

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

STACY LYNN WEAVER

Digitally signed by STACY LYNN WEAVER
Date: 2026.09.22 10:28:06 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914
STACY L. WEAVER, P.E. NO. 111922

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 SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD TRAFFIC DESIGN DRAWINGS	1A3
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEET	2G
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE AND PROPERTY MAP	3A - 3B
PRESENT LAYOUT	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
SIDE ROAD PROFILES	5 – 6
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES	7
DRAINAGE MAP	8
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	9 - 14
ROADWAY CROSS SECTIONS	16 - 21
SIDE ROAD CROSS SECTIONS	22 - 26
TRAFFIC CONTROL PLANS	T1 – T7B



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Bryan Bartnik
2026.09.22 10:09:23 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN 37914
BRYAN BARTNIK, P.E. NO. 119211

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 SHEETS	ROADWAY-SIGN1
SIGN SCHEDULE SHEET	15

YEAR	PROJECT NO.	SHEET NO.
2026	62S033-S3-008	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS

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STACY LYNN WEAVER

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914
STACY L. WEAVER, P.E. NO. 111922

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 SHEETS	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TABULATED QUANTITIES	2F, 2F1
PRESENT LAYOUT	4
PROPOSED LAYOUT	4B
PROPOSED PROFILE	4C
SIDE ROAD PROFILES	5
SIDE ROAD CROSS SECTIONS	23 - 25
TRAFFIC CONTROL PLANS	T2

YEAR	PROJECT NO.	SHEET NO.
2026	62S033-S3-008	ROADWAY-SIGN 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	62S033-S3-008	

REV. 11/04/26: UPDATED SURVEY DATE.

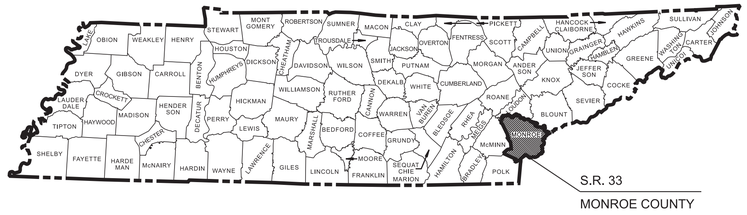
MONROE COUNTY

S.R. 33 (U.S. 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 14.83 (10YP-TMA)

PS&E

GRADE, DRAIN, BASE, PAVE, AND SIGNALS

STATE HIGHWAY NO. 33 F.A.H.S. NO. 411



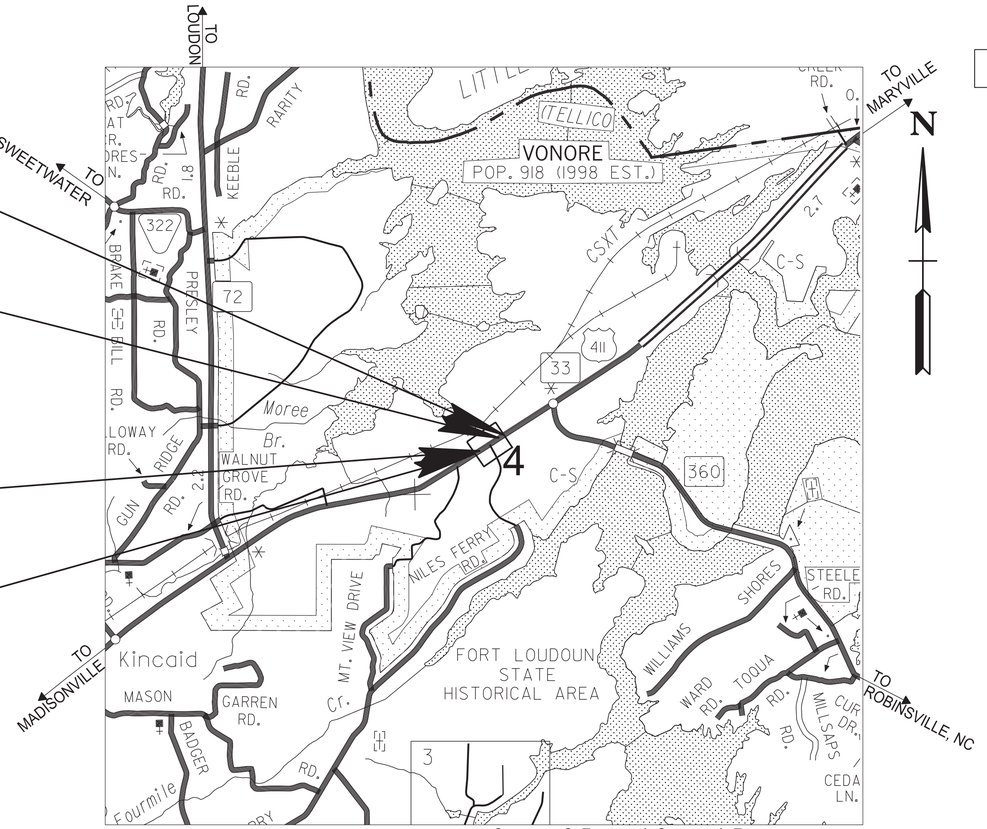
NO EXCLUSIONS

END PROJECT NO. 62S033-S3-008 CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

END PROJECT NO. 62S033-S2-008 R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

BEGIN PROJECT NO. 62S033-S2-008 R.O.W.
STA. 122+86.43
N 461419.9075 E 2491552.8539

END PROJECT NO. 62S033-S3-008 CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376



SCALE: 1"= 2640'

R.O.W. LENGTH	0.048 MILES
ROADWAY LENGTH	0.113 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.113 MILES

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

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

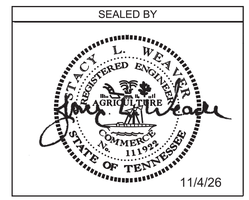
TDOT PROJECT MANAGER : ERIC WILSON, P.E.

DESIGNER : AARON HAYS, P.E. CHECKED BY : NATHAN BARTLETT, P.E.

P.E. NO. 62S033-S1-004 (DESIGN)

PIN NO. 134491.00

SEALED BY



11/4/26

NILES FERRY RD.
(RECEIVED 06/05/2026)

TRAFFIC DATA	
ADT (2026)	3750
ADT (2046)	5250
DHV (2046)	502
D	55 - 45
T (ADT)	2 %
T (DHV)	1 %
V	40 MPH

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

S.R. 33
(RECEIVED 06/05/2026)

SURVEY 11/28/23	TRAFFIC DATA	
UPDATED 08/04/26	ADT (2026)	18060
	ADT (2046)	25290
	DHV (2046)	2370
	D	55 - 45
	T (ADT)	9 %
	T (DHV)	6 %
	V	45 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18.

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN2
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
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GEOTECHNICAL PLANS	G-1
SIGNAL PLANS	SIG-1
UTILITIES PLANS	U1–1

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

NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	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

ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-1A	06-28-19	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-TS-3B		DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH FLUSH MEDIAN (4 AND 6 LANE)
RD11-TS-6C		TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDERS AND WITHOUT GRASS STRIPS
RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAY
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-4		INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS

AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS

DWG.	REV.	DESCRIPTION
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-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-SEW-1A	01-30-26	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE

CATCH BASINS AND MANHOLES

DWG.	REV.	DESCRIPTION
D-CB-12RA	01-28-22	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12RB	02-20-20	STANDARD PRECAST 60" AND 72" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-14P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-43R	01-30-26	STANDARD PRECAST CIRCULAR NO. 43R CATCH BASIN
D-CB-99	02-20-20	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CBB-12A	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-RL-1		ROUND LID DETAILS FOR SINGLE CURB AND WALL INLET
D-RL-2		ROUND LID DETAILS FOR DOUBLE CURB AND WALL INLET
D-RL-4		ROUND LID DETAILS FOR DOUBLE OPENING AREA DRAIN
D-RS-1		PRECAST ROUND STRUCTURES (48” THRU 120”)
D-RS-2		PRECAST ROUND STRUCTURES REINFORCEMENT DETAILS
D-RS-3	01-30-26	MISCELLANEOUS DETAILS FOR ROUND STRUCTURES
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
D-RMH-1		PRECAST MANHOLE STRUCTURES (48” THRU 120”)
D-RF-1	07-30-24	STANDARD PRECAST RISER

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-D-16	04-01-25	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6” & 7” GUTTER DEPTH)
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	1A

REV. 11/04/26: ADDED ROADWAY-SIGN2.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	1A1

STANDARD ROADWAY DRAWINGS

MULTIMODAL

CR-GN-1	04-30-26	GENERAL NOTES CURB RAMP
CR-DWS-1	04-30-26	DETECTABLE WARNING SURFACE DETAIL
CR-PLL-1	04-30-26	PUSH BUTTON LOCATION LAYOUT
CR-CRT-1	04-30-26	CURB RAMP TYPES
CR-GTL-1	04-30-26	GUTTER TRANSITION LAYOUT
CR-GTL-2	04-30-26	GUTTER TRANSITION LAYOUT
CR-PL-2	04-30-26	PARALLEL CURB RAMP PLACEMENT LAYOUT
CR-20	04-30-26	PARALLEL CURB RAMP 5 – FT SIDEWALK
CR-31	04-30-26	BLENDED TRANSITION BI-DIRECTIONAL
CR-40	04-30-26	MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-SW-1	04-30-26	DETAILS FOR CONCRETE SIDEWALKS

SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4

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STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111923
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
ROADWAY
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	1A3

STANDARD TRAFFIC DESIGN DRAWINGS

SIGN

T-S-9	07-30-25	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE “U” POST SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS

SIGNALS

T-SG-3B		ALTERNATE DETECTION DETAILS
T-SG-6	12-18-25	PEDESTRIAN SIGNAL DETAILS
T-SG-7	12-18-25	SIGNAL HEAD ASSEMBLIES
T-SG-7C	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7D	01-21-26	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-9A	12-18-25	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-18-25	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS

DESIGN - TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
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-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

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9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC DESIGN
DRAWINGS

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 62S033-S3-008
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)	202-02.01	REMOVAL OF PIPE (15" CMP. 12+83.00)	L.F.	40
(1)	202-02.02	REMOVAL OF PIPE (30"CMP, 124+78.95)	L.F.	23
(1)(26)	202-06.01	REMOVAL OF BUILDINGS (TRACT NO.3, CHAIN FENCING, SWING GATES, ETC.)	LS	1
(1)(20)	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	115
(1)	202-04.01	REMOVAL OF STRUCTURES (EX. CATCH BASIN, 124+82.88)	LS	1
(1)(20)	202-08.15	REMOVAL OF CURB AND GUTTER (6-30, STA. 122+85.47 TO 125+16.84)	L.F.	277
(1)(2)(3)(5)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	566
(3)(18)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	211
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	123
(18)	203-05	UNDERCUTTING	C.Y.	211
	203-06	WATER	M.G.	2
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	1
(14)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	1
(5)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	50
	209-05	SEDIMENT REMOVAL	C.Y.	14
(5)	209-08.07	ROCK CHECK DAM	EACH	9
(5)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	3
(5)	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	11
(5)	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	1
(1)(21)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	180
(1)	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	67
(1)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	62
(1)(16)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	4
(1)	411-02.10	ACS MIX(PG 70-22) GRADING D	TON	463
(1)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	419
(6)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	476
(6)	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	24
(1)	611-01.02	MANHOLES, > 4' - 8' DEPTH	EACH	2
(1)	611-07.31	18IN ENDWALL (SIDE DRAIN)	EACH	2
(1)	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	6
(1)	611-14.03	CATCH BASINS, TYPE 14, > 8' - 12' DEPTH	EACH	1
(1)	611-43.02	CATCH BASINS, TYPE 43, > 4' - 8' DEPTH	EACH	1
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	2850
(1)	701-02.03	CONCRETE CURB RAMP	S.F.	852
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	70
(1)	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	4
(5)(7)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(1)(4)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	167
(8)	712-01	TRAFFIC CONTROL	LS	1
(8)(16)(22)	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	760
(8)(16)(17)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	10
(8)(16)(22)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	60
(8)(22)(24)	712-04.50	BARRIER RAIL DELINEATOR	EACH	38
(8)(22)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	31
(8)(16)	712-06	SIGNS (CONSTRUCTION)	S.F.	464
(8)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
(25)	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	14120
	712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	9040
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	185
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	9
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	36
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
(8)	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	232
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	46
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	36
(9)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	82
(10)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	100
(10)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	110
(10)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	3

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 62S033-S3-008
(10)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	120
(10)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	235
(10)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.2
(10)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	137
(8)	716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	5
(8)	716-05.09	PAINTED PAVEMENT MARKING(STRAIGHT-TURN ARROW)	EACH	1
(8)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2.5
(11)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1
	717-01	MOBILIZATION	LS	1
(5)(7)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	172
	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	2325
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	107
(5)(12)(23)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	7
(13)	801-03	WATER (SEEDING & SODDING)	M.G.	6
(5)(15)	803-01	SODDING (NEW SOD)	S.Y.	746

SEE SHEET 2-1 FOR FOOTNOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2

REV. 11/04/26: UPDATED QUANTITIES FOR ITEM NO. 203-01, 607-03.02, 611-01.02, 712-09.31, 716-02.12. ADDED ITEM NO. 202-02.02, 202-06.01.

STABILIZATION DESIGN, BORROW EXCAVATION AND UNDERCUTTING QUANTITIES WERE PROVIDED BY THE TDOT REGION 3 GEOTECHNICAL SECTION.

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11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2-1

REV. 11/04/26: ADDED NOTE 26, NOTE 19 NOT USED.

FOOTNOTES

(1) SEE TABULATIONS ON SHEETS 2F AND 2F1 FOR MORE INFORMATION.
(2) INCLUDES 55 C.Y. FOR TEMPORARY BERM (18" BERM - 4.875 C.Y./ L.F.).
(3) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(4) TO BE USED FOR SPECIAL DITCHES.
(5) ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(6) BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. SEE STANDARD DRAWING NO. D-PB-1 AND D-PB-2 FOR ADDITIONAL DETAILS.
(7) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.
(8) SEE TRAFFIC CONTROL SHEETS T1-T5B FOR MORE INFORMATION.
(9) ANY DAMAGE OCCURRED DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE TDOT OPERATIONS DISTRICT ENGINEER.
(10) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(11) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(12) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(13) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(14) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING, NOTE (6) FOR MORE INFORMATION.
(15) INCLUDES 473 S.Y. FOR SPECIAL DITCHES.
(16) TO BE INCREASED OR DECREASED AS DIRECTED BY THE TDOT MANAGER.
(17) THIS ITEM SHALL BE PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS SHOWN ON THE MANUFACTURER'S DRAWING.
(18) SEE GEOTECHNICAL PLANS G-1 SERIES SHEETS.
(19) NOT USED
(20) TO BE USED AT THE INTERSECTION OF S.R. 33 AND NILES FERRY RD. / CHURCH ST. FOR THE REMOVAL OF EXISTING SIDEWALK AND CURB AND GUTTER REQUIRED TO CONSTRUCT PROPOSED CURB RAMPS, SIDEWALKS, AND CURB AND GUTTER.
(21) INCLUDES 48 TONS FOR DRIVEWAYS.
(22) ALL COSTS ASSOCIATED WITH INSTALLING, STORING, AND RE-INSTALLING ALL BARRIER RAIL AND FLEXIBLE DRUM (CHANNELIZING) DEVICES DURING AND BETWEEN DIFFERENT TRAFFIC CONTROL PHASES WILL BE INCLUDED IN THE BID PRICE OF THIS ITEM. DURING THE TIME BETWEEN DIFFERENT TRAFFIC CONTROL PHASES, THE CONTRACTOR SHALL STORE ALL BARRIER RAIL AND FLEXIBLE DRUM (CHANNELIZING) DEVICES IN A PROPER LOCATION THAT WILL NOT INTERFERE WITH THE TRAFFIC FLOW AND CLEAR ZONES OF THE ROADWAY. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER. THE MAXIMUM QUANTITY USED AT ANY ONE POINT WILL BE THE PAY QUANTITY FOR THIS ITEM.
(23) ALL SOIL TESTING IS THE RESPONSIBILITY OF THE PRIME CONTRACTOR, AND ANY EXPENSE WILL BE INCLUDED AS INCIDENTAL TO THIS ITEM. PROVIDE THE RESULTS OF THIS TEST TO THE TEAM LEAD BEFORE PLACING SOIL AMENDMENTS. ALSO, SEEDING FOR EACH AREA WILL BE PAID ONCE. SHOULD THE CONTRACTOR BE REQUIRED TO RESEED/OVERSEED TO ESTABLISH PROPER VEGETATION COVERAGE, IT WILL BE AT THE SOLE EXPENSE OF THE CONTRACTOR. THE TEAM LEAD OR TDOT ENVIRONMENTAL PERSONNEL WILL DETERMINE IF VEGETATION IS ESTABLISHED UP TO THE SATISFACTION OF ENVIRONMENTAL PERMITS AND TDOT REQUIREMENTS.
(24) ONLY NEW DELINEATORS PLACED ON SITE DURING CONSTRUCTION WILL BE PAID FOR.
(25) INCLUDE ALL MAINTENANCE TO KEEP THE TAPE ON THE ROADWAY. SHOULD THE TAPE NEED REPLACING, THIS WILL BE CONSIDERED TYPICAL MAINTENANCE AND INCIDENTAL TO THE WORK ITEM. NO ADDITIONAL PAYMENT WILL BE MADE FOR REPLACING / MAINTAINING ALREADY PLACED TAPE STRIPING.
(26) INCLUDES THE REMOVAL OF THE CHAIN FENCING, SWING GATES, PLASTIC RAILROAD TIE EDGING, AND COMPOSITE TIE EDGING.

SEALED BY

STACY L. WEALY — REGISTERED ENGINEER — DEPARTMENT OF AGRICULTURE — COMMENCE — No. 111923 — STATE OF TENNESSEE

11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

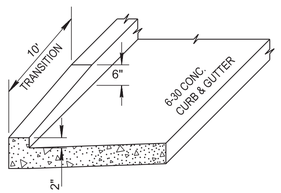
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ROADWAY
QUANTITIES

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PAVEMENT & SHOULDER TRANSITIONS						
ROADWAY	TYPE	BEGIN STA.	END STA.	BEGIN OFFSET	END OFFSET	LENGTH (FT.)
NILES FERRY RD.	PAVEMENT	11+26.93	11+78.00	17.11	12.00	51.07
NILES FERRY RD.	PAVEMENT	11+65.00	13+25.00	-24.00	-12.00	160
NILES FERRY RD.	PAVEMENT	14+60.00	15+00.00	12.00	10.52	40
NILES FERRY RD.	PAVEMENT	14+60.00	15+00.00	-12.00	10.49	40

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	2B
FUNC.	2025	62S033-S2-008	2B
PS&E	2026	62S033-S3-008	2B

REV. 11/04/26: UPDATED S.R. 33 TANGENT SECTION OF IMPROVEMENT.



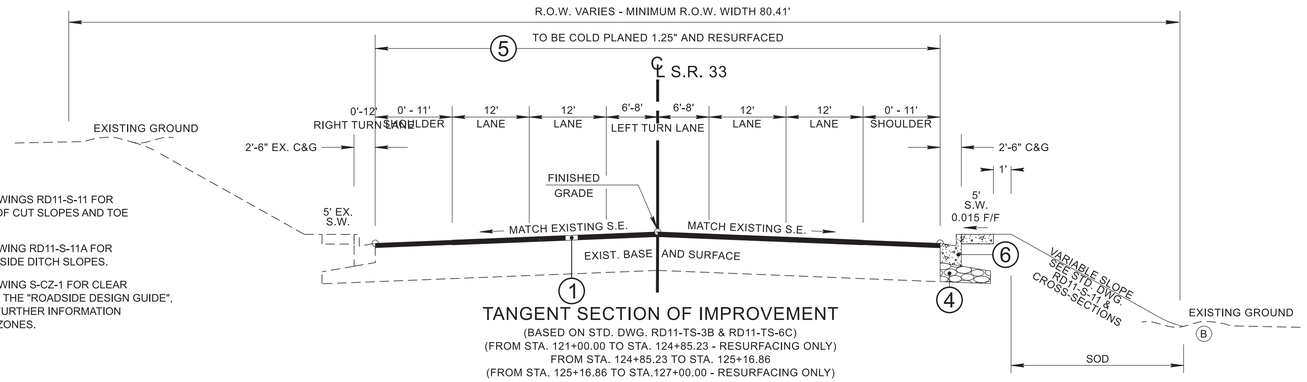
DETAIL OF CURB TRANSITION AT END OF CURB & GUTTER

SEE STD. DWG. RP-VC-11 FOR OTHER DETAILS

Ⓑ SEE STANDARD DRAWINGS RD11-S-11 FOR ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES.

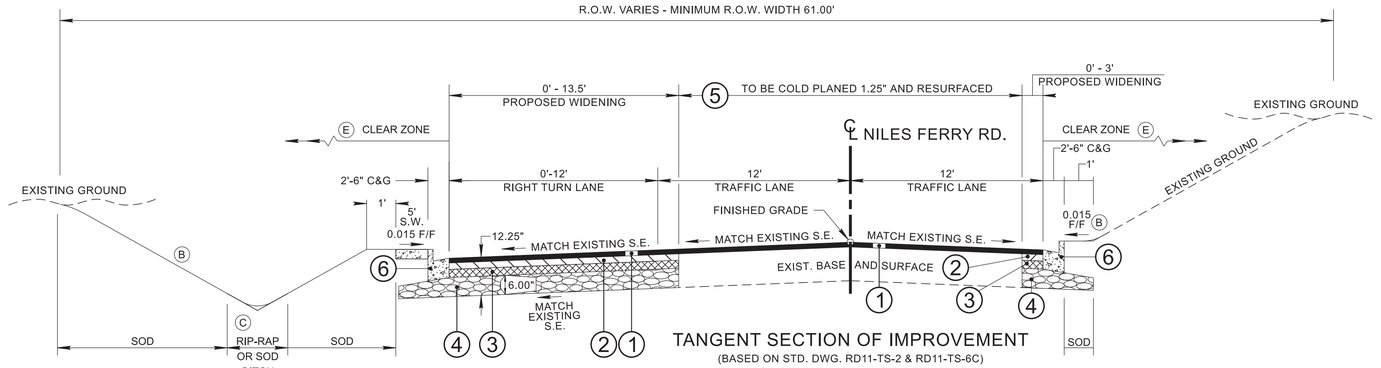
Ⓒ SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

Ⓔ SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



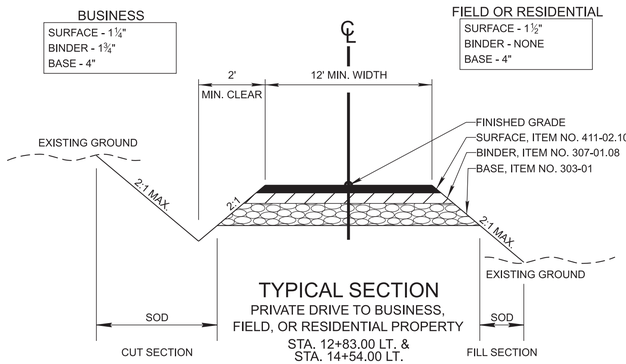
TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD11-TS-3B & RD11-TS-6C)
(FROM STA. 121+00.00 TO STA. 124+85.23 - RESURFACING ONLY)
FROM STA. 124+85.23 TO STA. 125+16.86
(FROM STA. 125+16.86 TO STA.127+00.00 - RESURFACING ONLY)



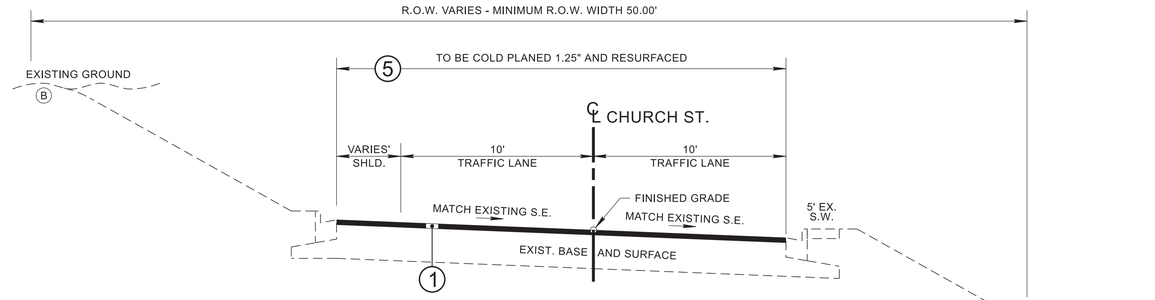
TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD11-TS-2 & RD11-TS-6C)
FROM STA. 10+35.02 TO STA. 15+00.00



TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY
STA. 12+83.00 LT. & STA. 14+54.00 LT.

NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER



TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 19+08.00 TO STA. 19+63.89

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) @ 1.25"+ THICK (APPROX. 132.5 LB./S.Y.) 411-02.10 ACS MIX (PG 70-22) GRADING "D" 403-01 BITUMINUOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)	(3) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 3.00"+ THICK (APPROX. 345.0 LB./S.Y.) 307-01.01 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING "A" ⊛ 403-01 BITUMINUOUS MATERIAL FOR TACK COAT (TC) (RATE 0.12 GAL./S.Y.) ⊛ *DUE TO THE SMALL QUANTITY REQUIRED, IN LIEU OF PRIME COAT, PLACE TACK COAT @ 0.12GAL/SY BETWEEN THE MINERAL AGGREGATE AND THE A MIX LAYER.*	(5) COLD PLANE @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(2) BITUMINOUS PLANT MIX BASE (HOT MIX) @ 2.00"+ THICK (APPROX. 226.0 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING "B-M2" 403-01 BITUMINUOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)	(4) MINERAL AGGREGATE BASE @ 6.00"+ THICK (ROADWAY) AND FULL DEPTH (SHOULDERS) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	(6) CONCRETE COMBINED CURB & GUTTER ITEM 702-03 (6-30) D = 7" DWG. NO. RP-VC-11

SEALED BY

STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE & No. 111958 STATE OF TENNESSEE

11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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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

(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.

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 AND STORM SEWERS 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.

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

FENCING

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

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

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

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

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

(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.

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.

(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.

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.

(4) 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 ORDERING MATERIAL OR ERECTION. IF THE SUPPORT LENGTHS DIFFER BY MORE THAN 2 FEET FROM THOSE SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC DESIGN DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802.

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

(6) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE APPROPRIATE REGIONAL OPERATIONS OR CONSTRUCTION OFFICE PRIOR TO ORDERING MATERIAL OR INSTALLING THE SUPPORTS. PAYMENT FOR LOCATION AND STAKING SHALL BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED DUE TO INCORRECT INSTALLATION SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

(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) 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2C

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9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2C1

GENERAL NOTES (CONT'D.)

TRAFFIC CONTROL DIRECTIONAL SIGNING

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

SIGNALIZATION

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

(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 OPERTATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

(10) THE CONTRACTOR SHALL CONTACT THE TOWN OF VONORE A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

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.

SEALED BY

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9/22/26

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DEPARTMENT OF TRANSPORTATION

GENERAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2D

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.

(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.

(6) THE CONTRACTOR SHALL CONSTRUCT AND COMPACT ALL EMBANKMENTS AND BRIDGE APPROACHES WITHIN THE PROJECT LIMITS AS PER 205.04.C IN THE STANDARD SPECIFICATIONS FOR DEGRADABLE ROCK. STOCKPILING OF NON-DEGRADABLE MATERIAL MAY BE REQUIRED FOR USE IN CAPPING EMBANKMENT. NO SEPARATE PAYMENT WILL BE MADE FOR STOCKPILING OR ADDITIONAL HANDLING OF NON-DEGRADABLE MATERIAL.

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 SODDED. 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.

PAVEMENT MARKINGS

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(1) THE PAVEMENT MARKING ON THE LANE SHIFT FOR CENTERLINES AND EDGE 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. 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.

(2) BEFORE OPENING THE LANE SHIFT 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 (6" LINE), L.F.** ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE COVERED USING ITEM NO. 712-09.31, REMOVEABLE BLACK-OUT TAPE (8IN), L.F.

PAVEMENT

RESURFACING

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

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

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.

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9/22/26

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SPECIAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	2E
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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 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 PRECONSTRUCTION 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 PRECONSTRUCTION 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

THIS PROJECT INCLUDES:

(6) THE GRADING, DRAINAGE, BASE, AND PAVEMENT FOR NILES FERRY ROAD TO LINES AND GRADES AS INDICATED ON THE ROADWAY PLANS, THE PROFILE SHEETS, AND CROSS-SECTION SHEETS.

(7) WIDENING OF NILES FERRY ROAD TO 12' LANES WITH A DEDICATED RIGHT TURN LANE AT THE INTERSECTION WITH S.R. 33 (U.S. 411). INSTALL CURB AND GUTTER ALONG THE LEFT AND RIGHT SIDES OF NILES FERRY ROAD. INSTALL SIDEWALK ALONG THE LEFT SIDE OF NILES FERRY ROAD TO BETWEEN S.R. 33 AND VONORE ELEMENTARY SCHOOL ENTRANCE.

(8) THE CONSTRUCTION OF ALL DITCHES AND DRAINAGE STRUCTURES. THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES, SODDING, AND PAVEMENT MARKINGS. THE INSTALLATION OF SIGNING, TRAFFIC CONTROL DEVICES, AND OTHER DESIGN FEATURES.

(9) THE INSTALLATION OF SIGNAL POLES AND PEDESTRIAN POLES AT THE INTERSECTION OF S.R. 33 (U.S. 411) WITH NILES FERRY ROAD AND CHURCH STREET.

(10) RESURFACING S.R. 33 (U.S. 411), NILES FERRY ROAD, AND CHURCH STREET TO THE LIMITS INDICATED IN ROADWAY PLANS.

(11) ALL WORK SHALL BE CONSTRUCTED AS INDICATED ON THE ROADWAY PLANS, THE PROFILE SHEETS, AND CROSS-SECTION SHEETS OR AS DIRECTED BY THE TDOT MANAGER.

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9/22/26

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DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	2F
PS&E	2026	62S033-S3-008	2F

REV. 11/04/26: UPDATED THE CATCH BASINS AND MANHOLES TABLE. UPDATED THE STORM DRAINAGE PIPES TABLE.

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/ TOP ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS								
										NO. 3 611-01.02 4'-8'	NO. 3 611-01.03 8'-12'	TYPE 12 611-12.01 0'-4'	TYPE 12 611-12.02 4'-8'	TYPE 14 611-14.02 4'-8'	TYPE 14 611-14.03 8'-12'	TYPE 38 611-38.01 0'-4'	TYPE 38 611-38.02 4'-8'	TYPE 43 611-43.02 4'-8'
4B	NILES FERRY RD.	12+50.00	14.50	CB1	912.24	908.35	3.89	48" DIA	D-CB-12RA			1						
4B	NILES FERRY RD.	10+95.00	26.80	CB2	901.73	897.84	3.89	48" DIA	D-CB-12RA			1						
4B	NILES FERRY RD.	10+70.07	39.89	CB3	900.47	896.53	3.94	60" DIA	D-CB-12RB			1						
4B	NILES FERRY RD.	10+74.61	49.53	MH4	901.13	896.25	4.88	72" DIA	D-MH-2	1								
4B	NILES FERRY RD.	12+50.00	-20.13	CB5	911.88	907.99	3.89	48" DIA	D-CB-12RA			1						
4B	NILES FERRY RD.	10+95.00	-26.46	CB6	901.88	897.99	3.89	48" DIA	D-CB-12RA			1						
4B	NILES FERRY RD.	10+32.63	-55.78	CB7	899.04	895.15	3.89	48" DIA	D-CB-12RA			1						
4B	S.R. 33	124+89.77	48.05	CB8	898.30	891.83	6.47	96" DIA	D-CB-43R									1
4B	S.R. 33	124+82.88	32.27	CB9	898.99	890.46	8.53	36" X 96"	D-CB-14P						1			
4B	S.R. 33	124+78.95	54.64	MH10	899.10	892.00	7.10	72" DIA	D-MH-2	1								
TOTALS										2		6			1			1

STORM DRAINAGE PIPES

SHEET NO.	INLET		OUTLET		% GRADE	REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.)						
	CODE NO.	OUTLET ELEV.	CODE NO.	INLET ELEV.			CLASS III 607-03.02 18"	CLASS III 607-05.02 24"	CLASS III 607-06.02 30"	CLASS III 607-07.02 36"	CLASS III 607-08.02 42"	
4B	1	908.35	2	898.01	6.65%		156'					
4B	2	897.84	3	896.74	3.91%		29'					
4B	3	896.53	4	896.46	0.67%		11'					
4B	5	907.99	6	898.18	6.32%		155'					
4B	6	898.01	7	895.27	3.98%		70'					
4B	7	895.10	9	893.50	5.13%		32'					
4B	8	893.98	9	893.50	3.62%		14'					
4B	10	892.00	8	891.83	1.97%		9'					
TOTALS							476'					

RIGHT OF WAY MARKERS

SHEET NO.	Item #: 708-02.01 QUANTITIES			
	"A"	"B"	"C"	TOTALS
4		1	3	4
TOTALS		1	3	4

SIDE DRAIN TABULATION

STATION	LOCATION LT.	LOCATION RT.	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. 18"	24"	30"	36"	42"	48"	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING NO.	REMARKS
12+83.00	X		NILES FERRY RD. TRACT 3 FIELD ENT.	12	80°	24						6U	D-SEW-1A	6U	D-SEW-1A	
TOTALS						24										

Pipe Tabulation For Private Drives, Business & Field Entrances

SIDE DRAIN ENDWALLS

LOCATION	DRIVE OR ENTRANCE STATION	OFFSET (FT.)	TYPE	STANDARD DRAWING NO.	SKEW	RIP-RAP CLASS xx 709-05.xx (TON)	CLASS A CONC. 611-07.01 (C.Y.)	STEEL BAR REINF. 611-07.02 (LB.)	ENDWALLS 15 IN. 6:1 611-07.30 (EACH)	18 IN. 6:1 611-07.31 (EACH)	24 IN. 6:1 611-07.32 (EACH)	30" IN. 6:1 611-07.33 (EACH)	36" IN. 6:1 611-07.34 (EACH)	42" IN. 6:1 611-07.35 (EACH)	48" IN. 6:1 611-07.36 (EACH)	15" IN. 12:1 611-07.72 (EACH)	18" IN. 12:1 611-07.73 (EACH)
NILES FERRY RD.	12+83.00	-31.00	6U	D-SEW-1A	80°					2							
TOTALS										2							

SPECIAL DITCHES

ROADWAY	STATION FROM	STATION TO	SIDE	DETAIL NO.	CONFIGURATION FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)	CLASS B RIP-RAP 709-05.08 (TON)	SEEDING WITH MULCH 801-01 (UNITS)	SEEDING W/O MULCH 801-02 (UNITS)	SODDING NEW SOD 803-01 (S.Y.)
NILES FERRY RD.	10+50.77	10+65.77	LT.		6:1	0	4:1				40
NILES FERRY RD.	10+65.77	10+93.52	LT.		6:1 - 4:1	0	4:1 - 2:1				37
NILES FERRY RD.	10+93.52	11+18.92	LT.		4:1 - 2:1	0	2:1				24
NILES FERRY RD.	11+18.92	11+65.00	LT.		2:1	0	2:1				44
NILES FERRY RD.	11+65.00	14+21.86	LT.		2:1	0	2:1	167			211
S.R. 33	124+49.48	124+70.28	RT.		6:1	0 - 2.4	4:1				41
S.R. 33	124+70.28	124+89.77	RT.		6:1	2.4 - 4.3	4:1 - 6:1				37
S.R. 33	124+89.77	125+16.89	RT.		6:1 - 10:1	4.3 - 0	6:1 - 200:1				39
TOTALS								167			473

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STACY L. WEAVER REGISTERED ENGINEER AGRICULTURE COMMERCE No. 111958 STATE OF TENNESSEE

11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 1 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	2F1
PS&E	2026	62S033-S3-008	2F1

REV. 11/04/26: UPDATED ESTIMATED GRADING QUANTITIES TABLE. UPDATED REMOVAL OF STRUCTURES TABLE. ADDED REMOVAL OF BUILDINGS AND OBSTRUCTIONS DESCRIPTION BLOCK TABLE.

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	0	0	
SIDE ROADS	322	151	284
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	52	10	46
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	14	0	13
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	0		
TOPSOIL (EXC.)	123		
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	511	161	511	388	342

BALANCE SUMMARY

SHRINK = 12 % SWELL = 12 %

EXC.		EMB.
342	VS.	-161
AVAILABLE	=	181
WASTE MATERIAL	=	203

NOTE: THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF 203 C.Y. OF EXCESS MATERIAL.

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.
6710	123	0	123	124	123	1	0

CURB RAMP TABULATION

ROADWAY		LOCATION								SIGNALIZED	STANDARD DRAWING	CURB RAMP (RETROFIT) ITEM NO. 701-02.01	CURB RAMP (NEW) ITEM NO. 701-02.03	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT	QUADRANT N.	QUADRANT S.	QUADRANT E.	QUADRANT W.	YES / NO	NO.	S.F.	S.F.	
S.R. 33	NILES FERRY RD.	123+17.24			X		X		X	YES	CR-40		152.0	
S.R. 33	NILES FERRY RD.	124+40.25			X		X	X		YES	CR-20		125.0	
S.R. 33	NILES FERRY RD.	124+62.19			X		X	X		YES	CR-20		130.0	
S.R. 33	CHURCH ST.	124+55.50	X			X		X		YES	CR-31		305.0	
S.R. 33	CHURCH ST.	123+65.24	X			X			X	YES	CR-40		140.0	
											TOTAL		852	

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	ALTERNATE	TYPE - GRADE - PAY ITEM (TON)																		COLD PLANING BITUMINOUS PLANT MIX		
		MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)								PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)								
			PG-64-22				PG-70-22							PG-64-22			PG 70-22					
		D	A	A-S	B-M	B-M2	A	A-S	B-M	B-M2				D	E	TL	D	E	OGFC	TL	TON	S.Y.	C.Y.
		303-01	307-01.01	307-01.20	307-01.07	307-01.08	307-02.01	307-01.21	307-02.21	307-02.08	402-01	402-02	403-01	411-01.10	411-01.07	411-03.07	411-02.10	411-02.11	411-03.22	411-03.08	415-01.01	415-01.02	415-01.03
S.R. 33													2.2				309				306		
NILES FERRY RD.		132	67			44							1.3				121				94		
FIELD ENT. (STA. 12+83.00)		7											0.1				2						
BUS ENT. (STA. 14+54.00)		41				18							0.2				12						
CHURCH ST.													0.2				19				19		
TOTALS		180	67			62							4				463				419		

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
4	12+83.00	NILES FERRY RD.	15" CMP, 40 L.F.	ITEM NO. 202-02.01
4	124+78.95	S.R. 33	REMOVAL OF PIPE (30" CMP)	ITEM NO. 202-02.02
4	124+36.68 - 125+47.94	S.R. 33 INT. @ NILES FERRY RD. & CHURCH ST.	SIDEWALK, 115 S.Y.	ITEM NO. 202-03
4	124+78.95	S.R. 33	30"CMP, 23 L.F.	ITEM NO. 202-02.02
4	124+82.88	S.R. 33	CATCH BASIN, 1 LS	ITEM NO. 202-04.01
4	122+85.47 - 125+16.84	S.R. 33 INT. @ NILES FERRY RD. & CHURCH ST.	C&G (6-30), 277 L.F.	ITEM NO. 202-08.15

REMOVAL OF BUILDINGS AND OBSTRUCTIONS DESCRIPTION BLOCK

PAY ITEM	TRACT NO.	DESCRIPTION
202-06.01	TRACT 3	932 LF OF 6' CHAIN FENCING, 80 LF OF 4' CHAIN LINK FENCING, 2 SWING GATES, 80 SF OF PLASTIC RAILROAD TIE EDGING, AND 16 SF OF COMPOSITE TIE EDGING.

NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE REMOVALS.

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11/4/26

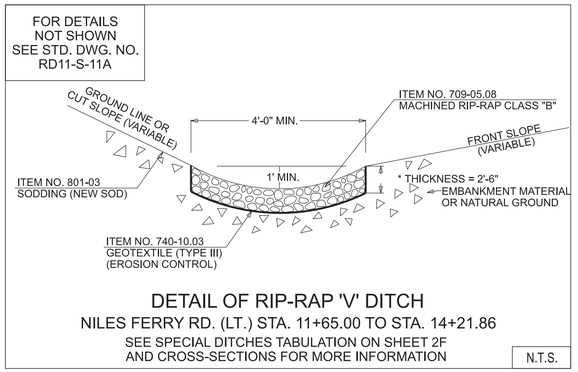
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

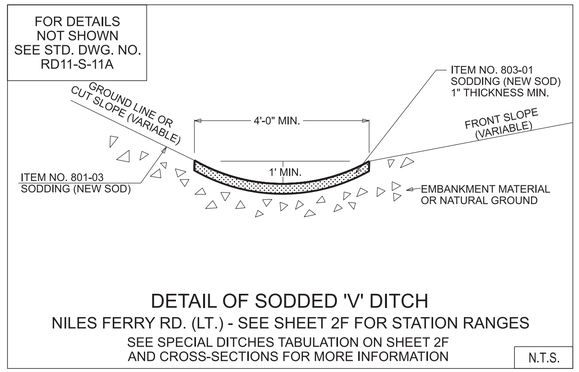
SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	2G



DETAIL 1

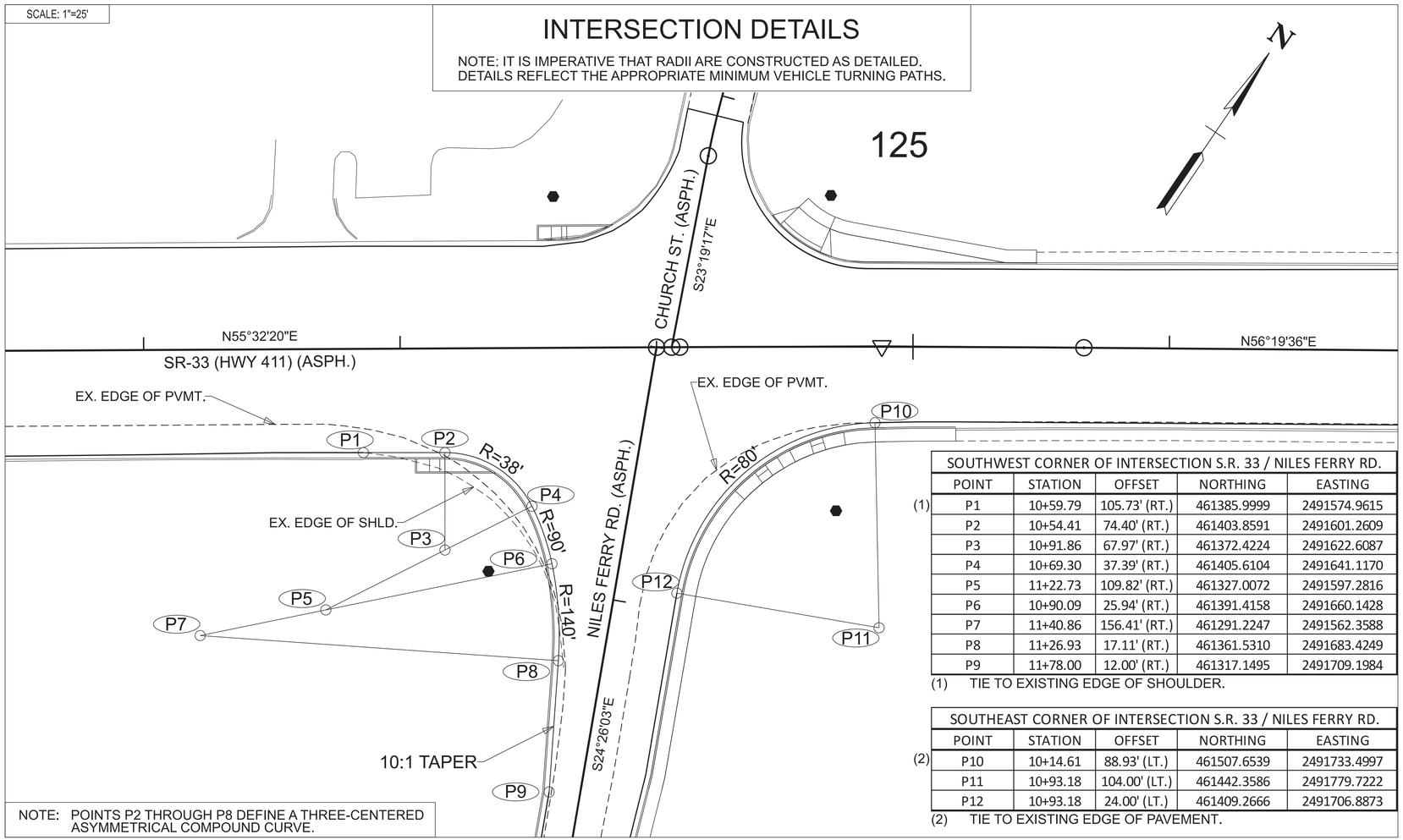


DETAIL 2

SCALE: 1"=25'

INTERSECTION DETAILS

NOTE: IT IS IMPERATIVE THAT RADII ARE CONSTRUCTED AS DETAILED.
DETAILS REFLECT THE APPROPRIATE MINIMUM VEHICLE TURNING PATHS.



NOTE: POINTS P2 THROUGH P8 DEFINE A THREE-CENTERED ASYMMETRICAL COMPOUND CURVE.

SOUTHWEST CORNER OF INTERSECTION S.R. 33 / NILES FERRY RD.					
	POINT	STATION	OFFSET	NORTHING	EASTING
(1)	P1	10+59.79	105.73' (RT.)	461385.9999	2491574.9615
	P2	10+54.41	74.40' (RT.)	461403.8591	2491601.2609
	P3	10+91.86	67.97' (RT.)	461372.4224	2491622.6087
	P4	10+69.30	37.39' (RT.)	461405.6104	2491641.1170
	P5	11+22.73	109.82' (RT.)	461327.0072	2491597.2816
	P6	10+90.09	25.94' (RT.)	461391.4158	2491660.1428
	P7	11+40.86	156.41' (RT.)	461291.2247	2491562.3588
	P8	11+26.93	17.11' (RT.)	461361.5310	2491683.4249
	P9	11+78.00	12.00' (RT.)	461317.1495	2491709.1984

(1) TIE TO EXISTING EDGE OF SHOULDER.

SOUTHEAST CORNER OF INTERSECTION S.R. 33 / NILES FERRY RD.					
	POINT	STATION	OFFSET	NORTHING	EASTING
(2)	P10	10+14.61	88.93' (LT.)	461507.6539	2491733.4997
	P11	10+93.18	104.00' (LT.)	461442.3586	2491779.7222
	P12	10+93.18	24.00' (LT.)	461409.2666	2491706.8873

(2) TIE TO EXISTING EDGE OF PAVEMENT.

DETAIL 3

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 1 OF 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	3
PS&E	2026	62S033-S3-008	3

RIGHT-OF-WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE 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) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

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

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

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

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

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

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

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

(10) 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 UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

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

(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

COMM:
CHARTER COMMUNICATION (SPECTRUM)
1774 HENRY G. LANE ST.
MARYVILLE, TN 37801
OFFICE PHONE: (865) 273-2761
CONTACT: BILLY CLICK
CELL PHONE: (865) 388-7524
EMAIL: BILLY.CLICK@CHARTER.COM
CONTACT: JAMES CHRISMAN
CELL PHONE: (865) 296-1679
EMAIL: JAMES.CHRISMAN@CHARTER.COM

ELECTRIC:
FORT LOUDOUN ELECTRIC COOPERATIVE
P.O. BOX 1030, 110 INDUSTRIAL DRIVE
VONORE, TN 37885-1030
OFFICE PHONE: (865) 856-4722
CONTACT: CHAD KIRKPATRICK
CELL PHONE: (865) 255-2463
EMAIL: CHAD.KIRKPATRIC@FLEC.ORG
CONTACT: SHANE SCHAFFER
CELL PHONE: (423) 295-5982
EMAIL: SHANE.SCHAFFER@FLEC.ORG

TELEPHONE:
TDS TELECOM
10201 UPPER RIDGE WAY
KNOXVILLE, TN 37932
OFFICE PHONE: (865)-671-3863
CONTACT: SEAN HARKINS
CELL PHONE: (615) 754-3893
EMAIL: SEAN.HARKINS@TDSTELECOM.COM
CONTACT: SCOTT FRAY
CELL PHONE: (423) 519-7534

WATER:
TELLICO AREA SERVICES SYSTEMS (TASS)
505 CLEARVIEW RD.
MARYVILLE, TN 37801
OFFICE PHONE: (423) 884-6400
CONTACT: MARL PLAUGHER
CELL PHONE: (865) 207-0112

COMM:
XFINITY - COMCAST
5720 ASHVILLE
CHATTANOOGA, TN 37421
OFFICE PHONE: (423) 803-3222
CONTACT: JAMES PATTERSON
CELL PHONE: (423) 508-2077
EMAIL: JAMES_PATTERSON4@COMCAST.COM
CONTACT: TIM GREGORY
CELL PHONE: (706) 252-4185
EMAIL: TIM_GREGORY@COMCAST.COM

ELECTRIC:
LOUDON UTILITIES BOARD
P.O. BOX 69, 2480 HIGHWAY 72 NORTH
LOUDON, TN 37774
OFFICE PHONE: (865) 458-2091
CONTACT: AUBREY CAGLE
CELL PHONE: (865) 458-7538
EMAIL: AUBREY.CAGLE@LOUDONUTILITIES.ORG

GAS:
LOUDON UTILITIES BOARD
P.O. BOX 69, 2480 HIGHWAY 72 NORTH
LOUDON, TN 37774
OFFICE PHONE: (865) 458-2091
CONTACT: BRETT ZIMMERMAN
CELL PHONE: (865) 851-6911

SEWER
TOWN OF VONORE
613 CHURCH STREET
VONORE, TN 37885
OFFICE PHONE: (423) 295-4866
CONTACT: DAVID WIGGINS
EMAIL: VONOREPUBLICWORKS@GMAIL.COM

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111922
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	3A
FUNC.	2025	62S033-S2-008	3A
PS&E	2026	62S033-S3-008	3A

REV. 06/04/26: REVISED COUNTY RECORDS INFORMATION FOR TRACT 3.

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	ROBERT AND BETTY WELLS	38	58.03	447	357		2.478	2.478		0.124	0.124		2.354				
2	CHOTA COMMUNITY HEALTH SERVICES	038B A	12	366	259	0.768		0.768				0.768					
3	MONROE COUNTY BOARD OF EDUCATION	028O F	1	63	442		14.381	14.381		0.340	0.340		14.041			2576 S.F. (1)	
				47	18												
4	WADE THOMAS DAVIS	028O D	13	364	674	5.494		5.494				5.494					
ACQUISITION TOTALS (ACRES)									**0.464**							**2576 S.F.**	

(1) TO BE USED FOR WORKING ROOM AND EPSC MEASURES.

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.439	(AC)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	0.396	(AC)
TOTAL DISTURBED AREA	0.835	(AC)
TOTAL PROJECT AREA	5.282	(AC)

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111928
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISTION
TABLE

9/21/2026 6:36:51 PM
L:\SURVDESIGN\PROJECTS_ORD\MONROE - SR33 - PIN 134491.00\DGN\62S033-05-SHT-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	3B
FUNC.	2025	62S033-S2-008	3B
PS&E	2026	62S033-S3-008	3B

N

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

120

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

125

POT 17+01.92
2491564.4306
461776.0148

INSET B

N.T.S

20' SANITARY EASEMENT ACCORDING TO MR. WIGGINS WITH TOWN OF VONORE

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

POT 120+00.00
2491316.8805
461257.5833

40' OVERHEAD UTILITY EASEMENT FOR FLEC BASED ON GIS MAP PROVIDED BY FLEC.

PRES. R.O.W.

PRES. & PROP. R.O.W.

S01°17'57"E CHURCH ST. (ASPH.)

PRES. R.O.W.

40' OVERHEAD UTILITY EASEMENT FOR FLEC BASED ON GIS MAP PROVIDED BY FLEC.

POT 128+00.09
2491978.7740
461707.0018

PRES. & PROP. R.O.W.

PRES. R.O.W.

S23°19'17"E

N55°32'20"E

N56°19'36"E

SR-33 (HWY 411) (ASPH.)

PRES. & PROP. R.O.W.

PRES. R.O.W.

PRES. & PROP. R.O.W.

PRES. R.O.W.

30' OVERHEAD UTILITY EASEMENT FOR LOUDON UTILITIES.

PRES. R.O.W.

PERMANENT DRAINAGE EASEMENT (P.D.E. FROM ROW PLANS)

15' SANITARY EASEMENT ACCORDING TO MR. WIGGINS WITH TOWN OF VONORE

30' OVERHEAD UTILITY EASEMENT FOR LOUDON UTILITIES.

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

25' ACCESS & UTILITY EASEMENT FROM PLAT BOOK E PAGE 83

PRES. R.O.W.

S24°26'03"E

PROP. R.O.W.

PRES. R.O.W.

NILES FERRY RD. (ASPH.)

PRES. R.O.W.

PROP. R.O.W.

PROP. CONST. ESMT.

POT 15+00.00
2491853.3189
461028.9526

COMMERCIAL ACCESS ROAD (31' ASPH)

PRES. R.O.W.

PRES. R.O.W.

INSET A

N.T.S

INSET C

N.T.S

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE &
1119
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

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CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S1	461161.5505	2491261.1466	917.59	XCP	62-033-10	118+99.64	47.77
S4	460969.6481	2491815.1760	930.58	XCP	62-013-13	15+38.22	59.25
S2	461703.1964	2491613.1599	880.75	XCP	62-033-11	17+75.14	-17.07

S.R. 33
CURVE 1
PI 124+87.87
N 461533.8855
E 2491718.9345
Δ 00°47'16" RT.
D 00°30'00"
R 11460.00'
L 157.57'
T 78.79'
LC 157.57'
BC N55°55'58.2"E

CHURCH ST.
CURVE 1
PI 18+67.07
N 461610.9029
E 2491598.1754
Δ 22°01'20" LT.
D 19°05'55"
R 300.00'
L 115.31'
T 58.37'
LC 114.60'
BC S12°18'37.3"E

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	4
FUNC.	2025	62S033-S2-008	4
PS&E	2026	62S033-S3-008	4

REV. 06/04/26: ADDED POLE LOCATION WITH NOTE ON TRACT 3.
REV. 11/04/26: RECEIVED UPDATED DRAINAGE SURVEY 08/04/26. UPDATED INVERT LABELS AND CADD CHANGES.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

POT 17+01.92
2491694.4306
461776.0148

POT 120+00.00
2491376.8805
461257.8833

POT 128+00.09
2491978.7740
461707.3018

LIMIT OF CONST. STA. 19+08.00

LIMIT OF CONST. STA. 15+00.00

PROP. SIGNAL POLE NO. 4
123+60.00 OFF. 59.00' LT.

PROP. SIGNAL POLE NO. 1
124+68.00 OFF. 59.00' LT.

PROP. SIGNAL POLE NO. 2
124+70.00 OFF. 64.00' RT.

PROP. SIGNAL POLE NO. 3
123+34.00 OFF. 87.00' RT.

CP-S1 GPS-62-033-10
CP-S2 GPS-62-033-11
CP-S4 GPS-62-013-13

SR-33 (HWY 411) (ASPH.)
CHURCH ST. (ASPH.)
NILES FERRY RD. (ASPH.)

CHOTA COMMUNITY HEALTH SERVICES
1-S-F-CHOTA COMMUNITY HEALTH SERVICES
ROBERT AND BETTY WELLS
WADE THOMAS DAVIS
MONROE COUNTY BOARD OF EDUCATION
1-S-B VONORE ELEMENTARY SCHOOL
(BUILDING DATA DEVELOPED FROM THE 2019 COUNTY SID FILE)

SEWER CONNECTION
DETENTION AREA
COMMERCIAL ACCESS ROAD (31' ASPH)
SCHOOL ZONE
SANITARY MANHOLE IS BURIED IN THIS AREA.
PLAYHOUSE
PLAYGROUND
MULCH
CONC. PAD
CHAIN LINK GATE
CHARTER CABLE CABINET
ELEC. METER

CB-E1 TOP - 914.85' INV - 909.84' BOT - 909.84'
CB-E2 TOP - 901.87' INV (C) - 895.73' INV (A) - 896.07' INV (B) - 895.66' BOT - 895.73'
CB-E3 (T.B.R.) TOP - 900.37' INV - 896.30' INV - 896.25' BOT - 896.30'
CB-E4 TOP - 905.63' INV - 901.53' BOT - 901.56'
CB-E5 TOP - 914.77' INV - 910.65' BOT - 910.69'
CB-E6 TOP - 900.15' INV (A) - 896.11' INV (B) - 895.86' BOT - 896.11'
CB-E7 TOP - 898.64' INV (A) - 894.99' INV (B) - 885.05' INV (C) - 884.78' INV (F) - 884.78' BOT - 885.02'
CB-E8 TOP - 898.65' INV (E) - 885.28' INV (D) - 884.80' BOT - 885.02'
CB-E9 TOP - 899.33' INV (A) - 895.95' INV (B) - 895.86' BOT - 895.75'
CB-E10 TOP - 901.83' INV - 898.02' BOT - 898.11'
CB-E11 TOP - 904.91' INV - 900.99' BOT - 901.05'
CB-E12 TOP - 899.38' INV (A) - 895.61' INV (B) - 895.53' BOT - 895.64'
CB-E13 TOP - 899.12' INV (B) - 893.73' INV (A) - 893.33' BOT - 893.60'
CB-E14 (T.B.R.) TOP - 899.02' INV (D) - 890.83' INV (C) - 890.59' BOT - 890.60'
CB-E15 (T.B.R.) TOP - 899.02' INV (A) - 890.73' INV (B) - 890.48' INV (E) - 890.46' BOT - 890.75'
CB-E17 TOP - 929.65' INV - 925.61' INV - 925.14' EL. 924.93'

SAMH-E1 TOP - 917.34' EL. 912.68' BOT - 912.81'
SAMH-E2 TOP - 909.41' EL. 903.49' EL. 903.43' BOT - 903.52'
SAMH-E3 TOP - 907.15' EL. 903.57' EL. 900.33' EL. 900.22' BOT - 900.84'
SAMH-E4 TOP - 926.55' EL. 919.04' EL. 918.86' BOT - 919.00'
SAMH-E6 TOP - 902.66' EL. 898.38' EL. 898.15' BOT - 898.49'
SAMH-E7 TOP - 899.81' EL. 896.50' EL. 896.44' BOT - 896.60'
SAMH-E8 TOP - 902.10' EL. 896.00' EL. 889.62' BOT - 889.75'
SAMH-E10 TOP - 900.34' EL. 897.61' EL. 897.48' BOT - 897.58'

INV - 911.19'
INV - 912.99'
INV - 924.19'

*** SEE NOTE PROJECTED

*** NOTE:
(1) SURVEYED STRUCTURES IN THIS AREA WERE CONFIRMED IN THE FIELD.
(2) STORM STUCTURES IN THIS AREA DO NOT MATCH THE PROPOSED LAYOUT SHEET 12A FROM PLAN SET STATE PROJECT NO 62004-3234-14 / FEDERAL PROJECT NO DPR-14(2) PIN 082871.00
(3) THE PROJECTED PIPE DIRECTION IS CLOSE.
(4) THE LOCATION OF THE ASSUMED DRAINAGE STRUCTURE IS UNKNOWN AND ESTIMATED TO BE GREATER THAN 2' BELOW GROUND ELEVATION.

