

Index Of Sheets  
SEE SHEET NO. 1A

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

## DICKSON COUNTY

THE CONSTRUCTION OF 650' OF 60" RCP STORM SEWER DUE TO THE COLLAPSE OF AN ADJACENT STORMWATER SYSTEM EXTENSION WHICH CONNECTS TO SR-46. (ARPA)

**PLAN-IN-HAND  
GRADE, DRAIN, PAVE**

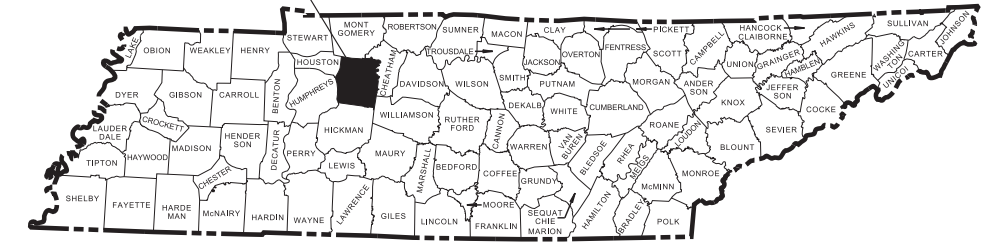
STATE HIGHWAY NO. 46 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2023	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	22S046-S2-006	

REV. 02/29/24 :  
REVISED PROJECT LENGTH AND PROJECT FLAGS,  
PER TDOT REQUEST.

PROJECT LOCATION



NO EXCLUSIONS

**BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION**

**STA. 1+00.00**

N 630548.1874 E 1563037.2310

**BEGIN PROJECT NO. 22S046-S2-006 R.O.W.**

**STA. 506+44.27**

N 630450.0964 E 1563095.3595

**END PROJECT NO. 22S046-S3-006 CONSTRUCTION**

**STA. 9+00.00**

N 630029.1056 E 1563207.2625

**END PROJECT NO. 22S046-S2-006 R.O.W.**

**STA. 9+10.00**

N 630020.8311 E 1563212.8878

**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, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

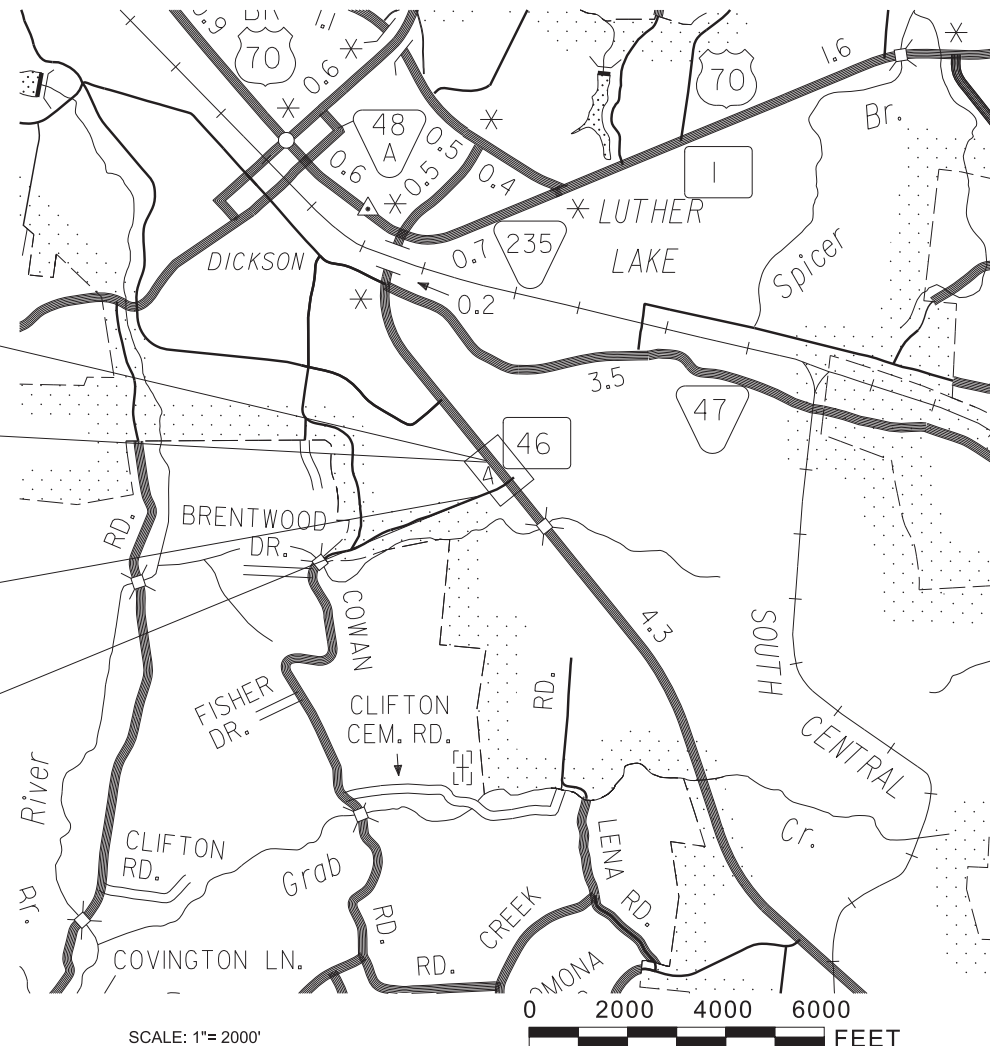
TDOT C.E. MANAGER 1 OR  
TDOT TRANSPORTATION MANAGER 1: BRADLEY MARTIN, P.E.

DESIGNED BY: HMB PROFESSIONAL ENGINEERS, INC.

DESIGNER: ALEX CARPENTER, P.E. CHECKED BY WES MATTINGLY, P.E.

P.E. NO. 22S046-S1-006 (NEPA)

PIN NO. 133638.00



R.O.W. LENGTH	0	MILES
ROADWAY LENGTH	0.010	MILES
BRIDGE LENGTH	0	MILES
BOX BRIDGE LENGTH	0	MILES
BOX BRIDGE LENGTH	0	MILES ▲
PROJECT LENGTH	0.153	MILES

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



SURVEY 01-30-19	TRAFFIC DATA	
UPDATED 05-01-23	ADT (2025)	1420
	ADT (2045)	1710
	DHV (2045)	197
	D	70-30
	T (ADT)	6%
	T (DHV)	4%
	V	30 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID G2003U07.

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NOT FOR  
BIDDING**

APPROVED:   
WILL REID, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED:   
HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ADMINISTRATOR

3/6/2024 9:52:16 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\22S046\TitleSheet.SHT

# ROADWAY INDEX

# STANDARD ROADWAY DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2024	22S046-S3-006	1A

SHEET NAME	SHEET NO.	DWG.	REV.	DESCRIPTION	DWG.	REV.	DESCRIPTION
SIGNATURE SHEETS.....	ROADWAY-SIGN1	RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT	RP-VC-10	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)
TITLE SHEET .....	1						
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A	RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION	RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6" & 7" GUTTER DEPTH)
ESTIMATED ROADWAY QUANTITIES.....	2	RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES	S-F-1	06-28-19	HIGH VISIBILITY FENCE
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....	2B				S-FG-11	06-28-19	STANDARD STOCK FENCE GATE
GENERAL NOTES.....	2C	RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION	<b>SAFETY DESIGN AND GUARDRAILS</b>		
SPECIAL NOTES.....	2D	RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS	S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
ENVIRONMENTAL NOTES.....	2E	<b>PIPE CULVERTS AND ENDWALLS</b>			S-PL-1	01-28-22	SAFETY PLAN FOR BARRIER LENGTH OF NEED
TABULATED QUANTITIES.....	2F, 2F1	D-PB-1	03-04-21	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION	S-PL-1A		SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS.....	3	D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION	S-PL-2	05-31-18	SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S).....	3A – 3B	D-PG-3	06-28-19	FERROUS AND ALUMINUM CORRUGATED METAL PIPE	S-PL-3	06-15-21	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
PRESENT LAYOUT(S).....	4	D-PEW-2		PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)	<b>DESIGN - TRAFFIC CONTROL</b>		
RIGHT-OF-WAY DETAILS.....	4A	<b>CATCH BASINS AND MANHOLES</b>			T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
PROPOSED LAYOUT(S).....	4B	D-JBS-5	02-20-20	STANDARD 9' X 9' SQUARE CONCRETE NO. 5 JUNCTION BOX	T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
PROPOSED PROFILE(S).....	4C	D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE	<b>EROSION PREVENTION AND SEDIMENT CONTROL</b>		
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S).....	5	D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE	EC-STR-3B	06-15-21	SILT FENCE
DRAINAGE MAP(S).....	6	D-MH-6	02-20-20	STANDARD 7' X 7' SQUARE CONCRETE NO. 3 MANHOLE	EC-STR-3C	06-28-19	SILT FENCE WITH WIRE BACKING
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	7-10	D-RF-1	05-04-22	STANDARD PRECAST RISER	EC-STR-3D	06-28-19	ENHANCED SILT FENCE
ROADWAY CROSS SECTIONS.....	100 – 110	<b>ROADWAY, PAVEMENT APPURTENANCES, AND FENCES</b>			EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
TRAFFIC CONTROL PLANS.....	T1 – T3	RP-J-1	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING	EC-STR-8	06-10-14	FILTER SOCK
NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.		RP-J-3	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING	EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
SHEETS 11-99 ARE NOT USED		RP-J-5	05-01-20	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS	EC-STR-6	11-30-20	ROCK CHECK DAM
		RP-J-7	05-01-20	CONCRETE RAMP JOINT TYPES AND SPACING	EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
		RP-J-9	05-01-20	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT			
		RP-J-11	05-01-20	3/4" AND 1 3/4" EXPANSION AND EDGE PAVEMENT JOINTS			
		RP-J-13	05-01-20	3/4" AND 1 3/4" ELASTOMERIC COMPRESSION JOINT SEALS			
		RP-J-15	05-01-20	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS			
		RP-J-17	05-01-20	DOWEL ASSEMBLY DEVICES			
		RP-J-18	01-28-22	DOWEL ASSEMBLY DEVICES			
		RP-J-19	05-01-20	DOWEL ASSEMBLY DEVICES			
		RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS			
		RP-J-24	05-01-20	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS			
		RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR DETAILS			
		RP-D-15	06-15-21	DETAILS OF STANDARD CONCRETE DRIVEWAYS			
		RP-D-16	10-29-21	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS			
		RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS			
		RP-SC-1	05-04-22	SLOPING CONCRETE CURB AND CURB AND GUTTER			

## STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

## 10-101.00 ROADWAY DESIGN STANDARDS

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-TS-1	06-28-19	DESIGN STANDARDS FOR LOW-VOLUME ROADS
RD11-TS-1A	06-28-19	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS

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DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX  
AND  
STANDARD  
ROADWAY  
DRAWINGS

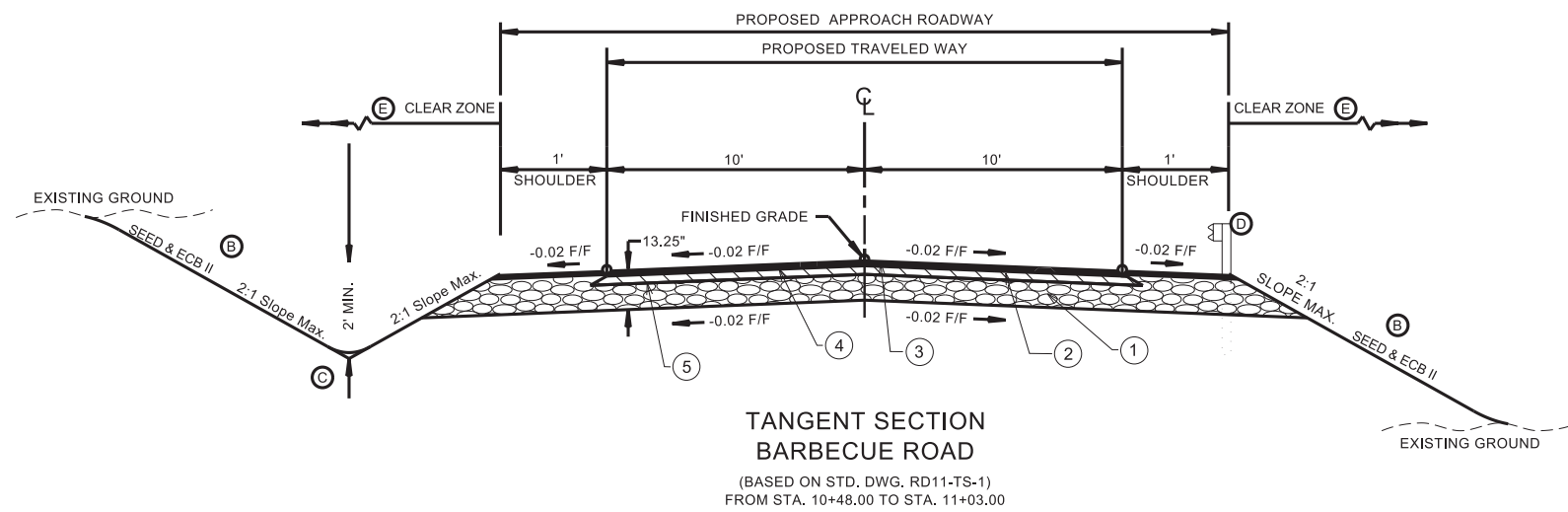
3/6/2024 9:52:16 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\22S046Index and Standard Drawings.SHT



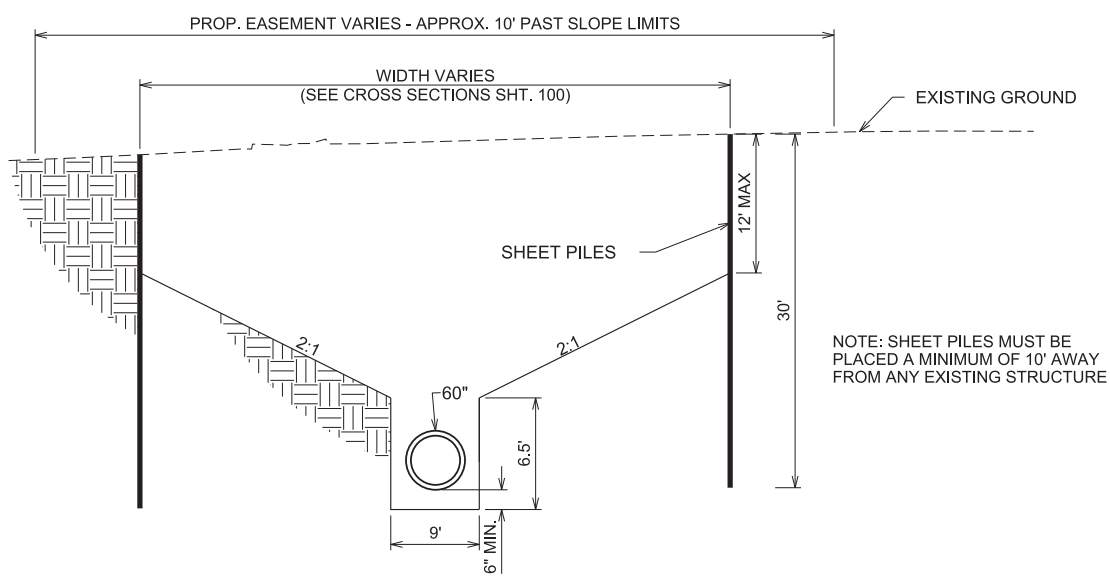
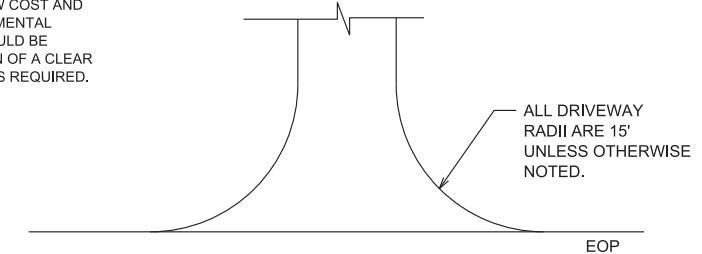


TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	2B
PIH	2024	22S046-S2-006	2B

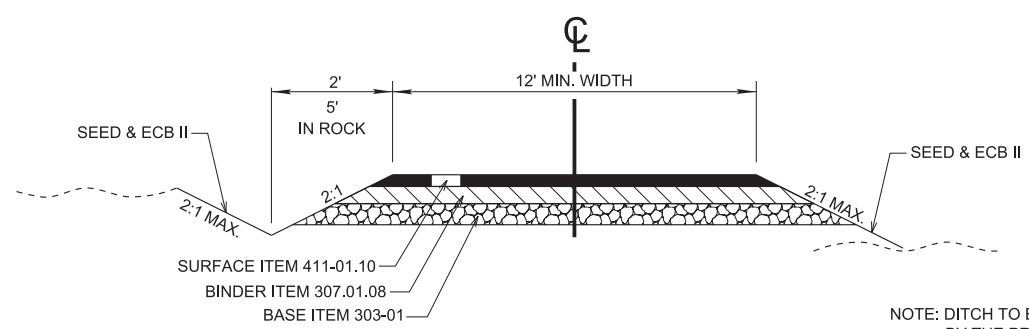
REV. 02/29/24 :  
ADDED TYPICAL CHANNEL DETAIL,  
PER TDOT REQUEST.



