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Brian Lee

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PALMER ENGINEERING
2817 ERICA PLACE
NASHVILLE, TN 37204
J. BRIAN LEE, P.E. 107296

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

SHEET NAME

SHEET NO.

SIGNATURE SHEETROADWAY-SIGN2

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS 1A

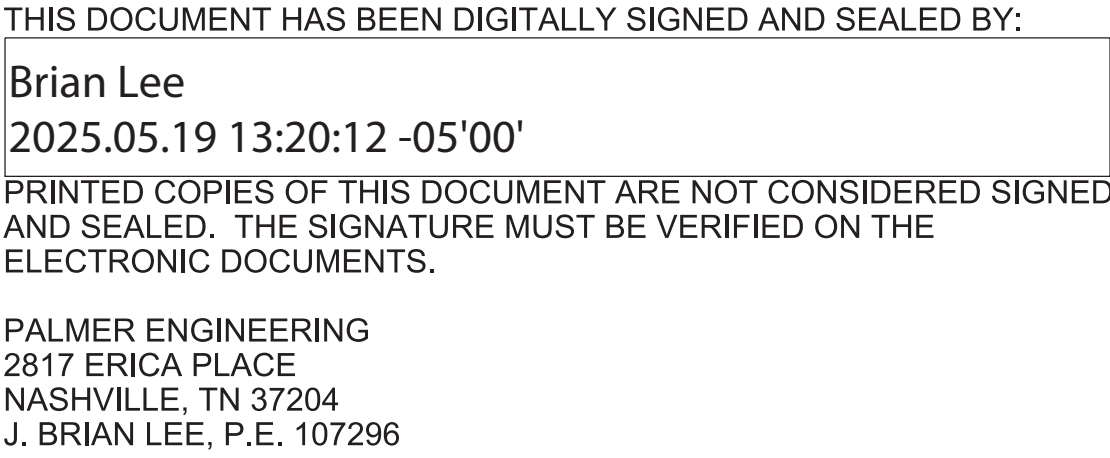
ESTIMATED ROADWAY QUANTITIES2

YEAR	PROJECT NO.	SHEET NO.
2025	NH-SIP-63(71)	ROADWAY-SIGN2

REV. 07-02-25: ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

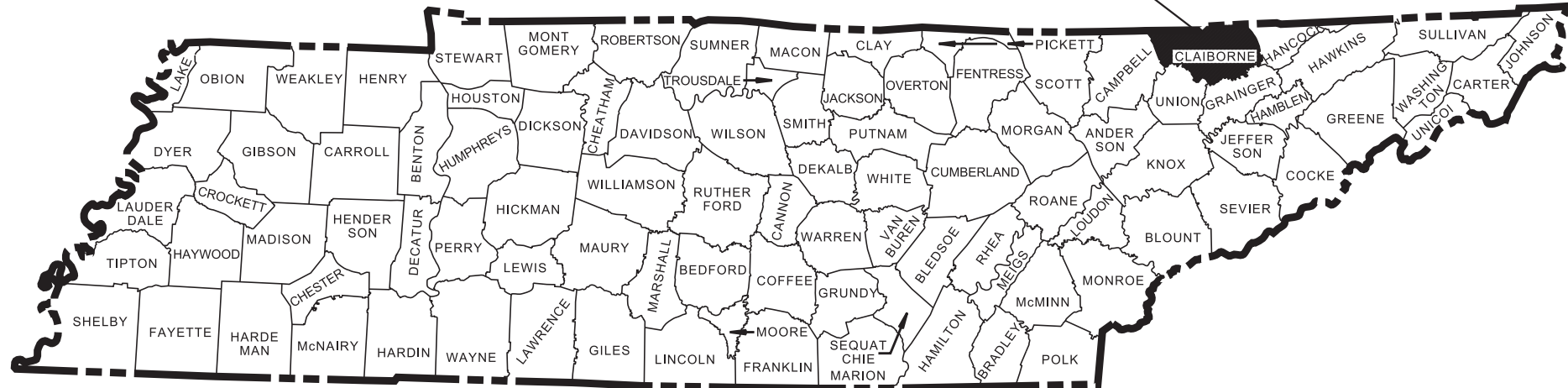
CLAIBORNE COUNTY

S.R. 63
INTERSECTION AT HARROGATE
CROSSING/HAMILTON WAY, L.M. 17.595

PS&E
GRADE, DRAIN, PAVE, SIGN, AND SIGNALS

STATE HIGHWAY NO. 63 F.A.H.S. NO.

PROJECT LOCATION



13S063-F3-002
END PROJECT NO. NH-SIP-63(71) CONST.

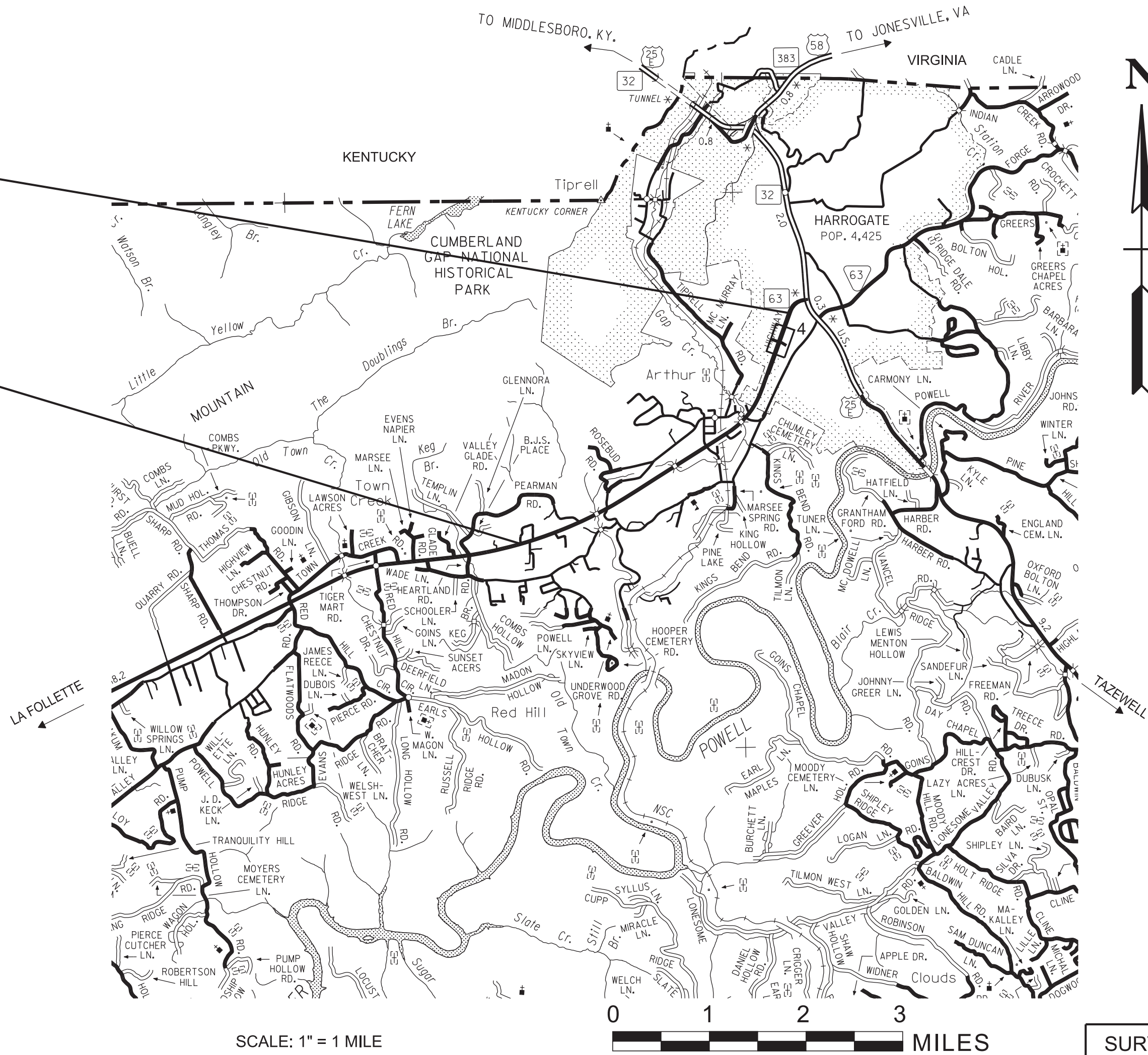
L.M. 17.89

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13S063-F3-002
BEGIN PROJECT NO. NH-SIP-63(71) CONST.

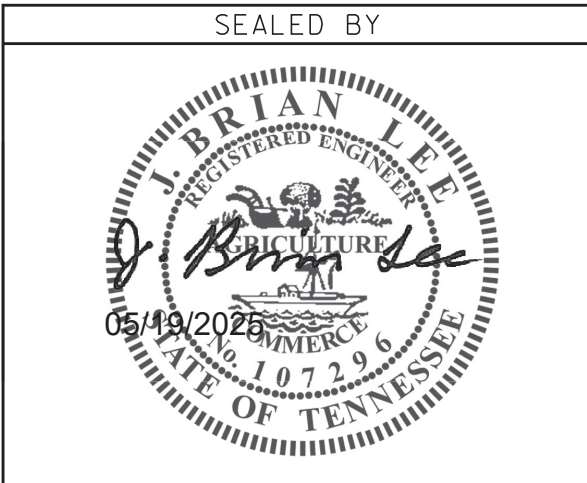
L.M. 14.02

N 807996.5628 E 2642022.9916



NO EQUATIONS

NO EXCLUSIONS



APPROVED:
WILL REID, DEPUTY COMMISSIONER /
CHIEF ENGINEER

DATE:

APPROVED:
HOWARD H. ELEY, DEPUTY GOVERNOR &
COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF
THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND
ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS
AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : ERIC WILSON, P.E.

DESIGNED BY : PALMER ENGINEERING

DESIGNER : BRIAN LEE, P.E. CHECKED BY : TODD KEMP, P.E.

P.E. NO. 13S063-F1-002 (DESIGN)

PIN NO. 105763.02

PROJECT LENGTH

3.870 MILES

ROW LENGTH

0.000 MILES

BRIDGE LENGTH

0.000 MILES

BOX BRIDGE LENGTH

0.000 MILES

SURVEY 5-11-15	TRAFFIC DATA	
UPDATE 5-14-24	AADT (2025)	8020
	AADT (2045)	9630
	DHV (2045)	998
	D	60 - 40
	T (AADT)	6 %
	T (DHV)	4 %
V		45 MPH

COORDINATES ARE NAD/83(1995) ARE DATUM ADJUSTED BY
THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS
ARE REFERENCED TO THE NAVD 1988 USING GEOID 2003 MODEL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR DATE

7/2/2025 11:38:15 AM
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PS&E INDEX OF SHEETS

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN2
SIGNATURE SHEETS.....	ROADWAY-SIGN1
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ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
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SIGNAL PLANS	SIG-1 - SIG-4
UTILITIES PLANS.....	U1-1
NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.	
SHEET 2A HAS BEEN OMITTED	
NO PROJECT COMMITMENTS SHEET IN THIS SET OF PLANS.	

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
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-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	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-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
10-102.00 PIPE CULVERTS AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-SEW-1A	07-07-23	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE
10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-SC-1	05-04-22	SLOPING CONCRETE CURB AND CURB AND GUTTER
S-F-1	03-01-23	HIGH VISIBILITY FENCE
10-105.00 MULTIMODAL		
MM-CR-1	06-28-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
MM-CR-2		PERPENDICULAR CURB RAMP
MM-CR-3		PARALLEL CURB RAMP
MM-CR-5	06-28-19	SINGLE CROSSING CURB RAMP IN CURVE
MM-CR-7		CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
MM-CR-8		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-PM-1		SIGNING AND PAVEMENT MARKINGS AT INTERSECTION CROSSINGS FOR SHARED-USE PATHS
MM-PM-2	07-30-24	SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANE OR ROUTES
MM-PM-4		SIGNING AND PAVEMENT MARKINGS FOR BICYCLE LANES
MM-VPR-1		VEHICLE AND PEDESTRIAN SAFETY RAIL
MM-SW-1	07-07-23	DETAILS FOR CONCRETE SIDEWALKS

DWG.	REV.	DESCRIPTION
MM-TS-2	06-15-21	LATERAL OFFSETS FOR SIDEWALK AND SHARED USE PATH
MM-TS-3	07-30-24	SEPARATED SHARED USE PATH TYPICAL SECTIONS
10-106.00 SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	03-13-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GR31-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
S-GRS-1	06-15-21	SPECIAL CASE LONG SPAN GUARDRAIL 1 POST, 2 OR 3 POSTS OMITTED
S-GRS-2	01-28-22	SPECIAL CASE GUARDRAIL ATTACHMENT TO CONCRETE DECKS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-37	06-10-14	SEDIMENT TUBE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	1A
PS&E	2025	NH-SIP-63(71)	1A
REV. 07-02-25: ADDED ROADWAY-SIGN2 TO INDEX OF SHEETS.			

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

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STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00 SIGNS		
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
10-201.00 SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-4	06-27-16	SPAN WIRE AND MESSENGER CABLE DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-6	10-21-19	PEDESTRIAN SIGNAL DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLIES
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7D	09-12-23	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-9	07-15-24	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	09-12-23	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	06-27-16	FLASHING BEACON DETAIL
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL

DWG.	REV.	DESCRIPTION
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	03-26-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	1A1
PS&E	2025	NH-SIP-63(71)	1A1

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 13S063-F3-002
(10)	202-04.01	REMOVAL OF STRUCTURES (WALK BRG, STA. 60+65 (HARROGATE CROSSING))	LS 1
(5)(11)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y. 77
(5)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y. 55
(5)	203-04	PLACING AND SPREADING TOPSOIL	C.Y. 23
(5)	203-07	FURNISHING & SPREADING TOPSOIL	C.Y. 7
(6)	209-05	SEDIMENT REMOVAL	C.Y. 7
(6)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F. 562
(6)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F. 402
(6)	209-08.07	ROCK CHECK DAM	EACH 1
(16)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 79
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON 7
(2)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON 1
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON 1
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 2
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F. 228
	411-01.10	ACS MIX(PG64-22) GRADING D	TON 303
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON 289
(18)	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y. 6
	604-10.51	SCARIFYING	S.Y. 92
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F. 33
(14)	611-07.31	18IN ENDWALL (SIDE DRAIN)	EACH 2
	701-02.03	CONCRETE CURB RAMP	S.F. 300
	702-01	CONCRETE CURB	C.Y. 9
(13)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y. 7
	705-01.04	METAL BEAM GUARD FENCE	L.F. 6
(15)	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F. 82
	705-06.11	GR TERMINAL (IN-INLINE) MASH TL3	EACH 2
	705-06.27	THRIE BEAM 38IN VEHICLE & PEDESTRIAN SAFETY RAIL MASH TL-3	L.F. 91
	706-01	GUARDRAIL REMOVED	L.F. 174
	707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE	L.F. 100
	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON 100
(8)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON 85
(9)	712-01	TRAFFIC CONTROL	LS 1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F. 540
	712-02.36	REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F. 200
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH 4
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 136
	712-04.50	BARRIER RAIL DELINEATOR	EACH 27
	712-06	SIGNS (CONSTRUCTION)	S.F. 796
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F. 60
	712-08.03	ARROW BOARD (TYPE C)	EACH 2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F. 800
	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F. 4275
	712-09.21	REMOVABLE WET REFLECTIVE PAVEMENT MARKING TAPE	L.F. 4275
	713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F. 12
	713-11.01	"U" SECTION STEEL POSTS	LB. 675
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB. 207
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F. 72
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F. 36
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS 1
	713-16.20	SIGNS (BICYCLE SIGNS)	EACH 6
	716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH 109
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH 37
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR) (1 COLOR)	EACH 24
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH 22
	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y. 206
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 228
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH 7
	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F. 420

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 13S063-F3-002
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	130
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2
716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	2
716-04.13	PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH	6
(3)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F. 122
(3)(17)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M. 2.3
(4)	716-05.50	PAINTED PAVEMENT MARKINGS (8" LINE)	L.F. 650
	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M. 0.4
	716-08.32	HYDROBLAST REMOVAL OF PAVEMENT MARKING (PAVEMENT MARKING)	L.F. 1825
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M. 1
	716-12.06	ENHANCED FLATLINE THERMO (8IN LINE)	L.F. 650
	716-12.07	ENHANCED FLATLINE THERMO (8IN BROKEN LN)	L.F. 420
	717-01	MOBILIZATION	LS 1
(6)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y. 146
	740-10.04	GEOTEXTILE (TYPE IV) (STABILIZATION)	S.Y. 91
	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F. 77
(6)	801-01	SEEDING (WITH MULCH)	UNIT 2
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT 1.6
(7)	801-03	WATER (SEEDING & SODDING)	M.G. 17
(12)	803-01	SODDING (NEW SOD)	S.Y. 186

FOOTNOTES	
(1)	FOR USE WHEN INSTALLING GUARDRAIL POSTS IN GRADED SOLID ROCK AREAS.
(2)	ITEM TO BE USED AS DIRECTED BY THE TDOT MANAGER.
(3)	FOR TRAFFIC CONTROL.
(4)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION,
(5)	SEE GRADING SPECIAL NOTES ON SHEET "2D".
(6)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.
(7)	INCLUDES <u>0.2</u> THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(8)	FOR CONSTRUCTION ENTRANCES/EXITS.
(9)	<u>23</u> TONS FOR INLET PROTECTION, AND <u>62</u> TONS FOR SLOPE STABILIZATION FOR SHARED USE PATH 2.
(10)	SALVAGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR: HARROGATE CROSSING (EXIST. WOODEN WALK BRIDGE, LT. STA. 60+65).
(11)	<u>39</u> C.Y. FOR SHARED USE PATHS, <u>23</u> C.Y. FOR TOPSOIL, AND <u>15</u> C.Y. FOR EPSC.
(12)	<u>8</u> S.Y. FOR SPECIAL DITCHES AND <u>178</u> S.Y. FOR SLOPE STABILIZATION.
(13)	FOR USE ON THE CURB FOR THE SEPARATION OF THE SHARED USE PATH AND SR-63.
(14)	BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. SEE STD. ROADWAY DWG. NO. D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS.
(15)	THRIE BEAM TO BE USED INSTEAD OF W BEAM.
(16)	FOR USE TO CONSTRUCT THE SHARED USE PATHS.
(17)	INCLUDES <u>0.1</u> L.M. FOR FINAL STRIPING AND <u>1.3</u> L.M. FOR TEMPORARY STRIPING.
(18)	FOR USE IN RAISED CONCRETE MEDIAN CAP.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2
PS&E	2025	NH-SIP-63(71)	2
REV. 07-02-25: ADDED ITEM NUMBER 717-01.			

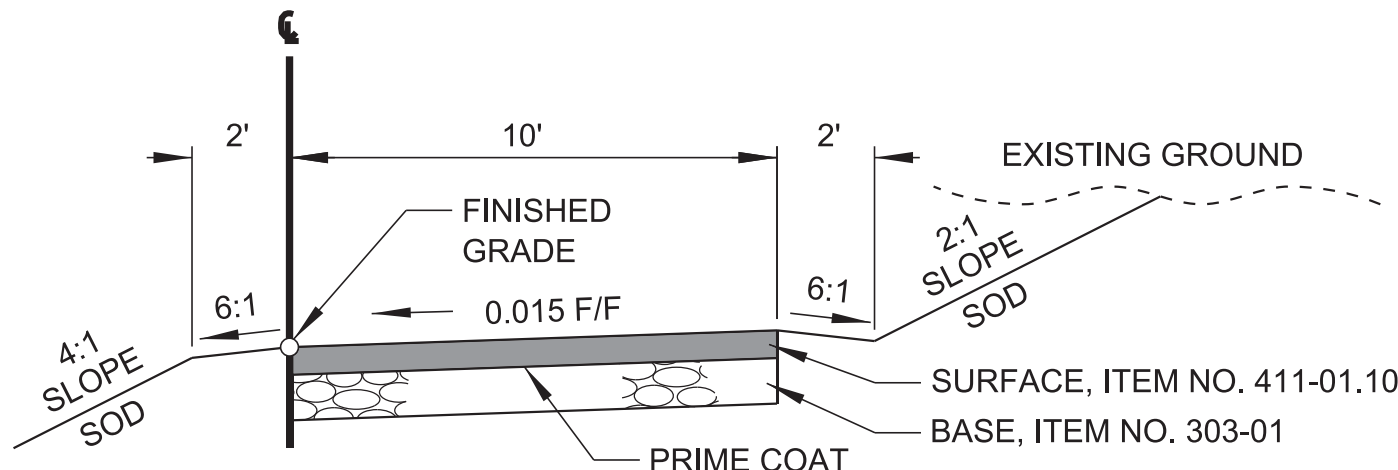
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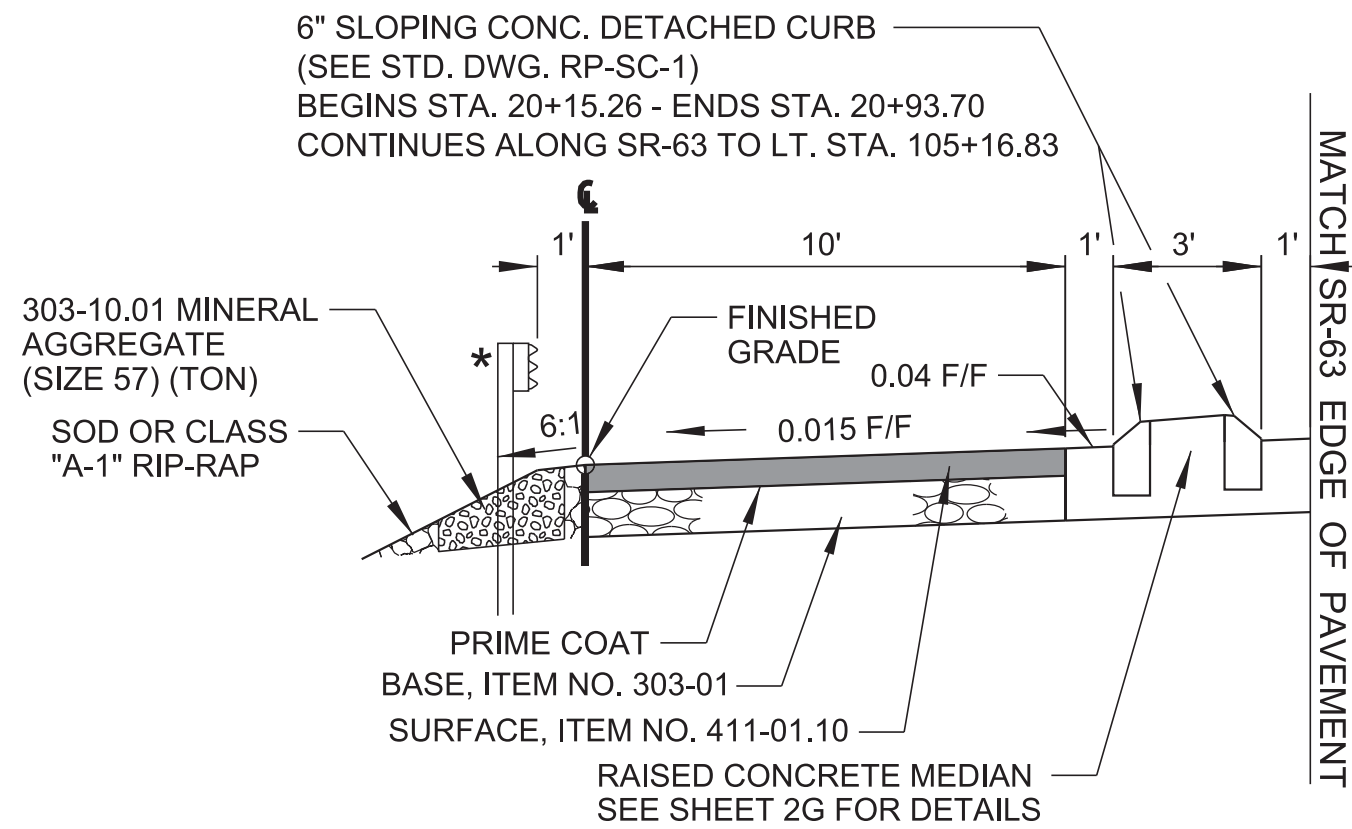
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

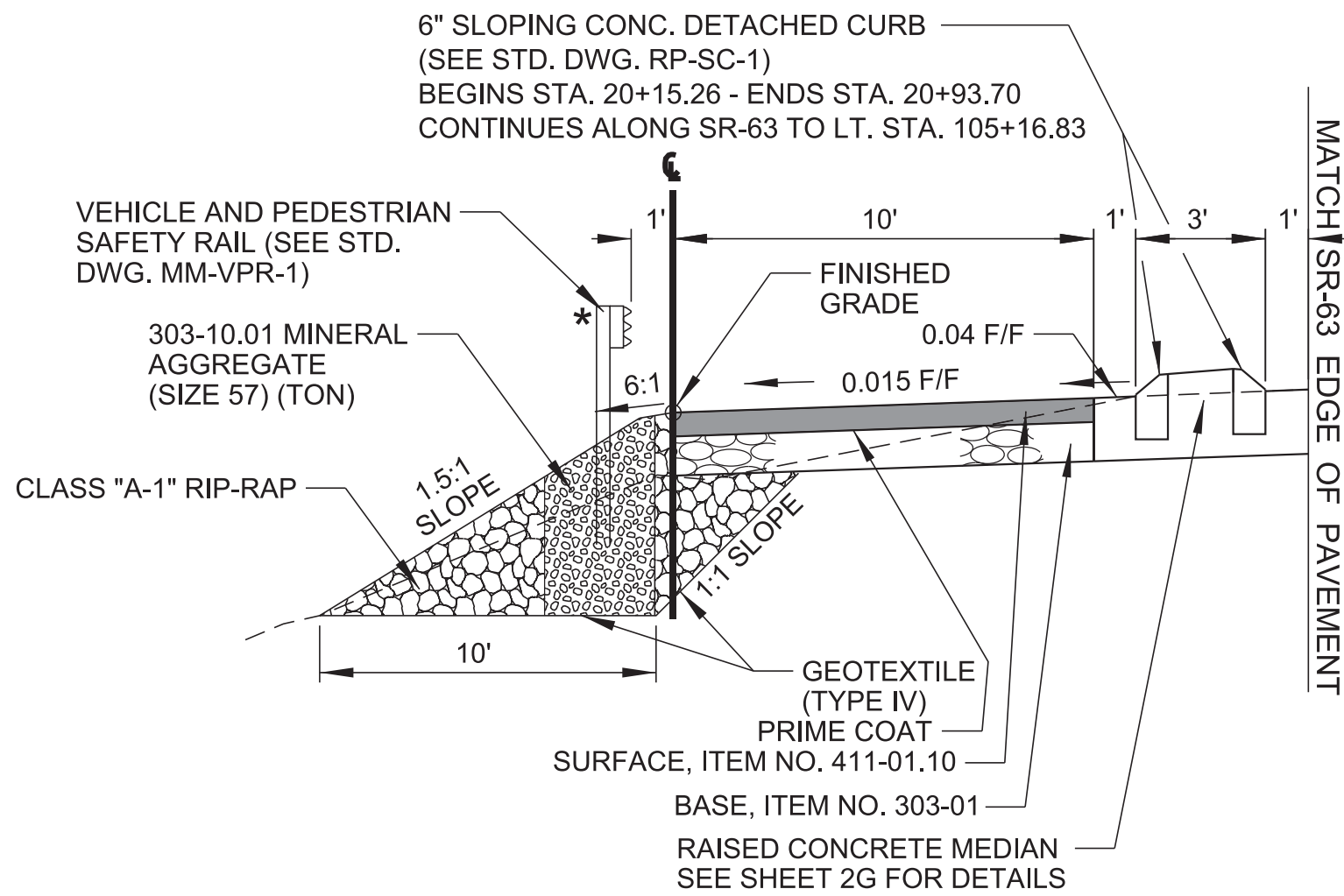
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2B
PS&E	2025	NH-SIP-63(71)	2B



SHARED USE PATH 1 TYPICAL SECTION
(BASED ON STD. DWG. MM-TS-3)
STA. 10+00.00 TO STA. 10+57.83



SHARED USE PATH 2 TYPICAL SECTION
(BASED ON STD. DWG. MM-TS-3)
STA. 20+00.00 TO STA. 20+20.08
STA. 20+63.76 TO STA. 20+93.70

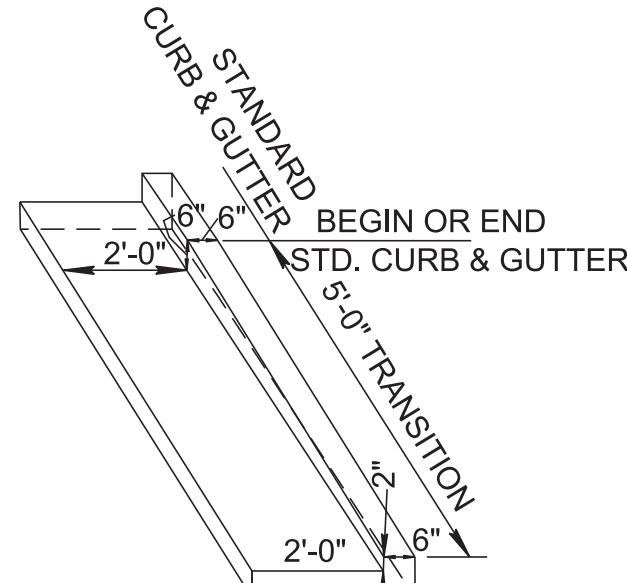


SHARED USE PATH 2 AT HAMILTON WAY
TYPICAL SECTION
(BASED ON STD. DWG. MM-TS-3)
STA. 20+20.08 TO STA. 20+34.44
STA. 20+42.62 TO STA. 20+63.76

NOTE:

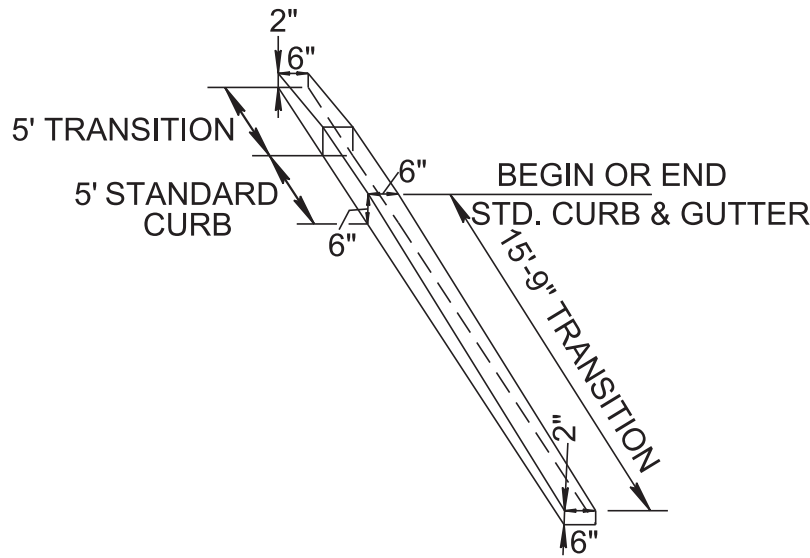
* GUARDRAIL POST HEIGHT SHALL BE 38" TO SATISFY THE THRIE BEAM FINAL HEIGHT DIMENSION.

