

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

James Ensley, PE, PTOE

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T-SQUARE ENGINEERING, INC.
111 SE PKWY CT

FRANKLIN, TN 37064
JAMES O. ENSLEY III, P.T.O.E., P.E. NO. 119794

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	ROADWAY-SIGN1
TITLE SHEET	1
PS&E INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1, 2E2
UTILITY NOTES AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3C
PRESENT LAYOUT(S)	4 – 5
RIGHT OF WAY DETAILS	4A – 5A
PROPOSED LAYOUT(S)	4B – 5B
SIGNAL DETAILS	4C
SIGNAL PHASING AND TIMINGS	4D
SIGN SCHEDULE SHEET	6
TRAFFIC CONTROL PLANS	T1 – T3

YEAR	PROJECT NO.	SHEET NO.
2026	CRP-5(125)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

9/23/2026 9:38:44 AM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-SIGNATURE.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

James Ensley, PE, PTOE

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T-SQUARE ENGINEERING, INC.
111 SE PKWY CT

FRANKLIN, TN 37064
JAMES O. ENSLEY III, P.T.O.E., P.E. NO. 119794

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 ROADWAY-SIGN2
PS&E INDEX AND STANDARD ROADWAY DRAWINGS.....1A

YEAR	PROJECT NO.	SHEET NO.
2026	CRP-5(125)	ROADWAY-SIGN2

REV. 10/26/26: ADDED SHEETS TO PLANS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

10/26/2026 12:13:59 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-SIGNATURE2.DGN

Index Of Sheets

SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	CRP-5(125)	
STATE PROJ. NO.	55S005-F3-010	

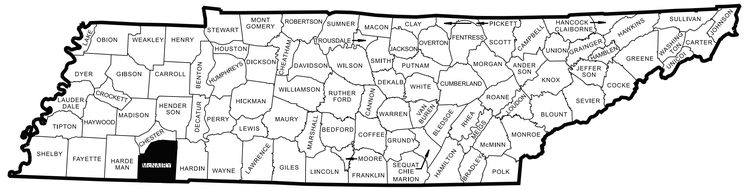
MCNAIRY COUNTY

SR-5 (US-45/MULBERRY STREET) INTERSECTION
AT SR-142/WALMART DRIVE
L.M. 10.50

PS&E

SIGNALIZATION

STATE HIGHWAY NO. 5, 142 F.A.H.S. NO. 45



THIS PROJECT TO BE BRACKETED WITH:
MCNAIRY CO., SR-15 (US-64/WEST CHERRY AVENUE)
INTERSECTIONS AT PEACH STREET (L.M. 10.95)
AND POPLAR AVENUE (L.M. 12.53)
PIN 134182.29

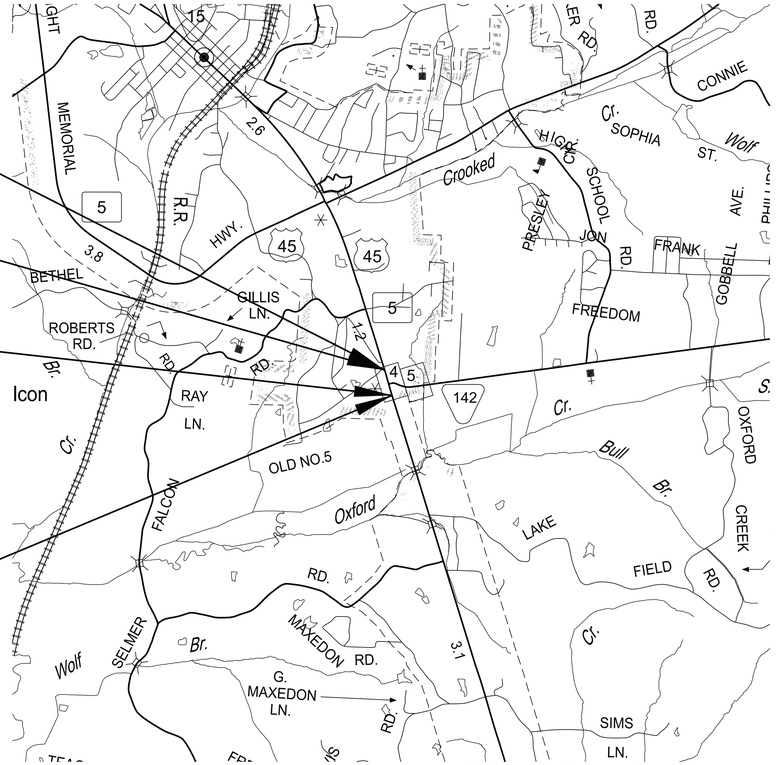
55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56 SR 5
N 304538.4328 E 1199410.9520

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56 SR 5
N 304538.4328 E 1199410.9520

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94 SR 5
N 303627.9023 E 1199690.9712

PROJECT OF LIMITED SCOPE

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94 SR 5
N 303627.9023 E 1199690.9712



SCALE: 1"= 2640'

0 0.5 1.0 1.5 MILES

N

NO EXCLUSIONS

ROAD TO BE OPEN
DURING CONSTRUCTION

SEALED BY

JAMES OLIVER ENSLEY III
LICENSED PROFESSIONAL ENGINEER
No. 119784
STATE OF TENNESSEE
9/9/26

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: DENNIS MOULTRIE, PE

DESIGN FIRM : T-SQUARE ENGINEERING INC.

DESIGNER : CHRISTIAN TAYLOR DOTHEROW, PE CHECKED BY JAMES O. ENSLEY III, PE, PTOE

P.E. NO. 55S005-F1-010 (DESIGN)

PIN NO. 134182.27

R.O.W. LENGTH	0.000 MILES
ROADWAY LENGTH	0.080 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.080 MILES

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

SURVEY 1-20-25	TRAFFIC DATA	
	ADT (2027)	15,230
	ADT (2032)	16,750
	DHV (2032)	1,670
	D	55-45
	T (ADT)	3 %
	T (DHV)	2 %
	V	45-50 MPH

COORDINATES ARE NAD/83 (2011) ADJUSTED BY
THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS
ARE REFERENCED TO THE NAVD 1988 USING GEOID 18

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PS&E INDEX OF SHEETS

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1-2
TITLE SHEET	1
PS&E INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
GENERAL NOTES	2C
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SIGN SCHEDULE SHEET	6
TRAFFIC CONTROL PLANS	T1 – T3
UTILITIES PLAN	U1-1

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

FOOTNOTES: SHEETS 2A AND 2B NOT USED.

NO PROJECT COMMITMENTS ARE USED IN THIS PROJECT.

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	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

STANDARD ROADWAY DRAWINGS

RD18-TS-2	01-30-26	URBAN LOCAL ROADS AND STREETS
RD18-TS-2A	01-30-26	RURAL LOCAL ROADS AND STREETS
RD18-TS-3	01-30-26	URBAN MINOR COLLECTOR (2-3 LANE)
RD18-TS-3A	01-30-26	RURAL MINOR COLLECTOR (2-LANE)
RD18-TS-4	01-30-26	URBAN MAJOR COLLECTOR FLUSH MEDIAN (4-6 LANE)
RD18-TS-4C		RURAL MAJOR COLLECTOR FLUSH MEDIAN (4-6 LANE)
RD18-TS-5	01-30-26	URBAN MINOR ARTERIAL (2-3 LANE)
RD18-TS-5A	01-30-26	RURAL MINOR ARTERIAL (2-3 LANE)
RD18-TS-6	01-30-26	URBAN MAJOR ARTERIAL FLUSH MEDIAN (4-6 LANE)
RD18-TS-6C		RURAL MAJOR ARTERIAL FLUSH MEDIAN (4-6 LANE)
RD18-TS-7B		INDEPENDENT ROADWAYS (4-6 LANE)
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
RD11-TS-2B		DESIGN STANDARDS FOR COLLECTOR HIGHWAYS WITH FLUSH MEDIAN (4 AND 6 LANE)
RD11-TS-3		DESIGN STANDARD FOR ARTERIAL HIGHWAYS (2-LANE)
RD11-TS-3B		DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH FLUSH MEDIAN (4 AND 6 LANE)
RD11-TS-3C		DESIGN STANDARDS FOR ARTERIALS WITH INDEPENDENT ROADWAYS (4 AND 6 LANE)

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3D	03-01-23	ENHANCED SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	1A
PS&E	2026	CRP-5(125)	1A

REV. 10/26/26:
ADDED ROADWAY-SIGN2 & UTILITIES PLAN

SEALED BY

JAMES OLIVER ENGLISH — REGISTERED ENGINEER — DEPARTMENT OF COMMERCE No. 119784 — STATE OF TENNESSEE

10/26/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PS&E INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	1A1
PS&E	2026	CRP-5(125)	1A1

