Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2020	1
FED. AID PROJ. NO.	STP-112 (39)	
STATE PROJ. NO.	63021-3223-94	

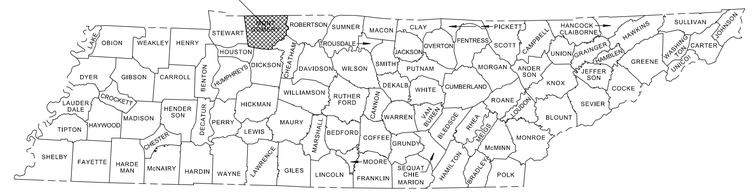
MONTGOMERY COUNTY

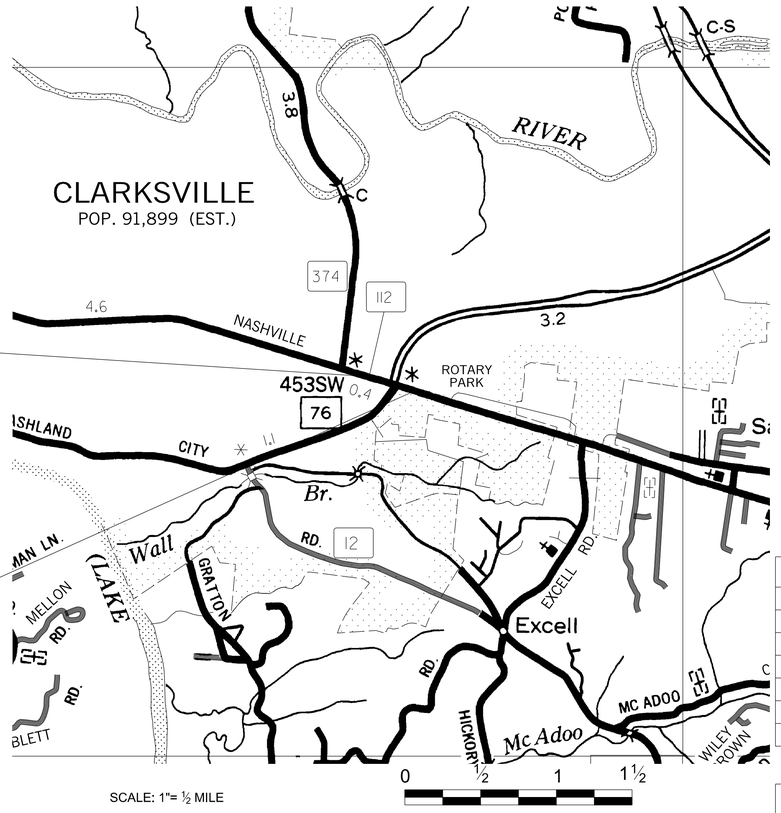
SR 112 (US41-A) INTERSECTION AT SR-76, L.M. 9.19 IN CLARKSVILLE
GRADE, DRAIN, PAVE, SIGN, AND SIGNALS

CONSTRUCTION

STATE HIGHWAY NO. 112 U.S. ROUTE NO. 41A

PROJECT LOCATION





NO EXCLUSIONS

CONSTRUCTION FIELD REVIEW

63021-3223-94
END PROJECT NO. STP-112(39) CONSTRUCTION
STA. 586+50.00
N 794634.5146 E 1593167.9207

63021-3223-94
BEGIN PROJECT NO. STP-112(39) CONSTRUCTION
STA. 560+00.00
N 793859.3235 E 1595702.0045

SEALED BY

TRAFFIC DATA	
ADT (2021)	27,190
ADT (2041)	38,070
DHV (2041)	4,836
D	60 - 40
T (ADT)	6 %
T (DHV)	4 %
V (SR-112)	45 MPH

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

DATE:

APPROVED: Clay Bright
CLAY BRIGHT, COMMISSIONER

SPECIAL NOTES

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

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

TDOT C.E. MANAGER 1 OR
TDOT TRANSPORTATION MANAGER 1 : MOOSA POURALI, P.E.

DESIGNED BY : TTL, INC.

DESIGNER : DAVID RAST, P.E. CHECKED BY MATTHEW ZLOKOVICH, P.E.

P.E. NO. 63021-1223-94

PIN NO. 101282.02

ROADWAY LENGTH	0.501 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.501 MILES

SURVEY 2004	TRAFFIC DATA	
	ADT (2021)	22,190
	ADT (2041)	32,170
	DHV (2041)	4,836
	D	60 - 40
	T (ADT)	15 %
	T (DHV)	10 %
	V (SR-76)	45 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

8/6/2020 11:30:19 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A, 1B, 1C
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B – 2G
GENERAL NOTES	2H – 2J-2L
SPECIAL NOTES	2M
TABULATED QUANTITIES	2N,2P,2R,2T,2U
CURVE DATA	2V
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
PRESENT LAYOUT(S)	4 – 8
EXISTING DRAINAGE & UTILITIES	4A – 8A
RIGHT-OF-WAY DETAILS	4B – 8B
PROPOSED LAYOUT(S)	4C – 8C
PROPOSED PROFILE(S)	4D, 5D, 8D
RAMP PROFILE(S)	9
SIDE ROADS PROFILE(S)	10 – 11
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S)	12 – 14
DRAINAGE MAP(S)	15
CULVERT SECTION(S)	16
EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) NOTES	17, 18, 19-21D
SIGNING AND PAVEMENT MARKING PLAN(S)	22 – 26
SIGN SCHEDULE SHEET(S)	27 – 29
ROADWAY CROSS SECTIONS	30 - 55
SIDE ROAD CROSS SECTIONS	56 - 67
TRAFFIC CONTROL PLANS	T-1-T-39
GEOTECHNICAL PLANS	G-1
RETAINING WALL DETAIL SHEETS	R-1 – R-3
SIGNAL PLANS	SIG-1 – SIG-4
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1

Footnotes:

1. No project commitments sheet included in this set of plans.
2. The alphanumerical letters “I”, “O” & “Q” are not used in the numbering of sheets.

ROADWAY DESIGN STANDARDS

RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-16-17	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	07-16-18	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
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-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
RD01-TS-1	02-05-16	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-3A	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH DEPRESSED MEDIANS
RD01-TS-3C	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-6	01-07-19	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
RD01-TS-6A	01-07-19	TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDER
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD11-SD-4		INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
RD11-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS
RD11-SD-6		INTERSECTION SIGHT DISTANCE 6-LANE DIVIDED HIGHWAYS
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SD-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
RD01-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS
RD01-SD-6		INTERSECTION SIGHT DISTANCE 6-LANE DIVIDED HIGHWAYS
RD-UD-3	06-28-19	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-6	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 1:1 & 2:1 SLOPES
RD-UD-7	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-8	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 5:1 SLOPES
RD-UD-9	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES

PIPE CULVERTS AND ENDWALLS

D-FLU-1	06-28-19	FLUME DETAILS
D-PB-1	06-28-19	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-3	06-28-19	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-24A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-24B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 24" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-36A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-36B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE, BILL OF STEEL AND PRECAST NOTES
SD-MSE-1	06-28-19	SIDE DRAIN MITERED END SECTION

CATCH BASINS AND MANHOLES

D-CB-10LPC	02-20-20	LOW PROFILE LOWERED CURB 32" X 26" RECTANGULAR CONCRETE NO. 10LPC CATCH BASIN
D-CB-10RA	02-20-20	STANDARD PRECAST 48" CIRCULAR NO. 10 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-10S	02-20-20	STANDARD RECTANGULAR CONCRETE N0. 10 CATCH BASIN
D-CB-10SB	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 10 CATCH BASIN
D-CB-12LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO.12 CATCH BASIN
D-CB-12SC	02-20-20	STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 12 CATCH BASIN
D-CB-14P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-14RB	02-20-20	STANDARD PRECAST CIRCULAR NO. 14RB CATCH BASIN
D-CB-14S	02-20-20	STANDARD RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-14SE	02-20-20	STANDARD 9' X 9' SQUARE CONCRETE NO. 14 CATCH BASIN
D-CB-25LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 25LP CATCH BASIN (FOR USE WITH 6" SLOPING CURB)
D-CB-26P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO. 26 CATCH BASIN (FOR USE WITH 6" SLOPING CURB)
D-CB-42SB	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-43SB	02-20-20	STANDARD 8' X 4' RECTANGULAR CONCRETE NO. 43SB CATCH BASIN

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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D-CBB-12A	06-28-19	TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-12B	06-28-19	TYPE 'B' CAST IRON FRAME, GRATE & 6" SLOPING INLET DETAILS FOR NOS. 25, 26 & 27 TYPE CATCH BASINS
D-CBB-13	06-28-19	TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NO. 13 TYPE CATCH BASINS
D-CBB-31	02-20-20	TYPE "B" CAST IRON FRAME, GRATE & INLET DETAILS FOR NOS. 31, 41, 45, 46, & 51 TYPE CATCH BASINS
D-CBB-42	02-20-20	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
D-JBS-2	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 2 JUNCTION BOX
D-MH-2	02-20-20	STANDARD MASONRY & PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
D-MH-5	02-20-20	STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 3 MANHOLE

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-CS-1	09-29-10	CONCRETE SHOULDER RUMBLE STRIP DETAIL (FOR 4-LANE DIVIDED HIGHWAY)
RP-D-15	01-07-19	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	01-07-19	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-R-1	06-28-19	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-SC-1	06-28-19	6" SLOPING CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-VC-10	06-28-19	VERTICAL CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
W-CIP-1	05-07-18	ROADWAY FEATURES AT CAST IN PLACE RETAINING WALL
W-MSE-1		ROADWAY FEATURES FOR MSE SEGMENTAL PRECAST FACING RETAINING WALL
W-MSE-2		ROADWAY FEATURES FOR MSE MODULAR BLOCK FACING RETAINING WALL
W-SG-1		STANDARD GRAVITY-TYPE RETAINING WALLS
S-F-1	06-28-19	HIGH VISIBILITY FENCE
S-F-10B	06-28-19	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

MULTIMODAL

MM-CR-1	06-28-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
MM-CR-2		PERPENDICULAR CURB RAMP
MM-CR-3		PARALLEL CURB RAMP
MM-CR-4		PEDESTRIAN REFUGE
MM-CR-5	06-28-19	SINGLE CROSSING CURB RAMP IN CURVE
MM-CR-6		DUAL CROSSING CURB RAMP PLACED OUTSIDE CURVE
MM-CR-7		CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
MM-CR-8		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-CR-9		ALTERNATIVE CURB RAMP DETAILS
MM-PM-1		SIGNING AND PAVEMENT MARKINGS AT INTERSECTION CROSSINGS FOR SHARED-USE PATHS
MM-PM-2		SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANE OR ROUTES
MM-PM-3	06-28-19	SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES ON URBAN ROADWAYS
MM-PM-4		SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES
MM-PM-5		SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES AT INTERSECTIONS
MM-BPR-1		BIKE AND PEDESTRIAN SAFETY RAIL
MM-PS-1		DETAILS FOR PEDESTRIAN STEPS AND HANDRAILS
MM-SW-1	06-28-19	DETAILS FOR CONCRETE SIDEWALKS
MM-TS-1	06-28-19	BIKE ACCOMMODATION DESIGN GUIDANCE
MM-TS-2	01-07-19	LATERAL OFFSETS FOR SIDEWALK AND SHARED USE PATH

SAFETY DESIGN AND GUARDRAIL

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2	05-31-18	SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
S-PL-6	06-28-19	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	06-28-19	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C		GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GRA-1	06-28-19	TYPE 12 GUARDRAIL ANCHOR
S-GRA-1A	06-28-19	GUARDRAIL ANCHOR FOR TYPE 12 TERMINAL (ALTERNATIVE)
S-GRA-3	06-28-19	TYPE 13 GUARDRAIL ANCHOR
S-GRA-4	06-28-19	IN-LINE GUARDRAIL ANCHOR
S-GRA-5	06-28-19	FLARED GUARDRAIL ANCHOR
S-GR28-2M	06-28-19	GUARDRAIL HARDWARE DETAILS
S-GR28-3M	06-28-19	GUARDRAIL HEIGHT ADJUSTMENT
S-GR28-4M	06-28-19	GUARDRAIL TERMINAL ANCHOR TYPE 13

DESIGN - TRAFFIC CONTROL

T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	06-28-19	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	08-02-18	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-9	06-28-19	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	02-03-20	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	02-03-20	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-21	03-05-17	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-30	09-01-05	TRAFFIC CONTROL 2-LANE, 2-WAY DIVERSION (40 MPH OR LESS)
T-WZ-31	09-01-05	TRAFFIC CONTROL 2-LANE, 2-WAY DIVERSION (GREATER THAN 40 MPH)
T-WZ-36	03-05-17	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-05-17	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-50	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 2 OR 3 LANE MAJOR ROUTES
T-WZ-51	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR ROUTES
T-WZ-52	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR 5 LANE MAJOR AND MINOR ROUTES
T-WZ-53	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR MORE LANE DIVIDED MAJOR ROUTES
T-WZ-54	04-02-12	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR MORE LANE DIVIDED MAJOR ROUTES AND 4 OR MORE LANE MINOR ROUTES
T-WZ-55	10-10-16	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR1		INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2		DETAILS FOR FLEXIBLE DELINEATORS

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-1	08-01-12	DEWATERING STRUCTURE
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	03-16-17	SILT FENCE
EC-STR-3C	06-28-19	SILT FENCE WITH WIRE BACKING
EC-STR-3D	06-28-19	ENHANCED SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-29	08-01-12	PERMANENT SLOPE DRAIN PIPE
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-35	08-01-12	FILTER BERMS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-4	08-01-12	ENHANCED SILT FENCE CHECK (TRAPEZOIDAL DITCH)
EC-STR-4A	08-01-12	ENHANCED SILT FENCE CHECK (V-DITCH)
EC-STR-4B	08-01-12	ENHANCED SILT FENCE CHECK DETAILS
EC-STR-6	05-06-16	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-7	08-01-12	SEDIMENT TRAP WITH CHECK DAM
EC-STR-55	08-01-12	GABION CHECK DAM
EC-STR-56	04-01-08	GABION CHECK DAM DESIGN TABLES
EC-STR-57	04-01-08	GABION ASSEMBLY DETAILS
EC-STR-58	04-01-08	GABION ASSEMBLY DETAILS
EC-STR-59	08-01-12	GABION CHECK DAM GENERAL NOTES AND COMPONENT PROPERTIES
EC-STR-61	03-16-17	LEVEL SPREADERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	1B

CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	1C

EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-42		CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A		CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAILS
EC-STR-43		CATCH BASIN FILTER ASSEMBLY (TYPE 3)
EC-STR-43A		CATCH BASIN FILTER ASSEMBLY (TYPE 3) SLIPCOVER DETAILS
EC-STR-44		CATCH BASIN FILTER ASSEMBLY (TYPE 4)
EC-STR-44A		CATCH BASIN FILTER ASSEMBLY (TYPE 4) SLIPCOVER DETAILS
EC-STR-45		CATCH BASIN FILTER ASSEMBLY (TYPE 5)
EC-STR-45A		CATCH BASIN FILTER ASSEMBLY (TYPE 5) SLIPCOVER DETAILS
EC-STR-46		CATCH BASIN FILTER ASSEMBLY (TYPE 6)
EC-STR-46A		CATCH BASIN FILTER ASSEMBLY (TYPE 6) SLIPCOVER DETAILS
EC-STR-47		CATCH BASIN FILTER ASSEMBLY (TYPE 7)
EC-STR-47A		CATCH BASIN FILTER ASSEMBLY (TYPE 7) SLIPCOVER DETAILS
EC-STR-48		CATCH BASIN FILTER ASSEMBLY (TYPE 8)
EC-STR-48A		CATCH BASIN FILTER ASSEMBLY (TYPE 8) SLIPCOVER DETAILS

CONSTRUCTION
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 63021-3223-94
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	100
(2)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8663
	203-02.02	BORROW EXCAVATION (GRADED SOLID ROCK)	C.Y.	4644
(2)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	6768
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	1692
	203-05	UNDERCUTTING	C.Y.	3357
	203-06	WATER	M.G.	1070
(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1369
(3)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	3120
(3)	209-08.07	ROCK CHECK DAM PER	EACH	34
(3)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	15
(3)	209-40.41	CATCH BASIN FILTER ASSEMBLY(TYPE 1)	EACH	3
(3)	209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	4
(3)	209-40.46	CATCH BASIN FILTER ASSEMBLY(TYPE 6)	EACH	24
(3)	209-40.47	CATCH BASIN FILTER ASSEMBLY(TYPE 7)	EACH	10
(3)	209-40.48	CATCH BASIN FILTER ASSEMBLY(TYPE 8)	EACH	1
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	24203
(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	84
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	422
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	504
	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	3870
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	10450
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	5691
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	93
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	291
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	42
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	445
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	265
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	275
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	2792
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.4
	604-01.20	BOX TUBE SAFETY RAIL	L.F.	250
	604-07.01	RETAINING WALL (WALL 1)	S.F.	1435
	607-03.30	18" PIPE CULVERT	L.F.	2636
	607-05.30	24" PIPE CULVERT	L.F.	1039
	607-06.30	30" PIPE CULVERT	L.F.	660
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	60
	607-39.03	24" PIPE CULVERT (SIDE DRAIN)	L.F.	58
	611-02.11	JUNCTION BOX, TYPE 2	EACH	1
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	7
	611-07.03	STRUCTURAL STEEL (PIPE ENDWALLS)	LB.	748
	611-07.31	18IN ENDWALL (SIDE DRAIN)	EACH	1
	611-07.32	24IN ENDWALL (SIDE DRAIN)	EACH	1
	611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
	611-07.57	24IN ENDWALL (CROSS DRAIN) 3:1	EACH	1
	611-07.60	30IN ENDWALL (CROSS DRAIN) 3:1	EACH	1
	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	13
	611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	7
	611-12.03	CATCH BASINS, TYPE 12, > 8' - 12' DEPTH	EACH	2
	611-14.01	CATCH BASINS, TYPE 14, 0' - 4' DEPTH	EACH	2
	611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EACH	6
	611-14.03	CATCH BASINS, TYPE 14, > 8' - 12' DEPTH	EACH	1
	611-25.01	CATCH BASINS, TYPE 25, 0' - 4' DEPTH	EACH	1
	611-26.02	CATCH BASINS, TYPE 26, > 4' - 8' DEPTH	EACH	1
	611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH	3
	611-42.04	CATCH BASINS, TYPE 42, > 12' - 16' DEPTH	EACH	1
	611-43.02	CATCH BASINS, TYPE 43, > 4' - 8' DEPTH	EACH	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 63021-3223-94
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	24430
	701-01.07	EXPOSED AGGREGATE CONCRETE DRIVEWAY	S.F.	2085
	701-02	CONCRETE DRIVEWAY	S.F.	10504
	701-02.03	CONCRETE CURB RAMP	S.F.	3494
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	510
(3)	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	335
(3)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	650
	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	573
	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	226
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	7348
	710-05	LATERAL UNDERDRAIN	L.F.	1837
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	37
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	385
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	18
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	20
	712-06	SIGNS (CONSTRUCTION)	S.F.	410
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	36
	712-08.03	ARROW BOARD (TYPE C)	EACH	4
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	6405
(6)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	151
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	273
(7)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	1834
(7)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	854
(7)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	56
(7)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	855
(7)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	1357
(7)	716-02.11	PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	L.F.	3894
(7)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4
(7)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1
(7)	716-04.13	PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH	1
	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	74565
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	1372
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	5
	717-01	MOBILIZATION	LS	1
	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1115
	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	3407
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	183
	801-02.15	FERTILIZER	TON	2
(8)	801-03	WATER (SEEDING & SODDING)	M.G.	223
	803-01	SODDING (NEW SOD)	S.Y.	20304
(9)	806-02.03	PROJECT MOWING	CYCL	4

CONSTRUCTION FIELD REVIEW

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2-1

ROADWAY PAY ITEM FOOTNOTES

(1) SEE SHEETS 2AD AND 2AE FOR STRUCTURES AND OBSTRUCTIONS TO BE REMOVED.

(2) REFER TO SPECIAL NOTES.

(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(4) FOR PHASED CONSTRUCTION AND MAINTENANCE OF TRAFFIC.

(5) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.

(6) REMOVE APPROXIMATELY 25 EXISTING SIGNS AND SUPPORTS (NO FOOTINGS ON THESE SIGNS) WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER.

(7) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(8) INCLUDES 12 THOUSAND GALLONS FOR EROSION AND SEDIMENT CONTROL.

(9) ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEM NO. 806-02.03, PROJECT MOWING, CYCL.

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ESTIMATED ROADWAY QUANTITIES

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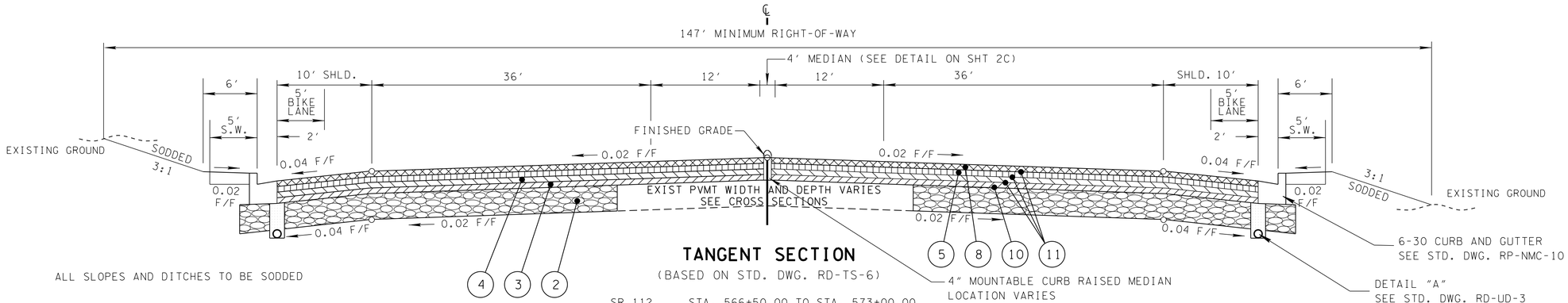
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2B

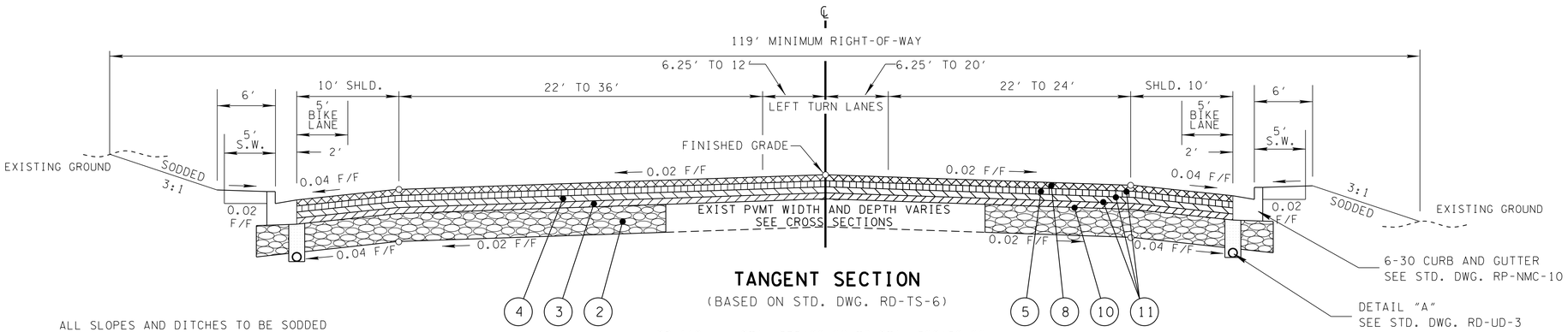


TANGENT SECTION

(BASED ON STD. DWG. RD-TS-6)

ALL SLOPES AND DITCHES TO BE SODDED

SR 112 STA. 566+50.00 TO STA. 573+00.00



TANGENT SECTION

(BASED ON STD. DWG. RD-TS-6)

ALL SLOPES AND DITCHES TO BE SODDED

SR 112 STA. 573+00.00 TO STA. 586+50.00

NOTES:
1. NO SUPER ELEVATION SECTION REQUIRED FOR MAINLINE.
2. MILL EXISTING PAVEMENT 1.25"
3. REPLACE PAVEMENT OVER MILLED SURFACE AS SHOWN. WHERE GRADE IS GREATER THAN 10.5", START PLACING A VARYING STONE DEPTH OF 4" TO 42"

SEE SHT. NO. 2G FOR PROPOSED PAVEMENT SCHEDULE

CONSTRUCTION FIELD REVIEW

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TYPICAL SECTIONS

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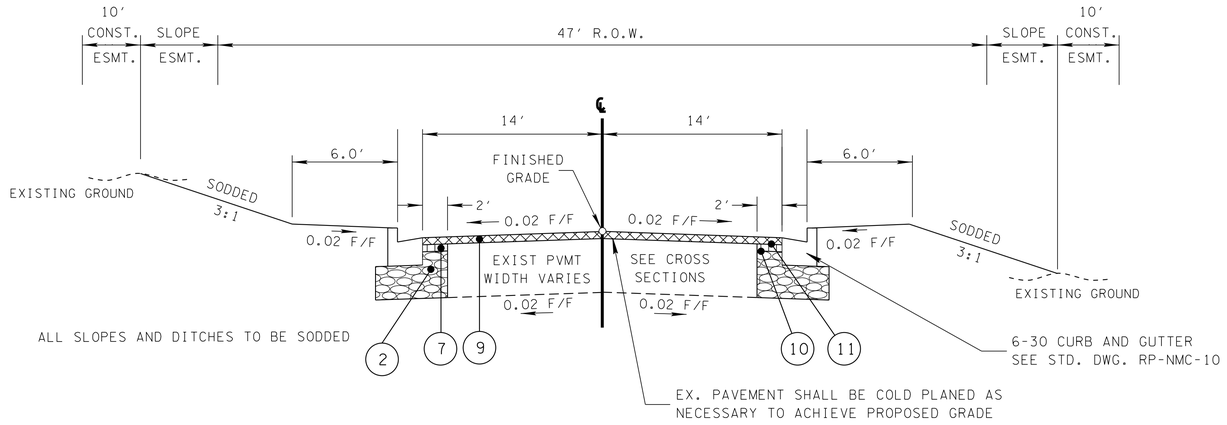
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2C

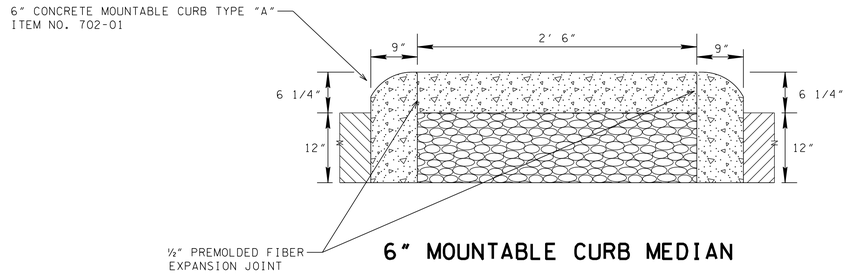


TANGENT SECTION

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

DENNY ROAD (STA. 583+25.00 LT.) 14′ LANE WIDTHS STA. 291+80.00 TO STA. 293+10.00

CONSTRUCTION FIELD REVIEW



6″ MOUNTABLE CURB MEDIAN

NOTES:

1. CONCRETE EXPANSION JOINT MATERIAL IS TO BE ¾″ PREMOLDED FIBER IN ACCORDANCE WITH SECTION 905 - JOINT MATERIALS OF THE STANDARD SPECIFICATIONS.

2. EXPANSION JOINTS ARE TO BE PLACED AS FOLLOWS:
   A) AT TANGENT POINTS OF CIRCULAR CURBS
   B) BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C) AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D) SO AS TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE
   E) MAXIMUM SPACING IS TO BE 100 FEET

3. CONTRACTION JOINTS ARE TO BE SPACED AT 10 FEET. THE SPACING OF 10 FEET MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.

SEE SHT. NO. 2G FOR PROPOSED PAVEMENT SCHEDULE

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TYPICAL SECTIONS

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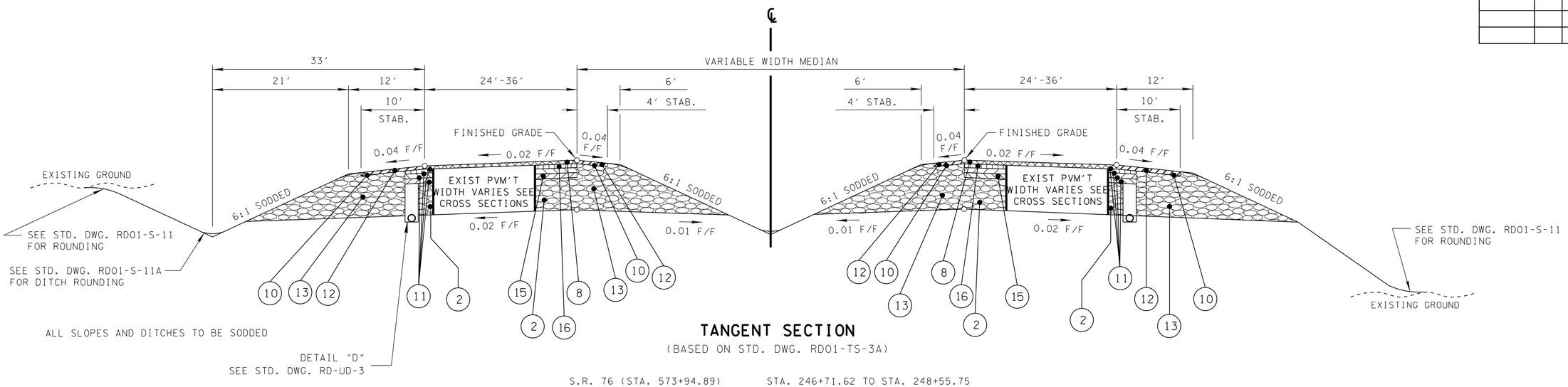
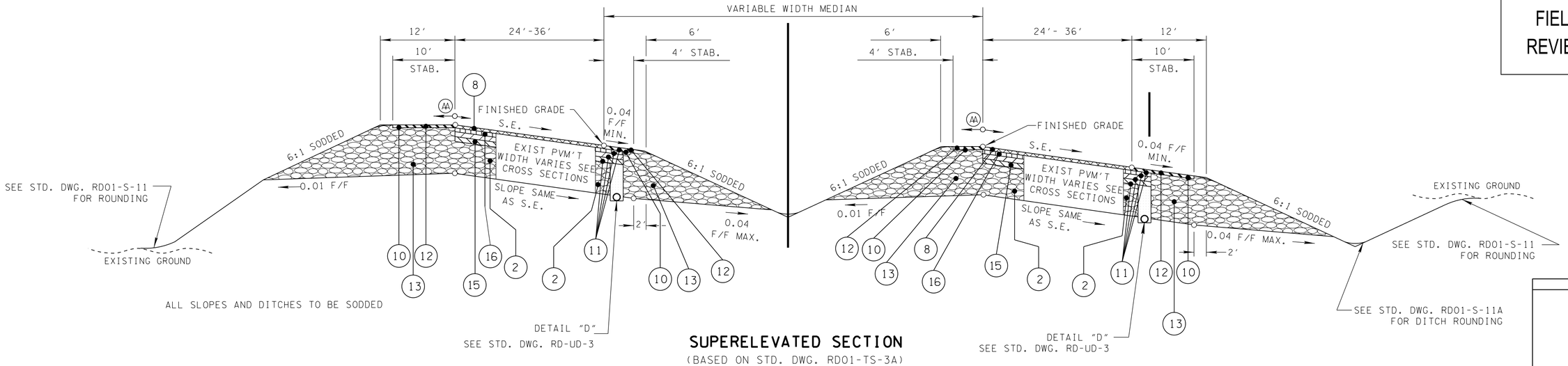
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2E



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-3A)

S.R. 76 (STA. 573+94.89) STA. 246+71.62 TO STA. 248+55.75



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-3A)

S.R. 76 (STA. 573+94.89) STA. 248+55.75 TO STA. 251+00.00

NOTES:
1. APPPLY A-MIX IN TWO EQUAL LIFTS
2. MILL EXISTING PAVEMENT 1.25"
3. REPLACE PAVEMENT OVER MILLED SURFACE AS SHOWN. WHERE GRADE IS GREATER THAN 10.5", START PLACING A VARYING STONE DEPTH OF 4" TO 42"

SEE SHT. NO. 2G FOR PROPOSED PAVEMENT SCHEDULE

CONSTRUCTION FIELD REVIEW

SEALED BY

(A)	VARIABLE, SEE STANDARD DRAWING RD-S-11 CASE I FOR SLOPES OR ROADWAY CROSS SECTIONS.
(B)	ALGREBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
(C)	SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S. E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.

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TYPICAL SECTIONS

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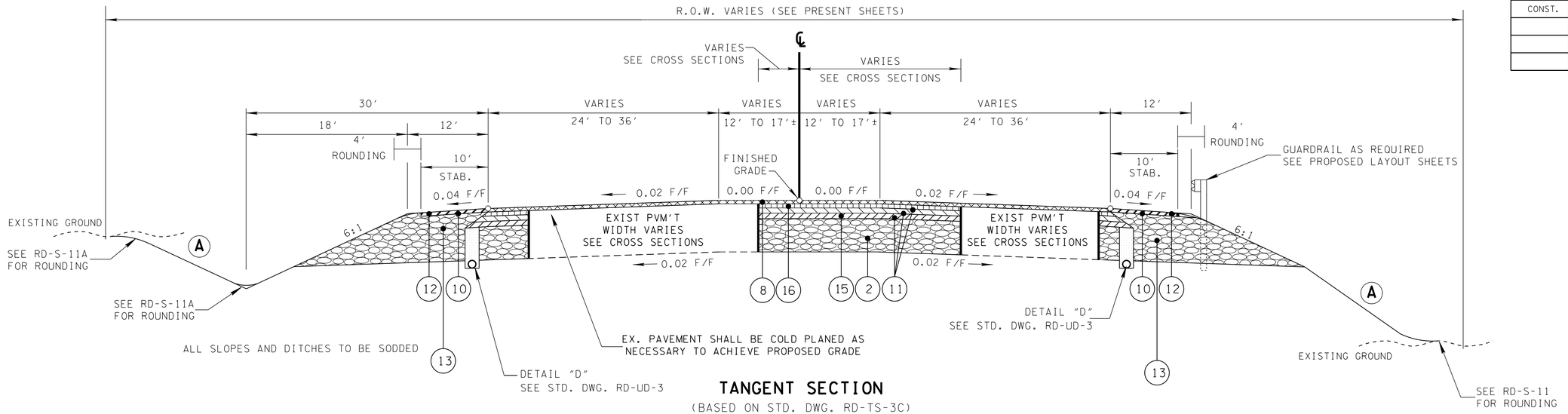
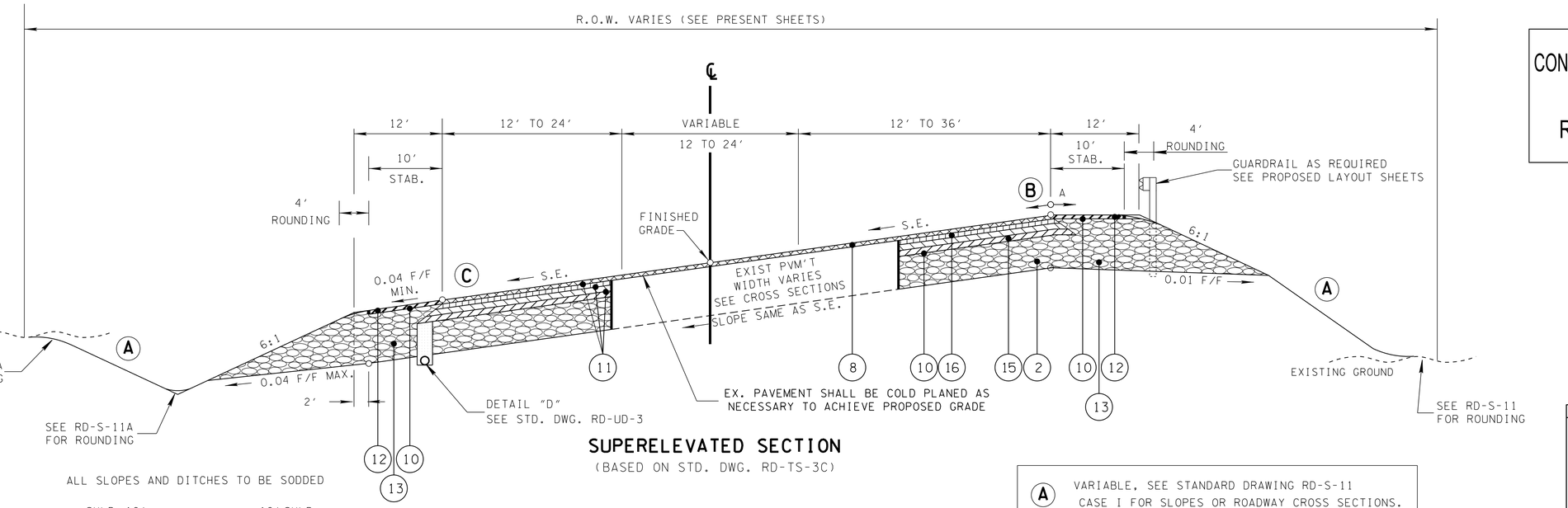
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2D



TANGENT SECTION

(BASED ON STD. DWG. RD-TS-3C)

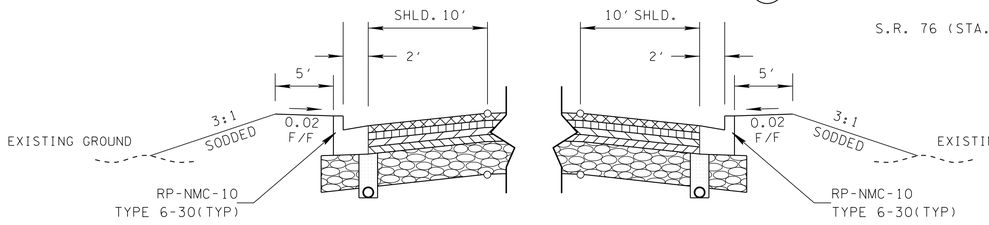
S.R. 76 (STA. 573+94.89) STA. 240+93.60 TO STA. 246+71.62 (SEE CURB AND GUTTER SECTION)



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD-TS-3C)

S.R. 76 (STA. 573+94.89) STA. 229+75.00 TO STA. 239+90.28



CURB AND GUTTER SECTION

S.R. 76 (STA. 573+94.89) STA. 240+93.60 TO STA. 242+39.87

NOTES:
1. APPPLY A-MIX IN TWO EQUAL LIFTS
2. MILL EXISTING PAVEMENT 1.25"
3. REPLACE PAVEMENT OVER MILLED SURFACE AS SHOWN. WHERE GRADE IS GREATER THAN 10.5", START PLACING A VARYING STONE DEPTH OF 4" TO 42"

(A) VARIABLE, SEE STANDARD DRAWING RD-S-11 CASE I FOR SLOPES OR ROADWAY CROSS SECTIONS.

(B) ALGREBRAIC DIFFERENCE NOT TO EXCEED 7.00%.

(C) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S. E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.

(D) GUARDAIL SHOWN FOR PLACEMENT PURPOSES ONLY. SEE PLANS FOR PROPOSED LOCATIONS.

SEE SHT. NO. 2G FOR PROPOSED PAVEMENT SCHEDULE

CONSTRUCTION FIELD REVIEW

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TYPICAL SECTIONS

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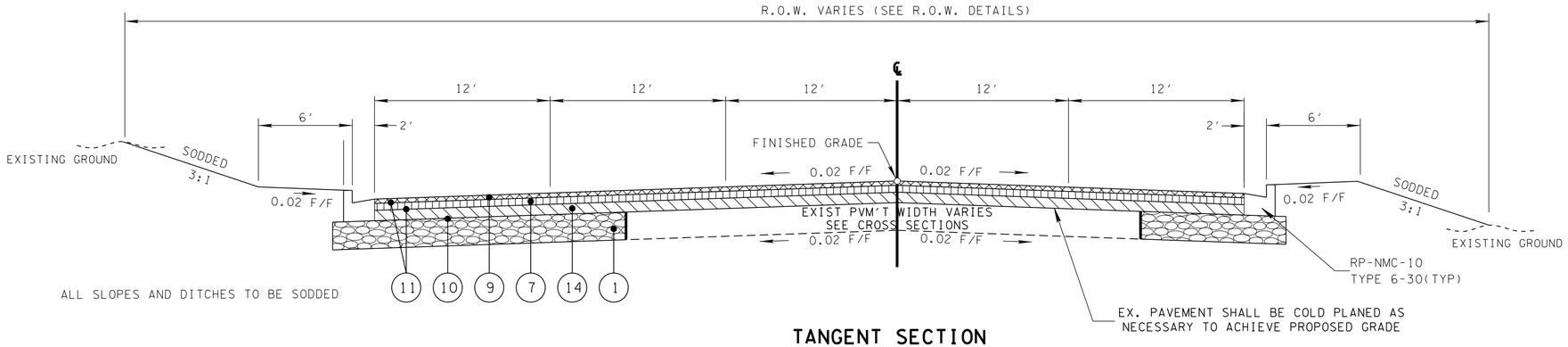
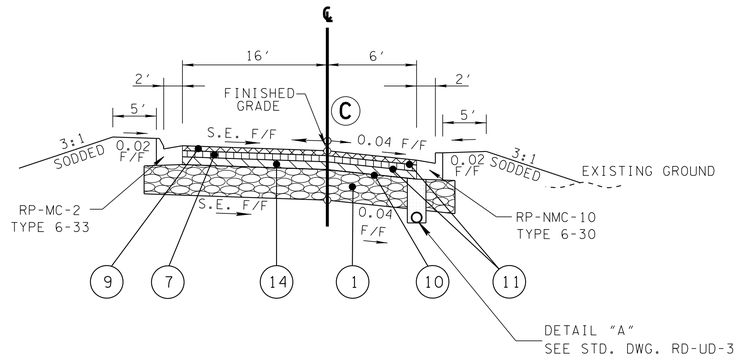
CONST.	2020	STP-112 (39)	2F



TANGENT SECTION

(BASED ON STD. DWG. RD-TS-6A)

WAL-MART BUSINESS ENTRANCE (STA. 565+66.56)



SUPERELEVATED SECTION

RAMP "A" 350+00.00 TO 353+74.97

SEE SHT. NO. 2G FOR PROPOSED PAVEMENT SCHEDULE

CONSTRUCTION FIELD REVIEW

(A) VARIABLE, SEE STANDARD DRAWIN
CASE I FOR SLOPES OR ROADWAY

(B) ALGREBRAIC DIFFERENCE NOT TO EXCEED 7.00%.

(C) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S. E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.

(D) GUARDAIL SHOWN FOR PLACEMENT PURPOSES ONLY. SEE PLANS FOR PROPOSED LOCATIONS.

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TYPICAL SECTIONS

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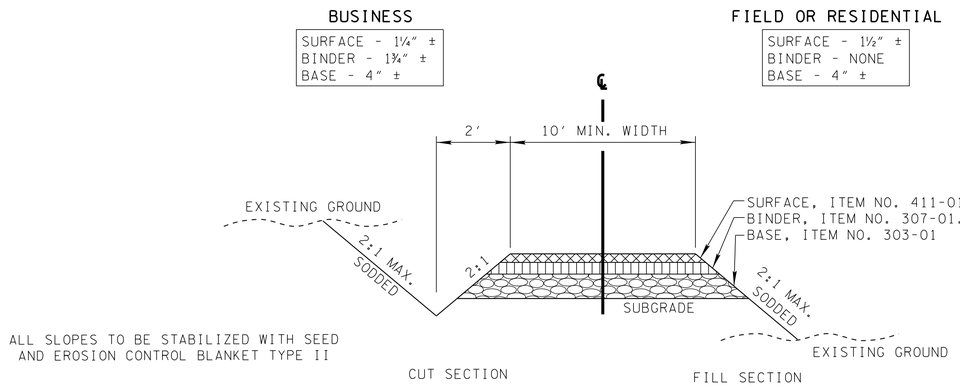
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2G



TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS,
FIELD, OR RESIDENTIAL PROPERTY

NOTES

DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

WHERE SURFACE OF EXISTING DRIVE IS CONCRETE,
SUBSTITUTE 6 INCHES OF CONCRETE FOR BASE AND SURFACE.

12:1 SIDE SLOPES ACROSS PARKING AREAS FOR ALL BUSINESS ENTRANCE

PROPOSED PAVEMENT SCHEDULE

1. MINERAL AGGREGATE BASE (8" THICK)
   ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
2. MINERAL AGGREGATE BASE (10" THICK)
   ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
3. BITUMINOUS BASE @ 3" THICK (APPROX. 270 LBS./S.Y.)
   ITEM NO. 307-01.21 ASP CONC. MIX (PG70-22) (BPMB-HM) GRADING A-S
4. BITUMINOUS BASE @ 4" THICK (APPROX. 460 LBS./S.Y.)
   ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A
5. BITUMINOUS BASE @ 2.25" THICK (APPROX. 254 LBS./S. Y.)
   ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2
6. BITUMINOUS BASE @ 2.5" THICK (APPROX. 282.5 LBS./S.Y.)
   ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2
7. BITUMINOUS BASE @ 2" THICK (APPROX. 226 LBS./S.Y.)
   ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2
8. BITUMINOUS SURFACE @ 1¼" THICK (APPROX. 132.5 LBS./S.Y.)
   ITEM NO. 411-02.10 ACS MIX(PG70-22) GRADING D
9. BITUMINOUS SURFACE @ 1¼" THICK (APPROX. 132.5 LBS./S.Y.)
   ITEM NO. 411-01.10 ACS MIX(PG64-22) GRADING D
10. PRIME COAT
    ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30-0.35 GAL/S.Y.)
    ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8-12 LBS./S.Y.)
11. TACK COAT
    ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
12. BITUMINOUS SURFACE @ 1½" THICK (APPROX. 154.5 LBS./S.Y.)
    ITEM NO. 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER
13. MINERAL AGGREGATE BASE (18.25" THICK)
    ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
14. BITUMINOUS BASE @ 3" THICK (APPROX. 345 LBS./S.Y.)
    ITEM NO. 307-01.01 ASP CONC. MIX (PG64-22) (BPMB-HM) GRADING A
4. BITUMINOUS BASE @ 6" THICK (APPROX. 690 LBS./S.Y.)
    ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A
5. BITUMINOUS BASE @ 2.5" THICK (APPROX. 282 LBS./S.Y .)
    ITEM NO. 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2

CONSTRUCTION FIELD REVIEW

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TYPICAL SECTIONS

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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

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.

(2) 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.

(3) ITEM NO. 801-01.02 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

(5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL

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

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

DRAINAGE

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

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

(3) 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.

(4) 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).

(5) 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.

(6) 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.

(7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN ON THE PLANS.

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

(3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS TWO WEEKS NOTICE PRIOR TO CUTTING FENCES.

MISCELLANEOUS

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

(2) 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.

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

ROAD CLOSURE

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

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

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

(4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.

FINAL PAVEMENT MARKING

(5) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NUMBER 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(6) IN AREAS WITH OPEN-GRADED FRICTION COURSE PAVEMENT, THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED IN A MANNER WHICH PERMITS PROPER DRAINAGE OF PAVEMENT STRUCTURE. MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NUMBER 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(7) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4” SPRAY THERMOPLASTIC (40 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. 716-13.06, SPRAY THERMO PVMT MRKNG (40 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.

(8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6” 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8” 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. 716-13.03, SPRAY THERMO PVMT MRKNG (60 mil) (8IN BARRIER LINE), L.F. 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.

(10) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4IN LINE), L.M.

(11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6IN LINE), L.M.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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CONSTRUCTION FIELD REVIEW

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GENERAL NOTES

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(12) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8IN BARRIER LINE), L.F.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(13) THE PAVEMENT MARKING ON THE DETOUR, LANE SHIFT OR MEDIAN CROSSOVER FOR CENTERLINE, EDGE LINES, AND LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 706-05.20 PAINTED MARKING (6" LINE), L.M.

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

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

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0". AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(2) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

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

(4) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

(5) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION (TDOT.TRAFFICOPS.SIGN-REVIEWS@TN.GOV) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

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

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

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

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

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

(11) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(12) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM, AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

SIGNALIZATION

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

(2) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OR COUNTY) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OR COUNTY).

(3) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

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

(5) AN ADVANCE FLASH OPERATION PERIOD IS REQUIRED TO MAKE MOTORISTS AWARE OF THE PRESENCE OF NEW SIGNAL HEADS. NEW SIGNAL HEADS SHALL BE PUT IN FLASH OPERATION FOR MINIMUM OF SEVEN (7) CALENDAR DAYS UP TO FOURTEEN (14) CALENDAR DAYS PRIOR TO ACTIVATION OF NORMAL TRAFFIC SIGNAL OPERATION. OTHER FLASH OPERATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

(6) THE CONTRACTOR SHALL CONTACT THE CLARKSVILLE STREET DEPARTMENT AT (931) 645-7464 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

(7) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(8) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

(9) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

(10) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2015 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

(10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.

(11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

NATURAL RESOURCES

(12) 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.

(13) 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.

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

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

(16) 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.

(17) 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.

(18) 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.

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

(20) 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

(21) 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.

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

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

INSPECTION, MAINTENANCE & REPAIR

(24) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEETS (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.

PERMITS, PLANS & RECORDS

(25) 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).

(26) 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.

(27) 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.

(28) 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.

(29) 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.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(30) 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.

(31) 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.

(32) 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.

(33) 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.

(34) 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.

(35) 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.

(36) 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.

(37) 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.

(38) 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.

(39) 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.

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(40) 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.

(41) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SUPPORT ACTIVITIES

(42) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

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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.

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.

RETAINING WALLS

(1) THE (RIGHT-OF-WAY/EASEMENT) BETWEEN STATION 24+00 TO STATION 25+88.11 SHALL REMAIN CLEAR FOR THE CONSTRUCTION OF THE RETAINING WALL. NO UTILITY LINES MAY BE PLACED THERE WITHOUT APPROVAL FROM STRUCTURES DIVISION.

(2) THE OPTIONS FOR RETAINING WALL TYPES SHALL BE LIMITED TO THE APPROVED ALTERNATIVES AS SPECIFIED ON THE RETAINING WALL SHEET(S).

(3) VALUE ENGINEERING CHANGE PROPOSALS WILL NOT BE ACCEPTED FOR RETAINING WALLS.

(4) ALL COST OF BUILDING, INSTALLING AND BACKFILLING THE RETAINING WALL, INCLUDING GRANULAR BACKFILL, GEOTEXTILE FABRIC (TYPE IV), LEVELING PAD, AMD MOMENT SLAB, SHALL BE INCLUDED IN THE COST OF THE RETAINING WALL. COSTS FOR EXCAVATION OF THE WALL SHALL BE INCLUDED IN ITEM 203-01, ROAD AND DRAINAGE EXCAVATION PER CUBIC YARD. END AREAS FOR EXCAVATION FOR THE WALL SHALL BE INCLUDED IN END AREA TOTALS ON CROSS-SECTIONS.

HISTORICAL

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

SIGNALIZATION

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

MULTIMODAL

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

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

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

ECOLOGY

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

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

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

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ESTIMATED GRADING QUANTITIES

ROAD NAME	STATION TO STATION	ROAD & DRAINAGE EXC. C.Y.	BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
			UNCL. - C.Y.	S. ROCK - C.Y.			
S.R. 112	560+00 TO 586+50	5000	1900		0		5230
RAMP A (EAST)	351+00 TO 355+00	416					384
S.R. 76	230+30 TO 251+00	8208	7541				11031
DENNY RD	291+80 TO 292+53	45					9
WAL MART ENTRANCE		482					6
PRIVATE DRIVES		692			0		0
TOTALS		**14843**	**9441**	**0**	**0**	**0**	**16660**

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS													
	303-01 (TON)	307-01.01 (TON)	307-01.08 (TON)	307-01.21 (TON)	307-02.01 (TON)	307-02.08 (TON)	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.10 (TON)	411-01.07 (TON)	411-02.10 (TON)	701-01.07 (S.F.)	701-02 (S.F.)
MAINLINE S.R. 112	9052.3			3870.0	6593.3	3644.3	43.4	172.0	26.1			1899.2		
S.R. 76	13415.0				3638.6	1903.5	25.6	101.4	12.3		264.6	892.8		
WALMART ENTRANCE	571.4				218.5	143.1	1.9	7.6	1.2			83.9		
DENNY ROAD	122.8		25.0				0.3	1.3	0.2	14.4				
RAMP "A"	551.4	421.7	172.6				1.9	7.3	1.1	81.0				
DRIVEWAYS	489.8		163.6							95.9			2085.0	10504.0
TOTALS	**24202.7**	**421.7**	**361.3**	**3870.0**	**10450.4**	**5690.9**	**73.1**	**289.6**	**40.8**	**191.3**	**264.6**	**2875.9**	**2085.0**	**10504.0**

CONSTRUCTION FIELD REVIEW

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATION		GUARDRAIL				TERMINAL ANCHORS					REMARKS
		LT	RT	FROM	TO	BRIDGE ENDS 705-01.01 (L.F.)	BRIDGE PIERS 705-01.02 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	MEDIAN TYPE 2 705-03.03 (L.F.)	TYPE 12 705-04.02 (EACH)	TYPE 13 705-04.03 (EACH)	TYPE 21 705-04.04 (EACH)	TYPE IN-LINE 705-04.05 (EACH)	TYPE 38 705-04.07 (EACH)	
6C	SR 76		X	232+15	235+50			335						1	
TOTALS						**0**	**0**	**335**	**0**	**0**	**0**	**0**	**0**	**1**	

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2P

SIDE DRAIN TABULATION

STATION	LOCATION		DESCRIPTION	SURFACE WIDTH	RCP CLASS III OR CMP 16 GA. OR HDPE OR PVC (L.F.) FILL HEIGHT < OR = 10 FT.			END TREATMENT					REMARKS
	LT	RT		(L.F.)	15" 607-39.01	18" 607-39.02	24" 607-39.03	TYPE	DRAWING NO.	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	STRUC. STEEL 611-07.03 (LB.)	
230+93.87 SR 76	X		BUSINESS ENTR.	40		60							
236+28.09 SR 76	X		BUSINESS ENTR.	30			58						
TOTALS					0	60	58			0	0	0	

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2R

STORM DRAINAGE PIPES

SHEET NO.	FROM		TO		% GRADE	RCP CLASS III OR PVC			RCP CLASS III OR CMP 10 GA. OR PVC OR HDPE				RCP CLASS III OR PVC OR HDPE	RCP CLASS IV OR PVC	RCP CLASS III OR CMP 10 GA. OR HDPE	RIP-RAP 709-05.06 (TON) A-1	RIP-RAP 709-05.08 (TON) B	END TREATMENT				
	CODE	OUTLET ELEV.	CODE	INLET ELEV.		607-03.30 18" (L.F.)	607-05.30 24" (L.F.)	607-06.30 30" (L.F.)	607-03.30 18" (L.F.)	607-05.30 24" (L.F.)	607-06.30 30" (L.F.)	607-07.30 36" (L.F.)	607-03.30 18" (L.F.)	607-05.30 24" (L.F.)	607-08.30 42" (L.F.)			INLET/OUTLET		18" ENDWALL (CROSS DRAIN) 611-07.54	24" ENDWALL (CROSS DRAIN) 611-07.57	30" ENDWALL (CROSS DRAIN) 611-07.60
																		TYPE	DRAWING NO.			
4C	2AB	539.84	1AB	537.50	0.82						284						41	U	D-PE-30A, D-PE-30B			1
4C	3AB	541.74	2AB	540.01	1.37						126											
4C	4AB	542.48	3AB	541.91	0.57						100											
4C	5AB	543.40	4AB	542.65	0.50			150														
4C	6AB	544.45	5AB	543.90	0.50					110												
4C	7AB	545.35	6AB	544.62	0.50		147															
4C	1B	546.71	7AB	545.52	0.68		175															
4C	3B	547.43	1B	547.04	0.57		68															
4C,5C	4B	548.64	3B	547.76	0.50	176																
5C	5B	552.45	4B	549.47	2.14	139																
5C	6B	555.03	5B	552.45	2.39	108																
4C	1A	547.11	4AB	546.23	0.51	172																
4C,5C	2A	548.57	1A	547.44	0.52	218																
5C	3A	554.07	2A	548.74	1.92	277																
4C	2B	548.47	1B	547.54	1.94				48													
5C	2C	552.10	1C	550.62	6.73	22											54	U	D-PE-18A, D-PE-18B	1		
5C	3C	553.30	2C	552.10	0.94	128																
5C	4C	554.75	3C	553.30	1.14	127																
5C	5C	555.64	4C	554.75	0.97	92																
5C	6C	555.84	5C	555.64	0.50	40																
5C	7C	558.13	6C	555.84	1.10	208																
5C	8C	556.25	6C	555.84	0.50	82																
5C	4K	550.39	3K	549.72	1.46		46															
5C	6K	550.95	4K	550.39	0.50		112															
5C	8K	551.13	6K	550.95	0.37		49															
5C	9K	551.28	8K	551.16	0.33		36															
5C	10K	551.55	9K	551.28	0.56		48															
5C	11K	551.69	10K	551.55	0.48		29															
5C,8C	14K	552.39	11K	551.69	0.50		140															
8C	15K	552.44	14K	552.39	0.45		11															
8C	16K	553.77	14K	552.89	2.51	35																
8C	13K	554.45	12K	554.25	0.50	40																
8C	12K	553.30	11K	552.19	10.09	11																
8C	7K	556.70	6K	551.45	3.75	140																
8C	5K	556.90	4K	550.89	6.60	91																
8C	15M	552.01	11M	551.44	0.50	114											29	U	D-PE-18A, D-PE-18B	1		
8C	16M	552.21	15M	552.01	0.50	40																
8C	17M	552.91	16M	552.21	1.23	57																
8C	18M	552.94	17M	552.91	0.43	7																
8C	19M	553.50	17M	552.91	0.74	80																
8C	13M	552.69	12M	551.84	1.98	43																
8C	14M	553.76	13M	552.69	0.65	165																
6C	2E	533.81	1E	529.33	2.99		150										29	U	D-PE-24A, D-PE-24B		1	
6C	3E	543.93	2E	543.81	0.50	24																
6C	4E	545.00	2E	544.44	2.00		28															
TOTALS						**2636**	**1039**	**150**	**48**	**110**	**510**	**0**	**0**	**0**	**0**	**0**	**153**	**0**	**0**	**2**	**1**	**1**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2T

CATCH BASINS AND JUNCTION BOXES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSION	DEPTH (FT.)	STANDARD DRAWINGS	TYPE 2 J.B. 611-02.11 EA.	TYPE 12 C.B. 611-12.01 0' - 4'	TYPE 12 C.B. 611-12.02 4' - 8'	TYPE 12 C.B. 611-12.03 8' - 12'	TYPE 14 C.B. 611-14.01 0' - 4'	TYPE 14 C.B. 611-14.02 4' - 8'	TYPE 14 C.B. 611-14.03 8' - 12'	TYPE 25 C.B. 611-25.01 0' - 4'	TYPE 26 C.B. 611-26.02 4' - 8'	TYPE 42 C.B. 611-42.01 0' - 4'	TYPE 42 C.B. 611-42.04 12' - 16'	TYPE 43 C.B. 611-43.02 4' - 8'	REMARKS
4C	S.R. 112	565+15.00	62.00	7AB	552.21	#12	EXISTING TO REMAIN															
4C	S.R. 112	565+18.00	-54.00	4AB	552.37	#12	EXISTING TO REMAIN															
4C	S.R. 112	566+96.00	-62.00	1A	551.53	#14	8X3	4.42	D-CB-14P						1							
4C	S.R. 112	566+96.00	62.00	1B	551.63	#14	8X3	4.92	D-CB-14P						1							
4C	S.R. 112	566+96.00	11.71	2B	552.88	#26	8X3	4.41	D-CB-26P									1				
4C	S.R. 112	567+72.00	62.00	3B	552.35	#14	8X3	4.92	D-CB-14P						1							
5C	S.R. 112	569+20.00	-62.00	2A	552.99	#12	4X3	4.42	D-CB-12P			1										
5C	S.R. 112	569+56.00	62.00	4B	553.56	#14	8X3	4.92	D-CB-14P						1							
5C	S.R. 112	571+09.00	62.00	5B	556.16	#12	32"X32"	3.71	D-CB-12LP		1											
5C	S.R. 112	572+00.00	-62.00	3A	557.35	#12	32"X32"	3.28	D-CB-12LP		1											
5C	S.R. 112	572+20.00	54.00	6B	558.68	#25	32"X32"	3.65	D-CB-25LP								1					
5C	S.R. 112	575+08.00	-72.00	8C	559.96	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 112	575+15.00	14.00	6C	561.47	#12	4X3	5.63	D-CB-12P			1										
5C	S.R. 112	575+20.00	56.00	5C	560.69	#12	4X3	5.04	D-CB-12P			1										
5C	S.R. 112	577+27.00	14.00	7C	561.84	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 112	577+72.00	56.00	5K	560.61	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 112	578+10.00	-71.08	7K	560.41	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 112	579+53.70	-60.00	6K	559.65	#14	8X3	8.70	D-CB-14P							1						
5C	S.R. 112	579+57.85	55.00	4K	559.70	#12	4X3	9.31	D-CB-12P				1									
5C	S.R. 112	579+92.82	87.96	3K	557.60	#12	4X3	7.88	D-CB-12P				1									
5C	S.R. 112	579+91.29	-96.04	8K	559.06	#14	8X3	7.93	D-CB-14P						1							
5C	S.R. 112	580+30.29	-88.00	9K	559.02	#12	4X3	7.71	D-CB-12P			1										
5C	S.R. 112	580+81.00	-74.59	10K	558.73	#14	8X3	7.18	D-CB-14P						1							
5C	S.R. 112	581+07.00	-60.00	11K	558.53	#12	4X3	6.84	D-CB-12P			1										
5C	S.R. 112	581+11.38	-71.57	12K	558.33	JB#2	4X4	5.03	D-JBS-2	1												
5C	S.R. 112	581+53.62	-79.43	13K	558.09	#42	4X4	3.64	D-CB-42SB										1			
8C	S.R. 112	582+51.00	-60.00	14K	557.49	#12	4X3	5.10	D-CB-12P			1										
8C	S.R. 112	582+51.00	-73.00	15K	556.62	#43	8X4	4.18	D-CB-43SB												1	
8C	S.R. 112	582+88.89	-69.68	16K	557.49	#14	8X3	3.72	D-CB-14P					1								
8C	S.R. 112	583+00.00	49.32	14M	557.47	#12	4X3	3.71	D-CB-12P		1											
8C	S.R. 112	583+58.00	-56.74	19M	557.21	#12	4X3	3.71	D-CB-12P		1											
8C	S.R. 112	584+41.00	-51.86	17M	556.71	#12	4X3	3.81	D-CB-12P		1											
8C	S.R. 112	584+41.00	-61.00	18M	556.57	#42	4X4	3.63	D-CB-42SB										1			
8C	S.R. 112	584+68.00	41.73	13M	556.40	#12	4X3	3.71	D-CB-12P		1											
8C	S.R. 112	584+99.00	72.00	12M	555.55	#12	EXISTING TO REMAIN															
8C	S.R. 112	585+03.00	-48.19	16M	555.93	#14	8X3	3.72	D-CB-14P					1								
8C	S.R. 112	585+39.00	72.00	11M	555.55	#12	EXISTING TO REMAIN															
8C	S.R. 112	585+49.00	-45.48	15M	556.10	#12	4X3	4.08	D-CB-12P			1										
6C	S.R. 76	233+71.04	-57.54	2E	548.62	#42	4X4	14.81	D-CB-42SB											1		
6C	S.R. 76	233+71.04	-85.75	3E	547.43	#42	4X4	3.50	D-CB-42SB										1			
5C	S.R. 76	241+67.00	-60.00	4C	558.46	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 76	242+98.00	-60.00	3C	557.01	#12	4X3	3.71	D-CB-12P		1											
5C	S.R. 76	244+30.00	-61.28	2C	555.81	#12	4X3	3.71	D-CB-12P		1											
TOTALS										**1**	**13**	**7**	**2**	**2**	**6**	**1**	**1**	**1**	**3**	**1**	**1**	

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2U

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
16	565+96 (S.R. 112)	0	88 LF OF 18" STORM DRAINAGE PIPE	
16	565+96 (S.R. 112)	40' RT.	ENDWALL	
16	565+96 (S.R. 112)	49' LT.	STORM DRAINAGE MANHOLE	
17	569+69 (S.R. 112)	52' RT.	ENDWALL	
17	569+69 (S.R. 112)	0	121 LF OF 15" STORM DRAINAGE PIPE	

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
17	569+70 (S.R. 112)	69' LT.	STORM DRAINAGE MANHOLE	
17	570+21 (S.R. 112)	51' RT.	ENDWALL	
17	570+42 (S.R. 112)	51' RT.	41 LF OF 15" STORM DRAINAGE PIPE	
17	570+62 (S.R. 112)	50' RT.	ENDWALL	
17	570+75 (S.R. 112)	50' RT.	ENDWALL	
17	570+95 (S.R. 112)	50' RT.	42 LF OF 12" STORM DRAINAGE PIPE	
17	571+16 (S.R. 112)	49' RT.	ENDWALL	
17	572+81 (S.R. 112)	67' LT.	65 LF OF 15" STORM DRAINAGE PIPE	
17	572+91 (S.R. 112)	36' LT.	CATCH BASIN	
17	574+27 (S.R. 112)	36' LT.	CATCH BASIN	
17	574+41 (S.R. 112)	109' LT.	149 LF OF 15" STORM DRAINAGE PIPE	
17	236+01 (S.R. 76)	42' LT.	ENDWALL	
17	236+26 (S.R. 76)	43' LT.	49 LF OF 15" STORM DRAINAGE PIPE	
17	236+51 (S.R. 76)	44' LT.	ENDWALL	
18	230+72 (S.R. 76)	31' LT.	ENDWALL	
18	230+94 (S.R. 76)	31' LT.	45 LF OF 18" STORM DRAINAGE PIPE	
18	231+16 (S.R. 76)	30' LT.	ENDWALL	
18	233+63 (S.R. 76)	78' LT.	CATCH BASIN	
18	233+67 (S.R. 76)	64' LT.	30 LF OF 12" STORM DRAINAGE PIPE	
18	233+71 (S.R. 76)	49' LT.	CATCH BASIN	
18	233+71 (S.R. 76)	0	100 LF OF 18" STORM DRAINAGE PIPE	
18	233+85 (S.R. 76)	47' LT.	28 LF OF 18" STORM DRAINAGE PIPE	
18	233+99 (S.R. 76)	45' LT.	ENDWALL	
17	576+99 (S.R. 112)	41' LT.	30 LF OF 15" STORM DRAINAGE PIPE	
17	577+80 (S.R. 112)	40' LT.	20 LF OF 15" STORM DRAINAGE PIPE	
17	578+71 (S.R. 112)	42' LT.	81 LF OF 15" STORM DRAINAGE PIPE	
17	579+53 (S.R. 112)	43' LT.	ENDWALL	
17	579+66 (S.R. 112)	43' LT.	27 LF OF 15" STORM DRAINAGE PIPE	
17	581+01 (S.R. 112)	42' LT.	68 LF OF 12" STORM DRAINAGE PIPE	
17	581+12 (S.R. 112)	72' LT.	DROP INLET	
17	581+20 (S.R. 112)	93' LT.	43 LF OF 16" STORM DRAINAGE PIPE	
17	581+24 (S.R. 112)	57' LT.	37 LF OF 16" STORM DRAINAGE PIPE	
17	581+36 (S.R. 112)	42' LT.	DROP INLET	
17	581+34 (S.R. 112)	0	108 LF OF 24" STORM DRAINAGE PIPE	CONTRACTOR SHALL REMOVE PIPE UNDER NEW ROADWAY ONLY. PIPE SHALL BE PLUGGED AND CAPPED AT APPROXIMATELY STA. 581+32, 67' RT.
17	581+95 (S.R. 112)	41' LT.	119 LF OF 15" STORM DRAINAGE PIPE	
20	582+55 (S.R. 112)	41' LT.	CATCH BASIN	
20	583+91 (S.R. 112)	42' RT.	30 LF OF 12" STORM DRAINAGE PIPE	
20	584+59 (S.R. 112)	40' RT.	31 LF OF 12" STORM DRAINAGE PIPE	
20	585+09 (S.R. 112)	52' LT.	ENDWALL	
20	585+25 (S.R. 112)	52' LT.	33 LF OF 16" STORM DRAINAGE PIPE	
20	585+42 (S.R. 112)	52' LT.	ENDWALL	
20	585+82 (S.R. 112)	49' LT.	ENDWALL	
20	586+02 (S.R. 112)	49' LT.	41 LF OF 15" STORM DRAINAGE PIPE	
20	586+23 (S.R. 112)	49' LT.	ENDWALL	

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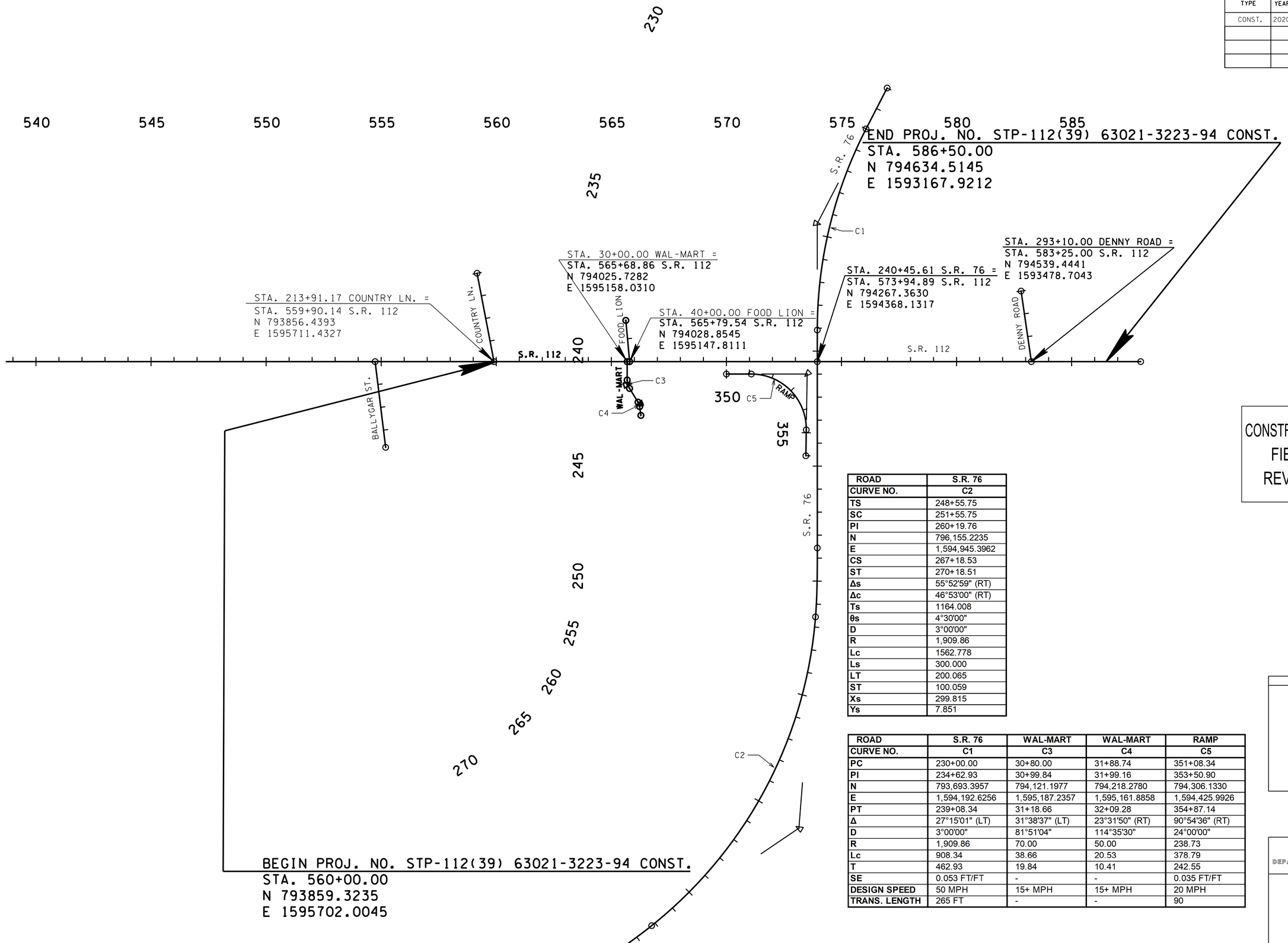
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	2V



ROAD	S.R. 76
CURVE NO.	C2
TS	248+55.75
SC	251+55.75
PI	260+19.76
N	796,155.2235
E	1,594,945.3962
CS	267+18.53
ST	270+18.51
Δs	55°52'59" (RT)
Δc	46°53'00" (RT)
Ts	1164.008
θs	4°30'00"
D	3°00'00"
R	1,909.86
Lc	1562.778
Ls	300.000
LT	200.065
ST	100.059
Xs	299.815
Ys	7.851

ROAD	S.R. 76	WAL-MART	WAL-MART	RAMP
CURVE NO.	C1	C3	C4	C5
PC	230+00.00	30+80.00	31+88.74	351+08.34
PI	234+62.93	30+99.84	31+99.16	353+50.90
N	793,693.3957	794,121.1977	794,218.2780	794,306.1330
E	1,594,192.6256	1,595,187.2357	1,595,161.8858	1,594,425.9926
PT	239+08.34	31+18.66	32+09.28	354+87.14
Δ	27°15'01" (LT)	31°38'37" (LT)	23°31'50" (RT)	90°54'36" (RT)
D	3°00'00"	81°51'04"	114°35'30"	24°00'00"
R	1,909.86	70.00	50.00	238.73
Lc	908.34	38.66	20.53	378.79
T	462.93	19.84	10.41	242.55
SE	0.053 FT/FT	-	-	0.035 FT/FT
DESIGN SPEED	50 MPH	15+ MPH	15+ MPH	20 MPH
TRANS. LENGTH	265 FT	-	-	90

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CURVE DATA

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	3

RIGHT - OF - WAY NOTES

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

(2) 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 AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(3) 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.

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

(5) 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.

(6) 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.

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

(8) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

(9) 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.

(10) 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.