NOTE: THE CONTRACTOR SHALL NOT DISTURB EXISTING POLE.

PLAYGROUND INVENTORY	
ID	CATEGORY
A	SWING SET
B	JUNGLE GYM
C	BALANCE BEAM
D	PLAYHOUSE
E	PLAY CAR
F	ROCK CLIMBING
G	MONKEY BARS
H	FUNBALL HOOP
I	SLIDES
J	SEESAW
K	BASKETBALL GOAL
L	SHADE CANOPY
M	BENCH
N	WATER FOUNTAIN

AREA TO BE SCARIFIED, OBLITERATED, TOPSOILED, AND SODDED.

SEALED BY
STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
11.1992
STATE OF TENNESSEE
11/4/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

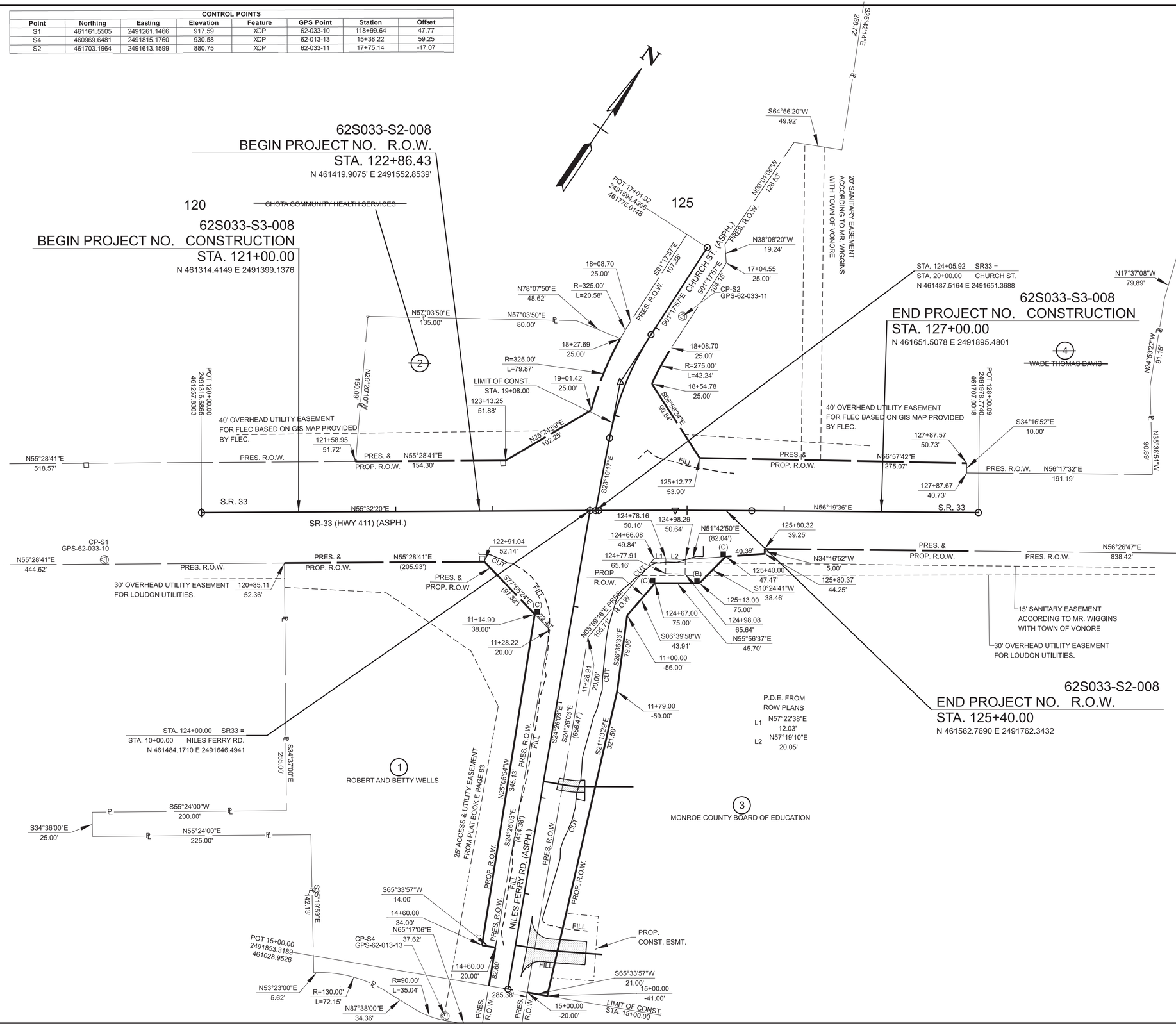
PRESENT LAYOUT

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

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CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S1	461161.5505	2491261.1466	917.59	XCP	62-033-10	118+99.64	47.77
S4	460969.6481	2491815.1760	930.58	XCP	62-013-13	15+38.22	59.25
S2	461703.1964	2491613.1599	880.75	XCP	62-033-11	17+75.14	-17.07

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	4A
FUNC.	2025	62S033-S2-008	4A
PS&E	2026	62S033-S3-008	4A



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111922
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

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CATCH BASIN	TOP ELEV.	INVERT	INVERT	INVERT	INVERT	BOT. ELEV.
CB-E1	TOP -	INV -				BOT - 909.84'
CB-E2	TOP -	INV (A) - 896.07'	INV (B) - 895.66'	INV (C) - 895.73'		BOT - 895.73'
CB-E4	TOP - 905.63'	INV - 901.53'				BOT - 901.56'
CB-E5	TOP - 914.77'	INV - 910.65'				BOT - 910.69'
CB-E6	TOP - 900.15'	INV (A) - 896.11'	INV (B) - 895.86'			BOT - 896.11'
CB-E7	TOP - 898.64'	INV (A) - 894.99'	INV (B) - 885.05'	INV (C) - 884.78'	INV (F) - 884.78'	BOT - 885.02'
CB-E8	TOP - 898.65'	INV (D) - 884.80'	INV (E) - 885.28'			BOT - 885.02'
CB-E9	TOP - 899.33'	INV (A) - 895.95'	INV (B) - 895.86'			BOT - 895.75'
CB-E10	TOP - 901.83'	INV - 898.02'				BOT - 898.11'
CB-E11	TOP - 904.91'	INV - 900.99'				BOT - 901.05'
CB-E12	TOP - 899.38'	INV (A) - 895.61'	INV (B) - 895.53'			BOT - 895.64'
CB-E13	TOP - 899.12'	INV (A) - 893.33'	INV (B) - 893.75'			BOT - 893.60'

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	4B
FUNC.	2025	62S033-S2-008	4B
PS&E	2026	62S033-S3-008	4B

REV. 11/04/26: RECEIVED UPDATED DRAINAGE SURVEY 08/04/26. UPDATED INVERT LABELS, LABELED EXISTING CATCH BASINS, ADDED MANHOLE 10 ALONG WITH NOTE, AND CADD CHANGES.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

SR-33 (HWY 411) (ASPH.)
CHURCH ST. (ASPH.)
NILES FERRY RD. (ASPH.)
COMMERCIAL ACCESS ROAD (31' ASPH)

EXISTING SIGN TO REMAIN: SOUTH 411
EXISTING SIGN TO REMAIN: TELLICO VILLAGE KAHITE GOLF; KAHITE PUB AND GRILL

W3-3 36" X 36" (1)
W3-3 36" X 36" (2)
W3-3 36" X 36" (3)
STOP R1-1 36" X 36" (4)
TN-22A 24" X 12"
NORTH M3-1 24" X 12" (5)
411 M1-4.3 30" X 24"

CB1 #12: STA. 12+50.00 GT. ELEV. 912.24' OFF. 14.500' OUT. ELEV. 908.35'
CB2 #12: STA. 10+95.00 GT. ELEV. 901.73' OFF. 26.798' INV. ELEV. 898.01' OUT. ELEV. 897.84'
CB3 #12: STA. 10+70.07 GT. ELEV. 900.47' OFF. 39.893' INV. ELEV. 896.74' OUT. ELEV. 896.53'
MH4 #3: STA. 10+74.61 TOP ELEV. 901.13' OFF. 49.531' INV. (A) ELEV. 896.46' INV. (B) ELEV. 896.30' OUT. ELEV. 896.25'
CB5 #12: GT. ELEV. 911.88' OUT. ELEV. 907.99' STA. 12+50.00 OFF. 20.132'
CB6 #12: GT. ELEV. 901.88' INV. ELEV. 898.16' OUT. ELEV. 897.99' STA. 10+95.00 OFF. 26.458'
CB7 #12: GT. ELEV. 899.04' INV. ELEV. 895.32' OUT. ELEV. 895.15' STA. 10+32.63 OFF. 55.781'
CB9 #14: GT. ELEV. 898.99' INV. (A) ELEV. 891.46' INV. (B) ELEV. 891.46' INV. (C) ELEV. 891.46' OUT. ELEV. 890.46' STA. 124+82.88 OFF. 32.265'
MH10 #3: TOP ELEV. 899.10' OUT ELEV. 892.00'
CB8 #43: GT. ELEV. 898.90' OUT ELEV. 891.85'

POT 120+00.00 2491316.8693 461257.8383
POT 128+00.09 2491978.7740 461707.3018
POT 17+01.92 2491994.4306 461776.0148
POT 15+00.00 2491853.3189 461028.9526

PROP. SIGNAL POLE NO. 1 124+68.00 OFF. 59.00' LT.
PROP. SIGNAL POLE NO. 2 124+70.00 OFF. 64.00' RT.
PROP. SIGNAL POLE NO. 3 123+34.00 OFF. 87.00' RT.
PROP. SIGNAL POLE NO. 4 123+60.00 OFF. 59.00' LT.

STA. 124+05.92 SR33 = STA. 20+00.00 CHURCH ST. N 461487.5164 E 2491651.3688
STA. 124+00.00 SR33 = STA. 10+00.00 NILES FERRY CL N 461484.1710 E 2491646.4941

LIMIT OF CONST. STA. 19+08.00
LIMIT OF CONST. STA. 0+43.00
LIMIT OF CONST. STA. 0+73.00

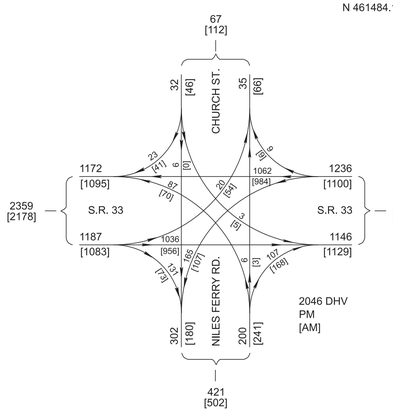
BEGIN COLD PLANE & RESURF. STA. 121+00.00
END COLD PLANE & RESURF. STA. 121+00.00
BEGIN GRADE & DRAIN
BEGIN COLD PLANE & RESURF.
BEGIN WIDENING STA. 10+35.02
END GRADE & DRAIN
END COLD PLANE & RESURF.
END WIDENING STA. 15+00.00
END SIDEWALK (LT.) TIE TO EX. SIDEWALK SR-33 STA. 125+47.95
END SPECIAL DITCH NILES FERRY RD. STA. 10+32.02 OFF. 96.48 (LT.) BEGIN SPECIAL DITCH SR-33 STA. 124+89.77 OFF. 48.05 (RT.)
END SPECIAL DITCH STA. 14+21.86 OFF. 22.506' (LT.)
END C&G & SIDEWALK (LT.) NILES FERRY RD. STA. 14+33.11 OFF. 71.17' (LT.)
END C&G & SIDEWALK (RT.) TIE TO EX. SIDEWALK SR-33 STA. 125+16.86
END SPECIAL DITCH STA. 124+89.77 OFF. 44.654' (RT.)
BEGIN GRADE & DRAIN BEGIN COLD PLANE & RESURF. BEGIN WIDENING STA. 10+35.02

12' FIELD ENT. STA. 12+83.00 24'-18" S.D. REQ'D.
24' BUS. ENT. STA. 14+54.00 NO S.D. REQ'D.
PVMT TRANSITION 160'
PVMT TRANSITION 40' 18" HDPE
V RIP-RAP
V SOD
S24°26'03"E
S0°11'57"E
N55°32'20"E
N56°19'36"E
R=38'
R=80'
R=90'
R=140'
R=20'

CB-E1 CB-E2 CB-E4 CB-E5 CB-E6 CB-E7 CB-E8 CB-E9 CB-E10 CB-E11 CB-E12 CB-E13
CR-20 CR-31 CR-40
18" ST. 24" ST. 30" ST. 36" ST. ST.

11.4'	11.9'	S.R. 33	12.9'	11.2'
11.8'	11.5'	8.7'	14.5'	12.0'
11.5'	11.1'	11.5'	12.0'	

17.1'	12.0'	12.0'	12.0'	12.0'
12.0'	12.0'	12.0'	10.5'	10.5'



NOTE:
MH10 IS INTENDED TO CONNECT THE EXISTING PROJECTED PIPE TO THE PROPOSED STORM DRAINAGE SYSTEM. THE INVERT ELEVATION OF THE PROJECTED PIPE AT MH10 IS ASSUMED TO BE 892.00'. THE PROJECTED PIPE WILL BE LOCATED IN THE FIELD, AND THE FINAL PLACEMENT OF MH10 MAY BE ADJUSTED ACCORDINGLY OR AS DIRECTED BY THE TDOT ENGINEER. SEE SHEET 4 FOR MORE INFORMATION.

SEE SHEET 4C FOR S.R. 33 PROFILE.
SEE SHEET 5 FOR NILES FERRY RD. PROFILE.
SEE SHEET 6 FOR CHURCH ST. PROFILE.

SEALED BY



11/4/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 121+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

11/4/2026 9:42:25 AM
L:\SURVDESIDESIGN\PROJECTS_ORD\MONROE - SR33 - PIN 134491.00\DGN\62S033-05-SHT-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	4C
FUNC.	2025	62S033-S2-008	4C
PS&E	2026	62S033-S3-008	4C

REV. 11/04/26: RECEIVED UPDATED DRAINAGE SURVEY 08/04/26. UPDATED INVERT LABELS.

NOTE: PROFILE IS FOR REFERENCE ONLY.
FINISHED GRADE IS TO FOLLOW
EXISTING GRADE.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

S.R. 33

CP-S1
GPS-62-033-10
XCP
STA. 18+99.64,
OFF. 47.77 (RT.)
N 461161.5505
E 2491261.1466
EL. 917.59

CB-E5
STA. (OFF CHAIN)
' (LT.)
TOP 914.77'
INV. 910.65'
BOT. 910.69'

SAMH-E1
STA. 120+85.82
68.44' (RT.)
TOP 917.34'
INVERT 912.68'
BOT 912.81'

CB-E1
STA. (OFF CHAIN)
' (RT.)
TOP 914.85'
INV. 909.84'
BOT. 909.84'

2" GAS
STA. 125+88.47
EL. 901.82'

1" WATER
STA. 126+02.40
EL. 900.70'

CB-E2
STA. 122+83.43
41.25' (RT.)
TOP 901.87'
INV. (C) 895.73'
INV. (A) 896.07'
INV. (B) 895.65'
BOT. 895.73'

STA. 123+17.17
EX. 36" RCP
SKEW 50°03'01" LT
(FLOWS LEFT)
INLET 896.11
OUTLET 896.00

CB-E3 (T.B.R.)
STA. 123+39.09
64.06' (RT.)
TOP 900.37'
INV. 896.30'
INV. 896.25'
BOT. 896.30'

CB-E4
STA. 122+96.30
103.02' (RT.)
TOP 905.63'
INV. 901.53'
BOT. 901.56'

SAMH-E2
STA. 123+08.71
78.54' (RT.)
TOP 909.41'
INVERT 903.49'
INVERT 903.43'
BOT 903.52'

SAMH-E3
STA. 123+45.06
119.47' (RT.)
TOP 907.15
INVERT 903.57'
INVERT 900.33'
INVERT 900.22'
BOT 900.84'

CB-E6
STA. 123+51.06
41.07' (LT)
TOP 900.15'
INV. (A) 896.11'
INV. (B) 895.86'
BOT. 896.11'

SAMH-E10
STA. 123+76.26
51.62' (LT.)
TOP 900.34'
INVERT 897.61'
INVERT 897.48'
BOT 897.58'

CB-E7
STA. 124+82.42
32.05' (LT.)
TOP 898.64'
INV. (A) 894.99'
INV. (B) 885.05'
INV. (C) 884.78'
INV. (F) 884.78'
BOT. 885.02'

STA. 124+09.08
EXIST. 30" CMP
SKEW 88°26'24" LT
FLOWS LEFT
INLET 890.46
OUTLET 885.05

CB-E8
STA. 124+87.11
32.12' (LT.)
TOP 898.65'
INV.(E) 885.28'
INV.(D) 884.80'
BOT. 885.02'

SAMH-E7
STA. 124+54.32
45.02' (RT.)
TOP 899.81'
INVERT 896.50'
INVERT 896.44'
BOT 896.60'

SAMH-E6
STA. 124+06.31
106.02' (RT.)
TOP 902.66'
INVERT 898.38'
INVERT 898.15'
BOT 898.46'

GT. ELEV. 898.99' STA. 124+82.88
INV. (A) ELEV. 891.46' OFF. 32.265'
INV. (B) ELEV. 891.46'
INV. (C) ELEV. 891.46'
OUT. ELEV. 890.46'

CB9
#14

OH WIRE
STA. 123+69.94
LOW WIRE EL.
TEMP. 65 DEG.
3 POWER

OH WIRE
STA. 123+67.40
LOW WIRE EL.
TEMP. 65 DEG.
3 TELEPHONE
2 CABLE

SR-33 STA. 124+00.00 = NILES FERRY RD. STA. 10+00.00
N 461484.1710 E 2491646.4941

SR-33 STA. 124+05.92= CHURCH ST. STA. 20+00.00
N 461487.5164 E 2491651.3688

OH WIRE
STA. 124+47.38
LOW WIRE EL.
TEMP. 65 DEG.
1 TELEPHONE
2 CABLE

CB-E15 (T.B.R.)
STA. 124+80.10
31.71' (RT.)
TOP 899.02'
INV. (A) 890.73'
INV. (B) 890.48'
INV. (E) 890.46'
BOT. 890.75'

CB8
#43

GT. ELEV. 898.30' STA. 124+89.77
OUT. ELEV. 891.83' OFF. 48.048'

CB-E14 (T.B.R.)
STA. 124+83.57
31.79' (RT.)
TOP 899.02'
INV. (D) 890.83'
INV. (C) 890.59'
BOT. 890.60'

BEGIN SPECIAL DITCH RT
STA 124+89.77 - EL 898.30

END SPECIAL DITCH RT
STA 125+16.89 - EL 898.98

CB-E13
STA. 125+20.68
30.75' (RT.)
TOP 899.12'
INV. (A) 893.33'
INV. (B) 893.75'
BOT. 893.60'

OH WIRE
STA. 126+76.66
LOW WIRE EL.
TEMP. 65 DEG.
1 POWER
1 GUY

CB-E9
STA. 125+78.21
32.22' (LT)
TOP 899.33'
INV. (A) 895.95'
INV. (B) 895.86'
BOT. 895.75'

FINISHED GRADE
EXISTING GROUND

SAMH-E8
STA. 126+27.34
42.79' (RT.)
TOP 902.10'
INVERT 896.00'
INVERT 889.62'
BOT 889.75'

CB-E10
STA. 127+38.77
32.32' (LT.)
TOP 901.83'
INV. 898.02'
EL. 898.11'

CB-E11
STA. (OFF CHAIN)
' (RT)
TOP 904.91'
INV. 900.99'
EL. 901.05'

CB-E12
STA. 125+80.54
30.46' (RT.)
TOP 899.38'
INV. (A) 895.61'
INV. (B) 895.53'
BOT. 895.64'

SA-E8
STA. 126+27.44
EX. 8" SA
EL. 886.51
(FLOWS LEFT)

EX. 8" SA
4" G.L.
2" G.L.
18" ST.
16" W.
1" W.
16" WL.
36" ST.
1" G.
+2.51% SOD
PROJECTED

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111925
STATE OF TENNESSEE

11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 121+00.00 TO STA. 127+00.00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	5
FUNC.	2025	62S033-S2-008	5
PS&E	2026	62S033-S3-008	5

REV. 11/04/26: UPDATED INVERT LABELS AND ADDED MANHOLE 10.

NOTE: PROFILE IS FOR REFERENCE ONLY.
FINISHED GRADE IS TO FOLLOW
EXISTING GRADE.

OH WIRE
STA. 15+33.00
LOW WIRE EL. 955.61
TEMP. 65 DEG.
4 POWER

OH WIRE
STA. 10+54.44
LOW WIRE EL. 944.53
TEMP. 65 DEG.
4 POWER

OH WIRE
STA. 11+56.41
LOW WIRE EL. 938.91
TEMP. 65 DEG.
4 POWER

LIMIT OF CONST.
STA 15+00.00
EL. 928.53'

CP-S4
GPS 62-013-13
STA. 15+38.22
N 480869.6481
E 2491815.1760
EL. 930.58
ALUM. DISK

STA. 10+74.61
OFF. 49.531'
GT. ELEV. 901.13'
INV. (A) ELEV. 896.46'
INV. (B) ELEV. 896.30'
OUT. ELEV. 896.25'
MH4 #3

STA. 10+70.07
OFF. 39.893'
GT. ELEV. 900.47'
INV. ELEV. 896.74'
OUT. ELEV. 896.53'
CB3 #12

SAMH-E4
STA. 14+23.18
25.95' (RT)
TOP 926.55'
EL. 919.04'
EL. 918.86'
BOT 919.00'

EW-E1
STA. 14+51.11
39.29' (RT)
INV. 924.19'

℄ S.R. 33

CB5 #12
GT. ELEV. 911.88'
OUT ELEV. 907.99'
STA. 12+50.00
OFF. -20.132'

STA. 12+50.00
OFF. 14.500'
GT. ELEV. 912.24'
OUT. ELEV. 908.35'
CB1 #12

SAMH-E2
STA. 10+93.23
76.23' (RT)
TOP 909.41'
EL. 903.49'
EL. 903.43'
BOT 903.52'

SAMH-E3
STA. 11+27.22
33.30' (RT)
TOP 907.15
EL. 903.57'
EL. 900.33'
EL. 900.22'
BOT 900.84'

FINISHED GRADE

EXISTING GROUND

BEGIN GRADE & DRAIN
BEGIN COLD PLANE & RESURF.
BEGIN WIDENING
STA. 10+35.02

F.G.
EL. 900.53

4" GAS
STA. 10+65.12
EL. 901.08

16" WATER
STA. 10+53.20
EL. 900.73

8" SANITARY
STA. 11+13.51
EL. 903.59

EX. 2" FMS
EX. 8" SA
18" ST.
'VT' RIP-RAP
'VT' SOD
+12.20%
+8.01%
+5.30%
+4.06%
+2.00%
+3.00%
+1.69%
+5.55%
+6.53%
+4.12%
+5.68%

END SPECIAL DITCH LT
STA 14+21.86 - EL 923.57

CB-E17
STA. (OFF CHAIN
' (RT)
TOP 929.65
INV. 925.61'
INV. 925.14'
BOT 924.93

SPECIAL DITCH LT VPI
NILES FERRY RD. STA 10+32.02 =
SR-33 STA. 12+88.77
EL 898.30

STA. 10+32.63
OFF. -55.781'
GT. ELEV. 899.04'
INV. ELEV. 895.32'
OUT. ELEV. 895.15'
CB7 #12

STA. 10+40.33'
OFF. -86.96'
GT. ELEV. 899.10'
OUT. ELEV. 892.00'
MH10 #3

STA. 10+95.00
OFF. -26.458'
GT. ELEV. 901.88'
INV. ELEV. 898.16'
OUT. ELEV. 897.99'
CB6 #12

SAMH-E7
STA. 10+35.00
61.17' (LT)
TOP 899.81'
EL. 896.44'
EL. 896.50'
BOT 896.60'

SAMH-E6
STA. 11+03.30
24.67' (LT)
TOP 902.66'
EL. 898.38'
EL. 898.15'
BOT 898.49'

CB2 #12
STA. 10+95.00
OFF. 26.798'
GT. ELEV. 901.73'
INV. ELEV. 898.01'
OUT ELEV. 897.84'

NILES FERRY RD.

960 955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860

10+00 11+00 12+00 13+00 14+00 15+00

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111923
STATE OF TENNESSEE

11/4/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

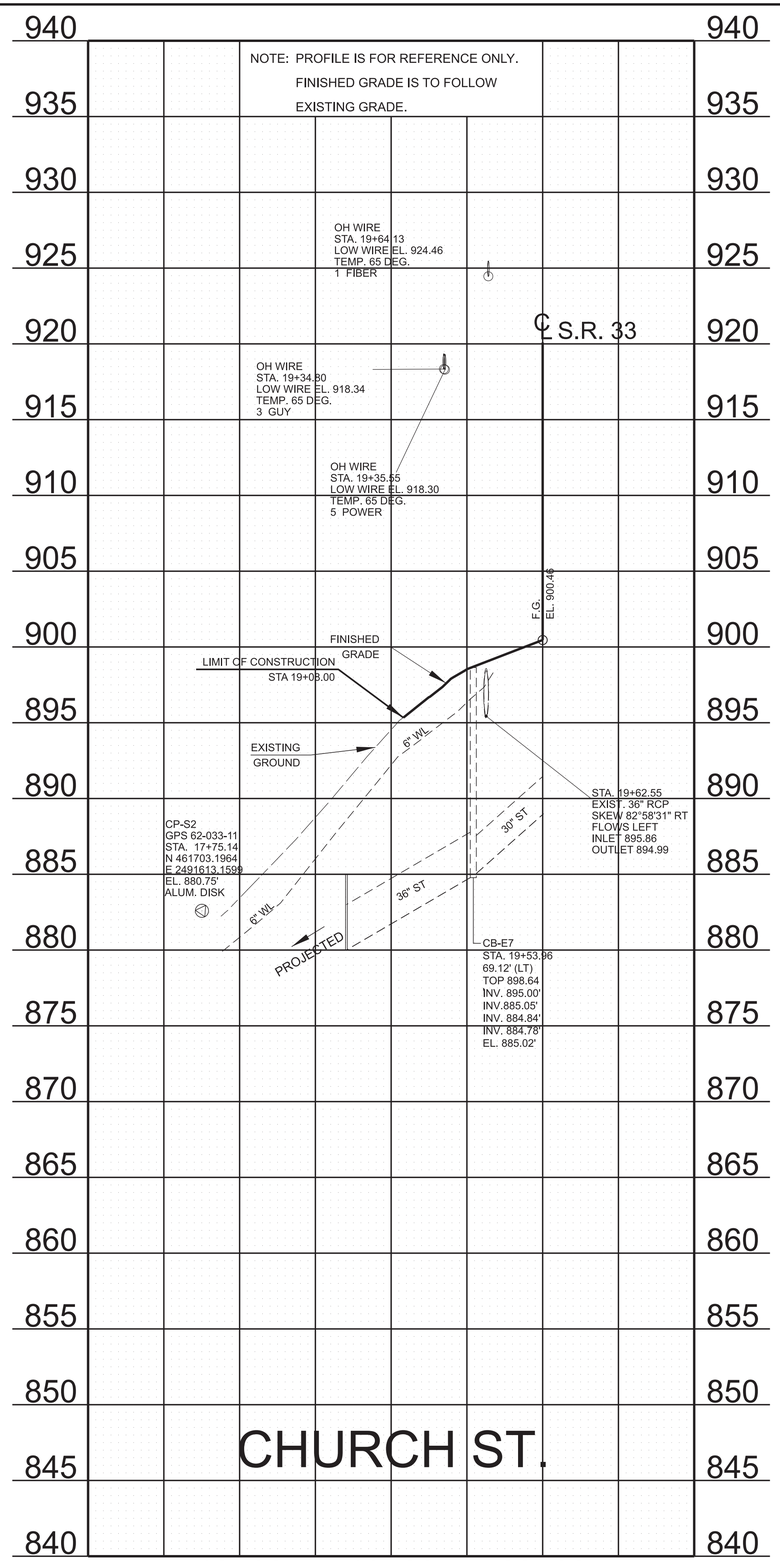
SIDE ROAD
PROFILES

STA.10+35.02 TO STA. 15+00.00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	6
FUNC.	2025	62S033-S2-008	6
PS&E	2026	62S033-S3-008	6



SEALED BY



9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

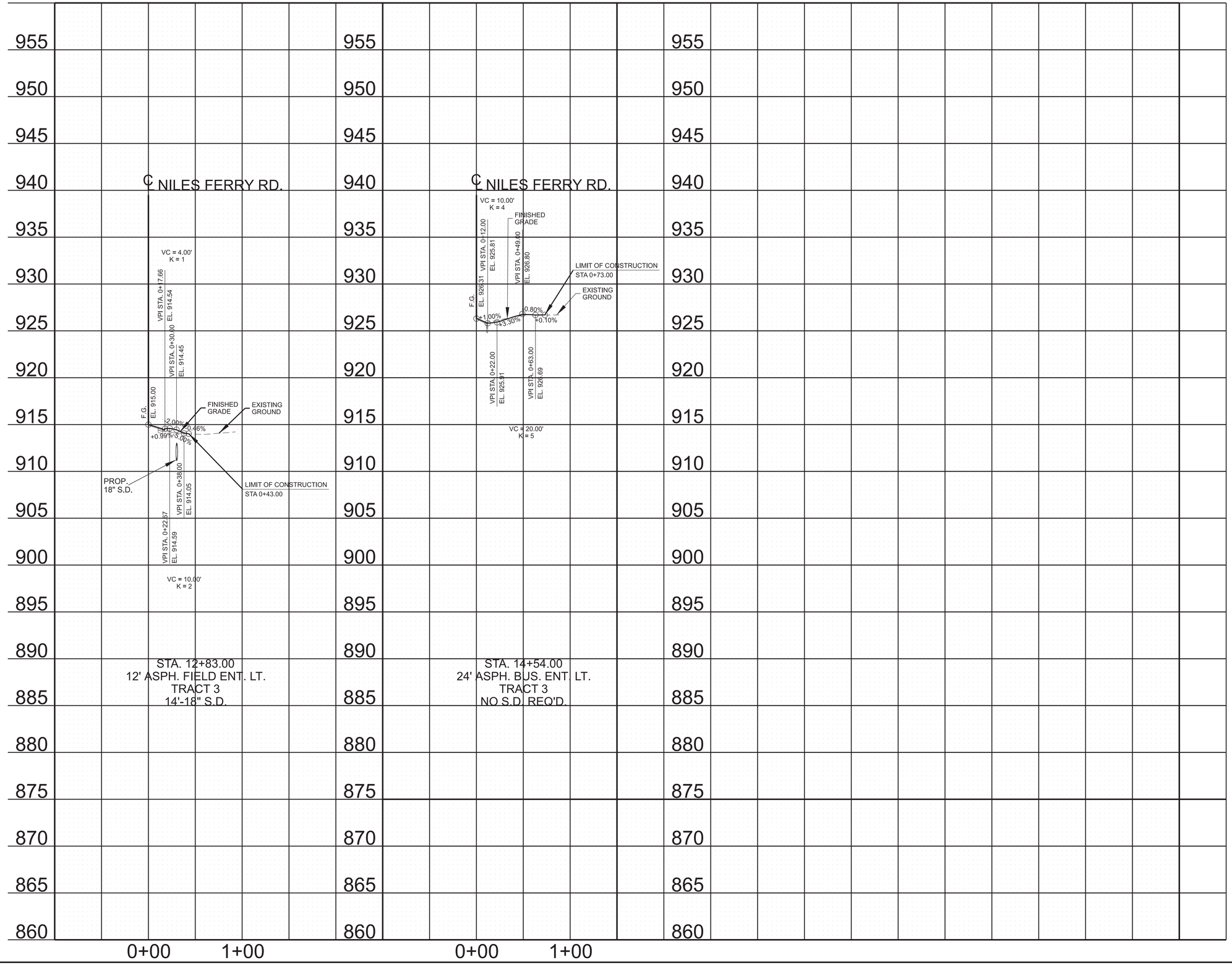
SIDE ROAD PROFILES

STA. 18+00.00 TO STA. 20+00.00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	7
PS&E	2026	62S033-S3-008	7



SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMENCE
No. 111922
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	7
FUNC.	2025	62S033-S2-008	8
PS&E	2026	62S033-S3-008	8

(2)
DRAINAGE AREA

DRAINAGE DATA FOR STORM DRAIN
STATION 19+62.55 (CHURCH ST.)

DIRECTION OF FLOW: LEFT
DRAINAGE AREA 1.077 , ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 36" RCP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS: INCLUDES DA 1

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
120 STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

POT-17+01.72
2491594.4376
461776.0145

125

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST
N 461487.5164 E 2491651.3688

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

POT-121+00.00
2491316.6865
461257.8305

POT-128+00.09
2491978.7740
461707.0018

CHURCH ST

S.R. 33

N55°12'20"E

N55°19'36"E

ST

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

62S033-S2-008
END PROJECT NO R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

NILES FERRY RD

POT-15+00.00
2491853.3189
461028.9526

15

(1)
DRAINAGE AREA

DRAINAGE DATA FOR STORM DRAIN
STATION 123+17.17 (S.R. 33)

DIRECTION OF FLOW: LEFT
DRAINAGE AREA 14.715 , ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 36" RCP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS:

(3)
DRAINAGE AREA

DRAINAGE DATA FOR STORM DRAIN
STATION 124+09.08 (S.R. 33)

DIRECTION OF FLOW: LEFT
DRAINAGE AREA 11.108 , ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 30" CMP
EXISTING STRUCTURE CONDITION: FAIR
REMARKS:

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
NUMBER 111925
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 121+00.00 TO STA. 127+00.00
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	9
PS&E	2026	62S033-S3-008	9

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

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.

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.

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9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	10
PS&E	2026	62S033-S3-008	10

EROSION PREVENTION AND SEDIMENT CONTROL NOTES (CONT'D.)

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

(36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

(37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

(38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

(39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

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

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.

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 DOWNGRADIENT 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.

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9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	11
PS&E	2026	62S033-S3-008	11

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY 62S033-S3-008
(1)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	7	62		69
	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.		50		50
	209-05	SEDIMENT REMOVAL	C.Y.		14		14
	209-08.07	ROCK CHECK DAM	EACH		9		9
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	1	2		3
	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	3	8		11
	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH		1		1
(2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50	50		100
(2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	86	86		172
	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1160	1165		2325
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	107			107
(3)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT		7		7
(4)	801-03	WATER (SEEDING & SODDING)	M.G.		3	3	6
	803-01	SODDING (NEW SOD)	S.Y.			746	746

FOOTNOTES

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

(1) INCLUDES 55 C.Y. FOR TEMPORARY BERM (18" BERM - 4.875 C.Y./ L.F.) AND 14 C.Y. FOR TEMPORARY CONSTRUCTION EXITS.

(2) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

(3) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

(4) INCLUDES 6 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
A	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
(1) TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
TUBE TUBE	SEDIMENT TUBE	EC-STR-37
4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
	SODDING	

NOTE: EROSION PREVENTION AND SEDIMENT CONTROL MEASURES FROM PREVIOUS PHASE TO REMAIN IN PLACE UNTIL NO LONGER NECESSARY.

(1) TO BE FIELD LOCATED BY THE TDOT PROJECT ENGINEER.

SEALED BY

STACY L. WEALY
REGISTERED ENGINEER
AGRICULTURE
COMMENCE
No. 111922
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

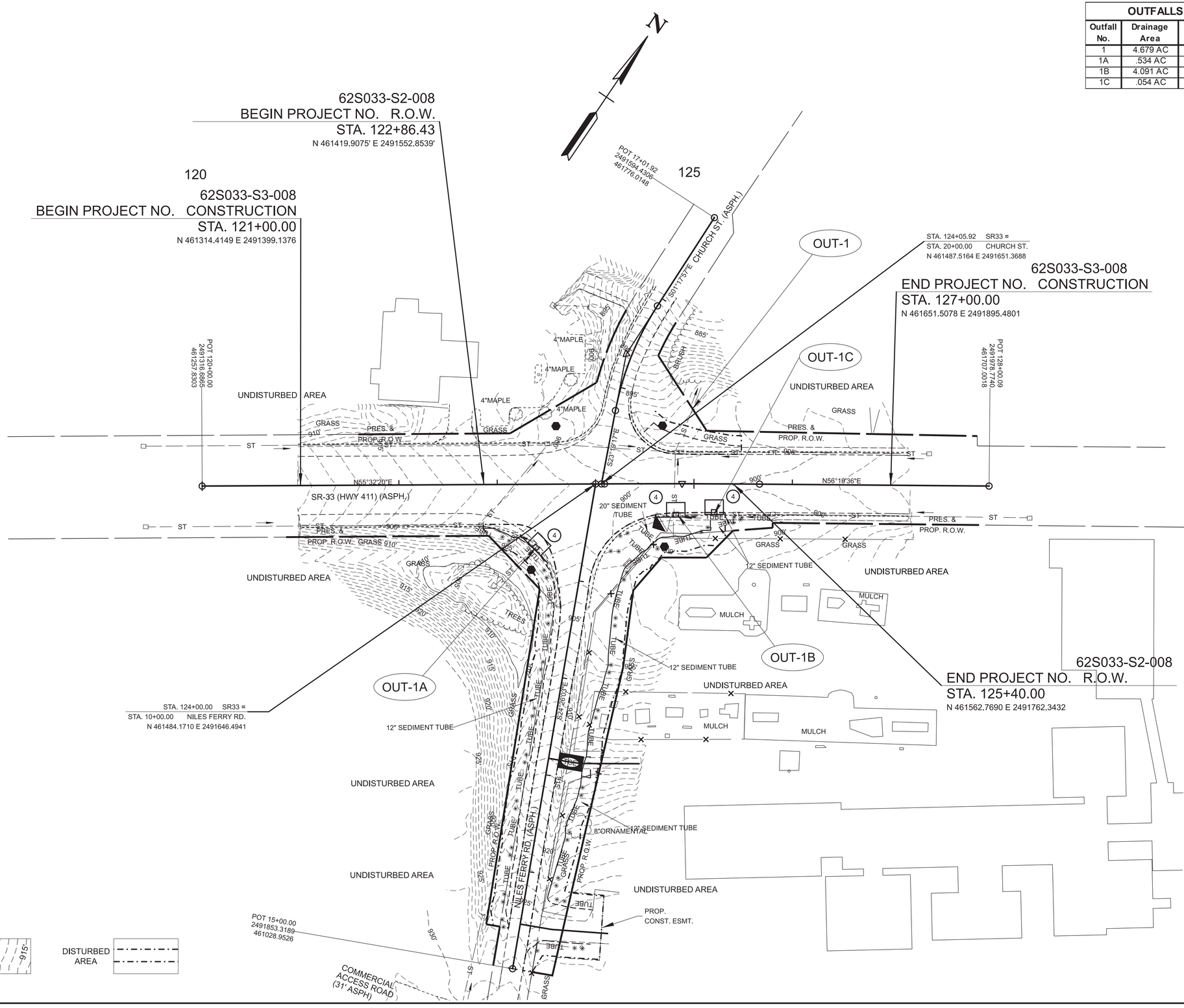
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	12
PS&E	2026	62S033-S3-008	12

OUTFALLS

Outfall No.	Drainage Area	Average Slope
1	4.679 AC	5.270 %
1A	.534 AC	5.310 %
1B	4.091 AC	5.320 %
1C	.054 AC	1.230 %



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9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	13
PS&E	2026	62S033-S3-008	13

OUTFALLS

Outfall No.	Drainage Area	Average Slope
(*) 2	1.577 AC	4.740 %
2A	.202 AC	4.250 %
2B	.109 AC	7.730 %
2C	.223 AC	2.680 %
2D	.251 AC	5.130 %
2E	.095 AC	6.800 %
2F	.165 AC	5.320 %
2G	.426 AC	5.210 %
2H	.052 AC	1.650 %
2J	.054 AC	1.230 %

(*) NOTE: A TOTAL OF 4.677 AC. OF DRAINAGE AREA IS CONTRIBUTING TO OUTFALL 2, OF WHICH 3.100 AC. AREA CLASSIFIED AS CLEAN RUNOFF AND 1.577 AC. AS DIRTY RUNOFF.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

POT 17+01.92
2491564.4306
461776.0148

POT 120+00.00
2491316.8883
461257.8383

POT 128+00.09
2491978.7740
461707.0018

POT 15+00.00
2491853.3189
461028.9526

OUT-2
OUT-2C
OUT-2J
OUT-2B
OUT-2A
OUT-2F
OUT-2G
OUT-2H
OUT-2E
OUT-2D

SR-33 (HWY 411) (ASPH.)
NILES FERRY RD. (ASPH.)
CHURCH ST. (ASPH.)
COMMERCIAL ACCESS ROAD (31' ASPH)

UNDISTURBED AREA
GRASS
PRES. & PROP. R.O.W.
TREES
MULCH
4"MAPLE
12" SEDIMENT TUBE
8"ORNAMENTAL
PROP. CONST. ESMT.
18" HDPE
36" ST.
18" ST.

PROPOSED CONTOURS
EXISTING CONTOURS
DISTURBED AREA

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111932
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 121+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

STAGE II

9/21/2026 7:40:28 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	14
PS&E	2026	62S033-S3-008	14

OUTFALLS		
Outfall No.	Drainage Area	Average Slope
2	1.577 AC	4.740 %
2A	.202 AC	4.250 %
2B	.109 AC	7.730 %
2C	.223 AC	2.680 %
2D	.251 AC	5.130 %
2E	.095 AC	6.800 %
2F	.165 AC	5.320 %
2G	.426 AC	5.210 %
2H	.052 AC	1.650 %
2J	.054 AC	1.230 %

(*) NOTE: A TOTAL OF 4.677 AC. OF DRAINAGE AREA IS CONTRIBUTING TO OUTFALL 2, OF WHICH 3.100 AC. AREA CLASSIFIED AS CLEAN RUNOFF AND 1.577 AC. AS DIRTY RUNOFF.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

POT 17+01.92
2491564.4306
461776.0148

POT 120+00.00
2491316.8883
461257.0383

POT 128+00.09
2491978.7740
461707.0018

POT 15+00.00
2491853.3189
461028.9526

OUT-2
OUT-2C
OUT-2J
OUT-2B
OUT-2A
OUT-2F
OUT-2G
OUT-2H
OUT-2E
OUT-2D

UNDISTURBED AREA

PRES. & PROP. R.O.W.

PROP. R.O.W.

PROP. CONST. ESMT.

PROPOSED CONTOURS

DISTURBED AREA

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE &
111792
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 121+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

STAGE III

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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)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	15

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.		
1	 W3-3	4B	36"	36"									BLACK	RED (REF.) YELLOW/ RE/GREEN (REF.)	0.100" SHEET ALUMINUM	P4	h =14'-3"				7'	
2	 W3-3	4B	36"	36"									BLACK	RED (REF.) YELLOW/ RE/GREEN (REF.)	0.100" SHEET ALUMINUM	P4	h =14'-3"				7'	
3	 W3-3	4B	36"	36"									BLACK	RED (REF.) YELLOW/ RE/GREEN (REF.)	0.100" SHEET ALUMINUM	P4	h =14'-3"				7'	
4	 R1-1	4B	36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P3	h =13'-0"				7'	
5	 TN-22A	4B	24"	12"									GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	P3	h =14'-6"				7'	
	 M3-1	4B	24"	12"									BLACK (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM							
	 M1-4.3	4B	30"	24"									BLACK (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM							

U-POST SUBSTITUTION TABLE	
BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

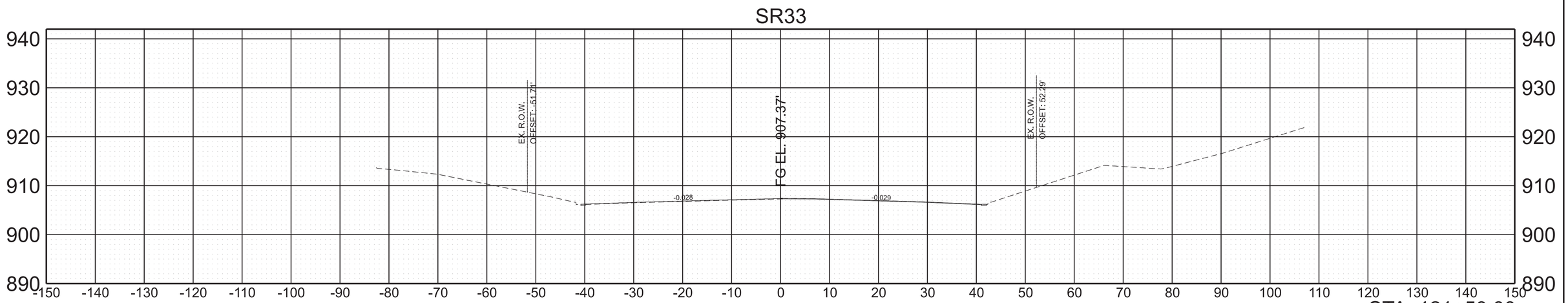


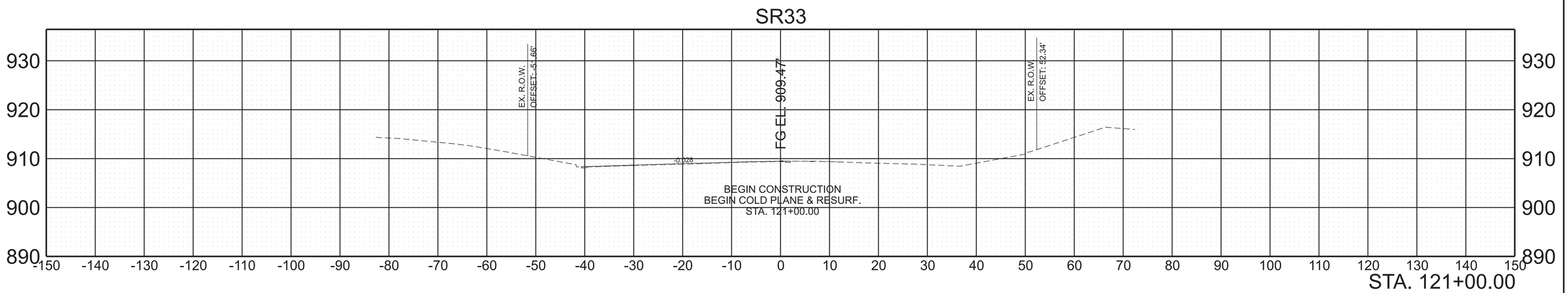
9/22/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	15
PS&E	2026	62S033-S3-008	16

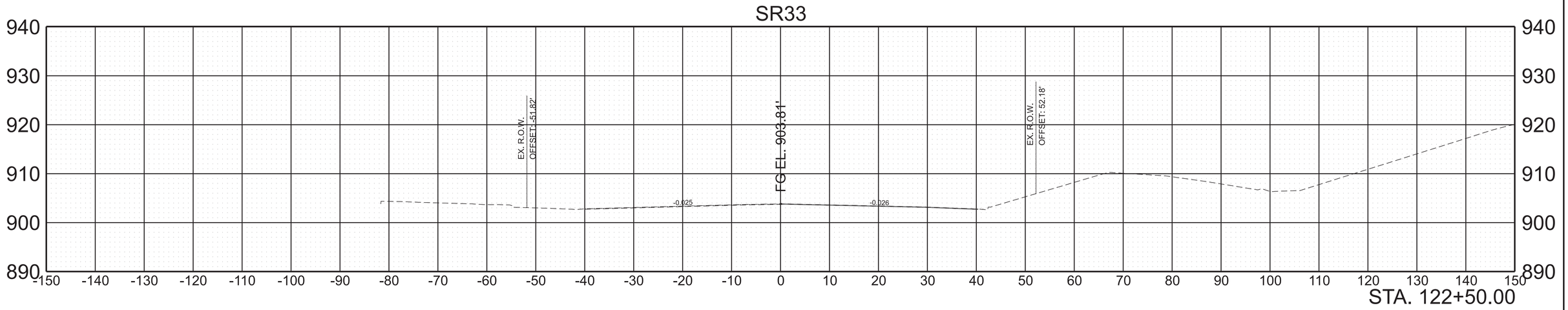


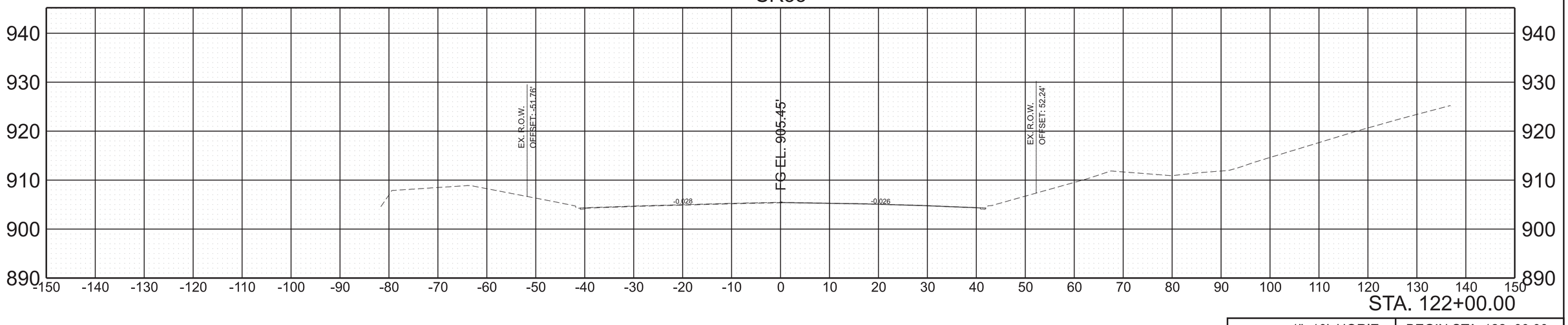


SCALE:		
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	1"=10' VERT.	END STA. 121+50.00

6/23/2026 12:06:05 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	16
PS&E	2026	62S033-S3-008	17

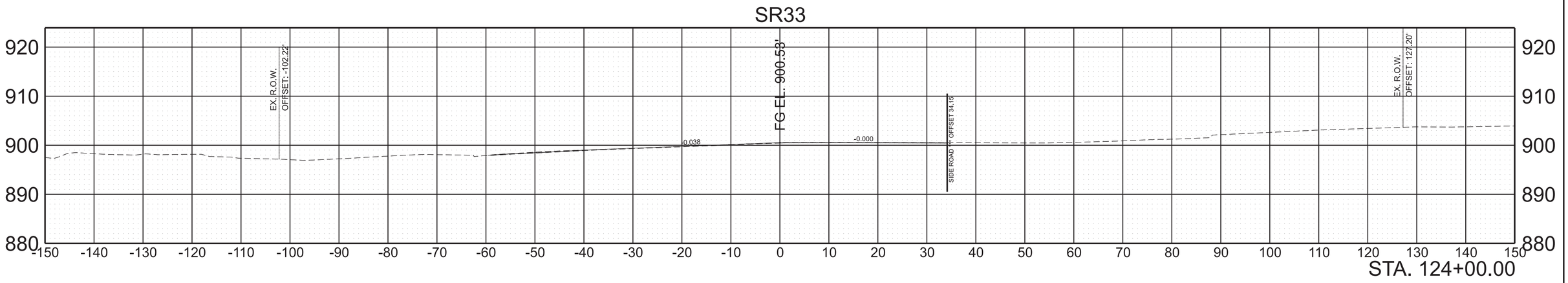


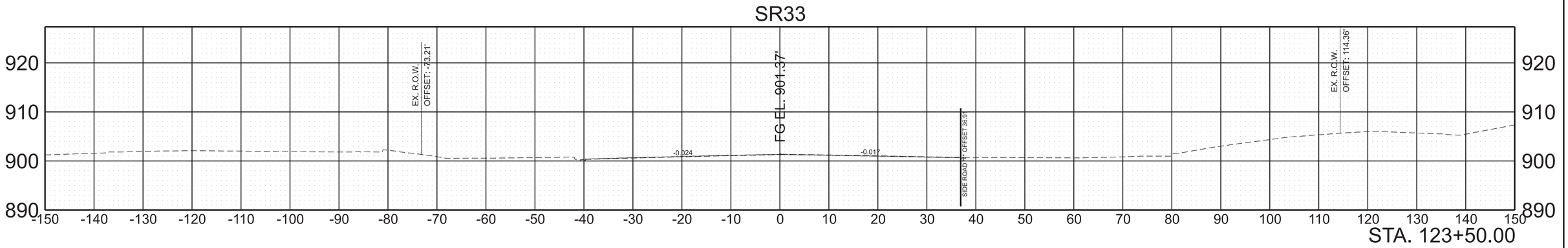


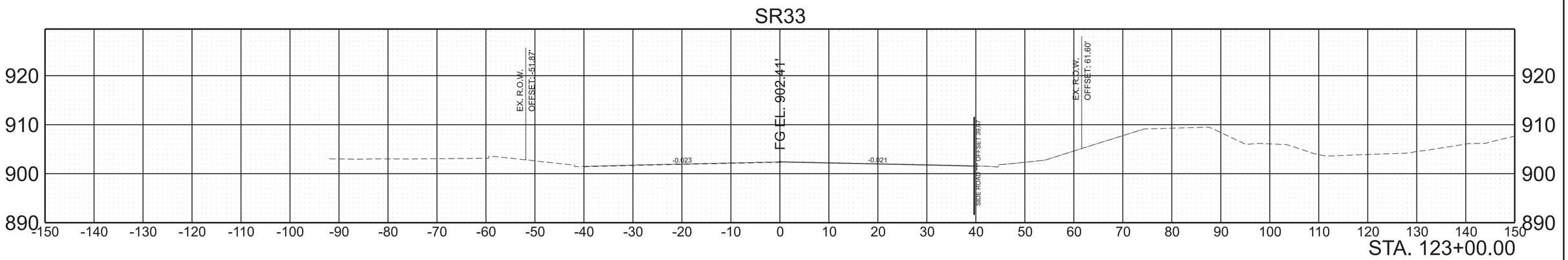
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	17
PS&E	2026	62S033-S3-008	18



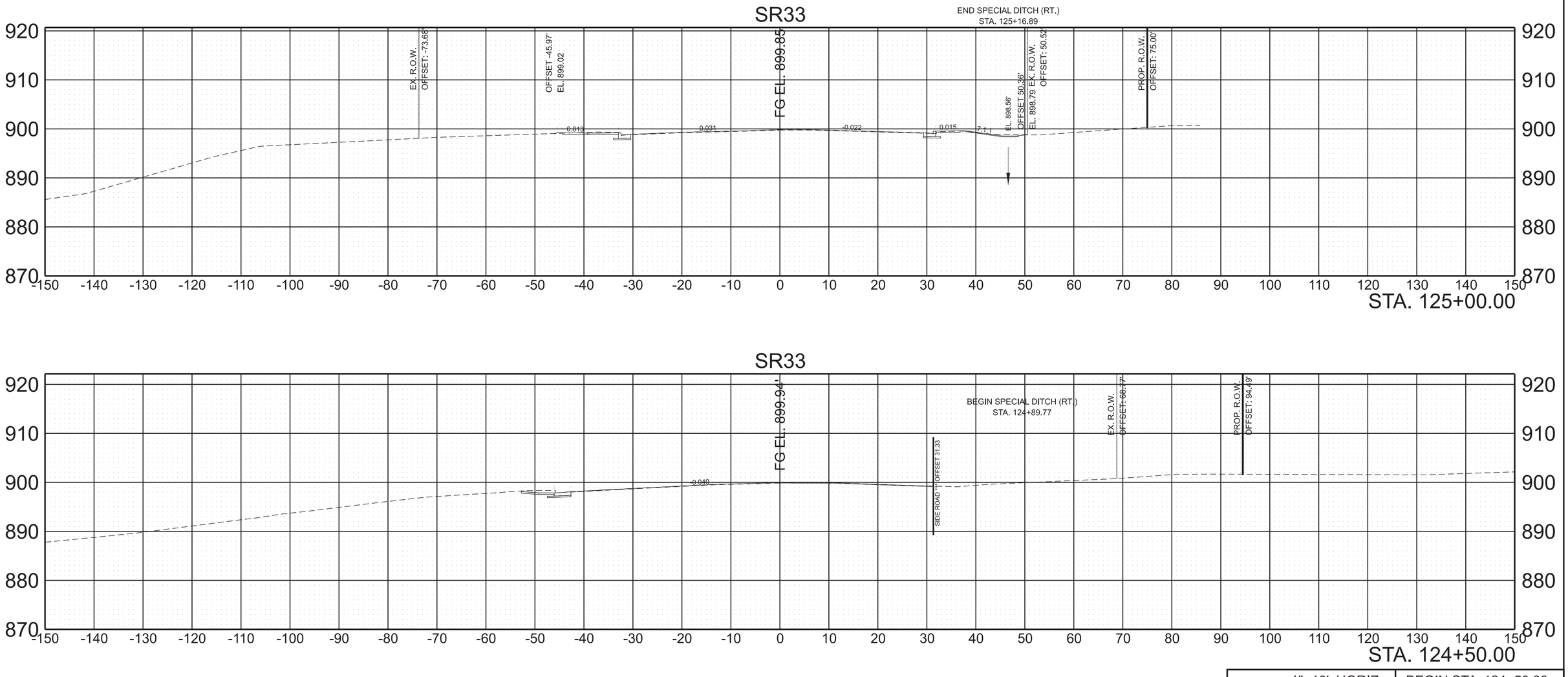




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	1"=10' VERT.	END STA. 124+00.00

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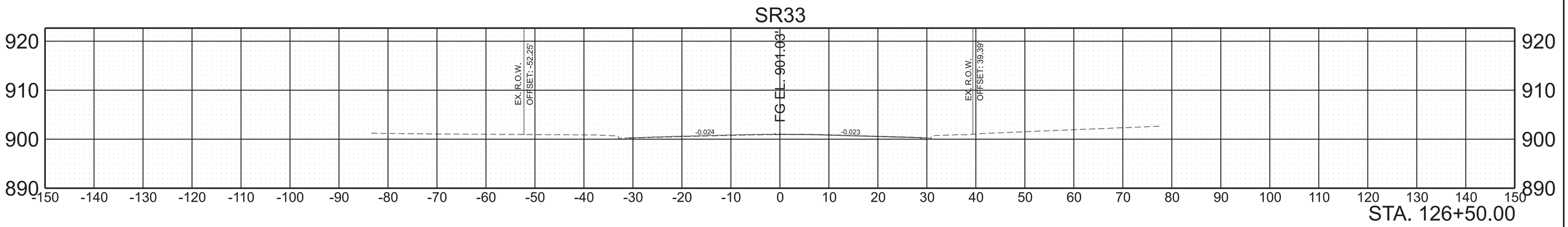
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	18
PS&E	2026	62S033-S3-008	19

