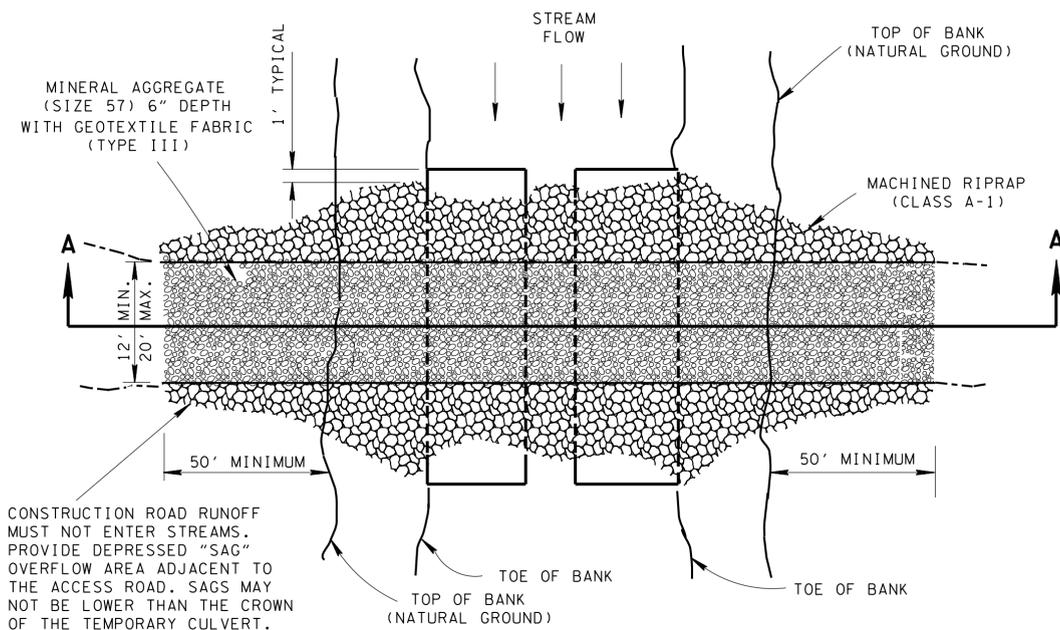


TEMPORARY CULVERT CROSSING



PLAN VIEW OF TEMPORARY CULVERT CROSSING

CONSTRUCTION ROAD RUNOFF MUST NOT ENTER STREAMS. PROVIDE DEPRESSED "SAG" OVERFLOW AREA ADJACENT TO THE ACCESS ROAD. SAGS MAY NOT BE LOWER THAN THE CROWN OF THE TEMPORARY CULVERT.

MINERAL AGGREGATE (SIZE 57) 6" DEPTH

CROWN OF FILL SHOULD BE ABOVE CHANNEL BANKS

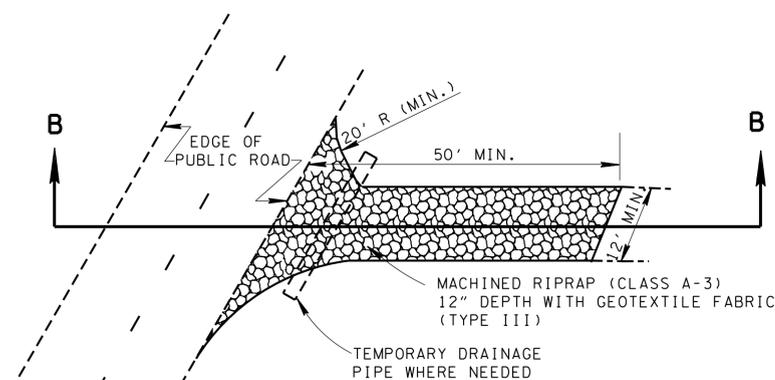
GEOTEXTILE FABRIC (TYPE III) SHALL BE PLACED UNDER ENTIRE WIDTH OF MINERAL AGGREGATE (SIZE 57)

SELECTION OF PIPE SIZE SHALL BE BASED ON THE 2-YEAR STORM. SEE TEMPORARY DIVERSION CULVERT SELECTION TABLE, STD. DWG. EC-STR-32