- (A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.
- (B) MAXIMUM 2(H):1(V) OR AS RECOMMENDED BY THE GEOTECHNICAL OFFICE. WHEN A 2(H):1(V) SLOPE IS USED, AND THE FILL HEIGHT EXCEEDS SIX FEET, GUARDRAIL SHOULD BE CONSIDERED. WHERE RIGHT-OF-WAY IS NOT AN ISSUE, STANDARD DRAWING RD11-S-11 (CASE II) SLOPES MAY BE USED.
- (C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.
- (D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.
- (E) SITE-SPECIFIC CONDITIONS AND ENGINEERING JUDGMENT OF THE DESIGNER SHOULD BE THE TWO PRIMARY DETERMINANTS OF THE APPROPRIATE CLEAR ZONE WIDTH FOR LOW-VOLUME LOCAL ROADS. AT LOCATIONS WHERE A CLEAR ZONE OF 6 FEET OR MORE IN WIDTH CAN BE PROVIDED AT LOW COST AND WITH MINIMUM SOCIAL/ENVIRONMENTAL IMPACT, SUCH CLEAR ZONE SHOULD BE CONSIDERED. WHERE PROVISION OF A CLEAR ZONE IS NOT PRACTICAL, NONE IS REQUIRED.

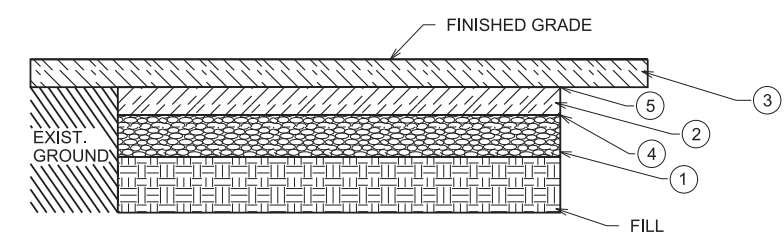


**TYPICAL EXCAVATION DETAIL**  
FROM STA. 1+00.00 TO STA. 8+91.80  
(BASED ON STD. DWG. D-PB-1)



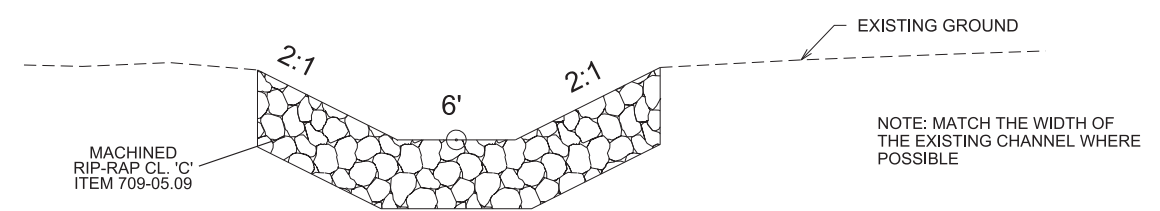
**TYPICAL PRIVATE DRIVE OR FIELD ENTRANCE**

- NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE PROJECT MANAGER OR WHERE SHOWN ON PLANS.
- ANY DRIVE INTO A PARKING AREA SHALL HAVE 12:1 SIDE SLOPES
- IF CONCRETE DRIVE IS TO BE REBUILT, USE 4" CONCRETE WITH 4" BASE.
- SEE SHEET 3 FOR DRIVEWAY NOTES



**TYPICAL PAVEMENT DETAIL  
(TO BE USED FOR PARKING LOT REPAIR)**

- BUSINESS
- SURFACE - 1 1/4"
- BINDER - 2"
- BASE - 10"



**TYPICAL CHANNEL DETAIL**

PROPOSED PAVEMENT SCHEDULE	
①	<b>MINERAL AGGREGATE 10" THICK</b> 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
②	<b>BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.)</b> 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
③	<b>ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)</b> 411-01.10 ACS MIX (PG64-22) GRADING "D"
④	<b>PRIME COAT</b> 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.
⑤	<b>TACK COAT</b> 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) AT 0.07 GALLONS/S.Y. SEE 403.05 FOR DETERMINING APPLICATION RATE IN FIELD

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TYPICAL  
SECTIONS



# 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 ITEM NO. 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 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. \_\_\_\_ 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.

## 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 STORM SEWERS AND PIPE CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.
- (3) 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).
- (4) 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 WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.
- (5) 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
- (6) 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.

## 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.

- (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

### FINAL PAVEMENT MARKING

- (1) 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.

## 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.

## 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.
- (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.

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# SPECIAL NOTES

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## 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 NO. 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.

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# ENVIRONMENTAL NOTES

## SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

### ENVIRONMENTAL GENERAL NOTES

#### NATURAL RESOURCES

- (1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

#### SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) 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).

- (12) 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.

#### PERMITS, PLANS & RECORDS

- (13) 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/4C1, 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).
- (14) 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.
- (15) 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.
- (16) 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.
- (17) 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.

#### SUPPORT ACTIVITIES

- (18) 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.

#### STREAMS, WETLANDS & BUFFER ZONES

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

## SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL SPECIAL NOTES

#### 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.

#### PROJECT COMMITMENTS

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

#### SCOPE OF WORK

- (6) THE CONSTRUCTION OF 650' OF 60" RCP STORM SEWER SUE TO THE COLLAPSE OF AN ADJACENT STORMWATER SYSTEM EXTENSION WHICH CONNECTS TO SR-46. (ARPA)

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REV. 02/29/24 :  
REVISED QUANTITY FOR 709-05.09,  
PER TDOT REQUEST.

STORM DRAINAGE PIPES						
SHEET NO.	INLET		OUTLET		% GRADE	CLASS III 607-09.02 60"
	CODE NO.	OUTLET ELEV.	CODE NO.	INLET ELEV.		
4B	1-MH	762.00	2-JB	761.02	-0.50%	204'
4B	2-JB	760.98	3-MH	759.78	-0.50%	250'
4B	3-MH	759.74	4-MH	759.17	-0.50%	120'
4B	4-MH	755.64	5-EW	755.24	-0.50%	85'
<b>TOTALS</b>						<b>659'</b>

PAVEMENT QUANTITIES										
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)									
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	
		D	A	A-S	B-M	B-M2	402-01		402-02	403-01
		303-01	307-01.01	307-01.20	307-01.07	307-01.08	402-01	402-02	403-01	411-01.10
PARKING LOT REPAIR	2571.0				513.0	8.0		3.0	300.0	
BARBECUE RD	81.0				16.0	2.0		2.0	10.0	
BUSINESS ENTRANCES	106.0				6.0	2.0		2.0	4.0	
<b>TOTALS</b>	<b>2758.0</b>				<b>535.0</b>	<b>12.0</b>		<b>7.0</b>	<b>314.0</b>	

STORM DRAIN ENDWALLS									
LOCATION \ SHEET NO.	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "C" (TON)	PROTECTED ENDWALLS	
								CONCRETE (C.Y.)	STEEL BAR REINFORCING (LB.)
BARBECUE ROAD	10+72.58	30.86	90°	EW	A	D-PEW-2	812.0	12.0	605
<b>TOTALS</b>							<b>812.0</b>	<b>12.0</b>	<b>605</b>

CATCH BASINS AND MANHOLES													
SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/ TOP ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS			
										TYPE 3 611-01.07 24'-28'	TYPE 3 611-01.04 12'-16'	TYPE 3 611-01.05 16'-20'	TYPE 5 611-02.14
4B	PROPOSED 60" STORM SEWER	1+00	0	MH	790.00	762.00	28.00	7'	D-MH-6	1			
4B	PROPOSED 60" STORM SEWER	3+03.97	0	JB	769.98	760.98	9.00	9'	D-JBS-5				1
4B	PROPOSED 60" STORM SEWER	5+53.72	0	MH	775.32	759.74	15.54	7'	D-MH-6		1		
4B	PROPOSED 60" STORM SEWER	6+73.27	0	MH	774.21	755.64	18.57	7'	D-MH-6			1	
<b>TOTALS</b>										<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

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PROPOSED GUARDRAIL								
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL	TERMINAL ANCHORS	REMARKS
		LT	RT	FROM	TO	W BEAM GR (TYPE2) MASH TL3 705-06.01 (L.F.)	TYPE 21 POWDER COATED 705-11.03 (EACH)	
4B	BAR B Q ROAD		X	10+48	11+03	55.00	1	
<b>TOTALS</b>						<b>55.00</b>	<b>1</b>	

REMOVAL OF STRUCTURES				
SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4B	1+00	PROPOSED 60" RCP	EX. MANHOLE	
4B	6+96.50	PROPOSED 60" RCP	EX. DROP INLET	

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**RIGHT-OF-WAY**

- (1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, PROJECT DEVELOPMENT DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL PROJECT DEVELOPMENT OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (3) 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.
- (4) 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.
- (5) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (6) 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.
- (7) 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.
- (8) 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.
- (9) 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.

- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

**UTILITY OWNERS**

**CABLE:**  
**COMCAST**  
 2501 MCGAVOCK PIKE SUITE 1200  
 NASHVILLE, TN 37214-1239  
 CONTACT: STEVE LENSCE  
 OFFICE PHONE: 615 244 7462 EXT 1115332  
 CELL PHONE:  
 Email: STEVE\_LENSCE@CABLE.COMCAST.COM

**WATER & SEWER:**  
**WATER AUTHORITY OF DICKSON COUNTY**  
 101 COWAN ROAD  
 DICKSON, TN 37055  
 CONTACT: MICHAEL ADAMS  
 OFFICE PHONE: 615 441 4188  
 CELL PHONE:  
 Email:

**ELECTRIC:**  
**DICKSON ELECTRIC SYSTEM**  
 236 COWAN ROAD  
 DICKSON, TN 37055  
 CONTACT: MIKE BILLINGSBY  
 OFFICE PHONE: 615 441 6301  
 CELL PHONE:  
 Email: MIKEBILLINGSBY@DICKSONELECTRIC.COM

**GAS:**  
**GREATER DICKSON GAS AUTHORITY**  
 605 EAST WALNUT STREET  
 DICKSON, TN 37055  
 CONTACT: JESSE DAVIS  
 OFFICE PHONE: 615 441 2830  
 CELL PHONE:  
 Email: JDAVIS@GDGA.COM

**TELEPHONE / FIBER OPTICS:**  
**AT&T**  
 333 COMMERCE STREET, RM23C142  
 NASHVILLE, TN 37201  
 CONTACT: DAVID HUFFAKER  
 OFFICE PHONE: 615 214 4871  
 CELL PHONE:  
 Email: DH8862@ATT.COM

**TELEPHONE / OPTICS:**  
**SPRINT US**  
 411 HUGER STREET  
 COLUMBIA, SC 29201  
 CONTACT: STEVE R. THOMPSON  
 OFFICE PHONE: 404 649 2355  
 CELL PHONE:  
 Email: STEVE.R.THOMPSON@SPRINT.COM

**UTILITY**

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

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BIDDING**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

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

3/6/2024 9:55:30 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\22S046RightofWayNotes.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	3A
PIH	2024	22S046-S2-006	3A

REV. 2/14/2024:  
 UPDATED OWNER NAME ON TR. NO. 6  
 REV. 2/29/2024:  
 REVISED PROP. R.O.W. ON TRACT 6,  
 PER TDOT REQUEST.

### R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NC.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
1	CHIANG LEE AND WIFE, NG MOI WONG	111	87.04	1177	632	0.364		0.364				0.364		4148 S.F. ①			
② 2	RICHARD B. DYSINGER AND WIFE, TERESA DYSINGER	111	87.05	680	280	0.902		0.902				0.902			0.373		
② 3	JOHN DEAN JUDE AND WIFE, PATRICIA ANN JUDE	111	87.07	343	26	0.392		0.392				0.392			0.113		
② 4	KEITH PERALES	111	87.02	1525	189	0.475		0.475				0.475			0.313		
5	KEITH PERALES	111	87.01	1525	189	0.894		0.894				0.894			0.236		
6	MONICA LOPEZ GARATACHIA	111	87.06	V1568	826-832	0.458		0.458				0.458		2727 S.F. ①			
<b>ACQUISITION TOTALS (ACRES)</b>														<b>0.158</b>		<b>1.034</b>	

- ① PERMANENT DRAINAGE EASEMENT
- ② FLOWABLE FILL TO BE INSTALLED IN ENTIRE EXISTING 60" RCP

### DISTURBED AREA

IN BETWEEN SLOPE LINES	1.019 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.658 (AC)
<b>TOTAL DISTURBED AREA</b>	<b>1.677 (AC)</b>
<b>TOTAL PROJECT AREA</b>	<b>1.765 (AC)</b>

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BIDDING**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**RIGHT-OF-WAY  
ACQUISITION  
TABLE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	3B
PIH	2024	22S046-S2-006	3B

REV. 2/29/2024:  
 REVISED CONST. AND R.O.W. FLAGS  
 REVISED PROP. R.O.W. ON TRACT 6,  
 PER TDOT REQUEST.

END PROJECT NO. 22S046-S2-006 R.O.W.