(11) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

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

EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD

UTILITY NOTES

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

(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

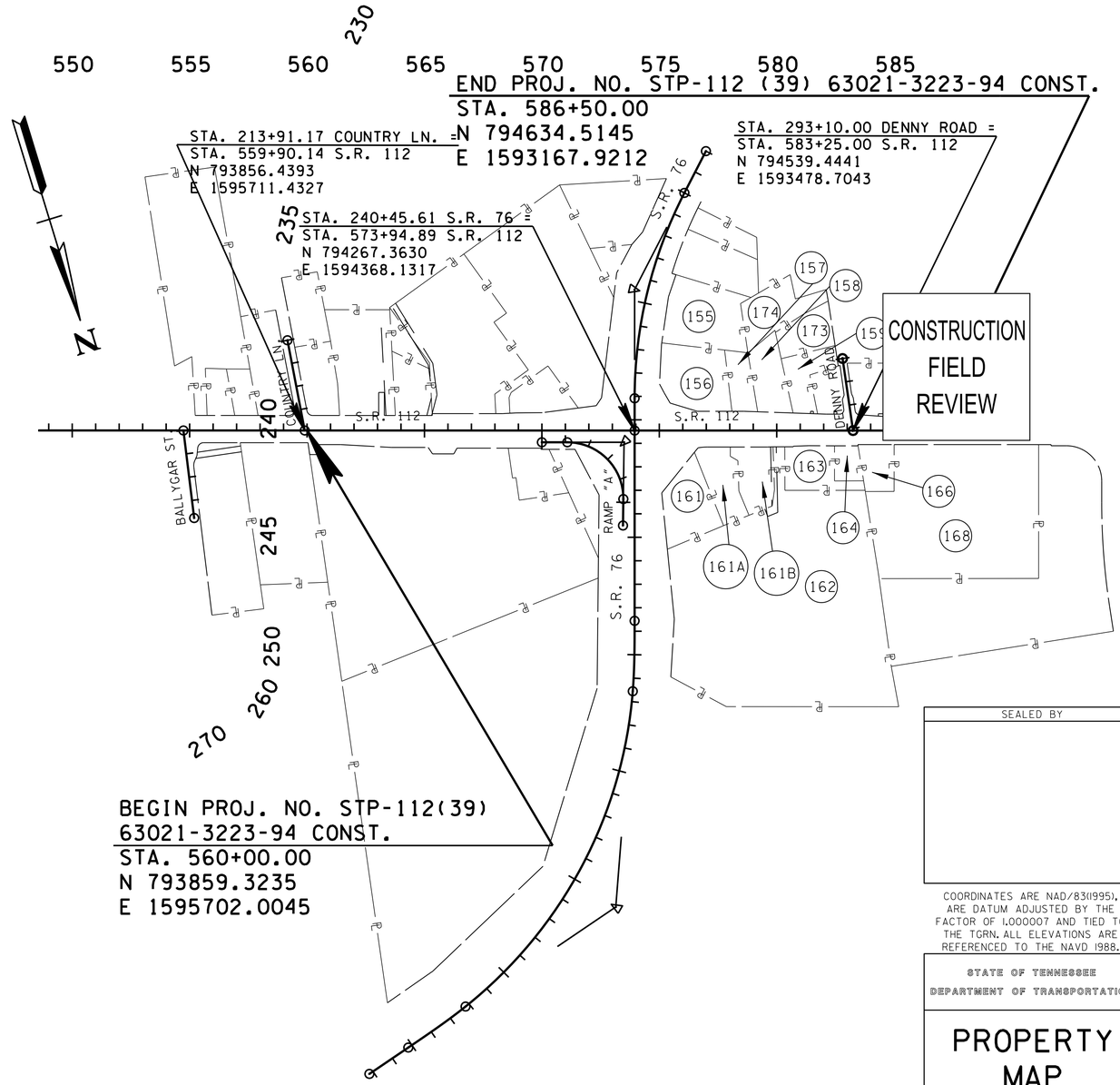
(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

UTILITY OWNERS

UTILITY	LAST NAME	FIRST NAME	UTILITY NAME	PHONE #	ADDRESS	CITY	STATE	ZIP CODE
WATER, GAS, & SEWER	HICKEY	PAT	CITY OF CLARKSVILLE	O: 931-645-7418 EXT. 1001	2215 MADISON STREET	CLARKSVILLE	TN	37043
ELECTRIC	RESHA	TERRY	CLARKSVILLE DEPARTMENT OF ELECTRICITY	O: 931-905-7228 EXT. 228 ,C:931-320-0381	2021 WILMA RUDOLPH BLVD.	CLARKSVILLE	TN	37040
C.E.M.C	COOK	MARK	CUMBERLAND ELECTRIC MEMBERSHIP CORP.	O: 931-645-2481 EXT. 1117	1940 MADISON EXTENTION	CLARKSVILLE	TN	37043
STREET LIGHTS	SHEPARD	DAVID	CLARKSVILLE STREET DEPARTMENT	O: 931-645-7464	199 TENTH STREET	CLARKSVILLE	TN	37040
TELEPHONE	BEAN	KIM	AT&T	O: 615-214-4871	333 COMMERCE STREET, RM 23C142	NASHVILLE	TN	37201
CABLE	BALLANCE	CURT	CHARTER COMMUNICATION	O: 931-241-8441	1850 BUSINESS PARK DR. S-101	CLARKSVILLE	TN	37043
GAS PIPELINE	JOHNSON	ALICE	BP PIPELINE (NORTH AMERICA) INC.	O: 630-536-2519	150 W. WARRENVILLE RD. BLDG. 605	NAPERVILLE	IL	60563



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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

BEGIN PROJ.TO END PROJ.

SCALE: 1"=300'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	4

SPECIAL NOTE:
CONTRACTOR IS TO MAINTAIN UNIMPEDED ACCESS TO UNDERGROUND STORAGE TANKS IN THE CONSTUCTION EASEMENT FOR TRACT NUMBER 144.

NOTE: U.G. TANKS
10* 5-630430
AMOCO FOOD SHOP #18
2350 MADISON ST.
CLARKSVILLE, TN 37043
TANK SIZE:
1-12,000 GAL. REGULAR
1-8,000 GAL. MID-GRADE
1-8,000 GAL. PREMIUM
1-6,000 GAL. DIESEL

STA. 40+00.00 FOOD LION ±
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

STA. 30+00.00 WALMART ±
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.7282

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

PROP ℄ S.R. 112
N 72° 59' 27" W

EXISTING S.R. 112
N 11° 43' 33" E

N 17° 06' 33" E

N 14° 04' 38" E

N 8° 53' 46" E

MATCH LINE STA. 569+00

SEE SHEET NO. 17

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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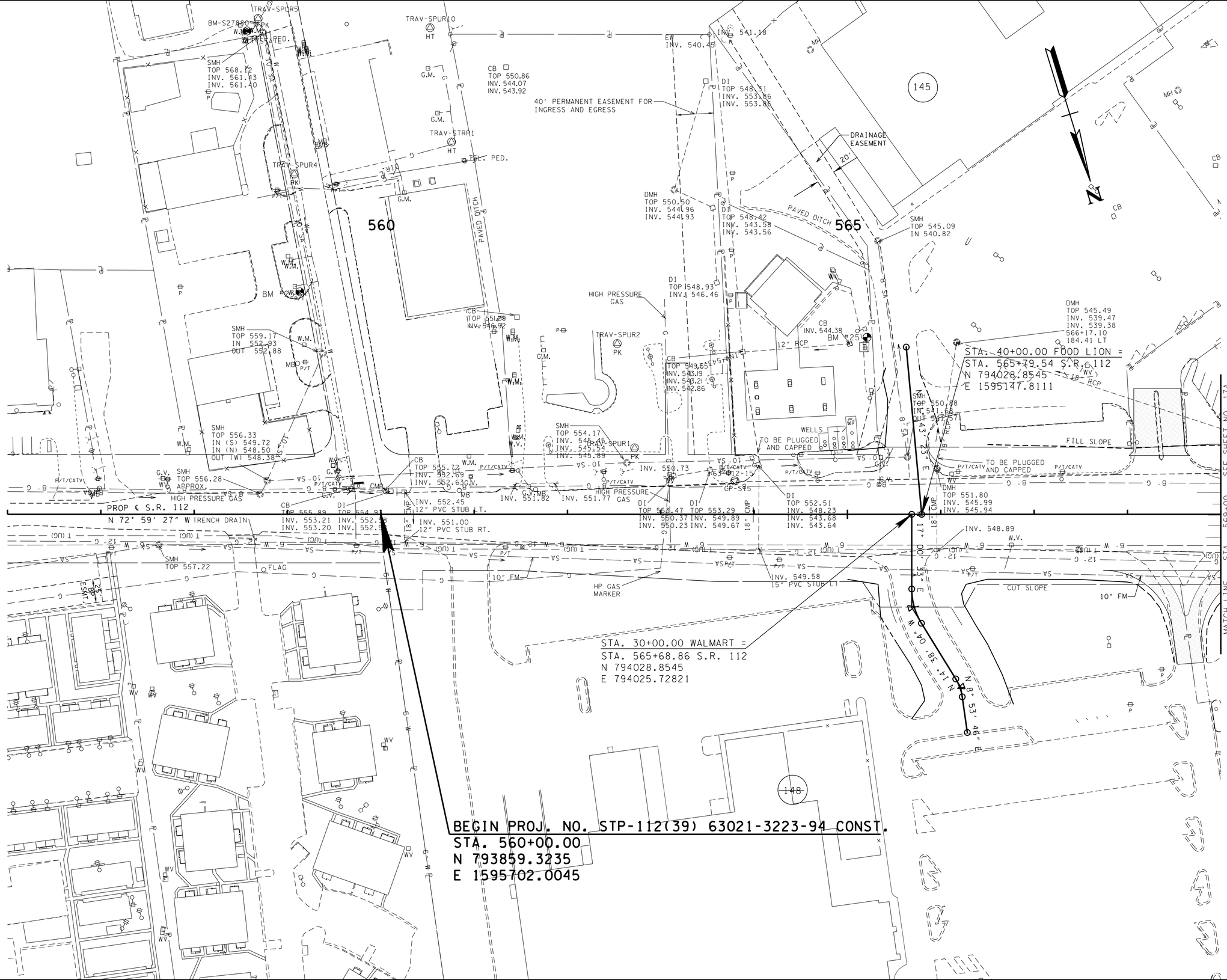
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	4A



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE & UTILITIES

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	4B

MAINSTREET INVESTMENTS

TRAV-SPUR5
BM-S27880 PK
CITYSTATE
N 83° 49' 54" W 151.65'
S 7° 2' 45" W 226.49'
N 6° 10' 05" E 217.12'

TRAV-SPUR10 HT
N 72° 55' 19" W 277.72'
S 13° 57' 26" W 9.49'
S 6° 5' 48" W 137.12'
S 13° 57' 26" W 176.81'
S 76° 42' 19" E 161.78'

TROY COOLIDGE NO.7, LLC
S 18° 46' 40" E 310.50'
S 71° 13' 18" W 66.00'
S 18° 46' 40" E 250.50'

145
DANIEL G. KAMIN, CLARKSVILLE COMMONS ENTERPRISES

40' PERMANENT EASEMENT FOR INGRESS AND EGRESS

GON KEVIN HUH, ET UX

W.K.B. PROPERTIES, A TENNESSEE GENERAL PARTNERSHIP

GON KEVIN HUH, ET UX

DRAINAGE EASEMENT 20'

S 18° 42' 19" E 129.11'

N 47° 53' 41" W 176.05'

TRAV-STRR1 HT

TRAV-SPUR4 PK

N 82° 21' 58" W 154.71'

TAIIB AB CHOI AND WIFE, YOUNG DOK CHOI, TENANTS BY THE ENTIRETY

STEVE POSTON & WIFE, MARSHA KAY POSTON

560

565

S 13° 57' 14" W 25.41'

R K A PROPERTIES OF TENNESSEE, LLC

N 71° 8' 7" W 90.00'
N 72° 48' 49" W 100.00'
BM #23

CHESTER DANIEL PRICE & JACQUELYN PRICE WATTS

S 7° 2' 45" W 206.63'
S 6° 10' 6" W 215.26'
S 7° 38' 3" W 182.59'
S 13° 20' 53" W 139.98'
S 13° 57' 26" W 275.98'

DOLGENCORP, INC. A KENTUCKY CORPORATION

S 13° 57' 14" W 123.44'
BM #25

S 39° 25' 48" W 23.40'
S 71° 13' 21" W 176.24'

TRAV-SPUR2 PK
N 17° 59' 27" W 24.00'
563+05.11 162.14'
563+29.11 162.14'

STA. 40+00.00 FOOD LION =
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

212+95.68 25.45'
R=25.00' L=44.00'
213+10.15 25.00'
R=25.00' L=34.54'
561+38.75 64.00'
S 17° 0' 33" W 98.14'
563+05.11 64.00'
S 17° 0' 33" W 98.14'
563+29.11 64.00'
S 13° 57' 14" W 66.90'
565+32.89 72.00'
S 13° 57' 14" W 8.01'
565+33.32 64.00'
157.23'
568+33.57 72.00'
S 13° 53' 30" W 82.14'
S 13° 53' 18" W 67.00'
N 72° 59' 27" W 29.75'
568+03.83 72.00'
FILL SLOPE
270.94'

556+92.14 64.00'
557+91.36 64.00'
N 72° 59' 27" W 117.63'
EXIST. R.O.W. 99.23'
130.83'
559+22.19 64.00'
560+24.00 64.00'
TRAV-SPUR1 PK
166.36'
46.98'
63-112-15 CP-S15
563+76.09 64.00'
N 76° 8' 19" W 30.32'
568+63.85 73.67'
N 76° 3' 31" W 25.80'
568+89.62 75.05'

N 11° 43' 23" E

71

PROP ℄ S.R. 112
N 72° 59' 27" W

N 72° 59' 27" W 156.11'
N 72° 59' 27" W 288.51'
EXIST. R.O.W.
557+15.48 52.00'
25' BP ESMT.
560+03.98 52.00'
N 8° 55' 34" E 50.92'
560+11.14 102.42'
N 72° 59' 27" W 33.86'
N 72° 59' 27" W 98.40'
560+45.00 60.00'
N 17° 0' 33" E 42.42'
560+45.00 102.42'
N 69° 48' 40" W 216.32'
561+43.40 60.00'
563+59.39 72.00'
N 72° 59' 27" W 156.53'
565+15.92 72.00'
N 16° 48' 42" W 33.03'
565+34.30 99.44'
N 72° 59' 27" W 99.69'
17° 00' 33" E
N 14° 38' 04" W
N 8° 53' 46" E
N 72° 59' 27" W 218.07'
CUT SLOPE
566+38.64 75.00'
N 46° 11' 15" E 28.00'
566+25.00 99.44'
EXIST. R.O.W.
568+56.71 75.00'
N 8° 53' 27" E 136.77'
N 81° 6' 33" W 15.00'
N 8° 53' 27" E 97.20'
STA. 569+00 SEE SHEET NO. 17B
MATCH LINE

STA. 30+00.00 WALMART =
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.72821

BAV INVESTMENTS, LLC

EXKEEDAN, LLC
A LIMITED
ABILITY COMPANY

N 8° 55' 14" E 611.16'
N 8° 55' 35" E 548.96'

~~WAL-MART, EAST, L.P.~~
~~148~~

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
63-112-15	793936.0760	1595328.7440	553.45	563+79.38	35.79' (LT)
63-112-16R	794204.6750	1594431.7430	559.83	573+15.72	41.34' (LT)

CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	4C
.	.	.	.
.	.	.	.
.	.	.	.

560

565

N

30' ST

SEE SHEET NO. 15

MATCH LINE STA. 556+00

PROP ℄ S.R. 112
N 72° 59' 27" W

PLASTIC PAVT MARKING
(LONGITUDINAL CROSS WALK)

24' ST

CONNECT NEW STORM SYSTEM TO
STORM SYSTEM FROM PROJECT
NO.STP-112(31).63021-3218-14

4AB #12

STA. 40+00.00 FOOD LION =
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

STA. 565+98.23
OFFSET 68.50' LT

STA. 566+20.62
OFFSET 104' (LT)

1A #14

FILL SLOPE

BEGIN WALL
STA. 568+88.00
74.00 LT

STA. 568+36.75
50' BUS. ENT.

LIMIT OF CONST.
1+35.00

5' SIDEWALK

SEE SHEET NO. 17C

MATCH LINE STA. 569+00

N 72° 43' 23" E

R 24'

18" ST

15" ST

72.01'

2B #26

R 2'

16'

7AB #12

CONNECT NEW STORM SYSTEM TO
STORM SYSTEM FROM PROJECT
NO.STP-112(31),63021-3218-14

STA. 565+33.75
OFFSET 80.12 (RT)

CUT SLOPE

STA. 566+48.47

3B #14

5' SIDEWALK

R 73'

R 28'

STA. 566+20.57
OFFSET 81.50 (RT)

16'

32'

STA. 30+00.00 WALMART =
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.72821

N 17° 30' 37" E

R 85'

141.01'

N 38° 53' 46" E

R 88'

STA. 566+84.51
OFFSET 186.45 (RT)

STA. 565+73.12
OFFSET 218.02 (RT)

R 33'

R 3'

R 15'

LIMIT OF CONST.
1+60.00

STA. 568+62.72
28' BUS. ENT.

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

NOTE:
DISTURBANCES ASSOCIATED WITH SIDEWALK CONSTRUCTION FROM STA. 410+43.10 TO STA. 560+00.00 IS PERMITTED UNDER TNR191288.

CONSTRUCTION
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 562+00 TO STA. 569+00

SCALE: 1"= 50'

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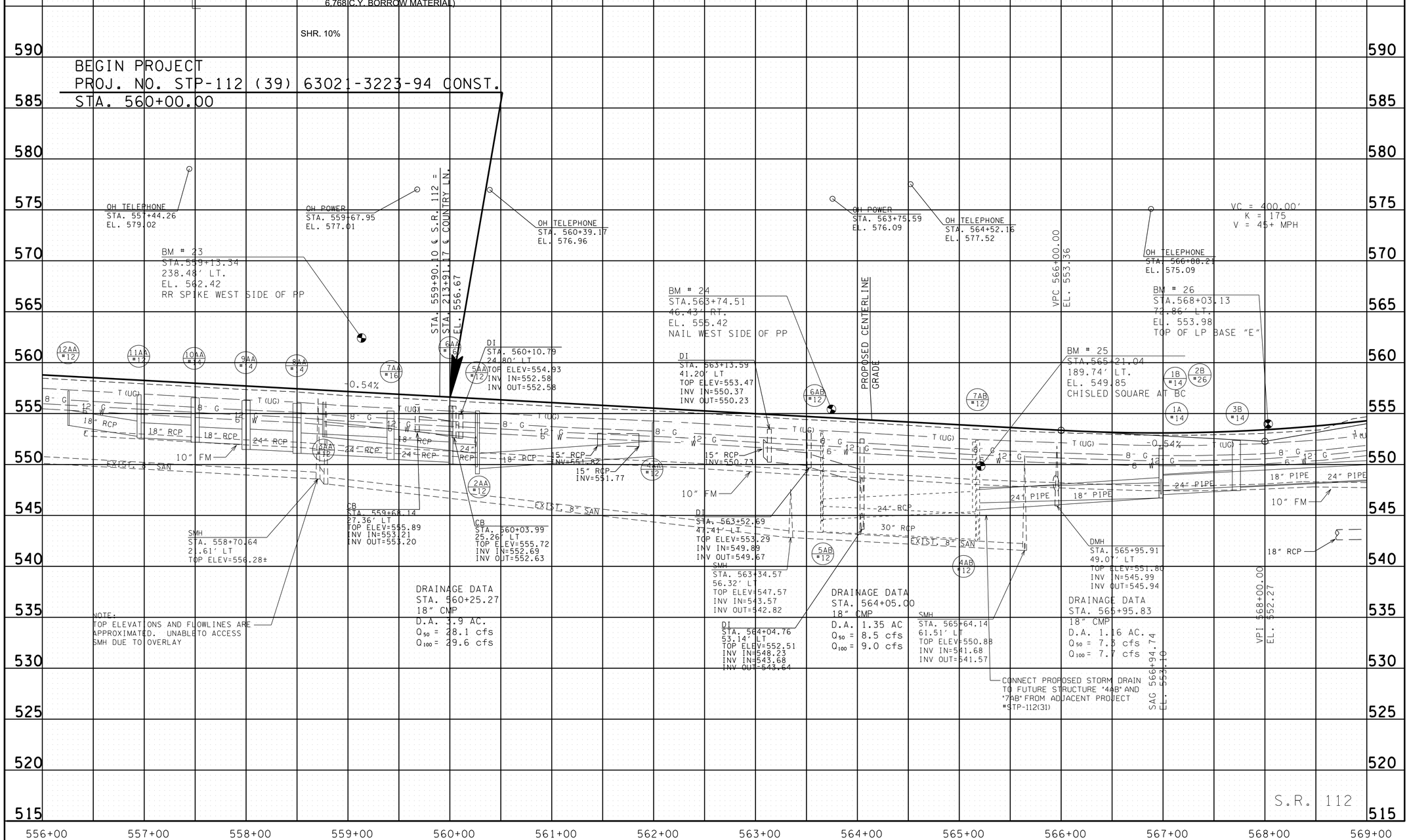
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	4D

EXC.(UNCL.) COMMON 14,843 C.Y. (INCL. 3,240 C.Y. TOPSOIL FROM EXCAVATION AREAS;
3,033 C.Y. TOPSOIL FROM EMBANKMENT AREAS;
1,635 C.Y. FROM SIDE ROADS AND PRIVATE DRIVES;
22 C.Y. FROM EPSC MEASURES)

EMB. 14,581 C.Y. (INCL. 399 C.Y. FOR SIDE ROADS AND PRIVATE DRIVES;
878 C.Y. TO BACKFILL UNDERCUT AREAS;
6,768 C.Y. BORROW MATERIAL)

SHR. 10%



CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 556+00 TO STA. 569+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	5

MATCH LINE STA. 236+00 SEE SHEET NO. 18

ASPHALT CURB CURB R20' CONCRETE CURB FL.EL-554.56 EIP SHED GRAVEL TRAILER

147 146 148 150 151 152 153 154 155 156 157 158 159 160 161A 161B 162 163

570 AREA UNDER CONSTRUCTION

575

350

355

240

245

CURB CANOPY I-S-B (BUS) WENDY'S PO

ASPHALT FILL SLOPE CUT SLOPE GRASS & SHRUB XCP 63-112-16R

S.R. 76

PT 239+08.34

I-S-F (BUS) CAPTAIN D'S

I-S-F (BUS) HKWOK

I-S-M (BUS) MAXEY SALES TO BE REMOVED

I-S-M

I-S-B (BUS) TACO BELL

I-S-F (BUS) MADISON STREET MOTORS

CONC SHRUB GRASS WALL

SEE SHEET NO. 16 SEE SHEET NO. 20

EXISTING S.R. 112 PROP ℄ S.R. 112 N 72° 59' 27" W

MATCH LINE STA. 569+00 MATCH LINE STA. 582+00

CUT SLOPE N 72° 59' 27" W 1268.12' R73' R25' R63' R257'

RAMP "A"
STA. 571+00.00
OFF. 54.00

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

PC 351+08.38 NATIONAL CAR WASH I-S-B (BUS) ASPHALT

PT 354+87.14

RAMP "A"
STA. 243+54.99
OFF. 48.08

CURVE D_RAMP A
PI 353+80.90
N 794,306.1330
E 1594,425.8526
Δ 90° 54' 36" (RT)
D 520 00' 00"
R 238.73
L 378.79
T 242.55
SR 0.035 FT/FT
DESIGN SPEED 20 MPH
TRANS. LENGTH 80

S.R. 76 EXISTING S.R. 76 N 17° 00' 09" E N 17° 55' 09" E

CONNECT PROPOSED STORM DRAIN TO PROPOSED STORM SYSTEM ON ADJACENT PROJECT NO. STP-112(34) 63021-3222-04 CONST.

I-S-BRICK (BUS) ARBY'S I-S-BRICK (BUS) STARBUCKS I-S-BRICK (BUS)

ASPHALT CURB CANOPY

WTL-1 0.03 AC.

WTL-2 0.003 AC.

PCT 356+00.00 18" CMP TO REMAIN

DENSE TREES

MATCH LINE STA. 246+00 SEE SHEET NO. 19

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

8/5/2020 10:04:20 PM
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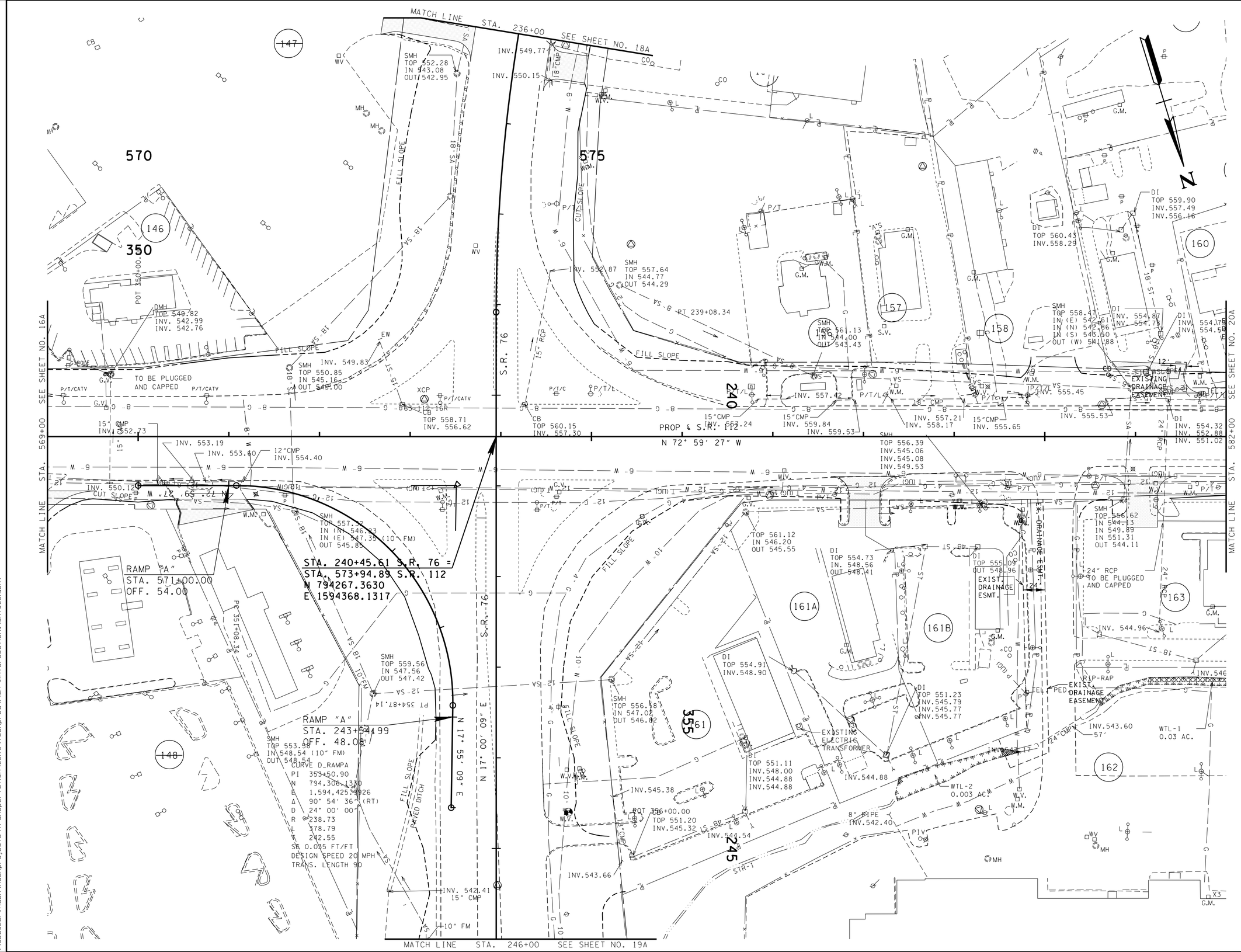
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	5A



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE & UTILITIES

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	5B

MATCH LINE STA. 236+00 SEE SHEET NO. 18B

TROY COOLIDGE NO.7, LLC

147

570

146

350

UNIVERSITY HEIGHTS RIVERSIDE PLAZA, LLC

S 71° 13' 20" W 193.08'

S 18° 46' 40" E 220.92'

572+54.03 139.48'

S 50° 58' 8" W 40.60'

571+54.94 95.89'

N 80° 22' 43" W

570+01.85 76.05'

N 73° 30' 3" W 112.24'

N 80° 22' 43" W 154.31'

FILL SLOPE

EXIST. R.O.W.

N 23° 54' 37" E 430.18'

FILL SLOPE

575

EXIST. & PROP. R.O.W.

236+67.82 100.00'

EIP

236+58.62 100.06'

N24°43'12"E 8.72'

N66°17'2"W 129.15'

576+38.61 358.17'

EIP

N66°42'34"W 140.21'

EIP

SANDRA JEAN HUFFINE

579+92.36 427.08'

S 67° 10' 32" W 120.75'

S 73° 51' 53" W 80.73'

BLACKJACK INVESTMENTS, LLC

BLACKJACK INVESTMENTS, LLC

580+10.02 305.96'

S 4° 41' 17" W 104.65'

N 86° 42' 22" W 236.91'

FIVE STAR, LIMITED PARTNERSHIP

581+21.81

S 89° 28' 49" W 127.13'

160

581+40.70 236.91'

S 5° 36' 33" W 169.00'

CUT SLOPE

N19°51'30"E 166.85'

EIP

575+00.88 197.97'

N11°1'10"W 42.01'

238+83.07 125.60'

N13°7'45"W 50.91'

EIP

575+46.19

N56°13'10"W 120.80'

FILL SLOPE

NORTH COUNTY INVESTORS, LLC

NGOI YAM
ALICE CHAN
AND HUSBAND
CHUN KIT
EDDIE CHAN
AND SHUN
TSAN CHAN

MAX P. FRALEY & WIFE, REBA FRALEY

S 4° 36' 26" W 222.71'

S 67° 34' 13" W 196.09'

S 10° 10' 3" W 169.99'

157

158

156

576+61.85 82.00'

579+18.91 79.99'

N 71° 1' 38" W 58.56'

N 72° 59' 27" W 147.43'

578+09.27 82.00'

N 72° 59' 27" W 51.11'

578+60.38 82.00'

N 71° 1' 38" W 46.41'

EIP

FILL SLOPE

12' SLOPE EASEMENT

EXISTING DRAINAGE EASEMENT

581+74.10

N 71° 1' 38" W 104.52'

580+69.64 74.83'

N 71° 1' 38" W 14.37'

N71° 01' 38" W 36.30'

N 71° 1' 38" W 90.05'

240

S.R. 76

XCP 63-112-16R

PROP ℄ S.R. 112

N 72° 59' 27" W

MATCH LINE STA. 569+00 SEE SHEET NO. 16B

MATCH LINE STA. 582+00 SEE SHEET NO. 20B

CUT SLOPE

N 72° 59' 27" W 139.47'

569+96.18 75.00'

N 17° 0' 12" E 5.00'

569+96.19 80.00'

N 72° 59' 27" W 110.54'

570+30.53 80.00'

571+41.08 80.00'

RAMP "A"
STA. 571+00.00
OFF. 54.00

ROBERT J. SEAY

N 7° 25' 11" W 305.09'

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

N 17° 56' 43" W 268.92'

MURPHY OIL USA, INC.

N 81° 31' 38" W 213.42'

243+19.77 151.37'

RAMP "A"
STA. 243+54.99
OFF. 48.08

148

WAL MART, EAST, L.P.

N 7° 25' 11" W 305.53'

N 17° 34' 41" E 268.92'

245+88.68

FILL SLOPE

N 17° 00' 09" E

N 17° 55' 09" E

S.R. 76

576+65.09 43.51'

CONC

N 72° 59' 27" W 97.75'

576+49.45 92.53'

EIP

577+04.93 70.00'

R=228.00'
L=40.04'
S 56° 25' 9" W 24.63'

N 42° 39' 19" W 37.47'

N 72° 59' 27" W 157.67'

578+02.67 70.00'

N 17° 37' 19" E 39.36'

EIP

N 74° 53' 12" W 20.00'

N 74° 53' 12" W 3.91'

579+60.34 70.00'

N 73° 6' 21" W 50.02'

579+84.24 69.21'

N 73° 6' 21" W 20.00'

580+34.26 69.11'

EIP

N 73° 6' 21" W 16.49'

580+70.75 66.52'

N 16° 53' 40" E 2.52'

581+37.79 64.40'

N 74° 47' 50" W 67.08'

580+70.75 69.04'

N 72° 40' 33" W 108.45'

EX. DRAINAGE ESMT.

N 15° 4' 8" E 182.11'

EXIST. DRAINAGE ESMT.

24'

N 16° 48' 16" E 185.45'

163

BURGER KING CORPORATION

DONALD P. MILLER

161B

161A

LV PRIME, LLC

N 15° 2' 51" E 129.40'

N 5° 37' 26" W 111.67'

EIP

N 24° 53' 21" E 70.63'

EXIST. DRAINAGE EASEMENT

N 73° 0' 55" W 341.52'

243+11.25 115.55'

EXIST. & PROP. R.O.W.

N 11° 18' 45" E 173.69'

355

61

RUBY TUESDAY, INC.

S 85° 12' 21" W 86.83'

S 85° 12' 20" W 19.50'

SPACE FOR LEASE

162

S 84° 53' 18" W 116.89'

S 84° 12' 22" W 259.63'

245

N 11° 18' 45" E 67.18'

245+50.93 139.43'

EIP

MATCH LINE STA. 246+00 SEE SHEET NO. 19B

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
63-112-15	793936.0760	1595328.7440	553.45	563+79.38	35.79' (LT)
63-112-16R	794204.6750	1594431.7430	559.83	573+15.72	41.34' (LT)

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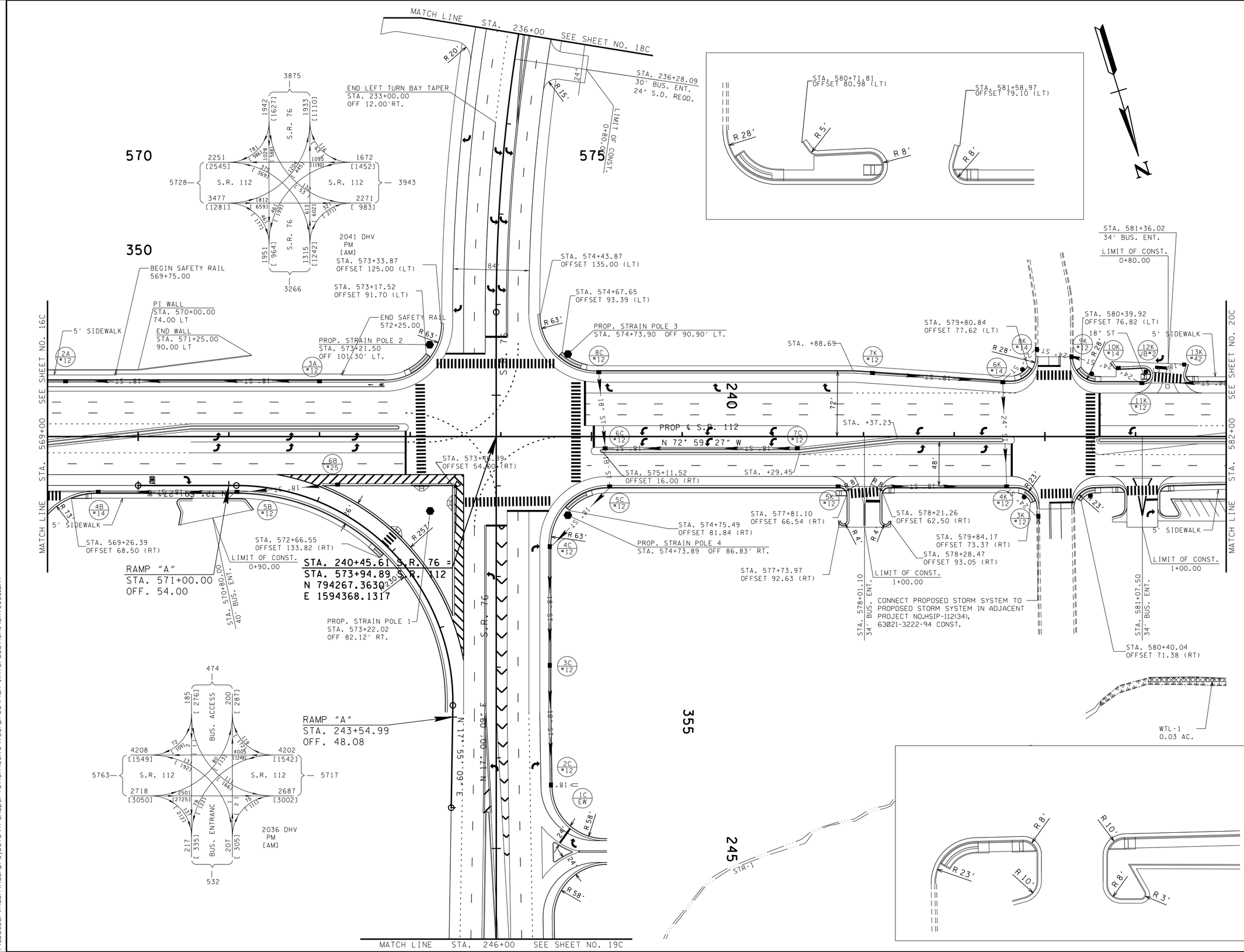
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	5C



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

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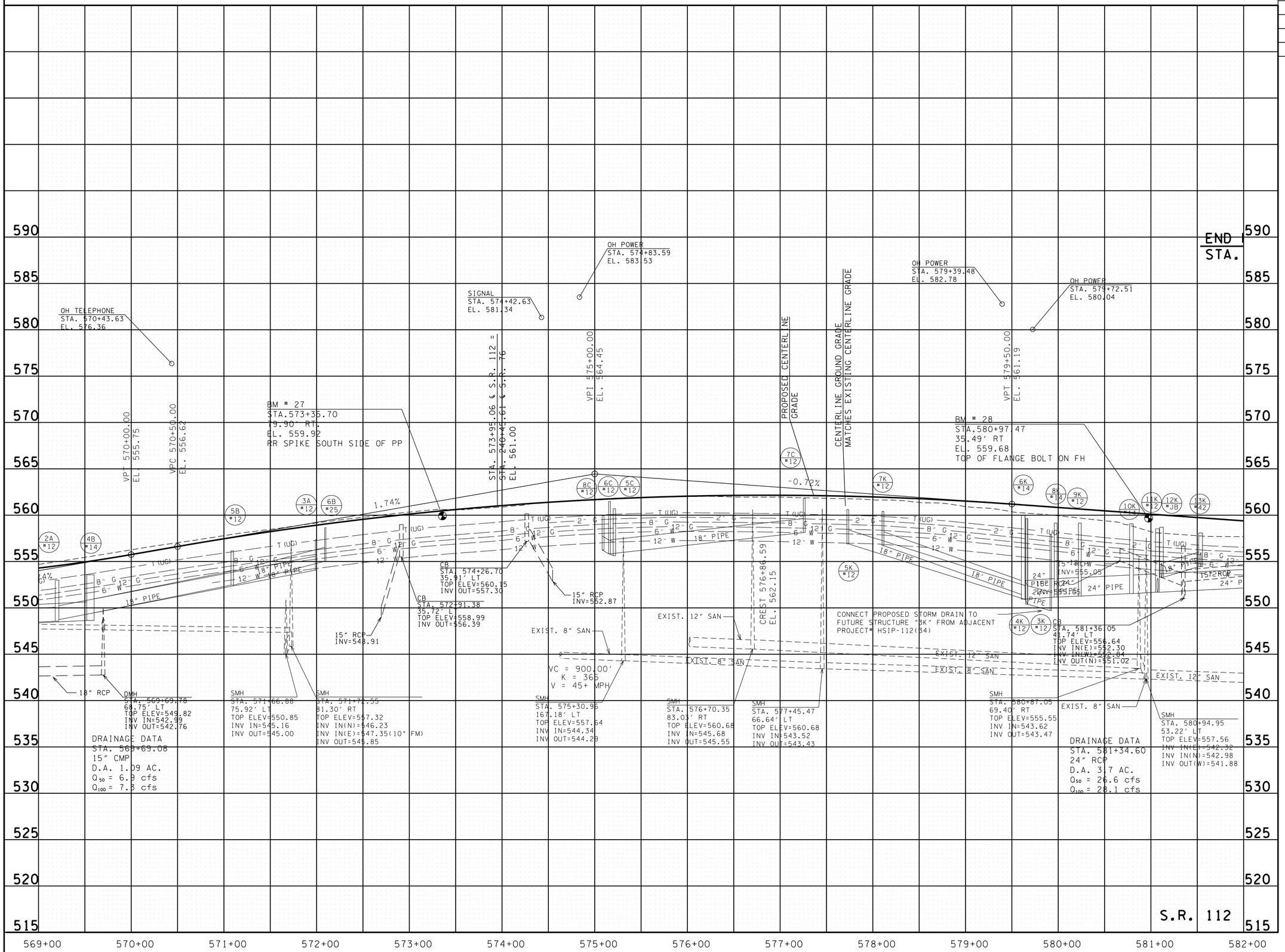
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	5D



CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 569+00 TO STA. 582+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	6

LIMIT OF CONST.
229+75.00

MARY E. MUSE

MARY E. GARRARD,
LISA ANNE GARRARD, &
MARY ELAINE GARRARD

TROY COOLIDGE NO.7, LLC

VICTORIA KENT

VICTORIA L. KENT

SANDRA JEAN
HUFFINE

BLACKJACK
INVESTMENTS,LLC

1-S-B
(BUS)
RAINBO SKATING
CENTER

MARY'S SUBDIVISION

PROPOSED S.R. 76

EXISTING S.R. 76

230

235

155

174

173

CONC.

ASPHALT

GRAVEL

CONCRETE

GRASS

DENSE TREES

DENSE BRUSH

CANOPY

CURB

EIP

N 793,650.287
E 1,584,070.969
548.378'

FL.EL-564.69

MATCH LINE STA. 236+00 SEE SHEET NO. 17

N

CONSTRUCTION
FIELD
REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 228+00 TO STA. 236+00

SCALE: 1"= 50'

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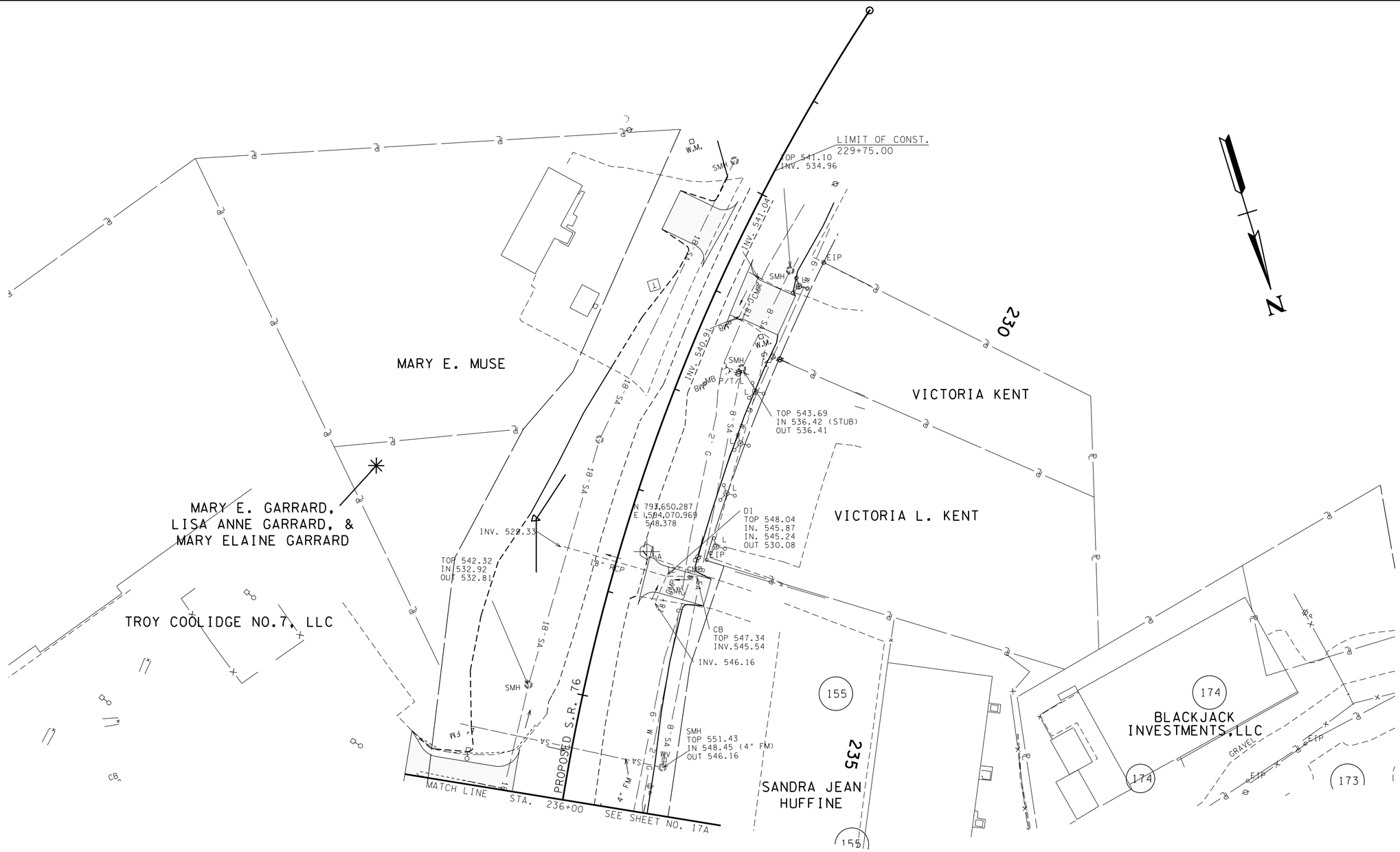
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	6A



CONSTRUCTION
FIELD
REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE & UTILITIES

STA. 228+00 TO STA. 236+00

SCALE: 1"= 50'

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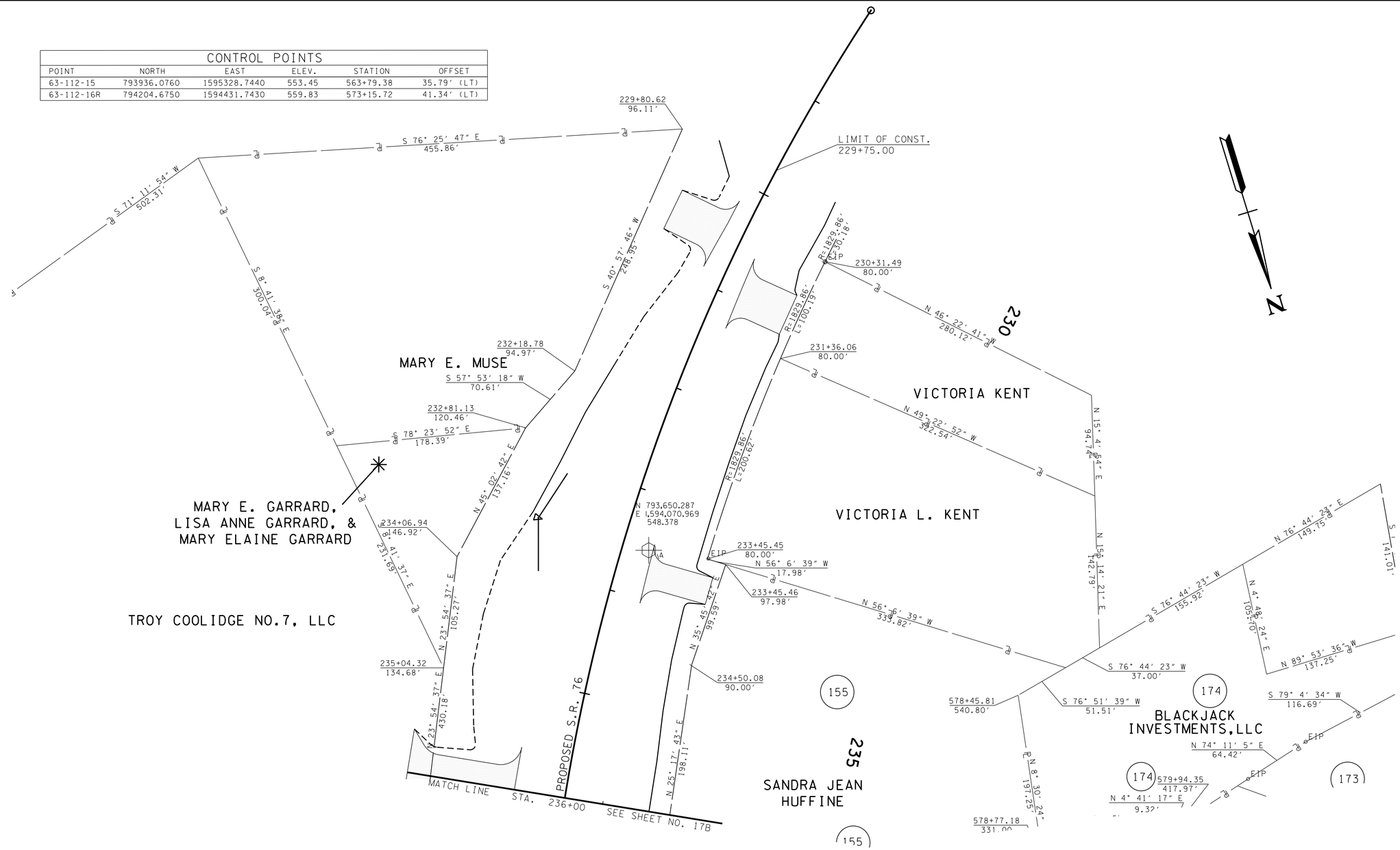
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	6B

CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
63-112-15	793936.0760	1595328.7440	553.45	563+79.38	35.79' (LT)
63-112-16R	794204.6750	1594431.7430	559.83	573+15.72	41.34' (LT)



CONSTRUCTION
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 228+00 TO STA. 236+00

SCALE: 1"= 50'

8/5/2020 1:05:16 PM
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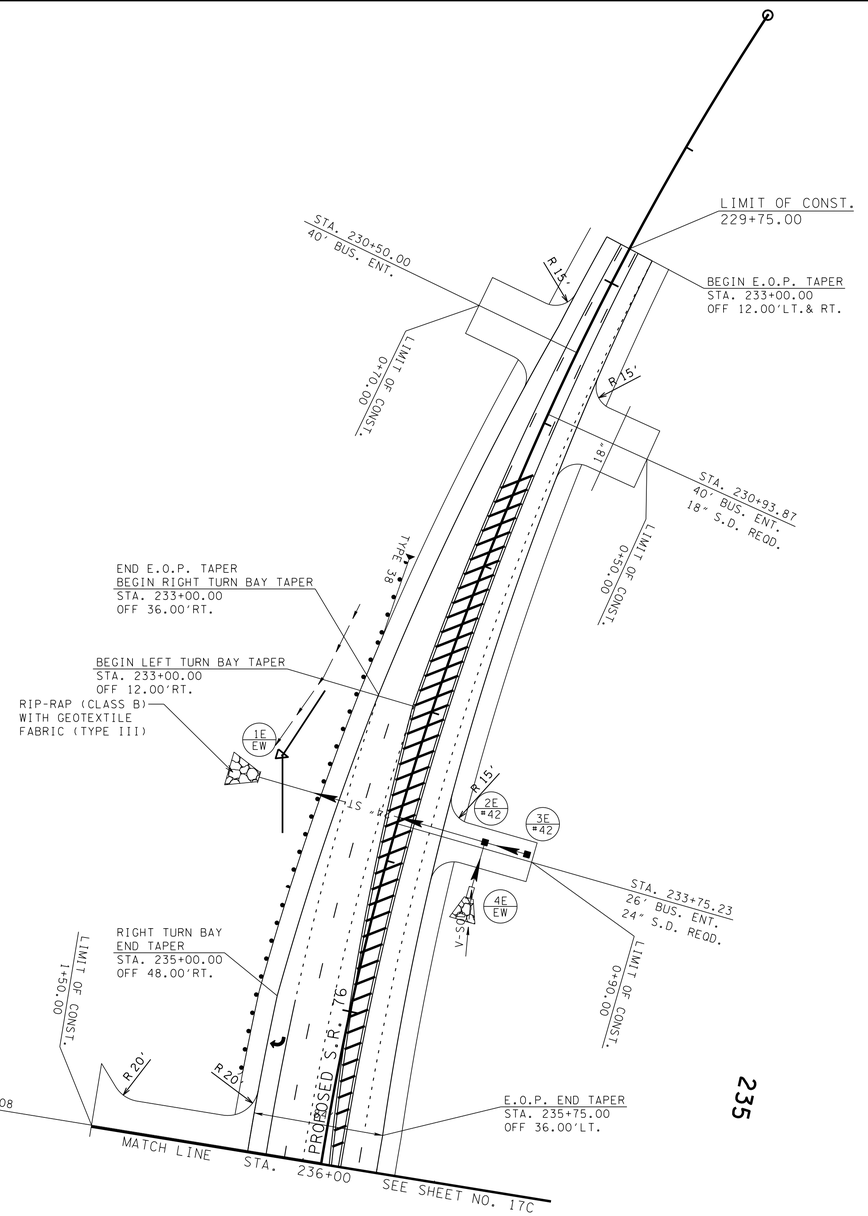
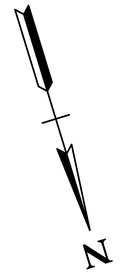
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	6C





CONSTRUCTION
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 228+00 TO STA. 236+00

SCALE: 1"= 50'

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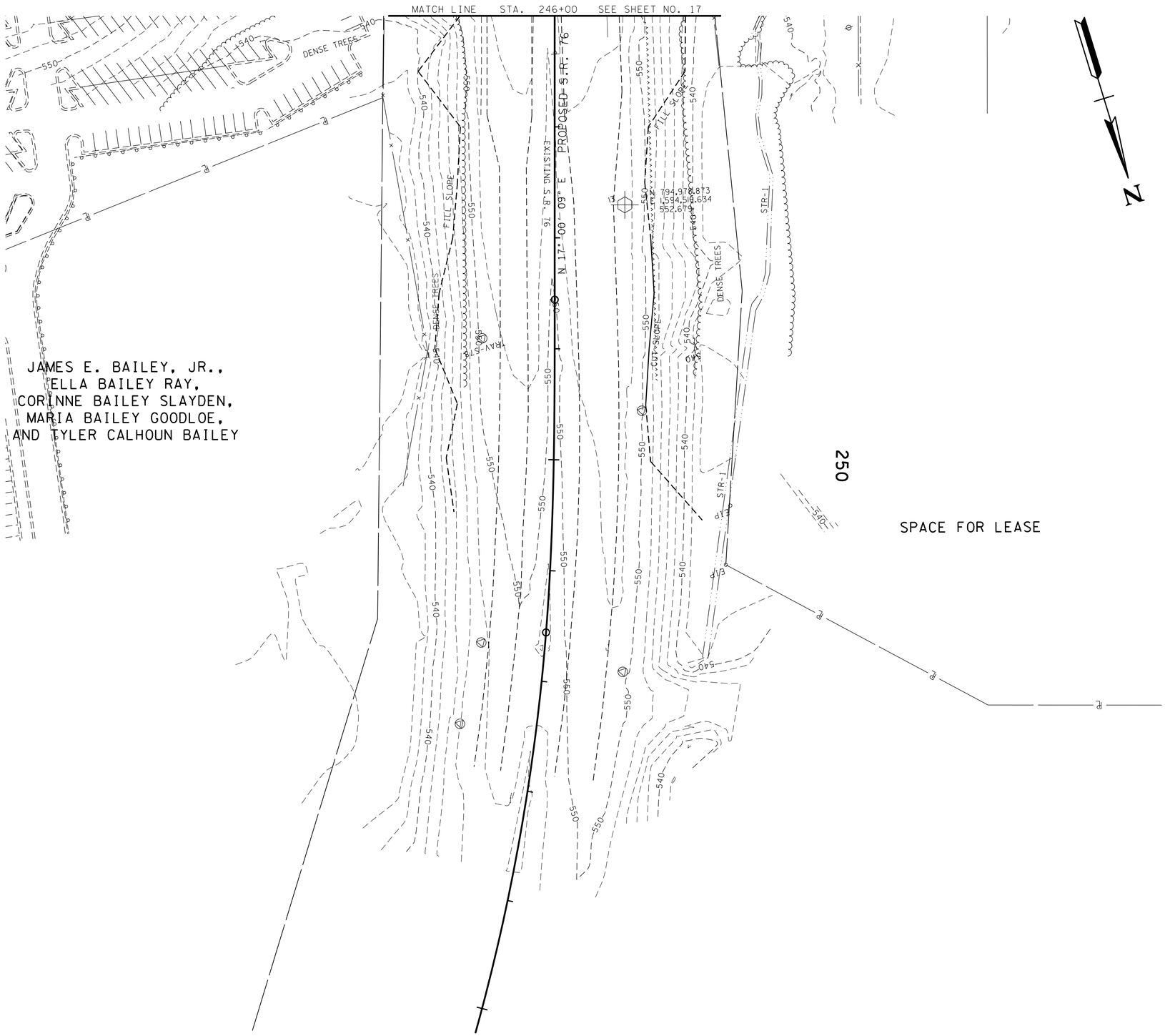
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	7



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 246+00 TO STA. 251+00

SCALE: 1"= 50'

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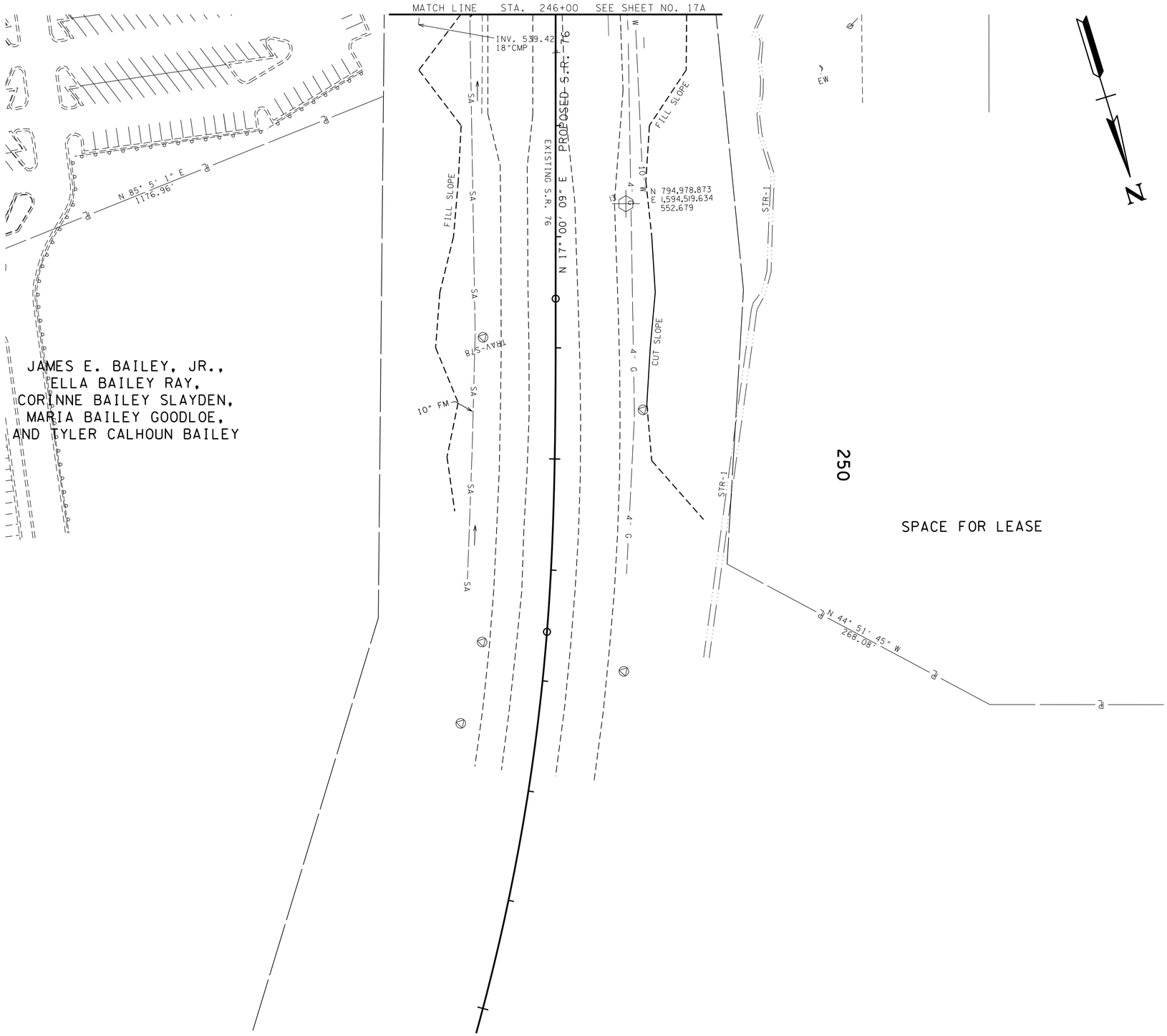
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	7A



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE & UTILITIES

STA. 246+00 TO STA. 251+00

SCALE: 1"= 50'

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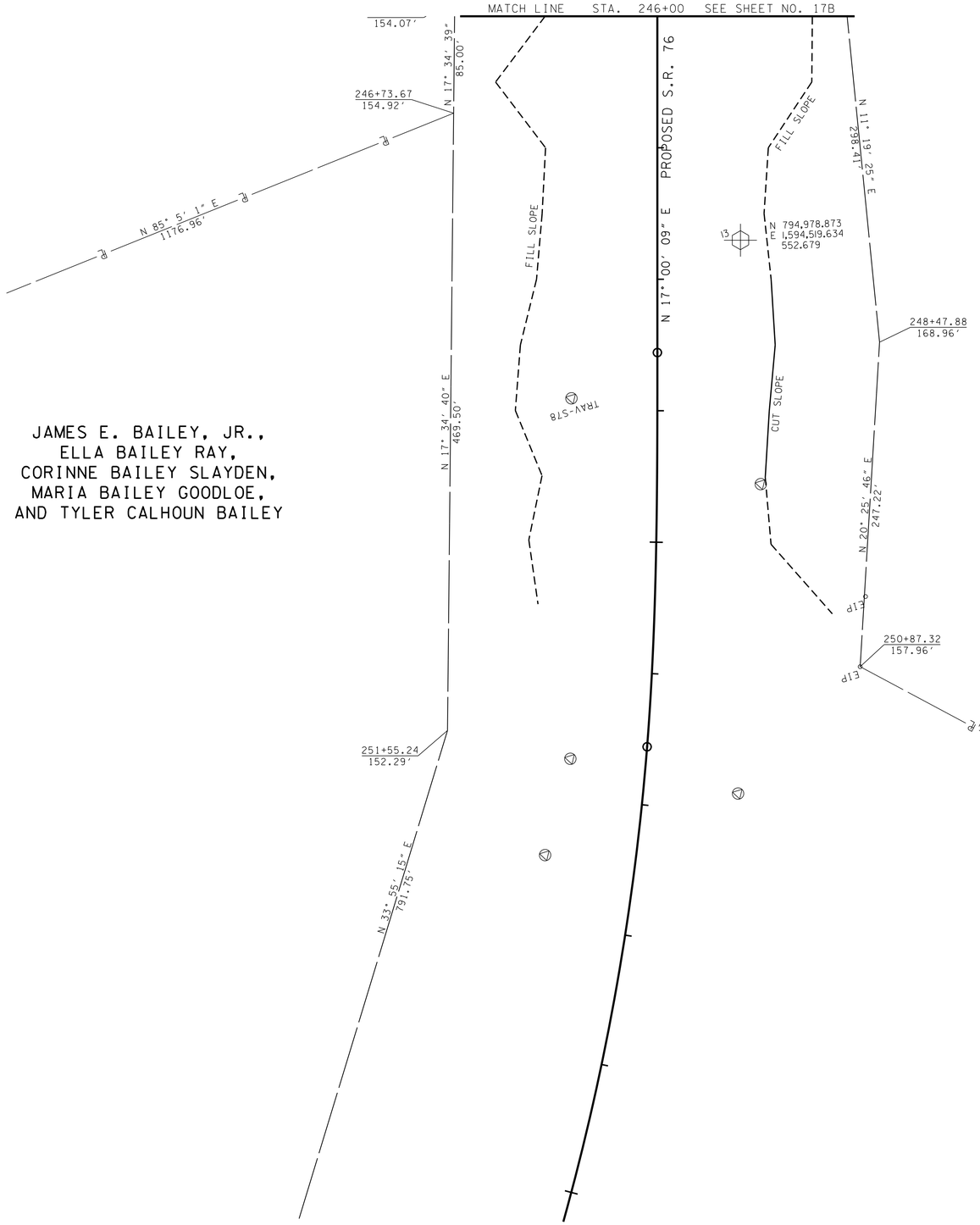
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	7B



CONSTRUCTION FIELD REVIEW

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CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
63-112-15	793936.0760	1595328.7440	553.45	563+79.38	35.79' (LT)
63-112-16R	794204.6750	1594431.7430	559.83	573+15.72	41.34' (LT)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 246+00 TO STA. 251+00

SCALE: 1"= 50'

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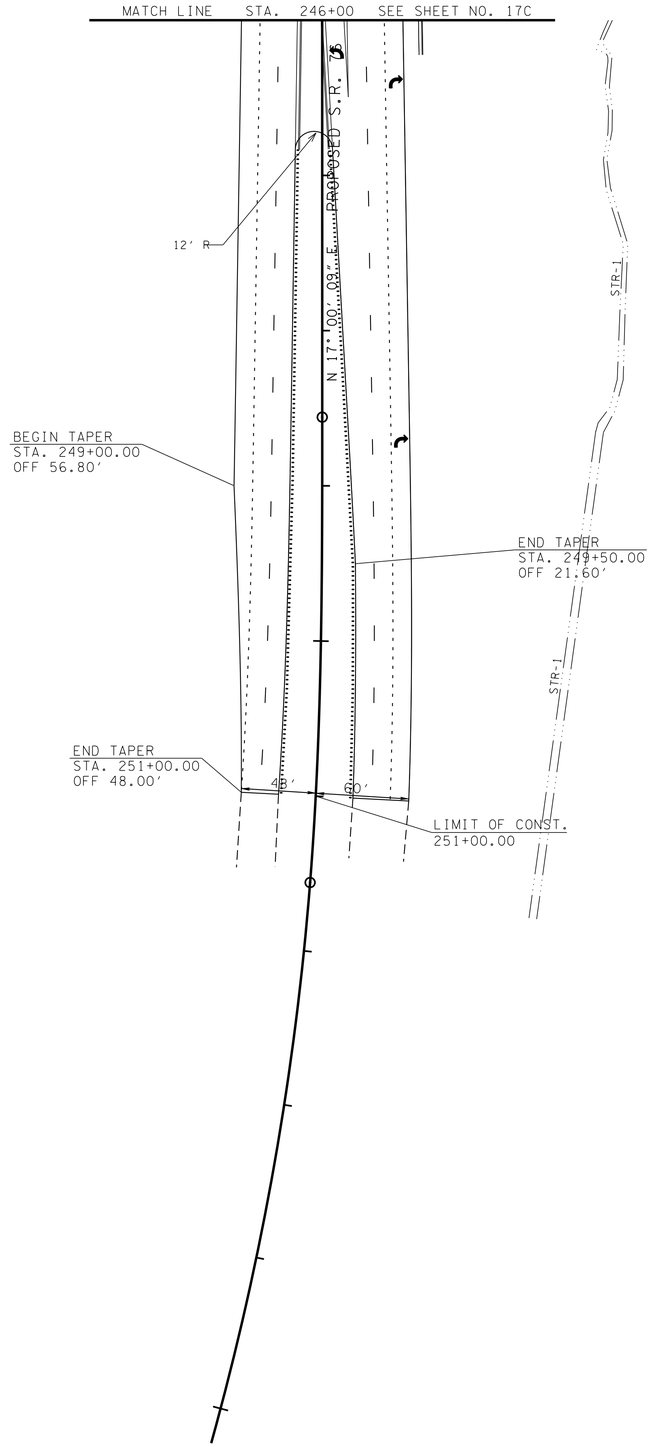
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	7C



250

N

CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 246+00 TO STA. 251+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	8

STA. 293+10.00 DENNY ROAD =
STA. 583+25.00 S.R. 112
N 794539.4441
E 1593478.7043

END PROJ. NO. STP-112 (39) 63021-3223-94 CONST.
STA. 586+50.00
N 794634.5146
E 1593167.9207

CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 582+00 TO STA. 586+50

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	8A

BILLY A. WILSON, SR.
FAMILY LIMITED
PARTNERSHIP

STA. 293+10.00 DENNY ROAD =
STA. 583+25.00 S.R. 112
N 794539.4441
E 1593478.7043

290

585

DORRIS L. ATKINS
AND WIFE,
GLENDELL F. ATKINS

HOLLINGSWORTH
FAMILY LIMITED
PARTNERSHIP

BILLY A. WILSON, SR.
FAMILY LIMITED
PARTNERSHIP

JOE MARTIN
& WIFE,
NORMA H.
MARTIN

159

160

164

166

168

162

SEE SHEET NO. 17A

MATCH LINE

STA. 582+00

N 72° 59' 27" W

PROP ℄ S.R. 112

DENNY ROAD

BLUEWATER
PROPERTIES,
LLC

THE CITY OF CLARKSVILLE

KAYLA INVESTMENTS, LLC

SPACE FOR LEASE

GRAVEL

CANOPY

MHS

TOP 556.81
IN 541.80
OUT 541.80

DI
TOP 556.01
OUT 553.99

INV. 553.88

TOP 552.60
INV. 541.15

DI
TOP 548.69
IN. 542.77
IN. 542.73
OUT 542.72

DI
TOP 550.88
INV. 547.20

INV. 549.25

DI
TOP 551.51
INV. 549.77

INV. 554.47

INV. 553.01

INV. 552.97

INV. 552.32

INV. 552.30

INV. 551.88

INV. 551.70

12"CMP
INV. 551.98

INV. 551.69

12"CMP
INV. 551.53

INV. 551.83

16"CMP
INV. 549.65

INV. 549.49

INV. 548.55

END PROJ. NO. STP-112 (39) 63021-3223-94 CONST.
STA. 586+50.00
N 794634.5146
E 1593167.9207

IRCAPNOVERT
TRAV-S806

CONSTRUCTION
FIELD
REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE & UTILITIES

STA. 582+00 TO STA. 586+50

SCALE: 1"= 50'

8/5/2020 1:05:48 PM
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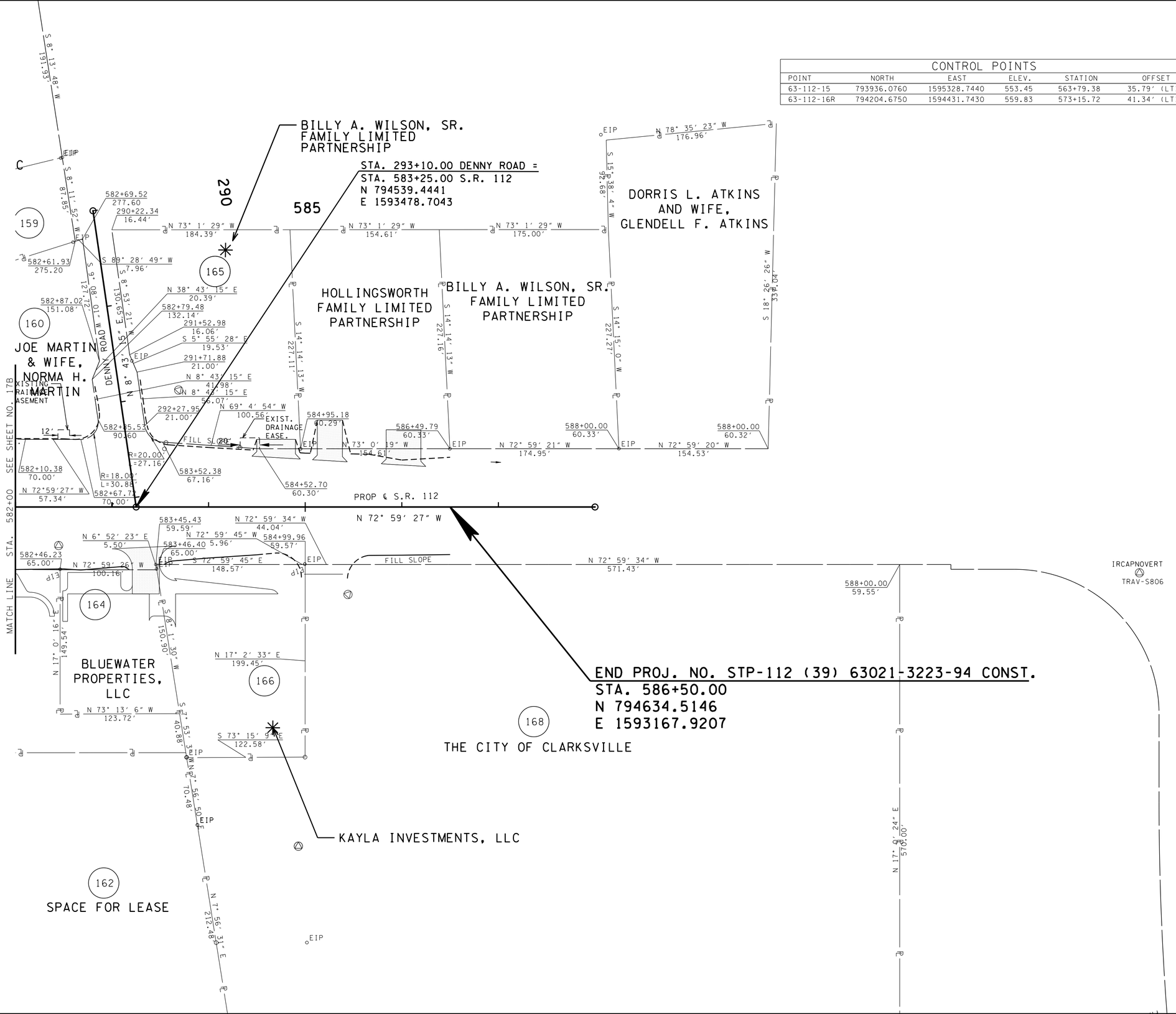
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	8B

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
63-112-15	793936.0760	1595328.7440	553.45	563+79.38	35.79' (LT)
63-112-16R	794204.6750	1594431.7430	559.83	573+15.72	41.34' (LT)



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 582+00 TO STA. 586+50

SCALE: 1"= 50'

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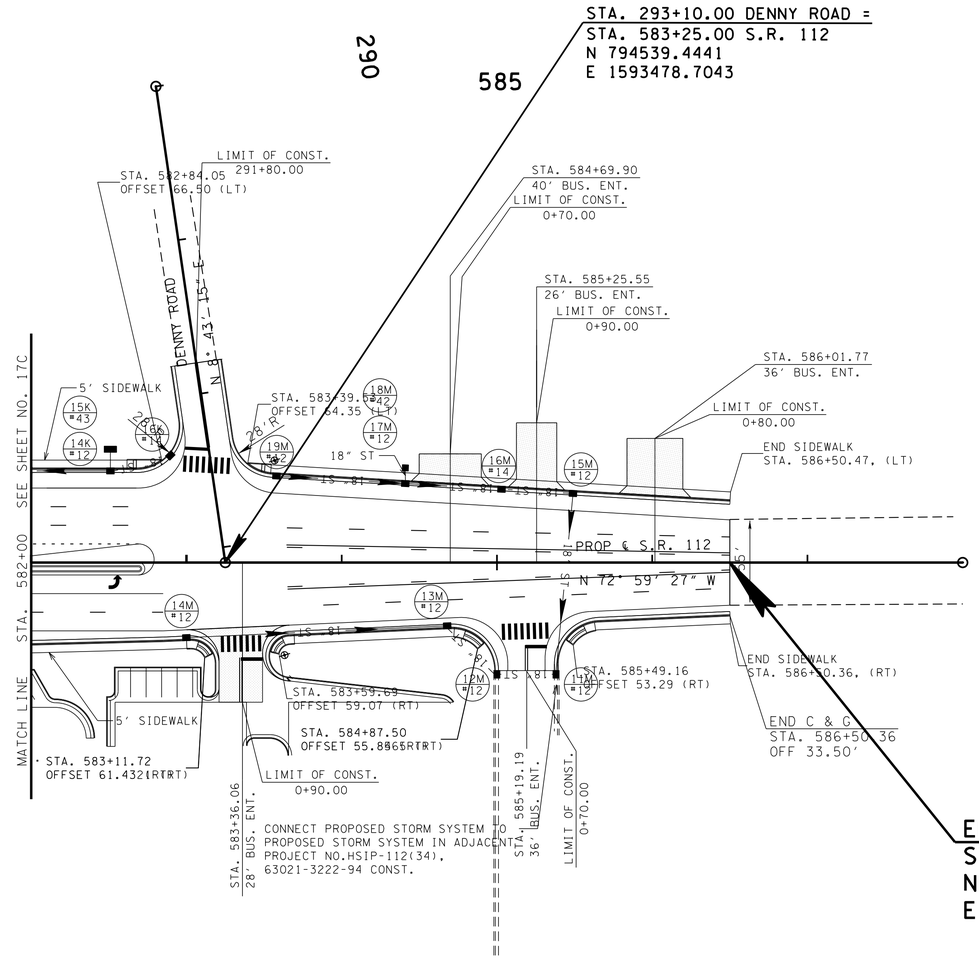
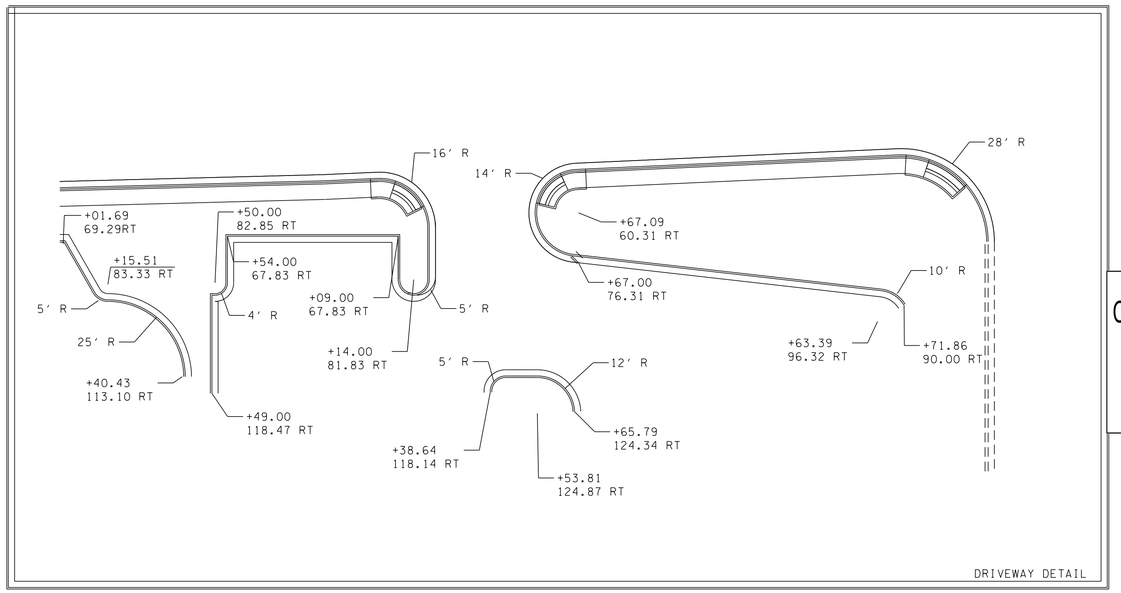
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	8C







CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 582+00 TO STA. 586+50

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	8D

PROJ. NO. STP-112 (39) 63021-3223-94 CONST.

