

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-SIGN-1
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YEAR	PROJECT NO.	SHEET NO.
2025	NH-SIP-60(40)	ROADWAY-SIGN-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

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INDEX OF SHEETS
SEE SHEET NO. 1A

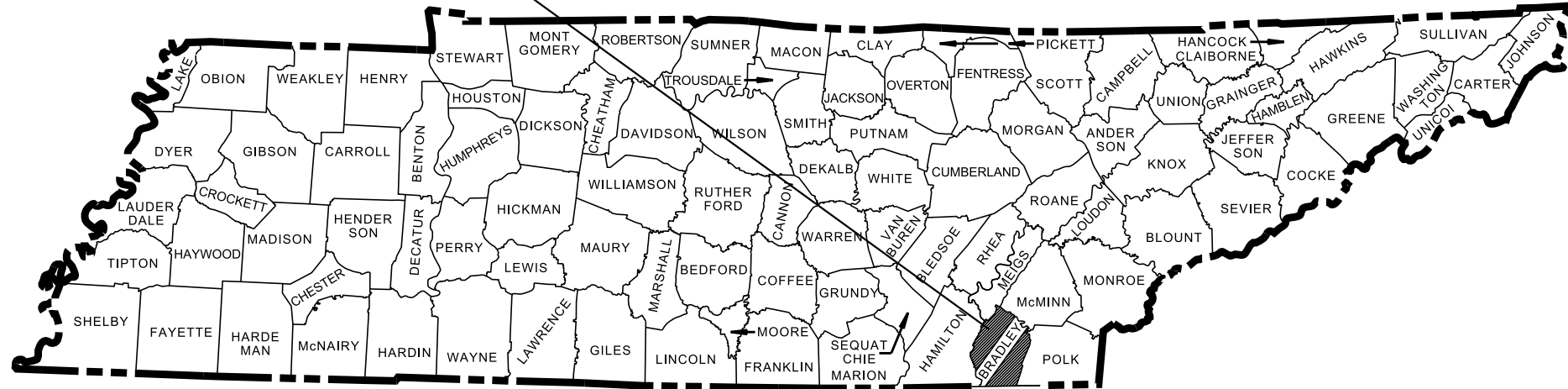
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

BRADLEY COUNTY

S.R.-60 NORTHBOUND EXIT RAMP
TO BENTON PIKE

PS&E
GRADE, DRAIN, BASE, PAVE, AND SIGN
STATE HIGHWAY NO. 60

PROJECT LOCATION
NO BRIDGE WITHIN PROJECT LIMITS



06069-1229-94
END PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 606+83.43
N 302305.4822 E 2313932.2521

06069-3229-94
END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43
N 302305.4822 E 2313932.2521

PROJECT OF LIMITED SCOPE

06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89
N 301225.6948 E 2313976.2660

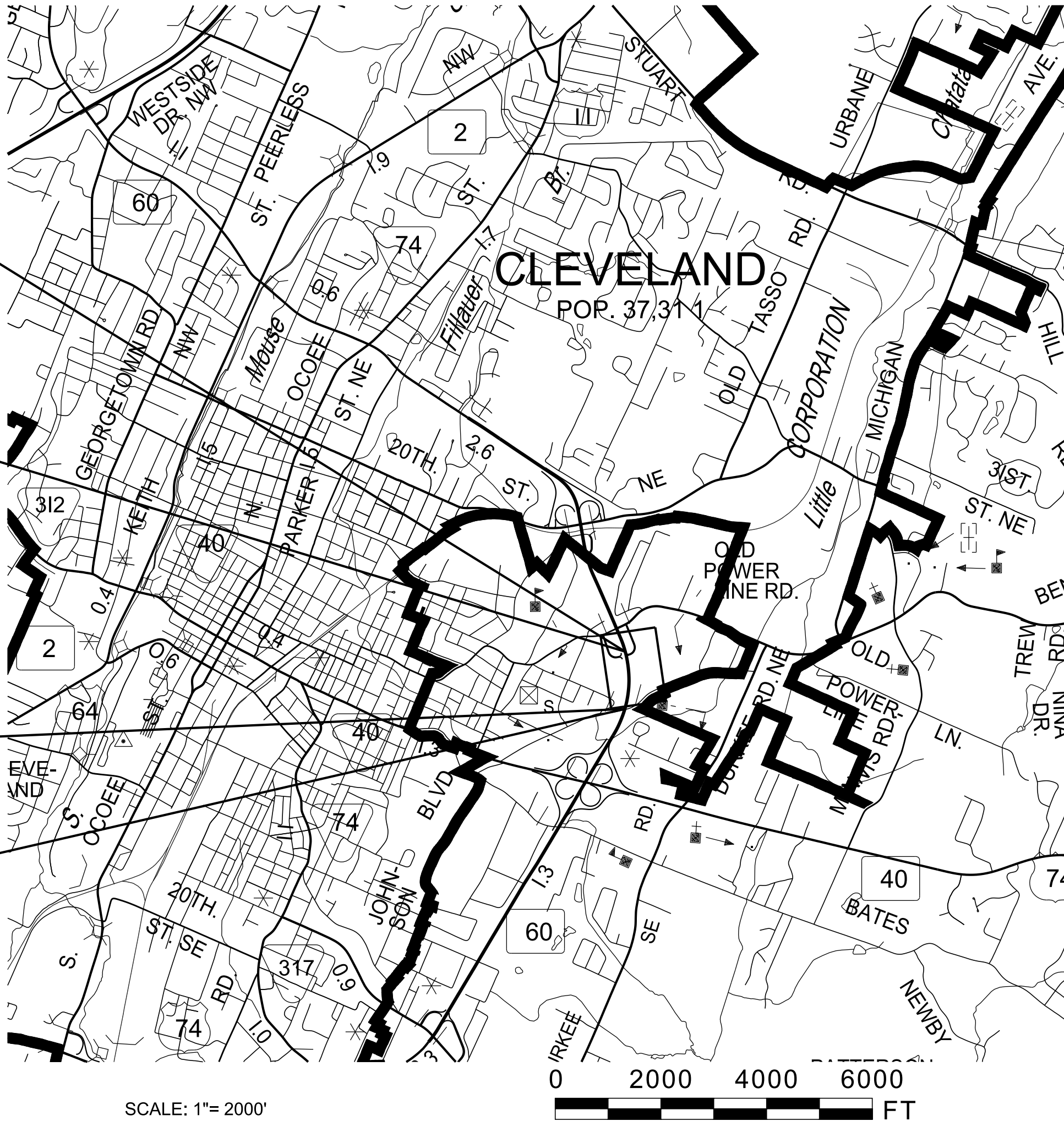
06069-3229-94
BEGIN PROJECT NO. NH-SIP-60(40) CONST
STA. 595+94.89
N 301225.6948 E 2313976.2660

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : ANDREW PARR, PE
DESIGN FIRM: H.W. LOCHNER, INC
DESIGNER : SETH ATKINS CHECKED BY: JOHN HIERONYMUS, PE
P.E. NO. 06069-1229-94 (DESIGN)
PIN NO. 131296.00



R.O.W. LENGTH 0.000 MILES
ROADWAY LENGTH 0.206 MILES
BRIDGE LENGTH 0.000 MILES
BOX BRIDGE LENGTH 0.000 MILES
PROJECT LENGTH 0.206 MILES

NO EXCLUSIONS
RAMP TO BE CLOSED
DURING CONSTRUCTION

RAMP

TRAFFIC DATA	
ADT (2026)	1,590
ADT (2046)	1,810
DHV (2046)	241
D	65 - 35
T (ADT)	6 %
T (DHV)	4 %
V	15 MPH

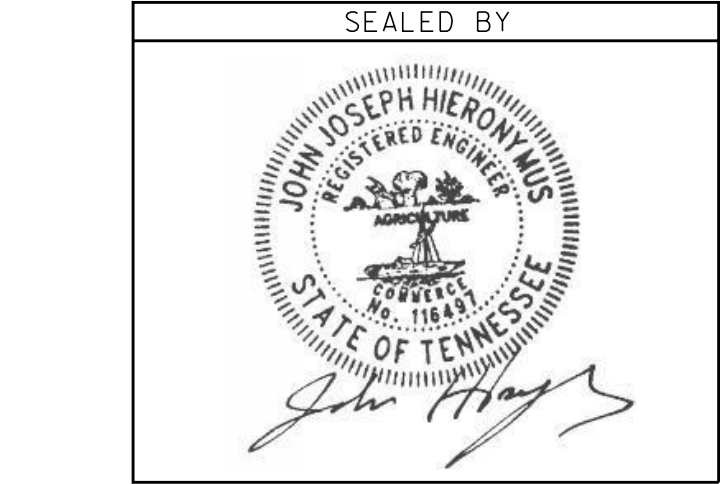
APPROVED:
WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER
DATE:

APPROVED:
HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

SR-60

SURVEY 09-07-22	TRAFFIC DATA
06-06-23 UPDATED	ADT (2026) 17,090
	ADT (2046) 19,480
	DHV (2046) 2,126
	D 60 - 40
	T (ADT) 6 %
	T (DHV) 4 %
	V 55 MPH

COORDINATES ARE NAD 83(X), ARE DATUM ADJUSTED BY THE
FACTOR OF 1.000000 AND TIED TO THE TGRN. ALL ELEVATIONS
ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR DATE

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ROADWAY INDEX


SHEET NAME	SHEET NO.
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UTILITIES PLANS.....	U1-1

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION	DWG. NO.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS			S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET	S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L	S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z	S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
RD-L-1	02-20-20	STANDARD LEGEND	10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL		
RD-L-1A		STANDARD LEGEND	EC-STR-3B	06-15-21	SILT FENCE
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL	EC-STR-6	11-30-20	ROCK CHECK DAM
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL			
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL			
10-101.00 STANDARDS ROADWAY DRAWINGS					
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS			
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS			
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS			
RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS			
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS			
RD11-TS-3A	06-28-19	DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH DEPRESSED MEDIAN (4 AND 6 LANE)			
RD11-TS-4	10-01-24	DESIGN STANDARDS FOR ARTERIAL AND FREEWAY RAMPS (1, 2 AND 3 LANE)			
RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS			
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT			
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION			
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES			
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS			
RD11-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS			
10-106.00 SAFETY DESIGN AND GUARDRAILS					
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA			
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED			
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)			
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS			
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE			
S-GR31-1	06-15-21	GUARDRAIL DETAILS			
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS			
S-GR31-1B		GUARDRAIL FASTENING HARDWARE			
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS			

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	1A
PS&E	2025	NH-SIP-60(40)	1A

SEALED BY


John Hieronymus

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS


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STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00 SIGN		
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-12	07-10-17	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	10-21-19	I-BEAM BREAK-AWAY LARGE SIGN SUPPORT DETAILS
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	02-14-14	END OF ROADWAY, DEAD END SIGNS, AND METAL BARRICADES (TYPE III)
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-21	04-10-19	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-04-21	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-64		WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	1A1
PS&E	2025	NH-SIP-60(40)	1A1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION


STANDARD
TRAFFIC
OPERATIONS
DRAWINGS

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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 06069-3229-94
	105-01 CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01 CLEARING AND GRUBBING	LS	1
(7)	203-01 ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	872
(7)	203-04 PLACING AND SPREADING TOPSOIL	C.Y.	132
(7)	203-07 FURNISHING & SPREADING TOPSOIL	C.Y.	57
(1)	209-05 SEDIMENT REMOVAL	C.Y.	2.5
(1)	209-08.03 TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	534
(1)	209-08.07 ROCK CHECK DAM	EACH	6
(6)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1131
(6)	307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	278
(6)	307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	225
(6)	402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3
(5) (6)	402-02 AGGREGATE FOR COVER MATERIAL (PC)	TON	11
(6)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
(9)	406-04.04 HIGH FRICTION SURFACE TREATMENT (DOUBLE LIFT)	S.Y.	154
	407-20.05 SAW CUTTING ASPHALT PAVEMENT	L.F.	840
(6)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	136
(8)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	28
	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH	1
	705-04.09 EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	1
	705-04.20 GUARDRAIL DELINEATION ENHANCEMENT	EACH	205
	705-06.02 W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	555
	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
(8)	706-01 GUARDRAIL REMOVED	L.F.	452
	706-06.03 RADIUS RAIL	L.F.	60
	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	2
	712-06 SIGNS (CONSTRUCTION)	S.F.	340
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	12
	712-08.03 ARROW BOARD (TYPE C)	EACH	1
	712-09.08 REMOVABLE PAVEMENT MARKING (6" line)	L.F.	2050
(11)	713-01.01 CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	1
(11)	713-01.02 STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	136
(12)	713-02.21 SIGN POST DELINEATION ENHANCEMENT	L.F.	10
	713-11.02 PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	73
	713-11.21 P POST SLIP BASE	EACH	4
	713-13.03 FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	26
(10)	713-15.02 REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	4
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	1
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	33
	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	60
	716-03.09 PLASTIC WORD PAVEMENT MARKING (15 MPH)	EACH	2
	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	72
	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	2
(4)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.2
	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	269
	716-12.10 ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	597
	717-01 MOBILIZATION	LS	1
(1) (2)	801-01.07 TEMPORARY SEEDING (WITH MULCH)	UNIT	9
(1) (3)	801-03 WATER (SEEDING & SODDING)	M.G.	12
(1)	803-01 SODDING (NEW SOD)	S.Y.	1137