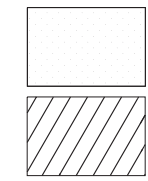
STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

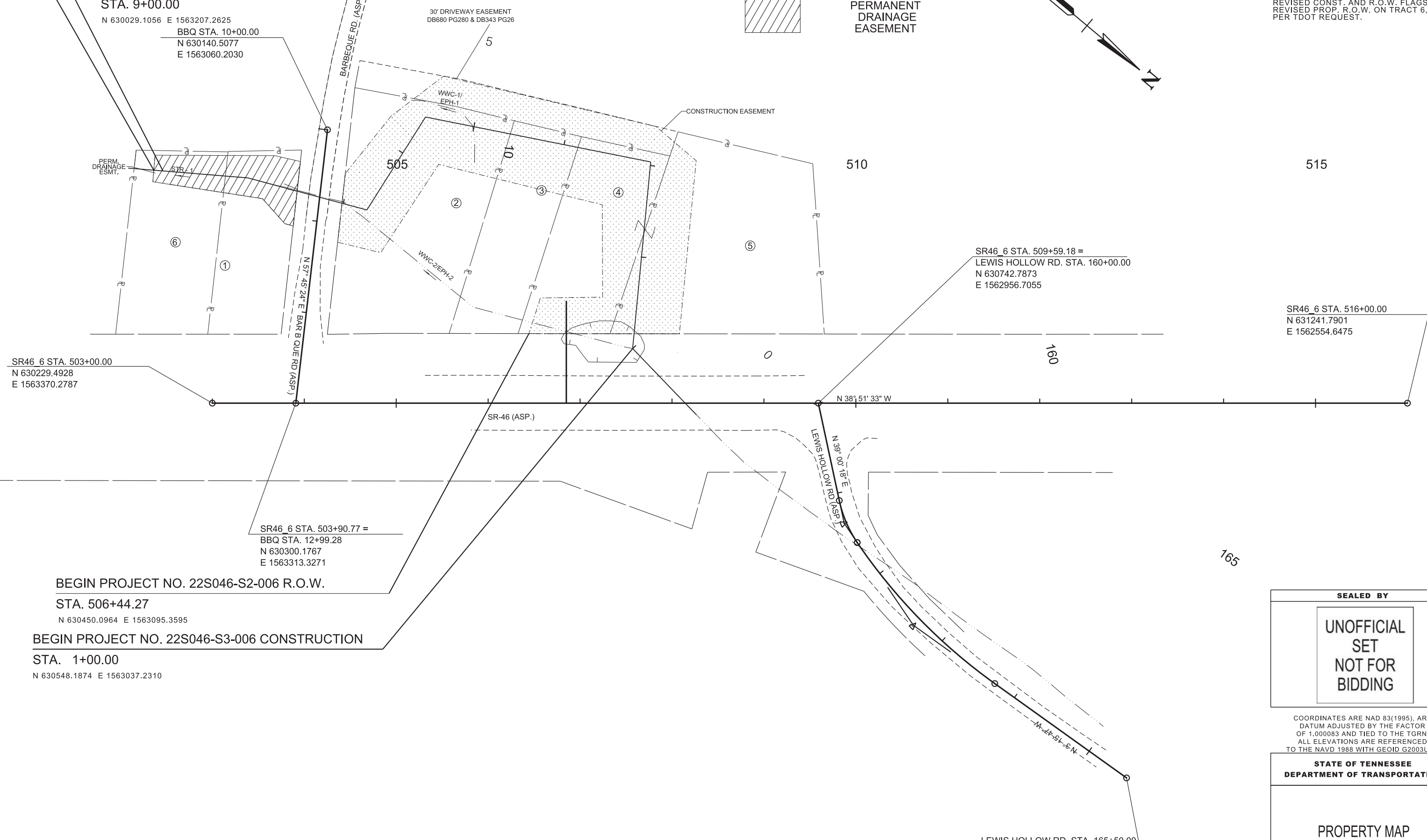
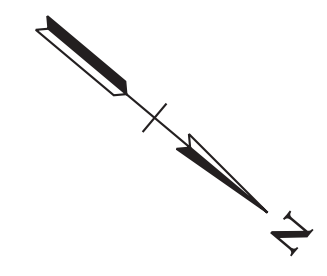
STA. 9+00.00

N 630029.1056 E 1563207.2625  
 BBQ STA. 10+00.00  
 N 630140.5077  
 E 1563060.2030



CONSTRUCTION EASEMENT

PERMANENT DRAINAGE EASEMENT



SR46\_6 STA. 503+00.00  
 N 630229.4928  
 E 1563370.2787

SR46\_6 STA. 509+59.18 =  
 LEWIS HOLLOW RD. STA. 160+00.00  
 N 630742.7873  
 E 1562956.7055

SR46\_6 STA. 516+00.00  
 N 631241.7901  
 E 1562554.6475

SR46\_6 STA. 503+90.77 =  
 BBQ STA. 12+99.28  
 N 630300.1767  
 E 1563313.3271

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

LEWIS HOLLOW RD. STA. 165+50.00  
 N 631259.5839  
 E 1563063.7485

SEALED BY

**UNOFFICIAL SET  
 NOT FOR  
 BIDDING**

COORDINATES ARE NAD 83(1995), ARE  
 DATUM ADJUSTED BY THE FACTOR  
 OF 1.000083 AND TIED TO THE TGRN.  
 ALL ELEVATIONS ARE REFERENCED  
 TO THE NAVD 1988 WITH GEOID G2003U07.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

PROPERTY MAP  
 SCALE: 1"=50'

3/6/2024 9:56:20 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\22S046PropertyMap.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	4
PIH	2024	22S046-S2-006	4

REV. 2/14/2024:  
UPDATED OWNER NAME ON TR. NO. 6

REV. 2/29/2024:  
REVISED CONST. AND R.O.W. FLAGS,  
REVISED SLOPE LINES,  
REVISED PROP. R.O.W. ON TRACT 6,  
PER TDOT REQUEST.

END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

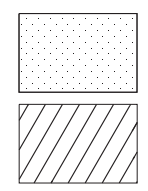
STA. 9+00.00

N 630029.1056 E 1563207.2625

BBQ STA. 10+00.00

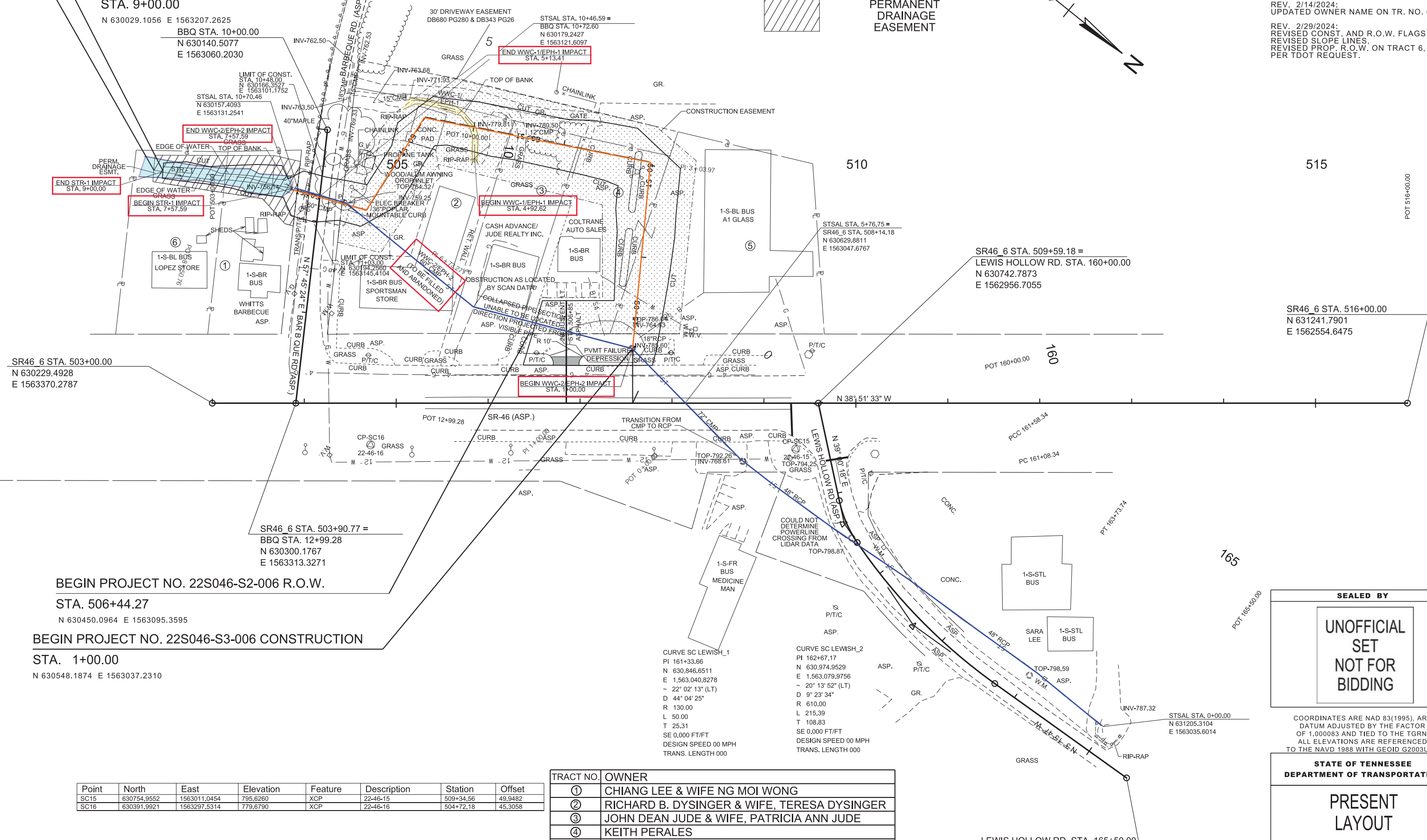
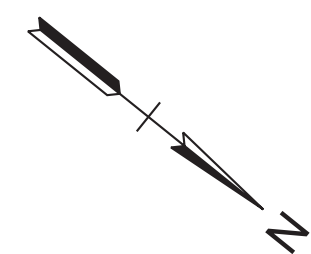
N 630140.5077

E 1563060.2030



CONSTRUCTION EASEMENT

PERMANENT DRAINAGE EASEMENT



SR46\_6 STA. 503+00.00  
N 630229.4928  
E 1563370.2787

SR46\_6 STA. 503+90.77 =  
BBQ STA. 12+99.28  
N 630300.1767  
E 1563313.3271

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

CURVE SC LEWISH\_1  
PI 161+33.66  
N 630,846.6511  
E 1,563,040.8278  
~ 22° 02' 13" (LT)  
D 44' 04' 25"  
R 130.00  
L 50.00  
T 25.31  
SE 0.000 FT/FT  
DESIGN SPEED 00 MPH  
TRANS. LENGTH 000

CURVE SC LEWISH\_2  
PI 162+67.17  
N 630,974.9529  
E 1,563,079.9756  
~ 20° 13' 52" (LT)  
D 9° 23' 34"  
R 610.00  
L 215.39  
T 108.83  
SE 0.000 FT/FT  
DESIGN SPEED 00 MPH  
TRANS. LENGTH 000

LEWIS HOLLOW RD. STA. 165+50.00  
N 631259.5839  
E 1563063.7485

Point	North	East	Elevation	Feature	Description	Station	Offset
SC15	630754.9552	1563011.0454	795.6260	XCP	22-46-15	509+34.56	49.9482
SC16	630391.9921	1563297.5314	779.6790	XCP	22-46-16	504+72.18	45.3058

TRACT NO.	OWNER
①	CHIANG LEE & WIFE NG MOI WONG
②	RICHARD B. DYSINGER & WIFE, TERESA DYSINGER
③	JOHN DEAN JUDE & WIFE, PATRICIA ANN JUDE
④	KEITH PERALES
⑤	KEITH PERALES
⑥	MONICA LOPEZ GARATACHIA

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**PRESENT LAYOUT**

STA. 503+00 TO STA. 509+59  
SCALE: 1"= 50'

3/6/2024 9:56:21 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\4.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	4A
PIH	2024	22S046-S2-006	4A

REV. 2/14/2024:  
UPDATED OWNER NAME ON TR. NO. 6

REV. 2/29/2024:  
REVISED CONST. AND R.O.W. FLAGS,  
REVISED SLOPE LINES,  
REVISED PROP. R.O.W. ON TRACT 6,  
PER TDOT REQUEST.

END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

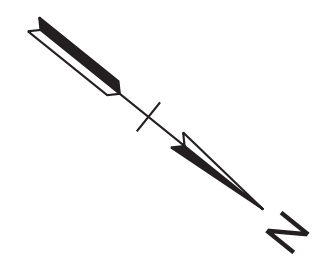
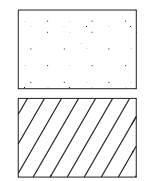
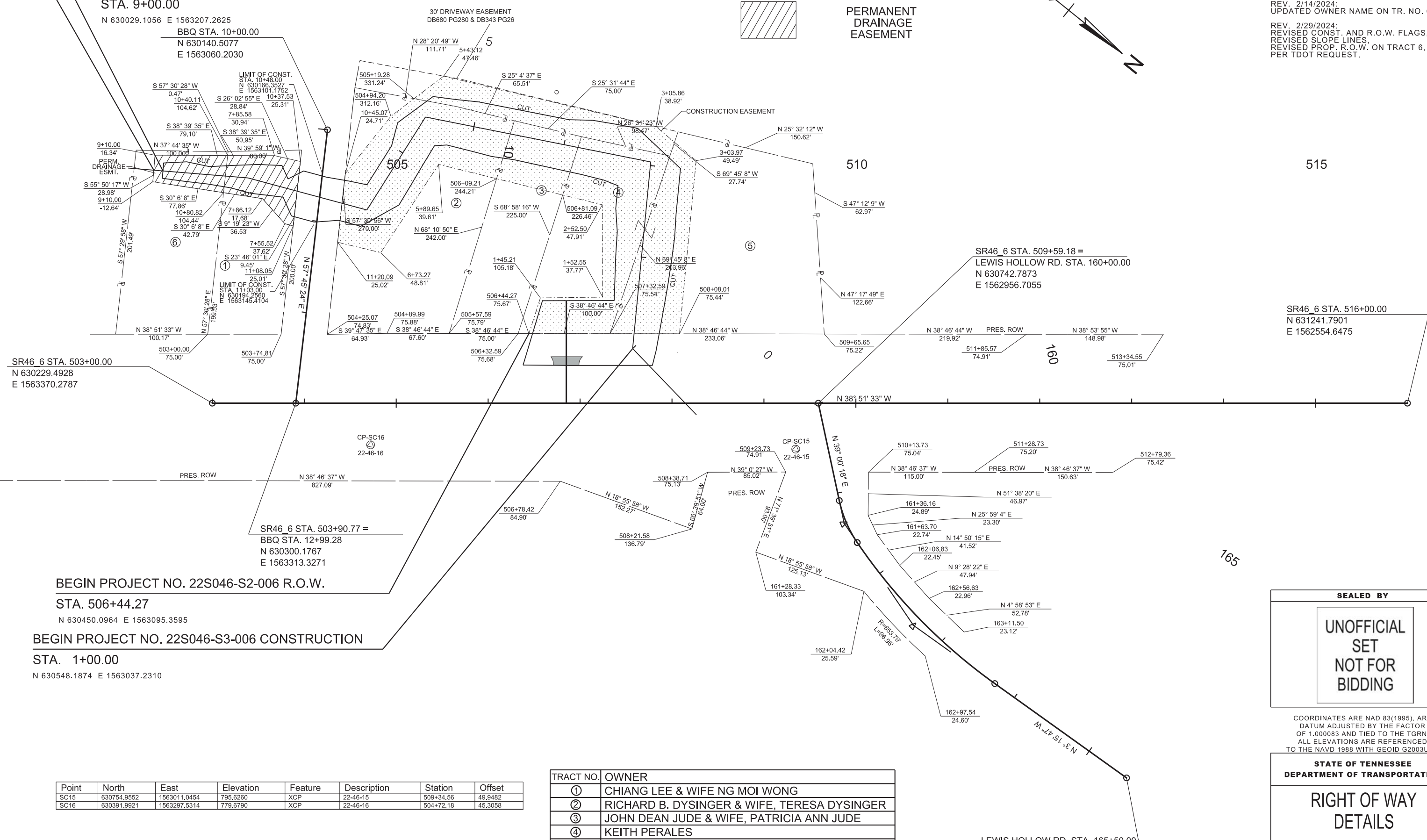
STA. 9+00.00

N 630029.1056 E 1563207.2625

BBQ STA. 10+00.00

N 630140.5077

E 1563060.2030



515

SR46\_6 STA. 516+00.00  
N 631241.7901  
E 1562554.6475

165

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

Point	North	East	Elevation	Feature	Description	Station	Offset
SC15	630754.9552	1563011.0454	795.6260	XCP	22-46-15	509+34.56	49.9482
SC16	630391.9921	1563297.5314	779.6790	XCP	22-46-16	504+72.18	45.3058

TRACT NO.	OWNER
①	CHIANG LEE & WIFE NG MOI WONG
②	RICHARD B. DYSINGER & WIFE, TERESA DYSINGER
③	JOHN DEAN JUDE & WIFE, PATRICIA ANN JUDE
④	KEITH PERALES
⑤	KEITH PERALES
⑥	MONICA LOPEZ GARATACHIA

LEWIS HOLLOW RD. STA. 165+50.00  
N 631259.5839  
E 1563063.7485

SEALED BY

**UNOFFICIAL SET NOT FOR BIDDING**

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY DETAILS**

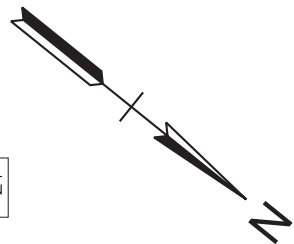
STA. 503+00 TO STA. 509+59  
SCALE: 1"= 50'