586+50.00

OH TELEPHONE
STA. 583+67.05
EL. 575.12

OH TELEPHONE
STA. 586+66.82
EL. 574.15

BM # 29
STA.583+22.80
153.48' RT.
EL. 558.03
NAIL EAST SIDE OF FP

STA. 583+25.00 ℄ S.R. 112 =
STA. 293+10.00 ℄ DENNY ROAD
EL. 558.48

PROPOSED CENTERLINE GRADE

CENTERLINE GROUND GRADE
MATCHES EXISTING CENTERLINE GRADE

VPI 586+50.00
EL. 556.13

-0.72%

CB
STA. 582+64.62
40.85' LT
TOP ELEV=556.01
INV OUT=553.99

CONNECT PROPOSED STORM DRAIN TO
FUTURE STRUCTURE "12M" FROM ADJACENT
PROJECT# HSIP-112(34)

EXIST. 12" SAN

SMH
STA. 583+19.37
54.52' LT
TOP ELEV=556.46
INV IN(E)=541.59
INV IN(S)=541.59
INV OUT(W)=541.54

SMH
STA. 586+92.50
54.40' LT
TOP ELEV=552.60
INV IN(E)=541.15
INV IN(S)=541.16
INV OUT(W)=541.15

582+00 583+00 584+00 585+00 586+00 587+00

CONSTRUCTION
FIELD
REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 582+00 TO END OF PROJ.

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

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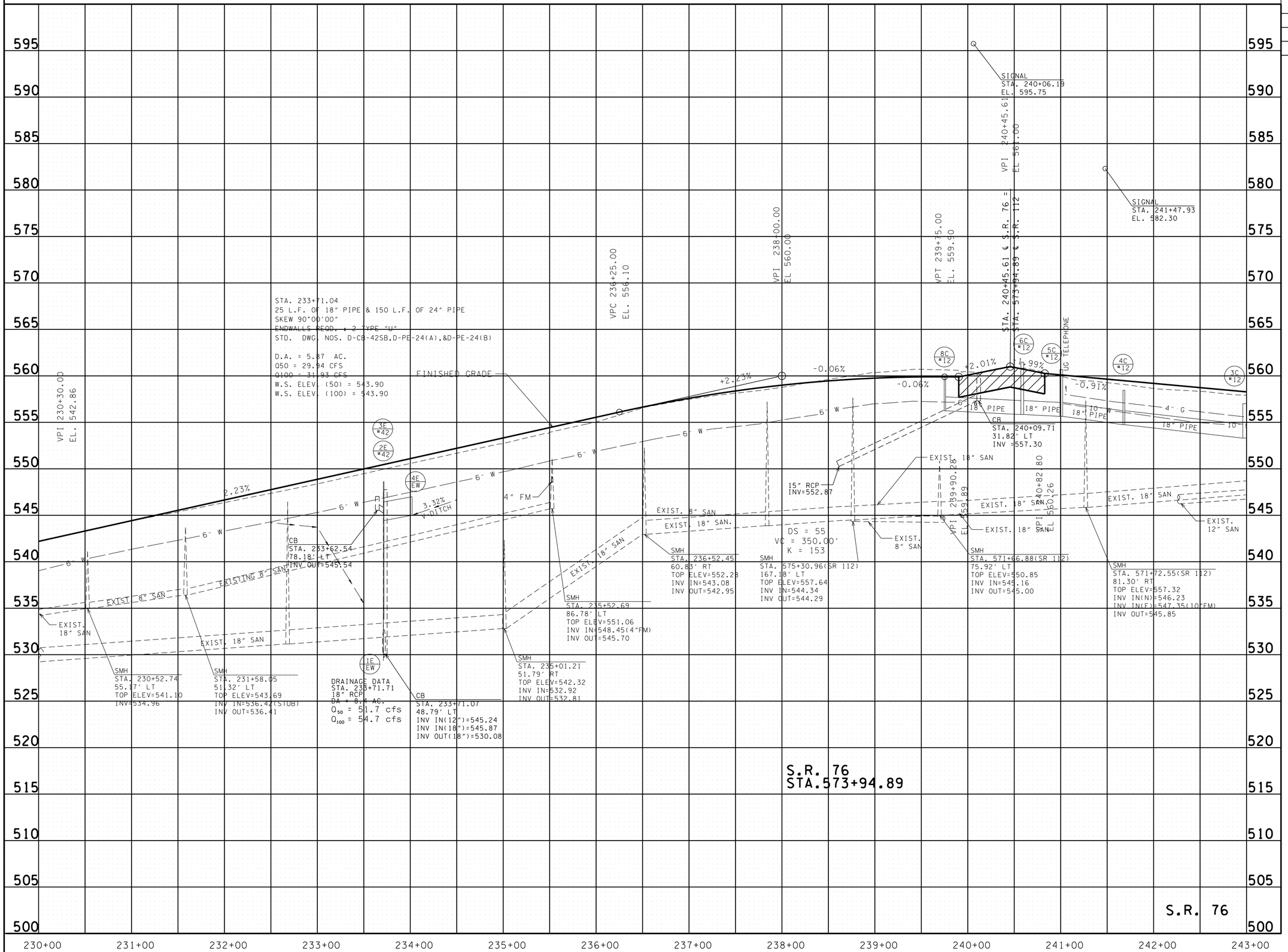
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	9



CONSTRUCTION FIELD REVIEW

SEALED BY

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DEPARTMENT OF TRANSPORTATION

PROFILE OF SIDE ROADS AND STREETS

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	9

595 590 585 580 575 570 565 560 555 550 545 540 535 530 525 520 515 510 505

VPI 350+00.00
EL. 554.67

VPC 350+92.00
EL. 556.27

VPI 352+62.00
EL. 559.23

VPT 354+32.00
EL. 557.68

VPI 356+00.00
EL. 556.16

1.74%

-0.91%

EX. UG TELEPHONE

EX. 12" GAS

EX. UG TELEPHONE

EX. 12" GAS

EX. GAS

EX. 6" WATER

EX. 12" WATER

PROP. 18" PIPE
STA. 351+51.75
ELEV. 553.35

EX. 18" SAN
STA. 351+71.65
ELEV: 545.77

CREST 353+15.31
EL. 558.2136

VC = 340.00'
K = 128
V = 20+ MPH

EX. 12" SAN
STA. 354+69.11
ELEV: 547.29

350+00 351+00 352+00 353+00 354+00 355+00 356+00

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE

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

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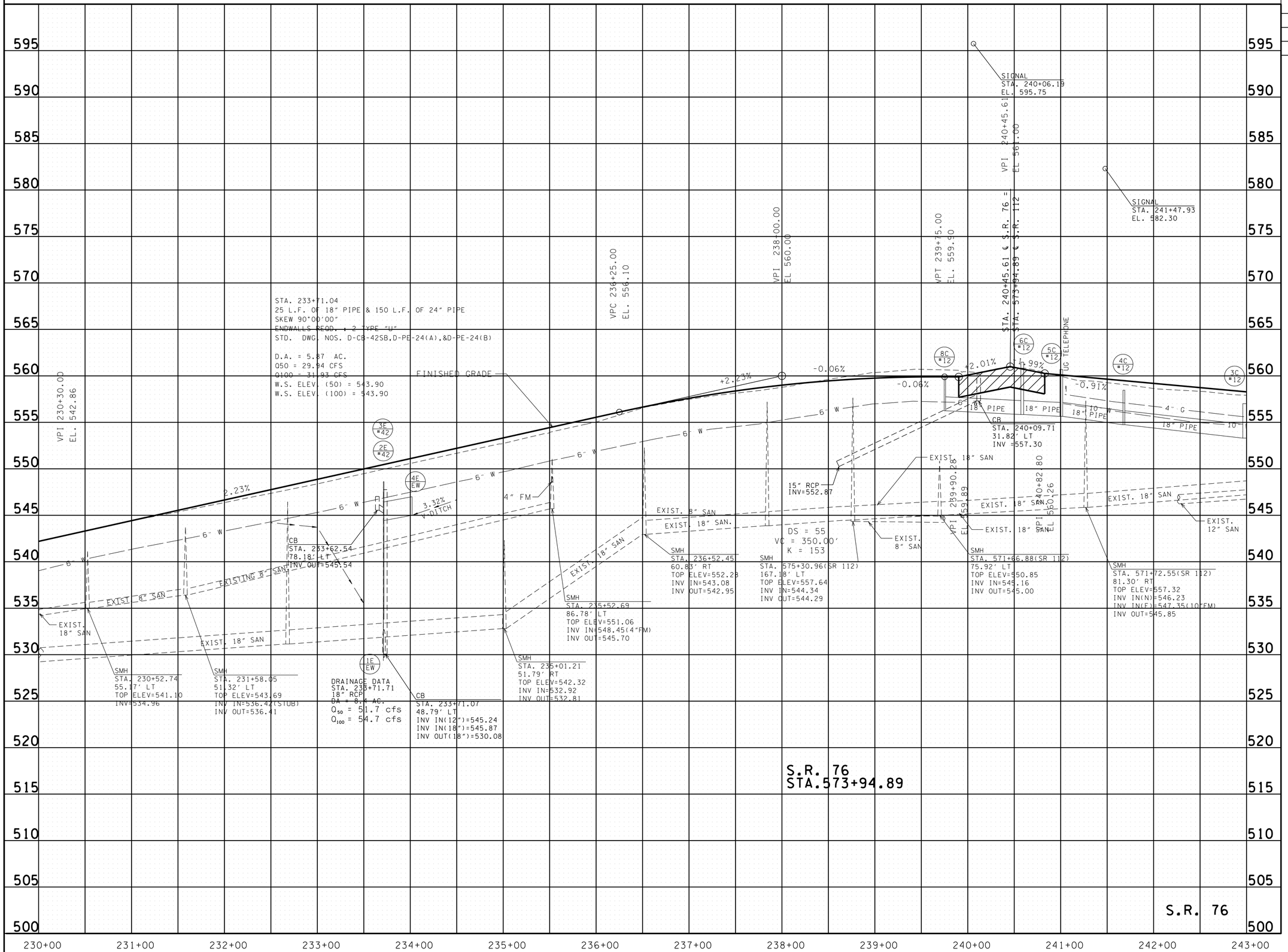
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	10



CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROADS PROFILES

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

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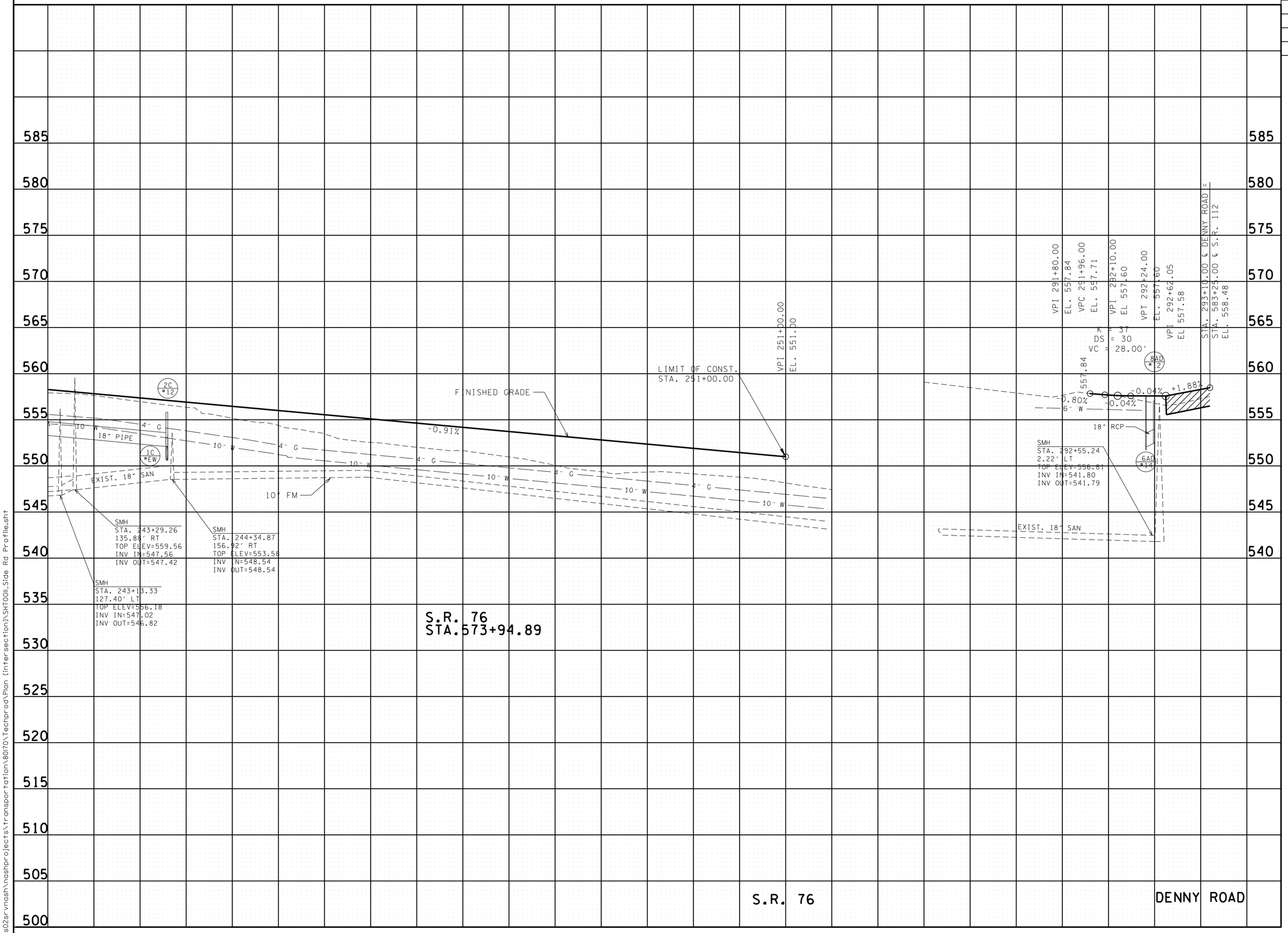
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	11



CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

SIDE ROADS PROFILES

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

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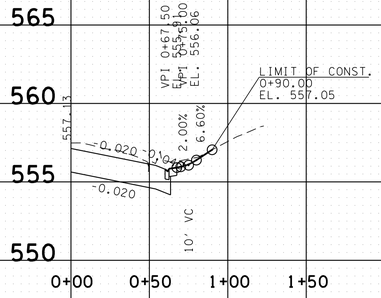
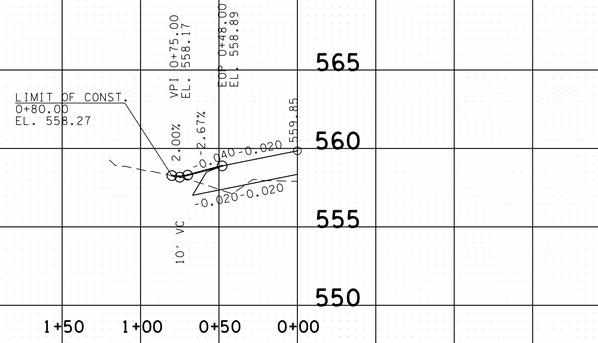
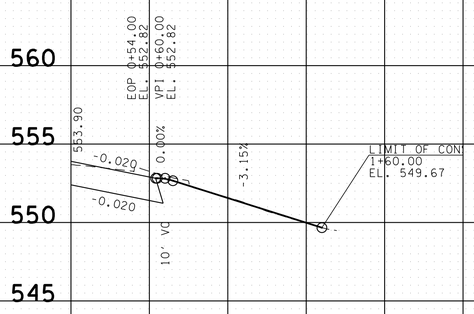
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	12



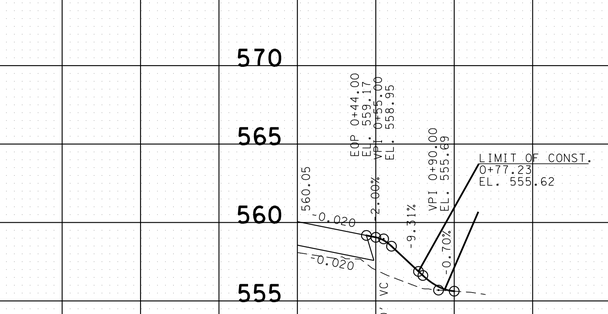
PVT. DR. RT. 570+80.00
TRACT NO.



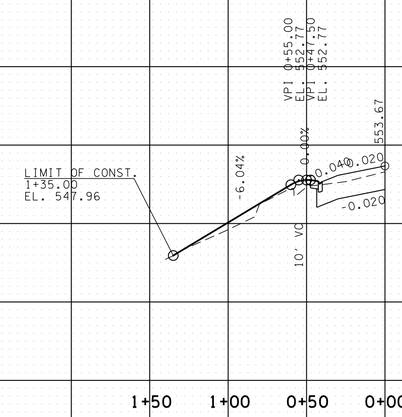
PVT. DR. LT. 581+36.02
TRACT NO.



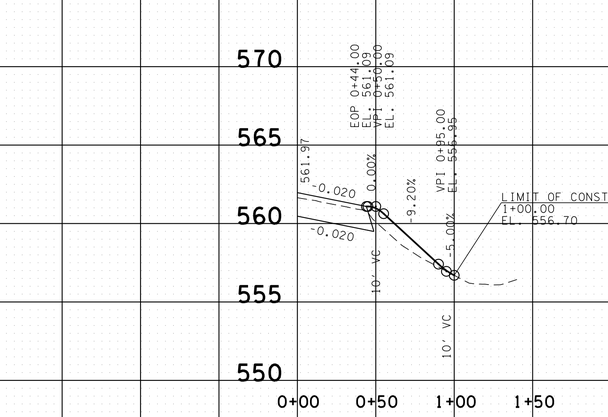
28' BUS. ENT. RT. 568+62.72



34' BUS. ENT. RT. 581+07.50
TRACT NO.163



50' BUS. ENT. LT. 568+36.75



34' BUS. ENT. RT. 578+01.10
TRACT NO.161A & 161B

CONSTRUCTION
FIELD
REVIEW

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DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE

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

S.R. 112

8/5/2020 1:06:25 PM
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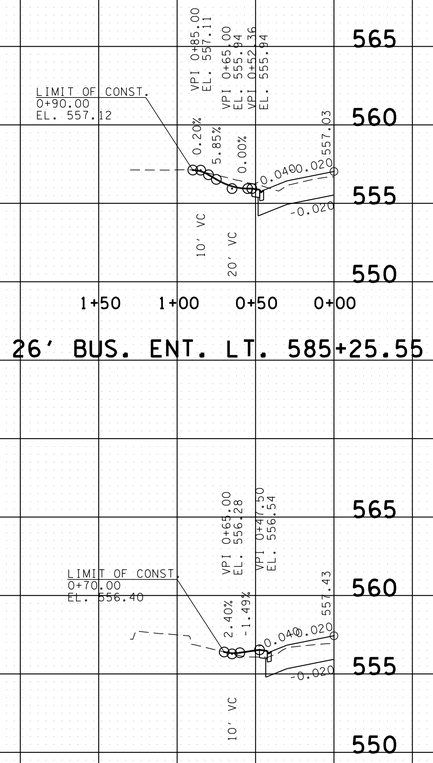
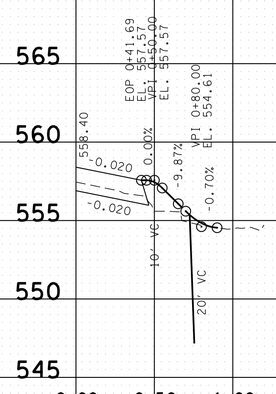
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	13

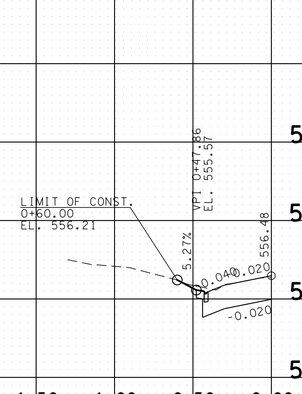


26' BUS. ENT. LT. 585+25.55

40' BUS. ENT. LT. 584+69.90



28' BUS. ENT. RT. 583+36.06
TRACT NO.164 & 166



36' BUS. ENT. LT. 586+01.77

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE

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

S.R. 112

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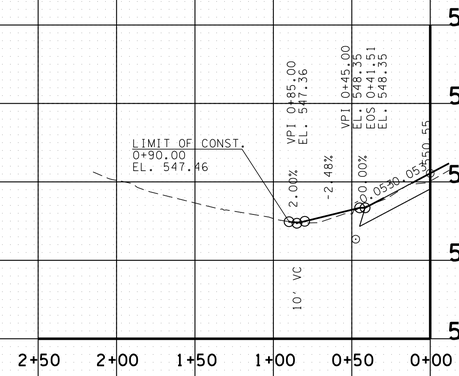
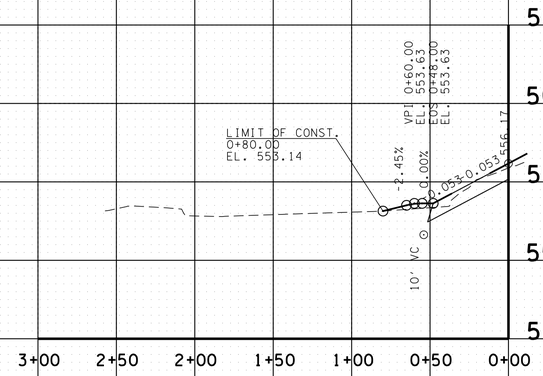
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	14

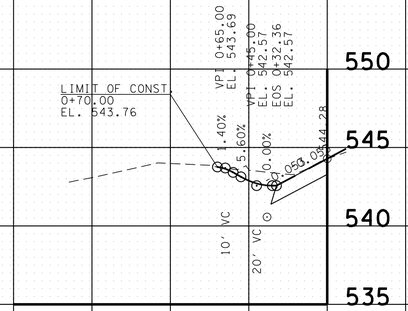


26' BUS. ENT. LT. 233+75.23
TRACT NO. 155

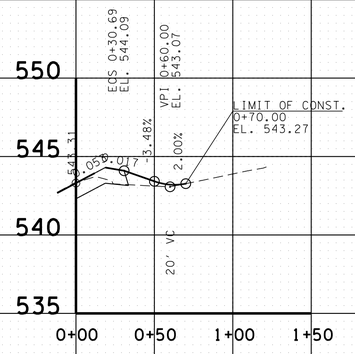


30' BUS. ENT. LT. 236+28.09
TRACT NO. 155

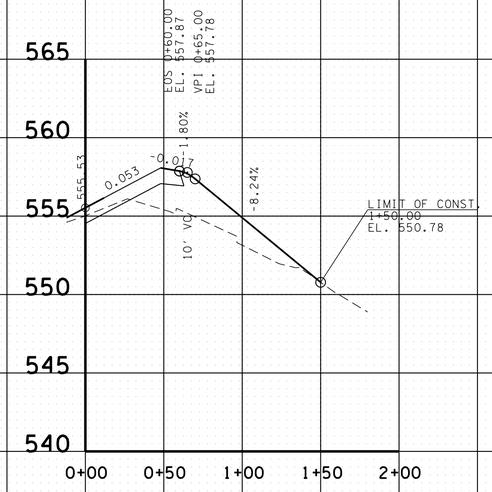
CONSTRUCTION
FIELD
REVIEW



40' BUS. ENT. LT. 230+93.87



40' BUS. ENT. RT. 230+50.00



40' BUS. ENT. RT. 235+99.08

S.R. 76

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DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	15

DRAINAGE DATA FOR PIPE
STATION 213+64.20
DIRECTION OF FLOW LEFT
DRAINAGE AREA 3.1 AC FLAT, (ROLLING), HILLY, MTNS.
PRESENT STRUCTURE; 18" CMP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; 50yr=19.8cfs, 100yr=20.9cfs

DRAINAGE DATA FOR PIPE
STATION 560+25.27
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 3.9 AC FLAT, (ROLLING), HILLY, MTNS.
PRESENT STRUCTURE; 18" CMP
EXISTING STRUCTURE CONDITION; POOR
REMARKS; 50yr=28.1cfs, 100yr=29.6cfs

DRAINAGE DATA FOR PIPE
STATION 233+71 SR76
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 2.0 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 18" RCP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; C=0.75, 50yr=14.40cfs, 100yr=16.20

DRAINAGE DATA FOR PIPE
STATION 554+99.81
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 2.8 AC FLAT, (ROLLING), HILLY, MTNS.
PRESENT STRUCTURE; 15" CMP
EXISTING STRUCTURE CONDITION; POOR
REMARKS; 50yr=12.6cfs, 100yr=13.3cfs

DRAINAGE DATA FOR PIPE
STATION 581+34 SR112
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 3.0 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 24" RCP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; C=0.74, 50yr=22.18cfs, 100yr=24.95cfs

DRAINAGE DATA FOR PIPE
STATION 564+05.00
DIRECTION OF FLOW LEFT
DRAINAGE AREA 1.4 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 18" CMP
EXISTING STRUCTURE CONDITION; POOR
REMARKS; 50yr=8.5cfs, 100yr=9.0cfs

DRAINAGE DATA FOR PIPE
STATION 565+95.83
DIRECTION OF FLOW LEFT
DRAINAGE AREA 1.2 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 18" CMP
EXISTING STRUCTURE CONDITION; GOOD
REMARKS; 50yr=7.3cfs, 100yr=7.7cfs

DRAINAGE DATA FOR PIPE
STATION 569+69.01
DIRECTION OF FLOW LEFT
DRAINAGE AREA 1.1 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 15" CMP
EXISTING STRUCTURE CONDITION; GOOD
REMARKS; 50yr=6.9cfs, 100yr=7.3cfs

DRAINAGE DATA FOR PIPE
STATION 25+15 ACCESS "C"
DIRECTION OF FLOW LEFT
DRAINAGE AREA 1.4 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 18" CMP
EXISTING STRUCTURE CONDITION; GOOD
REMARKS; C=0.72, 50yr=9.68cfs, 100yr=10.89cfs

DRAINAGE DATA FOR PIPE
STATION 22+81 ACCESS "C"
DIRECTION OF FLOW LEFT
DRAINAGE AREA 1.6 (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 8" CMP
EXISTING STRUCTURE CONDITION; GOOD
REMARKS; C=0.76, 50yr=11.67cfs, 100yr=13.13cfs

DRAINAGE DATA FOR PIPE
STATION 24+50 ACCESS "C"
DIRECTION OF FLOW LEFT
DRAINAGE AREA 2.0 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 8" PVC
EXISTING STRUCTURE CONDITION; GOOD
REMARKS; C=0.84, 50yr=16.13cfs, 100yr=18.14cfs

DRAINAGE DATA FOR PIPE
STATION 233+71 SR76
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 4.2 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 18" RCP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; C=0.72, 50yr=29.03cfs, 100yr=32.66cfs

DRAINAGE DATA FOR PIPE
STATION 77+72 ACCESS "D"
DIRECTION OF FLOW LEFT
DRAINAGE AREA 3.6 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 24" CMP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; C=0.83, 50yr=28.69cfs, 100yr=32.27cfs

DRAINAGE DATA FOR PIPE
STATION 77+72 ACCESS "D"
DIRECTION OF FLOW RIGHT
DRAINAGE AREA 2.6 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; 24" CMP
EXISTING STRUCTURE CONDITION; FAIR
REMARKS; C=0.89, 50yr=22.21cfs, 100yr=25.00cfs

DRAINAGE DATA FOR PIPE
STATION ACCESS "B"
DIRECTION OF FLOW LEFT
DRAINAGE AREA 0.6 AC (FLAT,) ROLLING, HILLY, MTNS.
PRESENT STRUCTURE; PROPOSED
EXISTING STRUCTURE CONDITION;
REMARKS; C=0.74, 50yr=4.26cfs, 100yr=4.80cfs

STA. 213+91.17 COUNTRY LN. =
STA. 559+90.14 S.R. 112
N 793856.4393
E 1595711.4327

STA. 30+00.00 WAL-MART =
STA. 565+68.86 S.R. 112
N 794025.7282
E 1595158.0310

STA. 40+00.00 FOOD LION =
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

STA. 293+10.00 DENNY ROAD =
STA. 583+25.00 S.R. 112
N 794539.4441
E 1593478.7043

END PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 586+50.00
N 794634.5145
E 1593167.9212

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

550 555 560 565 570 575 580 585

230 235 240 245 250 255 260 265 270

S.R. 112 S.R. 76 COUNTRY LN. FOOD LION WAL-MART BALLYGAR ST. RAMP DENNY ROAD

N

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

SCALE: 1"=200'

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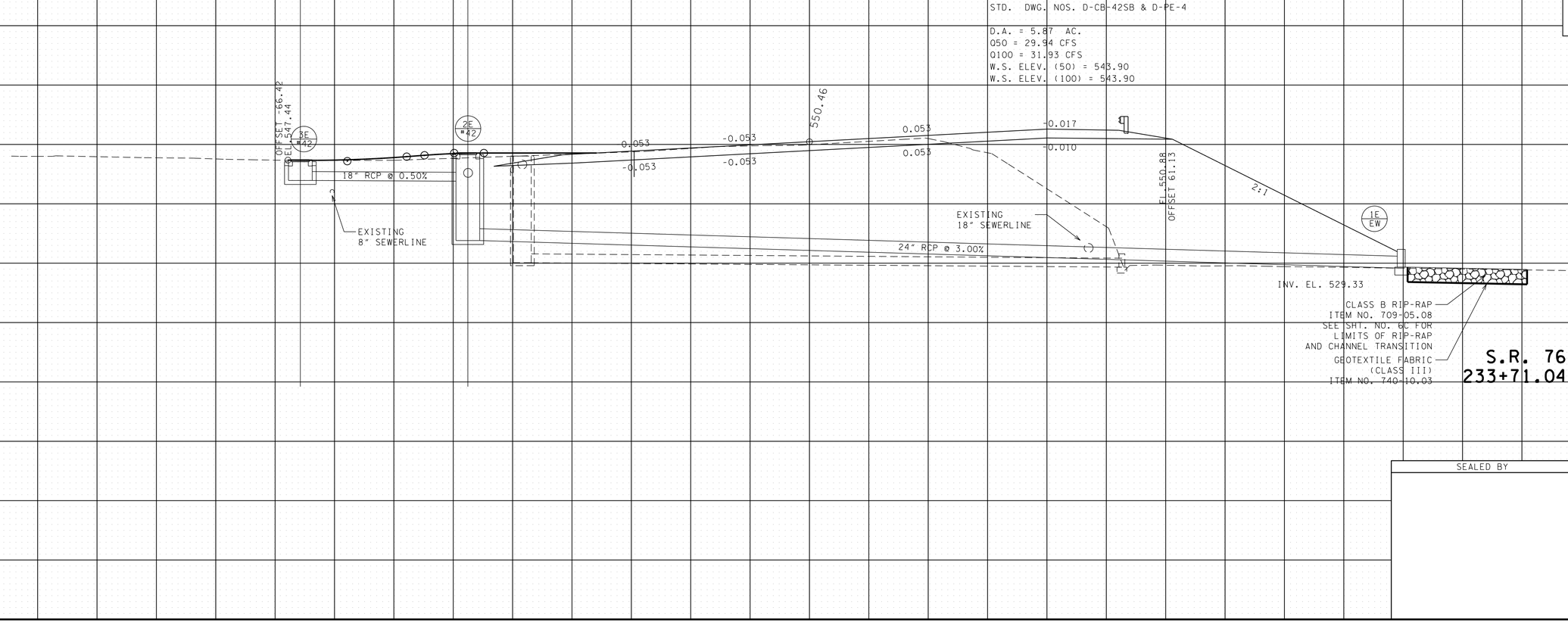
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	16

STA. 233+71.04
25 L.F. OF 18" PIPE & 150 L.F. OF 24" PIPE
SKEW 90°00'00"
ENDWALLS REQD. : 1 TYPE "ST"
STD. DWG. NOS. D-CB-42SB & D-PE-4

D.A. = 5.87 AC.
Q50 = 29.94 CFS
Q100 = 31.93 CFS
W.S. ELEV. (50) = 543.90
W.S. ELEV. (100) = 543.90



CONSTRUCTION
FIELD
REVIEW

S.R. 76
233+71.04

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT CROSS-SECTIONS

STA. 233+71.04
TO
STA. 233+71.04

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

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\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (intersection)\SHT0016_SR76 Culvert XS.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	17

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

NPDES

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

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

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

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

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

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

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

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

(5) 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.

TREES AND SHRUBS

(6) NO SUBSTITUTIONS OF TREE OR TREE SEEDLING SPECIES OR SIZES SHALL BE ALLOWED WITHOUT WRITTEN APPROVAL OF THE TDOT ENVIRONMENTAL PLANNING OFFICE. TREES SHALL BE THE VARIETY NATIVE TO TENNESSEE, WELL-BRANCHED, BALL AND BURLAPPED, AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION UNLESS OTHERWISE REQUESTED BY THE ENVIRONMENTAL PLANNING OFFICE.

(7) THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT NATIVE TREE SPECIES, AS SOME MAY REQUIRE TIME TO RELOCATE.

(8) ALL TREES WILL BE DELIVERED INDIVIDUALLY LABELED WITH THE SCIENTIFIC NAME.

(9) ALL TREES PLANTED SHALL BE WRAPPED AS PER SECTION 802.07 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

(10) TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO INSURE SURVIVAL.

(11) SEEDLINGS SHALL BE DUG AND DELIVERED IMMEDIATELY PRIOR TO PLANTING, AND SHALL NOT BE ALLOWED TO DRY OUT PRIOR TO PLANTING. ROOTS SHALL BE COATED IN A MUD SLURRY OR COMMERCIALLY AVAILABLE COATING GEL DURING PLANTING.

TEMPORARY WETLAND IMPACTS

(12) IN AREAS SHOWN ON PLANS OR PERMITS AS TEMPORARY WETLAND IMPACTS, OPERATE EQUIPMENT ON MATS TO AVOID SOIL COMPACTION OR EMBEDDING OF STONE. ALTERNATIVELY (IF NOT IN CONFLICT WITH EROSION CONTROL OR OTHER NOTES OR SPECIFICATIONS), AT THE COMPLETION OF CONSTRUCTION, REMOVE COMPACTED SOIL DOWN TO A DEPTH OF 6-12 INCHES BELOW PRE-CONSTRUCTION SURFACE ELEVATIONS, BACKFILL WITH TOPSOIL AND RESTORE AREA TO PRE-CONSTRUCTION ELEVATIONS, SEED OR SOD. TAKE CARE TO AVOID POLLUTION OR DRAINING SURROUNDING WETLANDS.

SPECIAL NOTES

(13) TOPSOIL IS TO BE REMOVED FROM ALL AREAS OF TEMPORARY WETLAND IMPACTS AND STOCKPILED PRIOR TO CONSTRUCTION.

(14) UPON COMPLETION OF CONSTRUCTION ACTIVITIES, TEMPORARY HAUL ROADS ARE TO BE REMOVED. EXCAVATED MATERIAL FROM THE HAUL ROADS IS TO BE DISPOSED OF AS DIRECTED BY THE ENGINEER.

(15) UPON COMPLETION OF CONSTRUCTION ACTIVITIES, ALL TEMPORARY WETLAND IMPACT AREAS ARE TO BE RESTORED TO PRE-CONSTRUCTION CONTOURS AND THE STOCKPILED WETLAND TOPSOIL SPREAD TO RESTORE THESE AREAS TO PRE-CONSTRUCTION ELEVATION.

(16) SEDIMENT FILTER BAGS SHALL NOT BE PLACED WITHIN A JURISDICTIONAL WETLAND OR WITHIN 20 FEET OF A STABILIZED OUTLET, STREAM, OR OTHER NATURAL WATER RESOURCE.

(17) ROCK CHECK DAMS AND ENHANCED ROCK CHECK DAMS SHALL HAVE A WEIR HEIGHT OF 3 FEET UNLESS OTHERWISE NOTED.

(18) FOR SILT FENCES, INCLUDING SILT FENCE WITH BACKING, PLACED ACROSS CONTOURS, INSTALL HOOKS BY TURNING SECTIONS OF FENCE UPSLOPE FOR A MINIMUM OF 2 FEET AND AT A MINIMUM OF 50 FOOT INTERVALS, CREATING SMALL DAMS TO STOP, POND UP, AND FILTER OR SETTLE OUT FLOWS.

(19) TEMPORARY CONSTRUCTION ENTRANCES/EXITS SHALL BE INSTALLED AT LOCATIONS ON THE PROJECT WHERE SEDIMENT TRACKING WILL OCCUR ON EXISTING PUBLIC ROADS.

(20) ALL CATCH BASINS SHALL RECEIVE CURB INLET PROTECTION (TYPE 4) AFTER FINAL PREPARATION OF SUBGRADE AND PAVING OPERATIONS HAVE BEGUN.

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	18

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	93
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	LF	1369
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	LF	3120
209-08.07	ROCK CHECK DAM	EACH	34
209-08.08	ENHANCED ROCK CHECK DAM	EACH	15
209-40.41	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EACH	3
209-40.42	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EACH	4
209-40.46	CATCH BASIN FILTER ASSEMBLY (TYPE 6)	EACH	24
209-40.47	CATCH BASIN FILTER ASSEMBLY (TYPE 7)	EACH	10
209-40.48	CATCH BASIN FILTER ASSEMBLY (TYPE 8)	EACH	1
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	84
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	650
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	573
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	73
740-10.03	GEOTEXTILE (TYPE III)	SY	1115
801-01.07	TEMPORARY SEEDING WITH MULCH	UNIT	183
801-02.15	FERTILIZER	TON	2
801-03	WATER (SEEDING & SODDING)	M.G.	223
803-01	SODDING (NEW SOD)	SY	20304
806-02.03	PROJECT MOWING	CYCL	4

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

EROSION CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
✱ SF ✱ SF ✱ SF ✱	SILT FENCE	EC-STR-3B
✱ 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
✱✱ SOCK ✱✱ SOCK ✱✱	FILTER SOCK	EC-STR-8
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
✱✱ TUBE ✱✱ TUBE ✱✱	SEDIMENT TUBE	EC-STR-37
4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
✱	CATCH BASIN FILTER ASSEMBLY (TYPE AS SPECIFIED)	EC-STR-40 THRU EC-STR-51A

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

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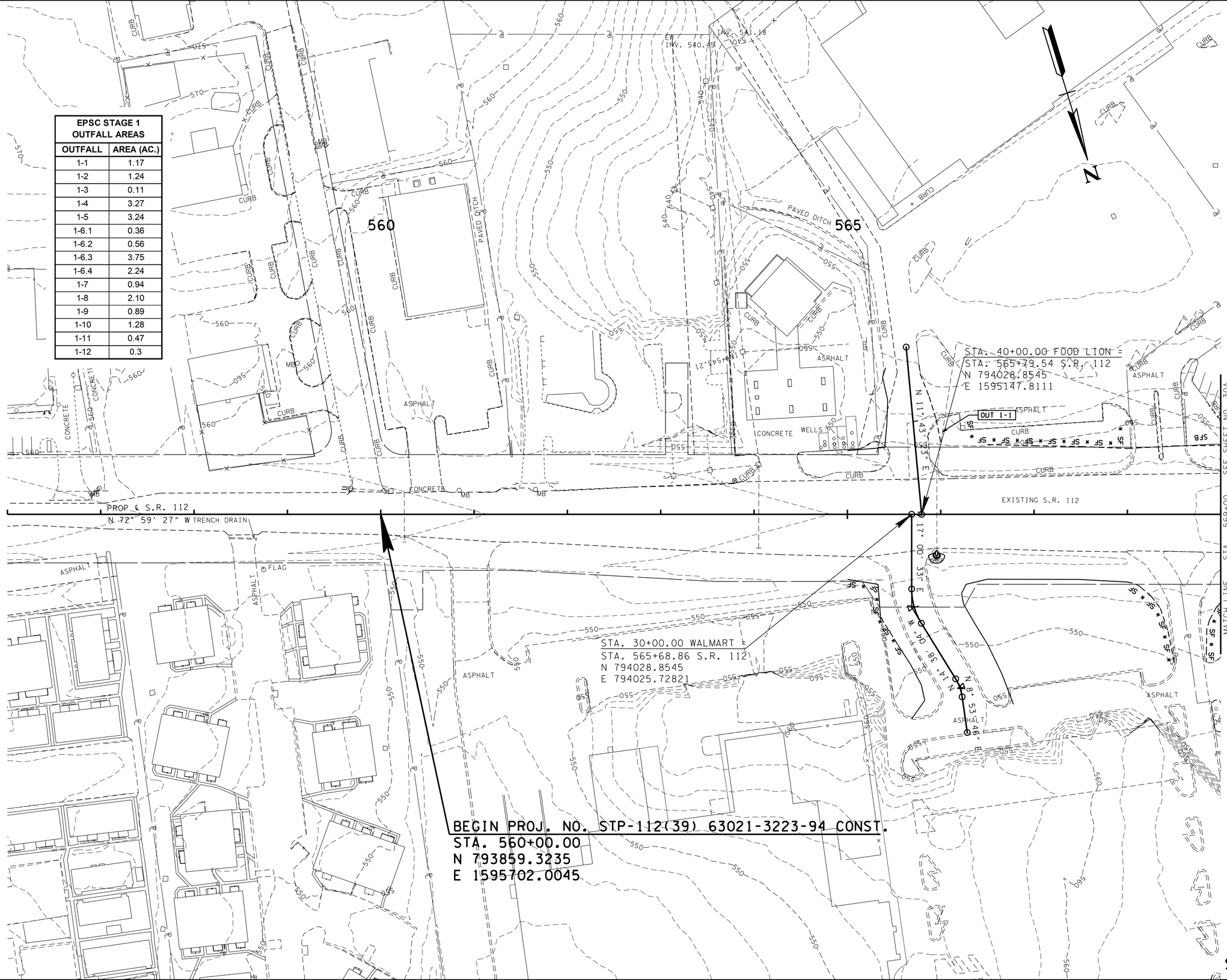
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	19

EPSC STAGE 1 OUTFALL AREAS	
OUTFALL	AREA (AC.)
1-1	1.17
1-2	1.24
1-3	0.11
1-4	3.27
1-5	3.24
1-6.1	0.36
1-6.2	0.56
1-6.3	3.75
1-6.4	2.24
1-7	0.94
1-8	2.10
1-9	0.89
1-10	1.28
1-11	0.47
1-12	0.3



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

STAGE I

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	19A

MATCH LINE STA. 236+00 SEE SHEET NO. 30B

SEE SHEET NO. 30

SEE SHEET NO. 300

MATCH LINE STA. 569+00

MATCH LINE STA. 582+00

MATCH LINE STA. 246+00 SEE SHEET NO. 30C

S.R. 76

EXISTING S.R. 112

PROP ℄ S.R. 112
N 72° 59' 27" W

570

575

350

355

240

245

OUT 1-6.4

OUT 1-3

OUT 1-2

OUT T-5

OUT T-4

ASPHALT

CONCRETE CURB

CURB

GRASS

GRASS & SHRUB

SHRUB

ASP.

DT
TOP 560.43
INV. 558.29

RAMP "A"
STA. 571+00.00
OFF. 54.00

RAMP "A"
STA. 243+54.99
OFF. 48.08

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

N 17° 55' 09" E
60.00'

DENSE BRUSH

WTL-1
0.03 AC.

WTL-2
0.003 AC.

NOTE:
STATE WETLAND IMPACTED AREAS ARE ASSOCIATED WITH PIN 101285.04.

CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

STAGE I

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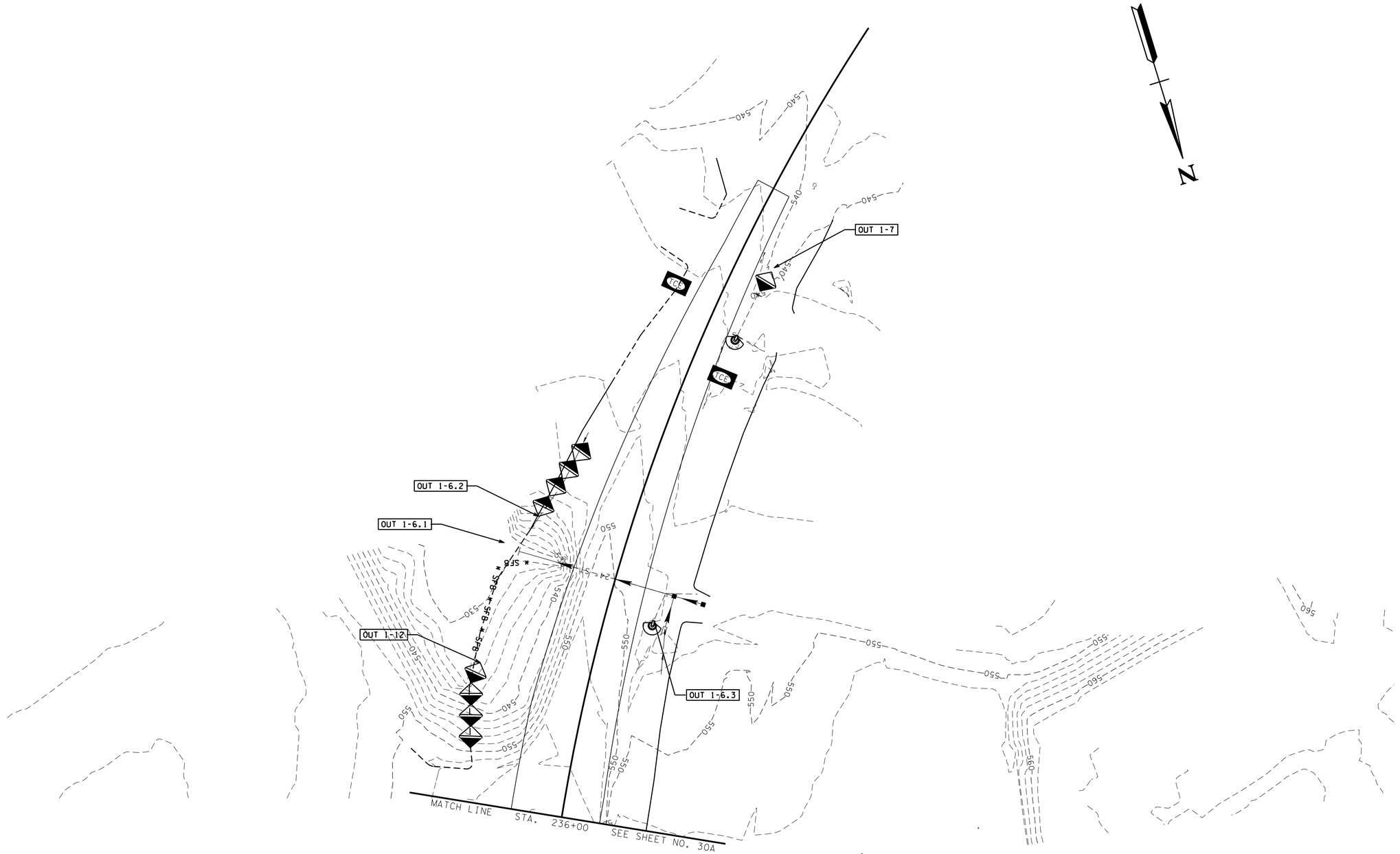
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	19B



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 230+30 TO STA. 236+00

STAGE I

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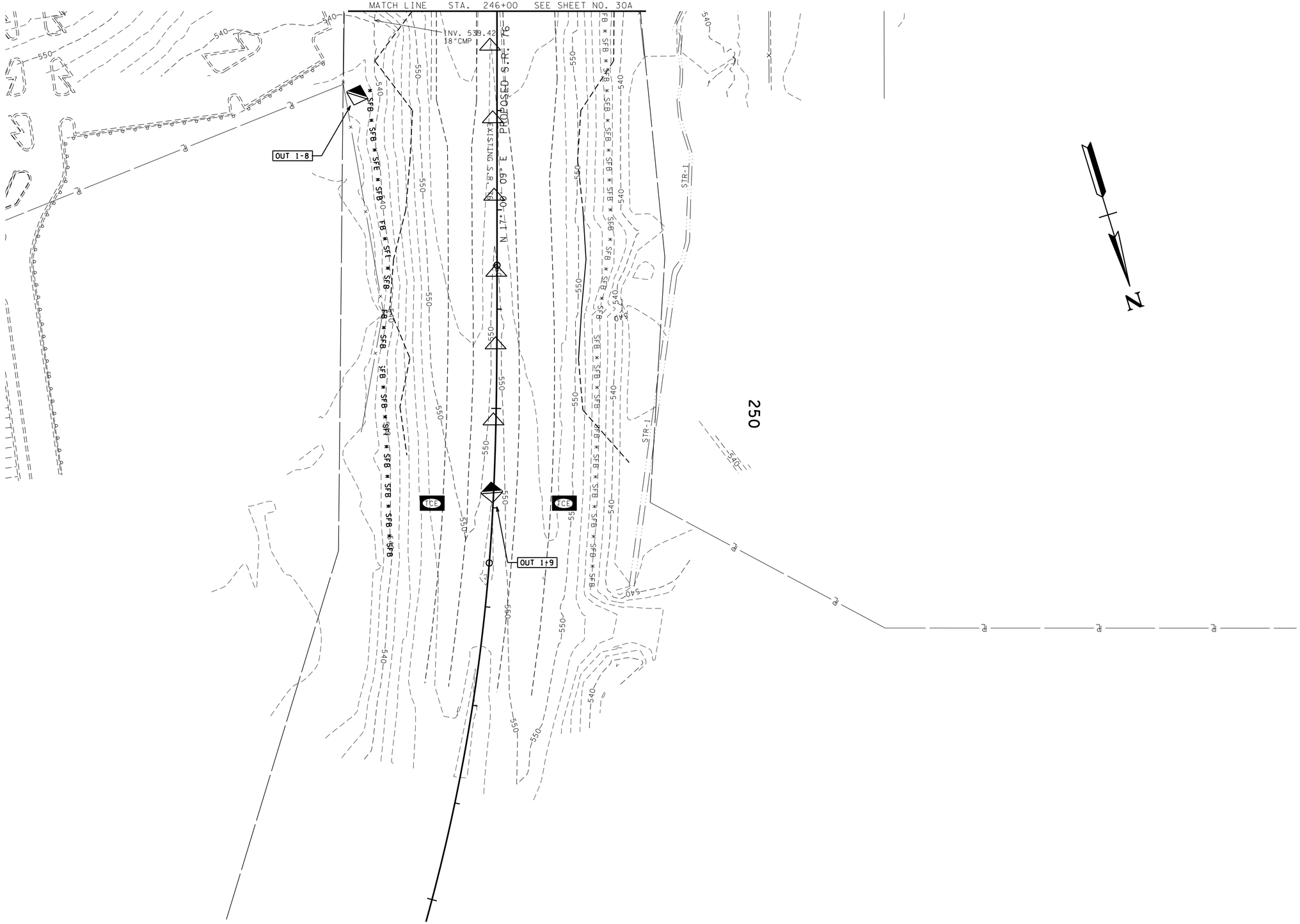
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	19C



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN STAGE I

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

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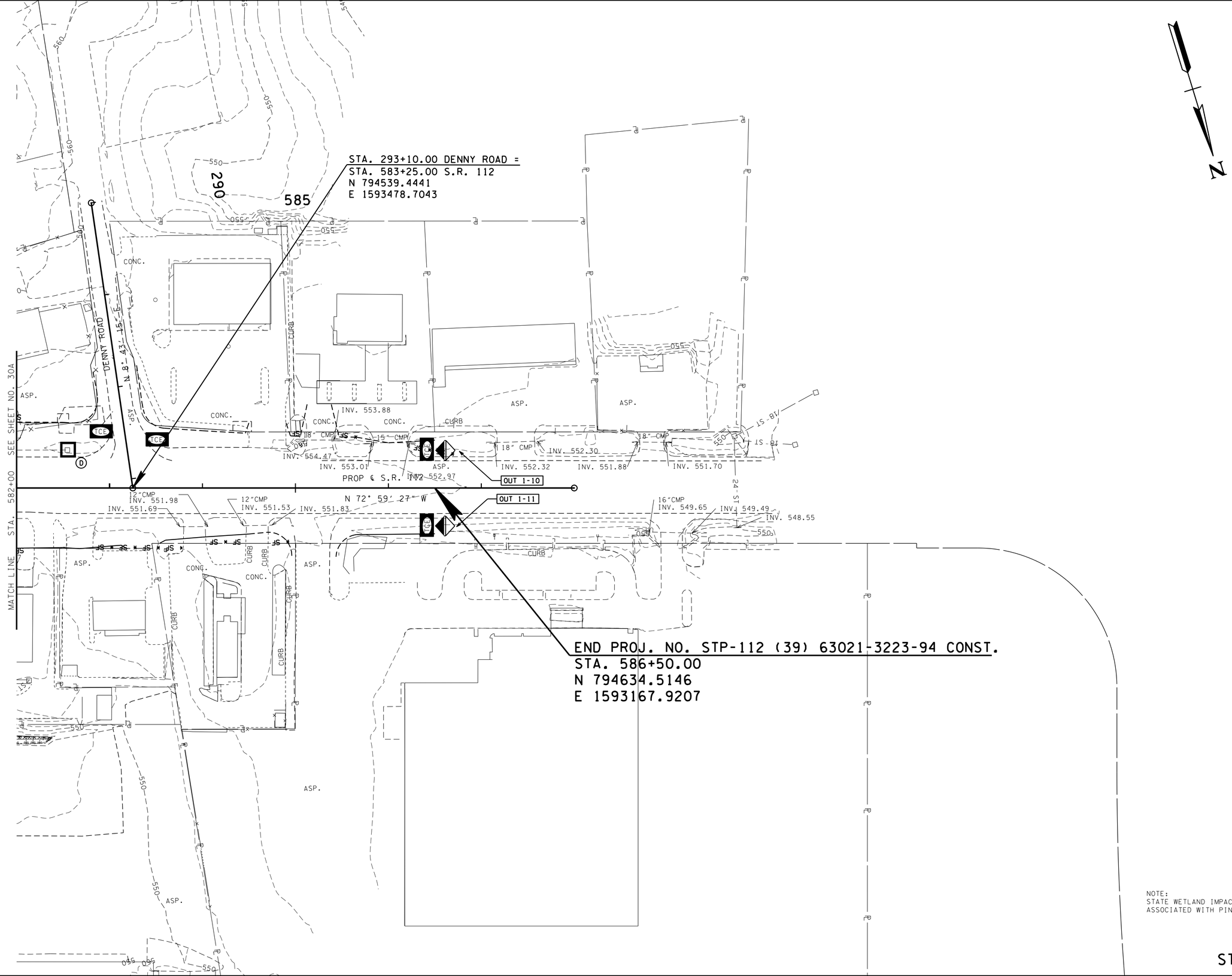
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	19D



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

NOTE:
STATE WETLAND IMPACTED AREAS ARE ASSOCIATED WITH PIN 101285.04.

STAGE I

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 582+00 TO END OF PROJ.

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	20

EPSC STAGE 2 OUTFALL AREAS	
OUTFALL	AREA (AC.)
2-1	1.17
2-2	1.23
2-3	0.13
2-4	3.32
2-5	3.24
2-6	7.26
2-6.1	0.36
2-6.2	0.56
2-6.3	3.75
2-6.4	2.24
2-7	0.94
2-8	2.06
2-9	0.89
2-10	1.28
2-11	0.47

560

565

N

STA. 40+00.00 FOOD LION
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

OUT 2-1

N 11° 43' 53" E

EXISTING S.R. 112

STA. 569+00

SEE SHEET NO. 30F

MATCH LINE

PROP ℄ S.R. 112
N 72° 59' 27" W

17° 06' 33" E

N 14° 04' 38" E

N 8° 53' 46" E

STA. 30+00.00 WALMART ±
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.72821

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

ASPHALT
CONCRETE
WELLS
FLAG
CURB
MB
SF

STAGE II

CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	20A

MATCH LINE STA. 236+00 SEE SHEET NO. 30G

MATCH LINE STA. 569+00 SEE SHEET NO. 30E

SEE SHEET NO. 30I STA. 582+00

MATCH LINE STA. 246+00 SEE SHEET NO. 30H

EXISTING S.R. 112

PROP ℄ S.R. 112
N 72° 59' 27" W

S.R. 76

EXISTING S.R. 76
N 17° 00' 09" E

N 17° 55' 09" E

OUT 2-6.4

CHECK DAM WEIR
HEIGHT = 2 FT

OUT 2-3

OUT 2-2

OUT 2-5

OUT 2-4

RAMP "A"
STA. 571+00.00
OFF. 54.00

RAMP "A"
STA. 243+54.99
OFF. 48.08

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

DT
TOP 560.43
INV. 558.29

WTL-1
0.03 AC.

WTL-2
0.003 AC.

570

575

350

355

245

240

ASPHALT

ASP.

CURB

CONCRETE CURB

NOTE:
STATE WETLAND IMPACTED AREAS ARE ASSOCIATED WITH PIN 101285.04.

CONSTRUCTION FIELD REVIEW

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

STAGE II

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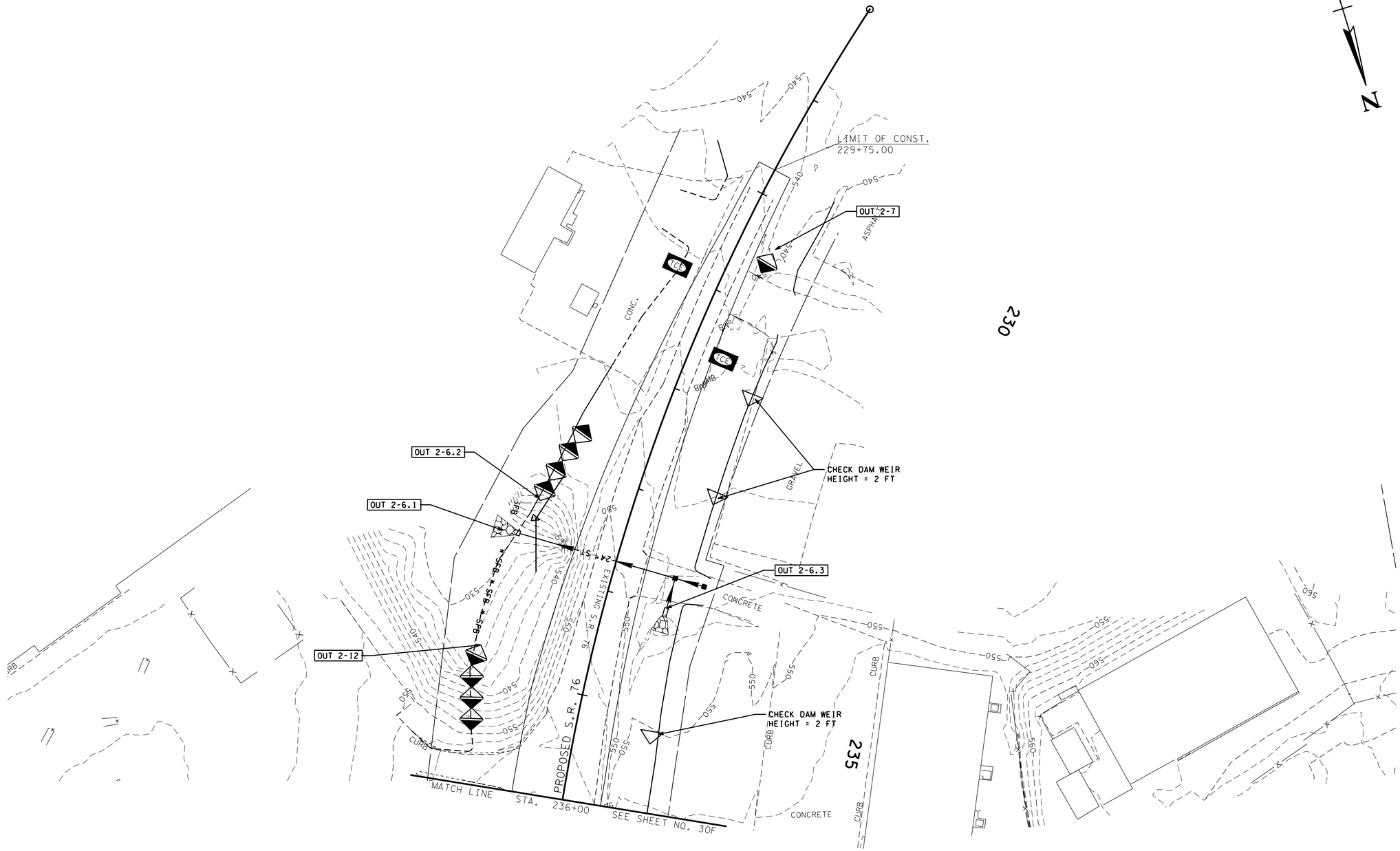
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	20B



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

STAGE II

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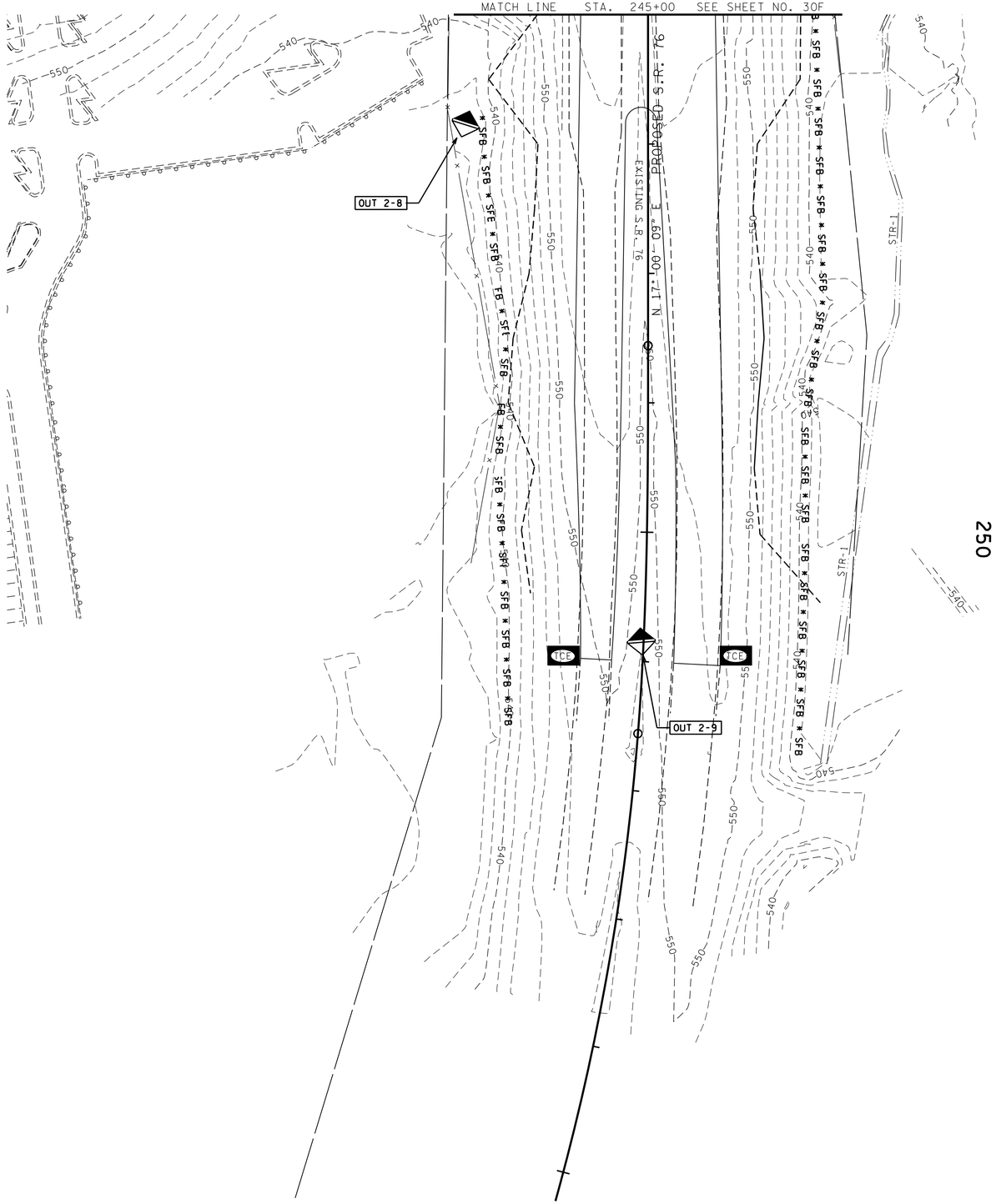
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	20C



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CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

STAGE II

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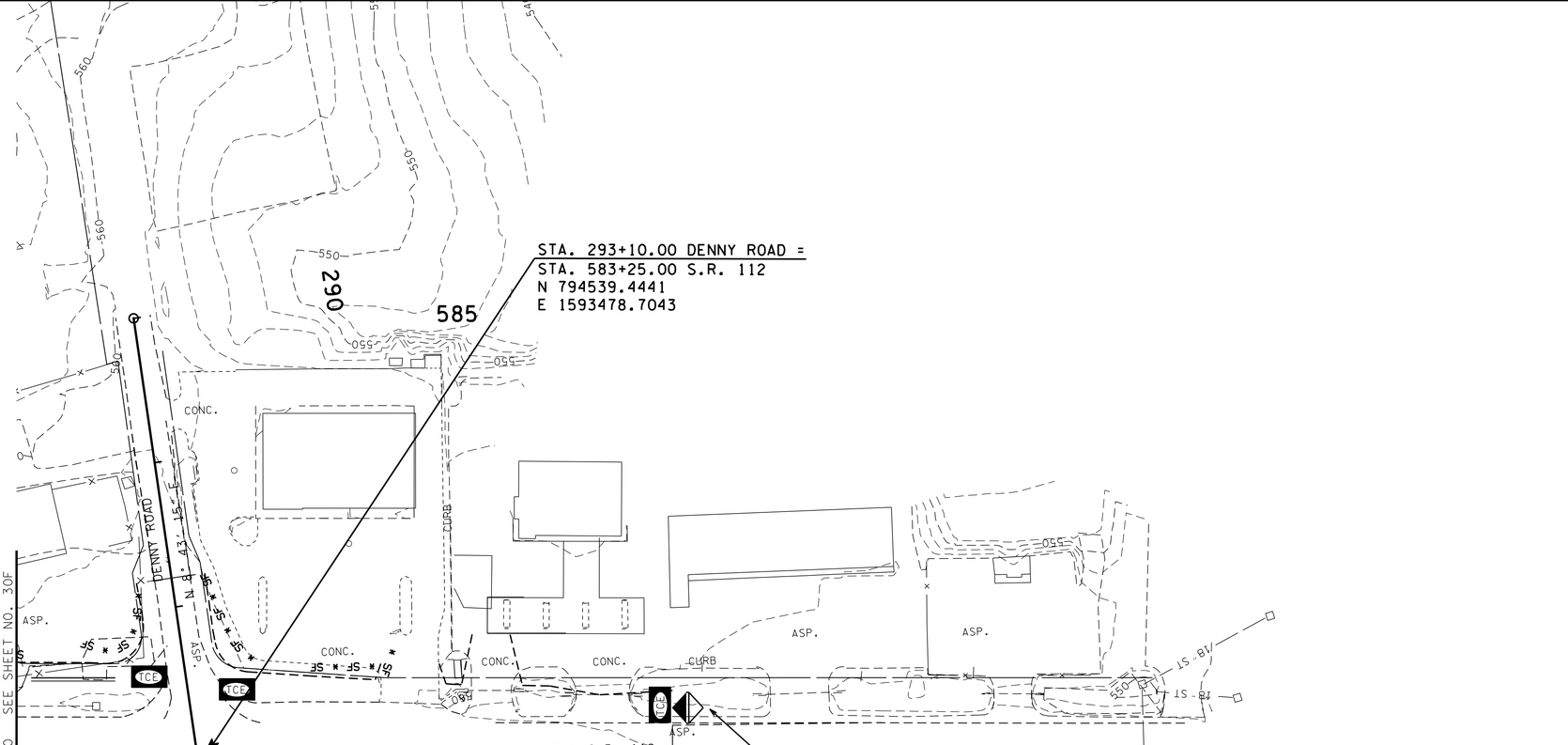
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	20D



N

CONSTRUCTION FIELD REVIEW

NOTE:
STATE WETLAND IMPACTED AREAS ARE ASSOCIATED WITH PIN 101285.04.

STAGE II

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 582+00 TO END OF PROJ.

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	21

EPSC STAGE 3 OUTFALL AREAS	
OUTFALL	AREA (AC.)
3-1	2.18
3-2	1.54
3-3	2.01
3-4	4.20
3-5	0.22
3-6.1	1.05
3-6.2	0.01
3-6.3	0.12
3-6.4	3.75
3-6.5	2.24
3-7	1.13
3-8	2.22
3-9	1.48
3-10	0.30
3-11	0.37
3-12	0.89

560

565

BEGIN WALL
STA. 568+88.00
74.00 LT

STA. 40+00.00 FOOD LION =
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

CONNECT NEW STORM SYSTEM TO STORM SYSTEM FROM PROJECT NO.STP-112(31).63021-3218-14

PLASTIC PAVT MARKING (LONGITUDINAL CROSS WALK)

PROP ℄ S.R. 112
N 72° 59' 27" W

OUT 3-2

OUT 3-1

CONNECT NEW STORM SYSTEM TO STORM SYSTEM FROM PROJECT NO.STP-112(31).63021-3218-14

STA. 30+00.00 WALMART ±
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.72821

BEGIN PROJ. NO. STP-112(39) 63021-3223-94 CONST.
STA. 560+00.00
N 793859.3235
E 1595702.0045

SEE SHEET NO. 30K

STA. 569+00

MATCH LINE

STAGE III

CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	21 A

MATCH LINE STA. 236+00 SEE SHEET NO. 30L

SEE SHEET NO. 30J STA. 569+00

SEE SHEET NO. 30N STA. 582+00

MATCH LINE STA. 246+00 SEE SHEET NO. 30M

S.R. 76

PROP ℄ S.R. 112

N 72° 59' 27" W

N 17° 00' 09" E

OUT 3-6.5

CHECK DAM WEIR
HEIGHT = 2 FT

OUT 3-4

OUT 3-3

PROPOSED GRADING ASSOCIATED
WITH PIN 101285.04

PI WALL
STA. 570+00.00
74.00 LT

END WALL
STA. 571+25.00
90.00 LT

RAMP "A"
STA. 571+00.00
OFF. 54.00

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

RAMP "A"
STA. 243+54.99
OFF. 48.08

CONNECT PROPOSED STORM SYSTEM TO
PROPOSED STORM SYSTEM IN ADJACENT
PROJECT NO.HSIP-112(34),
63021-3222-94 CONST.

WTL-1
0.03 AC.

WTL-2
0.003 AC.

NOTE:
STATE WETLAND IMPACTED AREAS ARE
ASSOCIATED WITH PIN 101285.04.