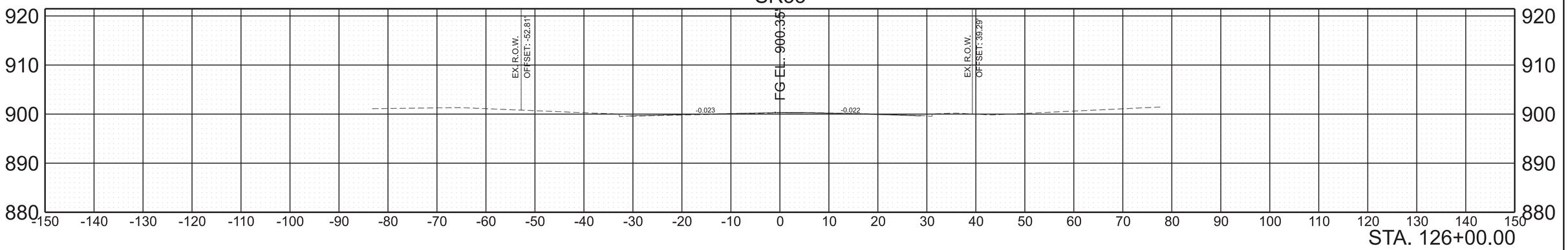


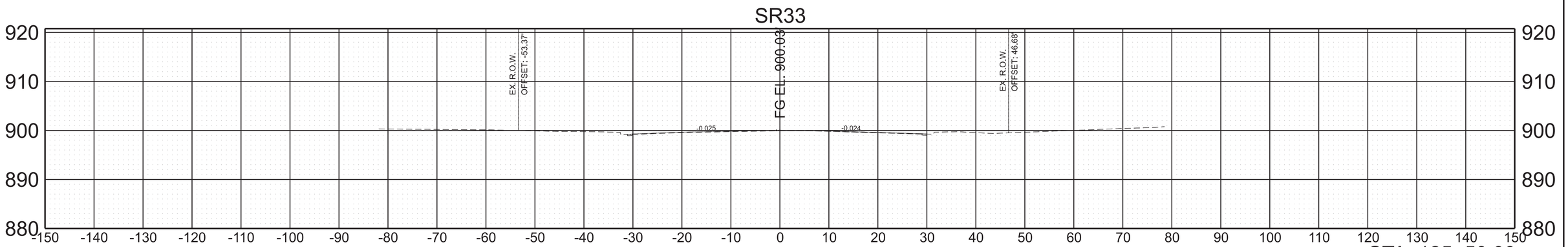
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	19
PS&E	2026	62S033-S3-008	20



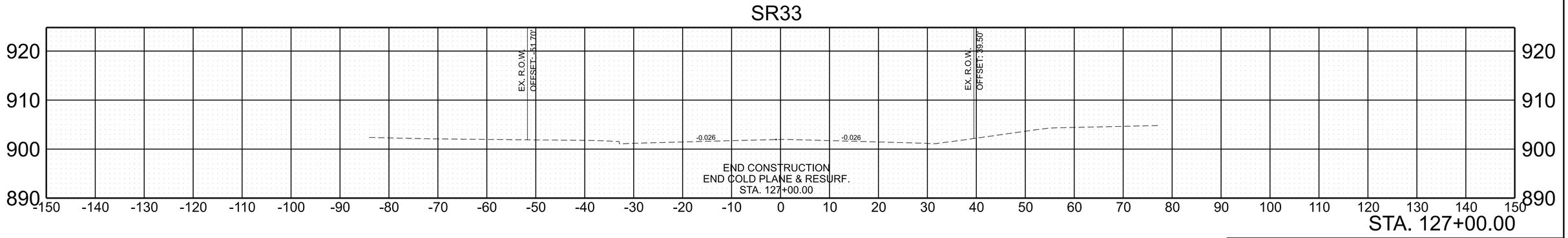




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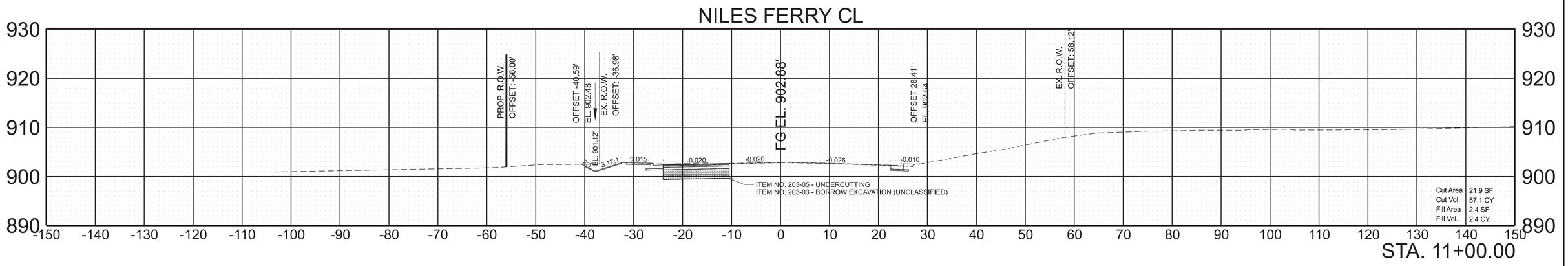
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FUNC.	2025	62S033-S2-008	20
PS&E	2026	62S033-S3-008	21

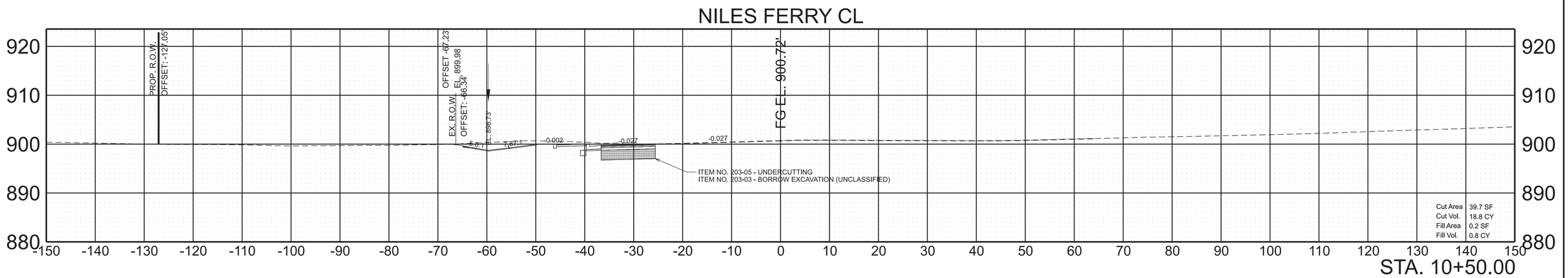


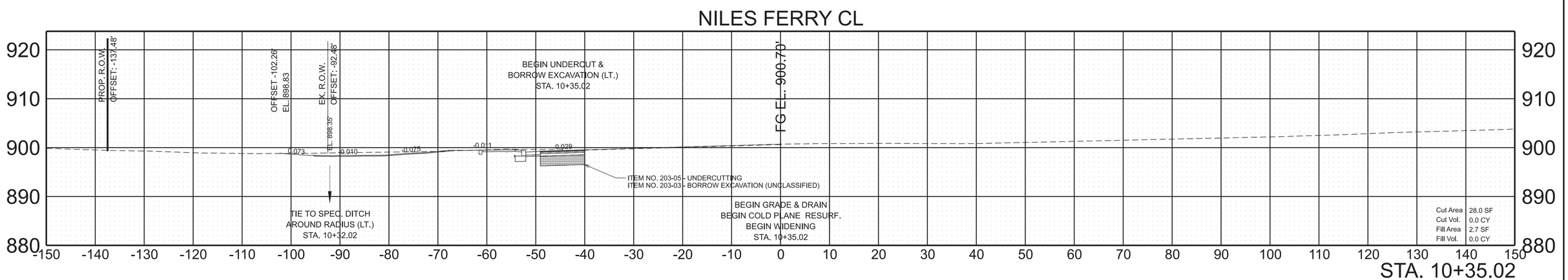
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	21
PS&E	2026	62S033-S3-008	22







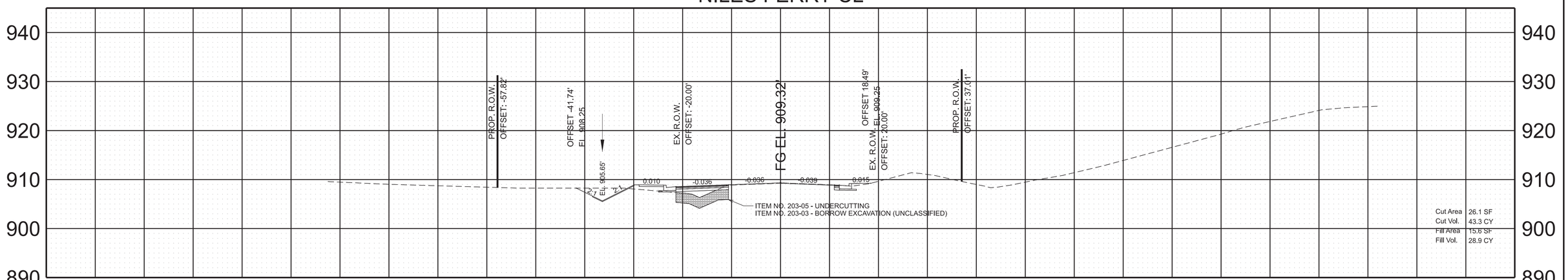
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	1"=10' VERT.	END STA. 11+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	22
PS&E	2026	62S033-S3-008	23

REV. 11/04/26
UPDATED CUT AREA AND CUT VOL.

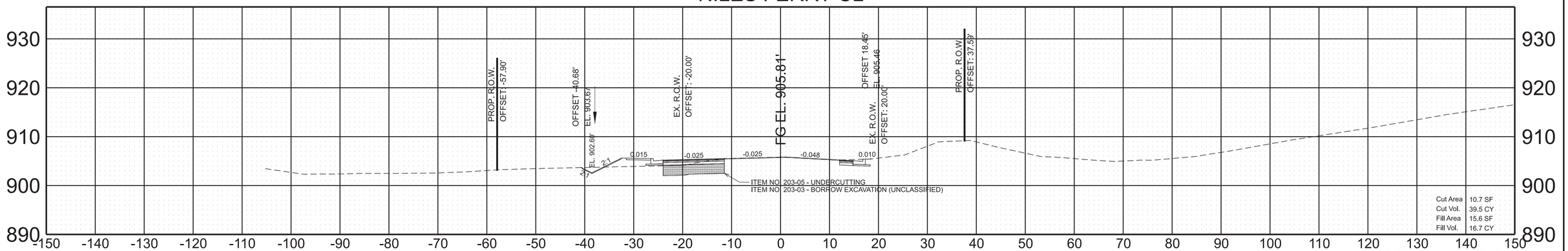
NILES FERRY CL



Cut Area	26.1 SF
Cut Vol.	43.3 CY
Fill Area	15.6 SF
Fill Vol.	28.9 CY

STA. 12+00.00

NILES FERRY CL



Cut Area	10.7 SF
Cut Vol.	39.5 CY
Fill Area	15.6 SF
Fill Vol.	16.7 CY

STA. 11+50.00

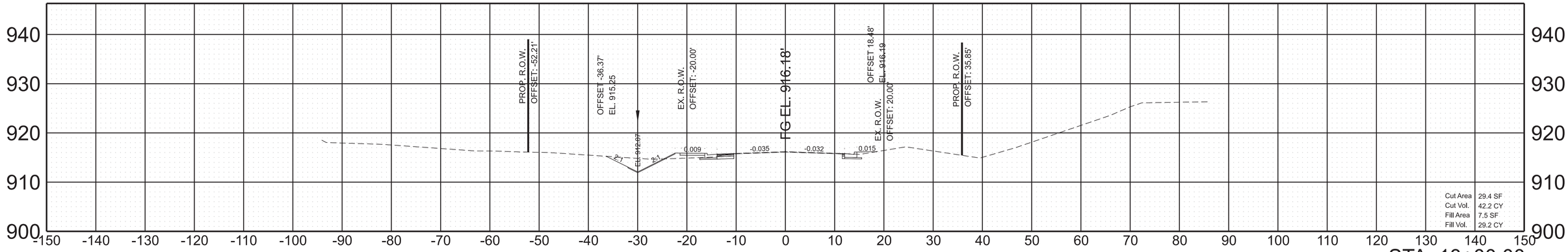
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11/4/2026 9:15:19 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	23
PS&E	2026	62S033-S3-008	24

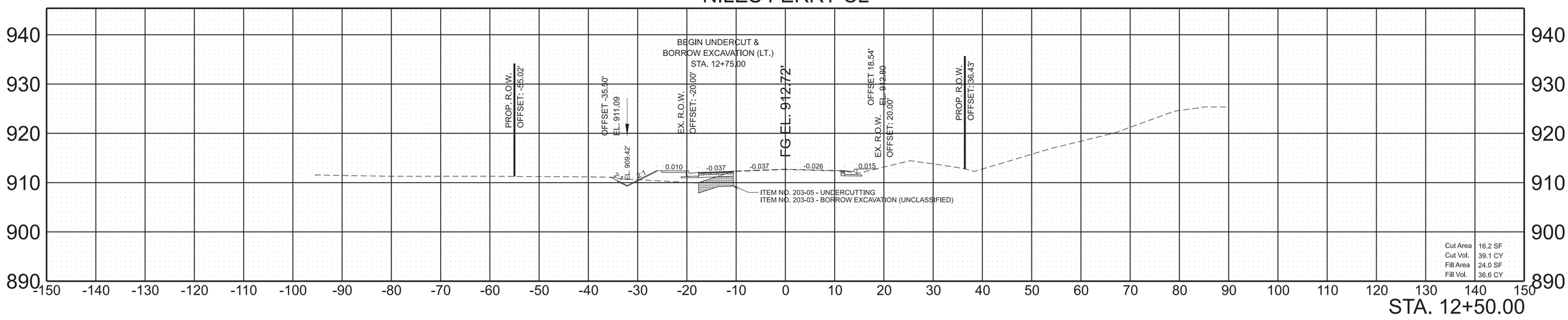
REV. 11/04/26
UPDATED CUT AREA AND CUT VOL.

NILES FERRY CL



STA. 13+00.00

NILES FERRY CL



STA. 12+50.00

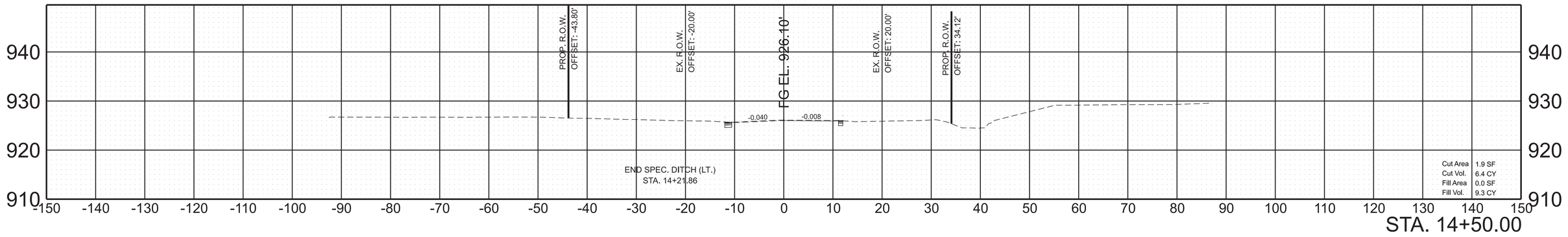
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	24
PS&E	2026	62S033-S3-008	25

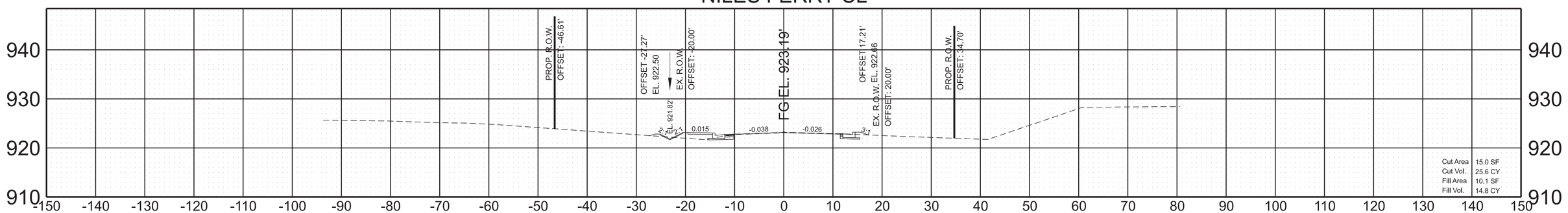
REV. 11/04/26
UPDATED CUT AREA AND CUT VOL.

NILES FERRY CL



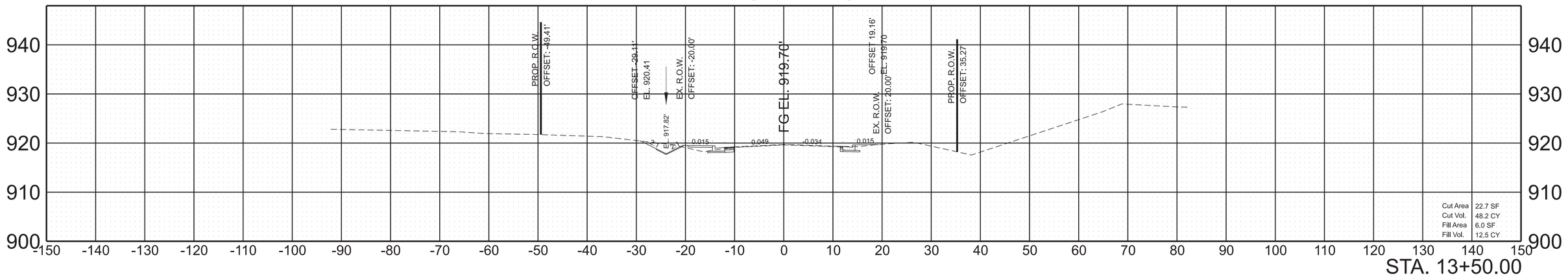
STA. 14+50.00

NILES FERRY CL



STA. 14+00.00

NILES FERRY CL

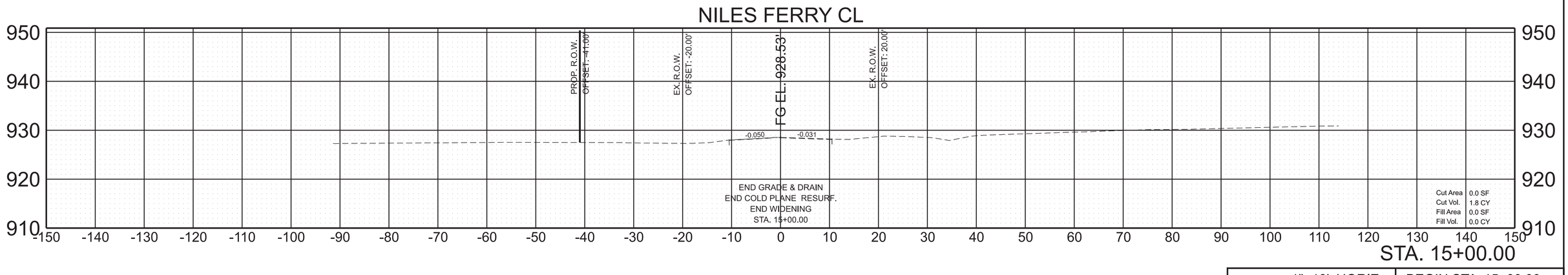


STA. 13+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 13+50.00
	1"=10' VERT.	END STA. 14+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S2-008	25
PS&E	2026	62S033-S3-008	26



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

BEGIN STA. 15+00.00
END STA. 15+00.00

6/23/2026 12:06:40 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T1

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. 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 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 6 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 0.75 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.

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111932
STATE OF TENNESSEE

9/22/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T2

REV. 11/04/26
UPDATED QUANTITIES FOR ITEM NO. 712-09.31.

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	48"	X	24"	8	4	4	4	4	32	T-WZ-10	
R4-9	STAY IN LANE	48"	X	60"	20	2	2	2	2	40	T-WZ-16	
R9-9	SIDEWALK CLOSED	24"	X	12"	2	1		1	1	2	T-WZ-55	
W1-4BL	LANE SHIFT	48"	X	48"	16	2	2	2	2	32	T-WZ-16	
W1-4BR	LANE SHIFT	48"	X	48"	16	2	2	2	2	32	T-WZ-16	
W3-4	BE PREPARED TO STOP	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W5-1	ROAD NARROWS	48"	X	48"	16	2	2	2	2	32		
W8-11	UNEVEN LANES	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-15	GROOVED PAVEMENT	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-15P	MOTORCYCLE (PLAQUE)	30"	X	24"	5	2			2	10		TO BE USED WHEN CONST. OPS. WARRANT
W8-17	SHOULDER DROP OFF (SYMBOL)	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-17P	SHOULDER DROP OFF (PLAQUE)	30"	X	24"	5	2			2	10		TO BE USED WHEN CONST. OPS. WARRANT
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	2	2	2	2	32	T-WZ-10	
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	2	2	32	T-WZ-10	
W20-1	ROAD WORK AHEAD	48"	X	48"	16	2	2	2	2	32	T-WZ-10	
W20-4	ONE LANE ROAD AHEAD	36"	X	36"	9	2			2	18		TO BE USED WHEN CONST. OPS. WARRANT
W20-7	FLAGGER (SYMBOL)	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
									TOTAL	464	S.F.	

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	PHASE I QUANTITY	PHASE II QUANTITY	PHASE III QUANTITY	TOTAL QUANTITY 62S033-S3-008
(1)	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	760			760
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	6	4		10
(1)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	60			60
(1)	712-04.50	BARRIER RAIL DELINEATOR	EACH	38			38
(1)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	31			31
	712-06	SIGNS (CONSTRUCTION)	S.F.	464			464
	712-08.03	ARROW BOARD (TYPE C)	EACH	1		1	2
	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	7060		7060	14120
	712-09.31	REMOVABLE BLACK-OUT TAPE (8IN)	L.F.	9040			9040
	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	116		116	232
	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	56	25	56	137
	716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	2		3	5
	716-05.09	PAINTED PAVEMENT MARKING(STRAIGHT-TURN ARROW)	EACH			1	1
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1	0.4	1.1	2.5

(1) ALL COSTS ASSOCIATED WITH INSTALLING, STORING, AND RE-INSTALLING ALL BARRIER RAIL AND FLEXIBLE DRUM (CHANNELIZING) DEVICES DURING AND BETWEEN DIFFERENT TRAFFIC CONTROL PHASES WILL BE INCLUDED IN THE BID PRICE OF THIS ITEM. DURING THE TIME BETWEEN DIFFERENT TRAFFIC CONTROL PHASES, THE CONTRACTOR SHALL STORE ALL BARRIER RAIL AND FLEXIBLE DRUM (CHANNELIZING) DEVICES IN A PROPER LOCATION THAT WILL NOT INTERFERE WITH THE TRAFFIC FLOW AND CLEAR ZONES OF THE ROADWAY. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER. THE MAXIMUM QUANTITY USED AT ANY ONE POINT WILL BE THE PAY QUANTITY FOR THIS ITEM.

TRAFFIC CONTROL NOTES

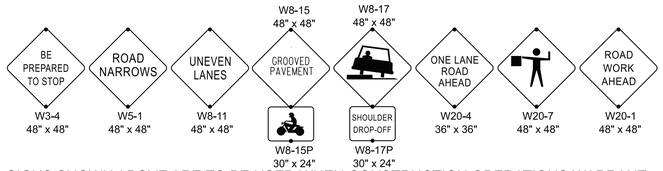
THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

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."

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.

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

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 ENGINEER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (CAUTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	WORK ZONE

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE &
11192
STATE OF TENNESSEE

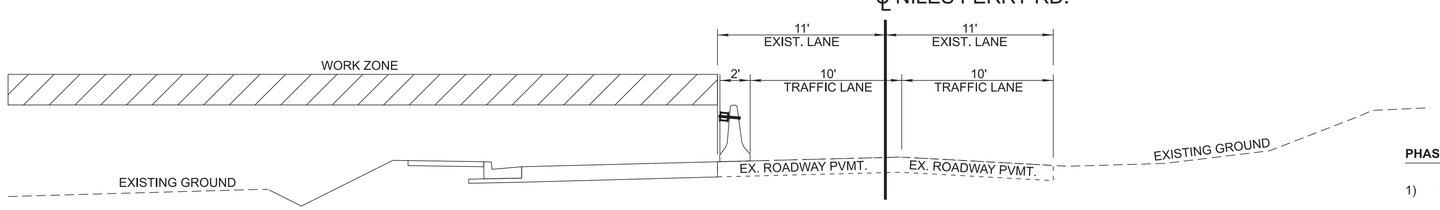
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL LEGEND AND TABULATION

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NOTE: AT A MINIMUM 10' TRAFFIC LANES SHALL BE MAINTAINED ALONG S.R. 33 AND NILES FERRY RD. THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T3

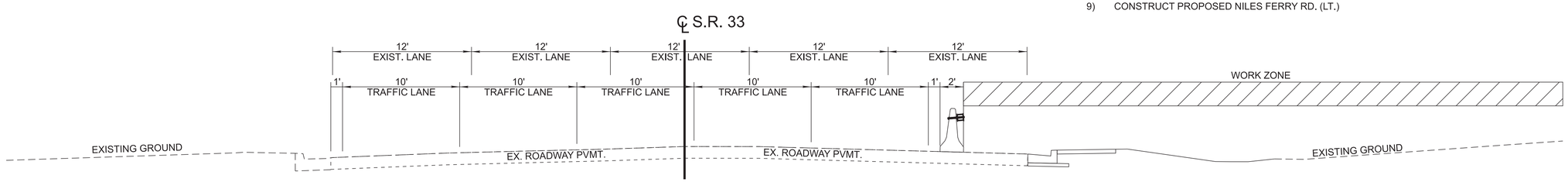


TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 1

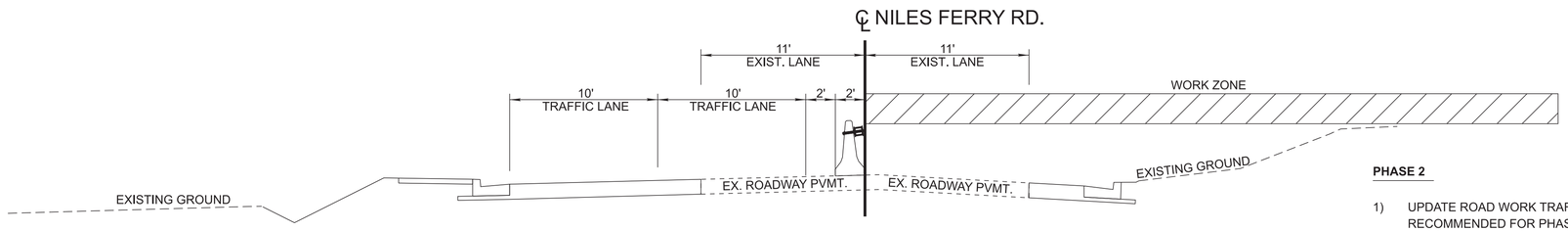
TRAFFIC CONTROL PHASING NOTES

PHASE 1

1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS, DEVICES, AND PAVEMENT MARKINGS RECOMMENDED FOR PHASE 1 LANE SHIFT AND ROADWAY NARROWING ALONG S.R. 33 AND NILES FERRY RD.
2) INSTALL PORTABLE CONCRETE BARRIER RAIL ALONG SR. 33 (RT.), WEST AND EAST OF THE INTERSECTION WITH NILES FERRY RD., AND EXTEND TO LIMITS OF PHASE 1 TRAFFIC OPERATIONS.
3) CONTINUE PORTABLE CONCRETE BARRIER RAIL ALONG THE EAST SIDE (LT.) OF NILES FERRY RD.
4) SHIFT TRAFFIC FOR S.R. 33 AND NILES FERRY RD. AS SHOWN ON THE PHASE 1 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
6) INSTALL SIGNAL POLE MAST ARM AND FOUNDATION.
7) INSTALL PROPOSED STORM DRAINAGE SYSTEMS, AREA DRAINS, AND CURB INLETS.
8) INSTALL PROPOSED CURB AND GUTTER, SIDEWALK, AND CURB RAMPS.
9) CONSTRUCT PROPOSED NILES FERRY RD. (LT.)



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 1

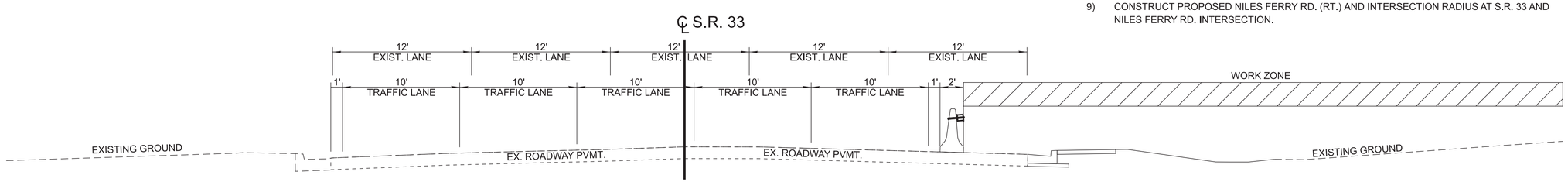


TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 2

TRAFFIC CONTROL PHASING NOTES

PHASE 2

1) UPDATE ROAD WORK TRAFFIC CONTROL SIGNS, DEVICES, AND PAVEMENT MARKINGS RECOMMENDED FOR PHASE 2 ALONG S.R. 33 AND NILES FERRY RD.
2) MAINTAIN PORTABLE CONCRETE BARRIER RAIL ALONG SR. 33 (RT.), WEST OF THE INTERSECTION.
3) INSTALL PORTABLE CONCRETE BARRIER RAIL ALONG THE EAST SIDE (LT.) OF NILES FERRY RD.
4) MAINTAIN SHIFT OF TRAFFIC FOR S.R. 33 FROM PHASE 1 OPERATIONS. SHIFT TRAFFIC FOR NILES FERRY RD. ONTO NEW LANES (CONSTRUCTED IN PHASE 1) AS SHOWN ON THE PHASE 2 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
6) INSTALL SIGNAL POLE MAST ARM AND FOUNDATION.
7) INSTALL PROPOSED STORM DRAINAGE SYSTEMS, AREA DRAINS, AND CURB INLETS.
8) INSTALL PROPOSED CURB AND GUTTER, SIDEWALK, AND CURB RAMPS.
9) CONSTRUCT PROPOSED NILES FERRY RD. (RT.) AND INTERSECTION RADIUS AT S.R. 33 AND NILES FERRY RD. INTERSECTION.



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 2

SEALED BY

STACY L. WEALY
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
COMMERCE
No. 111923
STATE OF TENNESSEE

9/22/26

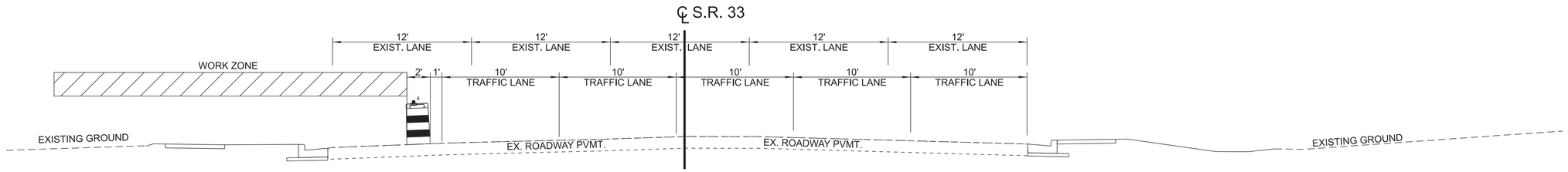
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICAL SECTIONS AND PHASING NOTES

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NOTE: AT A MINIMUM 10' TRAFFIC LANES SHALL BE MAINTAINED ALONG S.R. 33 AND NILES FERRY RD. THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T4



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 3

TRAFFIC CONTROL PHASING NOTES

PHASE 3

1) UPDATE ROAD WORK TRAFFIC CONTROL SIGNS, DEVICES, AND PAVEMENT MARKINGS RECOMMENDED FOR PHASE 3 ALONG S.R. 33.
2) INSTALL FLEXIBLE DRUMS ALONG SR. 33 (LT.), WEST AND EAST OF THE INTERSECTION WITH CHURCH ST., AND EXTEND TO LIMITS OF PHASE 3 TRAFFIC OPERATIONS.
3) CONTINUE FLEXIBLE DRUMS ALONG THE LEFT AND RIGHT SIDE OF CHURCH ST.
4) SHIFT TRAFFIC FOR S.R. 33 AS SHOWN ON THE PHASE 3 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
6) INSTALL SIGNAL POLE MAST ARMS AND FOUNDATIONS.
7) INSTALL PROPOSED CURB AND GUTTER, SIDEWALK, AND CURB RAMPS.

TRAFFIC CONTROL PHASING NOTES

PHASE 4

1) COLD PLANE, RESURFACE, AND INSTALL FINAL PAVEMENT MARKINGS ALONG S.R. 33, NILES FERRY ROAD, AND CHURCH STREET TO THE LIMITS OF CONSTRUCTION.
2) REMOVE TEMPORARY SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.

SEALED BY



9/22/26

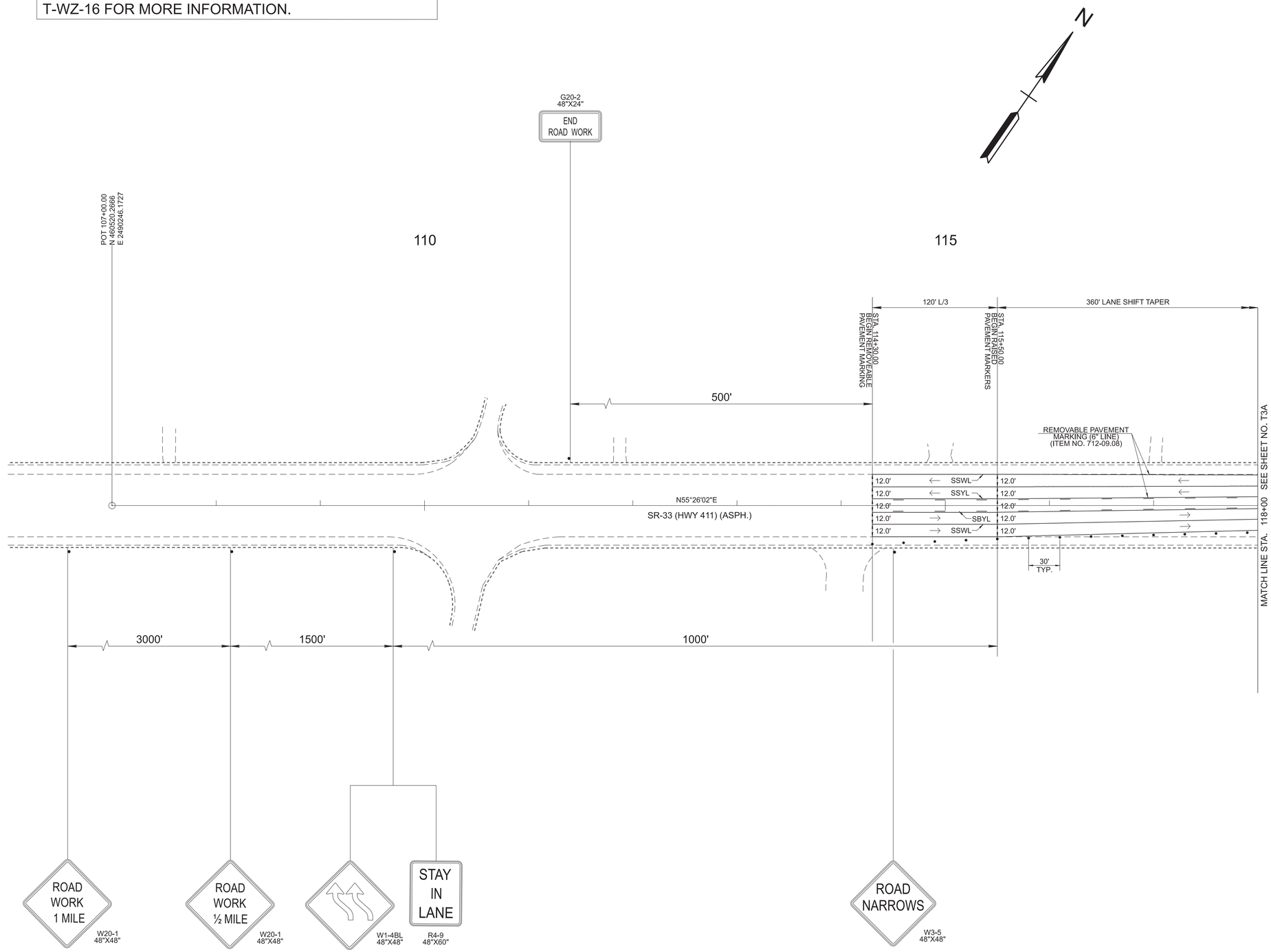
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
TYPICAL SECTIONS
AND PHASING NOTES

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NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T5



SEALED BY

STACY L. WEALY
REGISTERED ENGINEER
AGRICULTURE
COMMENCE
No. 111933
STATE OF TENNESSEE

9/22/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 114+30.00 TO STA. 118+00.00
SCALE: 1" = 50'

PHASE I

9/21/2026 8:01:46 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T5A

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

W1-4BL
48"X48"

W20-1
48"X48"
ROAD WORK AHEAD

G20-2
48"X24"
END ROAD WORK

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

120

125

130

S.R. 33
CURVE 1
PI 124+87.86
N 461533.8855
E 2491718.9345
Δ 00°47'16" RT.
D 00°30'00"
R 11460.00'
L 157.57'
T 78.79'
LC 157.57'
BC N55°55'58.2"E

S.R. 33
CURVE 2
PI 129+42.09
N 461785.7346
E 2492096.9482
Δ 01°55'02" RT.
D 00°41'55"
R 8200.00'
L 274.39'
T 137.21'
LC 274.37'
BC N57°17'07.2"E

POT 17+01.92
N 462403.6771
E 2491594.4306

500'

S01°17'5"E CHURCH ST. (ASPH.)

500'

100'

360' LANE SHIFT TAPER

360' BUFFER ZONE

STA. 119+10.00
END RAISED PAVEMENT MARKERS

STA. 121+00.00
END REMOVEABLE PAVEMENT MARKING
BEGIN PAINTED PAVEMENT MARKING

LIMIT OF CONST.
STA. 19+08.00

PC STA. 124+09.08

PT STA. 125+66.65

STA. 126+81.00
BEGIN RAISED PAVEMENT MARKERS

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

360' LANE SHIFT TAPER

STA. 127+00.00
END PAINTED PAVEMENT MARKING
BEGIN REMOVEABLE PAVEMENT MARKING

PC STA. 128+04.88

END COLD PLANE & RESURF.
STA. 127+00.00

BEGIN COLD PLANE & RESURF.
STA. 121+00.00

MATCH LINE STA. 118+00 SEE SHEET NO. T3

MATCH LINE STA. 130+00 SEE SHEET NO. T3B

SSWL 10.0'
SSYL 10.0'
SBYL 10.0'
SSWL 10.0'

DSYL
N55°32'20"E

SR-33 (HWY 411) (ASPH.)

N56°19'36"E

60' TYP.

30' TYP.

PAINTED PAVEMENT MARKING (6" LINE) (ITEM NO. 716-05.20)

PAINTED PAVEMENT MARKING (STOP LINE) (ITEM NO. 716-05.05)

END C&G & SIDEWALK (RT.) TIE TO EX. SIDEWALK SR-33 STA. 125+16.86

SIDEWALK CLOSED
R9-9
24"X12"

W1-4BR
48"X48"

TYPE "C" ARROW BOARD (96"X48")
SEE STD. SWG. T-WZ-FAB1

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

BEGIN GRADE & DRAIN
BEGIN COLD PLANE & RESURF.
BEGIN WIDENING
STA. 10+35.02

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

S24°26'03"E

NILES FERRY RD. (ASPH.)

MATCH LINE A-A STA. 115+20

500'

35' TYP.

S24°26'03"E 3.60'

500'

POT 17+50.00
N 460520.2666
E 2491956.7218

ROAD WORK AHEAD
W20-1
48"X48"

END ROAD WORK
G20-2
48"X24"

END GRADE & DRAIN
END COLD PLANE & RESURF.
END WIDENING
STA. 15+00.00

MATCH LINE A-A STA. 115+20

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111922
STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

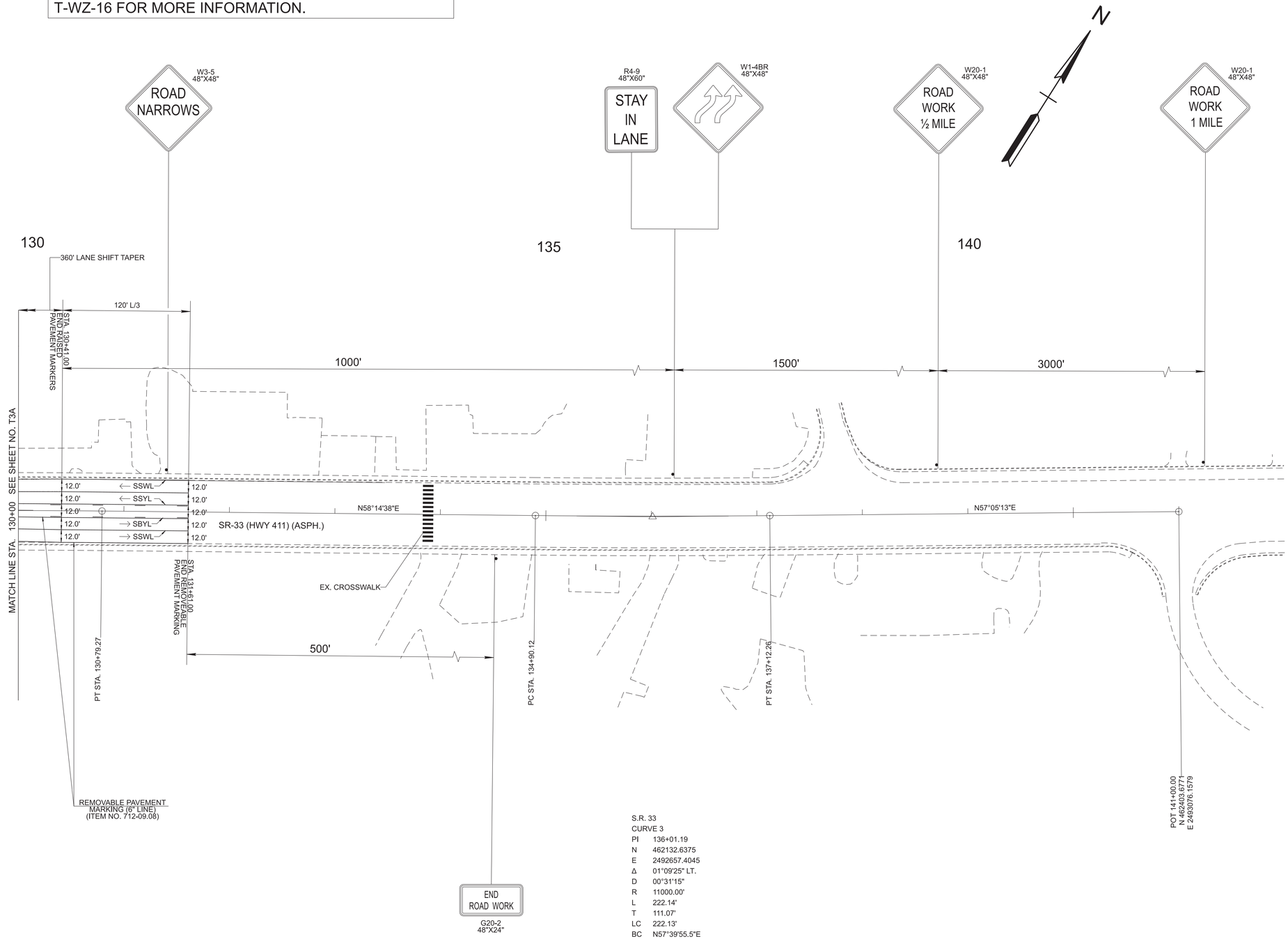
PHASE I

STA. 118+00.00 TO STA. 130+00.00
SCALE: 1" = 50'

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NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T5B



S.R. 33
CURVE 3

PI	136+01.19
N	462132.6375
E	2492657.4045
Δ	01°09'25" LT.
D	00°31'15"
R	11000.00'
L	222.14'
T	111.07'
LC	222.13'
BC	N57°39'55.5"E

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
CERT. NO. 111951
STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

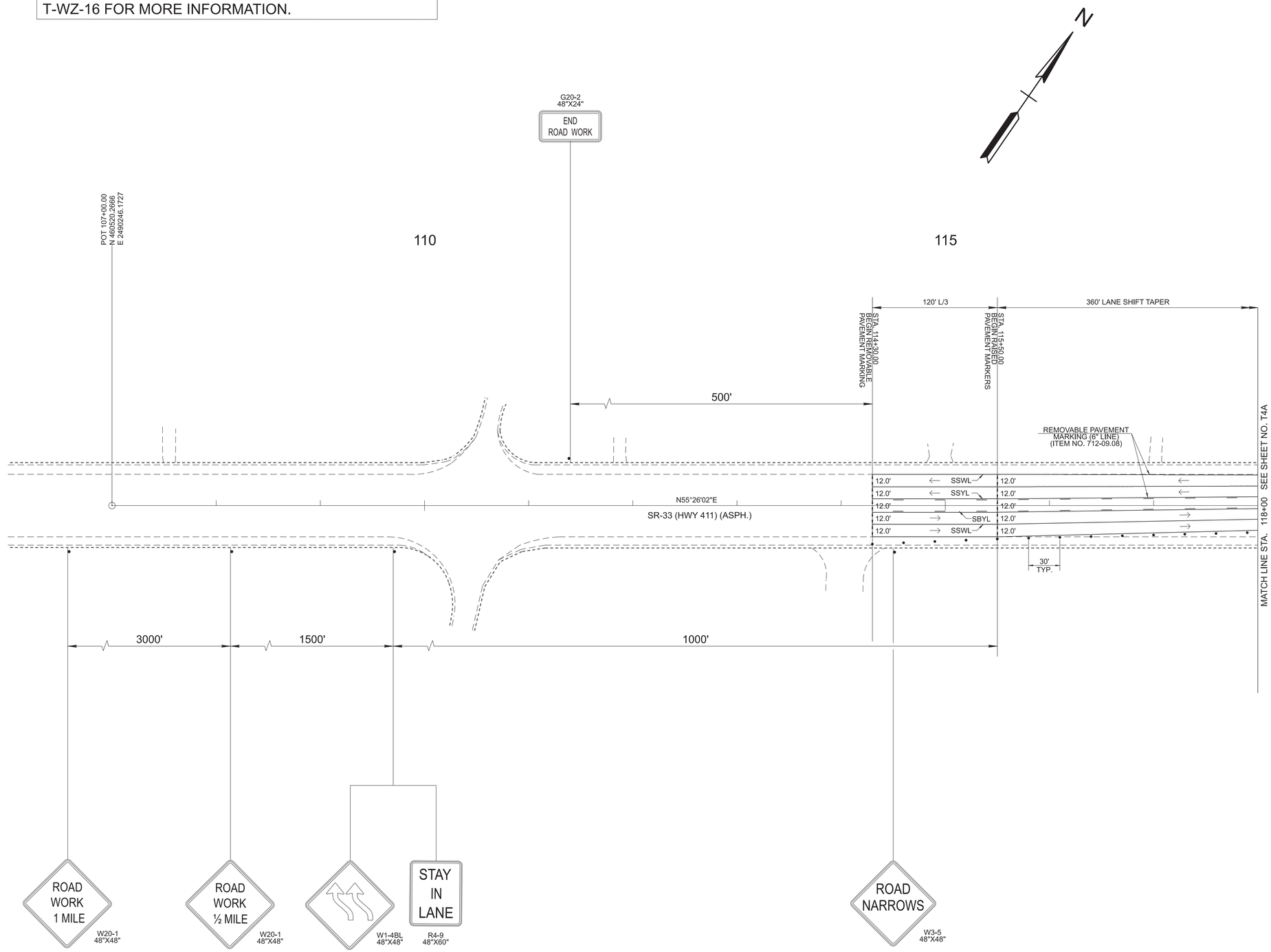
PHASE I

STA. 130+00.00 TO STA. 131+61.00
SCALE: 1" = 50'

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NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T6



SEALED BY

STACY L. WEALY
REGISTERED ENGINEER
AGRICULTURE
COMMENCE
No. 111933
STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

PHASE 2

STA. 114+30.00 TO STA. 118+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T6A

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

W1-4BL
48"X48"

W20-1
48"X48"
ROAD WORK AHEAD

G20-2
48"X24"
END ROAD WORK

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

120

125

130

S.R. 33
CURVE 1
PI 124+87.86
N 461533.8855
E 2491718.9345
Δ 00°47'16" RT.
D 00°30'00"
R 11460.00'
L 157.57'
T 78.79'
LC 157.57'
BC N55°55'58.2"E

S.R. 33
CURVE 2
PI 129+42.09
N 461785.7346
E 2492096.9482
Δ 01°55'02" RT.
D 00°41'55"
R 8200.00'
L 274.39'
T 137.21'
LC 274.37'
BC N57°17'07.2"E

POT 17+01.92
N 462403.6771
E 2491594.4306

500'

S01°17'5"E CHURCH ST. (ASPH.)

500'

PT STA. 125+66.65

100'

PC STA. 124+09.08

LIMIT OF CONST.
STA. 19+08.00

360' LANE SHIFT TAPER

360' BUFFER ZONE

STA. 119+10.00
END RAISED
PAVEMENT MARKERS

STA. 121+00.00
END REMOVEABLE
PAVEMENT MARKING
BEGIN PAINTED
PAVEMENT MARKING

BEGIN COLD PLANE
& RESURF.
STA. 121+00.00

MATCH LINE STA. 118+00 SEE SHEET NO. T4

SSWL 10.0'
SSYL 10.0'
SBYL 10.0'
SSWL 10.0'

SSWL
SSYL
SBWL
SBYL

DSYL
N55°32'20"E

SR-33 (HWY 411) (ASPH.)

ST

60'
TYP.

PAINTED PAVEMENT
MARKING (6" LINE)
(ITEM NO. 716-05.20)

TYPE "C" ARROW BOARD (96"X48")
SEE STD. SWG. T-WZ-FAB1

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

S23°19'17"E

S24°26'03"E

SSWL
DSYL
N56°19'36"E

60'
9.0'
65'
55'
16' ST
5'
10.0'

END C&G & SIDEWALK (RT.)
TIE TO EX. SIDEWALK
SR-33 STA. 125+16.86

PAINTED PAVEMENT MARKING
(STOP LINE)
(ITEM NO. 716-05.05)

BEGIN GRADE & DRAIN
BEGIN COLD PLANE & RESURF.
BEGIN WIDENING
STA. 10+35.02

18" ST

10.0' SSWL
10.0' DSYL

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

360' LANE SHIFT TAPER

STA. 126+81.00
BEGIN RAISED
PAVEMENT MARKERS

STA. 127+00.00
END PAINTED
PAVEMENT MARKING
BEGIN REMOVEABLE
PAVEMENT MARKING

PC STA. 128+04.88

END COLD PLANE
& RESURF.
STA. 127+00.00

MATCH LINE STA. 130+00 SEE SHEET NO. T4B

30'
TYP.

W1-4BR
48"X48"

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

MATCH LINE A-A STA. 115+20

500'

NILES FERRY RD. (ASPH.)
S40°32'12"E

500'

35'
TYP.

END
ROAD WORK
G20-2
48"X24"

ROAD
WORK
AHEAD
W20-1
48"X48"

POT 17+50.00
N 460520.2666
E 2491956.7218

MATCH LINE A-A STA. 115+20

NILES FERRY RD. (ASPH.)

10.0' SSWL
10.0' DSYL

END GRADE & DRAIN
END COLD PLANE & RESURF.
END WIDENING
STA. 15+00.00

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
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COMMERCE
111922
STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

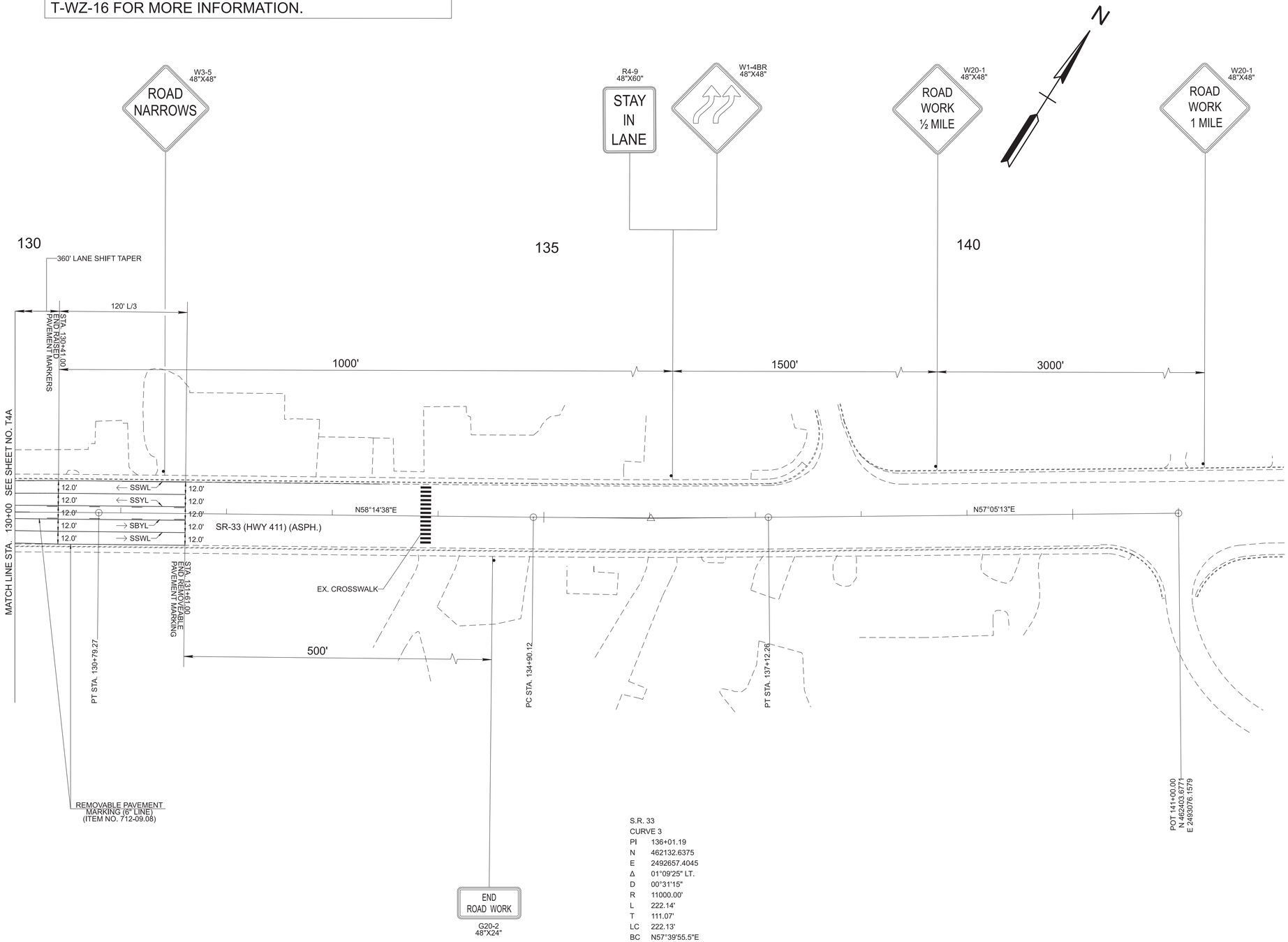
PHASE 2

STA. 118+00.00 TO STA. 130+00.00
SCALE: 1" = 50'

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NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T6B



S.R. 33
CURVE 3

PI	136+01.19
N	462132.6375
E	2492657.4045
Δ	01°09'25" LT.
D	00°31'15"
R	11000.00'
L	222.14'
T	111.07'
LC	222.13'
BC	N57°39'55.5"E

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
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STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

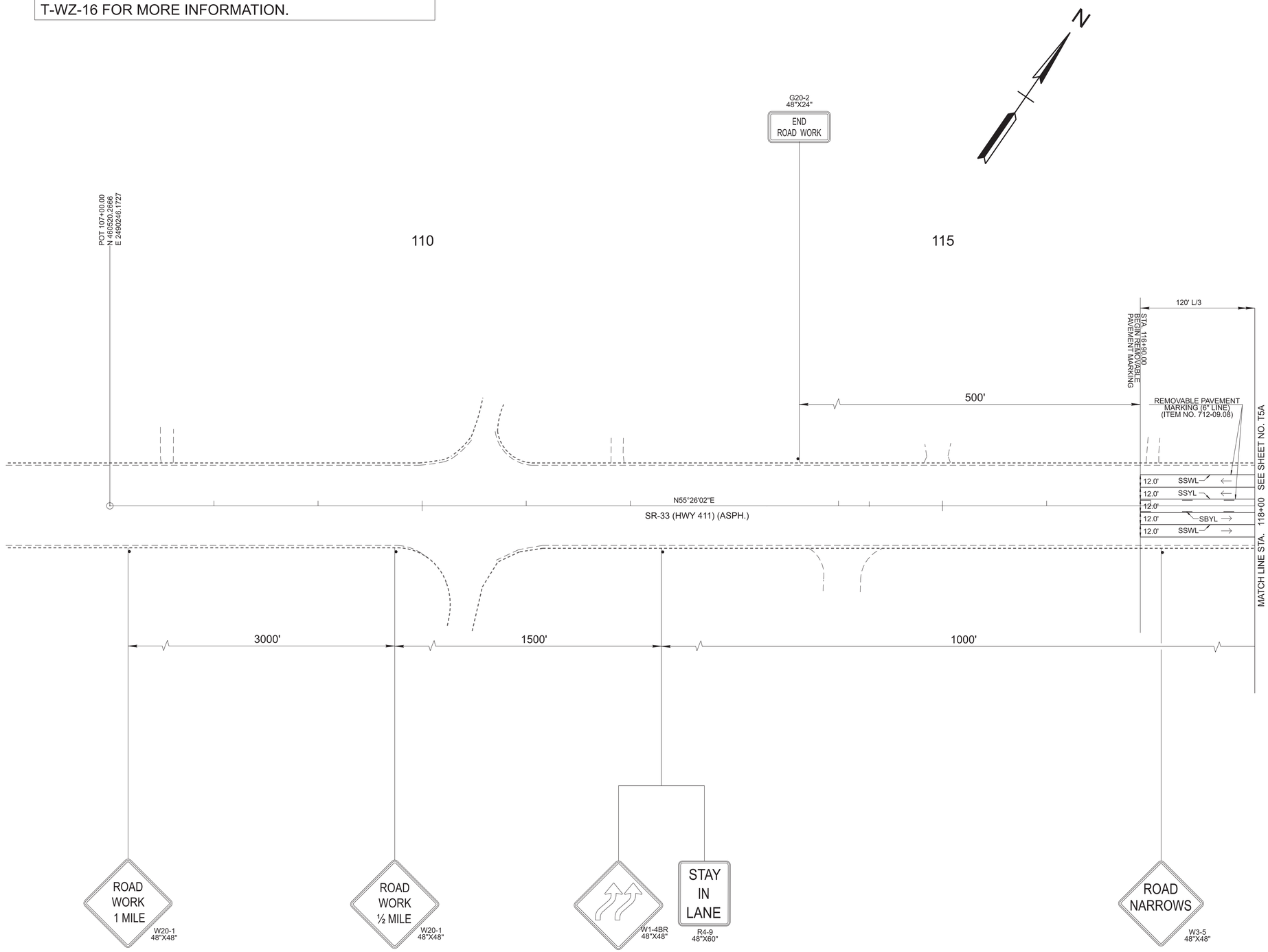
PHASE 2

STA. 130+00.00 TO STA. 131+61.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T7

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

PHASE 3

STA. 116+90.00 TO STA. 118+00.00
SCALE: 1" = 50'

9/21/2026 8:09:51 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T7A

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

S.R. 33
CURVE 1
PI 124+87.86
N 461533.8855
E 2491718.9345
Δ 00°47'16" RT.
D 00°30'00"
R 11460.00'
L 157.57'
T 78.79'
LC 157.57'
BC N55°55'58.2"E

S.R. 33
CURVE 2
PI 129+42.09
N 461785.7346
E 2492096.9482
Δ 01°55'02" RT.
D 00°41'55"
R 8200.00'
L 274.39'
T 137.21'
LC 274.37'
BC N57°17'07.2"E

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY RD.
N 461484.1710 E 2491646.4941

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

SEALED BY

STACY L. WEAVER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
11/1992
STATE OF TENNESSEE

9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

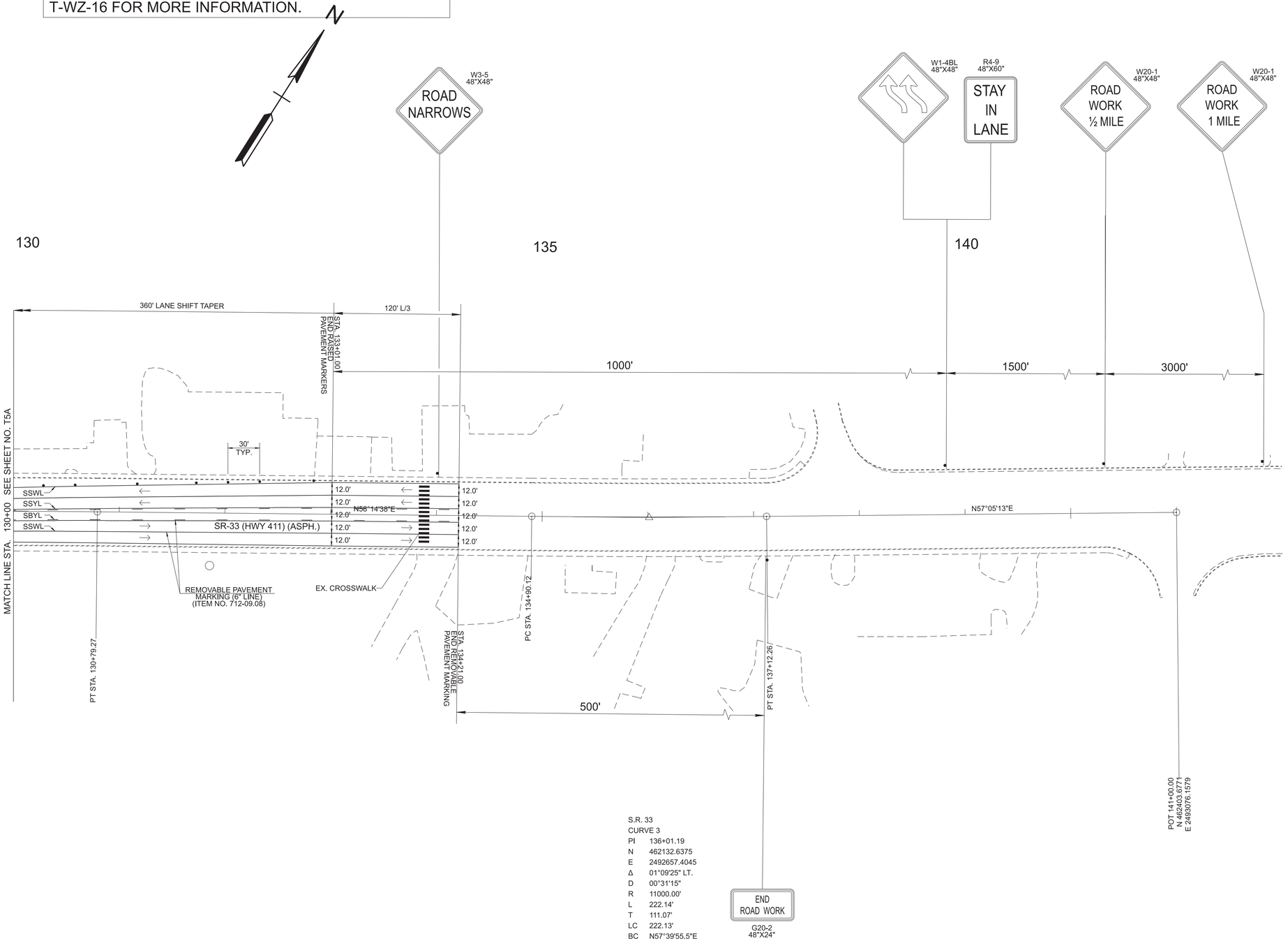
PHASE 3

STA. 118+00.00 TO STA. 130+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	T7B

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10 AND T-WZ-16 FOR MORE INFORMATION.