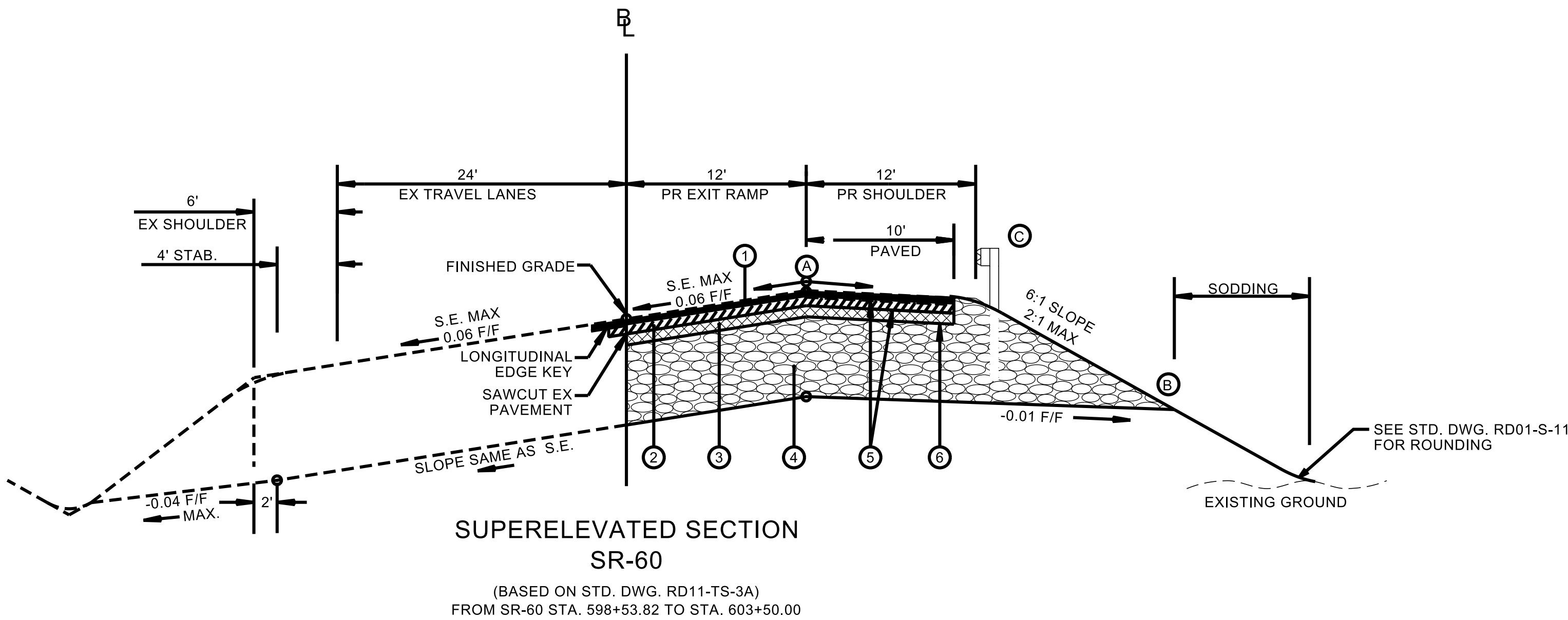
FOOTNOTES	
(1)	ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2)	THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATONS FOR ROAD AND BRIDGE CONSTRUCTION.
(3)	INCLUDES 1 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(4)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(5)	ITEM TO BE USED AS DIRECTED BY THE ENGINEER.
(6)	SEE PAVING QUANTITIES TABULATION ON SHEET 2F FOR ITEM DISTRIBUTION BY ROADWAY ALIGNMENT.
(7)	SEE GRADING SPECIAL NOTES ON SHEET 2D.
(8)	CONTRACTOR TO KEEP REMOVED MATERIAL.
(9)	HIGH FRICTION SURFACE TREATMENT SHALL BE INSTALLED IN ACCORDANCE WITH 406HFST. ALL LABOR AND MATERIALS ARE INCIDENTAL TO ITEM 406-04.04.
(10)	CONTRACTOR TO STORE AND PROTECT EXISTING SIGNS AND SUPPORTS.
(11)	ITEM TO BE USED FOR INSTALLATION OF ALL REPLACED EXISTING AND PROPOSED NEW GOUND MOUNTED SIGNS. SEE SIGN SCHEDULE ON SHEET 11 FOR ITEM DISTRIBUTION BY SIGN.
(12)	DELINEATION TO BE USED SHALL BE RED RETROREFLECTIVE STRIP. SEE SHEET 11 FOR INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	2
PS&E	2025	NH-SIP-60(40)	2

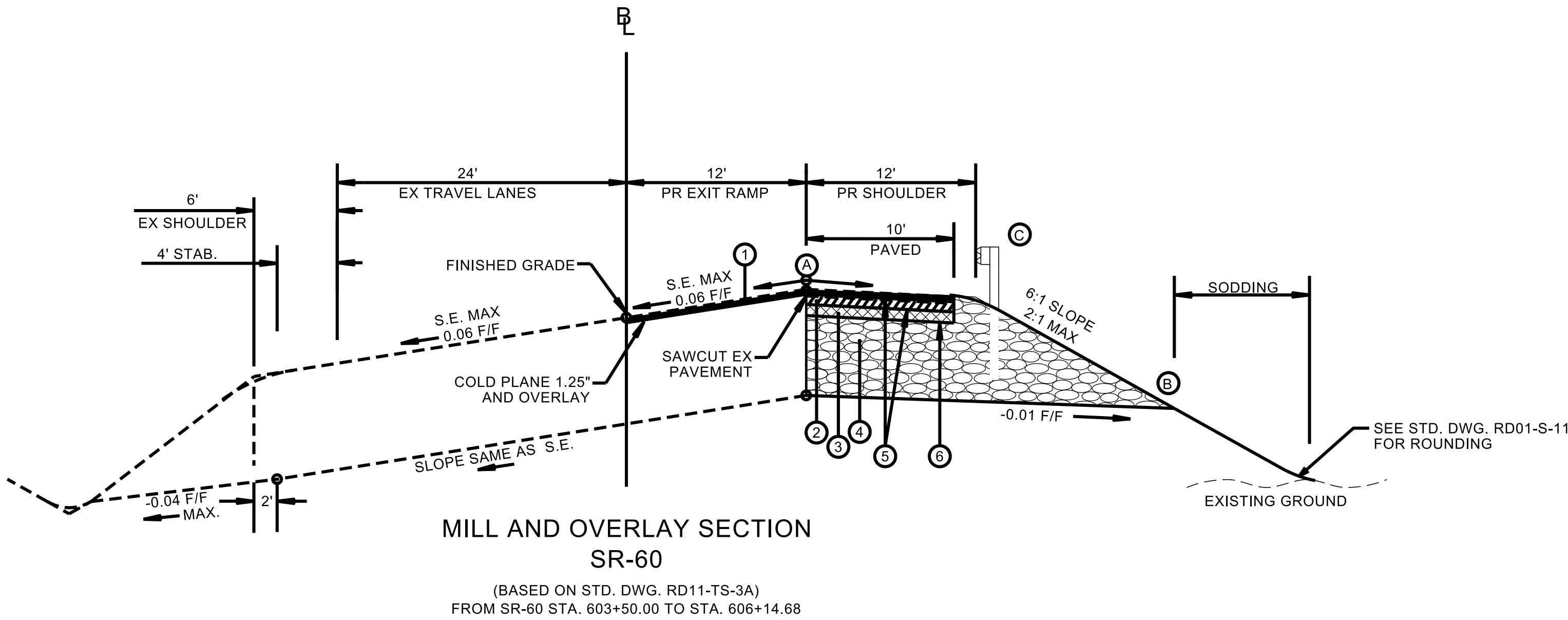
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
ESTIMATED ROADWAY QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	2B
PS&E	2025	NH-SIP-60(40)	2B

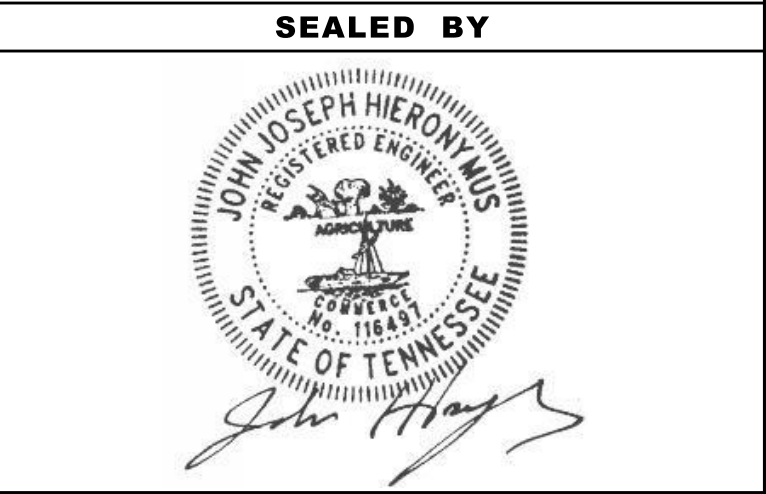


- A** THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
- B** SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.
- C** GUARDRAIL AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT. LONG POST REQUIRED FOR ALL SLOPES OVER 6:1.



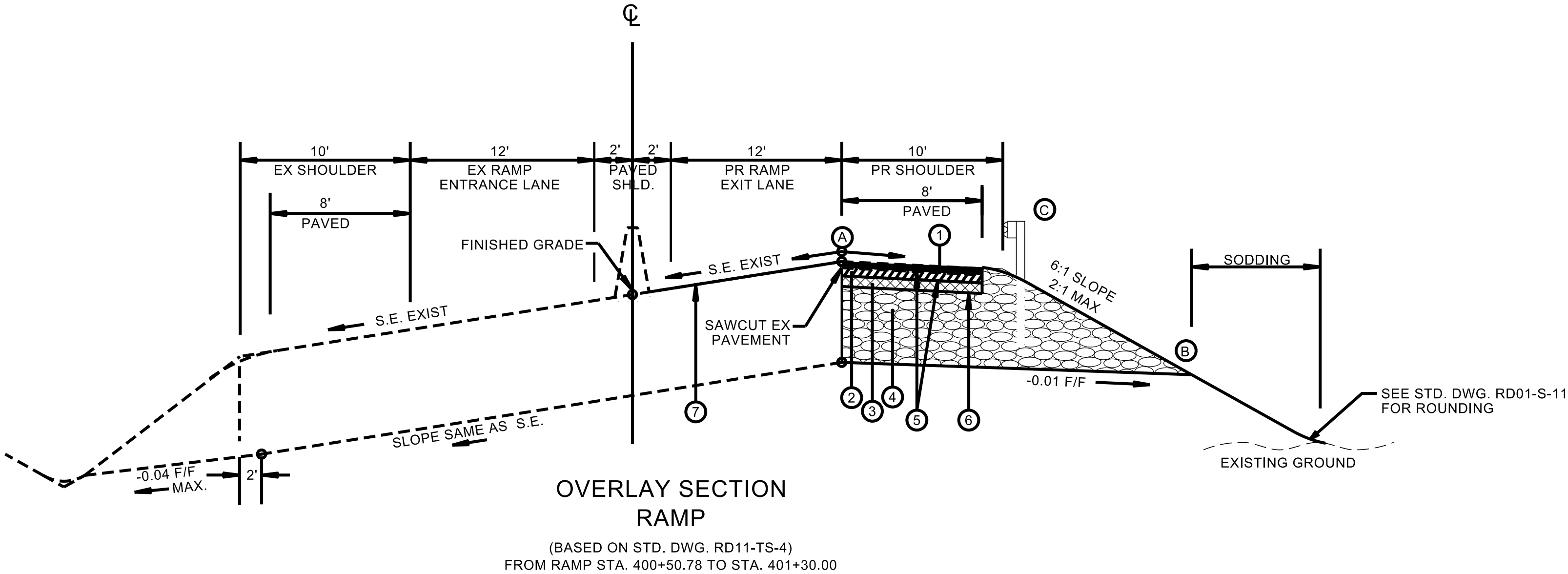
TRANSITION DESCRIPTION			
DESCRIPTION	STATION	OFFSET	LENGTH
BEGIN RAMP TAPER	598+53.82	0'	180'
END RAMP TAPER	600+33.79	12'	

PROPOSED PAVEMENT SCHEDULE	
①	SURFACE MIX @ 1.25" THICK (APPROX. 132.5 LBS/SY) 411-02.10 ACS MIX (PG 70-22) GRADING "D"
②	BITUMINOUS BINDER @ 2.5" THICK (APPROX. 282.5 LBS/SY) 307-02.08 ACS MIX (PG 70-22) GRADING "B-M2"
③	BITUMINOUS BINDER @ 3.0" THICK (APPROX. 345 LBS/SY) 307-02.01 ACS MIX (PG 70-22) GRADING "A"
④	BASE STONE @ 10" THICK (APPROX. 2.03 TON/CY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
⑤	TACK COAT (TC) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
⑥	PRIME COAT (PC) 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC): 0.30-0.35 GAL/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC): 8-12 LB./S.Y.
⑦	HIGH FRICTION SURFACE TREATMENT (HFST) 406-04.02 HIGH FRICTION SURFACE TREATMENT (DOUBLE LIFT)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS,
PAVEMENT
SCHEDULE**



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GENERAL NOTES

GRADING

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

SEEDING AND SODDING

- (2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (4) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

- (1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

MISCELLANEOUS

- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

ROAD CLOSURE

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

PAVEMENT MARKINGS

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (17) BEFORE OPENING THE LANE CLOSURE TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE

MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.08 PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (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.
- (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.

