



BRADLEY MARTIN
2020.04.27 10:25:36 -05'00'
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED
AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE
ELECTRONIC DOCUMENTS.
TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
BUILDING A, 2nd FLOOR
NASHVILLE, TN. 37243
BRADLEY MARTIN, P.E. NO. 110833

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC OPERATIONS DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C-2C3
SPECIAL NOTES.....	2D
TABULATED QUANTITIES	2E
PROPERTY MAP, UTILITY NOTES and UTILITY OWNERS	3
PRESENT LAYOUT	4
PROPOSED LAYOUT	4A
PROPOSED PROFILE	4B
DRAINAGE MAP.....	5
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES, LEGEND & TABULATION	6
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS	7,7A
SIGNING AND PAVEMENT MARKING PLAN.....	8
SIGN SCHEDULE.....	9
SIGN STRUCTURE DETAILS	10
ROADWAY CROSS SECTIONS	11-14
TRAFFIC CONTROL PLANS	T1-T5

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Index Of Sheets
SEE SHEET NO. 1A

PROJECT TO BE LET WITH
DAVIDSON CO. BRIDGE REPAIRS
PIN 130235.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

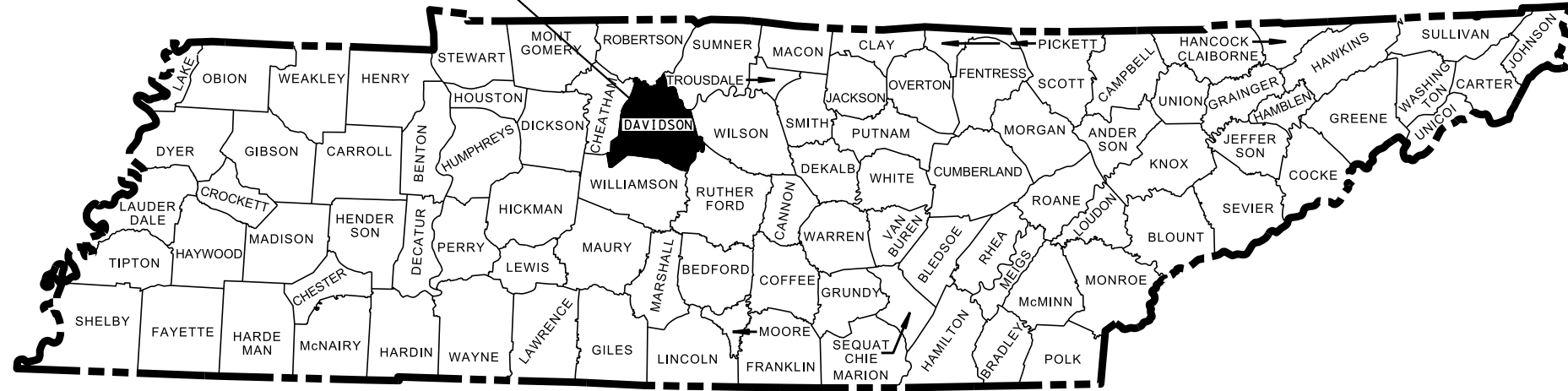
DAVIDSON COUNTY

I-65
INTERCHANGE AT WEDGEWOOD AVENUE
(NORTHBOUND AND SOUTHBOUND OFF RAMP)
(RSAR)

CONSTRUCTION
SAFETY - MINOR WIDENING, GUARDRAIL, SIGNALS

STATE HIGHWAY NO. I-65 F.A.H.S. NO. I-65

PROJECT LOCATION



REV. 6-18-20: ADDED LETTING NOTE.

19009-3182-94
END PROJ. NO. HSIP-I-65-2(98) CONSTRUCTION

STA. 595+93.31 I-65
N 656942.9532 E 1739570.0420

BEGIN CONSTRUCTION

STA. 25+50.00 SOUTHBOUND OFF RAMP
N 656937.1897 E 1739440.8197

END CONSTRUCTION

STA. 29+75.20 SOUTHBOUND OFF RAMP
N 656525.4443 E 1739334.7904

19009-3182-94
BEGIN PROJ. NO. HSIP-I-65-2(98) CONSTRUCTION

STA. 588+68.70 I-65
N 656228.4428 E 1739675.0738

SPECIAL NOTES

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

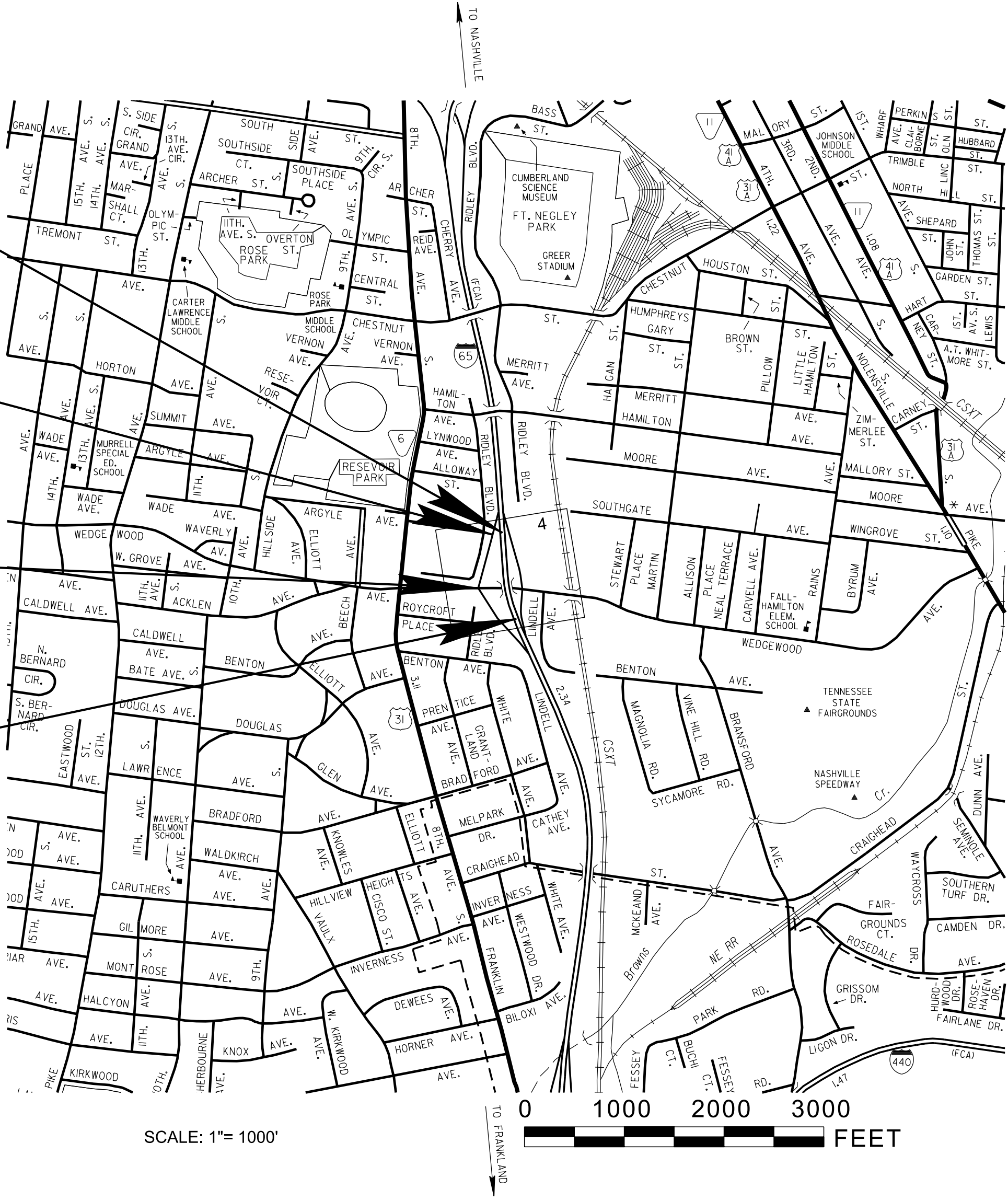
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2: SCOTT JOHNSON, P.E.

DESIGNER : DARRELL GRAY CHECKED BY : MATTHEW MCKAY, P.E.

P.E. NO. 19009-1182-94 (DESIGN)

PIN NO. 117125.00

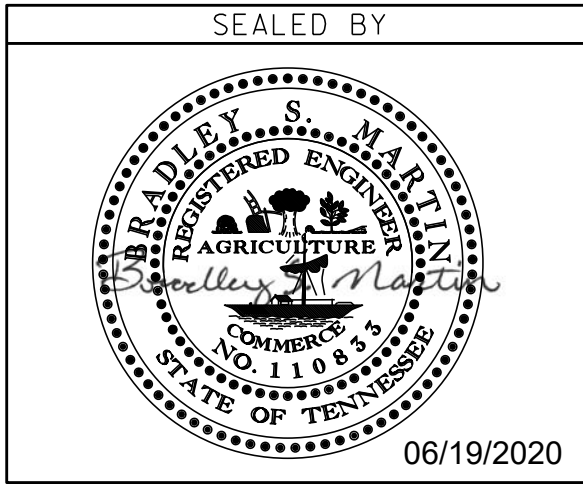


SCALE: 1"= 1000'

ROADWAY LENGTH 0.081 MILES
BRIDGE LENGTH 0.000 MILES
BOX BRIDGE LENGTH 0.000 MILES
PROJECT LENGTH 0.137 MILES

NO EXCLUSIONS

"RSAR PROJECT - PROJECT OF LIMITED SCOPE"



WEDGEWOOD AVE.

TRAFFIC DATA	
ADT (2020)	27,930
ADT (2040)	33,510
DHV (2040)	2,704
D	60 - 40
T (ADT)	3 %
T (DHV)	2 %
V	35 MPH

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

DATE: _____
APPROVED: *Clay Bright*
CLAY BRIGHT, COMMISSIONER

SB OFF RAMP

SURVEY 03-31-2014	TRAFFIC DATA
	ADT (2020) 11,110
	ADT (2040) 13,330
	DHV (2040) 1,185
	D 55 - 45
	T (ADT) 3 %
	T (DHV) 2 %
	V 45 MPH

STATE PLANE COORDINATES ARE BASED ON GPS MEASUREMENTS
OBTAINED 02-28-2011 USING GEOID 2013 MODEL AND DATUM
ADJUSTMENT FACTOR OF 1.00006

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

17-JUN-2020 13:10
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-001A.sht

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1-2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC OPERATIONS DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C-2C3
SPECIAL NOTES.....	2D
TABULATED QUANTITIES	2E
PROPERTY MAP, UTILITY NOTES and UTILITY OWNERS	3
PRESENT LAYOUT	4
PROPOSED LAYOUT	4A
PROPOSED PROFILE	4B
DRAINAGE MAP.....	5
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES, LEGEND & TABULATION	6
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS	7,7A
SIGNING AND PAVEMENT MARKING PLAN.....	8
SIGN SCHEDULE.....	9
SIGN STRUCTURE DETAILS	10
ROADWAY CROSS SECTIONS	11-14
TRAFFIC CONTROL PLANS	T1-T5
SIGNAL PLANS	SIG-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS...	S-1
UTILITIES PLANS.....	U1-1

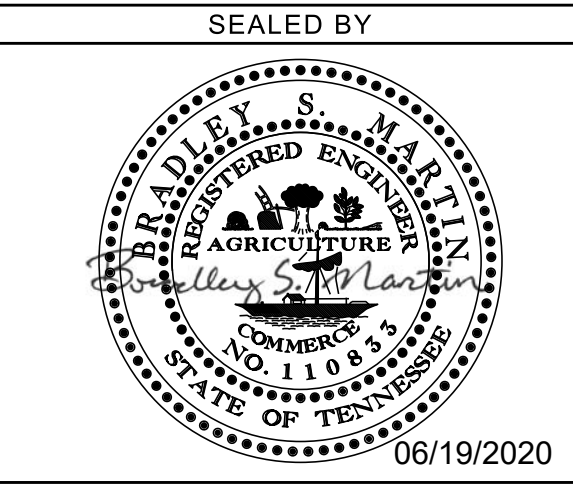
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN NUMBERING OF SHEETS.

NOTE: NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-16-17	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	07-16-18	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-R-1	06-28-19	STANDARD RAMPS DETAILS FOR ROADWAYS AND DRAWINGS
RP-SC-1	09-29-10	CONCRETE SHOULDER RUMBLE STRIP DETAIL (FOR 4-LANE DIVIDED HIGHWAY)
S-F-1	06-28-19	HIGH VISIBILTY FENCE
MULTIMODAL		
MM-CR-1	06-28-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
MM-CR-5	06-28-19	SINGLE CROSSING CURB RAMP IN CURVE
MM-CR-6		DUAL CROSSING CURB RAMP PLACED OUTSIDE CURVE
MM-CR-7		CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
MM-CR-8		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
SAFETY DESIGN AND GUARDRAIL		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-6	06-28-19	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-CC-1	06-28-19	CRASH CUSHION
S-GR31-1	06-28-19	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C		GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRA-3	06-28-19	TYPE 13 GUARDRAIL ANCHOR

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	06-28-19	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	06-28-19	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	06-28-19	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-28-19	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	06-28-19	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	06-28-19	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	06-28-19	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-18	03-05-17	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-05-17	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-50	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 2 OR 3 LANE MAJOR ROUTES
T-WZ-55	10-10-16	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR1		INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2		DETAILS FOR FLEXIBLE DELINEATORS
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-6	05-06-16	ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD



STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

REV. 6-18-20: REVISED INDEX.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	1A

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-15	12-07-90	STANDARD CONDUIT & GROUND DETAILS FOR OVERHEAD & CANTILEVER SIGN STRUCTURES
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-11-17	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23C	07-02-15	BREAKAWAY POST SIGN SUPPORTS

DWG.	REV.	DESCRIPTION
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-6	10-21-19	PEDESTRIAN SIGNAL DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLES
T-SG-7B	10-21-19	TYPICAL SIGNAL HEAD PLACEMENT APPROACHES WITH NO THROUGH MOVEMENTS
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPOARCHES
T-SG-7E		TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7G		TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-9	10-21-19	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETIALS
T-SG-10	07-11-17	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-11	07-12-17	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEAD AND DETECTION LOOPS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	1A1

SEALED BY



04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

STANDARD
TRAFFIC
OPERATIONS
DRAWINGS

19-JUN-2020 09:48
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002.sht

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19009-3182-94
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	60
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	711
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	190
203-06	WATER	M.G.	45
209-03.20	FILTER SOCK (8 INCH)	L.F.	1367
209-05	SEDIMENT REMOVAL	C.Y.	140
209-08.07	ROCK CHECK DAM PER	EACH	4
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	5
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	8
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	481
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	32
307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	77
307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	98
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	64
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	6
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	4
411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	65
411-02.10	ACS MIX(PG70-22) GRADING D	TON	650
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.2
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	9124
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	1170
705-04.21	GUARDRAIL DELINEATION ENHANCEMENT	L.F.	100
705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	100
705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL3	EACH	2
705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2
705-20.25	TEMPORARY CRASH CUSHION (MASH TL-3)	EACH	1
707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE	L.F.	270
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	40
712-01	TRAFFIC CONTROL	LS	0.5
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	440
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	48
712-04.50	BARRIER RAIL DELINEATOR	EACH	22
712-05.01	WARNING LIGHTS (TYPE A)	EACH	50
712-06	SIGNS (CONSTRUCTION)	S.F.	801
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	12
712-08.03	ARROW BOARD (TYPE C)	EACH	3
712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	400
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2260
713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	34
713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	72
713-09.01	STEEL OVERHEAD SIGN STRUCTURE (SPAN 66 FT.)	EACH	1
713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	308
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	77
713-11.05	SQUARE TUBE SIGN SUPPORT	LB.	329
713-11.21	P POST SLIP BASE	EACH	4

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19009-3182-94
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	59
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	36
713-16.41	RELOCATE SIGN	LS	1
716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	160
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	23
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	146
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	27
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	316
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	6
716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	18
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	440
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	312
717-01	MOBILIZATION	LS	0.5
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	800
801-01	SEEDING (WITH MULCH)	UNIT	1
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	20
801-03	WATER (SEEDING & SODDING)	M.G.	24
803-01	SODDING (NEW SOD)	S.Y.	2282
806-02.03	PROJECT MOWING	CYCL	2

FOOTNOTES	
(1)	TO BE USED AS DIRECTED BY THE ENGINEER.
(2)	BID PRICE INCLUDES ALL SALVAGE VALUE OF MATERIAL.
(3)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(4)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(5)	THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(6)	IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORAIRLY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
(7)	REMOVE 8 SIGNS AND SUPPORTS (DO NOT ENTER, WRONG WAY) WITHIN THE GRADING LIMITS OF THIS PROJECT AND ANY OTHER CONFLICTING SIGNS AS DIRECTED BY THE ENGINEER.
(8)	RELOCATE AN I-65 ENTRANCE SIGN WITH ARROW LOCATED ON WEDGEWOOD AVENUE, A TWO POST GREEN INTERSTATE DIRECTIONAL SIGN AND A BROWN FAIRGROUNDS DIRECTIONAL SIGN. AS DIRECTED BY THE ENGINEER. ALL 3 SIGNS ARE LOCATED IN THE GORE AREA OF THE SOUTHBOUND EXIT RAMP.
(9)	THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(10)	THE CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(11)	INCLUDES QUANTITY FOR WASTE MATERIAL.
(12)	INCLUDES 2 THOUSAND GALLON FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(13)	ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEMNO. 806-02.03, PROJECT MOWING, CYCL.
(14)	INCLUDES 130 C.Y. FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(15)	SEE SPECIAL PROVISION SP712PTQ.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2

REV. 6-18-20: REVISED ITEM NO. 712-01, 713-15 AND 717-01. DELETED FOOTNOTE 1 FROM ITEM NO. 201-01.

SEALED BY

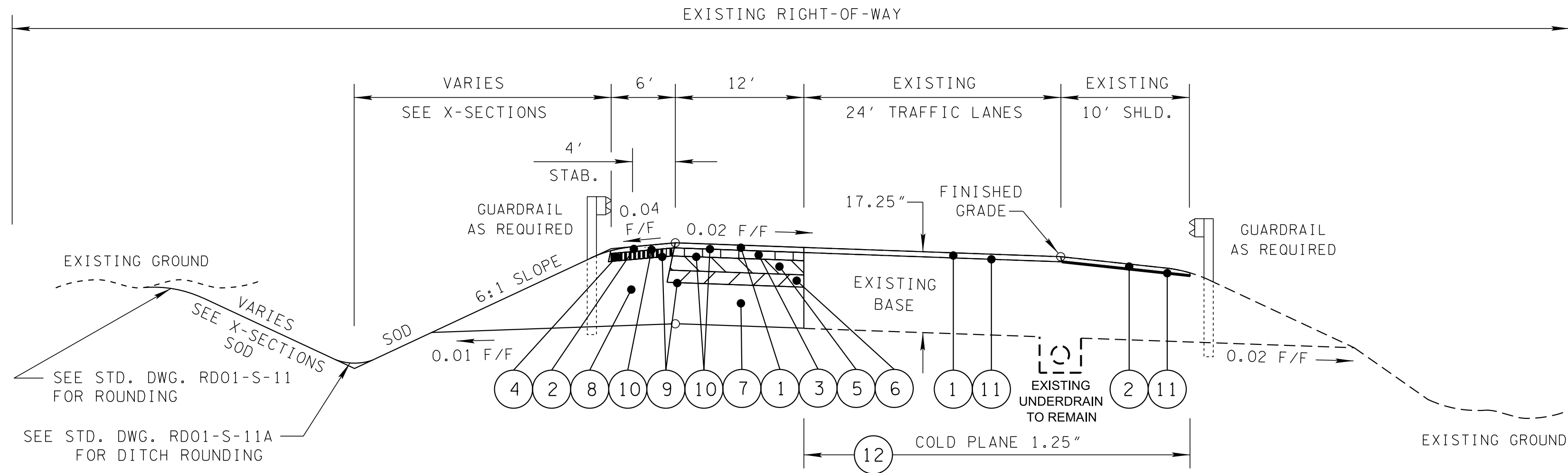


06/19/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

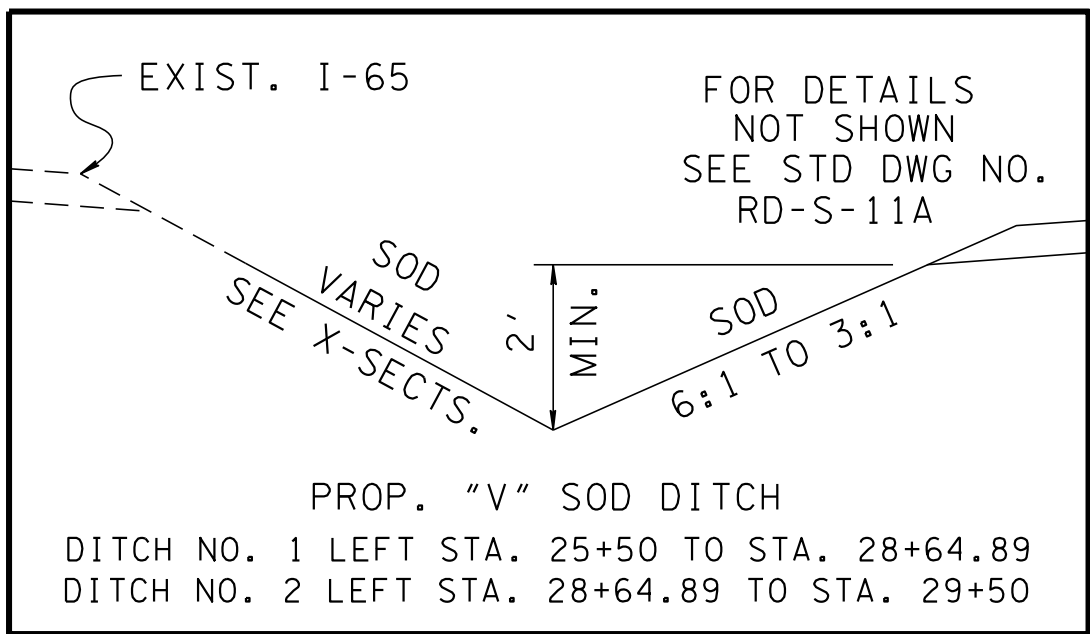
ESTIMATED
ROADWAY
QUANTITIES

17-JUN-2020 13:11 \\TDOT03NAS002:tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002B TypicalSections.sht