570

575

350

355

240

245

CONSTRUCTION
FIELD
REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.0000007 AND TIED TO
THE TGRN, ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

STAGE III

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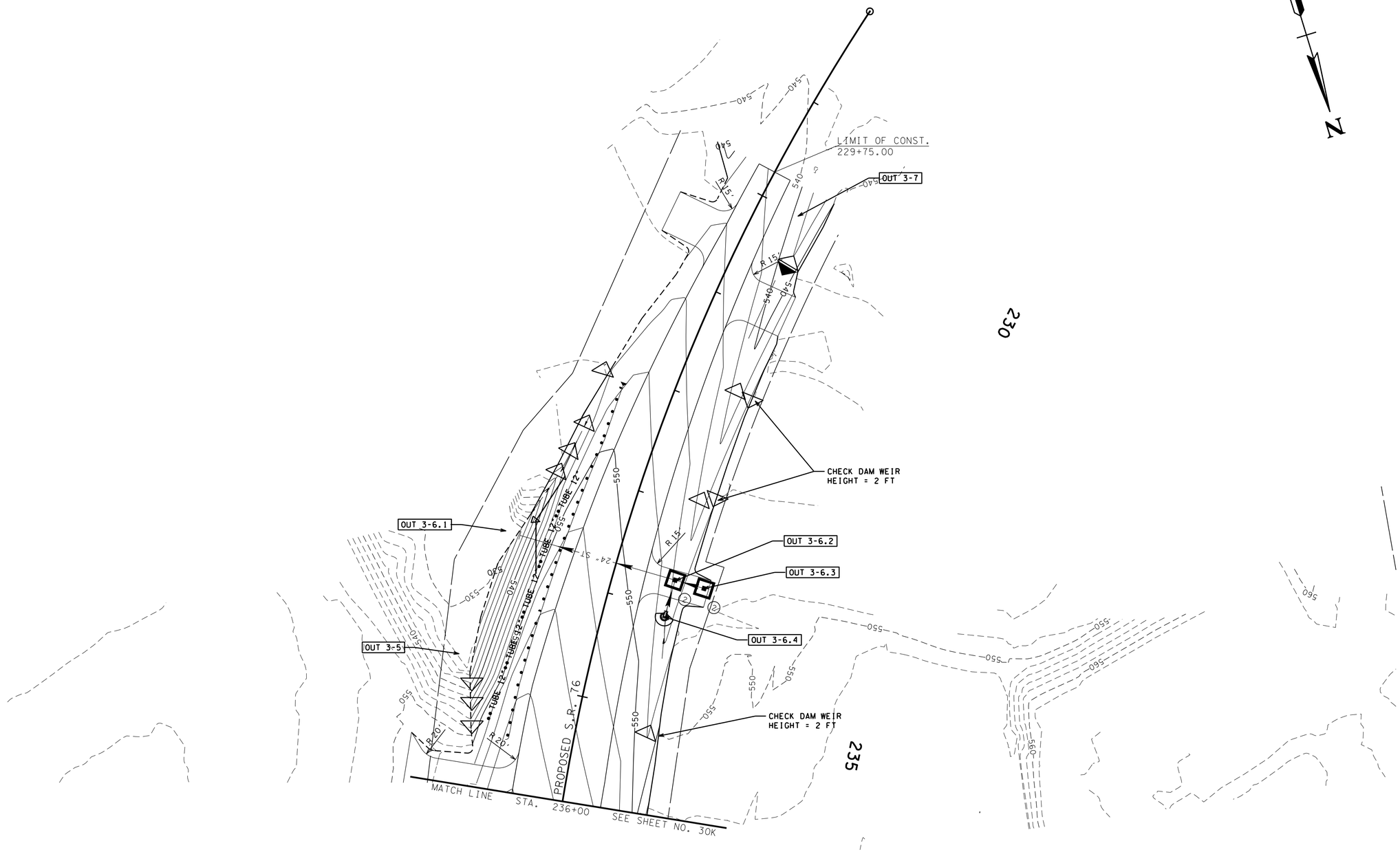
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	21B



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

STAGE III

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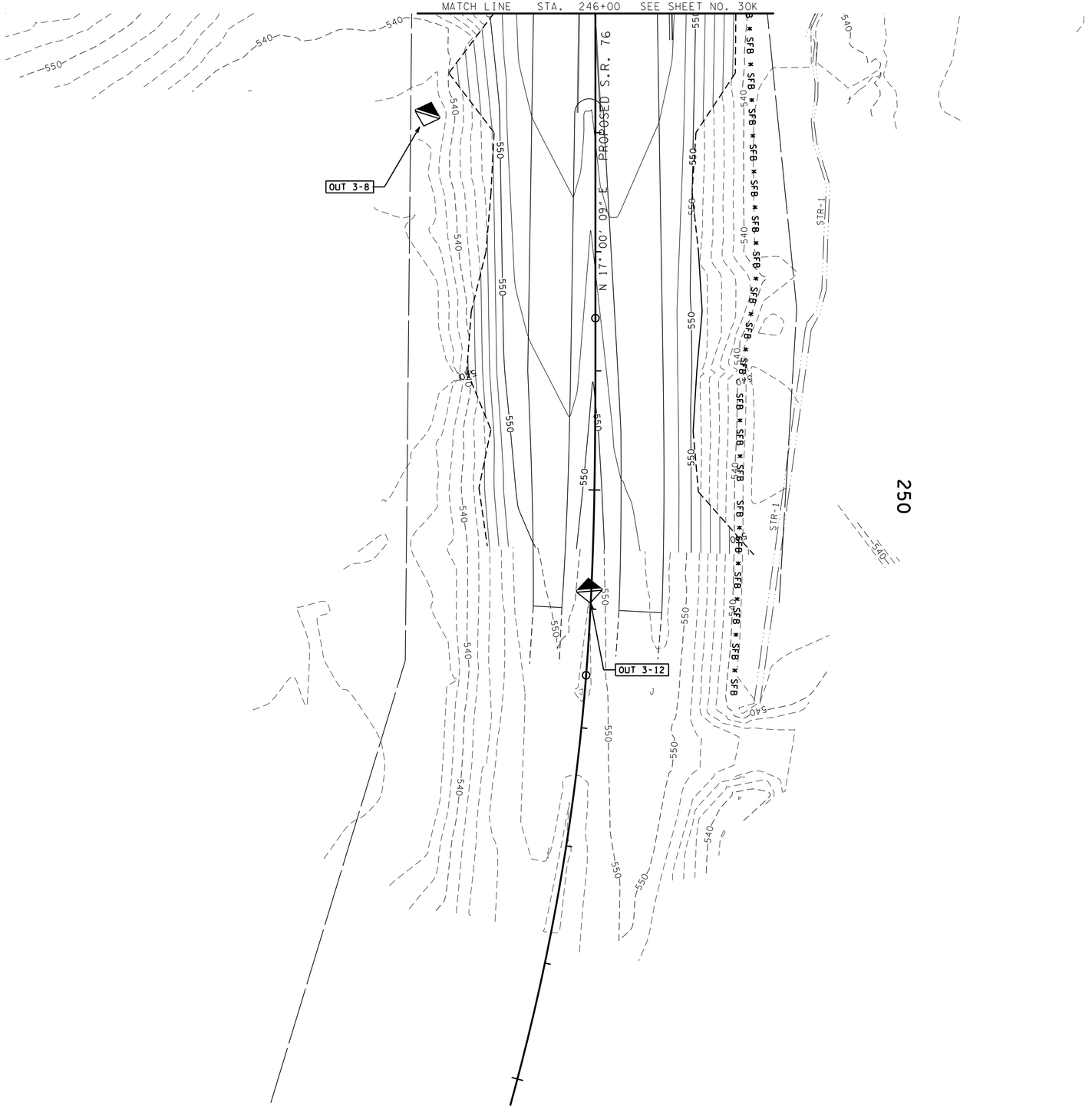
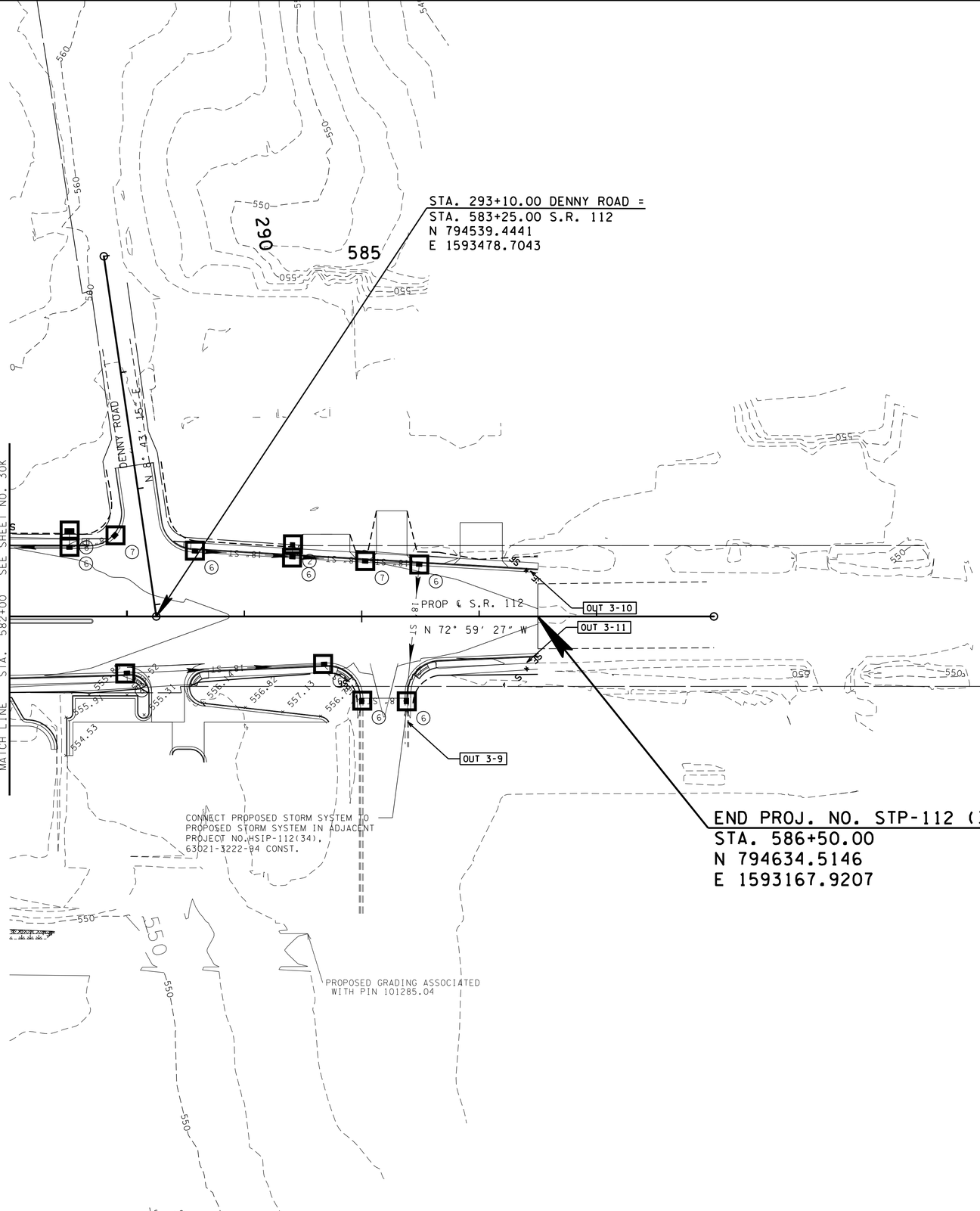
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	21C


MATCH LINE STA. 246+00 SEE SHEET NO. 30K
N 17° 00' 09" E PROPOSED S.R. 76
OUT 3-8
OUT 3-12
SIR-1
SIR-1
SFB * SFB * SFB *

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	21D



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

NOTE:
STATE WETLAND IMPACTED AREAS ARE ASSOCIATED WITH PIN 101285.04.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 582+00 TO END OF PROJ.

SCALE: 1"= 50'

STAGE III

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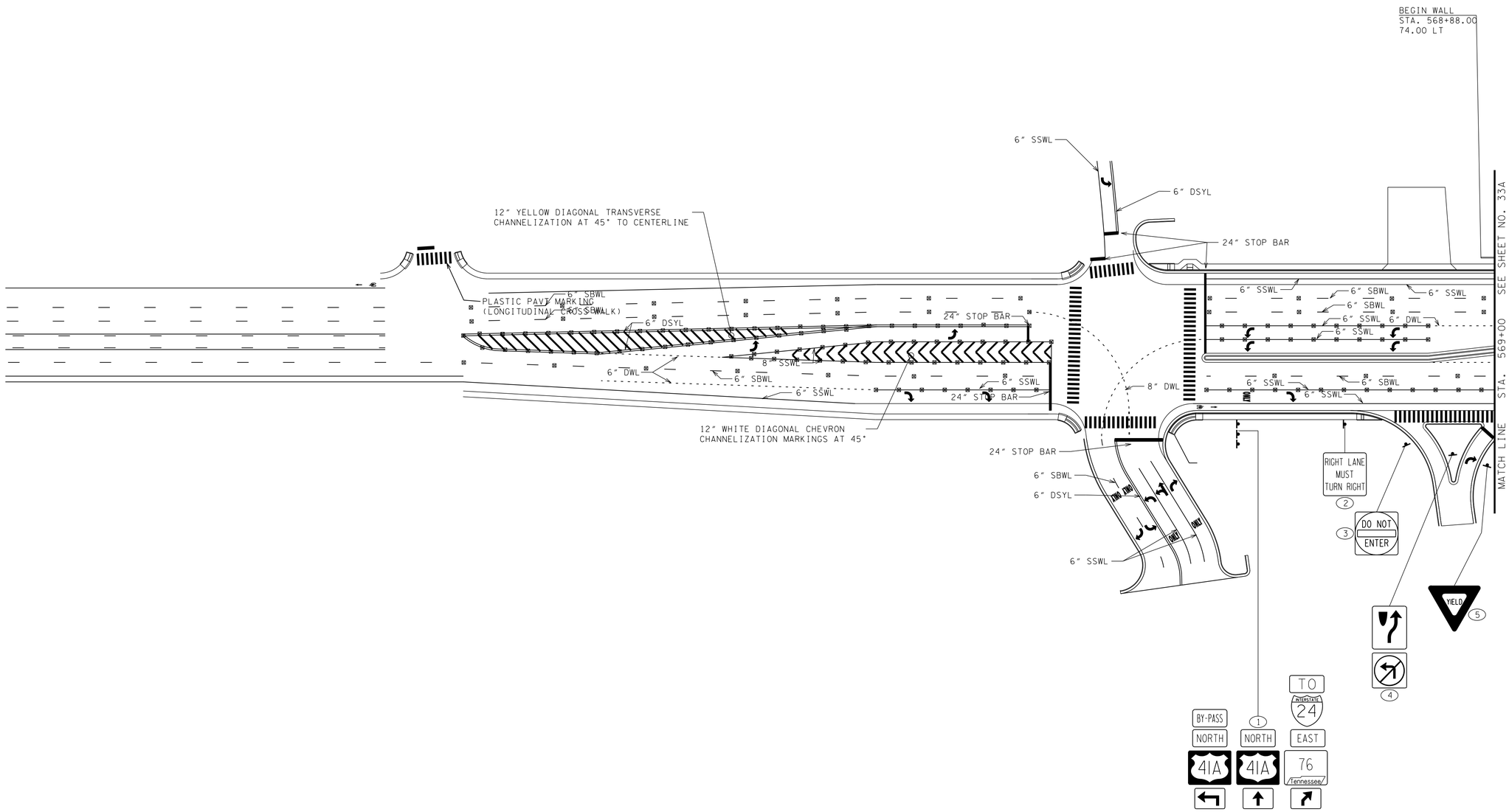
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	22

MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
SBWL - SINGLE BROKEN WHITE LINE
SBYL - SINGLE BROKEN YELLOW LINE
DSYL - DOUBLE SOLID YELLOW LINE
DBYL - DOUBLE BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
DYL - DOTTED YELLOW LINE
HWL - HASHED WHITE LINE
HYL - HASHED YELLOW LINE

N



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

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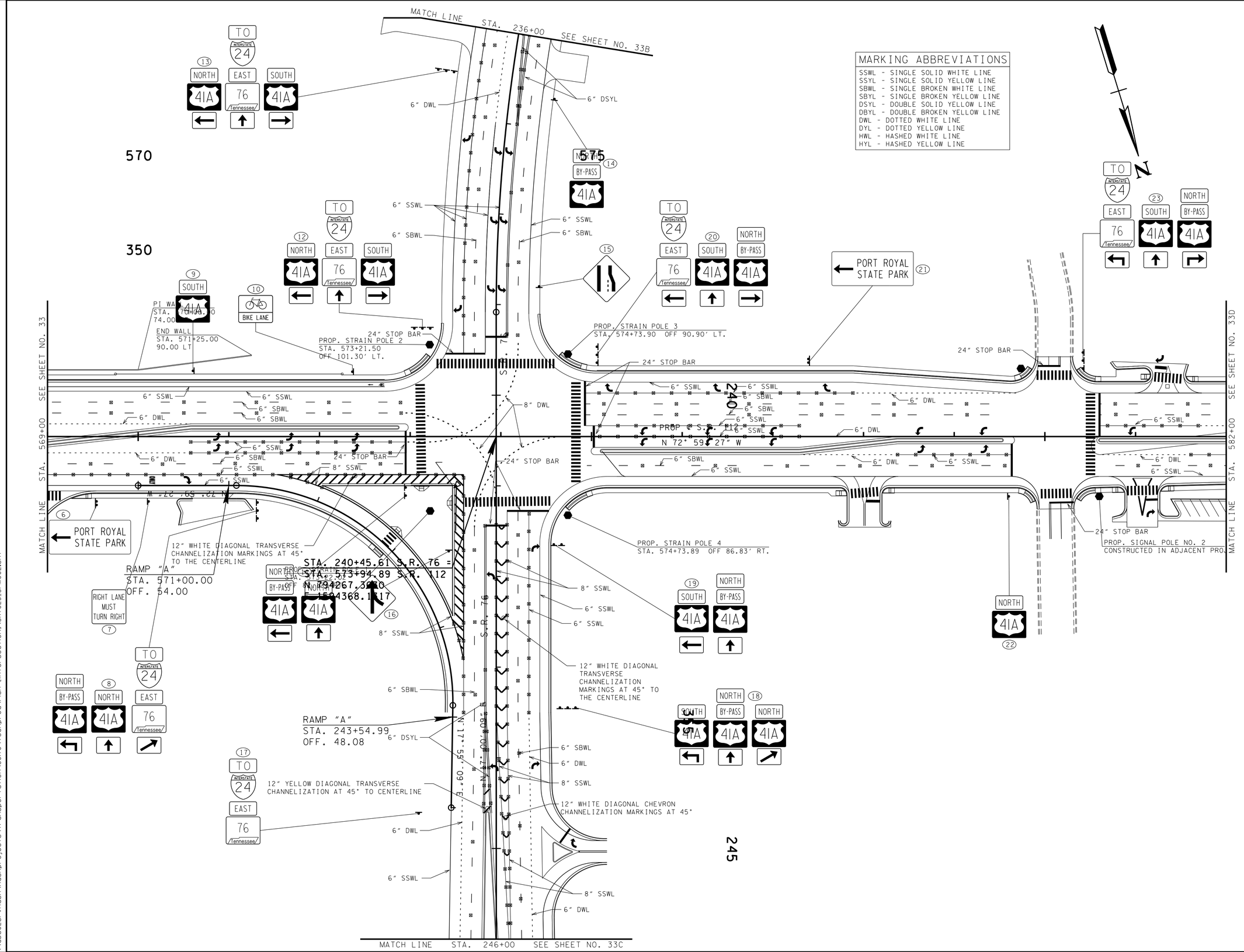
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	23



MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
SBWL - SINGLE BROKEN WHITE LINE
SBYL - SINGLE BROKEN YELLOW LINE
DSYL - DOUBLE SOLID YELLOW LINE
DBYL - DOUBLE BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
DYL - DOTTED YELLOW LINE
HWL - HASHED WHITE LINE
HYL - HASHED YELLOW LINE

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

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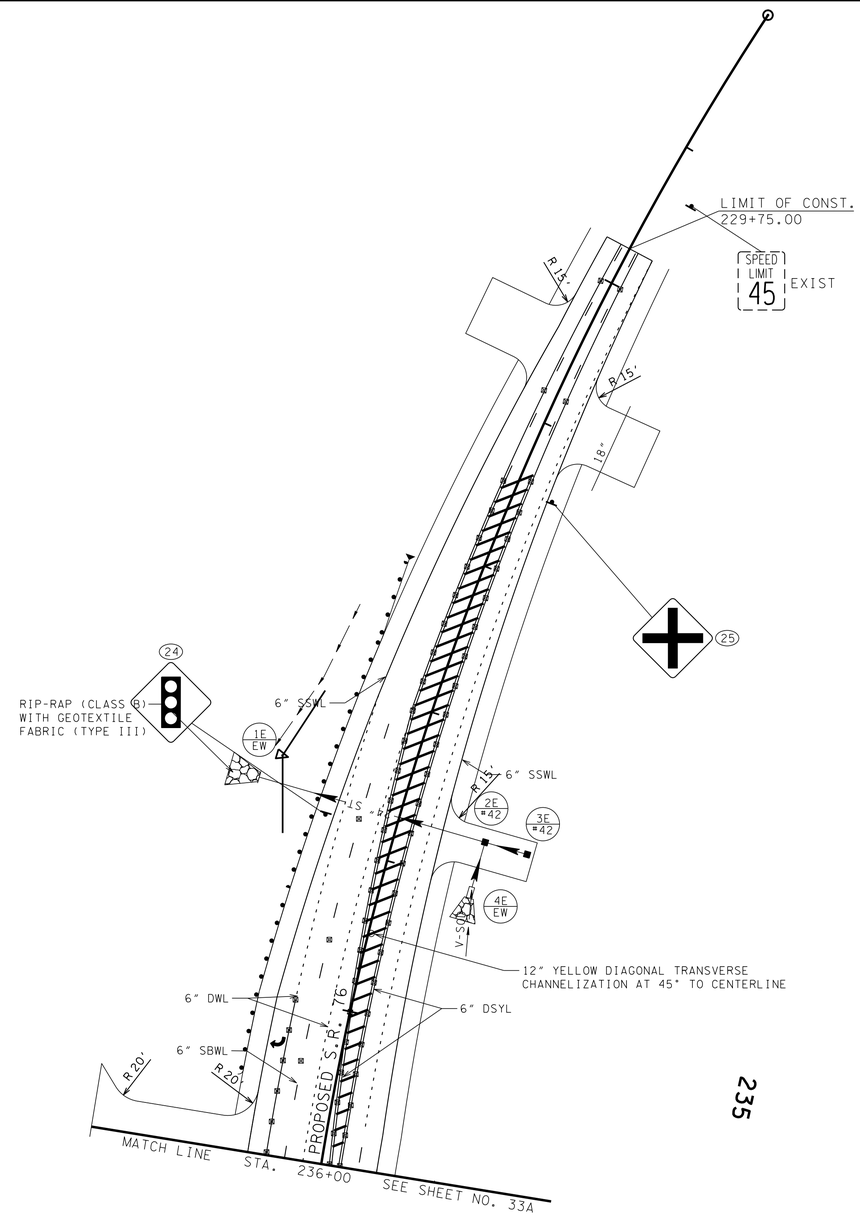
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	24



230

235

MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
SBWL - SINGLE BROKEN WHITE LINE
SBYL - SINGLE BROKEN YELLOW LINE
DSYL - DOUBLE SOLID YELLOW LINE
DBYL - DOUBLE BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
DYL - DOTTED YELLOW LINE
HWL - HASHED WHITE LINE
HYL - HASHED YELLOW LINE

N

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

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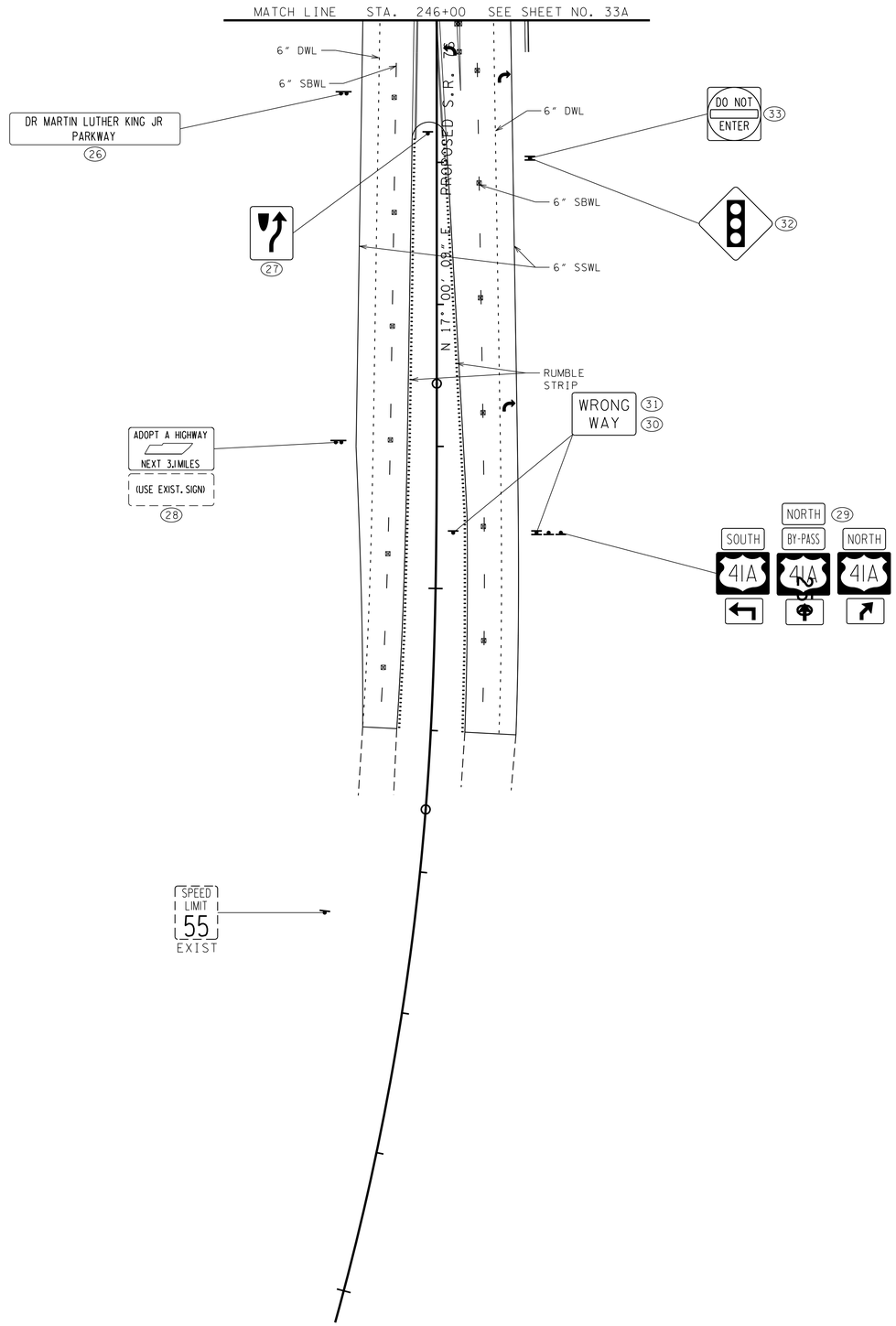
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	25





MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
SBWL - SINGLE BROKEN WHITE LINE
SBYL - SINGLE BROKEN YELLOW LINE
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DBYL - DOUBLE BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
DYL - DOTTED YELLOW LINE
HWL - HASHED WHITE LINE
HYL - HASHED YELLOW LINE

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

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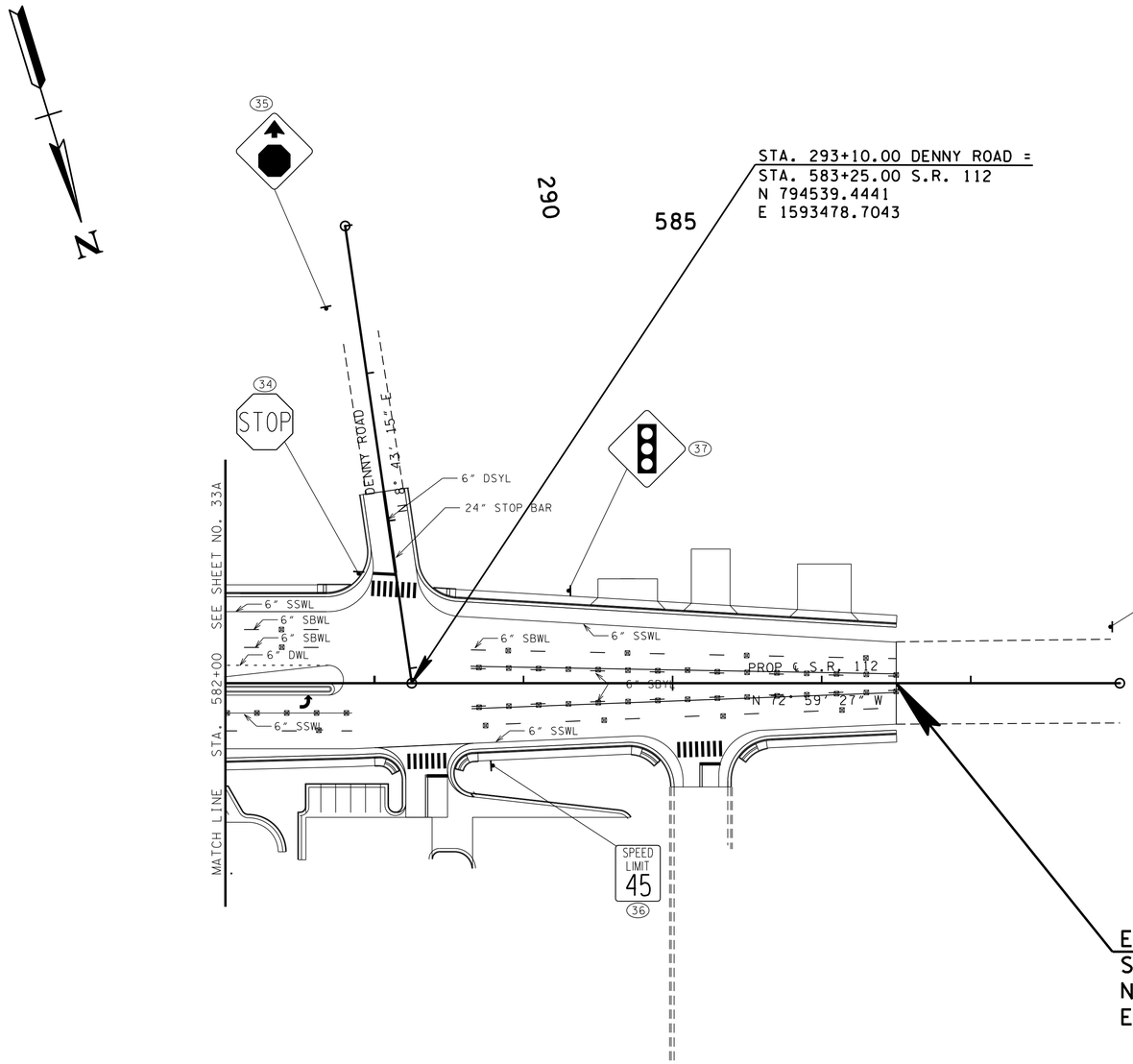
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	26



STA. 293+10.00 DENNY ROAD =
STA. 583+25.00 S.R. 112
N 794539.4441
E 1593478.7043

MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
SBWL - SINGLE BROKEN WHITE LINE
SBYL - SINGLE BROKEN YELLOW LINE
DSYL - DOUBLE SOLID YELLOW LINE
DBYL - DOUBLE BROKEN YELLOW LINE
DWL - DOTTED WHITE LINE
DYL - DOTTED YELLOW LINE
HWL - HASHED WHITE LINE
HYL - HASHED YELLOW LINE

END PROJ. NO. STP-112 (39) 63021-3223-94 CONST.
STA. 586+50.00
N 794634.5146
E 1593167.9207

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLANS

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)				MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	
1	TO M4-5 INTERSTATE 24 M1-1 NORTH M3-1 M3-3 SOUTH BY-PASS M4-2 EAST M3-2 M1-4 41A 41A 76 Tennessee TN-6C M5-1L M6-3 M5-1R	33	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P5 P8 P6	h=15'-6" h=15'-0" h=17'-0"				7' 0"	
2 7	RIGHT LANE MUST TURN RIGHT R3-7R	33 33A	30"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	h=12'-6" h=12'-6"				7' 0"	
3 33	DO NOT ENTER R5-1	33 33C	36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.080" SHEET ALUMINUM	P8	h=13'-0" h=13'-0"				7' 0"	
4	R4-7 R3-2	33	24" 24"	30" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h=14'-6"				7' 0"	
5	YIELD R1-2	33	36" X 36" X 36"										RED (REF.)	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM	U3	h=13'-0"				7' 0"	
6	PORT ROYAL STATE PARK D1-2 (MOD)	33A	84"	36"			6"	4.5"		"E"		TYPE "A"	WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM	U6	h1=12'-6" h2=13'-6" h3=13'-6"				7' 0"	
8	TO M4-5 INTERSTATE 24 M1-1 NORTH M3-1 M3-3 SOUTH BY-PASS M4-2 EAST M3-2 M1-4 41A 41A 76 Tennessee TN-6C M5-1L M6-3 M5-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P5 P8 P6	h=15'-6" h=15'-0" h=17'-0"				7' 0"	
9	M3-3 SOUTH M1-4 41A	33A	24" 30"	12" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	h=13'-0"				7' 0"	
10	BIKE LANE R3-17	33A	24"	18"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U3	h=11'-6"				7' 0"	
11	NORTH M3-1 BY-PASS M4-2 NORTH M3-1 41A 41A M6-1L M6-3	33A	24" 24" 30" 21"	12" 12" 24" 15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5 P8	h=15'-6" h=15'-0"				7' 0"	
12	TO M4-5 INTERSTATE 24 M1-1 M3-1 NORTH EAST M3-2 SOUTH M3-3 M1-4 41A 76 Tennessee TN-6C 41A M1-4 M6-1L M6-3 M6-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P8 P6 P8	h=14'-6" h=18'-0" h=15'-6"				7' 0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	27

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#/F	
4#/F	TITUTES

* PA T.

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
(13)	TO M4-5 INTERSTATE 24 M1-1 M3-1 NORTH EAST M3-2 SOUTH M3-3 M1-4 41A 76 Tennessee TN-6C 41A M1-4 M6-1L M6-3 M6-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P8 P6 P8	h=14'-6" h=18'-0" h=15'-6"				7' 0"	
(14)	NORTH M3-1 BY-PASS M4-2 41A	33A	24" 24" 30"	12" 12" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	h=14'-6"				7' 0"	
(15)	W4-2R	33A	48"	48"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	U3	h=15'-0"				7' 0"	
(16)	W4-1 36" X 36"	33A	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				7' 0"	
(17)	TO M4-5 INTERSTATE 24 M1-1 EAST M3-2 76 Tennessee TN-6C M5-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h=16'-0"				7' 0"	
(18)	NORTH M3-1 M3-3 SOUTH BY-PASS M4-2 NORTH M3-1 M1-4 41A 41A 41A M5-1L M6-3 M5-1R	33A	24" 24" 30" 21"	12" 12" 24" 15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8 P5 P8	h=14'-6" h=16'-0" h=15'-0"				7' 0"	
(19)	NORTH M3-1 SOUTH M3-3 BY-PASS M4-2 41A 41A M6-1L M6-3	33A	24" 24" 30" 21"	12" 12" 24" 15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8 P5	h=14'-6" h=16'-0"				7' 0"	
(20)	M4-5 TO M1-1 INTERSTATE 24 NORTH M3-1 M3-2 EAST SOUTH M3-3 BY-PASS M4-2 TN-6C 76 Tennessee 41A 41A M1-4 M5-1L M6-3 M5-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P6 P8 P5	h=17'-6" h=15'-0" h=16'-6"				7' 0"	
(21)	PORT ROYAL STATE PARK D1-2 (MOD)	33A	84"	36"			6"	4.5"		"E"		TYPE "A"	WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM	U6	h1=12'-6" h2=13'-6" h3=13'-6"				7' 0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	28

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#/F	
4#/F	TITUTES

* PA T.

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)				MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	
(22)	M3-1 NORTH M1-4 41A	33A	24" 30"	12" 24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	h=13'-6"				7' 0"	
(23)	M4-5 TO, M1-1 INTERSTATE 24, NORTH M3-1, M3-2 EAST, SOUTH M3-3, BY-PASS M4-2, TN-6C 76 Tennessee, 41A, 41A M1-4, M5-1L, M6-3, M5-1R	33A	24" 24" 24" 30" 21"	12" 24" 12" 24" 15"									WHITE (REF.) BLACK	BLUE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P6 P8 P5	h=17'-6" h=15'-0" h=16'-6"				7' 0"	
(24) (32) (37)	W3-3	33B 33C 33D	30"	30"									BLACK RED (REF.) GREEN (REF.)	WHITE (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6" h=13'-6" h=13'-6"				7' 0"	
(25)	W2-1	33B	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				7' 0"	
(26)	DR MARTIN LUTHER KING JR PARKWAY TN-26	33C	96"	18"									WHITE	GREEN (REF.)	0.100" SHEET ALUMINUM	U3	h=11'-6" h=12'-0" h=12'-6"				7' 0"	
(27)	R4-7	33C	24"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8	h=14'-6"				7' 0"	
(28)	ADOPT A HIGHWAY, NEXT 3 MILES, (USE EXIST. SIGN) TN-43	33C	48" 48"	24" 18"									WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM	U3	h=14'-6" h=15'-0"				7' 0"	USE EXISTING LOWER SIGN
(29)	NORTH M3-1, M3-3 SOUTH, BY-PASS M4-2, NORTH M3-1, M1-4 41A 41A 41A, M5-1L, M6-3, M5-1R	33C	24" 24" 30" 21"	12" 12" 24" 15"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P8 P5 P8	h=14'-6" h=16'-0" h=15'-6"				7' 0"	
(30) (31)	WRONG WAY R5-1A	33C 33C	36"	24"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8	h=11'-6" h=11'-6"				7' 0"	
(34)	STOP R1-1	33D	36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				7' 0"	
(35)	W3-1	33D	36"	36"									(ARROW) BLACK (STOP) RED (REF.)	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h=13'-6"				7' 0"	
(36)	SPEED LIMIT 45 R2-1	33D	30"	36"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	P8	h=12'-6"				7' 0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	29

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#/F	
4#/F	TITUTES

* PA T.

CONSTRUCTION FIELD REVIEW

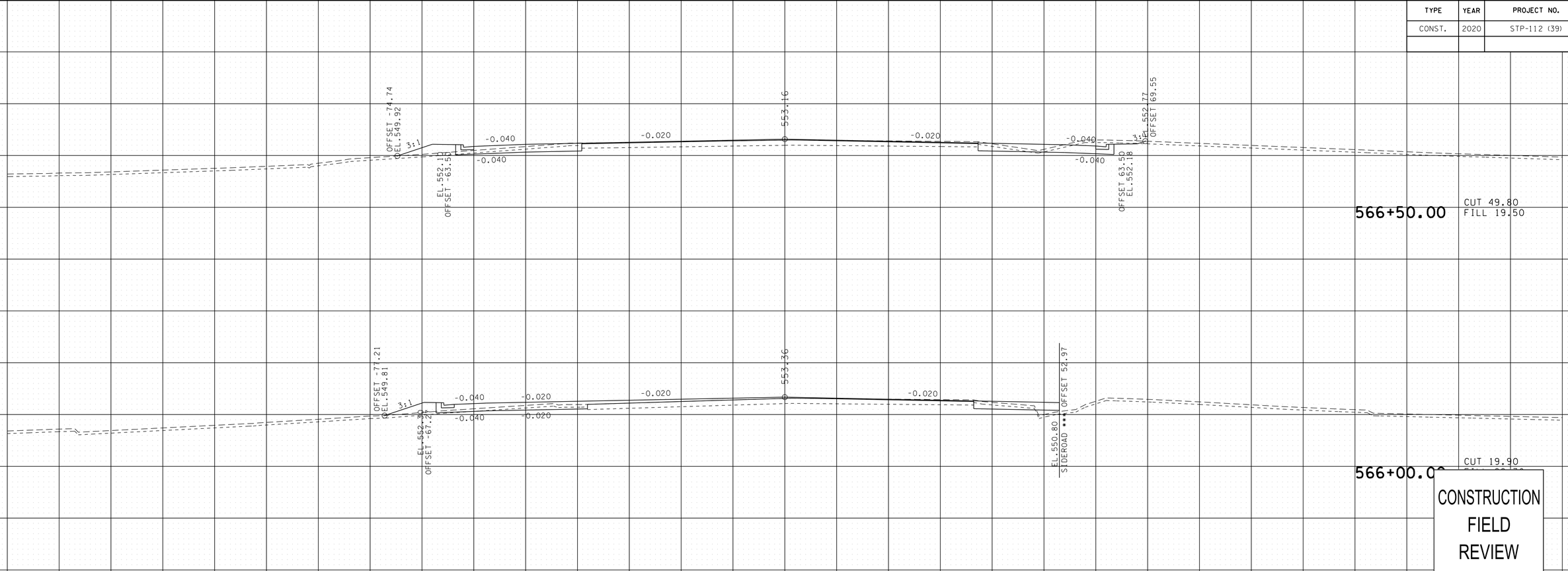
SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

8/5/2020 1:11:33 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan [intersection]\SHT029_SPM006.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	30



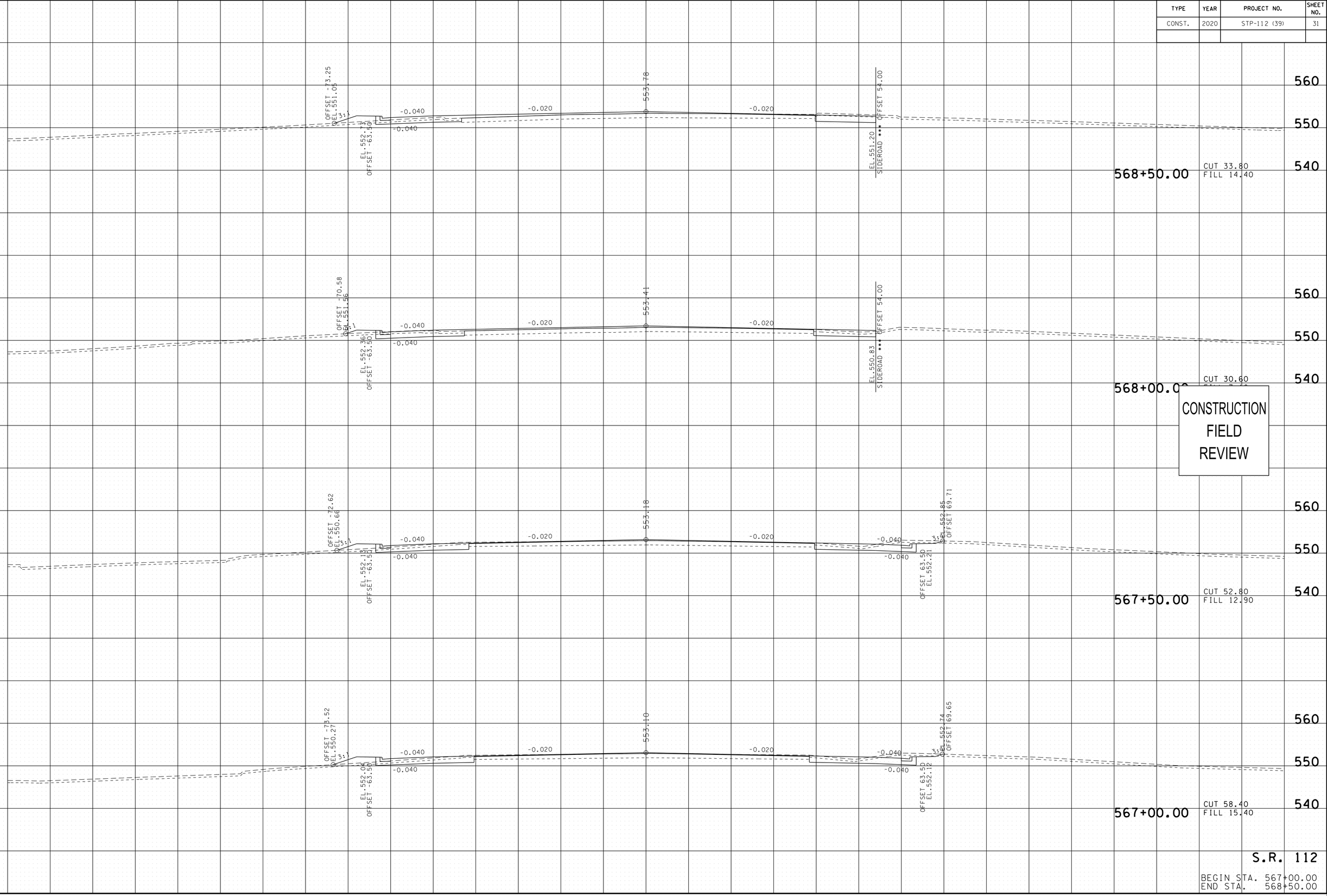
CONSTRUCTION
FIELD
REVIEW

S.R. 112

BEGIN STA. 565+00.00
END STA. 566+50.00

8/5/2020 11:36 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (intersection)\SHT030-41.mtsrl2MainlineXSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	31



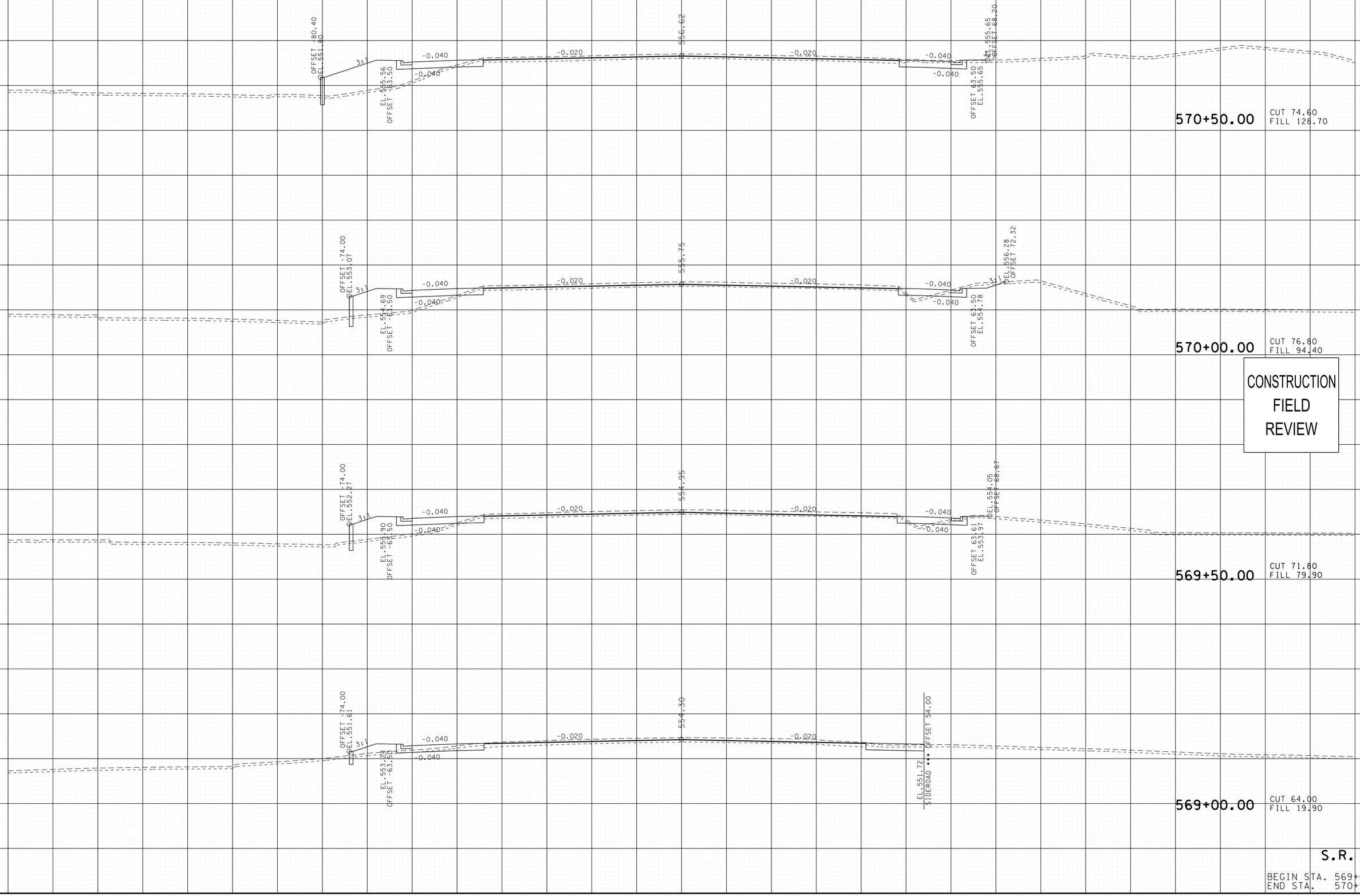
CONSTRUCTION FIELD REVIEW

S.R. 112

BEGIN STA. 567+00.00
END STA. 568+50.00

8/5/2020 1:11:38 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (intersection)\SHT030-41.mtsr12MainlineXSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	32



S.R. 112

BEGIN STA. 569+00.00
END STA. 570+50.00

8/5/2020 11:41 PM
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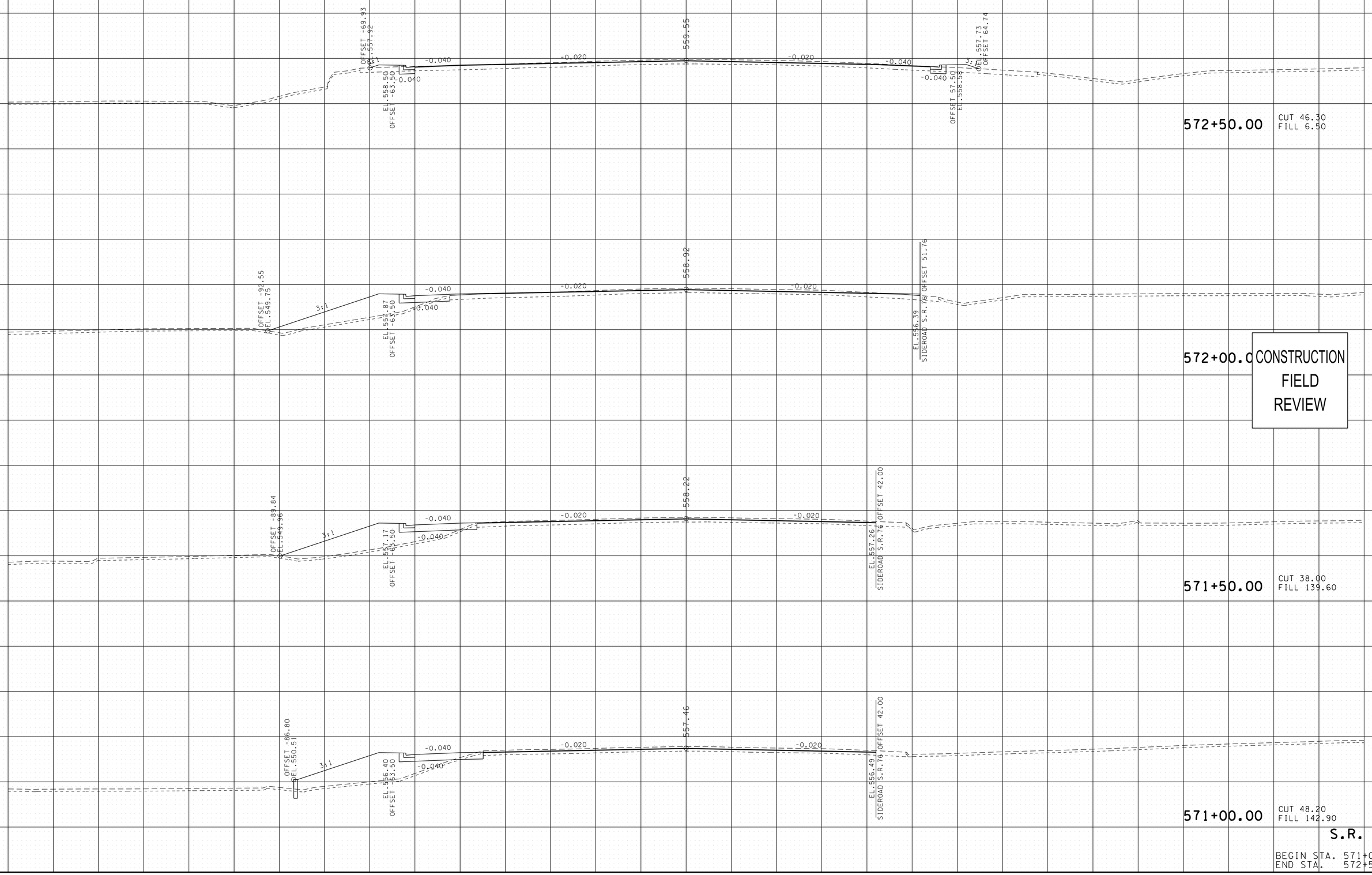
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	33



CONSTRUCTION FIELD REVIEW

8/5/2020 11:43 PM
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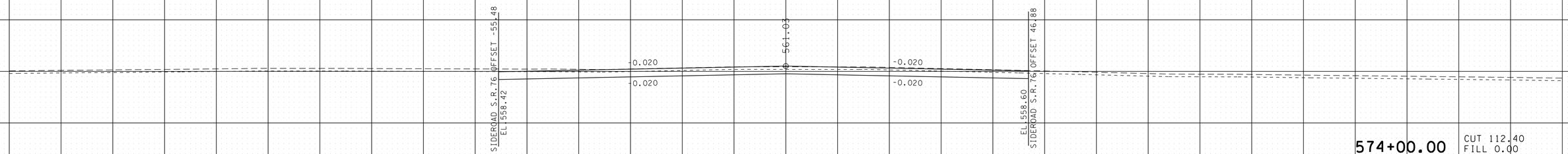
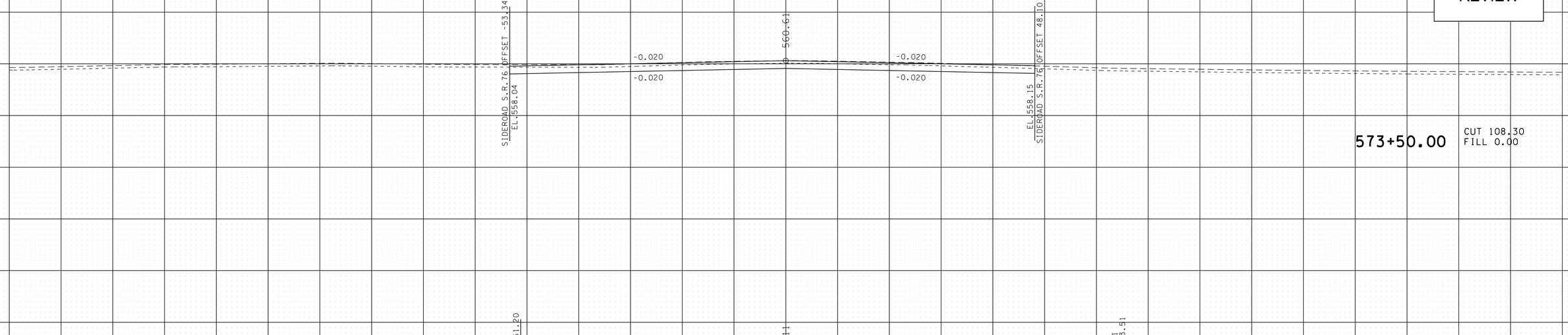
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	34

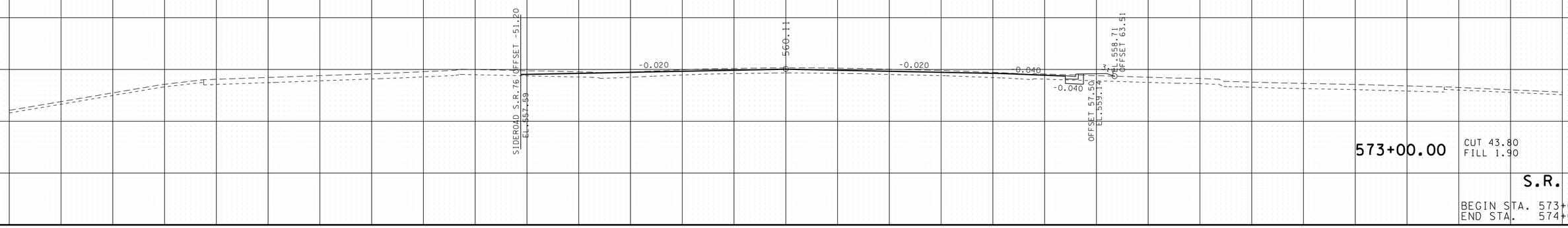


574+00.00 CUT 112.40 FILL 0.00

CONSTRUCTION FIELD REVIEW



573+50.00 CUT 108.30 FILL 0.00



573+00.00 CUT 43.80 FILL 1.90

S.R. 112

BEGIN STA. 573+00.00
END STA. 574+00.00

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

8/5/2020 1:12:03 PM
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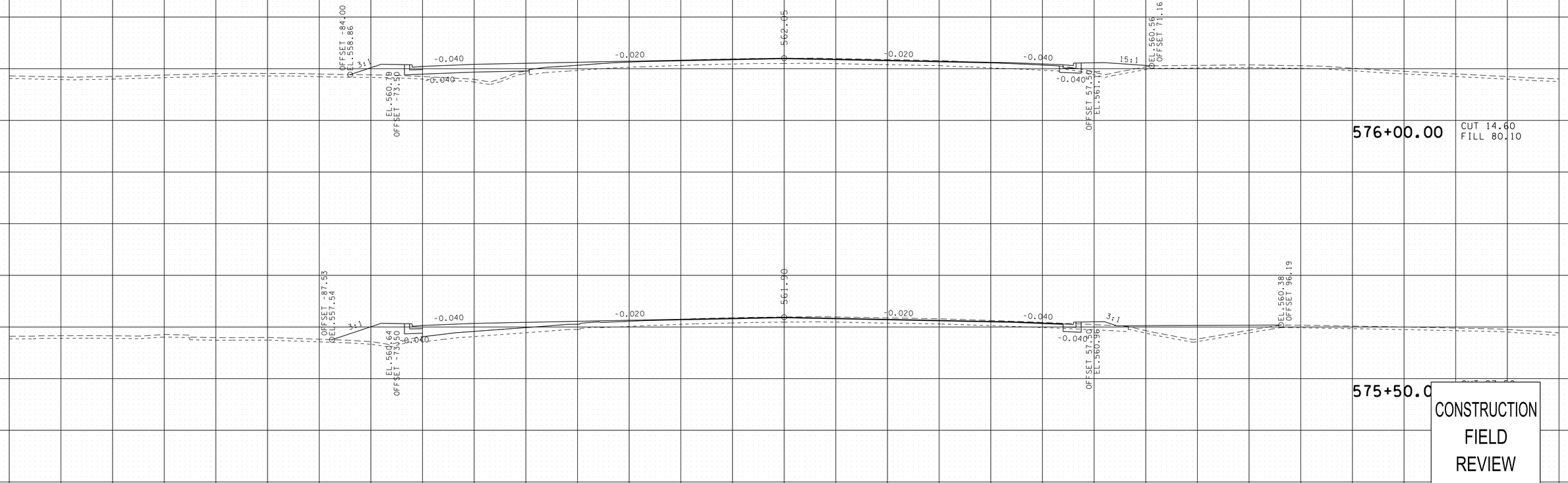
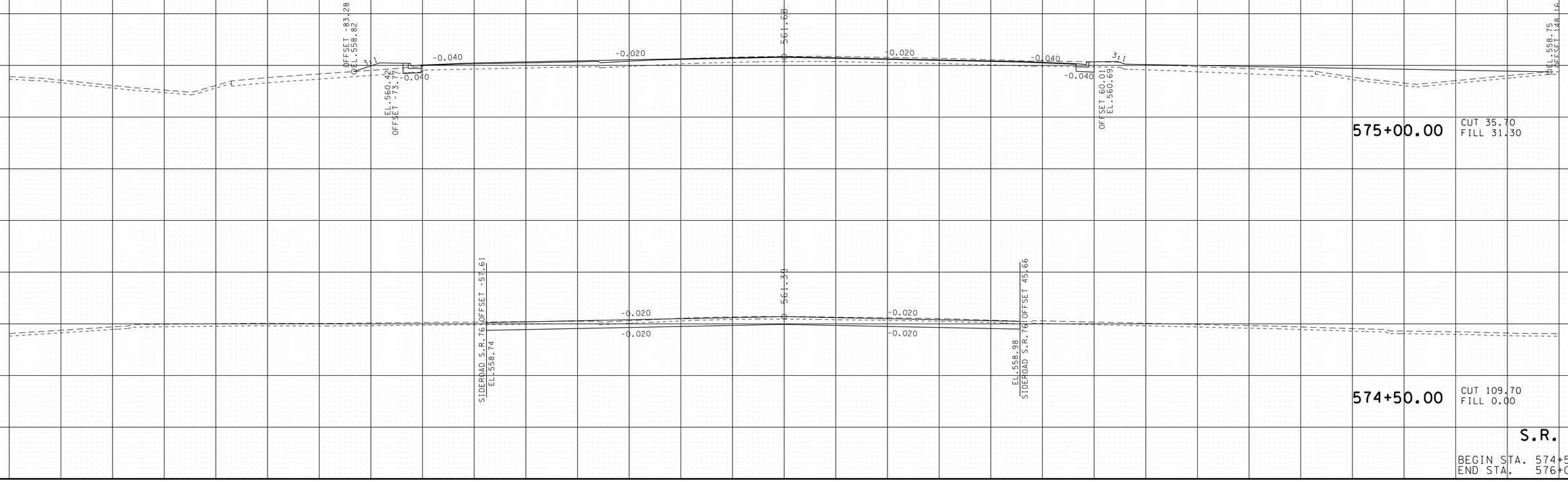
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	35



CONSTRUCTION
FIELD
REVIEW



S.R. 112

BEGIN STA. 574+50.00
END STA. 576+00.00

8/5/2020 11:55 PM
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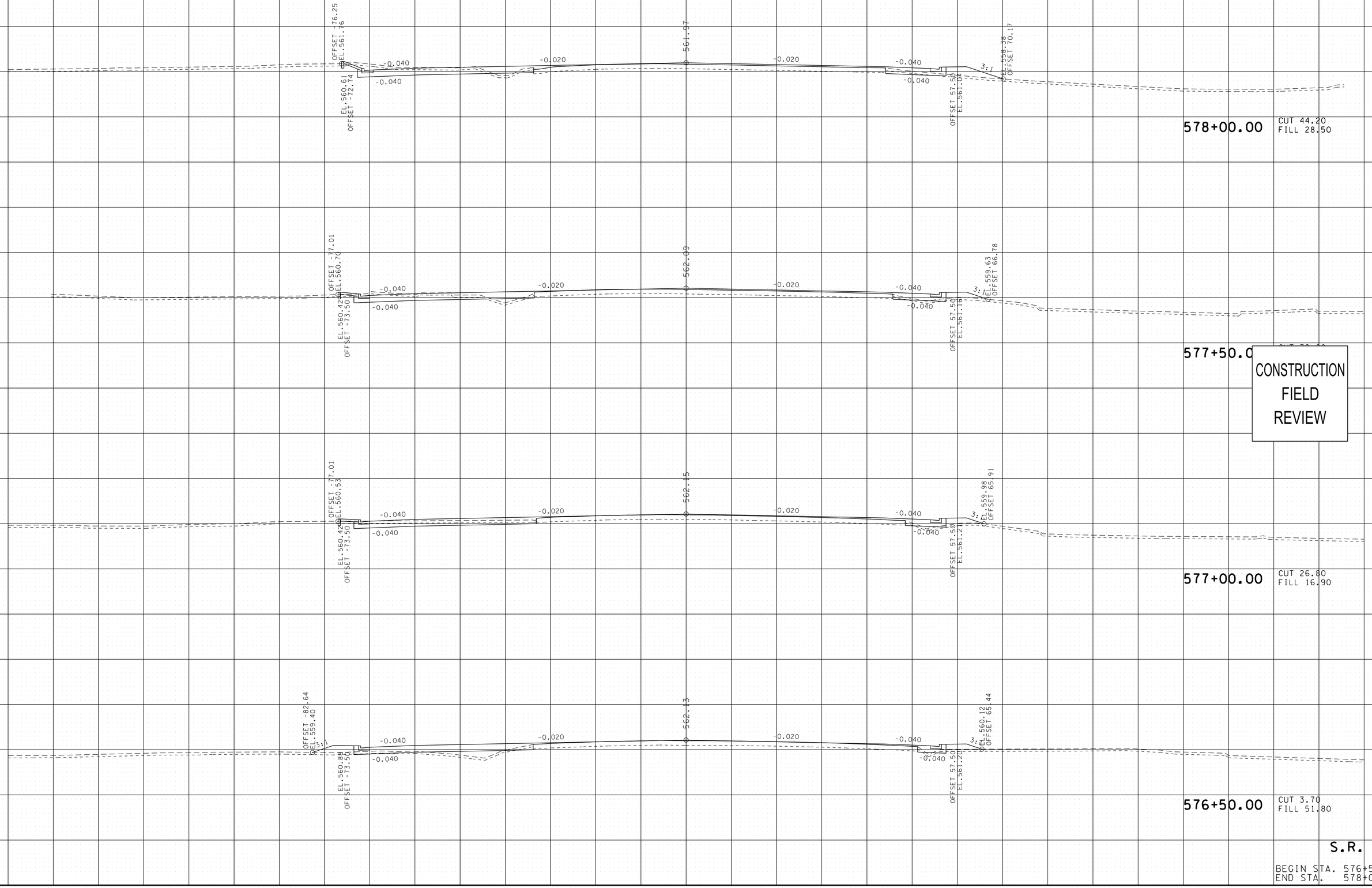
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	36



8/5/2020 11:52 PM
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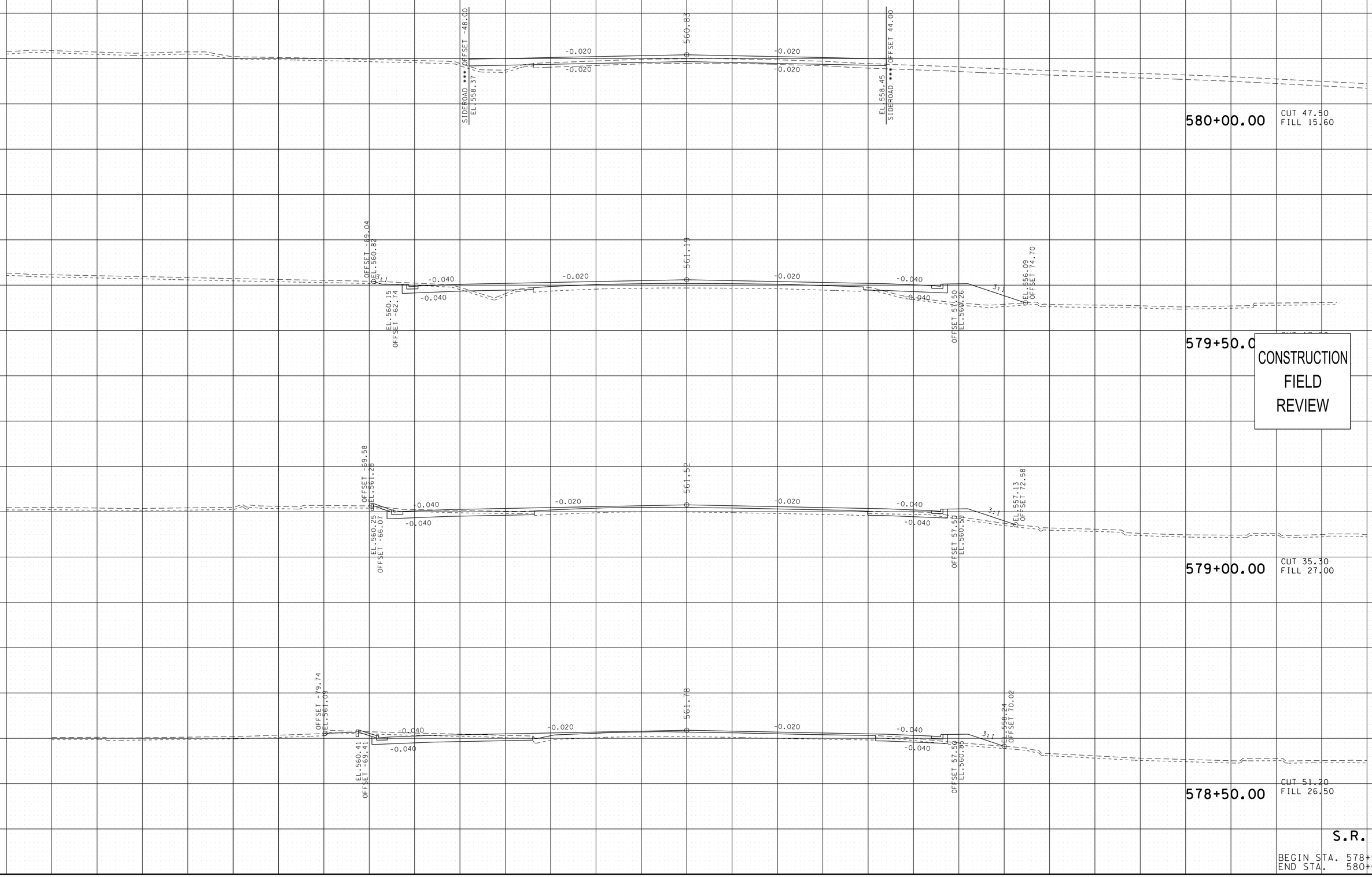
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	37



8/5/2020 11:11:50 PM
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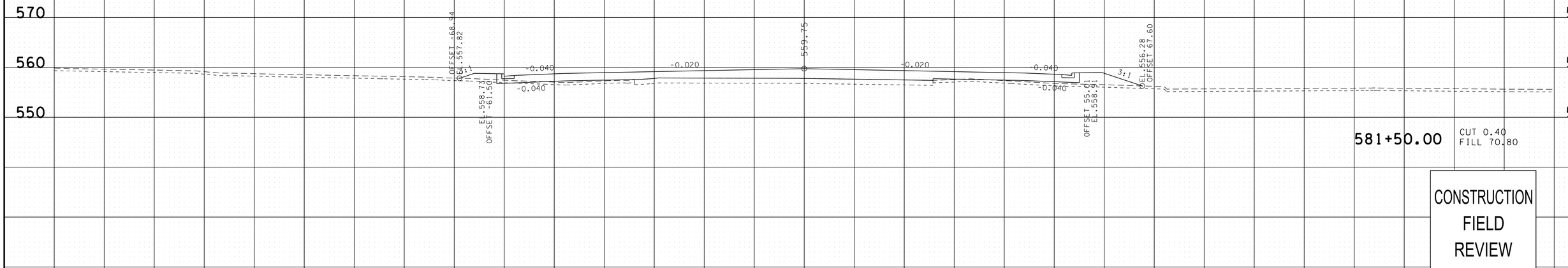
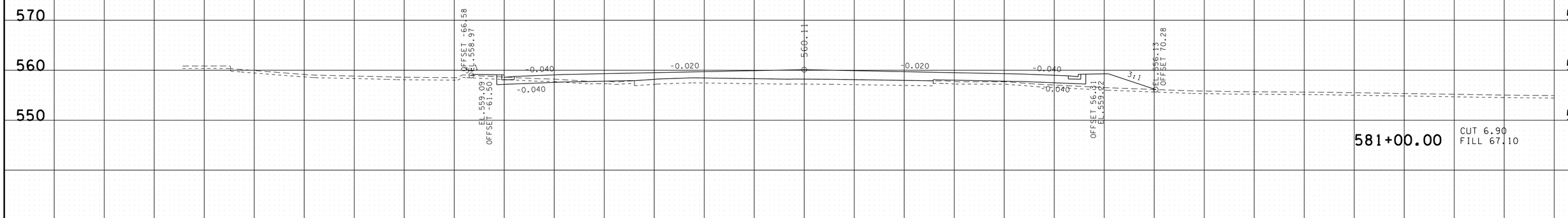
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	38

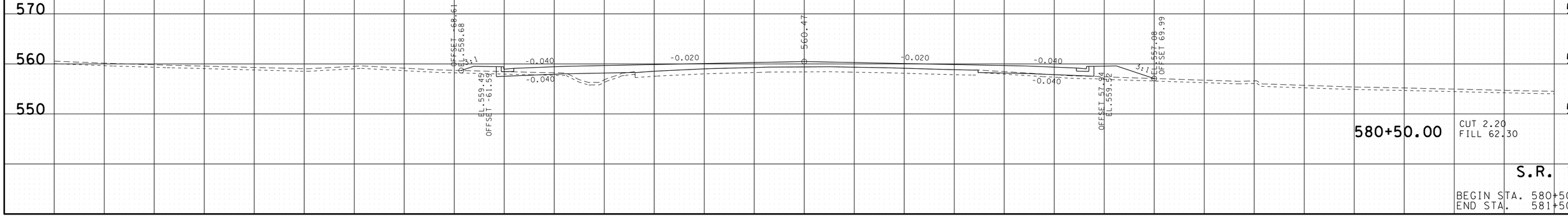


581+50.00 CUT 0.40 FILL 70.80

CONSTRUCTION FIELD REVIEW



581+00.00 CUT 6.90 FILL 67.10



580+50.00 CUT 2.20 FILL 62.30

S.R. 112

BEGIN STA. 580+50.00
END STA. 581+50.00

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

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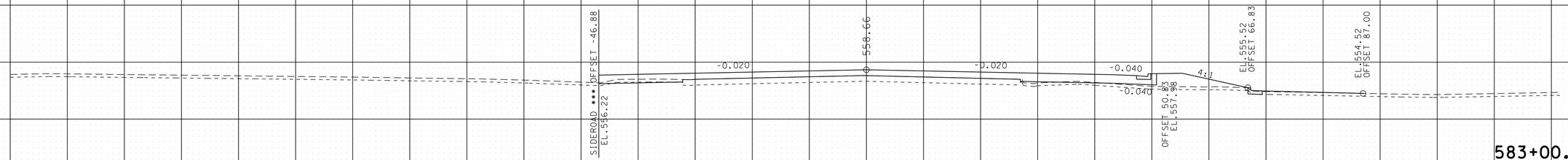
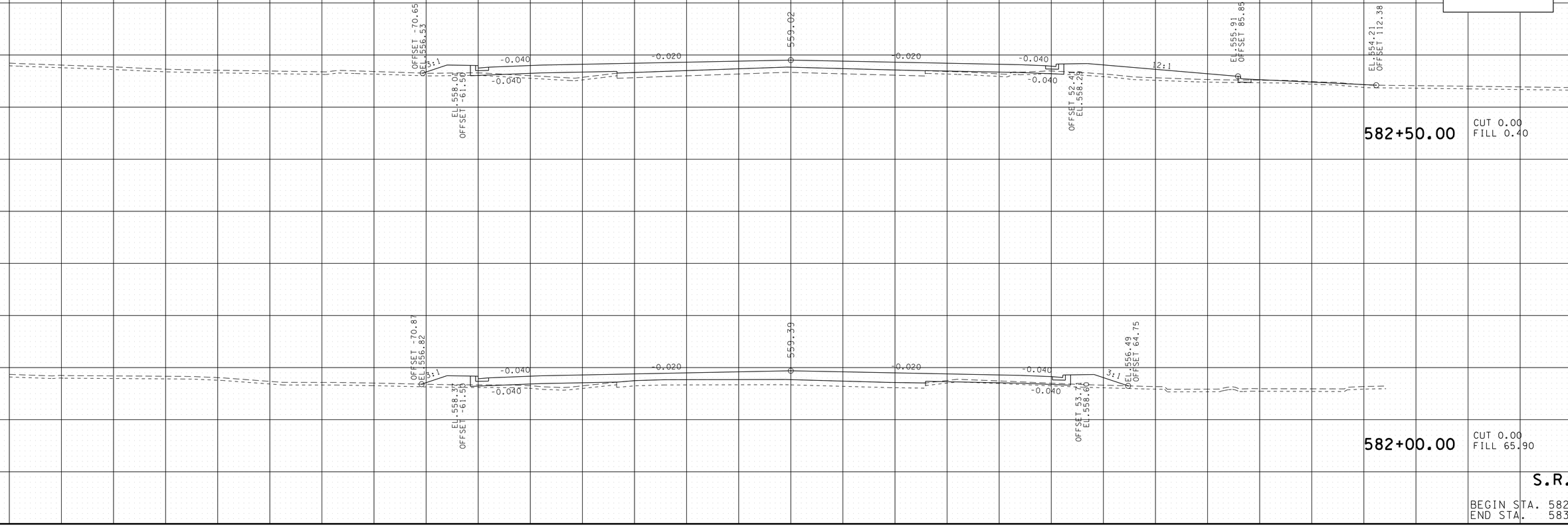
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (intersection)\SHT030-41.mtsr12MainlineXSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	39



