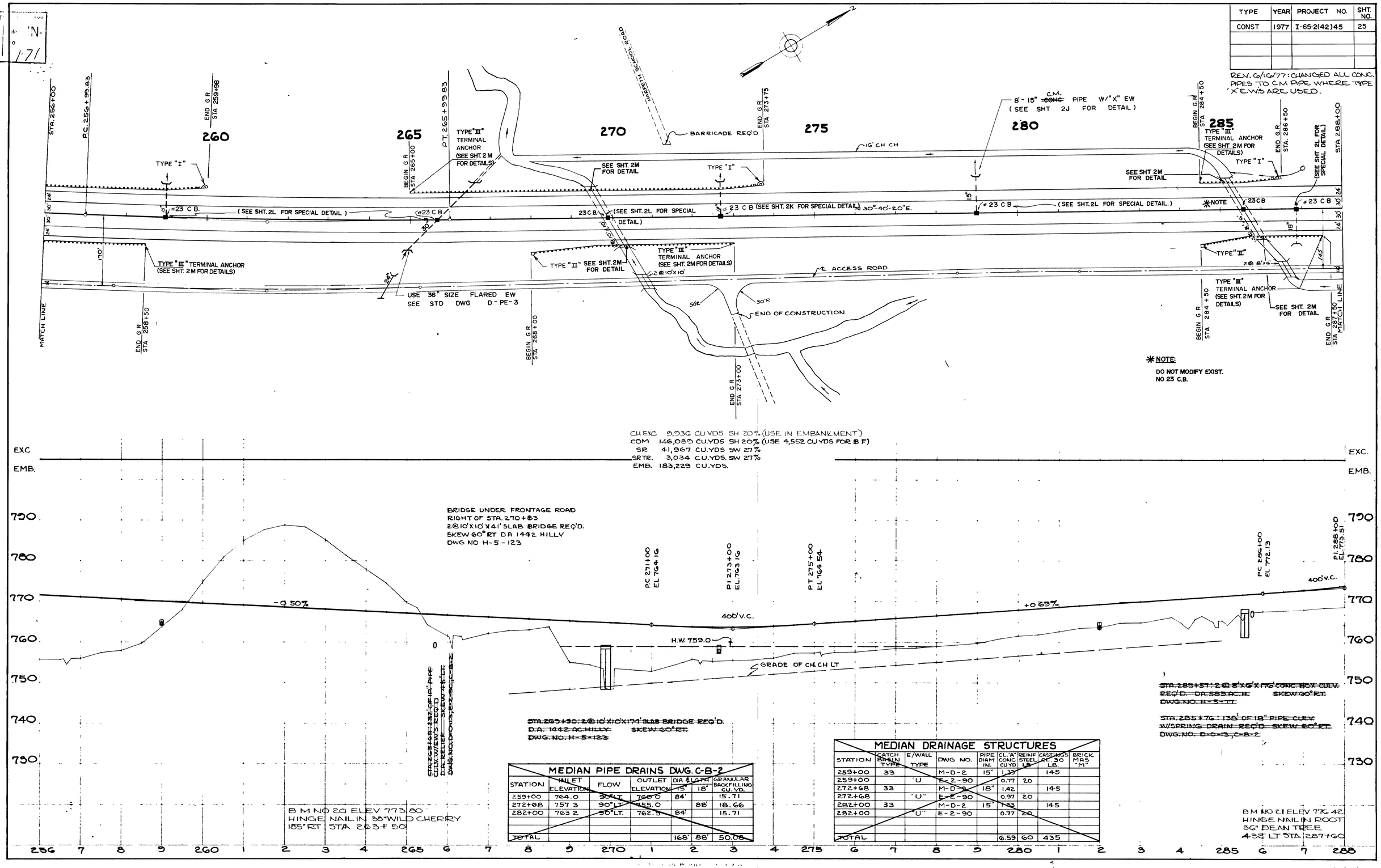
✱ NOTE:

1. RELOCATE GUARDRAIL ALONG I-65 FROM STA. 246+57± TO 248+07± NORTHBOUND LANE WEST SIDE, FROM STA. 250+15± TO STA. 251+65± SOUTHBOUND LANE EAST SIDE, FROM STA. 246+44± TO STA. 246+74± NORTHBOUND LANE EAST SIDE, AND FROM STA. 251+48± TO STA. 251+78± SOUTHBOUND LANE WEST SIDE UNDER ITEM NO. 705-16.08 – RELOCATION OF EXISTING GUARDRAIL.
2. FOR DETAILS OF EARTH BARRIER WALL AND MEDIAN GUARDRAIL SEE STANDARD DRAWING S-GR-8.
3. RELOCATION OF EXISTING TYPE "I" TERMINALS AT STA. 246+57± AND STA. 251+65± TO BE PAID FOR IN CONJUNCTION WITH RELOCATION OF MEDIAN GUARDRAIL (SEE NOTE 1).
4. FOR DETAIL "Q" SEE DWG. NO. K-16-61B, SHEET 66.
5. CAP EXIST. NO. 23 C.B. (SEE SHT. 2N FOR DETAIL), TO BE PAID FOR UNDER ITEM NO. 611-02.51 - CAPPING EXISTING CATCH BASIN.
6. INSTALL 8'-18" CONC. PIPE W/NO. 37 C.B. (SEE SHT. 2G FOR DETAIL).
7. TRANSITION MEDIAN DITCH AS NECESSARY TO DRAIN.

PLATE 1 PLAN & PROFILE 8 P.T. STANDARD

TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST	1977	I-65-2(42)45	25

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPE WHERE TYPE "X" E.W.'S ARE USED.



*** NOTE:**
DO NOT MODIFY EXIST. NO 23 C.B.

MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET ELEVATION	FLOW	OUTLET ELEVATION	DIA & LGTH 15"	DIA & LGTH 18"	GRANULAR BACKFILLING CU. YD.
259+00	764.0	90° LT.	760.0	84'		15.71
272+68	757.3	90° LT.	755.0		88'	18.66
282+00	763.2	90° LT.	762.5	84'		15.71
TOTAL				168'	88'	50.08

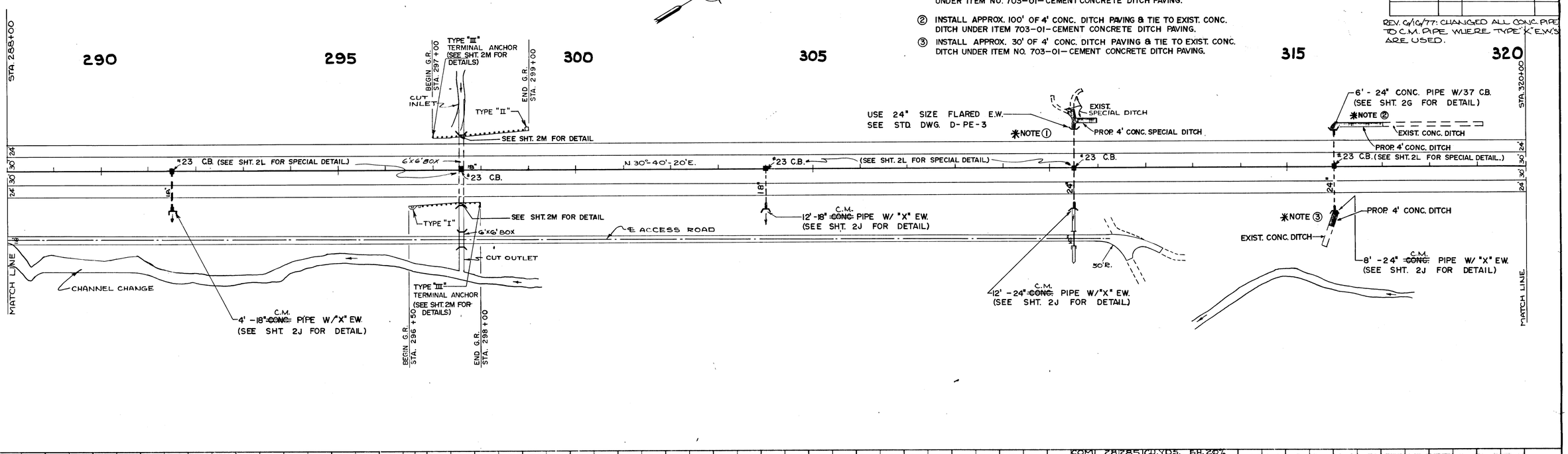
MEDIAN DRAINAGE STRUCTURES

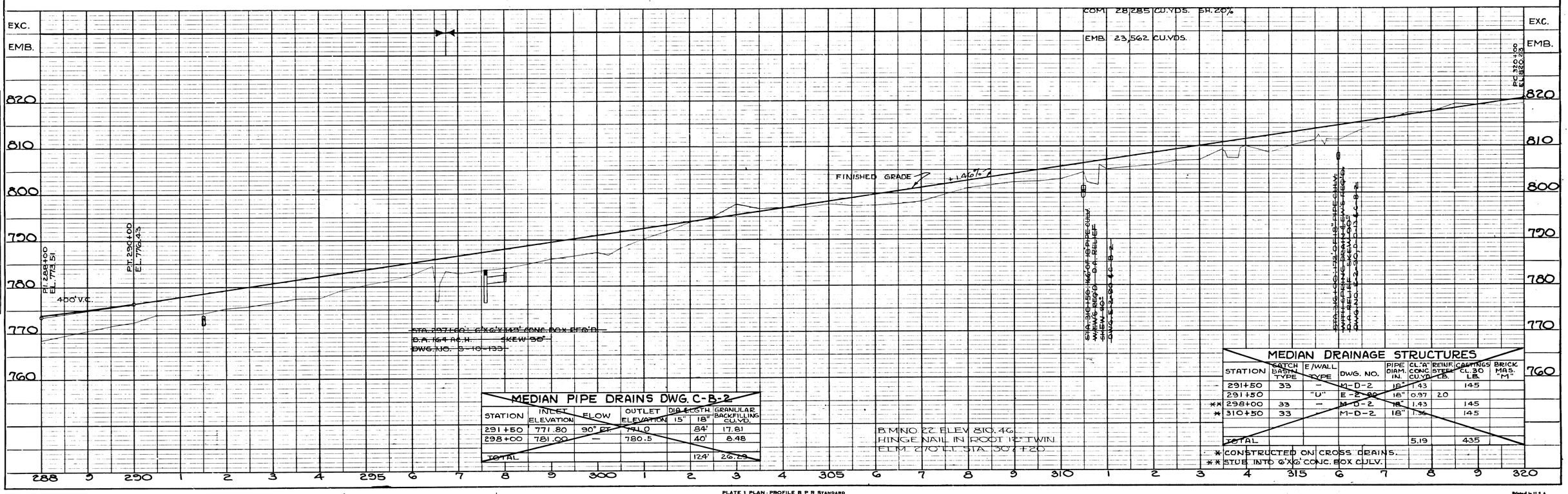
STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG NO.	PIPE DIAM IN.	CL. "A" CONC CU YD	REINF STEEL LB	CASTINGS RC 30 LB.	BRICK MAS "M"
259+00	33		M-D-2	15"	1.33		145	
259+00		"U"	E-2-90		0.77	20		
272+68	33		M-D-2	18"	1.42		145	
272+68		"U"	E-2-90		0.97	20		
282+00	33		M-D-2	15"	1.33		145	
282+00		"U"	E-2-90		0.77	20		
TOTAL					6.59	60	435	

Plans Divn. File No. IN-171

TYPE	YEAR	PROJECT NO	SHEET NO.
CONST.	1977	I-65-2(42)45	26

REV. 6/16/77: CHANGED ALL CONC. PIPE TO C.M. PIPE WHERE TYPE "X" E.W.'S ARE USED.





MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET ELEVATION	FLOW	OUTLET ELEVATION	DIA & LGTH. 15"	DIA & LGTH. 18"	GRANULAR BACKFILLING CU.YD.
291+50	771.80	90° EF	771.0		84'	17.81
298+00	781.00	—	780.5		40'	8.48
TOTAL					124'	26.29

B.M. NO. 22 ELEV. 810.46
HINGE NAIL IN ROOT 12" TWIN ELM. 270' LT. STA. 307+20

MEDIAN DRAINAGE STRUCTURES

STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM. IN.	CL. "A" CONC CU.YD.	REINF. STEEL LB.	CASTINGS CL. 30 LB.	BRICK MAS. "M"
291+50	33	—	M-D-2	18"	1.43		145	
291+50		"U"	E-2-90	18"	0.97	2.0		
✱✱ 298+00	33	—	M-D-2	18"	1.43		145	
✱ 310+50	33		M-D-2	18"	1.36		145	
TOTAL					5.19		435	

✱ CONSTRUCTED ON CROSS DRAINS.
✱✱ STUB INTO 6'x6' CONC. BOX CULV.

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTATIONS CHKD. — BY — DATE

PLAN — SURVEYED — BY — DATE

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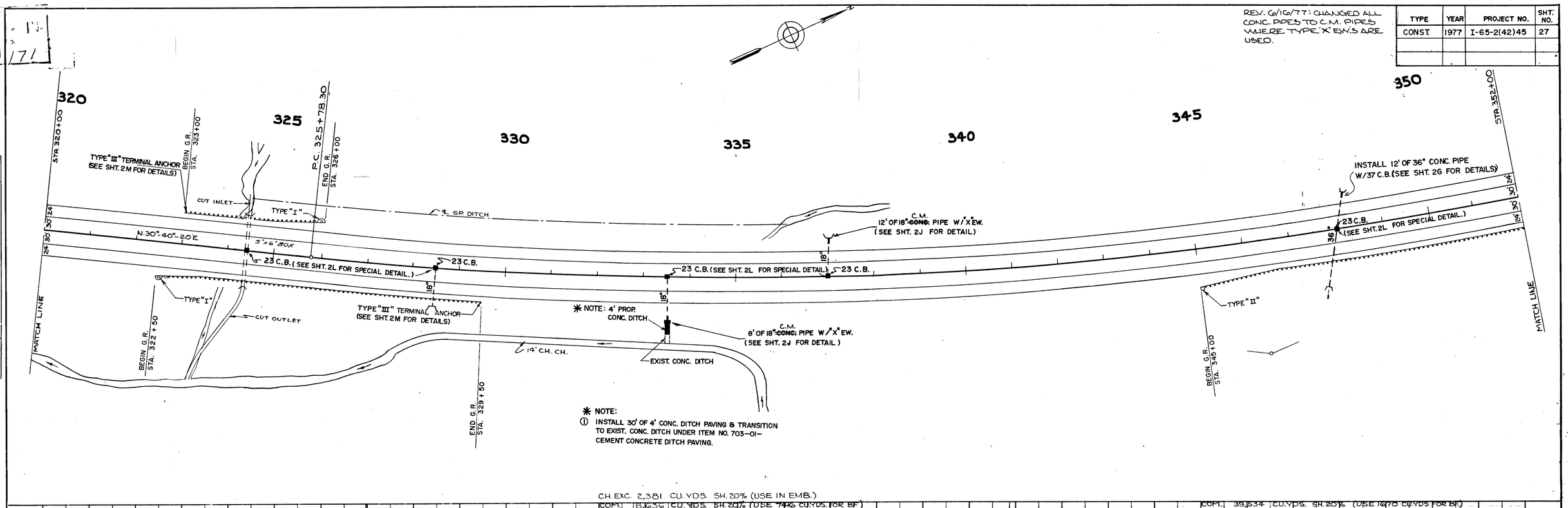
PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST.	1977	I-65-2(42)45	27

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" EW'S ARE USED.



✱ NOTE:
① INSTALL 30' OF 4' CONC. DITCH PAVING & TRANSITION TO EXIST. CONC. DITCH UNDER ITEM NO. 703-01- CEMENT CONCRETE DITCH PAVING.

CH. EXC. 2,381 CU. YDS. SH. 20% (USE IN EMB.)

COM.	18,636	CU. YDS.	SH. 20% (USE 7416 CU. YDS. FOR BF.)
SR.	12,965	CU. YDS.	SW. 30%
SR. TR.	497	CU. YDS.	SW. 30%
EMB.	34,386	CU. YDS.	

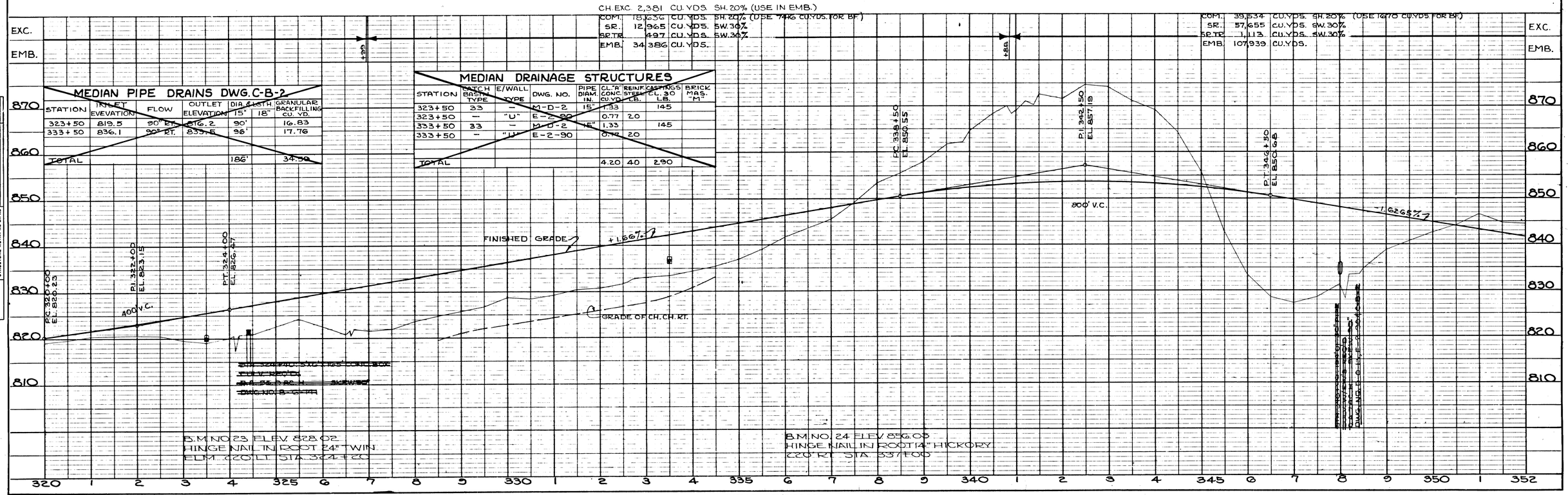
COM.	39,534	CU. YDS.	SH. 20% (USE 12,670 CU. YDS. FOR BF.)
SR.	57,655	CU. YDS.	SW. 30%
SR. TR.	1,113	CU. YDS.	SW. 30%
EMB.	107,939	CU. YDS.	

MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET EEVEATION	FLOW	OUTLET ELEVATION	DIA. 15"	DIA. 18"	GRANULAR BACKFILLING CU. YD.
323+50	819.5	90° RT.	816.2	90'		16.83
333+50	836.1	90° RT.	833.5	96'		17.76
TOTAL				186'		34.59

MEDIAN DRAINAGE STRUCTURES

STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM. IN.	CL. "A" CONC. CU. YD.	REINF. STEEL LB.	CASTINGS CL. 30 LB.	BRICK MAS. "M"
323+50	33	—	M-D-2	15"	1.33		145	
323+50	—	"U"	E-2-90		0.77	20		
333+50	33		M-D-2	15"	1.33		145	
333+50	—	"U"	E-2-90		0.77	20		
TOTAL					4.20	40	290	



PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — DATE — BY

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTAT'NS CH'KD — DATE — BY

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Printed in U.S.A. On IMPERIAL Tracing Cloth

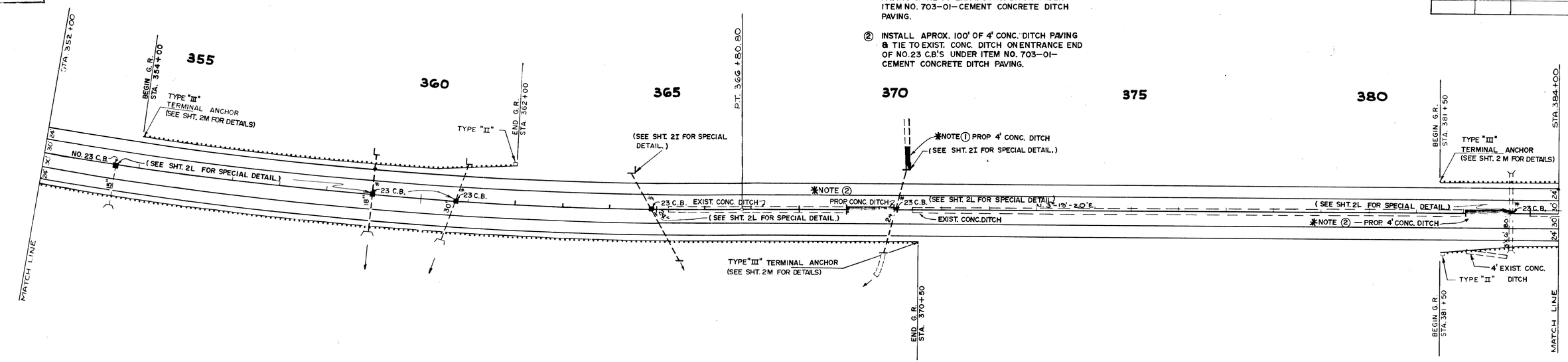
TYPE	YEAR	PROJECT NO.	SHT. NO.
CONST.	1977	I-65-2(42)45	28

N

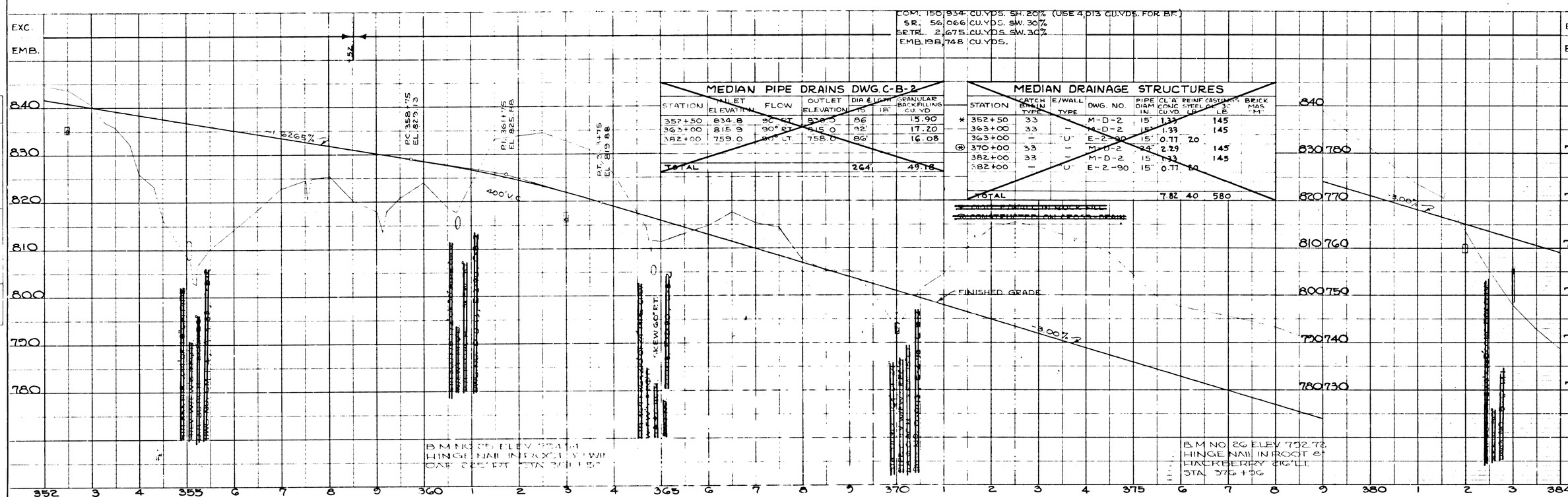
NOTE:

① INSTALL APRROX. 50' OF 4' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH UNDER ITEM NO. 703-01-CEMENT CONCRETE DITCH PAVING.