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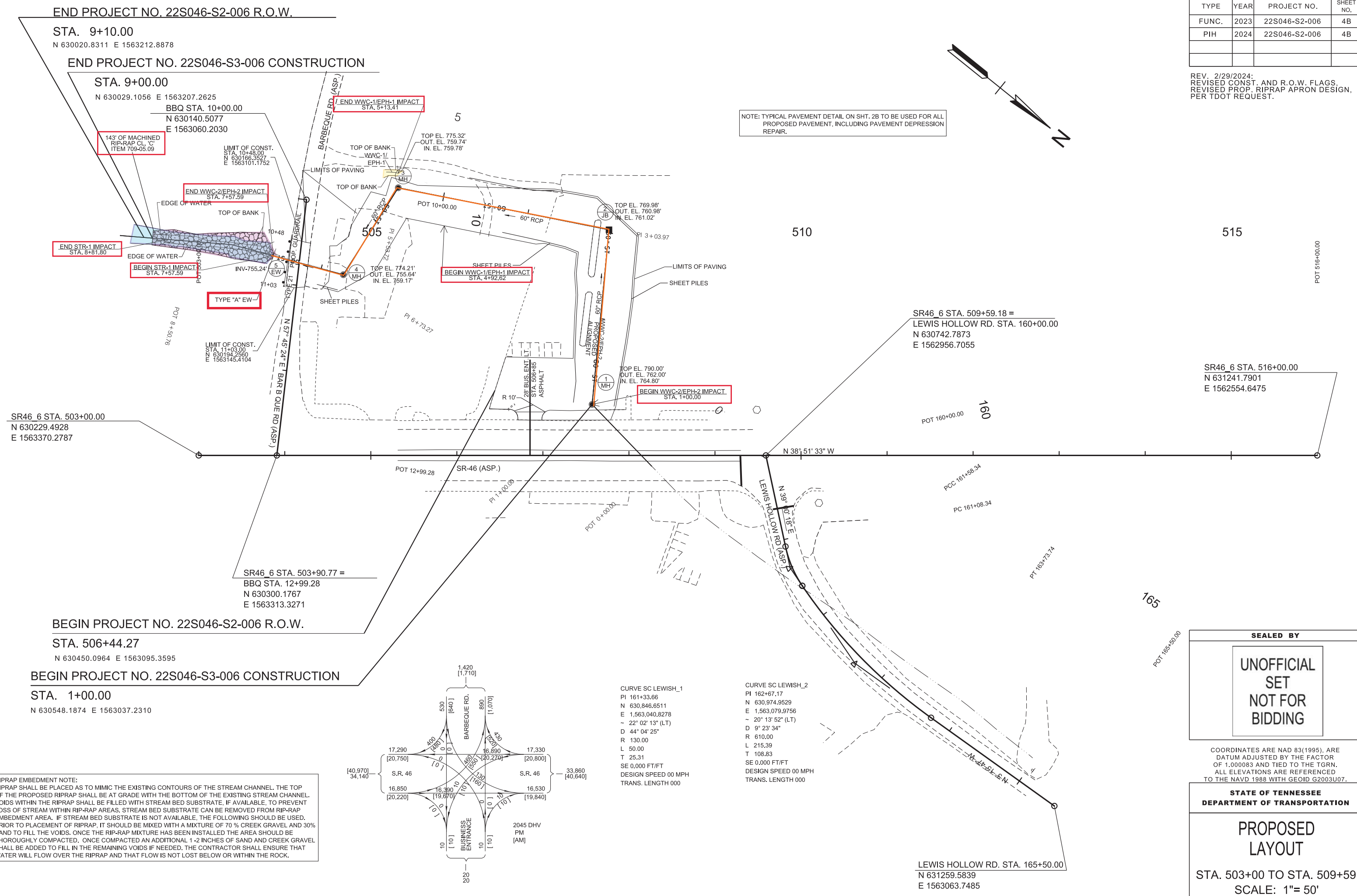


TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	4B
PIH	2024	22S046-S2-006	4B

REV. 2/29/2024:  
 REVISED CONST. AND R.O.W. FLAGS,  
 REVISED PROP. RIPRAP APRON DESIGN,  
 PER TDOT REQUEST.



NOTE: TYPICAL PAVEMENT DETAIL ON SHT. 2B TO BE USED FOR ALL PROPOSED PAVEMENT, INCLUDING PAVEMENT DEPRESSION REPAIR.



END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 9+00.00

N 630029.1056 E 1563207.2625

BBQ STA. 10+00.00

N 630140.5077

E 1563060.2030

143' OF MACHINED  
 RIP-RAP CL. 'C'  
 ITEM 709-05.09

LIMIT OF CONST.  
 STA. 10+48.00  
 N 630166.3527  
 E 1563101.1752

END WWC-2/EPH-2 IMPACT  
 STA. 7+57.59

END STR-1 IMPACT  
 STA. 8+81.80

BEGIN STR-1 IMPACT  
 STA. 7+57.59

TYPE "A" EW

LIMIT OF CONST.  
 STA. 11+03.00  
 N 630194.2560  
 E 1563145.4104

SR46\_6 STA. 503+00.00  
 N 630229.4928  
 E 1563370.2787

SR46\_6 STA. 503+90.77 =  
 BBQ STA. 12+99.28  
 N 630300.1767  
 E 1563313.3271

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

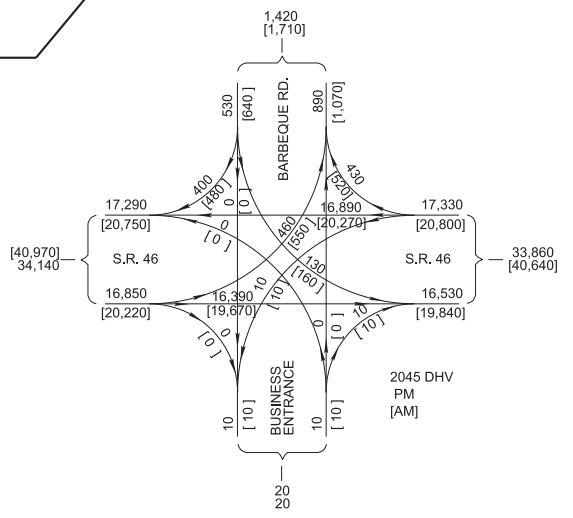
N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

**RIPRAP EMBEDMENT NOTE:**  
 RIPRAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIPRAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIPRAP SHALL BE FILLED WITH STREAM BED SUBSTRATE. IF AVAILABLE, TO PREVENT LOSS OF STREAM WITHIN RIP-RAP AREAS. STREAM BED SUBSTRATE CAN BE REMOVED FROM RIP-RAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOT AVAILABLE, THE FOLLOWING SHOULD BE USED. PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIP-RAP MIXTURE HAS BEEN INSTALLED THE AREA SHOULD BE THOROUGHLY COMPACTED. ONCE COMPACTED AN ADDITIONAL 1-2 INCHES OF SAND AND CREEK GRAVEL SHALL BE ADDED TO FILL IN THE REMAINING VOIDS IF NEEDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.



CURVE SC LEWISH\_1  
 PI 161+33.66  
 N 630,846.6511  
 E 1,563,040.8278  
 ~ 22° 02' 13" (LT)  
 D 44° 04' 25"  
 R 130.00  
 L 50.00  
 T 25.31  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

CURVE SC LEWISH\_2  
 PI 162+67.17  
 N 630,974.9529  
 E 1,563,079.9756  
 ~ 20° 13' 52" (LT)  
 D 9° 23' 34"  
 R 610.00  
 L 215.39  
 T 108.83  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

LEWIS HOLLOW RD. STA. 165+50.00  
 N 631259.5839  
 E 1563063.7485

SEALED BY

**UNOFFICIAL SET NOT FOR BIDDING**

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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

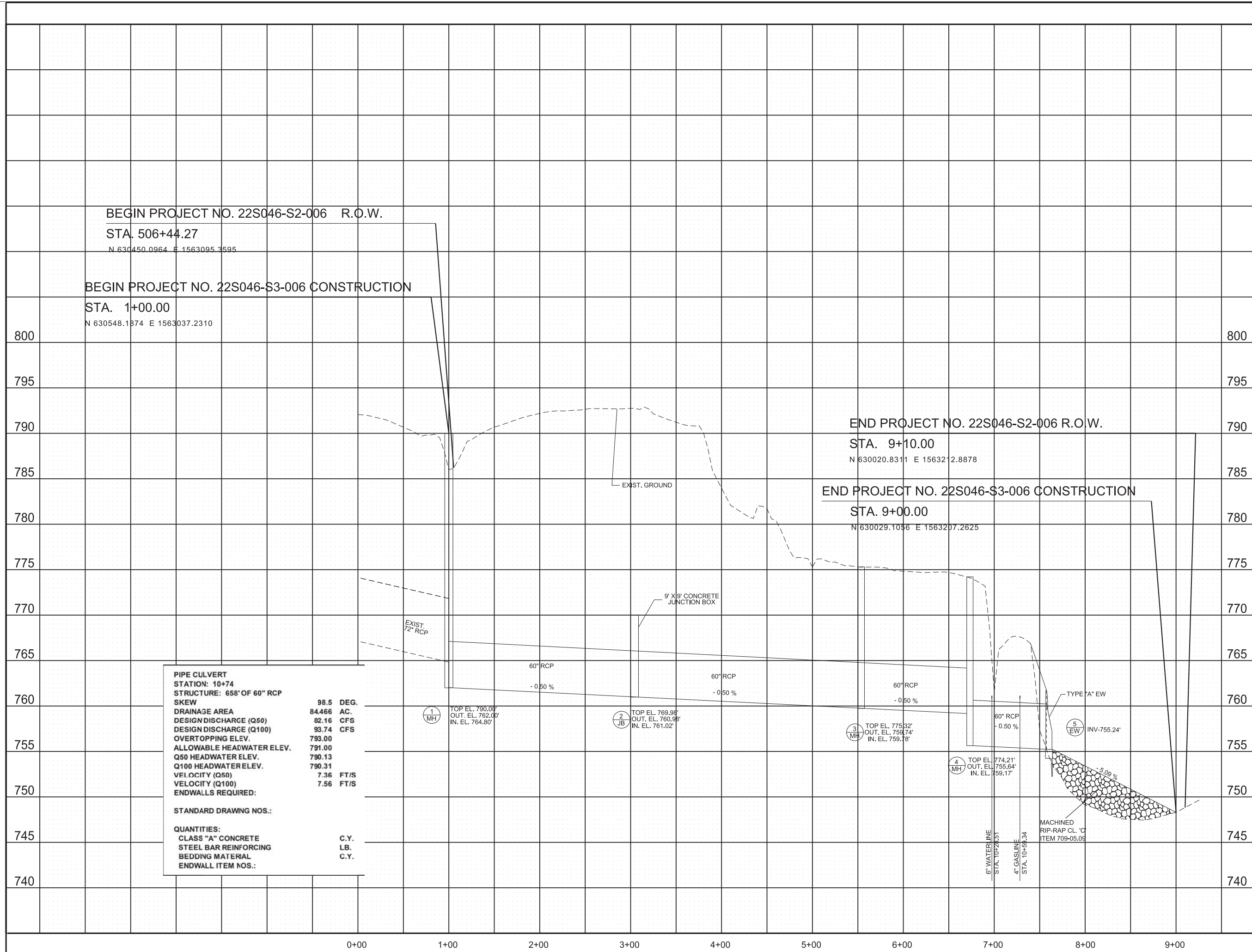
**PROPOSED LAYOUT**  
 STA. 503+00 TO STA. 509+59  
 SCALE: 1"= 50'

3/6/2024 9:56:22 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\4B.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	4C
PIH	2024	22S046-S3-006	4C

REV. 2/29/2024:  
 REVISED CONST. AND R.O.W. FLAGS,  
 REVISED PROP. RIPRAP APRON DESIGN,  
 PER TDOT REQUEST.

\$\$\$\$\$TIMES\$\$\$\$\$  
 \$\$\$DGN SPEC\$\$\$\$\$



PIPE CULVERT	
STATION: 10+74	
STRUCTURE: 658' OF 60" RCP	
SKEW	98.5 DEG.
DRAINAGE AREA	84.466 AC.
DESIGN DISCHARGE (Q50)	82.16 CFS
DESIGN DISCHARGE (Q100)	93.74 CFS
OVERTOPPING ELEV.	793.00
ALLOWABLE HEADWATER ELEV.	791.00
Q50 HEADWATER ELEV.	790.13
Q100 HEADWATER ELEV.	790.31
VELOCITY (Q50)	7.36 FT/S
VELOCITY (Q100)	7.56 FT/S
ENDWALLS REQUIRED:	
STANDARD DRAWING NOS.:	
QUANTITIES:	
CLASS "A" CONCRETE	C.Y.
STEEL BAR REINFORCING	LB.
BEDDING MATERIAL	C.Y.
ENDWALL ITEM NOS.:	

SEALED BY

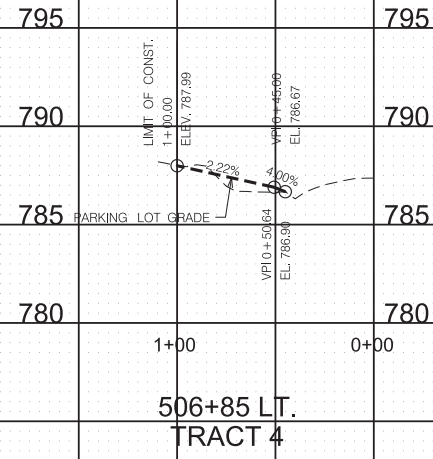
UNOFFICIAL SET NOT FOR BIDDING

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE  
 STA. 503+00 TO STA. 509+59  
 SCALE: 1"= 50' HORIZ.  
 1"=5' VERT.



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	5
PIH	2024	22S046-S2-006	5



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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE,  
BUSINESS, AND  
FIELD ENTRANCE  
PROFILE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	6
PIH	2024	22S046-S2-006	6

REV. 2/29/2024:  
 REVISED CONST. AND R.O.W. FLAGS,  
 REVISED PROP. RIPRAP APRON DESIGN,  
 REVISED PROP. R.O.W. ON TRACT 6,  
 PER TDOT REQUEST.