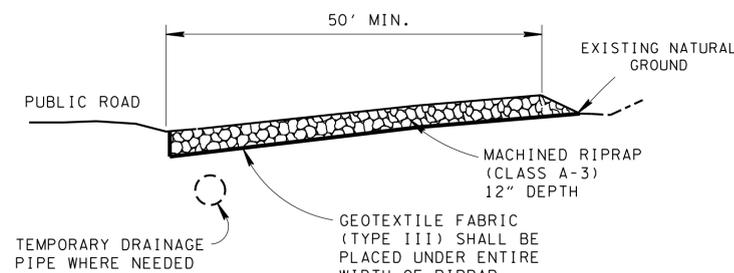
SECTION A-A

C = 1/2 DIAMETER OF PIPE OR 18" WHICHEVER IS GREATER
N = 1/2 DIAMETER OF PIPE OR 12" WHICHEVER IS GREATER

TEMPORARY CONSTRUCTION EXIT



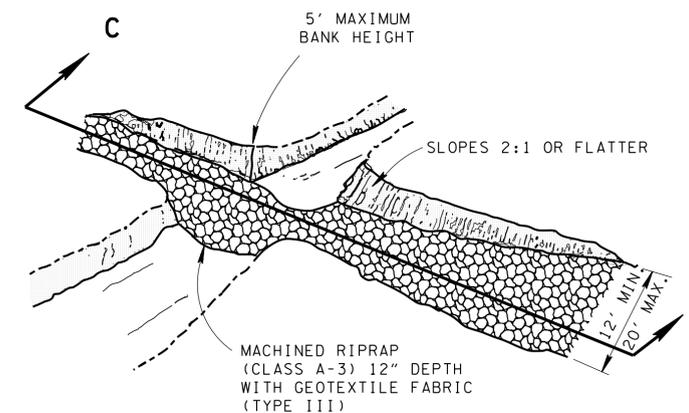
PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD



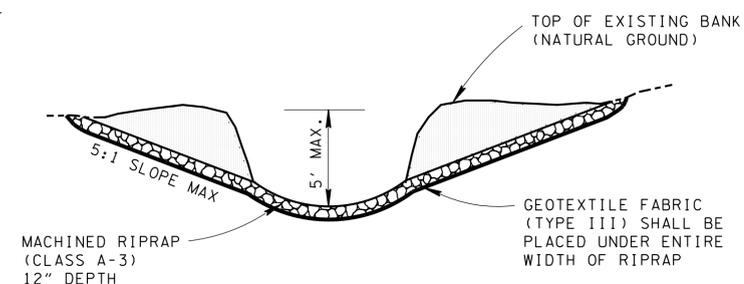
SECTION B-B

TEMPORARY CONSTRUCTION FORD

(NOT TO BE PLACED IN STREAMS)