TRAFFIC CONTROL DIRECTIONAL SIGNING

- (1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
- (2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.
- (3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE

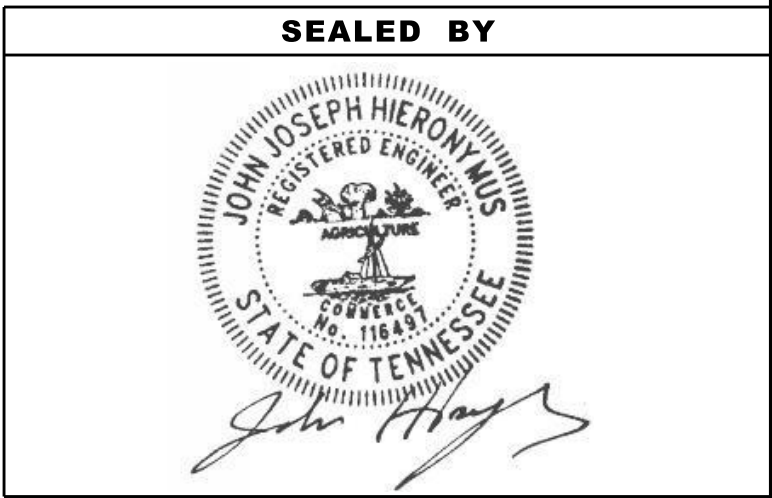
THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER.

- (4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.
- (5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.

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.
FUNCT.	2024	NH-SIP-60(40)	2C
PS&E	2025	NH-SIP-60(40)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

GRADING

- (1)

THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (4)

THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5)

EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

PAVEMENT

RESURFACING

- (1)

TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A.

THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B.

THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.

C.

THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D.

RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E.

ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS

F.


IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

G.

ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

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FUNCT.	2024	NH-SIP-60(40)	2D
PS&E	2025	NH-SIP-60(40)	2D

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
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ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO

LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

- (13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

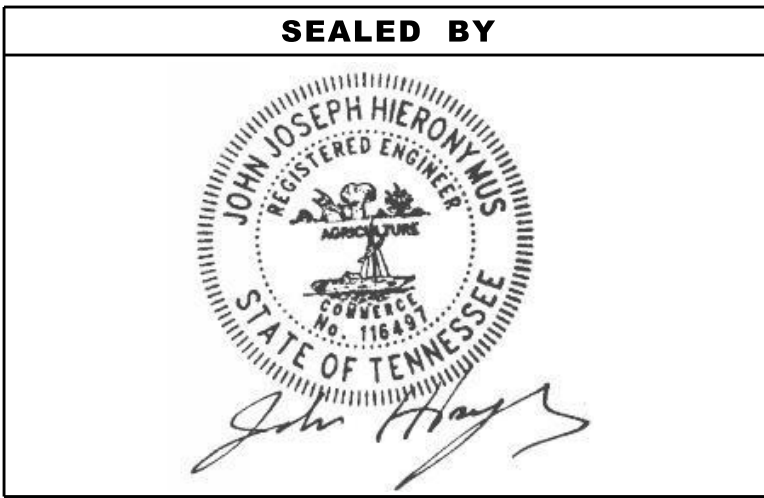
ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

SCOPE OF WORK

- (1) THE GRADING, DRAINING, BASE, AND PAVEMENT ALONG EXISTING SR 60 TO EXTEND NORTHBOUND EXIT RAMP TO BENTON PIKE AS INDICATED ON THE TYPICAL CROSS SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE TDOT SUPERVISOR.
- (2) THE CONSTRUCTION OF ALL DITCHES AND GUARDRAIL AND THE INSTALLATION OF PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE TDOT SUPERVISOR.
- (3) REMOVAL OF ALL CONFLICTING ITEMS WITHIN LIMITS OF CONSTRUCTION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT SUPERVISOR.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	2E
PS&E	2025	NH-SIP-60(40)	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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ESTIMATED GRADING QUANTITIES						
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY	
		EXC.	EMB.	EXC.	SHRINK = 15 % SWELL = 15 %	
MAINLINE		626.1	157.1	533	EXC. EMB. 629 VS. -158 AVAILABLE = 471 WASTE MATERIAL = 542	
EXIT RAMP		113	0	97		
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES		0	0			
INDEPENDENT DITCHES		0	0			
TEMPORARY CONSTRUCTION EXITS		0	0			
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)		0	0			
TOPSOIL (EMB.)		112.6				
TOPSOIL (EXC.)		19.7				
ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	872	158	872	740	629

TOPSOIL							
IF EXISTING TOPSOIL IS SUITABLE FOR REUSE							
PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
10234	19.7	112.6	132	190	132	57	0

PAVEMENT QUANTITIES							
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)						
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)
	D	A	B-M2				D
	303-01	307-02.01	307-02.08	402-01	402-02	403-01	411-02.10
SR 60	1045.0	260.0	211.0	2.8	10.0	1.9	118.0
RAMP	86.0	18.0	14.0	0.2	1.0	0.1	18.0
TOTALS	1131.0	278.0	225.0	3.0	11.0	2.0	136.0

PROPOSED GUARDRAIL											
SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL			TERMINAL ANCHORS	GUARDRAIL FOOTING	REMARKS
						W BEAM GR (TYP 2) MASH TL3 (LONG POST)	RADIUS RAIL	GUARDRAIL TRANSITION 27" TO 31"	TYPE 38 MASH TL3 (46.875')	EARTH PAD FOR TYPE 38 GR END TREATMENT	
						705-06.02 (L.F.)	706-06.03 (L.F.)	705-02.10 (EACH)	705-06.20 (EACH)	705-04.09 (EACH)	
		LT	RT	FROM	TO						
4B	SR 60		X	599+95	605+49	507.00	70.00		1	1	
4B	RAMP		X	400+41	401+28	42.00		1			
TOTALS						549	70	1	1	1	

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	2F
PS&E	2025	NH-SIP60(40)	2F

SEALED BY
 <i>John Hieronymus</i>

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TABULATED QUANTITIES

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
1103 S HAMILTON STREET
DALTON, GA 30720
CONTACT: ERIC CHADWICK
OFFICE PHONE: 706 483 4925
CELL PHONE:
Email: eric.chadwick@charter.com

ELECTRIC:
CLEVELAND UTILITIES
PO BOX 2730
CLEVELAND, TN 373202730
CONTACT: JIMMY ISOM
OFFICE PHONE: 423 472 4521
CELL PHONE: 423 478 9357
Email: jisom@clevelandutilities.com

GAS:
CHATTANOOGA GAS COMPANY (SOUTHERN CO-ATLANTA)
PO BOX 4569
ATLANTA, GA 303024569
CONTACT: BRANDON STEPHENS
OFFICE PHONE: 404 584 3915
CELL PHONE: 404 584 3915
Email: bstephen@southernco.com


TELEPHONE:
BELLSOUTH DBA AT&T
300 E MARTIN LUTHER KING BLVD, 5TH FLOOR
CHATTANOOGA, TN 37403
CONTACT: JOE PERREL
OFFICE PHONE: 423 266 1566
CELL PHONE: 423 488 2825
Email: jp1389@att.com

WATER:
CLEVELAND UTILITIES
PO BOX 2730
CLEVELAND, TN 373202730
CONTACT: GREG CLARK
OFFICE PHONE: 423 472 4521
CELL PHONE:
Email: gclark@clevelandutilities.com

GAS:
CHATTANOOGA GAS COMPANY (SOUTHERN CO-ATLANTA)
PO BOX 4569
ATLANTA, GA 303024569
CONTACT: ROW PLANS
OFFICE PHONE: 404 584 3915
CELL PHONE: 404 584 3915
Email: G2SCGDOT@southernco.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	3
PS&E	2025	NH-SIP-60(40)	3

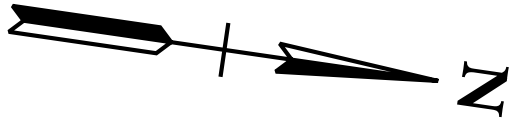
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	3B
PS&E	2025	NH-SIP-60(40)	3B

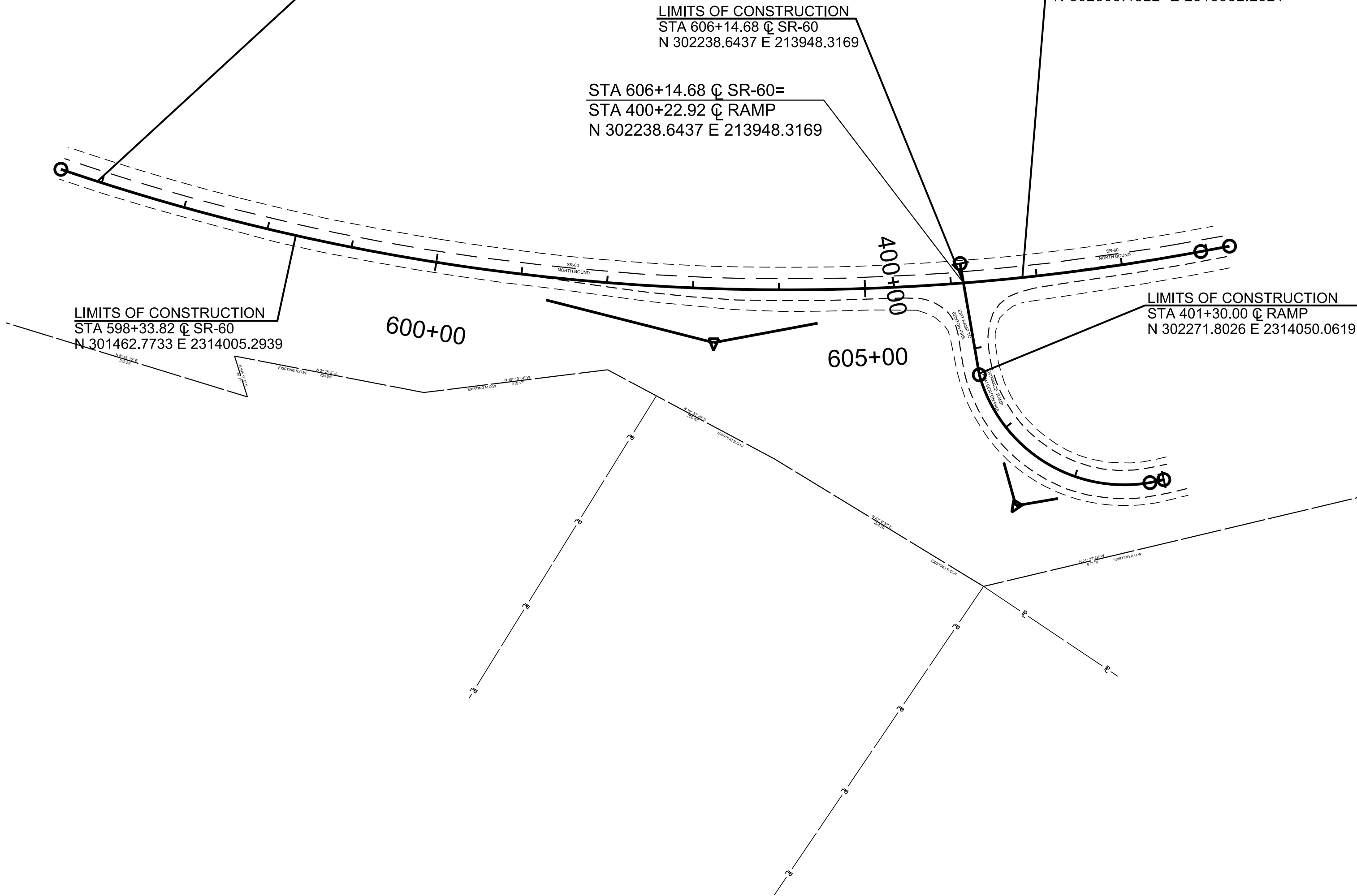


06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-3229-94
BEGIN PROJECT NO. NH-SIP-60(40) CONST
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-1229-94
END PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