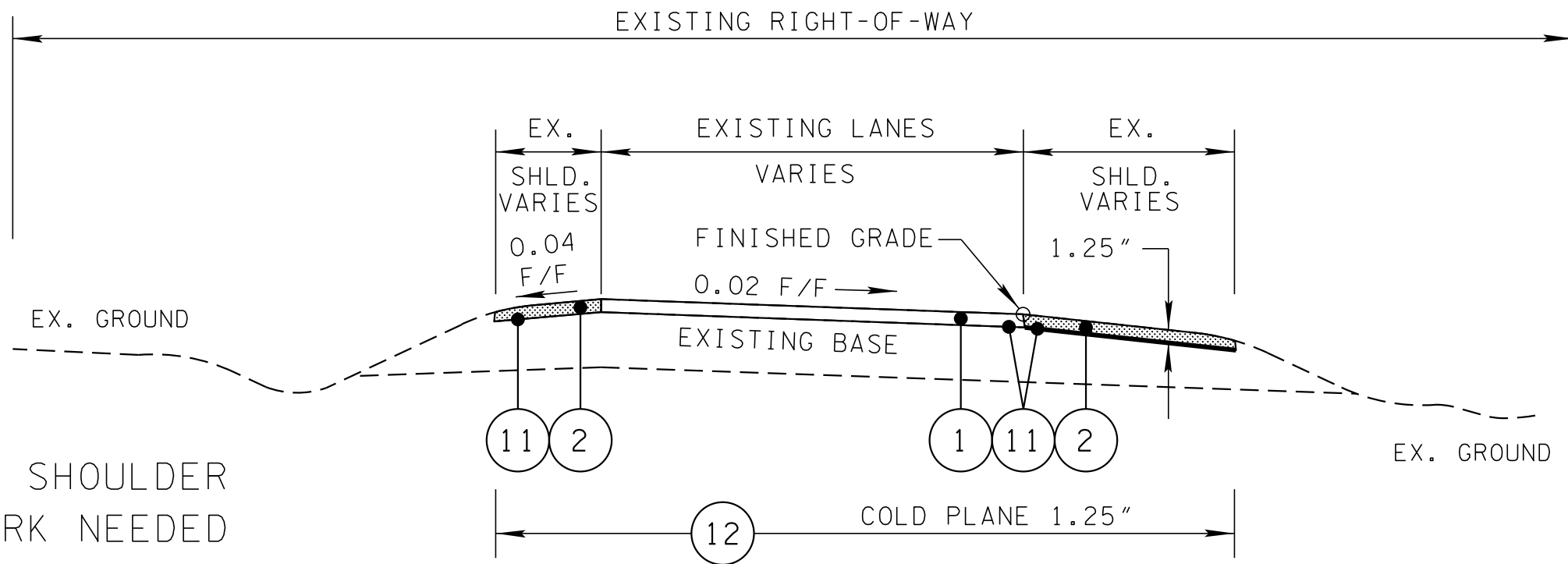


I-65 SOUTHBOUND OFF RAMP TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
STA. 25+50.00 TO STA. 29+75.20



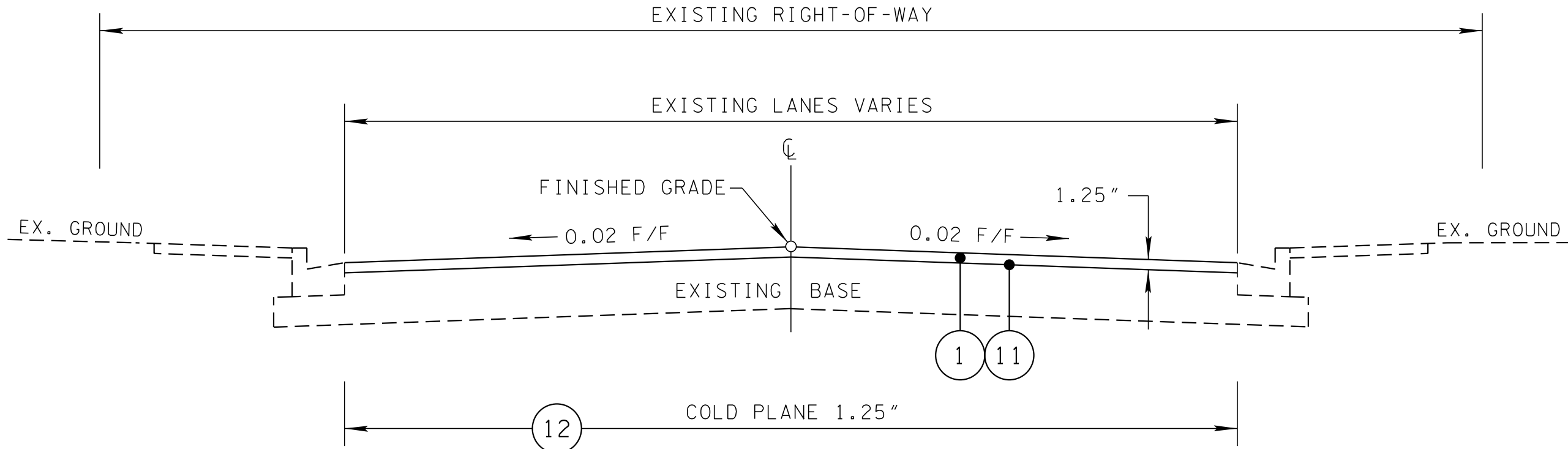
PROP. "V" SOD DITCH				
DITCH NO.	STATION		SLOPE	
	FROM	TO	FORE	BACK
1	25+50	26+75	6:1	3:1
1	26+75	28+25	6:1	4:1
1	28+25	28+64.89	4:1	20:1
2	28+64.89	28+75	3:1	20:1
2	28+75	29+25	6:1	3:1
2	29+25	29+50	6:1	4:1



* NO SHOULDER
WORK NEEDED

I-65 SB ON RAMP, NB OFF RAMP AND NB ON RAMP

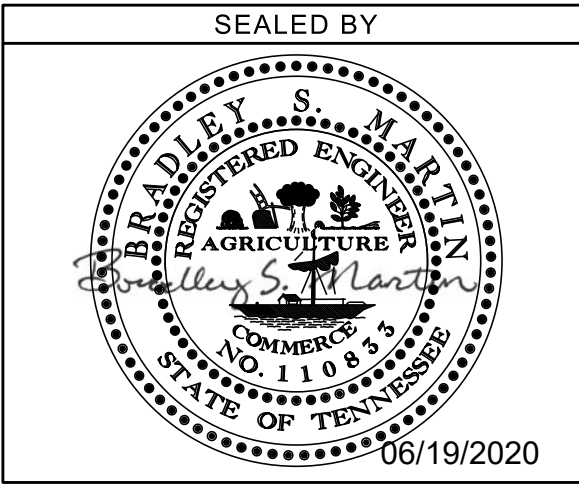
* SB ON RAMP STA. 20+69.60 TO STA. 20+89.00
NB OFF RAMP STA. 40+25.00 TO STA. 42+10.18
* NB ON RAMP STA. 60+25.80 TO STA. 60+42.06



WEDGEWOOD AVE. TANGENT SECTION

STA. 38+90.00 TO STA. 47+00.00

PROPOSED PAVEMENT SCHEDULE		
① BITUMINOUS SURFACE @ 1.25" THICK (132.5 LB./S.Y.) 411-02.10 ASPHALT CEMENT (PG70-22) (ACS) GRADING D	⑤ BASE MIX @ 3.00" THICK (345 LB./S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	⑨ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30-0.35 GAL./S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8-12 LB./S.Y.
② BITUMINOUS SURFACE @ 1.25" THICK (128.75 LB./S.Y.) 411-01.07 ASPHALT CEMENT (PG64-22) (ACS) GRADING E (SHOULDER)	⑥ BASE MIX @ 3.00" THICK (270 LB./S.Y.) 307-01.21 ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	⑩ TACK COAT @ 0.05 - 0.10 GAL./S.Y. (GENERAL USE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
③ BASE MIX @ 2.00" THICK (226 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	⑦ MINERAL AGGREGATE BASE @ 8.00" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D @ 8.00" (LANES)	⑪ TACK COAT @ 0.08 - 0.12 GAL./S.Y. (COLD PLANE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
④ BASE MIX @ 2.00" THICK (226 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	⑧ MINERAL AGGREGATE BASE @ 14.00" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D @ 16.00" (SHOULDER)	⑫ COLD PLANE @ 1.25" THICK 415-01.02 COLD PLANING BITUMINOUS PAVEMENT @ 1.25" DEPTH



STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

REV. 6-18-20: REVISED I-65 SOUTHBOUND OFF RAMP
TANGENT SECTION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	2
CONST.	2020	HSIP-I-65-2(98)	2B

14-APR-2020 12:54
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002C.sht

GENERAL NOTES

GRADING

- (1)

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2)

THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

- (1)

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

GUARDRAIL

- (1)

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (2)

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

DRAINAGE

- (1)

THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (2)

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

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

MISCELLANEOUS

- (1)

ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (2)

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

ROAD CLOSURE

- (1)

NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1)

TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.
- (2)

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

FINAL PAVEMENT MARKING

- (3)

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (4)

BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.01, REMOVABLE PAVEMENT MARKING LINE, LIN. FT. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (5)

REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

- (1)

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

RESURFACING

- (2)

IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (1)

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT 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 SIGNS 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 ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.
- (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 REGIONAL CONSTRUCTION OFFICE.
- (5)

THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS (3 SETS) OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, SUITE 1200, J. K. POLK BUILDING, NASHVILLE, TN 37243-1402.
- (6)

ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (7)

THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (8)

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- (9)

THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.
- (10)

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

SIGNALIZATION

- (1)

EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (2)

EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730N-TRAFFIC SIGNALS."
- (3)

SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (METRO PUBLIC WORKS) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (METRO PUBLIC WORKS).
- (4)

ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- (5)

THE CONTRACTOR SHALL CONTACT MIKE HIRTZER AT (615) 880-3261 A MINIMUM OF NINETY (90) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2C

SEALED BY



04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GENERAL
NOTES

SHEET 1 OF 4

14-APR-2020 12:55
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002C1.sht

GENERAL NOTES (CONTINUED)

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2)

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3)

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4)

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5)

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6)

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7)

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8)

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

- (1)

IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.
- (2)

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

- (3)

UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4)

PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.
- (5)

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

SEDIMENT CONTROL

- (6)

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7)

TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9)

OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10)

THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

NATURAL RESOURCES

- (11)

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (12)

NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (13)

INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (14)

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (15)

THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (16)

STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (17)

HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (18)

WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (19)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2C1

SEALED BY



04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GENERAL
NOTES

SHEET 2 OF 4

14-APR-2020 12:56
\\DOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002C2.sht

GENERAL NOTES (CONTINUED)

SPECIES

- (20)

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (21)

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (22)

IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

INSPECTION, MAINTENANCE & REPAIR

- (23)

THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (24)

TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (25)

EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (26)

DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (27)

UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (28)

INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (29)

THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (30)

SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.
- EROSION PREVENTION
- (31)

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

(32)

THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(33)

NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.

(34)

TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.

(35)

STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.

(36)

PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(37)

TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.

(38)

DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.
- PERMITS, PLANS & RECORDS
- (39)

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(40)

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

(41)

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(42)

THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(43)

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

(44)

THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(45)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.

(46)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(47)

CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

(48)


WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

(49)

IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2C2

SEALED BY



04/14/2020

STATE OF TENNESSEE

DEPARTMENT OF

TRANSPORTATION

GENERAL NOTES

SHEET 3 OF 4

14-APR-2020 12:57
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002C3.sht

GENERAL NOTES (CONTINUED)

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL (CONTINUED)

- (50) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (51) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (52) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (53) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (54) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (55) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (56) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SUPPORT ACTIVITIES

- (57) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (58) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (59) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (60) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (61) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (62) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (63) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (64) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (65) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (66) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (67) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (68) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (69) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (70) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2C3

SEALED BY



04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GENERAL
NOTES

SHEET 4 OF 4

14-APR-2020 12:58
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002D.sht

SPECIAL NOTES

GRADING

- (1)

THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (2)

BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.
- (3)

TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4)

THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5)

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

PAVEMENT

RESURFACING

- (1)

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

a.

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

b.

THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.

c.

THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

d.

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

e.

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

f.

IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

g.

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

HISTORICAL

- (1)

THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND COORDINATING WITH THE TDOT REGIONAL SIGN SHOP FOR STORING HISTORIC MARKER(S). AT THE TIME THE MARKER(S) IS TAKEN DOWN, LINDA WYNN WITH THE TENNESSEE HISTORICAL COMMISSION SHOULD BE NOTIFIED AT (615)-770-1093. AT THE END OF CONSTRUCTION, MARKER(S) WILL BE RESET BY THE SIGN SHOP AT THE DIRECTION OF THE REGIONAL TRAFFIC ENGINEER. IF THE MARKER CANNOT BE RESET OUTSIDE OF THE CLEAR ZONE, THE REGIONAL TRAFFIC ENGINEER WILL CONTACT THE TENNESSEE HISTORIC COMMISSION AND RETURN THE MARKER(S).

SIGNALIZATION

- (1)

THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.
- (2)

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:

a.

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

b.

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

c.

NATURAL WIND GUSTS – THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.
- (3)

THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

MULTIMODAL

- (1)

DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

- (1)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

- (2)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

- (3)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)

ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

STREAMS, WETLANDS & BUFFER ZONES

- (5)

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (6)

A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (7)

BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE EPSC PLANS BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.


SCOPE OF WORK

- (1)

I-65 SB OFF-RAMP WIDENING, GRADING, PAVING, PAVEMENT MARKING, OVERHEAD SIGN STRUCTURE, GUARDRAIL AND GUARDRAIL TERMINALS, CURB RAMPS, SIGNALIZATION AND RESURFACING OF WEDGEWOOD AVE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2D

SEALED BY



04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

SPECIAL
NOTES

17-JUN-2020 13:12
\\TDOT03NAS002:tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-002E.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	2E

REV. 6-18-20: REVISED PAVEMENT QUANTITIES BLOCK.

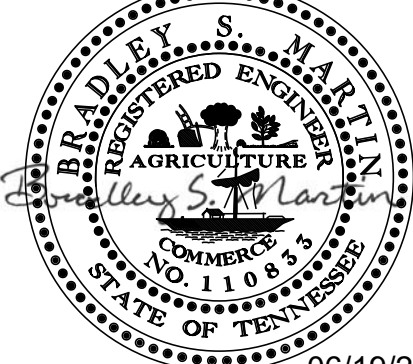
ESTIMATED GRADING QUANTITIES								
FROM STATION	TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
		COMMON - C.Y.	S. ROCK - C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.			
25+50.00	29+75.20	577					506	71
CURB RAMPS		4					4	
TOTALS		581					510	71

PAVEMENT QUANTITIES												
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)											
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)			
		D	B-M2	A-S	A				B-M2	E	D	COLD PLANE
		303-01	307- 01.08	307- 01.21	307- 02.01				307- 02.08	402-01	402-02	403-01
I-65 SB OFF RAMP	480.3	31.6	76.4	97.7	64.0	1.3	5.1	0.3	50.7	159.7	1665.0	
I-65 SB ON RAMP								0.1		7.6	167.0	
I-65 NB OFF RAMP								0.4	13.4	49.8	754.0	
I-65 NB ON RAMP								0.0		5.9	106.0	
WEDGEWOOD AVE.								2.8		426.3	6432.0	
TOTALS	480.3	31.6	76.4	97.7	64.0	1.3	5.1	3.6	64.1	649.3	9124.0	

CURB RAMPS TABULATION														
ROADWAY		LOCATION								SIGNALIZED	STANDARD DRAWING NO.	CONCRETE (RETROFIT) ITEM NO. 701-02.01 S.F.	CONCRETE (NEW) ITEM NO. 701-02.03 S.F.	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT	QUADRANT								
						N.	S.	E.	W.					
WEDGEWOOD AVE.	I-65 SB OFF RAMP	40+11.60			X		X		X	X	MM-CR-5	130.0		
WEDGEWOOD AVE.	I-65 SB OFF RAMP	40+11.80	X			X			X	X	MM-CR-8	130.0		
WEDGEWOOD AVE.	I-65 SB ON RAMP	40+79.88			X		X	X		X	MM-CR-6	260.0		
WEDGEWOOD AVE.	I-65 SB ON RAMP	40+94.55	X			X		X		X	MM-CR-7	130.0		
WEDGEWOOD AVE.	I-65 NB OFF RAMP	45+08.63	X			X			X	X	MM-CR-5	130.0		
WEDGEWOOD AVE.	I-65 NB OFF RAMP	45+23.86			X		X		X	X	MM-CR-5	130.0		
WEDGEWOOD AVE.	I-65 NB ON RAMP	45+56.53	X			X		X		X	MM-CR-7	130.0		
WEDGEWOOD AVE.	I-65 NB ON RAMP	45+90.34			X		X		X	X	MM-CR-7	130.0		
											TOTAL	1170		

PROPOSED GUARDRAIL										
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL		TERMINAL ANCHORS		REMARKS
						W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)		TYPE 13	TYPE 38	
		MASH TL3	MASH TL3							
		705-06.10 (EACH)	705-06.20 (EACH)							
LT	RT	FROM	TO							
4A	I-65 SB OFF RAMP		X	26+50.00	27+50.00	50.00		1	1	
4A	I-65 SB OFF RAMP	X		26+50.00	27+50.00	50.00		1	1	
TOTALS						100.00		2	2	

SEALED BY



06/19/2020

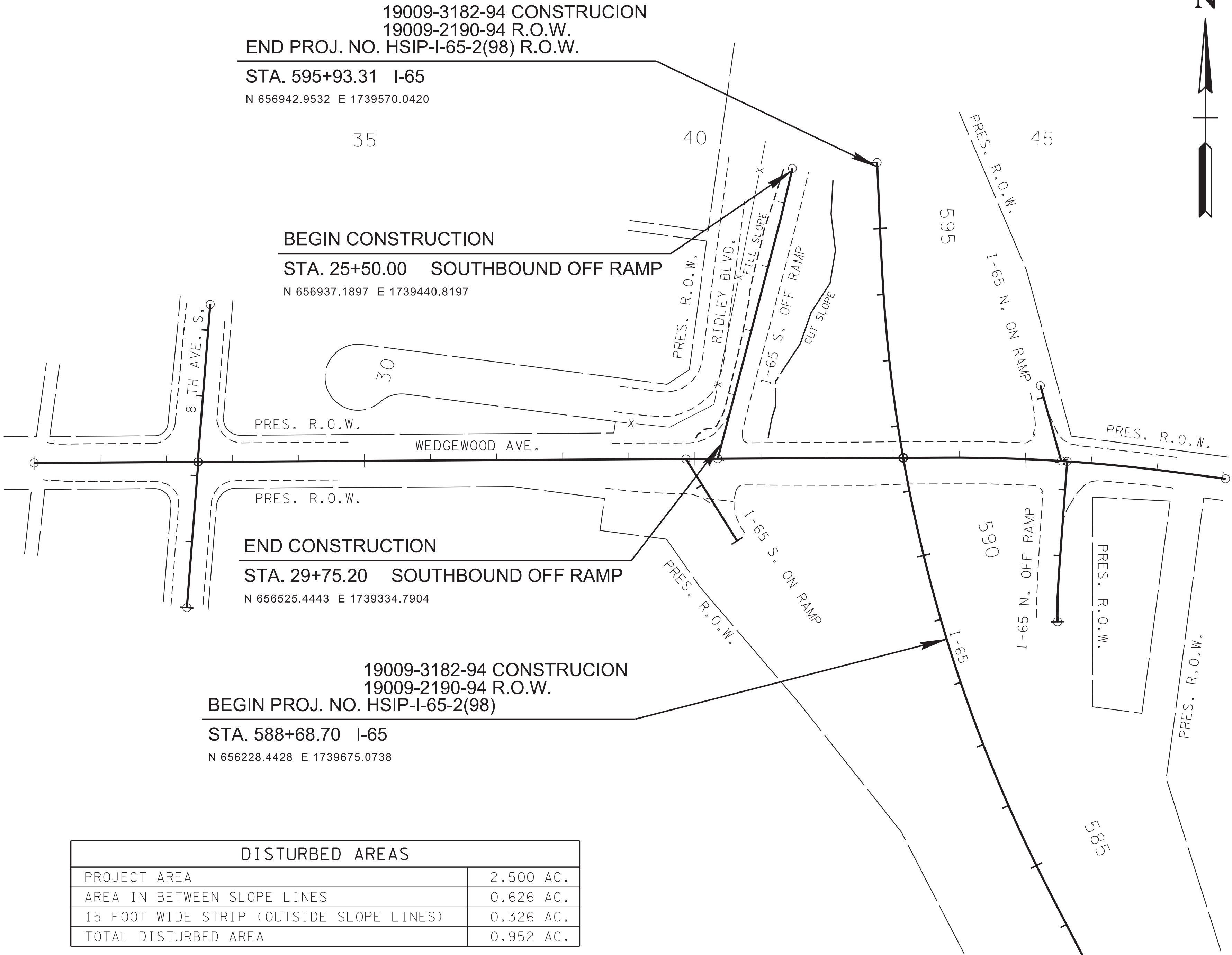
STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TABULATED
QUANTITIES

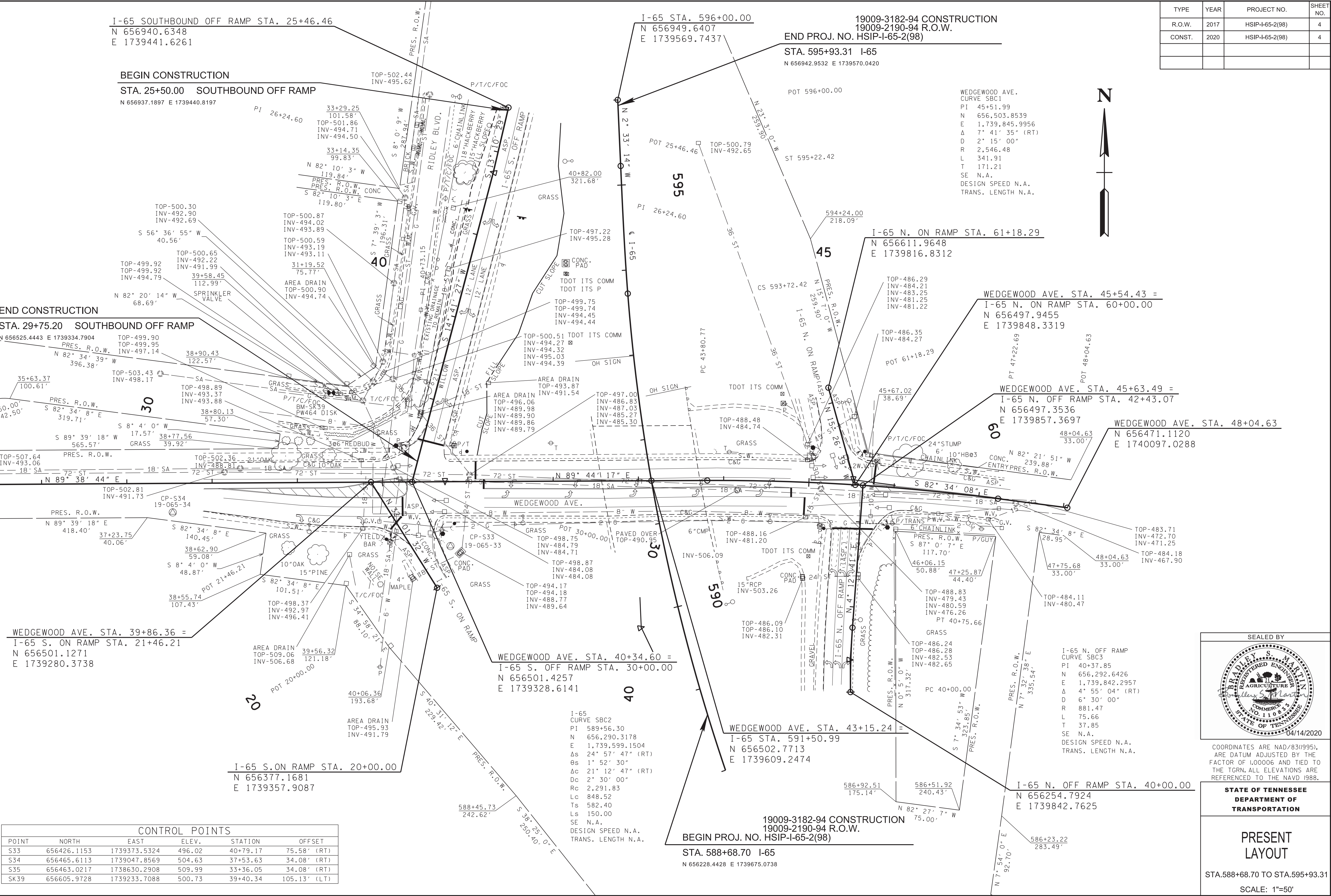
14-APR-2020 12:59
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-003.sht

UTILITIES

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106 NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.