ATTACHMENT OF THE THRIE BEAM TO CONCRETE DECKS PER STANDARD DRAWINGS S-GSR-2 IS DETERMINED TO BE AN EQUIVALENT PRACTICE.

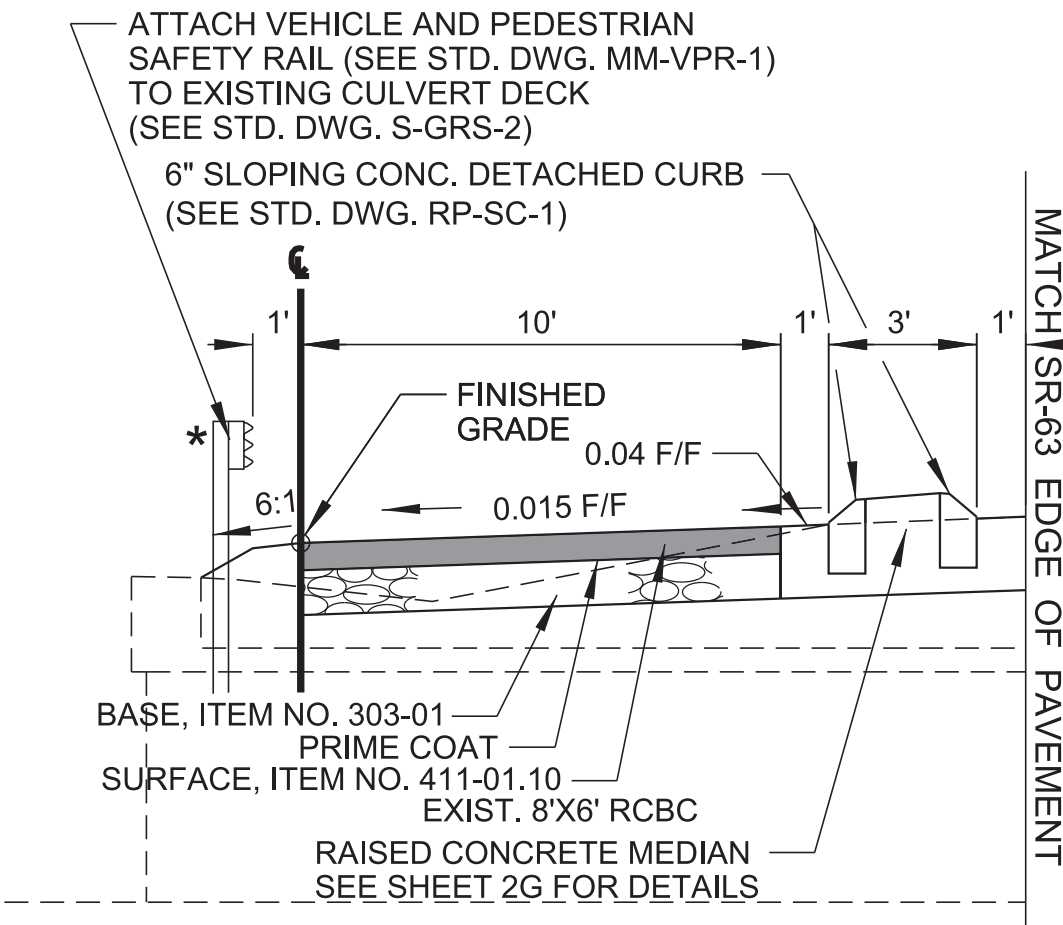


TRANSITION DETAIL FOR
CONCRETE CURB & GUTTER
FOR SHARED USE PATH 1
N.T.S.

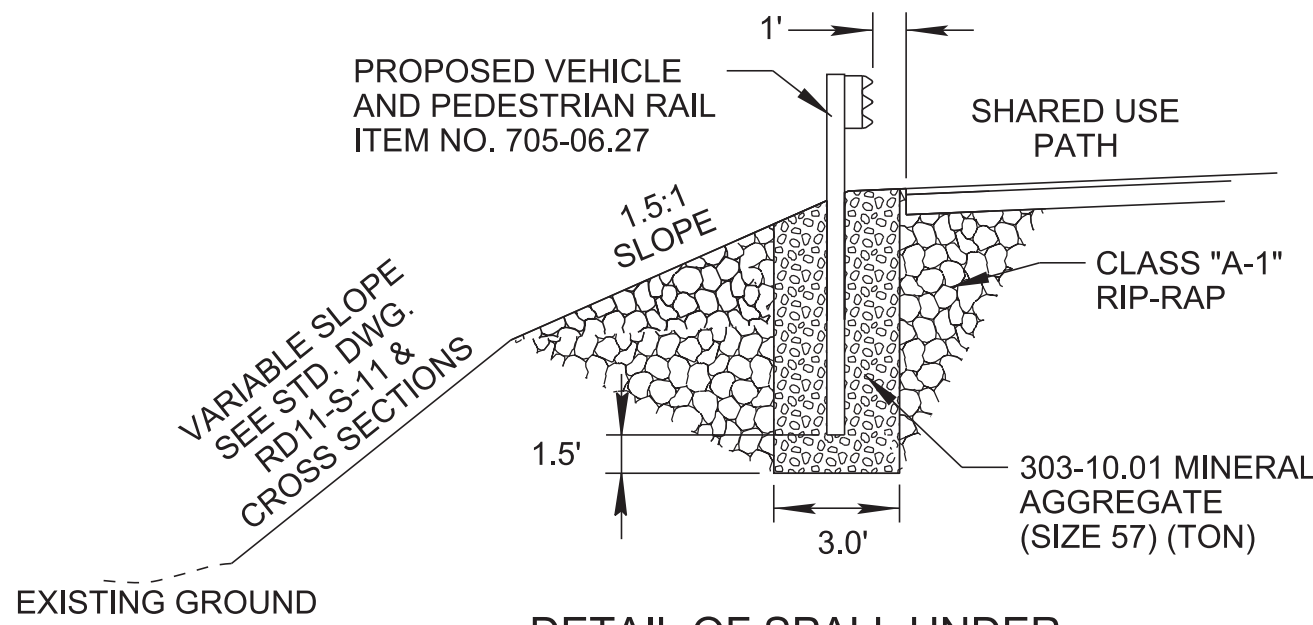
WIDTHS TYP. ALL SHARED USE PATH 2 TYPICAL SECTIONS



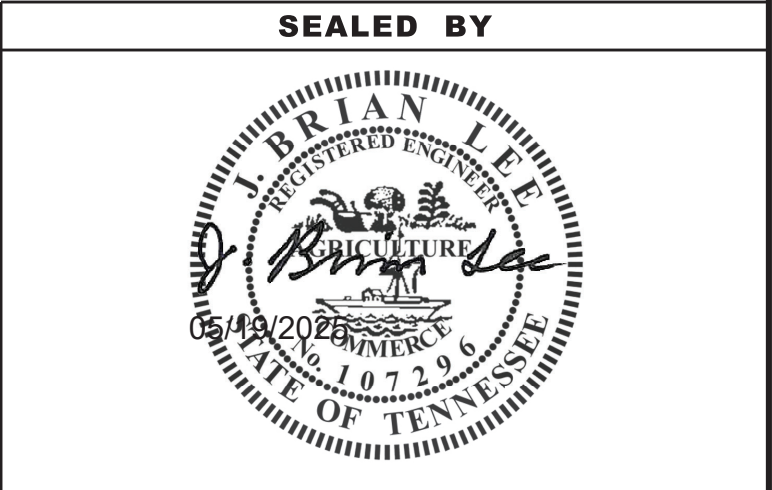
TRANSITION DETAIL FOR
CONCRETE CURB FOR
SHARED USE PATH 2
N.T.S.



SHARED USE PATH 2 AT HAMILTON WAY
TYPICAL SECTION
(BASED ON STD. DWG. MM-TS-3)
STA. 20+34.44 TO STA. 20+42.62



DETAIL OF SPALL UNDER
GUARDRAIL IN AREAS OF
ROCKFILL



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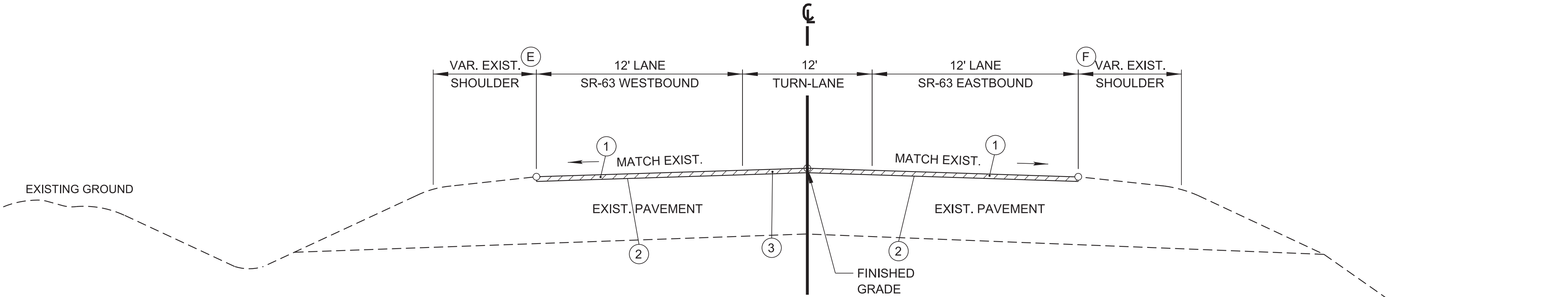
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2B1
PS&E	2025	NH-SIP-63(71)	2B1

STATE ROUTE 63

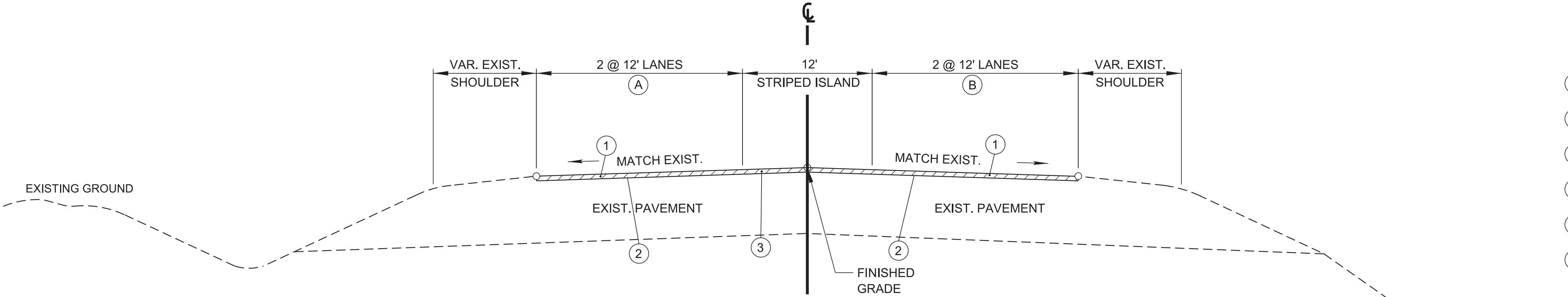


TANGENT SECTION

(BASED ON STD. DWG. RD11-TS-3)

STA. 98+25.03 TO STA. 106+71.49

HAMILTON WAY

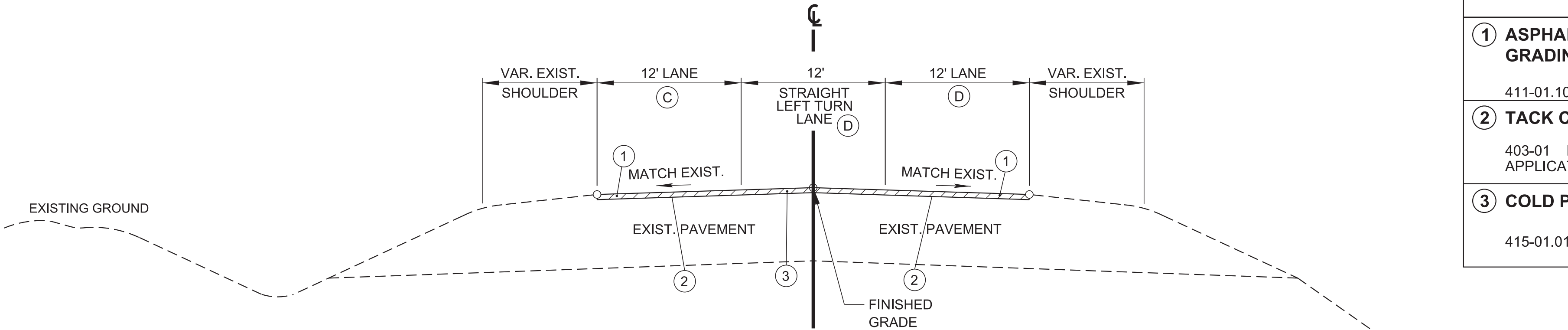


TANGENT SECTION

(BASED ON STD. DWG. RD11-TS-1)

STA. 58+98.71 TO STA. 59+82.00

HARROGATE CROSSING



TANGENT SECTION

(BASED ON STD. DWG. RD11-TS-1)

STA. 60+18.00 TO STA. 60+83.26

- (A) LANE WIDTH VARY FROM 10.4' TO 12', STA. 58+98.71 TO STA. 59+61.00.
- (B) LANE WIDTH VARY FROM 10.4' TO 11.7', STA. 58+98.71 TO STA. 59+61.00.
- (C) LANE WIDTH VARY FROM 14' TO 14.7', STA. 60+27.85 TO STA. 60+83.26.
- (D) LANE WIDTH VARY FROM 11' TO 10', STA. 60+27.85 TO STA. 60+83.26.
- (E) RAISED CONCRETE ISLAND LT. STA. 104+00.75 TO LT. STA. 105+16.83
- (F) CURB & GUTTER RT. STA. 102+88.50 TO RT. STA. 103+41.12

PROPOSED PAVEMENT SCHEDULE

- ① ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)

411-01.10 ACS MIX (PG64-22) GRADING "D"

- ② TACK COAT

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.

- ③ COLD PLANING @ 1.25" THICK

415-01.01 COLD PLANING BITUMINOUS PAVEMENT

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
AND PAVEMENT
SCHEDULE

NOT TO SCALE

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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

- (1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDDED. 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. 803-01.
- (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.

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

DRAINAGE

- (1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (2) EXCAVATION FOR PIPE CULVERTS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.
- (4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- (5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.
- (6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH 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 (6" LINE), L.M.

FINAL PAVEMENT MARKING

- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (16) THE PAVEMENT MARKING ON THE LANE SHIFTS FOR CENTERLINE AND LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20 PAINTED PAVEMENT MARKING (6IN LINE), L.M.
- (17) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.08 REMOVABLE PAVEMENT MARKING (6IN LINE) PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.
- (18) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

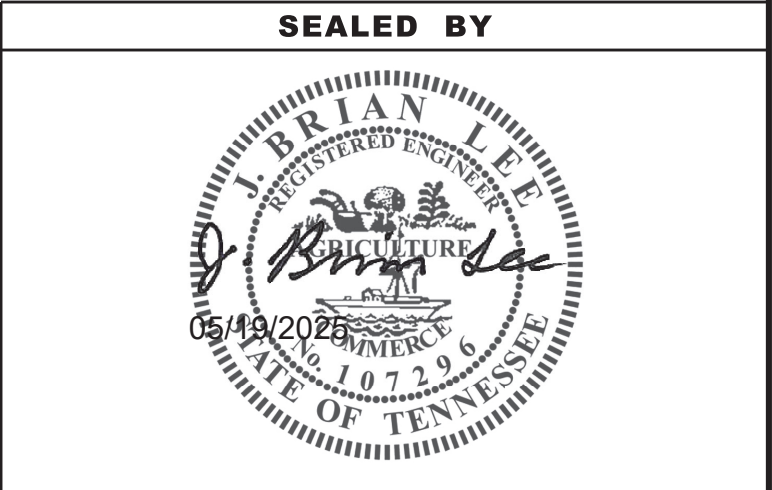
PAVING

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

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2C
PS&E	2025	NH-SIP-63(71)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

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GENERAL NOTES CONT.

SIGNING

- (2)

FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- (3)

THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.
- (4)

THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5)

AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (7)

ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (8)

THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (9)

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- (10)

THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.
- (11)

THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.
- (12)

ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13)

AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

SIGNALIZATION

- (1)

EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (6)

SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OR COUNTY) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE CITY OF HARROGATE.
- (7)

IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (8)

ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- (9)

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

- (13)

LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (14)

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2)

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3)

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4)

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5)

USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6)

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2C1
PS&E	2025	NH-SIP-63(71)	2C1

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

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SPECIAL NOTES

GRADING

- (1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.
- (3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5) EARTHWORK IS PAID FOR UNDER ITEM 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.

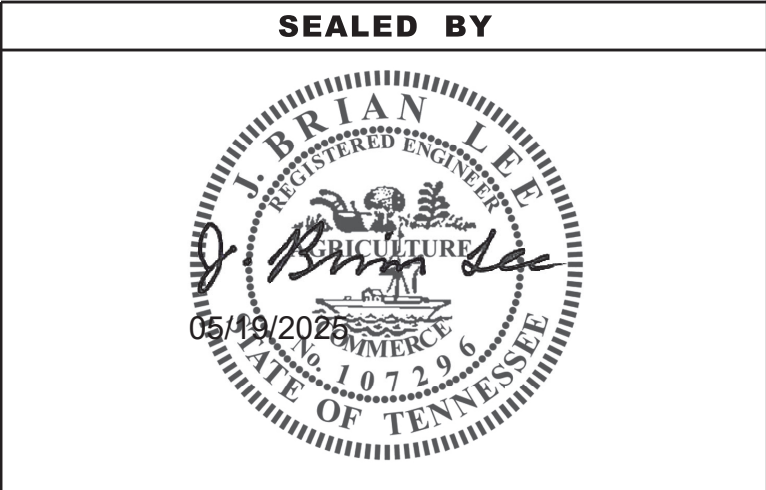
SIGNALIZATION

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

MULTIMODAL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2D
PS&E	2025	NH-SIP-63(71)	2D



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL 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/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (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.

ENVIRONMENTAL

- (20)

EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

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)

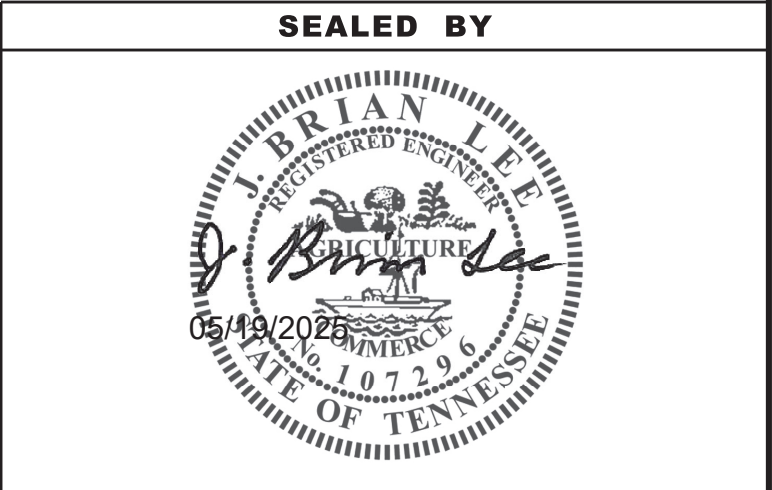
ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

SCOPE OF WORK

- (6)

INSTALL TRAFFIC SIGNALS AT INTERSECTION OF SR-63 AND HAMILTON WAY/HARROGATE CROSSING. CONNECT THE EXISTING SHARED USE PATH TO INTERSECTION IMPROVEMENTS, INSTALL CURB RAMPS, CROSSWALKS, AND CURBS. MILL AND RESURFACE WITHIN DESIGNATED PROJECT AREA AND ADD STRIPING AND SIGNING.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2E
PS&E	2025	NH-SIP-63(71)	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2F
PS&E	2025	NH-SIP-63(71)	2F

PROPOSED GUARDRAIL										
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL		TERMINAL ANCHORS		REMARKS
						THRIE BEAM 38In VEHICLE & PEDESTRIAN SAFETY RAIL 705-06.27 (L.F.)	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	
		LT	RT	FROM	TO					
4A	SR-63 / HAMILTON WAY	X		102+76.99	53+37.88		68.75			TIE TO EXISTING GUARDRAIL ALONG SR-63 AND HAMILTON WAY
4A	HAMILTON WAY/ SR-63	X		59+45.02	104+68.81	91.00	12.50		2	TIE TO EXISTING GUARDRAIL ALONG SR-63 AND HAMILTON WAY
TOTALS						91.00	81.25	0	2	

TOPSOIL							
IF EXISTING TOPSOIL IS SUITABLE FOR REUSE							
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
1598	3	20	23	30	23	7	0
IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE							
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
0	N/A	N/A	N/A	0	N/A	0	N/A

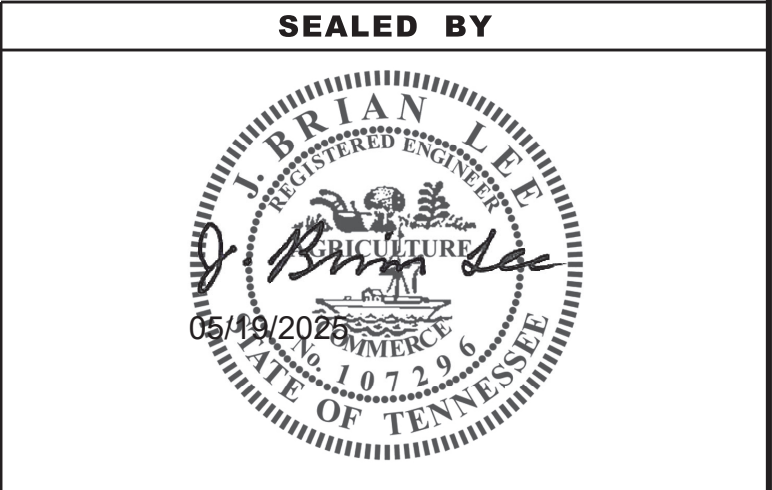
ESTIMATED GRADING QUANTITIES						
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY	
		EXC.	EMB.	EXC.	SHRINK = 5 % SWELL = 15 %	
SHARED USE PATHS 1 & 2		39	90	38	EMB. EXC. 90 VS. -38 AVAILABLE = 52 BORROW MATERIAL = 55	
SIDE ROADS						
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES						
INDEPENDENT DITCHES						
TEMPORARY CONSTRUCTION EXITS						
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)						
TOPSOIL (EMB.)		20				
TOPSOIL (EXC.)		3				
TOPSOIL TOTALS (SEE TOPSOIL TABLE)						
ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	62	90	62	39	38

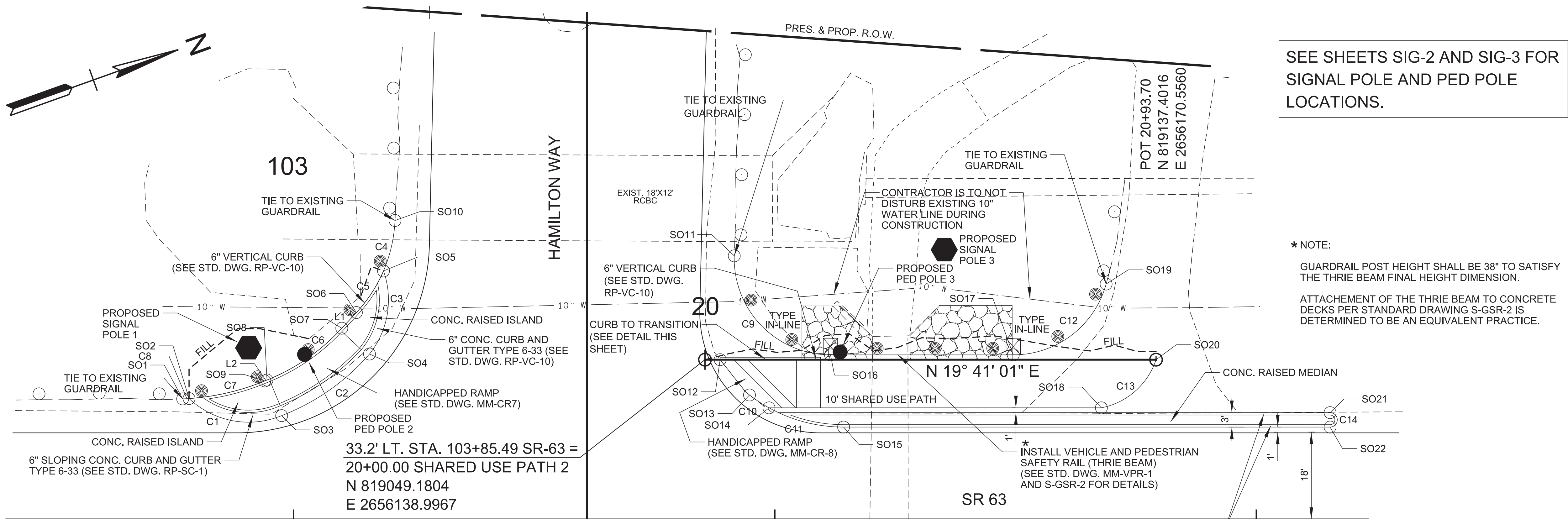
SIDE DRAIN TABULATION																
STATION	LOCATION		DESCRIPTION	SURFACE WIDTH FT.	SKEW	RCP CLASS III OR CMP 16 GA OR PVC OR SRTRP OR HDPE OR PP (L.F.) FILL HEIGHT ≤ 10 FT.						END TREATMENT				REMARKS
												INLET		OUTLET		
	LT.	RT.				18"	24"	30"	36"	42"	48"	TYPE	DRAWING NO.	TYPE	DRAWING NO.	
10+36.53		X	SHARED USE PATH 1	10	90°	33						SEW	D-SEW-1A	SEW	D-SEW-1A	
TOTALS						33										

NOTE: BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. SEE STANDARD ROADWAY DRAWINGS D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS.

