THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Mark Randall
Digitally signed by Mark Randall
Date: 2025.02.14 10:35:59 -06'00'

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

SAIN ASSOCIATES
122 SOUTH FIRST STREET
PULASKI, TN
MARK RANDALL, PE NUMBER 115968

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN 2
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TABULATED QUANTITIES	2F
PRESENT LAYOUT(S)	5, 6
PROPOSED LAYOUT(S)	6B
RAMP PROFILE(S)	11
CULVERT SECTION(S)	17
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	18, 19A – 19B, 20A-20B, 21A-21B
TRAFFIC CONTROL PLANS	T2, T3A-T3C, T4A-T5B, T6-T8H

YEAR	PROJECT NO.	SHEET NO.
2025	HSIP-1(378)	ROADWAY-SIGN 2

REV. 02-12-25: ADDED SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

2/13/2025 9:54:48 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-SIGNATURE SHEET 2.DGN

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Mark Randall
Digitally signed by Mark Randall
Date: 2025.01.15 14:37:18 -06'00'

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

SAIN ASSOCIATES
122 SOUTH FIRST STREET
PULASKI, TN
MARK RANDALL, PE NUMBER 115968

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A2
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3D
PRESENT LAYOUT(S)	4 – 7
RIGHT-OF-WAY DETAILS	4A – 7A
PROPOSED LAYOUT(S)	4B – 7B
PROPOSED PROFILE(S)	4C – 7C
RAMP PROFILE(S)	8 – 14
DRAINAGE MAP(S)	15
CULVERT SECTION(S)	16 – 17
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	18, 19 – 21C
SIGNING AND PAVEMENT MARKING PLAN(S)	22 – 25
SIGN SCHEDULE SHEET(S)	26 – 27
ROADWAY CROSS SECTIONS	28 – 88
TRAFFIC CONTROL PLANS	T1 – T5C

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Jeffrey Stephenson
Digitally signed by Jeffrey Stephenson
Date: 2025.01.15 16:05:42 -06'00'

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

SAIN ASSOCIATES
122 SOUTH FIRST STREET
PULASKI, TN
JEFFREY D. STEPHENSON, PE NUMBER 108626

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.
SIGNAL LAYOUT	89 - 91
SIGNAL DETAILS	89A - 91A
SIGNAL PHASING AND TIMING	89B - 91B

YEAR	PROJECT NO.	SHEET NO.
2025	HSIP-1(378)	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

11/20/2024 8:03:57 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-SIGNATURE SHEET.DGN

Index Of Sheets

SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

RUTHERFORD COUNTY

SR-1 FROM NEAR JEFFERSON PIKE TO NEAR SR-266
(SAM RIDLEY PARKWAY) IN SMYRNA

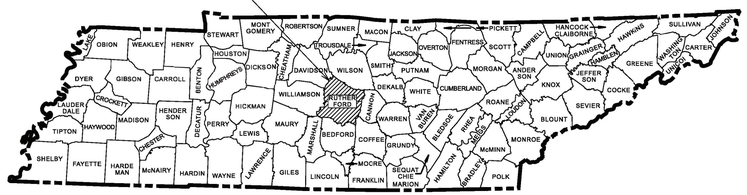
PS&E
GRADE, DRAIN, BASE, PAVE, SIGN, STRIPE, AND SIGNALIZATION

STATE HIGHWAY NO. 1 F.A.H.S. NO. 41

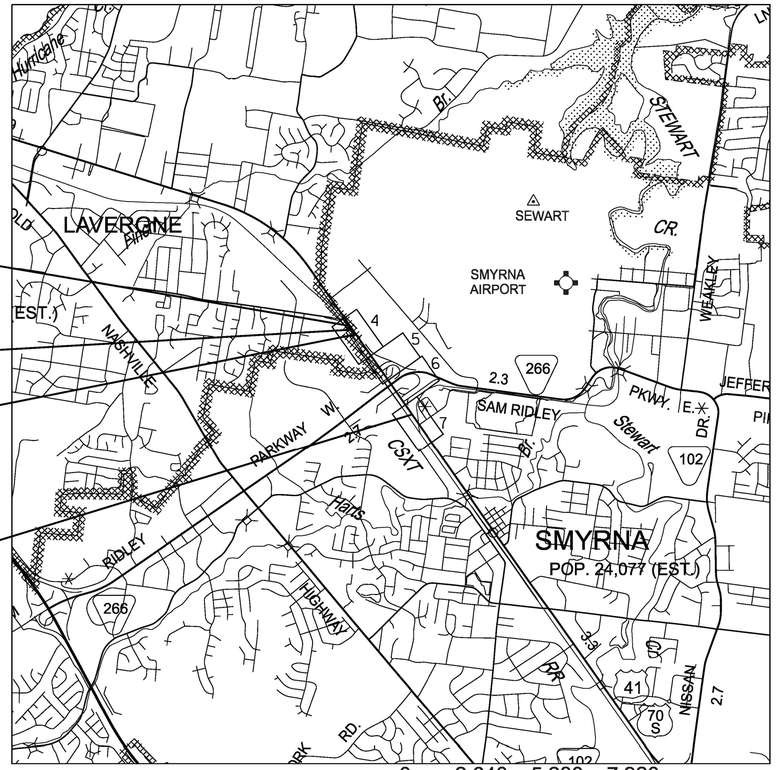
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES X	NO

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	HSIP-1(378)	
STATE PROJ. NO.	75002-3290-94	

PROJECT LOCATION



NO EXCLUSIONS



SCALE: 1"= 2,640'

N

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378) R.O.W.
STA. 104+10.00 S.R. 1
N: 608009.3473 E: 1810014.6080

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378) CONST.
STA. 104+50.00 S.R. 1
N: 607976.6183 E: 1810037.6039

75002-2290-94
END PROJECT NO. HSIP-1(378) R.O.W.
STA. 107+62.58 S.R. 1
N: 607720.8577 E: 1810217.3058

75002-3290-94
END PROJECT NO. HSIP-1(378) CONST.
STA. 142+30.00 S.R. 1
N: 604883.7096 E: 1812210.7365

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: KEVIN COUNTS, P.E.

DESIGNED BY : SAIN ASSOCIATES

DESIGNER : MARK RANDALL, P.E. & JEREMY GREER, P.T.O.E. CHECKED BY RICHARD HOLT, P.E. & CHARLES COCHRAN, P.E.

P.E. NO. 75002-1290-94 (DESIGN)

PIN NO. 126006.00

R.O.W. LENGTH	0.066 MILES
ROADWAY LENGTH	0.715 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.715 MILES

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

SURVEY 5-31-23	TRAFFIC DATA	
03-06-24 UPDATED	ADT (2025)	40, 810
	ADT (2045)	69, 820
	DHV (2045)	6, 455
	D	55-45
	T (ADT)	11%
	T (DHV)	7%
	V	40 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID g2012bu07

SEALED BY

MARK ANDREW RANDALL — REGISTERED ENGINEER — AGRICULTURE — No. 119699 — STATE OF TENNESSEE

APPROVED: _____ WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED: _____ HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____ DIVISION ADMINISTRATOR _____ DATE

11/19/2024 9:54:26 AM
P:\2020\20319\DOT\TDOT\20319DGN\75S001-DES-TITLE SHEET.DGN

PS&E INDEX OF SHEETS

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

NOTE: NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
10-101.00 ROADWAY DESIGN STANDARDS		
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-TS-2		DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS
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-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL 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
10-102.00 PIPE CULVERTS AND ENDWALLS		
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PO-1	06-28-19	STANDARD OVAL AND REINFORCED CONCRETE ARCH PIPE CULVERT
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-30A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-30B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-36A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-36B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE, BILL OF STEEL AND PRECAST NOTES
10-103.00 CATCH BASINS AND MANHOLES		
D-CB-31R	02-20-20	STANDARD PRECAST CIRCULAR NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL)
D-CB-31SD	02-20-20	STANDARD 7' X 7' SQUARE CONCRETE NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL)
D-CB-31SE	02-20-20	STANDARD 9' X 9' SQUARE CONCRETE NO. 31 CATCH BASIN (FOR USE UNDER CONCRETE MEDIAN BARRIER WALL)
D-CB-42RB	02-20-20	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-42S	02-20-20	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SB	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SC	02-20-20	STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SD	02-20-20	STANDARD 7' X 7' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CBB-31	02-20-20	TYPE "B" CAST IRON FRAME, GRATE & INLET DETAILS FOR NOS. 31, 41, 45, 46, & 51 TYPE CATCH BASINS
D-CBB-42	10-29-21	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-DHO-1	05-01-20	MEDIAN OPENINGS ON 4-LANE DIVIDED HIGHWAY
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-7	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-9	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES
10-106.00 SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-CC-1	01-09-24	CRASH CUSHION
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
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
S-SSMB-2	10-29-21	51" SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-5	05-01-20	SINGLE SLOPE MEDIAN BARRIER WALL CATCH BASIN DETAIL

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	1A
PS&E	2025	HSIP-1(378)	1A

REV. 02-12-25: UPDATED INDEX SHEET. ADDED STANDARD DRAWINGS D-PE-30A, 30B.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

2/13/2025 3:16:02 PM
P:\2020\200319\DOT\DOT200319\DGN\75S001-SHT-INDEX AND STD DRAWINGS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	1A1
PS&E	2025	HSIP-1(378)	1A1

10-107.00 DESIGN - TRAFFIC CONTROL

T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-6	03-01-23	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-9A		PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-18A		DELINEATOR MOUNTING DETAILS
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-18	07-07-23	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-63	01-09-24	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64		WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	12-09-22	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	02-28-20	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	12-09-22	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	12-09--22	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	12-09-22	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	01-28-22	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	12-09-22	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

10-108.00 EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-31	05-04-22	TEMPORARY DIVERSION CHANNEL
EC-STR-31A	04-01-08	TEMPORARY DIVERSION CHANNEL DESIGN
EC-STR-41		CATCH BASIN FILTER ASSEMBLY (TYPE 1)
EC-STR-41A		CATCH BASIN FILTER ASSEMBLY (TYPE 1) SLIPCOVER DETAILS
EC-STR-44		CATCH BASIN FILTER ASSEMBLY (TYPE 4)
EC-STR-44A		CATCH BASIN FILTER ASSEMBLY (TYPE 4) SLIPCOVER DETAILS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
ROADWAY
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	1A2
PS&E	2025	HSIP-1(378)	1A2

STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
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-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
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	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-14	10-21-19	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, WF-BEAMS
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-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-02-15	BREAKAWAY POST SIGN SUPPORTS
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLIES
T-SG-7A		TYPICAL SIGNAL HEAD PLACEMENT APPROACHES WITH NO THROUGH MOVEMENTS
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7G		TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-9	10-21-19	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	09-12-23	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS

DWG.	REV.	DESCRIPTION
LIGHTING AND UTILITY POLES		
T-FO-2		FIBER OPTIC UNDERGROUND ENTRANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS
T-L-1SA	09-11-13	STANDARD LIGHTING DETAILS FOR SINGLE ARM SUPPORTS
T-L-3	04-15-96	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	05-25-11	STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION

STANDARD STRUCTURE DRAWINGS

NEW STRUCTURES		
STD-8-4		SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS

11/19/2024 10:08:18 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-STD STRUCTURES AND TRAFFIC OPERATIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	2A
PIH	2025	HSIP-1(378)	2
PS&E	2025	HSIP-1(378)	2

REV. 02-12-25: ADJUSTED ITEMS (202-03.01, 203-01, 209-08.02, 209-08.03, 209-65.03, 303-01, 402-02, 407-20.05, 712-02.02, 712-02.60, 712-06). ADDED ITEMS (307-01.08, 307-02.01, 411-01.10, 607-06.02, 611-07.62, 712-09.08, 716-05.49)

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 75002-3290-94
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(1)	202-01.50	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	EACH	2
	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	5862
(14)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	15761
	203-04	PLACING AND SPREADING TOP SOIL	C.Y.	2063
	203-06	WATER	M.G.	153
	209-05	SEDIMENT REMOVAL	C.Y.	1430
(2) (3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	752
(2),(3)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	14600
(2),(3)	209-08.07	ROCK CHECK DAM PER	EACH	7
(2) (3)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	11
(2),(3)	209-09.01	SANDBAGS	BAG	500
(2),(3)	209-40.41	CATCH BASIN FILTER ASSEMBLY(TYPE 1)	EACH	2
(2),(3)	209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH	2
(2) (3)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	450
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	10350
(2),(3)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	30
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	220
	307-01.21	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S"	TON	212
	307-02.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	360
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	652
	307-04.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"	TON	401
	313-03	TREATED PERMEABLE BASE	S.Y.	5047
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	9
(2)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	35
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	18
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	2464
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	296
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	128
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	2215
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	2109
	501-01.02	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 9"	S.Y.	4588
	604-09.10	CLASS A CONCRETE (ISLAND - 6")	C.Y.	34
	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	139
	607-06.02	30" CONCRETE PIPE CULVERT (CLASS III)	L.F.	11
	607-57.03	REINFORCED CONCRETE PIPE ARCH (36" X 23")	L.F.	78
	611-07.56	18IN ENDWALL (CROSS DRAIN) 6:1	EACH	3
	611-07.62	30IN ENDWALL (CROSS DRAIN) 6:1	EACH	1
	611-07.65	36IN ENDWALL (CROSS DRAIN) 6:1	EACH	2
	611-31.02	CATCH BASINS, TYPE 31, > 4' - 8' DEPTH	EACH	2
	611-42.01	CATCH BASINS, TYPE 42, 0' - 4' DEPTH	EACH	1
	702-01	CONCRETE CURB	C.Y.	12
	705-01.04	METAL BEAM GUARD FENCE	L.F.	40
	705-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	257
	705-06.10	GR TERMINAL TRAILING END (TYPE 13) MASH TL3	EACH	1
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
	705-20.72	SELF RESTORING CRASH CUSHN WIDE (MASH TI-3)	EACH	4
(2),(3)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	550
(2),(3)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	191
	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	7
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3665
	710-05	LATERAL UNDERDRAIN	L.F.	860
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	4
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	22
	711-05.71	51IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.	628
	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	5140
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	13
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	339
	712-04.50	BARRIER RAIL DELINEATOR	EACH	16

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 75002-3290-94
	712-06	SIGNS (CONSTRUCTION)	S.F.	1142
	712-07.03	TEMPORARY BARRICADES (TYPE III)	EACH	19
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	5583
	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	5560
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	7
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	1320
	713-11.05	SQUARE TUBE SIGN SUPPORT	LB.	2590
	713-11.21	P POST SLIP BASE	EACH	53
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	494
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	1
(4) (5)	713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	9
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	714-05.04	PULL BOXES (TYPE C)	EACH	9
	714-06.08	CABLE (2/C #6 AWG)	L.F.	1200
	714-09.03	LUMINAIRES (250 WATT LED)	EACH	5
	716-01.13	RAISED PVMT MARKERS (BI-DIRECTIONAL) (2 COLOR LENS)	EACH	75
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	4
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	150
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	150
(6)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	425
(6)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	290
(6)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	13
	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	79
	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	510
	716-02.11	PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	L.F.	465
	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	1
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4
(6)	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	2
	716-04.07	PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	1
(6)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	45
(6)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
(13)	716-05.49	PAINTED PAVEMENT MARKING (8" LINE)	L.F.	160
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	4
	717-01	MOBILIZATION	LS	1
	730-02.03	SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	4
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	13
	730-02.11	SIGNAL HEAD ASSEMBLY (130 A2 WITH BACKPLATE)	EACH	3
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	1
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	9
	730-03.24	INSTALL PULL BOX (FIBER OPTIC-TYPE B)	EACH	3
	730-03.33	FIBER OPTIC SPLICE FUSION	EACH	12
	730-03.36	FIBER SPLICE ENCLOSURE (N LOWERY ST (SR 1) & Jefferson Pike))	EACH	3
	730-03.40	NETWORK SWITCH (TYPE A)	EACH	3
	730-03.54	FIBER OPTIC DROP CABLE (12F)	L.F.	150
	730-03.57	FIBER OPTIC DROP PANEL (N LOWERY ST (SR 1) & Jefferson Pike)	EACH	3
(7,8)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	3
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	800
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	3400
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	300
	730-12.03	CONDUIT 3" DIAMETER (PVC SCHEDULE 40)	L.F.	300
(9)	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	640
(9)	730-12.24	CONDUIT 3" DIAMETER (DIRECTIONAL BORE)	L.F.	640
(10)	730-13.08	VEHICLE DETECTOR (RADAR - STOPLINE)	EACH	9
(10)	730-13.09	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	6
(11,12)	730-15.07	CABINET (ATC)	EACH	3
(12)	730-16.14	CONTROLLER (ECONOLITE COBALT C)	EACH	3
(13)	730-25.09	CANTILEVER SIGNAL SUPPORT (2 @ 55' & 60')	EACH	2
(13)	730-25.10	CANTILEVER SIGNAL SUPPORT (2 @ 55' & 65')	EACH	1
(13)	730-25.13	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	1

SEE SHEET 2-1 FOR FOOTNOTES

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

2/13/2025 10:22:23 AM
P:\2020\200319\DOT\TDOT\200319DGN\75S001-DES-ESTIMATED ROADWAY QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2-1
PS&E	2025	HSIP-1(378)	2-1

REV. 02-12-25; MOVED ITEMS 730-25.14 TO 801-02 FROM SHEET 2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 75002-3290-94
	730-25.14	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	2
	730-35.06	BATTERY BACK-UP AND POWER CONDITIONER	EACH	3
(2),(3)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1347
(2) (3)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	1278
	801-01	SEEDING (WITH MULCH)	UNIT	57
	801-01.02	CROWN VETCH MIXTURE (WITH MULCH)	UNIT	2
	801-02	SEEDING (WITHOUT MULCH)	UNIT	2
	801-03	WATER (SEEDING & SODDING)	M.G.	78
	803-01	SODDING (NEW SOD)	S.Y.	6394
	805-01.01	TURF REINFORCEMENT MAT (CLASS I)	S.Y.	1416

FOOTNOTES

(1) TO BE USED FOR THE REMOVAL OF OVERHEAD SIGNS AT SR-1 STA. 124+01.46 AND STA. 138+71.48.

(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE & REPLACEMENT

(3) TO BE USED AS DIRECTED BY ENGINEER

(4) COST OF INSTALLATION AND HARDWARE IS TO BE INCLUDED IN PRICE BID FOR THIS ITEM. SEE SIGN SCHEDULE SHEET FOR DETAILS.

(5) INCLUDES FIVE (5) D3-1 SIGNS, ONE (1) R3-4, AND ONE (1) R10-5 SIGNS.

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

(7) THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 730-05.01 FOR PAYMENT BY THE CONTRACTOR. SERVICE DISCONNECT IS ALSO INCLUDED IN THE PRICE BID FOR ITEM NO. 730-05.01 FOR PAYMENT BY THE CONTRACTOR.

(8) POWER FOR THE SIGNAL SHALL BE TAKEN FROM MTE.

(9) ITEM IS TO BE PVC SCHEDULE 80

(10) DETECTION SHALL BE WAVETRONIX ARC MATRIX/ADVANCED. INCLUDES ALL INCIDENTAL AND AUXILIARY EQUIPMENT (INCLUDING WIRING AND CONNECTION HARDWARE) NECESSARY FOR INSTALLATION AND OPERATION. APPROXIMATE CABLE LENGTH IS 2500 LF.

(11) THE TRAFFIC SIGNAL CABINET SHALL BE ECONOLITE TS2-1.

(12) THE TRAFFIC CONTROLLER SHALL BE COMPLETE WITH ALL INCIDENTAL AND AUXILIARY EQUIPMENT (CONFLICT MONITOR, ETHERNET SWITCH, AND HARDWARE) NECESSARY TO MATCH IN KIND WHAT IS CURRENTLY ALONG THE EXISTING COORIDOR NETWORK AND TIE INTO THE EXISTING FIBER OPTIC NETWORK. EQUIPMENT IS AS FOLLOWS:

DEVICE	MANUFACTURER	MODEL
SWITCH	CISCO	IE3400
CONTROLLER	ECONOLITE	COBS22100120000 COBALT
MONITOR	RENO	1600G
MIOVISION	-	-

(13) SEE SPECIAL PROVISION 700SIG FOR POLE DESIGN REQUIREMENTS. BID ITEM SHALL INCLUDE THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION OF THE POLE FOUNDATION. SELECT THE APPROPRIATE FOUNDATION DESIGN FOR TDOT STANDARD TRAFFIC OPERATIONS DRAWINGS, T-SG-10.

(14) INCLUDES 100 CY OF ROCK EXCAVATION

SEALED BY

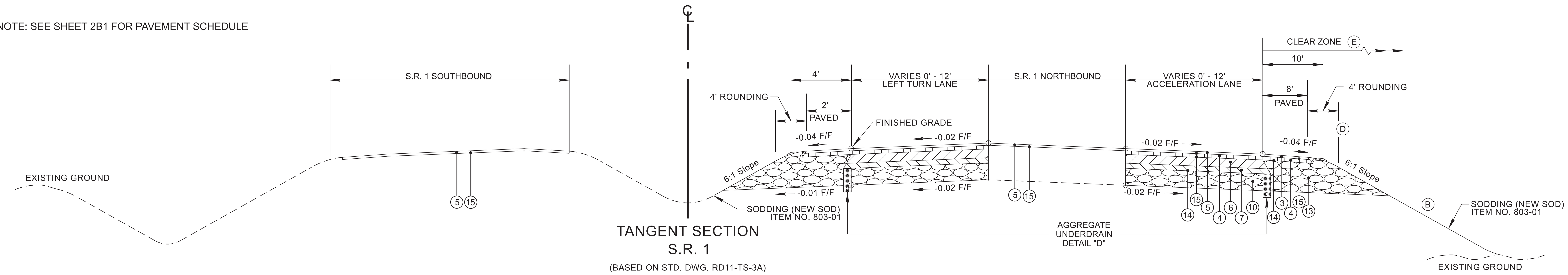
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

2/13/2025 10:13:33 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-ESTIMATED ROADWAY QUANTITIES.DGN

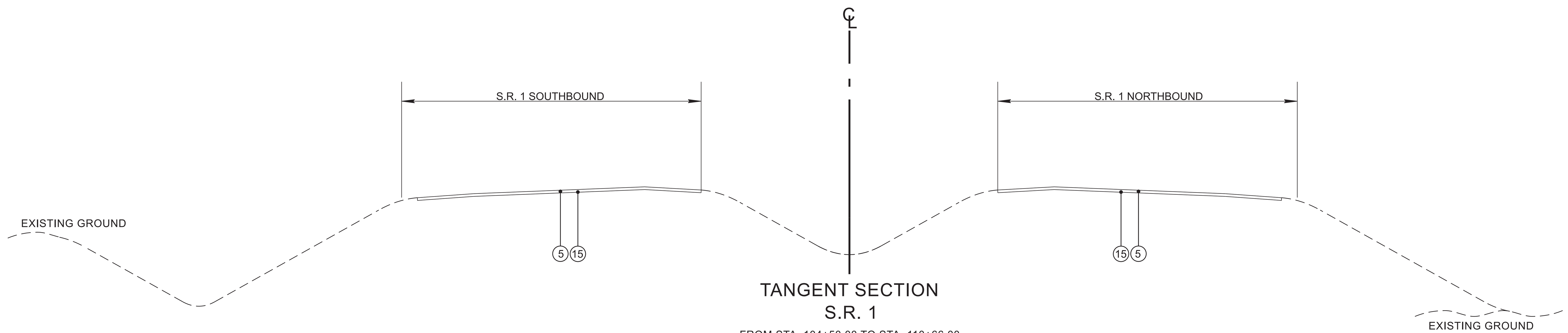
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	2B
PIH	2025	HSIP-1(378)	2B
PS&E	2025	HSIP-1(378)	2B

NOTE: SEE SHEET 2B1 FOR PAVEMENT SCHEDULE



TANGENT SECTION
S.R. 1

(BASED ON STD. DWG. RD11-TS-3A)
FROM STA. 107+16.63 TO STA. 110+66.00
FROM STA. 114+15.00 TO STA. 122+27.50

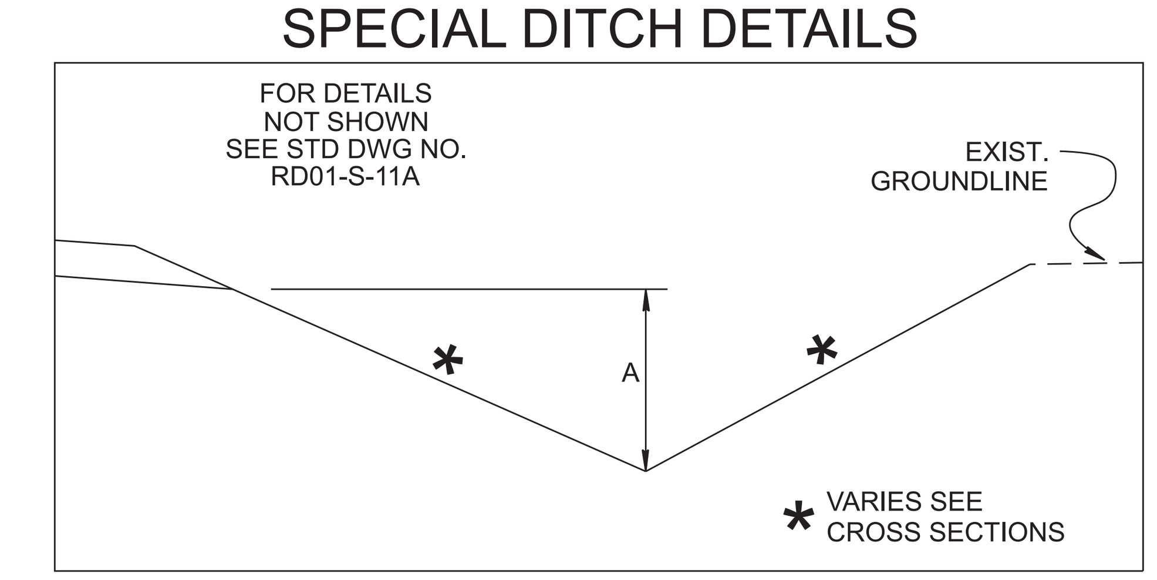


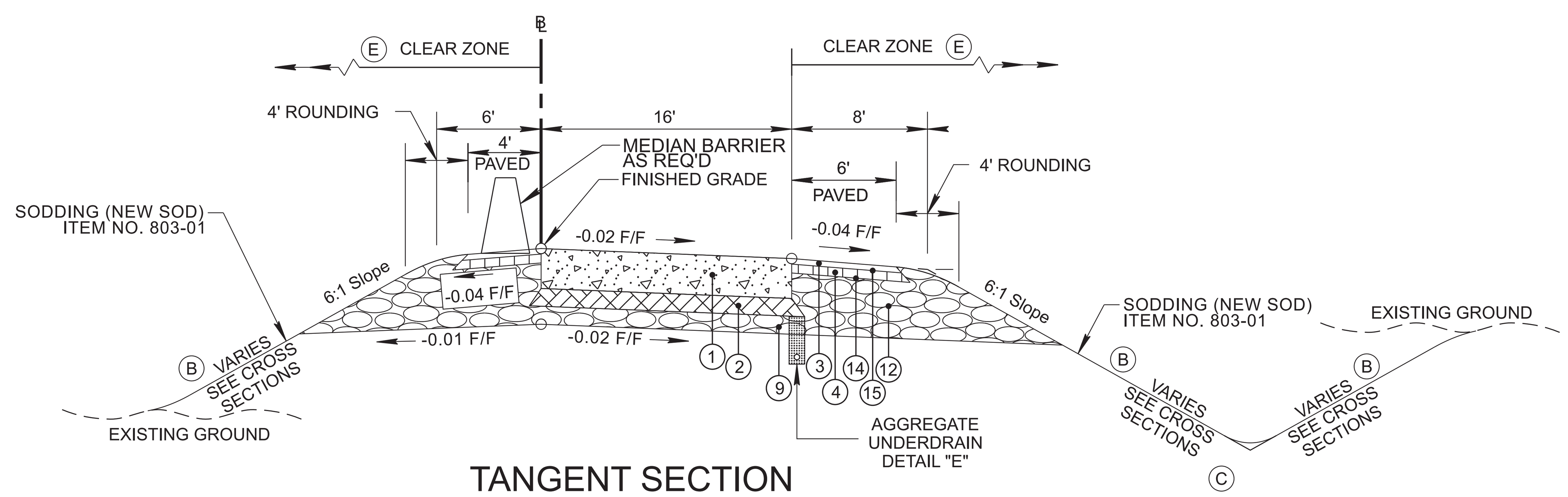
TANGENT SECTION
S.R. 1

FROM STA. 104+50.00 TO STA. 110+66.00
FROM STA. 110+66.00 TO STA. 114+15.00
FROM STA. 114+15.00 TO STA. 142+30.00

PVMT. TRANSITION TABLE						
LOCATION	SIDE		STATION		OFFSET	
	LT	RT	FROM	TO	FROM	TO
S.R. 1	X		108+86.00	110+66.00	-5.77'	-16.77'
S.R. 1	X		114+15.00	117+15.00	-40.08'	-52.08'

SPECIAL DITCH DETAILS

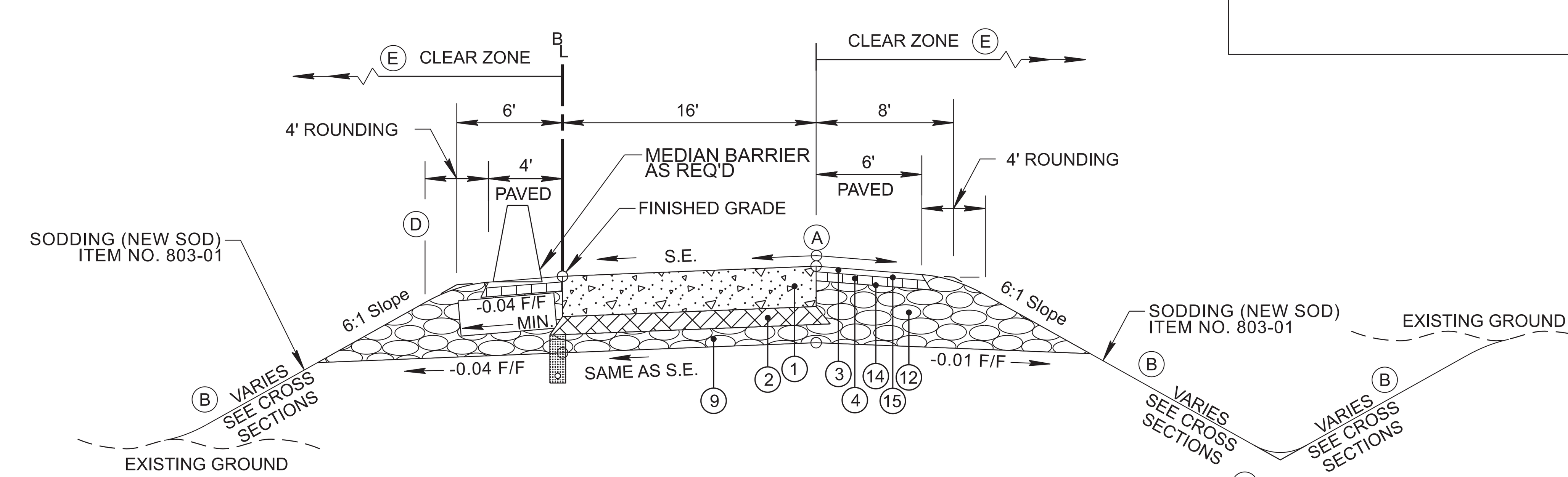




TANGENT SECTION
RAMP A RAMP C

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 209+07.81 TO STA. 210+71.36

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 608+59.34 TO STA. 612+57.37



SUPERELEVATED SECTION
RAMP A RAMP C

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 203+68.36 TO STA. 209+07.81

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 600+34.25 TO STA. 608+59.34

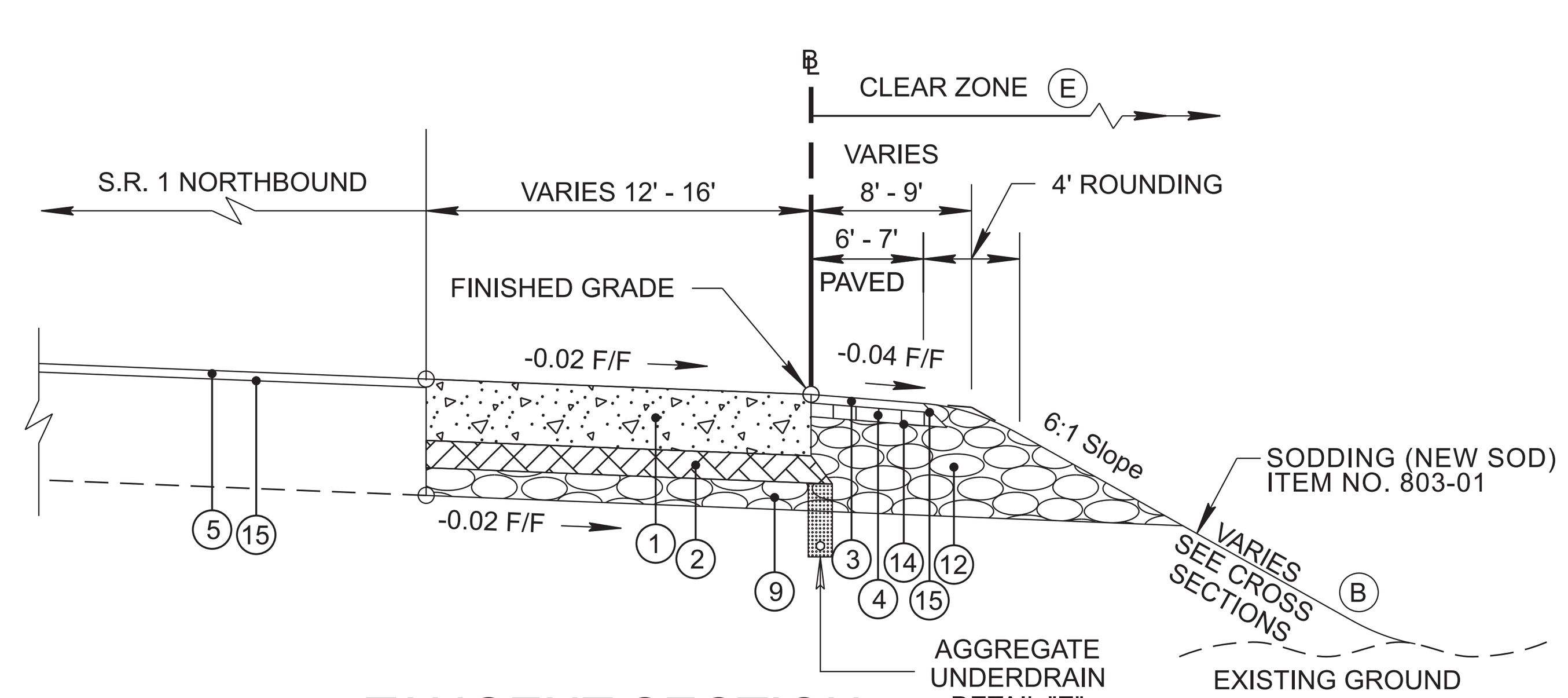
A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

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

D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

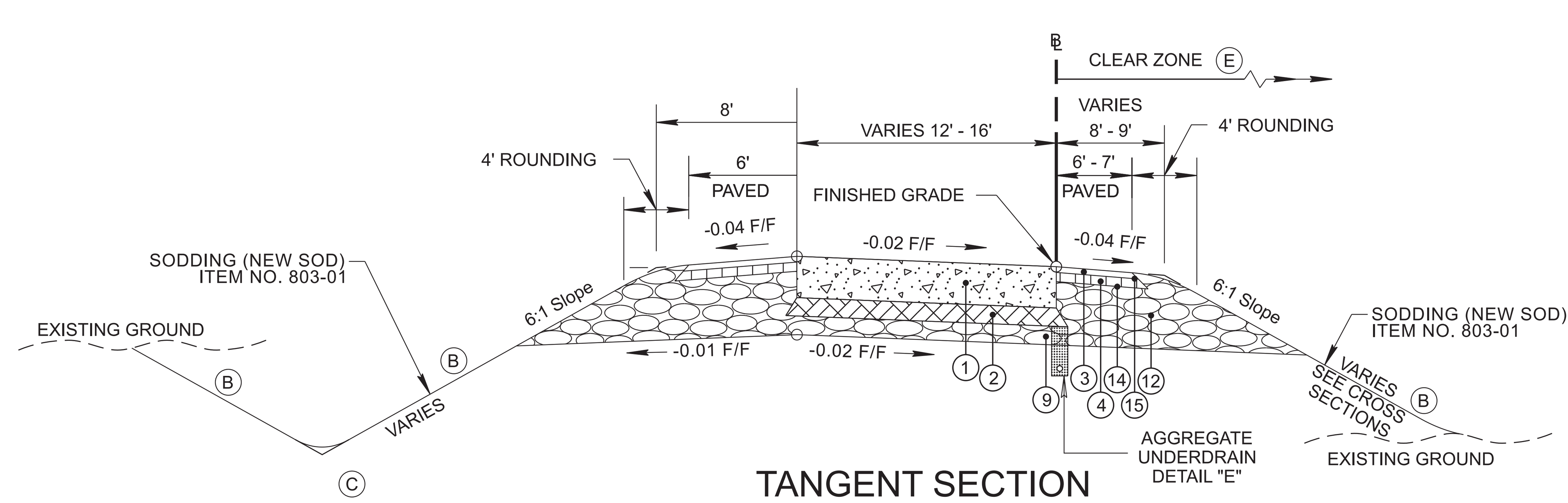
E SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



TANGENT SECTION
RAMP B1 RAMP D1

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 40+50.64 TO STA. 42+60.55

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 91+95.90 TO STA. 93+83.52

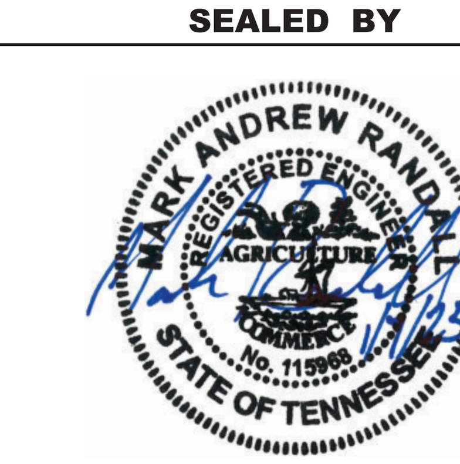


TANGENT SECTION
RAMP A1 RAMP C1

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 20+00.00 TO STA. 21+72.34

(BASED ON STD. DWG. RD11-TS-4) FROM STA. 62+00.33 TO STA. 64+00.66

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

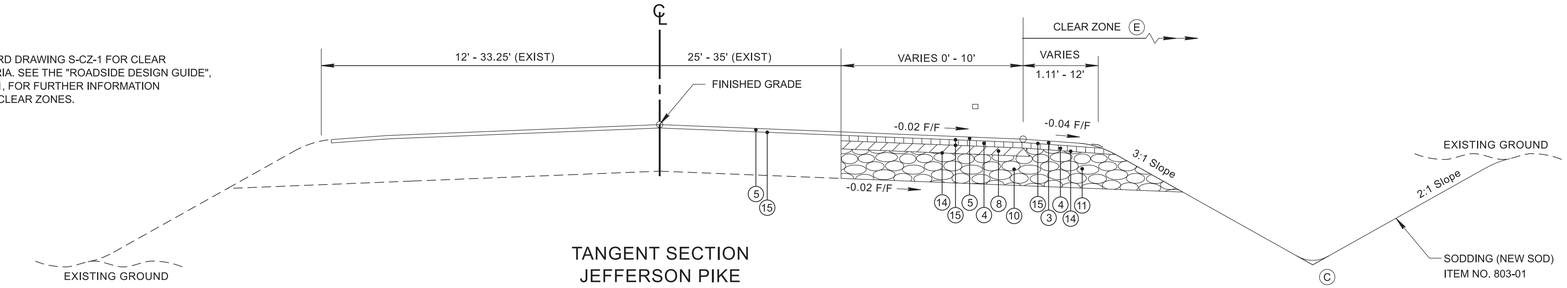
TYPICAL SECTIONS

11/20/2024 8:27:14 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TYPICAL SECTIONS.DGN

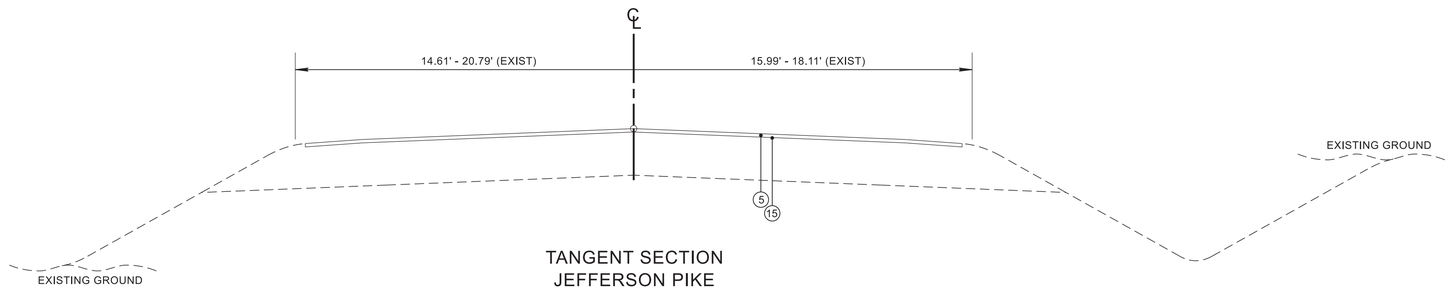
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2B1
PS&E	2025	HSIP-1(378)	2B1

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

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



TANGENT SECTION
JEFFERSON PIKE
(BASED ON STD. DWG. RD11-TS-2)
FROM STA. 13+08.34 TO STA. 15+01.57



TANGENT SECTION
JEFFERSON PIKE
(BASED ON STD. DWG. RD11-TS-2)
FROM STA. 12+28.08 TO STA. 13+08.34

PAVEMENT SCHEDULE

① 9" CONCRETE PAVEMENT 501-01.02 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN)	⑨ MINERAL AGGREGATE BASE @ 4" THICK (APPROX. 322 LBS/SY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
② TREATED PERMEABLE BASE @ 4" THICK 313-03 TREATED PERMEABLE BASE	⑩ MINERAL AGGREGATE BASE @ 10" THICK (APPROX. 806 LBS/SY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
③ BITUMINOUS SURFACE COURSE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.07 ACS MIX (PG70-22) GRADING "E"	⑪ MINERAL AGGREGATE @ 13" THICK (APPROX. 1,047 LBS/SY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
④ BITUMINOUS BINDER @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"	⑫ MINERAL AGGREGATE @ 13.75" THICK (APPROX. 1,108 LBS/SY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
⑤ BITUMINOUS SURFACE COURSE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-02.10 ACS MIX (PG70-22) GRADING "D"	⑬ MINERAL AGGREGATE @ 18" THICK (APPROX. 1,450 LBS/SY) 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
⑥ BITUMINOUS BASE @ 5" THICK (APPROX. 575 LB./S.Y.) 307-04.01 ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING "A"	⑭ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.3 - 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8 - 12 LB./S.Y.
⑦ BITUMINOUS BASE @ 3" THICK (APPROX. 319 LB./S.Y.) 307-01.21 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S"	⑮ TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
⑧ BITUMINOUS BASE @ 3" THICK (APPROX. 345 LB./S.Y.) 307-04.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"	

SEALED BY

MARK ANDREW RAINEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119855
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

11/20/2024 12:28:26 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TYPICAL SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2C
PS&E	2025	HSIP-1(378)	2C

GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. (203-04 AND/OR 203-07). SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. (801-01).

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

(3) ITEM NO. 801-01.02 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

(5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL

(1) 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.

(2) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

DRAINAGE

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

(2) EXCAVATION FOR PIPE CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (CHOOSE THE APPLICABLE ITEM(S) FROM THE FOLLOWING: PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(3) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(4) WHERE A CULVERT (PIPE) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

(5) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

FINAL PAVEMENT MARKING

(2) 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.

(3) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. 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.

(4) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(5) 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.

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE. ALL EXTRUDED PANEL SIGNS SHALL BE ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

11/19/2024 10:15:24 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2C1
PS&E	2025	HSIP-1(378)	2C1

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. (712-06), 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. (712-06) .

(6) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. (712-06) , AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

SIGNALIZATION

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

(2) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE TOWN OF SMYRNA AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE TOWN OF SMYRNA.

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

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

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.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2021 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2D
PS&E	2025	HSIP-1(378)	2D

SPECIAL NOTES

HISTORICAL

(1) THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND COORDINATING WITH THE TDOT REGIONAL SIGN SHOP FOR STORING HISTORIC MARKER(S). AT THE TIME THE MARKER(S) IS TAKEN DOWN, LINDA WYNN WITH THE TENNESSEE HISTORICAL COMMISSION SHOULD BE NOTIFIED AT (615)-770-1093. AT THE END OF CONSTRUCTION, MARKER(S) WILL BE RESET BY THE SIGN SHOP AT THE DIRECTION OF THE REGIONAL TRAFFIC ENGINEER. IF THE MARKER CANNOT BE RESET OUTSIDE OF THE CLEAR ZONE, THE REGIONAL TRAFFIC ENGINEER WILL CONTACT THE TENNESSEE HISTORIC COMMISSION AND RETURN THE MARKER(S).

SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATON" FOR EXPANDED/EXTENDED VIEW.

(3) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(4) COMPATABILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(5) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE-YEAR WARRANTY FOR OPERATION OF THE UNIT.

(6) SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1" MINIMUM/ 3" MAXIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER IS TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL

RAILROAD

(1) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL: https://www.csx.com/index.cfm/about-us/property/

(2) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.

(3) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.

(4) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY

(5) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.

(6) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).

(7) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.

(8) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIP0MENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.

(9) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS

(10) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.

(11) ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.

(12) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.

(13) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.

(14) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.

(15) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

(16) ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

(17) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CROUCH ENGINEERING, INC.
5115 MARYLAND WAY, SUITE 225
BRENTWOOD, TN 37027
ATTN: MR. SCOTT VICK, P.E.
PHONE: 615-791-0630
EMAIL: SVICK@CROUCHENGINEERING.COM

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

11/19/2024 12:40:33 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-SHT-SPECIAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2E
PS&E	2025	HSIP-1(378)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.

(6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.

(8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.

(9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

(10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

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

PERMITS, PLANS & RECORDS

(13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

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

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

SCOPE OF WORK

(6) GRADE, DRAIN, BASE, PAVE, SIGN, STRIPE & SIGNALIZATION.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

11/19/2024 12:43:24 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-ENVIRONMENTAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	2F
PS&E	2025	HSIP-1(378)	2F

REV. 02-12-25: REVISED CROSS DRAIN TABULATION, STORM DRAIN ENDWALLS, ESTIMATED GRADING QUANTITIES, AND TOPSOIL TABLE

CROSS DRAIN TABULATION

STATION	SKEW	RCP CLASS III OR CMP 10 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.)		END TREATMENT				REMARKS
				INLET		OUTLET		
		30"	36" x 23"	TYPE	DRAWING NO.	TYPE	DRAWING. NO.	
603+08.66	88°28'26" LT	11		"U"	D-PE-30A, B			RAMP C, INCLUDES GRATE
606+17.07	45°04'13" LT		78	"U"	D-PE-36A, B	"U"	D-PE-36A, B	RAMP C, INLET INCLUDES GRATE
TOTALS		11	78	Pipe Tabulation For Arterial Roadways				

STORM DRAINAGE PIPES

SHEET NO.	INLET		OUTLET		% GRADE	REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.)
	CODE NO.	OUTLET ELEV.	CODE NO.	INLET ELEV.		CLASS III 607-03.02 18"
5B	1	559.40	2	558.79	1.00%	61'
5B	3	556.18	4	555.72	1.00%	46'
6B	7	539.97	8	539.70	0.86%	32'
TOTALS						139'

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION	REMARKS
5	124+01.46	STATE ROUTE 1	OVERHEAD SIGN	
6	138+71.48	STATE ROUTE 1	OVERHEAD SIGN	

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	2057	110	1749
SIDE ROADS	9530	2580	8101
TEMPORARY CONSTRUCTION EXITS	101		86
PAVEMENT	1875	0	1594
TOPSOIL (EMB.)	686		
TOPSOIL (EXC.)	1512		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
100	0	15861	2691	15761	11689	10051

BALANCE SUMMARY

SHRINK = 15 % SWELL = 15 %

EXC.		EMB.
10051	VS.	-2691
AVAILABLE	=	7360
WASTE MATERIAL	=	8464

CATCH BASINS

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS TYPE 31 611-31.02 4' - 8'	PAY ITEMS TYPE 42 611-42.01 0'-4'
5B	RAMP A	207+25	13.5 LT	1	562.34	559.4	2.94	32" x 32"	D-CB-42S		1
5B	RAMP A	209+41	7.08 LT	3	562.51	556.18	6.33	84" x 84"	D-CB-31-SD	1	
6B	RAMP C	607+25	5.21 LT	7	545.18	539.97	5.21	84" x 84"	DC-CB-31SD	1	
TOTALS										2	1

STORM DRAIN ENDWALLS

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	SAFETY ENDWALLS 18 IN. 6:1 611-07.56 (EACH)
5B	RAMP A	207+25.00	49.23	90°	2	U	D-PE-18A+B	1
5B	RAMP A	209+41.00	42.62	90°	4	U	D-PE-18A+B	1
6B	RAMP C	607+25.00	31.44	90°	8	U	D-PE-18A+B	1
TOTALS								3

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.
222804	1512	686	2198	2063	2063	0	135

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATIONS FROM	STATIONS TO	METAL BEAM GUARD FENCE 705-01.04 (L.F.)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	REMARKS
	S.R. 1		X	136+12.63	137+18.73	40.00	1	1	
TOTALS						40.00	1	1	

DITCHES

ROAD	STATION FROM	STATION TO	SIDE LT	SIDE RT	DIMENSION "A"	TYPE	REMARKS
JEFFERSON PIKE	13+47.50	14+77.70		X	0.50	TRM (CLASS 1)	
SR-1	107+29.59	109+75.00		X	0.75	TRM (CLASS 1)	
RAMP A	206+00.00	207+25.00			1.00	TRM (CLASS 1)	
RAMP C	606+66.75	607+50.00			1.00	TRM (CLASS 1)	
RAMP C	606+00	606+66.75			1.00	TRM (CLASS 1)	
RAMP C	605+11.92	605+86.10			1.50	TRM (CLASS 1)	TAIL DITCH
RAMP C	603+01.79	605+25.00			2.00	TRM (CLASS 1)	

SEALED BY

MARK ANDREW RANDALL
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
No. 119998
STATE OF TENNESSEE

PROPOSED CONCRETE BARRIER WALL AND MEDIAN BARRIER WALL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	51 IN SINGLE SLOPE CONCRETE BARRIER WALL 711-05.71 (L.F.)	BARRIER RAIL DELINIATOR 712-04.50 (EACH)	SELF RESTORING CRASH CUSHN WIDE (MASH TL-3) 705-20.72 (EACH)	REMARKS
2	RAMP A	X		207+25.00	209+45.25	221	6	2	
3	RAMP C	X		607+20.60	611+27.37	407	10	2	
TOTALS						628	16	4	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

2/13/2025 10:27:00 AM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-DES-TABULATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	3
PIH	2025	HSIP-1(378)	3
PS&E	2025	HSIP-1(378)	3

REV. 09-12-24: ADDED RR COORDINATION NOTE TO R.O.W. ACQ. TABLE.

RIGHT-OF-WAY

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

(2) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY

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

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

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

POWER:

MIDDLE TENNESSEE ELECTRIC
555 New Salem Road
Murfreesboro, TN 37129
CONTACT: Chris Weaver
OFFICE PHONE: (615) 494-1068
Email: ChrisWeaver@mte.com

CONTACT: Mathue Bean
OFFICE PHONE: (615) 494-1548
Email: MathueBean@mte.com

NASHVILLE ELECTRIC SERVICE
1214 Church Street, Room 363
Nashville, TN 37246
CONTACT: Jon Snipes
OFFICE PHONE: (615) 747-3529
Email: jsipes@nespower.com
utilityrelocations@nespower.com

CONTACT: Chad Lacy
OFFICE PHONE: (615) 747-3452
Email: clacy@nespower.com

TELEPHONE:

AT&T
116 South Canon Ave.
Murfreesboro, TN 37129
CONTACT: Kenneth Kornegay
OFFICE PHONE: (615) 848-2082
CELL PHONE: (615) 631-7221
Email: Kk4096@att.com

FIBER OPTIC:

AT&T FIBER OPTIC CABLE
360 Gees Mill Business Pkwy
Conyers, GA 30013
CONTACT: Trina Ivey
CELL PHONE: (678) 641- 5522
Email: ki2863@att.com

ZAYO BANDWIDTH
4701 W Hillsborough Ave
Tampa, FL 33614
CONTACT: James Black
CELL PHONE: (719) 216-8508
Email: zayo.relo.tennessee@zayo.com

820 Fesslers Pkwy, Suite 240
Nashville, TN 37210
CONTACT: Timothy Wright
CELL PHONE: (585) 490-4793
Email: Timothy.wright@zayo.com

UNITED COMMUNICATIONS
120 Taylor Street
Chapel Hill, TN 37034
CONTACT: Jonathan Knight
CELL PHONE: (704) 242-4172
Email: Jon.Knight@gounited.net
FIBER OPTIC (CONT.):
CONTACT: Matt Moore
CELL PHONE: (931) 993-7529
Email: Matt.moore@gounited.net

GOOGLE
1101 McGavock St. Suite #200
Nashville, TN 37203
CONTACT: Rick Bolton
CELL PHONE: (512) 949-7428
OFFICE PHONE: (629) 888-2258
Email: boltonr@google.com
Email: gfiber-bna-osp-eng@google.com

CONTACT: Joshua Day
CELL PHONE: (615) 962-4402
Email: joshuaday@google.com

LUMEN
520 Whaley Street
Columbia, SC 29201
CONTACT: John Boedeker
CELL PHONE: (512) 334-8351
Email: John.boedeker@lumen.com
Email: relocations@lumen.com

CONTACT: Jeffrey Cannon
OFFICE PHONE: (615) 263-1128
Email: Jeffrey.Cannon@lumen.com

TOWN OF SMYRNA
315 South Lowery St.
Smyrna, TN 37167
CONTACT: Charles King
OFFICE PHONE: (615) 267-5007
Email: Charles.King@townofsmyrna.org

CONTACT: Johnathan Hemenway
Email: Jonathan.Hemenway@townofsmyrna.org

WATER, SEWER, & GAS:

TOWN OF SMYRNA
315 South Lowery St.
Smyrna, TN 37167
CONTACT: Mike Strange
OFFICE PHONE: (615) 355-5711
Email: Michael.Strange@townofsmyrna.org

CONTACT: Mark Parker
OFFICE PHONE: (615) 459-9742
Email: mark.parker@townofsmyrna.org
CABLE:

COMCAST/XFINITY
660 Mainstream Drive
Nashville, TN 37228
CONTACT: Katelyn Gross
OFFICE PHONE: (615) 961-2453
Email: nas-nashvilleconstructionbetterments@comcast.com

DISTURBED AREA

IN BETWEEN SLOPE LINES	4.99	(AC)
TO 15 FOOT WIDE STRIP OR EASEMENT (OUT SIDE SLOPE LINES)	1.87	(AC)
TOTAL DISTURBED AREA	6.86	(AC)
TOTAL PROJECT AREA	43.61	(AC)

SEALED BY

** THE PROPERTY WAS DETERMINED AS EASEMENT BASED ON RR COORDINATION WITH CSXT AND EMAIL CONFIMATION DATED 2/22/23

(1) FOR WORKING ROOM DURING CONSTRUCTION

R.O.W. ACQUISITION TABLE

	TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
			TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION (1)	AIR RIGHTS
					BOOK	PAGE												
**	1	CSX TRANSPORTATION															0.395	
~~	~~2~~	~~JOHNSON RICHARD B~~	~~28E/B~~	~~100~~	~~510~~	~~215~~		~~0.491~~	~~0.491~~					~~0.491~~				
	ACQUISITION TOTALS (ACRES)																**0.395**	

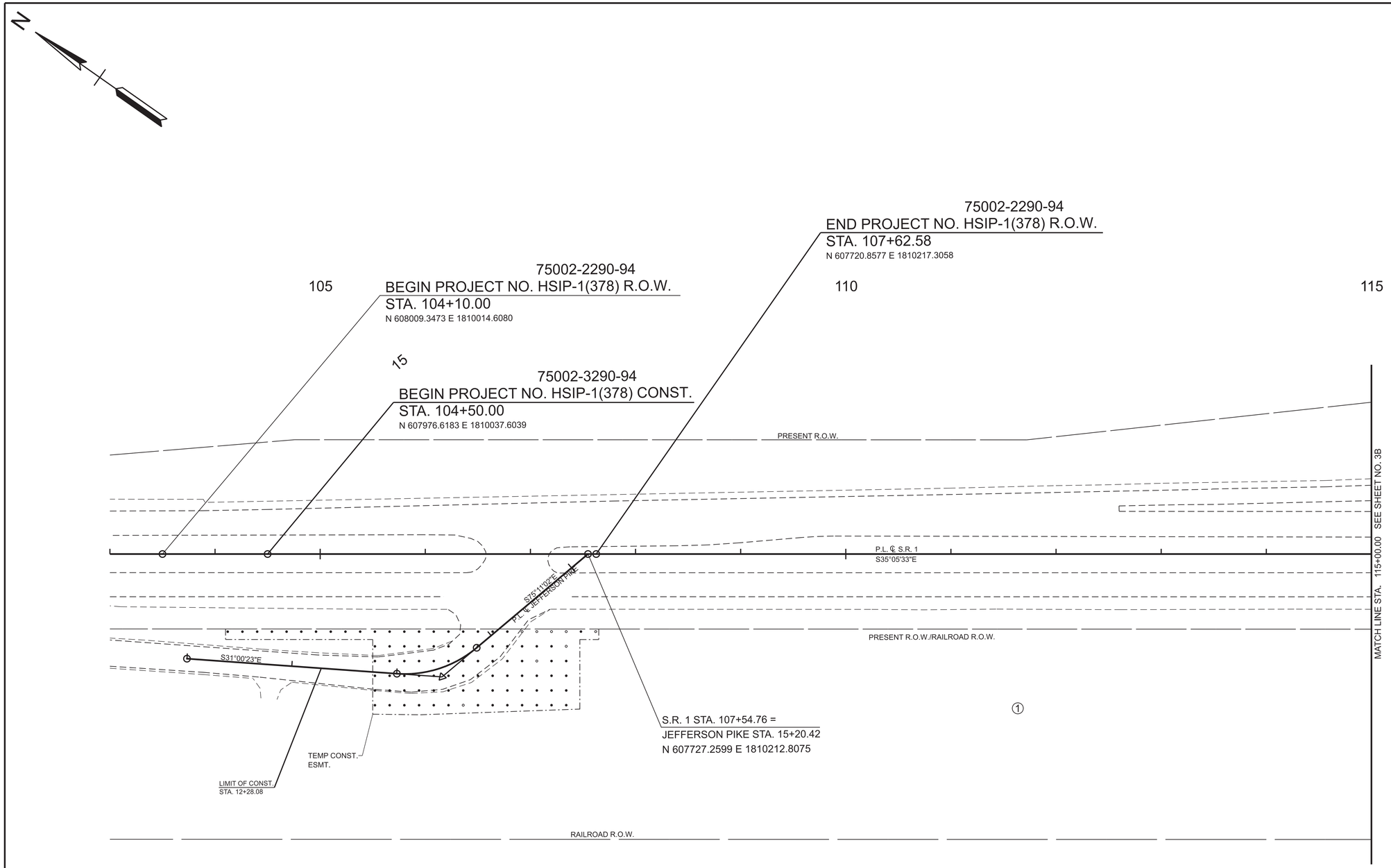
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

11/27/2024 10:43:01 AM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-DES-ROW AND UTILITY NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	3A
PIH	2025	HSIP-1(378)	3A
PS&E	2025	HSIP-1(378)	3A

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



TEMPORARY CONSTRUCTION EASEMENT

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

S.R. 1

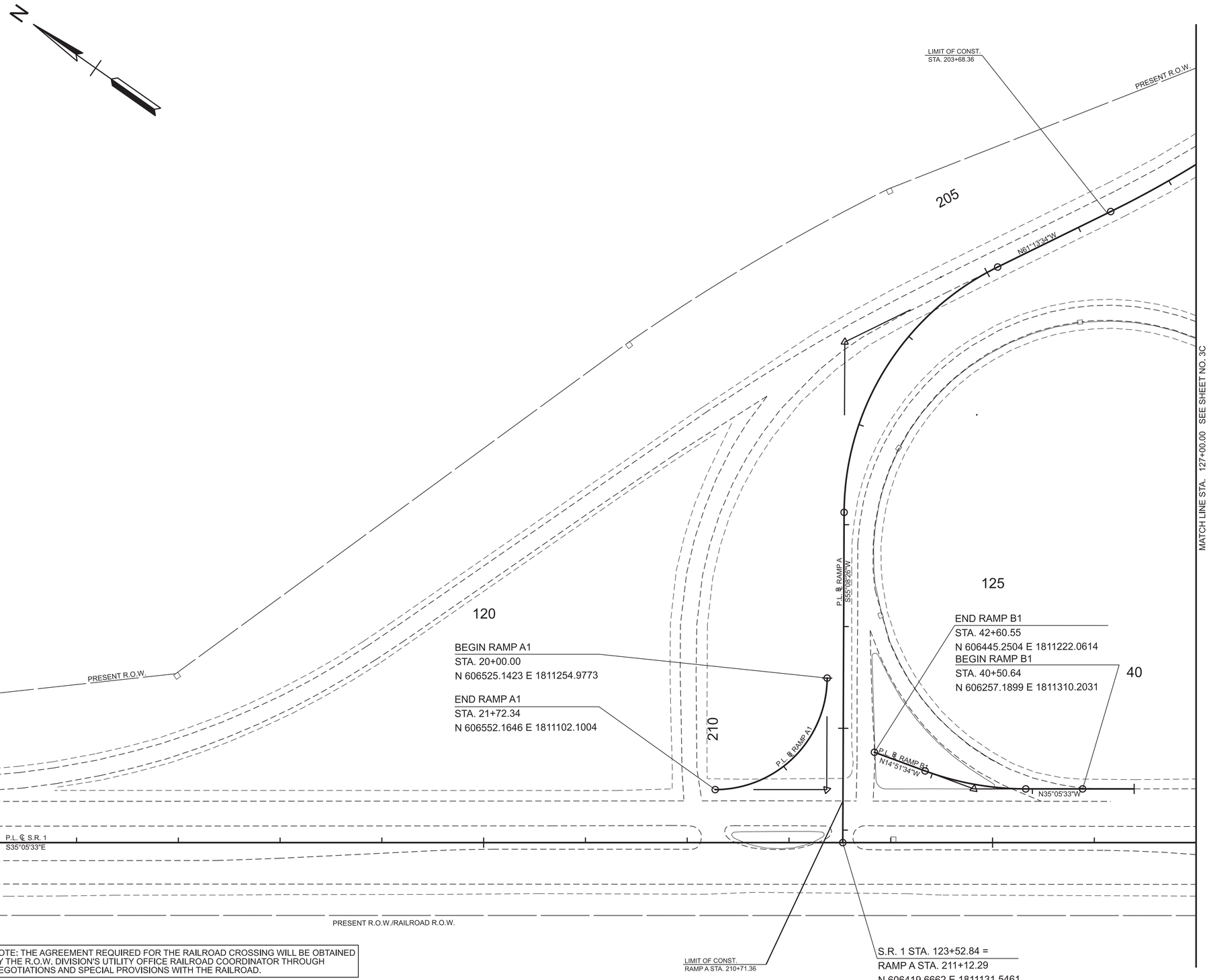
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

11/19/2024 12:52:56 PM
P:\20202003191DOT\TDOT200319IDGN\75S001-DES-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	3B
PIH	2025	HSIP-1(378)	3B
PS&E	2025	HSIP-1(378)	3B

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

①

SEALED BY

MARK ANDREW RANDY
REGISTERED ENGINEER
AGRICULTURE
No. 115965
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

S.R. 1

STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

11/19/2024 12:54:37 PM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-DES-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	3C
PIH	2025	HSIP-1(378)	3C
PS&E	2025	HSIP-1(378)	3C

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.

N

200

600

605

610

130

135

PRESENT R.O.W.

LIMIT OF CONST.
RAMP C STA. 600+34.25

BEGIN RAMP C
STA. 600+00.00
N 606300.7601 E 1812262.5709

BEGIN RAMP A
STA. 200+00.00
N 606446.2330 E 1812134.3270

N80°06'22"W

P.I. ℄ RAMP A

BEGIN RAMP C1
STA. 62+00.33
N 605498.9877 E 1812062.3437

END RAMP D1
STA. 93+83.52
N 605378.4224 E 1811969.9033

S.R. 1 STA. 136+57.36 =
RAMP C STA. 612+97.39
N 605352.2774 E 1811881.5124

S.R. 1 STA. 135+75.09 =
RAMP C1 STA. 64+43.28
N 605419.5934 E 1811834.2150

BEGIN RAMP D1
STA. 91+95.90
N 605048.8025 E 1812159.0004

P.I. ℄ RAMP C
S54°55'14"W

P.I. ℄ RAMP C1
S74°55'05"W

P.I. ℄ RAMP D1
N15°04'49"W

N35°05'33"W

TOP-553.80

TOP-553.82

P.I. ℄ S.R. 1
S35°05'33"E

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

LIMIT OF CONST.
RAMP C1 STA. 64+00.66

LIMIT OF CONST.
RAMP C STA. 612+57.37

MATCH LINE STA. 127+00.00 SEE SHEET NO. 3B

MATCH LINE STA. 139+00.00 SEE SHEET NO. 3D

SEALED BY

MARK ANDREW RANDOLPH
REGISTERED ENGINEER
AGRICULTURE
No. 115965
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

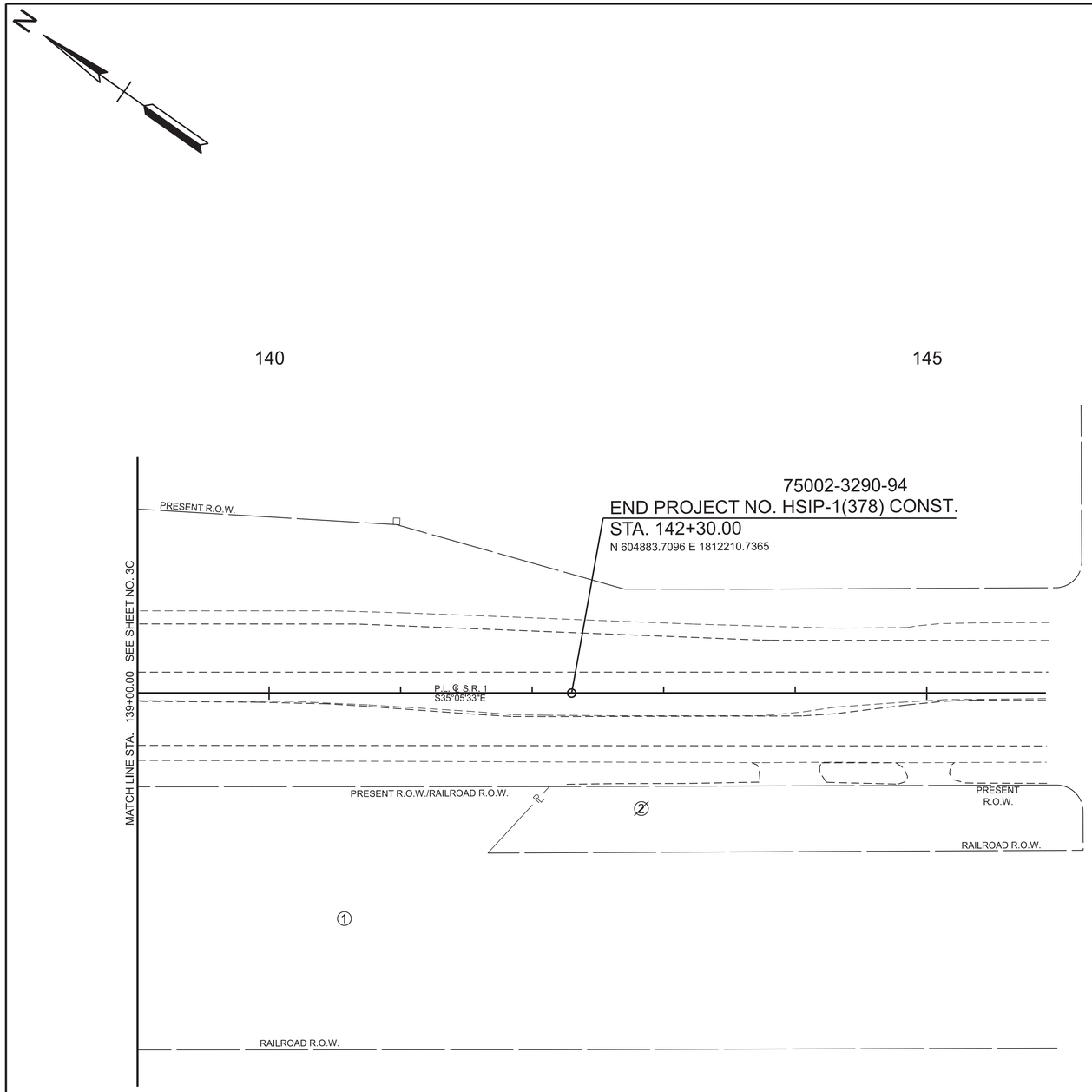
S.R. 1

STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

11/19/2024 12:56:31 PM
P:\2020\200319\DOT\TDOT\200319DGN\75S001-DES-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	3D
PIH	2025	HSIP-1(378)	3D
PS&E	2025	HSIP-1(378)	3D

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

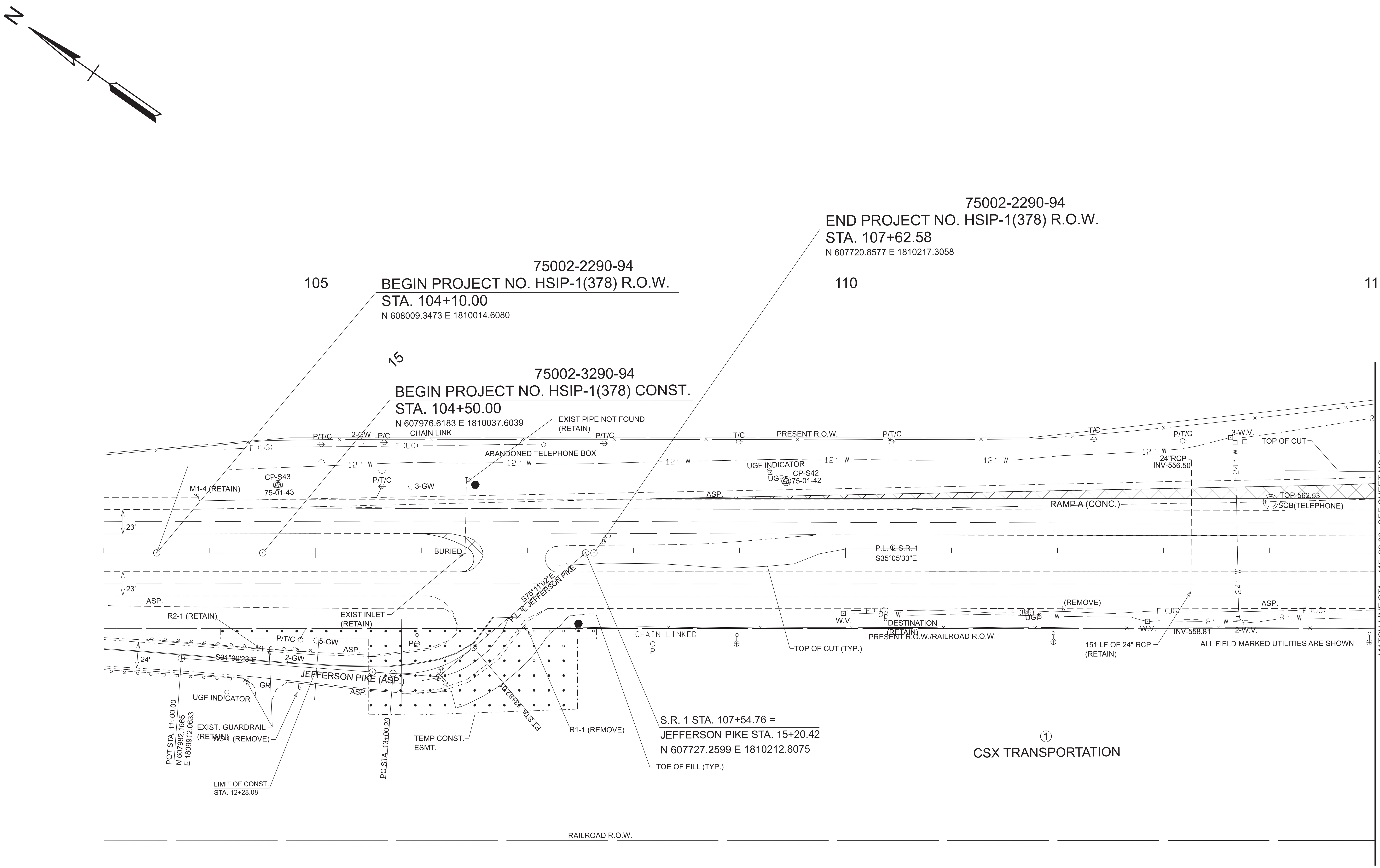
S.R. 1

STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

11/19/2024 1:02:24 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROPERTY MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	4
PIH	2025	HSIP-1(378)	4
PS&E	2025	HSIP-1(378)	4

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



TEMPORARY CONSTRUCTION EASEMENT

AREA TO BE SCARFIED, OBLITERATED, SEEDED, AND GRADED TO DRAIN.

JEFFERSON PIKE

PI	13+43.26
N	607773.6633
E	1810037.3767
Δ	44°10'39" LT.
D	54°00'06"
R	106.10'
L	81.81'
T	43.06'

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

POINT	NORTHING	EASTING	ELEV.	FEATURE	GPS POINT	STATION	OFFSET
S43	608001.6670	1810098.3520	577.1570	XCP	GPS75-01-43	104+69.65	-64.11
S42	607611.3920	1810377.0830	569.7680	XCP	GPS75-01-42	109+42.51	-63.70

SEALED BY

MARK ANDREW RAND, REGISTERED ENGINEER, STATE OF TENNESSEE, No. 115955

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

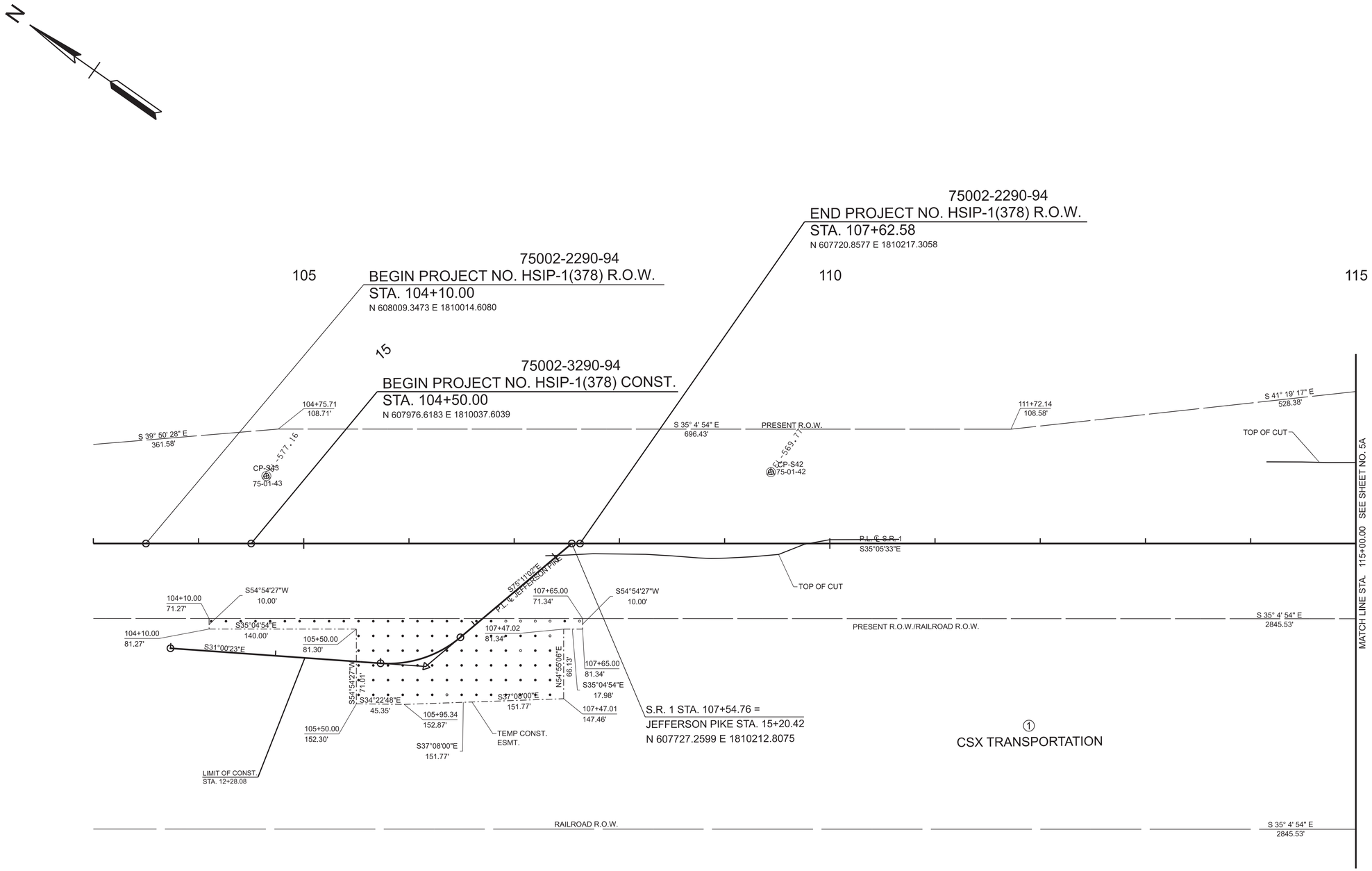
S.R. 1

STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

1/6/2025 2:57:51 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	4A
PIH	2025	HSIP-1(378)	4A
PS&E	2025	HSIP-1(378)	4A

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.
ADDED BEARINGS & DISTANCES TO TCE.



TEMPORARY CONSTRUCTION EASEMENT

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

POINT	NORTHING	EASTING	ELEV.	FEATURE	GPS POINT	STATION	OFFSET
S43	608001.6670	1810098.3520	577.1570	XCP	GPS75-01-43	104+69.65	-64.11
S42	607611.3920	1810377.0830	569.7680	XCP	GPS75-01-42	109+42.51	-63.70

SEALED BY

MARK ANDREW RANDY
REGISTERED ENGINEER
AGRICULTURE
No. 112985
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

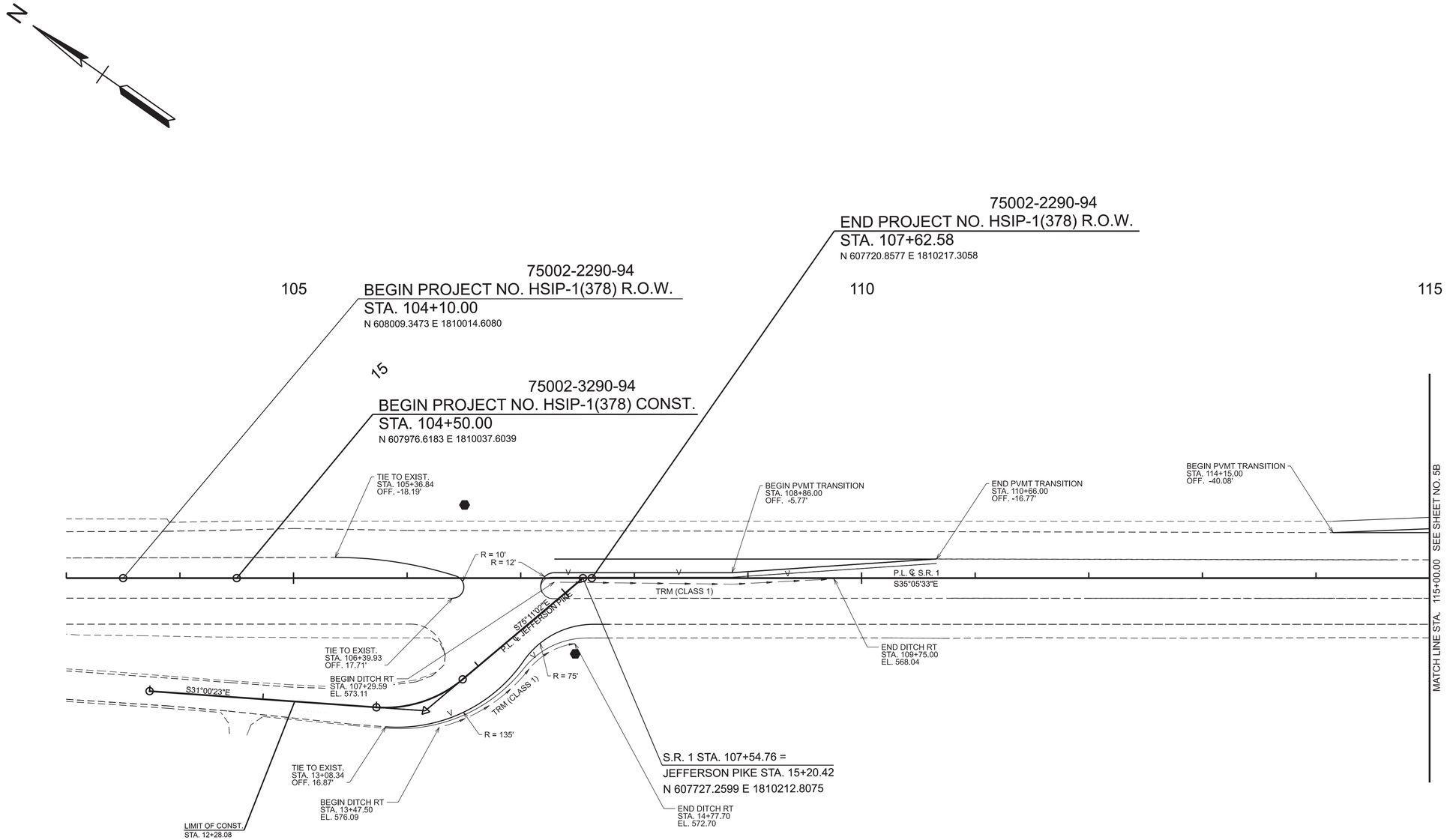
RIGHT OF WAY DETAILS

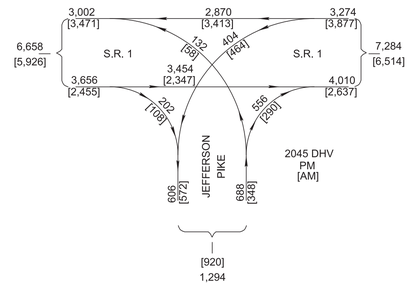
S.R. 1

STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

11/19/2024 1:28:20 PM
P:\2020\200319\DOT\TDOT200319\DGN\75S001-DES-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	4B
PIH	2025	HSIP-1(378)	4B
PS&E	2025	HSIP-1(378)	4B





SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

S.R. 1

STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

11/19/2024 1:17:25 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	4C
PIH	2025	HSIP-1(378)	4C
PS&E	2025	HSIP-1(378)	4C

620
615
610
605
600
595
590
585
580
575
570
565
560
555
550
545
540
535
530
525
520

OH WIRE
STA. 115+29.10'
LOW WIRE EL. 599.96'
TEMP. 39 DEG.
3 POWER
1 TELEPHONE
1 GUY WIRE

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378)R.O.W.
STA. 104+10.00
ELEV. 580.06

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378)CONST.
STA. 104+50.00
ELEV. 579.51

S.R. 1 NORTHBOUND EXIST.
EDGE OF PVMT.

EXISTING GROUND

CP-S43
STA. 104+69.65, -64.11'(LT)
N 608001.6670
E 1810098.3520
ELEV 577.16
ALUM. DISK

BEGIN SPECIAL DITCH RT
STA. 107+29.59
EL. 573.11

S.R. 1 STA. 107+54.76
JEFFERSON PIKE STA. 15+20.42
ELEV. 573.46

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378)R.O.W.
STA. 107+62.58
ELEV. 574.27

TRM (CLASS 1)

CP-S42
STA. 19+43.90, -39.17'(LT)
N 607611.3920
E 1810377.0830
ELEV 569.77
ALUM. DISK

BEGIN SPECIAL DITCH RT
STA. 109+75.00
EL. 568.04

STA 113+25.28
EXISTING 24"RCP
SKEW 89° 49' 5" LT
FLOWS LEFT
INLET 558.8140
OUTLET 556.5000

103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00

SEE SHEET 4 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
S.R. 1
STA. 103+00.00 TO STA. 115+00.00

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

11/19/2024 1:44:14 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	5
PIH	2025	HSIP-1(378)	5
PS&E	2025	HSIP-1(378)	5

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.
REV. 02-12-25: ADJUSTED RAMP A SLOPE LINES

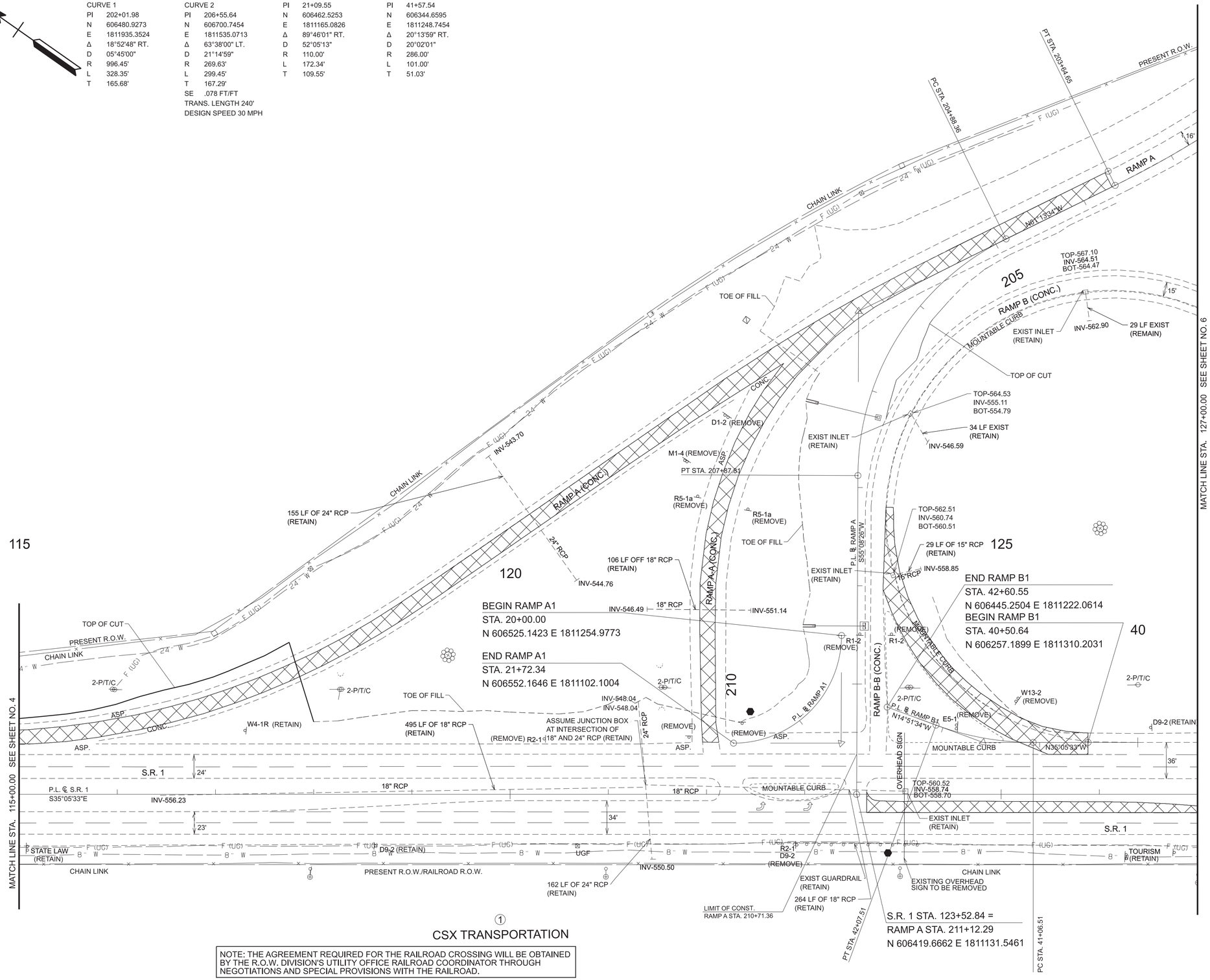
N

RAMP A
CURVE 1
PI 202+01.98
N 606480.9273
E 1811935.3524
Δ 18°52'48" RT.
D 05°45'00"
R 996.45'
L 328.35'
T 165.68'

RAMP A
CURVE 2
PI 206+55.64
N 606700.7454
E 1811535.0713
Δ 63°38'00" LT.
D 21°14'59"
R 269.63'
L 299.45'
T 167.29'
SE .078 FT/FT
TRANS. LENGTH 240'
DESIGN SPEED 30 MPH

RAMP A1
PI 21+09.55
N 606462.5253
E 1811165.0826
Δ 89°46'01" RT.
D 52°05'13"
R 110.00'
L 172.34'
T 109.55'

RAMP B1
PI 41+57.54
N 606344.6595
E 1811248.7454
Δ 20°13'59" RT.
D 20°02'01"
R 286.00'
L 101.00'
T 51.03'



AREA TO BE SCARFIED, OBLITERATED, SEEDED, AND GRADED TO DRAIN.