END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

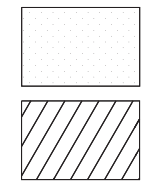
STA. 9+00.00

N 630029.1056 E 1563207.2625

BBQ STA. 10+00.00

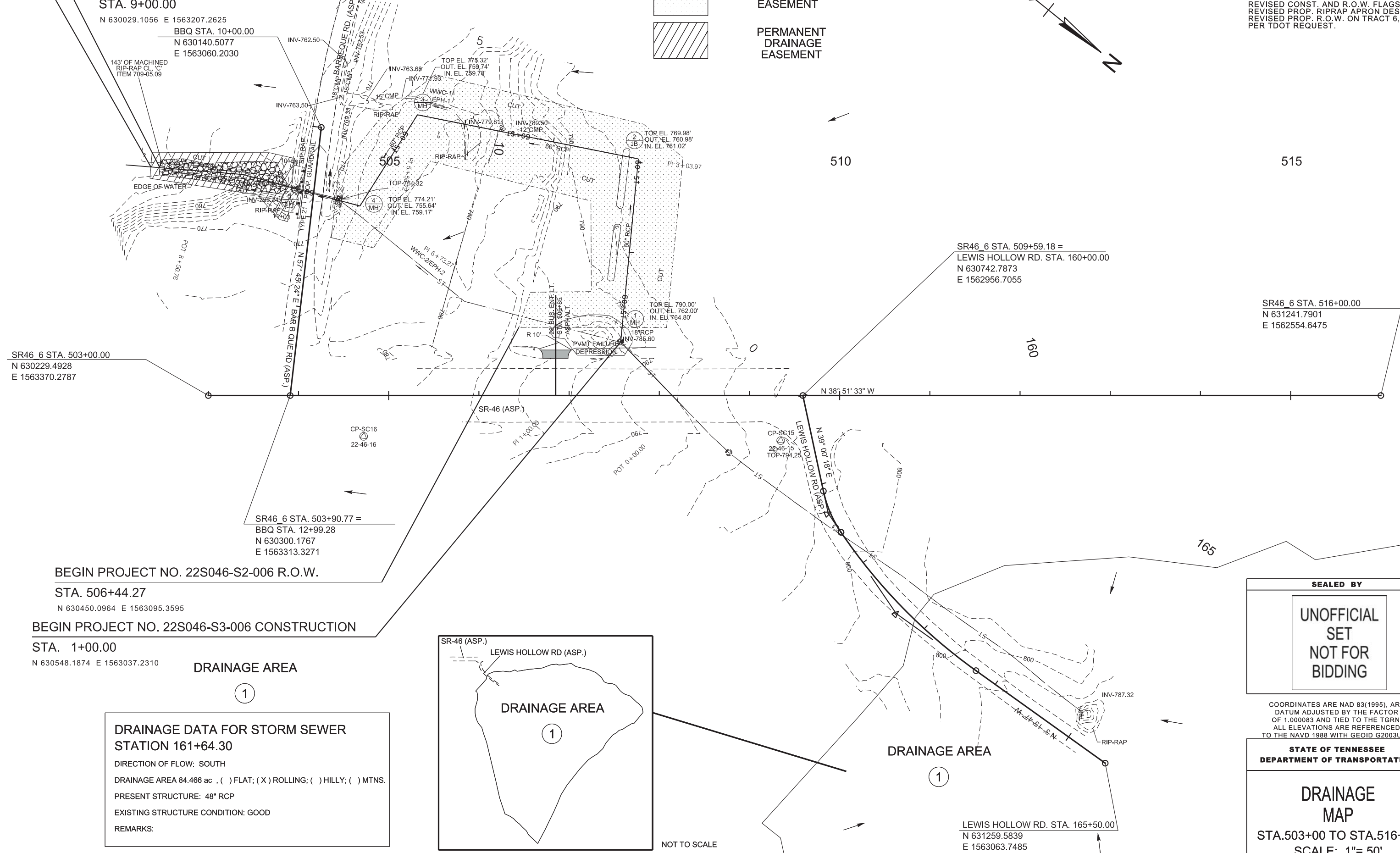
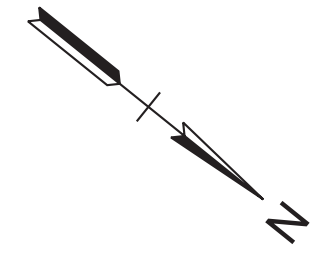
N 630140.5077

E 1563060.2030



CONSTRUCTION EASEMENT

PERMANENT DRAINAGE EASEMENT



SR46\_6 STA. 503+00.00  
 N 630229.4928  
 E 1563370.2787

SR46\_6 STA. 509+59.18 =  
 LEWIS HOLLOW RD. STA. 160+00.00  
 N 630742.7873  
 E 1562956.7055

SR46\_6 STA. 516+00.00  
 N 631241.7901  
 E 1562554.6475

SR46\_6 STA. 503+90.77 =  
 BBQ STA. 12+99.28  
 N 630300.1767  
 E 1563313.3271

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

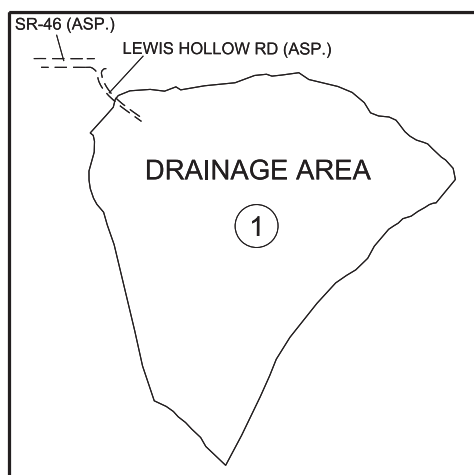
N 630548.1874 E 1563037.2310

DRAINAGE AREA

1

**DRAINAGE DATA FOR STORM SEWER STATION 161+64.30**

DIRECTION OF FLOW: SOUTH  
 DRAINAGE AREA 84.466 ac , ( ) FLAT; ( X ) ROLLING; ( ) HILLY; ( ) MTNS.  
 PRESENT STRUCTURE: 48" RCP  
 EXISTING STRUCTURE CONDITION: GOOD  
 REMARKS:



NOT TO SCALE

DRAINAGE AREA

1

LEWIS HOLLOW RD. STA. 165+50.00  
 N 631259.5839  
 E 1563063.7485

SEALED BY

**UNOFFICIAL SET NOT FOR BIDDING**

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID G2003U07.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**DRAINAGE MAP**  
 STA. 503+00 TO STA. 516+00  
 SCALE: 1"= 50'

3/6/2024 9:56:27 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\22S046\DrainageMap\_SHT



**SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES**

**EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES**

**DISTURBED AREA**

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

**SEDIMENT CONTROL**

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

**INSPECTION, MAINTENANCE & REPAIR**

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

**GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL**

- (29) 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.
- (30) 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.

- (31) 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.
- (32) 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.
- (33) 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.
- (34) 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.
- (35) 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.
- (36) 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.
- (37) 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.
- (38) 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.
- (39) 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.
- (40) 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.

**STREAMS, WETLANDS & BUFFER ZONES**

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	7
PIH	2024	22S046-S2-006	7

REV. 2/29/2024:  
REVISED EPSC DEVICE LEGEND AND EPSC QUANTITIES, PER TDOT REQUEST.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY DIVERSION CULVERT (1 - 140' OF 60" PIPE)	EC-STR-32
	20 INCH SEDIMENT TUBE	EC-STR-37

(1) TO BE LOCATED BY THE ENGINEER.

TABULATED EPSC QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
			22S046-S3-006	
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	29
(1)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	90
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
(1)	209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH	1
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	10
(1)	621-03.02	18' TEMPORARY DRAINAGE PIPE	L.F.	30
(1)	621-03.09	60' TEMPORARY DRAINAGE PIPE	L.F.	140
(1)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(1)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	154
(1)	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	2737

(1) TO BE USED AS DIRECTED BY THE ENGINEER.

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SET  
NOT FOR  
BIDDING

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

EROSION  
PREVENTION  
AND SEDIMENT  
CONTROL NOTES

END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 9+00.00

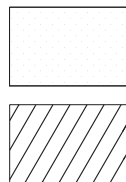
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BBQ STA. 10+00.00

N 630140.5077

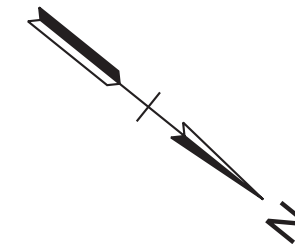
E 1563060.2030

NOTE: EXISTING CONTOURS SHOWN



CONSTRUCTION EASEMENT

PERMANENT DRAINAGE EASEMENT



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	8
PIH	2024	22S046-S2-006	8

REV. 2/29/2024:  
REVISED EPSC DEVICES,  
REVISED CONST. AND R.O.W. FLAGS,  
REVISED PROP. RIPRAP APRON DESIGN,  
REVISED PROP. R.O.W. ON TRACT 6,  
PER TDOT REQUEST.

SR46 6 STA. 503+00.00  
N 630229.4928  
E 1563370.2787

SR46 6 STA. 509+59.18 =  
LEWIS HOLLOW RD. STA. 160+00.00  
N 630742.7873  
E 1562956.7055

SR46 6 STA. 503+90.77 =  
BBQ STA. 12+99.28  
N 630300.1767  
E 1563313.3271

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

STORM WATER OUTFALL DRAINAGE AREAS		
STAGE 1		
OUTFALL	DRAINAGE AREA (AC)	SLOPE (%)
1	0.786	5.7
2	6.421	5.0

LEWIS HOLLOW RD. STA. 165+50.00  
N 631259.5839  
E 1563063.7485

165

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**UNOFFICIAL SET NOT FOR BIDDING**

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID G2003U07.

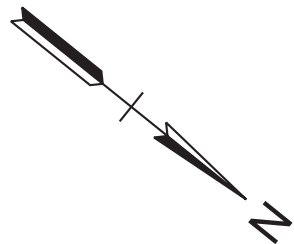
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS**  
STAGE 1  
STA. 503+00 TO STA. 509+59  
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	9
PIH	2024	22S046-S2-006	9

REV. 2/29/2024:  
 REVISED EPSC DEVICES,  
 REMOVED PROPOSED CONTOURS,  
 ADDED INTERMEDIATE CONTOURS,  
 REVISED CONST. AND R.O.W. FLAGS,  
 REVISED PROP. RIPRAP APRON DESIGN,  
 REVISED PROP. R.O.W. ON TRACT 6,  
 PER TDOT REQUEST.



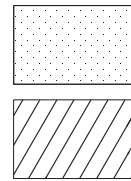
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STA. 9+10.00  
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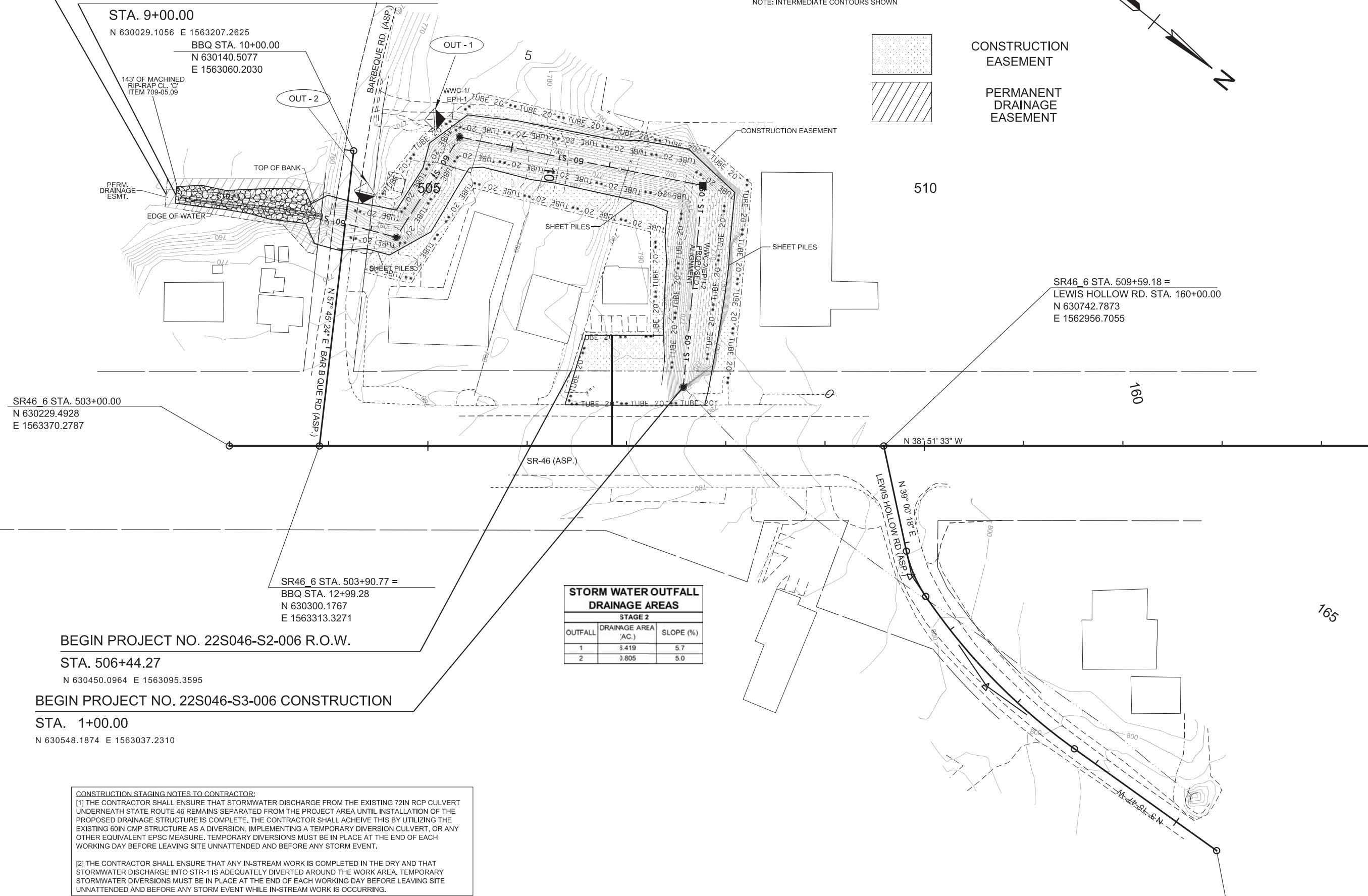
END PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 9+00.00  
 N 630029.1056 E 1563207.2625  
 BBQ STA. 10+00.00  
 N 630140.5077 E 1563060.2030

NOTE: INTERMEDIATE CONTOURS SHOWN



CONSTRUCTION EASEMENT  
 PERMANENT DRAINAGE EASEMENT



STORM WATER OUTFALL DRAINAGE AREAS		
STAGE 2		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
1	8.419	5.7
2	0.805	5.0

**CONSTRUCTION STAGING NOTES TO CONTRACTOR:**  
 [1] THE CONTRACTOR SHALL ENSURE THAT STORMWATER DISCHARGE FROM THE EXISTING 72IN RCP CULVERT UNDERNEATH STATE ROUTE 46 REMAINS SEPARATED FROM THE PROJECT AREA UNTIL INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE IS COMPLETE. THE CONTRACTOR SHALL ACHIEVE THIS BY UTILIZING THE EXISTING 60IN CMP STRUCTURE AS A DIVERSION, IMPLEMENTING A TEMPORARY DIVERSION CULVERT, OR ANY OTHER EQUIVALENT EPSC MEASURE. TEMPORARY DIVERSIONS MUST BE IN PLACE AT THE END OF EACH WORKING DAY BEFORE LEAVING SITE UNATTENDED AND BEFORE ANY STORM EVENT.  
 [2] THE CONTRACTOR SHALL ENSURE THAT ANY IN-STREAM WORK IS COMPLETED IN THE DRY AND THAT STORMWATER DISCHARGE INTO STR-1 IS ADEQUATELY DIVERTED AROUND THE WORK AREA. TEMPORARY STORMWATER DIVERSIONS MUST BE IN PLACE AT THE END OF EACH WORKING DAY BEFORE LEAVING SITE UNATTENDED AND BEFORE ANY STORM EVENT WHILE IN-STREAM WORK IS OCCURRING.

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 UNOFFICIAL SET NOT FOR BIDDING

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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS  
 STAGE 2  
 STA. 503+00 TO STA. 509+59  
 SCALE: 1"= 50'

LEWIS HOLLOW RD. STA. 165+50.00  
 N 631259.5839 E 1563063.7485

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	10
PIH	2024	22S046-S2-006	10

REV. 2/29/2024:  
 REVISED EPSC DEVICES,  
 REVISED CONST. AND R.O.W. FLAGS,  
 REVISED PROP. RIPRAP APRON DESIGN,  
 REVISED PROP. R.O.W. ON TRACT 6,  
 PER TDOT REQUEST.

END PROJECT NO. 22S046-S2-006 R.O.W.

STA. 9+10.00

N 630020.8311 E 1563212.8878

END PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 9+00.00

N 630029.1056 E 1563207.2625

BBQ STA. 10+00.00

N 630140.5077

E 1563060.2030

143' OF MACHINED  
 RIP-RAP CL. 'C'  
 ITEM 709-05.09

PERM.  
 DRAINAGE  
 ESMT.

TOP OF BANK

EDGE OF WATER

OUT - 2

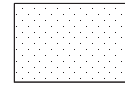
OUT - 1

LIMITS OF PAVING

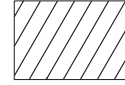
CONSTRUCTION EASEMENT

LIMITS OF PAVING

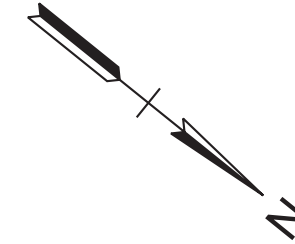
NOTE: PROPOSED CONTOURS SHOWN



CONSTRUCTION  
 EASEMENT



PERMANENT  
 DRAINAGE  
 EASEMENT



SR46 6 STA. 503+00.00  
 N 630229.4928  
 E 1563370.2787

SR46 6 STA. 503+90.77 =  
 BBQ STA. 12+99.28  
 N 630300.1767  
 E 1563313.3271

SR46 6 STA. 509+59.18 =  
 LEWIS HOLLOW RD. STA. 160+00.00  
 N 630742.7873  
 E 1562956.7055

BEGIN PROJECT NO. 22S046-S2-006 R.O.W.