SEALED BY



9/22/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

PHASE 3

STA. 130+00.00 TO STA. 134+21.00
SCALE: 1" = 50'

9/21/2026 8:11:23 PM
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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BESMIR ZENELAKU

Digitally signed by BESMIR ZENELAKU
Date: 2026.08.12 13:11:34 -05'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION-GEOTECHNICAL ENGINEERING SECTION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
BESMIR ZENELAKU, P.E. NO. 124664

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL PLANS	G-1 – G-3

YEAR	PROJECT NO.	SHEET NO.
2026	62S033-S3-008	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

8/6/2026 10:07:13 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES AND TABULATED QUANTITIES	G-2
GEOTECHNICAL TYPICAL SECTION	G-3

SEALED BY

BESMIR ZENELAKU
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

08/12/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
INDEX

8/6/2026 10:07:16 AM
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DEFINITION OF EARTHWORK TERMS

THE TERMS AND DEFINITIONS BELOW SHALL CHARACTERIZE THE MATERIAL TYPE THAT WILL BE ENCOUNTERED DURING EXCAVATION AND GRADING. SEE TYPE MATERIAL REFERENCE IN TYPICAL SECTIONS LEGEND.

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, WATER OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT-END EXCAVATORS/LOADERS.

B. SOLID ROCK MATERIAL

SOLID ROCK MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E. BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS AND WHICH WHEN SUBJECTED TO PROPER PRE-SPLIT AND PRODUCTION BLASTING WOULD RESULT IN A UNIFORM STABLE ROCK CUT FACE. NOTE THAT THIS MATERIAL WOULD NOT BY DEFINITION NECESSARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOLID ROCK, RIP RAP, OR OTHER ROCK AGGREGATE CONSTRUCTION PRODUCTS.

C. SOFT ROCK OR DEGRADABLE ROCK

THIS MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES THAT ARE SO FIRMLY BONDED SUCH THAT THEY ARE NOT FAIRLY READILY SEPARATED INTO SMALL PIECES YET HAS SUCH RELATIVELY LOW BONDING STRENGTH THAT WOULD ALLOW FOR SEPARATING INTO SMALL PIECES THROUGH MODERATE TO HEAVY CRUSHING FORCES. FOR CONSTRUCTION PURPOSES THIS MATERIAL WOULD HAVE TO BE SUBJECTED TO RIPPING TYPE EQUIPMENT, HOE RAMS, OR RUGGED USE OF A LARGE BULLDOZER IN ORDER TO SEPARATE THE MATERIAL SUCH THAT IT CAN BE READILY LOADED INTO EARTH MOVING TRUCKS. THESE MATERIALS WOULD TYPICALLY BE SHALES, CLAYSTONES, SILTSTONES, WEATHERED SANDSTONES, WEATHERED SCHIST AND WEATHERED GNEISS.

D. TRANSITIONAL MATERIALS

THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C) OCCURRING IN EITHER NON-UNIFORM INTERBEDDED LAYERS OF THE ABOVE MATERIALS (I.E. SHALE MATERIAL WITH RELATIVELY THIN LAYERS OF SOLID ROCK SUCH AS HARD LIMESTONE) OR ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH LATERALLY AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE). FOR CONSTRUCTION PURPOSES, THIS MATERIAL MAY HAVE TO BE EXCAVATED USING A COMBINATION OF EXCAVATION METHODS SUCH AS BLASTING OF ROCK PINNACLES, LAYERS OR BOULDERS ALONG WITH A RIPPING OF WEATHERED ROCK AND EXCAVATING OF SOIL WITH TRACK HOES OR LOADERS ALL WITHIN A LOCALIZED AREA. THIS MATERIAL WOULD NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

TABULTED GEOTECHNICAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
①②	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	211
①②	203-05	UNDERCUTTING	C.Y.	211

FOOTNOTES

① TO BE USED BETWEEN STATION 10+35.02 TO STATION 12+75 OR OTHERWISE AS DIRECTED BY ENGINEER FOR SUBGRADE STABILIZATION.

② FOR BIDDING PURPOSES, THESE QUANTITIES ARE INCLUDED IN THE SHEET 2 SERIES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	G-2

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BESMIR ZENELAKU
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 112424
STATE OF TENNESSEE

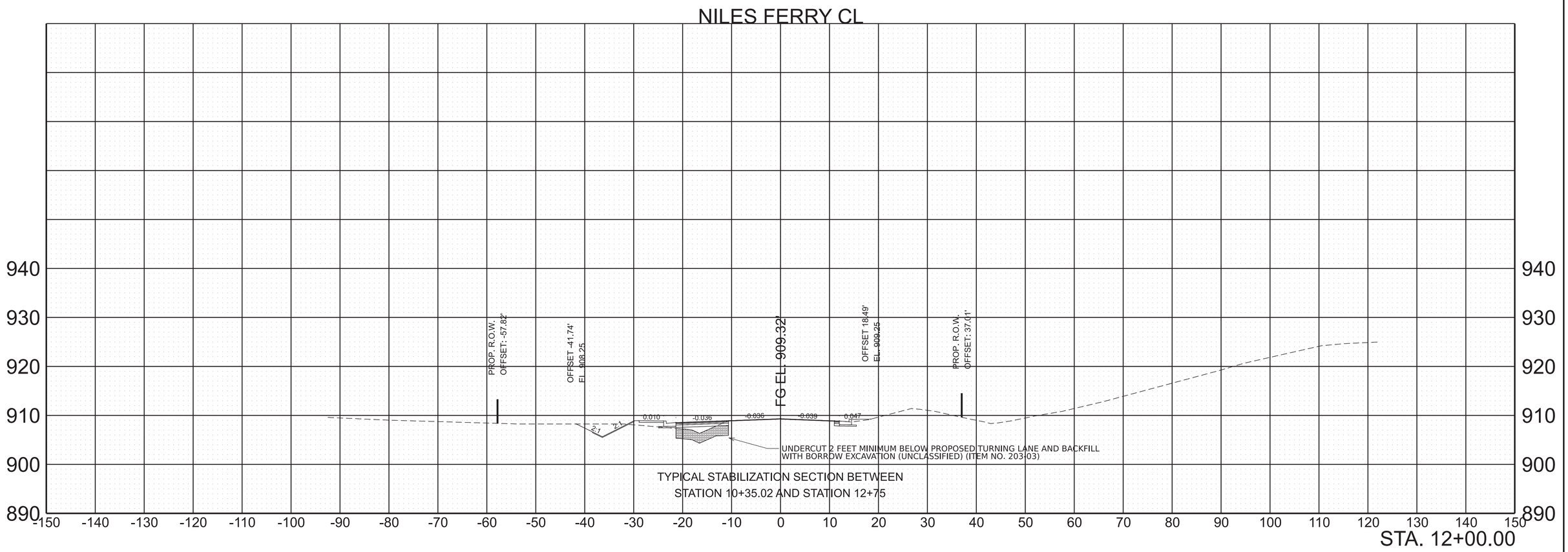
08/12/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
NOTES AND
TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	G-3



TYPICAL STABILIZATION SECTION BETWEEN
STATION 10+35.02 AND STATION 12+75

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AGRICULTURE
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STATE OF TENNESSEE

08/12/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTION

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Bryan Bartnik
2026.09.02 12:34:18 -04'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN 37914
BRYAN BARTNIK, P.E. NO. 119211

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX AND SPECIAL NOTES	SIG-1
ESTIMATED SIGNAL QUANTITIES	SIG-1A
SIGNAL LAYOUT	SIG-2
SIGNAL DETAILS	SIG-2A
SIGNAL PHASING AND TIMING	SIG-2B

YEAR	PROJECT NO.	SHEET NO.
2026	62S033-S3-008	SIGNAL-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S1-004	SIG-1
PS&E	2026	62S033-S3-008	SIG-1

SIGNAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN-1
SIGNAL INDEX AND SPECIAL NOTES	SIG-1
ESTIMATED SIGNAL QUANTITIES	SIG-1A
SIGNAL LAYOUT	SIG-2
SIGNAL DETAILS	SIG-2A
SIGNAL PHASING AND TIMING	SIG-2B

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9/2/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL
INDEX AND
SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S1-004	SIG-1A
PS&E	2026	62S033-S3-008	SIG-1A

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 62S033-S1-004
	713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	79
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	5
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	3
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	5
(1)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	1603
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	887
	730-08.04	SIGNAL CABLE - 9 CONDUCTOR	L.F.	36
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	262
	730-12.03	CONDUIT 3" DIAMETER (PVC SCHEDULE 40)	L.F.	50
(2)	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	172
(2)	730-12.24	CONDUIT 3" DIAMETER (DIRECTIONAL BORE)	L.F.	119
(3)	730-13.12	VEHICLE DETECTOR (RADAR - STOP LINE)	EACH	4
(3)	730-13.13	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	3
	730-15.07	CABINET (ATC)	EACH	1
	730-16.04	CONTROLLER (ATC)	EACH	1
	730-23.28	PEDESTAL POLE (TYPE A)	EACH	4
(4)	730-25.11	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	3
(4)	730-25.14	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	1
	730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSHBUTTON & 15IN SIGN	EACH	6

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 SIGNAL CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR PAYMENT BY THE CONTRACTOR.

2. DIRECTIONAL BORE CONDUIT SHALL BE PVC SCHEDULE 80.

3. INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, 1381 L.F. OF RADAR CABLE, SURGE PROTECTION, AND ANY OTHER RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN ON PLANS. CONTRACTOR TO ENSURE COMPATIBILITY WITH SIGNAL CONTROLLER.

4. SEE SPECIAL PROVISION 700SIG FOR POLE DESIGN REQUIREMENTS. BID ITEM SHALL INCLUDE THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION OF THE POLE FOUNDATION. SELECT THE APPROPRIATE FOUNDATION DESIGN FROM STD. DWG., T-SG-10.

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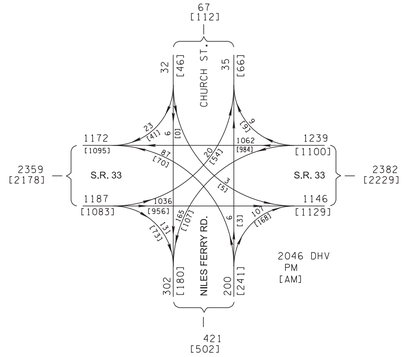
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ESTIMATED SIGNAL QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S1-004	SIG-2
PS&E	2026	62S033-S3-008	SIG-2



S1	Highway 411	24" X 90"		
S2	Niles Ferry Rd →	24" X 102"	S4 ← Niles Ferry Rd	24" X 102"
S3	← Church St	24" X 90"	S5 Church St →	24" X 90"

PROPOSED STREET NAME SIGNS
SEE SIGN SCHEDULE FOR DETAILS

PROPOSED SIGNAL HEADS W/ BACKPLATES
AND DEVICE LEGEND

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BRYAN BARTNIK
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119291
STATE OF TENNESSEE

9/2/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

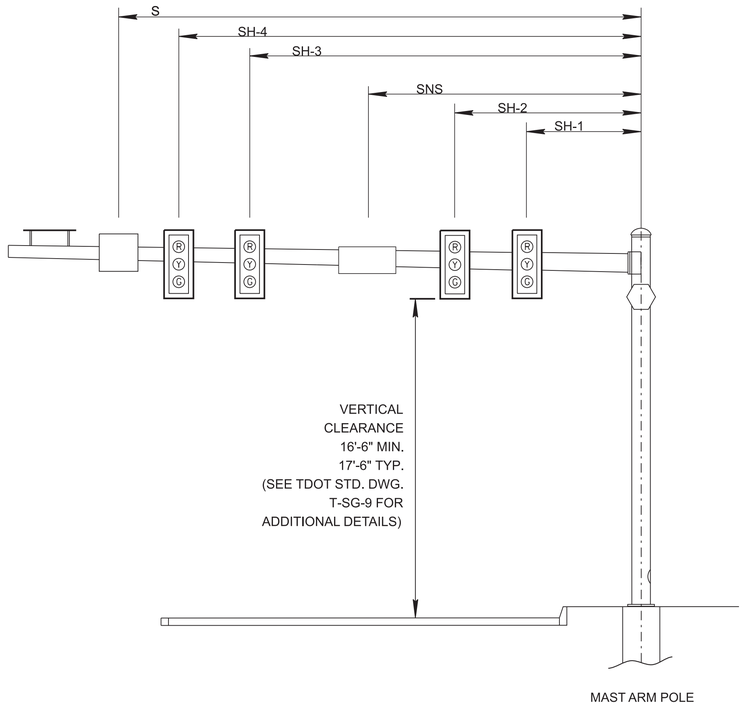
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

S.R-33 INTERSECTION @ NILES FERRY RD & CHURCH STREET
STA. 120+50.00 TO STA. 127+70.00
SCALE: 1" = 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	62S033-S1-004	SIG-2A
PS&E	2026	62S033-S3-008	SIG-2A



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

LEGEND

- SIGNAL HEAD
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (RADAR)
- VIBRATION DAMPER PLATE

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM LENGTH	SH-1	SH-2	VD1	VD2	SNS	GROUND EL. @ POLE
SP-1	124+68.00	59.00' LT	2491669.4991	461571.3642	60'	37.8'	49.8'	0.0'		43.5'	897.21'
SP-2	124+70.00	64.00' RT	2491740.2157	461470.7259	70'	39.7'	58.8'	0.0'	53.3'	49.3'	899.82'
SP-3	123+34.00	87.00' RT	2491641.2857	461375.1335	60'	40.9'	52.9'	0.0'	17.8'	46.9'	905.89'
SP-4	123+60.00	59.00' LT	2491580.1255	461510.1811	60'	33.0'	50.0'	0.0'	45.0'	42.0'	900.15'
PP-1	124+67.94	42.66' RT	2491726.5509	461487.1872							
PP-2	124+44.32	53.27' RT	2491713.0695	461465.1836							
PP-3	123+30.00	52.14' RT	2491618.2783	461401.5695							
PP-4	123+70.00	50.00' LT	2491593.4632	461508.4189							

S.R. 33 AT NILES FERRY RD. AND CHURCH ST.

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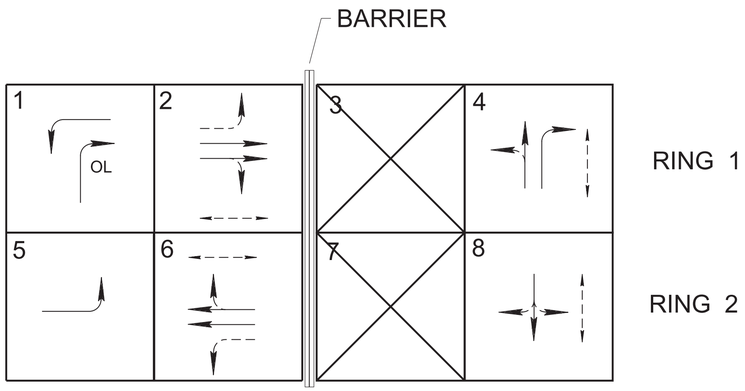
BRYAN BARTNIK
REGISTERED ENGINEER
AGRICULTURE & COMMERCE
No. 119251
STATE OF TENNESSEE
9/2/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	SIG-2B



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

PROTECTED PHASE

PERMISSIVE PHASE

OL = OVERLAP

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY

- SINGLE DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED

- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

BASIC OR SEMI - ACTUATED TIMING (SECS)

PHASE	INITIAL INTERVAL	PASSAGE TIME	MAX I	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED	WALK	FLASHING DON'T WALK			
1	10.0	1.1	15.0	4.0	2.0			NONE	NL	P + P
4	10.0	1.1	39.0	4.5	2.0	7.0	22.0	NONE	NL	PERM
5	10.0	1.1	15.0	4.0	2.0			NONE	NL	P + P
8	10.0	1.1	39.0	4.5	2.0	7.0	22.0	NONE	NL	PERM

(1) NL = NONLOCK
L = LOCK

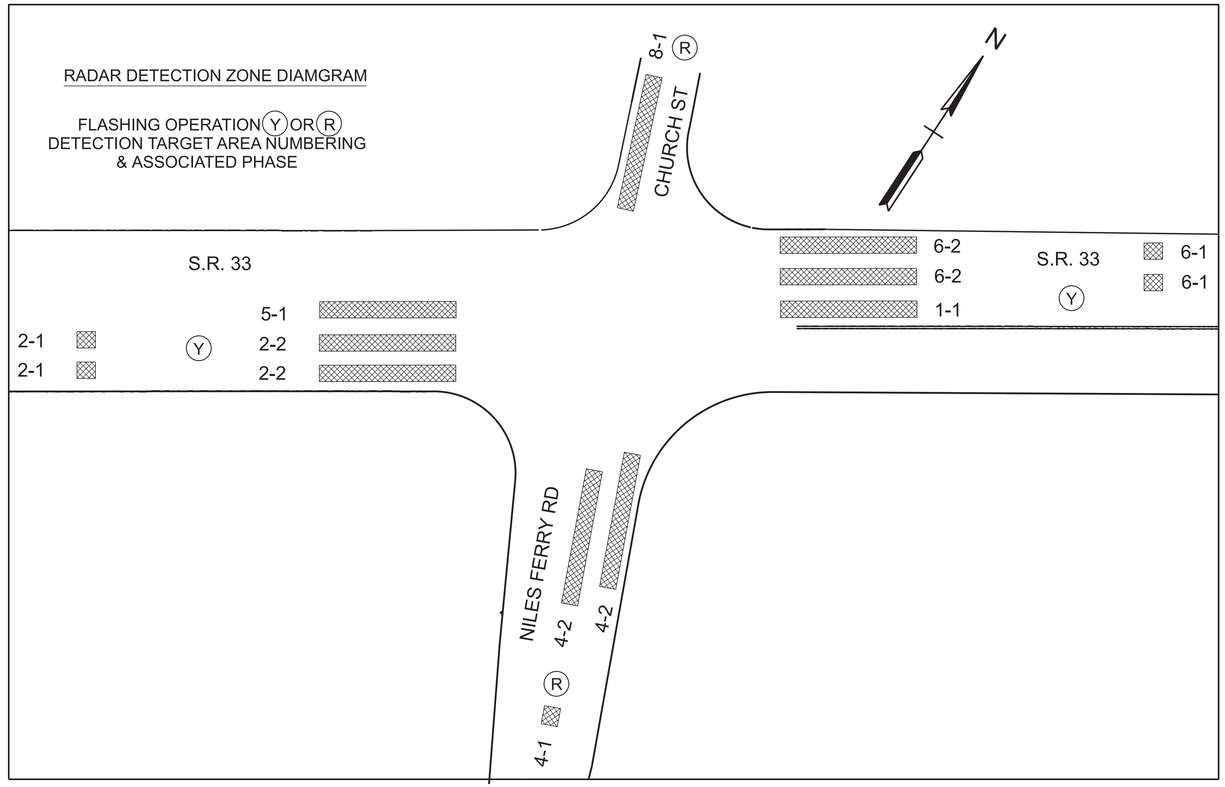
(2) PERM = PERMITTED
PROT = PROTECTED
P + P = PROT/PERM

VOLUME-DENSITY TIMING (SECS)

PHASE	INITIAL INTERVAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MAX I	CLEARANCE		PEDESTRIAN		RECALL TO	MEMORY POSITION (1)
					YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
2	10.0	2.0	3.5	50.0	5.0	2.0	7.0	32.0	MIN	NL
6	10.0	2.0	3.5	50.0	5.0	2.0	7.0	32.0	MIN	NL

RADAR DETECTION ZONE DIAMGRAM

FLASHING OPERATION (Y) OR (R)
DETECTION TARGET AREA NUMBERING
& ASSOCIATED PHASE



RADAR DETECTION TARGET ASSIGNMENTS				
TARGET AREA #	VEHICLE DETECTION #	TARGET AREA (FT)	ASSOC. Ø	COMMENTS
1-1	RS6	1 @ 6'X50'	1	PRESENCE
2-1	RA2	2 @ 6'X6'	2	PULSE
2-2	RS2	2 @ 6'X50'	2	PRESENCE
4-1	RA4	1 @ 6'X6'	4	PULSE
4-2	RS4	2 @ 6'X50'	4	PRESENCE
5-1	RS2	1 @ 6'X50'	5	PRESENCE
6-1	RA6	2 @ 6'X6'	6	PULSE
6-2	RS6	2 @ 6'X50'	6	PRESENCE
8-1	RS8	1 @ 6'X50'	8	PRESENCE

INTERSECTION @ SR-33 & NILES FERRY RD/ CHURCH STREET

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9/2/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING
AND TIMING

SR-33 INTERSECTION @ NILES FERRY RD
& CHURCH STREET

NOT TO SCALE

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TENN.	YEAR	SHEET NO.
	2026	U1-1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	62S033-S3-008	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MONROE COUNTY

S.R 33 (U.S. 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 14.83 (TMA)

PS&E

STATE HIGHWAY NO. 33 F.A.H.S. NO. 411

UTILITIES INDEX

SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES
LOUDON UTILITIES BOARD GAS	U2 SERIES
TELLICO AREA SERVICES SYSTEM WATER	U3 SERIES
TOWN OF VONORE PUBLIC WORKS SEWER	U4 SERIES
FORT LOUDOUN ELECTRIC COOPERATIVE	U5 SERIES
LOUDON UTILITIES BOARD ELECTRIC	U6 SERIES
TDS TELECOM	U7 SERIES
CHARTER	U8 SERIES
COMCAST	U9 SERIES

UTILITIES IN ROADWAY CONTRACT

GAS:	LOUDON UTILTIES BOARD 2480 HIGHWAY 72 NORTH LOUDON, TN 37774 BRETT ZIMMERMAN 865-851-6911 (MOVE IN STATE)	COMM:	TDS TELECOM 10201 UPPER RIDGE WAY KNOXVILLE, TN 37932 SCOTT FRAY 423-519-7534 (MOVE IN STATE)
ELEC:	FORT LOUDOUN ELECTRIC COOPERATIVE 110 INDUSTRIAL DRIVE VONORE, TN 37885 CHAD KIRKPATRICK 865-255-2463 (MOVE IN STATE)	ELEC:	LOUDON UTILTIES BOARD 2480 HIGHWAY 72 NORTH LOUDON, TN 37774 AUBREY CAGLE 865-458-7538 (MOVE IN STATE)
SEWER:	TOWN OF VONORE 613 CHURCH STREET VONORE, TN 37885 DAVID WIGGINS 423-295-4866 (MOVE IN STATE)	WATER:	TELLICO AREA SERVICES SYSTEM 505 CLEARVIEW RD MARYVILLE, TN 37801 CARL PLAUGHER 865-207-0112 (MOVE IN STATE)
COMM:	COMCAST 5720 ASHEVILLE HWY. KNOXVILLE, TN 37924 TIM GREGORY 706-252-4185 (MOVE IN CONJUNCTION)	COMM:	CHARTER 1774 HENRY G LANE ST MARYVILLE, TN 37801 BILLY CLICK 865-388-7524 (MOVE IN STATE)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
		.	
PS&E	2026	62S033-S3-008	U2-1

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES
FERRY ROAD / CHURCH STREET, LM 114.83

L.U.B. GAS LINE RELOCATION
B - DATE SUBMITTAL
DATE: 05/29/2026

INDEX OF DRAWINGS

SHT. NUMBER	SHEET NAME
U2-1	GAS NOTES
U2-2	GAS RELOCATION PLAN
U2-3	GAS RELOCATION PROFILES
U2-4	GAS DETAILS

GAS MATERIAL QUANTITY TABLE				
FOOTNOTE	TDOT ITEM NO.	ITEM DESCRIPTION	QTY	UNITS
1	791-02.02	2IN MDPE GAS MAIN	160	LF
1	791-02.04	4IN MDPE GAS MAIN	485	LF
2	791-06.02	CONNECT TO 2IN EX. PE MAIN	1	EA
2	791-06.03	CONNECT TO 4IN EX. PE MAIN	2	EA
3	791-07.01	2IN PE GAS VALVE ASSEMBLY	1	EA
3	791-07.02	4IN PE GAS VALVE ASSEMBLY	3	EA
	791-07.40	PE GAS FITTINGS	200	LBS
4	791-08.01	1IN SERVICE ASSEMBLY	1	EA
4	791-08.08	1IN PE SERVICE PIPE	10	LF
4	791-08.40	RECONNECT SERVICE ASSEMBLY	1	EA
5	791-10.10	RETIRE GAS MAIN	1	LS

GAS FOOTNOTES:

1. INCLUDES ALL MATERIALS INCLUDING SAND/STONE BEDDING, FLOWABLE FILL, TEMPORARY PAVEMENT IN OR OUT OF ROW, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION OF PIPE INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, EXCAVATION INCLUDING DIRT/ROCK, BACKFILLING, CREEK CROSSINGS PER SWPPP,COUPLINGS, FITTINGS, PIPE FUSION, APPURTENANCES, MAINTAINING THE TRENCH, PURGE POINT INSTALLATION, TESTING BY UTILITY SPECIFICATIONS TO INCLUDE BUT NOT LIMITED TO AIR, NITROGEN, HYDROSTATIC OR X-RAY, DEW POINT OR DRYING , AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.
2. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT, NECESSARY FOR CONNECTING TO EXISTING GAS LINE INCLUDING TRAFFIC CONTROL
3. INCLUDES TRANSITION FITTINGS, VALVES, VALVE BOX, BOX ADJUSTMENT, VALVE BOX COLLAR, VALVE MARKER, EXCAVATION, BEDDING, BACKFILL, COUPLINGS, FUSION TEES, TAP OF EXISTING LINE, AND ALL OTHER NECESSARY MATERIALS AND LABOR FOR COMPLETE INSTALLATION OF ASSEMBLY INCLUDING TRAFFIC CONTROL.
4. INCLUDES ALL MATERIALS, PARTS, LABOR, EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR INSTALLATION OF GAS SERVICE ASSEMBLIES AS DESCRIBED IN THE PLANS AND SPECS. INSTALLATION FOR LONG SIDE AND SHORT SIDE APPLICATIONS. SERVICE PIPE SHALL BE PAID PER LINEAR FOOT INSTALLED.
5. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR RETIREMENT OF ITEM INCLUDING STABLIZING THE ITEM OF PLANT PER UTILITY SPECIFICATIONS.

LEGEND

- ——℄—— PROPOSED CENTERLINE
- ———— PROP/EXIST. R.O.W.
- ——G—— PROPOSED GAS LINE
- ——12"ST—— PROPOSED STORM SEWER
- ——ℙ—— EXIST. PROPERTY LINE
- - —— 8" SA —— - EXIST. SANITARY SEWER
- - —— 8" W —— - EXIST. WATER LINE
- — — P/T — — EXIST. POWER LINE
- - —— 3" G —— - EXIST. NATURAL GAS
- ———— EXIST. STORM SEWER
- ——— - - - ——— EXIST. STREAM
- □ W.M. EXIST. WATER METER
- ⊡ G.M. EXIST. GAS METER
- ⌑MB EXIST. MAILBOX

UTILITY INFORMATION

UTILITY TITLE	LOUDON UTILITIES BOARD
ADDRESS	505 CLEARVIEW DRIVE LOUDON, TN. 37774
CONTACT PERSON	LYNN DAVIS
PHONE	PHONE: (865) 458-2091

GENERAL NOTES:

1. PLANIMETRIC AND PROFILE INFORMATION PER FIELD SURVEY PROVIDED BY T.D.O.T., COORDINATES ARE NAD83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18. SEE TDOT ROADWAY DESIGN PROJECT 62S033-S2-008.
2. RIGHT-OF-WAY AND PROPERTY SHOWN IS PER INFORMATION PROVIDED BY T.D.O.T.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE IN STRICT CONFORMANCE WITH CURRENT OWNER CONSTRUCTION SPECIFICATIONS AND DETAILS.
4. WHERE FIGURE NUMBERS ARE REFERENCED ON THE DRAWINGS, REFER TO THE APPLICABLE SECTION IN THE PROJECT MANUAL FOR DETAILS & ADDITIONAL INFORMATION.
5. CANNON & CANNON, INC. WILL PROVIDE MICROSTATION DESIGN FILES (.DGN) TO THE CONTRACTOR FOR USE IN CONSTRUCTION STAKING THE PROPOSED ALIGNMENTS UPON REQUEST POST BID.
6. ALL WORK SHALL BE PERFORMED BY A TENNESSEE LICENSED UTILITY CONTRACTOR.
7. CONTRACTOR SHALL HAVE AN APPROVED SET OF PLANS AND SPECIFICATIONS AND A COPY OF THE GENERAL STORMWATER POLLUTION PREVENTION PLAN (SWPPP) ON THE JOB SITE AT ALL TIMES.
8. UNDERGROUND UTILITIES INCLUDE, BUT ARE NOT LIMITED TO, WATER, SEWER, GAS, PETROLEUM, STEAM PIPING/DUCT WORK, ELECTRIC, COMMUNICATION SERVICES, STREET LIGHTING AND TRAFFIC DETECTOR LOOPS. THE CONTRACTOR SHALL LOCATE AND PROTECT ALL SUCH FACILITIES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL SUCH FACILITIES THAT ARE DAMAGED DURING CONSTRUCTION. PAYMENT FOR LOCATING, PROTECTING, COORDINATING AND RE-PAIRING EXISTING FACILITIES WILL BE INCLUDED IN OTHER ITEMS OF WORK AND NO ADDITIONAL COMPENSATION WILL BE MADE. ALL REPAIRS SHALL BE DONE IN ACCORDANCE WITH STANDARDS AND REQUIREMENTS OF THE UTILITY'S OWNER. UTILITY SUPPORT METHODS WILL BE SUBMITTED PRIOR TO CONSTRUCTION FOR APPROVAL.
9. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUITABLE SIGNAGE, BARRICADES, AND LIGHTS FOR PROTECTION OF TRAFFIC PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ANY EXISTING ROAD SIGN REMOVED FOR CONSTRUCTION SHALL BE REPLACED BY THE END OF THE WORKING DAY. TEMPORARY STOP SIGNS SHALL BE ERECTED PRIOR TO REMOVAL OF PERMANENT STOP SIGNS.
10. THE CONTRACTOR SHALL NOT CLOSE OR BLOCK ANY HIGHWAY, STREET, OR ROADWAY WITHOUT FIRST OBTAINING ALL REQUIRED PERMITS FROM THE GOVERNING ENTITY (TDOT, ETC.).
11. THE CONTRACTOR SHALL PROVIDE ACCESS TO UTILITY COMPANIES FOR MAINTENANCE AND WORK ON THEIR UTILITIES DURING THE COURSE OF WORK.
12. SURVEY MONUMENTS DISTURBED BY THE CONTRACTOR SHALL BE RESET BY A TENNESSEE REGISTERED LAND SURVEYOR, AS DIRECTED BY THE PROJECT MANAGER. PRIOR TO DISTURBANCE, CONTACT THE PROJECT MANAGER FOR MONUMENT INFORMATION.
13. CONTRACTOR SHALL VERIFY WORK IN FIELD AND SHALL SATISFY HIMSELF AS TO THE ACCURACY BETWEEN WORK SET FORTH ON THESE PLANS AND THE WORK REQUIRED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER PRIOR TO THE START OF CONSTRUCTION.
14. THE CONTRACTOR SHALL NEATLY SAW CUT ALL ROADWAYS AND DRIVEWAYS PRIOR TO INSTALLING A PERMANENT PAVEMENT REPAIR.
15. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES DURING CONSTRUCTION.
16. INDICATED SCALES ARE BASED ON FULL SIZE DRAWINGS OF 22" x 34"; IF DRAWINGS ARE REDUCED, SCALES MUST BE ADJUSTED ACCORDINGLY.
17. CONTRACTOR SHALL NOTIFY THE OWNER'S PROJECT MANAGER 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE PROJECT SITE RESULTING FROM THE CONTRACTOR'S CONSTRUCTION ACTIVITIES.
19. TREES THAT HAVE BEEN DAMAGED OR REMOVED, ASPHALT AND OTHER CONSTRUCTION DEBRIS SHALL BE REMOVED OFFSITE BY CONTRACTOR.
20. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE TO AND THROUGH EXISTING DRAINAGE FACILITIES. ANY CONSTRUCTION AROUND, THROUGH OR IN DRAINAGE PATHS SHALL NOT ALTER THE FLOW PATHS FROM EXISTING AFTER CONSTRUCTION IS COMPLETE.
21. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR POT HOLING EXISTING UTILITIES AND DETERMINING ELEVATION AND LOCATION. POT HOLING SHALL BE CONDUCTED WITH THE LEAST INTRUSIVE MEANS SUCH AS A VACTRON, HAND DIGGING, OR OTHER SIMILAR EQUIPMENT. POTHOLING AND RESTORATION AT POTHOLE LOCATIONS SHALL BE INCIDENTAL.

GAS LINE NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES, PIPING, AND UNDERGROUND STRUCTURES THAT MAY INTERFERE WITH THE PROPOSED WORK BY POTHOLING AND CONTACTING THE UTILITY COMPANIES INVOLVED.
2. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY. UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, AT 811.
3. LOCATE VALVES OUTSIDE OF PAVED AREAS UNLESS OTHERWISE APPROVED BY OWNER. SERVICES SHOWN ON THESE DRAWINGS ARE FOR GENERAL LOCATION ONLY. CONTRACTOR TO COORDINATE WITH OWNER TO DETERMINE FIELD LOCATION OF ALL GAS SERVICE LINES.
4. DISTANCES SHOWN TO PROPOSED GAS LINES ARE FROM EDGE OF PAVEMENT (E.O.P.) UNLESS OTHERWISE NOTED.
5. COMMERCIAL SERVICES SHALL RECEIVE A VALVE OF APPROPRIATE SIZE, 1" MINIMUM.
6. DEPTH OF HORIZONTAL DIRECTIONAL BORE(S) SHALL NOT EXCEED 5 FEET AT LOWEST POINT BELOW GRADE UNLESS OTHERWISE NOTED ON THE PROJECT DRAWINGS.
7. ELECTROFUSION COUPLINGS SHALL NOT BE USED WITHOUT PRIOR CONSENT OF OWNER'S RESIDENT PROJECT REPRESENTATIVE (RPR).
8. EXISTING GAS VALVE BOXES SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. REMOVE ALL EXISTING GAS VALVE BOXES ON LINES THAT ARE RETIRED IN-PLACE.

STANDARD T.D.O.T. UTILITY NOTES

1. EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFI CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FI LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFI C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

LOUDON UTILITES BOARD

SEALED BY

WILLIAM W. LITTLETON
REGISTERED ENGINEER
AGENCY OWNER
05/29/2026
No. 120418
STATE OF TENNESSEE

COORDINATES ARE NAD83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GAS NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U2-2

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

L.U.B. GAS LINE RELOCATION
B - DATE SUBMITTAL
DATE: 09/01/2026

TDOT RAINBOW PLAN LEGEND
- EX. TO REMAIN
- EX. TO BE RETIRED
- PROPOSED
- PROPOSED STORM

GAS NOTES:
1. COORDINATE ALL OUTAGES WITH OWNER. TIE-INS SHALL BE PERFORMED ON WEEKEND NIGHTS WHEN VONORE SCHOOLS ARE NOT IN SERVICE.
2. CONTRACTOR SHALL COORDINATE OUTAGES WITH OWNER. PROVIDE MINIMUM OF 5 BUSINESS DAYS NOTICE PRIOR TO SCHEDULE TIE-INS.

BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

120

125

CHURCH STREET

SEWER CONNECTION

INV - 896.42'
INV - 896.01'

18"CPP

4"MAPLE

1-S-F-CHOTA COMMUNITY HEALTH SERVICES

SEWER CONNECTION

P/C/T

GRASS

PRES. & PROP. R.O.W.

STA. 0+00 LINE 'A' = CONNECT TO EXIST. 4" PE BY BUTT FUSION. PROVIDE: (1) 4" PE 45° BEND & (1) 4" PE VALVE. 1" BYPASS (AS NEEDED)

EXIST. GAS LINE (TO BE RETIRED)

STA. 3+17 LINE 'A' E.O.L. = CONNECT TO EXIST. 2" PE BY SOCKET FUSION. PROVIDE: (1) 2" PE VALVE. 1" BYPASS (AS NEEDED)

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

SR-33 (US-411)

N55°32'20"E

N56°19'36"E

EXIST. 2" GAS LINE (TO REMAIN)

CUT/CAP EXIST. 4" GAS

EXIST. GAS LINE (TO BE RETIRED)

EXIST. 4" GAS LINE (TO REMAIN)

SEE INSET #1

PROPOSED 4" MDPE GAS MAIN

PROPOSED 2" MDPE GAS MAIN

PROPOSED UTILITY EASEMENT

STA. 1+63 LINE 'A' = STA. 3+16 E.O.L. LINE 'B' PROVIDE: (1) 4"x4" PE TEE, (2) 4" PE VALVES, & (1) 4"X2" PE REDUCER

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

SCHOOL ZONE

MULCH

1-S-B VONORE ELEMENTARY SCHOOL
(BUILDING DATA DEVELOPED FROM THE 2019 COUNTY SID FILE)

NILES FERRY ROAD

8"ORNAMENTAL

18" RCP

EXIST. GAS LINE (TO BE RETIRED)

PROPOSED 4" MDPE GAS MAIN

CUT/CAP EXIST. 4" GAS

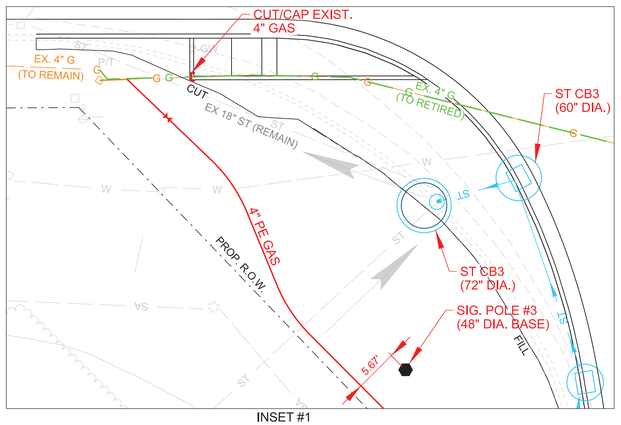
EXIST. 4" GAS LINE (TO REMAIN)

PROP. CONST. ESMT.

STA. 0+00 LINE 'B' = CONNECTION TO EXIST. 4" PE BY BUTT FUSION PROVIDE: (1) 4" VALVE & (1) 4" 45° PE BEND, 1" BYPASS (AS NEEDED)

EXIST. GAS SERVICE (TO REMAIN)

ELECTRIC P/T/C/GW



INSET #1
SCALE: 1"=10'

LOUDON UTILITIES BOARD

SEALED BY

WILLIAM W. LITTLEJOHN REGISTERED ENGINEER AGRICULTURE No. 120416 STATE OF TENNESSEE
9/1/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GAS RELOCATION PLAN

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

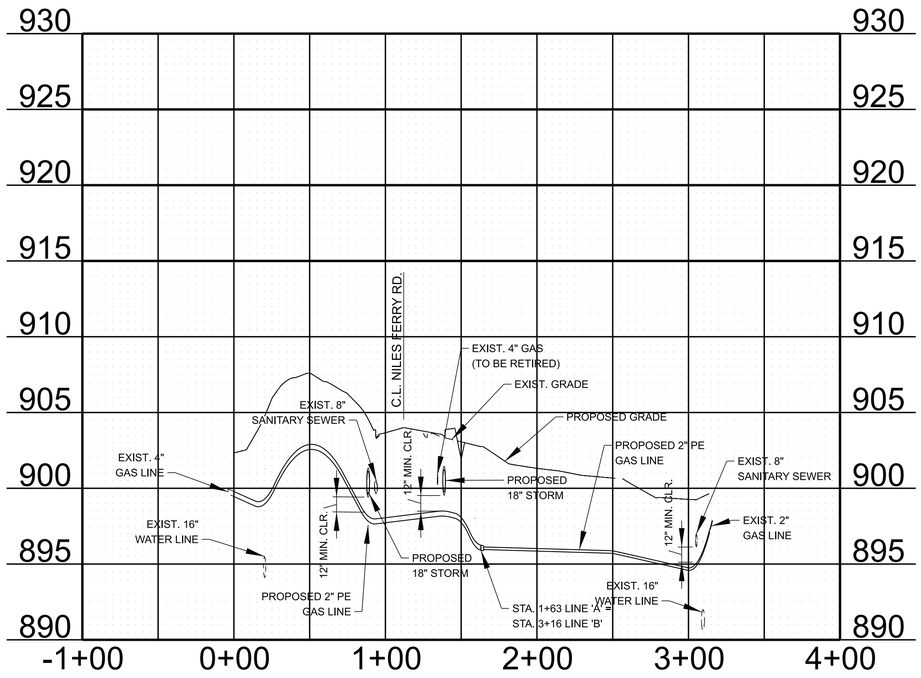
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U2-3

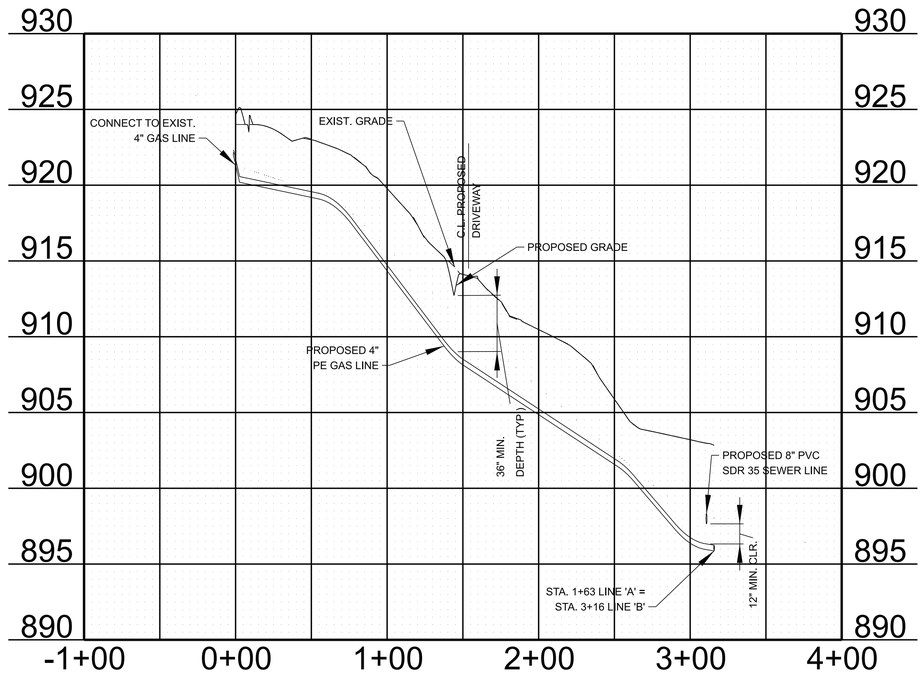
DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

L.U.B. GAS LINE RELOCATION
B - DATE SUBMITTAL
DATE: 05/29/2026

GAS NOTES:
1. COORDINATE ALL OUTAGES WITH OWNER. TIE-INS SHALL BE PERFORMED ON WEEKEND NIGHTS WHEN VONORE SCHOOLS ARE NOT IN SERVICE.
2. CONTRACTOR SHALL COORDINATE OUTAGES WITH OWNER. PROVIDE MINIMUM OF 5 BUSINESS DAYS NOTICE PRIOR TO SCHEDULE TIE-INS.



GAS LINE 'A'



GAS LINE 'B'

LOUDON UTILITIES BOARD

WILLIAM W. LITTLETON
REGISTERED ENGINEER
AGRICULTURE
No. 120419
STATE OF TENNESSEE
05/29/2026

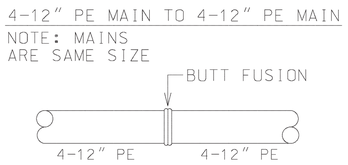
COORDINATES ARE NAD 83( ), ARE DATUM ADJUSTED BY THE FACTOR OF AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GAS RELOCATION PROFILES

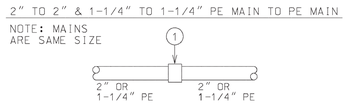
STA. 0+00.00 TO STA. 3+17.00 LINE 'A'
STA. 0+00.00 TO STA. 3+16.00 LINE 'B'
SCALE: 1" = 50' HORIZ.
1 = 5' VERT.

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Z:\01172-0009\03-DRAWINGS\03-UTILITIES\DESIGN\GAS\GAS DECONFLICTION SHEET.DGN



DETAIL #1 - STRAIGHT TIE-IN FOR 4"-12" MAINS

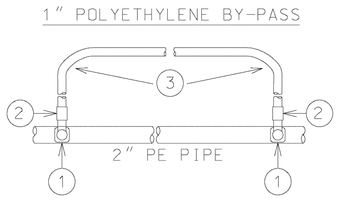
SCALE: N.T.S.



MATERIAL LIST FOR DETAIL 2		
ITEM	QUANTITY	DESCRIPTION
1	2	X-INCH PE SOCKET FUSION COUPLING (X=DIA. OF GAS MAIN)

DETAIL #2 - STRAIGHT TIE-IN FOR 1-1/4" & 2" MAINS

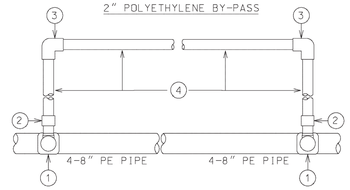
SCALE: N.T.S.



MATERIAL LIST FOR DETAIL 3		
ITEM	QUANTITY	DESCRIPTION
1	2	2-INCH X 1-INCH PE TAPPING TEE
2	2	1-INCH PE SOCKET FUSION COUPLING
3	AS-NEEDED	1-INCH PE PIPE

DETAIL #3 - 1" PE TEMPORARY BYPASS

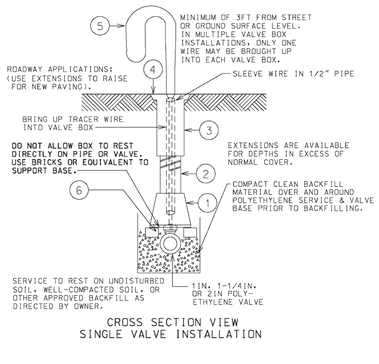
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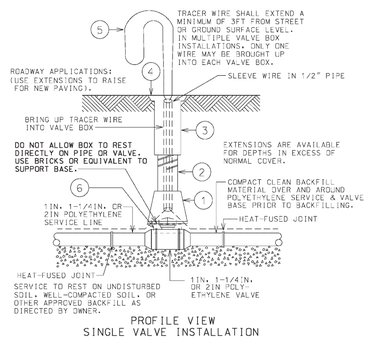
MATERIAL LIST FOR DETAIL 4		
ITEM	QUANTITY	DESCRIPTION
1	2	X-INCH X 2-INCH PE TAPPING TEE (X=DIA. OF GAS MAIN)
2	2	2-INCH PE SOCKET FUSION COUPLING
3	2	2-INCH PE SOCKET 90° ELBOW
4	AS-NEEDED	2-INCH PE PIPE

DETAIL #4 - 2" PE TEMPORARY BYPASS

SCALE: N.T.S.



CROSS SECTION VIEW
SINGLE VALVE INSTALLATION



PROFILE VIEW
SINGLE VALVE INSTALLATION

MATERIAL LIST FOR DETAIL 5		
ITEM	QUANTITY	DESCRIPTION
1	1	VALVE BOX BASE SECTION
2	1	VALVE BOX MIDDLE SECTION
3	1	VALVE BOX TOP SECTION
4	1	VALVE BOX LID
5	AS-NEEDED	SOLID COPPER TRACER WIRE
		STEEL COPPER-CLAD TRACER WIRE
6	AS-NEEDED	BRICKS TO SUPPORT VALVE BOX

DETAIL #5 - SINGLE VALVE INSTALLLATION

SCALE: N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
		.	
PS&E	2026	62S033-S3-008	U2-4

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES
FERRY ROAD / CHURCH STREET, LM 114.83

L.U.B. GAS LINE RELOCATION
B - DATE SUBMITTAL
DATE: 05/29/2026

LOUDON
UTILITES
BOARD

SEALED BY



COORDINATES ARE NAD83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GAS DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U3-1

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES
FERRY ROAD / CHURCH STREET, LM 114.83

TASS WATER LINE RELOCATION
B - DATE SUBMITTAL
DATE: 09/01/2026

INDEX OF DRAWINGS

SHT. NUMBER	SHT. NAME
U3–1	WATER NOTES
U3–2	WATER RELOCATION PLAN
U3–3	WATER RELOCATION PROFILES
U3–4	WATER DETAILS
U3–5	WATER DETAILS

WATER MATERIAL QUANTITY TABLE

FOOTNOTE	TDOT ITEM NO.	ITEM DESCRIPTION	QTY	UNITS
1	795-01.09	12IN DIP RESTRAINED JOINT WATER LINE	65	LF
1	795-01.13	16IN DIP RESTRAINED JOINT WATER LINE	270	LF
2	795-06.07	CONNECT TO 12IN WATER LINE	1	EA
2	795-06.09	CONNECT TO 16IN WATER LINE	2	EA
	795-06.37	CUT AND CAP 12IN WATER LINE	1	EA
	795-06.39	CUT AND CAP 16IN WATER LINE	2	EA
3	795-07.34	INSERTION VALVE (12IN)	1	EA
3	795-07.37	INSERTION VALVE (16IN)	2	EA
3	795-08.08	12IN BUTTERFLY VALVE ASSEMBLY	1	EA
4	795-10.05	2IN AUTO AIR RELEASE VALVE ASSEMBLY	1	EA
4	795-11.02	FIRE HYDRANT ASSEMBLY	1	EA
5	795-11.12	RETIRE EXISTING WATER LINE	335	LF
6	795-13.01	DI FITTINGS	2,500	LBS
	795-21.02	RETIRE WATER VALVES AND HYDRANTS	1	LS

WATER FOOTNOTES:

1. INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION OF PIPE INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, MATERIALS, EQUIPMENT, EXCAVATION IN BOTH UNCONSOLIDATED AND ROCK, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL, ENVELOPE/BEDDING MATERIAL, BACKFILLING, FLOWABLE FILL, THRUST BLOCKING, CONCRETE DEADMAN, PIPE FUSION, TRACER WIRE, WARNING TAPE, APPURTENANCES, TEMPORARY/PERMANENT SHORING, MAINTAINING THE TRENCH, TESTING, FLUSHING, DISINFECTION, BACTERIOILOGICAL SAMPLING, TEMPORARY/PERMANENT SURFACE RESTORATION, AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.
2. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY FOR CONNECTING TO AN EXISTING WATER LINE INCLUDING TRAFFIC CONTROL
3. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO FITTINGS, VALVE, VALVE STEM EXTENSIONS, VALVE BOX AND COVER, BOX ADJUSTMENT, VALVE BOX COLLAR, VALVE MARKER, EXCAVATION, BEDDING, BACKFILL, BLOCKING, AND TRAFFIC CONTROL. IN ADDITION, WHEN REQUIRED, ALL WORK ON DETAIL 10 ON U3-5 IS TO BE INCIDENTAL TO THESE PAY ITEMS.
4. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS OR APPARATUS NECESSARY FOR INSTALLATION OF ASSEMBLIES AS DESCRIBED IN THE PLANS AND SPECS EXCEPT FOR SERVICE LINE WHICH IS PAID SEPERATELY FOR EACH FOOT INSTALLED.
5. INCLUDES FLOWABLE FILL FOR ALL WATER MAIN TO BE RETIRED.
6. INCLUDES FITTINGS, FUSION, GLANDS AND RESTRAINT DEVICES DESCRIBED IN POUNDS.