583+00.00 CUT 0.20 FILL 0.80

CONSTRUCTION FIELD REVIEW



582+50.00 CUT 0.00 FILL 0.40

582+00.00 CUT 0.00 FILL 65.90

S.R. 112

BEGIN STA. 582+00.00
END STA. 583+00.00

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

8/5/2020 1:12:05 PM
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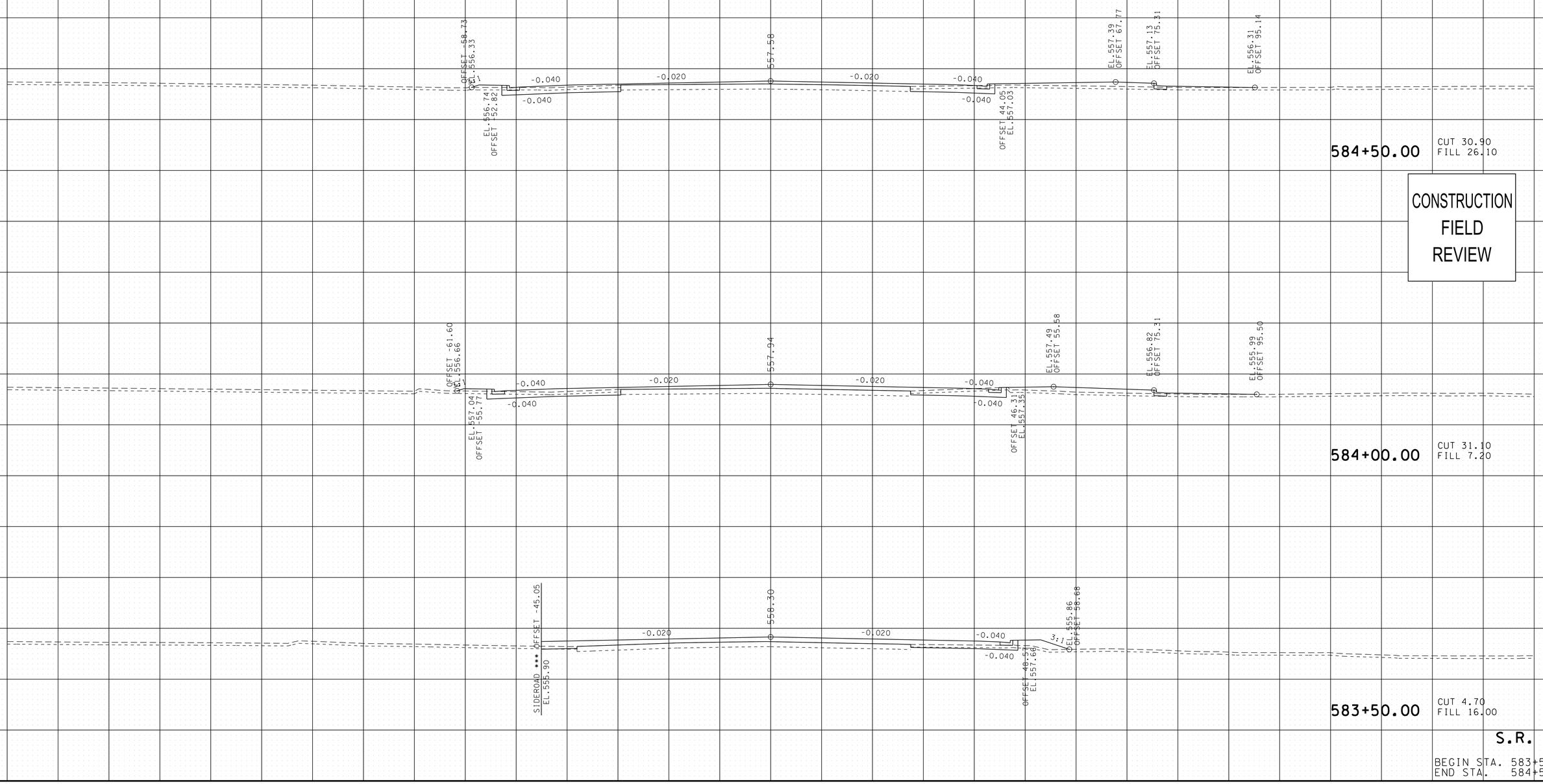
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	40



CONSTRUCTION FIELD REVIEW

S.R. 112

BEGIN STA. 583+50.00
END STA. 584+50.00

8/5/2020 11:57 PM
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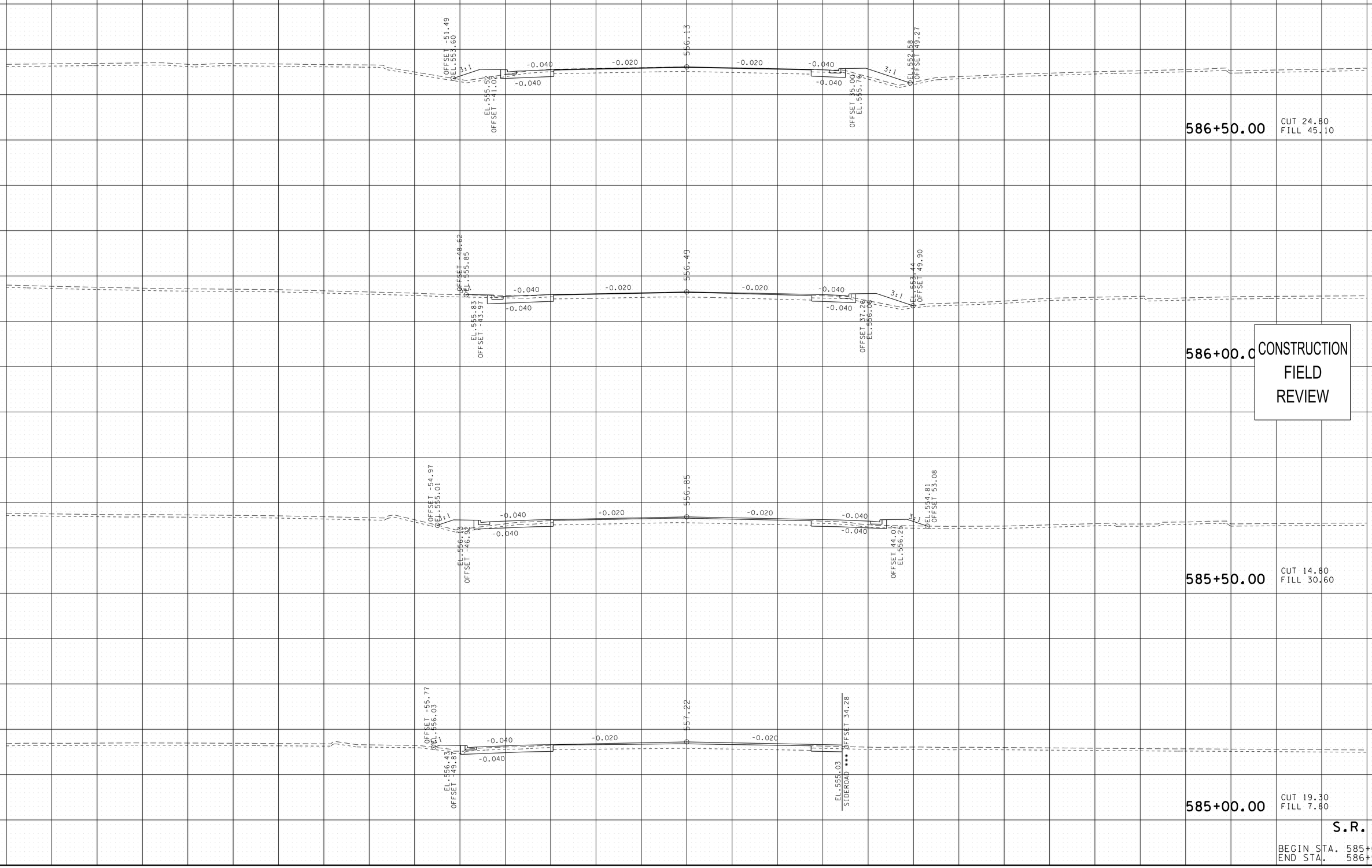
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	41



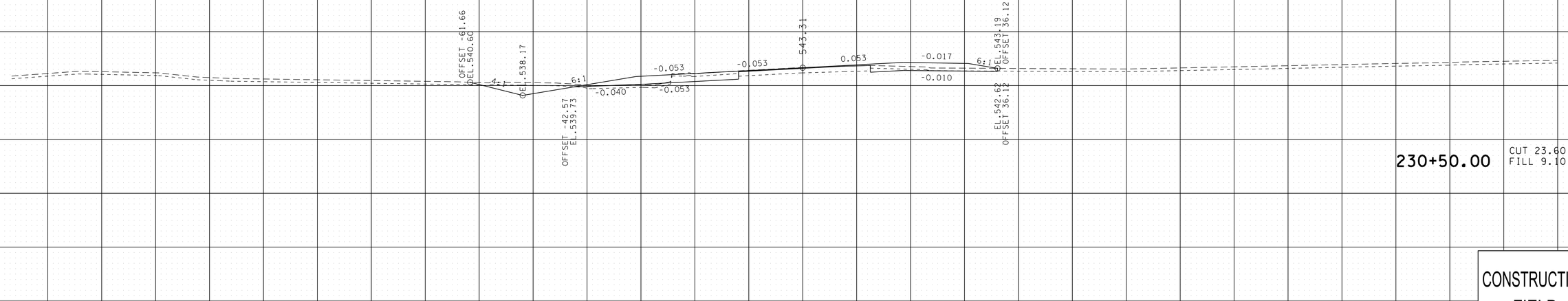
CONSTRUCTION FIELD REVIEW

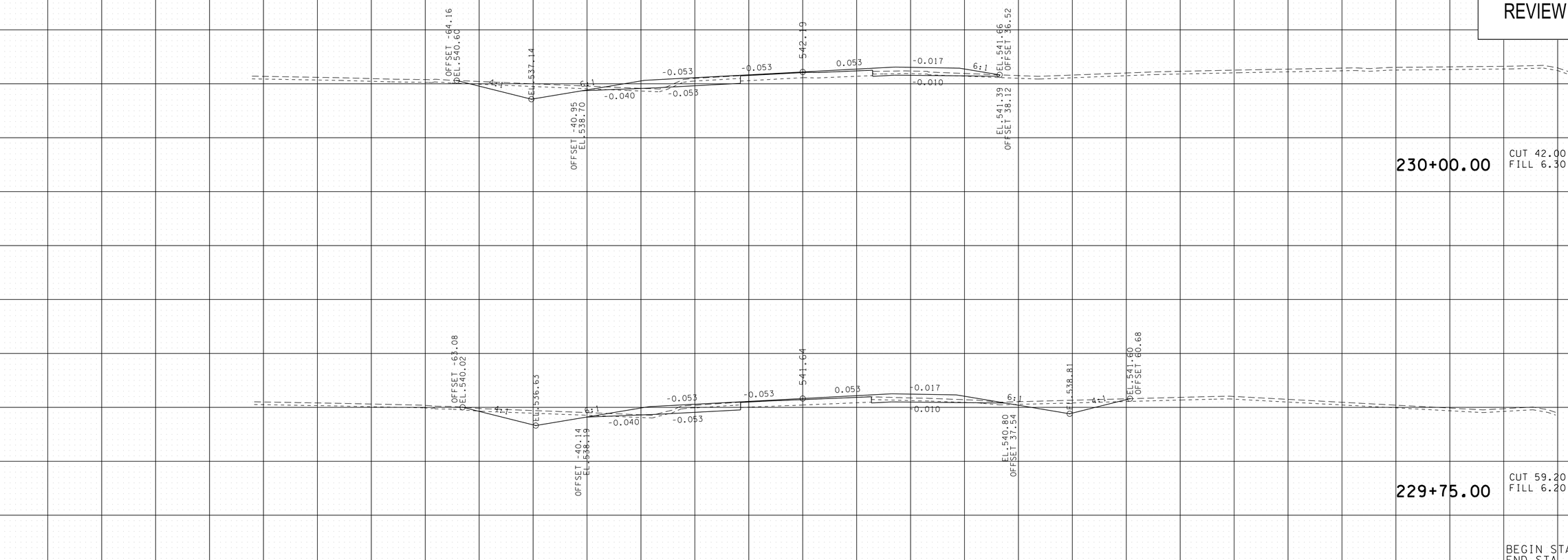
S.R. 112

BEGIN STA. 585+00.00
END STA. 586+50.00

8/5/2020 12:00 PM
\\dbs02srvnash\nashprojects\Transportation\80170\Techprod\Plan [intersection]\SHT030-4L mtsr12MainlineXSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	42





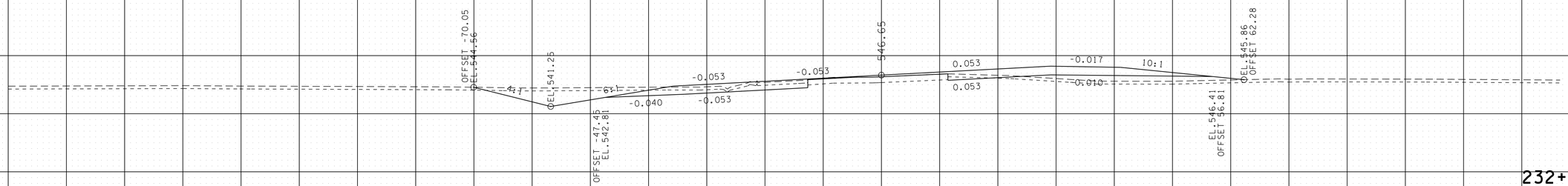
CONSTRUCTION FIELD REVIEW

S.R. 76

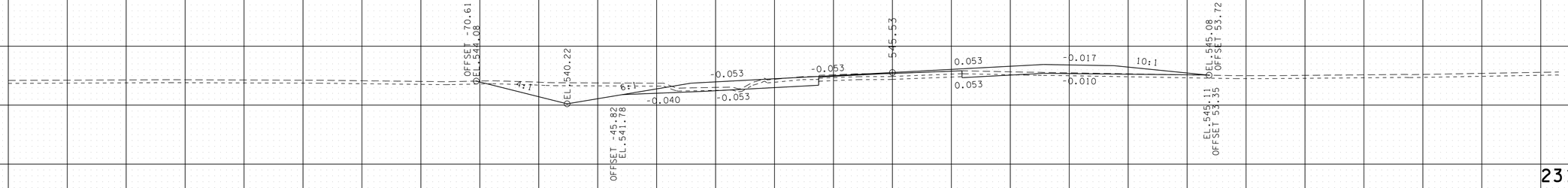
BEGIN STA. 229+75.00
END STA. 230+50.00

8/5/2020 1:12:38 PM
\\dbs02srvnash\nashprojects\transportation\80170\TechprodPlan [intersection]\SHT042-55_mtsrll2SR76XSsheets.sht

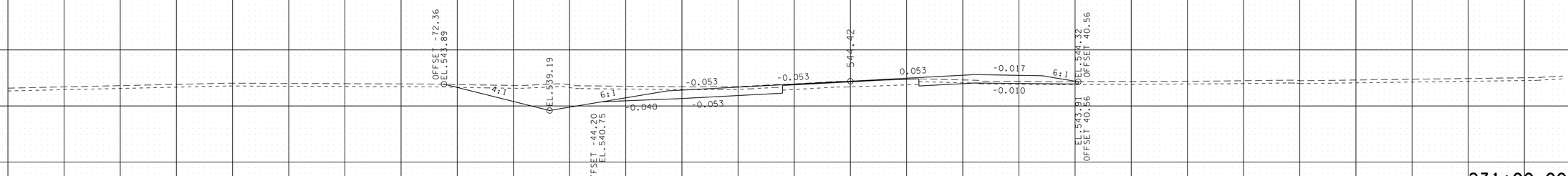
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	43



232+00.00 CUT 63.80 FILL 47.80



231+50.00 CUT 68.10 FILL 23.90



231+00.00 CUT 118.70 FILL 2.80

CONSTRUCTION FIELD REVIEW

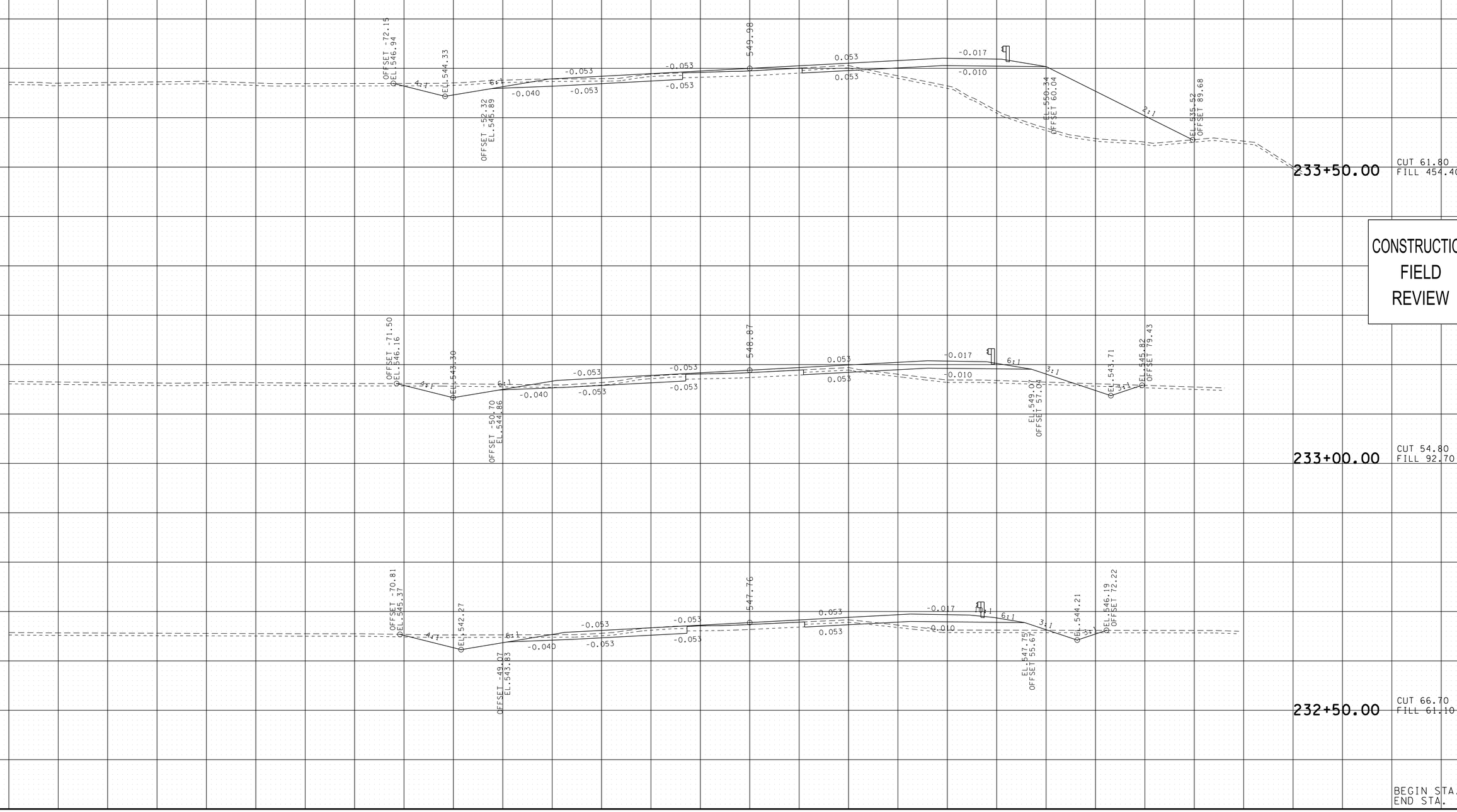
S.R. 76

BEGIN STA. 231+00.00
END STA. 232+00.00

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

8/5/2020 1:12:32 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan [intersection]\SHT042-55_mtsrll2SR76XSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	44



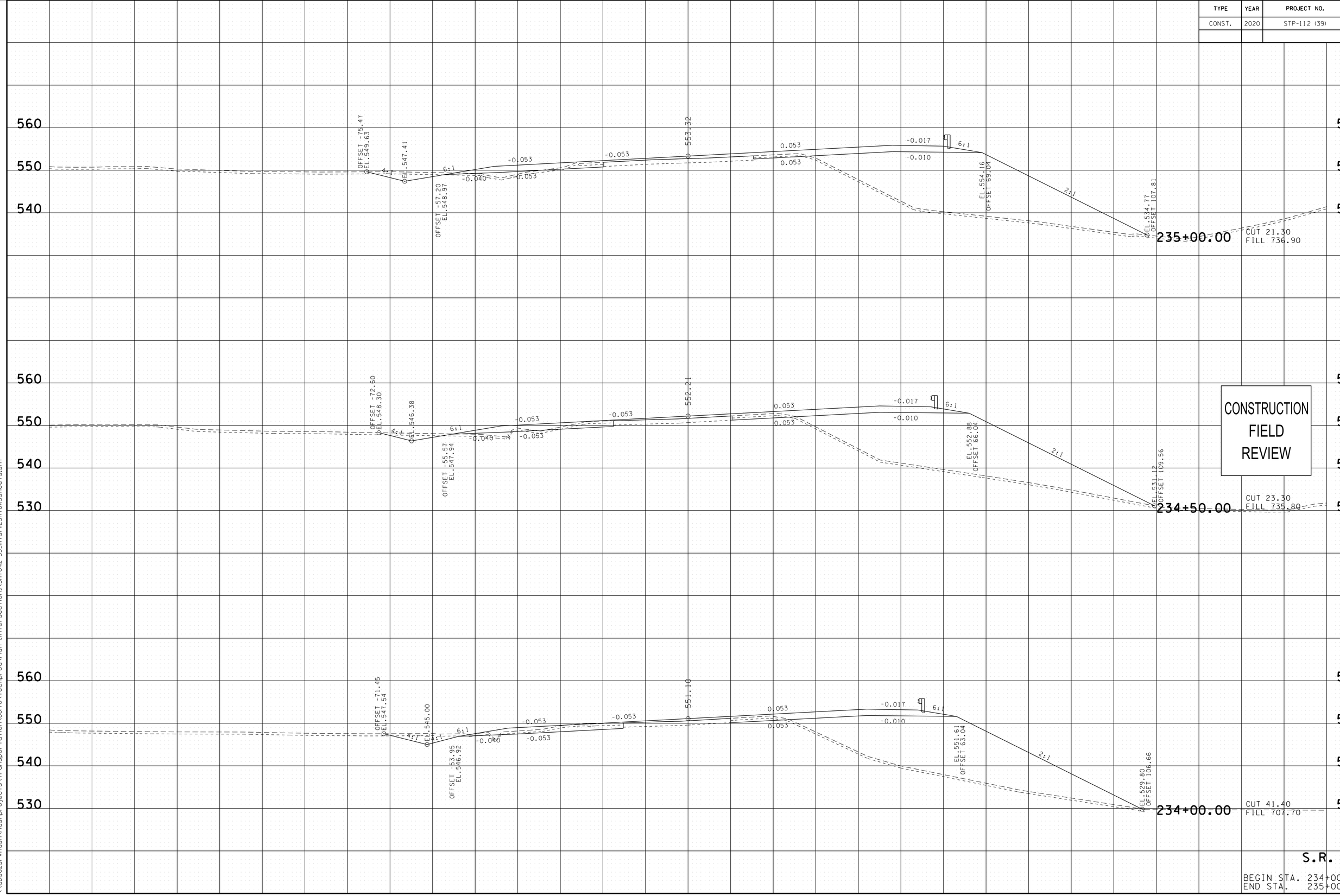
CONSTRUCTION FIELD REVIEW

S.R. 76

BEGIN STA. 232+50.00
END STA. 233+50.00

8/5/2020 1:12:27 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan [intersection]\SHT042-55_mtsrll2SR76XSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	45



8/5/2020 11:21:21 PM
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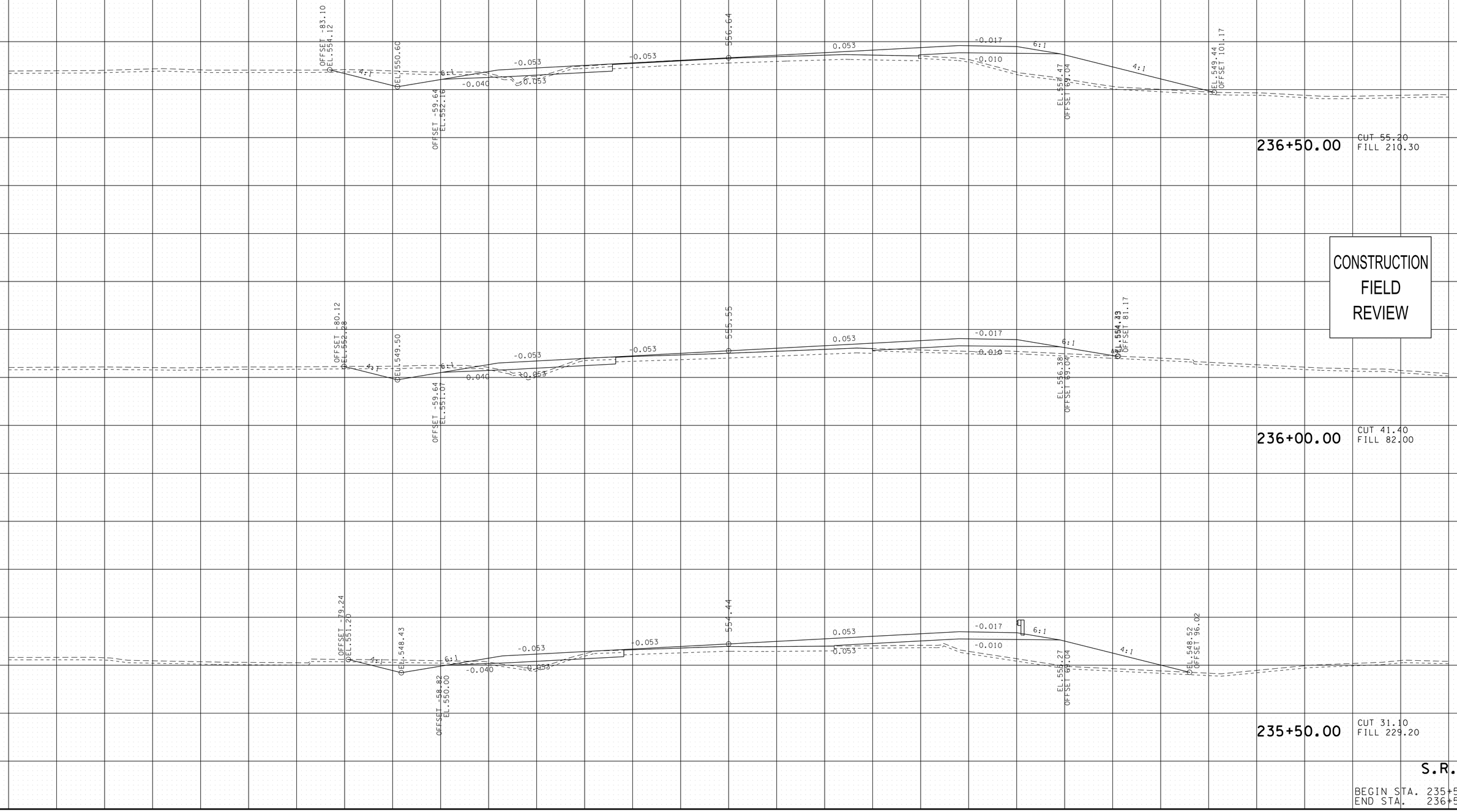
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	46



CONSTRUCTION FIELD REVIEW

S.R. 76

BEGIN STA. 235+50.00
END STA. 236+50.00

8/5/2020 1:12:16 PM
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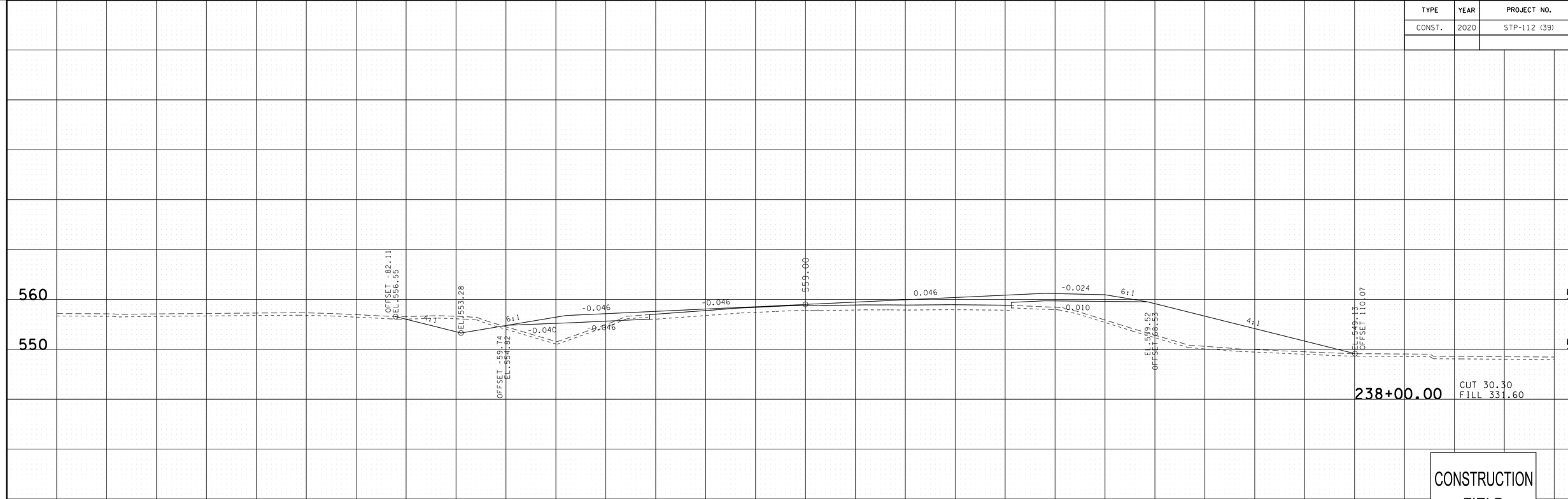
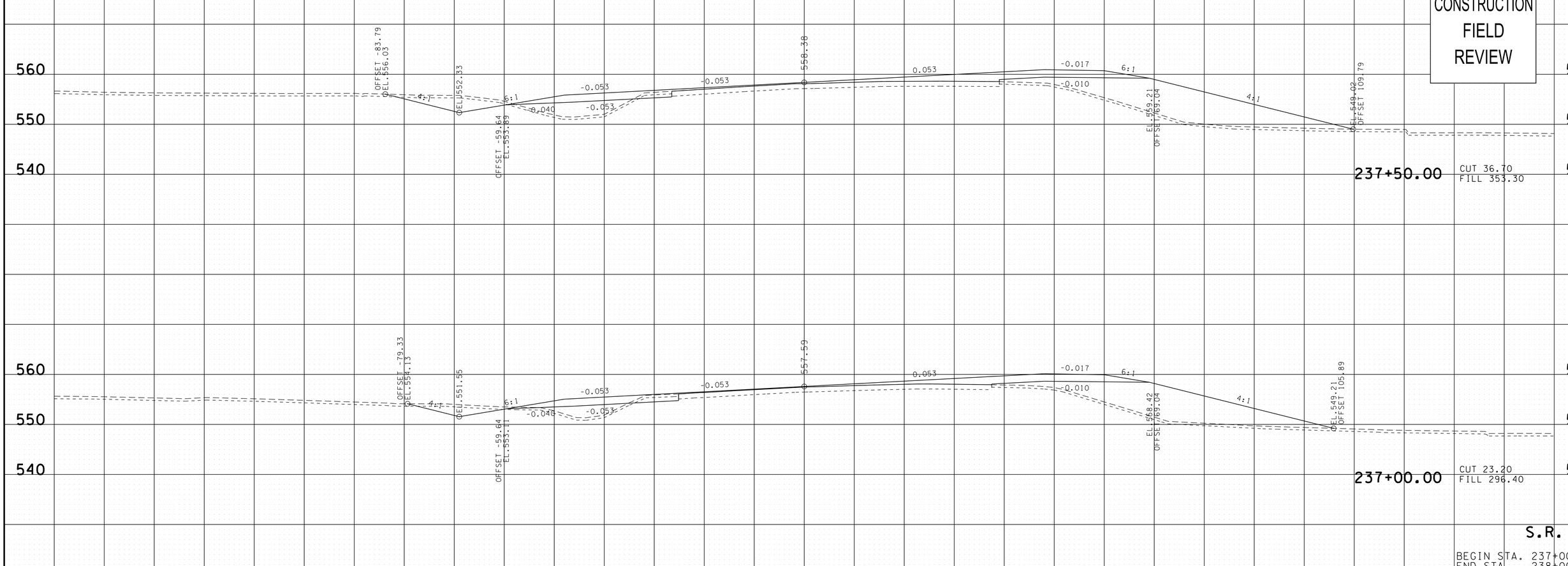
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	47





CONSTRUCTION FIELD REVIEW

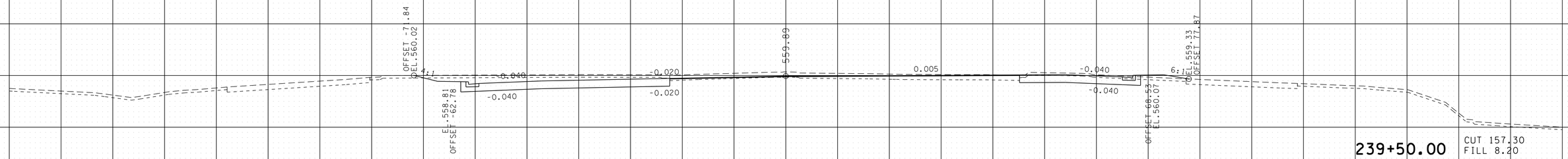
S.R. 76

BEGIN STA. 237+00.00
END STA. 238+00.00

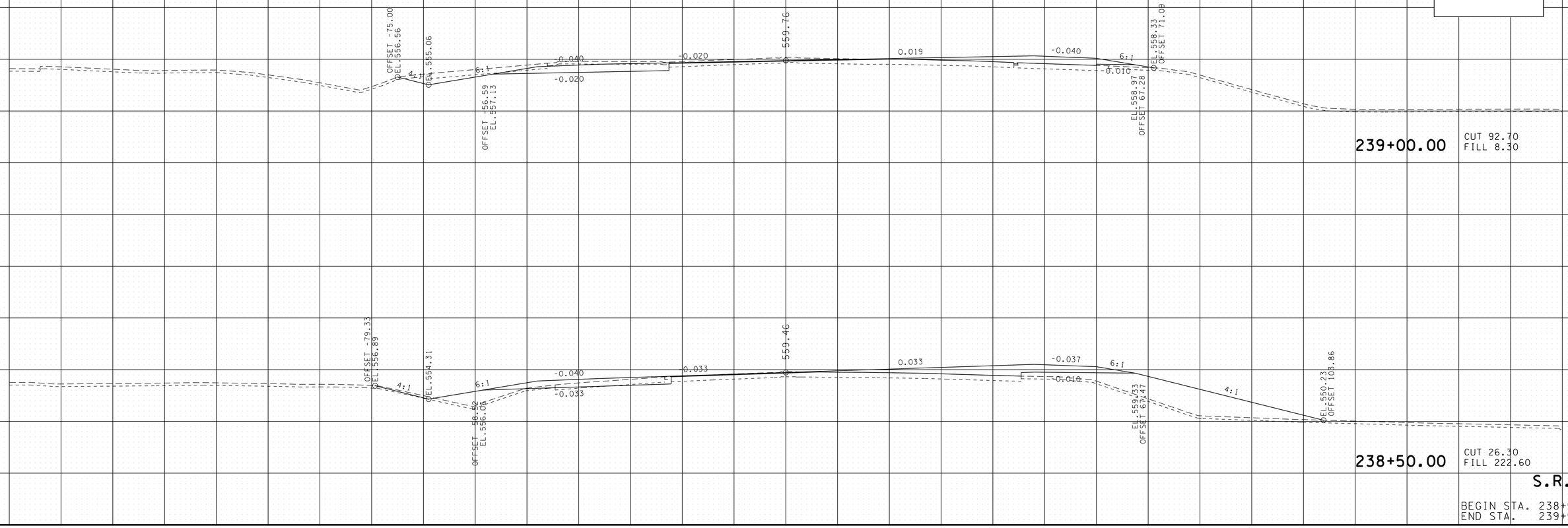
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

8/5/2020 12:43 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan [intersection]\SHT042-55_mtsrll2SR76XSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	48



CONSTRUCTION FIELD REVIEW



S.R. 76

BEGIN STA. 238+50.00
END STA. 239+50.00

8/5/2020 1:12:34 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	49

570
560
550

OFFSET -146.03
EL. 560.15

4:1

-0.040
-0.020
0.000
559.65
-0.000
-0.020
-0.040

EL. 558.84
OFFSET -63.17

-0.040
-0.020
-0.020
-0.040

EL. 558.83
OFFSET 57.62

OFFSET 51.50
EL. 558.70

241+50.00

CUT 100.80
FILL 36.00

570
560
550

OFFSET -124.65
EL. 560.71

-0.007
0.006
0.006
0.007
0.007
560.10
-0.009
-0.040

EL. 558.51
OFFSET -100.44

-0.007
0.006
0.006
0.007
0.007
-0.009
-0.040

EL. 559.76
OFFSET 55.74

OFFSET 51.50
EL. 559.67

CONSTRUCTION FIELD REVIEW

241+00.00

560
550

240+50.00

560

240+00.00

560

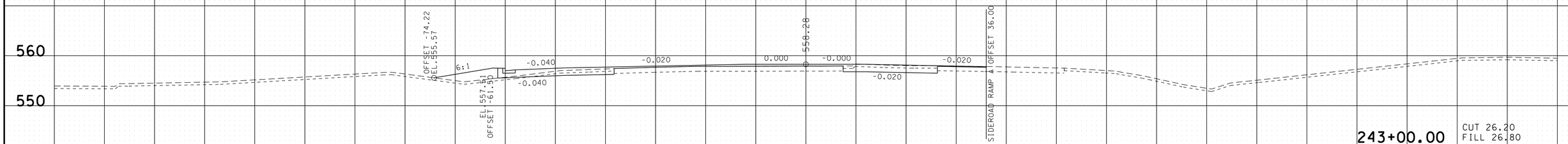
S.R. 76

BEGIN STA. 240+00.00
END STA. 241+50.00

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

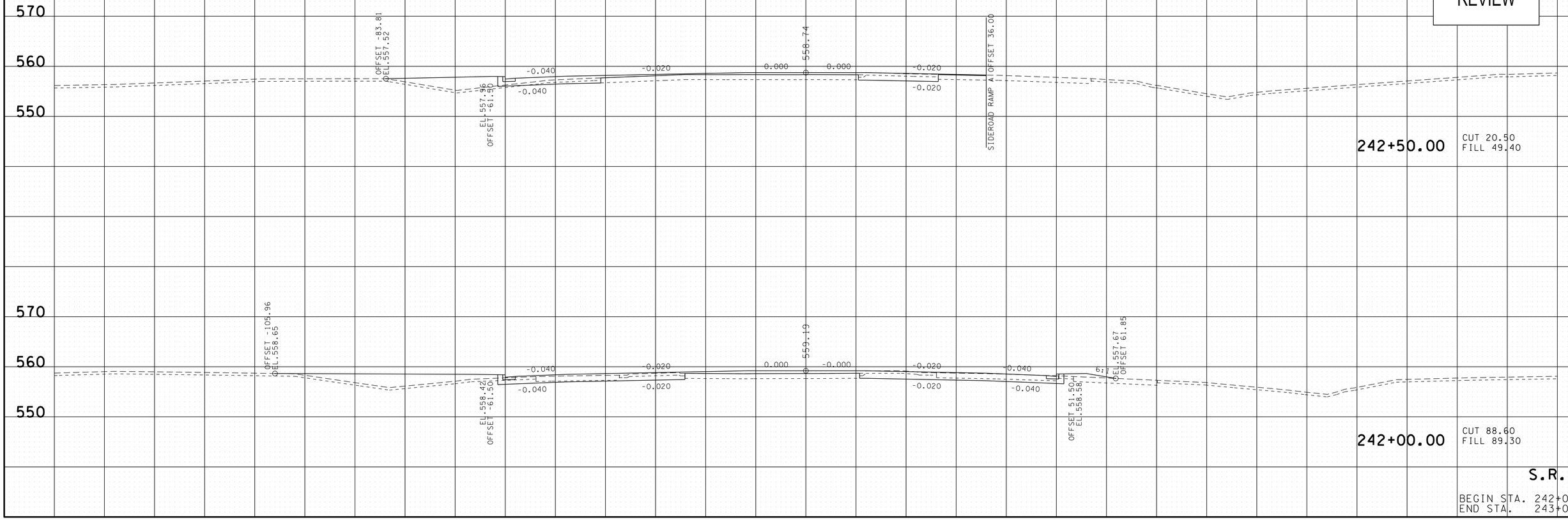
8/5/2020 12:30 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (Intersection)\SHT042-55_mtsrll2SR76XSsheets.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	50



243+00.00 CUT 26.20 FILL 26.80

CONSTRUCTION FIELD REVIEW



242+50.00 CUT 20.50 FILL 49.40

242+00.00 CUT 88.60 FILL 89.30

S.R. 76

BEGIN STA. 242+00.00
END STA. 243+00.00

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

8/5/2020 1:12:23 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	51

245+00.00
CUT 23.40
FILL 41.80

244+50.0

CONSTRUCTION
FIELD
REVIEW

244+00.00
CUT 55.20
FILL 62.20

243+50.00
CUT 35.10
FILL 14.80

S.R. 76

BEGIN STA. 243+50.00
END STA. 245+00.00

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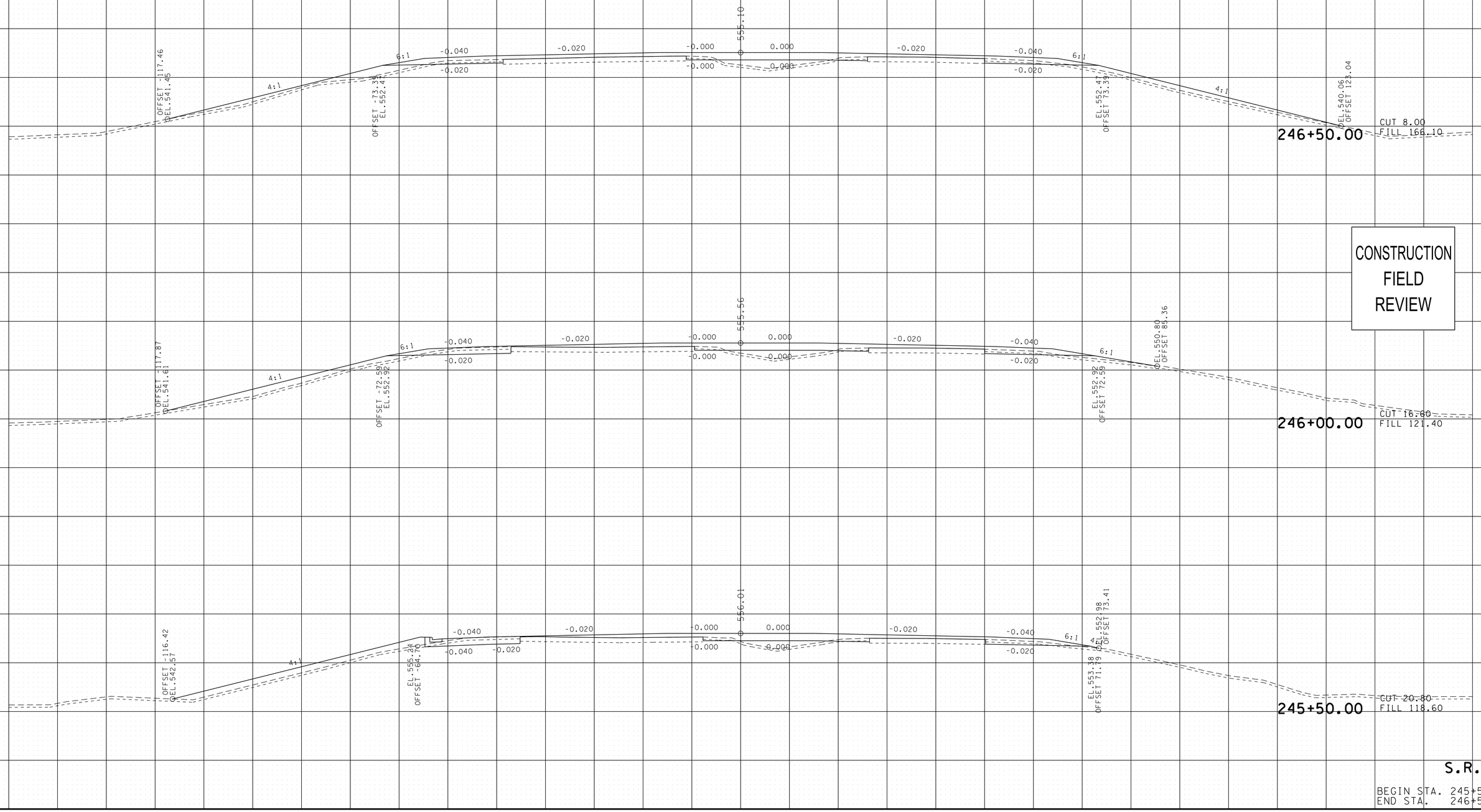
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	52



CONSTRUCTION FIELD REVIEW

S.R. 76

BEGIN STA. 245+50.00
END STA. 246+50.00

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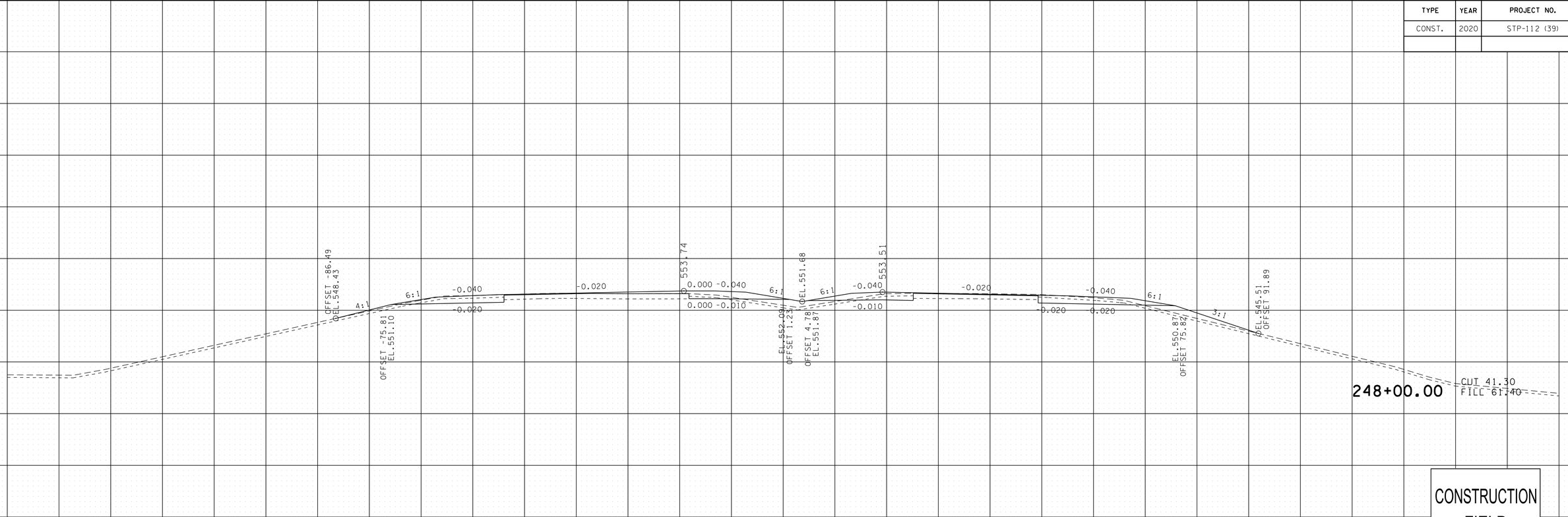
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	53



S.R. 76

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8/5/2020 12:36 PM
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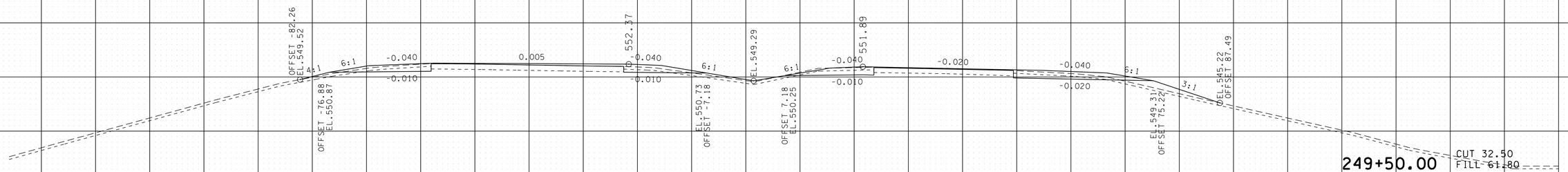
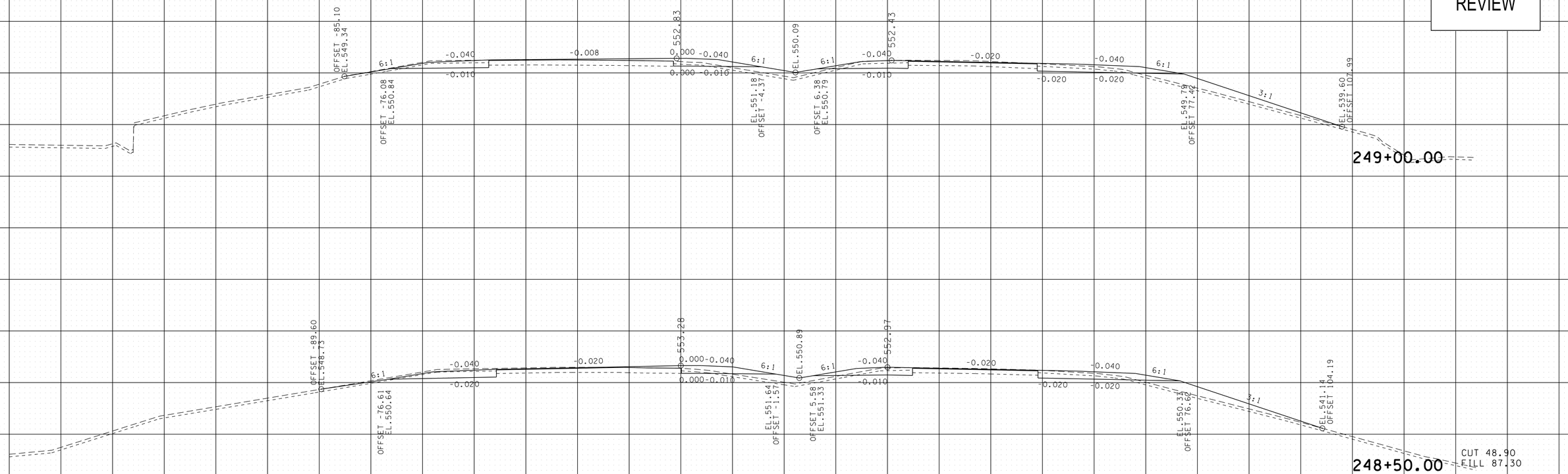
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	54



CONSTRUCTION FIELD REVIEW



S.R. 76

BEGIN STA. 248+50.00
END STA. 249+50.00

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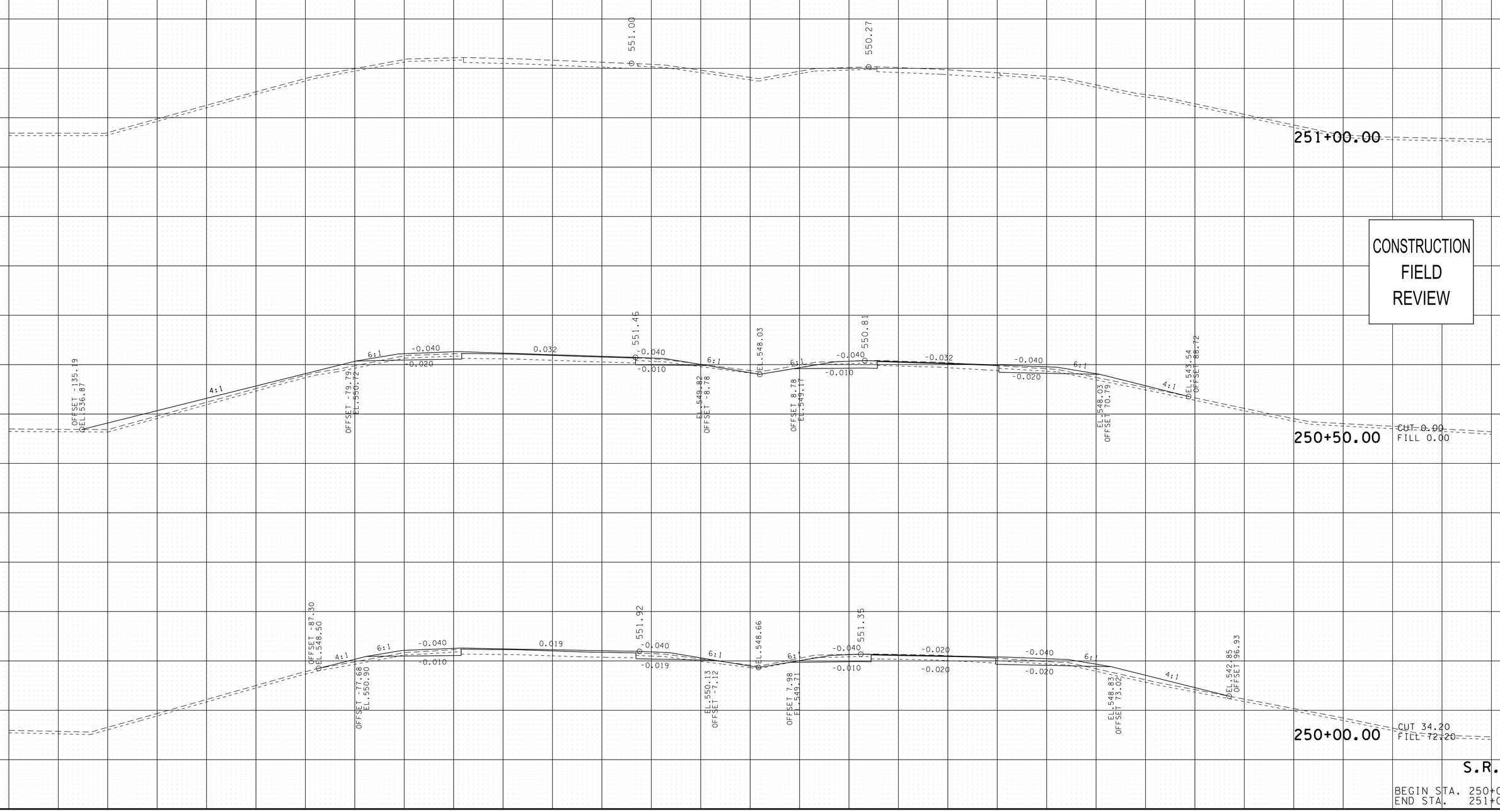
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	55



S.R. 76

BEGIN STA. 250+00.00
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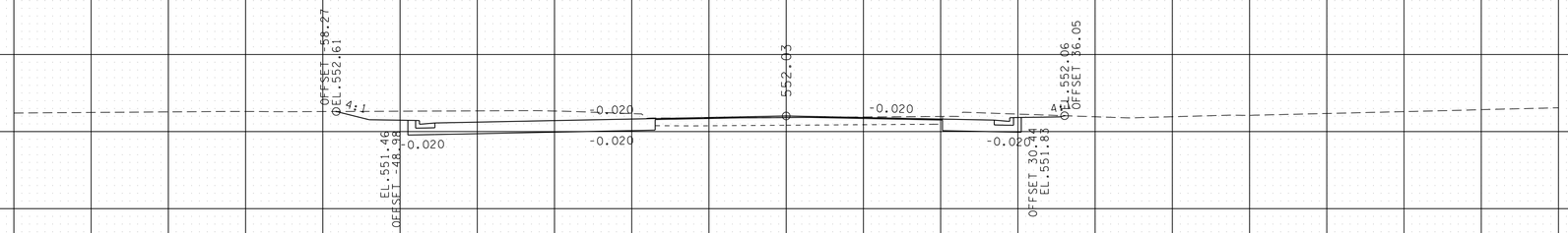
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	56



560
550
540

30+75.00

CONSTRUCTION
FIELD
REVIEW

560
550

30+50.00

30+25.00

30+00.00

WAL-MART

BEGIN STA. 30+00.00
END STA. 30+75.00

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

8/5/2020 1:12:46 PM
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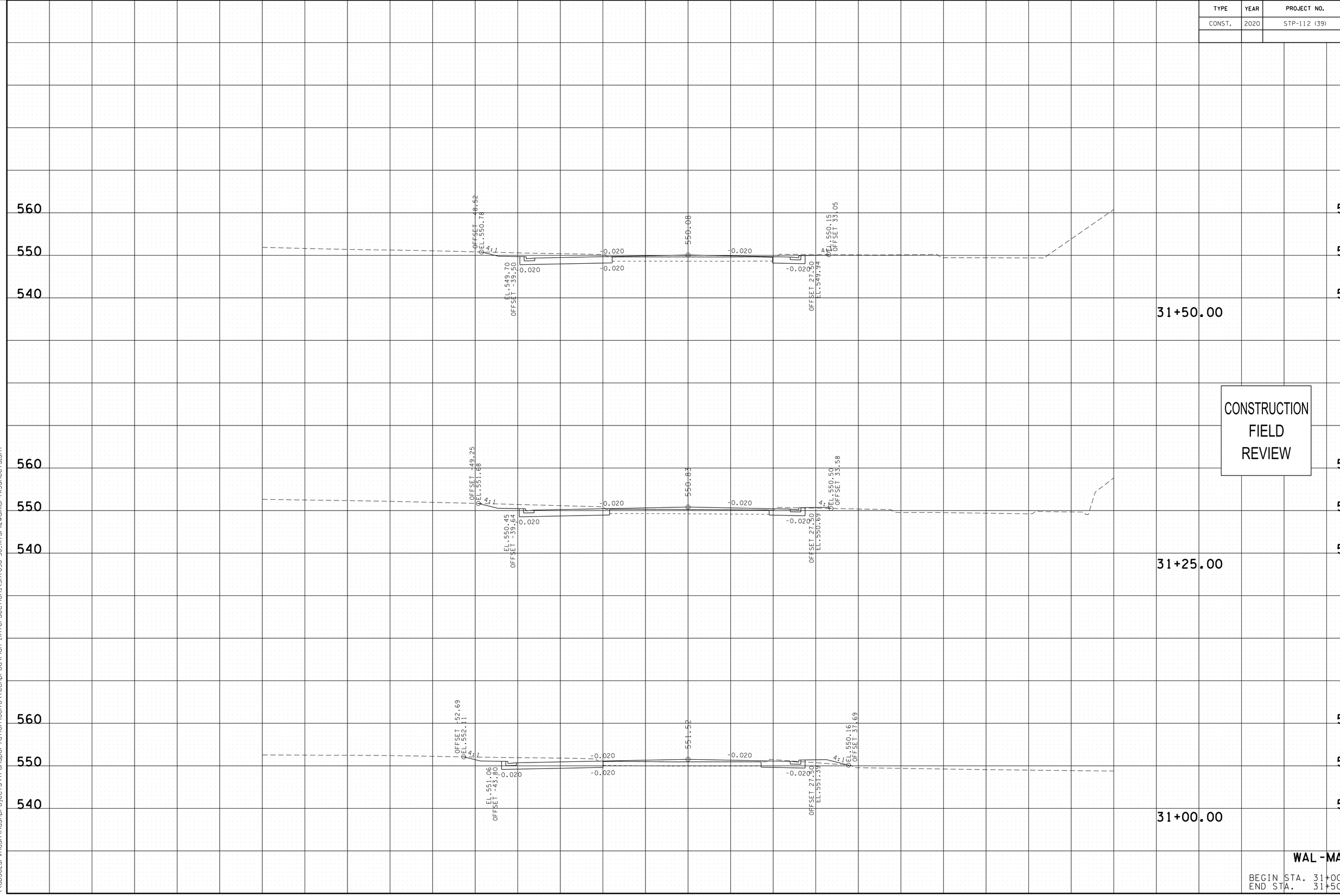
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	57



CONSTRUCTION FIELD REVIEW

WAL-MART

BEGIN STA. 31+00.00
END STA. 31+50.00

8/5/2020 1:12:47 PM
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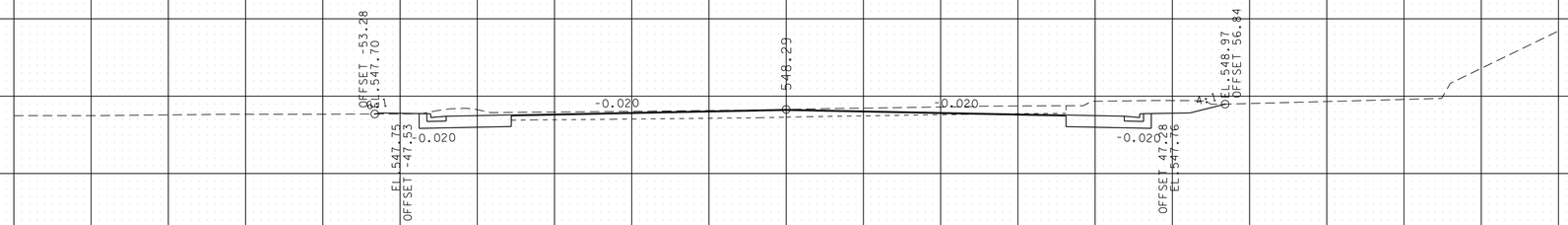
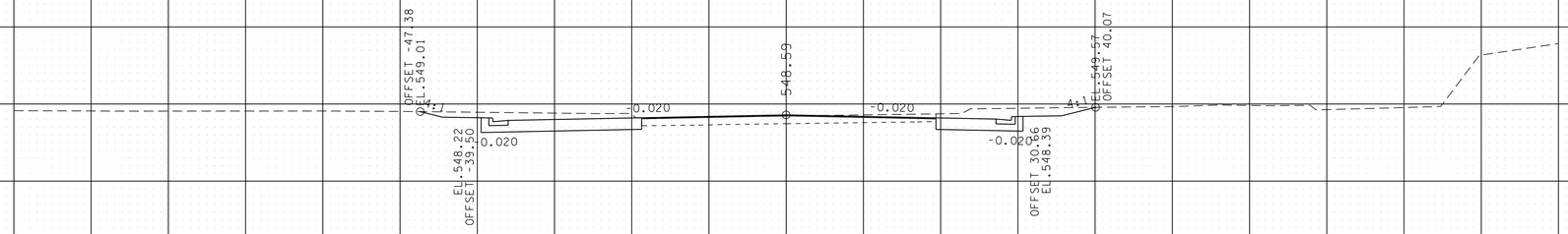
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	58

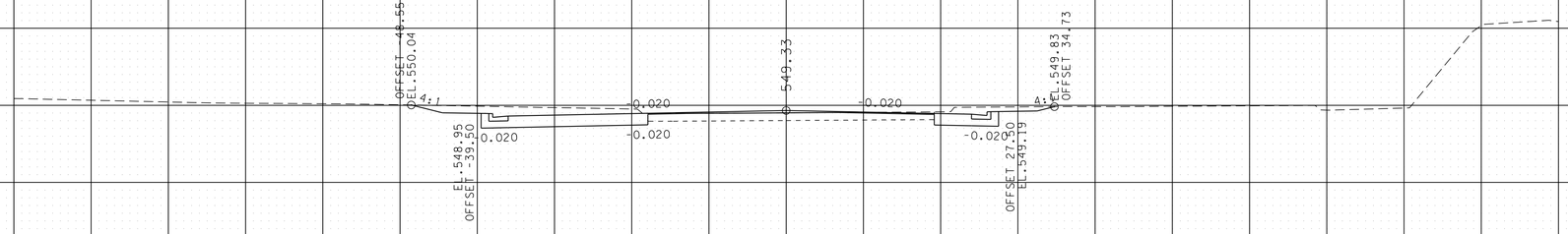


32+25.00

CONSTRUCTION FIELD REVIEW



32+00.00



31+75.00

WAL-MART

BEGIN STA. 31+75.00
END STA. 32+25.00

8/5/2020 1:12:49 PM
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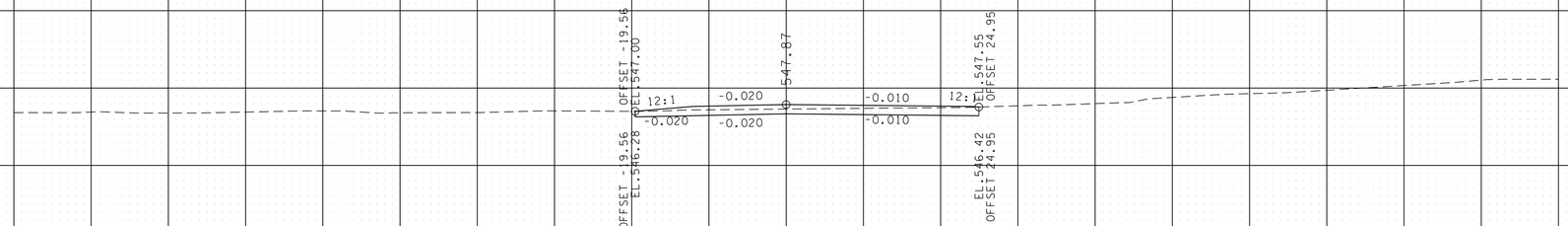
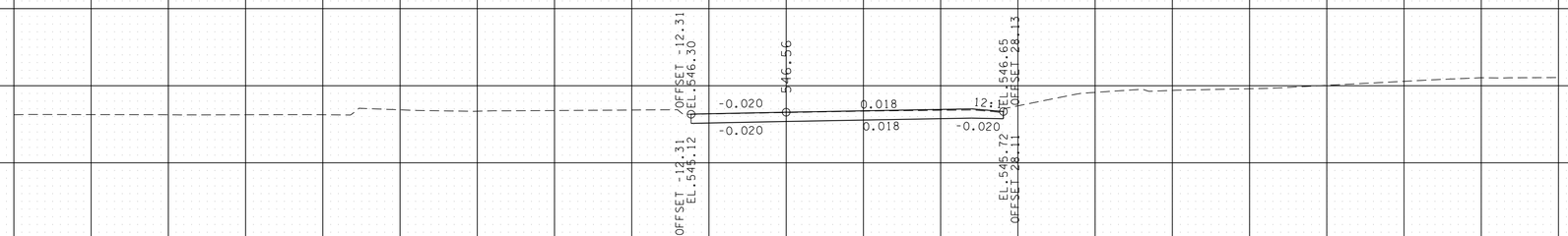
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	59

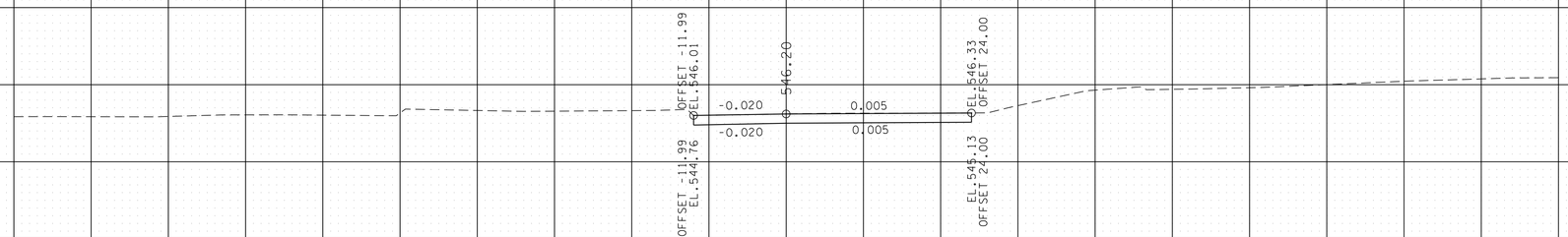


38+75.00

CONSTRUCTION FIELD REVIEW



38+50.00



38+40.00

FOOD LION

BEGIN STA. 38+40.00
END STA. 38+75.00

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

8/5/2020 1:12:52 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	60

40+00.00

39+75.00

39+50.00

CONSTRUCTION FIELD REVIEW

39+25.00

39+00.00

OFFSET -26.74
EL.549.81

3:1

OFFSET -21.05
EL.551.35

-0.020

551.36

-0.020

-0.020

-0.020

EL.551.18
OFFSET 29.31

EL.550.40
OFFSET 32.71

OFFSET -24.91
EL.548.29

12:1

-0.020

549.61

-0.020

-0.020

-0.020

12:1

EL.548.78
OFFSET 28.16

OFFSET -24.91
EL.547.91

EL.547.84
OFFSET 28.16

560
550
540

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

FOOD LION

BEGIN STA. 39+00.00
END STA. 40+00.00

8/5/2020 1:12:54 PM
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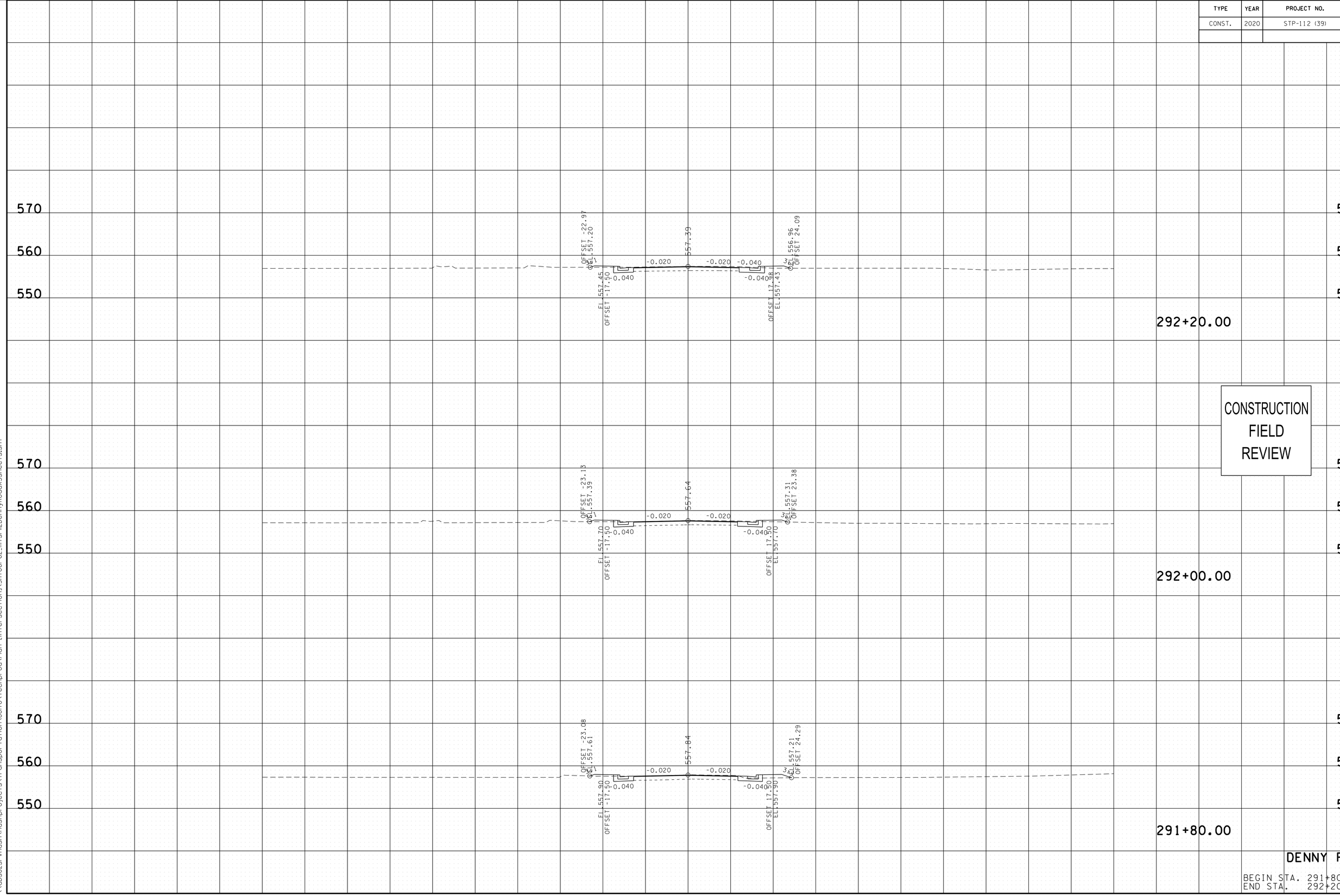
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	61



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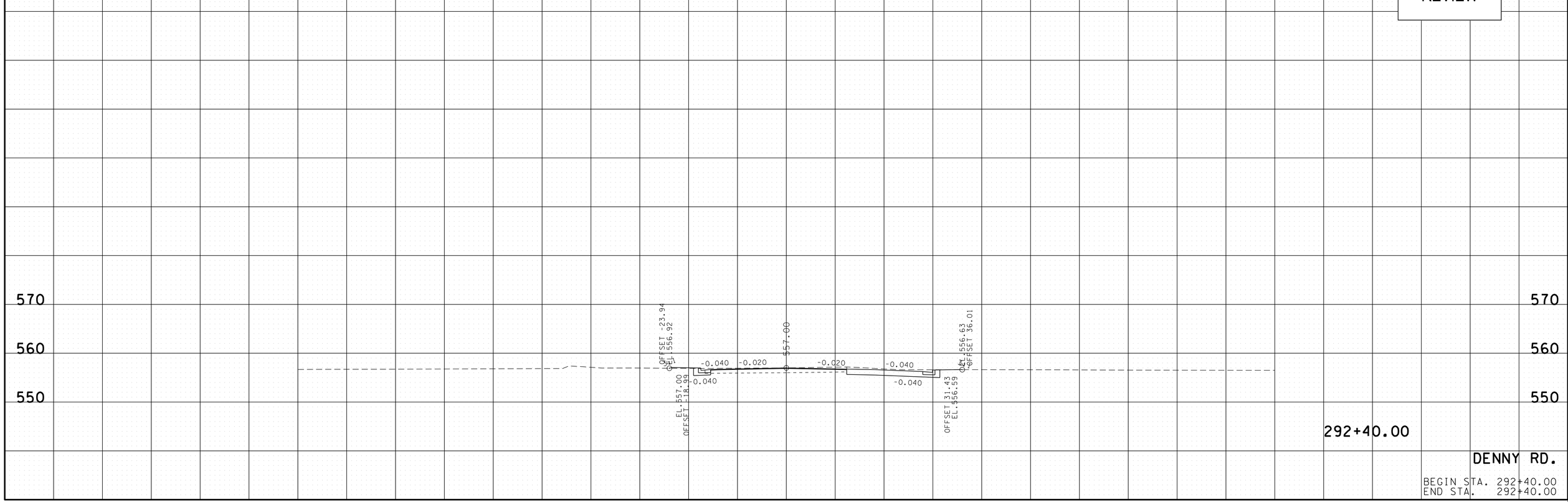
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	62