SIDE DRAIN ENDWALLS								
LOCATION	DRIVE OR ENTRANCE STATION	OFFSET (FT.)	TYPE	STANDARD DRAWING NO.	SKEW	ENDWALLS		
						18 IN. 6:1 611-07.31 (EACH)	24 IN. 6:1 611-07.32 (EACH)	30" IN. 6:1 611-07.33 (EACH)
						1		
102+87.92	102+99.00	46.40 RT	SEW	D-SEW-1A	90°			
103+20.49	102+99.00	46.15 RT	SEW	D-SEW-1A	90°	1		
TOTALS						2	0	0

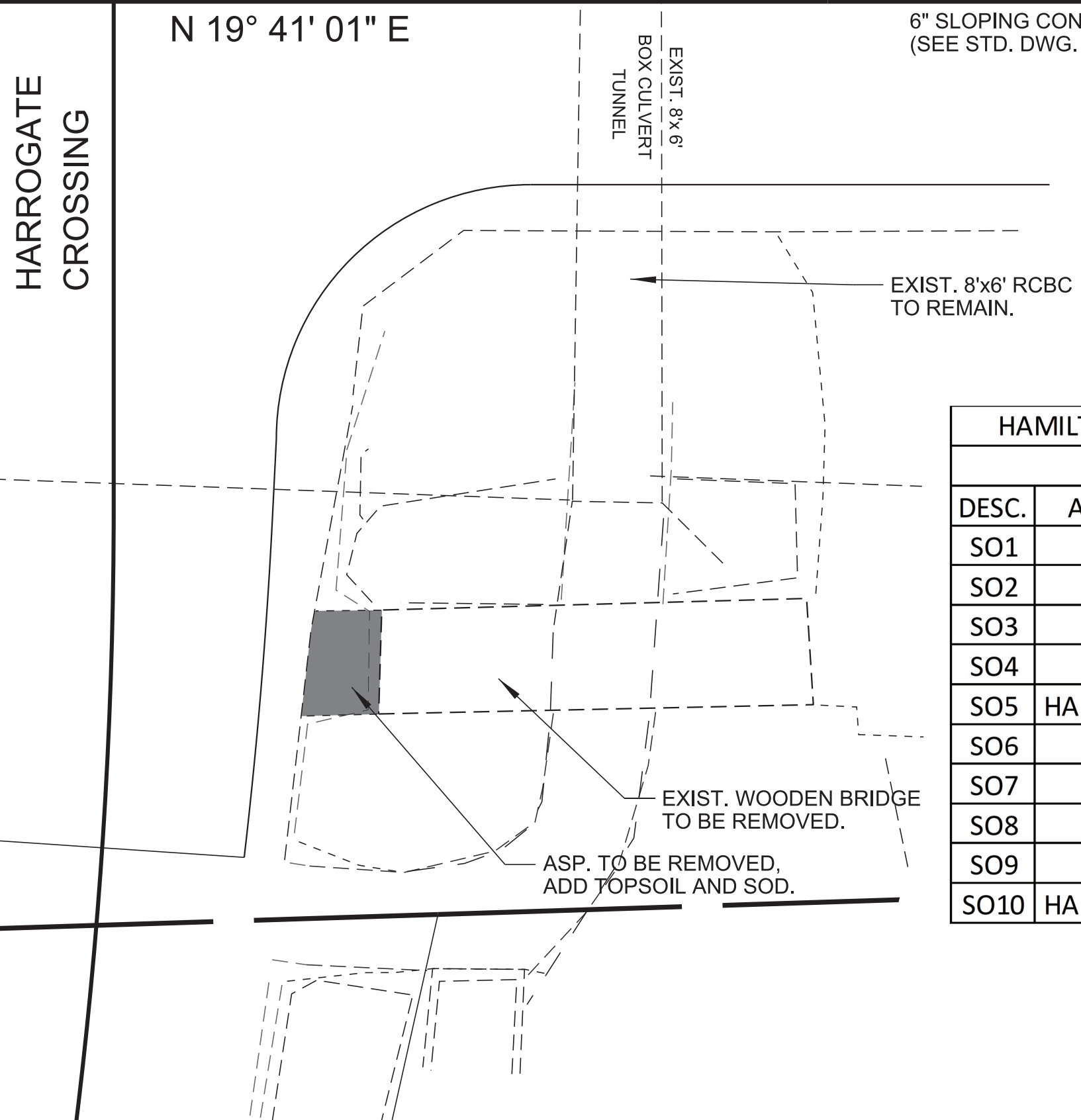
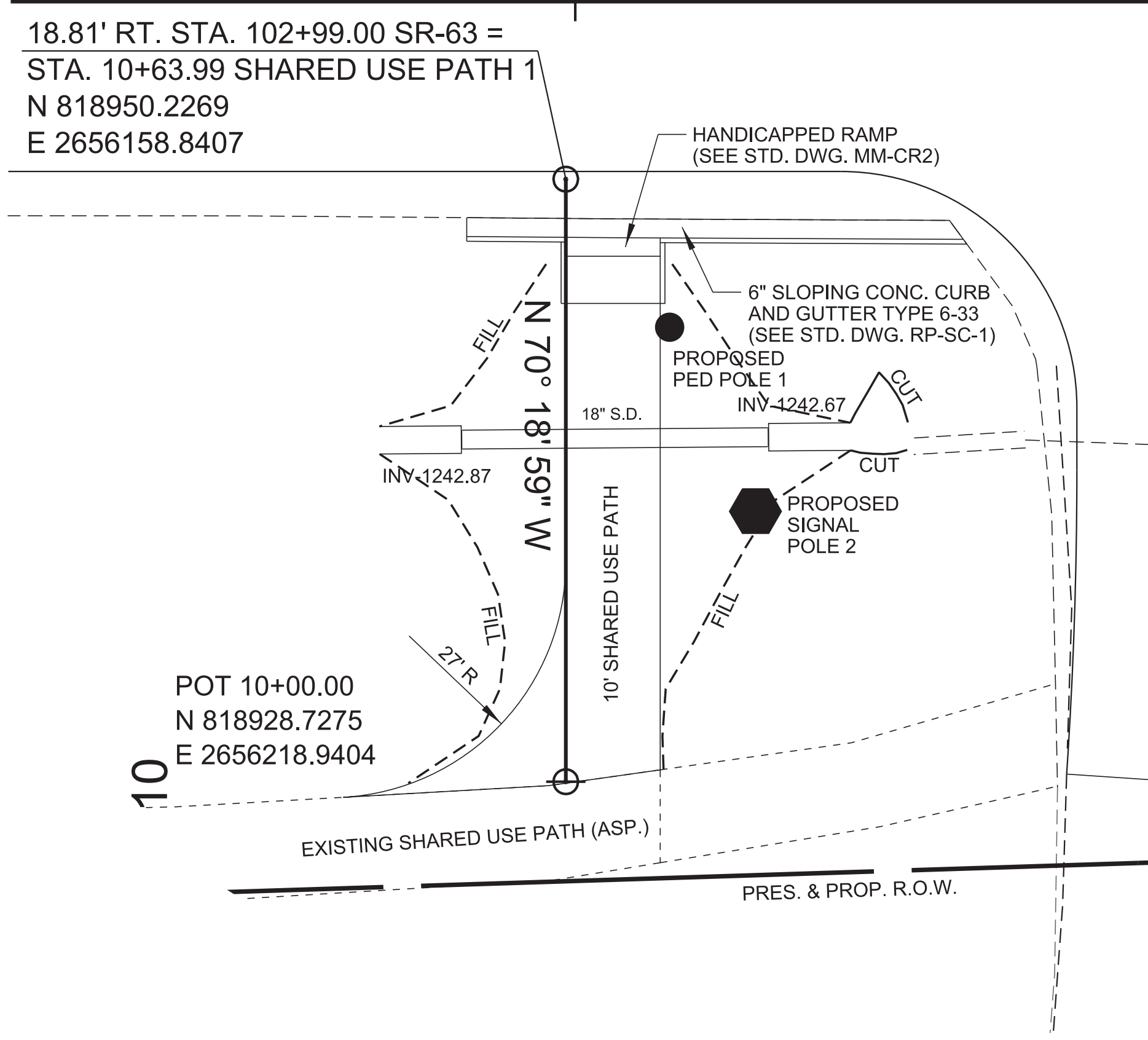
PAVEMENT QUANTITIES			
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)		COLD PLANING
	TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	BITUMINOUS PLANT MIX
		D	TON
	403-01	411-01.10	415-01.01
SR-63	2	292	289
SHARED USE PATHS		11	
TOTALS	2	303	289





SEE SHEETS SIG-2 AND SIG-3 FOR
SIGNAL POLE AND PED POLE
LOCATIONS.

* NOTE:
GUARDRAIL POST HEIGHT SHALL BE 38" TO SATISFY
THE THRIE BEAM FINAL HEIGHT DIMENSION.
ATTACHEMENT OF THE THRIE BEAM TO CONCRETE
DECKS PER STANDARD DRAWING S-GSR-2 IS
DETERMINED TO BE AN EQUIVALENT PRACTICE.



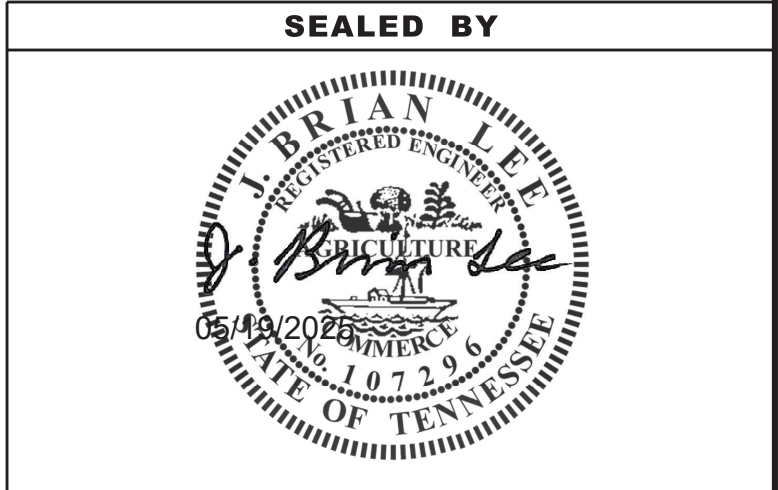
HAMILTON WAY SHARED USE PATH DETAILS				
STATION / OFFSET TABLE				
DESC.	ALIGNMENT	STATION	OFFSET	LT/RT
SO1	SR-63	102+76.99	25.06'	LT
SO2	SR-63	102+78.32	25.13'	LT
SO3	SR-63	102+97.56	21.58'	LT
SO4	SR-63	103+15.80	34.38'	LT
SO5	HAMILTON WAY	59+48.36	42.29'	RT
SO6	SR-63	103+13.08	43.00'	RT
SO7	SR-63	103+10.04	39.74'	LT
SO8	SR-63	102+94.51	28.98'	LT
SO9	SR-63	102+94.05	28.79'	LT
SO10	HAMILTON WAY	59+37.88	39.90'	LT

HAMILTON WAY SHARED USE PATH DETAILS				
STATION / OFFSET TABLE				
DESC.	ALIGNMENT	STATION	OFFSET	LT/RT
SO11	HAMILTON WAY	59+45.02	30.58'	LT
SO12	SR-63	103+88.63	33.20'	LT
SO13	SR-63	103+94.73	25.86'	LT
SO14	SR-63	103+98.79	23.20'	LT
SO15	SR-63	104+14.28	19.20'	LT
SO16	SR-63	104+11.56	34.20'	LT
SO17	SR-63	104+49.52	34.20'	LT
SO18	SR-63	104+67.83	23.20'	LT
SO19	SR-64	104+68.81	48.91'	LT
SO20	SR-65	104+79.18	33.20'	LT
SO21	SR-66	105+15.33	22.20'	LT
SO22	SR-67	105+15.33	19.20'	LT

HAMILTON WAY SHARED USE PATH DETAILS		
STATION / OFFSET TABLE		
DESC.	RADUIS	LENGTH
C1	18'	20.68'
C2	46'	22.51'
C3	18'	18.28'
C4	30'	10.81'
C5	30'	10.81'
L1	-	4.45'
C6	42'	19.06'
L2	-	.50'
C7	50'	16.22'
C8	50'	1.33'

HAMILTON WAY SHARED USE PATH DETAILS		
STATION / OFFSET TABLE		
DESC.	RADUIS	LENGTH
C9	20'	32.19'
C10	32'	4.85'
C11	32'	16.17'
C12	20'	26.06'
C13	15'	15.86'
C14	1.5'	4.71'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2G
PS&E	2025	NH-SIP-63(71)	2G



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

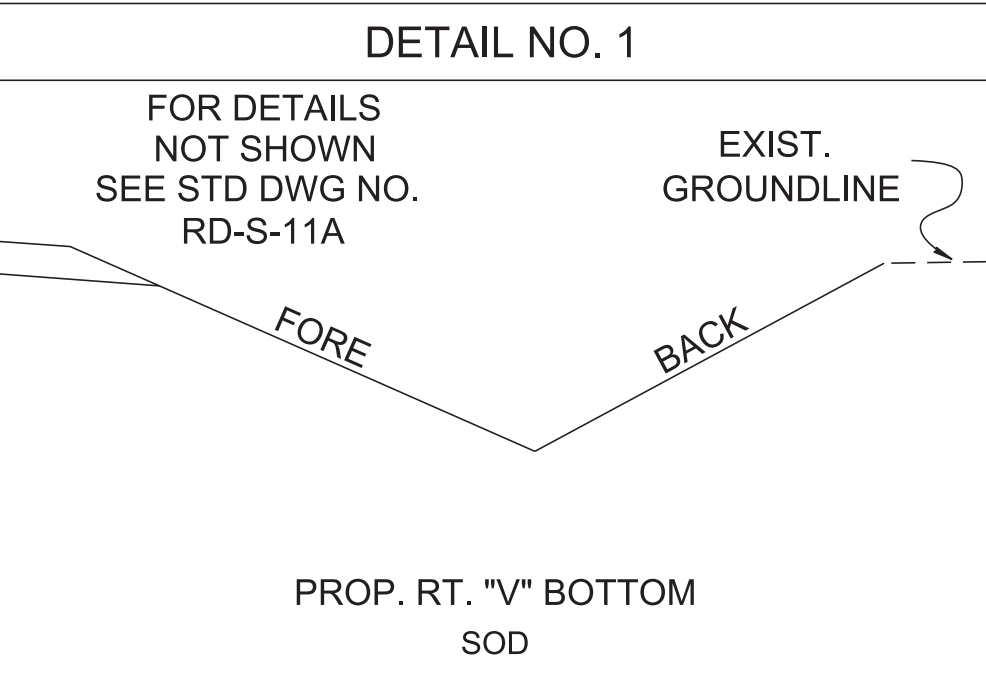
DETAIL
SHEET

MODIFIED
SHARED USE PATH

NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	2G1
PS&E	2025	NH-SIP-63(71)	2G1

SPECIAL DITCHES								
ROADWAY	STATION		SIDE	DETAIL NO.	CONFIGURATION			SODDING
	FROM	TO			FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)	NEW SOD
								803-01 (S.Y.)
SR-63	103+29.17	103+35.17	RT.	1	6	0	6	8
TOTALS								8



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DEPARTMENT OF TRANSPORTATION

DITCH
DETAIL
SHEET

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 PROJECT MANAGER, AND PRECONSTRUCTION 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 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.

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGOURND 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 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.
- (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

ELECTRIC:
POWELL VALLEY ELECTRIC CO-OP
325 ST. CREEK ROAD
NEW TAZEWELL, TN 37825
CONTACT: BO GOODIN
OFFICE PHONE: 423 626 0738

TELEPHONE:
AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
OFFICE PHONE: 865 387 2685

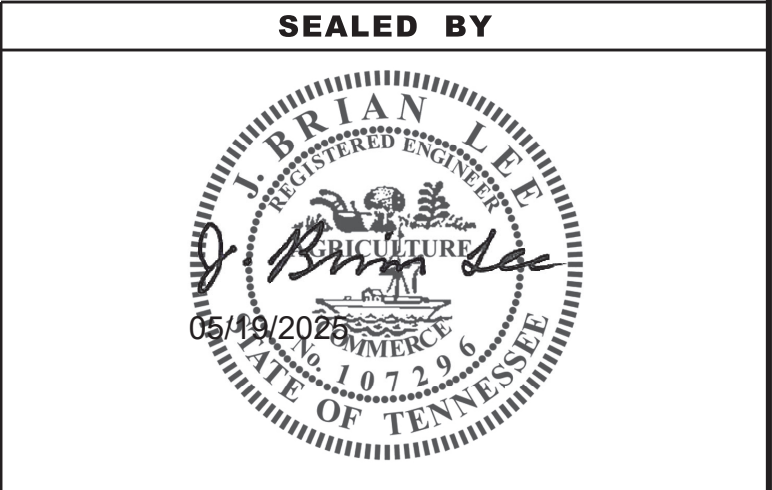
TELEPHONE:
VYVE BROAD BAND
3213 HWY 25 E SUITE 1
TAZEWELL, TN 37879
CONTACT: JAMES THOMPSON
OFFICE PHONE: 865 585 6178

WATER:
CLAIBORNE UTILITY DISTRICT
P.O. BOX 606 (37879), 630 DAVIS DR
NEW TAZEWELL, TN 37825
CONTACT: GEORGE COOTS
OFFICE PHONE: 423 626 4282

WATER:
ARTHUR-SHAWANEE UTILITY DISTRICT
112 KIRBY STREET
HARROGATE, TN 37752
CONTACT: EIRIC GARLAND
OFFICE PHONE: 423 869 4761
OFFICE PHONE: 423 869 4016

GAS:
CLAIBORNE UTILITY DISTRICT
P.O. BOX 606 (37879), 630 DAVIS DR
NEW TAZEWELL, TN 37825
CONTACT: GEORGE COOTS
OFFICE PHONE: 423 626 4282

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	3
PS&E	2025	NH-SIP-63(71)	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

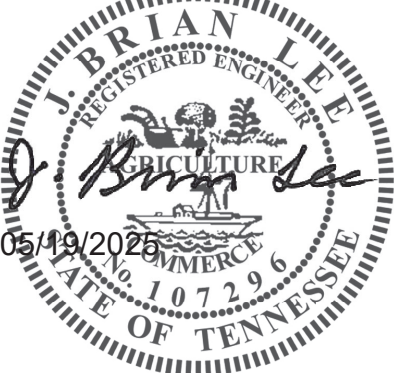
RIGHT-OF-WAY
NOTES,
UTILITY NOTES,
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	3A
PS&E	2025	NH-SIP-63(71)	3A

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 NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
— 1	LINCOLN MEMORIAL UNIVERSITY	015	001.00	NONE	NONE	738.938		738.938				738.938					
— 2	CLAIBORNE COUNTY BOE	029	001.01	109	5		12.526	12.526					12.526				
— 3	CITY OF HARROGATE	029	001.03	1197	753		2.090	2.090					2.090				
— 4	LINCOLN MEMORIAL UNIVERSITY	029	001.00	NONE			66.694	66.694					66.694				
ACQUISITION TOTALS (ACRES)																	

DISTURBED AREA		
IN BETWEEN SLOPE LINES		0.071 (AC)
10 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)		0.117 (AC)
TOTAL DISTURBED AREA		0.188 (AC)
TOTAL PROJECT AREA		3.879 (AC)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

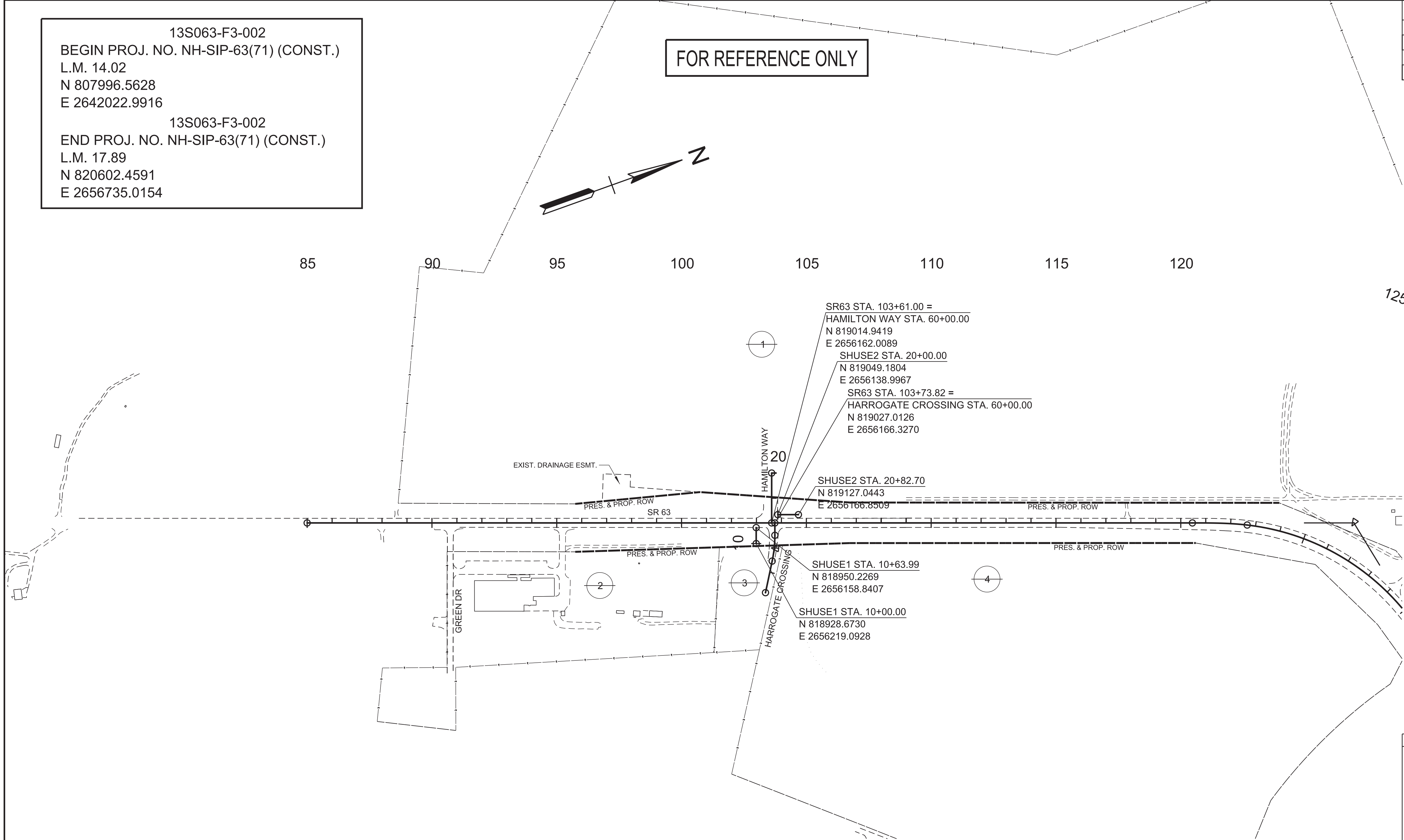
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13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

13S063-F3-002
END PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 17.89
N 820602.4591
E 2656735.0154

FOR REFERENCE ONLY

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	3B
PS&E	2025	NH-SIP-63(71)	3B



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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP

STA.100+00 TO STA.109+00
SCALE: 1"=200'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	4
PS&E	2025	NH-SIP-63(71)	4

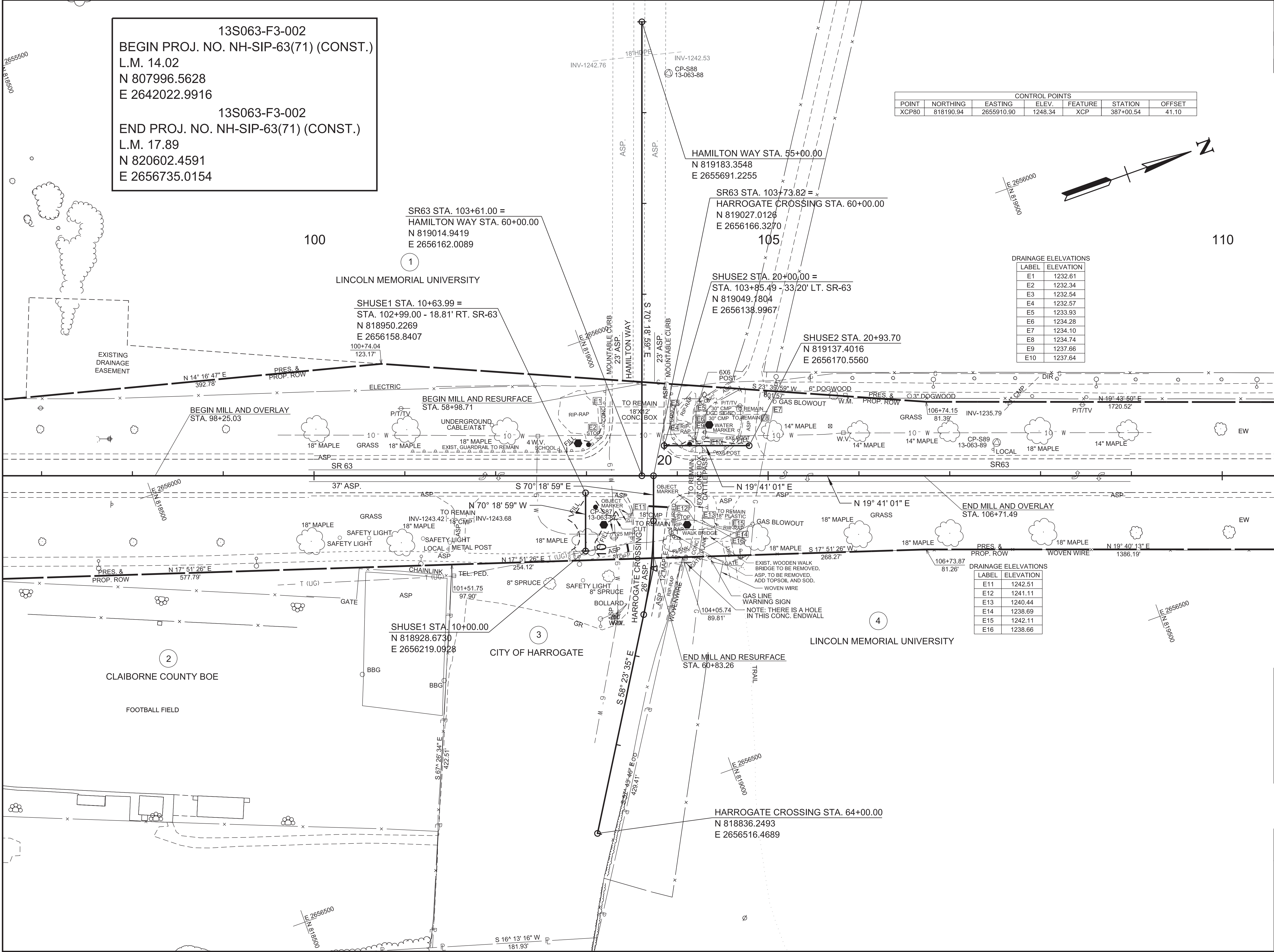
13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

13S063-F3-002
END PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 17.89
N 820602.4591
E 2656735.0154

CONTROL POINTS						
POINT	NORTHING	EASTING	ELEV.	FEATURE	STATION	OFFSET
XCP80	818190.94	2655910.90	1248.34	XCP	387+00.54	41.10

DRAINAGE ELEVATIONS	
LABEL	ELEVATION
E1	1232.61
E2	1232.34
E3	1232.54
E4	1232.57
E5	1233.93
E6	1234.28
E7	1234.10
E8	1234.74
E9	1237.66
E10	1237.64

DRAINAGE ELEVATIONS	
LABEL	ELEVATION
E11	1242.51
E12	1241.11
E13	1240.44
E14	1238.69
E15	1242.11
E16	1238.66



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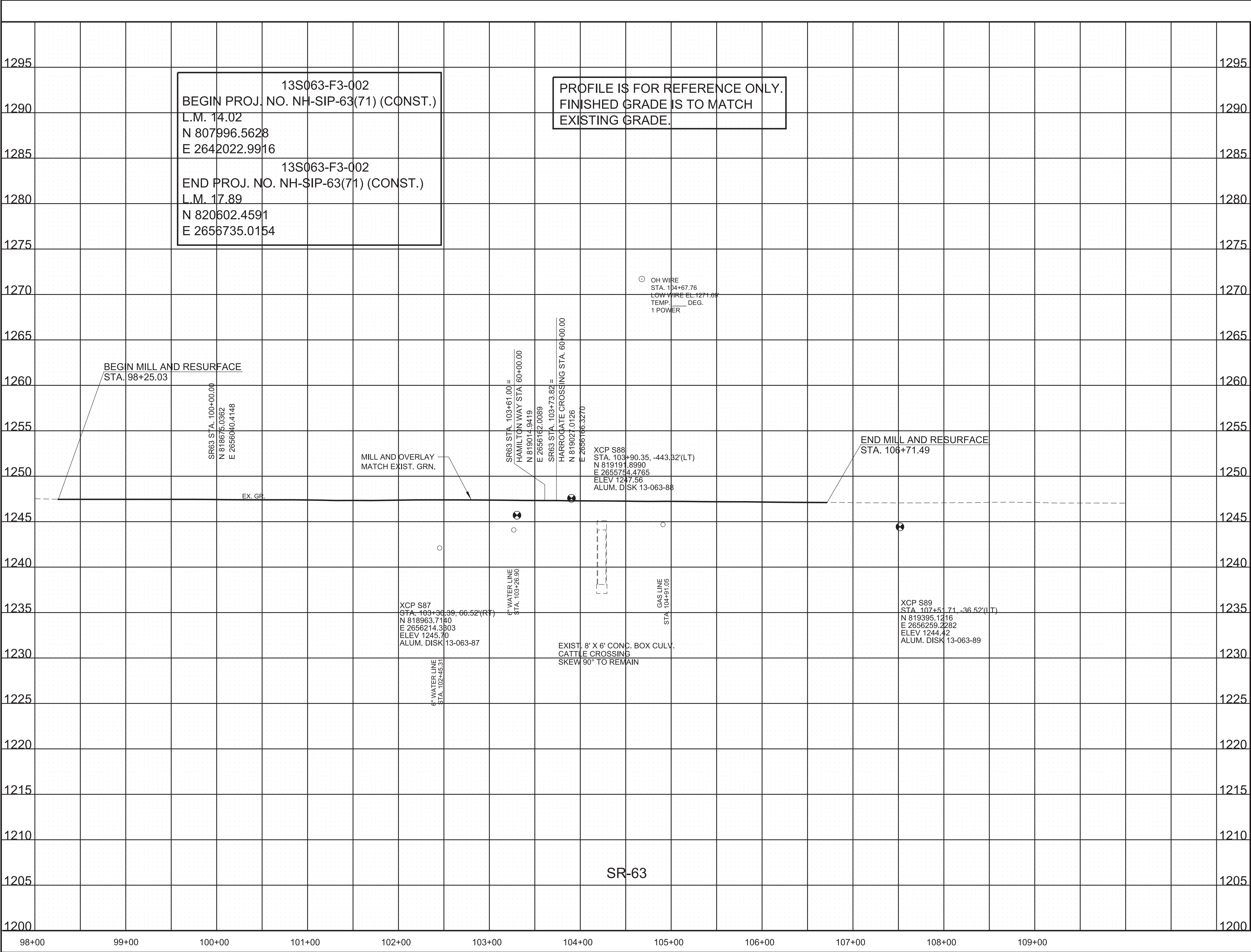
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 98+25.03 TO STA. 106+71.49
SCALE: 1"=50'