LEGEND

- ℄ PROPOSED CENTERLINE
- PROP/EXIST. R.O.W.
- W PROPOSED WATER LINE
- 12"ST PROPOSED STORM SEWER
- ℙ EXIST. PROPERTY LINE
- 8" SA EXIST. SANITARY SEWER
- 8" W EXIST. WATER LINE
- P/T EXIST. POWER LINE
- 3" G EXIST. NATURAL GAS
- EXIST. STORM SEWER
- EXIST. STREAM
- W.M. EXIST. WATER METER
- G.M. EXIST. GAS METER
- MB EXIST. MAILBOX

UTILITY INFORMATION

UTILITY TITLE	TELLICO AREA SERVICES SYSTEMS
ADDRESS	505 CLEARVIEW DRIVE MARYVILLE, TN 37801
CONTACT PERSON	MARK CLINTON
PHONE	PHONE: (865) 856–3530

GENERAL NOTES:

1. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED.
2. PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD THE EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES.
3. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.
4. UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, AT 811.
5. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
6. THE STONE BEDDING AND BACKFILL SHALL BE INSTALLED IN STRICT COMPLIANCE WITH THE WATER UTILITY SPECIFICATIONS.
7. ALL WATER LINES AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH THE WATER UTILITY SPECIFICATIONS.
8. CONTRACTOR TO INSTALL WATER LINES AT A POSITIVE GRADE BETWEEN DESIGNATED HIGH AND LOW POINTS TO PREVENT TRAPPING OF AIR.
9. PROPOSED 1" AIR RELEASE VALVES SHALL BE INSTALLED AT HIGH POINTS IN THE PROPOSED WATER LINE, AND SHALL BE FIELD LOCATED BY THE RESIDENT PROJECT REPRESENTATIVE.
10. CONTRACTOR TO COORDINATE FIELD LOCATIONS OF PROPOSED FIRE HYDRANTS, WATER SERVICES AND METERS WITH RESIDENT PROJECT REPRESENTATIVE.
11. NO VALVES SHALL BE INSTALLED UNDER AREAS TO RECEIVE ASPHALT PAVEMENT UNLESS APPROVED BY RESIDENT PROJECT REPRESENTATIVE.
12. VALVES, HYDRANTS AND METER ASSEMBLIES SHALL BE ORIENTED SO AS TO ASSURE WATER LINE APPURTENANCES ARE NOT LOCATED WITHIN SIDEWALK AND/OR CURB/CURB & GUTTER AREAS.
13. THRUST BLOCKS SHALL BE INSTALLED WHEREVER THE WATER MAIN CHANGES DIRECTION (AT TEES AND BENDS), AT DEAD ENDS, OR AT ANY OTHER POINT RECOMMENDED BY THE MANUFACTURER OR REQUIRED BY THE OWNER. THRUST BLOCKS SHALL BE CONSIDERED AN INTREGAL PART OF THE WATER LINE WORK. WHERE THRUST BLOCKING IS INADEQUATE OR INAPPROPRIATE, TIE RODS OR SPECIALTY RESTRAINT MEGALUG MECHANICAL JOINT GLANDS (MANUFACTURER IN THE USA), SHALL BE INSTALLED.
14. CONTRACTOR SHALL INSTALL DETECTION WIRE AND WARNING TAPE PER WATER UTILITY SPECIFICATIONS.
15. WATER MAIN MIN. COVER SHALL BE 36" AND MAX. COVER SHALL BE 54", UNLESS OTHERWISE APPROVED BY RESIDENT PROJECT REPRESENTATIVE.
16. CONTRACTOR TO USE FITTINGS WITH MECHANICAL RESTRAINTS AS REQUIRED FOR PROPER HORIZONTAL AND VERTICAL ALIGNMENT.
17. RESTRAINED JOINT FITTINGS SHALL BE "MEGALUG" AS MANUFACTURED BY EBAA IRON OR APPROVED EQUAL.
18. FIRE HYDRANT ASSEMBLIES SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH WATER UTILITY SPECIFICATIONS AND OTHER NATIONALLY RECOGNIZED STANDARDS OR REQUIREMENTS.
19. CONTRACTOR SHALL REPLACE AND RESTORE ANY DAMAGED PAVEMENT, DRIVEWAYS, CURBS, SIDEWALKS, LANDSCAPING, SIGNS, ETC. LOCATED ON WATER UTILITY EASEMENT OR OTHERWISE NOT PART OF ROAD PROJECT TO MATCH PRE–CONSTRUCTION CONDITIONS OR BETTER.
20. CONTRACTOR TO VERIFY LOCATION AND DIAMETER OF ALL EXISTING WATER SERVICES AND METERS AND RECONNECT ALL EXISTING WATER SERVICES. COORDINATE FIELD LOCATION OF ALL PROPOSED SERVICES AND METERS WITH RESIDENT PROJECT REPRESENTATIVE.
21. WATER MAIN (BOTH TEMPORARY AND PERMANENT), SERVICE LINES, FIRE HYDRANTS, ETC. SHALL BE TESTED IN ACCORDANCE WITH WATER UTILITY SPECIFICATIONS.
22. BACTERIOLOGICAL SAMPLES FOR BOTH TEMPORARY AND PERMANENT LINES SHALL BE PULLED AND TESTED BY UTILITY OWNER PER WATER UTILITY SPECIFICATIONS.
23. CONTRACTOR SHALL MAINTAIN WATER SERVICE AT ALL TIMES UNLESS PRIOR APPROVAL IS OBTAINED FROM THE UTILITY OWNER. EVERY TIE–IN SHALL BE COORDINATED WITH RESIDENT PROJECT REPRESENTATIVE.
24. ALL INCIDENTAL WORK, INCLUDING LABOR AND MATERIALS, NECESSARY TO COMPLETE THE WATER LINE RELOCATION PROJECT AS SHOWN IN THE CONTRACT DOCUMENTS, FOR WHICH A SEPERATE PAY ITEM IS NOT SHOWN SHALL BE PERFORMED BY THE CONTRACTOR AND NO ADDITIONAL PAYMENT SHALL BE MADE. THE COST OF THIS WORK SHALL BE MERGED INTO THE UNIT PRICES BID FOR THE BID ITEMS SHOWN.

STANDARD T.D.O.T. UTILITY NOTES

1. EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFI CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FI LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE–INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE–IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFI C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS–BUILT DRAWINGS FOR THEIR RECORDS. THESE AS–BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT–OF–WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN–PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

TELLICO AREA SERVICES SYSTEM

SEALED BY

WILLIAM W. LITTLE JOHN
REGISTERED ENGINEER
AGRICULTURE
No. 120419
STATE OF TENNESSEE
9/1/2026

COORDINATES ARE NAD83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U3-2

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

TASS WATER LINE RELOCATION
B - DATE SUBMITTAL
DATE: 09/01/2026

TDOT RAINBOW PLAN LEGEND
- EX. TO REMAIN
- EX. TO BE RETIRED
- PROPOSED
- PROPOSED STORM

WATER NOTES:
1. COORDINATE CUT-IN CONNECTIONS FOR ALL OUTAGES WITH OWNER. TIE-INS SHALL BE PERFORMED ON WEEKEND NIGHTS WHEN VONORE SCHOOLS ARE NOT IN SERVICE.
2. CONTRACTOR SHALL COORDINATE OUTAGES WITH OWNER. PROVIDE MINIMUM OF 5 BUSINESS DAYS NOTICE PRIOR TO SCHEDULE TIE-INS.
3. ALL PROPOSED WATER PIPE SHALL BE CL 350 RESTRAINED JOINT DIP.

BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

120

125

CHURCH STREET

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

SR-33 (US-411)

SR-33 (US-411)

N55°32'20"E

N56°19'36"E

EXIST. 16" DIP WATER LINE (TO BE RETIRED)

CUT AND CAP EXIST. 16" WATER

STA. 0+00 LINE 'A' CONNECT TO EXIST. 16" DIP
PROVIDE:
(1) 16" 45° MJ BEND

PROVIDE:
(1) 16" INSERTION VALVE & CONCRETE COLLAR THRUST RESTRAINT (SEE DETAILS)

STA. 2+66 LINE 'A' CONNECT TO EXIST. 16" DIP
PROVIDE:
(1) 16" 45° MJ BEND

PROVIDE:
(1) 16" INSERTION VALVE & CONCRETE COLLAR THRUST RESTRAINT (SEE DETAILS)

EXIST. 16" DIP WATER LINE (TO REMAIN)

CUT AND CAP EXIST. 16" WATER

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

SEE INSET #1

STA. 0+23 LINE 'A'
PROVIDE:
(1) 16" 11.25 MJ BEND

EXIST. WATER LINE (TO BE RETIRED)

STA. 0+64 LINE 'A'
PROVIDE:
(1) 16" 45 MJ BEND

STA. 0+74 LINE 'A' = STA. 1+50 LINE 'B'
PROVIDE:
(1) 16"X12" MJ TEE &
(1) 12" MJ VALVE

CUT AND CAP EXIST. 12" WATER

STA. 0+00 LINE 'B'
PROVIDE:
(2) 12" 45° MJ BENDS, CONNECT TO EXIST. 12"

PROVIDE:
(1) 12" INSERTION VALVE & CONCRETE COLLAR THRUST RESTRAINT (SEE DETAILS)

EXIST. 12" DIP WATER LINE (TO REMAIN)

EXIST. 16" DIP WATER LINE (TO REMAIN)

PROPOSED 16" DIP WATER LINE

STA. 1+37 LINE 'A'
PROVIDE:
(1) 16" 45 MJ BEND

STA. 1+34 LINE 'A'
PROVIDE:
(1) 16"x6" MJ TEE,
(1) FIRE HYDRANT ASSEMBLY, &
(1) UTILITY MARKER POST

STA. 1+29 LINE 'A'
PROVIDE:
(1) 16" ARV

PROPOSED 12" DIP WATER LINE

PROP. CONST. ESMT.

END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

1-S-F-CHOTA COMMUNITY HEALTH SERVICES

1-S-B VONORE ELEMENTARY SCHOOL

(BUILDING DATA DEVELOPED FROM THE 2019 COUNTY SID FILE)

SCHOOL ZONE

INSET #1
SCALE: 1"=10'

CUT 16" CUT AND CAP
16" 45° MJ BEND
16" INSERTION VALVE, ROD TO CONCRETE DEADMAN
12" PLUG AND BLOCK
ST CB3 (60" DIA.)
ST CB3 (72" DIA.)
SIG. POLE #3 (48" DIA. BASE)
11.25° BEND
EX. 16" DIP W (RETIRE)
EX. 18" ST (REMAIN)
EX. 12" W (RETIRE)
PROP. R.O.W.

TELLICO AREA SERVICES SYSTEM

SEALED BY

WILLIAM W. LITTLETON
REGISTERED ENGINEER
AGRICULTURE
No. 120416
STATE OF TENNESSEE
9/1/2026

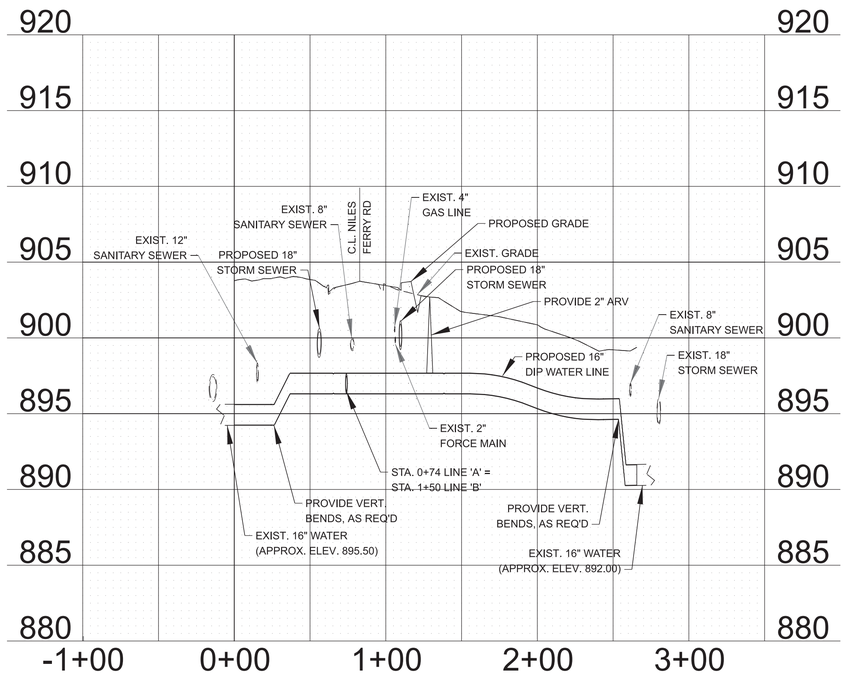
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

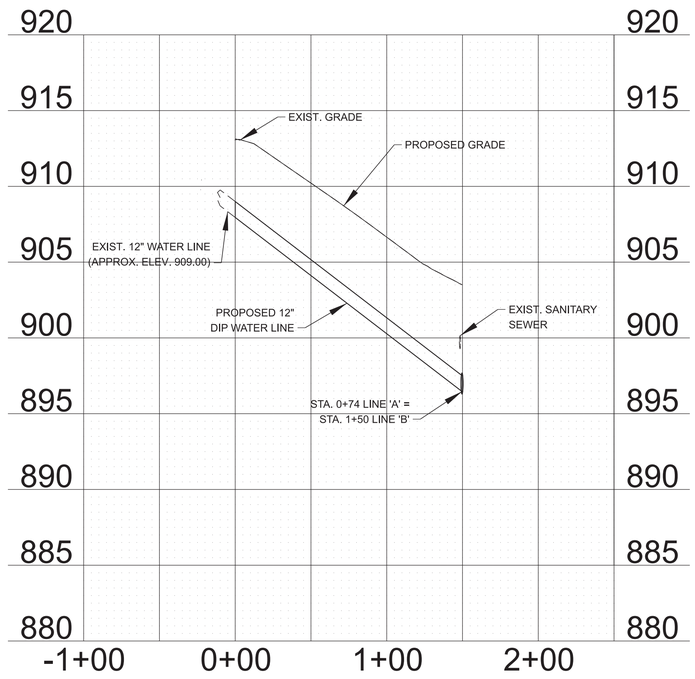
WATER RELOCATION PLAN

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

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WATER LINE LINE 'A'



WATER LINE LINE 'B'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U3-3

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

TASS WATER LINE RELOCATION
B- DATE SUBMITTAL
DATE: 05/29/2026

WATER NOTES:
1. COORDINATE CUT-IN CONNECTIONS FOR ALL OUTAGES WITH OWNER. TIE-INS SHALL BE PERFORMED ON WEEKEND NIGHTS WHEN VONORE SCHOOLS ARE NOT IN SERVICE.
2. CONTRACTOR SHALL COORDINATE OUTAGES WITH OWNER. PROVIDE MINIMUM OF 5 BUSINESS DAYS NOTICE PRIOR TO SCHEDULE TIE-INS.
3. ALL PROPOSED WATER PIPE SHALL BE CL 350 RESTRAINED JOINT DIP.

TELLICO AREA SERVICES SYSTEM

WILLIAM W. LITTLETON
REGISTERED ENGINEER
AGRICULTURE
PRIORITY
No. 120419
STATE OF TENNESSEE
05/29/2026

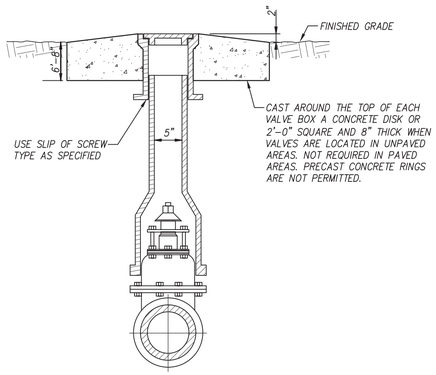
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

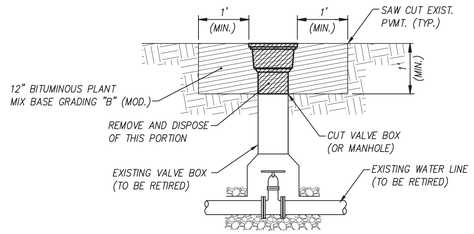
WATER RELOCATION PROFILES

STA. 0+00.00 TO STA. 2+65.00 LINE 'A'
STA. 0+00.00 TO STA. 1+50.00 LINE 'B'
SCALE: 1" = 50' HORIZ.
1 = 5' VERT.

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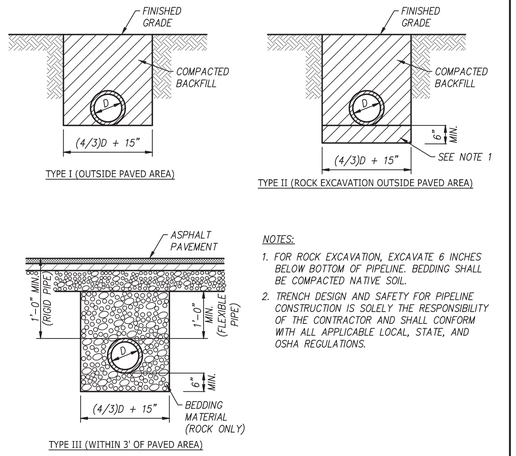
1 — **TYPICAL VALVE BOX**
N.T.S.



NOTES:

1. AFTER EXISTING WATER LINE(S) HAVE BEEN RETIRED, SAW CUT EXISTING PAVEMENT A MINIMUM OF 1 FOOT BEYOND THE OUTSIDE EDGE OF VALVE (OR STRUCTURE) TO A MINIMUM DEPTH OF 1 FOOT.
2. CUT VALVE BOX (OR MANHOLE) AT 1 FOOT BELOW GRADE, REMOVE TOP PORTION, AND DISPOSE OF REMOVED MATERIAL PROPERLY. CONTRACTOR MAY REMOVE ENTIRE TOP SECTION OF VALVE BOX (OR MANHOLE) WITHOUT CUTTING IF APPROPRIATE, AT NO ADDITIONAL COST TO OWNER.
3. PROVIDE #57 CRUSHED STONE FOR LEVELING COURSE TO 1 FOOT BELOW GRADE.
4. WHEN A TEMPORARY ASPHALT PATCH IS USED, IT SHALL BE PLACED IMMEDIATELY AFTER CRUSHED STONE BACKFILL. ALL TEMPORARY REPAIRS MUST BE REPLACED PERMANENTLY WITHIN 90 DAYS.

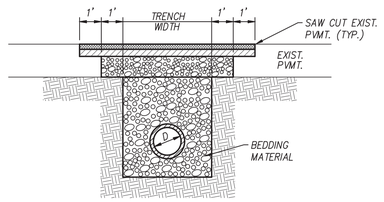
2 — **TYPICAL VALVE BOX & MANHOLE RETIREMENT DETAIL**
N.T.S.



NOTES:

1. FOR ROCK EXCAVATION, EXCAVATE 6 INCHES BELOW BOTTOM OF PIPELINE. BEDDING SHALL BE COMPACTED NATIVE SOIL.
2. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.

3 — **PIPE BEDDING & BACKFILL**
N.T.S.



NOTES:

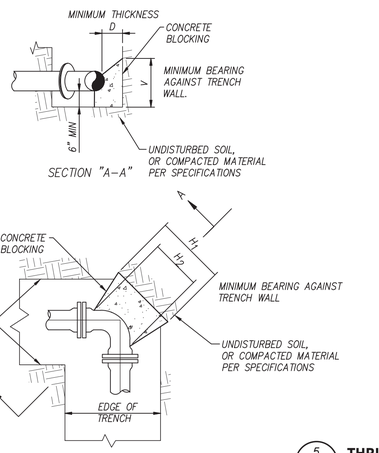
1. MATCH EXISTING ASPHALT PAVEMENT THICKNESS OR MINIMUM THICKNESS 2".
2. WHEN A TEMPORARY ASPHALT PATCH IS USED, IT SHALL BE PLACED IMMEDIATELY AFTER CRUSHED STONE BACKFILL. ALL TEMPORARY REPAIRS MUST BE PLACED PERMANENTLY WITHIN 90 DAYS.
3. WHEN "PATCHMASTER" EQUIPMENT IS USED, PAVEMENT MAY BE CUT AT THE EDGE OF TRENCH.
4. PAVEMENT REPAIR SHALL MEET THE REQUIREMENTS OF T.D.O.T.

4 — **PAVEMENT REPAIR**
N.T.S.

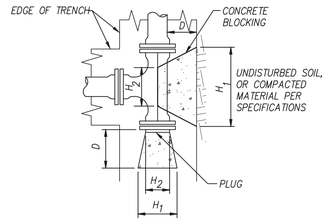
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U3-4

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

TASS WATER LINE RELOCATION
B - DATE SUBMITTAL
DATE: 05/29/2026



5 — **THRUST BLOCK DETAIL**
N.T.S.



NOTES:

1. THRUST BLOCKING BASED UPON AN INTERNAL HYDROSTATIC PRESSURE OF 200 PSI AND AN ALLOWABLE SOIL BEARING CAPACITY OF 4000 LBS/SF. CONTRACTOR SHALL INCREASE THRUST BLOCK SIZE AS REQUIRED AND PROVIDE CALCULATIONS TO SUPPORT SAID MODIFICATION SHOULD PRESSURE BE GREATER AND/OR SOIL BEARING CAPACITY SHOULD BE LESS THAN THAT NOTED ABOVE.
2. T.A.S.S. SHALL APPROVE ALL THRUST BLOCKS.
3. WRAP ALL FITTINGS & PIPE IN PLASTIC PRIOR TO PLACING CONCRETE.

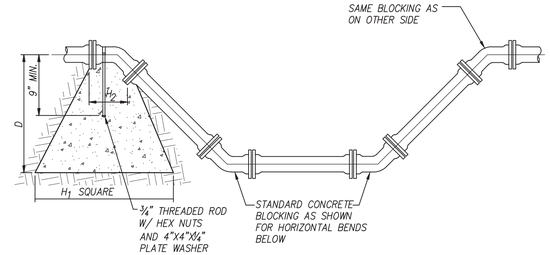
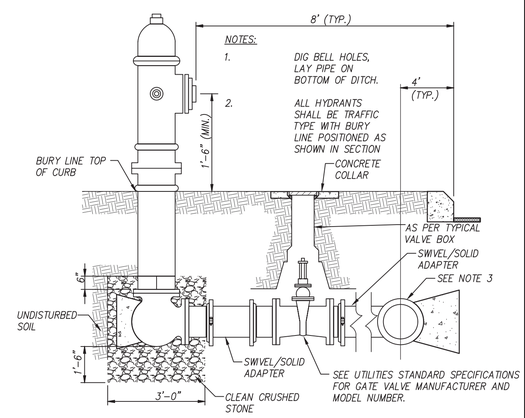
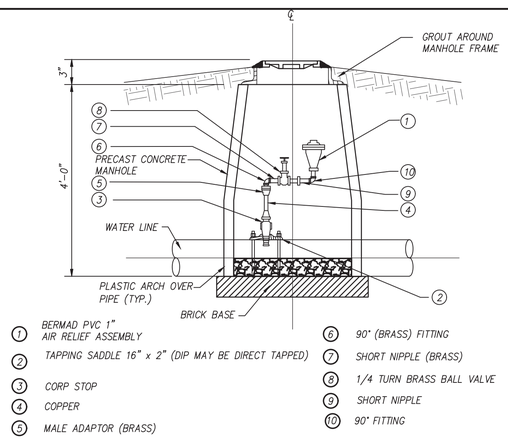


TABLE OF DIMENSIONS FOR CONCRETE BLOCKING

SIZE	TEES, PLUGS CROSSES					90° BENDS					45° BENDS					22 1/2° BENDS					11 ¼° BENDS					SIZE
PIPE (INCHES)	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	PIPE
2&2-1/4	18	10	12	18	1.9	18	10	12	18	1.9	18	6	12	18	1.5	18	6	12	18	1.5	18	6	12	18	1.5	2&2-1/4
3 & 4	24	12	12	18	2.3	24	12	12	18	2.3	18	8	12	18	1.6	18	8	12	18	1.6	18	8	12	18	1.6	3 & 4
6	24	16	18	18	3.5	30	16	18	18	4.1	24	10	16	18	3.2	24	10	16	18	3.2	24	10	16	18	3.2	6
8	36	18	18	18	5.1	39	18	24	18	7.3	30	11	18	18	4.0	24	11	18	18	3.5	24	11	16	18	3.4	8
10	48	24	18	24	7.2	54	32	24	18	10.3	24	18	21	18	4.6	24	18	21	18	4.6	24	18	21	18	4.6	10
12	54	30	24	24	13.4	54	32	36	24	18.2	42	18	24	24	9.6	24	18	24	24	6.6	24	18	21	24	6.1	12
18	60	45	30	30	27.1	60	45	36	30	32.6	47	24	30	30	18.5	34	18	34	34	17.0	34	18	34	34	17.0	18
20	62	48	30	30	28.1	62	48	36	31	34.6	56	24	31	30	21.5	36	24	36	36	22.5	36	24	36	36	22.5	20
24	64	48	32	32	33.2	64	48	36	32	36.1	64	30	32	32	27.9	40	24	40	40	29.0	40	24	40	40	29.0	24

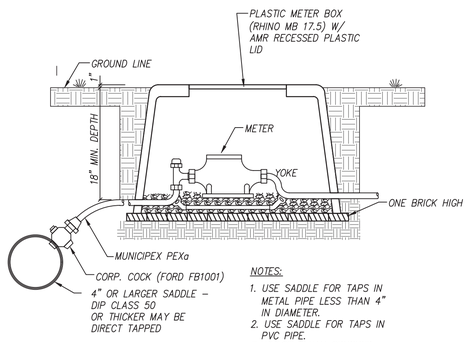


6 — **FIRE HYDRANT ASSEMBLY**
N.T.S.



1. BERMAD PVC 1" AIR RELIEF ASSEMBLY
2. TAPPING SADDLE 16" x 2" (DIP MAY BE DIRECT TAPPED)
3. CORP STOP
4. COPPER
5. MALE ADAPTOR (BRASS)
6. 90° (BRASS) FITTING
7. SHORT NIPPLE (BRASS)
8. 1/4 TURN BRASS BALL VALVE
9. SHORT NIPPLE
10. 90° FITTING

7 — **AIR RELEASE VALVE ASSEMBLY**
N.T.S.



NOTES:

1. USE SADDLE FOR TAPS IN METAL PIPE LESS THAN 4" IN DIAMETER.
2. USE SADDLE FOR TAPS IN PVC PIPE.
3. PLACE CLEAN CRUSHED STONE 3" DEEP IN BOTTOM OF METER BOX.

8 — **SERVICE ASSEMBLY**
N.T.S.

Fitting/Valve Type	Ductile IronPipe Size (Inches)									
	2	4	6	8	10	12	16	18	20	24
	Minimum Restrained Length (Feet)									
Plug/Cap	40	40	60	80	80	80	100	120	140	140
Inline Valve	40	40	60	80	80	80	100	120	140	140
Tee	40	40	40	60	80	80	100	120	140	140
90° Bend	20	40	40	40	60	60	80	80	100	100
45° Bend	20	20	20	20	20	40	40	40	60	60
22.5° Bend	20	20	20	20	20	20	20	20	20	20
11.25° Bend	20	20	20	20	20	20	20	20	20	20
Reducer	SEE NOTE 3		SEE NOTE 3		SEE NOTE 3		SEE NOTE 3		SEE NOTE 3	

NOTES:

1. CONTRACTOR SHALL USE MECHANICAL JOINT RESTRAINED JOINT FITTINGS FOR EVERY FITTING INSTALLED ON THE PROJECT.
2. RESTRAINT SYSTEM SHOWN IS DESIGNED FOR DUCTILE IRON PIPE BEDDED IN 4 INCHES MINIMUM LOOSE SOIL WITH BACKFILL LIGHTLY CONSOLIDATED TO TOP OF THE PIPE (TRENCH TYPE 3), BACKFILLED WITH NATIVE CLAY SOIL (CL), TEST PRESSURE 250 PSI, 3 FT OF COVER. WHERE THIS SYSTEM IS INAPPROPRIATE BECAUSE OF DIFFERENT CONDITIONS, SUBMIT DETAILS OF ALTERNATE SYSTEM TO OWNER FOR APPROVAL.
3. SUBMIT DETAILS OF RESTRAINT SYSTEM FOR REDUCERS TO OWNER FOR APPROVAL.
4. WHERE RESTRAINED JOINT FITTINGS ARE REQUIRED BY THE PLANS OR SPECIFICATIONS, RESTRAINED JOINT FITTINGS MUST BE INSTALLED AS REQUIRED BY THE TABLES AND NOTES FOUND WITHIN THE PLANS AND SPECIFICATIONS.
5. RETAINER GLANDS SHALL BE "MEGALUG" AS MANUFACTURED BY EBAA IRON, INC., SIGMA ONE-LOK SERIES SLDE, OR APPROVED EQUAL AND SHALL BE INSTALLED ON EVERY FITTING.
6. CONTRACTOR SHALL INSTALL DUCTILE IRON PIPE WITH RESTRAINING GASKETS FOR PUSH-ON JOINT PIPE A MINIMUM DISTANCE FROM EACH VALVE OR FITTING AS REQUIRED IN THE ABOVE TABLE. GASKETS SHALL BE FIELD LOK 350 AS MANUFACTURED BY U.S. PIPE OR APPROVED EQUAL

9 — **THRUST RESTRAINT TABLE**
N.T.S.

TELLICO AREA SERVICES SYSTEM

SEALED BY

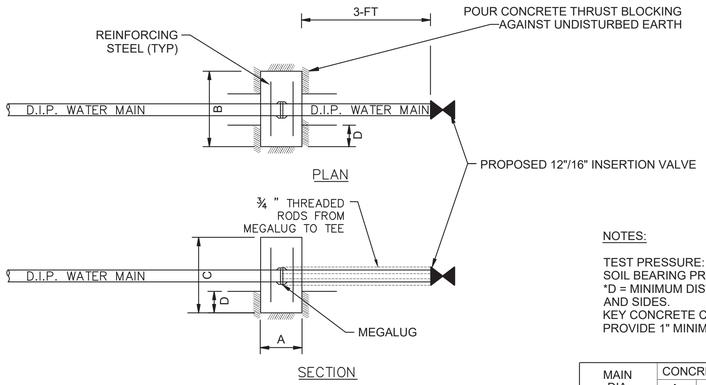


COORDINATES ARE NAD83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER
DETAILS

SCALE: N.T.S.



NOTES:

TEST PRESSURE: 250 PSi
SOIL BEARING PRESSURE: 3000 PSF
*D = MINIMUM DISTANCE INTO UNDISTURBED EARTH, BOTTOM AND SIDES.
KEY CONCRETE COLLAR INTO UNDISTURBED SOIL.
PROVIDE 1" MINIMUM CONCRETE COVER OVER REBAR.

MAIN DIA	CONCRETE COLLAR DIM.				STEEL REINFORCING
	A	B	C	D	
16"	2'-0"	7'-0"	7'-0"	1'-6"	#7 @ 12" O.C. E.W.E.F.
12"	1'-2"	5'-3"	5'-3"	1'-0"	#7 @ 12" O.C. E.W.E.F.
4" , 6" OR 8"	1'-0"	4'-0"	4'-0"	0'-8"	#6 @ 12" O.C. E.W.E.F.

10 / – CONCRETE COLLAR THRUST RESTRAINT
N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U3-5

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

TASS WATER LINE RELOCATION
B - DATE SUBMITTAL
DATE: 09/01/2026

TELLICO AREA SERVICES SYSTEM

SEALED BY

WILLIAM W. LITTLETOWN REGISTERED ENGINEER AGRICULTURE No. 120418 STATE OF TENNESSEE
9/1/2026

COORDINATES ARE NAD83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER
DETAILS

SCALE: N.T.S.

GENERAL NOTES:

1. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND THE TOWN OF VONORE (TOV) REQUIREMENTS. IF CONFLICTS ARISE DURING CONSTRUCTION, CONSULT WITH TOV'S RPR AS TO NECESSARY FIELD CHANGES. TOV RESERVES THE RIGHT TO MODIFY THE MATERIAL OR CONSTRUCTION REQUIREMENTS IF SUCH CONFLICTS ARISE.
2. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. CONTRACTOR TO REFERENCE PLANS AND COORDINATE WITH THE UTILITY OWNER TO DETERMINE THE ACTUAL FIELD LOCATION BY POTHOLING AND CONTACTING THE UTILITY COMPANIES INVOLVED. UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, AT 1-800-351-1111.
3. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.
4. PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD THE EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES.
5. HORIZONTAL SEPARATION BETWEEN WATER AND SANITARY SEWER LINES SHALL BE 10 FEET. IF 10 FEET OF SEPARATION IS NOT AVAILABLE, THE SEWER SHALL BE INSTALLED UNDERNEATH THE WATER LINE WITH A MINIMUM OF 18 INCHES OF SEPARATION BETWEEN THE OUTSIDES OF THE PIPES.
6. NO BUILDINGS, BUILDING FOOTINGS, OR OTHER PERMANENT STRUCTURES ARE TO BE CONSTRUCTED WITHIN THE 15 FOOT UTILITY EASEMENTS (7.5 FT. EA. SIDE OF INSTALLED LINE).
7. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
8. THE STONE BEDDING AND BACK FILL SHALL BE DONE IN STRICT COMPLIANCE WITH THE PIPE MANUFACTURER'S RECOMMENDATIONS, BUT MUST COMPLY WITH TOV'S SPECIFICATIONS.
9. UTILITIES SHALL BE INSTALLED AFTER GRADING IS COMPLETED AND APPROVED AND BEFORE ANY PAVEMENT IS INSTALLED.
10. ALL SANITARY SEWER LINES AND APPURTENANCES SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND TOV REQUIREMENTS.
11. ALL WORK MUST BE INSPECTED BY TOV PRIOR TO BACKFILLING.
12. ALL FORCE MAINS SHALL HAVE A MINIMUM OF 36 INCHES COVER. BACKFILL WITH STONE TO GRADE REQUIRED UNDER ALL PROPOSED ROADWAYS.
13. ALL FORCE MAINS 4 INCHES OR LARGER SHALL BE SDR 21 (CLASS 200) PVC. ALL FITTINGS SHALL BE APPROPRIATE FOR THE CLASS AND TYPE OF PIPE BEING JOINED.
14. AIR RELEASE VALVES (A.R.I. D-025 OR EQUAL) SHALL BE INSTALLED ON HIGH POINTS ON THE MAINS IN ACCORDANCE WITH THE PLANS OR AS REQUIRED BY TOV'S RPR.
15. ALL FORCE MAINS, INCLUDING DIP, SHALL BE INSTALLED WITH NO. 12 SOLID COPPER INSULATED WIRE THROUGHOUT THE ENTIRE SYSTEM (REF. SPECIFICATION SECTION 02534, PART 3.01 B.).
16. FORCE MAINS REQUIRE CONCRETE THRUST BLOCKING AT ALL CHANGES IN DIRECTION REQUIRING BENDS, TEES, AND PLUGS. WRAP ALL FITTINGS, BOLTS, FLANGES, ETC. IN 6 MIL PLASTIC PRIOR TO PLACING CONCRETE.
17. INSTALL FITTINGS AS REQUIRED TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UNDERGROUND CONFLICTS AND OBSTRUCTIONS.
18. INSTALL FORCE MAINS AT A POSITIVE GRADE BETWEEN DESIGNATED HIGH AND LOW POINTS TO PREVENT TRAPPING OF AIR.
19. CONTRACTOR SHALL TAKE SPECIAL CARE TO BED, BACKFILL,AND COMPACT PIPE CROSSINGS WHERE A FORCE MAIN CROSSES WITH STORM SEWERS. CROSSING SHALL BE CONSTRUCTED WITH A WELL COMPACTED FULL STONE 6-INCH ENVELOPE SUCH THAT STORM SEWER DOES NOT BEAR DIRECTLY ON FORCE MAINS.
20. ALL SANITARY SEWER LINES SHALL BE SDR 35 PVC OR PROTECTO 401 LINED CLASS 350 DIP, (MIN.) UNLESS NOTED OTHERWISE.
21. DUCTILE IRON PIPE PROTECTO 401 LINED PRESSURE CLASS 350 SHALL BE USED ON DEPTHS GREATER THAN 16 FEET, FOR CREEK CROSSINGS WITH STEEL CASINGS, AND FOR ROAD BORES WHERE STEEL CASING IS USED.
22. ANY SANITARY SEWER MAIN OR SERVICE LATERAL THAT DISCHARGES AT A HEIGHT GREATER THAN 1.99 FEET ABOVE THE MANHOLE INVERT REQUIRES A DROP CONNECTION.DROP CONNECTION SHALL BE "INSIDE DROP SYSTEM" BY RELINER OR EQUAL. INSTALL PER PROJECT SPECIFICATIONS.
23. ALL SEWER SERVICE LATERALS SHALL BE INSTALLED WITH A MINIMUM 1% SLOPE. CLEANOUTS IN PAVEMENT SHALL HAVE SOLID BRASS, THREADED, TRAFFIC-RATED CAPS. EFFORTS SHOULD BE MADE TO PLACE CLEANOUTS IN UNPAVED AREAS WHERE POSSIBLE.
24. ALL 6 INCH CLEANOUTS SHALL BE CONNECTED TO THE SERVICE WITH DOUBLE SWEEP TEE (SDR 35 PVC GPK OR APPROVED EQUAL).
25. ALL SANITARY SEWER LINES SHALL HAVE A MINIMUM OF 36INCHES COVER. UNDER ROADWAYS AND CROSSINGS, SEWER SHALL HAVE A MINIMUM OF 48 INCHES COVER AND IF 48 INCHES IS NOT AVAILABLE, THEN DUCTILE IRON PIPE MUST BE USED, PROTECTO 401 LINED CLASS 350 (MIN).
26. GRAVITY SEWER PIPE DEFLECTION AND ALIGNMENT SHALL BE CHECKED AFTER BACKFILLING AND COMPACTION ARE COMPLETE AND PRIOR TO PLACING THE MANHOLE BASE. TEST DEFLECTION WITH A MANDREL OR OTHER APPROVED METHOD.
27. PIPE WITH DEFLECTION OF 5% OR GREATER OR WITH UNDUE MISALIGNMENT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
28. PIPE IS MEASURED IN TERMS OF HORIZONTAL LENGTH COMPLETE IN PLACE, REGARDLESS OF TYPE, DEPTH, CLASS, SHAPE, AND SIZE AS MEASURED ALONG THE CENTERLINE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE (NO DEDUCTIONS FOR STRUCTURES). ACTUAL QUANTITY OFF PIPE MAY VARY. THE CONTRACTOR SHALL SUPPLY AND INSTALL THE NECESSARY QUANTITY OF PIPE TO CONSTRUCT THE COMPLETE SYSTEM AS SHOWN. INSTALLATION INCLUDES EXCAVATION, SHORING, FURNISHING, AND INSTALLATION OFF PIPES, JOINT MATERIALS, COUPLINGS, AND BACKFILL.
29. A RUBBER BOOT CONNECTOR ("A-LOK" OR APPROVED EQUAL) SHALL BE FITTED WITHIN EACH PRECAST CONCRETE MANHOLE FOR EACH SANITARY SEWER MAIN OR LATERAL CONNECTING TO A MANHOLE ("Z-LOK" IS REQUIRED IF PIPE SLOPE IS GREATER THAN 10%). EACH TAP TO AN EXISTING MANHOLE TO BE MECHANICALLY CORED AND A "KOR-N-SEAL" (OR APPROVED EQUAL) PIPE ENTRANCE SHALL BE PROVIDED.
30. ADJUST TOP OF CASTING (TC) ELEVATIONS (ALL SIDES) FLUSH WITH FINAL GRADES TO MATCH CROSS SLOPES AND LONGITUDINAL SLOPES.
31. INSTALL FITTINGS (FOR SERVICE LATERALS) AS REQUIRED TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UNDERGROUND CONFLICTS AND OBSTRUCTIONS.
32. GROUT INSIDE MANHOLE JOINTS WITH NON-SHRINK GROUT. ALL EXTERIOR JOINTS TO BE WRAPPED WITH BUTYL ANDCON-SEAL WRAP, APPLIED WITH PRIMER TO TOV STANDARDS.
33. BOLT ALL MANHOLE FRAMES TO CONES WITH 4, 3/4 INCH STAINLESS STEEL WEDGE ANCHORS.
34. FOR GRAVITY SEWER PIPE WITH SLOPES GREATER THAN 15% USE CONCRETE PIPE ANCHORS AS SPECIFIED BY THE MANUFACTURER.

STANDARD VONORE SEWER NOTES:

1. ALL WORK TO BE PERFORMED WILL BE IN ACCORDANCE WITH THE TOWN OF VONORE WASTEWATER DEPARTMENT (CURRENT EDITION) SPECIFICATIONS AND DETAILS.
2. A PRE-CONSTRUCTION CONFERENCE SHALL BE CONDUCTED WITH TOV REPRESENTATIVES, DESIGN ENGINEER, AND UTILITY CONTRACTOR PRIOR TO ANY UTILITIES CONSTRUCTION ACTIVITIES BEGINNING.
3. WASTEWATER LINE MATERIALS, INSTALLATION AND TESTING SHALL BE IN ACCORDANCE WITH TOV WASTEWATER DEPARTMENT STANDARDS (CURRENT EDITION).
4. ALL SERVICE LATERALS SHALL BE 6" DIAMETER FROM MAIN TO PROPERTY LINE AND INSTALLED AT MINIMUM 1% SLOPE UNLESS FIELD VERIFIED BY THE ENGINEER. A 6"x4" INCREASER BUSHING - ECCENTRIC (PART NUMBER 32642) SHALL BE USED FOR SINGLE FAMILY RESIDENTIAL CONNECTION.
5. SERVICE LATERAL CLEANOUT SHALL BE A 2-WAY CLEANOUT AS MANUFACTURED BY PLASTIC TRENDS (G 1006) AND EXTEND 3 FEET ABOVE FINISHED GRADE TO MARK SEWER SERVICE LOCATION UNTIL BUILDING CONNECTION IS MADE.
6. WASTWATER LATERAL DISCHARGE (MAIN FLOOR ELEVATION) SHALL BE A MINIMUM OF 6" ABOVE THE TOP OF THE LOWEST OF THE TWO ADJACENT MANHOLES.

STANDARD VONORE NOTES (CONT'D):

7. ALL INDIVIDUAL LOW PRESSURE WASTEWATER GRINDER PUMPS/BASEMENT PUMPS SHALL BE PRIVATE AND WILL NOT BE OWNED NOR MAINTAINED BY TOV.
8. ALL WASTEWATER PUMP STATIONS REQUIRED AND PRE-APPROVED BY TOV SHALL BE SUBERSIBLE FLYGT PUMP STATIONS.
9. ALL CONSTRUCTION AND TESTING ACTIVITIES MUST BE OBSERVED BY A RESIDENT PROJECT REPRESENTATIVE (RPR) AS DESIGNATED BY TOV. WORK PERFORMED WITHOUT DESIGNATED RPR OVERSIGTH AND APPROVAL SHALL NOT BE ACCEPTED BY TOV.
10. ALL COSTS INCURRED BY TOV FOR PROJECT-RELATED RPR AND GENERAL ENGINEERING SERVICES DURING CONSTRUCTION SHALL BE REIMBURSED BY THE PROPERTY OWNER/DEVELOPER.
11. ALL PROJECT CLOSEOUT DOCUMENTS MUST BE PROVIDED BY THE OWNER/DEVELOPER PRIOR TO TOV ACCEPTING OWNERSHIP OF NEW FACILITIES AS FOLLOWS:
    A. RECORD DRAWINGS
    B. RPR DAILY REPORTS
    C. CONSTRUCTION PHOTOS
    D. RPR TESTING REPORTS
    E. CCTV FOR NEW GRAVITY WASTEWATER MAINS
    F. VERIFIED GIS DATA COLLECTED BY TOV-APPROVED STAFF
    G. ASSOCIATED EASEMENT DOCUEMENTS
12. TOV HAS THE RIGHT TO REQUIRE A LARGER DIAMETER PIPE SIZE OR DUCTILE IRON PIPE BASED UPON HYDRAULIC ANALYSIS, DEPTH, SOIL, AND FUTURE CONDITIONS.
13. BLASTING NOT PERMITTED.
14. ASSOCIATED WASTEWATER FEES FOR DEVELOPMENT PROJECTS SHALL INCLUDE, BUT NOT LIMITED TO, TAPS, CAPITAL RESERVE, SPECIAL ASSESSMENT, ETC. AND SHALL BE BILLED AT THE END OF EACH PROJECT PHASE AND PAYMENT SHALL BE DUE FROM DEVELOPER AT THAT TIME. WASTEWATER SERVICE SHALL NOT BE MADE LIVE UNTIL PAYMENT IS RECEIVED IN FULL.
15. DEVELOPER (OWNER AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EXISTING SEWER COLLECTION SYSTEM IMPROVEMENTS REQUIRED TO PROVIDE HYDRAULIC SEWER CAPACITY TO THE NEW DEVELOPMENT AND MAINTAIN EXISTING/FUTURE HYDRAULIC SEWER CAPACITY.
16. LOW PRESSURE SEWER SYSTEMS SHALL ONLY BE APPROVED IN CERTAIN AREAS OF THE TOV SEWER COLLECTION SYSTEM AND UNDER SPECIAL CIRCUMSTANCES. TOV DESIRES TO UTILIZED GRAVITY SEWER WHERE FEASIBLE AND SHALL NOT OWN NOR MAINTAIN INDIVIDUAL GRINDER PUMPS OR PRIVATE LOW PRESSURE SEWER SERVICE LINES.
17. DEVELOPER (OWNER) AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MINIMUM SDR 35 PIPE FOR SANITARY SEWER SERVICES TO DEPTH OF 12 FEET. ANY SANITARY SEWER SERVICES WHICH ARE OVER 12 FEET DEPTH SHALL REQUIRE WATER LINE AND/OR MECHANICAL JOINT QUALITY PIPE. 18. DEVELOPER (OWNER) AND/OR CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ALL 6-INCH SEWER TAPS, 6-INCH SERVICE LINES, AND 6-INCH 2-WAY CLEANOUT PER TOV STANDARD SPECIFICATIONS FOR THE NEW DEVELOPMENT.
19. RIGHT-OF-WAYS AND EASEMENTS NEEDED FOR THE SEWER LINE THAT FALLS INSIDE/OUTSIDE OF THE PROPERTY SHALL BE SIGNED AND FURNISHED PRIOR TO START OF PROJECT.
20. CONTRACTOR SHALL FIELD VERIFY AND POTHOLE ALL UTILITIES AS INDICATED BY DRAWING, GIS, TENNESSEE ONECALL, ETC.
21. ALL CONTRACTORS SHALL BE LICENSED CONTRACTORS WITH "MU" CLASSIFICATION IN THE STATE OF TENNESSEE AS REQUIRED BY THE CONTRACTOR'S LICENSING ACT OF 1994 AND RELATED AMENDMENTS THERETO.

STANDARD T.D.O.T. UTILITY NOTES:

1. EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFI ED FOR THE UTILITY INSTAL-LATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFI CATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFI CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FI LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFI C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.
8. ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM FL OWING WATER AND ACCOM-PLISHED DURING LOW FL OW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF FL UMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COFF ERDAMS. ALTERNATIVELY, BASED ON FI ELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

DRAWING INDEX

SHEET No.	DWG No.	DRAWING TITLE
1	U4-1	SEWER LINE NOTES
2	U4-2	SEWER RELOCATION PLAN
3	U4-3	SEWER PROFILES
4	U4-4	DETAILS
5	U4-5	DETAILS
6	U4-6	DETAILS
7	U4-7	DETAILS

LEGEND

- EXISTING SANITARY SEWER MANHOLE
- SA — EXISTING SANITARY SEWER LINE
- FMS — EXISTING FORCE MAIN
- OH — EXISTING OVERHEAD UTILITY LINE
- G — EXISTING GAS LINE
- W — EXISTING WATER LINE
- EXISTING CHAIN LINK FENCE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING CONCRETE SIDEWALK
- ST — EXISTING STORM DRAIN LINE
- EXISTING VALVE
- EXISTING TREE LINE
- EXISTING GUY WIRE
- EXISTING PROPERTY LINE (APPROXIMATE)
- SA — PROPOSED GRAVITY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- SA — CAP EXISTING SEWER LINE
- G — PROPOSED GAS LINE (BY OTHERS)
- W — PROPOSED WATER LINE (BY OTHERS)

ITEM NO.	DESCRIPTION	UNIT	QTY
797-03.30	2IN PVC FORECE MAIN (0-8FT)	LF	335
797-05.52	8IN PVC GRAVITY SEWER 6FT-12FT DEPTH	LF	320
797-07.02	48IN MANHCLE 4FT-6FT DEPTH	EA	2
797-07.56	MANHOLE DROP CONNECTION ASSEMBLY	EA	1
797-09.41	CUT AND CAP 2IN FORCE MAIN	EA	2
797-09.44	CUT AND CAP 8IN GRAVITY	EA	2
797-10.14	CONNECT TO 2IN FORCE MAIN	EA	1
797-10.41	CONNECT 8IN PVC TO EXISTING SEWER LINE	EA	2
797-11.25	RETIRE IN P_ACE 48" MANHOLE	EA	2
797-11.30	RETIRE IN P_ACE EXISTING SEWER <8IN	LF	340
797-11.31	RETIRE IN P_ACE EXISTING SEWER 8IN-14IN	LF	235
797.11.38	BY-PASS PUMPING	LS	1

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-1

REV. 2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

SEWER LINE RELOCATION BY

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

TOWN OF VONORE 1820

SEALED BY

MATTHEW R. MOVAHED
REGISTERED ENGINEER
AGREE TO LAW
Matt Movahed
ROANE CO.
No. 126245
STATE OF TENNESSEE
06/17/2026

COORDINATES ARE NAD83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SEWER LINE NOTES

6/17/2026 10:20:17 AM
Y:\KNX\633\633.00\03-PROD\03-DWGS\SEWERBORDER.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-2

REV. 2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

TDOT RAINBOW PLAN LEGEND
- EX. TO REMAIN
- EX. TO BE RETIRED
- PROPOSED
- PROPOSED STORM

SEWER LINE RELOCATION BY

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-6419
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TOWN OF VONORE 1820

SEALED BY

MATTHEW R. MOYAHED
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STATE OF TENNESSEE
06/17/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SEWER RELOCATION PLAN

SCALE: 1" = 50'

120

125

N

PRES. R.O.W.

SR-33 (HWY 411) (ASPH.)

1-S-F-CHOTA COMMUNITY HEALTH SERVICES

1-S-B VONORE ELEMENTARY SCHOOL
(BUILDING DATA DEVELOPED FROM THE 2019 COUNTY SID FILE)

CHURCH ST. (ASPH.)

SCHOOL ZONE

COMMERCIAL ACCESS ROAD (31' ASPH)

CP-S1
GPS-62-033-10
EL. 917.60'

CP-S2
GPS-62-033-11
EL. 880.76'

CP-S4
GPS-62-013-13
EL. 930.58'

EL. 917.36'
GROUND

EL. 908.35'

EL. 911.56'

EL. 91:

SAMH-E10
TOP - 900.34'
EL. 897.61'
EL. 897.48'
BOT - 897.58'

SAMH-E7
TOP - 899.81'
EL. 896.50'
EL. 896.44'
BOT - 896.60'

SAMH-E1
TOP - 917.34'
EL. 912.68'
BOT - 912.81'

SAMH-E2
TOP - 909.41'
EL. 903.49'
EL. 903.43'
BOT - 903.52'

SAMH-E3
TOP - 907.15'
EL. 903.57'
EL. 900.33'
EL. 900.22'
BOT - 900.84'

SAMH-E6
TOP - 902.66'
EL. 898.38'
EL. 898.15'
BOT - 898.49'

SAMH-E4
TOP - 926.55'
EL. 919.04'
EL. 918.86'
BOT - 919.00'

SAMH-E8
TOP - 902.10'
EL. 896.00'
EL. 889.62'
BOT - 889.75'

INV - 896.42'
INV - 896.01'

INV - 911.19'

INV - 912.99'

SANITARY MANHOLE IS BURIED IN THIS AREA.

EXISTING 8" SEWER LINE (TO REMAIN)

CUT/CAP 2" FORCE MAIN SEWER LINE

PROPOSED SIGNAL POLE

STA 3+19.76 (EOL)
CONNECT TO EXISTING SANITARY SEWER MANHOLE WITH CORE AND BOOT

CUT/CAP 8" SEWER LINE

STA 0+00.00
CONNECT TO EXISTING SANITARY SEWER MANHOLE WITH CORE AND BOOT

CUT/CAP 8" SEWER LINE

PROPOSED SIGNAL POLE

PROPOSED UTILITY EASEMENT

MH 0+79.39 LINE A
Δ=44°48'05" LT
TC 899.37
EI 894.57
EI 894.37

MH 2+06.30 LINE A =
MH 0+00.00 LINE B
Δ=52°33'41" RT
TC 901.34
EI 896.84
EI 896.54
EI 896.34

PROPOSED 320 L.F. OF 8" PVC SDR 35 SEWER LINE

PROPOSED 335 L.F. OF 2" FORCE MAIN SEWER LINE

CUT/CAP 2" FORCE MAIN SEWER LINE

EXISTING FORCE MAIN SEWER (TO REMAIN)

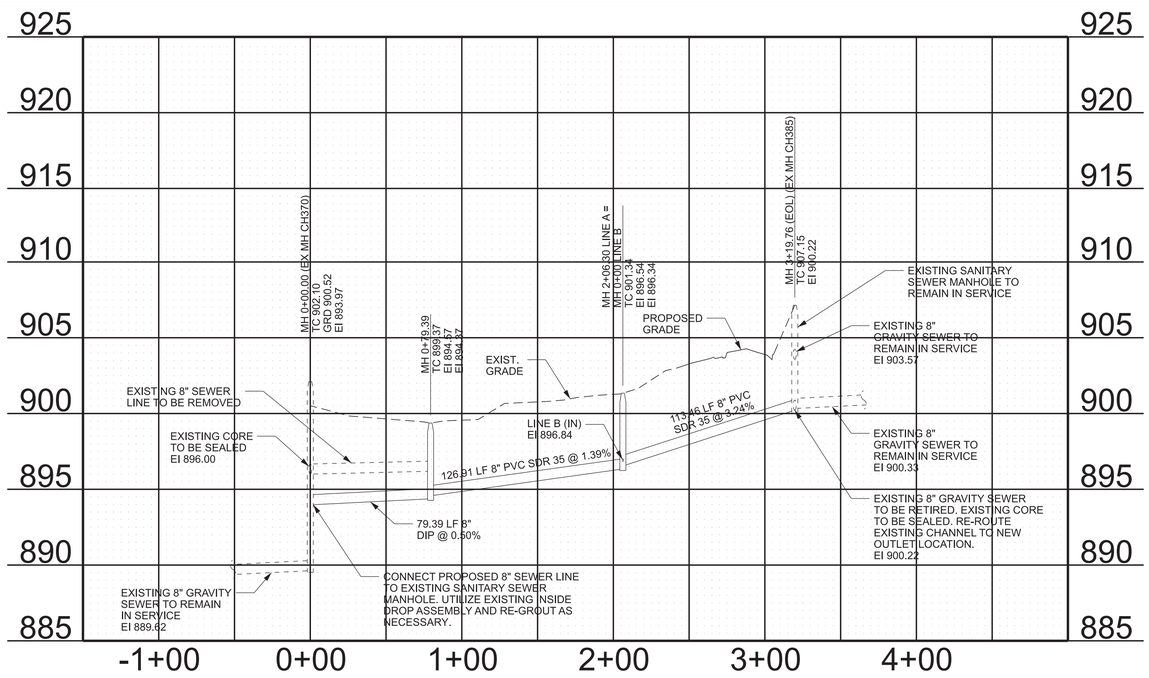
PROP. CONST. ESMT.

STA 3+35 (EOL)
CONNECT TO EXISTING 2" LOW PRESSURE SEWER LINE WITH 45° BEND

EXISTING 8" SEWER LINE (TO REMAIN)

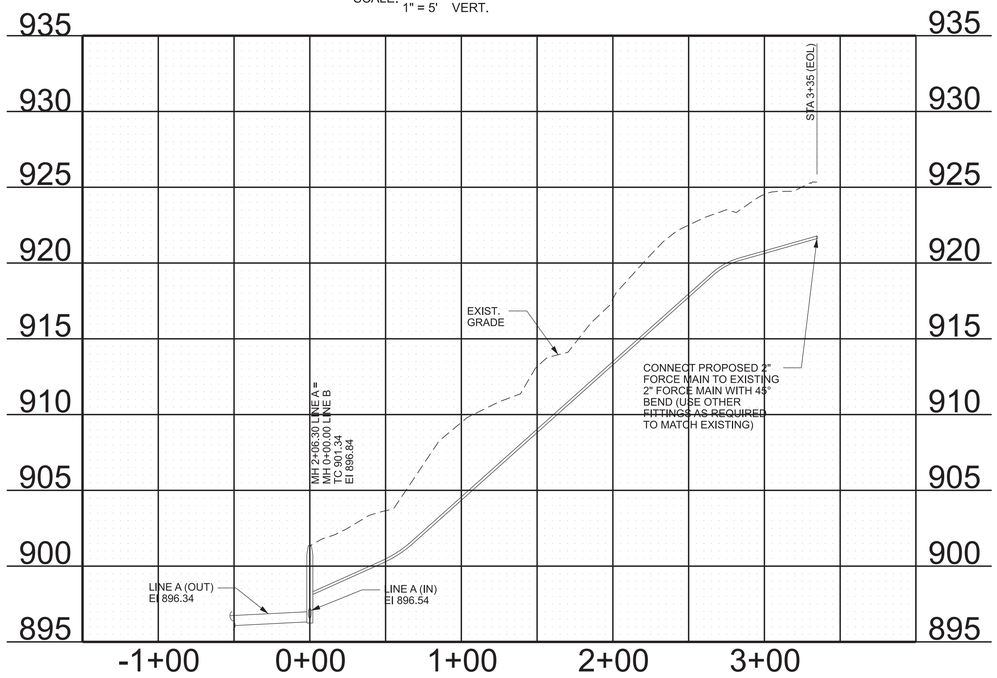
AREA TO BE SCARIFIED, OBLITERATED, TOPSOILED, AND SODDED.

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LINE A
PROP. GRAVITY SEWER LINE PROFILE

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



LINE B
PROP. FORCE MAIN PROFILE

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-3

2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

SEWER LINE RELOCATION BY

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

TOWN OF VONORE 1820

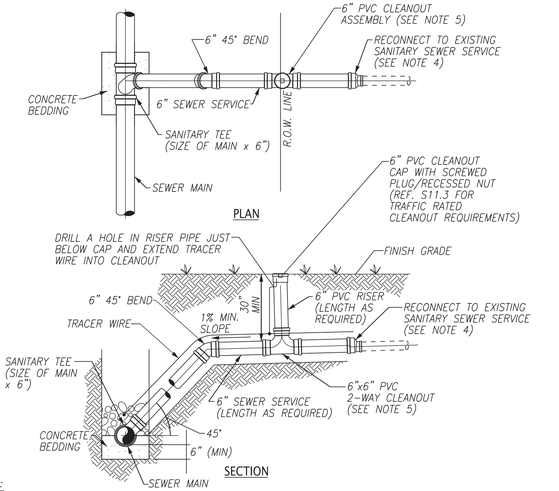
SEALED BY

MATTHEW R. MOVAHED
REGISTERED ENGINEER
No. 126253
STATE OF TENNESSEE
06/17/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SEWER
PROFILES
STA. -1+00.00 TO STA. 4+00.00
STA -1+00.00 TO STA 3+00.00

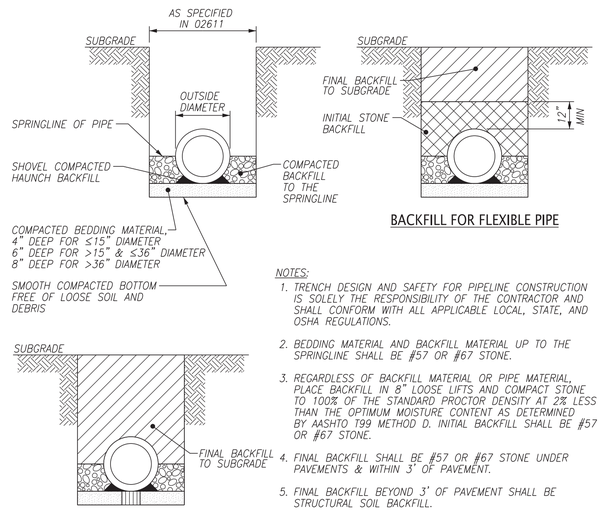
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NOTES:

1. REFER TO PROJECT SPECIFICATIONS FOR MATERIAL AND BACKFILL REQUIREMENTS.
2. CONTRACTOR TO COORDINATE FIELD LOCATION OF SEWER SERVICES AND CLEANOUT ASSEMBLIES WITH TOV.
3. DETAIL DEPICTS MOST DESIRABLE METHOD FOR SANITARY SEWER SERVICE RECONNECTION. CONTRACTOR TO USE ADDITIONAL FITTINGS, ADAPTERS, CONNECTORS, ETC. AS REQUIRED TO RECONNECT EXISTING SANITARY SERVICES.
4. ALL SERVICE LATERALS SHALL BE 6" TO PROPERTY LINE AND INSTALLED AT 1% (MIN.) SLOPE UNLESS FIELD VERIFIED BY THE ENGINEER. A 6"x4" ECCENTRIC INCREASER COUPLING (WITH TAPER) AS MANUFACTURED BY ROYAL BUILDING PRODUCTS/PLASTIC TRENDS (PART NUMBER G616-4) SHALL BE USED FOR SINGLE FAMILY RESIDENTIAL CONNECTION.
5. SERVICE LATERAL CLEANOUT SHALL BE A 2-WAY CLEANOUT AS MANUFACTURED BY ROYAL BUILDING PRODUCTS/PLASTIC TRENDS (G1006) AND EXTEND 3 FEET ABOVE FINISHED GRADE TO MARK SEWER LOCATION UNTIL BUILDING CONNECTION IS MADE.