06069-3229-94
END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521



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John Hieronymus

COORDINATES ARE NAD 83(X), 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. 598+33 TO STA. 606+15
SCALE: 1"=100'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	4
PS&E	2025	NH-SIP-60(40)	4

06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89 @ S.R-60
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06069-3229-94
END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

SR-60 EOP
PI 603+35.26
N 301961.3684
E 2314058.7144
Δ 24°51'33"LT
D 2°11'34"
R 2613.00
L 1133.71
T 575.92

RAMP
PI 402+89.39
N 302336.2011
E 2314195.9285
Δ 84°11'30"LT
D 32°44'26"
R 175.00
L 257.15
T 158.10

LIMITS OF CONSTRUCTION
STA 606+14.68 @ SR-60
N 302238.6437 E 213948.3169

STA 606+14.68 @ SR-60=
STA 400+22.92 @ RAMP
N 302238.6437 E 213948.3169

LIMITS OF CONSTRUCTION
STA 598+33.82 @ SR-60
N 301462.7733 E 2314005.2939

LIMITS OF CONSTRUCTION
STA 401+30.00 @ RAMP
N 302271.8026 E 2314050.0619


600+00
SIGN AND SUPPORT TO BE REMOVED,
STOCKPILED AND REPLACED AS DIRECTED

SIGN AND SUPPORT TO BE REMOVED,
STOCKPILED AND REPLACED AS DIRECTED

SIGN AND SUPPORT TO BE REMOVED,
STOCKPILED AND REPLACED AS DIRECTED

605+00

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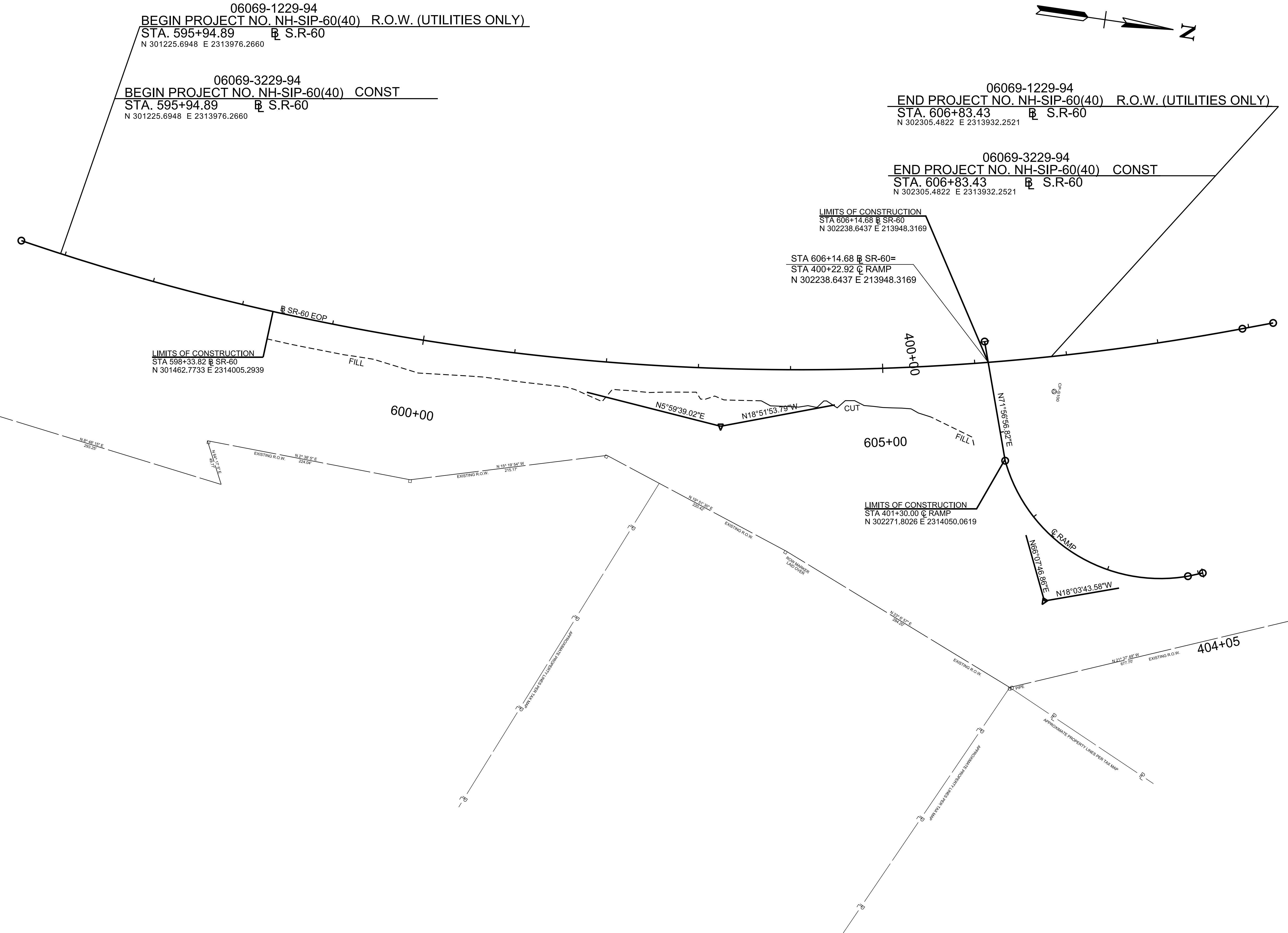
COORDINATES ARE NAD 83(X), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA. 597+58 TO STA. 609+26
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	4A
PS&E	2025	NH-SIP-60(40)	4A



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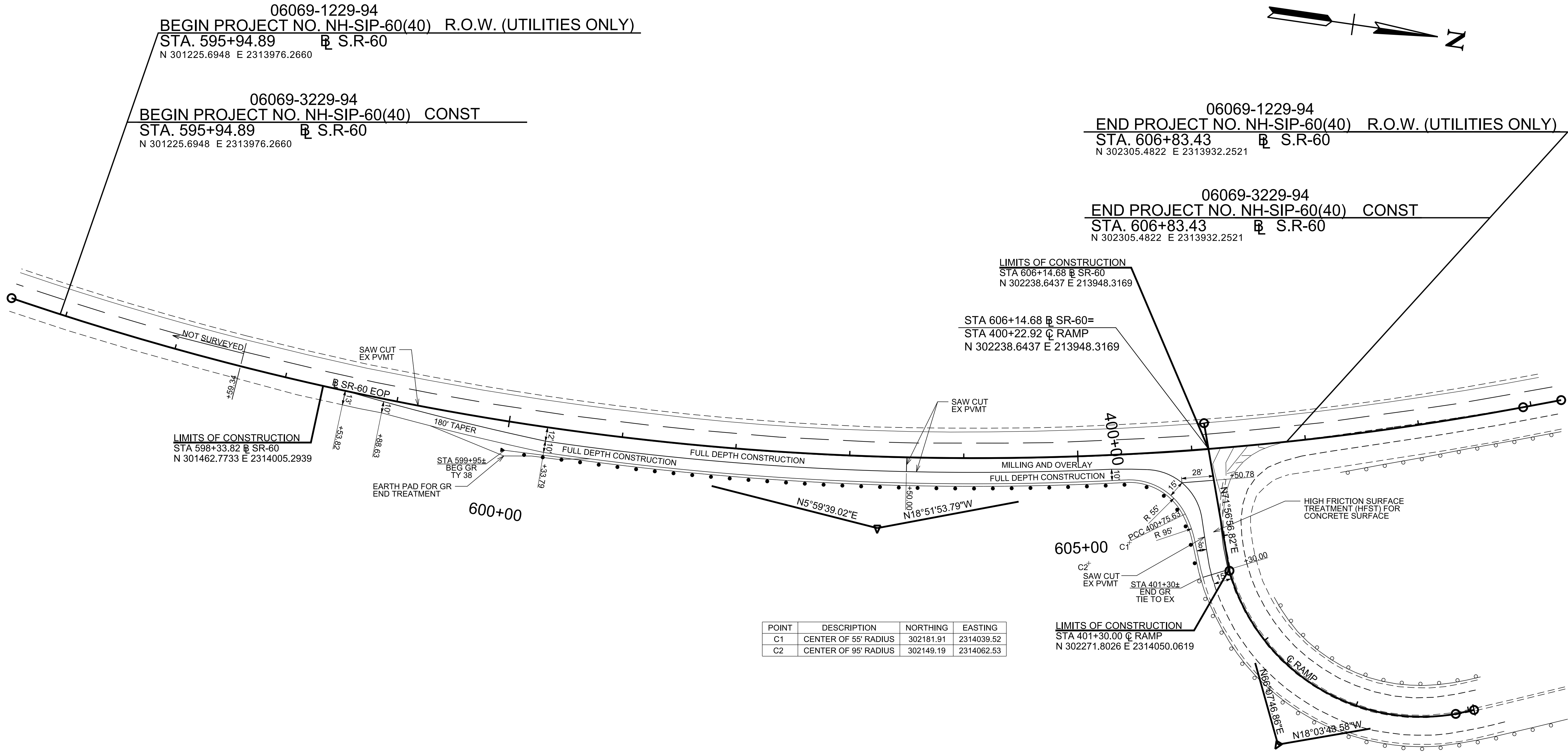
COORDINATES ARE NAD 83(X), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**RIGHT-OF-WAY
DETAILS**


STA. 597+58 TO STA. 609+26
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	4B
PS&E	2025	NH-SIP-60(40)	4B



POINT	DESCRIPTION	NORTHING	EASTING
C1	CENTER OF 55' RADIUS	302181.91	2314039.52
C2	CENTER OF 95' RADIUS	302149.19	2314062.53

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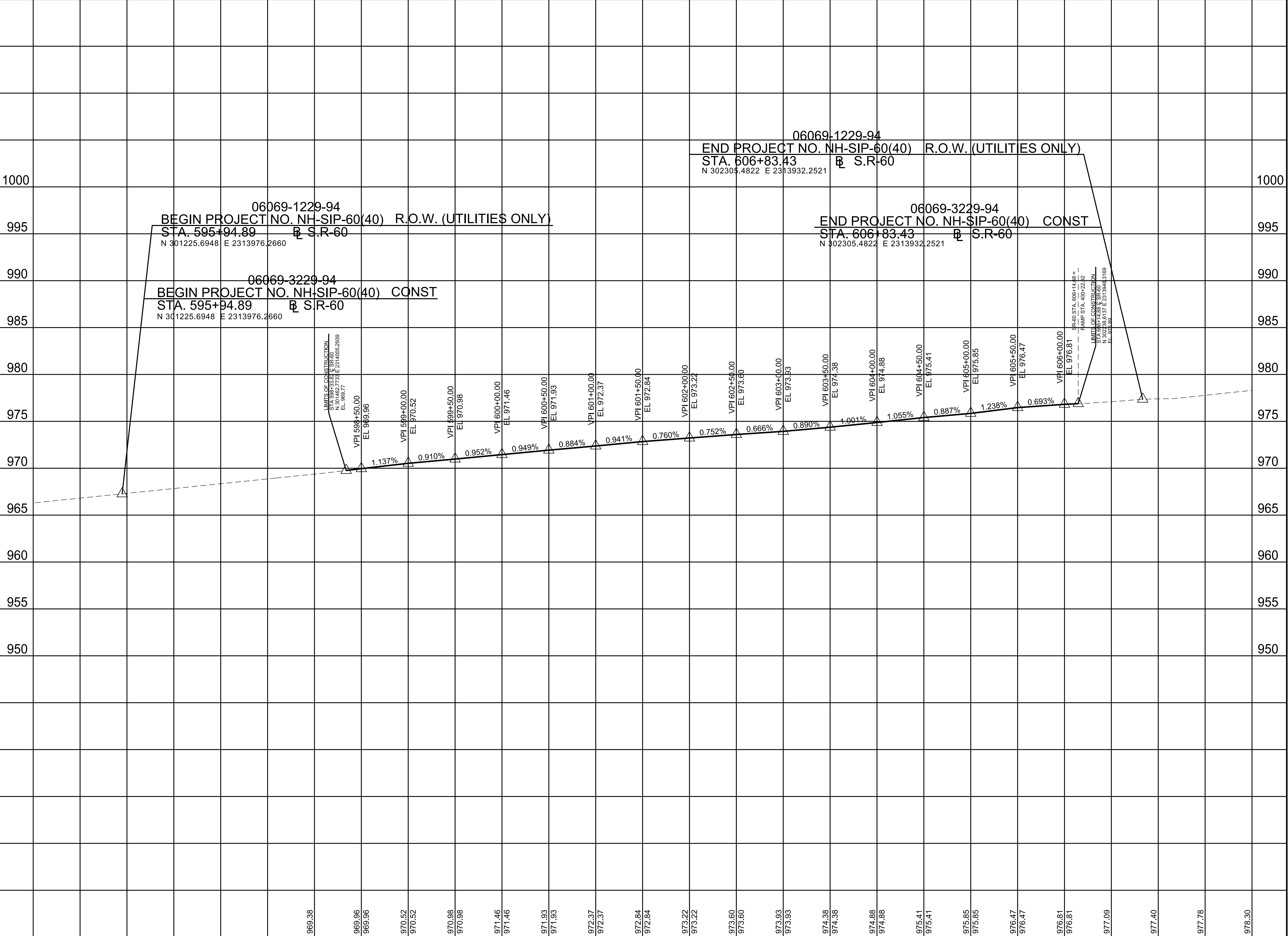
COORDINATES ARE NAD 83(X), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT


STA. 597+58 TO STA. 609+26
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	4C
PS&E	2025	NH-SIP-60(40)	4C

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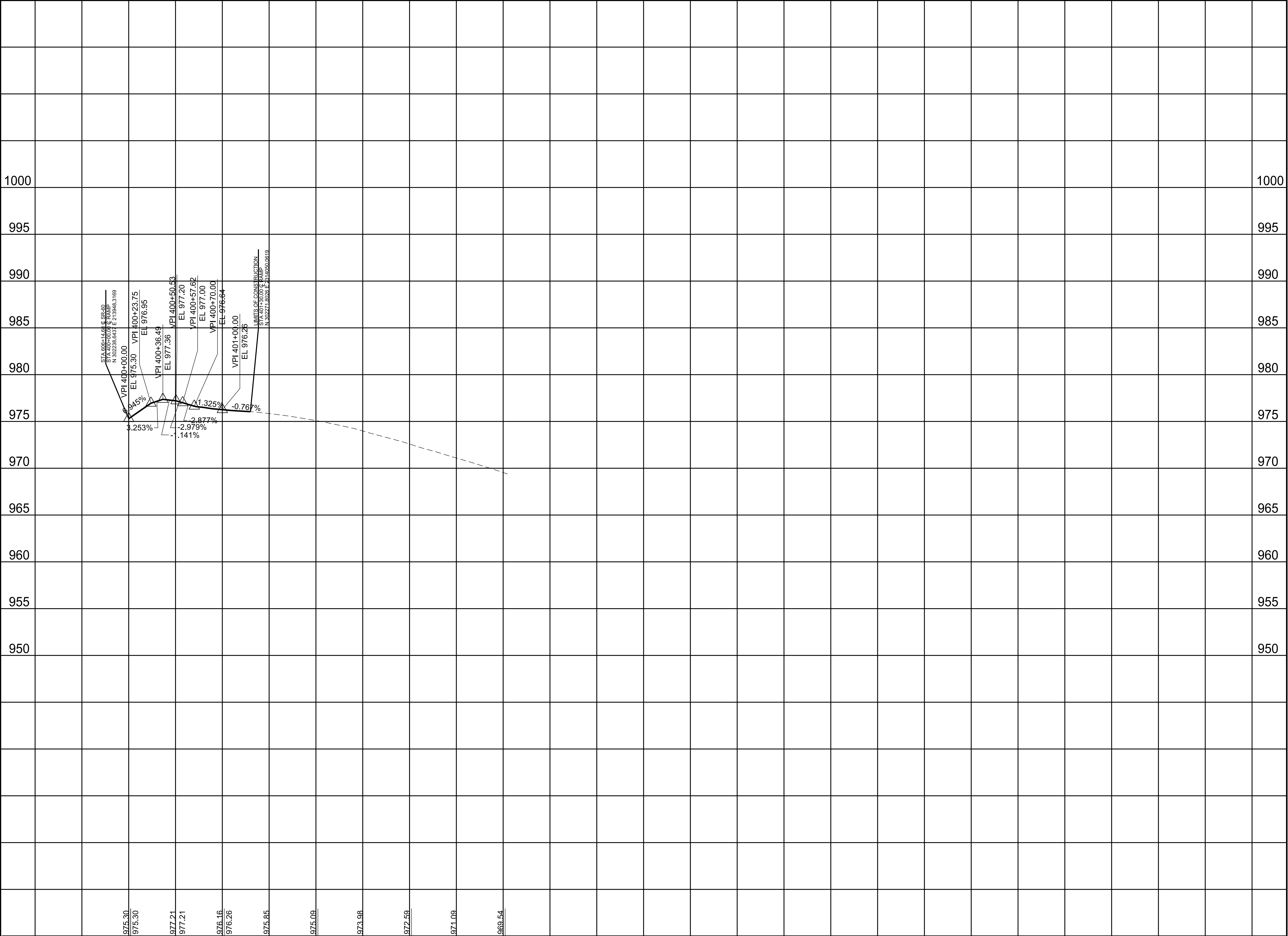
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 597+58 TO STA. 609+26
SR-60


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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	5
PS&E	2025	NH-SIP-60(40)	5

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP
PROFILE
STA. 400+00 TO STA. 404+04
NB EXIT RAMP
SCALE: 1"=50 ' HORIZ.
1"=5 ' VERT.

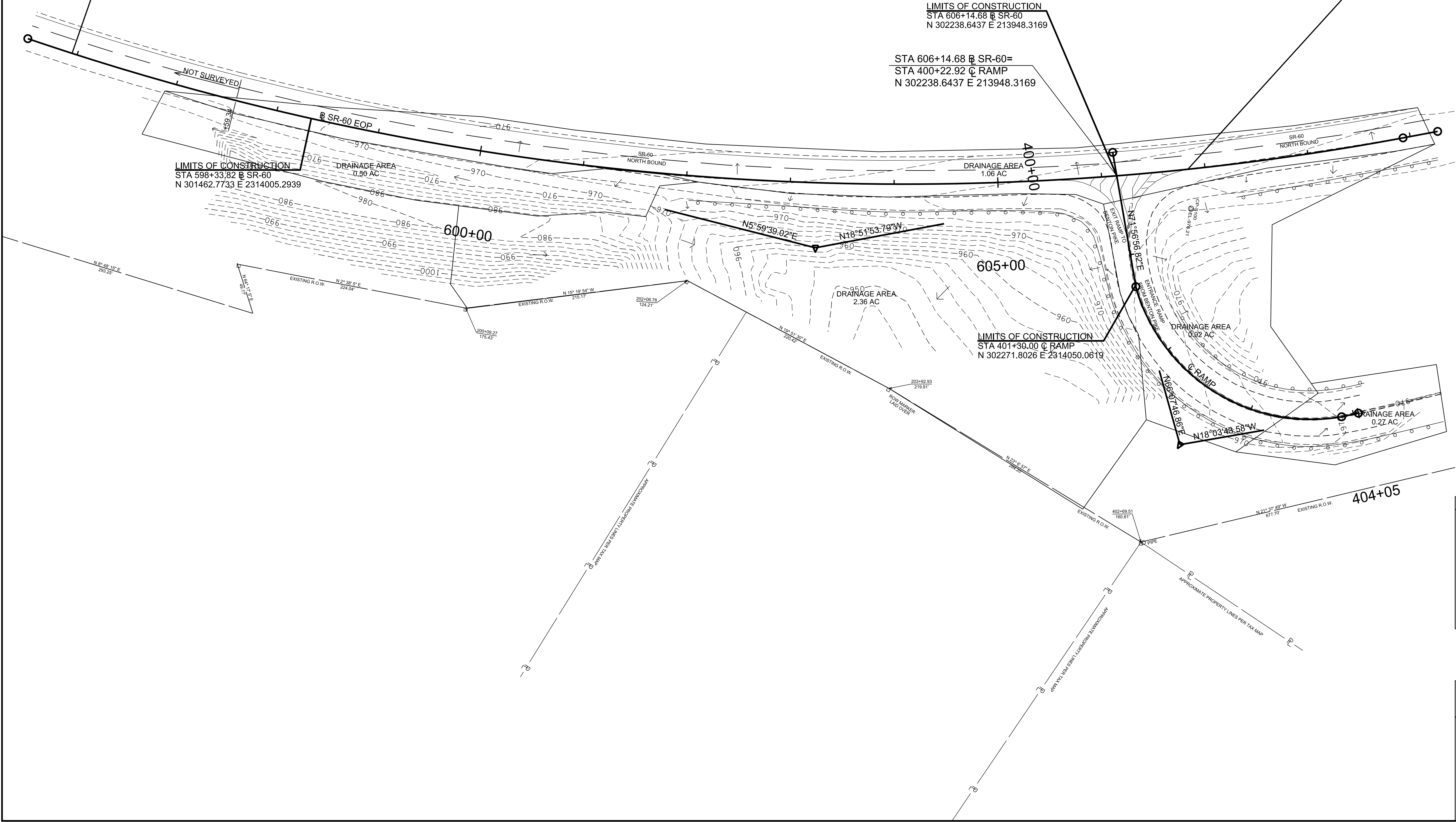
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	6
PS&E	2025	NH-SIP-60(40)	6

06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660


06069-3229-94
BEGIN PROJECT NO. NH-SIP-60(40) CONST
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-1229-94
END PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

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END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP

STA. 597+58 TO STA. 609+26
SCALE: 1"= 50'

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ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

INSPECTION, MAINTENANCE & REPAIR

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

EROSION PREVENTION

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

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

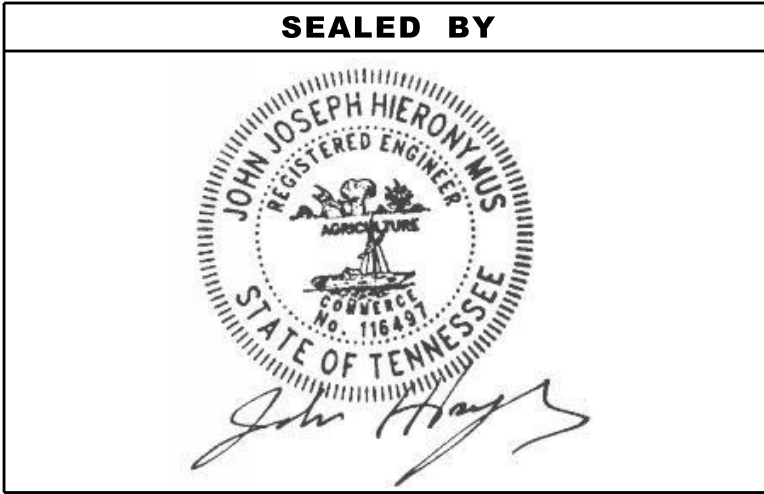
PERMITS, PLANS & RECORDS

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	7
PS&E	2025	NH-SIP-60(40)	7



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
NOTES

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ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SUPPORT ACTIVITIES

- (41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

EROSION PREVENTION AND SEDIMENT CONTROL STAGING NOTES:

STAGE 1: CLEARING AND GRUBBING STAGE
CONSTRUCTION: CONSTRUCT EXPANDED RAMP DECELERATION LANE FOR EXIT RAMP TO BENTON PIKE.
EPSC: INSTALL ROCK CHECK DAMS AND SILT FENCE.

STAGE 2: FINAL STAGE
CONSTRUCTION: INSTALL GUARDRAIL AND SIGNAGE.
EPSC: SOD SIDE SLOPES.

TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-05	SEDIMENT REMOVAL	C.Y.	2.5
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	534
209-08.07	ROCK CHECK DAM	EACH	6
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	9
801-03	WATER (SEEDING & SODDING)	M.G.	12
803-01	SODDING (NEW SOD)	S.Y.	1137

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.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	SODDING	

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	8
PS&E	2025	NH-SIP-60(40)	8

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
EROSION PREVENTION & SEDIMENT CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	9
PS&E	2025	NH-SIP-60(40)	9

06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-3229-94
BEGIN PROJECT NO. NH-SIP-60(40) CONST
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-1229-94
END PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

06069-3229-94
END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

LIMITS OF CONSTRUCTION
STA 606+14.68 @ SR-60
N 302238.6437 E 213948.3169

STA 606+14.68 @ SR-60=
STA 400+22.92 @ RAMP
N 302238.6437 E 213948.3169

LIMITS OF CONSTRUCTION
STA 598+33.82 @ SR-60
N 301462.7733 E 2314005.2939

LIMITS OF CONSTRUCTION
STA 401+30.00 @ RAMP
N 302271.8026 E 2314050.0619

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	SILT FENCE	EC-STR-3B

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
#4-1	0.50	1
#4-2	0.05	8

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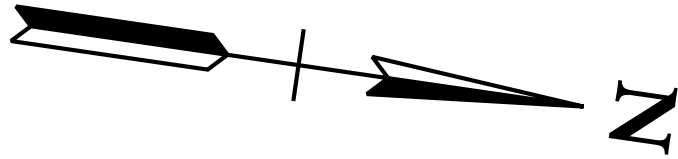

John Hieronymus

COORDINATES ARE NAD 83(X), 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

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA. 68+90 TO STA. 76+65
SCALE: 1"= 50'

STAGE I



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	9A
PS&E	2025	NH-SIP-60(40)	9A

06069-1229-94
BEGIN PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-3229-94
BEGIN PROJECT NO. NH-SIP-60(40) CONST
STA. 595+94.89 @ S.R-60
N 301225.6948 E 2313976.2660

06069-1229-94
END PROJECT NO. NH-SIP-60(40) R.O.W. (UTILITIES ONLY)
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

06069-3229-94
END PROJECT NO. NH-SIP-60(40) CONST
STA. 606+83.43 @ S.R-60
N 302305.4822 E 2313932.2521

LIMITS OF CONSTRUCTION
STA 606+14.68 @ SR-60
N 302238.6437 E 213948.3169

STA 606+14.68 @ SR-60=
STA 400+22.92 @ RAMP
N 302238.6437 E 213948.3169

LIMITS OF CONSTRUCTION
STA 598+33.82 @ SR-60
N 301462.7733 E 2314005.2939

LIMITS OF CONSTRUCTION
STA 401+30.00 @ RAMP
N 302271.8026 E 2314050.0619

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	SODDING	

OUTFALL LABEL	DRAINAGE AREA (AC)	SLOPE WITHIN R.O.W. (%)
#4-3	0.50	1
#4-4	0.05	8

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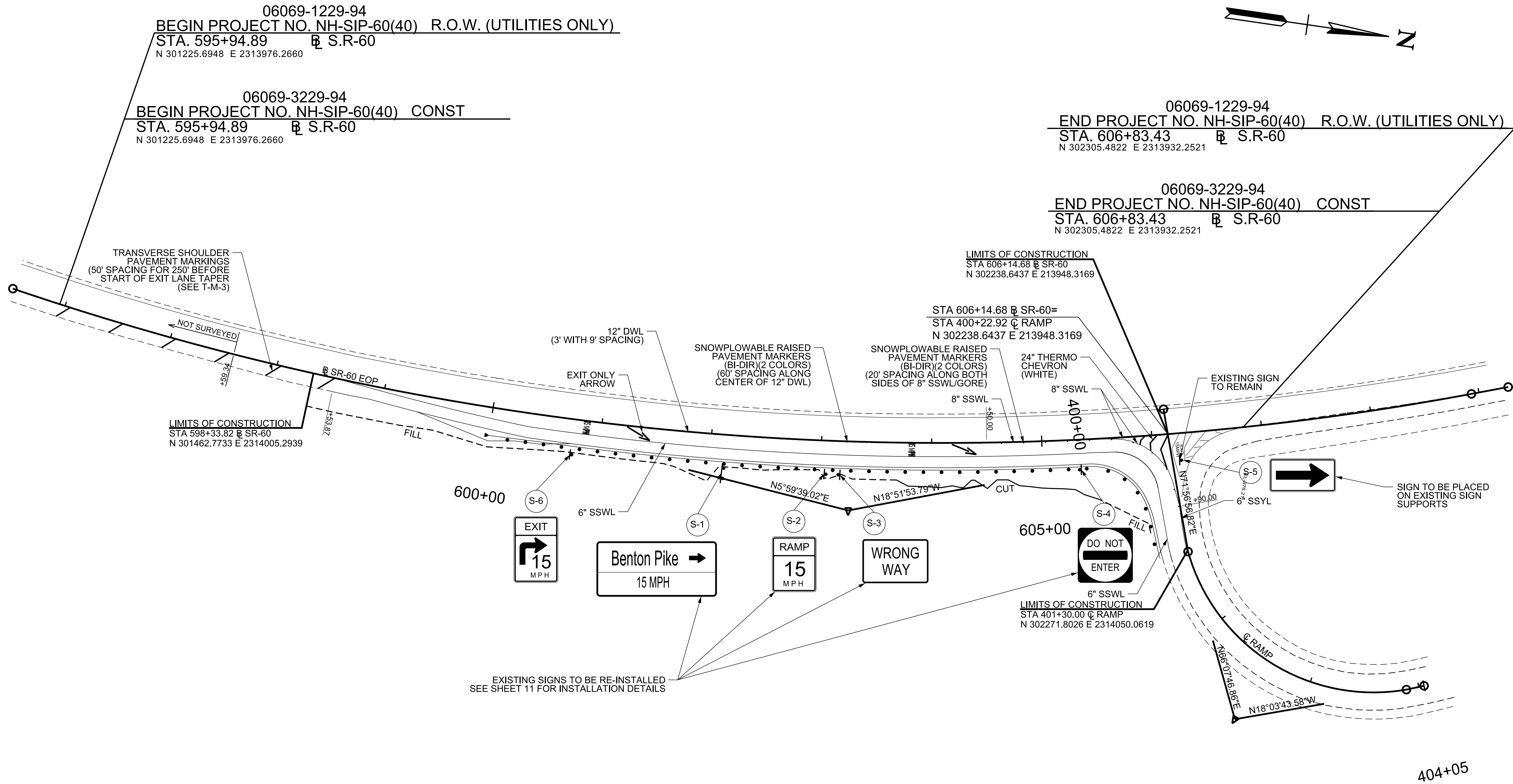
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STA. 68+90 TO STA. 76+65
SCALE: 1"= 50'

STAGE II

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	10
PS&E	2025	NH-SIP-60(40)	10



MARKING ABBREVIATIONS
SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE
DWL - DOTTED WHITE LINE

SR-60 STA 598+53.87 BEGIN 12" DWL AND 60' SPACED SNOWPLOWABLE PAVEMENT MARKERS

SR-60 STA 604+50.00 END 12" DWL AND 60' SPACED SNOWPLOWABLE PAVEMENT MARKERS AND BEGIN 8" SSWL AND 20' SPACED SNOWPLOWABLE PAVEMENT MARKERS


SR-60 STA 606+14.68 END 8" SSWL

SR-60 STA 606+83.43 END 20' SPACED SNOWPLOWABLE PAVEMENT MARKERS

STA 400+90.00 END 8" SSWL AND 20' SPACED SNOWPLOWABLE PAVEMENT MARKERS AND BEGIN 6" SSYL

STA 401+30.00 END 6" SSYL

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND
PAVEMENT
MARKING PLAN

STA. 597+58 TO STA. 609+26
SCALE: 1"= 50'


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

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	<div><div>Benton Pike →</div><div>15 MPH</div></div>	10	14'-0"	5'-0"	8"	2"	10.67"	8"		EM			WHITE BLACK	GREEN YELLOW	0.100" SHEET ALUMINUM	EXISTING (2 POSTS)			TYPE 5	0.18	45.06	7'-0"	SR 60 STA 602+11.64 RT LM 13.189 SEE STD DWG T-S-9, T-S-13 EXISTING SIGN AND SUPPORT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE TDOT ENGINEER. INFORMATION PROVIDED IS TO BE USED FOR FOUNDATION INSTALLATION QUANTITIES.
2	<div><div>RAMP</div><div>15 M P H</div></div> W13-3	10	36"	48"									BLACK	YELLOW	0.100" SHEET ALUMINUM	EXISTING			TYPE 4	0.12	22.53	7'-0"	SR 60 STA 603+03.78 RT LM 13.207 SEE STD DWG T-S-9, T-S-12 EXISTING SIGN AND SUPPORT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE TDOT ENGINEER. INFORMATION PROVIDED IS TO BE USED FOR FOUNDATION INSTALLATION QUANTITIES.
3	<div>WRONG WAY</div> R5-1A	10	42"	30"									WHITE	RED	0.100" SHEET ALUMINUM	EXISTING			TYPE 4	0.12	22.53	7'-0"	SR 60 STA 603+16.78 RT LM 13.210 SEE STD DWG T-S-9, T-S-12 RED REFLECTIVE DELINEATOR TO BE APPLIED TO SIGN POST. EXISTING SIGN AND SUPPORT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE TDOT ENGINEER. INFORMATION PROVIDED IS TO BE USED FOR POST ENHANCEMENT AND FOUNDATION INSTALLATION QUANTITIES.
4	<div>DO NOT ENTER</div> R5-1	10	48"	48"									WHITE	RED	0.100" SHEET ALUMINUM	EXISTING			TYPE 4	0.12	22.53	7'-0"	SR 60 STA 605+33.71 RT LM 13.252 SEE STD DWG T-S-9, T-S-12 RED REFLECTIVE DELINEATOR TO BE APPLIED TO SIGN POST. EXISTING SIGN AND SUPPORT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE TDOT ENGINEER. INFORMATION PROVIDED IS TO BE USED FOR POST ENHANCEMENT AND FOUNDATION INSTALLATION QUANTITIES.
5	<div>→</div> W1-6R	10	60"	30"									BLACK	YELLOW	0.100" SHEET ALUMINUM	EXISTING							RAMP STA 400+25.00 LT LM 13.269 SEE STD DWG T-S-9 PROPOSED SIGN IS TO BE MOUNTED ON EXISTING EXIT SIGN SUPPORTS. INFORMATION PROVIDED IS TO BE USED FOR SIGN INSTALLATION QUANTITIES.
6	<div>EXIT → 15 M P H</div> W13-6R	10	36"	54"									BLACK	YELLOW	0.100" SHEET ALUMINUM	P5	h1=15'0"	TYPE 4	0.12	22.53	7'-0"	SR 60 STA 600+75.00 RT LM 13.163 SEE STD DWG T-S-9, T-S-12 PROPOSED SIGN AND SUPPORT IS TO BE PLACED AS DIRECTED BY THE TDOT ENGINEER. INFORMATION PROVIDED IS TO BE USED FOR SIGN, POST AND FOUNDATION INSTALLATION QUANTITIES.	

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	11
PS&E	2025	NH-SIP-60(40)	11

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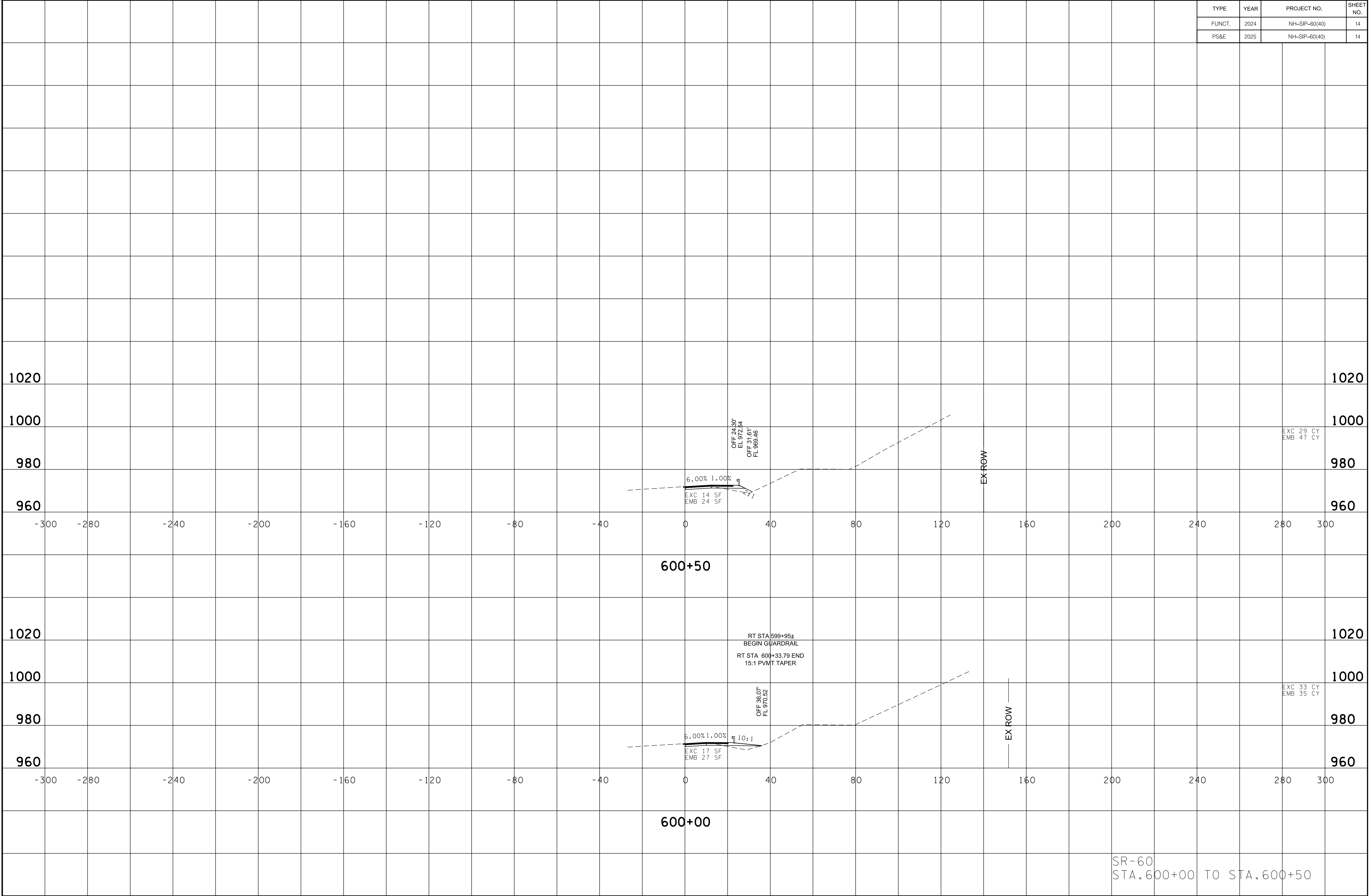