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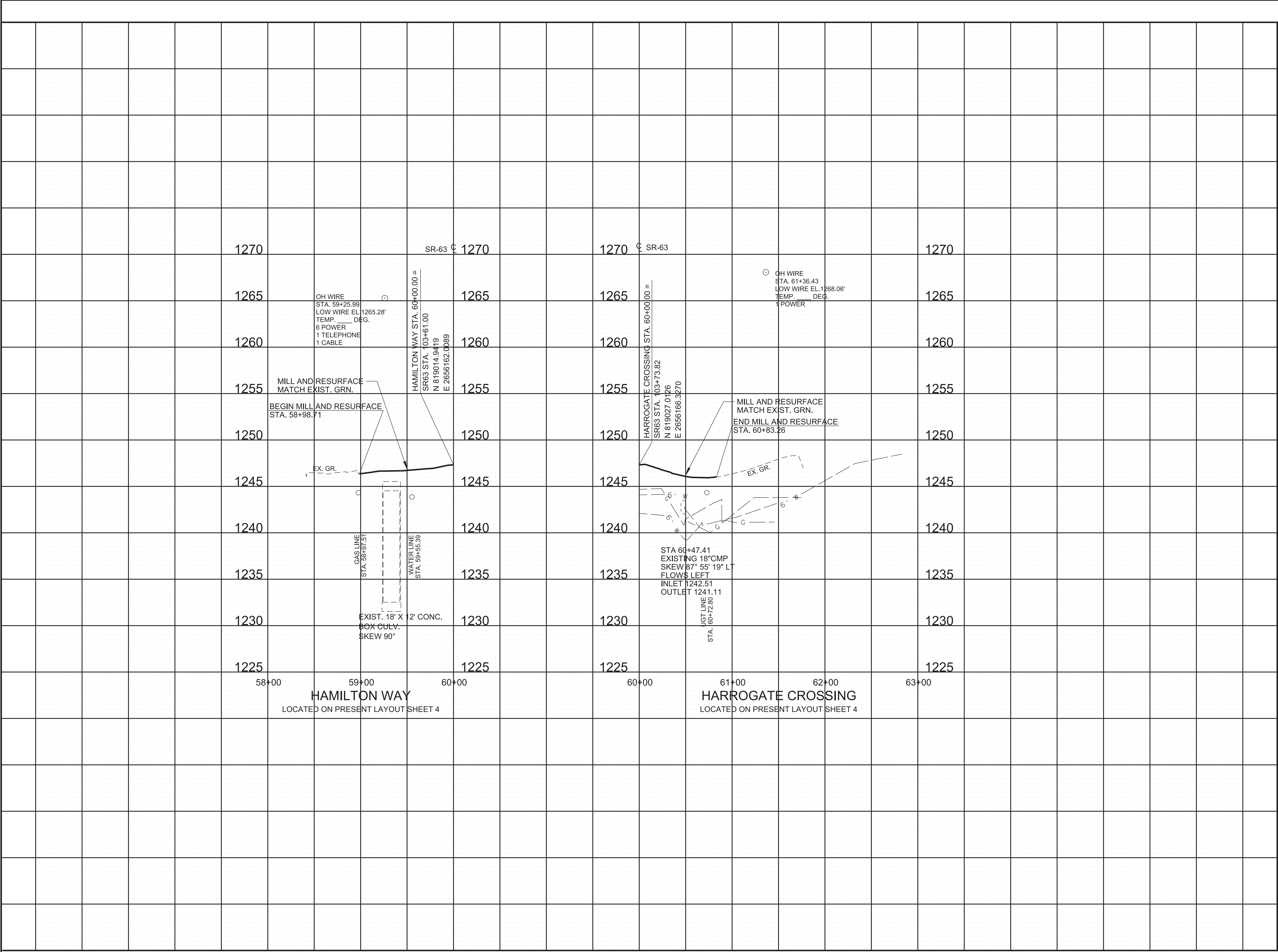
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	4B
PS&E	2025	NH-SIP-63(71)	4B

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PROPOSED PROFILE
STA.98+25.03 TO STA.106+71.49
SCALE: 1"=50' HORIZ.
1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	5
PS&E	2025	NH-SIP-63(71)	5

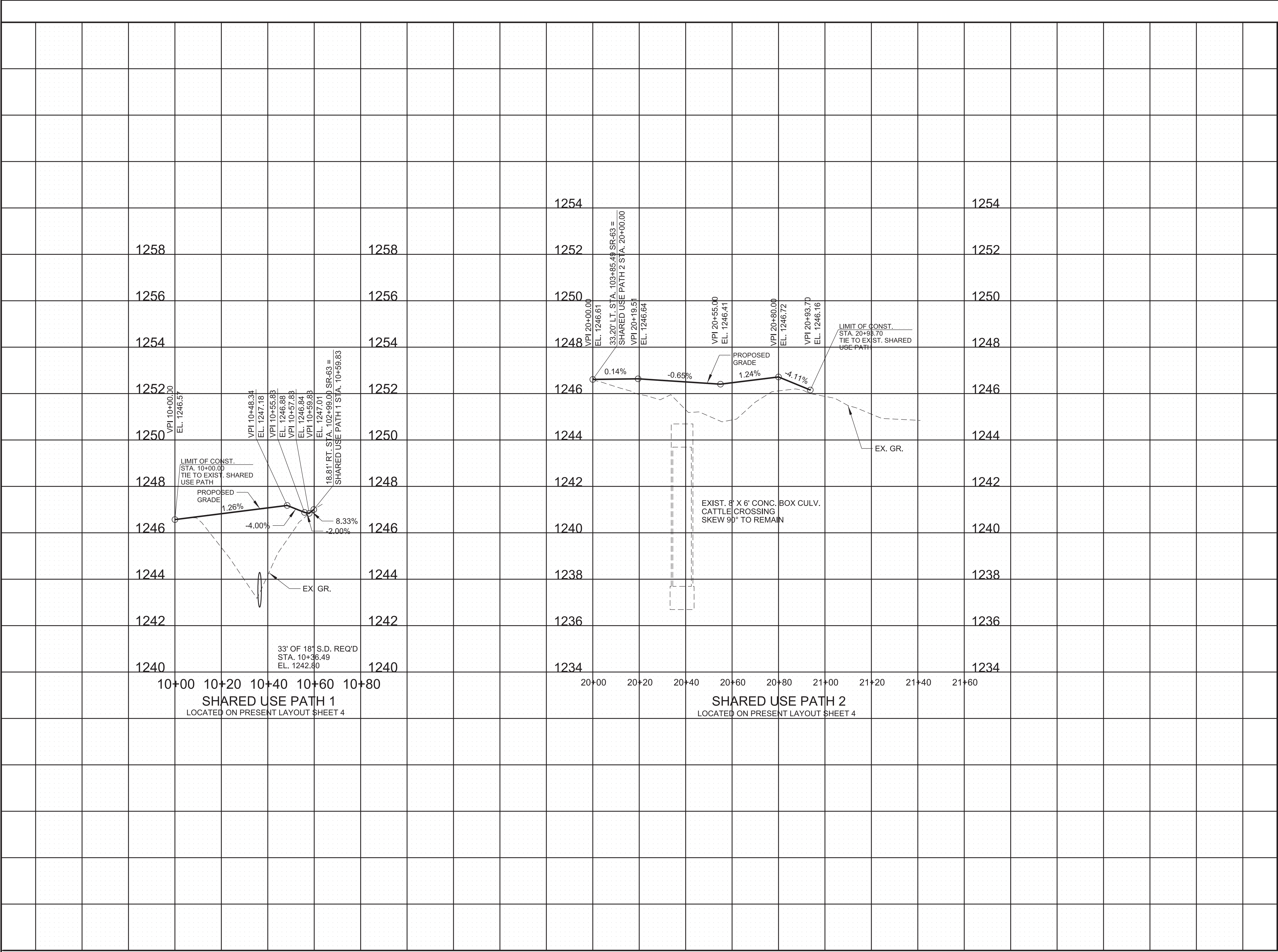
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DEPARTMENT OF TRANSPORTATION

SIDE ROAD
PROFILES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	6
PS&E	2025	NH-SIP-63(71)	6

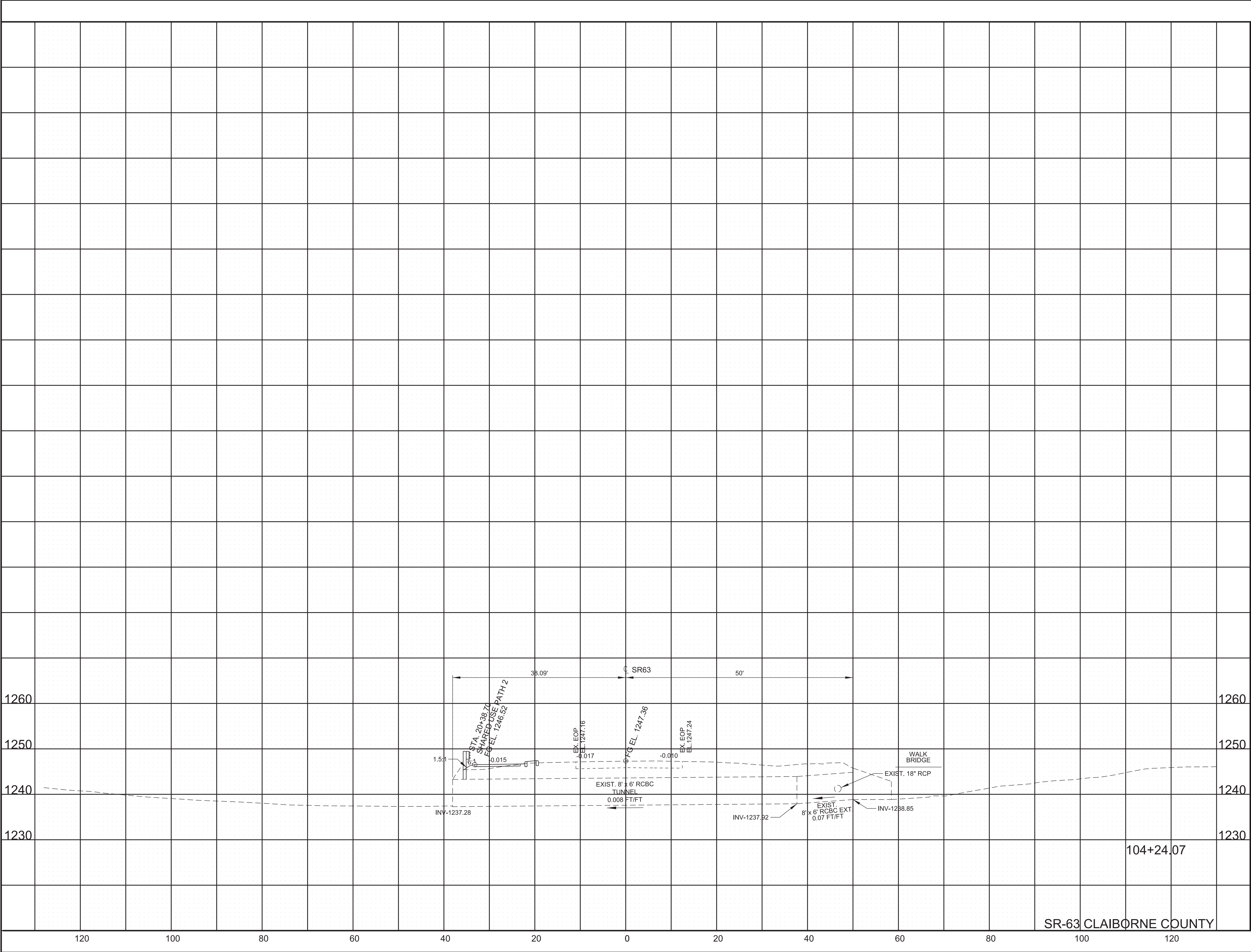
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**SHARED USE PATH
1 & 2 PROFILES**

SCALE: 1"=20' HORIZ.
1"=2' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	7
PS&E	2025	NH-SIP-63(71)	7

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**CULVERT
SECTION**

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

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ENVIRONMENTAL 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.
- (2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.
- (5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

SEDIMENT CONTROL

- (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

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY

THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.

- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

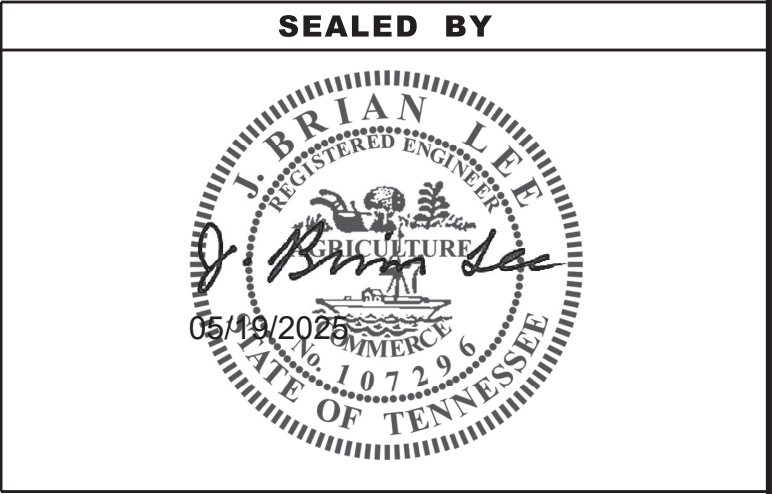
PERMITS, PLANS & RECORDS

- (28) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	8
PS&E	2025	NH-SIP-63(71)	8



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES

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ENVIRONMENTAL NOTES CONT.

- (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.

SUPPORT ACTIVITIES

- (41)

IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42)

MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43)

IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44)

ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45)

FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46)

APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47)

ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT

- WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48)

THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49)

IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50)

FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51)

IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53)

CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS, & BUFFER ZONES

- (1)

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (2)

A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3)

BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPs) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

NPDES

UTILITY RELOCATION

- (5)

STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- (6)

SILT FENCE SHALL BE INSTALLED ON THE DOWNGRAIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (7)

UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- (8)

IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.
- (9)

FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (10)

IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- (11)

TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.
- (12)

FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (13)

THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- (14)

THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	9
PS&E	2025	NH-SIP-63(71)	9

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	10
PS&E	2025	NH-SIP-63(71)	10

TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 13S063-F3-002
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	15
209-05	SEDIMENT REMOVAL	C.Y.	7
209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	562
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	402
209-08.07	ROCK CHECK DAM	EACH	1
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	23
740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	146
740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	77
801-03	WATER (SEEDING & SODDING)	M.G.	0.2

- (1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT.
ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.
- (2) FOR CONSTRUCTION ENTRANCES/EXITS.
- (3) FOR CULVERT INLET PROTECTION.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
**TUBE 18" **TUBE 18" **	18 INCH SEDIMENT TUBE	EC-STR-37
	SOD	

NOTE:
SF / SFB NOT ON CONTOUR SHOULD HAVE J-HOOKS ADDED.

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DEPARTMENT OF TRANSPORTATION

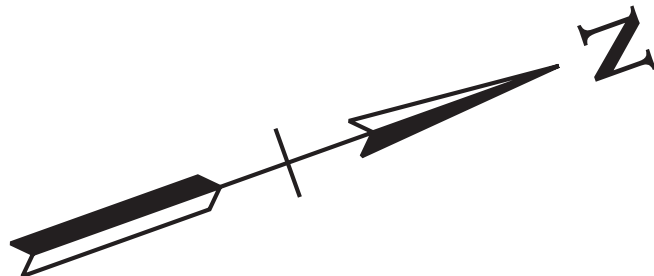
EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) LEGEND &
TABULATION

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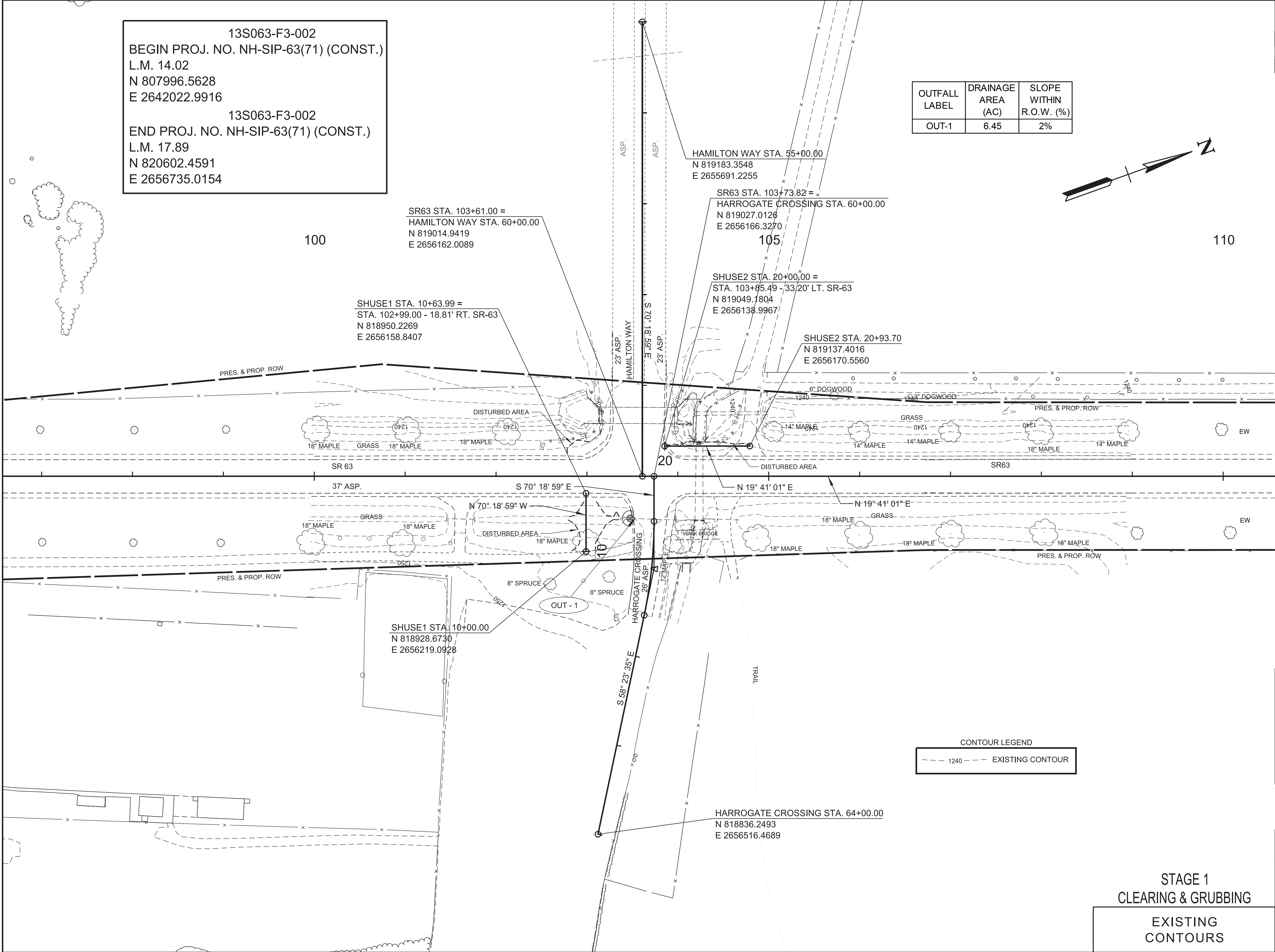
13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

13S063-F3-002
END PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 17.89
N 820602.4591
E 2656735.0154

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
OUT-1	6.45	2%



TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	11
PS&E	2025	NH-SIP-63(71)	11



CONTOUR LEGEND	
---	1240
---	EXISTING CONTOUR

STAGE 1
CLEARING & GRUBBING

EXISTING
CONTOURS

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DEPARTMENT OF TRANSPORTATION

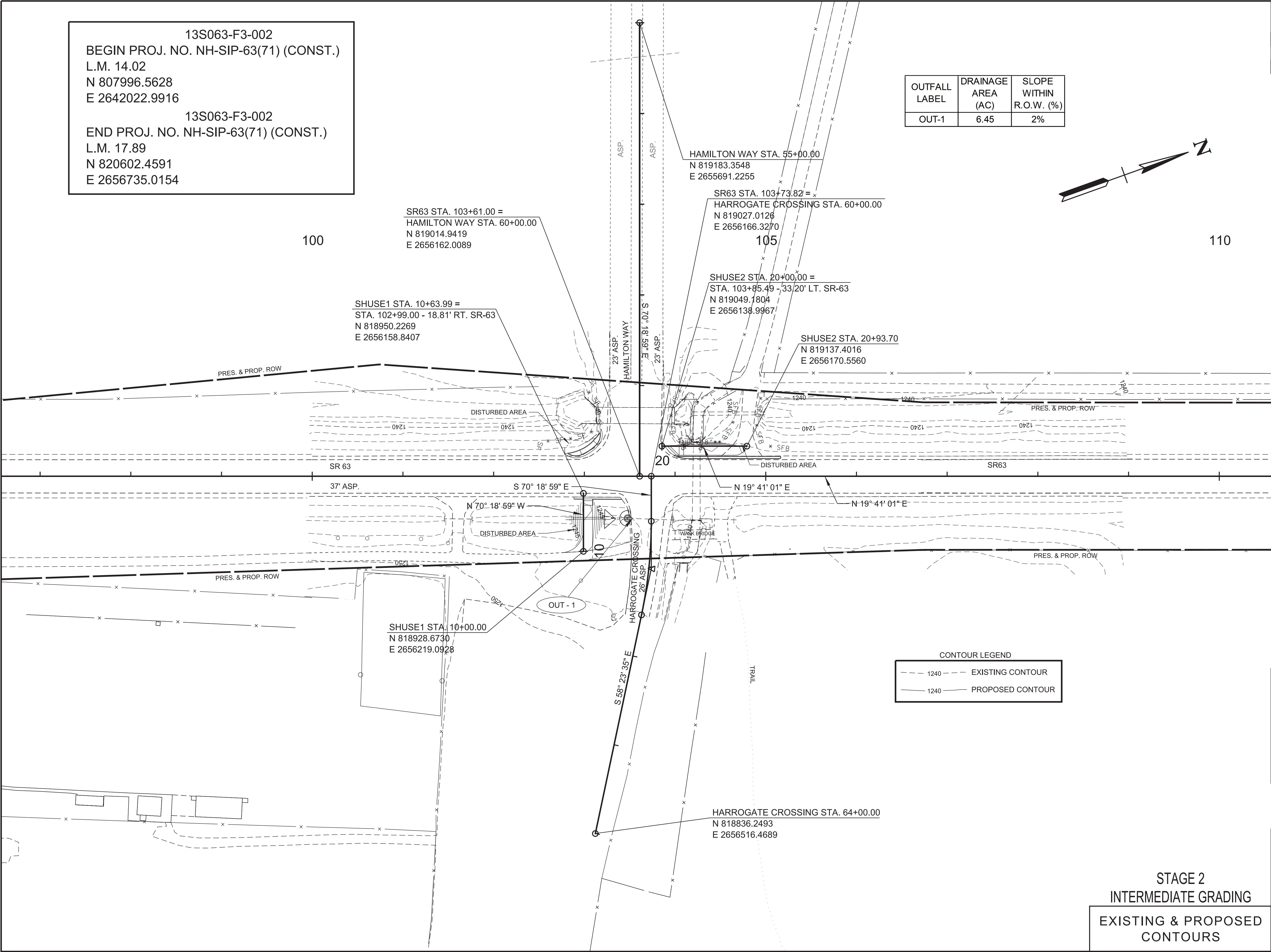
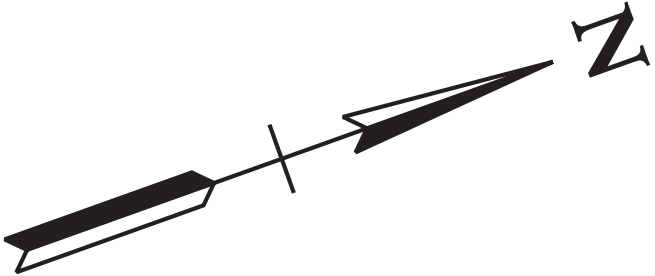
EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.100+00 TO STA.109+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	12
PS&E	2025	NH-SIP-63(71)	12

13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

13S063-F3-002
END PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 17.89
N 820602.4591
E 2656735.0154

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
OUT-1	6.45	2%



CONTOUR LEGEND	
--- 1240 ---	EXISTING CONTOUR
— 1240 —	PROPOSED CONTOUR

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05/19/2025
BRIAN LEE
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
107296

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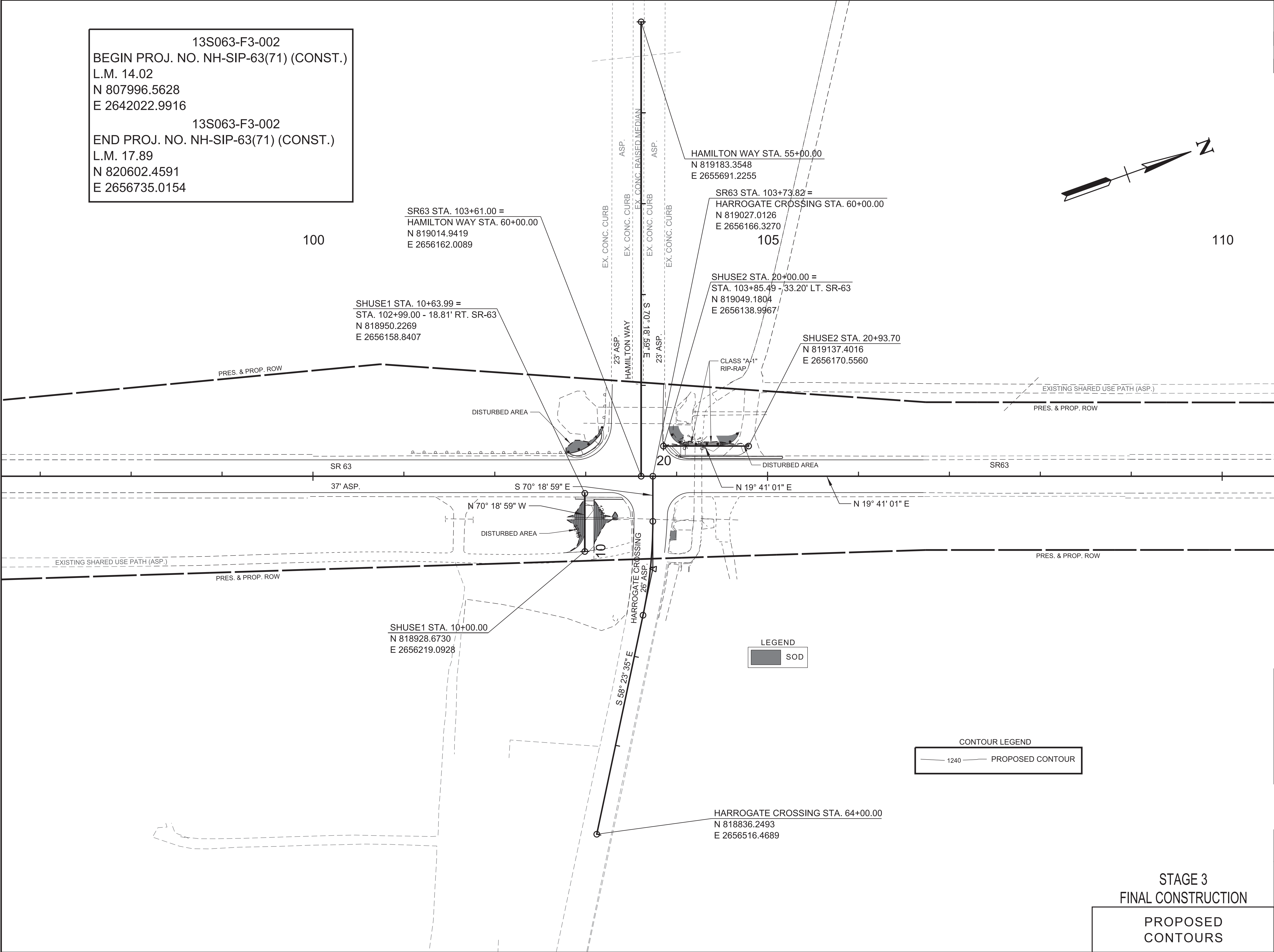
EROSION
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SEDIMENT CONTROL
(EPSC) PLANS
STA.100+00 TO STA.109+00
SCALE: 1"=50'

STAGE 2
INTERMEDIATE GRADING
EXISTING & PROPOSED
CONTOURS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	13
PS&E	2025	NH-SIP-63(71)	13

13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

13S063-F3-002
END PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 17.89
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E 2656735.0154



