

# HAYWOOD COUNTY 2024 SITE DEVELOPMENT GRANT ADVANTAGE PARK DRIVE

## COUNTY MAYOR

MAYOR DAVID LIVINGSTON

## CITY MAYOR

MAYOR WILLIAM D. RAWLS, JR.

## I.D.B.

- MAYOR DAVID LIVINGSTON
- MAYOR BILL RAWLS
- MAYOR ALLAN STERBINSKY
- DAVID PRINCE
- AUBREY BOND
- JOE BARDEN
- GEM BELL
- JOEY CONNER
- SHERONDA GREEN
- ANDREA BOND JOHNSON
- TIM STOKELY
- KATHY WATTS

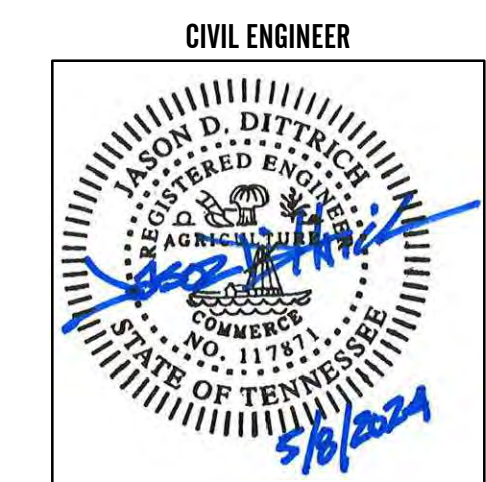


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**CONSTRUCTION DOCUMENTS**

**MAY 8, 2024**

**PROJECT NUMBER 23133**



## BROWNSVILLE, TENNESSEE

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**GENERAL NOTES**

- THE CONTRACTOR SHALL NOTIFY THE CITY OF BROWNSVILLE ENERGY AUTHORITY DEPARTMENT BEFORE COMMENCING CONSTRUCTION.
  - THE EXACT LOCATION OF ALL EXISTING UTILITIES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. CARE SHALL BE TAKEN TO PROTECT ANY UTILITIES THAT ARE TO REMAIN AND ALL CONSTRUCTION SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY/AGENCY. ANY DAMAGE, REPAIR, OR RELOCATION SHALL BE DONE BY LOCAL STANDARDS AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITIES TAKING PLACE.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ANY UTILITY COMPANY WHICH MAINTAINS A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT BEFORE THE INITIATION OF ANY CONSTRUCTION OR DEMOLITION ON THE PROJECT OR IN THE STREETS BORDERING THE PROJECT. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE INCURRED BY ANY UTILITY COMPANY TO THEIR UTILITY LINES WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING WORK ON THE PROJECT.
  - SEVENTY-TWO (72) HOURS BEFORE BEGINNING ANY EXCAVATION, THE CONTRACTOR SHALL CALL TENNESSEE ONE-CALL 811 AND THE LOCAL UTILITY COMPANIES FOR THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR IS ADVISED TO INQUIRE ABOUT ANY UTILITY OPERATORS WHO MAY NOT PARTICIPATE IN THE ONE CALL SYSTEM.
- THE FOLLOWING INFORMATION IS REQUIRED WHEN NOTIFYING UTILITY OWNERS OF YOUR INTENT TO EXCAVATE.
- |                           |                     |
|---------------------------|---------------------|
| NAME OF CALLER            | START DATE & TIME   |
| TELEPHONE NUMBER          | TYPE OF WORK        |
| COUNTY                    | BLASTING            |
| TOWN                      | WORK BEING DONE BY  |
| STREET ADDRESS            | WORK BEING DONE FOR |
| NEAREST INTERSECTING ROAD |                     |
- THIS INFORMATION IS DISTRIBUTED TO MEET THE REQUIREMENTS OF CFR TITLE 49 PART 192.614 OF THE PIPELINE SAFETY ACT.
- ALL NEWLY CUT AND/OR FILLED AREAS LACKING ADEQUATE VEGETATION SHALL BE PERMANENTLY STABILIZED AS REQUIRED TO EFFECTIVELY PREVENT SOIL EROSION PER CITY OF BROWNSVILLE AND STATE REGULATIONS.
  - ALL CONSTRUCTION WITHIN PUBLIC EASEMENTS AND RIGHT-OF-WAYS SHALL MEET THE CITY OF BROWNSVILLE STANDARDS.
  - THE CONTRACTOR MUST HAVE WRITTEN APPROVAL FROM THE PROJECT ENGINEER BEFORE ANY CHANGE IN DESIGN IS MADE.
  - THE CONTRACTOR SHALL NOT ENTER UPON NOR CAUSE DAMAGE TO ANY ADJACENT PROPERTIES WITHOUT WRITTEN PERMISSION FROM SAID PROPERTY OWNERS.
  - ANY EXISTING UTILITIES REQUIRING RELOCATION OR REMOVAL SHALL BE THE DEVELOPER'S RESPONSIBILITY.
  - UTILITY SERVICES INCLUDING BUT NOT LIMITED TO POWER, SEWER, WATER, GAS, COMMUNICATION, ETC. SHALL BE PROTECTED AND MAINTAINED IN WORKING ORDER TO ALL ADJACENT PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PHASING UTILITY DEMOLITION AND CONSTRUCTION AND/OR PROVIDING TEMPORARY SERVICES TO AFFECTED PROPERTIES.
  - PROTECT ALL EXISTING BENCHMARKS, IRON PINS, SURVEY CONTROL POINTS, OR OTHER MONUMENTS TO REMAIN.
  - 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 ADJACENT TO THE PROPOSED CONSTRUCTION AREA.

**DEMOLITION NOTES**

- CLEARING AND GRUBBING IS TO BE HELD TO THE MINIMUM WIDTH NECESSARY TO ACCOMMODATE SLOPES. UNNECESSARY CANOPY REMOVAL (TREES, SHRUBS, ETC.) IS PROHIBITED.
- REFER TO EROSION CONTROL PLAN, FOR MINIMAL EROSION CONTROL MEASURES AND REQUIREMENTS.
- THE CONTRACTOR SHALL PROTECT ANY EXISTING STRUCTURES, PAVEMENTS, CURBS, SIDEWALKS, FENCES OR OTHER ELEMENTS DESIGNATED TO REMAIN. ANY EXISTING ELEMENT NOT INDICATED TO BE REMOVED, WHICH IS DAMAGED DURING THE COURSE OF DEMOLITION OR CONSTRUCTION, SHALL BE RESTORED TO ITS ORIGINAL CONDITION OR REPLACED IN KIND, AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL MAINTAIN FIRE DEPARTMENT ACCESS TO ALL FIRE HYDRANTS OR PROVIDE TEMPORARY HYDRANTS WHERE ACCESS IS BLOCKED.
- THE CONTRACTOR AT NO TIME SHALL ENCRITCH UPON OR CAUSE DISRUPTIONS TO TRAFFIC FLOW ON ADJACENT STREET RIGHT-OF-WAY WITHOUT SECURING THE PROPER PERMITS PRIOR TO COMMENCING DEMOLITION OR CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL SAFETY BARRIERS, TEMPORARY CONTROLS AND PROTECTION DEVICES TO COMPLY WITH CITY, COUNTY, STATE OR FEDERAL REQUIREMENTS THROUGHOUT THE ENTIRE PROJECT CONSTRUCTION PERIOD.
- ALL DEMOLITION LINES BETWEEN PROPOSED AND REMAINING PAVEMENTS SHALL BE SAW CUT STRAIGHT AND SMOOTH. ALL RADIAL CUTS SHALL BE CONSISTENT TO THE ARC AND COME TO A SMOOTH AND COMPLETE TRANSITION TO THE TANGENT.
- THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES TO REMAIN IN SERVICE. ANY EXISTING UTILITY OR UNDERGROUND STRUCTURE TO REMAIN, WHETHER SHOWN ON THE PLANS OR NOT, WHICH IS DAMAGED BY THE CONTRACTOR'S OPERATIONS, SHALL BE IMMEDIATELY RESTORED AT NO ADDITIONAL COST TO THE OWNER/OPERATOR.
- THE CONTRACTOR SHALL MARK AND PROTECT ALL TREES AND VEGETATION INDICATED TO REMAIN, AND SHALL INSTALL AND MAINTAIN TREE PROTECTION FENCES AT THE DRIP LINE OF ALL EXISTING TREES TO REMAIN, AND PREVENT PARKING, STORING OF MATERIALS, AND ENTRY OF VEHICLES AND CONSTRUCTION EQUIPMENT WITHIN THE DRIP LINES OF THE TREES TO BE SAVED.
- EXISTING DRAINAGE SYSTEMS (SURFACE AND SUB-SURFACE) SHALL MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION OPERATIONS.
- ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED. COORDINATE WITH EROSION CONTROL PLAN.
- AREAS THAT ARE DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.

**LAYOUT NOTES**

- THE SITE LAYOUT SHALL BE BASED ON THE DIMENSIONS AND OTHER INFORMATION SHOWN. MINOR ADJUSTMENTS TO LAYOUT APPROVED BY THE CONSULTANT MAY BE NEEDED IN THE FIELD TO ACHIEVE THE DESIRED ALIGNMENT WITH EXISTING FEATURES TO REMAIN.
- CONTRACTOR SHALL BE FAMILIAR WITH THE SITE AND CHECK ALL FINAL DIMENSIONS ON THE GROUND PRIOR TO CONSTRUCTION ACTIVITIES. NOTIFY ENGINEER IMMEDIATELY OF DISCREPANCIES FROM THE PLANS.

**D1 GENERAL NOTES**

- THE CONTRACTOR SHALL CUT CLEAN EDGES ON EXISTING PAVEMENT AND PROVIDE SMOOTH TRANSITION INTO PROPOSED PAVEMENT. PROPOSED CURBS SHALL MEET EXISTING TANGENT TO THE EXISTING CURBS AS SHOWN.

**GRADING AND DRAINAGE NOTES**

- ALL GRADING AND DRAINAGE WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT FACILITIES ARE NOT TO BE DAMAGED OR ADVERSELY AFFECTED.
- SPOT ELEVATIONS SHOWN ARE TO TOP OF CURB OR TOP OF PAVEMENT UNLESS INDICATED OTHERWISE ON THE PLANS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO GRADE AND SHAPE AROUND DRAINAGE STRUCTURES TO PROVIDE SATISFACTORY OPERATION OF THE STRUCTURE.
- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.
- ANY FILL PLACED ON THIS PROJECT SHALL BE LAID IN A MAXIMUM OF 8" LOOSE LIFTS AND COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR BEFORE ADDITIONAL MATERIAL IS PLACED.
- AVOID MAJOR GRADING ACTIVITIES DURING MONTHS OF HIGHLY EROSION RAINFALL.
- CONTRACTOR SHALL PROMPTLY BACKFILL AND STABILIZE TRENCHES AND/OR PITS.
- CONTRACTOR SHALL KEEP CONSTRUCTION DEBRIS FROM ENTERING ANY DRAINAGE CHANNEL.
- DO NOT PLACE EXCAVATED MATERIAL FROM THE PIPE TRENCH BETWEEN THE TRENCH AND OPEN DRAINAGE WAY. PLACE MATERIAL ON THE UPSLOPE SIDE OF THE EXCAVATION SUCH THAT ANY EROSION FROM IT IS CAUGHT BY THE TRENCH.
- THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL IN A REGULATORY FLOODWAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE THE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. ALL LICENSES OR PERMITS THAT MAY BE REQUIRED BY FEDERAL, STATE OR LOCAL AGENCIES MUST BE OBTAINED.

**EROSION AND SEDIMENTATION CONTROL NOTES**

THE FOLLOWING CONDITIONS APPLY TO ALL DISTURBANCE WORK CONDUCTED UNDER TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) CONSTRUCTION GENERAL PERMIT.

**CONSTRUCTION MANAGEMENT TECHNIQUES:**

- CLEARING AND GRUBBING MUST BE HELD TO THE MINIMUM NECESSARY FOR GRADING AND EQUIPMENT OPERATION.
- CONSTRUCTION MUST BE SEQUENCED TO MINIMIZE THE EXPOSURE TIME OF CLEARED SURFACE AREA.
- EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY, BUT MUST BE REPLACED AT THE END OF THE WORK DAY.
- STABILIZATION MUST, AT A MINIMUM, BE INITIATED WHENEVER ANY CLEARING, EXCAVATION OR OTHER EARTH DISTURBED ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS
- STEEP SLOPES (33% OR 3:1 AND GREATER) SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITIES ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.
- A QUALIFIED INDIVIDUAL, HAVING THE CERTIFICATIONS REQUIRED BY TDEC SHALL BE DESIGNATED TO BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS ON EACH PROJECT SITE.

**VEGETATION CONTROL:**

- PRE-VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING.
- PERMANENT SOIL STABILIZATION WITH PERENNIAL VEGETATION SHALL BE APPLIED WITHIN 14 DAYS AFTER FINAL GRADING HAS BEEN PERFORMED ON SPECIFIED AREAS OF THE SITE.

**STRUCTURAL CONTROL:**

- ALL SURFACE WATER FLOWING TOWARD THE CONSTRUCTION AREAS SHALL BE DIVERTED BY USING BERMS, CHANNELS, OR SEDIMENT TRAPS, AS NECESSARY.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DESIGNED TO DETAIN RUNOFF AND TRAP SEDIMENT FROM DISTURBED AREAS OF THE SITE. THE DESIGN OF THESE CONTROL MEASURES SHALL BE BASED UPON SIZE AND SLOPE OF THE DISTURBED AREAS AND THE DRAINAGE AREA THAT CONTRIBUTES TO THE RUNOFF.
- DISCHARGES FROM SEDIMENT BASINS AND TRAPS MUST BE THROUGH A PIPE OR LINED CHANNEL SO THAT THE DISCHARGE DOES NOT CAUSE EROSION.
- MUDDY WATER TO BE PUMPED FROM EXCAVATION AND WORK AREAS MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION PRIOR TO DISCHARGE INTO SURFACE WATERS. WATER MUST BE DISCHARGED THROUGH A PIPE OR LINED CHANNEL SO THAT THE DISCHARGE DOES NOT CAUSE EROSION AND SEDIMENTATION.

**DISCHARGE QUALITY:**

- THERE SHALL BE NO DISTINCTLY VISIBLE FLOATING SCUM, OIL OR OTHER MATTER CONTAINED IN THE STORM WATER DISCHARGE.
- THE STORM WATER DISCHARGE MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST IN THE RECEIVING STREAM.
- THE STORM WATER DISCHARGE MUST RESULT IN NO MATERIALS IN CONCENTRATION SUFFICIENT TO BE HAZARDOUS OR OTHERWISE DETRIMENTAL TO HUMANS, LIVESTOCK, WILDLIFE, PLANT LIFE, OR FISH AND AQUATIC LIFE IN THE RECEIVING STREAM.

**BUFFER ZONE:**

- A 30-FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO ALL STREAMS AT THE CONSTRUCTION SITE SHALL BE PRESERVED WITH AN EXCEPTION FOR STREAMS DESIGNATED AS IMPAIRED OR EXCEPTIONAL TENNESSEE WATERS AND AS DELINEATED ON THE CONSTRUCTION DRAWINGS.

**SUPPLEMENTAL NOTES:**

- ALL CONTROL MEASURES SHALL BE CHECKED AND REPAIRED AS REQUIRED BY TDEC. GENERAL PERMIT EPSC INSPECTIONS SHALL BE TWICE A WEEK AND AT LEAST 72 HOURS APART, A WEEK IS FROM SUNDAY TO SATURDAY. THE PERMITEE SHALL MAINTAIN RECORDS ON-SITE OF THE CHECKS AND REPAIRS AND BE ABLE TO PROVIDE THESE RECORDS IMMEDIATELY UPON REQUEST.
- THE INDIVIDUALS ASSIGNED TO CONDUCT THE INSPECTIONS MUST BE RECOGNIZED BY THE TDEC AS A QUALIFIED PROFESSIONAL. A COPY OF THE PERSON'S CERTIFICATION SHOULD BE KEPT ON SITE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING COPIES OF ALL INSPECTION REPORTS AS WELL AS A COPY OF THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ON THE JOB SITE AT ALL TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR POSTING A COPY OF THE NOTICE OF COVERAGE (NOC) NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE SO THAT IT MAY BE VIEWED BY THE PUBLIC.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING A RAIN GAGE ON SITE AND MAINTAINING THE GAGE AND RECORDS OF THE RAINFALL EVENTS AND AMOUNTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING THE NOTICE OF TERMINATION (NOT) TO THE TDEC UPON FINAL STABILIZATION OF THE SITE. THE CONTRACTOR SHALL ENSURE THAT THE SITE MEETS THE TDEC CRITERIA FOR TERMINATION OF COVERAGE. THE CONTRACTOR SHALL REMAIN RESPONSIBLE FOR THE SITE EROSION CONTROL AND THE CARE AND MAINTENANCE OF ALL VEGETATIVE GROUND COVER UNTIL HE/SHE OBTAINS A WRITTEN NOTICE FROM TDEC THAT THE SITE MEETS THE CRITERIA FOR TERMINATION OF COVERAGE.

**PROOF ROLL NOTES**

IN ADDITION TO THE QUALITY CONTROL TESTING, TO DETERMINE THAT EACH LAYER OF A PAVEMENT SECTION HAS BEEN PROPERLY COMPACTED AND STABILIZED, A PERFORMANCE TEST IN THE FORM OF PROOF ROLLING SHALL BE CONDUCTED. THE PROOF ROLLING WILL BE PERFORMED IN THE PRESENCE OF THE DESIGN ENGINEER (OR AUTHORIZED REPRESENTATIVE); THE GENERAL CONTRACTOR, AND ANY SUB-CONTRACTORS THAT ARE RESPONSIBLE FOR THE LAYER BEING TESTED AND THE NEXT SECTION OF PAVEMENT TO BE INSTALLED.

- PROOF ROLLING WILL BE PERFORMED IN THE FOLLOWING SEQUENCE:
- ON THE SUBGRADE PRIOR TO INSTALLING THE BASE COURSE OR CONCRETE PAVEMENT
  - ON THE BASE COURSE PRIOR TO INSTALLING THE ASPHALT BASE OR BINDER COURSE
  - IF THE FINAL SURFACE COURSE OF ASPHALT IS NOT INSTALLED WITHIN 30 DAYS OF THE INSTALLATION OF THE BASE OR BINDER COURSE, THEN THE BASE ASPHALT SHALL BE PROOF ROLLED.

PROOF ROLLING SHALL BE PERFORMED USING A FULLY LOADED TANDEM AXLE DUMP TRUCK. THE TRUCK SHALL BE DRIVEN OVER THE PAVING AREA AT SUCH SPEED THAT THE OBSERVERS CAN WALK BESIDE THE REAR AXLE. WHEN THE OBSERVERS SEE THE AREA UNDER THE WHEELS PUMPING OR RUTTING THEY SHALL MARK IT ON THE SURFACE. PUMPING SHALL BE DEFINED AS THE VERTICAL MOVEMENT AND REBOUND OF THE SURFACE BEING TESTED. THE PROCESS SHALL BE REPEATED UNTIL A WHEEL LOAD HAS BEEN OBSERVED TO PASS OVER ALL AREAS OF THE PAVEMENT SECTION. THE AREAS MARKED SHALL BE CONSIDERED TO HAVE FAILED. THE OBSERVERS SHALL DISCUSS AND DETERMINE THE REMEDIAL ACTION(S) TO BE UNDERTAKEN TO STABILIZE THE AREAS OF FAILURE BEFORE THE NEXT LAYER IN THE PAVEMENT IS INSTALLED.

**WATER SPECIFICATION NOTES**

- ALL MATERIALS AND INSTALLATION SHALL CONFORM TO THE STANDARDS OF THE BROWNSVILLE ENERGY AUTHORITY AND THE STATE OF TENNESSEE.
- BLOCKING OF FIRE HYDRANTS, TEES, AND BENDS REQUIRED.
- WATER LINES, VALVES, FITTINGS AND HYDRANT SHALL BE INSTALLED, DISINFECTED, PRESSURE TESTED AND LEAKAGE TESTED IN ACCORDANCE WITH ALL STATE AND LOCAL REQUIREMENTS.
- ALL TRENCHES TO BE BACK-FILLED ACCORDING TO CONSTRUCTION SPECIFICATIONS.
- ALL TIES TO EXISTING WATER LINES MUST BE MADE STARTING WITH A VALVE IF NO VALVE EXISTS.

**WATER LINE TESTING**

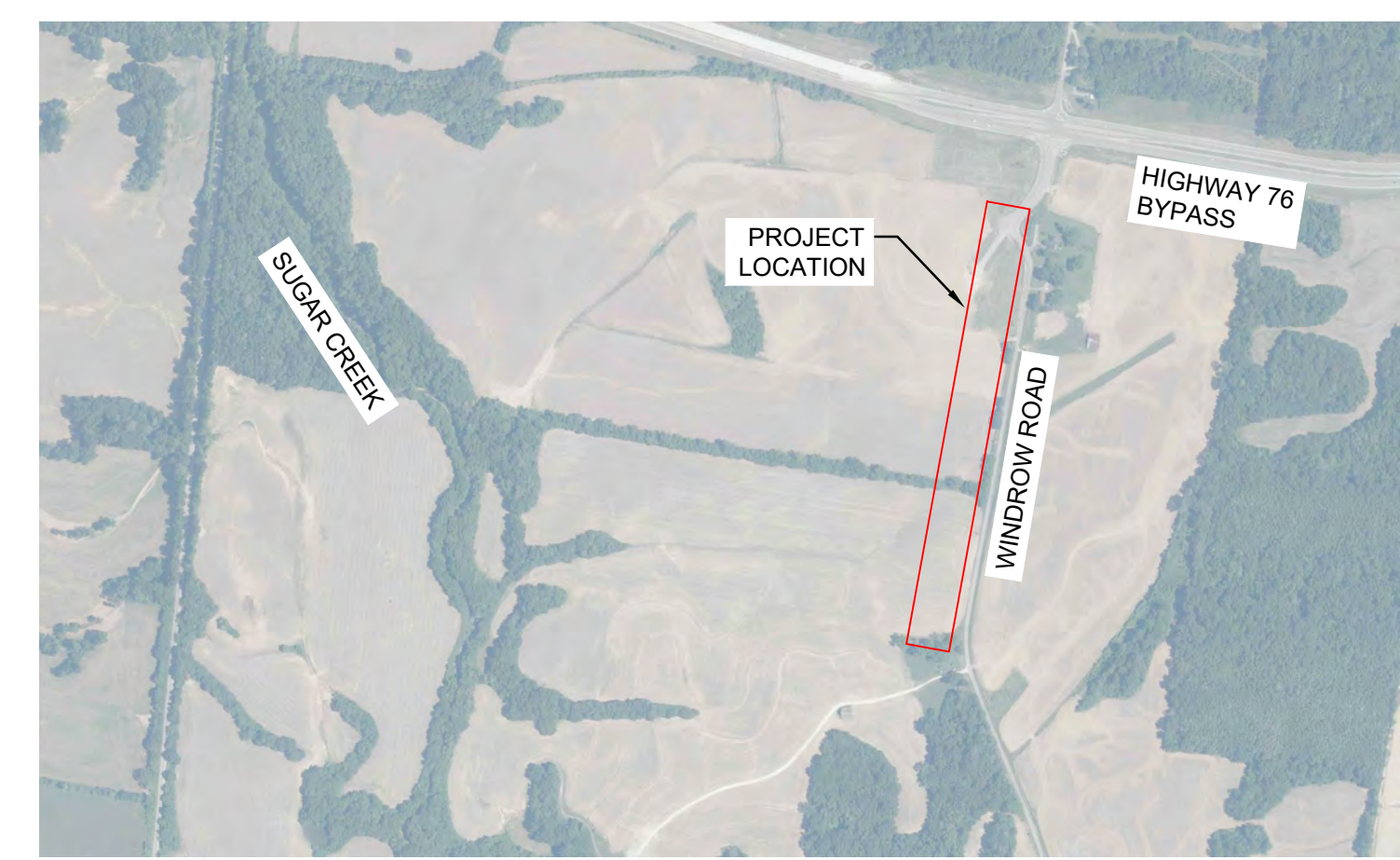
- AT THE END OF CONSTRUCTION WHEN THE NEW WATER LINES ARE TO BE FILLED FOR FLUSHING AND PRESSURE TESTING, THE CONTRACTOR SHALL COORDINATE WITH THE OWNER/OPERATOR OF THE UTILITY TO ENSURE THAT LOW PRESSURE PROBLEMS DO NOT ARISE IN OTHER AREAS OF THE WATER SYSTEM DURING THIS PROCESS.
- ALL NEW WATER LINES ARE TO BE PRESSURE TESTED AND BACTERIAL SAMPLES ARE TO BE TAKEN AND APPROVED BEFORE CONNECTION TO SYSTEM.

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C4.3	EPSC PLAN STAGE III
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**D4 SHEET INDEX**



**A5 AREA MAP**



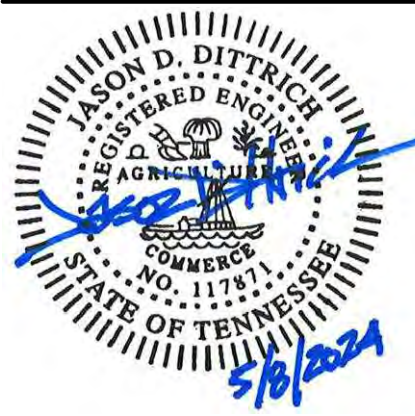
**B5 VICINITY MAP**

Item No.	Description	Quantity	Unit
<b>Advantage Park Drive</b>			
1	ALL EROSION CONTROL MEASURES TO INCLUDE MAINTENANCE AND REMOVAL (SILT FENCE, ROCK CHECK DAMS, EARTHEN BERMS, DIVERSION DITCHES, ETC) COMPLETE IN PLACE	1	LS
2	DEMOLITION, REMOVAL, AND DISPOSAL OF EXISTING ASPHALT PAVEMENT AND AGGREGATE BASE, COMPLETE IN PLACE	1	LS
3	REMOVAL OF EXISTING WATER LINE	70	LF
4	UNCLASSIFIED EXCAVATION AND EMBANKMENT, COMPLETE IN PLACE	16,500	CY
5	TOPSOIL STRIPPING, STOCKPILE, AND SPREADING, COMPLETE IN PLACE	4,900	CY
6	TDOT 203-05 UNDERCUTTING, COMPLETE IN PLACE	1,000	CY
7	TDOT 303-01, MINERAL AGGREGATE TYPE 'A', GRADING D (LIMESTONE), 10" THICK, COMPLETE IN PLACE	9,700	TON
8	TDOT 307-01.01, GRADING 'A' (LIMESTONE) HOT MIX BITUMINOUS BASE MIX 3" THICK, COMPLETE IN PLACE	1,800	TON
9	TDOT 307-01.08, GRADING 'B-M2' (LIMESTONE) HOT MIX BITUMINOUS BASE MIX, 3" THICK, COMPLETE IN PLACE	1,950	TON
10	TDOT 403-01, BITUMINOUS TACK COAT, COMPLETE IN PLACE	10	TON
11	TDOT 411-01, GRADING 'E' (LIMESTONE) HOT MIX BITUMINOUS SURFACE, 1-1/2" THICK, COMPLETE IN PLACE	950	TON
12	TDOT 607-09.02, 48" CONCRETE PIPE CULVERT (CLASS III), COMPLETE IN PLACE	90	LF
13	TDOT 611-07.69 48" TYPE 'D' HEADWALL 3:1, COMPLETE IN PLACE	2	EA
14	TDOT 607-05.02, 24" CONCRETE PIPE CULVERS (CLASS III), COMPLETE IN PLACE	25	LF
15	TDOT 611-07.57, 24" TYPE 'D' ENDWALL, COMPLETE IN PLACE	2	LF
16	TDOT 709-05.06 MACHINED RIP-RAP (CLASS A-1), COMPLETE IN PLACE	155	TON
17	TDOT 795-07 15 12IN X 12IN TAPPING SLEEVE AND VALVE	1	EA
18	TDOT 795-03.37 12 INCH SDR-18 C900 WATER LINE, COMPLETE IN PLACE	1,900	LF
19	TDOT 795-08.04 12 INCH GATE VALVE ASSEMBLY, COMPLETE IN PLACE	1	EA
20	TDOT 795-03.34 6 INCH SDR-18 C900 WATER LINE, COMPLETE IN PLACE	30	LF
21	TDOT 795-11.02 FIRE HYDRANT ASSEMBLY TO INCLUDE GATE VALVE, COMPLETE IN PLACE	3	EA
22	TDOT 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), COMPLETE IN PLACE	3	LM
23	TDOT 716-05.08 PAINTED PAVEMENT MARKING (TURN LANE ARROW), COMPLETE IN PLACE	4	EA
24	TDOT 716-05.09 PAINTED PAVEMENT MARKING (STRAIGHT-TURN ARROW), COMPLETE IN PLACE	2	EA
25	TDOT 716-05.11 PAINTED PAVEMENT MARKING (STRAIGHT ARROW), COMPLETE IN PLACE	13	EA
26	TDOT 803-01 SODDING (NEW SOD), COMPLETE IN PLACE	20,000	SY

**D5 QUANTITY TABLE**



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**HAYWOOD COUNTY  
TENNESSEE**

**2024 SITE  
DEVELOPMENT GRANT  
ADVANTAGE PARK  
DRIVE**

**BROWNSVILLE, TENNESSEE**

**CONSTRUCTION  
DOCUMENTS**

**REVISIONS**

**PROJECT NO.  
23133**

**DATE  
MAY 8, 2024**

**DRAWN  
LGP**

**CHECKED  
JDD**

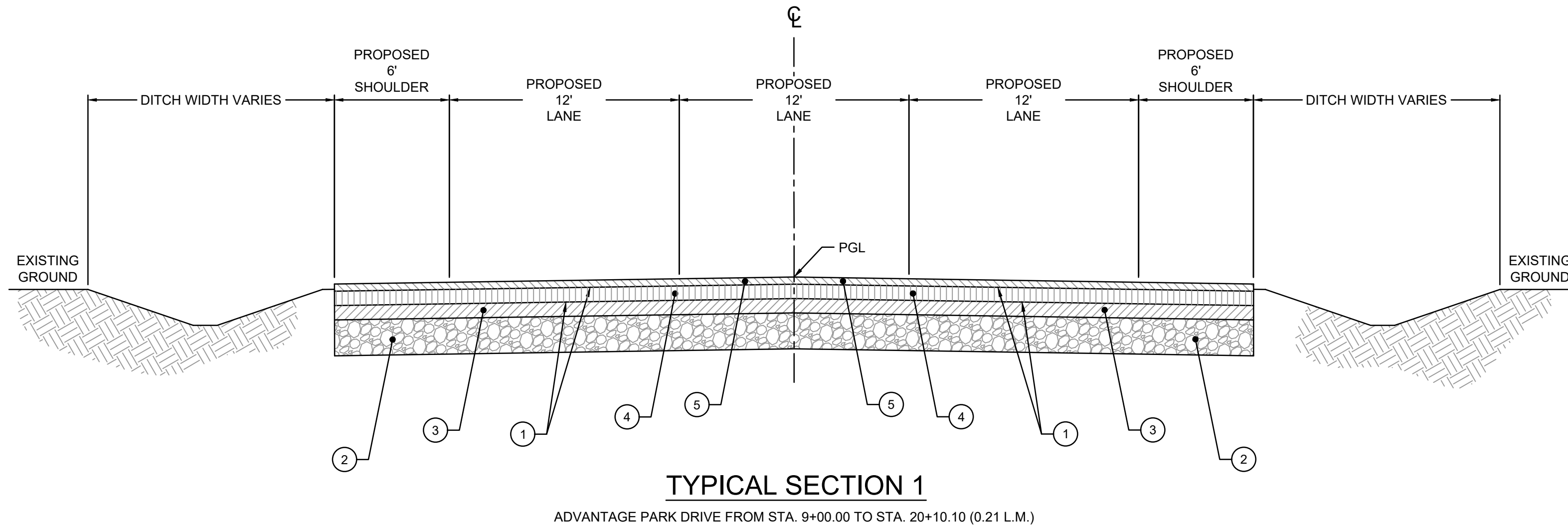
**GENERAL NOTES**

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**C0.0**

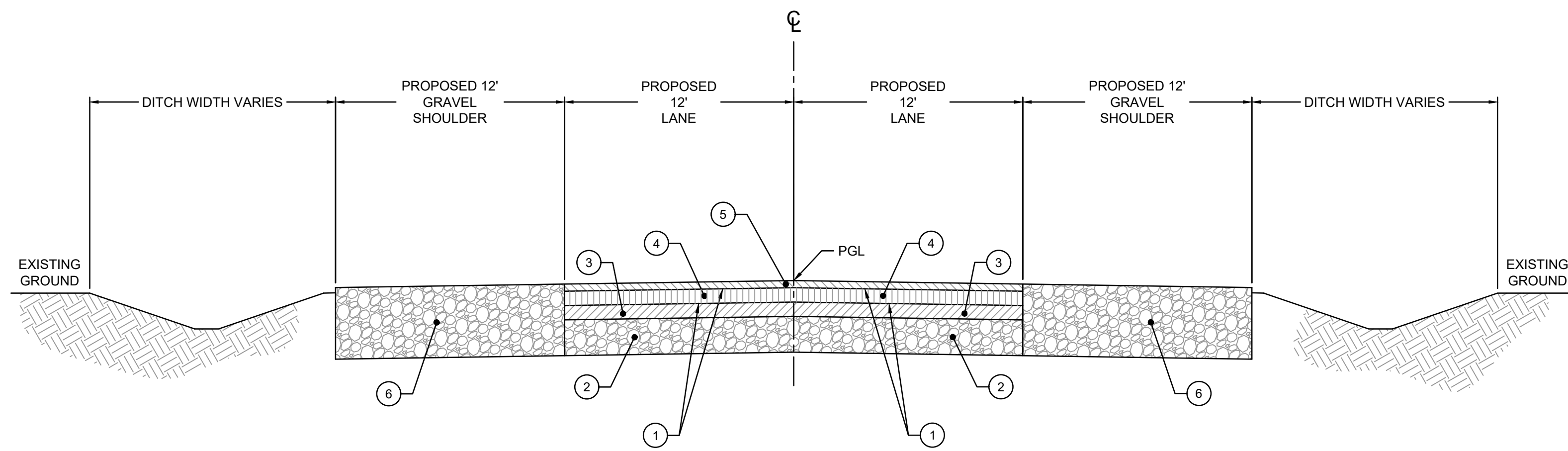
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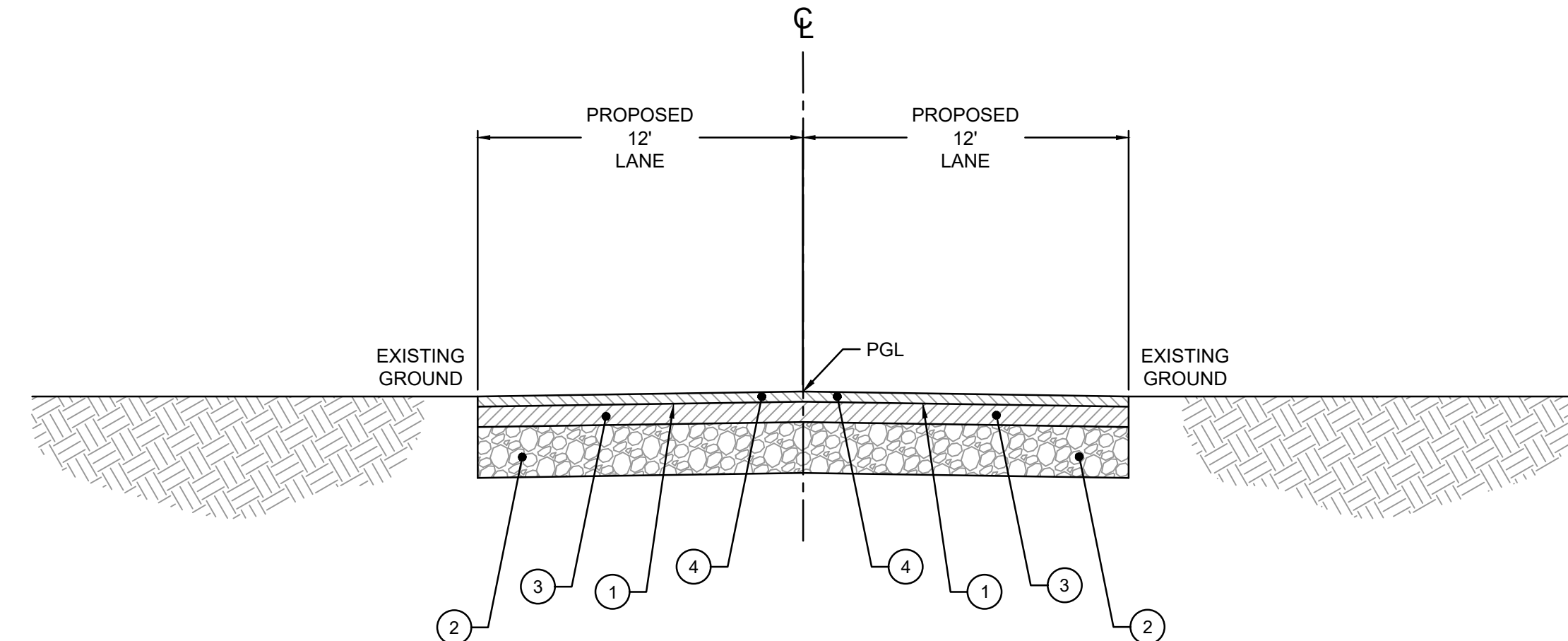
**TYPICAL SECTION 1**  
ADVANTAGE PARK DRIVE FROM STA. 9+00.00 TO STA. 20+10.10 (0.21 L.M.)

PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) ITEM 043-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL/S.Y.)
②	CRUSHED LIMESTON BASE @ 10" THICK (APPROX. 120 LBS./S.Y.) ITEM 303-01.09 MINERAL AGGREGATE TYPE 'A' BASE, GRADING 'D' LIMESTONE
③	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 115 LBS./S.Y.) ITEM 307-01.01 ACS MIX (PG64-22) GRADING "A"
④	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 123 LBS./S.Y.) ITEM 307-01.08 ACS MIX (PG64-22) GRADING "BM-2"
⑤	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.50" THICK (APPROX. 106 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING 'E' ROADWAY



**TYPICAL SECTION 2**  
ADVANTAGE PARK DRIVE FROM STA. 20+10.10 TO STA. 32+00.00 (0.23 L.M.)

PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) ITEM 043-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL/S.Y.)
②	CRUSHED LIMESTON BASE @ 10" THICK (APPROX. 120 LBS./S.Y.) ITEM 303-01.09 MINERAL AGGREGATE TYPE 'A' BASE, GRADING 'D' LIMESTONE
③	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 115 LBS./S.Y.) ITEM 307-01.01 ACS MIX (PG64-22) GRADING "A"
④	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 123 LBS./S.Y.) ITEM 307-01.08 ACS MIX (PG64-22) GRADING "BM-2"
⑤	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.50" THICK (APPROX. 106 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING 'E' ROADWAY
⑥	CRUSHED LIMESTONE @ 17" THICK (APPROX. 120 LBS./S.Y.) ITEM 303-01.09 MINERAL AGGREGATE TYPE 'A' BASE, GRADING 'D' LIMESTONE



**TYPICAL SECTION 3**  
WINDROW ROAD FROM STA. 0+26 TO STA. 1+77.77 (0.02 L.M.)

PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) ITEM 043-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL/S.Y.)
②	CRUSHED LIMESTON BASE @ 10" THICK (APPROX. 120 LBS./S.Y.) ITEM 303-01.09 MINERAL AGGREGATE TYPE 'A' BASE, GRADING 'D' LIMESTONE
③	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 115 LBS./S.Y.) ITEM 307-01.01 ACS MIX (PG64-22) GRADING "A"
④	ASPHALTIC CONCRETE SURFACE (ACS) @ 3" THICK (APPROX. 123 LBS./S.Y.) ITEM 307-01.08 ACS MIX (PG64-22) GRADING "BM-2"



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**HAYWOOD COUNTY  
TENNESSEE**

**2024 SITE  
DEVELOPMENT GRANT  
ADVANTAGE PARK  
DRIVE**

**BROWNSVILLE, TENNESSEE**

**CONSTRUCTION  
DOCUMENTS**

REVISIONS

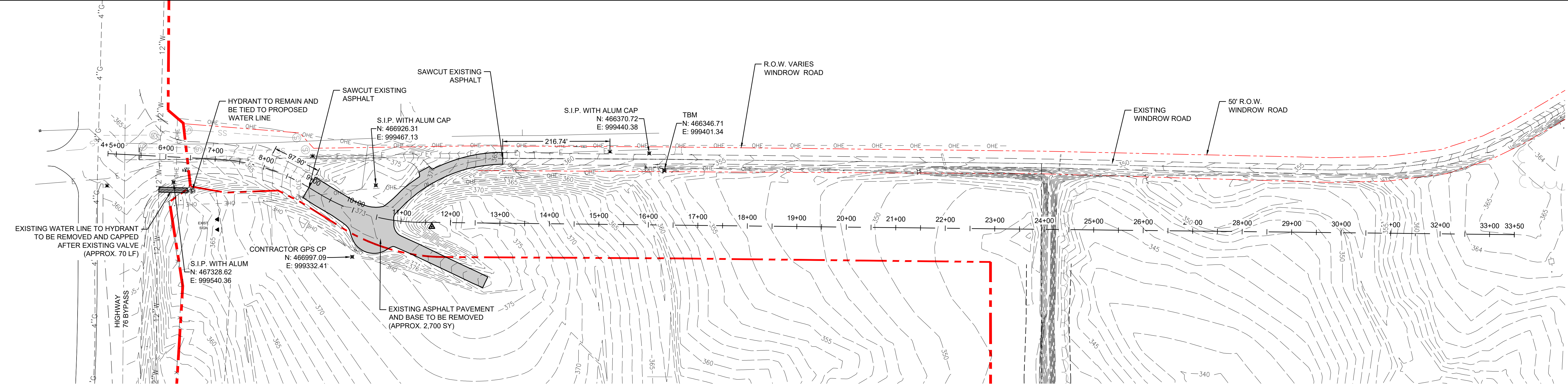
PROJECT NO. 23133 DATE MAY 8, 2024

DRAWN LSP CHECKED JDD

**DEMOLITION PLAN**

CIVIL SHEETS 3 OF 36

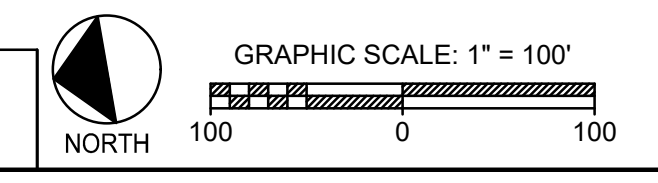
**C1.0**



**NOTES:**  
1. FOR PROPOSED WATER LINE LAYOUT, SEE SHEETS C6.0 - C6.2.

**TEMPORARY BENCHMARK NOTE**  
DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
N: 466346.71  
E: 999401.34  
ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP



logb1p 1/20/2024 10:33:25 C:\p\proj\23133\DWG\DEMOLITION PLAN.dwg 1:100 10/11/2024 10:33:25

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**HAYWOOD COUNTY  
TENNESSEE**

**2024 SITE  
DEVELOPMENT GRANT  
ADVANTAGE PARK  
DRIVE**

BROWNSVILLE, TENNESSEE

**CONSTRUCTION  
DOCUMENTS**

REVISIONS

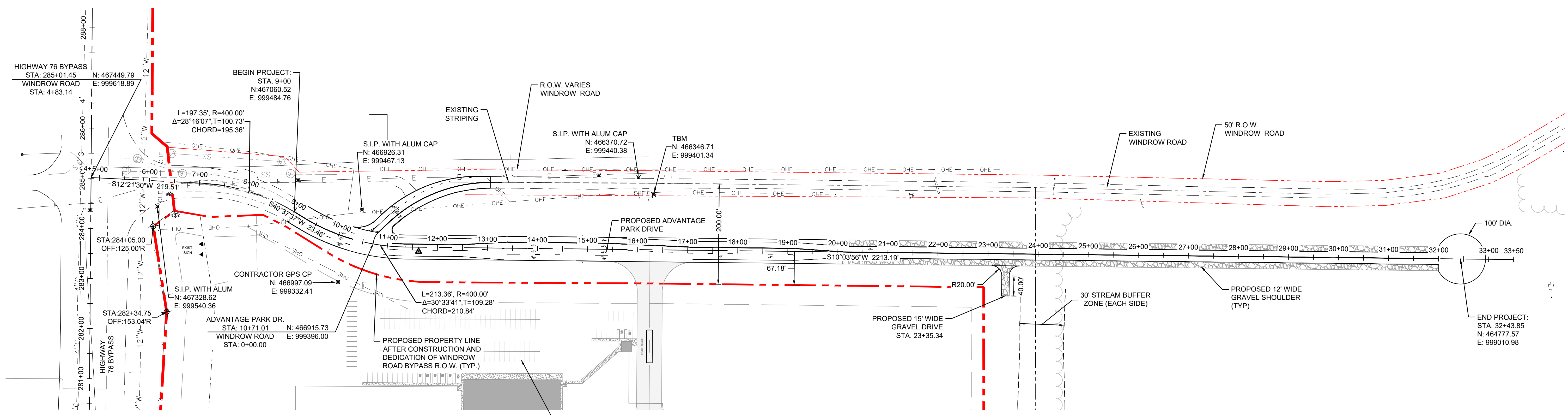
PROJECT NO. 23133 DATE MAY 8, 2024

DRAWN LSP CHECKED JDD

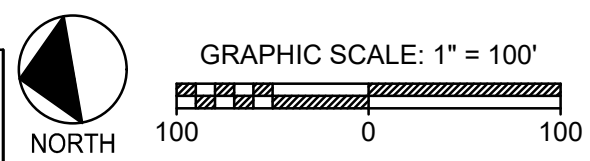
**ADVANTAGE PARK DR  
LAYOUT PLAN**

CIVIL SHEETS 4 OF 36

**C2.0**



**NOTES:**  
1. FOR PROPOSED WATER LINE LAYOUT, SEE SHEETS C6.0 - C6.2.

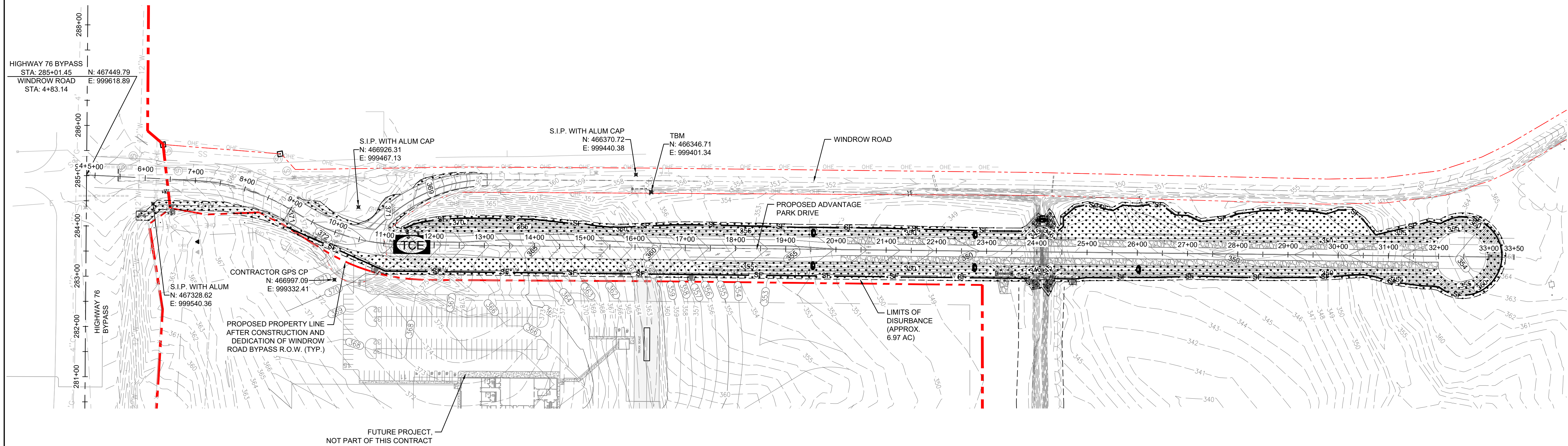


**TEMPORARY BENCHMARK NOTE**  
DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
N: 466346.71  
E: 999401.34  
ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

logb11p 1/2/2024 10:33:52 C:\p1\060619\C2.0 - SITE LAYOUT PLAN.dwg

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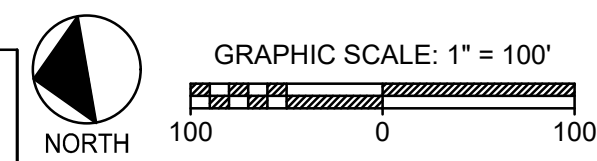


**EROSION CONTROL NOTES:**

- ALL CONSTRUCTION SHALL STRICTLY ADHERE TO THE SITE SPECIFIC STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND THE TENNESSEE GENERAL PERMIT. THE SWPPP IS A PRESCRIBED MINIMUM. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES OR REVISIONS MAY BECOME NECESSARY AS THE SEQUENCE OF CONSTRUCTION DEVELOPS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, AND SHALL CONSULT WITH THE ENGINEER IF ADDITIONAL NEEDS ARISE.
- PERIMETER SILT FENCE SHALL BE LOCATED JUST OUTSIDE OF GRADING LIMITS AND INSIDE OF THE PERMITTED BOUNDARY (LIMITS OF DISTURBANCE). EARTH DISTURBANCE IS PROHIBITED OUTSIDE OF THE LIMITS OF DISTURBANCE AS SHOWN ON THE DESIGN DOCUMENTS. PRIOR TO ANY EARTHWORK ACTIVITIES BEYOND THE LIMITS OF DISTURBANCE, THE CIVIL ENGINEER SHALL BE CONTACTED AND SITE PERMITS AND DESIGN DOCUMENTS MUST BE AMENDED, APPROVED, AND PERMITTED AS REQUIRED.
- UTILIZE A WATER TRUCK TO PREVENT DUST POLLUTION DURING EXCAVATION AND VEHICLE MOVEMENTS.
- ALL DENUDED SOILS NOT IN SUBGRADE AREAS SHALL RECEIVE AS APPLICABLE, FILL SLOPE AND TRACKING, TOPSOIL, MULCHING, TEMPORARY SEEDING, PERMANENT SEEDING, OR SOD. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUBSTANTIALLY ESTABLISHED VEGETATION PRIOR TO ACCEPTANCE OF WORK.
- EROSION CONTROL MATTING SHALL BE APPLIED TO ALL SLOPES THREE (3) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL OR STEEPER TO ESTABLISH SUBSTANTIAL VEGETATIVE COVER.
- ALL SWALES AND/OR TEMPORARY AND PERMANENT DIVERSION CHANNELS SHALL RECEIVE EROSION CONTROL MATTING. TUBES/WATTLES AND/OR CHECK DAMS SHALL BE APPLIED IMMEDIATELY UPON COMPLETION AND AS DIVERSIONS ARE DEVELOPED. OPERATIONS SHALL BE CONDUCTED IN THE DRY AND COMPLETED PRIOR TO ANY FORECASTED RAINFALL EVENTS.
- SILT FENCED SHALL BE INSPECTED PER THE FREQUENCY OUTLINED IN THE SWPPP AND GENERAL PERMIT AND SEDIMENT SHALL BE REMOVED WHEN CAPACITY REACHES ONE HALF THE HEIGHT OF THE FENCING OR PER THE GENERAL PERMIT, WHICHEVER IS MOST CONSERVATIVE. SUPPORT POSTS SHALL BE INSPECTED AND REPAIRS MADE AS NECESSARY. REFER TO SWPPP AND GENERAL PERMIT FOR ALLOWABLE TIMEFRAME OF REPAIRS.
- ALL OTHER SEDIMENT CONTROL DEVICES SHALL HAVE SEDIMENT REMOVED ONCE DESIGN CAPACITY HAS REACHED 50% OR AS OUTLINED IN THE SWPPP AND GENERAL PERMIT.
- ALL SEEDING AREAS SHALL BE INSPECTED FOR DENSE AND VIGOROUS GROWTH. THIN OR POORLY GROWING AREAS SHALL BE FERTILIZED, RE-SEEDING, AND/OR MULCHED AS NECESSARY PER THE SWPPP AND GENERAL PERMIT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUBSTANTIALLY ESTABLISHED VEGETATION PRIOR TO ACCEPTANCE OF WORK.
- CONTRACTOR AND OWNER SHALL PERMIT ALL REGULATORY OFFICIALS (CITY, COUNTY, STATE, AND FEDERAL) TO HAVE ACCESS FOR INSPECTIONS PER THE SWPPP AND GENERAL PERMIT.

log:hp 1/2/2024 10:33:52 C:\p\proj\epsc\4.0 - EPSC PLAN.dwg

**D1** EPSC PLAN (OVERALL)



**HAYWOOD COUNTY  
TENNESSEE**

**2024 SITE  
DEVELOPMENT GRANT  
ADVANTAGE PARK  
DRIVE**

**BROWNSVILLE, TENNESSEE**

**CONSTRUCTION  
DOCUMENTS**

REVISIONS

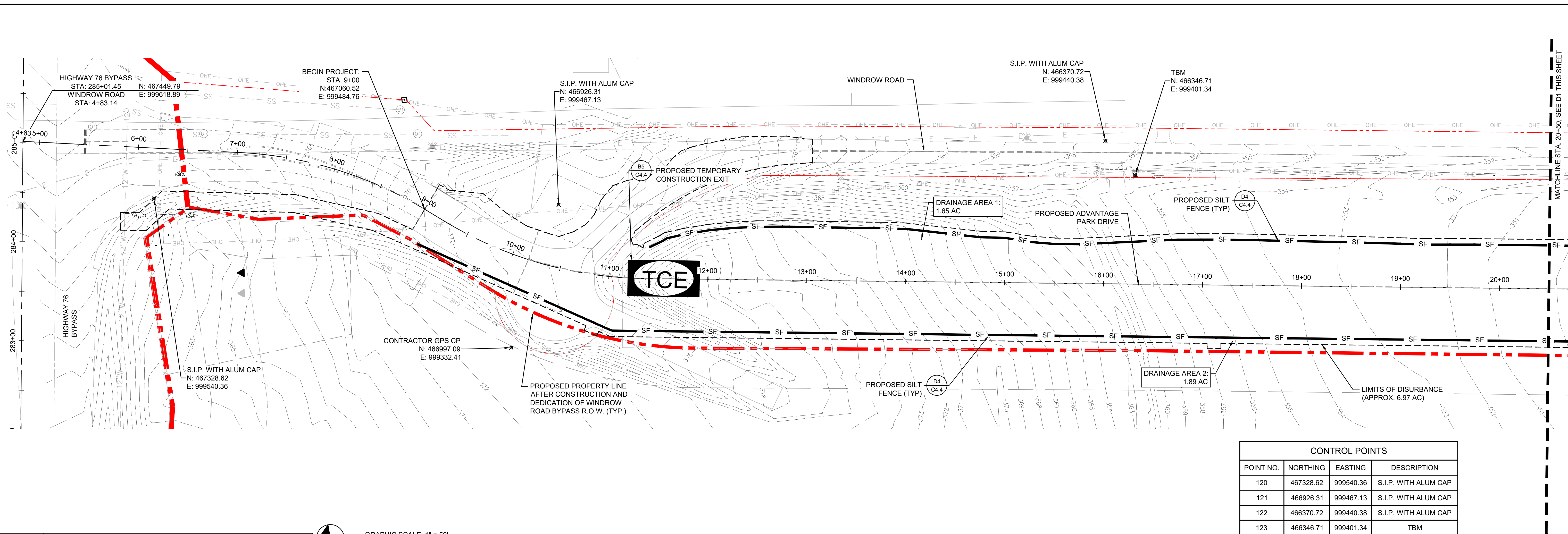
PROJECT NO. 23133	DATE MAY 8, 2024
DRAWN LGP	CHECKED JDD

**EPSC PLAN (OVERALL)**

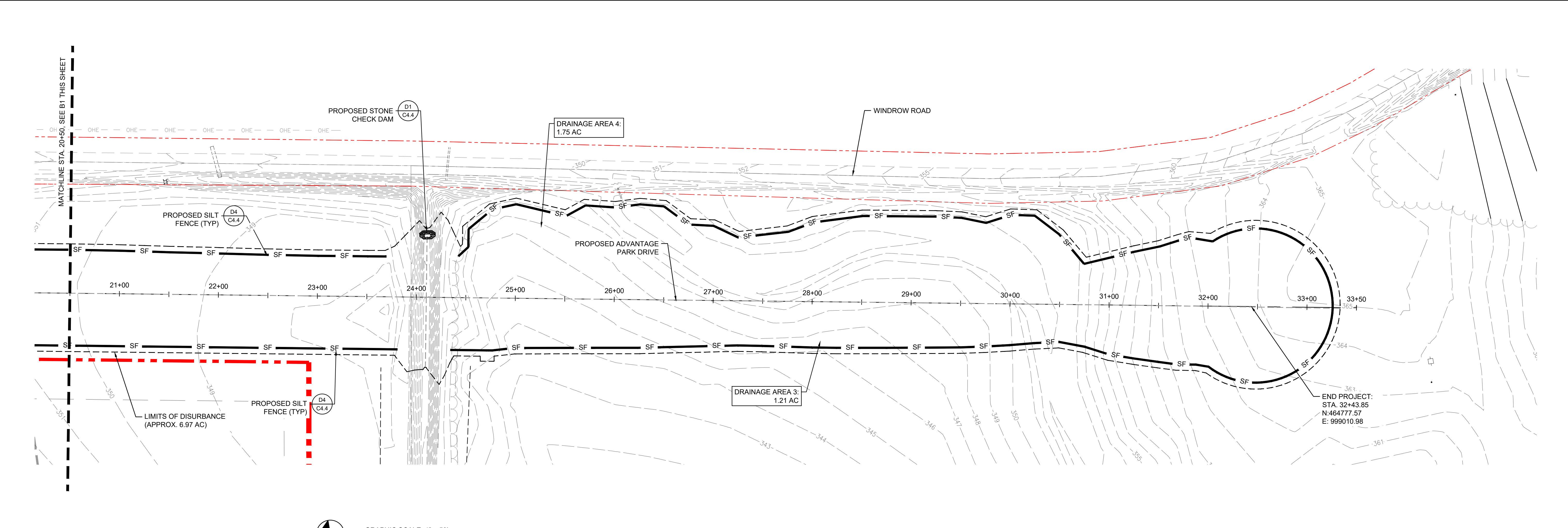
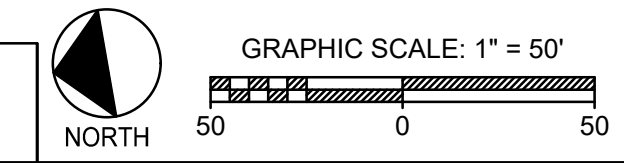
CIVIL SHEETS 5 OF 36

**C4.0**

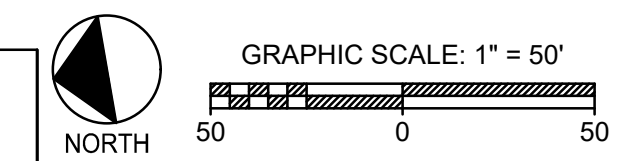
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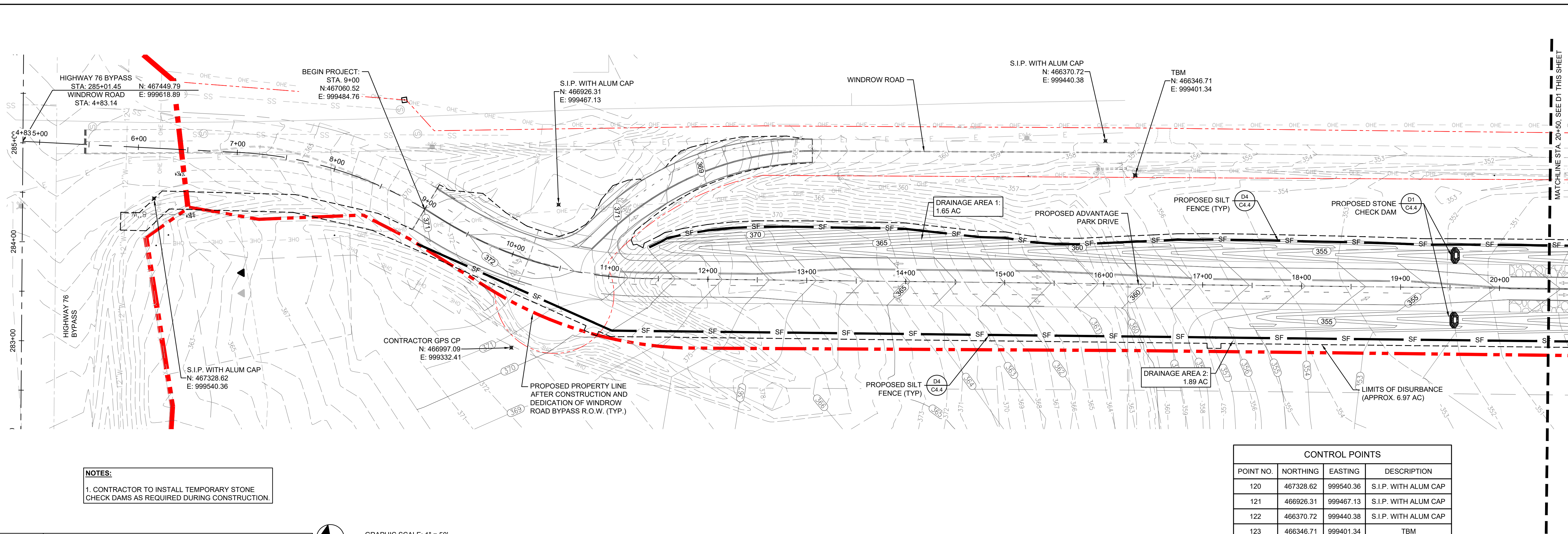
**B1** EPSC STAGE I (STA. 4+83 - STA. 20+50)  
1"=50'



**D1** EPSC STAGE I (STA. 20+50 - STA. 33+50)  
1"=50'



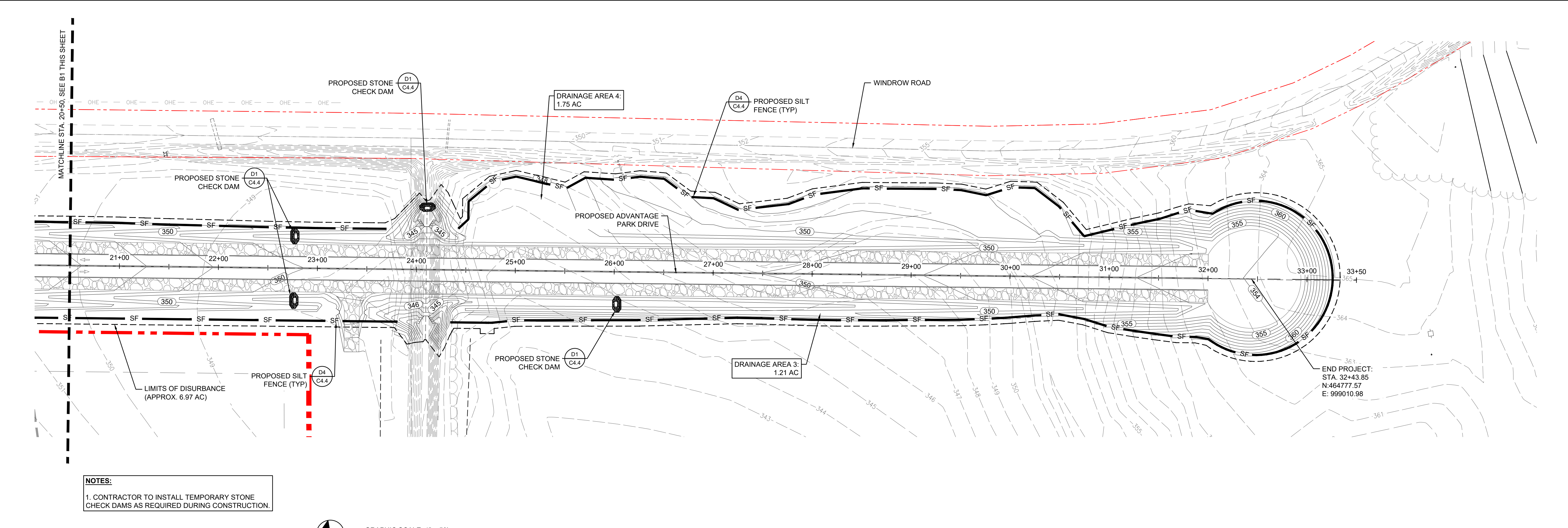
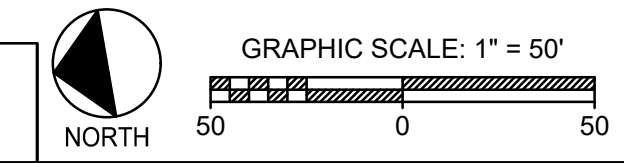
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**NOTES:**  
1. CONTRACTOR TO INSTALL TEMPORARY STONE CHECK DAMS AS REQUIRED DURING CONSTRUCTION.

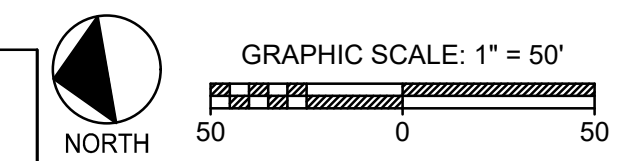
CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**B1** EPSC STAGE II (STA. 4+83 - STA. 20+50)  
1"=50'



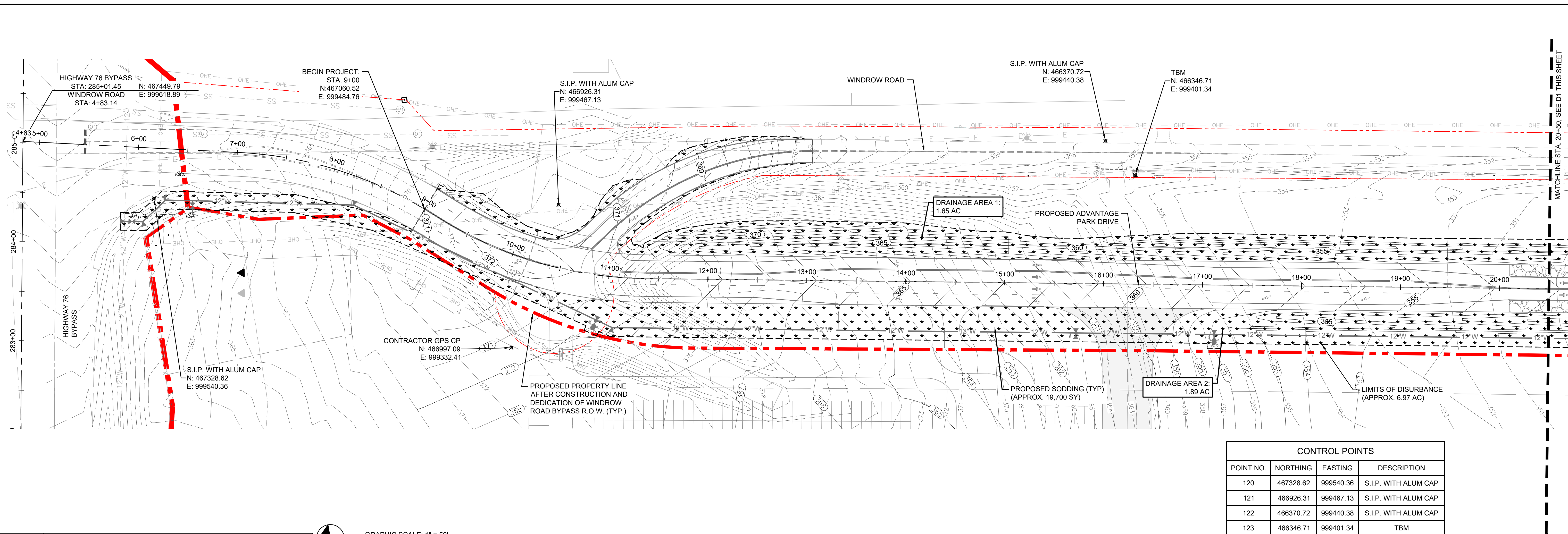
**NOTES:**  
1. CONTRACTOR TO INSTALL TEMPORARY STONE CHECK DAMS AS REQUIRED DURING CONSTRUCTION.

**D1** EPSC STAGE II (STA. 20+50 - STA. 33+50)  
1"=50'



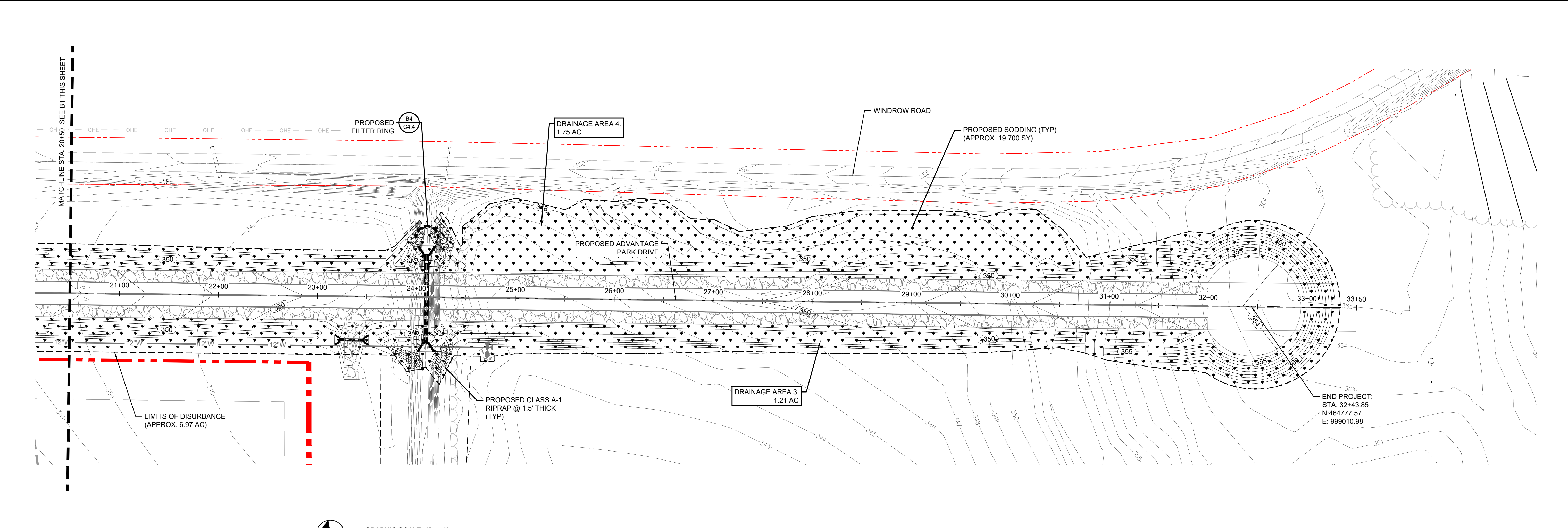
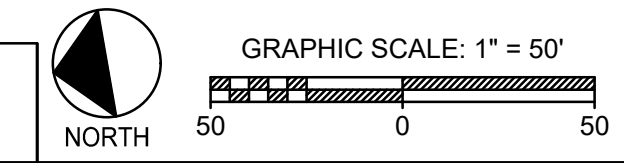


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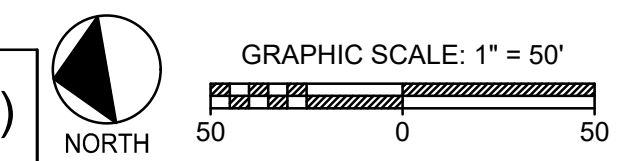


CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

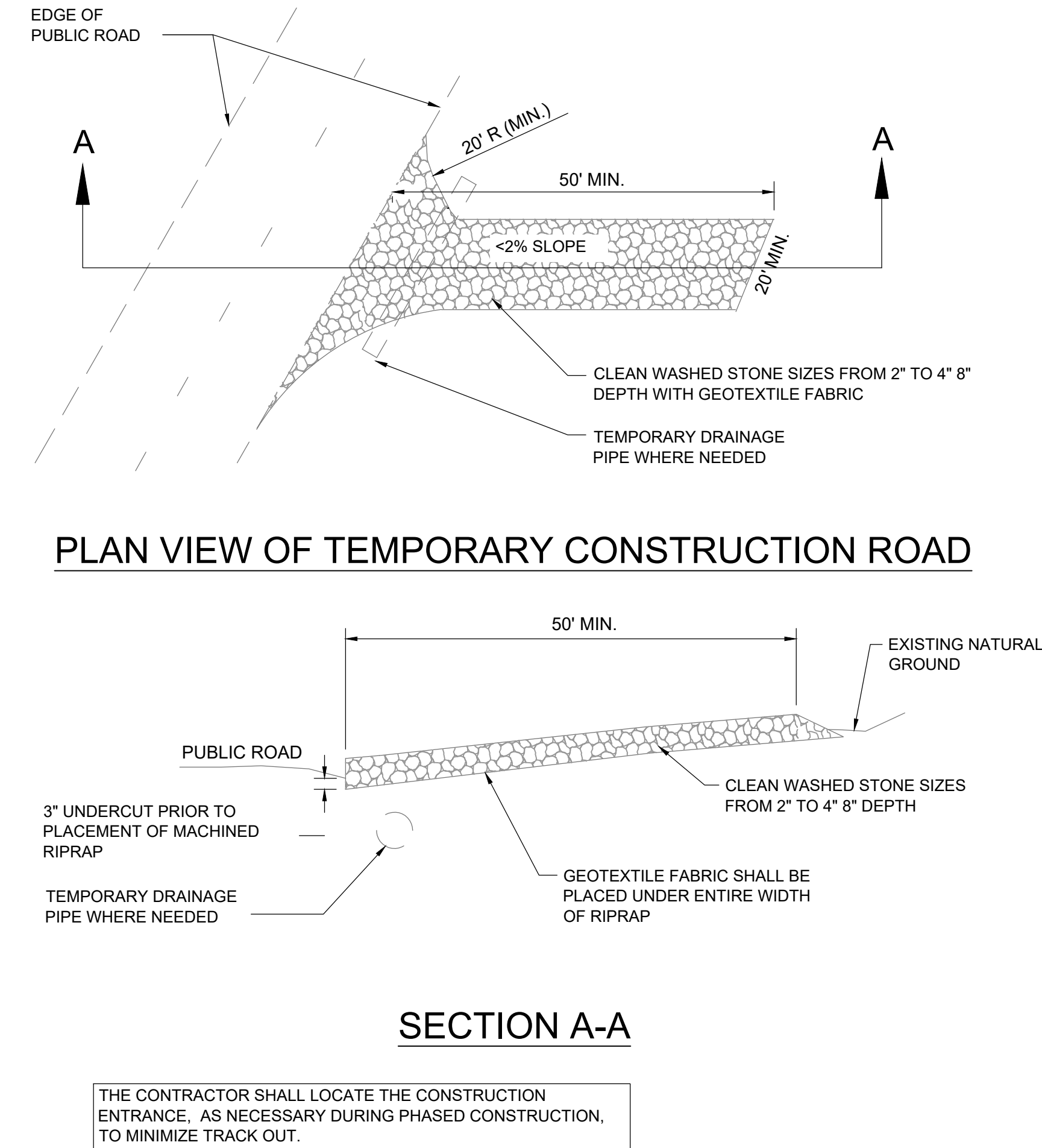
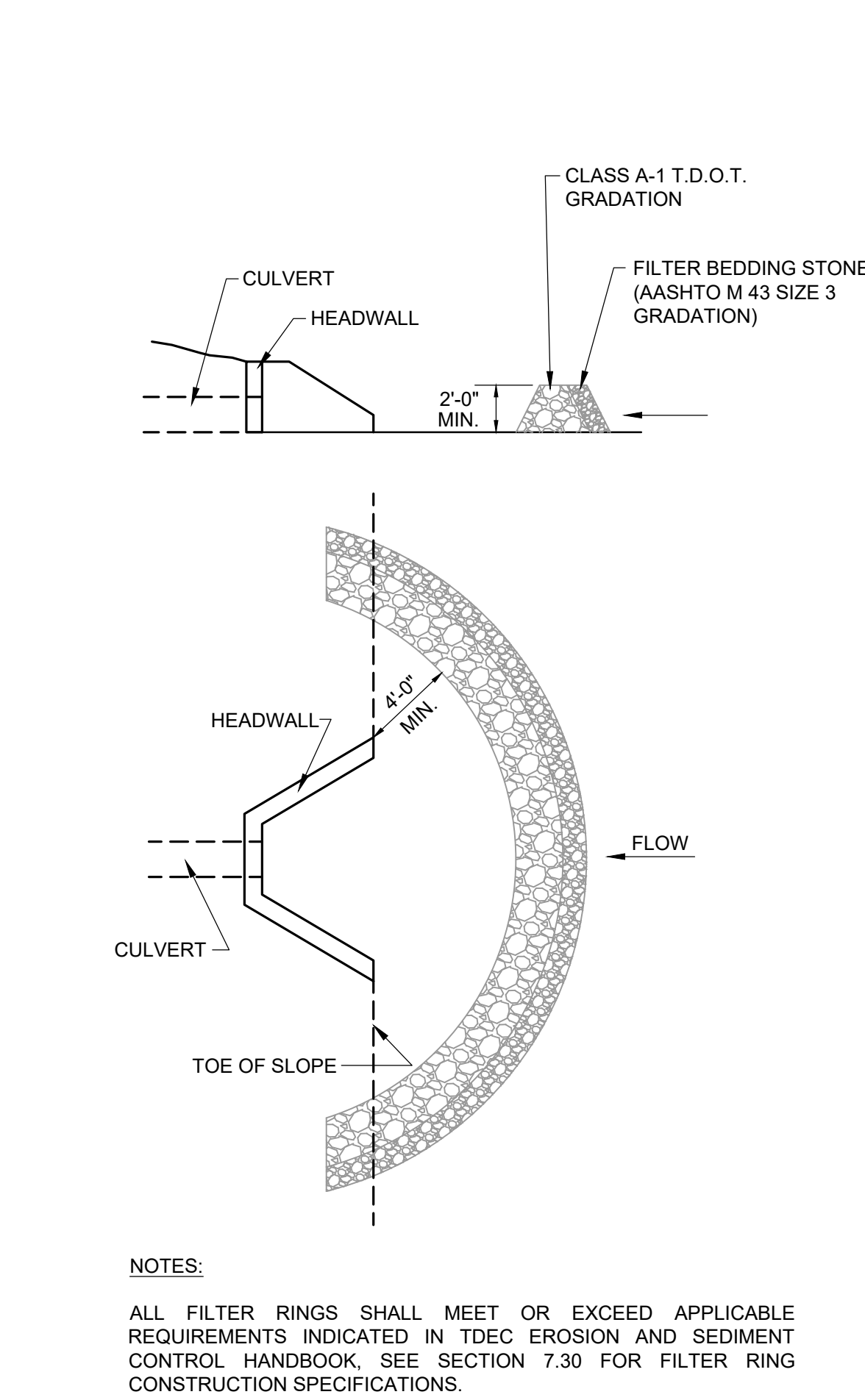
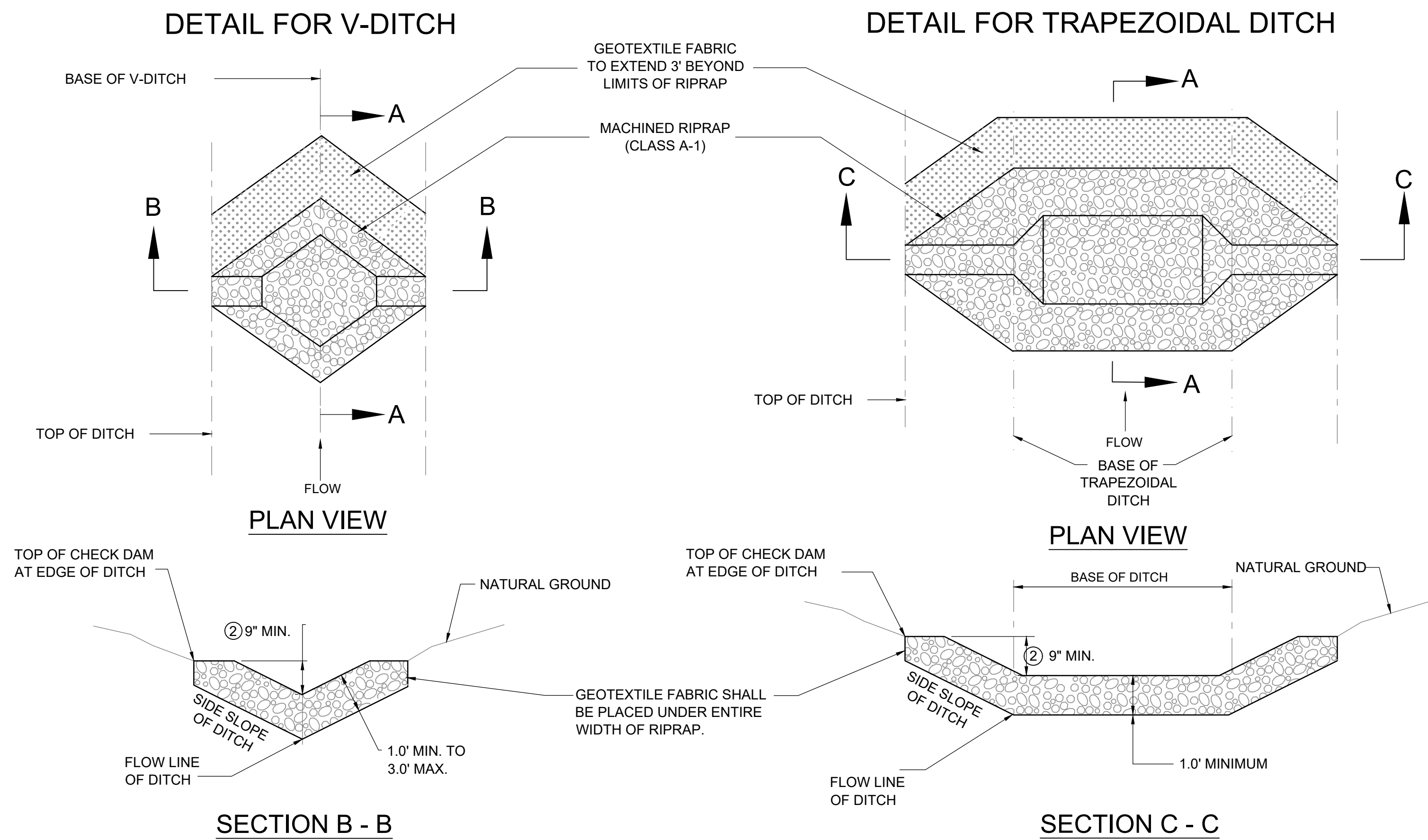
**B1** EPSC STAGE III (STA. 4+83 - STA. 20+50)  
1"=50'