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION

SIGN

T-S-6	07-30-25	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
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-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-30-25	I-BEAM BREAK-AWAY LARGE SIGN SUPPORT DETAILS
T-S-14	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, WF-BEAMS
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE “U” POST 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
T-S-23A	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-30-25	BREAKWAY POST SIGN SUPPORTS

SIGNALS

T-SG-2	12-18-25	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	12-18-25	INDUCTIVE LOOPS DETECTION DETAILS
T-SG-3A	12-18-25	INDUCTIVE LOOP DETECTION DETAILS AND NOTES
T-SG-3B		ALTERNATE DETECTION DETAILS
T-SG-4	12-18-25	SPAN WIRE AND MESSENGER CABLE DETAILS
T-SG-5	12-18-25	CONTROLLER CABINET DETAILS
T-SG-7	12-18-25	SIGNAL HEAD ASSEMBLIES
T-SG-7A	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT APPROACHES WITH NO THROUGH MOVEMENTS
T-SG-7D	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-7HH	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT FOUR-LANE APROACHES
T-SG-9	12-18-25	CANTILEVER SIGNAL SUPPORT DETAIL
T-SG-9A	12-18-25	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-18-25	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-11	12-18-25	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	12-18-25	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	12-18-25	FLASHING BEACON DETAIL

DWG.	REV.	DESCRIPTION

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-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

STANDARD STRUCTURE DRAWINGS

NEW STRUCTURES

STD-8-4	02-26-25	SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS

SEALED BY

JAMES OLIVER ENGLEY — REGISTERED ENGINEER — No. 119784 — STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	2
PS&E	2026	CRP-5(125)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 55S005-F3-010
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.2
(1)	712-01	TRAFFIC CONTROL	LS	0.2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	28
(2)(3)	712-06	SIGNS (CONSTRUCTION)	S.F.	272
	713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK	S.F.	45
	713-16.20	SIGNS (R10-12, 30"X36")	EACH	4
(4)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	175
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	175
	717-01	MOBILIZATION	LS	0.2
(5)	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	11
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	4
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	6
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	12
(6)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.01	SIGNAL CABLE - 3 CONDUCTOR	L.F.	1350
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1250
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	260
	730-12.03	CONDUIT 3" DIAMETER (PVC SCHEDULE 40)	L.F.	20
	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	1125
(7)	730-13.13	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	3
(7)	730-13.18	VEHICLE DETECTOR (RADAR-SINGLE UNIT MULTI-APPROACH)	EACH	1
	730-15.54	CABINET (ATC - TYPE E)	EACH	1
	730-16.04	CONTROLLER (ATC)	EACH	1
(8)	730-25.12	CANTILEVER SIGNAL SUPPORT (2 @ 60' & 60')	EACH	2
	730-35.06	BATTERY BACK-UP SYSTEM	EACH	1
(9)	730-50.11	WARNING SIGN FLASHING ASSEMBLY (HARD-WIRED)	EACH	2
	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	180
	798-09.03	REMOVE POLES, GUYS, ANCHORS	EACH	4

FOOTNOTES

(1) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(2) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).

(3) FLAGGER (W20-7) SIGNS TO BE USED AT THE DISCRETION OF THE ENGINEER/CONTRACTOR.

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

(5) QUANTITY INCLUDES REMOVAL OF ALL EXISTING SIGNAL RELATED EQUIPMENT INCLUDING: TEN (10) SIGNAL HEADS, ONE (1) CABINET, TWO (2) PEDESTRIAN SIGNAL HEADS, TWO (2) PEDESTRIAN PUSH BUTTONS, AND ANY SIGNAL CABLES.

(6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR FOR PAYMENT BY THE CONTRACTOR.

(7) EQUIPMENT SHALL BE WAVETRONIX SMART SENSOR MATRIX (360 DEGREE STOP BAR DETECTION) AND ADVANCE DETECTION SYSTEM. INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, POWER CABLE, SURGE PROTECTION, AND RELATED EQUIPMENT TO PROVIDE ALL DETECTION ZONES AS SHOWN ON PLANS. CONTRACTOR TO ENSURE COMPATIBILITY WITH SIGNAL CONTROLLER.

(8) 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 STANDARD TRAFFIC OPERATIONS DRAWING, T-SG-10.

(9) ASSEMBLY TO INCLUDE ONE (1) W3-3 SIGN, ONE (1) W16-13P (MOD.) PLAQUE, AND ONE (1) FLASHING YELLOW BEACON MOUNTED ON DOUBLE POSTS. CONDUIT QUANTITY FROM BASE OF POLE TO CABINET IS NOT INCLUDED IN PAY ITEM.

SEALED BY

JAMES OLIVER ENSLEY — REGISTERED ENGINEER — No. 119784 — STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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GENERAL NOTES

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.

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.

ROAD CLOSURE

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

SIGNING

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

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

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

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

(6) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC DESIGN DIVISION, SIGNING SECTION (TDOT.TrafficDesign.SignsandMarking@tn.gov) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

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

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

(11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.(12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

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

SIGNALIZATION

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

(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 CITY OF SELMER 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.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	2C
PS&E	2026	CRP-5(125)	2C

SEALED BY

JAMES OLIVER ENGLEY
REGISTERED ENGINEER
COMMERCE
No. 119794
STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	2D
PS&E	2026	CRP-5(125)	2D

SPECIAL NOTES

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.

SEALED BY



9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	2E
PIH	2026	CRP-5(125)	2E
PS&E	2026	CRP-5(125)	2E

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 PROJECT MANAGER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

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

STREAMS, WETLANDS & BUFFER ZONES

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

SCOPE OF WORK

(6) SAFETY – SIGNALIZATION, SIGNING AND STRIPING.

SEALED BY

JAMES OLIVER ENGLISH — REGISTERED ENGINEER — No. 119794 — STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	2E1
PS&E	2026	CRP-5(125)	2E1

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

(2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

(3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.

(4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.

(5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.

(8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

(9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

(10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION, MAINTENANCE & REPAIR

(12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

(13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.

(14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.

(15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.

(16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

(17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

(18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

EROSION PREVENTION

(20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

(21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.

(23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.

(24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.

(25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.

(27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

PERMITS, PLANS & RECORDS

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.

(30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

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

(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.

SEALED BY

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REGISTRATION
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9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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(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.

STREAMS, WETLANDS & BUFFER ZONES

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

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

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

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

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

NPDES

UTILITY RELOCATION

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

(6) SILT FENCE SHALL BE INSTALLED ON THE 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	2E2
PS&E	2026	CRP-5(125)	2E2

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	3
PIH	2026	CRP-5(125)	3
PS&E	2026	CRP-5(125)	3

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

CABLE:

CHARTER COMMUNICATIONS
24 CIRCLE DRIVE
MCKENZIE, TN 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 621 9552
Email: KEITH.CHESSER@CHARTER.COM

ELECTRIC:

PICKWICK ELECTRIC COOPERATIVE
672 TN 142
SELMER, TN 38375
CONTACT: JON HUGHES
OFFICE PHONE: 731 645 3411
CELL PHONE: 731 434 0619
Email: JHUGHES@PICKWICK-ELECTRIC.COM

GAS, SEWER, AND WATER:

SELMER UTILITIES
500 PEACHTREE AVE
SELMER, TN 38375
CONTACT: JUSTIN COLEMAN
OFFICE PHONE: 731 645 7928
CELL PHONE: ___ ___ ____
Email: JCOLEMAN@SELMERUTILITY.COM

TELEPHONE:

AT&T
315 E COLLEGE STREET
JACKSON, TN 38301
CONTACT: DANIEL R POTTS
OFFICE PHONE: 901 488 2359
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SEALED BY