STA. 506+44.27

N 630450.0964 E 1563095.3595

BEGIN PROJECT NO. 22S046-S3-006 CONSTRUCTION

STA. 1+00.00

N 630548.1874 E 1563037.2310

STORM WATER OUTFALL DRAINAGE AREAS		
STAGE 3		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
1	6.419	5.7
2	0.805	5.0

CURVE SC LEWISH\_1  
 PI 161+33.66  
 N 630,846.6511  
 E 1,563,040.8278  
 - 22° 02' 13" (LT)  
 D 44° 04' 25"  
 R 130.00  
 L 50.00  
 T 25.31  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

CURVE SC LEWISH\_2  
 PI 162+67.17  
 N 630,974.9529  
 E 1,563,079.9756  
 - 20° 13' 52" (LT)  
 D 9° 23' 34"  
 R 610.00  
 L 215.39  
 T 108.83  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

LEWIS HOLLOW RD. STA. 165+50.00  
 N 631259.5839  
 E 1563063.7485

SEALED BY

**UNOFFICIAL  
 SET  
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 DATUM ADJUSTED BY THE FACTOR  
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 TO THE NAVD 1988 WITH GEOID G2003U07.

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

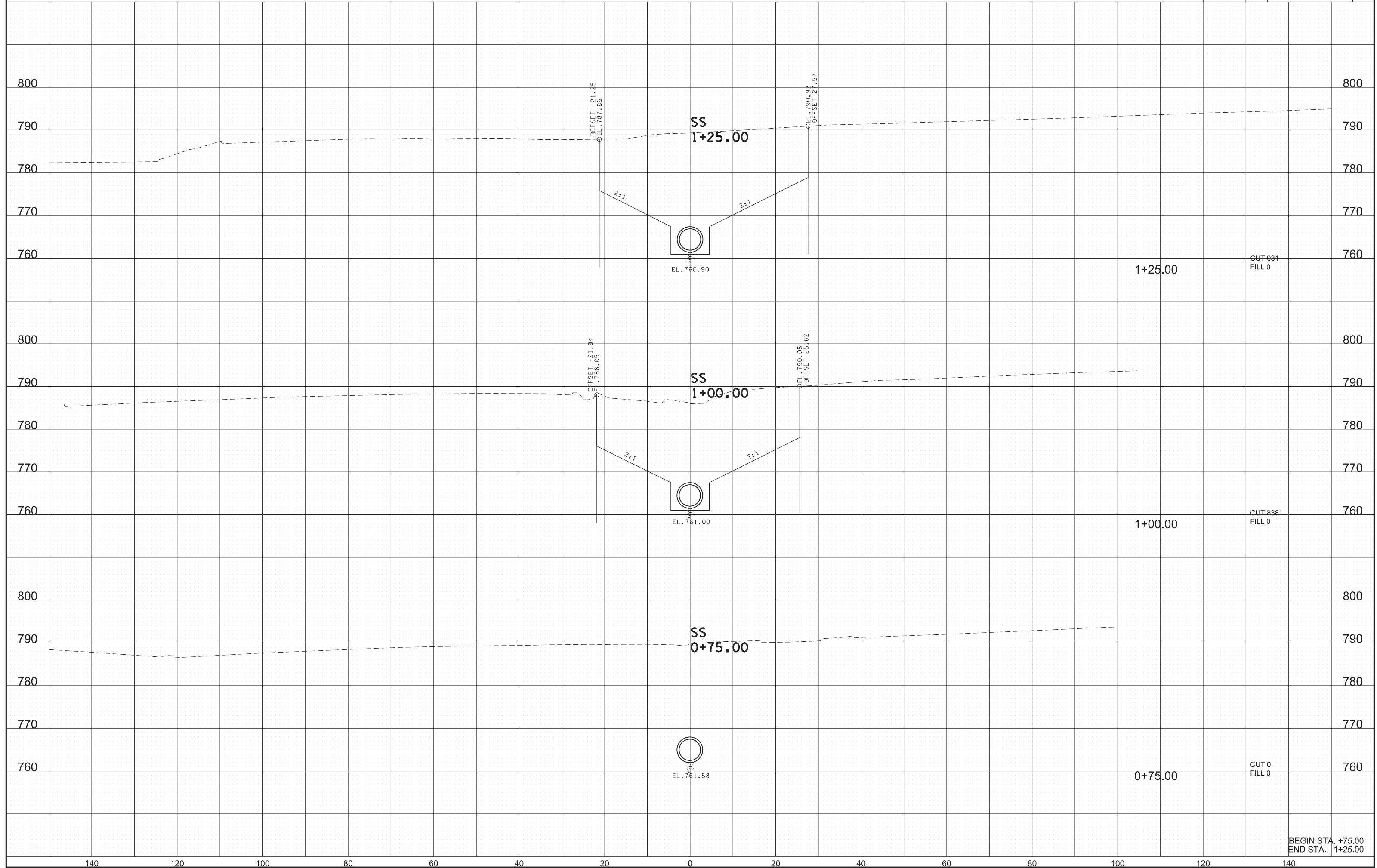
EROSION PREVENTION &  
 SEDIMENT CONTROL  
 (EPSC) PLANS  
 EPSC 3  
 STA. 503+00 TO STA. 509+59  
 SCALE: 1"= 50'

3/6/2024 9:57:10 AM G:\TDOT Reg. 3 Design On-Call\Dickson County - Drainage Repair\CAD\EPSC\_III.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	100
PIH	2024	22S046-S2-006	100

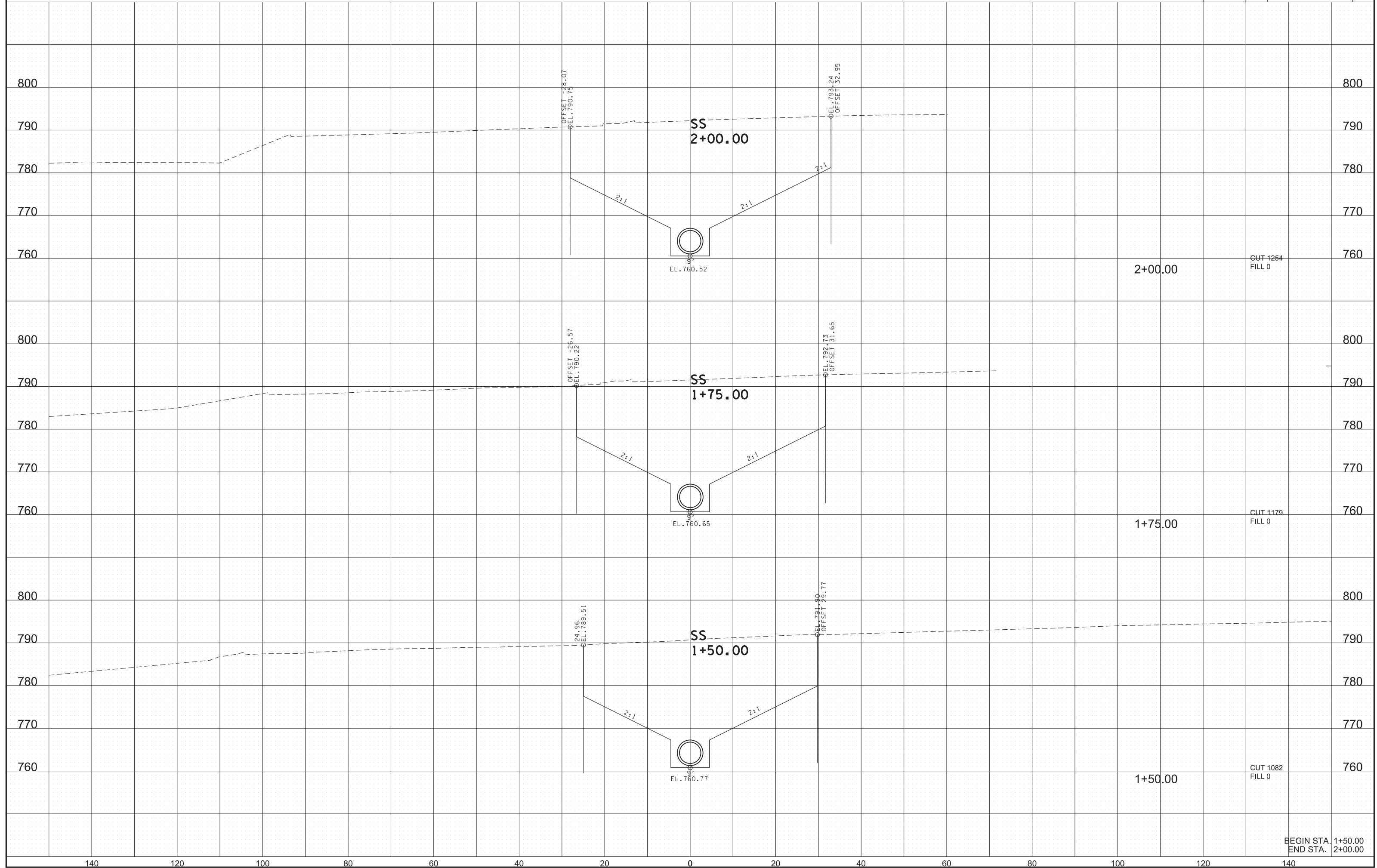
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BEGIN STA. +75.00  
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	101
PIH	2024	22S046-S2-006	101

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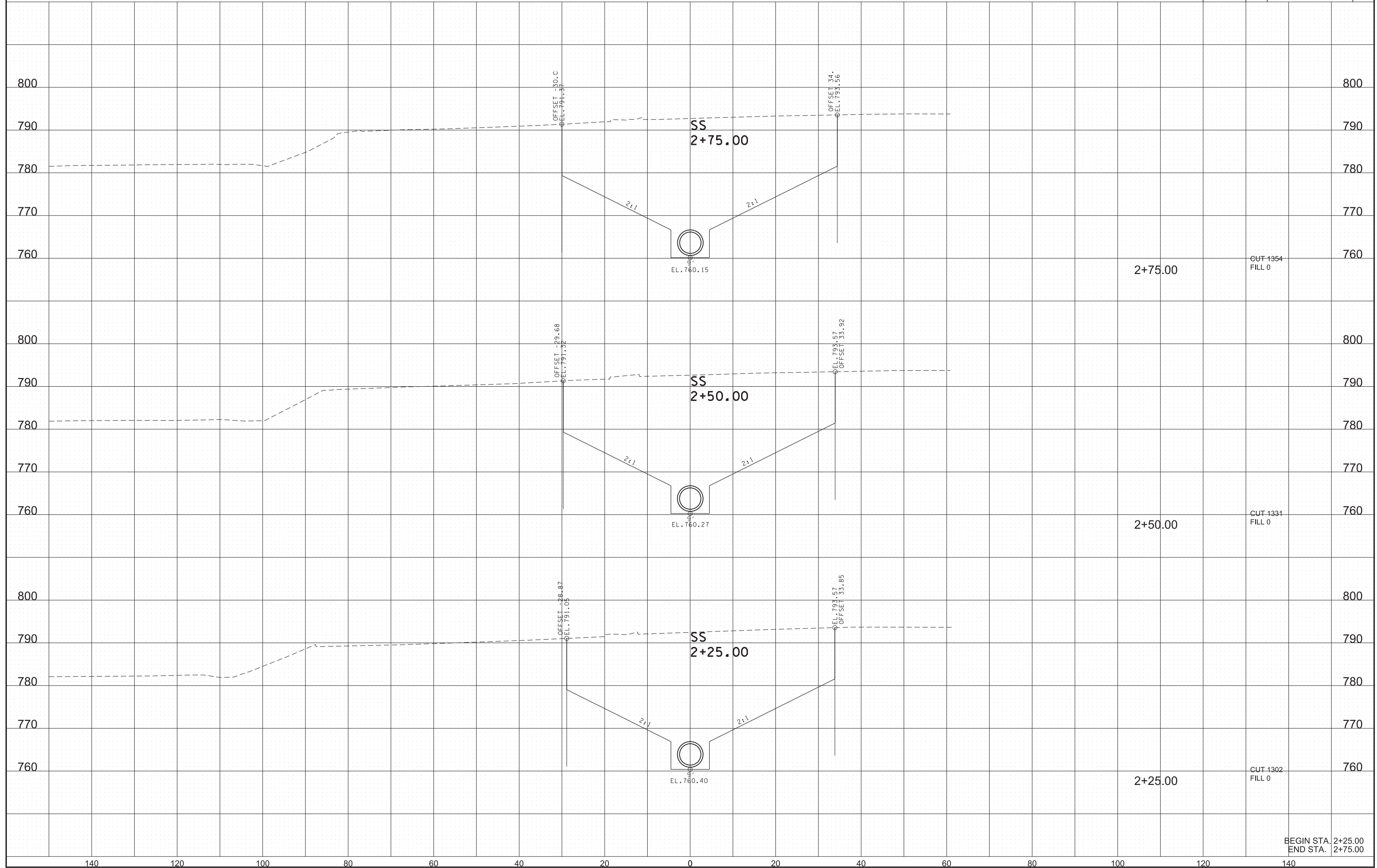


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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	102
PIH	2024	22S046-S2-006	102

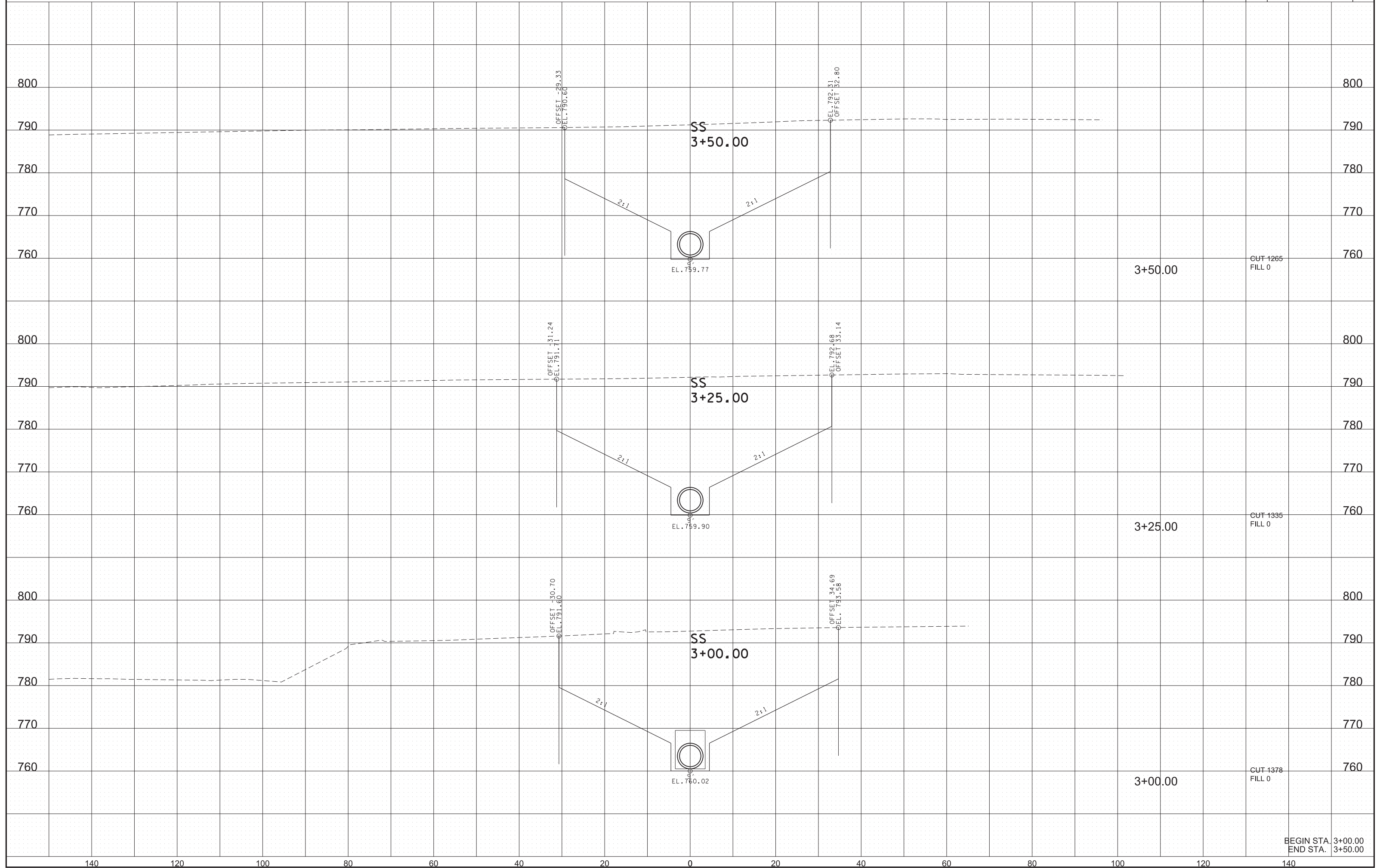
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BEGIN STA. 2+25.00  
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	103
PIH	2024	22S046-S2-006	103

