

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
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 – 3B
PRESENT LAYOUTS	4 – 6
RIGHT-OF-WAY DETAILS	4A – 6A
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PROPOSED PROFILES	4C – 6C
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BUSINESS ENTRANCE PROFILE	8
DRAINAGE MAPS	9 – 11
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	12-15B
SIGN SCHEDULE SHEET.....	16
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TRAFFIC CONTROL PLANS	T1 – T5A

YEAR	PROJECT NO.	SHEET NO.
2025	HSIP-2(268)	ROADWAY-SIGN1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		

Index Of Sheets
SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

HAMILTON COUNTY

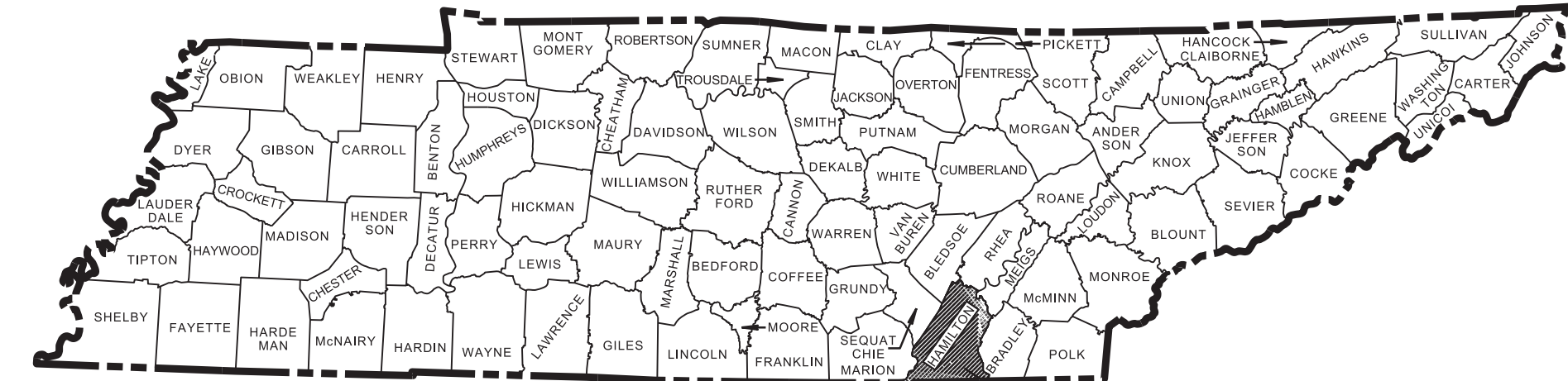
SR-2
NEAR MYRTLE AVENUE TO WAUHATCHIE PIKE / BROWN FERRY ROAD

PS&E PLANS
RESURFACING, PAVEMENT MARKINGS, DRAINAGE, GRADING, SIGNAGE, SHOULDERS, & GUARDRAILS
STATE HIGHWAY NO. S.R.-2 F.A.H.S. NO. US-11

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	HSIP - 2(268)	
STATE PROJ. NO.	33008-3220-94	

REV. 1/21/25:
ADDED BUNDLING NOTE.



PROJECT LOCATION
BRIDGE ID. # 33CULV03011

33008-1220-94
END PROJECT NO. HSIP-2(268) R.O.W. (UTILITIES ONLY)

N 250672.4162 E 2158321.9461

33008-3220-94
END PROJECT NO. HSIP-2(268) CONSTRUCTION

STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-1220-94
BEGIN PROJECT NO. HSIP-2(268) R.O.W. (UTILITIES ONLY)

STA. 100+00.00
N 250096.8157 E 2155495.9702

33008-3220-94
BEGIN PROJECT NO. HSIP-2(268) CONSTRUCTION

STA. 100+00.00
N 250096.8157 E 2155495.9702

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: ANDREW ZAZZARA, P.E.
TDOT ROADWAY ENGINEER: JOSEPH BURCHFIELD, P.E.
DESIGNER: MONTY ROBINSON, P.E. CHECKED BY: JOSEPH DELORENZO, E.I.T.
P.E. NO. 33008-1220-94
PIN NO. 128211.00

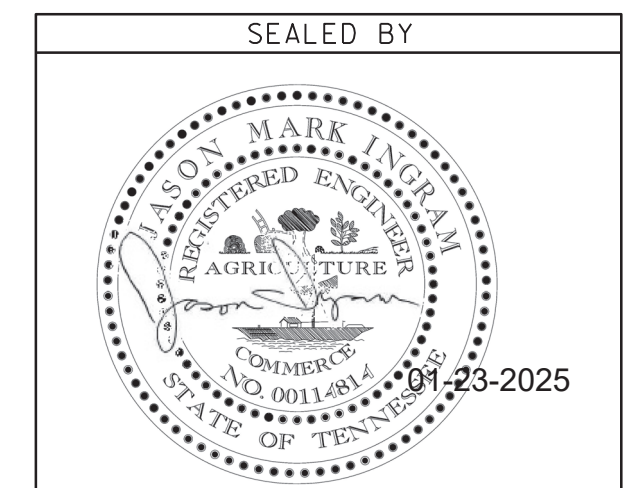


SCALE: 1"= 1 Mile

R.O.W. LENGTH 0.000 MILES
ROADWAY LENGTH 0.549 MILES
BRIDGE LENGTH 0.000 MILES
BOX BRIDGE LENGTH 0.000 MILES
BOX BRIDGE LENGTH 0.000 MILES
PROJECT LENGTH 0.549 MILES

NO EXCLUSIONS

TO BE BUNDLED WITH
PIN129661.00, HAMILTON COUNTY
SR-8, FROM SR-27 (LM 8.97) TO NEAR
CHEROKEE BOULEVARD (LM 10.14)



APPROVED: WILL REID, CHIEF ENGINEER

DATE:

APPROVED: HOWARD H. ELEY, COMMISSIONER

SR-2

SURVEY 10-26-18	TRAFFIC DATA	
6-21-22 UPDATE	ADT (2024)	13,050
8-04-23 UPDATE	ADT (2044)	18,300
	DHV (2044)	2,013
	D	65 - 35
	T (ADT)	11 %
	T (DHV)	2 %
	V	45 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 03.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR DATE

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ROADWAY INDEX

SHEET NAME	SHEET NO.	DWG.	REV.	DESCRIPTION
SIGNATURE SHEET	ROADWAY-SIGN1	RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
SIGNATURE SHEET	ROADWAY-SIGN2	RD11-TS-3B		DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH FLUSH MEDIAN (4 AND 6 LANE)
TITLE SHEET	1	RD11-TS-3C		DESIGN STANDARDS FOR ARTERIALS WITH INDEPENDENT ROADWAYS (4 AND 6 LANE)
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A	RD11-TS-6C		TYPICAL CURB AND GUTTER SECTIONS WITHOUT SHOULDERS AND WITHOUT GRASS STRIPS
STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS	1A1	RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS
ESTIMATED ROADWAY QUANTITIES	2	RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B	RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
GENERAL NOTES	2C, 2C1	RD11-S-11B		DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT
SPECIAL NOTES	2D	RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
ENVIRONMENTAL NOTES	2E	RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
TABULATED QUANTITIES	2F	RD11-SD-4		INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3			
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3B			
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DRAINAGE MAPS	9 – 11			
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	12-15B			
SIGN SCHEDULE SHEET	16			
ROADWAY CROSS SECTIONS	17 – 33			
TRAFFIC CONTROL PLANS	T1 – T5A			
UTILITIES PLANS	U1–1			

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

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
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

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
EC-STR-4A	07-30-24	ENHANCED SILT FENCE CHECK (V-DITCH)
EC-STR-4B	08-01-12	ENHANCED SILT FENCE CHECK DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-42		CATCH BASIN FILTER ASSEMBLY (TYPE 2)
EC-STR-42A		CATCH BASIN FILTER ASSEMBLY (TYPE 2) SLIPCOVER DETAIL

10-102.00 PIPE CULVERTS AND ENDWALLS

D-PB-4	01-09-24	PIPE COLLAR DETAILS
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10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-VC-10	03-04-21	VERTICAL CONCRETE CURBS AND CURB AND GUTTER (FOR 8” TO 13” GUTTER DEPTH)
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10-107.00 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

10-108.00 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-WZ-16	07-30-24	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-FAB1	06-28-19	FLASHING YELLOW ARROW BOARD

10-109.00 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-8	06-10-14	FILTER SOCK
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2024	HSIP-2(268)	1A
PS&E	2025	HSIP-2(268)	1A

REV. 1/21/25:
ADDED ROADWAY SIGN-2 TO INDEX

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2024	HSIP-2(268)	1A1
PS&E	2025	HSIP-2(268)	1A1

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
OPERATIONS
DRAWINGS

(11)

(10)

(7)

(2)(8)

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ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 33008-3220-94
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
202-01.13	REMOVAL OF PIPE (18", STA 111+33)	L.F.	2
202-01.14	REMOVAL OF PIPE (18", STA 111+50)	L.F.	2
202-01.56	REMOVAL OF STRUCTURES & OBSTRUCTIONS (ENDWALL & DITCH LINING)	LS	1
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	61
202-08.10	REMOVAL OF CURB (LT BUS ENT, 116+43.35)	L.F.	75
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	32
203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	348
203-04	PLACING AND SPREADING TOPSOIL	C.Y.	32
203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	32
204-07	BEDDING MATERIAL (PIPE) CLASS B	C.Y.	2
208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	1
209-05	SEDIMENT REMOVAL	C.Y.	10
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	206
209-08.06	ENHANCED SILT FENCE CHECK (TRAPEZOIDAL)	EACH	1
209-08.07	ROCK CHECK DAM	EACH	4
209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	1
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	7
209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	1
209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH	3
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	160
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	35
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	0.2
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	1
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	10
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	442
411-02.10	ACS MIX(PG70-22) GRADING D	TON	1256
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	1267
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	20
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	4.6
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
712-01	TRAFFIC CONTROL	LS	0.32
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	102
712-05.01	WARNING LIGHTS (TYPE A)	EACH	20
712-05.03	WARNING LIGHTS (TYPE C)	EACH	15
712-06	SIGNS (CONSTRUCTION)	S.F.	592
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	216
712-08.03	ARROW BOARD (TYPE C)	EACH	1
713-02.34	DELINEATORS (ALL)	EACH	19
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	778
713-11.21	P POST SLIP BASE	EACH	1
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	40
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	81
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-15.06	MILE POST SIGN	EACH	2
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	34
716-01.14	RAISED PAVEMENT MARKER REMOVAL	EACH	48
716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	61
716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	66
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	136
716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	511
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	148
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	19
716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.09
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	2.2
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	5240
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	68

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 33008-3220-94
(4) 716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	7
(4) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2.01
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2.31
717-01	MOBILIZATION	LS	0.32
(1)(9) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	86
(1) 740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1223
(15) 801-01	SEEDING (WITH MULCH)	UNIT	1
(1) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	6
(1)(3) 801-03	WATER (SEEDING & SODDING)	M.G.	8
803-01	SODDING (NEW SOD)	S.Y.	421

FOOTNOTES	
(1)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2)	SEE GRADING SPECIAL NOTES ON SHEET 2D.
(3)	INCLUDES 2000 GALLONS FOR EPSC AND 100 GALLONS FOR BORROW PIT.
(4)	TO BE USED AS DIRECTED BY THE ENGINEER FOR TEMPORARY TRAFFIC CONTROL.
(5)	ITEM TO BE USED AS DIRECTED BY THE ENGINEER.
(6)	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)	QTY. INCLUDES 75 FEET OF CURB FOR DRIVEWAY AT STATION 116+43.35 LT.
(8)	QTY. INCLUDES 8 C.Y. TO BE USED FOR TEMPORARY CONSTRUCTION ENTRANCE.
(9)	ITEMS TO BE USED FOR TEMPORARY CONSTRUCTION ENTRANCE.
(10)	FOR REMOVAL OF CENTER ISLAND ON MAINLINE FROM STA. 99+72.19 TO STA. 101+46.64.
(11)	FOR REMOVAL OF EXISTING ENDWALL AND CONCRETE DITCH LINING LOCATED IN HOLE LOCATED LEFT OF MAINLINE AT STA. 111+33 TO 111+48.
(12)	CHANNELIZATION STRIPING IS FOR THE ENTIRE AREA BEING CHANNELIZED WHICH INCLUDES 12" SSWL DIAGONAL PLASTIC MARKING AND 8" SSWL BOUNDARY PLASTIC MARKINGS.
(13)	TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT.
(14)	SEE PRESENT LAYOUT SHEETS 4-6 FOR SIGNS TO BE REMOVED.
(15)	FOR USE IN BORROW PITS OUTSIDE OF RIGHT-OF-WAY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2024	HSIP-2(268)	2
PS&E	2025	HSIP-2(268)	2

REV. 1/21/25:
UPDATED THE FOLLOWING ITEMS:
ITEM#: 712-01, 717-01

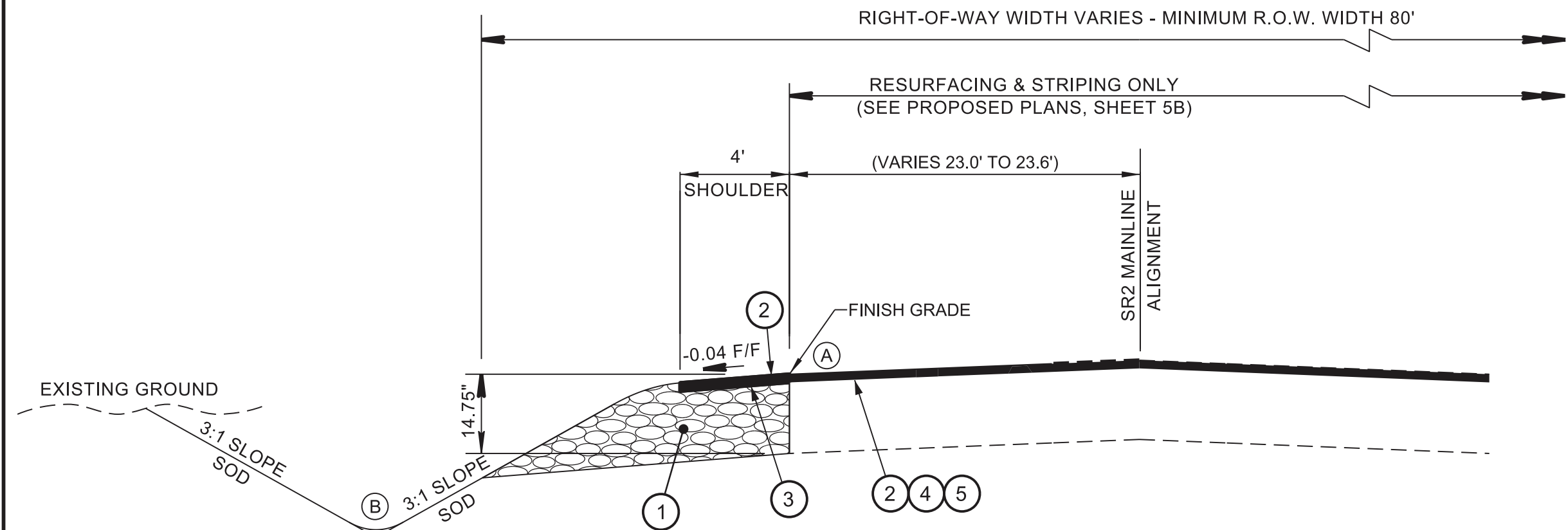
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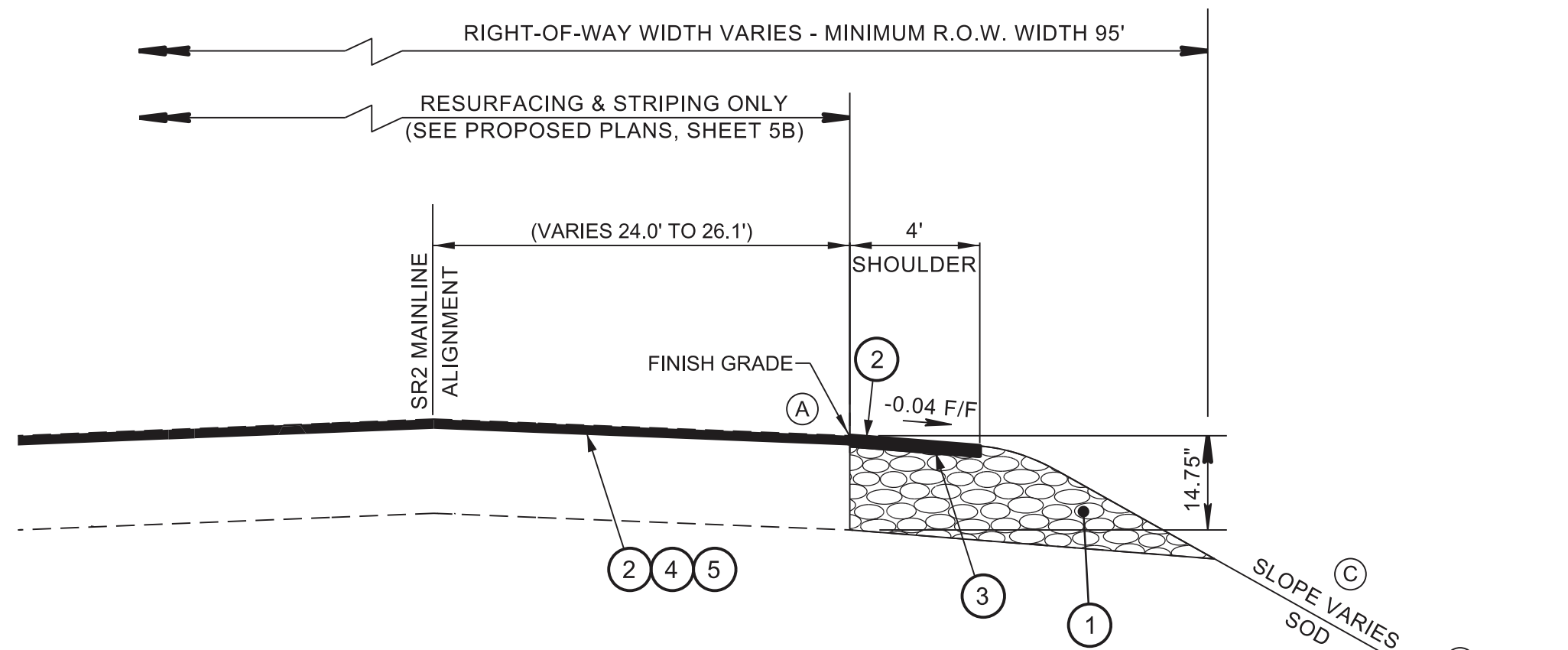
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

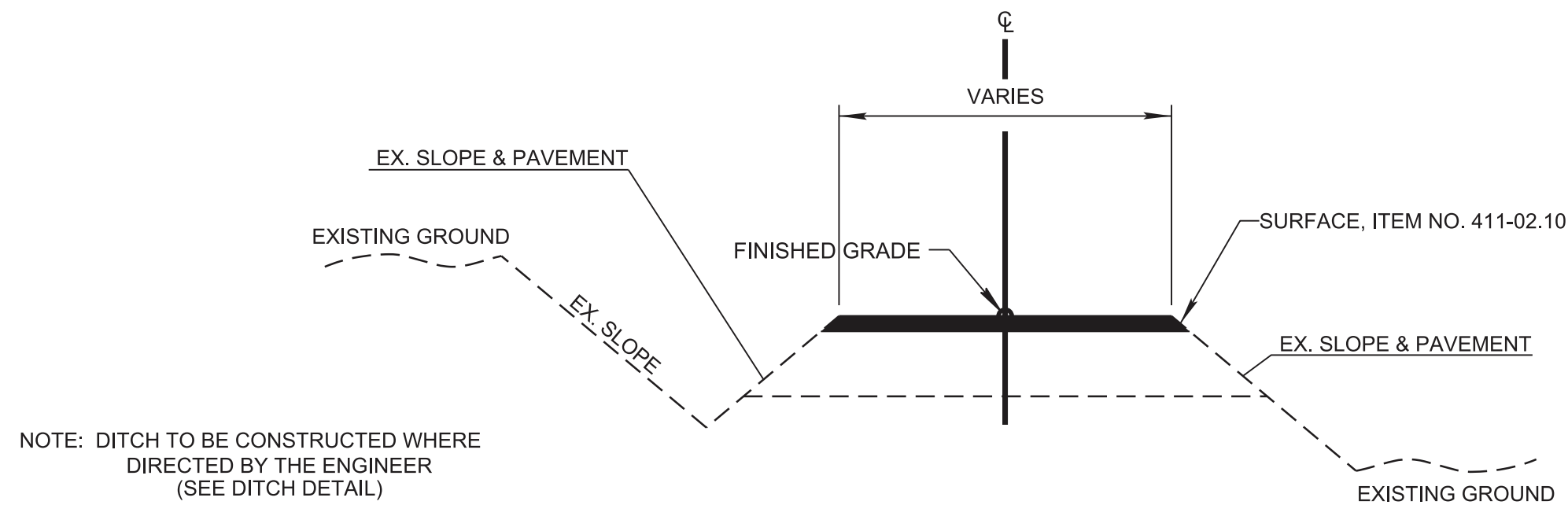
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SR-2 FULL DEPTH SHOULDER (LEFT) SECTION
FROM STA. 117+32, 23.0' LT TO STA. 119+60, 23.6 LT

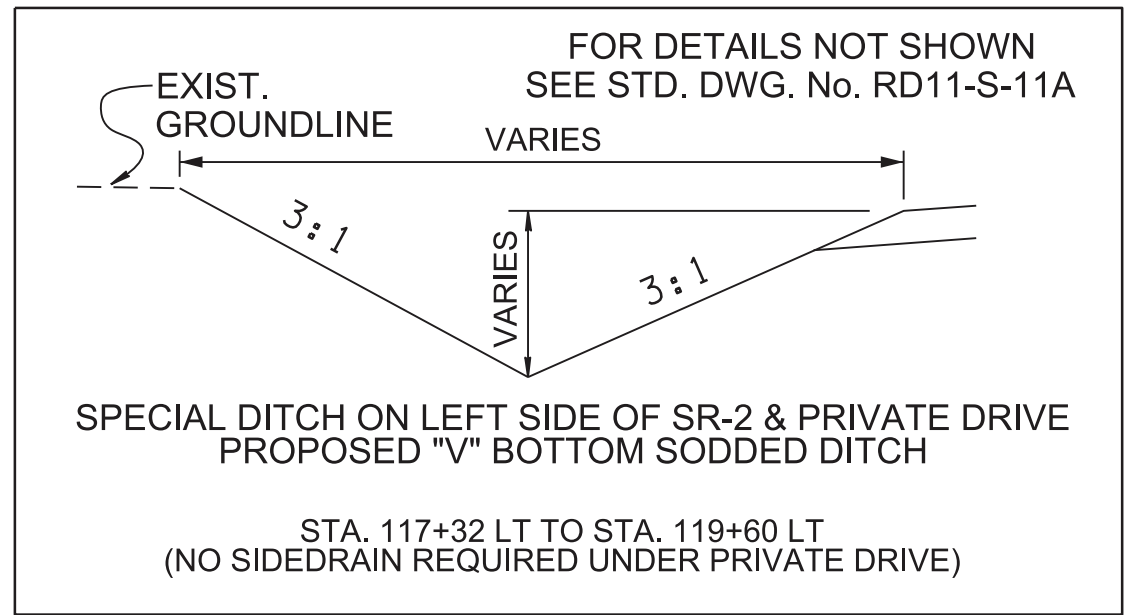


SR-2 FULL-DEPTH SHOULDER (RIGHT) SECTION
FROM STA. 105+58, 26.1' RT TO STA. 106+52.92, 27.7' RT



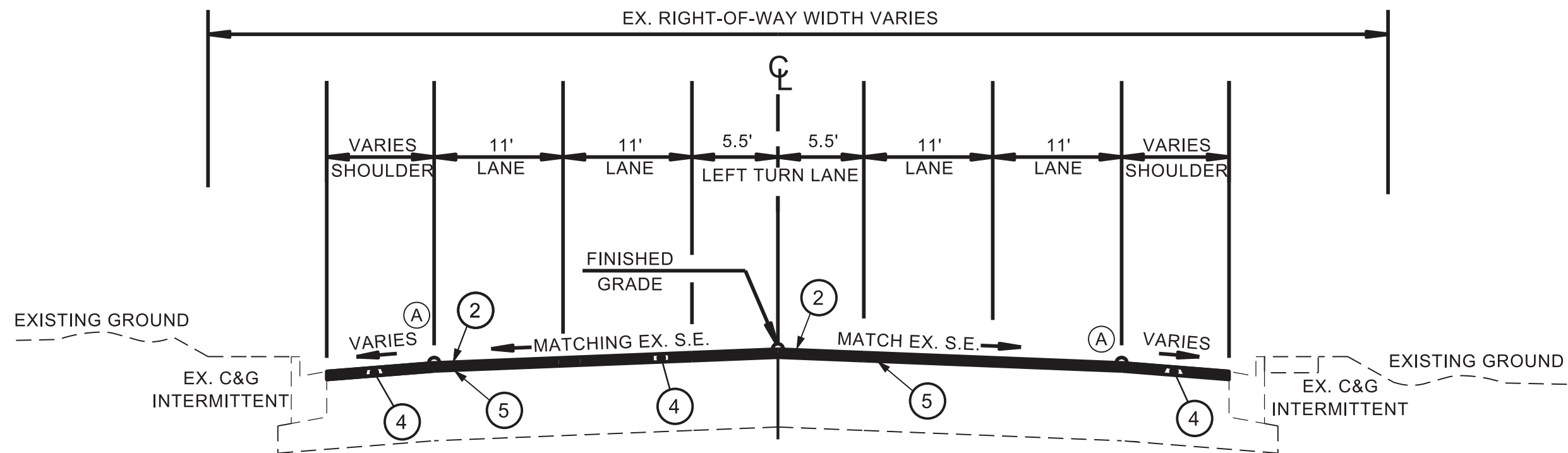
TYPICAL SECTION (RESURFACE ONLY)
PRIVATE DRIVE TO BUSINESS

- (A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
- (B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.
- (C) 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.



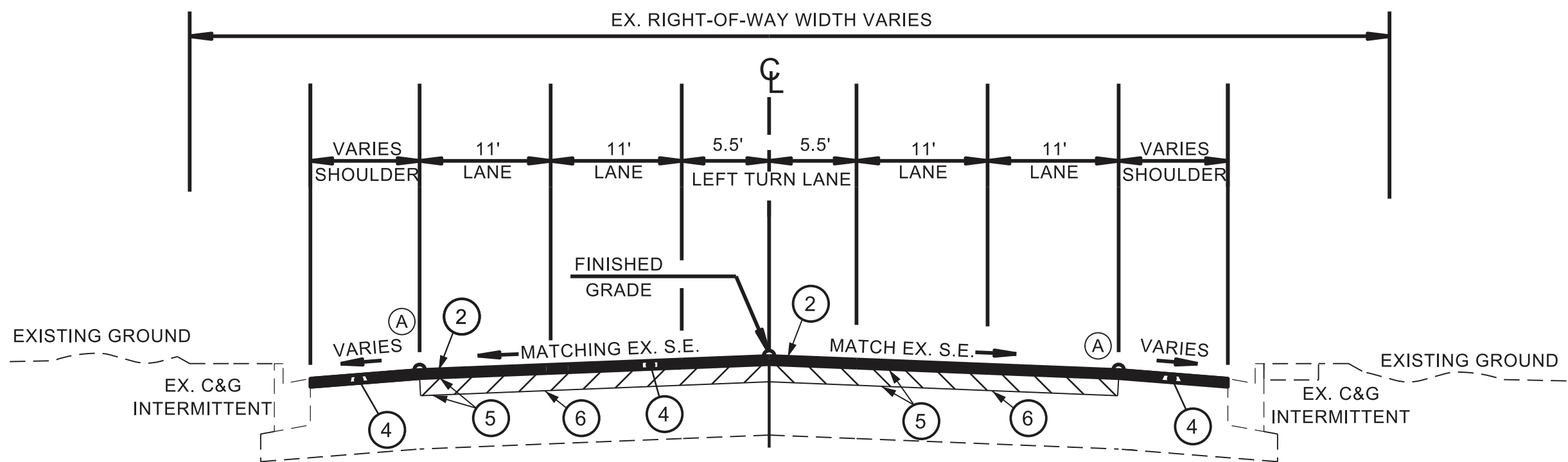
PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE BASE (13.25") (SHOULDERS ONLY) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(2) ASPHALTIC CONCRETE SURFACE (1.25") (APPROX. 132.5 LBS/SY) (APPLY AT RESURFACING FOR ROADS & SHOULDERS) 411-02.10 ACS MIX (PG 70-22) GRADING "D"	(3) PRIME COAT (PC) (APPLY AT FULL DEPTH SHOULDERS ONLY) 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.30 - 0.35 GAL/SY 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 8 - 12 LBS/SY
(4) COLD PLANING @ 1.25" +/- (APPROX. 131.25 LBS/SY) 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)	(5) TACK COAT (TC) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)	(6) BITUMINOUS BINDER (2") (APPROX. 226 LBS/SY) 307-02.08 ASPHALT CONCRETE MIX (70-22) (BPMB-HM) GRADING "B-M2"



SR-2 RESURFACING ONLY SECTION
FROM STA. 100+00.00 TO STA. 105+58.00
FROM STA. 106+52.92 TO STA. 117+32.00
FROM STA. 119+60.00 TO STA. 128+20.00

SEE PROPOSED PLAN SHEETS 4B, 5B, & 6B FOR RESURFACING LIMITS



SR-2 RESURFACING & BM-2 SECTION
FROM STA. 128+20.00 TO STA. 128+70.00

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R.O.W.	2023	HSIP-2(268)	2B
P.I.H.	2024	HSIP-2(268)	2B
PS&E	2025	HSIP-2(268)	2B

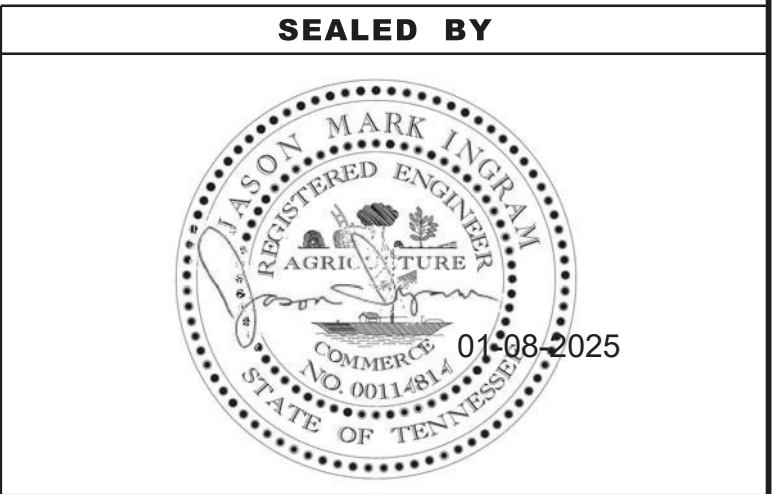
REV. 10/22/24:
REVISED PROPOSED PAVEMENT
SCHEDULE ITEM 6 TO (BITUMINOUS
BINDER 307-02.08, PG 70-22)

UPDATED ITEM 2 TO (ACS 411-02.10, PG
70-22).

UPDATED LABELS ON SECTIONS.

ADDED SECTION FOR RESURFACING
ONLY.

ADDED SECTION FOR RESURFACING AND
2" OF BM-2 BETWEEN STA 128+20 TO
128+70.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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GENERAL NOTES

GRADING

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

SEEDING AND SODDING

- (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. 801-01.07.
- (2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

- (1) THE 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.

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 607-03.02 WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE FOR CULVERTS AND STORM SEWERS.
- (6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

MISCELLANEOUS

- (1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

ROAD CLOSURE

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

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. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.
- (3) 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

- (5) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (18) BEFORE OPENING THE DETOUR AND LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

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P.I.H.	2024	HSIP-2(268)	2C
PS&E	2025	HSIP-2(268)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

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.
- (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.

TRAFFIC CONTROL DIRECTIONAL SIGNING

- (7)

WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 713-15 AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

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.

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P.I.H.	2024	HSIP-2(268)	2C1
PS&E	2025	HSIP-2(268)	2C1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2024	HSIP-2(268)	2D
PS&E	2025	HSIP-2(268)	2D

SPECIAL NOTES

GRADING

- (1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.
- (3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.
- (4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

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01-08-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1)

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2)

NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3)

INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4)

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5)

THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6)

STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7)

HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8)

WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9)

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

SPECIES

- (10)

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11)

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO

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

- (12)

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

PERMITS, PLANS & RECORDS

- (13)

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14)

ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15)

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16)

THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17)

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

SUPPORT ACTIVITIES

- (18)

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

ENVIRONMENTAL

- (20)

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1)

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

ECOLOGY

- (2)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)

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

SCOPE OF WORK

- (6)

CONSTRUCTION ACTIVITIES INCLUDE: SHOULDER WIDENING, ADDITIONAL SIGNING AND PAVEMENT MARKINGS, RESURFACING, AND OTHER MISCELLANEOUS SAFETY IMPROVEMENTS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	2E
P.I.H.	2024	HSIP-2(268)	2E
PS&E	2025	HSIP-2(268)	2E

REV. 10/22/24:
REVISED "SCOPE OF WORK" TO EXCLUDE
SLOTTED DRAIN INSTALLATION.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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ESTIMATED GRADING QUANTITIES						
DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
	EXC.	EMB.	EXC.			
MAINLINE	32	290	23	SHRINK = 30 % SWELL = 30 %		
				EMB.	EXC.	
				290	VS.	-23
				AVAILABLE	=	267
TOPSOIL TOTALS (SEE TOPSOIL TABLE)				BORROW MATERIAL	=	348
ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	32	290	32	32	23

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.
3439	32	0	32	64	32	32	0

STORM DRAINAGE PIPES							
SHEET NO.	INLET		OUTLET		% GRADE	RCP PIPES	COMMENTS
	CODE NO.	INLET ELEV.	CODE NO.	OUTLET ELEV.		CLASS III 607-03.02 18"	
4B	N/A	669.96	N/A	669.34	-2.53%	20'	CONNECT TO EXISTING WITH CONC. COLLAR. SEE SHEETS 2G AND 5B.

PAVEMENT QUANTITIES							
LOCATION (ROADWAY, SHOULDERS, & PRIVATE)		TYPE - GRADE - PAY ITEM (TON)					
		MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)	PRIME COAT		TACK COAT	ACS HOT MIX (PG 70-22)
		D	B-M2				COLD-PLANING
		303-01	307-02.08 (STA 128+20 TO 128+70)	402-01	402-02	403-01	411-02.10
RESURFACING - MAINLINE, SIDE ROADS, SHOULDERS			34.6			9.1	1241.0
MAINLINE SHOULDERS - FULL DEPTH (SHTS 4B & 5B)		160.0		0.20	0.71		9.4
BUSINESS ENTRANCE (STA. 116+43 LT)						0.1	5.2
TOTALS		160.0	34.6	0.20	0.7	9.2	1255.6
							1266.6

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	2F
P.I.H.	2024	HSIP-2(268)	2F
PS&E	2025	HSIP-2(268)	2F

REV. 10/22/24:
UPDATED TOP SOIL & GRADING
QUANTITIES TABS.

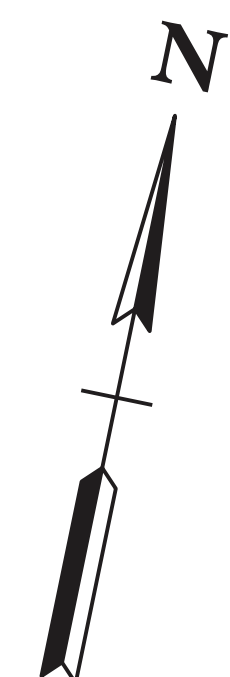
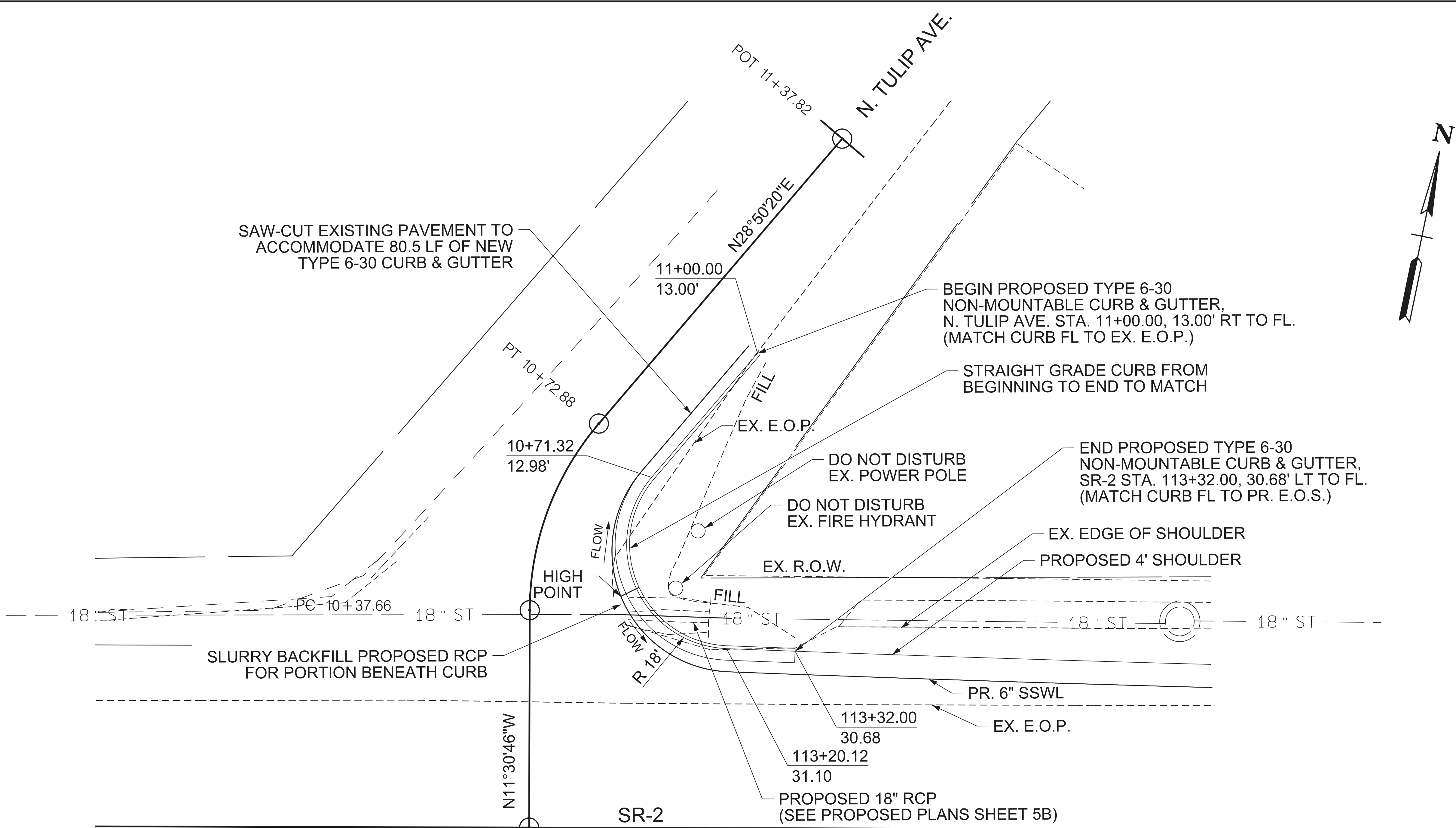
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

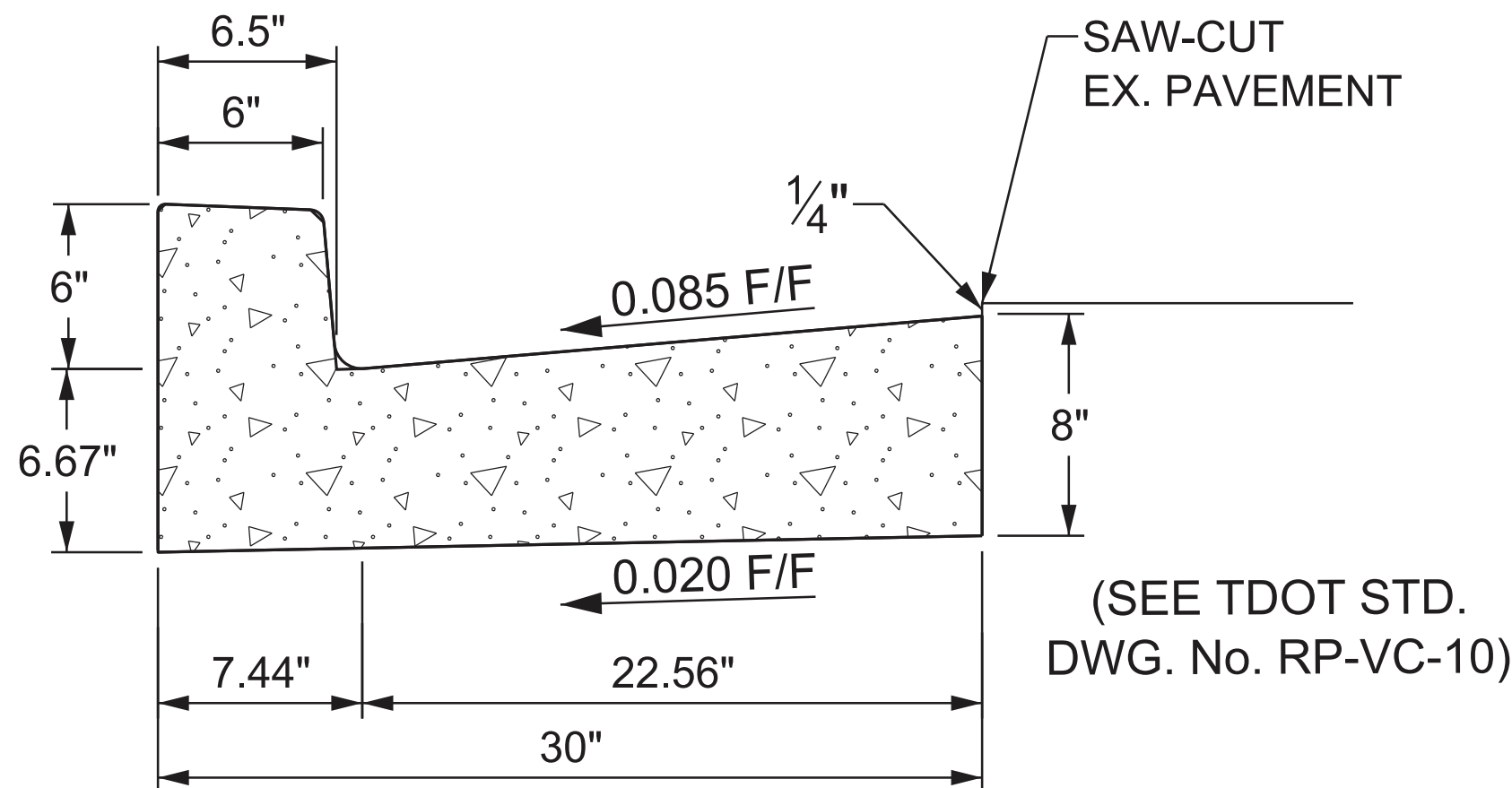
TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2024	HSIP-2(268)	2G
PS&E	2025	HSIP-2(268)	2G



CURVE DATA FOR N. TULIP AVE.

N. TULIP AVENUE
CURVE DCUR341
PI 10+56.04
N 250,408.3894
E 2,156,744.9069
~ 40° 21' 06" (RT)
D 114° 35' 30"
R 50.00
L 35.21
T 18.37

SR-2 STA. 112+86 =
N. TULIP AVE. STA. 10+00
N 250353.4797
E 2156756.0910



6" CONCRETE CURB AND GUTTER - TYPE 6-30
(NOT TO SCALE)

SEALED BY

COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: 1"=10'

RIGHT-OF-WAY

- (2)

ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3)

EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4)

WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5)

WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6)

ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (9)

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.
- (10)

ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (11)

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

CATV:

COMCAST (XFINITY)

2030 EAST POLYMER DRIVE
CHATTANOOGA, TN 37421

CONTACT: MR. TIM GREGORY

CELL PHONE: 706 252 4185

FAX: 423 855 9731

Email: TIM_GREGORY@COMCAST.COM

ELECTRIC:

ELECTRIC POWER BOARD OF CHATTANOOGA

10 W MLK BLVD.
CHATTANOOGA, TN 37402

CONTACT: MR. ADAM NORWOOD

OFFICE PHONE: 426 483 3305

CELL PHONE: 423 805 8376

Email: NORWOODAW@EPB.NET

SEWER:

CHATTANOOGA, CITY OF

1250 MARKET STREET, SUITE 2100
CHATTANOOGA, TN 37402

CONTACT: MR. DENNIS MALONE

OFFICE PHONE: 423 643 6188

CELL PHONE: 423 421 5035

Email: DMALONE@CHATTANOOGA.GOV

TELEPHONE:

BELLSOUTH DBA AT&T

300 E. MARTIN LUTHER KING BLV., 5TH FLOOR
CHATTANOOGA, TN 37403

CONTACT: MR. JOE PERREL

OFFICE PHONE: 423 266 1566

CELL PHONE: 423 488 2825

Email: JP1389@ATT.COM

FIBER OPTICS:

AT&T

360 GEES MILL BUSINESS PARKWAY
CONYERS, GA 30013

CONTACT: MS. TRINA IVEY

CELL PHONE: 678 641 5522

FAX: 214 446 8981

Email: K12863@ATT.COM

GAS:

CHATTANOOGA GAS COMPANY
(SOUTHERN CO-ATLANTA GAS)

10 PEACHTREE PLACE, 11TH FLOOR
ATLANTA, GA 30309

CONTACT: MR. BRANDON STEPHENS

OFFICE PHONE: 404 584 3915

CELL PHONE: 404 323 4038

Email: BSTEPHEN@SOUTHERNCO.COM

WATER:

TENNESSEE AMERICAN WATER COMPANY

1500 RIVERSIDE DRIVE
CHATTANOOGA, TN 37406

CONTACT: MR. GRADY STOUT

OFFICE PHONE: 423 771 4713

CELL PHONE: 423 486 5879

Email: GRADY.STOUT@AMWATER.COM

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	3
P.I.H.	2024	HSIP-2(268)	3
PS&E	2025	HSIP-2(268)	3



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

R.O.W. ACQUISITION TABLE																	
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
— 1	JAY JALARAM PARTNERSHIP GP	154G-D	11	9954	201	1.283		1.283				1.283					
— 2	NATIONAL RETAIL PROPERTIES, INC	154G-F	001.01	10376	444		0.990	0.990					0.990				
— 3	JAMES F. REEVES AND WIFE LINDA J. REEVES	154G-D	009	3594	399	0.564		0.564				0.564					
— 4	HUTTON CHATTANOOGA CUMMINGS TN ST LLC	154G-F	001	12964	525		2.074	2.074					2.074				
— 5	WAUHATCHIE UNITED METHODIST CHURCH	154G-E	008	PB32	PG38	2.090		2.090				2.090					
— 6	SAM JONES MOBILE HOME PARK, LLC	154G-H	013	11660	405		1.009	1.009					1.009				
— 7	TIRIS, LLC	154G-J	013	10496	902	1.520		1.520				1.520					
— 8	KJOS NEIL	154G-H	001	7795	186		0.610	0.610					0.610				
— 9	KURTIS JOLANDER	154G-J	012	11802	0444	0.948		0.948				0.948					
— 10	ESCH, INC	154G-H	002	7524	0687		1.129	1.129					1.129				
— 11	TERRY HALLEY AND WIFE JANDLE M. HOLLEY	154G-K	011	10252	523	0.821		0.821				0.821					
— 12	CHAT TB PROPERTY LLC	154G-H	002.01	11442	0592		1.820	1.820					1.820				
— 13	CECIL LENTZ REYNOLDS JR & MARGARET D REYNOLDS	154G-K	010	1464	0529	0.310		0.310				0.310					
— 14	EXCHANGERIGHT NET LEASED PORTFOLIO 10 DST	154G-L	001	10570	700		0.905	0.905					0.905				
— 15	CITY OF CHATTANOOGA, TENNESSEE	154G-K	001	3488	0565	9.710		9.710				9.710					
— 16	JEFF C PAGE	154G-L	002	12288	747		0.476	0.476					0.476				
— 17	1796 CHICKEN PROPERTIES LLC	154G-K	007	12434	843	1.016		1.016				1.016					
— 18	C. LENTZ REYNOLDS AND WIFE MARARET D. REYNOLDS	154F-A	002	5177	0448		3.368	3.368					3.368				
— 19	THOMAS HOOD CAPLEY AND CULLEN CAPLEY	154G-K	004	12367	0448	0.181		0.181				0.181					
— 20	BILLY M. HALE	154F-A	001	2870	224		0.393	0.393					0.393				
— 21	CITY OF CHATTANOOGA, TENNESSEE	154G-K	005	2690	0479	0.841		0.841				0.841					
— 22	LAS MARGARITAS INC	154G-L	002.01	7873	0822		0.272	0.272					0.272				

DISTURBED AREA		
IN BETWEEN SLOPE LINES		0.140 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)		0.140 (AC)
TOTAL DISTURBED AREA		0.280 (AC)
TOTAL PROJECT AREA		6.342 (AC)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	3A
P.I.H.	2024	HSIP-2(268)	3A
PS&E	2025	HSIP-2(268)	3A

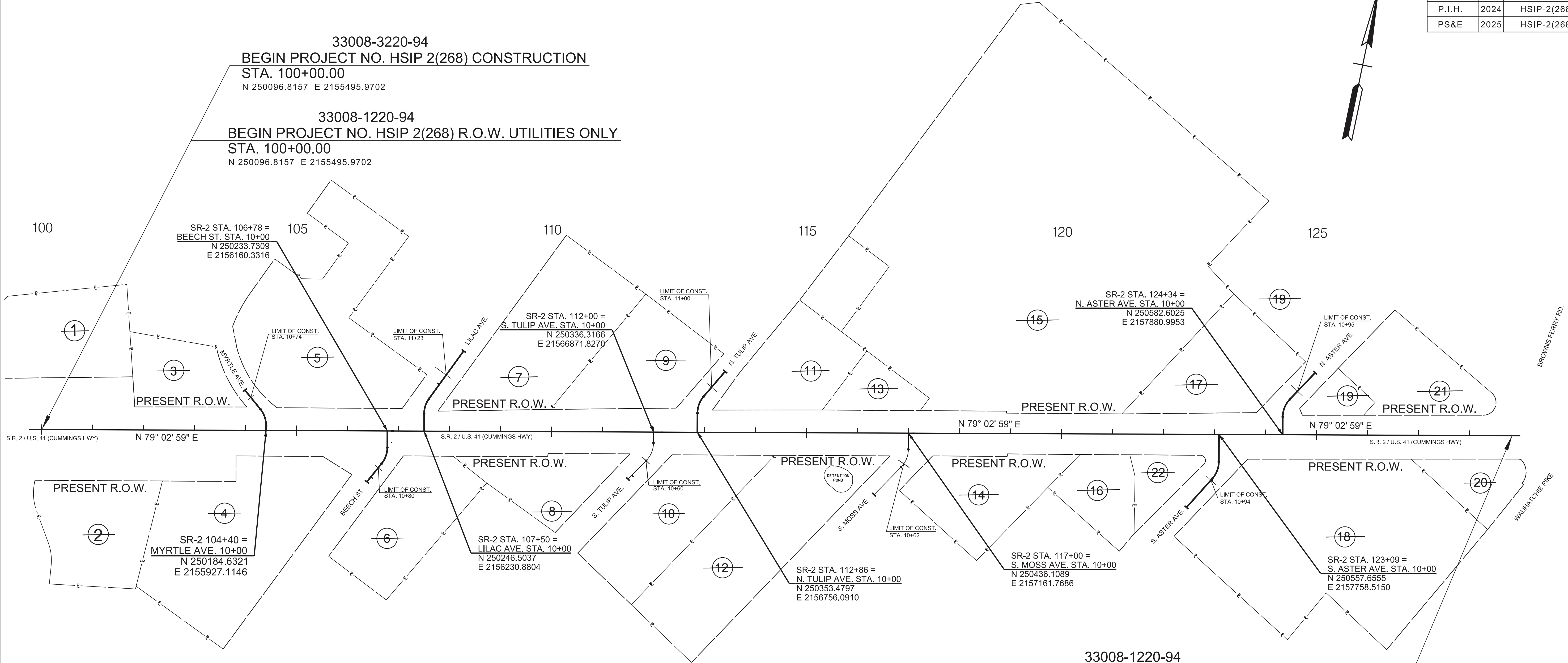
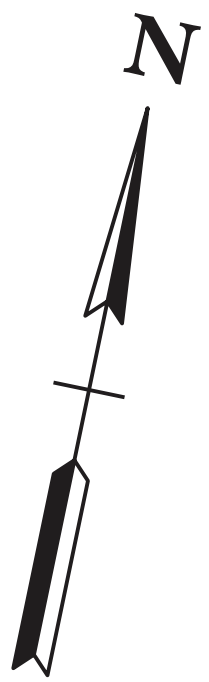
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

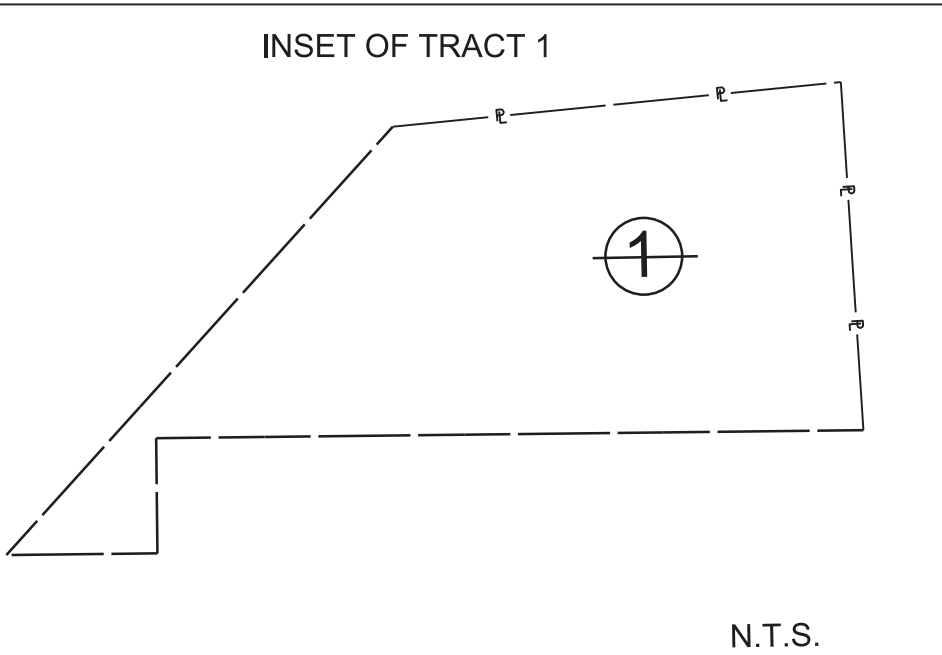
RIGHT OF WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	3B
P.I.H.	2024	HSIP-2(268)	3B
PS&E	2025	HSIP-2(268)	3B



33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. UTILITIES ONLY
STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-3220-94
END PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 128+84.00
N 250672.4162 E 2158321.9461



CURVE DATA FOR SIDE ROADS							
MYRTLE AVENUE CURVE DCUR304 PI 10+28.10 N 250,212.1668 E 2,155,921.5062 ~ 39° 28' 26" (LT) D 114° 35' 30" R 50.00 L 34.45 T 17.94	BEECH STREET CURVE DCUR311 PI 10+50.33 N 250,182.8199 E 2,156,170.3761 ~ 38° 50' 04" (RT) D 114° 35' 30" R 50.00 L 33.89 T 17.62	LILAC AVENUE CURVE DCUR321 PI 10+50.38 N 250,295.8324 E 2,156,220.6174 ~ 35° 59' 13" (RT) D 114° 35' 30" R 50.00 L 31.40 T 16.24	S. TULIP AVENUE CURVE DCUR331 PI 10+41.65 N 250,295.5026 E 2,156,680.1401 ~ 44° 24' 15" (RT) D 114° 35' 30" R 50.00 L 38.75 T 20.41	N. TULIP AVENUE CURVE DCUR341 PI 10+56.04 N 250,408.3894 E 2,156,744.9069 ~ 40° 21' 06" (RT) D 114° 35' 30" R 50.00 L 35.21 T 18.37	S. MOSS AVENUE CURVE DCUR351 PI 10+52.16 N 250,384.9938 E 2,157,172.1798 ~ 44° 13' 00" (RT) D 114° 35' 30" R 50.00 L 38.59 T 20.31	S. ASTER AVENUE CURVE DCUR361 PI 10+72.46 N 250,486.6541 E 2,157,772.9767 ~ 41° 41' 03" (RT) D 114° 35' 30" R 50.00 L 36.38 T 19.04	N. ASTER AVENUE CURVE DCUR371 PI 10+54.93 N 250,636.4317 E 2,157,870.0312 ~ 43° 21' 27" (RT) D 114° 35' 30" R 50.00 L 37.84 T 19.88

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

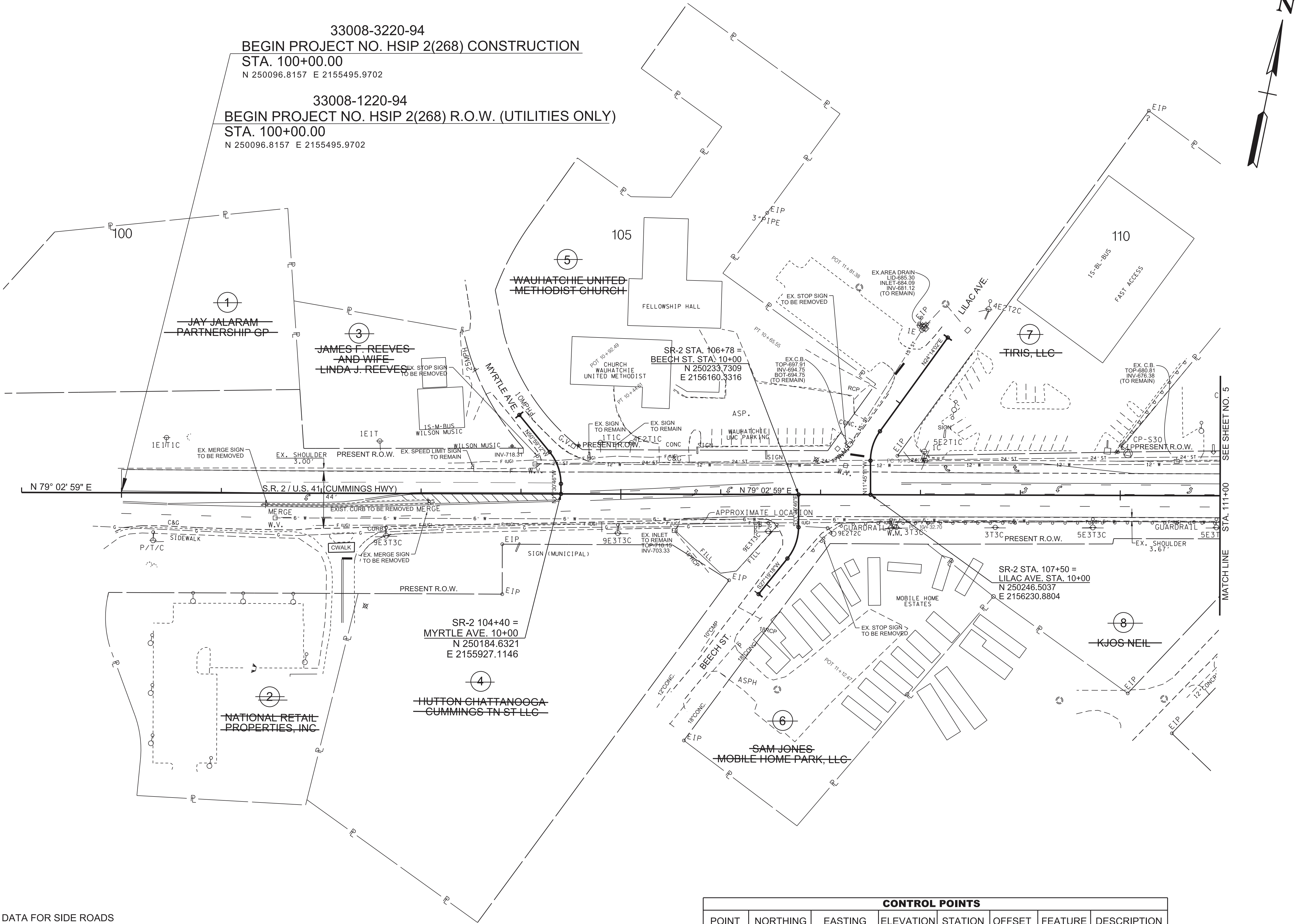
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP

STA. 100+00 TO 128+84
SCALE: 1" = 100'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP- 2 (268)	4
P.I.H.	2024	HSIP-2(268)	4
PS&E	2025	HSIP-2(268)	4

REV. 10/22/24:
ADDED LABEL FOR
SIGNS TO BE REMOVED.



CURVE DATA FOR SIDE ROADS		
MYRTLE AVENUE	BEECH STREET	LILAC AVENUE
CURVE DCUR304	CURVE DCUR311	CURVE DCUR321
PI 10+28.10	PI 10+50.33	PI 10+50.38
N 250,212.1668	N 250,182.8199	N 250,295.8324
E 2,155,921.5062	E 2,156,170.3761	E 2,156,220.6174
~ 39° 28' 26" (LT)	~ 38° 50' 04" (RT)	~ 35° 59' 13" (RT)
D 114° 35' 30"	D 114° 35' 30"	D 114° 35' 30"
R 50.00	R 50.00	R 50.00
L 34.45	L 33.89	L 31.40
T 17.94	T 17.62	T 16.24

CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUC-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.25*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

* THE ALIGNMENT STARTS AT 100+00, THUS, STATION & OFFSET FOR CP-S20 IS BASED ON AN EXTENSION OF THE ALIGNMENT.

PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND

SEALED BY



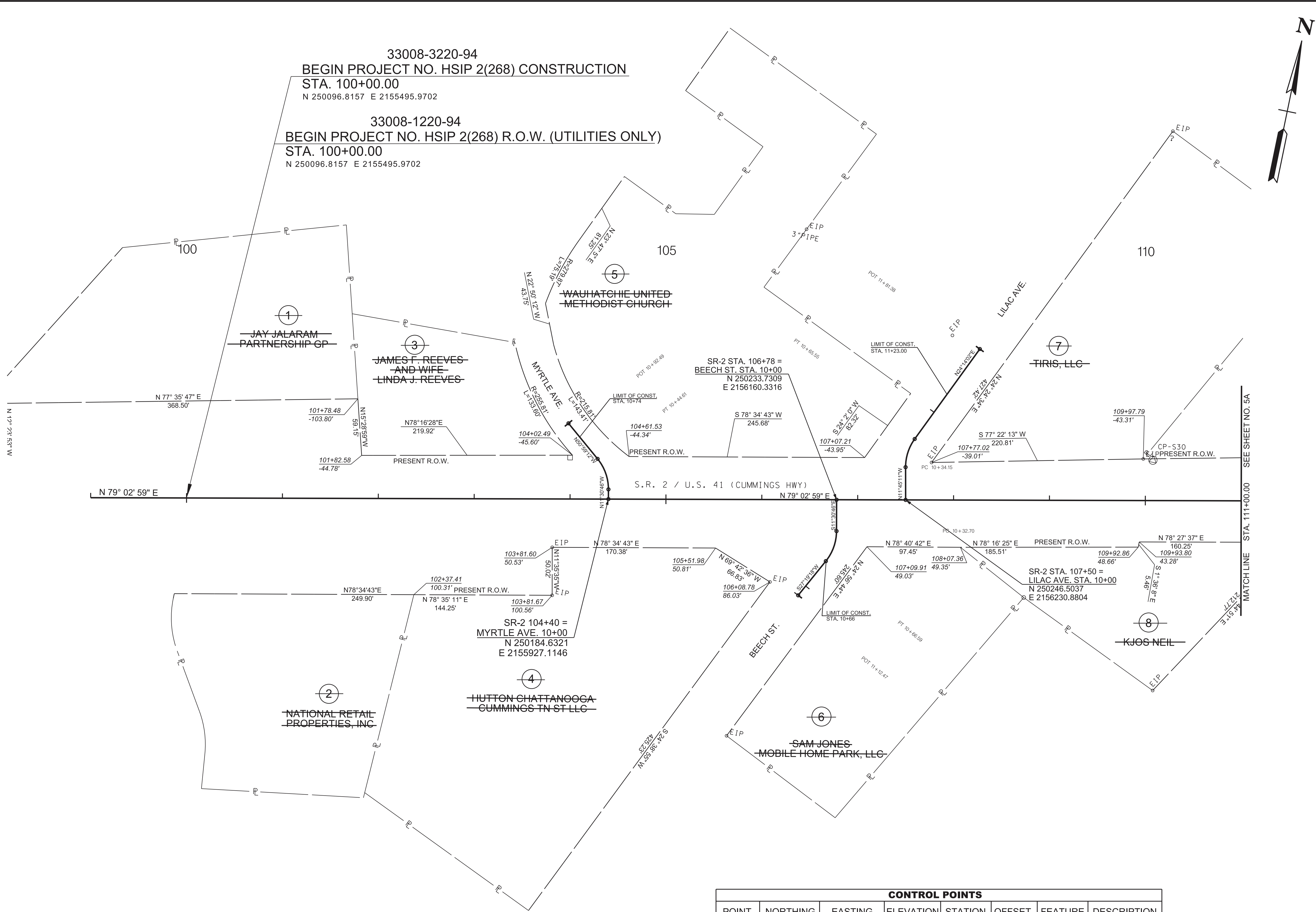
COORDINATES ARE NAD 83(2011), ARE DATUM
ADJUSTED BY THE FACTOR OF 0.99998 AND
TIED TO THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988 WITH
GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT


STA.100+00 TO STA.111+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	4A
P.I.H.	2024	HSIP-2(268)	4A
PS&E	2025	HSIP-2(268)	4A

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS

STA.100+00 TO STA.111+00
SCALE: 1"=50'

CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUG-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.25*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

* THE ALIGNMENT STARTS AT 100+00, THUS, STATION & OFFSET FOR CP-S20 IS BASED ON AN EXTENSION OF THE ALIGNMENT.

PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND

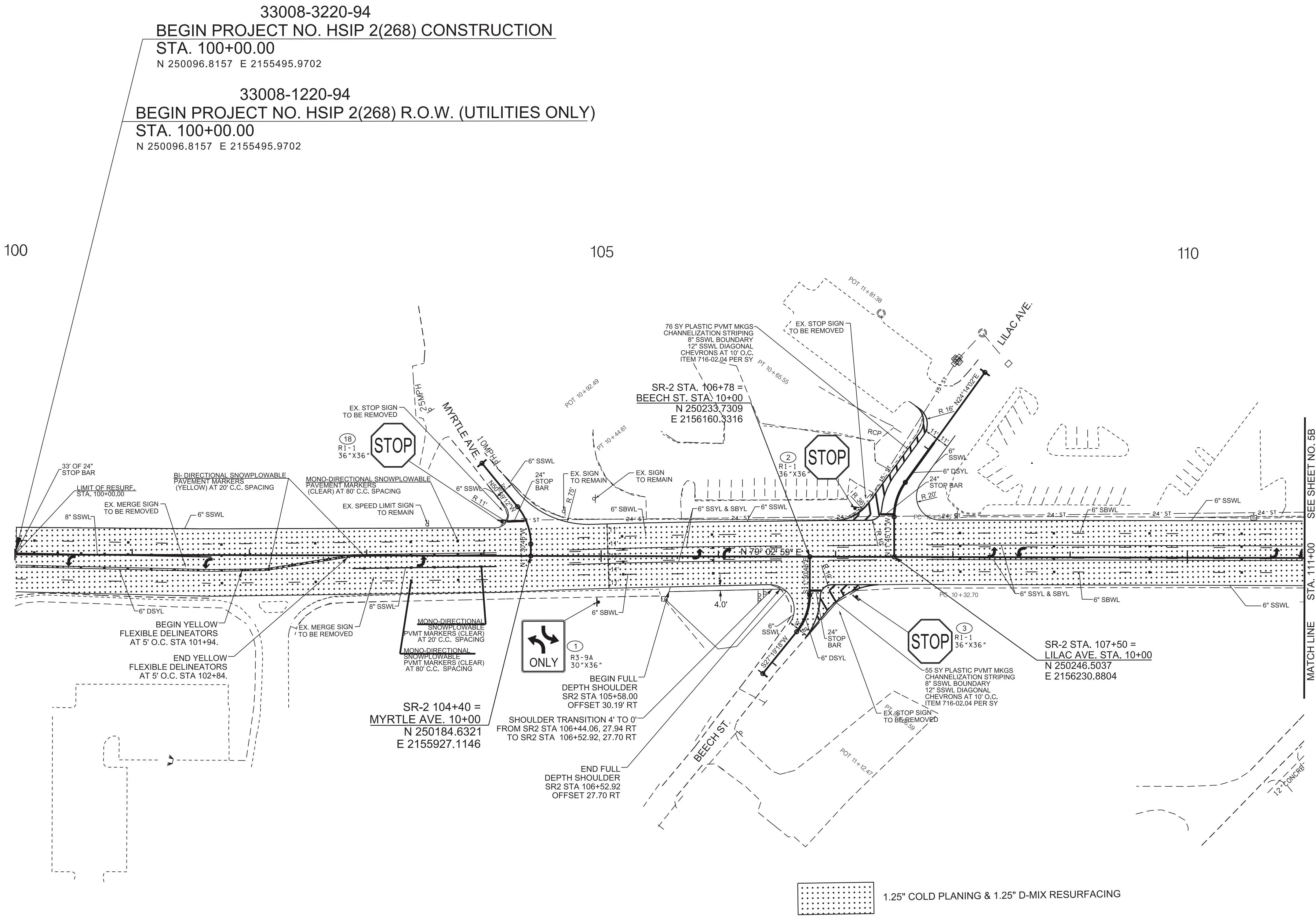
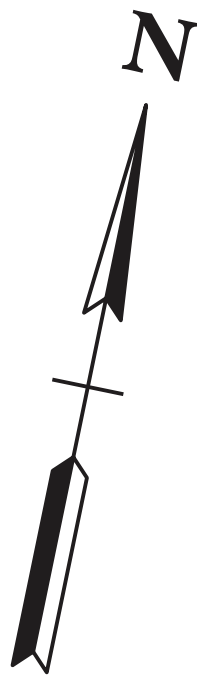
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	4B
P.I.H.	2024	HSIP-2(268)	4B
PS&E	2025	HSIP-2(268)	4B

REV. 10/22/24:
ADDED COLD PLANING & RESURFACING
TO BEECH STREET.

ADDED SIZE TO STOP BAR LABEL.

REVISED SNOWPLOWABLE MARKER
LABELS.

ADDED YELLOW FLEXIBLE DELINEATORS
ALONG DOUBLE YELLOW LINES AT 5' O.C.
FROM STA 101+94 TO STA 102+84.



COORDINATES ARE NAD 83(2011). ARE DATUM
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REFERENCED TO THE NAVD 1988 WITH
GEOID 03 MODEL OBTAINED ON 6-20-2022.

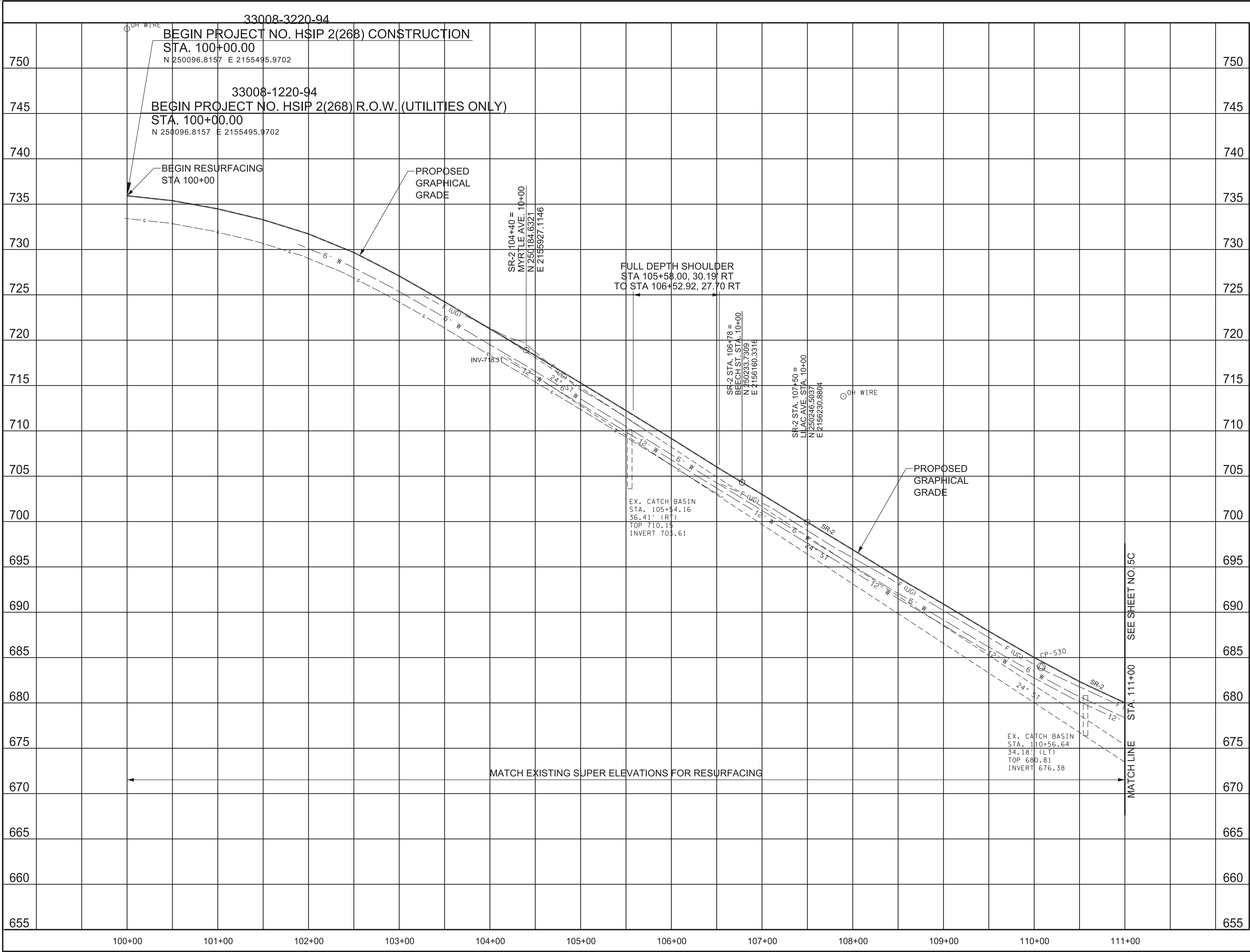
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA.100+00 TO STA.111+00
SCALE: 1"=50'

SEE SHEET 7 FOR SIDE ROAD PROFILES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	4C
P.I.H.	2024	HSIP-2(268)	4C
PS&E	2025	HSIP-2(268)	4C

REV. 10/22/24:
ADDED WATER LINES, GAS LINE, &
OVERHEAD WIRES.

ADDED LABEL FOR PROPOSED
GRAPHICAL GRADE.

SEALED BY

01-08-2025

COORDINATES ARE NAD 83(2011), ARE DATUM
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REFERENCED TO THE NAVD 1988 WITH
GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

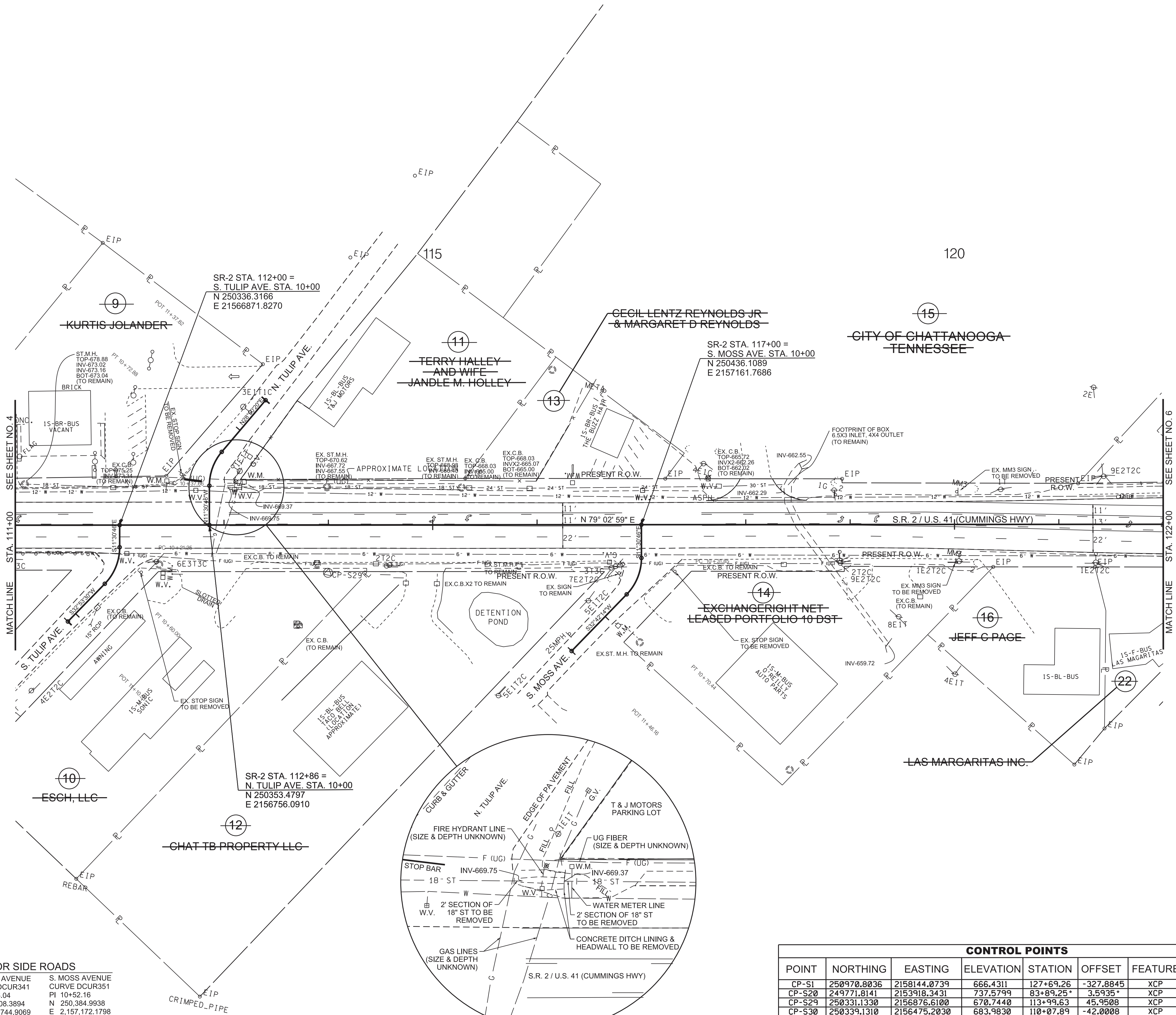
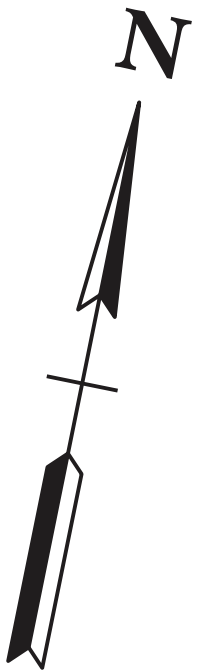
STA.100+00 TO STA.111+00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP- 2 (268)	5
P.I.H.	2024	HSIP-2(268)	5
PS&E	2025	HSIP-2(268)	5

REV. 10/22/24:
ADDED LABEL FOR SIGNS TO BE REMOVED.

REMOVED FALLIBLE SLOPE LINES
NEAR BUSINESS ENTRANCE.



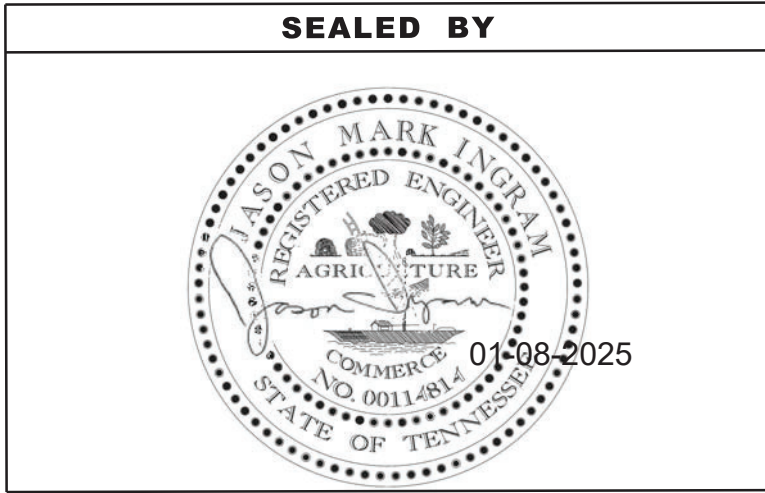
CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUG-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.25*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

* THE ALIGNMENT STARTS AT 100+00, THUS, STATION & OFFSET FOR CP-S20 IS BASED ON AN EXTENSION OF THE ALIGNMENT.

PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND

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CURVE DATA FOR SIDE ROADS					
S. TULIP AVENUE	N. TULIP AVENUE	S. MOSS AVENUE			
CURVE DCUR331	CURVE DCUR341	CURVE DCUR351			
PI 10+41.65	PI 10+56.04	PI 10+52.16			
N 250,295.5026	N 250,408.3894	N 250,384.9938			
E 2,156,680.1401	E 2,156,744.9069	E 2,157,172.1798			
D 44° 24' 15" (RT)	D 40° 21' 06" (RT)	D 44° 13' 00" (RT)			
R 50.00	R 50.00	R 50.00			
L 38.75	L 35.21	L 38.59			
T 20.41	T 18.37	T 20.31			



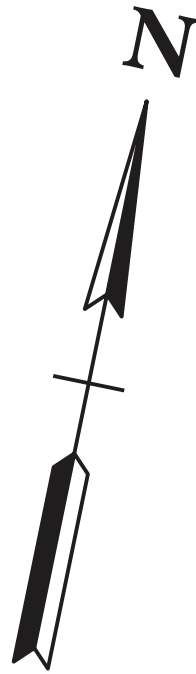
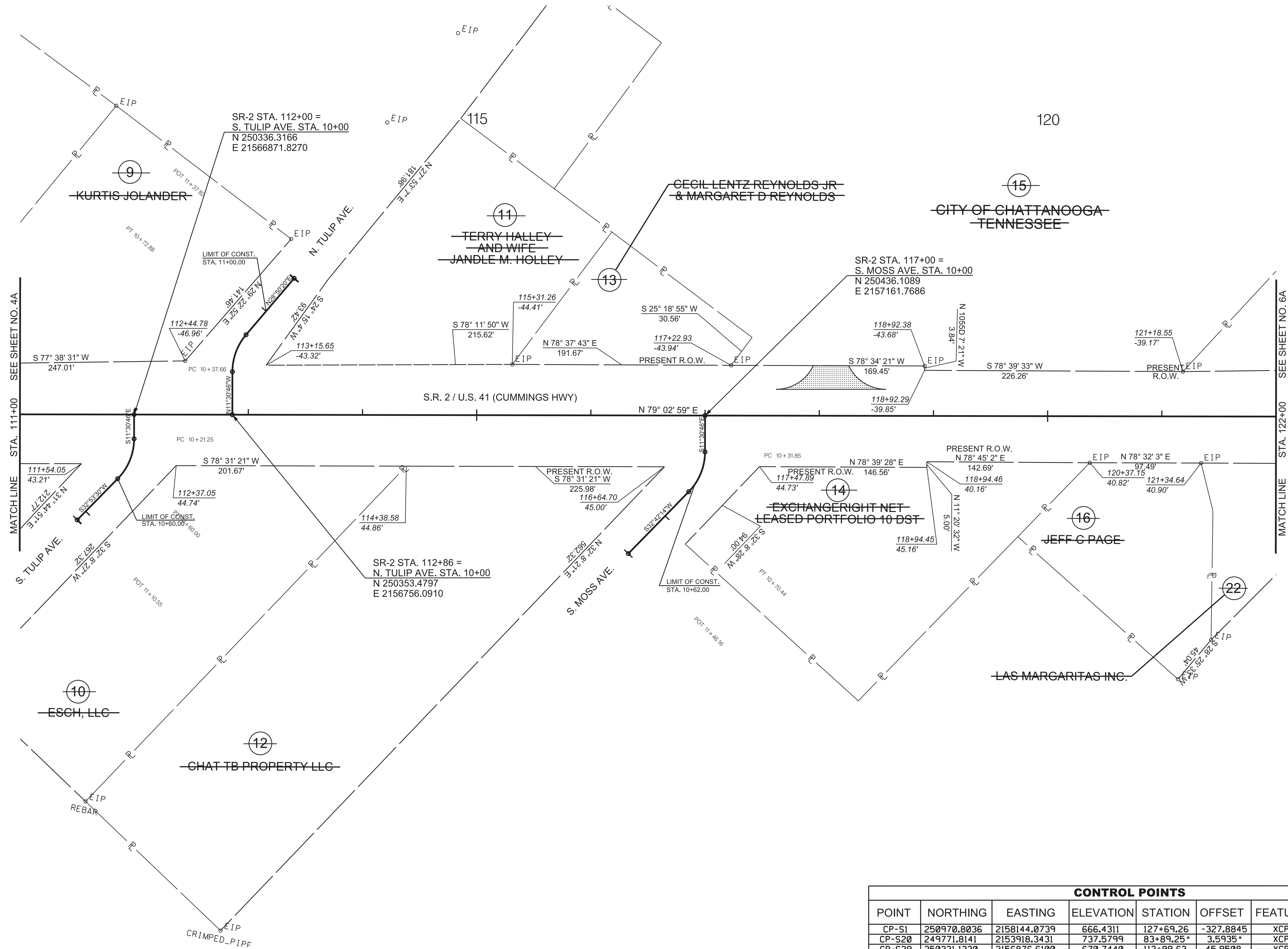
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GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT


STA.111+00 TO STA.122+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	5A
P.I.H.	2024	HSIP-2(268)	5A
PS&E	2025	HSIP-2(268)	5A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

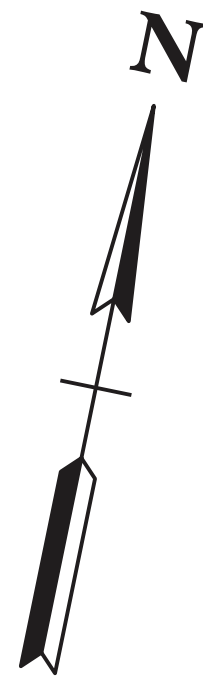
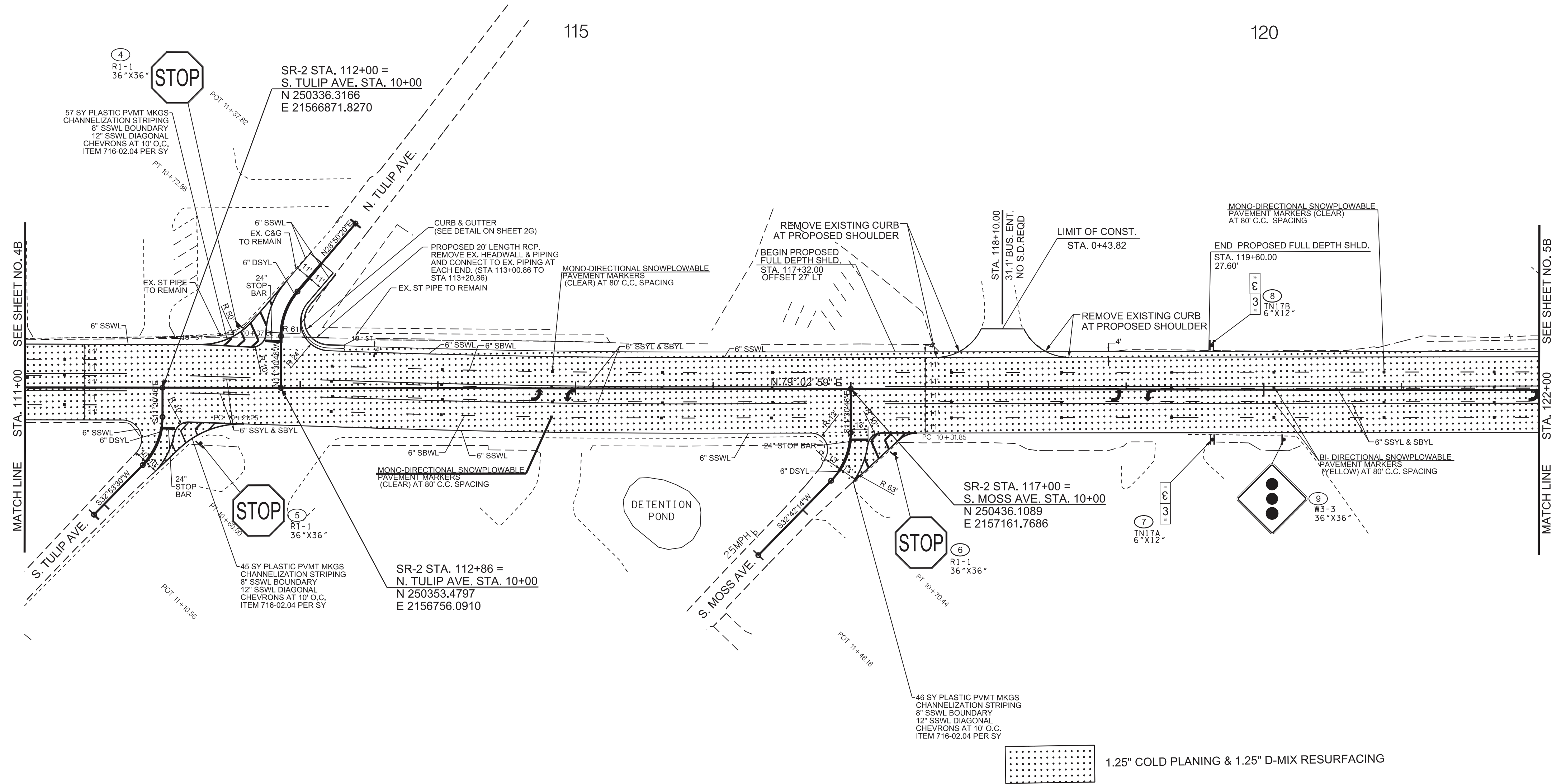
RIGHT OF WAY
DETAILS

STA.111+00 TO STA.122+00
SCALE: 1"=50'

CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUG-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.26*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

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PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	5B
P.I.H.	2024	HSIP-2(268)	5B
PS&E	2025	HSIP-2(268)	5B

REV. 10/22/24:
ADDED COLD PLANING & RESURFACING TO S. TULIP AVE. AND S. MOSS AVE.

ADDED NOTE TO REMOVE EXISTING CURB AT PROPOSED SHOULDER FOR PRIVATE BUSINESS ENTRANCE NEAR STA 188+10.

REVISED STRIPING LABELS AND PROPOSED SIGN LABELS.

ADDED/REVISED SNOWPLOWABLE MARKER LABELS.


ADDED MIDDLE TURN LANE ON SR-2 BETWEEN N. TULIP AVE. & S. TULIP AVE. AND EXTENDED LANES ON SR-2 NEAR S. MOSS AVE.

REMOVED SUPERFLUOUS LINES AND EX. SIGNS TO BE REMOVED.

SHOWED EX. STORM PIPE TO REMAIN WHERE PROPOSED PIPE IS CONNECTING AT NE CORNER OF N. TULIP AVE.

REMOVED FALLIBLE SLOPE LINES NEAR THE BUSINESS ENTRANCE.