JAMES OLIVER ENSLEY — REGISTERED ENGINEER — No. 119778 — STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	3A
PIH	2026	CRP-5(125)	3A
PS&E	2026	CRP-5(125)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT BK.	DEED DOCUMENT PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST.
1	Barbara Goodrum	99P	1.00	122	51		4.402	4.402					4.402			
2	Paul Hively etux Barbara	99	36.00	69	235	44.447		44.447				44.447				
3	Ricky Dale Phillips etux Nelda Sue	99I	10.00	124	91		2.548	2.548					2.548			
4	Ricky D Phillips	99I	11.00	247	184		0.154	0.154					0.154			
5	George Donald Moore III etux Molly E.	99I	1.00	15	2216		0.228	0.228					0.228			
6	Ricky D Phillips	99I	2.00	247	179		0.560	0.560					0.560			
7	Ricky D Phillips	99I	3.00	247	180		0.110	0.110					0.110			
8	Rick Phillips	99I	4.00	215	89		0.195	0.195					0.195			
9	Rick Phillips	99I	5.00	215	89		0.280	0.280					0.280			
11	Bennie Guinn Chambers etux Pamela Jane	99I	10.00	59	288		1.128	1.128					1.128			
12	Sue Chambers	99I	9.00	11	2235		0.605	0.605					0.605			
13	Robert Chambers etux Sue	99I	8.00	246	821		0.513	0.513					0.513			
14	John M Moore L/E, Nona Freeman L/E	99I	7.00	245	755		0.539	0.539					0.539			
15	Rosa Lee Levi Bastoe	99I	6.00	13	840		0.429	0.429					0.429			
16	Rosa Lee Levi Bastoe	99I	4.00	13	845		0.582	0.582					0.582			
17	M & D Prop of TN LLC	99I	3.00	229	592		1.280	1.280					1.280			

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.011	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.000	(AC)
TOTAL DISTURBED AREA	0.011	(AC)
TOTAL PROJECT AREA	3.915	(AC)

SEALED BY



9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

9/3/2026 2:19:58 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDSWORKSETS\134182.27\DGN\55S005-SHT-ROW ACQUISITION TABLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	3B
PIH	2026	CRP-5(125)	3B
PS&E	2026	CRP-5(125)	3B

N.T.S.

N.T.S.

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56
N 304538.4328 E 1199410.9520

55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56
N 304538.4328 E 1199410.9520

N

STA. 20+00.00 WALMART DR
N 304017.6501
E 1199332.2618

STA. 104+90.53 SR-5=
STA. 22+25.30 Walmart Dr
N 304085.3490 E 1199550.2907

100 105 110

20

LIMIT OF WORK
STA. 21+25.11

N72°45'01"E

PRESENT R.O.W.

PRESENT R.O.W.

N17°05'40"W

50

N72°58'30"E

PRESENT R.O.W.

N08°47'11"E
41.25'

N08°47'11"E
14.33'

PC STA. 50+78.16

PC STA. 53+23.93
PT STA. 53+12.41

PRESENT R.O.W.

STA. 104+86.45 SR-5=
STA. 50+00.00 SR-142
N 304081.4487 E 1199551.4902

PCC STA. 54+61.61

PRESENT R.O.W.

PT STA. 55+00

MATCH LINE STA. 55+00 SEE SHEET NO. 3C

PRESENT R.O.W.

CURVE		CURVE	
PI	52+01.55	PI	53+92.91
N	304140.4523	N	304046.3493
E	1199744.2114	E	1199925.0910
Δ	44°30'30" RT.	Δ	08°56'57" LT.
D	19°00'00"	D	06°30'00"
R	301.56'	R	881.47'
L	234.25'	L	137.68'
T	123.40'	T	68.98'
LC	228.41'	LC	137.54'
BC	S84°46'06.1"E	BC	S66°59'19.4"E
SE	FT/FT	SE	FT/FT
TRANS. LENGTH	'	TRANS. LENGTH	'
DESIGN SPEED	MPH	DESIGN SPEED	MPH

N.T.S. N.T.S. N.T.S. N.T.S.

SEALED BY

JAMES OLIVER EMERY
REGISTERED PROFESSIONAL ENGINEER
No. 119758
STATE OF TENNESSEE

9/9/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

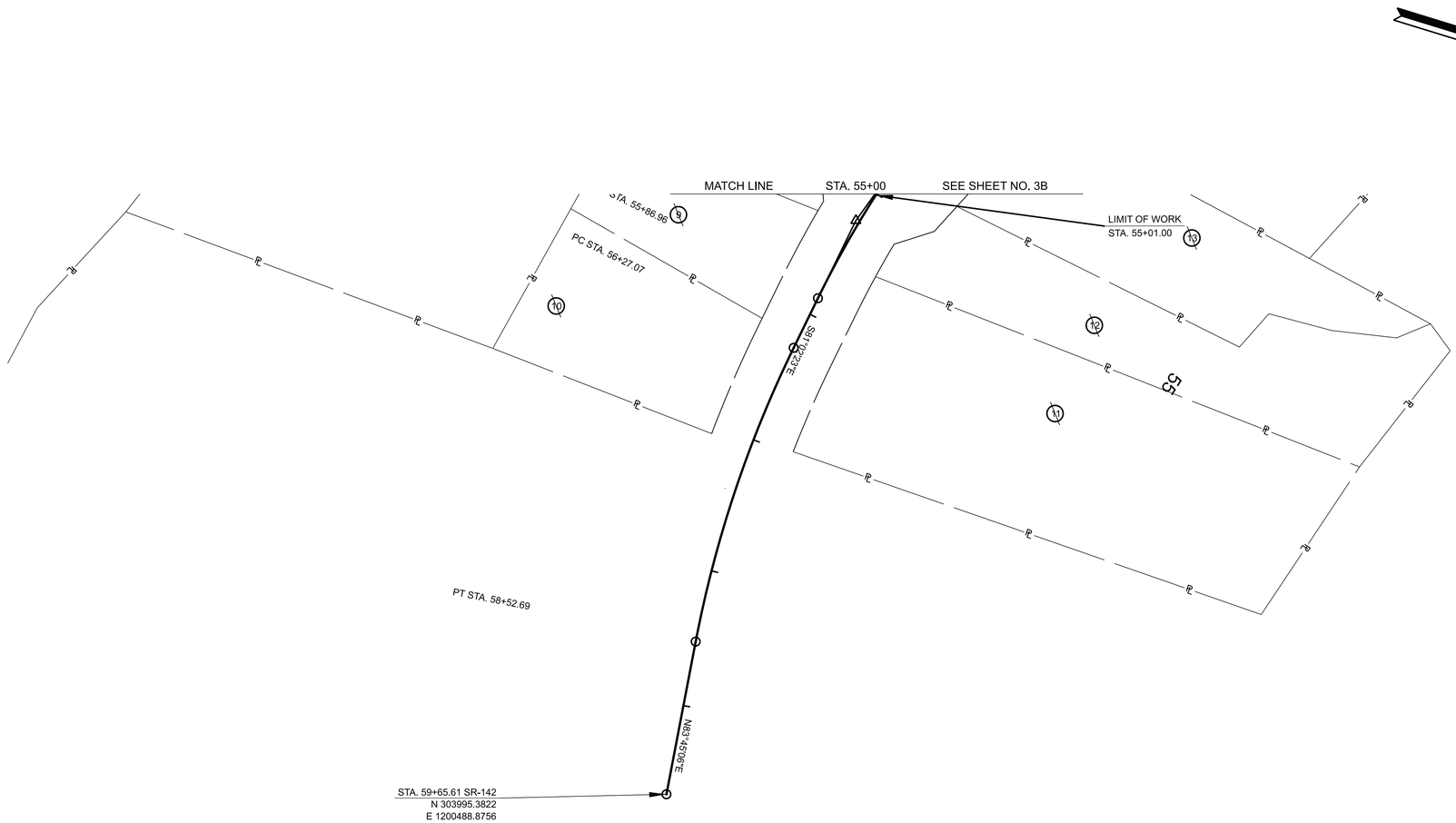
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

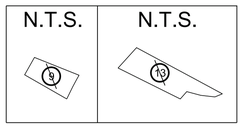
PROPERTY MAP

STA. 100+11.94 TO STA. 109+64.56
SCALE: 1" = 50'

9/3/2026 2:34:05 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	3C
PIH	2026	CRP-5(125)	3C
PS&E	2026	CRP-5(125)	3C





CURVE	
PI	55+24.43
N	304004.4471
E	1200050.0570
Δ	09°34'36" LT.
D	07°38'22"
R	750.00'
L	125.36'
T	62.82'
LC	125.21'
BC	S76°15'05.6"E
SE	FT/FT
TRANS. LENGTH	'
DESIGN SPEED	MPH

CURVE	
PI	57+40.55
N	303970.7421
E	1200263.8247
Δ	15°12'30" LT.
D	06°44'26"
R	850.00'
L	225.62'
T	113.48'
LC	224.96'
BC	S88°38'38.6"E
SE	FT/FT
TRANS. LENGTH	'
DESIGN SPEED	MPH

SEALED BY

JAMES OLIVER ENSLEY
REGISTERED ENGINEER
No. 119794
COMMERCE
STATE OF TENNESSEE

9/9/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 55+50.00 TO STA. 59+65.61
SCALE: 1" = 50'

9/3/2026 2:34:50 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	4
PIH	2026	CRP-5(125)	4
PS&E	2026	CRP-5(125)	4