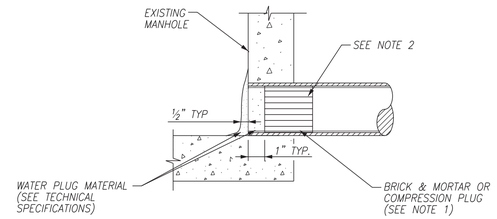
1 / U4-4 **TYPICAL SANITARY SEWER SERVICE RECONNECTION (NEW MAINS)**
NTS



NOTES:

1. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
2. BEDDING MATERIAL AND BACKFILL MATERIAL UP TO THE SPRINGLINE SHALL BE #57 OR #67 STONE.
3. REGARDLESS OF BACKFILL MATERIAL OR PIPE MATERIAL, PLACE BACKFILL IN 8" LOOSE LIFTS AND COMPACT STONE TO 100% OF THE STANDARD PROCTOR DENSITY AT 2% LESS THAN THE OPTIMUM MOISTURE CONTENT AS DETERMINED BY AASHTO T99 METHOD D. INITIAL BACKFILL SHALL BE #57 OR #67 STONE.
4. FINAL BACKFILL SHALL BE #57 OR #67 STONE UNDER PAVEMENTS & WITHIN 3' OF PAVEMENT.
5. FINAL BACKFILL BEYOND 3' OF PAVEMENT SHALL BE STRUCTURAL SOIL BACKFILL.

2 / U4-4 **PIPE BEDDING AND BACKFILL**
NTS



NOTES:

1. PLUG DIMENSIONS

PIPE SIZE (IN.)	MIN. THICKNESS COMPRESSION PIPE PLUG
1-6	8" OF BRICK OR COMPRESSION PLUG
8-12	8" OF BRICK
14-18	16" OF BRICK
21-30	24" OF BRICK
36-48	

2. INSIDE OF EXISTING PIPE AND MANHOLE SURFACES TO BE HAND CLEANED, PRESSURE WASHED, ACID CLEANED AND RE-PRESSURE WASHED PRIOR TO INSTALLING PLUG.

3 / U4-4 **TYPICAL PIPE PLUG DETAIL**
NTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-4

REV. 2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

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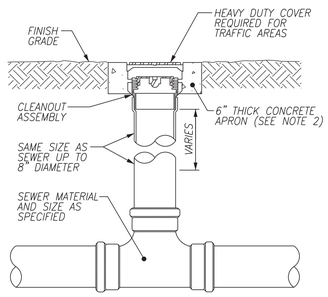
SEALED BY

MATTHEW R. MOVAHED REGISTERED ENGINEER AGREE No. 126245 TENNESSEE STATE OF TENNESSEE
06/17/2026

COORDINATES ARE NAD83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

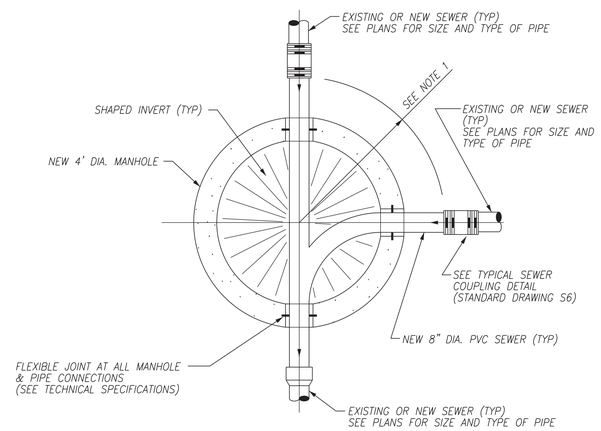
DETAILS



NOTES:

1. TRAFFIC RATED CLEANOUTS ARE REQUIRED FOR CLEANOUTS LOCATED WITHIN PAVEMENT, ROADWAYS, DRIVEWAYS OR ANY OTHER AREAS DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE.
2. PROVIDE CONCRETE APRON AROUND CLEANOUT AS SHOWN IN GRAVEL AREAS ONLY.

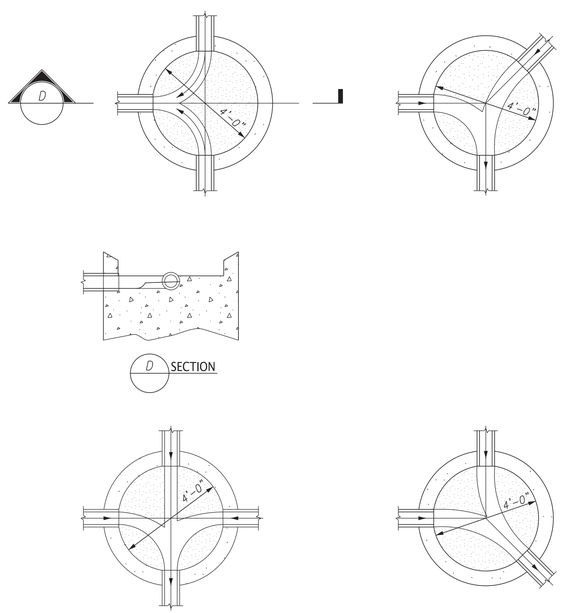
4 / U4-4 **TRAFFIC RATED CLEANOUT DETAIL**
NTS



NOTES:

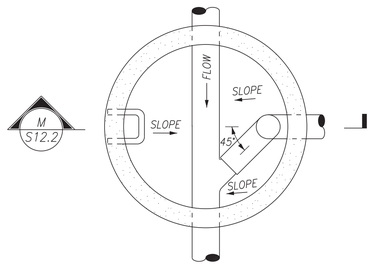
1. CUT EXISTING SEWER A MINIMUM OF 3 FT. FROM EXISTING MANHOLE AND TO A SOUND SECTION OF PIPE.
2. REMOVE AND DISPOSE OF OLD MANHOLE AND SECTIONS OF OLD PIPE.
3. INSTALL NEW MANHOLE WITH SECTIONS OF NEW SEWER AND SECURE AS SHOWN IN DETAIL.
4. CONTRACTOR TO EXERCISE EXTREME CAUTION WHILE REMOVING & INSTALLING SEWER COMPONENTS TO PREVENT EXISTING SEWER PIPE SCHEDULED TO REMAIN IN SERVICE FROM BEING MOVED OR DAMAGED.
5. NEW MANHOLES SHALL REPLACE EXISTING MANHOLES TO MATCH ALL DETAILS OF ALIGNMENT, GRADE, DEPTH AND CONFIGURATION, OR AS OTHERWISE SHOWN ON PLANS.
6. CONTRACTOR SHALL CONFIRM DIMENSIONS & CONFIGURATIONS OF EXISTING MANHOLES PRIOR TO ORDERING & PLACEMENT.
7. SEE PROJECT PLANS TO DETERMINE SPECIAL CONDITIONS OF MANHOLE REPLACEMENT.
8. ALL NEW MANHOLES SHALL PASS VACUUM TESTS PRIOR TO PLACING INTO SERVICE.
9. SEE SPECIFICATION SECTION 02532.

5 / U4-4 **MANHOLE REPLACEMENT DETAIL**
NTS



6 / U4-4 **MANHOLE INVERT PLANS**
NTS

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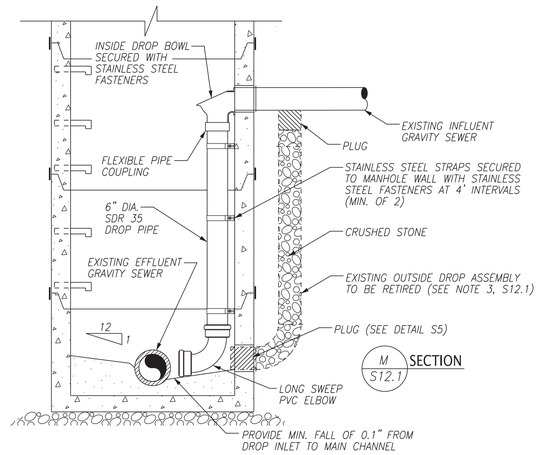


PLAN

NOTES:

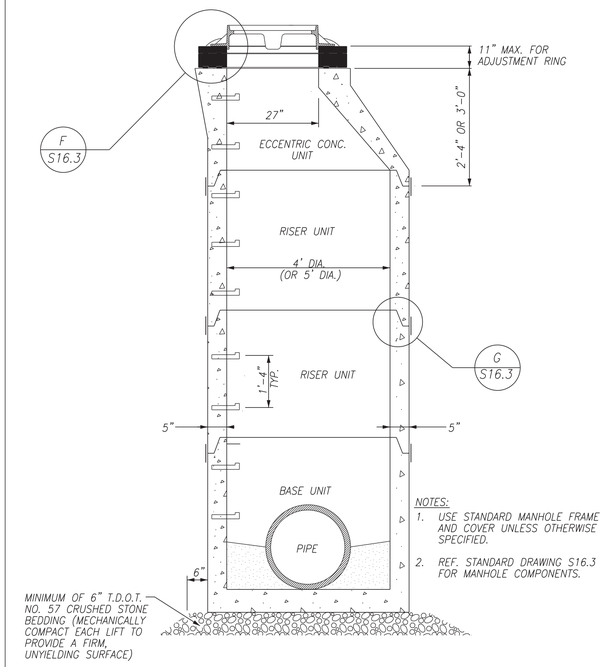
1. REF. TOV STANDARD SPECIFICATIONS FOR PRECAST MANHOLE COMPONENTS AND CONNECTION DETAILS.
2. INSIDE DROP BOWL ASSEMBLY SHALL BE INSTALLED WITH STAINLESS STEEL FASTENERS IN ACCORDANCE WITH THE WRITTEN MANUFACTURER'S RECOMMENDATIONS.
3. ABANDONMENT OF EXISTING OUTSIDE DROP ASSEMBLY (WHERE REQUIRED) SHALL BE INCIDENTAL TO THE COST OF THE INSIDE DROP ASSEMBLY. THE ABANDONMENT PROCEDURE SHALL BE AS FOLLOWS:
   A. REMOVE FLOW FROM SUBJECT LINE SEGMENT BY PLUGGING, BY-PASS PUMPING OR OTHER METHODS APPROVED BY OWNER AND ENGINEER.
   B. PLUG EXISTING INCOMING SANITARY SEWER (LOWER PIPE) FROM INSIDE MANHOLE WITH CONCRETE OR GROUT PLUG.
   C. FILL EXISTING VERTICAL OUTSIDE DROP PIPE TO WITHIN 6" OF TOP WITH CRUSHED STONE.
   D. CAP OFF REMAINING 6" OF EXISTING DROP PIPE WITH CONCRETE OR GROUT PLUG. PROVIDE SMOOTH FINISH TO MATCH INVERT OF EXISTING INCOMING SNAITARY SEWER.

7 / U4-5 TYPICAL INSIDE DROP ASSEMBLY (PLAN)
NTS



REQUIRED DROP PIPE SIZES	
INFLUENT PIPE	*DROP PIPE*
8"	6"
10"	8"
12"	10"

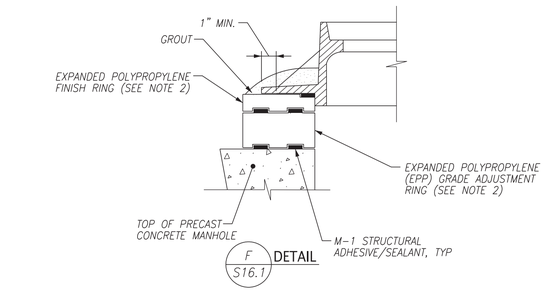
8 / U4-5 TYPICAL INSIDE DROP ASSEMBLY (SECTION)
NTS

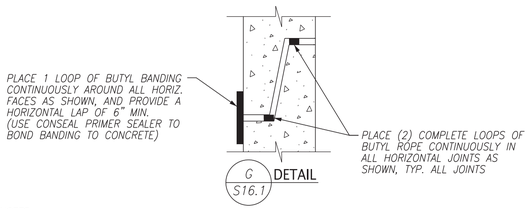


NOTES:

1. USE STANDARD MANHOLE FRAME AND COVER UNLESS OTHERWISE SPECIFIED.
2. REF. STANDARD DRAWING S16.3 FOR MANHOLE COMPONENTS.

9 / U4-5 STANDARD PRECAST MANHOLE CONE TYPE
NTS

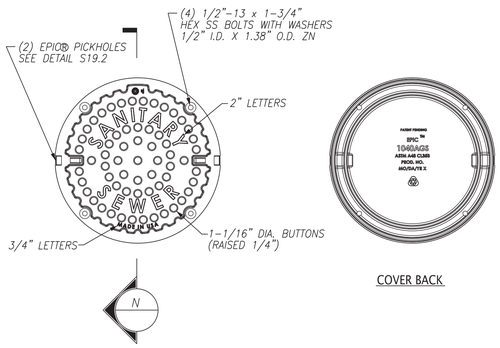




NOTES:

1. BUTYL ROPE MATERIAL SHALL HAVE A MINIMUM NOMINAL CROSS SECTION DIMENSION OF ONE AND ONE-QUARTER INCHES (1.25") OR AS RECOMMENDED BY THE PRECAST MANHOLE MANUFACTURER.
2. MANHOLE GRADE ADJUSTMENT RINGS AND FINISH RINGS (FOR 4 FT. DIAMETER MANHOLES) SHALL BE 40-27 PRO-RING AS MANUFACTURED BY "CRETEX SPECIALTY PRODUCTS" OR APPROVED EQUAL. ADJUSTMENT RINGS SHALL MEET ALL REQUIREMENTS AS OUTLINED IN SPECIFICATION SECTION 02532 PARAGRAPH 2.10. CONTRACTOR SHALL PROVIDE MANHOLE TOP REPAIR MATERIALS AND/OR SLOPE ADJUSTMENT RING AS NECESSARY OR AS DIRECTED BY OWNER'S REPRESENTATIVE.

10 / U4-5 STANDARD PRECAST MANHOLE DETAILS
NTS

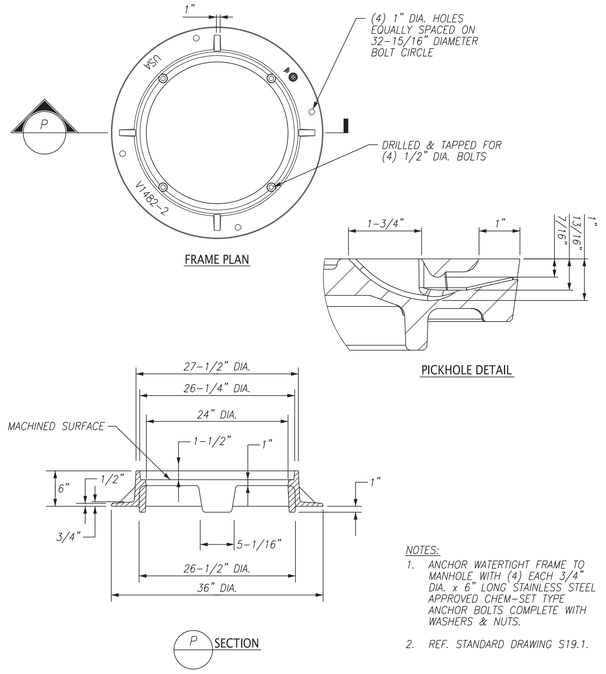


NOTES:

1. FRAME & COVER SHALL BE AS FOLLOWS: EJ PRODUCT #NPR16-3109A

   WEIGHT AS FOLLOWS:
   COVER: 125 LBS
   FRAME: 239 LBS.
   TOTAL: 364 LBS.

2. REF. STANDARD DRAWING S19.2.



NOTES:

1. ANCHOR WATERTIGHT FRAME TO MANHOLE WITH (4) EACH 3/4" DIA. x 6" LONG STAINLESS STEEL APPROVED CHEM-SET TYPE ANCHOR BOLTS COMPLETE WITH WASHERS & NUTS.
2. REF. STANDARD DRAWING S19.1.

11 / U4-5 HEAVY-DUTY WATERTIGHT MANHOLE FRAME & COVER (FOR NEW MANHOLES)
NTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-5

REV. 2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

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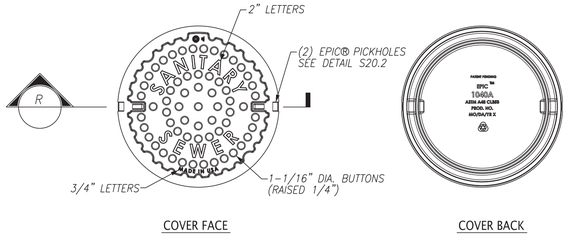
MATTHEW R. MOYAHED REGISTERED ENGINEER STATE OF TENNESSEE No. 126255
06/17/2026

COORDINATES ARE NAD83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

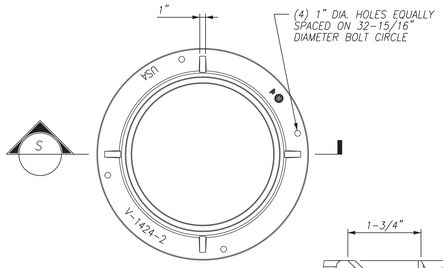
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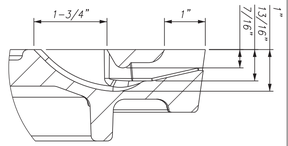


COVER FACE

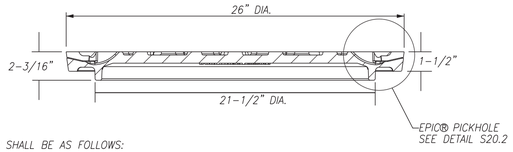
COVER BACK



FRAME PLAN



PICKHOLE DETAIL A

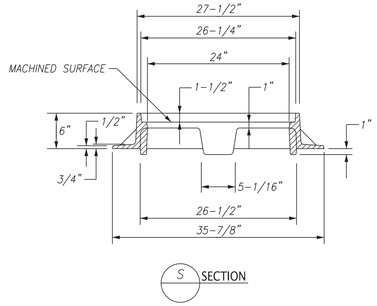


NOTES:

1. COVER SHALL BE AS FOLLOWS:
   - A. EJ PRODUCT #00103939, 1040A SOLID COVER SANITARY SEWER, OR
   - B. JOHN BOUCHARD & SONS. CO 1156 COVER

   WEIGHT AS FOLLOWS:
   COVER: 125 LBS
   FRAME: 211 LBS.
   TOTAL: 336 LBS.
2. REF. STANDARD DRAWING S20.2.

R SECTION



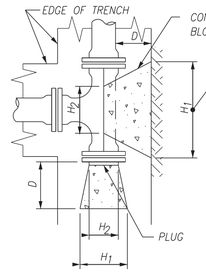
S SECTION

NOTES:

1. FRAME TO BE AS FOLLOWS:
   - A. EJ PRODUCT#41424210, V1424-2 6" TALL FRAME WITH CENTERING LUGS, OR
   - B. JOHN BOUCHARD & SONS CO. 1156 FRAME
2. ANCHOR STANDARD FRAME TO MANHOLE WITH (4) EACH 3/4" DIA. x 6" LONG STAINLESS STEEL APPROVED CHEM-SET TYPE ANCHOR BOLTS COMPLETE WITH WASHERS & NUTS.
3. REF. STANDARD DRAWING S20.1.

12 U4-6 HEAVY-DUTY STANDARD MANHOLE FRAME & COVER (FOR NEW MANHOLES)
NTS

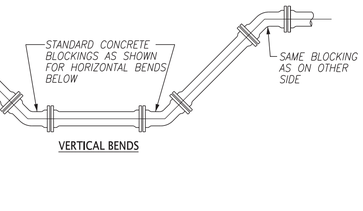
TABLE OF DIMENSIONS FOR CONCRETE BLOCKING					
SIZE PIPE (INCHES)	TEES, PLUGS CROSSES				
	H_1	H_2	V	D	CU FT.
2&2-1/4	18	10	12	18	1.9
3 & 4	24	12	12	18	2.3
6	24	16	18	18	3.5
8	36	18	18	18	5.1
10	48	24	18	24	7.2
12	54	30	24	24	13.4
16	60	34	36	24	22.5



NOTES:

1. THRUST BLOCKING BASED UPON AN INTERNAL HYDROSTATICPRESSURE OF 200 PSI AND AN ALLOWABLE SOIL BEARING CAPACITY OF 4000 LBS/SF. SHOULD HYDROSTATIC PRESSURE BE GREATER AND/OR SOIL BEARING CAPACITY SHOULD BE LESS THAN THAT NOTED ABOVE, CONTRACTOR SHALL INCREASE SIZE AS REQUIRED AND PROVIDE CALCULATIONS TO SUPPORT SAID MODIFICATION.
2. TOV SHALL APPROVE ALL THRUST BLOCKS.
3. FITTING JOINTS SHALL NOT BE POURED IN CONCRETE OR HAVE CONCRETE SPILLED ON THE BOLTS OR NUTS. WRAP ALL FITTINGS, BOLTS, FLANGES, ETC. IN 6 MIL PLASTIC PRIOR TO PLACING CONCRETE.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER APPLICATION OF THRUST RESTRAINT SYSTEM TO PREVENT MOVEMENT OF PIPE AND FITTINGS.
5. ALL FITTINGS SHALL BE MECHANICAL JOINT AND HAVE RESTRAINED JOINTS AT THE FITTING IN ADDITION TO THE CONCRETE THRUST BLOCK. ALSO, DUCTILE IRON PIPE SHALL BE INSTALLED WITH JOINT RESTRAINING GASKETS FOR THE REQUIRED DISTANCES FROM EACH FITTING AS SPECIFIED ON DETAILS S23.4 AND S23.5.
6. DIMENSIONS FOR THRUST BLOCKS FOR CAPS AND VALVES SHALL BE THE GREATER OF THE VALUE SHOWN IN THE TABLE OR THE VALUE GOVERNED BY TRENCH WIDTH SHOWN IN THE DETAIL.

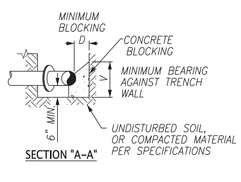
13 U4-6 TYPICAL THRUST BLOCKS FOR TEES, PLUGS, AND CROSSES
NTS



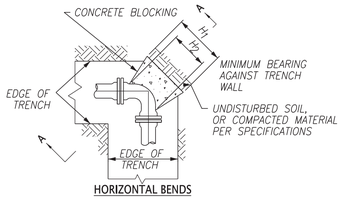
VERTICAL BENDS

TABLE OF DIMENSIONS FOR CONCRETE BLOCKING																					
SIZE	90° BENDS					45° BENDS				22 1/2° BENDS				11 1/4° BENDS					SIZE
PIPE (INCHES)	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	H_1	H_2	V	D	CU FT.	PIPE
2&2-1/4	18	10	12	18	1.9	18	6	12	18	1.5	18	6	12	18	1.5	18	6	12	18	1.5	2&2-1/4
3 & 4	24	12	12	18	2.3	18	8	12	18	1.6	18	8	12	18	1.6	18	8	12	18	1.6	3 & 4
6	30	16	18	18	4.1	24	10	16	18	3.2	24	10	16	18	3.2	24	10	16	18	3.2	6
8	39	18	24	18	7.3	30	11	18	18	4.0	24	11	18	18	3.5	24	11	16	18	3.4	8
10	54	32	24	18	10.3	24	18	21	18	4.6	24	18	21	18	4.6	24	18	21	18	4.6	10
12	54	32	36	24	18.2	42	18	24	24	9.6	24	18	24	24	6.6	24	18	21	24	6.1	12
16	69	48	48	24	29.0	48	30	36	24	17.0	36	30	27	24	11.8	27	24	27	24	9.1	16

THRUST BLOCK DIMENSIONS



SECTION "A-A"

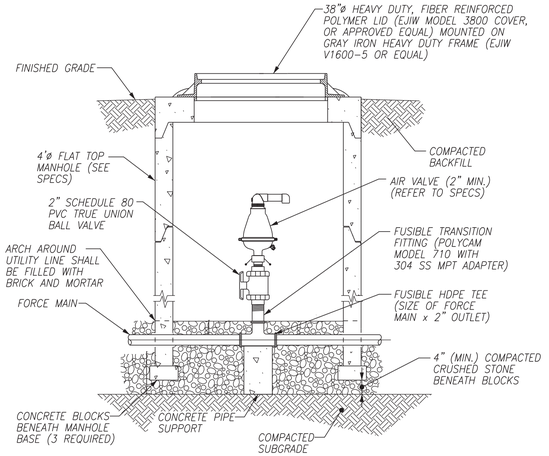


HORIZONTAL BENDS

NOTES:

1. THRUST BLOCKING BASED UPON AN INTERNAL HYDROSTATIC PRESSURE OF 200 PSI AND AN ALLOWABLE SOIL BEARING CAPACITY OF 4000 LBS/SF. SHOULD HYDROSTATIC PRESSURE BE GREATER AND/OR SOIL BEARING CAPACITY SHOULD BE LESS THAN THAT NOTED ABOVE, CONTRACTOR SHALL INCREASE SIZE AS REQUIRED AND PROVIDE CALCULATIONS TO SUPPORT SAID MODIFICATION.
2. TOV SHALL APPROVE ALL THRUST BLOCKS.
3. FITTING JOINTS SHALL NOT BE POURED IN CONCRETE OR HAVE CONCRETE SPILLED ON THE BOLTS OR NUTS. WRAP ALL FITTINGS AND PIPE IN PLASTIC PRIOR TO PLACING CONCRETE.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER APPLICATION OF THRUST RESTRAINT SYSTEM TO PREVENT MOVEMENT OF PIPE AND FITTINGS.
5. ALL FITTINGS SHALL BE MECHANICAL JOINT AND HAVE RESTRAINED JOINTS AT THE FITTING AND FOR THE DISTANCE SPECIFIED IN STANDARD DETAILS S23.4 AND S23.5.
6. DIMENSIONS FOR THRUST BLOCKS FOR CAPS AND VALVES SHALL BE THE GREATER OF THE VALUE SHOWN IN THE TABLE OR THE VALUE GOVERNED BY TRENCH WIDTH SHOWN IN THE DETAIL.

14 U4-6 THRUST BLOCK AND ANCHOR BLOCK FOR BENDS
NTS



NOTES:

1. TEE, PIPE, ISOLATION VALVE AND ACCESSORIES TO BE SAME DIAMETER AS COMBINATION AIR RELEASE VALVE.
2. PROVIDE ADDITIONAL BRACING SUPPORT AS REQUIRED BY OWNER.
3. PIPE, VALVES AND FITTINGS SHALL BE THREADED, NPT.
4. CONTACT OWNER FOR DIRECTION ON INSTALLATIONS REQUIRING AN AIR VALVE LARGER THAN 2-INCHES.
5. INSTALLATION REQUIRES A MIN. DEPTH OF 42-INCHES. COORDINATE WITH TOV RPR.
6. STEEL VALVE BOX AND LID (AS MANUFACTURED BY DARTER STEEL) MAY BE ALLOWED IN CERTAIN LOCATIONS.

15 U4-6 LPS COMBINATION AIR VALVE (NON-PAVED AREAS)
NTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-6

REV. 2026-05-29
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 114.83

VONORE SEWER LINE RELOCATION
B - DATE SUBMITTAL
DATE:05/29/2026

SEWER LINE RELOCATION BY

ARDURRA
COLLABORATE. INNOVATE. CREATE.
2160 Lakeside Centre Way, Suite 201
Knoxville, TN 37922
Phone: (865) 690-6419
www.Ardurra.com

TOWN OF VONORE 1820

SEALED BY

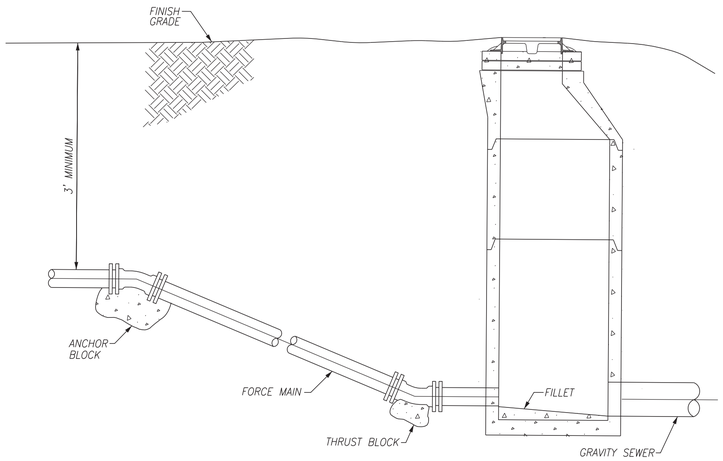
MATTHEW R. MOVAHED REGISTERED ENGINEER AGREE Matt Movahed STATE OF TENNESSEE No. 126245
06/17/2026

COORDINATES ARE NAD83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

6/17/2026 9:35:37 AM
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16 / U4-7 **FORCE MAIN CONNECTION TO GRAVITY SEWER DETAIL**

NTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U4-7

REV. 2026-05-29
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MONROE COUNTY
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VONORE SEWER LINE RELOCATION
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www.Ardurra.com

TOWN OF VONORE 1820

SEALED BY

MATTHEW R. MOVAHED
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 126255
06/17/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

6/17/2026 9:37:45 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U5-1

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

FORT LOUDOUN ELECTRIC COOPERATIVE
RELOCATION
B-DATE SUBMITTAL
DATE: 10/19/2026

INDEX OF DRAWINGS

SHT. NO.	SHEET DESCRIPTION
U5-1	DRAWING INDEX & ESTIMATED QUANTITIES
U5-2	CONTSTRUCTION NOTES & LEGEND
U5-3	ELECTRIC UTILITY RELOCATION STA. 122+86.43 TO STA. 125+40
U5-4	DETAILS

ESTIMATED UTILITY QUANTITIES

					Project No. 1:62S033-S3-008			
	ITEM NO.	DESCRIPTION	FLEC UNITS	UNIT	QUANTITY	% Utility Betterment	%Project Public	%Project Private
1	790-06.02	POLE 55FT CLASS 2 WOOD		EACH	2		50.00%	50.00%
2,8,9	790-26.01	3Ø CROSSARM 25KV	VC2.21FG	EACH	2		50.00%	50.00%
2,9	790-26.41	3Ø COVERED AERIAL CBL SPACER BRKT 25KV	C2-SP	EACH	1		50.00%	50.00%
2,9	790-26.43	3Ø COVERED AERIAL CBL DE ASSEMBLY 25KV	VC7-SP	EACH	1		50.00%	50.00%
9	790-32.01	DOWN GUY - THROUGH BOLT TYPE	E1.1EHS	EACH	2		50.00%	50.00%
9	790-68.01	POLE GROUND ROD TYPE	H1.1	EACH	2		50.00%	50.00%
9	790-69.31	STICK PIN	VA1.012	EACH	2		50.00%	50.00%
7,9	790-72.01	ANCHOR POWER SCREW	F2.40L	EACH	1		50.00%	50.00%
4	790-98.02	REMOVE POLES		EACH	2		50.00%	50.00%
5	790-98.03	REMOVE FRAMING/ASSOCIATED APPARATUS		EACH	12		50.00%	50.00%
3,6	798-08.02	TRANSFER CABLE / FIBER		EACH	2		50.00%	50.00%

FOOTNOTES:

1 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, DIGGING HOLE, FILLING HOLE, BLASTING, BUTT WRAP OR SINGLE GROUND ROD, MGNV, NUMBERING POLE.

2 ASSEMBLIES OF SIMILAR CONSTRUCTION BUT DIFFERING ONLY IN USE OF EPOXY VS. PORCELAIN INSULATORS OR FIBERGLASS VS. WOOD CROSSARMS OR LACK OF NEUTRAL ASSEMBLY SHOULD BE GROUPED WITHIN THE SAME ITEM.

3 INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.

4 INCLUDES MAINLINE POLES, SERVICE POLES,STUB POLES

5 INCLUDES CROSSARMS, TRANSFORMERS, SWITCHES, ETC.

6 INCLUDES ALL LABOR, MATERIAL, EQUIPMENT NECESSARY TO PERFORM A COMPLETE TRANSFER OF THE ITEM INDICATED

7 ANCHOR CAPACITY TO BE MINIMUM 40,000 LB

8 CROSSARM MATERIAL TO BE FIBERGLASS PER OWNER SPECIFICATIONS

9 INCLUDES ALL LABOR, MATERIAL & EQUIPMENT NECESSARY FOR A COMPLETE INSTALLATION PER OWNERS DETAILS AND SPECIFICATIONS FOR THE UNIT LISTED

UTILITY INFORMATION

Chad Kirkpatrick, P.E.
VP, Operations & Engineering, Fort Loudoun Electric Cooperative
Office: 865-856-4722
chad.kirkpatrick@flec.org
116 Tellico Port Road Vonore, TN 37885-1030

ALL MATERIAL USED ON THIS PROJECT SHALL COMPLY
WITH TDOT'S BUY AMERICAN REQUIREMENTS

SEALED BY



COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAWING INDEX & ESTIMATED QUANTITIES

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U5-2

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

FORT LOUDOUN ELECTRIC COOPERATIVE
RELOCATION
B-DATE SUBMITTAL
DATE: 10/19/2026

GENERAL NOTES:

1. *THE TOPOGRAPHIC & BOUNDARY DATA WAS TAKEN FROM A SURVEY RECEIVED FROM TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).*
2. *ALL CONTRACTOR INSTALLATIONS MUST BE INSPECTED BY FLEC. CONTACT FLEC ENGINEERING AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION.*
3. *LOCATE EXISTING UTILITIES. CALL THE TENNESSEE ONE CALL SYSTEM AT 1-800-351-1111.*
4. *PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.*
5. *THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY POTHOLING AND BY CONTACTING THE UTILITY COMPANIES INVOLVED.*
6. *PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES AT NO ADDITIONAL COST.*
7. *TRENCH DESIGN AND SAFETY FOR UNDERGROUND CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.*
8. *THE PROPOSED SITE LAYOUT SHOWN ON THESE DRAWINGS IS APPROXIMATE. REFER TO ROADWAY PLANS FOR ACTUAL DIMENSIONS. COORDINATE WITH ON-SITE SURVEYOR TO MARK PROPOSED FACILITIES, PROPOSED GRADE CHANGE, AND RIGHT-OF-WAY BEFORE SETTING POLES. ALL INSTALLATIONS SHALL BE LOCATED OUTSIDE OF PAVED AREAS UNLESS OTHERWISE NOTED.*
9. *TDOT WILL IMPLEMENT AND MAINTAIN TRAFFIC CONTROL AS SHOWN ON PLANS. THIS DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES TO THE SAFETY OF THE TRAVELING PUBLIC. CONTRACTOR IS RESPONSIBLE FOR INCLUDING ANY ADDITIONAL TRAFFIC CONTROL DEEMED NECESSARY IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."*
10. *EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDEC'S EROSION AND SEDIMENT CONTROL HANDBOOK. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY THE CONTRACTOR'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.*
11. *QUANTITIES SHOWN ON MATERIAL LISTS ARE NOT INTENDED TO BE CONTRACTUAL LIMITS. BIDDER SHALL EXAMINE JOB SITE, PLANS, SPECIFICATIONS, AND STANDARDS AND SHALL INCLUDE ALL INCIDENTAL MATERIALS AND QUANTITIES NEEDED FOR A COMPLETE INSTALLATION.*

TDOT STANDARD UTILITY NOTES

1. *EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.*
2. *ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.*
3. *THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS.*
4. *IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.*
5. *FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY, UPON COMPLETION OF THE UTILITY'S RELOCATION WORK, A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.*
6. *WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.*
7. *DRIVEWAY, SIDEWALK, AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE RIGHT-OF-WAY.*

ELECTRIC UTILITY NOTES:

1. *WORK SHALL CONFORM TO NATIONAL, STATE, & LOCAL CODES AS WELL AS TO FORT LOUDOUN ELECTRIC COOPOERATIVE (FLEC) STANDARD DRAWINGS, SPECIFICATIONS, & CONTRACT DOCUMENTS. WHERE A CONFLICT EXISTS BETWEEN APPLICABLE CODES, THE MOST CONSERVATIVE OR STRINGENT VERSION SHALL BE APPLIED.*
2. *CONTRACTOR SHALL OBTAIN LATEST COPY OF STANDARD DRAWINGS AND SPECIFICATIONS FROM FLEC PRIOR TO PLACING MATERIAL ORDER OR BEGINNING WORK.*
3. *POLE NUMBERS REFERENCED ON PLANS ARE FOR LOCATION REFERENCE ONLY. CONTRACTOR TO LABEL EQUIPMENT PER CURRENT FLEC SPECIFICATIONS. ANY BLANK NUMBERS (I.E., #_____) SHOWN ON PLANS SHALL BE OBTAINED FROM FLEC PROJECT REPRESENTATIVE. COORDINATE WITH FLEC PROJECT MANAGER FOR FINAL POLE NUMBERS WHERE APPLICABLE.*
4. *FLEC WILL FURNISH PROPOSED TRANSFORMERS. COORDINATE WITH FLEC PROJECT MANAGER PRIOR TO INSTALLING NEW OR TRANSFERRED TRANSFORMERS TO CONFIRM TRANSFORMER SIZE AND LOADING REQUIREMENTS. TRANSFORMERS THAT ARE REMOVED SHALL BE RETURNED TO FLEC. ALL OTHER MATERIAL TO BE KEPT BY THE CONTRACTOR UNLESS OTHERWISE NOTED.*
5. *FLEC WILL PROVIDE TRANSFORMER INFORMATION SHEETS AND CONTRACTOR WILL BE REQUIRED TO COMPLETE AND RETURN A TRANSFORMER INFORMATION SHEET FOR EACH TRANSFORMER UNIT REMOVED AND INSTALLED ON THE PROJECT.*
6. *RE-ATTACH ALL TAP AND TRANSFORMER CONNECTIONS AS NEEDED TO MAINTAIN EXISTING PHASE CONNECTIONS. COORDINATE ANY NEW CONNECTIONS WITH FLEC DISPATCH OR FLEC PROJECT MANAGER.*
7. *POLE LOCATION COORDINATES ARE FOR GENERAL LOCATION REFERENCE. CONTRACTOR SHALL ADJUST TANGENT POLES WHERE POSSIBLE TO ELIMINATE UNNECESSARY LINE ANGLES.*
8. *SPAN LENGTHS ARE APPROXIMATE AND MEASURED FROM CENTER OF POLE TO CENTER OF POLE.*
9. *PRIOR TO PULLING CONDUCTORS, CONTRACTOR SHALL REQUEST APPROPRIATE SAG CHARTS TO ENSURE CORRECT INSTALLATION TENSIONS.*
10. *EXISTING CONDUCTORS SHALL BE TRANSFERRED TO NEW POLES EXCEPT WHERE NOTED TO BE REMOVED. IF EXISTING CONDUCTORS ARE FOUND TO BE IN POOR CONDITION, COORDINATE WITH FLEC FOR REPLACEMENT. LABOR FOR CONDUCTOR TRANSFER FROM OLD POLES TO NEW POLES SHALL BE INCLUDED IN THE COST OF INSTALLATION AND REMOVAL OF POLE FRAMING'S. WHERE APPLICABLE, SPLICE AND SLEEVE CONDUCTORS PER FLEC STANDARDS AND SPECIFICATIONS.*
11. *COORDINATE ALL TRANSFORMER AND SERVICE OUTAGES WITH FLEC A MINIMUM OF TEN (10) WORKING DAYS PRIOR TO OUTAGE.*
12. *CONDUCTOR SIZES SHOWN ON PLANS ARE ESTIMATED FROM RECORD DRAWINGS AND GROUND-LEVEL FIELD OBSERVATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT INSULATORS, CLAMPS, OR OTHER HARDWARE ITEMS ARE SIZED APPROPRIATELY.*
13. *INSTALL FIBERGLASS STRAIN INSULATORS WHERE DOWNGUY PASSES WITHIN 12-INCHES OF ENERGIZED CONDUCTOR.*
14. *INSTALL YELLOW PLASTIC, FULL-ROUND, SLIT-SPIRAL GUYGUARDS ON THE TOP MOST DOWNGUY AT EACH ANCHOR.*
15. *UNLESS OTHERWISE NOTED, POLE EMBEDMENT SHALL BE A MINIMUM OF 6 FEET OR 10% OF TOTAL POLE HEIGHT PLUS 2 FEET, WHICHEVER IS GREATER. FOR POLES INSTALLED PRIOR TO FINAL GRADING, POLE EMBEDMENT DEPTHS SHALL BE MEASURED FROM FINAL GRADE FOR PROPOSED CUT AREAS AND EXISTING GRADE FOR PROPOSED FILL AREAS.*
16. *POLE HEIGHTS HAVE BEEN SELECTED PER FINAL GRADE. IF GRADING CANNOT BE COMPLETED PRIOR TO POLE INSTALLATION, COORDINATE WITH GRADING CONTRACTOR, FLEC PROJECT REPRESENTATIVE, AND FLEC PROJECT MANAGER TO DETERMINE BEST COURSE OF ACTION.*
17. *BACKFILL MATERIAL SHALL BE CLEAN, COMPACTABLE SOIL OR CLEAN, DAMP CRUSHER RUN UNLESS OTHERWISE NOTED. TRANSMISSION POLES SHALL ALWAYS BE BACKFILLED WITH CLEAN, DAMP CRUSHER RUN. PROPERLY DISPOSE OF UNSUITABLE BACKFILL MATERIAL SUCH AS ROCKS, SAND, SWAMPY, OR MUCKY SOIL IF FOUND DURING EXCAVATION.*
18. *TREE TRIMMING FOR PROPOSED ELECTRICAL LINES MAY BE OUTSIDE OF PROPOSED ROADWAY CLEARING. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH PRIME CONTRACTOR TO ENSURE THAT ALL TREE TRIMMING WITHIN ELECTRICAL RIGHT-OF-WAY HAS BEEN ACCOUNTED FOR WITH THE APPROPRIATE BID ITEM. COORDINATE WITH FLEC AND PROPERTY OWNER(S) PRIOR TO ANY TREE-TRIMMING OR CLEARING OUTSIDE THE RIGHT-OF-WAY.*

LEGEND:

- EXISTING PRIMARY CONDUCTOR(S) TO REMAIN
- EXISTING PRIMARY CONDUCTOR(S) TO BE REMOVED
- PROPOSED PRIMARY CONDUCTOR(S) TO BE INSTALLED
- EXISTING SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO REMAIN
- EXISTING SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO BE REMOVED
- PROPOSED SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO BE INSTALLED
- EXISTING SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO REMAIN
- EXISTING SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO BE REMOVED
- PROPOSED SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO BE INSTALLED
- EXISTING SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO REMAIN
- EXISTING SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO BE REMOVED
- PROPOSED SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO BE INSTALLED
- EXISTING HEADGUY(S) TO REMAIN
- EXISTING HEADGUY(S) TO BE REMOVED
- PROPOSED HEADGUY(S) TO BE INSTALLED
- EXISTING POWER UTILITY POLE TO REMAIN
- EXISTING POWER UTILITY POLE TO BE REMOVED
- PROPOSED POWER UTILITY POLE TO BE INSTALLED
- EXISTING COMMUNICATIONS UTILITY POLE TO REMAIN
- EXISTING COMMUNICATIONS UTILITY POLE TO BE REMOVED
- EXISTING COMMUNICATIONS UTILITY POLE TO BE REPLACED
- EXISTING POWER UTILITY ANCHOR & DOWNGUY(S) TO REMAIN
- EXISTING POWER UTILITY ANCHOR & DOWNGUY(S) TO BE REMOVED
- PROPOSED POWER UTILITY ANCHOR & DOWNGUY(S) TO BE INSTALLED

- EXISTING OVERHEAD TRANSFORMER(S) TO REMAIN OR TO BE TRANSFERRED TO NEW POLE
- EXISTING OVERHEAD TRANSFORMER(S) TO BE REMOVED
- PROPOSED OVERHEAD TRANSFORMER(S) TO BE INSTALLED
- 110 — PROPOSED ROADWAY CENTERLINE & STATION IDENTIFICATION
- 15° — PROPOSED LINE ANGLE

AA	ALL ALUMINUM CONDUCTOR
AR	ALUMINUM CONDUCTOR STEEL REINFORCED
CU	COPPER
DI	DUCTILE IRON
DX	DUPLEX CABLE
EXST.	EXISTING
NEU	NEUTRAL
OWS	OPEN WIRE SECONDARY
PRI	PRIMARY
PVT LT	PRIVATE LIGHT (OWNED BY AEC)
QX	QUADRUPLEX CABLE
RR	RAILROAD
SEC	SECONDARY
STLT	STREET LIGHT (OWNED BY OTHERS)
TX	TRIPLEX CABLE
TYP.	TYPICAL
UG	UNDERGROUND
WP	WOOD POLE

SEALED BY

WESLEY V. HENDERSON
REGISTERED ENGINEER
No. 117971
STATE OF TENNESSEE
10/19/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES & LEGEND

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERSITDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U5-3
———	—	————	—
———	—	————	—

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

FORT LOUDOUN ELECTRIC COOPERATIVE
RELOCATION
B-DATE SUBMITTAL
DATE: 10/19/2026

120

125

BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

REMOVE: P50'-2 WP, VC1H-L-VO, VC7-SP,
(2) E1.1EHS, (2) F2.20, VA1.012, H1.1

INSTALL: P55'-2 WP, VC2.21FG, VC7-SP,
(2) VA1.012, (2) E1.1EHS, F2.40L, H1.1
MISC ITEMS: (3) AMPACT CONNECTOR (PART 602121-7)
(1) AMPACT CONNECTOR (PART 602003)
-OR APPROVED EQUIVALENTS-

TRANSFER: TANGENT FIBER ASSEMBLY

LIMIT OF CONST.
STA. 19+08.00

PROP. SIGNAL POLE NO. 4
123+60.00 OFF. 59.00' LT.

PROP. SIGNAL POLE NO. 1
124+68.00 OFF. 59.00' LT.

CHURCH ST. (ASPH.)

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

CHOTA COMMUNITY HE

WADE THOMAS DAVIS

REMOVE: P50'-2 WP, VC1H-L-VO, H1.1
INSTALL: P55'-2 WP, VC2.21FG, H1.1
TRANSFER: TANGENT FIBER ASSEMBLY

SIGN (TO REMAIN)

SIGNS (TO REMAIN)

25' LD

P1

P2

795 AAC "ARBUTUS"
336.4 ACSR "MERLIN"

PRES. R.O.W.

PRES. & PROP. R.O.W.

18" ST.

36" ST.

FILL

SR-33 (HWY 411) (ASPH.)

336.4 COMPACTAL SPACER CABLE

052 AWA MESSENGER

30" ST.

CUT

SIGNS (TO REMAIN)

P3

REMOVE: C2-SP
INSTALL: C2-SP
(POLE TO BE REPLACED BY OTHERS)

PROP. SIGNAL POLE NO. 3
123+34.00 OFF. 87.00' RT.

PROP. SIGNAL POLE NO. 2
124+70.00 OFF. 64.00' RT.

END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

1 ROBERT AND BETTY WELLS

3 MONROE COUNTY BOARD OF EDUCATION

18" RCP

PROP. R.O.W.

NILES FERRY RD. (ASPH.)

FILL

PROP. CONST. ESMT.

SIGN (T.B.R.)

18" HDPE

COMMERCIAL ACCESS ROAD (31' ASPH)

LIMIT OF CONST.
STA. 15+00.00

SEALED BY

WESLEY V. HENDERSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
1971
STATE OF TENNESSEE

10/19/26

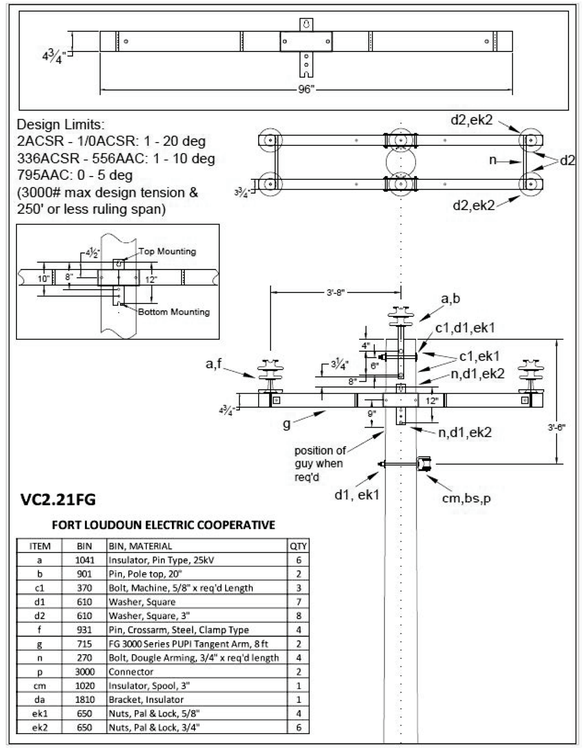
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID __.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$TIME$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

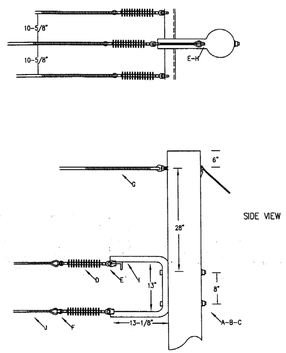


VC2.21FG

FORT LOUDOUN ELECTRIC COOPERATIVE

ITEM	BIN	BIN, MATERIAL	QTY
a	1041	Insulator, Pin Type, 25kV	6
b	901	Pin, Pole top, 20"	2
c1	370	Bolt, Machine, 5/8" x req'd Length	3
d1	610	Washer, Square	7
d2	610	Washer, Square, 3"	8
f	931	Pin, Crossarm, Steel, Clamp Type	4
g	715	FG 3000 Series PUPI Tangent Arm, 8ft	2
n	270	Bolt, Dougle Arming, 3/4" x req'd length	4
p	3000	Connector	2
cm	1020	Insulator, Spool, 3"	1
da	1810	Bracket, Insulator	1
ek1	650	Nuts, Pal & Lock, 5/8"	4
ek2	650	Nuts, Pal & Lock, 3/4"	6

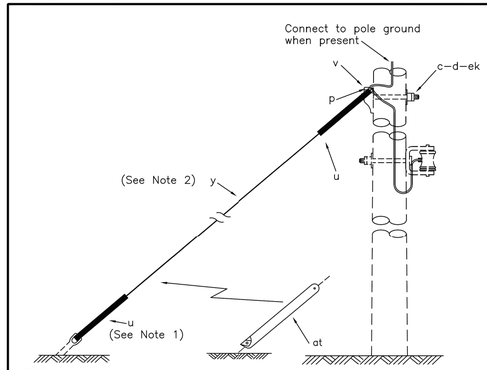
VC7-SP



FORT LOUDOUN ELECTRIC COOPERATIVE

Item	Bin#	Materials	Q.	Item	Bin#	Materials	Q.
A	370	BOLT, MACHINE, 5/8"	2				
B	610	WASHER, SQUARE	2				
C	656	LOCKNUT	2				
D	1110	INSULATOR, SUSPENSION, 25KV	3				
E	1360	ANCHOR SHACKLE	4				
F	1360	THIMBLE, CLEVIS	3				
G	1440	MESSENGER DEADEND	1				
H	1900	GUY THIMBLE	1				
I	9835	AERIAL CABLE BRKT, TYPE BD-15	1				
J	9850	AERIAL CABLE DEADEND	3				

Max. transverse load:	Max. line angle within load limits:	
25KV THREE-PHASE AERIAL CABLE CONSTRUCTION DEADEND CONSTRUCTION	3/27/06	VC7-SP



NOTES:
1. Other accepted and equivalent guy deadend (item "u") and attachment (item "v") material may be substituted for the ones shown.
2. Some types of guy attachments use 2 bolts and washer or lag screw (item"j"), change materials accordingly.
3. Specify guy wire size, type and required length.
4. Install guy markers on ALL Guys.

ITEM	QTY	BIN, MATERIAL
c	1	370, Bolt, machine, 5/8" x req'd length
d	1	620, Washer, 3" square, curved
P	1	1450, Connectors, guy bond
p	2	3000, Connector
u	2	1440, Deadend for guy strand 3/8"
v	1	1466, Guy attachment (See Note 1)
y	45'	1410, Guy wire, 3/8" Extra High Strength
at	1	Guy marker
ek	1	650, Locknuts
	8501	D.I. Down guys complete

DESIGN PARAMETERS:

PERMITTED LOAD IS LESSER OF:
6,600 lbs (in any direction)
or 90% of RATED BREAKING
STRENGTH OF GUY WIRE

FORT LOUDOUN ELECTRIC COOPERATIVE

SINGLE DOWN GUY EHS
(THROUGH BOLT TYPE)

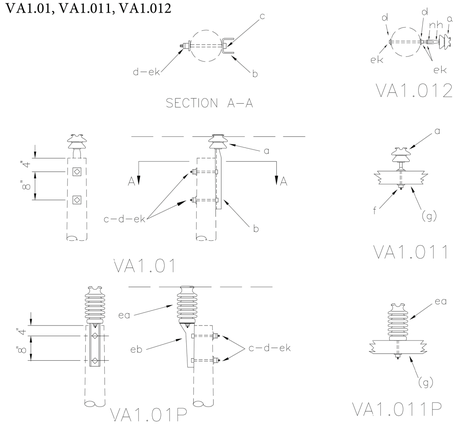
APRIL 2005 | RUS | E1.1EHS (E1-3)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U5-4

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES
FERRY ROAD/CHURCH STREET, LM 114.83

FORT LOUDOUN ELECTRIC COOPERATIVE
RELOCATION
B-DATE SUBMITTAL
DATE: 10/19/2026

VA1.01, VA1.011, VA1.012



ASSEMBLY: VA1.

ITEM	BIN, MATERIAL	01 QTY	01P QTY	011 QTY	011P QTY	012 QTY
a	1041, Insulator, pin type (24.9/14.4 kV)	1		1		1
b	901, Pin, pole top, 20"	1				
c	370, Bolt, machine, 5/8" x req'd length	2	2			1
d	610, Washer, square, 2 1/4"	2	2			2
f	911, Pin, crossarm steel, 5/8" x 14"			1		
h	961, Adapter leadhead					1
P	3000, Connector	2	2	2	2	2
P	3150, Connector, Squeeze-On	2	2	2	2	2
ea	1070, Insulator, post type (24.9/14.4 kV)		1		1	
eb	860, Bracket, pole top		1			
ek	650, Locknuts	2	2			2

DESIGN PARAMETERS:

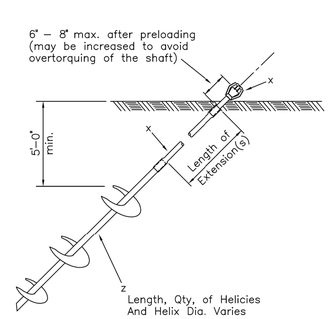
VA1.01: See TABLE I
VA1.01P: See TABLE II
VA1.011: See TABLE II
VA1.011P: See TABLE II

FORT LOUDOUN ELECTRIC COOPERATIVE

SINGLE SUPPORT-MISCELLANEOUS

1 - PHASE PRIMARY 24.9/14.4 kV

VA1.01,VA1.01P
VA1.011,VA1.011P
VA1.012



NOTES:
Power installed screw anchors have designated"working load"ratings of 16,000, 20,000, 40,000 lbs. or higher if necessary. These ratings are based on the following:
(1) Soil classification;
(2) Anchor installed with proper torque and at proper depth and angle;
(3) The length, number and diameters of the helicies of the helix section; and,
(4) The length and number of extensions used.

Refer to REA Bulletin 1728C-100 (List of Materials, Section"z-5") and manufacturers' catalogs for selection of proper anchor components to achieve desired working load rating.

ITEM	BIN, MATERIAL	F2.40L QTY
z	1315, Anchor, helix section	1
x	1316, Extension shaft(s), anchor, 1 1/2" sq.	1
x	1317, Adapter, guy, twin eye	1
ek	1455, Clamp, anchor bonding	1

NOTE:
Use number of shaft extensions required for proper holding strength.

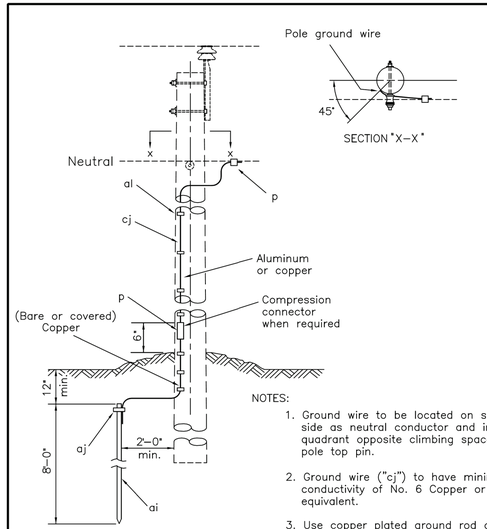
DESIGN PARAMETERS:
DESIGNATED MAXIMUM
HOLDING POWER (lbs.)

F2.40L: 40,000

FORT LOUDOUN ELECTRIC COOPERATIVE

SCREW ANCHORS, LARGE
(POWER INSTALLED)

F2.40L



NOTES:
1. Ground wire to be located on same side as neutral conductor and in quadrant opposite climbing space or pole top pin.
2. Ground wire ("cj") to have minimum conductivity of No. 6 Copper or equivalent.
3. Use copper plated ground rod and copper ground wire and staples, or use galvanized steel ground rod, staples and soft annealed iron, 3-strand, 5/16" ground wire with class C galvanizing.