② INSTALL APROX. 100' OF 4' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH ON ENTRANCE END OF NO. 23 C.B'S UNDER ITEM NO. 703-01-CEMENT CONCRETE DITCH PAVING.



COM. 150,934 CU.YDS. SH. 20% (USE 4,013 CU.YDS. FOR B.F.)
S.R. 56,066 CU.YDS. SW. 30%
S.R.TR. 2,675 CU.YDS. SW. 30%
EMB. 198,748 CU.YDS.



MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET ELEVATION	FLOW	OUTLET ELEVATION	DIA & LGTH 15"	18"	GRANULAR BACKFILLING CU. YD.
352+50	834.8	90° RT.	829.5	86'		15.90
363+00	815.9	90° RT.	815.0	92'		17.20
382+00	759.0	90° LT.	758.0	86'		16.08
TOTAL				264'		49.18

MEDIAN DRAINAGE STRUCTURES

	STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM IN.	CL "A" CONC CU.YD.	REINF STEEL LB.	CASTINGS LB.	BRICK MAS "M"
*	352+50	33		M-D-2	15"	1.33		145	
	363+00	33	—	M-D-2	15"	1.33		145	
	363+00	—	"U"	E-2-90	15"	0.77	20		
⊛	370+00	33	—	M-D-2	24"	2.29		145	
	382+00	33	—	M-D-2	15"	1.33		145	
	382+00	—	"U"	E-2-90	15"	0.77	20		
TOTAL						7.82	40	580	

~~* FINISH EXCAVATE IN ROCK FILL~~
~~⊛ CONSTRUCTED ON PROP. DRAIN~~

IN. STATE HIGHWAYS
Plans File No. IN-
Div. 1 171

PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — PT OF WAY CHECKED — DATE — BY

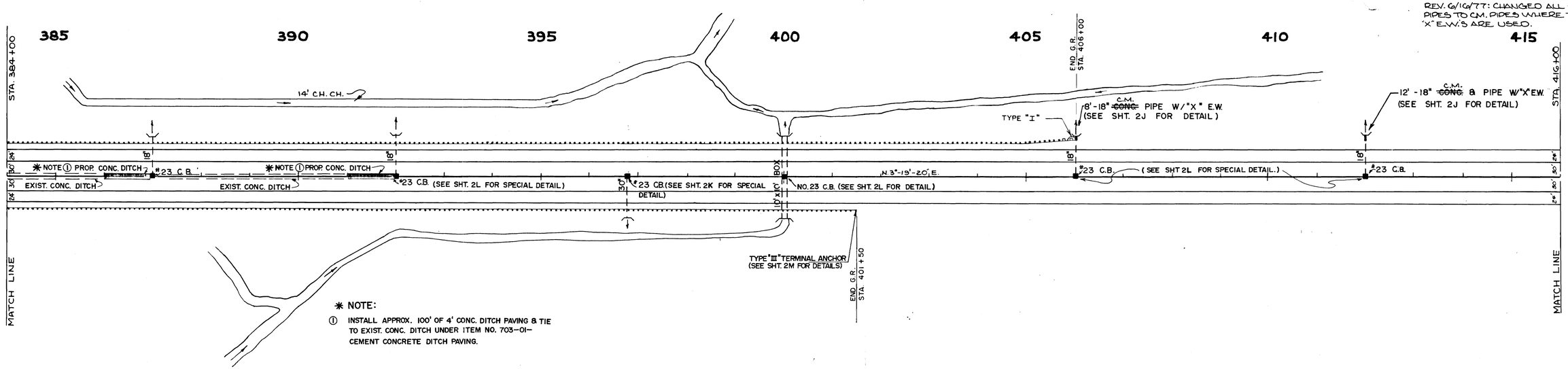
PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — STRUCTURE NOTES MAPPED — DATE — BY

Printed in U.S.A. On MATERIAL Tracing Cloth

Plans Divn. File No. IN-171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	29

REV. 6/16/77: CHANGED ALL CONC. PIPES TO CM. PIPES WHERE TYPE "X" E.W.'S ARE USED.



✱ NOTE:

① INSTALL APPROX. 100' OF 4' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH UNDER ITEM NO. 703-01-CEMENT CONCRETE DITCH PAVING.

COM.	21,777	CU.YDS.	SH. 20% (USE 294 CU.YDS. FOR B.F.)
TR.	1,785	CU.YDS.	SW. 30%
SP.TR.	136	CU.YDS.	SW. 30%
EMB.	20,471	CU.YDS.	

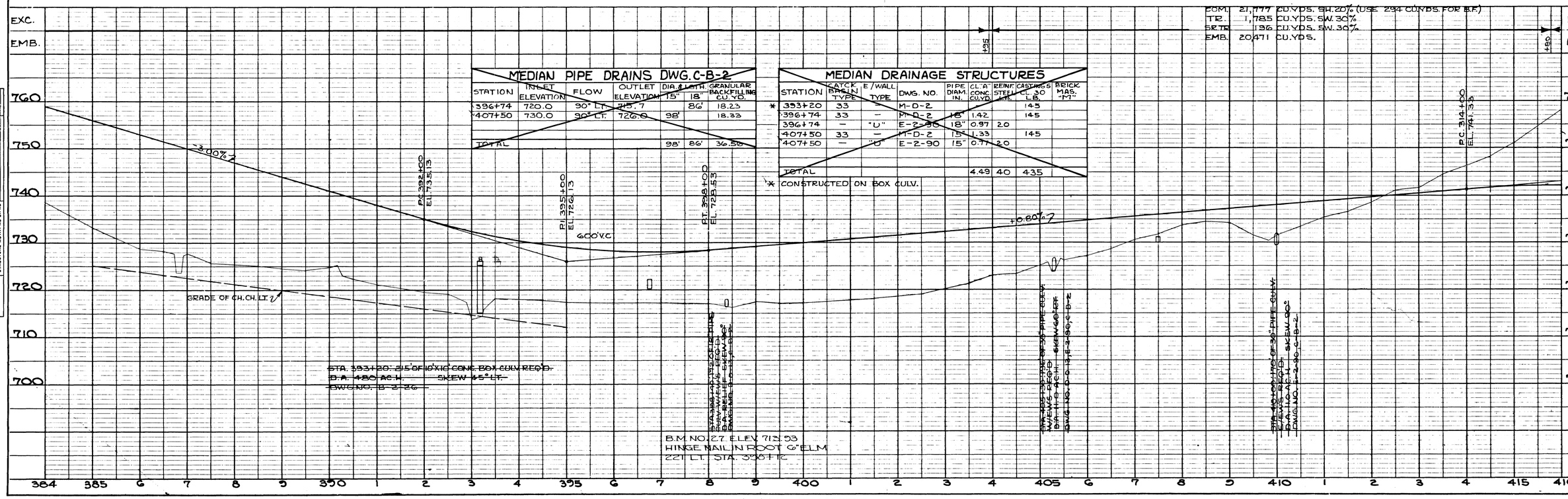
MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET ELEVATION	FLOW	OUTLET ELEVATION	DIA. & LGTH. 15"	DIA. & LGTH. 18"	GRANULAR BACKFILLING CU.YD.
396+74	720.0	90° LT.	715.7		86'	18.23
407+50	730.0	90° LT.	726.0	98'		18.33
TOTAL				98'	86'	36.56

MEDIAN DRAINAGE STRUCTURES

STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM. IN.	CL. "A" CONC. CU.YD.	REINF. STEEL LB.	CASTINGS CL. 30 LB.	BRICK MAS. "M"
* 353+20	33	—	M-D-2				145	
396+74	33	—	M-D-2	18"	1.42		145	
396+74	—	"U"	E-2-90	18"	0.97	20		
407+50	33	—	M-D-2	15"	1.33		145	
407+50	—	"U"	E-2-90	15"	0.77	20		
TOTAL					4.49	40	435	

✱ CONSTRUCTED ON BOX CULV.



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT OF WAY CHECKED, NOTE BOOK, NO, BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M.'s NOTED, STRUCTURE NOTAT'NS CH'KD, NOTE BOOK, NO, BY, DATE

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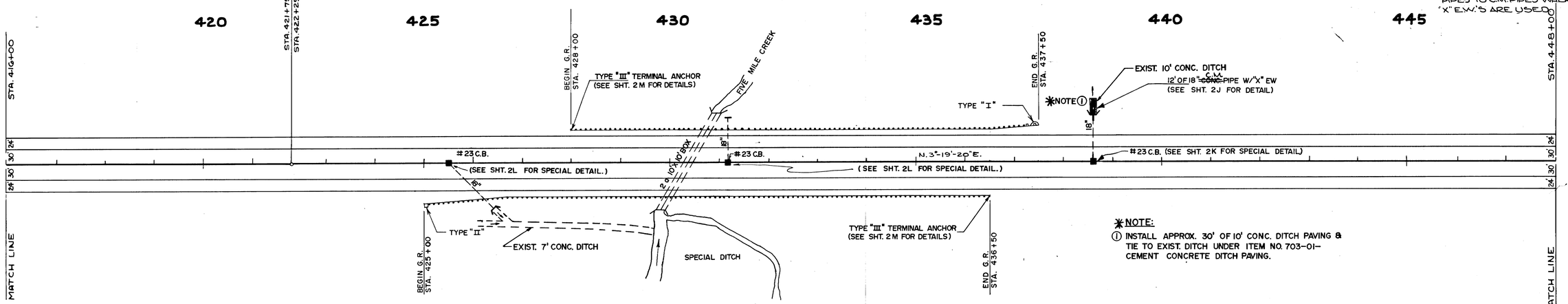
EUGENE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A. On IMPERIAL Tracing Cloth

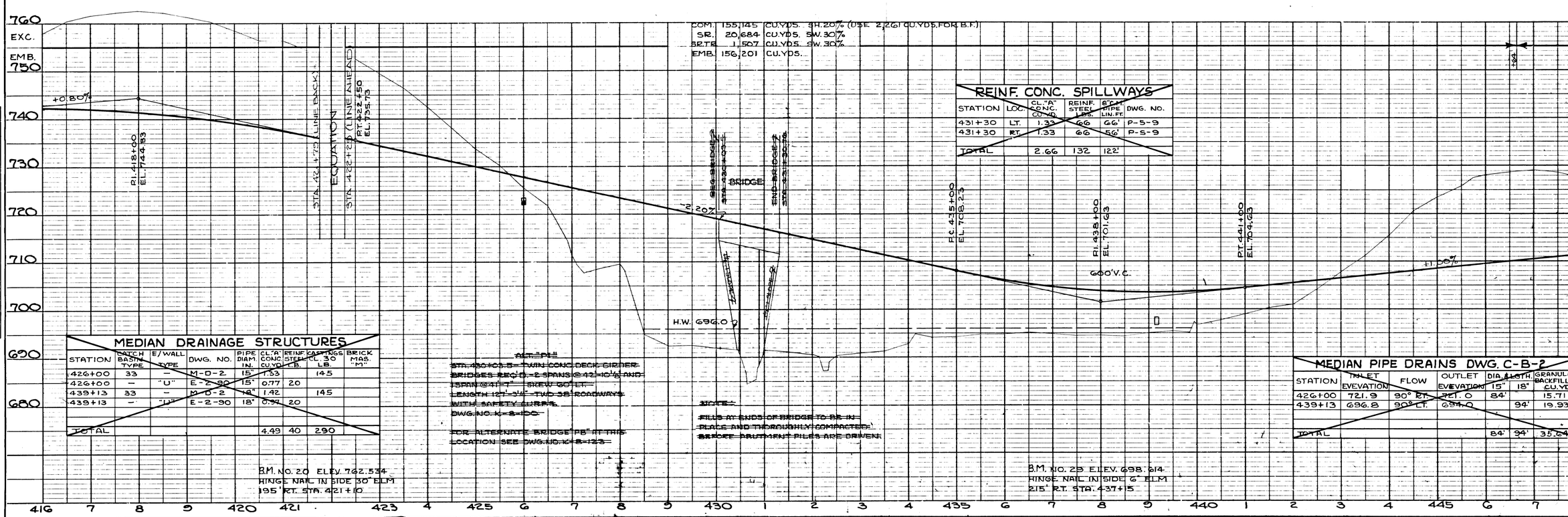
Plan: Dlvn File No. IN-171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	30

REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



*NOTE:
① INSTALL APPROX. 30' OF 10' CONC. DITCH PAVING & TIE TO EXIST. DITCH UNDER ITEM NO. 703-01- CEMENT CONCRETE DITCH PAVING.



COM. 155,145 CU.YDS. SW.20% (USE 2,261 CU.YDS. FOR B.F.)
SR. 20,684 CU.YDS. SW.30%
SR.TB. 1,507 CU.YDS. SW.30%
EMB. 156,201 CU.YDS.

REINF. CONC. SPILLWAYS

STATION	LOC.	CL."A" CONC. CU.YD.	REINF. STEEL LBS.	8" C.M. PIPE LIN.FT.	DWG. NO.
431+30	LT.	1.33	66	66'	P-5-9
431+30	RT.	1.33	66	56'	P-5-9
TOTAL		2.66	132	122'	

MEDIAN DRAINAGE STRUCTURES

STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM. IN.	CL."A" CONC. CU.YD.	REINF. STEEL LB.	CASTINGS CL. 30 LB.	BRICK MAS. "M"
426+00	33	—	M-D-2	15"	1.53		145	
426+00	—	"U"	E-2-90	15"	0.77	20		
439+13	33	—	M-D-2	18"	1.42		145	
439+13	—	"U"	E-2-90	18"	0.97	20		
TOTAL					4.49	40	290	

~~ALT. "P5"~~
~~STA. 430+03.5 - TWIN CONC. DECK GIRDER BRIDGES REQ'D. - 2 SPANS @ 42'-10½" AND 1 SPAN @ 41'-1" - SKEW 60° LT. - LENGTH 127'-3½" - TWO 38' ROADWAYS WITH SAFETY CURB'S.~~
~~DWG. NO. K-3-100~~
~~FOR ALTERNATE BRIDGE "P5" AT THIS LOCATION SEE DWG. NO. K-3-123~~

~~NOTE:~~
~~FILLS AT ENDS OF BRIDGE TO BE IN PLACE AND THOROUGHLY COMPACTED BEFORE ABUTMENT PILES ARE DRIVEN.~~

MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET EEVEVATION	FLOW	OUTLET EEVEVATION	DIA. 15"	LGTH 18"	GRANULAR BACKFILLING CU.YD.
426+00	721.9	90° RT.	721.0	84'		15.71
439+13	696.8	90° LT.	694.0		94'	19.93
TOTAL				84'	94'	35.64

B.M. NO. 20 ELEV. 742.534
HINGE NAIL IN SIDE 30" ELM
195' RT. STA. 421+10

B.M. NO. 23 ELEV. 698.614
HINGE NAIL IN SIDE 6" ELM
215' RT. STA. 437+15

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS OK'D, NOTE BOOK, NO., BY, DATE

EUGENE DIETZGEN CO. CHICAGO - NEW YORK
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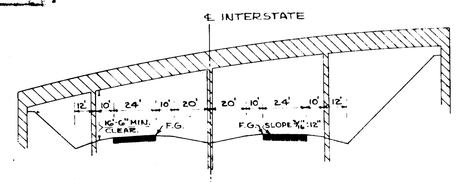
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	31

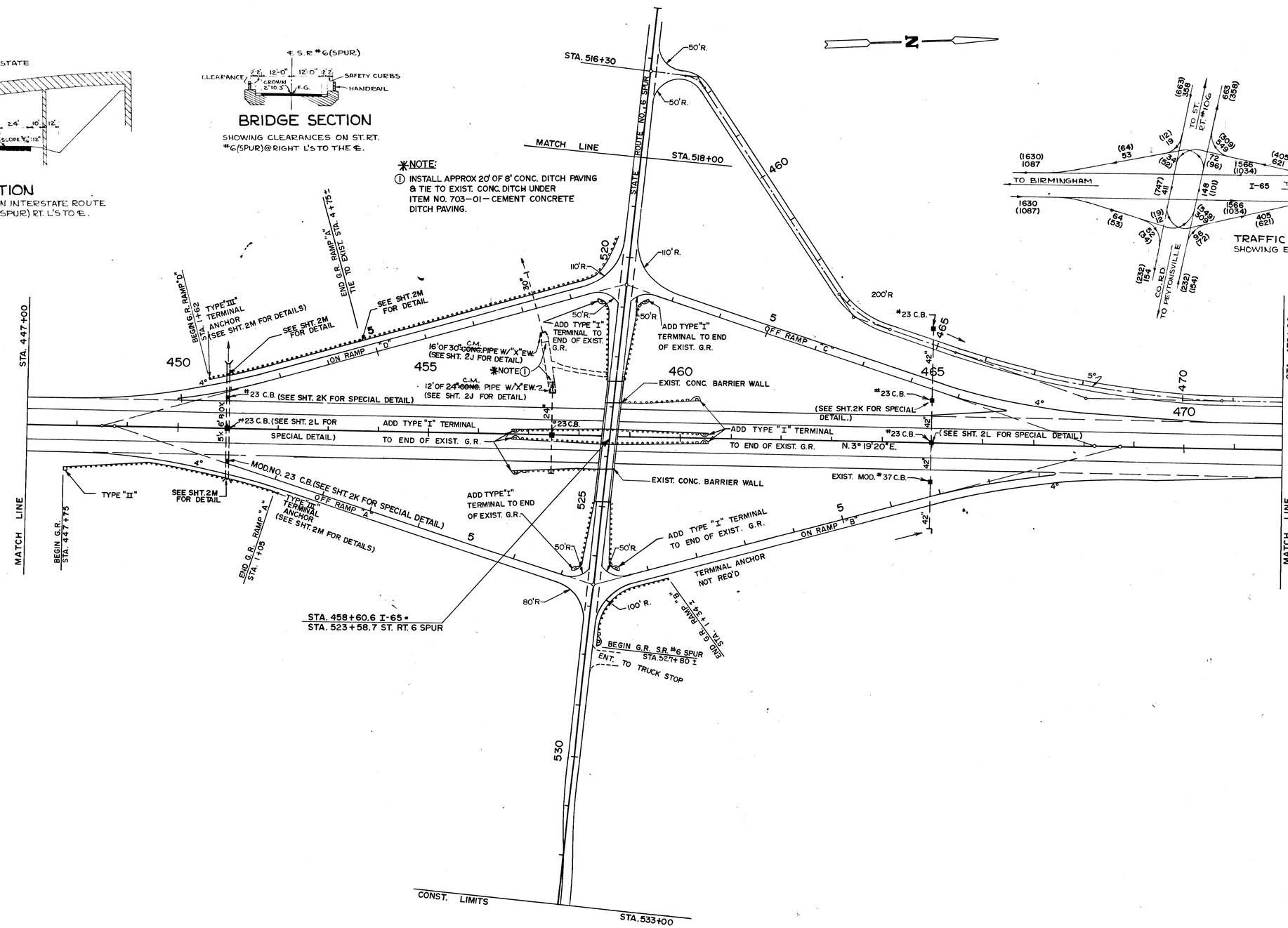
REV. 6/16/77: CHANGED ALL CONC. PIPES TO C.M. PIPES WHERE TYPE "X" E.W.'S ARE USED.



BRIDGE SECTION
SHOWING CLEARANCES ON INTERSTATE ROUTE UNDER STATE ROUTE #6 (SPUR) RT. L'S TO ℄.

BRIDGE SECTION
SHOWING CLEARANCES ON ST. RT. #6 (SPUR) @ RIGHT L'S TO THE ℄.

*NOTE:
(1) INSTALL APPROX 20' OF 8' CONC. DITCH PAVING & TIE TO EXIST. CONC. DITCH UNDER ITEM NO. 703-01 — CEMENT CONCRETE DITCH PAVING.