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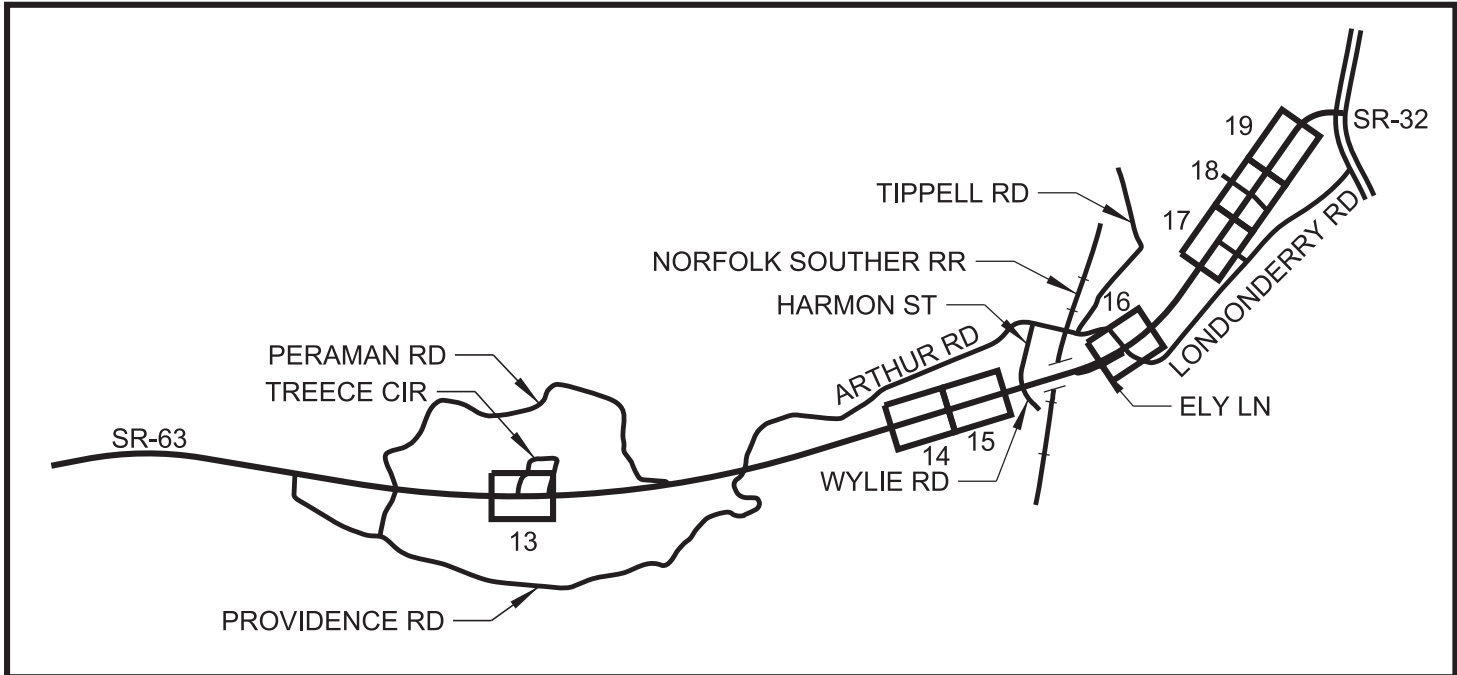
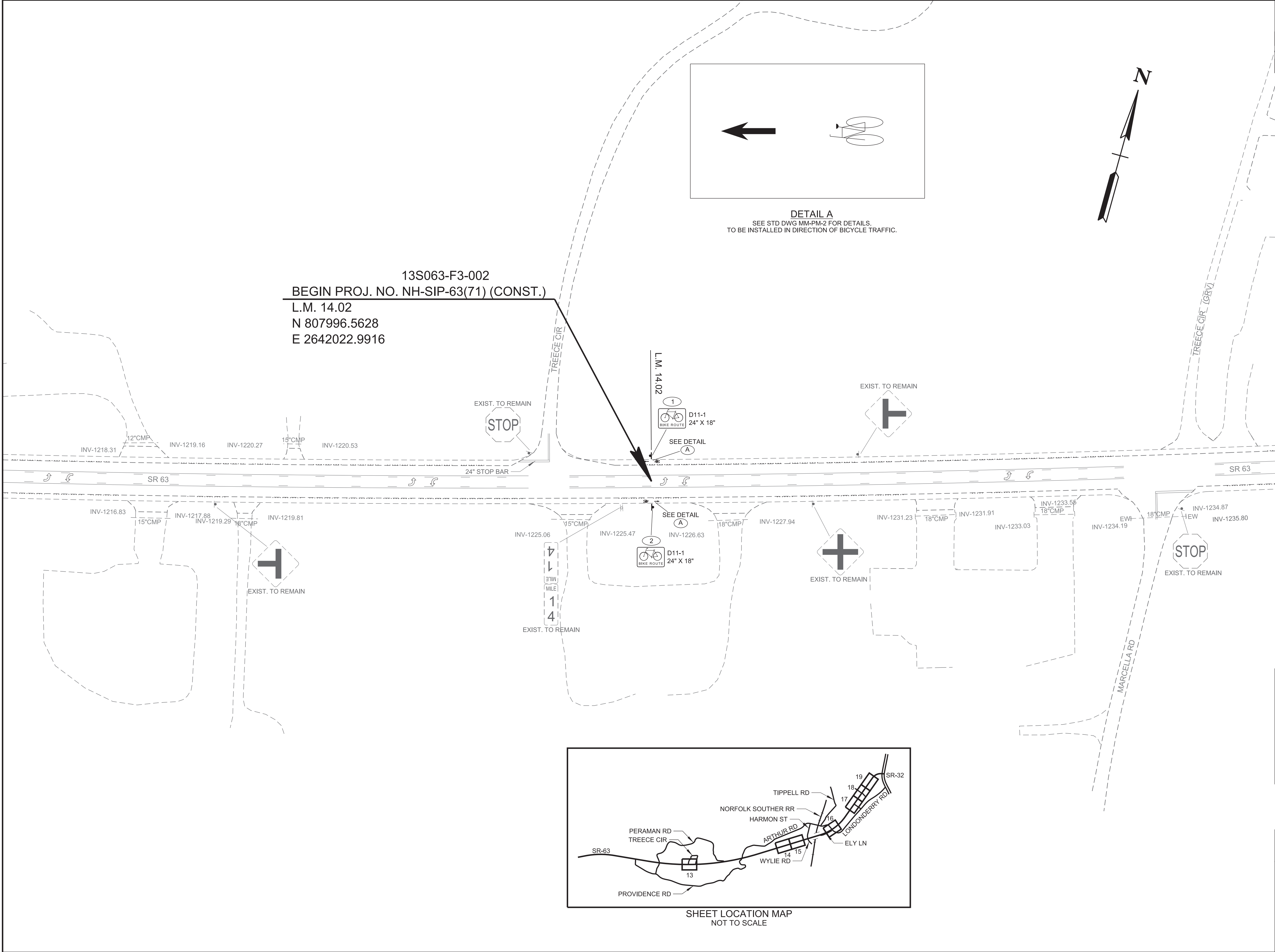
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.100+00 TO STA.109+00
SCALE: 1"=50'

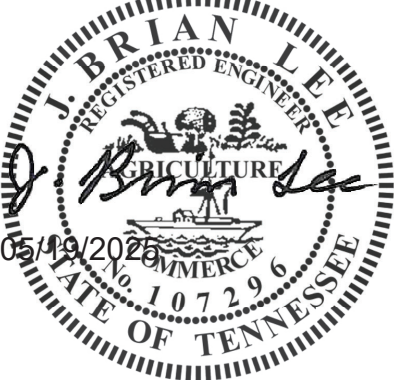
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	14
PS&E	2025	NH-SIP-63(71)	14



SHEET LOCATION MAP
NOT TO SCALE

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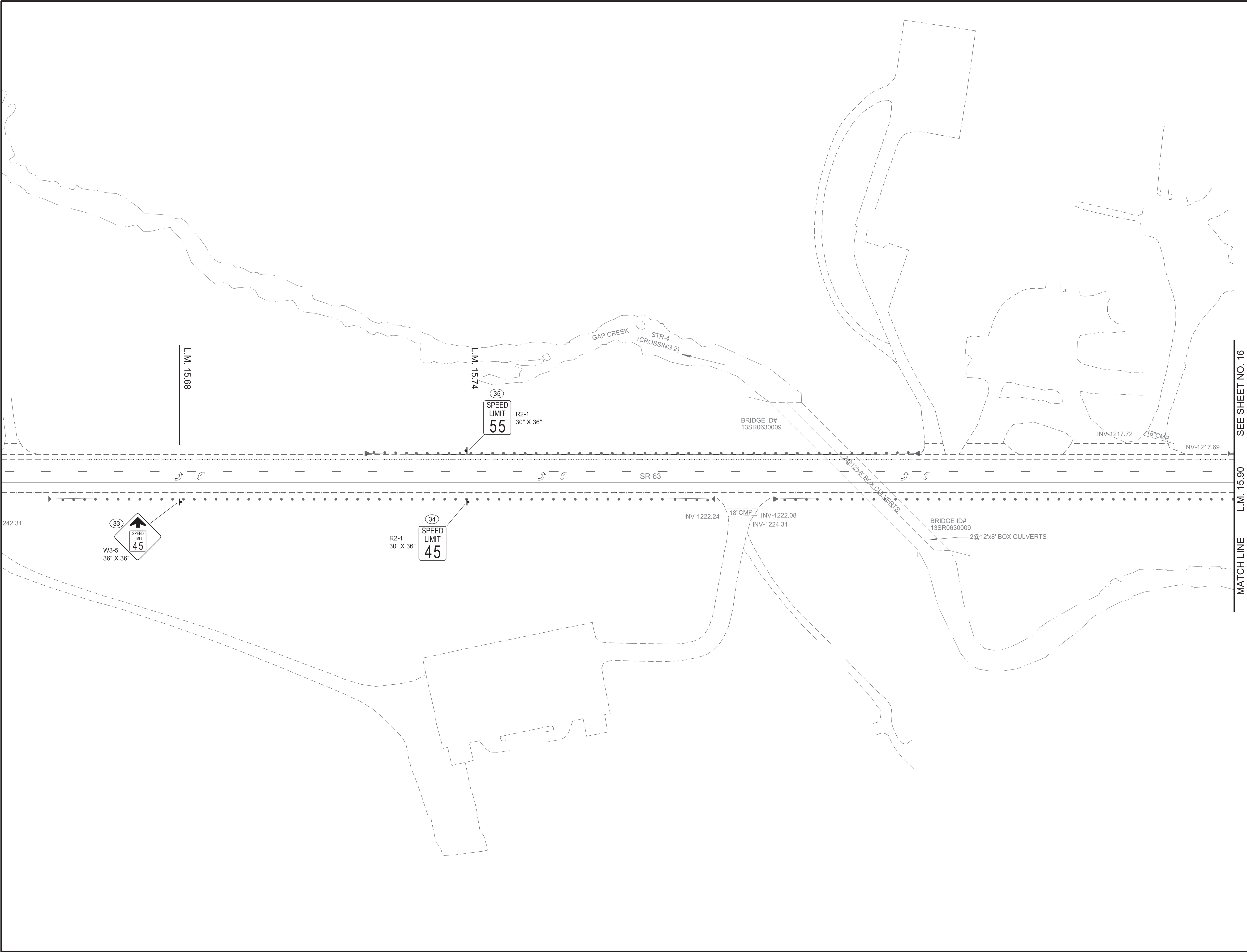


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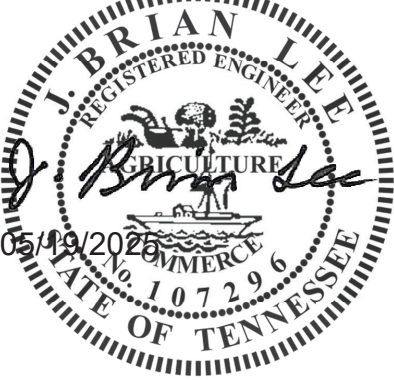
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND
PAVEMENT
MARKING
PLAN
L.M.14.02
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	15
PS&E	2025	NH-SIP-63(71)	15

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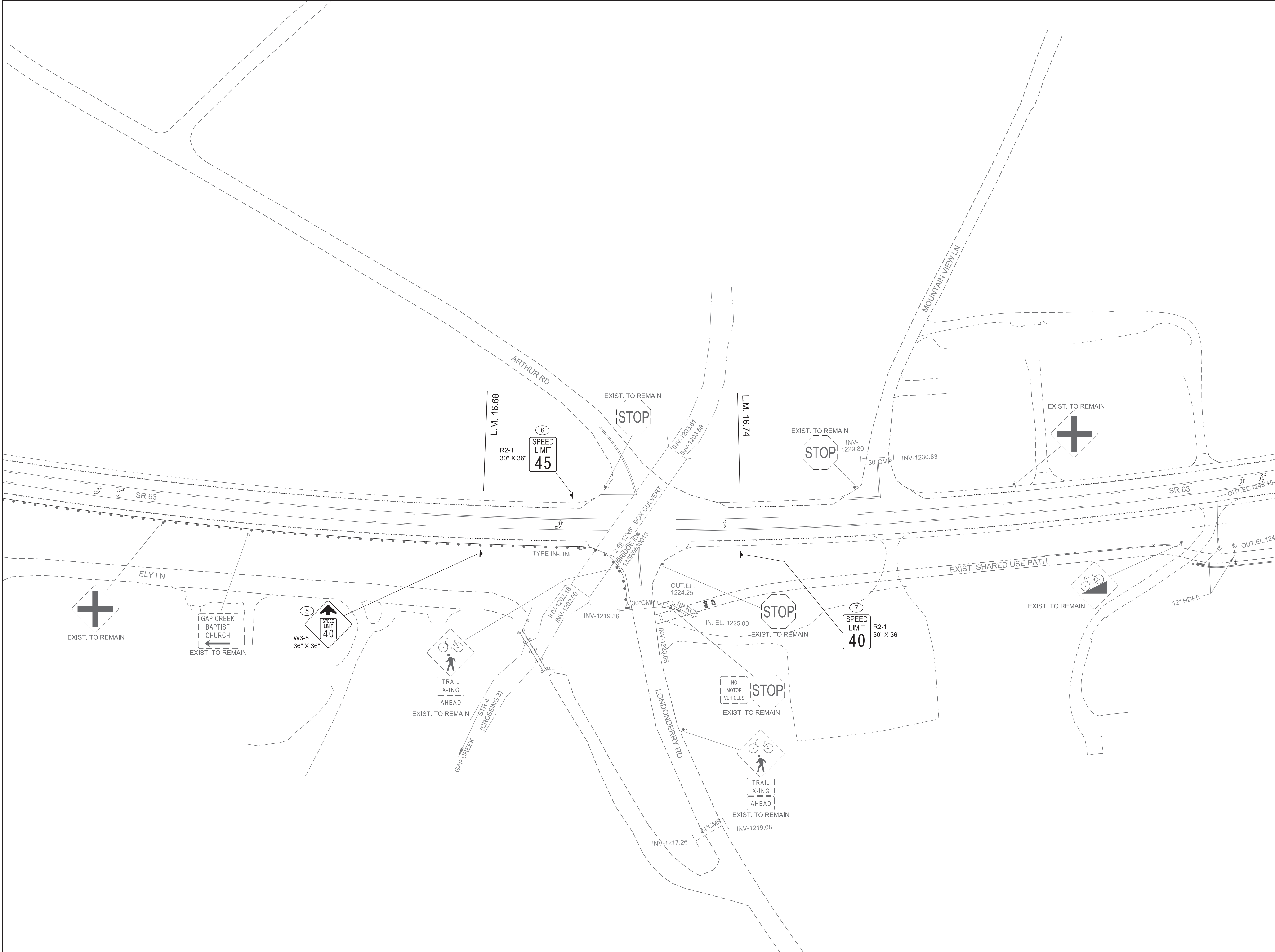
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNING AND
PAVEMENT
MARKING
PLAN**
L.M.15.68 TO L.M.15.90
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	17
PS&E	2025	NH-SIP-63(71)	17



SEALED BY



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

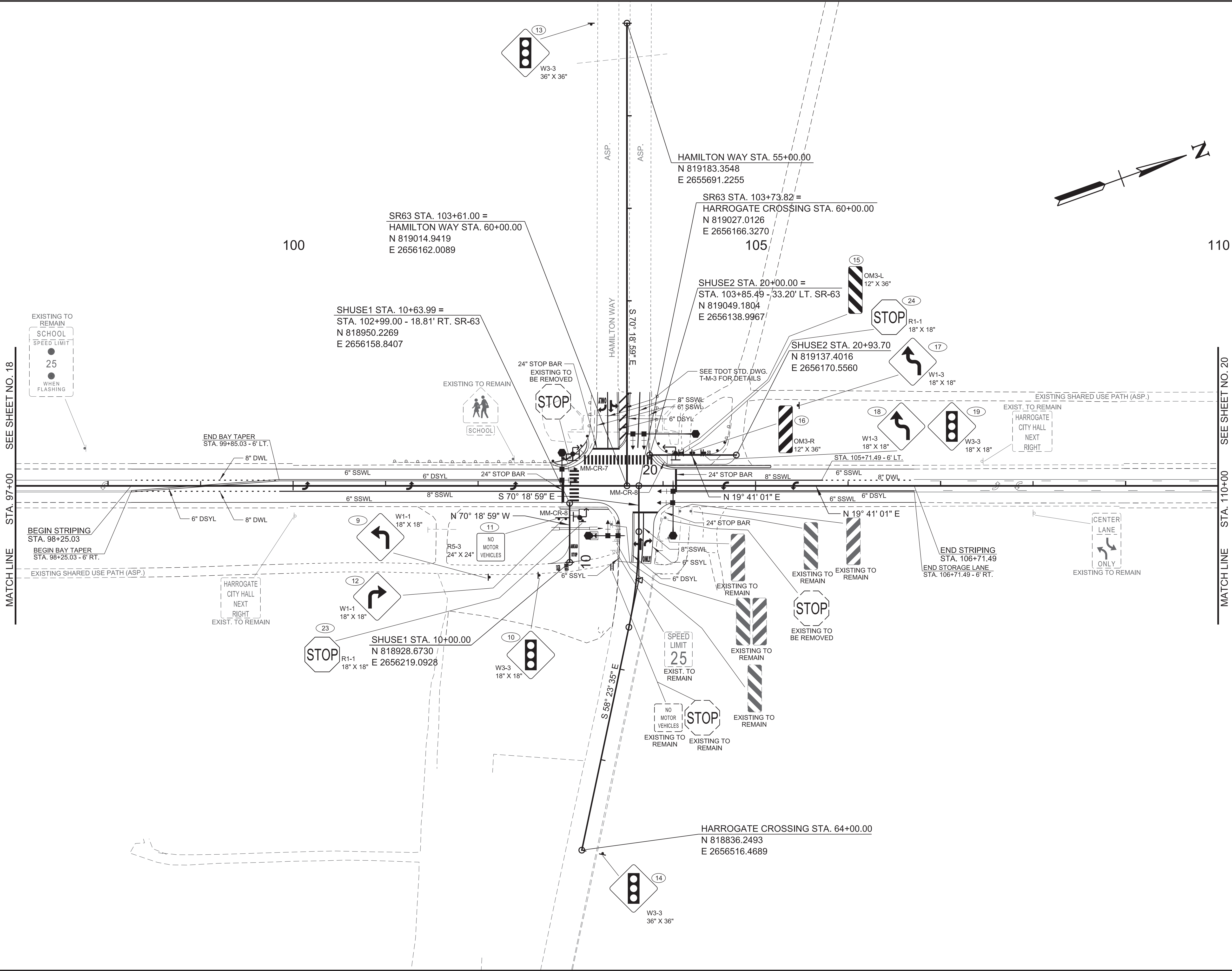
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

L.M.16.09 TO L.M.16.74

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	19
PS&E	2025	NH-SIP-63(71)	19



SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION






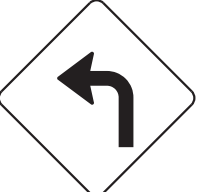
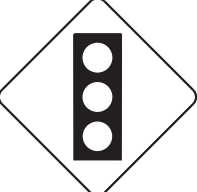

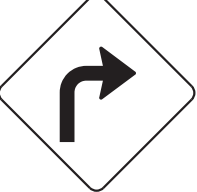
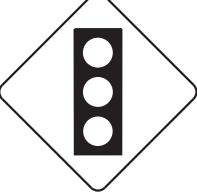


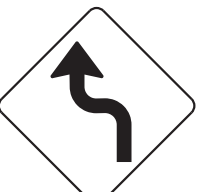

SIGNING AND
PAVEMENT
MARKING
PLAN
STA.97+00 TO L.M.110+00
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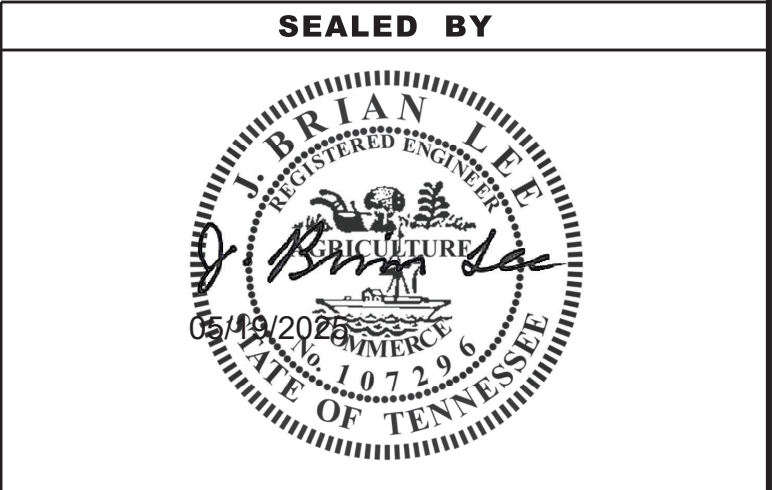
ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS
DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

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

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20);
EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C);
RAILROAD (T-S-16)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1	 D11-1	14	24"	18"									WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUM.	U1	h1=11'-3"				5'-0"	
2		16																				
3		16																				
4		16																				
21		20																				
22		20																				
5	 W3-5	17	36"	36"									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUM.	U1	h1=12'-9"				5'-0"	
7	 R2-1	17	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUM.	P2	h1=12'-6"				5'-0"	
20		20														U1	h1=12'-9"					
6	 R2-1	17	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUM.	P2	h1=12'-6"				5'-0"	
34		15																				
8	 R3-9b	18	24"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUM.	U1	h1=12'-6"				5'-0"	
9	 W1-1L	19	18"	18"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	U1	h1=12'-9"				7'-0"	
10	 W3-3	19	18"	18"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	U1	h1=12'-9"				7'-0"	ON SAME POST AS SIGN NO. 18
19		19																				
11	 R5-3	19	24"	24"									BLACK	WHITE (REF.)	0.080" SHEET ALUM.	U1	h1=12'-6"				7'-0"	
12	 W1-1R	19	18"	18"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	U1	h1=14'-0"				7'-0"	
13	 W3-3	19	36"	36"									BLACK RED (REF.) GREEN (REF.)	YELLOW (FLOR.)	0.100" SHEET ALUM.	U6	h1=15'-6"				5'-0"	USE 6' YELLOW REFLECTIVE STRIP SIGN POST DELINEATION
14		19															h1=16'-6"					
15	 OM3-L	19	12"	36"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	P8	h1=11'-9"				4'-0"	
16	 OM3-R	19	12"	36"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	P8	h1=11'-9"				4'-0"	
17	 W1-3L	19	18"	18"									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUM.	U1	h1=15'-6"				7'-0"	
18		19															h1=12'-9"					
23	 R1-1	19	18"	18"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUM.	P8	h1=9'-0"				4'-0"	USE 6' RED REFLECTIVE STRIP SIGN POST DELINEATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	21
PS&E	2025	NH-SIP-63(71)	21



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION







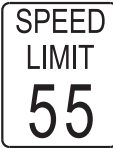
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SCHEDULE
SHEET

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

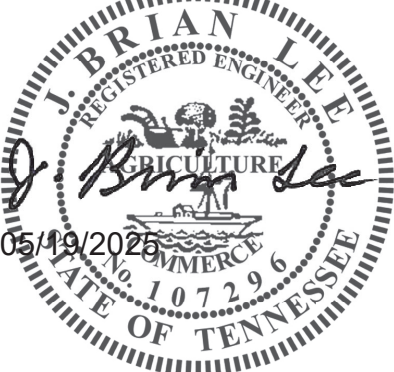
SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20);
EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C);
RAILROAD (T-S-16)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
24	 R1-1	19	18"	18"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUM.	P8	h1=9'-0"				4'-0"	USE 6' RED REFLECTIVE STRIP SIGN POST DELINEATION
25	 D3-1	SIG-2	120"	24"	2.25"	1"	12"	9"		"B"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUM.	MOUNTED ON MAST ARM						
26	 D3-1	SIG-2	120"	24"	2.25"	1"	12"	9"		"B"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUM.	MOUNTED ON MAST ARM						
27	 D3-1	SIG-2	108"	24"	2.25"	1"	12"	9"		"B"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUM.	MOUNTED ON MAST ARM						
28	 D3-1	SIG-2	108"	24"	2.25"	1"	12"	9"		"B"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUM.	MOUNTED ON MAST ARM						
29	 D3-1	SIG-2	96"	24"	2.25"	1"	12"	9"	12"	"C"			WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUM.	MOUNTED ON MAST ARM						
30																						
31	 R10-12	SIG-2	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUM.	MOUNTED ON MAST ARM						
32																						
33	 W3-5	15	36"	36"									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUM.	U1	h1=12'-9"				5'-0"	
35	 R2-1	15	30"	36"												P2	h1=12'-6"				5'-0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	22
PS&E	2025	NH-SIP-63(71)	22

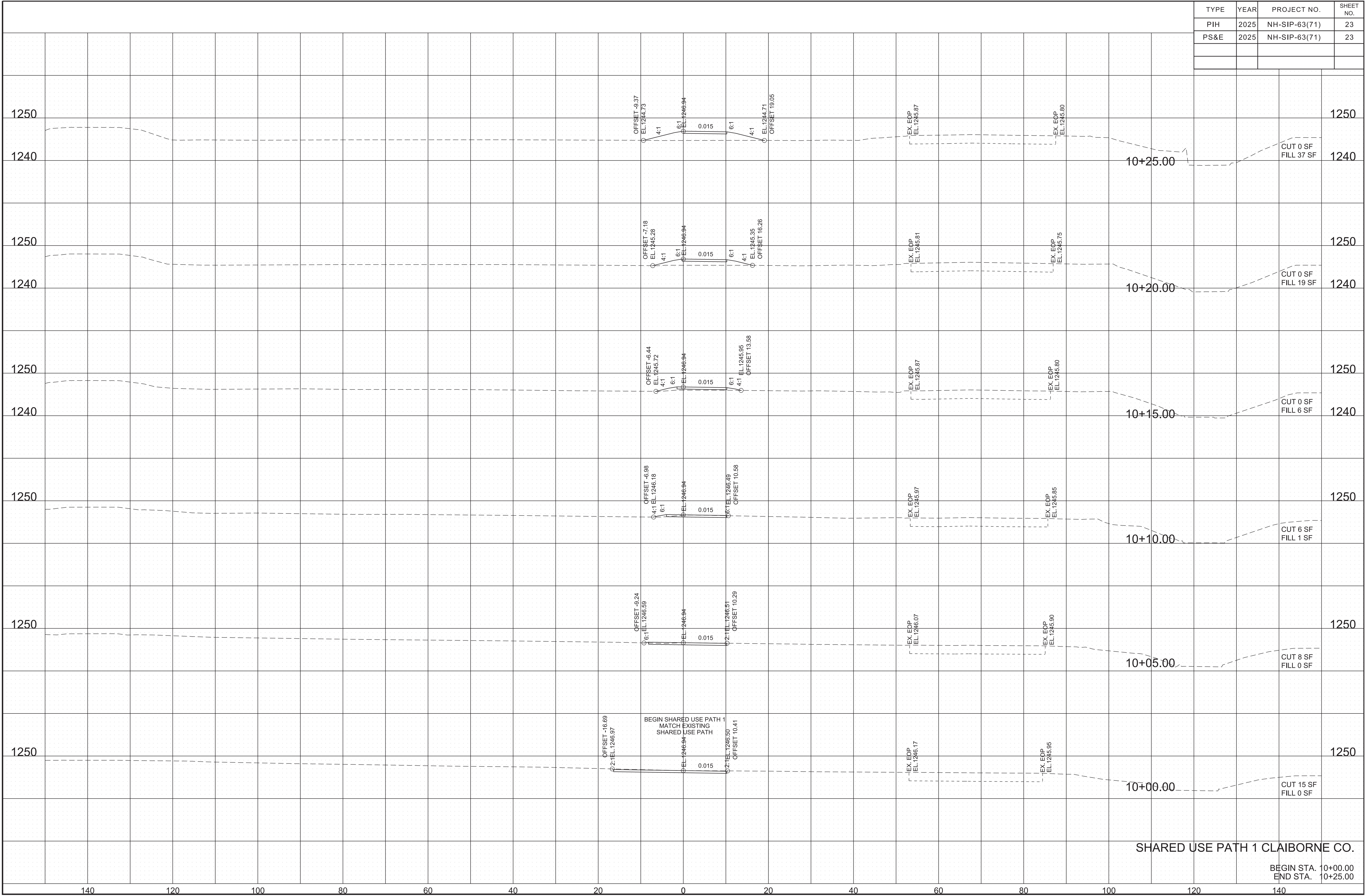
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

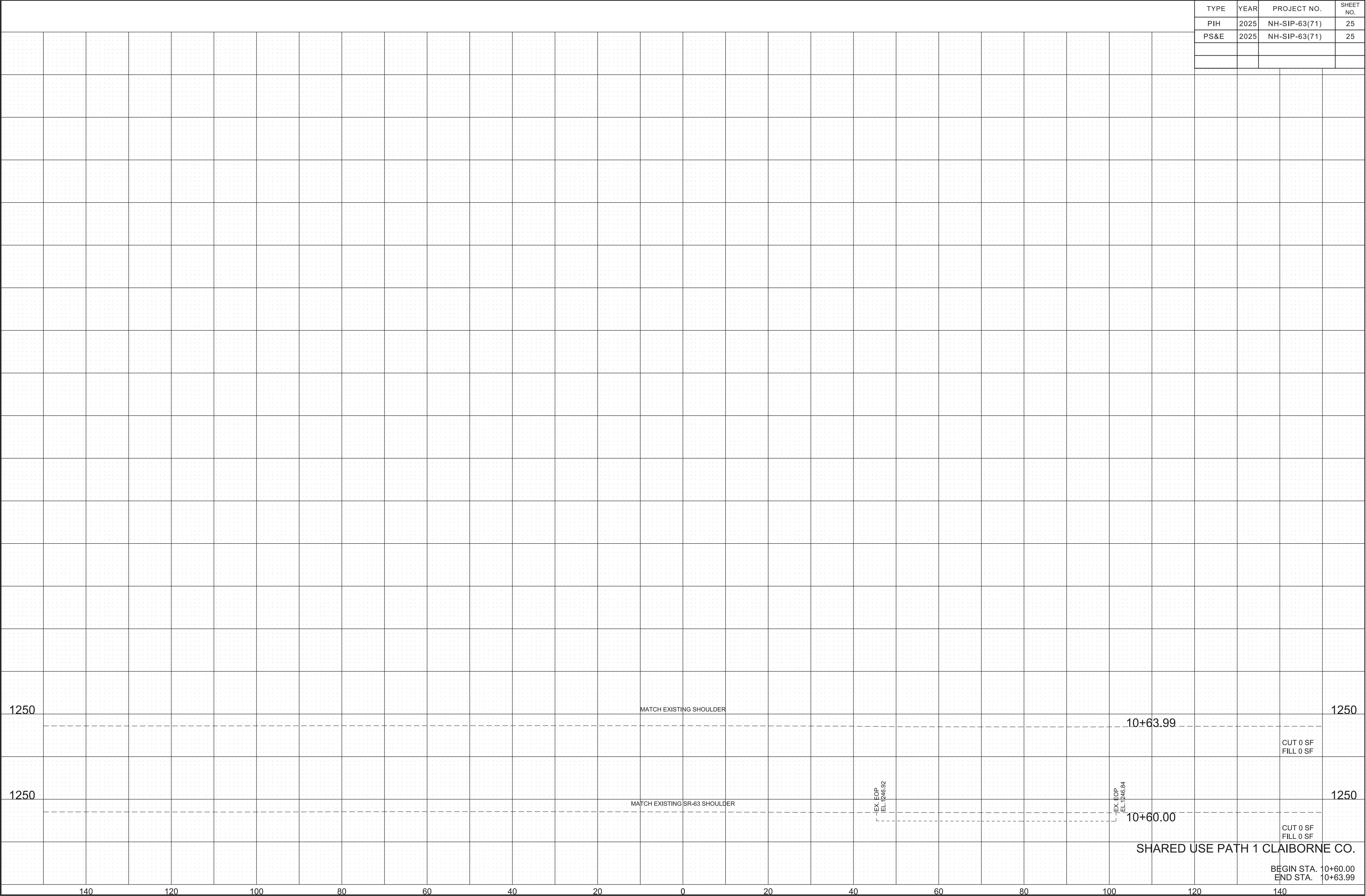
SIGN
SCHEDULE
SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	23
PS&E	2025	NH-SIP-63(71)	23