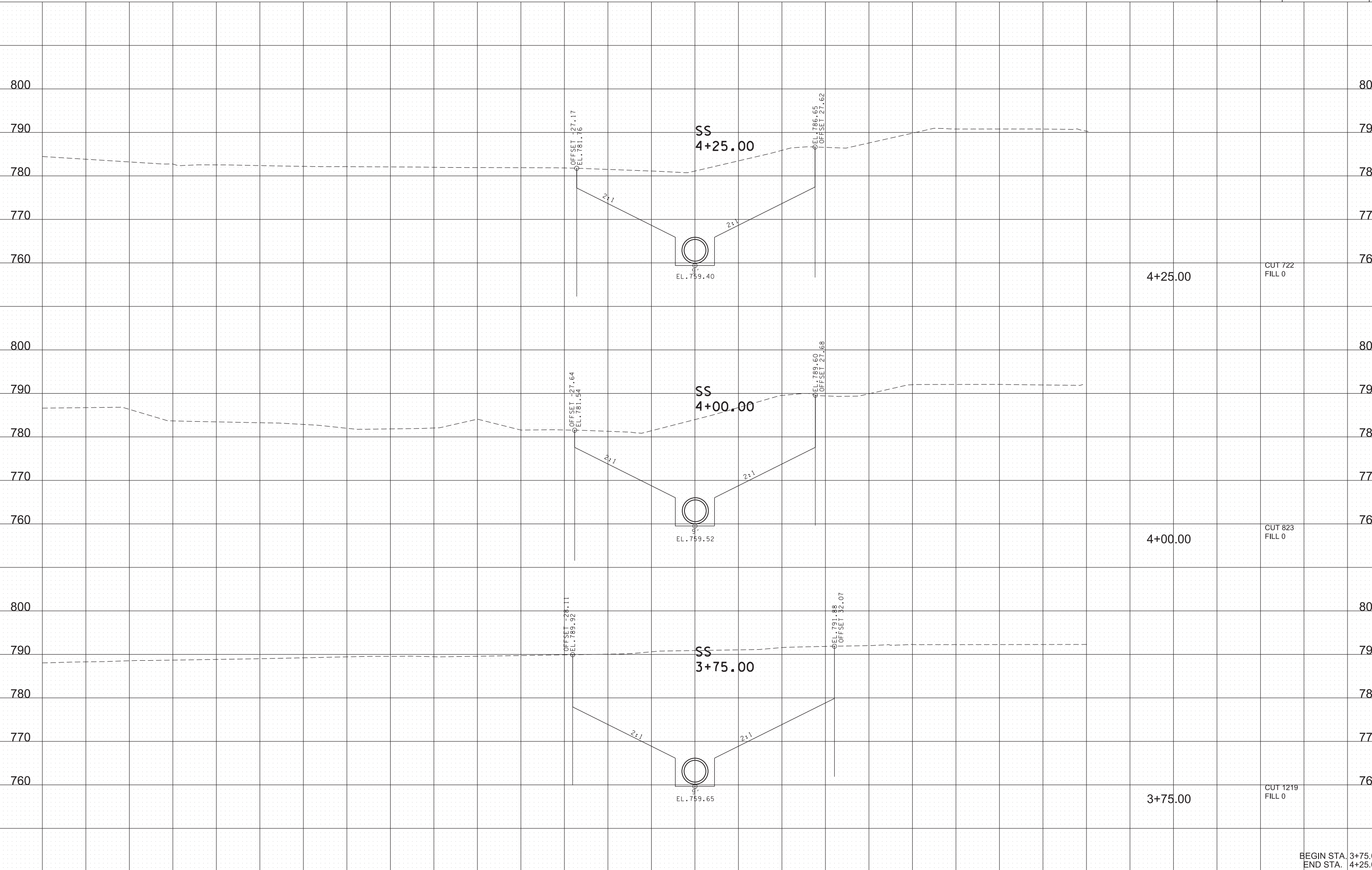
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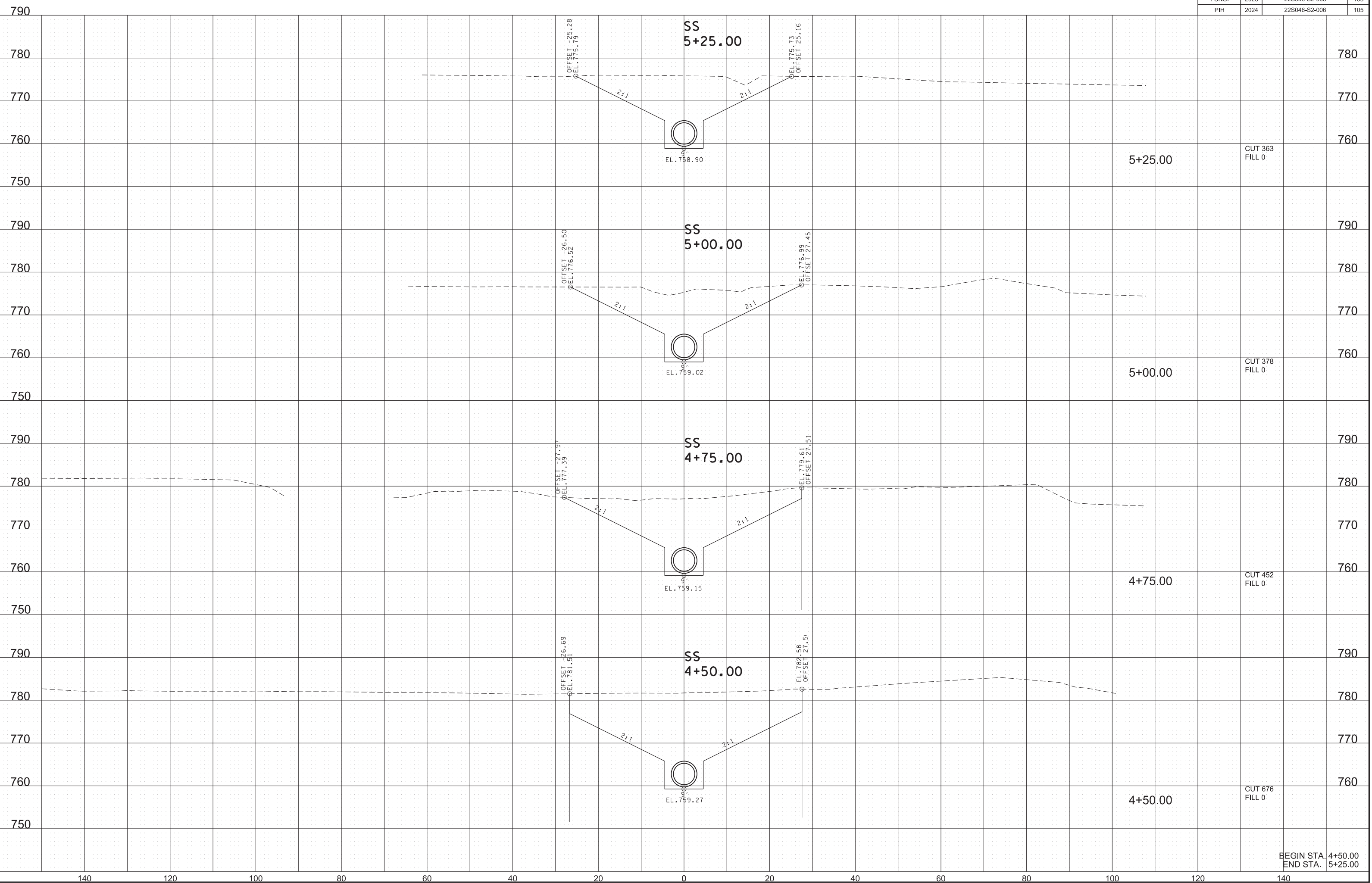
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	104
PIH	2024	22S046-S2-006	104



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END STA. 4+25.00

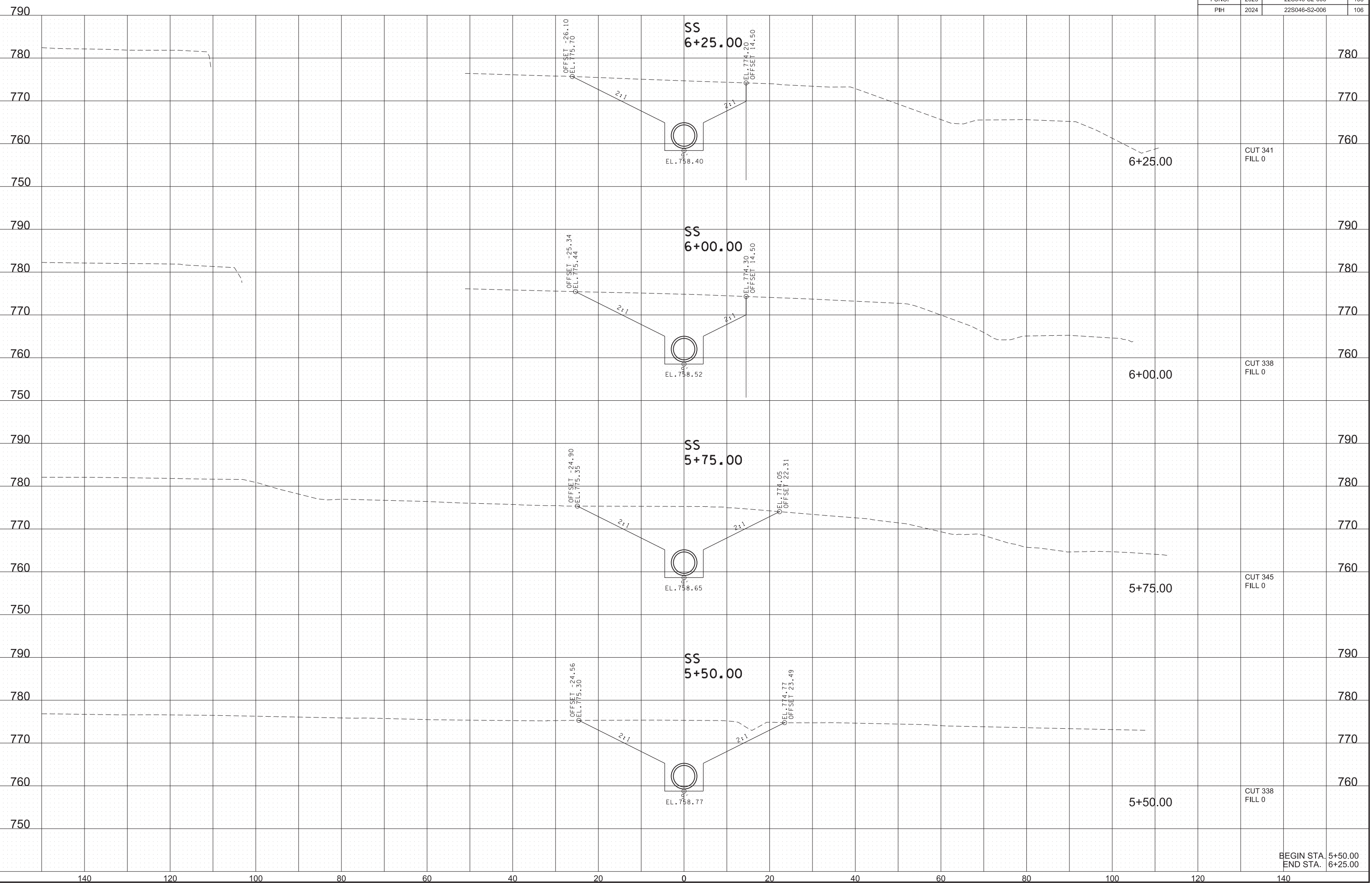
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	105
PIH	2024	22S046-S2-006	105



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BEGIN STA. 4+50.00  
END STA. 5+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	106
PIH	2024	22S046-S2-006	106

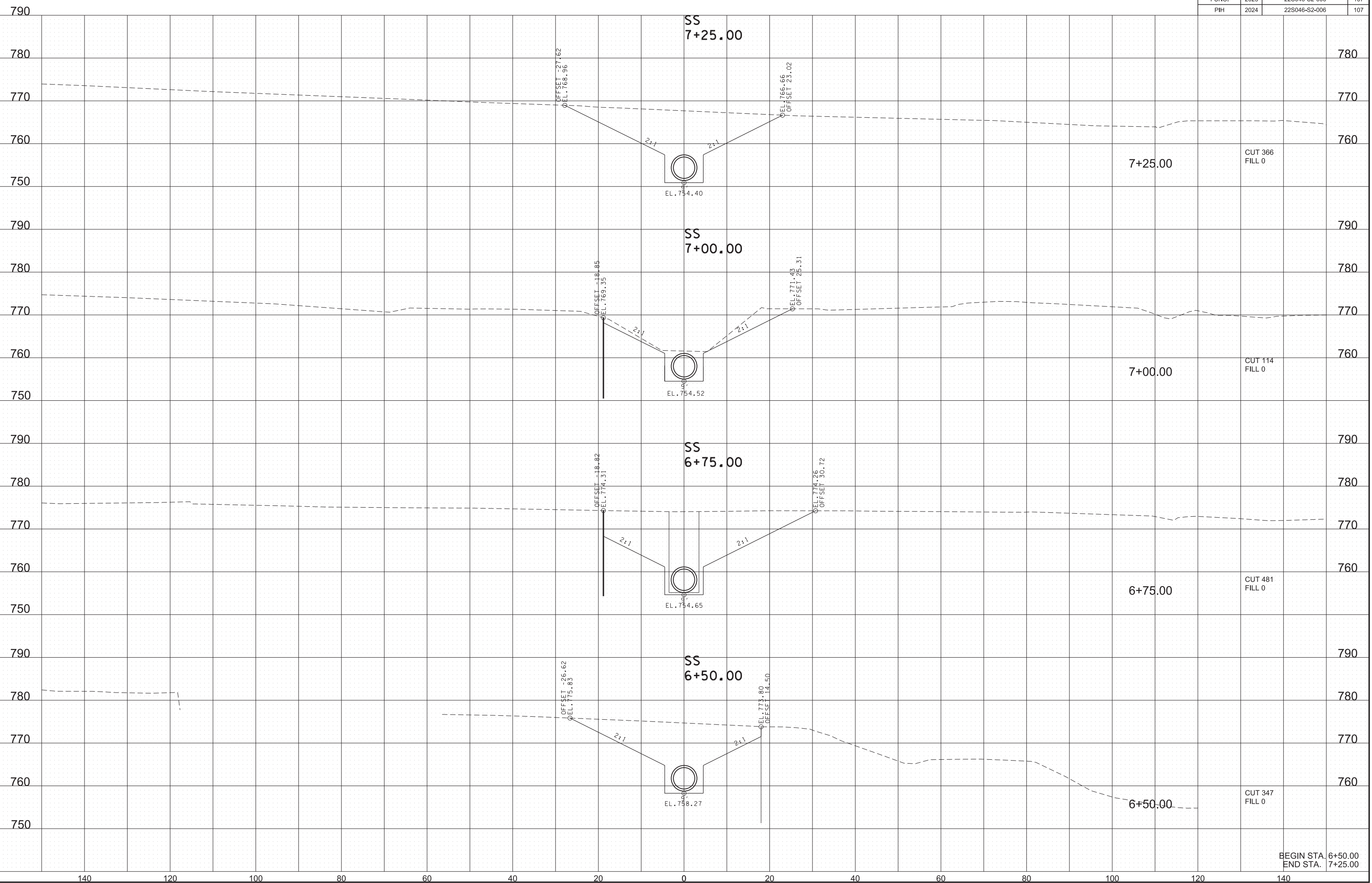


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END STA. 6+25.00



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	107
PIH	2024	22S046-S2-006	107