TRAFFIC SKETCH
SHOWING ESTIMATED 1977 DHV

LAYOUT OF INTERCHANGE

ST. RTE. #6 (SPUR) OVER INTERSTATE ROUTE

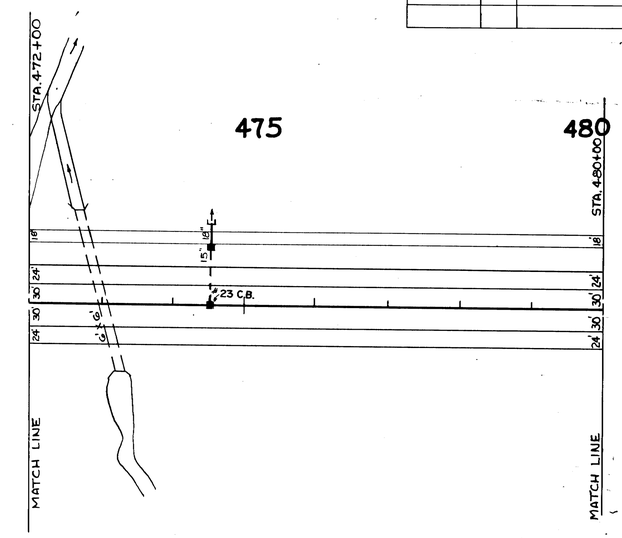
WILLIAMSON CO.

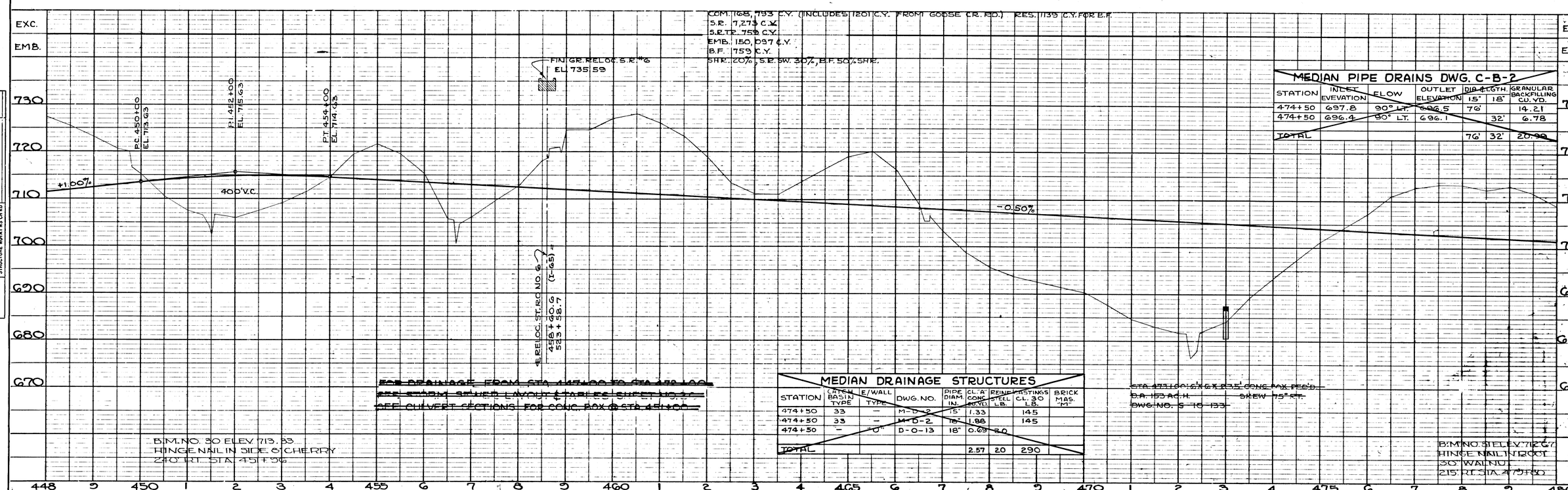
SCALE 1" = 100'

IN-171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	32

FOR LAYOUT OF INTERCHANGE
SEE SHEET NO. 31





COM. 168,793 C.Y. (INCLUDES 1201 C.Y. FROM GOOSE CR. RD.) RES. 1139 C.Y. FOR B.F.
S.R. 7,273 C.Y.
S.R. TR. 759 C.Y.
EMB. 150,097 C.Y.
B.F. 759 C.Y.
SHR. 20%, S.R. SW. 30%, B.F. 50%, SHR.

MEDIAN PIPE DRAINS DWG. C-B-2

STATION	INLET EVEVATION	FLOW	OUTLET ELEVATION	DIA & LGTH. 15"	DIA & LGTH. 18"	GRANULAR BACKFILLING CU. YD.
474+50	697.8	90° LT.	696.5	76'		14.21
474+50	696.4	90° LT.	696.1		32'	6.78
TOTAL				76'	32'	20.99

MEDIAN DRAINAGE STRUCTURES

STATION	CATCH BASIN TYPE	E/WALL TYPE	DWG. NO.	PIPE DIAM. IN.	CL. "A" CONC. CU. YD.	REINF. STEEL LB.	CASTINGS CL. 30 LB.	BRICK MAS. "M"
474+50	33	—	M-D-2	15"	1.33		145	
474+50	33	—	M-D-2	18"	1.88		145	
474+50	—	"D"	D-D-13	18"	0.69	20		
TOTAL					2.57	20	290	

~~STA. 473+00: 6'X6'X235' CONC. BOX FED'D D.A. 153 AC. H. SKEW 75° RT. DWG. NO. S-16-133~~

~~FOR DRAINAGE FROM STA. 447+00 TO STA. 452+00 SEE STORM SEWER LAYOUT & TABLES SHEET NO. 30~~
~~SEE CULVERT SECTIONS FOR CONC. BOX @ STA. 451+00~~

B.M. NO. 30 ELEV. 713.83
HINGE NAIL IN SIDE 6" CHERRY
240' RT. STA. 451+96

B.M. NO. 31 ELEV. 712.67
HINGE NAIL IN ROOT
30" WALNUT
215' RT. STA. 479+80

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK		
NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT. & C.R. CKD		
NOTE BOOK		
NO.		

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SIGNS OUTLINED BY A SOLID LINE ARE PROPOSED.
SIZES SHOWN BY DASHED SIGNS ARE FOR INFORMATION ONLY

STATE HIGHWAYS	
Plans Divn.	File No. 171

IN-

TITLE	DATE	REVISED	SHEET
CONST. 1977 I-65-2(42)45			33

SIGN NO.	LEGEND	SHEET NO	SIZE WIDTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY SERIES	COPY LOWER CASE	COPY NUMBER	COPY TEXT	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAKAWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC CU YD	STEEL LBS	MINIMUM VERTICAL CLEARANCE	REMARKS
17	JCT INTER TEMP G5	38														2"φ @ 3.12 #/FT.	h=11'-6"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
65		64															h=11'-6"					
56	SOUTH INTER TEMP G5	53														2½"φ @ 3.98 #/FT.	h=16'-3"	TYPE 4 D=1'-0"	0.12	26.4	6'-0"	
64		63															h=14'-3"					
4A		37															h=17'-9"					
29	NORTH INTER TEMP G5	38														2½"φ @ 3.98 #/FT.	h=16'-3"	TYPE 4 D=1'-0"	0.12	26.4	6'-0"	
51		52															h=17'-9"					
24	WEST 99	38														2"φ @ 3.12 #/FT.	h=11'-3"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
21	SOUTH INTER TEMP G5 ↑	38														2"φ @ 3.12 #/FT.	h=12'-9"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
7	NORTH INTER TEMP G5 ↑	38														2"φ @ 3.12 #/FT.	h=12'-9"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
14	YIELD	38														2"φ @ 3.12 #/FT.	h=9'-6"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
5	PEDESTRIANS NON-MOTORIZED TRAFFIC MOTOR DRIVEN CYCLES PROHIBITED	38														2"φ @ 3.12 #/FT.	h=12'-0"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
13		38															h=10'-0"					
36	EMERGENCY STOPPING ONLY	40														S3X5.7	h_1=16'-6" h_2=17'-0"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
53		52															h_1=14'-9" h_2=15'-3"					
54		53															h_1=14'-9" h_2=15'-3"					
58		62															h_1=14'-9" h_2=15'-3"					
52	SLOWER TRAFFIC KEEP RIGHT	52														S3X5.7	h_1=18'-6" h_2=19'-0"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
34		39															h_1=15'-0" h_2=14'-6"					
55		53															h_1=16'-9" h_2=17'-3"					
60		62															h_1=16'-9" h_2=17'-3"					
1A		36															h_1=18'-6" h_2=19'-0"					
30	EAST 99	38														2" φ @ 3.12 #/FT.	h=11'-3"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
31	SPEED LIMIT 55 TRUCKS 55	39														S5X10.0	h_1=21'-6" h_2=22'-0"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
63		63															h_1=21'-6" h_2=22'-0"					
3A		37															h_1=21'-6" h_2=22'-0"					
10	EXIT 40 M.P.H.	38														S3X5.7	h_1=16'-9" h_2=17'-3"	TYPE 5 D=1'-3"	0.18	50.1	6'-0	
27		38															h_1=16'-9" h_2=16'-3"					

DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGN SCHEDULE

SIGNS OUTLINED BY A DASHED LINE ARE EXISTING AND ARE TO BE REUSED.
SIGNS OUTLINED BY A SOLID LINE ARE PROPOSED.
SIZES SHOWN BY DASHED SIGNS ARE FOR INFORMATION ONLY.

ALL SIGNS SHOWN NOT DESCRIPTIVE ARE TO BE FABRICATED AS DETAILED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DATED 1971)

TENN. STATE HIGHWAYS
IN-
File No. 171

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1977	I-65-2(42)45	34

SIGN NO.	LEGEND	SHEET NO.	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY DIGITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	STEEL DESIGN (BREAK-AWAY) SUPPORT LENGTH	STEEL DESIGN (BREAK-AWAY) FOOTING	STEEL DESIGN (BREAK-AWAY) CONC CU.YD.	STEEL DESIGN (BREAK-AWAY) REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
18	Birmingham ↑ ← Nashville NORTH (INTER TRAN 65) ← SOUTH (INTER TRAN 65) ↑	38	9'-0"	4'-0"												S6X12.5	h_1=16'-3" h_2=17'-3"	TYPE 5 D=1'-3"	0.18	50.1	4'-0"	
66	NORTH (INTER TRAN 65) ↗	64														2"φ @ 3.12 #/FT.	h=12'-3"	TYPE 4 D=1'-0"	0.12	26.4	5'-0"	
47	MAURY CO	49	6'-0"	2'-0"												S3X5.7	h_1=15'-0" h_2=15'-6"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
48	WILLIAMSON CO	49	8'-0"	2'-0"												S3X5.7	h_1=16'-6" h_2=17'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
3	↑ Nashville Birmingham ↗	38	10'-0"	4'-0"												S4X7.7	h_1=12'-3" h_2=13'-3"	TYPE 5 D=1'-3"	0.18	50.1	5'-0"	
37	GAS-FOOD LODGING (FUTURE) CAMPING NEXT RIGHT	40	10'-0"	7'-0"												S5X10.0	h_1=16'-9" h_2=15'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
33	Franklin 21 Nashville 36	39	14'-0"	5'-0"												S5X10.0	h_1=15'-6" h_2=13'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
61	Columbia 24 Birmingham 166	63	17'-0"	5'-0"												S5X10.0	h_1=14'-3" h_2=14'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
15	Chapel Hill Henry Horton Park → ← Columbia James K. Polk Home	38	14'-0"	6'-0"												W6X20.0	h_F 18'-6" h_2=22'-6"	TYPE 6 E=4'-0"	0.18	50.1	7'-0"	
26	← Chapel Hill Henry Horton Park Columbia James K. Polk Home →	38	14'-0"	6'-0"												S6X12.5	h_1=17'-3" h_2=19'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
38	REST AREA 1 MILE	40	12'-0"	5'-0"												S6X12.5	h_1=18'-3" h_2=16'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
50		51														S5X10.0	h_1=16'-3" h_2=16'-3"	TYPE 5 D=1'-3"	0.18	50.1		
41	REST AREA RIGHT LANE	42	12'-0"	5'-0"												S6X12.5	h_1=18'-0" h_2=15'-9"	TYPE 5 D=1'-3"	0.18	50.1	4'-0"	
49	NO REST ROOM	50	11'-0"	2'-0"												S7X15.3	h_1=19'-3" h_2=21'-0"	TYPE 5 E=1'-6"	0.26	51.3		
35	EXIT 46 Columbia Chapel Hill EXIT 1 MILE	40	9'-0" 14'-0"	2'-0" 12'-0"												W8X24.0	h_1=26'-0" h_2=26'-0"	TYPE 6 E=5'-0"	0.36	35.2	7'-0"	
1	EXIT 46 Columbia Chapel Hill EXIT 1 MILE NEXT EXIT 17 MILES	36	9'-0" 14'-0" 10'-0"	2'-0" 12'-0" 4'-0"												W10X33.0	h_1=31'-0" h_2=32'-3"	TYPE 6 E=6'-0"	0.53	167.6	4'-0"	
57	West Harpeth River	57	9'-0"	3'-0"												S4X7.7	h_1=14'-3" h_2=17'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
58		57															h_1=14'-3" h_2=17'-3"					

DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGN SCHEDULE

SIGNS OUTLINED BY A DASHED LINE ARE EXISTING AND ARE TO BE REUSED.
SIGNS OUTLINED BY A SOLID LINE ARE PROPOSED.
SIZES SHOWN BY DASHED SIGNS ARE FOR INFORMATION ONLY.

ALL SIGN SCHEDULE DIMENSIONS ARE TO BE REVISED AS REQUIRED IN THE FIELD IN ACCORDANCE WITH "TENNESSEE DEPARTMENT OF HIGHWAYS" (DATED 1971)

TENN. STATE HIGHWAYS
Plans Divn. | File No. 171

TYPE	YEAR	PROJECT NO	SHEET
CONST.	1977	I-65-2(42)45	35

SIGN NO	LEGEND	SHEET NO	SIZE HEIGHT	SIZE WIDTH	SIZE BORDER WIDTH	SIZE BORDER RADIUS	COPY CAPITAL	COPY LOWER CASE	COPY NUMBERS	COPY BORDER	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAKAWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC CU YD	STEEL LBS	MINIMUM VERTICAL CLEARANCE	REMARKS
9	EXIT 46 / 99 / Columbia / Chapel Hill	38	9'-0"	2'-0"												W10 X 29	h_1=26'-0" h_2=30'-0"	TYPE G E=5'-6"	0.49	154.0	7'-0"	
28		38	14'-0"	11'-0"												W6 X 20	h_1=23'-0" h_2=23'-0"	TYPE G E=5'-0"	0.23	63.4		
39	State Park / Henry Horton / NEXT EXIT	41	14'-0"	7'-0"												W6 X 20	h_1=22'-9" h_2=24'-3"	TYPE G E=4'-6"	0.20	57.4	7'-0"	
40	Historic Site / James K. Polk Home / NEXT EXIT	41	21'-0"	7'-0"												W6 X 20	h_1=20'-9" h_2=20'-9"	TYPE G E=5'-0"	0.23	63.4	7'-0"	
4	SOUTH M3-3 / INTER TEMP 65 / M6-2	38	24" / 21"	12" / 15"							24" X 24"		WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM							USE EXISTING SUPPORT
11	W4-1	38	48"	48"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	S3 X 5.7	h_1=15'-9" h_2=16'-3"	TYPE 5 D=1'-3"	0.18	50.1	6'-0"	
6		38															h_1=14'-6" h_2=14'-6"					
44A		42															h_1=14'-6" h_2=14'-6"					
45A		49															h_1=14'-6" h_2=14'-6"					
43	REST AREA	42	7'-0"	7'-0"			12" 12"			"E" "E"		TYPE "C" @ 45°	WHITE (REF.)	BLUE (REF.)	7-12" ALUM. EXTRUSIONS	S5 X 10	h_1=18'-9" h_2=18'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
46A		49														S4 X 7.7	h_1=14'-0" h_2=14'-0"					
19	65 NORTH / Nashville	38	7'-0"	5'-0"	6"	1"	6" 8"	6"		"E" "E"	24" X 24"	TYPE "A" @ 45°	WHITE (REF.)	GREEN (REF.)	5-12" ALUM. EXTRUSIONS	S4 X 7.7	h_1=13'-9" h_2=13'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
25	65 SOUTH / Birmingham	38	8'-0"	5'-0"	6"	1"	6" 8"	6"		"E" "E"	24" X 24"	TYPE "A"	WHITE (REF.)	GREEN (REF.)	5-12" ALUM. EXTRUSIONS	S4 X 7.7	h_1=15'-3" h_2=16'-0"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
2A	Lewisburg 17 / Birmingham 150	36	17'-0"	5'-0"												S7 X 15.3	h_1=16'-3" h_2=18'-0"	TYPE 5 E=1'-6"	0.26	51.3	7'-0"	

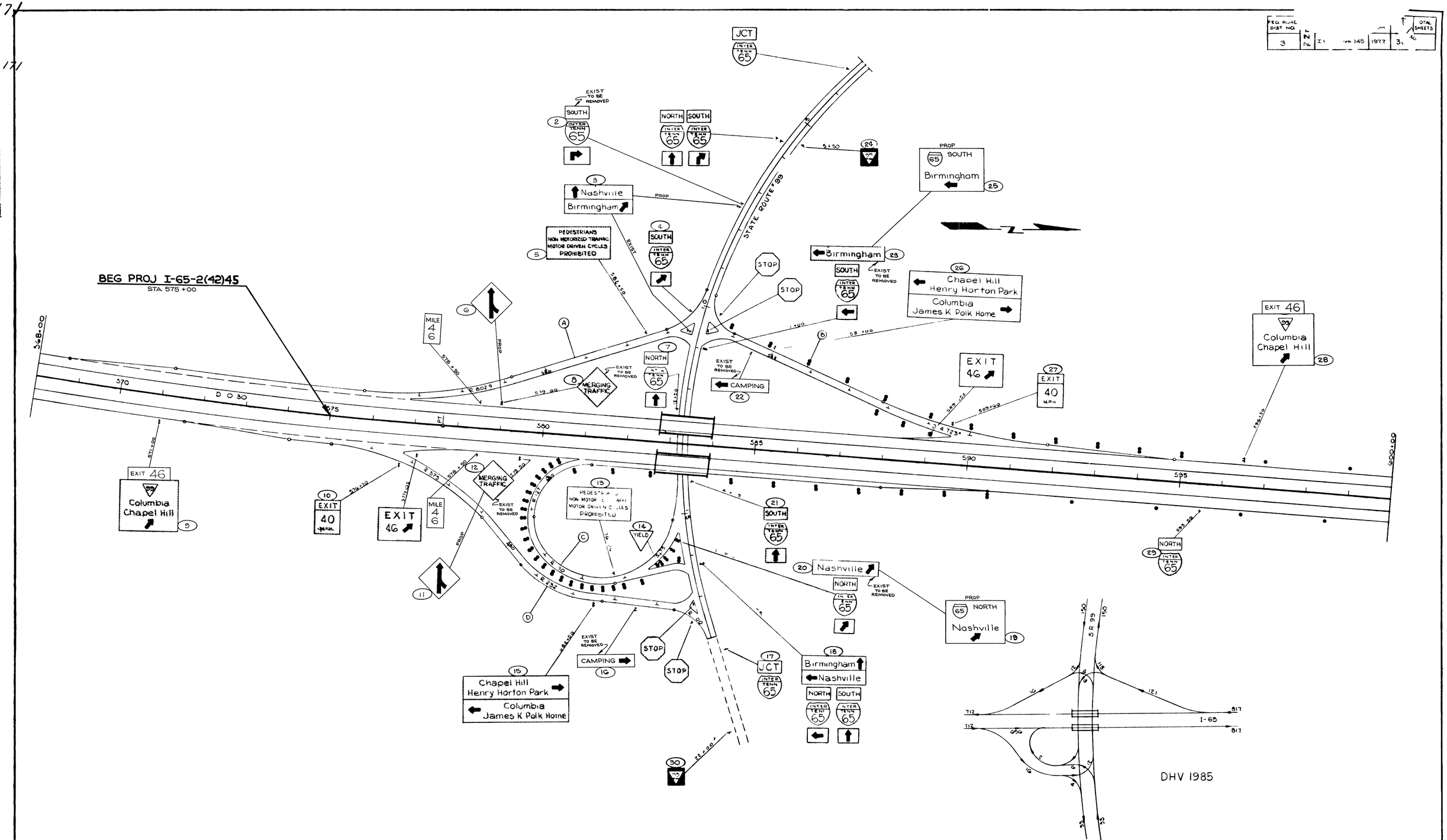
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGN SCHEDULE