**D1** EPSC STAGE III (STA. 20+50 - STA. 33+50)  
1"=50'

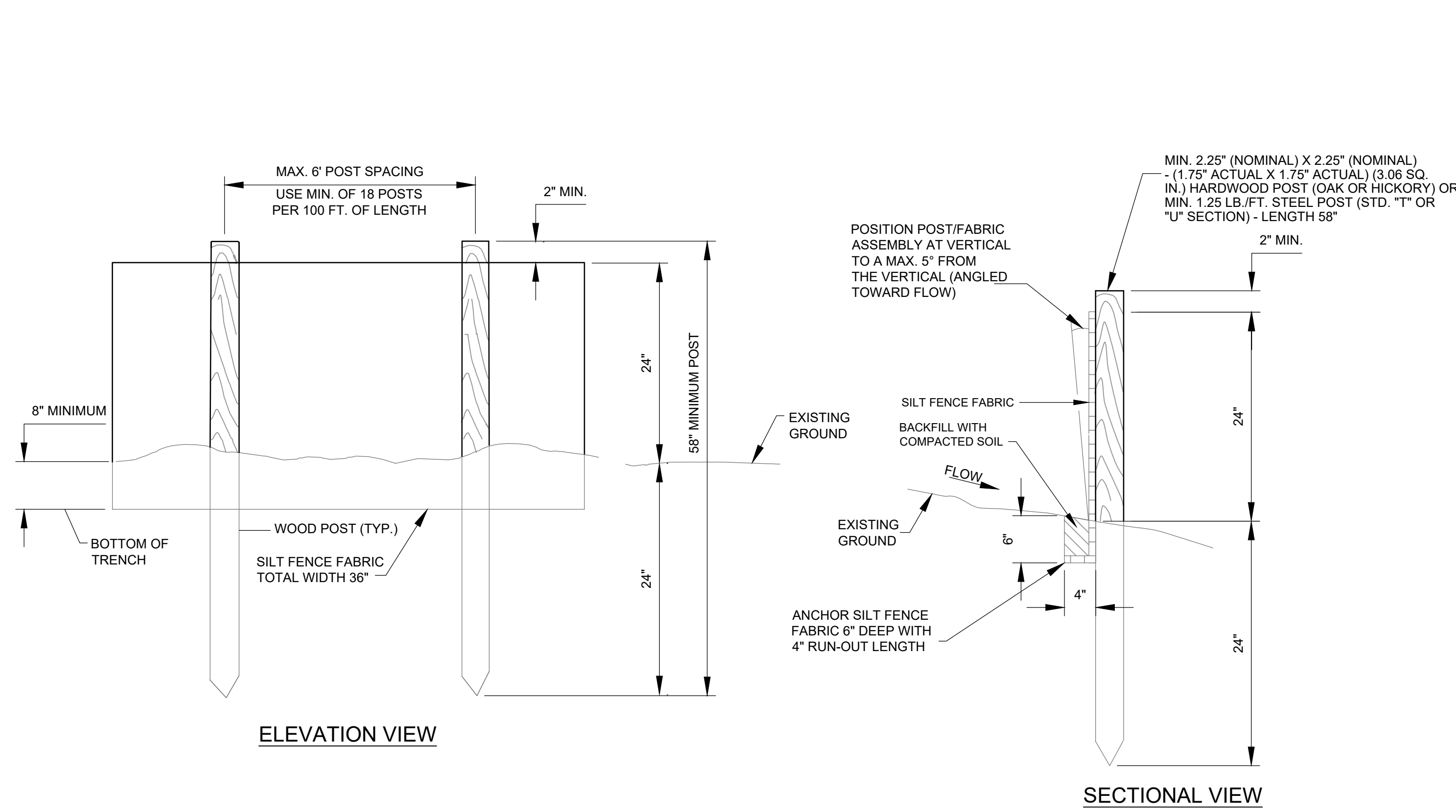
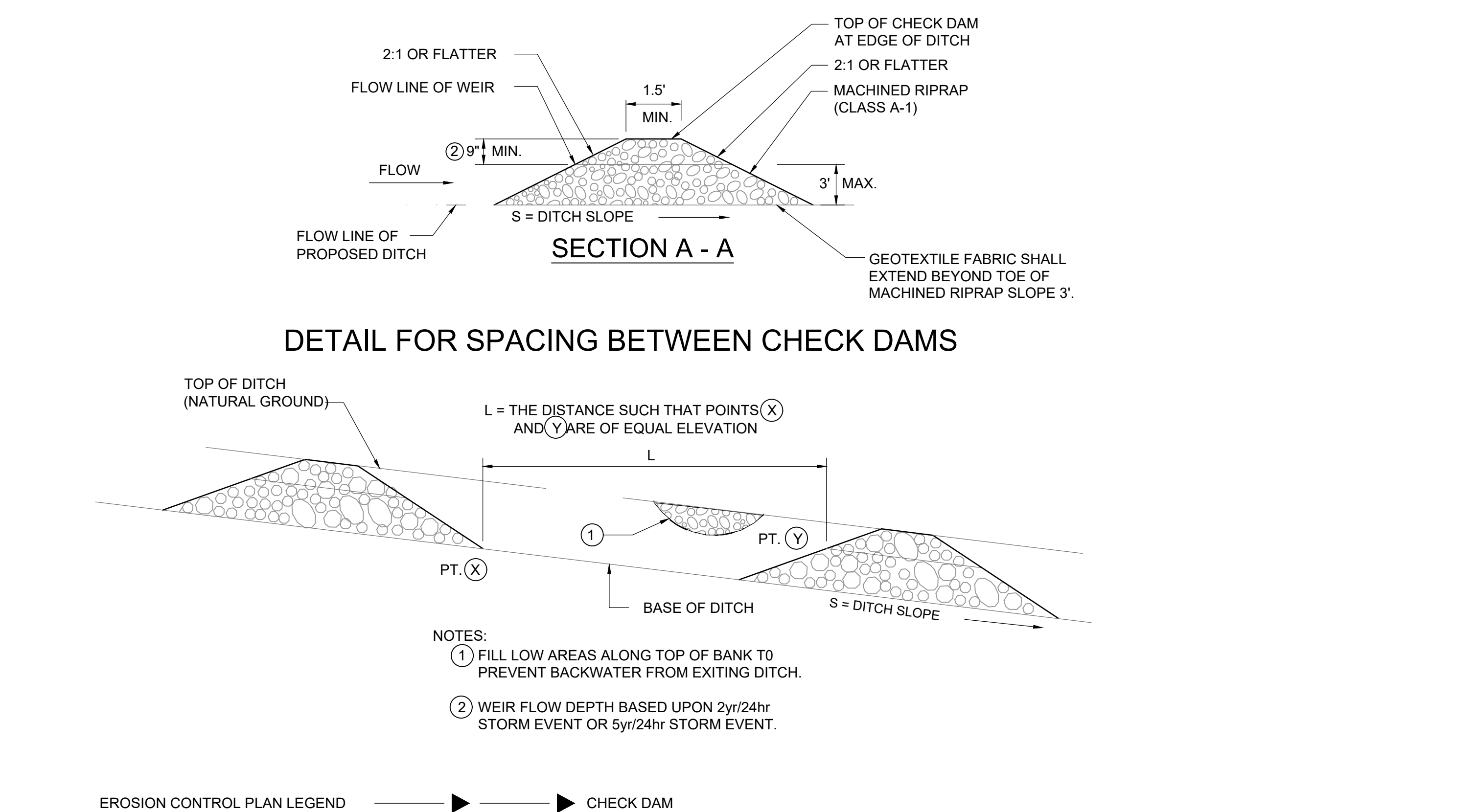


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**B4**  
NTS  
**STONE FILTER RING**

**B5**  
NTS  
**CONSTRUCTION ENTRANCE/EXIT**

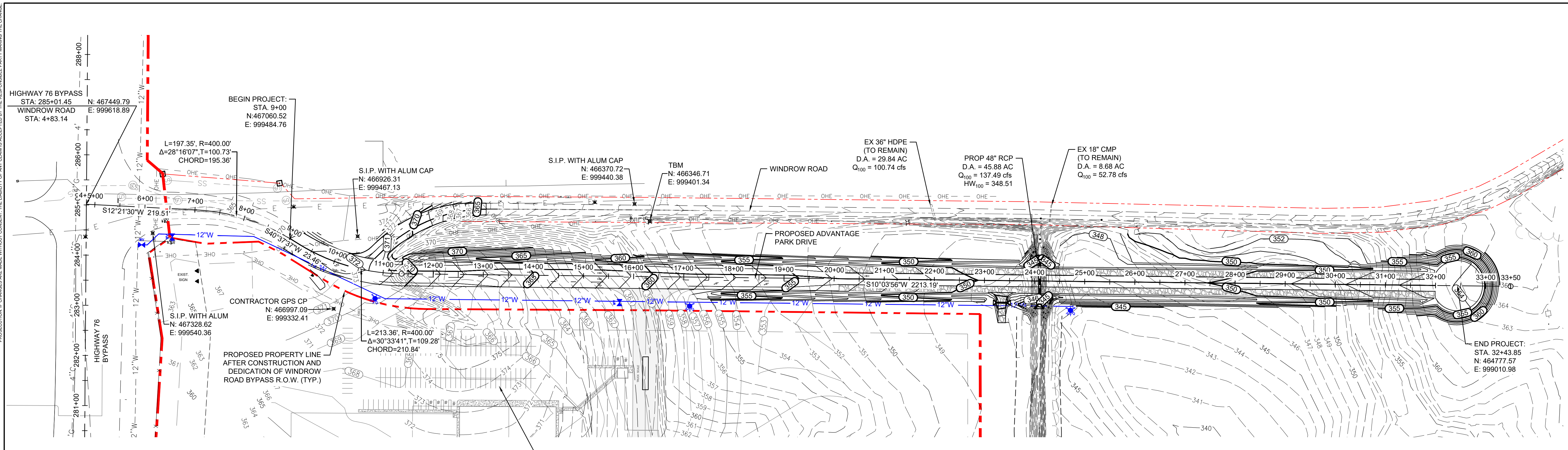


**D4**  
NTS  
**SILT FENCE**

**D1**  
NTS  
**STONE CHECK DAM**

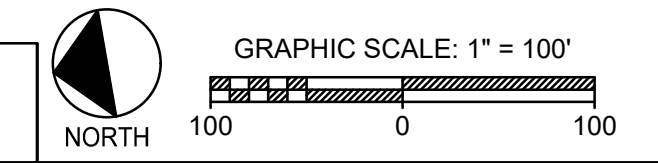


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**NOTES:**  
1. FOR PROPOSED WATER LINE LAYOUT, SEE SHEETS C6.0 - C6.2.

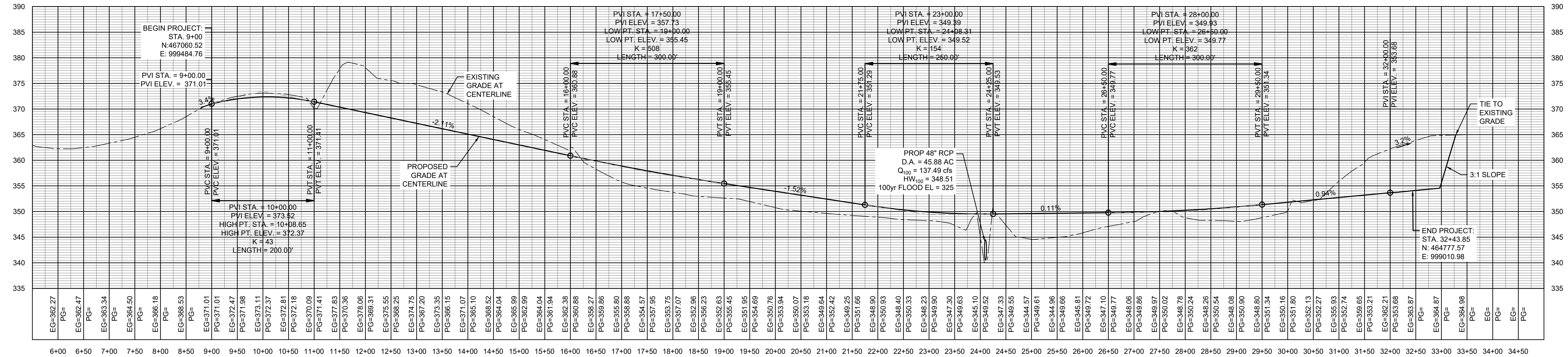
**B1**  
1"=100'  
ADVANTAGE PARK DR PLAN (OVERALL)



**TEMPORARY BENCHMARK NOTE**  
DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
N: 466346.71  
E: 999401.34  
ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**ADVANTAGE PARK DRIVE PROFILE**



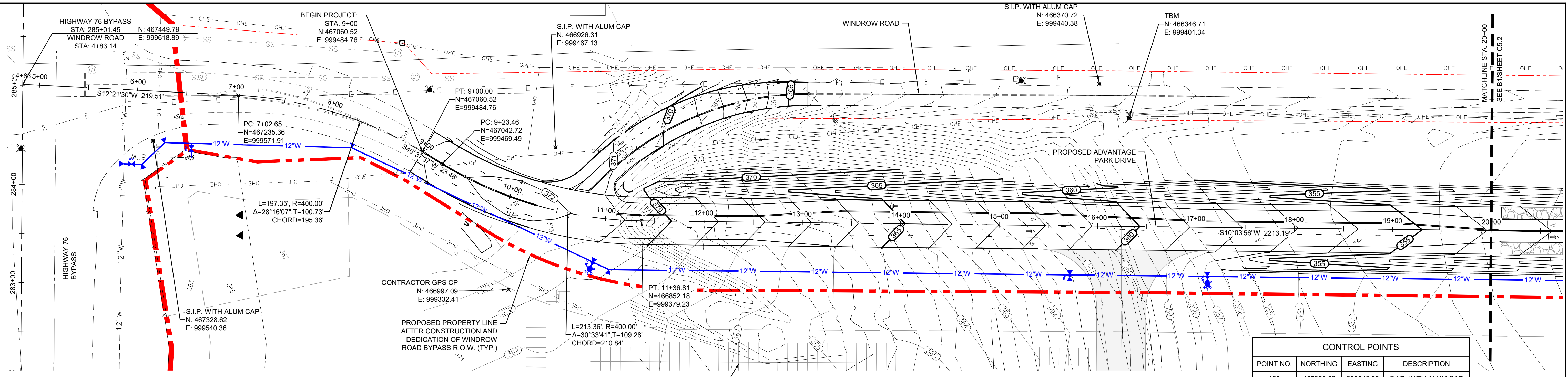
**D1**  
SEE DETAIL  
ADVANTAGE PARK DR PROFILE

VERTICAL: 1" = 10'  
HORIZONTAL: 1" = 100'

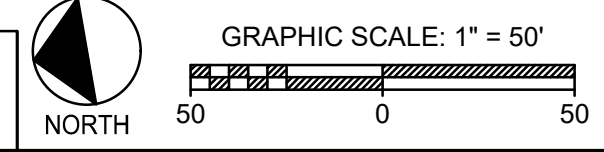


PROJECT NO. 23133	DATE MAY 8, 2024
DRAWN LGP	CHECKED JDD

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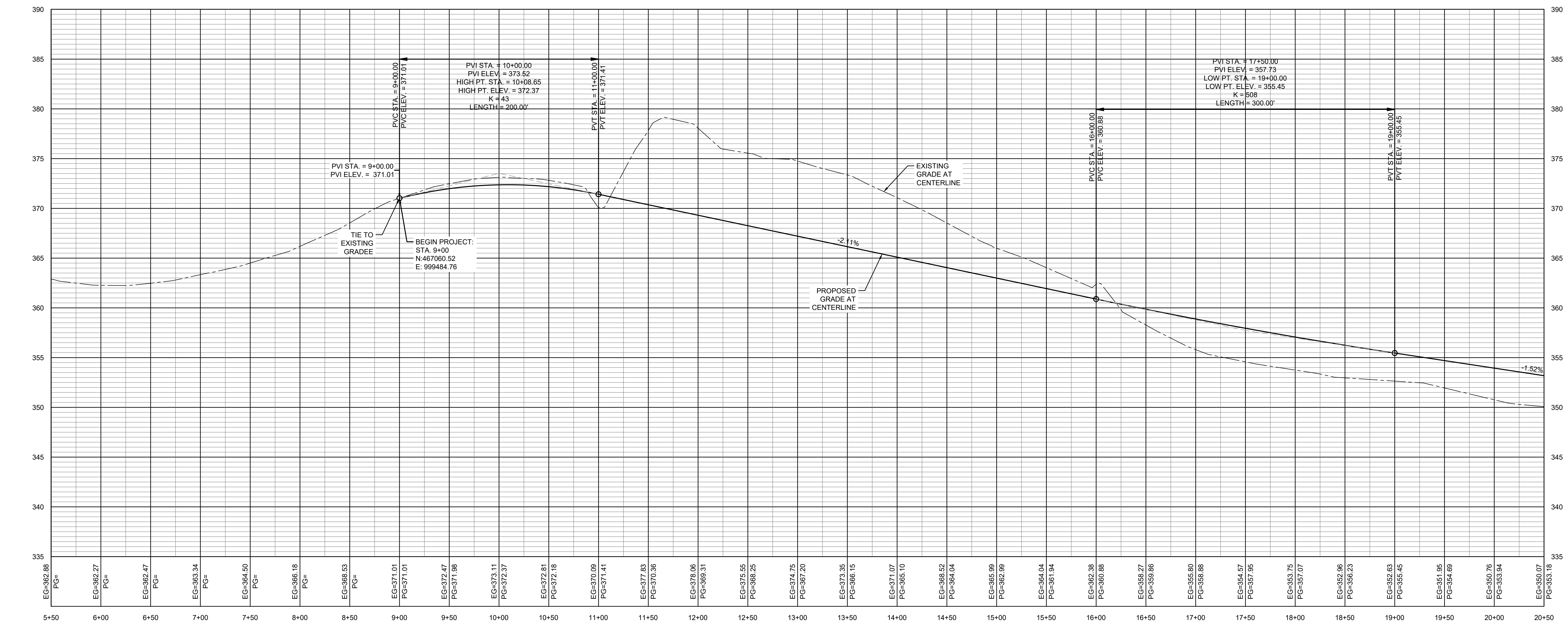
**NOTES:**  
1. FOR PROPOSED WATER LINE LAYOUT, SEE SHEETS C6.0 - C6.2.



**TEMPORARY BENCHMARK NOTE**  
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122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**B1** PLAN VIEW (STA. 10+00 - 20+00)  
1"=50'

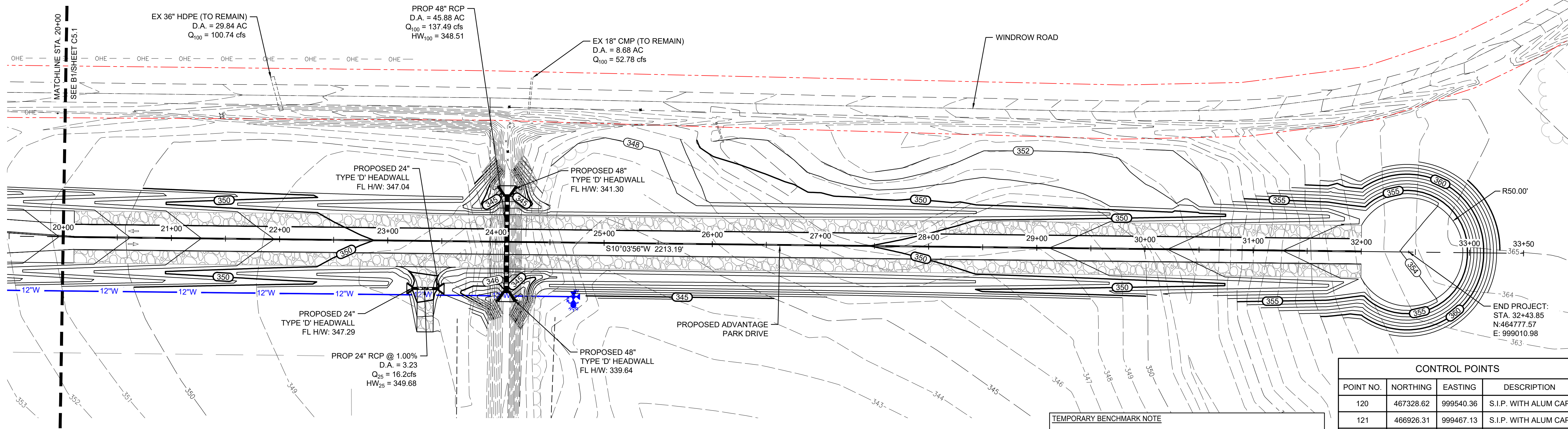


**D1** PROFILE VIEW (STA. 10+00 - 20+00)  
SEE DETAIL

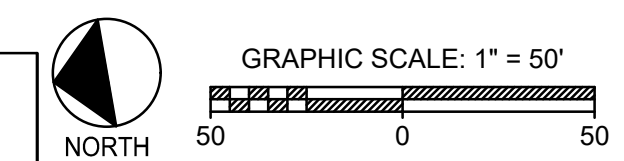
VERTICAL: 1" = 5'  
HORIZONTAL: 1" = 50'



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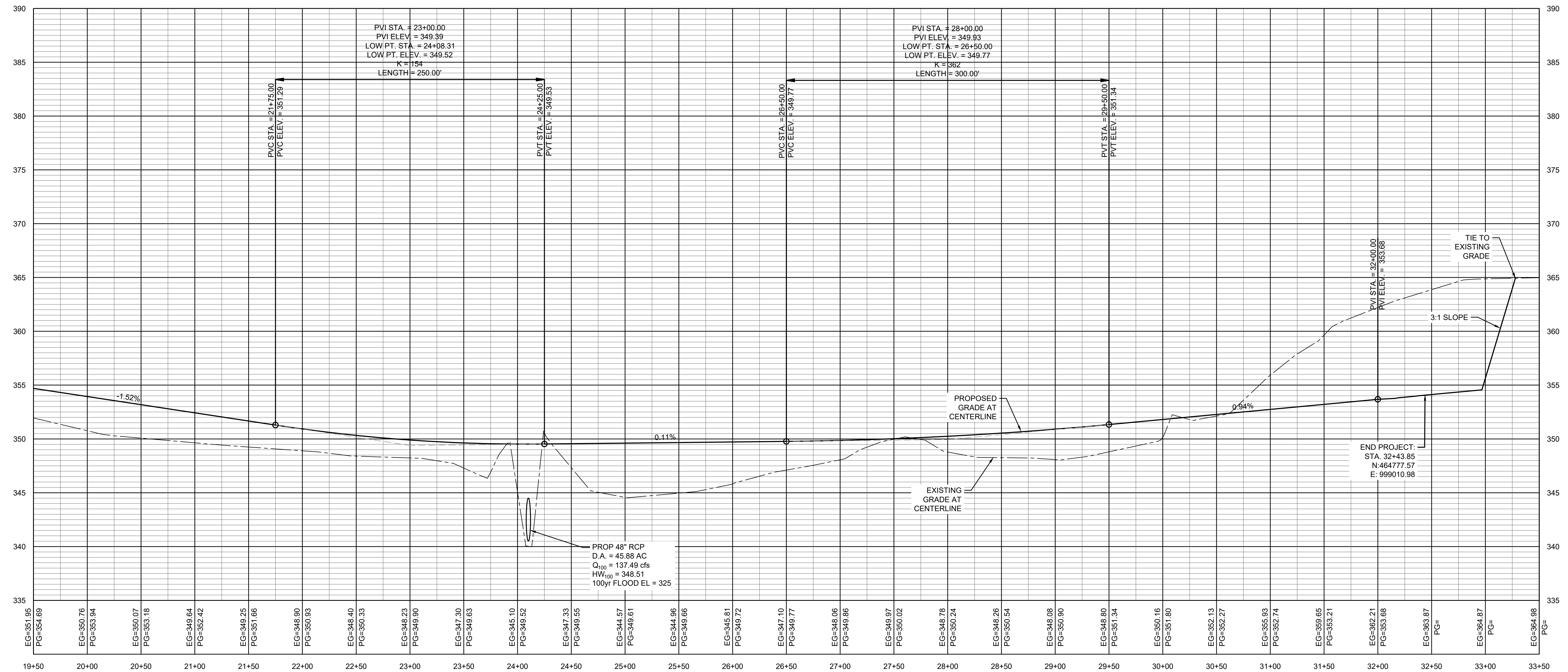
**B1** PLAN VIEW (STA. 20+00 - 33+50)  
1"=50'



**NOTES:**  
1. FOR PROPOSED WATER LINE LAYOUT, SEE SHEETS C6.0 - C6.2.

**TEMPORARY BENCHMARK NOTE**  
DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
N: 466346.71  
E: 999401.34  
ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

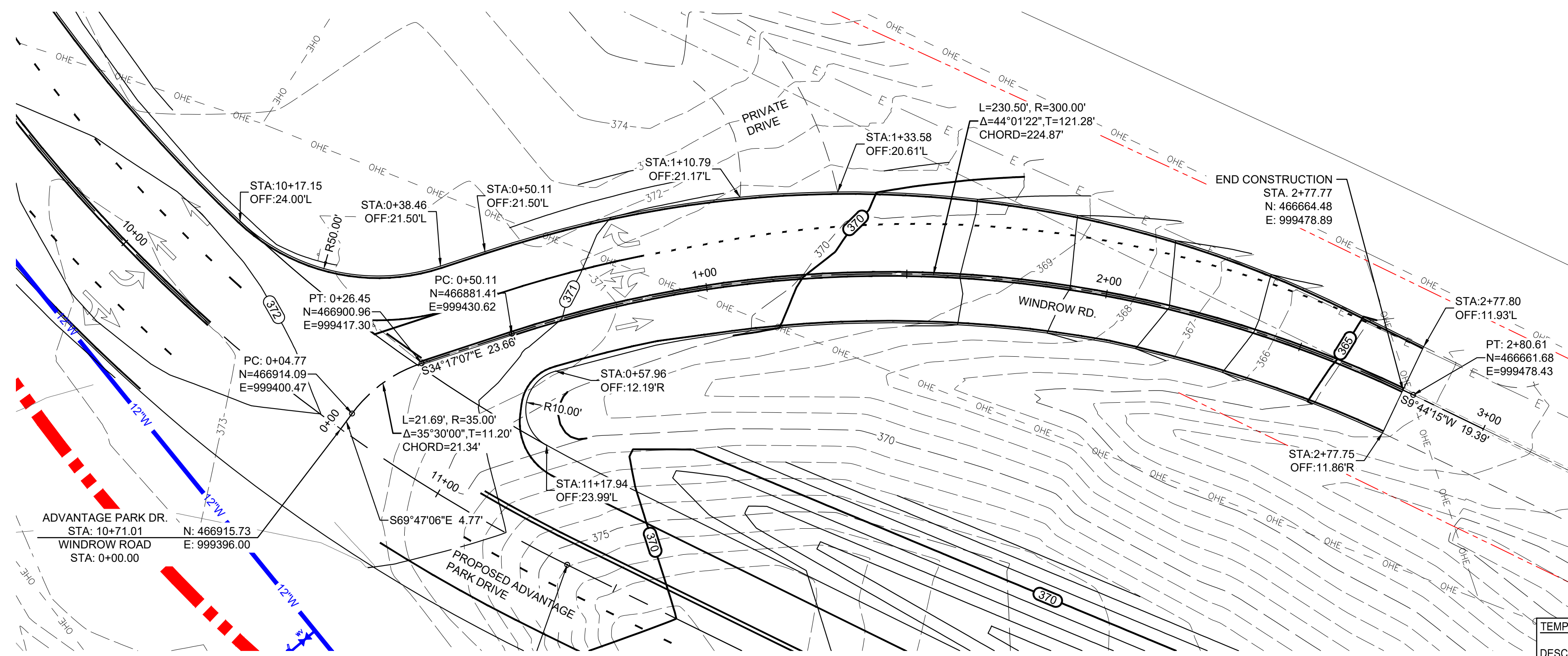


**D1** PROFILE VIEW (STA. 20+00 - 33+50)  
SEE DETAIL

VERTICAL: 1" = 5'  
HORIZONTAL: 1" = 50'



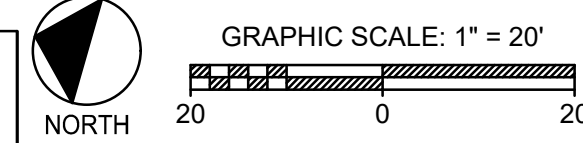
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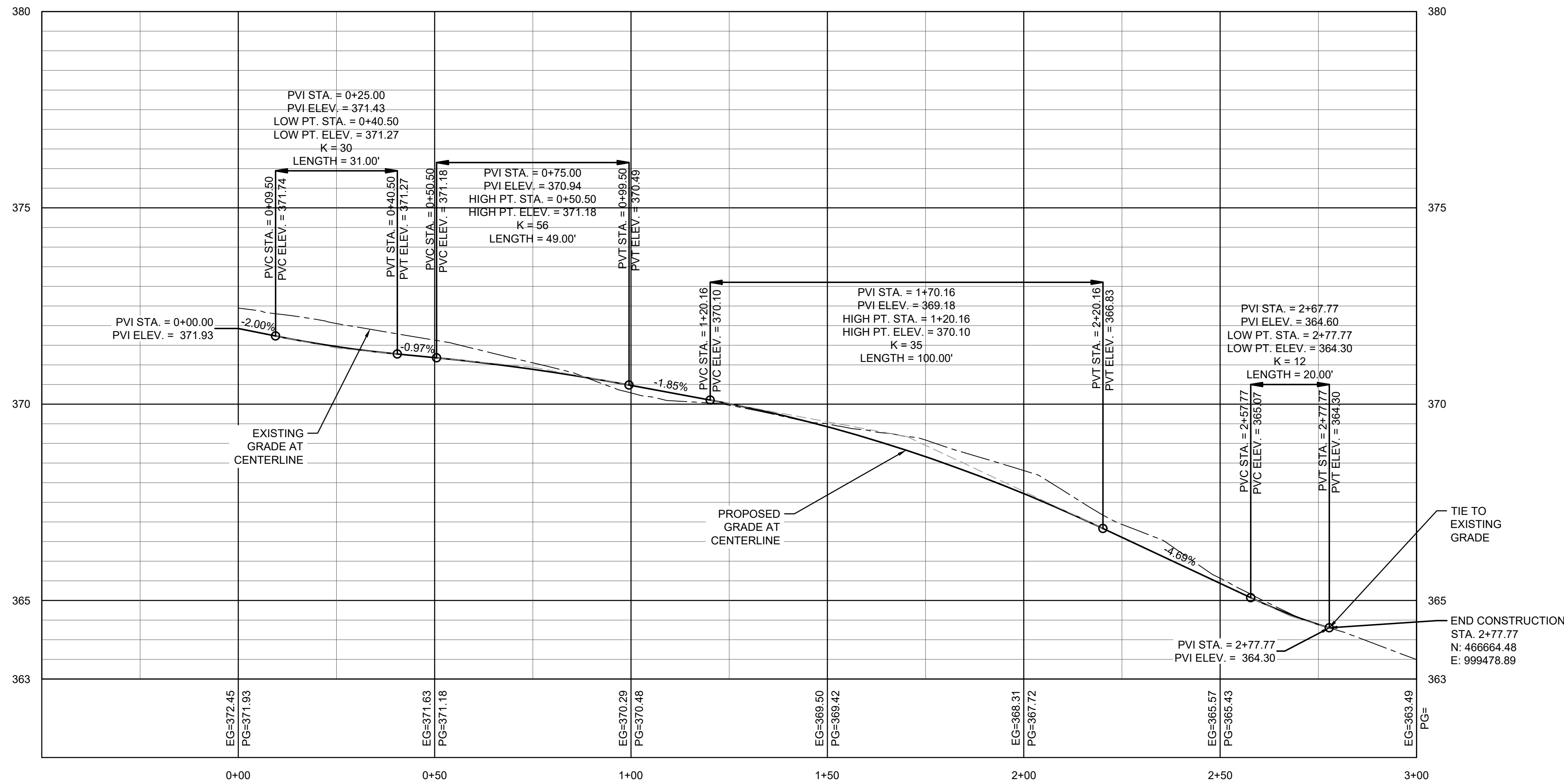
**TEMPORARY BENCHMARK NOTE**  
 DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
 N: 466346.71  
 E: 999401.34  
 ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**B1**  
 1"=20'  
 PLAN VIEW (STA. 0+00 - 2+77)



**WINDORW RD PROFILE**

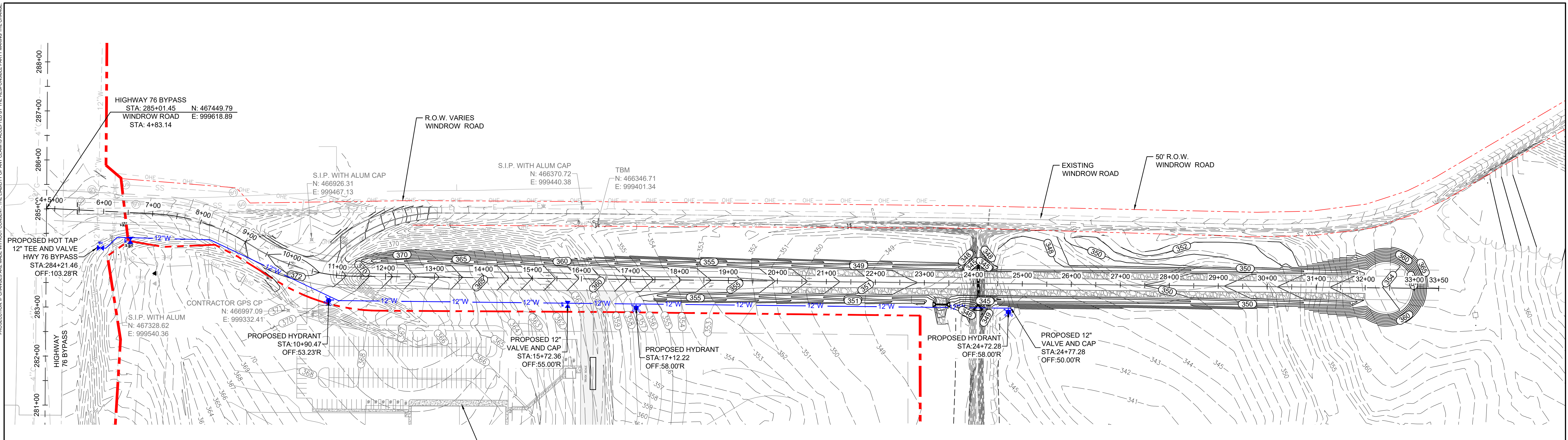


**D1**  
 SEE DETAIL  
 PROFILE VIEW (STA. 0+00 - 2+77)

VERTICAL: 1" = 2'  
 HORIZONTAL: 1" = 20'



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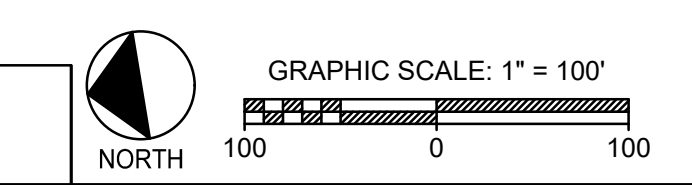


CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

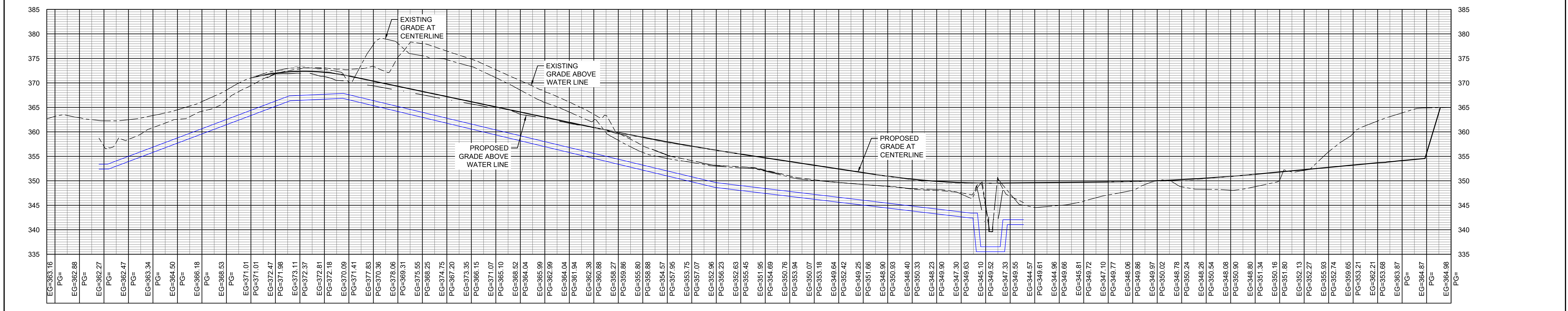
  

TEMPORARY BENCHMARK NOTE	
DESCRIPTION:	FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.
N:	466346.71
E:	999401.34
ELEV:	358.10

**B1** WATER LINE PLAN  
1"=100'



### WATER LINE PROFILE (OVERALL)

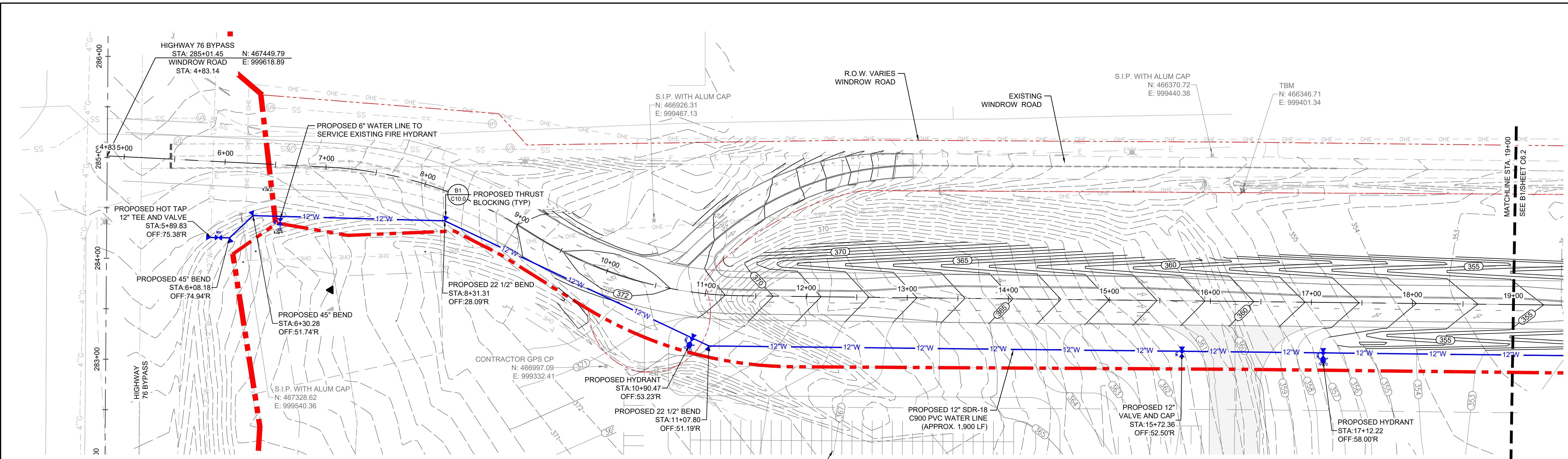


**D1** WATER LINE PROFILE  
SEE DETAIL

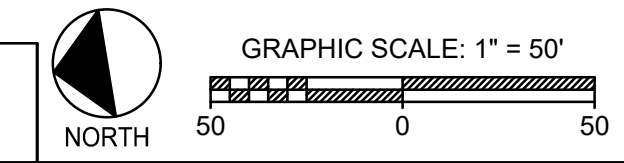
VERTICAL: 1" = 10'  
HORIZONTAL: 1" = 100'



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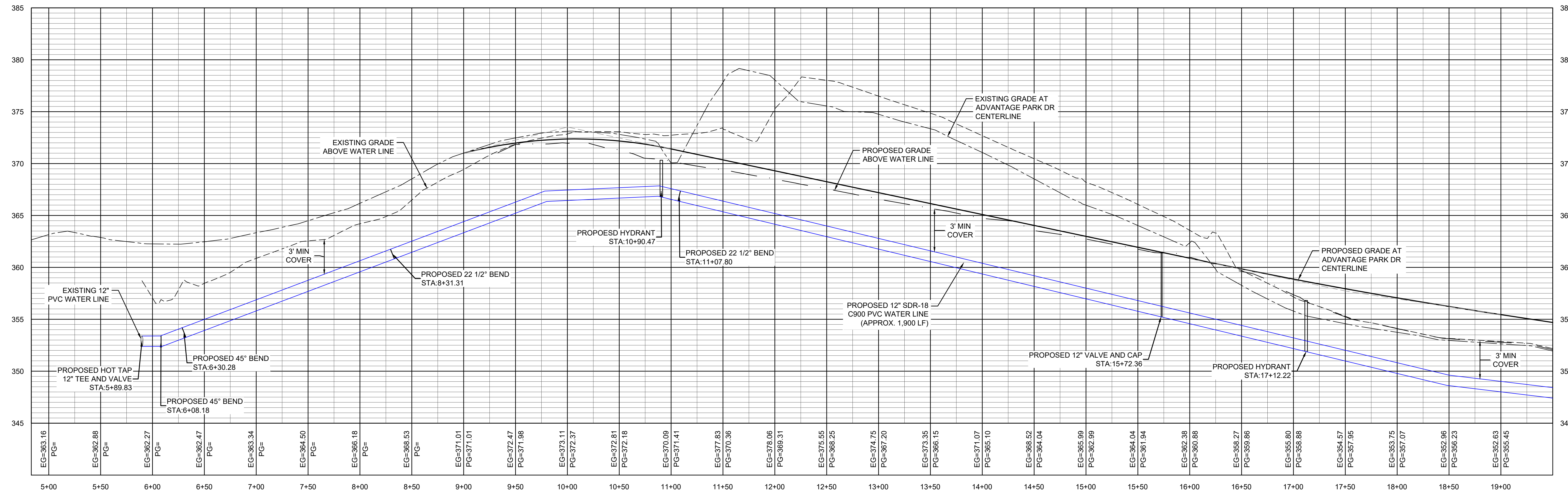
**B1** WATER LINE PLAN (STA. 4+83 - 19+00)  
1"=50'