① CSX TRANSPORTATION

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

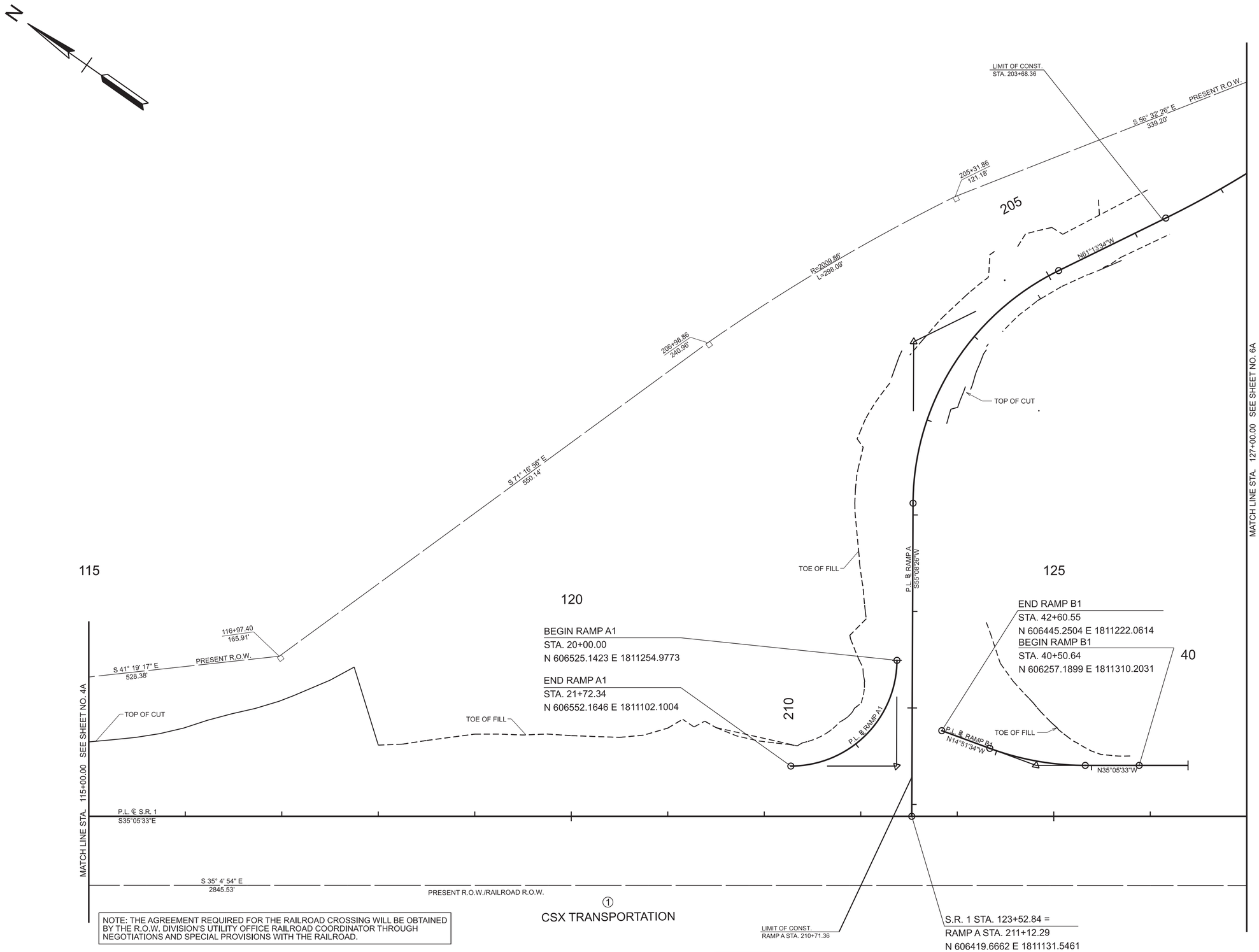
S.R. 1

STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/12/2025 1:20:14 PM
P:\2020\20031\9\DOT\DOT1200319\DGN\75S001-DES-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	5A
PIH	2025	HSIP-1(378)	5A
PS&E	2025	HSIP-1(378)	5A

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

① CSX TRANSPORTATION

POINT	NORTHING	EASTING	ELEV.	FEATURE	GPS POINT	STATION	OFFSET
S43	608001.6670	1810098.3520	577.1570	XCP	GPS75-01-43	104+69.65	-64.11
S42	607611.3920	1810377.0830	569.7680	XCP	GPS75-01-42	109+42.51	-63.70

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

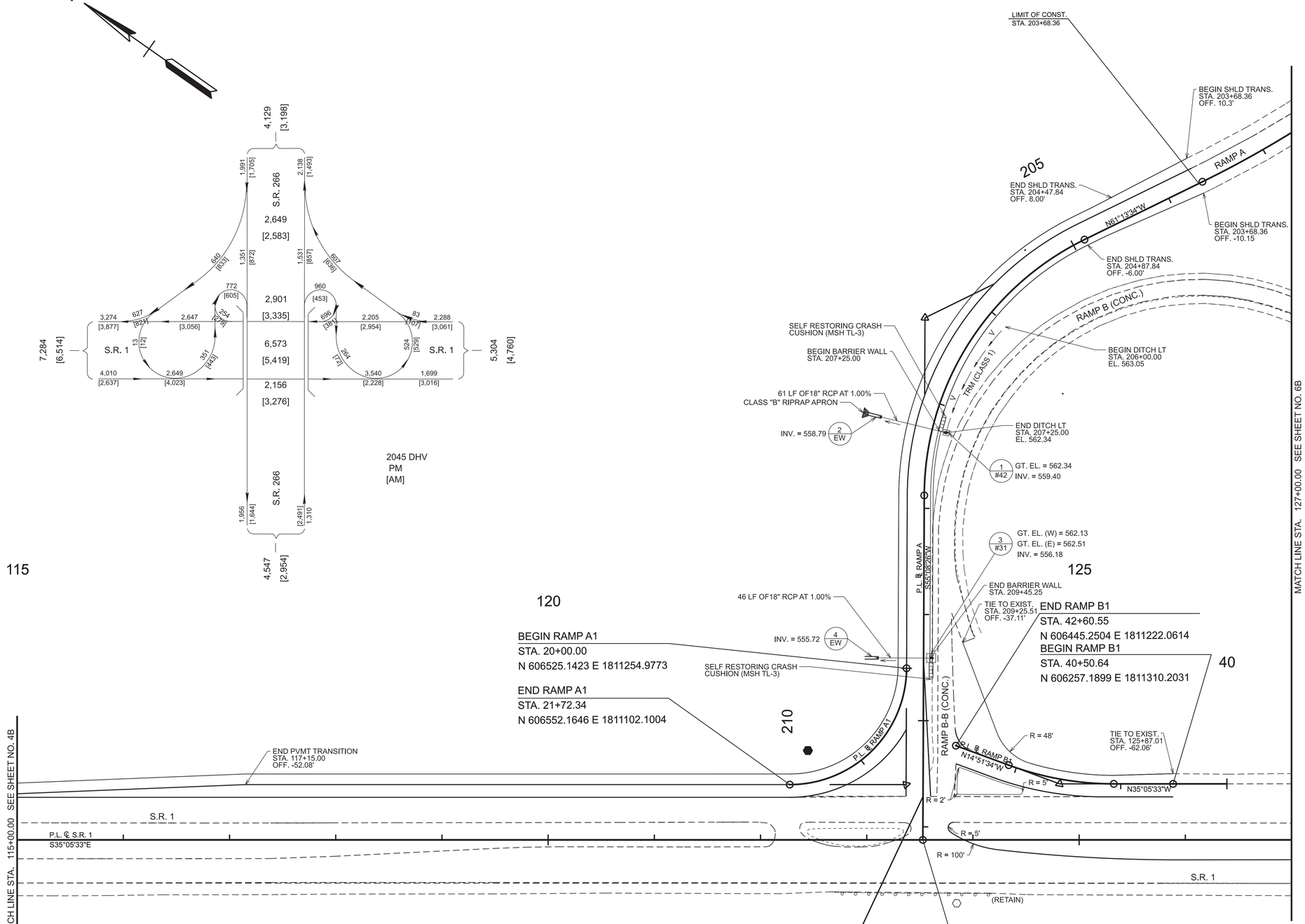
S.R. 1

STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

11/19/2024 1:30:16 PM
P:\20202003\19\DOT\TDOT200319\DGN\75S001-DES-ROW DETAILS.DGN

NOTE:
SEE SHEETS 8, 9, & 10 FOR
RAMP A, A1, & B1 PROFILES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	5B
PIH	2025	HSIP-1(378)	5B
PS&E	2025	HSIP-1(378)	5B



SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

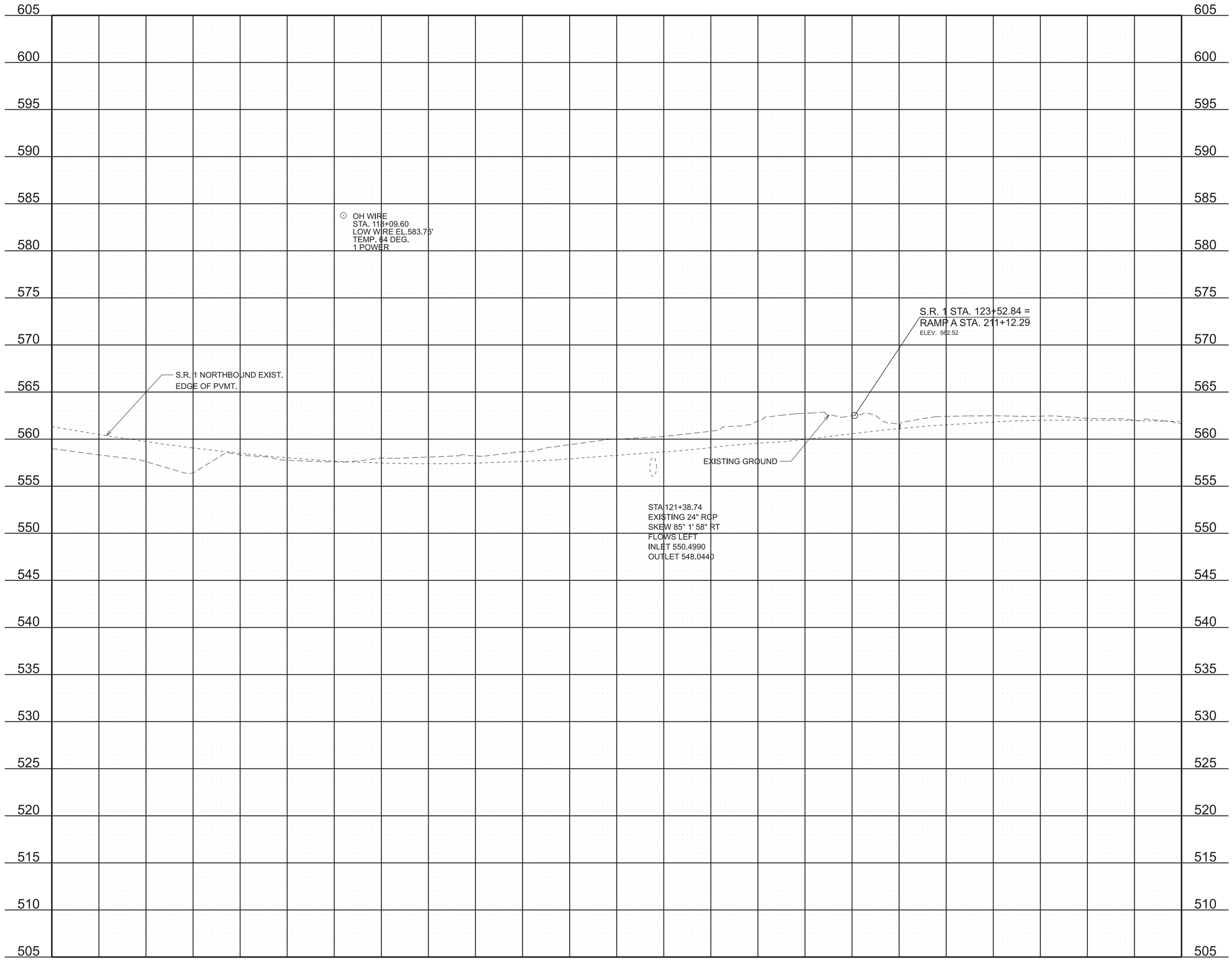
PROPOSED LAYOUT

S.R. 1

STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

11/19/2024 1:19:24 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	5C
PIH	2025	HSIP-1(378)	5C
PS&E	2025	HSIP-1(378)	5C



SEE SHEET 5 FOR UNDERGROUND UTILITY LOCATIONS.

SEALED BY

MARK ANDREW RAMOS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119855
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 1
STA. 115+00.00 TO STA. 127+00.00

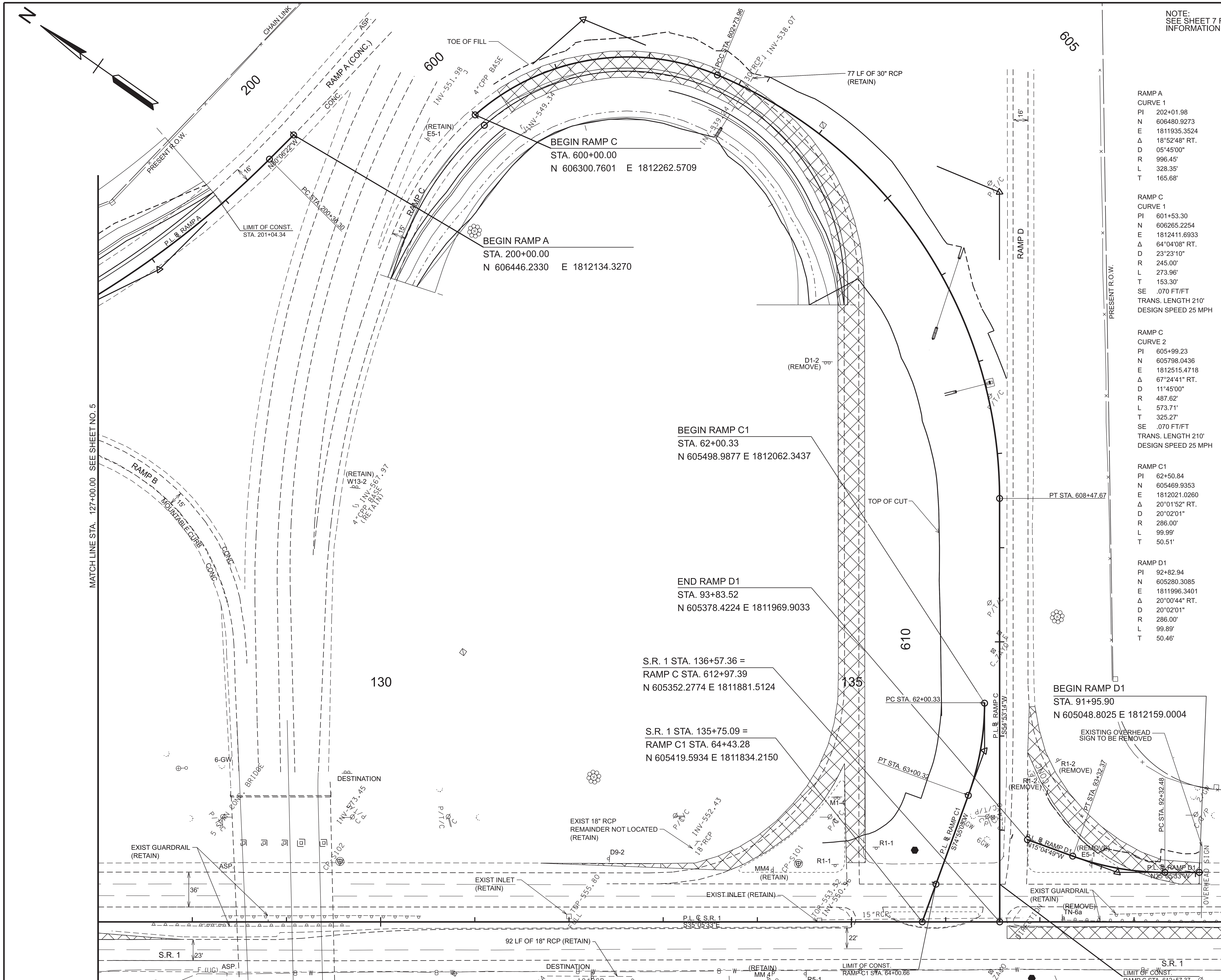
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

11/19/2024 1:42:04 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	6
PIH	2025	HSIP-1(378)	6
PS&E	2025	HSIP-1(378)	6

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.
REV. 11-05-24: ADDED WATER LINE ALONG SR-1 FROM STA. 127+78.99 RT TO STA 145+90.60 RT.
REV. 02-12-25: ADJUSTED RAMP C SLOPE LINES

NOTE:
SEE SHEET 7 FOR CONTROL POINT INFORMATION FOR CP-S101 & CP-S102.



RAMP A
CURVE 1
PI 202+01.98
N 606480.9273
E 1811935.3524
Δ 18°52'48" RT.
D 05°45'00"
R 996.45'
L 328.35'
T 165.68'

RAMP C
CURVE 1
PI 601+53.30
N 606265.2254
E 1812411.6933
Δ 64°04'08" RT.
D 23°23'10"
R 245.00'
L 273.96'
T 153.30'
SE .070 FT/FT
TRANS. LENGTH 210'
DESIGN SPEED 25 MPH

RAMP C
CURVE 2
PI 605+99.23
N 605798.0436
E 1812515.4718
Δ 67°24'41" RT.
D 11°45'00"
R 487.62'
L 573.71'
T 325.27'
SE .070 FT/FT
TRANS. LENGTH 210'
DESIGN SPEED 25 MPH

RAMP C1
PI 62+50.84
N 605469.9353
E 1812021.0260
Δ 20°01'52" RT.
D 20°02'01"
R 286.00'
L 99.99'
T 50.51'

RAMP D1
PI 92+82.94
N 605280.3085
E 1811996.3401
Δ 20°00'44" RT.
D 20°02'01"
R 286.00'
L 99.89'
T 50.46'

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINEDBY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

AREA TO BE SCARFIED, OBLITERATED, SEEDED, AND GRADED TO DRAIN.

SEALED BY

MARK ANDREW RANDALL
REGISTERED ENGINEER
No. 116981
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

S.R. 1

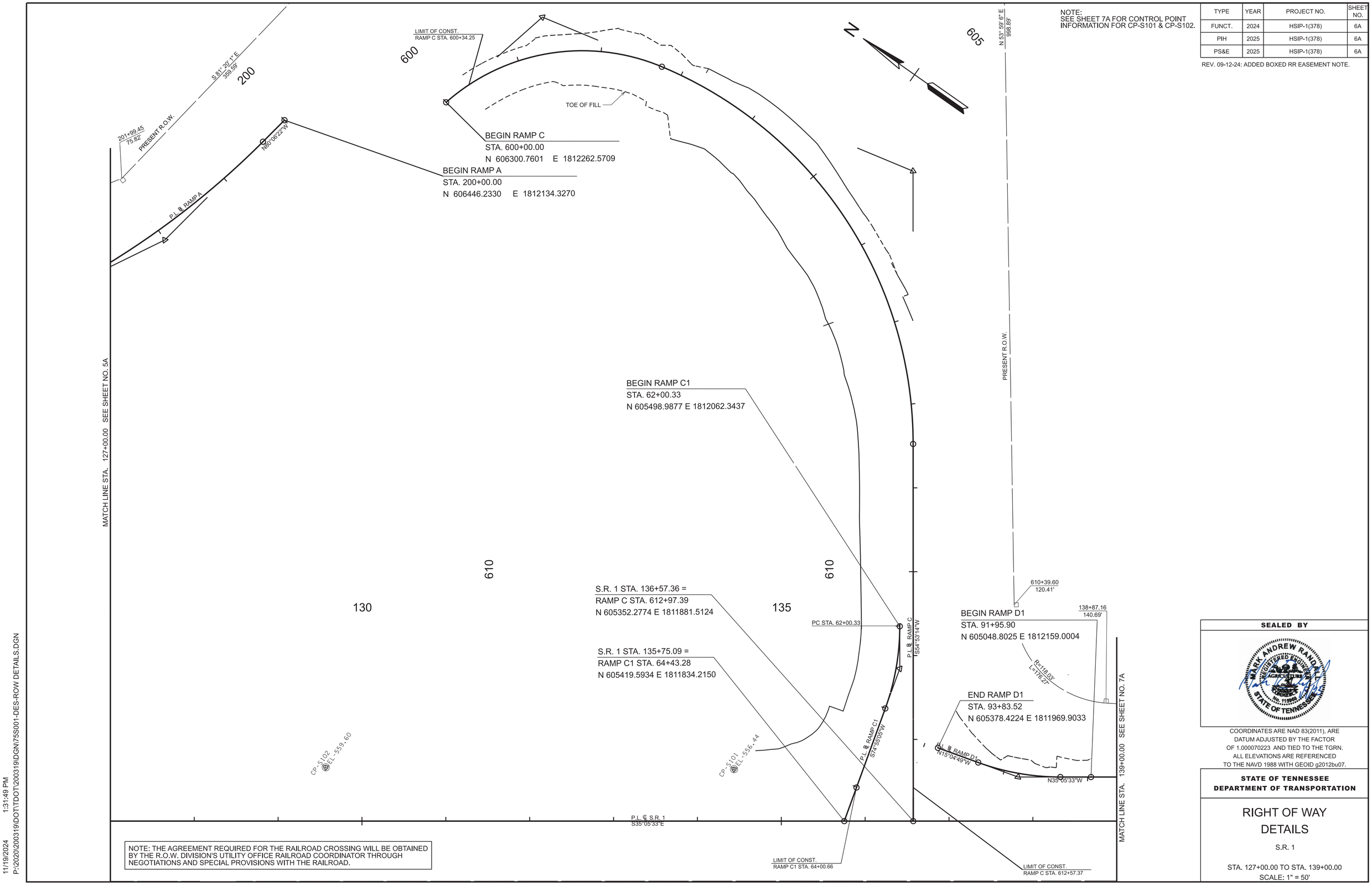
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

10:39:24 AM
2/13/2025
P:\2020\200319\DOT\TDOT\200319\DGN\175S001-DES-PRESENT LAYOUT.DGN

NOTE:
SEE SHEET 7A FOR CONTROL POINT INFORMATION FOR CP-S101 & CP-S102.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	6A
PIH	2025	HSIP-1(378)	6A
PS&E	2025	HSIP-1(378)	6A

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

S.R. 1

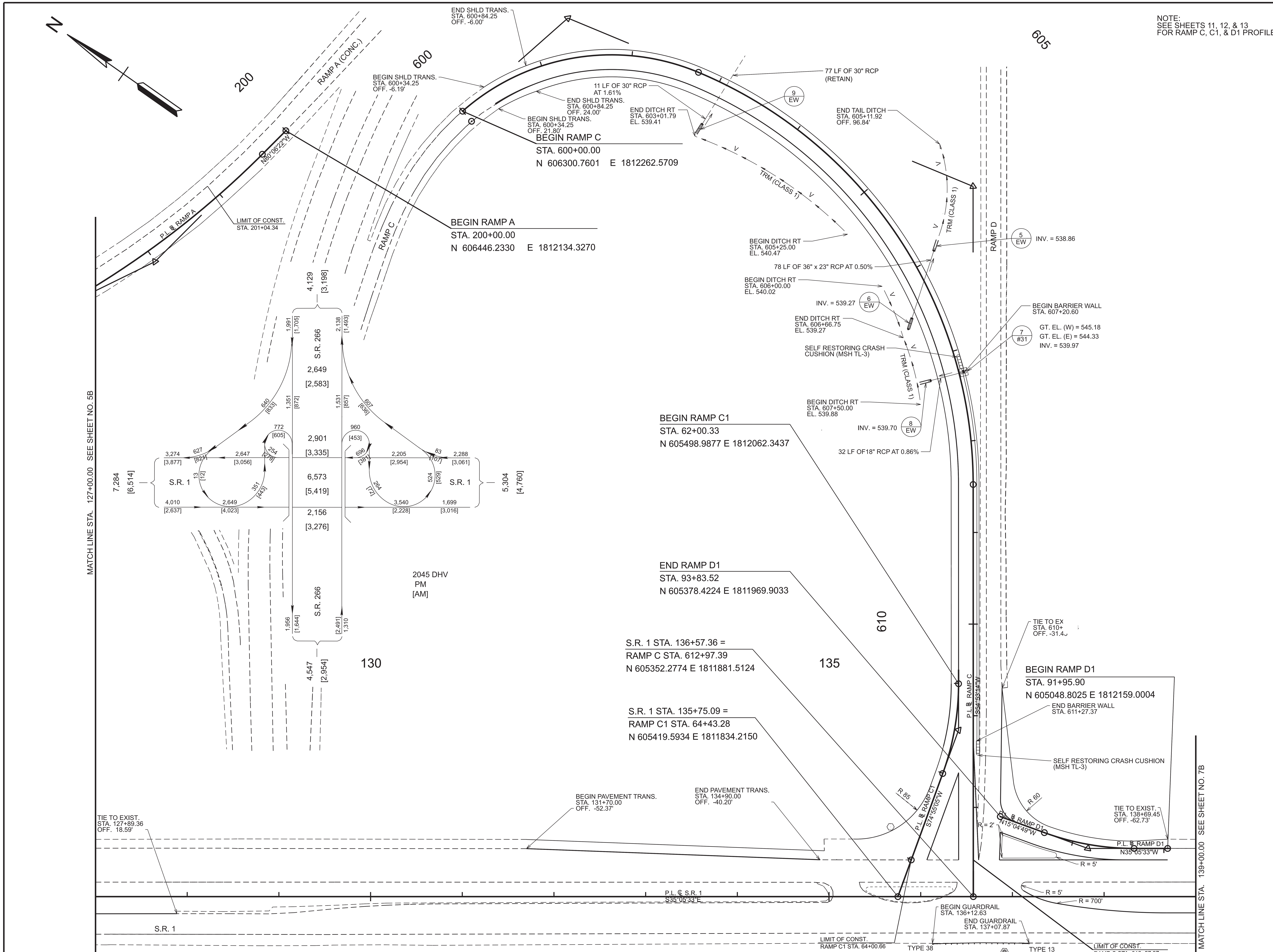
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

11/19/2024 1:31:49 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-DES-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	6B
PIH	2025	HSIP-1(378)	6B
PS&E	2025	HSIP-1(378)	6B

REV. 02-12-25: EXTENDED EXISTING 30" RCP UNDERNEATH RAMP C, ADDED STRUCTURE 9, AND ADJUSTED SPECIAL DITCH.

NOTE:
SEE SHEETS 11, 12, & 13 FOR RAMP C, C1, & D1 PROFILES.



N
200
600
605
610
130
135
RAMP A (CONC.)
P.L. ℄ RAMP A
N0°06'22"W
LIMIT OF CONST.
STA. 201+04.34
BEGIN RAMP A
STA. 200+00.00
N 606446.2330 E 1812134.3270
END SHLD TRANS.
STA. 600+84.25
OFF. -6.00'
BEGIN SHLD TRANS.
STA. 600+34.25
OFF. -6.19'
11 LF OF 30" RCP
AT 1.61%
END SHLD TRANS.
STA. 600+84.25
OFF. 24.00'
BEGIN SHLD TRANS.
STA. 600+34.25
OFF. 21.80'
BEGIN RAMP C
STA. 600+00.00
N 606300.7601 E 1812262.5709
END DITCH RT
STA. 603+01.79
EL. 539.41
77 LF OF 30" RCP
(RETAIN)
9 EW
END TAIL DITCH
STA. 605+11.92
OFF. 96.84'
TRM (CLASS 1)
RAMP C
RAMP D
BEGIN DITCH RT
STA. 605+25.00
EL. 540.47
5 EW
INV. = 538.86
78 LF OF 36" x 23" RCP AT 0.50%
BEGIN DITCH RT
STA. 606+00.00
EL. 540.02
INV. = 539.27
6 EW
END DITCH RT
STA. 606+66.75
EL. 539.27
BEGIN BARRIER WALL
STA. 607+20.60
7 #31
GT. EL. (W) = 545.18
GT. EL. (E) = 544.33
INV. = 539.97
SELF RESTORING CRASH
CUSHION (MSH TL-3)
BEGIN DITCH RT
STA. 607+50.00
EL. 539.88
INV. = 539.70
8 EW
32 LF OF18" RCP AT 0.86%
BEGIN RAMP C1
STA. 62+00.33
N 605498.9877 E 1812062.3437
END RAMP D1
STA. 93+83.52
N 605378.4224 E 1811969.9033
S.R. 1 STA. 136+57.36 =
RAMP C STA. 612+97.39
N 605352.2774 E 1811881.5124
S.R. 1 STA. 135+75.09 =
RAMP C1 STA. 64+43.28
N 605419.5934 E 1811834.2150
TIE TO EX
STA. 610+
OFF. -31.4
BEGIN RAMP D1
STA. 91+95.90
N 605048.8025 E 1812159.0004
END BARRIER WALL
STA. 611+27.37
SELF RESTORING CRASH CUSHION
(MSH TL-3)
P.L. ℄ RAMP C
N54°53'14"W
P.L. ℄ RAMP C1
S74°55'05"W
P.L. ℄ RAMP D1
N15°04'49"W
N35°05'33"W
R 85
R 60
R = 2'
R = 5'
R = 5'
R = 700'
TIE TO EXIST.
STA. 138+69.45
OFF. -62.73'
MATCH LINE STA. 127+00.00 SEE SHEET NO. 5B
MATCH LINE STA. 139+00.00 SEE SHEET NO. 7B
S.R. 266
S.R. 1
2045 DHV
PM
[AM]
4,129 [3,198]
1,991 [1,705]
2,138 [1,493]
2,649 [2,583]
2,901 [3,335]
6,573 [5,419]
2,156 [3,276]
7,284 [6,514]
5,304 [4,760]
4,547 [2,954]
3,274 [3,877]
4,010 [2,637]
2,647 [3,056]
2,649 [4,023]
2,205 [2,954]
3,540 [2,228]
2,288 [3,061]
1,699 [3,016]
1,956 [1,644]
1,310 [2,491]
TIE TO EXIST.
STA. 127+89.36
OFF. 18.59'
BEGIN PAVEMENT TRANS.
STA. 131+70.00
OFF. -52.37'
END PAVEMENT TRANS.
STA. 134+90.00
OFF. -40.20'
P.L. ℄ S.R. 1
S35°05'33"E
S.R. 1
BEGIN GUARDRAIL
STA. 136+12.63
END GUARDRAIL
STA. 137+07.87
LIMIT OF CONST.
RAMP C1 STA. 64+00.66
TYPE 38
TYPE 13
LIMIT OF CONST.
RAMP C STA. 612+57.37

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

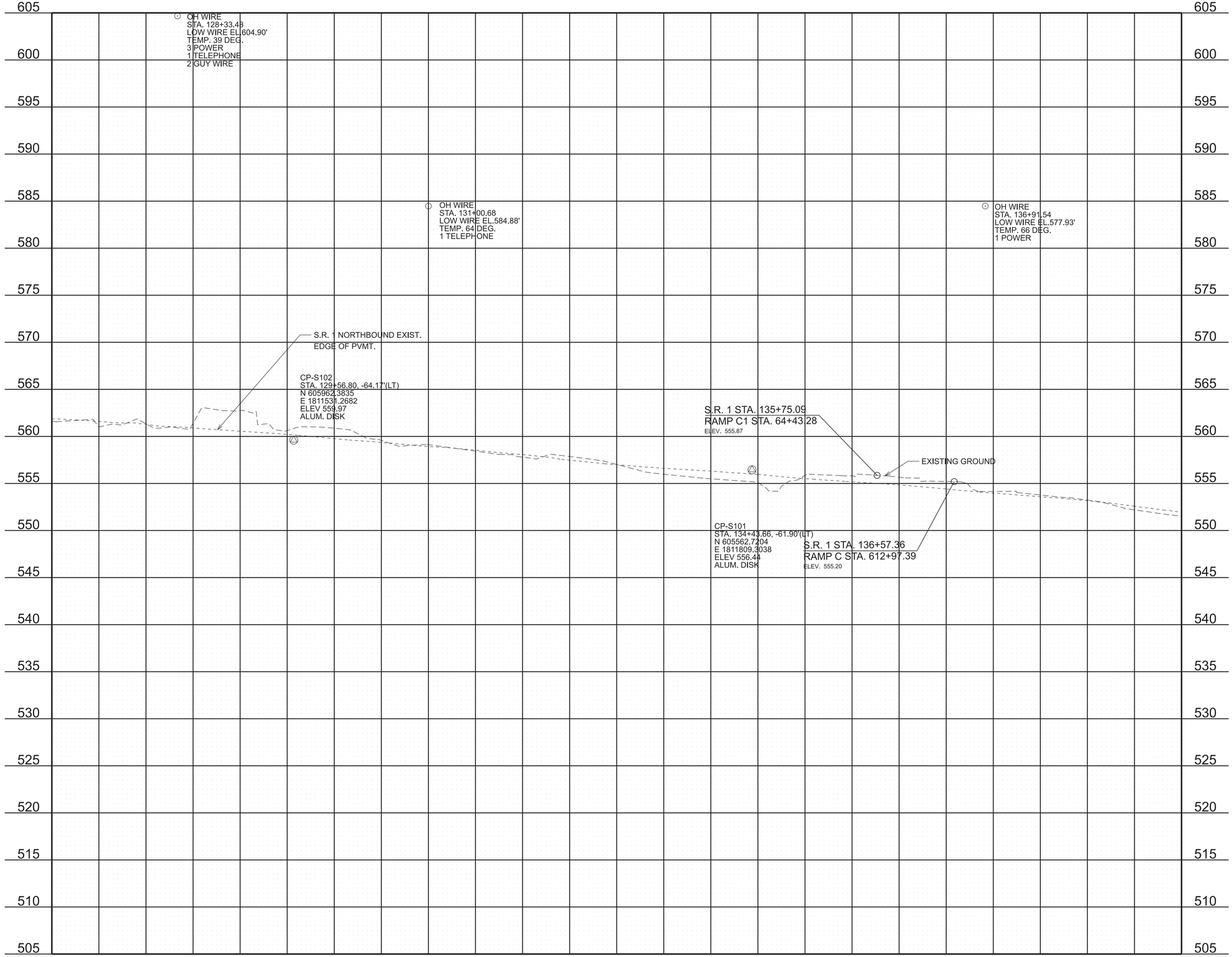
PROPOSED
LAYOUT

S.R. 1

STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

10:48:16 AM
2/13/2025
P:\2020\200319\DOT\DOT\200319\DGN\75S001-DES-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	6C
PIH	2025	HSIP-1(378)	6C
PS&E	2025	HSIP-1(378)	6C



SEE SHEET 6 FOR UNDERGROUND UTILITY LOCATIONS.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 1

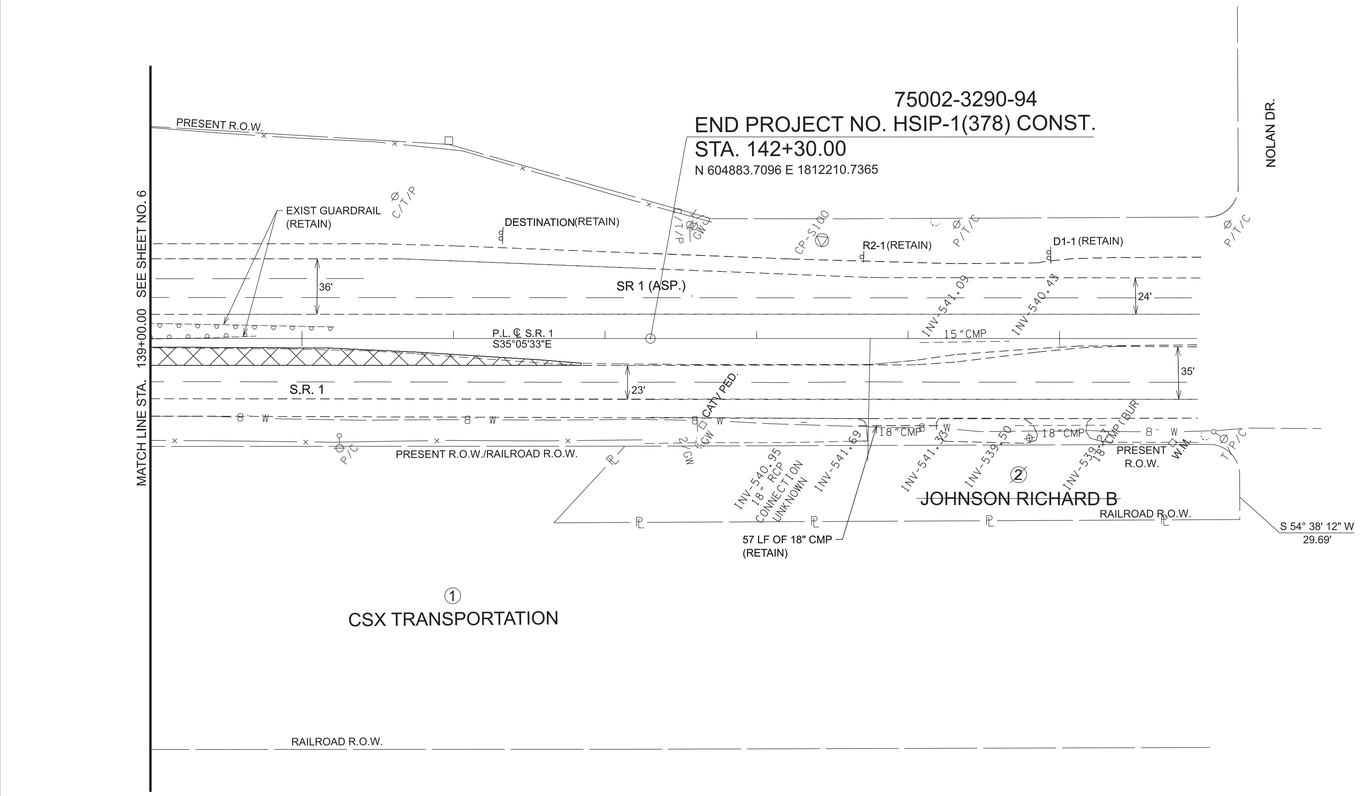
STA. 127+00.00 TO STA. 139+00.00

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

11/19/2024 1:40:27 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S0001-DES-PROFILE-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	7
PIH	2025	HSIP-1(378)	7
PS&E	2025	HSIP-1(378)	7

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.
REV. 11-05-24: ADDED WATER LINE ALONG SR-1 FROM STA. 127+78.99 RT TO STA 145+90.60 RT.



AREA TO BE SCARFIED, OBLITERATED, SEEDED, AND GRADED TO DRAIN.

NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

POINT	NORTHING	EASTING	ELEV.	FEATURE	GPS POINT	STATION	OFFSET
S100	604828.4279	1812328.9082	544.2120	XCP	GPS	143+43.19	-64.91
S101	605562.7204	1811809.3038	556.4400	XCP	GPS	134+43.66	-61.90
S102	605962.3835	1811531.2682	559.5970	XCP	GPS	129+56.80	-64.17

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

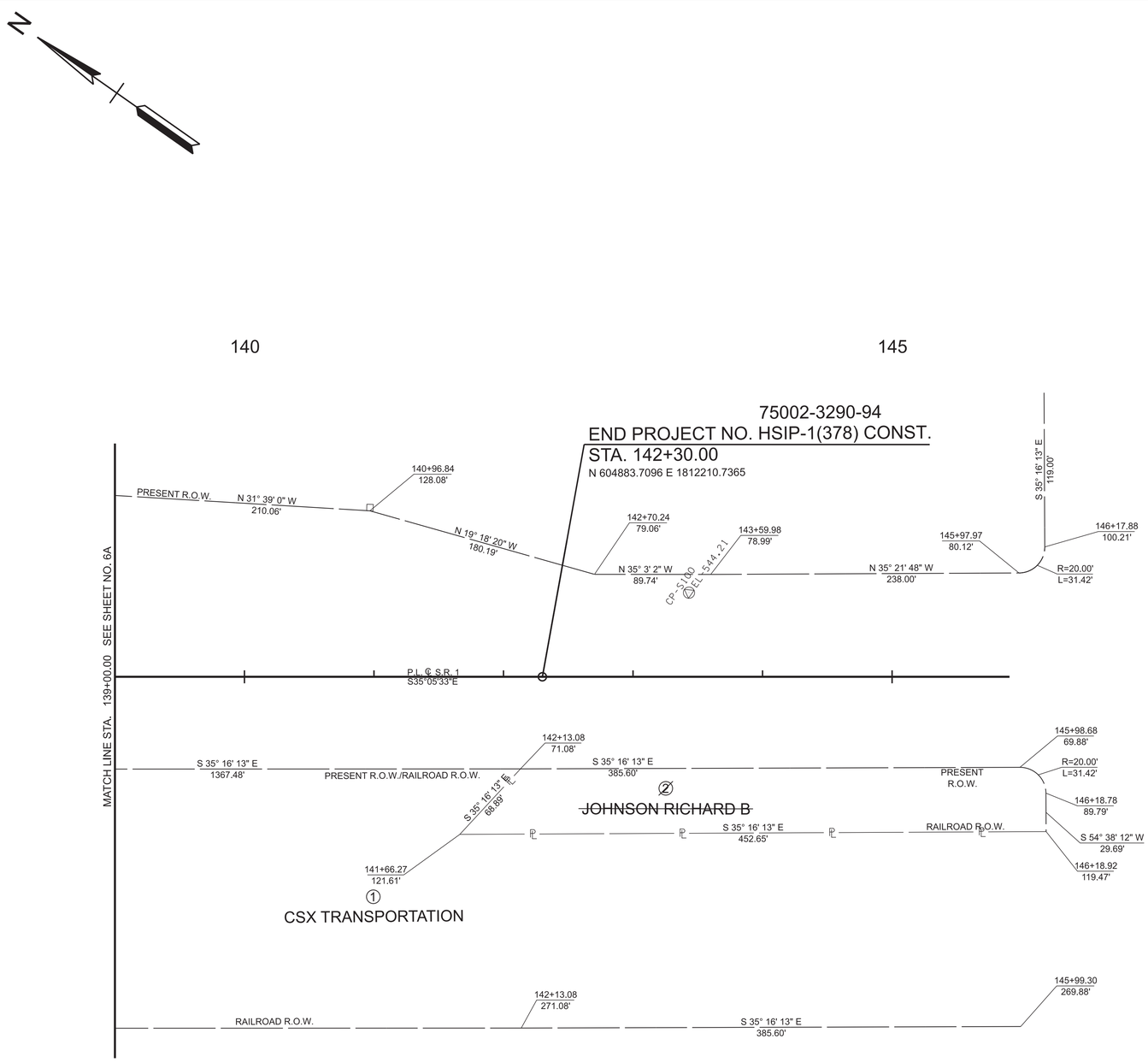
S.R. 1

STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

1/6/2025 3:01:06 PM
P:\2020\200319\DOT\TDOT200319\DGN\75S001-DES-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	7A
PIH	2025	HSIP-1(378)	7A
PS&E	2025	HSIP-1(378)	7A

REV. 09-12-24: ADDED BOXED RR EASEMENT NOTE.



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

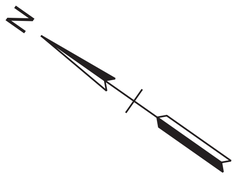
RIGHT OF WAY DETAILS

S.R. 1

STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

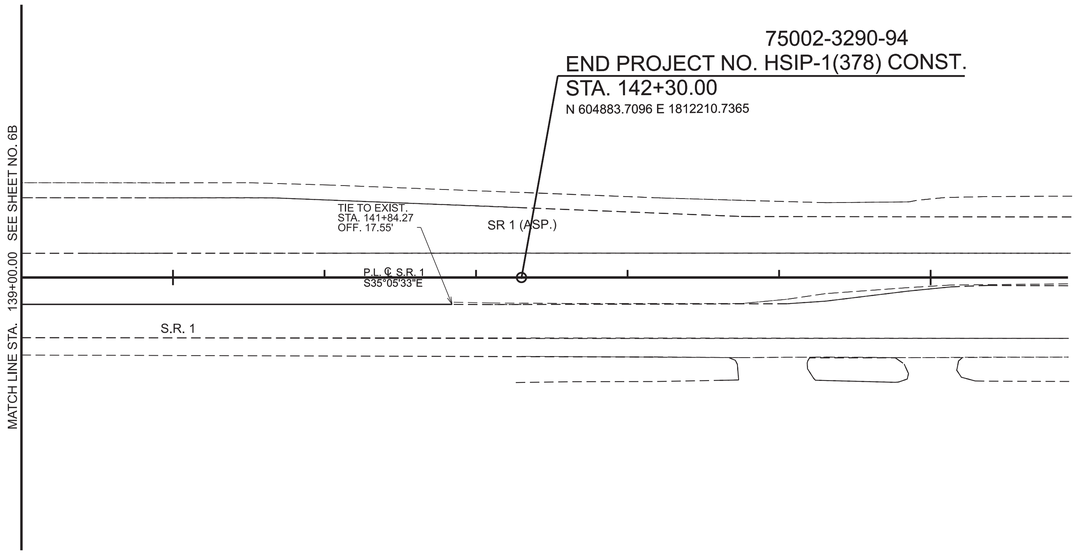
11/19/2024 1:32:30 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	7B
PIH	2025	HSIP-1(378)	7B
PS&E	2025	HSIP-1(378)	7B



140

145



SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

S.R. 1

STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

11/19/2024 1:23:30 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	7C
PIH	2025	HSIP-1(378)	7C
PS&E	2025	HSIP-1(378)	7C

595
590
585
580
575
570
565
560
555
550
545
540
535
530
525
520
515
510
505
500
495

OH WIRE
STA. 142+58.69
LOW WIRE EL.579.73'
TEMP. 66 DEG.
2 POWER
1 GUY WIRE

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378)CONST.
STA. 142+30.00
ELEV. 546.83

S.R. 1 NORTHBOUND EXIST.
EDGE OF PVMT.

CP-S100
STA. 148+43.19, -64.91'(LT)
N 604828.4279
E 1812328.9082
ELEV 544.12
ALUM. DISK

EXISTING GROUND

139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00

SEE SHEET 7 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
S.R. 1
STA. 139+00.00 TO STA. 145+90.60

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

11/19/2024 1:39:39 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	8
PIH	2025	HSIP-1(378)	8
PS&E	2025	HSIP-1(378)	8

e DIAGRAM

STA. 203+68.36
e = N.C. RT.

STA. 206+08.36

STA. 206+67.81
e = 0.078 RT.

STA. 209+07.81

PGL

PGL
e = N.C. RT.

OH WIRE
STA. 210+04.10
LOW WIRE EL.584.04'
TEMP. 64 DEG.
4 POWER
1 TELEPHONE
3 CABLE

VC = 70.00'
K = 13

LIMIT OF CONSTRUCTION
STA. 203+68.36
ELEV. 566.95

EXISTING GROUND

BEGIN SPECIAL DITCH LT
STA. 207+25
EL. 562.34

FINISHED GRADE

VPI STA. 208+70.00
EL. 564.44

VPC STA. 209+99.00
EL. 560.71

VPT STA. 210+69.00
EL. 560.53

S.R. 1 STA. 123+52.84 =
RAMP A STA. 211+12.29
ELEV. 562.52'

-0.50%

V
0.57%
TRM (CLASS 1)
V

-2.89%

+2.37%

1
#42

3
#31

END SPECIAL DITCH LT
STA. 206+00
EL. 563.05

VPC STA. 208+37.50
EL. 564.61

VPT STA. 209+02.50
EL. 563.50

VPI STA. 210+34.00
EL. 559.70

VC = 65.00'
K = 27

LIMIT OF CONSTRUCTION
STA. 210+71.36
ELEV. 560.59

DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 207+25.00
STRUCTURE: 61 LF OF 18" RCP AT 1.00%

SKEW	90	DEG.
DRAINAGE AREA	1.18	AC.
DESIGN DISCHARGE (Q50)	3.24	CFS
DESIGN DISCHARGE (Q100)	3.58	CFS
OVERTOPPING ELEV.	564.92	FT
ALLOWABLE HEADWATER ELEV.	563.31	FT
Q50 HEADWATER ELEV.	560.39	FT
Q100 HEADWATER ELEV.	560.45	FT
VELOCITY (Q50)	5.24	FT/S
VELOCITY (Q100)	5.38	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B

DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 209+41.00
STRUCTURE: 46 LF OF 18" RCP AT 1.00%

SKEW	90	DEG.
DRAINAGE AREA	0.12	AC.
DESIGN DISCHARGE (Q50)	0.99	CFS
DESIGN DISCHARGE (Q100)	1.09	CFS
OVERTOPPING ELEV.	562.19	FT
ALLOWABLE HEADWATER ELEV.	560.93	FT
Q50 HEADWATER ELEV.	556.68	FT
Q100 HEADWATER ELEV.	556.71	FT
VELOCITY (Q50)	3.74	FT/S
VELOCITY (Q100)	3.85	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B

SEE SHEET 5 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

MARK ANDREW RANDOLPH
REGISTERED ENGINEER
AGRICULTURE
No. 119955
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE

RAMP A
STA. 203+68.36 TO STA. 210+71.36

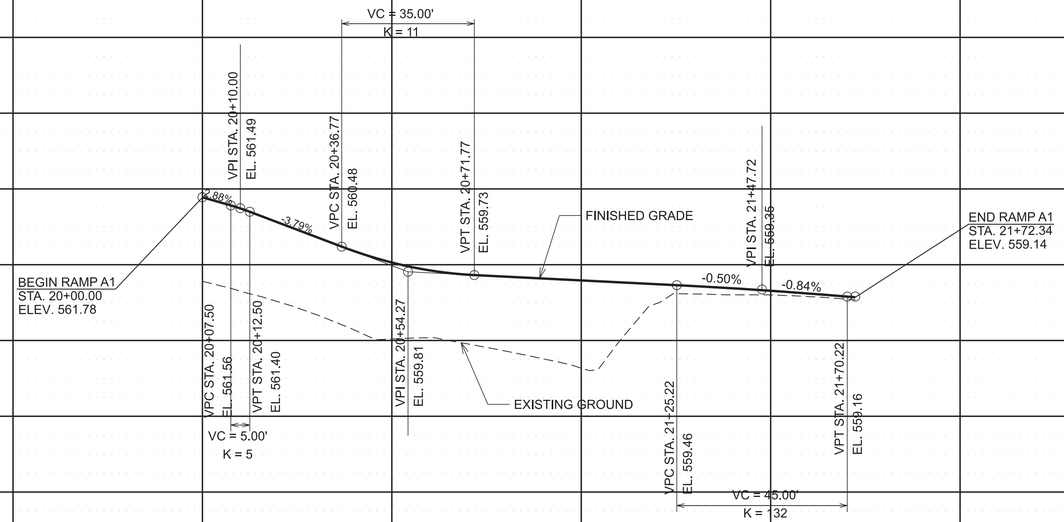
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

1/7/2025 1:35:22 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-RAMPA.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	9
PIH	2025	HSIP-1(378)	9
PS&E	2025	HSIP-1(378)	9

OH WIRE
STA. 20+55.88
LOW WIRE EL.584.04'
TEMP. 64 DEG.
4 POWER
1 TELEPHONE
3 CABLE

OH WIRE
STA. 20+55.88
LOW WIRE EL.584.04'
TEMP. 64 DEG.
4 POWER
1 TELEPHONE
3 CABLE



SEE SHEET 5 FOR UNGERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

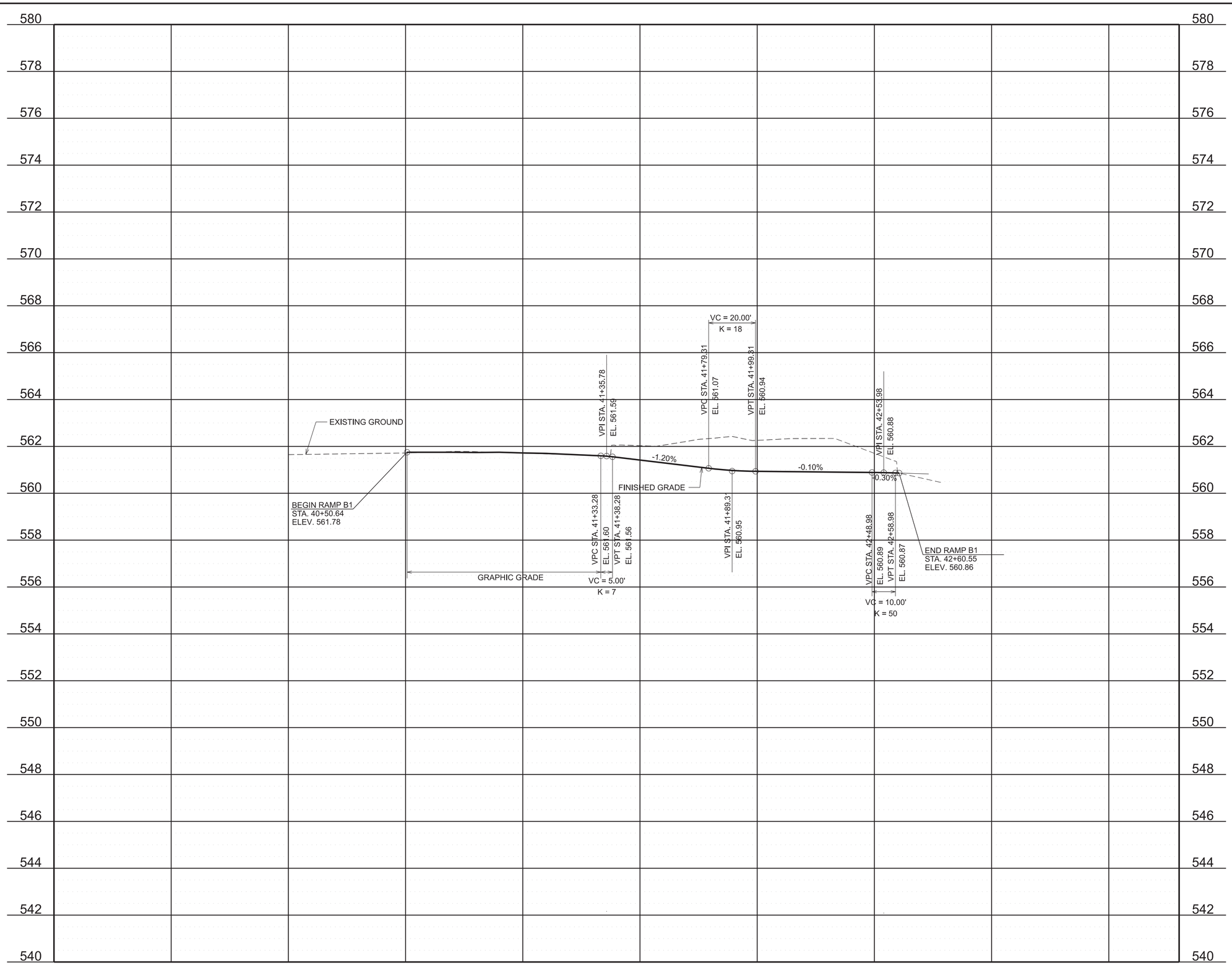
RAMP PROFILE

RAMP A1
STA. 20+00.00 TO STA. 21+72.34

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

11/19/2024 1:47:37 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S0001-DES-PROFILE-RAMPA1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	10
PIH	2025	HSIP-1(378)	10
PS&E	2025	HSIP-1(378)	10



SEE SHEET 5 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE

RAMP B1
STA. 40+50.64 TO STA. 42+60.55

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

11/19/2024 1:49:46 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S0001-DES-PROFILE-RAMPB1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	11
PIH	2025	HSIP-1(378)	11
PS&E	2025	HSIP-1(378)	11

REV. 02-12-25: ADJUSTED SPECIAL DITCH

e DIAGRAM

STA. 600+34.25
e = 0.039 RT.

STA. 601+05.00

STA. 607+42.67

STA. 609+52.67

PGL

e = 0.070 RT.

e = N.C. RT.

VPI STA. 600+34.25
EL. 553.33

VC = 100.00'
K = 36

VPC STA. 601+64.54
EL. 548.88

VPT STA. 602+64.54
EL. 546.88

VC = 75.00'
K = 36

VPC STA. 606+32.50
EL. 544.67

VPT STA. 607+07.50
EL. 545.01

-3.41%

-3.41%

-0.60%

-0.60%

-0.60%

+1.51%

+1.51%

LIMIT OF CONST.
STA. 600+34.25
ELEV. 553.33

EXISTING GROUND
BEGIN SPECIAL DITCH LT
STA. 606+00.00
EL. 540.02

FINISHED GRADE

7
#31

END SPECIAL DITCH RT
STA. 603+01.79
EL. 539.41

VPI STA. 602+14.54
EL. 547.18

V

TRM (CLASS 1)

STA 603+08.66
EXISTING 30" RCP (RETAIN)
SKEW 88° 28' 26" LT
FLOWS LEFT
INLET 539.2400
OUTLET 538.0700

78' OF 36" X 23" RCP

BEGIN SPECIAL DITCH RT
STA. 605+25
EL. 540.47

END DITCH LT & RT
STA. 606+66.75
EL. 539.27

VPI STA. 606+70.00
EL. 544.45

BEGING SPECIAL DITCH RT
STA. 607+50.00
EL. 539.88

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 606+17.07
STRUCTURE: 78 LF OF 36" X 23" RCP AT 0.50%

SKEW	45°04'13" LT	DEG.
DRAINAGE AREA	2.48	AC.
DESIGN DISCHARGE (Q50)	8.57	CFS
DESIGN DISCHARGE (Q100)	9.46	CFS
OVERTOPPING ELEV.	543.13	FT
ALLOWABLE HEADWATER ELEV.	541.72	FT
Q50 HEADWATER ELEV.	540.59	FT
Q100 HEADWATER ELEV.	540.72	FT
VELOCITY (Q50)	1.94	FT/S
VELOCITY (Q100)	2.14	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-36A, D-PE-36B

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 607+25.00
STRUCTURE: 32 LF OF 18" RCP AT 0.86%

SKEW	90	DEG.
DRAINAGE AREA	1.16	AC.
DESIGN DISCHARGE (Q50)	1.37	CFS
DESIGN DISCHARGE (Q100)	1.51	CFS
OVERTOPPING ELEV.	545.28	FT
ALLOWABLE HEADWATER ELEV.	543.89	FT
Q50 HEADWATER ELEV.	540.28	FT
Q100 HEADWATER ELEV.	540.31	FT
VELOCITY (Q50)	3.20	FT/S
VELOCITY (Q100)	3.28	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B

SEE SHEET 6 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

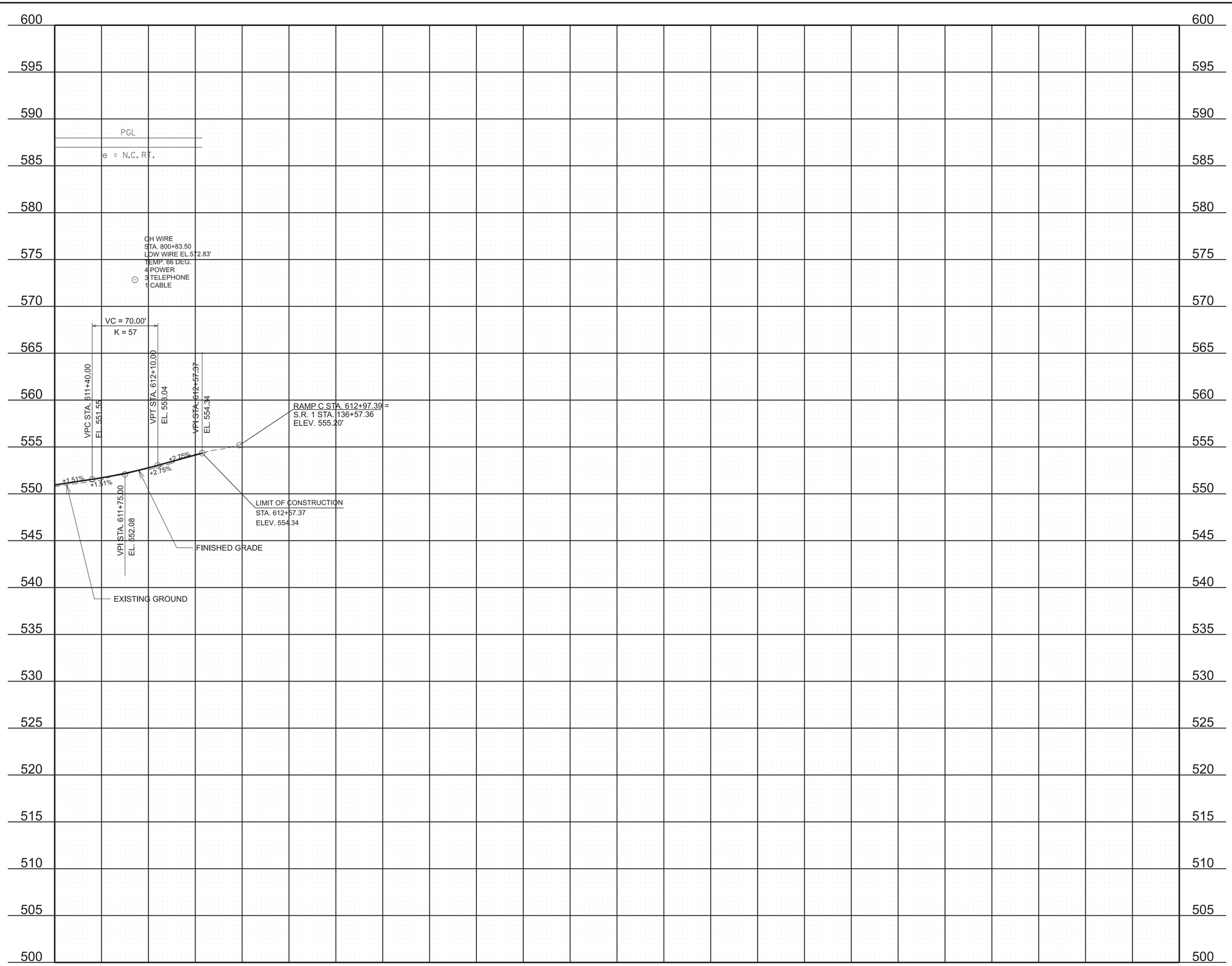
RAMP
PROFILE

RAMP C
STA. 600+34.25 TO STA. 611+00.00

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

2/13/2025 10:50:37 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-RAMPC.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	12
PIH	2025	HSIP-1(378)	12
PS&E	2025	HSIP-1(378)	12



SEE SHEET 6 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE

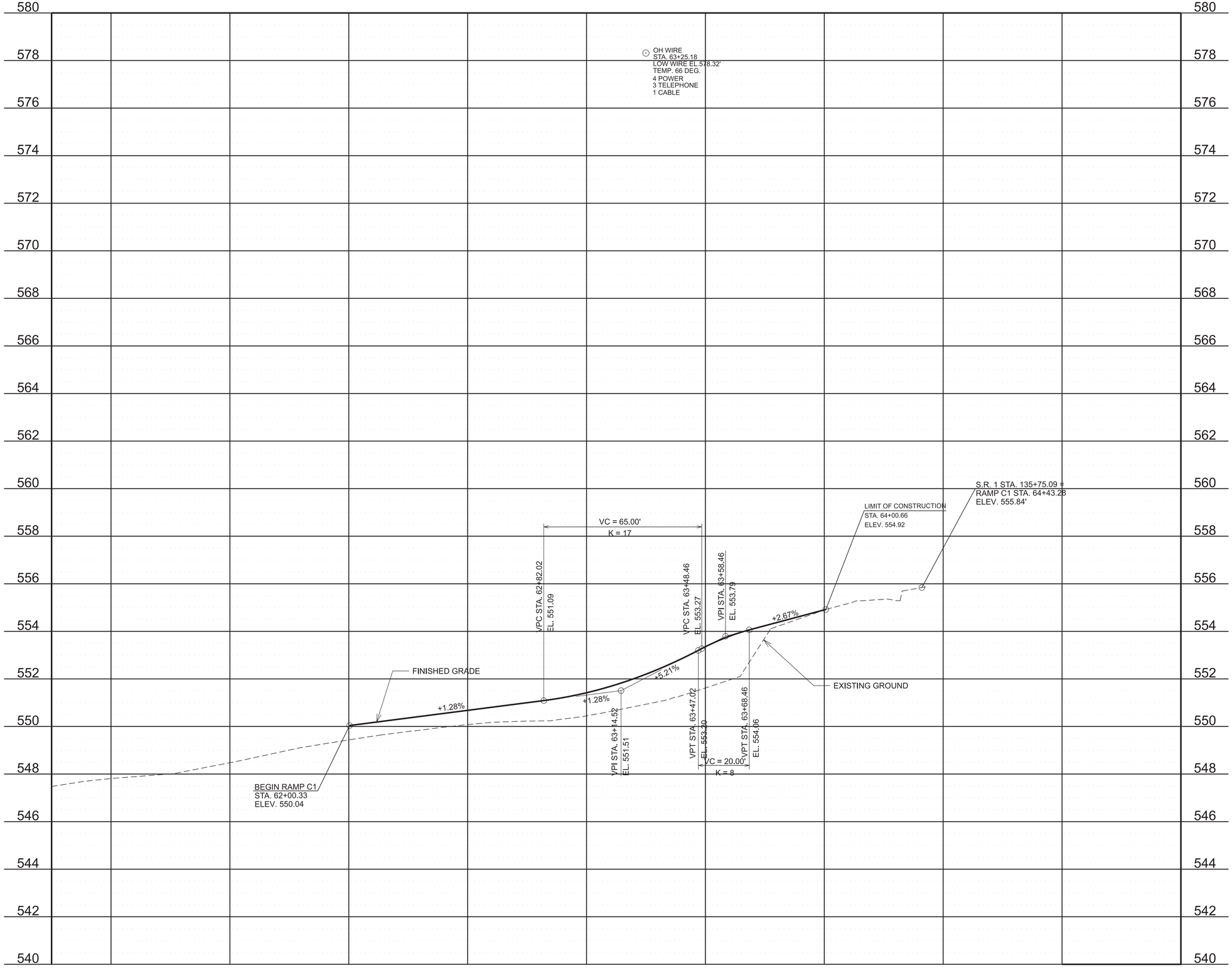
RAMP C

STA. 611+00.00 TO STA. 612+57.37

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

1/7/2025 2:11:55 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-PROFILE-RAMPC.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	13
PIH	2025	HSIP-1(378)	13
PS&E	2025	HSIP-1(378)	13



SEE SHEET 6 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

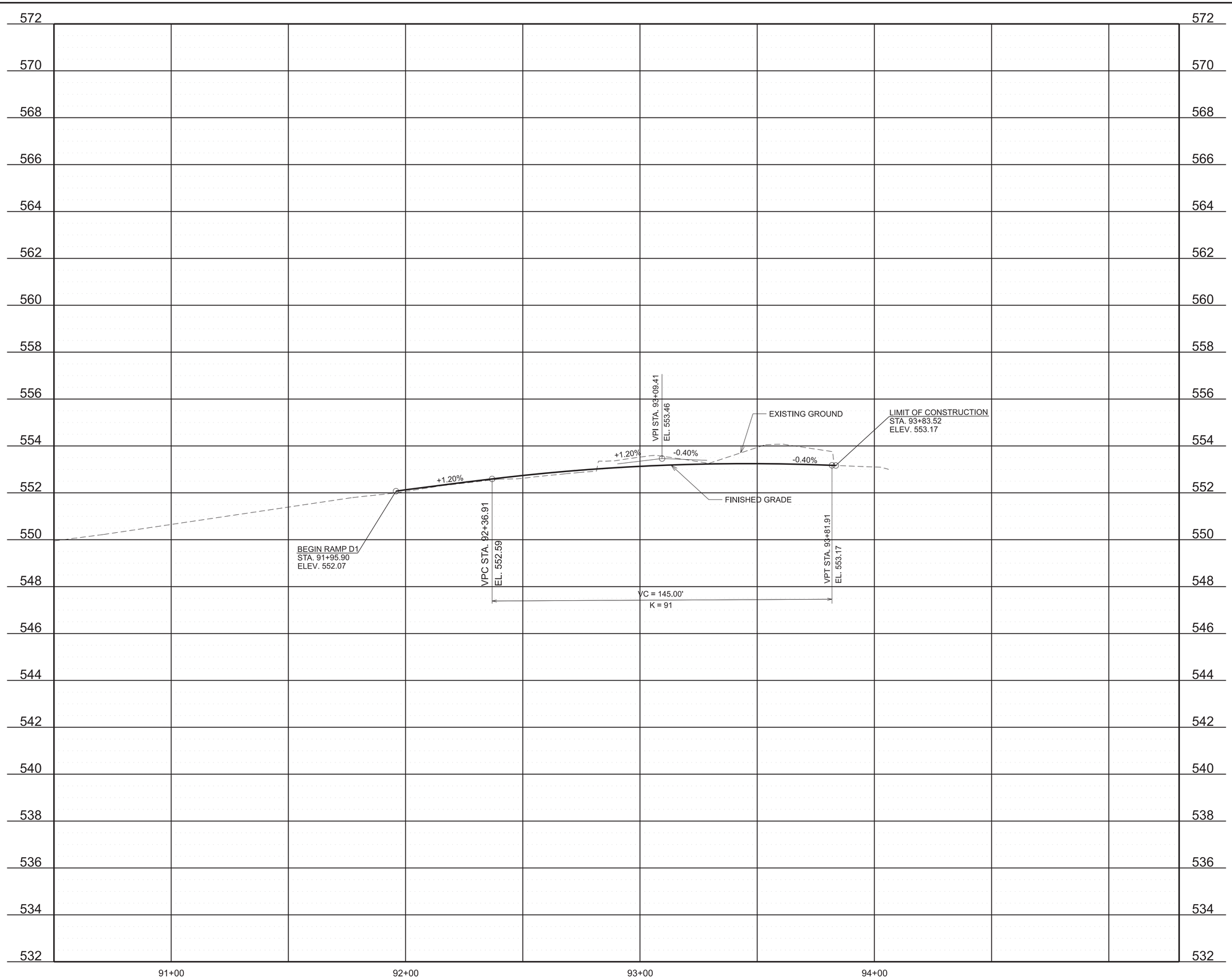
RAMP PROFILE

RAMP C1
STA. 62+00.33 TO STA. 64+00.66

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

11/19/2024 1:55:43 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S0001-DES-PROFILE-RAMPC1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	14
PIH	2025	HSIP-1(378)	14
PS&E	2025	HSIP-1(378)	14



SEE SHEET 6 FOR UNDERGROUND UTILITY LOCATIONS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE

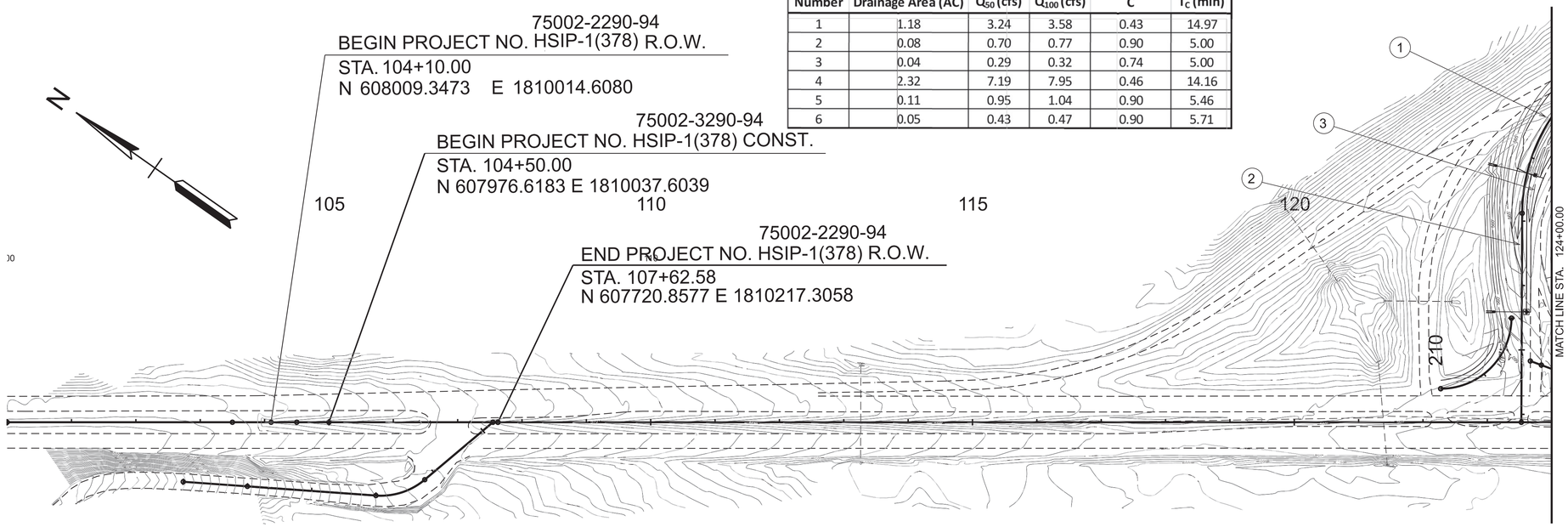
RAMP D1
STA. 91+95.90 TO STA. 93+83.52

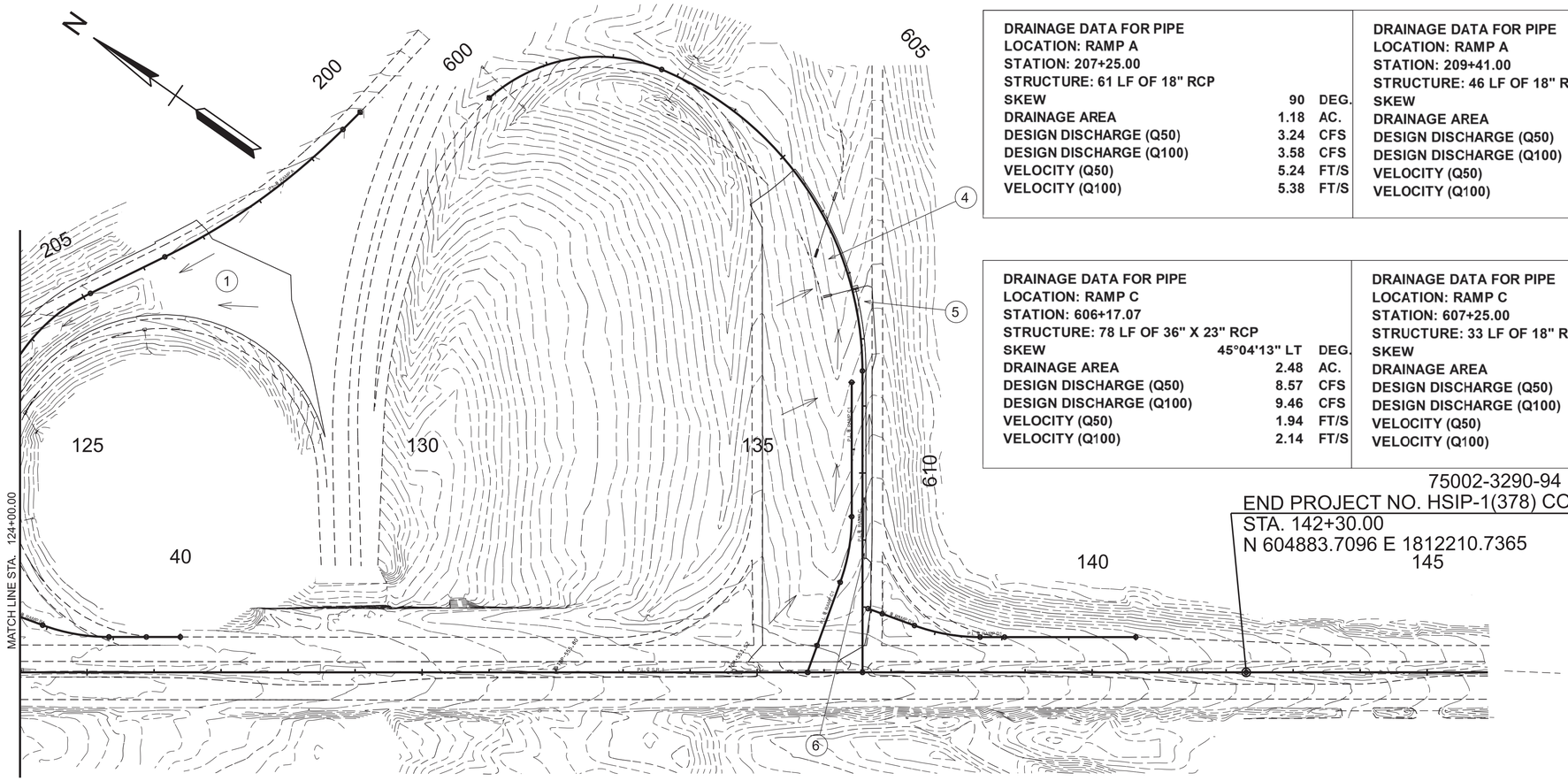
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

11/19/2024 1:58:21 PM
P:\2020\200319\DOT\TDOT200319\DGN\75S001-DES-PROFILE-RAMPD1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	15
PIH	2025	HSIP-1(378)	15
PS&E	2025	HSIP-1(378)	15

DRAINAGE TABLE					
Number	Drainage Area (AC)	Q_{50} (cfs)	Q_{100} (cfs)	C	T_C (min)
1	1.18	3.24	3.58	0.43	14.97
2	0.08	0.70	0.77	0.90	5.00
3	0.04	0.29	0.32	0.74	5.00
4	2.32	7.19	7.95	0.46	14.16
5	0.11	0.95	1.04	0.90	5.46
6	0.05	0.43	0.47	0.90	5.71





DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 207+25.00
STRUCTURE: 61 LF OF 18" RCP

SKEW	90	DEG.
DRAINAGE AREA	1.18	AC.
DESIGN DISCHARGE (Q50)	3.24	CFS
DESIGN DISCHARGE (Q100)	3.58	CFS
VELOCITY (Q50)	5.24	FT/S
VELOCITY (Q100)	5.38	FT/S

DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 209+41.00
STRUCTURE: 46 LF OF 18" RCP

SKEW	90	DEG.
DRAINAGE AREA	0.12	AC.
DESIGN DISCHARGE (Q50)	0.99	CFS
DESIGN DISCHARGE (Q100)	1.09	CFS
VELOCITY (Q50)	3.74	FT/S
VELOCITY (Q100)	3.85	FT/S

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 606+17.07
STRUCTURE: 78 LF OF 36" X 23" RCP

SKEW	45°04'13" LT	DEG.
DRAINAGE AREA	2.48	AC.
DESIGN DISCHARGE (Q50)	8.57	CFS
DESIGN DISCHARGE (Q100)	9.46	CFS
VELOCITY (Q50)	1.94	FT/S
VELOCITY (Q100)	2.14	FT/S

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 607+25.00
STRUCTURE: 33 LF OF 18" RCP

SKEW	90	DEG.
DRAINAGE AREA	1.16	AC.
DESIGN DISCHARGE (Q50)	1.37	CFS
DESIGN DISCHARGE (Q100)	1.51	CFS
VELOCITY (Q50)	3.20	FT/S
VELOCITY (Q100)	3.28	FT/S

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP
S.R. 1

STA. 104+10.00 TO STA. 143+75.00
SCALE: 1" = 100'

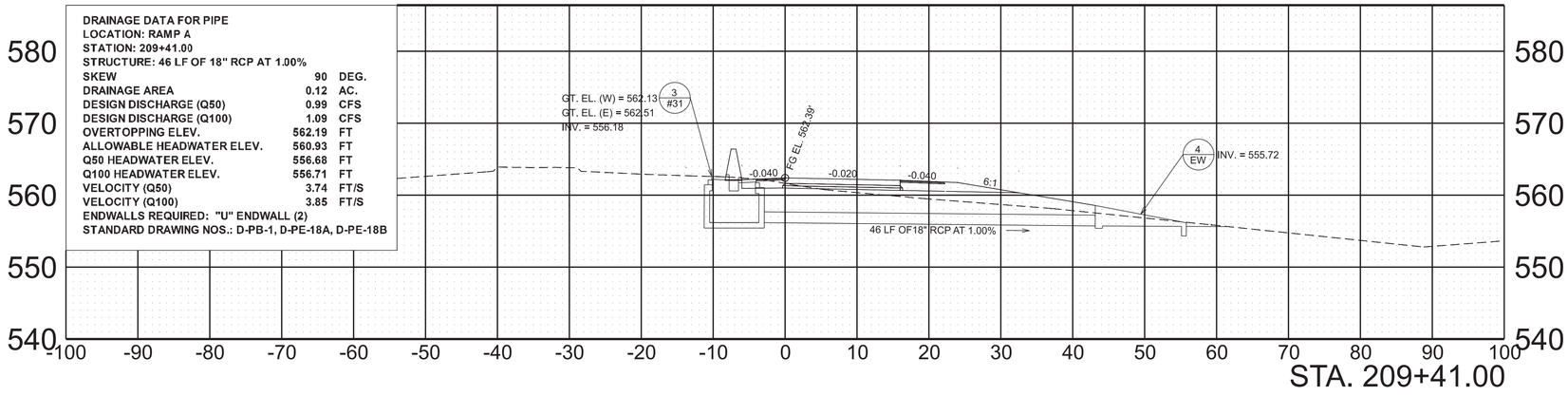
11/20/2024 4:31:30 PM
P:\2020\20031\9Dot\TDOT\20031\9dgn\75S001-DES-Drainage Map.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	16
PIH	2025	HSIP-1(378)	16
PS&E	2025	HSIP-1(378)	16

DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 209+41.00
STRUCTURE: 46 LF OF 18" RCP AT 1.00%

SKEW	90	DEG.
DRAINAGE AREA	0.12	AC.
DESIGN DISCHARGE (Q50)	0.99	CFS
DESIGN DISCHARGE (Q100)	1.09	CFS
OVERTOPPING ELEV.	562.19	FT
ALLOWABLE HEADWATER ELEV.	560.93	FT
Q50 HEADWATER ELEV.	556.68	FT
Q100 HEADWATER ELEV.	556.71	FT
VELOCITY (Q50)	3.74	FT/S
VELOCITY (Q100)	3.85	FT/S

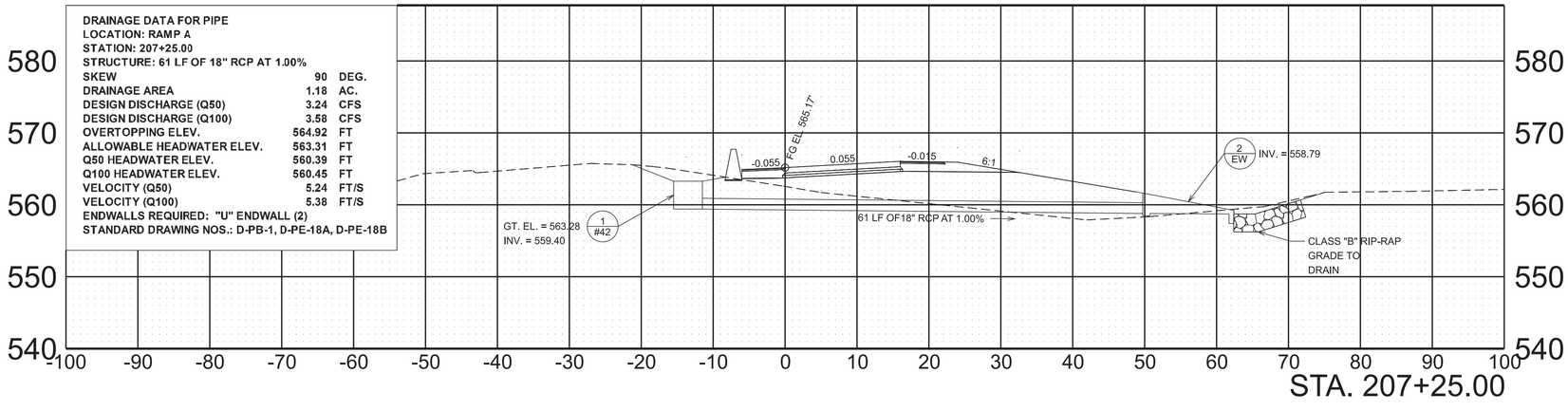
ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B



DRAINAGE DATA FOR PIPE
LOCATION: RAMP A
STATION: 207+25.00
STRUCTURE: 61 LF OF 18" RCP AT 1.00%

SKEW	90	DEG.
DRAINAGE AREA	1.18	AC.
DESIGN DISCHARGE (Q50)	3.24	CFS
DESIGN DISCHARGE (Q100)	3.58	CFS
OVERTOPPING ELEV.	564.92	FT
ALLOWABLE HEADWATER ELEV.	563.31	FT
Q50 HEADWATER ELEV.	560.39	FT
Q100 HEADWATER ELEV.	560.45	FT
VELOCITY (Q50)	5.24	FT/S
VELOCITY (Q100)	5.38	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

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

11/20/2024 4:35:36 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-CULVERT SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	17
PIH	2025	HSIP-1(378)	17
PS&E	2025	HSIP-1(378)	17

REV. 02-12-25: REVISED STA. 603+08.66 CULVERT SECTION

RAMP C

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 607+25.00
STRUCTURE: 32 LF OF 18" RCP AT 0.86%

SKEW	90	DEG.
DRAINAGE AREA	1.16	AC.
DESIGN DISCHARGE (Q50)	1.37	CFS
DESIGN DISCHARGE (Q100)	1.51	CFS
OVERTOPPING ELEV.	545.28	FT
ALLOWABLE HEADWATER ELEV.	543.89	FT
Q50 HEADWATER ELEV.	540.28	FT
Q100 HEADWATER ELEV.	540.31	FT
VELOCITY (Q50)	3.20	FT/S
VELOCITY (Q100)	3.28	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B

STA. 607+25.00

RAMP C

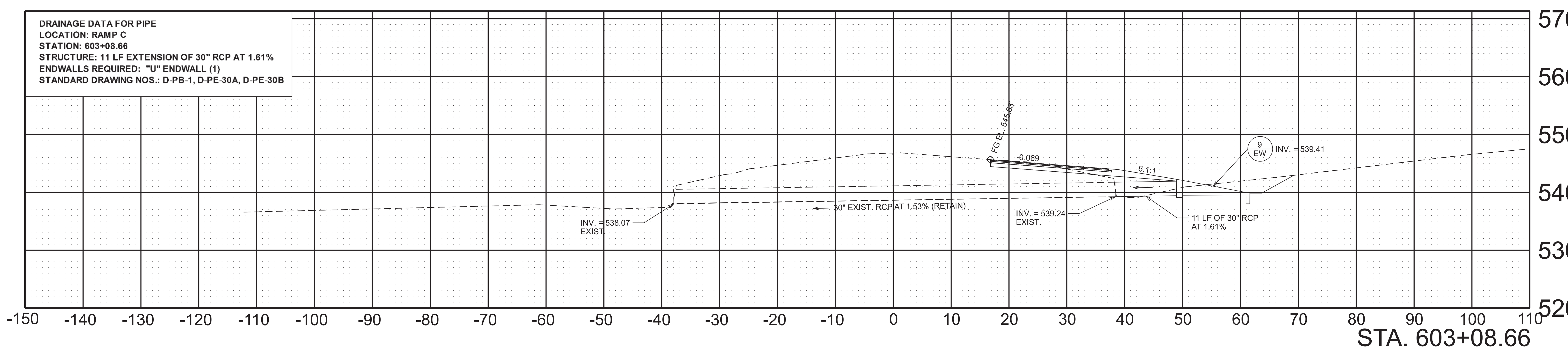
DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 606+17.07
STRUCTURE: 78 LF OF 36" X 23" RCP AT 0.50%

SKEW	45°04'13" LT	DEG.
DRAINAGE AREA	2.48	AC.
DESIGN DISCHARGE (Q50)	8.57	CFS
DESIGN DISCHARGE (Q100)	9.46	CFS
OVERTOPPING ELEV.	543.13	FT
ALLOWABLE HEADWATER ELEV.	541.72	FT
Q50 HEADWATER ELEV.	540.59	FT
Q100 HEADWATER ELEV.	540.72	FT
VELOCITY (Q50)	1.94	FT/S
VELOCITY (Q100)	2.14	FT/S

ENDWALLS REQUIRED: "U" ENDWALL (2)
STANDARD DRAWING NOS.: D-PB-1, D-PE-36A, D-PE-36B

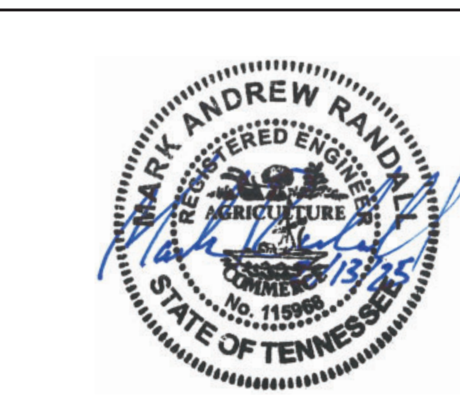
STA. 606+17.07

DRAINAGE DATA FOR PIPE
LOCATION: RAMP C
STATION: 603+08.66
STRUCTURE: 11 LF EXTENSION OF 30" RCP AT 1.61%
ENDWALLS REQUIRED: "U" ENDWALL (1)
STANDARD DRAWING NOS.: D-PB-1, D-PE-30A, D-PE-30B



STA. 603+08.66

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

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

2/13/2025 10:55:58 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-CULVERT SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	18
PIH	2025	HSIP-1(378)	18
PS&E	2025	HSIP-1(378)	18

REV. 02-12-25: REVISED ITEM NUMBERS 209-08.03 AND 209-65.03

ENVIRONMENTAL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

(11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET SERIES (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

(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.

EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

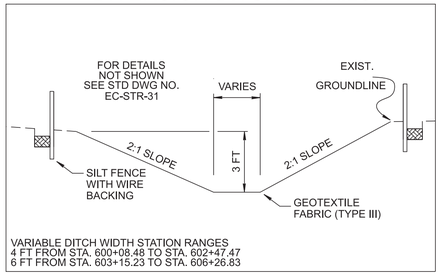
	ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	PHASE 3	MAX OR TOTAL
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	94	101	101	101
	209-05	SEDIMENT REMOVAL	C.Y.	1545	971	973	1545
(1) (2)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	752	752	752	752
(1) (2)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	14600	14600	14600	14600
(1) (2)	209-08.07	ROCK CHECK DAM PER	EACH		6	7	7
(1) (2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	10	11	11	11
(1) (2)	209-09.01	SANDBAGS	BAG	500	500	500	500
(1) (2)	209-40.41	CATCH BASIN FILTER ASSEMBLY(TYPE 1)	EACH	1	1	1	2
(1) (2)	209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH		2	2	2
(1) (2)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	450	450	450	450
(1) (2)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	26	26	26	26
(1) (2)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	500	550	550	550
(1) (2)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	169	169	169	169
(1) (2)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1207	1293	1293	1293
(1) (2)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	1278	1278	1278	1278

FOOTNOTES:

1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

2) TO BE USED AS DIRECTED BY ENGINEER.

DIVERSION DITCH DETAILS



VARIABLE DITCH WIDTH STATION RANGES
4 FT FROM STA. 600+08.48 TO STA. 602+47.47
6 FT FROM STA. 603+15.23 TO STA. 606+26.83

OUTFALL ID	STAGE 1		STAGE 2		STAGE 3	
	AREA (acres)	SLOPE (%)	AREA (acres)	SLOPE (%)	AREA (acres)	SLOPE (%)
OUT-1	1.12	4.36%	1.12	4.36%	1.12	4.36%
OUT-2	1.39	2.48%	1.39	2.48%	1.39	2.48%
OUT-3	1.48	1.66%	1.48	1.66%	1.48	1.66%
OUT-4	3.25	2.06%	3.25	2.06%	3.25	2.06%
OUT-5	2.26	1.18%	2.26	1.18%	2.26	1.18%
OUT-6	1.56	2.00%	1.56	2.00%	1.56	2.00%
OUT-7	0.23	4.82%	0.23	4.82%	0.23	4.82%
OUT-8	2.48	1.64%	2.48	1.64%	2.48	1.64%
OUT-9	-	-	0.42	0.81%	0.42	0.81%

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
SF SF SF SF	SILT FENCE	EC-STR-3B
TUBE TUBE	SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY DIVERSION CHANNEL (REFER TO SHEET 18 FOR DETAIL)	EC-STR-31
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41
4	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EC-STR-44

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EPSC
SPECIAL NOTES,
LEGEND, &
TABULATION

2/13/2025 11:05:44 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-EPSC NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	19
PIH	2025	HSIP-1(378)	19
PS&E	2025	HSIP-1(378)	19

FRANKE USA REAL ESTATE LLC

75002-2290-94
END PROJECT NO. HSIP-1(378) R.O.W.
STA. 107+62.58
N 607720.8577 E 1810217.3058

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378) R.O.W.
STA. 104+10.00
N 608009.3473 E 1810014.6080

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378) CONST.
STA. 104+50.00
N 607976.6183 E 1810037.6039

105 110 115

15

PRESENT R.O.W.

570' 575' 580' 565' 555'

24"RCP
INV-556.50

TCE

SF x SF x SF

BURIED

P.I. C.S.R.-1
S35°05'33"E

TOP OF CUT

S75°11'02"E
P.I. JEFFERSON PIKE

590' 595' 600' 585'

S31°00'23"E

TOE OF FILL
TOP OF CUT

575' 570' 565' 560'

OUT - 1

PRESENT R.O.W.

PRESENT R.O.W./RAILROAD R.O.W.

INV-558.81

TCE

TEMP CONST.
ESMT.