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56
N 304538.4328 E 1199410.9520

55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56
N 304538.4328 E 1199410.9520

N

STA. 20+00.00 WALMART DR
N 304017.6501
E 1199332.2618

STA. 104+90.53 SR-5=
STA. 22+25.30 Walmart Dr
N 304085.3490 E 1199550.2907

STA. 104+86.45 SR-5=
STA. 50+00.00 SR-142
N 304081.4487 E 1199551.4902

100 105 110 20 50

1-S-BR-BUS STRIP MALL
1-S-BL-BUS MURPHY GAS
CANOPY
PROP. SIGNAL POLE NO. 1 STA. 104+52.54, OFF. 55.17' LT
1-S-F-BUS ROAD READY AUTO
1-S-F-BUS B&B AUTO SALES
1-S-BL-BUS SELMER CLASSIC CAR
1-S-BR-BUS STRIP MALL
1-S-BR-BUS MID SOUTH RV
1-S-BR-RES
1-S-F-RES
WALMART DR. (ASPH)
SR 5 (ASP)
SR 142 (ASP)
TO EASTVIEW
TO SELMER
LIMIT OF WORK STA. 21+25.11
EXIST. STOP BAR TO BE REMOVED
EXIST. SIGNAL HEADS TO BE REMOVED
EXIST. SIGNAL POLE PED SIGNALS, & CABINET TO BE REMOVED
EXIST. FENCE ENCROACHING ON TDOT R.O.W. FROM STA. 105+57.97 - 106+31.19
EXIST. SIGNAL POLE & PED SIGNALS TO BE REMOVED
EXISTING SIGNAL POLE TO BE REMOVED
PROP. SIGNAL POLE NO. 2 STA. 105+35.03, OFF. 55.17' RT
TRAFFIC CAMERA
PRESENT R.O.W.
PAUL HIVELY ETUX BARBARA
BARBARA GOODRUM
RICKY DALE PHILLIPS ETUX NELDA SUE
RICKY D PHILLIPS
GEORGE DONALD MOORE III ETUX MOLLY E
ROSA LEE LEVI BASTOE
M&D PROP OF TN LLC
JOHN M MOORE L/E NONA FREEMAN L/E
ROBERT CHAMBERS ETUX SUE
RICK PHILLIPS
CHAINLINK
WELDED PIPE
BUSHES C&G
4 BRADFORD PEARS
TOP - 470.14' BOT - 457.53' INV - 457.59' INV - 457.47'
TOP - 474.79' BOT - 460.25' INV - 460.26' INV - 460.23'
TOP - 479.10' BOT - 477.98' INV - 476.03' INV - 476.03'
TOP - 488.84' BOT - 477.33' INV - 477.36 INV - 477.26'
TOP - 485.37' INV - 476.29' INV - 476.05'
TOP - 490.69' BOT - 480.80' INV - 480.80'
TOP - 471.74' BOT - 466.64' INV - 466.67' INV - 466.62'
TOP - 475.01' BOT - 474.67' INV - 474.68' INV - 474.62'
TOP - 485.56' BOT - 478.52' INV - 478.53' INV - 478.50'
TOP - 486.82' BOT - 482.66' INV - 482.69' INV - 482.66'
TOP - 481.54' BOT - 478.06'
EL. 468.01 CP-S69
EL. 479.01 CP-S70
EL. 486.39 BM-SBJ1113 TBM#2
BM-SBJ111
PC STA. 50+78.10
PT STA. 53+23.93
PC STA. 53+12.41
PCC STA. 54+61.61
N17°05'40"W
N08°47'11"E 41.25'
N08°47'11"E 14.33'
N27°58'39"E 70.10'
N 304538.4328 E 1199410.9520

CURVE		CURVE	
PI	52+01.55	PI	53+92.91
N	304140.4523	N	304046.3493
E	1199744.2114	E	1199925.0910
Δ	44°30'30" RT.	Δ	08°56'57" LT.
D	19°00'00"	D	06°30'00"
R	301.56'	R	881.47'
L	234.25'	L	137.68'
T	123.40'	T	68.98'
LC	228.41'	LC	137.54'
BC	S84°46'06.1"E	BC	S66°59'19.4"E
SE	FT/FT	SE	FT/FT
TRANS. LENGTH	'	TRANS. LENGTH	'
DESIGN SPEED	MPH	DESIGN SPEED	MPH

MATCH LINE STA. 55+00 SEE SHEET NO. 5

CONTROL POINTS AND BENCHMARKS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station (SR 5)	Offset
S69	303712.2535	1199720.7643	466.013	XCP	GPS 55-005-69	100+83.81	53.27 RT
S70	304208.6563	1199563.1822	479.008	XCP	GPS 55-005-70	106+04.60	48.57 RT
TBM#1	303486.3629	1199710.0070	466.898	XBM	TBM#1 SET IN WOODEN LIGHT POLE	102+15.17	82.42 RT
TBM#2	304293.2703	1199558.9865	486.385	XBM	TBM#2 SET IN WOODEN UTILITY POLE	106+86.71	69.43 RT

NOTE: EXISTING FENCE LOCATED IN THE NORTHWEST CORNER FROM STATION 105+57.97 TO 106+32.86 ENCROACHES INTO TDOT ROW.

SEALED BY

JAMES OLIVER ENLOW
LICENSED PROFESSIONAL ENGINEER
COMMERCE
No. 119758
STATE OF TENNESSEE

9/9/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+11.94 TO STA. 109+64.56
SCALE: 1" = 50'

9/3/2026 2:18:01 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACE\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	4A
PIH	2026	CRP-5(125)	4A
PS&E	2026	CRP-5(125)	4A

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56
N 304538.4328 E 1199410.9520

55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56
N 304538.4328 E 1199410.9520

N

STA. 20+00.00 WALMART DR
N 304017.6501
E 1199332.2618

STA. 104+90.53 SR-5=
STA. 22+25.30 Walmart Dr
N 304085.3490 E 1199550.2907

LIMIT OF WORK
STA. 21+25.11

100 105 110 20 50

S55°14'20"W 306.43'
S48°42'14"W 135.61'
S42°39'42"W 105.88'
S40°20'00"W 61.85'
N45°40'26"W 26.94'

N72°45'01"E

100+37.55
-89.84'

102+37.55
-89.84'

104+88.60
-65.98'

104+90.35
-65.98'

'52"W
41'

PRESENT R.O.W. N17°05'40"W 200.00'

N11°39'56"W 252.18'

PRESENT R.O.W. N17°05'40"W 523.25'

GPS 55-005-69

EL. 488.01'
CP-S69

EL. 479.01'
GCP-S70

BM-SBJ1112
TBM#1

EL. 466.90'

EL. 486.39'
BM-SBJ1113
TBM#2

N17°05'40"W 162.40'

100+12.60
80.00'

100+62.60
104.26'

PRESENT R.O.W.

100+00.00
80.00'

N08°47'11"E
41.25'

100+49.71
98.01'

N08°47'11"E
14.33'

N16°57'28"W
189.04'

102+51.04
104.71'

103+28.07
95.34'

PC STA. 50+78.16

N24°05'12"W
77.00'

104+12.34
85.00'

N24°05'12"W
84.91'

50+87.35
73.90'

N72°13'08"E
90.30'

51+99.36
53.00'

S17°39'09"E
41.69'

S09°44'30"W
13.13'

PC STA.
PT STA.
53+23.93
53+12.41

S09°44'30"W
51.8747'

S80°35'02"E
48.00'

52+53.84
58.65'

53+05.26
54.93'

PRESENT R.O.W.

S09°17'30"E
117.99'

S80°30'51"E

S02°27'58"W
R=66.3134'
PC STA. 54+18.91

S02°27'58"W
65.0000'

54+18.91
46.46'

S01°52'10"W
64.2453'

S01°52'10"W
80.4350'

N68°17'21"E
32.98'

55+24.24
30.00'
R=780.00'
L=7.97'

54+76.17
47.81'

S69°17'30"E
24.43'

54+99.05
49.58'

S04°40'52"W
158.4629'

MATCH LINE STA. 55+00 SEE SHEET NO. 5A

S51°08'39"E 248.80'72

N17°37'17"W 64.17'45'

N17°37'17"W 147.0144'

N17°38'02"W 59.8169'

N17°38'02"W 54.2827'

N17°38'02"W 65.9501'

S69°17'30"E 60.46'

S69°17'30"E 41.69'

S17°39'09"E 41.69'

S69°44'30"W 51.8747'

S24°38'41"W 70.0880'

S69°47'27"W 78.1922'

S69°47'27"W 64.1745'

S72°13'08"E 90.30'

S17°39'09"E 41.69'

S80°30'51"E

S69°17'30"E 117.99'

PRESENT R.O.W.