IN-171

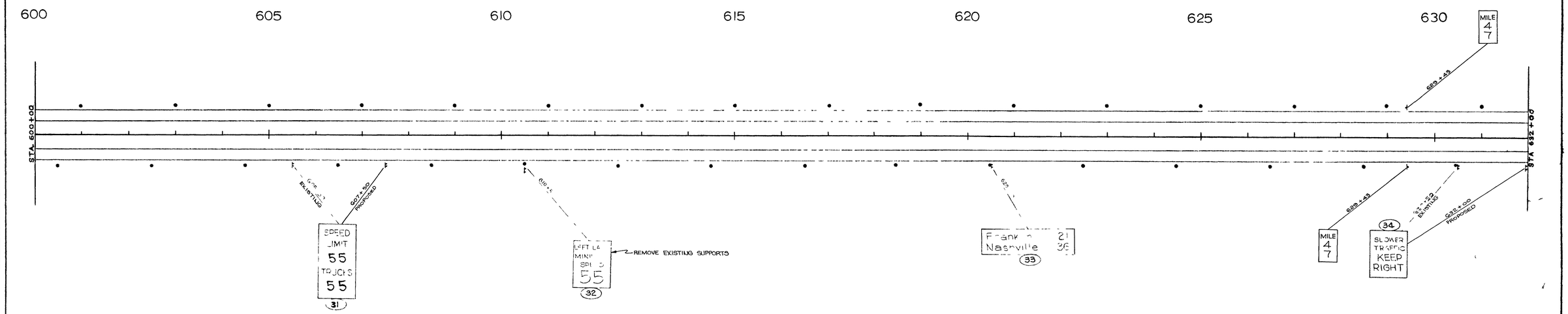
171

FED. ROAD DIST. NO.	STATE	YEAR	TOTAL SHEETS
3	TENN.	1977	31



171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN	I-65-2(42)45	1977	39	



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RIGHT OF WAY CHECKED
NOTE BOOK
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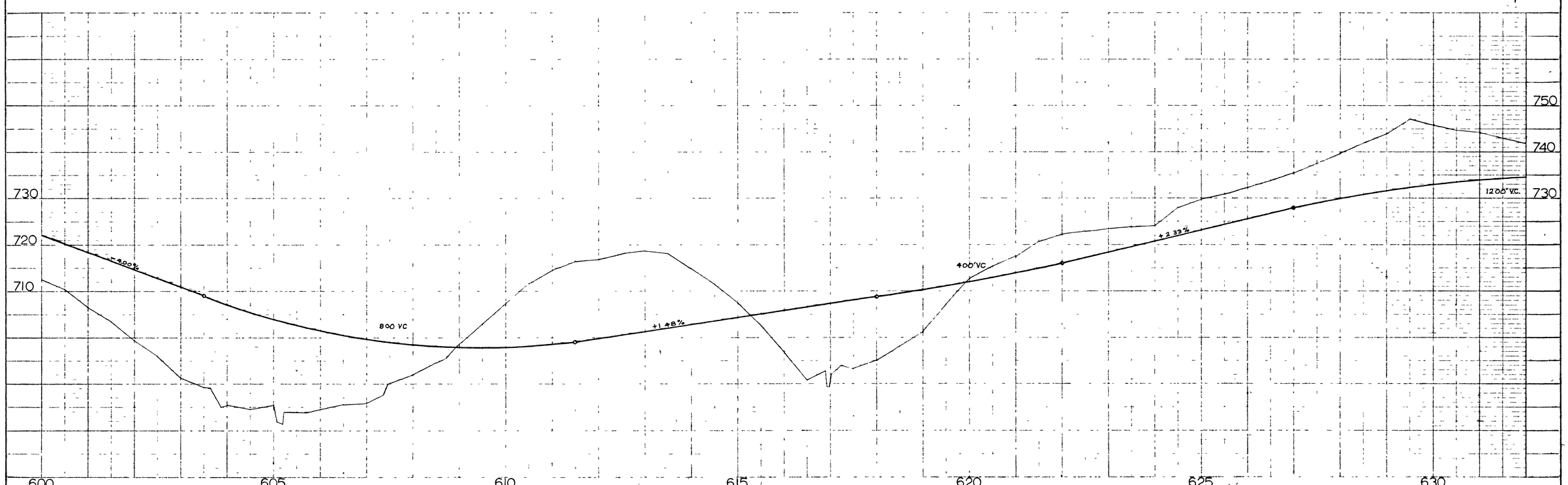
DATE



PROFILE
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NOTE BOOK
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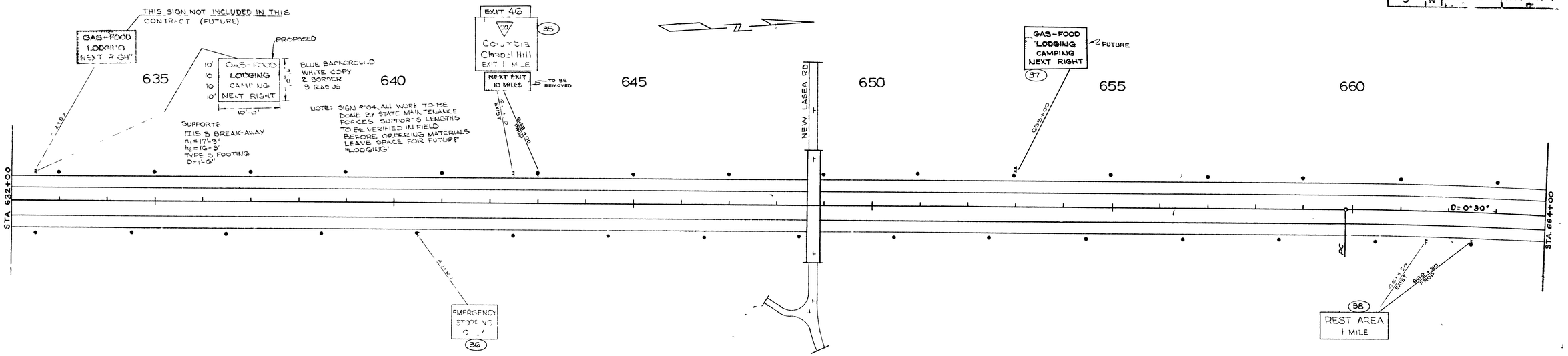
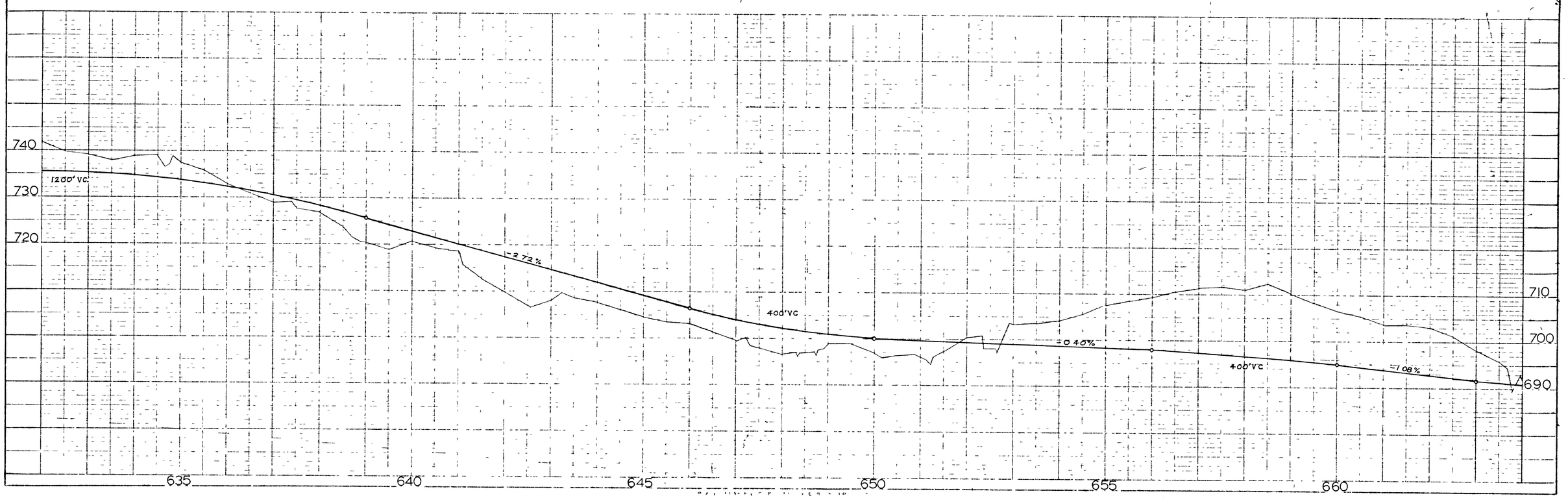
171

ROUTE POST NO	TEN	FEDERAL AID PROJECT	FISCAL YR	NO	TOTAL SHEETS
3	N	I-65-2(42)45	1977	40	1





PLAN
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ALIGNMENT CHECKED
RT OF WAY CHECKED
NOTE BOOK
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PROFILE
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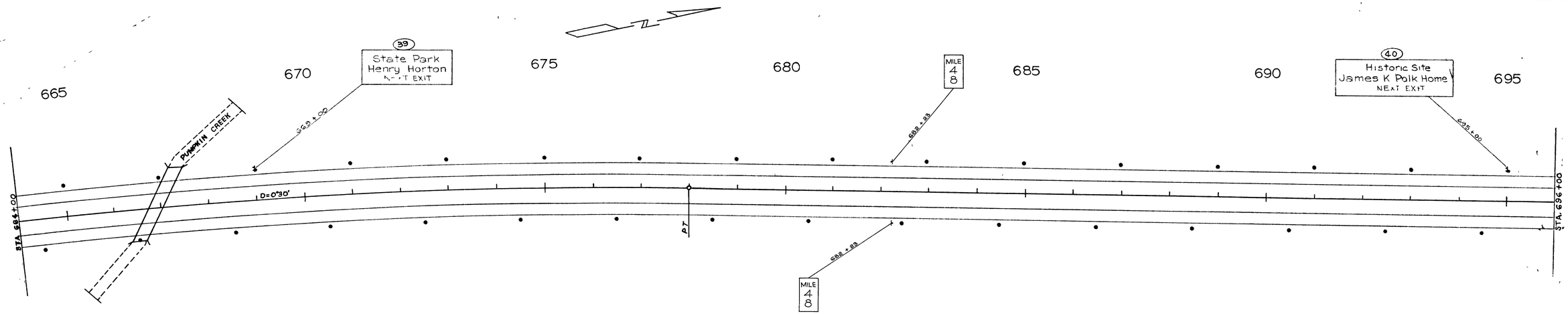
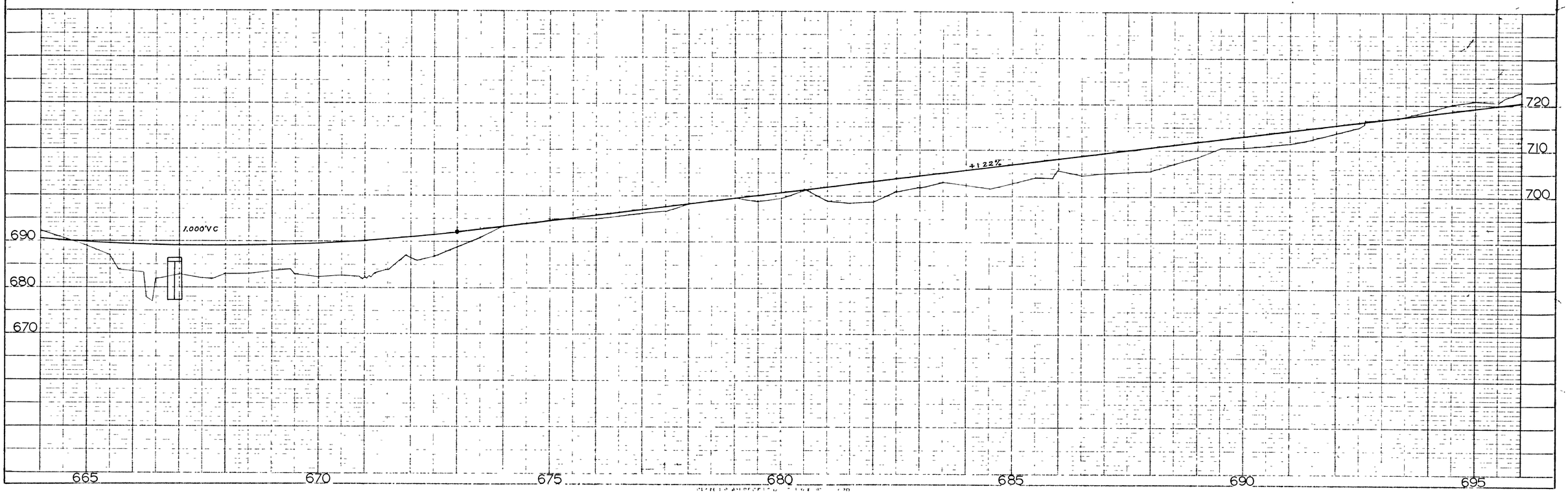
PLOTTED
GRADE LINE CHECKED
BRIDGE NOTE CHECKED
STRUCTURE NOTE CHECKED
NOTE BOOK
NO
DATE
BY

171

FED ROAD DIST NO	STATE	FEDERAL AID PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
3	MINN	I-65-2(42)45	1977	41	





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PLOTTED
GRADES CHECKED
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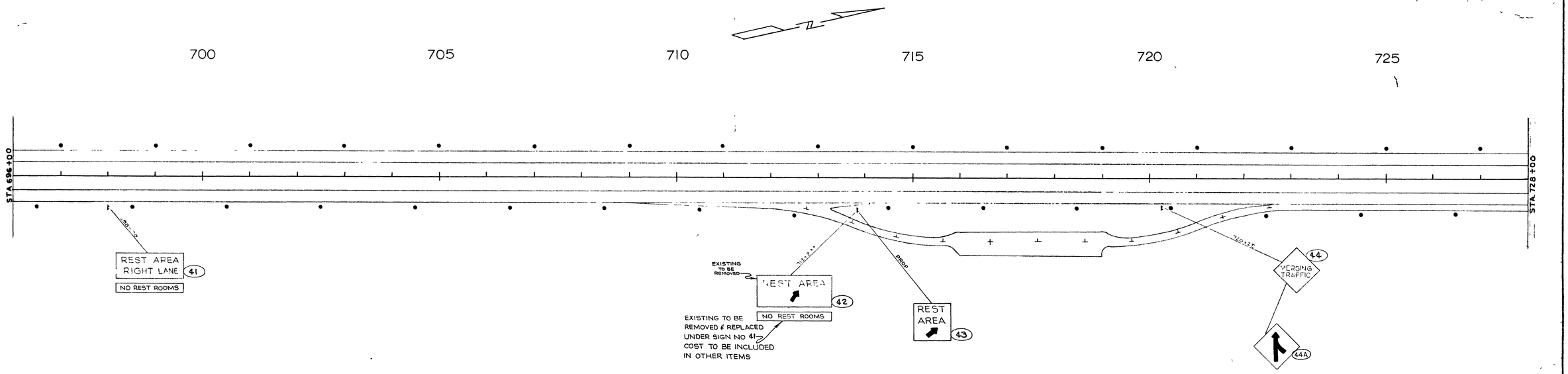
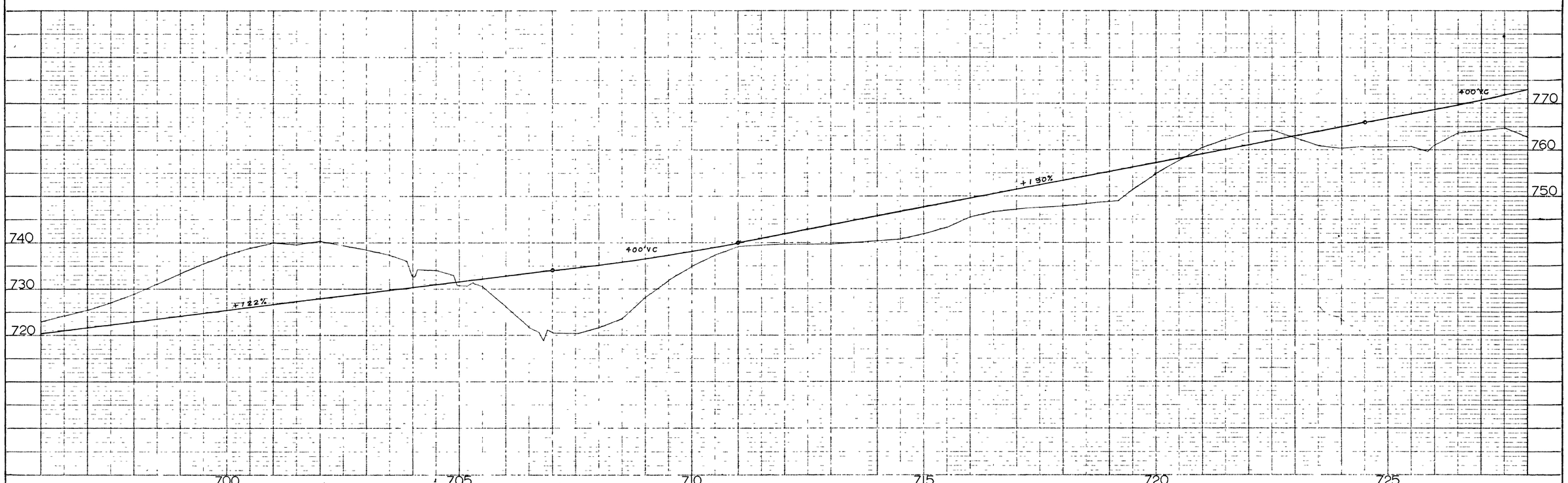
FED ROAD DIST NO	STATE	FEDERAL AID PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
3	MINN	I-65-2(42)45	1977	42	





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RT OF WAY CHECKED
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PLOTTED
GRADES CHECKED
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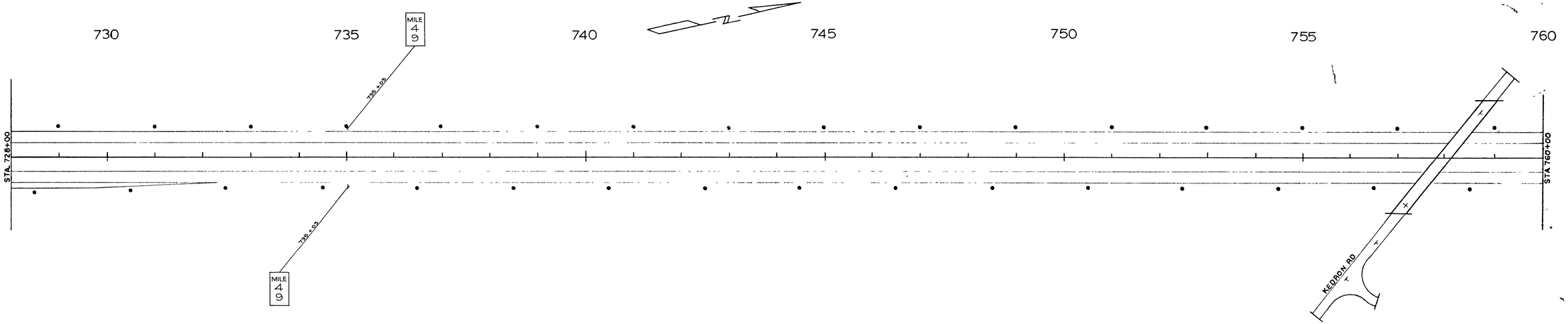
FED ROAD DIST NO	STATE	FEDERAL AID PROJECT	FISCAL YR	SHEET NO	TOTAL SHEETS
3	TENN	I-65-2(42)45	1977	43	



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R/W CHECKED
BY
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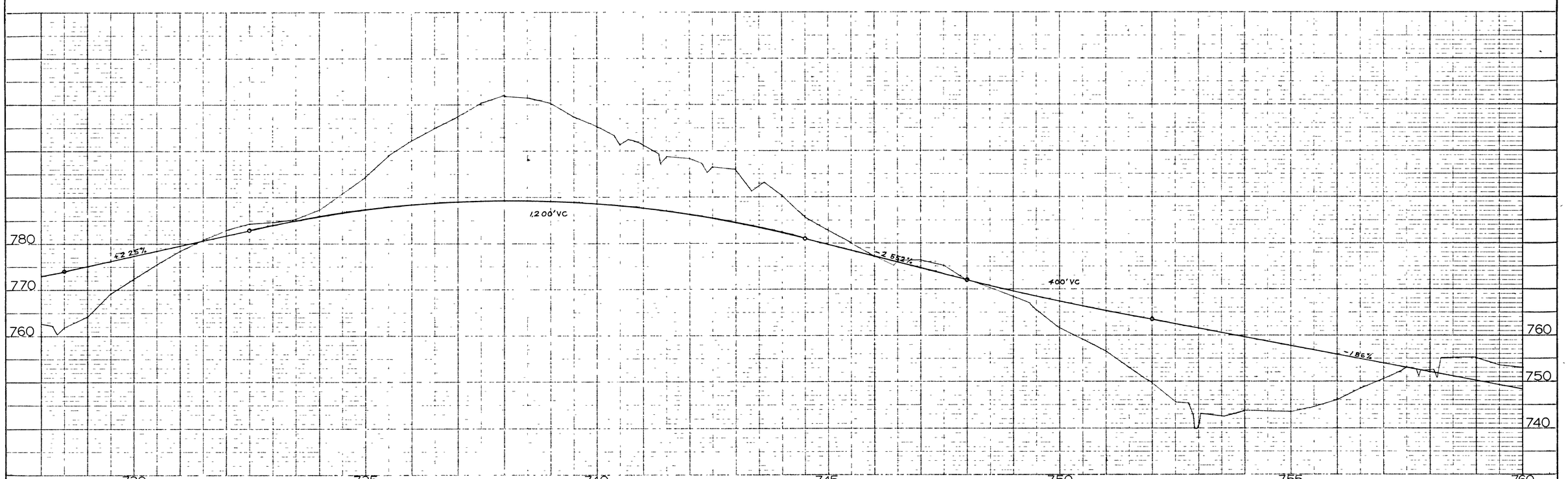