S.R. 1 STA. 107+54.76 =
JEFFERSON PIKE STA. 15+20.42
N 607727.2599 E 1810212.8075

LIMIT OF CONST.
STA. 12+28.08

RAILROAD R.O.W.

MATCH LINE STA. 115+00.00 SEE SHEET NO. 19A

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
SF SF SF SF	SILT FENCE	EC-STR-3B
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

NOTE: EXISTING CONTOURS SHOWN

SEALED BY

MARK ANDREW RANDA
REGISTERED ENGINEER
AGRICULTURE
No. 115955
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

STAGE I

11/20/2024 6:49:57 PM
P:\20202003191DOT\TDOT\200319IDGN\75S001-DES-EROSION CONTROL PHASE 1.DGN

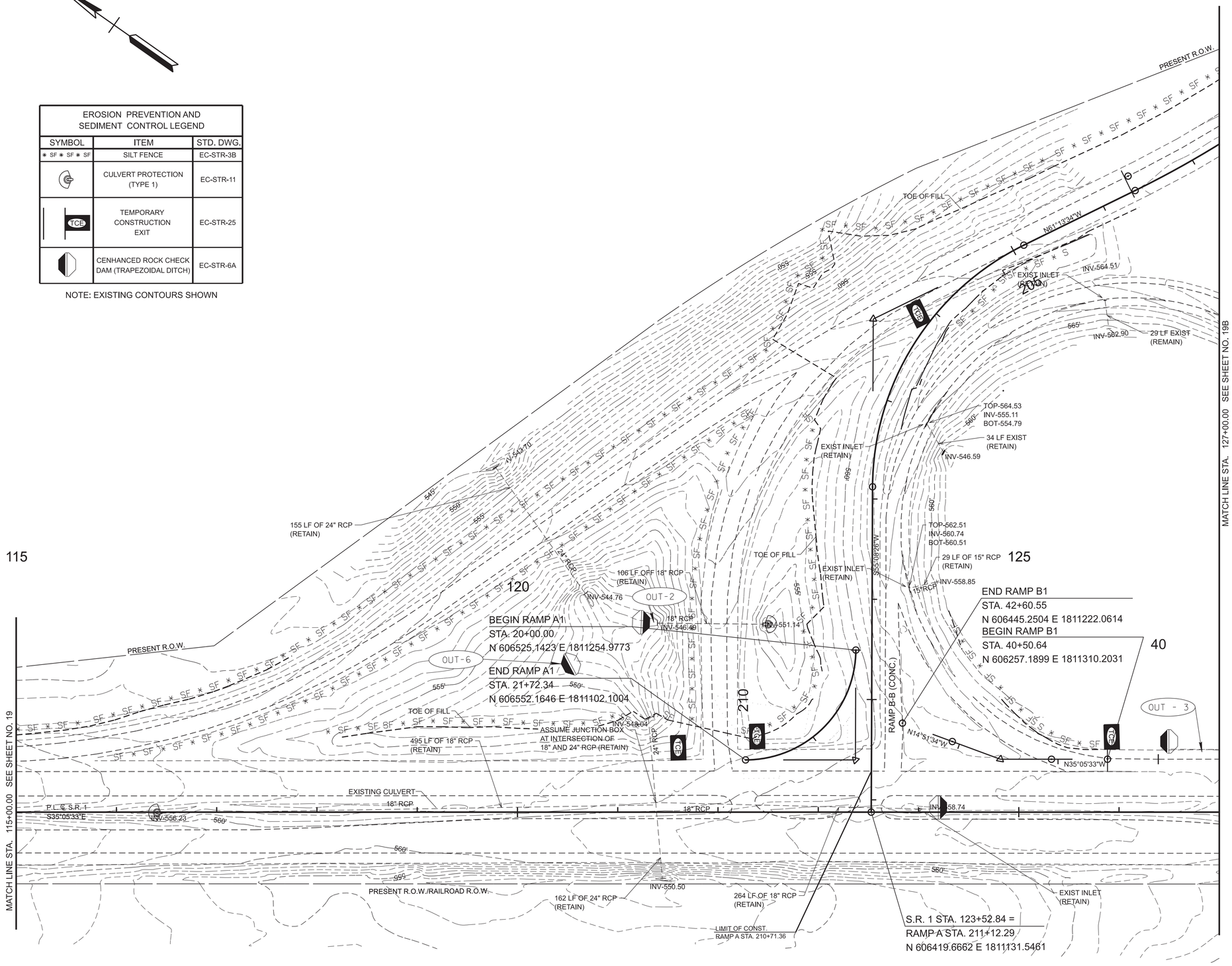
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	19A
PIH	2025	HSIP-1(378)	19A
PS&E	2025	HSIP-1(378)	19A

REV. 02-12-25: ADJUSTED RAMP A SILT FENCE AND SLOPE LINES

N

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
✱ SF ✱ SF ✱ SF	SILT FENCE	EC-STR-3B
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A

NOTE: EXISTING CONTOURS SHOWN



SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

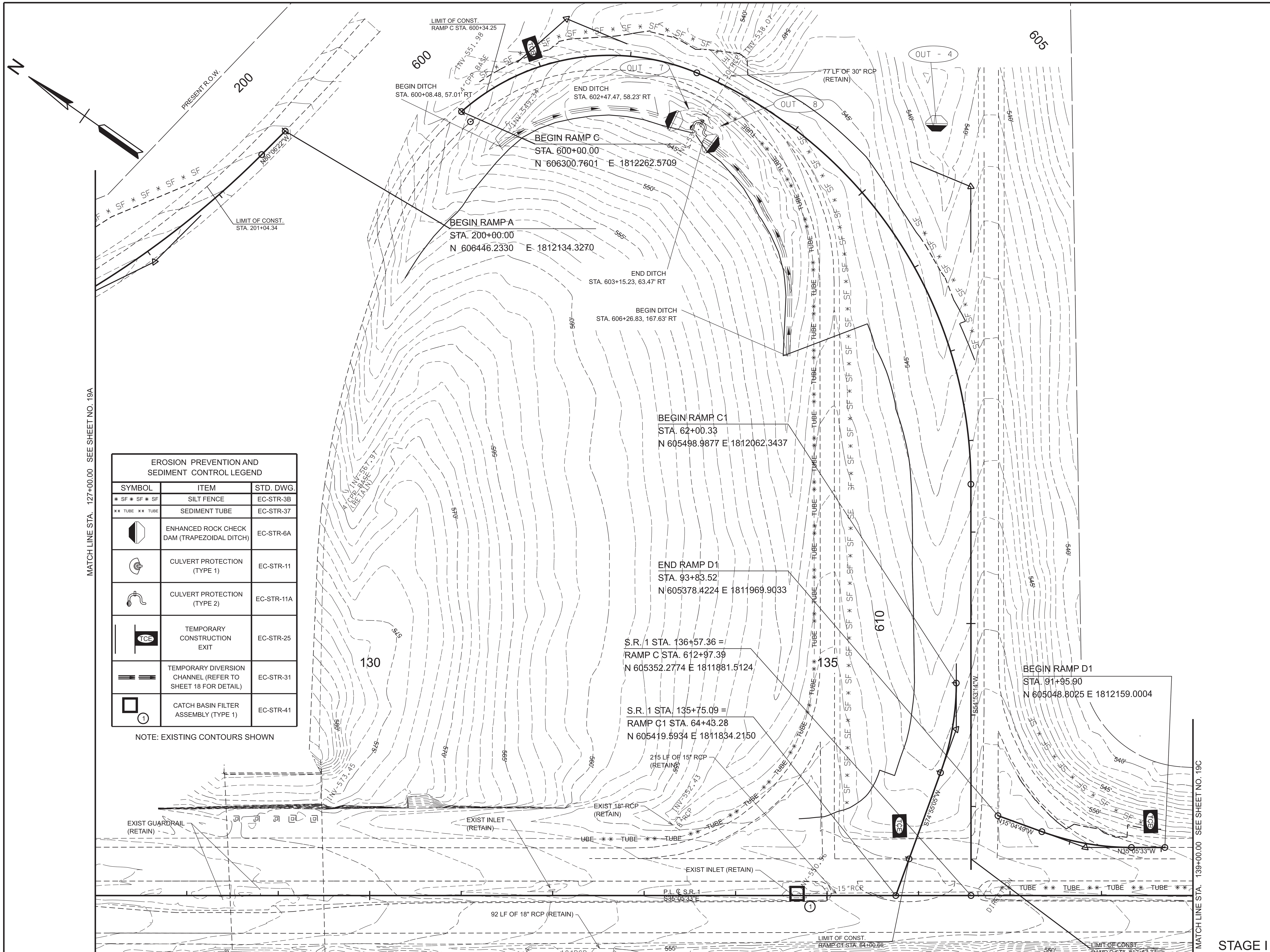
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

2/13/2025 11:15:19 AM
P:\20202003191DOT\TDOT200319IDGN\75S001-DES-EROSION CONTROL PHASE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	19B
PIH	2025	HSIP-1(378)	19B
PS&E	2025	HSIP-1(378)	19B

REV. 02-12-25: ADJUSTED RAMP C SILT FENCE, DIVERSION CHANNELS, AND SLOPE LINES



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
∗ SF ∗ SF ∗ SF	SILT FENCE	EC-STR-3B
∗∗ TUBE ∗∗ TUBE	SEDIMENT TUBE	EC-STR-37
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY DIVERSION CHANNEL (REFER TO SHEET 18 FOR DETAIL)	EC-STR-31
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41

NOTE: EXISTING CONTOURS SHOWN

NOTE: RAMP C DETOUR DITCHES FROM STA. 600+08.48 TO STA. 602+47.47 AND FROM STA. 603+15.23 TO STA. 606+26.83 TO BE INSTALLED PER TEMPORARY DIVERSION DETAILS EC-STR-31 & EC-STR-31A AND PRIOR TO GRADING OPERATIONS.

SEALED BY

MARK ANDREW RANDALL — STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

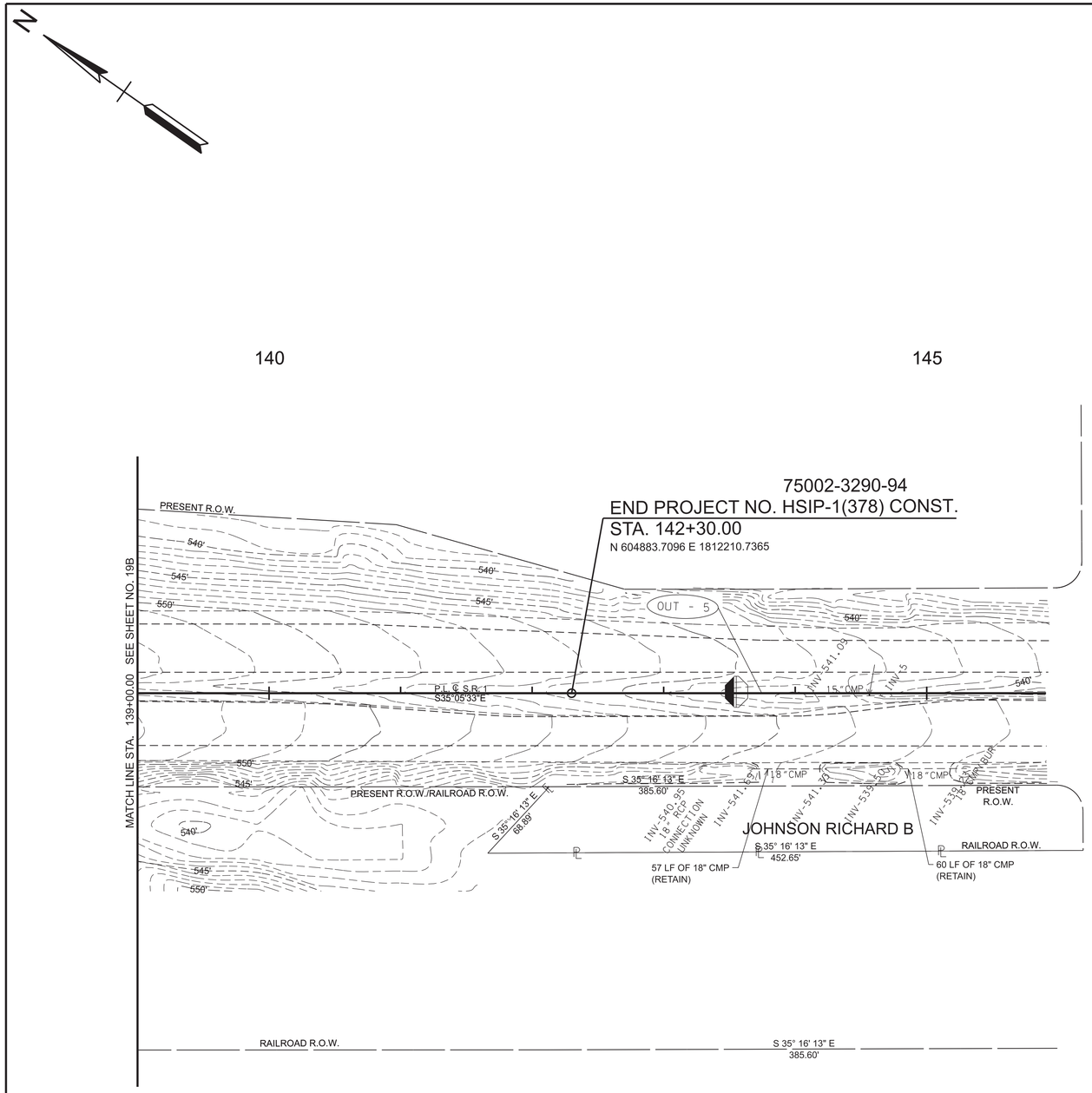
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

STAGE I

2/13/2025
11:14:10 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-EROSION CONTROL PHASE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	19C
PIH	2025	HSIP-1(378)	19C
PS&E	2025	HSIP-1(378)	19C



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A

NOTE: EXISTING CONTOURS SHOWN

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

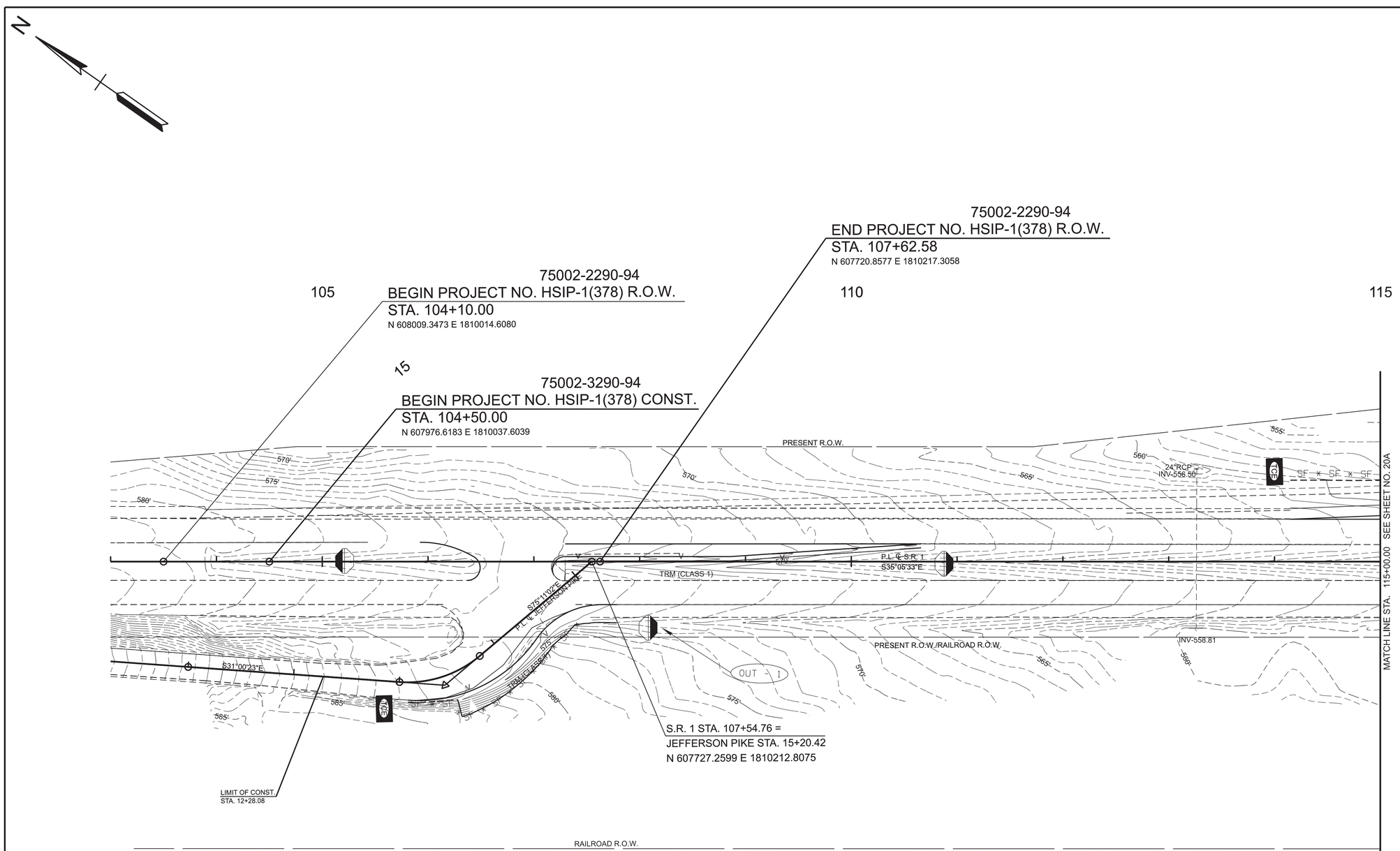
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

STAGE I

11/20/2024 6:57:24 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-DES-EROSION CONTROL PHASE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	20
PIH	2025	HSIP-1(378)	20
PS&E	2025	HSIP-1(378)	20



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
✱ SF ✱ SF ✱ SF	SILT FENCE	EC-STR-3B
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

PROPOSED CONTOUR

EXISTING CONTOUR

STAGE II

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

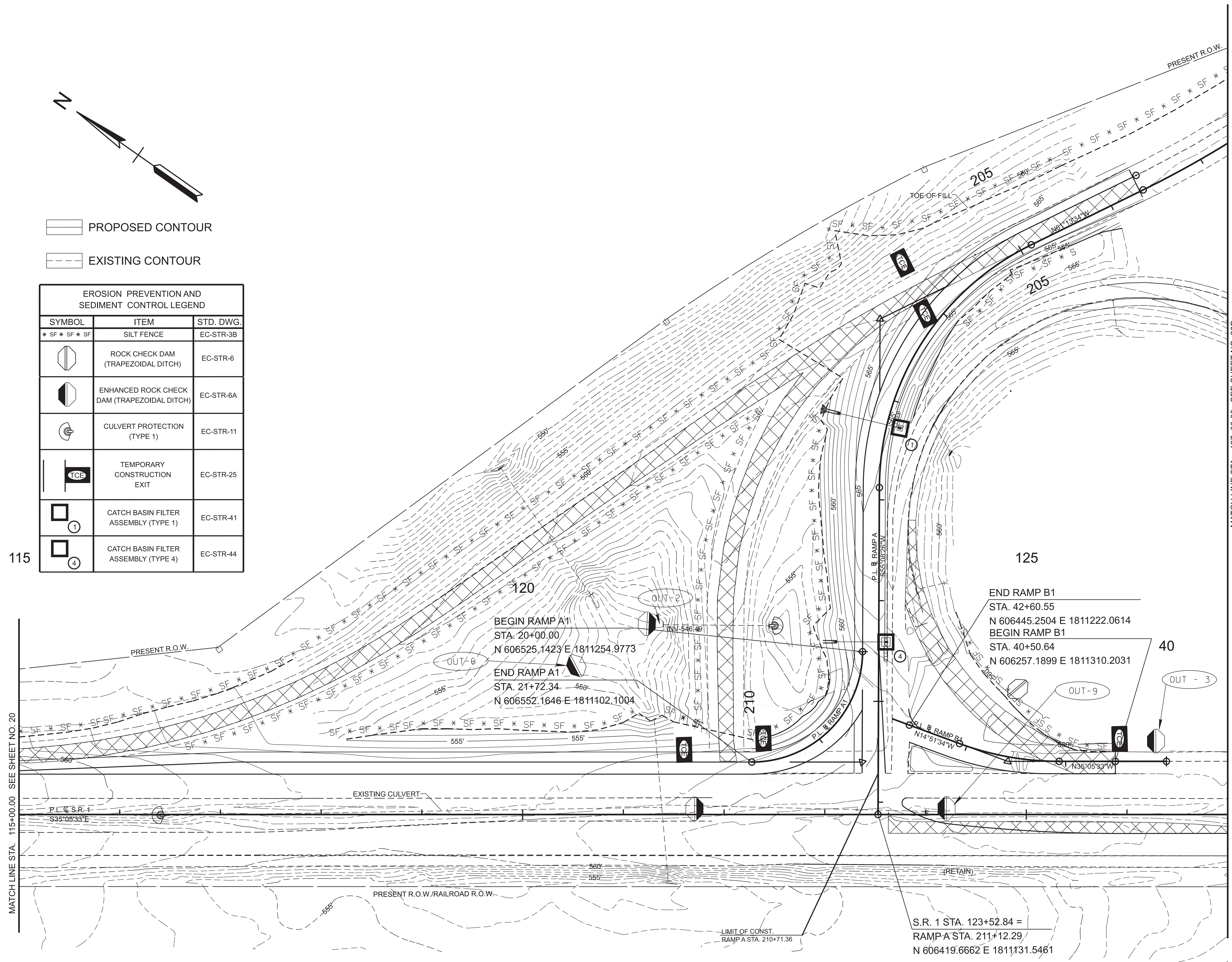
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

11/20/2024 6:04:11 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-EROSION CONTROL PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	20A
PIH	2025	HSIP-1(378)	20A
PS&E	2025	HSIP-1(378)	20A

REV. 02-12-25: ADJUSTED RAMP A SILT FENCE AND SLOPE LINES



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41
4	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EC-STR-44

SEALED BY

MARK ANDREW RANDALL, REGISTERED ENGINEER, STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

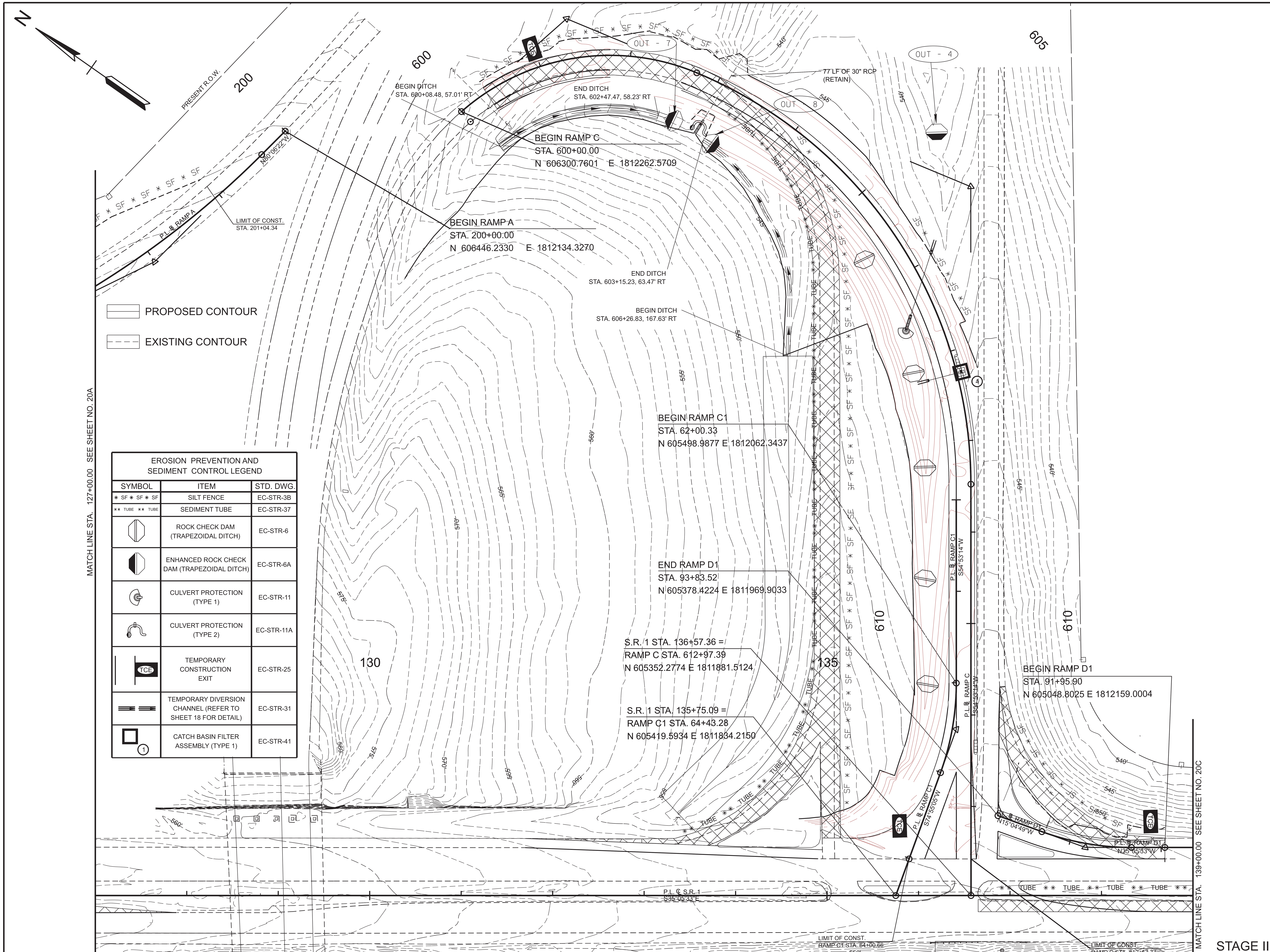
S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

STAGE II

2/13/2025 11:27:41 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-EROSION CONTROL PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	20B
PIH	2025	HSIP-1(378)	20B
PS&E	2025	HSIP-1(378)	20B

REV. 02-12-25: ADJUSTED RAMP C SILT FENCE, DIVERSION CHANNELS, AND SLOPE LINES



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
SF * SF * SF	SILT FENCE	EC-STR-3B
** TUBE ** TUBE	SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY DIVERSION CHANNEL (REFER TO SHEET 18 FOR DETAIL)	EC-STR-31
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41

NOTE: DIVERSION DITCHES SHALL BE CONSTRUCTED PRIOR TO GRADING OPERATIONS.

NOTE: RAMP C DETOUR DITCHES FROM STA. 600+08.48 TO STA. 602+47.47 AND FROM STA. 603+15.23 TO STA. 606+26.83 TO BE INSTALLED PER TEMPORARY DIVERSION DETAILS EC-STR-31 & EC-STR-31A.

SEALED BY

MARK ANDREW RANDALL
REGISTERED ENGINEER
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

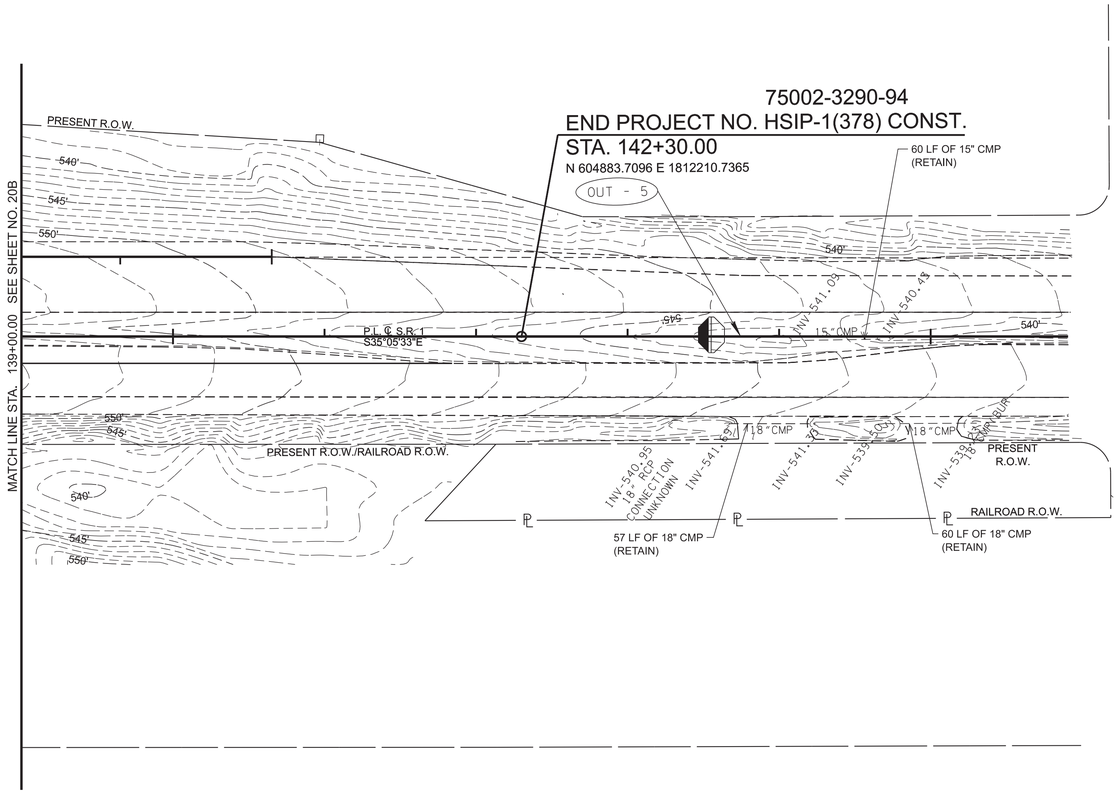
STAGE II

2/13/2025 11:29:05 AM
P:\2020\200319\DGN\TDOT\200319\DGN\75S001-DES-EROSION CONTROL PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	20C
PIH	2025	HSIP-1(378)	20C
PS&E	2025	HSIP-1(378)	20C

140

145



EXISTING CONTOUR

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A

STAGE II

SEALED BY

MARK ANDREW RAYDO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119855
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

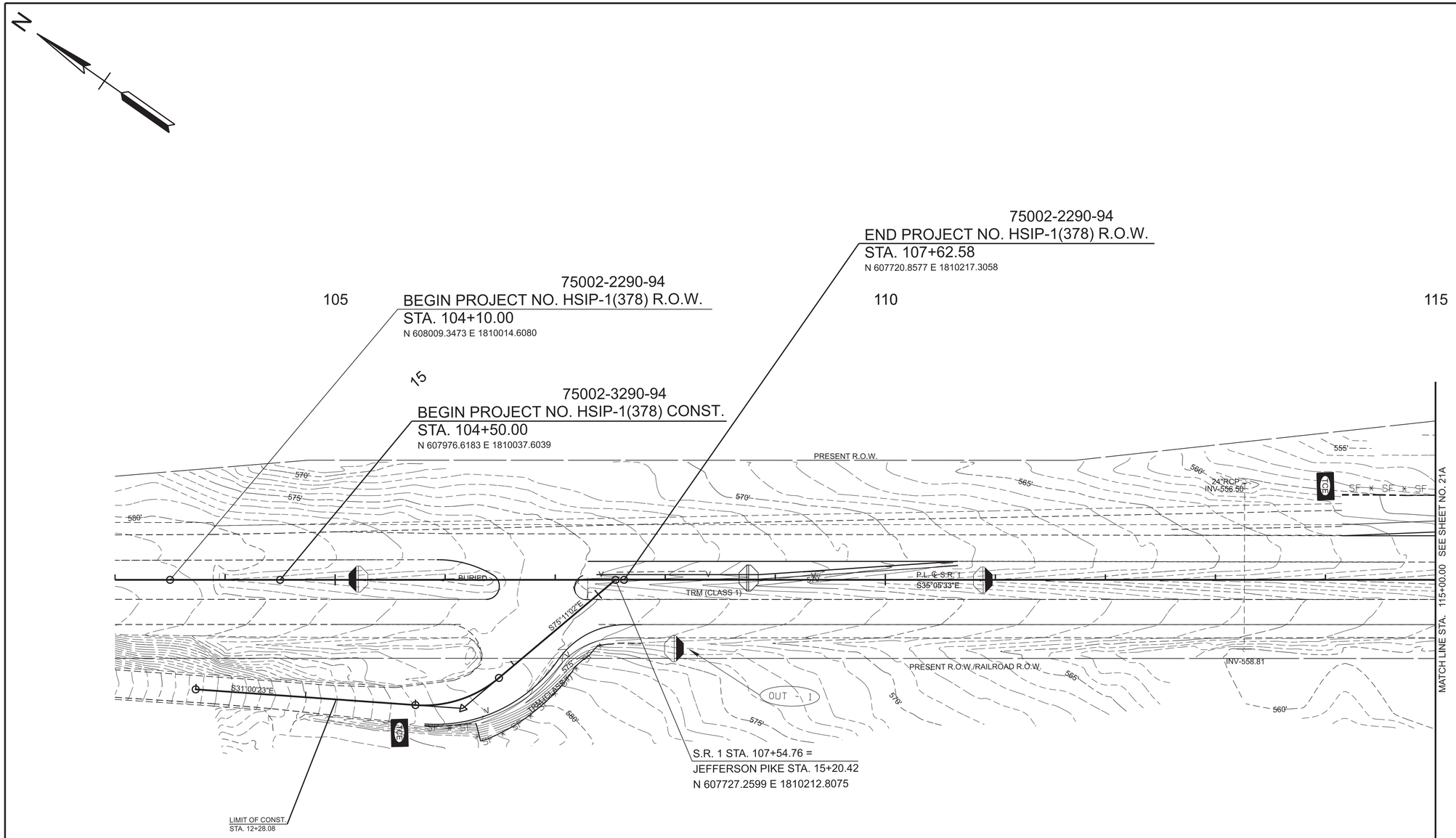
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 139+00.00 TO STA. 143+75.00
SCALE: 1" = 50'

11/20/2024 5:59:01 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-DES-EROSION CONTROL PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	21
PIH	2025	HSIP-1(378)	21
PS&E	2025	HSIP-1(378)	21



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF	SILT FENCE	EC-STR-3B
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

PROPOSED CONTOUR

EXISTING CONTOUR

STAGE III

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

11/20/2024 7:17:13 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-DES-EROSION CONTROL PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	21A
PIH	2025	HSIP-1(378)	21A
PS&E	2025	HSIP-1(378)	21A

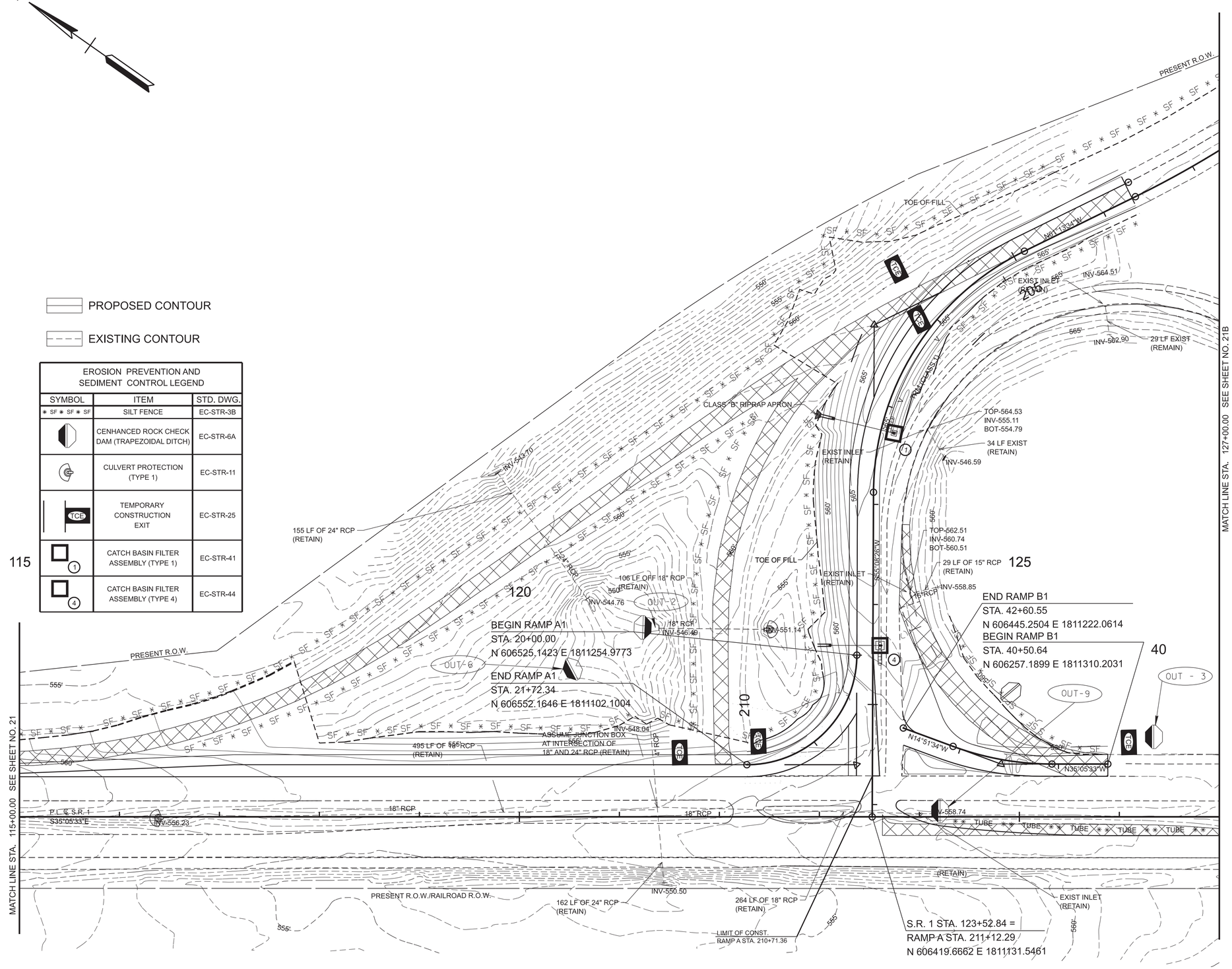
REV. 02-12-25: ADJUSTED RAMP A SILT FENCE AND SLOPE LINES

N

PROPOSED CONTOUR

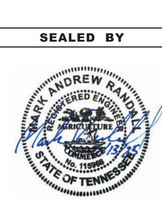
EXISTING CONTOUR

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
SF SF SF SF	SILT FENCE	EC-STR-3B
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41
4	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EC-STR-44



STAGE III

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

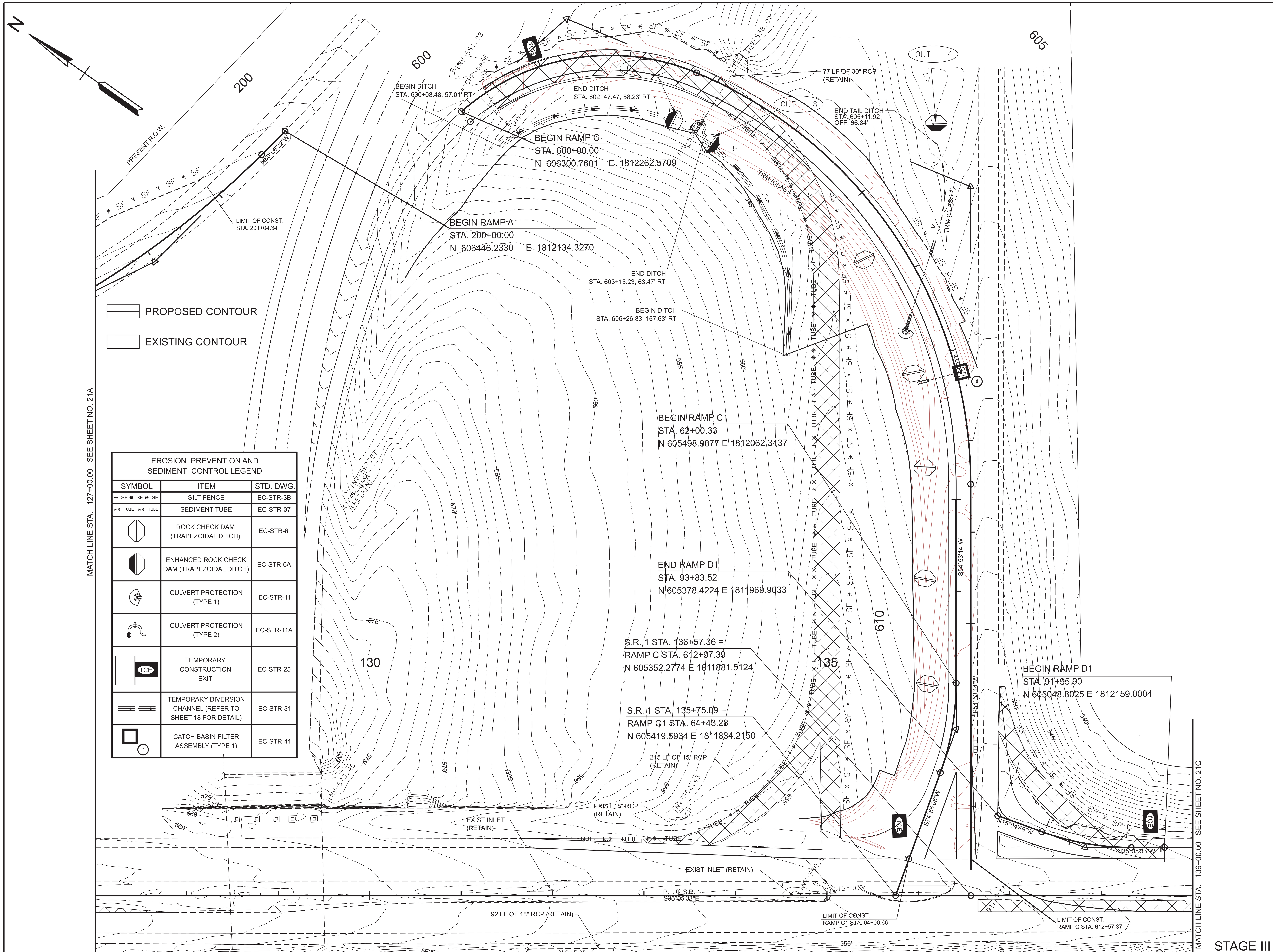
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/13/2025 11:35:50 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-EROSION CONTROL PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	21B
PIH	2025	HSIP-1(378)	21B
PS&E	2025	HSIP-1(378)	21B

REV. 02-12-25: ADJUSTED RAMP C SILT FENCE, DIVERSION CHANNELS, AND SLOPE LINES



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
SF SF SF	SILT FENCE	EC-STR-3B
TUBE TUBE	SEDIMENT TUBE	EC-STR-37
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY DIVERSION CHANNEL (REFER TO SHEET 18 FOR DETAIL)	EC-STR-31
1	CATCH BASIN FILTER ASSEMBLY (TYPE 1)	EC-STR-41

NOTE: DIVERSION DITCHES SHALL BE CONSTRUCTED PRIOR TO GRADING OPERATIONS.
NOTE: RAMP C DETOUR DITCHES FROM STA. 600+08.48 TO STA. 602+47.47 AND FROM STA. 603+15.23 TO STA. 606+26.83 TO BE INSTALLED PER TEMPORARY DIVERSION DETAILS EC-STR-31 & EC-STR-31A.

SEALED BY

MARK ANDREW RANDALL
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 116999
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

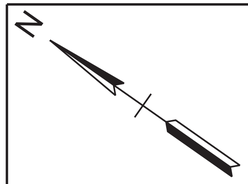
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

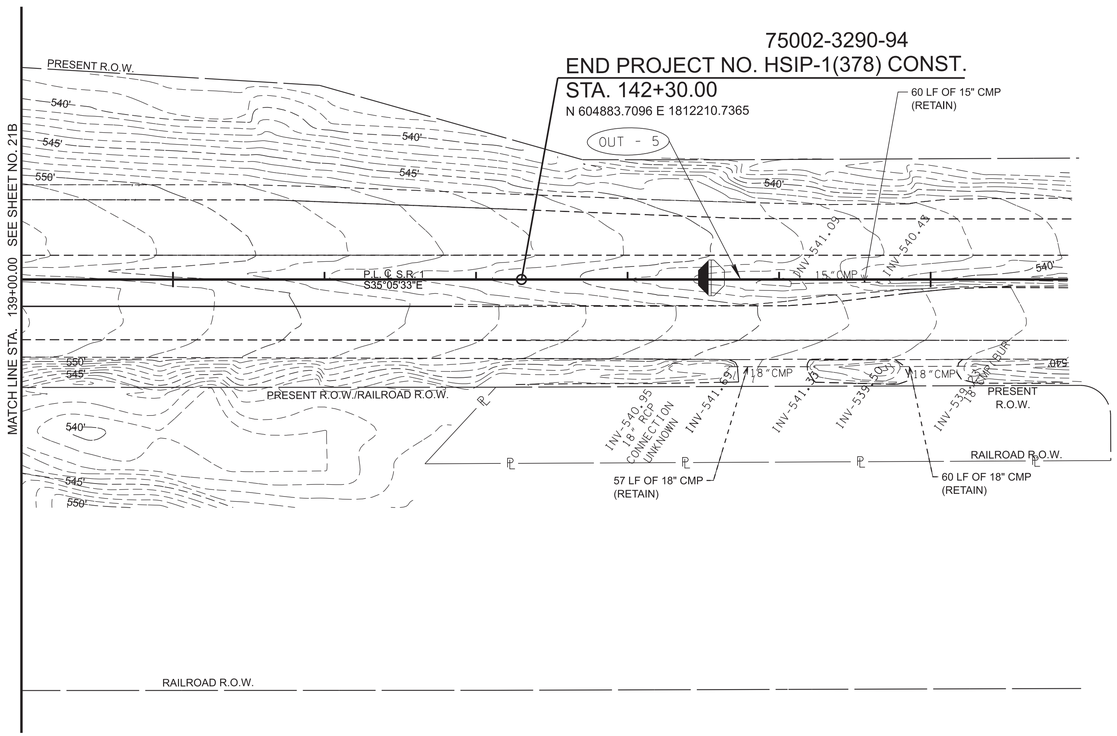
2/13/2025 11:31:48 AM
P:\2020\200319\DOT\TDOT\200319\DGN\175S001-DES-EROSION CONTROL PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	21C
PIH	2025	HSIP-1(378)	21C
PS&E	2025	HSIP-1(378)	21C



140

145



EXISTING CONTOUR

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

STAGE III

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

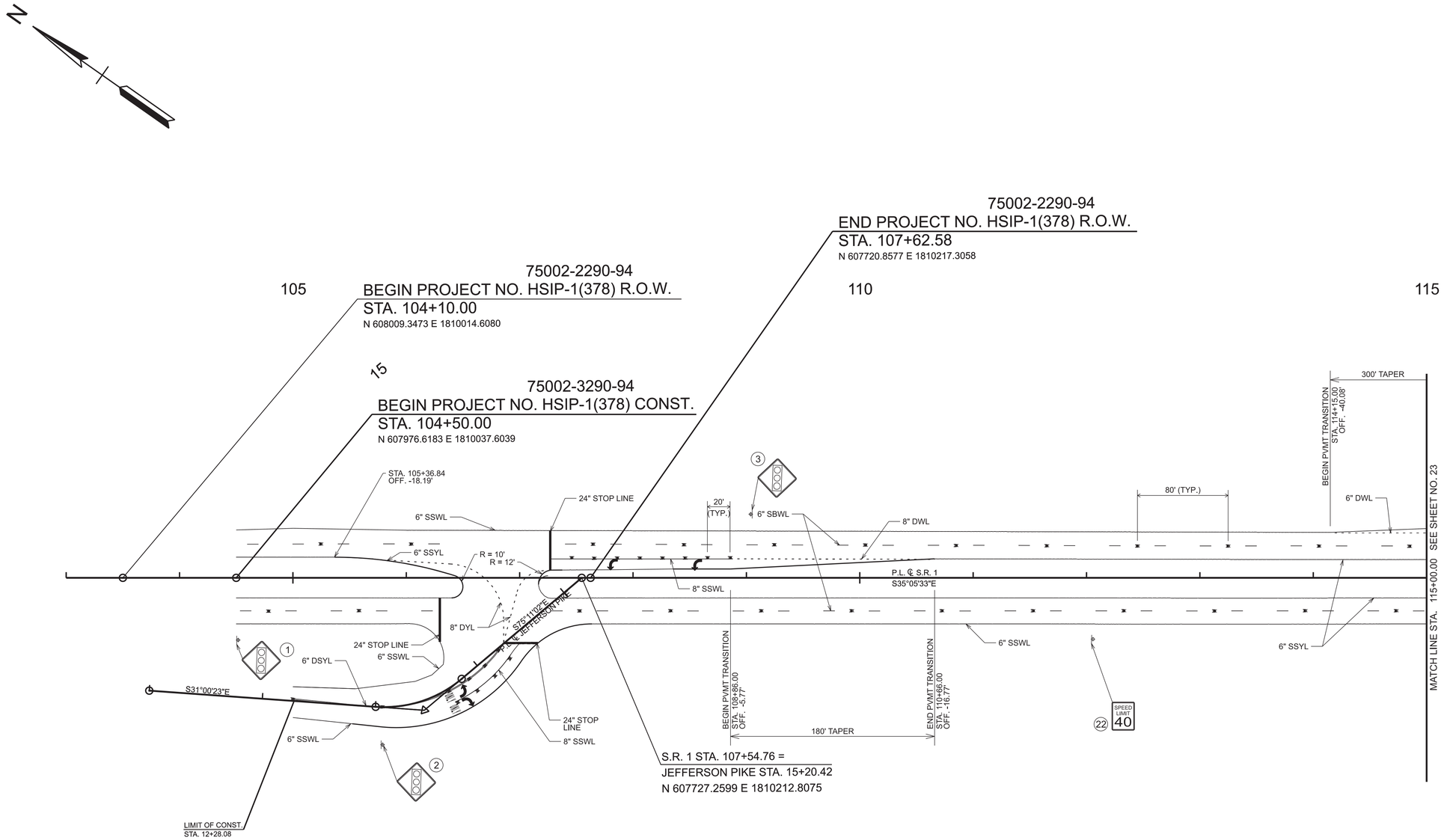
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

S.R. 1
STA. 139+00.00 TO STA. 143+90.60
SCALE: 1" = 50'

11/20/2024 7:24:40 PM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-DES-EROSION CONTROL PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	22
PS&E	2025	HSIP-1(378)	22



SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

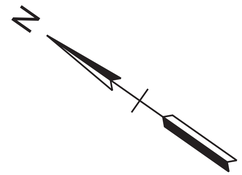
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

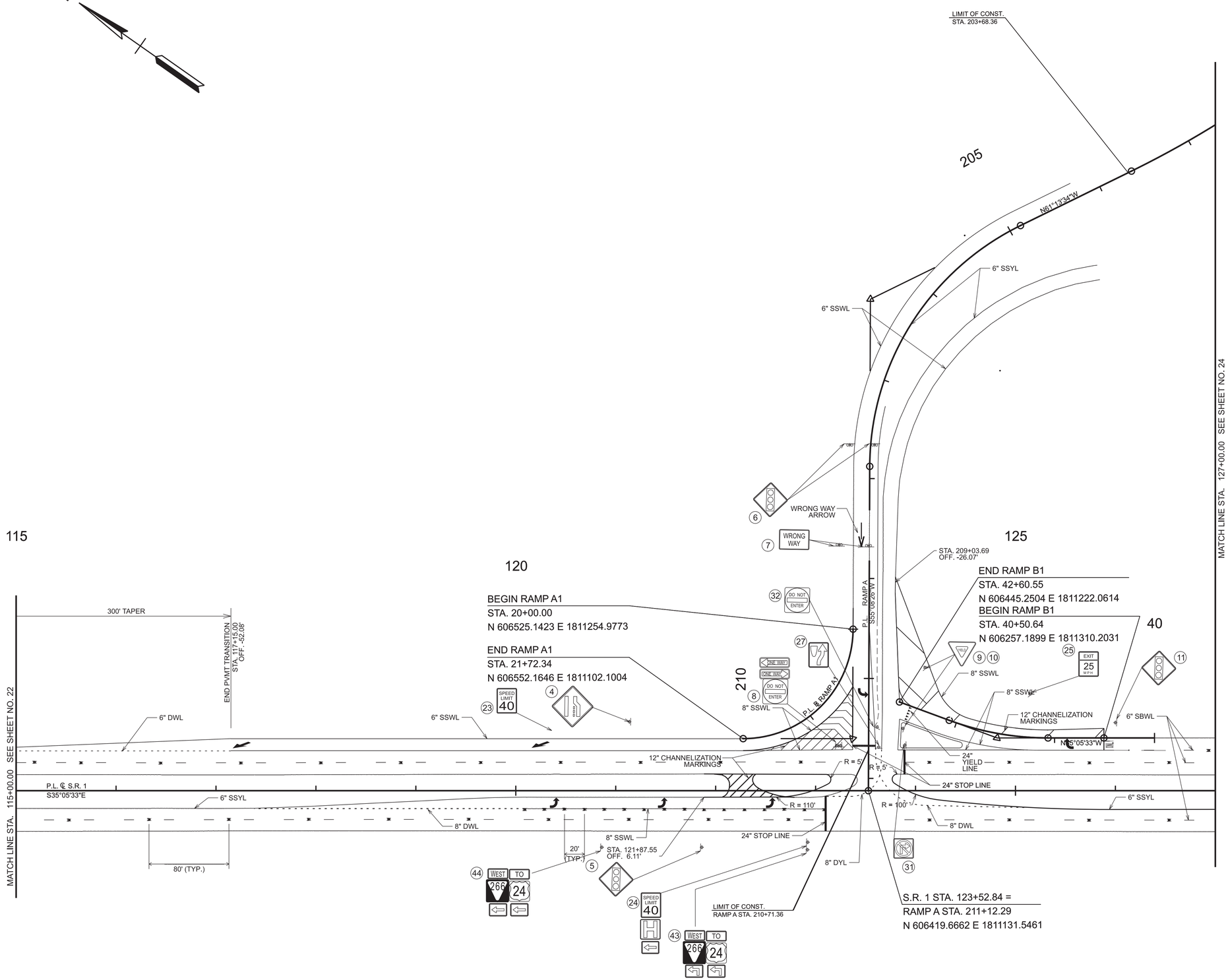
SIGNING AND PAVEMENT MARKING PLAN

S.R. 1
STA. 103+00 TO STA. 115+00
SCALE: 1" = 50'

11/20/2024 4:52:25 PM
P:\2020\200319\DOT\TDOT200319DGN\75S001-SHT-SIGNING AND MARKING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	23
PS&E	2025	HSIP-1(378)	23





SEALED BY

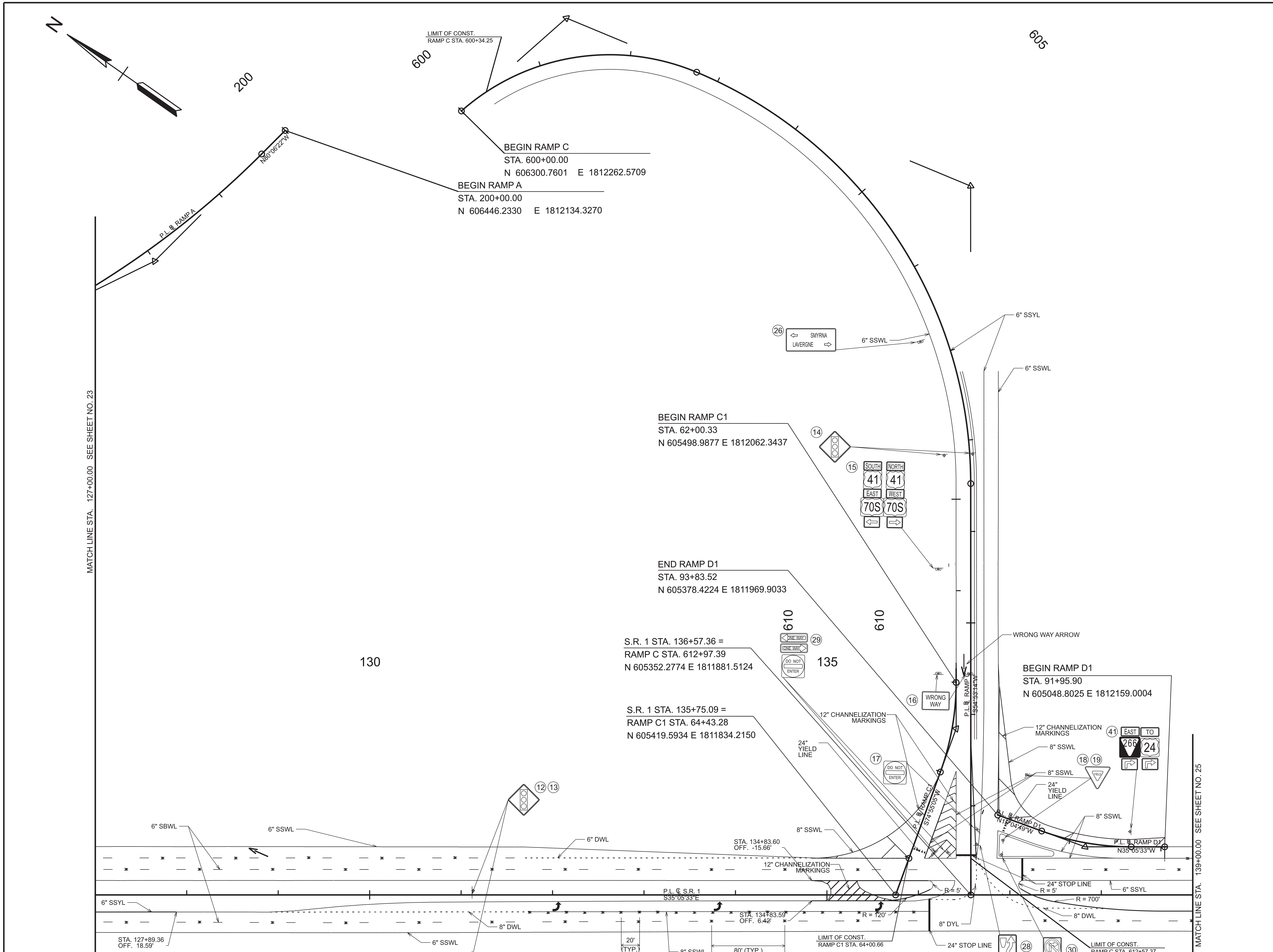
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

S.R. 1
STA. 115+00 TO STA. 127+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	24
PS&E	2025	HSIP-1(378)	24



N
200
600
605
LIMIT OF CONST.
RAMP C STA. 600+34.25
N80°06'22"W
P.L. ℄ RAMP A
BEGIN RAMP C
STA. 600+00.00
N 606300.7601 E 1812262.5709
BEGIN RAMP A
STA. 200+00.00
N 606446.2330 E 1812134.3270
MATCH LINE STA. 127+00.00 SEE SHEET NO. 23
26
SMYRNA
LAVERGNE
6" SSWL
6" SSYL
6" SSWL
BEGIN RAMP C1
STA. 62+00.33
N 605498.9877 E 1812062.3437
14
15
SOUTH
NORTH
41
41
EAST
WEST
70S
70S
END RAMP D1
STA. 93+83.52
N 605378.4224 E 1811969.9033
610
610
29
ONE WAY
ONE WAY
DO NOT ENTER
WRONG WAY ARROW
S.R. 1 STA. 136+57.36 =
RAMP C STA. 612+97.39
N 605352.2774 E 1811881.5124
130
135
BEGIN RAMP D1
STA. 91+95.90
N 605048.8025 E 1812159.0004
16
WRONG WAY
P.L. ℄ RAMP C
S34°53'14"W
S.R. 1 STA. 135+75.09 =
RAMP C1 STA. 64+43.28
N 605419.5934 E 1811834.2150
12" CHANNELIZATION MARKINGS
12" CHANNELIZATION MARKINGS
8" SSWL
41
EAST
TO
266
24
24" YIELD LINE
17
DO NOT ENTER
18
19
8" SSWL
24" YIELD LINE
12
13
P.L. ℄ RAMP C1
S74°35'05"W
P.L. ℄ RAMP D1
N19°04'49"W
8" SSWL
6" SBWL
6" SSWL
6" DWL
8" SSWL
STA. 134+83.60
OFF. -15.66'
P.L. ℄ RAMP D1
N35°05'33"W
12" CHANNELIZATION MARKINGS
R = 5'
24" STOP LINE
R = 5'
6" SSYL
R = 700'
P.L. ℄ S.R. 1
S35°05'33"E
6" SSYL
STA. 134+83.59
OFF. 6.42'
R = 120'
8" DWL
8" DWL
8" DYL
STA. 127+89.36
OFF. 18.59'
6" SSWL
20' (TYP.)
8" SSWL
80' (TYP.)
LIMIT OF CONST.
RAMP C1 STA. 64+00.66
24" STOP LINE
28
30
LIMIT OF CONST.
RAMP C STA. 612+57.37
MATCH LINE STA. 139+00.00 SEE SHEET NO. 25

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

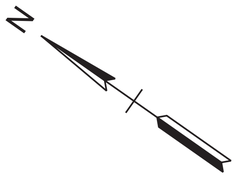
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

S.R. 1
STA. 127+00 TO STA. 139+00
SCALE: 1" = 50'

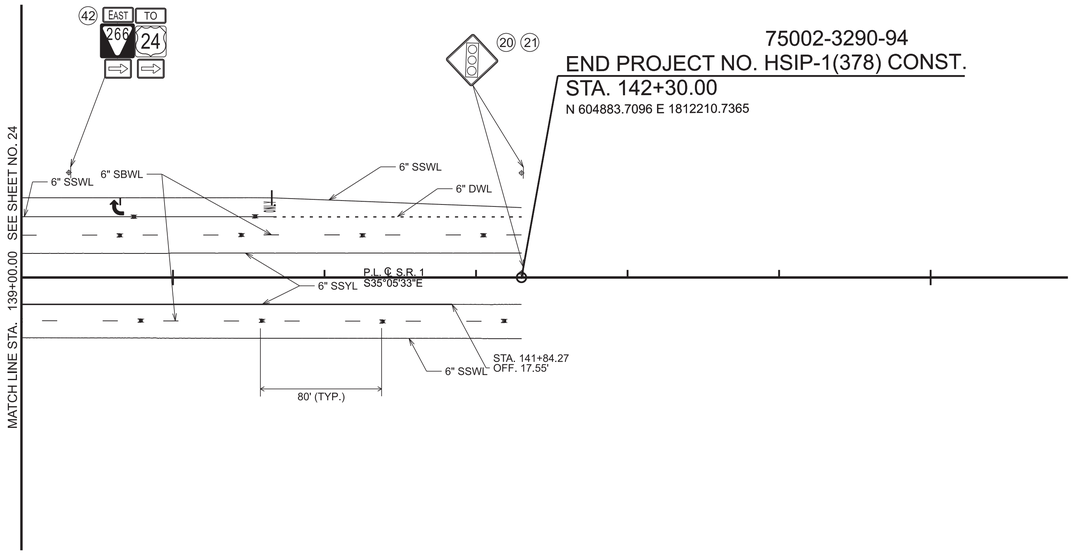
11/20/2024 4:53:48 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-SIGNING AND MARKING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	25
PS&E	2025	HSIP-1(378)	25



140

145



SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

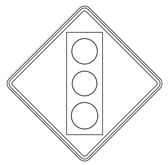
S.R. 1
STA. 139+00 TO STA. 145+90
SCALE: 1" = 50'

11/20/2024 4:54:16 PM
P:\2020\200319\DOT\TDOT200319DGN\75S001-SHT-SIGNING AND MARKING.DGN

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

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)				MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	
1		22	36"	36"									BLACK	YELLOW (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	13' - 9"				5'-0"	REFLECTIVE STRIP (YELLOW) (FLOUR.)
2		22															13' - 9"					
3		22															13' - 9"					
5		23															13' - 9"					
6		23															13' - 9"					
11	W3-3	23															13' - 9"					
12		24															13' - 9"					
13		24															13' - 9"					
14		24															13' - 9"					
20		25															13' - 9"					
21		25															13' - 9"					
4	 W4-2R	23	36"	36"									BLACK	YELLOW (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	13' - 9"				5'-0"	
32	 R5-1	23	36"	36"									RED	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	12' - 6"				5'-0"	REFLECTIVE STRIP (RED) (FLOUR.)
17		24															12' - 6"					
7	 R5-1a	23	42"	30"									WHITE	RED (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	12' - 0"				5'-0"	REFLECTIVE STRIP (RED) (FLOUR.)
16		24															12' - 0"					
9	 R1-2	22	36"	36"									RED	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P1	12' - 6"				5'-0"	REFLECTIVE STRIP (RED) (FLOUR.)
10		22															12' - 6"					
18		23															12' - 6"					
19		23															12' - 6"					
15	 M3-3 M3-1 M1-4 M3-2 M3-4 M1-4a M6-1	24	24" 24" 24" 24" 24" 30" 21"	12" 12" 24" 12" 12" 24" 15"									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	11' - 6"				5'-0"	
22	 R2-1	22	30"	36"									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	12' - 6"				5'-0"	REFLECTIVE STRIP (RED) (FLOUR.)
23		24															12' - 6"					
25	 W13-2	23	24"	30"									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P2	12' - 0"				5'-0"	
24	 R2-1 D9-2 M6-1P	23	30" 30" 30"	36" 30" 21"									BLACK WHITE	WHITE (REF.) (FLOUR.) BLUE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM 0.100" SHEET ALUMINUM	P8	17' - 3"				5'-0"	
26	 D1-2	23	9'-0"	4'-0"	3"	1"	8"	6"		EMOD		TYPE "A"	WHITE	GREEN (REF.)	4-12" ALUMINUM EXTRUSIONS	S5X10	13' - 6"				5'-0"	EXISTING SIGN TO BE REMOVED AND RELOCATED
27	 R4-7	27	24	30										30	0.100" SHEET ALUMINUM	P8	12' - 0"				5'-0"	
28		28																				

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	26
PS&E	2025	HSIP-1(378)	26

U-POST SUBSTITUTION TABLE

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

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

11/20/2024 4:49:58 PM
DGNSPEC

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

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
8	ONE WAY R6-1L ONE WAY R6-1R	8	36	12										BLACK (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	15' - 3"				5'-0"	
29	DO NOT ENTER R5-1	29	36	36										WHITE (REF.) (FLOUR.)								
31	R3-1	30	24	24									BLACK RED	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	11' - 6"				5'-0"	
30		31																				
32	LEFT ON GREEN ARROW ONLY R10-5	89	30	36									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	OVERHEAD						
33		90																				
34		91																				
35	R3-4	89	36	36									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	OVERHEAD						
36	N Lowry St D3-1	89	114	24	3"	1"	12"	9"					WHITE	GREEN (REF.)	0.100" SHEET ALUMINUM	OVERHEAD						
37		90																				
38		91																				
39	Jefferson Pike D3-1	89	126	24	3"	1"	12"	9"					WHITE	GREEN (REF.)	0.100" SHEET ALUMINUM	OVERHEAD						
40		89																				
41	EAST TO 266 24	24	24 24 30 24 21 21	12 12 24 24 15 15									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	14' - 3"				5'-0"	
	M3-2 M4-5 M1-5 M1-4 M5-1 M5-1																					
42	EAST TO 266 24	25	24 24 30 24 21 21	12 12 24 24 15 15									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	14' - 3"				5'-0"	
	M3-2 M4-5 M1-5 M1-4 M6-1 M6-1																					
43	WEST TO 266 24	23	24 24 30 24 21 21	12 12 24 24 15 15									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	14' - 3"				5'-0"	
	M3-4 M4-5 M1-5 M1-4 M5-1 M5-1																					
44	WEST TO 266 24	23	24 24 30 24 21 21	12 12 24 24 15 15									BLACK	WHITE (REF.) (FLOUR.)	0.100" SHEET ALUMINUM	P8	14' - 3"				5'-0"	
	M3-4 M4-5 M1-5 M1-4 M6-1 M6-1																					

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	27
PS&E	2025	HSIP-1(378)	27

U-POST SUBSTITUTION TABLE

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

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

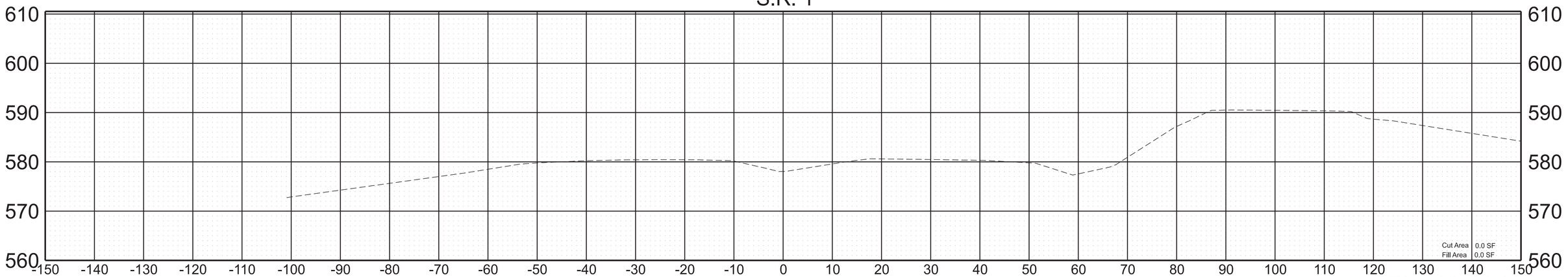
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

11/20/2024 4:49:37 PM
$$$$DGNSPEC

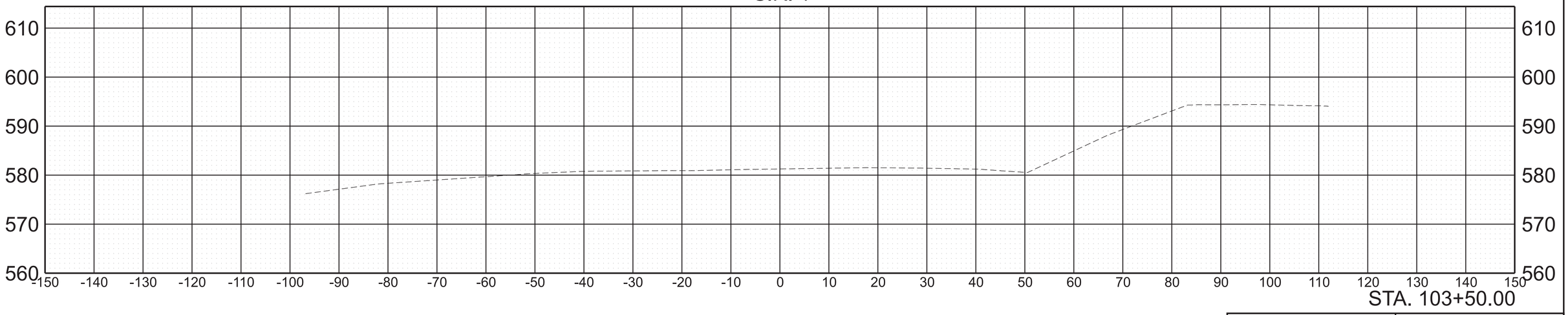
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	22
PIH	2025	HSIP-1(378)	28
PS&E	2025	HSIP-1(378)	28

S.R. 1



STA. 104+00.00

S.R. 1



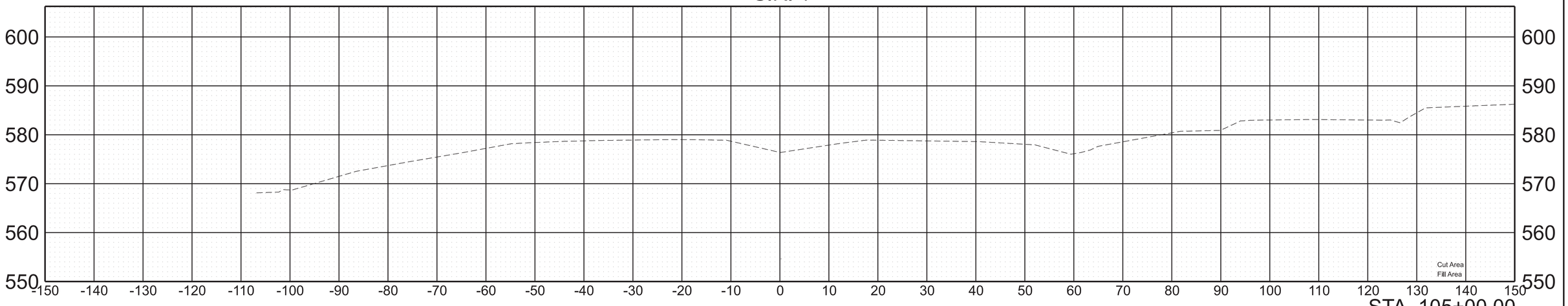
STA. 103+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 103+50.00
	1"=10' VERT.	END STA. 104+00.00

11/19/2024 3:15:09 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

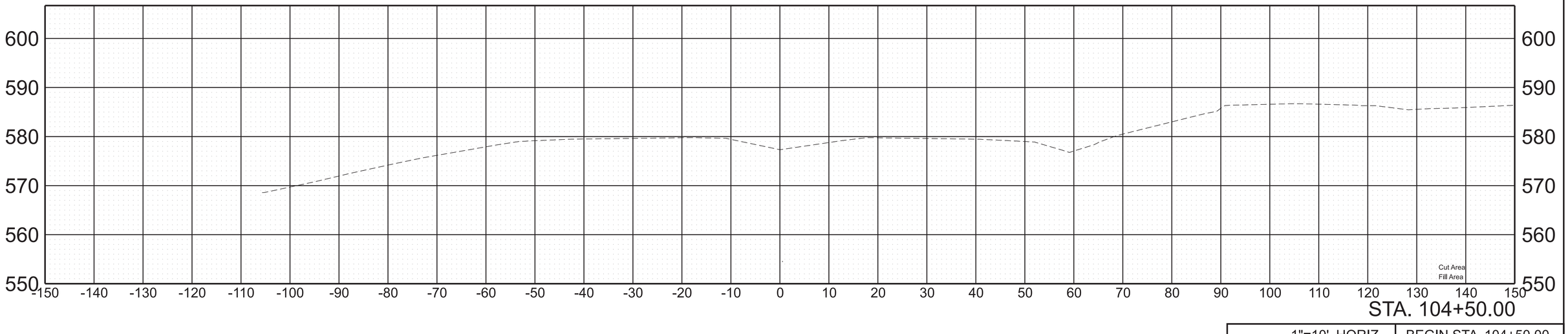
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	23
PIH	2025	HSIP-1(378)	29
PS&E	2025	HSIP-1(378)	29

S.R. 1



STA. 105+00.00

S.R. 1



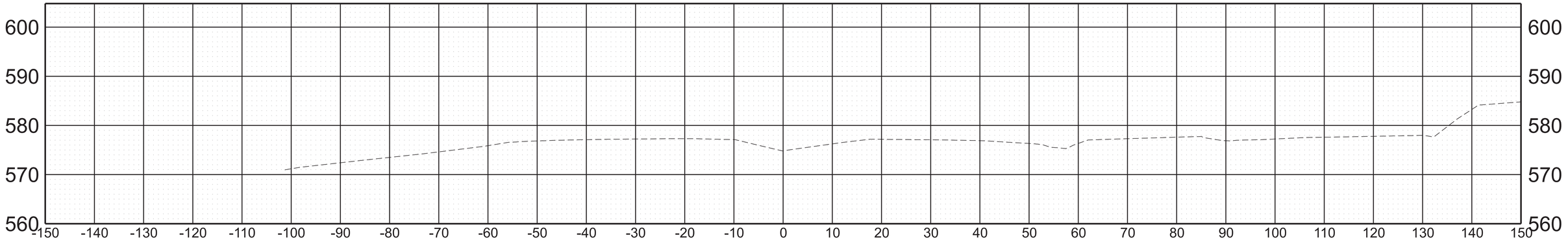
STA. 104+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 104+50.00 END STA. 105+00.00

11/19/2024 3:15:38 PM
P:\20202003191DOT\TDOT\200319IDGN\75S001-SHT-XS-SR1.DGN

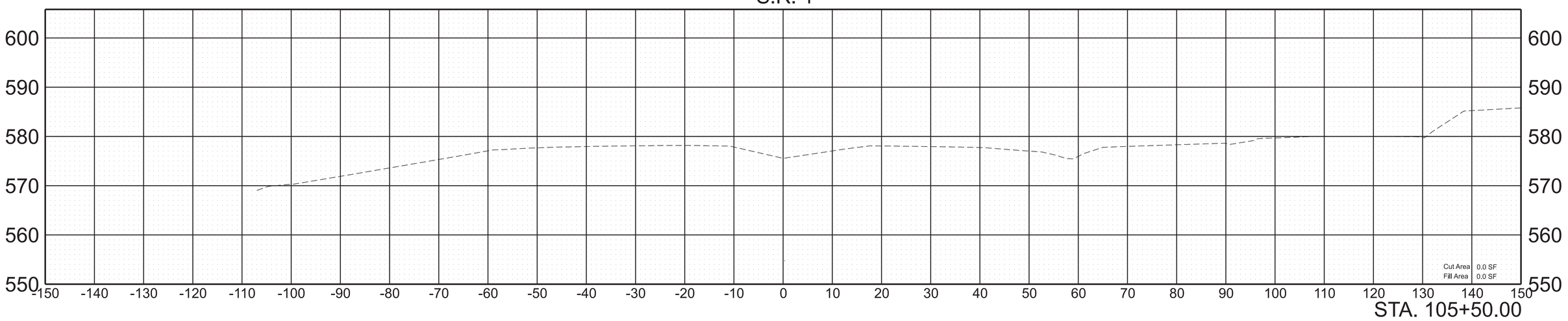
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	24
PIH	2025	HSIP-1(378)	30
PS&E	2025	HSIP-1(378)	30

S.R. 1



STA. 106+00.00

S.R. 1

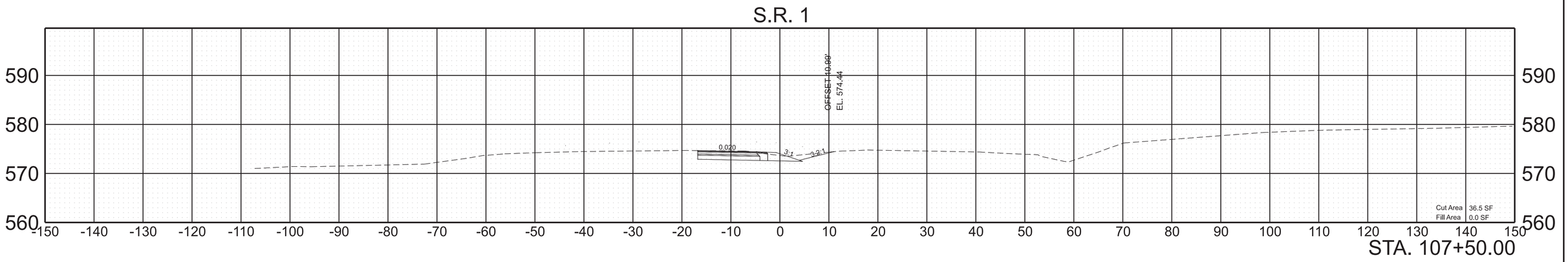


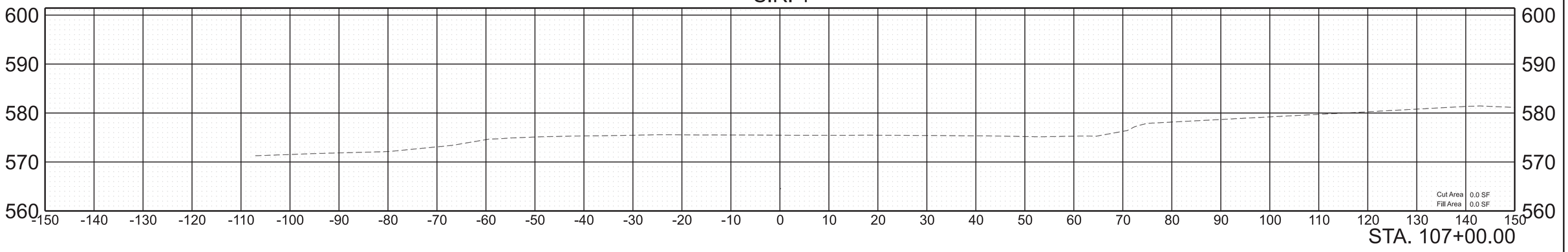
STA. 105+50.00

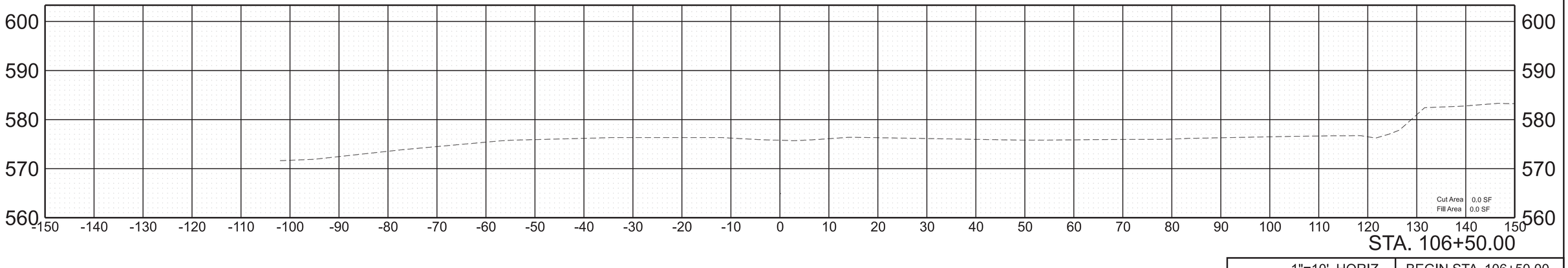
SCALE:	1"=10' HORIZ.	BEGIN STA. 105+50.00
	1"=10' VERT.	END STA. 106+00.00

11/19/2024 3:16:23 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	25
PIH	2025	HSIP-1(378)	31
PS&E	2025	HSIP-1(378)	31





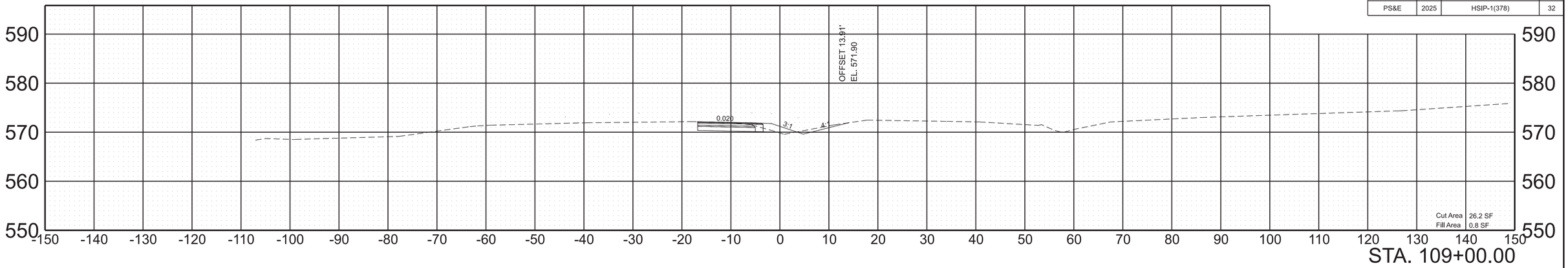


SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 106+50.00
	1"=10'	VERT.	END STA. 107+50.00

11/19/2024 3:30:02 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

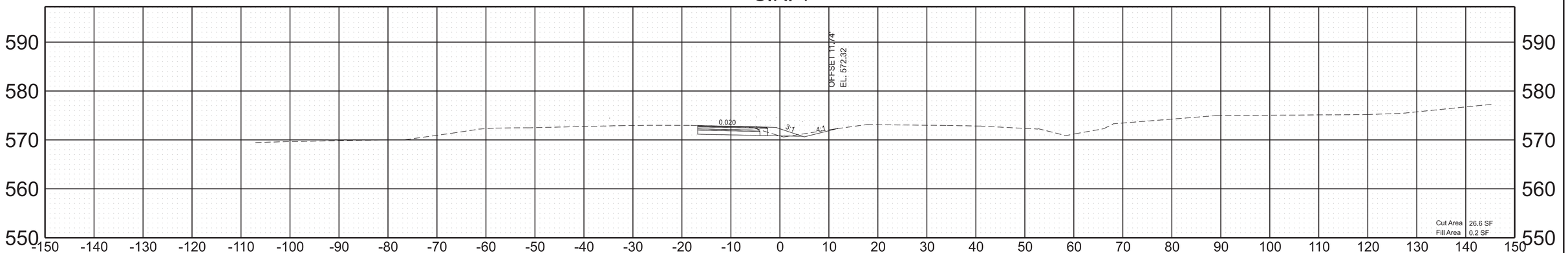
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	26
PIH	2025	HSIP-1(378)	32
PS&E	2025	HSIP-1(378)	32

S.R. 1



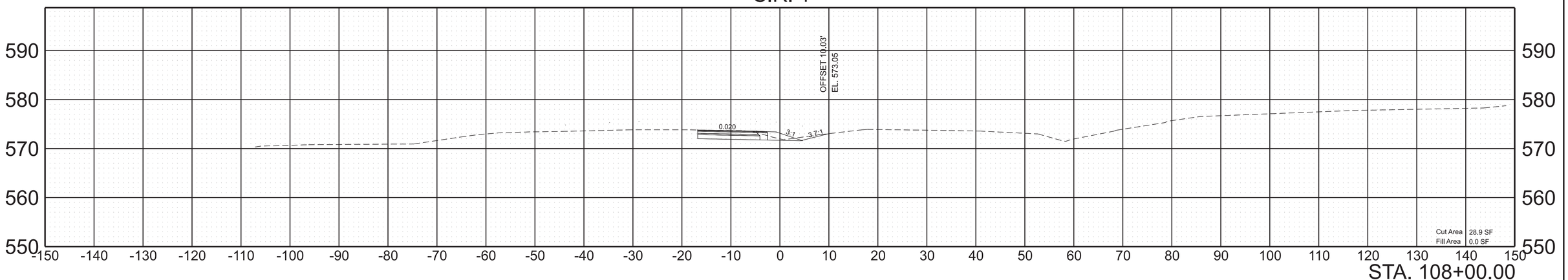
STA. 109+00.00

S.R. 1



STA. 108+50.00

S.R. 1



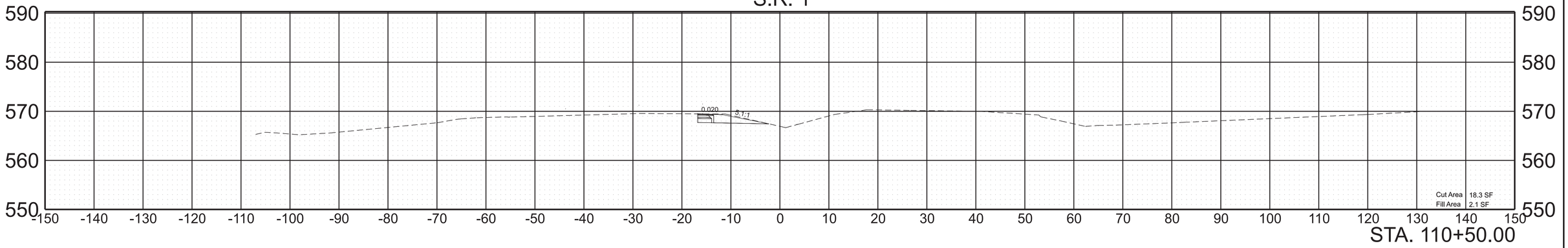
STA. 108+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 108+00.00
	1"=10' VERT.	END STA. 109+00.00

11/19/2024 3:18:58 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

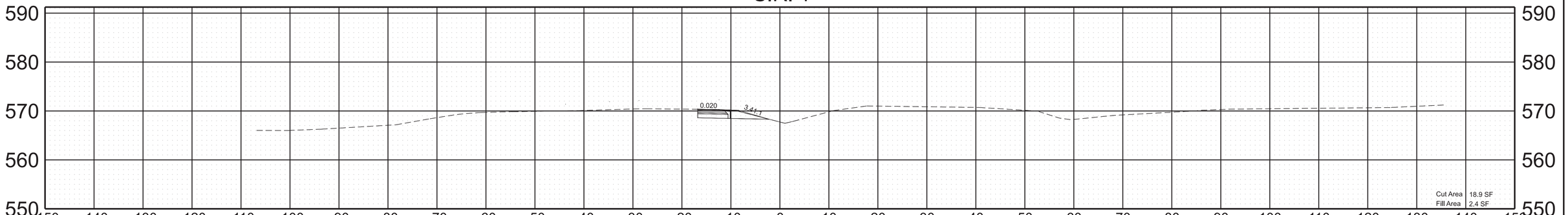
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	27
PIH	2025	HSIP-1(378)	33
PS&E	2025	HSIP-1(378)	33

S.R. 1



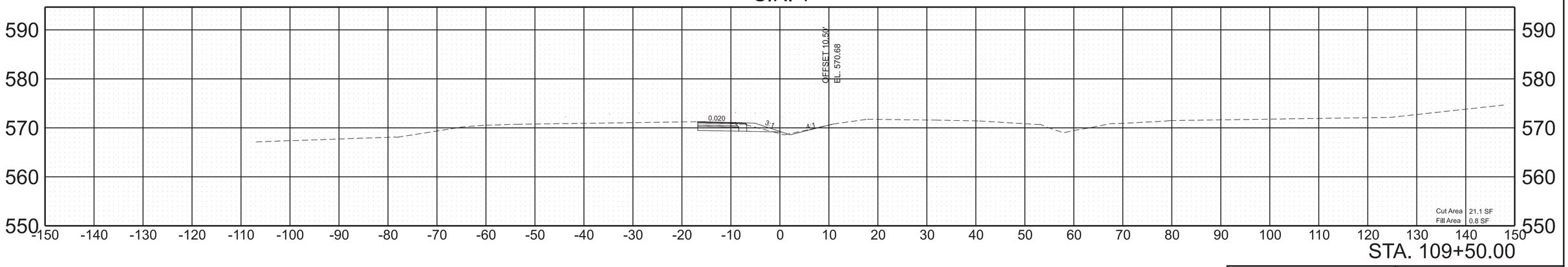
STA. 110+50.00

S.R. 1



STA. 110+00.00

S.R. 1

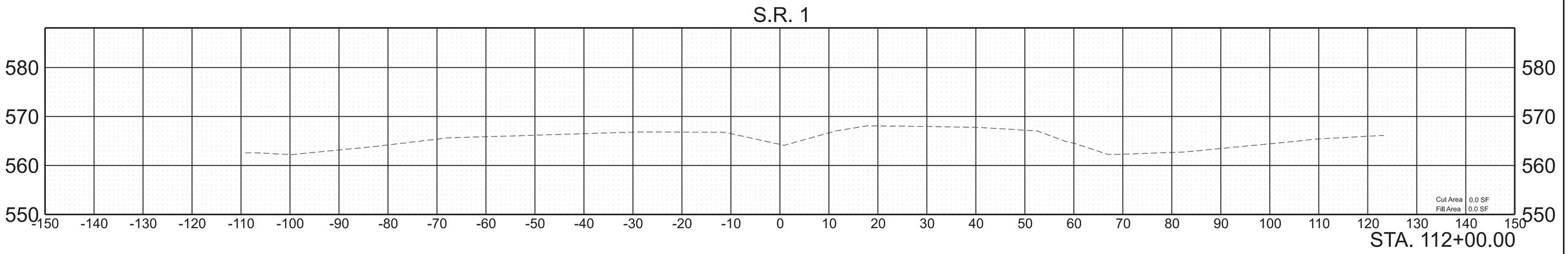


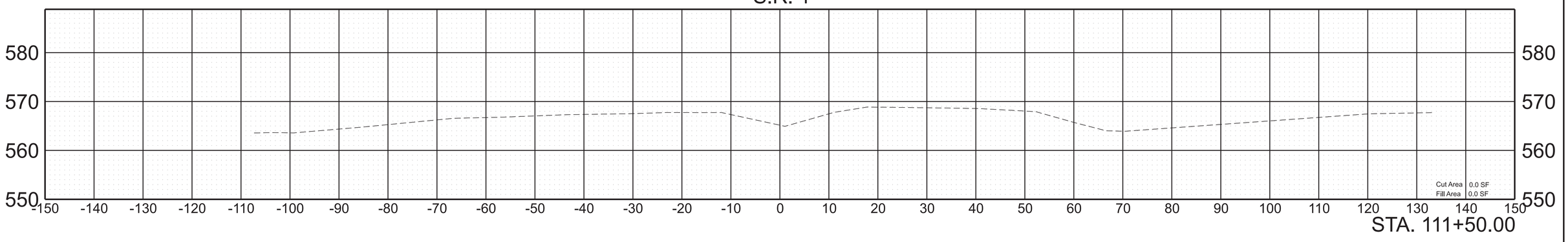
STA. 109+50.00

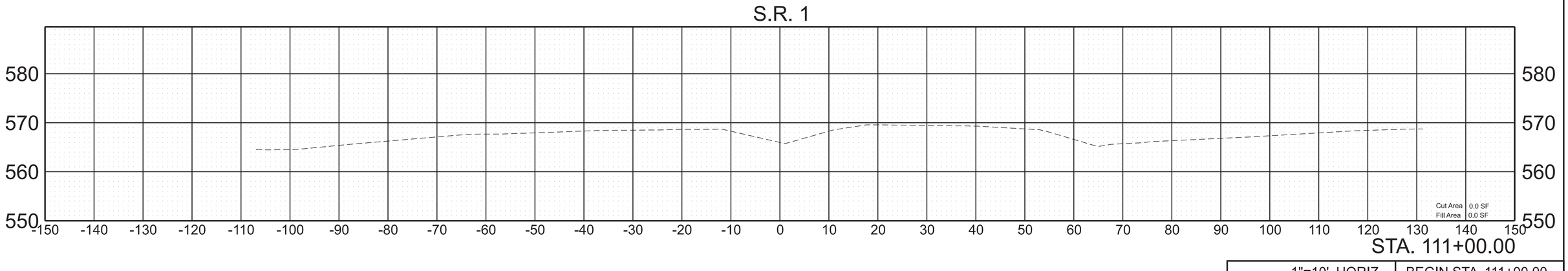
SCALE:		BEGIN STA. 109+50.00
	1"=10' HORIZ.	
	1"=10' VERT.	END STA. 110+50.00