S69°17'30"E 60.46'

S01°52'10"W 64.2453'

S01°52'10"W 80.4350'

S04°40'52"W 158.4629'

S69°17'30"E 24.43'

S56°55'34"E 90.61'

S04°53'49"E 14.48'

S69°17'30"E 93.0000'

N00°42'23"W 43.9815'

N00°60'11"W 10?.0000'

N11°08'24"E 221.8?'

S17°05'40"E 169.88'

108+70.74
59.34'

R=500.00'
L=102.03'

N40°25'15"W
73.00'

107+73.59
89.94'

PRESENT R.O.W.

R=955.00'
L=236.44'

107+06.56
118.84'

N52°00'05"E
212.4473'

52+18.67
-55.18'

N85°57'49"E
34.19'

N02°11'19"W
217.9826'

N04°12'18"E
103.9634'

52+46.05
-64.80'

N01°19'18"E
72.1020'

N01°42'17"E
36.6311'

S26°13'09"E
165.7987'

S63°13'09"E
135.0000'

S17°39'09"E

CURVE
PI 52+01.55
N 304140.4523
E 1199744.2114
Δ 44°30'30" RT.
D 19°00'00"
R 301.56'
L 234.25'
T 123.40'
LC 228.41'
BC S84°46'06.1"E
SE FT/FT
TRANS. LENGTH '
DESIGN SPEED MPH

CURVE
PI 53+92.91
N 304046.3493
E 1199925.0910
Δ 08°56'57" LT.
D 06°30'00"
R 881.47'
L 137.68'
T 68.98'
LC 137.54'
BC S66°59'19.4"E
SE FT/FT
TRANS. LENGTH '
DESIGN SPEED MPH

CONTROL POINTS AND BENCHMARKS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station (SR 5)	Offset
S69	303712.2535	1199720.7643	466.013	XCP	GPS 55-005-69	100+83.81	53.27 RT
S70	304208.6563	1199563.1822	479.008	XCP	GPS 55-005-70	106+04.60	48.57 RT
TBM#1	303486.3829	1199710.0070	466.898	XBM	TBM#1 SET IN WOODEN LIGHT POLE	102+15.17	82.42 RT
TBM#2	304293.2703	1199558.9865	486.385	XBM	TBM#2 SET IN WOODEN UTILITY POLE	106+86.71	69.43 RT

SEALED BY

JAMES OLIVER ENGLEY
REGISTERED ENGINEER
No. 119784
COMMERCE
STATE OF TENNESSEE

9/9/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 100+11.94 TO STA. 109+64.56
SCALE: 1" = 50'

9/3/2026 2:27:40 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	4B
PIH	2026	CRP-5(125)	4B
PS&E	2026	CRP-5(125)	4B

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56
N 304538.4328 E 1199410.9520

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56
N 304538.4328 E 1199410.9520

N

STA. 20+00.00 WALMART DR
N 304017.6501
E 1199332.2618

STA. 104+90.53 SR-5=
STA. 22+25.30 Walmart Dr
N 304085.3490 E 1199550.2907

STA. 104+86.45 SR-5=
STA. 50+00.00 SR-142
N 304081.4487 E 1199551.4902

100 105 110 20 50

WALMART DR. (ASP) N2°45'01"E

LIMIT OF WORK
STA. 21+25.11

24" STOP LINE (TYP.)

PROP. SIGNAL POLE NO. 1
STA. 104+52.54, OFF. 55.17' LT

PROP. SIGNAL POLE NO. 2
STA. 105+35.03, OFF. 55.17' RT

W3-3, W16-13P (MOD.) & ACTUATED YELLOW FLASHING BEACON

PREPARE TO STOP WHEN FLASHING

TO EASTVIEW

TO SELMER

SR 5 (ASP)

EXIST. STRIPING

N17°05'40"W

N27°53'38"E

SR 142 (ASP)

S27°30'15"E

1-2" (DIRECTIONAL BORE)

1-2" C (PVC)

1-3" C (PVC)

TYPE B

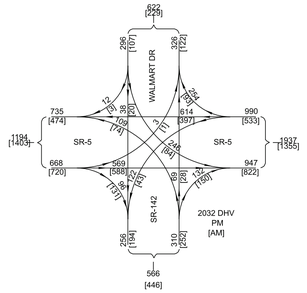
400' FROM STOP BAR

445' FROM STOP BAR

PAD MOUNTED CONTROLLER WITH BATTERY BACKUP

10.71 23.59 23.98 23.43 10.16 59.45 36.74 3.82

MATCH LINE STA. 55+00 SEE SHEET NO. 5B



PROPOSED STREET NAME SIGNS

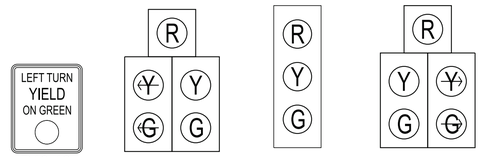
* SERIES D LETTERING

S1 Mulberry Ave 24" (85")

S2 TN-142 24" (49")

PROPOSED TRAFFIC SIGNAL HEADS

*SIGNAL HEADS SHALL HAVE BACKPLATES



RA ADVANCE RADAR DETECTOR

RS 360 RADAR DETECTION ZONE

STOP BAR RADAR DETECTION ZONE

ADVANCE RADAR DETECTION ZONE

SEALED BY

JAMES OLIVER ENSLEY
REGISTERED ENGINEER
No. 119758
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9/9/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

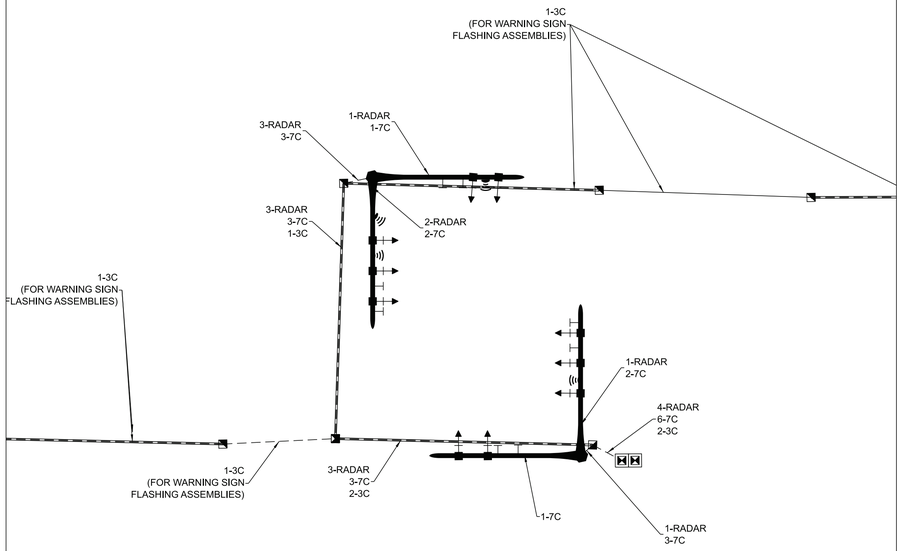
PROPOSED LAYOUT

STA. 100+11.94 TO STA. 109+65.56
SCALE: 1" = 50'

9/3/2026 2:36:08 PM
P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACE\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	6
PIH	2026	CRP-5(125)	7
PS&E	2026	CRP-5(125)	4C

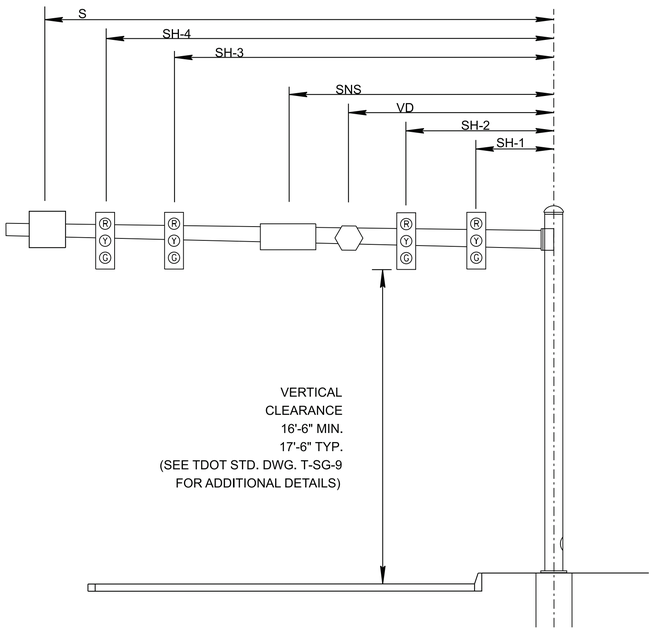
WIRING DIAGRAM



SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-1	SH-2	SH-3	SNS	S1	VD-1	VD-2	GROUND EL. @ POLE
1	104+52.54	55.17' LT	304049.0339	1199561.4588	A1	60'	25.0'	37.0'	49.0'	43.0'	53.0'	15.0'	31.0'	476.66
					B1	60'	40.0'	50'0		28.0'	36.0'	45.0'		
2	105+35.03	55.07' RT	304127.8788	1199537.2113	A2	60'	25.0'	37.0'	49.0'	43.0'	53.0'	30.0'		477.11
					B2	60'	37.0'	49.0'		25.0'	33.0'			