**TEMPORARY BENCHMARK NOTE**  
DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
N: 466346.71  
E: 999401.34  
ELEV = 358.10

CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**WATER LINE PROFILE (STA. 4+83 - 19+00)**



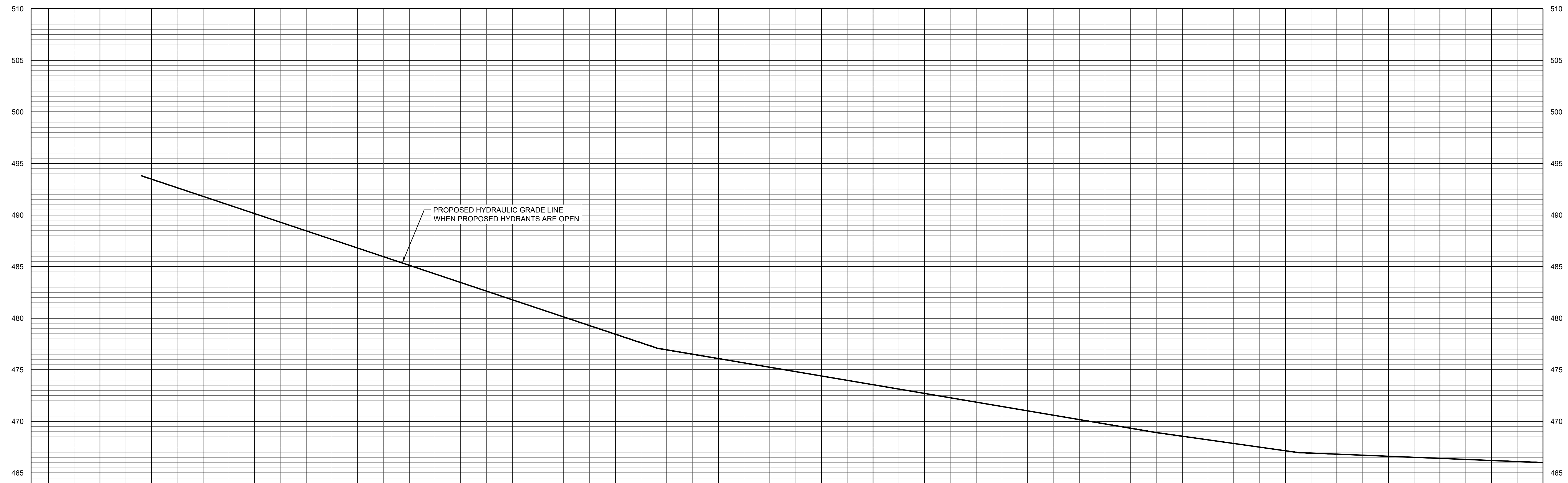
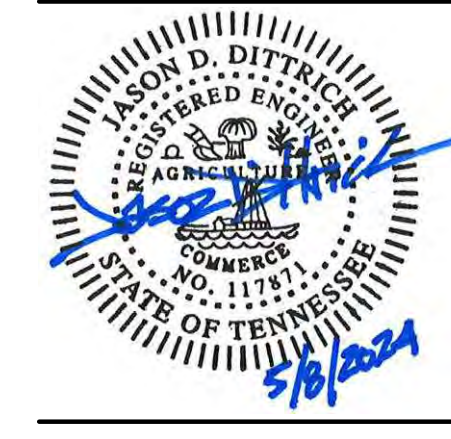
**D1** WATER LINE PROFILE (STA. 4+83 - 19+00)  
SEE DETAIL

VERTICAL: 1" = 5'  
HORIZONTAL: 1" = 50'



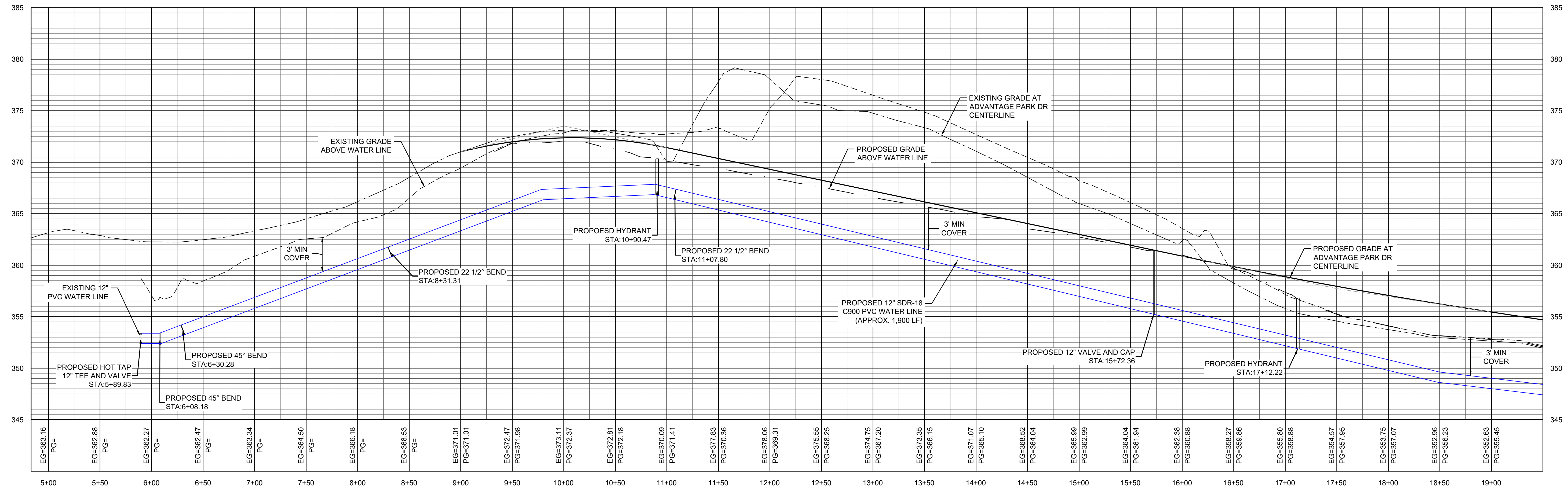


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**B1** HYDRAULIC GRADE LINE  
 SEE DETAIL

VERTICAL: 1" = 5'  
 HORIZONTAL: 1" = 50'



**D1** WATER LINE PROFILE (STA. 4+83 - 19+00)  
 SEE DETAIL

VERTICAL: 1" = 5'  
 HORIZONTAL: 1" = 50'

HAYWOOD COUNTY  
 TENNESSEE

2024 SITE  
 DEVELOPMENT GRANT  
 ADVANTAGE PARK  
 DRIVE

BROWNSVILLE, TENNESSEE  
 CONSTRUCTION  
 DOCUMENTS

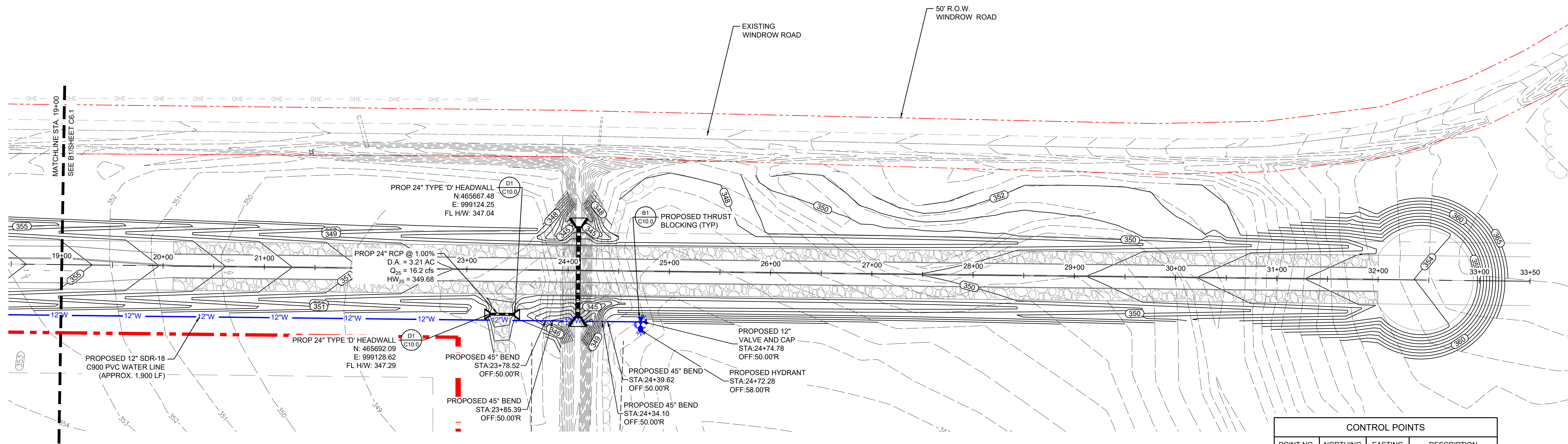
REVISIONS

PROJECT NO. 23133 DATE MAY 8, 2024  
 DRAWN LSP CHECKED JDD

HYDRAULIC PROFILE (STA. 4+83 TO 19+00)

CIVIL SHEETS 16 OF 36  
**C6.1B**

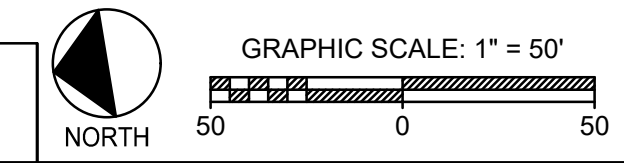
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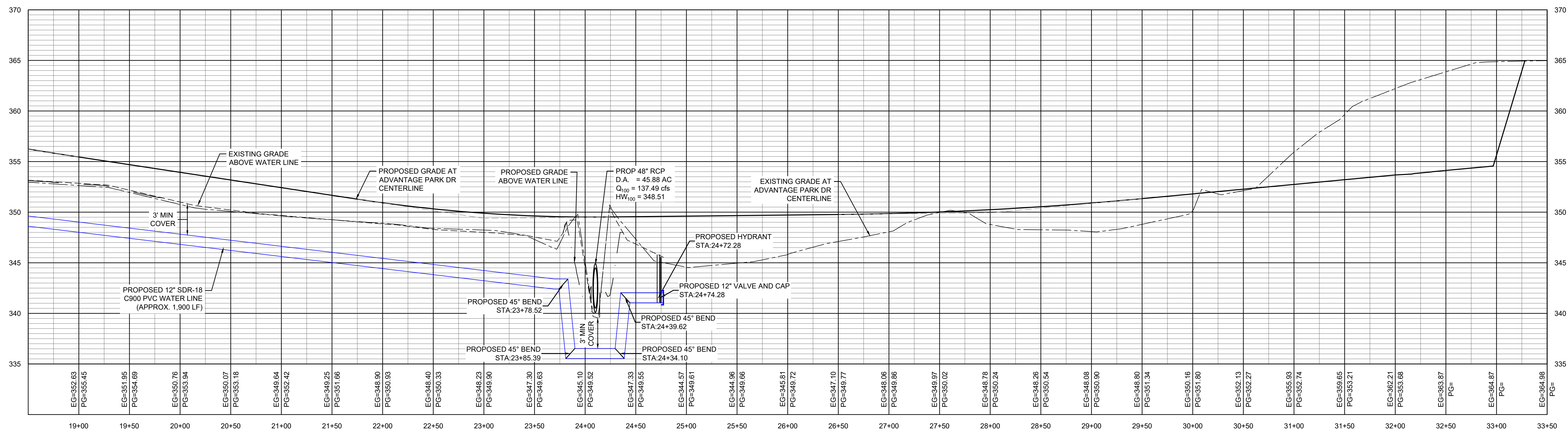
CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
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123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**TEMPORARY BENCHMARK NOTE**  
 DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
 N: 466346.71  
 E: 999401.34  
 ELEV = 358.10

**B1**  
 1"=50'  
 WATER LINE PLAN (STA. 4+83 - 18+00)



**WATER LINE PROFILE (STA. 19+00 - 33+50)**

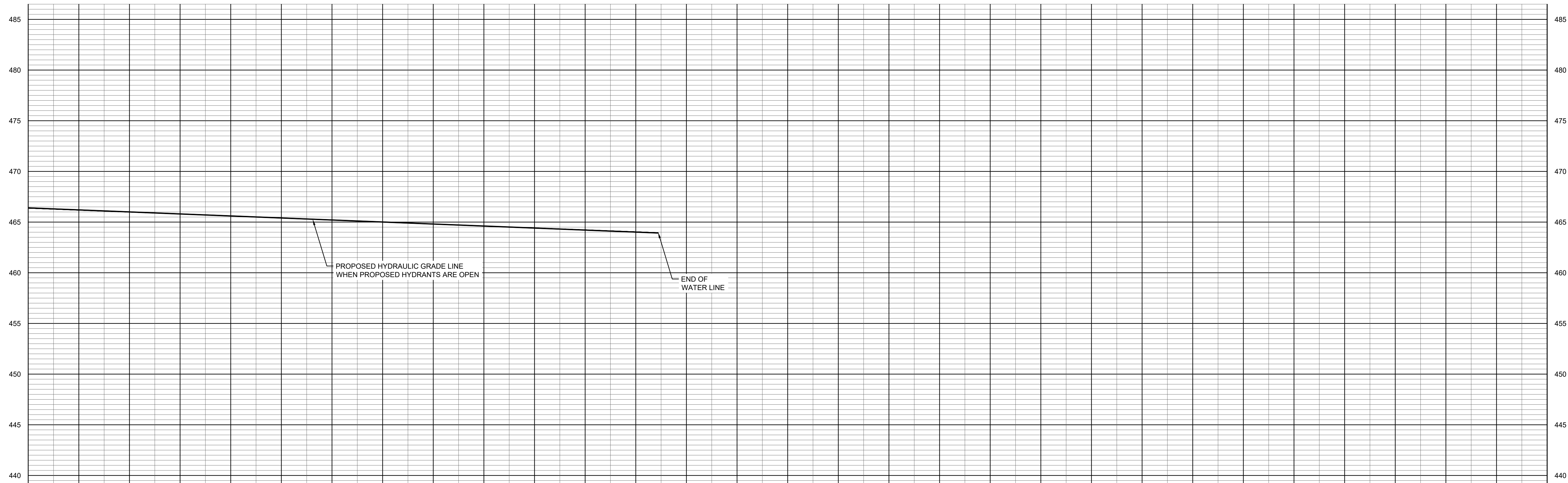


**D1**  
 SEE DETAIL  
 WATER LINE PROFILE (STA. 19+00-33+50)

VERTICAL: 1" = 5'  
 HORIZONTAL: 1" = 50'

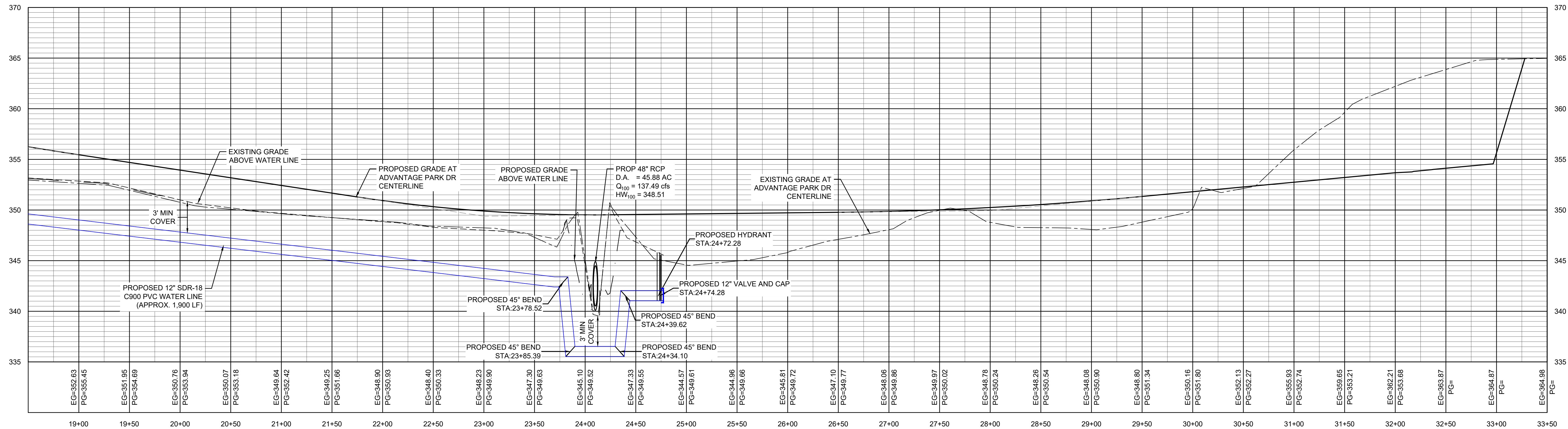


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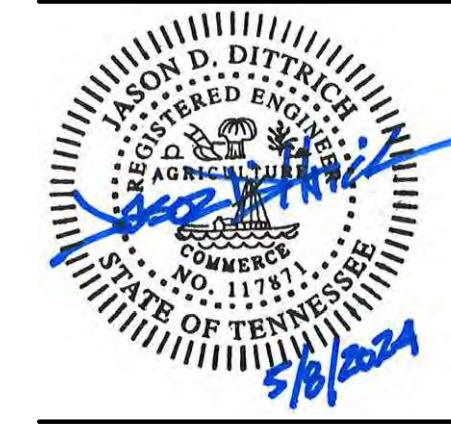
**B1** HYDRAULIC GRADE LINE  
SEE DETAIL

VERTICAL: 1" = 5'  
HORIZONTAL: 1" = 50'

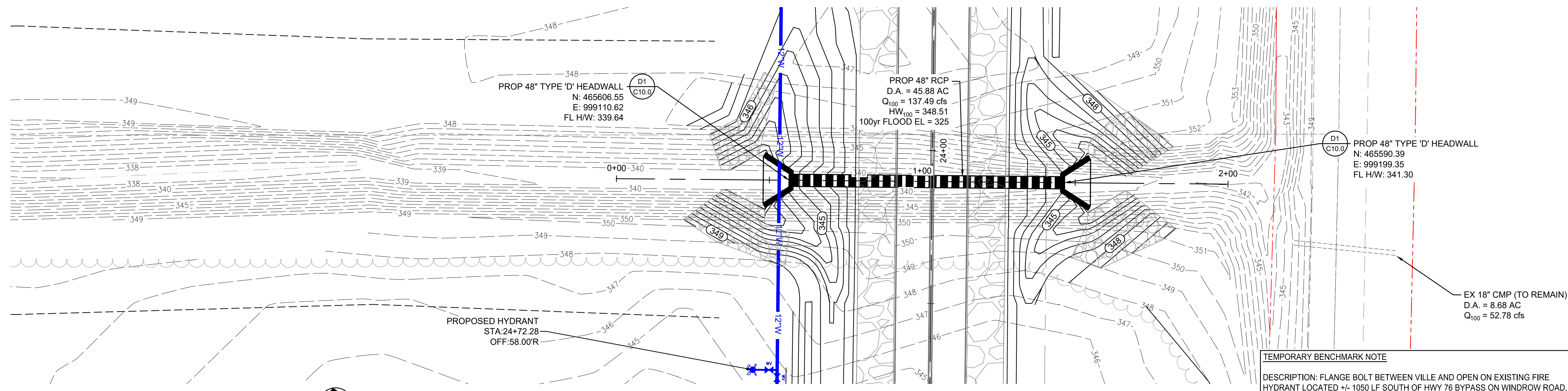


**D1** WATER LINE PROFILE (STA. 19+00-33+50)  
SEE DETAIL

VERTICAL: 1" = 5'  
HORIZONTAL: 1" = 50'

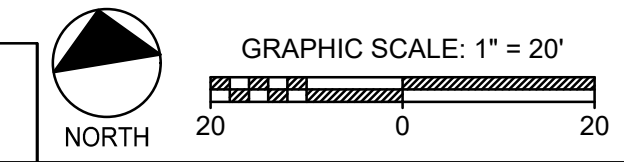


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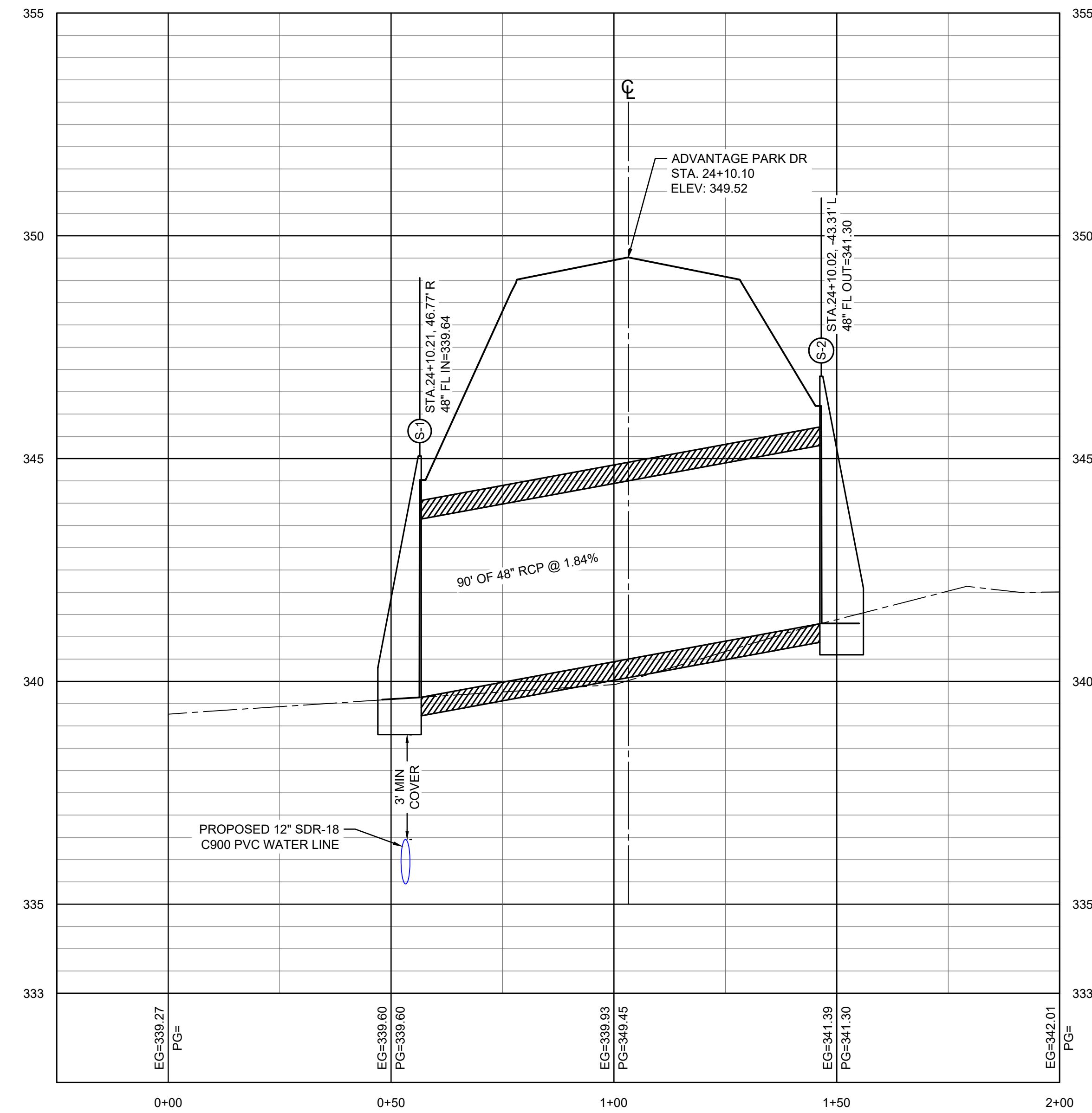


CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
124	466997.09	999332.41	CONTRACTOR GPS CP

**B1 DRAINAGE PLAN**  
 1"=20'



**DRAINAGE PROFILE**

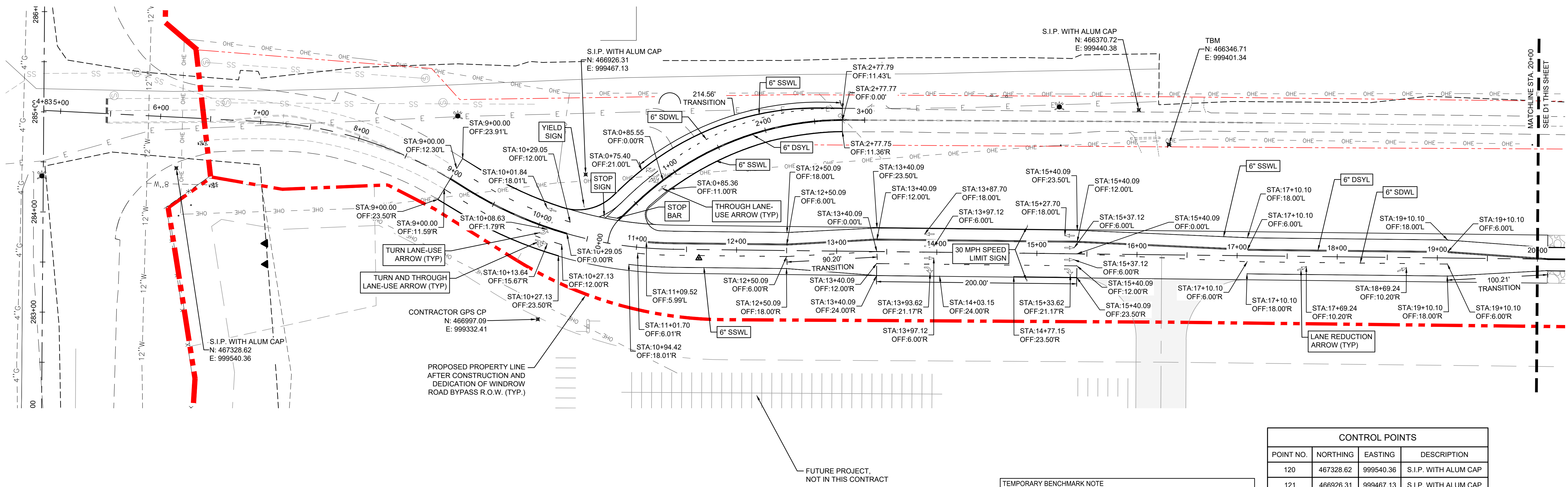


**D1 DRAINAGE PROFILE**  
 SEE DETAIL

VERTICAL: 1" = 2'  
 HORIZONTAL: 1" = 20'



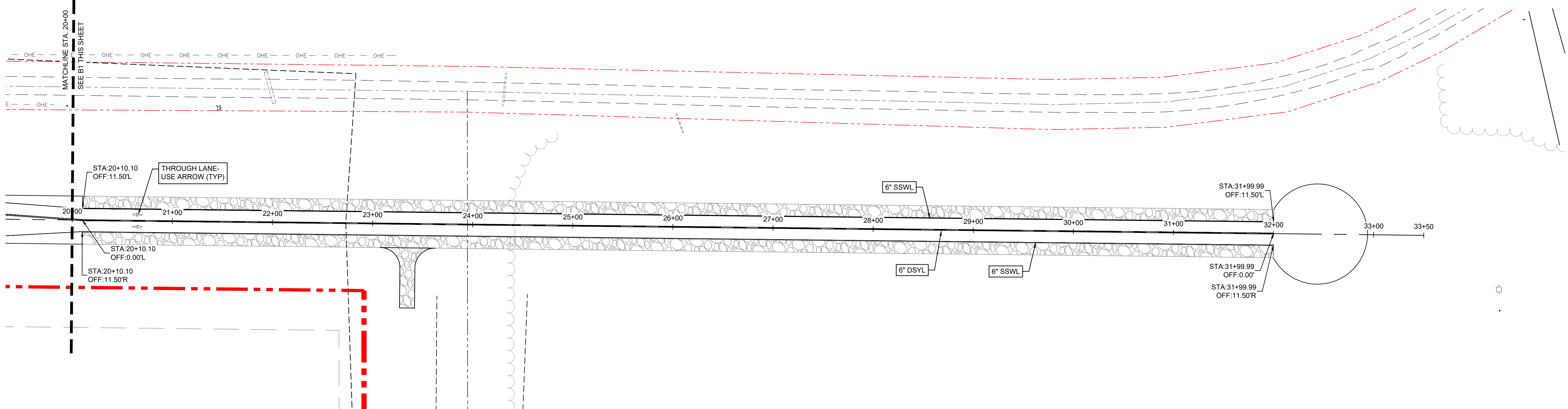
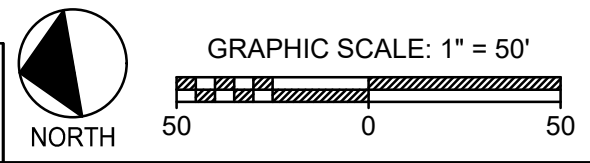
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CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
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122	466370.72	999440.38	S.I.P. WITH ALUM CAP
123	466346.71	999401.34	TBM
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**TEMPORARY BENCHMARK NOTE**  
 DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
 N: 466346.71  
 E: 999401.34  
 ELEV = 358.10

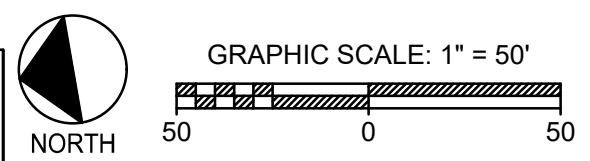
**B1** STRIPING PLAN  
 1"=50'



CONTROL POINTS			
POINT NO.	NORTHING	EASTING	DESCRIPTION
120	467328.62	999540.36	S.I.P. WITH ALUM CAP
121	466926.31	999467.13	S.I.P. WITH ALUM CAP
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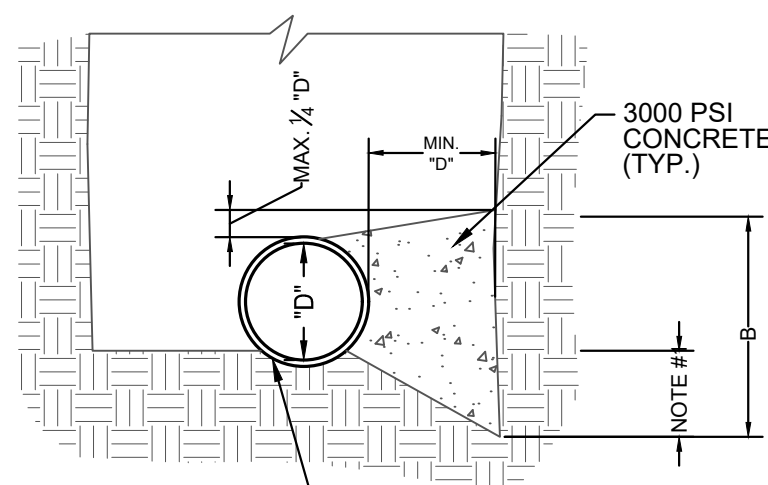
**TEMPORARY BENCHMARK NOTE**  
 DESCRIPTION: FLANGE BOLT BETWEEN VILLE AND OPEN ON EXISTING FIRE HYDRANT LOCATED +/- 1050 LF SOUTH OF HWY 76 BYPASS ON WINDROW ROAD.  
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**D1** STRIPING PLAN  
 1"=50'



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- TRUST BLOCK NOTES:**
- DIMENSION FOR 90°, 45°, 22½° BEND AND TEES OR PLUGS EQUAL TO "D"; FOR 11¼° BEND DIMENSION EQUAL TO ½ "D".
  - THE THRUST BLOCK SHALL BEAR ON UNDISTURBED SOIL. REMOVE ANY LOOSE MATERIAL TO EXPOSE UNDISTURBED SOIL.
  - KEEP CONCRETE 3 INCHES CLEAR OF FITTING FLANGES.
  - SIDES OF THRUST BLOCK SHALL BE FORMED USING SUITABLE MATERIAL. EARTH "DAMS" ARE NOT ACCEPTABLE.
  - WHEN THE TEST PRESSURE VARIES FROM 100 PSI; A AND B SHALL; BE ADJUSTED BY VALUES NOTES IN TABLE 3.



**TABLE 1 - THRUST BLOCK DATA FOR HORIZONTAL FITTINGS**

PIPE DIA (INCHES)	90° BEND		45° BEND		22.5° BEND		11.25° BEND		TEE OR PLUG	
	T (lbs.)	EA (s.f.)	T (lbs.)	EA (s.f.)	T (lbs.)	EA (s.f.)	T (lbs.)	EA (s.f.)	T (lbs.)	EA (s.f.)
4 & UNDER	2,560	1.54	1,396	0.83	707	0.42	355	0.21	1,811	1.09
6	5,258	3.17	2,862	1.72	1,459	0.88	733	0.44	3,739	2.24
8	9,098	5.46	4,924	2.95	2,511	1.51	1,262	0.76	6,433	3.86
10	13,685	8.21	7,407	4.44	3,776	2.27	1,898	1.14	9,677	5.81
12	19,354	11.61	10,475	6.29	5,340	3.20	2,683	1.61	13,685	8.21
14	26,001	15.60	14,072	8.44	7,174	4.30	3,605	2.16	18,385	11.03
16	33,629	20.18	18,200	10.92	9,279	5.57	4,692	2.80	23,779	14.27
18	42,238	25.34	22,858	13.71	11,653	6.99	5,855	3.51	29,885	17.92
20	51,823	31.09	28,047	16.83	14,296	8.58	7,184	4.31	36,644	21.99
24	73,934	44.36	40,013	24.01	20,399	12.24	10,249	6.15	52,279	31.37

TABLE BASED UPON A TEST PRESSURE OF 100 PSI  
T = POUNDS OF THRUST  
P = RESISTING SOIL PRESSURE (ASSUMED TO BE 2500 PSF)  
S.F. = SAFETY FACTOR (1.5)  
EA = MINIMUM END AREA OF THRUST BLOCK; EA = 1.5 T/P

WRAP FITTING WITH COMIL POLYETHYLENE SHEETING. INSURE THAT BOLTS AND FLANGES ARE COVERED

**TYP. SECTION**

**TABLE 2 - THRUST BLOCK - END AREA DIMENSIONS**

PIPE DIA (INCHES)	90° BEND		45° BEND		22.5° BEND		11.25° BEND		TEE OR PLUG	
	A	B	A	B	A	B	A	B	A	B
4 & UNDER	23	10	12	10	8	8	7	5	16	10
6	33	14	18	14	11	12	8	8	24	14
8	44	18	24	18	14	16	11	10	31	18
10	52	23	29	23	17	20	13	13	37	23
12	62	27	34	27	20	24	16	15	44	27
14	71	32	38	32	23	28	18	18	50	32
16	81	36	44	36	26	32	21	20	58	36
18	90	41	49	41	28	36	22	23	63	41
20	100	45	54	45	31	40	25	25	71	45
24	119	54	65	54	37	48	30	30	84	54

BASED UPON TABLE ABOVE FOR 100 PSI TEST PRESSURE

**TABLE 3 - ADJUSTMENT FACTORS**

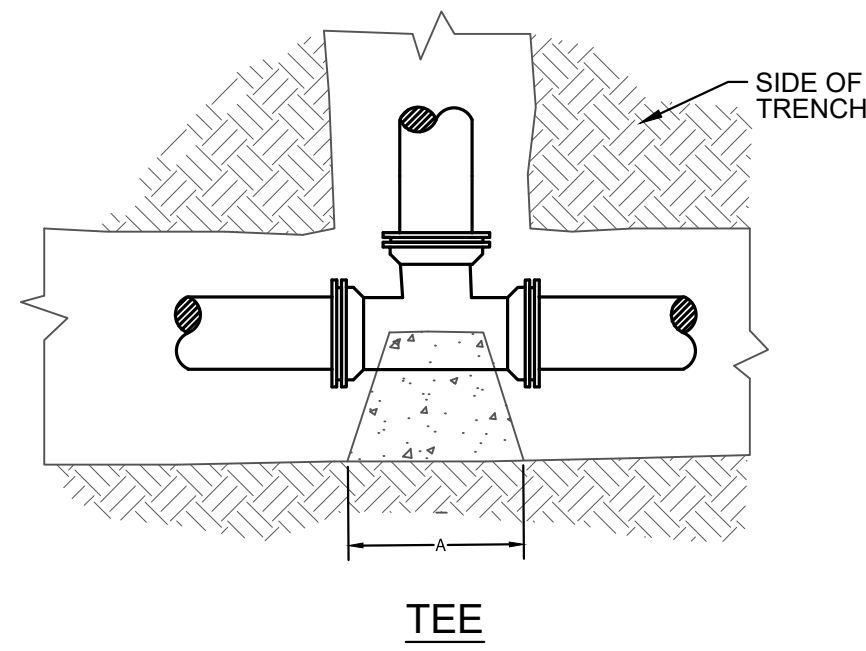
TEST PRESSURE	ADJ. FACTOR
100 psi	1.00
125 psi	1.12
150 psi	1.22
175 psi	1.32
200 psi	1.42

WHEN THE TEST PRESSURE VARIES FROM 100 PSI; A AND B SHALL BE ADJUSTED BY THE VALUES NOTED IN THE TABLE BELOW

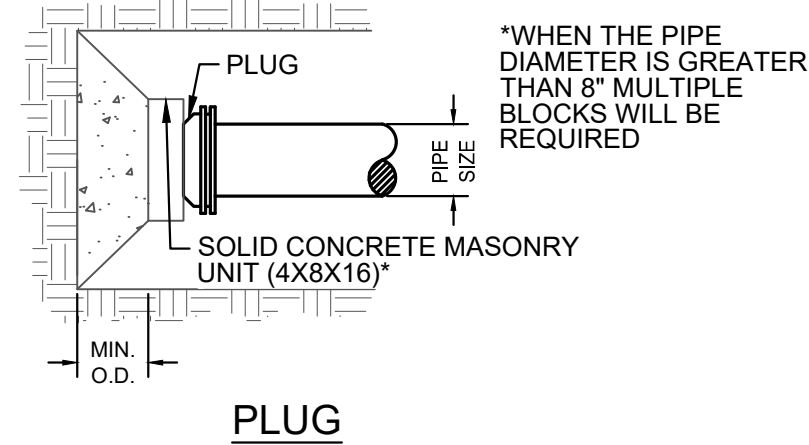
**TABLE 4 - THRUST BLOCK DATA FOR VERTICAL BENDS ORIENTATED DOWNWARD**

PIPE DIA (INCHES)	90° BEND		45° BEND		22.5° BEND		11.25° BEND	
	T (lbs.)	VOLUME OF CONCRETE (c.y.)	T (lbs.)	VOLUME OF CONCRETE (c.y.)	T (lbs.)	VOLUME OF CONCRETE (c.y.)	T (lbs.)	VOLUME OF CONCRETE (c.y.)
4 & UNDER	2,560	0.5	1,385	0.50	707	0.20	355	0.10
6	5,298	1.1	2,862	1.00	1,459	0.50	733	0.20
8	9,098	1.8	4,924	1.70	2,511	0.80	1,292	0.40
10	13,686	2.8	7,407	2.50	3,776	1.30	1,908	0.60
12	19,354	3.9	10,475	3.50	5,340	1.80	2,683	0.90
14	26,001	5.3	14,072	4.70	7,174	2.40	3,605	1.20
16	33,629	6.8	18,200	6.10	9,279	3.10	4,662	1.60
18	42,238	8.6	22,858	7.70	11,653	3.90	5,855	2.00
20	51,823	10.5	28,047	9.40	14,296	4.80	7,184	2.40
24	73,934	15.0	40,013	13.50	20,399	6.90	10,249	3.50