CONSTRUCTION
FIELD
REVIEW



DENNY RD.
BEGIN STA. 292+40.00
END STA. 292+40.00

8/5/2020 1:12:58 PM
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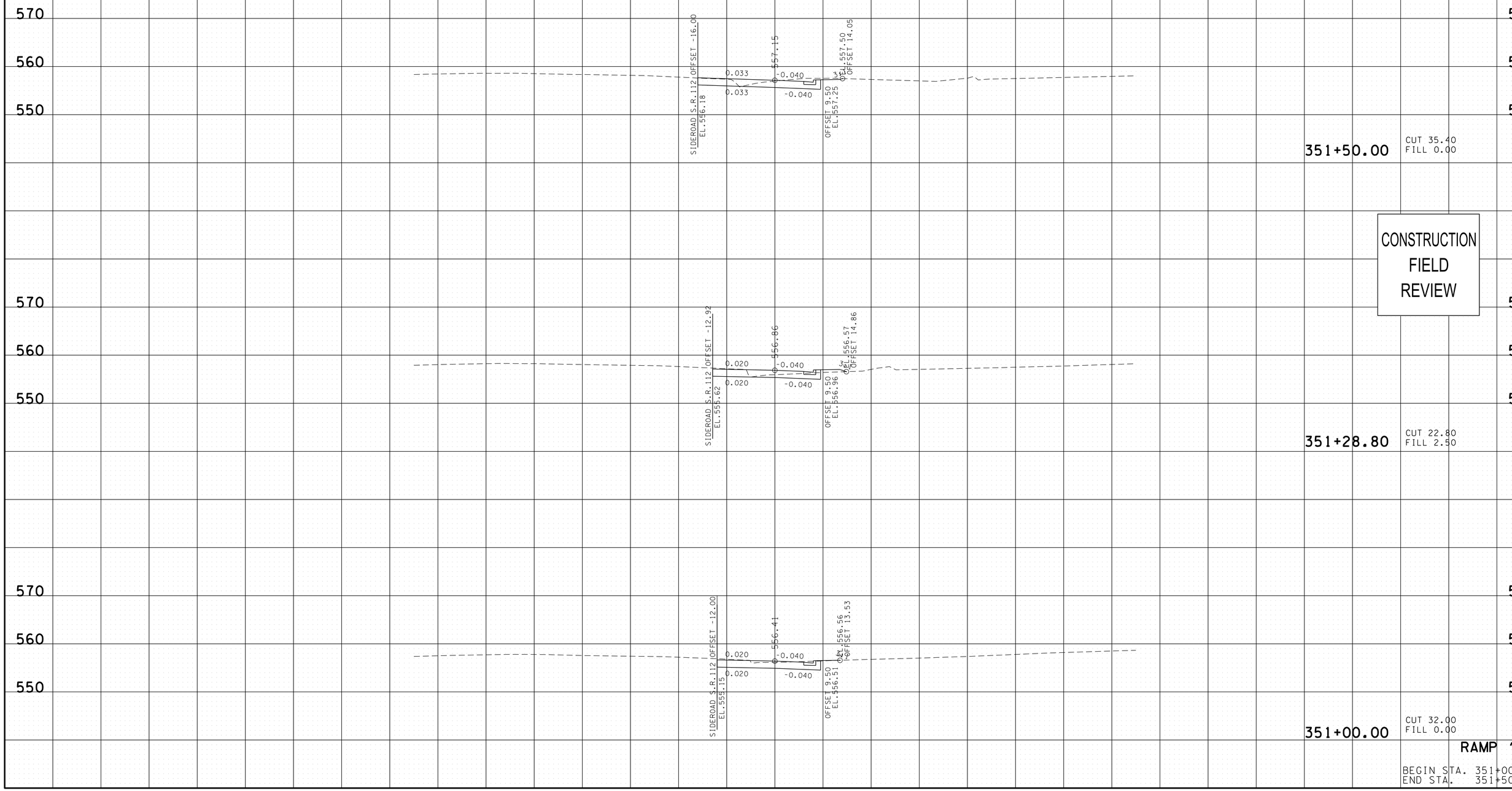
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	63



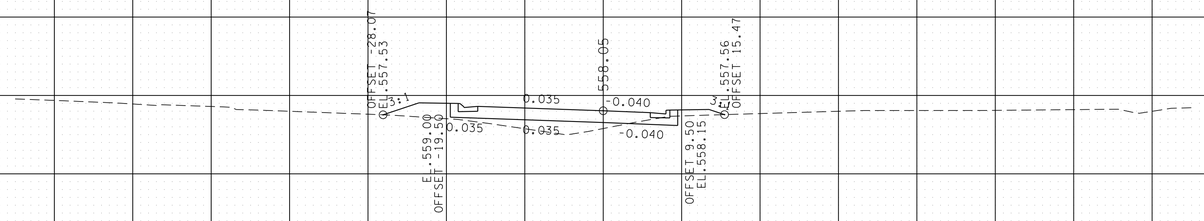
CONSTRUCTION FIELD REVIEW

RAMP "A"

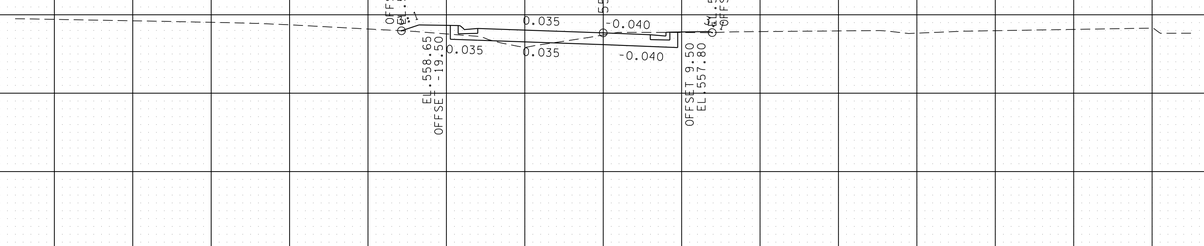
BEGIN STA. 351+00.00
END STA. 351+50.00

8/5/2020 1:13:00 PM
\\dbs02srvnash\nashprojects\transportation\80170\TechprodVPlan [intersection]\SHT063-67_mtsrll2RampAXSsheets.sht

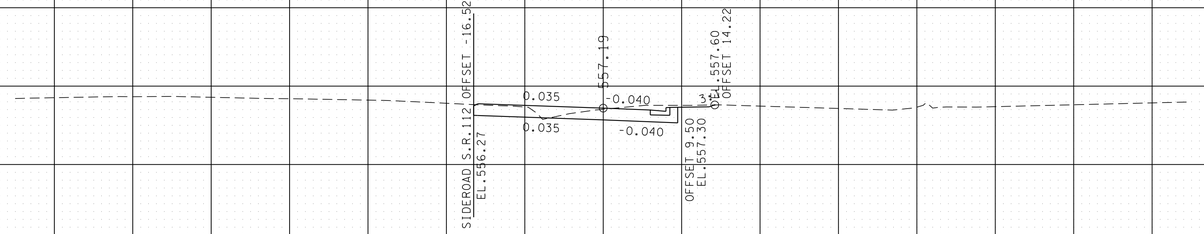
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	64



352+50.00 CUT 4.20 FILL 36.30



352+00.00 CUT 22.70 FILL 8.10



351+53.34 CUT 34.80 FILL 0.10

CONSTRUCTION FIELD REVIEW

RAMP "A"

BEGIN STA. 351+53.34
END STA. 352+50.00

570
560
550

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

8/5/2020 11:31:02 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	65

354+00.00 CUT 31.60 FILL 34.30

353+50.00 CUT 0.10 FILL 48.30

353+00.00 CUT 0.00 FILL 61.50

CONSTRUCTION FIELD REVIEW

RAMP "A"

BEGIN STA. 353+00.00
END STA. 354+00.00

8/5/2020 1:13:04 PM
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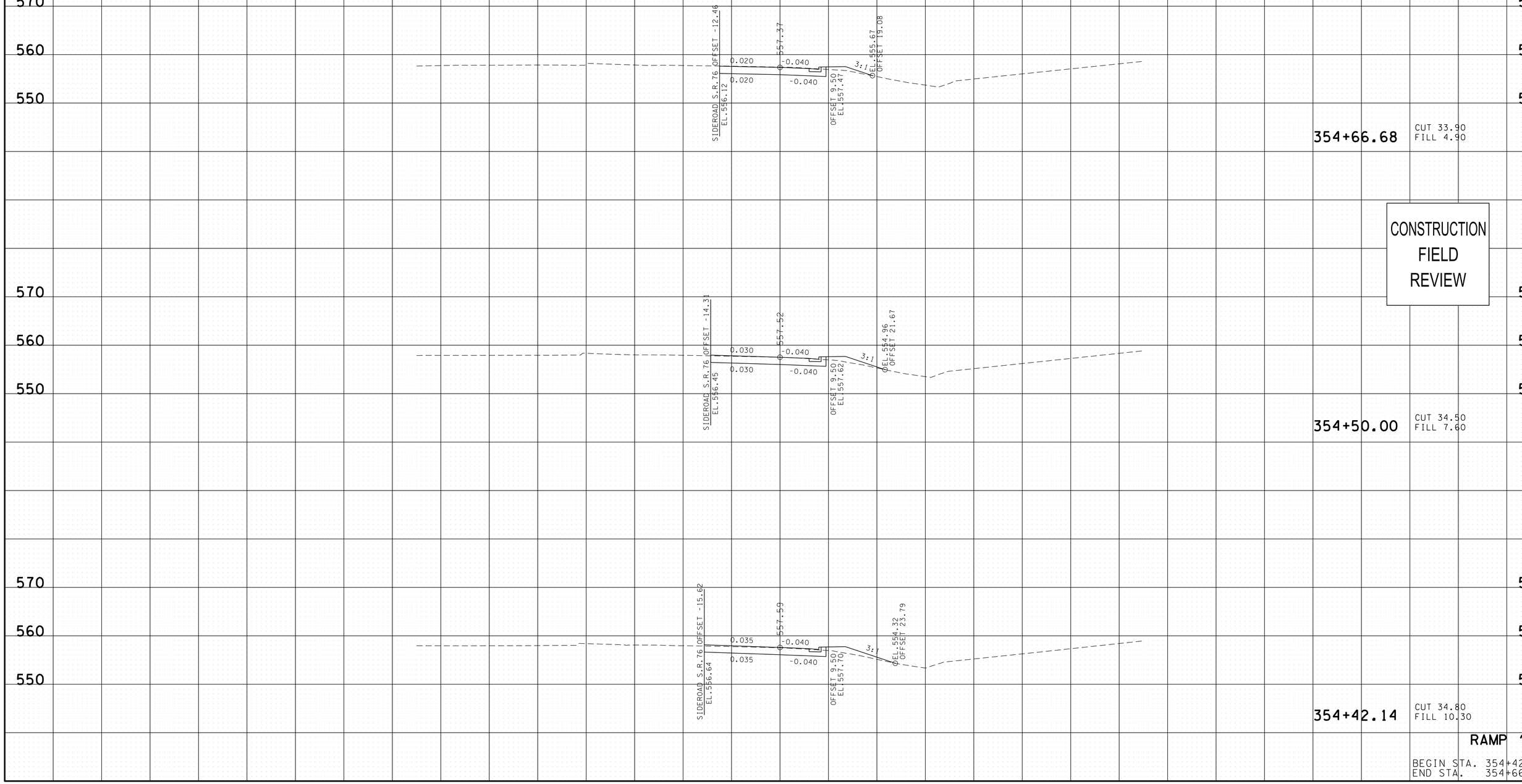
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	66



8/5/2020 1:13:06 PM
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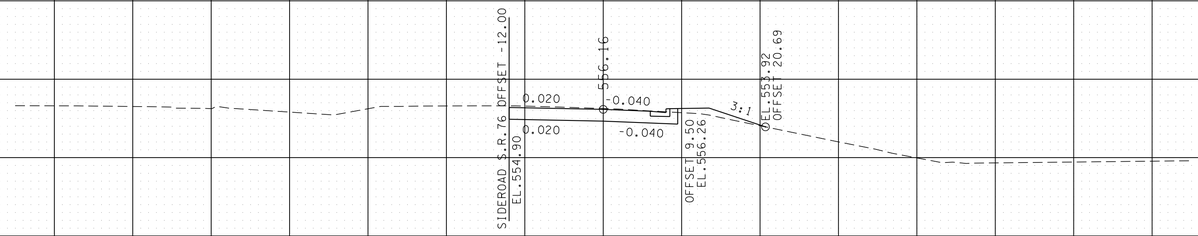
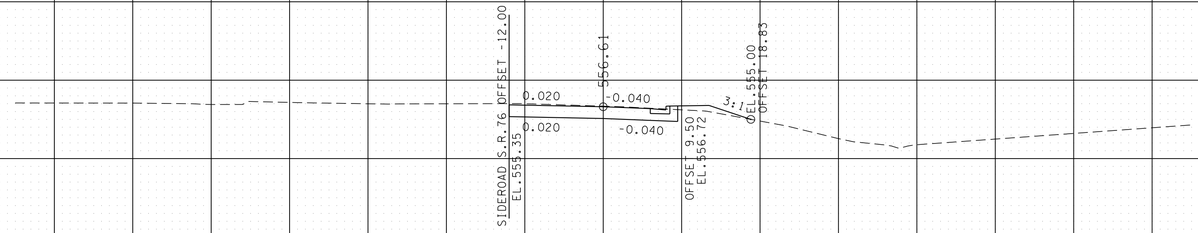
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	67

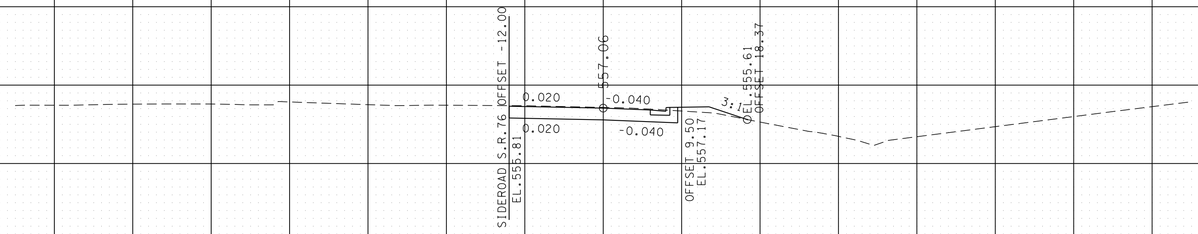


356+00.0

CONSTRUCTION FIELD REVIEW



355+50.00 CUT 33.90 FILL 4.50



355+00.00 CUT 33.80 FILL 4.00

RAMP "A"

BEGIN STA. 355+00.00
END STA. 356+00.00

560
550

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

8/5/2020 11:31:09 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-1

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 PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), 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 PAVEMENT AND/OR LOW SHOULDER) 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 PAVEMENT AND/OR LOW SHOULDER) 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 (W8-9A). 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 ONE 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 PAVEMENT AND/OR LOW SHOULDER) 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.

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-2

TRAFFIC CONTROL PHASING NOTES

GENERAL NOTES

1. CONTRACTOR SHALL CONSTRUCT ADVANCED WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL FOR S.R. 112 AND ALL SIDE ROADS BEFORE CONSTRUCTION BEGINS.
2. ALL CROSS PIPES AND STORM DRAINS THAT CROSS S.R. 112 SHALL BE INSTALLED STARTING FROM THE DOWN STREAM END. ANY INPROVEMENTS REQUIRED TO THE DOWN STREAM DITCH SHALL BE COMPLETED AND APPROVED BY THE ENGINEER BEFORE DRAINAGE RUNOFF IS RELEASED.
3. ANY WORK THAT SHALL REQUIRE ONE LANE OF TRAFFIC THROUGH THE WORK ZONE SHALL BE APPROVED BY THE ENGINEER. ALL TRAFFIC CONTROL REQUIREMENTS SHALL BE INPLACE BEFORE WORK BEGINS. THE WORK ZONE SHALL BE OPENED TO ALL LANES OF TRAFFIC BY THE END OF EACH WORK DAY.
4. ALL ADVANCED WARNING SIGNS SHALL REMAIN INPLACE UNLESS OTHERWISE SHOWN ON THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.
6. EACH PHASE OF THE TRAFFIC CONTROL PLANS SHALL BE COMPLETED AND INPLACE READY FOR TRAFFIC BEFORE THE NEXT PHASE OF CONSTRUCTION BEGINS. ANY CHANGES IN THIS PROCESS WILL BE APPROVED BY THE ENGINEER PRIOR TO TRAFFIC USE AND CONSTRUCTION BEGINNING.
7. DURING EACH PHASE OF CONSTRUCTION THERE WILL BE TEMPORARY PAVEMENT WEDGES TO BE PUT INPLACE. THESE TEMPORARY WEDGES ARE TO TRANSITION TRAFFIC SAFELY FROM EXISTING GRADE TO FINISH GRADE OR FROM FINISH GRADE TO EXISTING GRADE. THE TEMPORARY WEDGES WILL BE INSTALLED OR REMOVED PER THE TRAFFIC CONTROL PLANS. ANY CHANGES TO THE TEMPORARY WEDGES WILL BE APPROVED BY THE ENGINEER.

PHASE ONE

1. WARNING SIGNS AND TEMPORARY STRIPING SHALL BE INPLACE BEFORE CONSTUCTION BEGINS.
2. CONSTRUCT S.R. 112 FROM STA.565+84+/- TO 586+50+/-, LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
3. CONSTRUCT S.R.76 FROM STA.230+30+/- TO STA.251+00+/-, LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
4. CONSTRUCT WALMART ENTRANCE FROM STA.30+62± TO STA.32+27± RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
5. CONSTRUCT FOOD LION ENTRANCE RFOM STA.38+41± TO STA.39+46±, RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
4. CONSTRUCT DENNY ROAD FROM STA.291+80+/- TO STA.292+53+/- EXCLUDING SURFACE MIX.

PHASE TWO

1. WARNING SIGNS AND TEMPORARY STRIPING SHALL BE INPLACE BEFORE CONSTRUCTION BEGINS.
2. CONSTRUCT S.R. 112 FROM STA.XXX+XX+/- TO STA.586+50+/-, EXCLUDING SURFACE MIX.
3. CONSTRUCT S.R. 76 FROM STA.230+56+/- TO STA.239+91+/-, LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.
4. CONSTRUCT S.R. 76 FROM STA.232+66+/- TO STA.239+08+/-, RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
5. CONSTRUCT S.R. 76 FROM STA.241+00± TO STA.251+00±, LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.
6. CONSTRUCT S.R. 76 FROM STA.247+58± TO STA.251+00±, RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
7. CONSTRUCT WALMART ENTRANCE FROM STA.30+61± TO STA.32+27±, LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
8. CONSTRUCT FOOD LION ENTRANCE FROM STA.38+41± TO STA.39+46±, LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.

PHASE THREE

1. WARING SIGNS AND TEMPORARY STRIPING SHALL BE INPLACE BEFORE CONSTRUCTION BEGINS.
2. CONSTRUCT S.R. 112 FROM STA.573+80+/- TO STA.574+55+/-, LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.

PHASE FOUR

1. WARNING SIGNS AND TEMPOARY STRIPING SHALL BE INPLACE BEFORE CONSTRUCTION BEGINS.
2. CONSTRUCT S.R. 112 FROM STA.556+62+/- TO STA.566+07+/- LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.
3. CONSTRUCT S.R. 76 FROM STA.230+30+/- TO STA.232+50+/- LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
4. CONSTRUCT S.R. 76 FROM STA.232+50+/- TO STA.234+24+/- RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
5. CONSTRUCT S.R. 76 FROM STA.247+11+/- TO STA.252+25+/- LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.
6. CONSTRUCT S.R. 76 FROM STA.248+84+/- TO STA.251+00+/- RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.

PHASE FIVE

1. WARNING SIGNS AND TEMPORARY STRIPING SHALL BE INPLACE BEFORE CONSTRUCTION BEGINS.
2. CONSTRUCT S.R. 112 FROM STA.573+15+/- TO STA.573+96+/- LEFT AND RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.
3. CONSTRUCT S.R. 76 FROM STA.244+76± TO STA.248+21±, LEFT OF CENTERLINE, EXCLUDING SURFACE MIX.
4. CONSTRUCT S.R. 76 FROM STA.245+94± TO STA.248+32±, RIGHT OF CENTERLINE, EXCLUDING SURFACE MIX.

PHASE SIX

1. WARNING SIGNS SHALL BE IMPLACE BEFORE CONSTRUCTION BEGINS.
2. CONSTRUCT SURFACE MIX ON S.R. 112, S.R. 76, WALMART ENTRANCE, FOOD LION ENTRANCE AND DENNY ROAD.

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-3

TRAFFIC CONTROL DEVICES

ITEM NO.	DESCRIPTION	UNIT	QUANITY
712-01	TRAFFIC CONTROL	L.S.	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	385
712-05.01	WARNING LIGHTS (TYPE A)	EACH	18
712-05.03	WARNING LIGHTS (TYPE C)	EACH	20
712-06	SIGNS (CONSTRUCTION)	S.F.	410
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	36
712-08.03	ARROW BOARD (TYPE C)	EACH	4
712-09.01	REMOVABLE PAVEMENT MARKING LINE	LF.	6405
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	1372
716-05.03	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	74565

TRAFFIC CONTROL SIGNS

TYPE	DESCRIPTION	SIZE	NO. USED	TOTAL S.F.
G20-1	ROAD CONSTRUCTION X MILES	36" x 18"	2	9
G20-2	END CONSTRUCTION	36" x 18"	6	27
R11-2	ROAD CLOSED	48" x 30"	1	10
R11-4	ROAD CLOSED TO THRU TRAFFIC	60" x 30"	1	13
W1-4B(MOD)	LANE SHIFT X FEET	36" x 36"	3	27
W4-2L	MERGING TRAFFIC	36" x 36"	1	9
W4-2R	MERGING TRAFFIC	36" x 36"	4	36
W13-1	35 M.P.H.	18" x18"	4	9
W20-1	ROAD WORK AHEAD	36" x 36"	15	135
W20-3	ROAD CLOSED AHEAD	36" x 36"	2	18
W20-5L	LEFT LANE CLOSED AHEAD	36" x 36"	3	27
W20-5R	RIGHT LANE CLOSED AHEAD	36" x 36"	10	90
			TOTAL S.F.	410

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
→	TRAFFIC FLOW
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
C	WARNING LIGHT (TYPE C) (STEADY)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TEMPORARY BARRICADE (TYPE III)
	ARROW BOARD TYPE C (SINGLE ARROW)
	CHANGEABLE MESSAGE SIGN
	PORTABLE BARRIER RAIL (WITH DOUBLE VERTICAL PANELS)
	TEMPORARY PAVEMENT

CONSTRUCTION FIELD REVIEW

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TRAFFIC CONTROL LEGEND AND TABULATION

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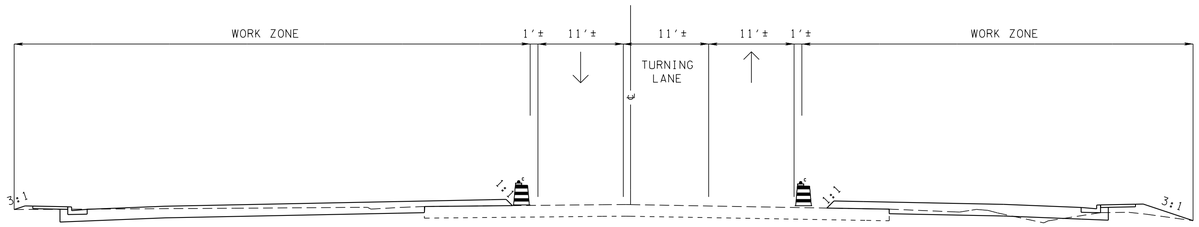
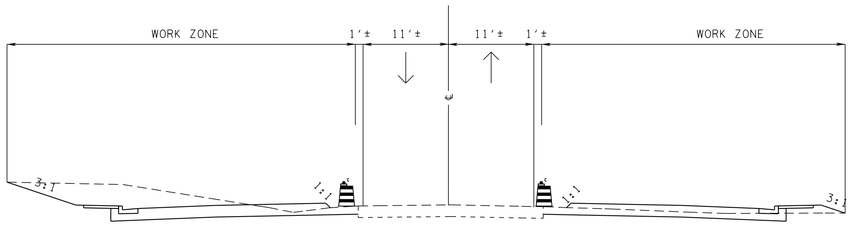
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-5



SR112
STA.556+50± TO STA.586+50±



SR112
STA.496+00± TO STA.556+50±

CONSTRUCTION FIELD REVIEW

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TRAFFIC CONTROL
PHASE ONE
TYPICAL SECTIONS

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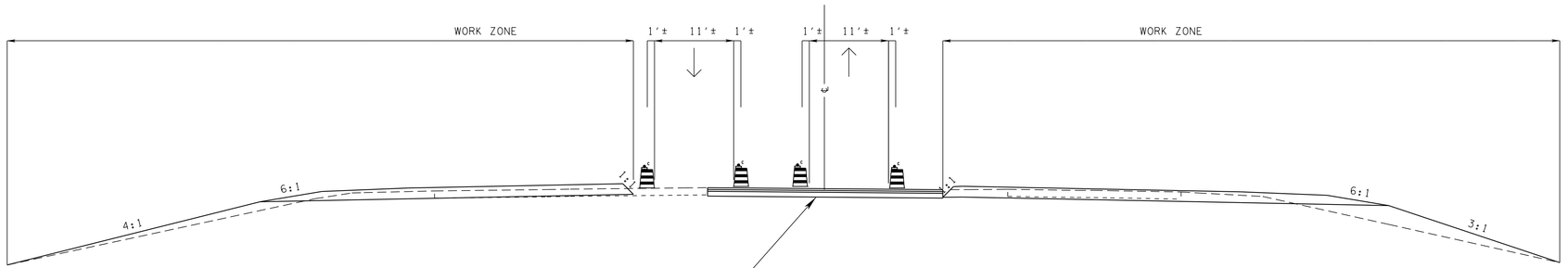
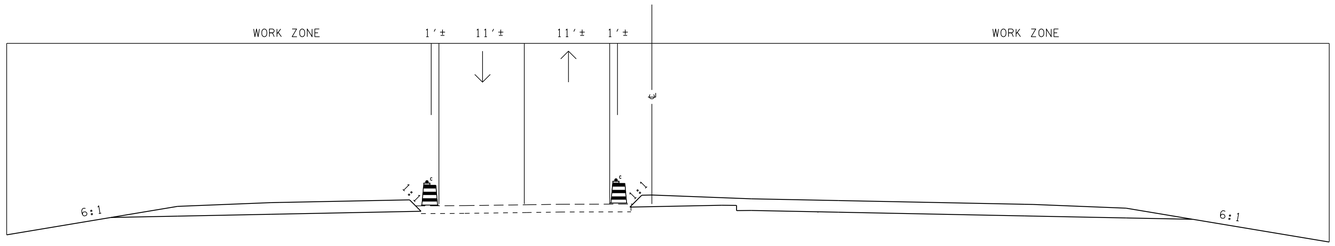
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-4



TEMPORARY PAVEMENT
8"-303-01 MINERAL AGGREGATE BASE
3"-307-01.01 BITUMINOUS PLANT MIX BASE(HOT MIX) GRADING "A"
2"-307-01-07 BITUMINOUS PLANT MIX(HOT MIX) GRADING "B-M2"
402-01 BITUMINOUS MATERIAL FOR PRIME COAT(PC)
402-02 AGGREGATE FOR COVER MATERIAL(PC)
403-01 BITUMINOUS MATERIAL FOR TACK COAT(TC)

SR76
STA.246+00± TO STA.251+00±

CONSTRUCTION FIELD REVIEW



SR76
STA.230+30± TO STA.246+00±

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TRAFFIC CONTROL
PHASE ONE
TYPICAL SECTIONS

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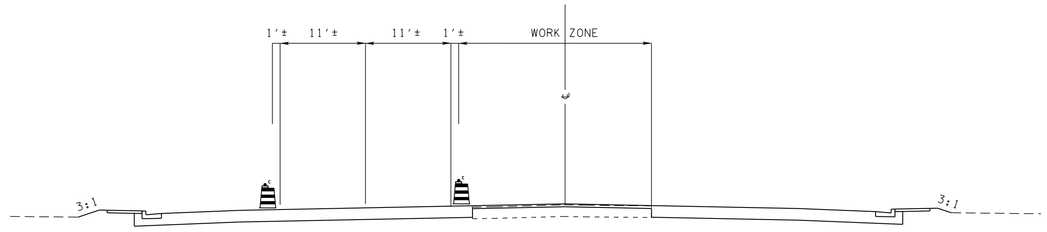
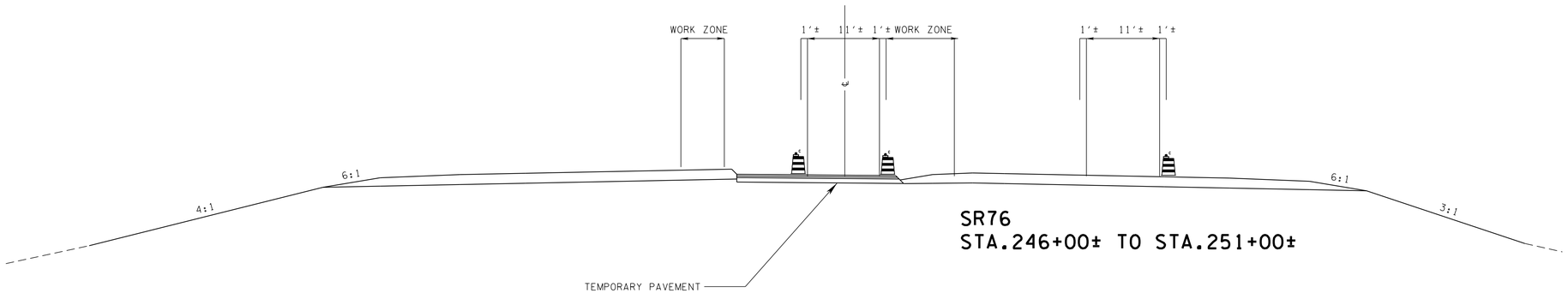
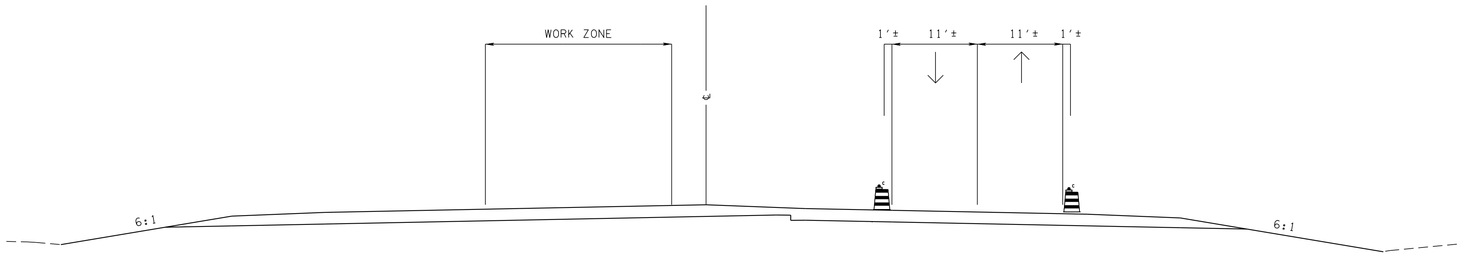
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-6



SR112
STA.537+62± TO STA.586+00±



SR76
STA.246+00± TO STA.251+00±



SR76
STA.230+30± TO STA.246+00±

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASE TWO
TYPICAL SECTIONS

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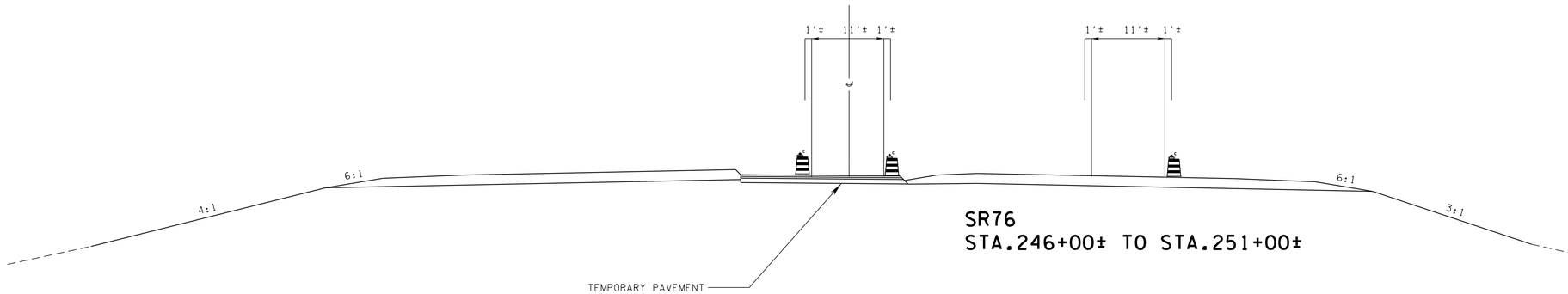
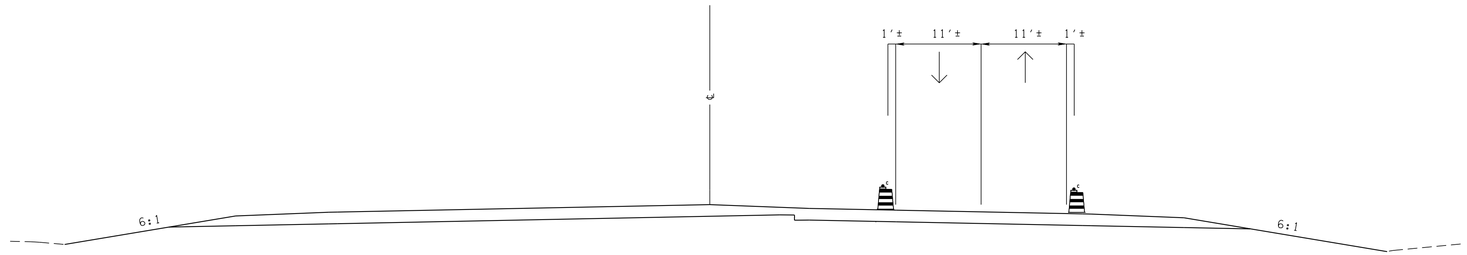
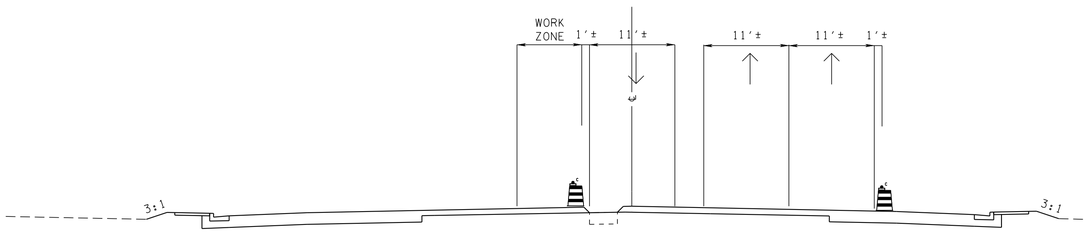
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-7



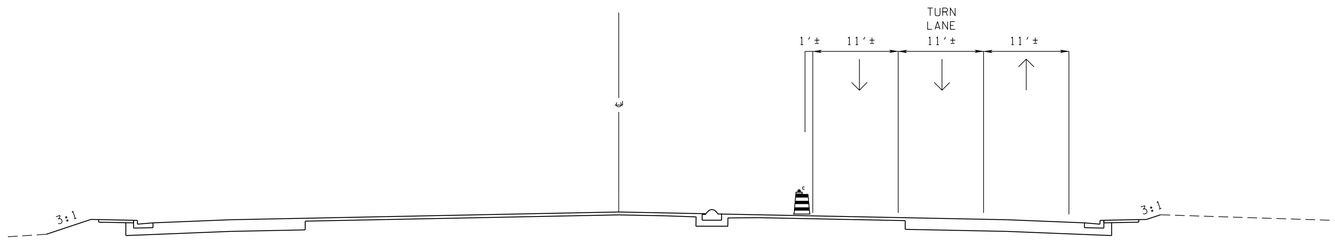
SR76
STA.246+00± TO STA.251+00±



SR76
STA.230+30± TO STA.246+00±



SR112
STA.568+25± TO STA.586+50±



SR112
STA.555+00± TO STA.568+25±

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASE THREE
TYPICAL SECTIONS

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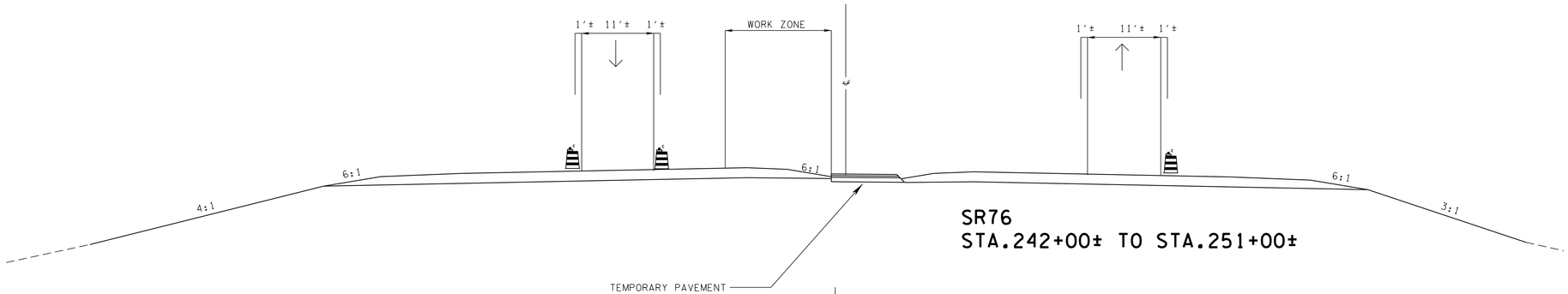
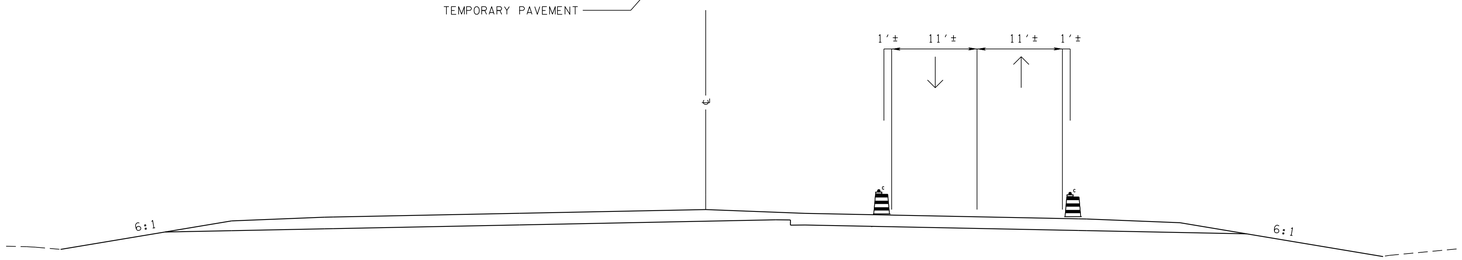
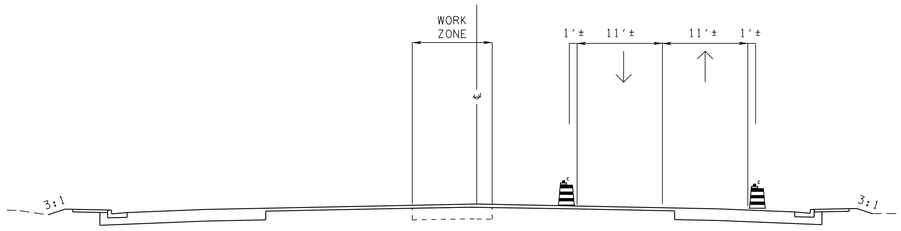
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-8



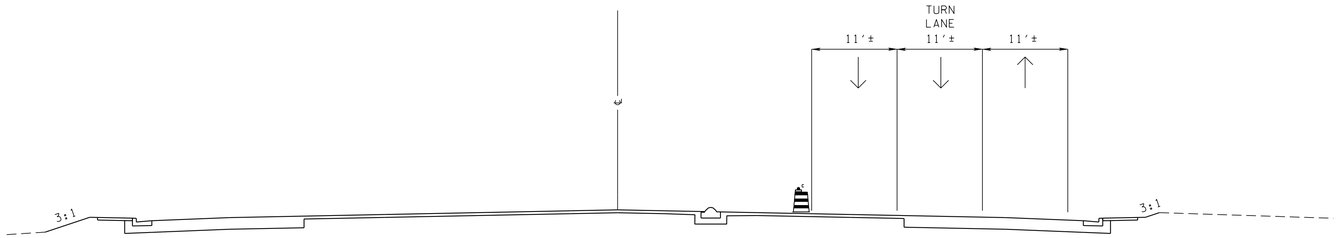
SR76
STA.242+00± TO STA.251+00±



SR76
STA.230+30± TO STA.242+00±



SR112
STA.568+25± TO STA.586+50±



SR112
STA.555+00± TO STA.568+25±

CONSTRUCTION FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASE FOUR
TYPICAL SECTIONS

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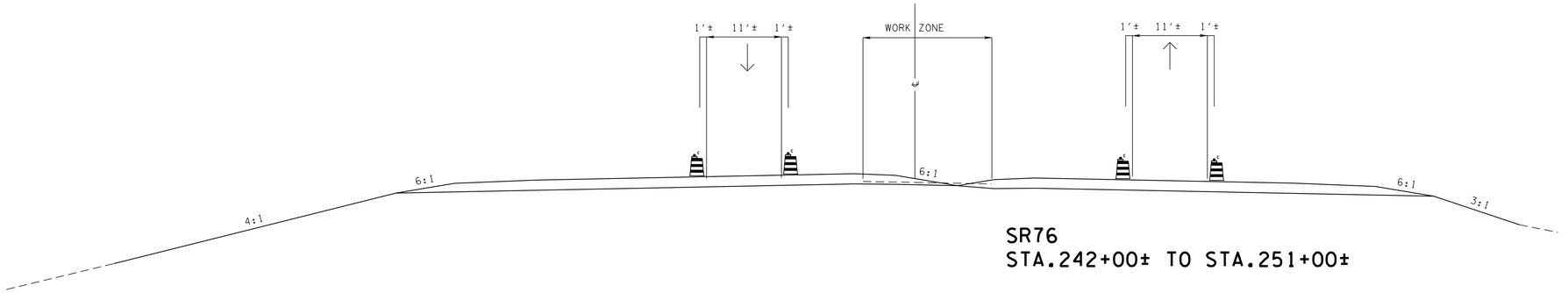
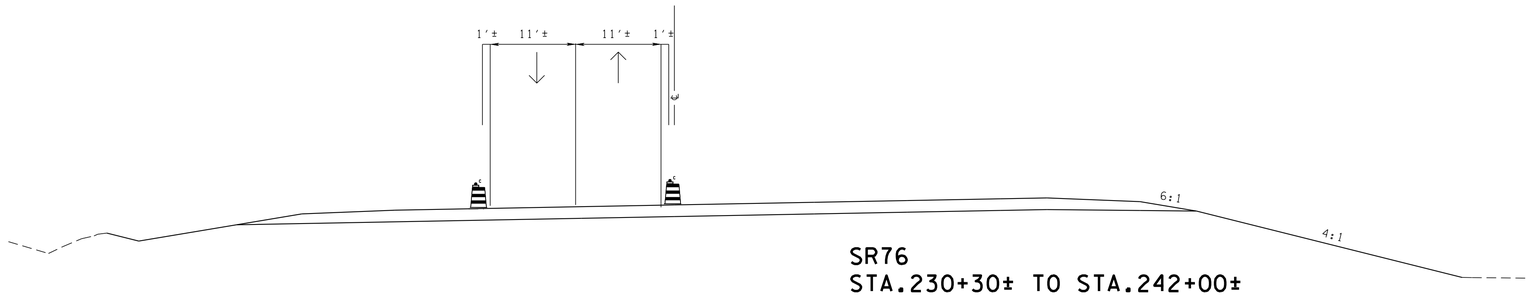
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

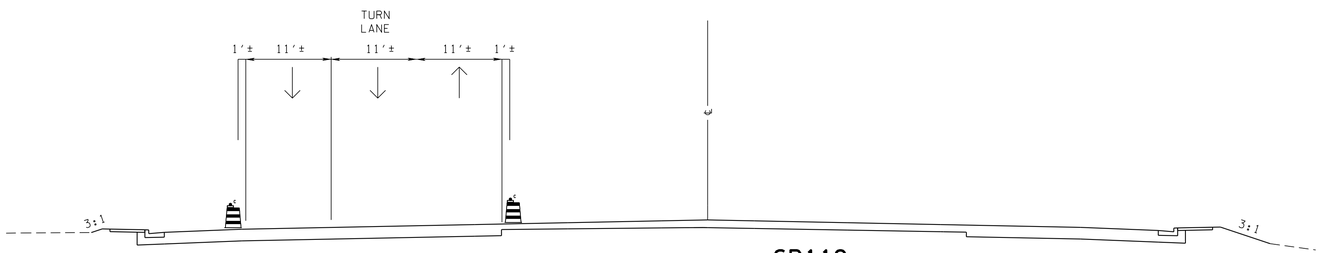
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-9



SR76
STA.242+00± TO STA.251+00±



SR76
STA.230+30± TO STA.242+00±



SR112
STA.555+63± TO STA.586+50±

CONSTRUCTION
FIELD
REVIEW

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TRAFFIC CONTROL
PHASE FIVE
TYPICAL SECTIONS

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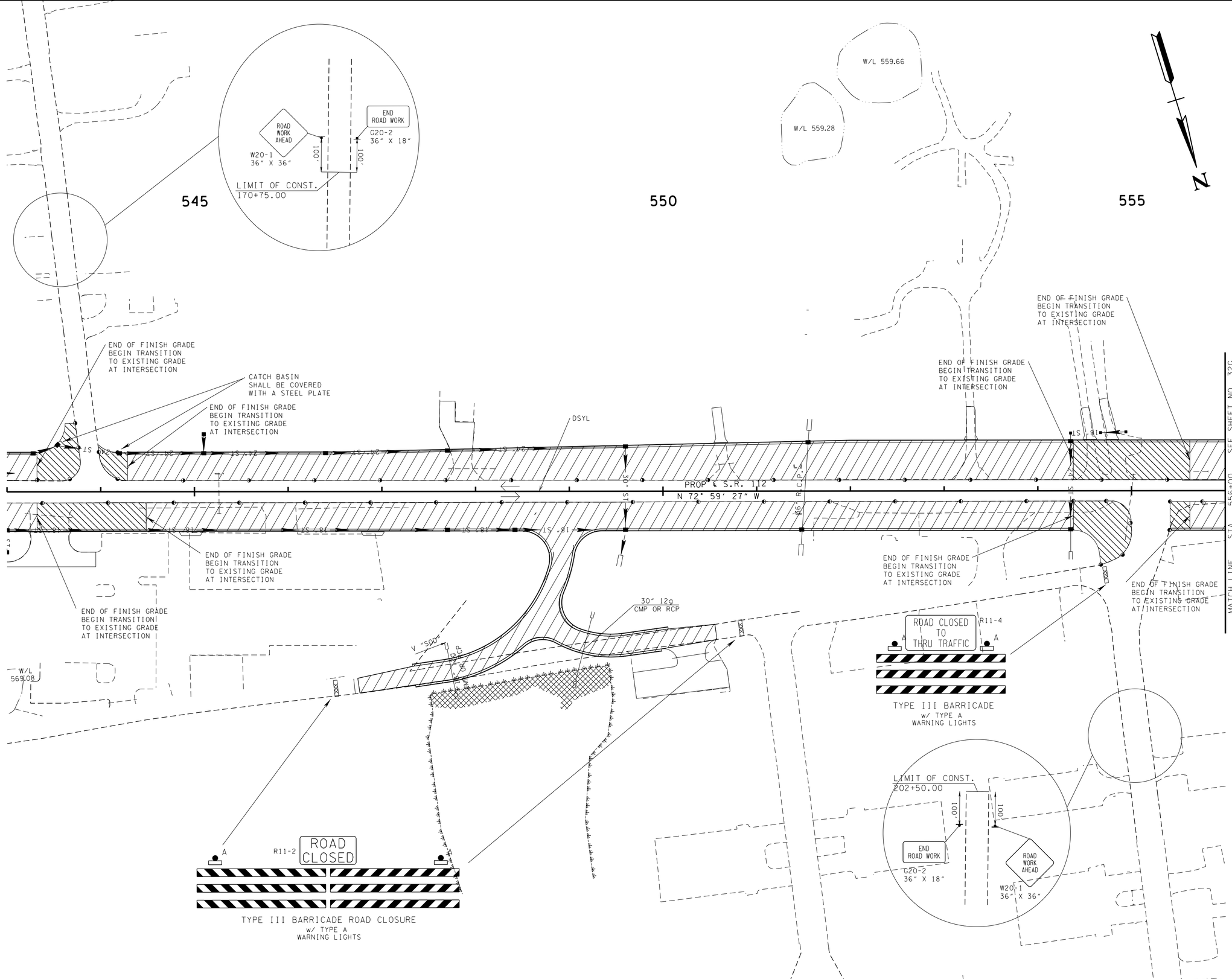
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-10



CONSTRUCTION
FIELD
REVIEW

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 543+00 TO STA. 556+00

SCALE: 1"= 50'

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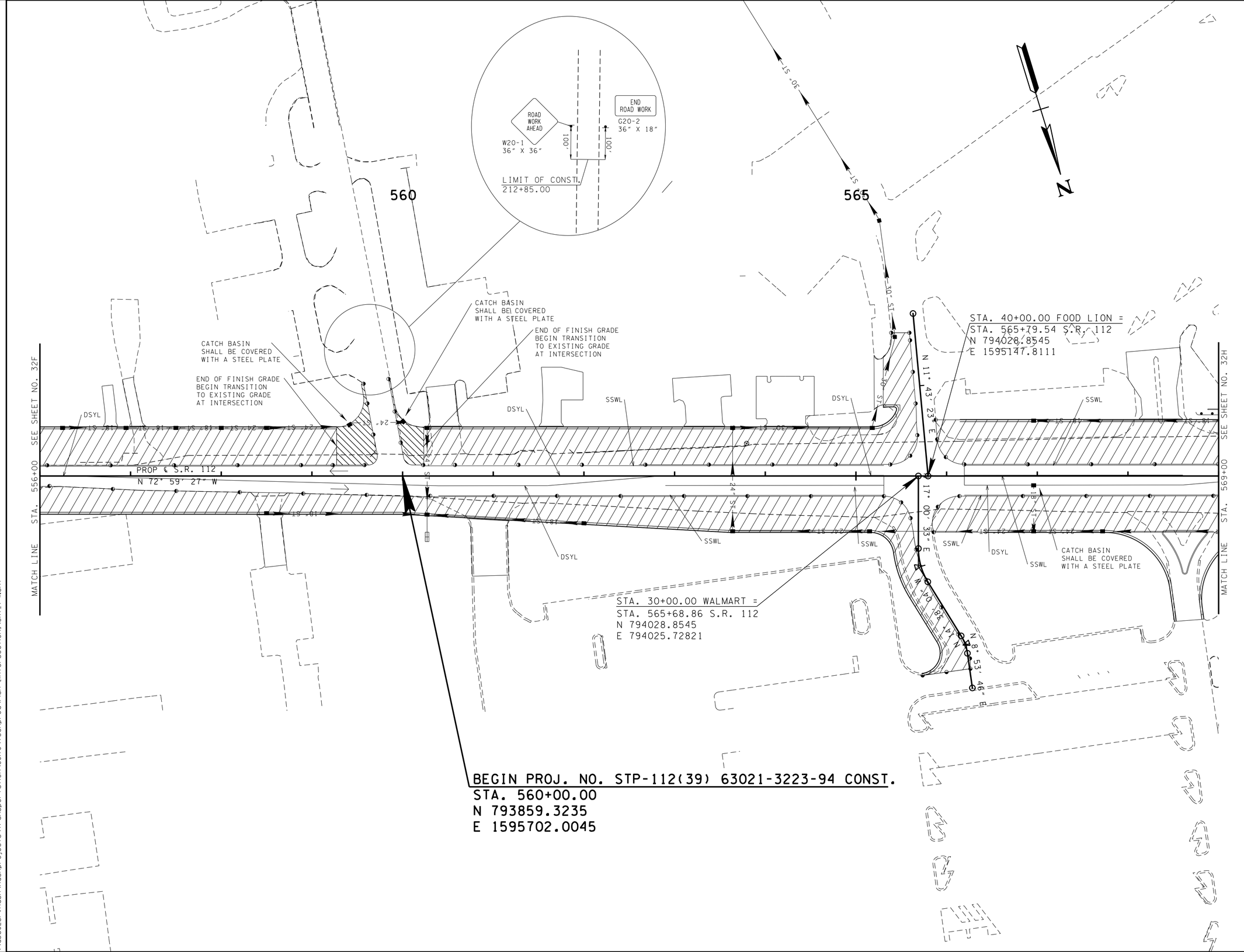
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-11



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

8/5/2020 1:18:47 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan [intersection]\SHT_T-11.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-12

MATCH LINE STA. 236+00 SEE SHEET NO. 32I

570

575

350

355

240

245

N

SSWL

DSYL

SSWL

SSWL

SSWL

S.R. 76

SEE SHEET NO. 32G

SEE SHEET NO. 32K

569+00 STA. MATCH LINE

582+00 STA. MATCH LINE

18" ST

24" ST

PROP ℄ S.R. 112

N 72° 59' 27" W

S 72° 59' 27" E

RAMP "A"
STA. 571+00.00
OFF. 54.00

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

RAMP "A"
STA. 243+54.99
OFF. 48.08

N 17° 55' 09" E

N 17° 00' 08" E

MATCH LINE STA. 246+00 SEE SHEET NO. 32J

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

8/5/2020 1:18:52 PM
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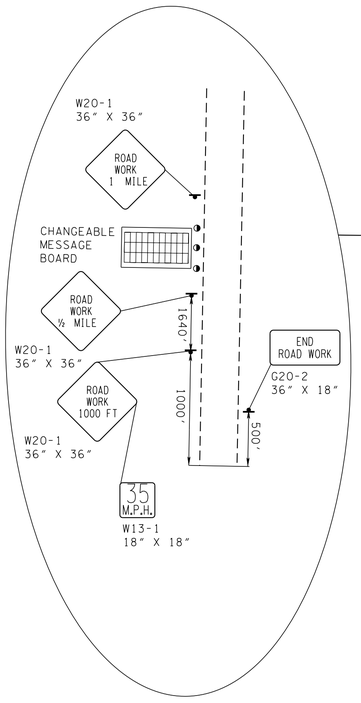
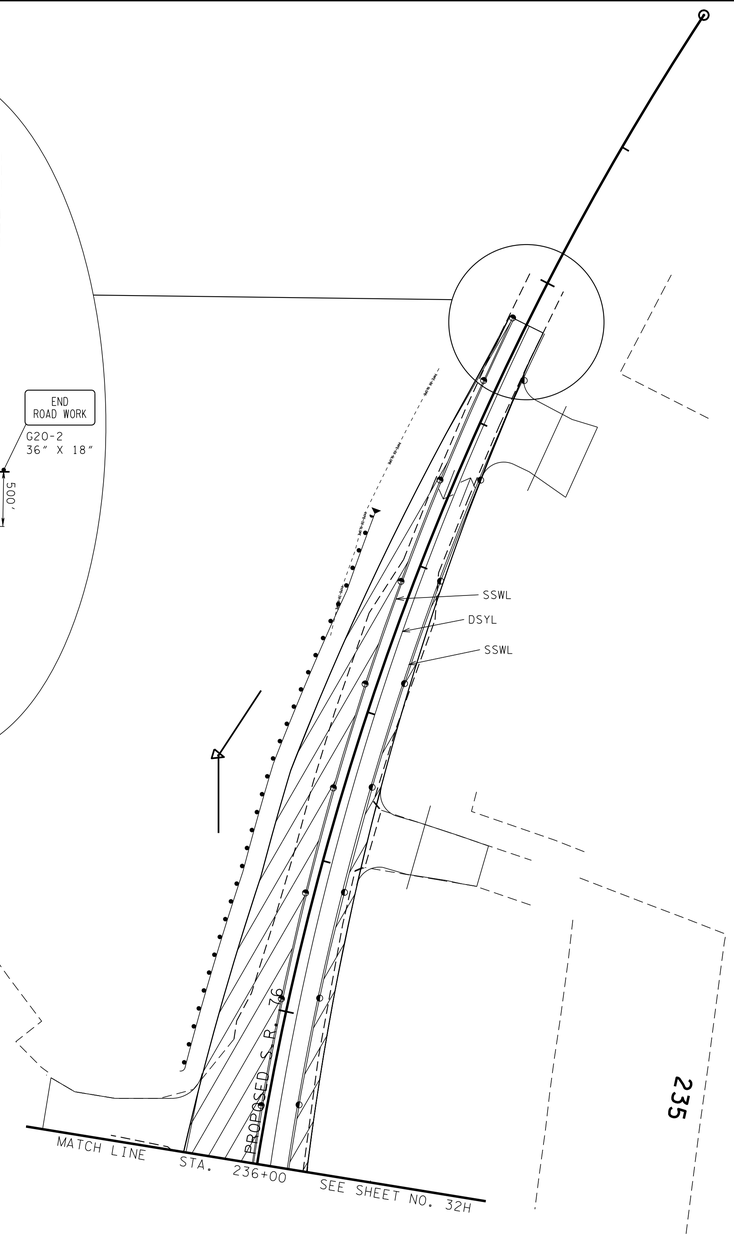
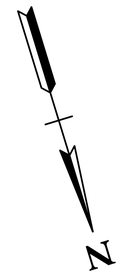
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-13







CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

8/5/2020 4:18:56 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-14

MATCH LINE STA. 246+00 SEE SHEET NO. 32H

PROPOSED S.R. 76

N 17°00'00" E

TEMPORARY PAVEMENT TO BE BUILT TO EXISTING GRADE OF NORTH AND SOUTH BOUND LANES. TEMPORARY TRAFFIC CONTROL TO BE IN PLACE BEFORE TRAFFIC USE.

250

SSWL

SSWL

100'

W4-2R
36" X 36"

W20-5R
36" X 36"

RIGHT LANE CLOSED AHEAD

500'

END ROAD WORK

G20-2
36" X 18"

35 M.P.H.

W13-1
18" X 18"

1000'

ROAD WORK 1000 FT

W20-1
36" X 36"

1640'

RIGHT LANE CLOSED ½ MILE

W20-5R
36" X 36"

CHANGEABLE MESSAGE BOARD

RIGHT LANE CLOSED 1 MILE

W20-5R
36" X 36"

N

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

8/5/2020 11:8:59 PM
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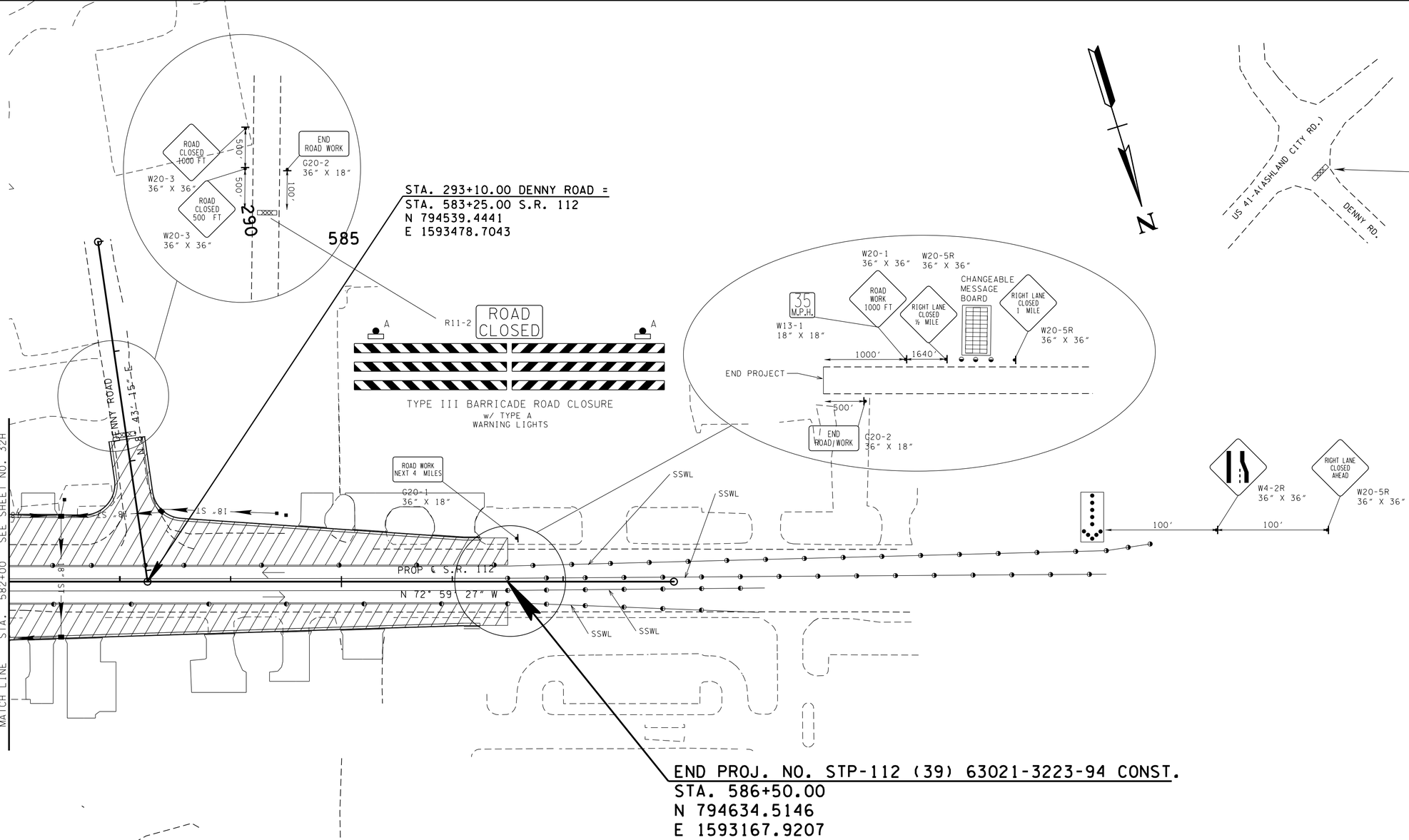
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-15



END PROJ. NO. STP-112 (39) 63021-3223-94 CONST.
STA. 586+50.00
N 794634.5146
E 1593167.9207

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE ONE

STA. 582+00 TO END PROJ.

SCALE: 1"= 50'

8/5/2020 1:9:02 PM
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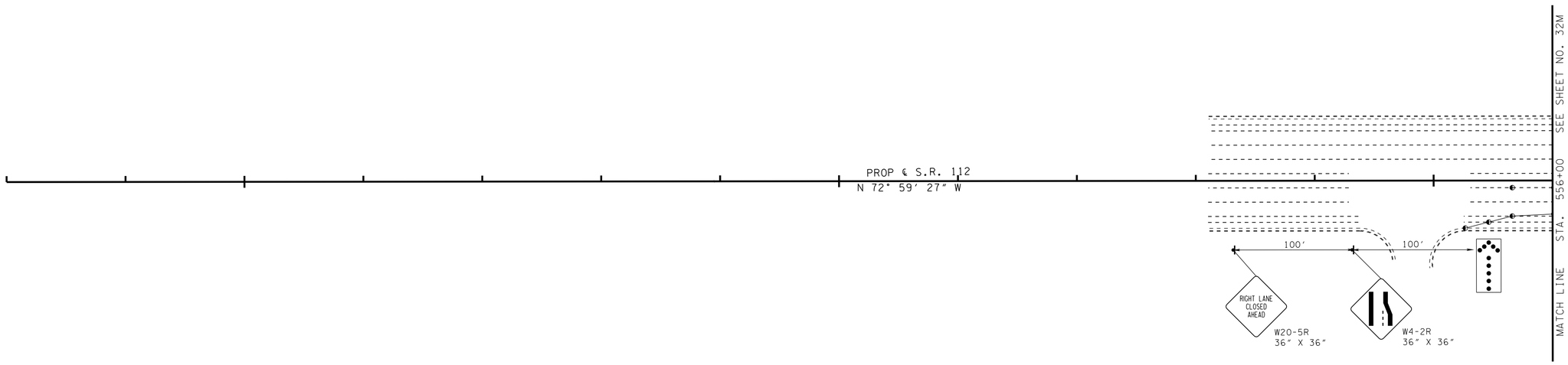
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-16



545

550

555



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE TWO

STA. 543+00 TO STA. 556+00

SCALE: 1"= 50'

8/5/2020 1:19:06 PM
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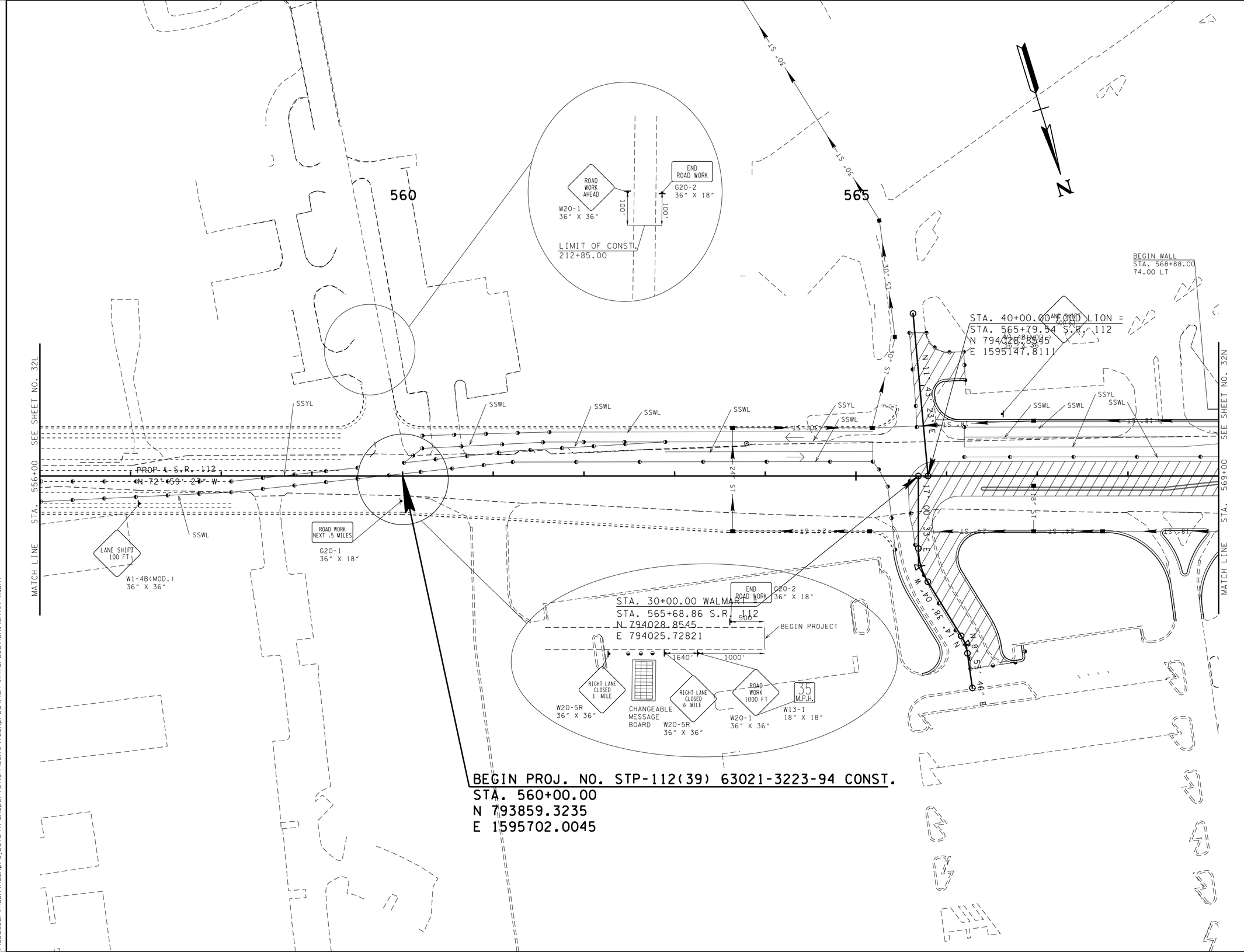
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-17



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE TWO

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

8/5/2020 1:19:08 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-18

MATCH LINE STA. 236+00 SEE SHEET NO. 320

570

575

350

355

240

245

S.R. 76

PROP. ℄ S.R. 112
N 72° 59' 27" W

PI WALL
STA. 570+00.00
74.00 LT

END WALL
STA. 571+25.00
90.00 LT

RAMP "A"
STA. 571+00.00
OFF. 54.00

RAMP "A"
STA. 243+54.99
OFF. 48.08

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

N 17° 55' 09" E

N 17° 00' 09" E

LANE SHIFT
300 FT

W1-4B(MOD.)
36" X 36"

SSWL

SSYL

DSYL

18" ST

24" ST

STA. 569+00 SEE SHEET NO. 32M

STA. 582+00 SEE SHEET NO. 320

MATCH LINE

MATCH LINE STA. 245+00 SEE SHEET NO. 32P

N

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE TWO

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

8/5/2020 1:19:11 PM
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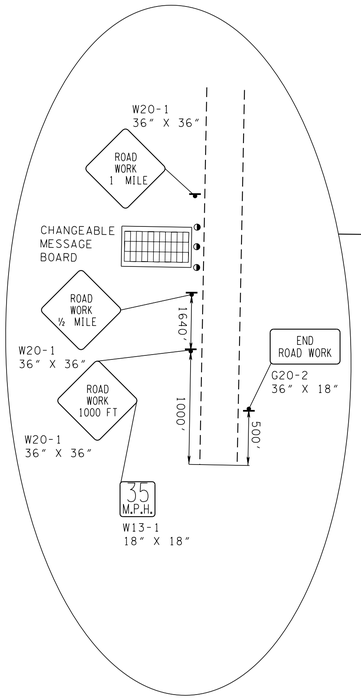
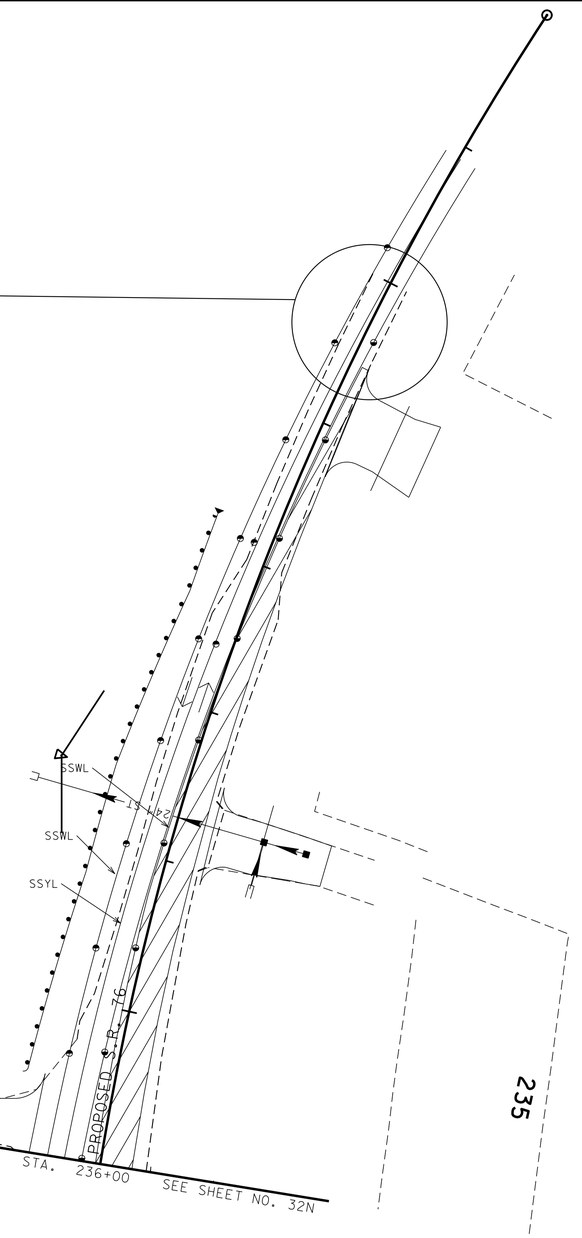
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-19





CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE TWO

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

8/5/2020 1:19:15 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-20

MATCH LINE STA. 246+00 SEE SHEET NO. 32N

PROPOSED S.R. 76

N 11° 30' 09" E

SSWL

SSWL

SSWL

SSWL

SSWL

250

100'

W4-2R
36" X 36"

100'

W20-5R
36" X 36"

RIGHT LANE CLOSED AHEAD

500'

END ROAD WORK

G20-2
36" X 18"

35 M.P.H.

W13-1
18" X 18"

1000'

ROAD WORK 1000 FT

W20-1
36" X 36"

1640'

ROAD WORK ½ MILE

W20-1
36" X 36"

CHANGEABLE MESSAGE BOARD

ROAD WORK 1 MILE

W20-1
36" X 36"

N

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE TWO

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

8/5/2020 1:9:18 PM
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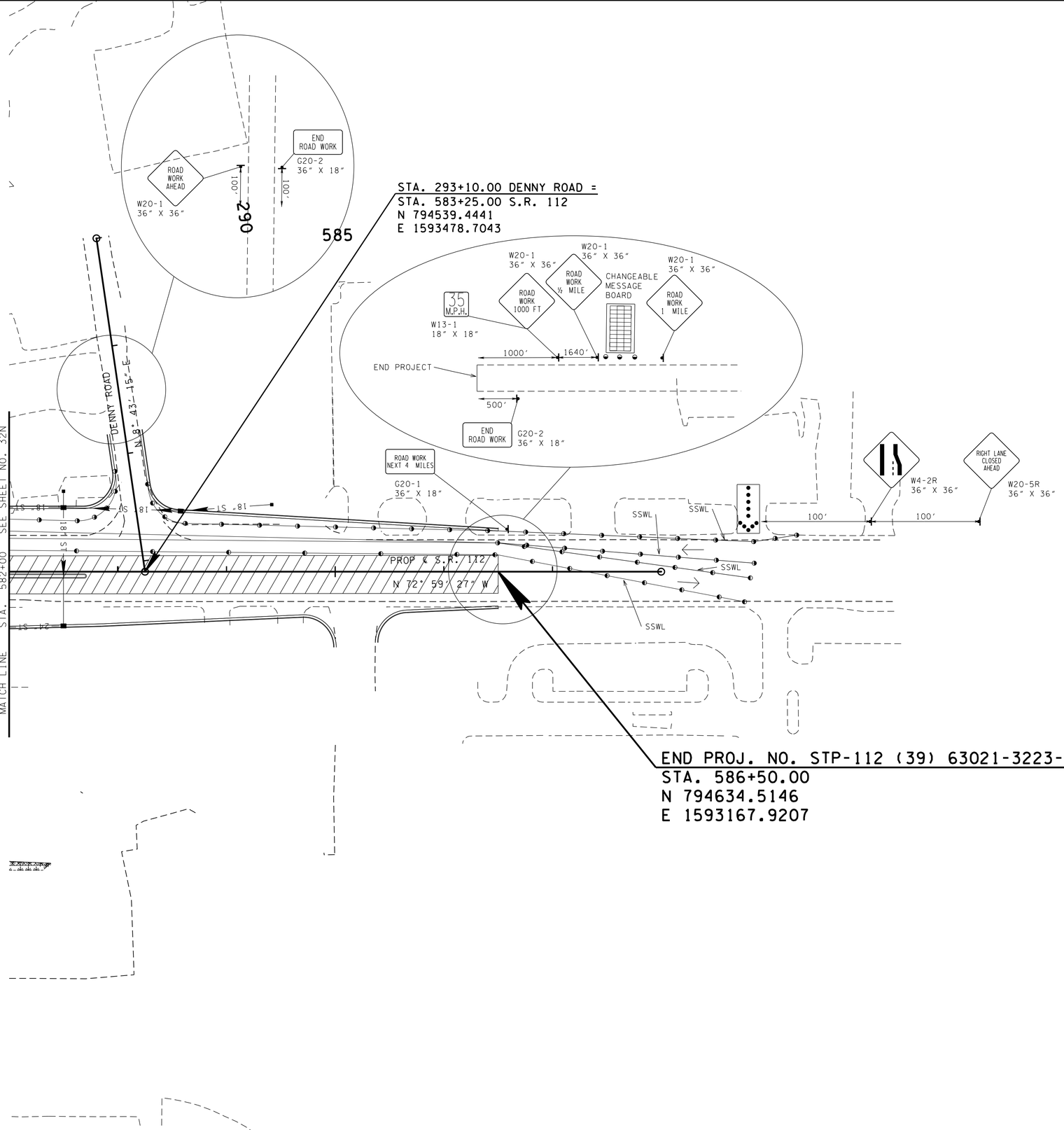
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-21



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

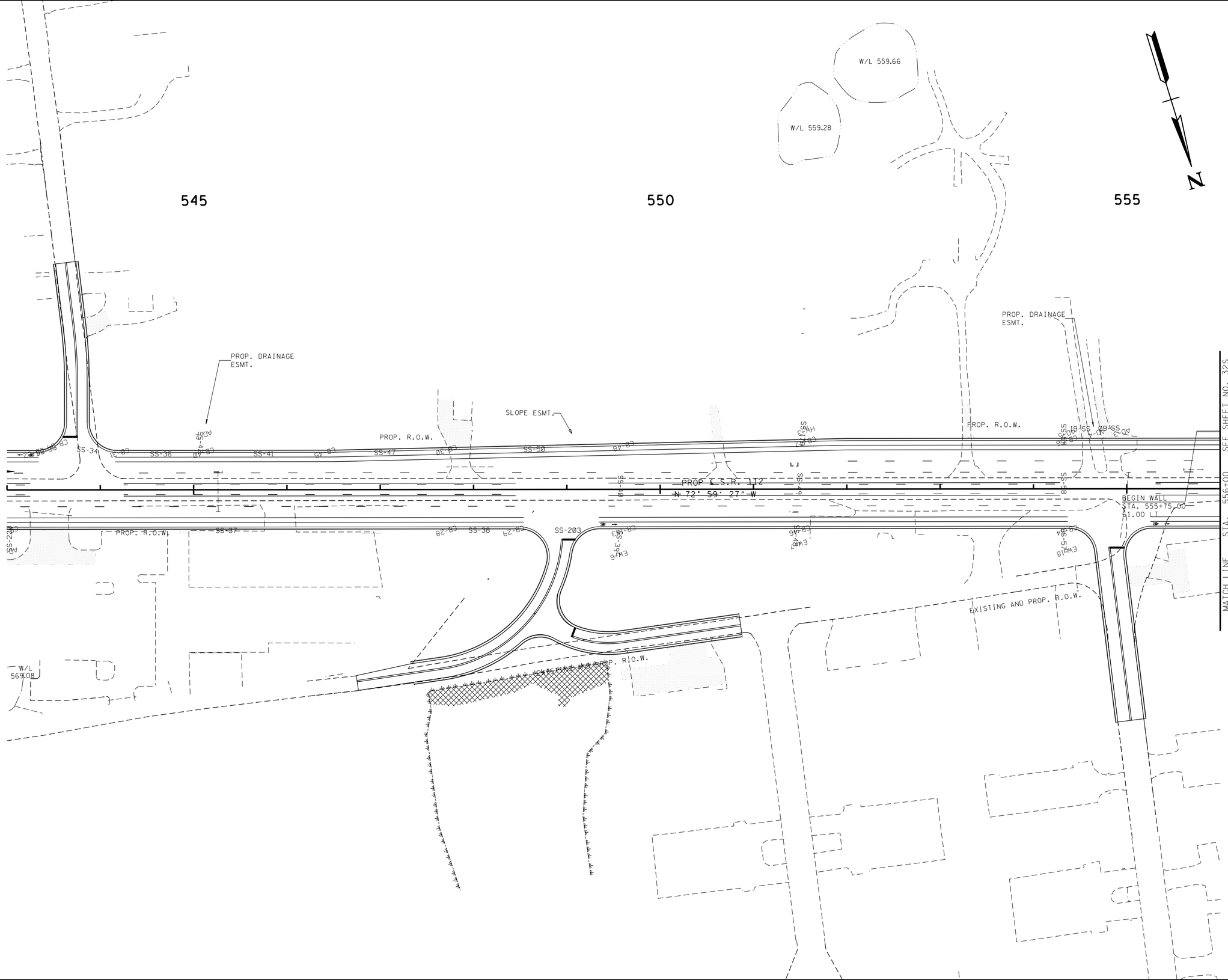
TRAFFIC CONTROL PLAN PHASE TWO

STA. 582+00 TO END PROJ.