INTERSECTION @ SR-5 & SR-142/WALMART DRIVE



LEGEND

- SIGNAL HEAD
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (RADAR)

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

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9/9/26

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DEPARTMENT OF TRANSPORTATION

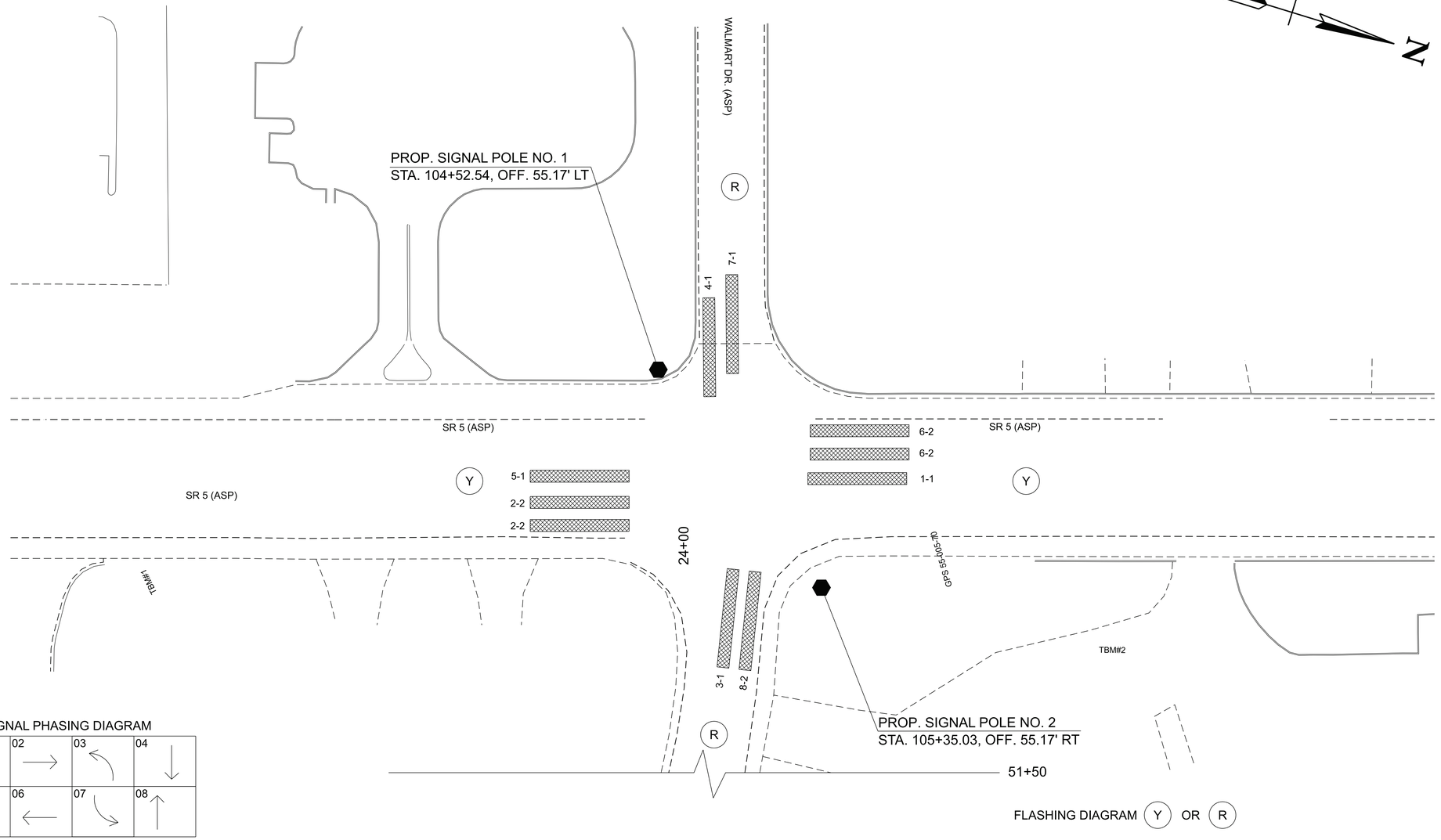
SIGNAL DETAILS

INTERSECTION @ SR-5 & SR-142

NOT TO SCALE

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P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-SIGNAL LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	7A
PS&E	2026	CRP-5(125)	4D



SIGNAL PHASING DIAGRAM

RADAR DETECTION TARGET ASSIGNMENT				
TARGET AREA #	VEHICLE DETECTION #	TARGET AREA (FT)	ASSOC. Ø	COMMENTS
1-1	RS	50	1	MULTI-APPROACH RADAR
2-1	RA2	50	2	ADVANCE RADAR
2-2	RS	6	2	MULTI-APPROACH RADAR
3-1	RS	50	3	MULTI-APPROACH RADAR
4-1	RS	50	4	MULTI-APPROACH RADAR
5-1	RS	50	5	MULTI-APPROACH RADAR
6-1	RA6	50	6	ADVANCE RADAR
6-2	RS	6	6	MULTI-APPROACH RADAR
7-1	RS	50	7	MULTI-APPROACH RADAR
8-1	RS	50	8	ADVANCE RADAR
8-2	RA8	6	8	MULTI-APPROACH RADAR

LEGEND
NL = NON LOCK
L = LOCK
PERM = PERMITTED
PROT = PROTECTED
P/P = PROT/PERM

VOLUME DENSITY TIMINGS (SECS)										
PHASE	MINIMUM GREEN	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION	LEFT TURN	PEDESTRIAN	
				YELLOW	ALL RED				WALK	DON'T WALK
2	35	3.5	60	5.5	1	MIN	NL	-	-	-
4	10	1.4	60	4	1	-	NL	-	-	-
6	35	3.5	60	5.5	1	MIN	NL	-	-	-
8	38	3.5	40	6	1	-	NL	-	-	-

BASIC OR SEMI-ACTUATED TIMINGS (SECS)										
PHASE	MINIMUM GREEN	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION	LEFT TURN	PEDESTRIAN	
				YELLOW	ALL RED				WALK	DON'T WALK
1	5	1.1	30	4.5	2	-	L	P/P	-	-
3	5	1	30	5	2	-	L	P/P	-	-
5	5	1.1	30	4.5	2	-	L	P/P	-	-
7	5	1.4	30	3	2	-	L	P/P	-	-