THE THRUST PRODUCES AN UPLIFT FORCE. THE WEIGHT OF THE THRUST BLOCK PROVIDES THE RESISTANCE

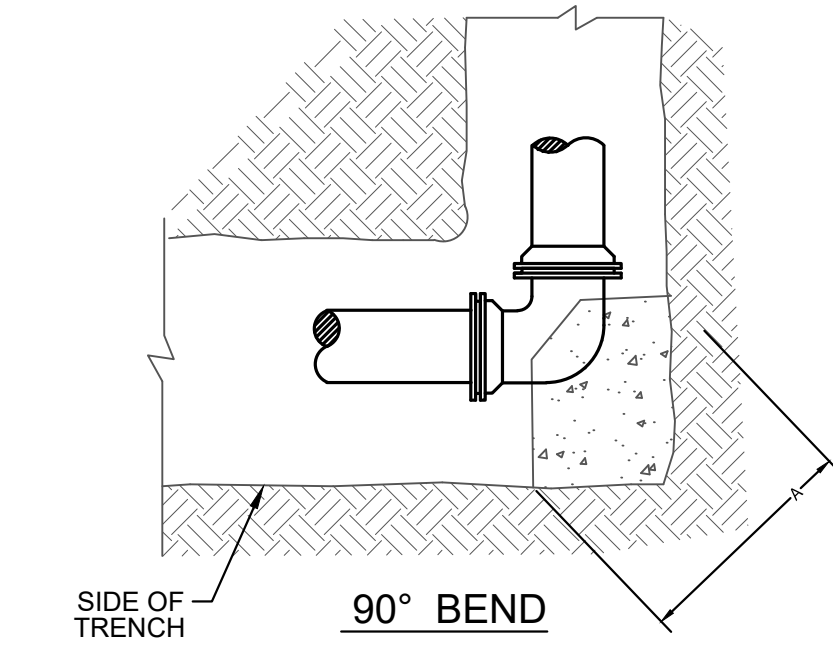


**TEE**

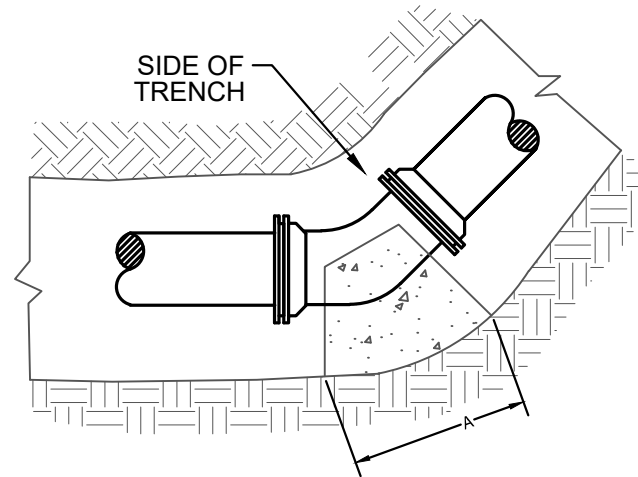


**PLUG**

\*WHEN THE PIPE DIAMETER IS GREATER THAN 8" MULTIPLE BLOCKS WILL BE REQUIRED



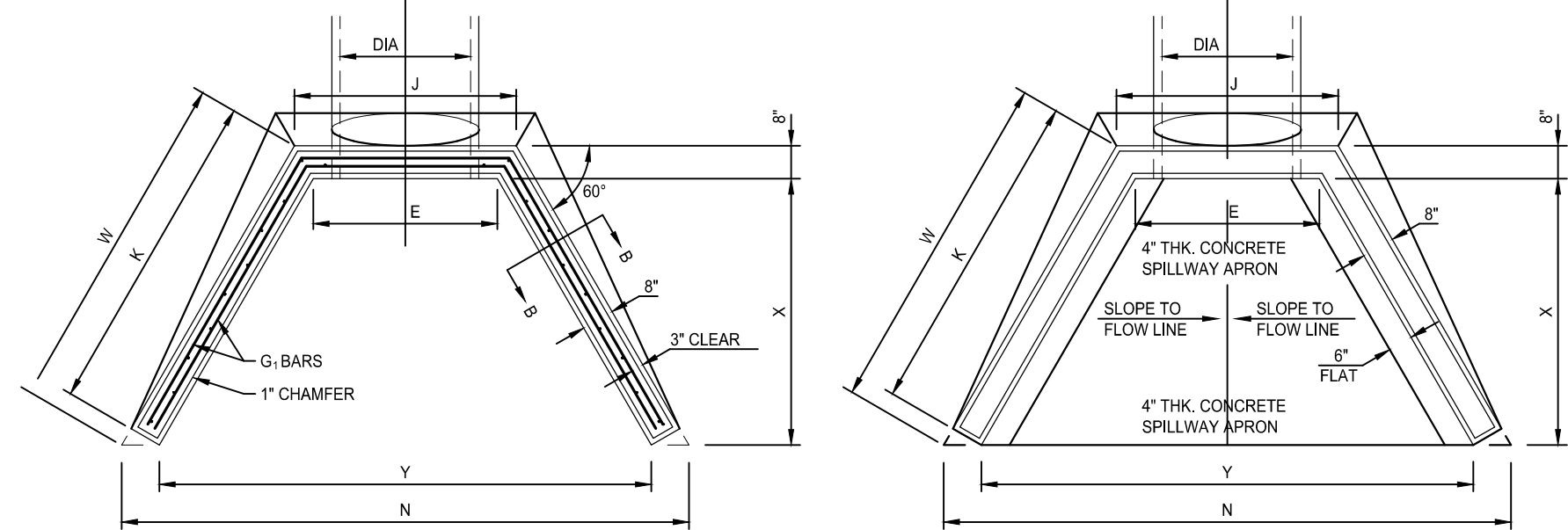
**90° BEND**



**45° - 22 1/2° - 11 1/4° BENDS**

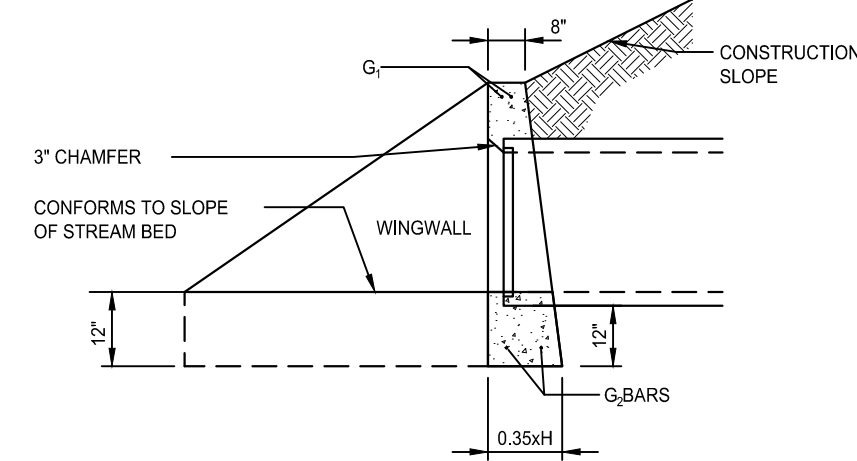
**B1 THRUST BLOCKING**

NTS

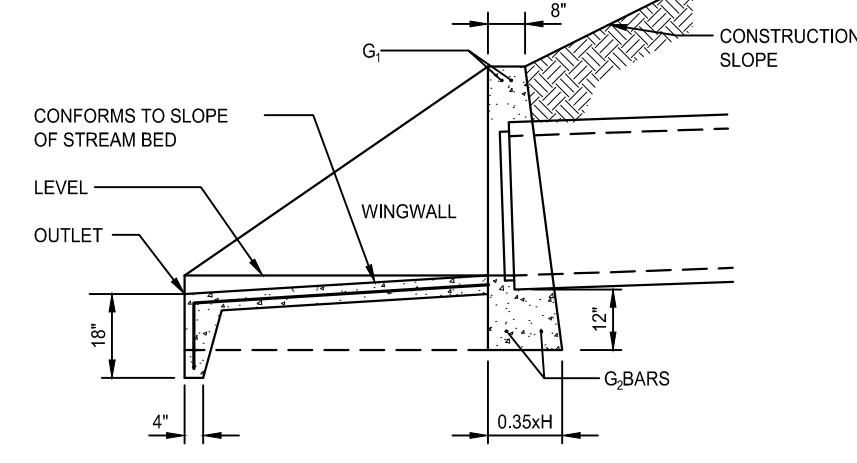


**PLAN INLET**

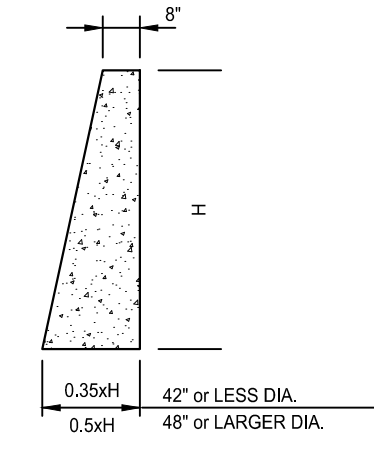
**PLAN OUTLET**



**SECTION A-A INLET**



**SECTION A-A OUTLET**



**SECTION B-B WINGWALL SECTION**

**TABLE OF DIMENSIONS AND DIAMETERS**

DIA	15"	18"	21"	24"	30"	36"	42"	48"	54"	60"	66"	72"
B	1'-11 1/2"	2'-1 1/4"	2'-6 1/4"	2'-8 1/2"	3'-3"	3'-9 1/2"	4'-4"	4'-10 1/2"	5'-5"	6'-0"	6'-6 1/2"	7'-1"
D	1'-7 1/4"	1'-10 1/2"	2'-1 1/2"	2'-5"	3'-0"	3'-7"	4'-2"	4'-9"	5'-4"	6'-0"	6'-7"	7'-2"
E	1'-9 1/4"	2'-0 1/2"	2'-3 1/2"	2'-7"	3'-2"	3'-9"	4'-4"	4'-10"	5'-6"	6'-2"	6'-9"	7'-4"
H	3'-1 1/4"	3'-4 1/2"	3'-7 1/2"	3'-11"	4'-6"	5'-1"	5'-8"	6'-3"	6'-10"	7'-6"	8'-1"	8'-8"
J	2'-7 5/8"	2'-10 7/8"	3'-1 7/8"	3'-5 3/8"	4'-0 3/8"	4'-10 5/8"	5'-2 3/8"	5'-9 3/8"	6'-4 3/8"	7'-0 3/8"	7'-7 3/8"	8'-2 3/8"
K	4'-10 5/8"	5'-5 3/4"	6'-0 5/8"	6'-8 1/4"	7'-11 1/4"	9'-2 1/4"	10'-5 1/4"	11'-8 1/4"	12'-11 1/4"	14'-3 1/2"	15'-6 1/2"	16'-9 1/2"
N	7'-11 1/2"	8'-9 7/8"	9'-7 7/8"	10'-6 7/8"	12'-4 7/8"	14'-2 7/8"	16'-0 7/8"	17'-10 7/8"	19'-8 7/8"	21'-9 1/8"	23'-7 1/8"	25'-8 1/4"
W	5'-3 3/4"	5'-11"	6'-5 7/8"	7'-1 1/2"	8'-4 1/2"	9'-7 1/2"	10'-10 1/2"	12'-1 1/2"	13'-4 1/2"	14'-8 5/8"	15'-11 5/8"	17'-2 5/8"
X	3'-10 1/4"	4'-4 1/2"	4'-10 1/2"	5'-5"	6'-6"	7'-7"	8'-8"	9'-9"	10'-10"	12'-0"	13'-1"	14'-2"
Y	6'-2 5/8"	7'-1 1/8"	7'-11"	8'-10 1/2"	10'-8 1/8"	12'-6 1/8"	14'-4 1/8"	16'-2 1/8"	18'-0 1/8"	20'-0 1/4"	21'-10 1/4"	23'-8 1/4"

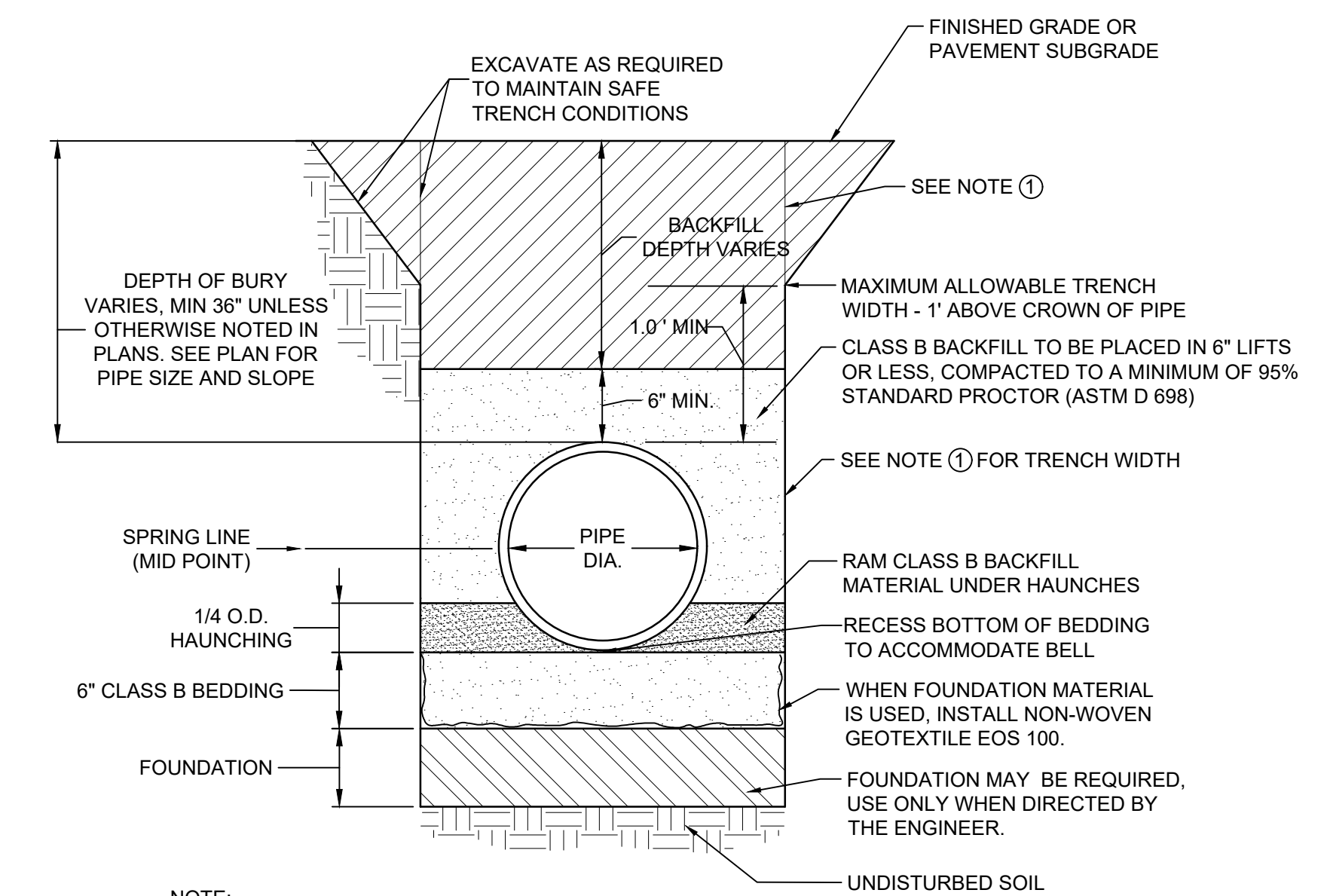
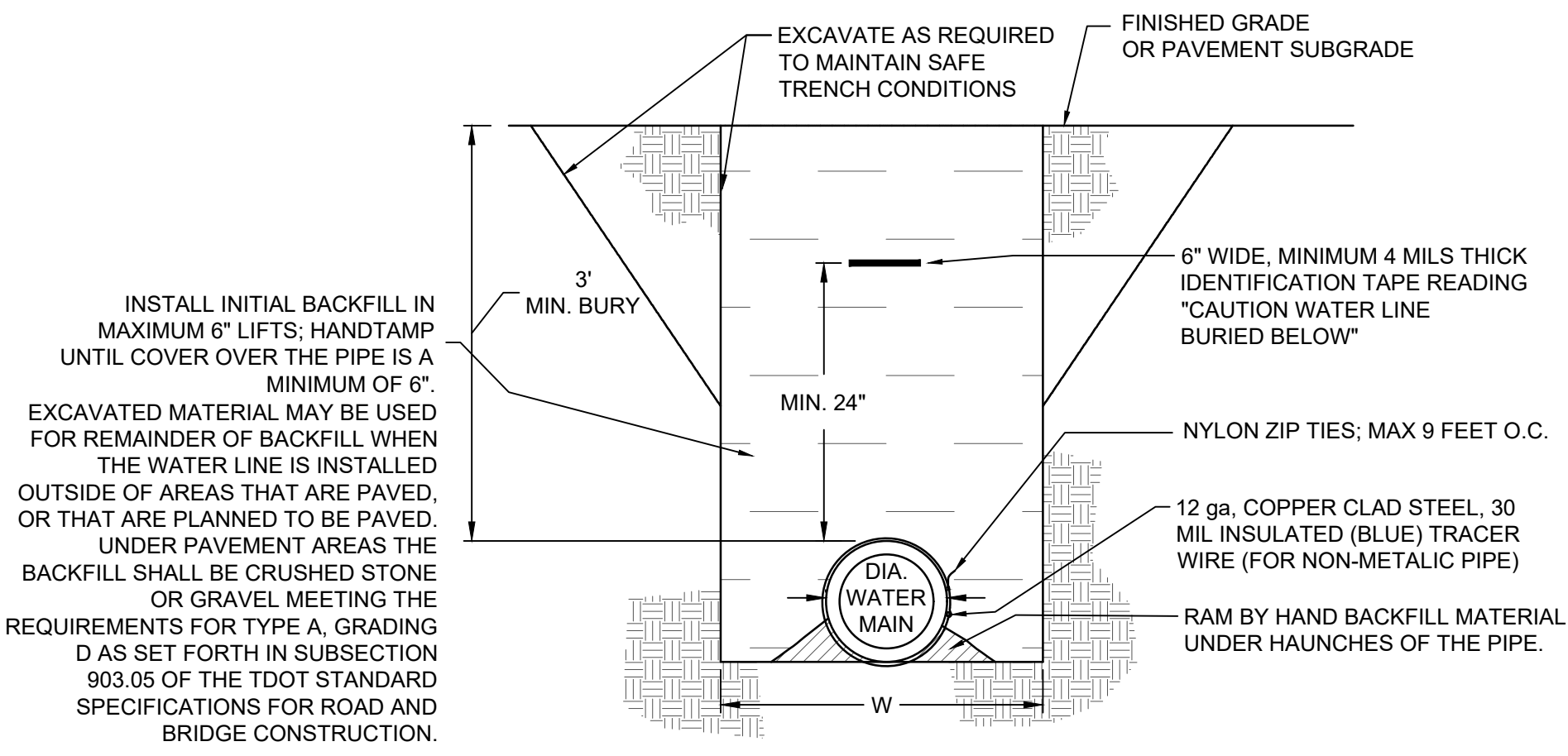
NOTE: THIS TABLE OF DIMENSIONS IS FOR 2:1 CONSTRUCTION SLOPE CONCRETE; 3000 PSI, 5% AIR-ENTRAIMENT

**D1 TYPE 'D' HEADWALL**

NTS

**B4 WATER MAIN TRENCH INSTALLATION**

NTS



NOTE:

- MINIMUM AND MAXIMUM TRENCH WIDTHS MEASURED AT THE SPRING LINE OF THE PIPE AND ONE (1) FOOT ABOVE THE CROWN OF THE PIPE.  
MINIMUM WIDTH = 1' + PIPE DIAMETER  
MAXIMUM WIDTH = 4' + PIPE DIAMETER
- CLASS B BEDDING SHALL BE CRUSHED STONE, CHERT, OR SLAG MAY BE USED FOR CLASS B BEDDING MEETING THE FOLLOWING GRADATION:

SIEVE SIZE	1 1/2"	1"	3/4"	3/8"	NO. 4	NO. 10	NO. 100
% PASSING	100	85-100	60-95	50-80	40-65	20-40	9-18

- BACKFILL MATERIAL SHALL BE SELECT ON SITE MATERIAL THAT IS FREE OF DEBRIS, ORGANIC MATTER, PERISHABLE COMPRESSIBLE MATERIALS, AND STONE OR ROCK FRAGMENTS. THE BACKFILL MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING SIX (6) INCHES IN THICKNESS AND EACH LAYER IS TO BE COMPACTED TO A MINIMUM 95% OF STANDARD PROCTOR AS DETERMINED BY ASTM D 698. THE MOISTURE CONTENT OF EACH LAYER MUST BE WITHIN +/- 2 PERCENTAGE POINTS OF OPTIMUM. IN AREAS TO BE PAVED, BACKFILL SHALL BE CRUSHED STONE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- FOUNDATION MATERIAL #57 STONE, USE ONLY WHEN DIRECTED BY THE ENGINEER.

**D4 FLEXIBLE PIPE BEDDING DETAIL**

NTS



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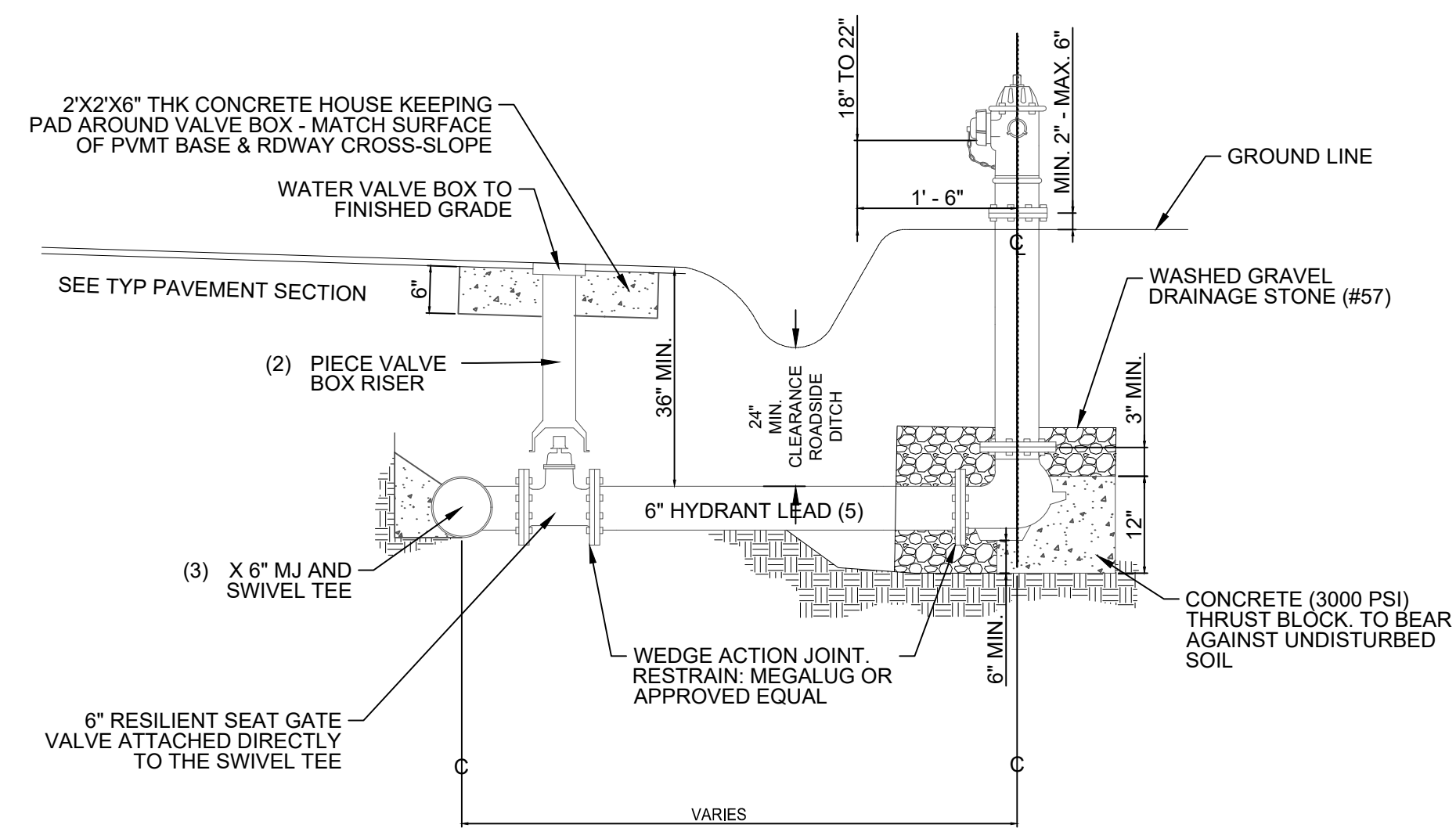
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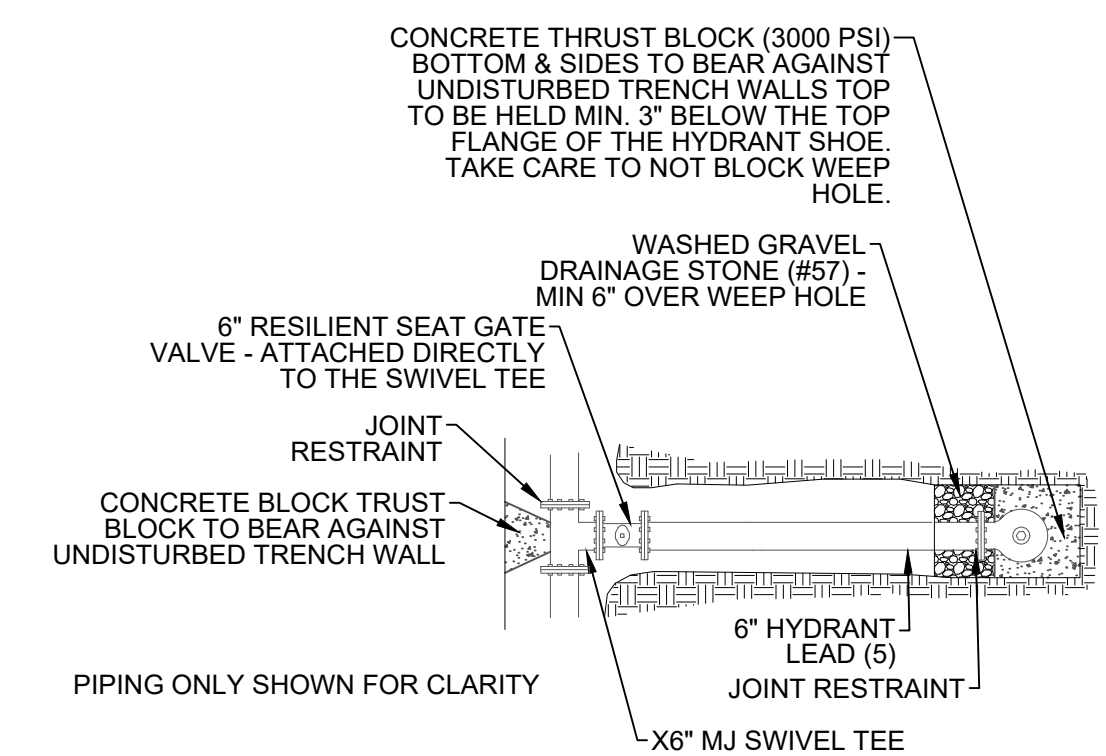
PROJECT NO. 23133	DATE MAY 8, 2024
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**DETAILS**

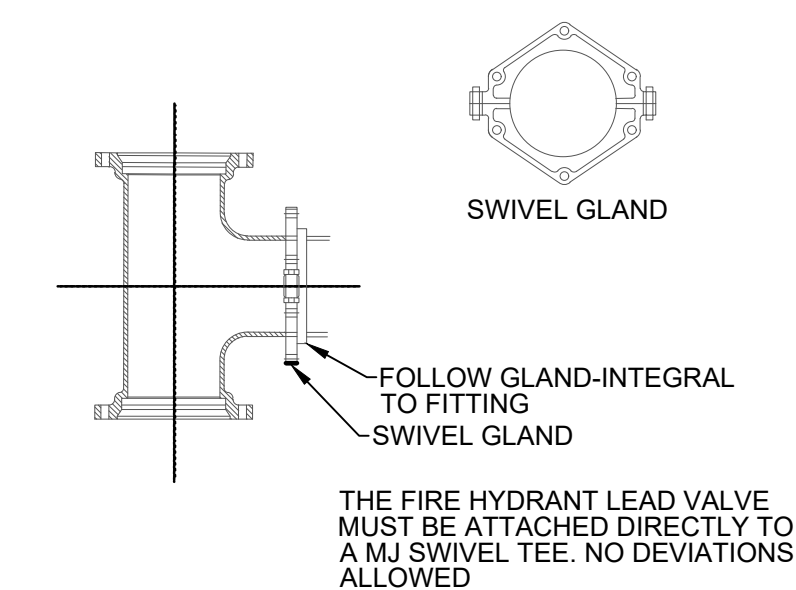
- FIRE HYDRANT ASSEMBLY NOTES:**
1. FIRE HYDRANT SHALL BE STYLE 129 MANUFACTURED BY MUELLER OR M & H VALVE COMPANY. THE HYDRANT MAIN VALVE SHALL BE 5 1/4" COMPRESSION TYPE. ALL JOINTS BETWEEN THE DISTRIBUTION MAIN AND THE FIRE HYDRANT SHALL BE RESTRAINED.
  2. THE HYDRANT LEAD VALVE MUST BE ATTACHED TO A MJ SWIVEL TEE. THE DIAMETER OF MAIN BODY OF THE TEE SHALL MATCH THE DIAMETER OF THE DISTRIBUTION MAIN. THE BRANCH OF THE TEE SHALL BE 6-INCHES.
  3. UNLESS OTHERWISE NOTED, ALL MECHANICAL JOINTS WILL BE RESTRAINED USING MEGALUG JOINT RESTRAINTS. THE CONTRACTOR MAY USE ALTERNATE MEANS OF JOINT RESTRAINT ONLY AFTER RECEIVING APPROVAL TO DO SO FROM THE ENGINEER.
  4. SHOULD THE LENGTH OF THE HYDRANT LEAD PIPING EXCEED 16 FEET THE CONTRACTOR MAY USE PUSH-ON PIPE JOINTS PROVIDED THE JOINTS ARE RESTRAINED USING A MEGALUG RESTRAINT HARNESS, OR APPROVED EQUAL.
  5. THE FIRE HYDRANT SHALL BE SET VERTICALLY SO THAT THE BURY LINE ON THE LOWER BARREL SECTION IS VISIBLE ABOVE FINISHED GRADE. THE BURY LINE SHALL NOT BE BELOW GROUND LEVEL NOR MORE THAN 6-INCHES ABOVE FINISHED GRADE.



**D3 SECTION VIEW OF HYDRANT ASSEMBLY**



**C5 PLAN VIEW OF HYDRANT ASSEMBLY**



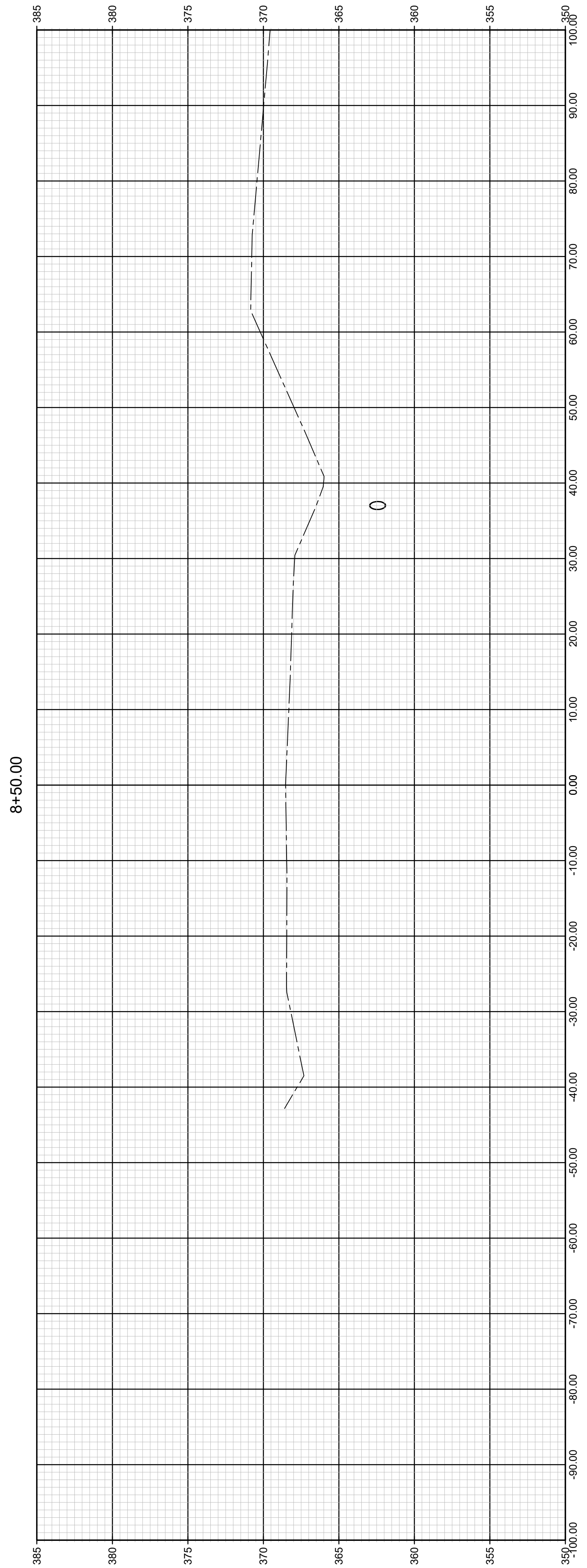
**D5 MJ SWIVEL TEE (3) X 6"**

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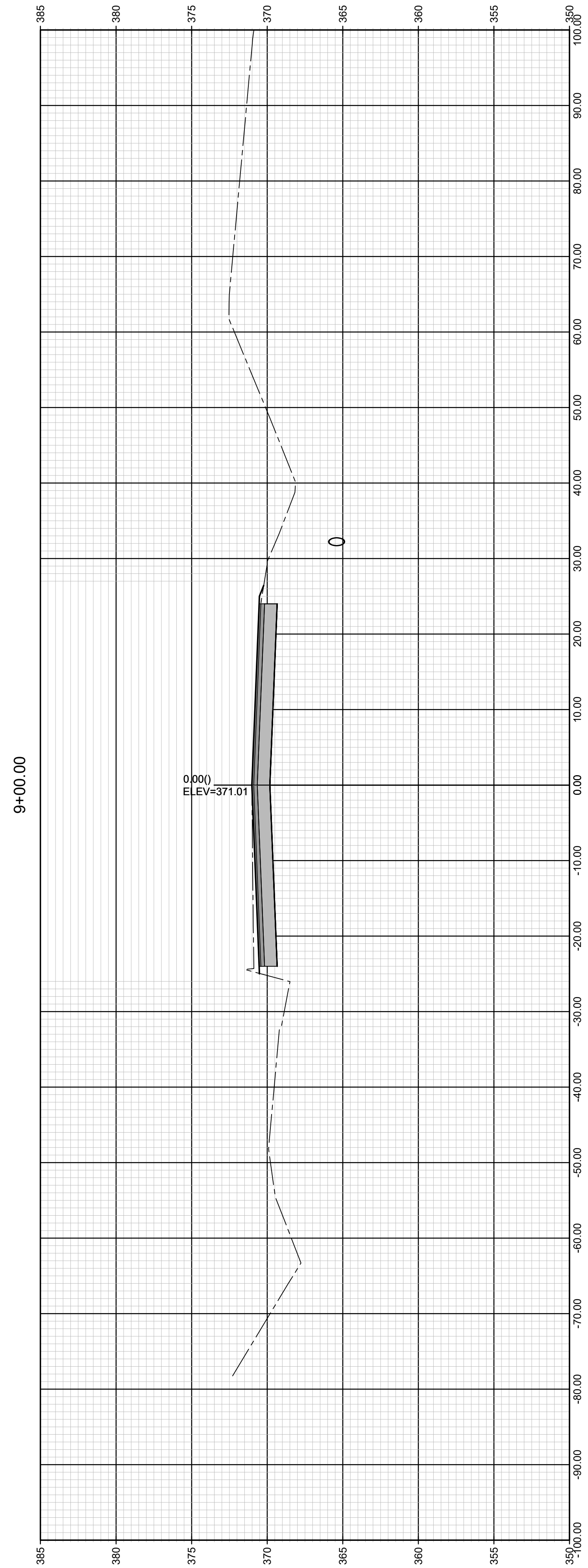
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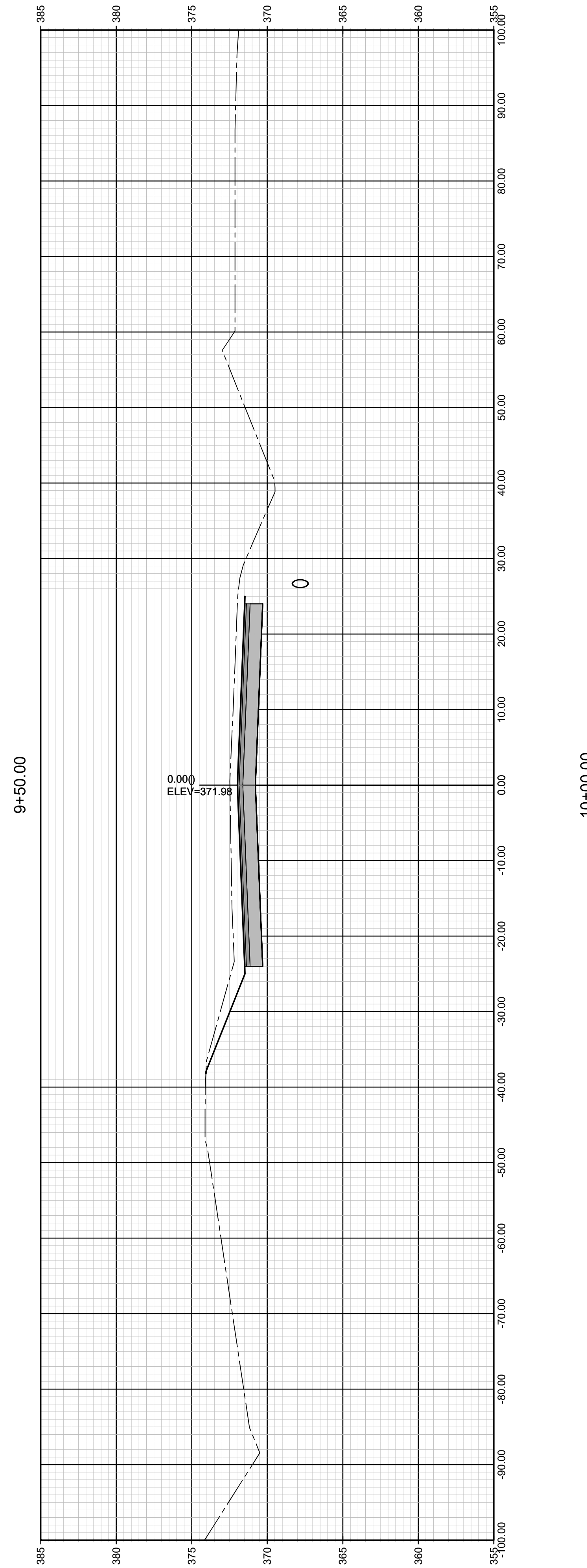
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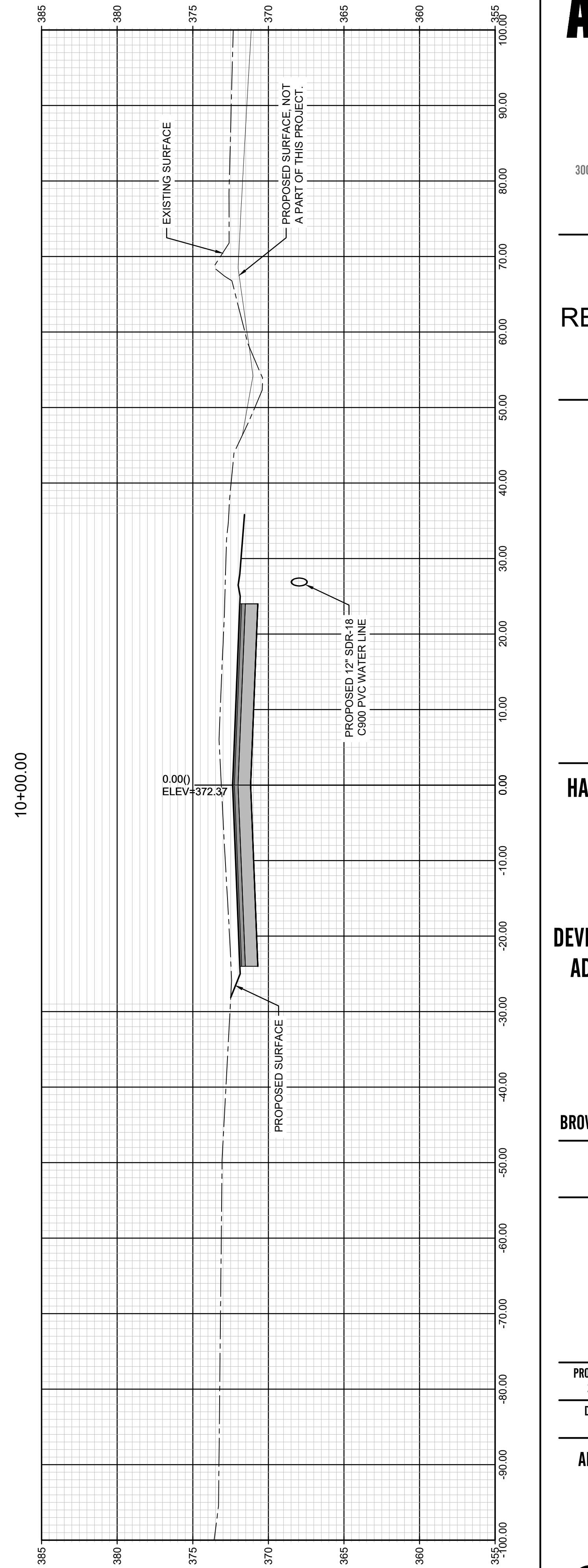
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9+50.00



10+00.00



**D1** CROSS SECTIONS

HORIZONTAL: 1" = 10'  
VERTICAL: 1" = 1'