11/19/2024 3:21:17 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	28
PIH	2025	HSIP-1(378)	34
PS&E	2025	HSIP-1(378)	34





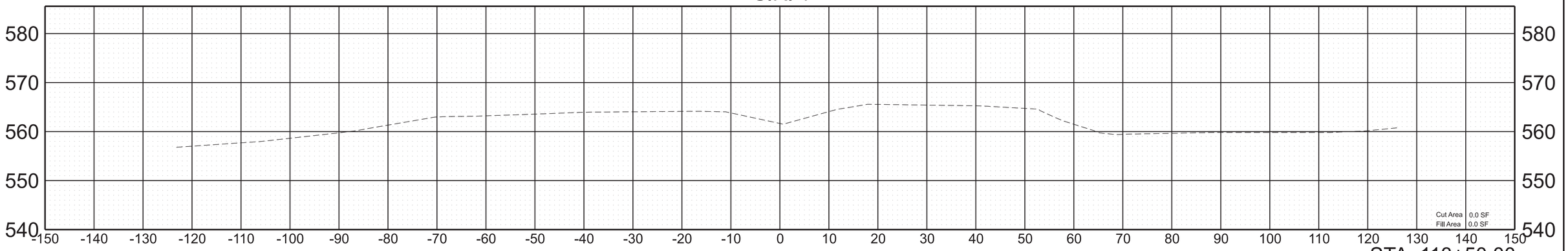


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 111+00.00
	1"=10' VERT.	END STA. 112+00.00

11/19/2024 3:21:56 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

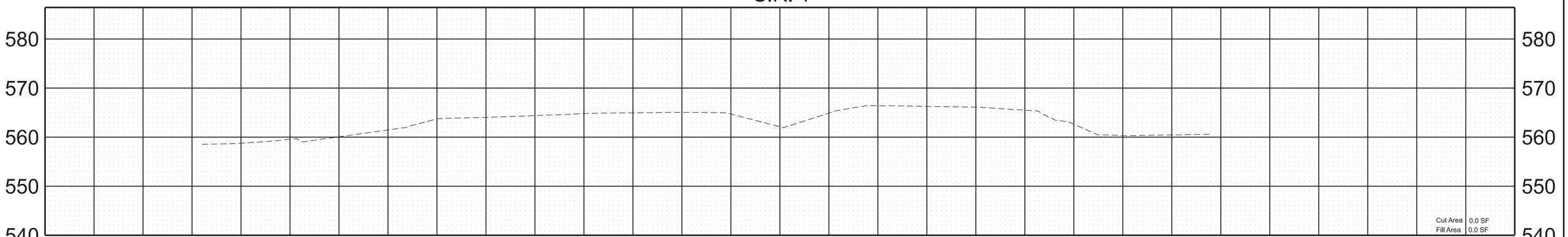
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	29
PIH	2025	HSIP-1(378)	35
PS&E	2025	HSIP-1(378)	35

S.R. 1



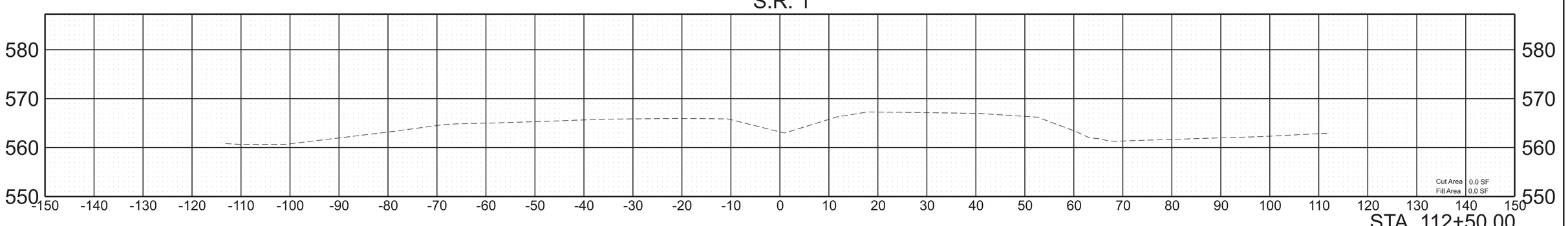
STA. 113+50.00

S.R. 1



STA. 113+00.00

S.R. 1



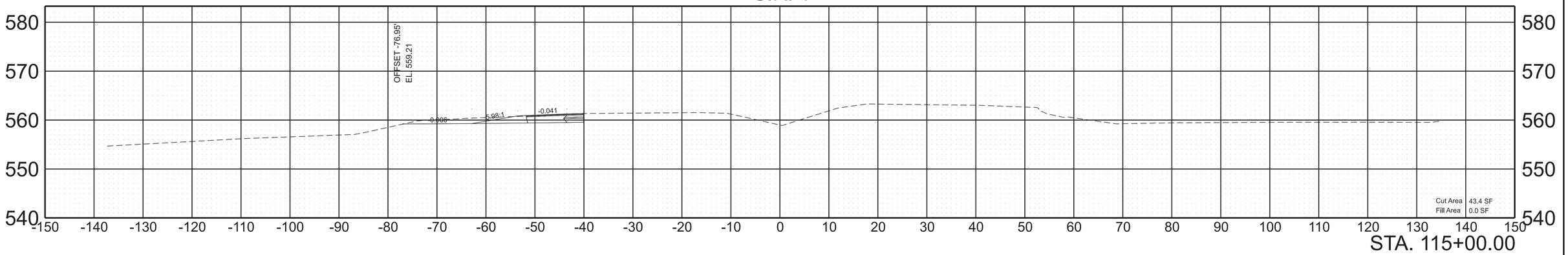
STA. 112+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 112+50.00 END STA. 113+50.00

11/19/2024 3:22:30 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

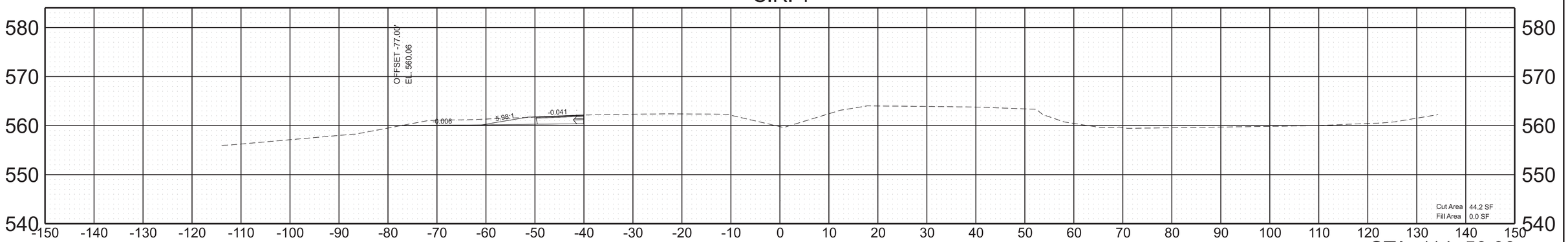
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	30
PIH	2025	HSIP-1(378)	36
PS&E	2025	HSIP-1(378)	36

S.R. 1



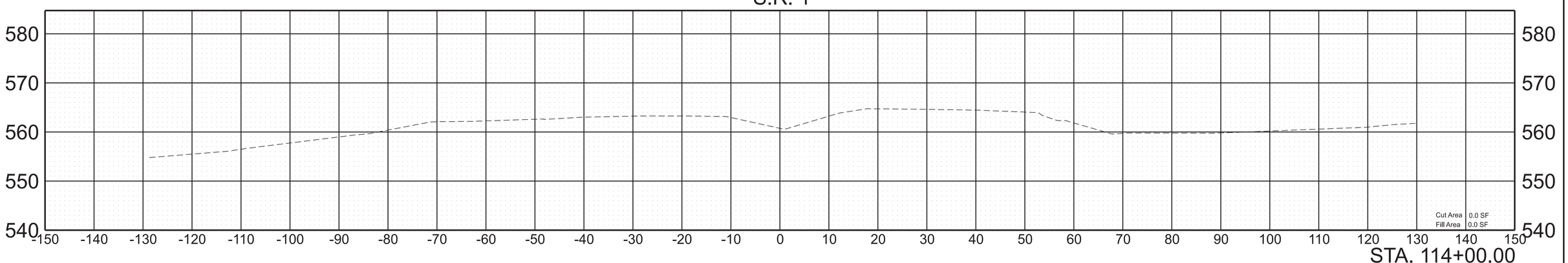
STA. 115+00.00

S.R. 1



STA. 114+50.00

S.R. 1



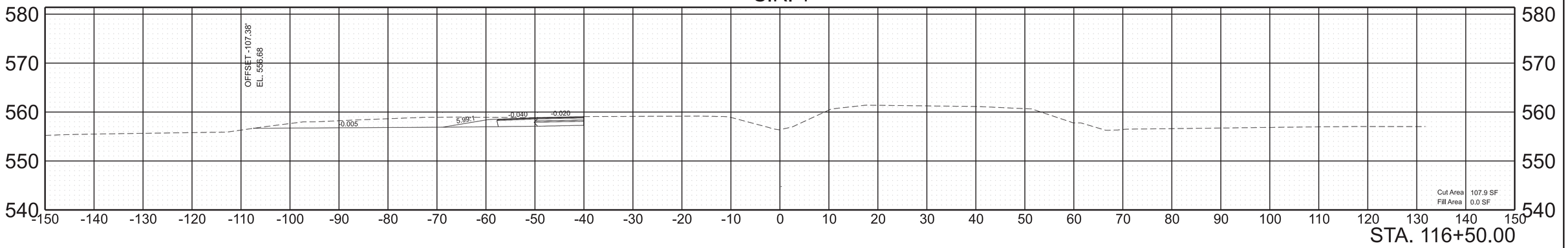
STA. 114+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 114+00.00
	1"=10' VERT.	END STA. 115+00.00

11/19/2024 3:49:40 PM
P:\2020\20031\9DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

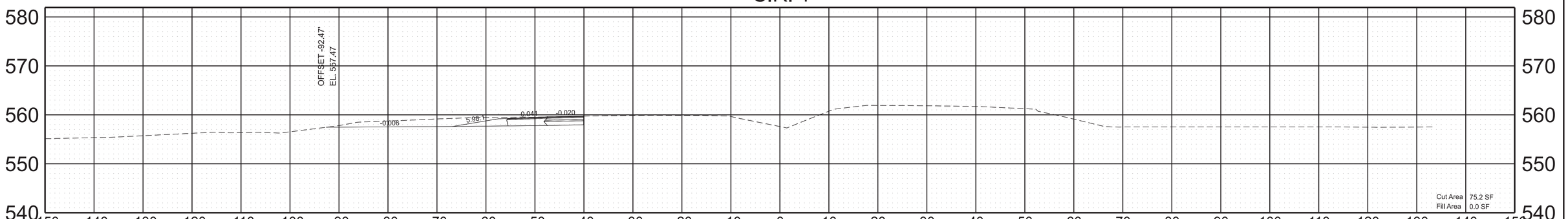
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	31
PIH	2025	HSIP-1(378)	37
PS&E	2025	HSIP-1(378)	37

S.R. 1



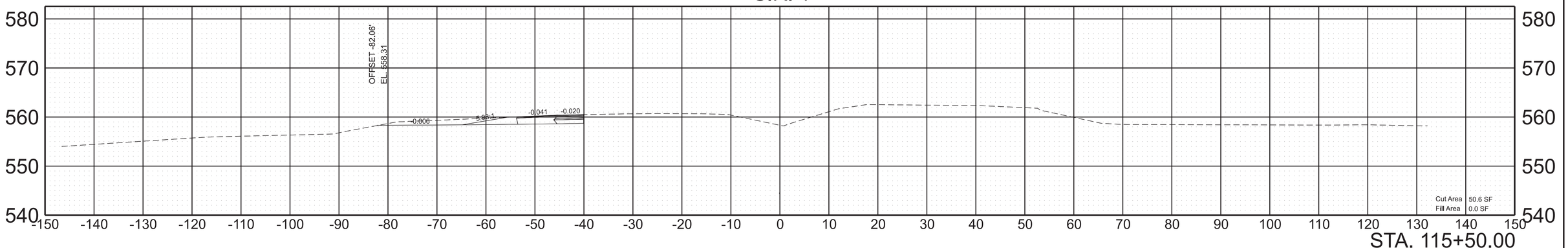
STA. 116+50.00

S.R. 1



STA. 116+00.00

S.R. 1



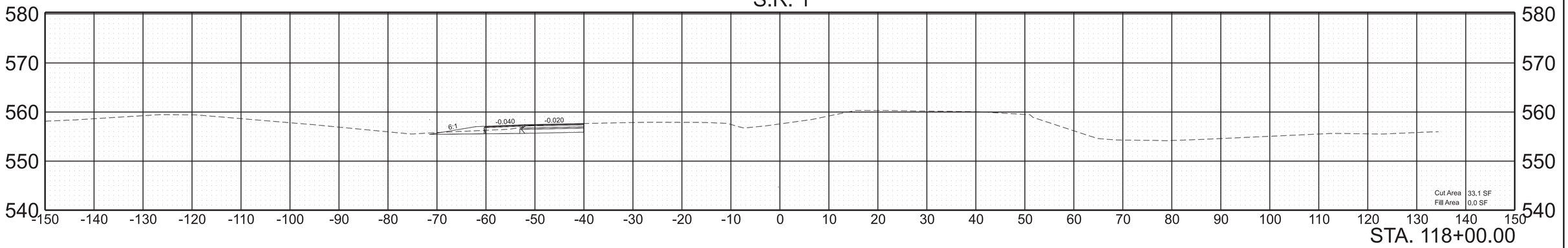
STA. 115+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 115+50.00
	1"=10' VERT.	END STA. 116+50.00

11/19/2024 3:50:21 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

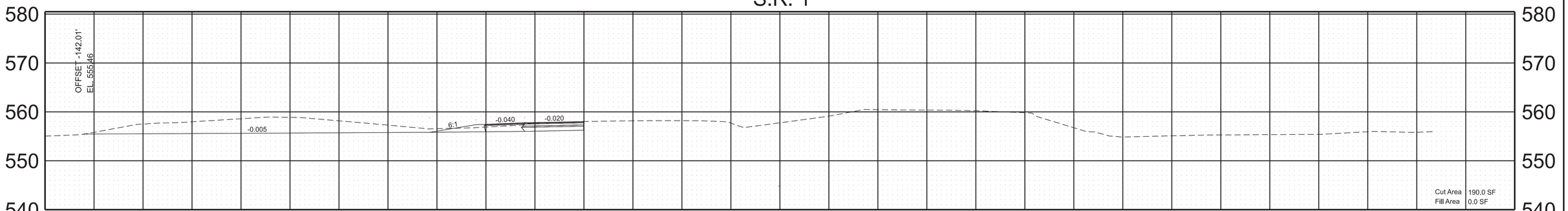
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	32
PIH	2025	HSIP-1(378)	38
PS&E	2025	HSIP-1(378)	38

S.R. 1



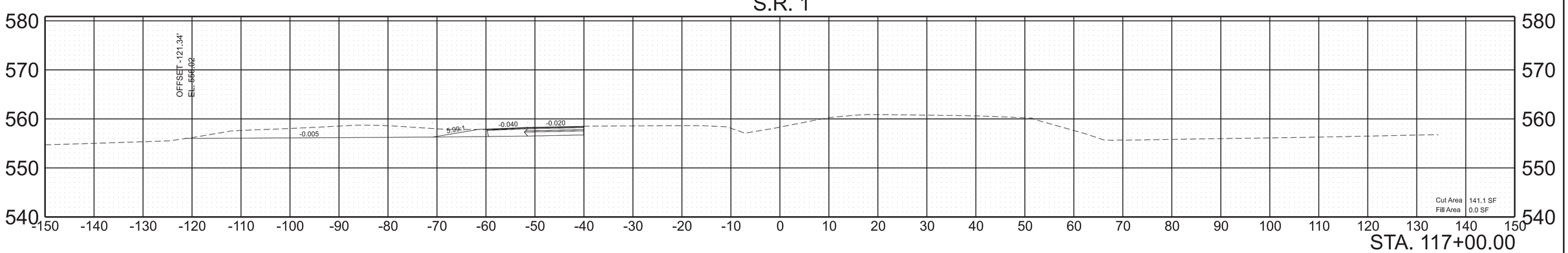
STA. 118+00.00

S.R. 1



STA. 117+50.00

S.R. 1



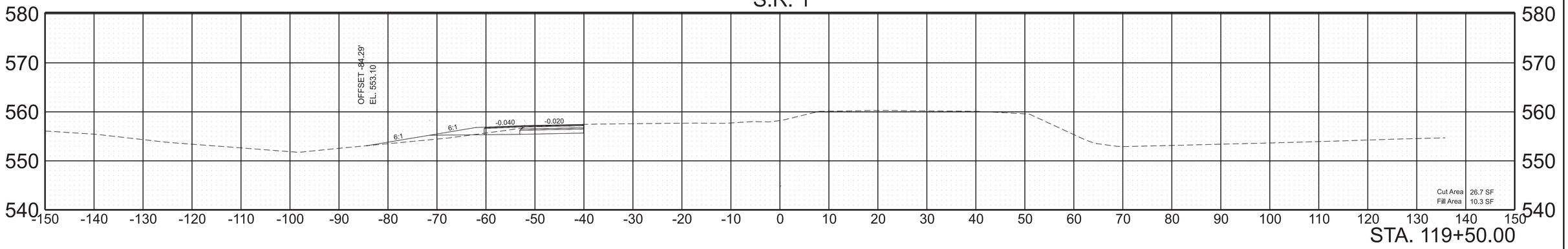
STA. 117+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 117+00.00
	1"=10' VERT.	END STA. 118+00.00

11/19/2024 3:51:06 PM
P:\20202003191DOT\TDOT200319\DGN\75S001-SHT-XS-SR1.DGN

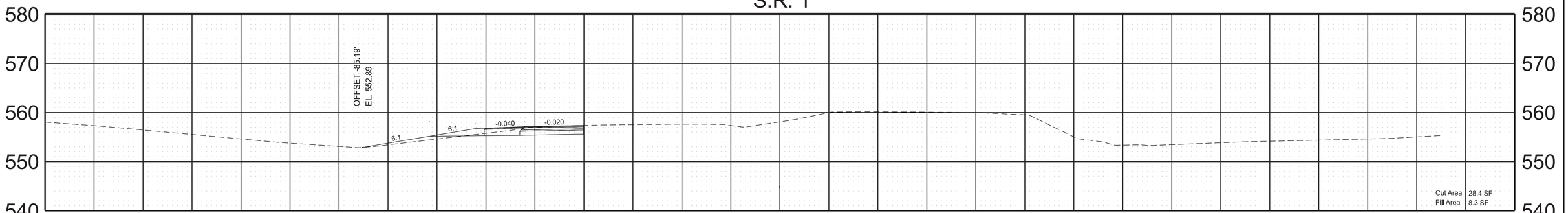
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	33
PIH	2025	HSIP-1(378)	39
PS&E	2025	HSIP-1(378)	39

S.R. 1



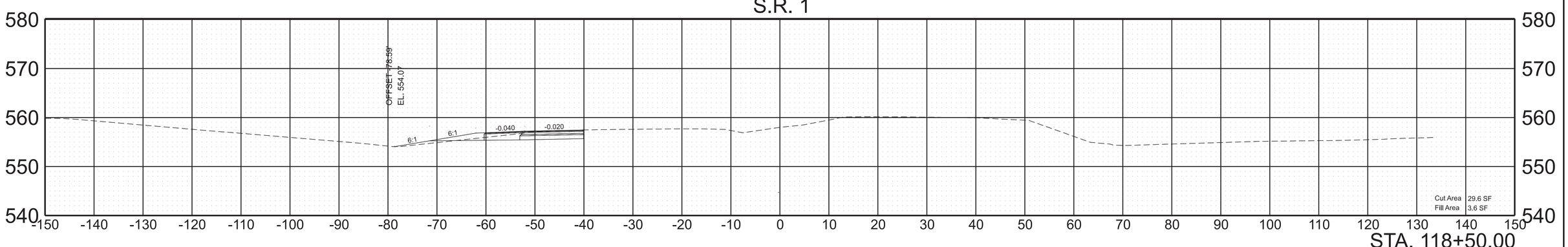
STA. 119+50.00

S.R. 1



STA. 119+00.00

S.R. 1



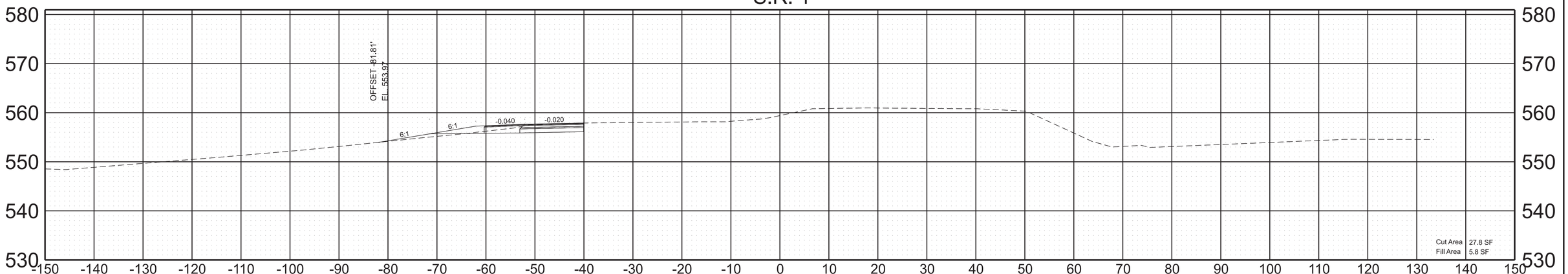
STA. 118+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 118+50.00
	1"=10' VERT.	END STA. 119+50.00

11/19/2024 3:51:49 PM
P:\20202003191DOT\TDOT200319\DGN\75S001-SHT-XS-SR1.DGN

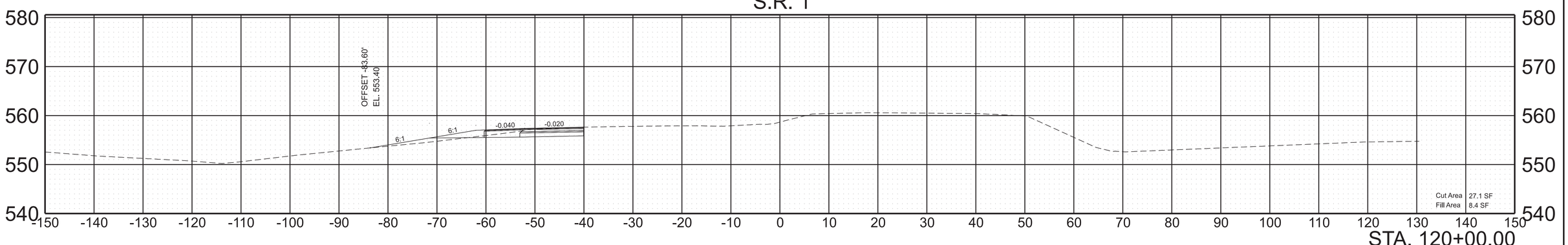
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	34
PIH	2025	HSIP-1(378)	40
PS&E	2025	HSIP-1(378)	40

S.R. 1



STA. 120+50.00

S.R. 1



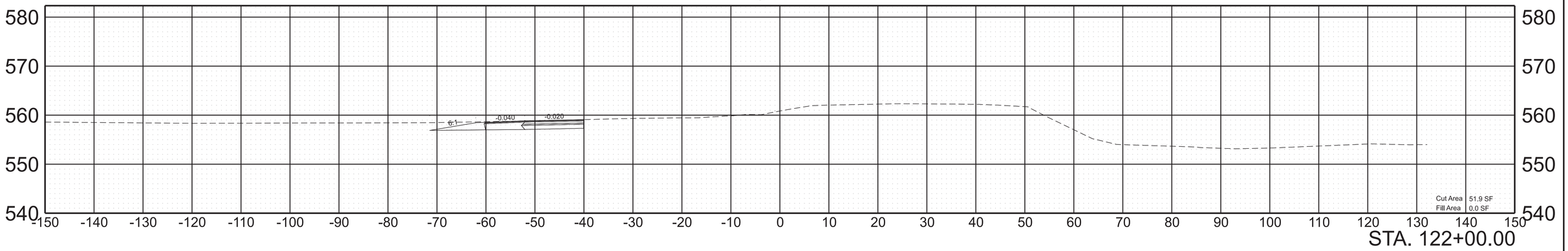
STA. 120+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 120+00.00
	1"=10' VERT.	END STA. 120+50.00

11/19/2024 3:52:30 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

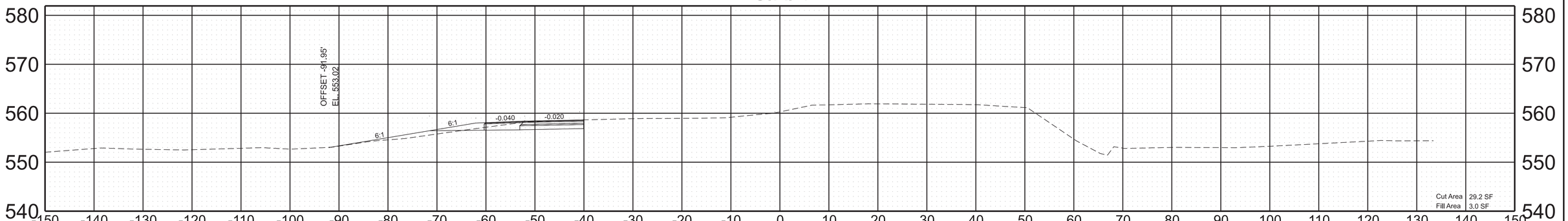
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	35
PIH	2025	HSIP-1(378)	41
PS&E	2025	HSIP-1(378)	41

S.R. 1



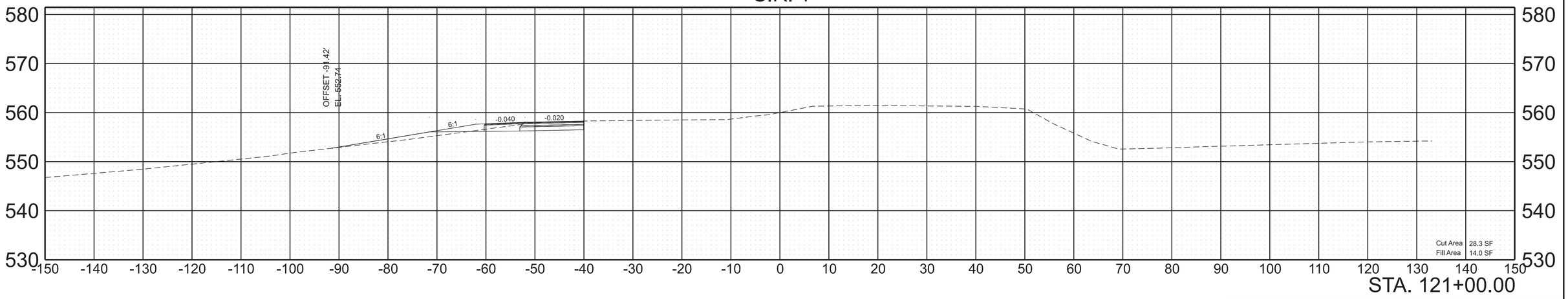
STA. 122+00.00

S.R. 1



STA. 121+50.00

S.R. 1



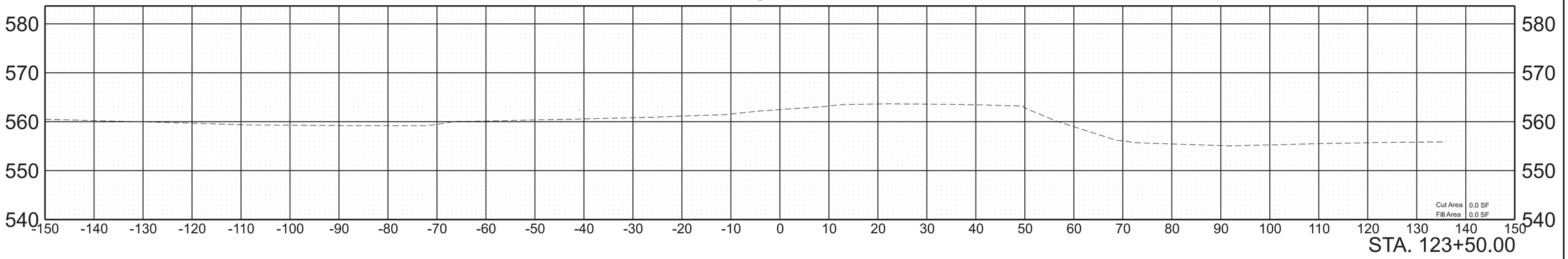
STA. 121+00.00

SCALE:		
	1"=10' HORIZ.	BEGIN STA. 121+00.00
	1"=10' VERT.	END STA. 122+00.00

11/19/2024 3:58:55 PM
P:\2020\200319\DOT\TDOT\200319DGN\75S001-SHT-XS-SR1.DGN

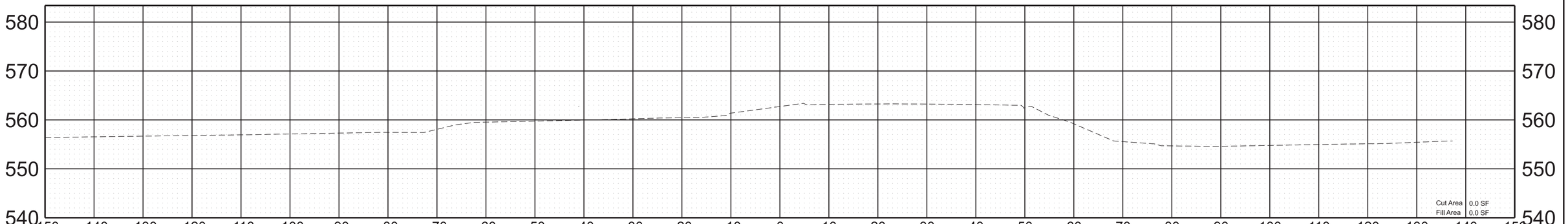
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	36
PIH	2025	HSIP-1(378)	42
PS&E	2025	HSIP-1(378)	42

S.R. 1



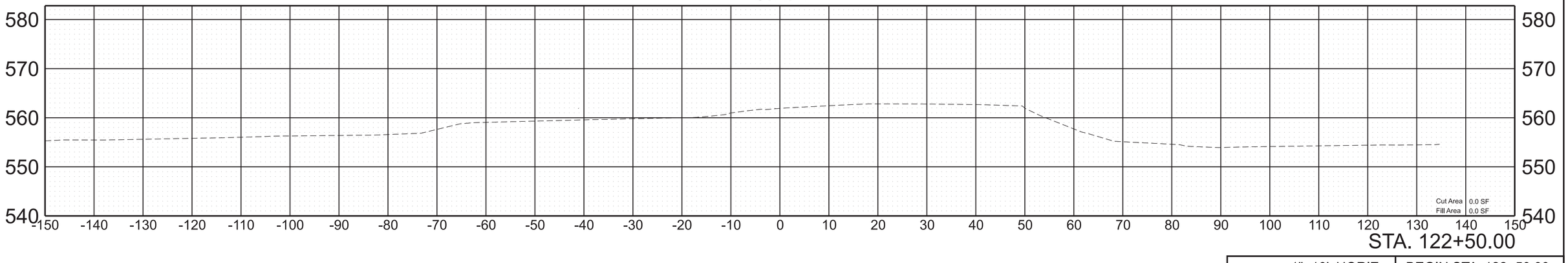
STA. 123+50.00

S.R. 1



STA. 123+00.00

S.R. 1



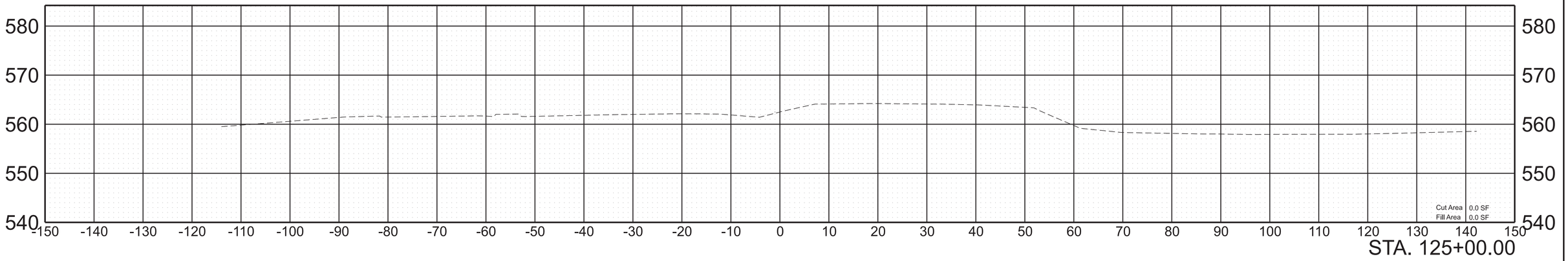
STA. 122+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 122+50.00
	1"=10' VERT.	END STA. 123+50.00

11/19/2024 4:00:04 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

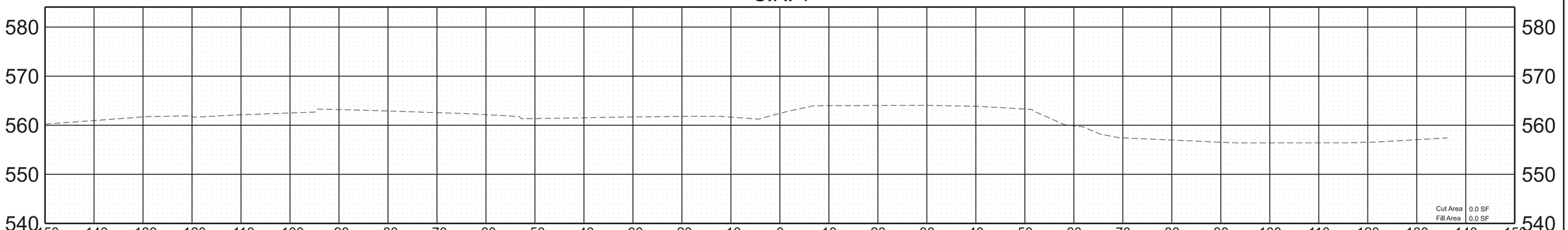
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	37
PIH	2025	HSIP-1(378)	43
PS&E	2025	HSIP-1(378)	43

S.R. 1



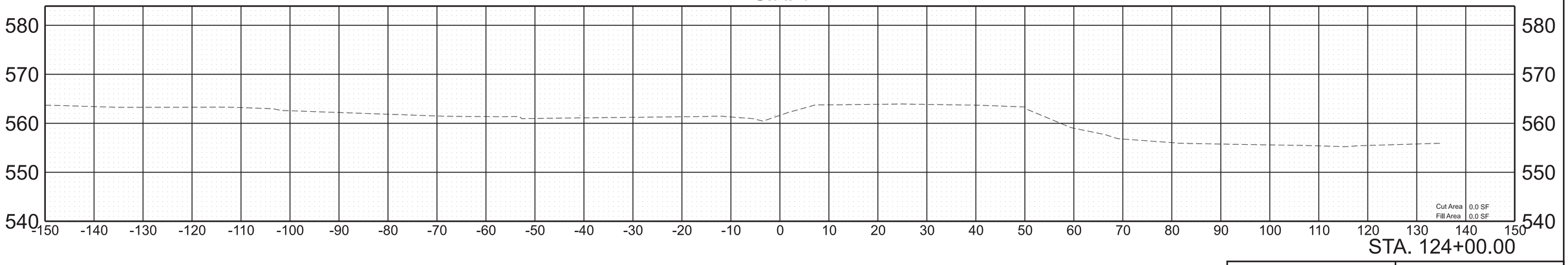
STA. 125+00.00

S.R. 1



STA. 124+50.00

S.R. 1



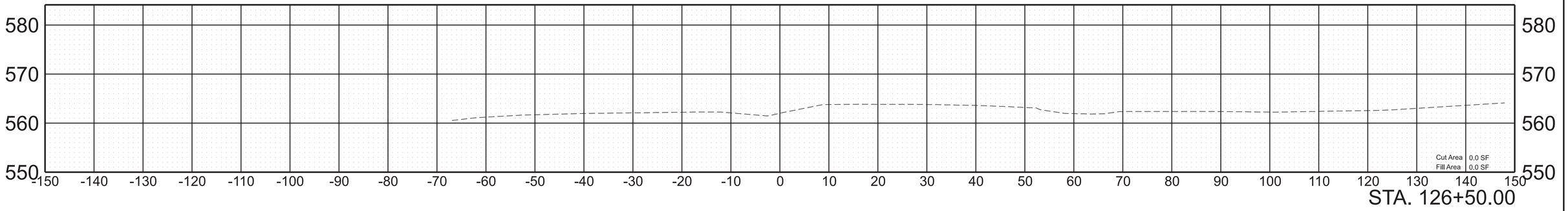
STA. 124+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 124+00.00 END STA. 125+00.00

11/19/2024 4:04:55 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

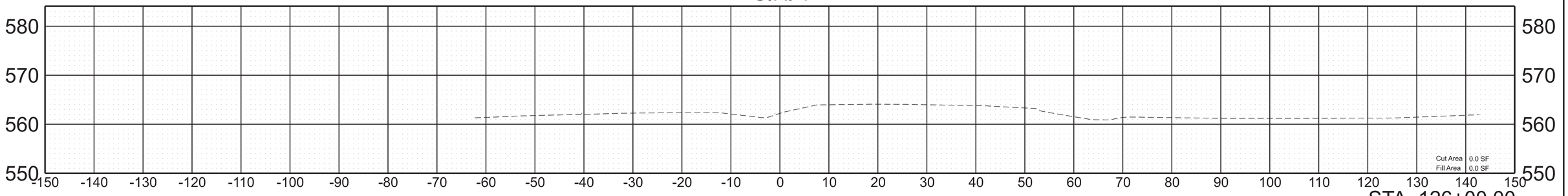
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	38
PIH	2025	HSIP-1(378)	44
PS&E	2025	HSIP-1(378)	44

S.R. 1



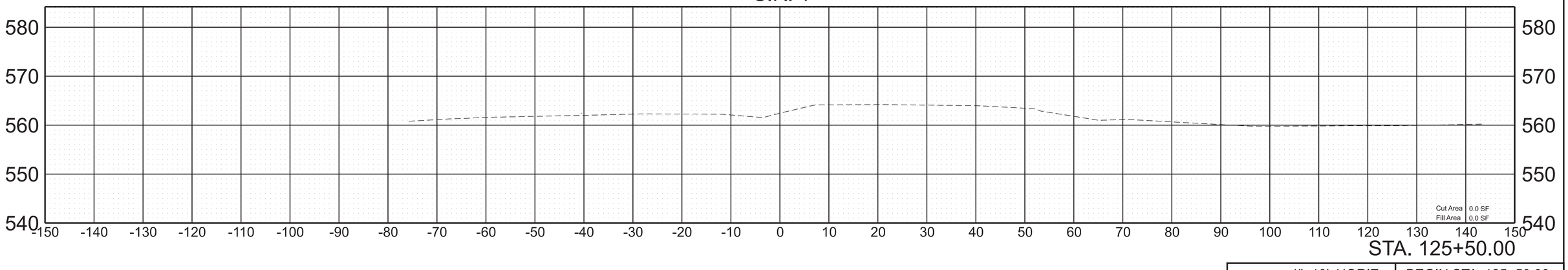
STA. 126+50.00

S.R. 1



STA. 126+00.00

S.R. 1



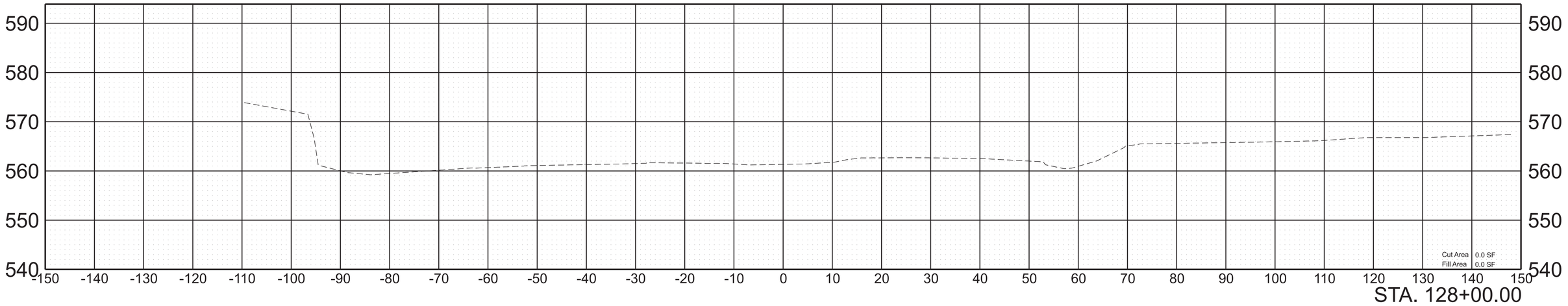
STA. 125+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 125+50.00
	1"=10' VERT.	END STA. 126+50.00

11/19/2024 4:05:46 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

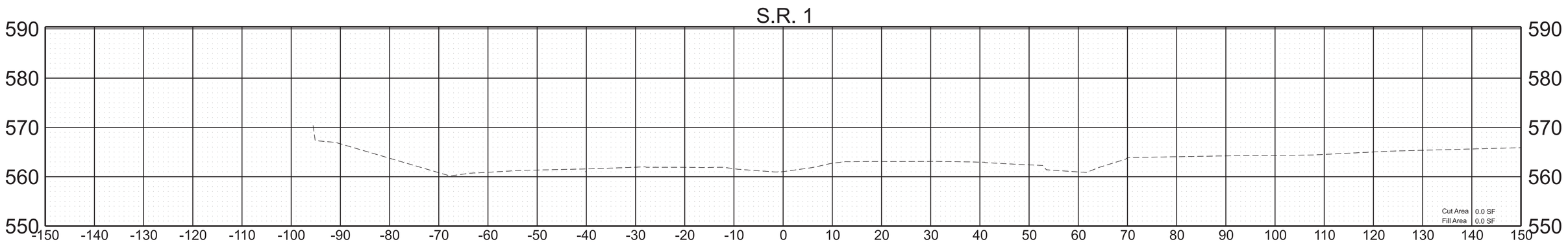
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	39
PIH	2025	HSIP-1(378)	45
PS&E	2025	HSIP-1(378)	45

S.R. 1



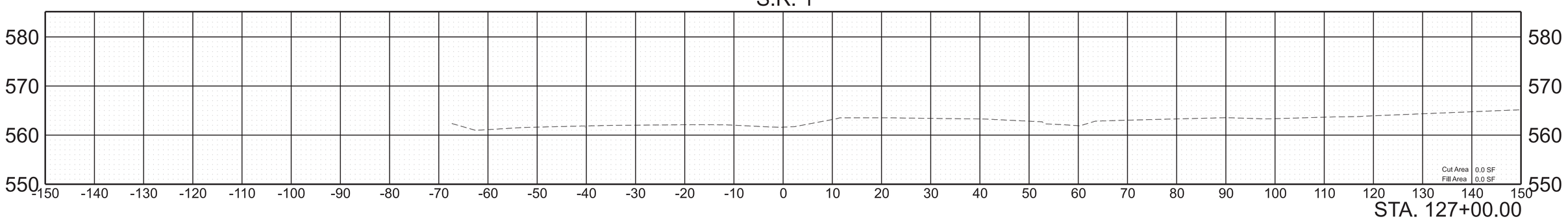
STA. 128+00.00

S.R. 1



STA. 127+50.00

S.R. 1



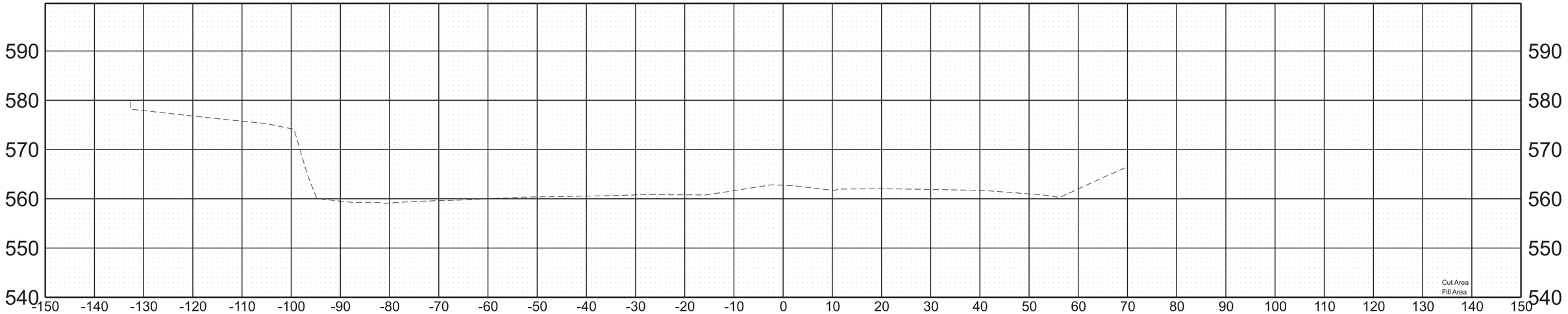
STA. 127+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 127+00.00 END STA. 128+00.00

11/19/2024 4:06:52 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

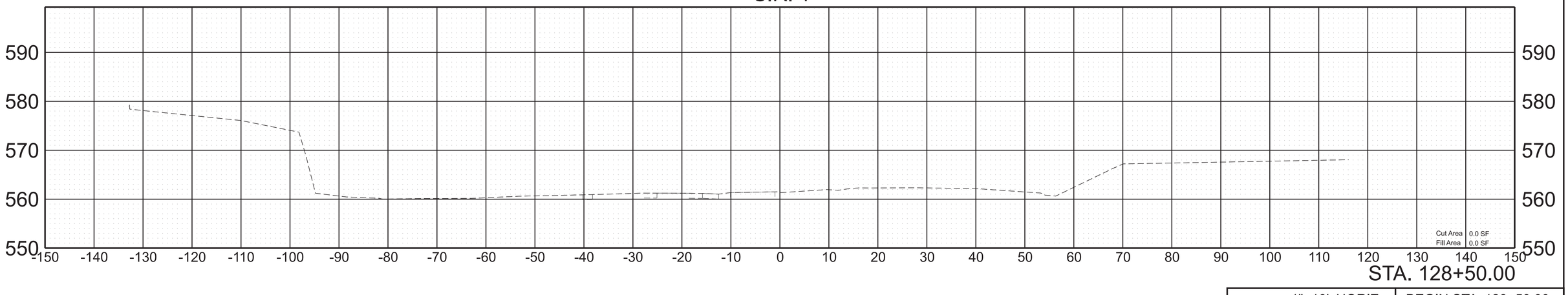
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	40
PIH	2025	HSIP-1(378)	46
PS&E	2025	HSIP-1(378)	46

S.R. 1



STA. 129+00.00

S.R. 1



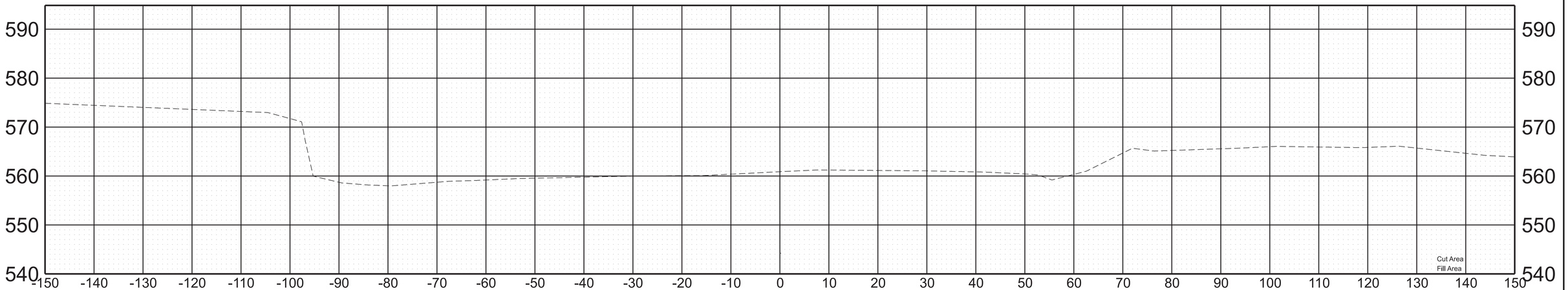
STA. 128+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 128+50.00 END STA. 129+00.00

11/19/2024 4:08:01 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

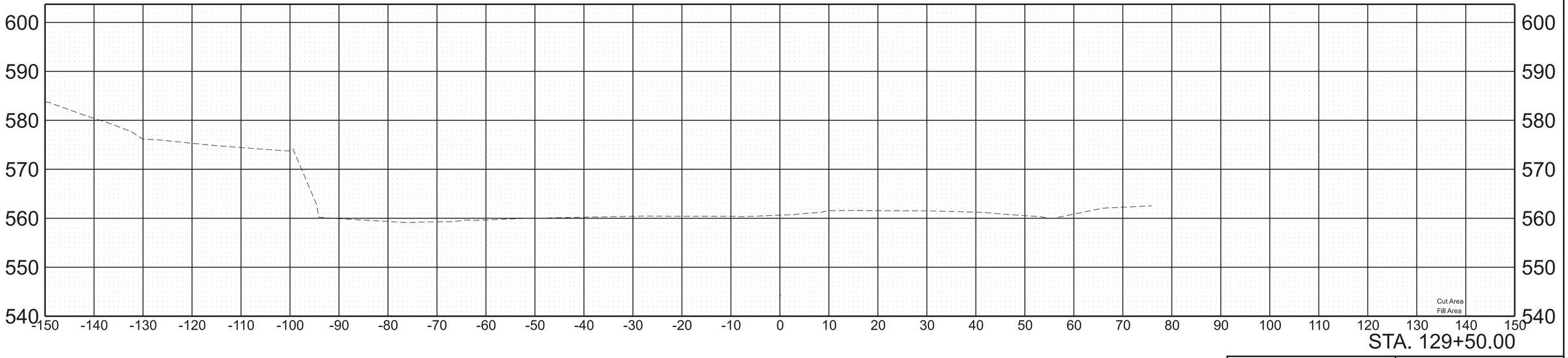
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	41
PIH	2025	HSIP-1(378)	47
PS&E	2025	HSIP-1(378)	47

S.R. 1



STA. 130+00.00

S.R. 1



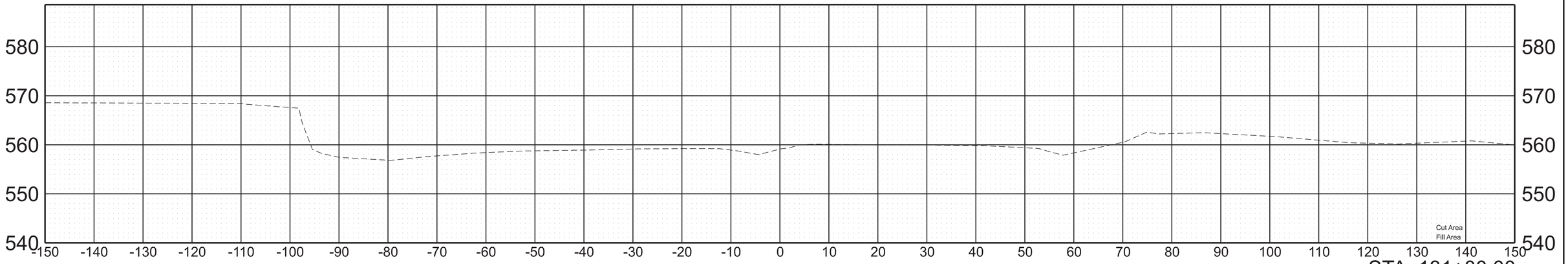
STA. 129+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 129+50.00
	1"=10' VERT.	END STA. 130+00.00

11/19/2024 4:08:59 PM
P:\2020\200319IDOT\TDOT\200319IDGN\75S0001-SHT-XS-SR1.DGN

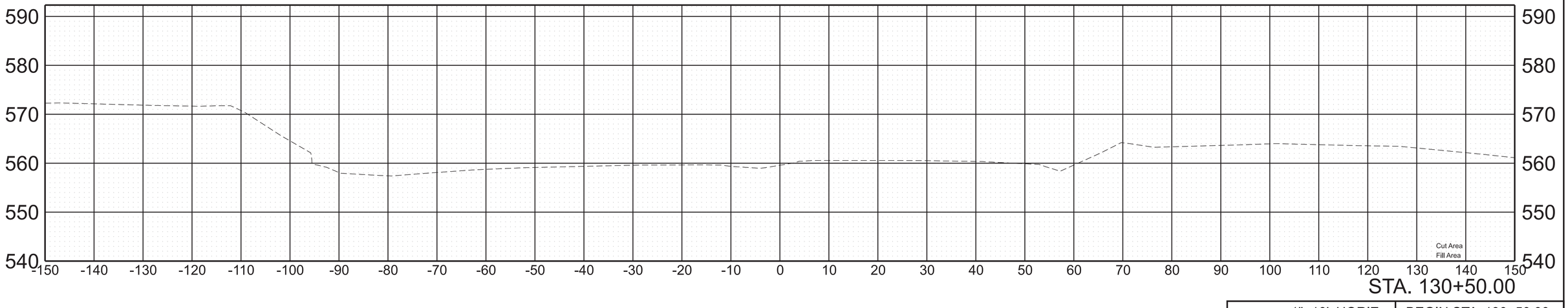
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	42
PIH	2025	HSIP-1(378)	48
PS&E	2025	HSIP-1(378)	48

S.R. 1



STA. 131+00.00

S.R. 1



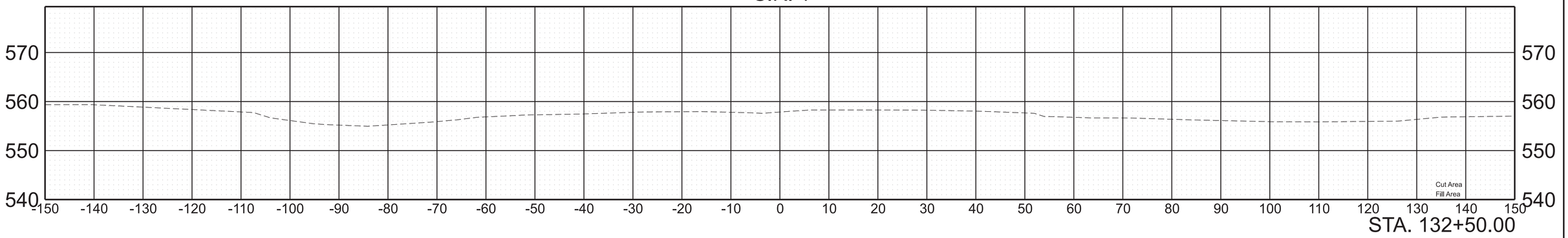
STA. 130+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 130+50.00
	1"=10' VERT.	END STA. 131+00.00

11/19/2024 4:09:45 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

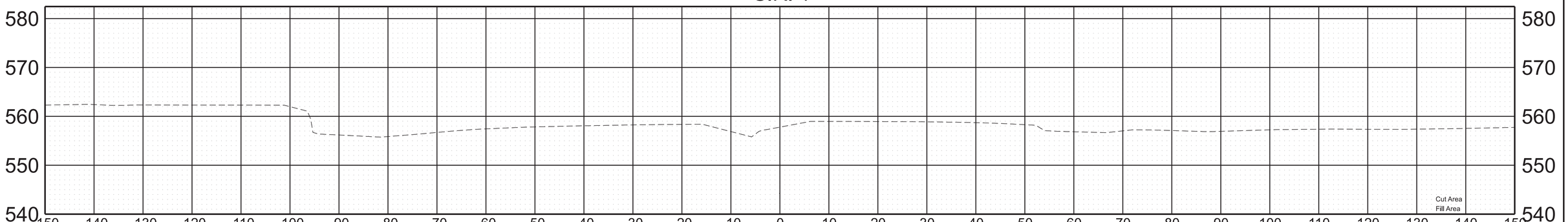
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	43
FUNCT.	2025	HSIP-1(378)	49
PS&E	2025	HSIP-1(378)	49

S.R. 1



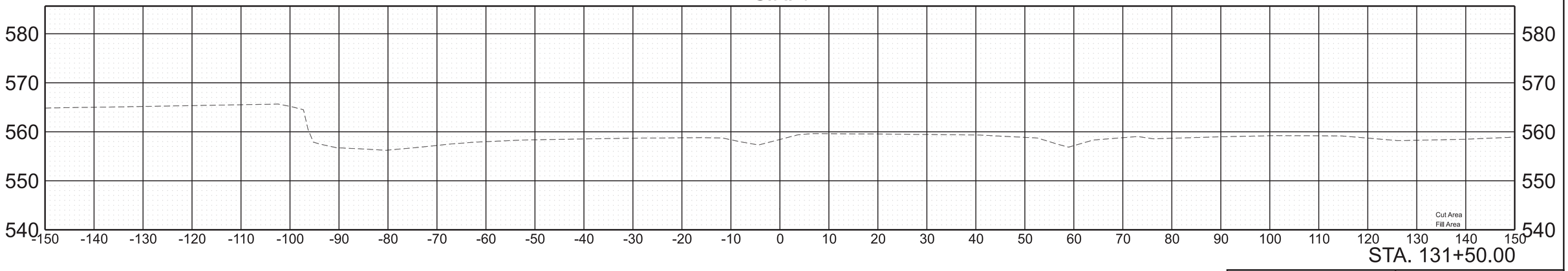
STA. 132+50.00

S.R. 1



STA. 132+00.00

S.R. 1



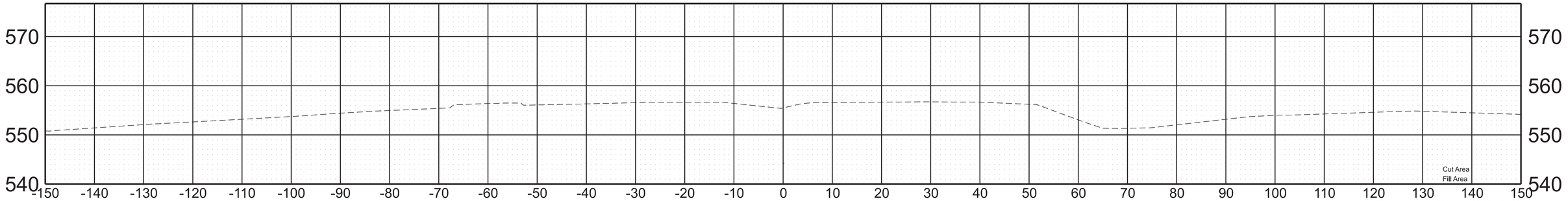
STA. 131+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 131+50.00 END STA. 132+50.00

11/19/2024 4:10:58 PM
P:\20202003191DOT\TDOT\200319IDGN\75S001-SHT-XS-SR1.DGN

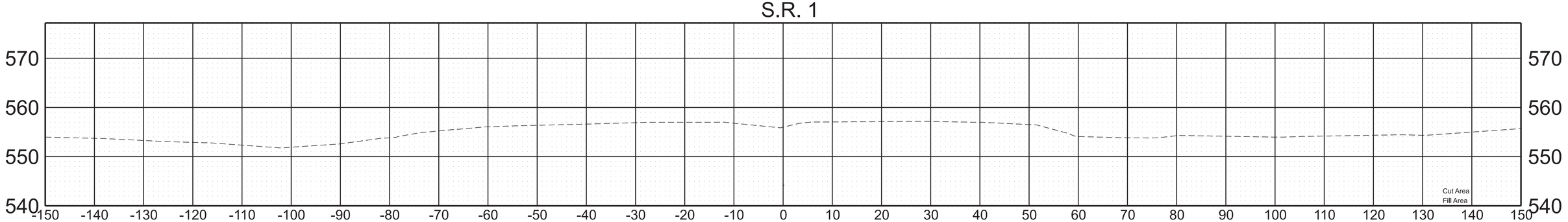
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	44
PIH	2025	HSIP-1(378)	50
PS&E	2025	HSIP-1(378)	50

S.R. 1



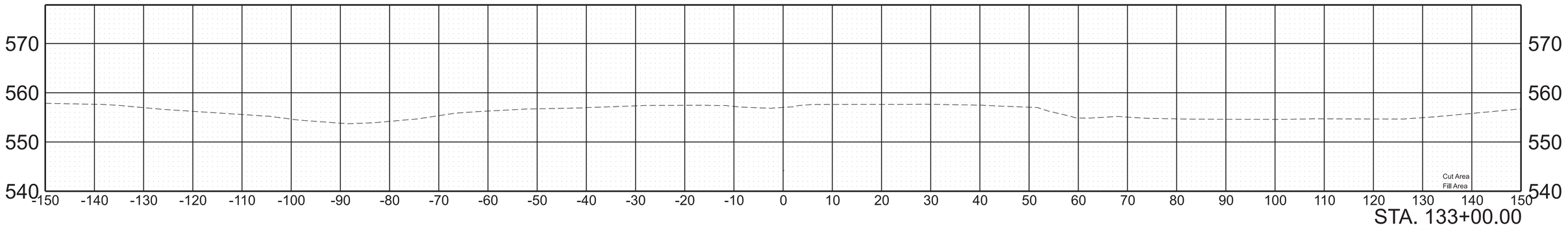
STA. 134+00.00

S.R. 1



STA. 133+50.00

S.R. 1



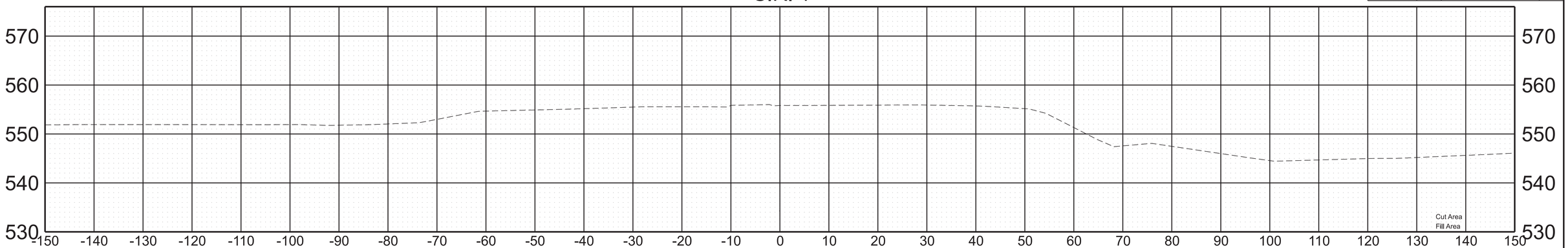
STA. 133+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 133+00.00
	1"=10' VERT.	END STA. 134+00.00

11/19/2024 4:12:16 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

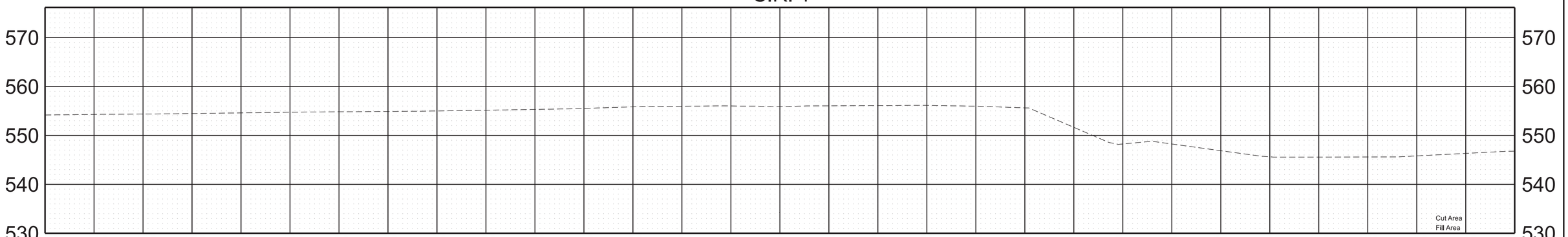
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	45
PIH	2025	HSIP-1(378)	51
PS&E	2025	HSIP-1(378)	51

S.R. 1



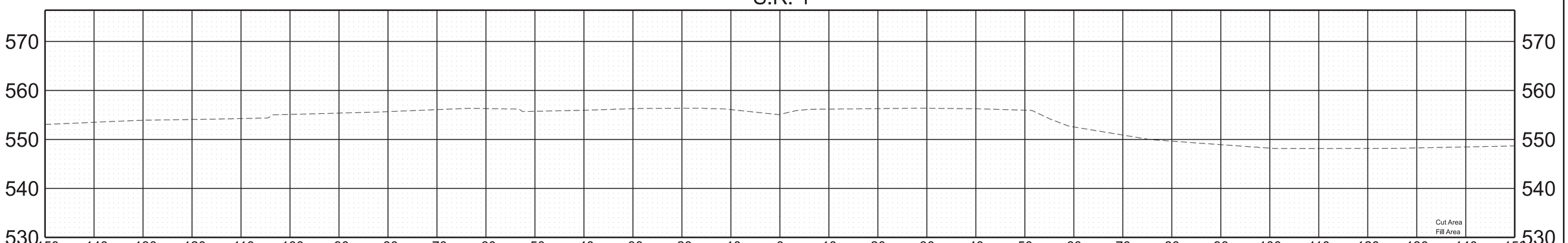
STA. 135+50.00

S.R. 1



STA. 135+00.00

S.R. 1



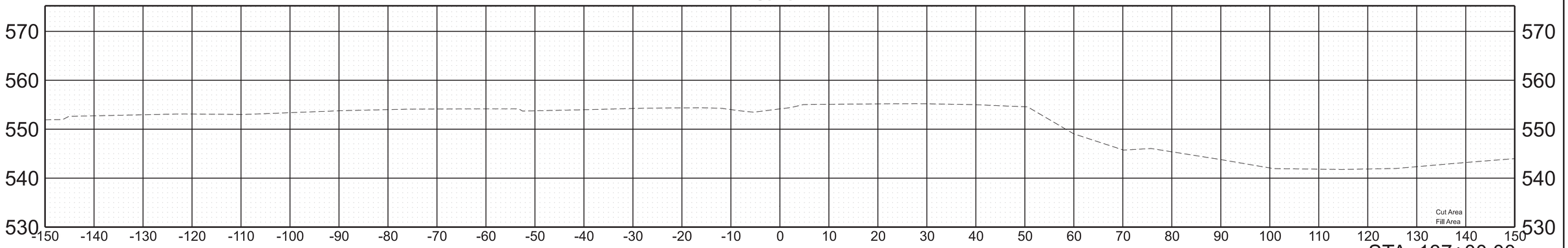
STA. 134+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 134+50.00 END STA. 135+50.00

11/19/2024 4:12:56 PM
P:\2020\200319\DOT\TDOT200319\DGN\75S001-SHT-XS-SR1.DGN

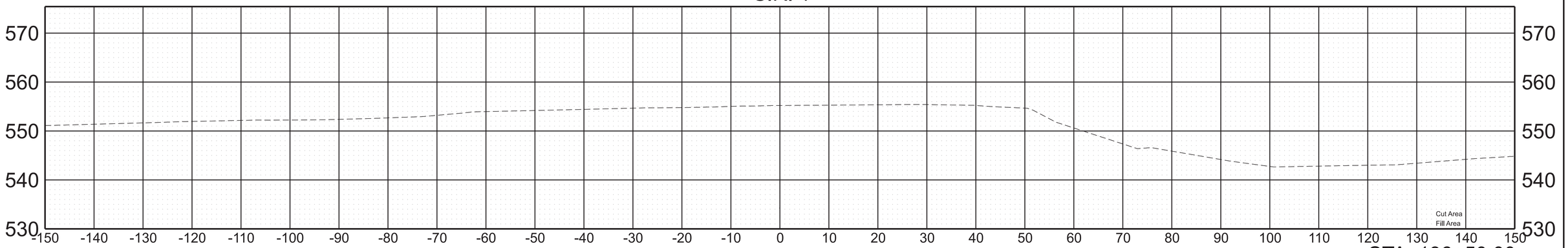
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	46
FUNCT.	2025	HSIP-1(378)	52
PS&E	2025	HSIP-1(378)	52

S.R. 1



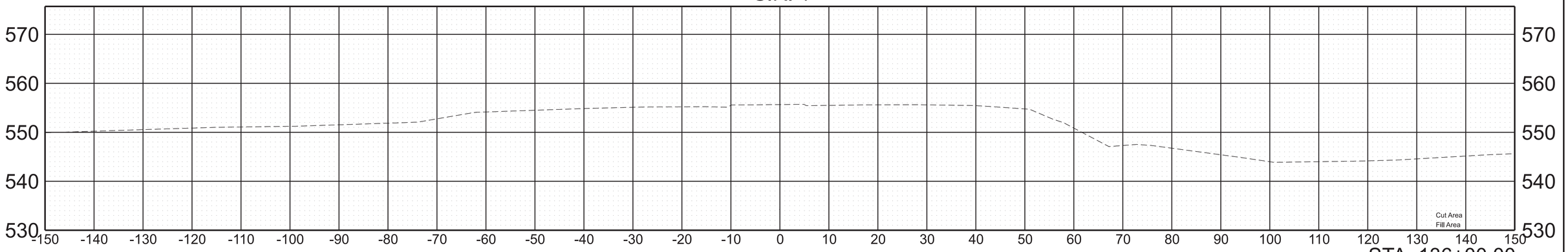
STA. 137+00.00

S.R. 1



STA. 136+50.00

S.R. 1



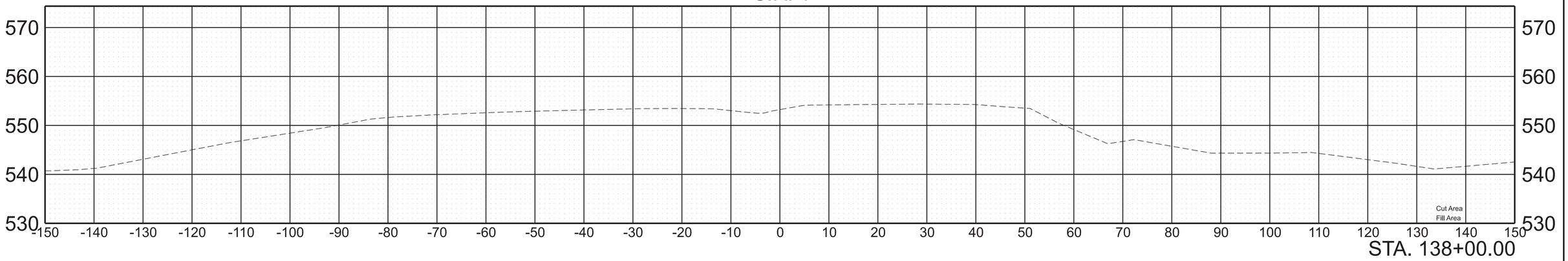
STA. 136+00.00

SCALE:		
	1"=10' HORIZ.	BEGIN STA. 136+00.00
	1"=10' VERT.	END STA. 137+00.00

11/19/2024 4:14:51 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

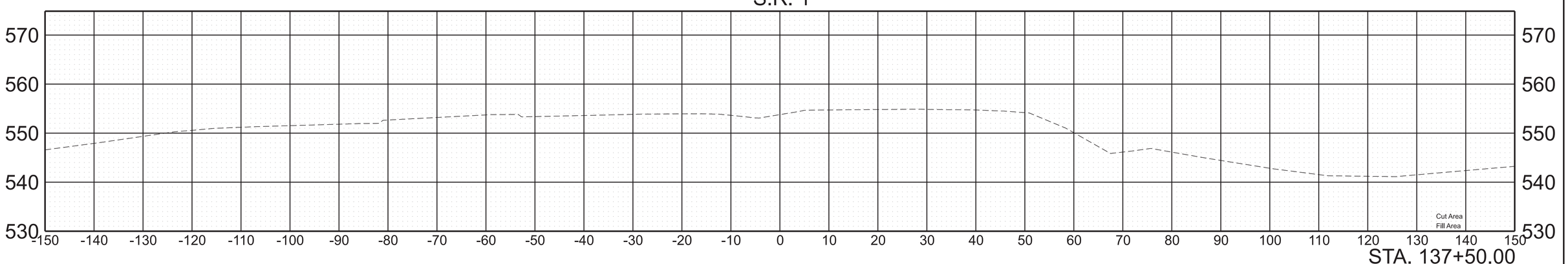
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	47
PIH	2025	HSIP-1(378)	53
PS&E	2025	HSIP-1(378)	53

S.R. 1



STA. 138+00.00

S.R. 1



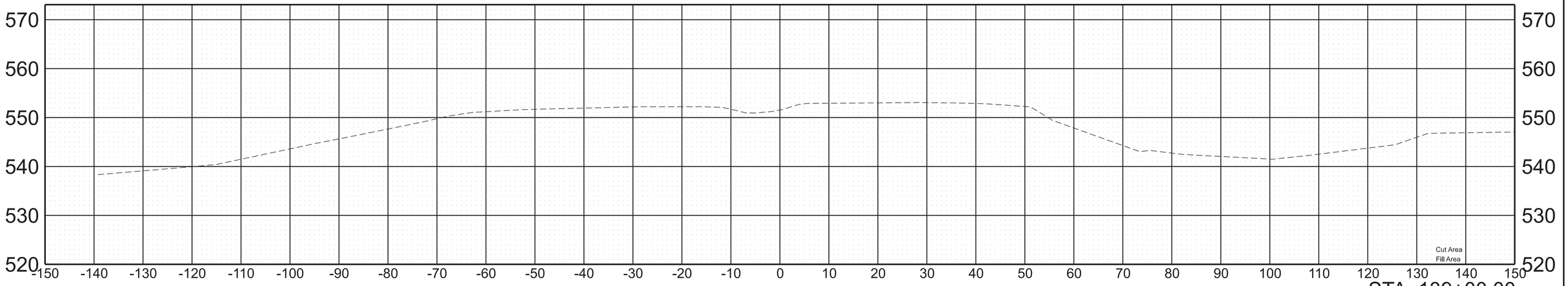
STA. 137+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 137+50.00
	1"=10' VERT.	END STA. 138+00.00

11/19/2024 4:17:11 PM
P:\2020\20031\9\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

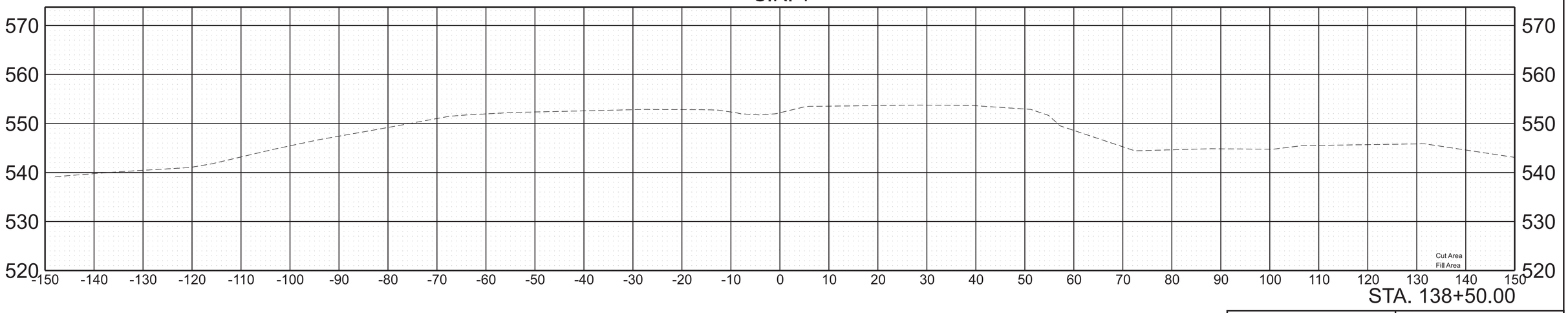
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	48
PIH	2025	HSIP-1(378)	54
PS&E	2025	HSIP-1(378)	54

S.R. 1



STA. 139+00.00

S.R. 1



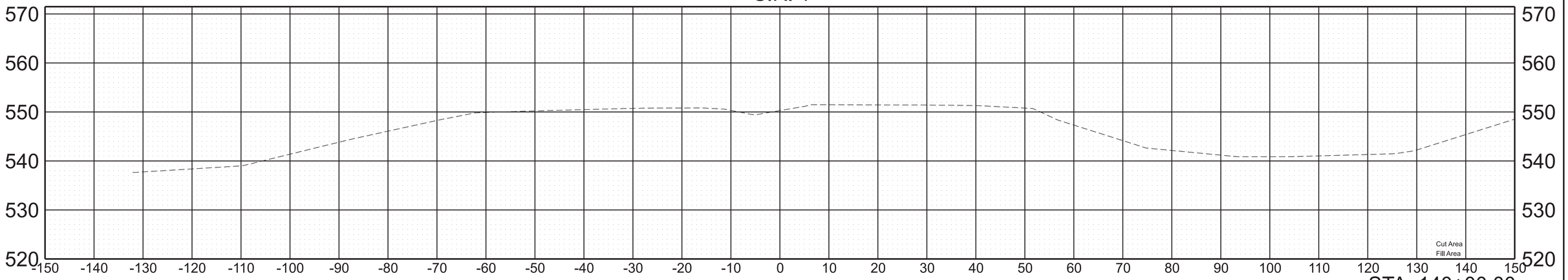
STA. 138+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 138+50.00 END STA. 139+00.00

11/19/2024 5:11:04 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

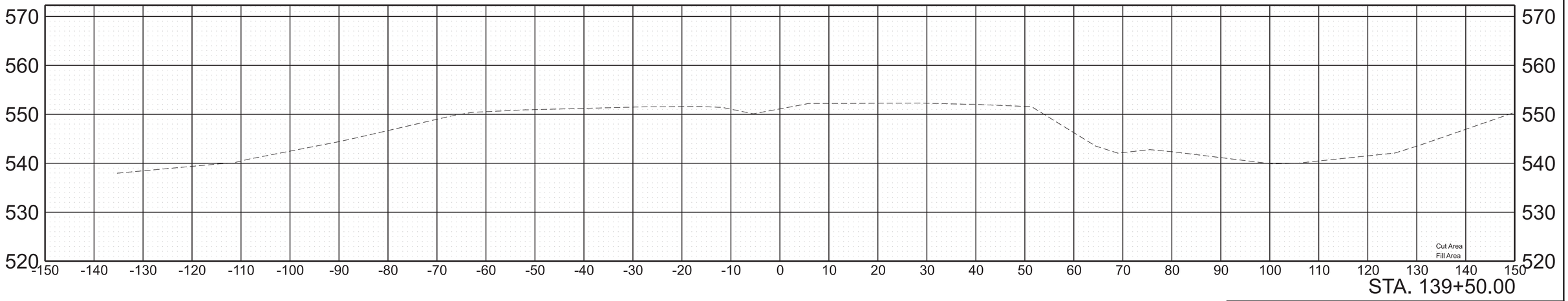
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	49
PIH	2025	HSIP-1(378)	55
PS&E	2025	HSIP-1(378)	55

S.R. 1



STA. 140+00.00

S.R. 1



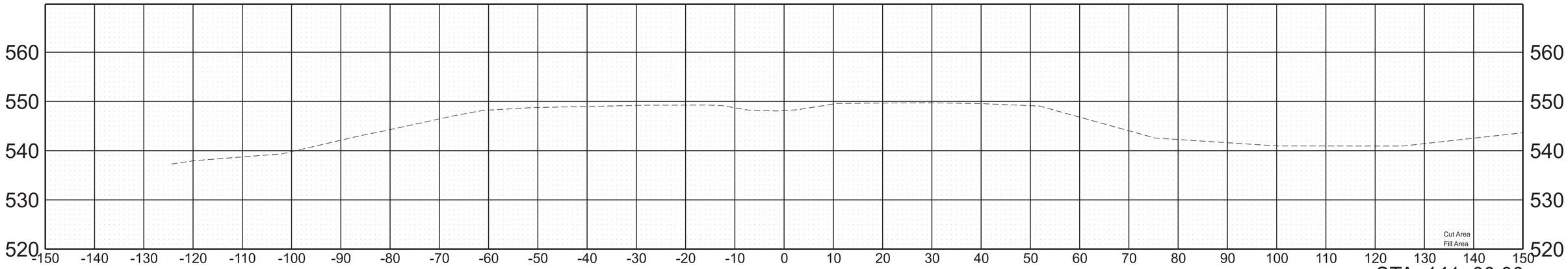
STA. 139+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 139+50.00 END STA. 140+00.00

11/19/2024 5:11:50 PM
P:\2020\200319IDOT\TDOT\200319IDGN\75S001-SHT-XS-SR1.DGN

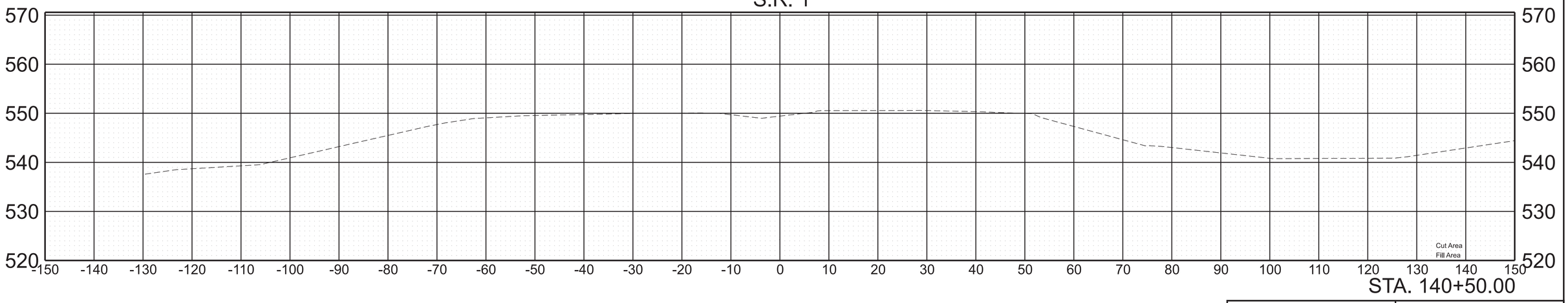
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	50
PIH	2025	HSIP-1(378)	56
PS&E	2025	HSIP-1(378)	56

S.R. 1



STA. 141+00.00

S.R. 1



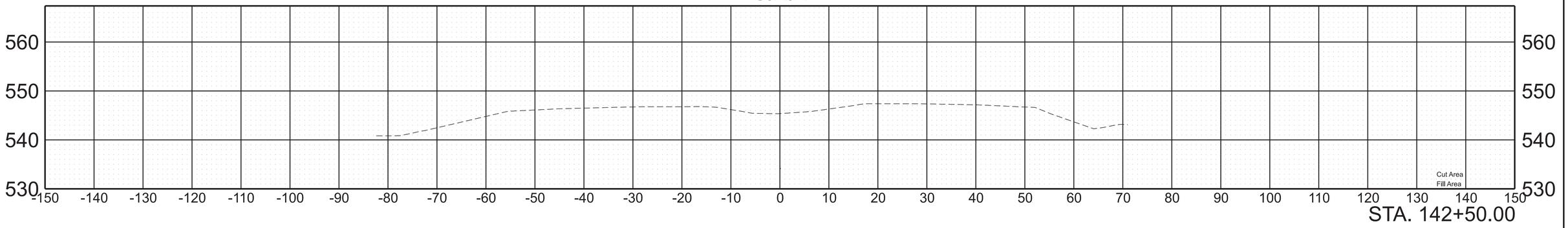
STA. 140+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 140+50.00
	1"=10' VERT.	END STA. 141+00.00

11/19/2024 5:12:36 PM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-XS-SR1.DGN

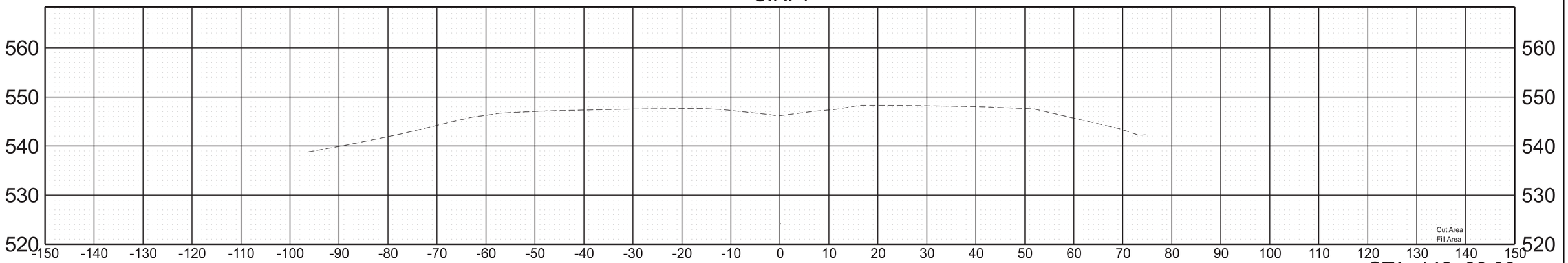
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	51
PIH	2025	HSIP-1(378)	57
PS&E	2025	HSIP-1(378)	57

S.R. 1



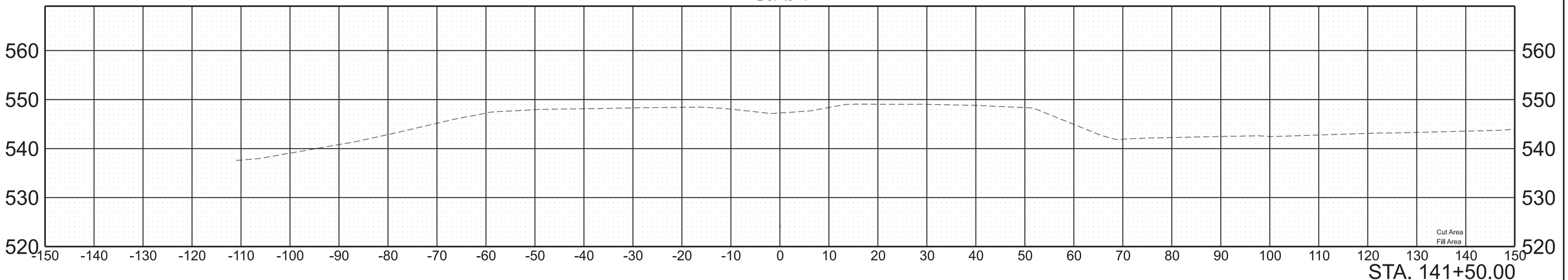
STA. 142+50.00

S.R. 1



STA. 142+00.00

S.R. 1



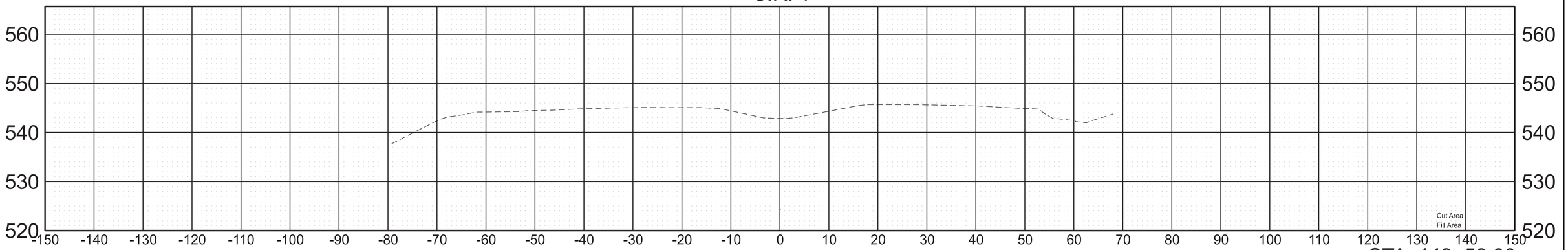
STA. 141+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 141+50.00
	1"=10' VERT.	END STA. 142+50.00

11/19/2024 5:13:34 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-SR1.DGN

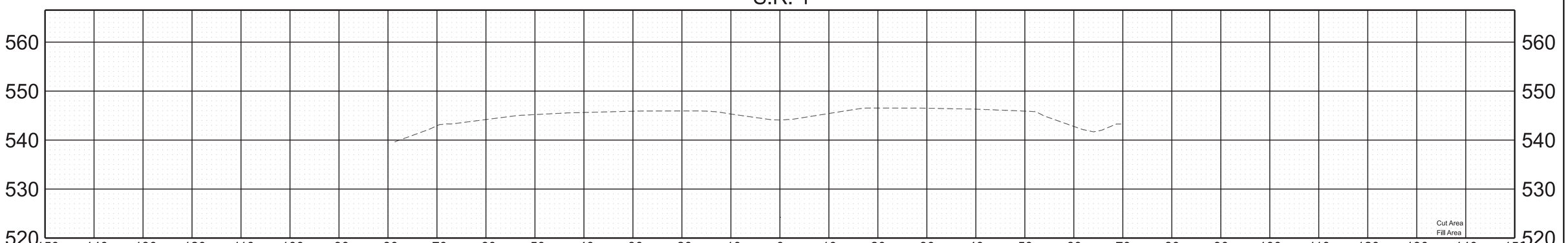
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	52
PIH	2025	HSIP-1(378)	58
PS&E	2025	HSIP-1(378)	58

S.R. 1



STA. 143+50.00

S.R. 1



STA. 143+00.00

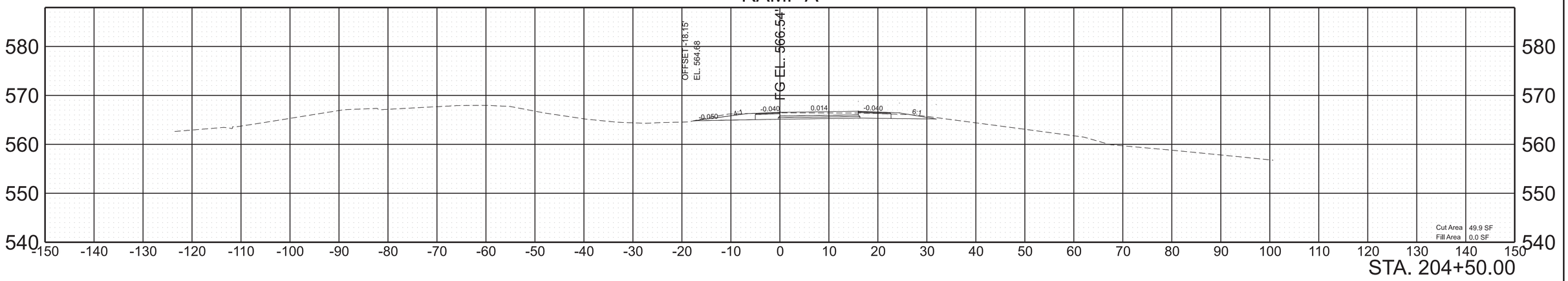
SCALE: 1"=10' HORIZ.
1"=10' VERT.