SCALE: 1"= 50'

8/5/2020 1:9:21PM
\\dbs02srvnash\nashprojects\transportation\80170\Techprod\Plan (Intersection)\SHT_T-21.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-22



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

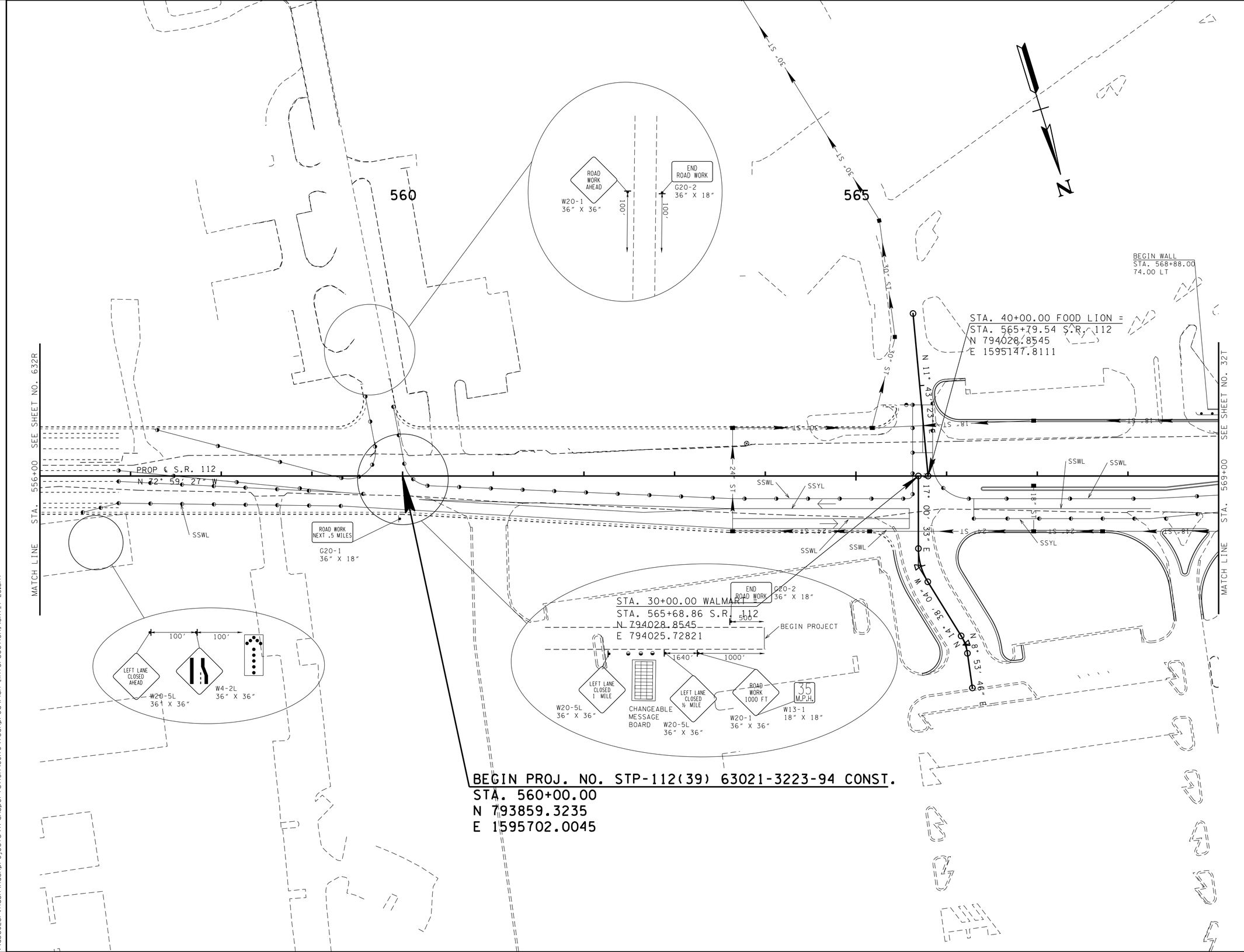
TRAFFIC CONTROL PLAN PHASE THREE

STA. 543+00 TO STA. 556+00

SCALE: 1"= 50'

8/5/2020 1:49:28 PM
\\dbs02srvnash\nashprojects\transportation\80170\Techproad\Plan (Intersection)\SHT_T-22.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-23



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE THREE

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

8/5/2020 1:19:36 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-24

MATCH LINE STA. 236+00 SEE SHEET NO. 32U

570

575

350

N

PI WALL
STA. 570+00.00
74.00 LT

END WALL
STA. 571+25.00
90.00 LT

SSWL
SSYL

S.R. 76

240

PROP ℄ S.R. 112
N 72° 59' 27" W

18" SI
24" SI

RAMP "A"
STA. 571+00.00
OFF. 54.00

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

RAMP "A"
STA. 243+54.99
OFF. 48.08

N 17° 00' 09" E 117.55'

355

245

MATCH LINE STA. 569+00 SEE SHEET NO. 32S

MATCH LINE STA. 582+00 SEE SHEET NO. 32W

MATCH LINE STA. 246+00 SEE SHEET NO. 32V

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE THREE

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

8/5/2020 1:19:39 PM
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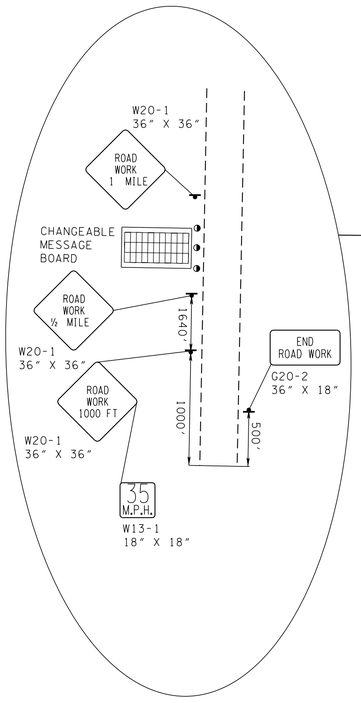
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-25



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE THREE

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

8/5/2020 4:19:44 PM
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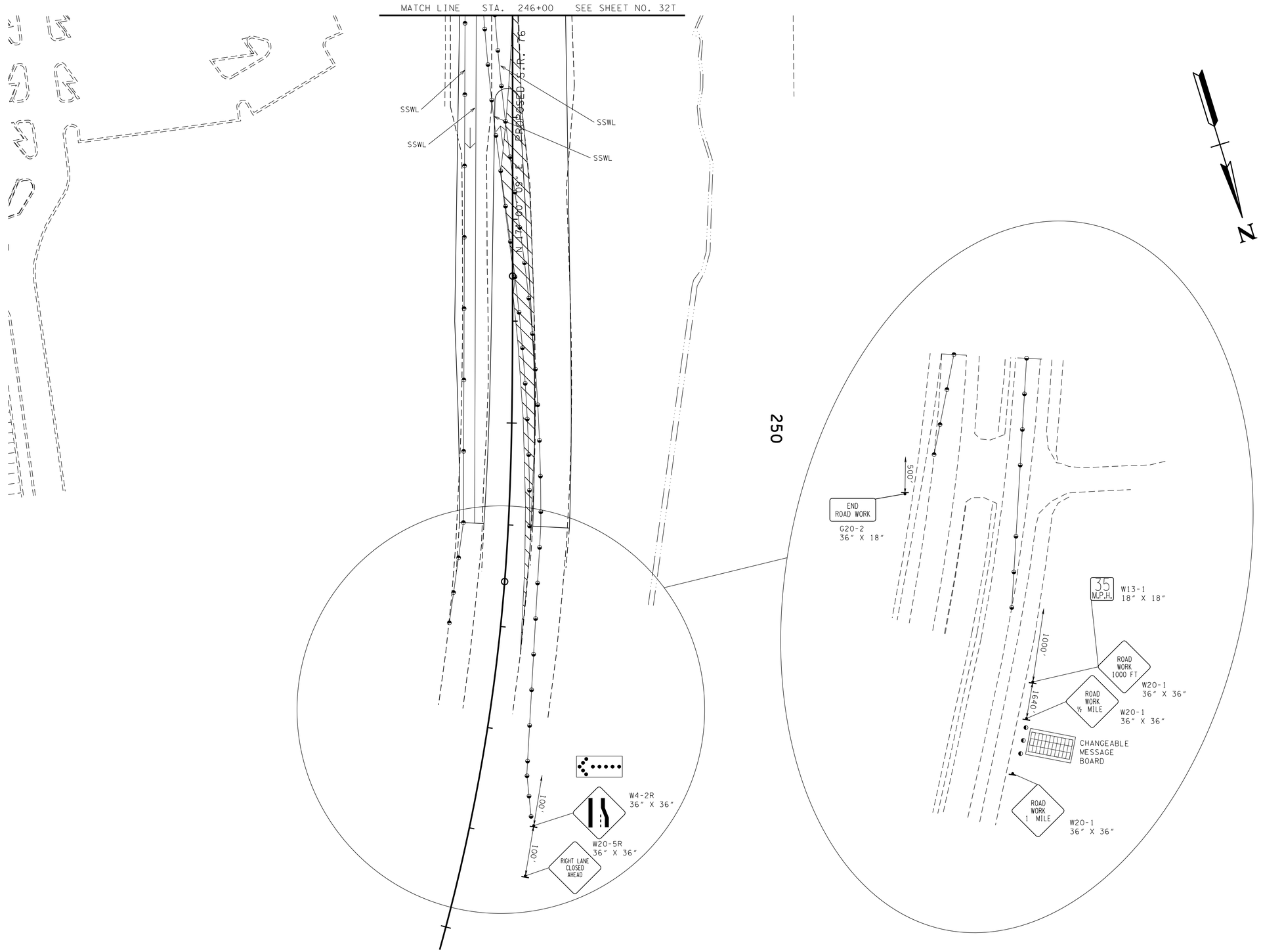
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-26



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE THREE

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

8/5/2020 1:19:52 PM
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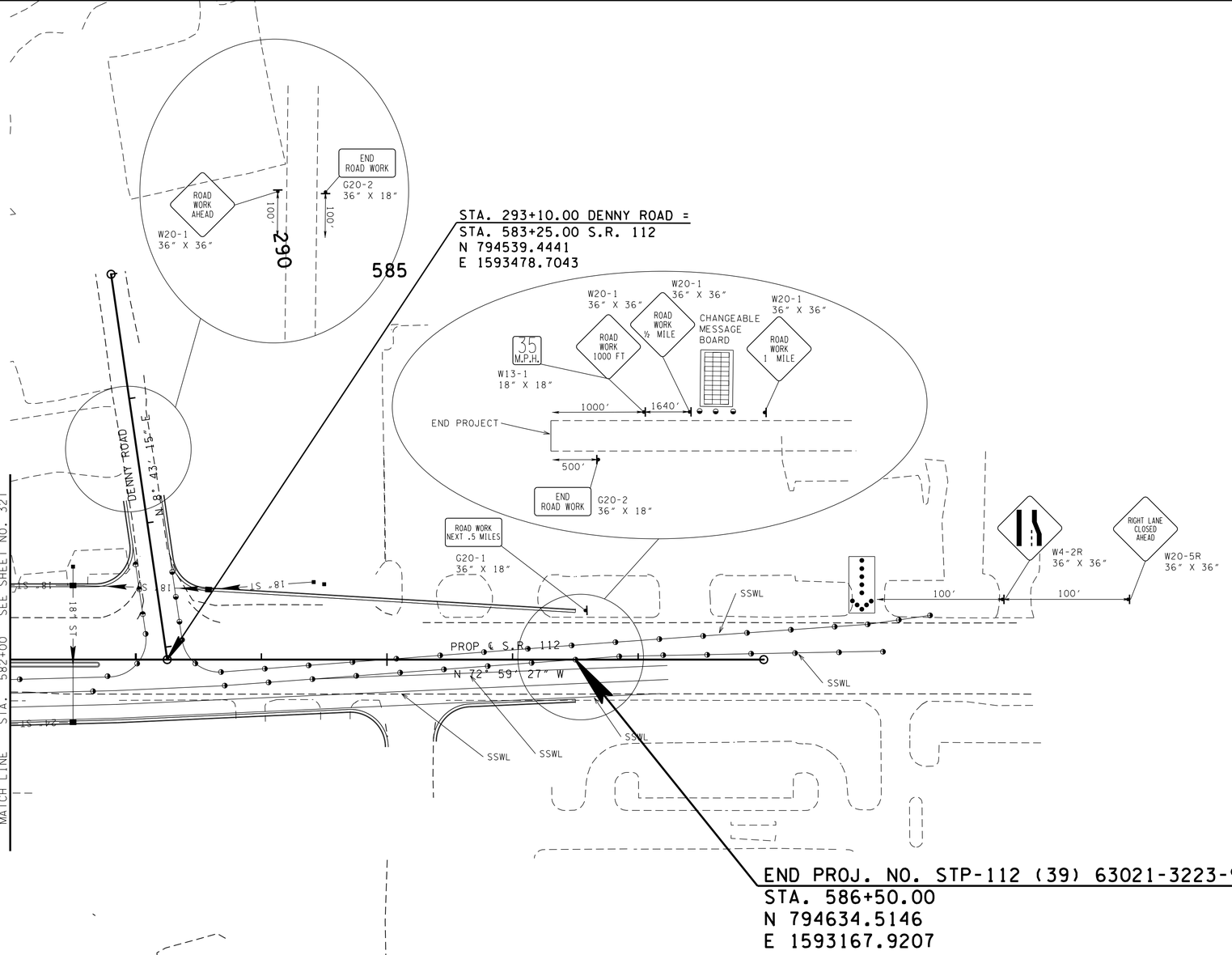
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-27



N

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE THREE

STA. 582+00 TO END PROJ.

SCALE: 1"= 50'

8/5/2020 1:19:55 PM
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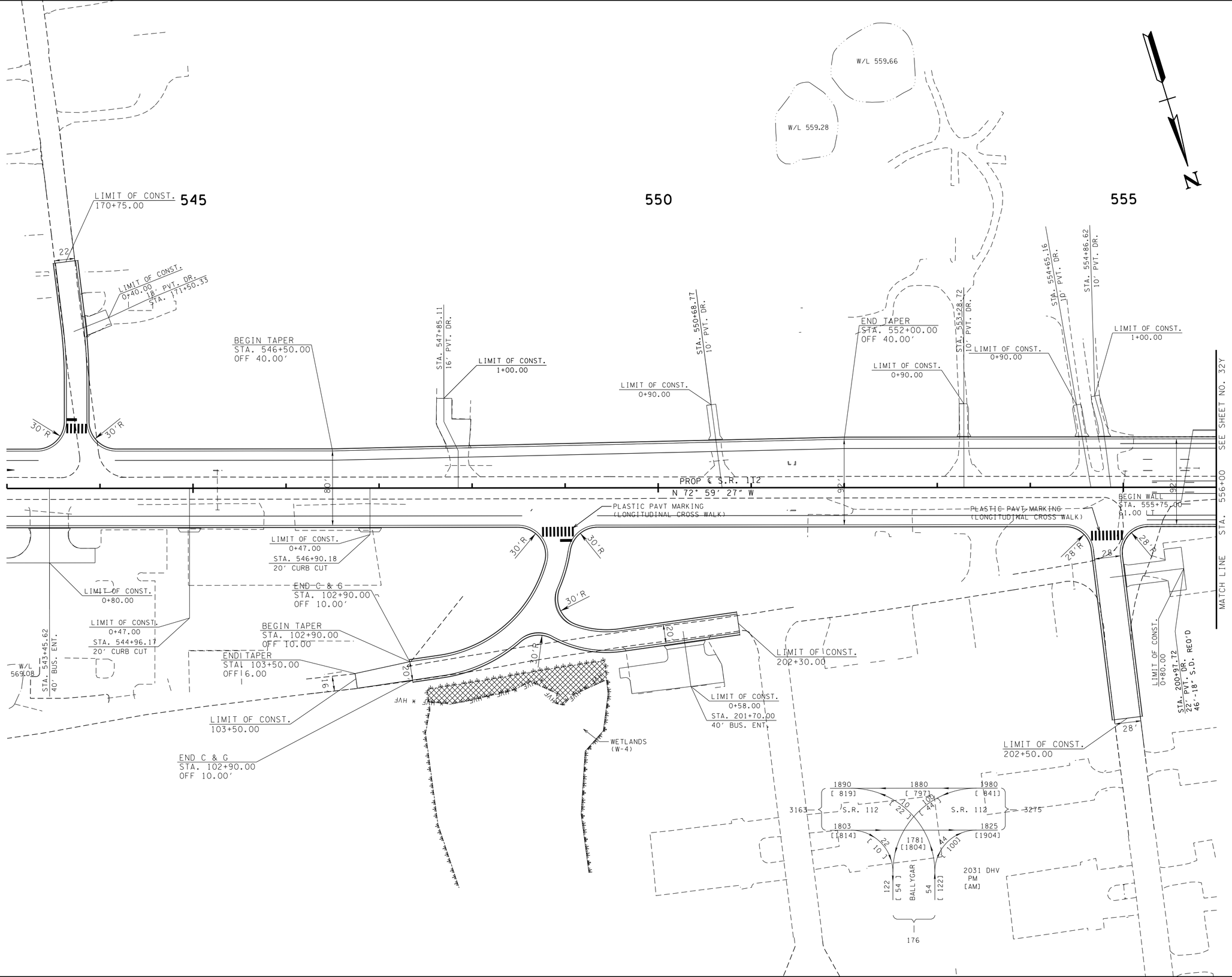
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-28



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 543+00 TO STA. 556+00

SCALE: 1"= 50'

8/5/2020 1:20:01 PM
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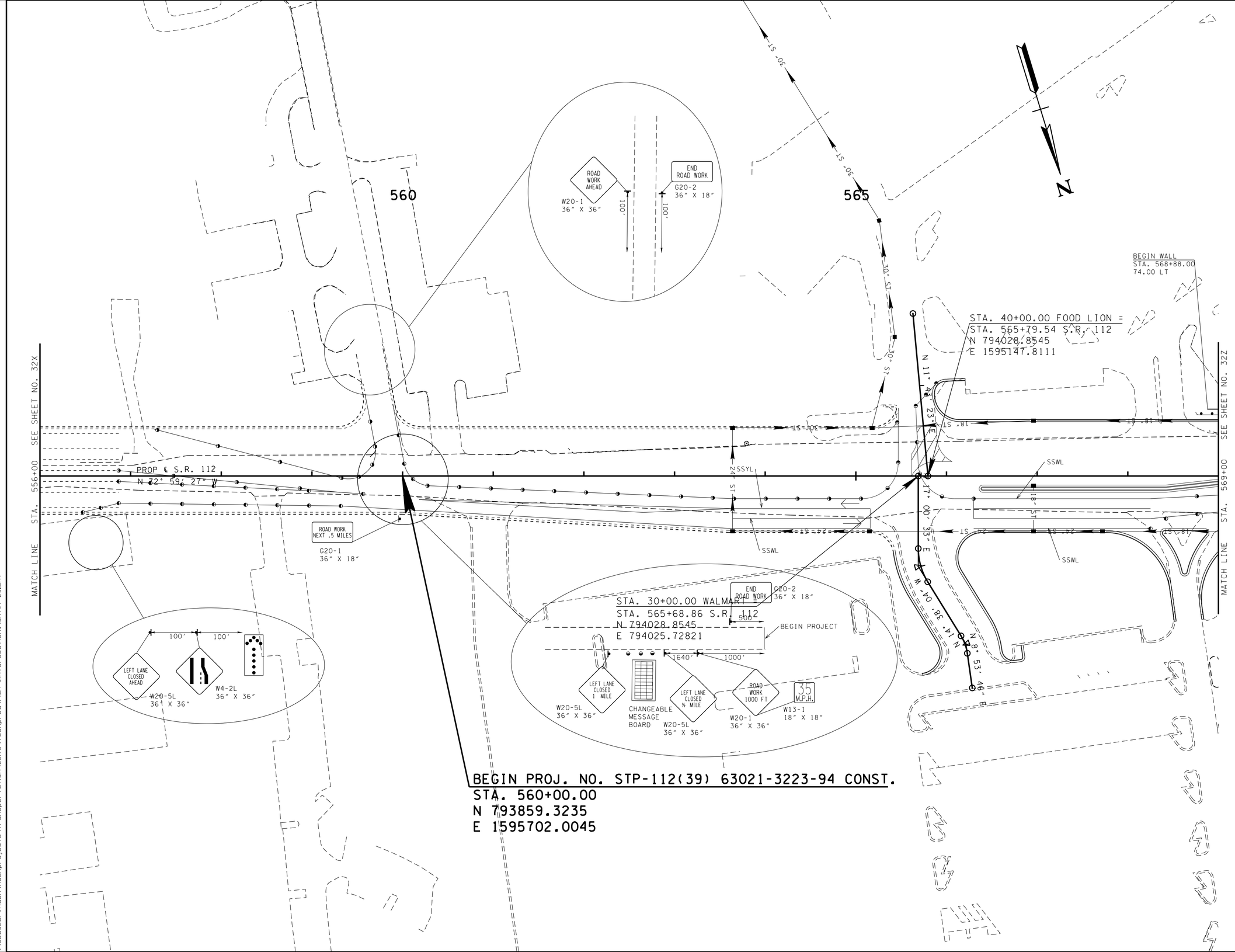
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-29



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

8/5/2020 1:20:04 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-30

MATCH LINE STA. 236+00 SEE SHEET NO. 32AA

570

575

350

355

240

245

SSWL

SSYL

PI WALL
STA. 570+00.00
74.00 LT

END WALL
STA. 571+25.00
90.00 LT

S.R. 76

PROP ℄ S.R. 112
N 72° 59' 27" W

18" ST

24" ST

SEE SHEET NO. 32Y

SEE SHEET NO. 32AC

STA. 569+00

STA. 582+00

MATCH LINE

RAMP "A"
STA. 571+00.00
OFF. 54.00

STA. 240+45.61 S.R. 76 =
STA. 573+94.89 S.R. 112
N 794267.3630
E 1594368.1317

RAMP "A"
STA. 243+54.99
OFF. 48.08

N 17° 59' 09" E

N 18° 00' 00" E

MATCH LINE STA. 246+00 SEE SHEET NO. 32AB

CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

8/5/2020 1:20:07 PM
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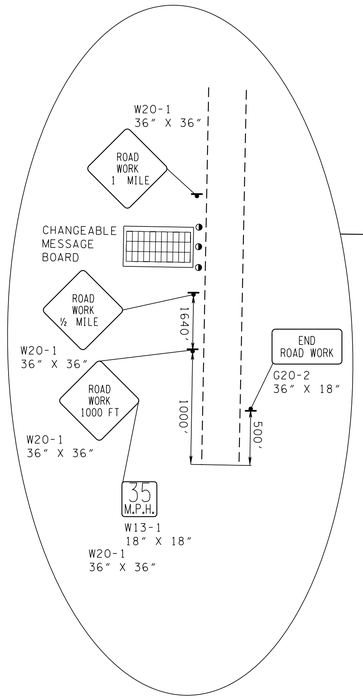
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-31



CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

8/5/2020 12:21:11PM
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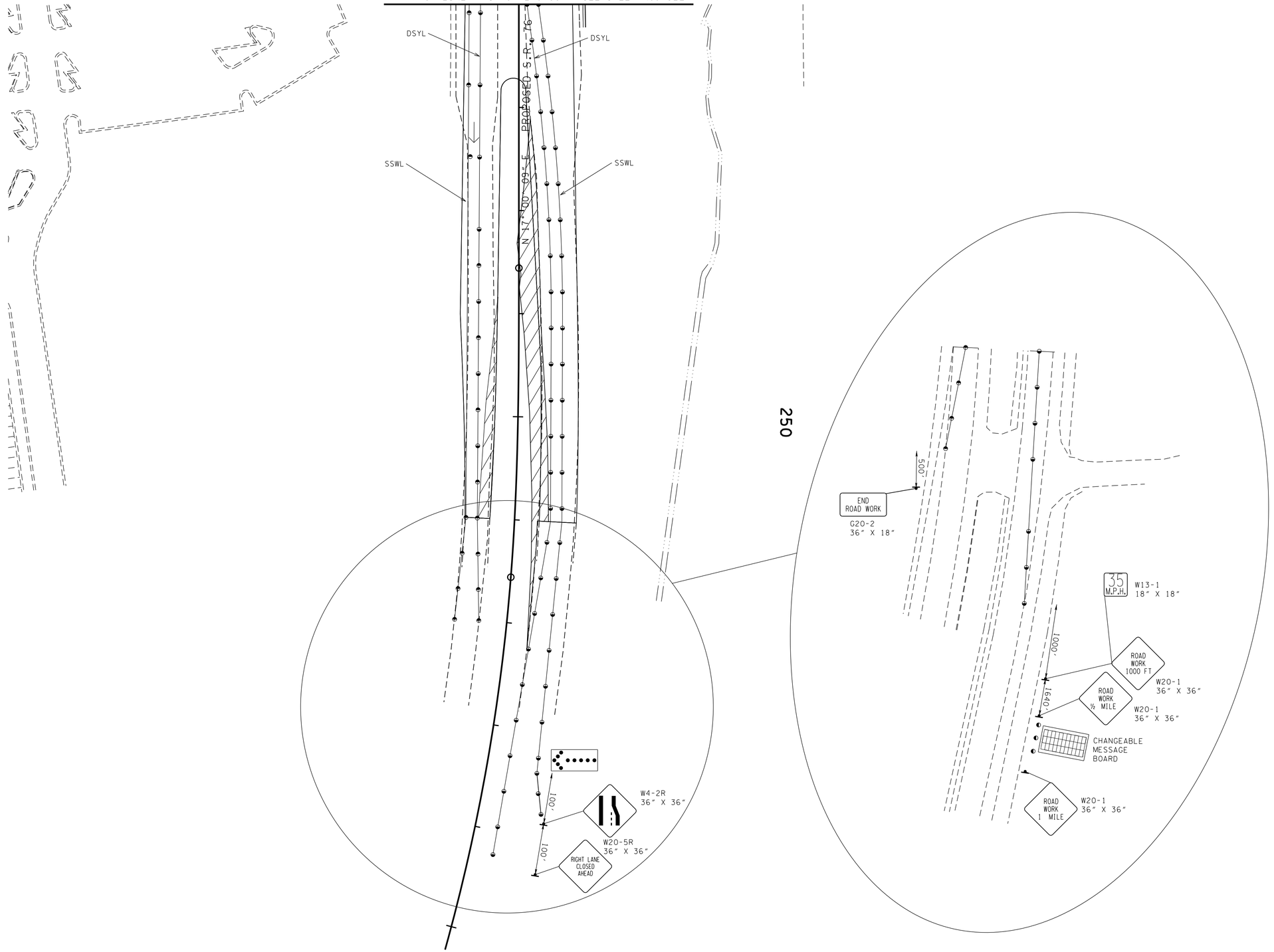
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-32



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

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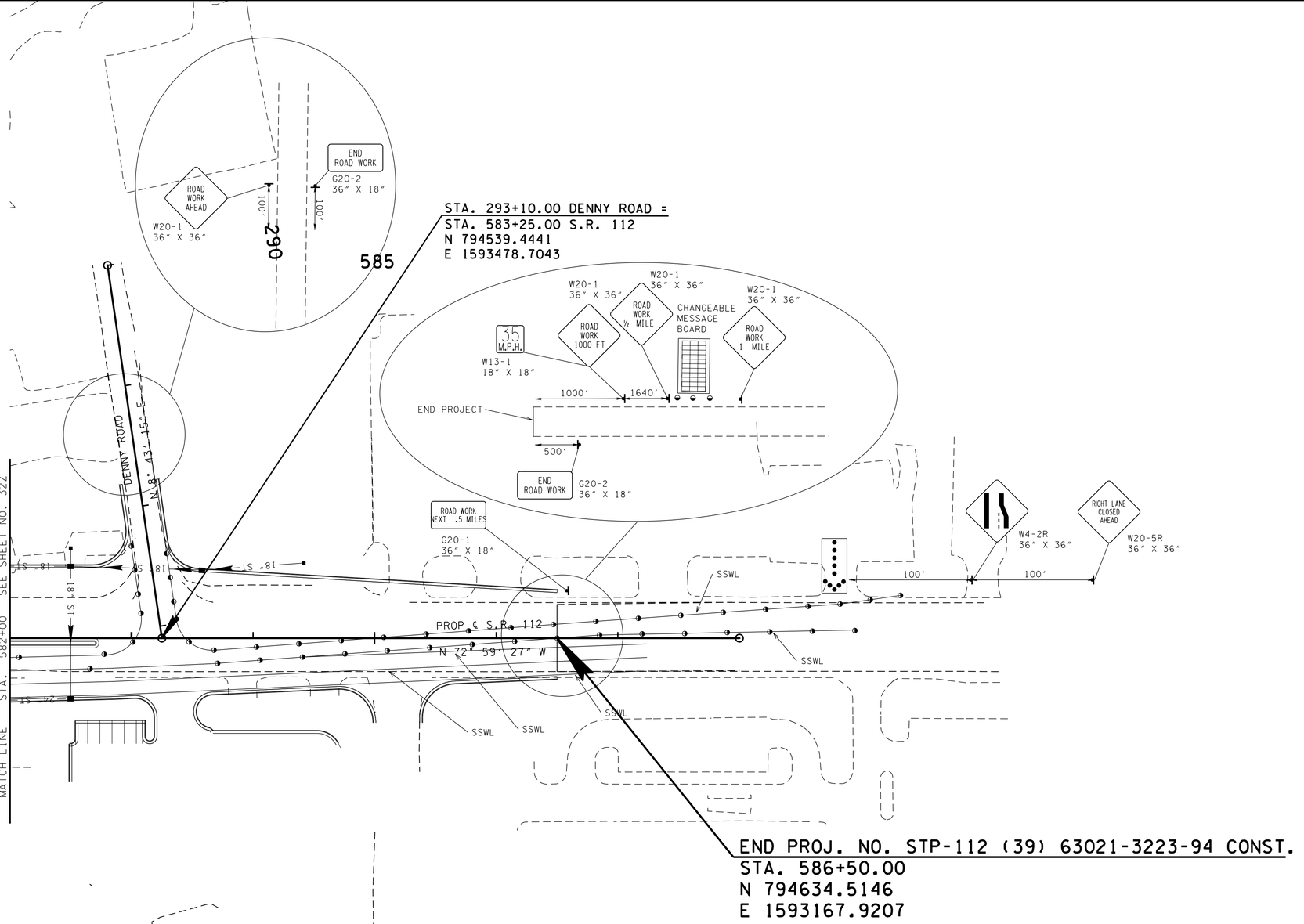
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-33



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CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FOUR

STA. 582+00 TO END PROJ.

SCALE: 1"= 50'

8/5/2020 1:20:18 PM
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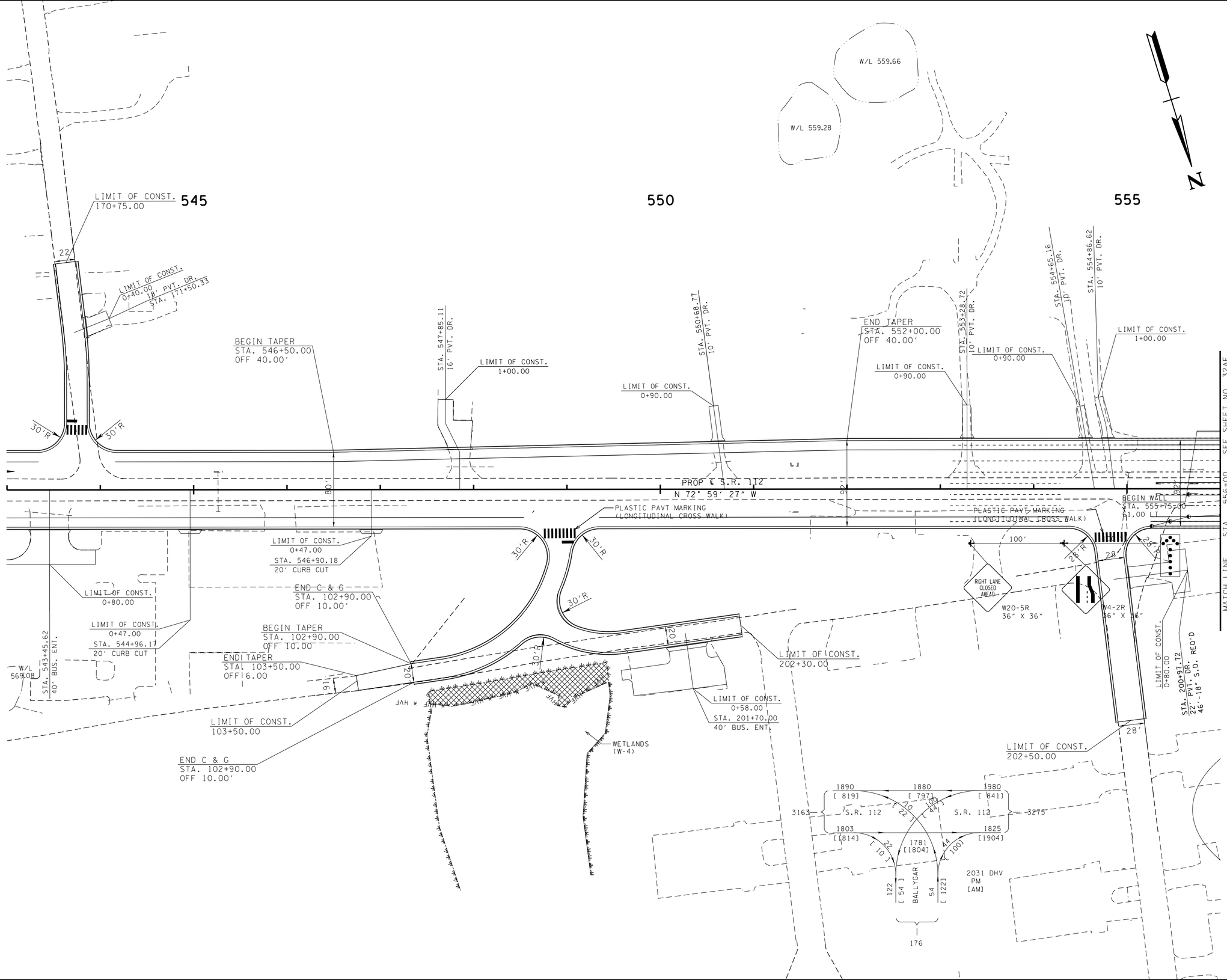
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-34



CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 543+00 TO STA. 556+00

SCALE: 1"= 50'

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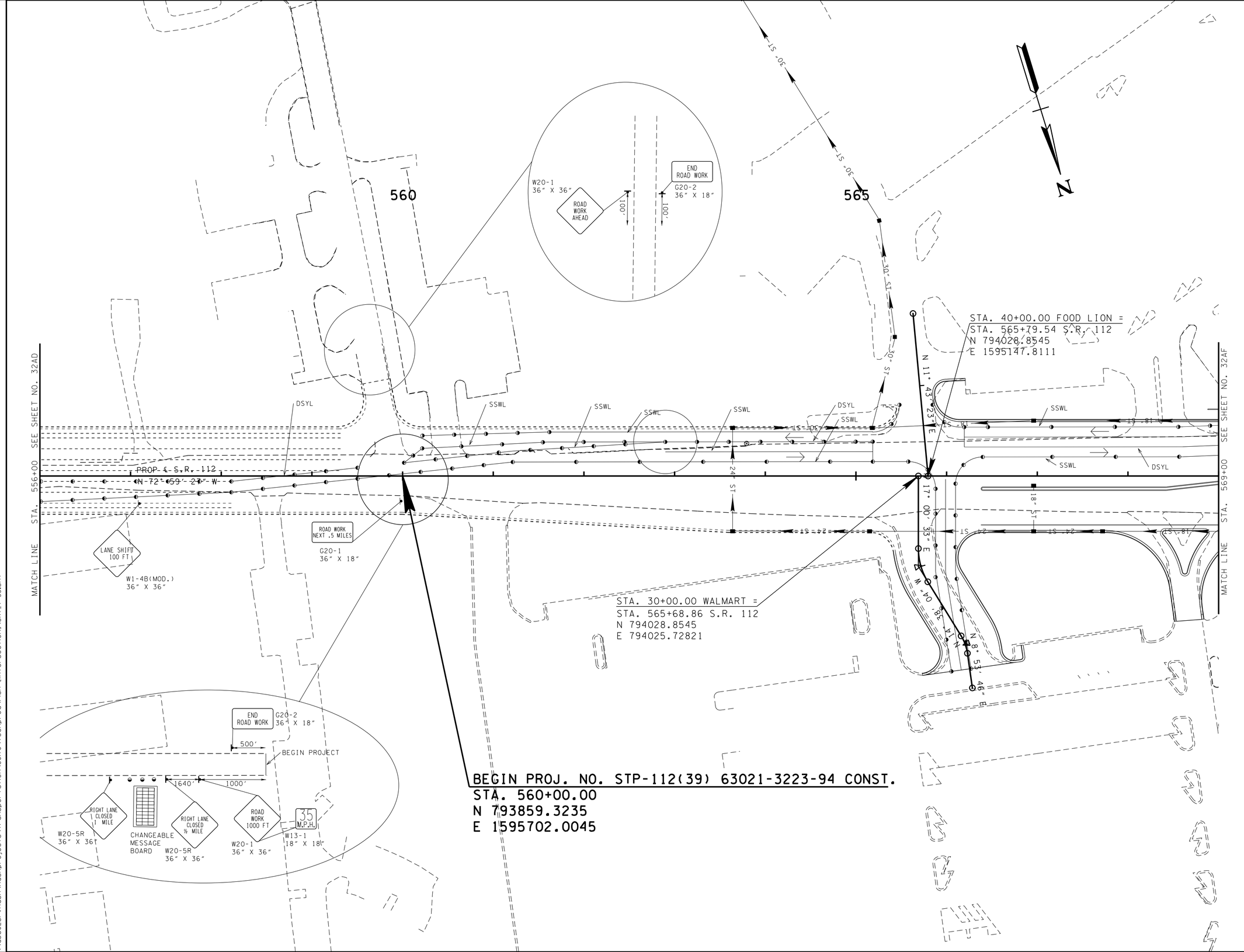
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-35



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 556+00 TO STA. 569+00

SCALE: 1"= 50'

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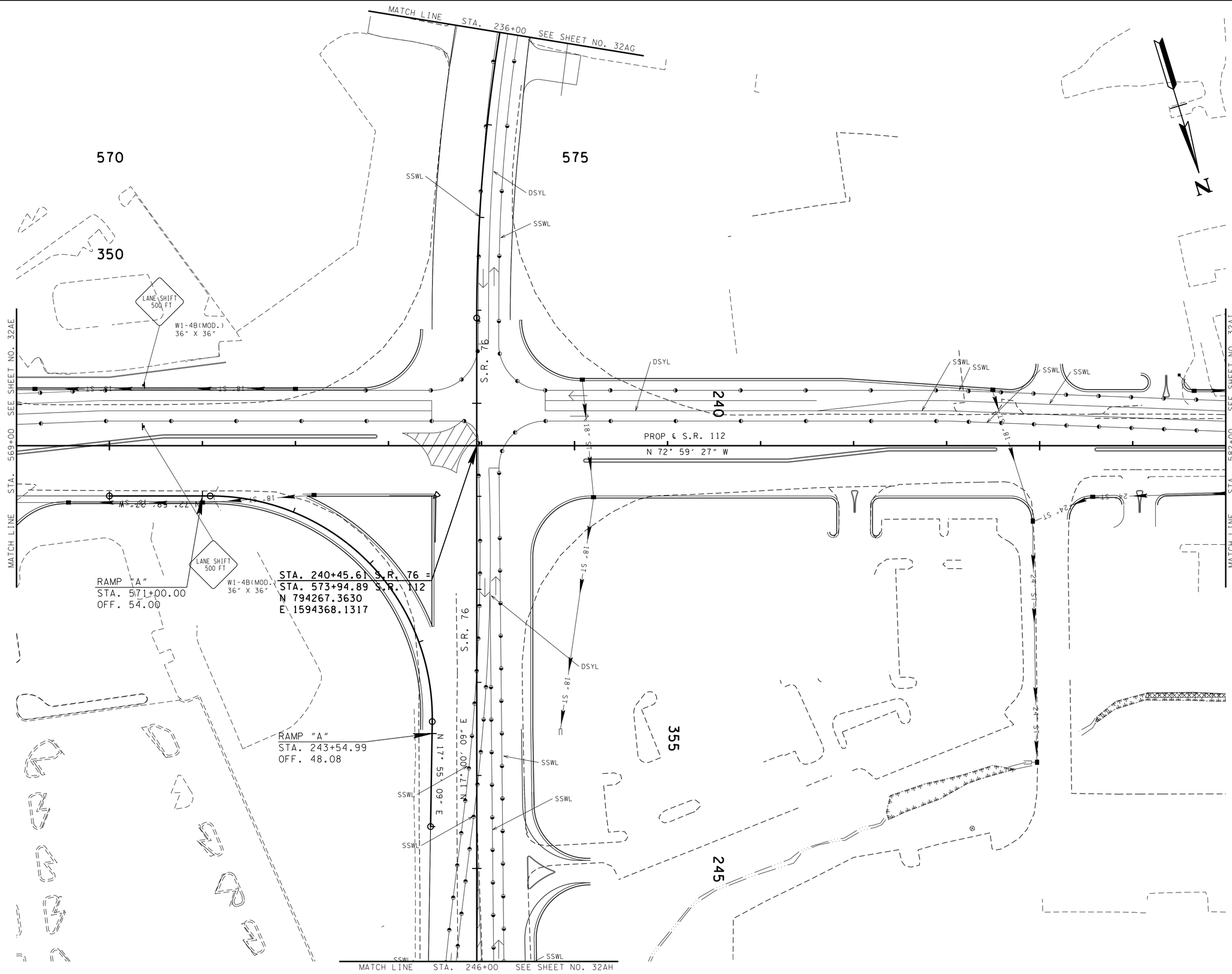
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-36



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 569+00 TO STA. 582+00

SCALE: 1"= 50'

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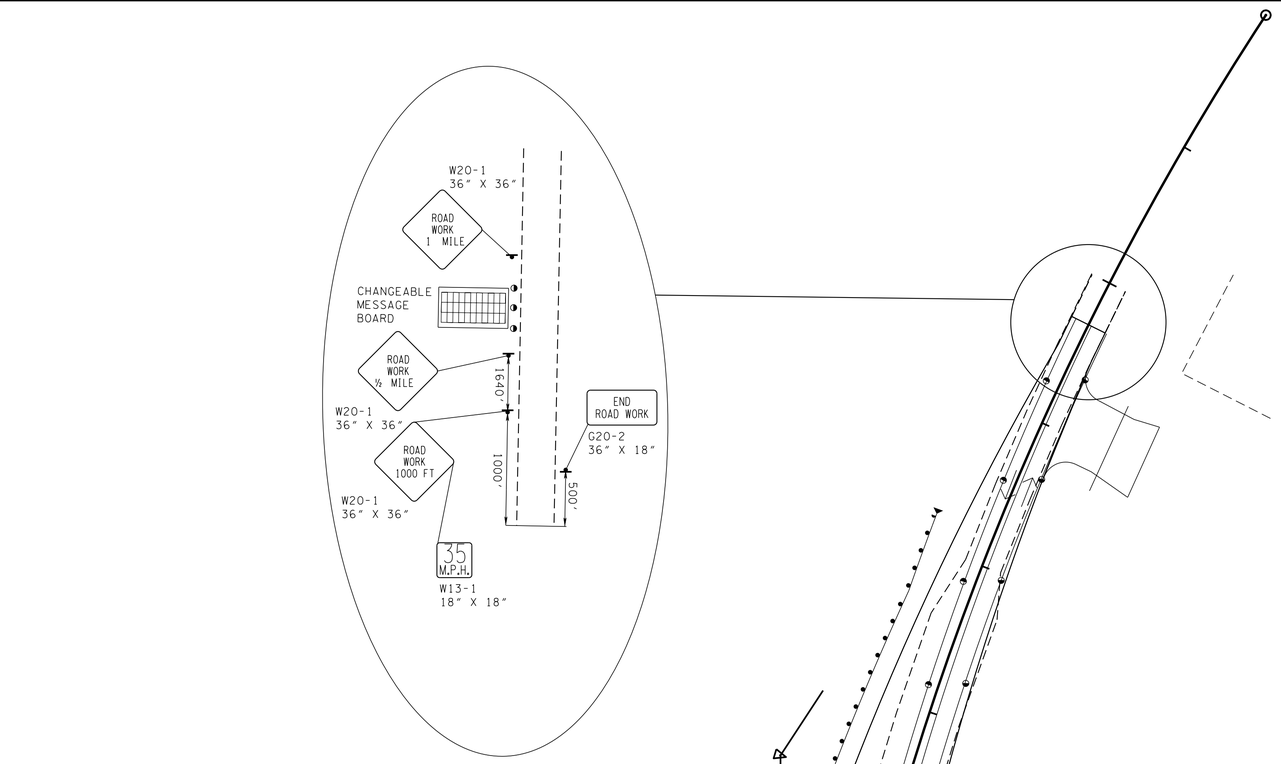
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-37



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 230+30 TO STA. 236+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-38

MATCH LINE STA. 246+00 SEE SHEET NO. 32AF

SSWL

SSWL

PROPOSED S.R. 76

N 17° 00' 09" E

250

500'

END ROAD WORK

G20-2
36" X 18"

35 M.P.H.

W13-1
18" X 18"

500'

ROAD WORK 1000 FT

W20-1
36" X 36"

500'

ROAD WORK ½ MILE

W20-1
36" X 36"

CHANGEABLE MESSAGE BOARD

ROAD WORK 1 MILE

W20-1
36" X 36"

100'

W4-2R
36" X 36"

W20-5R
36" X 36"

100'

RIGHT LANE CLOSED AHEAD

N

CONSTRUCTION FIELD REVIEW

SEALED BY

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STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 245+00 TO STA. 249+00

SCALE: 1"= 50'

8/5/2020 1:20:36 PM
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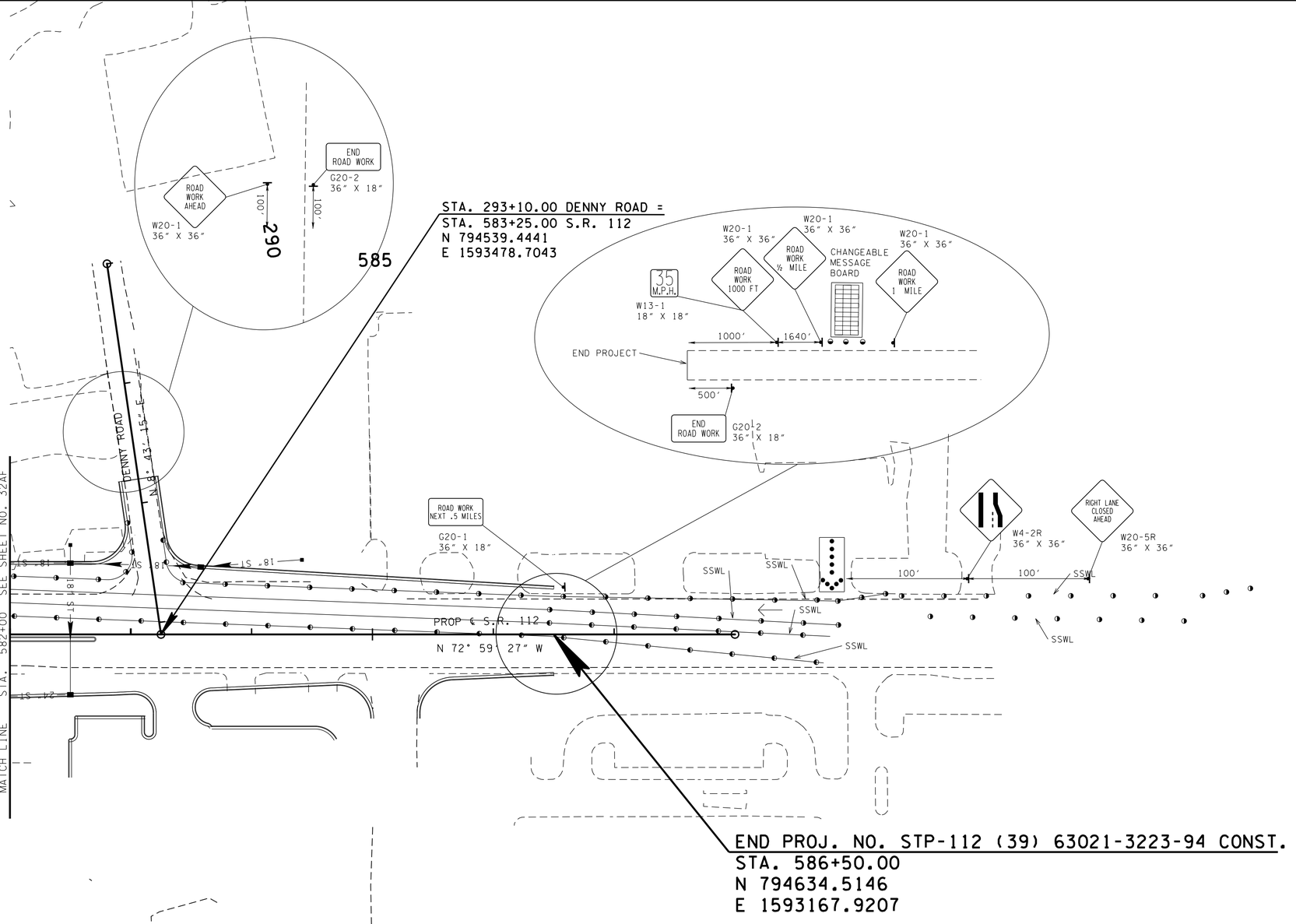
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	T-39



CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE FIVE

STA. 582+00 TO END PROJ.

SCALE: 1"= 50'

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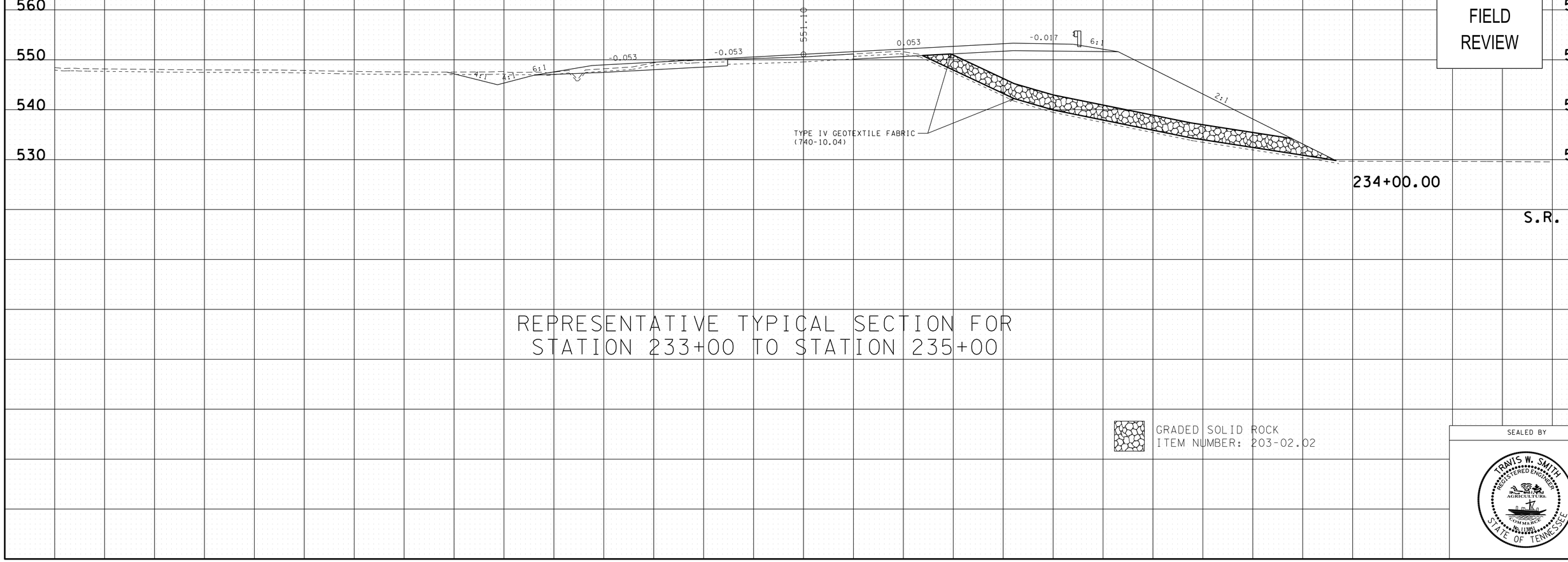
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	G-1



REPRESENTATIVE TYPICAL SECTION FOR
STATION 233+00 TO STATION 235+00

GRADED SOLID ROCK
ITEM NUMBER: 203-02.02

CONSTRUCTION
FIELD
REVIEW

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 113951
STATE OF TENNESSEE

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

8/5/2020 12:20:41 PM
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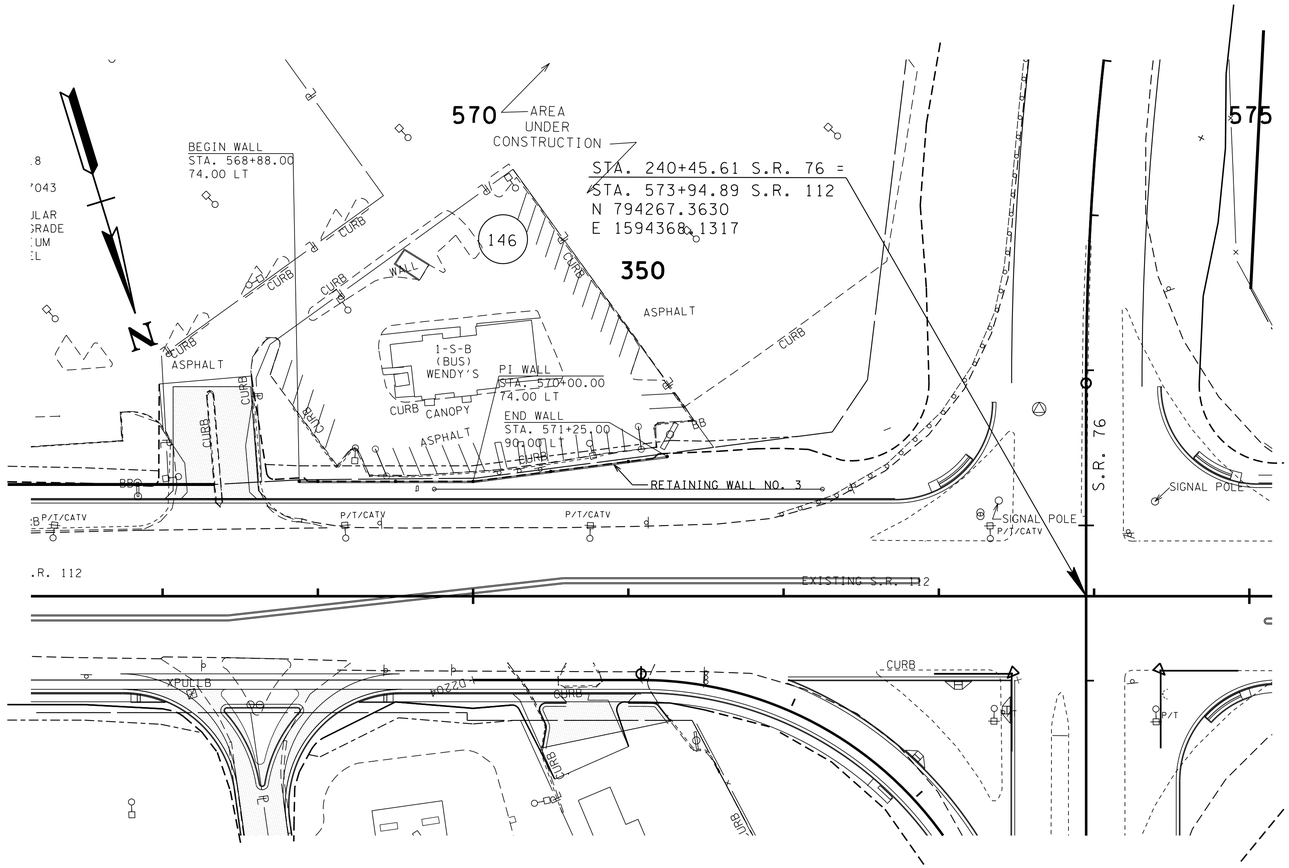
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	R-1

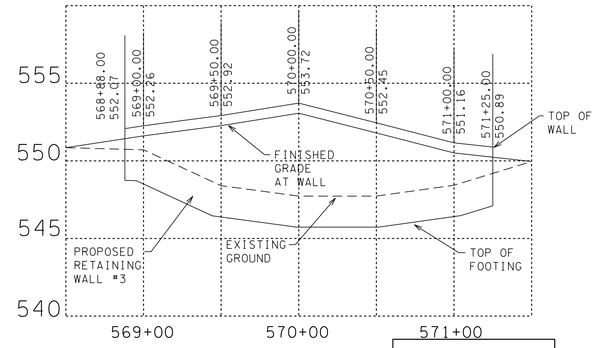


WALL PLAN VIEW (1"=50')

STAKING POINTS FOR DRILLING

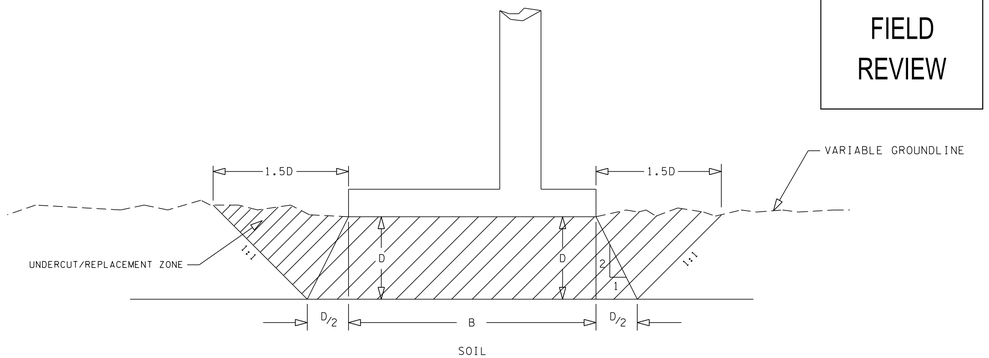
NO.	STATION	CENTERLINE REFERENCE	N	E	ELEVATION *
11	568+88.00	74.00' LT	794048.3227	1594831.2001	
12	569+00.00	74.00' LT	794051.8330	1594819.7251	
13	569+50.00	74.00' LT	794066.4593	1594771.9120	
14	570+00.00	74.00' LT	794081.0855	1594724.0992	
15	570+50.00	80.40' LT	794089.5917	1594674.4141	
16	571+00.00	86.80' LT	794098.0979	1594624.7290	
17	571+25.00	90.00' LT	794102.3510	1594599.8865	

* TO BE OBTAINED IN FIELD BY SURVEY



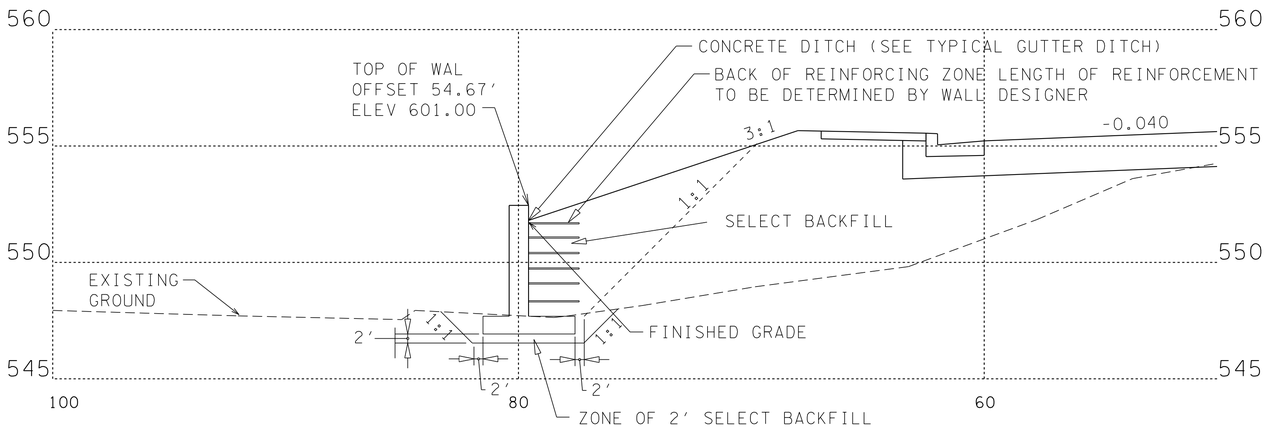
WALL FACE AREA = 14

CONSTRUCTION FIELD REVIEW

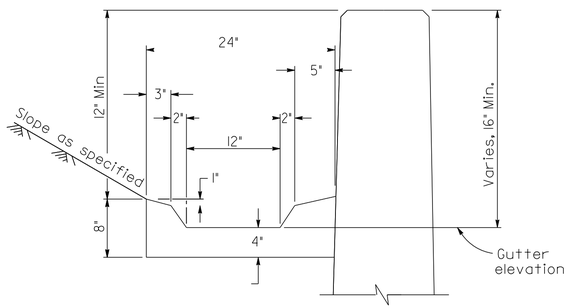


SCHEMATIC FOR UNDERCUT/REPLACEMENT WHERE REQUIRED

MSE WALL - SEGMENTAL PRE-CAST OR MODULAR BLOCK
SPREAD FOOTING - FOUNDATION ON 2' SELECT MATERIAL



TYPICAL SECTION STA.570+50.00



TYPICAL GUTTER DETAIL

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
S.R. 112
RETAINING WALL #3
MONTGOMERY COUNTY

8/5/2020 1:20:46 PM
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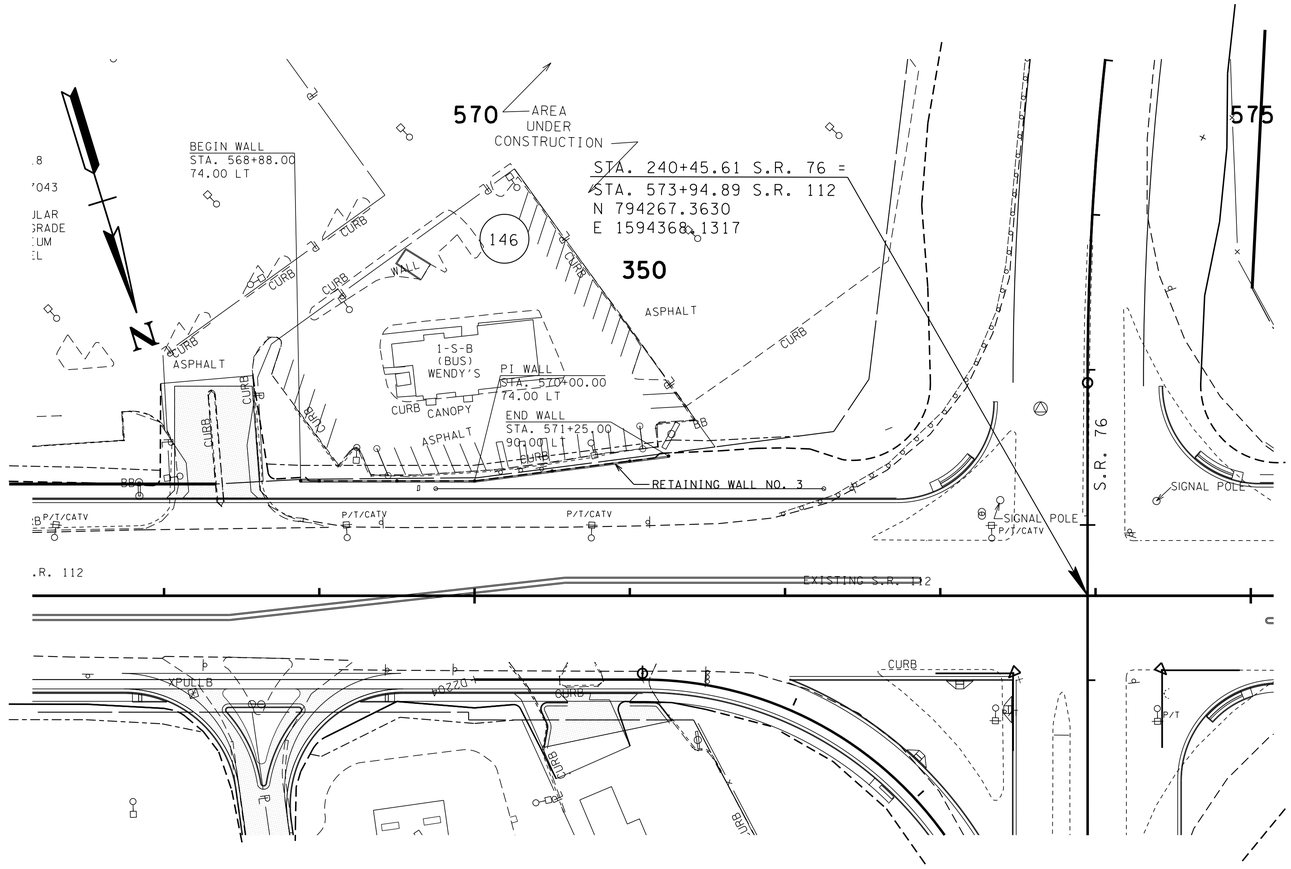
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	R-2

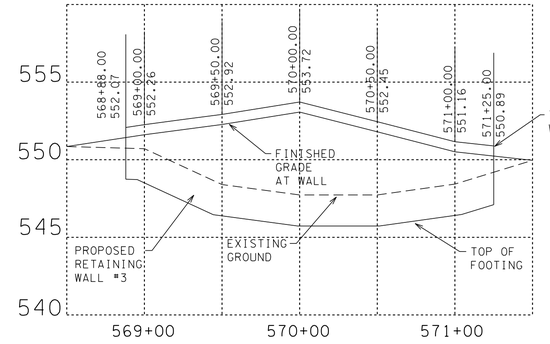


WALL PLAN VIEW (1"=50')

STAKING POINTS FOR DRILLING

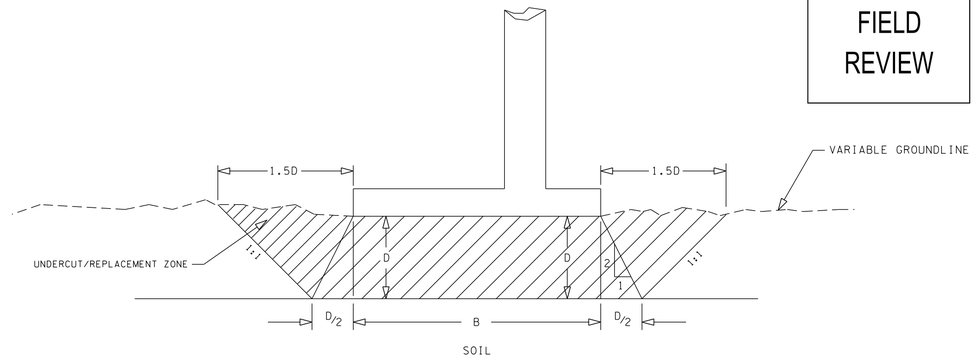
NO.	STATION	CENTERLINE REFERENCE	N	E	ELEVATION *
11	568+88.00	74.00' LT	794048.3227	1594831.2001	
12	569+00.00	74.00' LT	794051.8330	1594819.7251	
13	569+50.00	74.00' LT	794066.4593	1594771.9120	
14	570+00.00	74.00' LT	794081.0855	1594724.0992	
15	570+50.00	80.40' LT	794089.5917	1594674.4141	
16	571+00.00	86.80' LT	794098.0979	1594624.7290	
17	571+25.00	90.00' LT	794102.3510	1594599.8865	

* TO BE OBTAINED IN FIELD BY SURVEY



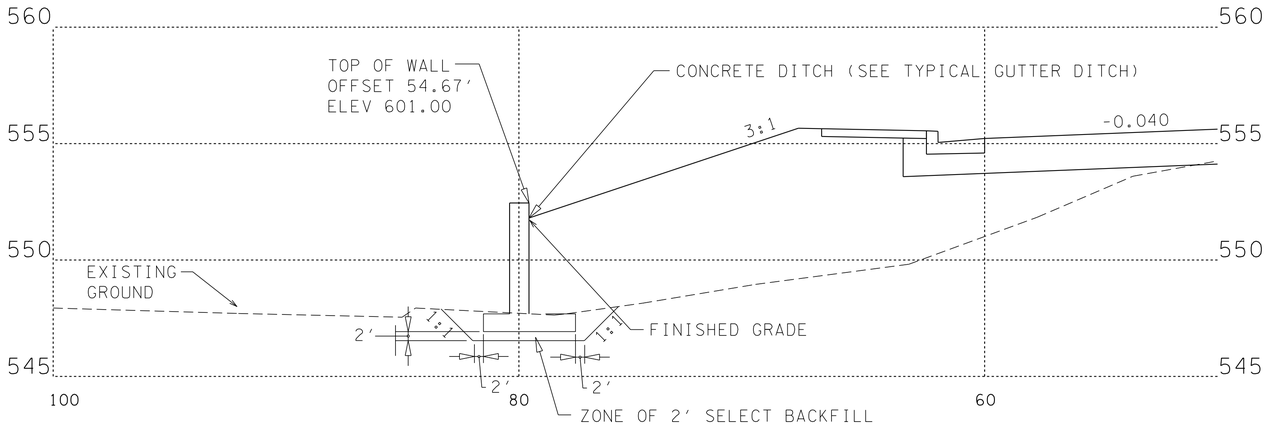
WALL FACE AREA = 1

CONSTRUCTION FIELD REVIEW

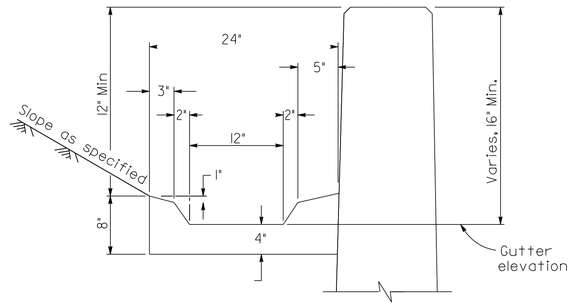


SCHEMATIC FOR UNDERCUT/REPLACEMENT WHERE REQUIRED

CAST-IN-PLACE CONCRETE CANTILEVER WALL
SPREAD FOOTING - FOUNDATION ON 2' SELECT MATERIAL



TYPICAL SECTION STA.570+50.00



TYPICAL GUTTER DETAIL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
S.R. 112
RETAINING WALL #3
MONTGOMERY COUNTY

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112 (39)	R-3

Retaining Wall

Excavation for the wall and/or its footing shall not be accomplished until the contractor has labor and material resources available to begin and continue wall construction immediately after excavation. All walls must follow the design guidelines established in special provision SP624 regarding walls (rev 8-06-12). 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. Then 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 reson, then temporary shoring shall be used. Any unusual soil conditions other than those assumed should be reported to the Geotechnical Engineering Section.