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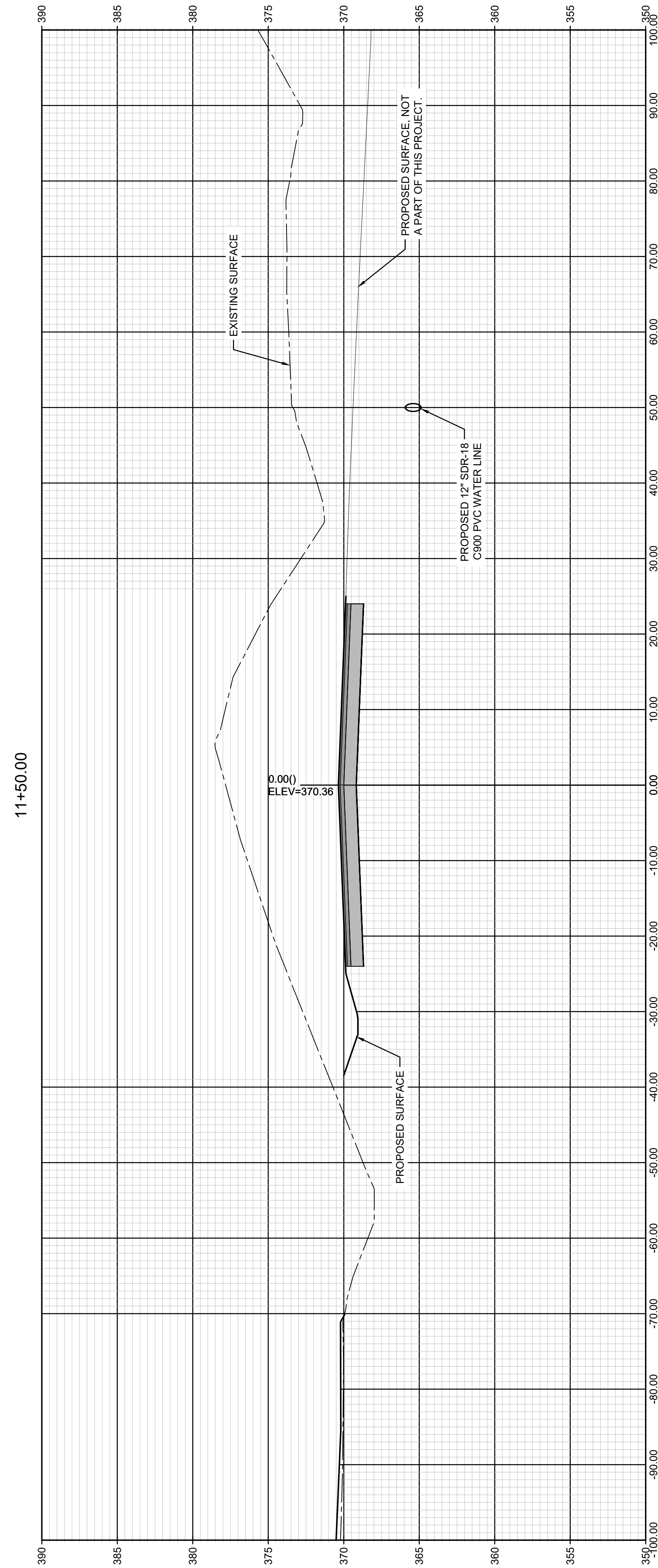
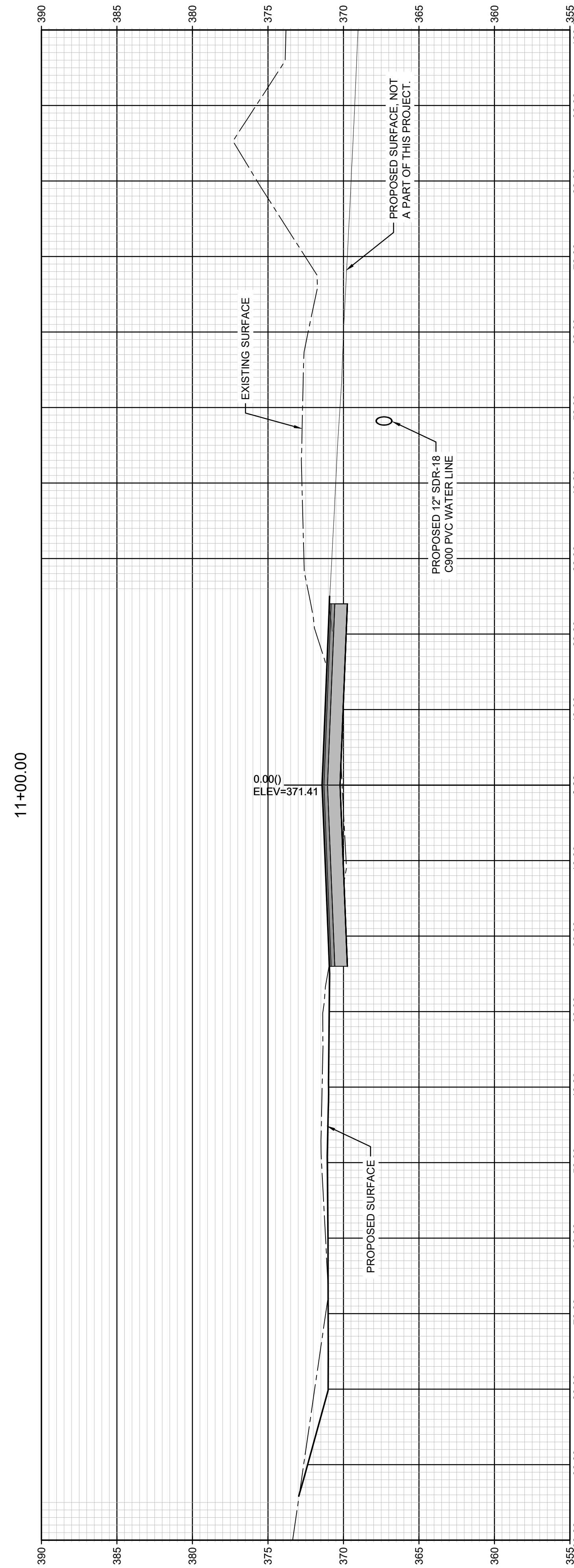
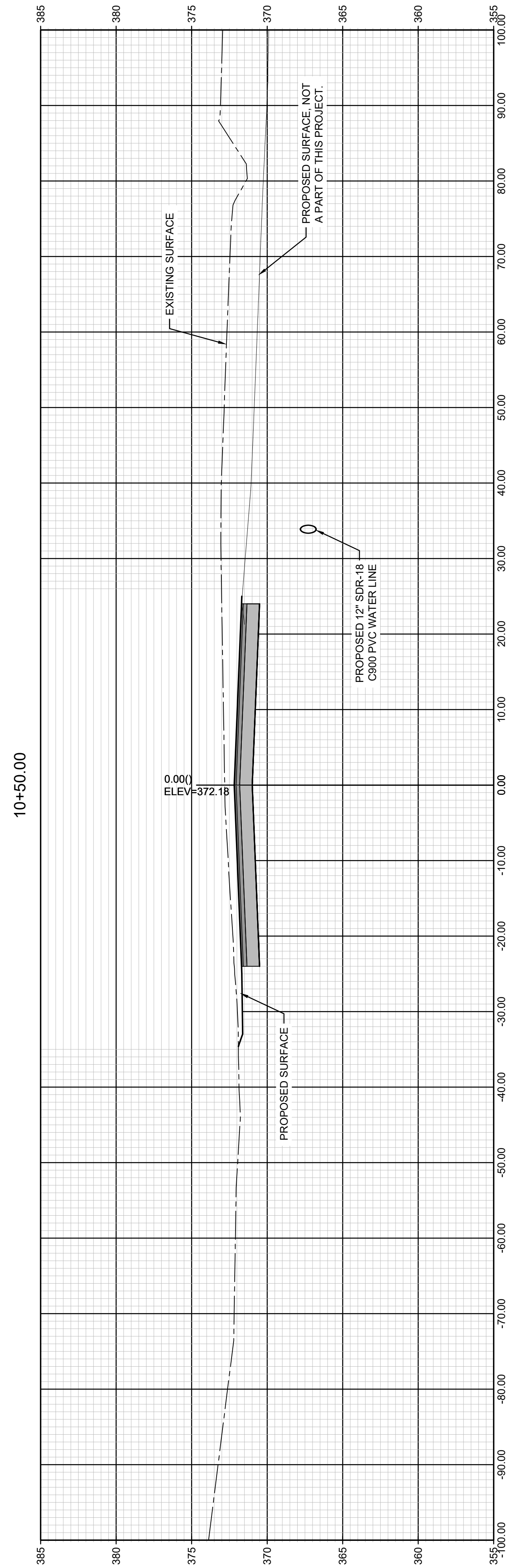
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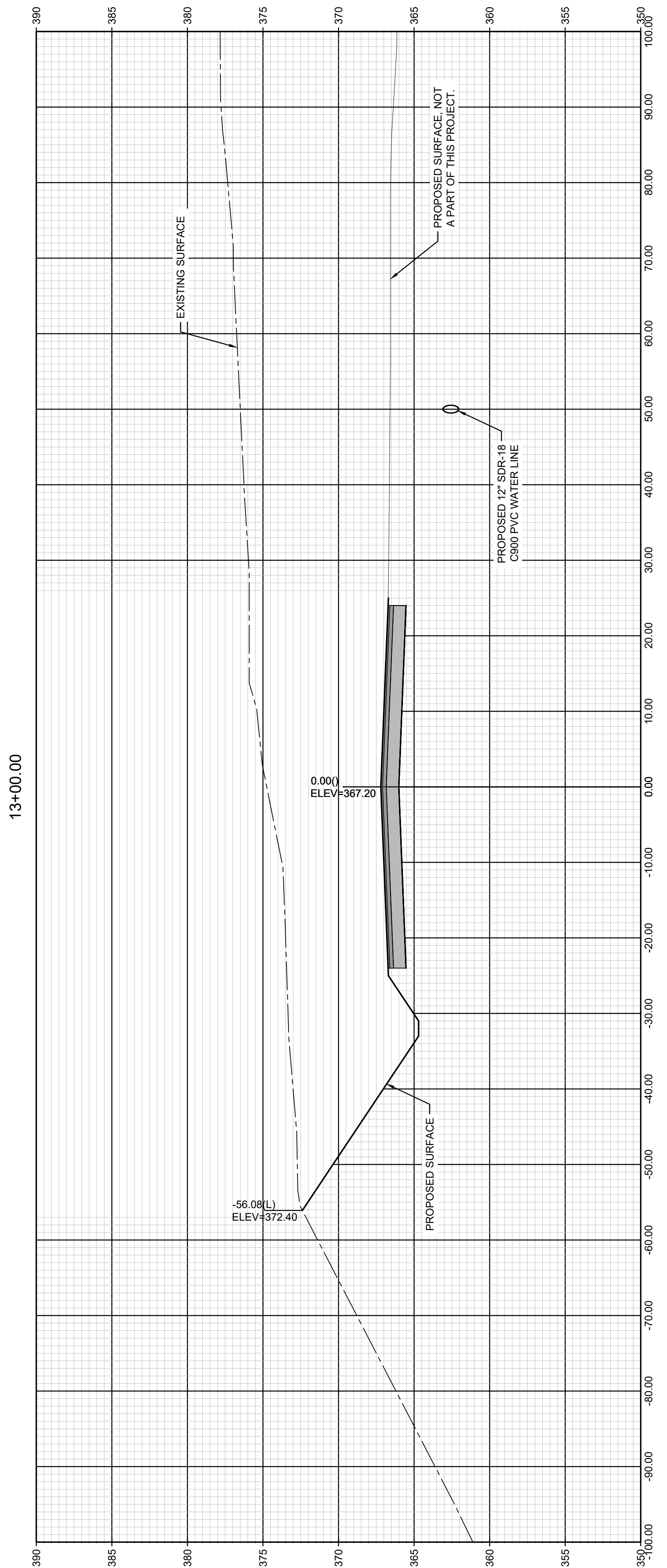
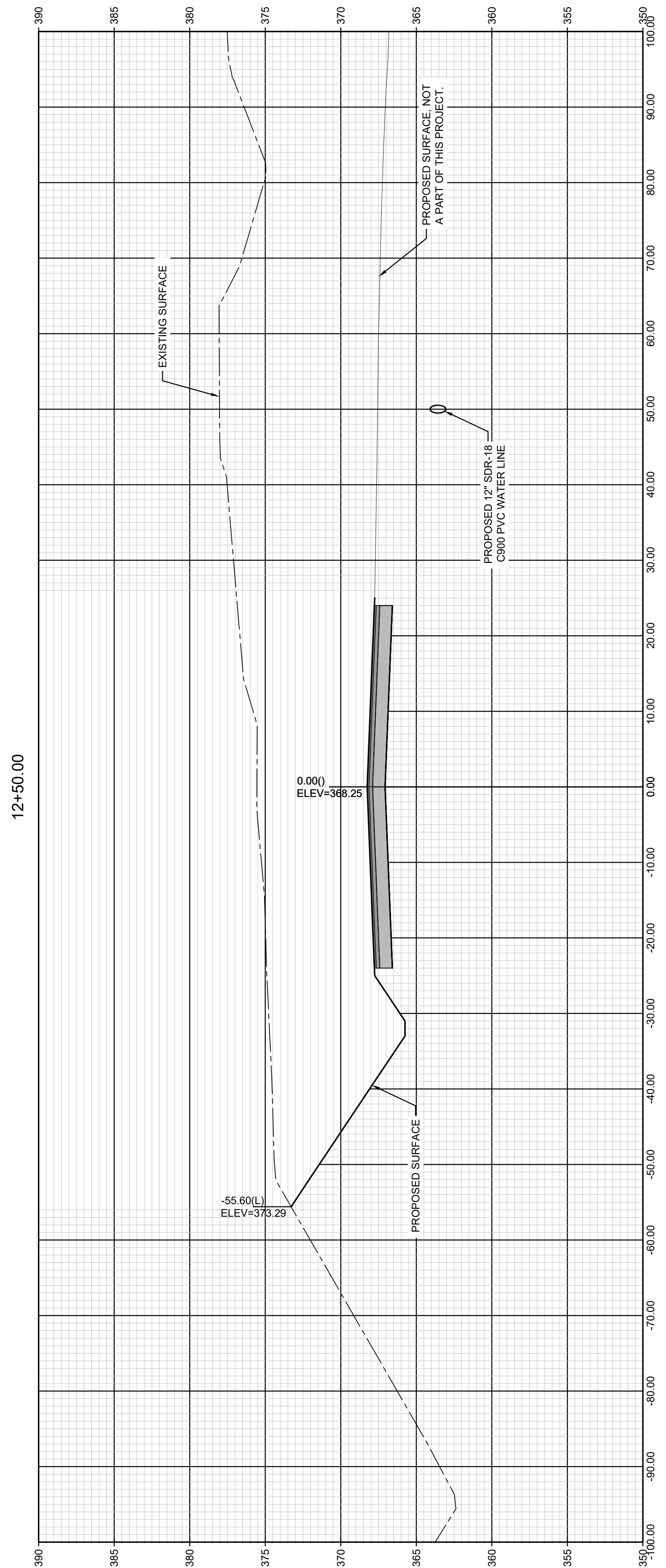
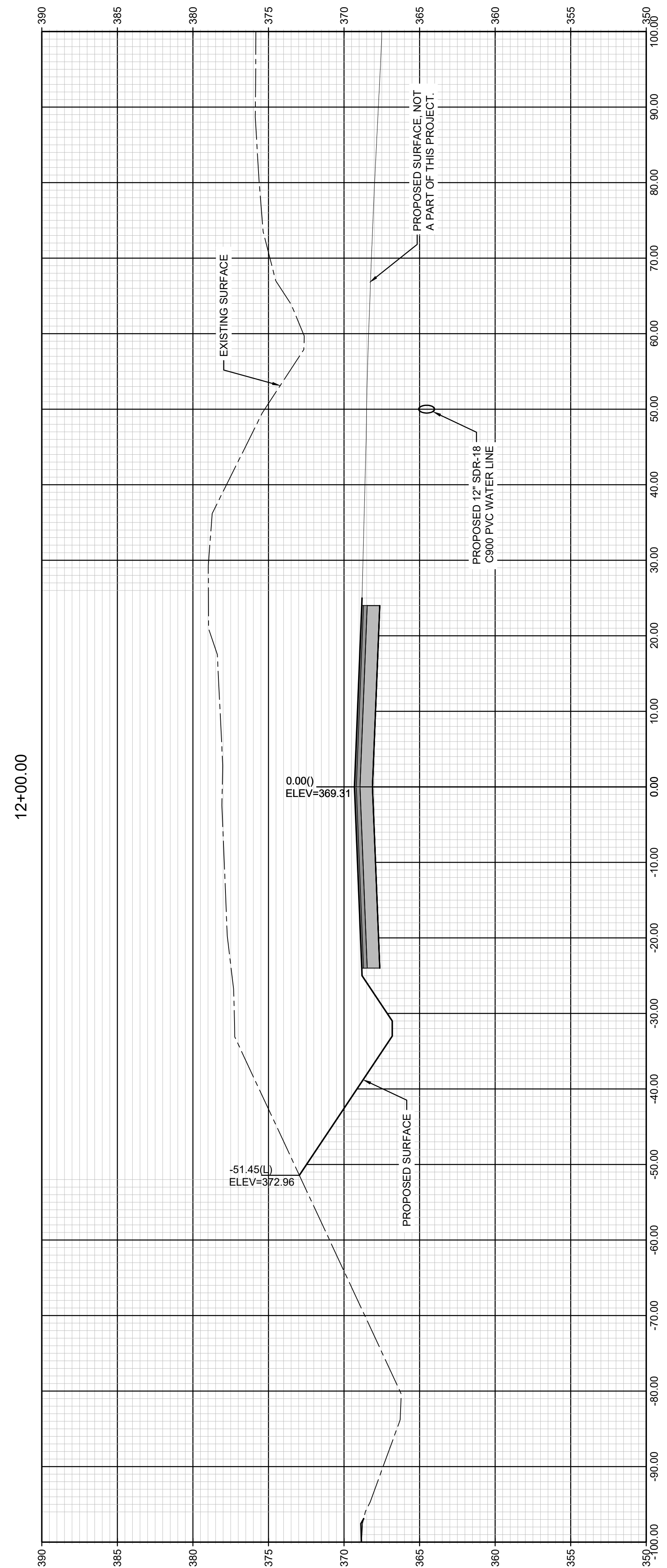
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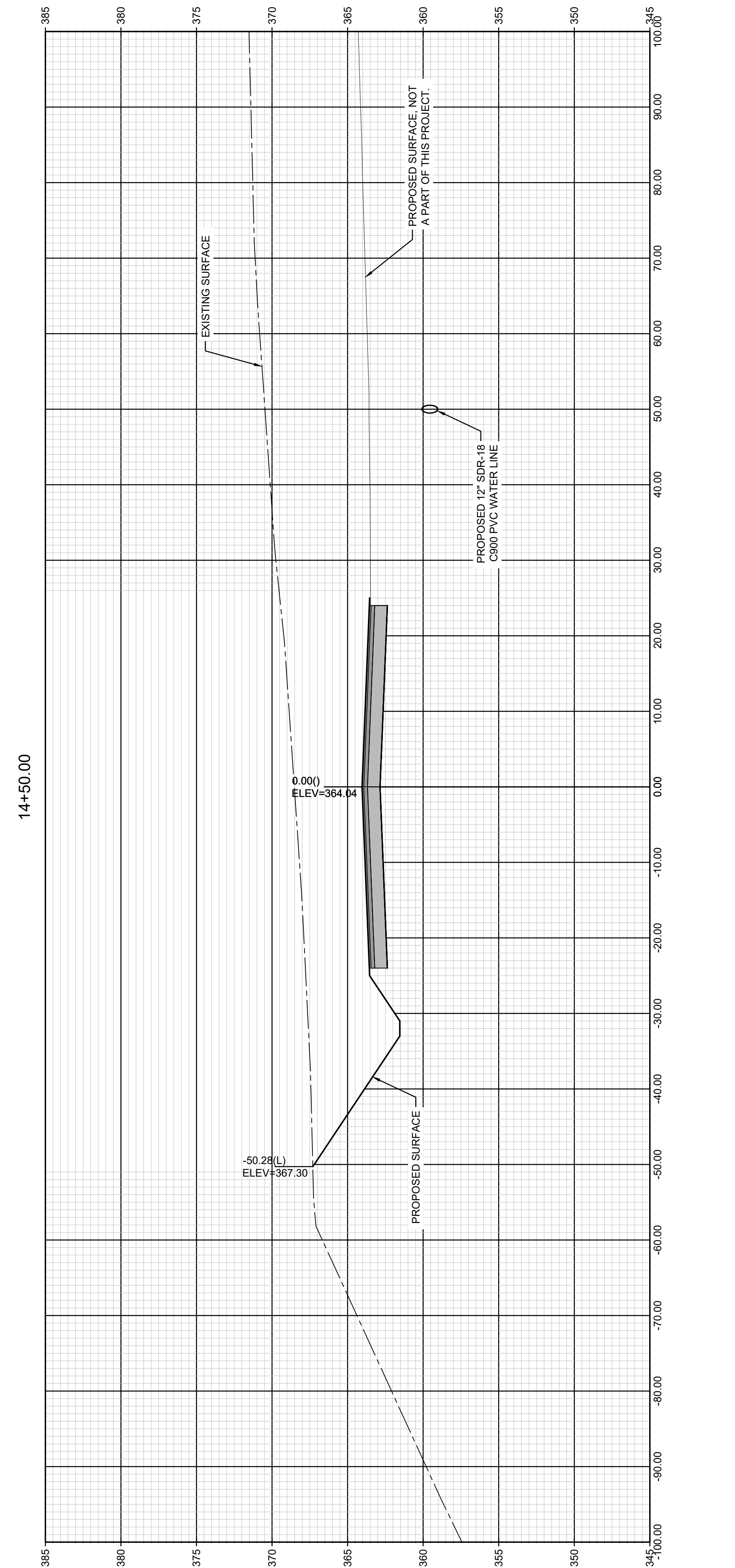
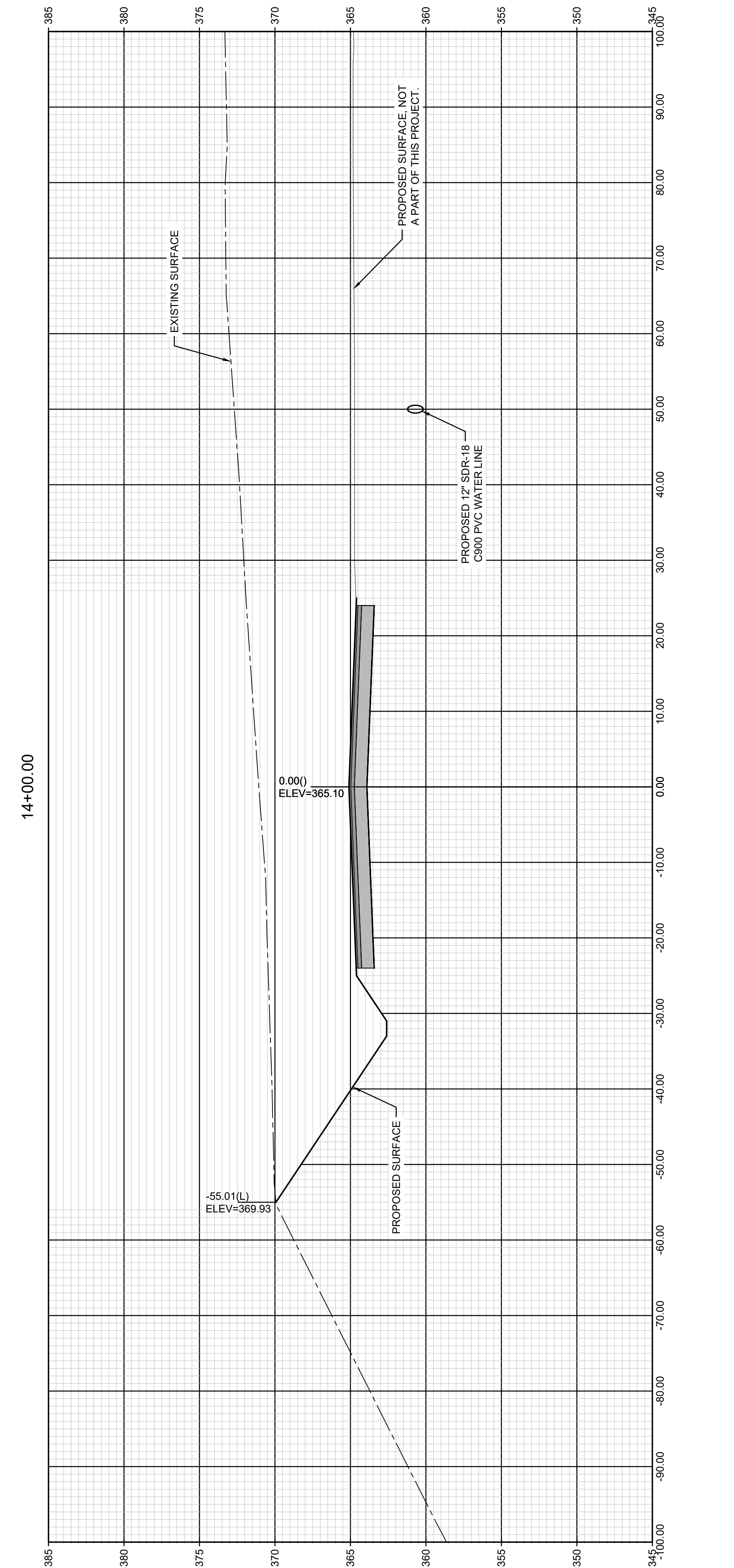
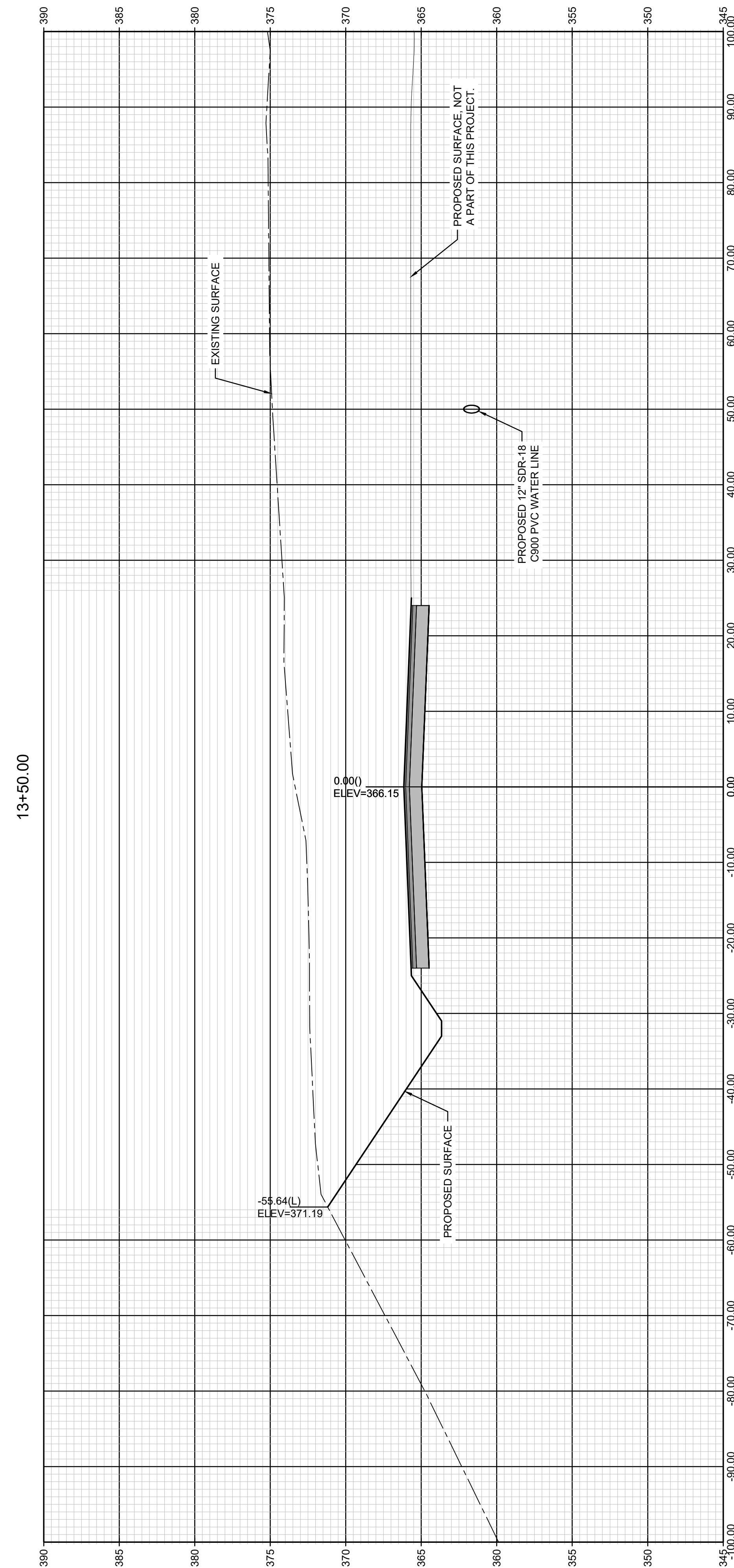
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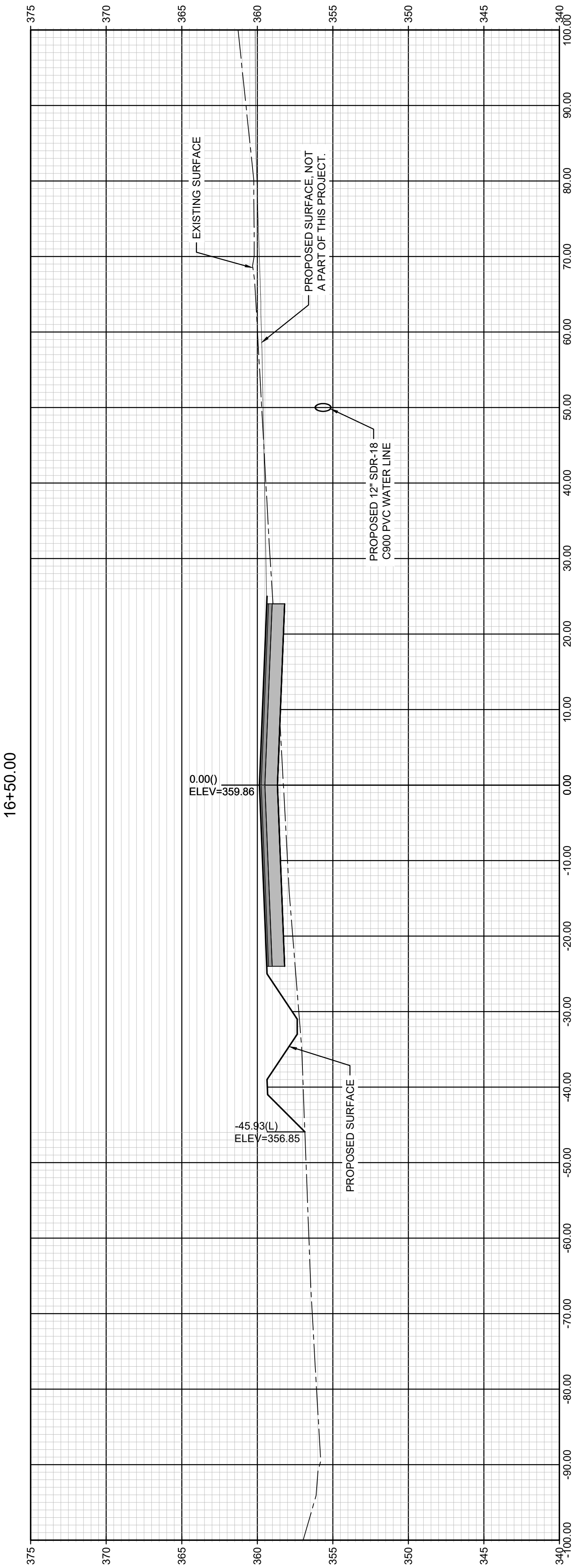
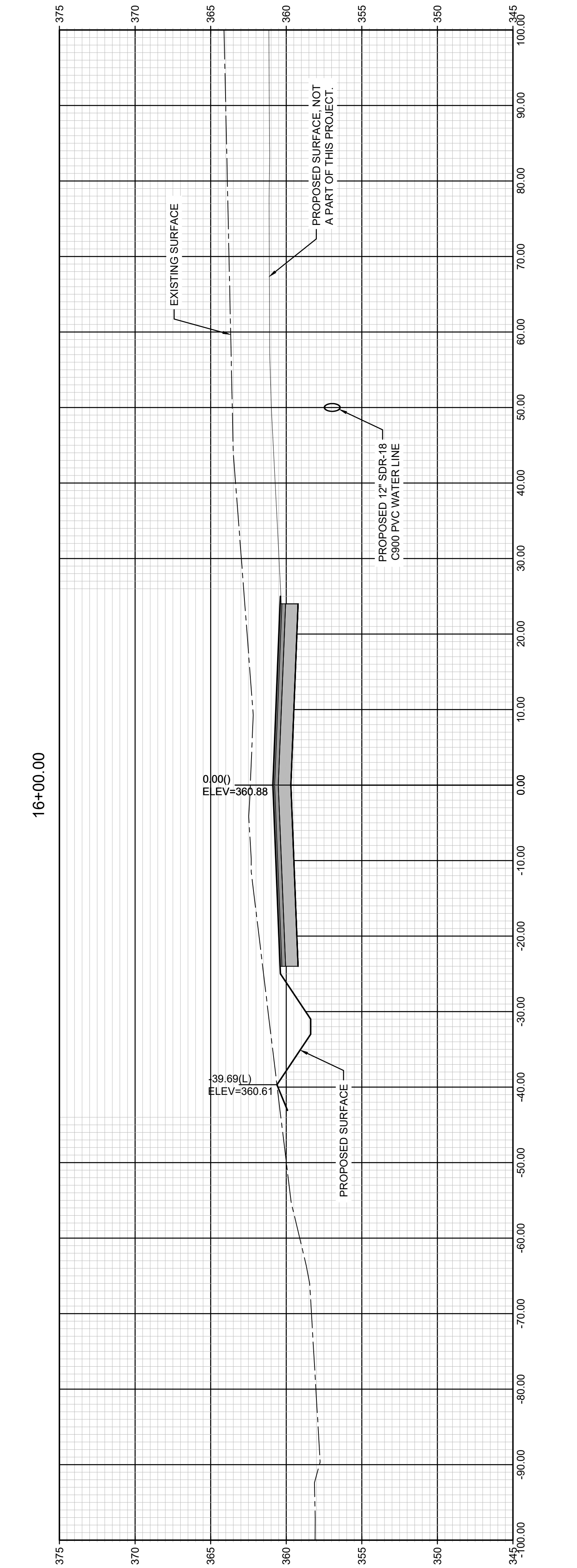
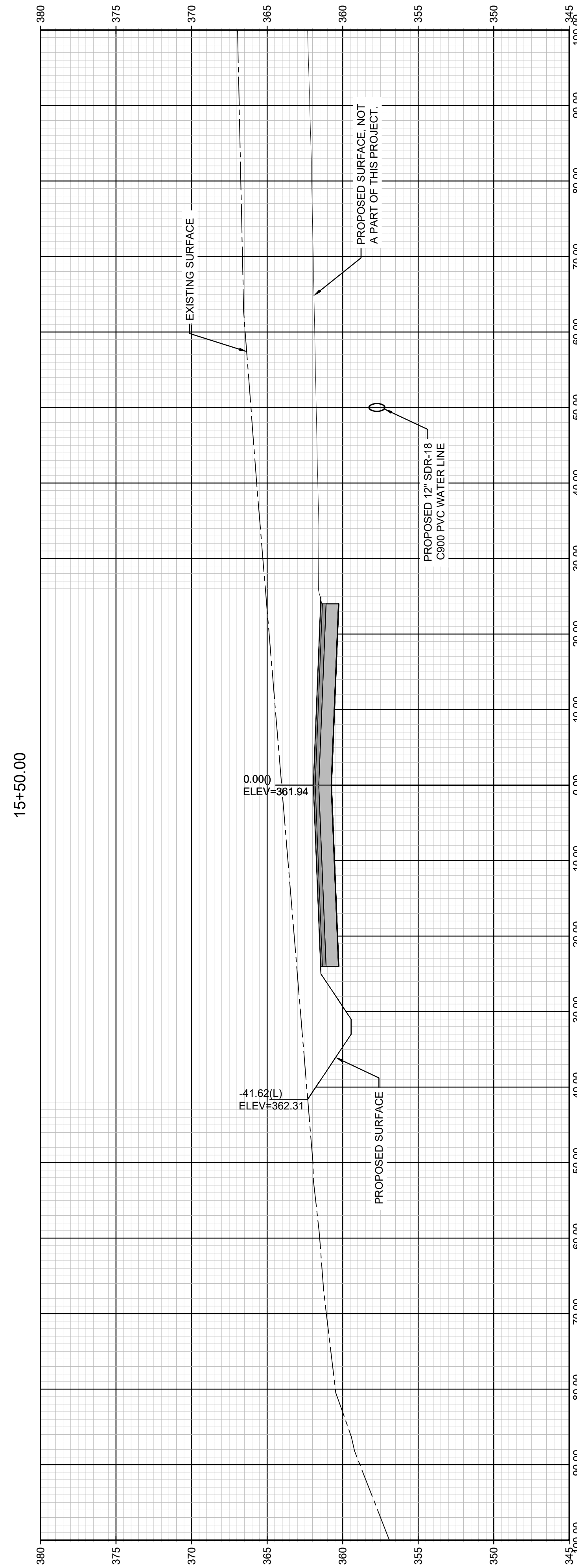
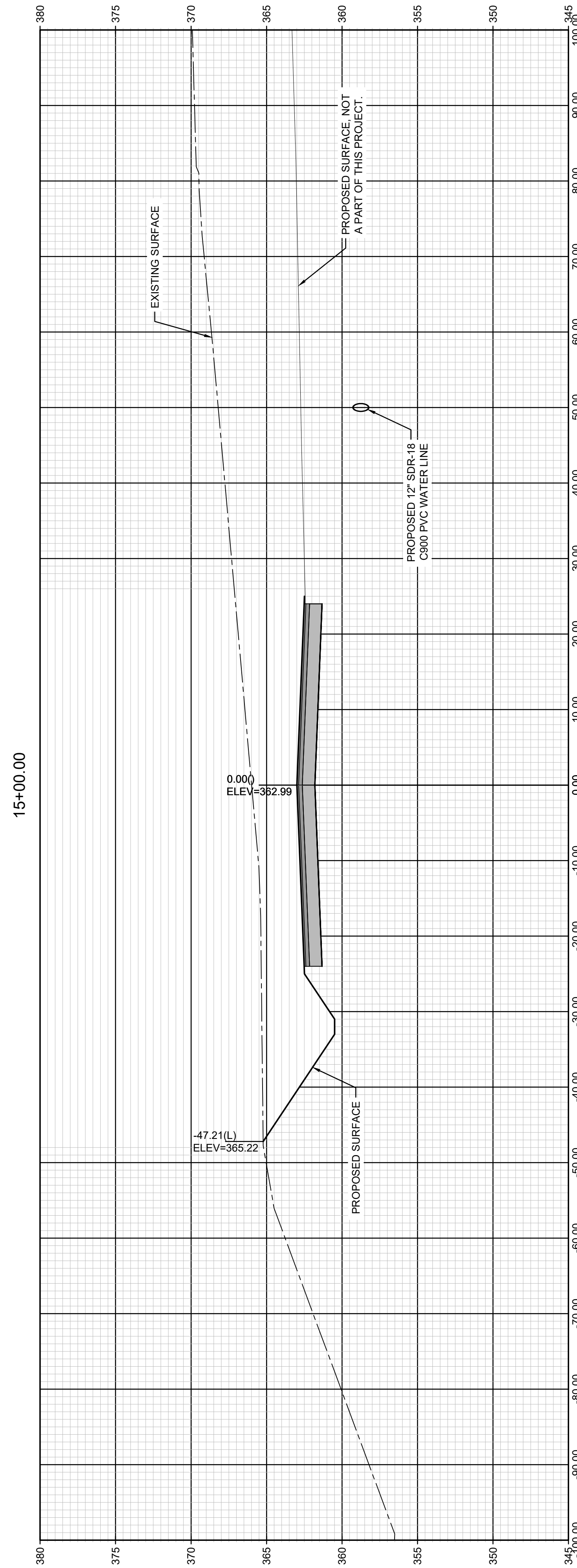
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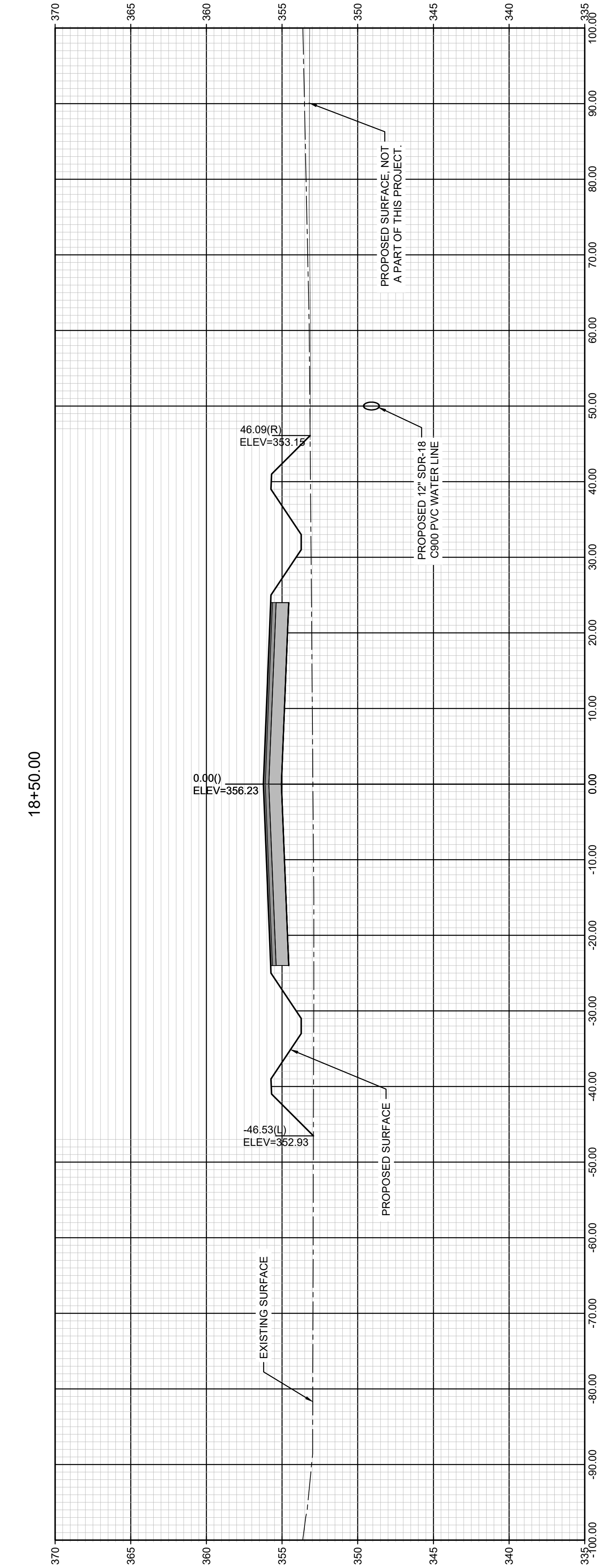
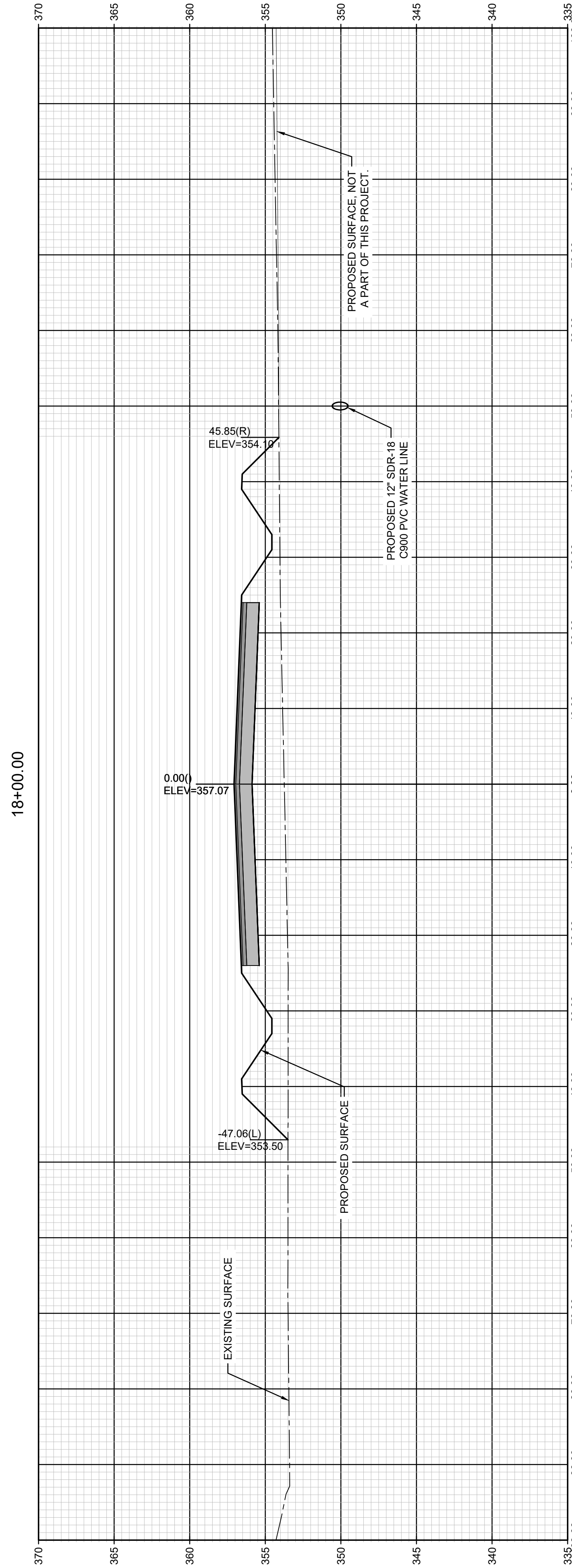
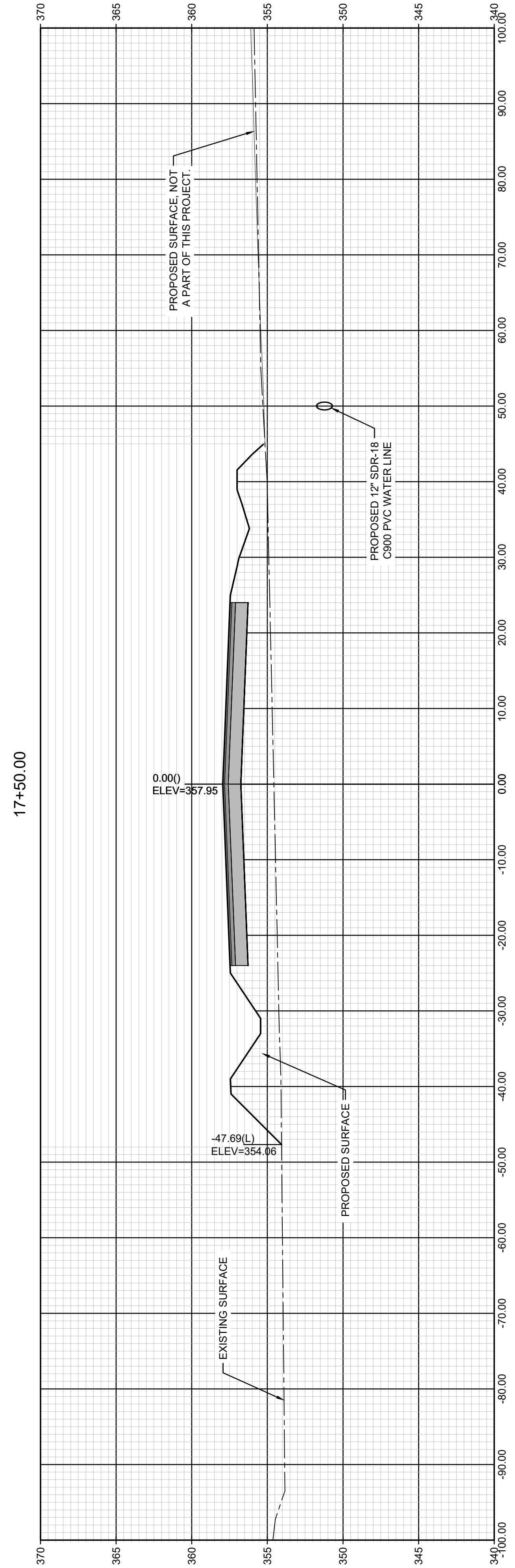
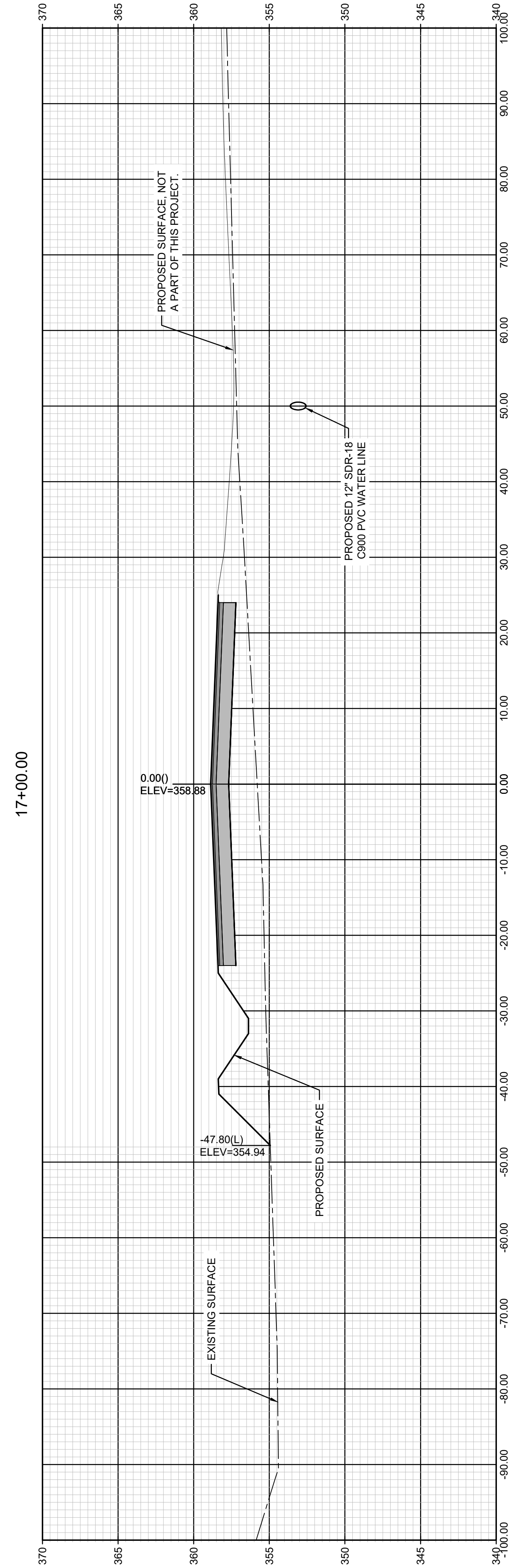
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**D1**  
**CROSS SECTIONS**