BEGIN STA. 143+00.00
END STA. 143+50.00

1/15/2025 1:40:09 PM
P:\2020\200319\DOT\TDOT200319\DGN\TSS001-SHT-XS-SR1.DGN

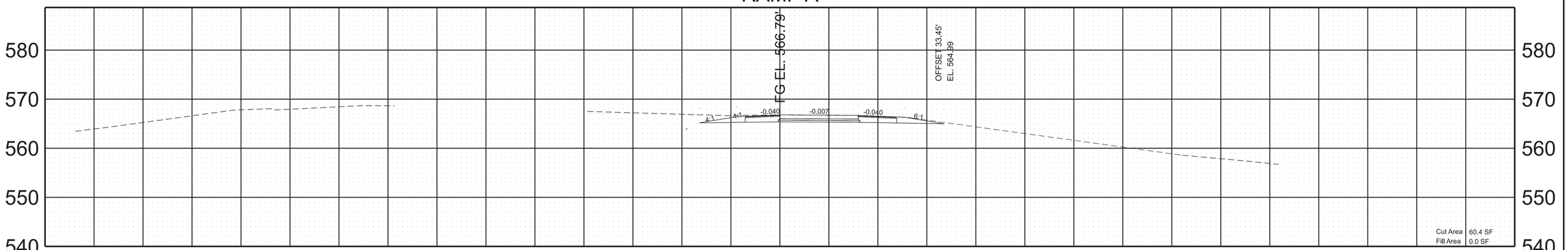
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	53
PIH	2025	HSIP-1(378)	59
PS&E	2025	HSIP-1(378)	59

RAMP A

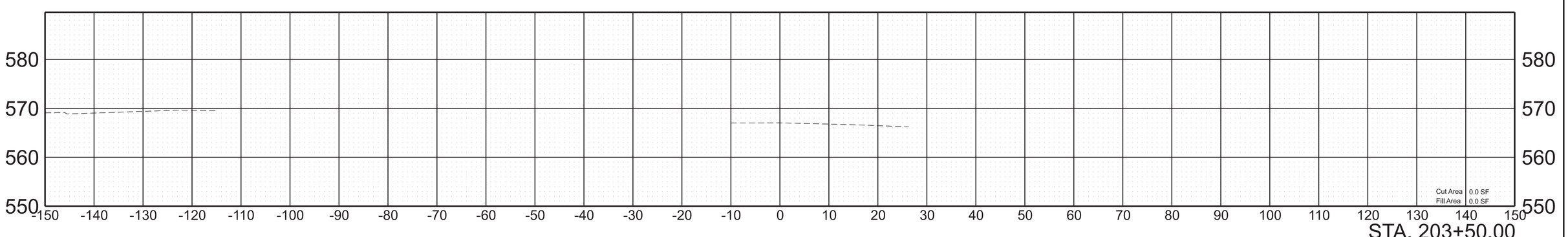


STA. 204+50.00

RAMP A



STA. 204+00.00



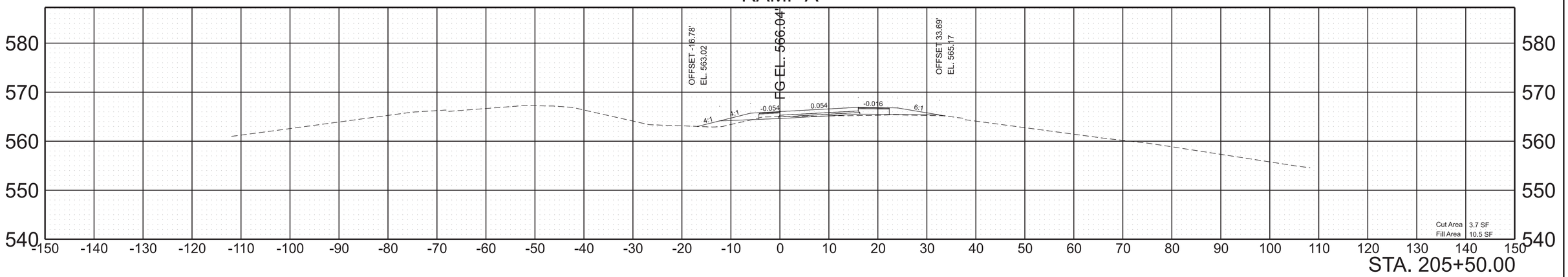
STA. 203+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 203+50.00
	1"=10' VERT.	END STA. 204+50.00

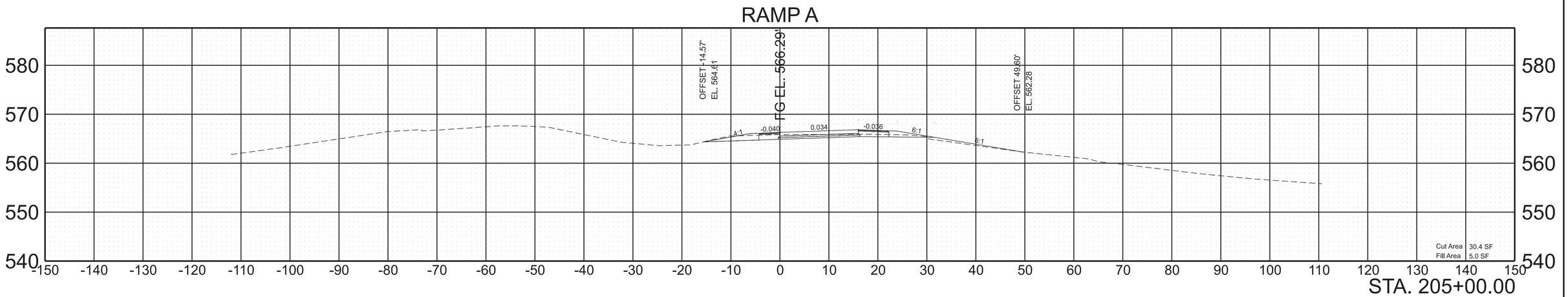
11/19/2024 8:03:22 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	54
PIH	2025	HSIP-1(378)	60
PS&E	2025	HSIP-1(378)	60

RAMP A



RAMP A

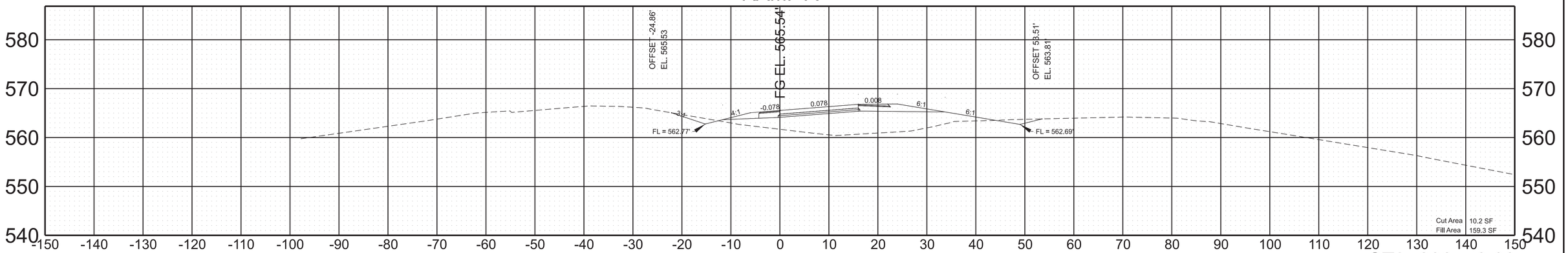


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 205+00.00
	1"=10' VERT.	END STA. 205+50.00

11/19/2024 8:07:04 PM
P:\2020\20031\9\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

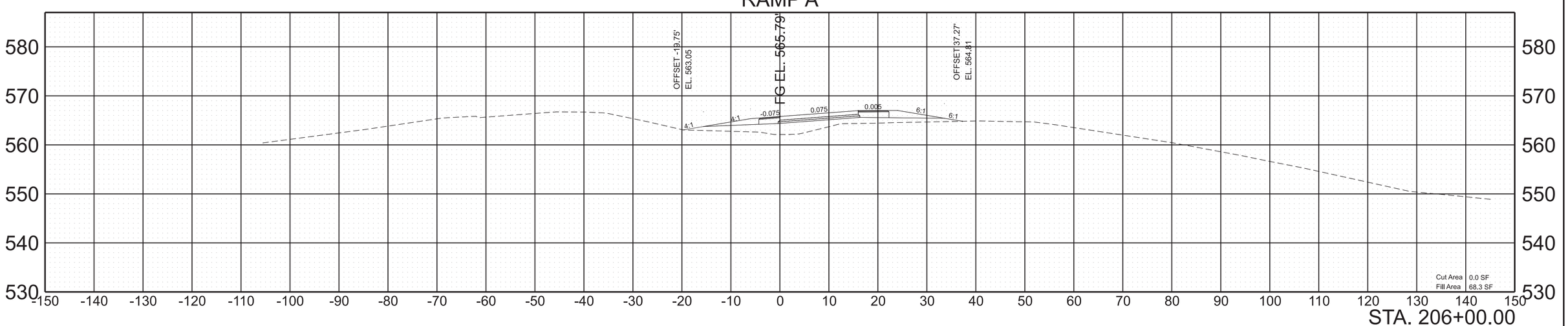
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	55
PIH	2025	HSIP-1(378)	61
PS&E	2025	HSIP-1(378)	61

RAMP A



STA. 206+50.00

RAMP A



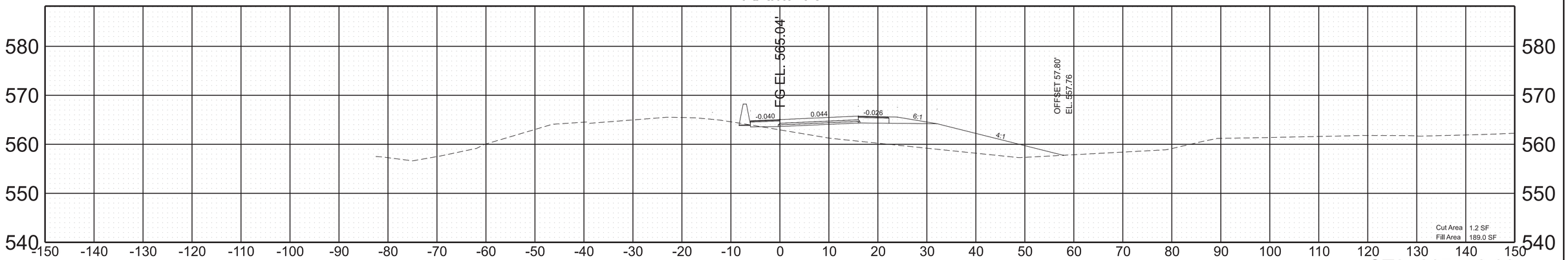
STA. 206+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 206+00.00
	1"=10' VERT.	END STA. 206+50.00

11/19/2024 8:07:25 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

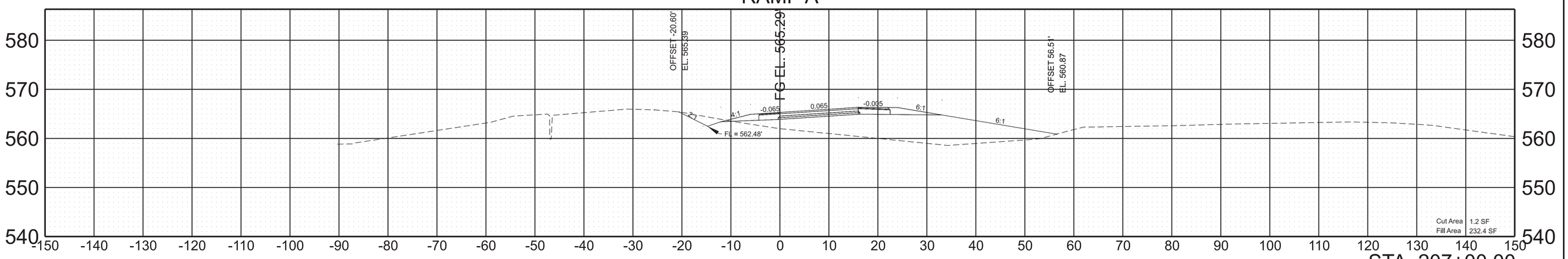
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	56
PIH	2025	HSIP-1(378)	62
PS&E	2025	HSIP-1(378)	62

RAMP A



STA. 207+50.00

RAMP A



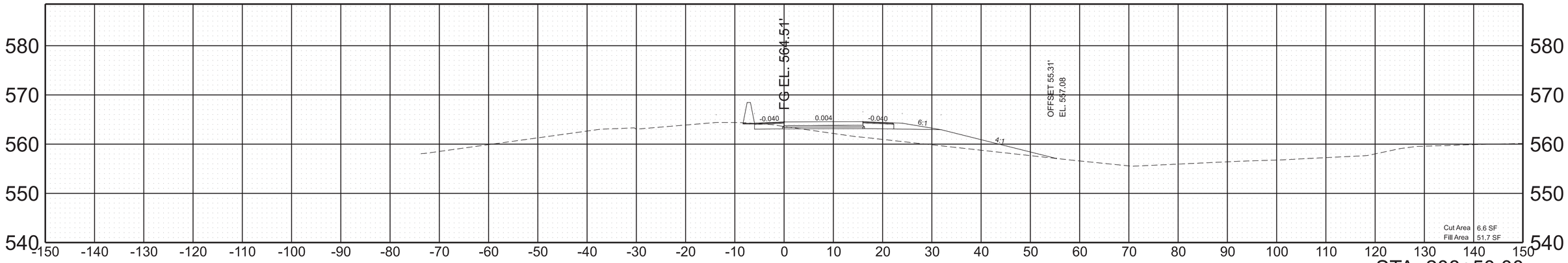
STA. 207+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 207+00.00
	1"=10' VERT.	END STA. 207+50.00

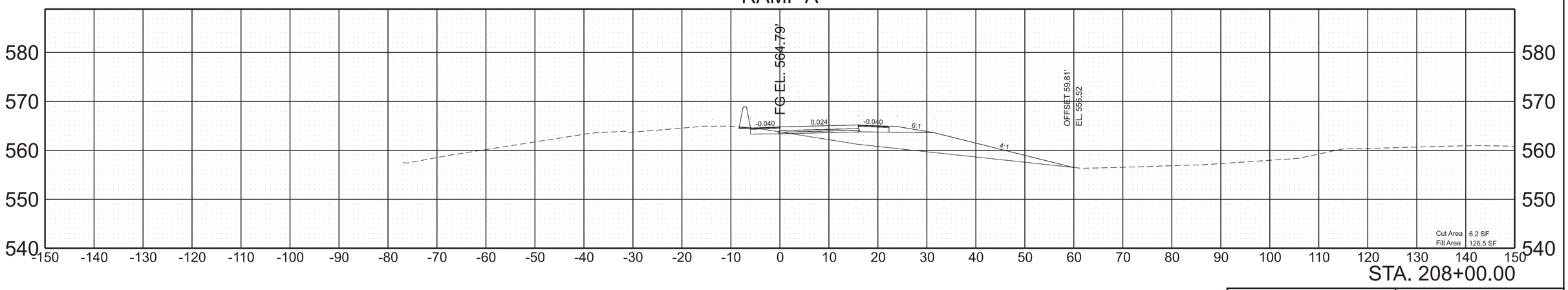
11/19/2024 8:07:49 PM
P:\20202003191DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	57
PIH	2025	HSIP-1(378)	63
PS&E	2025	HSIP-1(378)	63

RAMP A



RAMP A

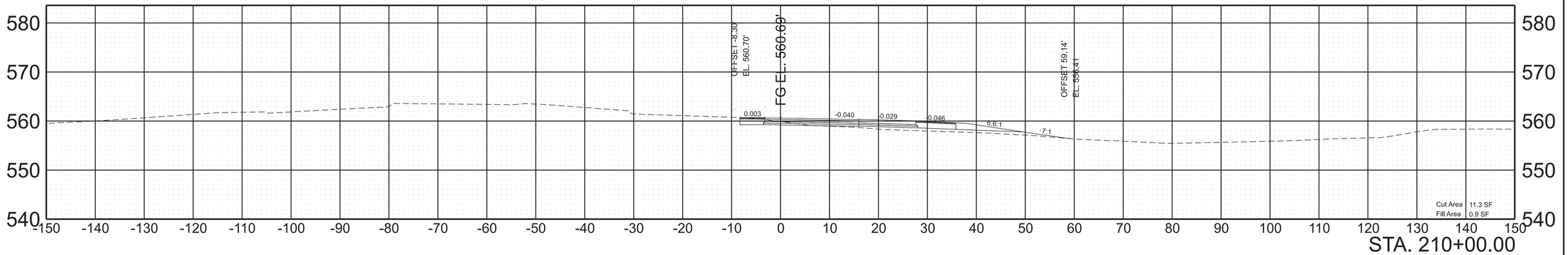


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 208+00.00
	1"=10' VERT.	END STA. 208+50.00

11/19/2024 8:09:11 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

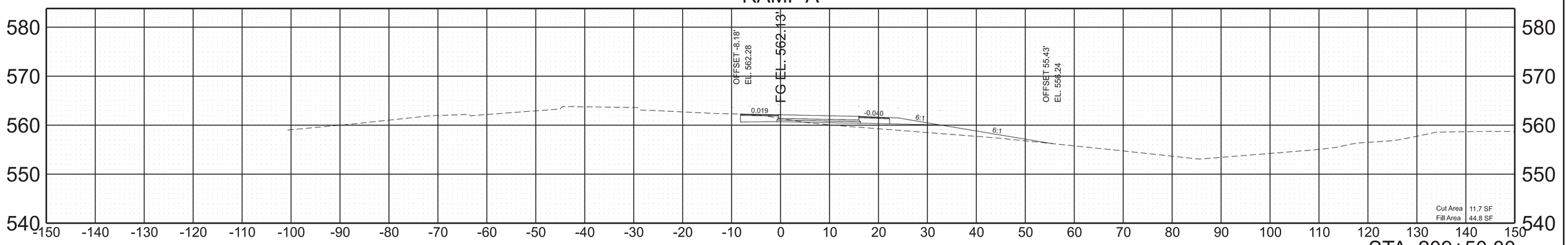
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	58
PIH	2025	HSIP-1(378)	64
PS&E	2025	HSIP-1(378)	64

RAMP A



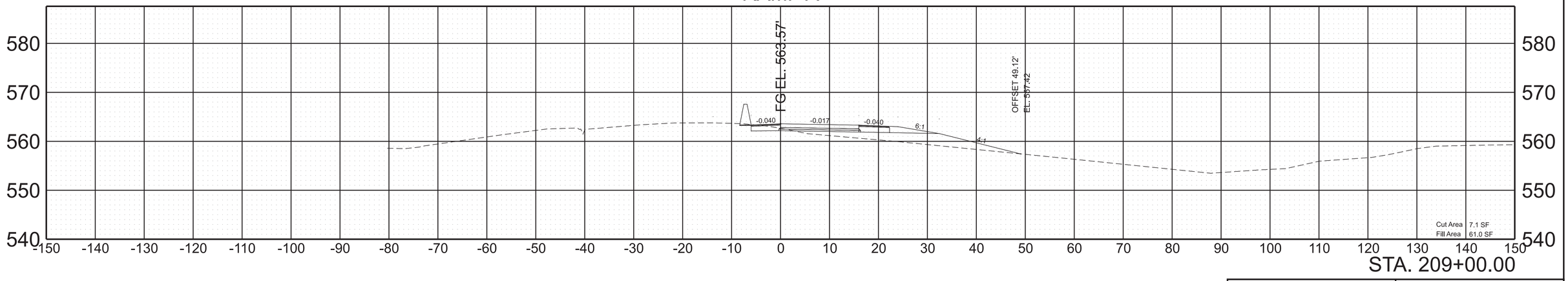
STA. 210+00.00

RAMP A



STA. 209+50.00

RAMP A

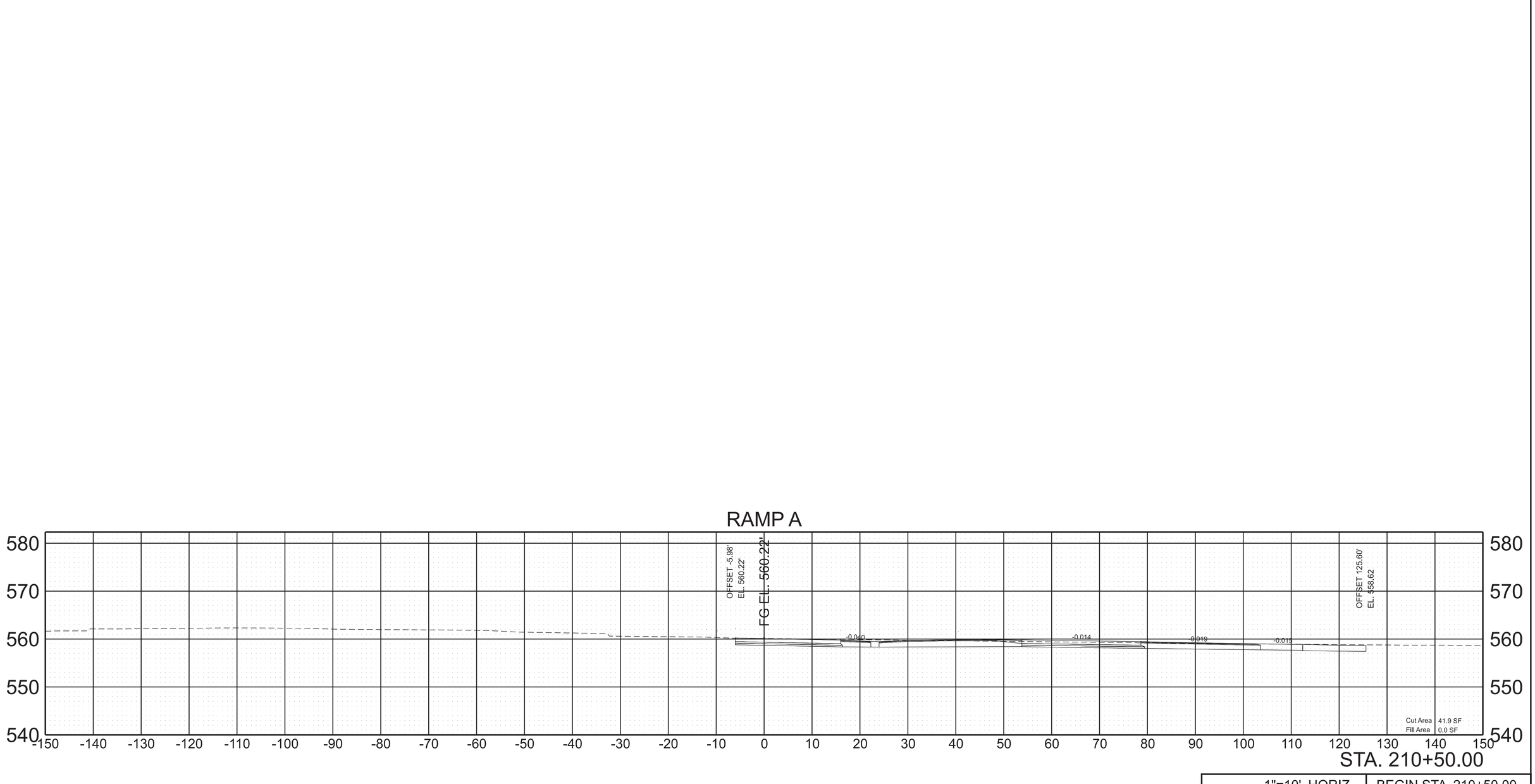


STA. 209+00.00

SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 209+00.00
	1"=10'	VERT.	END STA. 210+00.00

11/19/2024 8:09:43 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	59
PIH	2025	HSIP-1(378)	65
PS&E	2025	HSIP-1(378)	65

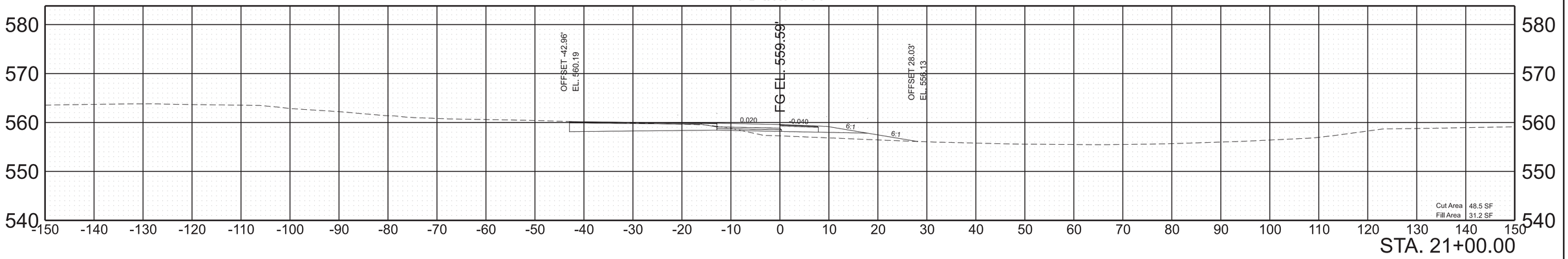


SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 210+50.00
	1"=10'	VERT.	END STA. 210+50.00

11/19/2024 8:10:15 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A.DGN

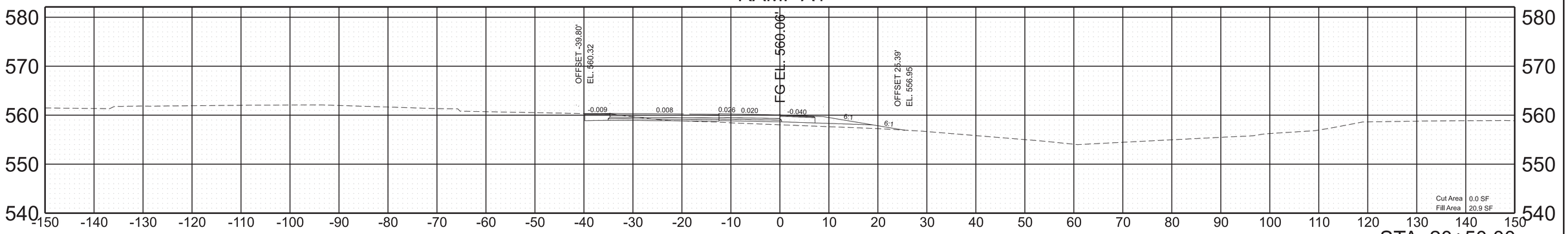
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	60
PIH	2025	HSIP-1(378)	66
PS&E	2025	HSIP-1(378)	66

RAMP A1



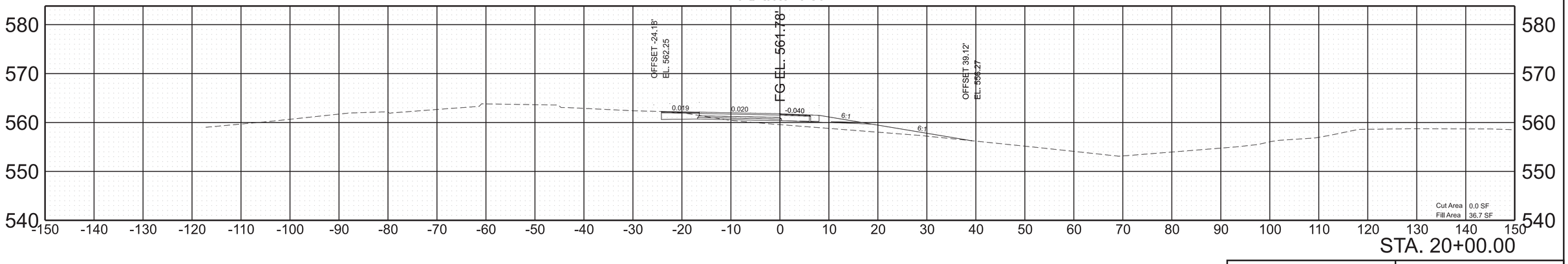
STA. 21+00.00

RAMP A1



STA. 20+50.00

RAMP A1



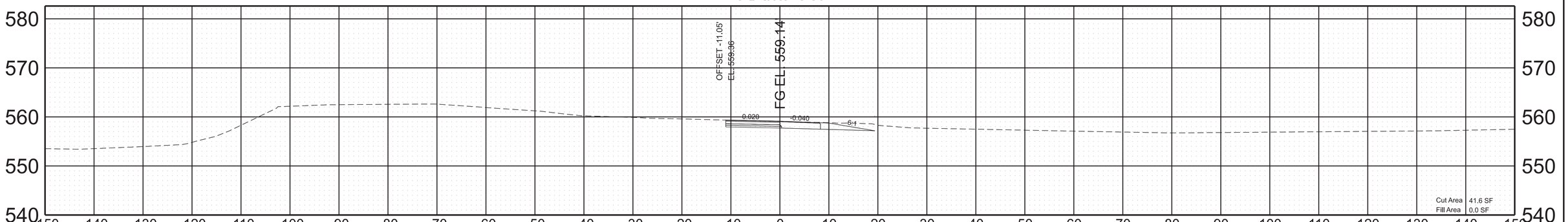
STA. 20+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 20+00.00
	1"=10' VERT.	END STA. 21+00.00

11/19/2024 8:28:41 PM
P:\2020\20031\9\DOT\TDOT\20031\9\DGN\75S001-SHT-XS-RAMP A1.DGN

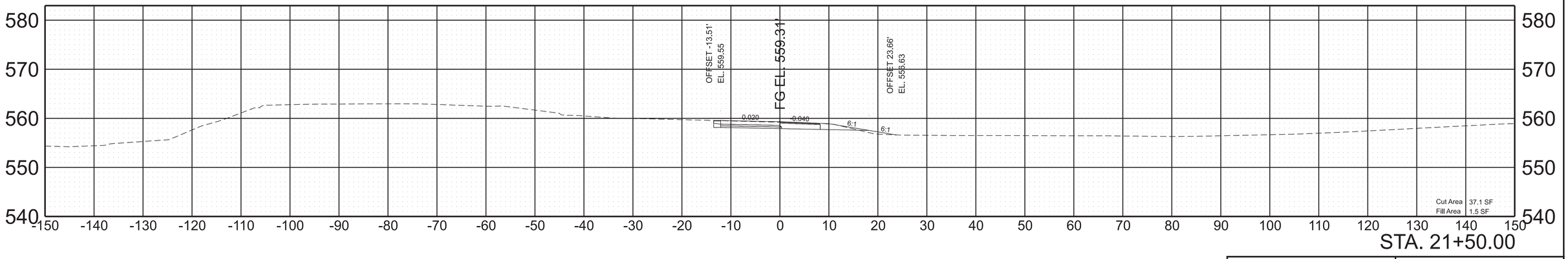
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	61
PIH	2025	HSIP-1(378)	67
PS&E	2025	HSIP-1(378)	67

RAMP A1



STA. 21+72.34

RAMP A1



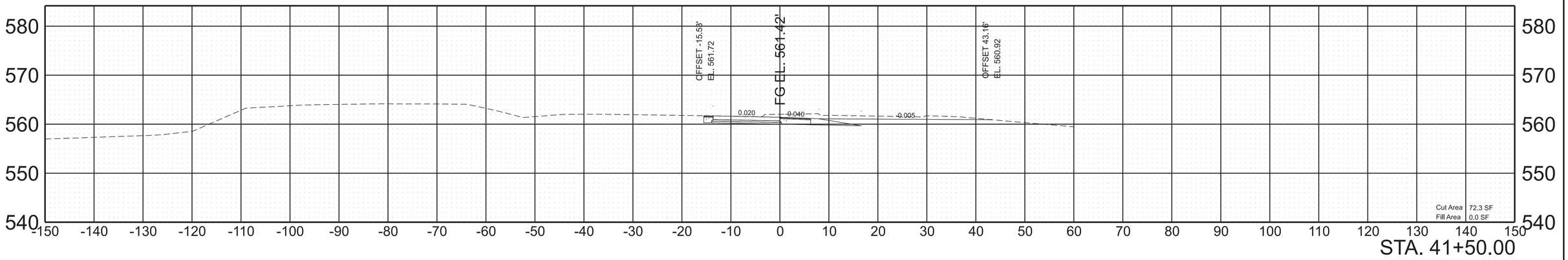
STA. 21+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 21+50.00
	1"=10' VERT.	END STA. 21+72.34

11/19/2024 8:30:12 PM
P:\20202003191DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP A1.DGN

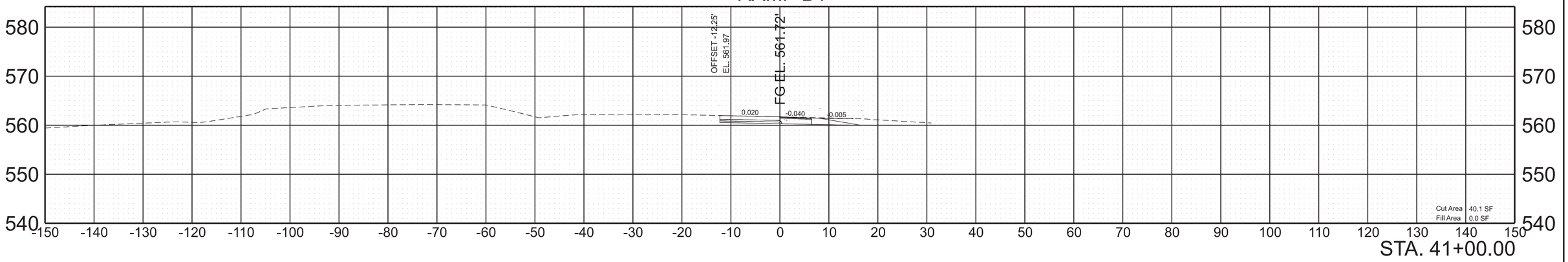
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	62
PIH	2025	HSIP-1(378)	68
PS&E	2025	HSIP-1(378)	68

RAMP B1

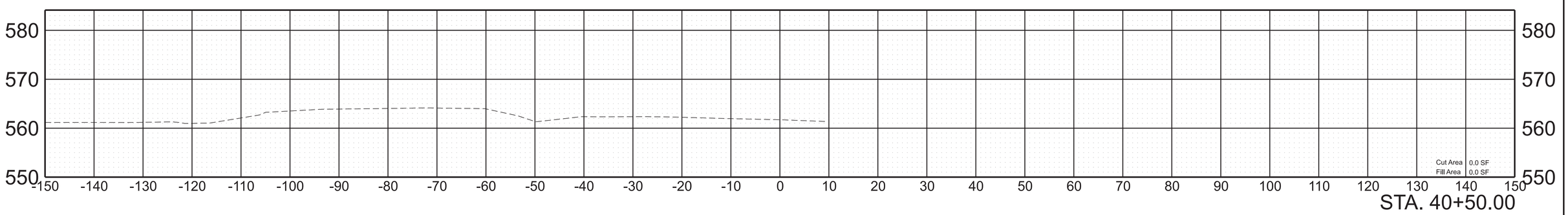


STA. 41+50.00

RAMP B1



STA. 41+00.00



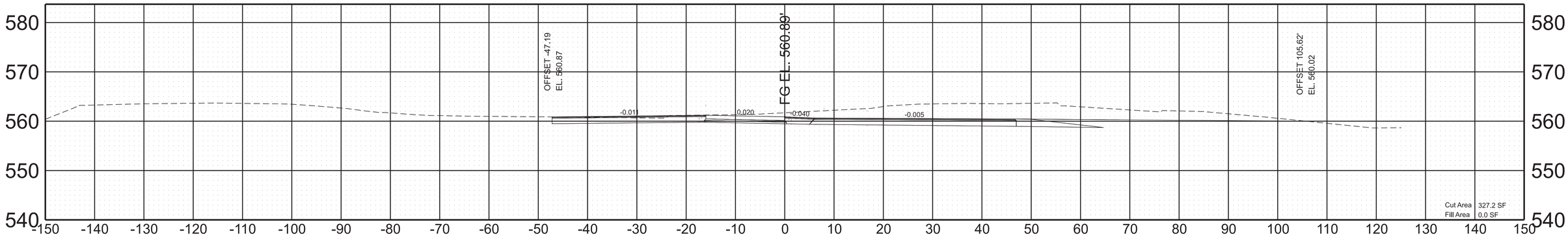
STA. 40+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 40+50.00
	1"=10' VERT.	END STA. 41+50.00

11/19/2024 8:56:13 PM
P:\2020\200319IDOT\TDOT\200319IDGN\75S001-SHT-XS-RAMP B1.DGN

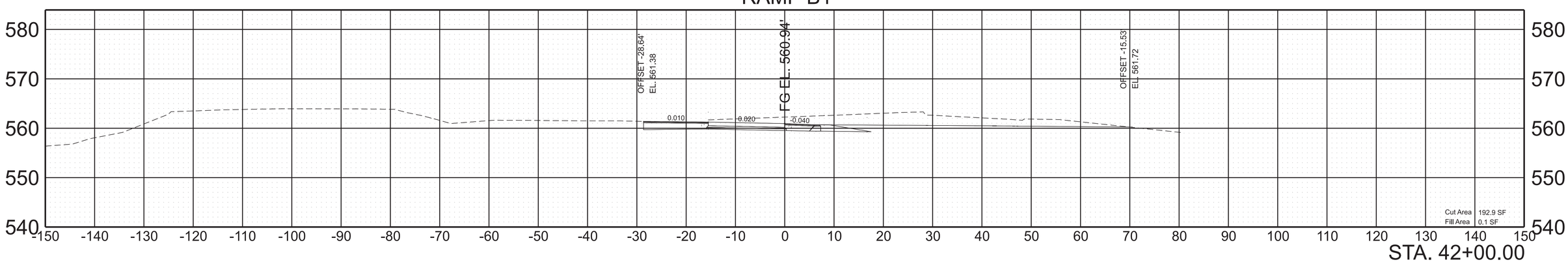
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	63
PIH	2025	HSIP-1(378)	69
PS&E	2025	HSIP-1(378)	69

RAMP B1



STA. 42+50.00

RAMP B1



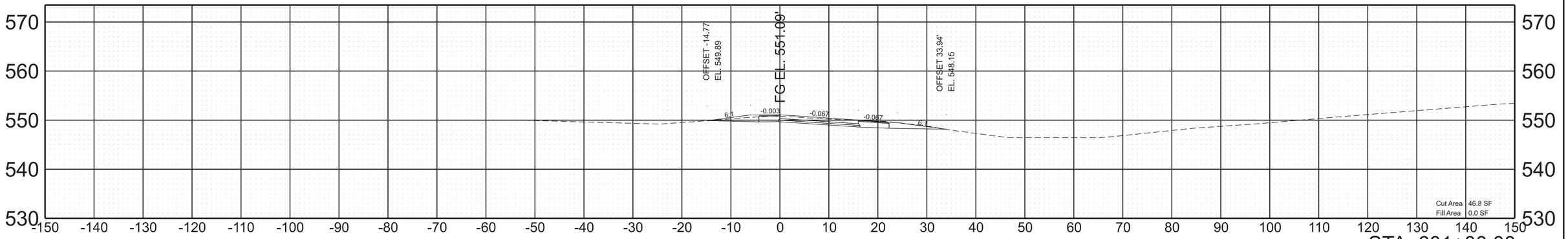
STA. 42+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 42+00.00
	1"=10' VERT.	END STA. 42+50.00

11/21/2024 10:56:16 AM
P:\2020\20031\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP B1.DGN

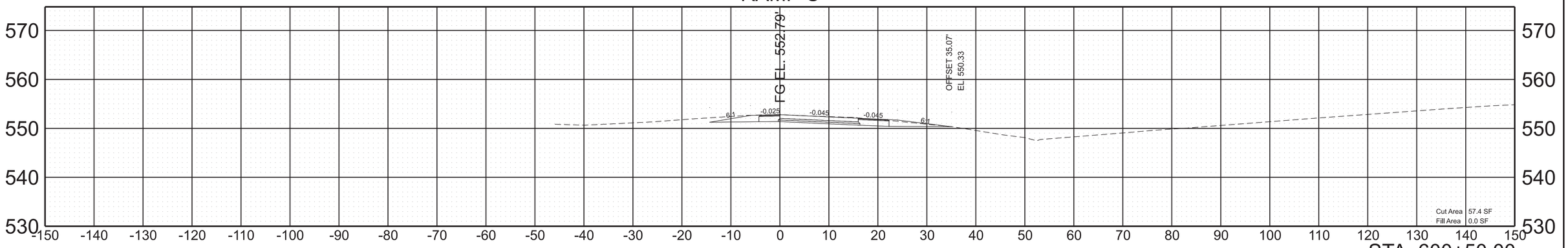
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	64
PIH	2025	HSIP-1(378)	70
PS&E	2025	HSIP-1(378)	70

RAMP C

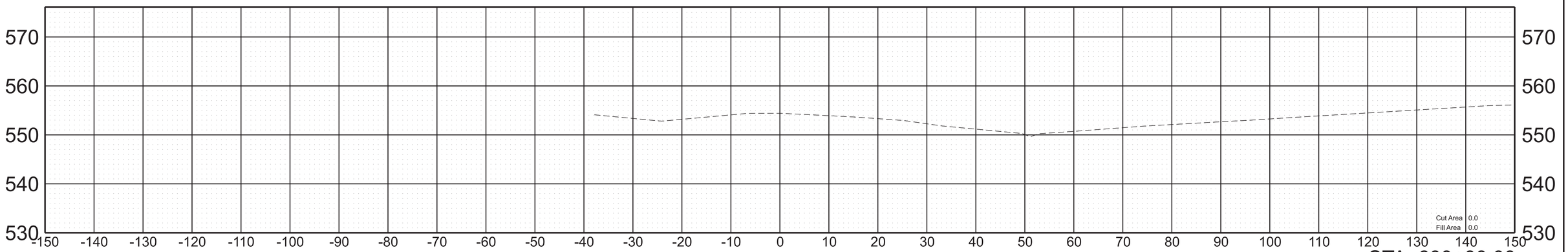


STA. 601+00.00

RAMP C



STA. 600+50.00



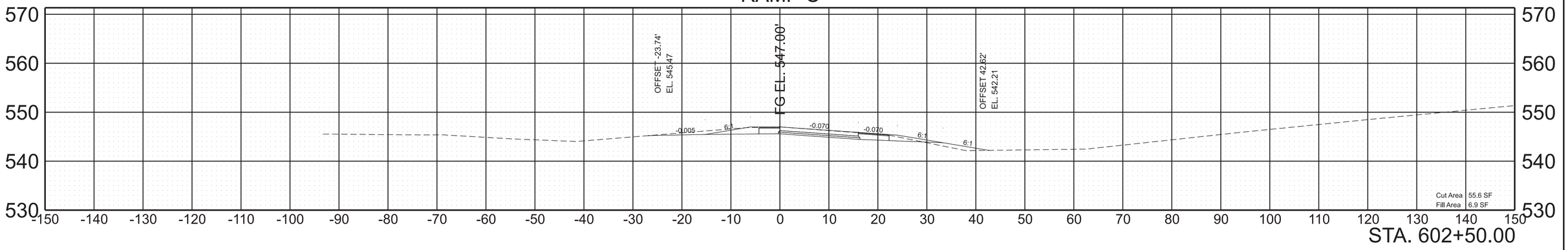
STA. 600+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 600+00.00
	1"=10' VERT.	END STA. 601+00.00

11/20/2024 10:39:04 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

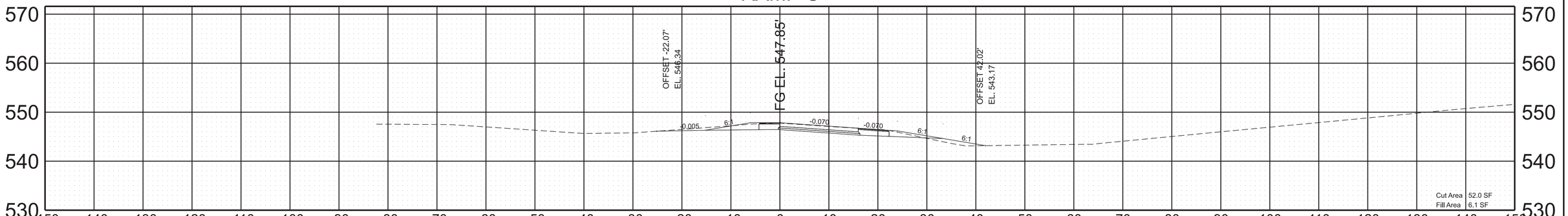
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	65
PIH	2025	HSIP-1(378)	71
PS&E	2025	HSIP-1(378)	71

RAMP C



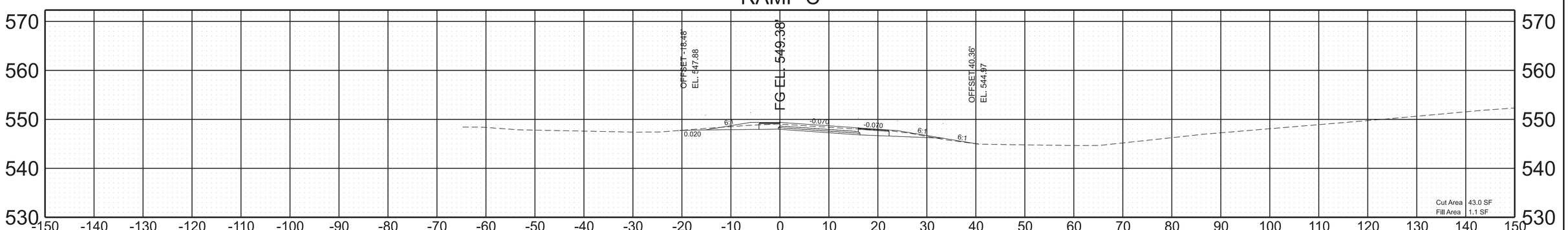
STA. 602+50.00

RAMP C



STA. 602+00.00

RAMP C



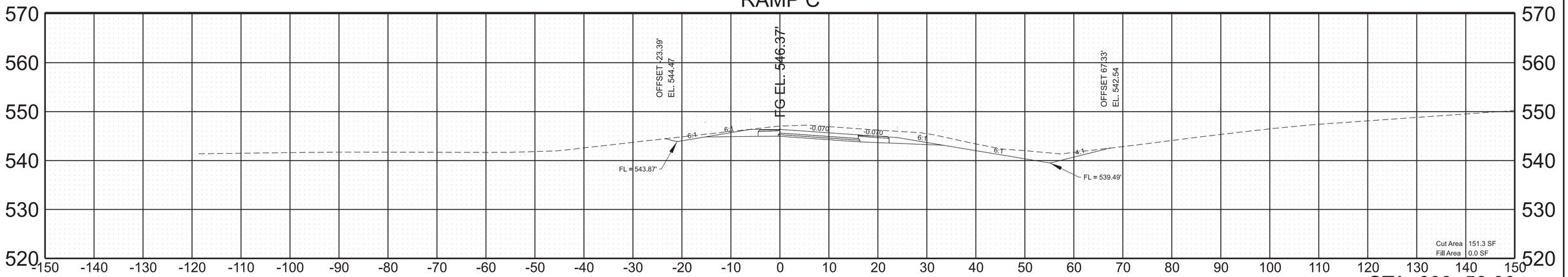
STA. 601+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 601+50.00
	1"=10' VERT.	END STA. 602+50.00

11/20/2024 10:40:01 AM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-SHT-XS-RAMP C.DGN

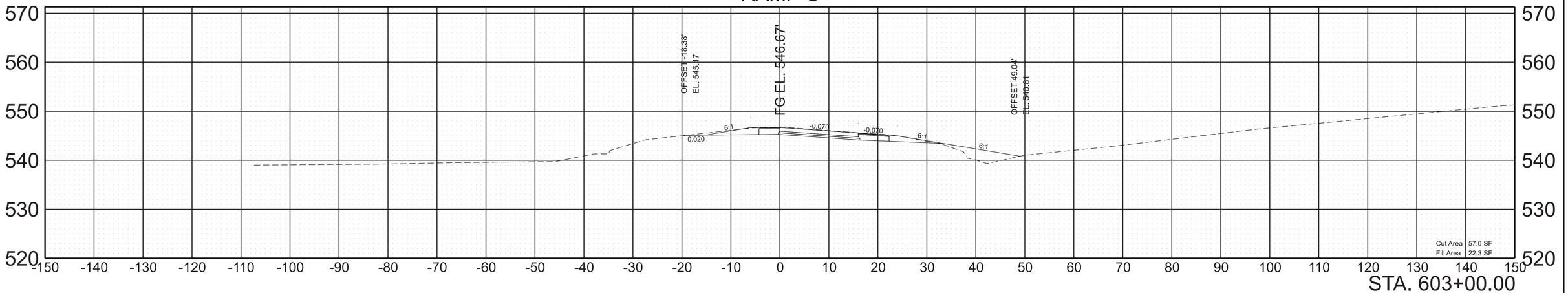
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	66
PIH	2025	HSIP-1(378)	72
PS&E	2025	HSIP-1(378)	72

RAMP C



STA. 603+50.00

RAMP C



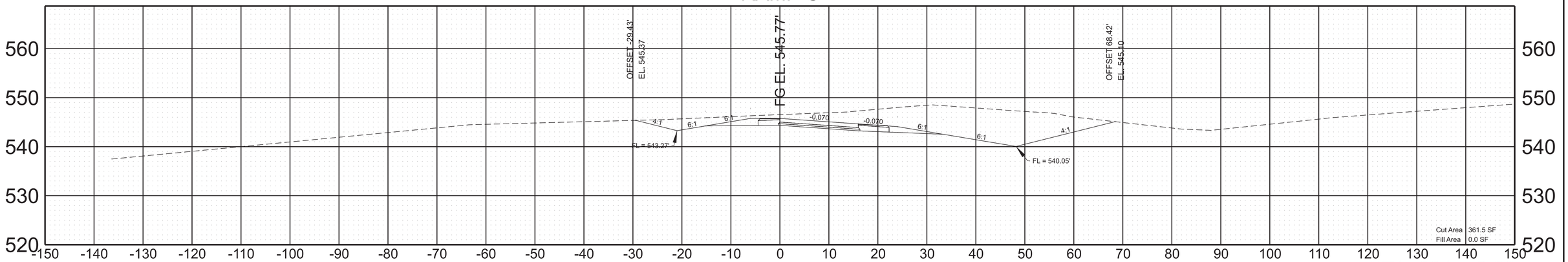
STA. 603+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 603+00.00
	1"=10' VERT.	END STA. 603+50.00

11/20/2024 10:40:45 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

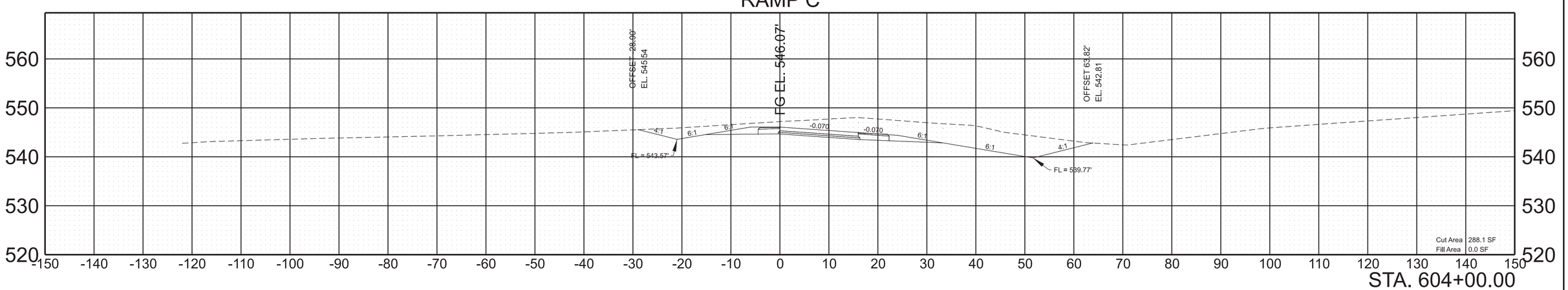
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	67
PIH	2025	HSIP-1(378)	73
PS&E	2025	HSIP-1(378)	73

RAMP C



STA. 604+50.00

RAMP C



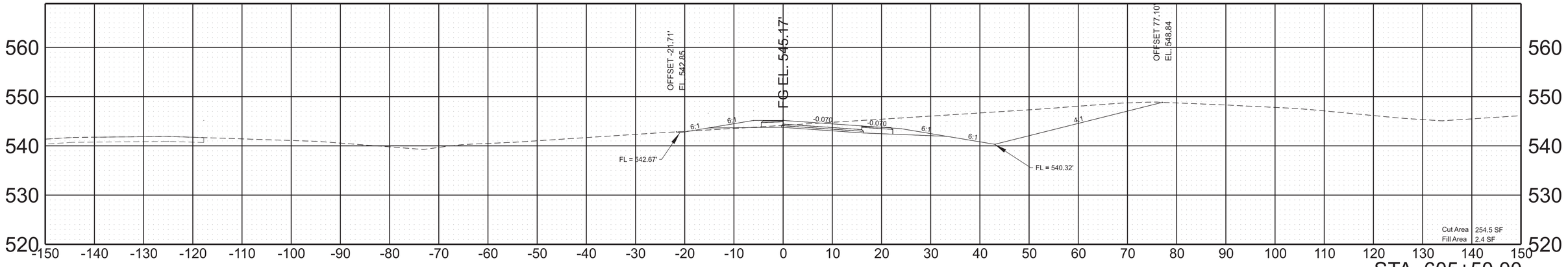
STA. 604+00.00

SCALE:		
	1"=10' HORIZ.	BEGIN STA. 604+00.00
	1"=10' VERT.	END STA. 604+50.00

11/20/2024 10:41:32 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-XS-RAMP C.DGN

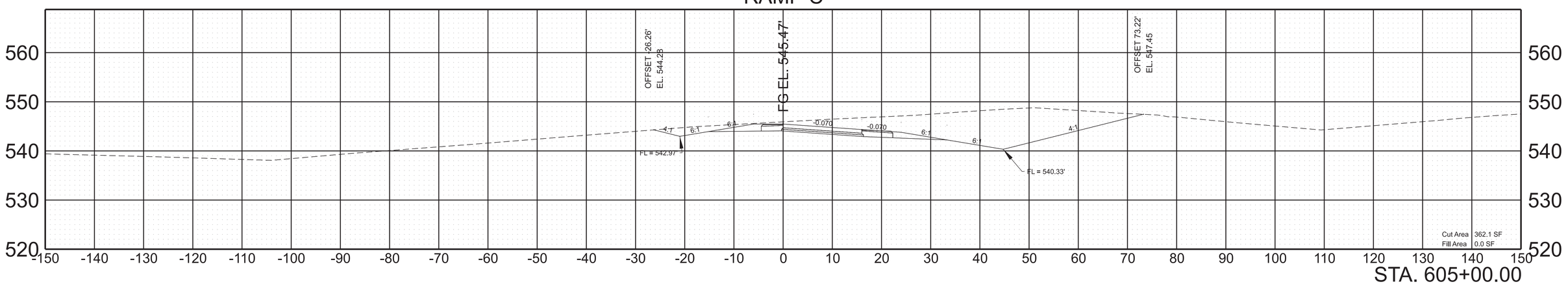
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	68
PIH	2025	HSIP-1(378)	74
PS&E	2025	HSIP-1(378)	74

RAMP C



STA. 605+50.00

RAMP C



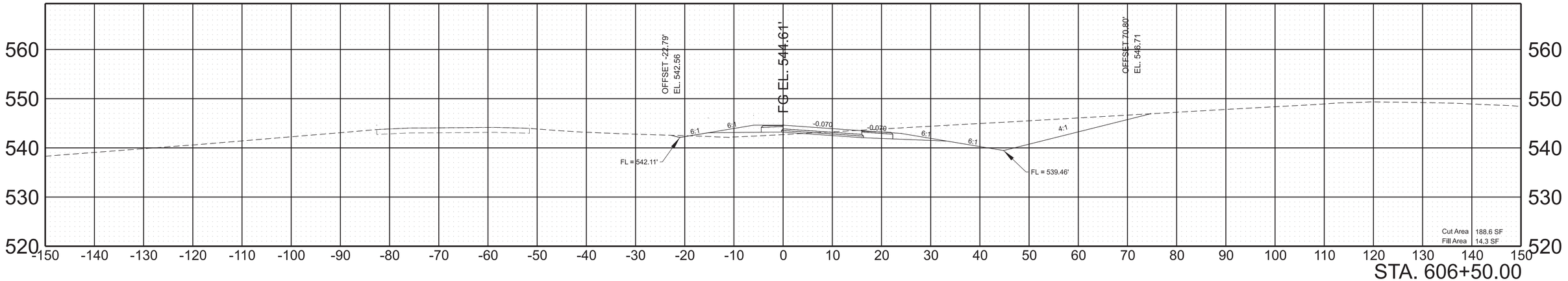
STA. 605+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 605+00.00
	1"=10' VERT.	END STA. 605+00.00

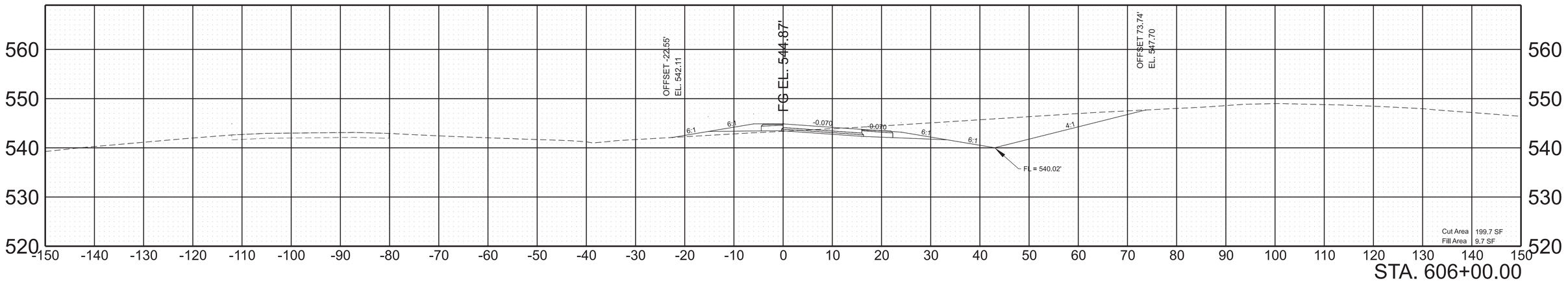
11/20/2024 10:42:01 AM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	69
PIH	2025	HSIP-1(378)	75
PS&E	2025	HSIP-1(378)	75

RAMP C



RAMP C

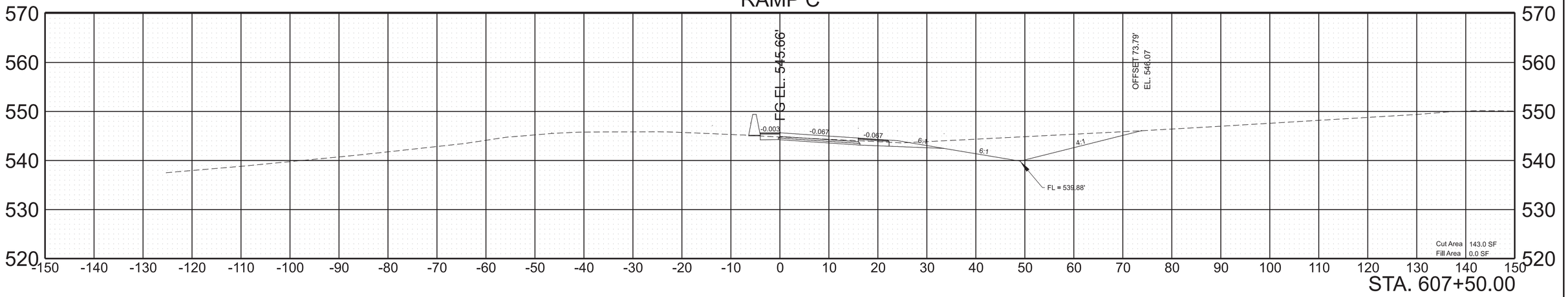


SCALE:	1"=10' HORIZ.	BEGIN STA. 606+00.00
	1"=10' VERT.	END STA. 606+50.00

11/20/2024 10:42:29 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

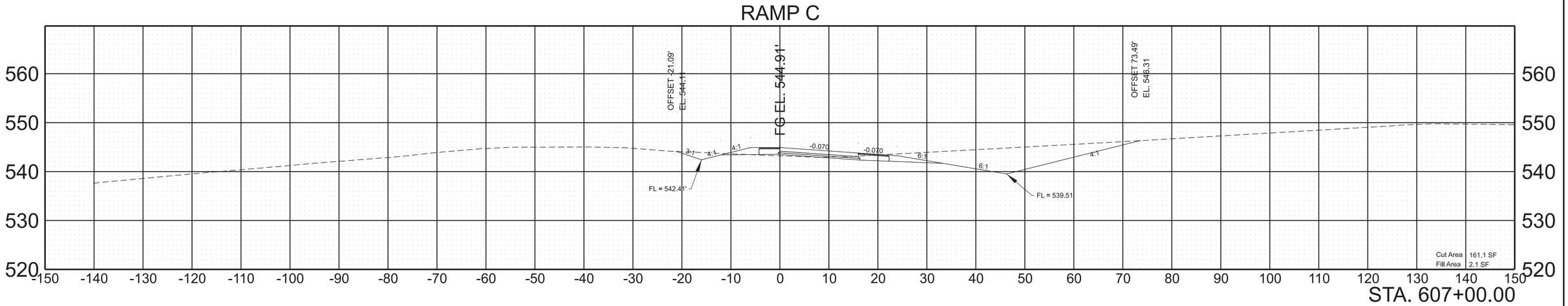
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	70
PIH	2025	HSIP-1(378)	76
PS&E	2025	HSIP-1(378)	76

RAMP C



STA. 607+50.00

RAMP C



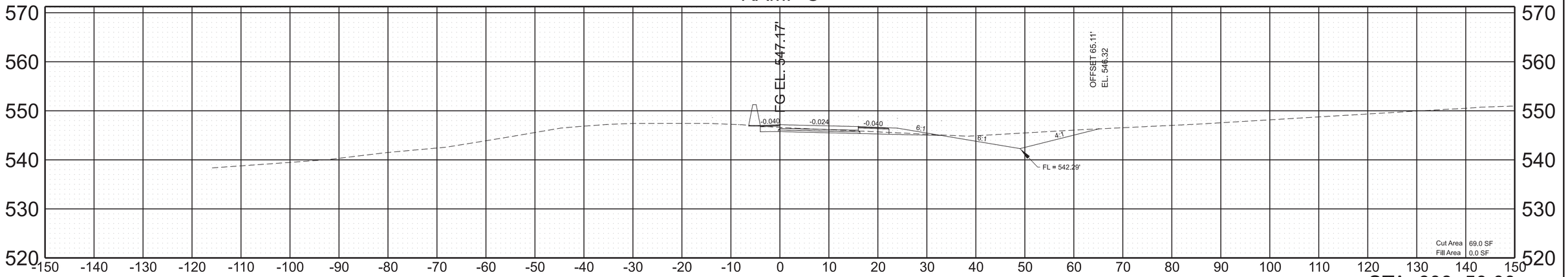
STA. 607+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 607+00.00
	1"=10' VERT.	END STA. 607+50.00

11/20/2024 10:43:31 AM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

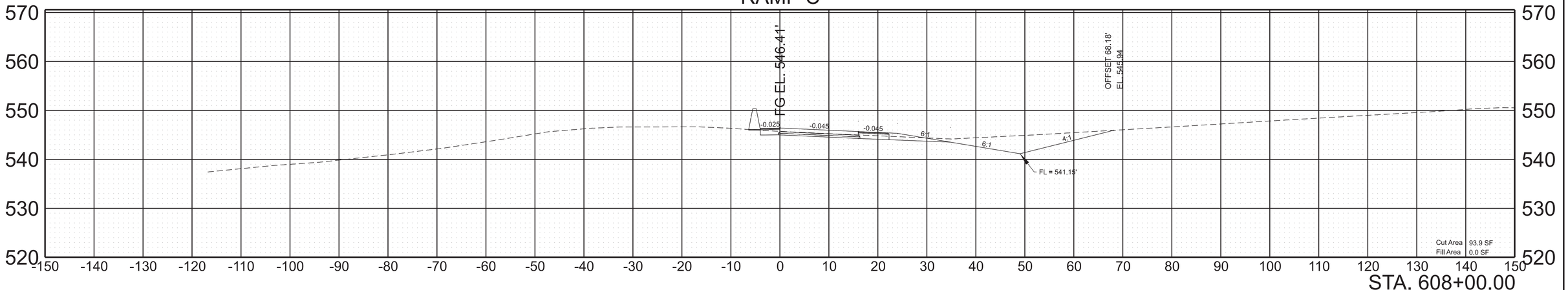
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	71
PIH	2025	HSIP-1(378)	77
PS&E	2025	HSIP-1(378)	77

RAMP C



STA. 608+50.00

RAMP C



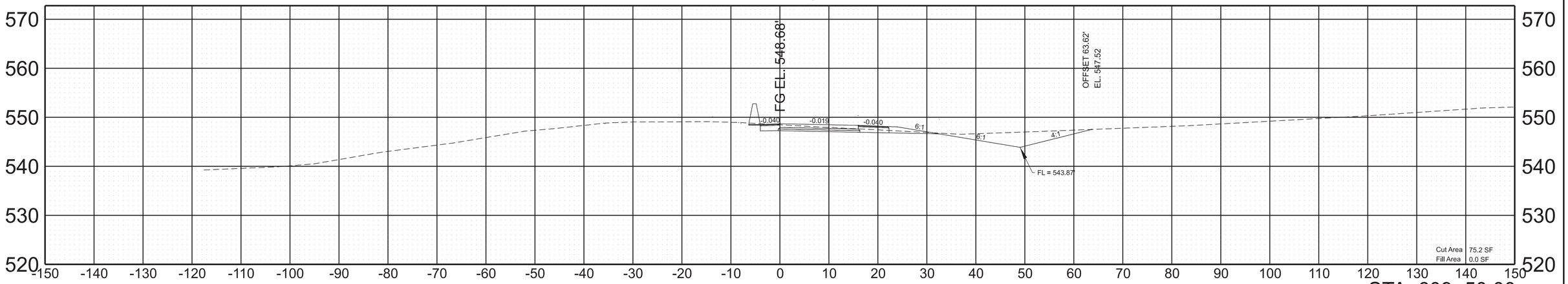
STA. 608+00.00

SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 608+00.00
	1"=10'	VERT.	END STA. 608+50.00

11/20/2024 10:44:16 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

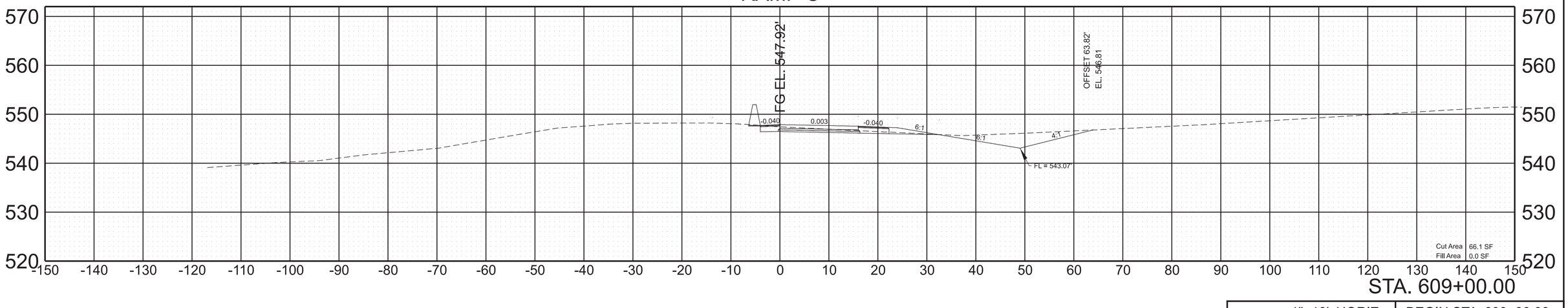
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	72
PIH	2025	HSIP-1(378)	78
PS&E	2025	HSIP-1(378)	78

RAMP C



STA. 609+50.00

RAMP C



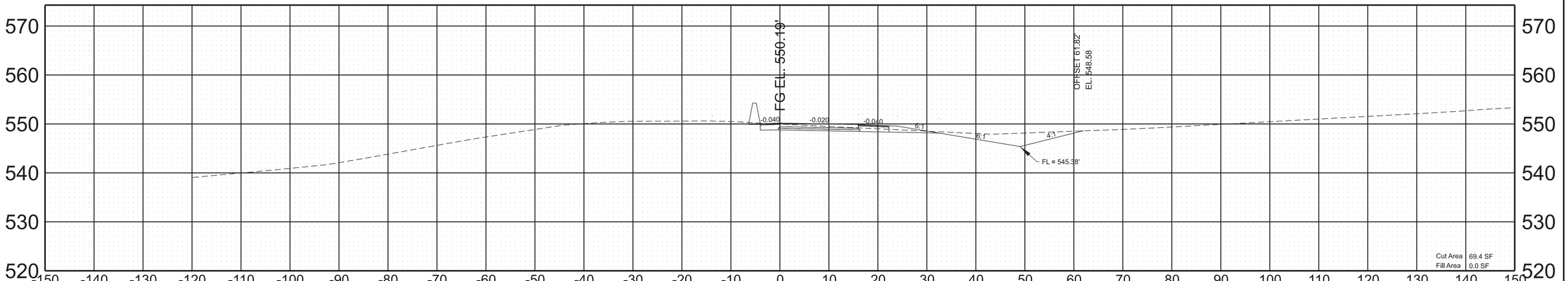
STA. 609+00.00

SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 609+00.00
	1"=10'	VERT.	END STA. 609+50.00

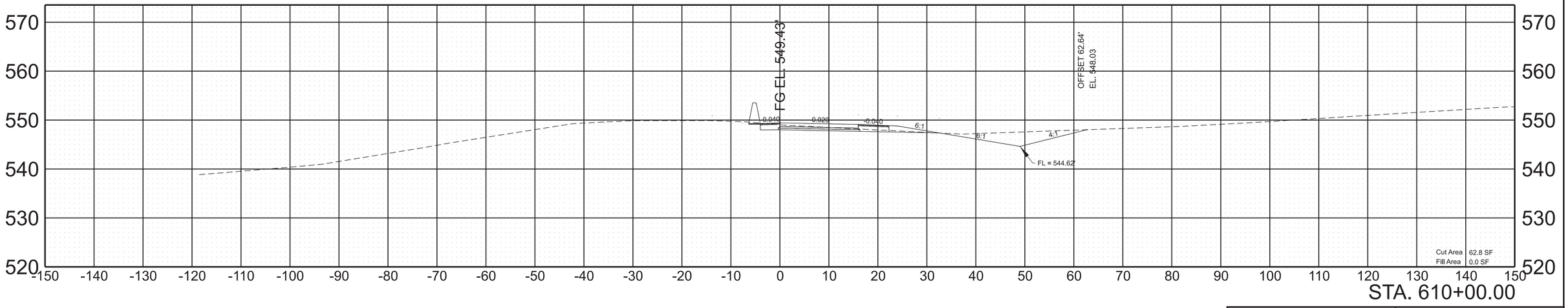
1/7/2025 2:21:21 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	73
PIH	2025	HSIP-1(378)	79
PS&E	2025	HSIP-1(378)	79

RAMP C



RAMP C

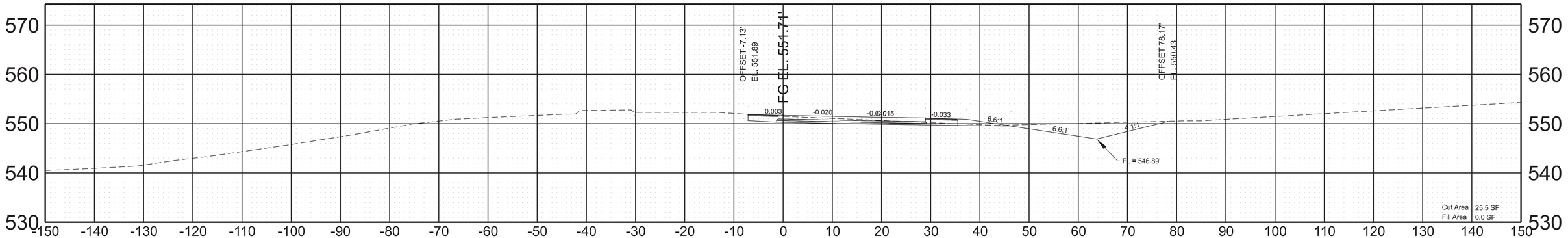


SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 610+00.00
	1"=10'	VERT.	END STA. 610+50.00

11/20/2024 10:45:49 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP C.DGN

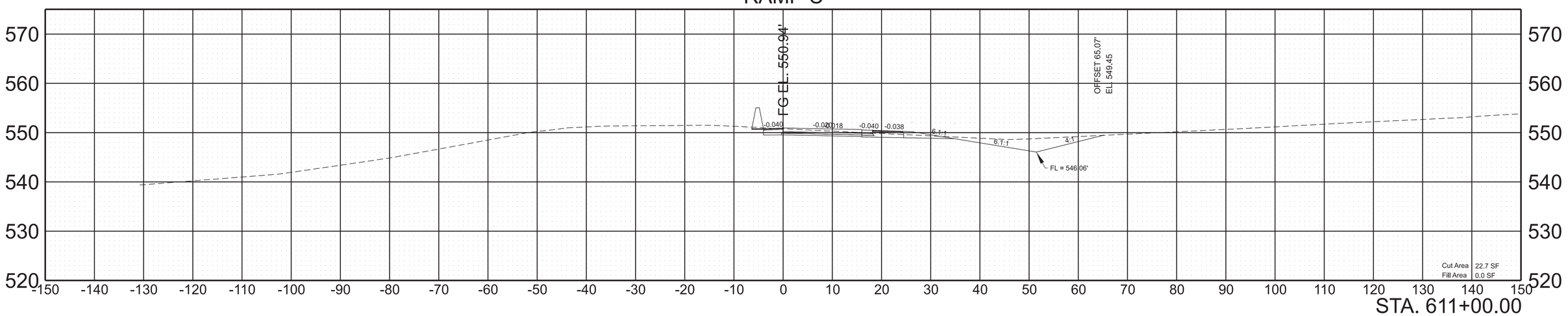
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	74
PIH	2025	HSIP-1(378)	80
PS&E	2025	HSIP-1(378)	80

RAMP C



STA. 611+50.00

RAMP C



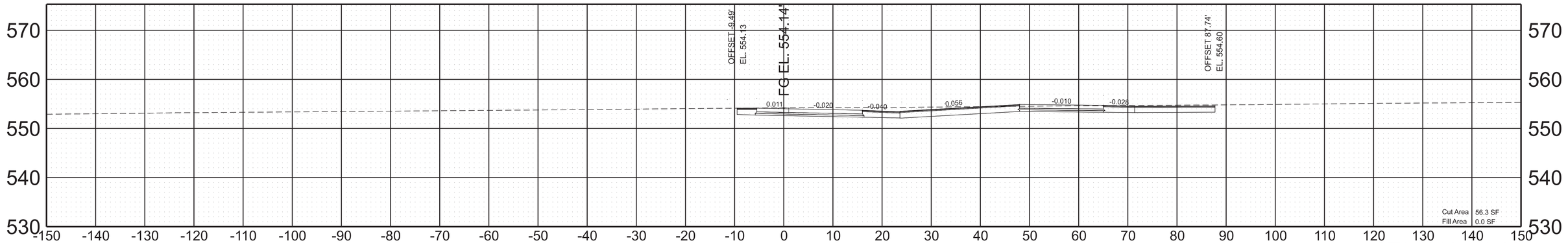
STA. 611+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 611+00.00
	1"=10' VERT.	END STA. 611+50.00

11/20/2024 10:46:48 AM
P:\2020\200319IDOT\TDOT\200319IDGN\75S001-SHT-XS-RAMP C.DGN

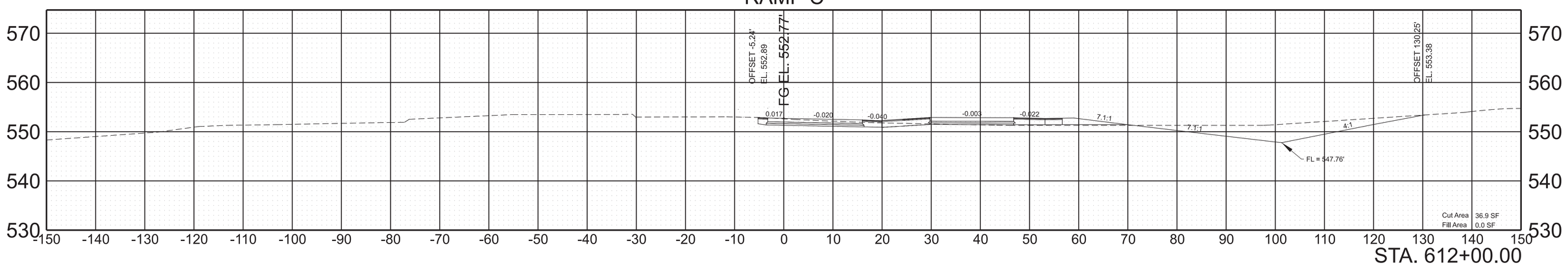
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	75
PIH	2025	HSIP-1(378)	81
PS&E	2025	HSIP-1(378)	81

RAMP C



STA. 612+50.00

RAMP C



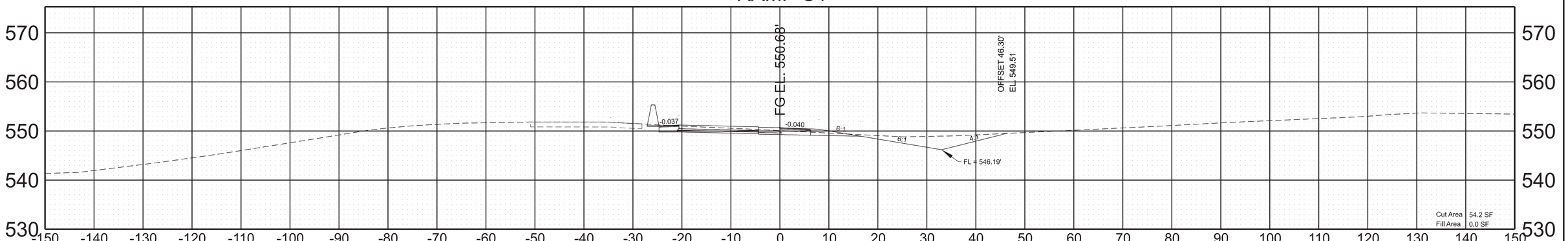
STA. 612+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 612+00.00
	1"=10' VERT.	END STA. 612+50.00

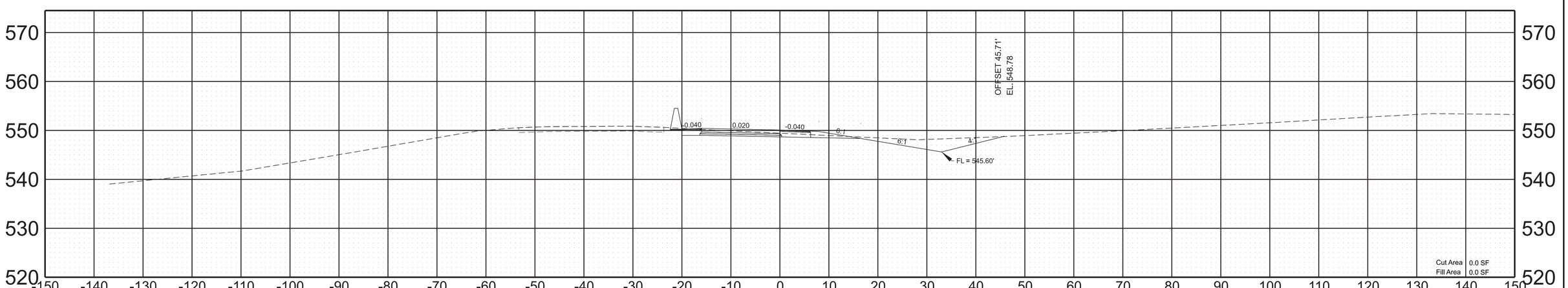
11/20/2024 10:47:12 AM
P:\2020\20319\DOT\TDOT\20319\DGN\75S001-SHT-XS-RAMP C.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	76
PIH	2025	HSIP-1(378)	82
PS&E	2025	HSIP-1(378)	82

RAMP C1



STA. 62+50.00



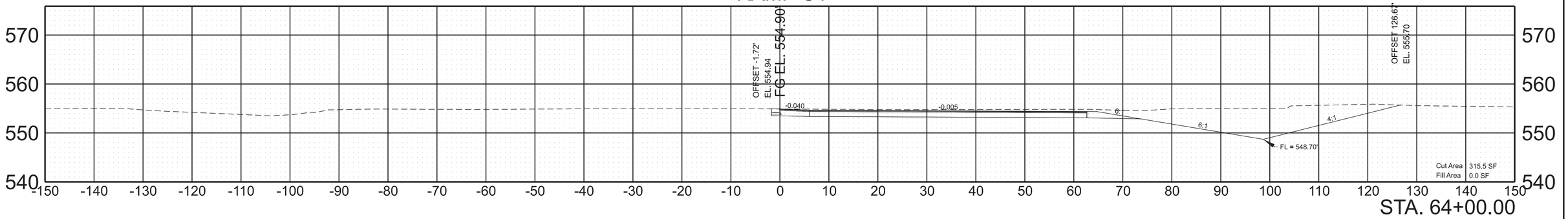
STA. 62+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 62+00.00
	1"=10' VERT.	END STA. 62+50.00

11/19/2024 9:20:33 PM
P:\2020\20031\DOT\TDOT\20031\9IDGN\75S001-SHT-XS-RAMP C1.DGN

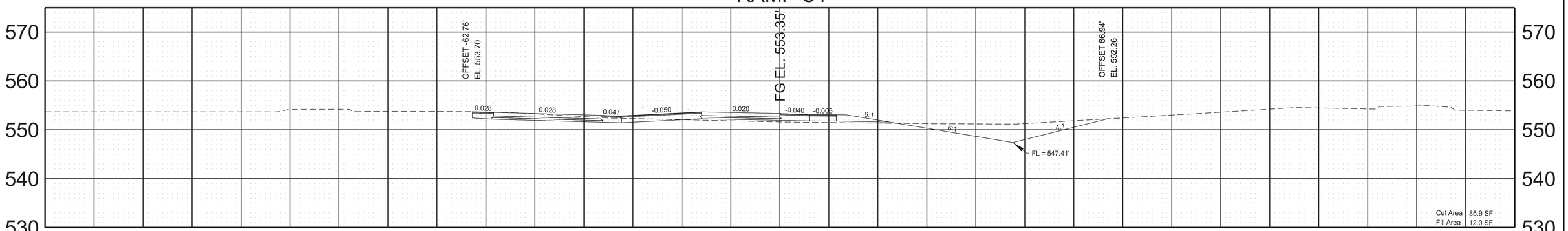
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	77
PIH	2025	HSIP-1(378)	83
PS&E	2025	HSIP-1(378)	83

RAMP C1



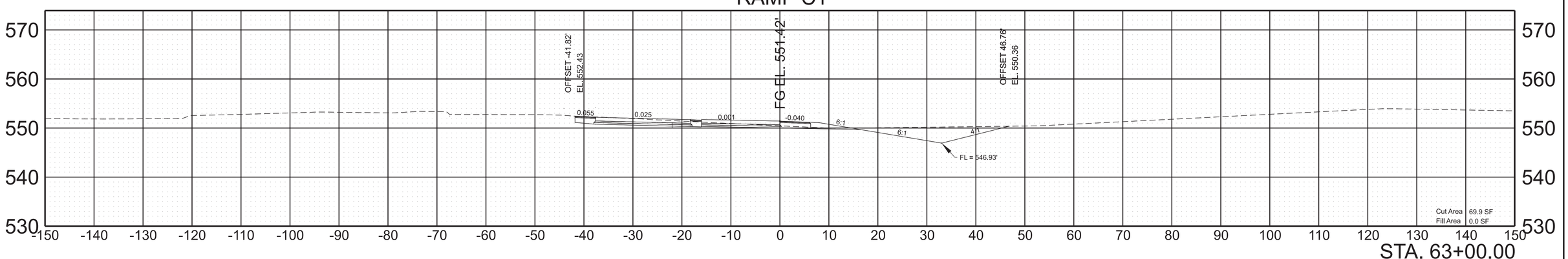
STA. 64+00.00

RAMP C1



STA. 63+50.00

RAMP C1



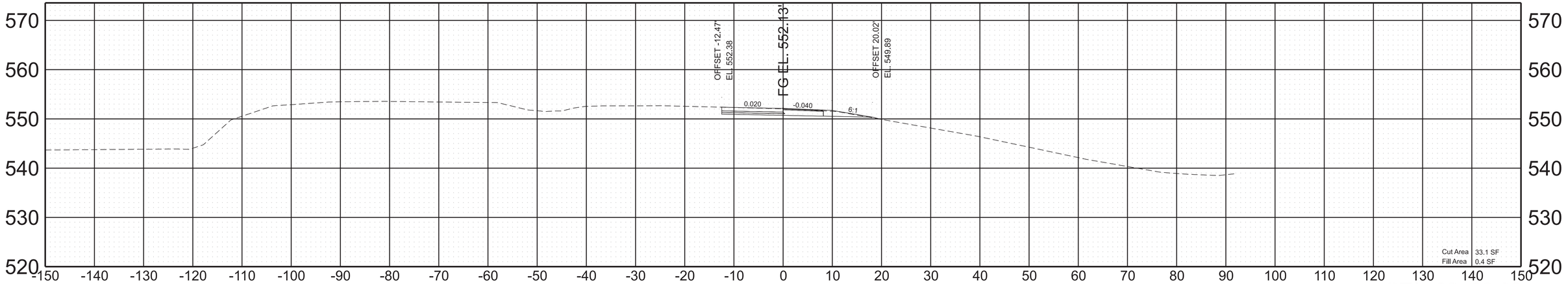
STA. 63+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 63+00.00 END STA. 64+00.00

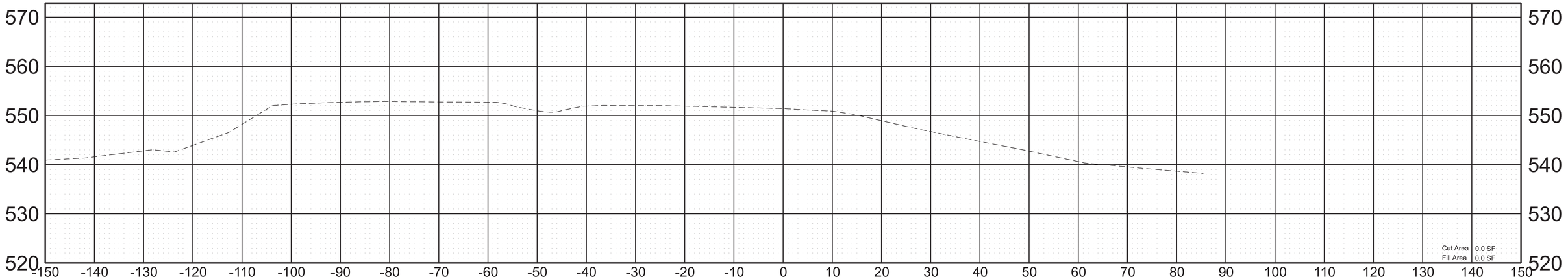
11/19/2024 9:22:16 PM
P:\2020\20031\9\DOT\TDOT200319\DGN\75S001-SHT-XS-RAMP C1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	78
PIH	2025	HSIP-1(378)	84
PS&E	2025	HSIP-1(378)	84

RAMP D1



STA. 92+00.00



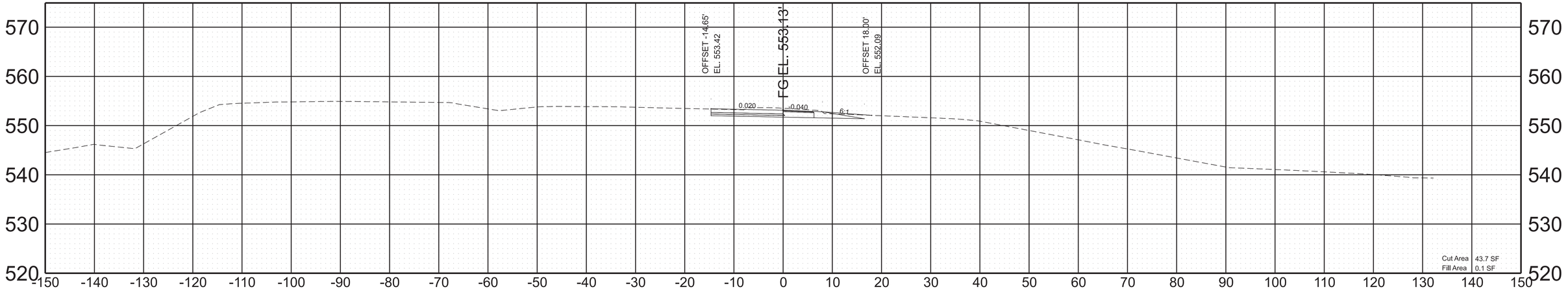
STA. 91+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 91+50.00
	1"=10' VERT.	END STA. 92+00.00

11/20/2024 8:44:09 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP D1.DGN

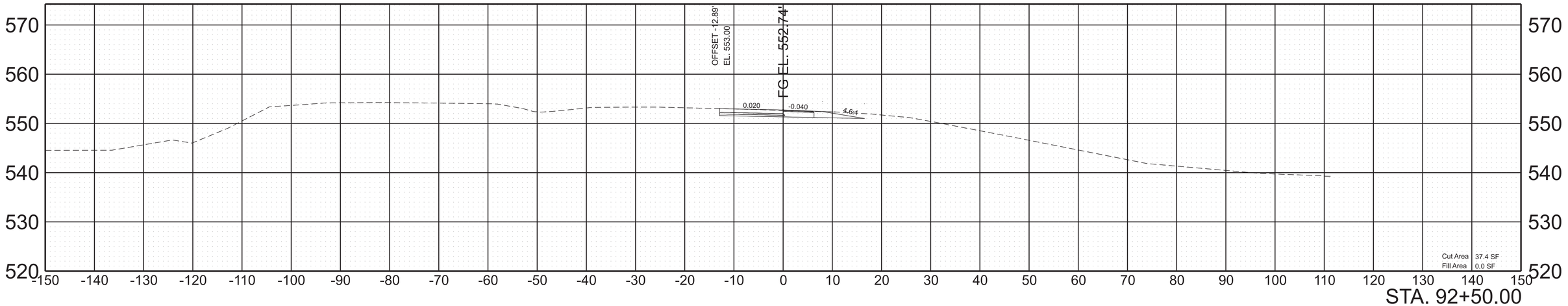
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	79
PIH	2025	HSIP-1(378)	85
PS&E	2025	HSIP-1(378)	85