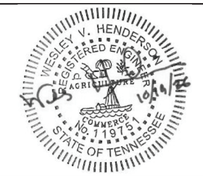
ITEM	QTY	BIN, MATERIAL
P	2	3000, Connector
ai	1	1730, Rod, ground, 5/8"
aj	1	2020, Clamp, ground rod
al		Staple, ground wire, as req'd
cj	50'	2100, Wire, pole ground, #6 SDBCU

FORT LOUDOUN ELECTRIC COOPERATIVE

GROUNDING ASSEMBLY - GROUND ROD TYPE

APRIL 2005 | RUS | H1.1 (M2-1)

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

$$$$DATE$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U6-1

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

LOUDON UTILITIES BOARD
(ELECTRIC) RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

INDEX OF DRAWINGS

SHT. NO.	SHEET DESCRIPTION
U6-1	DRAWING INDEX & ESTIMATED QUANTITIES
U6-2	CONTSTRUCTION NOTES & LEGEND
U6-3	ELECTRIC UTILITY RELOCATION STA. 122+86.43 TO STA. 125+40
U6-4	DETAILS
U6-5	DETAILS

ESTIMATED UTILITY QUANTITIES

FOOTNOTE	ITEM NO.	DESCRIPTION	LUB UNITS	UNIT	Project No. 1:62S033-S3-008 QUANTITY	% Utility Betterment	%Project Public	%Project Private
1	790-04.03	POLE 45FT CLASS 3 WOOD	P45'-3 WP	EACH	2		20.00%	80.00%
1	790-05.02	POLE 50FT CLASS 2 WOOD	P50'-2 WP	EACH	1		20.00%	80.00%
1,8	790-05.07	POLE 50FT CLASS H1 METAL	P50'-H1 WP	EACH	1		20.00%	80.00%
1	790-07.01	POLE 60FT CLASS 1 WOOD	P60'-1 WP	EACH	1		20.00%	80.00%
1	790-08.01	POLE 65FT CLASS 2 WOOD	P65'-2 WP	EACH	1		20.00%	80.00%
2	790-25.01	3Ø CROSSARM SGL 15KV	C1.11	EACH	4		20.00%	80.00%
2	790-25.07	3Ø CROSSARM DBL LRG COND 15KV	C2.21	EACH	1		20.00%	80.00%
2	790-25.21	3Ø CROSSARM DEADEND SGL 15KV	C5.32	EACH	3		20.00%	80.00%
	790-30.02	SECONDARY ASSEMBLIES LRG ANGLE	J2.1	EACH	5		20.00%	80.00%
	790-30.08	SECONDARY CONDUCTOR 2 AL DUPLEX		LF	94		20.00%	80.00%
	790-32.01	DOWN GUY - THROUGH BOLT TYPE	E1.1	EACH	6		20.00%	80.00%
	790-32.07	OH GUY - THROUGH BOLT TYPE	E1.4 (3/8" E.H.S.)	EACH	1		20.00%	80.00%
	790-33.04	SCREW TYPE ANCHOR 10,000LB-12,000LB	F2.10	EACH	3		20.00%	80.00%
7	790-36.02	TRANSFER CAPACITOR BANK		EACH	1		20.00%	80.00%
7	790-36.05	TRANSFER SECONDARY		EACH	2		20.00%	80.00%
7	790-36.07	TRANSFER 3-PHASE ASSEMBLY	REMOVE/INSTALL COND TIES	EACH	4		20.00%	80.00%
7	790-36.08	TRANSFER SECONDARY/SERVICE ASSEMBLY		EACH	1		20.00%	80.00%
7	790-36.13	TRANSFER STREET LIGHT		EACH	3		20.00%	80.00%
	790-40.02	OH COND 2 7/1 ACSR SPARATE	PRIMARY	LF	1,149		20.00%	80.00%
	790-40.02	OH COND 2 7/1 ACSR SPARATE	NEUTRAL	LF	383		20.00%	80.00%
	790-60.01	1Ø FUSE CUTOUT XARM MOUNT 15KV	S1.01	EACH	3		20.00%	80.00%
	790-68.01	POLE GROUND ROD TYPE	H1.1	EACH	6		20.00%	80.00%
3	790-98.01	REMOVE WIRE		L.F.	2,930		20.00%	80.00%
4	790-98.02	REMOVE POLES		EACH	5		20.00%	80.00%
5	790-98.03	REMOVE FRAMING/ASSOCIATED APPARATUS		EACH	23		20.00%	80.00%
6	793-15.03	TRANSFER OH GUY ATTACHMENT		EACH	1		20.00%	80.00%

FOOTNOTES:

1 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, DIGGING HOLE, FILLING HOLE, BLASTING, BUTT WRAP OR SINGLE GROUND ROD, MGNV, NUMBERING POLE.

2 ASSEMBLIES OF SIMILAR CONSTRUCTION BUT DIFFERING ONLY IN USE OF EPOXY VS. PORCELAIN INSULATORS OR FIBERGLASS VS. WOOD CROSSARMS OR LACK OF NEUTRAL ASSEMBLY SHOULD BE GROUPED WITHIN THE SAME ITEM.

3 INCLUDES DROP WIRE, OH GUYS, MAIN LINE WIRE

4 INCLUDES MAINLINE POLES, SERVICE POLES,STUB POLES

5 INCLUDES CROSSARMS, TRANSFORMERS, SWITCHES, ETC.

6 TRANSFER OVERHEAD GUY ATTACHMENTS ON THE POLE LINE INCLUDING ALL HARDWARE AND TRAFFIC CONTROL

7 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR A COMPLETE AND TOTAL TRANSFER OF THE ITEM AND ANY ASSOCIATED EQUIPMENT

8 WOOD POLE ACCEPTABLE

UTILITY INFORMATION

Travis Williams
Director of Electric Operations
Loudon Utilities
865-458-7586 (w)
travis.williams@loudonutilities.org

ALL MATERIAL USED ON THIS PROJECT SHALL COMPLY
WITH TDOT'S BUY AMERICAN REQUIREMENTS

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAWING INDEX & ESTIMATED QUANTITIES

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$
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GENERAL NOTES:

1. *THE TOPOGRAPHIC & BOUNDARY DATA WAS TAKEN FROM A SURVEY RECEIVED FROM TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT).*
2. *ALL CONTRACTOR INSTALLATIONS MUST BE INSPECTED BY LUB. CONTACT LUB ENGINEERING AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION.*
3. *LOCATE EXISTING UTILITIES. CALL THE TENNESSEE ONE CALL SYSTEM AT 1-800-351-1111.*
4. *PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.*
5. *THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY POTHOLING AND BY CONTACTING THE UTILITY COMPANIES INVOLVED.*
6. *PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES AT NO ADDITIONAL COST.*
7. *TRENCH DESIGN AND SAFETY FOR UNDERGROUND CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.*
8. *THE PROPOSED SITE LAYOUT SHOWN ON THESE DRAWINGS IS APPROXIMATE. REFER TO ROADWAY PLANS FOR ACTUAL DIMENSIONS. COORDINATE WITH ON-SITE SURVEYOR TO MARK PROPOSED FACILITIES, PROPOSED GRADE CHANGE, AND RIGHT-OF-WAY BEFORE SETTING POLES. ALL INSTALLATIONS SHALL BE LOCATED OUTSIDE OF PAVED AREAS UNLESS OTHERWISE NOTED.*
9. *TDOT WILL IMPLEMENT AND MAINTAIN TRAFFIC CONTROL AS SHOWN ON PLANS. THIS DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES TO THE SAFETY OF THE TRAVELING PUBLIC. CONTRACTOR IS RESPONSIBLE FOR INCLUDING ANY ADDITIONAL TRAFFIC CONTROL DEEMED NECESSARY IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."*
10. *EROSION CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDEC'S EROSION AND SEDIMENT CONTROL HANDBOOK. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY THE CONTRACTOR'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.*
11. *QUANTITIES SHOWN ON MATERIAL LISTS ARE NOT INTENDED TO BE CONTRACTUAL LIMITS. BIDDER SHALL EXAMINE JOB SITE, PLANS, SPECIFICATIONS, AND STANDARDS AND SHALL INCLUDE ALL INCIDENTAL MATERIALS AND QUANTITIES NEEDED FOR A COMPLETE INSTALLATION.*

TDOT STANDARD UTILITY NOTES

1. *EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.*
2. *ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.*
3. *THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS.*
4. *IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.*
5. *FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY, UPON COMPLETION OF THE UTILITY'S RELOCATION WORK, A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.*
6. *WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.*
7. *DRIVEWAY, SIDEWALK, AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE RIGHT-OF-WAY.*

ELECTRIC UTILITY NOTES:

1. *WORK SHALL CONFORM TO NATIONAL, STATE, & LOCAL CODES AS WELL AS TO LOUDON UTILITIES BOARD (LUB) STANDARD DRAWINGS, SPECIFICATIONS, & CONTRACT DOCUMENTS. WHERE A CONFLICT EXISTS BETWEEN APPLICABLE CODES, THE MOST CONSERVATIVE OR STRINGENT VERSION SHALL BE APPLIED.*
2. *CONTRACTOR SHALL OBTAIN LATEST COPY OF STANDARD DRAWINGS AND SPECIFICATIONS FROM LUB PRIOR TO PLACING MATERIAL ORDER OR BEGINNING WORK.*
3. *POLE NUMBERS REFERENCED ON PLANS ARE FOR LOCATION REFERENCE ONLY. CONTRACTOR TO LABEL EQUIPMENT PER CURRENT LUB SPECIFICATIONS. ANY BLANK NUMBERS (I.E., #) SHOWN ON PLANS SHALL BE OBTAINED FROM LUB PROJECT REPRESENTATIVE. COORDINATE WITH LUB PROJECT MANAGER FOR FINAL POLE NUMBERS WHERE APPLICABLE.*
4. *LUB WILL FURNISH ANY PROPOSED TRANSFORMERS. COORDINATE WITH LUB PROJECT MANAGER PRIOR TO INSTALLING NEW OR TRANSFERRED TRANSFORMERS TO CONFIRM TRANSFORMER SIZE AND LOADING REQUIREMENTS. TRANSFORMERS THAT ARE REMOVED SHALL BE RETURNED TO LUB. ALL OTHER MATERIAL TO BE KEPT BY THE CONTRACTOR UNLESS OTHERWISE NOTED.*
5. *LUB WILL PROVIDE TRANSFORMER INFORMATION SHEETS AND CONTRACTOR WILL BE REQUIRED TO COMPLETE AND RETURN A TRANSFORMER INFORMATION SHEET FOR EACH TRANSFORMER UNIT REMOVED AND INSTALLED ON THE PROJECT.*
6. *RE-ATTACH ALL TAP AND TRANSFORMER CONNECTIONS AS NEEDED TO MAINTAIN EXISTING PHASE CONNECTIONS. COORDINATE ANY NEW CONNECTIONS WITH LUB DISPATCH OR LUB PROJECT MANAGER.*
7. *POLE LOCATION COORDINATES ARE FOR GENERAL LOCATION REFERENCE. CONTRACTOR SHALL ADJUST TANGENT POLES WHERE POSSIBLE TO ELIMINATE UNNECESSARY LINE ANGLES.*
8. *SPAN LENGTHS ARE APPROXIMATE AND MEASURED FROM CENTER OF POLE TO CENTER OF POLE.*
9. *PRIOR TO PULLING CONDUCTORS, CONTRACTOR SHALL REQUEST APPROPRIATE SAG CHARTS TO ENSURE CORRECT INSTALLATION TENSIONS.*
10. *EXISTING CONDUCTORS SHALL BE TRANSFERRED TO NEW POLES EXCEPT WHERE NOTED TO BE REMOVED. IF EXISTING CONDUCTORS ARE FOUND TO BE IN POOR CONDITION, COORDINATE WITH LUB FOR REPLACEMENT. LABOR FOR CONDUCTOR TRANSFER FROM OLD POLES TO NEW POLES SHALL BE INCLUDED IN THE COST OF INSTALLATION AND REMOVAL OF POLE FRAMING'S. WHERE APPLICABLE, SPLICE AND SLEEVE CONDUCTORS PER LUB STANDARDS AND SPECIFICATIONS.*
11. *COORDINATE ALL TRANSFORMER AND SERVICE OUTAGES WITH LUB A MINIMUM OF TEN (10) WORKING DAYS PRIOR TO OUTAGE.*
12. *CONDUCTOR SIZES SHOWN ON PLANS ARE ESTIMATED FROM RECORD DRAWINGS AND GROUND-LEVEL FIELD OBSERVATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT INSULATORS, CLAMPS, OR OTHER HARDWARE ITEMS ARE SIZED APPROPRIATELY.*
13. *INSTALL FIBERGLASS STRAIN INSULATORS WHERE DOWNGUY PASSES WITHIN 12-INCHES OF ENERGIZED CONDUCTOR.*
14. *INSTALL YELLOW PLASTIC, FULL-ROUND, SLIT-SPIRAL GUYGUARDS ON THE TOP MOST DOWNGUY AT EACH ANCHOR.*
15. *UNLESS OTHERWISE NOTED, POLE EMBEDMENT SHALL BE A MINIMUM OF 6 FEET OR 10% OF TOTAL POLE HEIGHT PLUS 2 FEET, WHICHEVER IS GREATER. FOR POLES INSTALLED PRIOR TO FINAL GRADING, POLE EMBEDMENT DEPTHS SHALL BE MEASURED FROM FINAL GRADE FOR PROPOSED CUT AREAS AND EXISTING GRADE FOR PROPOSED FILL AREAS.*
16. *POLE HEIGHTS HAVE BEEN SELECTED PER FINAL GRADE. IF GRADING CANNOT BE COMPLETED PRIOR TO POLE INSTALLATION, COORDINATE WITH GRADING CONTRACTOR, LUB PROJECT REPRESENTATIVE, AND LUB PROJECT MANAGER TO DETERMINE BEST COURSE OF ACTION.*
17. *BACKFILL MATERIAL SHALL BE CLEAN, COMPACTABLE SOIL OR CLEAN, DAMP CRUSHER RUN UNLESS OTHERWISE NOTED. TRANSMISSION POLES SHALL ALWAYS BE BACKFILLED WITH CLEAN, DAMP CRUSHER RUN. PROPERLY DISPOSE OF UNSUITABLE BACKFILL MATERIAL SUCH AS ROCKS, SAND, SWAMPY, OR MUCKY SOIL IF FOUND DURING EXCAVATION.*
18. *TREE TRIMMING FOR PROPOSED ELECTRICAL LINES MAY BE OUTSIDE OF PROPOSED ROADWAY CLEARING. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH PRIME CONTRACTOR TO ENSURE THAT ALL TREE TRIMMING WITHIN ELECTRICAL RIGHT-OF-WAY HAS BEEN ACCOUNTED FOR WITH THE APPROPRIATE BID ITEM. COORDINATE WITH LUB AND PROPERTY OWNER(S) PRIOR TO ANY TREE-TRIMMING OR CLEARING OUTSIDE THE RIGHT-OF-WAY.*

LEGEND:

P	EXISTING 3PH PRIMARY CONDUCTOR(S) TO REMAIN
P	EXISTING 3PH PRIMARY CONDUCTOR(S) TO BE REMOVED
P	PROPOSED 3PH PRIMARY CONDUCTOR(S) TO BE INSTALLED
	EXISTING SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO REMAIN
	EXISTING SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO BE REMOVED
	PROPOSED SECONDARY DUPLEX OR SERVICE CONDUCTOR(S) TO BE INSTALLED
	EXISTING SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO REMAIN
	EXISTING SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO BE REMOVED
	PROPOSED SECONDARY TRIPLEX OR SERVICE CONDUCTOR(S) TO BE INSTALLED
P (UG)	EXISTING SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO REMAIN
P (UG)	EXISTING SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO BE REMOVED
P (UG)	PROPOSED SECONDARY UNDERGROUND OR SERVICE CONDUCTOR(S) TO BE INSTALLED
	EXISTING HEADGUY(S) TO REMAIN
	EXISTING HEADGUY(S) TO BE REMOVED
	PROPOSED HEADGUY(S) TO BE INSTALLED
	EXISTING POWER UTILITY POLE TO REMAIN
	EXISTING POWER UTILITY POLE TO BE REMOVED
	PROPOSED POWER UTILITY POLE TO BE INSTALLED
	EXISTING COMMUNICATIONS UTILITY POLE TO REMAIN
	EXISTING COMMUNICATIONS UTILITY POLE TO BE REMOVED
	EXISTING COMMUNICATIONS UTILITY POLE TO BE REPLACED
	EXISTING POWER UTILITY ANCHOR & DOWNGUY(S) TO REMAIN
	EXISTING POWER UTILITY ANCHOR & DOWNGUY(S) TO BE REMOVED
	PROPOSED POWER UTILITY ANCHOR & DOWNGUY(S) TO BE INSTALLED

	EXISTING OVERHEAD TRANSFORMER(S) TO REMAIN OR TO BE TRANSFERRED TO NEW POLE
	EXISTING OVERHEAD TRANSFORMER(S) TO BE REMOVED
	PROPOSED OVERHEAD TRANSFORMER(S) TO BE INSTALLED
110	PROPOSED ROADWAY CENTERLINE & STATION IDENTIFICATION
15°	PROPOSED LINE ANGLE

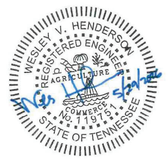
AA	ALL ALUMINUM CONDUCTOR
AR	ALUMINUM CONDUCTOR STEEL REINFORCED
CU	COPPER
DI	DUCTILE IRON
DX	DUPLEX CABLE
EXST.	EXISTING
NEU	NEUTRAL
OWS	OPEN WIRE SECONDARY
PRI	PRIMARY
PVT LT	PRIVATE LIGHT (OWNED BY AEC)
QX	QUADRUPLEX CABLE
RR	RAILROAD
SEC	SECONDARY
STLT	STREET LIGHT (OWNED BY OTHERS)
TX	TRIPLEX CABLE
TYP.	TYPICAL
UG	UNDERGROUND
WP	WOOD POLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U6-2

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

LOUDON UTILITIES BOARD
(ELECTRIC) RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTES & LEGEND

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U6-3

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

LOUDON UTILITIES BOARD
(ELECTRIC) RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

CONDUCTOR NOTES:
P1 - P4: INSTALL #2 ACSR 3PH PRIMARY/NEUTRAL
P4 - P8: INSTALL #2 ACSR 3PH PRIMARY/NEUTRAL
P5 - P7: INSTALL #2 DUPLEX SECONDARY

120

125

BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

PROP. SIGNAL POLE NO. 4
123+60.00 OFF. 59.00' LT.

CHOTA COMMUNITY HEALTH SERVICES

2

SIGN (TO REMAIN)

PRES. R.O.W.

18" ST.

PRES. & PROP. R.O.W.

SR-33 (HWY 411) (ASPH.)

36" ST.

30" ST.

SIGNS (T.B.R.)

SIGNS (TO REMAIN)

P1

75' ST. CUT

18" ST.

(C)

100' FILL

REMOVE: P55'-3 WP, C1.11, C5.32, J2.1, H1.1
INSTALL: P60'-1 WP, C1.11, C5.32, J2.1, H1.1
TRANSFER: E1.4, STREET LIGHT ASSEMBLY

PROP. SIGNAL POLE NO. 3
123+34.00 OFF. 87.00' RT.

REMOVE: P45'-3 WP, C1.11, J2.1, H1.1
INSTALL: P50'-H1 WP, C1.11, J2.1, H1.1
TRANSFER: STREET LIGHT ASSEMBLY

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

1

ROBERT AND BETTY WELLS

P3

RP1

P65

94'

PRES. R.O.W.

FILL

18" ST.

22' LD

P4

15' LD

95'

18" RCP

RP2

P5

CUT

90'

PROP. R.O.W.

3

MONROE COUNTY BOARD OF EDUCATION

INSTALL: P45'-3 WP, C1.11, J2.1, H1.1

REMOVE: P40'-4 WP, C1.11, J2.1, H1.1
TRANSFER: STREET LIGHT ASSEMBLY TO P5

P6S

SIGN (T.B.R.)

10' LD

INSTALL: P45'-3 WP, C2.21, J2.1, E1.4 (3/8" E.H.S.), H1.1

P6

INSTALL: E1.1, F2.10 (INSTALL OHG/DG @ 27'-6" A.G.L.)

NILES FERRY RD. (ASPH.)

FILL

PROP. CONST. ESMT.

144'

18" HDPE

COMMERCIAL ACCESS ROAD (31' ASPH)

SIGNS (TO REMAIN)

P7

REMOVE: EXISTING PRIMARY/NEUTRAL TIES
INSTALL: INSTALL/TIE IN TIES FOR NEW PRIMARY/NEUTRAL, SPLICE NEW SEC TOGETHER WITH EXISTING SEC

182'

(184')

CATV PED.

P8

REMOVE: EXISTING PRIMARY/NEUTRAL TIES
INSTALL: INSTALL/TIE IN TIES FOR NEW PRIMARY/NEUTRAL

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

4

WADE THOMAS DAVIS

REMOVE: P60'-3 WP, C1.11, J2.1, H1.1
INSTALL: P65'-2 WP, C1.11, J2.1, H1.1
TRANSFER: CAP. BANK ASSEMBLY, STREET LIGHT ASSEMBLY, SEC. RISER

CHURCH ST. (ASPH.)

PRES. R.O.W.

18" ST.

PRES. & PROP. R.O.W.

FILL

36" ST.

30" ST.

(B)

(C)

P2

REMOVE: P45'-3 WP, (2) C5.32, (3) S1.02, (2) E1.1, (2) F2.10, H1.1

PROP. SIGNAL POLE NO. 2
124+70.00 OFF. 64.00' RT.

INSTALL: P50'-2 WP, (2) C5.32, (3) S1.01, (4) E1.1, (2) F2.10, H1.1

END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

15

SEALED BY

WESLEY V. HENDERSON
REGISTERED ENGINEER
No. 119175
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

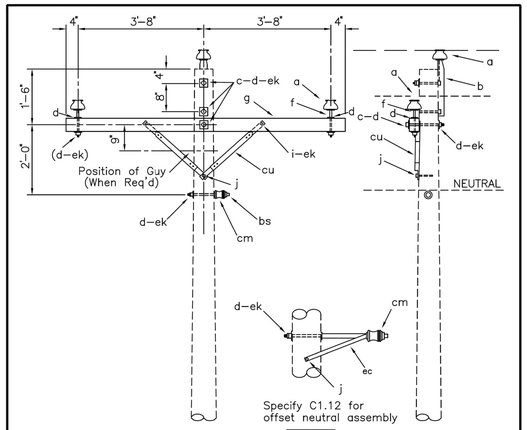
STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U6-4

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

LOUDON UTILITIES BOARD
(ELECTRIC) RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026



ASSEMBLY: C1. | 11 | 12

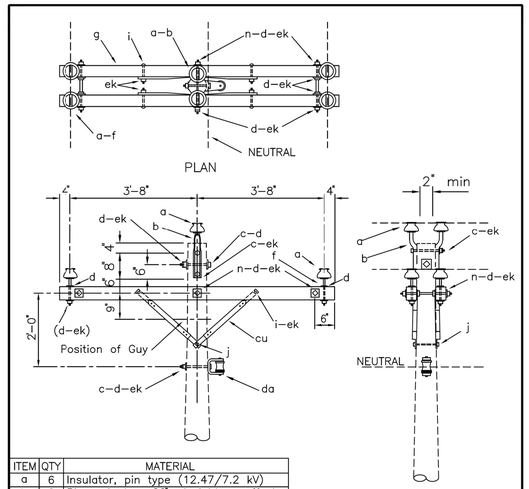
ITEM	MATERIAL	QTY	QTY
a	Insulator, pin type, (12.47/7.2 kV)	3	3
b	Pin, pole top, 20"	1	1
c	Bolt, machine, 5/8 x req'd length	3	3
d	Washer, square, 2 1/4"	7	7
f	Pin, crossarm, steel, 5/8" x 10 3/4"	2	2
g	Crossarm, 3 5/8" x 4 5/8" x 8'-0"	1	1
i	Bolt, carriage, 3/8" x 4"	2	2
j	Screw, lag, 1/2" x 4"	1	3
bs	Bolt, single, upset	1	
cm	Insulator, spool, 3"	1	1
cu	Brace, 28"	2	2
ec	Bracket, offset neutral		1
ek	Locknuts	6	6

DESIGN PARAMETERS:

MAXIMUM LINE ANGLES:
5° – Small Conductors
2° – Larger than #1/0

SINGLE SUPPORT ON CROSSARM (TANGENT)

APRIL 2005	3 – PHASE PRIMARY 12.47/7.2 kV	C1.11 (C1) C1.12 (C1A)
RUS		



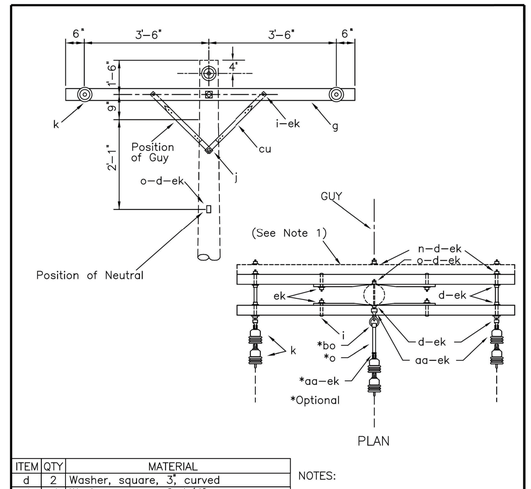
ITEM	QTY	MATERIAL
a	6	Insulator, pin type (12.47/7.2 kV)
b	2	Pin, pole top, 20, straight or offset
c	4	Bolt, machine, 5/8" x req'd length
d	17	Washer, square, 2 1/4"
f	4	Pin, crossarm, steel, 5/8" x 10 3/4"
g	2	Crossarm, 3 5/8" x 4 5/8" x 8' 0"
i	4	Bolt, carriage, 3/8" x 4 1/2"
j	2	Screw, lag, 1/2" x 4"
n	3	Bolt, double arming, 5/8"xreq'd length
cu	4	Brace, 28"
da	1	Bracket, insulated
ek	18	Locknuts

DESIGN PARAMETERS:

See TABLE III

DOUBLE SUPPORT ON CROSSARMS

APRIL 2005	3 – PHASE PRIMARY 12.47/7.2 kV	C2.21 (C2)
RUS		



ITEM	QTY	MATERIAL
d	2	Washer, square, 3", curved
d	10	Washer, square, 2 1/4"
g	2	Crossarm, 3 5/8" x 4 5/8" x 8'-0"
i	4	Bolt, carriage, 3/8" x 4 1/2"
j	2	Screw, lag, 1/2" x 4"
k	6	Insulator, suspension, 4 1/4"
n	3	Bolt,double arming,5/8" x req'd length
o	3	Bolt, eye, 5/8" x req'd length
aa	3	Nut, eye, 5/8"
bo	1	Shackle, anchor
cu	4	Brace, 28"
ek	19	Locknuts

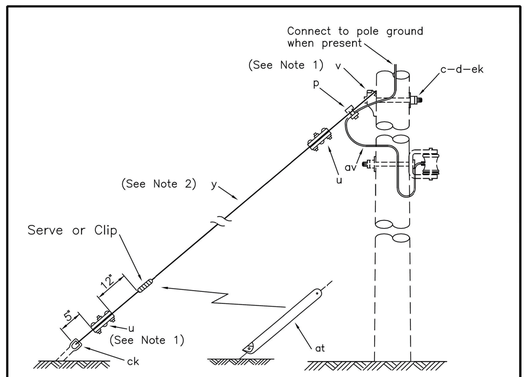
NOTES:
1. Designate as "C5.32" for assembly with three crossarms.
2. Double arming eye bolt, item "dy", may be used instead of double arming bolt, item "n", and eye nut, item "aa".
3. Other neutral assemblies may be used. See Section N. Adjust material as needed.

DESIGN PARAMETERS:

PERMITTED UNBALANCED CONDUCTOR TENSION:
See Table A (Exhibit 2)

SINGLE DEADEND ON CROSSARMS–ALTERNATIVE

APRIL 2005	3 – PHASE PRIMARY 12.47/7.2 kV	C5.22,C5.32 (C7–2)
RUS		



NOTES:
1. Other accepted and equivalent guy deadend (item "u") and attachment (item "v") material may be substituted for the ones shown.
2. Some types of guy attachments use 2 bolts and washer or lag screw (item"j"), change materials accordingly.
3. Specify guy wire size, type and required length.

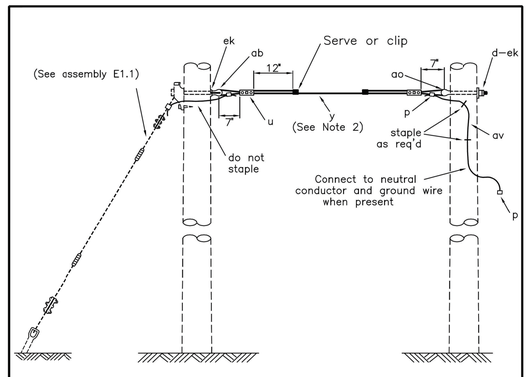
ITEM	QTY	MATERIAL
c	1	Bolt, machine, 5/8" x req'd length
d	1	Washer, 3" square, curved
p		Connectors, guy bond and as req'd
u	2	Deadend for guy strand (See Note 1)
v	1	Guy attachment (See Note 1)
y		Guy wire, as req'd (See Note 3)
at	1	Guy marker
av		Jumpers, as req'd
ck	1	Clamp, anchor bonding
ek	1	Locknuts

DESIGN PARAMETERS:

PERMITTED LOAD IS LESSER OF:
6,600 lbs (in any direction)
or 90% of RATED BREAKING STRENGTH OF GUY WIRE

SINGLE DOWN GUY (THROUGH BOLT TYPE)

APRIL 2005		E1.1 (E1–2)
RUS		



NOTES:
1. Other accepted and equivalent, guy deadends (item "u"), may be substituted for the 3–bolt clamps shown.
2. Specify guy wire size, type and required length.
3. Wrapped type overhead guys may be used. (See drawing E1.2 as guide)

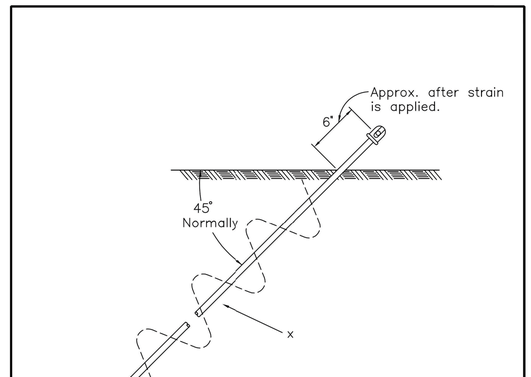
ITEM	QTY	MATERIAL
d	1	Washer, 3" square, curved
p		Connectors, guy bond and as req'd
u	2	Deadend for guy strand, heavy duty
y		Guy wire, as req'd (See Note 2)
ab	1	Nut, thimble eye type, 5/8"
ao	1	Bolt, thimble eye, 5/8"x req'd length
av		Jumpers, as req'd
ek	2	Locknuts

DESIGN PARAMETERS:

PERMITTED LOAD IS LESSER OF:
6,600 lbs. (HORIZONTAL)
or 90 % of RATED BREAKING STRENGTH OF GUY WIRE

SINGLE OVERHEAD GUY (THROUGH BOLT TYPE)

APRIL 2005		E1.4 (E2–2)
RUS		



NOTE: Designated maximum holding power rating assumes proper installation in class 5 soil.

ASSEMBLY: F2 | .6 | .8 | .10 | .12

	Minimum Area (sq. in.)	90	100	120	135
ITEM	MATERIAL	QTY	QTY	QTY	QTY
x	Rod, anchor, thimble eye, 5/8" x 7'0"	1	1		
x	Rod, anchor, twin eye, 3/4 X 8'0			1	1
z	Anchor, screw type, power installed	1	1	1	1

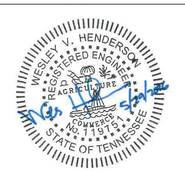
ASSEMBLY NUMBERS	
NEW	(OLD)
F2.6	(F1–1S)
F2.8	(F1–2S)
F2.10	(F1–3S)
F2.12	(F1–4S)

DESIGN PARAMETERS:
DESIGNATED MAXIMUM HOLDING POWER (lbs.)
F2.6: 6,000
F2.8: 8,000
F2.10: 10,000
F2.12: 12,000

SCREW ANCHORS, (POWER INSTALLED)

APRIL 2005		F2.6, F2.8, F2.10, F2.12
RUS		

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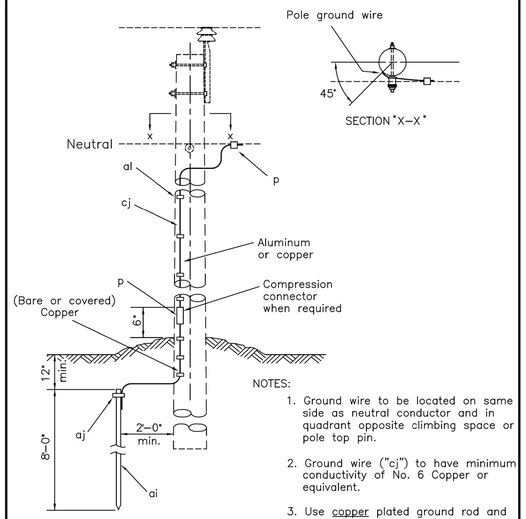


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

$$$$DATE$$$$$$$$$$$TIME$$$$$$$$
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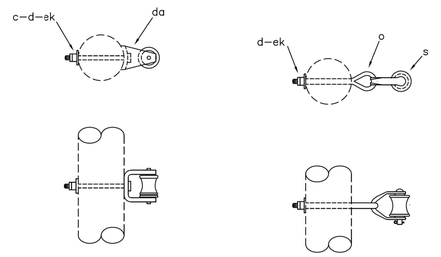
NOTES:

1. Ground wire to be located on same side as neutral conductor and in quadrant opposite climbing space or pole top pin.
2. Ground wire ("cj") to have minimum conductivity of No. 6 Copper or equivalent.
3. Use copper plated ground rod and copper ground wire and staples, or use galvanized steel ground rod, staples and soft annealed iron, 3–strand, 5/16" ground wire with class C galvanizing.

ITEM	QTY	MATERIAL
P		Connector, compression, as req'd
ai	1	Rod, ground, 5/8" min. diameter
aj	1	Clamp, ground rod
al		Staple, ground wire, as req'd
cj		Wire, pole ground, as req'd

GROUNDING ASSEMBLY – GROUND ROD TYPE

APRIL 2005		H1.1
RUS		(M2–11)



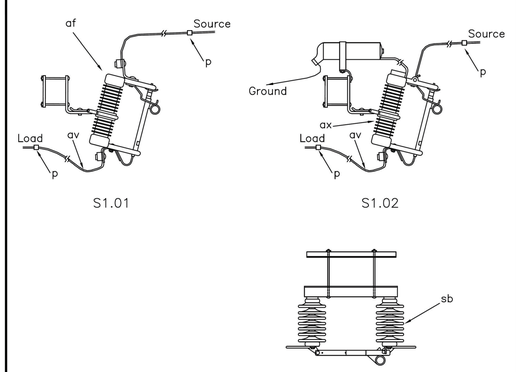
J2.1 J2.2

ITEM	MATERIAL	J2.1 QTY	J2.2 QTY
c	Bolt, machine, 5/8" X req'd length	1	
d	Washer, 2 1/4" square	1	1
o	Bolt, eye, 5/8" X req'd length		1
s	Clevis, secondary, swinging, insulated		1
da	Bracket, insulated	1	
ek	Locknuts	1	1

DESIGN PARAMETERS:
MAXIMUM LINE ANGLES
↓2.1: 60°
↓2.2: 60°

SECONDARY ASSEMBLIES
(LARGE ANGLE)

APRIL 2005		J2.1,J2.2
RUS		(J10),(J7,J7C)



NOTES: Specify cutouts to be furnished with fuse tube or switch blade.

"S2.01" may be used with assembly "C6.21" (mount braces above crossarm). See "S2.32".

ITEM	MATERIAL	ASSEMBLY: S 1.01 QTY	1.02 QTY	2.01 QTY
P	Connector, as req'd			
af	Cutout, dist., open (15 kV)	1		
ax	Cutout, & Arrester Comb. (9 kV)		1	
av	Jumpers, as req'd			
sb	Switch, disconnect (15 kV)			1

MISCELLANEOUS CUTOUTS
AND DISCONNECT SWITCH

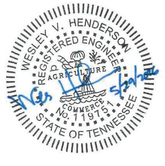
APRIL 2005		S1.01,S1.02,S2.01
RUS	12.47/7.2 kV	(M5–9),(M5–10)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U6-5

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PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

LOUDON UTILITIES BOARD
(ELECTRIC) RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-1

UTILITIES INDEX

SHEET NAME	SHEET NUMBER
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UTILITY RELOCATION DETAILS	U7-5
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DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

LEGEND:

- TEMPORARY LOCATION (BLUE)
- EXISTING REMAIN (ORANGE)
- EXISTING TO BE REMOVED OR RETIRED (GREEN)
- NEW INSTALLATION (RED)
- T (UG) — NEW TDS UNDERGROUND CABLE (DIRECT BURIED)
- T — NEW TDS OVERHEAD LINE
- NEW TDS SERVICE DROP
- T (UG) — EXISTING TDS UNDERGROUND CABLE TO REMAIN
- T — EXISTING TDS OVERHEAD LINE TO REMAIN
- T (UG) — EXISTING TDS UNDERGROUND CABLE TO BE REMOVED OR RETIRED
- T — EXISTING TDS OVERHEAD LINE TO BE REMOVED OR RETIRED
- EXISTING TDS POLE TO REMAIN
- EXISTING TDS POLE TO BE REMOVED OR RETIRED
- NEW INSTALLATION OF TDS POLE
- EXISTING TDS GUY WIRE TO REMAIN
- EXISTING TDS GUY WIRE TO BE REMOVED
- NEW INSTALLATION OF TDS GUY WIRE
- EXISTING ELECTRIC UTILITY POLE TO REMAIN
- EXISTING ELECTRIC UTILITY POLE TO BE REMOVED OR RETIRED
- NEW INSTALLATION OF UTILITY POLE
- EXISTING TDS HEAD GUY TO REMAIN
- EXISTING TDS HEAD GUY TO BE REMOVED
- NEW TDS HEAD GUY
- TELE — EXISTING TDS PULL BOX TO REMAIN
- TELE — EXISTING TDS PULL BOX TO BE REMOVED OR RETIRED
- TELE — NEW INSTALLATION OF TDS PULL BOX
- NEW INSTALLATION OF TDS MANHOLE
- NEW INSTALLATION OF TDS HANDHOLE
- NEW INSTALLATION OF TDS SPLICE CASE (FIBER/COPPER)

ESTIMATED UTILITY QUANTITIES

					Project No. 1:62S033-S1-004			
	ITEM NO.	DESCRIPTION	TDS UNIT	UNIT	QUANTITY	% Utility Betterment	%Project Public	%Project Private
1	793-01.41	ANCHOR 1 IN		EACH	10		100.00%	0.00%
	793-01.99	INSTALL POLE NUMBER		EACH	5		100.00%	0.00%
2	793-02.08	GUY WIRE 10M OR 3/8 N		EACH	10		100.00%	0.00%
	793-02.94	OVERHEAD GUY WIRE		EACH	1		100.00%	0.00%
	793-02.99	INSTALL GUY GUARD		EACH	10		100.00%	0.00%
	793-03.03	10M STRAND		EACH	1,224		100.00%	0.00%
	793-03.14	100 PAIR CABLE		L,F,.	890		100.00%	0.00%
	793-03.16	200 PAIR CABLE		L.F.	322		100.00%	0.00%
	793-03.40	INSTALL STRAND BOND		EACH	7		100.00%	0.00%
	793-04.01	RELASH/DELASH CABLE		EACH	600		100.00%	0.00%
	793-04.07	AERIAL SPLICE CLOSURE		EACH	8		100.00%	0.00%
	793-04.25	HOT SPLICE EXISTING CABLES		EACH	1,700		100.00%	0.00%
3	793-04.02	24 FIBER (MATERIAL ONLY)		L.F.	604		100.00%	0.00%
4	793-07.10	288 FIBER (MATERIAL ONLY)		L.F.	1,178		100.00%	0.00%
5	793-07.16	12-96 FIBER (INSTALLATION ONLY)		L.F.	604		100.00%	0.00%
5	793-07.19	288-432 FIBER (INSTALLTION ONLY)		L.F.	1,178		100.00%	0.00%
	793-07.25	SINGLE FIBER OPTIC CABLE SPLICE		EACH	600		100.00%	0.00%
	793-07.72	FIBER(24) AERIAL PRESS SPLICE CLOSURE		EACH	2		100.00%	0.00%
	790-74.40	FIBER SPLICE ENCLOSURE (HACO(288)		EACH	4		100.00%	0.00%
6	793-11.13	BURIED RISER GUARD		EACH	6		100.00%	0.00%
	793-11.50	REARRANGE EXISTING SPLICE CASE		EACH	4		100.00%	0.00%
7	793-15.01	TRANSFER CABLE ATTACHMENT		EACH	10		100.00%	0.00%

FOOTNOTES:

1 NCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING.NCLUDES AL. MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING.

2 INCLUDES SETUP, TRAFFIC CONTROL, GUY WIRE, GUARD, BONDING/GROUNDING AND POLE HARDWARE

3 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, TENSIONING, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE.

4 NCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUNDING, STRAND SIZE AS INDICATED IN SPECS., AND LOOPS.

5 INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.

6 INCLUDES, MOUNTING HARDWARE, BONDING/GROUNDING

7 TRANSFER CABLE ATTACHMENTS ON THE POLE LINE INCLUDING ALL HARDWARE AND TRAFFIC CONTROL

GENERAL NOTES:

1. ALL PLACEMENT OF DUCT BANKS & DIRECT BURIED CABLES TO BE AT 36" DEPTH TO FINAL GRADE IN CUTS. 36" DEPTH TO CURRENT GRADE IN FILLS.
2. FOR DIRECT BURIED CABLES AT TELEPHONE PEDESTALS, LOOP CABLES 5' ABOVE GROUND LEVEL. DO NOT PLACE IN HAND HOLES UNLESS NOTED.
3. PROVIDE CABLE MARKERS EVERY 500' AND IN-LINE OF SIGHT FROM EACH MARKER. ADD MARKERS AT ALL ROAD CROSSINGS.
4. RETURN TO TDS EXISTING MANHOLE FRAME/COVERS REMOVED. BACKFILL MANHOLES ACCORDING TO T.D.O.T. REQUIREMENTS.
5. COORDINATE CROSSINGS WITH EXISTING AND PROPOSED UTILITIES TO SET FINAL GRADE FOR DUCT BANKS.
6. GROUND BED LOCATIONS AS DIRECTED BY TDS AS NEEDED
7. SURVEY INFORMATION IN THESE DRAWINGS ARE FROM OTHERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES. ANY UTILITIES NOT SHOWN ON THESE DRAWINGS ARE ALSO THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO, AND FOR PROTECTION OF ALL EXISTING UTILITIES.

UTILITY COMPANY CONTACT

RICHARD TRGOVEC
PHONE: 920-698-1590
RICHARD.TRGOVEC@TDSTELECOM.COM

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
No. 124898
STATE OF TENNESSEE
6/17/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
UTILITY QUANTITIES

SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-2

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

TDS SPECIAL CONDITIONS AND ADDITIONAL BREAKDOWN OF TIME

THE CONSTRUCTION SCHEDULE LISTED CANNOT BE IMPLEMENTED UNTIL TDS HAS BEEN NOTIFIED IN WRITING BY TDOT AND/OR THE STATE CONTRACTOR THAT ALL TDS ITEMS INCLUDED IN THE STATE CONTRACT HAVE BEEN PLACED, ALL POWER COMPANY POLES HAVE BEEN SET, AND ALL OTHER OVERHEAD UTILITIES HAVE BEEN TRANSFERRED DUE TO SAFETY REGULATIONS AND POTENTIAL CONSTRUCTION CONFLICTS.

ALL SCHEDULES/SECTIONS ARE BASED ON TDS BEING ABLE TO GET APPROVAL FROM TDOT FOR USE OF THE DIMINIMIS FOR THOSE ITEMS THAT CANNOT BE OBTAINED USING FHWA/BUY AMERICA APPROVED STEEL. ANY DELAYS ON APPROVAL OF THESE ITEMS WILL CAUSE AN EQUAL DELAY ON TDS SCHEDULE.

ANY CHANGES THAT THE STATE'S CONTRACTOR MAKES TO THE PLANS PROVIDED TO THEM BY TDOT MAY CAUSE A REDESIGN TO TDS PLANS. TDS WILL REQUIRE TIME TO EVALUATE AND MAKE CHANGES IF NECESSARY. THESE CHANGES WILL HAVE TO BE APPROVED BY TDOT THROUGH A FORMAL STAMPED REDESIGN AND WILL REQUIRE ADDITIONAL TIME ON THE SCHEDULE. TDS TIME WILL NOT START UNTIL AFTER THE DESIGN CHANGES AND ALL OTHER SPECIAL CONDITIONS HAVE BEEN APPROVED/COMPLETED.

GENERAL NOTES

1. COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE.
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

PREFERRED CONTRACTORS:
1.CENTERLINE COMMUNICATIONS, LLC
2. MNJ CONSTRUCTION
3. GLOBAL COMMUNICATIONS
4. STAR CONSTRUCTION, LLC

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
AGENCY NUMBER
DEPARTMENT OF COMMERCE
No. 124898
STATE OF TENNESSEE
6/17/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL CONDITIONS

SCALE: N.T.S.

$$$$$DATE$$$$$$$$$$$TIME$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-3

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

120

125

BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

PROP. SIGNAL POLE NO. 4
123+60.00 OFF. 59.00' LT.

CHOTA COMMUNITY HEALTH SERVICES

C #5

C #4
793-03.16/CW200-24(10M) = 172
793-07.19/CO(288)E = 172
793-03.40/PM2A = 1
793-01.41/PF1-5 = 2
793-02.08/PE1-3G = 2
793-02.99/PM11 = 2

C #3
793-15.01/WC2 = 8
793-07.10/CO(288)MO = 200'
793-03.16/CW200-24(MO = 50'
793-04.07/HAC(400-24) = 4
793-04.25/HC-1 = 1400
790-74.40/HACO(288) = 2
793-07.25/HO-1 = 300
793-01.41/PF1-5 = 2
793-02.08/PE1-3G = 2
793-02.99/PM11 = 2

CW100-24: 2101-2200
CO(96): 299AA,265-275;XD,2-84;PO276,1-7;XD,92-96
CO(36): VONR,73-108

CW400-24: 1101-1494,6XD

C3AR #2

CW400-24: (1101-1494,6XD)

C3AR #1
793-03.16/CW200-24(10M) = 148'
793-07.19/CO(288)E = 148'
793-03.40/PM2A = 1
793-04.07/HAC(400-24) = 1
793-04.25/HC-1 = 100
793-15.01/WC2 = 2

CO(288)
299AA,1-96;XD,97-144;VONR,145-156;XD,157-288
CW100-24
COUNT UNKNOWN

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

PROP. SIGNAL POLE NO. 3
123+34.00 OFF. 87.00' RT.

MATCH LINE STA. 13+00.00

ROBERT AND BETTY WELLS

CO(96)
299AA,1-24;XD25-48;299AA,49-96
CO(48)
299AA,25-48;XD,25-48

C2L #1
793-03.14/CW100-24(10M) = 254
793-07.16/CO(24)E = 254
793-03.40/PM2A = 1

CW100-24
COUNT UNKNOWN
CO(24)
VONR,145-156

C2L #2
793-03.14/CW100-24(10M) = 280
793-07.16/CO(24)E = 350
793-03.40/PM2A = 1
793-11.13/BM82 = 4

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

CO(96): 299AA,1-96
CO(144): 299AA,169-312
CO(12): VONR,145-156
CO(36): VONR,73-108
CW300-24: 1-300
CW400-24: 1101-1494,6XD
C300-24;1501-1800
CW400-24: 1-75,25XD;101-250
CW400-24: 1801-2000

WADE THOMAS DAVIS

C3L #1A
793-03.14/CW100-24(10M) = 150
793-07.19/CO(288)E = 150
793-03.40/PM2A = 1
793-01.41/PF1-5 = 2
793-02.08/PE1-3G = 2
793-02.99/PM11 =2

CO(288)
299AA,169-312;XD,145-288
CW100-25
COUNT UNKNOWN

C300-24: 1501-1800
CW50-24: 251-300
CO(24): XD,1-22;299AA,311-312
CO(144): 299AA,169-176;XD,9-16;299AA,185-264;XD,97-108;299AA,277-288;XD,121-132;299AA,301-310;XD,143-144
CO(48): 299AA,289-300;299AA,177-184;XD,21-48

C3L #1
793-03.14/CW100-24(10M) = 106
793-07.19/CO(288)E = 106
793-07.10/CO(288)MO = 200
793-03.40/PM2A = 1
793-01.41/PF1-5 = 2
793-02.08/PE1-3G = 2
793-02.99/PM11 =2
793-04.07/HAC(400-24) = 1
793-04.25/HC-1 = 100
793-04.01/WC = 200
790-74.40/HACO(288) = 1
793-07.25/HO-1 = 144

C2L #3A
793-07.19/CO(288)E = 92
793-07.10/CO(288)MO = 200
793-03.40/PM2A = 1
793-01.41/PF1-5 = 2
793-02.08/PE1-3G = 3
793-02.99/PM11 =3
793-04.01/WC = 200
790-74.40/HACO(288) = 1
793-07.25/HO-1 = 156
793-03.14/CW100-24(10M) = 100'
793-02.94/PE2-3G = 1

C2L #3AX
793-03.40/PM2A = 1
793-01.41/PF1-5 = 1
793-02.08/PE1-3G = 1
793-02.99/PM11 = 1

MONROE COUNTY BOARD OF EDUCATION

PROP. SIGNAL POLE NO. 2
124+70.00 OFF. 64.00' RT.

END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

SR-33 (HWY 411) (ASPH.)
CHURCH ST. (ASPH.)
NILES FERRY RD. (ASPH.)
COMMERCIAL ACCESS ROAD (31' ASPH)

PRES. R.O.W.
PROP. R.O.W.
PRES. & PROP. R.O.W.
18" ST.
36" ST.
30" ST.
SIGNS (TO REMAIN)
SIGN (T.B.R.)
SIGNS (T.B.R.)
FILL
CUT
T (UG)
18" HDPE
18" RCP
PROP. CONST. ESMT.
173
155
142
202
172
111
100
163
540'
500'

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 124858
STATE OF TENNESSEE
6/17/2026

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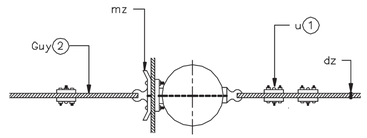
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

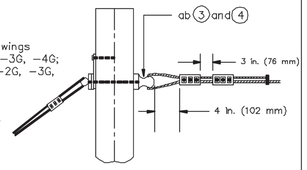
STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

15

6/17/2026 4:22:14 PM
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Plan



Elevation

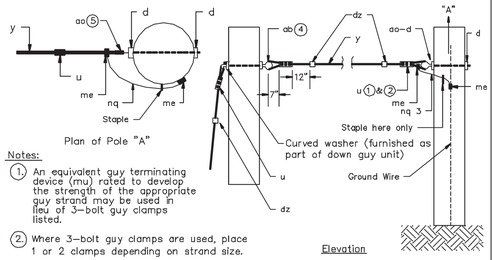
Notes:

1. An equivalent terminating device (mu) rated to provide the strength of the appropriate suspension strand may be used in lieu of 3-bolt guy clamps listed.
2. Refer to guy assembly drawings PE1-2, -3, -4; PE1-2G, -3G, -4G; PE2-2, -3, -4; and PE2-2G, -3G, -4G for guying materials.
3. Size of the thimbleye nut is governed by the size of the thimbleye bolt used for the guys.
4. Square nut under eye nut may be omitted when length of bolt thread extending beyond pole is short enough to permit turning eye nut down to curved washer without interfering with the placing of strand.

		6M	10M	16M
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
u	Clamps, guy, 3-bolt	1	1	2
ab	Nuts, thimbleye	1	1	1
*dz	Clips, guy	1	1	1
mz	Clamps, suspension, corner	1	1	1

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
BRANCH SUSPENSION STRAND

Scale: NTS | March 2001 | 207



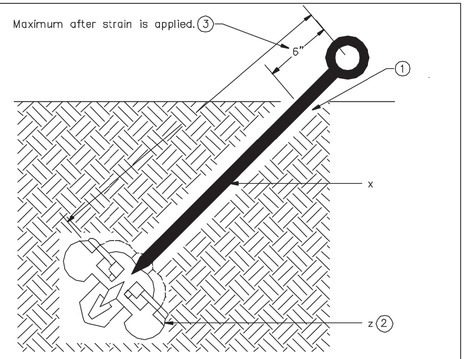
Notes:

1. An equivalent guy terminating device (mu) rated to develop the strength of the appropriate guy strand may be used in lieu of 3-bolt guy clamps listed.
2. Where 3-bolt guy clamps are used, place 1 or 2 clamps depending on strand size.
3. On joint use poles where no vertical pole ground wire is present, leave enough length of #6 AWG copper ground wire (Item nq) coiled and taped to enable it to be extended up the pole and connected to a multigrounded neutral by a representative of the power company.
4. Size of thimbleye nut is governed by size of thimbleye bolt used for down guy.
5. If a guy hook is used in lieu of a thimbleye bolt refer to Guide Drawing 812 for installation details.
6. For converting English units to metric units use 1 in. = 25.4 mm and 1 ft = 0.3048 m.

		PE2-2G	PE2-3G	PE2-4G
		6M	10M	16M
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
ab	Nuts, thimbleye	1	1	1
ao	Bolts, thimbleye, 3/4" x req'd lgth.	–	–	1
ao	Bolts, thimbleye, 5/8" x req'd lgth.	1	1	–
d	Washers, curved, 3" x 3" x 1/4", 13/16" hole	–	–	2
d	Washers, curved, 2 1/2" x 2 1/2" x 3/16", 11/16" hole	2	2	–
*dz	Clips, guy	2	2	2
u	Clamps, guy, 3-bolt	2	2	4
y	Strand, guy	req'd lgth	req'd lgth	req'd lgth
me	Connectors, grounding	2	2	2
*nq	Wires, ground, bare #6 AWG copper	req'd lgth	req'd lgth	req'd lgth

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
OVERHEAD GUY, GROUND CONNECTIONS

Scale: NTS | March 2001 | PE2-2G, -3G, -4G



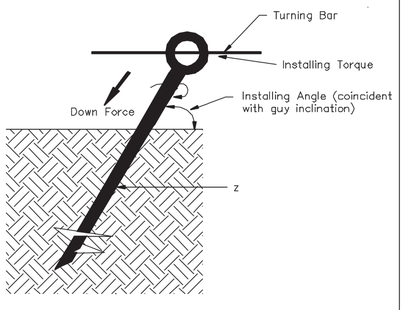
Notes:

1. Size of hole shall be governed by the diameter of the unexpanded anchor.
2. Expand the blades into undisturbed earth.
3. Eye of anchor rod shall not be below surface of ground.
4. For converting English units to metric units use 1 in. = 25.4 mm, 1 ft = 0.3048 m, and 1 lbf = 4.448 N.

		PF1-3	PF1-5	PF1-7
		6,000 lbf Holding Power	10,000 lbf Holding Power	16,000 lbf Holding Power
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
x	Rod, anchor, thimbleye type, 5/8" x 7'0"	1	–	–
x	Rod, anchor, thimbleye type, 3/4" x 8'0"	–	1	–
x	Rod, anchor, thimbleye type, 1" x 10'0"	–	–	1
z	Anchor, expanding	1	1	1

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
EXPANDING ANCHOR ASSEMBLY

Scale: NTS | March 2001 | PF1-3, -5, -7



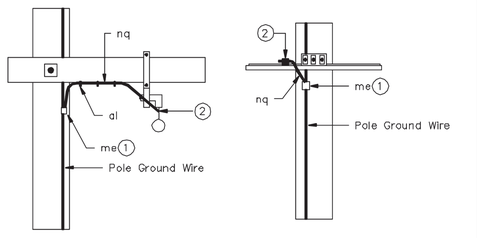
Note:

For converting English units to metric units use 1 in. = 25.4 mm and 1 lbf = 4.448 N.

		PF3-3	PF3-5	PF3-7
		6,000 lbf Holding Power	10,000 lbf Holding Power	16,000 lbf Holding Power
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
z	Anchor, screw – 8" (203 mm) helix dia.	1	–	–
z	Anchor, screw – 10" (254 mm) helix dia.	–	1	–
z	Anchor, screw – 12" (305 mm) helix dia.	–	–	1

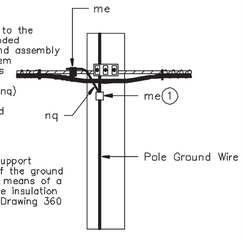
RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
SCREW ANCHOR ASSEMBLY

Scale: NTS | March 2001 | PF3-3, -5, -7



Notes:

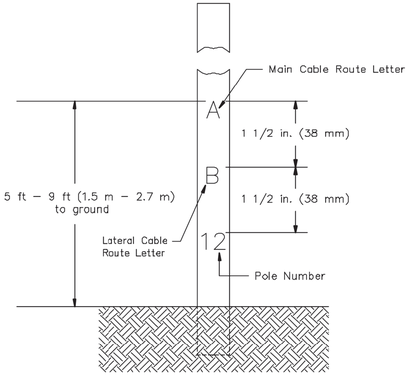
1. Ground wire (item nq) shall be connected to the vertical pole ground wire of the multigrounded power system neutral or to the pole ground assembly (PM2 unit). If a multigrounded power system neutral is present on the pole but there is no vertical pole ground wire, a sufficient length of bare #6 AWG copper wire (item nq) shall be left coiled and taped to permit it to be extended up the pole and connected to the multigrounded neutral by a representative of the power company.
2. Carefully remove the insulation from the support wire or the strand to permit connection of the ground wire to the support wire or the strand by means of a grounding connector (item me). Where the insulation is required to be restored, refer to Guide Drawing 360 for restoration details.



ITEMS	MATERIALS	NO. REQ'D
me	Connectors, grounding	2
*nq	Wire, ground, bare, #6 AWG copper	as required
*al	Staples, ground wire	as required

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
GROUND WIRE ASSEMBLY

Scale: NTS | March 2001 | PM2A



Notes:

1. All numbers and letters shall be installed so that they will face the road.
2. Where other pole numbering schemes are used, the Engineer shall revise the above labeling.