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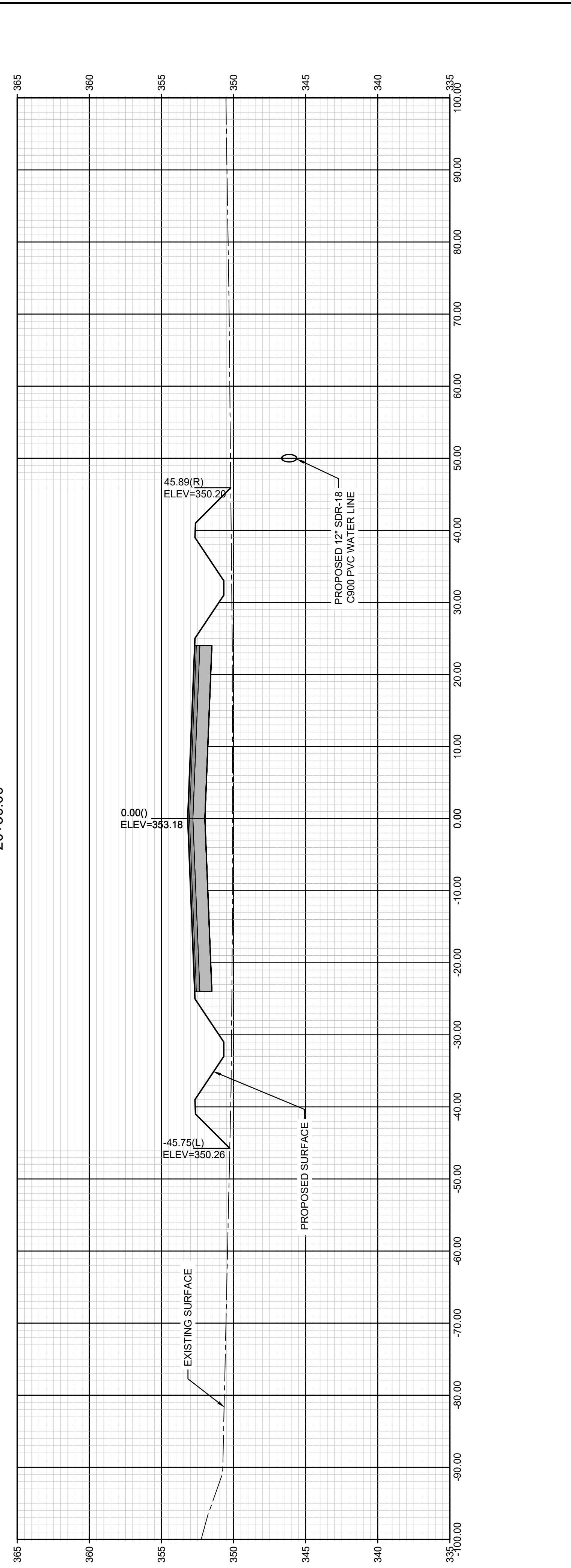
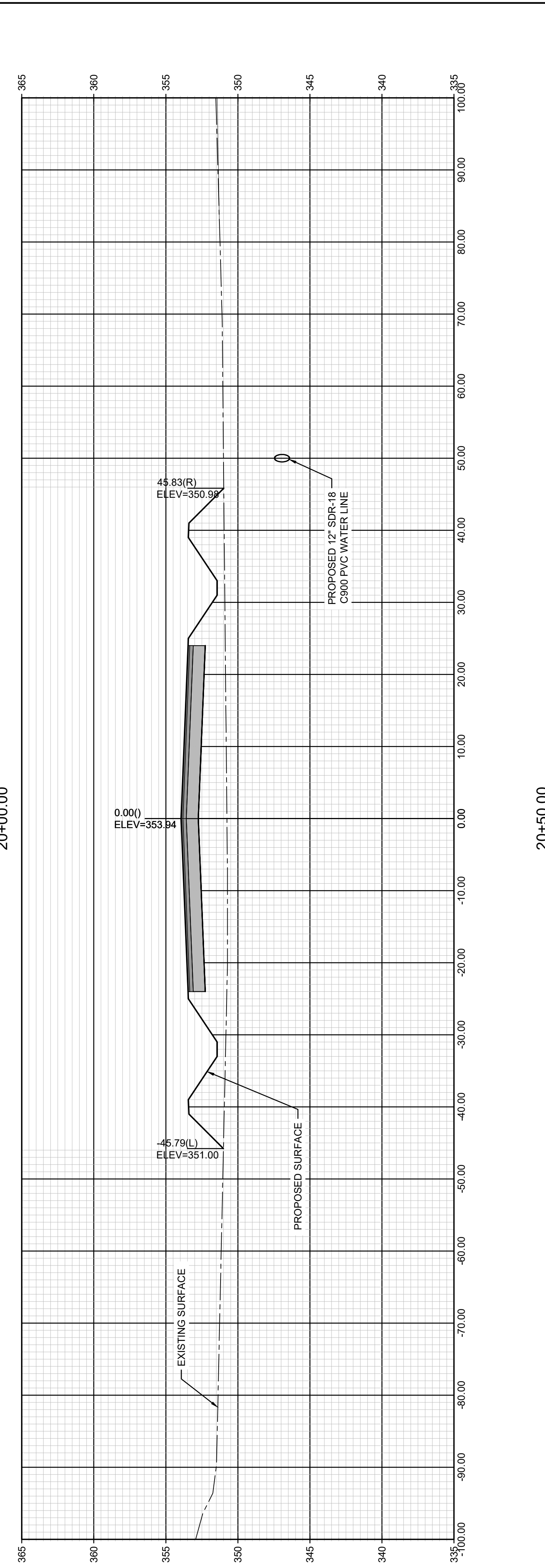
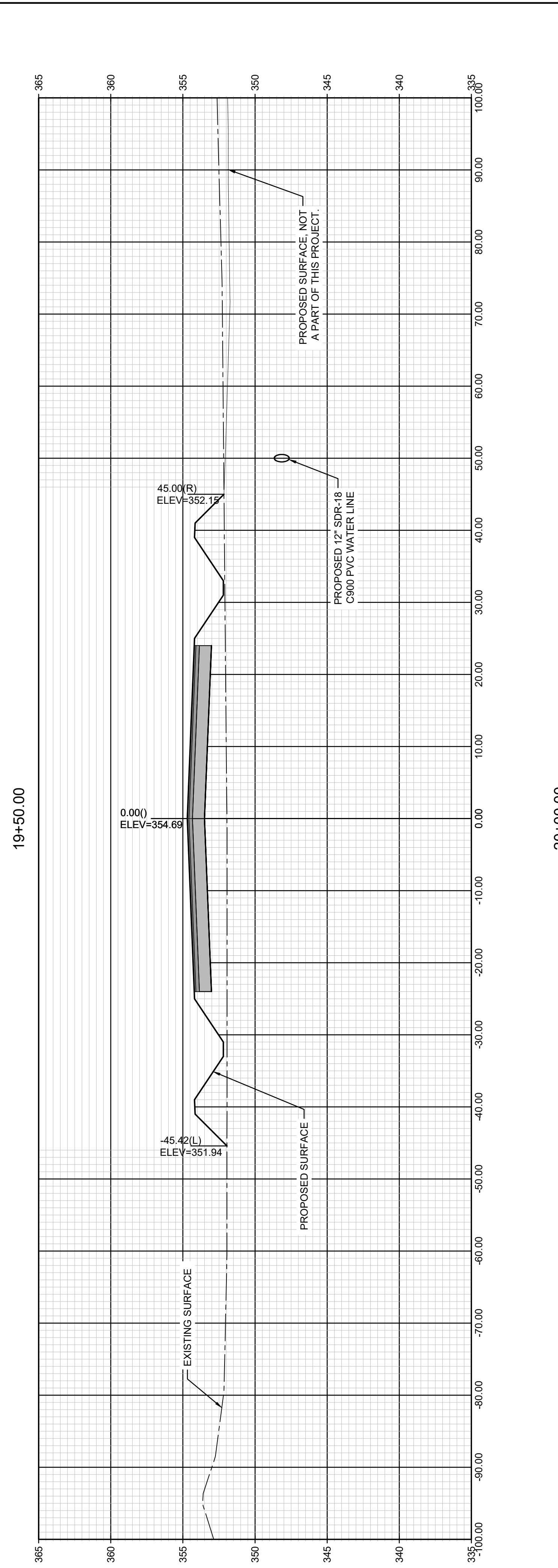
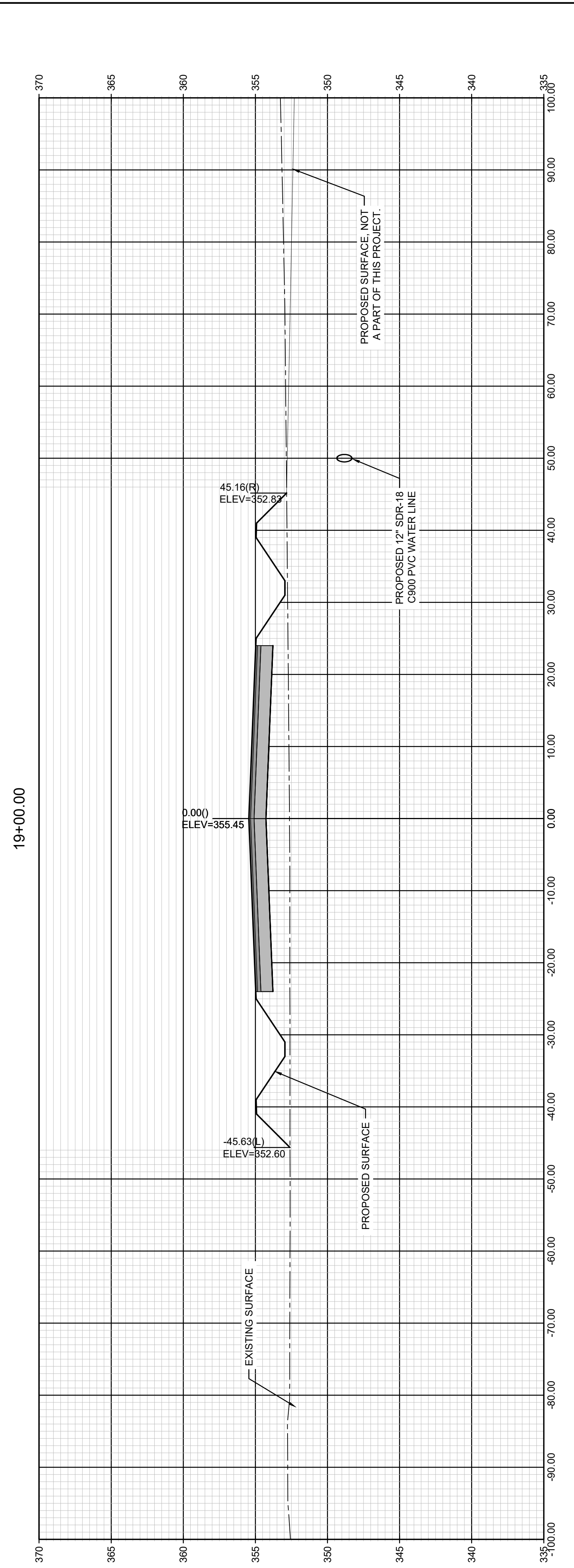
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**D1 CROSS SECTIONS**

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VERTICAL: 1" = 1'

SEE DETAIL

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HAYWOOD COUNTY TENNESSEE

2024 SITE DEVELOPMENT GRANT  
ADVANTAGE PARK DRIVE

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REVISIONS

PROJECT NO. 23133 DATE MAY 8, 2024

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ADVANTAGE PARK DR CROSS SECTIONS

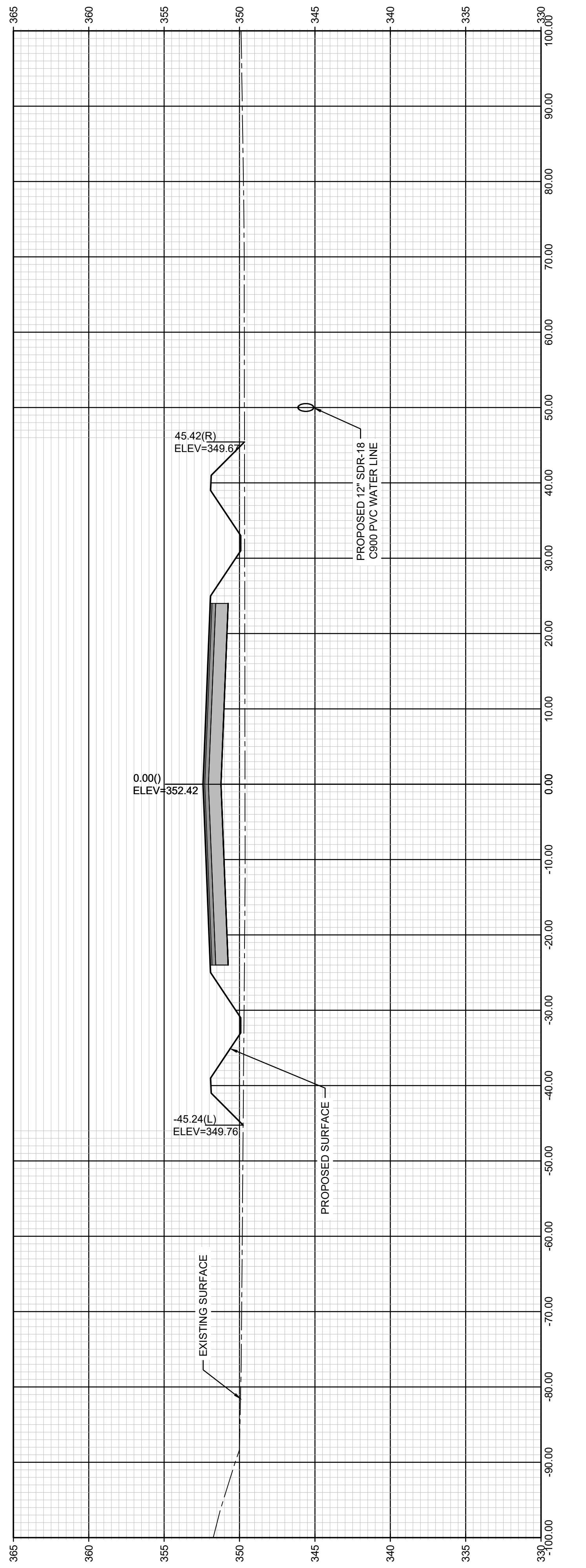
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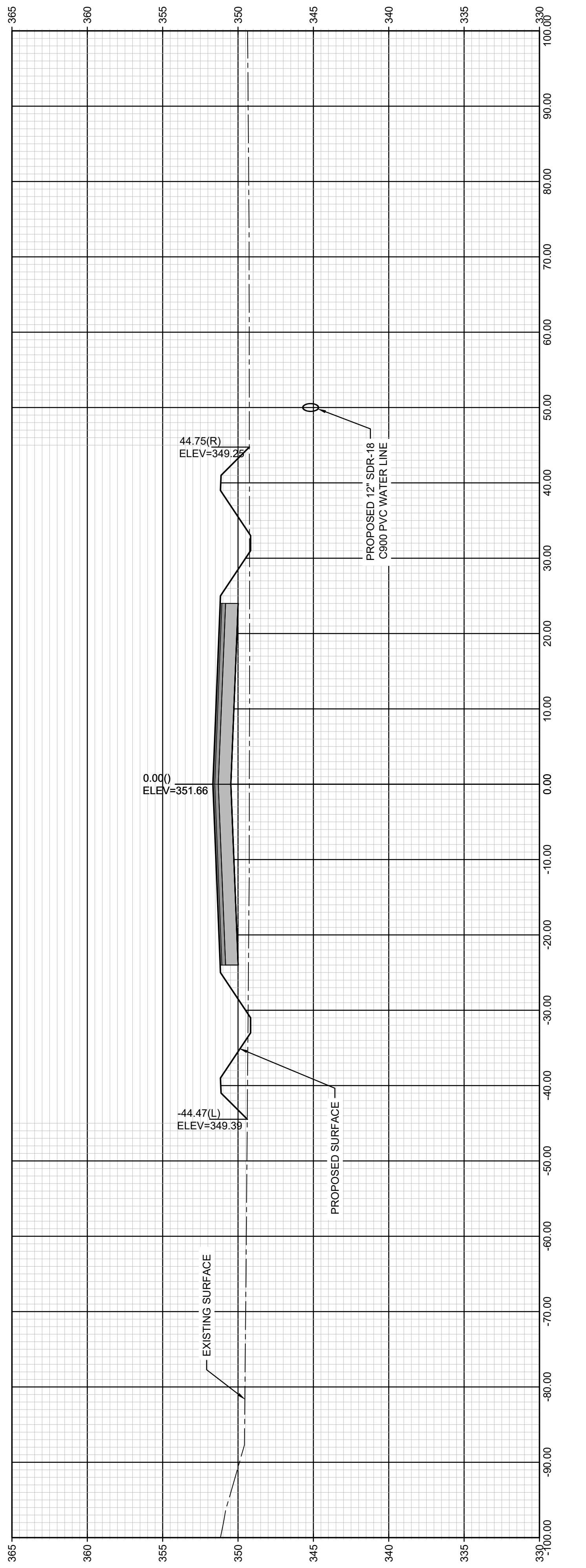
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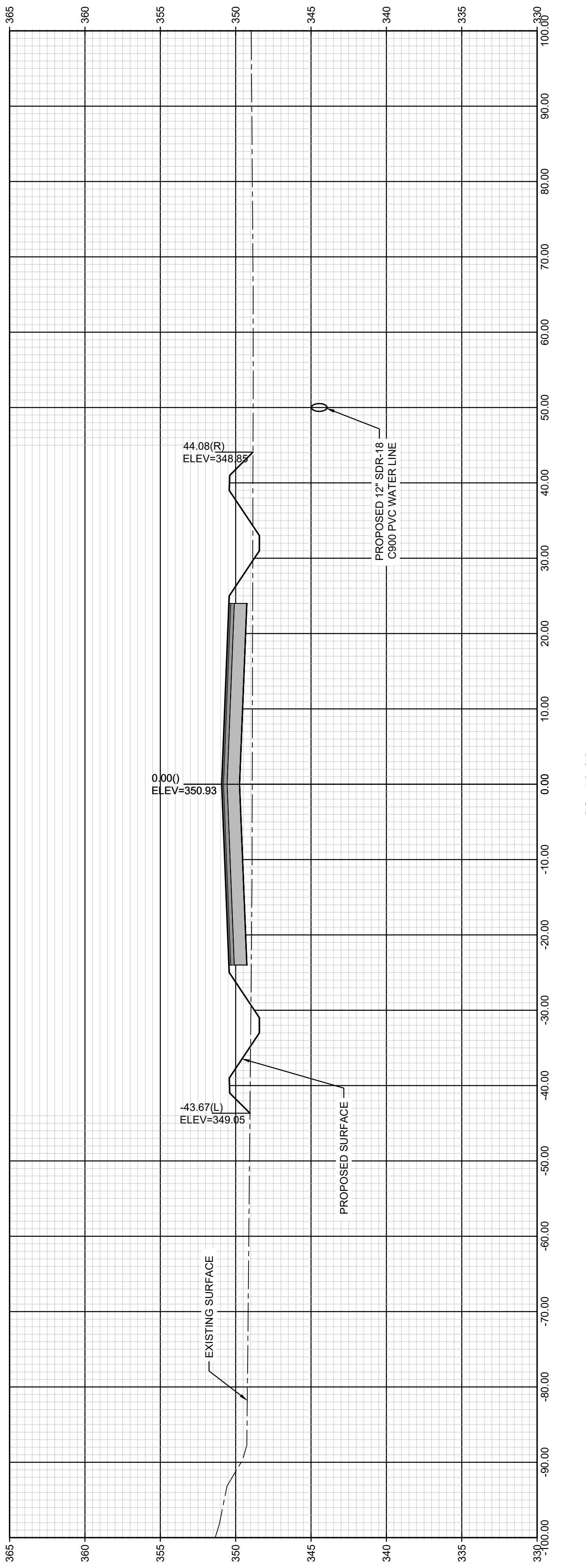
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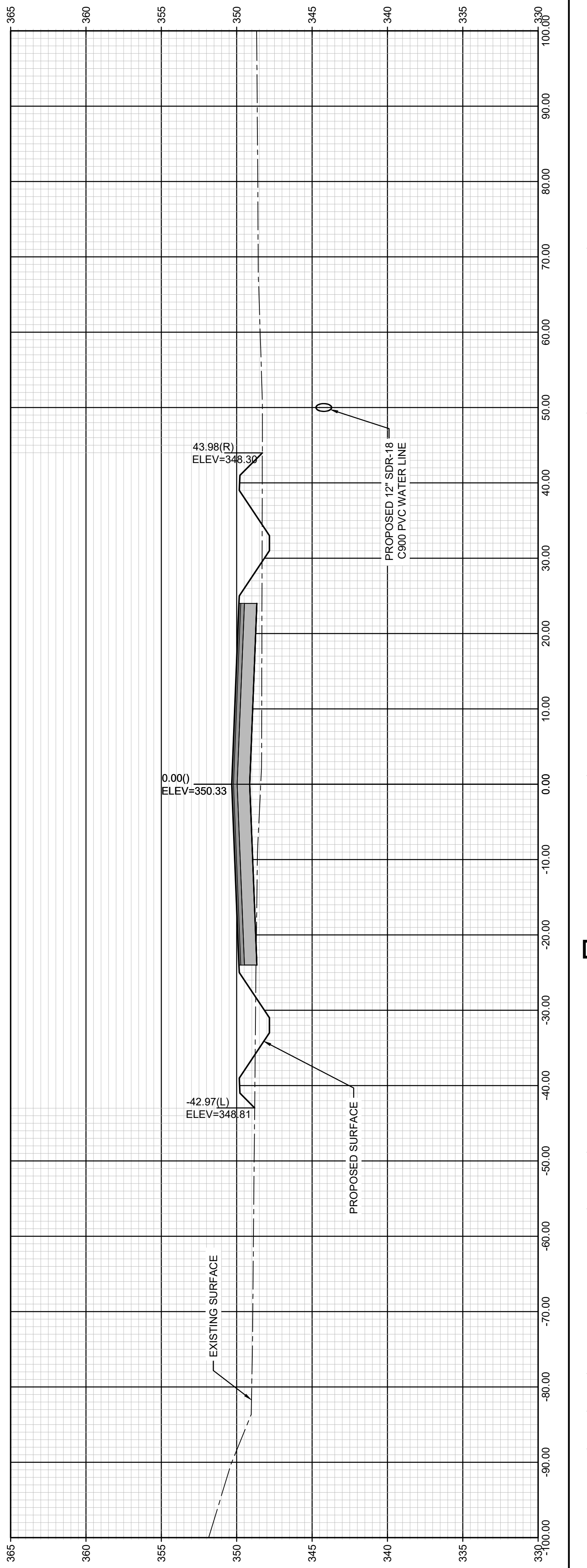
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22+50.00



**D1** CROSS SECTIONS

HORIZONTAL: 1" = 10'  
VERTICAL: 1" = 1'

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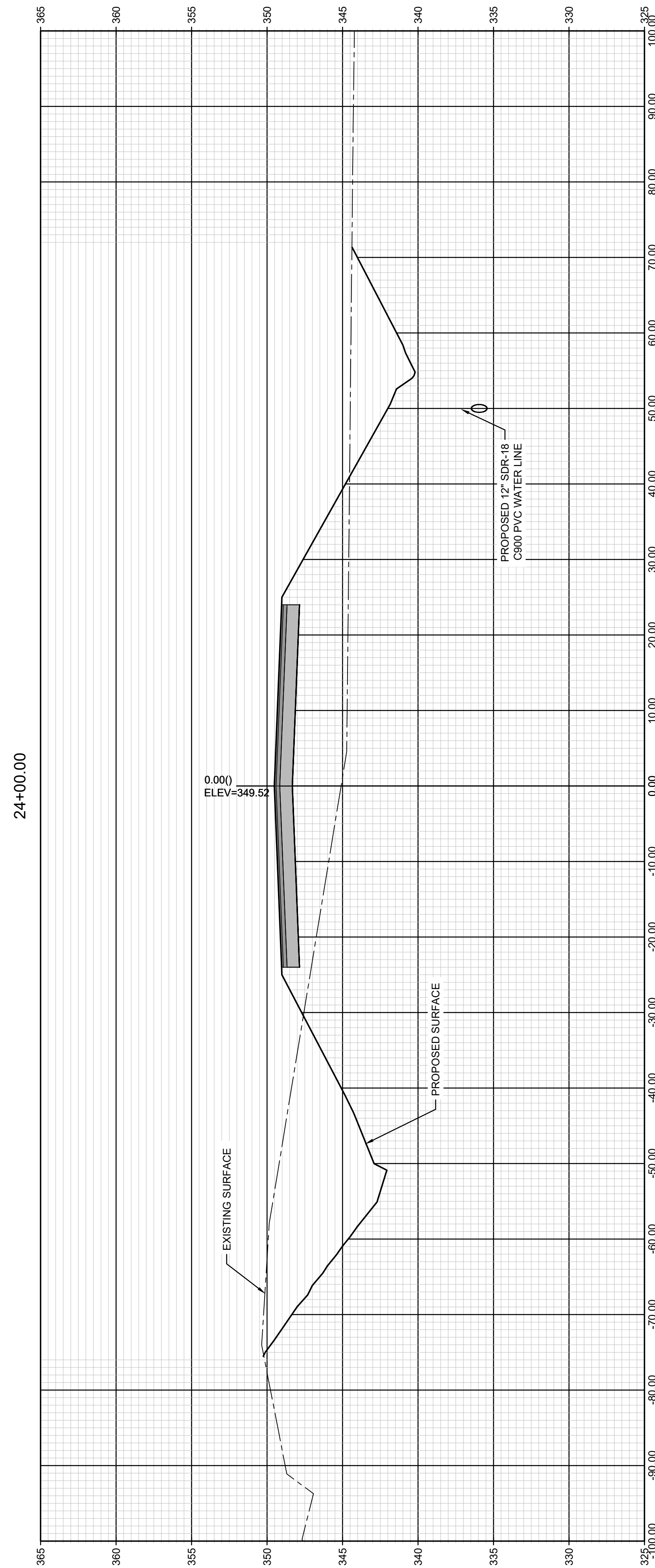
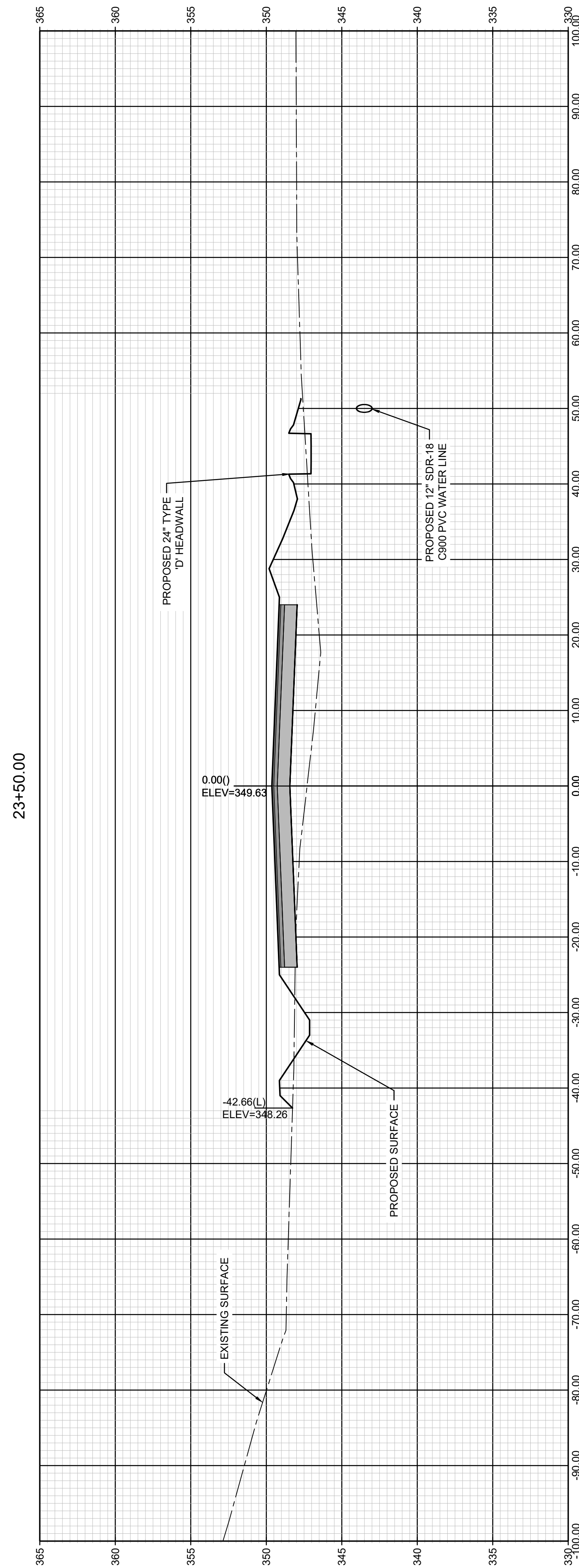
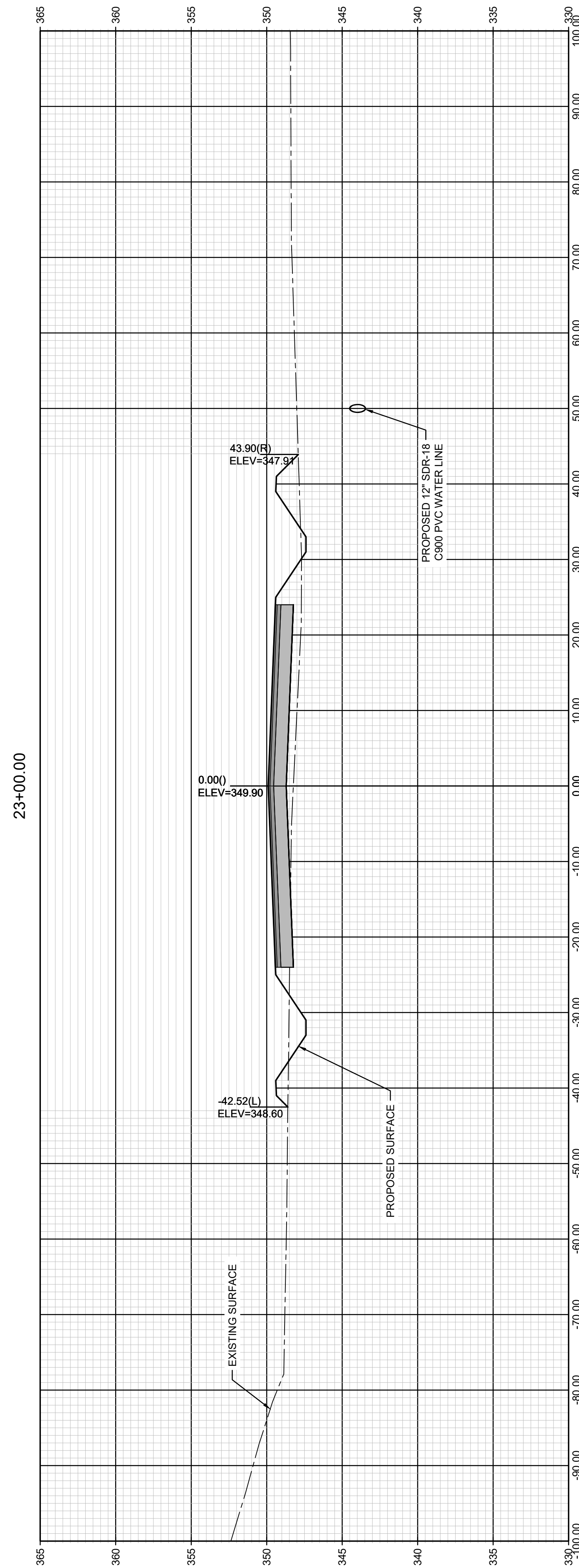
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PROJECT NO. 23133	DATE MAY 8, 2024
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CIVIL SHEETS 31 OF 36