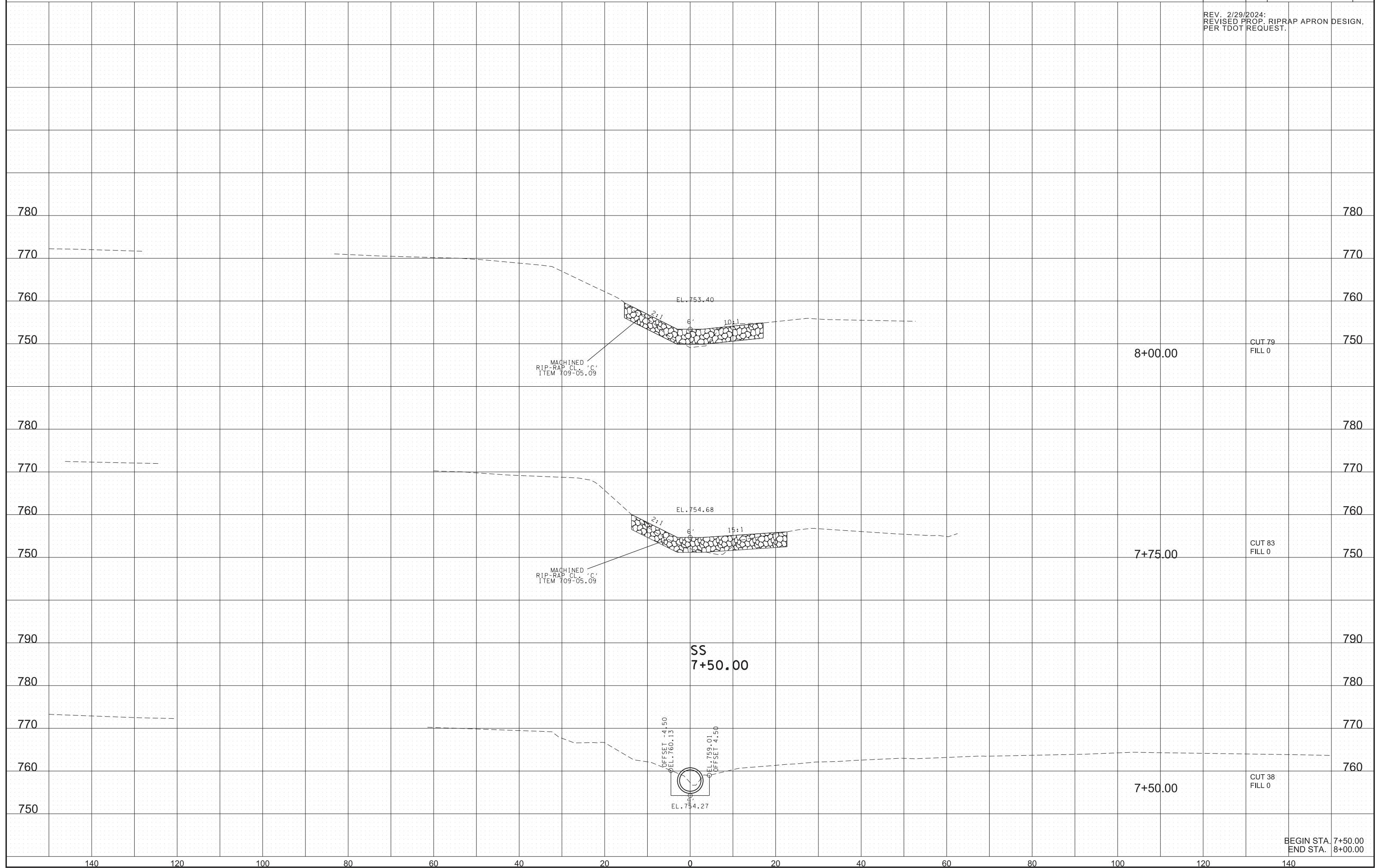
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BEGIN STA. 6+50.00  
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	108
PIH	2024	22S046-S2-006	108

REV. 2/29/2024:  
REVISED PROP. RIPRAP APRON DESIGN,  
PER TDOT REQUEST.

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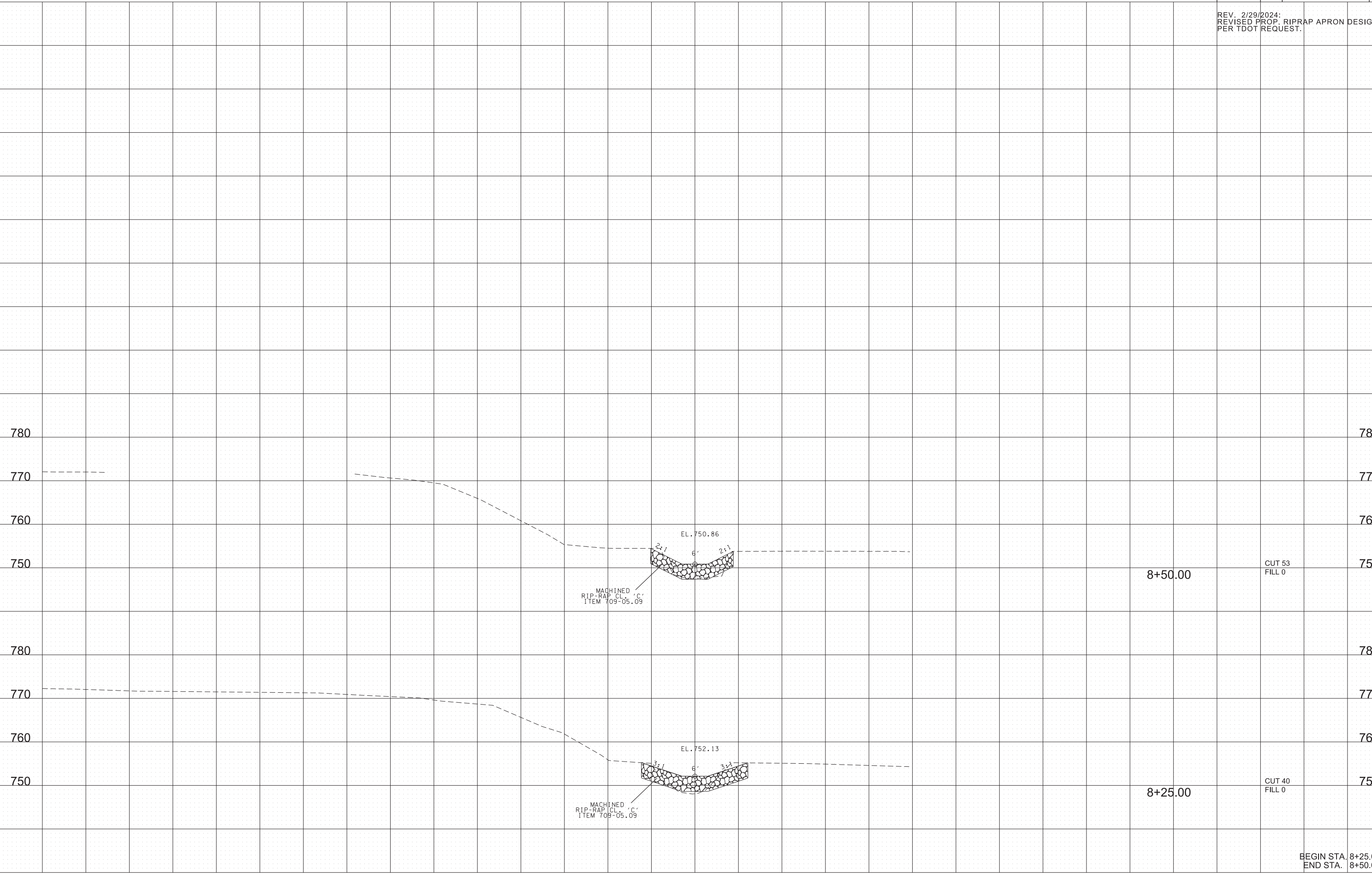


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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	109
PIH	2024	22S046-S2-006	109

REV. 2/29/2024:  
 REVISED PROP. RIPRAP APRON DESIGN,  
 PER TDOT REQUEST.

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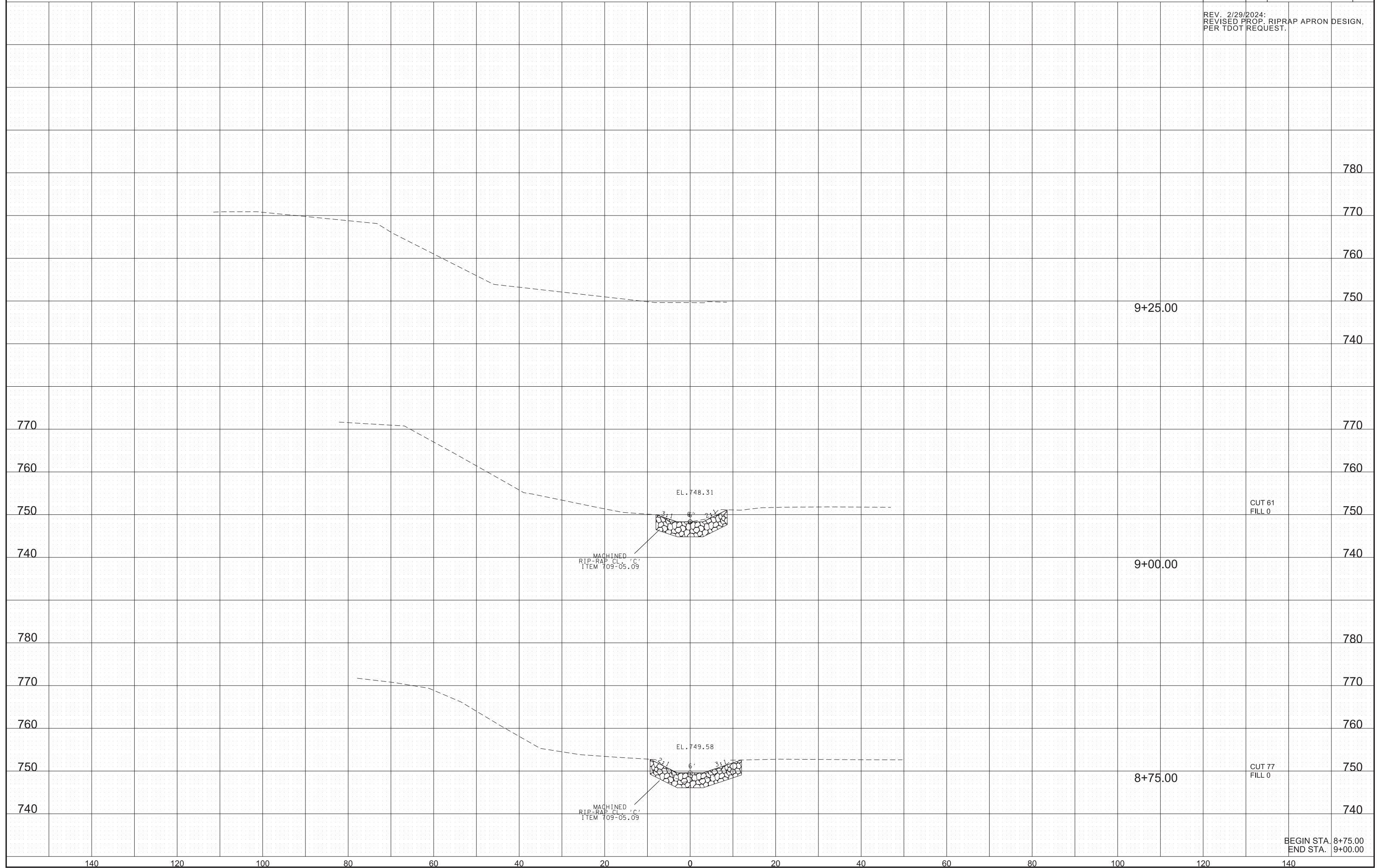
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	110
PIH	2024	22S046-S2-006	110

REV. 2/29/2024:  
 REVISED PROP. RIPRAP APRON DESIGN,  
 PER TDOT REQUEST.

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# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	T1
PIH	2024	22S046-S2-006	T1

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
  - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
  - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

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

- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	T2
PIH	2024	22S046-S2-006	T2

**CONSTRUCTION SEQUENCE**

**PHASE I:**

- 1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES. TYPE A BASE, GRADING D HAS BEEN ESTIMATED FOR THE CONTRACTOR TO USE AS NECESSARY IN MAINTAINING ACCESS, AS DIRECTED BY THE ENGINEER.
- 2) PROVIDE SIGNED DETOUR UTILIZING COWAN RD, BEASLEY DR, AND SR-46 (SHOWN ON SHT T3), INSTALL TYPE III BARRICADES WITH ROAD CLOSED SIGNS, AND CLOSE BARBEQUE RD FOR CULVERT REPLACEMENT
- 3) AFTER CULVERT REPLACEMENT, RECONSTRUCT BARBEQUE RD THROUGH FINAL SURFACE COURSE.

**PHASE II:**

- 1) REMOVE SIGNED DETOUR AND OPEN TO PERMANENT TRAFFIC PATTERN.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	WORK ZONE
	TRAFFIC FLOW
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

TRAFFIC CONTROL QUANTITIES								
ITEM NO.	DESCRIPTION	M.U.T.C.D. NO.	UNIT	SIGNS S.F. / EACH	SIZE	PHASE 1	TOTAL	REMARKS
	ROAD CLOSED	R11-2		10	48"x30"	1	10.0	
	ROAD CLOSED TO THRU TRAFFIC	R11-3a		10	48"x30"	1	10.0	
	BARBECUE RD.	W16-8aP		5	48"x15"	14	70.0	
	ROAD CLOSED 1000 FT	W20-3		16	48"x43"	1	16.0	
	ROAD CLOSED 500 FT	W20-3		16	48"x43"	1	16.0	
	ROAD CLOSED 100 FT	W20-3		16	48"x43"	1	16.0	
	ROAD CLOSED AHEAD	W20-1		16	48"x18"	2	32.0	
	DETOUR AHEAD	W20-2		16	48"x43"	4	64.0	
	DETOUR	M4-8		3.125	30"x15"	7	21.9	
	END DETOUR	M4-8a		3	24"x18"	1	3.0	
	DETOUR ARROW (LEFT)	M4-10		6	48"x18"	3	18.0	
	DETOUR ARROW (RIGHT)	M4-10		6	48"x18"	4	24.0	
	NO LEFT TURN	R3-2		9	36"x36"	1	9.0	
712-06	<b>TOTALS FOR SIGNS</b>		S.F.				310	
(1) 712-05.01	WARNING LIGHTS (TYPE A)		EACH			4	4	
(1) 712-07.03	TEMPORARY BARRICADES (TYPE III)		L.F.			48	48	

(1) TOTAL QUANTITY FOR ITEM INCLUDES ONLY THE MAXIMUM REQUIRED FOR ANY ONE PHASE PER TDOT STANDARD SPECIFICATIONS.

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL  
PHASING NOTES,  
LEGEND AND  
TABULATION



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2023	22S046-S2-006	T3
PIH	2024	22S046-S2-006	T3



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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000083 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID G2003U07.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETOUR  
MAP

SCALE: 1"=250'

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