RAMP D1



STA. 93+00.00

RAMP D1

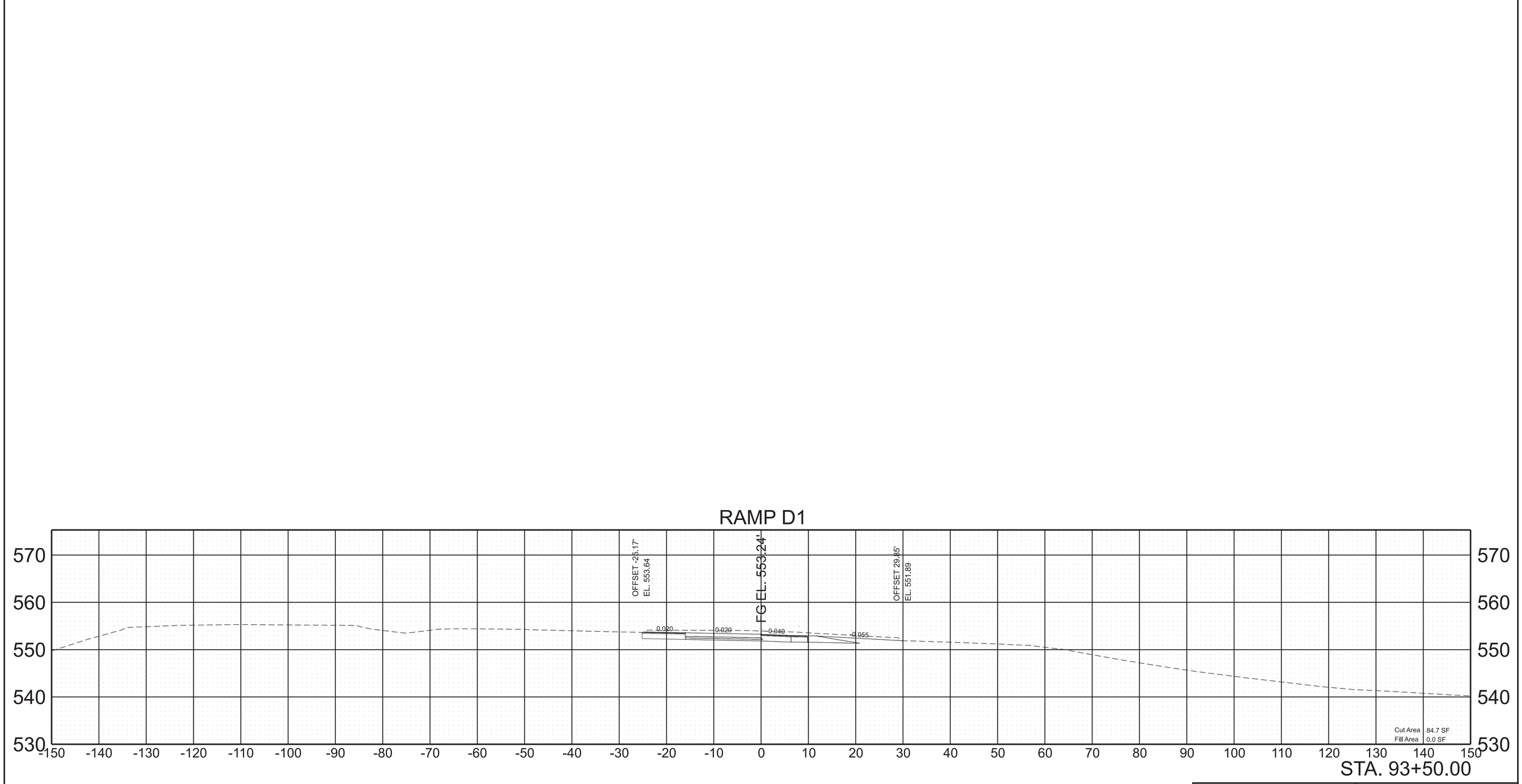


STA. 92+50.00

SCALE:			
	1"=10'	HORIZ.	BEGIN STA. 92+50.00
	1"=10'	VERT.	END STA. 93+00.00

11/20/2024 8:44:42 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP D1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	80
PIH	2025	HSIP-1(378)	86
PS&E	2025	HSIP-1(378)	86

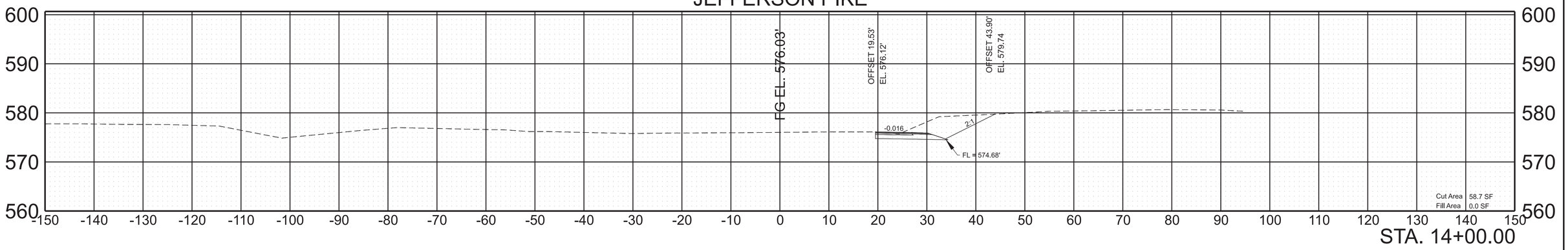


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 93+50.00
	1"=10' VERT.	END STA. 93+50.00

11/20/2024 8:45:15 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMP D1.DGN

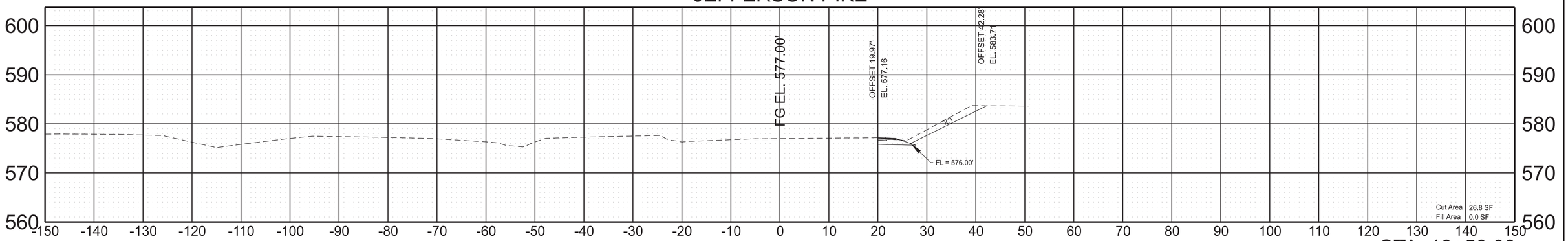
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	87
PS&E	2025	HSIP-1(378)	87

JEFFERSON PIKE



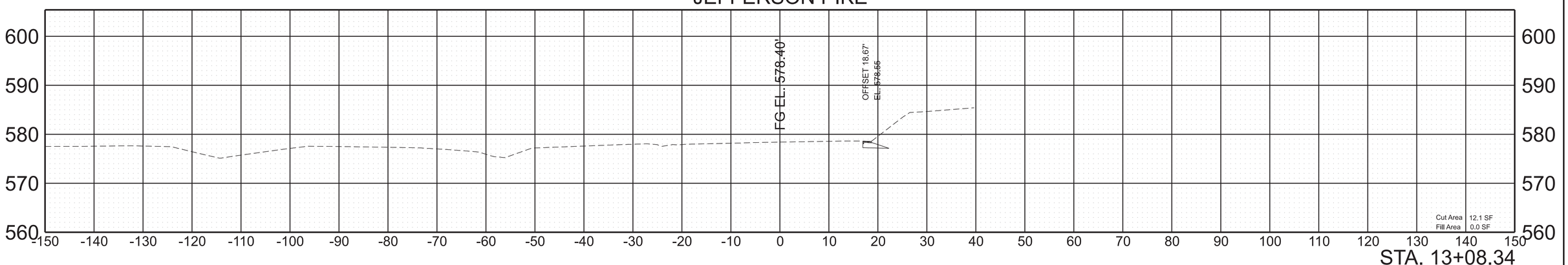
STA. 14+00.00

JEFFERSON PIKE



STA. 13+50.00

JEFFERSON PIKE



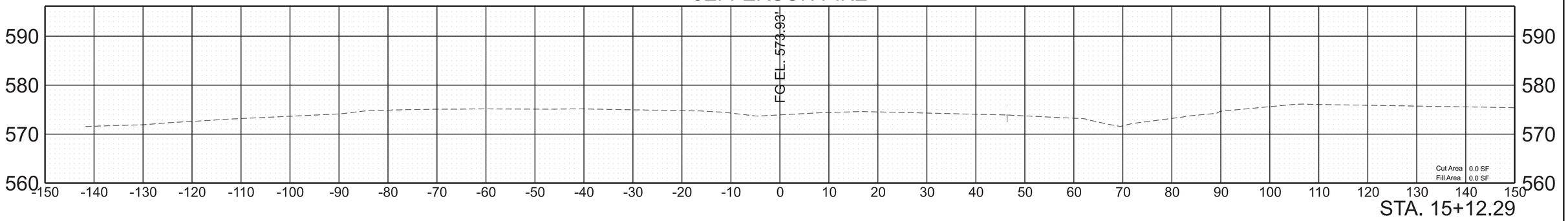
STA. 13+08.34

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 13+08.34 END STA. 14+00.00

11/20/2024 9:18:41 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-JEFFERSONPIKE.DGN

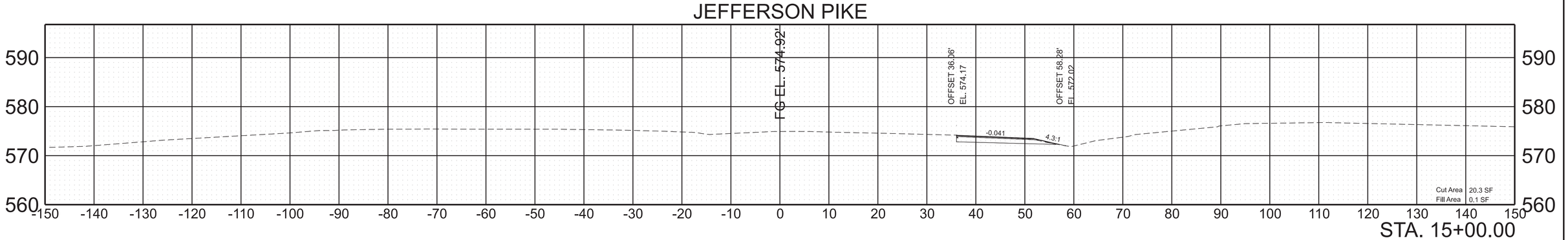
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	HSIP-1(378)	88
PS&E	2025	HSIP-1(378)	88

JEFFERSON PIKE



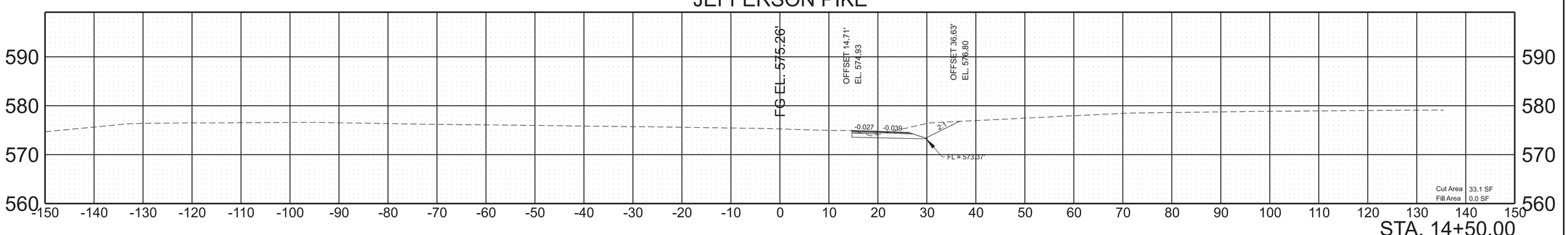
STA. 15+12.29

JEFFERSON PIKE



STA. 15+00.00

JEFFERSON PIKE



STA. 14+50.00

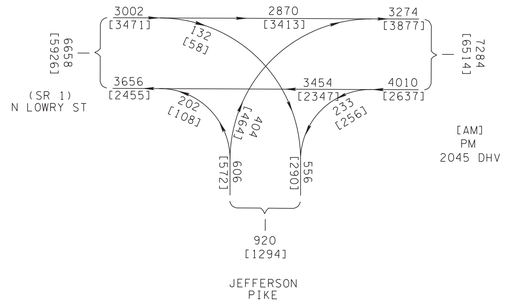
SCALE:	1"=10' HORIZ.	BEGIN STA. 14+50.00
	1"=10' VERT.	END STA. 15+12.29

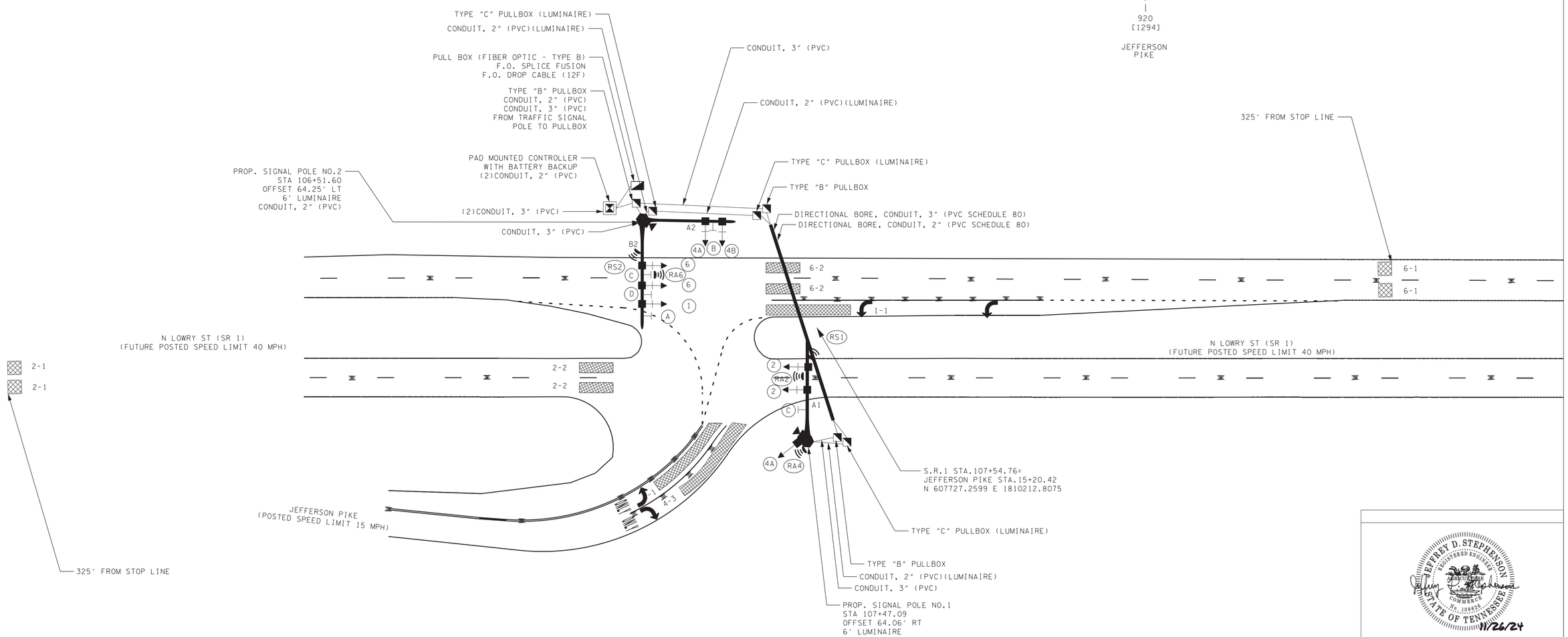
11/20/2024 9:34:48 AM
P:\2020\200319\DOT\TDOT200319\DGN\TSS001-SHT-XS-JEFFERSONPIKE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	87
PIH	2024	HSIP-1(378)	89
PS&E	2025	HSIP-1(378)	89

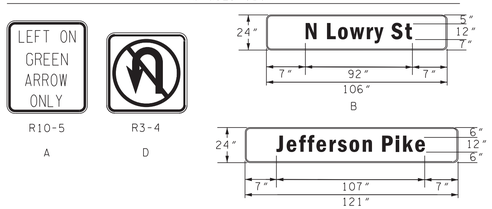
REV. 09-12-24: ADDED PLAN TYPE AND PROJECT NUMBER.

RADAR DETECTION ZONES.	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RA6 (ADVANCE)	6-1
RS1 (STOPLINE)	1-1, 6-2
RS2 (STOPLINE)	2-2
RS4 (STOPLINE)	4-1, 4-3

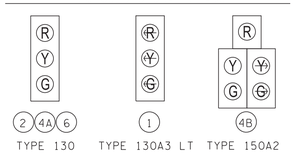


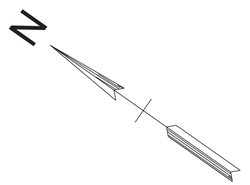


PROPOSED SIGN



PROPOSED SIGNAL HEADS





JEFFREY D. STEPHENSON
REGISTERED ENGINEER
STATE OF TENNESSEE
NO. 108695
11/26/24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERSECTION @ SR-1 & JEFFERSON PK

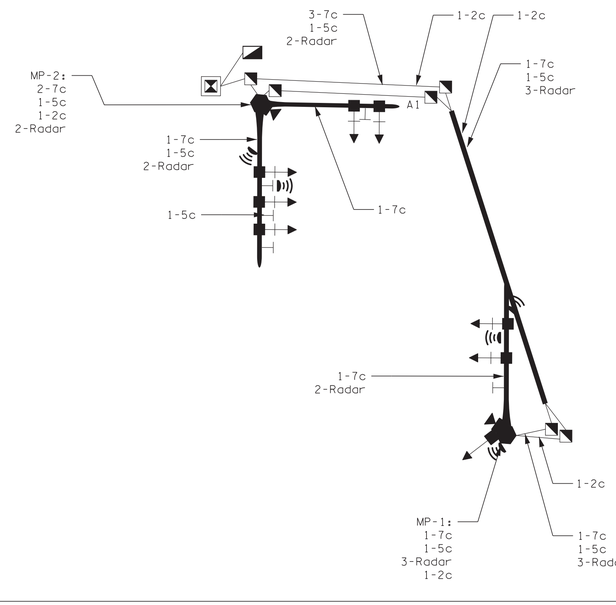
SCALE: 1"=30'

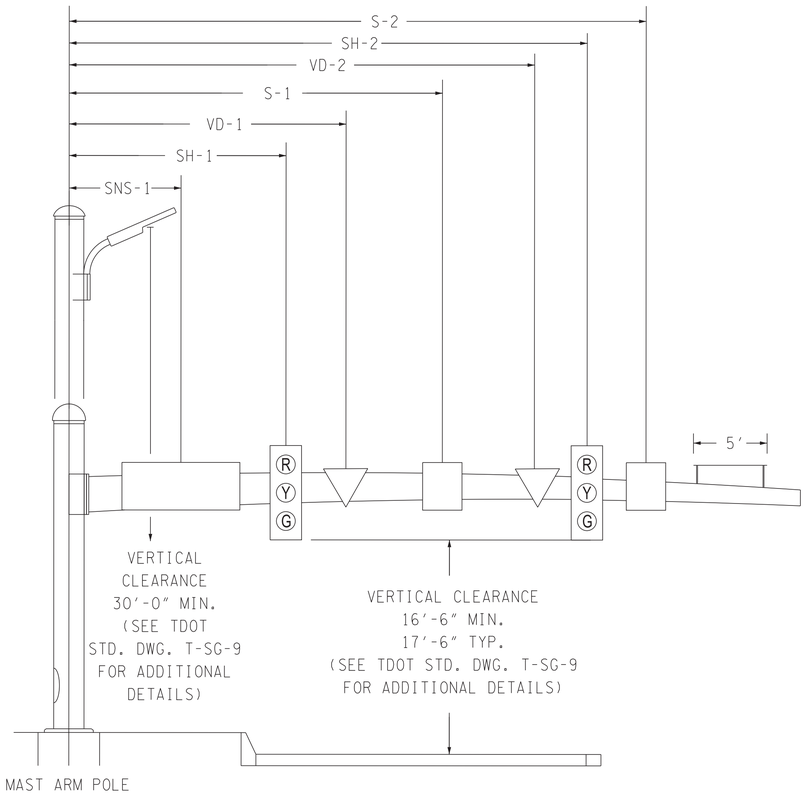
11/27/2024 10:25:40 AM
P:\2020\200319\DOT\DOT200319\DGN\TSS001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	88
PIH	2024	HSIP-1(378)	89A
PS&E	2025	HSIP-1(378)	89A

REV. 09-12-24: UPDATED SHEET NO.

WIRING DIAGRAM





MAST ARM SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	MAST ARM(S)	ARM LENGTH	SIGNAL HEADS			DETECTION			SNS	SIGNS	GROUND EL @ POLE
							SH-1	SH-2	SH-3	DET-1	DET-2	DET-3			
1	107+47.09	64.06'RT	606362.7366	1811105.8686	A1	60'	32'	43'	POLE	POLE	37'	48'	23'	-	575.09
2	106+51.60	64.25'LT	606556.7063	1811138.1854	A2	55'	38'	48'	-	-	-	-	-	43'	574.99
					B2	65'	28'	39'	51'	20'	24'	-	33'	45',55'	

LUMINAIRE ARMS (IF APPLICABLE) SHALL BE 6' IN LENGTH, AND AN MOUNTING HEIGHT OF 30' MINIMUM MOUNTED ON STRAIN POLE FOOTING DEPTHS WILL BE BASED ON POLE MAX BENDING MOMENT FROM DESIGN REQUIREMNETS.

LEGEND

- SIGNAL HEAD (SH-X)
- STREET NAME SIGN (SNS)
- SIGN (S)
- VEHICLE DETECTOR (VD) (RADAR)
- LUMINAIRE
- VIBRATION DAMPENER PLATE (ONLY FOR MASTRAMS 50' AND GREATER)

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

INTERSECTION @ SR-1 & JEFFERSON PK

SCALE: NOT TO SCALE

11/27/2024 8:58:10 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	89
PIH	2024	HSIP-1(378)	89B
PS&E	2025	HSIP-1(378)	89B

BASIC OR SEMI-ACTUATED TIMINGS (SECONDS)

PHASE	MINIMUM GREEN	PASSAGE TIME	MAX 1	CLEARANCE		MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED		
1	5	1.1	30	4.0	2.5	L	PROT
2	15	1.4	60	4.5	1.0	NL	-
4	5	1.1	30	3.0	3.0	NL	-
6	15	1.4	60	4.5	1.0	NL	-

*THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NON LOCK
L = LOCK

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

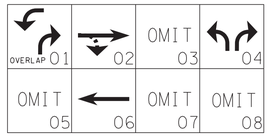
RADAR DETECTION ZONES	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RA6 (ADVANCE)	6-1
RS1 (STOPLINE)	1-1, 6-2
RS2 (STOPLINE)	2-2
RS4 (STOPLINE)	4-1, 4-3

VOLUME DENSITY TIMINGS (SECONDS)

PHASE	MIN INITIAL	MAX INITIAL	ADDED INITIAL	TBR	TTR	PASSAGE	INITIAL GAP	MIN GAP	MAX 1	CLEARANCE		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED		
2	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL
6	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL

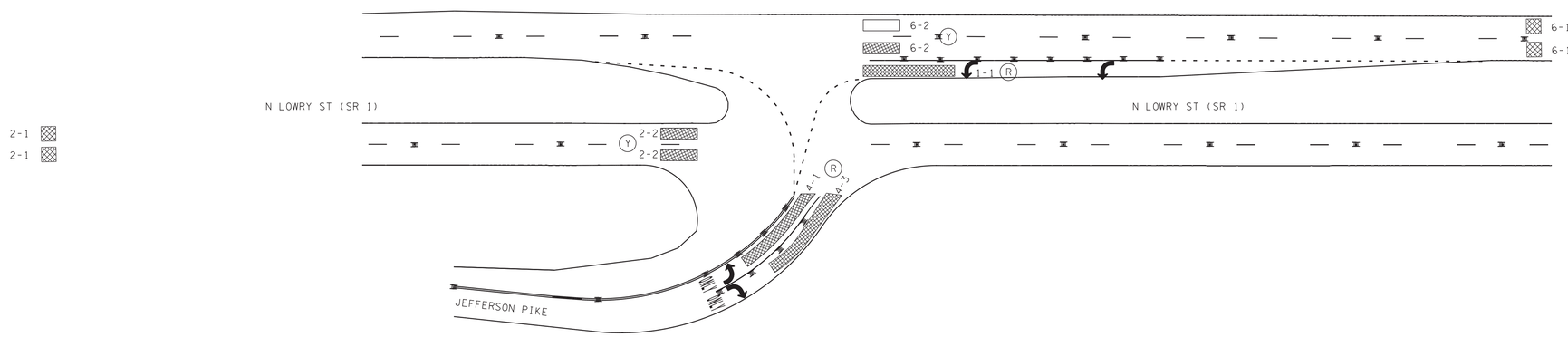
*WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON PHASES 2 & 6, RED ON ALL OTHER PHASES.

SIGNAL PHASING DIAGRAM



RADAR DETECTION ZONE DIAGRAM

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



SEALED BY

JEFFREY D. STEPHENSON
REGISTERED ENGINEER
No. 109618
STATE OF TENNESSEE
11/26/24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

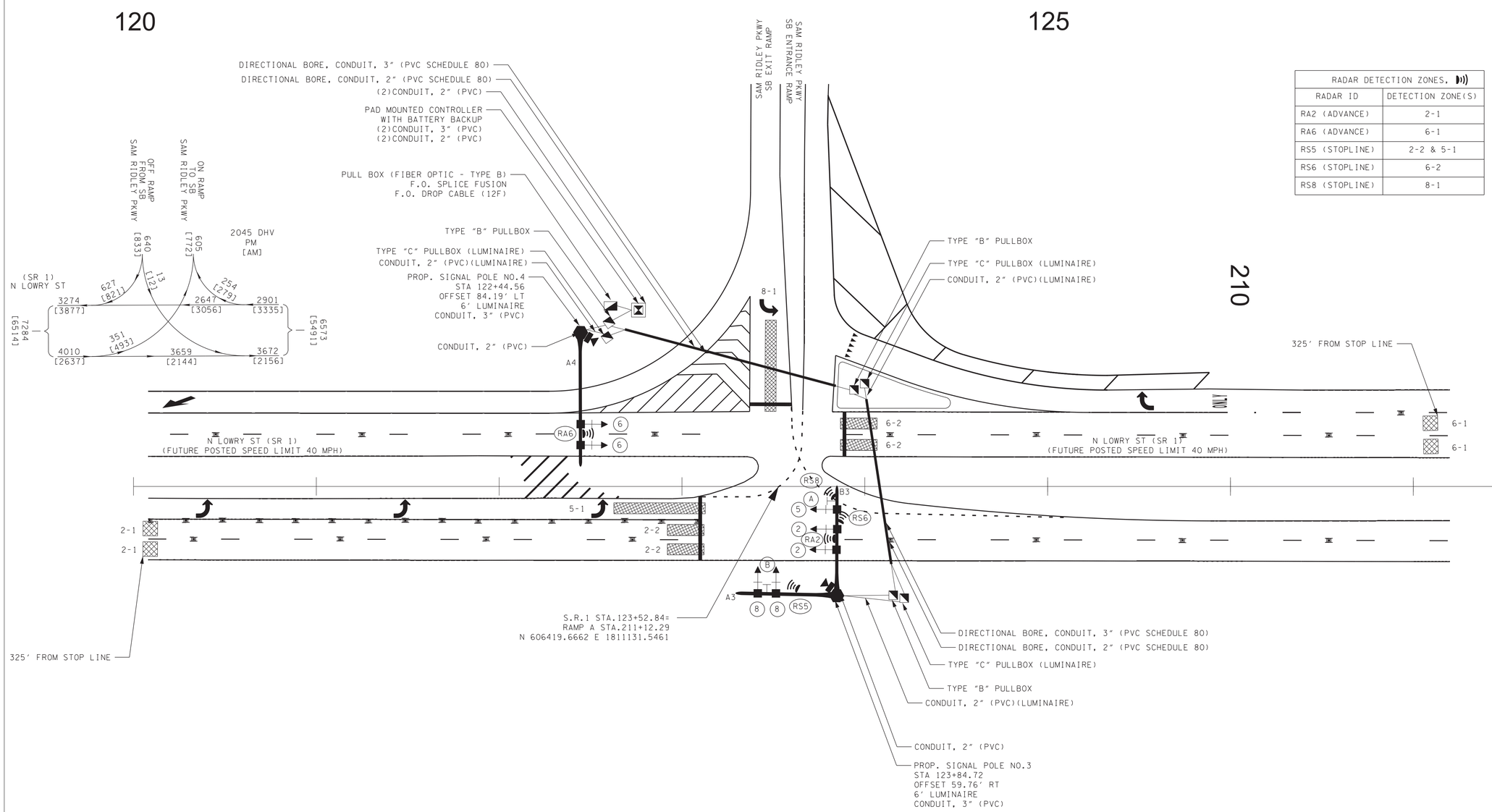
SIGNAL PHASING AND TIMING

INTERSECTION @ SR-1 & JEFFERSON PK

SCALE: NOT TO SCALE

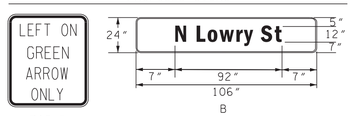
11/27/2024 10:32:26 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	81
PIH	2024	HSIP-1(378)	90
PS&E	2025	HSIP-1(378)	90

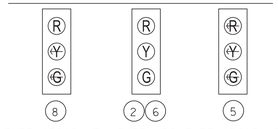


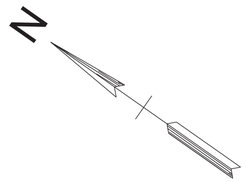
RADAR DETECTION ZONES,	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RA6 (ADVANCE)	6-1
RS5 (STOPLINE)	2-2 & 5-1
RS6 (STOPLINE)	6-2
RS8 (STOPLINE)	8-1

PROPOSED SIGNS



PROPOSED SIGNAL HEADS





SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERCHANGE @ SR-1 & SAM RIDLEY SB ON/OFF RAMPS

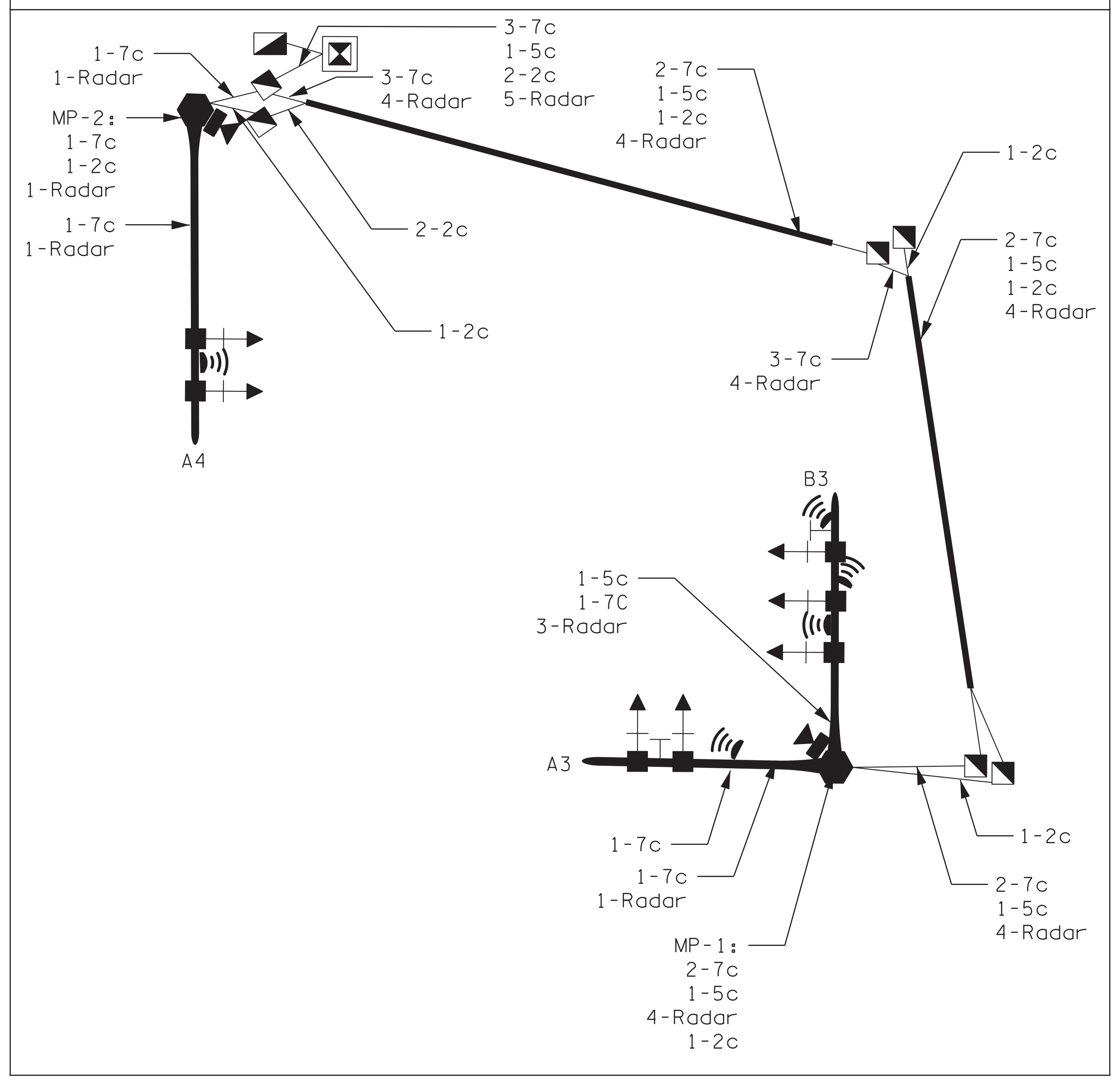
SCALE: 1"=30'

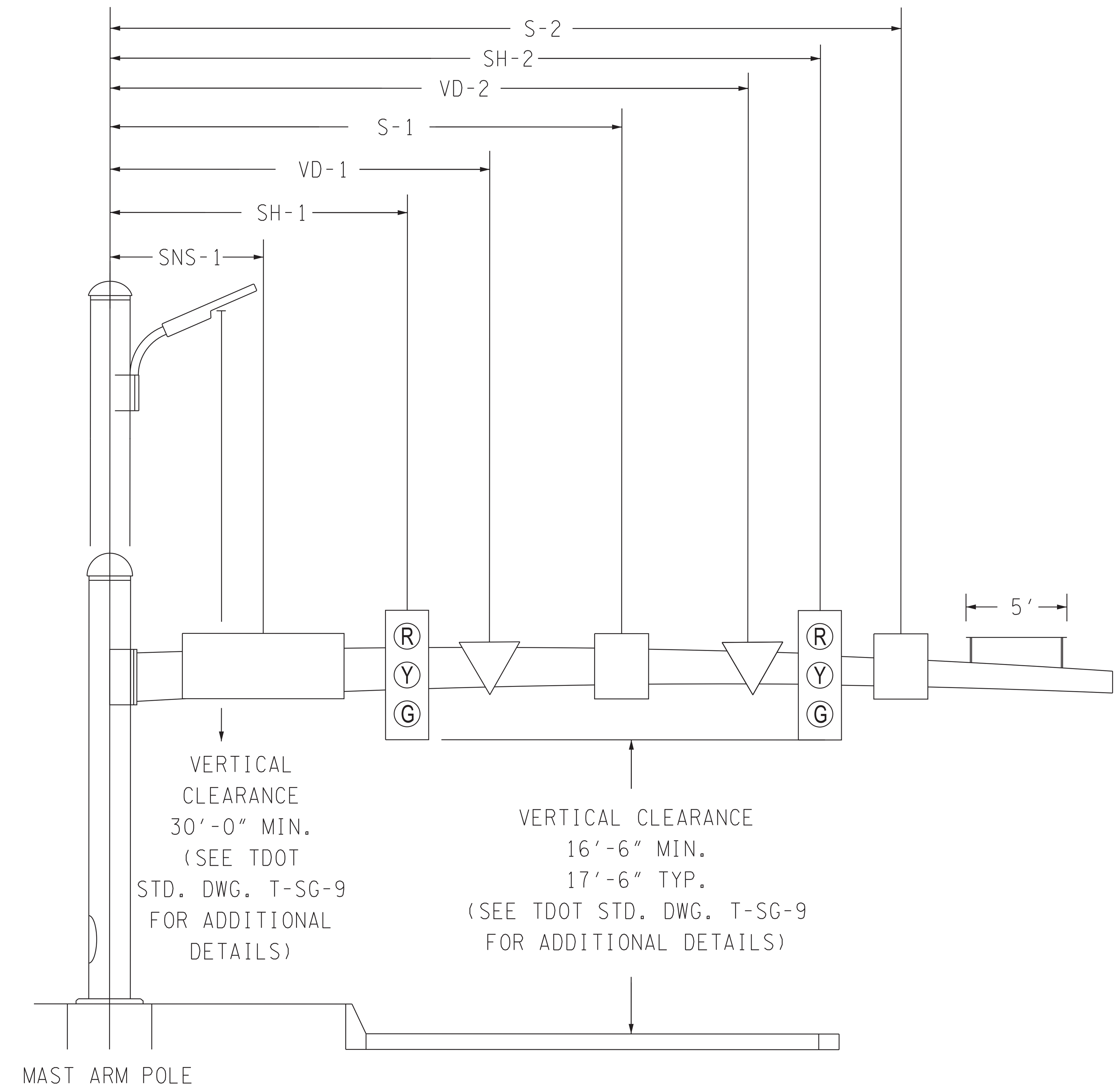
11/27/2024 10:27:10 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	82
PIH	2024	HSIP-1(378)	90A
PS&E	2025	HSIP-1(378)	90A

REV. 09-12-24: UPDATED SHEET NO.
REV. 11-05-24: MOVED SIGNAL POLE NO.3

WIRING DIAGRAM





MAST ARM SIGNAL SUPPORT POLE DATA

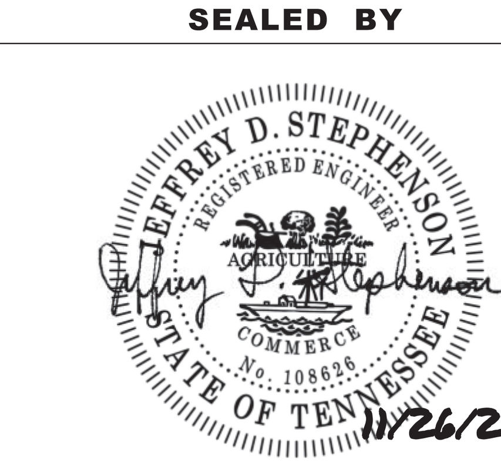
POLE NO.	STATION	OFFSET	NORTHING	EASTING	MAST ARM(S)	ARM LENGTH	SIGNAL HEADS SH-1	SIGNAL HEADS SH-2	SIGNAL HEADS SH-3	DETECTION DET-1	DETECTION DET-2	DETECTION DET-3	SNS	SIGNS	GROUND EL @ POLE
3	123+84.72	59.76'RT	606362.7366	1811105.8686	A3	55'	33'	43'	-	-	-	-	38'	-	561.29
					B3	60'	25'	37'	47'	15'	31'	42'	-	52'	
4	122+44.56	84.19'LT	606556.7063	1811138.1854	A4	70'	50'	62'	-	26'	41'	-	-	-	556.52

LUMINAIRE ARMS (IF APPLICABLE) SHALL BE 6' IN LENGTH, AND AN MOUNTING HEIGHT OF 30' MINIMUM MOUNTED ON STRAIN POLE FOOTING DEPTHS WILL BE BASED ON POLE MAX BENDING MOMENT FROM DESIGN REQUIREMNETS.

LEGEND

- SIGNAL HEAD (SH-X)
- STREET NAME SIGN (SNS)
- SIGN (S)
- VEHICLE DETECTOR (VD) (RADAR)
- LUMINAIRE
- VIBRATION DAMPENER PLATE (ONLY FOR MASTRAMS 50' AND GREATER)

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

INTERCHANGE @ SR-1 & SAM RIDLEY SB ON/OFF RAMPS

SCALE: NOT TO SCALE

11/27/2024 9:09:56 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	83
PIH	2024	HSIP-1(378)	90B
PS&E	2025	HSIP-1(378)	90B

BASIC OR SEMI-ACTUATED TIMINGS (SECONDS)

PHASE	MINIMUM GREEN	PASSAGE TIME	MAX 1	CLEARANCE		MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED		
2	15	1.4	60	4.5	1.0	NL	-
5	5	1.1	30	4.0	2.5	L	PROT
6	15	1.4	60	4.5	1.0	NL	-
8	5	1.1	30	4.0	2.5	L	-

*THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NON LOCK
L = LOCK

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

RADAR DETECTION ZONES	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RA6 (ADVANCE)	6-1
RS5 (STOPLINE)	2-2 & 5-1
RS6 (STOPLINE)	6-2
RS8 (STOPLINE)	8-1

VOLUME DENSITY TIMINGS (SECONDS)

PHASE	MIN INITIAL	MAX INITIAL	ADDED INITIAL	TBR	TTR	PASSAGE	INITIAL GAP	MIN GAP	MAX 1	CLEARANCE		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED		
2	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL
6	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL

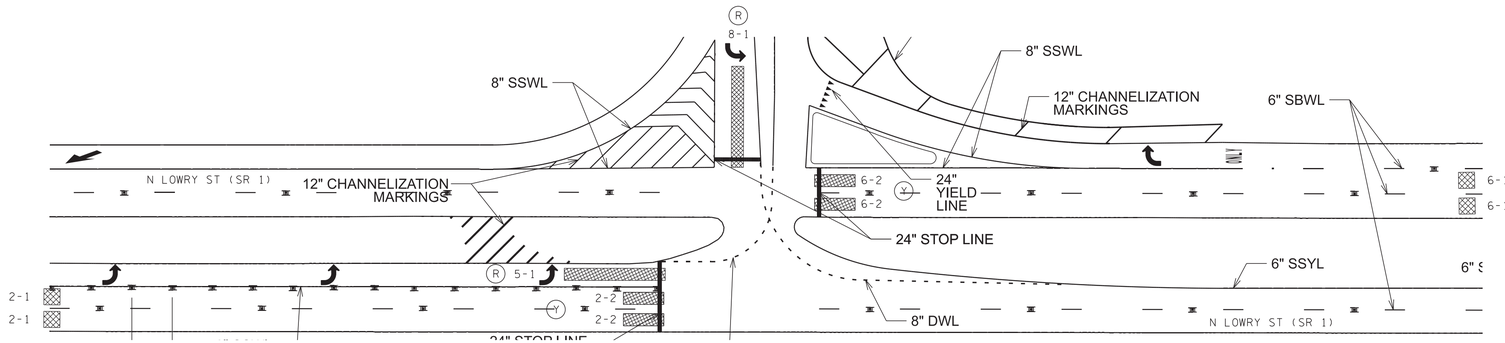
*WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON PHASES 2 & 6, RED ON ALL OTHER PHASES.

SIGNAL PHASING DIAGRAM

OMIT 01	→ 02	OMIT 03	OMIT 04
↱ 05	← 06	OMIT 07	↳ 08

RADAR DETECTION ZONE DIAGRAM

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



SEALED BY

JEFFREY D. STEPHENSON
REGISTERED ENGINEER
No. 108626
COMMISSION
STATE OF TENNESSEE
11/26/24

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING AND TIMING

INTERCHANGE @ SR-1 & SAM RIDLEY SB ON/OFF RAMPS

SCALE: NOT TO SCALE

11/27/2024 10:31:48 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-SIGNAL LAYOUTS.DGN

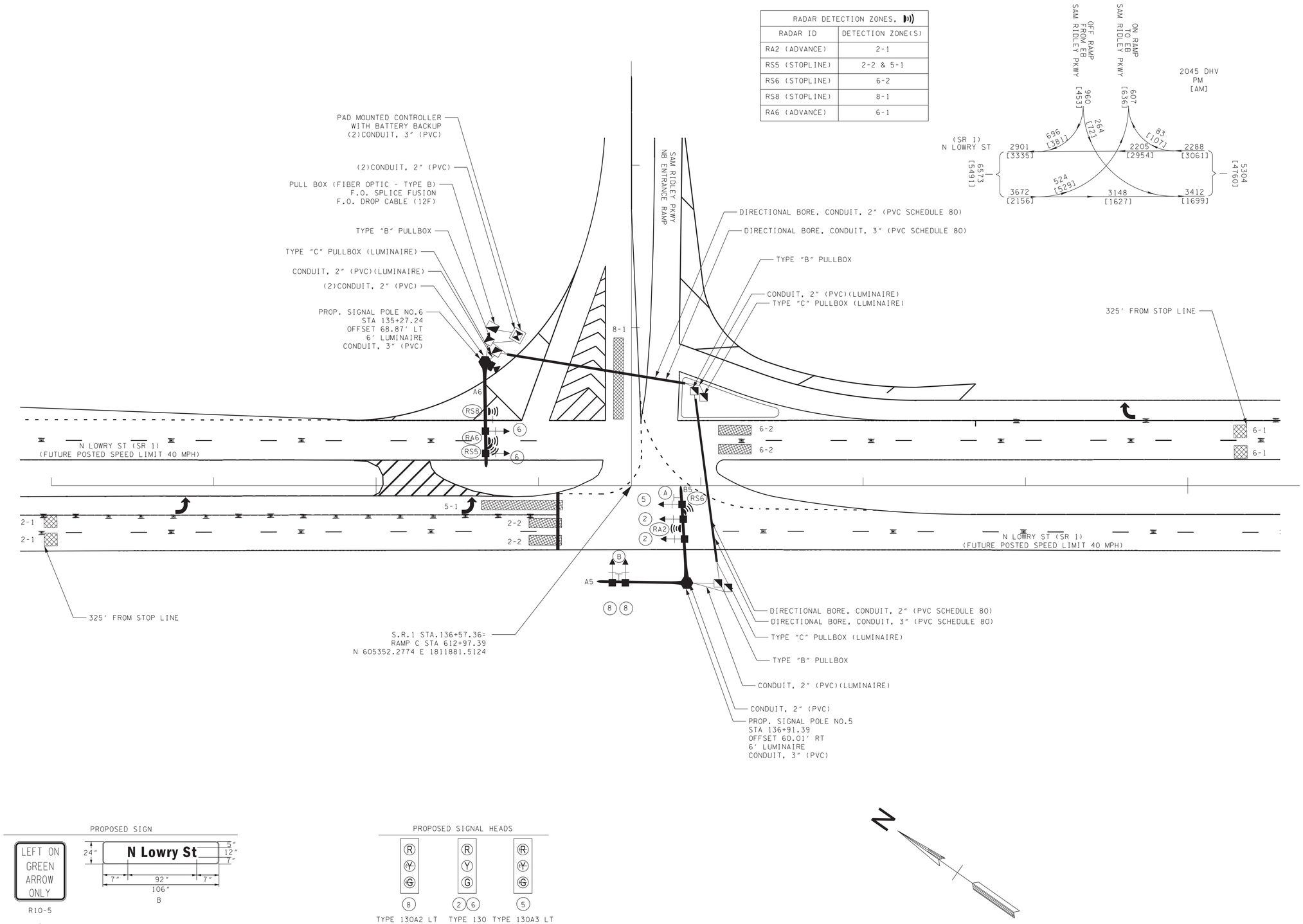
135

140

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	84
PIH	2024	HSIP-1(378)	91
PS&E	2025	HSIP-1(378)	91

REV. 09-12-24: UPDATED SHEET NO.
REV. 11-05-24: MOVED SIGNAL POLE NO.5

RADAR DETECTION ZONES,	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RS5 (STOPLINE)	2-2 & 5-1
RS6 (STOPLINE)	6-2
RS8 (STOPLINE)	8-1
RA6 (ADVANCE)	6-1



PROPOSED SIGN

PROPOSED SIGNAL HEADS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERCHANGE @ SR-1 & SAM RIDLEY NB ON/OFF RAMPS

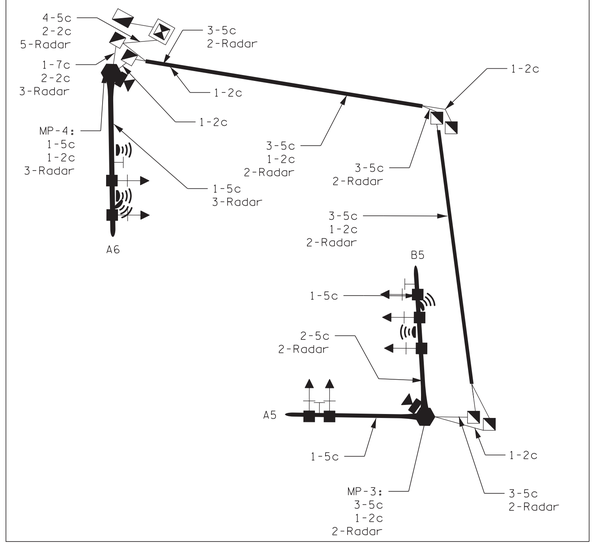
SCALE: 1"=30'

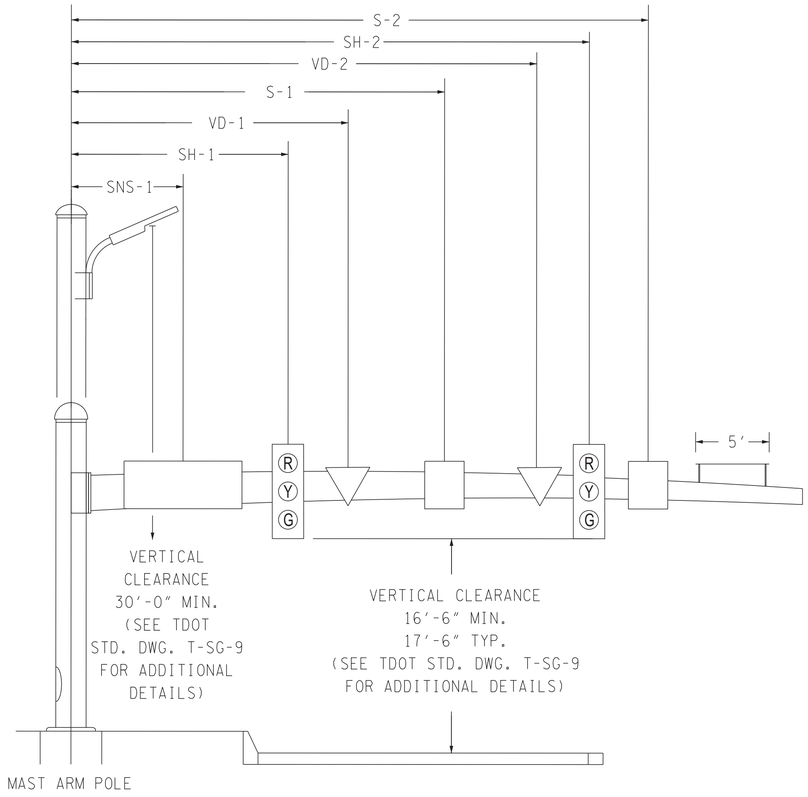
11/27/2024 10:28:21 AM
P:\2020\200319\DOT\TDOT200319\DGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	85
PIH	2024	HSIP-1(378)	91A
PS&E	2025	HSIP-1(378)	91A

REV. 09-12-24: UPDATED SHEET NO.
REV. 11-05-24: MOVED SIGNAL POLE NO.5

WIRING DIAGRAM





MAST ARM SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	MAST ARM(S)	ARM LENGTH	SIGNAL HEADS SH-1	SH-2	SH-3	DETECTION DET-1	DET-2	SNS	SIGNS	GROUND EL @ POLE
5	136+91.39	60.01'RT	605289.5772	1811851.3880	A5	55'	38'	46'	-	48'	-	42'	-	552.09
					B6	60'	27'	39'	48'	42'	44'	-	57'	
6	135+27.24	68.87'LT	605457.4616	1811891.8112	A6	65'	35'	49'	-	24'	42'	-	-	553.00

LUMINAIRE ARMS (IF APPLICABLE) SHALL BE 6' IN LENGTH, AND AN MOUNTING HEIGHT OF 30' MINIMUM MOUNTED ON STRAIN POLE FOOTING DEPTHS WILL BE BASED ON POLE MAX BENDING MOMENT FROM DESIGN REQUIREMNETS.

LEGEND

- SIGNAL HEAD (SH-X)
- STREET NAME SIGN (SNS)
- SIGN (S)
- VEHICLE DETECTOR (VD) (RADAR)
- LUMINAIRE
- VIBRATION DAMPENER PLATE (ONLY FOR MASTRAMS 50' AND GREATER)

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

INTERCHANGE @ SR-1 & SAM RIDLEY NB ON/OFF RAMPS

SCALE: NOT TO SCALE

11/27/2024 9:33:45 AM
P:\2020\20031\9DOT\TDOT\20031\9DGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	86
PIH	2024	HSIP-1(378)	91B
PS&E	2025	HSIP-1(378)	91B

BASIC OR SEMI-ACTUATED TIMINGS (SECONDS)

PHASE	MINIMUM GREEN	PASSAGE TIME	MAX 1	CLEARANCE		MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED		
2	15	1.4	60	4.5	1.0	NL	-
5	5	1.1	30	4.0	2.5	L	PROT
6	15	1.4	60	4.5	1.0	NL	-
8	5	1.1	30	4.0	2.5	L	-

*THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NON LOCK
L = LOCK

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

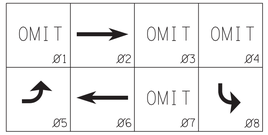
RADAR DETECTION ZONES	
RADAR ID	DETECTION ZONE(S)
RA2 (ADVANCE)	2-1
RS5 (STOPLINE)	2-2 & 5-1
RS6 (STOPLINE)	6-2
RS8 (STOPLINE)	8-1
RA6 (ADVANCE)	6-1

VOLUME DENSITY TIMINGS (SECONDS)

PHASE	MIN INITIAL	MAX INITIAL	ADDED INITIAL	TBR	TTR	PASSAGE	INITIAL GAP	MIN GAP	MAX 1	CLEARANCE		RECALL TO	MEMORY POSITION (1)
										YELLOW	ALL RED		
2	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL
6	7	29	1.5	10	16	2.8	4.6	0.8	60	4.5	1.0	MIN	NL

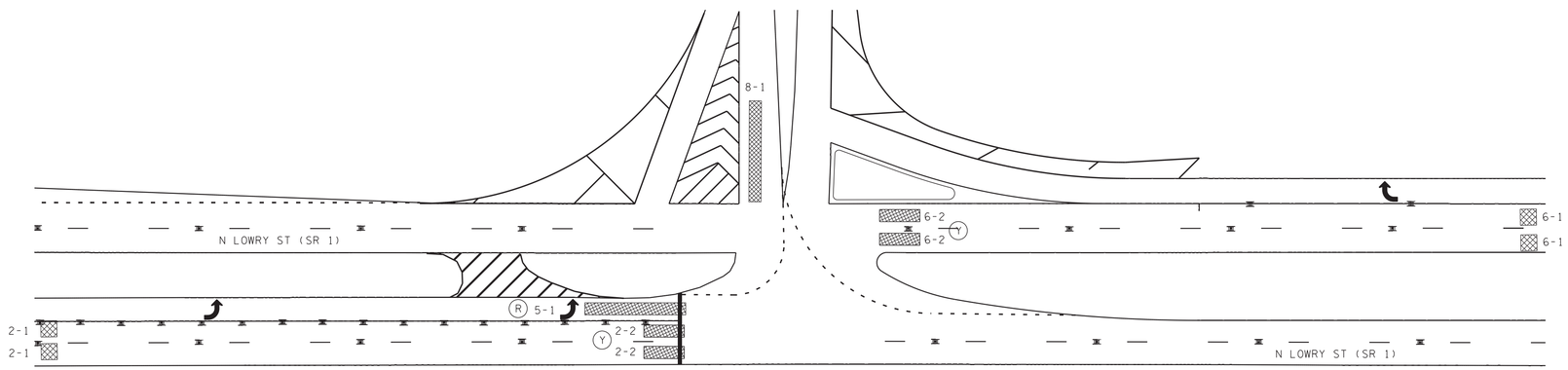
*WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON PHASES 2 & 6, RED ON ALL OTHER PHASES.

SIGNAL PHASING DIAGRAM



RADAR DETECTION ZONE DIAGRAM

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



SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING AND TIMING

INTERCHANGE @ SR-1 &
SAM RIDLEY NB ON/OFF RAMPS

SCALE: NOT TO SCALE

11/27/2024 10:31:04 AM
P:\2020\200319\DOT\TDOT\200319IDGN\75S001-SHT-SIGNAL LAYOUTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T1
PIH	2025	HSIP-1(378)	T1
PS&E	2025	HSIP-1(378)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

11/21/2024 9:15:24 AM
P:\2020\200319\DOT\DOT200319DGN\75S001-DES-TRAFFIC CONTROLL DROP OFF NOTES.DGN

SEQUENCE OF CONSTRUCTION

PHASE 1

1. INSTALL ALL TRAFFIC CONTROL SIGNS AND DEVICES.
2. CONSTRUCT THE ENTIRE PORTION OF THE PROPOSED RAMP A FACILITIES FROM STA. 206+02.14 TO STA. 210+71.36, RAMP B1 FACILITIES FROM STA. 41+26.90 TO STA. 42+60.55, RAMP C FACILITIES FROM STA. 604+28.30 TO STA. 612+57.37, RAMP D1 FACILITIES FROM STA. 92+73.00 TO STA. 93+83.52 THROUGH THE UPPER BINDER LAYER.
3. CONSTRUCT THE RAMP A1, RAMP C1, & ACCELERATION LANE FACILITIES.

PHASE II

1. CONSTRUCT THE REMAING PORTION OF THE RAMP B1, & RAMP D1 FACILITIES THROUGH THE UPPER BINDER LAYER.
2. CONSTRUCT THE S.R. 1 LEFT TURN LANE THROUGH THE UPPER BINDER LAYER & REWORK THE NORTHERN MEDIAN NOSE AT JEFFERSON PIKE.
3. CONSTRUCT THE ENTIRE PORTION OF THE PROPOSED JEFFERSON PIKE RIGHT TURN LANE THROUGH THE UPPER BINDER LAYER.
4. REMOVE THE SOUTHBOUND S.R. 1 ACCELERATION LANES FROM STA. 123+62.78 TO STA. 128+17.75 & FROM STA. 136+64.79 TO STA. 141+84.16.
5. PERFORM S.R. 1 MEDIAN WORK FROM STA. 123+76.60 TO STA. 127+89.36 & FROM STA. 137+09.64 TO STA. 141+84.27.
6. CONSTRUCT RAMP A AND RAMP C DETOUR PAVEMENT SECTIONS THROUGH THE FINAL WEARING SURFACE.

PHASE III

1. SHIFT TRAFFIC TO RAMP A & RAMP C DETOURS.
2. CONSTRUCT THE REMAINING PORTION OF THE RAMP A, & RAMP C FACILITIES THROUGH THE UPPER BINDER LAYER.
3. INSTALL SIGNALS AND EQUIPMENT ON S.R. 1.
4. INSTALL FINAL WEARING SURFACE
5. INSTALL THE FINAL PAVEMENT MARKING & PAVEMENT MARKERS.

PHASE IV

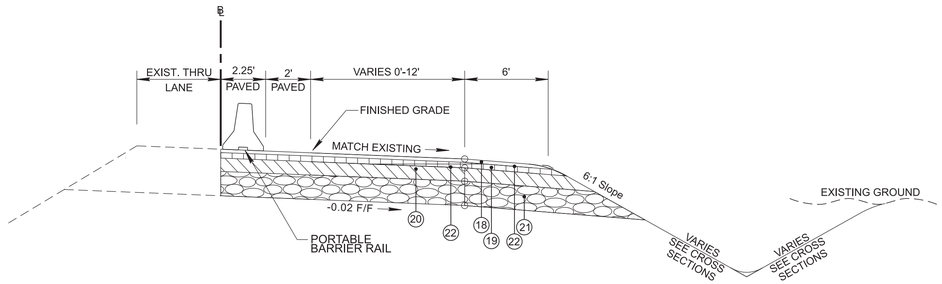
1. SCARIFY, OBLITERATE, SEED, & GRADE TO DRAIN THE EXISTING S.R. 266 (SAM RIDLEY PKWY) EXIT RAMPS, THE EXISTING PORTIONS OF THE S.R. 266 (SAM RIDLEY PKWY) ENTRANCE RAMPS, RAMP A AND RAMP C DETOURS, AND THE EXISTING S.R. 1 ACCELERATION LANE, AS SHOWN ON PRESENT LAYOUT SHEETS 4, 5, & 6 AND ON TRAFFIC CONTROL SHEETS T5, T5A, & T5B.
2. REMOVE ALL TRAFFIC CONTROL SIGNS AND DEVICES

NOTES:

1. ACCESS TO BUSINESSES MUST BE PROVIDED AT ALL TIMES.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	M.U.T.C.D. NO.	UNITS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	MAX. OR TOTAL
705-04.50	PORTABLE BARRIER RAIL DELINEATOR	------	EA.	167	257	134	189	257
712-02-02	INTERCONNECTED PORTABLE BARRIER RAIL	------	L.F.	3325	5140	2680	3770	5140
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	------	EA.	13	12	3	0	13
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	------	EA.	339	217	74	44	339
712-06	SIGNS (CONSTRUCTION)							
		W20-1	S.F.	201	201	233	256	256
		G20-1	S.F.	21	11	53	53	53
		G20-2	S.F.	48	24	16	16	48
		R5-1	S.F.	90	45	0	0	90
		R11-2	S.F.	20	140	70	30	140
		W21-5L	S.F.	128	64	0	0	128
		W7-3AP	S.F.	18	6	0	0	18
		E5-1	S.F.	60	0	0	0	60
		M3-3	S.F.	6	0	0	0	6
		M4-5	S.F.	6	0	0	0	6
		M6-2	S.F.	13	0	0	0	13
		TN-6B	S.F.	15	0	0	0	15
		M1 1	S.F.	12	0	0	0	12
		E5-2	S.F.	24	0	0	0	24
		R1-2	S.F.	4	0	0	0	4
		W3-2	S.F.	16	0	0	0	16
		W4-1R	S.F.	16	0	0	0	16
		W4-2R	S.F.	32	0	0	0	32
		W20-5R	S.F.	64	0	0	0	64
		W4-2L	S.F.	0	32	0	0	32
		W20-5L	S.F.	0	64	0	0	64
		W13-1P	S.F.		6	13	6	13
		W24-1L	S.F.	0	0	32	0	32
712-06	TOTAL SQUARE FOOTAGE SIGNS							1142
712-07.03	TEMPORARY BARRICADES (TYPE III)	------	EA.	12	19	11	0	19
712-08.03	ARROW BOARD (TYPE C)	------	EA.	2	2	0	0	2
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	------	L.F.	2751	5883	1455	0	5883
712-09.08	REMOVABLE PAVEMENT MARKING (6" BARRIER LINE)	------		988	2015	5560	0	5560
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	------	EA.	2	2	2	2	2
716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	------	LF	0	0	79	0	79
716-05.49	PAINTED PAVEMENT MARKING (8" LINE)	------	LF	0	0	160	0	160



DETOUR SECTION

RAMP A (BASED ON STD. DWG. RD11-TS-4) FROM STA. 2+05.91 TO STA. 8+79.11

RAMP C (BASED ON STD. DWG. RD11-TS-4) FROM STA. 13+16.86 TO STA. 20+55.45

PROPOSED PAVEMENT SCHEDULE - STATE ROUTE 1

(18) BITUMINOUS SURFACE COURSE @ 1.25" THICK (APPROX. 132.5 LBS/SY)
ITEM NO. 411-01.10 ACS MIX (PG64-22) GRADING "D"

(19) BITUMINOUS BINDER COURSE @ 2" THICK (APPROX. 226 LBS/SY)
307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"

(20) MINERAL AGGREGATE BASE @ 3" THICK (APPROX. 345 LBS/SY)
ITEM NO. 307-02.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"

(21) MINERAL AGGREGATE BASE @ 8" THICK (APPROX. 645 LBS/SY)
ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A

(22) TACK COAT
ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.07 GAL/SY)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T2
PIH	2025	HSIP-1(378)	T2
PS&E	2025	HSIP-1(378)	T2

REV. 02-12-25: ADDED DETOUR SECTION. UPDATED SEQUENCE OF CONSTRUCTION. ADDED ITEMS 712-09.08, 716-02.07, AND 716-05.49. ADJUSTED ITEMS 712-02.02, 712-02.60, 712-04.50, 712-06, AND 712-09.08.

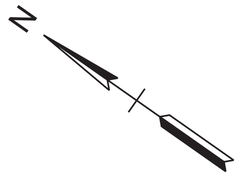
SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES
AND
TABULATION

2/13/2025 11:38:13 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROLL SEQUENCE & QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T3
PIH	2025	HSIP-1(378)	T3
PS&E	2025	HSIP-1(378)	T3



75002-2290-94
BEGIN PROJECT NO. HSIP-1(378) R.O.W.
STA. 104+10.00
N 608009.3473 E 1810014.6080

75002-2290-94
END PROJECT NO. HSIP-1(378) R.O.W.
STA. 107+62.58
N 607720.8577 E 1810217.3058

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378) CONST.
STA. 104+50.00
N 607976.6183 E 1810037.6039

110

115

15

G20-2
48"x24"
END
ROAD WORK

500'

BEGIN BARRIER RAIL
STA. 114+14.93

BEGIN BARRIER RAIL
STA. 114+15.11

P.L. ℄ S.R. 1
S35°05'33"E

N. JEFFERSON PIKE

S31°00'23"E

JEFFERSON PIKE (ASP.)

MATCH LINE STA. 115+00.00 SEE SHEET NO. T3A

2600'
1600'
1000'

ROAD WORK 1 MILE — W20-1 48"x48"
ROAD WORK 1/2 MILE — W20-1 48"x48"
ROAD WORK 1000 FT — W20-1 48"x48"
ROAD WORK NEXT 1 MILE — G20-1 64"x24"
ROAD WORK AHEAD — W20-1 36"x36"

S.R. 1 STA. 107+54.76 =
JEFFERSON PIKE STA. 15+20.42
N 607727.2599 E 1810212.8075

SR-1 NORTHBOUND
WORK ZONE
12' NB TRAVEL LANE
REQ'D CHANNELIZING DRUMS
6:1 Slope
EXISTING GROUND

SR-1 SOUTHBOUND
0' - 12' LEFT TURN LANE
12' SB TRAVEL LANE
12' SB TRAVEL LANE
EXISTING GROUND

S.R. 1
STA. 203+68.36 TO STA. 207+25.00

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

PHASE I

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

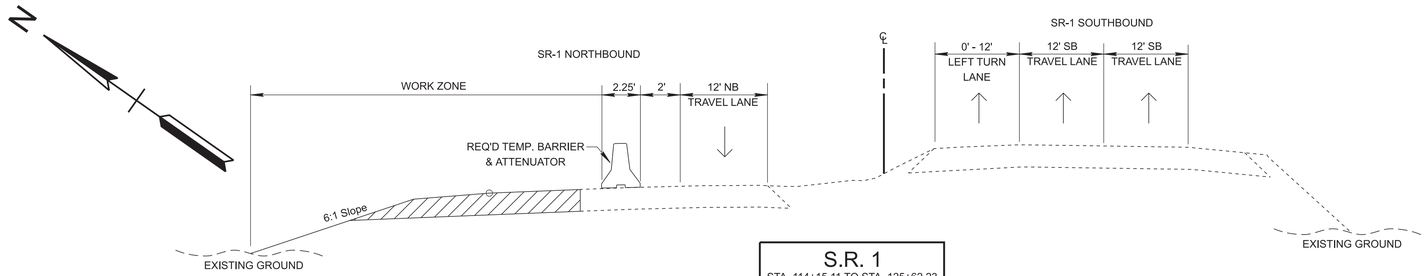
TRAFFIC CONTROL PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

2/10/2025 3:38:59 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 1.DGN

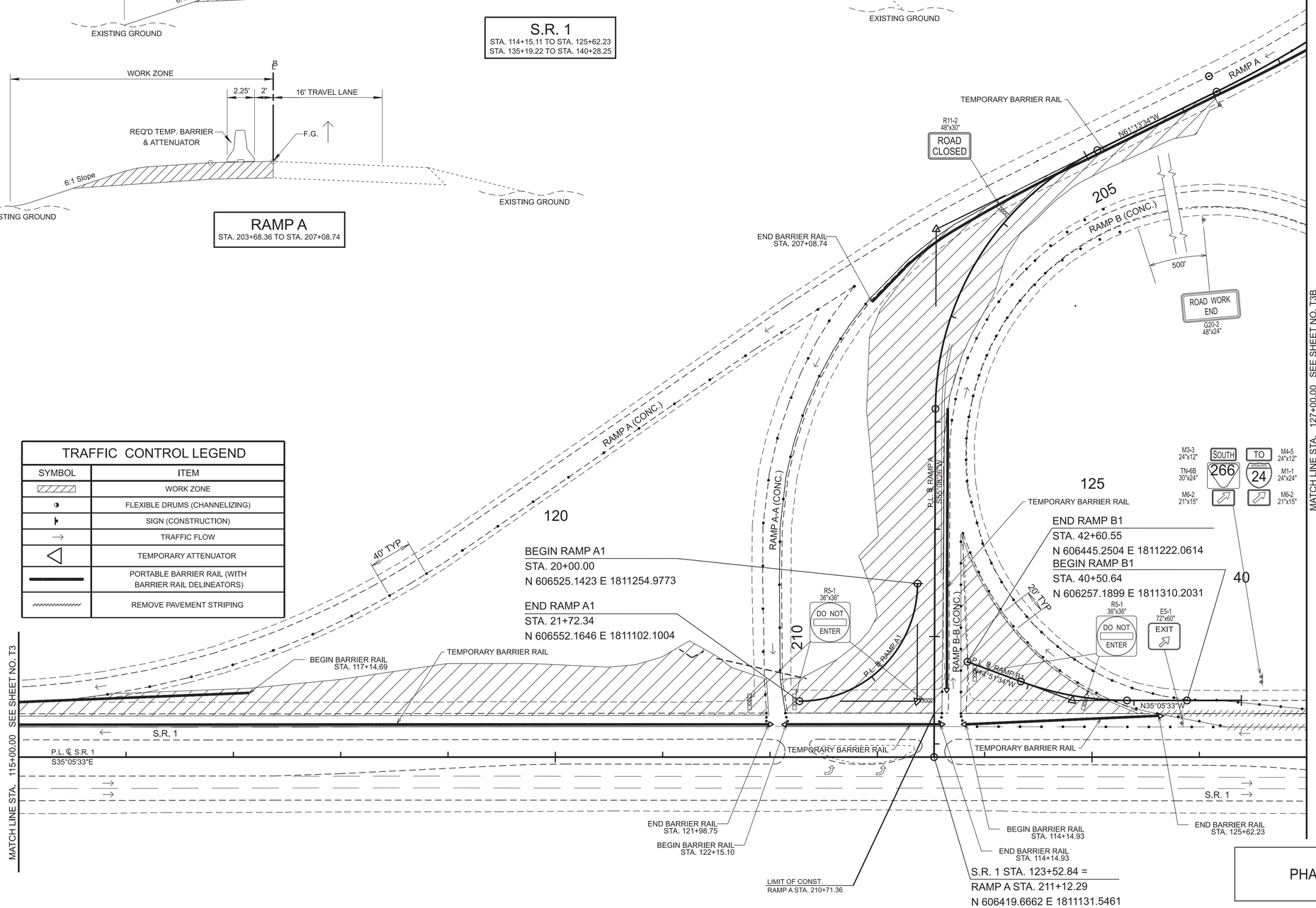
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2025	HSIP-1(378)	T3A
PIH	2025	HSIP-1(378)	T3A
PS&E	2025	HSIP-1(378)	T3A

REV. 02-12-25: REMOVED RAMP A TYPICAL SECTION FROM STA. 207+25.00 TO STA. 210+49.23. ADJUSTED SR-1 AND RAMP A SECTION STATION LIMITS.



S.R. 1
STA. 114+15.11 TO STA. 125+62.23
STA. 135+19.22 TO STA. 140+28.25

RAMP A
STA. 203+68.36 TO STA. 207+08.74



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	REMOVE PAVEMENT STRIPING

PHASE I

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

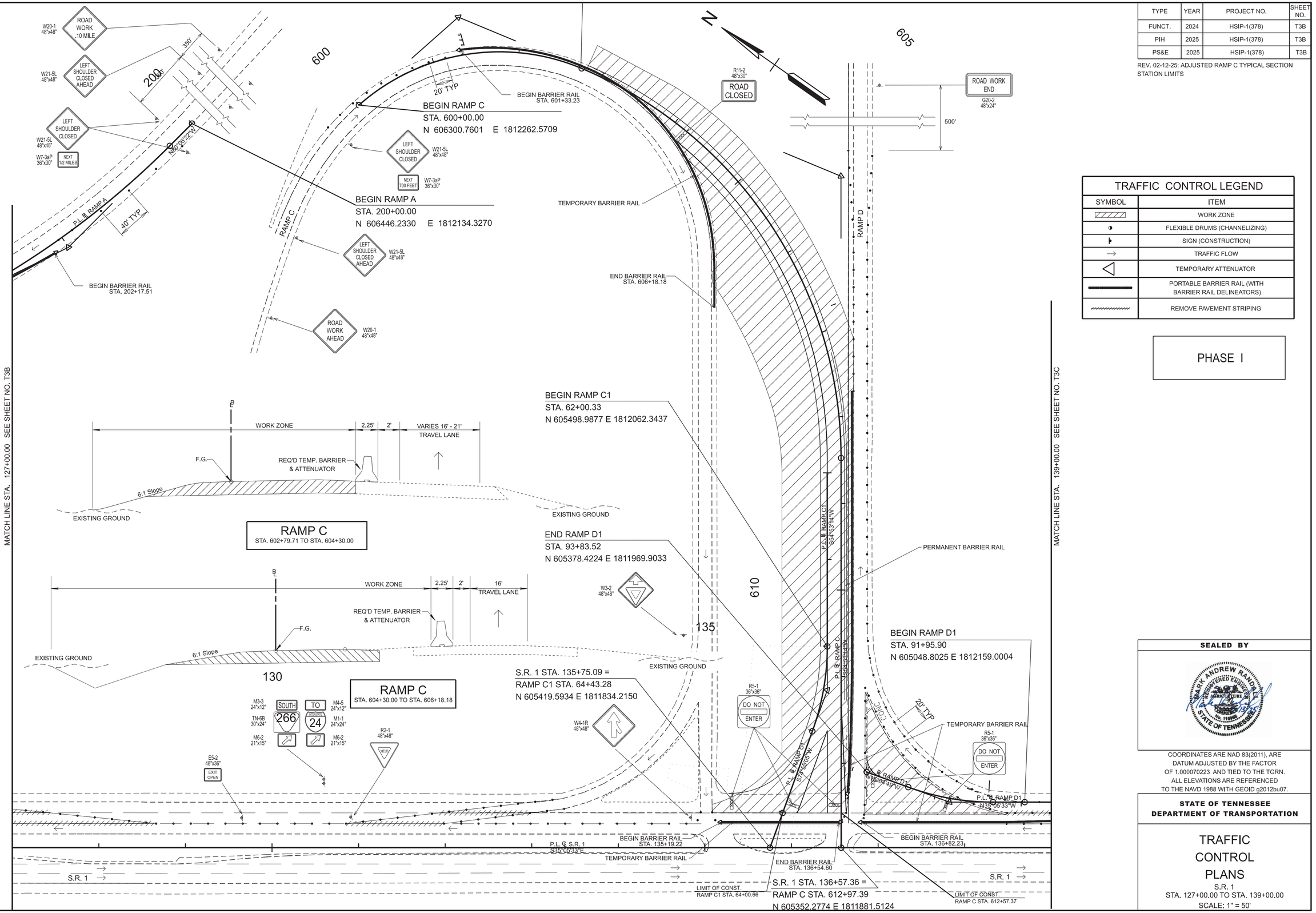
TRAFFIC CONTROL PLANS

S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/13/2025 11:43:19 AM
P:\2020\200319\DOT\DOT\200319DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T3B
PIH	2025	HSIP-1(378)	T3B
PS&E	2025	HSIP-1(378)	T3B

REV. 02-12-25: ADJUSTED RAMP C TYPICAL SECTION STATION LIMITS



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	REMOVE PAVEMENT STRIPING

PHASE I

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

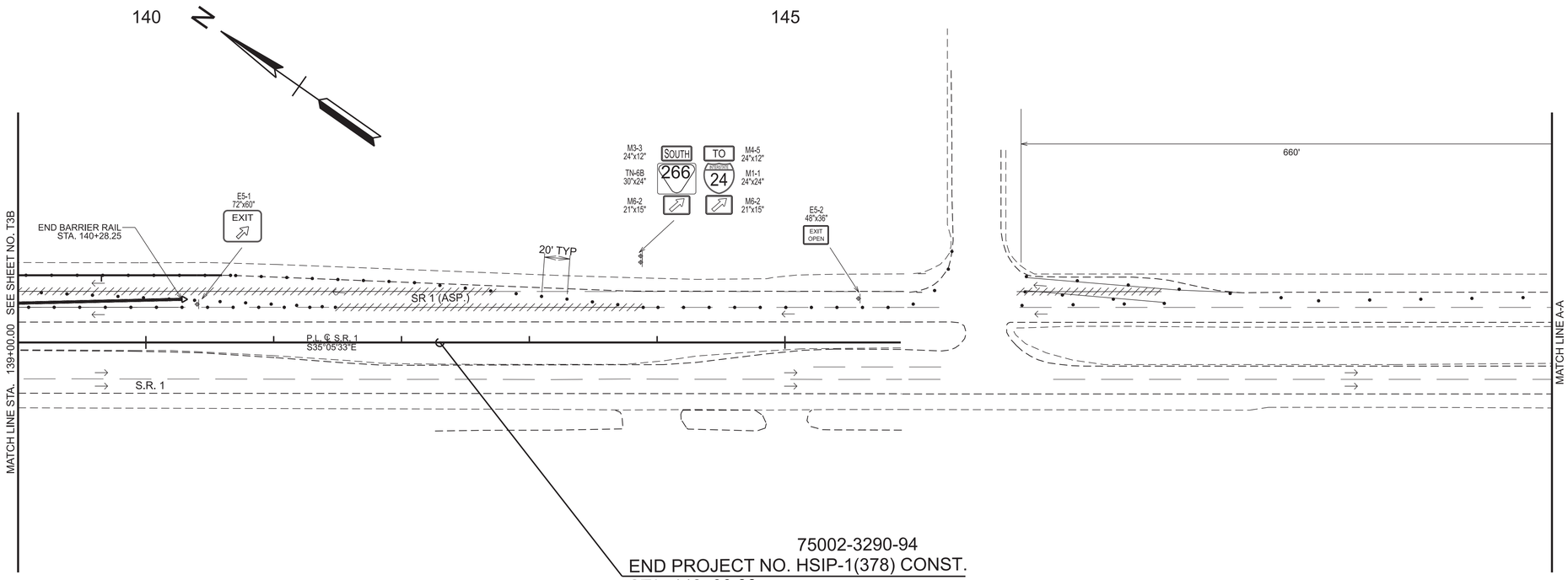
TRAFFIC CONTROL PLANS

S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

2/13/2025 11:41:51 AM
P:\2020\20031\9\DOT\TDOT\20031\9\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T3C
PIH	2025	HSIP-1(378)	T3C
PS&E	2025	HSIP-1(378)	T3C

REV. 02-12-25: CORRECTED MATCHLINE STATIONING.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	REMOVE PAVEMENT STRIPING

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

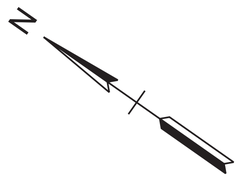
PHASE I

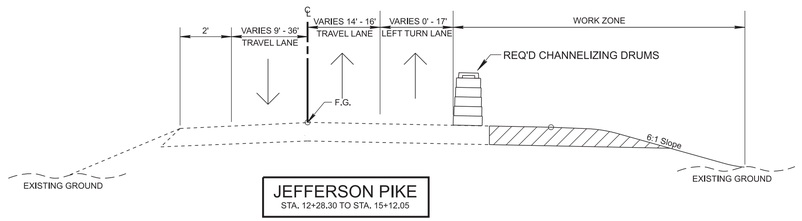
TRAFFIC CONTROL PLANS

S.R. 1
STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

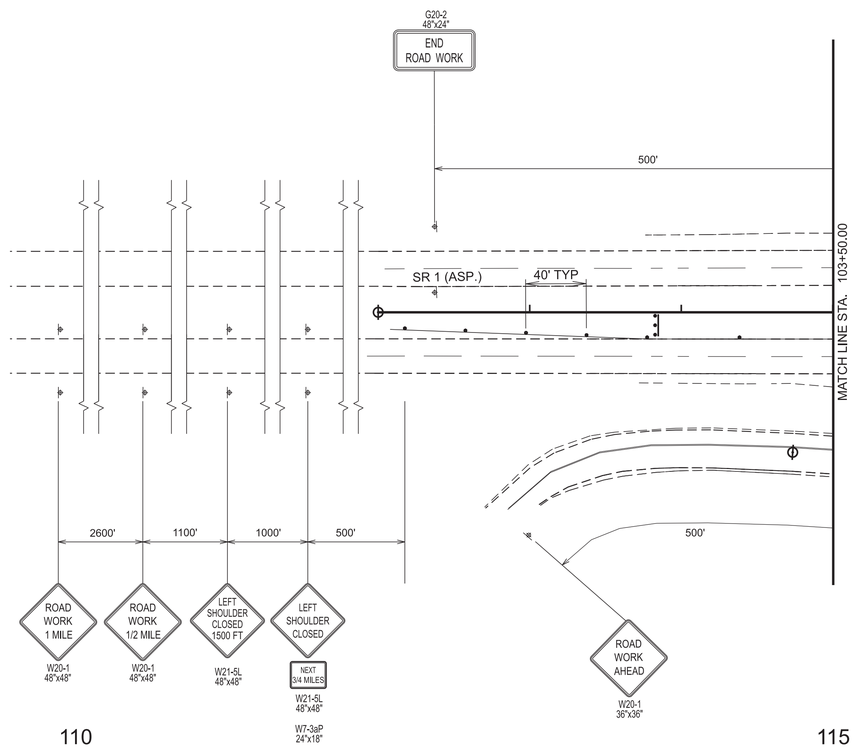
2/13/2025 11:44:45 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T4
PIH	2025	HSIP-1(378)	T4
PS&E	2025	HSIP-1(378)	T4





JEFFERSON PIKE
STA. 12+28.30 TO STA. 15+12.05

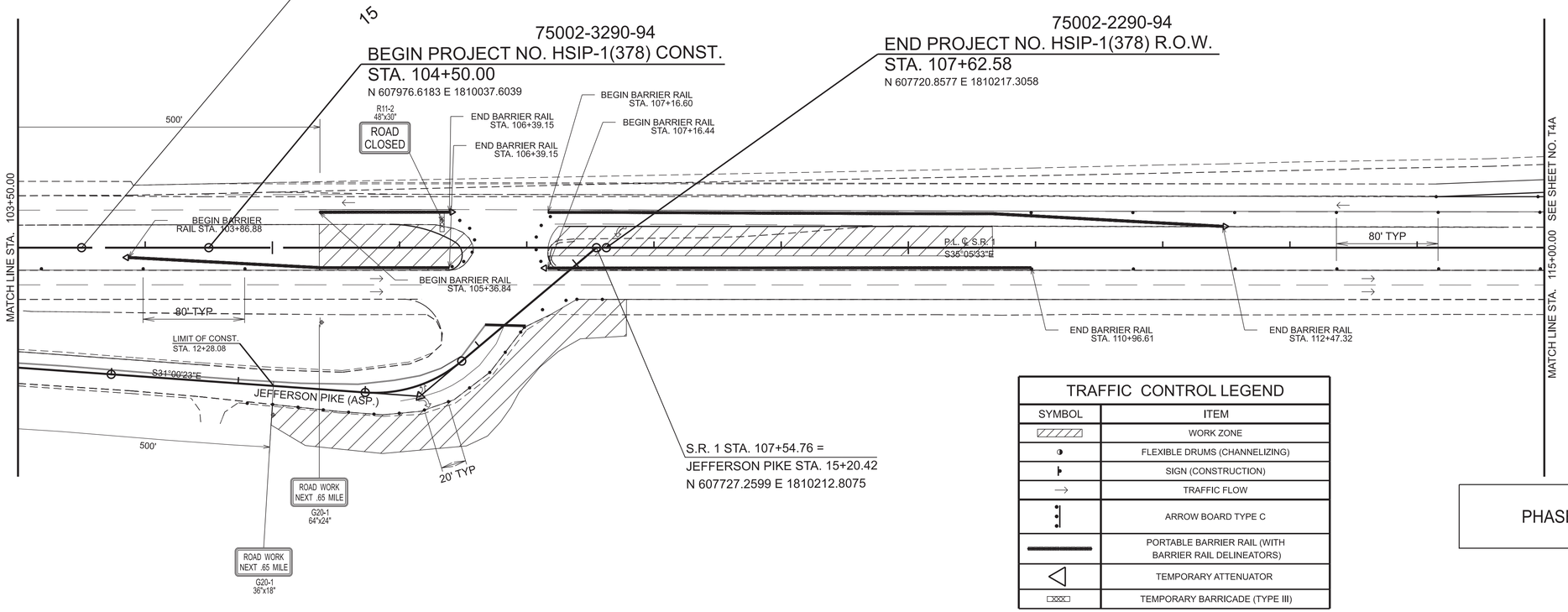


105 110 115

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378) R.O.W.
STA. 104+10.00
N 608009.3473 E 1810014.6080

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378) CONST.
STA. 104+50.00
N 607976.6183 E 1810037.6039

75002-2290-94
END PROJECT NO. HSIP-1(378) R.O.W.
STA. 107+62.58
N 607720.8577 E 1810217.3058



S.R. 1 STA. 107+54.76 =
JEFFERSON PIKE STA. 15+20.42
N 607727.2599 E 1810212.8075

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

PHASE 2

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

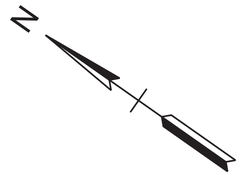
TRAFFIC CONTROL PLANS

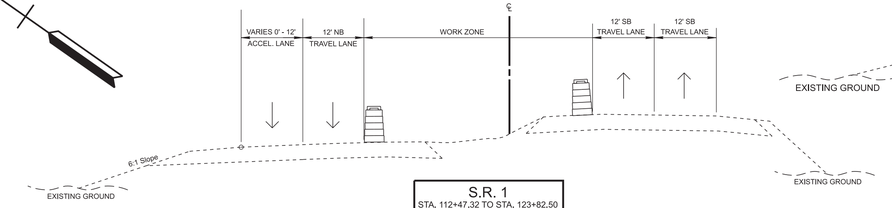
S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

2/6/2025 4:19:28 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 2.DGN

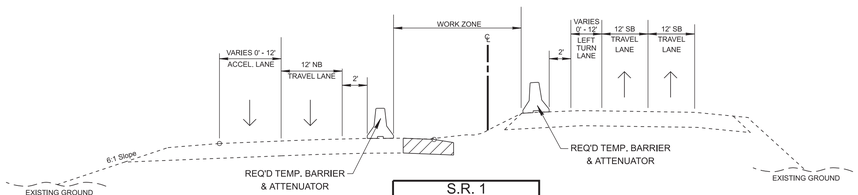
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T4A
PIH	2025	HSIP-1(378)	T4A
PS&E	2025	HSIP-1(378)	T4A

REV. 02-12-25: ADDED RAMP A DETOUR CONSTRUCTION. ADDED SR-1 AND RAMP A TYPICAL SECTIONS.

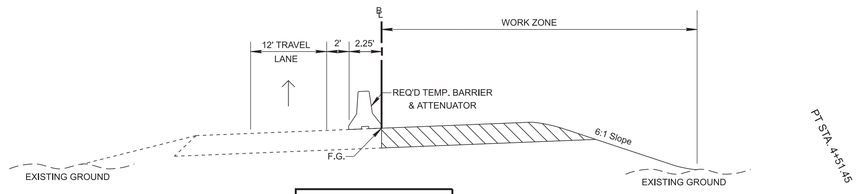




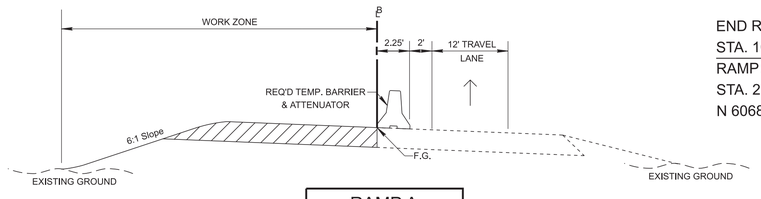
S.R. 1
STA. 112+47.32 TO STA. 123+82.50
STA. 129+80.15 TO STA. 136+80.96



S.R. 1
STA. 103+86.88 TO STA. 112+47.32
STA. 123+82.50 TO STA. 129+80.15
STA. 136+80.96 TO STA. 141+65.08



RAMP C
STA. 00+00.00 TO STA. 22+01.43



RAMP A
STA. 0+74.54 TO STA. 8+58.90

PT STA. 4+51.45

PC STA. 6+46.95

RAMP A DETOUR
CURVE 02
PI 7+93.73
N 606733.8745
E 1811506.7217
Δ 08°30'01" LT.
D 02°54'04"
R 1975.00'
L 293.01'
T 146.77'
SE MATCH EXIST
DESIGN SPEED 25 MPH

PT STA. 9+39.96

END BARRIER RAIL STA. 8+58.90

END RAMP A DETOUR
STA. 10+00.00 =
RAMP A
STA. 207+63.07 (214.88' RT)
N 606805.1557 E 1811312.5817

N69°50'18"W

N61°20'18"W

N61°13'34"W

RAMP A

RAMP B (CONC.)

R11-2 48"x30" ROAD CLOSED

SELF RESTORING CRASH CUSHION (MSH TL-3)

RAMP A-A (CONC.)

P.L. ℄ RAMP A S35°08'26"W

RAMP B-B (CONC.)