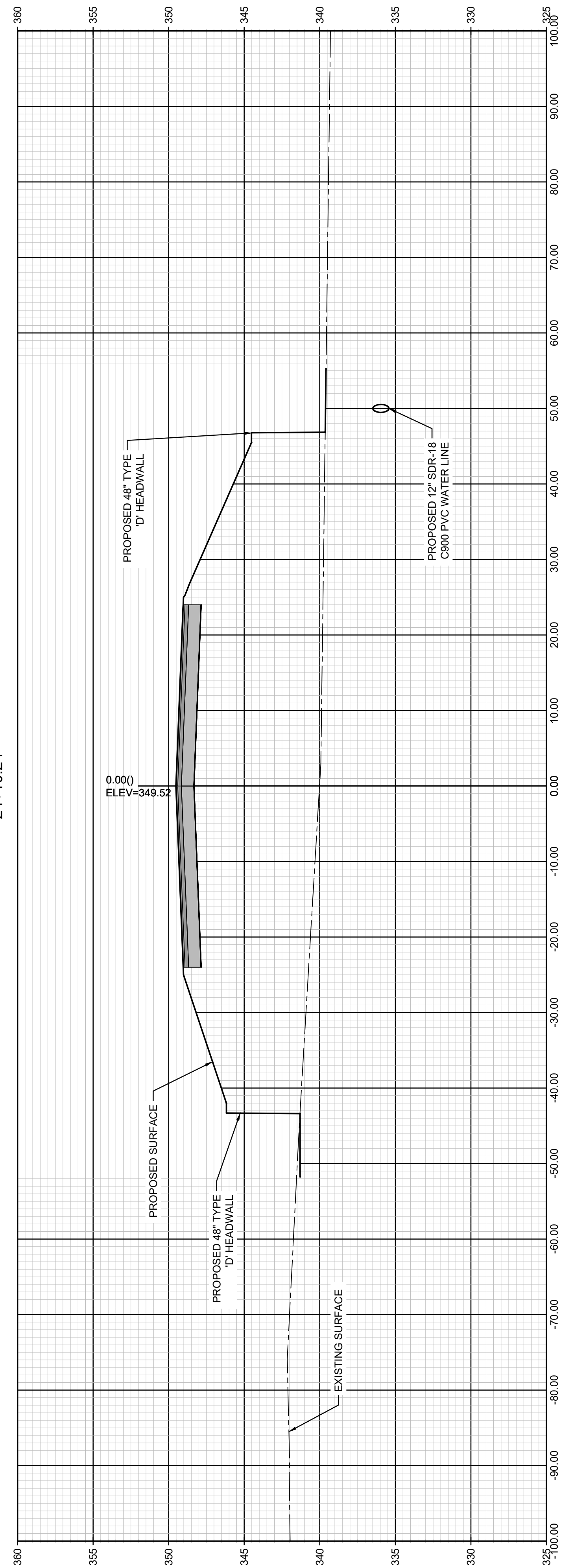
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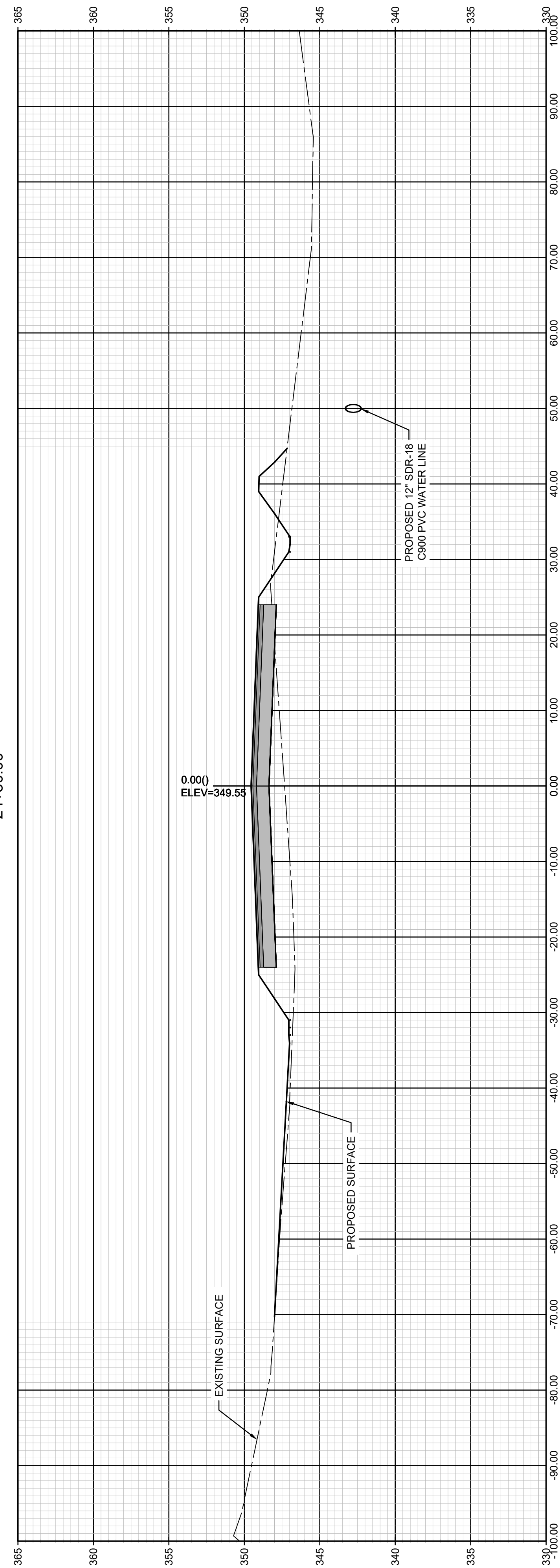
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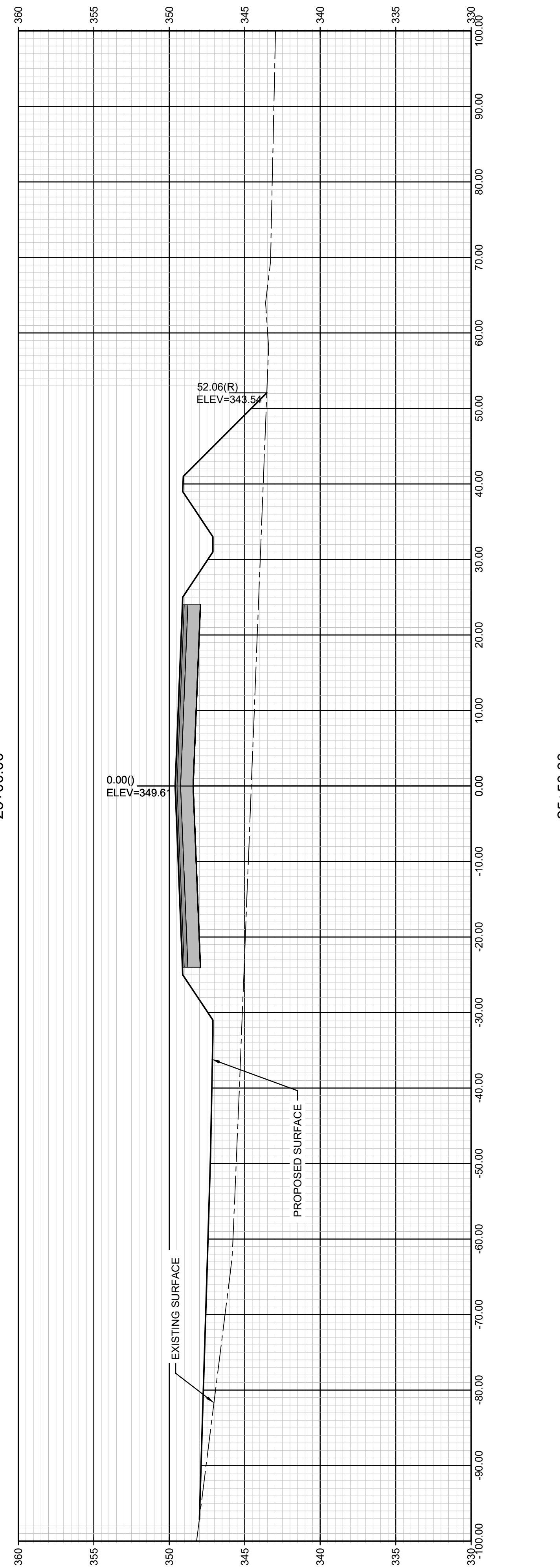
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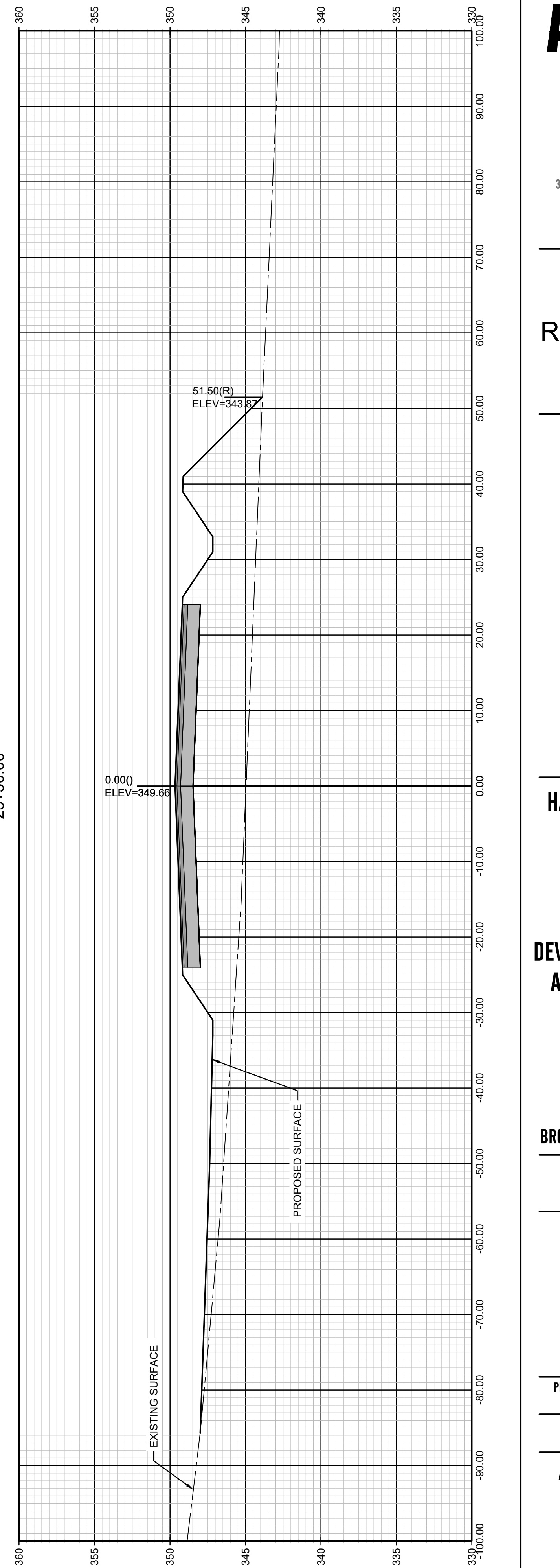
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 DOCUMENTS

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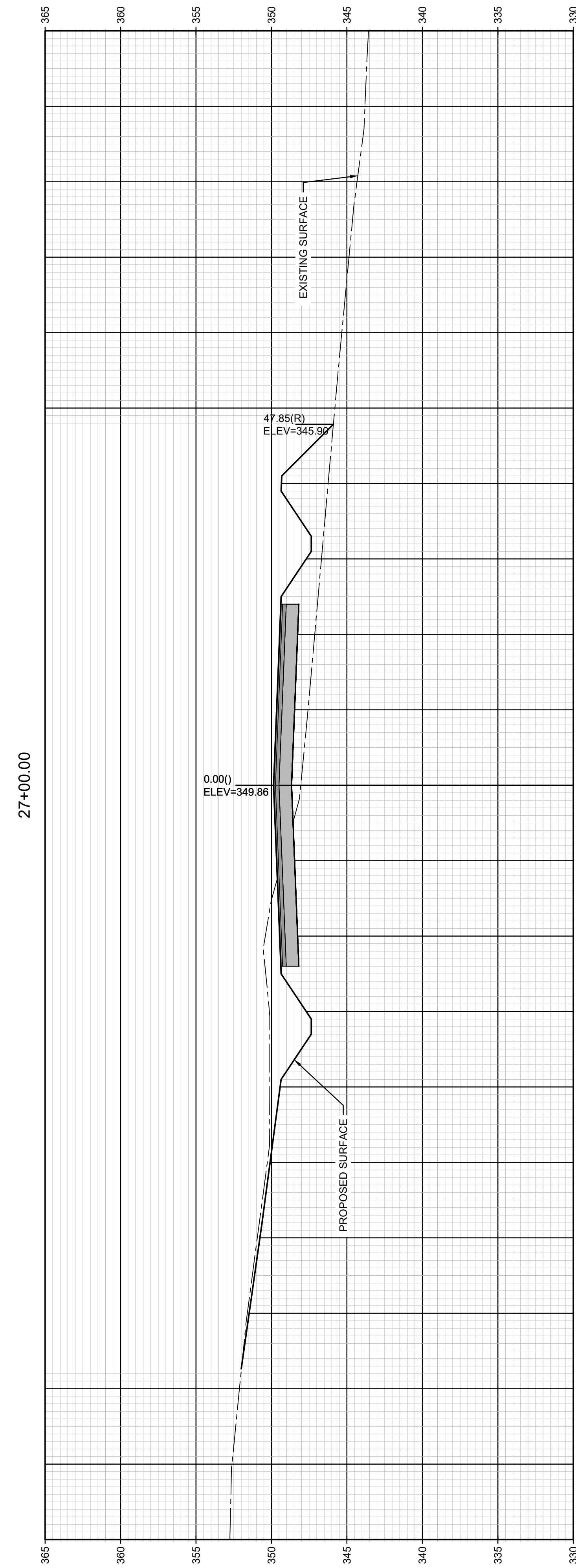
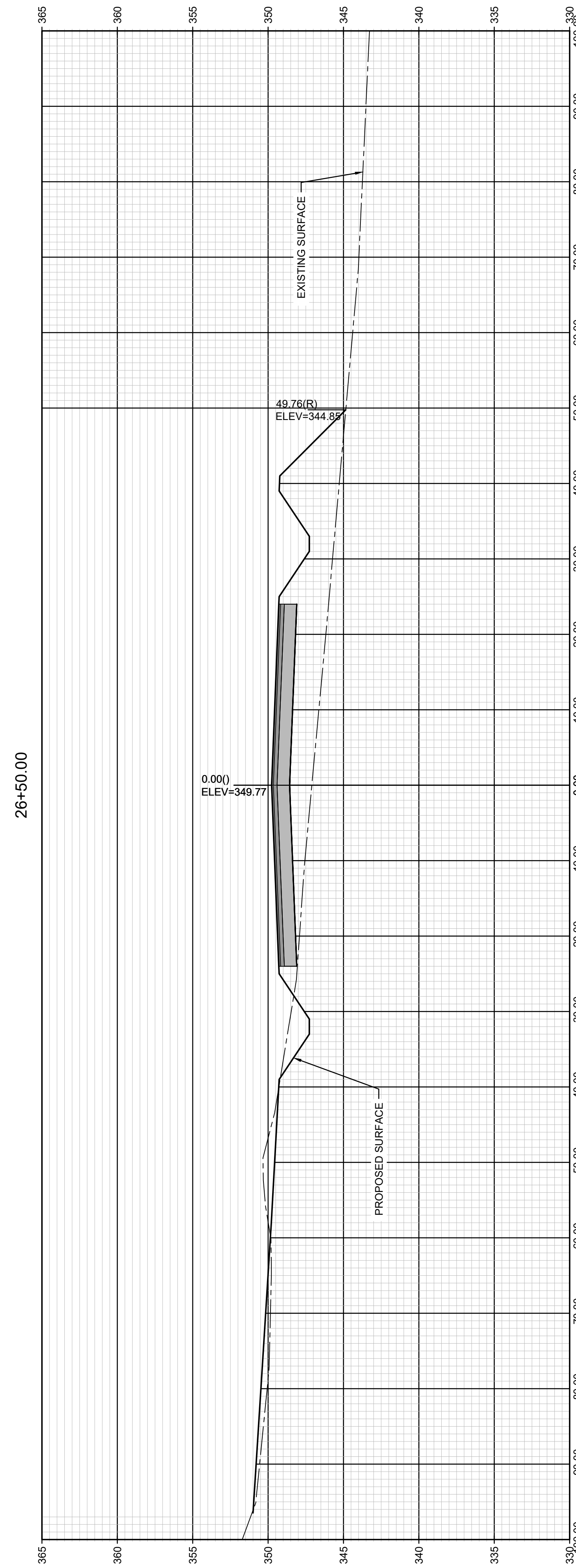
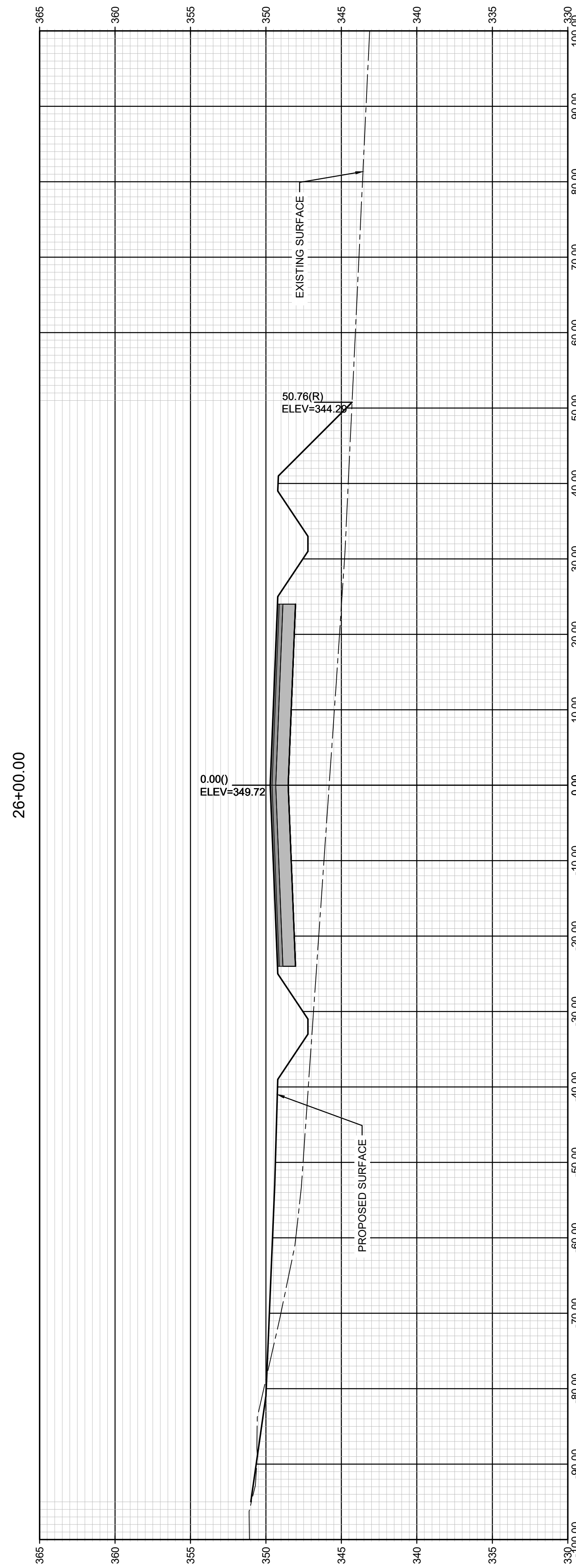
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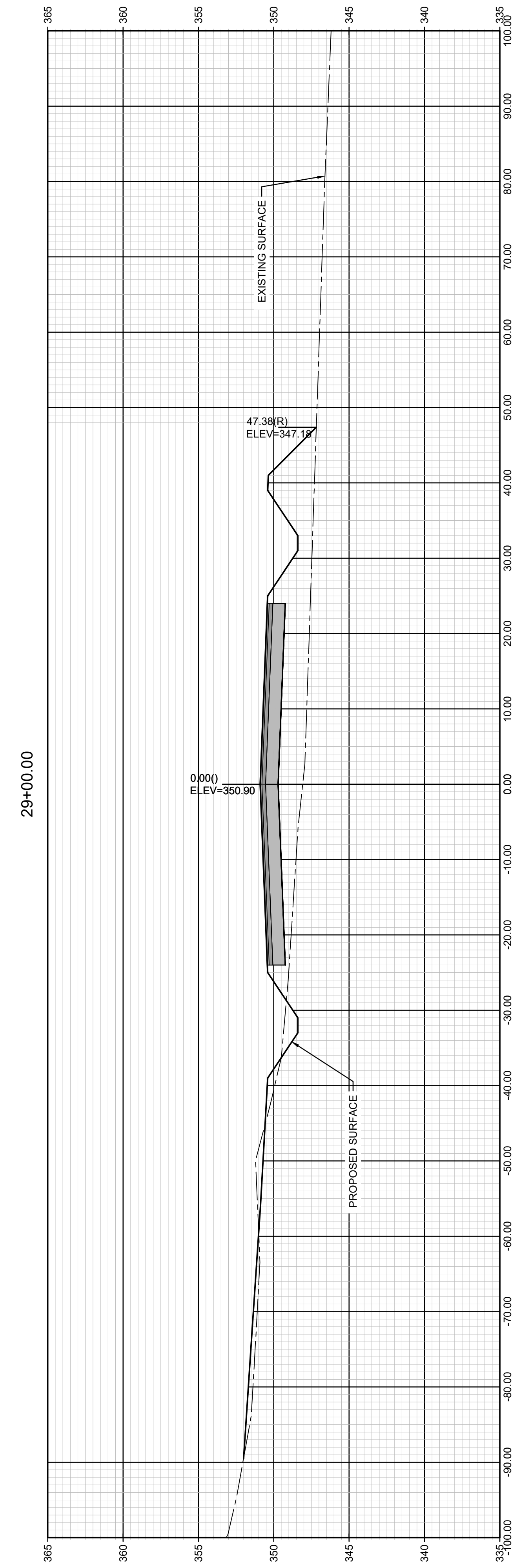
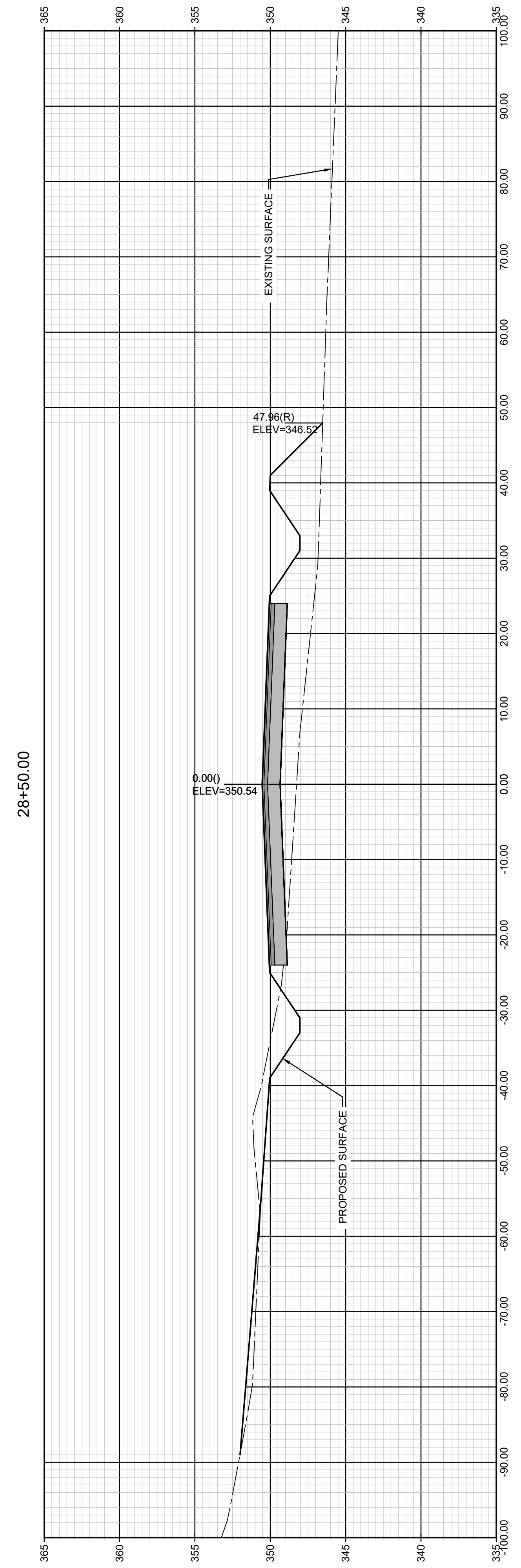
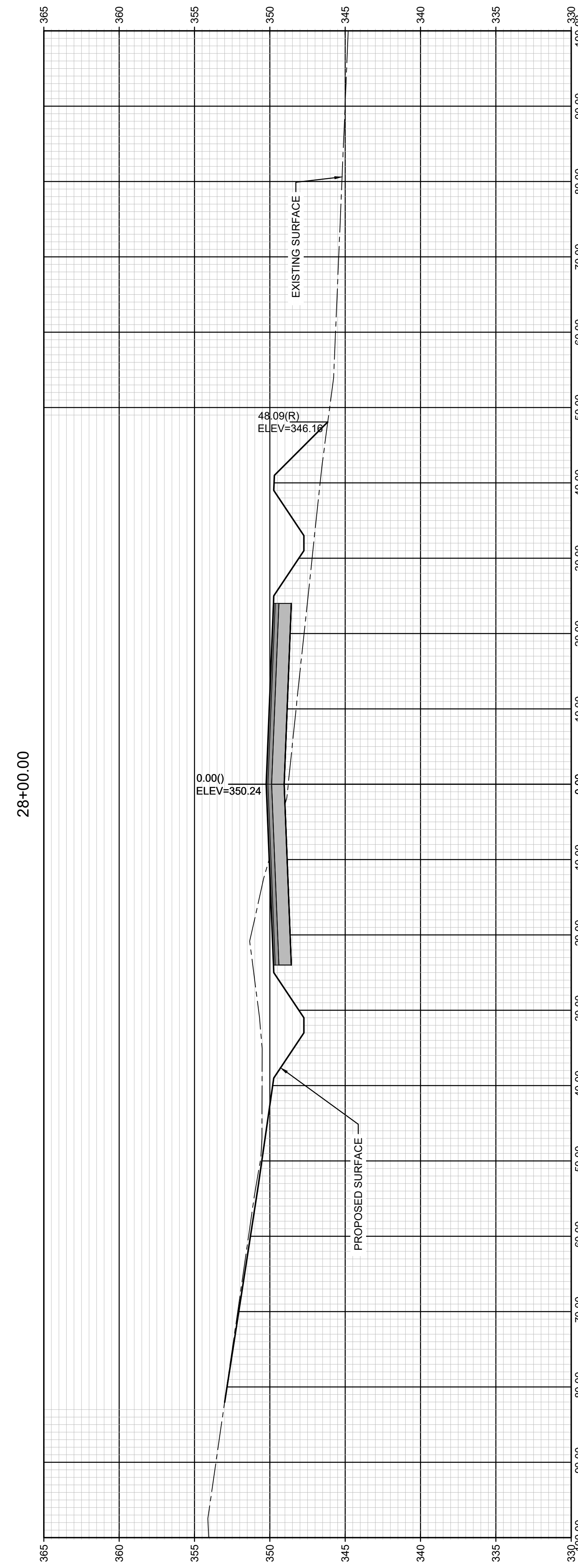
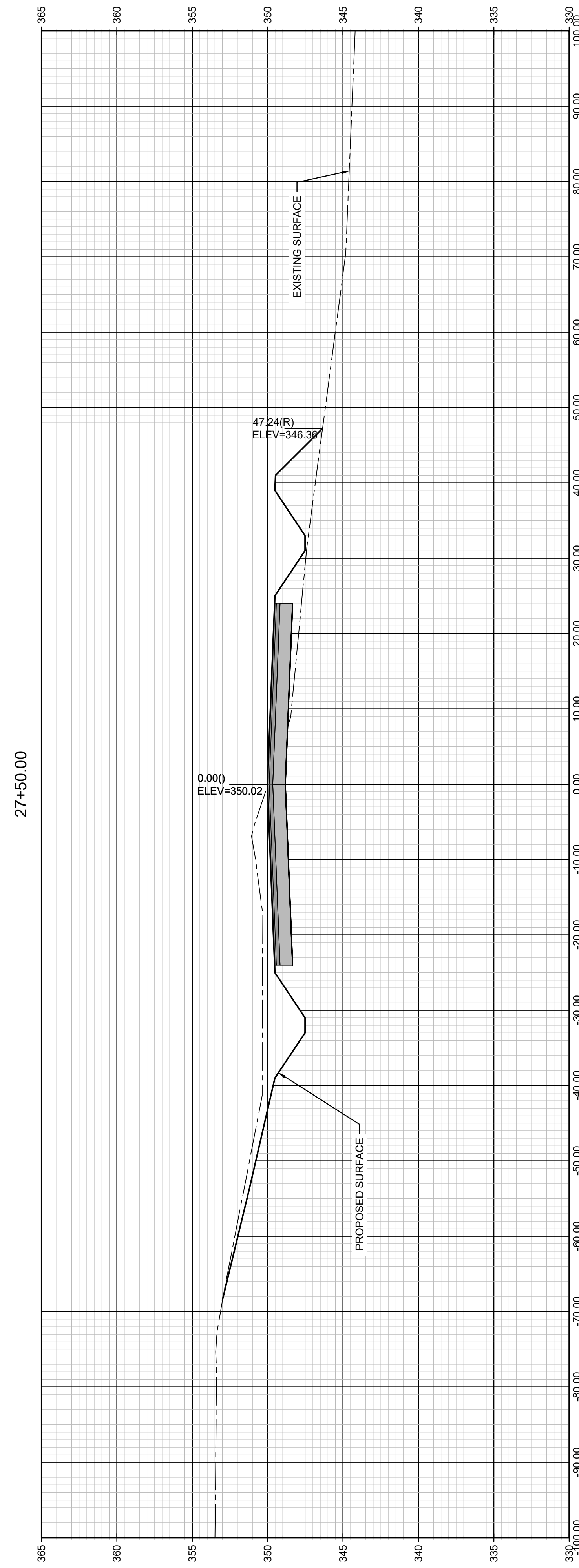
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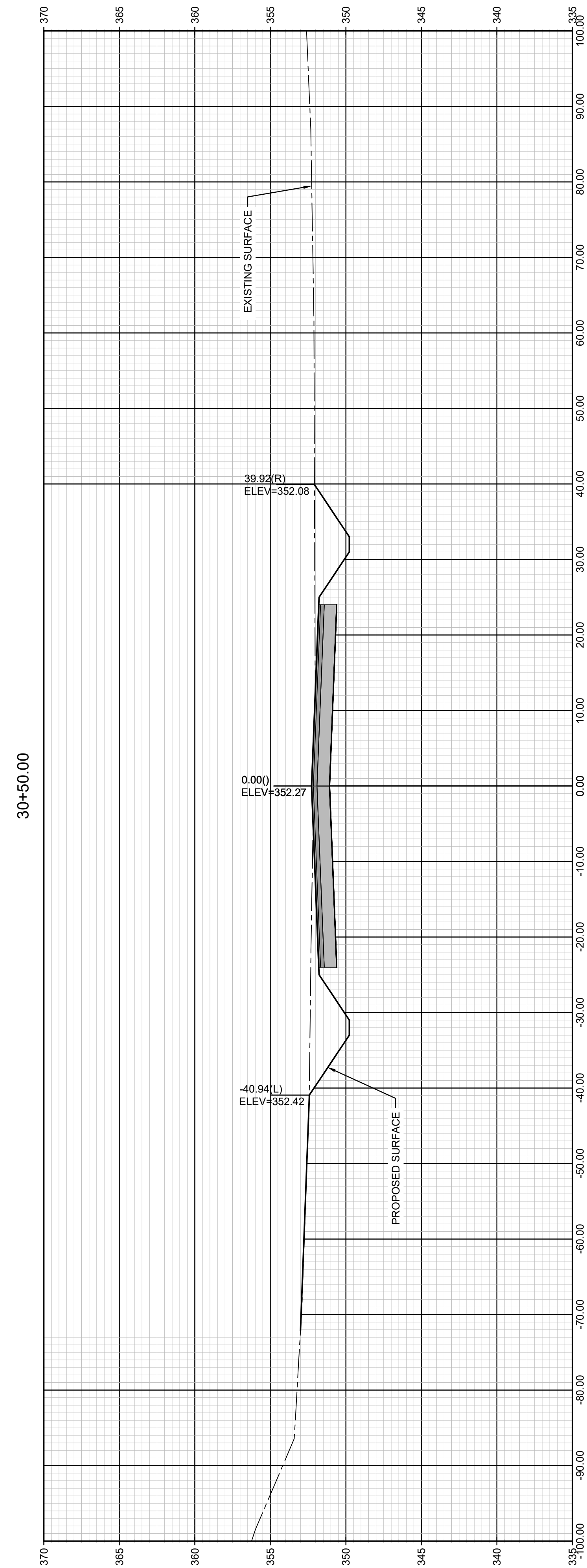
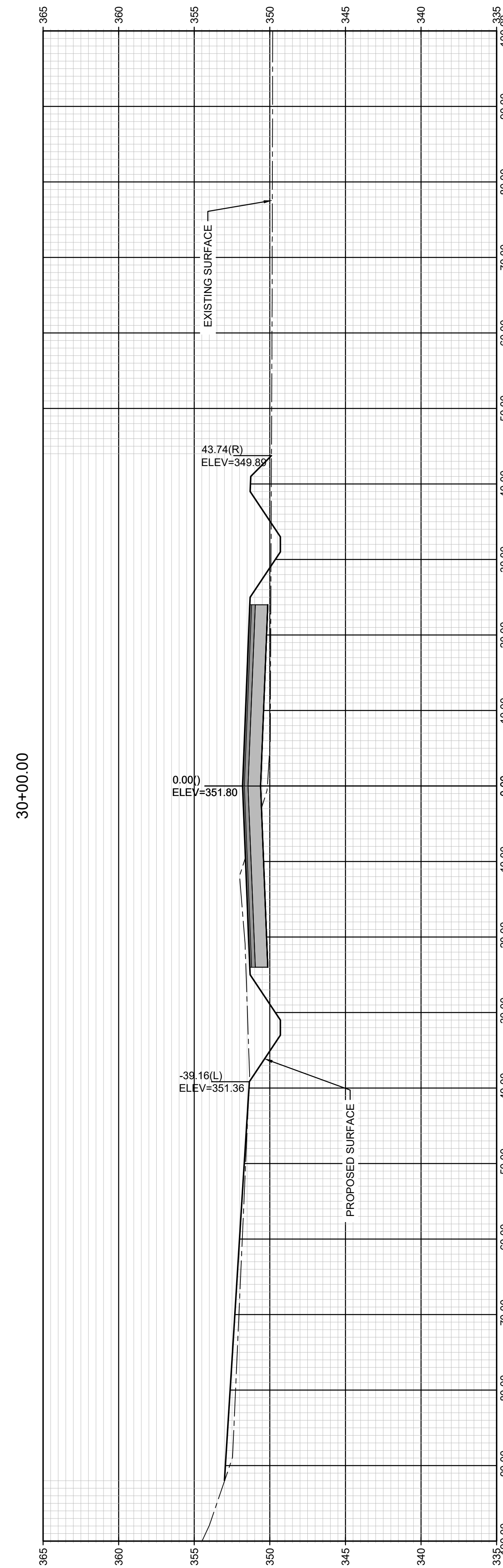
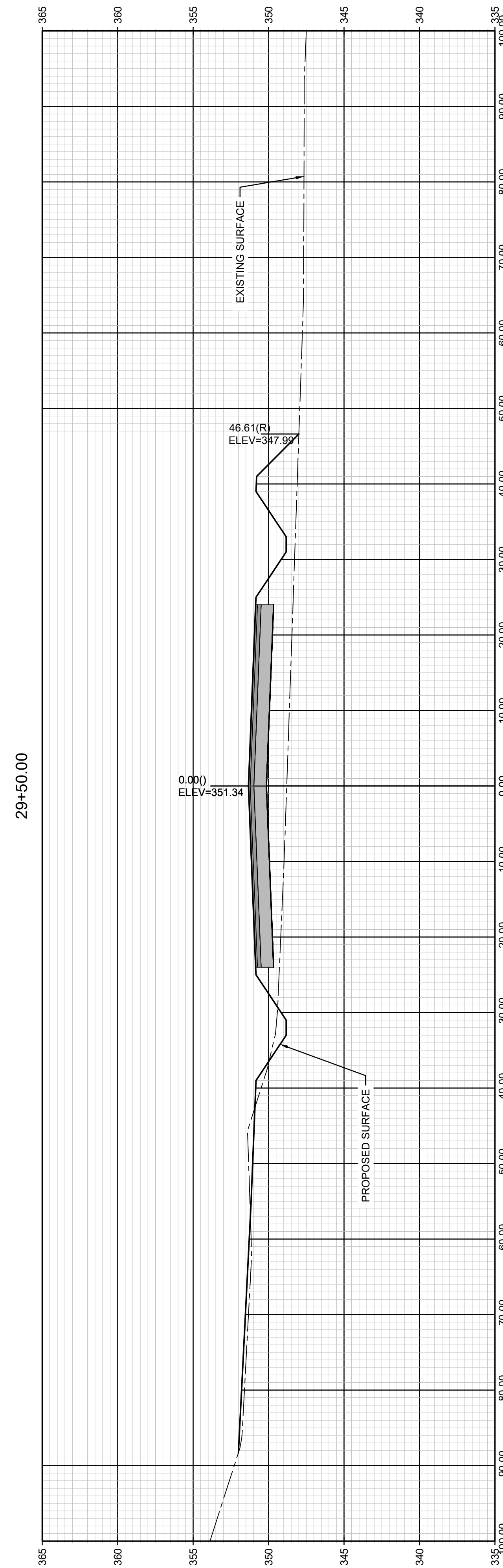
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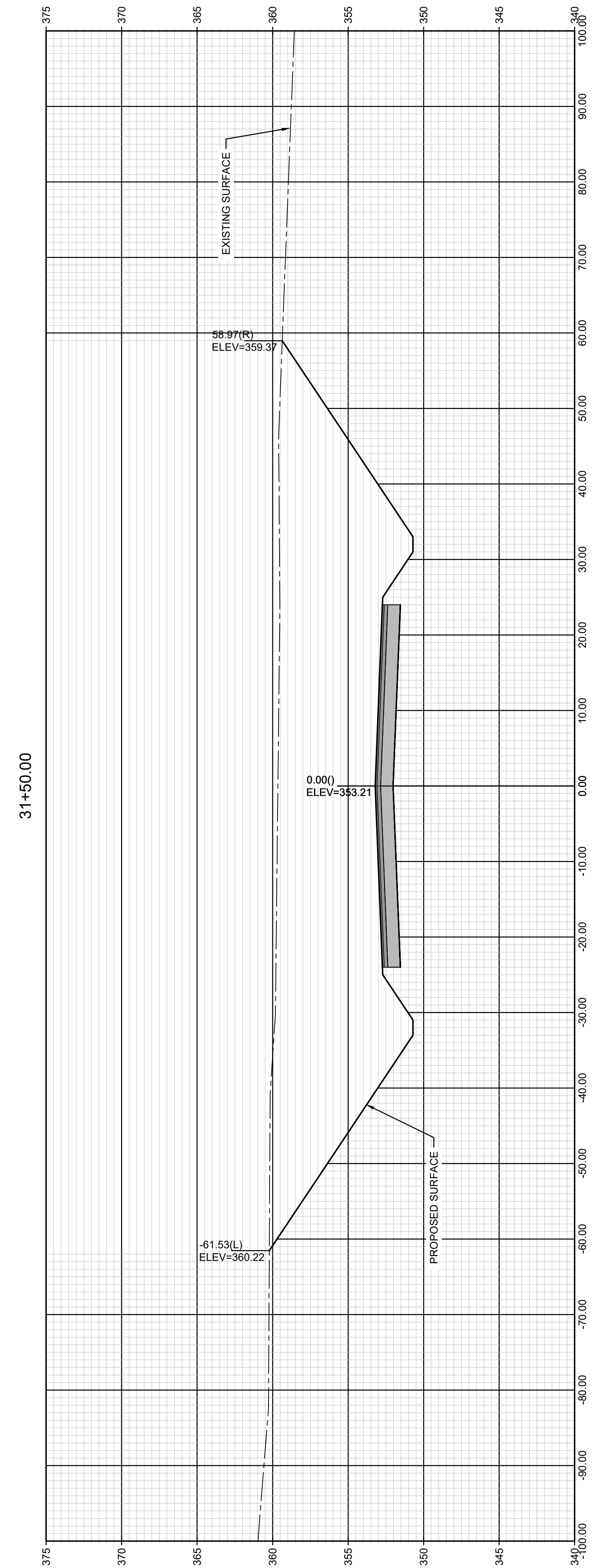
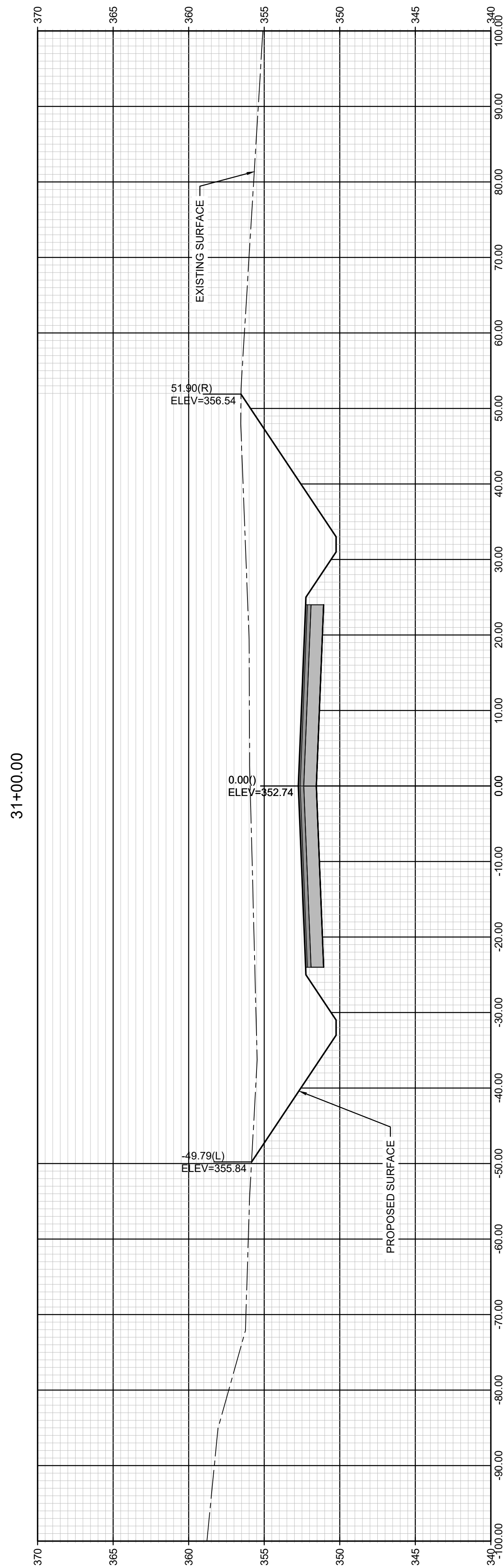
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CIVIL SHEETS 36 OF 36

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