PROFILE
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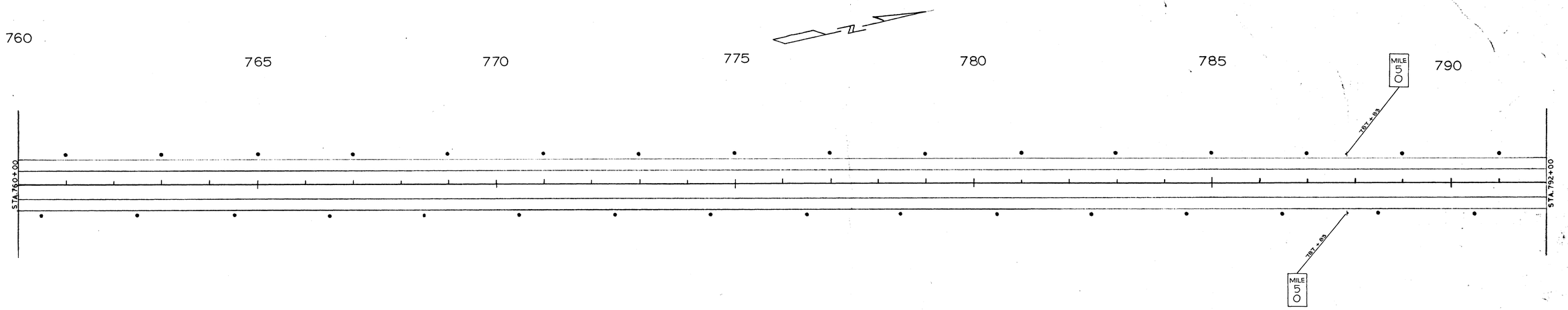
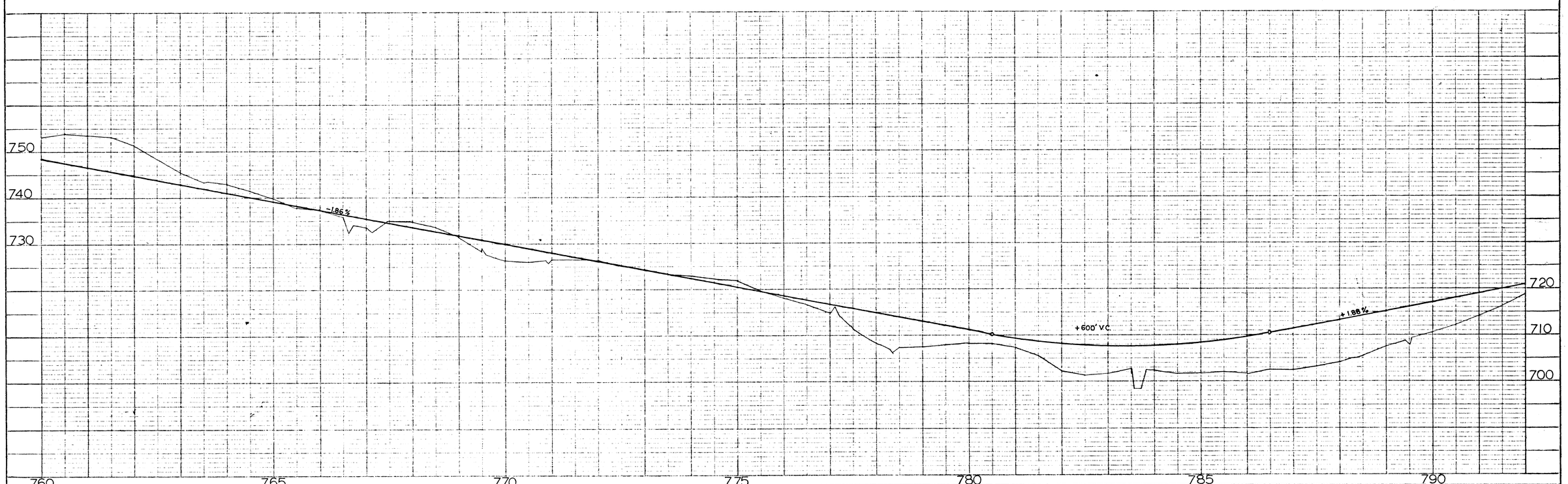
171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	44	





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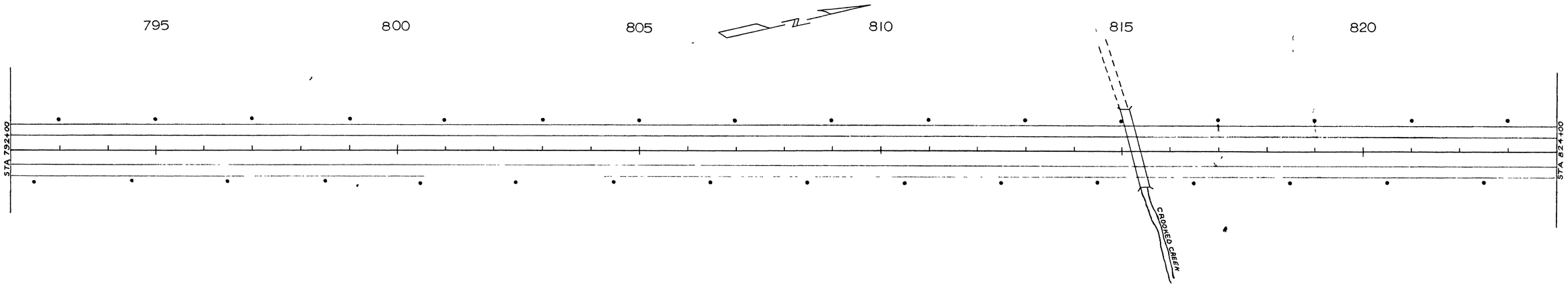
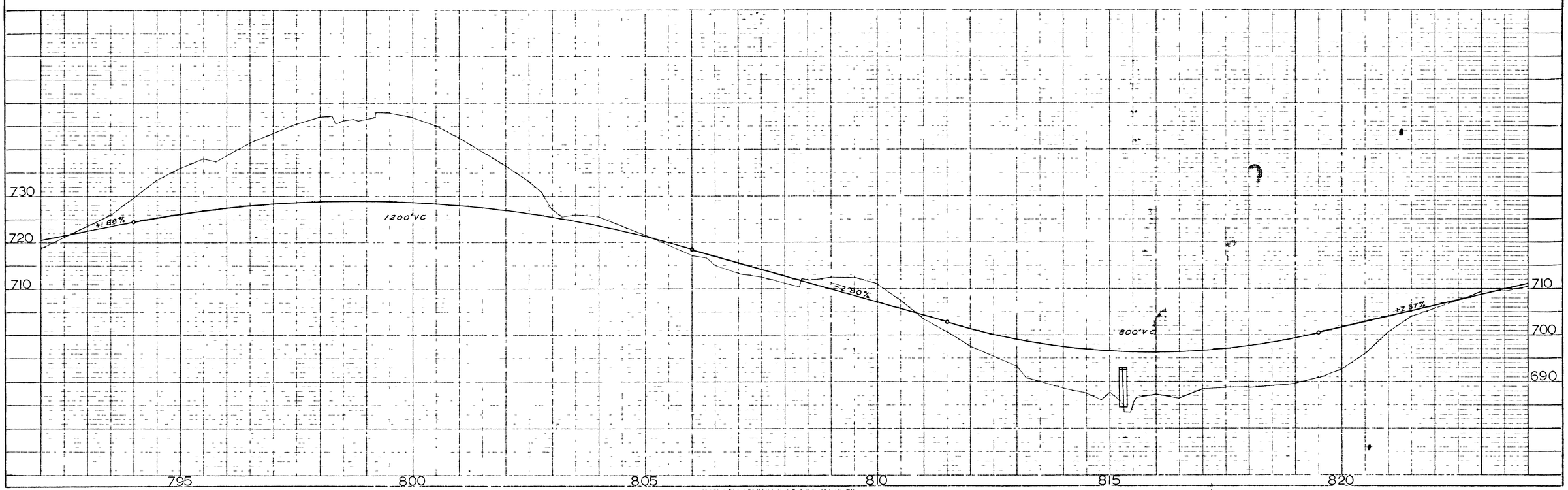
PROFILE		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NO.	R.M.S. NOTED		
	ST. PROFILE NOTATIONS CHKD.		

PLATE 1 PLAN-PROFILE O.P.R. & R.L. STANDARD
DESIGNED, PREPARED AND PRINTED IN U.S.A.
EUGENE DIETZGEN CO.

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.		SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	45	





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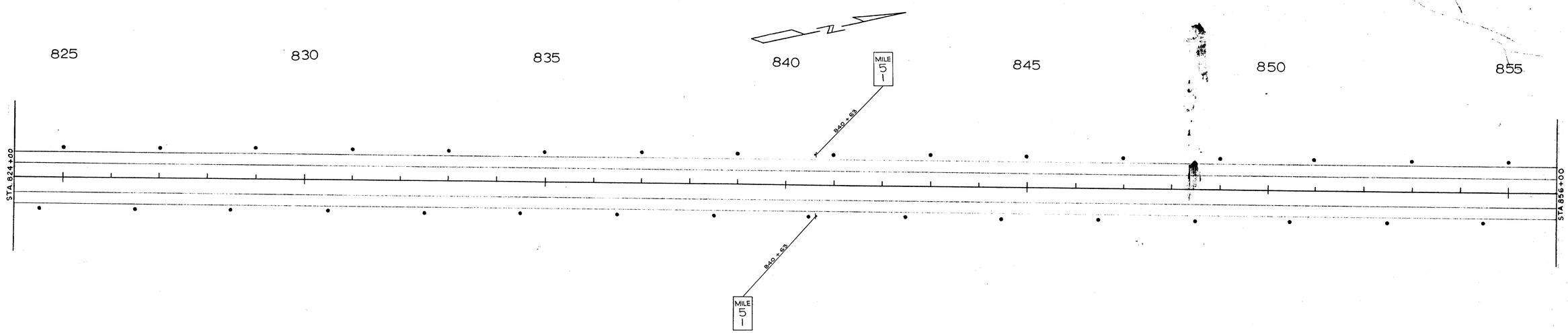
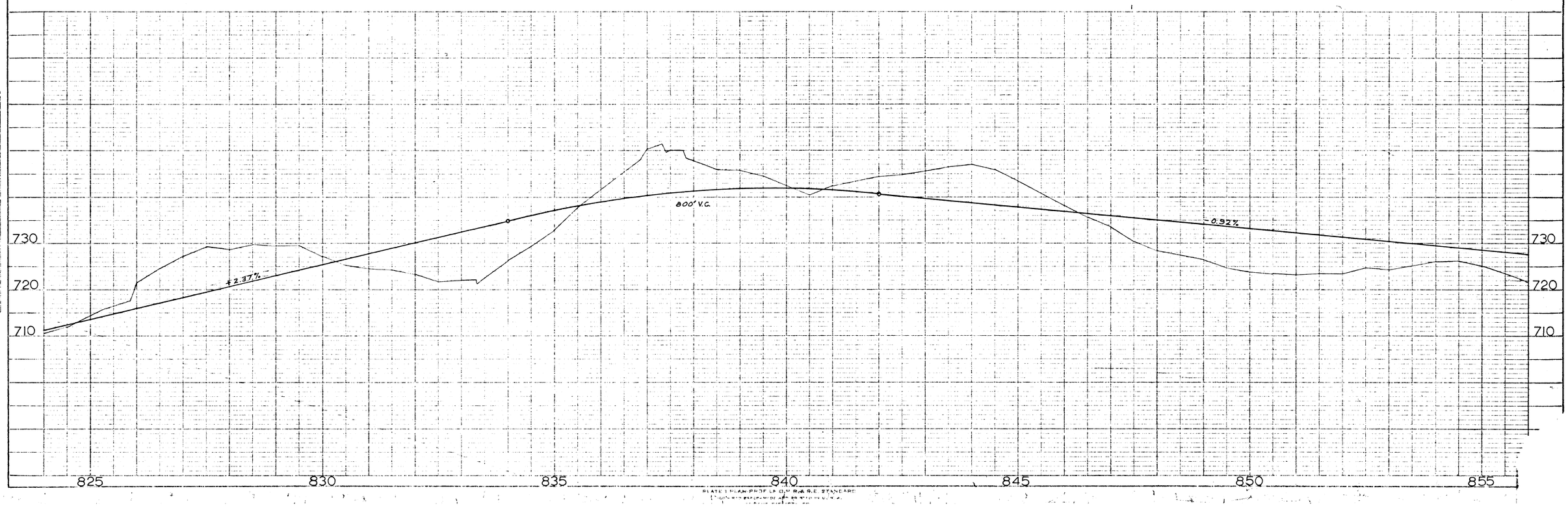
BY
DATE

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	46	





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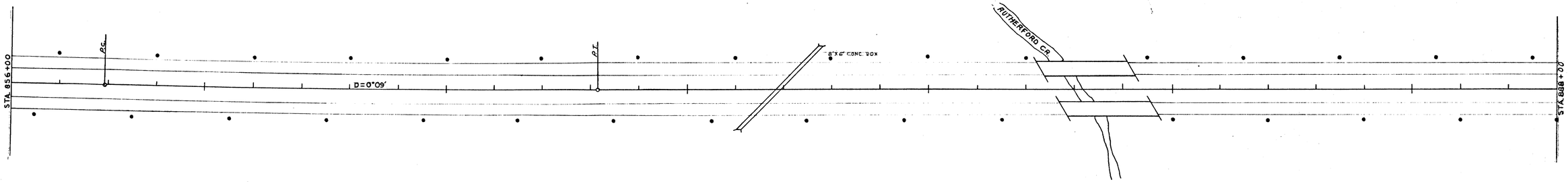
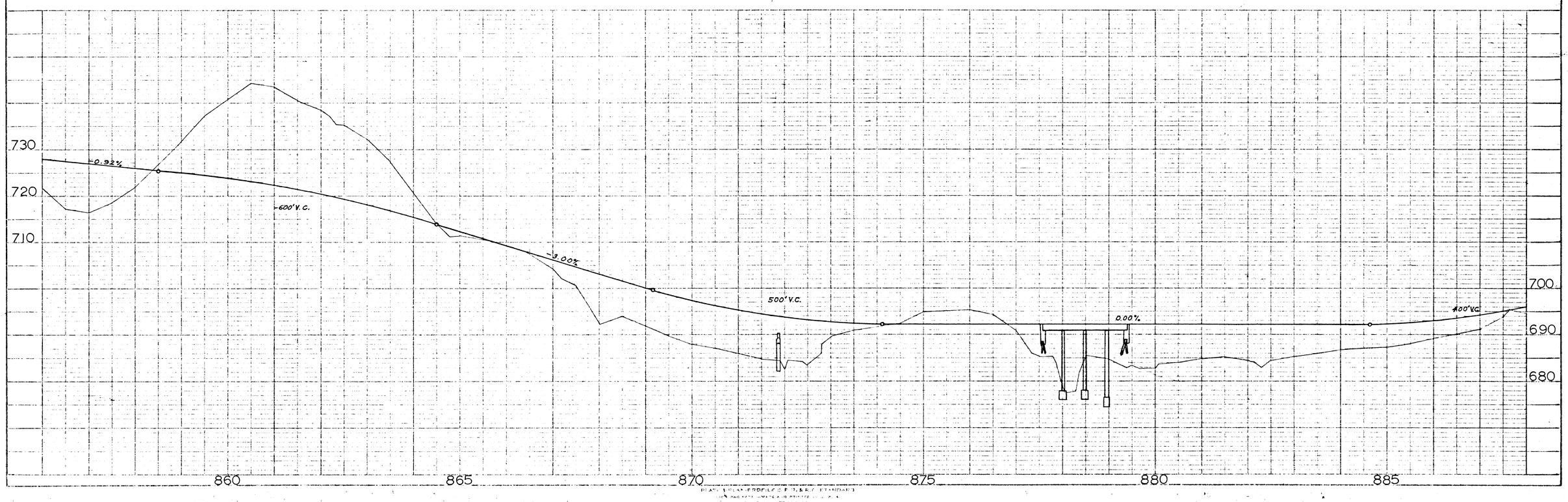
PLOTTED
GRADES CHECKED
B.M. & CULVERTS CHECKED
STRUCTURE NOTATIONS CHECKED
BY
DATE

PLATE 1 PLAN PROFILE ON R.R.R.E. STANDARD

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	47	





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PROFILE

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GRADES CHECKED

S. M. CHECKED

STRUCTURE NOTES CHECKED

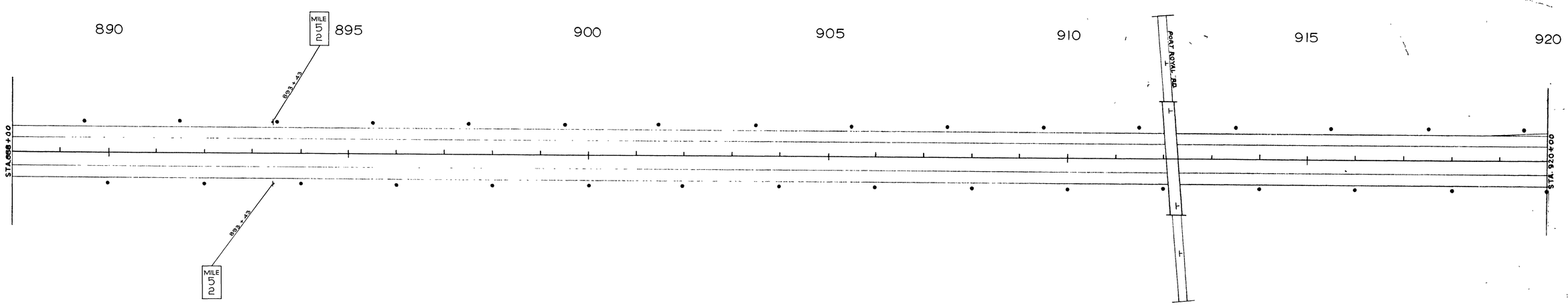
BY

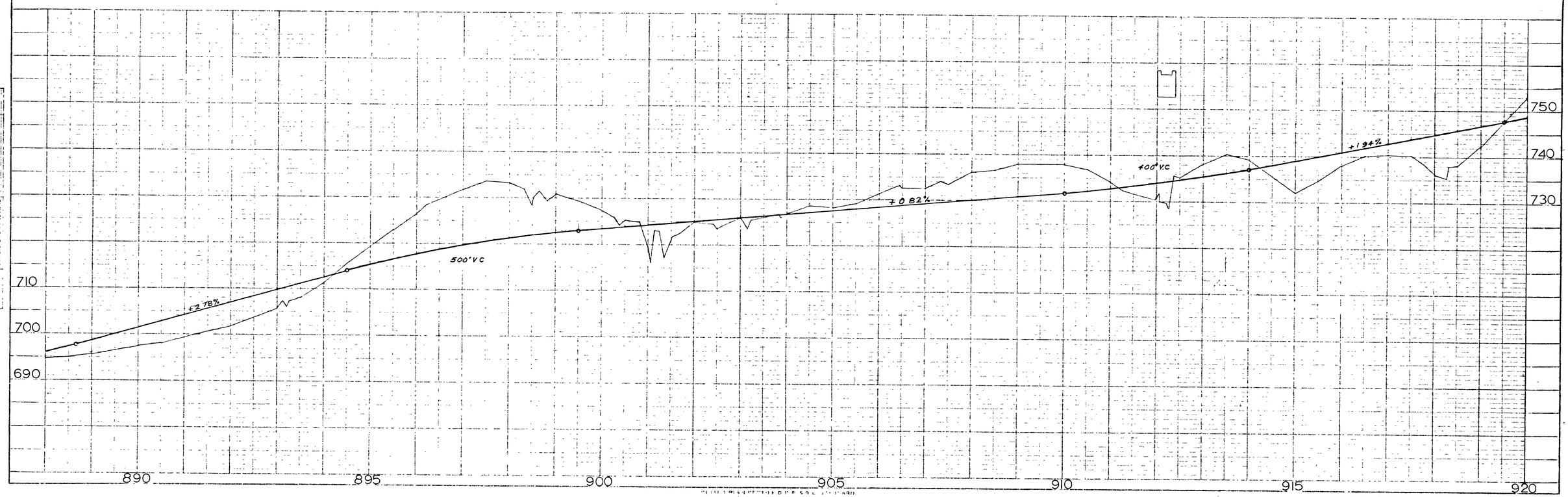
DATE

PLAN & PROFILE - 3 - 3 & 4 - 1 STANDARD

171

STATE HIGHWAY DIST. NO.	COUNTY	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	T E N N.	I-65-2(42)45	1977	48	





PLAN
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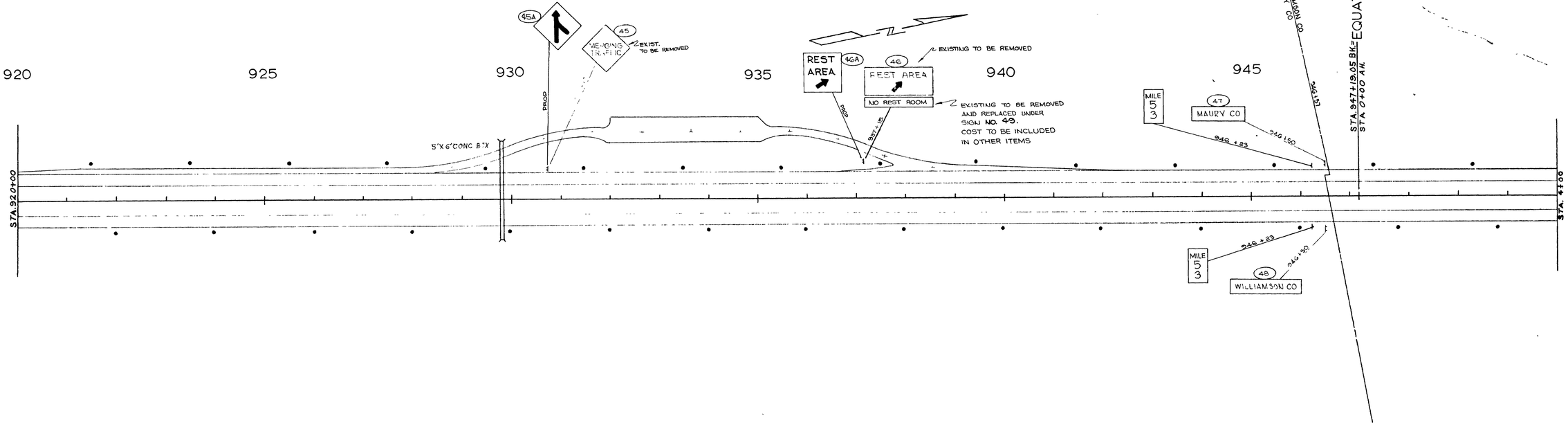
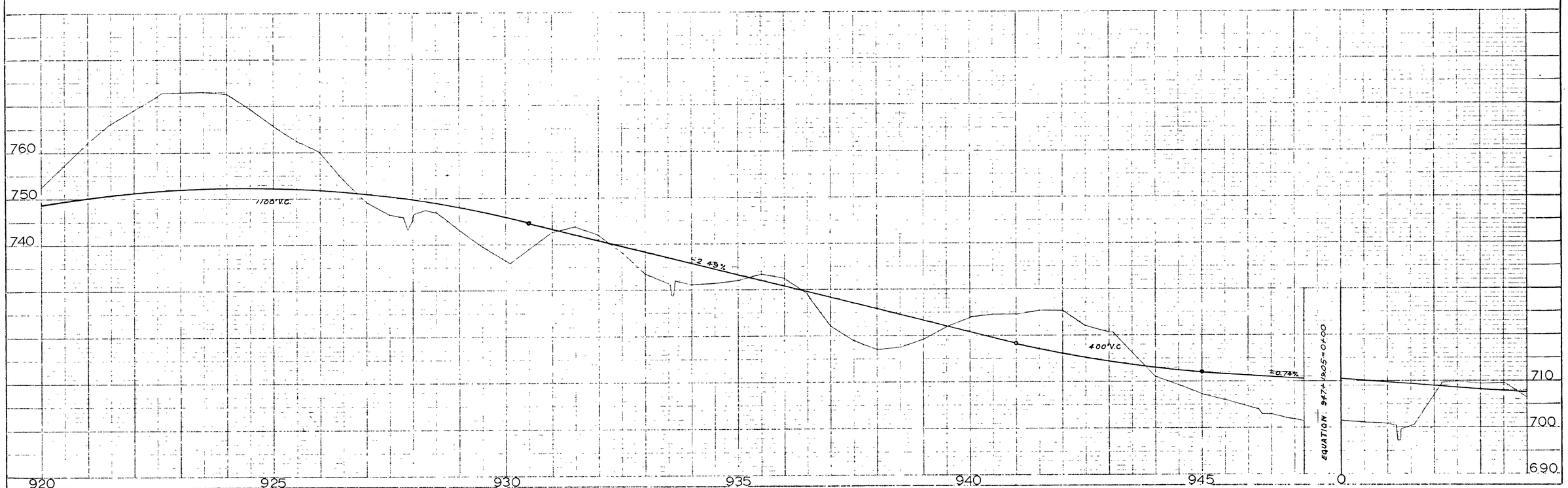
PLOTTED
GRADES PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTES CHECKED
BY
DATE