R11-2 48"x30" ROAD CLOSED

SELF RESTORING CRASH CUSHION (MSH TL-3)

END RAMP B1
STA. 42+60.55
N 606445.2504 E 1811222.0614
BEGIN RAMP B1
STA. 40+50.64
N 606257.1899 E 1811310.2031

P.L. ℄ RAMP B1 N14°51'34"W

N35°05'33"W

BEGIN RAMP A1
STA. 20+00.00
N 606525.1423 E 1811254.9773

END RAMP A1
STA. 21+72.34
N 606552.1646 E 1811102.1004

R11-2 48"x30" ROAD CLOSED

R5-1 36"x36" DO NOT ENTER

P.L. ℄ RAMP A1

R11-2 48"x30" ROAD CLOSED

BEGIN BARRIER RAIL STA. 123+82.50

S.R. 1

P.L. ℄ S.R. 1 S35°05'33"E

80' TYP

R11-2 48"x30" ROAD CLOSED

LIMIT OF CONST. RAMP A STA. 210+71.36

BEGIN BARRIER RAIL STA. 123+82.36

R5-1 36"x36" DO NOT ENTER

S.R. 1 STA. 123+52.84 =
RAMP A STA. 211+12.29
N 606419.6662 E 1811131.5461

MATCH LINE STA. 115+00.00 SEE SHEET NO. T4

MATCH LINE STA. 127+00.00 SEE SHEET NO. T4B

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

PHASE 2

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

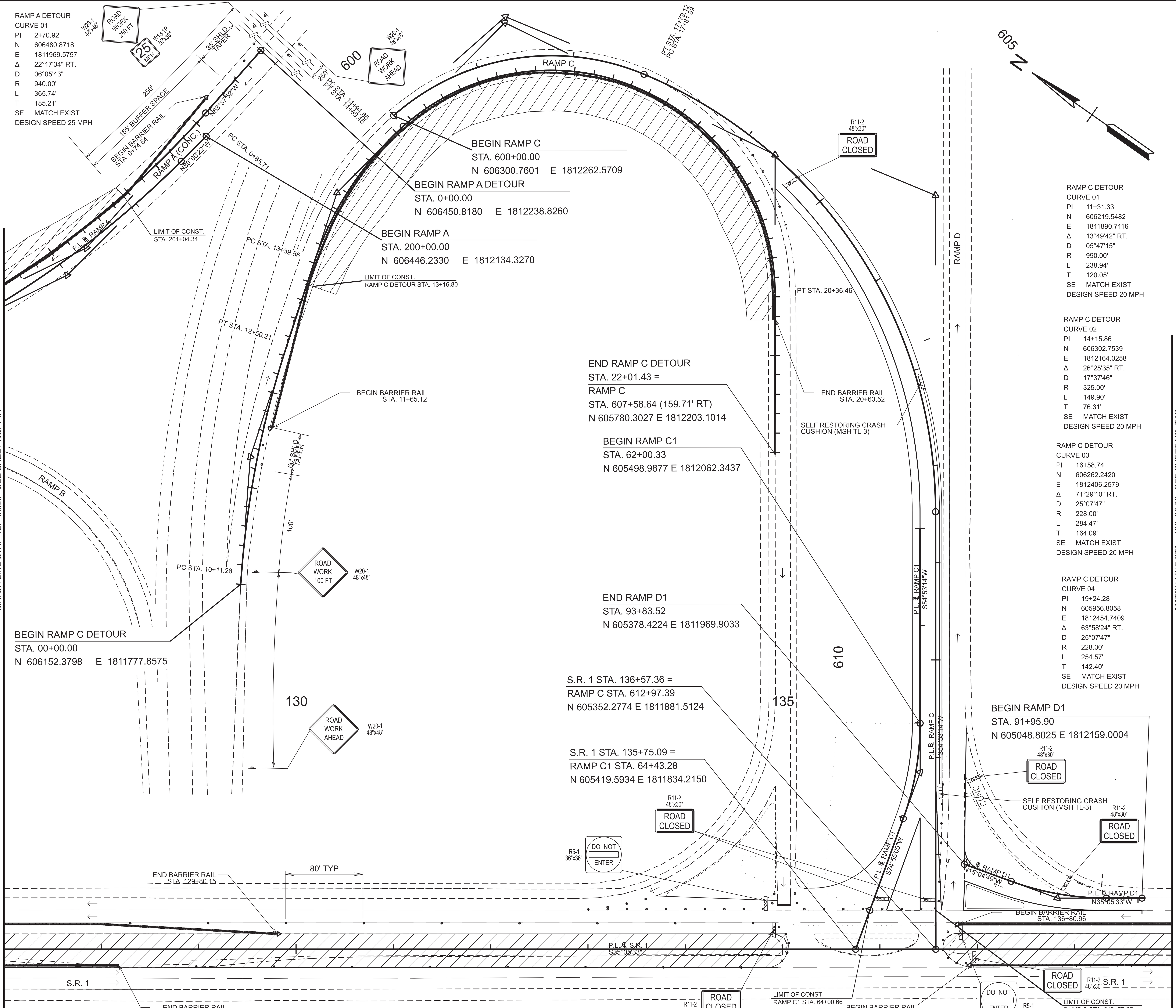
TRAFFIC CONTROL PLANS

S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/13/2025 11:57:01 AM
P:\2020\200319\DOT\TDOT\200319DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T4B
PIH	2025	HSIP-1(378)	T4B
PS&E	2025	HSIP-1(378)	T4B

REV. 02-12-25: ADDED RAMP A AND RAMP C DETOUR CONSTRUCTION. ADJUSTED RAMP A AND RAMP C WORK ZONE SIGNAGE. ADDED RAMP C TYPICAL SECTION.



RAMP A DETOUR
CURVE 01
PI 2+70.92
N 606480.8718
E 1811969.5757
Δ 22°17'34" RT.
D 06°05'43"
R 940.00'
L 365.74'
T 185.21'
SE MATCH EXIST
DESIGN SPEED 25 MPH
ROAD WORK 250 FT
ROAD WORK AHEAD
ROAD WORK 100 FT
25 MPH
600
605
610
130
135
N
RAMP C
RAMP D
RAMP B
BEGIN RAMP C
STA. 600+00.00
N 606300.7601 E 1812262.5709
BEGIN RAMP A DETOUR
STA. 0+00.00
N 606450.8180 E 1812238.8260
BEGIN RAMP A
STA. 200+00.00
N 606446.2330 E 1812134.3270
LIMIT OF CONST. STA. 201+04.34
LIMIT OF CONST. RAMP C DETOUR STA. 13+16.80
BEGIN BARRIER RAIL STA. 11+65.12
BEGIN RAMP C DETOUR
STA. 00+00.00
N 606152.3798 E 1811777.8575
END RAMP C DETOUR
STA. 22+01.43 =
RAMP C
STA. 607+58.64 (159.71' RT)
N 605780.3027 E 1812203.1014
BEGIN RAMP C1
STA. 62+00.33
N 605498.9877 E 1812062.3437
END RAMP D1
STA. 93+83.52
N 605378.4224 E 1811969.9033
S.R. 1 STA. 136+57.36 =
RAMP C STA. 612+97.39
N 605352.2774 E 1811881.5124
S.R. 1 STA. 135+75.09 =
RAMP C1 STA. 64+43.28
N 605419.5934 E 1811834.2150
BEGIN RAMP D1
STA. 91+95.90
N 605048.8025 E 1812159.0004
END BARRIER RAIL STA. 20+63.52
SELF RESTORING CRASH CUSHION (MSH TL-3)
PT STA. 20+36.46
ROAD CLOSED
DO NOT ENTER
END BARRIER RAIL STA. 129+80.15
END BARRIER RAIL STA. 128+17.75
BEGIN BARRIER RAIL STA. 136+93.79
BEGIN BARRIER RAIL STA. 136+80.96
LIMIT OF CONST. RAMP C1 STA. 64+00.66
LIMIT OF CONST. RAMP C STA. 612+57.37
80' TYP
S.R. 1
RAMP C DETOUR
CURVE 01
PI 11+31.33
N 606219.5482
E 1811890.7116
Δ 13°49'42" RT.
D 05°47'15"
R 990.00'
L 238.94'
T 120.05'
SE MATCH EXIST
DESIGN SPEED 20 MPH
RAMP C DETOUR
CURVE 02
PI 14+15.86
N 606302.7539
E 1812164.0258
Δ 26°25'35" RT.
D 17°37'46"
R 325.00'
L 149.90'
T 76.31'
SE MATCH EXIST
DESIGN SPEED 20 MPH
RAMP C DETOUR
CURVE 03
PI 16+58.74
N 606262.2420
E 1812406.2579
Δ 71°29'10" RT.
D 25°07'47"
R 228.00'
L 284.47'
T 164.09'
SE MATCH EXIST
DESIGN SPEED 20 MPH
RAMP C DETOUR
CURVE 04
PI 19+24.28
N 605956.8058
E 1812454.7409
Δ 63°58'24" RT.
D 25°07'47"
R 228.00'
L 254.57'
T 142.40'
SE MATCH EXIST
DESIGN SPEED 20 MPH
MATCH LINE STA. 127+00.00 SEE SHEET NO. T4A
MATCH LINE STA. 139+00.00 SEE SHEET NO. T4C

NOTE: SEE SHEET T4A FOR RAMP C TYPICAL SECTION

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
(hatched box)	WORK ZONE
◑	FLEXIBLE DRUMS (CHANNELIZING)
▸	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
(striped line)	REMOVE PAVEMENT STRIPING
(heavy line)	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
◁	TEMPORARY ATTENUATOR
(barricade)	TEMPORARY BARRICADE (TYPE III)

PHASE 2

SEALED BY

MARK ANDREW RANDALL, REGISTERED ENGINEER, STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

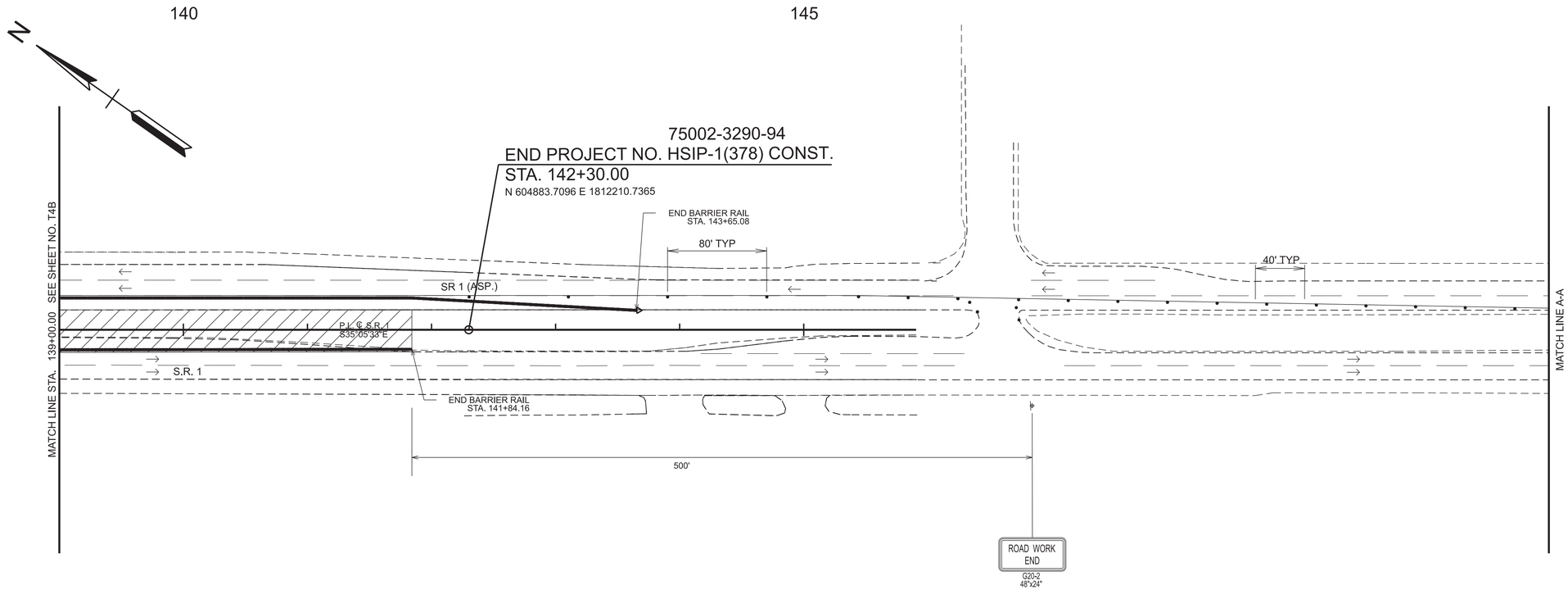
TRAFFIC CONTROL PLANS

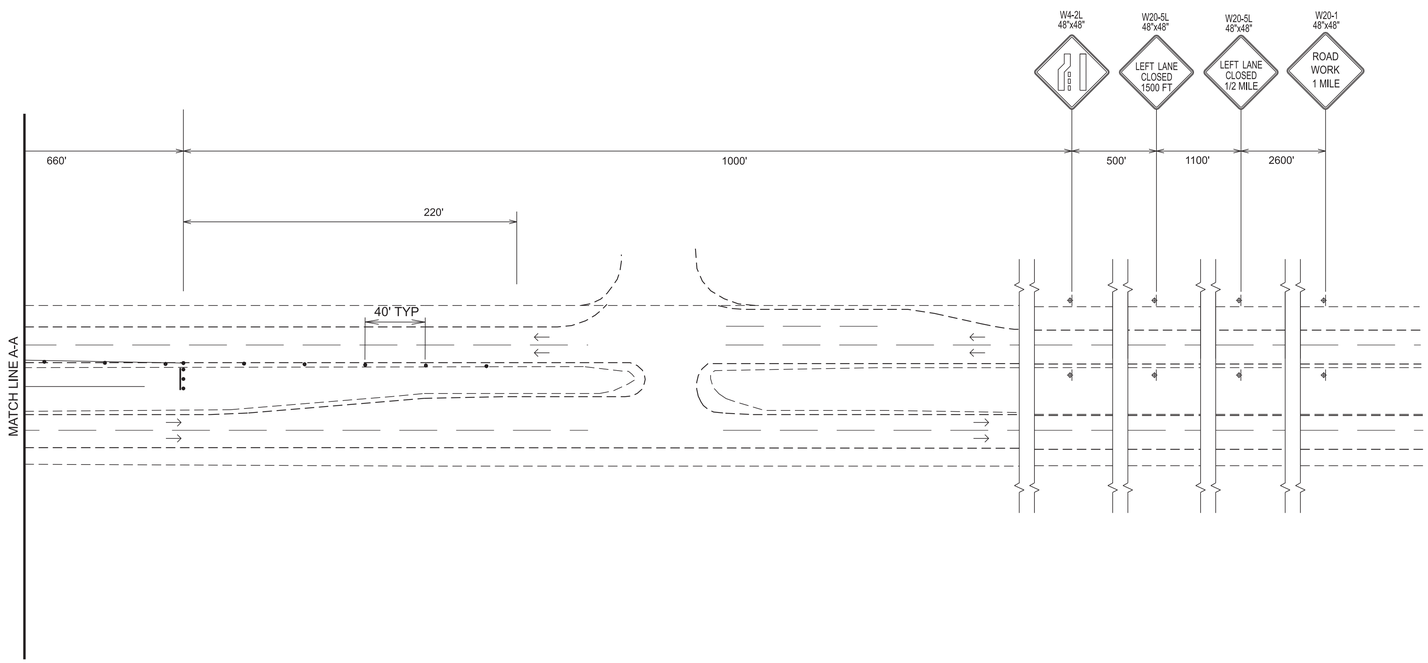
S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

2/13/2025 11:58:35 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	HSIP-1(378)	T4C
PIH	2025	HSIP-1(378)	T4C
PS&E	2025	HSIP-1(378)	T4C

REV. 02-12-25: CORRECTED MATCHLINE STATIONING.





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

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 2

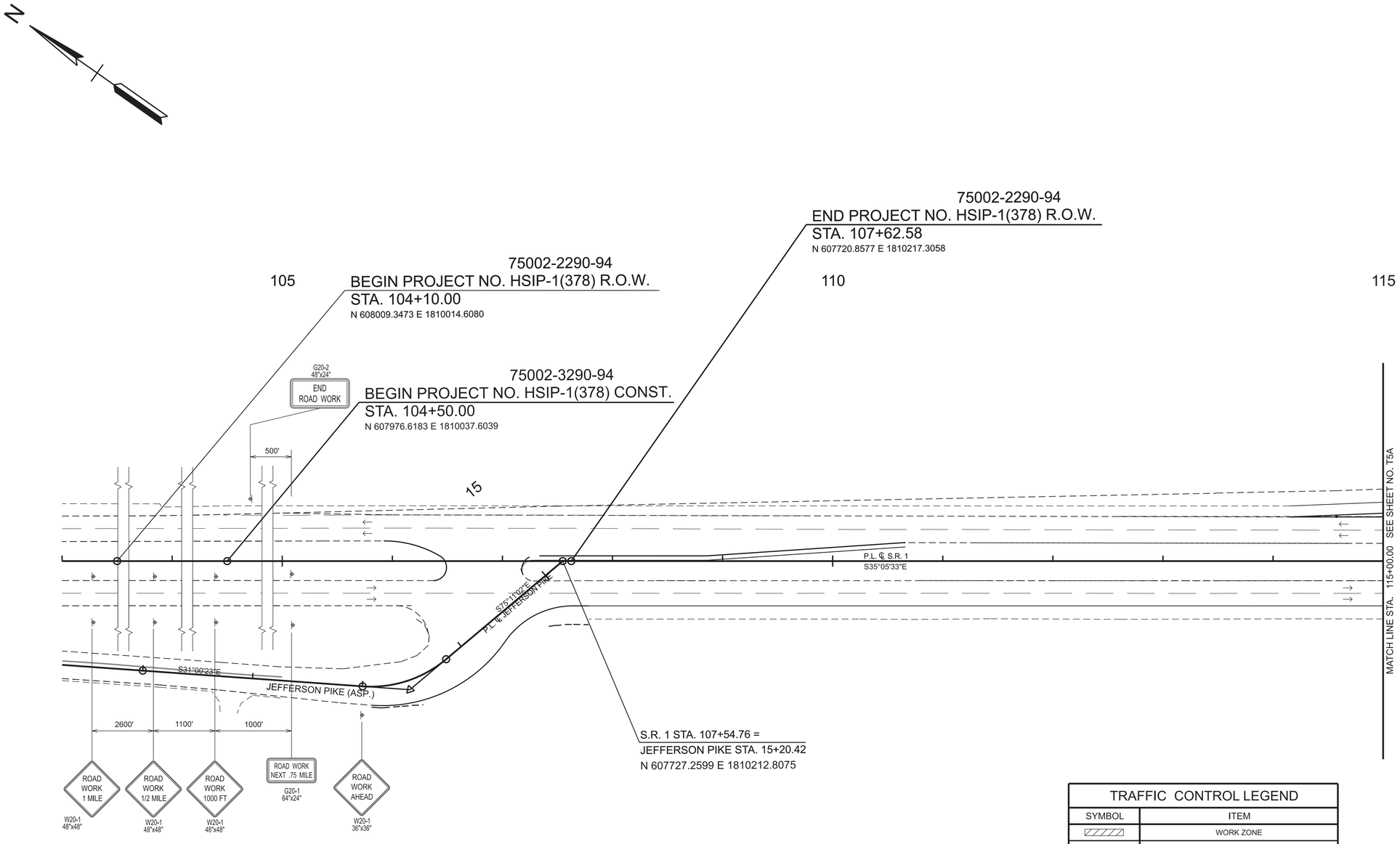
TRAFFIC CONTROL PLANS

S.R. 1
STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

2/13/2025 11:59:47 AM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T5
PIH	2025	HSIP-1(378)	T5
PS&E	2025	HSIP-1(378)	T5

REV. 02-12-25: REMOVED PAVEMENT SCARIFICATION.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 3

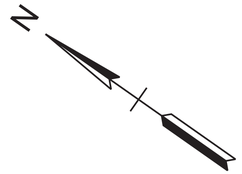
TRAFFIC CONTROL PLANS

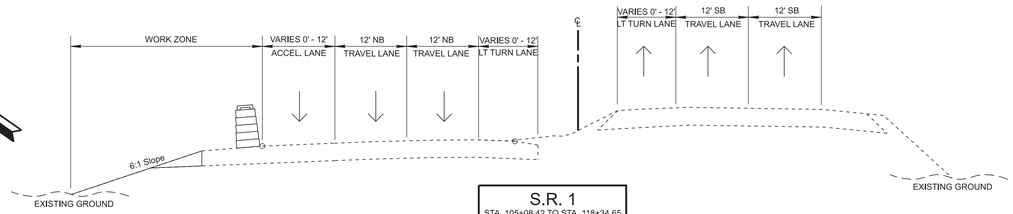
S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

2/12/2025 4:00:15 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T5A
PIH	2025	HSIP-1(378)	T5A
PS&E	2025	HSIP-1(378)	T5A

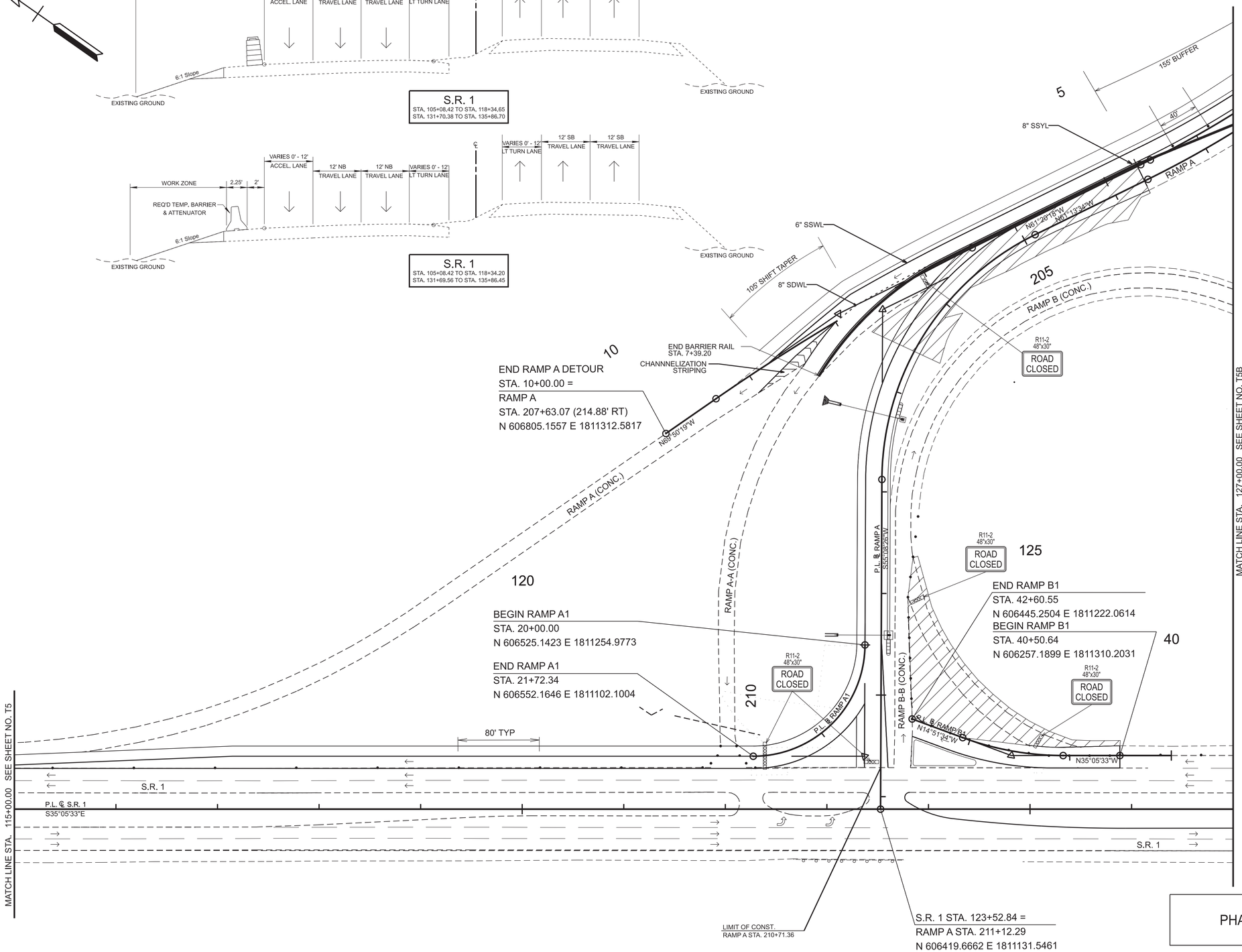
REV. 02-12-25: ADDED RAMP A DETOUR. REMOVED PAVEMENT SCARIFICATION. ADJUSTED SR-1 TYPICAL STATION LIMITS





S.R. 1
STA. 105+08.42 TO STA. 118+34.65
STA. 131+70.38 TO STA. 135+86.70

S.R. 1
STA. 105+08.42 TO STA. 118+34.20
STA. 131+69.56 TO STA. 135+86.45



NOTE: SEE SHEET T2 FOR DETOUR TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 3

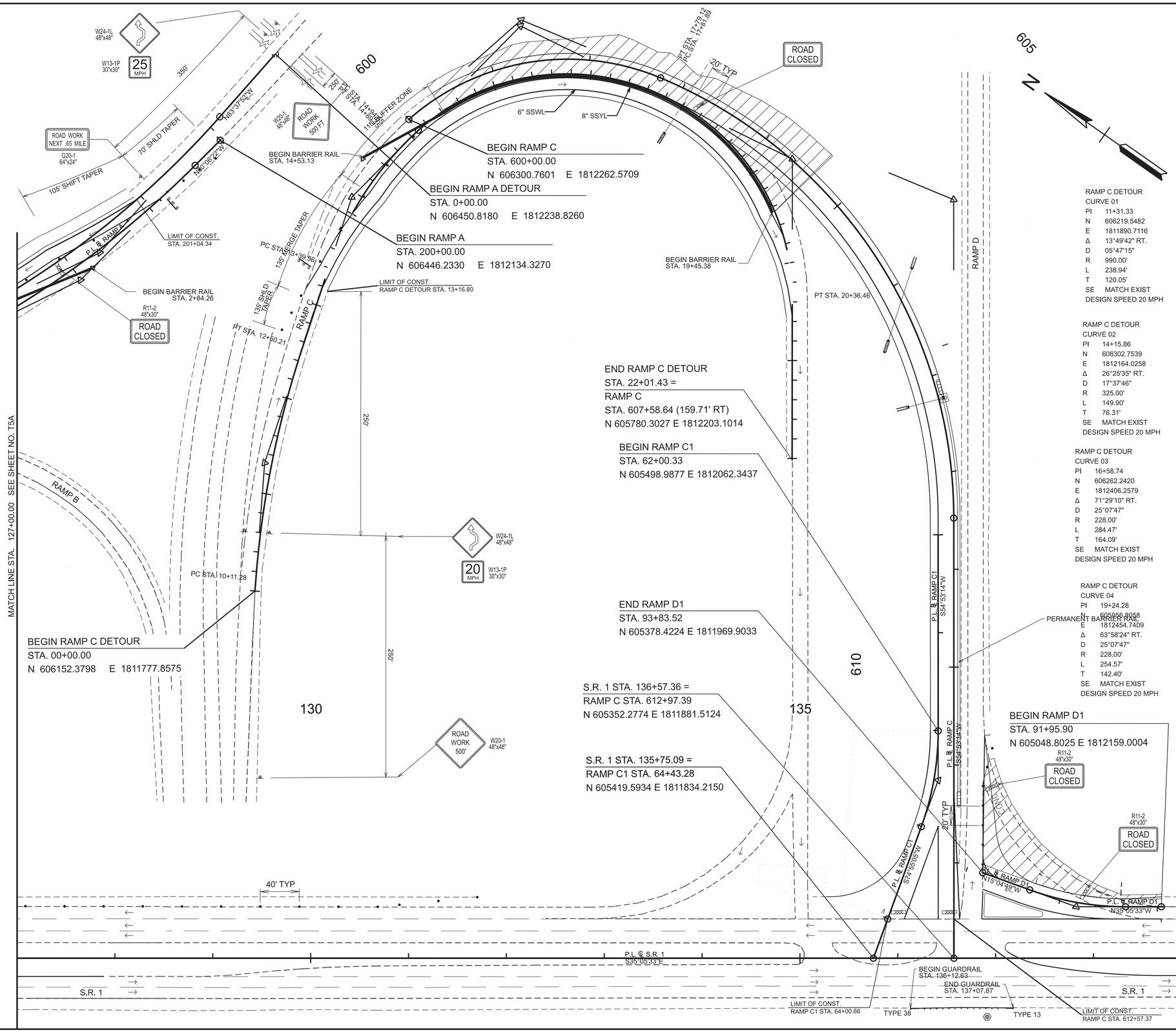
TRAFFIC CONTROL PLANS

S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/13/2025 12:04:30 PM
P:\2020\2003\9\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T5B
PIH	2025	HSIP-1(378)	T5B
PS&E	2025	HSIP-1(378)	T5B

REV. 02-12-25: ADDED RAMP A AND RAMP C DETOURS.



RAMP C DETOUR
CURVE 01
PI 11+31.33
N 606219.5482
E 1811890.7116
Δ 13°49'42" RT.
D 05°47'15"
R 990.00'
L 238.94'
T 120.05'
SE MATCH EXIST
DESIGN SPEED 20 MPH

RAMP C DETOUR
CURVE 02
PI 14+15.86
N 606302.7539
E 1812164.0258
Δ 26°25'35" RT.
D 17°37'46"
R 325.00'
L 149.90'
T 76.31'
SE MATCH EXIST
DESIGN SPEED 20 MPH

RAMP C DETOUR
CURVE 03
PI 16+58.74
N 606262.2420
E 1812406.2579
Δ 71°29'10" RT.
D 25°07'47"
R 228.00'
L 284.47'
T 164.09'
SE MATCH EXIST
DESIGN SPEED 20 MPH

RAMP C DETOUR
CURVE 04
PI 19+24.28
N 605956.8058
E 1812454.7409
Δ 63°58'24" RT.
D 25°07'47"
R 228.00'
L 254.57'
T 142.40'
SE MATCH EXIST
DESIGN SPEED 20 MPH

NOTE: SEE SHEET T2 FOR DETOUR TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TRAFFIC CONTROL LEGEND

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

PHASE 3

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

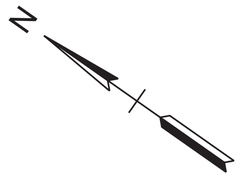
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

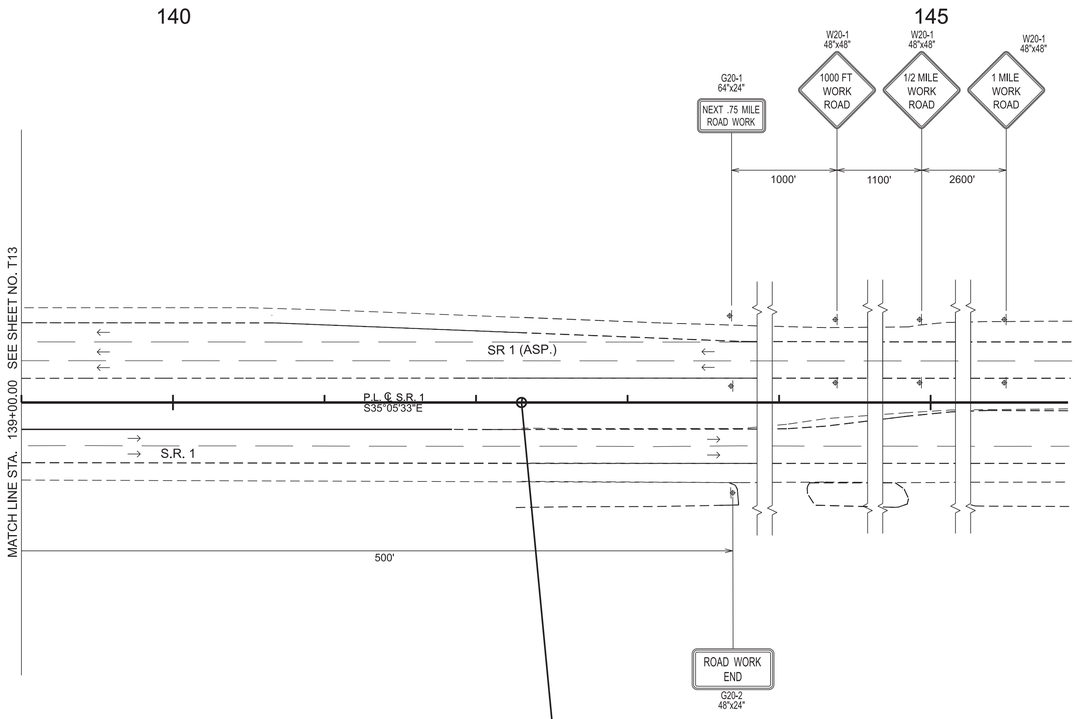
TRAFFIC CONTROL PLANS

S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

2/13/2025 12:06:34 PM
P:\2020\200319\DOT\DOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2023	HSIP-1(378)	T5C
PIH	2025	HSIP-1(378)	T5C
PS&E	2025	HSIP-1(378)	T5C





75002-3290-94
END PROJECT NO. HSIP-1(378) CONST.
STA. 142+30.00
N 604883.7096 E 1812210.7365

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

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 3

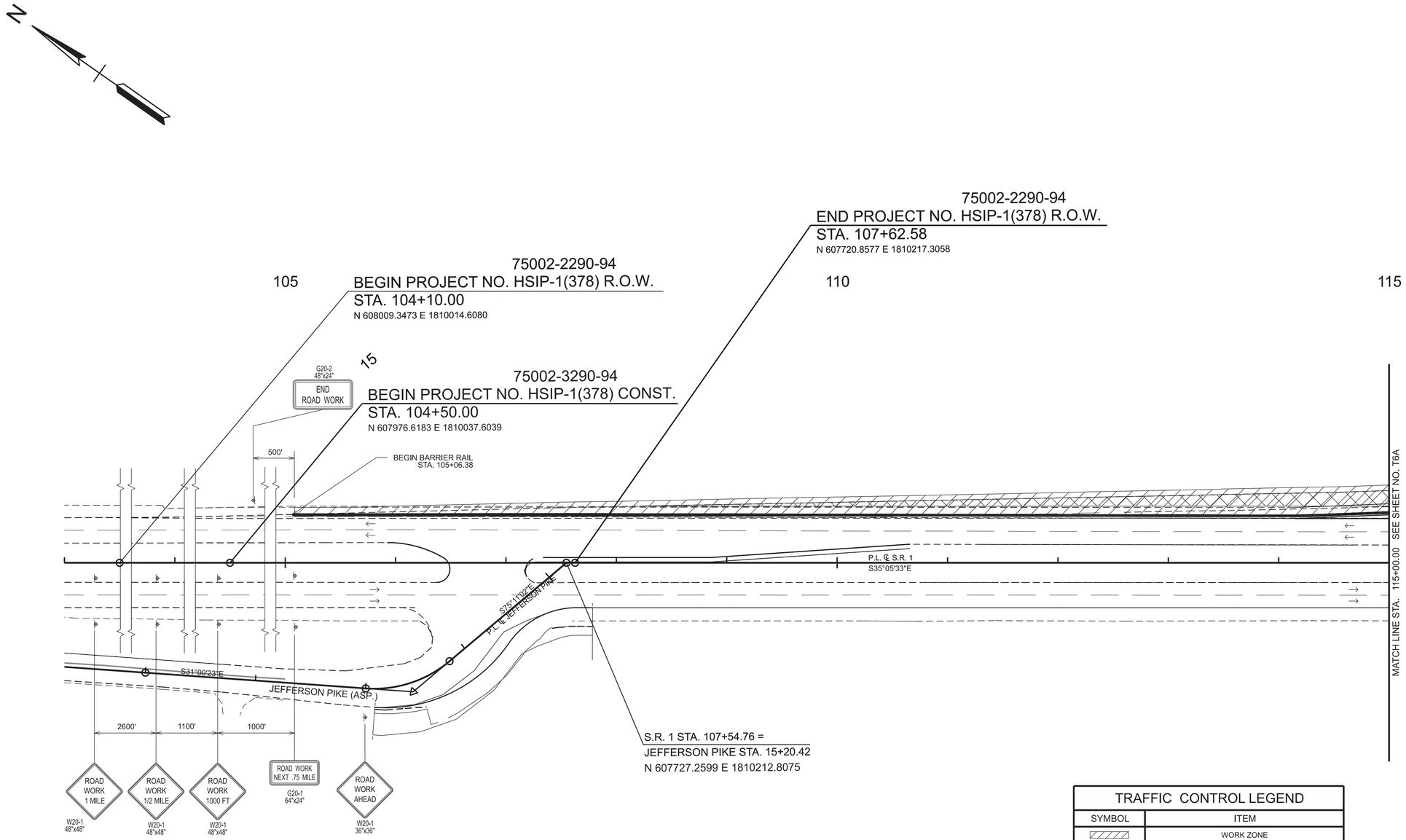
TRAFFIC CONTROL PLANS

S.R. 1
STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

2/3/2025 2:43:13 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T6

REV. 02-12-25: ADDED SHEETS.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 4

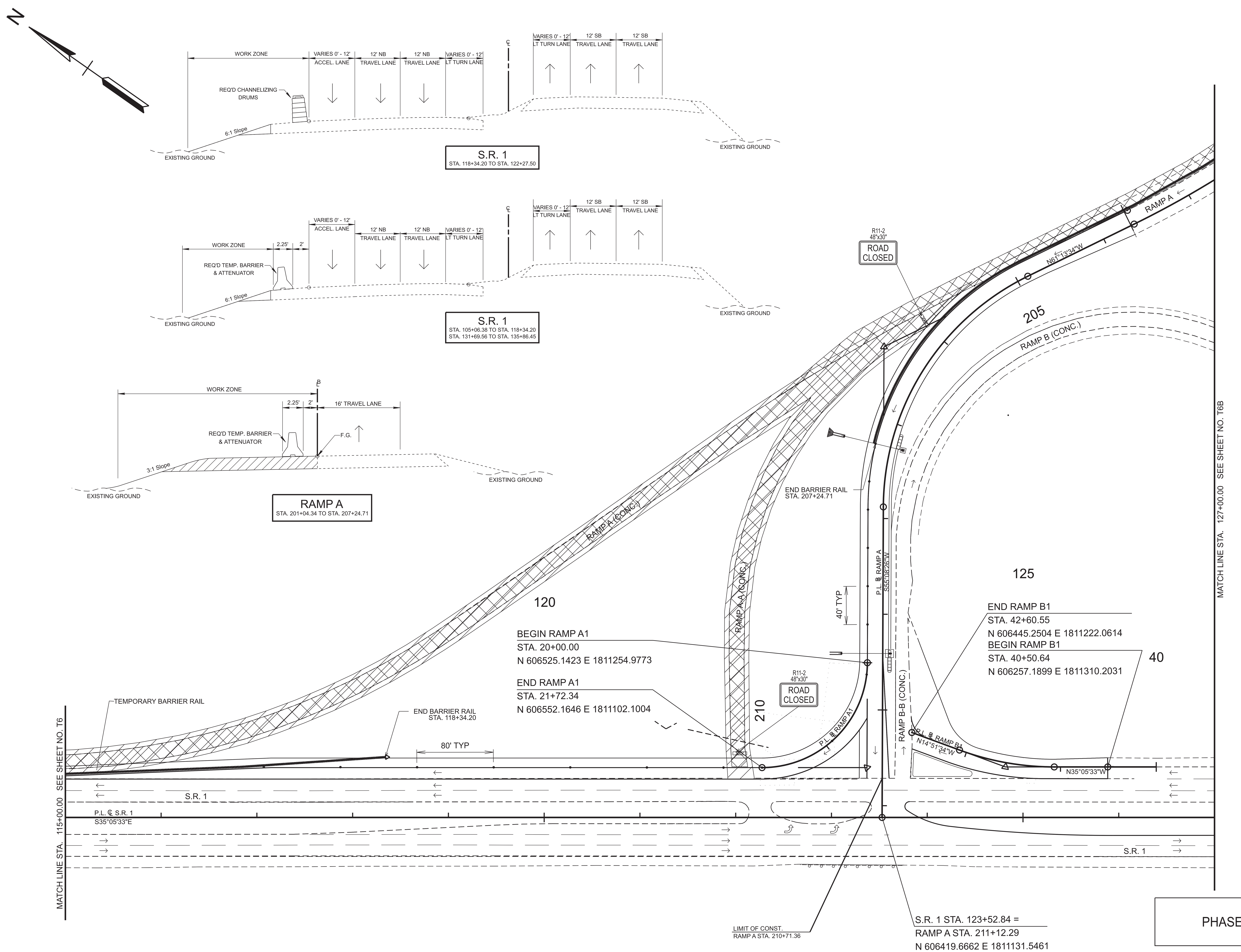
TRAFFIC CONTROL PLANS

S.R. 1
STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

2/13/2025 12:33:07 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T6A

REV. 02-12-25: ADDED SHEETS.



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
(hatched)	WORK ZONE
◖	FLEXIBLE DRUMS (CHANNELIZING)
▸	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
▬	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
◁	TEMPORARY ATTENUATOR

SEALED BY

MARK ANDREW RANDALL, REGISTERED ENGINEER, No. 119998, STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

PHASE 4

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

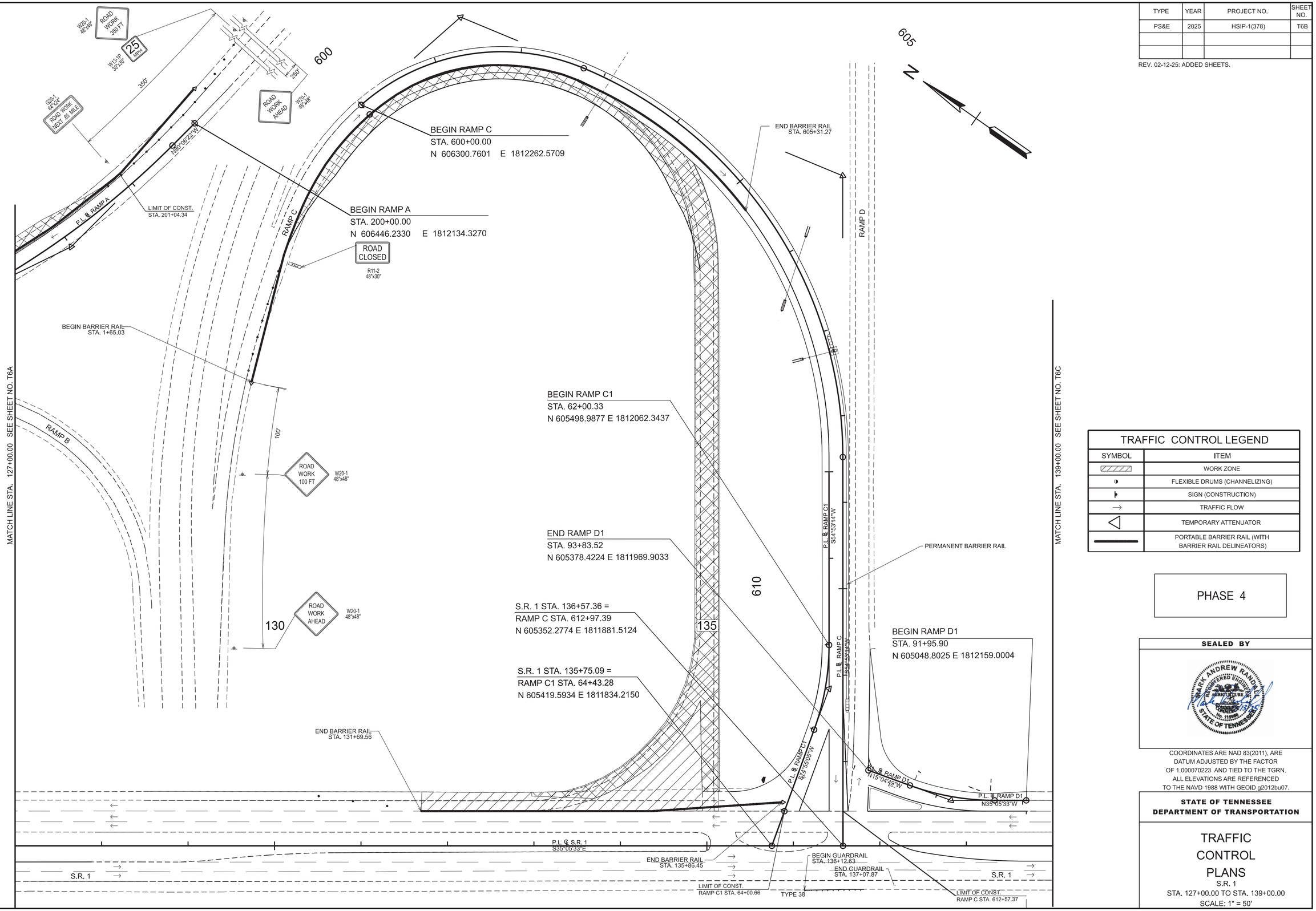
TRAFFIC CONTROL PLANS

S.R. 1
STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

2/13/2025 12:33:56 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T6B

REV. 02-12-25: ADDED SHEETS.



TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	TEMPORARY ATTENUATOR
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)

PHASE 4

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

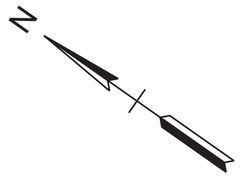
TRAFFIC CONTROL PLANS

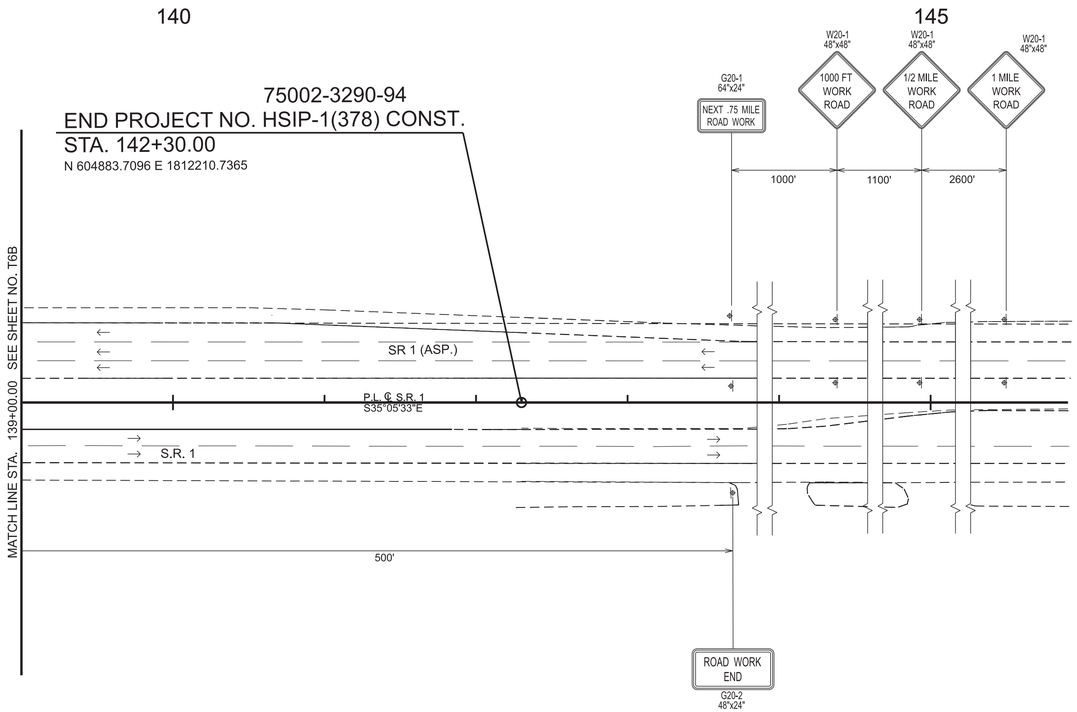
S.R. 1
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

2/13/2025 12:35:01 PM
P:\2020\20031\9\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T6C

REV. 02-12-25: ADDED SHEETS.





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

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE 4

TRAFFIC CONTROL PLANS

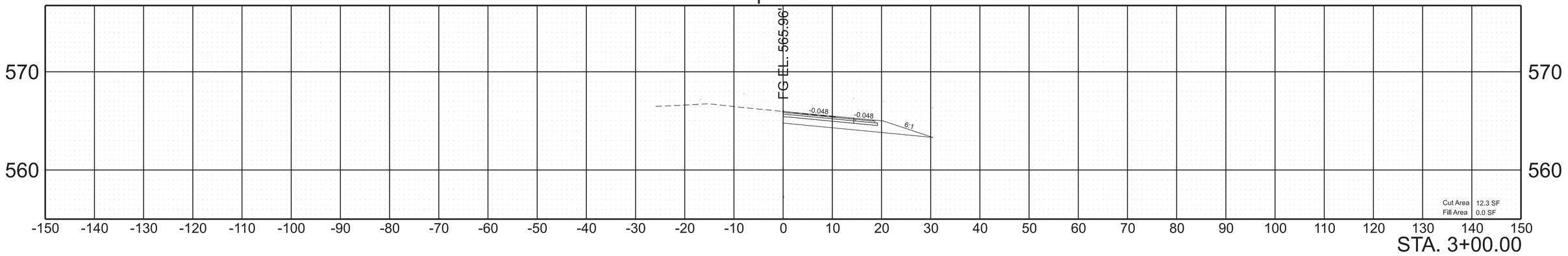
S.R. 1
STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

2/13/2025 12:32:14 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-DES-TRAFFIC CONTROL SHEETS_PH 4.DGN

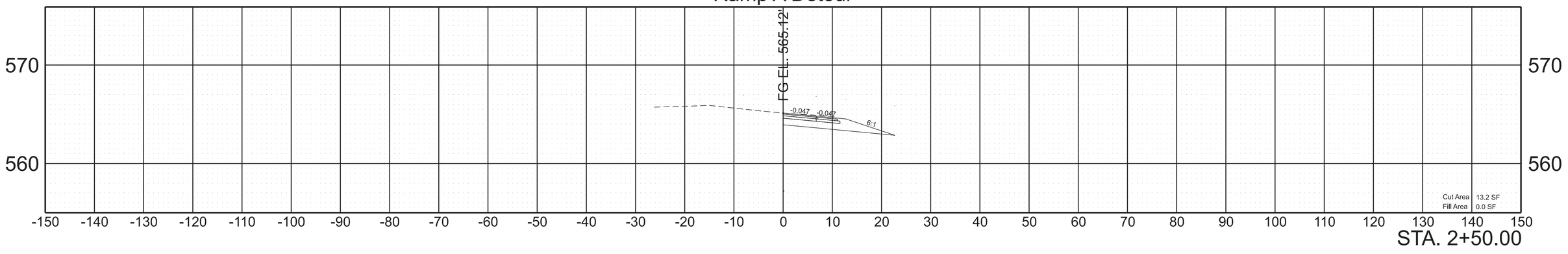
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7

REV. 02-12-25: ADDED SHEETS.

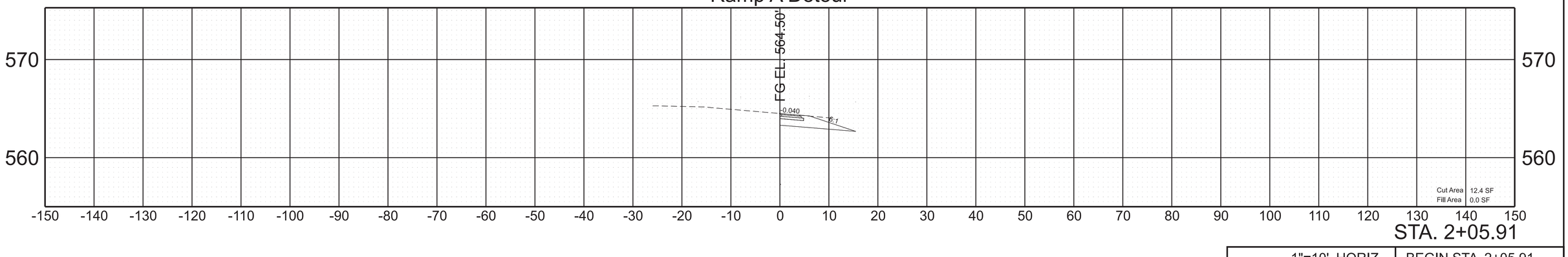
Ramp A Detour



Ramp A Detour



Ramp A Detour



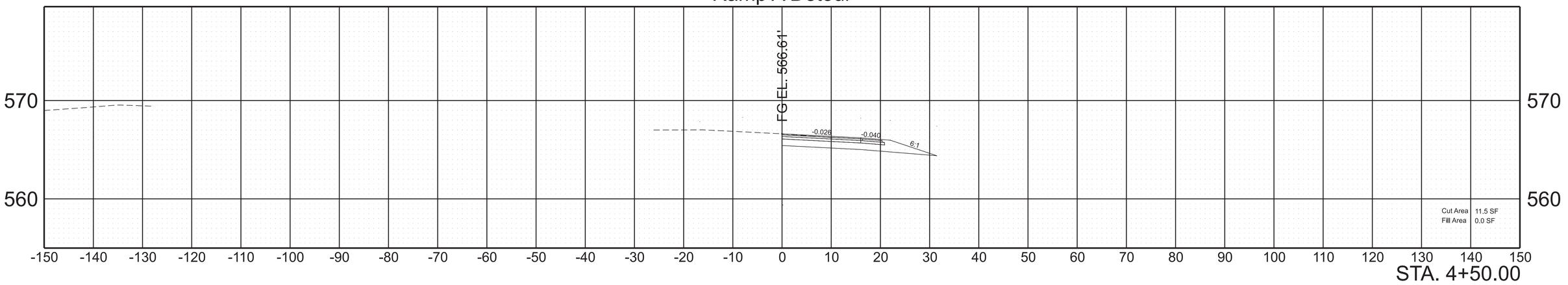
SCALE:	1"=10' HORIZ.	BEGIN STA. 2+05.91
	1"=5' VERT.	END STA. 3+00.00

2/13/2025 1:21:27 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

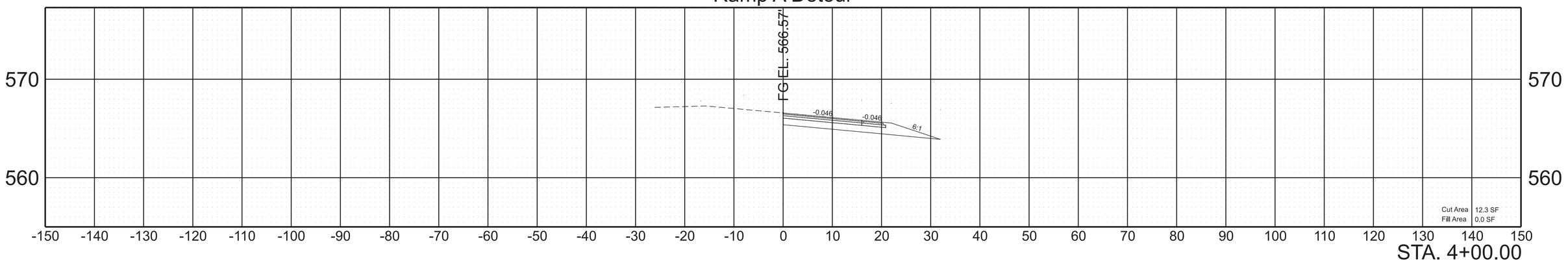
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7A

REV. 02-12-25: ADDED SHEETS.

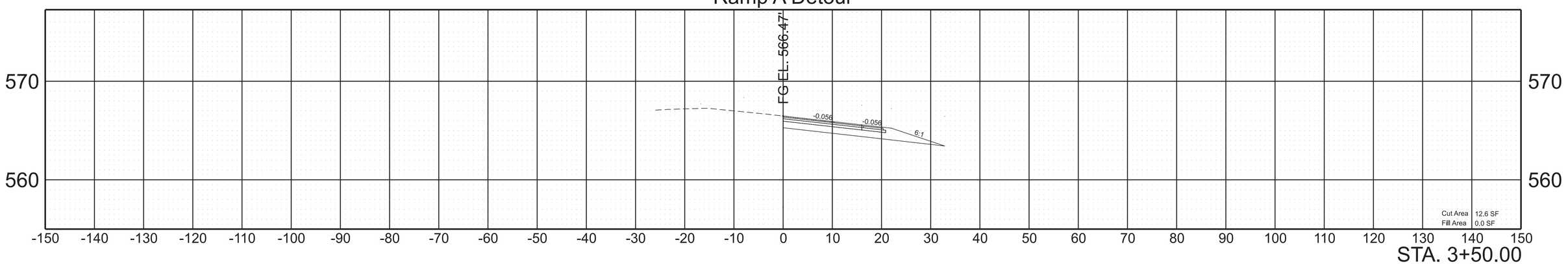
Ramp A Detour



Ramp A Detour



Ramp A Detour



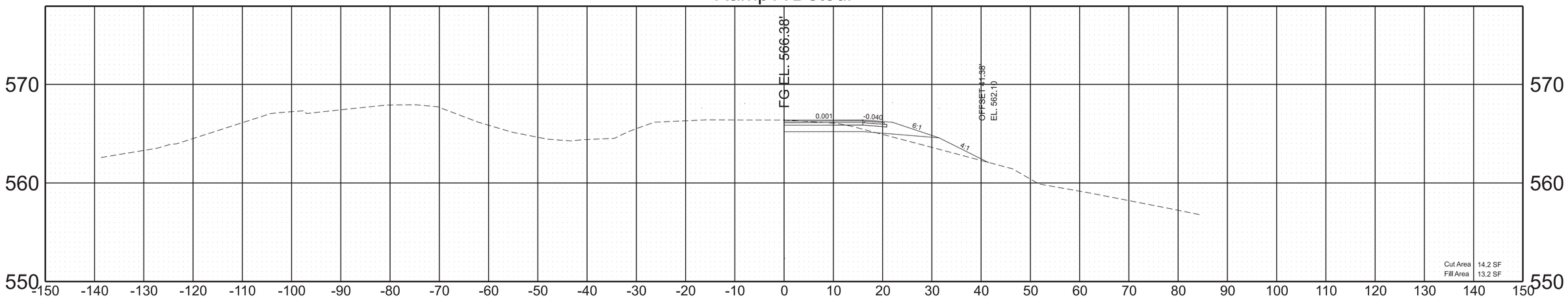
SCALE:	1"=10' HORIZ.	BEGIN STA. 3+50.00
	1"=5' VERT.	END STA. 4+50.00

2/13/2025 1:26:53 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7B

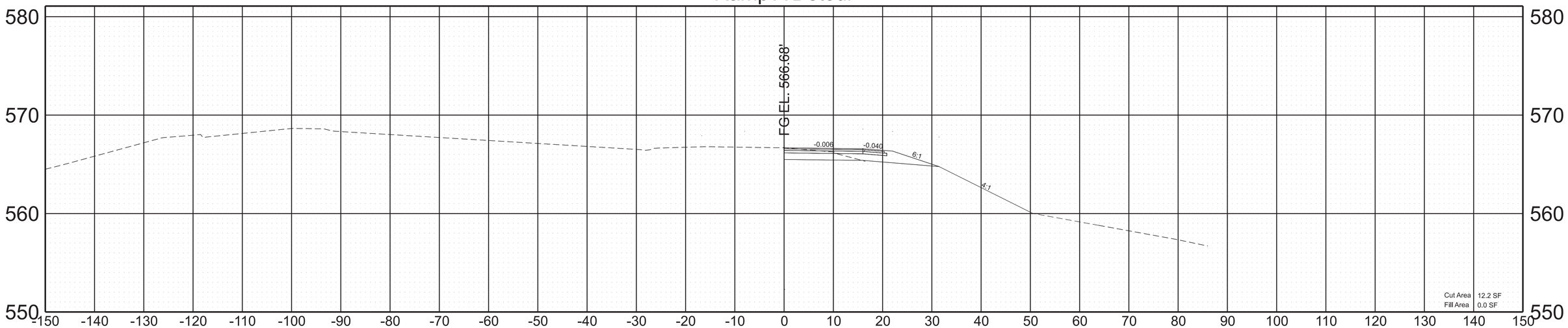
REV. 02-12-25: ADDED SHEETS.

Ramp A Detour



STA. 5+50.00

Ramp A Detour



STA. 5+00.00

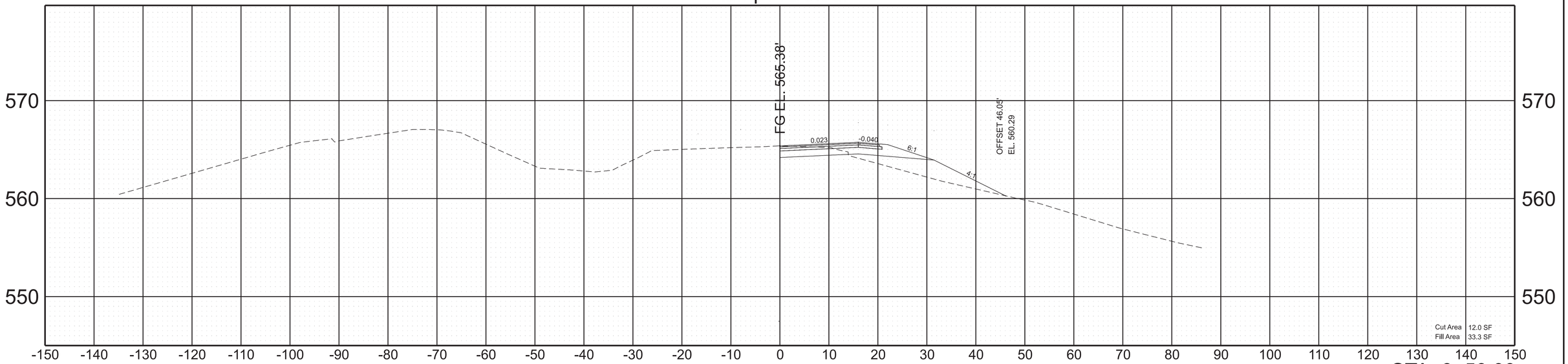
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 5+00.00 END STA. 5+50.00

2/13/2025 1:28:41 PM
P:\20202003191DOT\TDOT200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

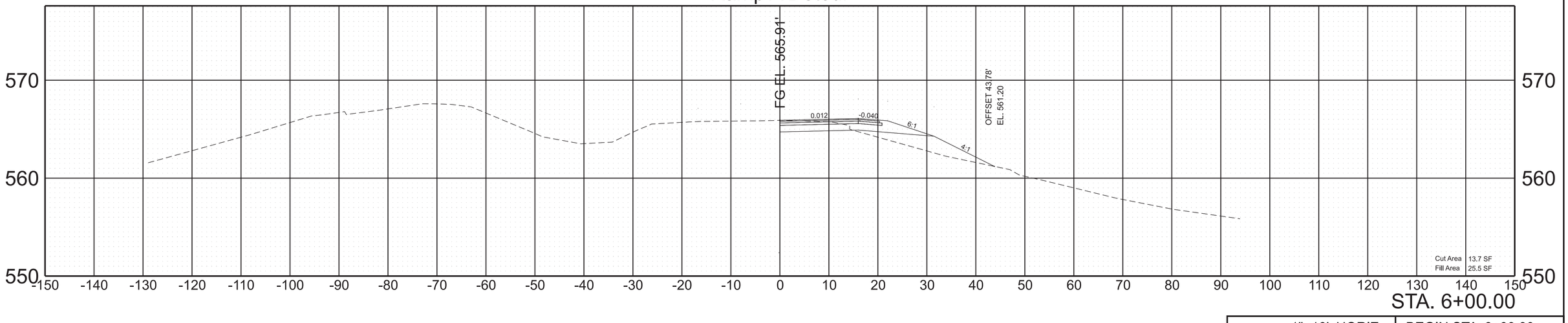
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7C

REV. 02-12-25: ADDED SHEETS.

Ramp A Detour



Ramp A Detour



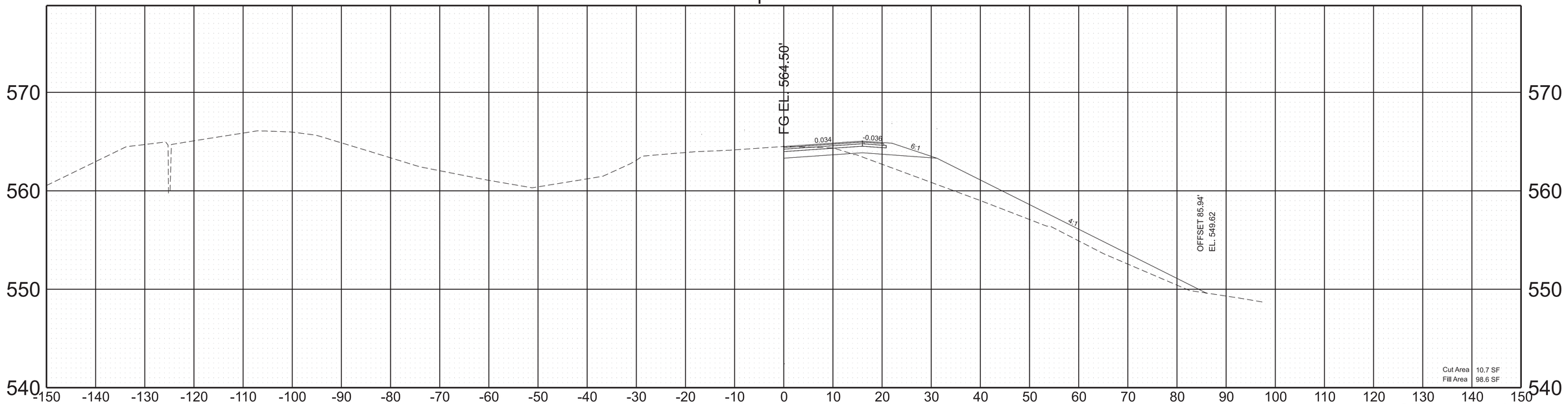
SCALE:		
	1"=10' HORIZ.	BEGIN STA. 6+00.00
	1"=5' VERT.	END STA. 6+50.00

2/13/2025 1:30:13 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7D

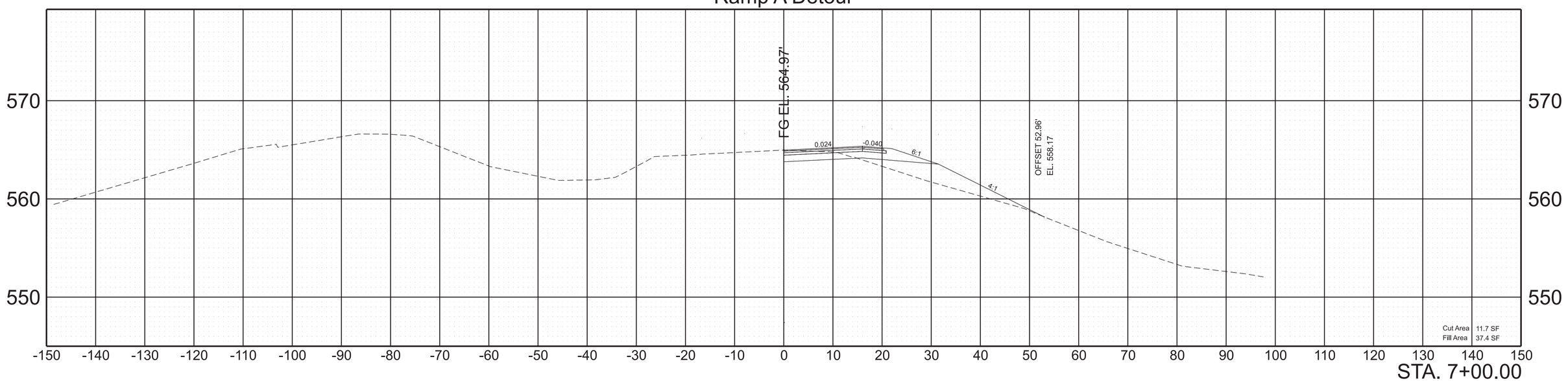
REV. 02-12-25: ADDED SHEETS.

Ramp A Detour



STA. 7+50.00

Ramp A Detour



STA. 7+00.00

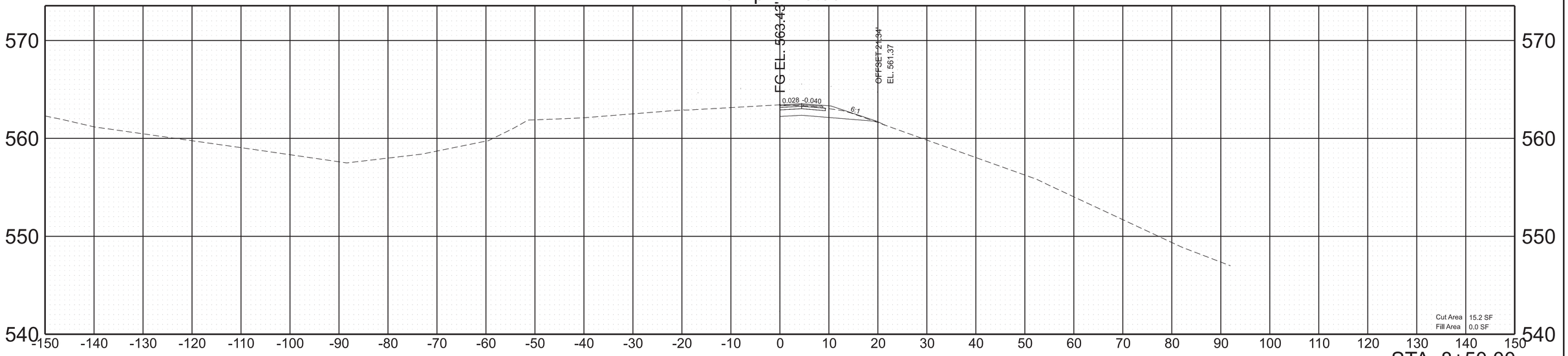
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 7+00.00 END STA. 7+50.00

2/13/2025 1:31:44 PM
P:\2020\20031\9\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

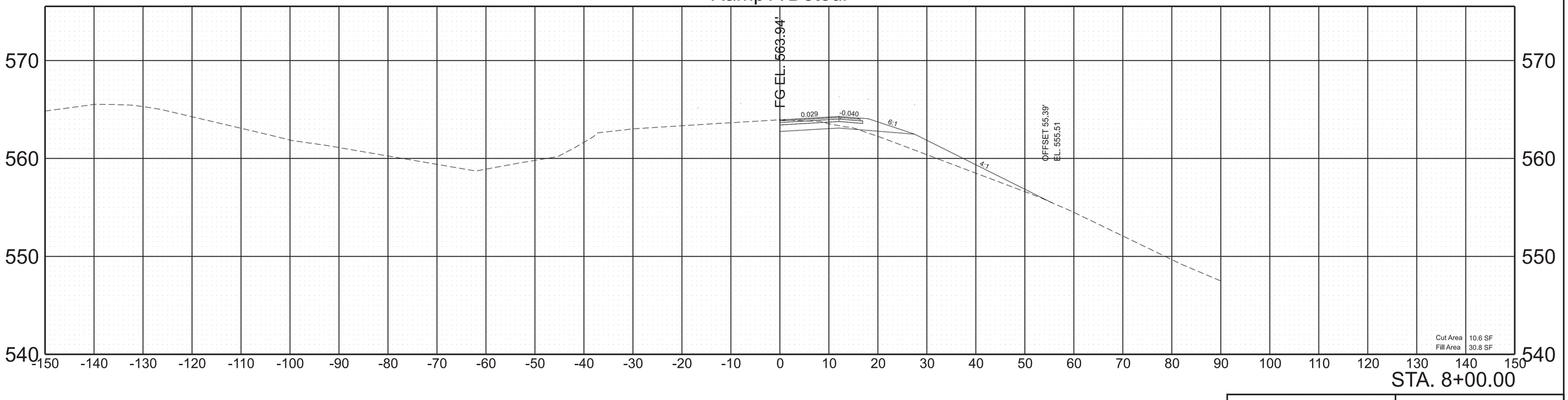
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7E

REV. 02-12-25: ADDED SHEETS.

Ramp A Detour



Ramp A Detour



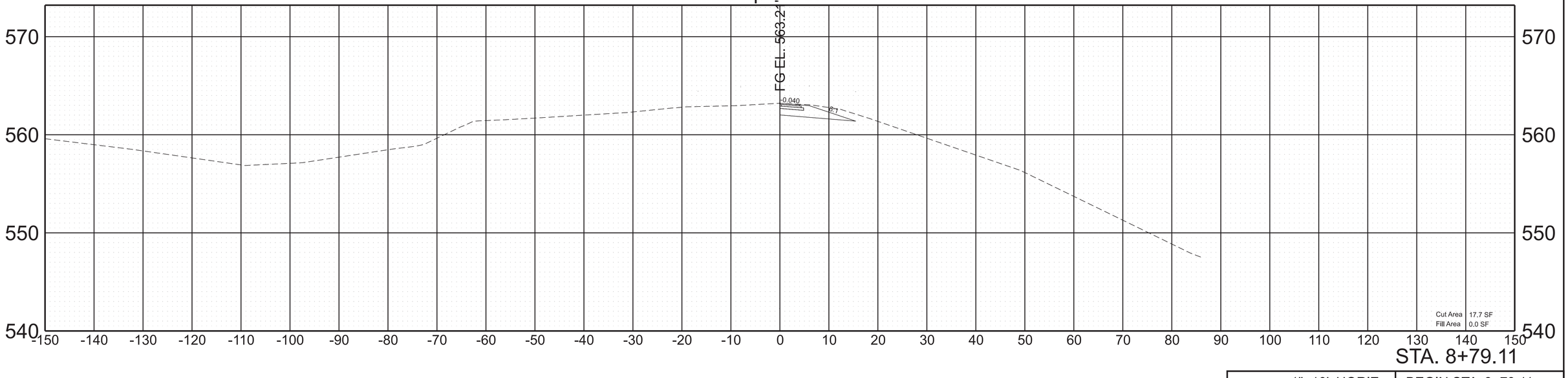
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 8+00.00 END STA. 8+50.00

2/13/2025 1:32:29 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T7F

REV. 02-12-25: ADDED SHEETS.

Ramp A Detour



STA. 8+79.11

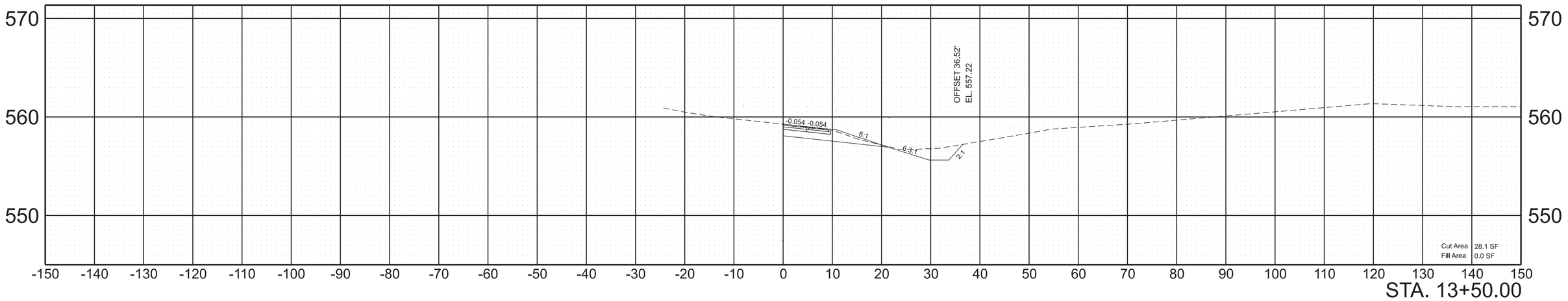
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 8+79.11 END STA. 8+79.11

2/13/2025 1:33:15 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPADETOUR.DGN

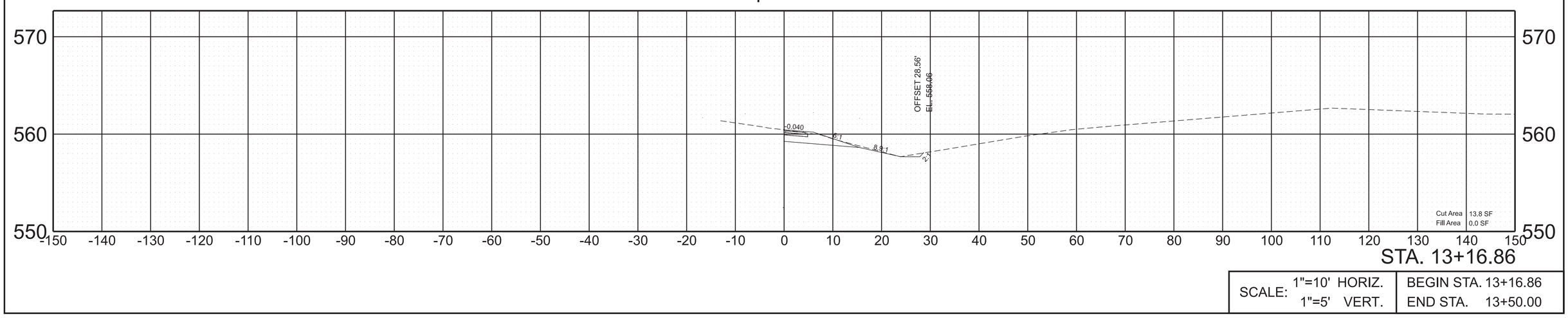
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8

REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



Ramp C Detour



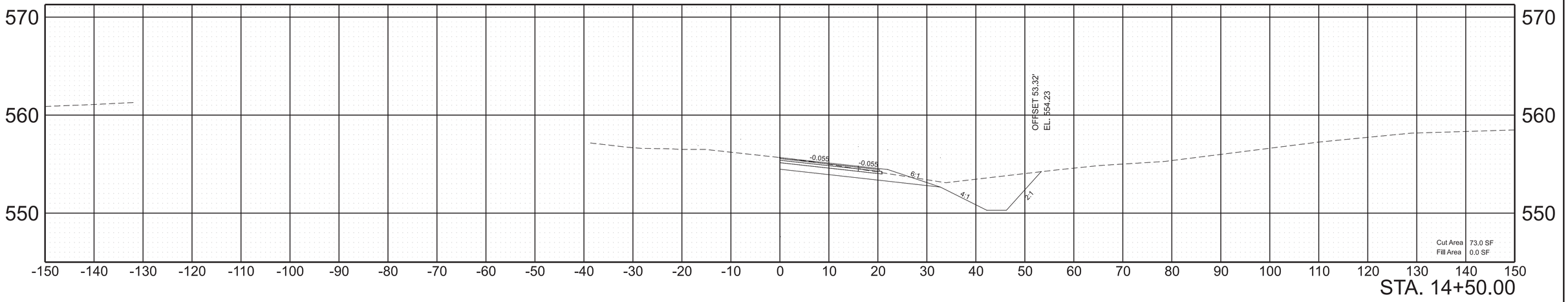
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 13+16.86 END STA. 13+50.00

2/13/2025 1:04:42 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

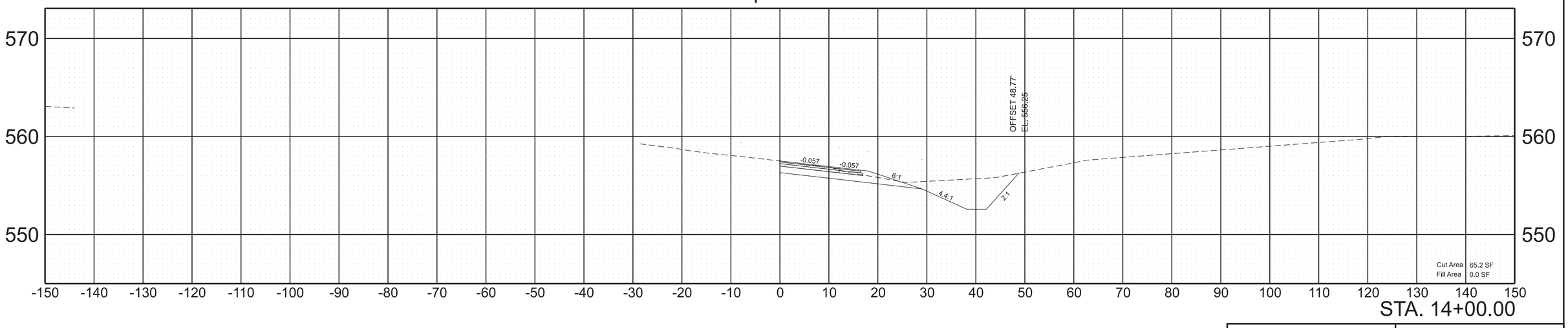
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8A

REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



Ramp C Detour



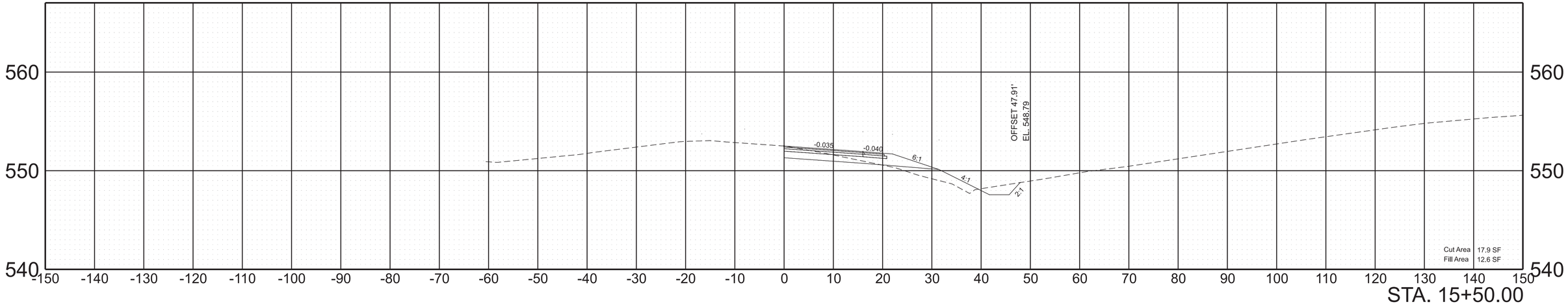
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 14+00.00 END STA. 14+50.00

2/13/2025 1:06:31 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8B

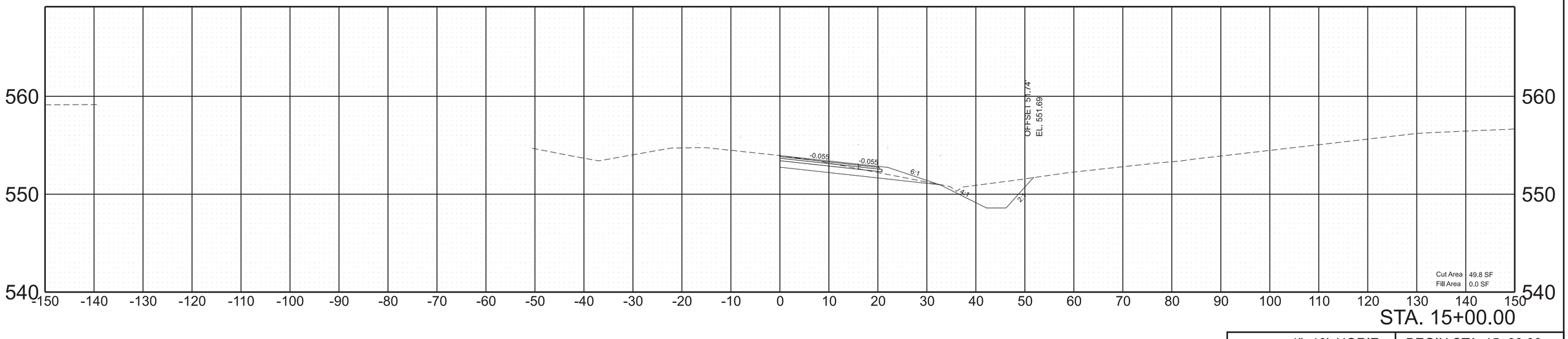
REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



STA. 15+50.00

Ramp C Detour



STA. 15+00.00

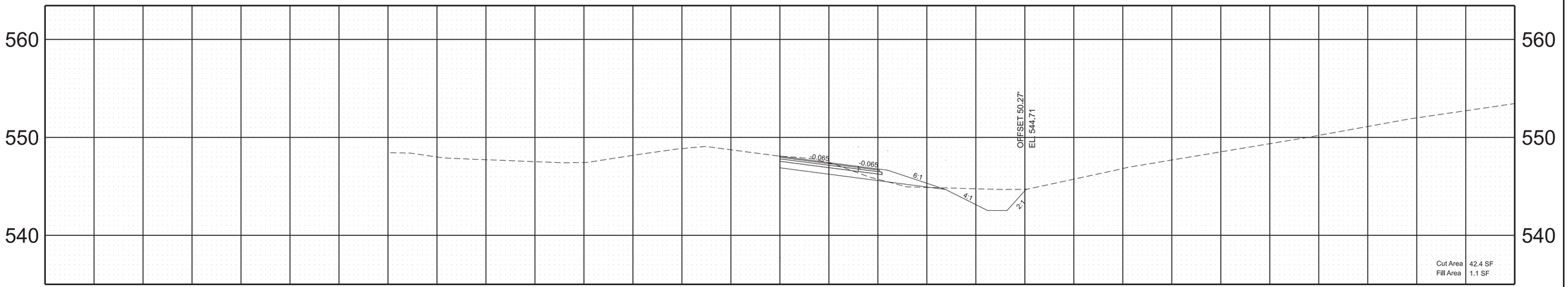
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 15+00.00 END STA. 15+50.00

2/13/2025 1:08:28 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8C

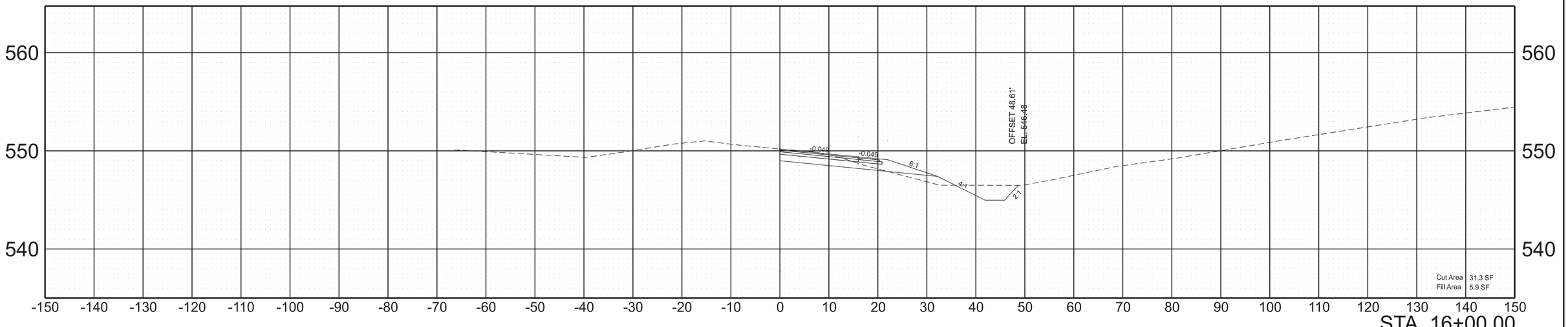
REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



STA. 16+50.00

Ramp C Detour



STA. 16+00.00

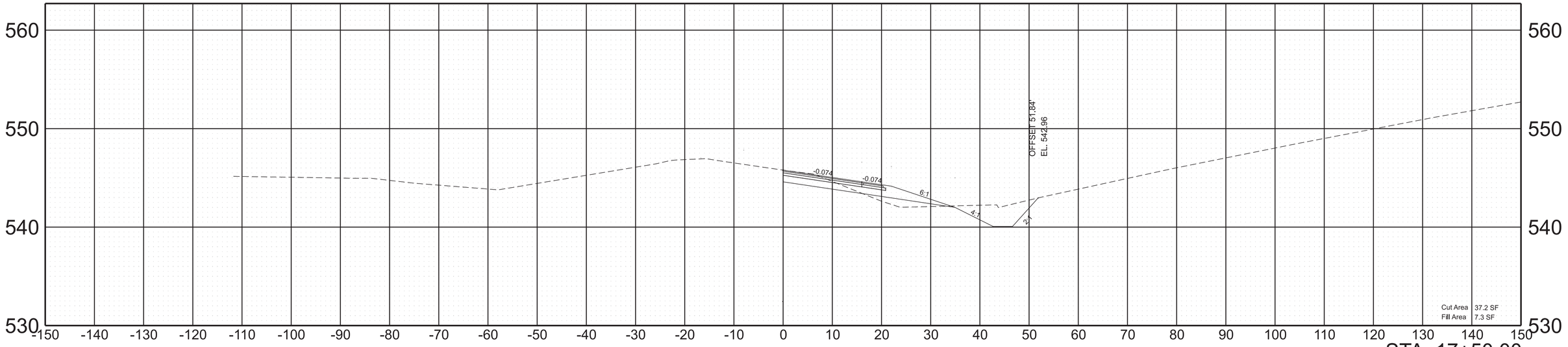
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 16+00.00 END STA. 16+50.00

2/13/2025 1:09:27 PM
P:\20200200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8D

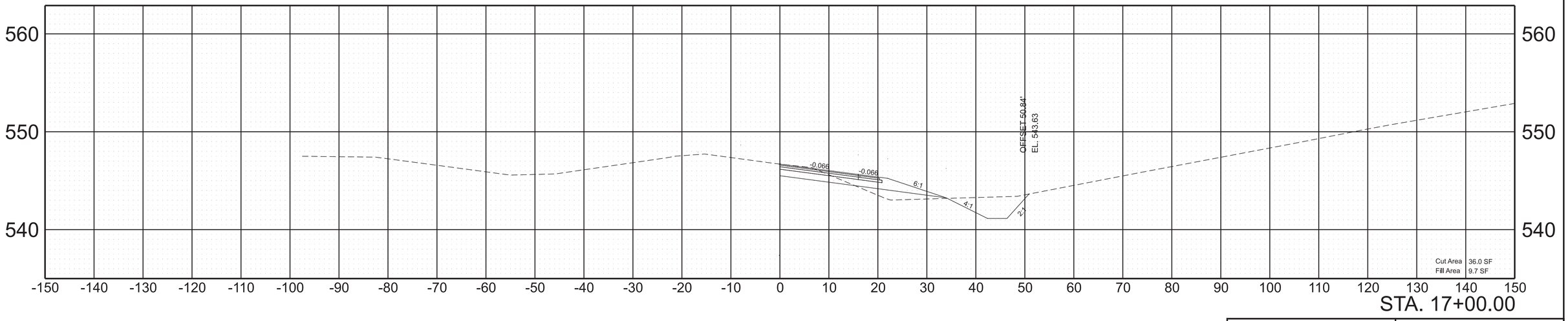
REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



STA. 17+50.00

Ramp C Detour



STA. 17+00.00

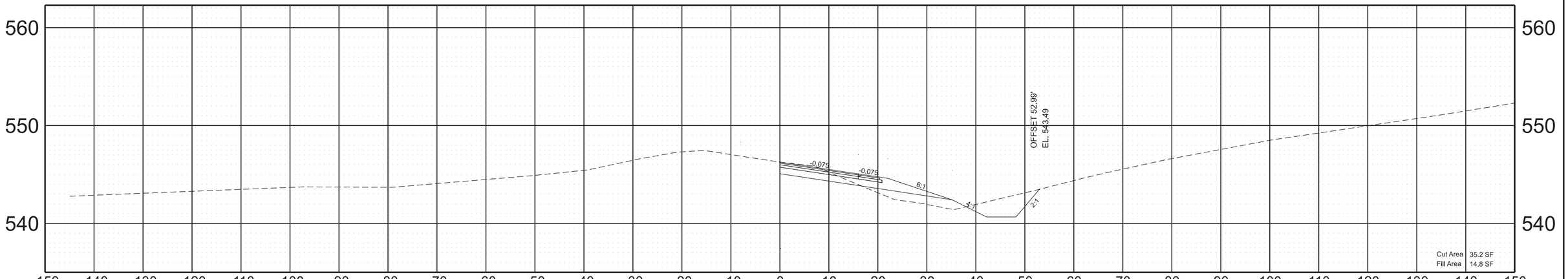
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 17+00.00 END STA. 17+50.00

2/13/2025 1:11:22 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8E

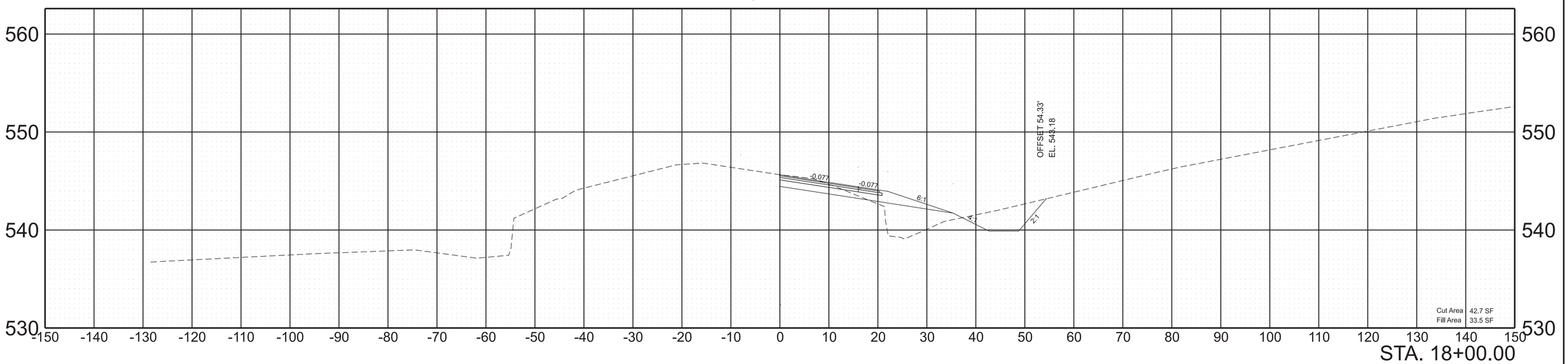
REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



STA. 18+50.00

Ramp C Detour



STA. 18+00.00

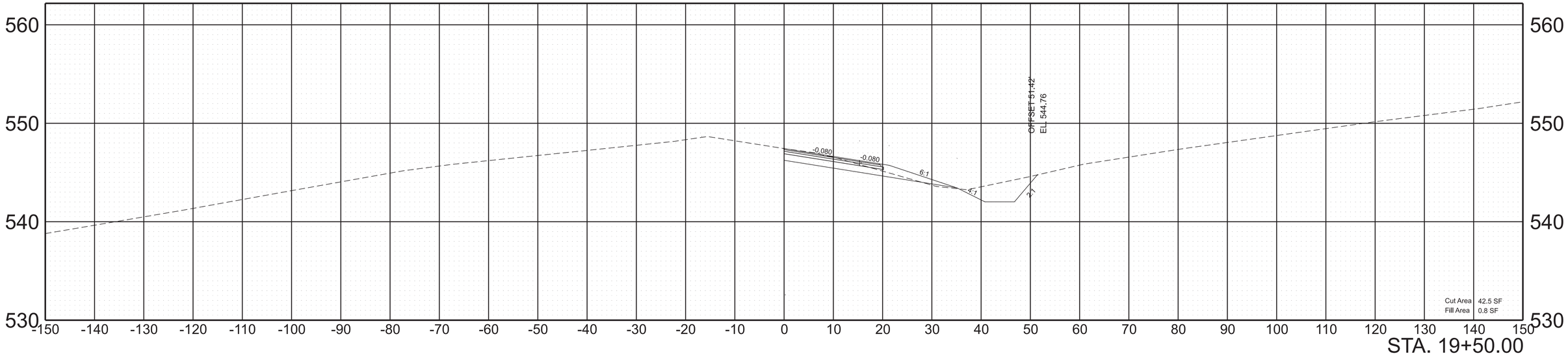
SCALE:	1"=10' HORIZ.	BEGIN STA. 18+00.00
	1"=5' VERT.	END STA. 18+50.00

2/13/2025 1:12:58 PM
P:\2020\20031\9DOT\TDOT\200319\DGN\TSS001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8F

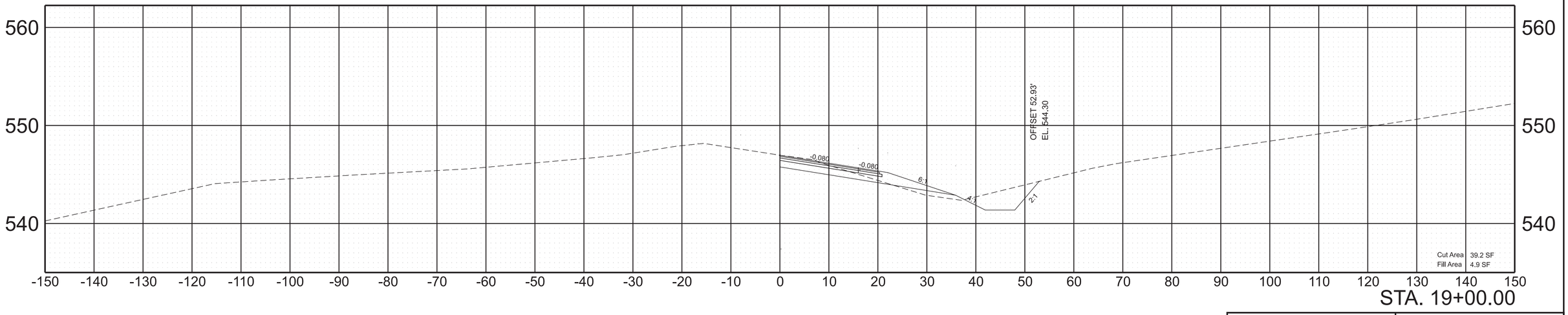
REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



STA. 19+50.00

Ramp C Detour



STA. 19+00.00

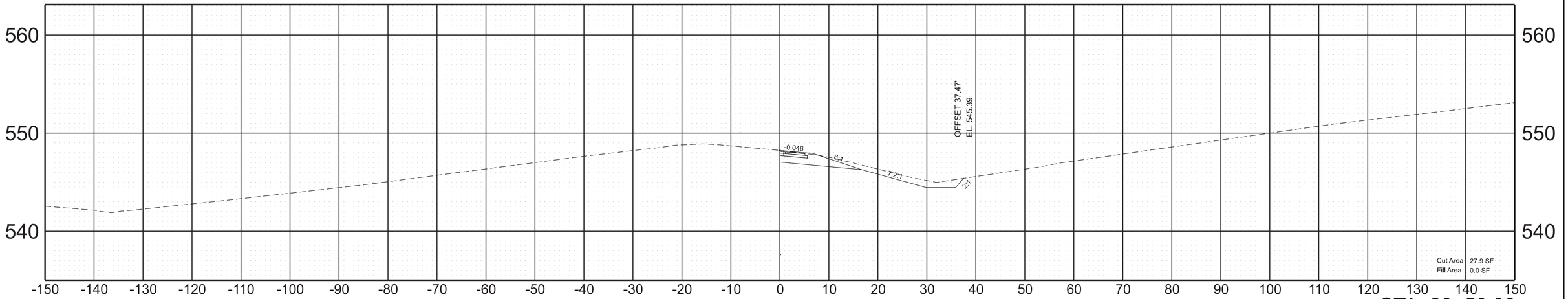
SCALE:	1"=10' HORIZ.	BEGIN STA. 19+00.00
	1"=5' VERT.	END STA. 19+50.00

2/13/2025 1:14:11 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

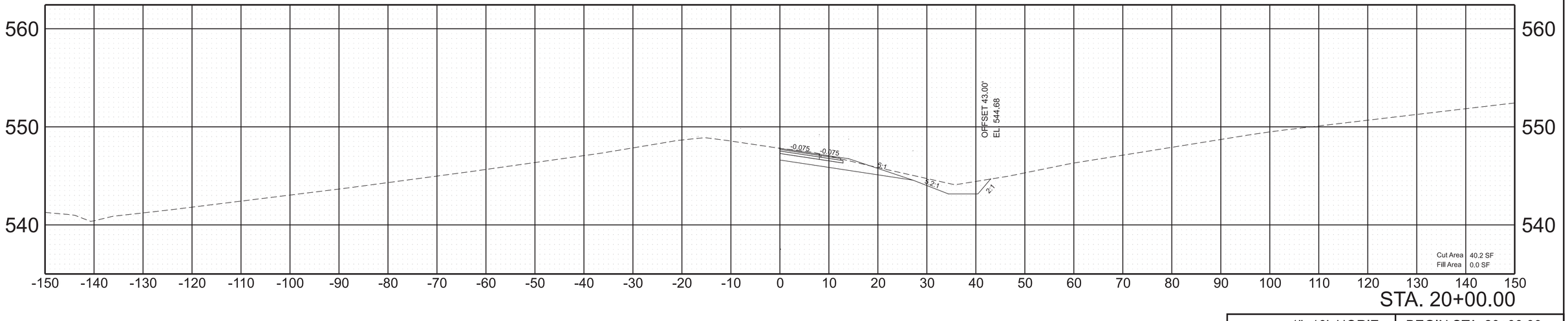
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8G

REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



Ramp C Detour



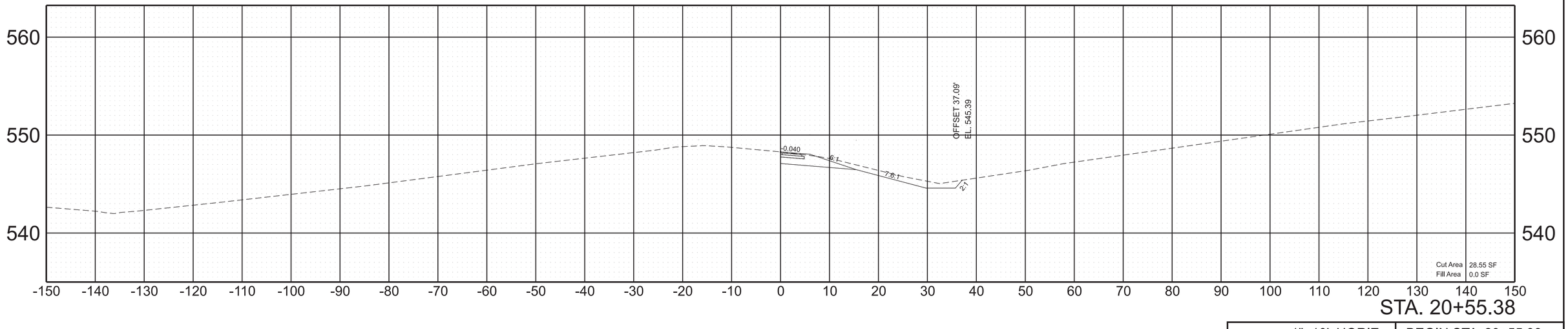
SCALE:	1"=10' HORIZ. 1"=5' VERT.	BEGIN STA. 20+00.00 END STA. 20+50.00

2/13/2025 1:16:00 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	T8H

REV. 02-12-25: ADDED SHEETS.