14-APR-2020 13:00
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-004.sht



I-65 SOUTHBOUND OFF RAMP STA. 25+46.46
N 656940.6348
E 1739441.6261

BEGIN CONSTRUCTION

STA. 25+50.00 SOUTHBOUND OFF RAMP
N 656937.1897 E 1739440.8197

19009-3182-94 CONSTRUCTION
19009-2190-94 R.O.W.
END PROJ. NO. HSIP-I-65-2(98)
STA. 595+93.31 I-65
N 656942.9532 E 1739570.0420

WEDGEWOOD AVE.
CURVE SBC1
PI 45+51.99
N 656,503.8539
E 1,739,845.9956
Δ 7° 41' 35" (RT)
D 2° 15' 00"
R 2,546.48
L 341.91
T 171.21
SE N.A.
DESIGN SPEED N.A.
TRANS. LENGTH N.A.

END CONSTRUCTION

STA. 29+75.20 SOUTHBOUND OFF RAMP

N 656525.4443 E 1739334.7904
PRES. R.O.W. TOP-499.90
TOP-499.95
N 82° 34' 39" W INV-497.14

WEDGEWOOD AVE. STA. 39+86.36 =
I-65 S. ON RAMP STA. 21+46.21
N 656501.1271
E 1739280.3738

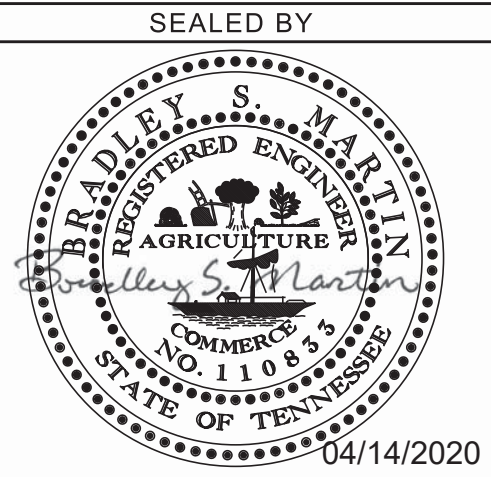
WEDGEWOOD AVE. STA. 39+86.36 =
I-65 S. ON RAMP STA. 21+46.21
N 656501.1271
E 1739280.3738

WEDGEWOOD AVE. STA. 40+34.60 =
I-65 S. OFF RAMP STA. 30+00.00
N 656501.4257
E 1739328.6141

WEDGEWOOD AVE. STA. 43+15.24 =
I-65 STA. 591+50.99
N 656502.7713
E 1739609.2474

I-65 N. OFF RAMP STA. 40+00.00
N 656254.7924
E 1739842.7625

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
S33	656426.1153	1739373.5324	496.02	40+79.17	75.58' (RT)
S34	656465.6113	1739047.8569	504.63	37+53.63	34.08' (RT)
S35	656463.0217	1738630.2908	509.99	33+36.05	34.08' (RT)
SK39	656605.9728	1739233.7088	500.73	39+40.34	105.13' (LT)



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

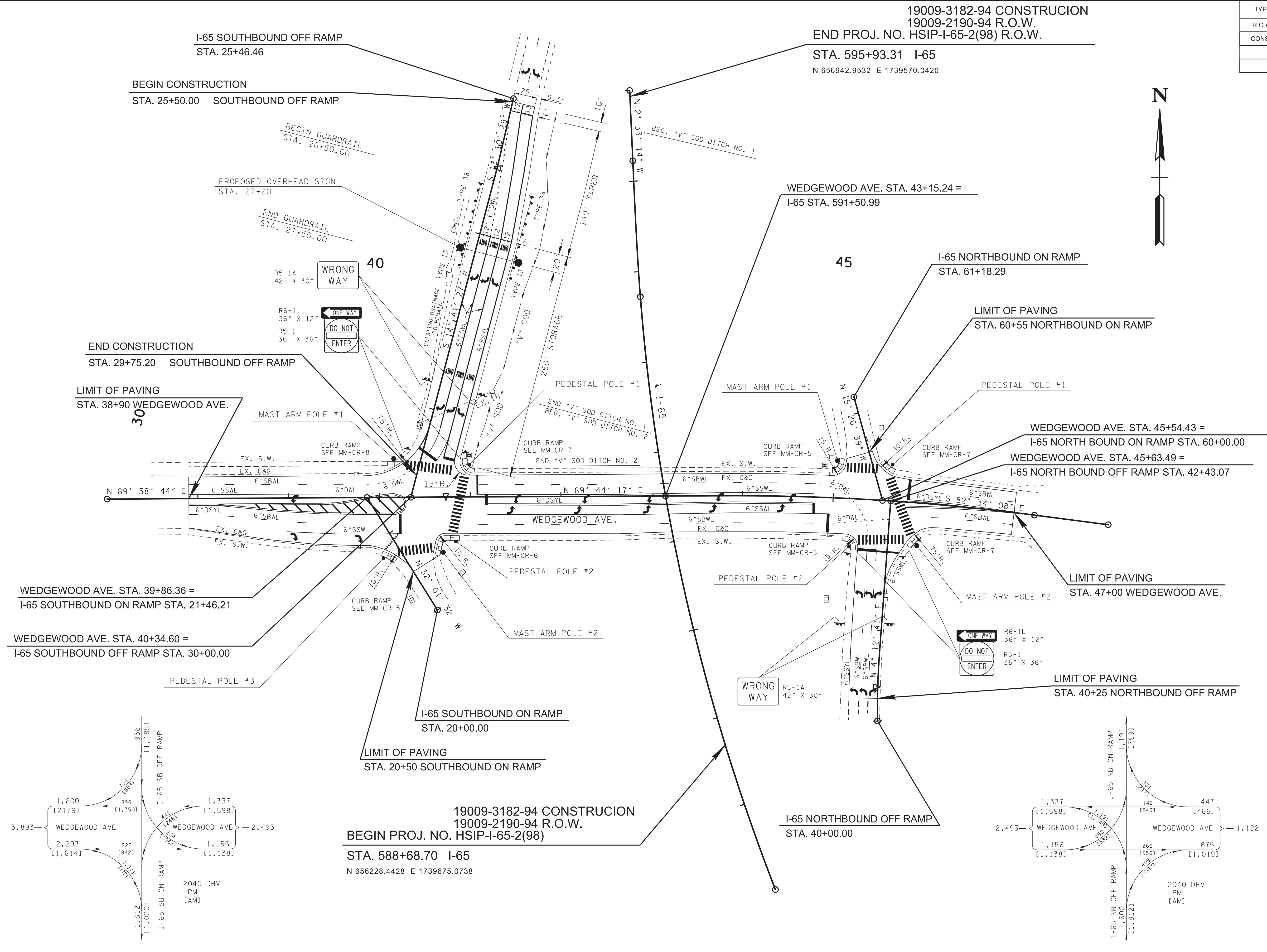
STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

PRESENT
LAYOUT

STA.588+68.70 TO STA.595+93.31

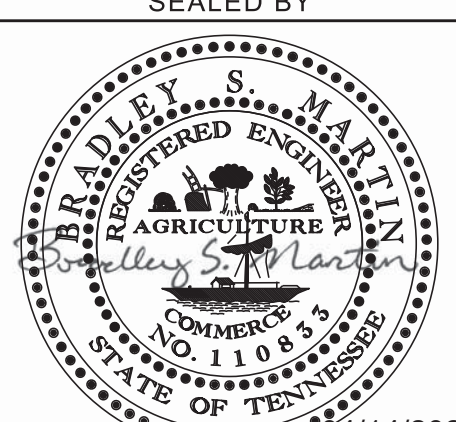
SCALE: 1"=50'

14-APR-2020 13:00
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-004A.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	4A
CONST.	2020	HSIP-I-65-2(98)	4A

SEAL BY



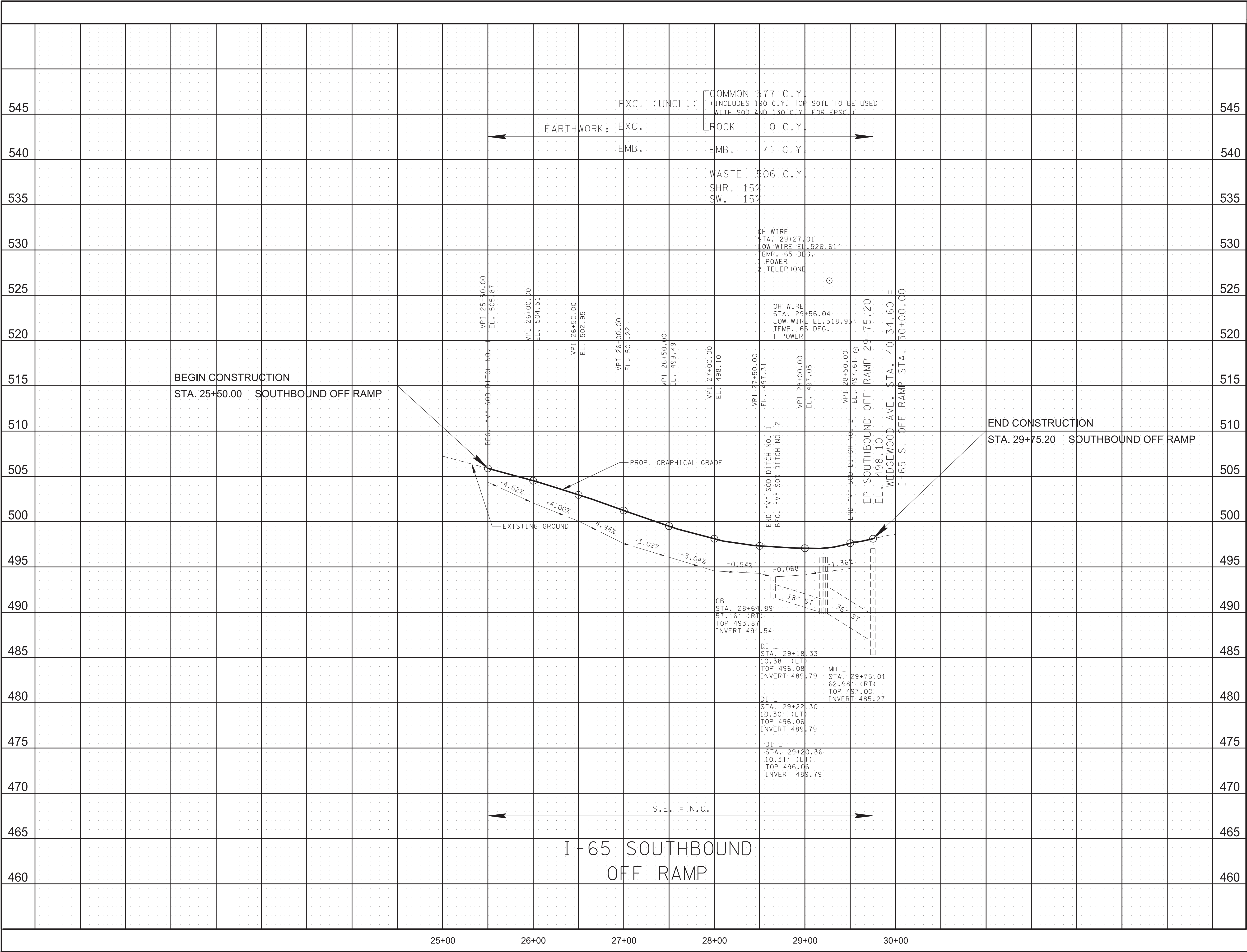
04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

PROPOSED
LAYOUT

STA.588+68.70 TO STA.595+93.31
SCALE: 1"=50'

14-APR-2020 13:29
\\TDOT03NAS002.ltd.state.in.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-004B.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	4B
CONST.	2020	HSIP-I-65-2(98)	4B

SEALED BY

04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

PROPOSED
PROFILE

STA. 25+50 TO STA. 29+75.20

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

14-APR-2020 13:00
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-005 DrainageMap.sht

DRAINAGE DATA FOR PIPE
STATION 39+76.32 WEDGEWOOD AVE.

DIRECTION OF FLOW EAST
DRAINAGE AREA 4.093 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 72" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

DRAINAGE DATA FOR PIPE
STATION 40+34.32 WEDGEWOOD AVE.

DIRECTION OF FLOW EAST
DRAINAGE AREA 6.114 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 72" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

19009-3182-94 CONSTRUCTION
19009-2190-94 R.O.W.
BEGIN PROJ. NO. HSIP-I-65-2(98)

STA. 588+68.70 I-65
N 656228.4428 E 1739675.0738

585

D.A. 1A
6.114 AC.
C=0.46

D.A. 1
2.269 AC.
C=0.38

D.A. 1B
4.093 AC.
C=0.46

D.A. 1C
0.750 AC.
C=0.98

D.A. 2
0.833 AC.
C=0.41

595

590

30

35

30

45

40

WEDGEWOOD AVE. STA. 43+15.24 =
I-65 STA. 591+50.99
N 656502.7713
E 1739609.2474

DRAINAGE DATA FOR PIPE
STATION 40+90.73 WEDGEWOOD AVE.

DIRECTION OF FLOW EAST
DRAINAGE AREA 2.269 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 72" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

DRAINAGE DATA FOR PIPE
STATION 28+64.89 SOUTHBOUND OFF RAMP

DIRECTION OF FLOW SOUTHWEST
DRAINAGE AREA 2.054 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

DRAINAGE DATA FOR PIPE
STATION 39+74.93 WEDGEWOOD AVE.

DIRECTION OF FLOW SOUTH
DRAINAGE AREA 0.750 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

DRAINAGE DATA FOR PIPE
STATION 29+20.31 SOUTHBOUND OFF RAMP

DIRECTION OF FLOW SOUTHEAST
DRAINAGE AREA 0.833 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 36" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

END CONSTRUCTION

STA. 29+75.20 SOUTHBOUND OFF RAMP
N 656525.4443 E 1739334.7904

BEGIN CONSTRUCTION

STA. 25+50.00 SOUTHBOUND OFF RAMP
N 656937.1897 E 1739440.8197

19009-3182-94 CONSTRUCTION
19009-2190-94 R.O.W.
END PROJ. NO. HSIP-I-65-2(98)

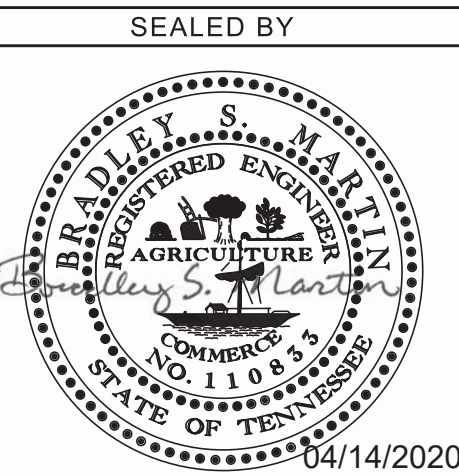
STA. 595+93.31 I-65
N 656942.9532 E 1739570.0420

DRAINAGE DATA FOR PIPE
STATION 27+47.28 SOUTHBOUND OFF RAMP

DIRECTION OF FLOW SOUTH
DRAINAGE AREA 4.642 AC. FLAT, ROLLING, HILLY, MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS: N/A

NOTE: FINAL CONTOURS @ 2' INTERVALS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	5
CONST.	2020	HSIP-I-65-2(98)	5



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

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

DRAINAGE
MAPS

STA.588+68.70 TO STA.595+93.31
SCALE: 1"=100'

14-APR-2020 13:00
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-006.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	6

EPSC NOTES

UTILITY RELOCATION

- (1) STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- (2) SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (3) UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- (4) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.
- (5) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (6) IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- (7) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.
- (8) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (9) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- (10) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

ENVIRONMENTAL

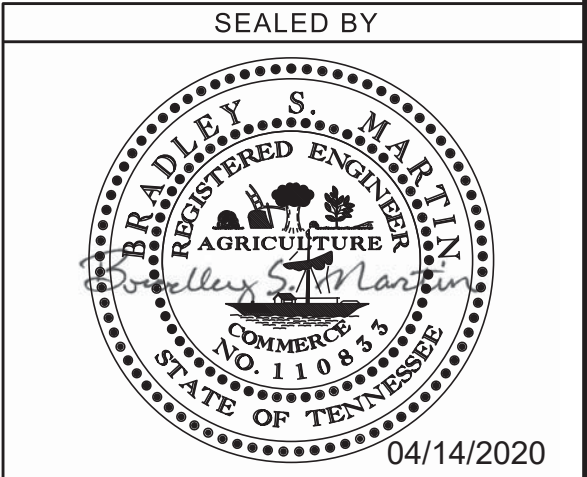
- (11) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES						
ITEM NO.	DESCRIPTION	UNIT	STD. DWG.	QUANTITY	QUANTITY	TOTAL
				STAGE I	STAGE II	
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	EC-STR-25	130		130
209-03.20	FILTER SOCK (8 INCH)	L.F.	EC-STR-8	567	800	1367
209-05	SEDIMENT REMOVAL	C.Y.		70	70	140
209-08.07	ROCK CHECK DAM PER	EACH	EC-STR-6		4	4
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	EC-STR-39A		5	5
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	EC-STR-19	8		8
709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	EC-STR-25	40		40
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	EC-STR-25	800		800

*ALL QUANTITES MAY BE INCREASED OR DECREASED AND USED AS DIRECTED BY THE ENGINEER.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
** SOCK ** SOCK **	FILTER SOCK	EC-STR-8
(1)	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A

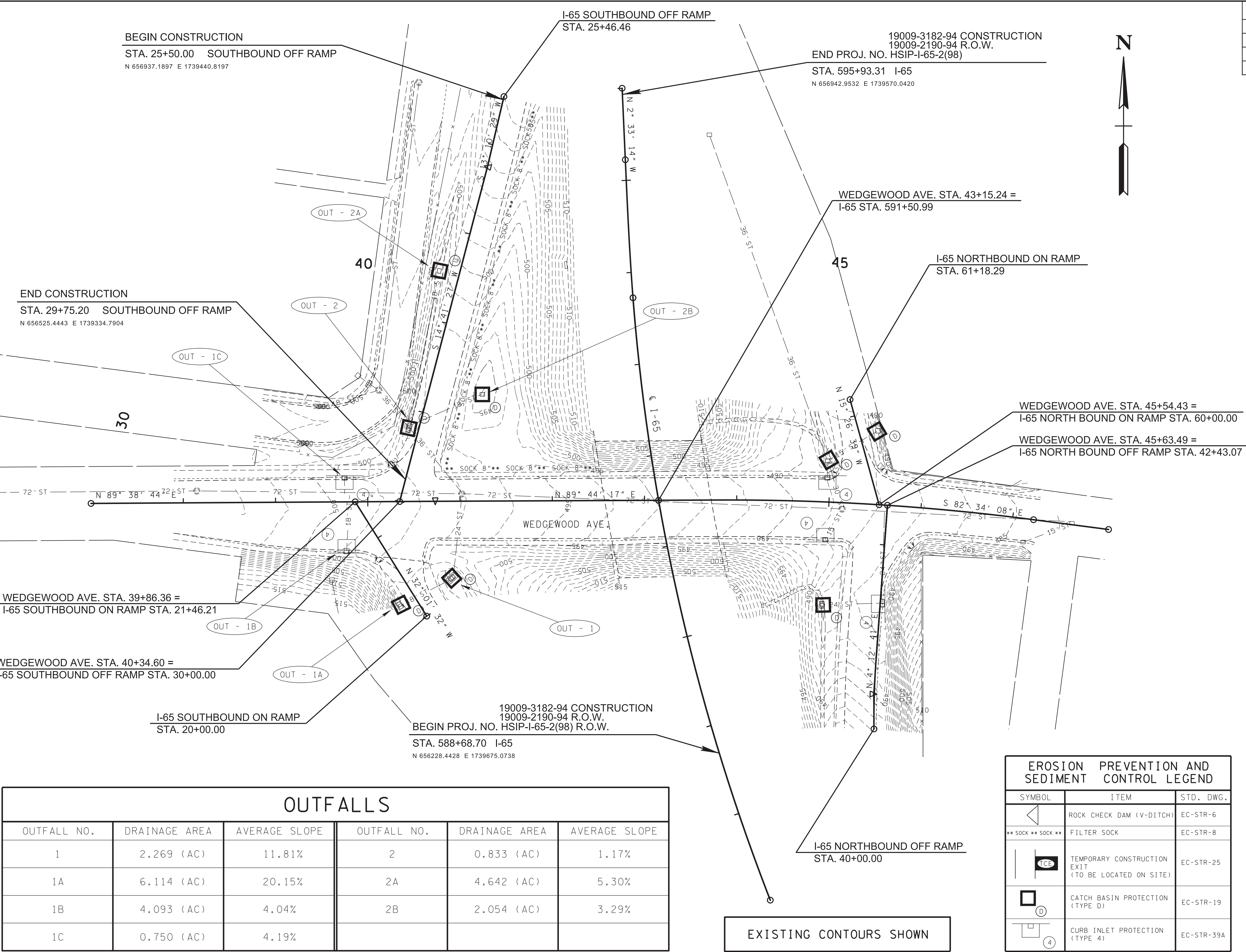
(1) TEMPORARY CONSTRUCTION EXIT TO BE LOCATED BY THE ENGINEER.



STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES, LEGEND
& TABULATION

14-APR-2020 13:01
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-007.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	6
CONST.	2020	HSIP-I-65-2(98)	7

SEAL BY

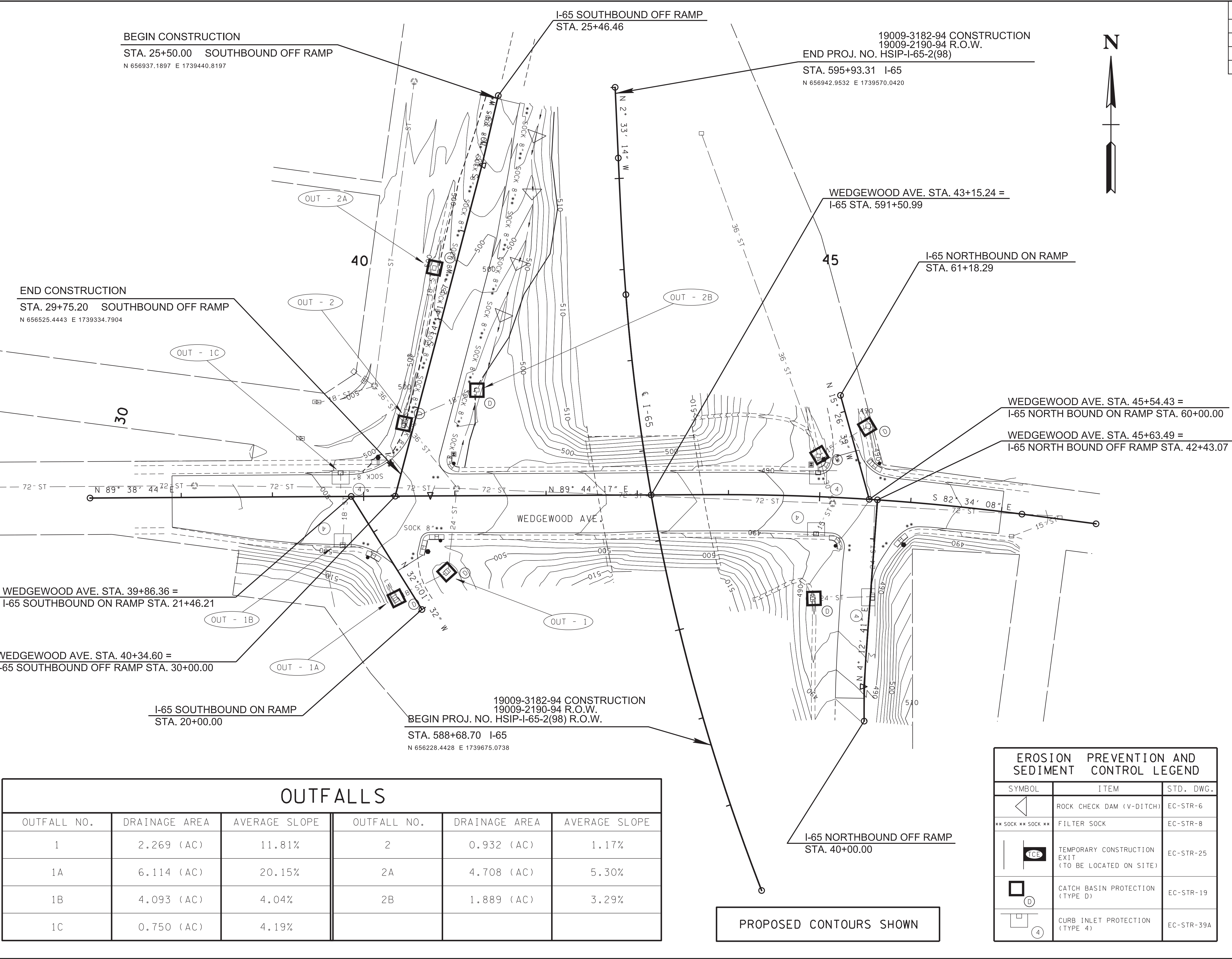
04/14/2020

STAGE I

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

14-APR-2020 13:01
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-007A.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	6A
CONST.	2020	HSIP-I-65-2(98)	7A

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	FILTER SOCK	EC-STR-8
	TEMPORARY CONSTRUCTION EXIT (TO BE LOCATED ON SITE)	EC-STR-25
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A

SEAL BY

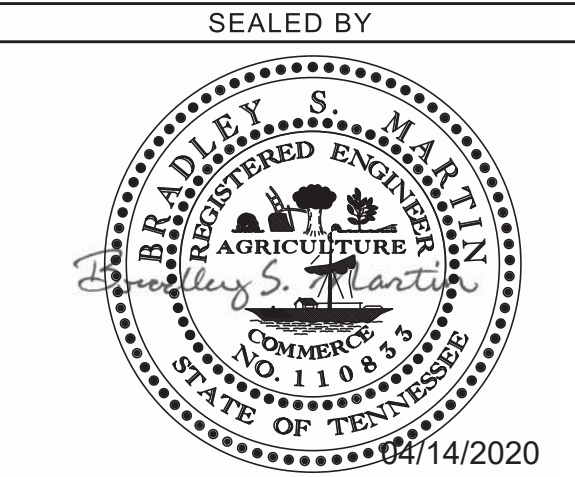
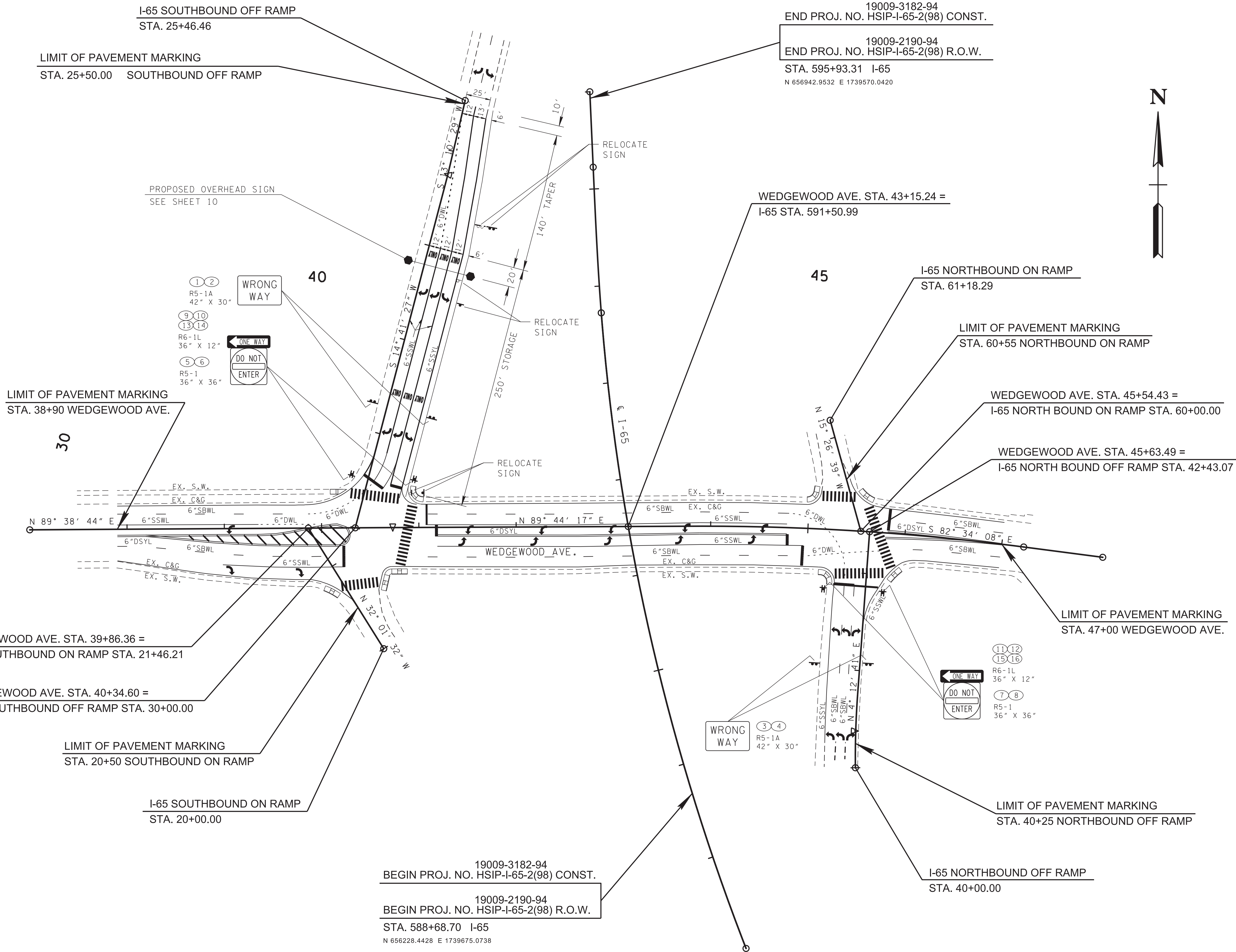
04/14/2020

STAGE II

**STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION**

**EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS**



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	8

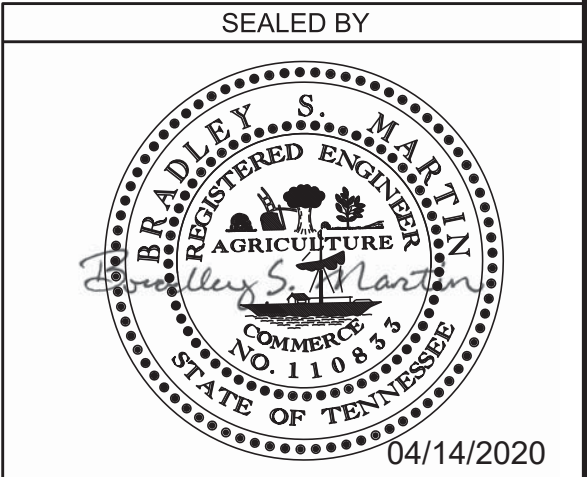


STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

SIGNING AND
PAVEMENT
MARKING
PLANS

14-APR-2020 13:01
\\TDOT03NAS002.ltd.state.tn.us03Shared\\SURVEY\\DESIGN\\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\\Design Files\\01-117125-00-009 SignSchedule.sht

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)																						
SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
①	<div>WRONG WAY</div> <div>R5-1A</div>	4A	42"	30"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8 2-POST	h=12'-6"		50.24	216.4	5'-0"	2" MIN. WIDTH RED RETORREFLECTINE STRIP ON SIGN POST ITEM NO. 713-02.21
②																						
③																						
④																						
⑤	<div>DO NOT ENTER</div> <div>R5-1</div>	4A	36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100" SHEET ALUMINUM	P8 1-POST	h=13'-0"		26.12	112.6	5'-0"	2" MIN. WIDTH RED RETORREFLECTINE STRIP ON SIGN POST ITEM NO. 713-02.21
⑥																						
⑦																						
⑧																						
⑨	<div>← ONE WAY</div> <div>R6-1L</div>	4A	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM							MOUNTED ABOVE SIGNS 5 THRU 8
⑩																						
⑪																						
⑫																						
⑬	<div>ONE WAY →</div> <div>R6-1R</div>	4A	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM							MOUNTED ABOVE SIGNS 5 THRU 8
⑭																						
⑮																						
⑯																						
⑰	<div>EAST Wedgewood Ave</div> <div>↓</div>	10	11'	7.5'									WHITE	GREEN	EXTRUDED ALUMINUM PANEL						19'-6"	MOUNTED ON OVHEAD SIGN STRUCTURE
⑱	<div>WEST Wedgewood Ave TO  SOUTH</div> <div>↓</div>	10	11'	10'									WHITE	GREEN	EXTRUDED ALUMINUM PANEL						19'-6"	MOUNTED ON OVHEAD SIGN STRUCTURE
⑲	<div>WEST Wedgewood Ave  NORTH</div> <div>↓</div>	10	11'	10'									WHITE	GREEN	EXTRUDED ALUMINUM PANEL						19'-6"	MOUNTED ON OVHEAD SIGN STRUCTURE



STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

SIGN
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	8
CONST.	2020	HSIP-I-65-2(98)	10

NOTES:

THE CONTRACTOR SHALL REFER TO STANDARD BRIDGE DRAWING "STD-8-4". IF THIS DRAWING IS NOT LISTED IN THE PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THIS STANDARD. (THIS STANDARD DRAWING CAN BE FOUND ON THE TDOT INTERNET WEBSITE UNDER "TDOT SERVICES INDEX" AND THEN "STANDARD DRAWING".

PRIOR TO ORDERING ANY MATERIAL, THE CONTRACTOR SHALL FIELD MEASURE THIS OVERHEAD SIGN STRUCTURE TO VERIFY SPAN LENGTH.

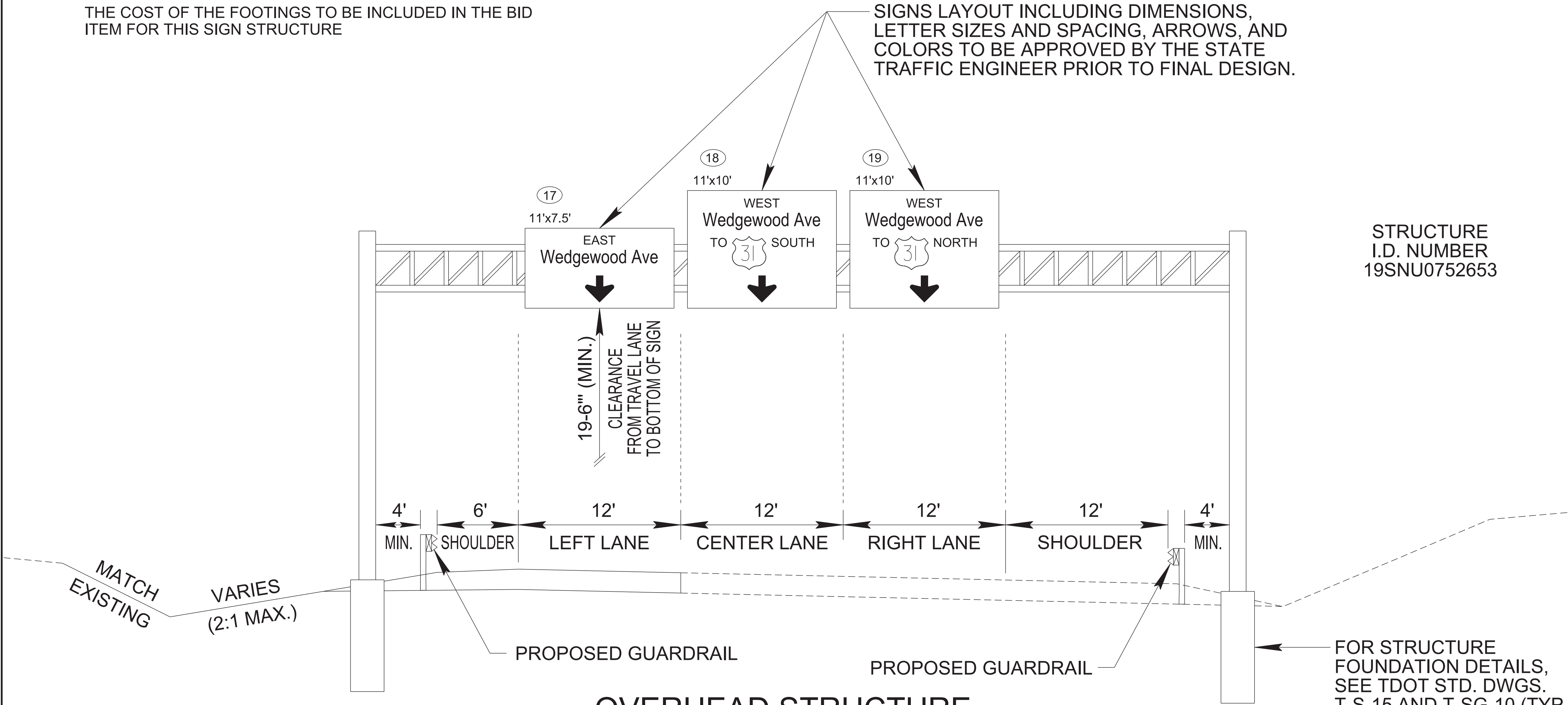
THE COST OF THE FOOTINGS TO BE INCLUDED IN THE BID ITEM FOR THIS SIGN STRUCTURE

SPAN = 70'-0"

SIGNS LAYOUT INCLUDING DIMENSIONS, LETTER SIZES AND SPACING, ARROWS, AND COLORS TO BE APPROVED BY THE STATE TRAFFIC ENGINEER PRIOR TO FINAL DESIGN.

SIGNS LAYOUT INCLUDING DIMENSIONS, LETTER SIZES AND SPACING, ARROWS, AND COLORS TO BE APPROVED BY THE STATE TRAFFIC ENGINEER PRIOR TO FINAL DESIGN.

STRUCTURE
I.D. NUMBER
19SNU0752653



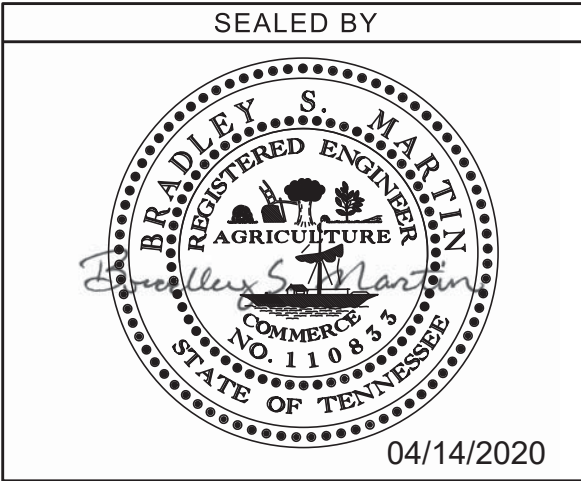
OVERHEAD STRUCTURE

SIGN NO. OH-1
II-65 SOUTHBOUND OFF-RAMP
STA. 27+20

DESIGN DATA

SIGN DESIGN AREA = 360 S.F.
WIND VELOCITY = 90 MPH

FOR STRUCTURE
FOUNDATION DETAILS,
SEE TDOT STD. DWGS.
T-S-15 AND T-SG-10 (TYP.)

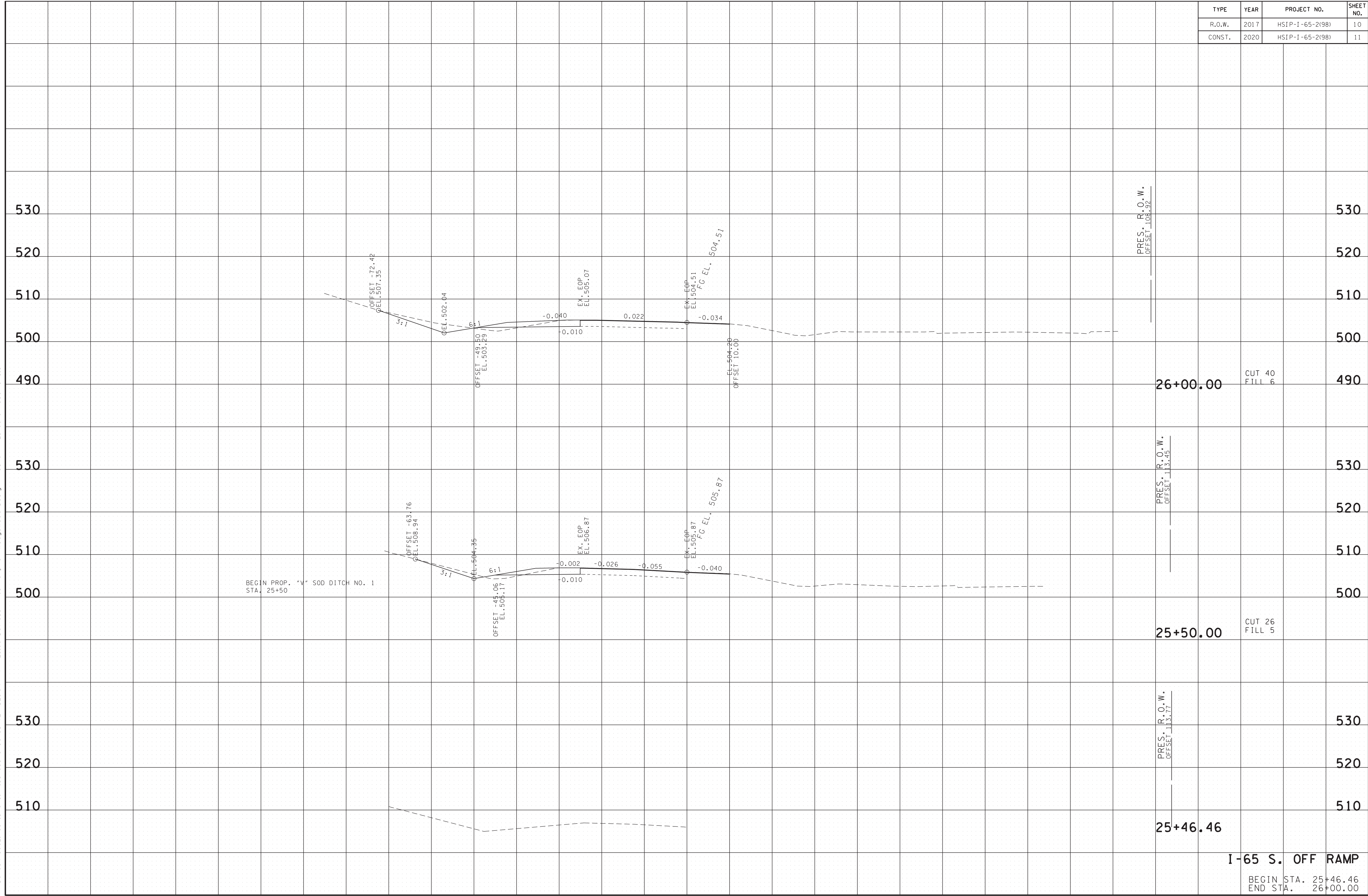


STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

SIGN
STRUCTURE
DETAILS

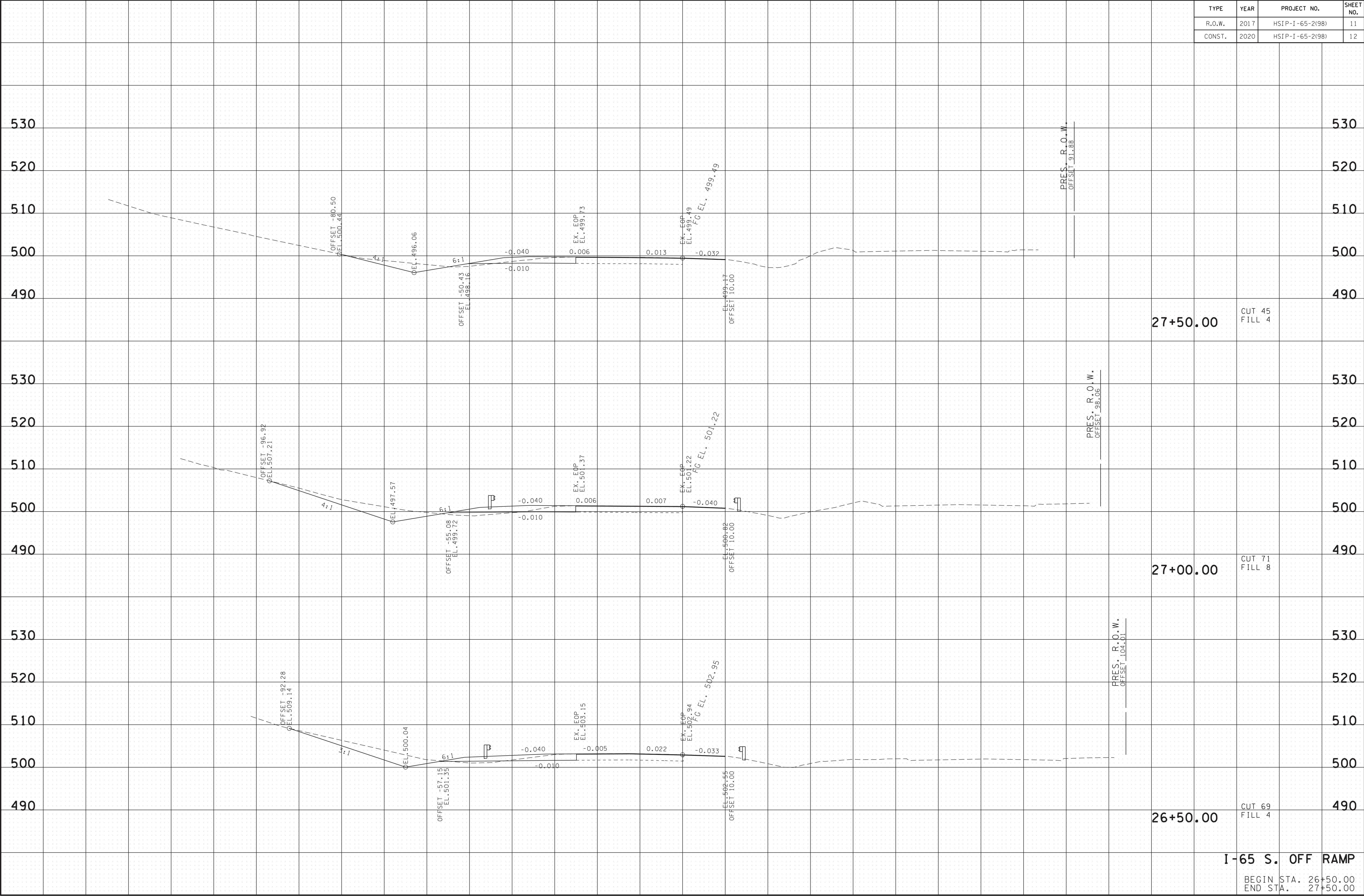
U-75-265

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	10
CONST.	2020	HSIP-I-65-2(98)	11