171

STATE HIGHWAY DIST. NO.	T.E.N.N.	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3		I-65-2(42)45	1977	49	





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NOTE BOOK
ALIGNMENT CHECKED
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PROFILE
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DRAWN
NOTE BOOK
GRADES CHECKED
5 x 5 NOTE
1" = 100' HORIZONTAL 1" = 5' VERTICAL
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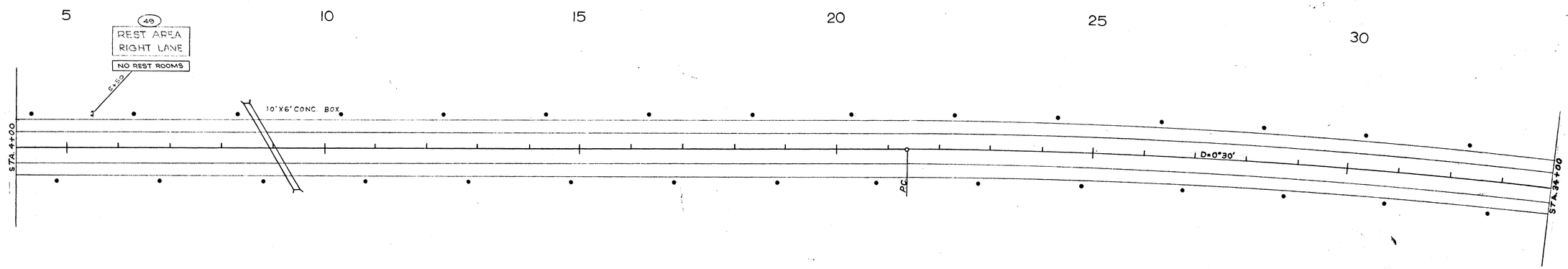
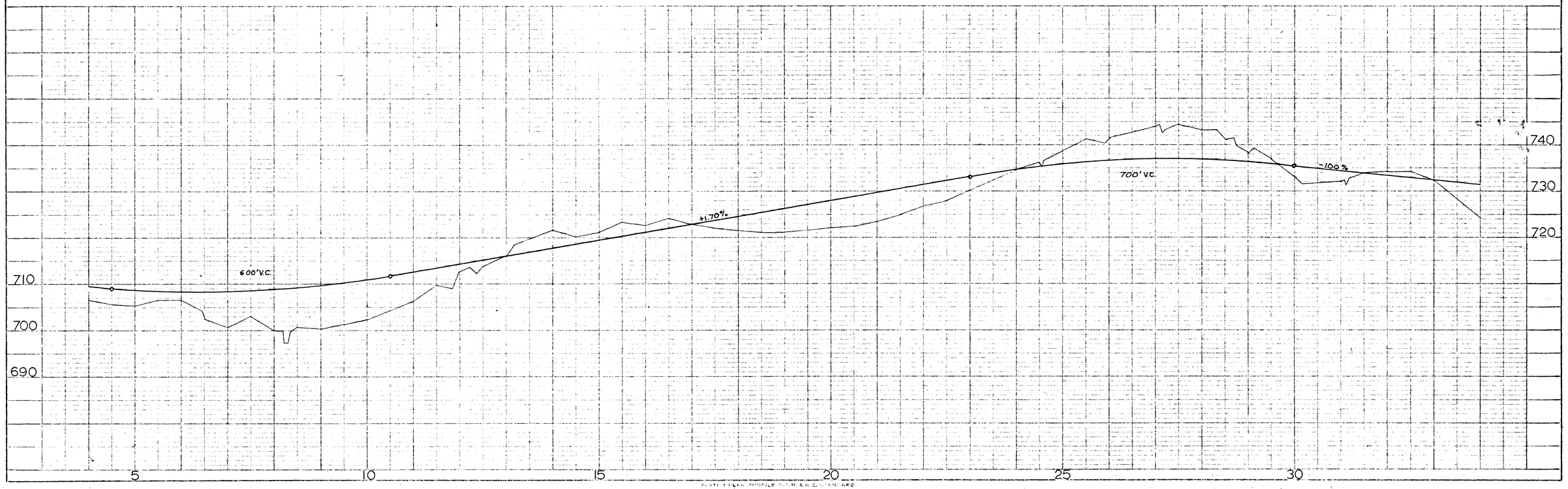
DATE
BY

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	ILL.	I-65-2(42)45	1977	50	





PLAN

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PROFILE

DATE	BY	
		GRADES PLOTTED
		GRADES CHECKED
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		B.M. NOTED ON STATIONING

NOTE BOOK

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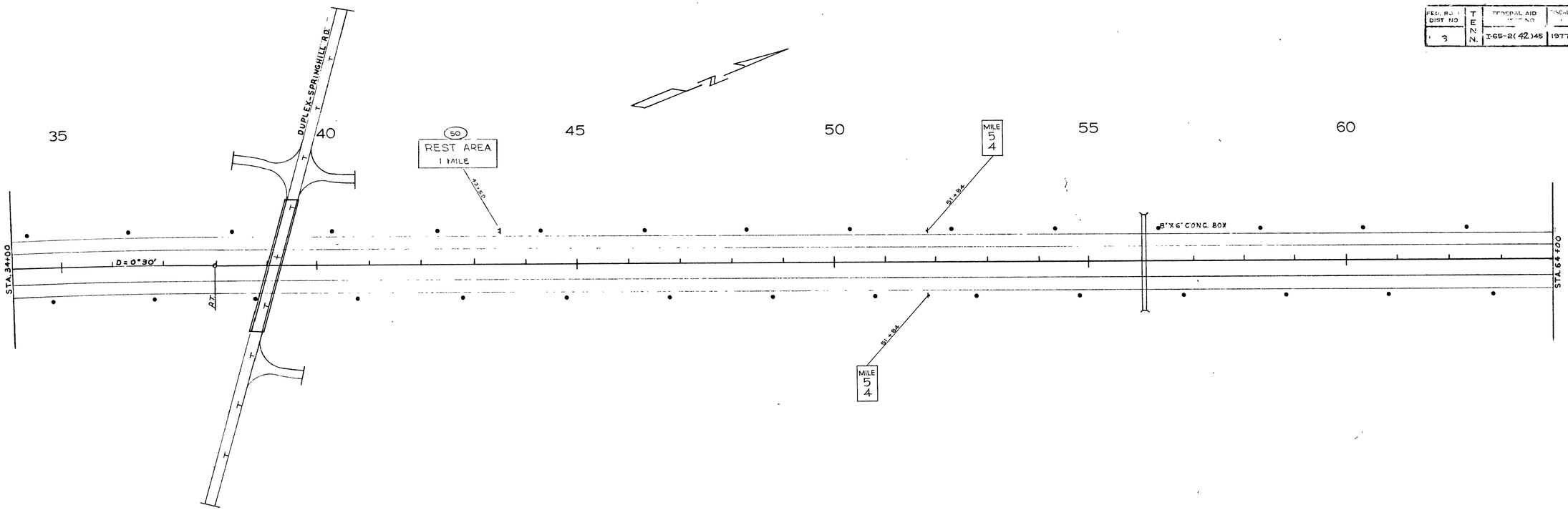
171

FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	51	



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NOTE BOOK	ALIGNMENT CHECKED		
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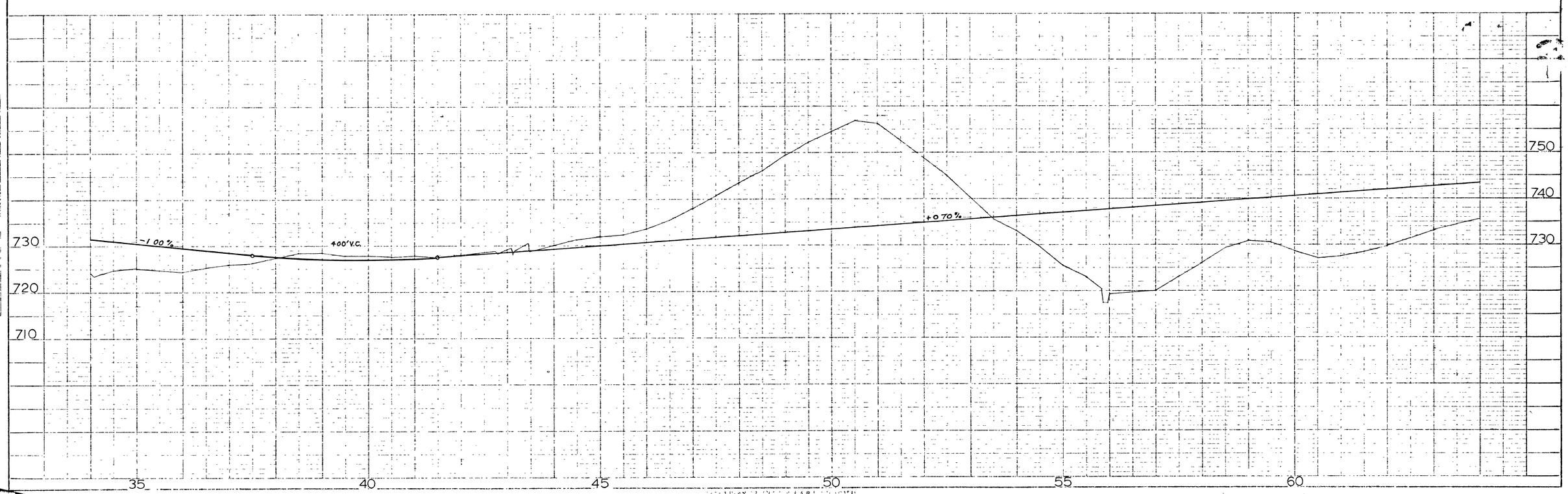

PROFILE	SURVEYED	BY	DATE
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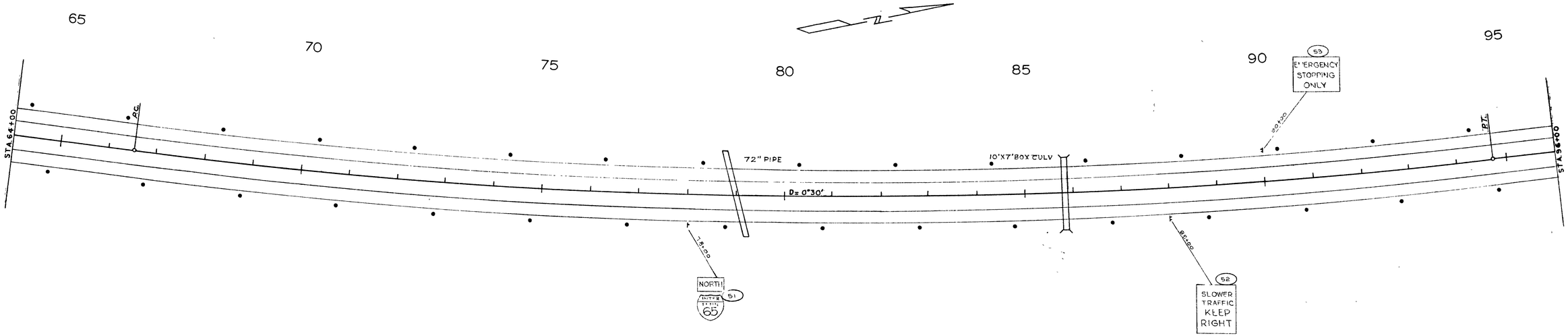
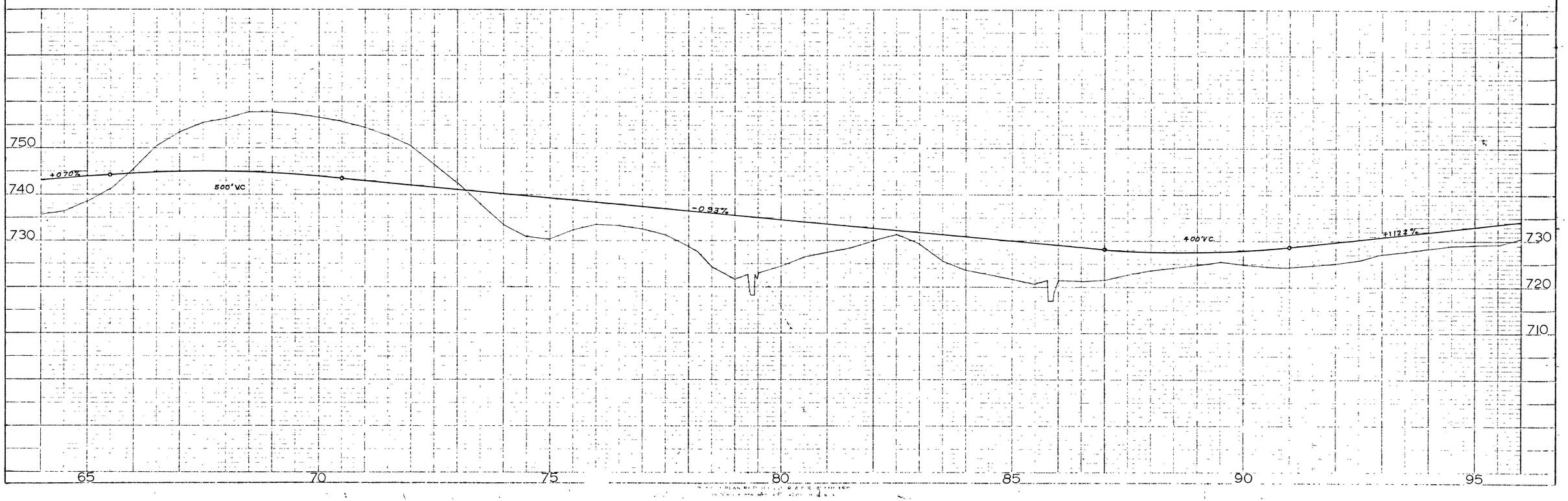
NOTE BOOK	GRADES CHECKED		
NO.	B.M.		
	STRUCTURE DETAILS CHECKED		

171

FED. DIST. NO.	STATE	FEDERAL AID PROJECT NO.		SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)145	1977	52	





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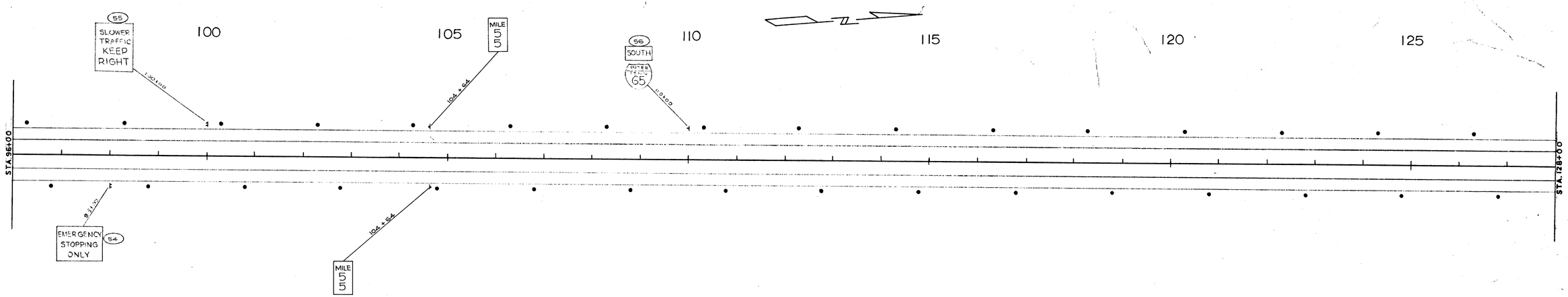
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	53	



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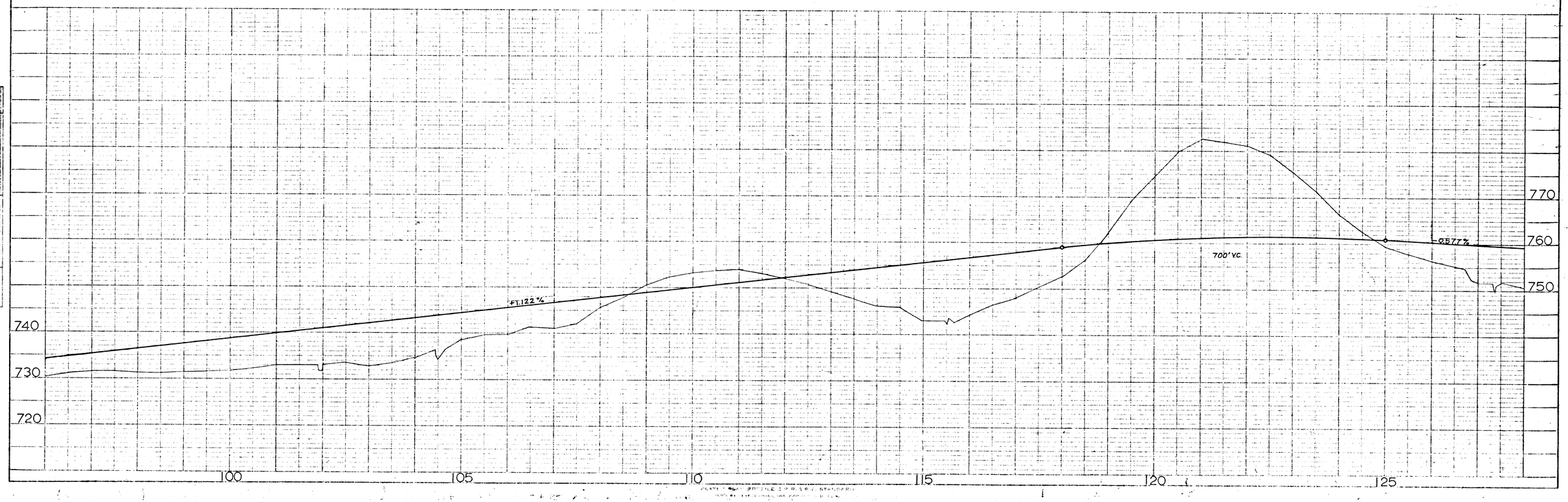

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NOTE BOOK	GRADES CHECKED	
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	STRUCT. NOTATIONS CHKD.	

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YR.	SHEET NO.	TOTAL SHEETS
3	NEV	I-65-2(42)45	1977	54	

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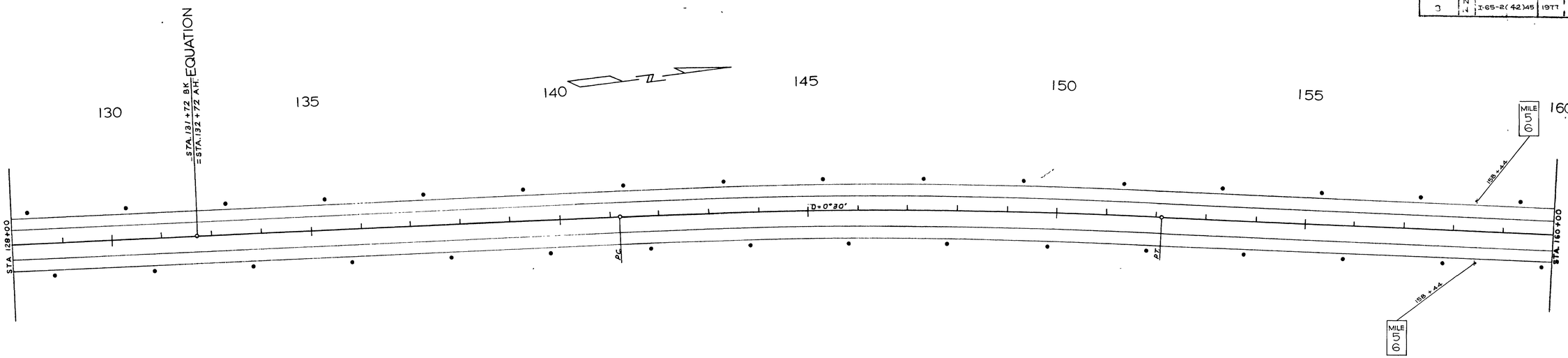

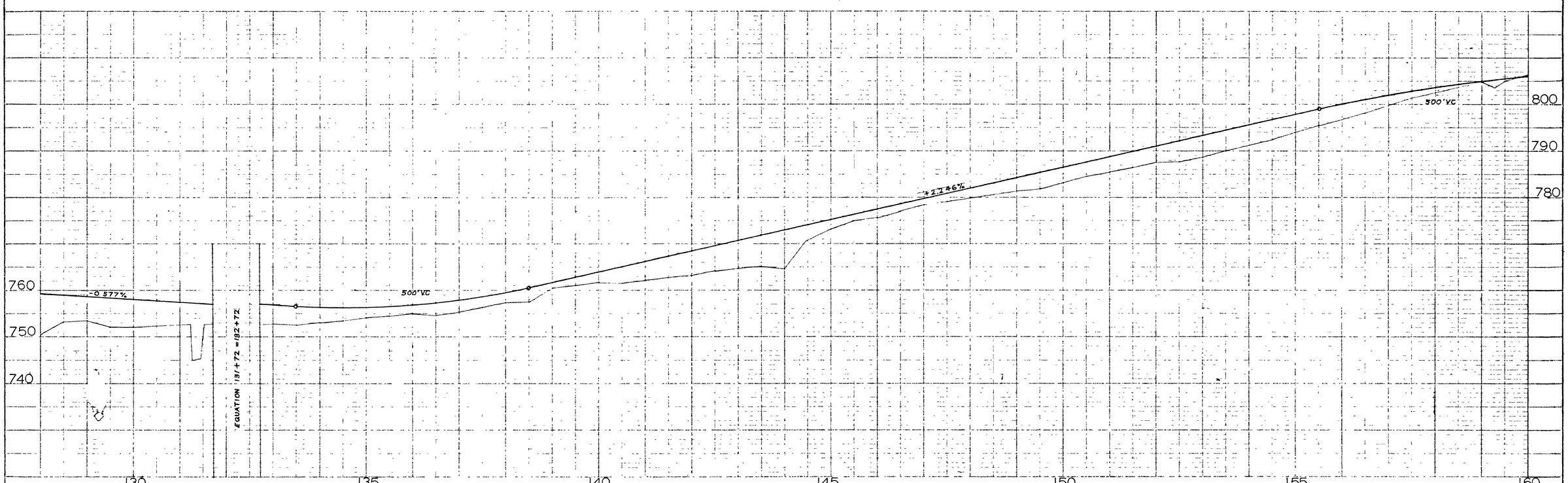

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PROFILE
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GRADES CHECKED
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171

STATE DIST NO	STATE	FEDERAL AID PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
3	MD	I-65-2(42)45	1977	10	55

PLAN

STATE DESIGN NOTE

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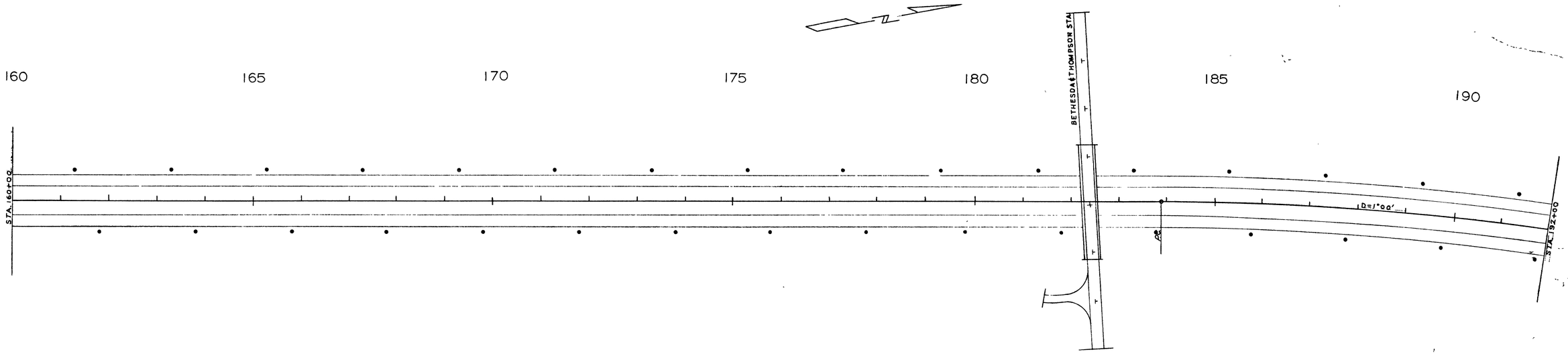

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STATE DESIGN NOTE

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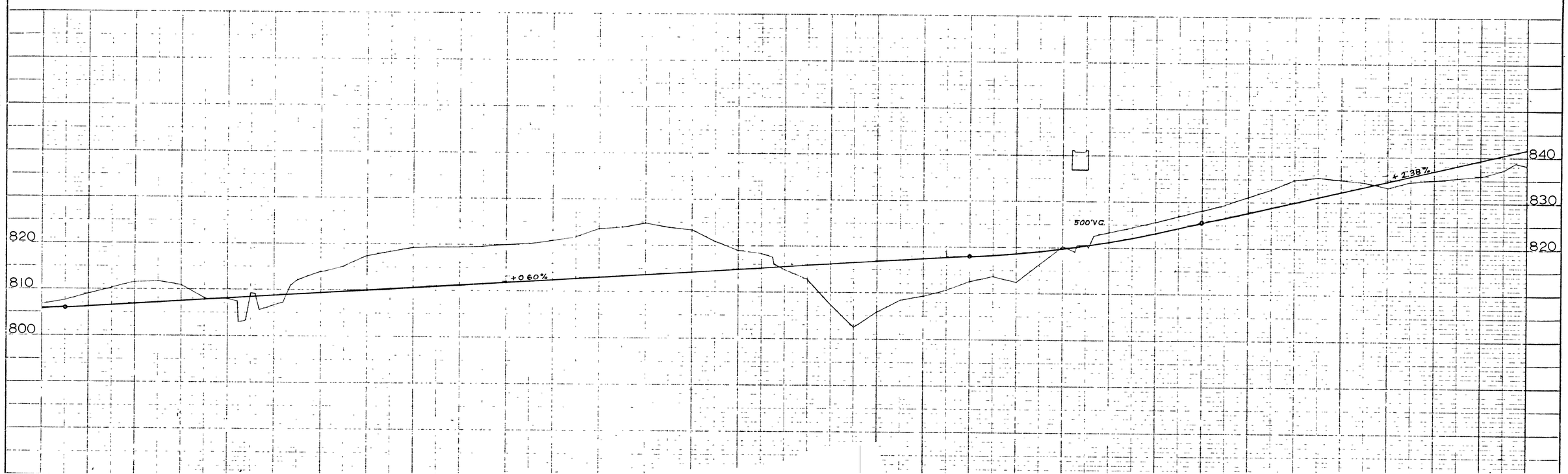

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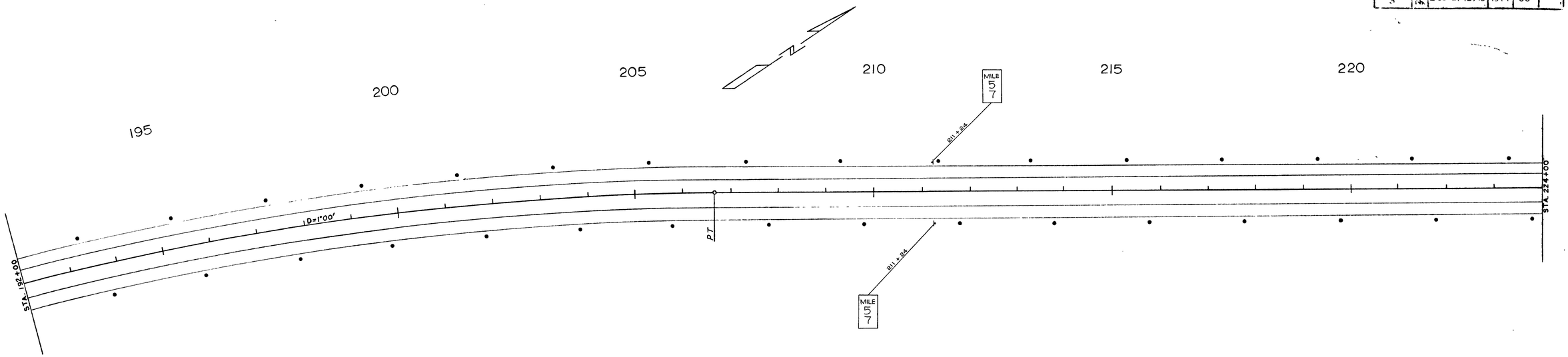
FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.		SHEET NO.	TOTAL SHEETS
3	IN	I-65-2(42)45	1977	56	



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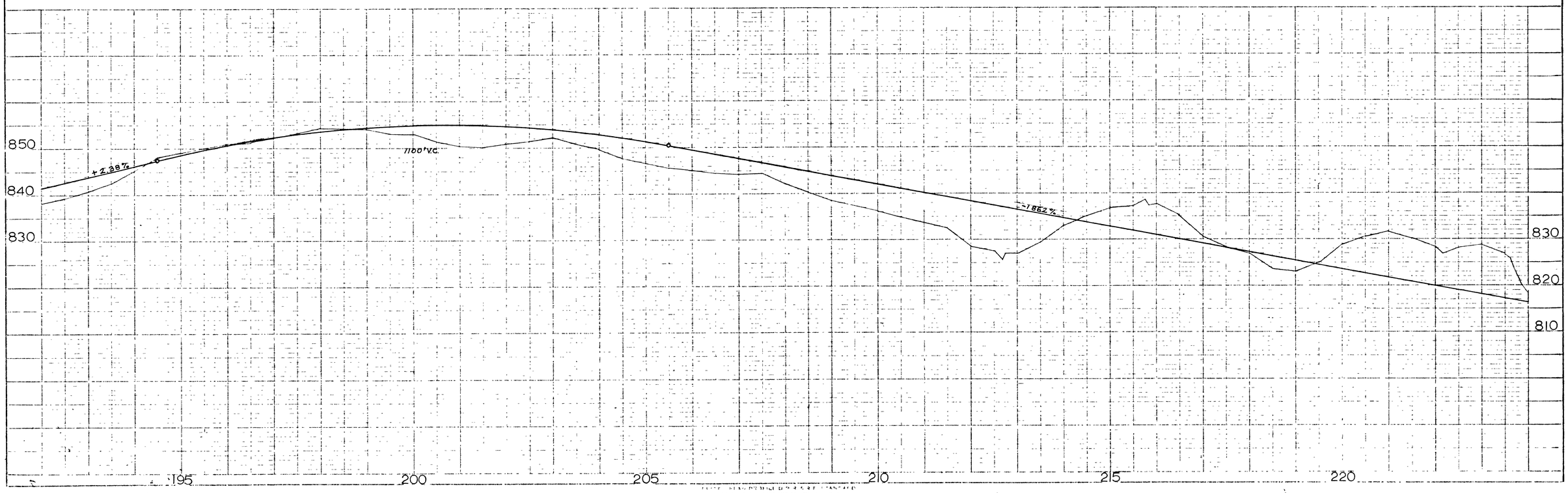

PROFILE

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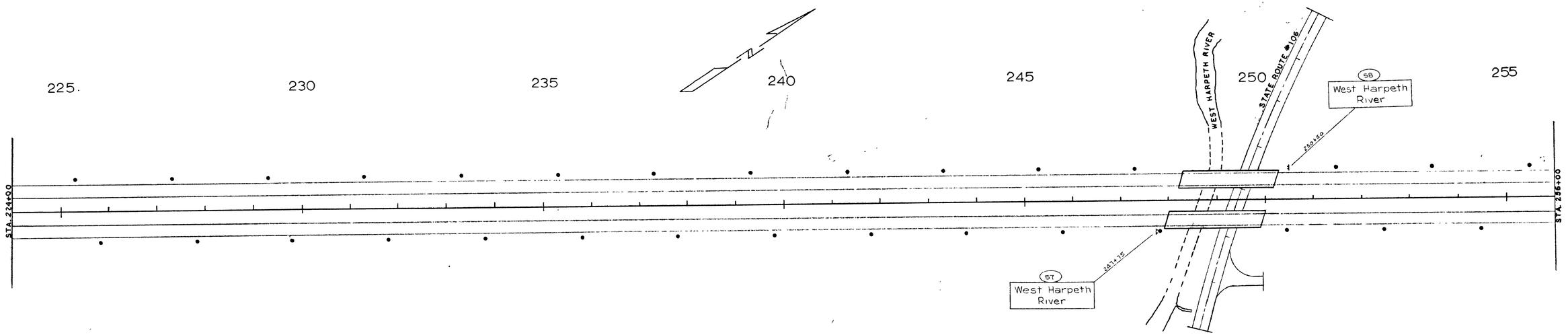
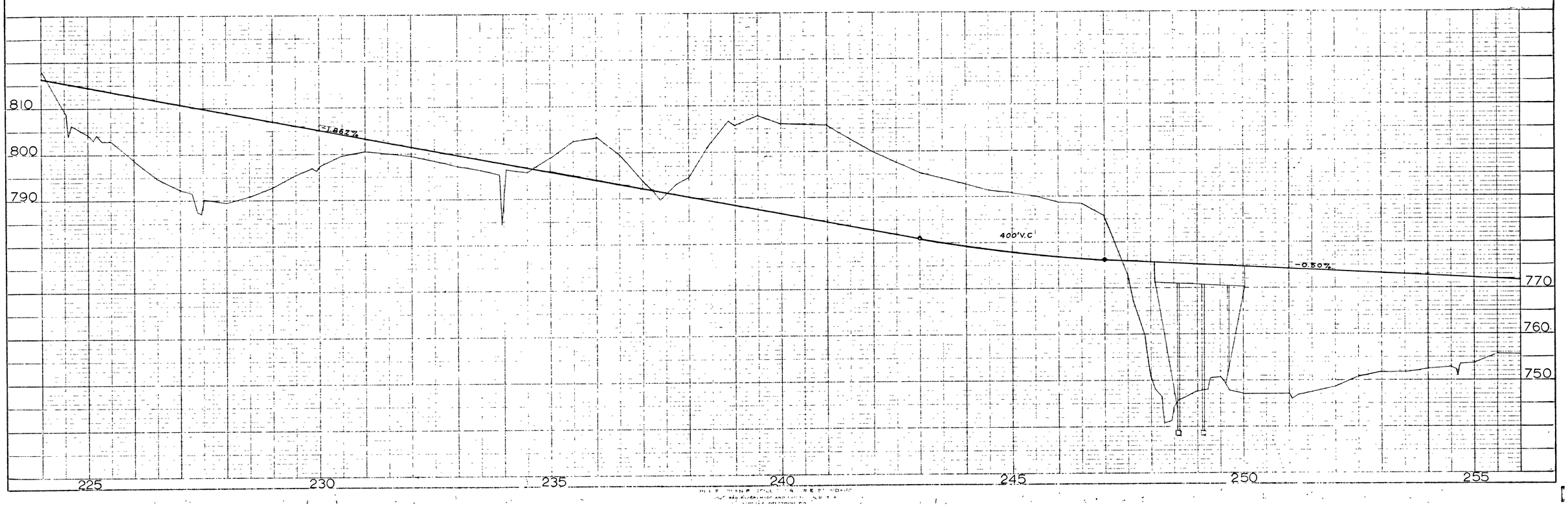
B.M. NOTED		
STRUCTURE NOTAT'NS OK'D		DATE
NOTE BOOK		
NO.		

171

FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	TOTAL	NO.	SHEETS
3	TENN.	I-65-2(42)45	1977	57	



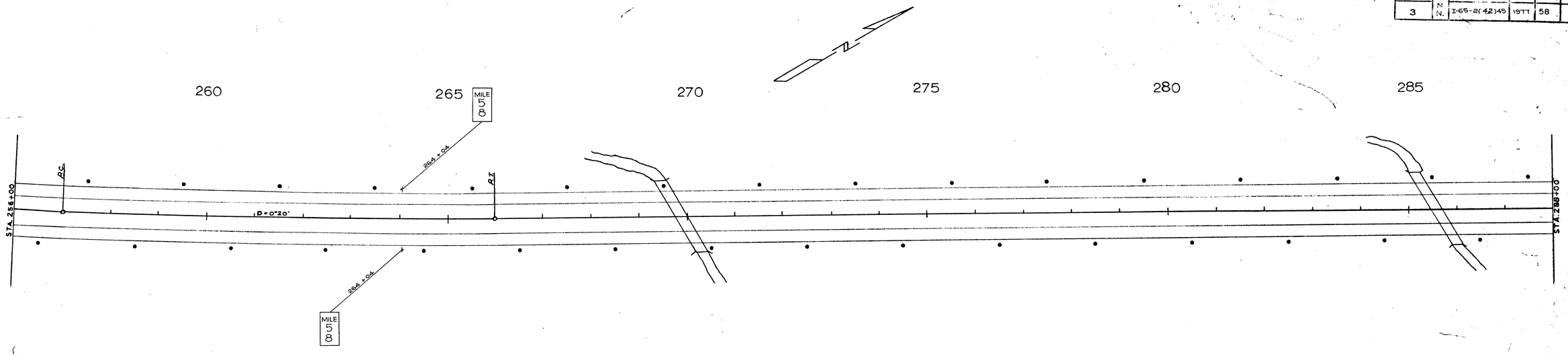


PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADE CHECKED
R.M.S. NOTED
STRUCTURE NOTATIONS CHECKED
DATE

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	58	



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	PLOTTED		
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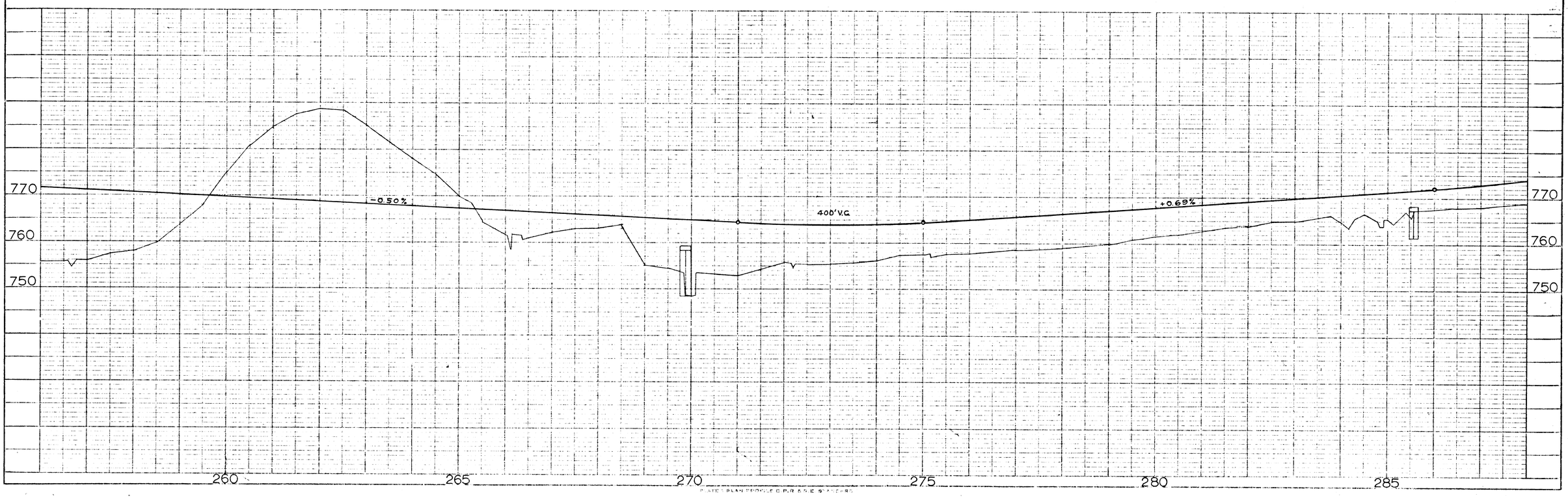
	RT. OF WAY CHECKED		
NO.		BY	DATE

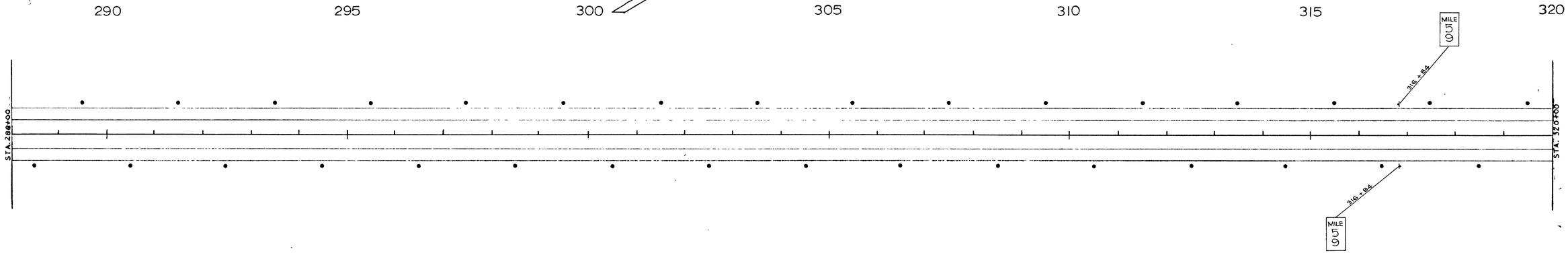


PROFILE			
NOTE BOOK	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
	HYDRAULICS		
NO.	STRUCTURE NOTAT'NS CHKD.	BY	DATE