Ramp C Detour



SCALE: 1"=10' HORIZ. 1"=5' VERT.

BEGIN STA. 20+55.38
END STA. 20+55.38

2/13/2025 1:18:24 PM
P:\2020\200319\DOT\TDOT\200319\DGN\75S001-SHT-XS-RAMPCDETOUR.DGN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-1

SWPPP INDEX OF SHEETS

NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☒ YES (CHECK ALL THAT APPLY BELOW) ☐ NO

- ☒ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 43.61 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 6.86 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: MISCELLANEOUS SAFETY IMPROVEMENTS, SR-1, FROM NEAR JEFFERSON PIKE TO NEAR SR-266 (SAM RIDLEY PARKWAY) IN SMYRNA
COUNTY: RUTHERFORD
PIN: 126006.00

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 19, 19A, 19B, 19C, DRAINAGE MAP SHEET(S) 15, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☒ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
GLADEVILLE-ROCK OURCROP COMPLEX, 2 TO 15 PERCENT SLOPES, EXTREMELY STONY	D	70.4	0.10
PITS AND DUMPS	N/A	3.2	N/A
TALBOTT-BARFIELD-ROCK OUTCROP COMPLEX, 2 TO 12 PERCENT SLOPES	C	26.4	0.43

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	13.11	30	-	0.85
PERVIOUS	30.50	70	-	0.25
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.43

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	11.76	27	-	0.85
PERVIOUS	31.85	73	-	0.25
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.41

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS 20B, 21B)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES 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.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

- ☒ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
N/A	MISC. TRIB TO STEWART CREEK	NO	NO	NO	YES
N/A	HARTS BRANCH	YES	NO	NO	YES

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
-	-	-

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-2

☐ YES ☒ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☐ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE 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. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE 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. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)
☐ YES ☒ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☐ YES ☒ NO
IF YES, EXISTING CONDITIONS DESCRIPTION:_____

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

4.1.9. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.10. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?
☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)
☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☐ YES ☒ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
-	-	-	-	-

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?
☒YES ☐ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?
☒ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?
☐ YES ☒ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?
☐ YES ☒ NO
IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?
☐ YES ☒ NO
IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?
☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

5.8. 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.

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?
YES ☒ NO ☐
PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☐ YES ☒ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-3

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 2, 3, 18 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE 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 PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. 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.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 2, 18 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER 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.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. 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 CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

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

7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.

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

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

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

7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

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

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-4

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR’S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED 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 FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER 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 OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. 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 PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. 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.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): DESIGNER HAS INCLUDED RIPRAP APRONS AT PROPOSED CULVERT OUTLETS WHERE NECESSARY

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
☒ CONCRETE WASHOUT
☒ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
☒ MINERAL AGGREGATES, ASPHALT
☒ EARTH
☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
☒ ROCK
☒ CURING COMPOUND
☐ EXPLOSIVES
☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN 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.

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR’S ON-SITE REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T.	DESIGN DIVISION	FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-5

10.6. SANITARY WASTE (5.5.3.7.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ FERTILIZERS AND LIME

☒ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)

☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

12.4.2. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE 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.

12.4.4. ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

12.4.5. THE CONTRACTOR'S RESPONSIBLE PARTY WILL 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.

12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL 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.

12.4.8. 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.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. 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 EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY 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 STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES 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 STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-7

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

Anthony R. Myers

Digitally signed by Anthony Myers
Date: 2024.12.06 14:19:45 -06'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Anthony Myers
PRINTED NAME

TDOT Manager
TITLE

12/5/2024
DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT **(TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE)**:

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP	NO		
CORPS OF ENGINEERS (USACE)	NO		
TVA 26A	NO		
TDEC CGP	YES		
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.E.	2024	75002-1290-94	
CONST.	2025	75002-3290-94	S-8

17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-1	-	SR-1 STA 108+00 RT	4.36	1.12	1.12	1.12	N/A	N/A	OTHER	
OUT-2	-	SR-1 STA 121+25 LT	2.48	1.39	1.39	1.39	N/A	N/A	OTHER	
OUT-3	-	SR-1 STA 126+75 LT	1.66	1.48	1.48	1.48	N/A	N/A	OTHER	
OUT-4	-	RAMP C STA 605+00 LT	2.06	3.25	3.25	3.25	N/A	N/A	OTHER	
OUT-5	-	SR-1 143+50 CL	1.18	2.26	2.26	2.26	N/A	N/A	OTHER	
OUT-6	-	SR-1 120+50 LT	2.00	1.56	1.56	1.56	N/A	N/A	OTHER	
OUT-7	-	RAMP C STA 602+75 RT	4.82	0.23	0.23	0.23	N/A	N/A	OTHER	
OUT-8	-	RAMP C STA 603+25 RT	1.64	2.48	2.48	2.48	N/A	N/A	OTHER	
OUT-9	-	SR-1 124+00 CL	0.81	-	0.42	0.42	N/A	N/A	OTHER	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER
POLLUTION
PREVENTION
PLAN

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	HSIP-1(378)	
STATE PROJ. NO.	75002-3290-94	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

RUTHERFORD COUNTY

SR-1
FROM NEAR JEFFERSON PIKE TO NEAR SR-266
(SAM RIDLEY) IN SMYRNA

STATE HIGHWAY NO. SR 1 / F.A.H.S NO. US 41

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	U1-1 THRU U1-5
SMYRNA WATER	U2-1 THRU U2-9

WITH THE EXCEPTIONS OF AT&T, MTE, AND UNITED
THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT.
FOR MIS UTILITIES SEE INDEX OF SHEETS

STANDARD LEGEND

EXISTING UTILITES

POWER P
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND POWER P (UG)
UNDERGROUND FIBER OPTIC F (UG)

POWER POLE
TELEPHONE POLE
POWER/TELEPHONE POLE
MANHOLE
WATER METER W.M.
WATER VALVE W.V.
LIGHT POLE

PROPOSED UTILITIES & MODIFICATIONS

POWER P
UNDERGROUND POWER P (UG)
TELEPHONE T
WATER W
CABLE TV C
SANITARY SEWER SA
UNDERGROUND TELEPHONE T (UG)
GAS G
FORCE MAIN SEWER FMS
UNDERGROUND FIBER OPTIC F (UG)
EX. WATER LINE (RETIRED IN PLACE) 6" W RIP
EX.GAS LINE (RETIRED IN PLACE) 8" G RIP
EX.SEWER LINE (RETIRED IN PLACE) 8" FMS RIP
EX.TELEPHONE LINE (RETIRED IN PLACE) T(UG) RIP

POWER POLE P
TELEPHONE POLE T
WATER METER W.M.
R REMOVE
RIP RETIRE IN PLACE

SPECIAL NOTES

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

UTILITY OWNERS AND CONTACTS:

ELECTRIC: MTE
555 NEW SALEM ROAD
MURFREESBORO, TN, 37129
CHRIS WEAVER
CHRISWEAVER@MTE.COM
O: 615-494-1068

PHONE: AT&T
116 SOUTH CANNON AVENUE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082 C:615-631-7221

FIBER: UNITED COMMUNICATIONS
120 TAYLOR ST.
CHAPEL HILL, TN, 37034
JONATHAN KNIGHT
JON.KNIGHT@GOUNITED.COM
C: 704-242-4172

ELECTRIC: NASHVILLE ELECTRIC SERVICE
1214 CHURCH STREET, ROOM 363
NASHVILLE, TN 37246
JON SIPES
JSIPES@NESPOWER.COM
O: 615-747-3529

FIBER: AT&T FIBER OPTIC CABLE
360 GEES MILL BUSINESS PKWY
CONYERS, GA 30013
TRINA IVEY
KI2863@ATT.COM
C: 678-641-5522

FIBER: LUMEN
520 WHALEY ST.
COLUMBIA, SC 29201
JOHN BOEDEKER
JOHN.BOEDEKER@LUMEN.COM
C: 512-334-8351

WATER: TOWN OF SMYRNA
SEWER: 315 SOUTH LOWERY ST.
GAS: SMYRNA, TN 37167
MARK PARKER
MARK.PARKER@TOWNOFSMYRNA.ORG
O: 615-459-9742

FIBER: GOOGLE
1101 MCGAVOK ST. SUITE 200
NASHVILLE, TN 37203
RICK BOLTON
BOLTONR@GOOGLE.COM
C: 512-949-7428

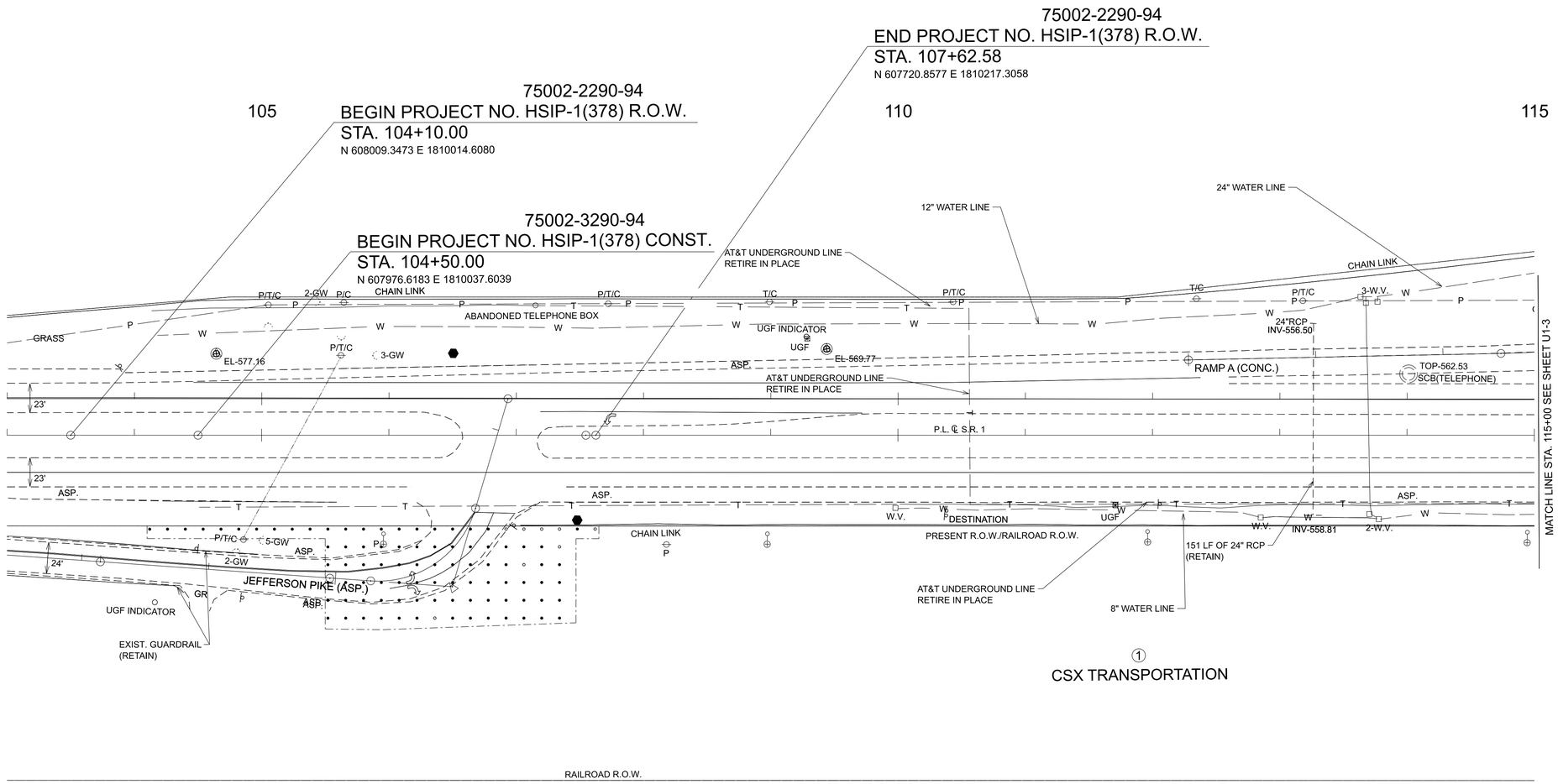
FIBER: ZAYO
820 FESSLERS PKWY, SUITE 240
NASHVILLE, TN 37210
JAMES BLACK
JAMESR.BLACK@ZAYO.COM
C: 719-216-8508

FIBER: TOWN OF SMYRNA
315 SOUTH LOWERY ST.
SMYRNA, TN 37167
JONATHAN HEMENWAY
JONATHAN.HEMENWAY@TOWNOFSMYRNA.ORG
O: 615-735-2727

CABLE: COMCAST
660 MAINSTREAM DRIVE
NASHVILLE, TN 37728
KATELYN GROSS
KATELYN_GROSS@COMCAST.COM
C: 615-961-2453

NOTE TO CONTRACTORS	UNDERGROUND UTILITIES NOTE	NOTE TO CONTRACTORS
CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS	ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS	DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U1-2



NOTE: THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD.

0 50 100 150

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

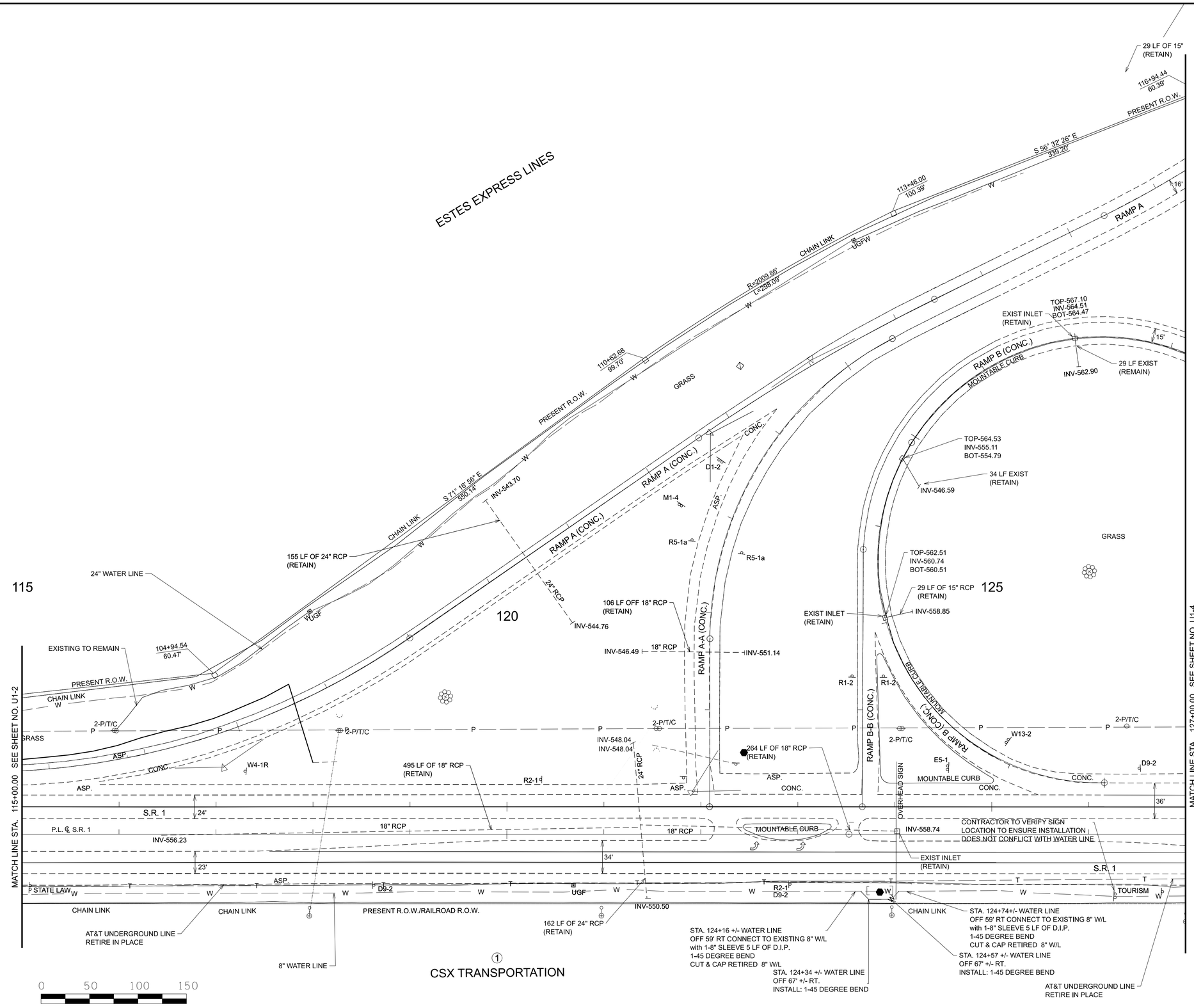
UTILITY SHEET

S.R. 1

STA. 103+00.00 TO STA. 115+00.00
SCALE: 1" = 50'

1/3/2025 8:55:06 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\ROW\UTILITY SECTION\UTILITY MASTER FILES\RUTHERFORD\126006.00 SR 1 FROM JEFFERSON PIKE TO SR 266\U-SHEETS\USHEETS-DES-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U1-3



SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

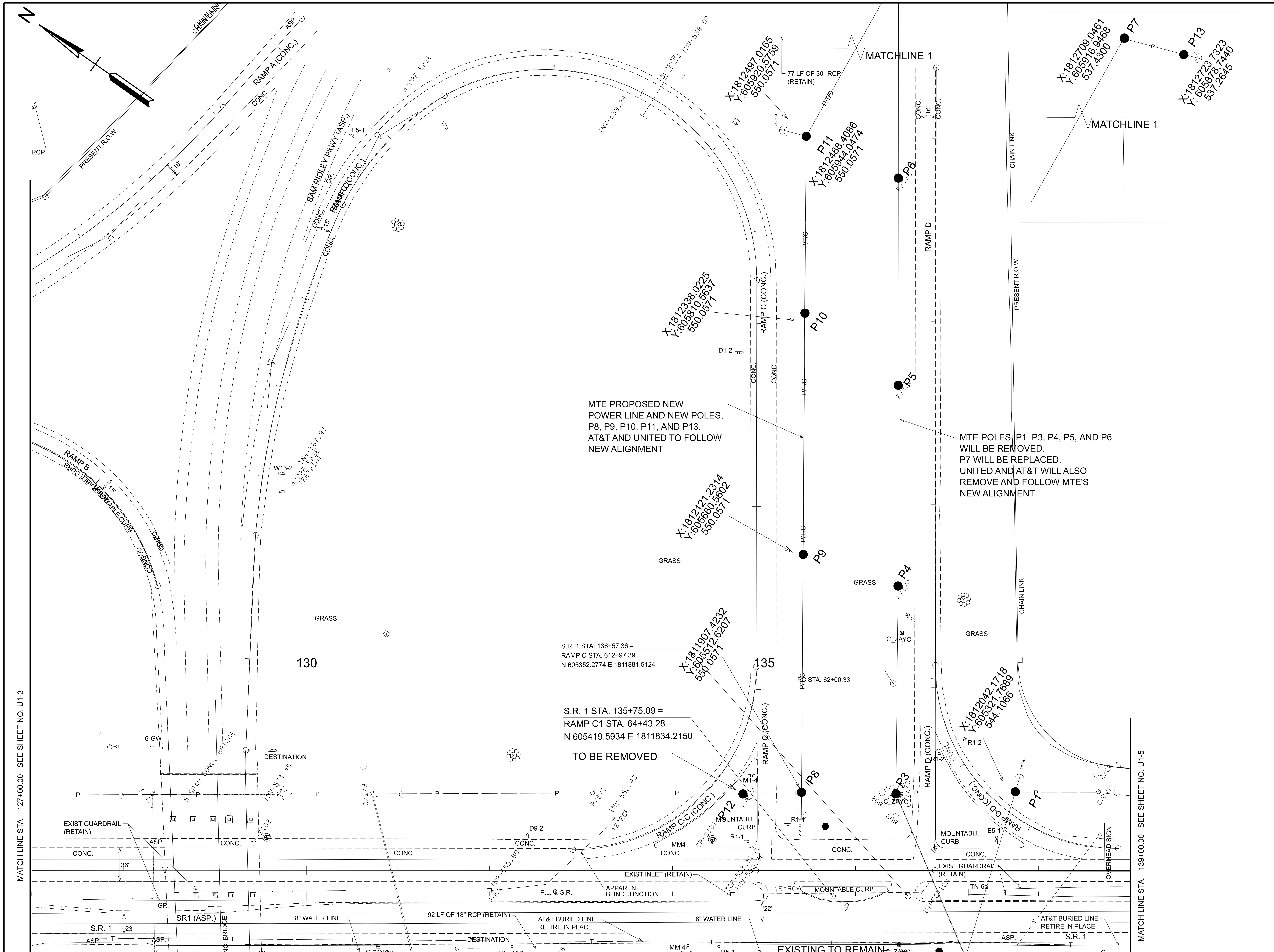
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEET

S.R. 1

STA. 115+00.00 TO STA. 127+00.00
SCALE: 1" = 50'

1/3/2025 8:24:50 AM
\\TDOT03\NAS002.TDOT.STATE.TN.US\03SHARED\ROW\UTILITY SECTION\UTILITY MASTER FILES\RUTHERFORD\126006.00 SR 1 FROM JEFFERSON PIKE TO SR 266\U-SHEETS\USHEETS-DES-PRESENT LAYOUT.DGN



N
MATCHLINE 1
77 LF OF 30" RCP (RETAIN)
X:1812497.0165
Y:605920.5759
550.0571
P11
X:1812488.4086
Y:605944.0474
550.0571
P7
X:1812709.0461
Y:605916.9468
537.4300
P13
X:1812723.7323
Y:605878.7440
537.2645
P6
P10
X:1812338.0225
Y:605810.5637
550.0571
P5
MTE PROPOSED NEW POWER LINE AND NEW POLES, P8, P9, P10, P11, AND P13. AT&T AND UNITED TO FOLLOW NEW ALIGNMENT
MTE POLES, P1 P3, P4, P5, AND P6 WILL BE REMOVED. P7 WILL BE REPLACED. UNITED AND AT&T WILL ALSO REMOVE AND FOLLOW MTE'S NEW ALIGNMENT
P9
X:1812121.2314
Y:605560.5602
550.0571
P4
X:1811907.4232
Y:605512.6207
550.0571
S.R. 1 STA. 136+57.36 = RAMP C STA. 612+97.39 N 605352.2774 E 1811881.5124
S.R. 1 STA. 135+75.09 = RAMP C1 STA. 64+43.28 N 605419.5934 E 1811834.2150
TO BE REMOVED
P12
P8
P3
P1
X:1812042.1718
Y:605321.7689
544.1066
P.C. STA. 62+00.33
RAMP A (CONC.)
RAMP B
RAMP C (CONC.)
RAMP D
RAMP D (CONC.)
RAMP C-C (CONC.)
RAMP D-D (CONC.)
SAM RIDLEY PKWY (ASP.)
PRESENT R.O.W.
CHAIN LINK
GRASS
130
135
MOUNTABLE CURB
EXIST GUARDRAIL (RETAIN)
EXIST INLET (RETAIN)
APPARENT BLIND JUNCTION
92 LF OF 18" RCP (RETAIN)
8" WATER LINE
AT&T BURIED LINE RETIRE IN PLACE
EXISTING TO REMAIN
5 SPAN CONC. BRIDGE
CONC. BRIDGE
SR1 (ASP.)
S.R. 1
P.L. S.R. 1
DESTINATION
OVERHEAD SIGN
MATCH LINE STA. 127+00.00 SEE SHEET NO. U1-3
MATCH LINE STA. 139+00.00 SEE SHEET NO. U1-5

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U1-4

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEET

S.R. 1

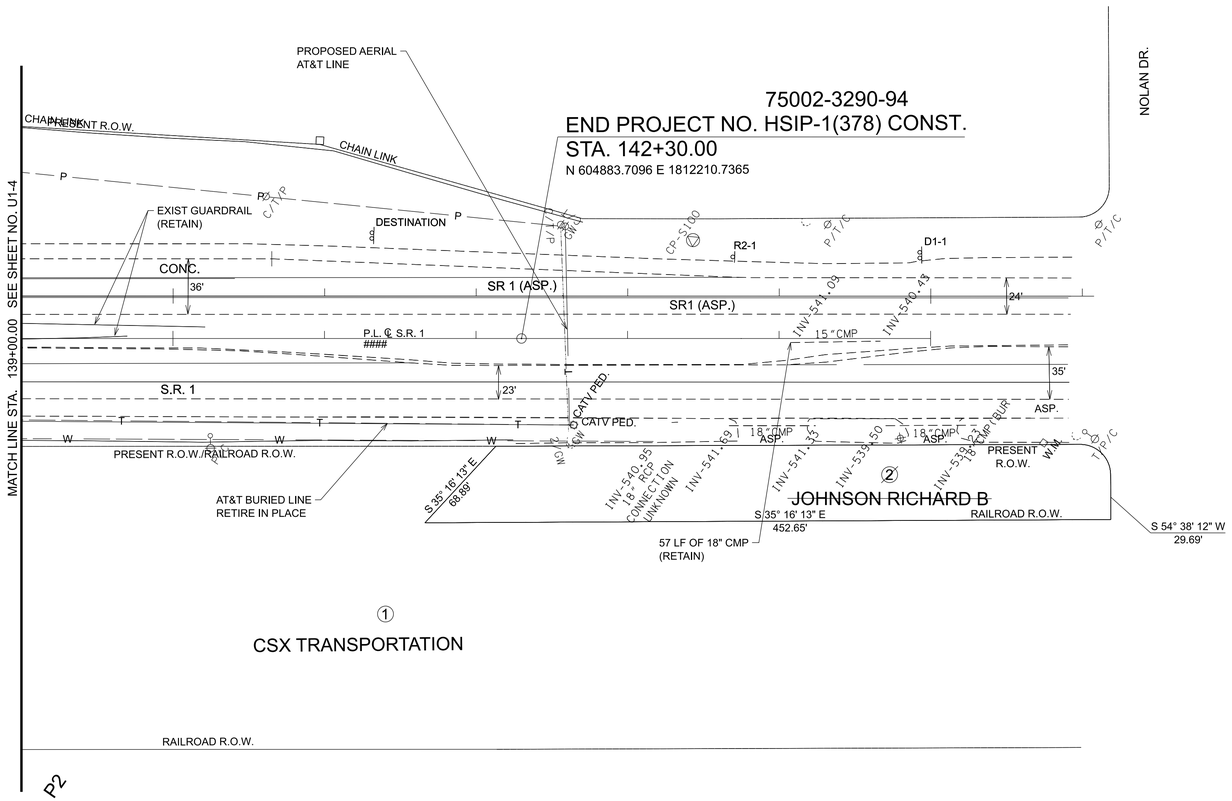
STA. 127+00.00 TO STA. 139+00.00
SCALE: 1" = 50'

1/3/2025 9:50:50 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\ROW\UTILITY SECTION\UTILITY MASTER FILES\RUTHERFORD\126006.00 SR 1 FROM JEFFERSON PIKE TO SR 266\U-SHEETS\USHEETS-DES-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U1-5

140

145



POINT	NORTHING	EASTING	ELEV.	FEATURE	GPS POINT	STATION	OFFSET
S100	604828.4279	1812328.9082	544.2120	XCP	GPS	143+43.19	-64.91
S101	605562.7204	1811809.3038	556.4400	XCP	GPS	134+43.66	-61.90
S102	605962.3835	1811531.2682	559.5970	XCP	GPS	129+56.80	-64.17

0 50 100 150

SEALED BY

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.000070223 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID g2012bu07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEET

S.R. 1

STA. 139+00.00 TO STA. 145+90.60
SCALE: 1" = 50'

1/3/2025 8:36:52 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDROW\UTILITY SECTION\UTILITY MASTER FILES\RUTHERFORD\126006.00 SR 1 FROM JEFFERSON PIKE TO SR 266\U-SHEETS\USHEETS-DES-PRESENT LAYOUT.DGN

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

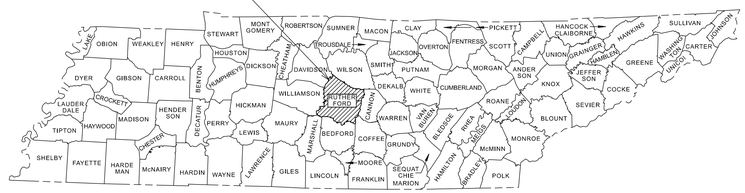
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES X	NO

TENN.	YEAR	SHEET NO.
	2025	U2-1
FED. AID PROJ. NO.	HSIP-1(378)	
STATE PROJ. NO.	75002-3290-94	

RUTHERFORD COUNTY
WATER MAIN RELOCATION

SR-1 FROM NEAR JEFFERSON PIKE TO NEAR SR-266
(SAM RIDLEY PARKWAY) IN SMYRNA

PROJECT LOCATION



INDEX OF SHEETS

LEGEND

— — 8" W — — EXISTING WATER LINE-TO REMAIN
—x— 8" W —x— EXISTING WATER LINE-RETIRE IN-PLACE OR REMOVE
— — 8" W — — PROPOSED WATER LINE

75002-2290-94
BEGIN PROJECT NO. HSIP-1(378) R.O.W.
STA. 104+10.00 S.R. 1
N: 608009.3473 E: 1810014.6080

75002-3290-94
BEGIN PROJECT NO. HSIP-1(378) CONST.
STA. 104+50.00 S.R. 1
N: 607976.6183 E: 1810037.6039

75002-2290-94
END PROJECT NO. HSIP-1(378) R.O.W.
STA. 107+62.58 S.R. 1
N: 607720.8577 E: 1810217.3058

75002-3290-94
END PROJECT NO. HSIP-1(378) CONST.
STA. 142+30.00 S.R. 1
N: 604883.7096 E: 1812210.7365

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 C.E. MANAGER 1 :

DESIGNED BY : THOMAS AND HUTTON

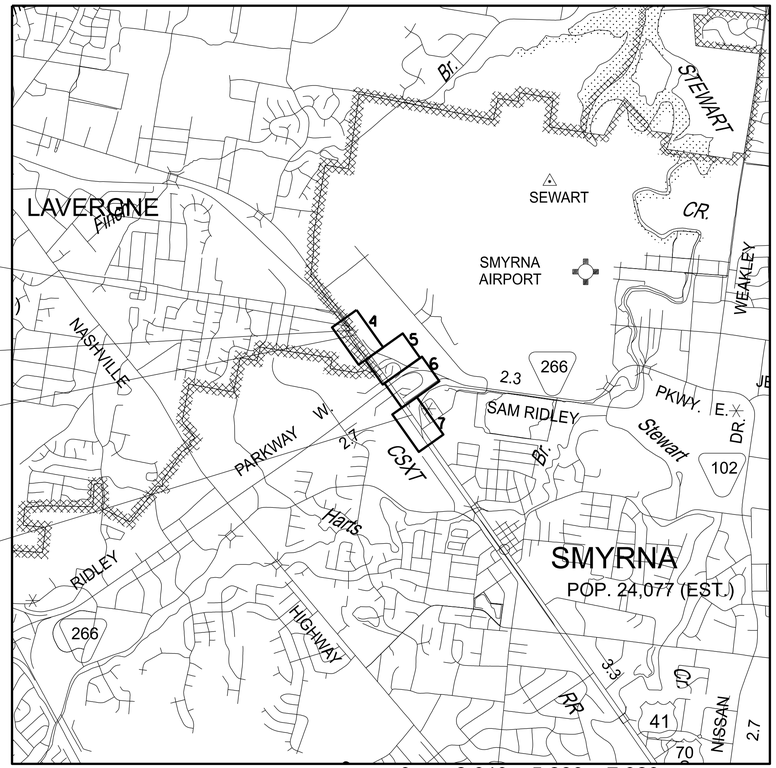
DESIGNER : WILL BRASFIELD CHECKED BY JON RYAN CHAMBLEE, P.E.

P.E. NO.

PIN NO. 126006.00

UTILITY RAINBOW PLANS WATER MAIN RELOCATION

STATE HIGHWAY NO. 1 F.A.H.S. NO. 41



SCALE: 1"= 2,640'

N

NO EXCLUSIONS

WATER UTILITY RAINBOW PLANS

SEALED BY

THOMAS & HUTTON

R.O.W. LENGTH	0.066 MILES
ROADWAY LENGTH	0.715 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.715 MILES

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

SURVEY 5-31-23	TRAFFIC DATA	
10-31-24 UPDATED	ADT (2025)	40, 810
	ADT (2045)	69, 820
	DHV (2045)	6, 455
	D	55-45
	T (ADT)	11%
	T (DHV)	7%
	V	40 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 1.000070223 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID g2012bu07

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

$$$$DATE$$$$$$$$$$TIME$$$$$$$$
Z:\28299\28299.0017\ENGINEERING\DRAWINGS\BASELOWRY STREET AT SAM RIDLEY TDOT\75S001-DES-TITLE SHEET.DGN

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-2

TDOT STANDARD GENERAL NOTES:

1. EXCEPT FOR EROSION CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFIED FOR THE UTILITY INSTALLATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFICATIONS OR DRAWINGS.

2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFICATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.

3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COST ASSOCIATED WITH THE INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FILLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS.

4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY' S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THE RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.

6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO THE BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

UTILITY ENVIRONMENT NOTES:

1. RAINWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A TEMPORARY DEWATERING STRUCTURE OR FILTER BAG.

2. SILT FENCE TO BE INSTALLED ON THE DOWNSTREAM SIDE OF ALL STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES TO BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORKDAY.

3. IT IS THE RESPONSIBILITY OF THE UTILITIES INSTALLER TO PROTECT FROM EROSION EXPOSED EARTH RESULTING FROM HIS OPERATIONS AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM HIS WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF HIS WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH, RESULTING FROM HIS OPERATIONS, BE UNPROTECTED AND ALLOWED TO FLOW OFF-SITE AND ENTER WATERS OF THE STATE.

4. THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE BUT NO LATER THAN 7 DAYS AFTER TRENCHING. ANY TEMPORARY SPOIL PILE OF EXCAVATED EARTH SHALL BE LOCATED WITHIN THE TDOT ROW EROSION CONTROL MEASURES OR RECIEVE SEPARATE EROSION CONTROL MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EROSION CONTROL MEASURES WILL BE INSTALLED UNTIL SUCH TIME THE TRENCH IS BACKFILLED.

SEALED BY

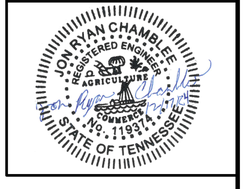
JON RYAN CHAMBLEE
REGISTERED ENGINEER
AGRICULTURE
POWERS
No. 119314
STATE OF TENNESSEE

THOMAS & HUTTON

TOWN OF SMYRNA

TDOT GENERAL NOTES

$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$



TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-3

WATER LINE GENERAL NOTES:

1. ALL WATER LINE MATERIALS, COMPONENTS, APPUTENANCES AND WORKMANSHIP SHALL COMPLY WITH THE PROJECT SPECIFICATIONS AND PLANS AS APPROVED BY THE TENNESEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC).

2. ALL UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE BASED ON INFORMATION PREPARED BY OTHERS AND ARE SHOWN FOR REFERENCE ONLY. THE CONTRACTOR SHALL BE REQUIRED TO LOCATE AND IDENTIFY ALL EXISTING UNDERGROUND UTILITIES WITHIN THE PROJECT AREA PRIOR TO BEGINNING ANY WORK. HE SHALL CONTACT TENNESSEE ONE CALL AT 1-800-351-1111 AND NON-MEMBER UTILITIES DIRECTLY AT LEAST 72 HOURS (THREE BUSINESS DAYS) PRIOR TO CONSTRUCTION PURSUANT TO TENNESSEE CODE ANNOTATED (TCA) 65-31-106, FOR THE PURPOSE OF HAVING UNDERGROUND UTILITIES LOCATED.

3. ALL PROPOSED WATER LINES SHALL BE AS FOLLOWS:
   a. 8” CLASS 350 DUCTILE IRON PIPE

4. ALL PROPOSED WATER LINES AND SERVICES SHALL BE LAID AND BACKFILLED PRIOR TO TESTING. ALL NEWLY LAID PIPE OR ANY VALVED SECTION(S) THEREOF INCLUDING SERVICES SHALL BE SUBJECTED TO A PRESSURE OF 200 PSI. THE DURATION OF EACH PRESSURE TEST SHALL BE AT LEAST 2 HOURS.

5. THE CONTRACTOR SHALL PROTECT ALL EXISTING AND PROPOSED UTILITIES FROM DESTRUCTION OR DAMAGE DURING CONSTRUCTION. “POT HOLING” SHALL BE USED AS A PROACTIVE MEANS OF UTILITY LOCATION AS SITE CONDITIONS WARRANT. ANY UTILITIES DAMAGED OR DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED PER THE STANDARDS OF THE REPECTIVE UTILITY AT THE EXPENSE OF THE CONTRACTOR.

6. NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

7. THE CONTRACTOR SHALL ENSURE THAT THE AFFECTED RESIDENTS WILL HAVE CONTINUOUS ACCESS TO THEIR PROPERTY.

8. THE CONTRACTOR SHALL ENSURE CONTINUOUS WATER SERVICE TO ALL AFFECTED RESIDENTS FOR THE DURATION OF THE PROJECT.

9. THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR REMEDY OF ANY UNFORSEEN OR UNANTICIPATED CONFLICTS WITH PROPOSED ROADWAY IMPROVEMENTS THAT MAY BECOME APPARENT DURING CONSTRUCTION. AS A RESULT, SOME PROPOSED FACILITIES MAY REQUIRE FIELD-ADJUSTMENT.

10. ALL DUCTILE IRON PIPE SHALL BE PUSH-ON. ALL MECHANICAL JOINT FITTINGS, VALVE ASSEMBLIES AND FIRE HYDRANT ASSEMBLIES SHALL BE INSTALLED WITH RESTRAINING GLANDS, THRUST BLOCKING AND RODDING. ALL RODDING SHALL BE GALVANIZED. A MINIMUM OF THREE RODS SHALL BE INSTALLED WITH SIZES OF 8” AND LESS. A MINIMUM OF FOUR RODS SHALL BE INSTALLED WITH SIZES 10” AND GREATER.

11. ALL SERVICE PIPE CONNECTIONS TO A PVC WATER MAIN SHALL BE ACCOMPLISHED WITH A CORPORATION STOP AND SERVICE SADDLE. ALL ¾” AND 1” SERVICE CONNECTIONS TO A DUCTILE IRON PIPE WATER MAIN SHALL BE ACCOMPLISHED BY “DIRECT TAP”; NO SADDLE IS REQUIRED. ALL 1 ½” and 2” SERVICE CONNECTIONS TO A DUCTILE IRON PIPE WATER MAIN SHALL REQUIRE A SERVICE SADDLE. SERVICE PIPES (PEXa-SDR 9) FROM THE METER TO THE MAIN SHALL BE AS SHOWN IN THE STANDARD DRAWINGS. ALL WATER LINES (I.E. PVC, DUCTILE IRON, PEX, ETC.). SHALL BE INSTALLED WITH A 12-GAGE SINGLE STRAND, SOLID COPPER TRACER WIRE.

12. PROPOSED WATER LINE BRANCHES, CONNECTIONS AND APPURTENANCES (I.E. VALVES, FIRE HYDRANTS, FITTINGS, ETC.) ARE LOCATED BY MAIN LINE (ML) STATION AND OFFSET, OR SIDE STREET CENTERLINE STATION AND OFFSET AS WELL AS WATER LINE STATION. SOME INSTALLATIONS INCLUDE MULTIPLE APPURTENANCES AND INVOLVE MUTIPLE CONNECTIONS IN CLOSE PROXIMITY TO ONE ANOTHER. IN SUCH CASES, ONLY STATIONING FOR THE TEE OR CENTRALIZED APPURTENANCE ARE CALLED OUT. TYPICALLY, ALL 90-DEGREE CHANGES IN THE HORIZONTIAL WATER LINE ALIGNMENT SHALL BE ACCOMPLISHED BY USING TWO 45-DEGREE BENDS. IN LOCATIONS WHERE A 90-DEGREE CHANGE IN ALIGNMENT TAKES PLACE BEFORE ENTERING AND AFTER EXITING A CASING PIPE, ONLY THE BENDS LOCATED IN-LINE WITH THE CENTERLINE OF THE CASING PIPE ARE CALLED OUT.

13. ALL CONNECTIONS TO EXISTING WATER MAINS SHALL BE ACCOMPLISHED BY SAW CUTTING AND REMOVING A FIELD-DETERMINED LENGTH OF THE EXISTING MAIN AND INSTALLING A CUT-IN SLEEVE OR COUPLING. ADDITIONAL PIPE OF VARIOUS SIZES AND LENGTHS MAY BE REQUIRED TO COMPLETE THE CONNECTION. THE ESTIMATED LENGTHS OF THESE TRANSITIONAL PIPES ARE INDICATED IN THE CALLOUTS FOR THE RESPECTIVE CONNECTION. THE END OF THE EXISTING MAIN TO BE RETIRED IN-PLACE SHALL BE CAPPED OR PLUGGED USING DUCTILE IRON FITTINGS AND RESTRAINING GLANDS. THE SEGMENT OF REMOVED WATER MAIN SHALL BE DISPOSED OF.

14. MECHANICAL JOINT FITTINGS CALLED OUT ON THE PLANS ARE INTENDED TO ASSIST THE ENGINEER WITH HIS ESTIMATED QUANTITIES AND ARE A “REASONABLE FIT" FOR THE RESPECTIVE INSTALLATION. MECHANICAL JOINT FITTINGS TO ACCOMMODATE THE CHANGES IN VERTICAL ALIGNMENT OF THE PROPOSED WATER LINE ARE CALLED OUT WHERE, IN THE OPINION OF THE ENGINEER, FITTINGS MAY BE NECESSARY AND ARE NOT INTENDED TO INDICATE THE ACTUAL LOCATION WHERE THE FITTINGS ARE TO BE INSTALLED. FIELD CONDITIONS MAY REQUIRE ADDITIONAL OR LESS FITTINGS OR BENDS OTHER THAN THOSE SHOWN.

15. PROPOSED VALVES SHALL BE LOCATED SUCH THAT NO VALVE BOX SHALL BE INSTALLED WITHIN A ROADWAY OR HANDICAP RAMP.

16. THE CONTRACTOR SHALL VERIFY INSTALLATION OF ALL EXISTING AND PROPOSED UNDERGROUND UTILITIES AND MAKE NECESSARY FIELD ADJUSTMENTS OF WATER LINE LOCATIONS SO AS NOT TO CONFLICT WITH FIXED GRADE ITEMS SUCH AS STORM AND SEWER COMPONENTS.

17. PROPOSED WATER LINES CROSSING BELOW ANY PROPOSED OR EXISTING TO-REMAIN STORM PIPES SHALL BE ENCASED WITH CONCRETE. THE MINIMUM CLEAR VERTICAL SEPARATION BETWEEN THESE WATER LINES AND STORM PIPES SHALL BE 18 INCHES. A CONCRETE CAP SHALL BE POURED OVER ALL PROPOSED WATER LINES CROSSING WET WEATHER CONVEYANCES.

18. PROPOSED WATER METERS ARE SHOWN IN A LOCATION THAT ASSUMES THE SHORTEST DISTANCE FOR RECONNECTION TO THE CUSTOMER'S EXISTING SERVICE LINE. THE CONTRACTOR IS AT LIBERTY TO FIELD-LOCATE AS NECESSARY; HOWEVER, NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADDITIONAL SERVICE LINE INSTALLED. SERVICE LINES SHALL BE INSTALLED WITH A MINIMUM COVER OF 18-INCHES.

19. ALL PROPOSED WATER LINES INSTALLED OVER EXISTING OR PROPOSED SANITARY SEWER LINES SHALL BE INSTALLED WITH A MINIMUM CLEAR VERTICAL SEPARATION OF 18 INCHES. WHERE POSSIBLE, ALL PROPOSED WATER LINES INSTALLED PARALLEL TO AN EXISTING OR PROPOSED SANITARY SEWER LINE OR FORCE MAIN SHALL BE INSTALLED WITH A MINIMUM CLEAR HORIZONTAL SEPARATION OF 10 FEET.

20. ALL EXISTING WATER LINE SEGMENTS BEING RELOCATED SHALL BE RETIRED IN-PLACE OR REMOVED TO THE EXTENTS NECESSARY DURING EXCAVATION. ALL RETIRED-IN-PLACE WATER LINES, REGARDLESS OF WHETHER THEY ARE LOCATED UNDER A ROADWAY OR NOT SHALL BE COMPLETELY FILLED WITH FLOWABLE FILL AND CAPPED OR PLUGGED. THE CONTRACTOR SHALL SAW CUT PIPE ENDS SQUARE TO ENSURE A TIGHT FIT OF ALL CAPS OR PLUGS. ALL CAPS OR PLUGS SHALL BE DUCTILE IRON AND SHALL BE INSTALLED WITH RESTRAINING GLANDS.

21. ALL EXISTING FIRE HYDRANT ASSEMBLIES, BLOW-OFF HYDRANTS ASSEMBLIES, CAST IRON VALVE BOXES AND BACKFLOW PREVENTERS, INDICATED ON THE PLANS, SHALL BE REMOVED AS SCRAP BY THE CONTRACTOR. ALL VALVE ASSEMBLIES LOCATED WITHIN 24 INCHES OF PROPOSED SUBGRADE SHALL BE REMOVED. ALL OTHER VALVES SHALL BE RETIRED IN-PLACE OR REMOVED AT THE DISCRETION OF THE CONTRACTOR AT HIS OWN EXPENSE. WHEN REMOVED, VALVE, FIRE HYDRANT AND BLOW-OFF ASSEMBLIES SHALL BE REMOVED FROM THE WATER MAIN BY SAW CUTTING.THE WATER MAIN ENDS SHALL BE CAPPED OR PLUGGED AS DESCRIBED IN NOTE 21 ABOVE. RETIRED IN-PLACE VALVE ASSEMBLIES SHALL BE CLOSED AND THE PRECAST CONCRETE VALVE BOX SHALL BE FILLED WITH #67 STONE. ANY CONCRETE VALVE BOX RISER OR PORTION THEREOF LOCATED WITHIN 24 INCHES OF PROPOSED SUBGRADE SHALL BE REMOVED. VOIDS OR HOLES CREATED BY APPURTENANCE REMOVAL AND LOCATED UNDER PROPOSED ROADWAYS SHALL BE FILLED WITH #67 STONE TO PROPOSED ROADWAY SUBGRADE. VOIDS OR HOLES NOT LOCATED UNDER ROADWAYS SHALL BE BACKFILLED WITH SOIL.

SEALED BY

JON RYAN CHAMBLEE
No. 119374

Jon Ryan Chamblee
12/17/24

TOWN OF SMYRNA

THOMAS & HUTTON

WATER LINE
GENERAL
NOTES

$$$$SYTIME$$$$$$$$
$$$$DGNSPEC$$$$$$$$

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-4

TRAFFIC CONTROL:

1. THE CONTRACTOR SHALL FURNISH AND ERECT ADEQUATE AND APPROPRIATE WARNING SIGNS, BARRICADES, FLEXIBLE DRUM CHANNELIZATION UNITS, CONES, ETC. AND FLAGGERS IN ORDER TO ALERT AND SAFELY DIRECT VEHICULAR TRAFFIC AROUND OR THROUGH UTILITY WORK ZONES. THIS ITEM SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE MERGED INTO THE COST OF OTHER BID ITEMS.

2. THE UTILITY CONTRACTOR SHALL COORDINATE HIS TRAFFIC CONTROL WITH THAT OF THE ROADWAY CONTRACTOR.

3. ALL TRAFFIC CONTROL DEVICES SHALL MEET THE PROVISIONS OF THE CURRENT EDITION OF THE “MUTCD” (MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES).

SPECIAL NOTE CONCERNING "BUY AMERICA":

TDOT SPECIAL PROVISION SP106A SHALL APPLY TO THIS PROJECT.

ALL "IRON AND STEEL PRODUCTS AND THEIR COATINGS THAT ARE PERMANENTLY INCORPORATED INTO THIS PROJECT" SHALL MEET THE REQUIREMENTS OF "BUY AMERICA" (23 CFR; 635.410). COMPLIANCE CERTIFICATIONS SHALL ACCOMPANY APPLICABLE SHOP DRAWINGS WHEN SUBMITTED FOR REVIEW.

CERTIFICATIONS FOR “BUY AMERICAN”, “AMERICAN IRON AND STEEL” (AIS) AND “AMERICAN RECOVERY AND REINVESTMENT ACT” (ARRA) MAY BE SUBMITTED, BUT ARE NOT A SUBSTITUTE FOR “BUY AMERICA” AND WILL BE REJECTED IF SUBMITTED WITHOUT A “BUY AMERICA” CERTIFICATION.

PIN 126006-00 - WATER MAIN RELOCATION - ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	FOOTNOTE
795-01.06	8IN DIP SLIP JOINT WATER LINE	L.F.	57	1
795-06.05	CONNECT TO 8IN WATER LINE	EACH	2	2
795-13.01	DI FITTINGS	LBS	480	3

PIN 126006-00 - WATER MAIN RELOCATION - FOOTNOTES

FOOTNOTE	DESCRIPTION
1	INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR A COMPLETE INSTALLATION OF PIPE INCLUDING, BUT NOT LIMITED TO, TRAFFIC CONTROL, EXCAVATION, IN BOTH UNCONSOLIDATED SOIL AND ROCK, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL, ENVELOPE / BEDDING MATERIALS, BACKFILLING, FLOWABLE FILL, THRUST BLOCKING, CONCRETE DEADMAN, TRACER WIRE, WARNING TAPE, APPURTENANCES, TEMPORARY / PERMANENT SHORING, MAINTAINING THE TRENCH, TESTING, FLUSHING, DISINFECTION, BACTERIOLOGICAL SAMPLING, TEMPORARY / PERMANENT SURFACING RESTORATION, AND ANY OTHER LABOR OR MATERIALS REQUIRED TO COMPLETE THE WORK PER THE PROJECT SPECIFICATIONS AND / OR AS CALLED OUT ON THE PLANS.
2	INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR CONNECTING A PROPOSED WATER LINE TO AN EXISTING WATER LINE, INCLUDING BUT NOT LIMITED TO, TRAFFIC CONTROL, CUT-IN SLEEVES OR COUPLINGS AND RESTRAINING GLANDS. MISCELLANEOUS DUCTILE IRON FITTINGS AND VALVES ASSOCIATED WITH THE CONNECTION SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEM NUMBER.
3	INCLUDES ALL DUCTILE IRON FITTINGS (DESCRIBED IN POUNDS PER AWWA C-110) AND RESTRAINING GLANDS . THIS ITEM DOES NOT INCLUDE CUT-IN SLEEVES OR COUPLINGS AND RESTRAINING GLANDS USED FOR MAKING CONNECTIONS TO EXISTING WATER LINES.

SEALED BY

JON RYAN CHAMBLEE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119374
STATE OF TENNESSEE

THOMAS & HUTTON

TOWN OF SMYRNA

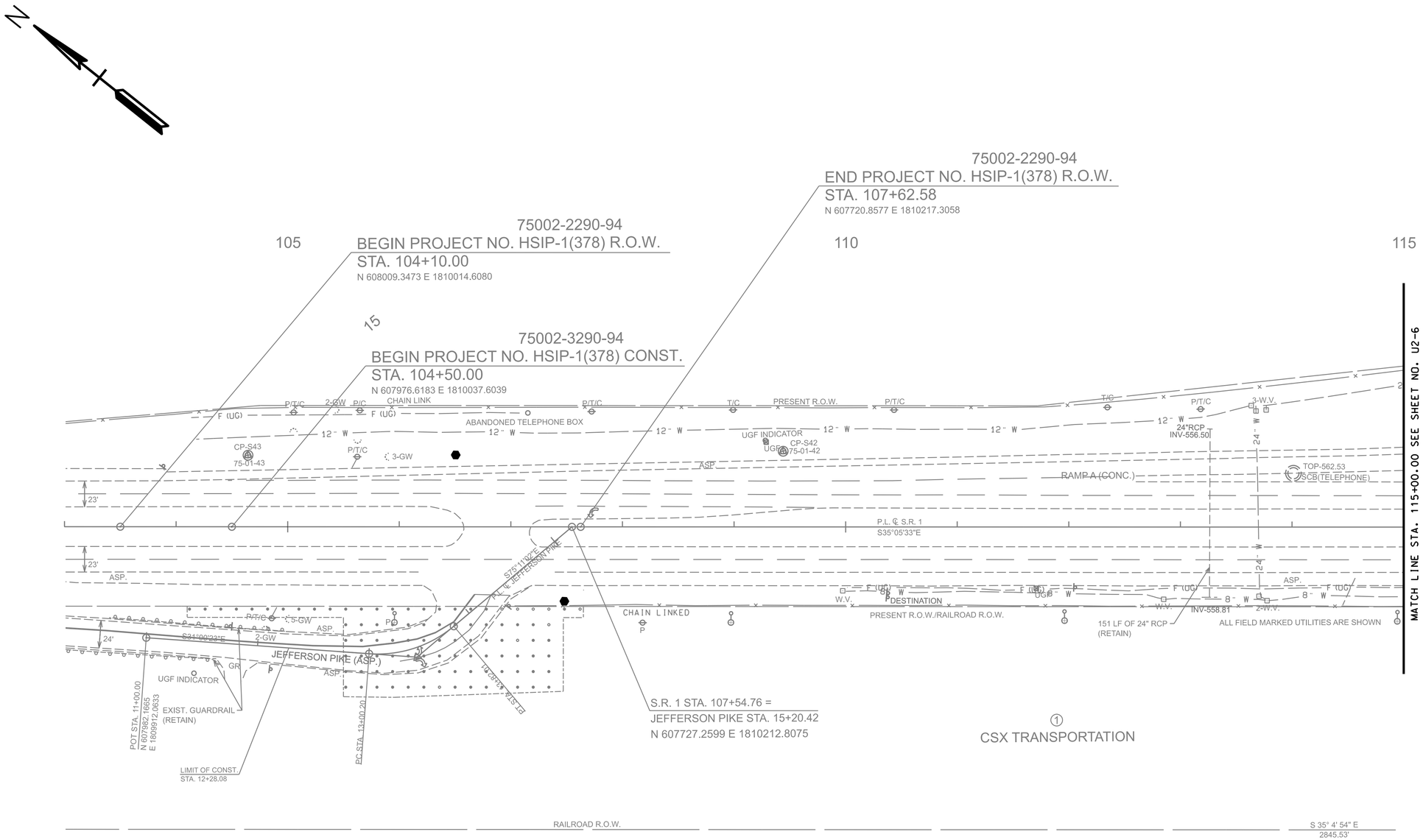
WATER LINE GENERAL NOTES

$$$$SYTIME$$$$$$$$
$$$$DGNSPEC

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-5



JEFFERSON PIKE	
PI	13+43.26
N	607773.6633
E	1810037.3767
Δ	44°10'39" LT.
D	54°00'06"
R	106.10'
L	81.81'
T	43.06'

0 50 100 150

NO WORK THIS SHEET

SEALED BY

JON RYAN CHAMBLEE
NO. 119374

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

TOWN OF SMYRNA

PRESENT LAYOUT

STA. 103+00.00
TO
STA. 115+00.00

SCALE: 1"= 50'

$$$$SYTIME$$$$$
$$$$DGNSPEC$$

TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-6

202+01.98	206+55.64	21+09.55	41+57.54
606480.9273	606700.7454	606462.5253	606344.6595
1811935.3524	1811535.0713	1811165.0826	1811248.7454
18°52'48"	63°38'00"	89°46'01"	20°13'59"
05°45'00"	21°14'59"	52°05'13"	20°02'01"
996.45'	269.63'	110.00'	286.00'
328.35'	299.45'	172.34'	101.00'
165.68'	167.29'	109.55'	51.03'

STA. 124+16 +/- WATER LINE
OFF 59 ' +/- RT.
CONNECT TO EXISTING 8" W/L WITH
1-8" SLEEVE
5 L.F. OF D.I.P. PIPE
1- 45° BEND
CUT & CAP RETIRED 8" W/L

STA. 124+74 +/- WATER LINE
OFF 59 ' +/- RT.
CONNECT TO EXISTING 8" W/L WITH
1-8" SLEEVE
5 L.F. OF D.I.P. PIPE
1- 45° BEND
CUT & CAP RETIRED 8" W/L

STA. 124+34 +/- WATER LINE
OFF 67 ' +/- RT.
INSTALL:
1- 45° BEND

STA. 124+57 +/- WATER LINE
OFF 67 ' +/- RT.
INSTALL:
1- 45° BEND

CONTRACTOR TO VERIFY SIGN LOCATION TO ENSURE INSTALLATION DOES NOT CONFLICT WITH WATER LINE

SEALED BY

JON RYAN CHAMBLEE
No. 119374
Jon Ryan Chamblee 12/17/24

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

TOWN OF SMYRNA

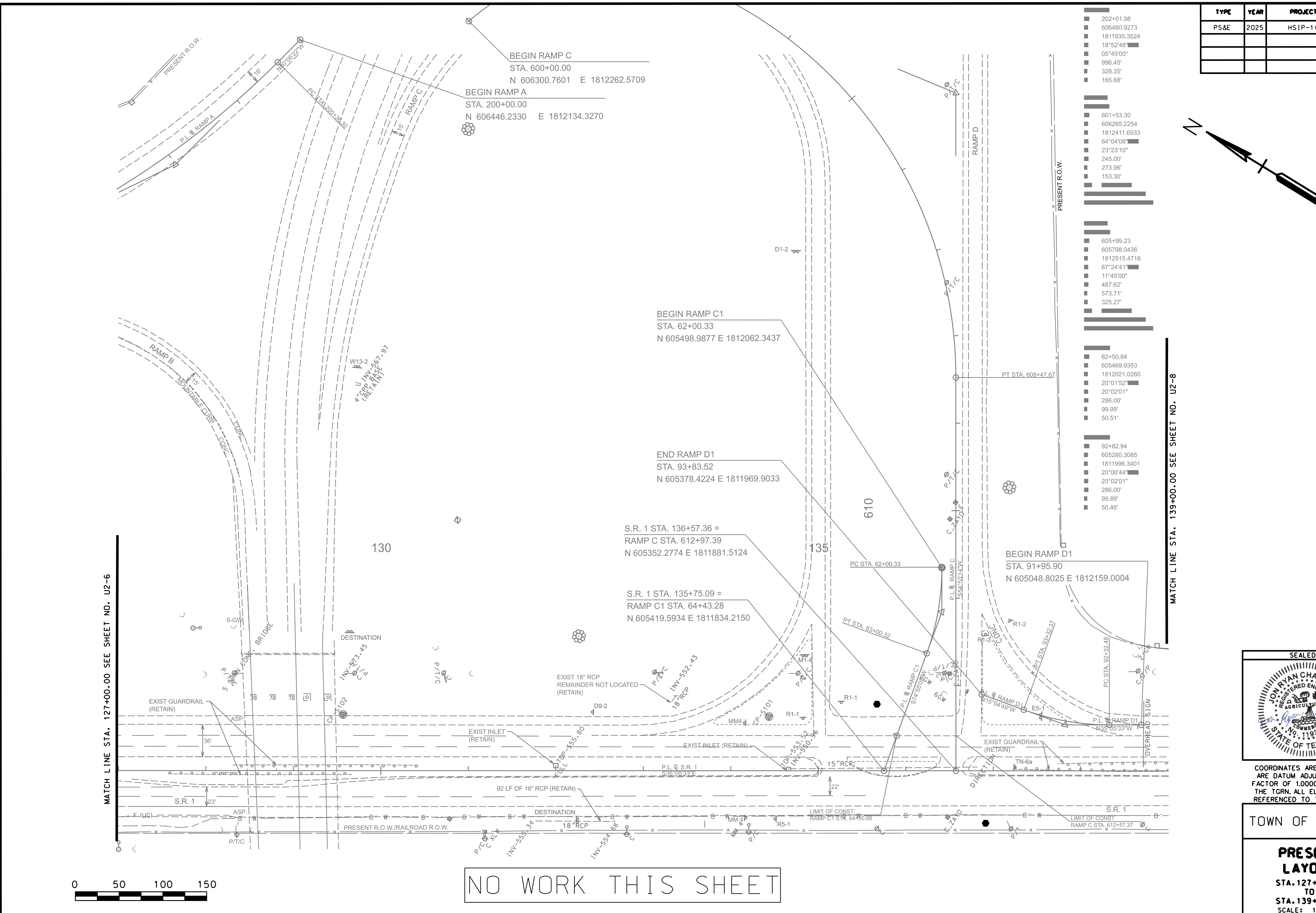
PRESENT LAYOUT

STA. 115+00.00
TO
STA. 127+00.00
SCALE: 1"= 50'

$$$$SYTIME$$$$$
$$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-7

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



BEGIN RAMP C
STA. 600+00.00
N 606300.7601 E 1812262.5709
BEGIN RAMP A
STA. 200+00.00
N 606446.2330 E 1812134.3270
BEGIN RAMP C1
STA. 62+00.33
N 605498.9877 E 1812062.3437
END RAMP D1
STA. 93+83.52
N 605378.4224 E 1811969.9033
S.R. 1 STA. 136+57.36 =
RAMP C STA. 612+97.39
N 605352.2774 E 1811881.5124
S.R. 1 STA. 135+75.09 =
RAMP C1 STA. 64+43.28
N 605419.5934 E 1811834.2150
BEGIN RAMP D1
STA. 91+95.90
N 605048.8025 E 1812159.0004
PRESENT R.O.W.
RAMP A
RAMP B
RAMP C
RAMP D
MOUNTABLE CURB
CONC.
PT STA. 608+47.67
PC STA. 62+00.33
PT STA. 63+00.32
EXIST GUARDRAIL (RETAIN)
EXIST INLET (RETAIN)
EXIST 18" RCP REMAINDER NOT LOCATED (RETAIN)
92 LF OF 18" RCP (RETAIN)
PRESENT R.O.W./RAILROAD R.O.W.
DESTINATION
LIMIT OF CONST. RAMP C1 STA. 64+00.66
LIMIT OF CONST. RAMP C STA. 612+57.37
OVERHEAD SIGN
S.R. 1
130
135
610
202+01.98
606480.9273
1811935.3524
18°52'48"
05°45'00"
996.45'
328.35'
165.68'
601+53.30
606265.2254
1812411.6933
64°04'08"
23°23'10"
245.00'
273.96'
153.30'
605+99.23
605798.0436
1812515.4718
67°24'41"
11°45'00"
487.62'
573.71'
325.27'
62+50.84
605469.9353
1812021.0260
20°01'52"
20°02'01"
286.00'
99.99'
50.51'
92+82.94
605280.3085
1811996.3401
20°00'44"
20°02'01"
286.00'
99.89'
50.46'
MATCH LINE STA. 127+00.00 SEE SHEET NO. U2-6
MATCH LINE STA. 139+00.00 SEE SHEET NO. U2-8
0 50 100 150

NO WORK THIS SHEET

SEALED BY

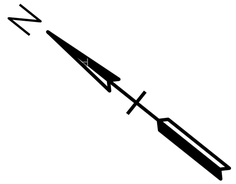
JON RYAN CHAMBLEE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119374
STATE OF TENNESSEE

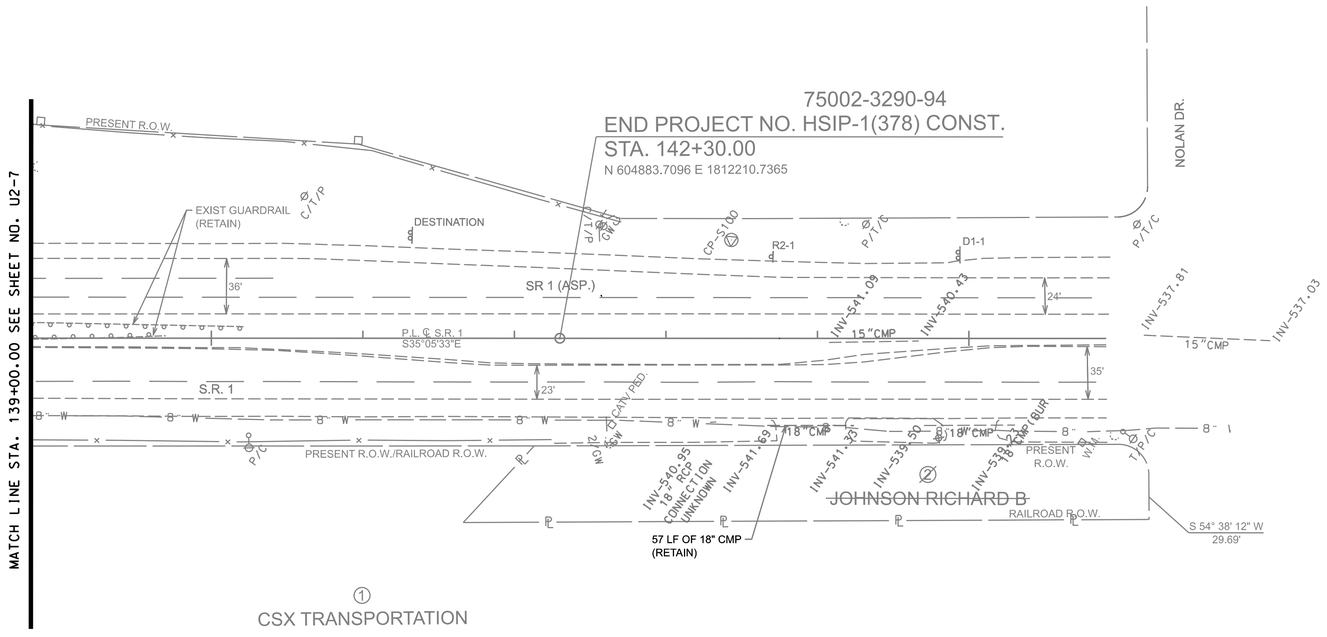
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

TOWN OF SMYRNA

PRESENT LAYOUT

STA.127+00.00
TO
STA.139+00.00
SCALE: 1"= 50'





TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-8

NO WORK THIS SHEET

SEALED BY

JON RYAN CHAMBLEE
NO. 119374
Jon Ryan Chamblee 12/17/24

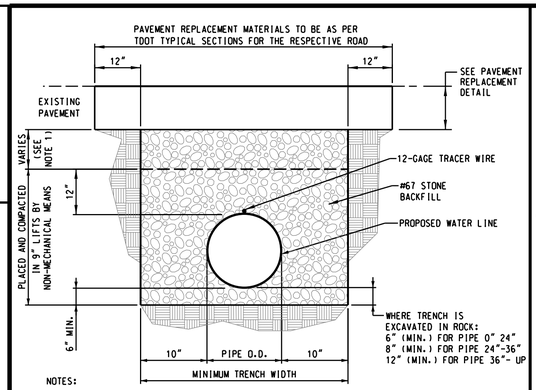
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

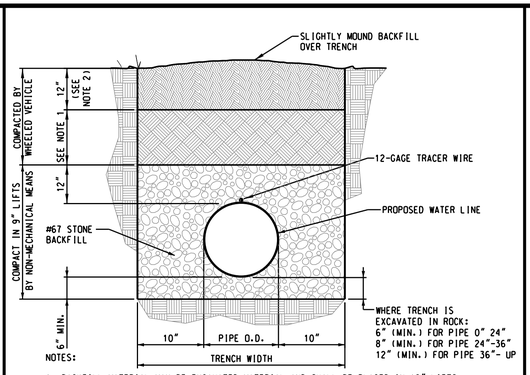
TOWN OF SMYRNA

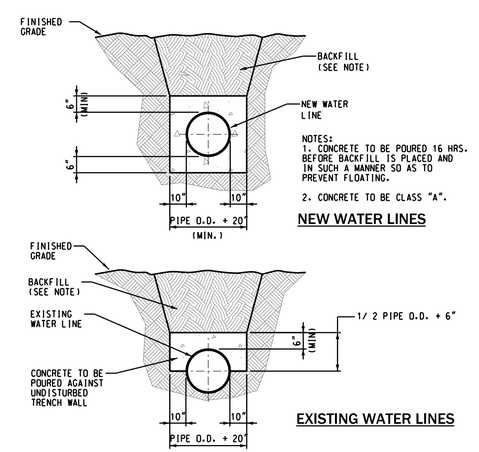
PRESENT LAYOUT

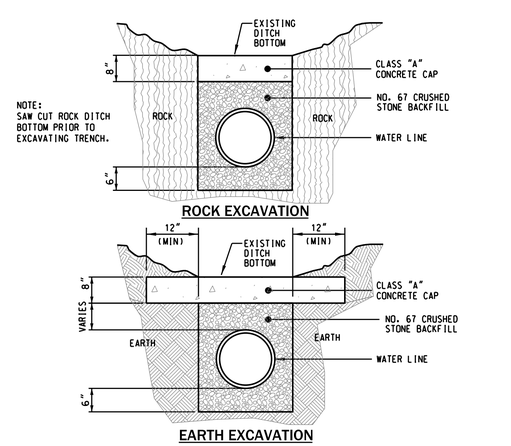
STA. 139+00.00
TO
STA. 145+90.60
SCALE: 1"= 50'

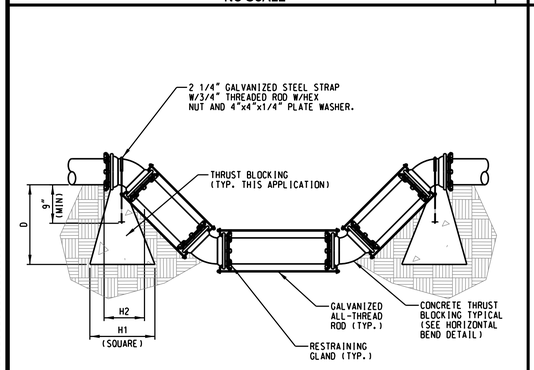
$$$$SYTIME$$$$$$
$$$$DGNSPEC$$

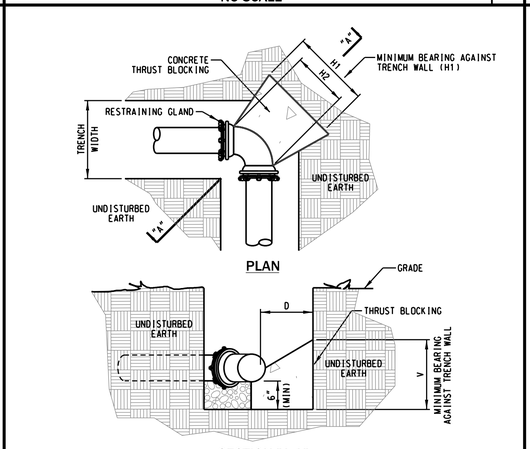


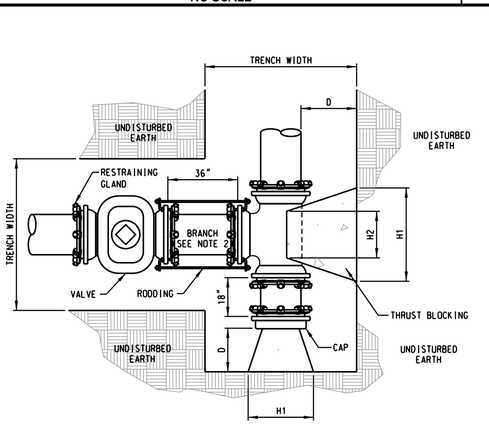


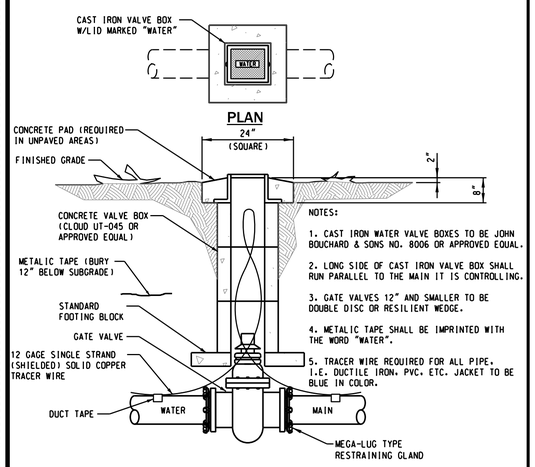


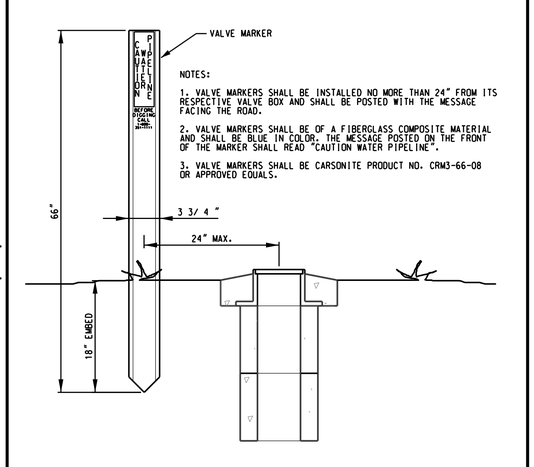


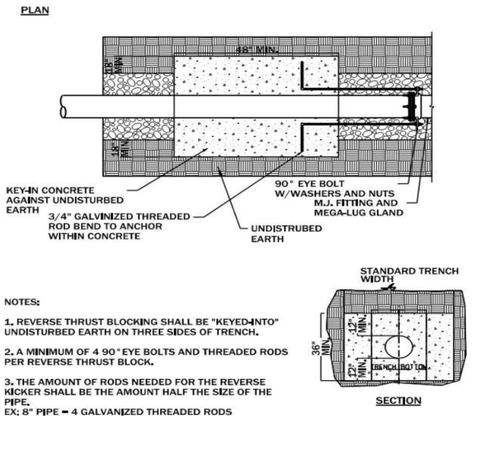












TENNESSEE D.O.T.
DESIGN DIVISION

FILE NO.

NOTES:

1. BACKFILL TO BE PLACED AND COMPACTED IN 9" LIFTS BY MECHANICAL MEANS.MATERIAL MAY BE EXCAVATED MATERIAL. HOWEVER, THIS MATERIAL SHALL NOT CONTAIN ROCKS GREATER THAN 6 INCHES IN ANY DIMENSION.

2. TAPE 12-GAGE SINGLE STRAND (SHIELDED) SOLID COPPER TRACER WIRE TO PIPE FOR DETECTION PURPOSES. JACKET TO BE BLUE IN COLOR.

3. METALLIC WARNING TAPE SHALL BE INSTALLED 12" BELOW SUBGRADE. TAPE SHALL READ "CAUTION BURIED WATER LINE BELOW".

TRENCH BACKFILLING DETAIL-STREETS

NO SCALE

1

NOTES:

1. BACKFILL MATERIAL MAY BE EXCAVATED MATERIAL AND SHALL BE PLACED IN 12" LIFTS. HOWEVER, THIS MATERIAL SHALL NOT CONTAIN ROCKS GREATER THAN 6 INCHES IN ANY DIMENSION.

2. BACKFILL MATERIAL MAY BE EXCAVATED MATERIAL. HOWEVER, THIS MATERIAL SHALL NOT CONTAIN ROCKS GREATER THAN 1/ 2 INCH.

3. METALLIC WARNING TAPE SHALL BE INSTALLED 12" BELOW SUBGRADE. TAPE SHALL READ "CAUTION BURIED WATER LINE BELOW".

4. TAPE 12-GAGE SINGLE STRAND (SHIELDED) SOLID COPPER TRACER WIRE TO PIPE FOR DETECTION PURPOSES. JACKET TO BE BLUE IN COLOR.

TRENCH BACKFILLING DETAIL-UNPAVED AREAS

NO SCALE

2

NOTES:
1. CONCRETE TO BE POURED 16 HRS. BEFORE BACKFILL IS PLACED AND IN SUCH A MANNER SO AS TO PREVENT FLOATING.

2. CONCRETE TO BE CLASS "A".

NEW WATER LINES

EXISTING WATER LINES

CONCRETE ENCASEMENT DETAIL

NO SCALE

3

NOTE:
SAW CUT ROCK DITCH BOTTOM PRIOR TO EXCAVATING TRENCH.

ROCK EXCAVATION

EARTH EXCAVATION

CONCRETE CAP DETAIL

NO SCALE

4

VERTICAL BENDS

CONCRETE THRUST BLOCKING (1 OF 4)

NO SCALE

5

PLAN

SECTION "A-A"

CONCRETE THRUST BLOCKING (2 OF 4)

NO SCALE

6

TEES AND CAPS

CONCRETE THRUST BLOCKING (3 OF 4)

NO SCALE

7

TEES, CROSSES, AND PLUGS					90° BENDS					45° BENDS					22-1/2° BENDS					11-1/4° BENDS					PIPE SIZE
H1	H2	V	D	Cu.Ft.	H1	H2	V	D	Cu.Ft.	H1	H2	V	D	Cu.Ft.	H1	H2	V	D	Cu.Ft.	H1	H2	V	D	Cu.Ft.	
18"	10"	12"	18"	1.90	18"	10"	12"	18"	1.90	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50	2" - 2¼"
24"	12"	12"	18"	2.25	24"	12"	12"	18"	2.25	18"	8"	12"	18"	1.60	18"	8"	12"	18"	1.60	18"	8"	12"	18"	1.60	3" - 4"
24"	16"	18"	18"	3.50	30"	16"	18"	18"	4.05	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20	6"
36"	18"	18"	24"	5.05	39"	18"	24"	18"	7.30	30"	12"	18"	18"	3.95	24"	12"	18"	18"	3.45	24"	12"	16"	18"	3.40	8"
48"	24"	18"	24"	7.15	54"	32"	24"	18"	10.25	36"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60	10"
54"	30"	24"	24"	13.40	54"	32"	36"	24"	18.15	42"	18"	24"	24"	9.60	24"	18"	24"	24"	6.60	24"	18"	21"	24"	6.10	12"
60"	32"	30"	24"	17.90	60"	40"	42"	24"	25.00	44"	24"	30"	24"	13.20	30"	24"	24"	24"	9.20	27"	21"	24"	24"	7.90	14"
66"	34"	36"	24"	22.50	69"	48"	48"	24"	29.00	48"	30"	36"	24"	17.00	36"	30"	27"	24"	11.80	27"	24"	27"	24"	9.10	16"
66"	36"	40"	24"	27.50	69"	48"	48"	24"	33.00	48"	30"	36"	24"	17.00	36"	30"	29"	24"	13.00	27"	30"	29"	24"	11.00	18"
	38"		24"			48"		24"			40"		24"			36"		24"		30"	40"		28"		20"
	42"		24"			60"		24"			48"		24"			42"		24"			42"		32"		24"
	58"		24"			96"		24"			72"		24"			72"		24"			48"		36"		36"

NOTES:

1. THRUST BLOCKING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR 3000 PSI CONCRETE FOR THE VOLUME SHOWN IN THE ABOVE TABLE FOR EACH FITTING SO BLOCKED ONLY IF A SEPARATE ITEM APPEARS IN THE SCHEDULE OF A PROPOSAL FOR A UNIT PRICE CONTRACT. OTHERWISE, THERE WILL BE NO SEPARATE PAYMENT FOR CONCRETE THRUST BLOCKING.

2. DIMENSIONS ARE CONTROLLED BY DIAMETER OF BRANCH MAIN.

3. THRUST BLOCKING SHALL BE PLANT MIX CONCRETE. SAC CRETE OR BAGGED CONCRETE MIX SHALL NOT BE ALLOWED.

4. RODS SHALL BE GALVANIZED. TWO RODS SHALL BE INSTALLED FOR PIPE DIAMETERS 8" AND LESS. FOUR RODS SHALL BE INSTALLED FOR PIPE DIAMETERS 10" AND GREATER.

CONCRETE THRUST BLOCKING (4 OF 4)

NO SCALE

8

PLAN

NOTES:

1. CAST IRON WATER VALVE BOXES TO BE JOHN BOUCHARD & SONS NO. 8006 OR APPROVED EQUAL.

2. LONG SIDE OF CAST IRON VALVE BOX SHALL RUN PARALLEL TO THE MAIN IT IS CONTROLLING.

3. GATE VALVES 12" AND SMALLER TO BE DOUBLE DISC OR RESILIENT WEDGE.

4. METALIC TAPE SHALL BE IMPRINTED WITH THE WORD "WATER".

5. TRACER WIRE REQUIRED FOR ALL PIPE. I.E. DUCTILE IRON, PVC, ETC. JACKET TO BE BLUE IN COLOR.

TYPICAL GATE VALVE ASSEMBLY DETAIL

NO SCALE

9

NOTES:

1. VALVE MARKERS SHALL BE INSTALLED NO MORE THAN 24" FROM ITS RESPECTIVE VALVE BOX AND SHALL BE POSTED WITH THE MESSAGE FACING THE ROAD.

2. VALVE MARKERS SHALL BE OF A FIBERGLASS COMPOSITE MATERIAL AND SHALL BE BLUE IN COLOR. THE MESSAGE POSTED ON THE FRONT OF THE MARKER SHALL READ "CAUTION WATER PIPELINE".

3. VALVE MARKERS SHALL BE CARSONITE PRODUCT NO. CRM3-66-08 OR APPROVED EQUALS.

WATER VALVE MARKER DETAIL

NO SCALE

10

PLAN

NOTES:

1. REVERSE THRUST BLOCKING SHALL BE "KEYED-INTO" UNDISTURBED EARTH ON THREE SIDES OF TRENCH.

2. A MINIMUM OF 4 90° EYE BOLTS AND THREADED RODS PER REVERSE THRUST BLOCK.

3. THE AMOUNT OF RODS NEEDED FOR THE REVERSE KICKER SHALL BE THE AMOUNT HALF THE SIZE OF THE PIPE.
EX: 8" PIPE = 4 GALVANIZED THREADED RODS

SECTION

REVERSE CONCRETE THRUST BLOCKING DETAIL

NO SCALE

11

NO SCALE

12

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-1(378)	U2-9

THOMAS & HUTTON

SEALED BY

JON RYAN CHAMBLEE
NO. 119374
Jon Ryan Chamblee 12/17/24

TOWN OF SMYRNA

STANDARD WATER LINE DETAILS

$$$$SYTIME$$$$$$$$
$$$$DGNSPEC$$$