PLAN VIEW OF TEMPORARY CONSTRUCTION FORD

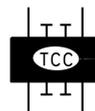


SECTION C-C

GENERAL NOTES

- (A) TEMPORARY CULVERT CROSSINGS SHALL CONSIST OF ONE OR MORE TEMPORARY DRAINAGE PIPES INSTALLED ACROSS A FLOWING WATER COURSE FOR USE BY CONSTRUCTION EQUIPMENT. THE TEMPORARY DRAINAGE PIPES WILL VARY IN SIZE FROM EIGHTEEN TO SEVENTY-TWO INCHES IN DIAMETER.
- (B) MINIMIZE CLEARING OF VEGETATION FROM STREAM BANKS WHEN USING TEMPORARY CULVERT CROSSINGS.
- (C) TEMPORARY CULVERT CROSSINGS SHALL BE SEPARATED FROM FLOWING WATER DURING THEIR CONSTRUCTION AND REMOVAL.
- (D) PROVISION SHOULD BE MADE TO PREVENT CONSTRUCTION ROAD RUNOFF FROM ENTERING THE STREAM.
- (E) TEMPORARY CULVERT CROSSINGS SHOULD BE REMOVED, INCLUDING THE AGGREGATE AND GEOTEXTILE, AS SOON AS POSSIBLE AFTER THE CROSSING IS NO LONGER REQUIRED. ANY EXPOSED AREAS SHOULD BE IMMEDIATELY STABILIZED.
- (F) FOR SITES WHICH DRAIN TO EXCEPTIONAL TENNESSEE WATERS OR SEDIMENT-IMPAIRED STREAMS, A 9-INCH LAYER OF MACHINED RIPRAP (CLASS A-3) SHALL BE SUBSTITUTED FOR THE MINERAL AGGREGATE (SIZE 57) USED TO TOP-DRESS A TEMPORARY CULVERT CROSSING.
- (G) ALL TEMPORARY CULVERT CROSSINGS AND TEMPORARY CONSTRUCTION FORDS SHALL BE PLACED PERPENDICULAR TO THE STREAM WHERE POSSIBLE. CROSSINGS MAY DEViate AS MUCH AS 15 DEGREES FROM PERPENDICULAR, IF NECESSARY.
- (H) TEMPORARY CONSTRUCTION EXITS SHALL BE BUILT TO REDUCE SEDIMENT LEAVING THE CONSTRUCTION SITE VIA CONSTRUCTION VEHICLES AND TO REDUCE SEDIMENT TRACKING ON TO PUBLIC ROADS AND OTHER PAVED AREAS.
- (I) ADDITIONAL STONE MAY BE REQUIRED TO TOP-DRESS THE STONE PAD IF IT BECOMES CLOGGED WITH SEDIMENT TO ENSURE THE TEMPORARY CONSTRUCTION EXIT REMAINS EFFECTIVE.
- (J) ON SITES WHERE THE GRADE TOWARD THE PUBLIC ROAD IS GREATER THAN 2% A MOUNTABLE BERM AT LEAST 6 INCHES HIGH WITH 3:1 SIDE SLOPES SHOULD BE PROVIDED AT THE END OF THE PAD TO PREVENT RUNOFF FROM LEAVING THE SITE.
- (K) TEMPORARY CONSTRUCTION EXITS SHOULD BE REMOVED WHEN NO LONGER REQUIRED. ANY EXPOSED AREAS SHOULD BE IMMEDIATELY STABILIZED.
- (L) TEMPORARY CONSTRUCTION FORDS ARE EFFECTIVE FOR INFREQUENT CROSSINGS OF DITCHES OR SWALES. THEY SHALL NOT BE USED IN STREAMS, WETLANDS OR OTHER NATURAL WATER RESOURCES.
- (M) TEMPORARY CONSTRUCTION FORDS SHOULD BE CONSTRUCTED TO MINIMIZE THE BLOCKAGE OF FLOW AND TO ALLOW FREE FLOW OVER THE FORD. THE MAXIMUM AMOUNT OF BLOCKAGE ALLOWED IS THE LESSER OF TWELVE INCHES OR ONE-HALF THE HEIGHT OF THE EXISTING BANKS.
- (N) A MOUNTABLE BERM AT LEAST 6 INCHES HIGH WITH 3:1 SIDE SLOPES SHOULD BE PROVIDED ON EITHER SIDE OF THE CHANNEL TO PREVENT RUNOFF FROM ENTERING THE CHANNEL.
- (O) TEMPORARY CONSTRUCTION FORDS SHOULD BE REMOVED WHEN NO LONGER REQUIRED. THE CHANNEL BANKS SHOULD BE RESTORED TO THEIR ORIGINAL DIMENSIONS. ANY EXPOSED AREAS SHOULD BE IMMEDIATELY STABILIZED.
- (P) ONLY GEOTEXTILE FABRIC (TYPE III) LISTED ON THE QUALIFIED PRODUCTS LIST SHALL BE USED.
- (Q) TEMPORARY CULVERT CROSSINGS, TEMPORARY CONSTRUCTION EXITS, AND TEMPORARY CONSTRUCTION FORDS SHALL BE PAID FOR UNDER THE FOLLOWING ITEM NUMBERS:
- | | |
|-----------|--|
| 203-01 | ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED) PER CUBIC YARD |
| 303-10.01 | MINERAL AGGREGATE (SIZE 57) PER TON |
| 621-03.02 | THRU |
| 621-03.11 | - " TEMPORARY DRAINAGE PIPE PER LINEAR FOOT |
| 709-05.05 | MACHINED RIPRAP (CLASS A-3) PER TON |
| 709-05.06 | MACHINED RIPRAP (CLASS A-1) PER TON |
| 740-10.03 | GEOTEXTILE (TYPE III) (EROSION CONTROL) PER SQUARE YARD |
- PAYMENT SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY CULVERT CROSSINGS, TEMPORARY CONSTRUCTION EXITS, AND TEMPORARY CONSTRUCTION FORDS.

EROSION CONTROL PLAN LEGEND:



TEMPORARY CULVERT CROSSING (DESCRIBE NUMBER AND SIZE OF PIPES)



TEMPORARY CONSTRUCTION EXIT



TEMPORARY CONSTRUCTION FORD

- REV. 12-18-95: CHANGED DRAWING NO. FROM ESC-STR-25 TO EC-STR-25.
- REV. 5-27-01: CHANGED ITEM NO. 303-15.01 TO 303-10.01. CHANGED DESCRIPTIONS IN ITEM NOS. 621-03.02 TO 621-03.10, AND 709-05.05 TO 709-05.07.
- REV. 12-18-02: CHANGED GENERAL NOTE (B).
- REV. 1-22-03: CORRECTED GENERAL NOTE (C).
- REV. 7-29-03: ADDED GEOTEXTILE FABRIC TO TEMPORARY CULVERT CROSSING AND TEMPORARY CONSTRUCTION ROAD ENTRANCE DETAILS. CHANGED MINERAL AGGREGATE TO CLASS A-3 RIPRAP IN TEMPORARY CONSTRUCTION ROAD ENTRANCE DETAIL. CHANGED GENERAL NOTES (D) AND (E).
- REV. 4-15-06: REFORMATTED SHEET, REVISED NOTES, MISC. EDITS TO DRAWING.
- REV. 4-1-08: REVISED VARIOUS GENERAL NOTES, MISC. EDITS TO DRAWING, AND REMOVED CLASS A-2 RIPRAP.
- REV. 8-1-12: MINOR EDITS TO GENERAL NOTES.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

NOT TO SCALE

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD