

This manual has been prepared to introduce the basic components of a set of contract plans to assist in the interpretation of the contract plans.

Contract Plans Reading Manual

July 2020

TDOT

OBJECTIVES

To become familiar with:

- Roadway Index
- Basic sheet layout
- Specific features/items per type of sheet
- Tools/resources to assist in contract plans reading

INTRODUCTION

Contract plans are developed to provide a pictorial view of the existing facilities and proposed improvements on a particular portion of roadway. Contract plans convey information about the project that is necessary to both bid the project and to construct the project.

Contract plans vary depending on the size and the scope of the project. This manual has been prepared to introduce the basic components of a set of contract plans to assist in the interpretation of the contract plans.

GENERAL INFORMATION

It is helpful to become familiar with the abbreviations and symbologies that are typically used throughout contract plans. Refer to Standard drawings RD-A-1 (Standard Abbreviations) and RD-L-1 (Standard Legend) for guidance in interpreting text, line styles, and symbols. Standard drawings can be found on the following link:

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/standard_drawings/roadway_standard_drawings/current/roadway-design-standards/standard-abbreviations-and-legends/RDL1.pdf

Standard Legends for Utility Installations, Signalization and Lighting, Erosion Prevention and Sediment Control, and Natural Stream Design are also found at the above link. These are RD-L-2 through RD-L-8, found in the Standard Roadway Drawings under the Roadway Design Standards link.

ROADWAY DESIGN CHECKLIST

A detailed checklist for plans at each phase of development (Preliminary, Right-of-Way, and Construction) is available at the following link:

https://www.tn.gov/tdot/roadway-design/design-standards/design-guidelines.html

The checklist are also shown under Reference Documents

OTHER IMPORTANT RESOURCES

- TDOT Standard Specifications for Road and Bridge Construction (TDOT Spec Book)
- Manual on Uniform Traffic Control Devices (MUTCD)
- TDEC Erosion and Sediment Control Handbook

See this website: https://www.tn.gov/content/dam/tn/tdot/documents/TDEC_Erosion_and_Sediment_Control_Handbook.pdf

- TDOT Design Guidelines, TDOT Drainage Manual, TDOT Standard DrawingsSee this website: https://www.tn.gov/tdot/roadway-design/design-standards.html

PLAN SHEETS SETUP

Title Block: Title blocks are located in the bottom right corner of plan sheets. All plan sheets, except Title Sheets and Cross-Section Sheets, have a title block. The title block always includes the sheet name and may include datum adjustment factor and the corresponding scale and station range. The Title Sheets and Cross-Section Sheets do not have a title block because those sheets are easily identified.

Sheet Identification blocks: Sheet identification blocks are located in the top right corner of plan sheets. All plan sheets have a sheet identification block. The sheet identification block always includes the project number, project year, and sheet number. In addition, all plan sheets, except Title Sheets and Bridge Sheets, include a phase description (Preliminary, R.O.W., CONST., etc.). Note that project numbers can be used to identify the project type. There are four types of projects: Federal Aid, National Highway System, Surface Transportation System, and State and each have a unique project number configuration. See Appendix C.

Sheet Revisions: Sheet revisions are located below the sheet identification block and always include a revision date and revisions description.

The following sections describe the separate plans sheets in the order they would appear in the contract plans. Again, each set of contract plans vary depending on the size and the scope of the project, therefore some sections may not be included in a specific set of contract plans.

Engineer's Seal: Each Sheet (except for cross-section sheets) will have the Professional Registered Engineer's signed seal displayed above the Title Block.

Updated: 05/06/2019

THIS IS THE GENERAL INDEX. INDEXES SPECIFIC TO A PROJECT MAY NOT INCLUDE SOME OF THESE SHEETS.

CONSTRUCTION INDEX OF SHEETS

SIGNATURE SHEETS ROADWAY-SIGN1
TITLE SHEET 1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS 1A
STANDARD ROADWAY DRAWINGS 1A1, 1A2
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS 1A3
PROJECT COMMITMENTS 1B
ESTIMATED ROADWAY QUANTITIES 2,2-1, 2-2
ESTIMATED BOX BRIDGE QUANTITIES 2A, 2A1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE 2B, 2B1, 2B2
GENERAL NOTES 2C, 2C1
SPECIAL NOTES 2D, 2D1
TABULATED QUANTITIES 2E, 2E1
DETAIL SHEETS 2F, 2F1, 2F2
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS 3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S) ..... 3A – 3B
PRESENT LAYOUT(S) ..... 4 – 10
RIGHT OF WAY DETAILS ..... 4A – 10A
PROPOSED LAYOUT(S) ..... 4B – 10B
PROPOSED PROFILE(S) ..... 4C – 10C
RAMP PROFILE(S) ..... 11 – 12
SIDE ROADS PROFILE(S) ..... 13 – 14
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S) ..... 15 – 18
DRAINAGE MAP(S) ..... 19 – 20
CULVERT SECTION(S) ..... 21 – 22
EROSION PREVENTION AND SEDIMENT CONTROL PLANS ..... 23, 24, 25 – 27Z
ENVIRONMENTAL MITIGATION PLAN(S) 28, 28A, 28B
SIGNING AND PAVEMENT MARKING PLAN(S) ..... 29 – 35
SIGN SCHEDULE SHEET(S) ..... 36 – 39
MISCELLANEOUS SIGNING DETAILS ..... 40 – 40Z
ROADWAY CROSS SECTIONS ..... 41 – 95
SIDE ROAD CROSS SECTIONS ..... 96 – 106
TRAFFIC CONTROL PLANS T1-T50Z
BRIDGE PLANS B-1
GEOTECHNICAL PLANS G-1
ITS PLANS ITS-1
LIGHTING PLANS L-1
NATURAL STREAM DESIGN PLAN INDEX NS-1
RETAINING WALL DETAILS R-1
SIGNAL PLANS SIG-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX S-1
UTILITIES INDEX U1–1

TITLE SHEET

The Title sheet is the first sheet in a set of contract plans and contains general information about the project. The following is a list of items that can be found on the Title Sheet.

- County and State map with County highlighted
- County Name
- Route and description
- Type of work (i.e. grade, drain, bridge, pave, sign, lighting, construction, etc.)
- Location map with route to be improved, local roads, streams, railroads and towns
- Begin/End project labeled with federal and state number – Use Construction Project Number, Northing/Easting coordinates
- Coverage of each present layout sheet on map with construction sheet number identified
- Adjacent construction projects labeled
- Scale
- Roadway, bridge, box bridge and project length
- Lower left hand corner: Identification block with name of Supervisor 2, CE Manager 1, or Transportation Manager 2, Consultant firm, and/or Designer (as applicable), PIN No., PE-D project number and label (Design)
- Signatures in signature block – Chief Engineer and Commissioner
- Engineer's stamp
- "See Sheet No. 1A for index" added to index area
- Design traffic
- Exclusion Block
- Survey Date/Update
- Road closure note
- Special notes
- North arrow

Index Of Sheets

PRELIMINARY INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2, 2A1, 2A2
DETAIL SHEETS	2B, 2B1, 2B2
RIGHT-OF-WAY NOTES, UTILITY NOTES and UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE(S) and PROPERTY MAP(S)	3A - 3B
PRESENT LAYOUT(S)	4 - 10
RIGHT OF WAY DETAILS	4A - 10A
PROPOSED LAYOUT(S)	4B - 10B
PROPOSED PROFILE(S)	4C -10C
RAMP PROFILE(S)	11 - 12
① SIDE ROADS PROFILE(S)	13 - 14
PRIVATE DRIVE AND FIELD ENTRANCE PROFILE(S)	15 - 18
DRAINAGE MAP(S)	19 - 20
CULVERT CROSS SECTION(S)	21 - 22
ROADWAY CROSS SECTIONS	23 - 217
SIDE ROAD CROSS SECTIONS	218 – 268

Footnotes:

① Haul Road profiles follow Side Road profiles in the sheet numbering sequence.

END PROJECT NO. ____-1__-__ PRELIMINARY

STA. __+__.__ ----------

N ____.___ E _____.___

BEGIN PROJECT NO. ____-1__-__ PRELIMINARY

STA. __+__.__ ----------

N ____.___ E _____.___

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 : JAMES KELLEY, P.E.

DESIGNER : AMY LORENTZ CHECKED BY : ----------

P.E. NO. 18004-1227-94 (DESIGN)

PIN NO. 124717.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SUMNER COUNTY

BRIDGE OVER LITTLE TRAMMEL CREEK
L.M. 39.41 IN SUMNER COUNTY

PRELIMINARY
BRIDGE REPLACEMENT

STATE HIGHWAY NO. 174 F.A.H.S. NO. ____

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO

TENN.	YEAR	SHEET NO.
	2018	1
FED. AID PROJ. NO.	BR-STP-174(27)	
STATE PROJ. NO.	83027-1221-94	

PROJECT LOCATION

BRIDGE ID. # 83E00270011



N

EXCLUSIONS	
STATION TO STATION	LENGTH (FT.)
_____ - _____	____.__
_____ - _____	____.__
_____ - _____	____.__
TOTAL=	____.__

ROAD TO BE CLOSED DURING CONSTRUCTION

DESIGN EXCEPTION APPROVED __-__-__

1) [EXCEPTION DESCRIPTION]
[EXCEPTION DESCRIPTION]

2) [EXCEPTION DESCRIPTION]
[EXCEPTION DESCRIPTION]

3) [EXCEPTION DESCRIPTION]
[EXCEPTION DESCRIPTION]

SEALED BY

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

DATE:

APPROVED: Clay Bright
CLAY BRIGHT, COMMISSIONER

SCALE: 1"= 5280' 0 ____ ____ ____ ____

R.O.W. LENGTH	__.__ MILES
ROADWAY LENGTH	__.__ MILES
BRIDGE LENGTH	__.__ MILES
BOX BRIDGE LENGTH	__.__ MILES
BOX BRIDGE LENGTH	__.__ MILES ▲
PROJECT LENGTH	__.__ MILES

▲ Not included in the project length (Non Riding Surface).

SURVEY __-__-__	
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TRAFFIC DATA	
ADT (2022)	790
ADT (2042)	1060
DHV (2042)	106
D	65 - 35
T (ADT)	8 %
T (DHV)	5 %
V	50 MPH

STATE PLANE COORDINATES ARE BASED ON GPS MEASUREMENTS OBTAINED _-_-_ USING GEOID __ MODEL AND DATUM ADJUSTMENT FACTOR OF _.____

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

The Roadway Index and Standard Drawing sheet is the second sheet in a set of contract plans.

The Roadway Index is a list of the specific sheets in numerical order that are included in the set of contract plans. Refer to the Roadway Design Guidelines Chapter 1 for proper sequence of sheets.

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C1.pdf

Additional important information on this sheet:

Project Commitments - All Environmental Commitments (and any other commitments found in PPRM) are to be listed in a Project Commitments sheet and listed in the Index. If the project has no Project Commitments, then a note shall be added under the Index saying, “No Project Commitments sheet included in this set of plans.”

The Standard Roadway Drawings is a list of drawings (title, revision date, description) that are necessary for the proper construction of the specific roadway improvement project. Chapter 10 of the Roadway Design Guidelines has a comprehensive list of all current standard drawings used by TDOT.

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C10.pdf

See TDOT Standard Drawings Library online at:
https://www.tn.gov/tdot/roadway-design/standard-drawings-library.html

Standard Roadway Drawings are grouped under the following sections:
1. Roadway Design Standards
2. Culverts and Endwalls
3. Catch Basins and Manholes
4. Natural Stream Design
5. Roadway and Pavement Appurtenances
6. Safety Design and Fences
7. Design - Traffic Control
8. Erosion Prevention and Sediment Control

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1, 1A2
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A3
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SIDE ROADS PROFILE(S) ①	13 – 14
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S)	15 – 18
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BRIDGED PLANS	B-1
GEOTECHNICAL PLANS	G-1
ITS PLANS	ITS-1
LIGHTING PLANS	L-1
NATURAL STREAM DESIGN PLAN INDEX	NS-1
RETAINING WALL DETAILS	R-1
SIGNAL PLANS	SIG-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX	S-1
UTILITIES INDEX	U1–1

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

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	03-16-17	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-8	09-15-17	STANDARD LEGEND FOR NATURAL STREAM DESIGN
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
ROADWAY AND PAVEMENT APPURTENANCES		
RP-VC-10		VERTICAL CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
SAFETY DESIGN AND FENCES		
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2	10-10-16	SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
S-PL-6	10-10-16	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	03-28-17	W-BEAM GUARDRAIL
S-GRS-2	07-05-17	SPECIAL CASE: GUARDRAIL ATTACHMENT TO CONCRETE
S-GRT-2	03-28-17	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P	07-05-17	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-F-1	05-24-12	HIGH VISIBILITY FENCE
S-RP-2	02-08-16	STANDARD CONCRETE RIGHT-OF-WAY MARKERS
DESIGN - TRAFFIC CONTROL		
T-M-1	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	08-02-18	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-16	08-02-18	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-PBR-1	03-16-17	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	03-16-17	DETAIL FOR FLEXIBLE DELINEATORS
T-WZ-32	03-05-17	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	05-27-98	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	09-01-05	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	04-02-12	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	03-16-17	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	05-06-16	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)
EC-STR-31	08-01-12	TEMPORARY DIVERSION CHANNEL
EC-STR-32	08-01-12	TEMPORARY DIVERSION CULVERTS

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DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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STANDARD STRUCTURES DRAWINGS

The Standard Structure Drawings sheet contains the list of standard structure drawings (number, revision date, title) that are relevant to the project. Refer to the Structures Division for the list of standard structure drawings.

Standard Structures Drawings are grouped under the following sections:

1) New Structures
2) LRFD Box Culverts
3) Bridge Repairs

STANDARD TRAFFIC OPERATIONS DRAWINGS

Similar to the Standard Roadway Drawings sheet, the Standard Traffic Operations Drawings sheets contains the list the standard traffic operations (number, revision date, title) that are relevant to the project. Refer to the Operations Division for the list of standard operations drawings.

Standard Traffic Operations Drawings are grouped under the following sections:

1) Signs
2) Signals
3) Lighting and Utility Poles
4) Railroad Crossings

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2016	R-BR-STP-151(3)	1A2

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
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-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING
T-S-20	07-11-17	SIGN DETAILS
T-S-21	07-02-15	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
T-S-22	09-12-13	SIGN LAYOUT FOR HOV LANES
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-02-15	BREAKAWAY POST SIGN SUPPORTS
T-S-24	08-02-13	DETAILS OF SIGN WITH SOLAR FLASHING ASSEMBLY

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-10-1	04-08-05	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
LRFD BOX CULVERTS		
STD-17-1		INDEX OF DRAWINGS
STD-17-2		TERMINOLOGY
STD-17-3		GENERAL NOTES
STD-17-4		DESIGN SECTION LIMITS
STD-17-5		TYPICAL SECTION AND DETAILS
STD-17-6		TYPICAL ELEVATIONS
STD-17-7		CURB, RAIL & EDGE BEAM DETAILS - SKEW NOT LESS THAN 45 DEG.
STD-17-9		INTERIOR WALL END TREATMENTS
STD-17-10		TYPICAL WINGWALL DETAILS AND NOTES
STD-17-11		WINGWALL DIMENSIONS AND QUANTITIES
STD-17-15		WINGWALL & SPECIAL RETAINING WALL DESIGN SECTIONS
STD-17-16		WINGWALL DESIGN SECTION
STD-17-17	06-01-11	BACKFILL AND DRAINAGE DETAILS
STD-17-18		BACKFILL DETAILS
STD-17-23		SIDEWALK AND MISCELLANEOUS DETAILS
STD-17-24		WARPED SLOPE DETAIL
STD-17-28		END SECTION DETAILS
STD-17-160		SLAB BRIDGE, 3 BARRELS AT 14', CLEAR HTS. 8' - 11', 0 - 60' FILL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC OPERATION DRAWINGS

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PROJECT COMMITMENTS

All commitments made during the planning and development of the project, shall be added to the project commitments page found in PPRM Project Manager. Those commitments shall be included on a separate Project Commitments sheet in the project plans.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	1A
CONST.	2016	R-BR-STP-151(3)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION HAZARDOUS MATERIALS	An Asbestos-Containing Survey (ACM) was conducted on the Bridge # 56SR1510005, SR-151 over Salt Lick Creek, LM 2.47. No ACM was detected. No special accommodations for demolition and waste disposal are anticipated for this bridge and the material can be deposited in a C&D landfill. The contractor shall be responsible for submitting a notice to TDEC- Air Pollution Control Division 10 days in advance of any demolition.	ALL

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
COMMERCE
NO. 106422
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

03-OCT-2016 07:00
C:\PROJECTS\MACON\SR151SaltLickCreek\001B.SHT

ESTIMATED ROADWAY QUANTITIES

The Estimated Roadway Quantities sheet contains a table of the estimated quantities of the roadway items included in the contract plans. The table of estimated quantities contains the item number, description, unit, and quantity of each item. This sheet may also include footnotes that help clarify quantity values.

Refer to Chapter 1-400 of the Roadway Design Guideline for the additional information

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C1.pdf

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-06.01	REMOVAL OF BUILDINGS (TRACT NO. 5)	LS	1
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1550
	203-01.11	PRESPLITTING OF ROCK EXCAVATION	S.Y.	133
	203-06	WATER	M.G.	1
	203-08	CHANNEL EXCAVATION (UNCLASSIFIED)	C.Y.	200
	204-08	FOUNDATION FILL MATERIAL	C.Y.	105
(2)	209-05	SEDIMENT REMOVAL	C.Y.	110
(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	600
(2)	209-08.07	ROCK CHECK DAM	EACH	4
(2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(7)(2)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	120
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1032
(8)(2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	14
(10)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GD B-M2	TON	149
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	9
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
(9)	411-01.07	ACS MIX(PG64-22) GRADING E	TON	30
(10)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	70
	411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONT) (4IN WIDTH)	L.M.	1
	705-01.04	METAL BEAM GUARD FENCE	L.F.	100
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	106
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	4
	705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	13
	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
(3)(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	300
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	10
(5)(2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	80
	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	252
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	13
	712-06	SIGNS (CONSTRUCTION)	S.F.	345
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2732
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	24
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	1
	713-16.20	SIGNS (STOP)	EACH	1
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	20
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	1
	717-01	MOBILIZATION	LS	1
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1
(6)(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	322
(3)(2)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN (FOR SLOPES)	L.F.	300
(1)(2)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	12
(1)(2)	801-03	WATER (SEEDING & SODDING)	M.G.	3
(4)(2)	803-01	SODDING (NEW SOD)	S.Y.	230

ESTIMATED BRIDGE QUANTITIES

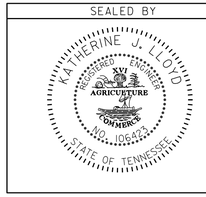
	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	202-04.51	REMOVAL OF STRUCTURES (Exist. Bridge Sta. 18+56.08)	LS	1
	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	318
(11)	604-02.01	CLASS A CONCRETE (BOX BRIDGES)	C.Y.	139
(12)	604-02.02	STEEL BAR REINFORCEMENT (BOX BRIDGES)	LB.	32060

SINCE THE PROPOSED BRIDGE IS JUST A BOX CULVERT, THESE QUANTITIES ARE LISTED ON THE ESTIMATED ROADWAY QUANTITIES SHEET.

FOOTNOTES

(1) PROTECT SLOPES DURING CONSTRUCTION OF PROJECT.
(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT
(3) TO BE USED AS NEEDED BY THE PROJECT ENGINEER
(4) SOD TO BE USED ON ALL SLOPES
(5) RIP-RAP USED FOR TEMPORARY CONSTRUCTION EXITS
(6) INCLUDES 178 S.Y. FOR CONSTRUCTION EXITS AND 144 S.Y. FOR FILTER BAGS.
(7) USED TO DIVERT WATER WITHIN STREAM.
(8) FOR SEDIMENT FILTER BAGS
(9) FOR SHOULDERS AND SIDEWALK (PAVED WALKING PATH)
(10) FOR ROADWAY AND PARKING AREA
(11) INCLUDES 28 C.Y. OF CONCRETE FOR WINGWALLS AND 4 C.Y. FOR TYPE "B" CURB
(12) INCLUDES 3504 LBS OF REINF. STEEL FOR WINGWALLS

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPICAL SECTIONS AND PAVING SCHEDULES

The Typical Sections and Paving Schedules sheet shows the typical cross sections of the mainline road to be built, as well as side roads, private drives, field entrances, business entrances, and haul roads. The proposed pavement schedule is also shown.

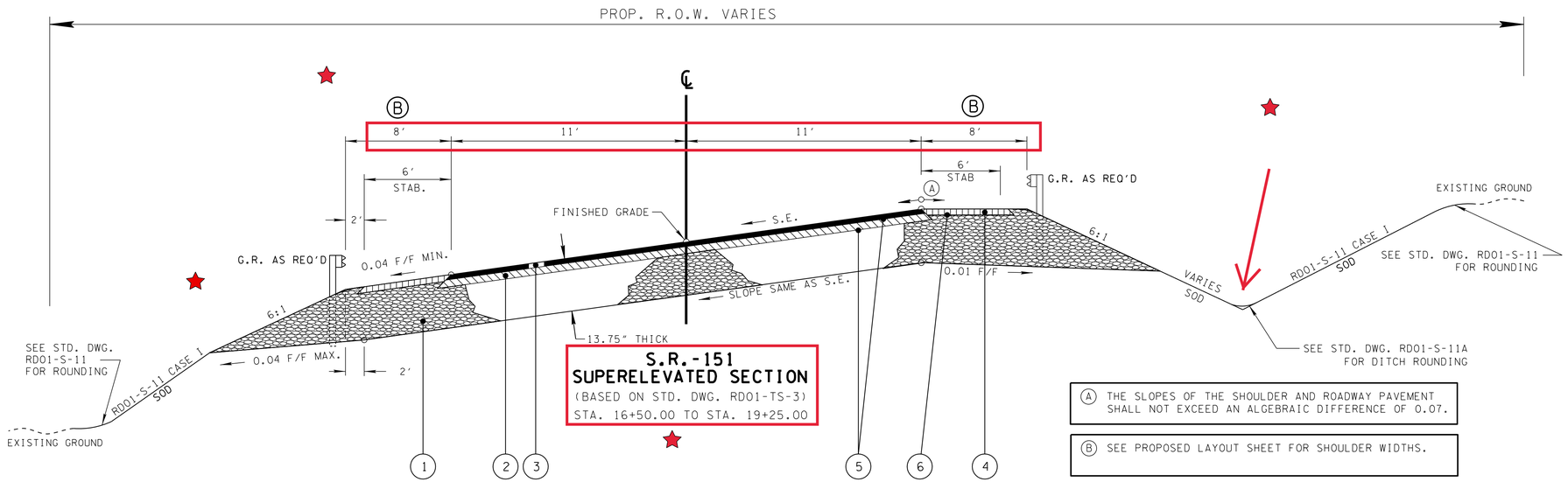
Typical cross sections may contain the following information:

- Width of travel lanes and shoulders
- Finished grade
- Cross slopes
- Side slopes
- Roadside ditches
- Curb, gutters, sidewalks
- Tangent sections and applicable station ranges
- Superelevated sections and applicable station ranges
- Proposed pavement materials, layers and layer thicknesses
- Underdrains

The proposed pavement schedule includes the pavement material code, name, thickness, item number and item number description. The proposed pavement schedule may also include approximate quantities and installation notes.

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

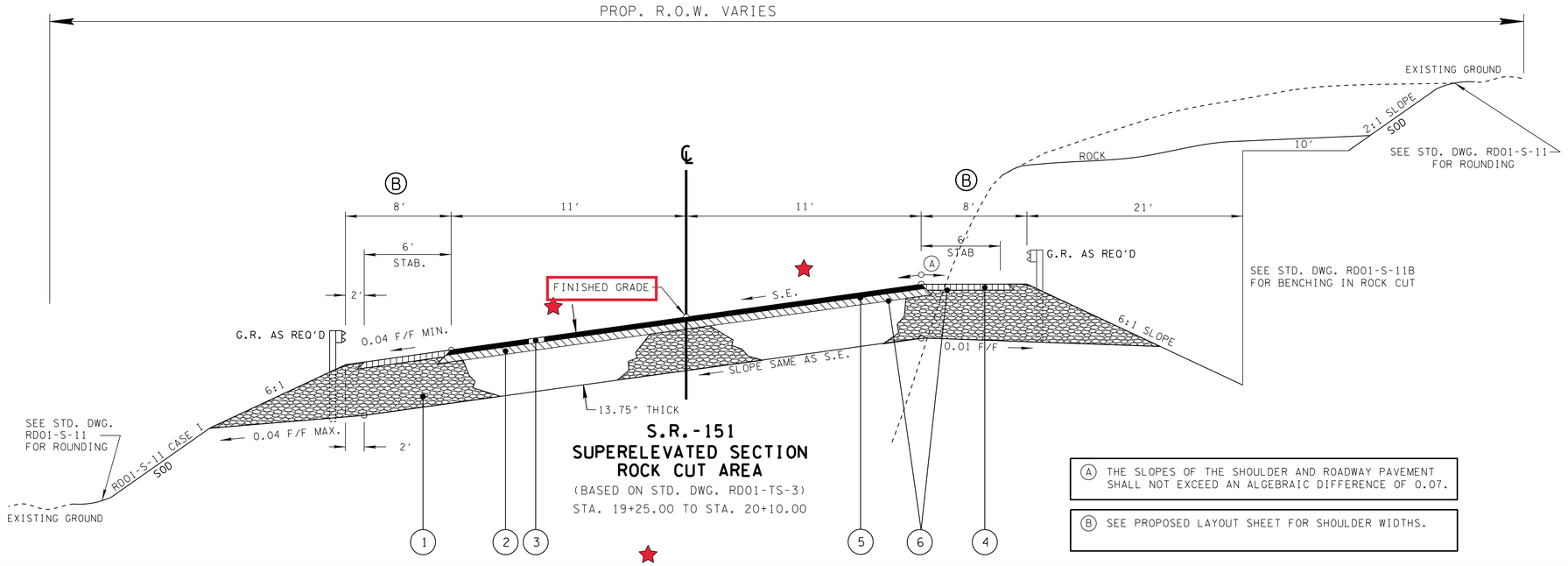
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	2
CONST.	2016	R-BR-STP-151(3)	2A



S.R.-151
SUPERELEVATED SECTION
(BASED ON STD. DWG. RDO1-TS-3)
STA. 16+50.00 TO STA. 19+25.00

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.

(B) SEE PROPOSED LAYOUT SHEET FOR SHOULDER WIDTHS.



S.R.-151
SUPERELEVATED SECTION
ROCK CUT AREA
(BASED ON STD. DWG. RDO1-TS-3)
STA. 19+25.00 TO STA. 20+10.00

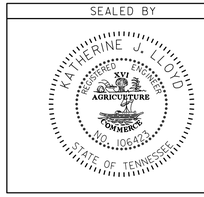
(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.

(B) SEE PROPOSED LAYOUT SHEET FOR SHOULDER WIDTHS.

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE BASE @ 10" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, (GRADING "D")	(4) SHOULDER SURFACE GRADING "E" @ 1.50" THICK 411-01.07 ASPHALT CONCRETE SHOULDER PG64-22 (GRADING "E")	(*)
(2) BINDER GRADING "B-M2" @ 2.5" THICK 307-01.08 ASPHALT CONCRETE PG64-22 (GRADING "B-M2")	(5) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) RATE 0.07 GAL./SY	(*)
(3) SURFACE GRADING "D" @ 1.25" THICK 411-01.10 ASPHALT CONCRETE SURFACE PG64-22 (GRADING "D")	(6) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) RATE 0.30-0.35 GAL./SY 402-02 AGGREGATE FOR COVER MATERIAL (PC) RATE 8-12 LB./SY.	(*)

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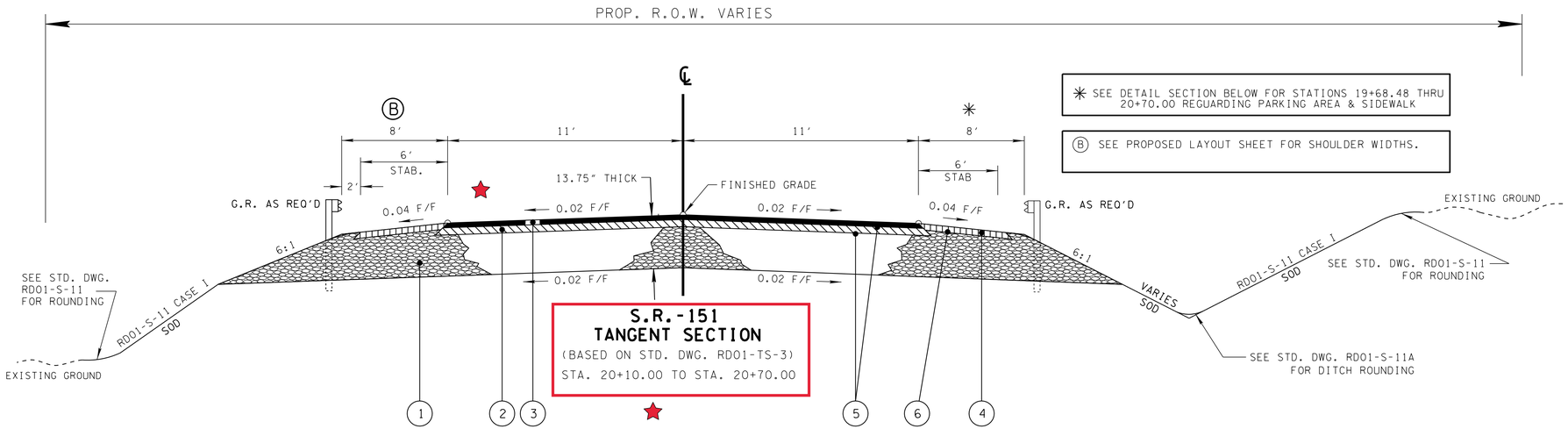
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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

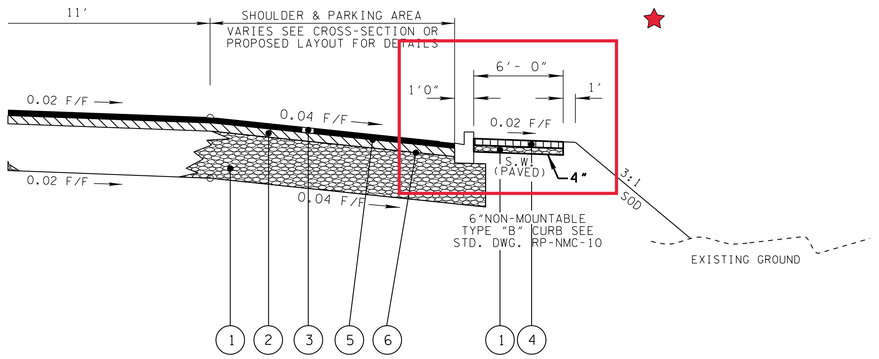
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	2A
CONST.	2016	R-BR-STP-151(3)	2B



✳ SEE DETAIL SECTION BELOW FOR STATIONS 19+68.48 THRU 20+70.00 REGUARDING PARKING AREA & SIDEWALK

Ⓑ SEE PROPOSED LAYOUT SHEET FOR SHOULDER WIDTHS.

S.R.-151
TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-3)
STA. 20+10.00 TO STA. 20+70.00



S.R.-151
PARKING AREA DETAIL
STA. 19+60.00 TO STA. 20+70.00

SEALED BY

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

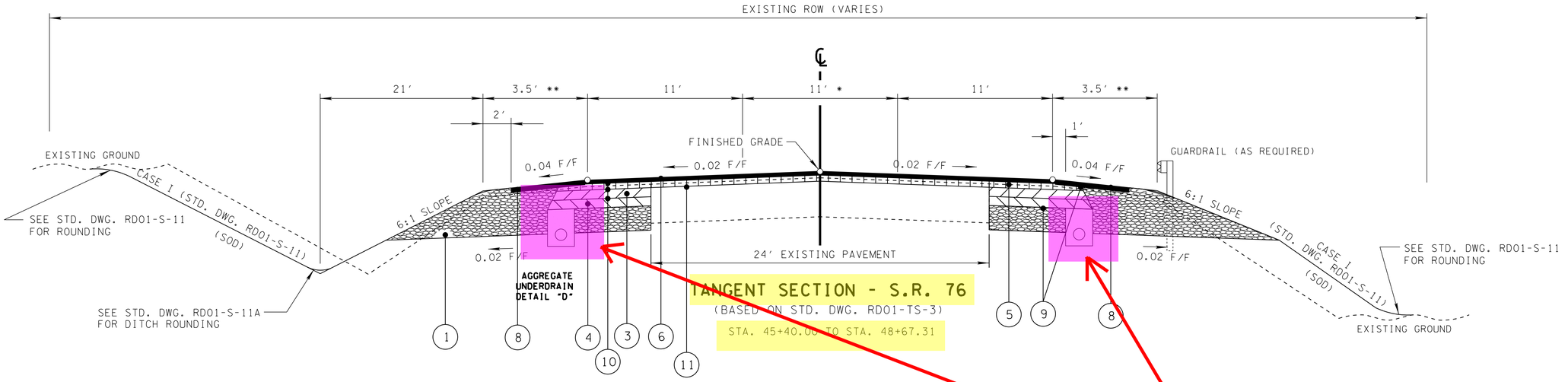
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

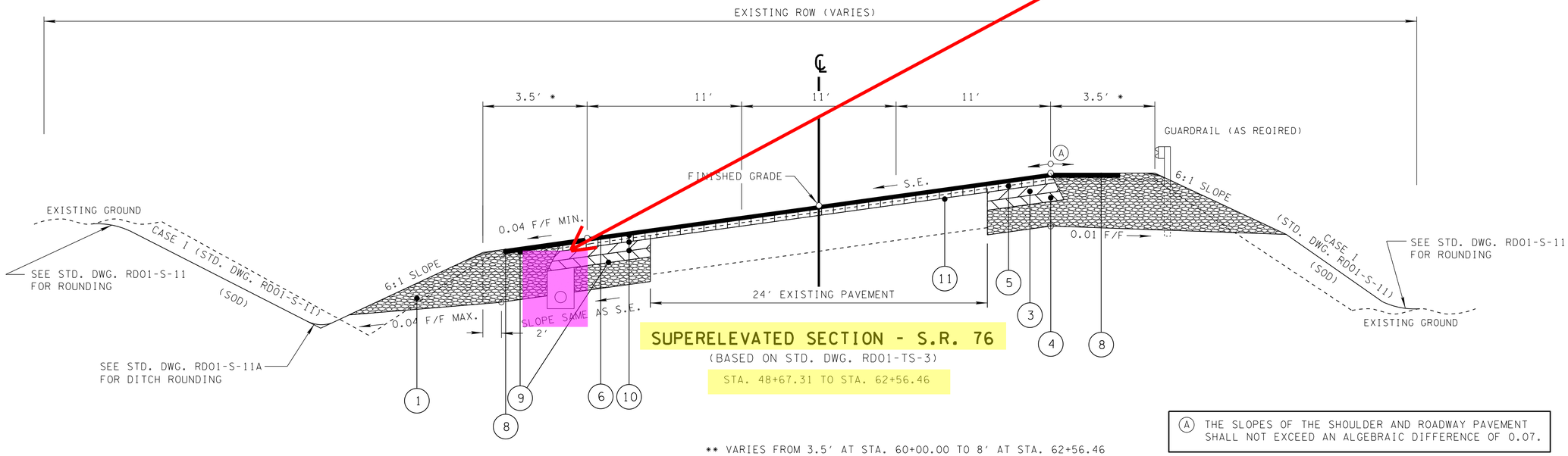
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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HSIP-76(96)	2
CONST.	2016	HSIP-76(96)	28



UNDERDRAINS



(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.

SEALED BY

ROBERT B. BRAUN REGISTERED ENGINEER AGRICULTURE COMMERCE STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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GENERAL NOTES AND SPECIAL NOTES

The General Notes sheet contains notes that summarize the scope of work and describe the construction procedures that are applicable to the project. General notes are grouped according to subject matter. Refer to Section 6 of Roadway Design Guidelines for a list of frequently used general notes. The following is a list of the subject matter groupings:

- Grading
- Seeding and Sodding
- Guardrail
- Drainage
- Utilities
- Fencing
- Miscellaneous
- Road Closure
- Right-of-Way
- Pavement Markings (Temporary and Final)
- Detours, Lane Shifts and Median Cross-overs
- Pavement (Paving, Resurfacing)
- Graded Solid Rock
- Riprap
- Signing
- Traffic Control Directing Signing
- Signalization
- Construction Work zone and Traffic Control
- Lighting
- Erosion Prevention and Sediment Control
- Disturbed Area
- Sediment Control
- Stream/Wetland
- Species
- Inspection/Maintenance/Repair
- Materials and Staging
- SWPPP, Permits, Plans, Records
- Litter, Debris, Waste, Petroleum

The Special Notes sheet contains special notes that are provided by other TDOT Divisions such as Environmental and/or Construction and/or special notes provided by the City. Similar to general notes, special notes are grouped according to subject matter. Refer to Section 6 of Roadway Design Guidelines for a list of frequently used special notes.

Current General Notes and Special Notes are found in Chapter 9 of the Roadway Design Guidelines at the following link:

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C9.pdf

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	2C

GENERAL NOTES

GRADING

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

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (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

(4) 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

(3) 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.

(4) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(5) 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).

(6) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

(7) 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

(8) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

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

PAVEMENT MARKINGS

(10) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4” SPRAY THERMOPLASTIC (60 mil) 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. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(11) 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.

(12) 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.

(13) 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.

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

(15) USE OF BARRICADES, PORTABLE BARRIER RAILS, 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.

(16) 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.

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

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(18) 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.

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

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

(21) 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.

(22) 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

(23) 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.

(24) 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.

(25) 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.

(26) 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.

(27) 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.

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CONST.	2016	R-BR-STP-151(3)	2C1

NATURAL RESOURCES

(1) 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.

(2) 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.

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

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

(5) 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.

(6) 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.

(7) 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.

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

(9) 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.

SPECIES

(10) 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.

INSPECTION, MAINTENANCE & REPAIR

(11) 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.

(12) 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.

(13) 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.

(14) 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.

(15) 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.

(16) 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.

(17) 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.

(18) 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

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

(20) 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.

(21) 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.

(22) 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.

(23) 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.

(24) 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.

(25) 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.

(26) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

PERMITS, PLANS & RECORDS

(27) 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).

(28) 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.

(29) 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.

(30) 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.

(31) 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.

(32) 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

(33) 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.

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(1) 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.

(2) 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.

(3) 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.

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(12) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(13) 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.

(14) 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.

(15) 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.

(16) 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.

(17) 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.

(18) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(19) 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.

(20) 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.

(21) 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.

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SPECIAL NOTES

GRADING

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

(2) 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. 6-205.00

DEMOLITION

DEMOLITION OF BUILDINGS

(1) IF THE ASBESTOS SURVEY AND ABATEMENT IS NOT PART OF THE ON TRACT, THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE TDOT HAZARDOUS MATERIALS OFFICE TO VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED FOR ANY BUILDING TO BE REMOVED. IN THE CASE THAT NO SURVEY HAS BEEN COMPLETED THE CONTRACTOR SHALL COORDINATE WITH THE HAZARDOUSE MATERIAL OFFICE IN SCHEDULING A SURVEY.

(2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT SHALL BE COMPLETED PRIOR TO ANY DEMOLITION ACTIVITIES FOR BUILDINGS INCLUDED IN THE PROJECT. ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(4) IF THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

(5) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

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

ECOLOGY

(8) 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.

(9) 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.

(10) 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.

PROJECT COMMITMENTS

(11) SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

NPDES

(12) FOR TYPE 38 TERMINALS NEEDED ON THE PROJECT, USE THE EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT) SHOWN ON STANDARD DRAWING S-GRT-2R. IF THE PROPOSED NUMBER OF EARTH PADS FOR TYPE 38 TERMINALS AS SHOWN ON STANDARD DRAWING S-GRT-2P EXCEEDS A QUANTITY OF 10, CONTACT THE TDOT REGIONAL ENVIRONMENTAL TECH OFFICE IMMEDIATELY TO DETERMINE IF A STORMWATER PERMIT WILL BE REQUIRED.

STREAM RELOCATION

(13) ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL THE ECOLOGY SECTION MUST BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE STREAM / CHANNEL IS TO BE SUPPLIED WITH THE NOTIFICATION.

ENVIRONMENTAL - PERMITS

(14) WO SPECIES OF FISH, THE SPLENDID DARTER AND THE BLACKFIN SUCKER ARE LISTED AS BEING PRESENT WITHIN FOUR MILES OF THE CONSTRUCTION AREA.

(15) COFFER DAMS MAY BE USED AS MIRGRATION BARRIERS AROUND IN STREAM AREAS UNDER CONSTRUCTION TO PREVENT THE FIST FROM RE-ENTERING THE CONSTRUCTION AREA.

(16) TWRA HAS REQUESTED THAT SWEEPS BE CONDUCTED PRIOR TO PLAVING COFFER DAMS IN THE STREAM AND THAT THE FISH BE RELOCATED UPSTREAM IN SUITABLE HABITAT

(17) TDOT BIOLOGISTS MUST BE NOTIFIED AT LEAST TWO WEEKS BEFORE THE IN-STREAM WORKS IS BEGUN SO THAT THEY CAN COORDINATE THE RELOCATION OF THESE FISH FROM THE FOOTPRINT OF THE CONSTRUCTION AREA.

(18) NOTIFY TDOT BIOLOGIST AND ED HARSSON WITH TWRA ED.HARSSON@TN.GOV IN ADVANCE FO THE PRE-CONSTRUCTION MEETING SO THAT THEY MAY ATTEND TO ADDRESS ECOLOFICAL ISSUES.

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SPECIAL NOTES

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TABULATED QUANTITIES

The Tabulated Quantities sheet contains tables with more detailed information regarding specific items are included in estimated quantities sheets. The more detailed information may include specific item location in both the contract plans set (sheet number) and in the project itself (begin/end station, offsets, RT/LT side, etc.), specific item type, specific item amount, referenced standard drawings, and additional notes. The following is a list of tables that can be found in the Tabulated Quantities sheet:

- Grading quantities table (including balances)
- Ramp and side drain quantities table
- Pipe culvert, cross-drain, and endwall quantities table
- Box bridge quantities table
- Box culvert quantities table
- ROW marker quantities table
- Storm drainage quantities tables for catch basins, manholes, junction boxes, etc.
- Storm drainage pipe quantities table
- Guardrail quantities table
- Base and pavement quantities table
- Ditch quantities table
- Roadway approach quantities table

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	2F

ESTIMATED GRADING QUANTITIES

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.			
16+50 - 20+70	1550	857			200	2353	287
TOTALS	**1550**	**857**		**0**	**200**	**2353**	**287**

SLAB BRIDGE TABULATION

STATION	LOCATION	SPAN	HEIGHT	LENGTH	SKEW	DRAINAGE AREA ACRES	CLASS "A" CONC. CU. YD.	REINF. STEEL LBS.	CULVERT EXC. CU. YD.	DRAWING NO.	BACKFILLING ITEM 303-01.01 DWG. STD-10-1 TONS	FOUNDATION FILL MATERIAL CU. YD.
18+56	S.R.-151	3 @ 14'	8'	44'	85 RT	4724	254	46157		STD-17-160		105
TOTALS							**254**	**46157**	**0**		**0**	**105**

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	18+56.08	MAINLINE	38.52' 2 SPAN STEEL GIRDER BRIDGE	

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	MEDAL BEAM GUARDRAIL 705-01.04 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	TYPE IN-LINE 705-04.05 (EACH)	TYPE 38 705-04.07 (EACH)	REMARKS
4B	S.R.151	X		17+55.00 +/-	19+55.00 +/-	50	50		2	
4B	S.R.151		X	15+64.81 +/-	17+36.69 +/-	50	56		2	
TOTALS						**100**	**106**	**0**	**4**	

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
4A	4	2	4	**10**
				0
				0
				0
				0
TOTALS	**4**	**2**	**4**	**10**

PAVEMENT QUANTITIES

	LOCATION	PAY ITEMS 303-01 (TON)	307-01.01 (TON)	307-01.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.07 (TON)	411-01.10 (TON)
	MAINLINE	511.6		128.0	2.0	9.0	1.0		60.0
	SHLDS.	420.6						24.2	
	PARKING AREA	83.2		20.8					9.8
1	SIDEWALK	16.3						5.6	
	.								
	TOTALS	**1031.7**	**0.0**	**148.8**	**2.0**	**9.0**	**1.0**	**29.8**	**69.8**

1. PAVED WALKING PATH

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XV
AGRICULTURE
NO. 106472
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

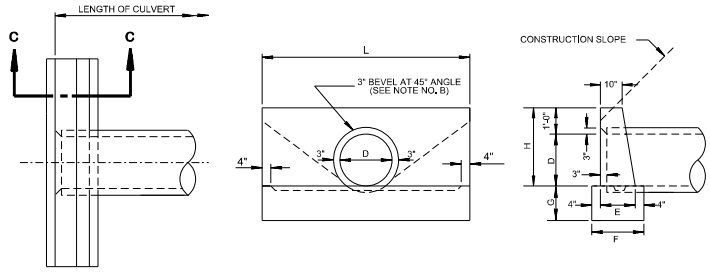
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DETAILS SHEETS

The Details sheet contains details that are not provided in TDOT standard drawings. The following is a list of items that can be found in the Details sheet:

- Retaining wall layouts
- Interchange geometry
- Special structures
- Intersection geometry and contours
- Special ditches
- Intersection geometry and contours
- CCTV (Closed Circuit TV) equipment/items
- Electrical Pull Boxes and Cabinets
- Trenching Details
- RADAR Detection equipment/items

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2019	37455-2421-01	2F



PLAN FRONT ELEVATION SIDE ELEVATION

STRAIGHT TYPE CONCRETE ENDWALL

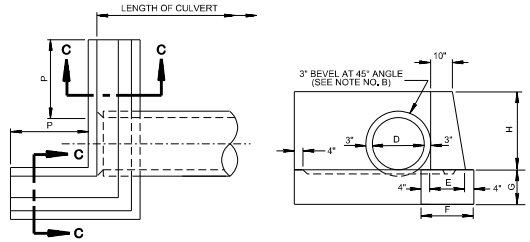
TABLE OF DIMENSIONS AND ESTIMATED QUANTITIES FOR ONE STRAIGHT CONCRETE ENDWALL (SKEW 90°)

DIMENSIONS							CONCRETE IN ONE ENDWALL (C.Y.)			C.Y. FOR EACH ADDITIONAL LINE OF PIPE	C.Y. PER FOOT OF LENGTH "L"		
OPENING		WALL			FOOTING								
D	AREA	L	H	E	F	G	WALL	FOOTING	TOTAL		WALL	FOOTING	TOTAL
1'-6"	1.77	6'-0"	2'-6"	1'-3"	1'-11"	1'-3"	0.51	0.53	1.04	0.39	0.096	0.089	0.185
2'-0"	3.14	8'-0"	3'-0"	1'-4"	2'-0"	1'-4"	0.83	0.79	1.62	0.52	0.120	0.099	0.219
2'-6"	4.91	10'-0"	3'-6"	1'-6"	2'-2"	1'-6"	1.29	1.21	2.50	0.74	0.151	0.121	0.272

ESTIMATED QUANTITIES FOR TWO STRAIGHT CONCRETE ENDWALLS WHEN PIPE IS SKEWED (CUBIC YARD)

D	SKEW											
	35°	35°	40°	45°	50°	55°	60°	65°	70°	75°	80°	85°
1'-6"	4.15	3.61	3.23	2.93	2.71	2.53	2.39	2.29	2.21	2.15	2.11	2.08
2'-0"	6.45	5.62	5.02	4.56	4.21	3.94	3.73	3.56	3.43	3.34	3.28	3.24
2'-6"	9.96	8.68	7.75	7.05	6.50	6.08	5.75	5.50	5.30	5.16	5.06	5.00

NOTE: WHEN PIPE IS ON A SKEW USE TWO STRAIGHT ENDWALLS AND MAKE "L" EQUAL TO "L" IN TABLE ABOVE DIVIDED BY SINE OF THE SKEW ANGLE.



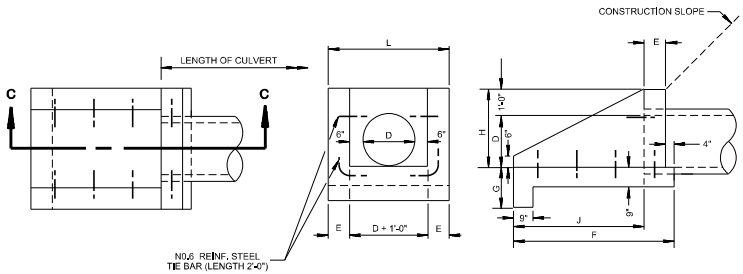
PLAN FRONT ELEVATION

" L " TYPE CONCRETE ENDWALL

ESTIMATED QUANTITIES - ONE "L" TYPE CONCRETE ENDWALL

DIAMETER	P	CONCRETE C.Y.
1'-6"	2'-3"	1.28
2'-0"	3'-0"	1.91
2'-6"	3'-9"	2.90

NOTE: DIMENSIONS NOT SHOWN ARE SAME AS FOR STRAIGHT ENDWALL

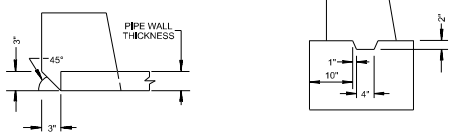


PLAN FRONT ELEVATION SIDE ELEVATION

" U " TYPE CONCRETE ENDWALL

TABLE OF DIMENSIONS AND ESTIMATED QUANTITIES FOR ONE "U" TYPE CONCRETE ENDWALL (SLOPE 1½ :1 AND 2 :1)

DIMENSIONS								CONCRETE IN ONE ENDWALL (C.Y.)			C.Y. FOR EACH ADDITIONAL LINE OF PIPE	C.Y. PER FOOT OF LENGTH "L"	REINFORCING STEEL LB.
OPENING		WALL			FOOTING								
D	AREA	L	H	E	J	F	G	WALL	FOOTING	TOTAL			
1'-6"	1.77	4'-0"	2'-6"	9"	4'-0"	5'-1"	1'-3"	0.61	0.62	1.23	0.554	0.225	20
2'-0"	3.14	4'-8"	3'-0"	10"	5'-0"	6'-2"	1'-6"	0.86	0.90	1.76	0.728	0.275	20
2'-6"	4.91	5'-2"	3'-6"	10"	6'-0"	7'-2"	1'-6"	1.12	1.14	2.26	0.996	0.328	20



DETAIL OF BEVEL

SECTION C- C
SHOWING CONSTRUCTION JOINT

GENERAL NOTES

A CONCRETE ENDWALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION, SECTION 611, AND/OR SPECIAL PROVISIONS

B ALL STRAIGHT AND " L " TYPE CONCRETE ENDWALLS ON INLET END OF PIPE, AND AT 90° SKEW SHALL BE BEVELED AT 3" AT 45° ANGLE. BEVEL WILL NOT BE REQUIRED WHEN ENDWALL IS CONSTRUCTED ON THE "BELLED" END OF THE CONCRETE PIPE.

C WHEN MORE THAN ONE LINE OF PIPE IS REQUIRED THE DISTANCE FROM CENTER TO CENTER OF PIPE SHALL BE D + 1'-0".

D PAYMENT FOR ENDWALLS WILL BE MADE AT ITEM NOS.:
611-07.01, CLASS "A" CONCRETE (PIPE ENDWALLS) PER C.Y.
611-07.02, STEEL BAR REINFORCING (PIPE ENDWALLS) PER LB.

R.O.W.

PLANS

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DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 1 OF 1

RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS

The Right-of-Way Notes, Utility Notes and Utility Owners sheet contains right-of-way notes, utility notes and a list of utility owners and their contact information. Refer to Section 6 of Roadway Design Guidelines for a list of frequently used right-of-way and utility notes. Refer to Figure 4-6 for the typical format for utility owner/contact information.

Current Right-of-Way/Utility Notes are found in Chapter 9 of the Roadway Design Guidelines at the following link:

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C9.pdf

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(2)	3A
CONST.	2016	R-BR-STP-151(3)	3

RIGHT-OF-WAY

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

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

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

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

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

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

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

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

UTILITY

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR 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.

UTILITY OWNERS

CABLE:
VERIZON
INVESTIGATION, 2400 N. GLANVILLE
RICHARDSON, TX 75082
CONTACT: DEAN BOYERS
OFFICE PHONE: 972 729 6322
Email: DEAN.BOYERS@VERISON.COM

ELECTRIC:
TRI-COUNTY ELECTRIC MEMBERSHIP CORP.
405 COLLEGE STREET
LAFAYETTE, TN 37083
CONTACT: STEVE LINVILLE
OFFICE PHONE: 615 688 2119
Email: SLINVILLE@TCEMC.ORG

TELEPHONE:
NORTH CENTRAL TELEPHONE
872 HWY 52 BYPASS EAST
LAYAYETTE, TN 37083
CONTACT: TROY DAVIS
OFFICE PHONE: 615 888 6058
Email: TRDAVIS@NCTC.COM

WATER:
CITY OF RED BOILING SPRINGS
361 LAFAYETTE ROAD, PO BOX 190
RED BOILING SPRINGS, TN 37150
CONTACT: CHAD OWENS
OFFICE PHONE: 615 699 2011
Email: CHADOWENS@NCTC.COM

CABLE:
COMCAST
2501 McGAVOCK PIKE
NASHVILLE, TN 27214
CONTACT: LARRY K. WILBURN
OFFICE PHONE: 615 244 7462 ext. 1115140
CELL PHONE: 615 295 9069
Email: LARRY_WINBURN@CABLE.COMCAST.COM

CABLE:
AT&T FIBER OPTIC CABLE
360 FEES MIL BUSINESS PKWY
CONYERS, GA 30013
CONTACT: SCOTT LOGEMAN
OFFICE PHONE: 770 335 8255
Email: SL1213@ATT.COM

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
NOTES,
UTILITY NOTES
AND
UTILITY OWNERS

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PROPERTY MAP(S) AND ACQUISITION TABLES

The Property Map(s) and Right-of-Way Acquisition Tables sheet contains property map(s) and right-of-way acquisition tables. Property maps contain information pertaining to how tracts of property are affected by right-of-way acquisition. Property maps include the following information:

- Boundary lines on all properties involved
- Begin/end project labeled with Federal and State construction project numbers and Northing/Easting coordinates
- Tract Numbers
- Existing and proposed right-of-way lines
- Proposed centerlines
- Major drainage features
- R.O.W. Acquisition Table
- Disturbed Area Block
- North Arrow
- Datum Adjustment Factor

Right-of-way acquisition tables contain additional detailed information pertaining to how tracts of property are affected by right-of-way acquisition. Right-of-way acquisition tables include the following information for each tract:

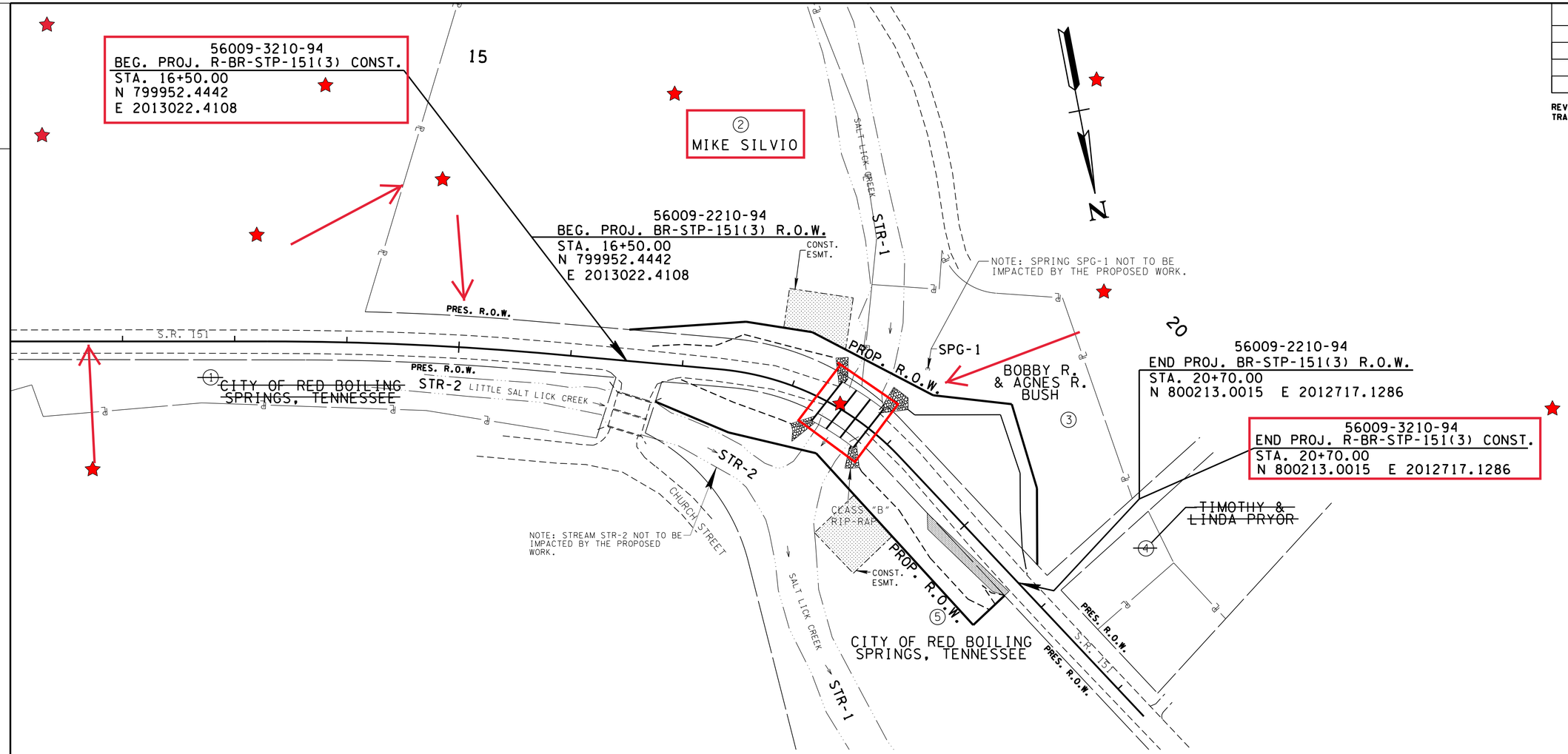
- Property owners
- County records
- Total acreage
- Amount of area to be acquired, amount of area to remain
- Any easements that may be needed, including slope, drainage and construction easements

Datum Adjustment Factor – Coordinates are NAD/83(1995) , are Datum adjusted by the factor of 1.000XXX and tied to the TGRN, all elevations are referenced to the NAVD 1988.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	3
CONST.	2016	R-BR-STP-151(3)	3A

REV. 4-4-15: UPDATED COUNTY RECORDS ON TRACT 5.



R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST. ①
~~1~~	~~CITY OF RED BOILING SPRINGS, TENNESSEE~~	~~46J-C~~	~~29.00~~	~~75~~	~~297~~		~~4.265~~	~~4.265~~					~~4.265~~			
2	MIKE SILVIO	46I-E	8.00	271	273	3.282		3.282	3006 S.F.		3006 S.F.	3.213				2215
		46I-E	9.00	271	273											
		46I-E	10.00	271	273											
3	BOBBY R. & AGNES R. BUSH	46I-E	15.00	149	466	0.878		0.878	0.239		0.239	0.639				
~~4~~	~~TIMOTHY & LINDA PRYOR~~	~~46I-E~~	~~5.00~~	~~254~~	~~93~~	~~0.109~~		~~0.109~~				~~0.109~~				
5	CITY OF RED BOILING SPRINGS, TENNESSEE	46I-C	10.00	71 / 73 / 67	337 / 58 / 328		2.715	2.715		0.302	0.302		2.413			2417
ACQUISITION TOTALS (ACRES)									0.308	0.302	0.610					4632

DISTURBED AREA	
BETWEEN SLOPE LINES	0.590 AC.
15'WIDE STRIP (OUTSIDE SLOPE LINES)	0.263 AC.
TOTAL DISTURBED AREA	0.861 AC.

① FOR EROSION CONTROL

SCALE: 1"= 50'

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
DEPARTMENT OF AGRICULTURE AND COMMERCE
NO. 106422
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TCRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP AND RIGHT-OF-WAY ACQUISITION TABLE

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PRESENT LAYOUTS(S)

The Present Layout sheet(s) contains a plan view of the existing area where the proposed road will be built. The present layout sheet(s) may also include some proposed features. The present layout sheet(s) includes the following information:

Existing features:

- Property owners, associated tract numbers, and property lines
- Right-of-way lines
- Topography including rivers, trees, signs, guardrails, buildings, fences, and etc.
- Overhead and underground utilities
- Storm drainage structures
- Edge of pavements
- Survey control points (CP)
- North Arrow
- Datum Adjustment Factor

Proposed features:

- Begin/end project labeled with Federal and State construction project numbers and Northing/Easting coordinates
- Right-of-way lines
- Slope lines – cut and fill
- Centerline and associated curve data
- Driveways
- Structures
- Control-access fence – for Interstate
- Easements – Construction, Slope, Drainage

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	4
CONST.	2016	R-BR-STP-151(3)	4

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00
N 799952.4442
E 2013022.4108

S.R.-151
PI 14+58.70
N 799,899.3362
E 2,013,206.3757
Δ 5° 10′ 57″ (RT)
D 2° 00′ 00″
R 2,864.79
L 259.12
T 129.65
SE REVERSE CROWN
DESIGN SPEED 30 MPH
TRANS. LENGTH 100

15

2-S-F BUS./RES.

FL.EL-776.19

CYCLEMO'S MOTORCYCLE MUSEUM

② MIKE SILVIO

56009-2210-94
BEG. PROJ. BR-STP-151(3) R.O.W.
STA. 16+50.00
N 799952.4442 E 2013022.4108

BEG. BRIDGE STA.18+34.14

S.R.-151
PI 18+28.84
N 800,002.0484
E 2,012,850.5830
Δ 41° 34′ 44″ (RT)
D 22° 45′ 00″
R 251.85
L 182.76
T 95.62
SE 0.080 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 180

EXISTING 38.52-FT 2-SPAN STEEL GIRDER BRIDGE BRIDGE ID:56SR151005

NOTE: SPRING SPG-1 NOT TO BE IMPACTED BY THE PROPOSED WORK.

BOBBY R. & AGNES R. BUSH

20

56009-2210-94
END PROJ. BR-STP-151(3) R.O.W.
STA. 20+70.00
N 800213.0015 E 2012717.1286

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00
N 800213.0015 E 2012717.1286

TIMOTHY & LINDA PRYOR

HOG WIRE & WOOD FENCE

1-S-F RES. FL.EL 788.92

1-S-F RES. MOBILE HOME FL.EL-788.64

POT 22+33.52

END BRIDGE STA.18+77.70

12" PIPE (SPRING) INV-770.39

SPG-1

FL.EL-808.48 1-S-B RES.

SHED

GARDEN

CUT TRAV-5502

CRB CIV'C

GRASS

FLAG POLE PLANTER

PROP. R.O.W.

PRES. R.O.W.

N 32°19'07" W

"CYCLEMO'S MOTORCYCLE MUSEUM" SIGN

GRAVEL

CONC. PAD

WELLHOUSE W/CONC. PAD

GRASS

WOODEN RANCH

CRB HOLLAND

PRES. R.O.W.

PROP. R.O.W.

S.R. 151

N 79°04'47" W

P/T/C/F

N 73°53'50" W

ASPHALT

ASP. SHLD.

PRES. R.O.W.

① CITY OF RED BOILING SPRINGS, TENNESSEE

STR-2 LITTLE SALT LICK CREEK

8" SA

SS MANHOLE TOP-773.37

ASP. S.W.

INV-769.48

8" CONC. INV-768.18

NO INLET FOUND

INV-768.46

SS MANHOLE TOP-771.40

INV-769.31

ABANDONED WELL

GRASS

ASPHALT

CHURCH STREET

PARKING

NOTE: STREAM STR-2 NOT TO BE IMPACTED BY THE PROPOSED WORK.

PC 13+29.05

PT 15+88.17

PC 17+33.23

PT 19+15.99

SS MANHOLE TOP-770.76

SALT LICK CREEK

STR-1

CONST. ESMT.

GRASS

TRASHCAN

FL.EL-773.77 WELCOME CENTER 1-S-F

BASKET BALL COURT ASP.

TENNIS COURT

10' CHAINLINK

"B"

CONST. ESMT.

GRASS

HIGH STREET

SALT LICK CREEK

STR-1

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEV.	STATION	OFFSET	GPS DESC.
CP-S1	800278.2061	2012661.6390	775.0932	21+54.77	-12.03 LT.	56-151-01
CP-S2	800068.2096	2012826.3910	772.5690	18+87.66	13.42 RT.	56-151-02
CP-S3	799977.4587	2012867.6820	772.2622	17+99.01	-28.39 LT.	56-151-03
CP-S4	799955.5417	2013062.0290	772.7366	16+12.80	13.96 RT.	56-151-04

⑤ CITY OF RED BOILING SPRINGS, TENNESSEE

1" OPEN EIP

1" OPEN EIP

3" PIPE EIP

PK NAIL EIP

PK NAIL EIP

S.R. 56 (MAIN STREET)

S.R. 151 (EAST MAIN STREET)

ZINA STREET

SEALED BY

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

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.16+50 TO STA.20+70

SCALE: 1"= 50'

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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HSIP-76(96)	4
CONST.	2016	HSIP-76(96)	4

REV. 09-29-16: UPDATED PROPERTY OWNER FOR TRACT 4.

CURVE SOC2 (DENNY RD.)
PI 18+15.94
N 793,219.9921
E 1,593,280.9295
Δ 35° 37' 05" (LT)
D 20° 00' 00"
R 286.48
L 178.09
T 92.03
SE 0.068 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 155

63022-3207-94
BEGIN PROJ. NO. HSIP-76(96) CONST.
STA. 45+40.00 N 792757.9472
E 1592797.8050

S.R. 76 (US 41A-BYPASS)
STA. 43+00.00
N 792670.4807
E 1592574.3109

APPLETON HARLEY DAVIDSON

POT 43+00.00

PAVILLION

THOMAS W. DARNELL & WF,
SARAH M. DARNELL
(2)

S.R. 76 (US 41A-BYPASS) STA. 51+88.20 =
DENNY ROAD STA. 20+51.94
N 793007.0243
E 1593395.7855

ELAINE P. WALLACE AND
JANET L. RICHMOND
(4)

150' TVA EASEMENT

REMOVE CULVERTS

SHEET 5

SEE SHEET NO. 5

63022-2207-94
BEGIN PROJECT HSIP-76(96)R.O.W.
STA. 46+17.64
N 792786.2439
E 1592870.1084

JERRY N. LEWIS
REVOCABLE LIVING TRUST
(1)

DENNY ROAD
STA. 25+38.74
N 792620.0440
E 1593188.9899

RICHARD D. ELLIOTT & WF,
RHONDA W. ELLIOT
(3)

POINT	NORTH	EAST	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
S9	793065.1320	1593416.7870	533.7800	52+35.28	-40.6041	XCP	GPS 63-76-09
S10	793250.4610	1593327.8020	543.6600	12+50.77	19.9321	XCP	GPS 63-76-10
S11	793138.6080	1593688.0560	536.8200	55+01.22	49.3255	XCP	GPS 63-76-11
S12	793504.4560	1594029.1490	546.2700	59+91.88	33.2774	XCP	GPS 63-76-12
S100	793295.7510	1593287.0430	549.1170	13+04.00	-11.3738	XSPUR	PK
S101	792788.9040	1593352.9560	528.1240	92+34.90	-44.7638	XSPUR	HNAIL
S102	793748.4800	1593362.7030	564.0640	17+60.88	13.3313	XSPUR	PK
S103	793407.1590	1593155.1570	556.0440	13+95.78	-148.4750	XSPUR	HNAIL
S104	793650.9390	1593468.6590	547.5790	16+77.64	131.5943	XSPUR	MARKERDOT

CURVE DC105 (DENNY RD.)
PI 24+09.17
N 792,753.5838
E 1,593,220.8156
Δ 44° 46' 52" (LT)
D 31° 28' 52"
R 182.00
L 142.25
T 74.98
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

CURVE DC104 (DENNY RD.)
PI 21+75.29
N 792,898.4540
E 1,593,454.3386
Δ 86° 31' 28" (RT)
D 52° 05' 13"
R 110.00
L 166.11
T 103.52
SE 0.080 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 160

SEALED BY

ROBERT B. BRAUN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

BEGIN. PROJ. TO STA. 53+50

SCALE: 1"= 50'

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RIGHT-OF-WAY DETAILS

- Existing R.O.W. Lines
- Property lines, Bearings & Distances
- Station/Offset flags
- Tract numbers and owners names
- Control Points
- Proposed Centerline
- North Arrow

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	4A
CONST.	2016	R-BR-STP-151(3)	4A

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00
N 799952.4442
E 2013022.4108

15

② MIKE SILVIO

56009-2210-94
BEG. PROJ. BR-STP-151(3) R.O.W.
STA. 16+50.00
N 799952.4442 E 2013022.4108

① ~~CITY OF RED BOILING SPRINGS, TENNESSEE~~

③ BOBBY R. & AGNES R. BUSH

56009-2210-94
END PROJ. BR-STP-151(3) R.O.W.
STA. 20+70.00
N 800213.0015 E 2012717.1286

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00
N 800213.0015 E 2012717.1286

④ ~~TIMOTHY & LINDA PRYOR~~

⑤ CITY OF RED BOILING SPRINGS, TENNESSEE

SR-151

CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEV.	STATION	OFFSET	GPS DESC.
CP-S1	800278.2061	2012661.6390	775.0932	21+54.77	-12.03 LT.	56-151-01
CP-S2	800068.2096	2012826.3910	772.5690	18+87.66	13.42 RT.	56-151-02
CP-S3	799977.4587	2012867.6820	772.2622	17+99.01	-28.39 LT.	56-151-03
CP-S4	799955.5417	2013062.0290	772.7366	16+12.80	13.96 RT.	56-151-04

SEALED BY

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA.16+50 TO STA.20+70

SCALE: 1"= 50'

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PROPOSED LAYOUT(S)

The Proposed Layout sheet(s) contains a plan view of the proposed improvements in the project area. The proposed layout sheet(s) may also include some existing features. The proposed layout sheet(s) may include the following information:

Existing features:

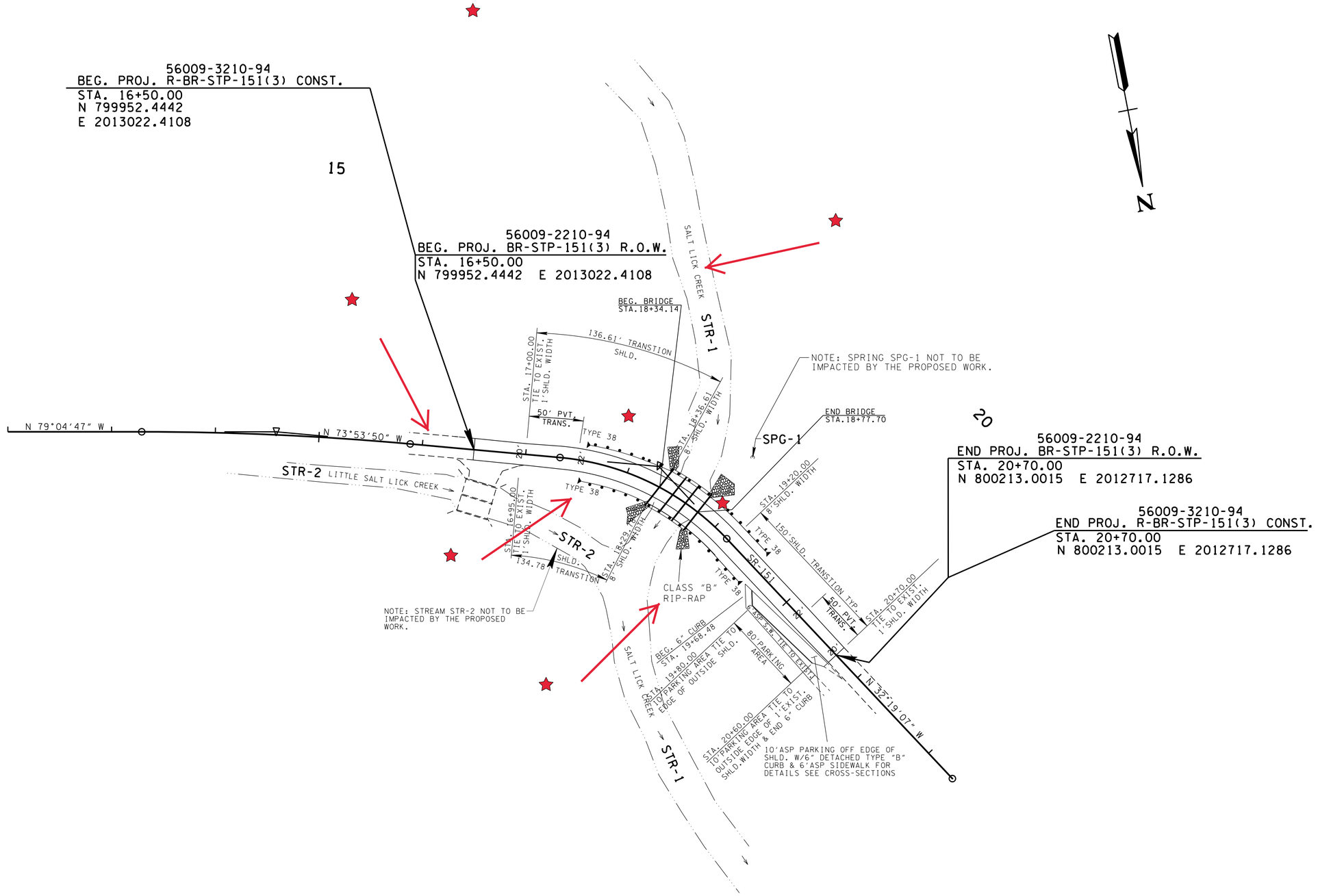
- Drainage specific topography such as rivers or streams
- Edge of pavements
- Drainage structures to be modified
- North Arrow
- Datum Adjustment Factor

Proposed features:

- Begin/end project labeled with Federal and State construction project numbers and Northing/Easting coordinates
- Centerline
- Edge of pavement
- Limits of construction
- Limits of pavement
- Rip-Rap locations, limits, and types
- Traffic turning movements for all intersections
- Storm Drainage (special ditches, cross drains, side drains, catch basins, etc.)
- Guardrail locations
- Driveways
- Structures (bridges, retaining walls, noise walls)
- Signs (if there is not a Signing and Pavement Marking Plans sheet)
- Signals (if there is not a Signal Layouts sheet)
- Lighting (if there is not a Lighting Layouts sheet)
- Transition with proposed and existing lane dimensions

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	4B
CONST.	2016	R-BR-STP-151(3)	4B



SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.16+50 TO STA.20+70

SCALE: 1"= 50'

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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HISP-76(96)	4B
CONST.	2016	HISP-76(96)	4B

63022-3207-94
BEGIN PROJ. NO. HSIP-76(96) CONST.
STA. 45+40.00 N 792757.9472
E 1592797.8050

S.R. 76 (US 41A-BYPASS)
STA. 43+00.00
N 792670.4807
E 1592574.3109

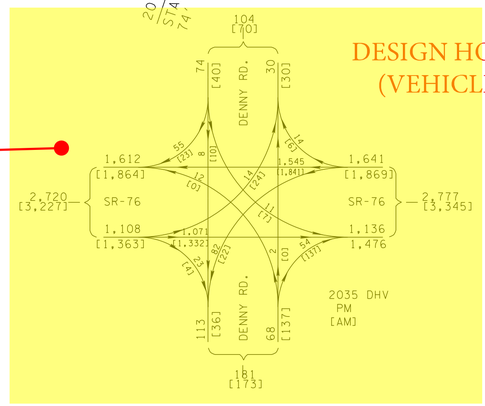
63022-2207-94
BEGIN PROJECT HSIP-76(96)R.O.W.
STA. 46+17.64
N 792786.2439
E 1592870.1084

DENNY ROAD
STA. 25+38.74
N 792620.0440
E 1593188.9899

S.R. 76 (US 41A-BYPASS) STA. 51+88.20 =
DENNY ROAD STA. 20+51.94
N 793007.0243
E 1593395.7855

TRAFFIC DIAGRAM
PROVIDED BY STRATEGIC TRANSPORTATION
INVESTMENT DIVISION

DESIGN HOURLY VOLUME
(VEHICLES PER HOUR)



NOTE:
PRIVATE DRIVE AND BUSINESS ENTRANCE INTERSECTION RADII ARE 15' UNLESS OTHERWISE INDICATED.

SEALED BY

ROBERT B. BRAUN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

BEGIN PROJECT TO STA. 53+50

SCALE: 1"= 50'

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PROPOSED PROFILE(S)

The Proposed Profile sheet(s) contains profile view(s) of sections of the proposed roadway to be built. Profile views show the elevations of objects. The proposed profile sheet(s) may also include the following information:

Existing features:

- Vertical grade
- K values
- Underground and overhead utilities
- Structures
- Hydraulic data
- Survey control points (CP)

Proposed features:

- Begin/end project labeled with Federal and State construction project numbers and Northing/Easting coordinates
- Vertical grade
- Superelevation rates
- Structures
- Hydraulic data
- Earthwork balances

Proposed Profiles are drawing with a horizontal scale of 1" = 50' and a vertical scale of 1" = 5'. Because of this, proposed profiles appear exaggerated or stretched vertically. Stationing is labeled at the bottom of the sheet, and elevations are labeled vertically on the left and right of the sheet.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	4C
CONST.	2016	R-BR-STP-151(3)	4C

EARTHWORK BALANCES

EXC. (UNCL.) COMMON	1550 C.Y.
ROCK	857 C.Y.
TOTAL EXC. (UNCL.)	2407 C.Y.
EMB.	287 C.Y.
SHR. 15%	
SW. 15% FACTOR APPLIED TO EXCESS MAT.	
EXCESS MATERIAL	2353 C.Y.

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00

56009-2210-94
BEG. PROJ. BR-STP-151(3) R.O.W.
STA. 16+50.00

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00

56009-2210-94
END PROJ. BR-STP-151(3) R.O.W.
STA. 20+70.00

VPC 17+00.00 EL. 773.06
VPT 17+50.00 EL. 773.55
VPC 17+90.00 EL. 774.19
VPI 18+10.00 EL. 774.51
VPT 18+30.00 EL. 774.63
VPC 19+25.00 EL. 775.19
VPT 20+05.00 EL. 776.43
VPI 17+25.00 EL. 773.15
VPI 19+65.00 EL. 775.43
VPI 20+23.59 EL. 776.90
VPI 20+70.00 EL. 777.45

OH WIRE
STA. 16+28.97
LOW WIRE EL.788.78'
TEMP. 90 DEG.
1 CABLE

OH WIRE
STA. 17+84.77
LOW WIRE EL.787.63'
TEMP. 90 DEG.
5 POWER
1 FIBER OPTIC
1 CABLE
3 TELEPHONE

OH WIRE
STA. 19+64.64
LOW WIRE EL.798.13'
TEMP. 90 DEG.
1 POWER
1 CABLE
1 TELEPHONE

OH WIRE
STA. 19+70.86
LOW WIRE EL.788.80'
TEMP. 90 DEG.
2 GUY WIRE

OH WIRE
STA. 20+54.25
LOW WIRE EL.786.08'
TEMP. 90 DEG.
4 POWER

OH WIRE
STA. 21+59.81
LOW WIRE EL.791.08'
TEMP. 90 DEG.
1 FIBER OPTIC
1 CABLE
3 TELEPHONE

VC = 50.00'
K = 40
V = 30 MPH

VC = 80.00'
K = 41
V = 30 MPH

65.00' GRAPHICAL GRADE

HIGH WATER AT BRIDGE
MAY 2010
ELEVATION=774.26

EXISTING GROUND

0.37%
1.60%
0.59%
2.50%
1.18%

CP-S4
CP-S3
CP-S2
CP-S1

NORMAL WATER ELEVATION=764.91'

VC = 40.00'
K = 39
V = 30+ MPH

EXISTING 38.52', 2-SPAN, STEEL GIRDER BRIDGE
STA. 18+56.08
FLOW=RIGHT
ID. NO. 56SR15100005

PROPOSED HYDRAULIC DATA

STATION	18+56.00
STRUCTURE	44' OF 3 @ 14'X 8' CONC. SLAB BR.
SKEW	85° RT.
DRAINAGE AREA	7.37 MI^2
DESIGN DISCHARGE (10YR)	1840 FT^3/s
10 YR BACKWATER	5.88 FT @ EL. 772.27
10 YR VELOCITY	5.88 FT/S
100 YR DISCHARGE	3250 FT^3/s @ EL. 774.34
INLET ELEVATION	764.67
OUTLET ELEVATION	764.20
APPROACH OVERTOPPING EL.	773.04
STANDARD DRAWING NUMBERS	STD-17-160

CP-S4
STA. 16+12.80, 13.96'(RT)
N 799955.5417
E 2013062.0290
ELEV 772.74
ALUM. DISK

CP-S3
STA. 17+99.01, -28.39'(LT)
N 799977.4587
E 2012867.6820
ELEV 772.26
ALUM. DISK

CP-S2
STA. 18+87.66, 13.42'(RT)
N 800068.2096
E 2012826.3910
ELEV 772.57
ALUM. DISK

CP-S1
STA. 21+54.77, -12.03'(LT)
N 800278.2061
E 2012661.6390
ELEV 775.09
ALUM. DISK

	STA. 16+50	STA. 18+30	STA. 20+10	STA. 20+70
SUPERELEVATION RATE LEFT FT./FT.	-0.013	SUPER 0.080	-0.020	-0.006
SUPERELEVATION RATE RIGHT FT./FT.	0.000	FULL -0.080	-0.020	-0.043
	EXIST PAVEMENT	180' TRANSITION	180' TRANSITION	EXIST PAVEMENT

STA. 19+34

13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
No. 106472
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA.16+50 TO STA.20+70
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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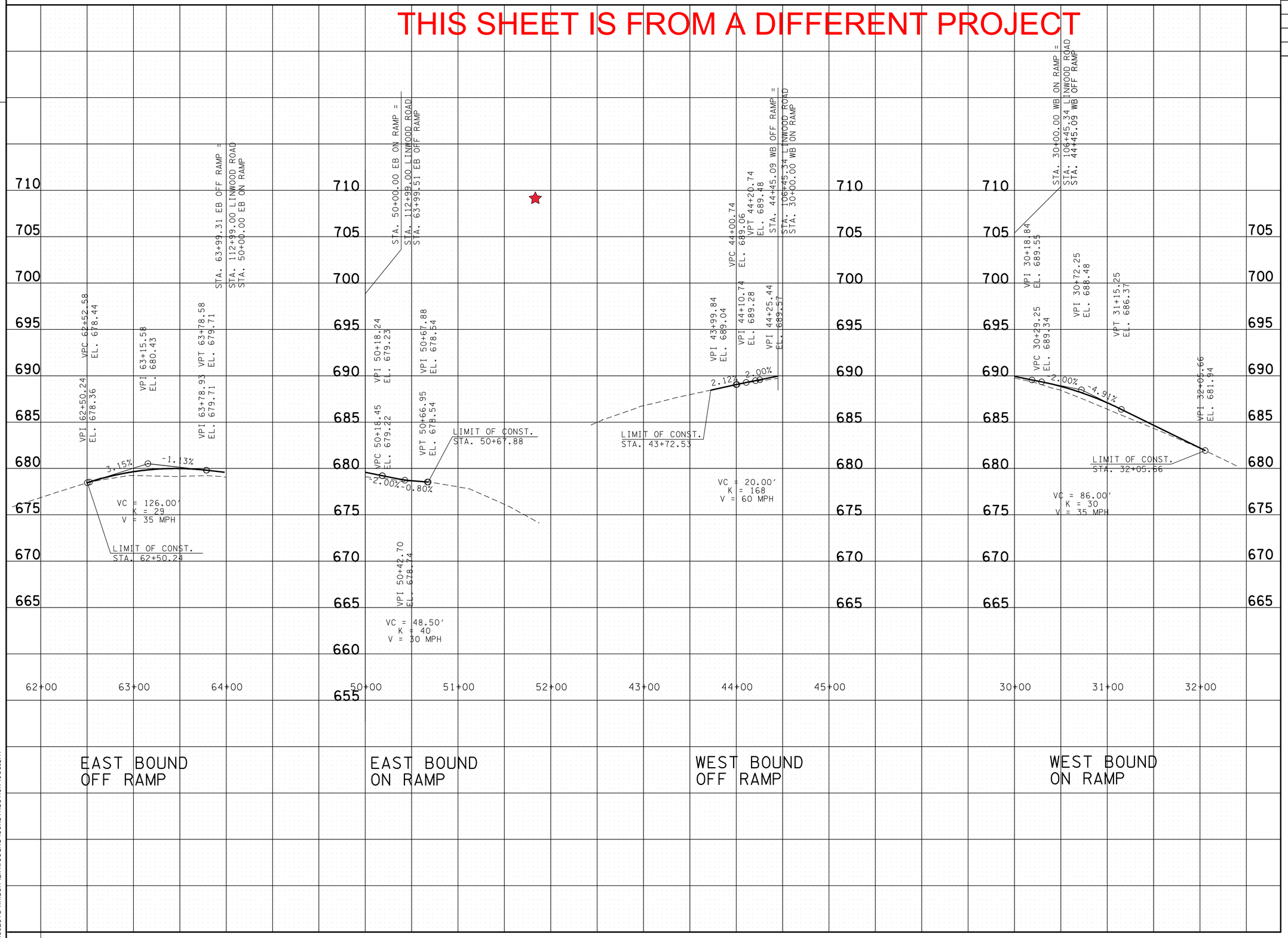
PUBLIC SIDE ROADS AND RAMP PROFILES(S)

Similar to the Proposed Profile sheet(s), the Public Side Roads and Ramp Profile sheet(s) contains profile view(s) of the public side roads and ramps of the proposed road to be built. Profile views show the elevations of objects.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2009	BR-I-40-5(132)	6
CONST.	2011	BR-I-40-5(132)	6

THIS SHEET IS FROM A DIFFERENT PROJECT



SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 110114
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILES

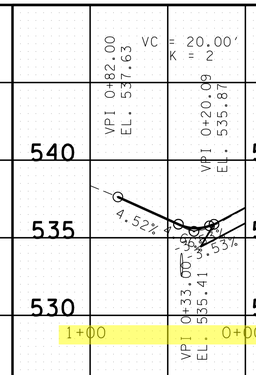
D:\PROJECTS\Wilson\Linwood Rd\CONSTRUCTION\006.sht
01-JUN-2011 14:51

PRIVATE DRIVE AND FIELD RAMP PROFILE(S)

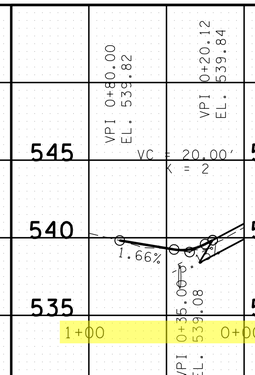
Similar to the Proposed Profile sheet(s), the Private Drive and Field Ramp Profile sheet(s) contains profile view(s) of the private drives and field ramps of the proposed road to be built. Profile views show the elevations of objects.

THIS SHEET IS FROM A DIFFERENT PROJECT

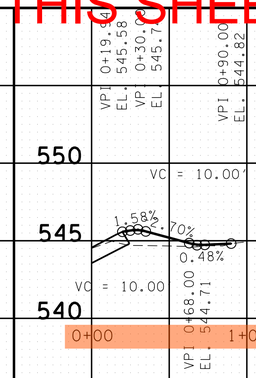
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HSIP-76(96)	7
CONST.	2016	HSIP-76(96)	7



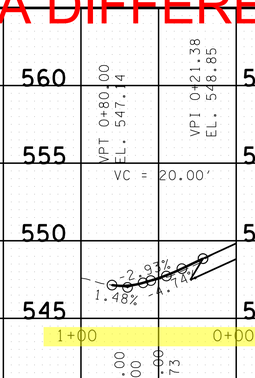
S.R. 76 STA. 54+92.24 LT.
TRACT 7
18' BUS. ENT.



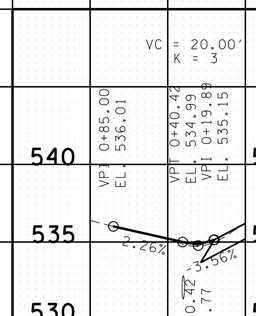
S.R. 76 STA. 57+12.30 LT.
TRACT 8
20' BUS. ENT.



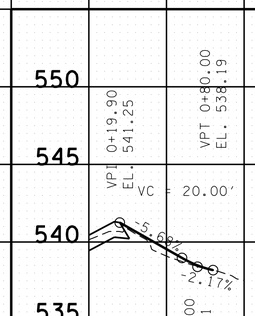
S.R. 76 STA. 58+81.00 RT.
TRACT 10
40' BUS. ENT.



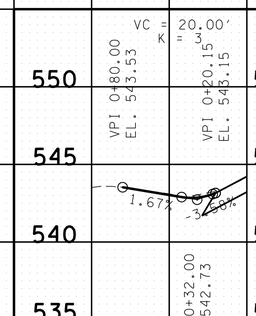
S.R. 76 STA. 61+46.20 LT.
TRACT 14
28' BUS. ENT.



S.R. 76 STA. 53+98.14 LT.
TRACT 6
28' BUS. ENT.



S.R. 76 STA. 56+91.18 RT.
TRACT 9
32' BUS. ENT.



S.R. 76 STA. 58+64.34 LT.
TRACT 12
40' BUS. ENT.

S.R. 76 STA. 46+19.27 RT.
TRACT 1
36' BUS. ENT.

S.R. 76 STA. 56+16.71 LT.
TRACT 7
20' BUS. ENT.

DENNY RD. STA. 21+88.14 LT.
TRACT 3
20' BUS. ENT.

DENNY RD. STA. 19+30.90 RT.
TRACT 2
10' PVT. DR.

DRIVEWAYS ON THE LEFT OF THE MAINLINE ARE STATIONED LEFT TO RIGHT.
DRIVEWAYS ON THE RIGHT OF THE MAINLINE ARE STATIONED RIGHT TO LEFT.

CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

ROBERT B. BRAUN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF
PRIVATE
DRIVES

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

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DRAINAGE MAP(S)

The Drainage Map sheet(s) contains hydraulic information for the project site such as existing contours, flow lines, sub-divided areas that drain to both existing and proposed pipe culverts and structures, and hydraulic data. The drainage map sheet(s) may also include the following information:

Existing features:

- Contours and flow arrows
- Streams
- Edge of pavement
- Drainage Structures with hydraulic data
- Wetland boundaries
- North Arrow
- Datum Adjustment Factor

Proposed features:

- Centerline
- Cross drains and side drains 42” and larger
- Channel Changes

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	5
CONST.	2016	R-BR-STP-151(3)	5

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00
N 799952.4442
E 2013022.4108

56009-2210-94
BEG. PROJ. BR-STP-151(3) R.O.W.
STA. 16+50.00
N 799952.4442 E 2013022.4108

10

15

20

N

OAK GROVE ROAD

S.R. 151

HIGH STREET

SALT LICK CREEK

STR-1

STR-2 LITTLE SALT LICK CREEK

BEG. BRIDGE STA.18+34.14

EXISTING 38.52-FT 2-SPAN STEEL GIRDER BRIDGE

NOTE: SPRING SPG-1 NOT TO BE IMPACTED BY THE PROPOSED WORK.

12" PIPE (SPRING) INV-770.39

SPG-1

END BRIDGE STA.18+77.70

INV-769.48

8" CONC. 18" RCP

36"

NO INLET FOUND

OLL

INV-769.47

INV-769.31

30.79-FT 2-SPAN CONC. BOX BRIDGE

NOTE: STREAM STR-2 NOT TO BE IMPACTED BY THE PROPOSED WORK.

CHURCH STREET

56009-2210-94
END PROJ. BR-STP-151(3) R.O.W.
STA. 20+70.00
N 800213.0015 E 2012717.1286

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00
N 800213.0015 E 2012717.1286

ZINA STREET

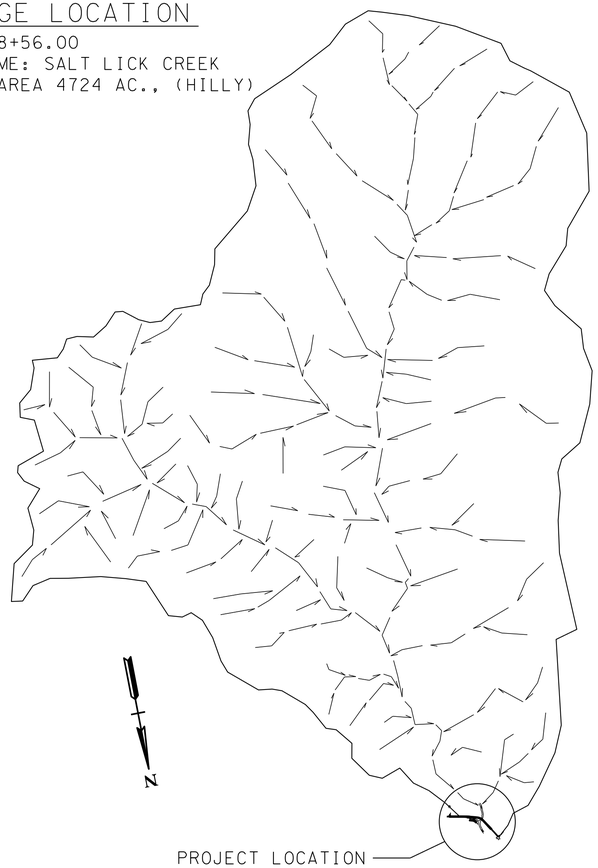
S.R. 151 (EAST MAIN STREET)

S.R. 56 (MAIN STREET)

NOTE: SHOWING EXISTING CONTOURS

DRAINAGE LOCATION

STATION 18+56.00
STREAM NAME: SALT LICK CREEK
DRAINAGE AREA 4724 AC., (HILLY)



N.T.S.

SEALED BY

KATHERINE J. LLOYD
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No. 106428
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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.16+50 TO STA.20+70
SCALE: 1"= 50'

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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HSIP-76(96)	8
CONST.	2016	HSIP-76(96)	8

DRAINAGE DATA FOR PIPE
STATION 48+94.98

(A)

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 1.43 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION:
REMARKS: OUTLET END OF PIPE BURIED

DRAINAGE DATA FOR PIPE
STATION 20+30.99

(B) (C)

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 1.47 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION:
REMARKS: AREA INCLUDES PIPE UNDER DRIVEWAY (0.97 AC) ALSO

DRAINAGE DATA FOR PIPE
STATION 23+24.75

(D)

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 1.39 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 15" RCP
EXISTING STRUCTURE CONDITION:
REMARKS:

(E) (F) (G)

DRAINAGE DATA FOR PIPE
STATION 53+01.66

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 7.64 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 36" CMP
EXISTING STRUCTURE CONDITION:
REMARKS: INCLUDES AREA FROM 24" CPP (0.39 AC) & DRIVEWAY PIPES (4.35 AC) ALONG SR 76. OUTLET END BLIND TIES INTO A JUNCTION BOX WITH 24" RCP THAT CROSSES ROTARY PARK DR.

DRAINAGE DATA FOR PIPE
STATION 61+40.46

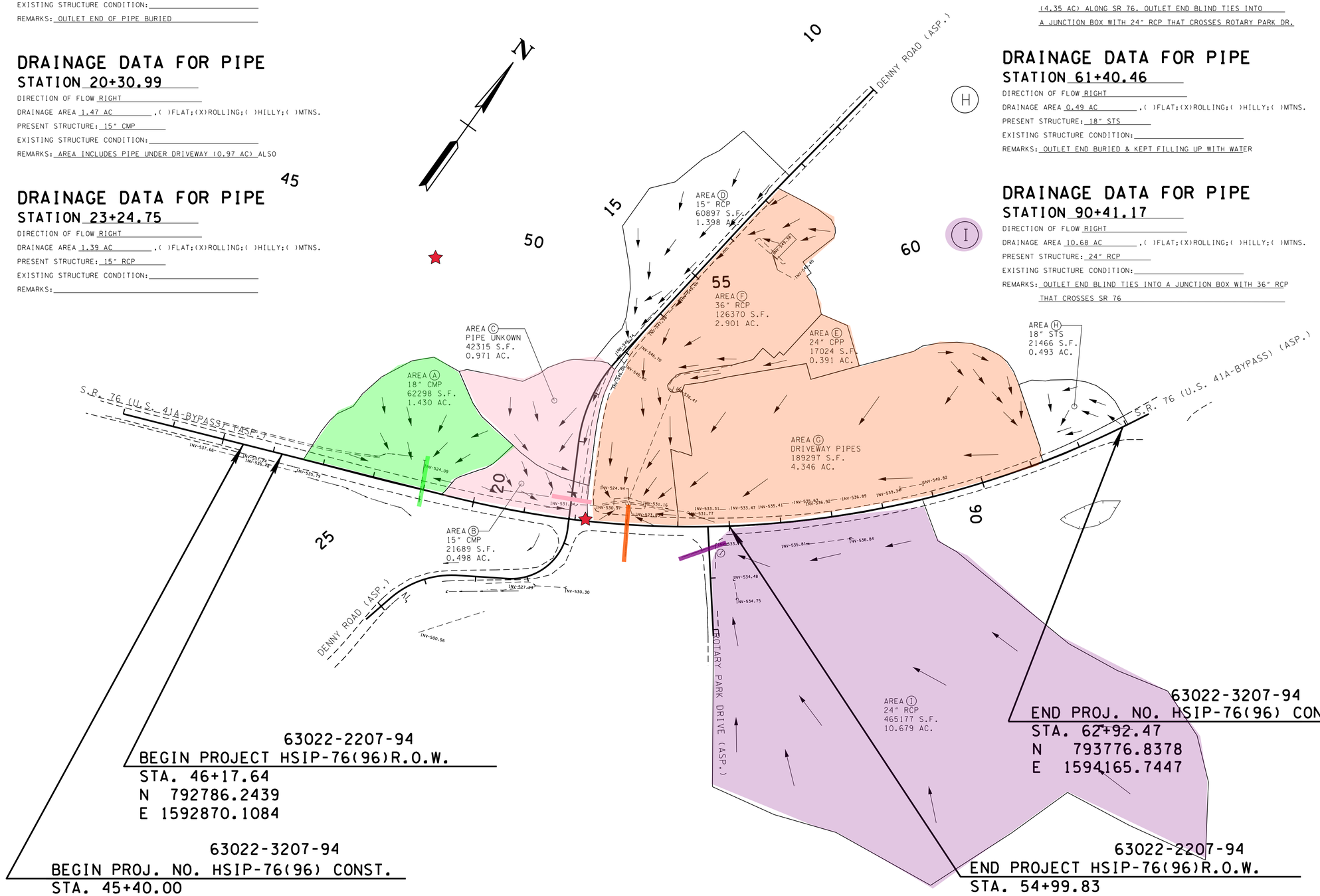
(H)

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 0.49 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 18" STS
EXISTING STRUCTURE CONDITION:
REMARKS: OUTLET END BURIED & KEPT FILLING UP WITH WATER

DRAINAGE DATA FOR PIPE
STATION 90+41.17

(I)

DIRECTION OF FLOW RIGHT
DRAINAGE AREA 10.68 AC ,( )FLAT;(X)ROLLING;( )HILLY;( )MTNS.
PRESENT STRUCTURE: 24" RCP
EXISTING STRUCTURE CONDITION:
REMARKS: OUTLET END BLIND TIES INTO A JUNCTION BOX WITH 36" RCP THAT CROSSES SR 76



63022-2207-94
BEGIN PROJECT HSIP-76(96)R.O.W.
STA. 46+17.64
N 792786.2439
E 1592870.1084

63022-3207-94
BEGIN PROJ. NO. HSIP-76(96) CONST.
STA. 45+40.00
N 792757.9472
E 1592797.8050

63022-3207-94
END PROJ. NO. HSIP-76(96) CONST.
STA. 62+92.47
N 793776.8378
E 1594165.7447

63022-2207-94
END PROJECT HSIP-76(96)R.O.W.
STA. 54+99.83
N 793176.7359
E 1593656.7308

CONSTRUCTABILITY FIELD REVIEW

SEALED BY

ROBERT B. BRAUN REGISTERED ENGINEER AGRICULTURE COMMISSION STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

SCALE: 1"=100'

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CULVERT SECTION(S)

The Culvert Sections sheet(s) contains cross-section view(s) cut at the culvert locations along the proposed roadway to be built. Cross-section views show the elevations of proposed and existing features. The culvert section sheet(s) may also include the following information:

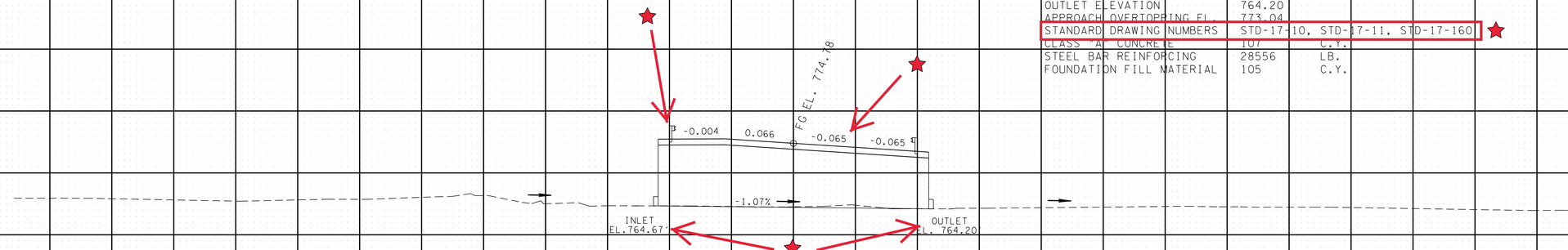
- Culvert type and length
- Inlet and Outlet elevations
- Endwall type
- Junction box type (if applicable)
- Culvert slope and skew
- References standard drawings
- Hydraulic data
- Catch basins/manholes
- Roadway superelevation
- Guardrail

Culvert Sections have a horizontal scale of 1" = 10' and a vertical scale of 1" = 10'. Unlike Profiles, Culvert Sections are not exaggerated in the vertical direction. However, like Profiles, the stationing is labeled at the bottom of the sheet and the elevations are labeled on the left and right of the sheet.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	6
CONST.	2016	R-BR-STP-151(3)	6

PROPOSED HYDRAULIC DATA

STATION	18+56.00	
STRUCTURE	44' OF 3@14'X 8' CONC. SLAB BR.	
SKEW	85° RT.	
DRAINAGE AREA	1.37 MI²	
DESIGN DISCHARGE (10YR)	1840 FT³/s	
10 YR BACKWATER	5.88 FT @ EL. 772.27	
10 YR VELOCITY	5.88 FT/S	
100 YR DISCHARGE	3250 FT³/s @ EL. 774.34	
INLET ELEVATION	764.67	
OUTLET ELEVATION	764.20	
APPROACH OVERTOPPING EL.	773.04	
STANDARD DRAWING NUMBERS	STD-17-10, STD-17-11, STD-17-160	
CLASS 'A' CONCRETE	107	C.Y.
STEEL BAR REINFORCING	28556	LB.
FOUNDATION FILL MATERIAL	105	C.Y.



SLAB BRIDGE AT MAINLINE STA. 18+56.00

NOTE: THE INLET AND OUTLET ENDS OF THE SLAB CULVERT AT STA. 18+56.00 SHALL BE CURVED PARALLEL TO THE CENTERLINE OF THE ROADWAY.

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NO. 105443
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2016	HSIP-76(96)	9
CONST.	2016	HSIP-76(96)	9

STA. 90+39.00
12' OF 24" RCP
SKEW 90
ENDWALLS REQD. : TYPE 'U' WITHOUT GRATE
STD. DWG. NOS. D-PE-24A

D.A. = 10.679 AC.
Q50 = 18.53 CFS
Q100 = 20.13 CFS
W.S. ELEV. (50) = 536.70
W.S. ELEV. (100) = 536.94

PROP. V-DITCH
FG EL. 537.68
EXIST. 24" RCP - OUTLET UNKNOWN
EL. 533.70
24" @ 0.50% GRADE
INLET EL. 533.76

24" RCP BLIND TIES INTO A JUNCTION BOX WITH A 36" RCP NEAR STA. 53+01.66 ON SR 76 & OUTLET END IS RIGHT OF STA. 10+59.97 DENNY ROAD (SOUTH) AS A 36" CMP. AS OF TUESDAY, APRIL 22, 2014, CLARKSVILLE STREET DEPARTMENT COULD NOT TELL US WHERE THE JUNCTION BOX WAS LOCATED.

ROTARY PARK DR.
90+41.20

STA. 20+15.00
64' OF 18" RCP
SKEW 90
ENDWALLS REQD. : TYPE 'U' WITHOUT GRATE
STD. DWG. NOS. D-PE-18A

D.A. = 2.87 AC
Q50 = 7.61 CFS
Q100 = 8.13 CFS
W.S. ELEV. (50) = 534.01
W.S. ELEV. (100) = 534.10

FG EL. 535.32
-0.020
-0.020
3:1
18" @ 0.50% GRADE
INLET EL. 532.25
OUTLET EL. 531.93

DENNY ROAD
20+15.00

STA. 53+01.66
SKEW 90
ENDWALLS REQD. : TYPE 'A'
STD. DWG. NOS. D-PE-1
D.A. = 7.640 AC.

FG EL. 536.11
-0.053
0.053
6:1
2:1
EXIST. 36" RCP - OUTLET UNKNOWN
1.00% (ASSUMED)
EL. 523.83

THE 36" RCP BLIND TIES INTO A JUNCTION BOX WITH A 24" RCP FROM STA. 90+41.17 ROTARY PARK DRIVE. OUTLET END IS RIGHT OF STA. 10+59.97 DENNY ROAD (SOUTH) AS A 36" CMP. AS OF TUESDAY, APRIL 22, 2014, CLARKSVILLE STREET DEPARTMENT COULD NOT TELL US WHERE THE JUNCTION BOX WAS LOCATED.

S.R. 76
53+01.66

STA. 48+94.98
14' OF 18" RCP (EXTEND LEFT)
SKEW 83° RT.
ENDWALLS REQD. : "STRAIGHT"
STD. DWG. NOS. D-PE-4

D.A. = 1.430 AC.
Q50 = 3.56 CFS
Q100 = 3.79 CFS
W.S. ELEV. (50) = 525.49
W.S. ELEV. (100) = 525.53

FG EL. 53
-0.020
-0.006
3:1
2:1
EXIST. 18" CMP - OUTLET UNKNOWN
2.00% (ASSUMED)
EL. 524.09
INLET EL. 524.43

18" CMP
OUTLET END IS BURIED
UNDER FILL MATERIAL.

S.R. 76
48+94.98

CONSTRUCTABILITY FIELD REVIEW

SEALED BY

ROBERT B. BRAUN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

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

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EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLAN(S)

The Erosion Prevention & Sediment Control Plans sheet contains plan view and details information of the necessary erosion prevention & sediment control measures that should be taken during each stage of construction. In addition to the necessary erosion prevention & sediment control measures, this sheet contains the same information as the Proposed Layouts sheet(s).

The Erosion Prevention & Sediment Control Plans sheet may also contain:

- Stages (same number of EPSC stages as there are Traffic Control phases)
- Existing/Proposed contours according to EPSC stage
- Storm water Outfalls labeled and numbered
- Notes
- Legend
- EPSC Quantities tabulation block

Refer to Chapter 9 of the Roadway Design Guidelines for the current Erosion Prevention and Sediment Control Notes:

https://www.tn.gov/content/dam/tn/tdot/roadway-design/documents/design_guidelines/DG-C9.pdf

The sheet may also contain special notes provided by the Environmental Division.
The Legend is a table that contains the symbol, item description, and referenced standard drawing for each EPSC measure included the plans.
The EPSC Quantities Tabulation block is a table that contains the item number, description, unit, and quantity for each EPSC measure included in the plans.
Additional notes may be included in this sheet to clarify the legend and/or quantities tabulation.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	7
CONST.	2016	R-BR-STP-151(3)	7

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

(1) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.

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

NPDES

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

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

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

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

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

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

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

(5) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 15 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE, NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER RUNS WILL NOT BE CONSIDERED TO NON-ERODIBLE SURFACE.

(6) 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.

POLYACRYLAMIDE

(7) ENSURE POLYACRYLAMIDE (PAM) EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE AND MEET THE FOLLOWING REQUIREMENTS:

(8) MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

(9) HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE.

(10) MIXTURE IS NON-COMBUSTIBLE.

(11) CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

(12) PAM SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET (MSDS) REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

(13) ALL VENDERS AND SUPPLIERS OF PAM, PAM MIX, OR PAM BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES THAT THE PAM, PAM MIX, PAM BLEND 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. CATIONIC FORMS OF PAM ARE NOT ALLOWED FOR UNDER THIS GUIDELINE DUE TO THEIR HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. PAM EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUR TO SURFACTANT TOXICITY. CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR USE ON THIS PROJECT.

(14) ALL VENDORS AND SUPPLIERS OF PAM, PAM MIX, OR PAM BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS SDEMONSTRATING THAT A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

(15) EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF A TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS.

(16) PAM POWDER MAY BE APPLIED BY A HAND SPREADER OR A MECHANICAL SPREADER. MIXING PAM POWDER WITH DRY ~~DILICA~~ SILICA SAND WILL AID IN SPREADING.

(17) PREMIXING OF PAM POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

(18) PAM LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(2)	209-05	SEDIMENT REMOVAL	C.Y.	110
(2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	600
(2)	209-08.07	ROCK CHECK DAM PER	EACH	4
(2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(7)(2)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	120
(8)(2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	14
(3)(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	300
(5)(2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(6)(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	322
(3)(2)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	300
(1)(2)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	12
(1)(2)	801-03	WATER (SEEDING & SODDING)	M.G.	3
(4)(2)	803-01	SODDING (NEW SOD)	S.Y.	230

NOTES:
(1) PROTECT SLOPES DURING CONSTRUCTION OF PROJECT
(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT.
(3) TO BE USED AS NEEDED BY PROJECT ENGINEER
(4) SOD TO BE USED ON ALL SLOPES
(5) RIP-RAP USED FOR TEMPORARY CONSTRUCTION EXITS
(6) INCLUDES 178 S.Y. FOR CONST. EXITS & 144 S.Y. FOR FILTER BAGS.
(7) USED TO DIVERT WATER WITHIN STREAM.
(8) FOR SEDIMENT FILTER BAGS

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

	SYMBOL	ITEM	STD. DWG.
	SFB SFB SFB SFB	SEDIMENT FILTER BAG	EC-STR-2
	SFB SFB SFB SFB	SILT FENCE WITH WIRE BACKING	EC-STR-3C
		ROCK CHECK DAM (V-DITCH)	EC-STR-6
		ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
*	TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
*	TUBE TUBE	SEDIMENT TUBE	EC-STR-37
	IN DIV	INSTREAM DIVERSION	EC-STR-30A
*	HVF HVF	HIGH VISIBILITY FENCE	S-F-1

* TO BE FIELD LOCATED BY THE PROJECT ENGINEER.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES AND TABULATION

03-OCT-2016 07:07
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	8
CONST.	2016	R-BR-STP-151(3)	8

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00
N 799952.4442
E 2013022.4108

56009-2210-94
BEG. PROJ. BR-STP-151(3) R.O.W.
STA. 16+50.00
N 799952.4442 E 2013022.4108

56009-2210-94
END PROJ. BR-STP-151(3) R.O.W.
STA. 20+70.00
N 800213.0015 E 2012717.1286

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00
N 800213.0015 E 2012717.1286

N

15

2-S-F BUS./RES.

FL.EL-776.19
CYCLEMO'S MOTORCYCLE MUSEUM

"CYCLEMO'S MOTORCYCLE MUSEUM" SIGN

CONC. PAD

WELCOME

WOODEN RANCH

S.R. 151

WELLHOUSE W/CONC. PAD

OUT-1

D.A.= 0.074 AC.
SLOPE = 1.22%

CONST. ESMT.

PROP. R.O.W.

WELL

STR-1

SALT LICK CREEK

NOTE: SPRING SPG-1 NOT TO BE IMPACTED BY THE PROPOSED WORK.

OUT-3

D.A.= 0.227 AC.
SLOPE = 3.60%

SPG-1

FL.EL-808.48
1-S-B RES.

SHED

GARDEN

WELL

FLAG POLE PLANTER

HOG WIRE & WOOD FENCE

1-S-F RES.
FI. EL 788.92

1-S-F RES. MOBILE HOME
FI.EL-788.64

STR-2 LITTLE SALT LICK CREEK

ABANDONED WELL

CHURCH STREET

NOTE: STREAM STR-2 NOT TO BE IMPACTED BY THE PROPOSED WORK.

OUT-2

D.A.= 0.100 AC.
SLOPE = 8.08%

OUT-4

D.A.= 0.152 AC.
SLOPE = 4.20%

CONST. ESMT.

PROP. R.O.W.

TRASHCAN

FL.EL-773.77
WELCOME CENTER
1-S-F

BASKET-BALL COURT
ASP.

10' CHAINLINK

TENNIS COURT

ZINA STREET

S.R. 151

NOTE: SHOWING EXISTING CONTOURS

CLEARING AND GRUBBING

SEALED BY

KATHERINE J. LLOYD
REGISTERED ENGINEER
No. 106472
STATE OF TENNESSEE

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

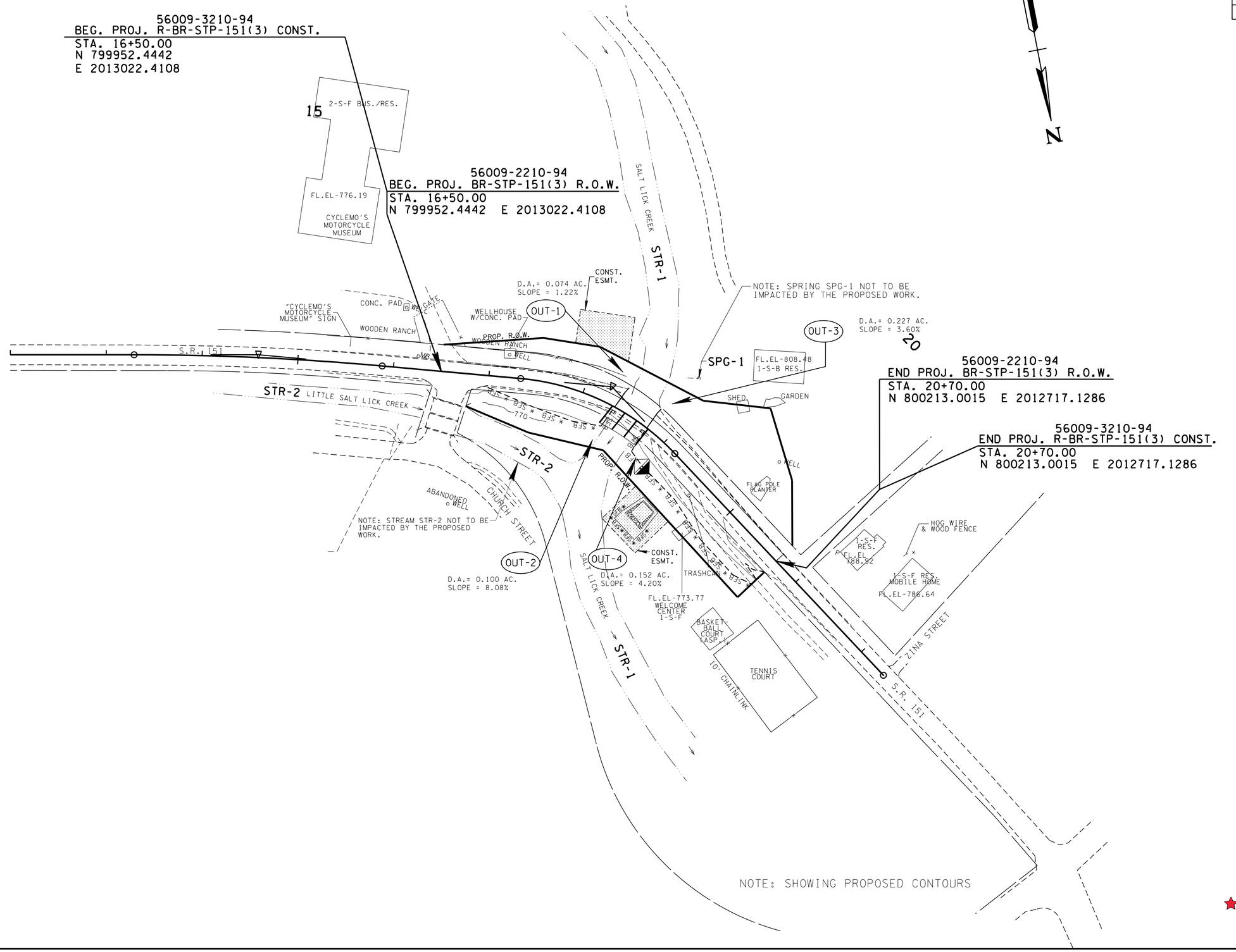
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	9
CONST.	2016	R-BR-STP-151(3)	9

OUT-2 AND OUT-4: STORM WATER FROM THESE OUTFALLS DISCHARGE FROM THE CONSTRUCTION SITE INTO AN EXISTING DITCH NEXT TO STREAM.



SEALED BY



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STAGE I

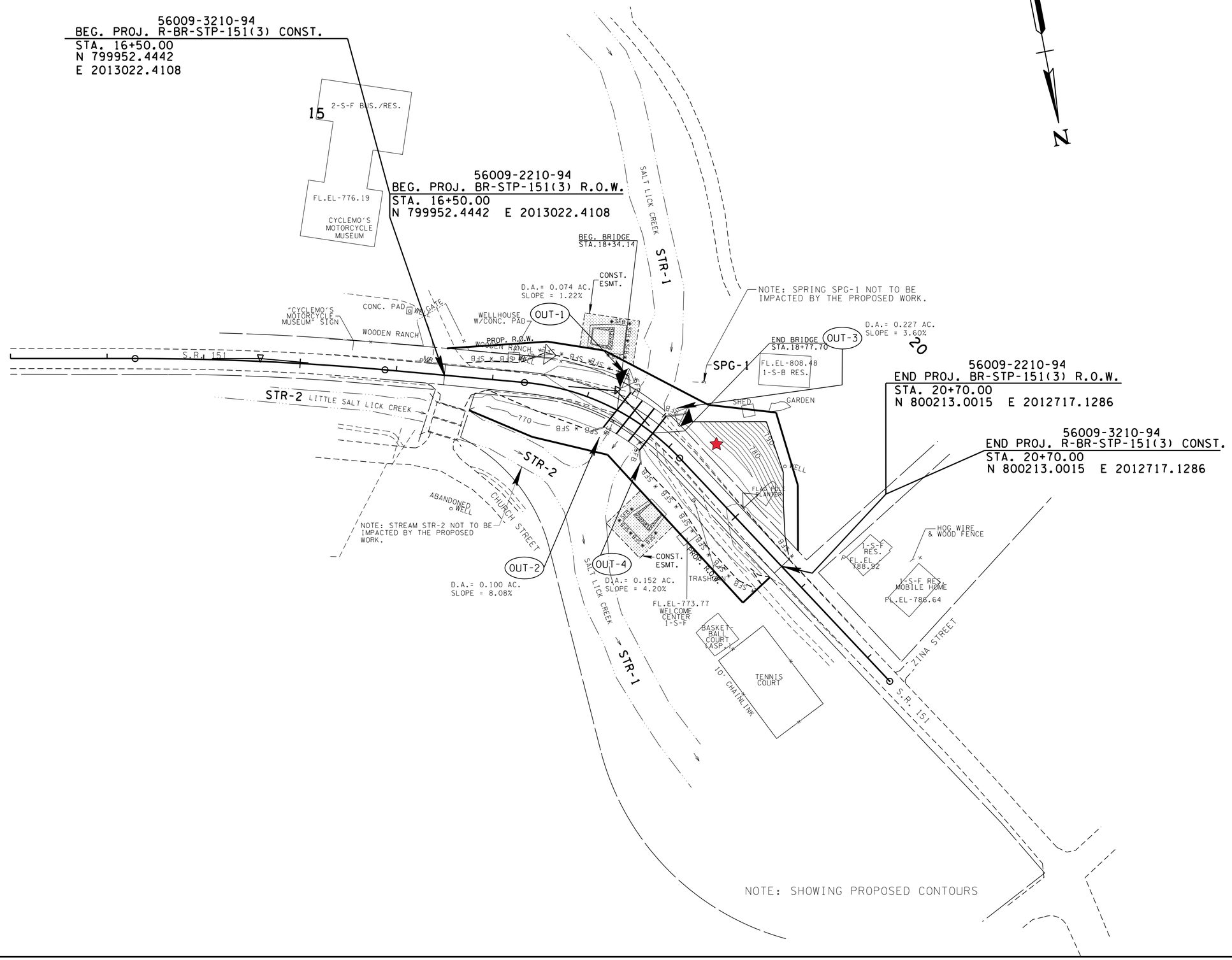
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	10
CONST.	2016	R-BR-STP-151(3)	10

OUT-1 THUR OUT-4: STORM WATER FROM THESE OUTFALLS DISCHARGE FROM THE CONSTRUCTION SITE INTO AN EXISTING DITCH NEXT TO STREAM.



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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN STAGE II

SCALE: 1"= 50'

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ENVIRONMENTAL MITIGATION PLAN(S)

The Environmental Mitigation Plans sheet(s) contains environmental mitigation plans details. Refer to the Environmental Division for more information regarding environmental mitigation plans.

For more information on TDOT Environmental Division stream relocation/mitigation practices, click the following link:

https://www.tn.gov/tdot/environmental-home/transportation-environmental-mitigation-office.html

THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2012	STP-253-(8)	2W

REV. 06-13-13 REVISED ITEM NO. 203-02.04 TO 203-02.03

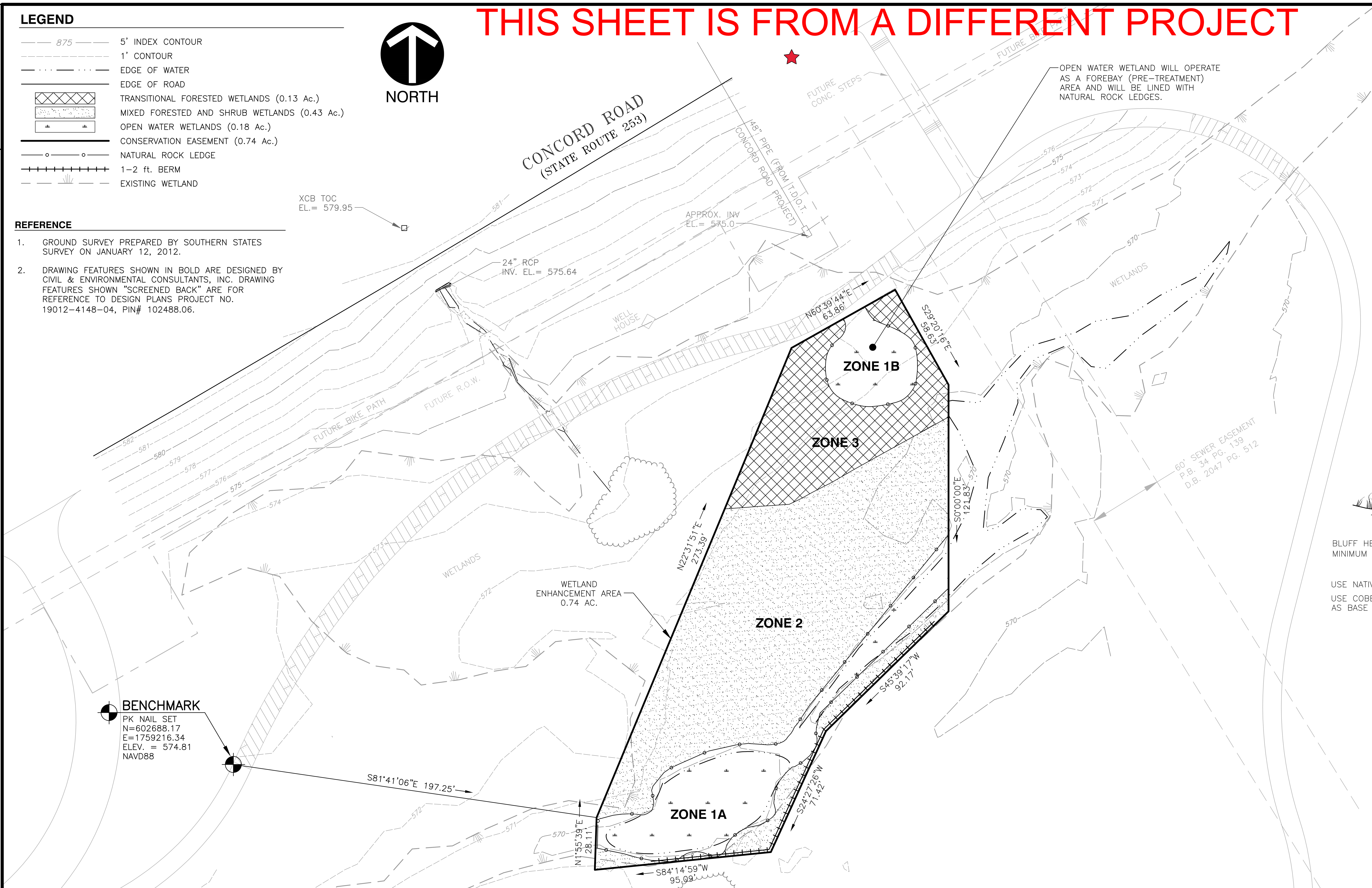
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. ___

LEGEND

- 875 — 5' INDEX CONTOUR
- 1' CONTOUR
- EDGE OF WATER
- EDGE OF ROAD
- TRANSITIONAL FORESTED WETLANDS (0.13 Ac.)
- MIXED FORESTED AND SHRUB WETLANDS (0.43 Ac.)
- OPEN WATER WETLANDS (0.18 Ac.)
- CONSERVATION EASEMENT (0.74 Ac.)
- NATURAL ROCK LEDGE
- 1–2 ft. BERM
- EXISTING WETLAND

REFERENCE

1. GROUND SURVEY PREPARED BY SOUTHERN STATES SURVEY ON JANUARY 12, 2012.
2. DRAWING FEATURES SHOWN IN BOLD ARE DESIGNED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DRAWING FEATURES SHOWN "SCREENED BACK" ARE FOR REFERENCE TO DESIGN PLANS PROJECT NO. 19012-4148-04, PIN# 102488.06.

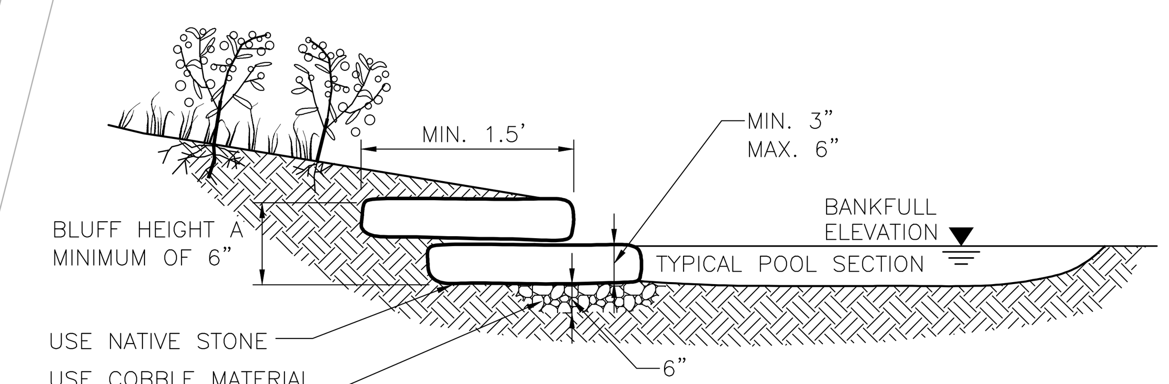


PROTECTED AREA
NO TREE CLEARING
OR CUTTING OR
MOWING ALLOWED
CONTACT TDOT ENVIRONMENT DIVISION
(615) 741-3655

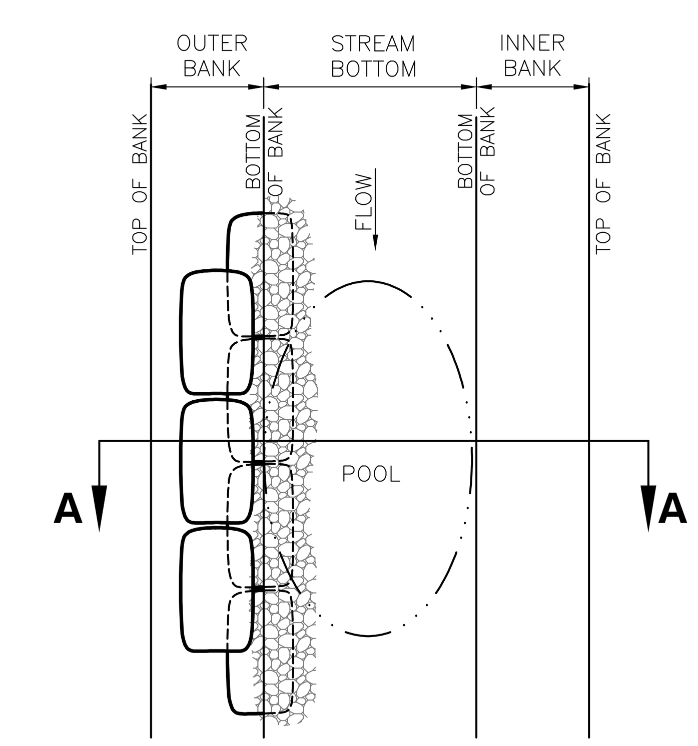
NOTES:
1. THE PROTECTED AREA SIGN SHALL BE WHITE WITH BLACK LETTERING.
2. LINES 1, 2, 3 & 4 SHALL BE 2 INCHES IN HEIGHT. LINES 5 & 6 SHALL BE 1 INCH IN HEIGHT.
3. PROTECTED AREA SIGN SHALL BE PAID FOR UNDER ITEM NO. 713-16.20, PROTECTED AREA SIGN, PER EACH, AS SHOWN IN DETAIL ON THIS SHEET. PAYMENT SHOULD INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO CONSTRUCT AS SHOWN IN DETAIL.
4. LOCATION AND NUMBER OF SIGNS TO BE DETERMINED IN THE FIELD OR AS DIRECTED BY THE ENGINEER.

PROTECTED AREA SIGN

N.T.S.



SECTION A



PLAN VIEW

NATURAL ROCK LEDGE

N.T.S.

ESTIMATED CONSTRUCTION QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203-01.05	EXCAVATION	C.Y.	223
203-01.15	DRAINAGE ROCK	C.Y.	13
203-01.79	EXCAVATION/BACKFILL	C.Y.	87 ①
203-02.03	BORROW EXCAVATION (SOLID ROCK)	TON	60 ②
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	365
203-04.02	STRIPPING & STOCKPILE TOPSOIL	C.Y.	365
713-16.20	SIGNS (PROTECTED AREA SIGN)	EACH	1
802-11.02	ACER RUBRUM (RED MAPLE 2-5FT CNTNR GRWN)	EACH	6
802-11.07	BETULA NIGRA (RIVER BIRCH 2-5FT CNTNR GRWN)	EACH	12
802-11.21	NYSSA SYLVATICA (BLCKGUM 2-5FT CNTNR GRWN)	EACH	6
802-11.26	PLATANUS OCCIDENTALIS (SYCAMORE 2-5FT CNTNR GRWN)	EACH	17
802-11.30	QUERCUS BICOLOR (SWAMP WHITE OAK 2-5FT CNTNR GRWN)	EACH	17
802-13.04	CORNUS AMOMUM (SILKY DOGWOOD 2-5FT CNTNR GRWN)	EACH	12
802-13.08	ITEA VIRGINICA (VIRGINIA SWEETSPIRE 2-5FT CNTNR GRWN)	EACH	12
802-11.33	QUERCUS MICHAUXII (SWAMP CHSTNT OAK 2-5FT CNTNR GRWN)	EACH	6
802-11.38	QUERCUS PHELLOS (WILLOW OAK 2-5FT CNTNR GRWN)	EACH	6
802-13.12	AMORPHA FRUTICOSA, (INGIGO BUSH)	EACH	12

① BERM INSTALLATION
② CONSTRUCT ACCORDING TO ROCK LEDGE DETAIL.

NOTES:
1. THE TOP 3–4 INCHES OF TOPSOIL WILL BE STOCKPILED AND REDISTRIBUTED WITHIN RESTORATION AREAS. OVER EXCAVATION OF SOME ENHANCEMENT AREA WILL BE NECESSARY IN ORDER TO ACHIEVE FINAL PROPOSED GRADE OF THE PROPOSED ZONE DUE TO THE REDISTRIBUTION OF TOPSOIL. ADDITIONAL CUT MATERIAL WILL BE USED TO CONSTRUCT THE PROPOSED 1–2 FT BERM LOCATED ALONG THE EASTERN AND SOUTHERN BOUNDARIES OF THE WETLAND RESTORATION CONSERVATION EASEMENT.
2. NATIVE STONE WITHIN THE WATERSHED IS CARTER & LEBANON LIMESTONE SLAB.
3. STOCKPILE AREAS TO BE DETERMINED BY CONTRACTOR AND CITY APPROVAL. CONTRACTOR SHOULD AVOID PLACEMENT OF TOPSOIL STOCK PILE AREAS WITHIN EXISTING WETLAND. PERIMETER OF STOCKPILE AREAS SHOULD BE ENCOMPASSED WITH SILT FENCING W/BACKING (T.D.O.T. STANDARD DRAWING EC-STR-3C)

NEWLY ESTABLISHED GRADE FOR THE FOLLOWING RESTORATION TYPES ARE AS FOLLOWS:

* 569 FT – OPEN WATER (ZONE 1A)
* 570 FT – OPEN WATER (ZONE 1B)
* 570 FT – MIXED FORESTED AND SHRUB WETLANDS (ZONE 2)
* 571 FT – TRANSITIONAL FORESTED WETLANDS (ZONE 3)

Preferred Plant Species for Wetland Enhancement and Buffer Area

Zone 1 - Open Water

NONE

Zone 2 - Mixed Forested and Shrub Wetlands

Common Name	Scientific Name	Wetland Ind. Stat.	Percent Coverage	Size	Spacing	Quantity
River birch	*Betula nigra*	FACW	15%	3 gallon container	15 – feet O.C. Random	12
Swamp white oak	*Quercus bicolor*	FACW+	20%	3 gallon container	15 – feet O.C. Random	17
American sycamore	*Platanus occidentalis*	FACW-	20%	3 gallon container	15 – feet O.C. Random	17
Indigo bush	*Amorpha fruticosa*	FACW	15%	3 gallon container	15 – feet O.C. Random	12
Virginia sweetspire	*Itea virginica*	FACW+	15%	3 gallon container	15 – feet O.C. Random	12
Silky dogwood	*Cornus amomum*	FACW+	15%	3 gallon container	15 – feet O.C. Random	12
3 gal container						**82**

Zone 3 - Transitional Forested Wetlands

Common Name	Scientific Name	Wetland Ind. Stat.	Percent Coverage	Size	Spacing (1 Row)	Quantity
Willow oak	*Quercus phellos*	FACW-	25%	3 gallon container	15 – feet O.C. Random	6
Black gum	*nyssa sylvatica*	FAC	25%	3 gallon container	15 – feet O.C. Random	6
Red maple	*Acer rubrum*	FAC	25%	3 gallon container	15 – feet O.C. Random	6
Swamp chesnut oak	*Quercus michauxii*	FACW-	25%	3 gallon container	15 – feet O.C. Random	6
						24

Revised: 06/14/2013

KEVIN B. WOLFE
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 022317
STATE OF TENNESSEE

SCALE IN FEET
0 30' 60'

COORDINATES ARE NAD/83 (1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000060 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

OWL CREEK PARK WETLAND ENHANCEMENT AREA DESIGN PLAN

SCALE: 1"=30'

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$

SIGNING AND PAVEMENT MARKING PLAN(S)

The Signing and Pavement Markings sheet(s) contains plan view and details information showing the type and location of all permanent signs and pavement markings to be installed along the proposed roadway. Refer to the TDOT Traffic Operations Division for signing information and guidance. Refer to Section 4 of the Roadway Design Guidelines, Standard Drawings T-M-1 to T-M-17, and Part 3 of the Manual for Uniform Traffic Control Devices for pavement marking information and guidance.

For more information on the TDOT Traffic Operations Division, click the following link:

https://www.tn.gov/tdot/traffic-operations-division.html

The current Manual for Uniform Traffic Control Devices can be found at this link:

http://mutcd.fhwa.dot.gov/

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2011	BR-I-40-5(132)	13

THIS SHEET IS FROM A DIFFERENT PROJECT

100

BEGIN PROJECT BR-I40-5(132)
STATE PROJ. NO. 95001-2199-94
CONST. STA. 102+00.00
N 676952.59
E 1916416.58

105

115

205

LINWOOD RD.

W.B. OFF RAMP

W.B. ON RAMP

W.B. I-40

I-40 E.B.

E.B. ON RAMP

E.B. OFF RAMP

BLUEBIRD RD.

MATCH LINE STA. 109+82.76 SEE SHEET NO. 13

MATCH LINE STA. 109+82 SEE SHEET NO. 13

6" SINGLE SOLID YELLOW LINE
6" SINGLE SOLID WHITE LINE
4" SINGLE SOLID WHITE LINE
4" SINGLE SOLID YELLOW LINE
4" DOUBLE SOLID WHITE LINE
4" DOUBLE SOLID YELLOW LINE
12" SINGLE SOLID WHITE LINE
12" DIAGONAL TRANSVERSE CHANNELIZATION MARKINGS
4" SINGLE BROKEN YELLOW LINE
4" SINGLE BROKEN WHITE LINE

1 JCT INTERSTATE 40
2 Knoxville / Nashville
3 EAST INTERSTATE 40 / WEST INTERSTATE 40
4 5 DO NOT ENTER
6 7 ONE WAY
8 9 ONE WAY
10 11 STOP
12 TN-21
13 40 WEST Nashville
14 EAST INTERSTATE 40
15 WEST INTERSTATE 40
16 40 EAST Nashville
17 18 STOP
19 20 DO NOT ENTER
21 22 ONE WAY
23 24 ONE WAY
25 STOP
26 WEST INTERSTATE 40 / EAST INTERSTATE 40
27 Nashville / Knoxville
28 STOP

END PAVEMENT BR-I-40-5(132)
STA. 117+06.47

END PROJECT BR-I-40-5(132)
STATE PROJ. NO. 95001-2199-94
CONST. STA. 117+06.47
N 675460.15
E 1916215.04

SEALED BY
SHANE M. HESTER
REGISTERED ENGINEER
NO. 110113
STATE OF TENNESSEE

COORDINATE VALUES ARE NAD/83(1995) AND ARE DATUM ADJUSTED BY THE FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING & PAVEMENT MARKING PLAN

NOT TO SCALE

01-JUN-2011 4:56
D:\PROJECTS\Wilson\LInwoodRd\CONSTRUCTION\013.sht

SIGN SCHEDULE SHEET(S)

The Sign Schedule sheet(s) contains the sign schedule. The sign schedule is a table that contains the item number, description, unit, and quantity for each sign included the signing plan. Additional notes may be included in this sheet to clarify the sign schedule.

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1	W3-5		36″	36″									BLACK	YELLOW (REF.) WHITE (REF.)	.10″ SHEET ALUMINUM	P8	13′-6″				7′	
2	W2-1		36″	36″									BLACK	YELLOW (REF.)	.10″ SHEET ALUMINUM	P8	13′-6″				7′	
3 99	W11-1 W16-1P		36″ 18″	36″ 24″					★				BLACK	YELLOW (REF.)	.10″ SHEET ALUMINUM .080″ SHEET ALUMINUM	P5	15′-6″				7′	REQUIRES SLIP BASE ITEM NO. 713-11.21 SEE STD. DWG. T-S-23A
4 22 24 33	R2-1		30″	36″									BLACK	WHITE (REF.)	.080″ SHEET ALUMINUM	P8	12′-6″				7′	
5	R2-1		30″	36″									BLACK	WHITE (REF.)	.080″ SHEET ALUMINUM	P8	12′-6″				7′	
6	R4-3		24″	30″									BLACK	WHITE (REF.)	.080″ SHEET ALUMINUM	U3	12′-6″				7′	
7 13 14 19 32 37 38 42 43 46 48 50 53 54 60 63 67 68 80 90 96	W3-3		36″	36″									BLACK RED (REF.) YELLOW (REF.) GREEN (REF.)	YELLOW (REF.)	.10″ SHEET ALUMINUM	P8	13′-6″				7′	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP/NH/DEMO-65(8)	36

THIS SHEET IS FROM A DIFFERENT PROJECT

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MU1 OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2•
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

• PAID AT A RATE OF 2.5#/FT.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

4/6/2015 2:16:32 PM
C:\Users\jj04352\Desktop\Robertson Co SR 65\Robertson SR 65 Sign Schedule.dgn

Miscellaneous Signing Details

- Miscellaneous details of the permanent signs
  - **Refer to the Traffic Operations Division** for details
    https://www.tn.gov/tdot/traffic-operations-division.html

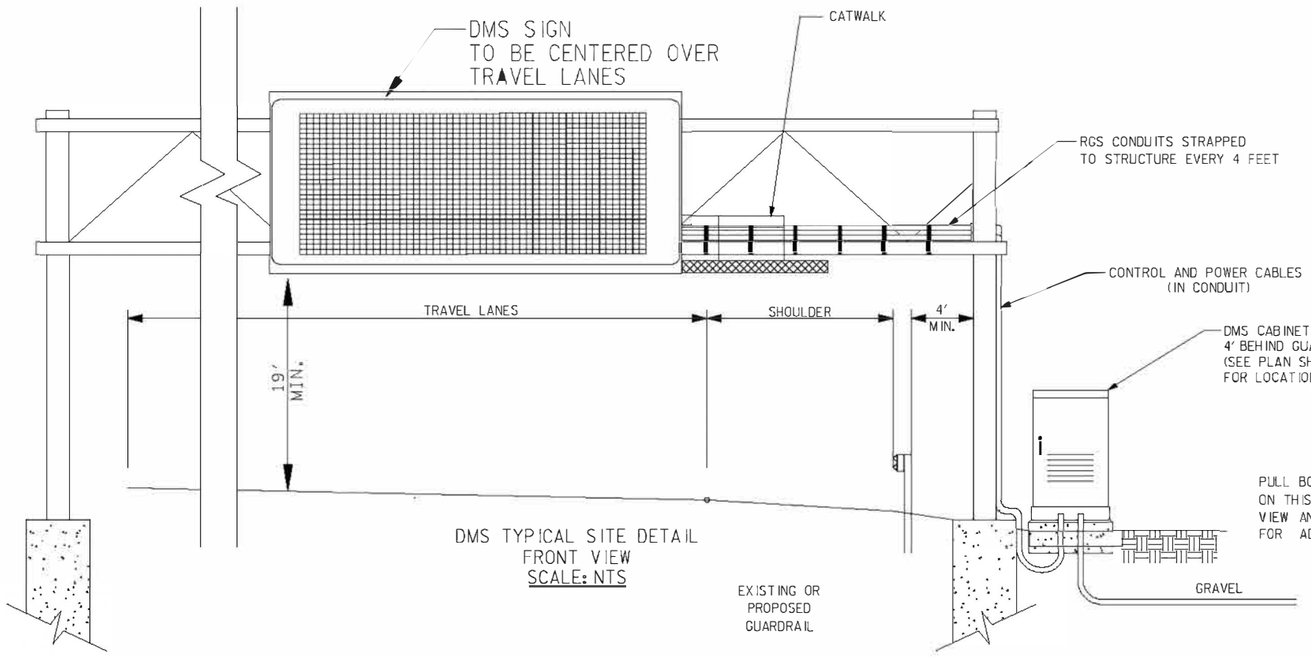
  - Examples:
    - Interstate overhead sign structure support post location

    - Strain pole foundation rebar placement and connections

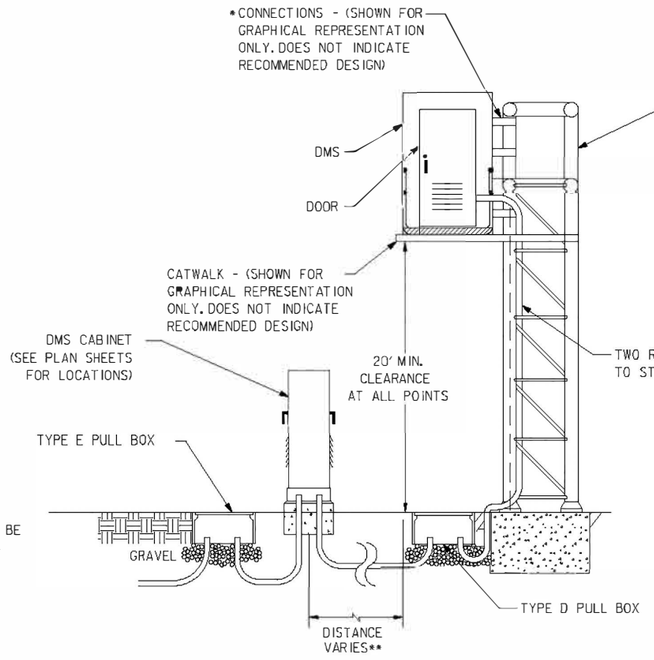
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
70%	2012	94002-1184-04	2AG

NOTES:
* ALL EQUIPMENT CONNECTIONS SHALL BE MADE ACCORDING TO MANUFACTURER RECOMMENDATIONS.
** CABINET SHALL BE PLACED SO SIGN MESSAGE CAN BE READ WHILE SERVICING CABINET. CABINET SHALL BE PLACED 100' FROM DMS STRUCTURE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



DMS TYPICAL SITE DETAIL
FRONT VIEW
SCALE: NTS



DMS SITE DETAIL
SIDE VIEW
SCALE: NTS

STRUCTURE NOTES:

1. PROVISIONS FOR WIRING AS WELL AS FOR GROUNDING MUST BE PROVIDED. (FOR GROUNDING DETAILS SEE STD DWG. T-S-15)

2. UPRIGHT SHALL BE FURNISHED WITH A ½"-BNC GROUND NUT WELDED TO THE OUTSIDE EDGE OF THE BASE.

3. ANCHOR BOLT MATERIAL SHALL CONFORM TO REQUIREMENTS OF ASTM F1554. THE ANCHOR BOLT SHALL BE GALVANIZED ON THE THREADED END (GALVANIZING SHALL BE IN ACCORDANCE WITH ASTM-A153). BOLTS SHALL BE FURNISHED WITH TWO GALVANIZED HEX NUTS AND WASHERS.

4. FOR FURTHER STRUCTURE INFORMATION, SEE TECHNICAL SPECIAL PROVISION 725.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS SIGN DETAILS

N.T.S.

3/27/2012 11:08:55 AM
P:\276544\T\DMSsite.sht

ROADWAY CROSS SECTIONS

The Roadway Cross Section sheet(s) contains cross section views at frequent intervals, usually every 50 feet, and at the beginning and ending stations of the proposed roadway. The roadway cross section sheet(s) also includes the following information:

- Name of roadway as it appears in the plans sheets
- Existing ground surface
- Existing pavement
- Proposed roadway surface
- Proposed cuts and fills
- Location of centerline
- Construction limits (stations and offsets)
- Finished grade elevations at centerline
- Roadway Cross slope/superelevation
- Fore slopes, back slopes, and ditches
- Existing and Proposed Right-of-Way offsets
- Subgrade depth
- Guardrail
- Bridges
- Retaining walls

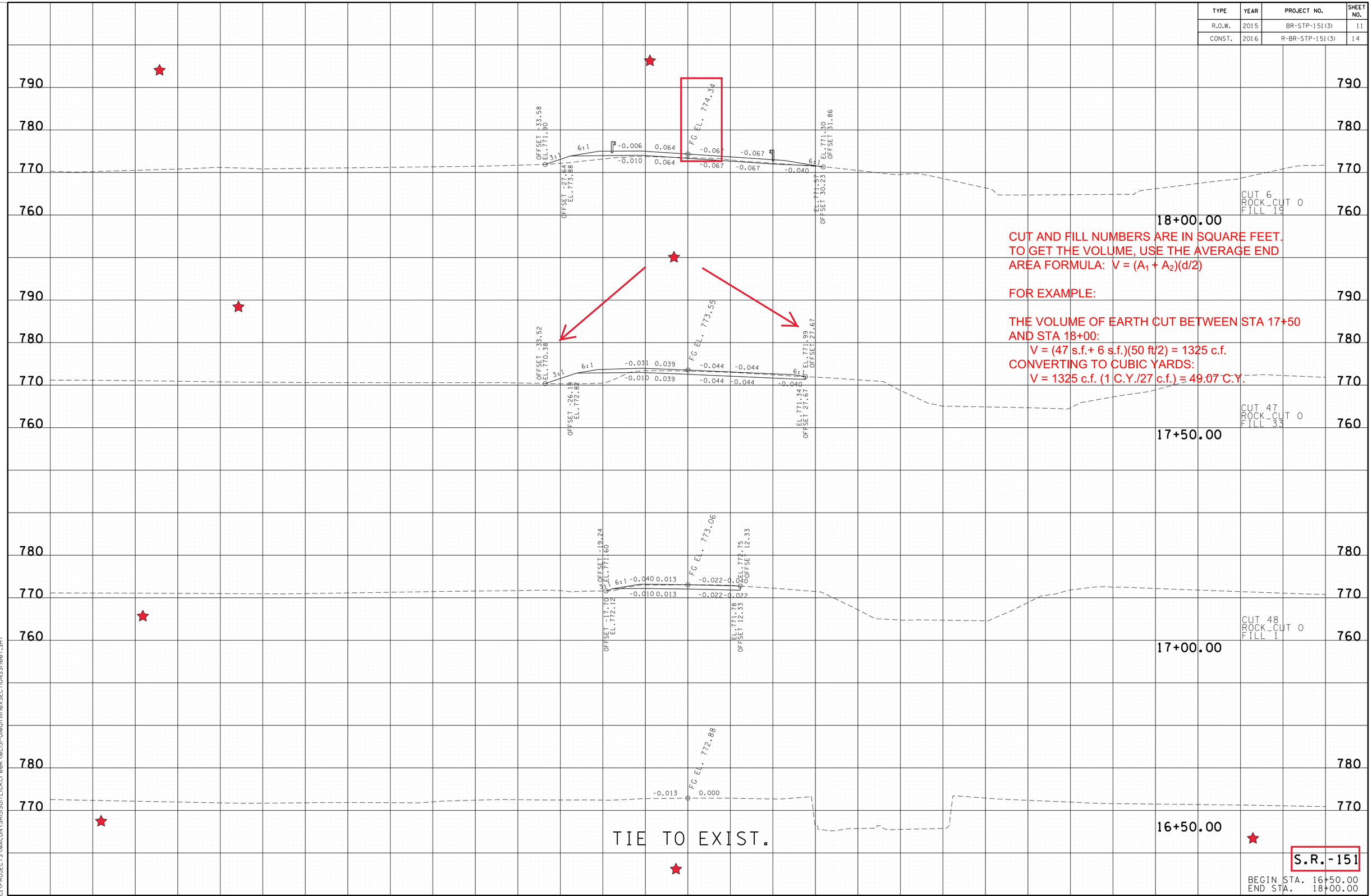
SIDE ROAD CROSS SECTIONS

Similar to the Roadway Cross Section sheet(s), the Side Road Cross Section sheet(s) contains cross section views at frequent points along the side roads of the proposed roadway.

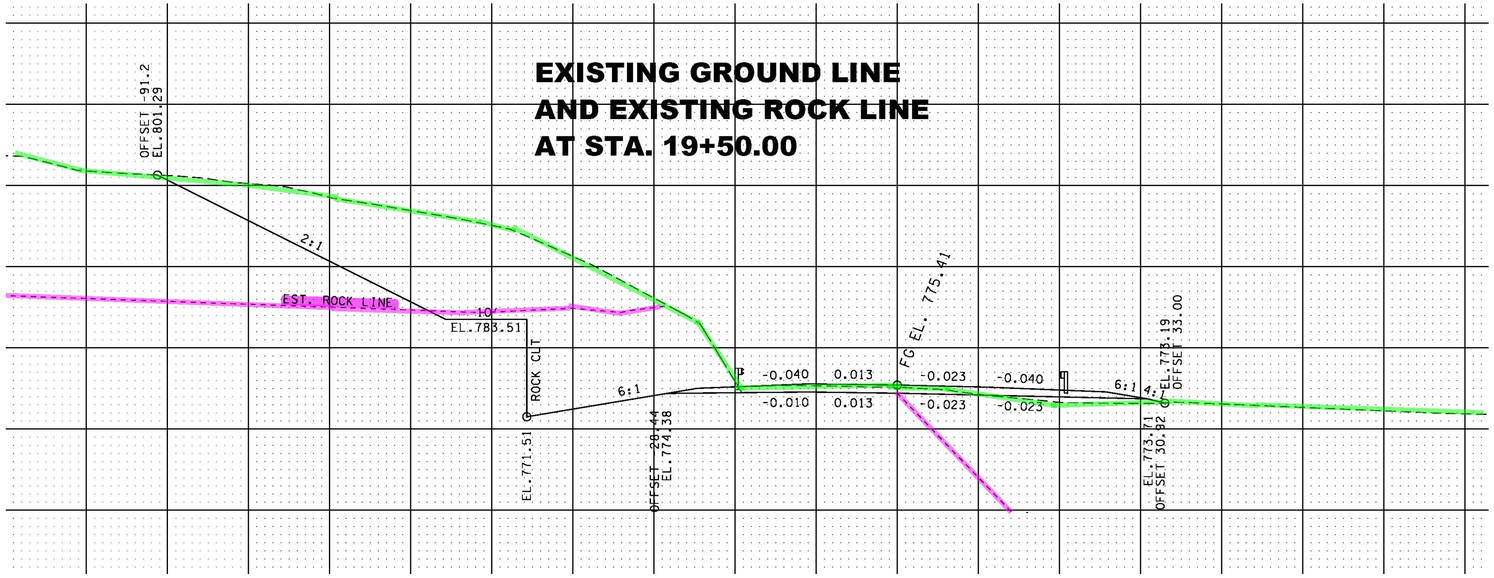
Side Road Cross Sections should show the name of the side road as it appears in the plans sheets.

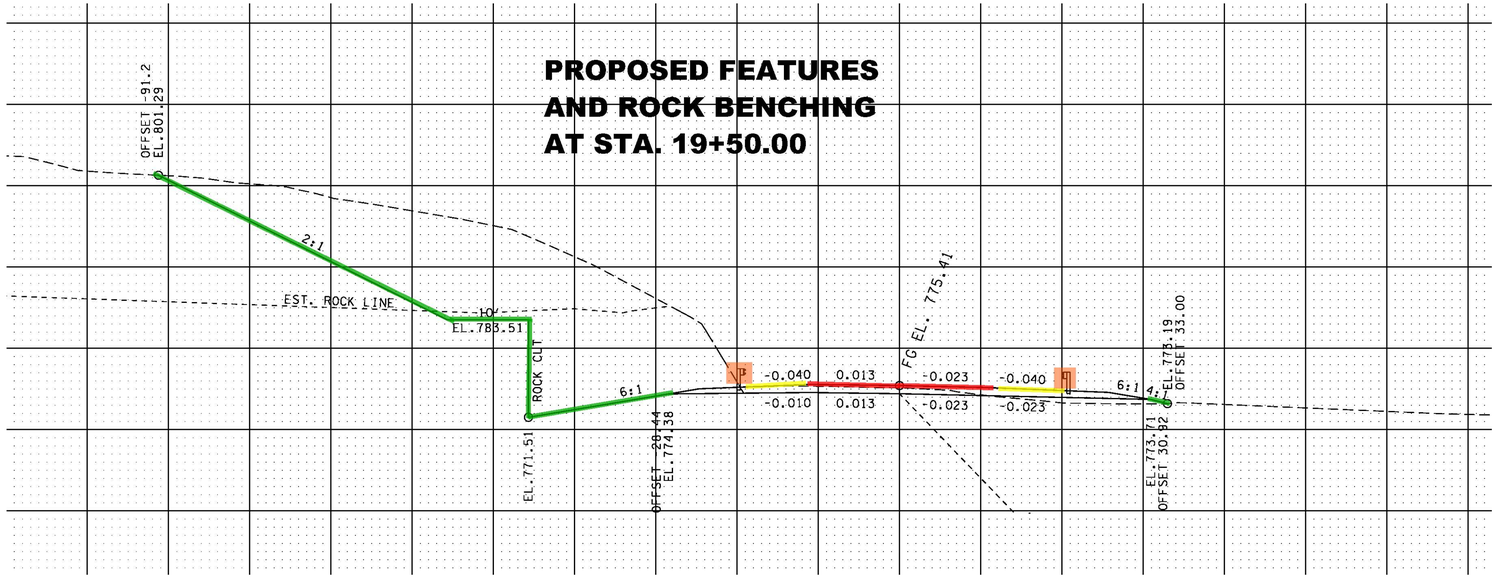
Roadway Cross Section have a horizontal scale of 1" = 10' and a vertical scale of 1" = 10'. Along the bottom of the sheet, the offset distances in feet are labeled. Offsets to the left of the centerline are negative numbers and offsets to the right of the centerline are positive numbers. Elevations are labeled on the left and the right of the sheet.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	11
CONST.	2016	R-BR-STP-151(3)	14

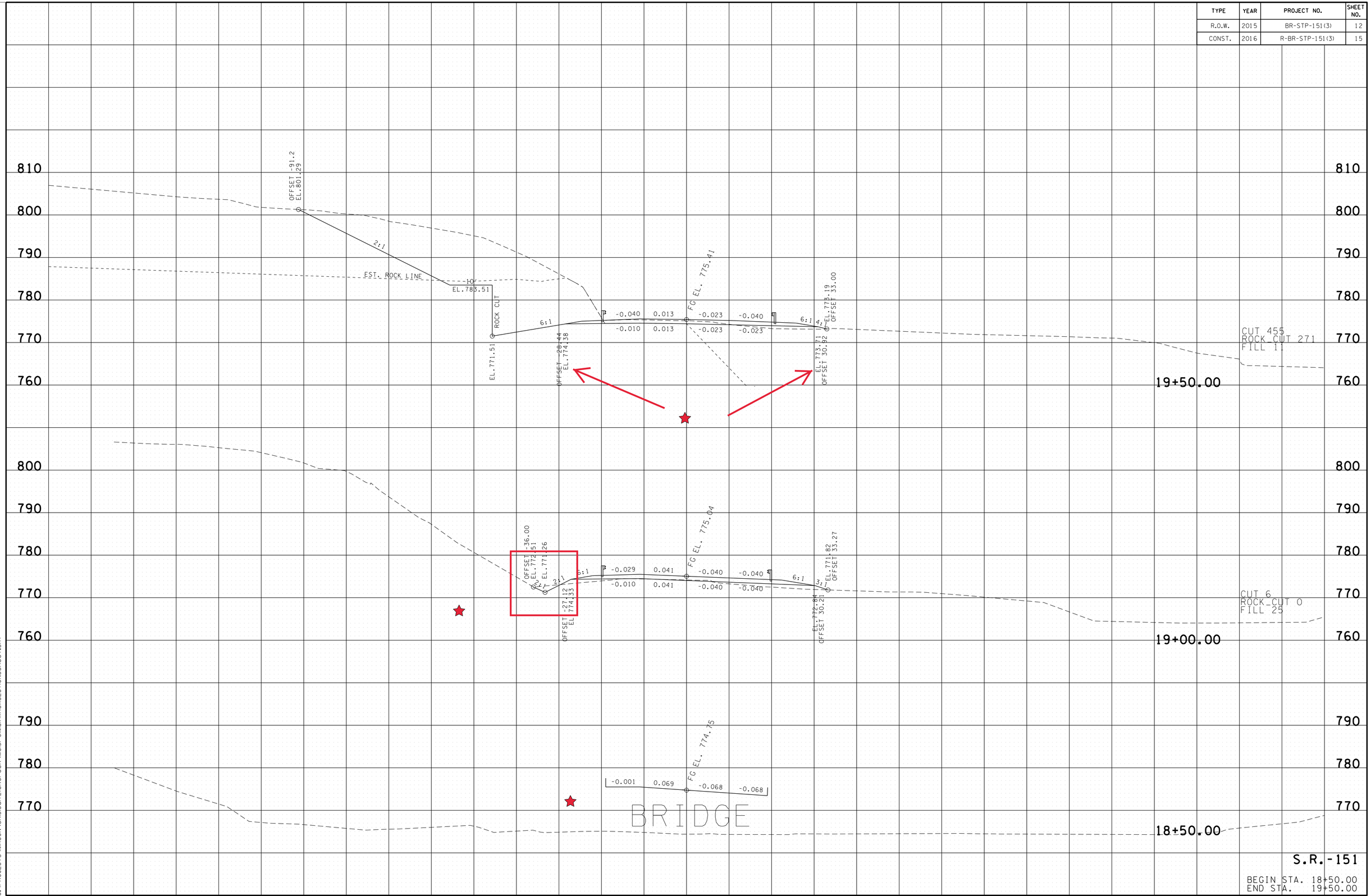


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EXISTING GROUND LINE
AND EXISTING ROCK LINE
AT STA. 19+50.00
OFFSET -91.2
EL.801.29
2:1
EST. ROCK LINE
10'
EL.783.51
ROCK CUT
EL.771.51
6:1
OFFSET 20.44
EL.774.38
-0.040
0.013
-0.010
0.013
FG EL. 775.41
-0.023
-0.040
-0.023
-0.023
6:1
EL.773.19
OFFSET 33.00
EL.773.71
OFFSET 30.92


PROPOSED FEATURES
AND ROCK BENCHING
AT STA. 19+50.00
OFFSET -91.2
EL.801.29
2:1
EST. ROCK LINE
10'
EL.783.51
ROCK CUT
EL.771.51
6:1
OFFSET 20.44
EL.774.38
-0.040
0.013
-0.010
0.013
FG EL. 775.41
-0.023
-0.040
-0.023
-0.023
6:1
EL.773.19
OFFSET 33.00
EL.773.71
OFFSET 30.92

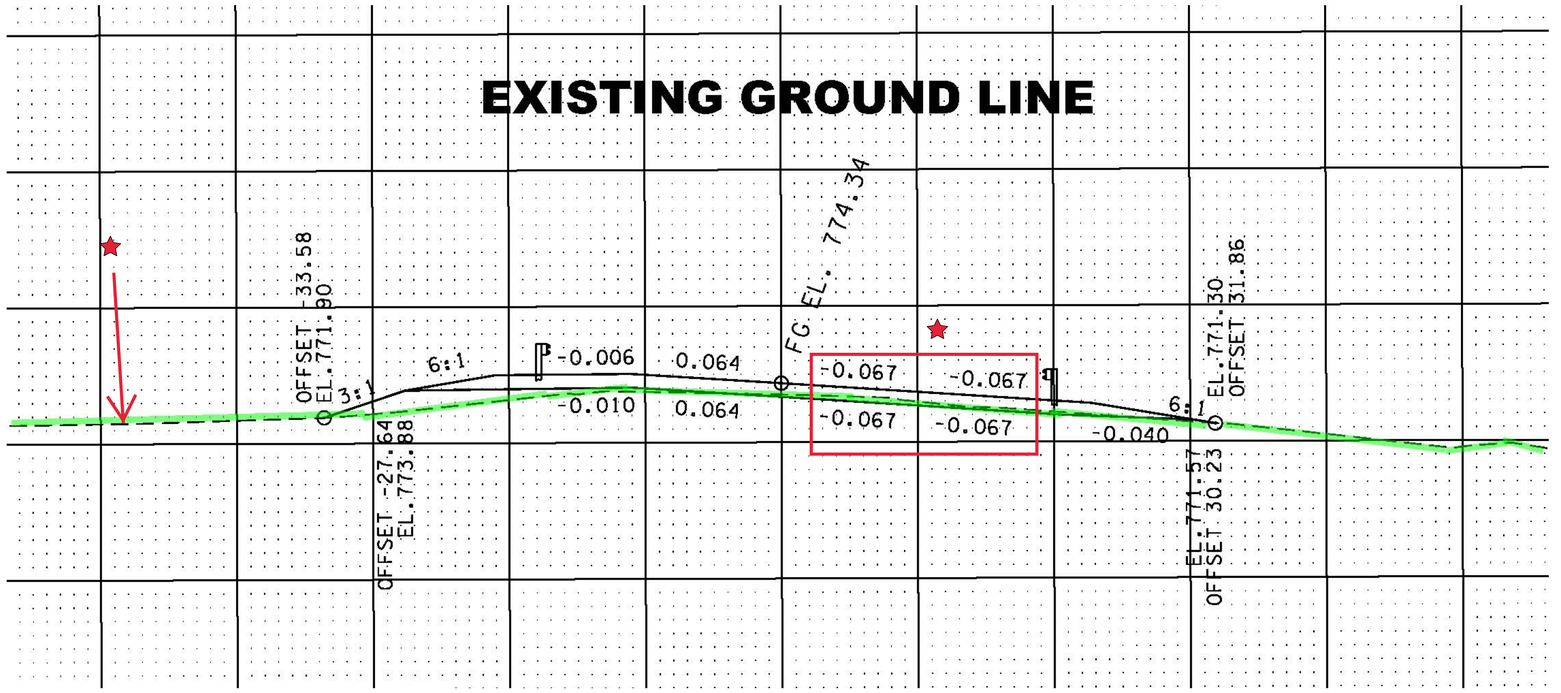
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	12
CONST.	2016	R-BR-STP-151(3)	15

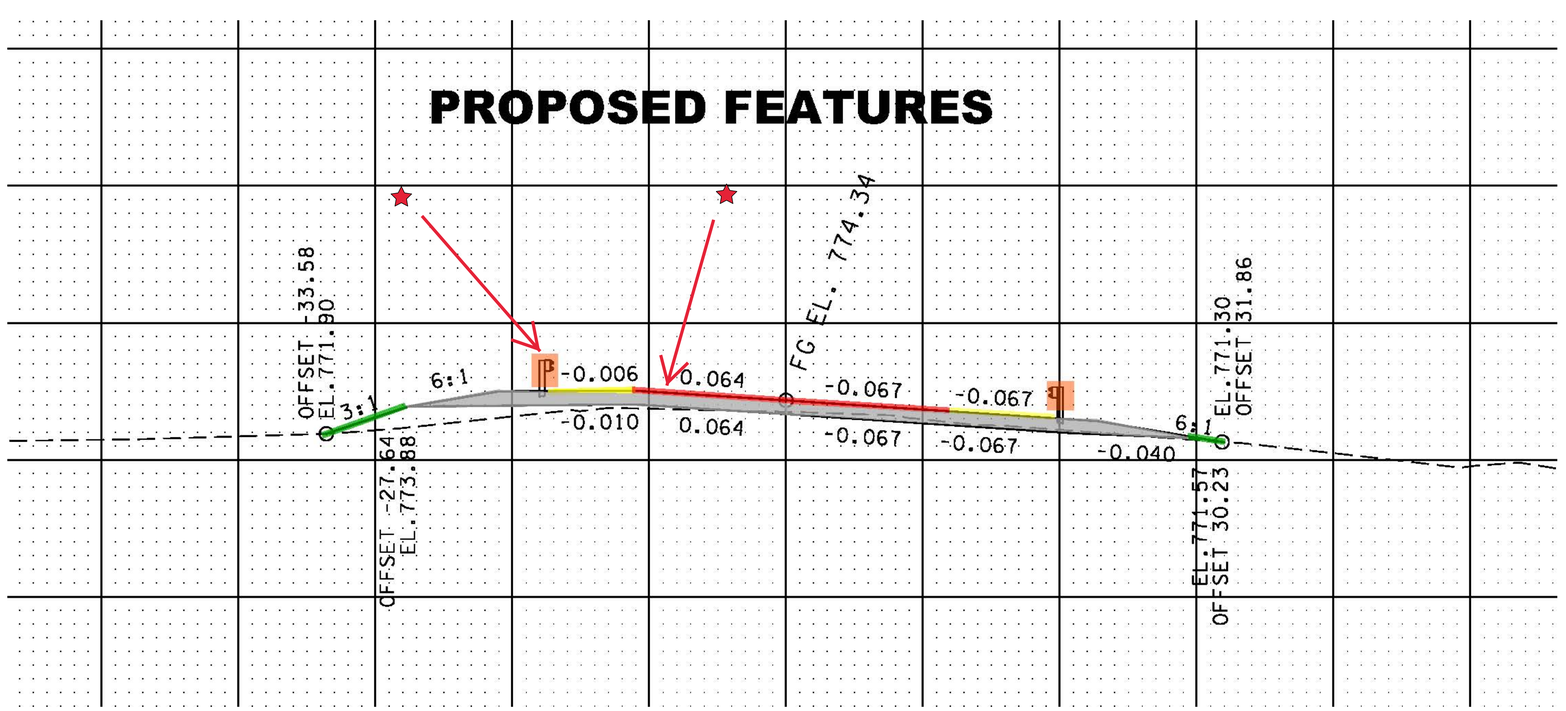


S.R.-151

BEGIN STA. 18+50.00
END STA. 19+50.00

03-OCT-2016 07:10
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EXISTING GROUND LINE
OFFSET -33.58
EL.771.90
3:1
6:1
-0.006
0.064
-0.010
0.064
FG EL. 774.34
-0.067
-0.067
-0.067
-0.067
6:1
-0.040
EL.771.30
OFFSET 31.86
OFFSET -27.64
EL.773.88
EL.771.57
OFFSET 30.23


PROPOSED FEATURES
OFFSET -33.58
EL.771.90
3:1
6:1
-0.006
0.064
-0.010
0.064
FG EL. 774.34
-0.067
-0.067
-0.067
-0.067
6:1
-0.040
EL.771.30
OFFSET 31.86
OFFSET -27.64
EL.773.88
EL.771.57
OFFSET 30.23

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	13
CONST.	2016	R-BR-STP-151(3)	16

TIE TO EXIST.

790
780
770

FG EL. 777.45
-0.006
-0.043

20+70.00

790
780
770

OFFSET 23.
EL.783.96
CUT TO DRAIN
EL.776.25
6:1
FG EL. 777.21
-0.011
-0.040
-0.040
-0.040
-0.040
EL.776.32
OFFSET 22.84
EL.774.56
OFFSET 27.62
EL.774.42
OFFSET 34.62
S.W.
-0.020
3:1
EL.771.78
OFFSET 42.55
EL.775.29
OFFSET 23.38

790
780
770

20+50.00

CUT 47
ROCK_CUT 0
FILL 33

800
790
780
770

OFFSET -67.86
EL.795.09
2:1
EST. ROCK LINE
10:1
EL.784.46
ROCK CUT
6:1
EL.772.46
OFFSET -21.40
EL.775.00
FG EL. 776.30
-0.040
-0.014
-0.014
-0.014
-0.031
-0.031
-0.031
-0.040
S.W.
-0.020
3:1
EST. ROCK LINE
EL.775.34
OFFSET 26.45
EL.775.20
OFFSET 33.74
EL.772.44
OFFSET 42.02
EL.774.24
OFFSET 33.07

800
790
780
770

20+00.00

CUT 228
ROCK_CUT 192
FILL 33

S.R.-151

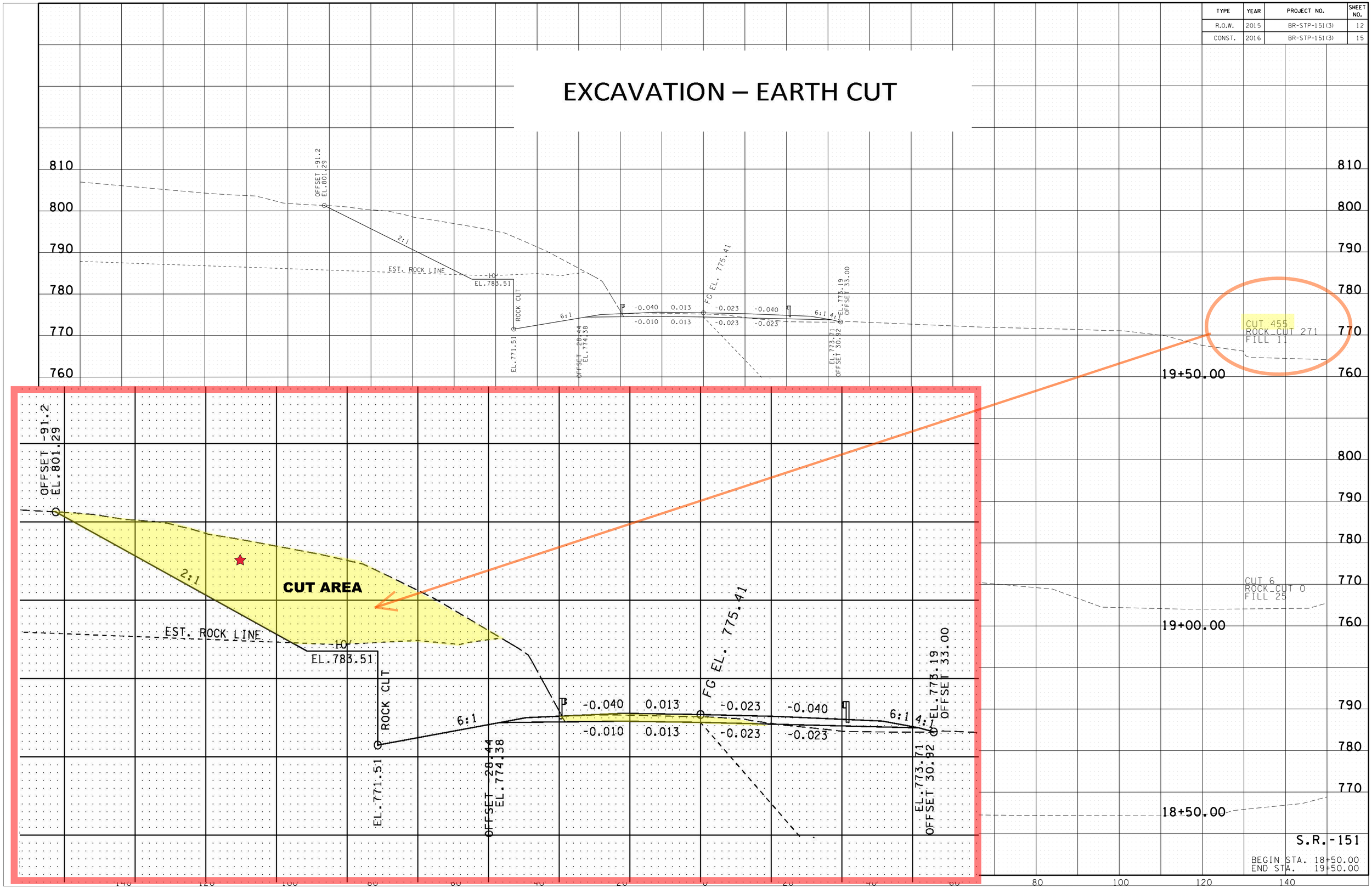
BEGIN STA. 20+00.00
END STA. 20+70.00

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

03-OCT-2016 07:10
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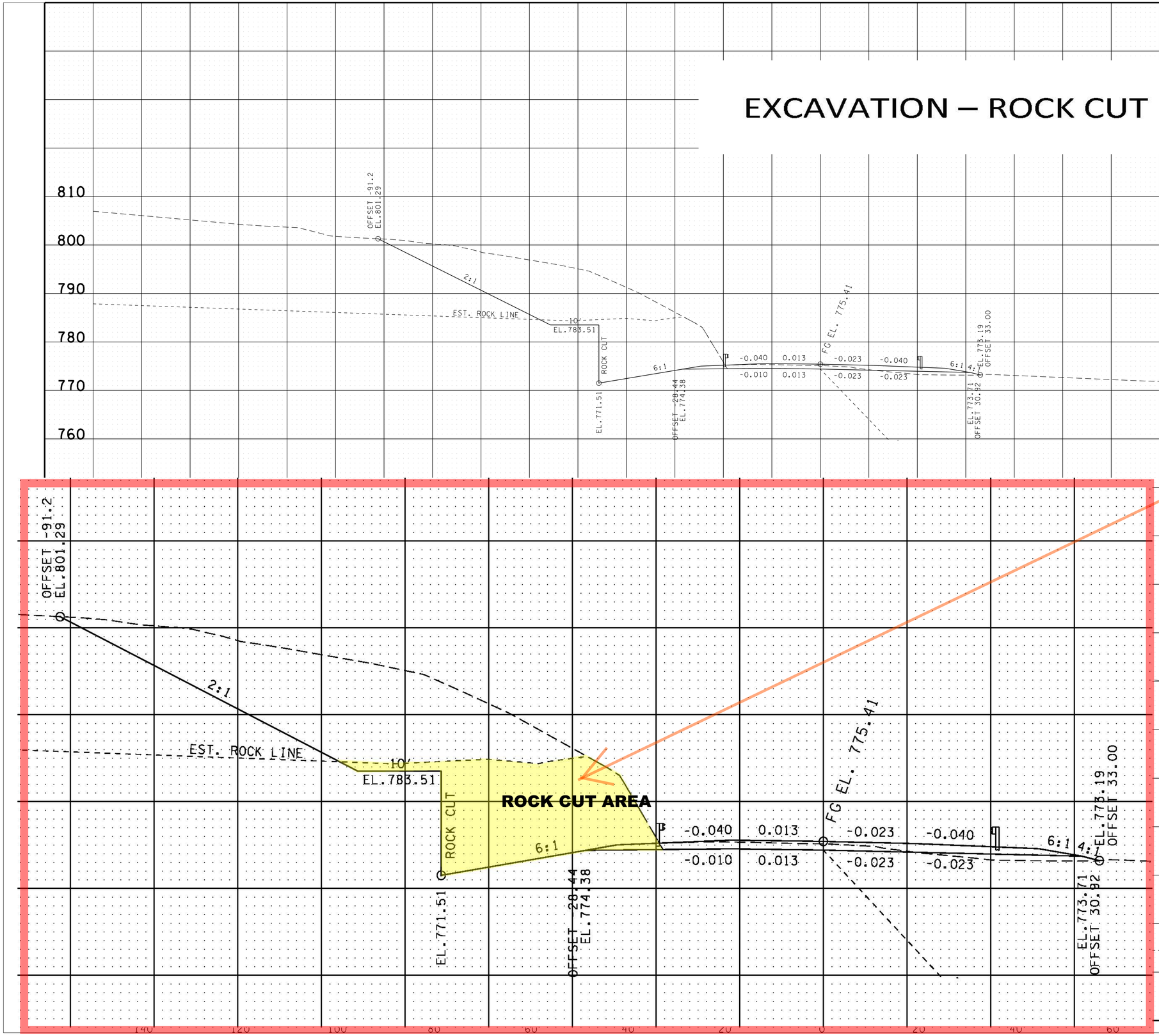
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	12
CONST.	2016	BR-STP-151(3)	15

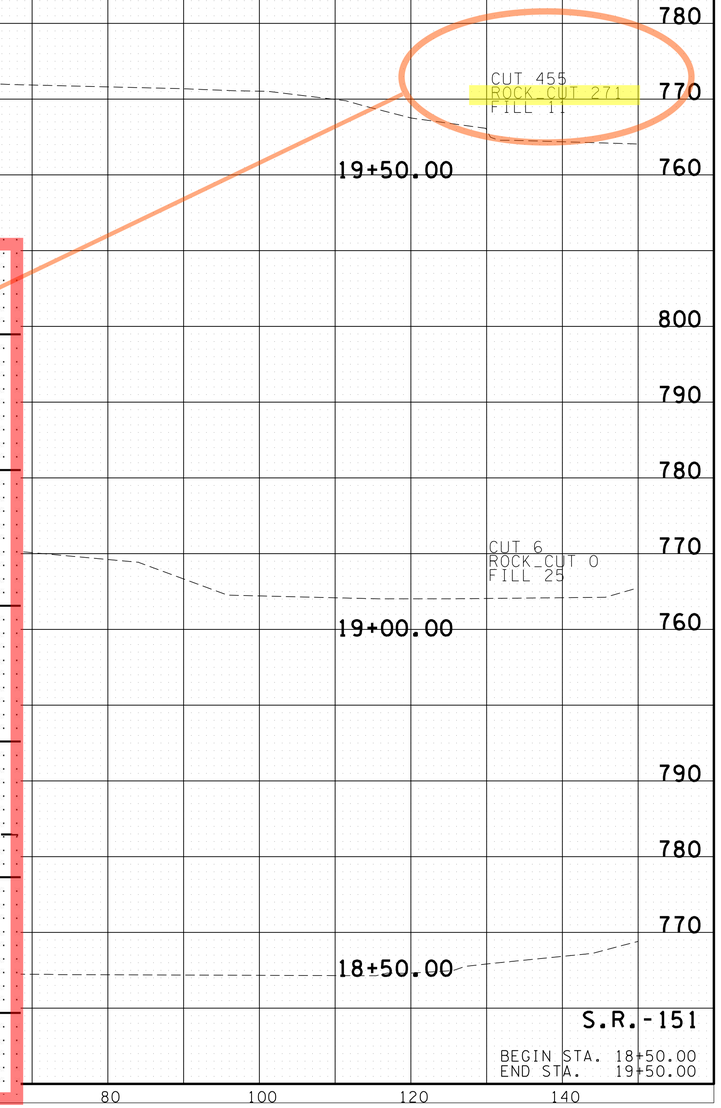
EXCAVATION – EARTH CUT



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	BR-STP-151(3)	12
CONST.	2016	BR-STP-151(3)	15

EXCAVATION – ROCK CUT





TYPE	YEAR	PROJECT NO.	SHEET No.
R.O.W	2015	BR-STP-151 3)	12
CONST.	2016	BR-STP-151(3)	15

EMBANKMENT – EARTH FILL

OFFSET -91.2
EL.801.29
2:1
EST. ROCK LINE
10
EL.783.51
ROCK CLT
EL.771.51
OFFSET -28.44
EL.774.38
6:1
-0.040
0.013
-0.010
0.013
FG EL. 775.41
-0.023
-0.023
-0.040
-0.023
6:1
4:1
EL.773.19
OFFSET 33.00
FILL AREA
19+50.00
CUT 455
ROCK CUT 271
FILL 1
19+00.00
CUT 6
ROCK CU
FILL 25T 0
18+50.00
S.R. - 151
N STA
BEGI STA. . 18+50.00
END 19+50.00
17-FEB-2016 13:20

TRAFFIC CONTROL PLAN(S) AND PHASING NOTES

The Traffic Control Plans and Phasing Notes sheet(s) contains plan view and details information showing how the contractor should maintain the flow of existing traffic during construction of the project. The traffic control phases should correlate with the EPSC stages.

The first sheet shows the Pavement Edge Drop Off Notes which specify what safety measures must be taken at the edge of any pavement drop off in the work zone according to the height of the drop off and proximity to traveled lanes.

The Legend is a table that contains the symbol and item description for each traffic control measure included the traffic control plan.

The Traffic Control Quantities Tabulation block is a table that contains the item number, description, unit, and quantity for each traffic control measure included the traffic control plan. Additional notes may be included in this sheet to clarify the legend and/or quantities tabulation.

The traffic control plans sheet(s) also includes the following information:

- Pavement Edge Drop Off Notes – first sheet of traffic control plans
- Legend
- Traffic Control Quantities tabulation block
- Begin/end project labeled with Federal and State construction project numbers and Northing/Easting coordinates
- Sequence of construction, phases of construction (if applicable)
- Traffic flow direction arrows
- Work zone area hatched
- Type and location of traffic control measures, such as temporary signals, pavement markings, portable barriers, barricades, arrow boards, lights, and etc.
- Type and location of traffic control signs

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	11

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP OFF NOTES

03-OCT-2016 07:09
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THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	BR-STP-292(7)	31A

TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	CODE	REMARKS
		END ROAD WORK		2	9	36"X18"	G20-2		
		STOP HERE ON RED		2	12	24"X36"	R10-6		
		STAY IN LANE TO EXTEND GREEN		2	17.5	30"X42"	R10-6(mod)		
		SIGNAL AHEAD (symbol)		2	18	36"X36"	W3-3		
		BE PREPARED TO STOP		2	18	36"X36"	W3-4		
		ROAD WORK 1/2 MILE		2	18	36"X36"	W20-1		
		ONE LANE ROAD 1500 FT.		2	18	36"X36"	W20-4		
		1000 FT. (plaque)		2	6	24"X18"	W16-2		
		FLAGGER		2	18	36"X36"	W20-7a		
		RIGHT SHOULDER CLOSED AHEAD		1	9	36"X36"	W21-5B		
		LEFT SHOULDER CLOSED AHEAD		1	9	36"X36"	W21-5B		
	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL3	EACH	4					
	712-01	TRAFFIC CONTROL	L.S.	1					
	712-02.02	INTERCONNECTED PORTABLE BAARRIER RAIL	L.F.	2200					
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	60					
	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	110					
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	48					
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2					
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1					
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	4470					
1)	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1					
	TOTAL				**152.5**				

TABULATION

NOTES:

1) COST TO INCLUDE ANY NECESSARY ADJUSTMENTS FROM PHASE 1 TO PHASE 2.

PHASING NOTES

TRAFFIC CONTROL PHASE 1 SCOPE OF WORK:

1) FOR WORK DONE ON INSIDE SHOULDER, THE INSIDE LANE SHALL BE CLOSED TO TRAFFIC. SEE STD. DWG. T-WZ-15 FOR DETAILS.
2) WORK ON INSIDE SHOULDER SHALL BE DONE AT NIGHTS (8:00 PM - 6:00 AM) AND WEEKENDS AS DIRECTED BY THE T.D.O.T. CONSTRUCTION ENGINEER.
3) COLD PLANE INSIDE SHOULDERS 1.5" AND PAVE WITH 1.5" ASPHALT, ITEM NO. 411-03.10.
4) STRIPE LANE SHIFT.

TRAFFIC CONTROL PHASE 2 SCOPE OF WORK:

1) SHIFT TRAFFIC.
2) PLACE PORTABLE BARRIER RAIL ALONG OUTSIDE SHOULDER.
3) BUILD TRUCK CLIMBING LANE.
4) COLD PLANE EXISTING LANES.
5) RESURFACE EXISTING LANES AND PAVE TRUCK CLIMBING LANE AND OUTSIDE SHOULDER.
6) PLACE PERMANENT PAVEMENT MARKINGS.
7) SCORE INSIDE AND OUTSIDE SHOULDERS.

LEGEND

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
◑	FLEXIBLE DRUMS (CHANNELIZING)
◁	TEMPORARY ATTENUATOR
▭	PORTABLE BARRIER RAIL
▸	SIGN (CONSTRUCTION)
▨	WORK ZONE

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KATHERINE J. LLOYD
REGISTERED ENGINEER
XVI
AGRICULTURE
OF
COMMERCE
NO. 105472
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

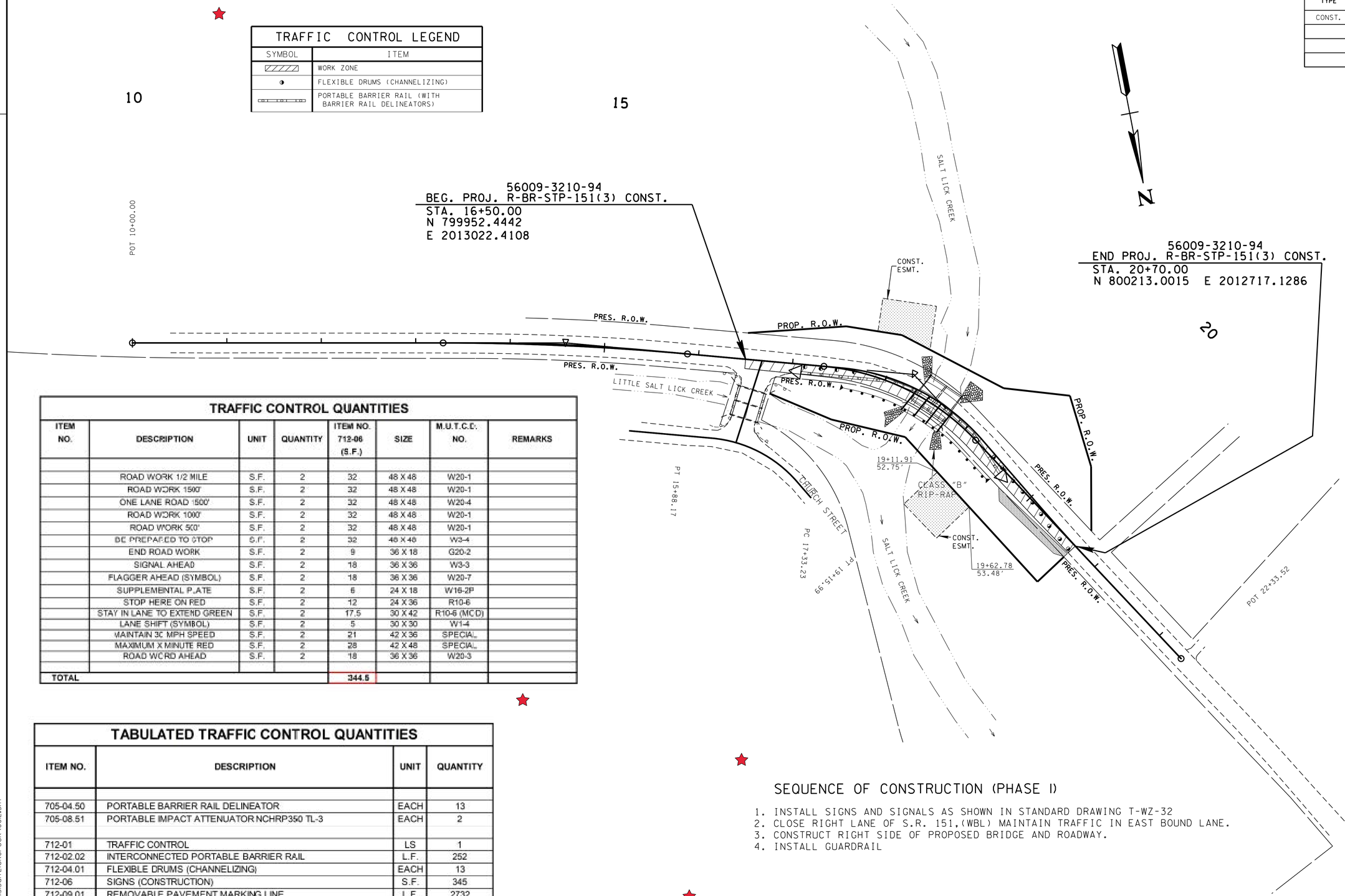
TRAFFIC CONTROL LEGEND AND TABULATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	12

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)



TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
	ROAD WORK 1/2 MILE	S.F.	2	32	48 X 48	W20-1	
	ROAD WORK 1500'	S.F.	2	32	48 X 48	W20-1	
	ONE LANE ROAD 1500'	S.F.	2	32	48 X 48	W20-4	
	ROAD WORK 1000'	S.F.	2	32	48 X 48	W20-1	
	ROAD WORK 500'	S.F.	2	32	48 X 48	W20-1	
	BE PREPARED TO STOP	S.F.	2	32	48 X 48	W3-4	
	END ROAD WORK	S.F.	2	9	36 X 18	G20-2	
	SIGNAL AHEAD	S.F.	2	18	36 X 36	W3-3	
	FLAGGER AHEAD (SYMBOL)	S.F.	2	18	36 X 36	W20-7	
	SUPPLEMENTAL PLATE	S.F.	2	6	24 X 18	W16-2P	
	STOP HERE ON RED	S.F.	2	12	24 X 36	R10-6	
	STAY IN LANE TO EXTEND GREEN	S.F.	2	17.5	30 X 42	R10-6 (MCD)	
	LANE SHIFT (SYMBOL)	S.F.	2	5	30 X 30	W1-4	
	MAINTAIN 30 MPH SPEED	S.F.	2	21	42 X 36	SPECIAL	
	MAXIMUM X MINUTE RED	S.F.	2	28	42 X 48	SPECIAL	
	ROAD WORD AHEAD	S.F.	2	18	36 X 36	W20-3	
TOTAL				344.5			

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	13
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	252
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	13
712-06	SIGNS (CONSTRUCTION)	S.F.	345
712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	2732
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	24
730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1

SEQUENCE OF CONSTRUCTION (PHASE I)

1. INSTALL SIGNS AND SIGNALS AS SHOWN IN STANDARD DRAWING T-WZ-32
2. CLOSE RIGHT LANE OF S.R. 151,(WBL) MAINTAIN TRAFFIC IN EAST BOUND LANE.
3. CONSTRUCT RIGHT SIDE OF PROPOSED BRIDGE AND ROADWAY.
4. INSTALL GUARDRAIL

NOTE: FOR ADDITIONAL SIGNS SEE STANDARD DWG. T-WZ-32
ONE LANE TO REMAIN OPEN WITH USE OF TRAFFIC SIGNAL

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE I

SCALE: 1"= 50'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	R-BR-STP-151(3)	12A

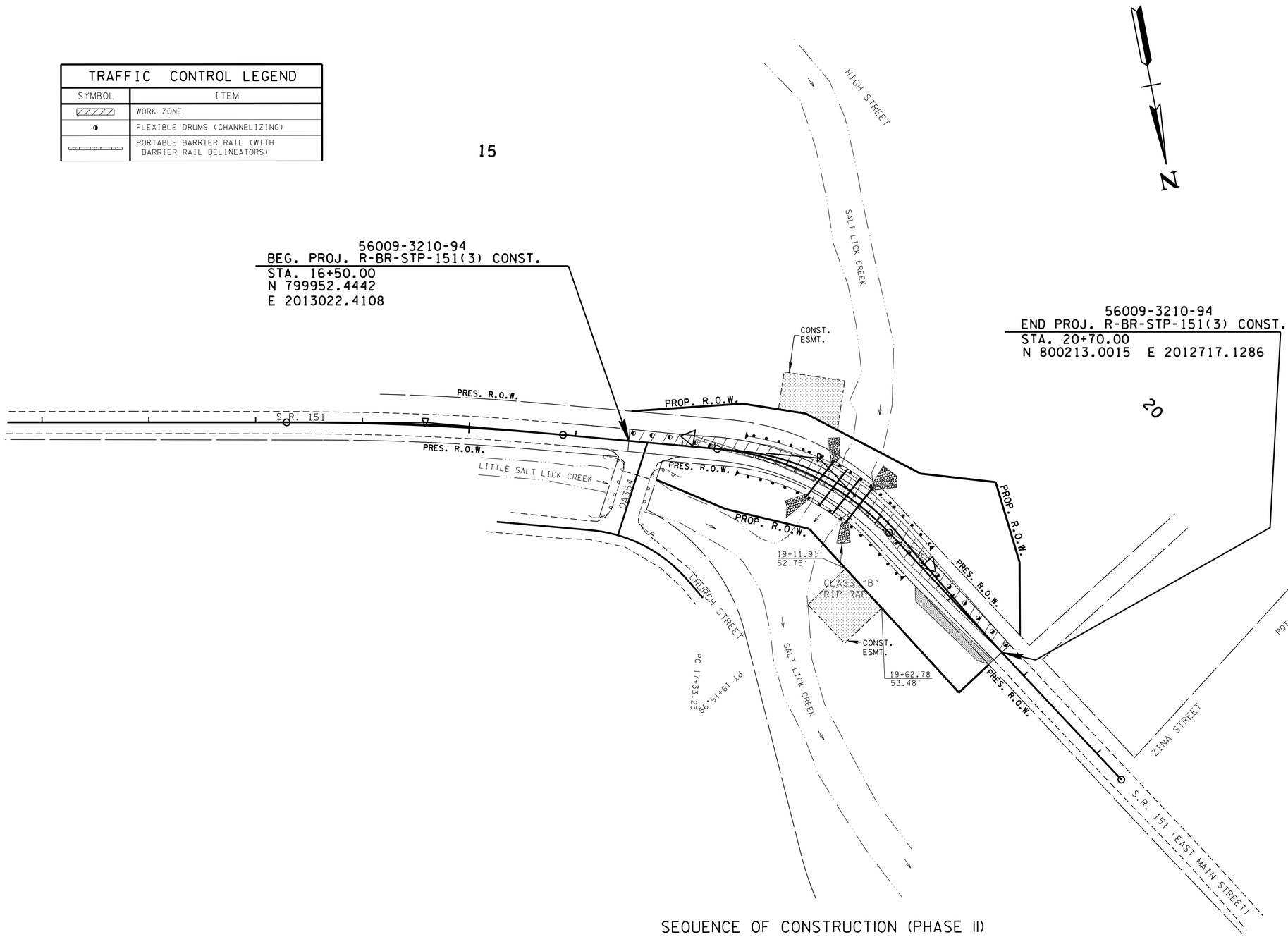
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

15

56009-3210-94
BEG. PROJ. R-BR-STP-151(3) CONST.
STA. 16+50.00
N 799952.4442
E 2013022.4108

56009-3210-94
END PROJ. R-BR-STP-151(3) CONST.
STA. 20+70.00
N 800213.0015 E 2012717.1286

20



SEQUENCE OF CONSTRUCTION (PHASE II)

1. INSTALL SIGNS AND SIGNALS AS SHOWN IN STANDARD DRAWING T-WZ-32
2. CLOSE LEFT LANE OF S.R. 151,(EBL) MAINTAIN TRAFFIC IN WAST BOUND LANE.
3. CONSTRUCT LEFT SIDE OF PROPOSED BRIDGE AND ROADWAY.
4. INSTALL GUARDRAIL

NOTE: FOR ADDITIONAL SIGNS SEE STANDARD DWG. T-WZ-32
ONE LANE TO REMAIN OPEN WITH USE OF TRAFFIC SIGNAL

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE II

SCALE: 1"= 50'

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ESTIMATED BRIDGE QUANTITIES AND BRIDGE INDEX

The Estimated Bridge Quantities and Bridge Index sheet contains a table of the estimated quantities of the bridge items included in the contract plans and a list of the bridge sheets in sequence included in the contract plans. The table of estimated quantities contains the item number, description, unit, and quantity of each item. This sheet may also include footnotes that help clarify quantity values.

If the bridge is designed by Structures Division, then there will be an Estimated Bridge Quantities and Bridge Index sheet.

If the bridge that is to be replaced is a box culvert, then there will be no Estimated Bridge Quantities and Bridge Index sheet. All the quantities will be listed as Roadway Quantities.

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

THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	STP-253(8)	2

CONST. NO. 94053-3221-14

RE. 03/25/2013
1) ADDED RET. WALL NO.3 AND ITEM 604-07.03.

RE. 08/26/2013
2) REV. QUANTITIES FOR ITEM 604-02.03, 604-03.01, 604-03.02 & 604-07.03

LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LATEST REV. DATE
PAVEMENT AT BRIDGE ENDS	STD-1-5	06-01-11
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	04-08-05
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
PILE DETAILS	STD-5-2	04-08-05
STANDARD SEISMIC DETAILS	STD-6-1	11-01-10
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-08
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	04-08-05
BRIDGE RAILING WITH STRUCTURAL TUBING	STD-11-1	08-13-02
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR I BEAMS	STD-14-2	11-01-10
STANDARD DETAILS FOR PRESTRESSED BOX BEAMS	STD-14-3	10-15-08

LIST OF EXISTING DRAWINGS (BR. NO. 2)

(SR 253 OVER MILL CREEK)

TITLE	DWG. NO.
EXISTING BRIDGE PLANS	E-01 THRU E-10

ESTIMATED BRIDGE QUANTITIES

	X081	X081					
	SR 253 CONCORD RD OVER OWL CREEK WILLIAMSON COUNTY PRESTRESSED CONCRETE BOX BEAMS (17" X 36") WITH COMPOSITE CONCRETE DECK SLAB 3 SPAN BRIDGE TOTAL LENGTH = 135′-0" SPAN 1 = 45′-0" SPAN 2 = 45′-0" SPAN 3 = 45′-0" 64′-0" ROADWAY WITH STD-11-1 BRIDGERAIL 75° SKEW LAYOUT DRAWING NO. U-52-45	SR 253 CONCORD RD OVER MILL CREEK WILLIAMSON COUNTY PRESTRESSED CONCRETE TYPE III - BEAMS WITH COMPOSITE CONCRETE DECK SLAB 2 SPAN BRIDGE TOTAL LENGTH = 150′-0" SPAN 1 = 75′-0" SPAN 2 = 75′-0" 64′-0" ROADWAY WITH STD-11-1 BRIDGERAIL 75° SKEW LAYOUT DRAWING NO. U-52-60	RETAINING WALL NO. 1 SR 253 CONCORD ROAD WILLIAMSON COUNTY STATION 101+75.00 RT TO STATION 104+50.00 RT LAYOUT DRAWING NO. U-50-83	RETAINING WALL NO. 2 SR 253 CONCORD ROAD WILLIAMSON COUNTY STATION 183+00.00 LT TO STATION 188+97.41 LT LAYOUT DRAWING NO. U-50-86	RETAINING WALL NO. 3 SR 253 CONCORD ROAD DAVIDSON COUNTY STATION 191+92.79 LT TO STATION 192+34.21 RT LAYOUT DRAWING NO. U-50-87A		
ITEM NO. / DESCRIPTION	QUANTITIES	QUANTITIES	QUANTITIES	QUANTITIES	QUANTITIES	TOTAL QUANTITIES	UNIT
202-04.01 REMOVAL OF STRUCTURES	1					1	L.S.
202-04.02 REMOVAL OF STRUCTURES		1				1	L.S.
204-02.01 DRY EXCAVATION (BRIDGES)		170				170	C.Y.
204-04.01 ROCK EXCAVATION (BRIDGES)	44	5				49	C.Y.
204-04.10 STRUCTURE EXCAVATION UNCLASSIFIED	870	76				946	C.Y.
204-05 ROCK DRILLING (BRIDGES)	120	24				144	L.F.
204-10.01 FOUNDATION PREPARATION (ABUTMENT NO. 1)	1					1	L.S.
204-10.02 FOUNDATION PREPARATION (PIER NO. 1)	1					1	L.S.
204-10.03 FOUNDATION PREPARATION (PIER NO. 2)	1					1	L.S.
204-10.04 FOUNDATION PREPARATION (ABUTMENT NO. 2)	1					1	L.S.
204-10.05 FOUNDATION PREPARATION (BENT NO. 1)		1				1	L.S.
303-01.02 GRANULAR BACKFILL (BRIDGES)	862	184				1046	TON
(1) 604-02.03 EPOXY COATED REINFORCING STEEL	62,026	94,411				156,437	LB.
(1) 604-03.01 CLASS "A" CONCRETE (BRIDGES)	459	167				626	C.Y.
(1) 604-03.02 STEEL BAR REINFORCEMENT (BRIDGES)	41,239	26,145				67,384	LB.
604-03.04 PAVEMENT AT BRIDGE ENDS	427	427				854	S.Y.
604-03.09 CLASS "D" CONCRETE (BRIDGE DECK)	370	354				724	C.Y.
604-04.01 APPLIED TEXTURE FINISH (NEW STRUCTURES)	1316	855				2171	S.Y.
604-05.31 BRIDGE DECK GROOVING (MECHANICAL)	1301	1769				3070	S.Y.
604-07.01 RETAININIG WALL (WALL NO. 1)			3962			3962	S.F.
604-07.02 RETAINING WALL (WALL NO. 2)				14,382		14,382	S.F.
(1) 604-07.03 RETAINING WALL (WALL NO. 3)					1,516	1,516	S.F.
606-02.03 STEEL PILES (10")		240				240	L.F.
606-02.06 PILE TIPS (STEEL PILES, 10-INCH)		20				20	EA.
610-10.45 DECK DRAINS (GRATE TYPE 2) (STD-2-1)		12				12	EA.
615-01.03 PRESTRESSED CONCRETE I-BEAM (TYPE III)		876				876	L.F.
615-02.02 PRESTRESSED CONCRETE BOX-BEAM (17"X36")	1299					1299	L.F.
617-02 BRIDGE DECK CRACK SEALING	135	300				435	L.F.
620-05 CONCRETE PARAPET WITH STRUCTURAL TUBING	370	355				725	L.F.
710-09.01 6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	216	206				422	L.F.
710-09.02 6" PIPE UNDERDRAIN	128	104				232	L.F.

LIST OF DRAWINGS (BR. NO. 1)

(SR 253 OVER OWL CREEK)

TITLE	DWG. NO.
LAYOUT OF BRIDGE	U-52-45
GENERAL NOTES & ESTIMATED QUANTITIES	U-52-46
FOUNDATION DATA	U-52-47
CONSTRUCTION PHASING	U-52-48
SUPERSTRUCTURE	U-52-49
SUPERSTRUCTURE DETAILS	U-52-50
SUPERSTRUCTURE DETAILS	U-52-51
PRESTRESSED BEAM DETAILS	U-52-52
ABUTMENT NO. 1	U-52-53
ABUTMENT NO. 1 DETAILS	U-52-54
ABUTMENT NO. 2	U-52-55
ABUTMENT NO. 2 DETAILS	U-52-56
PIER DETAILS	U-52-57
FINAL FOUNDATION DATA	U-52-58
BILL OF STEEL	U-52-59

LIST OF DRAWINGS (BR. NO. 2)

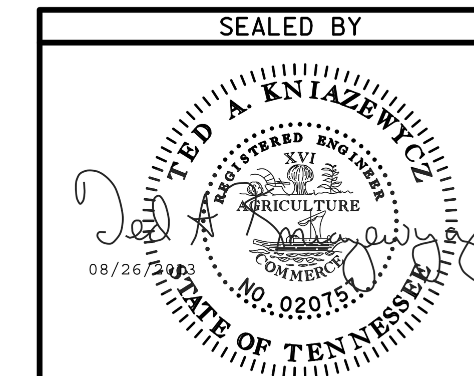
(SR 253 OVER MILL CREEK)

TITLE	DWG. NO.
LAYOUT OF BRIDGE	U-52-60
GENERAL NOTES & EST. QUANTITIES	U-52-61
FOUNDATION DATA	U-52-62
CONSTRUCTION PHASING	U-52-63
TYPICAL BRIDGE SECTION	U-52-64
SUPERSTRUCTURE DETAILS	U-52-65
PLAN OF MAIN REINFORCING	U-52-66
PLAN OF MAIN REINFORCING	U-52-67
FRAMING PLAN	U-52-68
PRESTRESSED BEAM DETAILS	U-52-69
ABUTMENT NO. 1	U-52-70
ABUTMENT NO. 2	U-52-71
ABUTMENT WINGWALL DETAILS	U-52-72
ABUTMENT DETAILS	U-52-73
BENT NO. 1 & 2	U-52-74
BENT DETAILS	U-52-75
FINAL FOUNDATION DATA	U-52-76
BILL OF STEEL	U-52-77

LIST OF DRAWINGS (RET. WALLS)

TITLE	DWG. NO.
RET. WALL NO. 1 SHEET 1	U-50-83
RET. WALL NO. 1 SHEET 2	U-50-84
RET. WALL NO. 1 SHEET 3	U-50-85
RET. WALL NO. 2 SHEET 1	U-50-86
RET. WALL NO. 2 SHEET 2	U-50-87
RET. WALL NO. 3 SHEET 1	U-50-87A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$

Geotechnical Sheet(s)

The Geotechnical Sheet(s) contains information regarding the soil properties in the project area.

TDOT's Geotechnical Engineering Section of the Materials and Test Division prepare the geotechnical sheet for the contract plans.

Geotechnical sheets may indicate required slope stability measures and directions regarding site preparations, pre-benching, compaction of fill, temporary sheeting and shoring, placement of graded solid rock, and maximum cut and fill slopes.

Geotechnical sheet may include notes sheets, plan view sheets, profile view sheets, and cross sections sheets.

For more information on Geotechnical sheet, following the link below:

https://www.tn.gov/tdot/materials-and-tests/geo-technical-operations.html

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	IM/NH-40-3(149)	38

GENERAL NOTES SHEET

Construction activities and materials shall conform with applicable sections of the Tennessee Department of Transportation, Standard Specifications for Road and Bridge Construction, latest edition.

A. SITE PREPARATION

1. The proposed right-of-way should be cleared of trees, stumps, brush, and other undesirable materials. Trees, stumps, and roots should be completely grubbed, except sound undisturbed stumps which will be at least 5 feet below subgrade. Clearing and grubbing should extend to the limits of the proposed right-of-way or 10 feet outside the construction limits, whichever is less.

2. Topsoil should be stripped from the construction area, except in deep (i.e., greater than 5 feet) fill areas where it may be left in-place. Topsoil may be stockpiled to dress slope areas.

3. No materials should be stockpiled within 10 feet of the top of cut slopes or embankment slopes.

4. The exposed subgrade in both roadway and embankment areas should be proofrolled to delineate unstable areas. The proofrolling should be done after a suitable period of dry weather to avoid degrading the subgrade. The proofrolling equipment should make several passes over each section of the subgrade.

5. Soft, organic, and unstable soils within 10 feet of planned grade (i.e., at cut subgrades, or in embankment areas where fills of 10 feet or less will be constructed) should be undercut as recommended. Some undercutting or remediation is expected, particularly in low lying areas near existing drainage features or drainage ditches.

   While the location requiring repair will be dependent on conditions encountered at the time of construction, stations identified as possible remediation sites are in low areas between Stations 718+75 and 719+25, as outlined the applicable typical section. Repairs include using the appropriate treatment methods outlined below.

   - For areas requiring less than 5 feet of new fill, undercut materials to allow for placement of at least 3 feet of Graded Solid Rock over Type 4 Geotextile Fabric.
   - For areas requiring more than 5 feet of fill, place Type 4 Geotextile Fabric across softened subgrade and place 36 inches of Graded Solid Rock fill as an initial lift.

   The completed repair should be capped with a final layer of Type 4 Geotextile Fabric. For repair budget purposes, we estimate about 250 cubic yards of rock and 1,500 square yards of geotextile fabric. Other remedial methods may be considered besides undercut and replacement or bridging as described. Unit rates for proposed alternate repair procedures should be included at the time of bidding. Alternates must be approved by the geotechnical engineer or engineering geologist at the time of construction based on actual conditions.

6. When extending existing fill embankments that are steeper than 4H:1V, the new fill should be suitably benched into the existing fill embankment to remove weak surficial materials and facilitate compaction. Pre-benching can be accomplished by cutting into the existing embankment one blade width of a bulldozer or a minimum of 5 feet.

7. The top 6 inches of roadway subgrade in cut areas should be scarified and recompacted according to the criteria in Section 207.04 of the TDOT Standard Specifications. These areas should be reworked after the area is excavated to grade and proofrolled.

8. Cut and fill slope faces (except where constructed with graded solid rock) should be protected from erosion using a vegetative cover. Due to the gravelly nature of the soils encountered along the alignment, they may be highly erodible and thus the exposed surfaces need to be protected as soon as practical. Seed and mulch, or erosion matting with embedded seed, are options for developing a vegetative cover. Erosion control measures should be constructed in general accordance with TDOT guidelines.

B. COMPACTED FILL

1. Excavations will likely generate clayey soils, sandy/gravelly clays, and clayey sands/gravels. Importing of materials, such as non-degradable rock (graded solid rock / shot-rock limestone) will also be needed. Use the table to the right as a guide for imported materials as well as on-site excavated soils. These materials should be free of organics and roots. Procedures for placement and compaction of soil and rock materials in embankment fills are provided in Section 205 of the TDOT Standard Specifications for Road and Bridge Construction (latest edition). The table right includes a summary of the TDOT soil and rock guidelines, as well as additional guidelines for placement of mixed materials which may be generated on this project. The TDOT Standard Specifications should be consulted for occasional permissible exceptions to the guidelines presented herein.

2. The laboratory data reveals the natural moisture content of some soils along the alignment, particularly in deep cuts, is up to several percentage points above or below the expected optimum moisture content. Depending upon the actual conditions encountered at the time of construction, these soils may require moisture conditioning (drying or wetting) prior to reuse as embankment fill. Further, some of the clays along the alignment were classified as moderately to highly plastic clays (primarily AASHTO type A-7-6). These soils have a relatively wide range of moisture content over which they can achieve the desired compaction but a relatively narrow moisture range over which they are stable. Careful control of moisture content will be required when using these soils.

3. Positive surface drainage should be maintained during grading operations to prevent water from ponding on the exposed subgrade. The surface should be rolled smooth to enhance drainage if precipitation is expected. The geotechnical engineer or engineering geologist should provide recommendations for treatment if the soils become excessively wet or dry, or frozen.

C. TEMPORARY SHEETING AND SHORING

The Contractor shall be responsible for making excavations in accordance with OSHA and other applicable state and local regulations regarding construction slopes and trenches. In addition to following applicable regulatory requirements, as a minimum requirement, all temporary construction slopes shall be placed at a maximum of a 1:1 slope in soil and shall not be left open without shoring for any longer than absolutely necessary. The Contractor building the wall shall ensure that these temporary back slopes are not and do not become unstable. If slope is unstable, becomes unstable, is cut steeper than a 1:1 slope or is unacceptable for another reason, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Project Engineer.

Temporary sheeting and shoring will be required to construct proposed excavations near existing ROW between Stations 705+00 to 707+50 and Stations 713+50 to 717+00. The contractor is responsible for design and construction of any temporary sheeting or shoring, which should be completed under the direction of a licensed engineer in the state of Tennessee. The costs for temporary sheeting and shoring shall be included in the costs of excavation.

SUMMARY OF COMPACTED FILL CRITERIA

MATERIAL TYPE	CHARACTERISTICS	COMPACTION PROCEDURES *	COMPACTION CONTROL
SOIL FILL	Maximum particle size - 4 inches Maximum gravel and oversize particle content - 30 percent retained on a 3/4-inch sieve Maximum allowable organic content - 5 percent by weight, but no large roots should be allowed	Maximum loose lift thickness - 10 inches Compaction Requirement - The fill should be compacted by making multiple passes with a Caterpillar 815 or equivalent. Compaction should be to at least 95 percent of the standard Proctor maximum (AASHTO T-99/ASTM D 698), increased to 100 percent in the upper 6 inches in pavement areas, and decreased to 90 percent in non-structural areas. Moisture content at time of compaction - within the limits defined as a compactable moisture range and reduced to minus 2 percent to plus 1 percent for top 6 inches.	At least one compaction test every 100 linear feet along centerline or per TDOT guidelines, whichever results in the greatest number of tests.

* If smaller compaction equipment used, then the lift thickness and particle sizes will need to be adjusted downward based on the capacity of the equipment used. A qualified geotechnical engineer or engineering geologist should be consulted to modify the recommendations contained in the table prior to field implementation.

Item No. 203-02.01 Graded Solid Rock

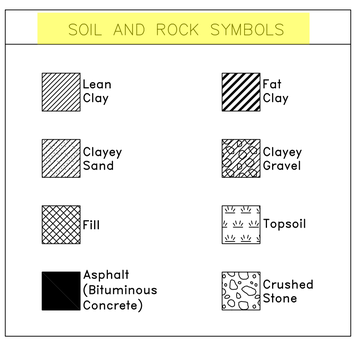
Borrow excavation (Graded Solid Rock) shall consist of the removal and satisfactory placement of sound, non-degradable rock with a maximum size of 3 feet (1 M). At least 50 percent of the rock shall be uniformly distributed between 1-foot (30 CM) and 3 feet (1M) in diameter and no greater than 10 percent shall be less than 2 inches (50 MM) in diameter. The material shall be roughly EQUI – Dimensional in shape. Thin, slabby material will not be accepted. The contractor shall be required to process the material with an acceptable mechanical screening process that produces the required gradation. When the material is subjected to five alterations of the sodium sulfate soundness test (AASHTO T-104), the weighted percentage of loss shall not be more than 12. The material shall be approved by the engineer before use.

SUMMARY OF SOIL LABORATORY TESTS

Boring No.	Sample Depth (feet)	Station Location	Description	Proctor Maximum Dry Density (pcf)	Optimum Moisture (%)	Compactable Moisture Range (%)	LL	PI	AASHTO Classification	USCS Classification	CBR Value*
B-02	3-9	Station 629+50, 45 feet Left	Sandy Lean Clay, reddish brown	110	16	14-19	42	21	A-7-6	CL	n/a
B-09	2-7	Station 657+00, 45 feet Left	Sandy Lean Clay, reddish brown	105.5	20.5	18-22.5	49	26	A-7-6	CL	6
B-12	2-10	Station 666+50, 50 feet Left	Clayey Sand with Chert, reddish brown	103.5	19.5	17.5-21	48	24	A-7-6	SC	4.5
B-15	1-10	Station 675+00, 45 feet Left	Sandy Fat Clay with Chert, orangish brown	100.5	21.5	19-24	61	33	A-7-6	CH	n/a
B-23	1-10	Station 701+25, 70 feet Left	Clayey Sand, orangish brown	112	16	14-18	30	11	A-6	SC	11
B-27	1-8	Station 714+00, 25 feet Left	Sandy Lean Clay, orangish brown	111.5	15	13-17	43	26	A-7-6	CL	3

Note: *Reported CBR value is at 100% compaction at optimum moisture content.

SOIL AND ROCK SYMBOLS



ABBREVIATIONS

2:1 -- 2 Horizontal : 1 Vertical (Slope)
3:1 -- 3 Horizontal : 1 Vertical (Slope)
4:1 -- 4 Horizontal : 1 Vertical (Slope)
AR = Auger Refusal
BT = Boring Terminated

BORING LEGEND

B-32 Boring Location and Identifier

TP-2 Test Pit Location and Identifier

FOR ADDITIONAL INFORMATION, PLEASE REFER TO SOIL AND GEOLOGICAL SURVEY REPORT PREPARED BY TTL, INC., DATED JANUARY 2015.

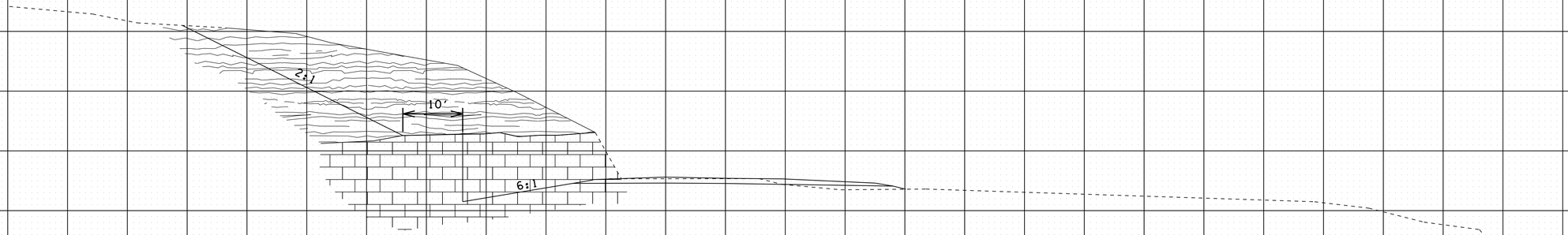
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES

\\10.1.1.9\Tuscaloosa Projects\2013\100813 Nashville\096 Hickman Co I-40 Truck Lane\Hickman40 MISC.dwg

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2016	BR-STP-151(3)	13

REPRESENTATIVE TYPICAL SECTION OF STATION 19+50 TO STATION 20+00



LEGEND

SHALE (TYPE C MATERIAL)

LIMESTONE (TYPE B MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS SHEET.

19+50.00

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

STATE ROUTE 151

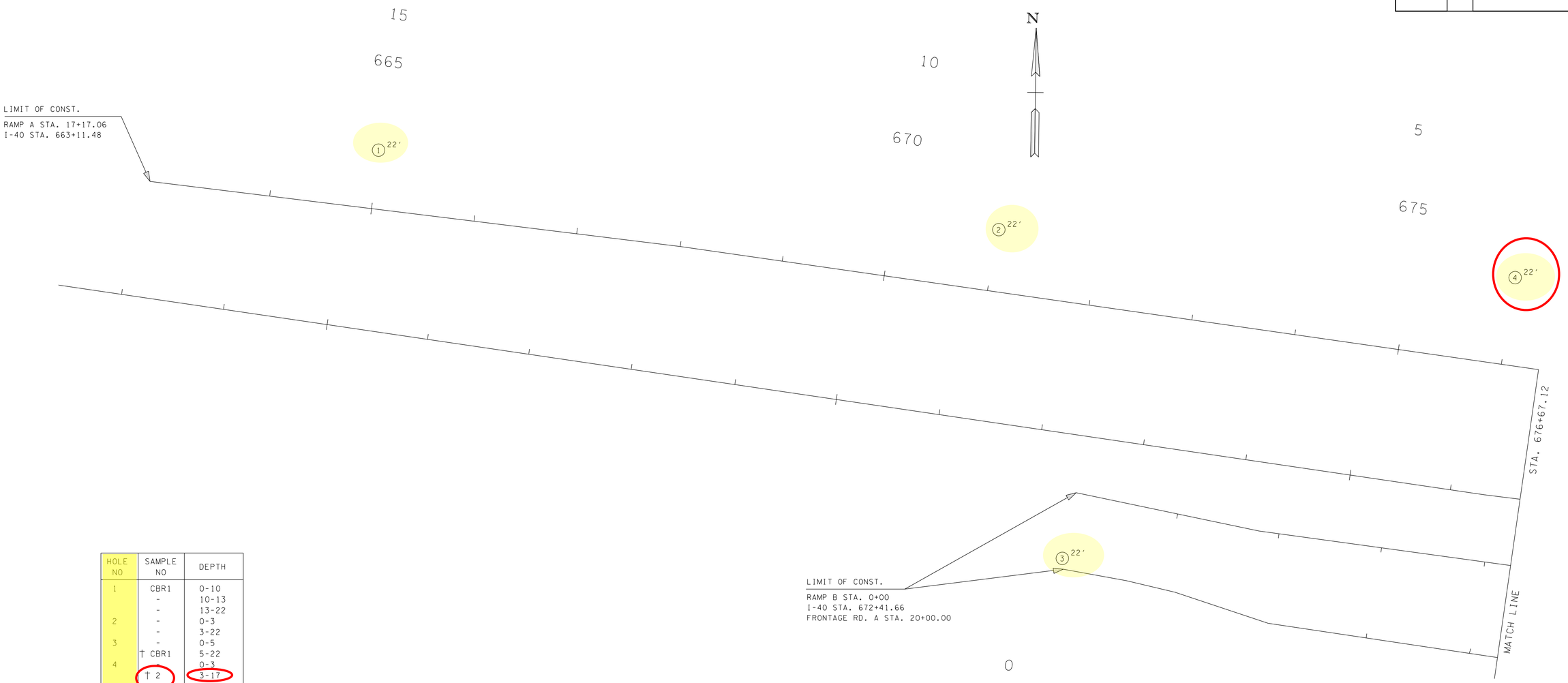
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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.



HOLE NO	SAMPLE NO	DEPTH
1	CBR1	0-10
	-	10-13
	-	13-22
2	-	0-3
	-	3-22
3	-	0-5
	† CBR1	5-22
4	-	0-3
	† 2	3-17
	-	17-22

† INDICATES LOCATION WHERE SAMPLE WAS TAKEN AND LAB TEST PERFORMED. ALL OTHER SAMPLE NUMBER LABELS INDICATE AN APPARENT SIMILARITY BASED ON VISUAL IDENTIFICATION IN THE FIELD.

SAMPLE NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS
2	SILT - with clay, moist, brown	105.0	17.2	13.0-22.8	23.5	33	23	A-4(8)	CL

CBR NO.	DESCRIPTION	DENSITY	OPTIMUM MOISTURE	MOISTURE RANGE	IN-SITU MOISTURE	LL	PL	AASHTO CLASS	USCS CLASS	CBR
1	CLAY - silty, moist, brown, with chert	107.1	15.2	12.1-19.8	16.3	30	22	A-4(4)	CL	7.0

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS
I-40 AT S.R. 50
INTERCHANGE
BEGIN OF PROJECT
TO
STATION 676+76.12
HUMPHREYS/HICKMAN COUNTIES

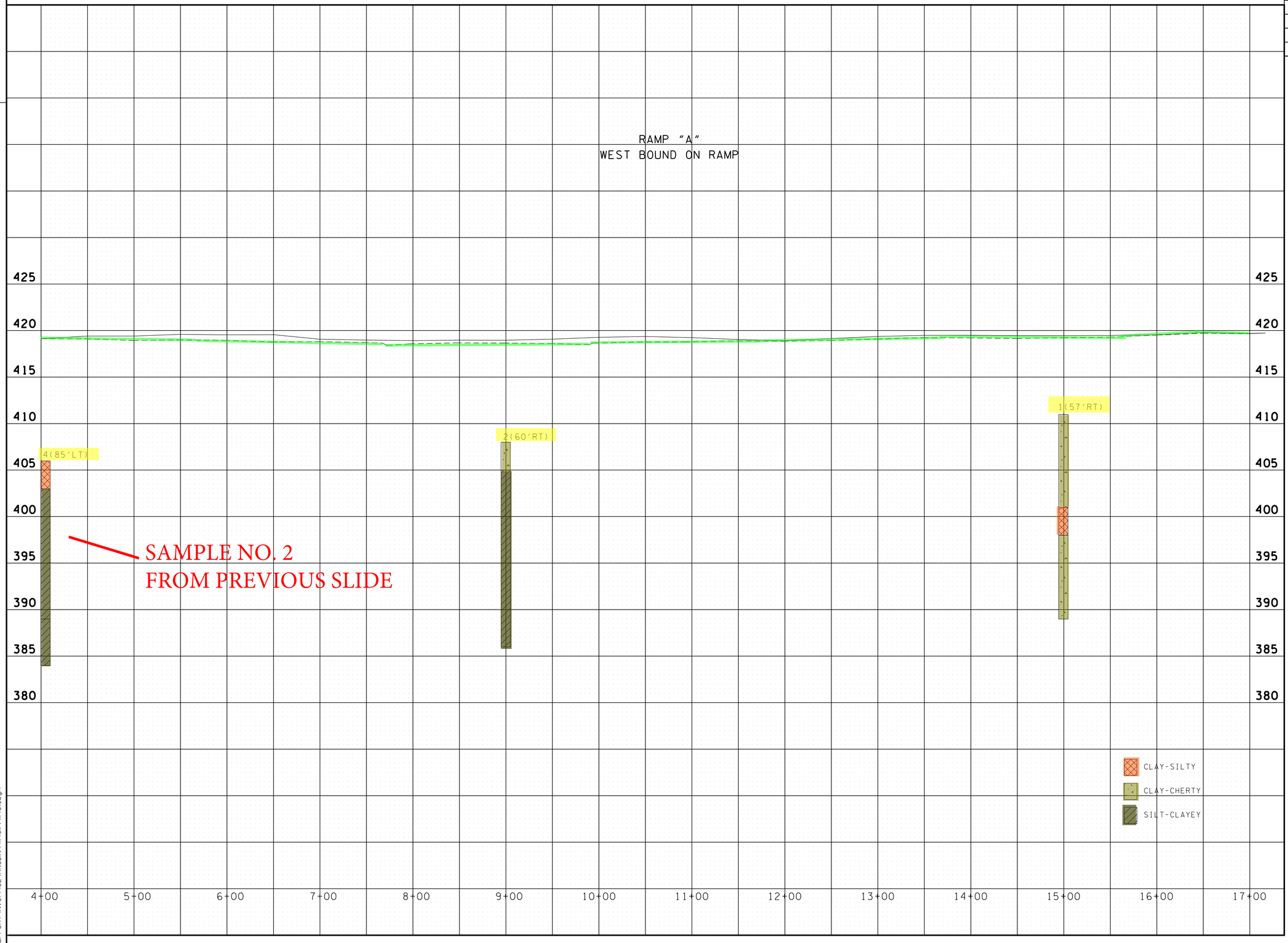
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THIS SHEET IS FROM A DIFFERENT PROJECT

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

TYPE	YEAR	PROJECT NO.	SHEET NO.

RAMP "A"
WEST BOUND ON RAMP



SEALED BY

MELVIN L. OLIVER
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
COMMERCE
No. 016559
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

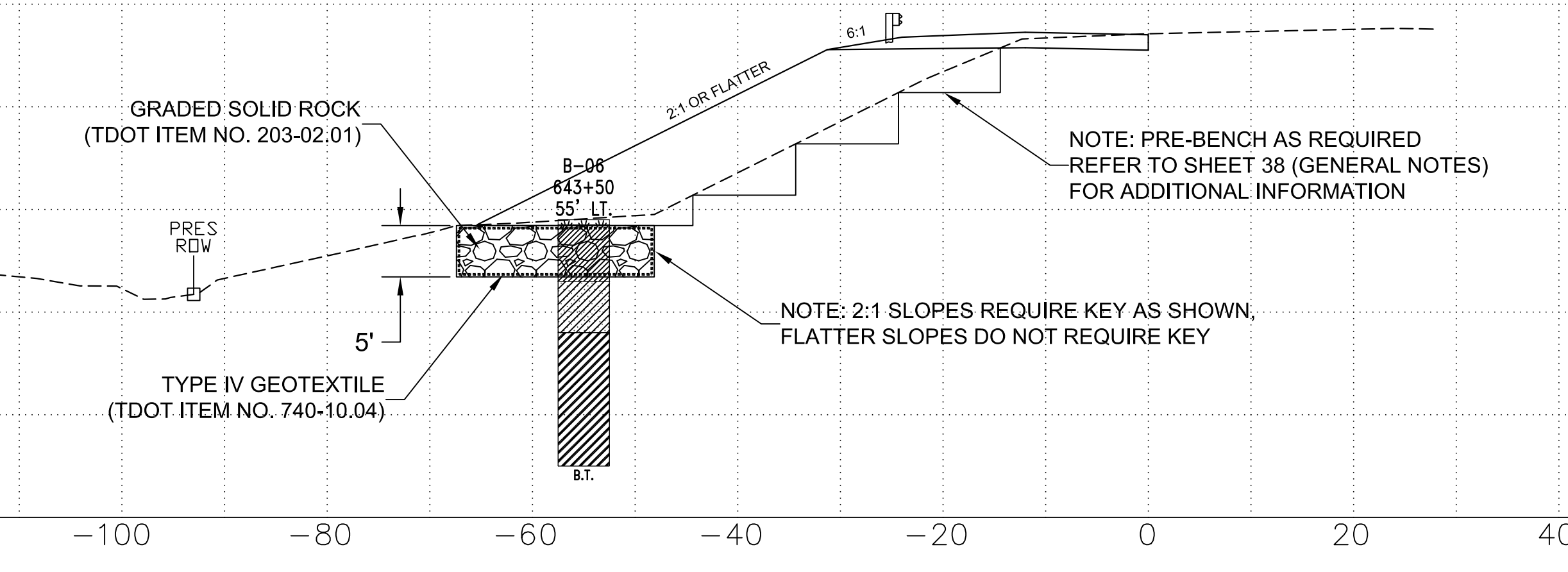
SOILS
I-40 AT S.R. 50
INTERCHANGE

RAMP A
WEST BOUND ON RAMP

HUMPHREYS/HICKMAN COUNTIES

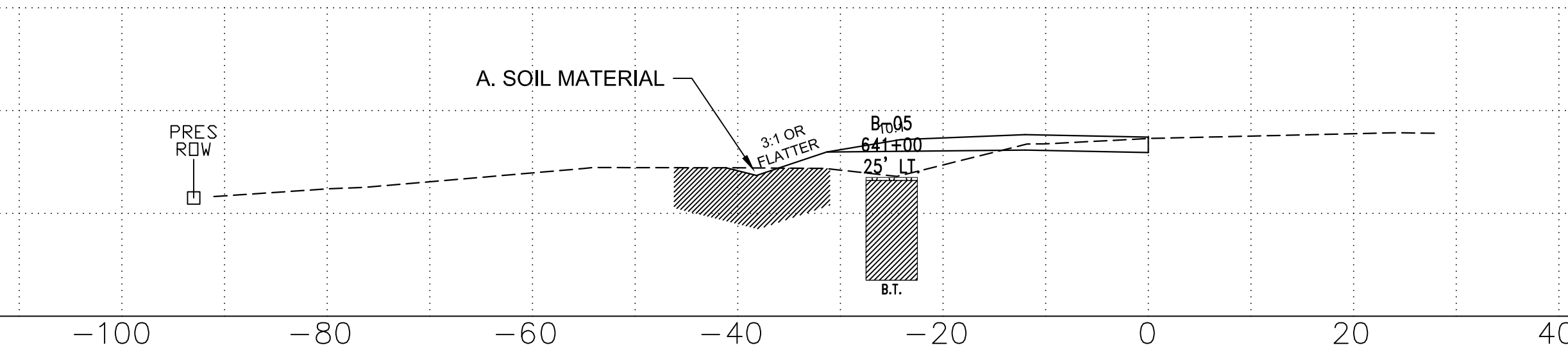
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STATION 643+50

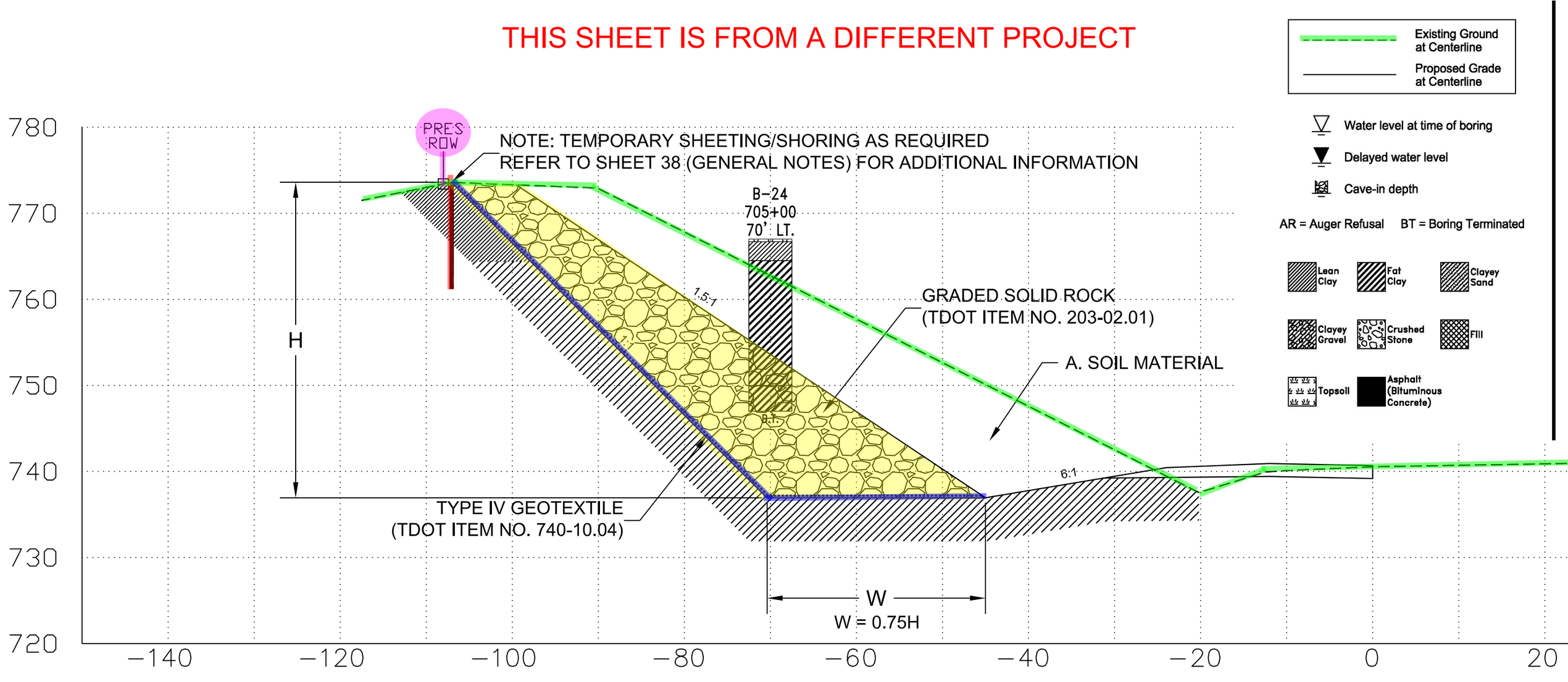
STA. 642+50 TO STA. 644+00



STATION 641+00

STA. 636+50 TO STA. 642+50
STA. 644+00 TO STA. 650+50

THIS SHEET IS FROM A DIFFERENT PROJECT



STATION 705+00

STA. 705+00 TO STA. 707+50

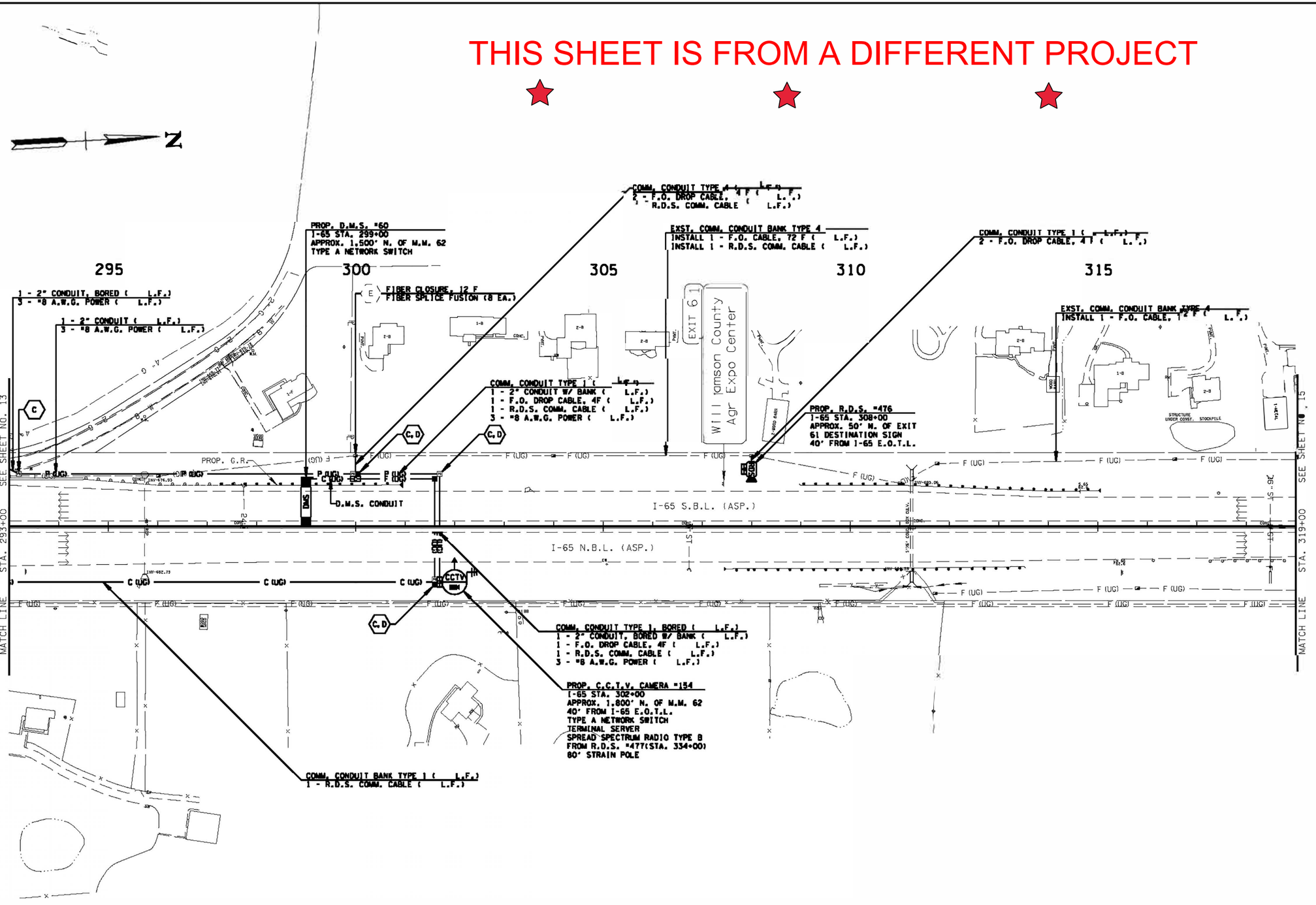
Intelligent Transportation Systems (ITS) Plans

- NOT INCLUDED IN SAMPLE PROJECT
- Traffic Signal Systems
  - Adaptive Signal Control Technology
  - Transit Signal Priority
  - Centrally Controlled Management
- ATDM Systems (Active Traffic & Demand Management)
  - Dynamic Lane Control Systems
  - HOV toll lane implementation
- Smartway - Monitors Traffic Operations & Communications
  - CCTV Cameras
  - Dynamic Message Signs
  - Highway Advisory Radio
  - Speed Detectors
  - Help Vehicles
  - Refer to ITS Office for layout at the link below:
  - https://www.tn.gov/tdot/intelligent-transportation-systems.html

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
70%	2012	94002-1184-04	14

THIS SHEET IS FROM A DIFFERENT PROJECT



THIS SHEET SHOWS FUTURE CONST. PROJ. NOS. IM/HPP-65-2(89) AND IM-65-2(95).

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000084 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I.T.S. PLANS

I-65
STA. 293+00 TO 319+00
SCALE: 1" = 100'

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LIGHTING LAYOUT(S)

The Lighting Layout sheet(s) contains plan view and details information showing the type and location of all permanent lighting to be installed along the proposed road to be built. Refer to the TDOT Traffic Operations Division for more information regarding lighting layout.

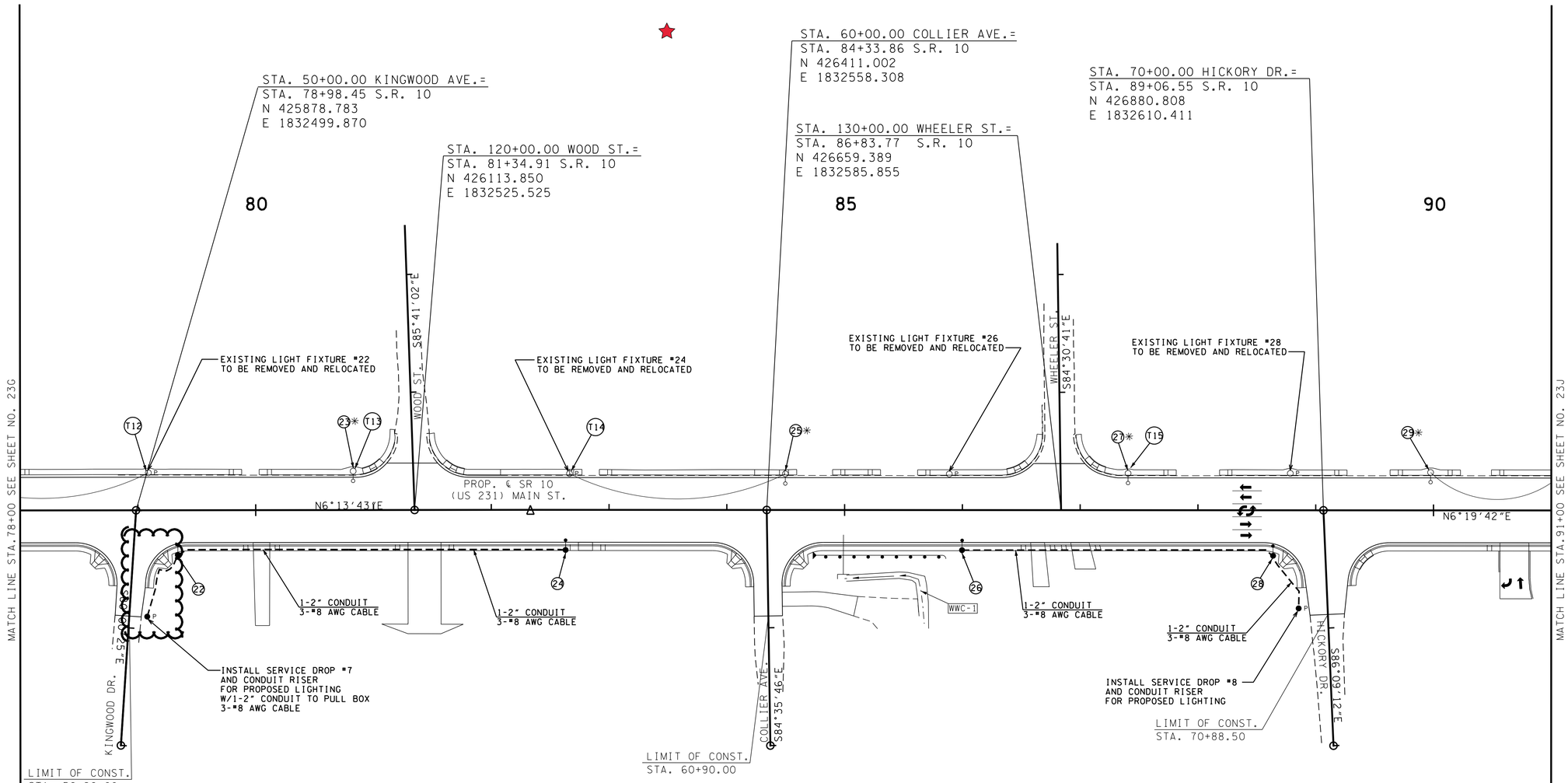
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	NH/STP-M-10(31)	23H

REV. 08-12-14

1) MOVED SERVICE POLE #7 AND MODIFED CONDUIT.



LEGEND

- UNDERGROUND CONDUIT
- JACK AND BORE CONDUIT
- EXISTING AERIAL ELECTRICAL SERVICE
- OFFSET LIGHT FIXTURE
- ELECTRICAL PULL BOX
- (1) FIXTURE NUMBER
- * FIXTURE MOUNTED ON UTILITY POLE
- ●P UTILITY POLE - SERVICE
- ○ EXISTING OFFSET LIGHT FIXTURE TO REMAIN
- ○P EXISTING UTILITY POLE
- (T#) TRANSFORMER

NOTE: ALL FIXTURES ARE EXISTING AND WILL BE RE-LAMPED AND RE-USED.

SEE STANDARD DRAWINGS RD-L-2, RD-L-3, & RD-L-4 FOR STANDARD LIGHTING LEGENDS.

ROADWAY PHOTOMETRICS					
Roadway	AVG	MIN	MAX	AVG/MIN	MAX/MIN
S.R. 10 SOUTH OF EXCLUSION	1.3 fc	0.3 fc	4.5 fc	4.3:1 fc	15:1 fc
S.R. 10 NORTH OF EXCLUSION	1.3 fc	0.3 fc	4.3 fc	4.3:1 fc	14.3:1 fc

SEALED BY

MARK H. WASHING
REGISTERED ENGINEER
AGRICULTURE
CERTIFICATE NO. 107908
STATE OF TENNESSEE

COORDINATE VALUES ARE NAD/83(1995) AND ARE DATUM ADJUSTED BY THE FACTOR 1.0000677 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING LAYOUT

STA.78+00 TO STA.91+00

SCALE: 1"=50'

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NATURAL STREAM DESIGN PLAN INDEX

The Natural Stream Design Plan Index Sheet is a list of the natural stream design plan sheets in sequence included in a set of contract plans.

This sheet is necessary with significant stream relocation in a project.

Refer to Chapter 9 of the Roadway Design Guidelines for more information regarding natural stream design located at this link:

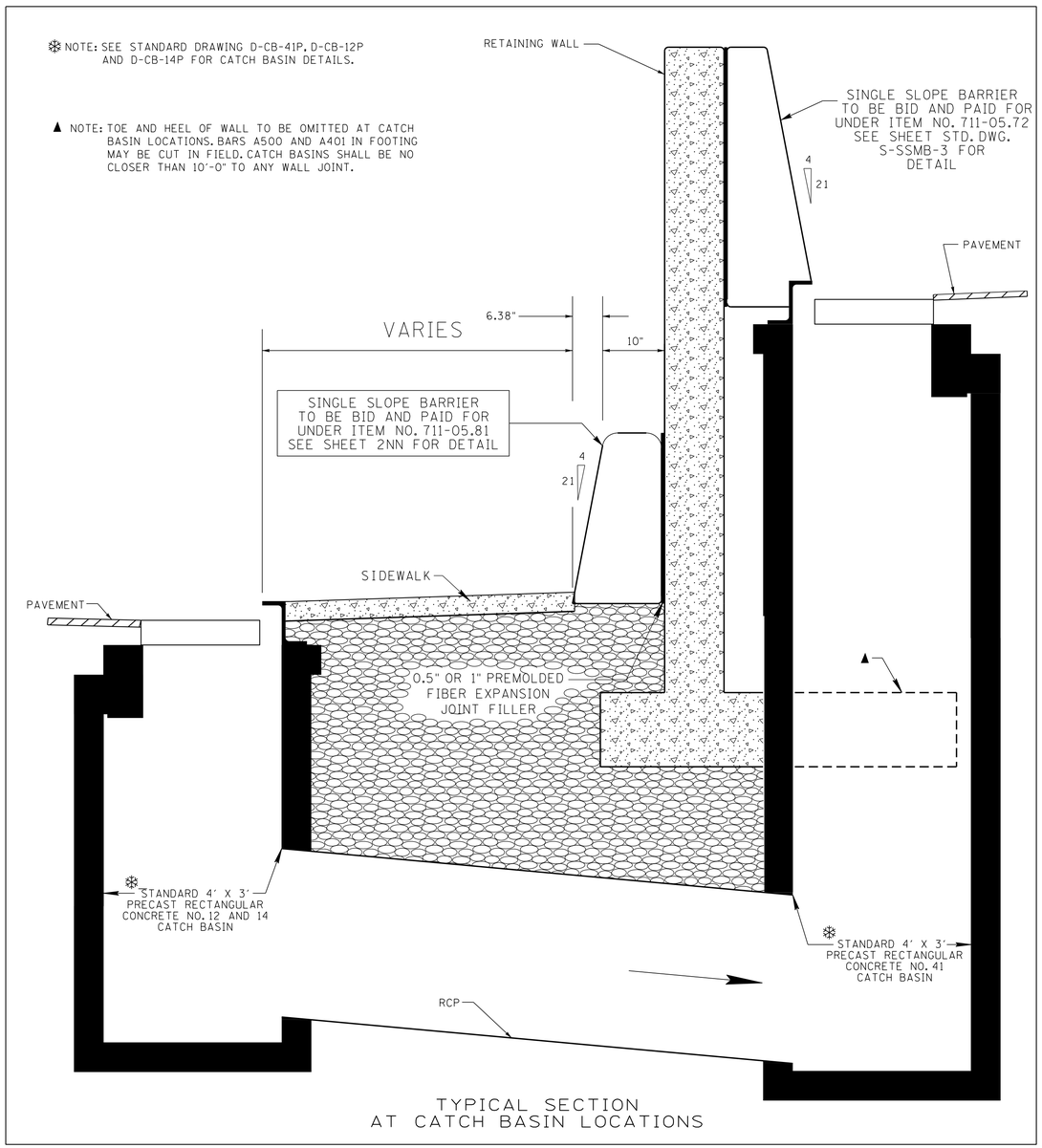
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2013	NH-I-65-2(99)	2MM

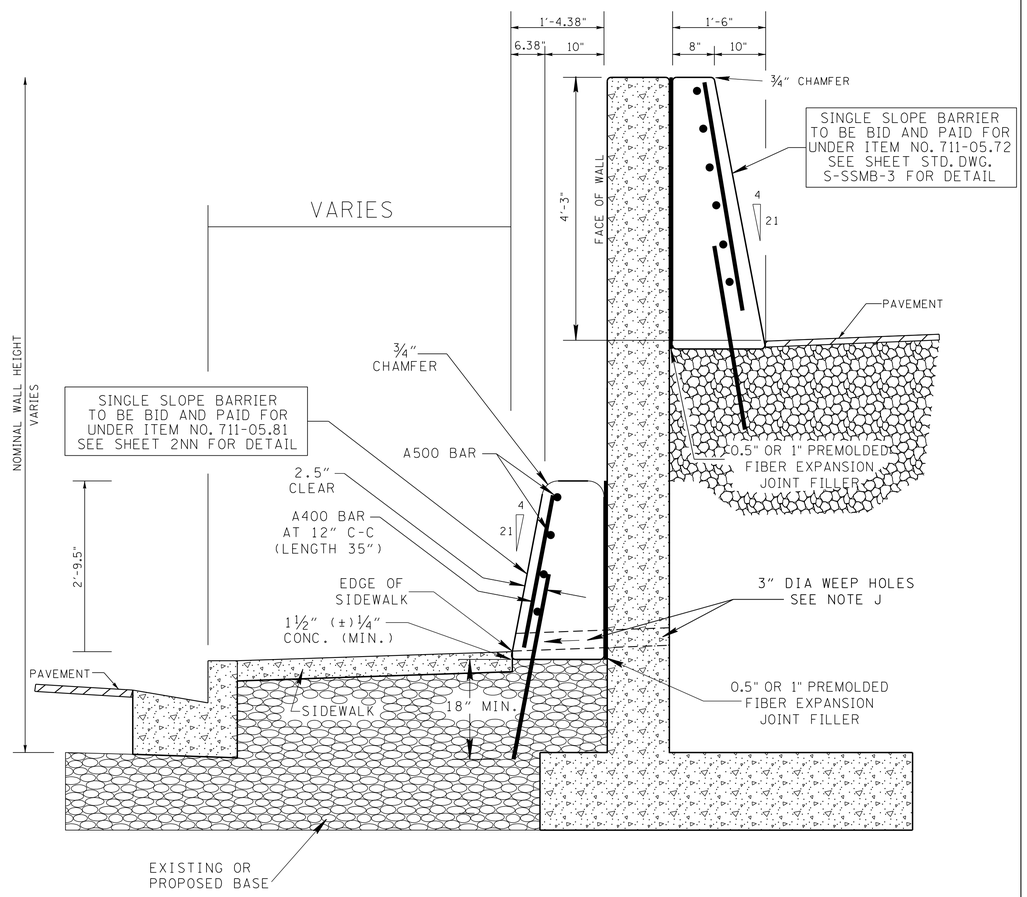
REVISED 07-09-2013:
ADDED SHEET TO PLANS.

❄ NOTE: SEE STANDARD DRAWING D-CB-41P, D-CB-12P AND D-CB-14P FOR CATCH BASIN DETAILS.

▲ NOTE: TOE AND HEEL OF WALL TO BE OMITTED AT CATCH BASIN LOCATIONS. BARS A500 AND A401 IN FOOTING MAY BE CUT IN FIELD. CATCH BASINS SHALL BE NO CLOSER THAN 10'-0" TO ANY WALL JOINT.



TYPICAL SECTION
AT CATCH BASIN LOCATIONS



TYPICAL SECTION

32" SINGLE SLOPE HALF WALL DETAIL FOR RETAINING WALL 6A AND 6B

SEALED BY



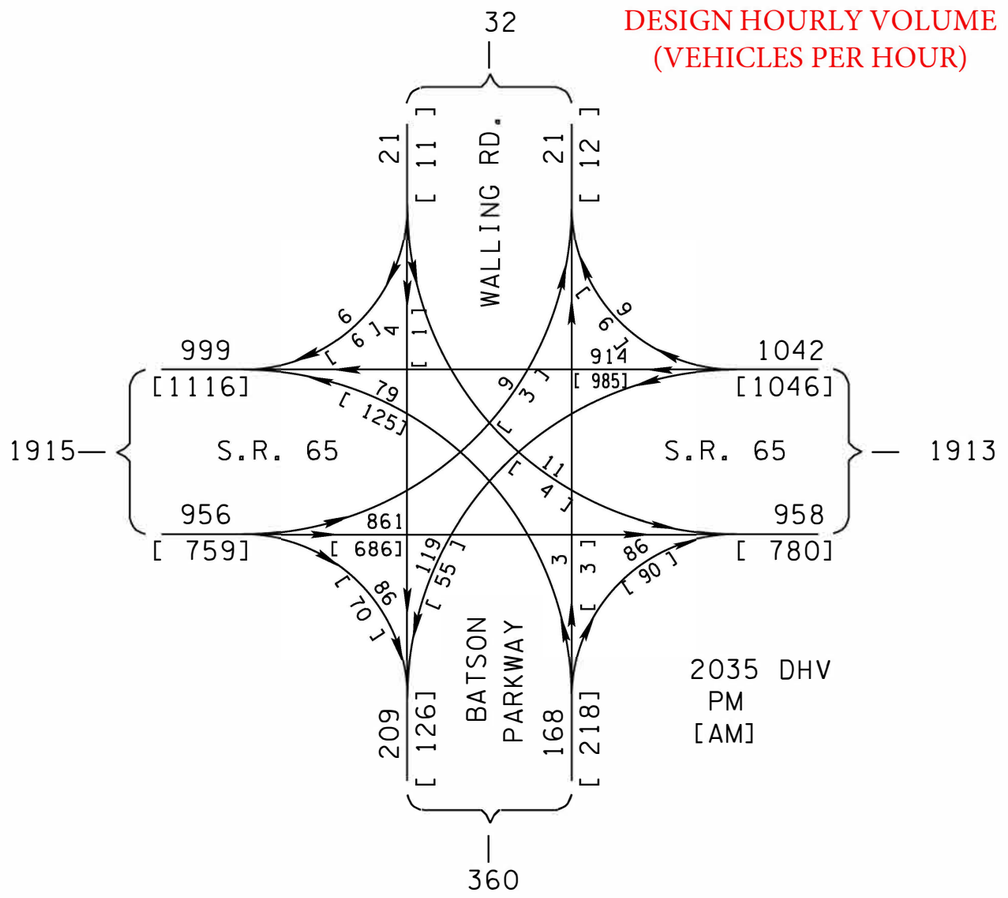
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS

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SIGNAL LAYOUT(S)

The Signing Layout sheet(s) contains plan view and details information showing the type and location of all permanent signals to be installed along the proposed road to be built. Refer to the TDOT Traffic Operations Division for more information regarding signal layout.



THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP/NH/DEMO-65(8)	38

SIGNAL SUPPORT POLE DATA				
POLE NO.	NORTHING	EASTING	GROUND ELEV @ POLE	ARM LENGTH
1	777872.3799	1705794.6598	595.21'	50.0'
2	777883.6958	1705914.3467	595.98'	60.0'
3	777749.7246	1705887.0756	597.94'	65.0'
4	777759.1401	1705791.5384	596.16'	45.0'

NOTE: POLE LENGTHS TO BE FIELD VERIFIED PRIOR TO FABRICATION

40

45

N

STA. 41+14.90 S.R. 65
STA. 50+00.00 BATSON PARKWAY
N 777819.1152
E 1705844.6769

STA. 41+11.84 S.R. 65
STA. 14+00.00 WALLING ROAD
N 777816.0674
E 1705844.3765

WALLING ROAD
S 85° 42' 20" E

VOLUME DENSITY LOOPS
TO BE 285' FROM STOP BAR

PROPOSED MAST ARM POLE #4
STA. 40+50.00, 47.00' LT.

2" C (PVC)

TYPE A

1" C (PVC)

2" C (RGS)

2 ø 2" C (PVC)

PROPOSED MAST ARM POLE #1
STA. 41+63.00, 55.00' LT.

3" C (PVC)

PROPOSED PEDESTAL POLE #1
STA. 41+66.00, 47.00' LT.

TYPE A

1" C (PVC)

SR-65

1" C (PVC)

TYPE A

TYPE B

1" C (PVC)

PROPOSED MAST ARM POLE #3
STA. 40+50.00, 49.00' RT.

2" C (PVC)

1" C (PVC)

2" C (RGS)

TYPE A

BATSON PKWY
N 87° 46' 06" E

3" C (RGS)

2" C (PVC)

TYPE B

PROPOSED PEDESTAL POLE #2
STA. 41+94.00, 50.00' RT.

2" C (PVC)

PROPOSED MAST ARM POLE #2
STA. 41+86.00, 63.00' RT.

1" C (PVC)

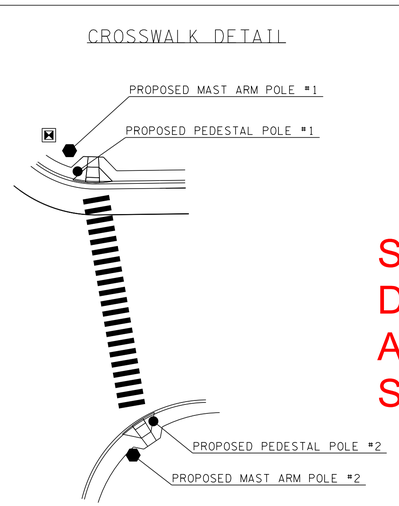
SR-65

PROPOSED SIGNAL HEADS W/BACKPLATES
1,2,3,4 — 1L

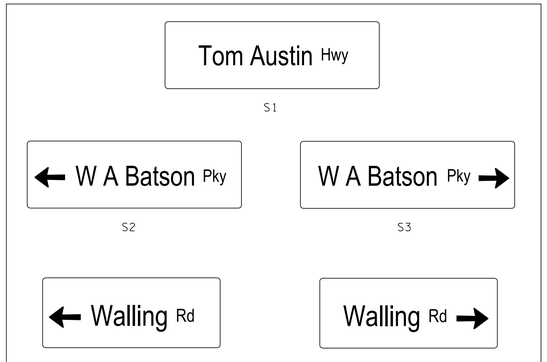
P3
PROPOSED COUNTDOWN PEDESTRIAN SIGNAL HEADS

E1,E2,E3
PROPOSED EMERGENCY VEHICLE PREEMPT DETECTORS

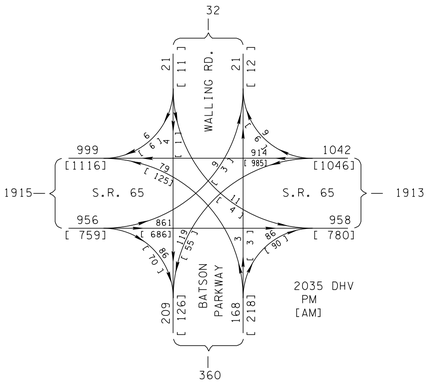
CROSSWALK DETAIL



SEE STANDARD DRAWINGS RD-L-2, RD-L-3, AND RD-L-4 FOR STANDARD LEGENDS



PROPOSED STREET NAME SIGNS
SEE SIGN SCHEDULE ON SHEETS 36D AND 36E FOR SIGN DETAILS



INTERSECTION #1

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000020 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL LAYOUT
INTERSECTION OF S.R. 65 AT BATSON PKWY/WALLING RD

SCALE: 1"=30 '

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C:\Melissa\PROJECTS\SIGNALS\Robertson\SR 65\Updated Files 4-24-15\Signal_Walling.dgn

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX

The Storm Water Pollution Prevention Plan Index sheet lists the various sheets in the SWPPP plan. Detailed information about SWPPP requirements, site description, order of construction activities, ecology information, EPSC measures, maintenance and inspection, site assessments, certifications, and permits may be found in the SWPPP sheets.

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

THIS SHEET IS FROM A DIFFERENT PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP/NH/DEMO-65(8)	S-1
P.E.	2015	74010-1218-14	

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS	S-1
2. SITE DESCRIPTION	S-1
3. ORDER OF CONSTRUCTION ACTIVITIES	S-1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	S-1 – S-2
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES	S-2
6. CONSTRUCTION SUPPORT ACTIVITIES – BORROW AND WASTE AREAS	S-2
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8. SITE ASSESSMENTS	S-3
9. STORMWATER MANAGEMENT	S-3
10. NON-STORMWATER DISCHARGES	S-3
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13. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION	S-5
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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 CERTIFICATIONS (3.1.1)?
YES ☒ NO ☐ (CHECK ALL THAT APPLY BELOW)
1.1.1. ☒ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC); OR
1.1.2. ☒ TDEC LEVEL II

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (SEDIMENT BASINS, ETC.)?(3.1.1)? YES ☒ NO ☐
IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT?
☒YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DIRECTLY DISCHARGE INTO THE FOLLOWING (5.4.1)? YES ☐ NO ☒ (CHECK ALL THAT APPLY BELOW)
1.3.1. ☐ IMPAIRED WATERS (303d FOR SILTATION OR HABITAT ALTERATION)
1.3.2. ☐ KNOWN EXCEPTIONAL TENNESSEE WATERS
IF YES TO SECTION 1.3, HAVE THE EPSC PLANS BEEN PREPARED BY AN INDIVIDUAL WHO HAS COMPLETED TDEC LEVEL II? (5.4.1.b)
☐YES ☐ NO ☐ N/A (MAY 23, 2013 CGP EXEMPTION); AND
IF YES TO SECTION 1.3, HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL WHO HAS COMPLETED TDEC LEVEL II? (5.4.1.b)
☐YES ☐ NO ☐ N/A (MAY 23, 2013 CGP EXEMPTION)

2. SITE DESCRIPTION (3.5.1)

2.1. PROJECT LIMITS (3.5.1.g): REFER TO TITLE SHEET
2.2. PROJECT DESCRIPTION (3.5.1.a):
TITLE: SR 65 FROM SPRINGFIELD CITY LIMITS, NEAR WALLING RD TO SR 11 (MEMORIAL BLVD. US 41)
COUNTY: ROBERTSON
PIN: 102239.00
2.3. SITE MAP(S) (3.5.1.g): REFER TO TITLE SHEET
2.4. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (3.5.1.d): REFER TO EXISTING CONTOURS SHEET(S) 32, 32A-32J, DRAINAGE MAP SHEET(S) 23-25, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.3 BELOW.
2.5. MAJOR SOIL DISTURBING ACTIVITIES (3.5.1.b) (CHECK ALL THAT APPLY):
2.5.1. ☒ CLEARING AND GRUBBING
2.5.2. ☒ EXCAVATION
2.5.3. ☒ CUTTING AND FILLING
2.5.4. ☒ FINAL GRADING AND SHAPING
2.5.5. ☒ UTILITIES
2.5.6. ☐ OTHER (DESCRIBE): ____
2.6. TOTAL PROJECT AREA (3.5.1.c): 69.6 ACRES
2.7. TOTAL AREA TO BE DISTURBED (3.5.1.c): 44.9 ACRES
IF GREATER THAN 50 ACRES, HAS CONSTRUCTION PROJECT PHASING BEEN SPECIFIED IN SECTION 3 BELOW AND IN THE PLANS (3.5.3.1.k)?
YES ☐ NO ☐ N/A ☒
2.8. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? YES ☐ NO ☒
IF YES, DESCRIBE AND LIST THE CORRESPONDING PLAN SHEET: ____
2.9. 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)

2.10. ARE UTILITIES INCLUDED IN THE CONTRACT? YES ☒ NO ☐
2.11. SOIL PROPERTIES (3.5.1.e)(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)
BaE-BAXTER CHERTY SILT LOAM	B	2.6	0.20
BaF-SENGTOWN GRAVELLY SILT LOAM	B	1.1	0.17
BcC3-BAXTER CHERTY SILTY CLAY LOAM	B	6.2	0.17
BcD3-BAXTER CHERTY SILTY CLAY LOAM	B	5.8	0.17
BoD-BODINE CHERTY SILT LOAM	A	5.3	0.15
BoF-BODINE CHERTY SILT LOAM	A	5.8	0.15
DmC3-DEWEY SILTY CLAY LOAM	B	0.4	0.32
DsB-DICKSON SILT LOAM	C/D	12.8	0.43
DsC2-DICKSON SILT LOAM	C/D	1.1	0.43
Gu-GUTHRIE SILT LOAM	C/D	2.3	0.43
Hb-HAMBLEN SILT LOAM	C	6.4	0.37
MoB-MOUNTVIEW SILT LOAM	C	7.7	0.43
MoC2-MOUNTVIEW SILT LOAM	C	16.5	0.43
PeC2-PEMBROKE SILT LOAM	B	0.1	0.37
Ro-ROCK LAND		0.5	
Sa-SANGO SILT LOAM	C/D	0.5	0.55
SeC-SENGTOWN GRAVELLY SILT LOAM	B	16.8	0.17
SeD-SENGTOWN GRAVELLY SILT LOAM	B	6.2	0.17
Ss-STASER SILT LOAM	B	1.9	0.37

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? YES ☐ NO ☒
2.12.1. IF YES TO SECTION 2.12, 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.f).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	16.4	24	98	
PERVIOUS(GRASS, FORESTS, ETC.)	53.2	76	49	
WEIGHTED CURVE NUMBER =			61	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	24.9	36	98	
PERVIOUS(GRASS, FORESTS, ETC.)	44.7	64	65	
WEIGHTED CURVE NUMBER =			77	

3. ORDER OF CONSTRUCTION ACTIVITIES (3.5.1.b, 3.5.2.a):

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS 2J, 31-31A)
3.2. INSTALL STABILIZED CONSTRUCTION EXITS.
3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEETS FROM THE SITE.
3.4. INSTALL INITIAL EPSC (EROSION PREVENTION AND SEDIMENT CONTROL) MEASURES.
3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN 15 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 PERMANENT VEGETATIVE COVER.
3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

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

4.1. STREAM INFORMATION
4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS?
YES ☒ NO ☐
4.1.2. IF NO TO SECTION 4.1.1, WILL THIS PROJECT DISCHARGE INTO STATE WATERS THAT ARE LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS? YES ☐ NO ☐

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

UTILITIES INDEX

The Utilities Index sheet contains the utilities index. The index is a list of the utilities sheets in sequence that are included in a set of contract plans. Detailed information about utility owners, utility locations, and utility relocation quantities are found in these sheets.

For more information on the TDOT Utilities Office, click the following link:

https://www.tn.gov/tdot/right-of-way-division/utilities-office.html

- Created by Regional Utilities Office
- Necessary for Utilities relocation
  - Water, Electric, Sewer, Telephone, Gas, etc.
- List of the utilities sheets in relocation plan
  - Refer to the Utilities Division for the sheets
    https://www.tn.gov/tdot/right-of-way-division/utilities-office.html

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

INDEX OF SHEETS	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITY SHEETS	UI-1 - UI-2
CITY OF RED BOILING SPRINGS WATER RELOCATION	U2-1 - U2-6
TRI-COUNTY ELECTRIC MEMBERSHIP CORP. ELECTRIC RELOCATION	U3-1 - U3-3

TENN.	YEAR	SHEET NO.
	2016	UI-1
FED. AID PROJ. NO.	BR-STP-151(3)	
STATE PROJ. NO.	56009-3210-94	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MACON COUNTY

SR-151, BRIDGE OVER SALT LICK CREEK
(L.M. 2.47)

STATE HIGHWAY NO. 151 F.A.H.S. NO.

*NORTH CENTRAL TELEPHONE WILL
MOVE AFTER TRI-COUNTY ELECTRIC
HAS RELOCATED THEIR FACILITIES

STANDARD LEGEND

EXISTING UTILITES

POWER	P	POWER POLE	
TELEPHONE	T	TELEPHONE POLE	
WATER	W	POWER/TELEPHONE POLE	
CABLE TV	C	MANHOLE	
SANITARY SEWER	SA	WATER METER	W.M.
UNDERGROUND TELEPHONE	T (UG)	WATER VALVE	W.V.
GAS	G	LIGHT POLE	
FORCE MAIN SEWER	FMS		
UNDERGROUND POWER	P (UG)		

PROPOSED UTILITIES

POWER	P	POWER POLE	P
UNDERGROUND POWER	P (UG)	TELEPHONE POLE	T
TELEPHONE	T	WATER METER	W.M.
WATER	W		
CABLE TV	C	(R)	REMOVE
UNDERGROUND TELEPHONE	T (UG)		
GAS	G	(P)	PROPOSED
FORCE MAIN SEWER	FMS		

UTILITY OWNERS AND CONTACTS:

ELECTRIC: TRI-COUNTY ELECTRIC
MEMBERSHIP CORPORATION
405 COLLEGE ST.
LAFAYETTE, TN 37083
STEVE LINVILLE
slinville@tcemc.org
O: 615-688-2119

TELEPHONE: NORTH CENTRAL TELEPHONE
872 HWY 52 BYPASS E
LAFAYETTE, TN 37083
TROY DAVIS
trdavis@nctc.com
O: 615-888-6058

WATER: CITY OF RED BOILING SPRINGS
361 LAFAYETTE RD.
PO BOX 190
RED BOILING SPRINGS, TN 37150
CHAD OWENS
chadowens@nctc.com
O: 615-699-2011

FIBER OPTIC: COMCAST
2501 MCGAVOCK PIKE
NASHVILLE, TN 37214
LARRY K. WINBURN
larry_winburn@cable.comcast.com
O: 615-244-7462 X 1115140
C: 615-295-9069

SEWER: CITY OF RED BOILING SPRINGS
361 LAFAYETTE RD.
PO BOX 190
RED BOILING SPRINGS, TN 37150
CHAD OWENS
chadowens@nctc.com
O: 615-699-2011

SPECIAL NOTES

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

11/9/2015 8:09:32 AM
H:\269537\DGN\UI-1.sht

STANDARD ABBREVIATIONS

AASHTO - - - - - AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORATION OFFICIALS
ABUT.- - - - - - ABUTMENT
AC.- - - - - - - ACRE
AC - - - - - - - ASPHALT CEMENT
ACC. - - - - - - ACCESS
ACCEL. - - - - - ACCELERATION
ACS - - - - - - ASPHALTIC CONCRETE SURFACE
ADL - - - - - - AVERAGE DAILY LOADING
ADT - - - - - - AVERAGE DAILY TRAFFIC
AGG. - - - - - - AGGREGATE
AH. - - - - - - AHEAD
ALUM. - - - - - ALUMINUM
APPR. - - - - - APPROACH
APPROX. - - - - APPROXIMATE
ASP. - - - - - - ASPHALT
ASTM - - - - - - AMERICAN SOCIETY FOR TESTING AND MATERIALS
AVG. - - - - - - AVERAGE

B - - - - - - - BRICK
BAR. - - - - - - BARRIER
BAL. - - - - - - BALANCE
BCCMP- - - - - - BITUMINOUS COATED CORRRUGATED METAL PIPE
BEG. - - - - - - BEGINNING
B.G. - - - - - - BELOW GRADE
BK. - - - - - - BACK
BIT. - - - - - - BITUMINOUS
BL. - - - - - - BLOCK
BLDG. - - - - - - BUILDING
BLVD. - - - - - BOULEVARD
B.M. - - - - - - BENCH MARK
BN. - - - - - - BARN
BOR. - - - - - - BORROW
BOTT. - - - - - BOTTOM
BR. - - - - - - BRIDGE
BTWN. - - - - - BETWEEN

CATV - - - - - - CABLE TV
C.A. - - - - - - CONTROLLED ACCESS
CALC. - - - - - CALCULATED
C.B. - - - - - - CATCH BASIN
C.C. - - - - - - CENTER TO CENTER
CFS - - - - - - CUBIC FEET PER SECOND
C & G - - - - - CURB AND GUTTER
CH. - - - - - - CHANNEL
CH.CH. - - - - - CHANNEL CHANGE
C.I.P. - - - - - CAST IRON PIPE
C.I.S. - - - - - CONSTRUCTION IDENTIFICATION SIGN
CK. - - - - - - CREEK
CL. - - - - - - CLASS
℄ - - - - - - - CENTER LINE
CM - - - - - - - CORRUGATED METAL
CMP - - - - - - CORRUGATED METAL PIPE
CMPA - - - - - - CORRUGATED METAL PIPE ARCH
CO. - - - - - - COUNTY or COMPANY
COM. - - - - - - COMMON
CONC. - - - - - CONCRETE
CONN. - - - - - CONNECTION
CONST. - - - - - CONSTRUCTION
CONT. - - - - - CONTINUOUS
CR. - - - - - - CRUSHED
C.R.S.I. - - - - CONCRETE REINFORCING STEEL INSTITUTE
C.S. - - - - - - CURVE TO SPIRAL
CULV. - - - - - CULVERT
C.Y. - - - - - - CUBIC YARD

D - - - - - - - DEGREE OF CURVATURE ON CURVE WITHOUT SPIRALS
D.A. - - - - - - DRAINAGE AREA
DBST - - - - - - DOUBLE BITUMINOUS SURFACE TREATMENT
DBYL - - - - - - DOUBLE BROKEN YELLOW LINE
DECEL - - - - - DECELERATION
D_S - - - - - - - DEGREE OF CURVATURE ON CURVE WITH SPIRALS
DHV - - - - - - DESIGN HOURLY VOLUME
D.I. - - - - - - DROP INLET
DIA. - - - - - - DIAMETER
DR. - - - - - - DRIVE
DWG. - - - - - - DRAWING
DSYL - - - - - - DOUBLE SOLID YELLOW LINE
DWL - - - - - - DOTTED WHITE LINE
DYL - - - - - - DOTTED YELLOW LINE

E - - - - - - - EXTERNAL DISTANCE ON CURVE WITH NO SPIRALS
E - - - - - - - EAST
EBL - - - - - - EASTBOUND LANE
ECM - - - - - - EXISTING CONCRETE MONUMENT
ECP - - - - - - EXISTING CORNER POST
EL. or ELEV. - - ELEVATION
ELONG. - - - - - ELONGATED
EMB. - - - - - - EMBANKMENT
ENGR. - - - - - ENGINEER
ENT. - - - - - - ENTRANCE
E.P. - - - - - - EDGE OF PAVEMENT
EQ. - - - - - - EQUATION
E_S - - - - - - - EXTERNAL DISTANCE ON CURVE WITH SPIRALS
E.S. - - - - - - EDGE OF SHOULDER
ESMT.- - - - - - EASEMENT

E.W. - - - - - - END WALL
EX. - - - - - - EXISTING
EXC. - - - - - - EXCAVATION
EXCL. - - - - - EXCLUDING
EXT. - - - - - - EXTENSION

F - - - - - - - FRAME
F.A. - - - - - - FEDERAL AID
FAP - - - - - - FEDERAL AID PRIMARY
FAS - - - - - - FEDERAL AID SECONDARY
FED. - - - - - - FEDERAL
F.G. - - - - - - FINISHED GRADE
F.H.W.A. - - - - FEDERAL HIGHWAY ADMINISTRATION
FIN. - - - - - - FINISHED
FL.EL. - - - - - FLOOR ELEVATION
F.L. - - - - - - FLOW LINE
FLG. - - - - - - FLANGE
FOC - - - - - - FIBER OPTIC CABLE
F.P. - - - - - - FIRE PLUG
FR.RD. - - - - - FRONTAGE ROAD
FT. - - - - - - FOOT or FEET
F/F - - - - - - FOOT PER FOOT
FUT. - - - - - - FUTURE

G - - - - - - - GAS (PUMP or UTILITY)
GA. - - - - - - GAUGE
GAL. - - - - - - GALLON
GALV. - - - - - GALVANIZED
GAR. - - - - - - GARAGE
GPH - - - - - - GALLONS PER HOUR
GPM - - - - - - GALLONS PER MINUTE
GR. - - - - - - GRADE or GRADED or GRAVEL
G.R. - - - - - - GUARD RAIL
GRAN. - - - - - GRANULAR
GT. - - - - - - GRATE
G.V. - - - - - - GAS VALVE
GW - - - - - - GUY WIRE

H.C.M. - - - - - HIGHWAY CAPACITY MANUAL
HD. - - - - - - HEAD
HO - - - - - - HORIZONTAL OVAL
HOCPC - - - - - HORIZONTAL OVAL CONCRETE PIPE CULVERT
HOR. - - - - - - HORIZONTAL
HSE. - - - - - - HOUSE
HT. - - - - - - HEIGHT
H.W. - - - - - - HIGH WATER
HWY. - - - - - - HIGHWAY
H.S. - - - - - - HIGH STRENGTH
HWL - - - - - - HASH WHITE LINE
HYL - - - - - - HASH YELLOW LINE

I - - - - - - - INTERSTATE
I.D. - - - - - - INSIDE DIAMETER
IN. - - - - - - INLET
INCL. - - - - - - INCLUDE
INV. - - - - - - INVERT
I.P. - - - - - - IRON PIN

JCT - - - - - - JUNCTION
JT. - - - - - - JOINT

L - - - - - - - LENGTH OF CIRCULAR CURVE WITH NO SPIRALS
L_C - - - - - - - LENGTH OF CIRCULAR CURVE BETWEEN SPIRALS
LB. - - - - - - POUND
LB/FT - - - - - POUND PER FOOT
L.C. - - - - - - STRAIGHT LINE DISTANCE BETWEEN T.S. AND S.C.
L.F. - - - - - - LINEAR FEET
LIN.FT. - - - - - LINEAR FEET
LGTH. - - - - - - LENGTH
LIN. - - - - - - LINEAR
LOC. - - - - - - LOCATION
L.P. - - - - - - LIGHT POLE
L_S - - - - - - - LENGTH OF SPIRAL
L.S. - - - - - - LUMP SUM
L.T. - - - - - - LONG TANGENT OF SPIRAL
LT. - - - - - - LEFT

MATL. - - - - - MATERIAL
MAX. - - - - - - MAXIMUM
MCPL. - - - - - MUNICIPAL
MED. - - - - - - MEDIAN
M.G. - - - - - - THOUSAND GALLONS
M.H. - - - - - - MANHOLE
MI. - - - - - - MILE
MIN. - - - - - - MINIMUM
MIN.AGG. - - - - MINERAL AGGREGATE
MOD. - - - - - - MODIFY or MODIFIED
MON. - - - - - - MONUMENT
MPH - - - - - - MILES PER HOUR
MUTCD - - - - - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

N - - - - - - - NORTH
N.A.D. - - - - - NORTH AMERICAN DATUM
NBL - - - - - - NORTHBOUND LANE
N.G.S. - - - - - NATIONAL GEODETIC SURVEY
N.I.C. - - - - - NOT IN CONTRACT
NO. - - - - - - NUMBER

O.D. - - - - - - OUTSIDE DIAMETER
O.H. - - - - - - OVERHEAD
O.H.W. - - - - - ORDINARY HIGH WATER
O.P. - - - - - - OVERPASS
OUT - - - - - - OUTLET

PB - - - - - - - PEDESTRIAN PUSHBUTTON
P.C. - - - - - - POINT OF CURVATURE
P.C.F. - - - - - POUNDS PER CUBIC FOOT
P.C.O. - - - - - PILE CUT OFF
P.I. - - - - - - POINT OF INTERSECTION
PKWY. - - - - - PARKWAY
PL. - - - - - - PLACE
P.L. - - - - - - PAPER LOCATED
P.O.C. - - - - - POINT ON CURVE
P.O.S.T. - - - - POINT ON SUBTANGENT
P.O.T. - - - - - POINT ON TANGENT
PRES. - - - - - PRESENT
PROJ. - - - - - PROJECT
PROP. - - - - - PROPOSED
P.S.F. - - - - - POUND PER SQUARE FOOT
P.S.I. - - - - - POUND PER SQUARE INCH
P.S.Y. - - - - - POUND PER SQUARE YARD
PT. - - - - - - POINT
P.T. - - - - - - POINT OF TANGENCY
PVC - - - - - - POLYVINYL CHOLRIDE
PVMT. - - - - - PAVEMENT
PVT. - - - - - - PRIVATE
PWR. - - - - - - POWER

Q - - - - - - - DESIGN DISCHARGE (CUBIC FEET PER SECOND)
QUAN. - - - - - QUANTITY

R - - - - - - - RADIUS OF CIRCULAR CURVE WITH NO SPIRALS
R_C - - - - - - - RADIUS OF CIRCULAR CURVE WITH SPIRALS
RCP - - - - - - REINFORCED CONCRETE PIPE
RCPA - - - - - - REINFORCED CONCRETE PIPE ARCH
RDSYL - - - - - REMOVABLE DOUBLE SOLID YELLOW LINE
RD. - - - - - - ROAD
RDY. - - - - - - ROADWAY
REF. - - - - - - REFUSAL
REINF. - - - - - REINFORCED
RELOC. - - - - - RELOCATION
REM. - - - - - - REMAINDER
REQD. - - - - - - REQUIRED
RES. - - - - - - RESIDENCE
REV. - - - - - - REVISED
R.L. - - - - - - REFUSAL LINE
R.O.W. - - - - - RIGHT-OF-WAY
R.R. - - - - - - RAILROAD
RSSWL - - - - - REMOVABLE SINGLE SOLID WHITE LINE
RT. - - - - - - RIGHT
RTE. - - - - - - ROUTE
RY. - - - - - - RAILWAY

S - - - - - - - SOUTH
SBL - - - - - - SOUTHBOUND LANE
SBST - - - - - - SINGLE BITUMINOUS SURFACE TREATMENT
S.C. - - - - - - SPIRAL TO CURVE
SCH. - - - - - - SCHOOL
S.D. - - - - - - SIDE DRAIN
S.E. - - - - - - SUPERELEVATION
SEC. - - - - - - SECTION
S.F. - - - - - - SQUARE FOOT
SHLD. - - - - - SHOULDER
SHR. - - - - - - SHRINKAGE
SHT. - - - - - - SHEET
SL. - - - - - - SLOPE
S.L. - - - - - - STATE LINE
S.P. - - - - - - SUPPORT POLE
SPA. - - - - - - SPACE
SPEC. - - - - - SPECIAL
SPECS. - - - - - SPECIFICATIONS
SPR.D. - - - - - SPRING DRAIN
SQ. - - - - - - SQUARE
S.R. - - - - - - SOLID ROCK
S.R. or ST.RT. - STATE ROUTE
ST. - - - - - - STREET or STATE
S.T. - - - - - - SPIRAL TO TANGENT or SHORT TANGENT OF SPIRAL
STA. - - - - - - STATION
STAB. - - - - - - STABILIZED
STD. - - - - - - STANDARD
STL. - - - - - - STEEL
STN. - - - - - - STONE
ST.P. - - - - - - STRAIN POLE
STR. - - - - - - STRENGTH or STRAIGHT
STRUC. - - - - - STRUCTURE
SURV. - - - - - - SURVEY
SWL. - - - - - - SWELL
S.W. - - - - - - SIDEWALK
S.Y. - - - - - - SQUARE YARD
SBWL - - - - - - SINGLE BROKEN WHITE LINE
SBYL - - - - - - SINGLE BROKEN YELLOW LINE
SSWL - - - - - - SINGLE SOLID WHITE LINE
SSYL - - - - - - SINGLE SOLID YELLOW LINE

T - - - - - - - SUBTANGENT LENGTH ON CURVE WITHOUT SPIRALS
T_C - - - - - - - TANGENT LENGTH FROM S.C. OR C.S. TO INTERSECTION OF TANGENTS
TD - - - - - - - TRENCH DEPTH
TDOT - - - - - - TENNESSEE DEPARTMENT OF TRANSPORTATION
TEMP. - - - - - TEMPORARY
TGRN - - - - - - TENNESSEE GEODETIC REFERENCE NETWORK
THK. - - - - - - THICKNESS
TNPK. - - - - - TURNPIKE
T.P. - - - - - - TURNING POINT
TR. - - - - - - TRACK
T_S - - - - - - - SUBTANGENT LENGTH ON CURVE WITH SPIRAL
T.S. - - - - - - TANGENT TO SPIRAL
T.V.A. - - - - - TENNESSEE VALLEY AUTHORITY
TYP. - - - - - - TYPICAL

UG - - - - - - - UNDERGROUND
U.L. - - - - - - URBAN LIMITS
UNCL.EX. - - - - UNCLASSIFIED EXCAVATION
U.P. - - - - - - UNDERPASS
U.S. - - - - - - UNITED STATES
U.S.C.E. - - - - UNITED STATES CORPS OF ENGINEERS

V - - - - - - - DESIGN SPEED
VAR. - - - - - - VARIABLE
V.C. - - - - - - VERTICAL CURVE
V.C.P. - - - - - VITRIFIED CLAY PIPE
VERT. - - - - - VERTICAL
VO- - - - - - - VERTICAL OVAL
VOCPC- - - - - - VERTICAL OVAL CONCRETE PIPE CULVERT
V.P.C.-- - - - - VERTICAL POINT OF CURVATURE
V.P.I. - - - - - VERTICAL POINT OF INTERSECTION
V.P.O.C.-- - - - VERTICAL POINT ON CURVE
V.P.T. - - - - - VERTICAL POINT OF TANGENCY

W - - - - - - - WEST
W/ - - - - - - - WITH
WBL - - - - - - WESTBOUND LANE
WD.P.- - - - - - WOOD POLE
WGT. - - - - - - WEIGHT
W.L. - - - - - - WATER LEVEL
W.M. - - - - - - WATER METER
W.V. - - - - - - WATER VALVE
W.W. - - - - - - WING WALL

X_C - - - - - - - SPIRAL COORDINATE
X-ING.- - - - - CROSSING
X-RD.- - - - - - CROSS-ROAD
X-SEC.- - - - - CROSS-SECTION

Y_C - - - - - - - SPIRAL COORDINATE

REV. 7-1-72: CHANGED DEPARTMENT NAME.

REV. 1-1-76: CHANGED DWG. NO. FROM A-A-1 (SHEET 2) TO RD-A-1.

REV. 11-9-76: REORGANIZED SHEET AND ADDED THE FOLLOWING: AASHTO BIT., H.S., P.C.O., PKWY., P.S.F., PVC, S.R. OR ST. RT., ST. P., T.P., UG, AND WD. P.

REV. 9-18-79: ADDED PAVEMENT MARKING ABBREVIATIONS AS FOLLOWS: DSYL, DWL,HWL, HYL, SDWL, SDYL, SSWL, AND SSYL.

REV. 2-22-88: CHANGED PAVEMENT MARKING ABBREVIATIONS SDWL AND SDYL TO SBWL SBYL. ADDED DBYL AND DYL.

REV 3-20-91: REDREW SHEET AND ADDED THE FOLLOWING: ADL, ASP., BAR., BOR., CATV, CFS, DECEL, E.P., E.S., EX., F/F, FL. EL., FLG, H.C.M., JCT., LB/FT, MPH, MUTCD, N.A.D., N.G.S., O.H.W., PB, REF., TDOT, TGRN, VAR., V.P.C., V.P.I., V.P.O.C., V.P.T., AND WGT.

REV. 6-20-91: ADDED THE FOLLOWING: ECM, ECP, GW, AND W.M.

☒ REV. 10-26-92: ADDED THE FOLLOWING: MOD.

☒ REV. 10-26-93: ADDED THE FOLLOWING: FOC.

☒ REV. 9-5-94: ADDED THE FOLLOWING: ALUM, GPH, GPM, AND TD.

☒ REV. 7-29-98: ADDED THE FOLLOWING: CMPA, HO, HOCPC, RCPA, VO, AND VOCPC.

☒ REV. 12-18-99: ADDED THE FOLLOWING: RDSYL AND RSSWL.

NOTE
STANDARD DRAWINGS ARE NOT PRINTED WITH THE CONTRACT PLANS SET

THEY ARE LOCATED ONLINE AT

https://www.tn.gov/content/tn/tdot/roadway-design/standard-drawings-library/standard-roadway-drawings.html

☒ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ABBREVIATIONS

RD-A-1

STANDARD LEGEND

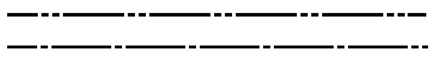
EXISTING



BASE LINE CONTROL POINTS

PROPERTY CORNER LOCATED (IRON PIN OR OTHER TYPE MARKING)

DIRECTION AND ANGLE OF DIP OF STRATA



STATE BOUNDARY LINE

COUNTY BOUNDARY LINE

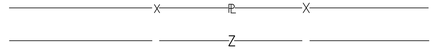


CITY, VILLAGE OR BOROUGH BOUNDARY LINE

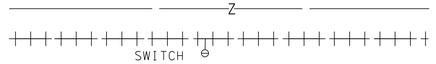
PROPERTY LINE



PROPERTY LINE WITH FENCE



SAME PROPERTY OWNER



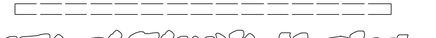
RAILROAD

ROADS (SHOW WIDTH AND NAME OR ROUTE)



CURB AND GUTTER

WALL (RETAINING, BRICK, STONE)

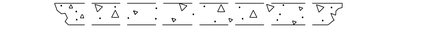


ROCK, EMBANKMENTS, REVETMENTS

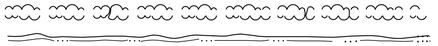
SINGLE GUARDRAIL



MEDIAN DIVIDER GUARDRAIL



CONCRETE



TREE LINE

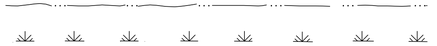


LARGE STREAM WITH DIRECTIONAL ARROW



SMALL STREAM WITH DIRECTIONAL ARROW

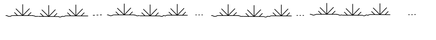
INTERMITTENT STREAM



SWAMP, MARSH OR WETLAND



WETLAND BOUNDARY



SPRING



SINKHOLE (SHOW ELEVATION, LOCATION OF LOW POINT AND IF OPEN OR CLOSED)



BRIDGE, BOX OR SLAB BRIDGES AND CULVERTS (DESCRIBE)



CROSS DRAIN OR SIDE DRAIN CULVERTS (SHOW SIZE, LENGTH, MATERIAL, INLET AND OUTLET ELEVATIONS, AND TYPE OF ENDWALLS)

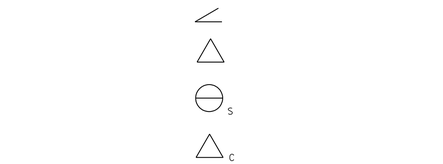


CATCH BASIN (SHOW TYPE, IF KNOWN)



SEPTIC TANK (SHOW SIZE - DIRECTION OF ARROW INDICATES LOCATION OF OVERFLOW FIELD)

PROPOSED

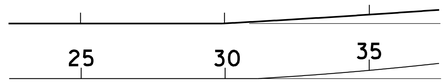


ANGLE

DELTA ANGLE

SPIRAL ANGLE

DELTA ANGLE OF CIRCULAR CURVE (EXCLUDING SPIRAL ANGLE)



BASE LINE OR SURVEY LINE

CENTERLINE-NUMERALS .20"



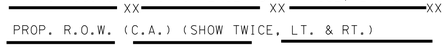
PAPER LOCATION CENTERLINE



RIGHT-OF-WAY



RIGHT-OF-WAY, CONTROL OF ACCESS AND FENCE



RIGHT-OF-WAY, CONTROL OF ACCESS WITHOUT FENCE



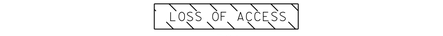
CONTROL OF ACCESS WITH FENCE



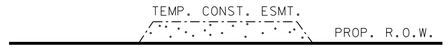
R.O.W. MARKER (SHOW TYPE A, B, OR C)



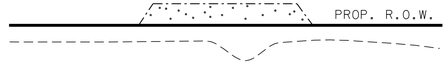
LOSS OF ACCESS



DRAINAGE EASEMENT AND/OR UTILITY EASEMENT (DESIGNATE) PERMANENT



TEMPORARY CONSTRUCTION EASEMENT



TOE OF FILL SLOPE



TOP OF CUT SLOPE



WALL (RETAINING, BRICK, STONE)

REINFORCED CONCRETE PAVEMENT

CURB AND GUTTER

EDGES OF PAVEMENT (SHOW WIDTH)

SINGLE GUARDRAIL

MEDIAN DIVIDER GUARDRAIL

BRIDGE BOX OR SLAB BRIDGES AND CULVERTS (DESCRIBE)

CROSS DRAIN OR SIDE DRAIN CULVERTS (SHOW SIZE, LENGTH, MATERIAL, INLET AND OUTLET ELEVATIONS, AND TYPE OF ENDWALLS)

"V" OR ROUND DITCH LINING TREATMENT

TRAPEZOIDAL DITCH LINING TREATMENT

CHANNEL CHANGE OR LARGE SPECIAL DITCH (DESCRIBE)

CATCH BASIN (SHOW TYPE)

REV. 7-1-72: CHANGED DEPARTMENT NAME.

REV. 1-1-76: CHANGED DRAWING NUMBER FROM A-A-1 (SHEET 1) TO RD-L-1. ADDED SYMBOLS FOR DITCH LINING.

REV. 3-15-76: CHANGED THE WORD "RECTANGULAR" TO "TRAPEZOIDAL REGARDING DITCH LINING.

REV. 1-19-91: REDREW SHEET AND ADDED SYMBOLS FOR EXISTING AND PROPOSED OVERHEAD POWER AND CABLE TV LINES. ADDED RIP-RAP TO DITCH LINING TREATMENT.

☒ REV. 10-26-93: CHANGED SYMBOLS FOR EXISTING AND PROPOSED OVERHEAD UTILITY POLES AND ADDED SYMBOL FOR UNDERGROUND FIBER OPTIC CABLE.

☒ REV. 10-26-94: REDREW SHEET AND ADDED SYMBOL FOR SEPTIC TANK. MOVED WETLAND BOUNDARY SYMBOL FROM OLD DRAWING NO. RD-L-2. MOVED SYMBOLS REFLECTING ALL UTILITY INSTALLATIONS TO NEW DRAWING NO. RD-L-2.

☒ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND

10-26-94 | RD-L-1

- REV. 10-26-94: NEW DRAWING REFLECTING ALL UTILITY RELATED SYMBOLS MOVED FROM DRAWING NO. RD-L-1.
- REV. 2-28-01: CHANGED SYMBOLS FOR OVERHEAD UTILITY LINES AND ADDED SYMBOLS FOR SEWER METERS AND VALVES.
- REV. 9-5-01: CORRECTED DESCRIPTIONS FOR PROPOSED OVERHEAD UTILITY LINES.

STANDARD LEGEND

EXISTING

4" G	GAS LINE (SHOW SIZE)
2" G G.V. 2" G	GAS VALVE IN LINE
24" M.H. 24"	MANHOLE (TYPE P, T, SA, OR ST) IN LINE
24" SA 24"	SANITARY SEWER (SHOW SIZE)
24" ST 24"	STORM SEWER (SHOW SIZE)
FOC UG FOC UG	UNDERGROUND FIBER OPTIC CABLE
P UG P UG	UNDERGROUND POWER LINE
P T UG P	UNDERGROUND POWER AND TELEPHONE LINE
T UG T UG	UNDERGROUND TELEPHONE LINE
6" W 6"	WATER LINE (SHOW SIZE)
4" W W.V. 4" W	WATER VALVE IN LINE
⊠	FIRE HYDRANT
□ G.V.	GAS VALVE
	LIGHT POLE
P	LIGHT POLE WITH POWER
T	TELEPHONE POLE
P	POWER POLE
P/T	POWER AND TELEPHONE POLE
P/T/TV	POWER, TELEPHONE AND CABLE TV POLE
	MANHOLE
T	TELEPHONE BOOTH
⊠	TRANSMISSION TOWER (SHOW NUMBER, OWNER AND SIZE AT BASE)
□ S.M.	SEWER METER
□ S.V.	SEWER VALVE
□ W.M.	WATER METER
□ W.V.	WATER VALVE
P P P P	OVERHEAD POWER LINE
T T T T	OVERHEAD TELEPHONE LINE
P T P T	OVERHEAD POWER AND TELEPHONE LINE
P CATV P CATV	OVERHEAD POWER AND CABLE TV

LET SLASH INDICATE DIRECTION OF OVER HEAD LINE

UTILITY SHEETS ONLY

PROPOSED

4" G 4" G	GAS LINE (SHOW SIZE)
4" G ■ G.V. 4"	GAS VALVE IN LINE
24" TYPE ◉ M.H. 24"	MANHOLE (TYPE P, T, SA, OR ST) IN LINE
24" SA 24" SA	SANITARY SEWER (SHOW SIZE)
24" ST 24" ST	STORM SEWER (SHOW SIZE)
FOC UG FOC UG FOC	UNDERGROUND FIBER OPTIC CABLE
P UG P UG P	UNDERGROUND POWER LINE
P UG P T UG	UNDERGROUND POWER AND TELEPHONE LINE
T UG T UG T	UNDERGROUND TELEPHONE LINE
6" W 6" W	WATER LINE (SHOW SIZE)
6" W ■ W.V. 6"	WATER VALVE IN LINE
●	FIRE HYDRANT
■ G.V.	GAS VALVE
	LIGHT POLE
P	LIGHT POLE WITH POWER
T	TELEPHONE POLE
P	POWER POLE
P/T	POWER AND TELEPHONE POLE
P/T/TV	POWER, TELEPHONE AND CABLE TV POLE
◉	MANHOLE
T	TELEPHONE BOOTH
⊠	TRANSMISSION TOWER (SHOW NUMBER, OWNER AND SIZE AT BASE)
■ S.M.	SEWER METER
■ S.V.	SEWER VALVE
■ W.M.	WATER METER
■ W.V.	WATER VALVE
P P P	OVERHEAD POWER LINE
T T T T T	OVERHEAD TELEPHONE LINE
P T P T P	OVERHEAD POWER AND TELEPHONE LINE
P CATV P CATV P	OVERHEAD POWER AND CABLE TV LINE

½" OR MORE LENGTH OF DASH

LET SLASH INDICATE DIRECTION OF OVER HEAD LINE

UTILITY SHEETS ONLY

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR UTILITY INSTALLATIONS

10-26-94 RD-L-2

STANDARD LEGEND

EXISTING		PROPOSED	
	LOOP DETECTOR WITH LEAD-IN		LOOP DETECTOR WITH LEAD-IN
	RADAR/VIDEO DETECTION AREA		RADAR/VIDEO DETECTION AREA
	VIDEO DETECTION CAMERA		VIDEO DETECTION CAMERA
	EMERGENCY VEHICLE DETECTOR		EMERGENCY VEHICLE DETECTOR
	POLE MOUNTED CONTROLLER		POLE MOUNTED CONTROLLER
	PAD MOUNTED CONTROLLER		PAD MOUNTED CONTROLLER
N	PEDESTRIAN SIGNAL HEAD WITH NUMBER	N	PEDESTRIAN SIGNAL HEAD WITH NUMBER
N	SIGNAL HEAD WITH NUMBER	N	SIGNAL HEAD WITH NUMBER WITHOUT BACKPLATE
N	SIGNAL HEAD WITH NUMBER AND BACKPLATE	N	SIGNAL HEAD WITH NUMBER AND BACKPLATE
	PULL BOX		PULL BOX
	FIBER OPTIC PULL BOX		FIBER OPTIC PULL BOX
EX 2" C	2" CONDUIT	2" C	2" CONDUIT
	STRAIN POLE FOR SIGNAL SUPPORT		STRAIN POLE FOR SIGNAL SUPPORT
	WOOD POLE FOR SIGNAL SUPPORT		WOOD POLE FOR SIGNAL SUPPORT

REV. 9-18-79: ADDED SIGNAL HEAD WITH NUMBER AND BACKPLATE, PEDESTRIAN PUSHBUTTON WITH NUMBER AND PAVEMENT ARROW TO EXISTING AND PROPOSED LEGEND.

REV. 1-11-82: ADDED EROSION CONTROL LEGEND.

REV. 8-21-89: ADDED WETLAND BOUNDARY.

REV. 1-19-91: REDREW SHEET AND ADDED SYMBOL FOR BOTH BELOW AND ABOVE GROUND SEDIMENT TRAPS.

☐ REV. 10-26-94: CHANGED DRAWING NO. FROM RD-L-2 TO RD-L-3. ADDED LIGHTING SYMBOLS. MOVED WETLAND BOUNDARY SYMBOL TO DRAWING NO. RD-L-1. MOVED EROSION CONTROL SYMBOLS TO DRAWING NO. RD-L-4.

☐ REV. 2-28-01: DELETED SYMBOL FOR EXISTING JACKED AND BORED CONDUIT WITH PULL BOXES.

☐ 4-15-04: CHANGED LEGEND FOR LOOP DECTOR WITH LEAD-IN. ADDED SYMBOLS FOR VIDEO DETECTION AREA, VIDEO DETECTION CAMERA, EMERGENCY VEHICLE DETECTOR, AND FIBER OPTIC PULL BOX. MOVED SYMBOLS BEGINNING WITH SYMBOL FOR GUYING DEVICE ANGLE ANCHOR TO NEW DRAWING NO. RD-L-4.

☐ REV. 3-16-17: ADDED SYMBOL FOR EXISTING RADAR/VIDEO DETECTION AREA. ADDED "RADAR/" BEFORE "VIDEO DETECTION AREA". ADDED "WITHOUT BACKPLATE" AFTER "SIGNAL HEAD WITH NUMBER".

☐ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING

10-26-94 | RD-L-3

29-JUN-2017 14:38 \\AG03SDCWF00008.net.ads.state.tn.us\13SHARED\StandDraw\Working Folder For Eugene\backup d\pak on Uj96208\WORKSTD\2017 std dwg\RDL3-20170316.DGN

09-OCT-2018 09:59
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STANDARD LEGEND

- REV. 04-15-04: MOVED SYMBOLS BEGINNING WITH SYMBOL FOR GUYING DEVICE ANGLE ANCHOR FROM DRAWING NO. RD-L-3. ADDED SYMBOLS FOR PEDESTRIAN POLE FOR SINGLE AND DUAL PUSHBUTTON, DUAL ARM OFFSET TYPE LUMINAIRE AND POLE AND WALL MOUNTED UNDERPASS LIGHT.
- REV. 03-16-17: ADDED "OR PUSHBUTTON POLE" AFTER "PEDESTRIAN POLE" ON FOUR INSTANCES.
- REV. 07-16-18: REMOVED THE WORD ARM FROM SINGLE AND DUAL TYPE LUMINAIRE AND POLE. REDREW SHEET.

EXISTING		PROPOSED
	GUYING DEVICE ANGLE ANCHOR	GUYING DEVICE ANGLE ANCHOR
	GUYING DEVICE VERTICAL ANCHOR	GUYING DEVICE VERTICAL ANCHOR
PB	PEDESTRIAN PUSHBUTTON	PEDESTRIAN PUSHBUTTON
PB	PEDESTRIAN POLE OR PUSHBUTTON POLE FOR SINGLE PUSHBUTTON	PEDESTRIAN POLE OR PUSHBUTTON POLE FOR SINGLE PUSHBUTTON
PB PB	PEDESTRIAN POLE OR PUSHBUTTON POLE FOR DUAL PUSHBUTTON	PEDESTRIAN POLE OR PUSHBUTTON POLE FOR DUAL PUSHBUTTON
	HIGH MAST POLE WITH LUMINAIRES ON FULL RING	HIGH MAST POLE WITH LUMINAIRES ON FULL RING
	HIGH MAST POLE WITH LUMINAIRES ON HALF RING	HIGH MAST POLE WITH LUMINAIRES ON HALF RING
	SINGLE OFFSET TYPE LUMINAIRE AND POLE	SINGLE OFFSET TYPE LUMINAIRE AND POLE
	DUAL OFFSET TYPE LUMINAIRE AND POLE	DUAL OFFSET TYPE LUMINAIRE AND POLE
		WALL MOUNTED UNDERPASS LIGHT
	LIGHTING CONTROL CENTER	LIGHTING CONTROL CENTER
	RAILROAD - HIGHWAY CROSSING FLASHING SIGNAL	RAILROAD - HIGHWAY CROSSING FLASHING SIGNAL
	RAILROAD - HIGHWAY CROSSING FLASHING SIGNAL WITH AUTOMATIC GATE	RAILROAD - HIGHWAY CROSSING FLASHING SIGNAL WITH AUTOMATIC GATE
		JACKED OR BORED CONDUIT WITH PULL BOXES

NOT TO SCALE

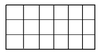
MINOR REVISION – FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING

04-15-04 | RD-L-4

STANDARD LEGEND



DEWATERING STRUCTURE



SEDIMENT FILTER BAG

* SF * SF * SF *

SILT FENCE

* SFB * SFB * SFB *

SILT FENCE WITH WIRE BACKING

* ESF * ESF * ESF *

ENHANCED SILT FENCE

* ESF * ESF * ESF *

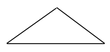
ENHANCED SILT FENCE



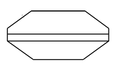
ENHANCED SILT FENCE CHECK (TRAPEZOIDAL DITCH)



ENHANCED SILT FENCE CHECK (V-DITCH)



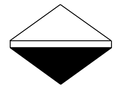
ROCK CHECK DAM (V-DITCH)



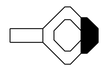
ROCK CHECK DAM (TRAPEZOIDAL DITCH)



ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)



ENHANCED ROCK CHECK DAM (V-DITCH)



ENHANCED ROCK CHECK DAM (CHANNEL)



SEDIMENT TRAP WITH ENHANCED ROCK CHECK DAM



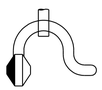
SEDIMENT TRAP WITH GABION CHECK DAM

SOCKSOCK**SOCK**SOCK**

FILTER SOCK



CULVERT PROTECTION (TYPE 1)



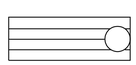
CULVERT PROTECTION (TYPE 2)



ROCK SEDIMENT DAM



ROCK AND EARTH SEDIMENT EMBANKMENT



SEDIMENT BASIN

- REV. 10-26-94: MOVED EROSION AND SEDIMENT CONTROL LEGENDS FROM OLD STANDARD DRAWING NO. RD-L-2 AND THE ESC-STR SERIES OF DETAIL SHEETS.
- REV. 5-27-95: ADDED NEW SYMBOLS.
- REV. 5-27-96: MODIFIED SYMBOL FOR TEMPORARY CATCH BASIN.
- REV. 7-29-97: CHANGED LEGEND FOR TEMPORARY SLOPE DRAIN PIPE.
- REV. 5-27-01: CHANGED REFERENCE IN LEGEND FROM DUMPED ROCK TO RIP-RAP.
- REV. 12-18-02: REMOVED SYMBOLS FOR TYPE IA, IB, IC, AND ID EROSION DITCH CHECKS. ADDED SYMBOL FOR TYPE I EROSION DITCH CHECK, TEMPORARY SILT FENCE (WITH BACKING), AND TEMPORARY ENHANCED SILT FENCE.
- REV. 1-22-03: ADDED SYMBOL FOR TYPE EC IA FILTER BARRIER DITCH CHECK.
- REV. 10-26-03: DELETED LEGEND FOR TYPE EC V FILTER BARRIER.
- REV.3-15-04: MOVED PART OF LEGEND BEGINNING WITH TEMPORARY ROCK AND SEDIMENT DAM TO NEW SHEET RD-L-5. CHANGED LEGEND FOR TEMPORARY CATCH BASIN SILT FENCE SILT TRAP. ADD TEMPORARY CATCH BASIN FILTER ASSEMBLY (TYPE 1 THROUGH 9).
- REV. 4-15-04: CHANGED DRAWING NUMBER FROM RD-L-4 TO RD-L-5.
- REV.5-1-08: REFORMATTED DRAWING IN CONJUNCTION WITH RD-L-6.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

10-26-94 | RD-L-5

STANDARD LEGEND

- CATCH BASIN PROTECTION (TYPE A)
- CATCH BASIN PROTECTION (TYPE B)
- CATCH BASIN PROTECTION (TYPE C)
- CATCH BASIN PROTECTION (TYPE D)
- CATCH BASIN PROTECTION (TYPE E)
- PERMANENT RIPRAP ENERGY DISSIPATOR
- TEMPORARY CULVERT CROSSING (DESCRIBE NUMBER AND SIZE OF PIPES)
- TEMPORARY CONSTRUCTION EXIT
- TEMPORARY CONSTRUCTION FORD
- TEMPORARY BERM
- INSTREAM DIVERSION
- TEMPORARY SLOPE DRAIN
- PERMANENT SLOPE DRAIN PIPE (SHOW SIZE)
- TEMPORARY DIVERSION CHANNEL (DESCRIBE - SIZE AND TYPE OF LINING)
- TEMPORARY DIVERSION CULVERT (DESCRIBE NUMBER AND SIZE OF PIPES)
- SUSPENDED PIPE DIVERSION
- EROSION CONTROL BLANKET
- COMPOST FILTER BERM
- MULCH FILTER BERM
- TURF REINFORCEMENT MAT
- SEDIMENT TUBE

- REV. 10-26-94: MOVED EROSION AND SEDIMENT CONTROL LEGENDS FROM OLD STANDARD DRAWING NO. RD-L-2 AND THE ESC-STR SERIES OF DETAIL SHEETS.
- REV. 5-27-95: ADDED NEW SYMBOLS.
- REV. 5-27-96: MODIFIED SYMBOL FOR TEMPORARY CATCH BASIN.
- REV. 7-29-97: CHANGED LEGEND FOR TEMPORARY SLOPE DRAIN PIPE.
- REV. 5-27-01: CHANGED REFERENCE IN LEGEND FROM DUMPED ROCK TO RIP-RAP.
- REV. 12-18-02: REMOVED SYMBOLS FOR TYPE IA, IB, IC, AND ID EROSION DITCH CHECKS. ADDED SYMBOL FOR TYPE I EROSION DITCH CHECK, TEMPORARY SILT FENCE (WITH BACKING), AND TEMPORARY ENHANCED SILT FENCE.
- REV. 1-22-03: ADDED SYMBOL FOR TYPE EC IA FILTER BARRIER DITCH CHECK.
- REV. 10-26-03: DELETED LEGEND FOR TYPE EC V FILTER BARRIER.
- REV.3-15-04: MOVED PART OF LEGEND BEGINNING WITH TEMPORARY ROCK AND SEDIMENT DAM TO NEW SHEET RD-L-5. CHANGED LEGEND FOR TEMPORARY CATCH BASIN SILT FENCE SILT TRAP. ADD TEMPORARY CATCH BASIN FILTER ASSEMBLY (TYPE 1 THROUGH 9).
- REV. 4-15-04: CHANGED DRAWING NUMBER FROM RD-L-4 TO RD-L-5.
- REV.5-1-08: REFORMATTED DRAWING IN CONJUNCTION WITH RD-L-5.
- REV. 3-30-10: ADDED SYMBOL FOR INSTREAM DIVERSION.

☒ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

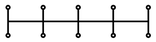
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

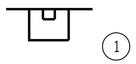
10-26-94 RD-L-6

REV. 05-24-12: ADDED HIGH VISIBILITY FENCE.

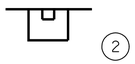
STANDARD LEGEND



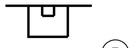
FLOATING TURBIDITY CURTAIN



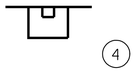
CURB INLET PROTECTION (TYPE 1)



CURB INLET PROTECTION (TYPE 2)



CURB INLET PROTECTION (TYPE 3)



CURB INLET PROTECTION (TYPE 4)



GABION CHECK DAM



CATCH BASIN FILTER ASSEMBLY (TYPE 1)



CATCH BASIN FILTER ASSEMBLY (TYPE 2)



CATCH BASIN FILTER ASSEMBLY (TYPE 3)



CATCH BASIN FILTER ASSEMBLY (TYPE 4)

*HVF*HVF*

HIGH VISIBILITY FENCE



CATCH BASIN FILTER ASSEMBLY (TYPE 5)



CATCH BASIN FILTER ASSEMBLY (TYPE 6)



CATCH BASIN FILTER ASSEMBLY (TYPE 7)



CATCH BASIN FILTER ASSEMBLY (TYPE 8)



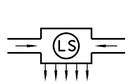
CATCH BASIN FILTER ASSEMBLY (TYPE 9)



CATCH BASIN FILTER ASSEMBLY (TYPE 10)



CATCH BASIN FILTER ASSEMBLY (TYPE 11)



LEVEL SPREADER (DUAL DIRECTION)



LEVEL SPREADER (SINGLE DIRECTION)



RIP-RAP



SAND BAG

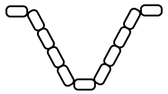
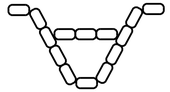
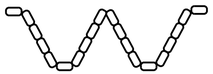
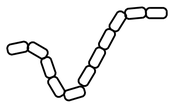
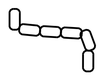
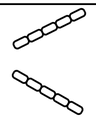
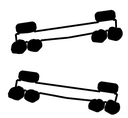
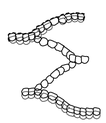
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

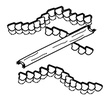
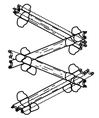
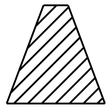
STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

5-1-08 | RD-L-7

STANDARD LEGEND

REV. 9-15-17: DELETED VARIOUS ITEMS. MODIFIED VARIOUS ITEMS. ADDED STD. DWG. NAMES. REDESIGNED VARIOUS ITEMS ADDED LEGENDS FOR BOULDER TOE AND COIR FIBER EROSION CONTROL BLANKETS.

SYMBOL	ITEM	STD. DWG.
TOE TOE	LONGITUDINAL STONE TOE	D-NSD-13
	BOULDER CLUSTERS	D-NSD-21
	BOULDER CROSS VANE	D-NSD-22
	BOULDER CROSS VANE WITH STEP	D-NSD-23
	BOULDER W-WEIR	D-NSD-24
	BOULDER VANE	D-NSD-25
	J-HOOK	D-NSD-25
	LOG VANES, ROOT WADS AND BOULDER J-HOOK	D-NSD-26
	BOULDER STEP POOLS	D-NSD-27
	LOG STEP POOLS	D-NSD-27
	BOULDER RIFFLE	D-NSD-28

SYMBOL	ITEM	STD. DWG.
	BOULDER AND LOG RIFFLE	D-NSD-28
	LOG RIFFLE	D-NSD-28A
	CONSTRUCTED ALLUVIAL RIFFLE	D-NSD-29
	CLAY CHANNEL PLUG	D-NSD-31
	WOOD TOE WITH GEO-LIFTS	D-NSD-32
	BOULDER TOE WITH GEO-LIFTS	D-NSD-32A
	COIR FIBER EROSION CONTROL BLANKET	D-NSD-33
** ROLL **	COIR FIBER ROLLS	D-NSD-33
VV LS VV	LIVE SILTATION	D-NSD-34
VV LF VV	LIVE FASCINE	D-NSD-35
	BRUSH MATTRESS PATTERNING	D-NSD-36

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD LEGEND FOR NATURAL STREAM DESIGN

09-01-11 | RD-L-8

17-NOV-2017 08:45
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