John Hieronymus

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN
SCHEDULE

15-APR-2025
pw://lochner-pw.bentley.com/lochner-pw-01/Documents/Projects/000020154/TO1 - Bradley/Plan Set/X-Sections/20154-TO1_XSections

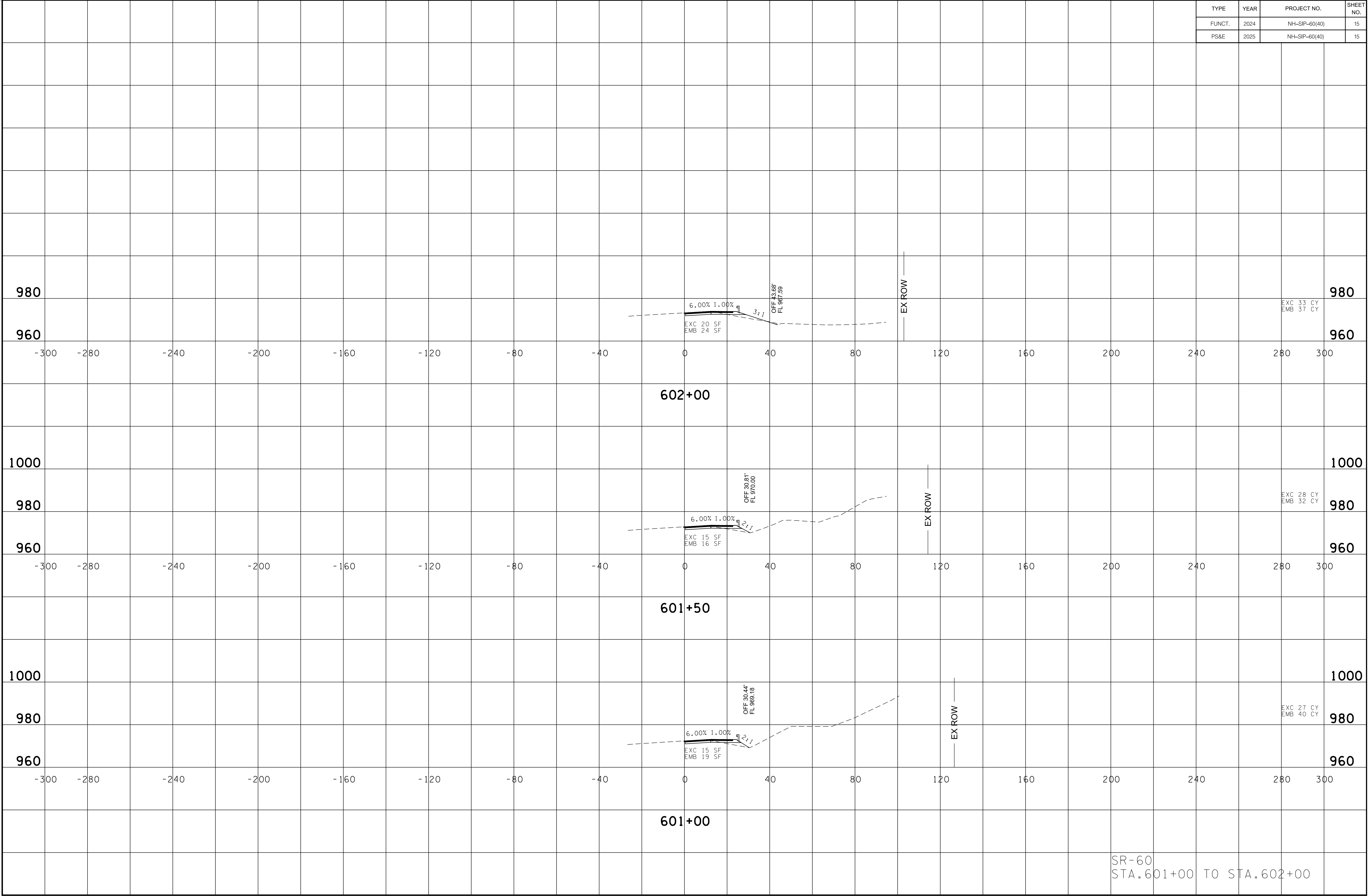
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	14
PS&E	2025	NH-SIP-60(40)	14



SR-60
STA. 600+00 TO STA. 600+50

15-APR-2025
pw://lochner-pw.bentley.com/lochner-pw-01/Documents/Projects/000020154/TO1 - Bradley/Plan Set/X-Sections/20154-TO1_XSections

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	15
PS&E	2025	NH-SIP-60(40)	15



15-APR-2025
pw://lochner-pw.bentley.com/lochner-pw-01/Documents/Projects/000020154/TO1 - Bradley/Plan Set/X-Sections/20154-TO1_XSections

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	16
PS&E	2025	NH-SIP-60(40)	16

RT STA. 603+50.00
END FULL DEPTH CONSTRUCTION OF EXIT LANE
BEGIN MILL AND OVERLAY OF EXIT LANE

OFF 33.96'
EL 972.47

980

980

960

960

940

940

-300 -280 -240 -200 -160 -120 -80 -40 0 40 80 120 160 200 240 280 300

EXC 49 CY
EMB 0 CY

EX ROW

603+50

OFF 28.53'
EL 972.67

980

980

960

960

940

940

-300 -280 -240 -200 -160 -120 -80 -40 0 40 80 120 160 200 240 280 300

EXC 53 CY
EMB 7 CY

EX ROW

603+00

OFF 33.96'
EL 969.50

980

980

960

960

-300 -280 -240 -200 -160 -120 -80 -40 0 40 80 120 160 200 240 280 300

EXC 42 CY
EMB 29 CY

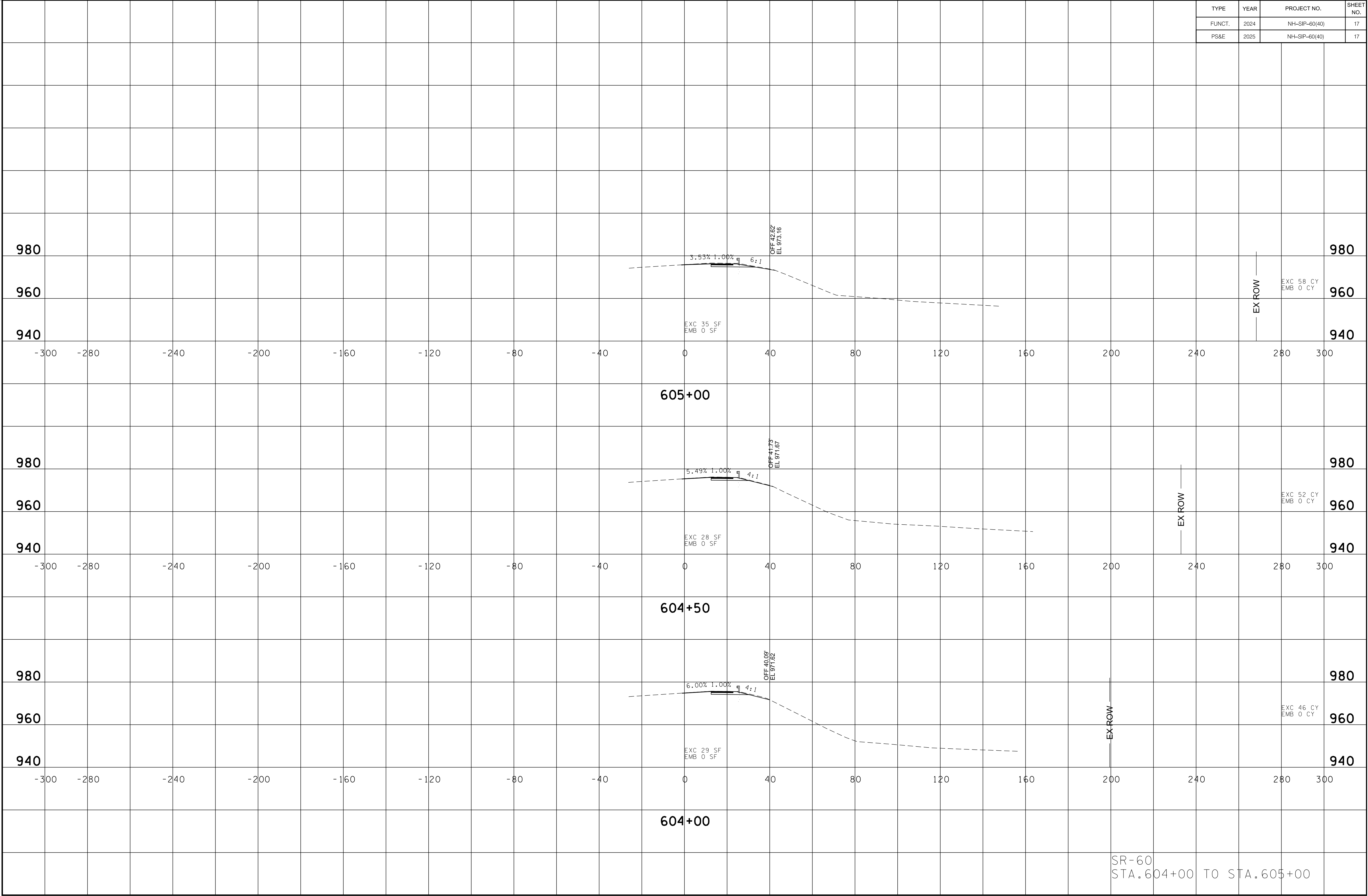
EX ROW

602+50

SR-60
STA. 602+50 TO STA. 603+50

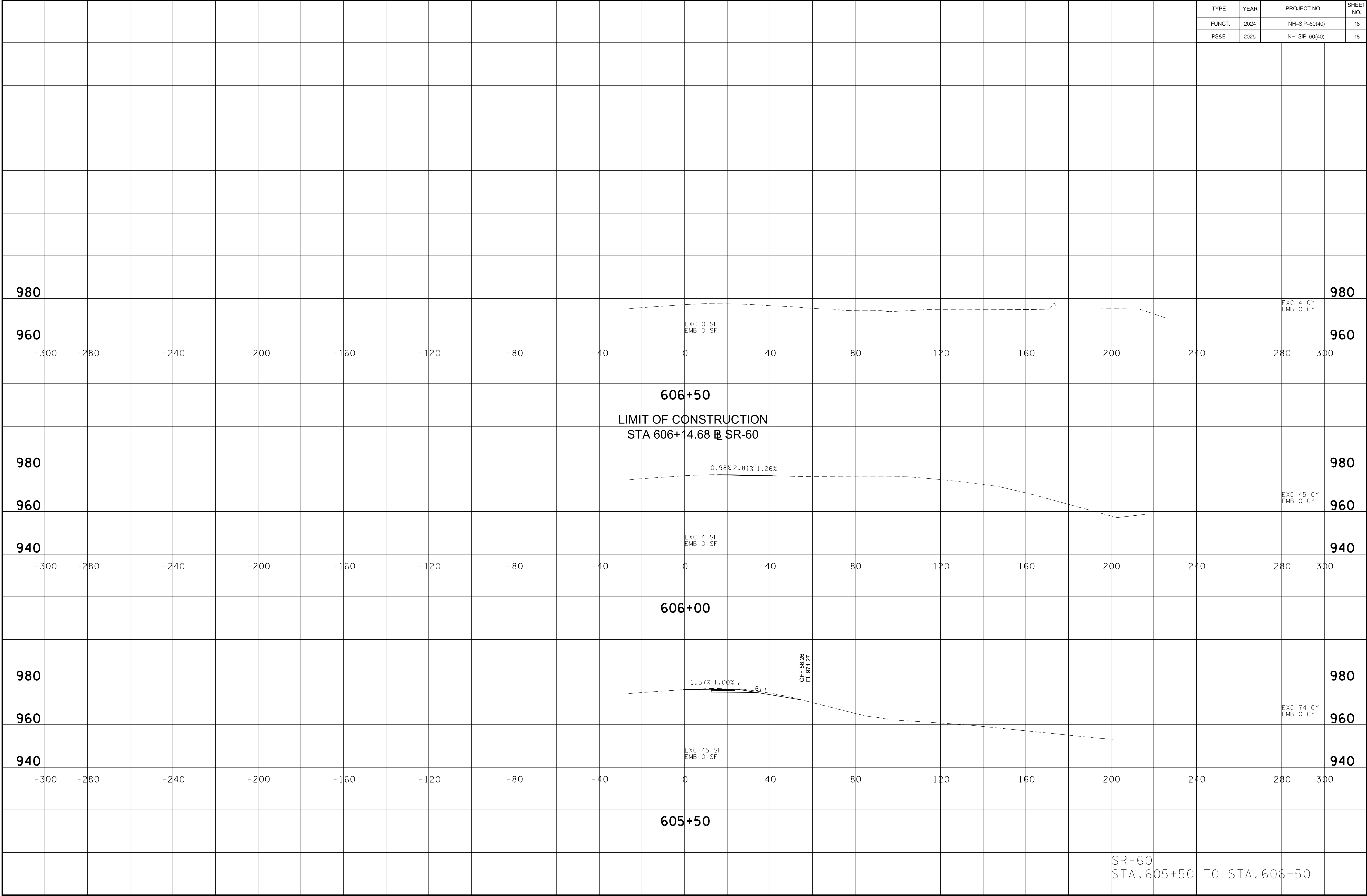
15-APR-2025
pw://lochner-pw.bentley.com/lochner-pw-01/Documents/Projects/000020154/TO1 - Bradley/Plan Set/X-Sections/20154-TO1_XSections