PLATE - PLAN PROFILE & PRAGE STANDARD

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN	I-65-2(42)45	1977	59	



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NOTE BOOK
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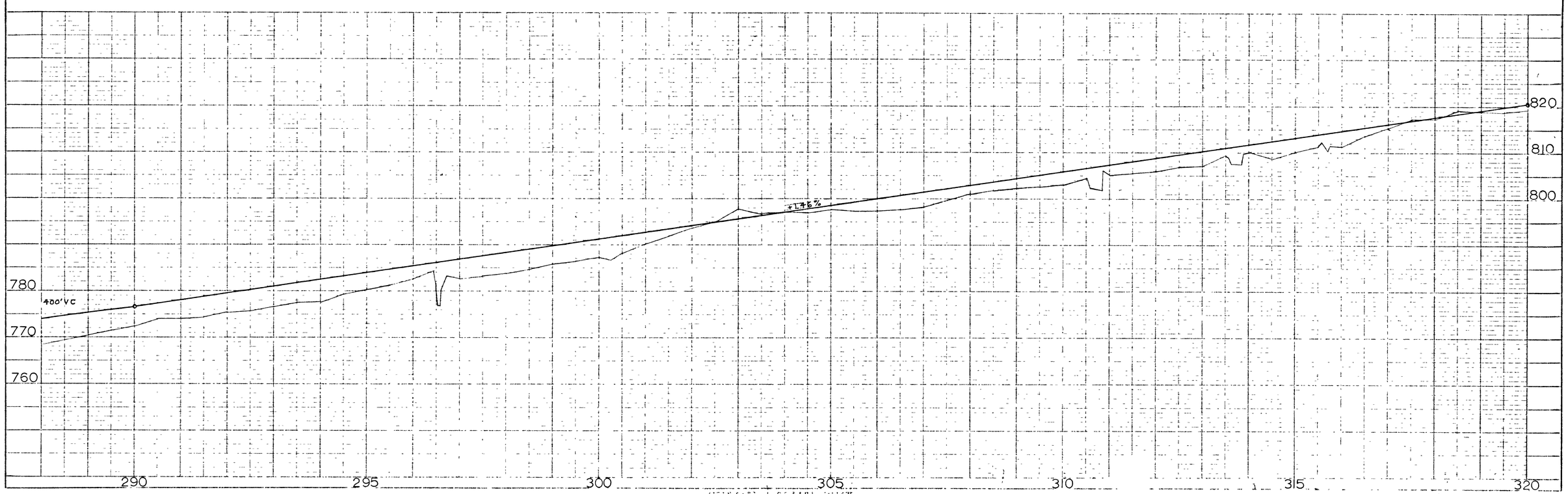
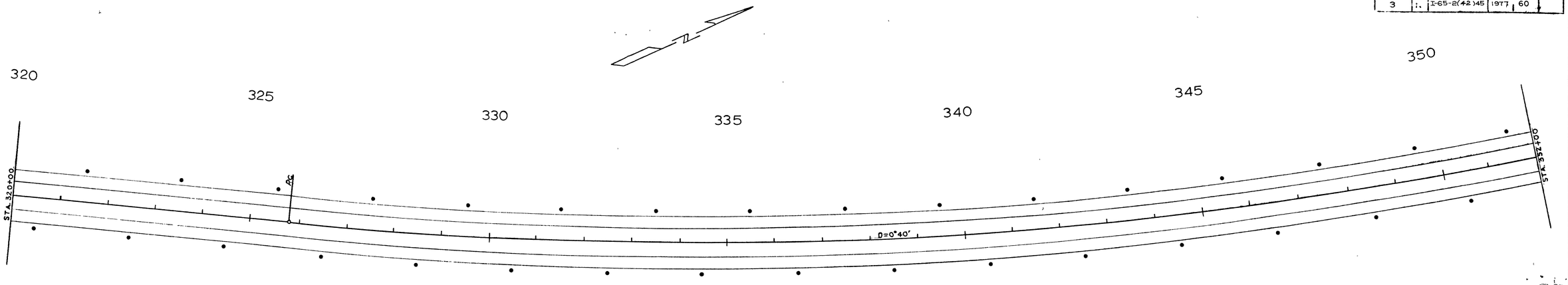
SURVEYED
PLOTTED
LAYOUT CHECKED
RT OF WAY CHECKED
BY
DATE



PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CALCULATED
BY W. H. TEO
STRUCTURE NOTATIONS CHKD.
BY
DATE

171

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
3	TENN.	I-65-2(42)45	1977	60	



PLAN

NOTE BOOK

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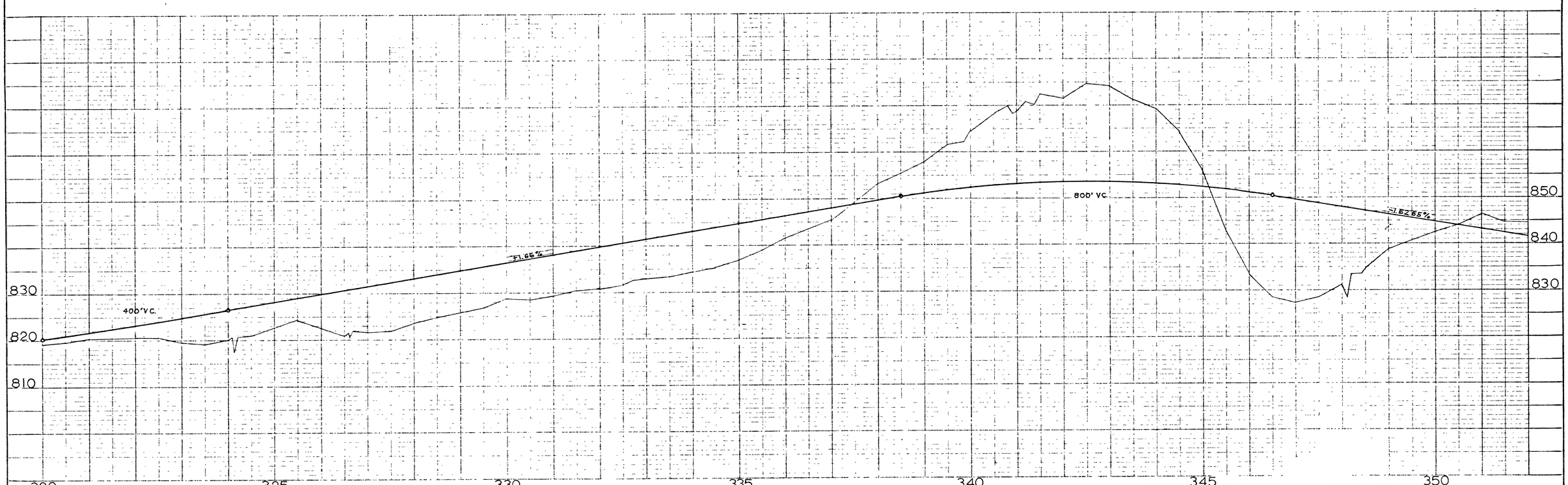
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT OF WAY CHECKED

BY

DATE



PROFILE

NOTE BOOK

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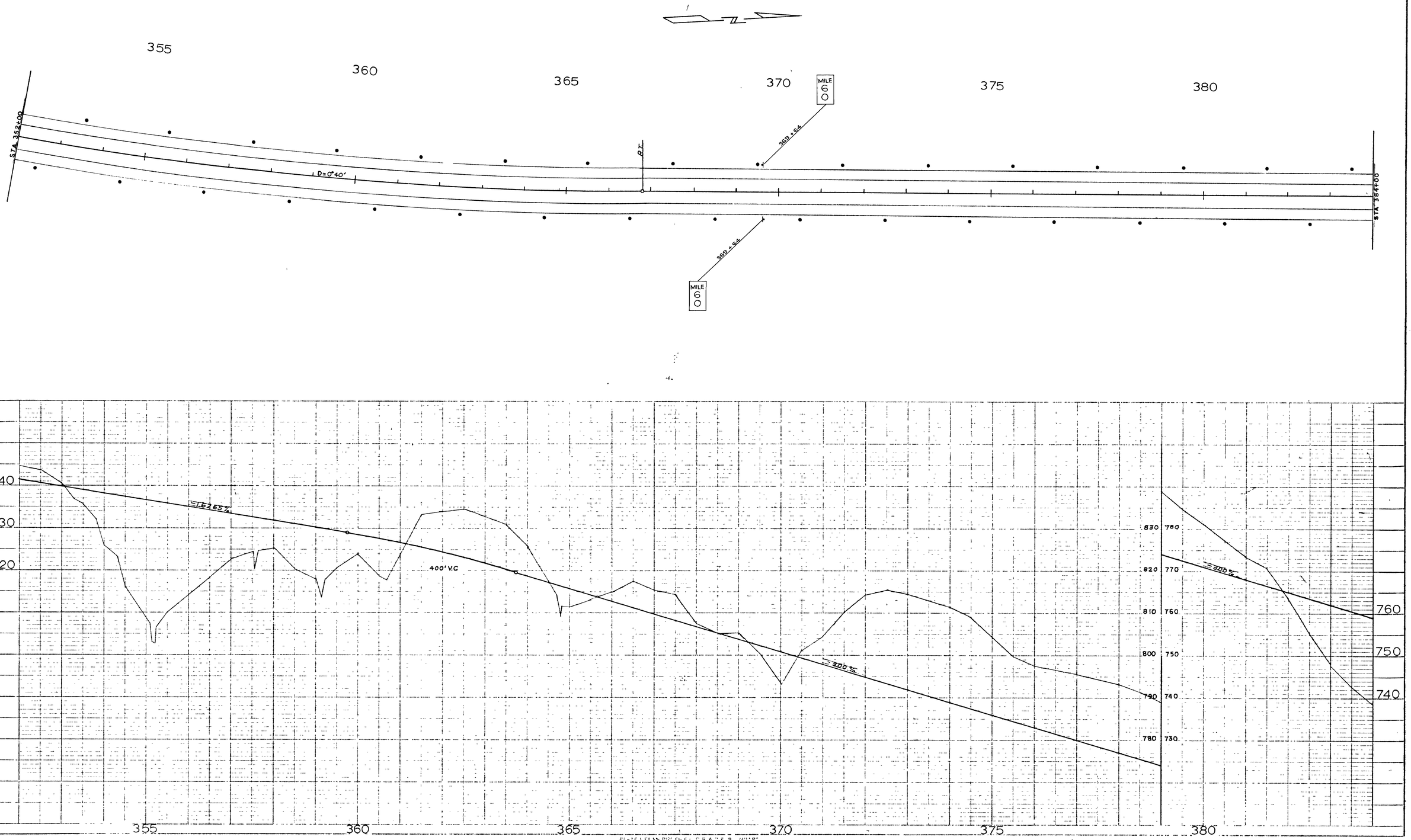
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHECKED

BY

DATE

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-65-2(42)45	1977	61	

171



PLAN
NOTE BOOK
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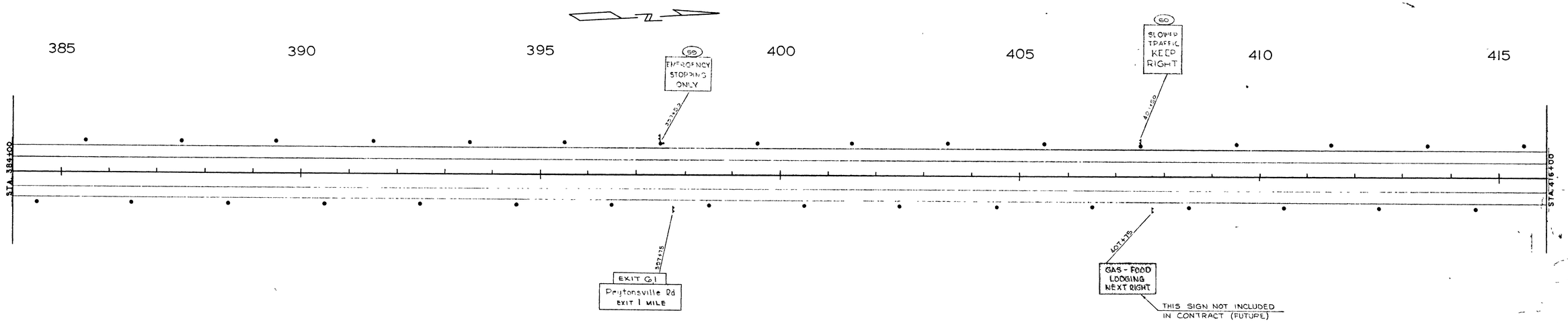
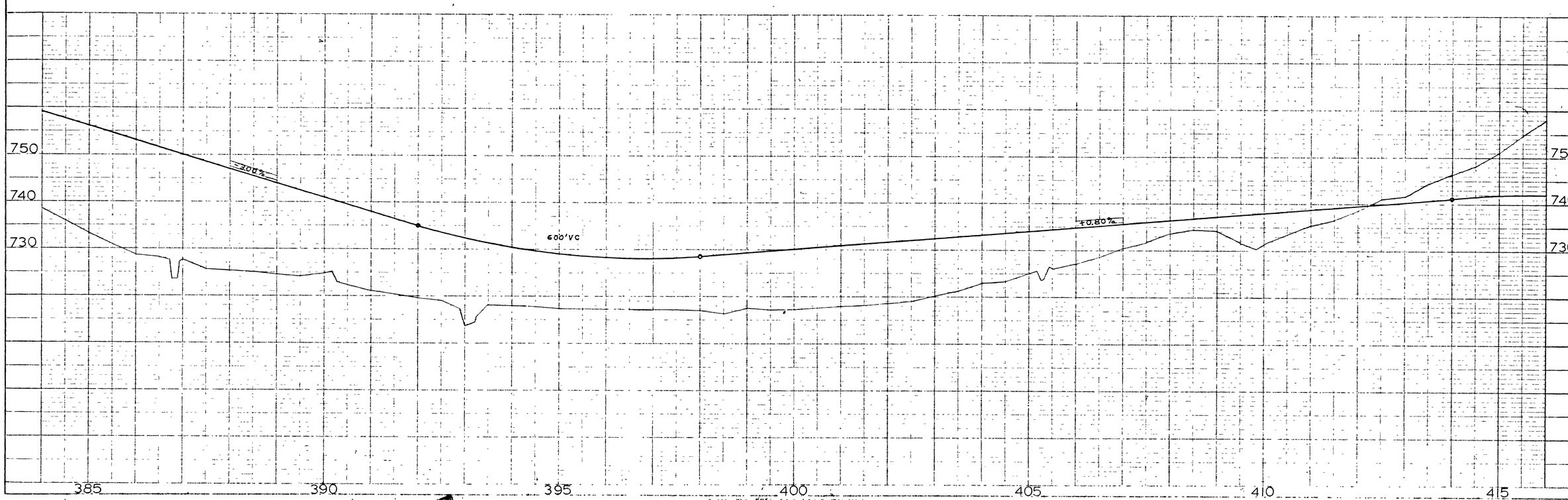
SURVEYED
PLOTTED
ALIGNMENT FIELD CHECKED
RT OF WAY CHECKED
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADE FIELD CHECKED
BRIDGE
STRUCTURE NOTATIONS CHKD.
BY
DATE

FED. ROA. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	N.	I-65-2(42)45	1977	62	

/71/





PLAN
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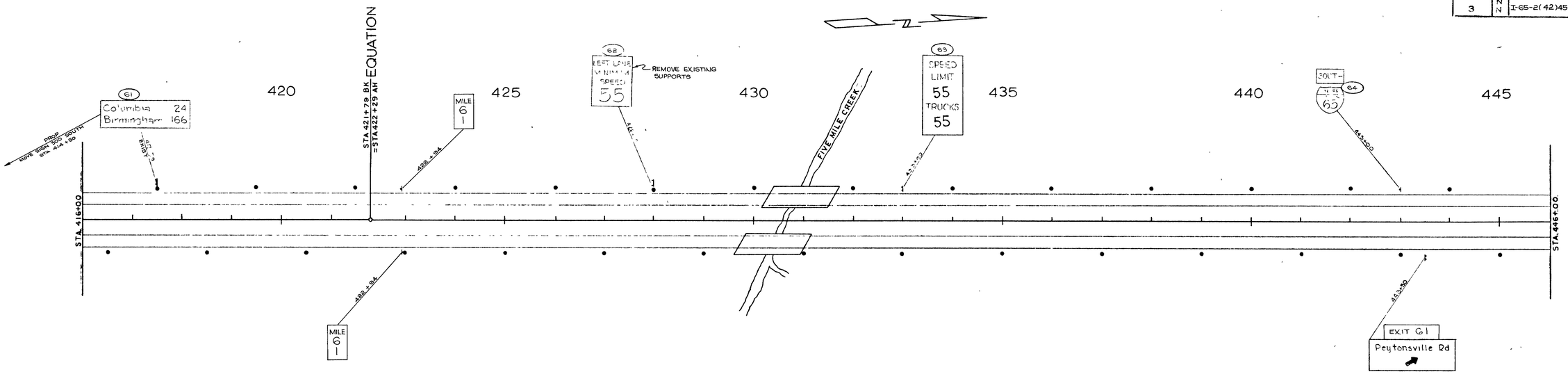
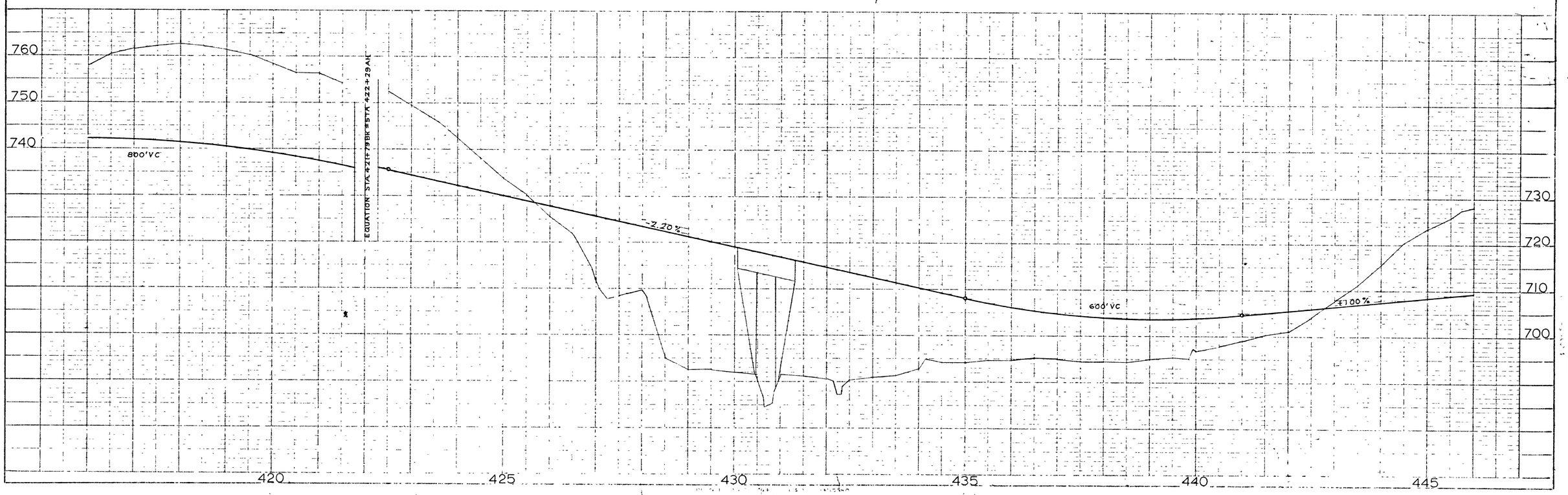
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
B. M. & TIES
CONFORMS WITH STANDARDS ON NO.
BY
DATE

171

FED. RDA DIST. NO.	STATE	FEDERAL AID PROJECT	FISCAL YEAR	SHEET	TOTAL SHEETS
3	ALA	I-65-2(42)45	1977	63	

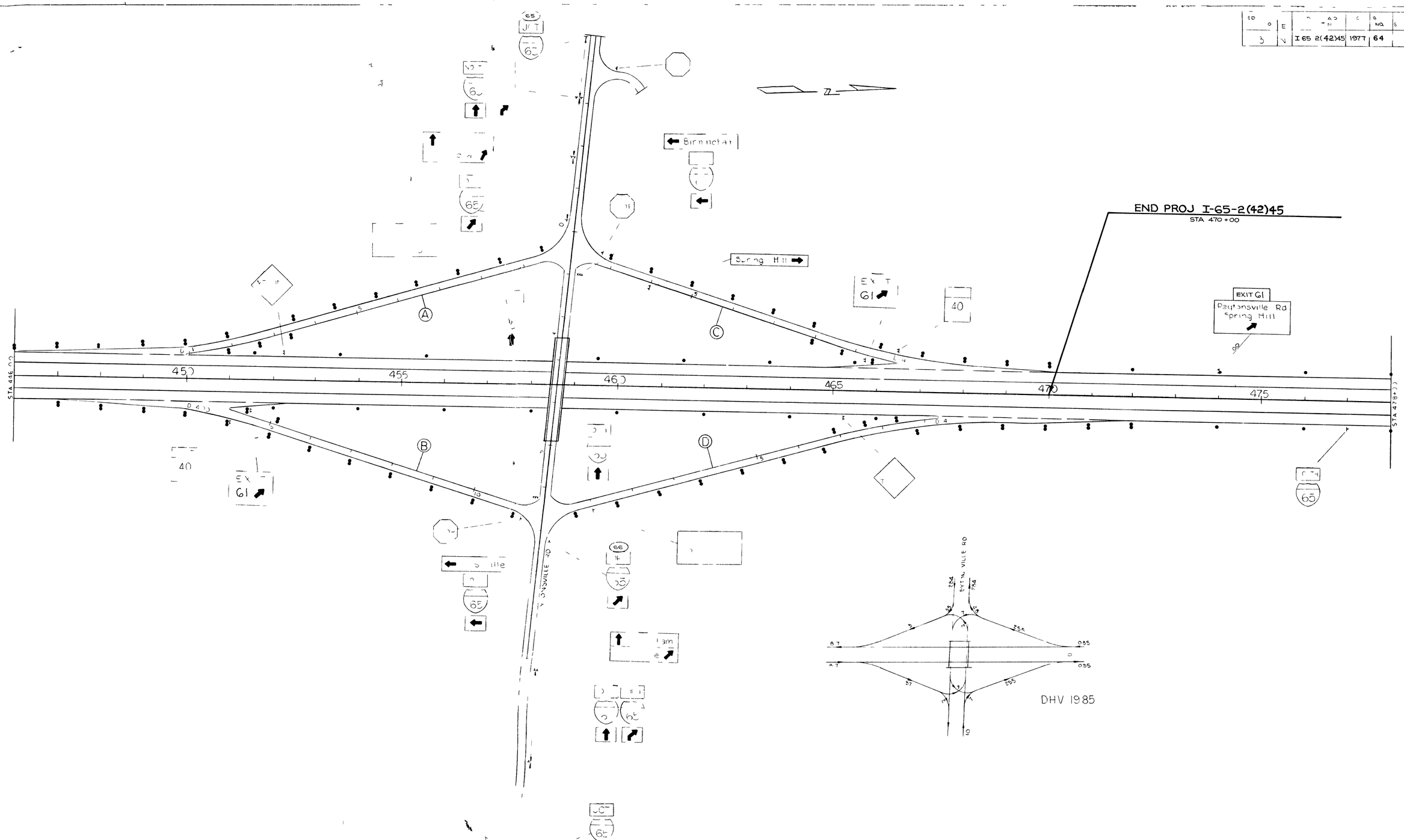




PLAN
NOTE BOOK
NO
SURVEYED
PLOTTED
A. CURVATURE CHECKED
R. OF WAY CHECKED
BY
DATE

PROFILE
NOTE BOOK
NO
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD.
BY
DATE

SHEET NO.	TOTAL SHEETS	PROJECT NO.			
3	7	I 65 2(42)45	1977	64	



INTERCHANGE
I 65 & PEYTONSVILLE RD
SCALE 1" = 100'