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9/9/26

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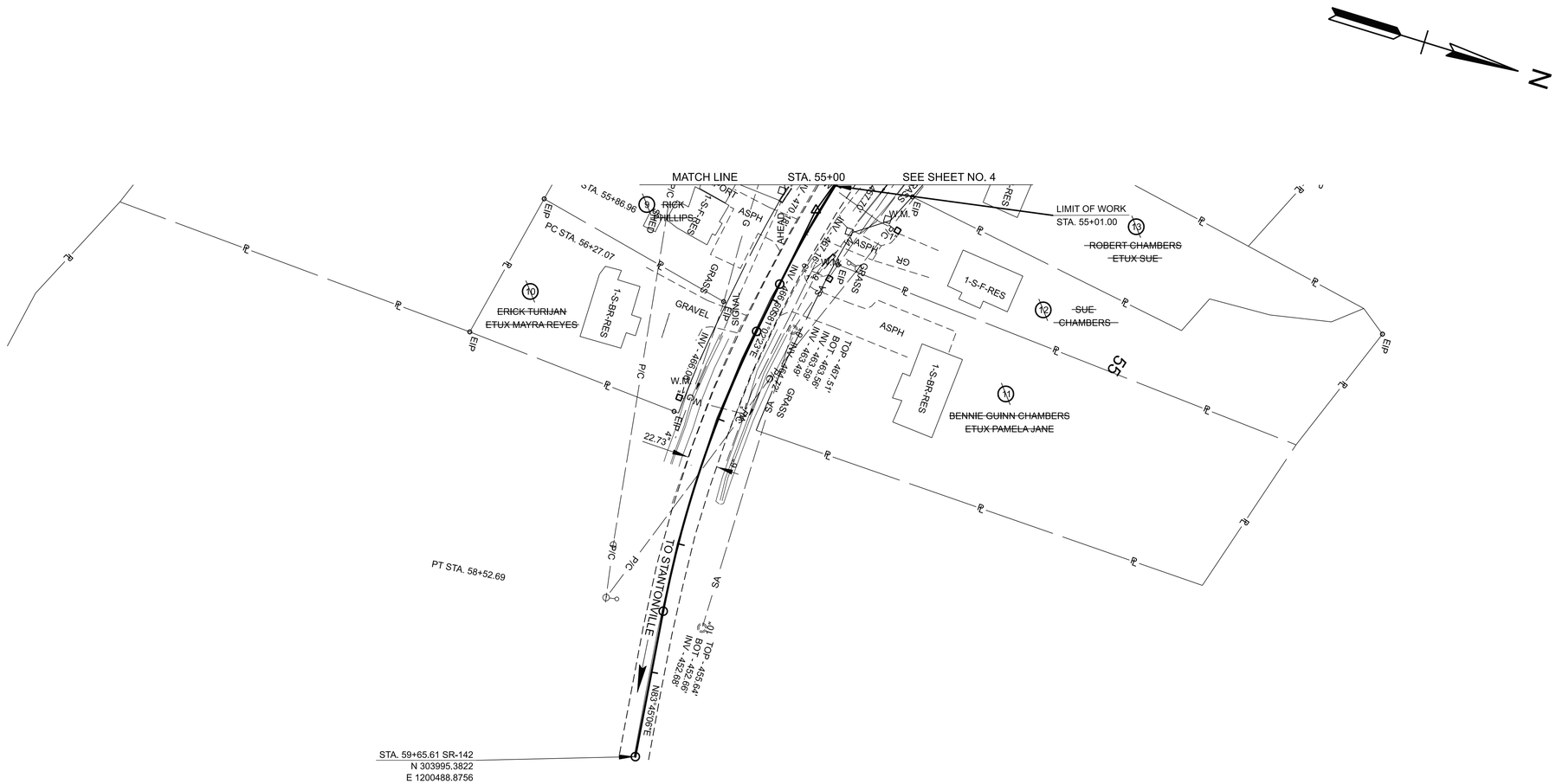
SIGNAL PHASING AND TIMING

INTERSECTION @ SR-5 @ SR-142/WALMART

SCALE: 1" = 30'

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P:\PROJECTS\2025\25-0219 (SR-5 (US-45 & MULBERY ST.) WO 11 - TDOT)\FIGURES\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\134182.27\DGN\55S005-SHT-SIGNAL PHASING AND TIMING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	5
PIH	2026	CRP-5(125)	5
PS&E	2026	CRP-5(125)	5



CURVE		CURVE	
PI	55+24.43	PI	57+40.55
N	304004.4471	N	303970.7421
E	1200050.0570	E	1200263.8247
Δ	09°34'36" LT.	Δ	15°12'30" LT.
D	07°38'22"	D	06°44'26"
R	750.00'	R	850.00'
L	125.36'	L	225.62'
T	62.82'	T	113.48'
LC	125.21'	LC	224.96'
BC	S76°15'05.6"E	BC	S88°38'38.6"E
SE	FT/FT	SE	FT/FT
TRANS. LENGTH	'	TRANS. LENGTH	'
DESIGN SPEED	MPH	DESIGN SPEED	MPH

SEALED BY

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9/9/26

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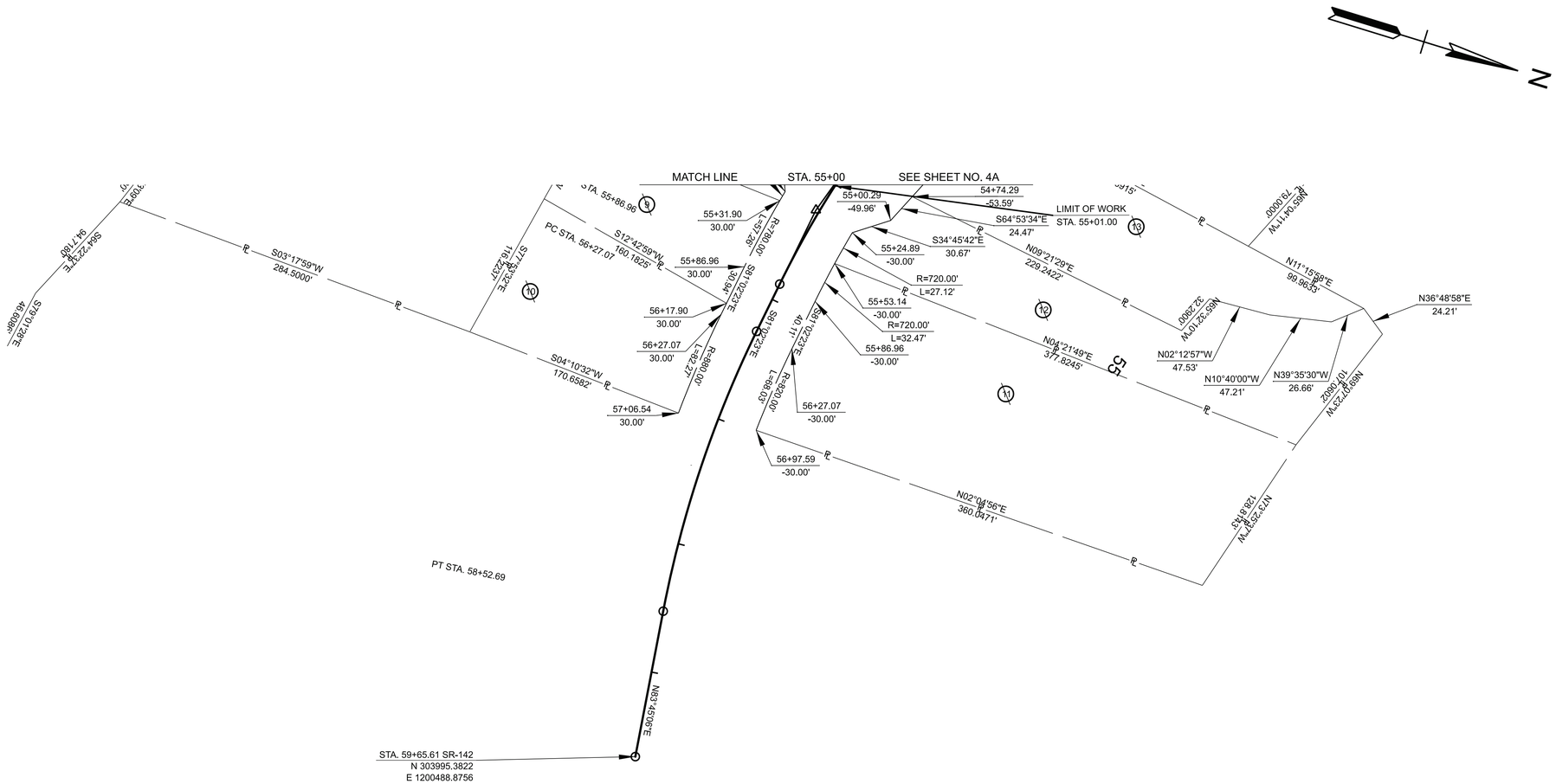
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 55+00.00 TO STA. 59+65.61
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	5A
PIH	2026	CRP-5(125)	5A
PS&E	2026	CRP-5(125)	5A



CURVE	
PI	55+24.43
N	304004.4471
E	1200050.0570
Δ	09°34'36" LT.
D	07°38'22"
R	750.00'
L	125.36'
T	62.82'
LC	125.21'
BC	S76°15'05.6"E
SE	FT/FT
TRANS. LENGTH	'
DESIGN SPEED	MPH

CURVE	
PI	57+40.55
N	303970.7421
E	1200263.8247
Δ	15°12'30" LT.
D	06°44'26"
R	850.00'
L	225.62'
T	113.48'
LC	224.96'
BC	S88°38'38.6"E
SE	FT/FT
TRANS. LENGTH	'
DESIGN SPEED	MPH