Acceptable Wall Types

Gravity Wall
Cast-in Place Concrete Cantilever Wall
Mechanically Stabilized Earth (MSE) Wall – Segmental Precast
Mechanically Stabilized Earth (MSE) Wall – Modular Block

Wall 3 is proposed along the flat-lying area adjacent to a Wendy's parking lot that receives run-off from the roadway above that is approximately eight (8) feet higher in elevation. It is possible that excavation for the wall foundation would encounter soft, wet sediments in the upper two (2) feet of soil. Therefore, it is recommended to undercut two(2) feet of soil material below the proposed wall footing elevation and backfill with two (2) feet of select material. A spread footing shall then be seated on top of the select material. The Geotechnical design requirements and parameters for the proposed retaining wall are as follows:

Wall Data

Shear Strength Data	**ϕ**	**γ (pcf)**
Select Backfill*	35	---
In situ soil	27	120
Sliding Coefficient of Friction (Concrete on Soil)	F=0.6	

Factors of Safety to be used

Condition	**FS**
Overturning	2.0
Sliding	1.5
Bearing Capacity MSE Wall	2.5
Bearing Capacity Other Walls	3.0

Allowable Temporary Construction Slopes in Soil	1:1

Maximum Allowable Bearing

Condition	**Concrete Cantilever or Gravity Wall (TSF)**	**MSE Wall (TSF)**
Rock	1.0(Allowable) 3.0 (Ultimate)	1.2 (Allowable) 3.0 (Ultimate)

*Select Backfill unit weight to be determined by contractor/wall designer depending on actual backfill material used. Select backfill is defined as material meeting specifications in Section 4.5, Part F, Chapter 3 of TDOT Earth Retaining Structures Manual (version available at time of letting). In order to utilize ϕ for select backfill design, select backfill must be placed for a minimum zone formed by a 1:1 slope from 2 feet behind the bottom of back of wall footing or reinforced soil zone for MSE walls up to finished grade.

Specific Design Requirements

The wall shall have a drainage gutter at the top designed to carry surface runoff to either or both ends of walls. A drainage gutter typical is shown for reference; however, actual details to be provided in contractor's wall design plans. If a Concrete Cantilever Wall is used, the wall designer must provide for a drainage layer behind the wall stem with adequate drainage provided via weep holes.

Special Note Regarding Retaining Wall

Unless specifically stated otherwise in the contract plans, the bidding for, the design of and the construction of retaining walls shown in the plans shall be governed by the TDOT Earth Retaining Structures Manual (version available at time of letting). This Manual is available on the TDOT Web Site under the Information for Contractors link. This Manual shall be considered as one of those documents which the Bidder/Contractor has examined and made himself familiar with as described in **Section 102.04 – Examination of the Site, the Work, the Plans, and the Specifications** in the TDOT Standard Specifications for Road and Bridge Construction.

CONSTRUCTION FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WALL NOTES FOR
S.R. 112
RETAINING WALL #3
MONTGOMERY COUNTY

8/5/2020 12:00 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-112(4)	20

ACCEPTABLE WALL TYPES

THE RETAINING WALL SHALL BE ONE OF THE WALL TYPES AS LISTED BELOW. FOR RETAINING WALL SYSTEMS LISTED AS BIN WALL, CRIB WALL, MSE (EITHER SEGMENTAL PANEL OR MODULAR BLOCK) AND GROUND ANCHOR WALL, THE SPECIFIC WALL SYSTEM SUPPLIER/INSTALLER SHALL BE ONE OF THOSE LISTED AS PRE-APPROVED IN QPL 38.

PRE-CAST GRAVITY WALL
CAST-IN-PLACE CONCRETE GRAVITY WALL
CAST-IN-PLACE CONCRETE CANTILEVER WALL
MECHANICALLY STABILIZED EARTH (MSE) WALL - SEGMENTAL PRECAST
MECHANICALLY STABILIZED EARTH (MSE) WALL - MODULAR BLOCK

RETAINING WALL DESIGN NOTES

UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT PLANS, THE BIDDING FOR, THE DESIGN OF AND THE CONSTRUCTION OF RETAINING WALLS SHOWN IN THE PLANS SHALL BE GOVERNED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. THIS SPECIAL PROVISION SHALL BE CONSIDERED AS ONE OF THOSE DOCUMENTS WHICH THE BIDDER/CONTRACTOR HAS EXAMINED AND MADE HIMSELF FAMILIAR WITH AS DESCRIBED IN SECTION 102.04 - EXAMINATION OF THE SITE, THE WORK, THE PLANS, AND THE SPECIFICATIONS IN THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EXCAVATION FOR THE WALL AND/OR ITS FOOTING SHALL NOT BE ACCOMPLISHED UNTIL THE CONTRACTOR HAS SUBMITTED WALL DESIGNS AND CALCULATIONS AND HAS BEEN ISSUED AN APPROVED SET OF WALL PLANS AND HAS LABOR AND MATERIAL RESOURCES AVAILABLE TO BEGIN AND CONTINUE WALL CONSTRUCTION IMMEDIATELY AFTER EXCAVATION.

THIS WALL SHALL BE DESIGNED IN ACCORDANCE WITH LRFD DESIGN PROCEDURES AND REQUIREMENTS AS DESCRIBED IN 1) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012 AND INTERIMS AND 2) PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS.

FOR PROPRIETARY WALL SYSTEMS THAT HAVE BEEN APPROVED AS SHOWN IN QPL 38, THE WALL DESIGNER SHALL BE RESPONSIBLE FOR PROVIDING WALL DESIGNS INCORPORATING MATERIALS AND COMPONENTS (I.E. REINFORCEMENT CONNECTION DEVICES, SPECIFIC MANUFACTURER AND PROPERTIES OF GEOGRID) AS WAS ORIGINALLY SUBMITTED AND APPROVED BY TDOT, IF A MATERIAL AND/OR COMPONENT OF THE WALL SYSTEM HAVE BEEN MODIFIED FROM THE ORIGINALLY APPROVED SYSTEM, A WALL DESIGN AND SET OF PLANS AND CALCULATIONS FOR THIS WALL SYSTEM CANNOT BE SUBMITTED FOR REVIEW AND APPROVAL UNTIL THE WALL SYSTEM DESIGNER WHO ORIGINALLY SUBMITTED THE WALL SYSTEM FOR APPROVAL BY TDOT SUBMITS A REQUEST FOR RE-APPROVAL UTILIZING THE MODIFIED ELEMENTS OF THE WALL. THIS SUBMITTAL DOES NOT GUARANTEE APPROVAL OF THE MODIFIED SYSTEM. IF THIS RE-APPROVAL PROCESS DOES NOT MEET THE CONTRACTOR'S SCHEDULE OR IF THE MODIFIED SYSTEM IS NOT APPROVED, THE CONTRACTOR/WALL DESIGNER SHALL PROVIDE A WALL DESIGN FOR ONE OF THE APPROVED SYSTEMS AT NO CHANGE IN CONTRACT PRICE FOR THE RETAINING WALL AND NO CHANGE IN PROJECT SCHEDULE REQUIREMENTS WILL BE ALLOWED.

THE WALL DESIGNER SHALL PROVIDE RETAINING WALL PLANS, DETAILS AND CALCULATIONS AS REQUIRED BY SPECIAL PROVISION 624 AND AS REQUIRED HEREIN.

- THE WALL DESIGNER SHALL UTILIZE THE GEOTECHNICAL PARAMETERS AND RESISTANCE FACTORS AS PROVIDED FOR EACH PROJECT RETAINING WALL ON THE WALL CONCEPT SHEET AND RELATED RETAINING WALL SHEETS TO PREPARE AND SUBMIT DESIGN CALCULATIONS. LOAD FACTORS AND OTHER PERTINENT DESIGN REQUIREMENTS PROVIDED IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012 AND INTERIMS SHALL BE USED FOR NON-MSE WALLS AND PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS.
- CALCULATIONS FOR BOTH INTERNAL AND EXTERNAL STABILITY (SLIDING, ECCENTRICITY, AND BEARING CAPACITY-GLOBAL STABILITY AND SETTLEMENT BEING THE EXCEPTIONS) SHALL BE PROVIDED FOR EACH CRITICAL WALL SECTION WHICH DEMONSTRATES THE REQUIRED CAPACITY TO DEMAND RATIO OF 1.0 IS MET UTILIZING THE DESIGN PARAMETERS PROVIDED. FOR MSE WALLS, THE WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL REQUIREMENTS. THE WALL DESIGNER/CONTRACTOR PLANS MUST INCLUDE ANY FOUNDATION IMPROVEMENTS AS REQUIRED HEREIN ON THE WALL DESIGNER/CONTRACTOR'S WALL ELEVATION VIEWS AND ANY CROSS-SECTIONAL DETAIL DRAWINGS.
- UNLESS OTHERWISE STATED, THE WALL DESIGNER CAN ASSUME THAT MINIMUM GLOBAL STABILITY AND SETTLEMENT CRITERIA IS ACHIEVED WITH A WALL DESIGN MEETING OTHER MINIMUM EXTERNAL STABILITY REQUIREMENTS AND ASSUMING WALL FOUNDATION CONDITIONS ARE MET. WHILE THE WALL DESIGNER'S DESIGN MUST DEMONSTRATE COMPLIANCE WITH EXTERNAL STABILITY REQUIREMENTS AS DISCUSSED ABOVE, THE WALL DESIGNER MAY PROVIDE CERTIFICATION (BY SIGNING AND STAMPING BY PROFESSIONAL ENGINEER REGISTERED IN STATE OF TENNESSEE) OF THE WALLS PLANS AND CALCULATIONS "FOR INTERNAL STABILITY ONLY".
- LOAD COMBINATIONS STRENGTH I, EXTREME EVENT I, AND EXTREME EVENT II AS GIVEN IN TABLE 4-1 OF PUBLICATION FHWA-NHI-10-024/FHWA GEC 011, DESIGN AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH WALLS AND REINFORCED SOIL SLOPES, NOVEMBER 2009 FOR MSE WALLS SHALL BE EVALUATED FOR MSE WALLS. LOAD COMBINATIONS FOR OTHER WALL TYPES SHALL BE AS GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012 AND INTERIMS

NOTE REGARDING CONSTRUCTION SLOPES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THE EXCAVATION 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.

TABLE 1-DESIGN REQUIREMENTS AND PARAMETERS

DESCRIPTION	MSE WALLS	OTHER WALLS	NOTE
DESIGN LIFE	75 YEARS	75 YEARS	
SEISMIC ACCELERATION COEFFICIENT (As)	✳	✳	
EFFECTIVE (DRAINED) FRICTION ANGLE			
RETAINED BACKFILL-UNCLASSIFIED SITE OR BORROW SOIL	27°	27°	
RETAINED BACKFILL-SELECT BACKFILL	34° TO MAX 40°	34° TO MAX 40°	1
REINFORCED BACKFILL	34° TO MAX 40°	NOT APPLICABLE	1
UNIT WEIGHT			
UNCLASSIFIED SITE OR BORROW SOIL	120 POUNDS PER CUBIC FOOT	120 POUNDS PER CUBIC FOOT	
SELECT BACKFILL MATERIAL	VARIES	VARIES	1A
DESIGN BASIS			
COEFFICIENT OF SLIDING FRICTION	SEE TABLE 2	SEE TABLE 3	3
NOMINAL BEARING RESISTANCE	SEE TABLE 2	SEE TABLE 3	3
MINIMUM LENGTH OF SOIL REINFORCEMENT, L	GREATER OF 8-FT OR 0.7H OR AS SPECIFIED ON THE PLANS	NOT APPLICABLE	2,2A
LIMITING ECCENTRICITY	L/4 (SOIL), 3L/8 (ROCK)	B/3 (SOIL), 9B/20 (ROCK)	
RESISTANCE FACTORS			
SLIDING-STATIC	1.0	1.0	4
SLIDING-COMBINED STATIC+EARTHQUAKE	1.0	1.0	4
BEARING-STATIC	0.65	0.55	5
BEARING-COMBINED STATIC+EARTHQUAKE	0.9	0.8	
PULLOUT RESISTANCE			
STATIC	0.90	NOT APPLICABLE	6
COMBINED STATIC/EARTHQUAKE	1.20	NOT APPLICABLE	6
TENSILE RESISTANCE OF METALLIC REINFORCEMENTS AND CONNECTORS			
STATIC			
-STRIP REINFORCEMENT	0.75	NOT APPLICABLE	7
-GRID REINFORCEMENT	0.65		7,8
COMBINED STATIC/EARTHQUAKE			
-STRIP REINFORCEMENT	1.00	NOT APPLICABLE	7
-GRID REINFORCEMENT	0.85		7,8
TENSILE RESISTANCE OF GEOSYNTHETIC REINFORCEMENTS AND CONNECTORS			
STATIC	0.90	NOT APPLICABLE	
COMBINED STATIC/EARTHQUAKE	1.20	NOT APPLICABLE	

TABLE 1.1
NOTES FOR TABLE 1

NO.	NOTE
1	A MAXIMUM FRICTION ANGLE OF 34 DEGREES CAN BE ASSUMED FOR MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART1, AND ITEM E OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. A HIGHER FRICTION ANGLE THAN 34 DEGREES CAN BE UTILIZED IF THE CONTRACTOR SUBMITS INDEPENDENT TESTING AND IT IS VERIFIED BY TDOT. HOWEVER, IN NO CASE SHALL THE FRICTION ANGLE FOR ANALYSIS EXCEED 40-DEGREES.
1A	SELECT BACKFILL UNIT WEIGHT TO BE DETERMINED BY CONTRACTOR/DESIGNER DEPENDING ON ACTUAL BACKFILL MATERIAL USED. SELECT BACKFILL IS DEFINED AS MATERIAL MEETING SPECIFICATIONS IN SECTION F, PART 1, AND ITEM E OF TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION 624 REGARDING RETAINING WALLS. IN ORDER TO UTILIZE Φ FOR SELECT BACKFILL DESIGN, SELECT BACKFILL MUST BE PLACED FOR A MINIMUM ZONE FORMED BY A 1:1 SLOPE FROM 2 FEET BEHIND THE BOTTOM OF BACK OF WALL FOOTING OR REINFORCED SOIL ZONE FOR MSE WALLS UP TO FINISHED GRADE.
2	H IS DESIGN HEIGHT OF THE WALL AND IS DEFINED AS THE DIFFERENCE IN ELEVATION BETWEEN THE FINISHED GRADE AT THE TOP OF THE WALL AND THE TOP OF LEVELING PAD OR BOTTOM OF FOOTING FOR NON-MSE WALLS. THE TOP OF THE LEVELING PAD SHALL ALWAYS BE BELOW THE MINIMUM EMBEDMENT REFERENCE LINE AS INDICATED ON THE PLANS FOR THAT LOCATION. THE LENGTH OF THE SOIL REINFORCEMENT, L, IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT. IN CASE OF GRID TYPE REINFORCEMENTS THE LENGTH OF THE SOIL REINFORCEMENT IS MEASURED FROM THE BACKFACE OF THE WALL FACING UNIT TO THE LAST FULL TRANSVERSE MEMBER. FOR MODULAR BLOCKFACING UNITS, THE TOTAL LENGTH OF THE REINFORCEMENT, Br AS MEASURED FROM THE FRONT FACE OF THE WALL IS THE LENGTH L AS DEFINED ABOVE PLUS THE WIDTH OF THE MODULAR BLOCK UNIT (THE HORIZONTAL DIMENSION OF THE BLOCK UNIT MEASURED PERPENDICULAR TO THE WALL FACE).
2A	WALL DESIGNER MUST ADJUST THE REINFORCEMENT LENGTHS BEYOND THOSE MINIMUM REQUIRED LENGTHS, IF REQUIRED, TO MEET BOTH INTERNAL AND EXTERNAL STABILITY REQUIREMENTS. MINIMUM REINFORCEMENT LENGTHS MAY BE REQUIRED FOR GLOBAL STABILITY. THIS REQUIREMENT WILL BE SHOWN IN THE PLANS.
2B	ALL DESIGN SECTION REINFORCEMENT LENGTHS SHALL BE EQUAL.
3	THESE VALUES WILL BE PROVIDED IN TABLES 2 AND/OR 3
4	PASSIVE RESISTANCE SHALL NOT BE CONSIDERED IN EVALUATION OF SLIDING RESISTANCE. NO SHEAR KEYS NOR DOWELS WILL BE PERMITTED.
5	FOR ALL LIMIT STATES, THE DESIGN LOADING FOR THE MSE RETAINING WALL SYSTEM SHALL NOT EXCEED THE FACTORED GENERAL AND LOCAL BEARING RESISTANCE SPECIFIED IN TABLES 2 OR 3.
6	LIVE LOAD DUE TO VEHICULAR TRAFFIC SHALL BE INCLUDED IN THE COMPUTATIONS TO DETERMINE THE MAXIMUM TENSILE FORCES IN REINFORCEMENT LAYERS, BUT SHALL BE NEGLECTED IN THE COMPUTATIONS FOR PULLOUT RESISTANCE.
7	APPLY TO GROSS CROSS-SECTION LESS SACRIFICIAL AREA. FOR SECTIONS WITH HOLES, REDUCE GROSS AREA IN ACCORDANCE WITH ARTICLE 6.8.3 OF AASHTO (2012) AND APPLY TO NET SECTION LESS SACRIFICIAL AREA.
8	APPLIES TO GRID REINFORCEMENTS CONNECTED TO A RIGID FACING ELEMENT, E.G., A CONCRETE PANEL OR BLOCK. FOR GRID REINFORCEMENTS CONNECTED TO A FLEXIBLE FACING MAT OR WHICH ARE CONTINUOUS WITH THE FACING MAT, USE THE RESISTANCE FACTOR FOR STRIP REINFORCEMENTS.

✳✳ WALL DESIGN IS TO INCLUDE EXTREME EVENT I STATE LOADS. THE TDOT STRUCTURES DIVISION WILL PROVIDE GROUND MOTION VALUES FOR THE SITE. THIS BOX IS TO BE REMOVED AFTER STRUCTURES DIVISION HAS INSERTED THIS (As) VALUE.

TABLE 2-FOUNDATION PARAMETERS AND REQUIREMENTS FOR MSE WALLS

STATION LIMITS	FOUNDATION (REINFORCED ZONE) BEARING CONDITION REQUIREMENT	NOMINAL BEARING RESISTANCE (psf)	COEFFICIENT OF SLIDING FRICTION
568+88 TO 571+25	UNDERCUT MIN. 2 FEET REPLACE WITH SELECT GRANULAR MATERIAL.	6,000	0.6

TABLE 3-FOUNDATION PARAMETERS AND REQUIREMENTS FOR OTHER GRAVITY OR SEMI-GRAVITY WALLS

STATION LIMITS	FOUNDATION BEARING CONDITION REQUIREMENT	NOMINAL BEARING RESISTANCE (psf)	COEFFICIENT OF SLIDING FRICTION
568+88 TO 571+25	UNDERCUT MIN. 2 FEET REPLACE WITH SELECT GRANULAR MATERIAL.	6,000	0.6

OTHER DESIGN REQUIREMENTS

THE WALL SHALL HAVE A DRAINAGE GUTTER AT THE TOP DESIGNED TO CARRY SURFACE RUNOFF TO EITHER OR BOTH ENDS OF WALLS. DETAILS OF THIS DRAINAGE FEATURE SHALL BE PROVIDED IN WALL DESIGNER/CONTRACTOR'S WALL DESIGN PLANS.

IF A CONCRETE CANTILEVER WALL IS USED, THE WALL DESIGNER MUST PROVIDE FOR A DRAINAGE LAYER BEHIND THE WALL STEM WITH ADEQUATE DRAINAGE PROVIDED VIA WEEP HOLES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL DESIGN NOTES AND REQUIREMENTS
RETAINING WALL NO. 3
STATE ROUTE 112
STA.568+88 TO STA.571+25
MONTGOMERY COUNTY

8/28/2015 11:36:02 AM
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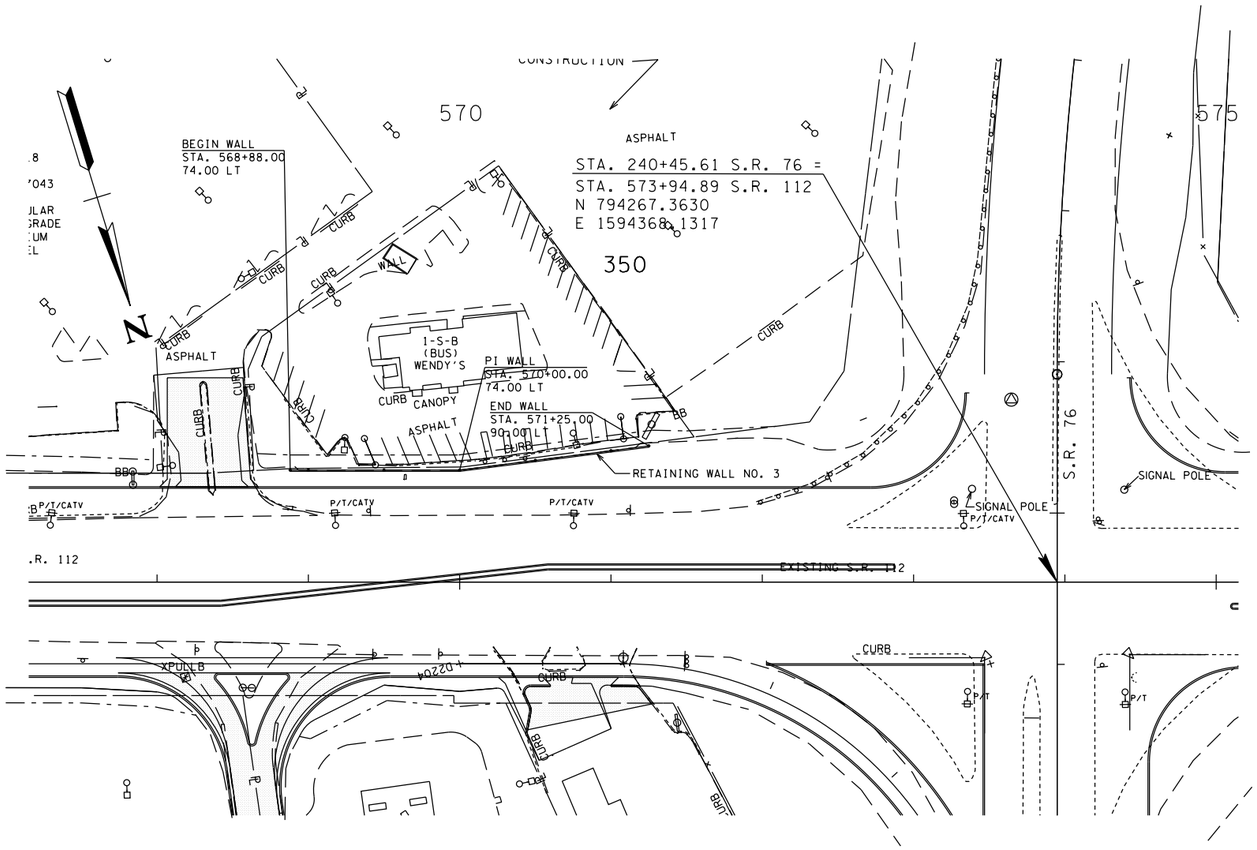
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-112(4)	2R

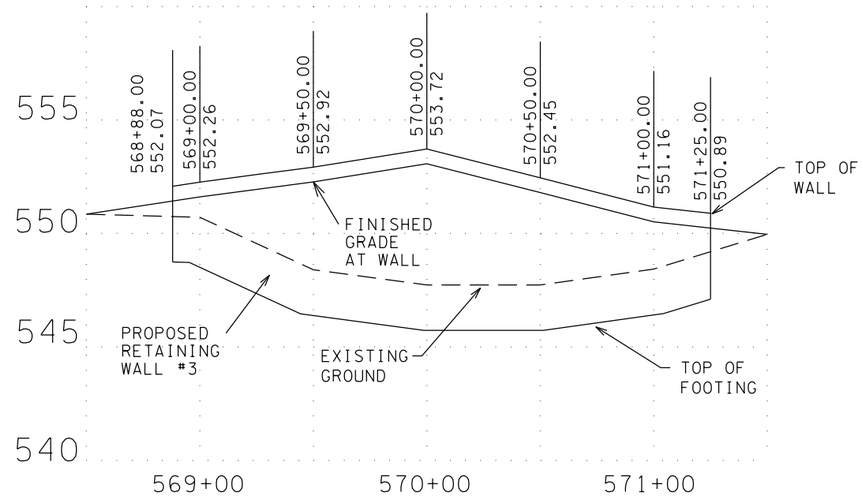


WALL PLAN VIEW (1"=50')

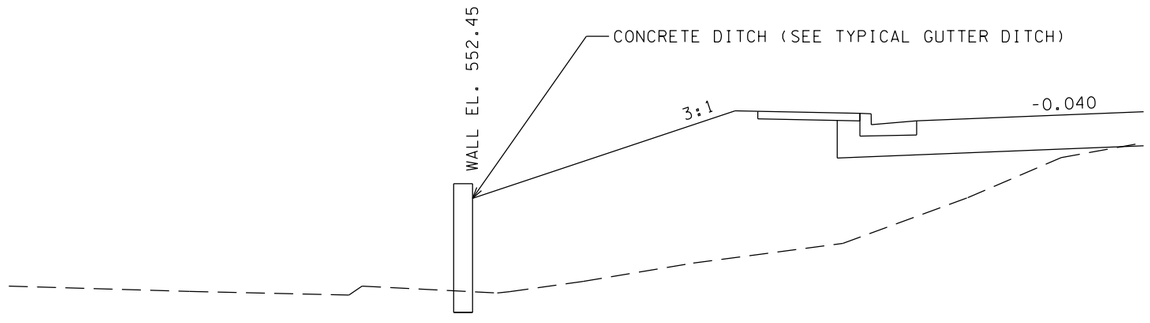
STAKING POINTS FOR DRILLING

NO.	STATION	CENTERLINE REFERENCE	N	E	ELEVATION *
11	568+88.00	74.00' LT	794048.3227	1594831.2001	
12	569+00.00	74.00' LT	794051.8330	1594819.7251	
13	569+50.00	74.00' LT	794066.4593	1594771.9120	
14	570+00.00	74.00' LT	794081.0855	1594724.0992	
15	570+50.00	80.40' LT	794089.5917	1594674.4141	
16	571+00.00	86.80' LT	794098.0979	1594624.7290	
17	571+25.00	90.00' LT	794102.3510	1594599.8865	

* TO BE OBTAINED IN FIELD BY SURVEY

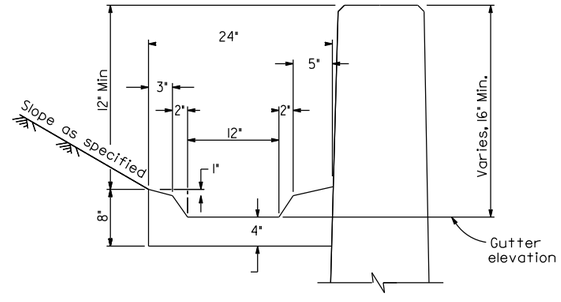


WALL FACE AREA = 1435 S.F.



TYPICAL SECTION STA.570+50.00
SCALE: NOT TO SCALE

WHERE REQUIRED



TYPICAL GUTTER DETAIL

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
S.R. 112
RETAINING WALL #3
MONTGOMERY COUNTY

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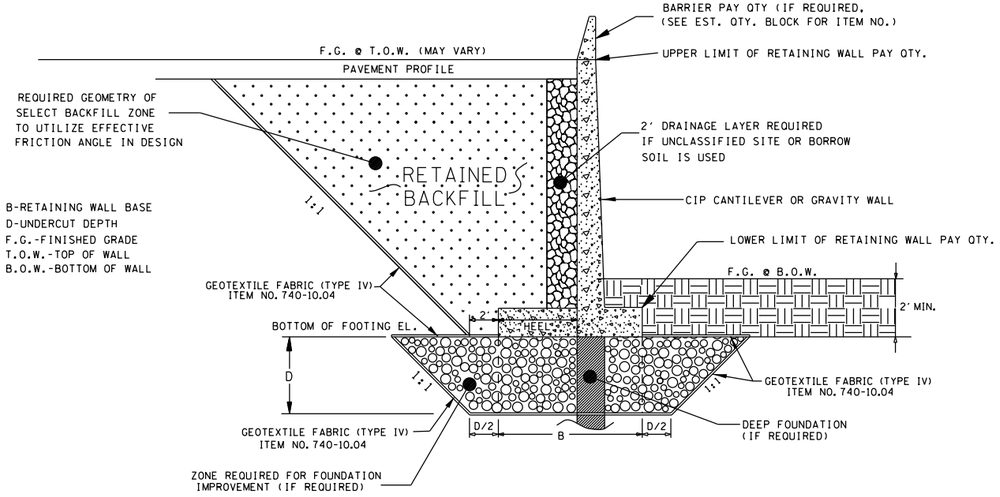
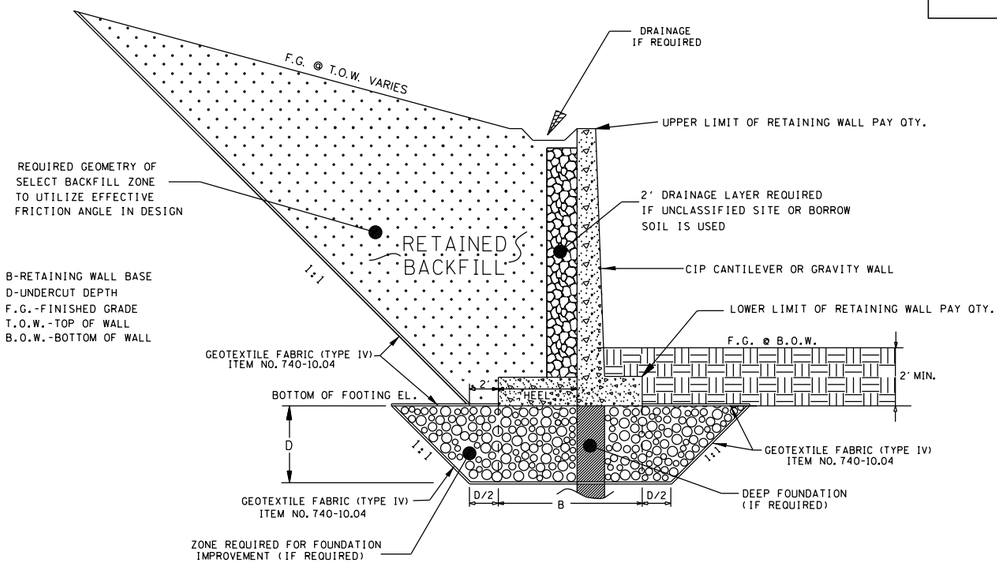
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

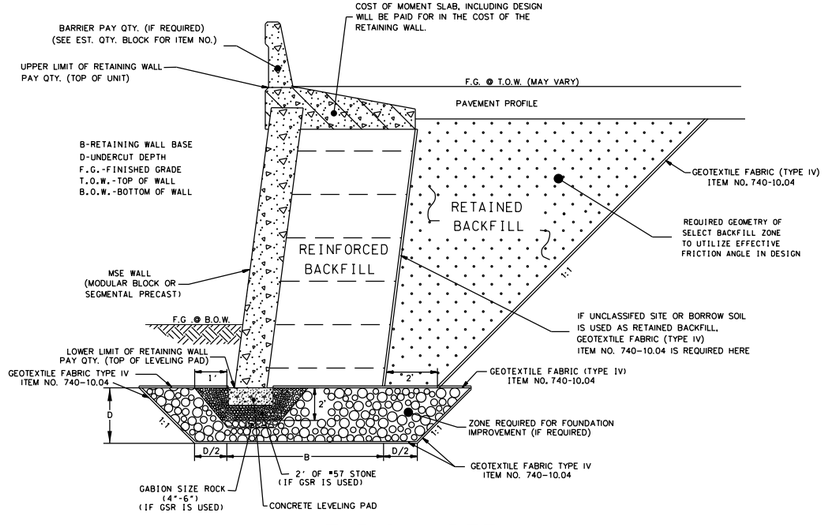
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	STP-112(4)	2S



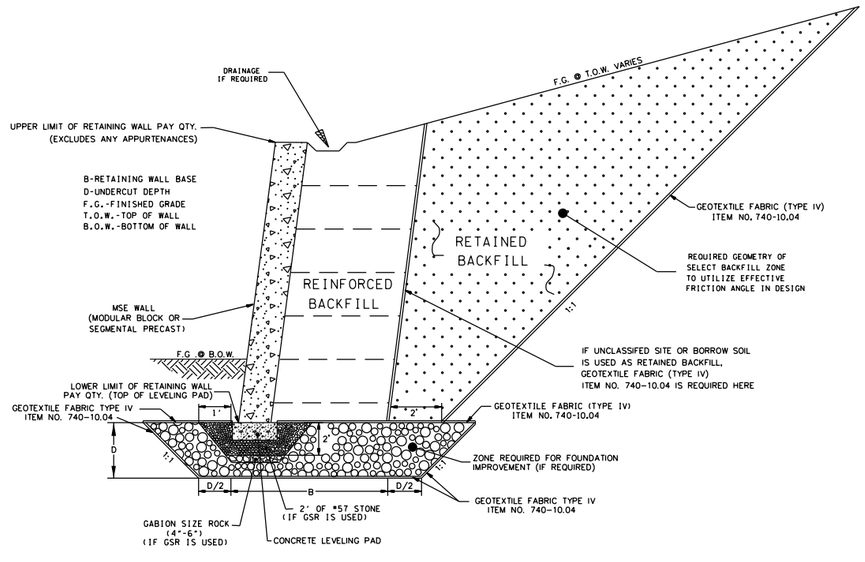
TYPICAL DETAIL
CIP CONCRETE CANTILEVER OR GRAVITY WALL
BARRIER REQUIRED



TYPICAL DETAIL
CIP CONCRETE CANTILEVER OR GRAVITY WALL



TYPICAL DETAIL
MSE WALL – MODULAR BLOCK\SEGMENTAL PRECAST
BARRIER REQUIRED



TYPICAL DETAIL
MSE WALL – MODULAR BLOCK\SEGMENTAL PRECAST

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL DETAIL

CIP CANTILEVER WALL
GRAVITY WALL
MSE MODULAR BLOCK
MSE SEGMENTAL PRECAST

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

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TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS DIVISION
505 DEADERICK STREET, SUITE 1800
NASHVILLE TENNESSEE 37243
STEPHEN K. BRYAN, P.E. NO. 110467

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX, ESTIMATED SIGNAL QUANTITIES, & FOOTNOTES	SIG-1
SPECIAL NOTES	SIG-2
SIGNAL LAYOUTS	SIG-3 – SIG-4
SIGNAL PHASING & TIMING	SIG-5
CROSSWALK DETAILS	SIG-6
SIGNAL POLE DETAILS	SIG-7 – SIG-8

YEAR	PROJECT NO.	SHEET NO.
2020	STP-112(34)	SIGNAL-SIGN 1

CONSTRUCTION FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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SIGNAL INDEX OF SHEETS

SIGNATURE SHEET ..... SIGNAL-SIGN 1

SIGNAL INDEX, ESTIMATED SIGNAL QUANTITIES, & FOOTNOTES SIG-1

SPECIAL NOTES..... SIG-2

SIGNAL LAYOUTS ..... SIG-3 – SIG-4

SIGNAL PHASING & TIMING..... SIG-5

CROSSWALK DETAILS..... SIG-6

SIGNAL POLE DETAILS ..... SIG-7 – SIG-8

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 63021-3223-94
1	713-14.22	STREET NAME SIGN (SUSPENDED 0.100IN THICK)	S.F.	57
2	713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	11
3	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	1
4	730-01.03	MODIFICATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3
	730-02.08	SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED)	EACH	2
5	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	10
5	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	5
5	730-02.30	SIGNAL HEAD ASSEMBLY (130A3 WITH BACKPLATE)	EACH	11
5	730-02.31	SIGNAL HEAD ASSEMBLY (140A1 WITH BACKPLATE)	EACH	1
	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	6
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	16
6	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	5193
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	5133
	730-08.04	SIGNAL CABLE - 9 CONDUCTOR	L.F.	2334
	730-09.20	SPAN WIRE ASSEMBLY	L.F.	666
	730-10.01	TETHER WIRE ASSEMBLY - 1/4" DIAMETER	L.F.	666
	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	1748
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	632
	730-12.03	CONDUIT 3" DIAMETER (PVC)	L.F.	108
	730-12.16	CONDUIT (2"C - SCHEDULE 80)	L.F.	516
	730-13.03	VEHICLE DETECTOR (4 - CHANNEL, RACK MOUNT)	EACH	2
7	730-13.08	VEHICLE DETECTOR (ITERIS VANTAGE PLUS SYSTEM)	EACH	4
8	730-13.09	VEHICLE DETECTOR (EMERGENCY PREEMPTION)	EACH	4
	730-14.01	SHIELDED DETECTOR CABLE	L.F.	3223
	730-14.02	SAW SLOT	L.F.	628
	730-14.03	LOOP WIRE	L.F.	2170
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
9	730-16.04	CONTROLLER (ATC)	EACH	1
10	730-18.01	MASTER CONTROLLER	EACH	1
11	730-23.01	STEEL STRAIN POLE (SIGNAL SUPPORT)	EACH	4
	730-23.30	PEDESTAL POLE (10' - PEDESTRIAN)	EACH	20
12	730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN	EACH	32
13	730-35.06	BATTERY BACK-UP AND POWER CONDITIONER	EACH	1
14	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1

FOOTNOTES

1 INCLUDES TWO (2) 24" X 60" STREET NAME SIGNS S2 FOR SR-112 AND TWO (2) 24" X 110" STREET NAME SIGNS S1 FOR SR-76 TO BE FURNISHED BY THE CITY OF CLARKSVILLE. COST OF INSTALLATION AND HARDWARE ARE TO BE INCLUDED IN ITEM 713-14.22 FOR PAYMENT BY THE CONTRACTOR.

2 FOR TEN (10) R10-5 SIGNS AND ONE (1) R10-12 SIGN.

3 FOR THE REMOVAL OF ALL SPAN WIRE, CONTROLLER CABINET, SIGNAL HEADS, SIGNAL POLES, AND ANY OTHER SIGNAL EQUIPMENT AT THE INTERSECTION OF SR-112 AND SR-76.

4 TO BE USED TO MODIFY EXISTING CABINETS AT THE INTERSECTIONS OF SR-112 AT McADOO CREEK ROAD, EXCELL ROAD, AND WALMART ENTRANCE FOR PEDESTRIAN COMPONTENTS. THIS PAY ITEM ALSO INCLUDES THE ADJUSTMENT AND/OR REMOVAL OF SIGNAL HEADS AT THE INTERSECTION AT SR-112 AND WALMART ENTRANCE.

5 SIGNAL HEADS SHALL INCLUDE SOLID BACKPLATES WITH A 2" YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER TOMADE OF A TYPE III PRISTMATIC OR BETTER MATERIAL. SEE SP730CLARK FOR ADDITIONAL INFORMATION.

6 THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 730-05.01 FOR PAYMENT BY THE CONTRACTOR.

7 VIDEO DETECTION SYSTEM SHALL BE ITERIS VANTAGE PLUS SYSTEM WITH VANTAGE CAMERAS. INCLUDES FOUR (4) CAMERA SENSOR UNITS, FOUR (4) PROCESSOR UNITS, HARDWARE, SOFTWARE, CAMERA MOUNTING ASSEMBLIES, 1,036 FT. POWER CABLING, COXIAL CABLING, CONDUIT, SURGE PROTECTION, AND ALL RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN IN THE PLANS. SEE SP730V & SP730CLARK FOR ADDITIONAL INFORMATION.

8 THE EMERGENCY PREEMPTION SYSTEM SHALL BE 3M OPTICOM SERIES WITH PHASE SELECTOR UNIT, CABINET INTERFACE PANEL TO INTERFACE BETWEEN THE PHASE SELECTOR UNIT AND THE CONTROLLER, DETECTOR UNIT WITH MOUNTING HARDWARE, AND 862 FT. OF POWER CABLING AS SPECIFIED BY THE MANUFACTURER.

10 THE CONTROLLER SHALL BE AN EAGLE EOAC 3708M52 CONTROLLER WITH EDI SSM-12 LEC-RMS CONFLICT MONITORS AND SINGLE MODE FIBER OPTIC MODEM.

11 THE MASTER CONTROLLER IS TO BE INSTALLED AT THE INTERSECTION OF SR-112 AND WALMART ENTRANCE.

12 STRAIN POLE NO. 1 AND STRAIN POLE NO. 3 ARE TO HAVE 30 FT. MAST ARM INSTALLED, STRAIN POLE NO. 2 TO HAVE A 75 FT. MAST ARM INSTALLED, AND STRAIN POLE NO. 4 TO HAVE A 55 FT. MAST ARM INSTALLED FOR VIDEO DETECTION CAMERAS.
ALL MAST ARMS ARE TO BE ATTACHED 35 FT. ABOVE THE F.G. ELEVATION.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL SIGNAL POLES, MAST ARMS, AND FOOTING FOUNDATIONS. THIS BID ITEM INCLUDES THE COST OF THE FOUNDATION DESIGN AND, IF NECESSARY, THE SOIL EXPLORATION REQUIRED FOR THE DESIGN OF THE SIGNAL POLE FOUNDATION.

13 PUSHBUTTON SHALL PROVIDE TACTILE VIBRATION ARROW BUTTON, AUDIBLE SOUND AND SHALL MEET THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES. COST TO INCLUDE FRAME, SIGN (R10-3E), ADA COMPLIANT PUSHBUTTON AND MOUNTING HARDWARE.

14 TO BE USED TO PROVIDE EMERGENCY POWER IN THE EVENT OF A POWER OUTAGE. BATTERY BACK-UP SYSTEM SHALL BE AN UNINTERRUPTABLE POWER SYSTEM CAPABLE OF POWERING THE INTERSECTION ON FULL OPERATION FOR A MINIMUM OF TWO (2) HOURS.

15 TO BE USED AT THE INTERSECTION OF SR-112 AND SR-76 DURING VARIOUS CONTRUCTION PHASES. INCLUDES THE ADJUSTMENT OF SIGNAL HEADS, LOOP WIRE. AND ANY OTHER SIGNAL EQUIPMENT TO HAVE A FULLY OPERATIONAL TRAFFIC SIGNAL SYSTEM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-1

CONSTRUCTION FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED SIGNAL QUANTITIES AND FOOTNOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-2

SPECIAL NOTES REGARDING SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) ALL PEDESTRIAN TRAFFIC CONTROL INDICATIONS, WHERE CALLED FOR, SHALL CONSIST OF LED MODULES DISPLAYING “WALKING PERSON” AND “HAND” SYMBOLS, ALONG WITH A PEDESTRIAN INTERVAL COUNTDOWN DISPLAY, WITHIN THE SAME FACE UNLESS OTHERWISE NOTED IN THE PLANS

(3) CIRCULAR INDICATIONS SHALL MEET “ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT” FOR EXPANDED/EXTENDED VIEW.
ARROW INDICATIONS SHALL MEET “ITE VTCSH-3 LED ARROW SPECIFICATON” FOR EXPANDED/EXTENDED VIEW.
PEDESTRIAN INDICATIONS SHALL MEET “ITE PTCSI PART 2”.

(4) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(5) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(6) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.

(7) ALL SIGNAL HEADS WITH LED LENSES SHALL INCLUDE SWIVEL BALANCE ADJUSTERS TO MAINTAIN THE PROPER VISIBILITY. COSTS OF ADJUSTERS TO BE INCLUDED IN COSTS OF SIGNAL HEADS.

(8) THE ATTACHMENT OF THE TETHER WIRE TO THE POLE SHALL BE LOCATED BELOW THE LOWEST ELEVATION OF THE SIGNAL HEADS.

CONSTRUCTABILITY REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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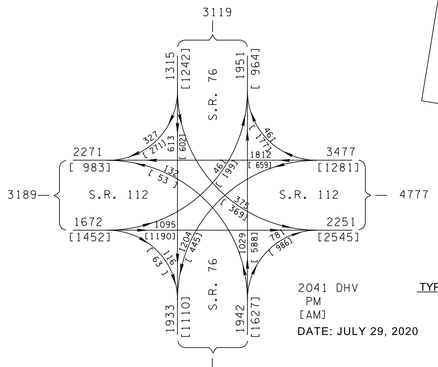
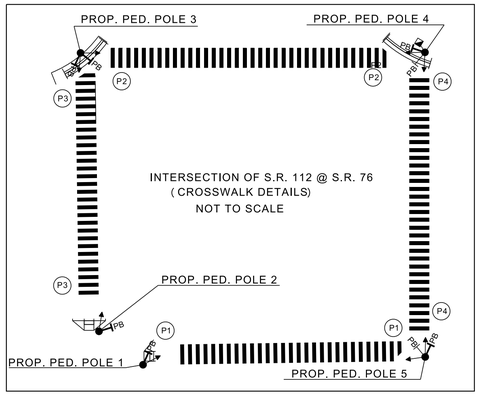
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	HSIP-112(34)	38
CONST.	2020	STP-112(39)	SIG-3

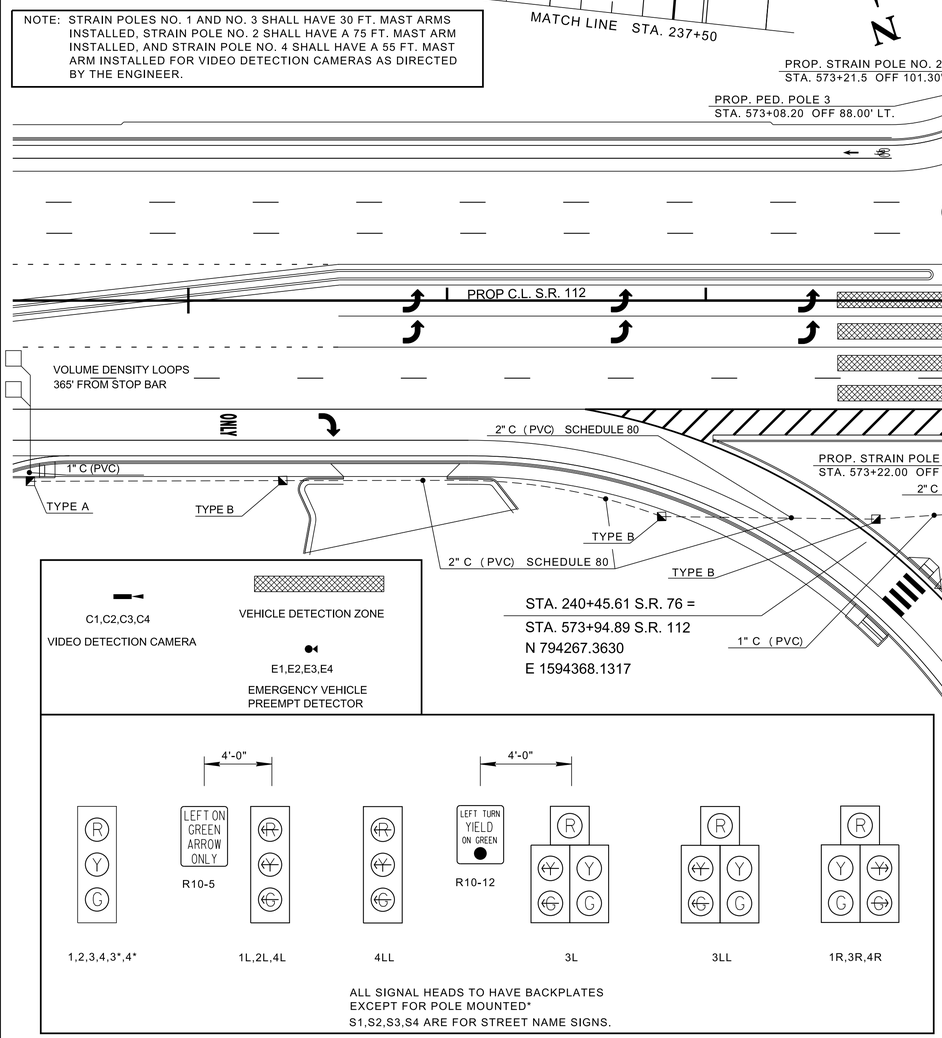
570

575





CONSTRUCTION FIELD REVIEW





NOTE: STRAIN POLES NO. 1 AND NO. 3 SHALL HAVE 30 FT. MAST ARMS INSTALLED, STRAIN POLE NO. 2 SHALL HAVE A 75 FT. MAST ARM INSTALLED, AND STRAIN POLE NO. 4 SHALL HAVE A 55 FT. MAST ARM INSTALLED FOR VIDEO DETECTION CAMERAS AS DIRECTED BY THE ENGINEER.

C1,C2,C3,C4
VIDEO DETECTION CAMERA

VEHICLE DETECTION ZONE

E1,E2,E3,E4
EMERGENCY VEHICLE PREEMPT DETECTOR

ALL SIGNAL HEADS TO HAVE BACKPLATES EXCEPT FOR POLE MOUNTED*
S1,S2,S3,S4 ARE FOR STREET NAME SIGNS.

SEALED BY

COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERSECTION OF S.R. 112 (MADISON AVE.) WITH S.R. 76

SCALE: 1"= 30'

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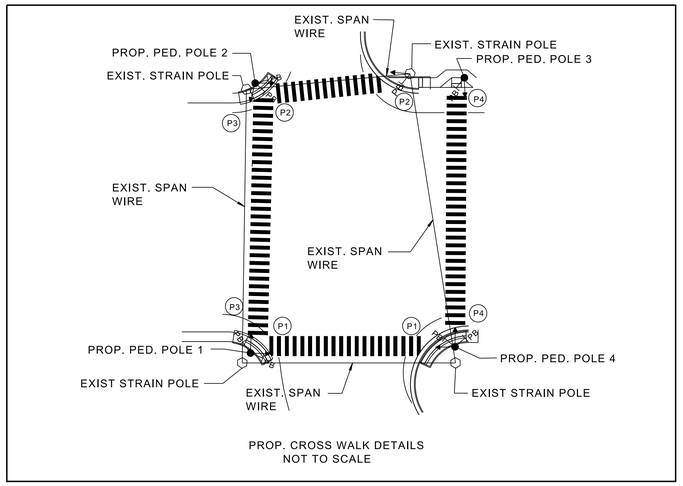
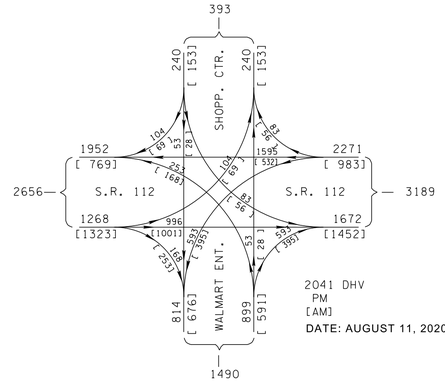
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-4



PROP. CROSS WALK DETAILS
NOT TO SCALE

NOTE: EXISTING STREET NAME SIGNS, MAST ARMS, VIDEO DETECTION CAMERAS, & EMERGENCY PREEMPTION DETECTORS ARE TO BE REUSED AND ADJUSTED AS DIRECTOR BY THE ENGINEER. COST TO BE INCLUDED IN ITEM 730-01.03.

ALL EXISTING STRAIN POLES, MAST ARMS, VIDEO DETECTION CAMERAS, AND EMERGENCY PREEMPTION DETECTORS SHOWN WERE INSTALLED UNDER PROJECT NO. STP-112 (31) .



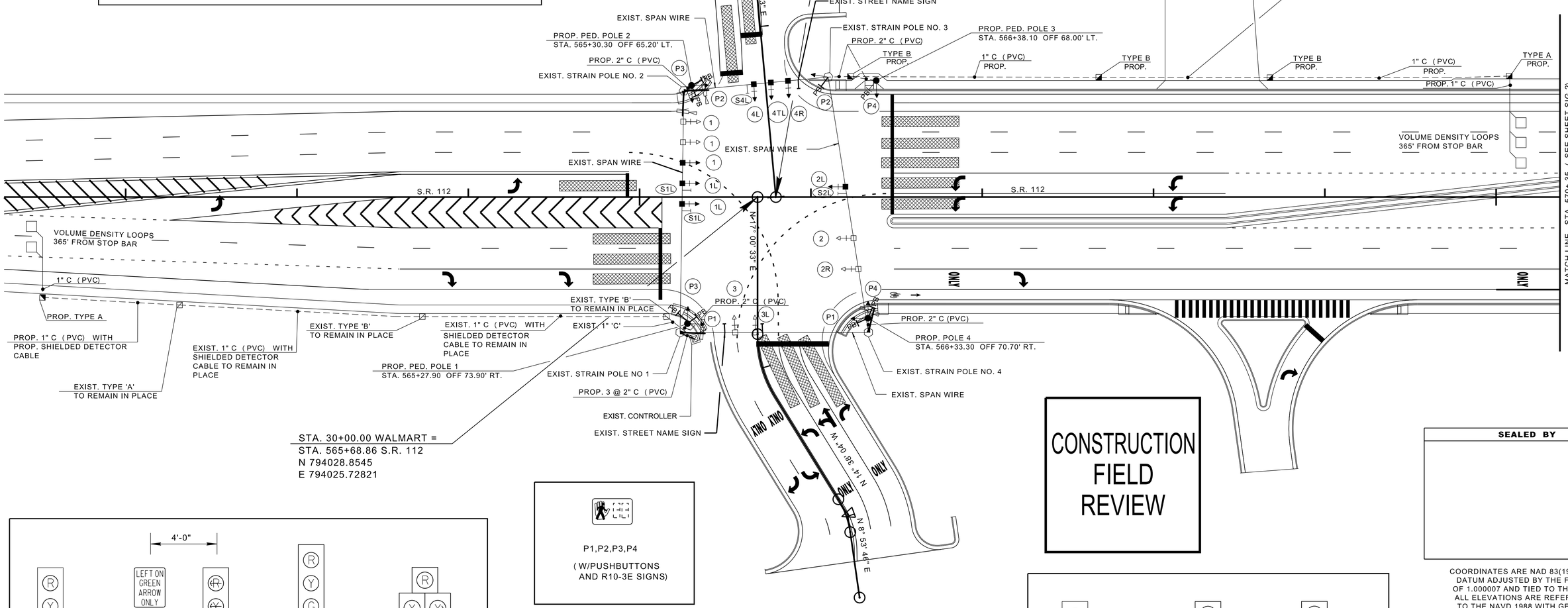
2041 DHV
PM
[AM]

DATE: AUGUST 11, 2020

565

570

STA. 40+00.00 FOOD LION =
STA. 565+79.54 S.R. 112
N 794028.8545
E 1595147.8111

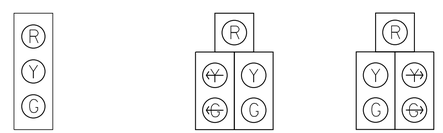


STA. 30+00.00 WALMART =
STA. 565+68.86 S.R. 112
N 794028.8545
E 794025.72821

CONSTRUCTION FIELD REVIEW

NOTE: EXISTING SIGNAL HEADS SHOWN SHALL BE MOVED AND/OR ADJUSTED AS DIRECTED BY THE ENGINEER. ALL COST TO BE INCLUDED IN ITEM 730-01.03. ANY UNUSED SIGNAL HEADS SHALL BECOME THE PROPERTY OF THE CITY OF CLARKSVILLE.

EXIST. SIGNAL HEAD TO REMAIN



EXISTING SIGNAL HEADS TO BE RELOCATED AND/OR ADJUSTED

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERSECTION OF S.R. 112 WITH WALMART ENTRANCE

SCALE: 1"= 30'

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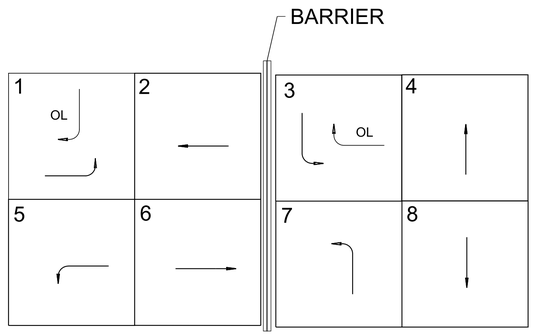
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-5



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

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

NOTE: SIGNAL TIMING IS TO BE DONE BY THE CLARKSVILLE STREET DEPARTMENT. THE CONTRACTOR SHALL CONTACT MR. CHRIS COWAN @ 931-645-7464 A MINIMUM OF THIRTY (30) DAYS PRIOR TO THE ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

LOOP AND AMP ASSIGNMENT

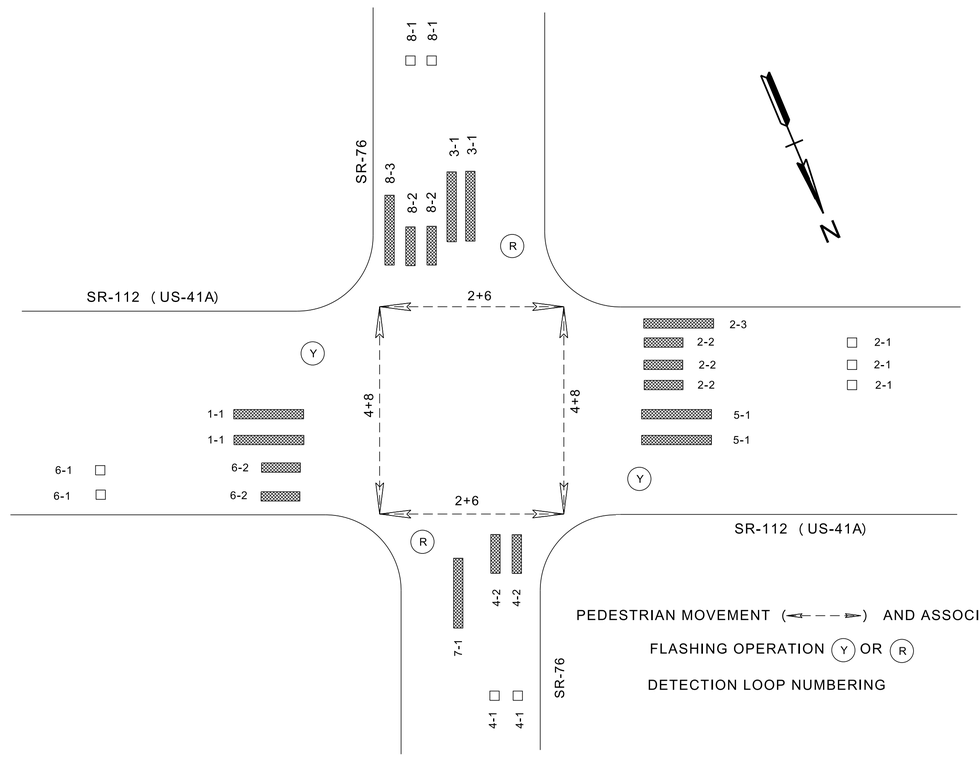
LOOP #	VEHICLE DETECTOR #	LOOP LENGTH (FT.)	AMP MODE	AMP. FEATURE TIMING (SEC)	ASSOC. PHASE
2-1	1	3 @ 6' X 6'	PULSE		2
4-1	1	2 @ 6' X 6'	PULSE		4
6-1	2	2 @ 6' X 6'	PULSE		6
8-1	2	2 @ 6' X 6'	PULSE		8

VIDEO DETECTOR TARGET ASSIGNMENTS

TARGET AREA NUMBER	CAMERA NUMBER	TARGET AREA (FT.)	ASSOCIATE PHASE	COMMENTS
1-1	C2	2 @ 6' x 45'	1	VIDEO DETECTION
2-2	C1	3 @ 6' X 25'	2	VIDEO DETECTION
2-3	C1	1 @ 6' X 45'	2	VIDEO DETECTION
3-1	C4	2 @ 6' X 45'	3	VIDEO DETECTION
4-2	C3	2 @ 6' X 25'	4	VIDEO DETECTION
5-1	C1	2 @ 6' X 45'	5	VIDEO DETECTION
6-2	C2	2 @ 6' X 25'	6	VIDEO DETECTION
7-1	C3	1 @ 6' X 45'	7	VIDEO DETECTION
8-2	C4	2 @ 6' X 25'	8	VIDEO DETECTION
8-3	C4	1 @ 6' X 45'	8	VIDEO DETECTION

- ALL LOOPS ARE 6' IN WIDTH, CENTERED IN TRAFFIC LANE .
- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG T-SG-3.

DETECTION LOOP AND VIDEO DETECTION DIAGRAM



PEDESTRIAN MOVEMENT (◄- - -►) AND ASSOCIATED PHASE

FLASHING OPERATION (Y) OR (R)

DETECTION LOOP NUMBERING

EIGHT PHASE

CONSTRUCTION FIELD REVIEW

SEALED BY

INTERSECTION OF S.R.-112 WITH S.R.-76

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING & TIMING

NOT TO SCALE

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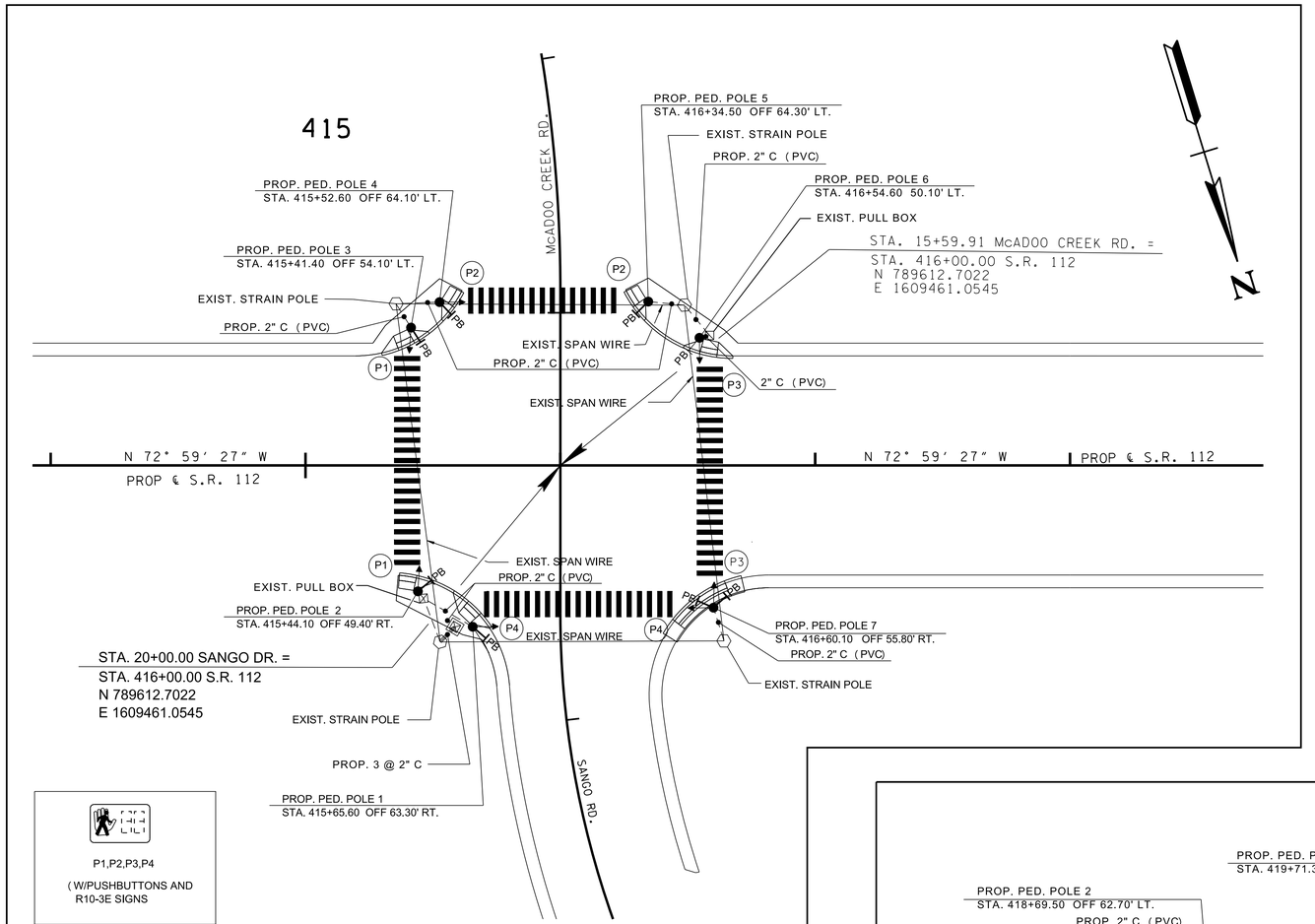
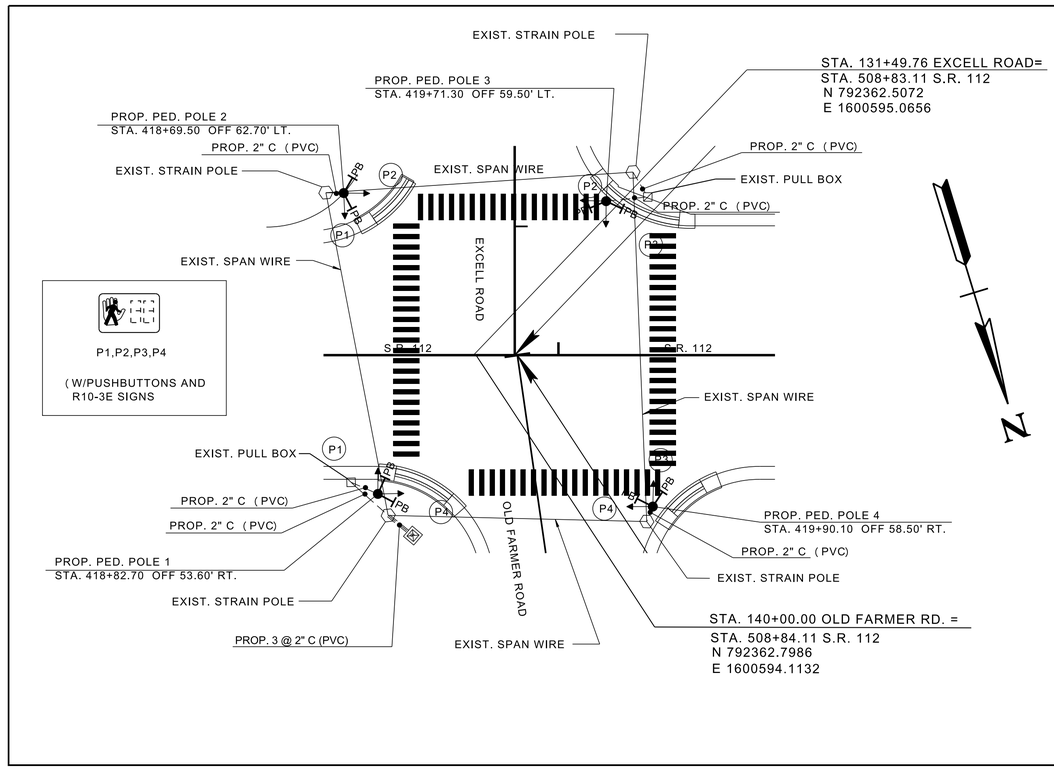
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-6





CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

CROSS WALK DETAILS

SCALE: 1"= 30'

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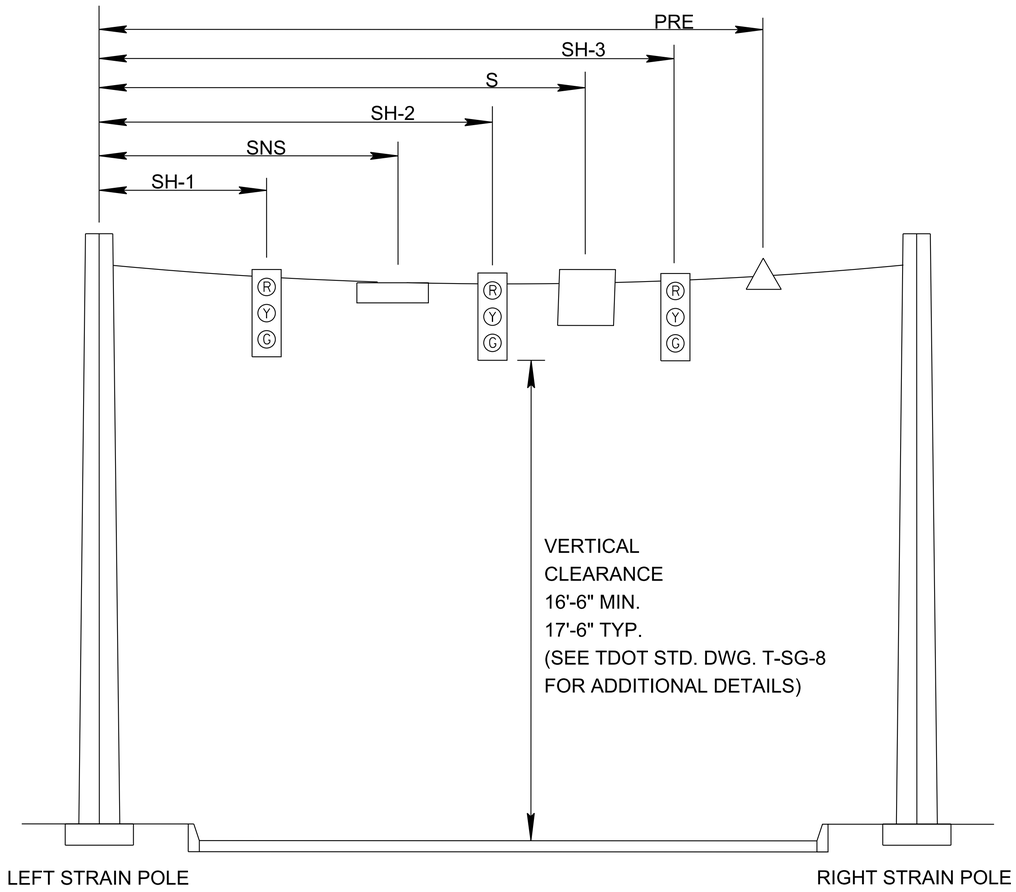
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2020	STP-112(39)	SIG-7



LEGEND

- SIGNAL HEAD
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (VIDEO)
- PRE-EMPTION

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

CONSTRUCTION FIELD REVIEW

SEALED BY

SIGNAL SUPPORT POLE DATA AND SPAN DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	S	SH-1	S	SH-2	PRE	SH-3	SNS	SH-4	SH-5	SH-6	GROUND EL. @ POLE (FT.)
SP1	573+22.00	82.10' RT.	794324.5504	1594461.8473	SP1 TO SP2	183.40'	72.1'	76.1'	84.1'	88.1'	95.1'	102.1'	108.1'	114.1'	126.1'	138.1'	558.88'
SP2	573+21.50	101.30' LT.	794149.0264	1594408.6763	SP2 TO SP3	152.75'	69.5'	73.5'	NA	74.1'	97.6	91.6'	82.6'	103.6	115.6'	NA	558.73'
SP3	574+73.90	90.90' LT.	794203.5523	1594265.9849	SP3 TO SP4	177.70'	86.9'	90.9'	98.9'	102.9'	120.9'	114.9'	108.9'	126.9'	NA	NA	558.54'
SP4	574+73.90	86.80 RT.	794373.4793	1594317.9666	SP4 TO SP1	151.70'	69.0'	73.0'	81.0'	79.0'	91.0'	85.0'	103.1'	97.0'	109.1'	121.1'	559.57'

SR-112 & SR-76

INTERSECTION OF S.R. 112 WITH S.R. 76

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL POLE DETAILS

NOT TO SCALE

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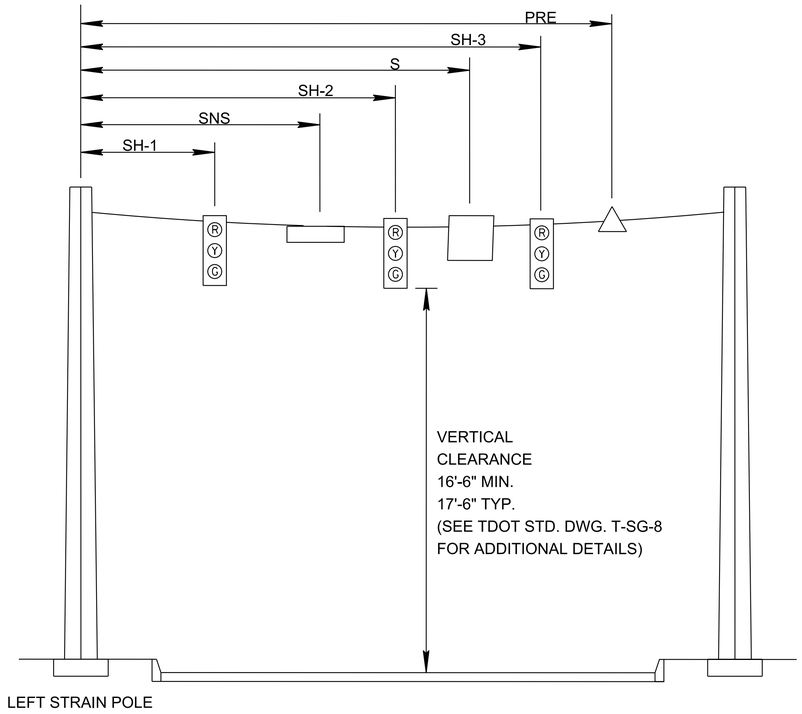
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2020	STP-112(39)	SIG-8



LEFT STRAIN POLE

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

LEGEND

- SIGNAL HEAD
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (VIDEO)
- PRE-EMPTION

SIGNAL SUPPORT POLE DATA AND SPAN DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	SH-1	S	SH-2	S	SH-3	SNS	SH-4	SH-5		GROUND EL. @ POLE
P1	EXIST.	EXIST	794088.0384	1595224.4025	P1 TO P2	141.0'	75.0'	71.0'	87.0'	83.0'	99.0'	NA	111.0'	123.0'		EXIST
P2	EXIST.	EXIST.	793953.8453	1595181.0670	P2 TO P3	84.7'	41.1'	37.1'	51.1'	NA	61.1'	67.1'	NA	NA		EXIST.
P3	EXIST.	EXIST.	793970.8202	1595098.1334	P3 TO P4	150.9'	64.8'	68.9'	95.2'	NA	113.4'	NA	NA	NA		EXIST.
P4	EXIST.	EXIST.	794120.1966	1595119.2783	P4 TO P1	109.9'	65.8'	61.8'	77.8'	NA	NA	83.8'	NA	NA		EXIST.

S.R. 112 @ WALMART ENTRANCE

CONSTRUCTION FIELD REVIEW

SEALED BY

INTERSECTION OF S.R.-112 WITH WALMART ENTRANCE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL POLE DETAILS

NOT TO SCALE

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