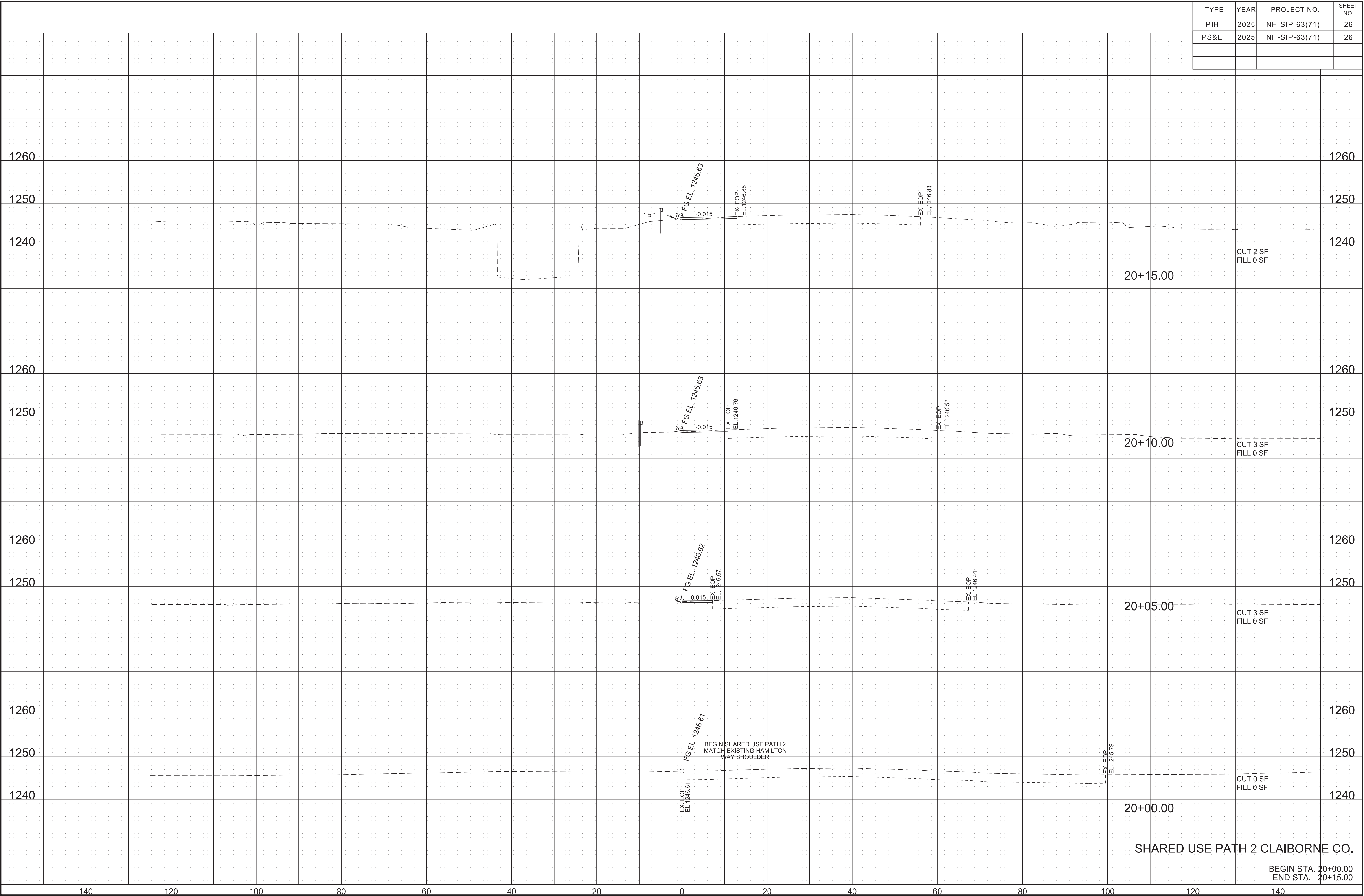


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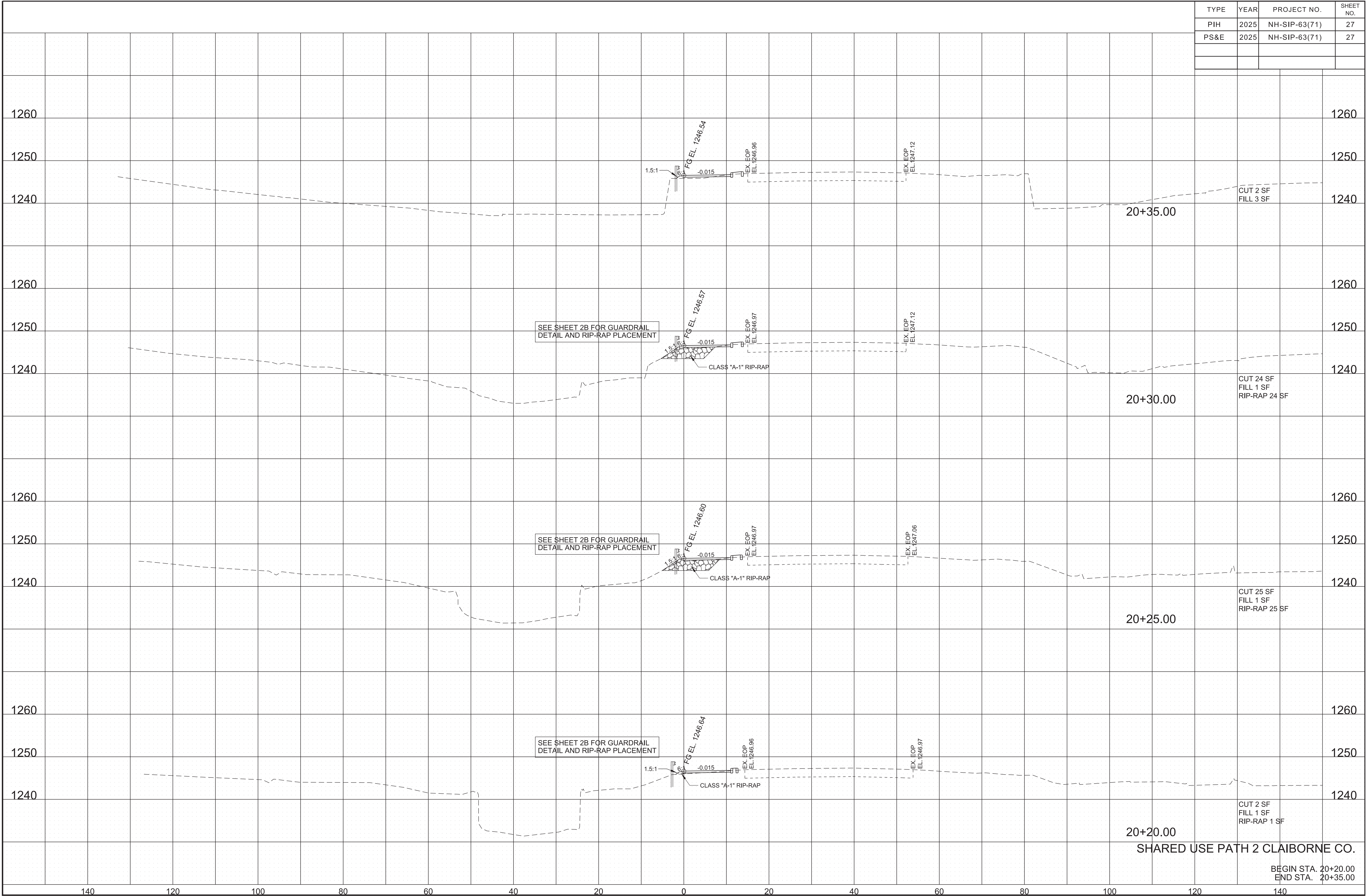
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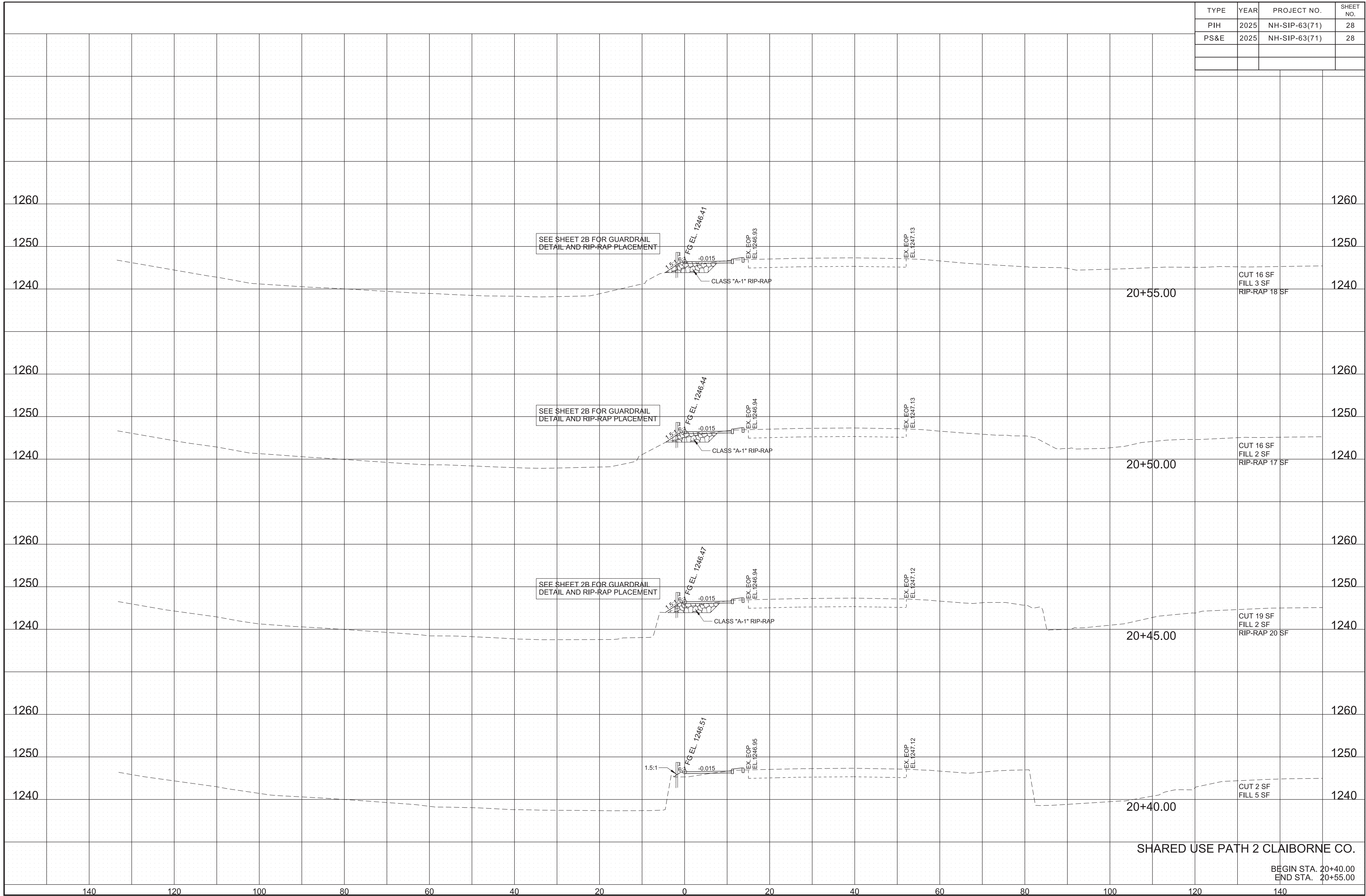
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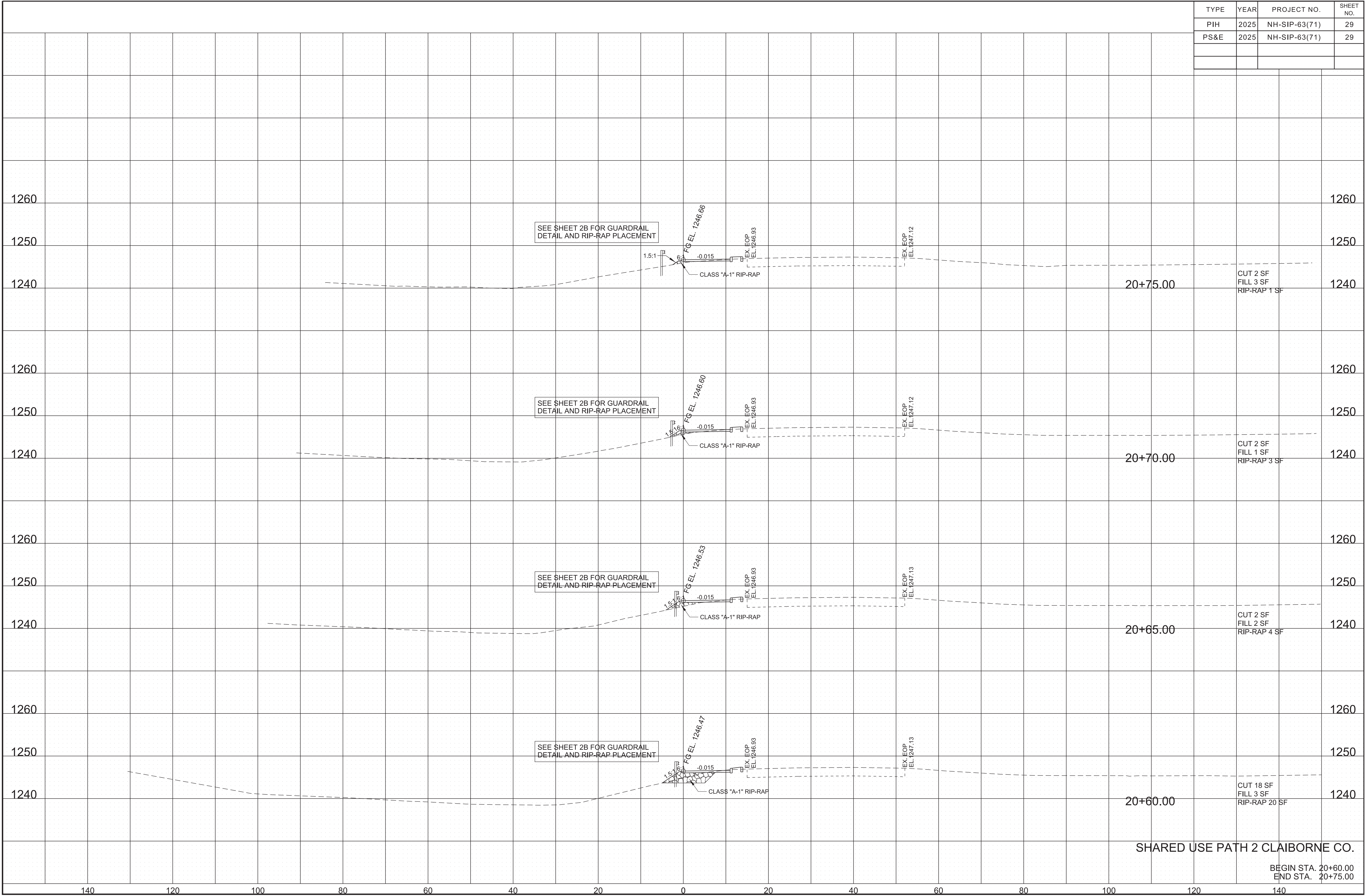
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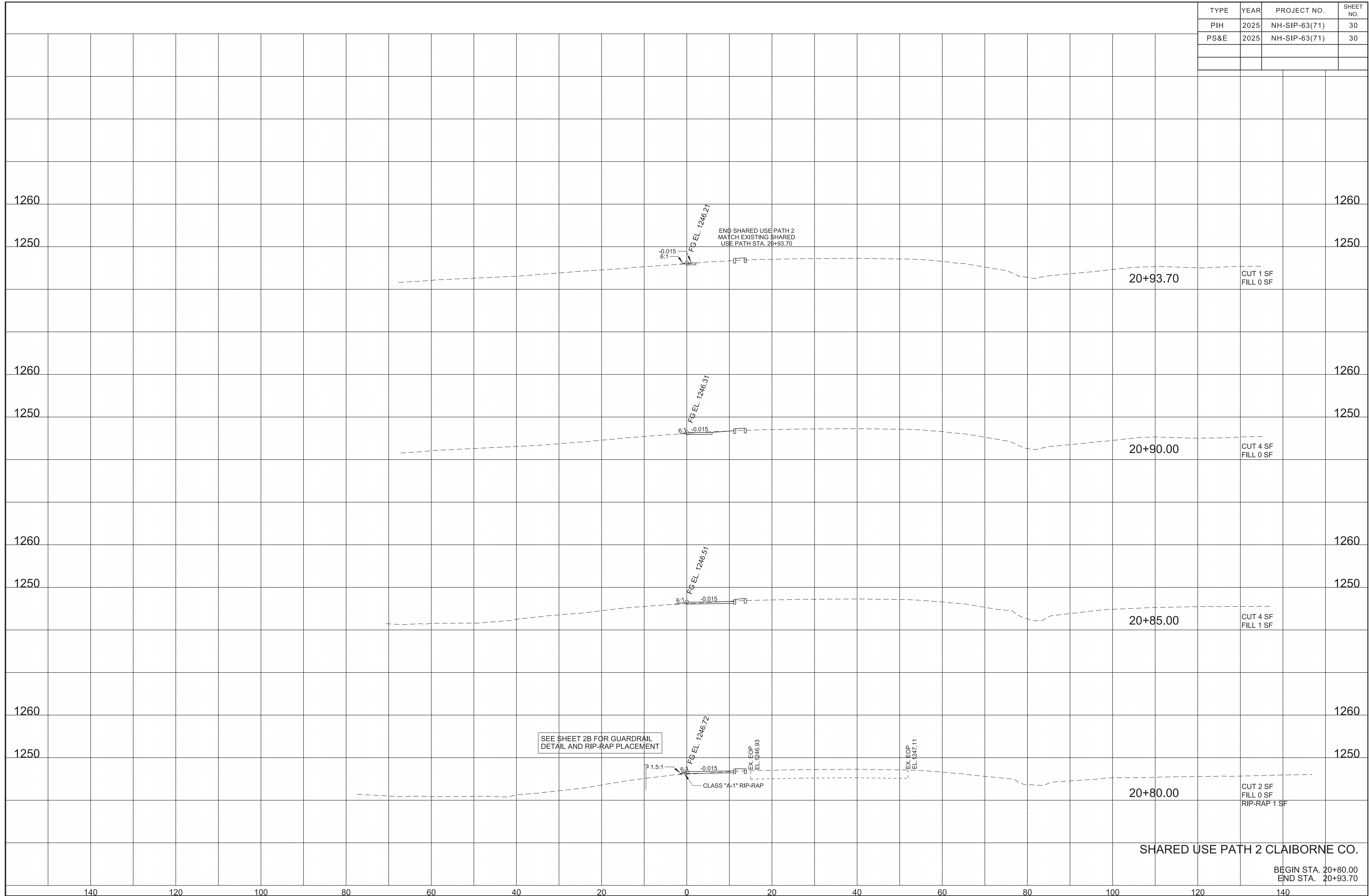
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	28
PS&E	2025	NH-SIP-63(71)	28



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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	30
PS&E	2025	NH-SIP-63(71)	30



PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 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.

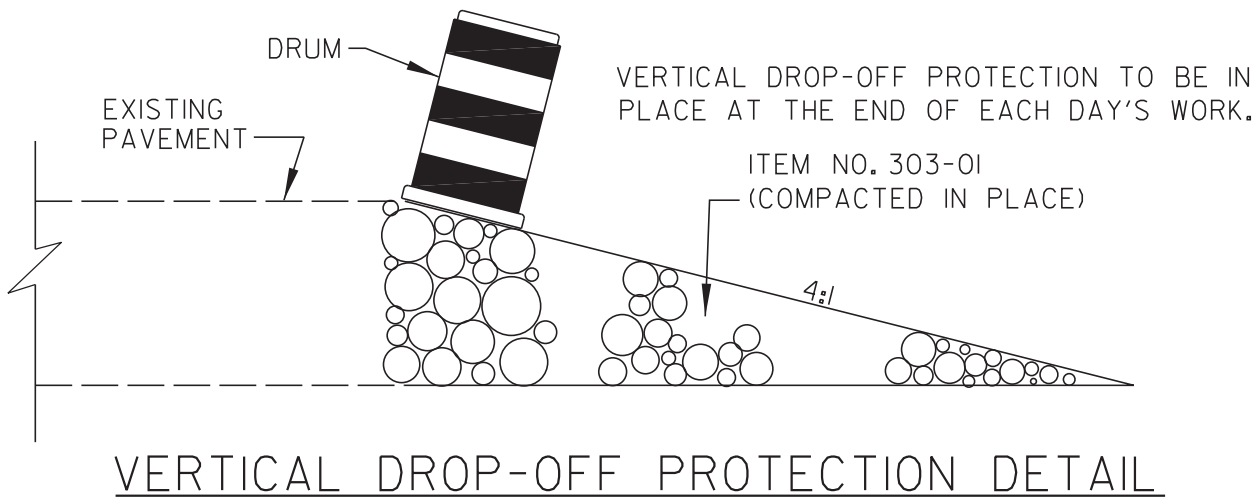
FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE 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.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|------|------|---------------|-----------|
| PIH | 2025 | NH-SIP-63(71) | T1 |
| PS&E | 2025 | NH-SIP-63(71) | T1 |
| | | | |
| | | | |
-
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL
- 5/19/2025 7:37:57 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T2
PS&E	2025	NH-SIP-63(71)	T2

PHASE 1 NOTES:

1. INSTALL CONSTRUCTION SIGNS AS DIRECTED BY THE TDOT MANAGER.
2. INSTALL TEMPORARY BLACKOUT TAPE ON EXISTING STRIPING FOR SR-63 IN AREAS BEYOND THE MILL AND RESURFACE AREA.
3. INSTALL TEMPORARY TAPE STRIPING FOR SOUTHBOUND LANE SHIFT ON SR-63 AND LANE CLOSURE ON EASTBOUND HAMILTON WAY. PAINTED STRIPING MAY BE USED WITHIN THE LIMITS OF THE MILL AND OVERLY AREA.
4. SHIFT SOUTHBOUND SR-63 TRAFFIC INTO TEMPORARY LANE. NORTHBOUND SR-63 TRAFFIC TO REMAIN IN EXISTING LANES.
5. CONSTRUCT 10' SHARED USE PATH, CURB RAMPS, RAISED ISLAND, CURBS, GUARDRAIL, SIGNAL WIRES, AND INSTALL SIGNAL POLES AND OTHER SIGNAL EQUIPMENT ON SR-63 SOUTHBOUND AND HAMILTON WAY USING TEMPORARY LANE CLOSURES.

PHASE 2 NOTES:

1. REMOVE PHASE 1 TEMPORARY STRIPING AND INSTALL NORTHBOUND LANE TRANSITION TEMPORARY STRIPING.
2. SHIFT NORTHBOUND TRAFFIC INTO TEMPORARY LANE. SOUTHBOUND TRAFFIC TO REMAIN IN EXISTING LANE.
3. CONSTRUCT SHARED USE PATH, CURBS, CURB RAMPS, SCARIFY, AND INSTALL ALL SIGNAL EQUIPMENT. INSTALL SIGNAL WIRES, ETC. ON SR-63 NORTHBOUND, TURN LANES, AND HARROGATE CROSSING USING TEMPORARY LANE CLOSURES AND FLAGGERS.

PHASE 3 NOTES:

1. REMOVE TEMPORARY STRIPING AND TEMPORARY BLACKOUT STRIPING. MILL AND OVERLAY SR-63, HARROGATE CROSSING, AND HAMILTON WAY AND INSTALL PERMANENT STRIPING UNDER TRAFFIC WITH MOBILE OPERATIONS UTILIZING FLAGGERS.

TRAFFIC CONTROL NOTES:

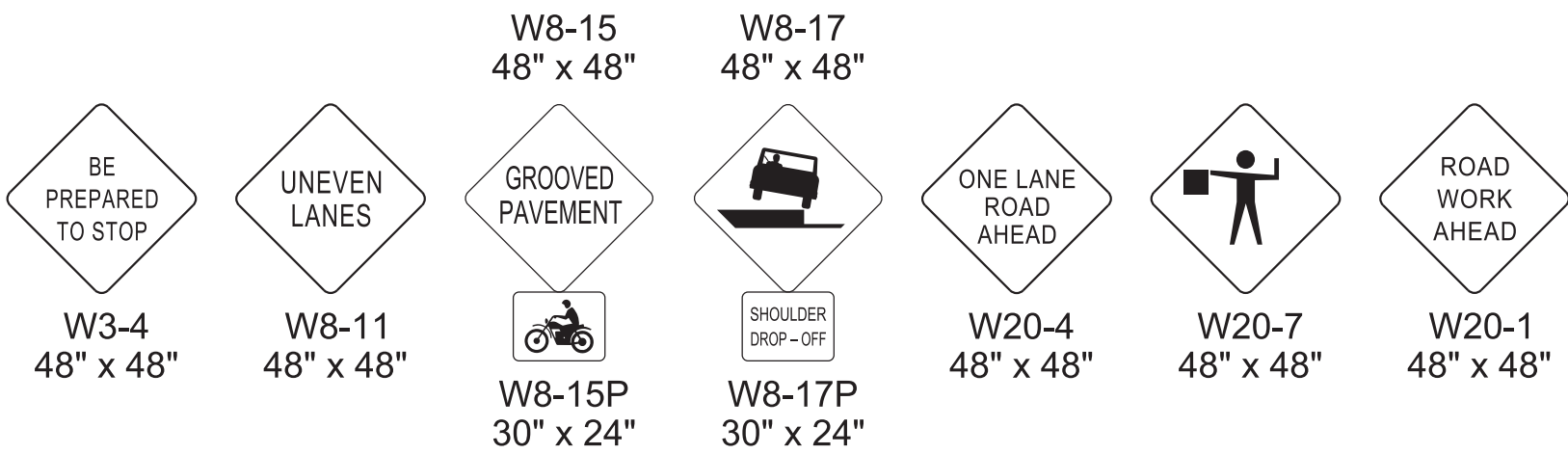
THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

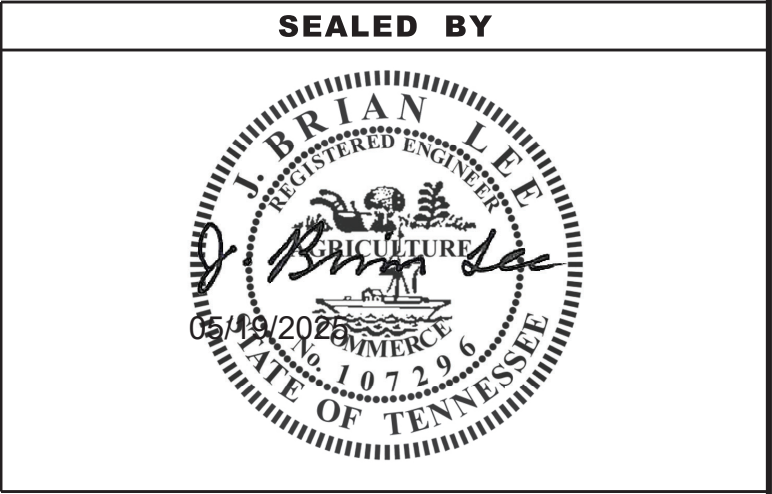
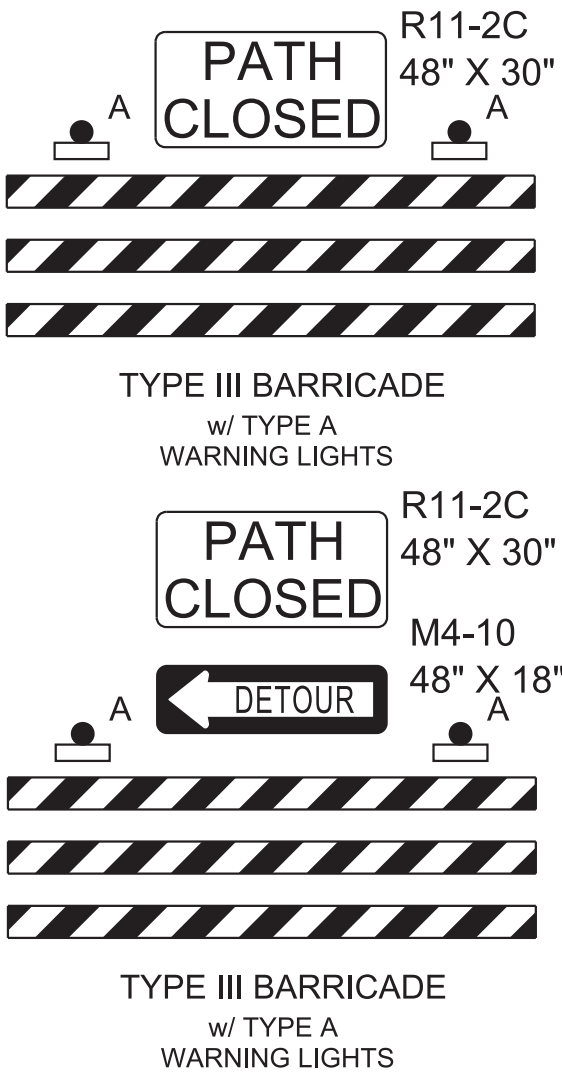
ALL CONSTRUCTION SIGNS ON THE PROJECT SHALL BE COVERED WHEN WORK WILL NOT BE AFFECTING TRAFFIC. COST OF COVERING/UNCOVERING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COST SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

ALL TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE TDOT MANAGER.