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STATE OF TENNESSEE

9/9/26

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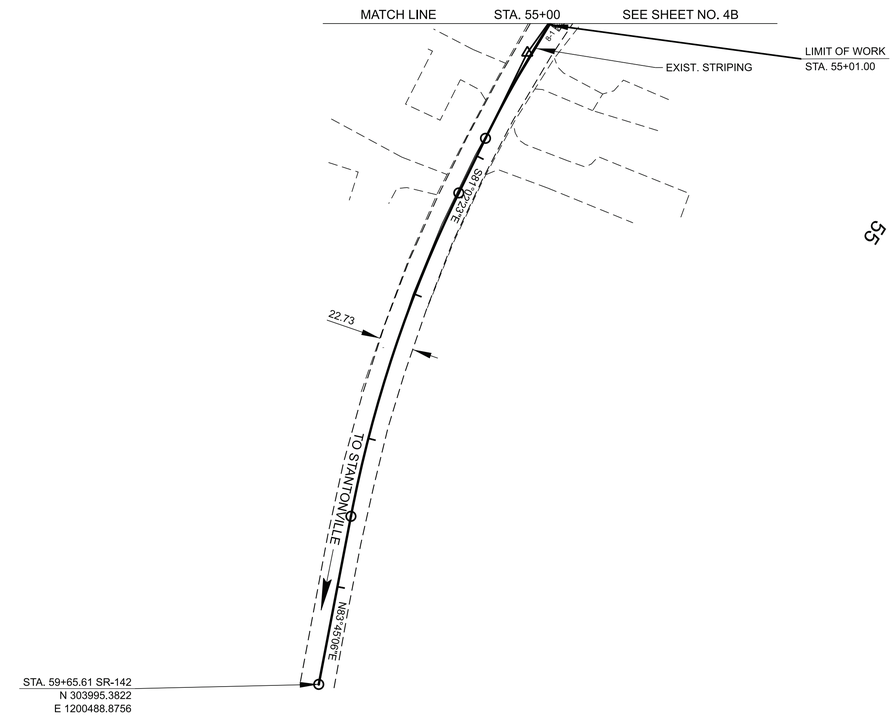
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 55+00.00 TO STA. 59+65.61
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	CRP-5(125)	5B
PIH	2026	CRP-5(125)	5B
PS&E	2026	CRP-5(125)	5B



N

ADVANCE RADAR DETECTION ZONE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

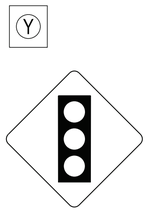
STA. 55+00.00 TO STA. 59+65.61
SCALE: 1" = 50'

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

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1	 FYB W3-3	4B	12 48	12 48									BLACK RED (REF.) GREEN (REF.)	FLOURES. YELLOW (REF.)	0.100" SHEET ALUMINUM	TYPE C PEDESTAL					5-0"	T-SG-13
2	 W16-13P (MOD.)	4B	36	30									BLACK	FLOURES. YELLOW (REF.)								

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	CRP-5(125)	6
PS&E	2026	CRP-5(125)	6

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

JAMES OLIVER ENSLEY REGISTERED ENGINEER No. 119794 STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

9/3/2026 2:55:30 PM $$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2026	CRP-5(125)	T1
PIH	2026	CRP-5(125)	T1
PS&E	2026	CRP-5(125)	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. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

   a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

   a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

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

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

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9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2026	CRP-5(125)	T2
PIH	2026	CRP-5(125)	T2
PS&E	2026	CRP-5(125)	T2

TRAFFIC CONTROL PHASING NOTES

PHASE I

- TRAFFIC SIGNAL IMPROVEMENTS AT THE INTERSECTION OF SR5 AND SR142/WALMART.

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 55S005-F3-010
(1)	712-01	TRAFFIC CONTROL	LS	0.2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	28
(2)(3)	712-06	SIGNS (CONSTRUCTION)	S.F.	272

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC DRUM

FOOTNOTES

(1) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(2) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).

(3) FLAGGER (W20-7) SIGNS TO BE USED AT THE DISCRETION OF THE ENGINEER/CONTRACTOR.

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	48"	X	24"	8	4	4	32.00		
W20-1	ROAD WORK AHEAD	48"	X	48"	16	4	4	64.00		
W20-1F	ROAD WORK 500 FT	48"	X	48"	16	2	2	32.00		
W20-1F	ROAD WORK 1000 FT	48"	X	48"	16	2	2	32.00		
W20-1M	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	32.00		
W20-5R	RIGHT LANE CLOSED AHEAD	48"	X	48"	16	1	1	16.00		
W20-7	FLAGGER	48"	X	48"	16	4	4	64.00		NOT SHOWN ON PLANS. TO BE USED AT DISCRETION OF ENGINEER/CONTRACTOR.
							TOTAL	272	S.F.	

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JAMES OLIVER ENSLEY — REGISTERED ENGINEER — No. 119794 — STATE OF TENNESSEE

9/9/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2026	CRP-5(125)	T3
PIH	2026	CRP-5(125)	T3
PS&E	2026	CRP-5(125)	T3

55S005-F3-010
BEGIN PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F3-010
END PROJECT NO. CRP-5(125) CONSTRUCTION
STA. 109+64.56
N 304538.4328 E 1199410.9520

55S005-F1-010
BEGIN PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 100+11.94
N 303627.9023 E 1199690.9712

55S005-F1-010
END PROJECT NO. CRP-5(125) R.O.W. (UTILITIES ONLY)
STA. 109+64.56
N 304538.4328 E 1199410.9520

N

100 105 110

STA. 20+00.00 WALMART DR
N 304017.6501
E 1199332.2618

STA. 104+90.53 SR-5=
STA. 22+25.30 Walmart Dr
N 304085.3490 E 1199550.2907

STA. 104+86.45 SR-5=
STA. 50+00.00 SR-142
N 304081.4487 E 1199551.4902

W20-1 48" X 48" ROAD WORK AHEAD
G20-2 48" X 24" END ROAD WORK
W20-1M 48" X 48" ROAD WORK 1/2 MILE
W20-1F 48" X 48" ROAD WORK 1000 FT
W20-1F 48" X 48" ROAD WORK 500 FT
W20-5R 48" X 48" RIGHT LANE CLOSED AHEAD
W20-1 48" X 48" ROAD WORK AHEAD

1-S-BR-BUS STRIP MALL
CANOPY
1-S-BL-BUS MURPHY GAS
1-S-F-BUS B&B AUTO SALES
1-S-F-BUS ROAD READY AUTO
1-S-BL-BUS SELMER CLASSIC CAR
1-S-BR-BUS MID SOUTH RV
GARAGE
1-S-BR-RES
1-S-F-RES
CARPORT

WALMART DR. (ASP) N22°45'01"E
SR 142 (ASP) S02°30'51"E
N17°05'40"W
N27°58'39"E

LIMIT OF WORK
STA. 21+25.11

CHANNELIZATION DEVICES (FLEXIBLE DRUMS) SPACED 10' APART (TYP.)

50' TAPER 100'
100' 200' 20 50

SR 5 (ASP)
TO EASTVIEW
TO SELMER
500' (NTS) 1650' (NTS)

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC DRUM

SEALED BY

JAMES OLIVER ENSLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119798
STATE OF TENNESSEE

9/9/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

STA. 100+11.94 TO STA. 109+64.56
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	CRP-5(125)	U1-1

Index Of Sheets	
SHEET NAME	SHEET NO.
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITIES SHEETS;	U1-1

PIN: 134182.27

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MCNAIRY COUNTY

SR-5

(US-45/MULBERRY STREET), INTERSECTION AT SR-142/WALMART, LM 10.50

STATE HIGHWAY NO. 5 F.A.H.S. NO. 45

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:	CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
NO CONFLICT	ELECTRIC	PICKWICK ELECTRIC COOPERATIVE JON HUGHES 672 HWY 142 SELMER, TN 38375 731-434-0619 jhughes@pickwick-electric.com	NO CONFLICT	GAS SEWER WATER	SELMER UTILITY DIVISION JUSTIN COLEMAN 500 PEACHTREE AVENUE SELMER, TN 38375 731-645-7928 jcoleman@selmerutility.com
NO CONFLICT	CABLE	CHARTER KEITH CHESSER 24 CIRCLE DRIVE MCKENZIE, TN 38201 731-352-1146 keith.chesser@charter.com			
NO CONFLICT	TELEPHONE FIBER OPTIC	AT&T DANIEL POTTS 315 E. COLLEGE STREET JACKSON, TN. 38301 901-488-2359 dp7607@att.com			

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX
AND
UTILITY OWNERS

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE SYSTEM, INC. AT 1-800-351-1111.

30-JUL-2026 15:46
\\AG03SDCWF00008.net.ads.state.tn.us\13SHARED\UTILITY\REGION 4\UTILITY PROJECTS\COUNTIES\MCNAIRY\134182.27\U-1 Sheet\134182-27 - U-1.dgn