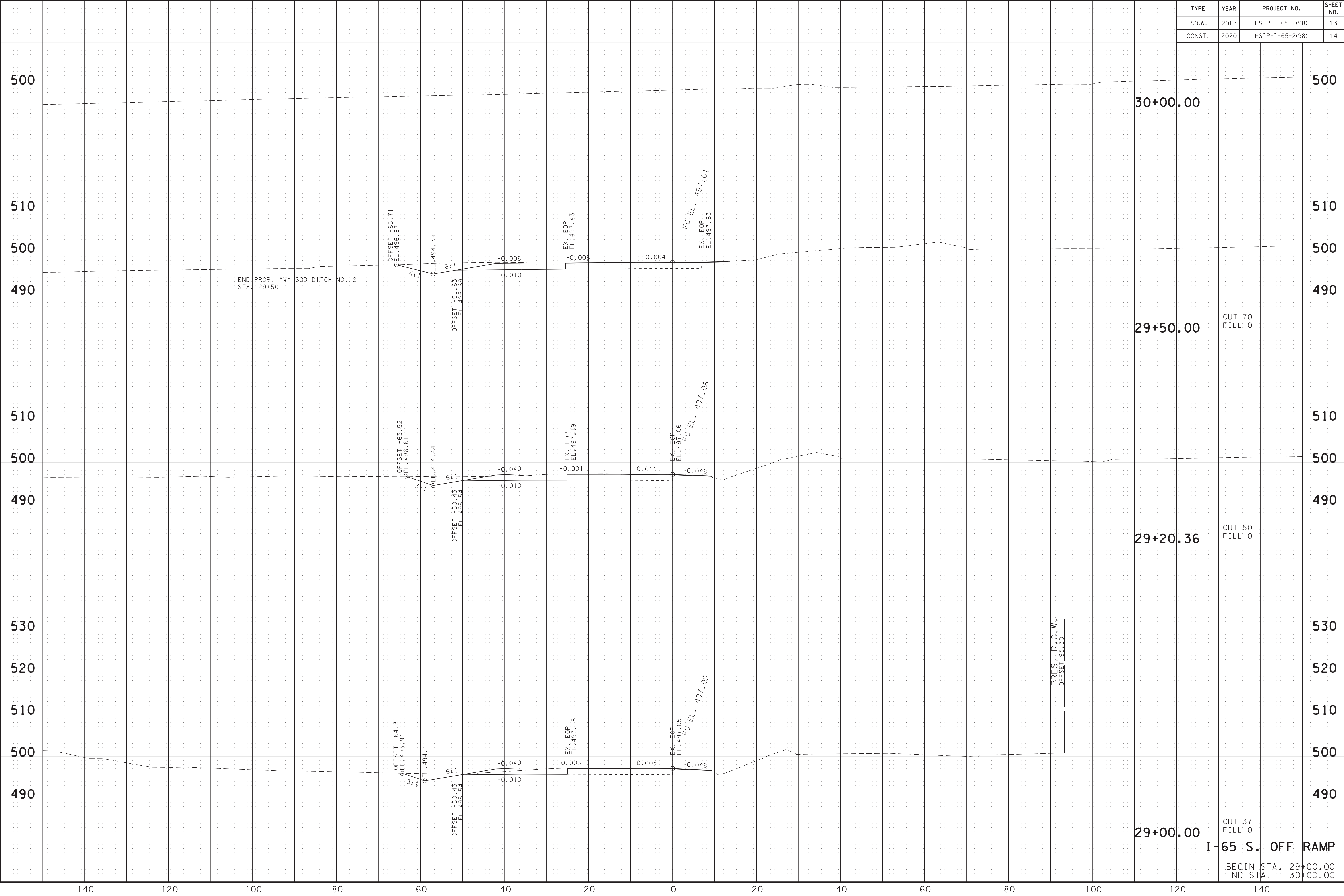
14-APR-2020 13:02

\\TD0T03\NAS002\tdot.state.tn.us\03\Shared\SURVEY\DESIGN\PIN 11725.00 Davidson I-65 Ramp at Wedgewood\Design Files\07-11725-00-01\XSections.sht



14-APR-2020 13:02

\\TD0T03\NAS002\tdot.state.tn.us\03\Shared\SURVEY\DESIGN\PIN 11725.00 Davidson I-65 Ramp at Wedgewood\Design Files\07-11725-00-01\XSections.sht



14-APR-2020 13:02
\\DOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-T01 Drop-OffNotes.sh

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
- a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

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

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

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

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

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
- a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	7C
CONST.	2020	HSIP-I-65-2(98)	T1

SEALED BY



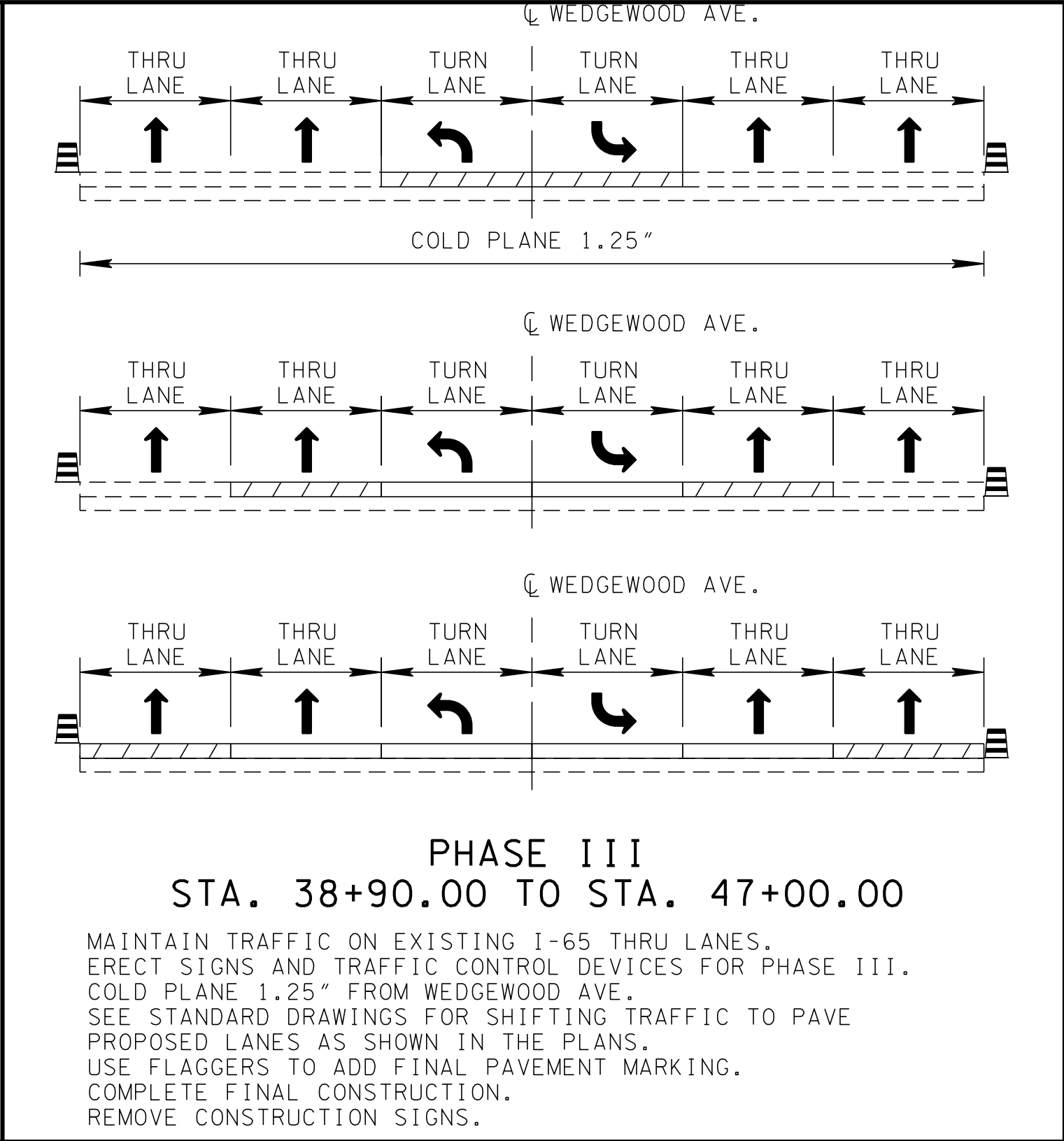
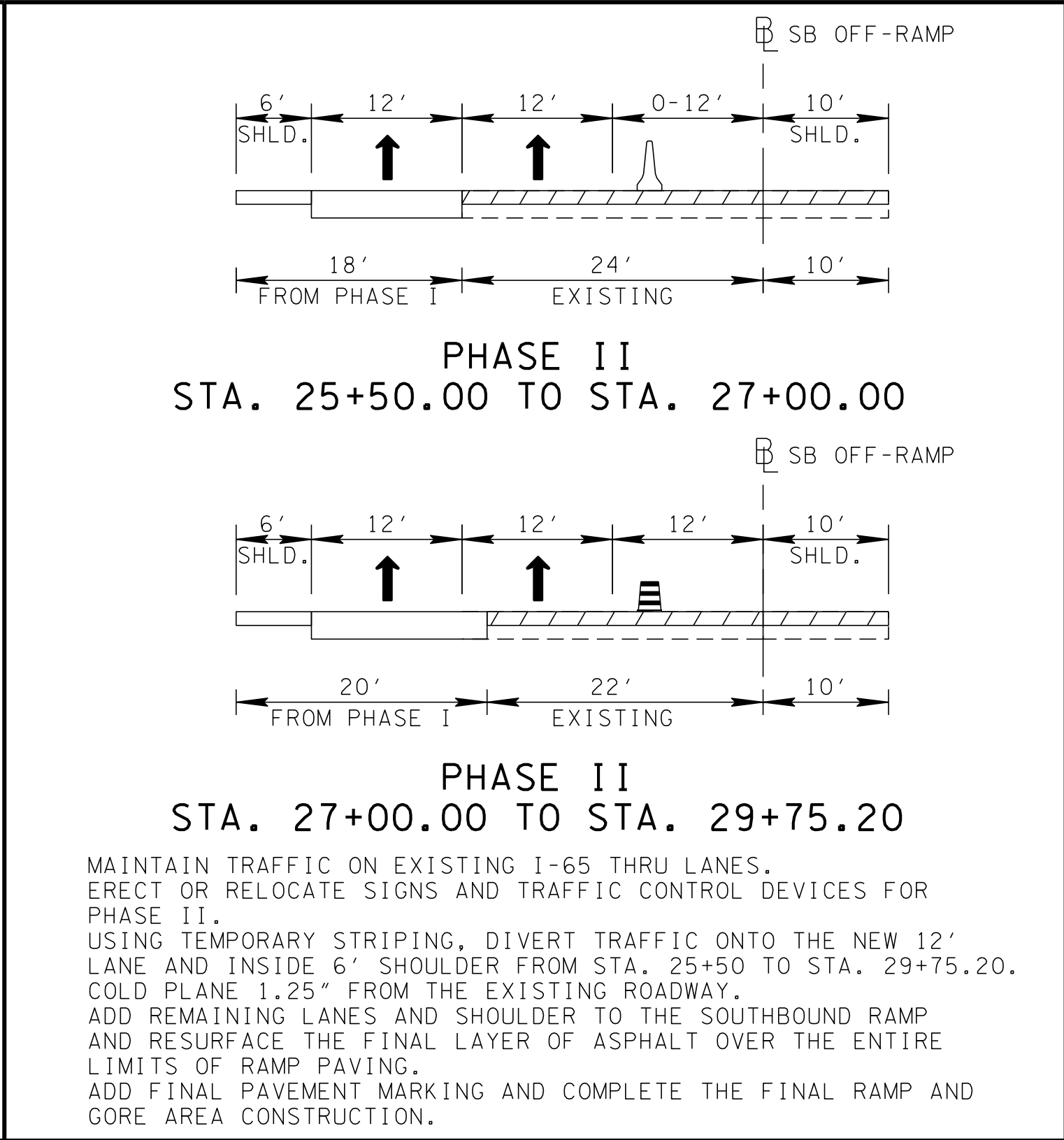
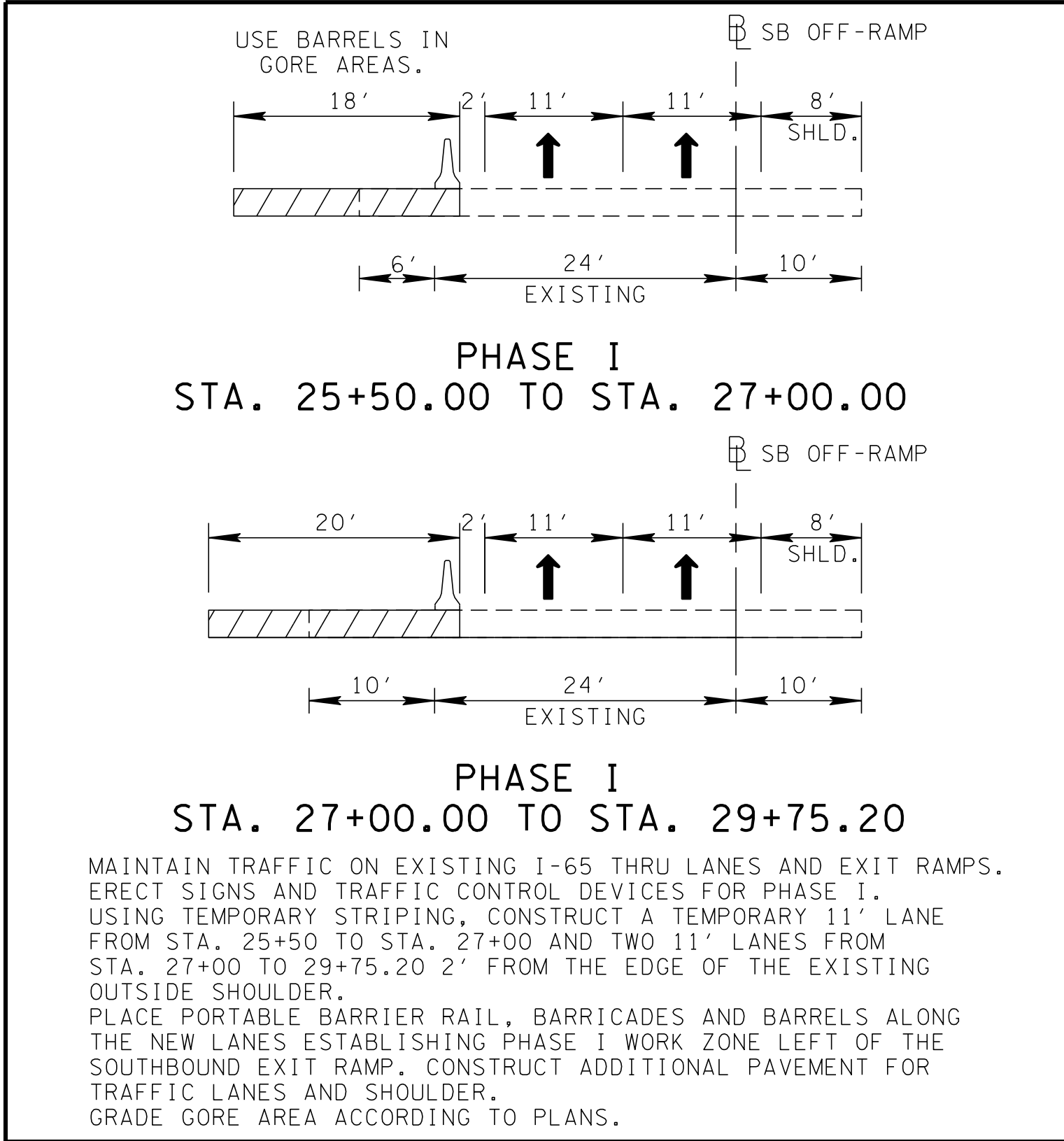
04/14/2020

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

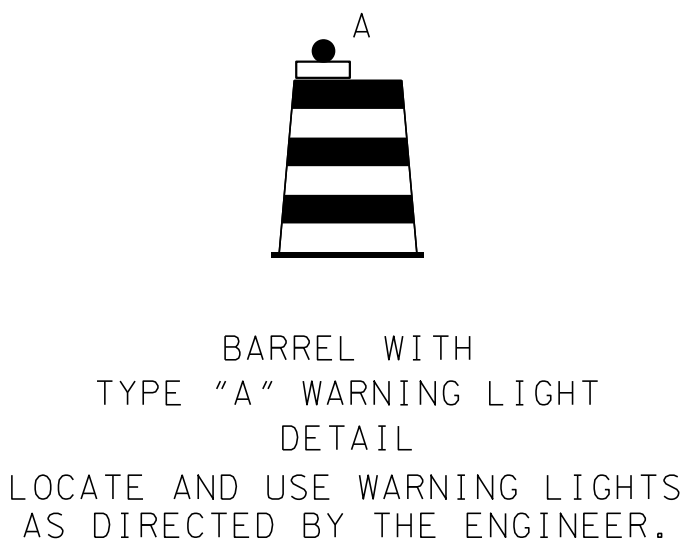
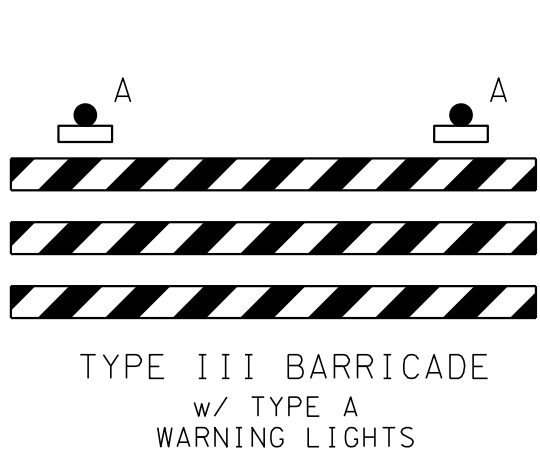
PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

TRAFFIC CONTROL QUANTITIES							
ITEM NO.	DESCRIPTION	SIZE		M.U.T.C.D. NO.	UNIT	QUANTITY	REMARKS
		I-65	WEDGEWOOD				
705-20.25	TEMPORARY CRASH CUSHION (MASH TL-3)				EACH	1	RELOCATE AS NEEDED
707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE				L.F.	270	LOCATE AS NEEDED
712-01	TRAFFIC CONTROL				LS	0.5	
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL				L.F.	440	RELOCATE AS NEEDED
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)				EACH	48	RELOCATE AS NEEDED
712-04.50	BARRIER RAIL DELINEATOR				EACH	22	
712-05.01	WARNING LIGHTS (TYPE A)			6F.62	EACH	50	RELOCATE AS NEEDED
	END ROAD WORK	4 @ 48"X24"	2 @ 48"X24"	G20-2		48	
	GROOVED PAVEMENT		4 @ 48"X48"	W8-15		64	MAY USE PORTABLE
	MOTORCYCLE PLAQUE		4 @ 30"X24"	W8-15P		20	MAY USE PORTABLE
	LANE SHIFT RIGHT	2 @ 48"X48"		W1-4R		32	LOCATE AS NEEDED
	LANE SHIFT LEFT	2 @ 48"X48"		W1-4L		32	LOCATE AS NEEDED
	UNEVEN LANES SYMBOL WITH PLAQUE	1 @ 48"X48"		W8-11 MOD.		19	MAY USE PORTABLE
	SHOULDER DROP-OFF	2 @ 48"X48"		W8-17		32	MAY USE PORTABLE
	SHOULDER DROP-OFF PLAQUE	2 @ 30"X24"		W8-17P		10	MAY USE PORTABLE
	ROAD WORK AHEAD	4 @ 48"X48"		W20-1		64	
	ROAD WORK 1 MILE	4 @ 48"X48"		W20-1		64	
	ROAD WORK ½ MILE	2 @ 48"X48"		W20-1		32	
	ROAD WORK 1500 FEET		2 @ 48"X48"	W20-1		32	
	ROAD WORK 1000 FEET	2 @ 48"X48"	2 @ 48"X48"	W20-1		64	
	ROAD WORK 500 FEET		2 @ 48"X48"	W20-1		32	
	RIGHT LANE CLOSED 1000 FEET		1 @ 48"X48"	W20-7		16	MAY USE PORTABLE
	LEFT LANE CLOSED 1000 FEET		1 @ 48"X48"	W16-2P		16	MAY USE PORTABLE
	RIGHT LANE CLOSED SYMBOL		1 @ 48"X48"	W20-7		16	MAY USE PORTABLE
	LEFT LANE CLOSED SYMBOL		1 @ 48"X48"	W16-2P		16	MAY USE PORTABLE
	LEFT SHOULDER CLOSED 1500 FT	1 @ 48"X48"		R9-9		16	
	LEFT SHOUDLER CLOSED	1 @ 48"X48"		R9-11R&L		16	
	FLAGGER		2 @ 48"X48"	W20-7		32	MAY USE PORTABLE
	500 FEET PLAQUE		2 @ 30"X24"	W16-2P		10	MAY USE PORTABLE
	SIDEWALK CLOSED		4 @ 24"X12"	R9-9		8	MAY USE PORTABLE
	SIDEWALK CLOSED USE OTHER SIDE		1 @ 24"X12"	R9-10		4	MAY USE PORTABLE
	SIDEWALK CLOSED AHEAD CROSS HERE		4 @ 24"X18"	R9-11		12	MAY USE PORTABLE
	DETOUR		8 @ 30"X24"	M4-9B		40	MAY USE PORTABLE
	ON RAMP PLAQUE	6 @ 36"X36"		W13-4P		54	
712-06	SIGNS (CONSTRUCTION)				S.F.	801	
712-07.03	TEMPORARY BARRICADES (TYPE III)			6F.63	L.F.	12	RELOCATE AS NEEDED
712-08.03	ARROW BOARD (TYPE C)			6F.56	EACH	3	RELOCATE AS NEEDED
712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR				HOURL	400	
712-09.01	REMOVABLE PAVEMENT MARKING LINE			6F.72	L.F.	2260	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT				EACH	2	RELOCATE AS NEEDED

ALL TRAFFIC CONTROL QUANTITIES MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.

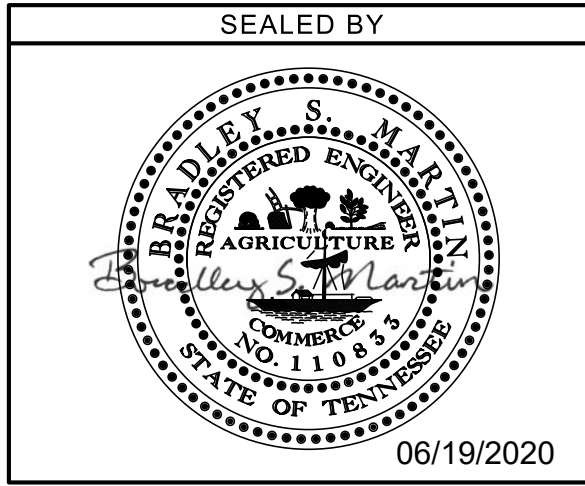


TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	TRAFFIC FLOW
	FLAGGER
	REMOVE PAVEMENT STRIPING
	CHANGEABLE MESSAGE SIGN
	CHANGEABLE MESSAGE SIGN
	SIGN (CONSTRUCTION)
	SIGN (CONSTRUCTION) (2-POST)
	WARNING FLAGS (ON SIGN)
	FLEXIBLE DRUMS (CHANNELIZING)
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL
	TEMPORARY BARRICADE (TYPE III)



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	HSIP-I-65-2(98)	T2

REV. 6-18-20: REVISED ITEM NO. 712-01 IN THE TRAFFIC CONTROL QUANTITIES BLOCK.

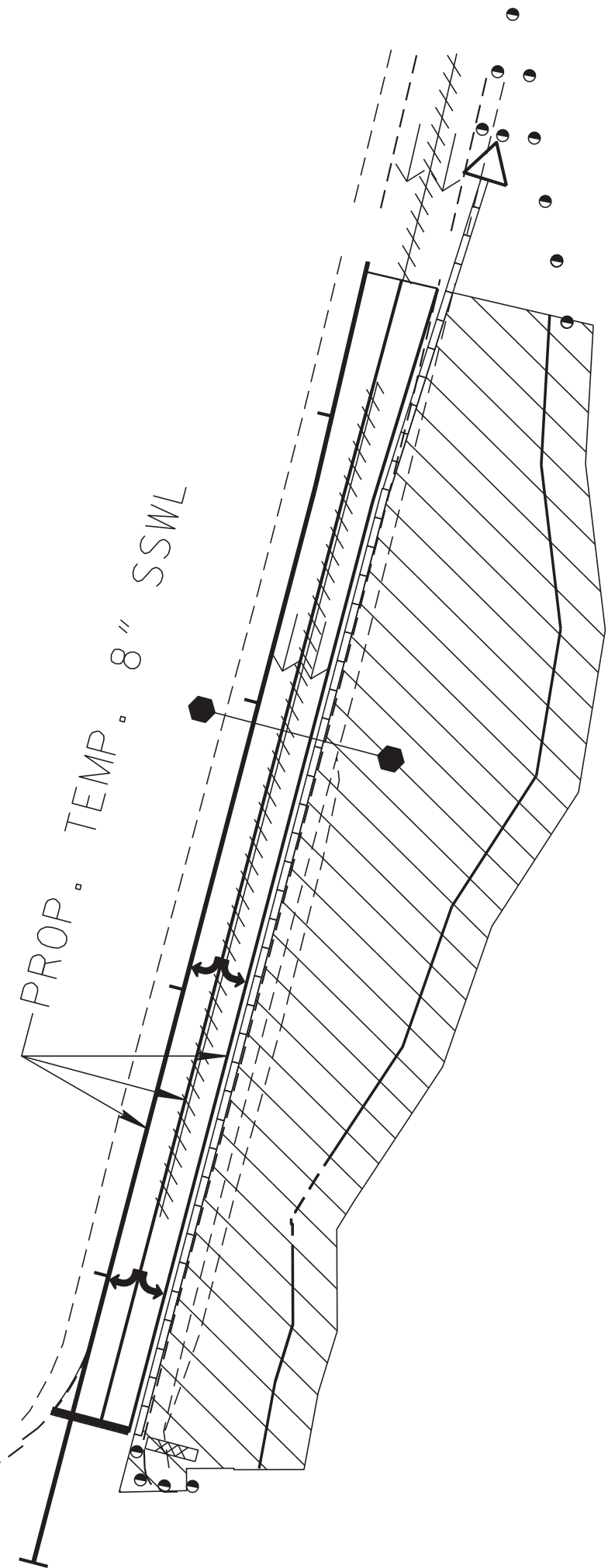


STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

14-APR-2020 13:23
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-T03.sht

30



TRAFFIC CONTROL PHASE I

SEE SHEET T2 FOR TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION.
SEE SHEET T4 FOR ADVANCE WARNING SIGNS ON I-65 FOR PHASE I AND PHASE II.
SEE SHEET T5 FOR ADVANCE WARNING SIGNS ON WEDGEWOOD AVE. FOR PHASE III.

BEGIN CONSTRUCTION
STA. 25+50.00 SOUTHBOUND OFF RAMP

END CONSTRUCTION
STA. 29+75.20 SOUTHBOUND OFF RAMP

WEDGEWOOD AVE. STA. 40+34.60 =
I-65 SOUTHBOUND OFF RAMP STA. 30+00.00

LIMIT OF PAVING
STA. 38+90 WEDGEWOOD AVE.

40

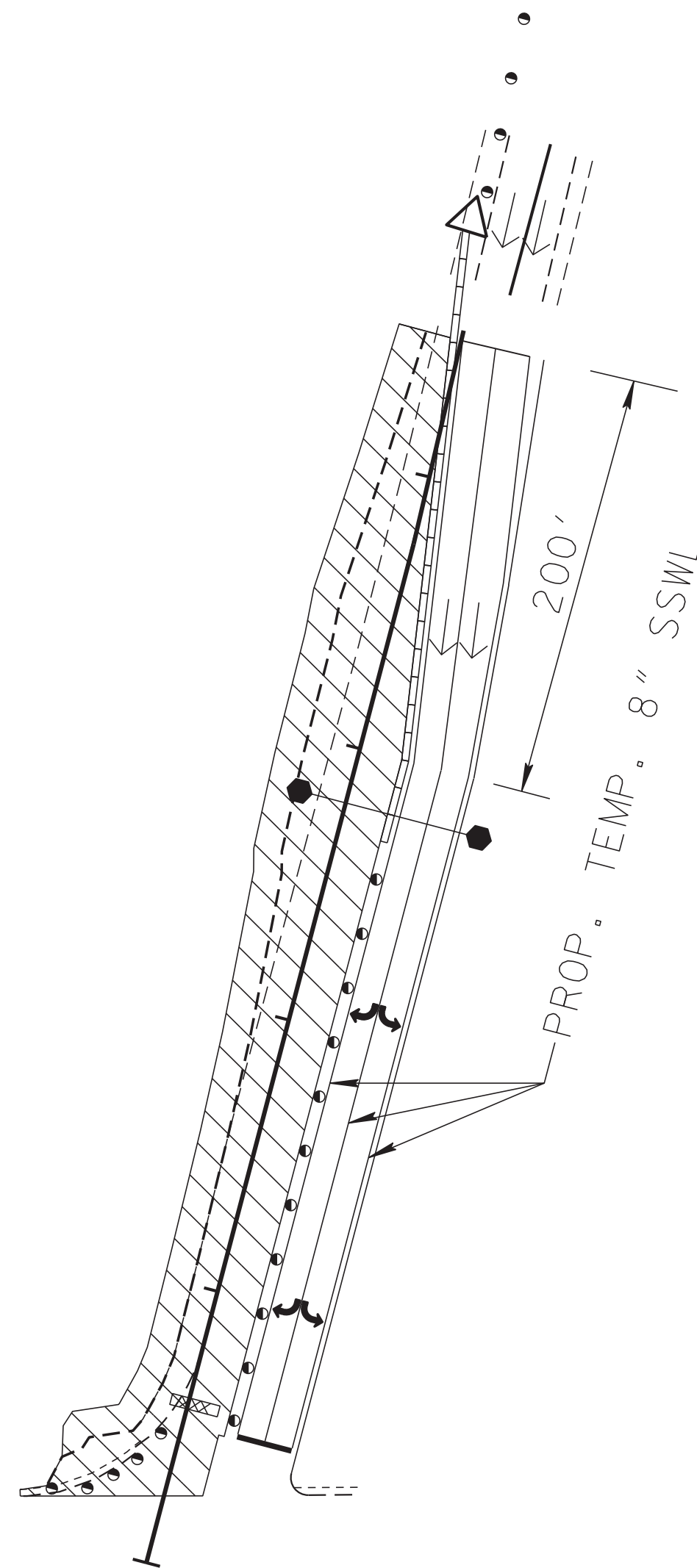
LIMIT OF PAVING
STA. 20+50 SOUTHBOUND ON RAMP

TRAFFIC CONTROL PHASE III

N



30



TRAFFIC CONTROL PHASE II

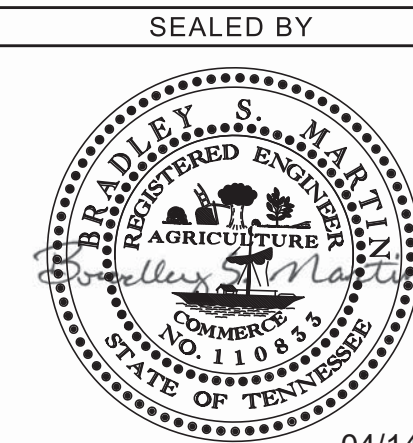
LIMIT OF PAVING
STA. 60+55 NORTHBOUND ON RAMP

45

LIMIT OF PAVING
STA. 47+00 WEDGEWOOD AVE.

LIMIT OF PAVING
STA. 40+25 NORTHBOUND OFF RAMP

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	7
CONST.	2020	HSIP-I-65-2(98)	T3

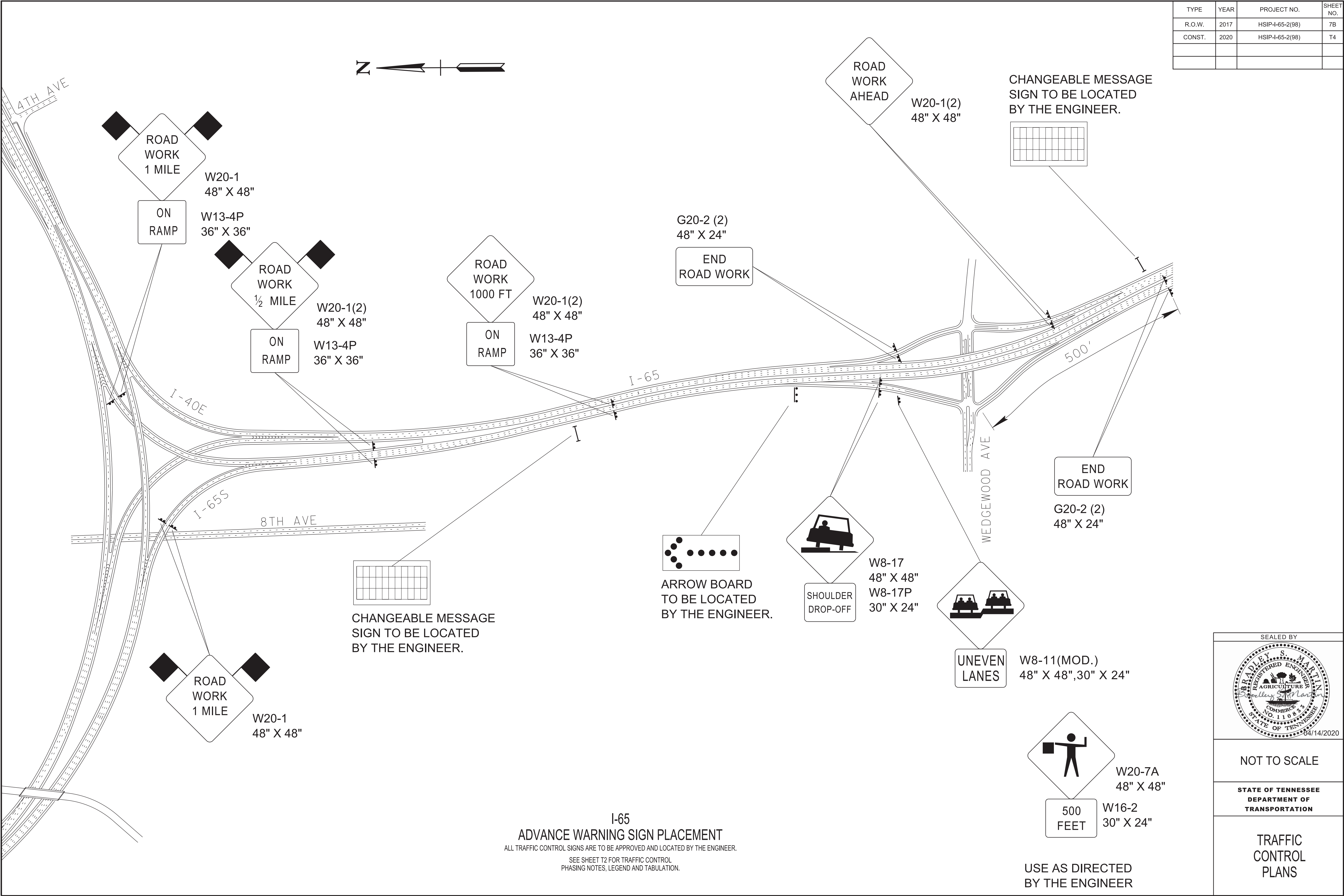


04/14/2020

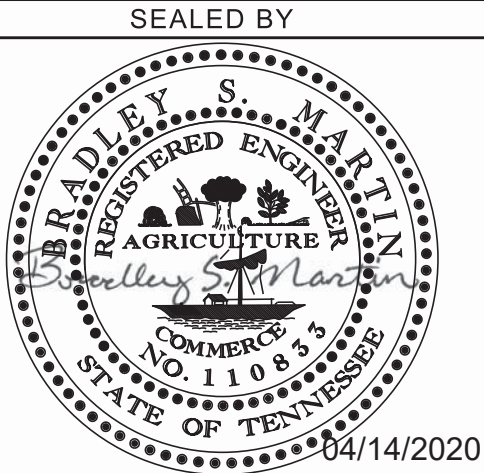
STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TRAFFIC CONTROL
PLANS

14-APR-2020 13:03
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-T04.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	7B
CONST.	2020	HSIP-I-65-2(98)	T4



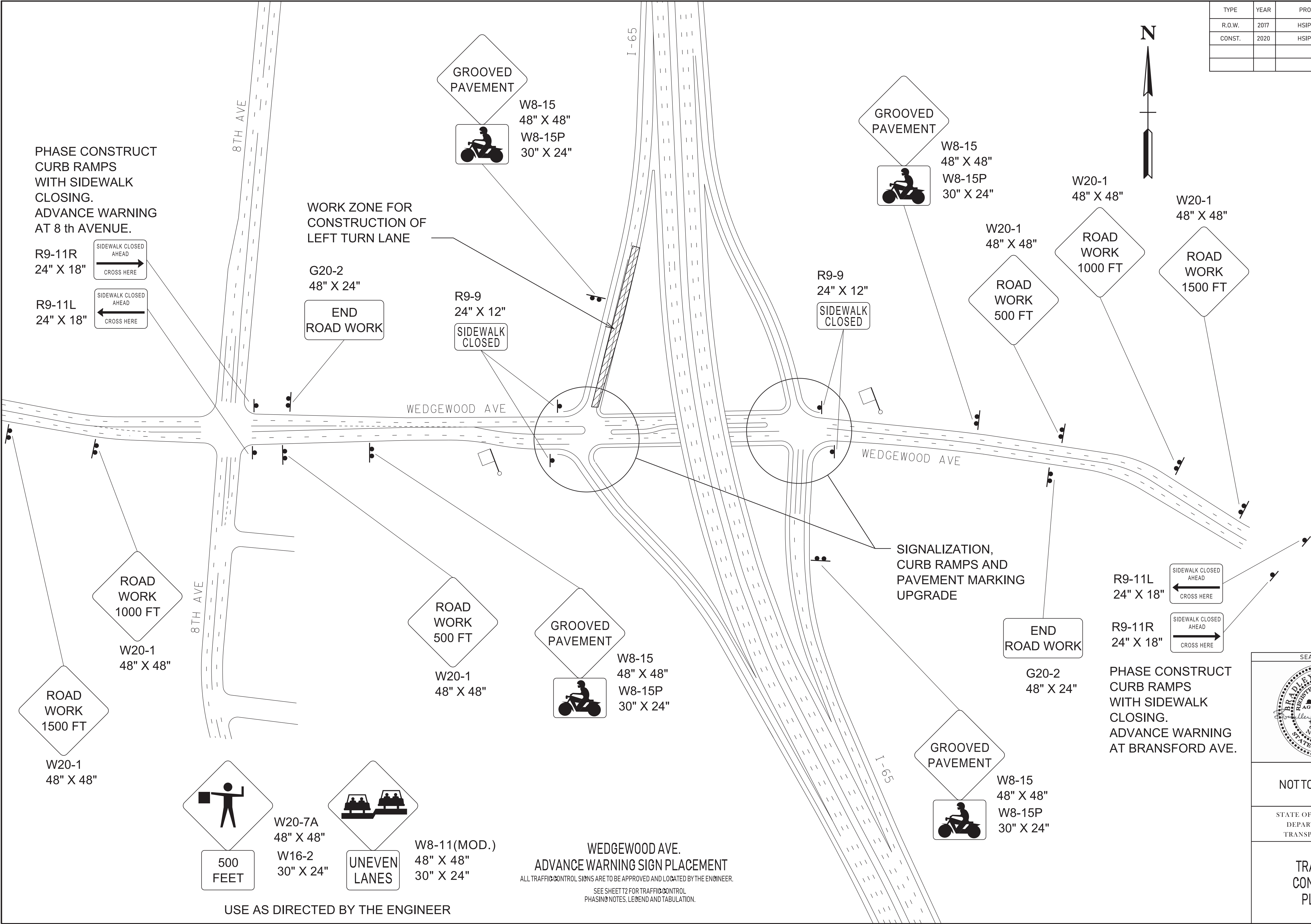
NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TRAFFIC
CONTROL
PLANS

14-APR-2020 13:03
\\TDOT03NAS002.tdot.state.tn.us\03Shared\DESIGN\DESIGN\117125.00 Davidson I-65 Ramp at Wedgewood\Design Files\01-117125-00-T05.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-I-65-2(98)	7A
CONST.	2020	HSIP-I-65-2(98)	T5



WEDGEWOOD AVE.
ADVANCE WARNING SIGN PLACEMENT
ALL TRAFFIC CONTROL SIGNS ARE TO BE APPROVED AND LOCATED BY THE ENGINEER.
SEE SHEET T2 FOR TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION.

USE AS DIRECTED BY THE ENGINEER

SEALED BY

04/14/2020

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TRAFFIC
CONTROL
PLANS



THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX & SPECIAL NOTES.....	SIG-1
ESTIMATED SIGNAL QUANTITIES	SIG-1A
SIGNAL LAYOUT.....	SIG-2
SIGNAL PHASING & TIMING.....	SIG-3
SIGNAL POLE DETAILS	SIG-4

YEAR	PROJECT NO.	SHEET NO.
2020	HSIP-I-65-2(98)	SIGNAL-SIGN 1
<p align="center">STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION</p>		
<p align="center">SIGNATURE SHEET</p>		

14-APR-2020 10:20 C:\From C1\ Signal Projects\3\ Region 3\Davidson\I65_Wedgewood_Morris\CONST TURN IN 4-15-2020\117125-00-TrafficOpsSignalsConstruction\SIG-1.dgn

SIGNAL INDEX OF SHEETS

SIGNATURE SHEET SIGNAL-SIGN1

SIGNAL INDEX & SPECIAL NOTES..... SIG-1

ESTIMATED SIGNAL QUANTITIES..... SIG-1A

SIGNAL LAYOUT SIG-2

SIGNAL PHASING & TIMING..... SIG-3


SIGNAL POLE DETAILS SIG-4

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2020	HSIP-I-65-2(98)	SIG-1

SPECIAL NOTES REGARDING SIGNAL HEADS

- (1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.
- (2) ALL PEDESTRIAN TRAFFIC CONTROL INDICATIONS, WHERE CALLED FOR, SHALL CONSIST OF LED MODULES DISPLAYING "WALKING PERSON" AND "HAND" SYMBOLS, ALONG WITH A PEDESTRIAN INTERVAL COUNTDOWN DISPLAY, WITHIN THE SAME FACE UNLESS OTHERWISE NOTED IN THE PLANS.
- (3) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW.
ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATON" FOR EXPANDED/EXTENDED VIEW.
PEDESTRIAN INDICATIONS SHALL MEET "ITE PTCSI PART 2".
- (4) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.
- (5) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.
- (6) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.
- (7) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1" MINIMUM/ 3" MAXIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER IS TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

SEALED BY



4/15/2020

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INDEX &
SPECIAL NOTES

4/14/2020 10:24:42 AM C:\From C\1) Signal Projects\3) Region 3\Davidson\I65_Wedgewood_Morris\CONST TURN IN 4-15-2020\117125-00-TrafficOpsSignalsConstruction\SIG-1A.dgn

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19009-3182-94
(1)	713-14.21 STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	30
(2)	713-15.07 SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	7
(3)	730-01.02 REMOVAL OF SIGNAL EQUIPMENT	EACH	2
(4)	730-01.03 MODIFICATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2
(5)	730-02.09 SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	10
	730-02.30 SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	5
	730-02.31 SIGNAL HEAD ASSEMBLY (130 A2 WITH BACKPLATE)	EACH	2
(6)	730-03.11 INSTALL SPLICE BOX (FIBER SPLICE ENCLOSURE)	EACH	2
	730-03.21 INSTALL PULL BOX (TYPE B)	EACH	18
	730-03.24 INSTALL PULL BOX (FIBER OPTIC-TYPE B)	EACH	4
	730-03.33 FIBER OPTIC SPLICE FUSION	EACH	24
(7)	730-05.01 ELECTRICAL SERVICE CONNECTION	EACH	2
(8)	730-08.02 SIGNAL CABLE - 5 CONDUCTOR	L.F.	290
	730-08.03 SIGNAL CABLE - 7 CONDUCTOR	L.F.	1730
	730-08.05 SIGNAL CABLE - 12 CONDUCTOR	L.F.	555
	730-08.10 SIGNAL CABLE - 2 CONDUCTOR	L.F.	435
(10)	730-08.32 INTERCONNECT CABLE (COPPER TWISTED PAIR #19 6PR)	L.F.	290
	730-08.40 INTERCONNECT CABLE - FIBER OPTIC (12 SINGLE MODE DROP CABLE)	L.F.	35
	730-08.41 INTERCONNECT CABLE - FIBER OPTIC (72 SINGLE MODE)	L.F.	365
(11)	730-11.10 RISER ASSEMBLY (2" RGS)	EACH	2
	730-12.02 CONDUIT 2" DIAMETER (PVC)	L.F.	865
	730-12.13 CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	1320
(12)	730-13.13 VEHICLE DETECTOR (RADAR)	EACH	4
(13)	730-15.32 CABINET (EIGHT PHASE BASE MOUNTED)	EACH	2
(14)	730-16.04 CONTROLLER (ATC)	EACH	2
(15)	730-23.30 PEDESTAL POLE (10 FEET PEDESTRIAN)	EACH	5
	730-23.36 CANTILEVER SIGNAL SUPPORT (2 @ 45' & 50')	EACH	1
	730-23.37 CANTILEVER SIGNAL SUPPORT (2 @ 35' & 65')	EACH	1
	730-23.38 CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	1
(15)	730-23.88 CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH	1
(16)	730-26.05 COUNTDOWN PEDESTRIAN SIGNAL	EACH	4
	730-26.11 COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN	EACH	8
(17)	730-40 TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	2

FOOTNOTES	
(1)	TO INCLUDE 2 OVERHEAD STREET NAME SIGNS AND ALL NECESSARY HARDWARE. SIGNS TO BE INSTALLED ON THE MAST ARM BY THE CONTRACTOR. COST OF INSTALLATION AND HARDWARE IS TO BE INCLUDED IN PRICE BID FOR ITEM 713-14.21 FOR PAYMENT BY THE CONTRACTOR. CONTACT MIKE HIRTZER AT (615) 880-3261 FOR STREET NAME SIGN INFORMATION. SEE SHEET SIG-2 FOR SIZES, LOCATIONS, AND DETAILS. SEE SPECIAL PROVISION 730N FOR ADDITIONAL INFORMATION.
(2)	TO BE THREE (3) R10-15 SIGNS, ONE (1) R10-15 (MOD.) SIGN, AND THREE (3) TN-69B SIGNS.
(3)	INCLUDES THE REMOVAL OF ALL SIGNAL POLES, SPAN WIRE, SIGNAL HEADS, AND ANY OTHER SIGNAL RELATED EQUIPMENT AT THE INTERSECTIONS OF LOCATION #1 AND LOCATION #2.
(4)	FOR CONNECTING EXISTING COPPER COMMUNICATION TO PROPOSED FIBER COMMUNICATION WITHIN THE CABINETS AT LOCATION #1 AND LOCATION #2.
(5)	TO INCLUDE ONE SIGNAL HEAD WITH LOUVERS FOR ALL LENSES. SEE SHEET SIG-2 FOR LOCATION AND DETAILS.
(6)	SEE SPECIAL PROVISION 730N FOR DETAILS.
(7)	THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR PAYMENT BY THE CONTRACTOR.
(8)	7-CONDUCTOR CABLE SHALL BE SPLICED AT THE HAND HOLE OF EACH SIGNAL POLE. SEE WIRING SCHEMATICS ON SHEET SIG-4 FOR ADDITIONAL INFORMATION.
(9)	12-CONDUCTOR CABLE SHALL BE RUN FROM THE BASE OF EACH SIGNAL POLE TO THE CONTROLLER. SEE WIRING SCHEMATICS ON SHEET SIG-4 FOR ADDITIONAL INFORMATION.
(10)	TO BE RUN FROM FIBER OPTIC TYPE B PULL BOXES TO THE CONTROLLERS.
(11)	TO BE USED AT NES POLE #1 AND NES POLE #2.
(12)	DETECTION SHALL BE WAVETRONIX SMARTSENSOR MATRIX STOP LINE DETECTION. INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, 575' OF SMARTSENSOR INSTALLATION CABLE, AND ALL RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN IN THE PLANS.
(13)	CABINETS TO INCLUDE ETHERWAN 3575 NETWORK SWITCHES. BASE SHALL BE 44" x 26" x 55" MINIMUM. SEE SEE SPECIAL PROVISION 730N FOR ADDITIONAL INFORMATION.
(14)	CONTROLLER SHALL BE ECONOLITE COBALT-C SERIES COMPATIBLE WITH CENTRACS CENTRAL SOFTWARE AND SUPPORT LINUX-BASED SOFTWARE. SEE SPECIAL PROVISION 730N FOR ADDITIONAL INFORMATION.
(15)	THIS BID ITEM INCLUDES THE COST OF THE FOUNDATION DESIGN AND, IF NECESSARY, THE SOIL EXPLORATION REQUIRED FOR THE DESIGN OF THE SIGNAL POLE FOUNDATION. SEE SPECIAL PROVISION 730N FOR ADDITIONAL INFORMATION.
(16)	PUSH BUTTONS SHALL BE POLARA BULLDOG III TYPE PUSH BUTTONS, AND SHALL PROVIDE TACTILE VIBRATION ARROW, AUDIBLE SOUND, AND MEET THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES. COST TO INCLUDE FRAME, SIGN (R10-3E), ADA COMPLIANT PUSH BUTTON, AND MOUNTING HARDWARE.
(17)	TO BE USED AT THE INTERSECTIONS OF LOCATION #1 AND LOCATION #2. SYSTEM SHOULD INCLUDE WOOD POLES, GUYING DEVICES, SPAN WIRE, CONDUIT RISERS, AND ANY OTHER SIGNAL RELATED EQUIPMENT NEEDED TO HAVE A FULLY OPERATIONAL TRAFFIC SIGNAL SYSTEM. CONTRACTOR SHALL CONTACT MIKE HIRTZER AT 615-880-3261 AND THE METRO SIGNAL SHOP AT 615-862-8675 PRIOR TO INSTALLATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2020	HSIP-I-65-2(98)	SIG-1A

SEALED BY



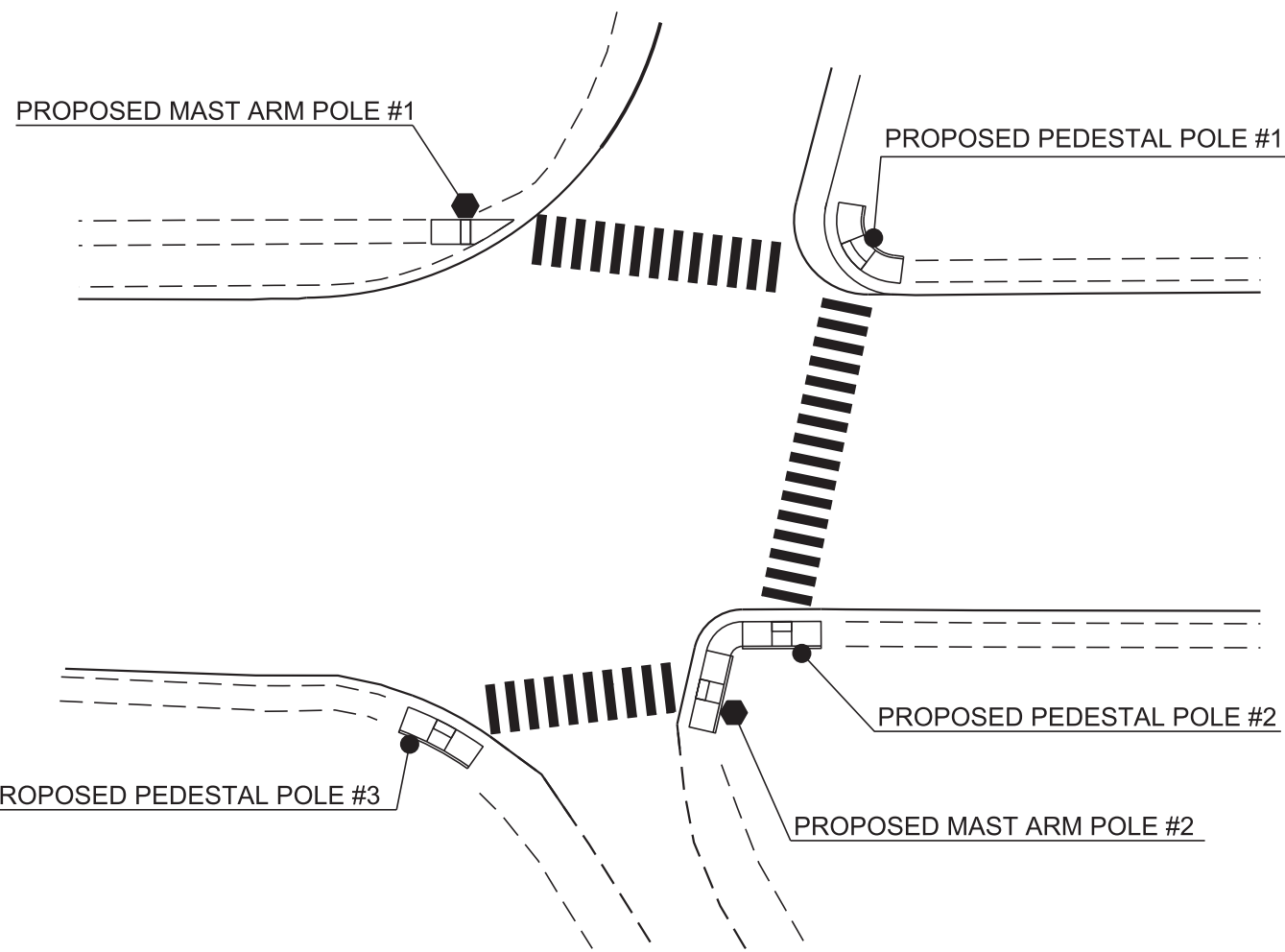
4/15/2020

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
SIGNAL
QUANTITIES

14-APR-2020 10:21
C:\From C\1) Signal Projects\3) Region 3\Davidson\I65_Wedgewood_Morris\CONST TURN IN 4-15-2020\117125-00-TrafficOpsSignalsConstruction\SIG-2.dgn

CROSSWALK DETAIL - LOCATION #1
NOT TO SCALE

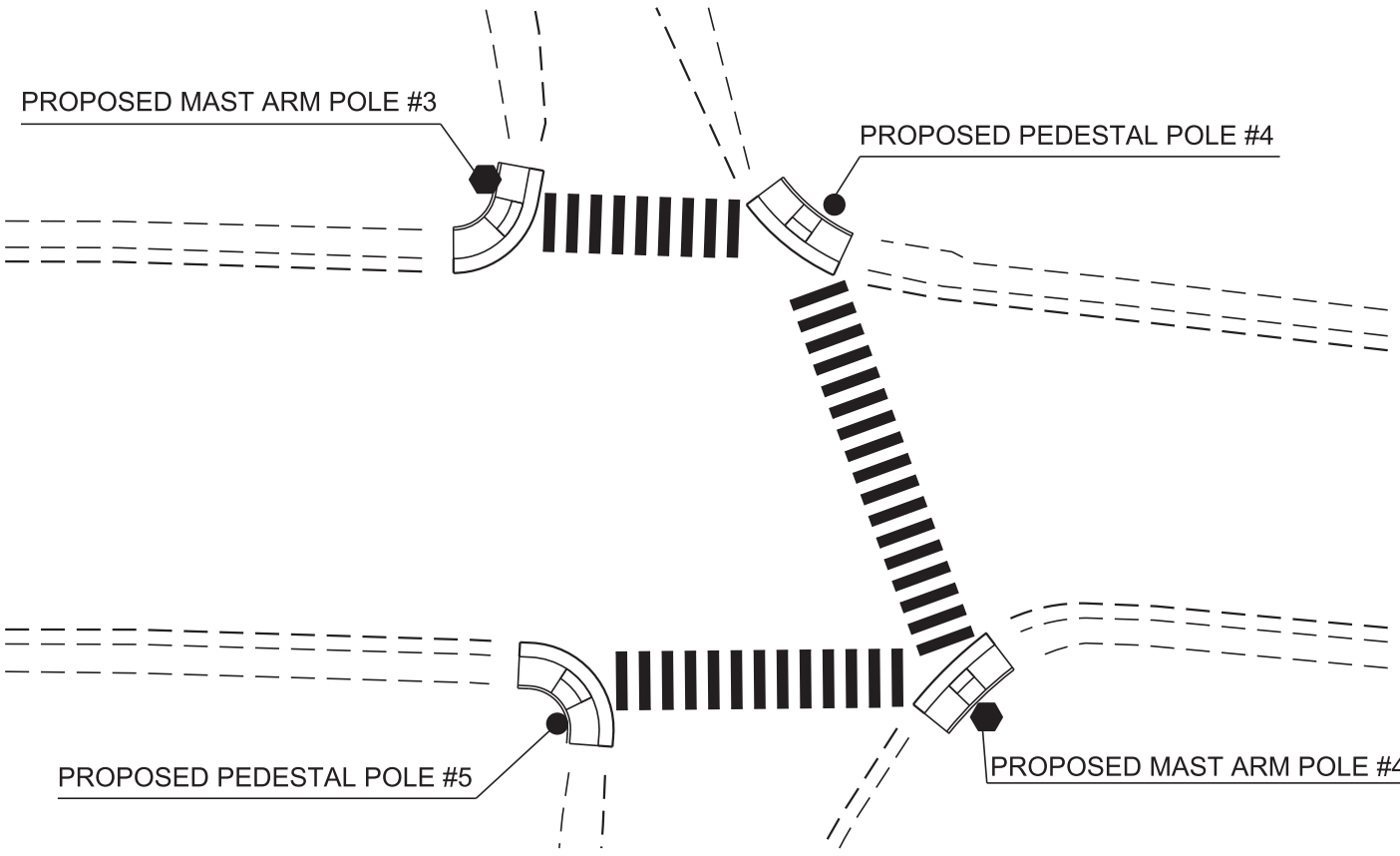


NOTE: SEE SHEET SIG-4 FOR MAST ARM POLE DETAILS.

* PROPOSED COPPER INTERCONNECT CABLES SHALL BE RUN FROM NES POLE #1 TO THE CONTROLLER AT LOCATION #1 AND FROM NES POLE #2 TO THE CONTROLLER AT LOCATION #2. PROPOSED COPPER INTERCONNECT SHALL BE SPLICED TO THE EXISTING COPPER INTERCONNECT AT THE TOP OF BOTH NES POLES.

** CONTRACTOR TO FIELD LOCATE EXISTING GOOGLE FIBER CONDUIT PRIOR TO JACKING OR BORING PROPOSED CONDUIT FOR FIBER SIGNAL INTERCONNECT AT THIS LOCATION.

CROSSWALK DETAIL - LOCATION #2
NOT TO SCALE



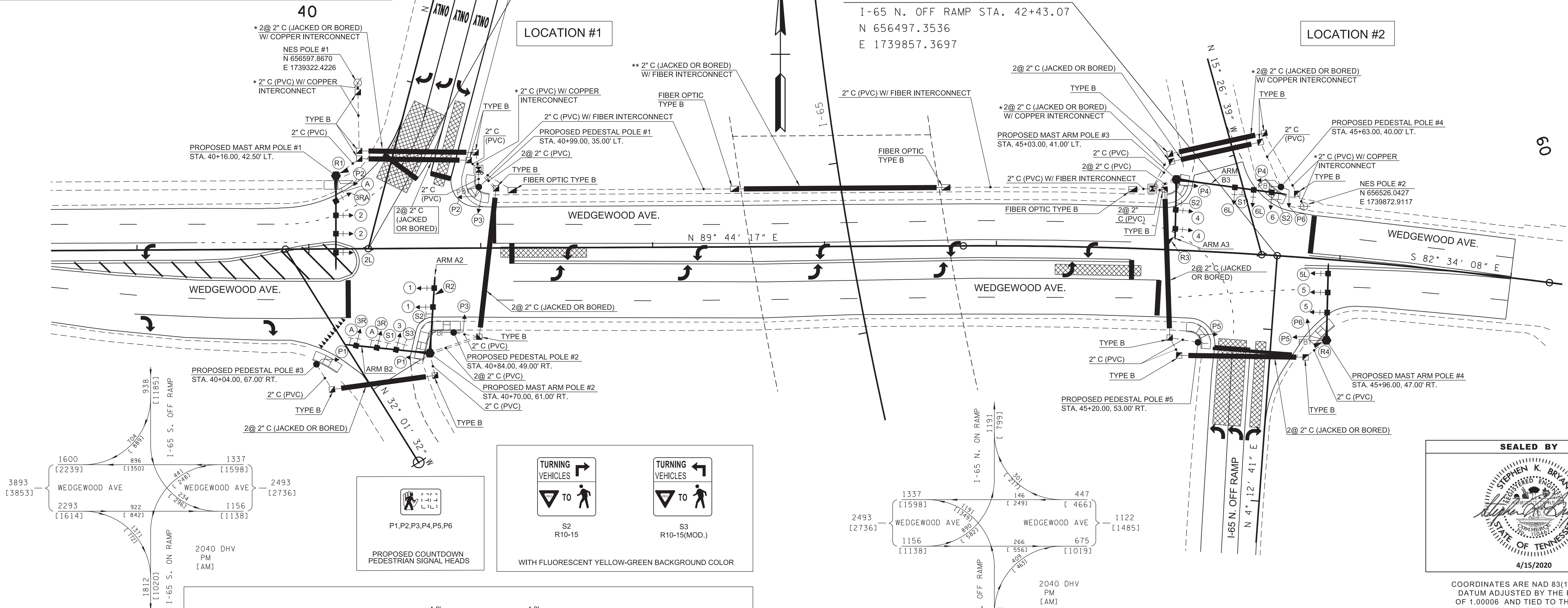
45

LOCATION #2

WEDGEWOOD AVE. STA. 40+34.60 =
I-65 S. OFF RAMP STA. 30+00.00
N 656501.4257
E 1739328.6141

WEDGEWOOD AVE. STA. 45+63.49 =
I-65 N. OFF RAMP STA. 42+43.07
N 656497.3536
E 1739857.3697

LOCATION #1



S2
R10-15

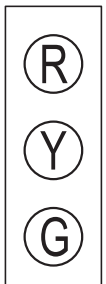


S3
R10-15(MOD.)

WITH FLUORESCENT YELLOW-GREEN BACKGROUND COLOR



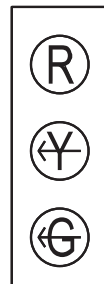
PROPOSED COUNTDOWN
PEDESTRIAN SIGNAL HEADS



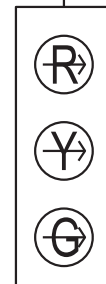
1, 2, 3, 4, 5, 6



2L, 5L



6L



3R



A



3RA***



A

*** VERTICAL LOUVERS TO BE
INSTALLED ON ALL LENSES
OF THE 3RA SIGNAL HEAD.
IF DETERMINED BY THE
ENGINEER, IN CONSULTATION
WITH THE CITY OF NASHVILLE
LOUVERS TO BE TILTED AT AN
ANGLE SUCH THAT WB TRAFFIC
ON WEDGEWOOD AVE CAN NOT
SEE ANY OF THE INDICATIONS.

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS
DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SIGN NO	LEGEND	SIZE		COPY			SHIELD	ARROW	SIGN FACE			REMARKS
		LENGTH	HEIGHT	CAPITAL	LOWER CASE	SERIES			COPY	BACKGROUND	MATERIAL	
S1	<div>Wedgewood Ave</div>	90"	24"	127/ 9"	8" 6"	B	—	—	WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM	ITEM NO. 713-14.21

I-65 NB & SB RAMPS
AT WEDGEWOOD AVE.
(EXIT 81)

SEALED BY



4/15/2020

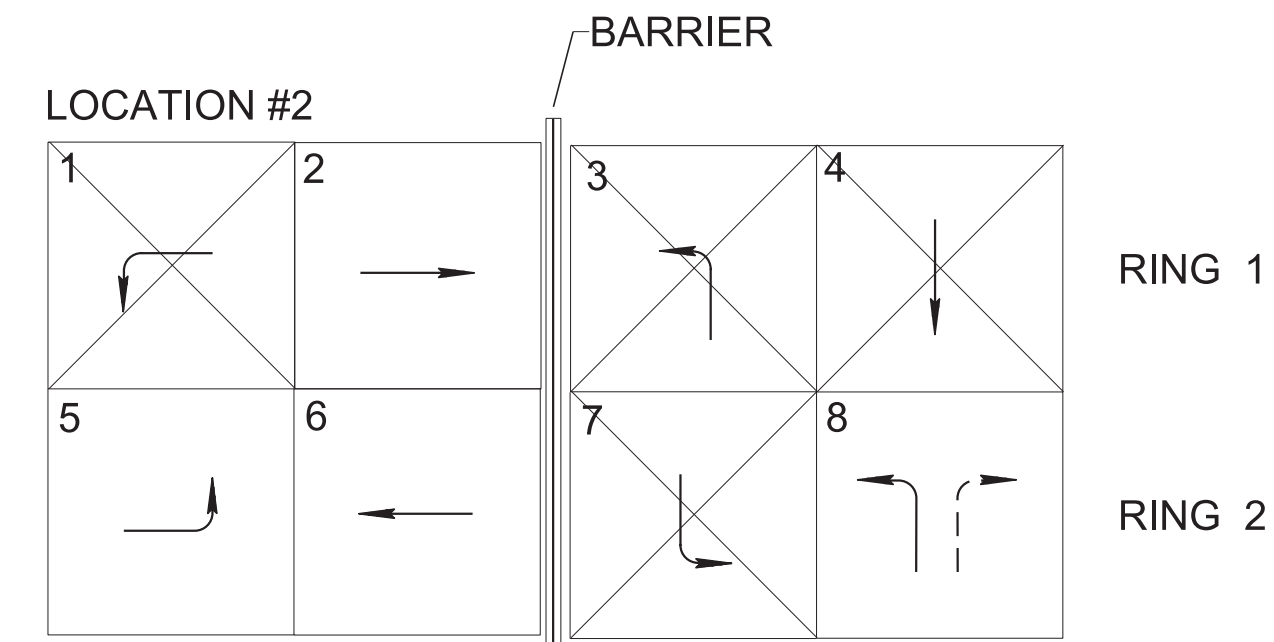
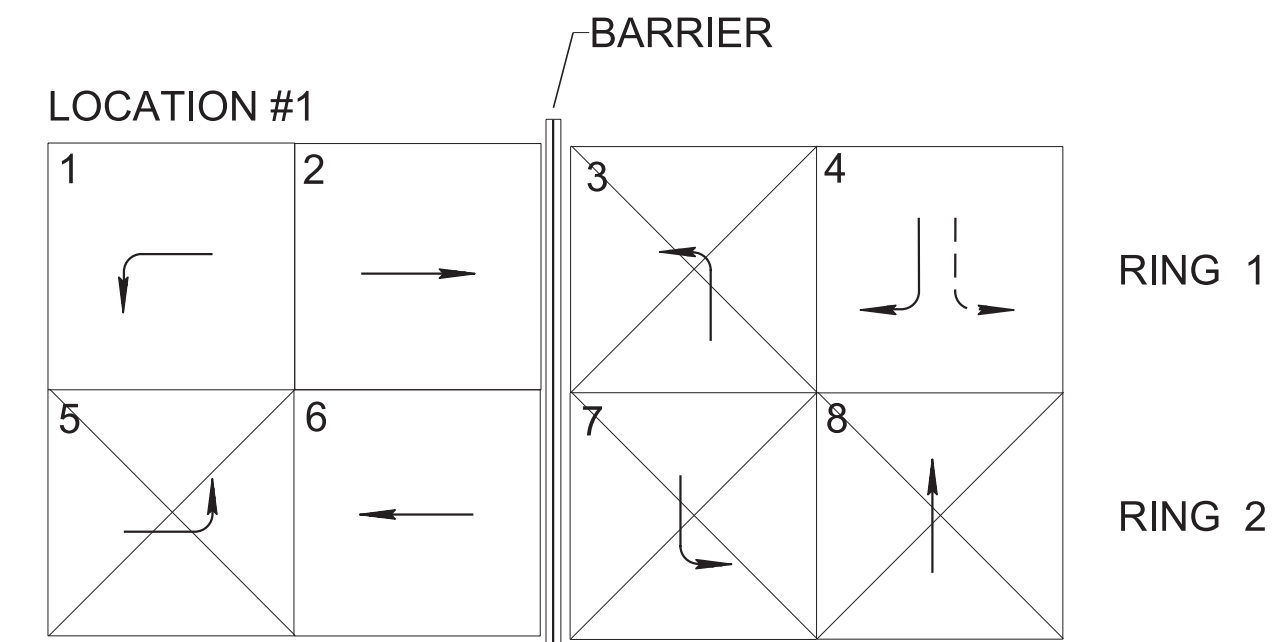
COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00006 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED TO
THE NAVD 1988 WITH GEOID 2013 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL
LAYOUT

SCALE: 1"= 30'

14-APR-2020 10:21 C:\From C\1) Signal Projects\3) Region 3\Davidson\I65_Wedgewood_Morris\CONST TURN IN 4-15-2020\117125-00-TrafficOpsSignalsConstruction\SIG-3.dgn



NEMA EIGHT PHASE DESIGNATIONS

- ☐ ACTIVE PHASE
- ☒ INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SINGLE DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

THE CONTRACTOR SHALL CONTACT MIKE HIRTZER WITH METRO PUBLIC WORKS AT (615) 880-3261 A MINIMUM OF NINETY (90) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

BASIC OR SEMI - ACTUATED TIMING (SECS)

PHASE	INITIAL INTERVAL	VEHICLE INTERVAL	MAX I	MAX II	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
					YELLOW	ALL RED	WALK	FLASHING DONT WALK			
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-

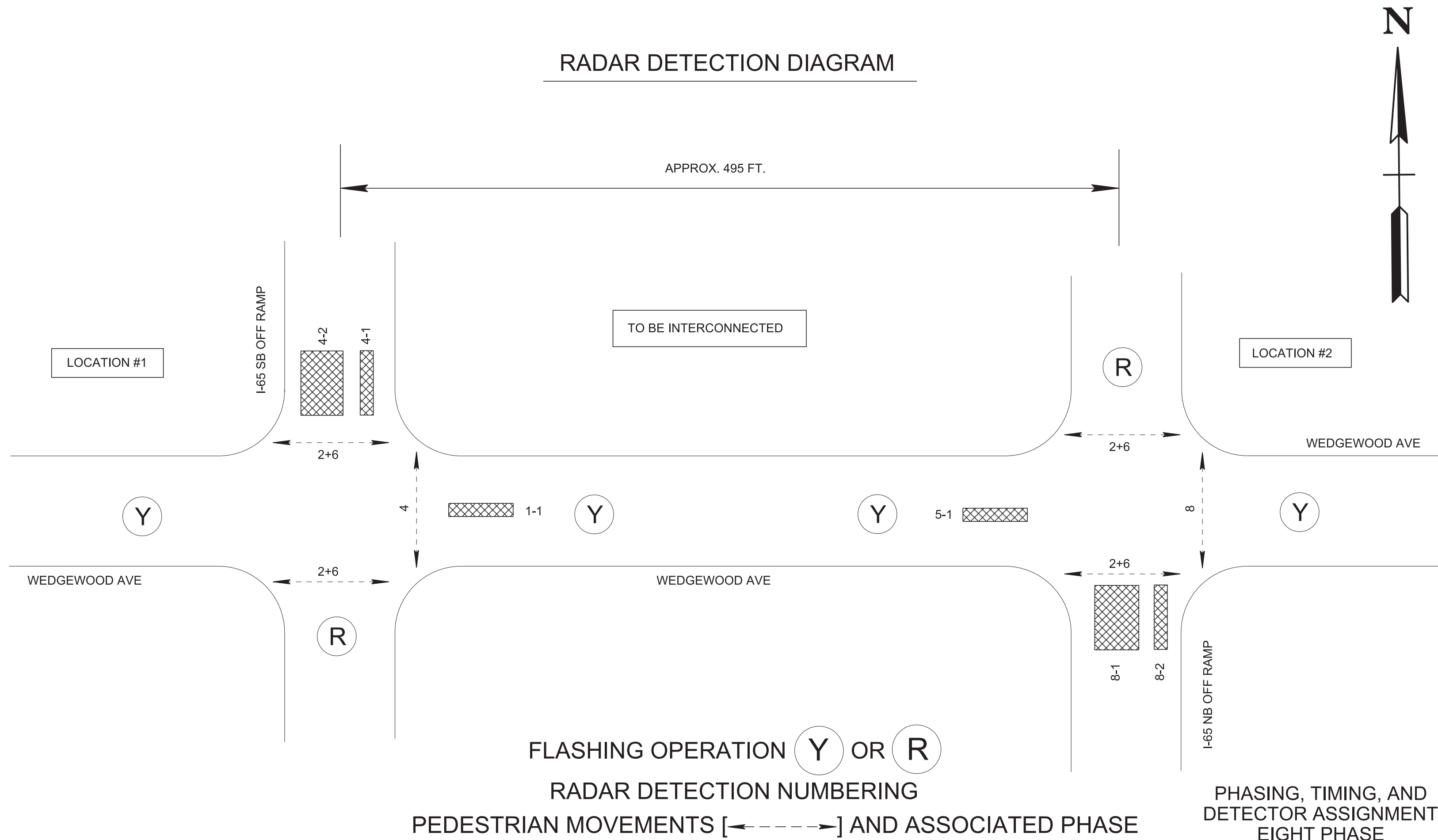
- (1) NL = NONLOCK
L = LOCK
- (2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT/PERM

VOLUME - DENSITY TIMING (SECS)

PHASE	INITIAL INTERVAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MINIMUM GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MAX I	MAX II	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
									YELLOW	ALL RED	WALK	FLASHING DONT WALK		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

RADAR DETECTION DIAGRAM



TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-65-2(98)	9A
CONST	2020	HSIP-I-65-2(98)	SIG-3

SEALED BY

STEPHEN K. BRYAN
REGISTERED ENGINEER
STATE OF TENNESSEE
4/15/2020

INTERSECTION OF WEDGEWOOD AVE.
AND I-65 NB AND SB RAMPS

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNAL PHASING
& TIMING
NOT TO SCALE**



LEGEND



STREET NAME SIGN

SIGN

VEHICLE DETECTOR (RADAR)

PRE-EMPTION

S:	SIGN
SNS:	STREET NAME SIGN
SH-X:	SIGNAL HEAD
VD:	VEHICLE DETECTOR (VIDEO/RADAR)
PRE:	PRE-EMPTION
NA:	NOT APPLICABLE



FOR EACH MAST ARM, EACH SIGNAL HEAD CABLE SHALL BE SPLICED TO A #12-C CABLE AT THE BASE OF THE POLE.