ITEM	MATERIAL	NO. REQ'D
az	Numbers, pole, 1 1/2 in. (38 mm) high	as required

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
POLE MARKING

Scale: NTS | March 2001 | PM52

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-4

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 124858
STATE OF TENNESSEE
6/17/2026

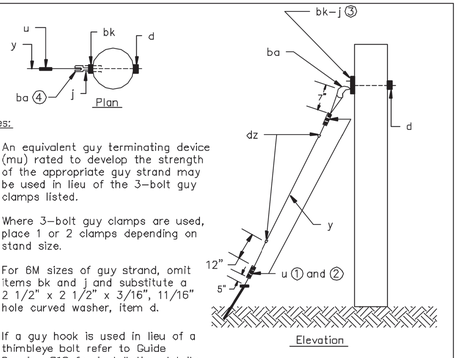
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN



Notes:

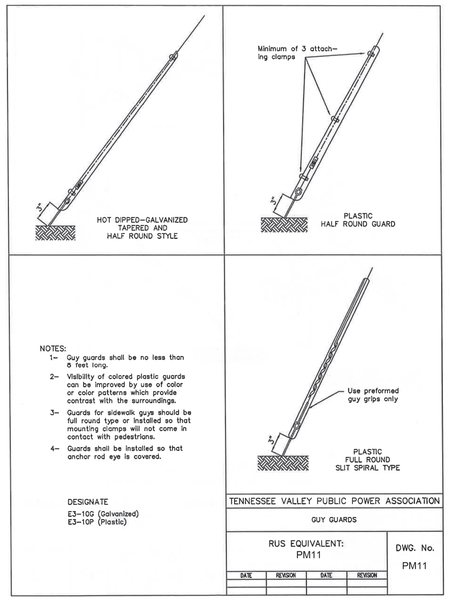
1. An equivalent guy terminating device (mu) rated to develop the strength of the appropriate guy strand may be used in lieu of the 3–bolt guy clamps listed.
2. Where 3–bolt guy clamps are used, place 1 or 2 clamps depending on stand size.
3. For 6M sizes of guy strand, omit items bk and j and substitute a 2 1/2" x 2 1/2" x 3/16", 11/16" hole curved washer, item d.
4. If a guy hook is used in lieu of a thimbleye bolt refer to Guide Drawing 812 for installation details.
5. For converting English units to metric units use 1 in. = 25.4 mm and 1 ft = 0.3048 m.

		PE1–2	PE1–3	PE1–4
		6M	10M	16M
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
d	Washers, curved, 3" x 3" x 1/4", 13/16" hole	–	–	1
d	Washers, curved, 2 1/2" x 2 1/2" x 3/16", 11/16" hole	2	1	–
j	Screws, lag, 1/2" x 4"	–	2	2
u	Clamps, guy, 3–bolt	2	2	4
y	Strand, guy	req'd lgth	req'd lgth	req'd lgth
ba	Bolts, angle, thimbleye, 3/4" x req'd length	–	–	1
ba	Bolts, angle, thimbleye, 5/8" x req'd length	1	1	–
bk	Plates, lift, curved, 7" x 2 1/2" x 5/16"	–	–	1
bk	Plates, lift, curved, 7" x 2 1/2" x 1/4"	–	1	–
*dz	Clips, guy	2	2	2

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
DOWN GUY

Scale: NTS | March 2001 | PE1–2, –3, –4

Guy Guards



NOTES:
1– Guy guards shall be no less than 6 feet long.
2– Visibility of colored plastic guards can be improved by use of color or color patterns which provide contrast with the surroundings.
3– Guards for sidewalk guys should be full round type or installed so that mounting clamps will not come in contact with pedestrians.
4– Guards shall be installed so that anchor rod eye is covered.

DESIGNATE
E3–10G (Galvanized)
E3–10P (Plastic)

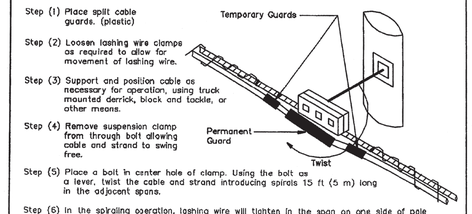
TENNESSEE VALLEY PUBLIC POWER ASSOCIATION

GUY GUARDS

RUS EQUIVALENT: PM11 | DWG. No. PM11

DATE	REVISION	DATE	REVISION

Spiraling Operation Detail



Step (1) Place split cable guards. (plastic)

Step (2) Loosen lashing wire clamps as required to allow for movement of lashing wire.

Step (3) Support and position cable as necessary for operation, using truck mounted derrick, block and tackle, or other means.

Step (4) Remove suspension clamp from through bolt allowing cable and strand to swing free.

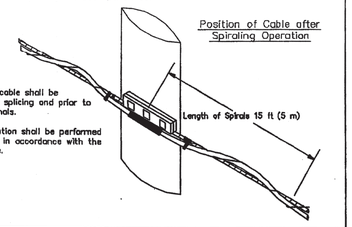
Step (5) Place a bolt in center hole of clamp. Using the bolt as a lever, twist the cable and strand introducing spirals 15 ft (5 m) long in the adjacent spans.

Step (6) In the spiraling operation, lashing wire will tighten in the span on one side of pole and loosen on the other. Lashing wire clamps shall be adjusted to allow for this movement. After spiraling, the lashing wire shall be adjusted, tapping on the strand as the lashing wire is pulled up or adjusted and clamps tightened to hold cable firmly in place.

Step (7) Reattach cable and remove temporary cable guards.

Step (8) A split cable guard shall also be installed on the cable at each tangent pole adjacent to the pole on which spiraling has been performed.

Position of Cable after Spiraling Operation

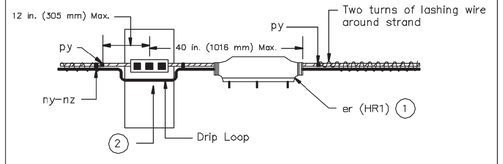


Notes:

1. Spiraling of aerial cable shall be performed prior to splicing and prior to mounting of terminals.
2. The spiraling operation shall be performed on alternate poles in accordance with the steps shown above.

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
METHOD OF SPIRALING AERIAL CABLE

Scale: NTS | March 2001 | 250



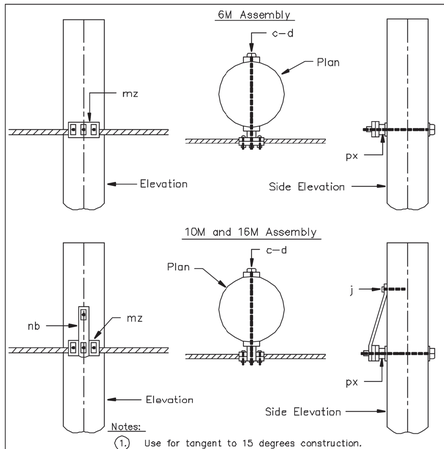
Notes:

1. Select enclosure size for the main cable diameter from 0.4 to 3.0 in. (10 to 76 mm) and install in accordance with the enclosure manufacturer's instructions.
2. Lashed cable supports with the proper size cable spacers shall be used to hold the cable parallel to the strand and clear of the hardware.

		HR1
ITEMS	MATERIALS	NO. REQUIRED
er	Enclosure, ready–access	1
*ny	Spacers, cable	As required
*nz	Supports, lashed cable	As required
*py	Clamps, lashing wire, terminating	As required

RURAL TELECOMMUNICATIONS CONSTRUCTION PRACTICES
READY–ACCESS ENCLOSURE
LASHED CABLE – STRAIGHT SPLICE

Scale: NTS | March 2001 | HAC



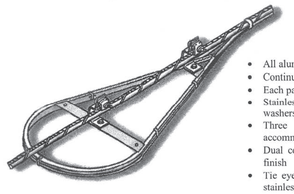
Notes:
1. Use for tangent to 15 degrees construction.
2. For converting English units to metric units use 1 in. = 25.4 mm.

		6M	10M	16M
ITEMS	MATERIALS	NO. REQ'D	NO. REQ'D	NO. REQ'D
c	Bolts, machine, 5/8" x required length	1	1	1
d	Washers, curved, 2 1/2" x 2 1/2" x 3/16", 11/16" hole	2	2	2
j	Screws, lag, 1/2" x 4"	–	1	1
px	Nuts, regular square, 5/8"	1	1	1
mz	Clamps, cable, suspension	1	1	1
nb	Straps, suspension clamp, reinforcement	–	1	1

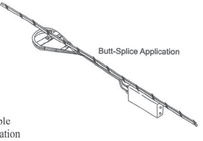
RURAL TELECOMMUNICATION CONSTRUCTION PRACTICES
SUSPENSION STRAND MOUNTING

Scale: NTS | March 2001 | 201

Fiber Optic Storage System

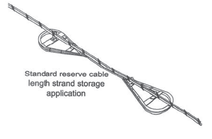


- All aluminum construction
- Continuous welds at crossbars and ends
- Each pair individually boxed
- Stainless steel mounting bolts, nuts and washers included
- Three models efficiently sized to accommodate all fiber cable up to .91" OD
- Dual coat baked on polyester powder coat finish
- Tie eyelets designed to accommodate both stainless steel and tie wrap securing methods



Product Information

Model	Channel Width	Overall Length	Diameter	Cable Application
FOS-1	.650	25.75	12.250	OD up to .61" single wrap
FOS-2	1.250	25.75	12.250	OD up to .61" 2-3 wraps
FOS-3	.900	31.25	16.250	OD up to .81" single wrap
FOS-5	1.750	32.50	18.250	OD up to .91" or for multiple wraps



FOSB(A)( )

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-5

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 124858
STATE OF TENNESSEE
6/17/2026

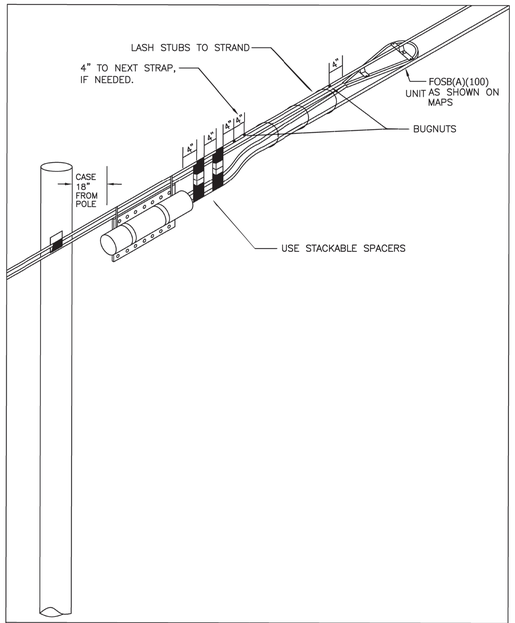
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN



LIST OF MATERIALS

CASE, ORGANIZER TRAY, AND AERIAL HANGER BRACKETS
MISCELLANEOUS MATERIALS

GUIDE DRAWING
FOR SPLICING AERIAL FIBER

HAFO WITH STORAGE BRACKET

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U7-6

DESIGN BASED ON TDOT FUNCTIONAL DESIGN,
REV. 11-03-2025
PIN 134491.00
MONROE COUNTY
SR 33 (US 411): INTERSECTION AT NILES FERRY ROAD/CHURCH STREET, LM 114.83

TDS COMMUNCITATION RELOCATION
B-DATE SUBMITTAL
DATE: 05/29/2026

SEALED BY

DERICK WILLIAMS
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 124858
STATE OF TENNESSEE
6/17/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S.

$$$$DATE$$$$$$$$$$$TIME$$$$$$$$
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\SHEET BORDERS\TDOT_BORDERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-01

MONROE COUNTY
PIN #134491.00

INDEX OF DRAWINGS

U8-01 ESTIMATED QUANTITIES AND DRAWING INDEX
U8-02 VICINITY MAP AND LEGEND
U8-03 GENERAL NOTES
U8-04 A TELECOMMUNICATION RELOCATION STA. 122+86.43 TO STA. 125+40.00
U8-04 B TELECOMMUNICATION RELOCATION STA. 122+86.43 TO STA. 125+40.00
U8-05 CONSTRUCTION DETAILS
U8-06 CONSTRUCTION DETAILS

ESTIMATED QUANTITIES

	ITEM NO.	TDOT DESCRIPTION	UTILITY UNIT DESCRIPTION	UNIT	QUANTITY	PERCENT UTILITY	PERCENT PROJECT
	790-32.23	GUY GUARD	E3-10	EACH	9	0%	100%
	793-11.50	REARRANGE EX SPLICE CASE		EACH	1	0%	100%
(2)	793-15.06	CARRIER SITE PREPARATION		EACH	1	0%	100%
(8)	793-15.07	PAD MOUNTED CARRIER	CUSTOMER PROVIDED	EACH		0%	100%
(6)	793-98.03	REMOVE CARRIER CABINET		EACH	1	0%	100%
(4)	798-05.02	FIBER OPTIC CABLE ENCLOSURE	ENCLOSURE	EACH	6	0%	100%
(5)	798-05.03	FIBER OPTIC CABLE SPLICE	FO SPLICE	EACH	60	0%	100%
	798-05.04	1/4IN EHS STEEL STRAND	STRAND	L.F.	968	0%	100%
	798-05.09	TRUNK/FEEDER CABLE .625	.625 FEEDER	L.F.	468	0%	100%
	798-05.16	TRUNK/FEEDER CABLE .875	.875 TRUNK	L.F.	968	0%	100%
(1)	798-05.27	COMMUNICATION ASSEMBLY (BOND)	SC	EACH	3	0%	100%
	798-05.32	COMMUNICATION ASSEMBLY (DDE)	DDE	EACH	3	0%	100%
	798-05.33	COMMUNICATION ASSEMBLY (DE)	DE	EACH	3	0%	100%
	798-05.34	COMMUNICATION ASSEMBLY (E1-2)	E1-2	EACH	9	0%	100%
	798-05.37	COMMUNICATION ASSEMBLY (F2&F3)	F3	EACH	8	0%	100%
(8)	798-05.45	COMMUNICATION ASSY (POWER SUPPLY)	CUSTOMER PROVIDED	EACH		0%	100%
	798-05.46	COMMUNICATION ASSEMBLY (RISER)	RISER	EACH	1	0%	100%
	798-05.52	COMMUNICATION ASSEMBLY (LOOP)	LOOP	EACH	5	0%	100%
	798-05.53	COMMUNICATION ASSEMBLY (SPLICE)	COAX SPLICE	EACH	1	0%	100%
	798-06.03	FIBER OPTIC CABLE (6F)		L.F.	200	0%	100%
(1)	798-06.04	FIBER OPTIC CABLE (12F)		L.F.	918	0%	100%
	798-06.08	FIBER OPTIC CABLE (72F)		L.F.	1068	0%	100%
	798-06.13	FIBER OPTIC CABLE (24F)		L.F.	1118	0%	100%
	798-06.13	FIBER OPTIC CABLE (36F)		L.F.	350	0%	100%
	798-06.14	FIBER OPTIC CABLE (60F)		L.F.	918	0%	100%
	798-09.01	REMOVE STEEL STRAND		L.F.	447	0%	100%
	798-09.02	REMOVE CABLE/TERMINALS		L.F.	966	0%	100%
	798-09.03	REMOVE POLES,GUYS,ANCHORS		EACH	15	0%	100%
	798-09.06	REMOVE RISER		EACH	1	0%	100%
	798-09.08	REMOVE STRAND POLE FRAMING		EACH	8	0%	100%
(8)	798-11.21	HANDHOLE (36IN X 24IN X 24IN)	CUSTOMER PROVIDED	EACH		0%	100%
(7)	798-12.30	COPPER CABLE SPLICE		EACH	3	0%	100%

FOOTNOTES:

1. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, AND BONDING/GROUNDING.
2. INCLUDES GRADING, DRAINAGE, CONCRETE PAD CONSTRUCTION, GROUND BED, CONDUIT
3. INCLUDES THROW SWITCH, ELECTRICAL CONNECTIONS, PLACEMENT OF CARDS, TURNUP AND TESTING
4. INCLUDES ALL MATERIAL NECESSARY TO PLACE THE CABLE CLOSURE
5. INCLUDES SETUP, TRAFFIC CONTROL AND ALL MATERIALS NECESSARY TO SPLICE 12 FIBER RIBBON
6. ALL SIZE CARRIER CABINETS, NETWORK CABINETS AND POWER SUPPLIES
7. COAX SPLICE
8. MATERIAL TO BE SUPPLIED BY CHARTER

BIDDING NOTES:

1. ITEM NUMBERS (793-15.07, 798-05.45 & 798-11.21) CONTRACTORS SHOULD ONLY BID BASED ON INSTALLATION OF THESE ITEMS.

UTILITY INFORMATION

Charter Communications, LLC
1774 Henry G Lane St.
Maryville, TN 37801
CONTACT: Billy Click
PHONE: (865) 388-7524
EMAIL: billy.click@spectrum.com

09/10/2026
GREGORY K. POST
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS®

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	1"=50'
DATE	06.12.26

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
ESTIMATED QUANTITIES AND DRAWING INDEX

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-02

MONROE COUNTY
PIN #134491.00

MONROE COUNTY

S.R. 33 (U.S. 411): INTERSECTION AT NILES FERRY ROAD / CHURCH STREET, LM 14.83 (TMA)

N

U8-04



LEGEND

EXISTING FIBEROPTIC CABLE	EXISTING FIBEROPTIC CABLE	EXISTING POLE	EXISTING LOOP	REMOVAL 2 PORT TAP
REMOVAL FIBEROPTIC CABLE	REMOVAL FIBEROPTIC CABLE	REMOVAL POLE	REMOVAL LOOP	PROPOSED 2 PORT TAP
PROPOSED FIBEROPTIC CABLE	PROPOSED FIBEROPTIC CABLE	EXISTING FO SPLICE	PROPOSED LOOP	EXISTING O HUB
EXISTING ANCHOR/ PROP DOWNGUY	EXISTING ANCHOR/ PROP DOWNGUY	REMOVAL FO SPLICE	REMOVAL POWER SUPPLY	REMOVE CABINET
REMOVAL ANCHOR/ DOWNGUY	REMOVAL ANCHOR/ DOWNGUY	PROPOSED FO SPLICE	PROPOSED POWER SUPPLY	PROPOSED CABINET
PROPOSED ANCHOR/ DOWNGUY	PROPOSED ANCHOR/ DOWNGUY	PROPOSED COAX SPLICE	EXISTING 4 PORT TAP	

Know what's below. Call 811 before you dig.

09/10/2026
GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	1"=50'
DATE	06.12.26

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
VICINITY MAP AND LEGEND

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-03

MONROE COUNTY
PIN #134491.00

GENERAL CONSTRUCTION NOTES

1. THE FOLLOWING INFORMATION APPLIES TO THE UTILITY CONTRACTOR RESPONSIBLE FOR THE RELOCATION OF THE COMMUNICATION FACILITIES ALONG THIS PROJECT.

2. ANY DEVIATION OF THE CONDITIONS LISTED MUST BE APPROVED BY THE UTILITY PRIOR TO THE DEVIATION TAKING PLACE ON THE PROJECT. FAILURE BY THE UTILITY CONTRACTOR OR SUBCONTRACTORS TO FOLLOW THESE CONDITIONS AS LISTED WILL RESULT IN REFUSAL OF ACCEPTANCE BY THE UTILITY OWNER TO ACCEPT THE PROJECT AT IT'S COMPLETION UNTIL SUCH TIME AS ANY DEFICIENCIES ARE CORRECTED TO THE SATISFACTION OF THE UTILITY.

3. ALL WORK SHALL BE DONE IN A SAFE, THOROUGH AND WORKMAN-LIKE MANNER IN ACCORDANCE WITH THE PLAN SHEETS, CONSTRUCTION DETAILS AND TECHNICAL SPECIFICATIONS AS WELL AS ANY AND ALL APPLICABLE SAFETY CODES, INCLUDING, BUT NOT LIMITED TO, THE NATIONAL ELECTRICAL SAFETY CODE (NESC), AND ANY OTHER STATE AND LOCAL CODES THAT ARE REQUIRED FOR THE TYPE OF UTILITY RELOCATION THAT IS BEING PERFORMED AS PART OF THIS CONTRACT.

4. THE UTILITY CONTRACTOR SHALL EXERCISE ALL STANDARD SAFETY PRACTICES WHEN WORKING AROUND ENERGIZED ELECTRICAL LINES (e.g. RUBBER GOODS INSPECTIONS, GROUNDING OF LINES AND VEHICLES / EQUIPMENT, TOOL INSPECTIONS, ADEQUATE SUPERVISION, ETC.).

5. THE UTILITY CONTRACTOR SHALL BEAR THE RESPONSIBILITY FOR THE SAFETY OF ITS EMPLOYEES AND SHALL ENSURE THAT THEY ABIDE BY ALL STATE, FEDERAL AND LOCAL REGULATIONS REGARDING SAFE WORK PRACTICES. IF SUCH REGULATIONS ARE VIOLATED, THE UTILITY OWNER SHALL MAINTAIN THE RIGHT TO STOP WORK ON THEIR FACILITIES UNTIL SUCH CONDITIONS ARE CORRECTED.

6. IN GENERAL, THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY CONSTRUCTION DRAWINGS AND THE TECHNICAL SPECIFICATIONS THAT ARE NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION OF THE UTILITY FACILITIES BEING RELOCATED.

7. UTILITY CONSTRUCTION DRAWINGS ARE INCLUDED AS PART OF THE DRAWING PACKET AND MUST BE ADHERED TO DURING ALL PHASES OF CONSTRUCTION.

8. ALL MATERIALS TO BE USED BY THE UTILITY CONTRACTOR ON THE PROJECT MUST BE NEW MATERIALS AND MUST BE APPROVED BY THE UTILITY OWNER PRIOR TO PURCHASE OR USE. A PROPOSED LIST OF MATERIALS SHALL BE SUBMITTED TO THE UTILITY OWNER AS NOTED IN THE TECHNICAL SPECIFICATIONS FOR THE PROJECT. NO MATERIAL SUBSTITUTIONS ARE ALLOWED WITHOUT THE PRIOR CONSENT OF THE UTILITY OWNER. STORAGE LOCATION OF MATERIALS ON THE PROJECT SITE MUST BE A SECURE ENVIRONMENT. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR ANY LOST, STOLEN OR DAMAGED MATERIALS ON THE PROJECT.

9. THE UTILITY CONTRACTOR IS REQUIRED TO MAINTAIN COMMUNICATION WITH THE UTILITY OWNER'S PROJECT REPRESENTATIVE USING TELEPHONE COMMUNICATIONS.

10. THE UTILITY CONTRACTOR IS TO PERFORM ALL REQUIRED WORK IN SUCH A MANNER AS TO NOT CAUSE UNINTENTIONAL OUTAGES TO THE CUSTOMERS ALONG THE PROJECT. ALL PLANNED OUTAGES MUST BE HANDLED IN ACCORDANCE WITH SECTION 01 1113 "SUMMARY OF WORK" IN THE CONSTRUCTION TECHNICAL SPECIFICATIONS. LARGE SCALE OUTAGES ARE NOT ALLOWED.

11. IF FIELD CONDITIONS ARISE WHICH PREVENT THE CONSTRUCTION ON THE PROJECT FROM PROCEEDING AS DESIGNED, THE UTILITY CONTRACTOR WILL COORDINATE WITH THE UTILITY OWNER / ENGINEER TO RESOLVE THE ISSUES SO THAT CONSTRUCTION CAN CONTINUE.

12. THE UTILITY CONTRACTOR SHALL COMPLY WITH ALL TDOT REGULATIONS, PERMITS AND TRAFFIC CONTROL GUIDELINES AS REQUIRED.

13. THE LOCATIONS OF EXISTING UTILITIES SHOWN WITHIN THESE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY TDOT, AND SHALL BE VERIFIED BY THE UTILITY CONTRACTOR PRIOR TO CONSTRUCTION. THE UTILITY CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES AND REQUEST THAT THE UTILITY OWNERS PROPERLY LOCATE AND MARK THEIR PERSPECTIVE UTILITY ON THE GROUND.

14. THE UTILITY CONTRACTOR SHALL REQUEST UTILITY LOCATIONS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION IN THE AREA OF THE UTILITIES IN QUESTION.

15. THE TDOT PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY EXCAVATION WORK REQUIRED TO LOCATE EXISTING UNDERGROUND UTILITIES. THE PRIME CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY EXISTING UTILITY OWNER PRIOR TO DIGGING. IN THE EVENT THAT THERE IS ANY DAMAGE TO OR INTERRUPTION OF EXISTING FACILITIES, THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR ANY COST INCURRED FROM THE EVENT.

16. SOME EXISTING UTILITIES CAN BE LOCATED BY CALLING TENNESSEE ONE-CALL SYSTEMS, INC. AT "811".

17. THE UTILITY CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THE PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND EXISTING UTILITIES, THE UTILITY CONTRACTOR SHALL BE REQUIRED TO FURNISH THE EQUIPMENT NECESSARY TO COMPLETE THE WORK.

18. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY ITS EMPLOYEES IN AREAS OUTSIDE OF TDOT ROW ALONG THE LENGTH OF THE PROJECT. THE UTILITY CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESOLVING ALL COMPLAINTS THAT MAY ARISE FROM ITS ACTIVITIES, AND SHALL PROMPTLY REPORT SUCH COMPLAINTS TO THE UTILITY OWNER AS TO WHETHER OR NOT IT HAS BEEN RESOLVED.

19. GROUND AND AERIAL INSPECTION OF INSTALLED FACILITIES ONCE COMPLETED SHALL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. ANY CORRECTIONS THAT ARE REQUIRED SHALL BE DONE DURING THE CONSTRUCTION OF THE PROJECT AND VERIFIED BY THE UTILITY OWNER / ENGINEER. THE UTILITY OWNER WILL HAVE INSPECTORS ON-SITE TO VERIFY SAFETY AND QUALITY OF WORK IS CONSISTENT WITH UTILITY OWNER'S STANDARDS.

20. WHILE SOME WORK MAY ONLY BE REQUIRED "AROUND" OTHER UTILITY FACILITIES, SOME WORK MAY NEED TO BE DONE CONCURRENTLY WITH THE OPERATIONS OF OTHER UTILITY CONTRACTORS. IT IS THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR TO ENSURE THAT ALL UTILITY COORDINATION BE ADDRESSED DURING THE CONSTRUCTION OF THE PROJECT.

21. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL FACILITIES INDICATED WITHIN THESE DRAWINGS AT "FINAL GRADE" AS SHOWN. ANY TEMPORARY INSTALLATIONS THAT ARE NOT SPECIFICALLY NOTED WITHIN THESE DRAWINGS AND THAT ARE NOT ADDRESSED AND COORDINATED PRIOR TO CONSTRUCTION OF THE PROJECT WILL BE THE RESPONSIBILITY OF THE TDOT PRIME CONTRACTOR.

22. CONSTRUCTION OF RELOCATED FACILITIES IS NOT CONSIDERED TO BE COMPLETE UNTIL THE UTILITY CONTRACTOR HAS ENERGIZED THE FACILITIES IN ACCORDANCE WITH UTILITY OWNER SPECIFICATIONS.

23. PERSONNEL CHANGES ARE TO BE KEPT TO A MINIMUM DURING THE CONSTRUCTION OF THE PROJECT AS TO REDUCE UNFAMILIAR PERSONNEL TO BE WORKING ON THE FACILITIES OF THE UTILITY OWNER.

24. THE TDOT PRIME CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL UTILITY FACILITIES THAT ARE TO BE RELOCATED WITHIN THE PROJECT.

25. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY WORK OCCURRING OUTSIDE THE STATE RIGHT-OF-WAY, THE UTILITY CONTRACTOR SHALL SUBMIT A PROPOSED EROSION AND SEDIMENT CONTROL PLAN TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL PRIOR TO BEGINNING WORK.

26. THE DISTANCES THAT ARE SHOWN ON THE DRAWINGS ARE HORIZONTAL DISTANCES ONLY, AND DO NOT ALLOW FOR ANY CHANGES IN ELEVATION THAT EXIST ALONG THE PROJECT.

27. ALL ACTIVE AND PASSIVE EQUIPMENT SHALL BE PROVIDED BY THE UTILITY OWNER. THE LABOR COST, AND MINOR MATERIALS REQUIRED TO INSTALLL THESE UNITS SHALL BE INCLUDED IN THE BID FROM THE UTILITY CONTRACTOR.

28. LOCKNUTS SHALL BACK UP ALL NUTS ON THREADED BOLTS SUCH AS MACHINE BOLTS, ETC. EXISTENCE OF LOCKNUTS WILL BE CLOSELY EXAMINED BY THE UTILITY OWNER DURING CONSTRUCTION. BOLTS SHALL NOT EXTEND MORE THAN TWO (2) INCHES FROM NUTS.

29. THE UTILITY CONTRACTOR SHALL INSTALL FIBERGLASS INSULATOR GUYLINKS ON ALL DOWNGUYS WITHIN TWO (2) FEET OF PRIMARY CONDUCTORS.

30. ANCHORS THAT ARE TO BE RETIRED SHALL HAVE THE ROD UNSCREWED AND REMOVED, OR BE CUT OFF AT LEAST EIGHTEEN (18) INCHES BELOW FINAL GRADE.

31. THE UTILITY CONTRACTOR SHALL PROVIDE THE UTILITY OWNER WITH ONE (1) SET OF CLEAN, CLEARLY MARKED "AS-BUILT" DRAWINGS AT THE COMPLETION OF THE PROJECT. THESE DRAWINGS SHALL REFLECT ANY AND ALL CHANGES THAT WERE MADE TO THE FACILITIES DURING CONSTRUCTION.

32. THE UTILITY CONTRACTOR IS RESPONSIBLE FOR REVIEWING ALL CONSTRUCTION DRAWINGS AND TECHNICAL SPECIFICATIONS FOR THE RELOCATION OF FACILITIES PRIOR TO BIDDING THE PROJECT. ANY QUESTIONS CONCERNING INFORMATION SHOWN IN THE CONTRACT DOCUMENTS SHALL BE ADDRESSED TO THE UTILITY OWNER / ENGINEER PRIOR TO BIDDING ON THE PROJECT.

33. UTILITY CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTING EACH REEL OF CABLE FOR THE PROJECT. ANY DAMAGE TO THE CABLE SHALL BE REMOVED AND SPLICED AS REQUIRED. ALL CABLES SHALL BE PROTECTED FROM EQUIPMENT OR VEHICLE TRAFFIC WHILE BEING INSTALLED.

34. ANY CUSTOMER OUTAGES FOR CUTOVER TO NEW CABLES MUST BE COORDINATED WITH AND SCHEDULED BY UTILITY OWNER. SCHEDULED CUSTOMER OUTAGES REQUIRE A MINIMUM OF 14 DAYS FOR NOTIFICATION.

09/10/2026

GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS®

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	DATE
1"=50'	06.12.26

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-04A

MONROE COUNTY
PIN #134491.00

COAX FACILITIES
SEE U8-04B FOR FIBER

0

125

CHOTA COMMUNITY HEALTH SERVICES

WADE THOMAS DAVIS

CHURCH ST

PRES. R.O.W.

INSTALL:
DDE, COPPER SPLICE
E1-2, E3-10, F3,
REMOVE:
CSC, DE
E2-2, E1-2,
E3-10, F3
TRANSFER:
TAP-2

INSTALL:
DE, E1-2, E3-10,
F3

40' OVERHEAD UTILITY EASEMENT
FOR FLEC BASED ON GIS MAP PROVIDED
BY FLEC.

SR-33 (HWY 411)

REMOVE:
.875 FEEDER
1/4" EHS STRAND

INSTALL:
.875 FEEDER
1/4" EHS STRAND

REMOVE:
.875 FEEDER
.625 TRUNK
1/4" EHS STRAND

INSTALL: DDE,
(2)E1-2, (2)E3-10,
(2)F3

INSTALL:
.875 FEEDER
.625 TRUNK
1/4" EHS STRAND

INSTALL:
.625 TRUNK
REMOVE:
.625 TRUNK
EXISTING:
.875 FEEDER
1/4" EHS STRAND

INSTALL: SC

INSTALL:
POWER SUPPLY,
200' .625 COAX
REMOVE:
POWER SUPPLY,
200' .625 COAX

INSTALL: DE,
(2)E1-2, (2)E3-10,
F3, RISER,
COAX SPLICE
REMOVE: DE,
(2)E1-2, (2)E3-10,
F3, RISER

INSTALL:
COPPER SPLICE
EXISTING:
TAP-4

15' SANITARY EASEMENT
ACCORDING TO MR. WIGGINS
WITH TOWN OF VONORE

30' OVERHEAD UTILITY EASEMENT
FOR LOUDON UTILITIES.

CONSTRUCTION NOTE:
EXACT LOCATION OF PROPOSED
POWER SUPPLY & CABINET TO BE
COORDINATED BASED ON LOCATION
OF PROPOSED FENCE AND UG UTILITIES

INSTALL:
SC
REMOVE: DDE,
(2)E1-2, (2)E3-10,
(2)F3

INSTALL:
.875 FEEDER
1/4" EHS STRAND
REMOVE:
.875 FEEDER
1/4" EHS STRAND

REMOVE: DDE,
E1-2, E3-10, F3

INSTALL: DDE,
(2)E1-2, (2)E3-10,
(2)F3

INSTALL: SC

REMOVE: SC

INSTALL: DE,
COPPER SPLICE
F3, E1-2, E3-10
REMOVE: DE,
E1-2, E3-10,
F3
TRANSFER:
AMP

PROP.
CONST. ESMT.

NILES FERRY RD

ROBERT AND BETTY WELLS

MONROE COUNTY BOARD OF EDUCATION

25' ACCESS & UTILITY E
FROM PLAT BOOK E PAG

Know what's below.
Call 811 before you dig.

09/10/2026
GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
POWER
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	DATE
1"=50'	06.12.26

Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
STA. 122+86.43 TO STA. 125+40.00

FIBER FACILITIES
SEE U8-04A FOR COAX

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-04B

MONROE COUNTY
PIN #134491.00

0

125

CHOTA COMMUNITY HEALTH SERVICES

EXISTING:
12F
24F
60F
72 F

INSTALL:
(2)TYCO D,
(14)FO SPLICE,
(2)FOSS

40' OVERHEAD UTILITY EASEMENT
FOR FLEC BASED ON GIS MAP PROVIDED
BY FLEC.

PRES. R.O.W.

CHURCH ST

WADE THOMAS DAVIS

SR-33 (HWY 411)

INSTALL:
12F
24F
60F
72F

REMOVE:
12F
24F
60F
72F

SEE U8-4A
FOR COAX

INSTALL:
(200') 24F TAIL
(200') 12F TAIL
(200') 6F TAIL

INSTALL:
(2)TYCO D,
(23)FO SPLICE,
(5)FOSS
LOOP

INSTALL:
FIBER CABINET
12F
24F
36F
60F
(2) 72F
REMOVE:
FIBER CABINET
12F
24F
36F
60F
(2) 72F

CONSTRUCTION NOTE:
EXACT LOCATION OF PROPOSED
POWER SUPPLY & CABINET TO BE
COORDINATED BASED ON LOCATION
OF PROPOSED FENCE AND UG UTILITIES

INSTALL:
HH
(2) TYCOD
100' 12F
100' 24F
100' 36F
100' 60F
200' 72F
(23) FO SPLICE
NOTE:
CONTRACTOR TO COORDINATE W/ CHARTER
AND COMCAST ON SPLICING IN SPLICE CASES
AND DISTRIBUTION SHELVES IN CABINET TO
AVOID ANY SERVICE INTERUPTIONS

EXISTING:
24F
60F
72 F
6M STRAND

15' SANITARY EASEMENT
ACCORDING TO MR. WIGGINS
WITH TOWN OF VONORE

30' OVERHEAD UTILITY EASEMENT
FOR LOUDON UTILITIES.

ROBERT AND BETTY WELLS

MONROE COUNTY BOARD OF EDUCATION

25' ACCESS & UTILITY EASEMENT
FROM PLAT BOOK E PAGE 83

NILES FERRY RD

PROP.
CONST. ESMT.

Know what's below.
Call 811 before you dig.

09/10/2026
GREGORY K. POSTO
REGISTERED ENGINEER
AGRICULTURE
POWELL
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	DATE
1"=50'	06.12.26

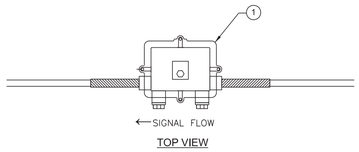
Gresham Smith

2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

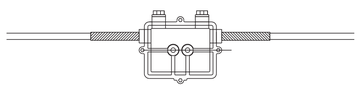
TELECOMMUNICATIONS RELOCATION
STA. 122+86.43 TO STA. 125+40.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-05

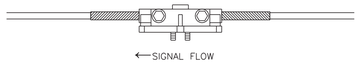
MONROE COUNTY
PIN #134491.00



TOP VIEW



BOTTOM VIEW

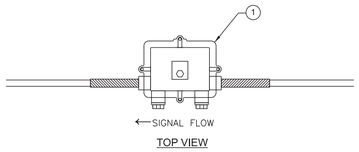


TOP VIEW

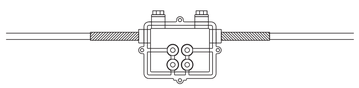
ID	QTY.	DESCRIPTION
1	1	2-WAY BODY TAP

2-WAY TAP

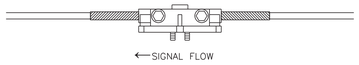
ASSEMBLY
TAP-2



TOP VIEW



BOTTOM VIEW

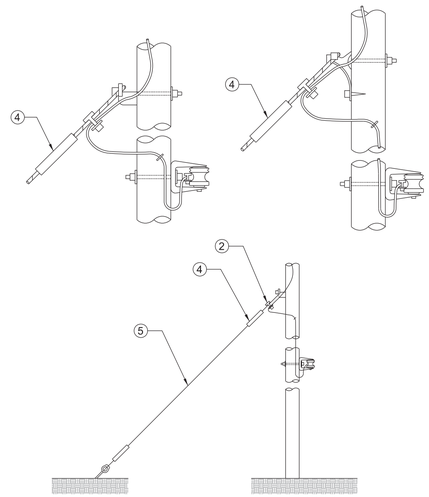


TOP VIEW

ID	QTY.	DESCRIPTION
1	1	4-WAY BODY TAP

4-WAY TAP

ASSEMBLY
TAP-4



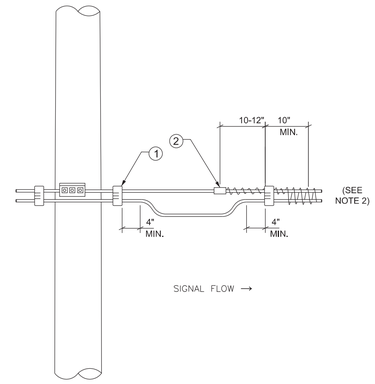
NOTES:

1. GCC15-S4R GUY INSULATOR INCLUDED FOR STEEL POLE ASSEMBLIES.
2. ALL GUY LEAD LENGTHS SHALL BE SET USING A 2:1 RATIO TO THE HEIGHT OF THE POLE UNLESS NOTED OTHERWISE.

ID	QTY.	DESCRIPTION
1	1	POLE EYE ATTACHMENT #MGA-345N
2	1	GUY CLAMPS 3 BOLT
3	1	DEAD END GUY GRIP 3/8"
4	1	GUY FIBERGLASS STRAIN INSULATOR
5	1	GUY WIRE (LENGTH AS REQUIRED)

DOWN GUY 3/8"
THRU BOLT TYPE

ASSEMBLY
E1-2



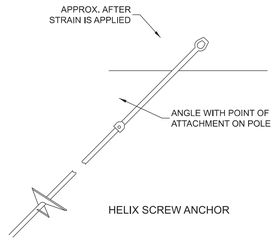
NOTES:

1. FEEDER CABLE MUST FOLLOW TRUNK LOOP PLACEMENT WHEN BOTH ARE IN THE SAME RUN.
2. LASHING WIRE AROUND STRAND ONLY:
   ALL STRAPS MUST BE LOOSELY PLACED AROUND CABLE.

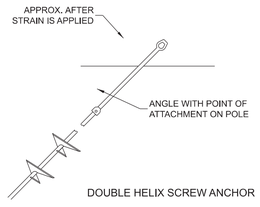
ID	QTY.	DESCRIPTION
1	3	AERIAL SUPPORT TIES (SIZE AS REQUIRED)
2	1	CABLE LASHING CLAMP

EXPANSION LOOP AT POLE

ASSEMBLY
EL



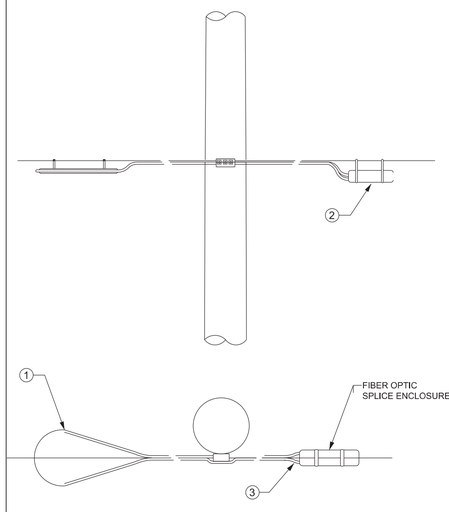
HELIX SCREW ANCHOR



DOUBLE HELIX SCREW ANCHOR

POWER INSTALLED 8"
HELIX SCREW ANCHORS

ASSEMBLY
F2 & F3



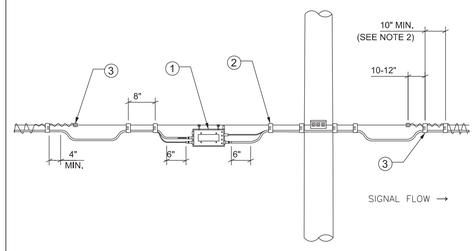
NOTES:

1. FIBEROPTIC STRAND STORAGE IS ANTEC* FIBERLOOP* MODEL FOSS-2.
2. STRAND STORAGE IS TO BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

ID	QTY.	DESCRIPTION
1	1	ANTEC FIBERLOOP MODEL FOSS-2
2	1	FIBEROPTIC SPLICE ENCLOSURE
3	1	FIBER (LENGTH AND SIZE AS REQUIRED)

FIBEROPTIC STRAND STORAGE

ASSEMBLY
FOSS



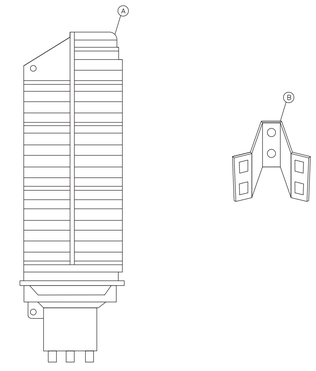
NOTES:

1. FEEDER CABLE MUST FOLLOW TRUNK LOOP PLACEMENT WHEN BOTH ARE IN THE SAME RUN.
2. LASHING WIRE AROUND STRAND ONLY:
   ALL STRAPS MUST BE LOOSELY PLACED AROUND CABLE.

ID	QTY.	DESCRIPTION
1	1	FIBEROPTIC RECEIVER
2	9	AERIAL SUPPORT STRAPS (SIZE AS REQUIRED)
3	2	CABLE LASHING CLAMPS

FIBEROPTIC RECEIVER

ASSEMBLY
FOR



MATERIAL LIST

ID	QTY.	DESCRIPTION
A	1	Tyco D - Splice Closure (144 Count Lateral)
B	1	Tyco Pole Mount Bracket (For FOSC Closure)
C	10	4" Lag Screw (Not Shown)

TYCO D ENCLOSURE

ASSEMBLY
TYCO D

09/10/2026
GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 100945
STATE OF TENNESSEE

Charter COMMUNICATIONS®

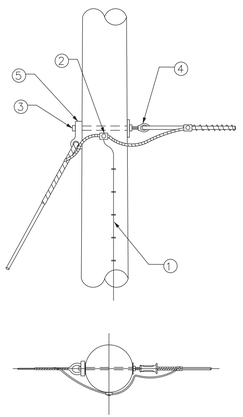
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DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE: 1"=50'	DATE: 06.12.26

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
CONSTRUCTION DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	62S033-S3-008	U8-06

MONROE COUNTY
PIN #134491.00

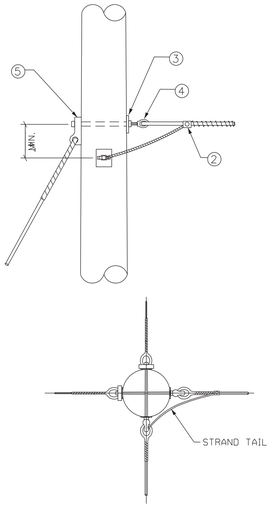


NOTES:

1. BOND NEW #4 CU. GROUND TO EXISTING GROUND. IF NO GROUND EXISTS, INSTALL #4 CU. GROUND WITH 5/8" X 8' GROUND ROD AND 5/8" GROUND ROD CLAMP.
2. PREFORMED DEADEND MUST BE PROPER OVAL SHAPE AND FIT COMPLETELY INTO GUY STRAP.
3. GROUND WIRE MUST NOT EXTEND OUT OF THE END OF THE K-1 BONDING CLAMP.
4. IF BOND BETWEEN STRAND AND DOWN GUY IS REQUIRED BY SPECIFIC LOCAL INTERPRETATION, USE GUY TAIL AND K-2 BONDING CLAMP.

ID	QTY.	DESCRIPTION
1	AS REQ'D	#4 CU. GROUND WIRE (LENGTH AS REQUIRED)
2	3	K-1 BONDING CLAMP
3	1	5/8" x REQUIRED LENGTH MACHINE BOLT W/ LOCKNUT
4	1	THIMBLEYE NUT
5	1	GUYING BRACKET

STRAND DEADEND — ASSEMBLY: DE

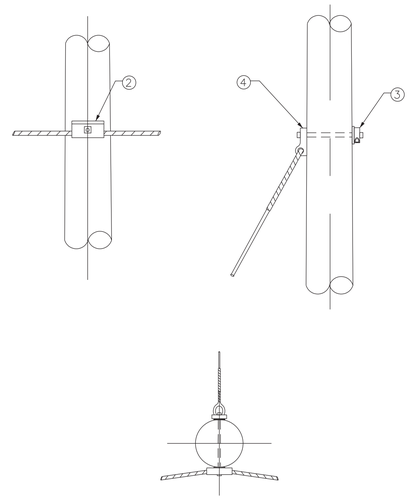


NOTES:

1. PREFORMED DEADEND MUST BE PROPER OVAL SHAPE AND FIT COMPLETELY INTO GUY STRAP.
2. IF BOND BETWEEN STRAND AND DOWN GUY IS REQUIRED BY SPECIFIC LOCAL INTERPRETATION, USE GUY TAIL AND K-2 BONDING CLAMP.

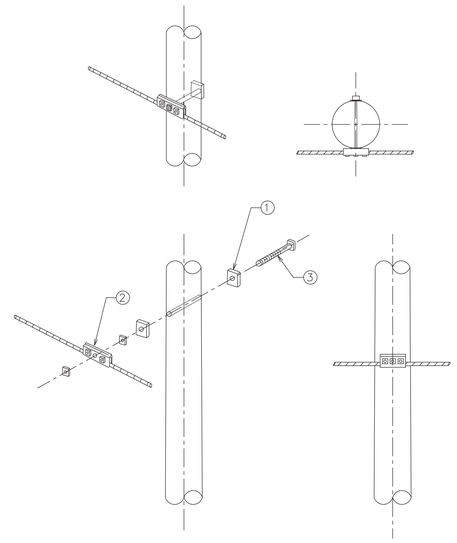
ID	QTY.	DESCRIPTION
1	AS REQ'D	#4 CU. GROUND WIRE (LENGTH AS REQUIRED)
2	1	K-2 BONDING CLAMP
3	2	5/8" x REQUIRED LENGTH MACHINE BOLT W/ LOCKNUT
4	2	THIMBLEYE NUT
5	2	GUYING BRACKET

DOUBLE DEADEND — ASSEMBLY: DDE



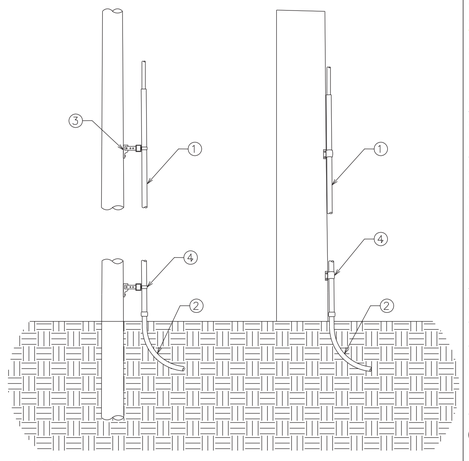
ID	QTY.	DESCRIPTION
1	2	2-1/4" SQUARE FLAT WASHER
2	1	CURVED SUSPENSION CLAMP
3	1	5/8" X REQ'D LENGTH MACHINE BOLT W/ LOCKNUT
4	1	GUYING BRACKET

CURVED CABLE SUSPENSION CLAMP — ASSEMBLY: CSC



ID	QTY.	DESCRIPTION
1	2	2-1/4" SQUARE FLAT WASHER
2	1	3-BOLT SUSPENSION CLAMP ASSEMBLY
3	1	5/8" X REQ'D LENGTH MACHINE BOLT W/ LOCKNUT

CABLE SUSPENSION CLAMP
STRAIGHT LINE CONSTRUCTION — ASSEMBLY: SC



NOTES:

1. ALL RISERS SHOULD HAVE A SEALED 36" METAL SWEEP FROM TRENCH LEVEL TO POLE OR BUILDING AND SEVERAL INCHES ABOVE GROUND LEVEL.
2. A MINIMUM OF 1/16" THICK, 6' LONG U GUARD WITH LAG BOLTS SHOULD BE USED ON POLES FROM GROUND LEVEL.
3. ON BUILDINGS, A U GUARD OR MOLDING SHOULD BE USED FROM GROUND LEVEL TO AT LEAST 5' ABOVE, AND BE ADEQUATE TO PROTECT FROM LAWN MOWER AND OTHER IMPACT.
4. ALL RISERS WILL USE 4" STAND-OFF BRACKETS ON POWER POLES.

ID	QTY.	DESCRIPTION
1	AS REQ.	10' JOINT 1-1/2" SCH. 40 PVC CONDUIT
2	1	ELL'S 1-1/2" RIGID 90 DEGREE
3	4	STAND OFF BRACKETS
4	4	1-1/2" STRAP KITS

RISER ASSEMBLY — ASSEMBLY: RISER

2436

CARSON® Spec Grade

COVER

Style: T-Cover
Material: HDPE
Model: 24" x 36"
Weight: 37 lbs
Std. Fasteners: 3/8" Hex Bolt
Options: Logos and Special Markings
Surface: Skid Resistant & Marked
Performance: Pedestrian, ASTM C857, WUC 3.6

Cover comes standard with permanent markings for manufacturer and model size.

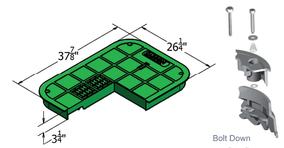
BODY

Material: HDPE
Model: 24" x 36"
Weight: 18" Depth: 47 lbs
24" Depth: 62 lbs
Wall Type: Flared
Mouseholes: 0
Performance: Pedestrian, ASTM C857, WUC 3.6

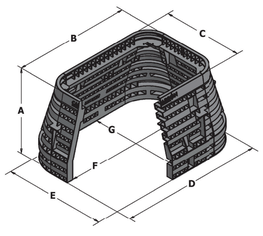
LOAD RATING / NOTES

LIGHT DUTY
PEDESTRIAN / GREENBELT

For use in non-vehicular traffic situations only. Weights and dimensions may vary slightly. Actual load rating is determined by the box and cover combination.



Bolt Down Detail



A	B	C	D	E	F	G
18"	37-3/4"	26-1/4"	47"	35-3/8"	42-7/8"	31-1/4"
24"	37-3/4"	26-1/4"	47"	35-3/8"	42-7/8"	31-1/4"

OLD CASTLE
HANDHOLE — ASSEMBLY: HH

LT-MCX

2. PRODUCT DESCRIPTION

The MC-x can contain multiple bays. The series has multiple bay types, and these bays can have thermal and incoming power distribution units mounted on the cabinet exterior. See section 7.3 for a full description of the available options.

The MC-1, MC-2, and MC-3 differ in their external dimensions. Overall cabinet dimensions depend on the number and type(s) of bays ordered, as well as the size of any components mounted on the exterior (e.g. HVAC system, load center, etc.). Figures 2 through 4 show the dimensions for a single equipment bay of each size. Figure 5 shows the dimensions for an MC-3 battery bay. Figure 6 shows the main components of an equipment bay. Figure 7 shows the main components of a battery bay. Figure 8 shows the main components of a fiber bay. The main components of each bay type are the same for all three sizes, however, if requested, bays may be equipped with shelves for customer equipment.

When combining bays, all bays must be of the same size (e.g. an MC-1 bay cannot be combined with an MC-3 bay). This is also true when adding an expansion unit (e.g. if adding a bay to an MC-1 installation, order an ME-1 expansion unit).

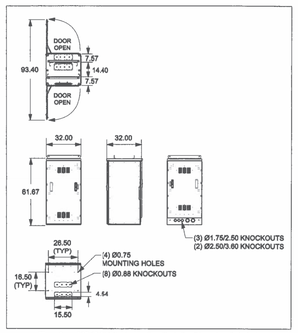


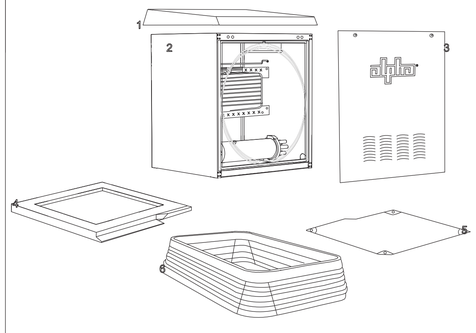
Figure 2 MC-1/ME-1 Equipment Bay, Single Bay Dimensions (in inches)
This example includes no thermal or incoming power distribution unit mounted on the exterior.
This option has front and rear doors. A front door/rear panel option is also available.

Page 2 of 32 — 4th Printing

NOTES:

1. COMMUNICATION CABINET WILL NEED CONCRETE PAD INSTALLED WITH 6" OVERLAP ON EACH SIDE.

CHARLES CABINET
31RU -MC1 — ASSEMBLY: CAB



1 REMOVABLE REVERSIBLE LID
2 ENCLOSURE (REAR VIEW)
3 LOCKABLE FRONT AND REAR DOORS
4 FPE MOUNTING RING
5 PRECAST CONCRETE POLYMER LID, ENCLOSURE SECTION
6 POLYMER VAULT
7 PRECAST PAD (NOT SHOWN)

POWER SUPPLY — ASSEMBLY: POWER SUPPLY

09/10/2026
GREGORY K. POSTON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 109945
STATE OF TENNESSEE

Charter COMMUNICATIONS®

JOB NUMBER:	29088.53
DESIGNED:	BBG
DRAWN:	DRB
CHECKED:	GKP
SCALE	1"=50'
DATE	06.12.26

Gresham Smith
2095 LAKESIDE CENTRE WAY
SUITE 210
KNOXVILLE, TENNESSEE 37922
(865) 521-6777 (866) 539-7192

TELECOMMUNICATIONS RELOCATION
CONSTRUCTION DETAILS

TENN.	YEAR	SHEET NO.
	2026	U9-1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	63S033-S3-008	

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	62S033-S1-004	4
FUNC.	2025	62S033-S2-008	4
PS&E	2026	62S033-S3-008	4

CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S1	461161.5505	2491261.1466	917.59	XCP	62-033-10	118+99.64	47.77
S4	460969.6481	2491815.1760	930.58	XCP	62-013-13	15+38.22	59.25
S2	461703.1964	2491613.1599	880.75	XCP	62-033-11	17+75.14	-17.07
S3	461913.5345	2492226.2275	913.76	XCP	62-033-12	131+19.25	-40.63

S.R. 33
CURVE 1
PI 124+87.86
N 461533.8855
E 2491718.9345
Δ 00°47'16" RT.
D 00°30'00"
R 11460.00'
L 157.57'
T 78.79'
LC 157.57'
BC N55°55'58.2"E

CHURCH ST.
CURVE 1
PI 18+67.07
N 461610.9029
E 2491598.1754
Δ 22°01'20" LT.
D 19°05'55"
R 300.00'
L 115.31'
T 58.37'
LC 114.60'
BC S12°18'37.3"E

62S033-S2-008
BEGIN PROJECT NO. R.O.W.
STA. 122+86.43
N 461419.9075' E 2491552.8539'

62S033-S3-008
BEGIN PROJECT NO. CONSTRUCTION
STA. 121+00.00
N 461314.4149 E 2491399.1376

62S033-S3-008
END PROJECT NO. CONSTRUCTION
STA. 127+00.00
N 461651.5078 E 2491895.4801

62S033-S2-008
END PROJECT NO. R.O.W.
STA. 125+40.00
N 461562.7690 E 2491762.3432

STA. 124+05.92 SR33 =
STA. 20+00.00 CHURCH ST.
N 461487.5164 E 2491651.3688

STA. 124+00.00 SR33 =
STA. 10+00.00 NILES FERRY CL
N 461484.1710 E 2491646.4941

Attach existing lines to the new poles from FLEC and LUB

Remove the existing green guy wire to the existing LUB pole (to be removed)

Install new Guy wire to this new LUB pole outside the slope line

*** NOTE:
(1) SURVEYED STRUCTURES IN THIS AREA WERE CONFIRMED IN THE FIELD.
(2) STORM STUCTURES IN THIS AREA DO NOT MATCH THE PROPOSED LAYOUT SHEET 12A FROM PLAN SET STATE PROJECT NO 62004-3234-14 / FEDERAL PROJECT NO DPR-14(2) PIN 082871.00
(3) THE PROJECTED PIPE DIRECTION IS CLOSE.
(4) THE LOCATION OF THE ASSUMED DRAINAGE STRUCTURE IS UNKNOWN AND ESTIMATED TO BE GREATER THAN 2' BELOW GROUND ELEVATION.

PLAYGROUND INVENTORY	
ID	CATEGORY
A	SWING SET
B	JUNGLE GYM
C	BALANCE BEAM
D	PLAYHOUSE
E	PLAY CAR
F	ROCK CLIMBING
G	MONKEY BARS
H	FUNBALL HOOP
I	SLIDES
J	SEESAW
K	BASKETBALL GOAL
L	SHADE CANOPY
M	BENCH
N	WATER FOUNTAIN

AREA TO BE SCARIFIED, OBLITERATED, TOPSOILED, AND SEEDED.

N.T.S.

APPROVED
By William Powers at 3:53 pm, Sep 10, 2026

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 122+86.43 TO STA. 125+40.00
SCALE: 1" = 50'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

COMCAST
MOVE IN CONJUNCTION

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$$$$$
$$$$DGN

4/16/2026 6:40:00 PM
L:\SURVDESIGN\PROJECTS_ORD\MONROE - SR33 - PIN 134491.00\DGN\62S033-05-SHT-PRESENT LAYOUT.DGN