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	17
PS&E	2025	NH-SIP-60(40)	17



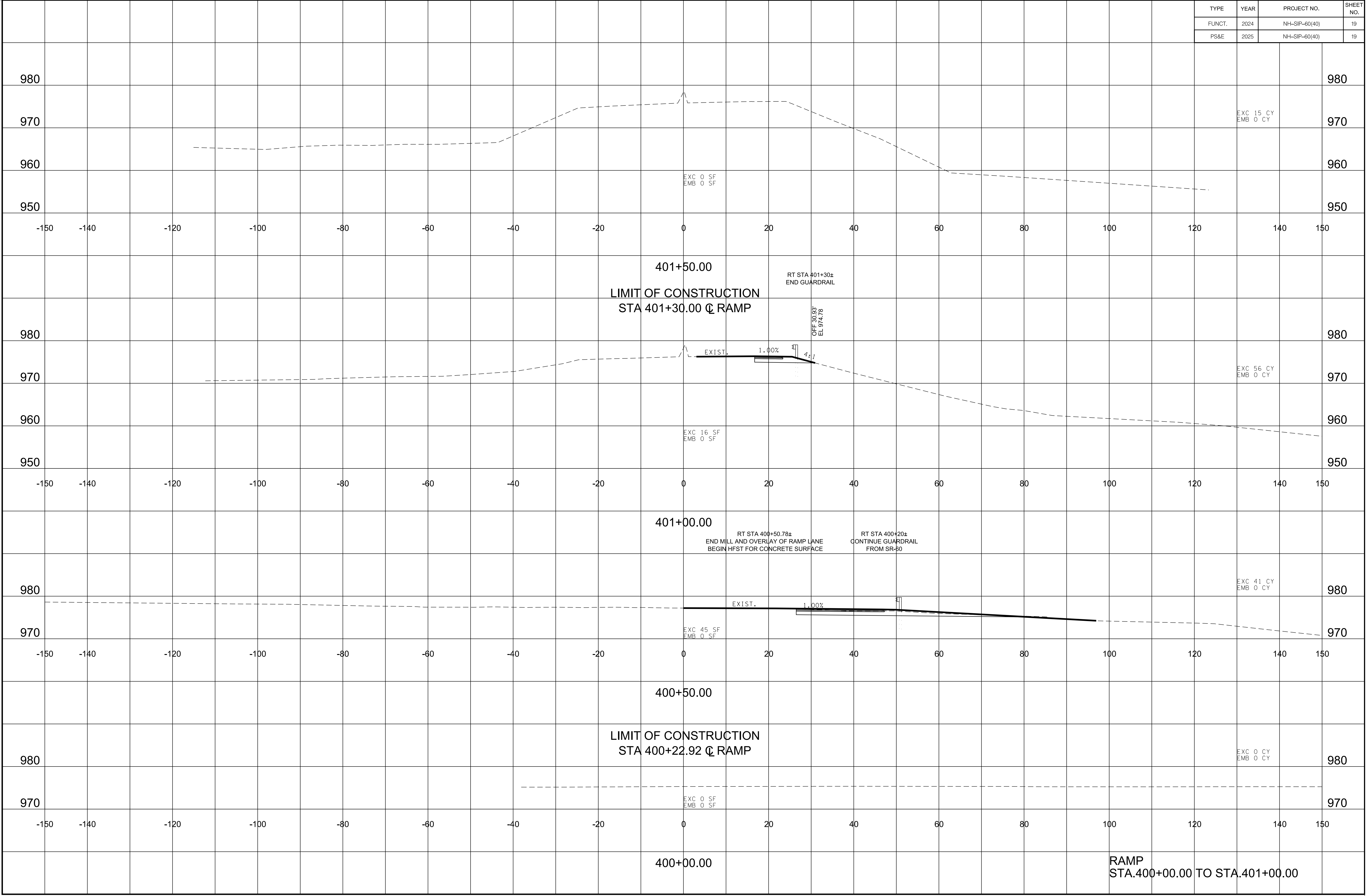
15-APR-2025
pw://lochmer-pw.bentley.com/lochmer-pw-01/Documents/Projects/000020154/TO1 - Bradley/Plan Set/X-Sections/20154-TO1_XSections

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	18
PS&E	2025	NH-SIP-60(40)	18



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	19
PS&E	2025	NH-SIP-60(40)	19



RAMP
STA.400+00.00 TO STA.401+00.00

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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
- a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
- a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

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

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

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

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

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

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

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

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

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

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

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

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
- a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	T1
PS&E	2025	NH-SIP-60(40)	T1

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

GENERAL TRAFFIC CONTROL NOTES:

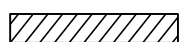
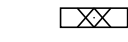

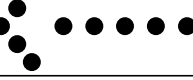


SR-60 NORTHBOUND ONE LANE OPERATION SHALL ONLY OCCUR ON NON-PEAK TIMES. THE USE OF FLAGGERS AND ONE LANE OPERATION ONLY AT THE DIRECTION OF THE ENGINEER.

TRAFFIC CONTROL PHASING NOTES:

PHASE 1

CONSTRUCTION: CONSTRUCT EXPANDED RAMP DECELERATION LANE FOR EXIT RAMP TO BENTON PIKE. INSTALL GUARDRAIL AND SIGNAGE.

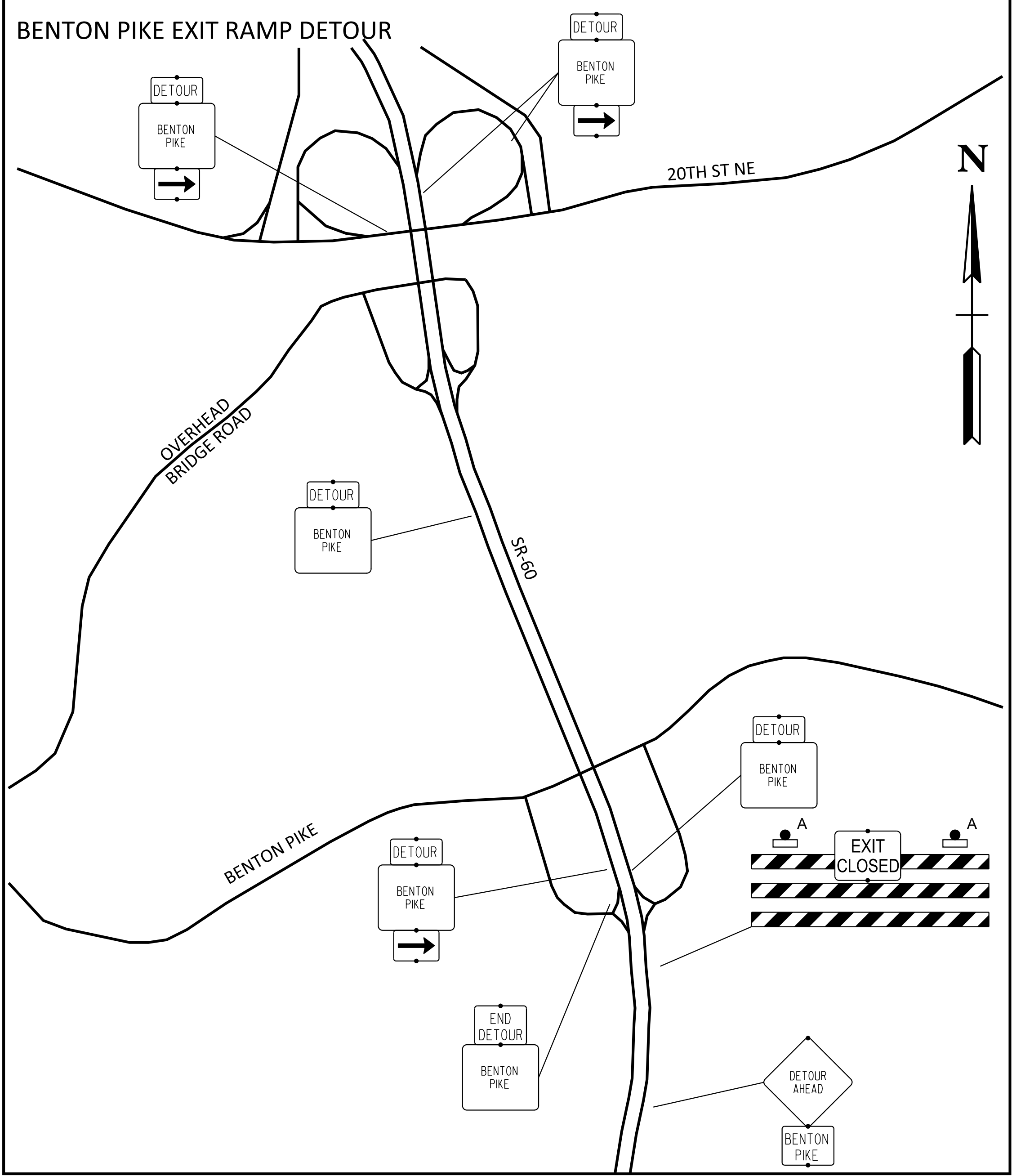
TRAFFIC: MAINTAIN ONE LANE OF TRAFFIC ON SR-60 NORTHBOUND, CLOSING RIGHT LANE AND EXIT RAMP. DETOUR BENTON PIKE TRAFFIC TO SR-60 SOUTHBOUND EXIT RAMP, VIA TURNAROUND AT EXIT TO NORTH (20TH STREET NE).

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE - CONSTRUCTION THIS PHASE
	TEMPORARY BARRICADE
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C (SINGLE ARROW)
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			06069-3229-94
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
712-05.01	WARNING LIGHTS (TYPE A)	EACH	2
712-06	SIGNS (CONSTRUCTION)	S.F.	340
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	12
712-08.03	ARROW BOARD (TYPE C)	EACH	1
712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	2050
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1

TRAFFIC CONTROL SIGN TABULATION										
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W						
E5-2a	EXIT CLOSED	48"		36"	12	1	1	12.00		
G20-1	END ROAD WORK	48"		24"	8	2	2	16.00		
M4-8	DETOUR	30"		15"	3	6	6	18.75		
M4-8a	END DETOUR	24"		18"	3	1	1	3.00		
W20-1	ROAD WORK AHEAD	48"		48"	16	2	2	32.00		
W20-2	DETOUR AHEAD	48"		48"	16	2	2	32.00		
W20-5R	RIGHT LANE CLOSED (DISTANCE)	48"		48"	16	4	4	64.00		
W4-2R	RIGHT LANE MERGE	48"		48"	16	2	2	32.00		
	BENTON PIKE	48"		48"	16	7	7	112.00		
W16-5P	DIRECTIONAL ARROW	24"		18"	3	4	4	12.00		
	BENTON PIKE	24"		18"	3	2	2	6.00		
TOTAL							340	S.F.		

BENTON PIKE EXIT RAMP DETOUR



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	NH-SIP-60(40)	T2
PS&E	2025	NH-SIP-60(40)	T2

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL NOTES, LEGEND TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
P S & E	2025	NH-SIP- 60(40)	U1-1
		06069 - 3229 - 94	
		131296.00	

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS, GENERAL NOTES AND UTILITY SHEETS	U1-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SPECIAL NOTES

BRADLEY COUNTY

SR-60 NORTHBOUND EXIT RAMP TO BENTON PIKE

NO KNOWN
UTILITY
CONFLICTS

UTILITY OWNERS AND CONTACTS:

ELECTRIC:	NO KNOWN ELECTRIC IN PROJECT LIMITS	TELEPHONE/FIBER:	NO KNOWN TELEPHONE OR FIBER IN PROJECT LIMITS
CABLE TV:	NO KNOWN CABLE IN PROJECT LIMITS	WATER/SEWER	NO KNOWN WATER OR SEWER IN PROJECT LIMITS
GAS:	NO KNOWN GAS IN PROJECT LIMITS		

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

UTILITY REFERENCE

\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$\$DGNSEPC\$\$\$\$\$