SIGNS SHOWN ABOVE ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE USED AS DIRECTED BY THE TDOT MANAGER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL
	ARROW BOARD TYPE C (SINGLE ARROW)
	TEMPORARY ATTENUATOR
	SHIFTED TRAFFIC LANES
	TEMPORARY BARRICADE (TYPE III)
	TRAFFIC FLOW



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES
AND LEGEND

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TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 13S063-F3-002
707-11.01	PEDESTRIAN CONSTRUCTION BARRIER FENCE	L.F.	100
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	540
712-02.36	REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F.	200
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	136
712-04.50	BARRIER RAIL DELINEATOR	EACH	27
712-06	SIGNS (CONSTRUCTION)	S.F.	796
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	60
712-08.03	ARROW BOARD (TYPE C)	EACH	2
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	800
712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	4275
712-09.21	REMOVABLE WET REFLECTIVE PAVEMENT MARKING TAPE	L.F.	4275
716-01.05	TEMPORARY RAISED PAVEMENT MARKER	EACH	109
(1) 716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	122
(1) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2.3
716-05.50	PAINTED PAVEMENT MARKINGS (8" LINE)	L.F.	650
716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	0.4

(1) FOR TRAFFIC CONTROL

TRAFFIC CONTROL SIGN TABULATION											
M.U.T.C.D. SIGN NO.	LEGEND	SIZE			S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W							
G20-1	ROAD WORK NEXT 0.4 MILE	64"	X	24"	10.67	2		2	21.33		
G20-2	END ROAD WORK	36"	X	18"	4.5	1	1	1	4.50		
G20-2	END ROAD WORK	48"	X	24"	8	3	3	3	24.00		
G20-5aP	WORK ZONE	24"	X	18"	3	2	2	2	6.00		
M4-10L	DETOUR	48"	X	18"	6	1	1	1	6.00		
M4-10R	DETOUR	48"	X	18"	6	1	1	1	6.00		
R1-1	STOP	36"	X	36"	9	2	2	2	18.00		
R2-1	SPEED LIMIT (40 MPH)	30"	X	36"	7.5	2	2	2	15.00		
R4-9	STAY IN LANE	24"	X	30"	5	1	1	1	5.00		
R11-2	ROAD CLOSED	48"	X	30"	10		1	1	10.00		
R11-2C	PATH CLOSED	48"	X	30"	10	4	3	4	40.00		
W1-4L	REVERSE CURVE LT	48"	X	48"	16	1	1	1	16.00		
W1-4R	REVERSE CURVE RT	48"	X	48"	16	1	1	1	16.00		
W3-4	BE PREPARED TO STOP	48"	X	48"	16	2	2	2	32.00		
W3-5	REDUCED SPEED LIMIT AHEAD (40 MPH)	48"	X	48"	16	2	2	2	32.00		
W4-2	MERGE LT	48"	X	48"	16	1		1	16.00		
W6-3	TWO-WAY TRAFFIC	48"	X	48"	16	2	2	2	32.00		
W8-11	UNEVEN LANES	48"	X	48"	16	4	4	4	64.00		
W8-15	GROOVED PAVEMENT	48"	X	48"	16	4	4	4	64.00		
W8-15aP	MOTORCYCLE (PLAQUE)	30"	X	24"	5	4	4	4	20.00		
W8-17	SHOULDER DROP-OFF	48"	X	48"	16	4	4	4	64.00		
W8-17P	SHOULDER DROP-OFF (PLAQUE)	30"	X	24"	5	4	4	4	20.00		
W20-1	ROAD WORK AHEAD	36"	X	36"	9		1	1	9.00		
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	1	1	1	16.00		
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	2	32.00		
W20-1	ROAD WORK 1500 FT	48"	X	48"	16	1		1	16.00		
W20-1	ROAD WORK 1000 FT	48"	X	48"	16	2	2	2	32.00		
W20-1	ROAD WORK 500 FT	36"	X	36"	9	1	1	1	9.00		
W20-1	ROAD WORK 500 FT	48"	X	48"	16		1	1	16.00		
W20-1B	PATH WORK AHEAD	36"	X	36"	9	2	2	2	18.00		
W20-4	ONE LANE ROAD AHEAD	36"	X	36"	9	4	4	4	36.00		
W20-5	RT LANE CLOSED 1000 FT	48"	X	48"	16	1		1	16.00		
W20-7	FLAGGER	48"	X	48"	16	4	4	4	64.00		
TOTAL									796	S.F.	

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T3
PS&E	2025	NH-SIP-63(71)	T3

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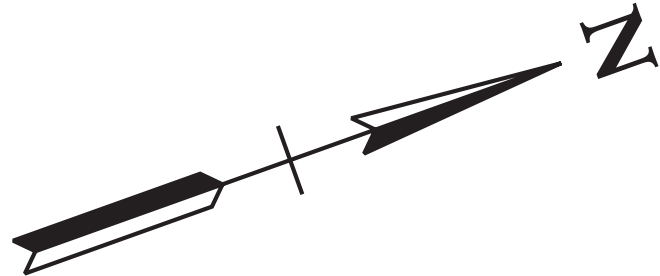


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
TABULATION

13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

- PHASE 1 NOTES:
1. INSTALL CONSTRUCTION SIGNS AS DIRECTED BY THE TDOT MANAGER.
 2. INSTALL TEMPORARY BLACKOUT TAPE ON EXISTING STRIPING FOR SR-63 IN AREAS BEYOND THE MILL AND RESURFACE AREA.
 3. INSTALL TEMPORARY TAPE STRIPING FOR SOUTHBOUND LANE SHIFT ON SR-63 AND LANE CLOSURE ON EASTBOUND HAMILTON WAY. PAINTED STRIPING MAY BE USED WITHIN THE LIMITS OF THE MILL AND RESURFACE AREA.
 4. SHIFT SOUTHBOUND SR-63 TRAFFIC INTO TEMPORARY LANE. NORTHBOUND SR-63 TRAFFIC TO REMAIN IN EXISTING LANES.
 5. CONSTRUCT 10' SHARED USE PATH, CURB RAMPS, RAISED ISLAND, CURBS, GUARDRAIL, SIGNAL WIRES, AND INSTALL SIGNAL POLES AND OTHER SIGNAL EQUIPMENT ON SR-63 SOUTHBOUND AND HAMILTON WAY USING TEMPORARY LANE CLOSURES.

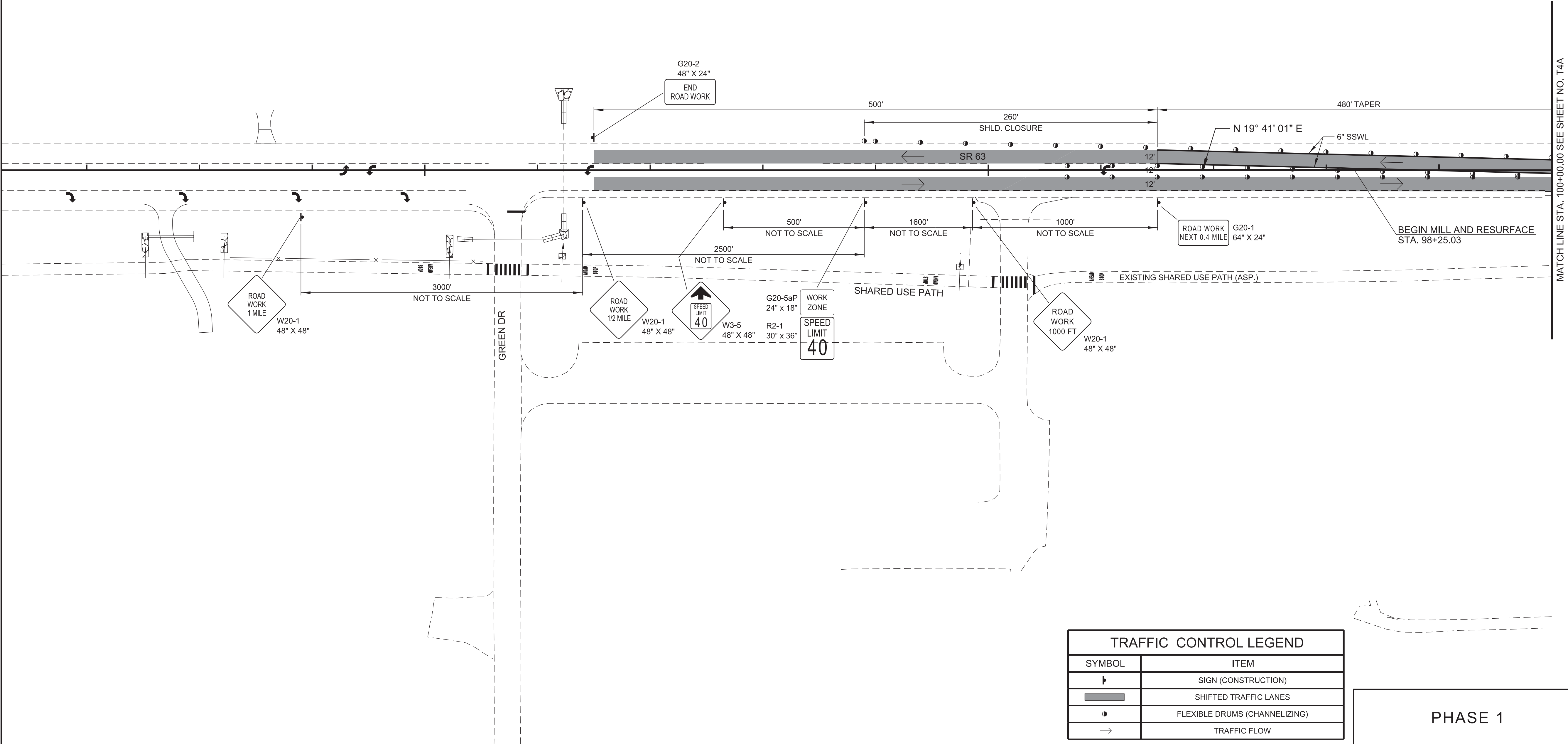


TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T4
PS&E	2025	NH-SIP-63(71)	T4

90

95

100



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	SHIFTED TRAFFIC LANES
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

PHASE 1

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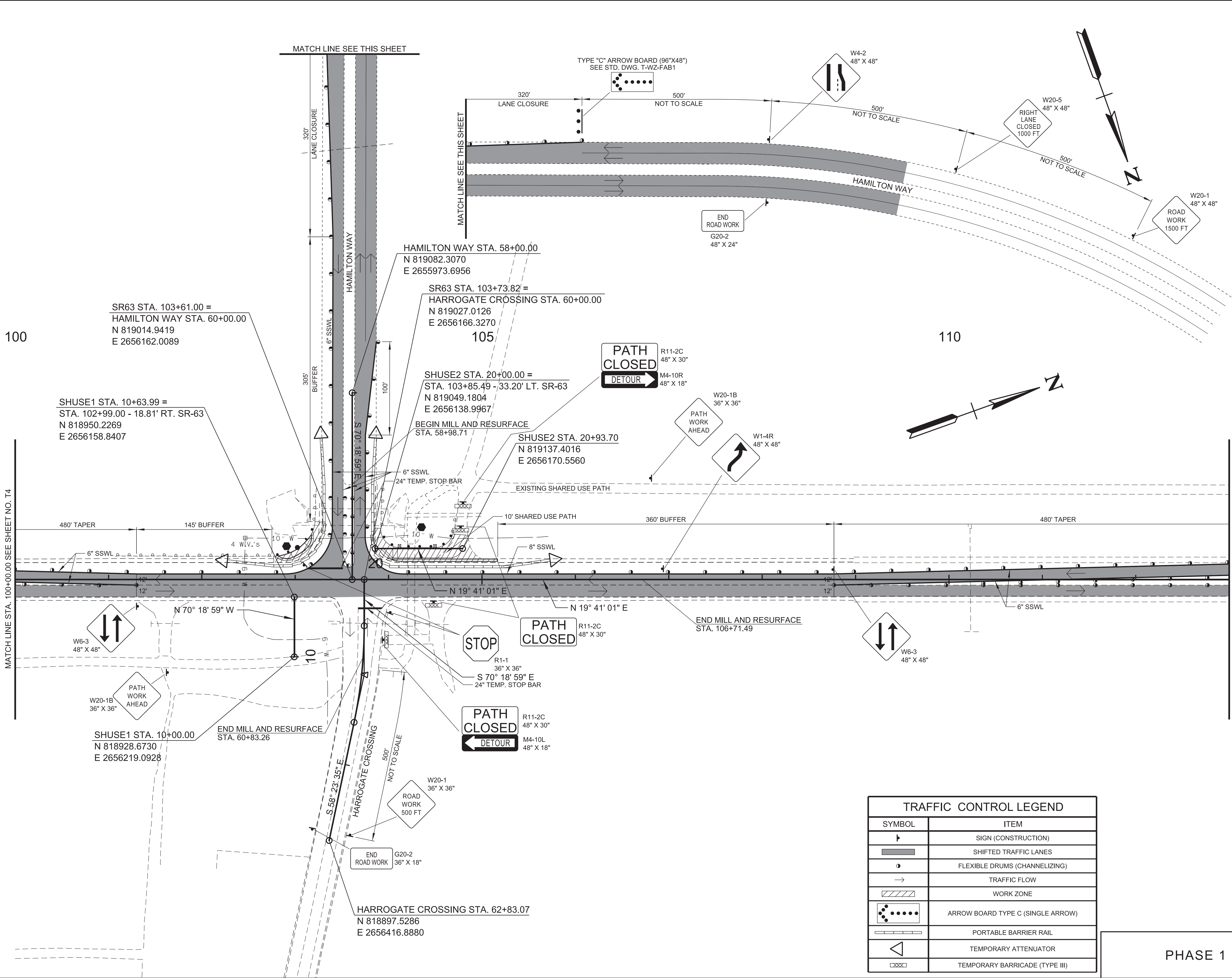
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.91+50 TO STA.100+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T4A
PS&E	2025	NH-SIP-63(71)	T4A



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	SHIFTED TRAFFIC LANES
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW
	WORK ZONE
	ARROW BOARD TYPE C (SINGLE ARROW)
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR
	TEMPORARY BARRICADE (TYPE III)

PHASE 1

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

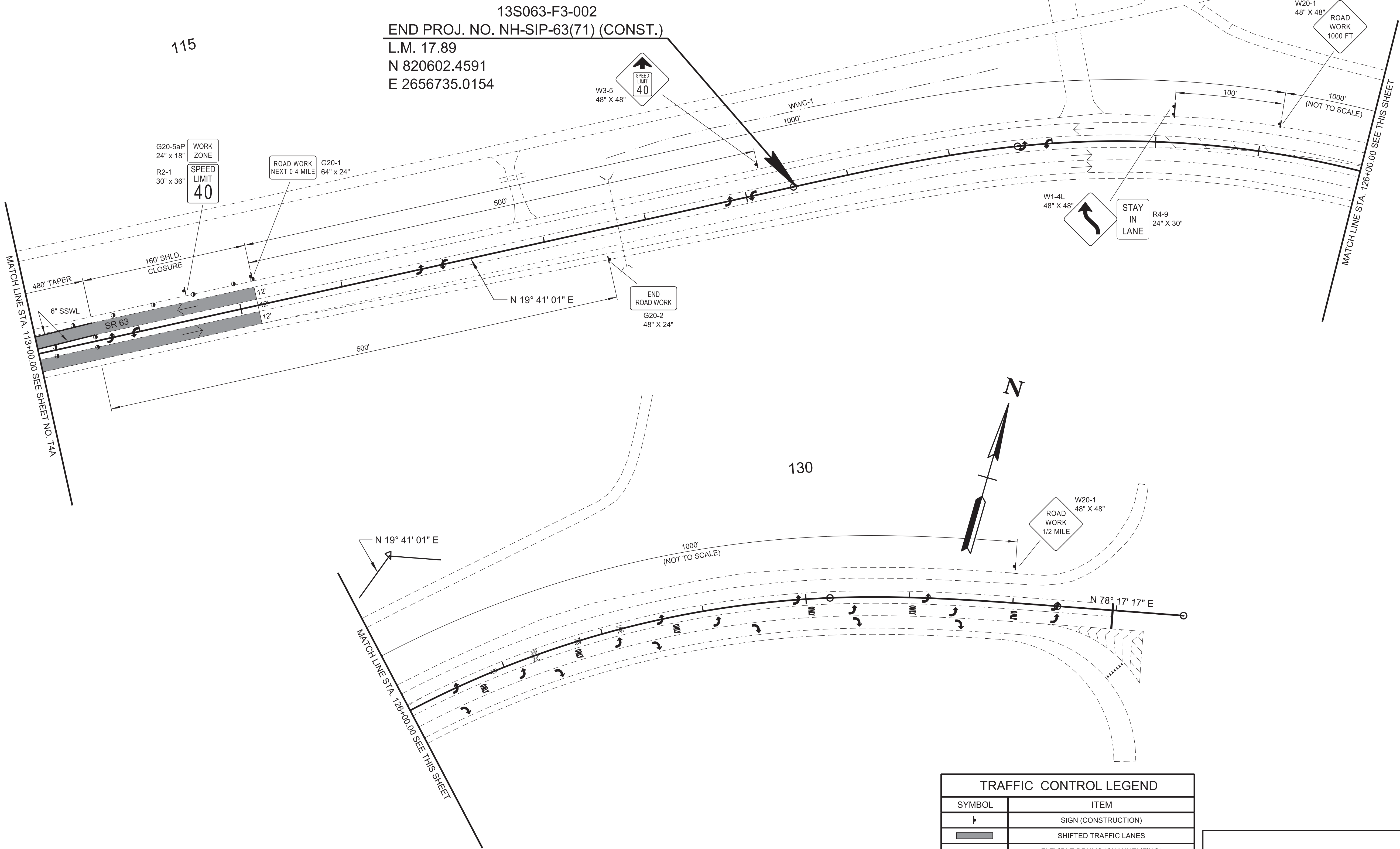
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.100+00 TO STA.113+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T4B
PS&E	2025	NH-SIP-63(71)	T4B



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	SHIFTED TRAFFIC LANES
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

PHASE 1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.113+00 TO STA.128+00
SCALE: 1"=50'

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13S063-F3-002
BEGIN PROJ. NO. NH-SIP-63(71) (CONST.)
L.M. 14.02
N 807996.5628
E 2642022.9916

PHASE 2 NOTES:

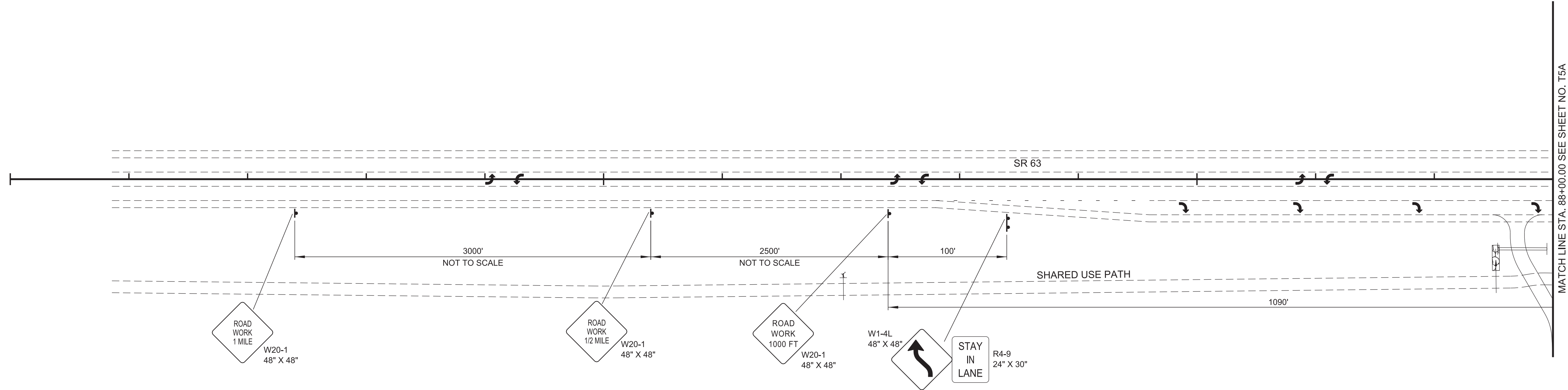
- 1. REMOVE PHASE 1 TEMPORARY STRIPING AND INSTALL NORTHBOUND LANE TRANSITION TEMPORARY STRIPING.
- 2. SHIFT NORTHBOUND TRAFFIC INTO TEMPORARY LANE. SOUTHBOUND TRAFFIC TO REMAIN IN EXISTING LANE.
- 3. CONSTRUCT SHARED USE PATH, CURBS, CURB RAMPS, SCARIFY, AND INSTALL ALL SIGNAL EQUIPMENT. INSTALL SIGNAL WIRES, ETC. ON SR-63 NORTHBOUND, TURN LANES, AND HARROGATE CROSSING USING TEMPORARY LANE CLOSURES AND FLAGGERS.

PHASE 3 NOTES:

- 1. REMOVE TEMPORARY STRIPING AND TEMPORARY BLACKOUT STRIPING. MILL AND RESURFACE SR-63, HARROGATE CROSSING, AND HAMILTON WAY AND INSTALL PERMANENT STRIPING UNDER TRAFFIC WITH MOBILE OPERATIONS UTILIZING FLAGGERS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T5
PS&E	2025	NH-SIP-63(71)	T5

758085



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

PHASE 2

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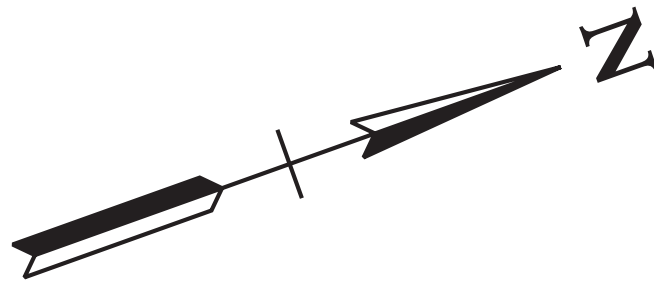
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.83+00 TO STA.88+00
SCALE: 1"=50'

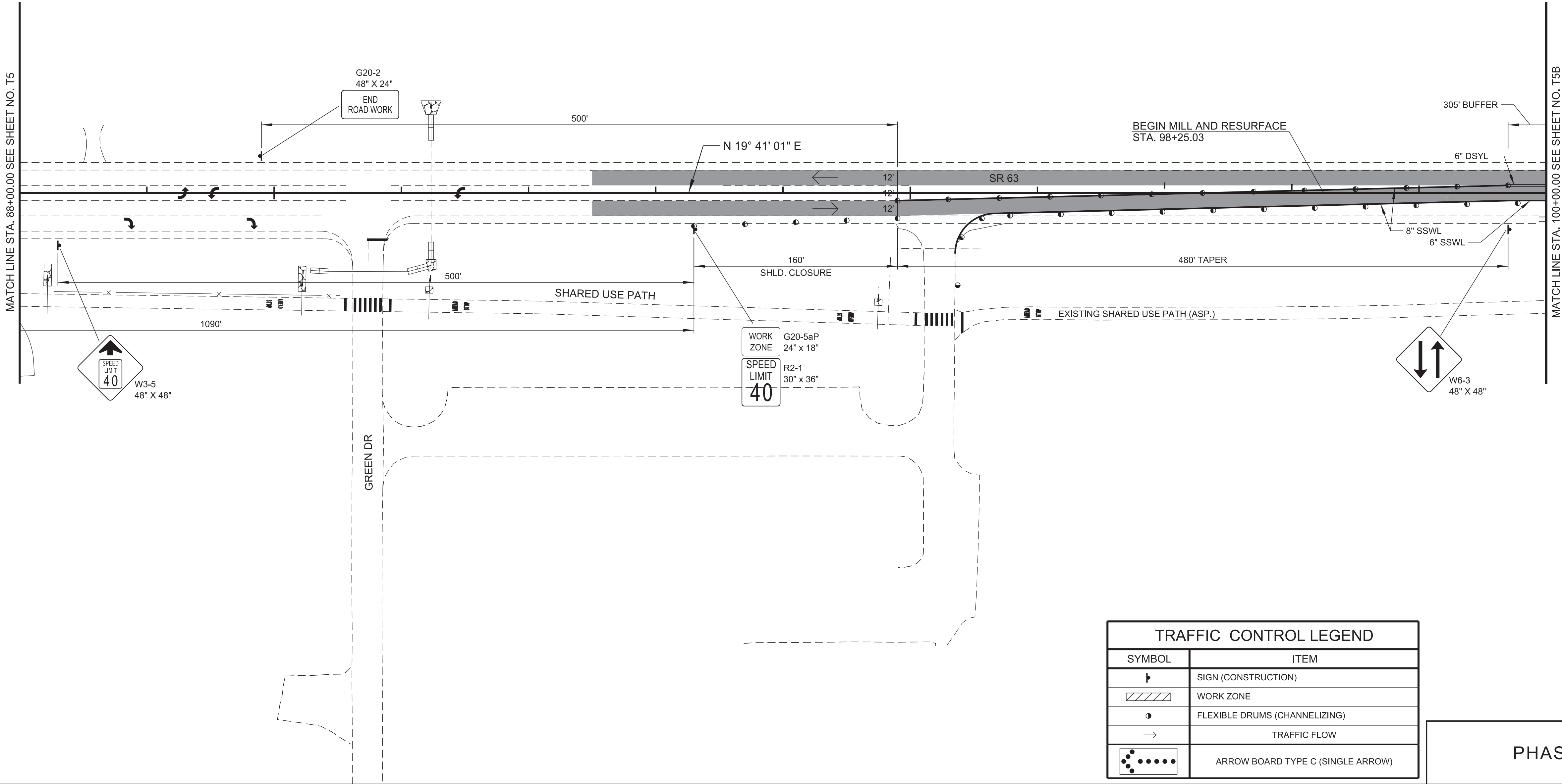
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T5A
PS&E	2025	NH-SIP-63(71)	T5A



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TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW
	ARROW BOARD TYPE C (SINGLE ARROW)

PHASE 2

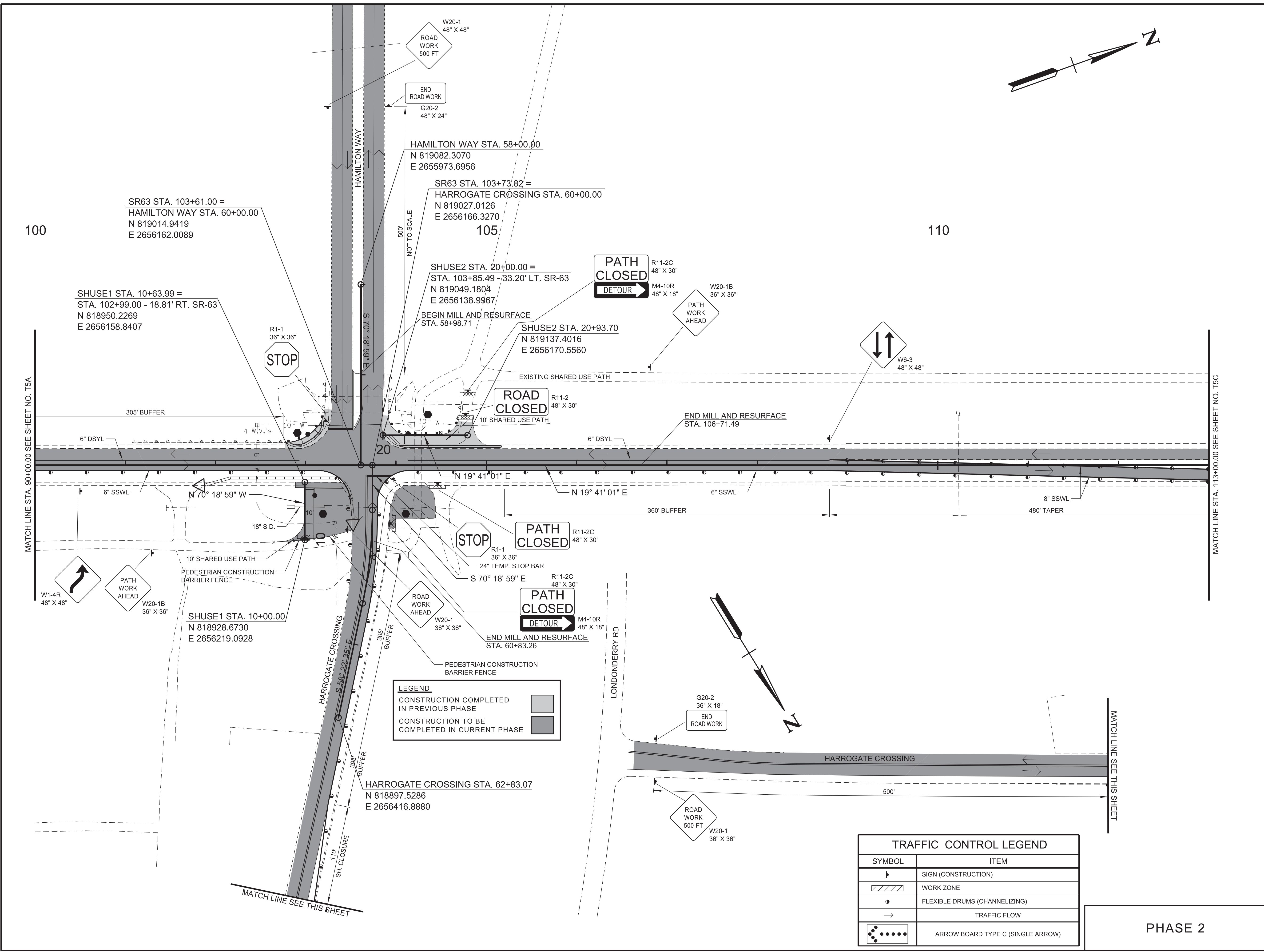
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PLAN
STA.88+00 TO STA.100+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	T5B
PS&E	2025	NH-SIP-63(71)	T5B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA.100+00 TO STA.113+00
SCALE: 1"=50'