A #7-C SHALL BE RUN FROM EACH PEDESTRIAN SIGNAL HEAD TO THE SIGNAL CONTROLLER.

A #2-C SHALL BE RUN FROM THE PEDESTRIAN PUSHBUTTON TO THE SIGNAL CONTROLLER.

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS: LOCATION #1

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS: LOCATION #2

NOTE: SEE TDOT STANDARD DRAWING T-SG-10.

SEALED BY



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNAL POLE
DETAILS
NOT TO SCALE

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS (3.0).....	1
2. SITE DESCRIPTION (3.5.1)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (3.5.1.b, 3.5.2.a).....	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (3.5.3)...2	
6. FLOCCULANTS (3.5.3.1.b).....	3
7. UTILITY RELOCATION.....	3
8. MAINTENANCE AND INSPECTION	4
9. SITE ASSESSMENTS (3.1.2)	4
10. STORMWATER MANAGEMENT (3.5.4).....	4
11. NON-STORMWATER DISCHARGES (3.5.9).....	5
12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (3.5.5.c, 5.1)	5
13. RECORD-KEEPING.....	6
14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (7.7.5)	7
15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (7.7.6).....	7
16. ENVIRONMENTAL PERMITS (9.0).....	7
17. OUTFALL TABLE (3.5.1.d, 5.4.1.g)	8

NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. **SWPPP REQUIREMENTS** (3.0)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (3.1.1)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)

☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT

☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (3.1.1)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DIRECTLY DISCHARGE INTO THE FOLLOWING (5.4.1)? ☐ YES (CHECK ALL THAT APPLY BELOW) ☒ NO

☐ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION OR HABITAT ALTERATION)

☐ EXCEPTIONAL TENNESSEE WATERS

IF YES TO SECTION 1.3, HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.4.1.b)?

☐ YES (CHECK ALL THAT APPLY BELOW) NO

☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)

☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT

☐ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

2. **SITE DESCRIPTION** (3.5.1)

2.1. PROJECT LIMITS (3.5.1.h): REFER TO TITLE SHEET

2.2. PROJECT DESCRIPTION (3.5.1.a):

TITLE: I-65 Interchange at Wedgewood Avenue (NB and SB Off Ramps)

COUNTY: Davidson

PIN: 117125.00

2.3. SITE MAP(S) (2.6.2.): REFER TO TITLE SHEET

2.4. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (3.5.1.d): REFER TO EXISTING CONTOURS SHEET(S) 6, DRAINAGE MAP SHEET(S) 5, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.3.

2.5. MAJOR SOIL DISTURBING ACTIVITIES (3.5.1.b) (CHECK ALL THAT APPLY):

☒ CLEARING AND GRUBBING

☒ EXCAVATION

- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☐ UTILITIES
- ☐ OTHER (DESCRIBE): _____

- 2.6. TOTAL PROJECT AREA (3.5.1.c): 2.5 ACRES
- 2.7. TOTAL AREA TO BE DISTURBED (3.5.1.c): 0.952 ACRES
- 2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.
- 2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO
- IF YES, LIST THE CORRESPONDING PLAN SHEET: _____
- 2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?
- ☐ YES _____ (DATE) ☒ NO
- IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)**
- 2.11. SOIL PROPERTIES (3.5.1.f) (4.1.1).
- SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
McB-Maury-Urban land complex, 2 to 7 percent slopes	A	100	0.32

- 2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO
- 2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND
- 2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)
- 2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (3.5.1.g).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS-Pavement	2.056	82		0.9
PERVIOUS-Grass	0.4436	18		0.2
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.8

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS-Pavement	2.263	91		0.9
PERVIOUS-Grass	0.237	9		0.2
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.8

3. **ORDER OF CONSTRUCTION ACTIVITIES** (3.5.1.b, 3.5.2.a)
- CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF

CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

- 3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N/A)
- 3.2. INSTALL STABILIZED CONSTRUCTION EXITS.
- 3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.
- 3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- 3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN 14 DAYS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).
- 3.6. REMOVE AND STORE TOPSOIL.
- 3.7. STABILIZE DISTURBED AREAS WITHIN 14 DAYS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY.
- 3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.
- 3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.
- 3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.
- 3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.
- 3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.
- 3.13. COMPLETE FINAL STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)
- 3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.
- 3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. **STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION**

- 4.1. STREAM INFORMATION (3.5.1.j, 3.5.1.k)
- 4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO
- IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.
- 4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):
- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR HABITAT ALTERATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)
- 4.1.3. RECEIVING WATERS OF THE STATE (3.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION OR HABITAT ALTERATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)

- 4.1.4. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (4.1.2, 5.4.2)
- ☐ YES ☒ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☐ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (9.0)
☐ YES ☒ NO

4.1.6. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1) ☐ YES ☒ NO
IF YES, EXISTING CONDITIONS DESCRIPTION:_____

4.1.7. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (5.4.2.)

4.1.8. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.9. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. RECEIVING WATERS OF THE UNITED STATES (WOTUS) (EPHEMERAL)

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WOTUS (EPHEMERAL)? ☐ YES ☒ NO

RECEIVING WOTUS (EPHEMERAL) INFORMATION		
TDOT WOTUS LABEL	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN 15-FT OF THE PROJECT LIMITS (YES OR NO)

4.2.1. ARE WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WOTUS (4.1.2)? ☐ YES ☒ NO
IF YES, A 15 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING EPHEMERAL STREAM IDENTIFIED AS A WOTUS (EPHEMERAL) BY

THE U.S. ARMY CORPS OF ENGINEERS (USACE) OR THE ENVIRONMENTAL PROTECTION AGENCY SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE.

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____

4.2.2. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR WOTUS (EPHEMERAL) DUE TO A USACE PERMIT?
☐ YES ☒ NO

4.3. OUTFALL INFORMATION

4.3.1. OUTFALL TABLE (3.5.1.e). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.3.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (3.5.1.h)? ☒ YES ☐ NO

4.3.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE “DOCUMENTATION AND PERMITS” BINDER (2.6.2)? ☒YES ☐ NO

4.3.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?
☐ YES ☐ NO ☒ N/A

4.3.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S)? ☐ YES ☐ NO ☒ N/A

4.3.6. A SEDIMENT BASIN OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS. A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. (3.5.3.3) OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS. A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. (5.4.1.g).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.4. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☐ YES ☒ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)

4.5. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (3.5.10)

4.5.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?
☐YES ☒ NO

4.5.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?
☐ YES ☐ NO

4.5.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION OR HABITAT ALTERATION?
☐ YES ☐ NO

4.5.4. IF YES, HAS A SUMMARY OF THE CONSULTATION LETTER BEEN SUBMITTED/RECEIVED?
☐ YES ☐ NO

4.6. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

4.7. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

5. **EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES** (3.5.3)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (3.5.3.3)?
☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (3.5.3.3, 5.4.1.a).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (3.5.1.h)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

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

5.9. HAVE STAGED EPSC PLANS BEEN PREPARED FOR THE PROJECT (3.5.2)?
YES ☒ NO ☐ (IF YES, CHECK ONE BELOW)

5.9.1. ☐ PROJECT DISTURBED AREA IS THAN LESS THAN 5 ACRES (MINIMUM OF TWO STAGES OF EPSC PLANS)

5.9.2. ☐ PROJECT DISTURBED AREA IS GREATER THAN 5 ACRES (MINIMUM OF THREE STAGES OF EPSC PLANS)

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (3.5.3.2) (10. “STEEP SLOPE”)? ☐ YES ☐ NO ☒ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (3.5.1.j). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE “DOCUMENTATION AND PERMITS” BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 6 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (3.5.3.1.b).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

- 5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.
- 5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.
- 5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.
- 5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.
- 5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- 5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 6 (3.5.3.1.n).
- 5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.4).
- 5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.
- 5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (4.1.7).
- 5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.
- 5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.
- 5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.
- 5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 14 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (3.5.3.1.h).
- 5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION

WILL BE COMPLETED WITHIN 14 DAYS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (3.5.3.2).

- 5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE
- 5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- 5.30. A SOIL ANALYSIS SHALL BE PERFORMED PRIOR TO THE APPLICATION OF FERTILIZERS TO ANY PORTION OF THE STE. SOILS SHOULD BE ANALYZED FOR pH, BUFFER VALUE, PHOSPHOROUS, POTASSIUM, CALCIUM AND MAGNESIUM. SOIL SAMPLES SHOULD BE REPRESENTATIVE OF THE AREA FOR WHICH FERTILIZER WILL BE APPLIED. SAMPLE TYPE SHOULD BE COLLECTED AND ANALYZED IN ACCORDANCE WITH THE UT EXTENSION "SOIL TESTING" BROCHURE PB1061. (4.1.5.)
- 5.31. FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED FROM THE ANALYSES. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- 5.32. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (3.5.3.2).

6. **FLOCCULANTS (3.5.3.1.b)**

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.4.1.a)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

- 6.1. POLYACRYLAMIDES (PAM) SHALL BE OF THE ANIONIC OR NEUTRALLY CHARGED TYPE ONLY. PAM REQUIREMENTS ARE AS FOLLOWS:
- 6.1.1. CATIONIC PAM IS NOT ALLOWED BECAUSE OF ITS TOXICITY TO FISH AND AQUATIC LIFE.
- 6.1.2. ANIONIC AND NEUTRALLY CHARGED PAM SHALL MEET THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR LESS THAN 0.05% BY WEIGHT ACRYLAMIDE MONOMER.
- 6.1.3. ANIONIC AND NEUTRALLY CHARGED PAM SHALL HAVE A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLES.
- 6.1.4. PAM MIXTURES SHALL BE NON-COMBUSTIBLE.
- 6.1.5. PAM SHALL CONTAIN ONLY MANUFACTURER-RECOMMENDED ADDITIVES.
- 6.2. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE RESEARCHED, APPLIED IN ACCORDANCE WITH MANUFACTURE'S GUIDELINES AND FULLY DESCRIBED ON THE EPSC PLANS (3.5.3.1.b).
- 6.3. FLOCCULANTS SHALL BE HANDLED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET (MSDS) REQUIREMENTS AND SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USE CONFORMING TO ALL FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS.
- 6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANTS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT FOR BOTH ACUTE AND CHRONIC TOXICITY TESTS WHICH VERIFIES THAT THE FLOCCULANT EXHIBITS ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPA REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED.
- 6.5. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.
- 6.6. BEFORE FLOCCULANTS CAN BE USED ON A CONSTRUCTION PROJECT, SITE-SPECIFIC SOIL SAMPLES MUST BE OBTAINED AND TESTED BY THE

MANUFACTURER OR THEIR REPRESENTATIVE, TO IDENTIFY THE OPTIMUM FLOCCULANT TYPE AND APPLICATION RATE. SINCE FLOCCULANT EFFICACY IS HIGHLY DEPENDENT ON SOIL TYPE, SOIL SAMPLES WILL NEED TO BE OBTAINED FROM EACH SOIL HORIZON THAT WILL BE ACCESSED DURING EXCAVATION. FLOCCULANTS SHOULD BE APPLIED ON A CONSTRUCTION SITE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED APPLICATION OR DOSAGE RATE. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. DO NOT APPLY EMULSION FORMS OF FLOCCULANTS DIRECTLY TO STORMWATER RUNOFF OR TO STREAMS, WETLANDS, OR OTHER WATER RESOURCES DUE TO SURFACTANT TOXICITY.

- 6.7. FLOCCULANT POWDER MAY BE APPLIED BY A HAND SPREADER OR A MECHANICAL SPREADER. IF APPROVED BY THE MANUFACTURER, FLOCCULANT MAY BE MIXED WITH DRY SILICA SAND, FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS TO AID IN SPREADING. FLOCCULANTS MAY ALSO BE APPLIED WITH A WATER TRUCK OR AS PART OF HYDRO-SEEDING. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.
- 6.8. MANUFACTURER'S GUIDANCE SHOULD BE FOLLOWED FOR BLOCK, LOG AND SOCK SPACING CONFIGURATIONS. BEFORE FLOCCULANTS CAN BE USED ON A CONSTRUCTION PROJECT, SITE-SPECIFIC SOIL SAMPLES MUST BE OBTAINED AND TESTED BY THE MANUFACTURER OR THEIR REPRESENTATIVE, TO IDENTIFY THE OPTIMUM FLOCCULANT TYPE AND APPLICATION RATE. SINCE FLOCCULANT EFFICACY IS HIGHLY DEPENDENT ON SOIL TYPE, SOIL SAMPLES WILL NEED TO BE OBTAINED FROM EACH SOIL HORIZON THAT WILL BE ACCESSED DURING EXCAVATION. FLOCCULANTS SHOULD BE APPLIED ON A CONSTRUCTION SITE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED APPLICATION OR DOSAGE RATE.

7. **UTILITY RELOCATION**

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

- 7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- 7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.
- 7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- 7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- 7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.
- 7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- 7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.
- 7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO

CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. **MAINTENANCE AND INSPECTION**

8.1. INSPECTION PRACTICES (3.5.8)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (3.5.8.1.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (3.5.1.o).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING

EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (3.5.8.2.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (3.5.8.2.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (3.5.8.2.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 7 DAYS OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 14 DAYS OF THE INSPECTION (3.5.8.2.e AND 3.5.8.2.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET FINAL STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (3.5.8.2.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (7.7.3)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (3.5.3.1 AND 3.5.7)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (3.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND

EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (3.5.8.2.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (3.5.3.1.e).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (3.5.3.1.f).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. **SITE ASSESSMENTS** (3.1.2)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. **STORMWATER MANAGEMENT** (3.5.4)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (3.5.4): N/A

10.3. OTHER ITEMS NEEDING CONTROL (3.5.5)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- ☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
- ☒ CONCRETE WASHOUT
- ☒ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
- ☒ MINERAL AGGREGATES, ASPHALT
- ☒ EARTH
- ☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
- ☒ ROCK
- ☒ CURING COMPOUND
- ☐ EXPLOSIVES
- ☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (3.5.5.b)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2017	19009-1182-94	
Cost	2020	19009-3182-94	S-4

POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S) CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

10.5. HAZARDOUS WASTE (3.5.5.c) (7.9)

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S ON-SITE REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

10.6. SANITARY WASTE (3.5.5.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- ☒ FERTILIZERS AND LIME
- ☒ PESTICIDES AND/OR HERBICIDES
- ☒ DIESEL AND GASOLINE
- ☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. **NON-STORMWATER DISCHARGES** (3.5.9)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

- ☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.
- ☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.
- ☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)
- ☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.
- ☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.
- ☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.
- ☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (3.5.1.i)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. **SPILL PREVENTION, MANAGEMENT AND NOTIFICATION** (3.5.5.c, 5.1)

12.1. SPILL PREVENTION (3.5.5.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY NEEDED PRODUCTS WILL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY THE SOIL ANALYSIS OR TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

12.4.2. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. AS APPROPRIATE, EQUIPMENT AND MATERIALS MAY INCLUDE ITEMS SUCH AS BOOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, KITTY LITTER, SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR CLEAN UP PURPOSES.

12.4.3. ALL SPILLS WILL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

12.4.4. THE CONTRACTOR'S RESPONSIBLE PARTY WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

12.4.5. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

12.4.6. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

12.4.7. IF A SPILL OCCURS THE CONTRACTOR'S SITE SUPERINTENDENT SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT CONSTRUCTION ENGINEER AND/OR PROJECT ENGINEER. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

12.4.8. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

12.5. SPILL NOTIFICATION (5.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE

OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 14 DAYS OF KNOWLEDGE OF THE RELEASE.

- 12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 14 DAYS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (3.5.3.1.m) (4.1.5.) (6.2.1):

- 13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

- 13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

- 13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

- 13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

- 13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

- 13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

- 13.1.7. COPY OF REQUIRED SOIL ANALYSIS

- 13.1.8. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE *SWPPP* OR EPSC CONTROLS.

- 13.2. RAINFALL MONITORING PLAN (3.5.3.1.o):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

- 13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT

OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

- 13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE “DOCUMENTATION AND PERMITS” BINDER.

- 13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

- 13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (3.4)

- 13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

- 13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

- 13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

- 13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

- 13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

- 13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

- 13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

- 13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

- 13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 7 DAYS BY THE PROJECT EPSC INSPECTOR.

- 13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

- 13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE “DOCUMENTATION AND PERMITS” BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF FINAL STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (6.2).

- 13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE FINAL STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (3.3.3) (6.2.1):

- 13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

- 13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

- 13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

- 13.4.2.4. THE LOCATION OF THE SWPPP.

- 13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (8.0)

- 13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY FINAL STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

- 13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

- 13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN FINALLY STABILIZED; AND

- 13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

- 13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

- 13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

- 13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE FINAL STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (6.2)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (7.7.5)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

Anthony R. Myers

UTHORIZED TDOT PERSONNEL SIGNATURE (3.3.1)

ANTHONY R. MYERS

PRINTED NAME

TRANSPORTTION MANAGER 2

TITLE

10/06/2017

DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (7.7.6)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED TDOT PERSONNEL SIGNATURE (3.3.1)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (9.0)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT (TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE):

ENVIRONMENTAL PERMITS			
PERMIT	YES OR NO	PERMIT OR TRACKING NO.	EXPIRATION DATE*
TDEC ARAP	NO		
CORPS OF ENGINEERS (USACE)	NO		
TVA 26A	NO		
TDEC CGP			
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	UI-1

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

DAVIDSON COUNTY

INTERCHANGE AT WEDGEWOOD AVENUE (NORTHBOUND AND SOUTHBOUND OFF RAMP)(RSAR)

STATE HIGHWAY I-65

THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT

STANDARD LEGEND

EXISTING UTILITES

POWER TELEPHONE WATER CABLE TV SANITARY SEWER UNDERGROUND TELEPHONE GAS FORCE MAIN SEWER UNDERGROUND POWER UNDERGROUND FIBER OPTIC

P T W C SA T (UG) G FMS P (UG) F (UG)

POWER POLE TELEPHONE POLE POWER/TELEPHONE POLE MANHOLE WATER METER WATER VALVE LIGHT POLE

PROPOSED UTILITIES & MODIFICATIONS

POWER UNDERGROUND POWER TELEPHONE WATER CABLE TV UNDERGROUND TELEPHONE GAS FORCE MAIN SEWER UNDERGROUND FIBER OPTIC

P P (UG) T W C T (UG) G FMS F (UG)

EX. WATER LINE (RETIRED IN PLACE) EX. GAS LINE (RETIRED IN PLACE) EX. SEWER LINE (RETIRED IN PLACE) EX. TELEPHONE LINE (RETIRED IN PLACE)

6" W RIP 8" G RIP 8" FMS RIP T(UG) RIP

REMOVE RETIRE IN PLACE

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-351-1111

UTILITY OWNERS AND CONTACTS:			
POWER:	NASHVILLE ELECTRIC SERVICE 1214 CHURCH STREET, ROOM 353 NASHVILLE, TN 37246 HANK DUNNING HDUNNING@NESPOWER.COM O: 615-747-3530	WATER & SEWER:	METRO WATER & SEWER 1600 SECOND AVENUE NORTH NASHVILLE, TN 37208 STEVE NUNLEY STEVE.NUNLEY@NASHVILLE.GOV O: 615-862-4534
GAS:	PIEDMONT GAS COMPANY 83 CENTURY BOULEVARD NASHVILLE, TN 37214 TIM COOK TIMOTHY.COOK@PIEDMONTNG.COM O: 615-872-2351	TELEPHONE:	AT&T 333 COMMERCE STREET, RM 23C-142 NASHVILLE , TN 37201 KIM BEAN KB1078@AT&T.COM O: 615-214-7318
		STREET LIGHTS:	METRO PUBLIC WORKS 720 SOUTH FIFTH STREET NASHVILLE, TN 37206 KRISTEN RICE KRISTEN.RICE@NASHVILLE.GOV O: 615-880-2401
		FIBER OPTIC:	GOOGLE NETWORK 1101 McGAVOCK PK, SUITE #200 NASHVILLE, TN 37203 TODD ONEY TODDONEY@GOOGLE.COM O: 615-939-5756
		CABLE TV:	COMCAST 660 MAINSTREAM DRIVE NASHVILLE, TN 37228 LARRY K. WINBURN LARRY_WINBURN@CABLE.COMCAST.COM O: 615-244-7462

1/17/2017 10:34:3 AM
N:\SURVEY\DESIGN\U.I. Sheets\DAISY\1r-q\11725.00-Davidson\1725-00-ROW\11725.00-Titlesheet - U-Ldgn