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW
	ARROW BOARD TYPE C (SINGLE ARROW)

PHASE 2

SIGNAL PLANS INDEX OF SHEETS

SIGNAL INDEX AND SPECIAL NOTES..... SIG-1

PROPOSED SIGNAL LAYOUT SIG-2

SIGNAL LAYOUT DETAILS AND QUANTITIES SIG-3

PHASING, TIMING, AND DETECTOR ASSIGNMENT SIG-4

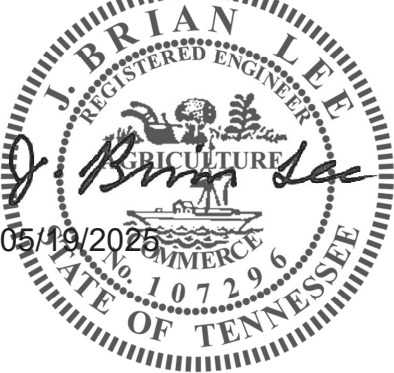
SPECIAL NOTES

SIGNAL HEADS

- (1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODLULE UNLESS OTHERWISE NOTED IN THE PLANS.
- (2) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET "ITE VTCHSH-3 LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW.
- (3) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.
- (4) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.
- (5) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.
- (6) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH 1" MINIMUM, 3" MAXIMUM YELLOW RETOR REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER IS TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	NH-SIP-63(71)	SIG-1

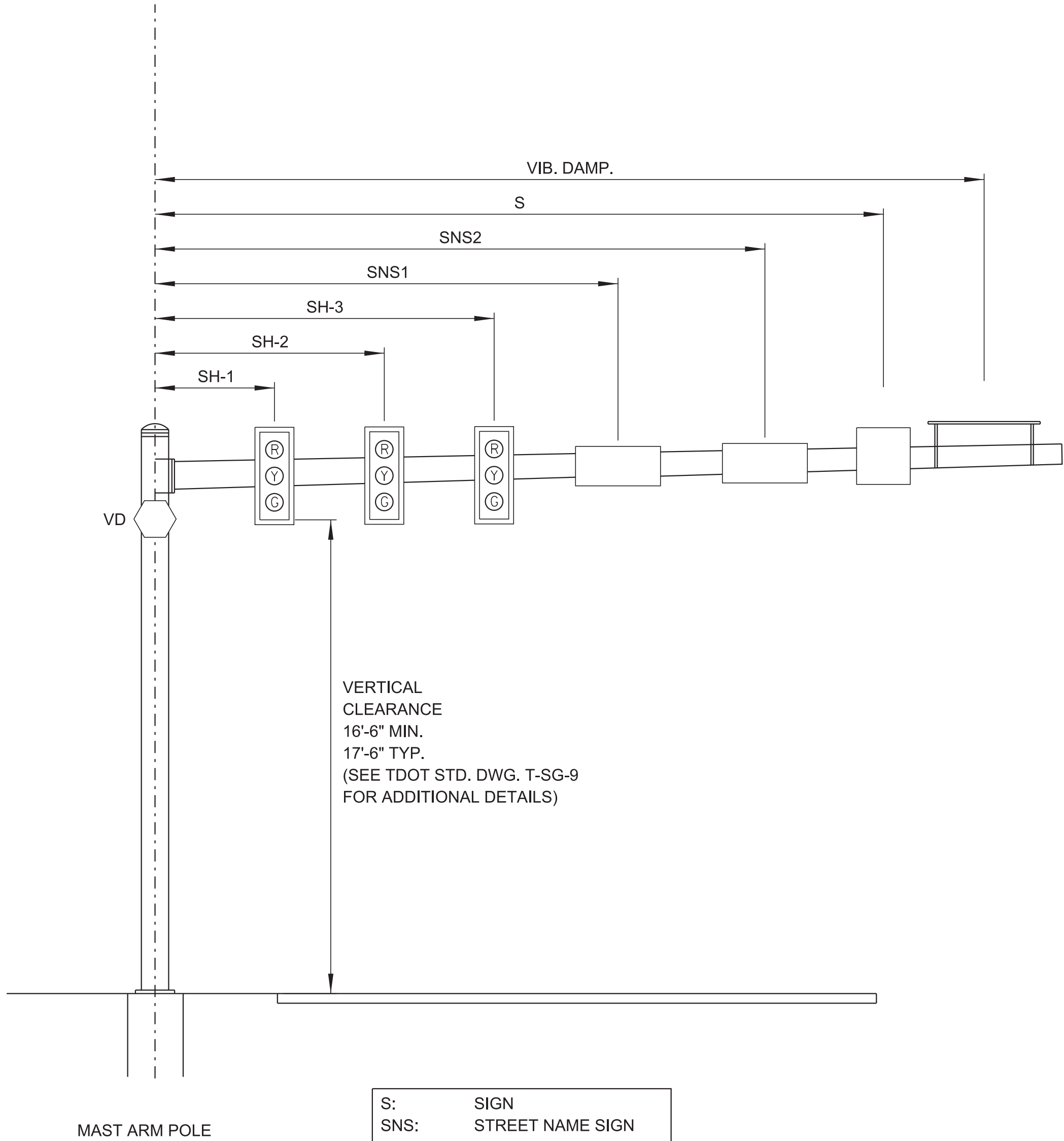
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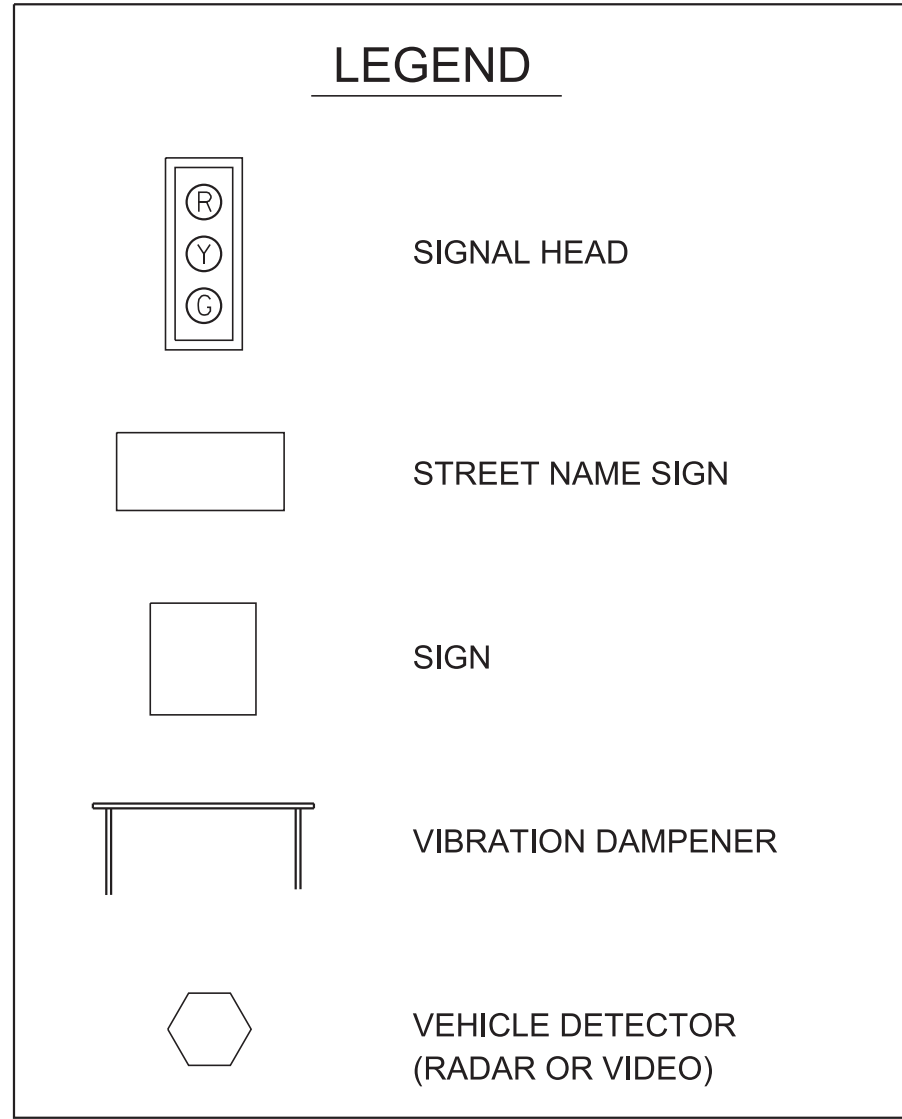
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INDEX
AND
SPECIAL NOTES

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S: SIGN
SNS: STREET NAME SIGN
SH-X: SIGNAL HEAD
VD: VEHICLE DETECTOR



PROPOSED PEDESTAL POLE DATA				
POLE NO.	STATION	OFFSET	NORTHING	EASTING
PP1	103+10.00	34.5' RT S.R. 63	818955.3009	2656177.3147
PP2	103+02.32	34.3' LT S.R. 63	818971.2422	2656109.9529
PP3	104+13.60	34.6' LT S.R. 63	819076.1224	2656147.1478

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS													
POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM LENGTH	SH-1	SH-2	VD1	SNS1	SNS2	S	VD2	GROUND EL. @ POLE
1	102+90.70	35.6' LT S.R. 63	818960.7500	2656104.7702	55'	17.6'	29.6'	0.0' (ON POLE)	23.1' - S3	41.9' - S2	33.6'	48'	1244.33
2	103+19.08	54.0' RT S.R. 63	818957.2769	2656198.7601	40'	21.2'	32.2'	0.0' (ON POLE)	27.2' - S1			N/A	1243.68
3	104+35.18	56.0' LT S.R. 63	819103.6495	2656134.2669	75'	55.8'	67.8'	0.0' (ON POLE)	62.3' - S4			N/A	1237.42
4	104+10.81	54.0' RT S.R. 63	819043.6500	2656229.6347	65'	36'	48'	0.0' (ON POLE)	27.5' - S6	41.5' - S5	52'	58'	1241.01

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			13S063-F3-002
(3) 713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	108
713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	2
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	2
730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	4
730-02.31	SIGNAL HEAD ASSEMBLY (140 A WITH BACKPLATE)	EACH	2
730-03.20	INSTALL PULL BOX (TYPE A)	EACH	3
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	11
(1) 730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	932
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	2011
730-08.04	SIGNAL CABLE - 9 CONDUCTOR	L.F.	221
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	1665
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	223
730-12.03	CONDUIT 3" DIAMETER (PVC)	L.F.	203
(7) 730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	173
(7) 730-12.24	CONDUIT 3" DIAMETER (DIRECTIONAL BORE)	L.F.	60
(6) 730-13.12	VEHICLE DETECTOR (RADAR - STOP LINE)	EACH	4
(6) 730-13.13	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	2
(5) 730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
730-16.04	CONTROLLER (ATC)	EACH	1
730-23.30	PEDESTAL POLE (10' PEDESTRIAN TYPE A)	EACH	3
(2) 730-23.80	CANTILEVER SIGNAL SUPPORT (1 ARM @ 40')	EACH	1
(2) 730-25.07	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	1
(2) 730-25.13	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1
(2) 730-25.15	CANTILEVER SIGNAL SUPPORT (1 ARM @ 75')	EACH	1
730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN	EACH	4
(4) 730-26.12	PEDESTRIAN PUSHBUTTON HORIZONTAL EXTENSION	EACH	3

FOOTNOTES	
(1)	THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE FOR ITEM NO. 730-05.01.
(2)	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL SIGNAL POLES, MAST ARMS, AND FOOTING FOUNDATIONS. THIS BID ITEM INCLUDES THE COST OF THE FOUNDATION DESIGN AND, IF NECESSARY, THE SOIL EXPLORATION REQUIRED FOR THE DESIGN OF THE SIGNAL POLE FOUNDATION, AND ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION OF POLE FOUNDATION. SEE SPECIAL PROVISION 700SIG FOR POLE DESIGN REQUIREMENTS. SEE STANDARD DRAWING T-SG-10 FOR ADDITIONAL DETAILS ON FOUNDATION DESIGN.
(3)	INCLUDES TWO (2) R10-12 SIGNS.
(4)	FOR USE WITH PEDESTRIAN PUSH BUTTON POLES PP2 AND PP3.
(5)	SEE TDOT STANDARD SPECIFICATION 730.
(6)	INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, 1155 L.F. OF POWER CABLE, SURGE PROTECTION, AND RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN ON THE PLANS. CONTRACTOR TO ENSURE COMPATIBILITY WITH SIGNAL CONTROLLER.
(7)	TO BE SCHEDULE 80 PVC.

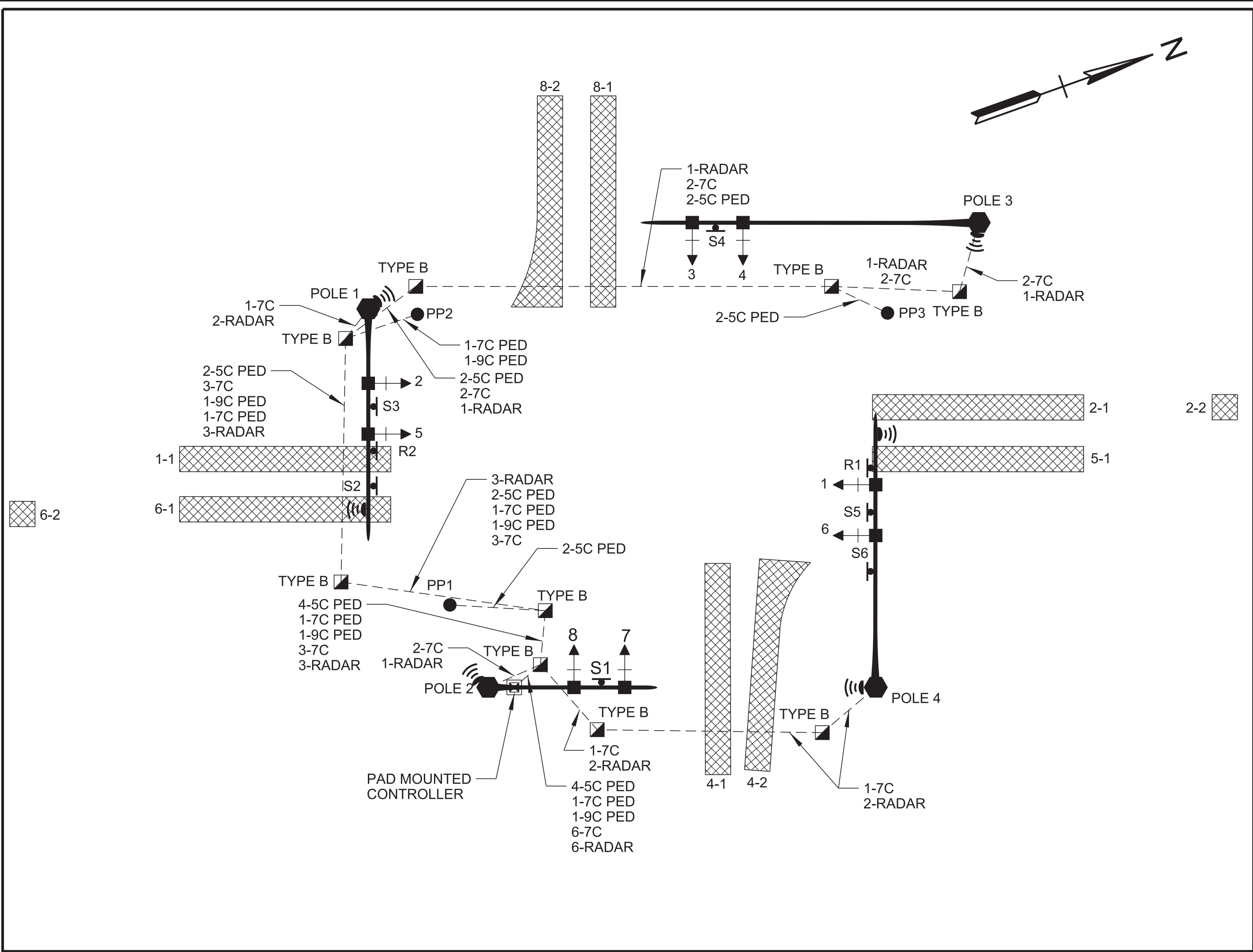
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	SIG-2
PS&E	2025	NH-SIP-63(71)	SIG-3

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT
DETAILS
AND QUANTITIES
SR-63 AT HAMILTON WAY
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	NH-SIP-63(71)	SIG-3
PS&E	2025	NH-SIP-63(71)	SIG-4



WIRING DIAGRAM

VOLUME - DENSITY TIMINGS (SECS)										
PHASE	INITIAL INTERVAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MAX GREEN	CLEARANCE		PEDESTRAIN		RECALL TO	MEMORY POSITION (1)
2	10	2	2.3	42.5	4.5	1	7	21.5	MAX	L
4	5	2	2.3	18	4.5	2.5				NL
6	10	2	2.3	42.5	4.5	1			MAX	L
8	5	2	2.3	23	4.5	2.5	7	11.5		NL

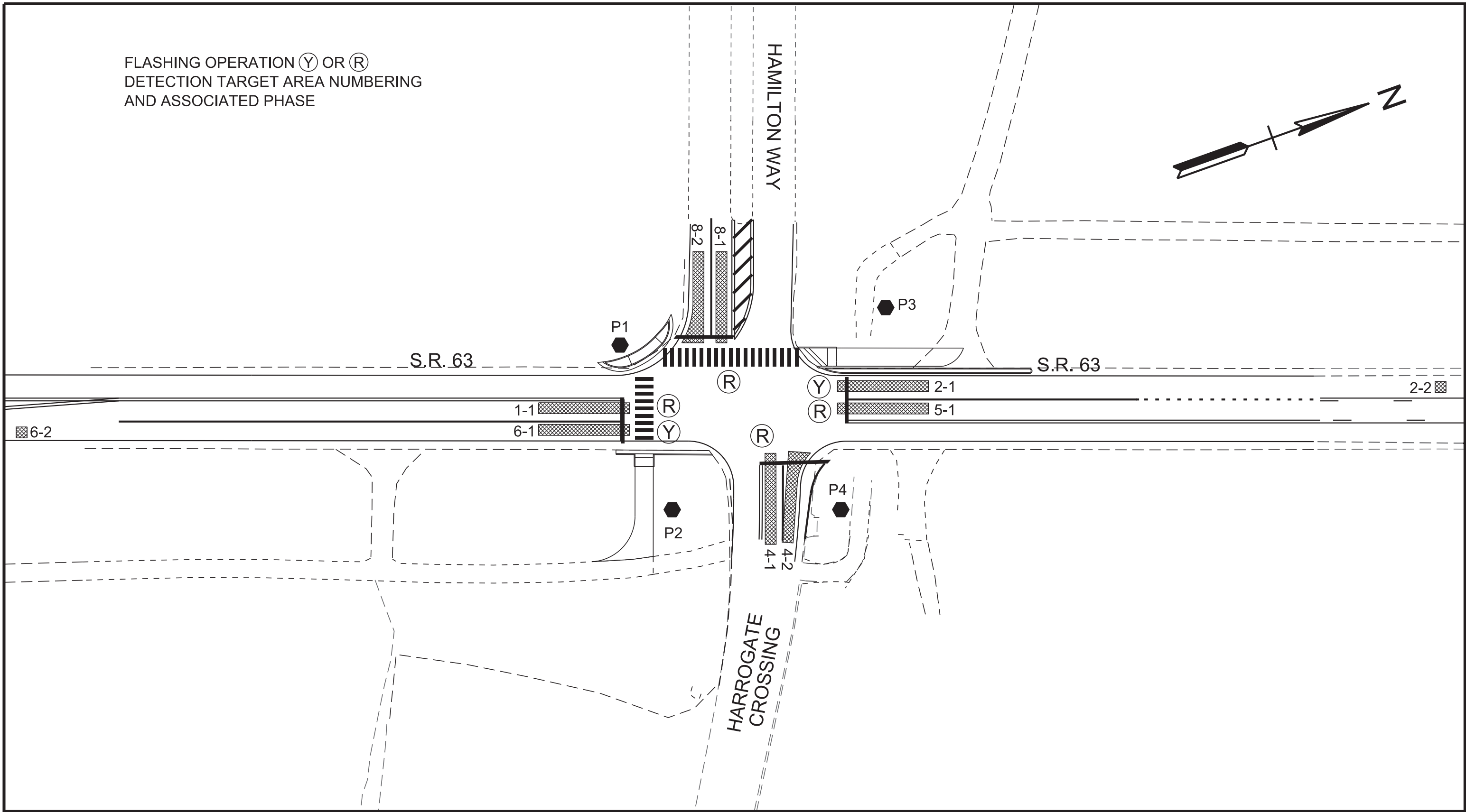
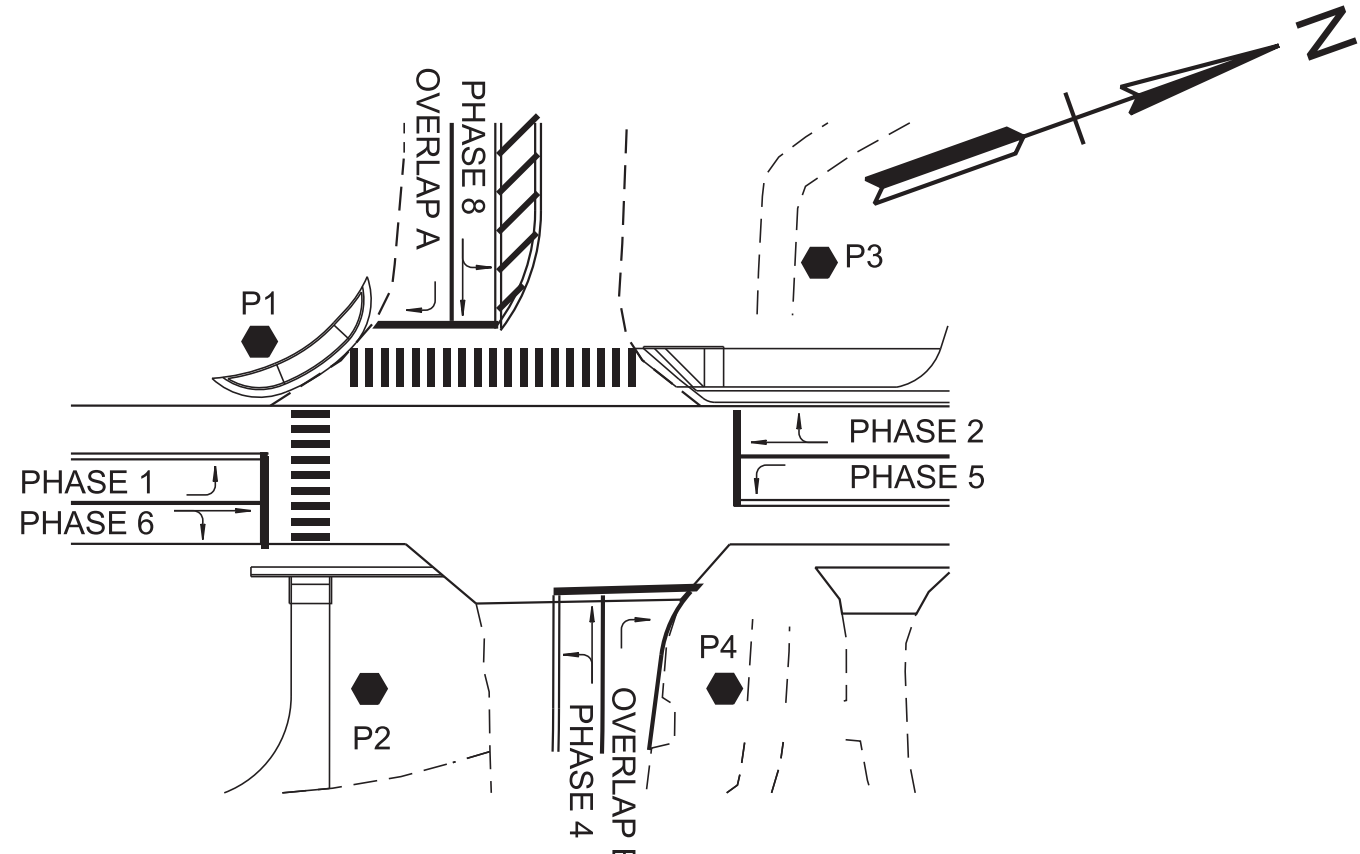
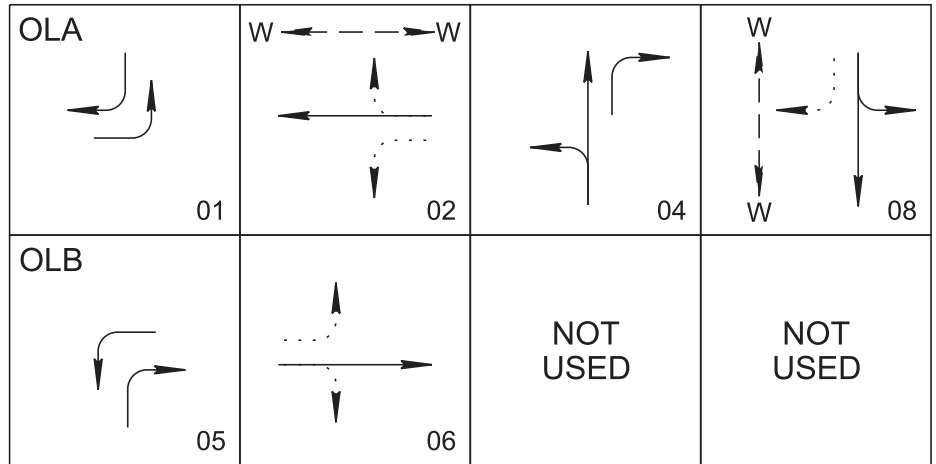
CYCLE LENGTH: 120 SECONDS OFFSET: N/A

- NOTES:
- (1) NL = NONLOCK; L = LOCK
- (2) THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION. FINAL TIMINGS ARE TO BE PROVIDED BY THE CITY OF HARROGATE.

BASIC OR SEMI - ACTUATED TIMINGS (SECS)								
PHASE	MINIMUM INITIAL	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION	LEFT TURN OPERATION
				YELLOW	ALL RED			
1	5	1.8	7	4	2.5		NL	P+P
5	5	1.8	8	4.0	2.5		NL	P+P

RADAR DETECTION TARGET ASSIGNMENTS					
TARGET AREA #	VEHICLE DETECTION #	TARGET AREA	MODE	ASSOCIATED PHASE	COMMENTS
1-1	RS6	6'x50'	PRESENCE	1	
2-1	RS2	6'x50'	PRESENCE	2	
2-2	RA2	6'x6'	PULSE	2	
4-1	RS4	6'x50'	PRESENCE	4	
4-2	RS4	6'x50'	PRESENCE	4	
5-1	RS2	6'x50'	PRESENCE	5	
6-1	RS6	6'x50'	PRESENCE	6	
6-2	RA6	6'x6'	PULSE	6	
8-1	RS8	6'x50'	PRESENCE	8	
8-2	RS8	6'x50'	PRESENCE	8	

SIGNAL PHASING DIAGRAM



RADAR DETECTION ZONE DIAGRAM

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00003 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING,
AND DETECTOR
ASSIGNMENT
SR-63 AT HAMILTON WAY

NOT TO SCALE

\$\$\$\$SYTIME\$\$\$\$\$\$\$\$\$\$\$\$\$DGN\$\$\$\$\$\$\$\$\$\$\$\$\$SPEC\$\$\$\$\$\$\$\$\$\$\$\$\$

UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

CLAIBORNE COUNTY

S.R. 63
INTERSECTION AT HARROGATE
CROSSING/HAMILTON WAY, L.M. 17.595

PS&E
GRADE, DRAIN, PAVE, SIGN, AND SIGNALS
STATE HIGHWAY NO. 63 F.A.H.S. NO.

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	NH-SIP-63(71)	
STATE PROJ. NO.	13S063-F3-002	

UTILITIES NOT IN ROADWAY CONTRACT			
ELECTRIC:	POWELL VALLEY ELECTRIC CO-OP 325 ST. CREEK ROAD NEW TAZEWEILL, TN 37825 CONTACT: BO GOODIN OFFICE PHONE: 423-626-0738 (NO CONFLICT)	WATER:	CLAIBORNE UTILITY DISTRICT P.O. BOX 606 (37879), 630 DAVIS DR NEW TAZEWEILL, TN 37825 CONTACT: GEORGE COOTS OFFICE PHONE: 423-626-4282 (NO CONFLICT)
TELEPHONE:	AT&T 9733 PARKSIDE DRIVE KNOXVILLE, TN 37922 CONTACT: JAY FRAZIER OFFICE PHONE: 865-387-2685 (NO CONFLICT)	WATER:	ARTHUR-SHAWANEE UTILITY DISTRICT 112 KIRBY STREET HARROGATE, TN 37752 CONTACT: ERIC GARLAND OFFICE PHONE: 423-869-4761 OFFICE PHONE: 423-869-4016 (NO CONFLICT)
TELEPHONE:	VYVE BROAD BAND 3213 HWY 25 E SUITE 1 TAZEWEILL, TN 37879 CONTACT: JAMES THOMPSON OFFICE PHONE: 865-585-6178 (NO CONFLICT)	GAS:	CLAIBORNE UTILITY DISTRICT P.O. BOX 606 (37879), 630 DAVIS DR NEW TAZEWEILL, TN 37825 CONTACT: GEORGE COOTS OFFICE PHONE: 423-626-4282 (NO CONFLICT)

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITY INDEX, UTILITY OWNERS