SEALED BY

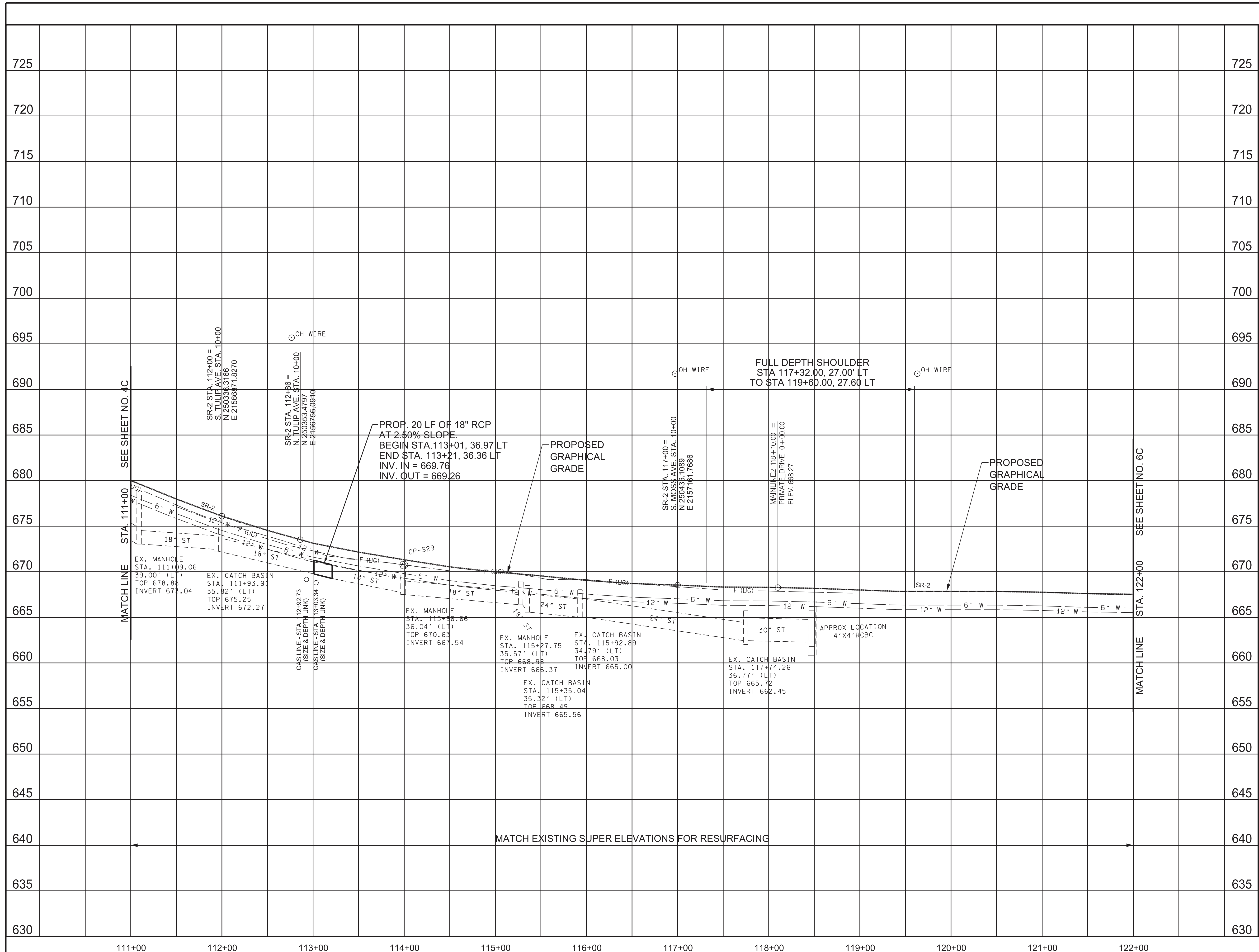


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA.111+00 TO STA.122+00
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	5C
P.I.H.	2024	HSIP-2(268)	5C
PS&E	2025	HSIP-2(268)	5C

REV. 10/22/24:
ADDED WATER LINES, GAS LINE, &
OVERHEAD WIRES.

ADDED LABEL FOR PROPOSED
GRAPHICAL GRADE.



COORDINATES ARE NAD 83(2011), ARE DATUM
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

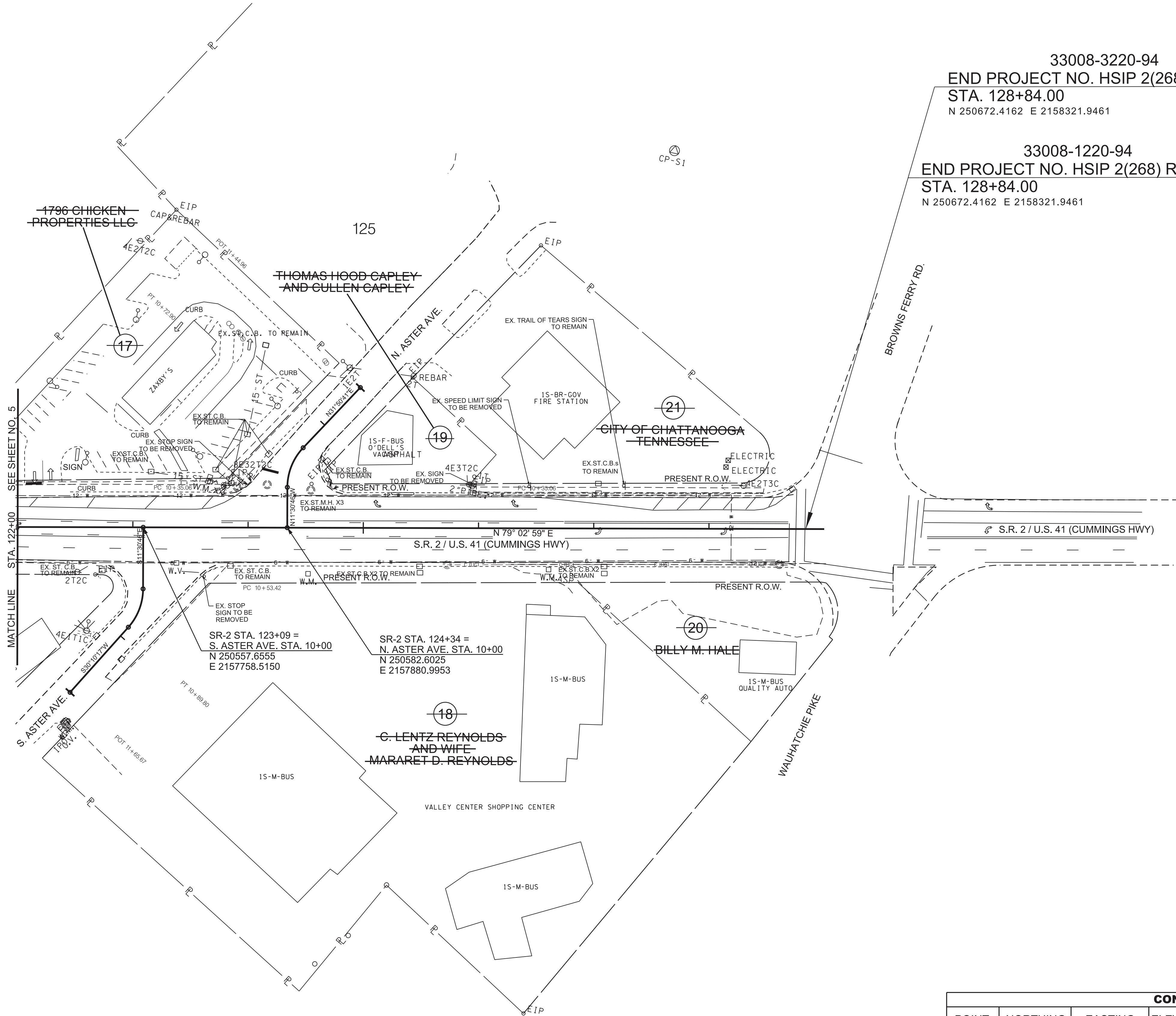
STA.111+00 TO STA.122+00

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

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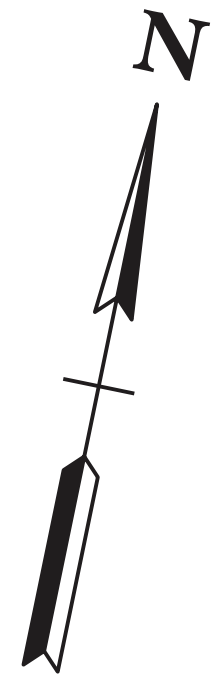
CURVE DATA FOR SIDE ROADS

S. ASTER AVENUE	N. ASTER AVENUE
CURVE DCUR361	CURVE DCUR371
PI 10+72.46	PI 10+54.93
N 250.486.6541	N 250.636.4317
E 2,157,772.9767	E 2,157,870.0312
~ 41° 41' 03" (RT)	~ 43° 21' 27" (RT)
D 114° 35' 30"	D 114° 35' 30"
R 50.00	R 50.00
L 36.38	L 37.84
T 19.04	T 19.88



33008-3220-94
END PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 128+84.00
N 250672.4162 E 2158321.9461



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	6
P.I.H.	2024	HSIP-2(268)	6
PS&E	2025	HSIP-2(268)	6

REV. 10/22/24:
ADDED LABEL FOR
SIGNS TO BE REMOVED.

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

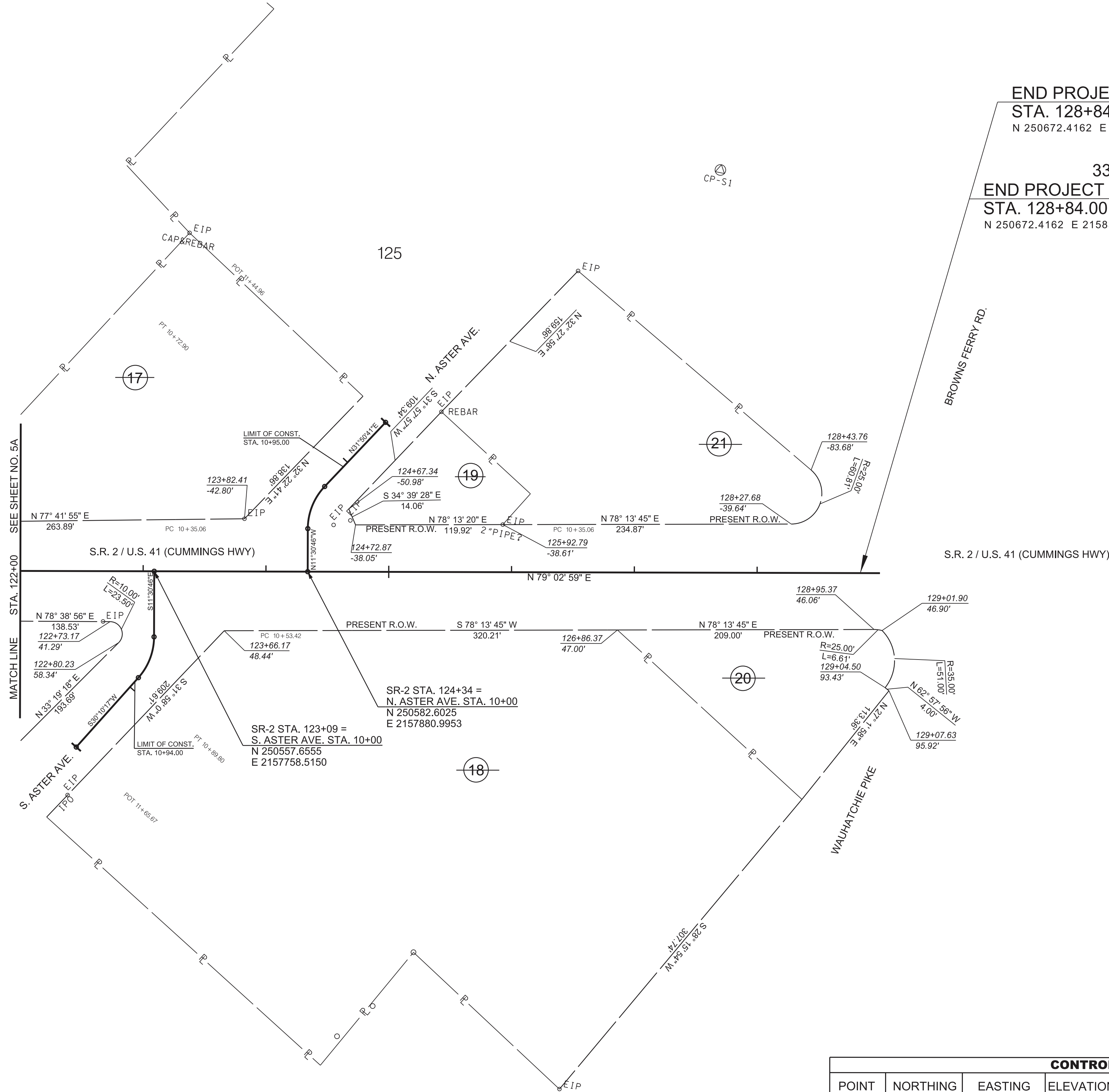
PRESENT
LAYOUT

STA.122+00 TO STA.128+84
SCALE: 1"=50'

CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUG-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.25*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

* THE ALIGNMENT STARTS AT 100+00, THUS, STATION & OFFSET FOR CP-S20 IS BASED ON AN EXTENSION OF THE ALIGNMENT.

PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND



33008-3220-94
END PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 128+84.00
N 250672.4162 E 2158321.9461

CONTROL POINTS							
POINT	NORTHING	EASTING	ELEVATION	STATION	OFFSET	FEATURE	DESCRIPTION
CP-S1	250970.8036	2158144.0739	666.4311	127+69.26	-327.8845	XCP	DOUG-01
CP-S20	249771.8141	2153918.3431	737.5799	83+89.25*	3.5935*	XCP	33-02-20
CP-S29	250331.1330	2156876.6100	670.7440	113+99.63	45.9508	XCP	33-02-29
CP-S30	250339.1310	2156475.2030	683.9830	110+07.89	-42.0008	XCP	33-02-30

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PRIVATE PROPERTY LINES ARE DERIVED FROM
GIS INFORMATION AND EVIDENCE LOCATED ON THE GROUND

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	6A
P.I.H.	2024	HSIP-2(268)	6A
PS&E	2025	HSIP-2(268)	6A

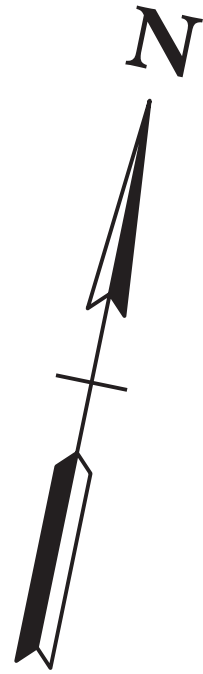
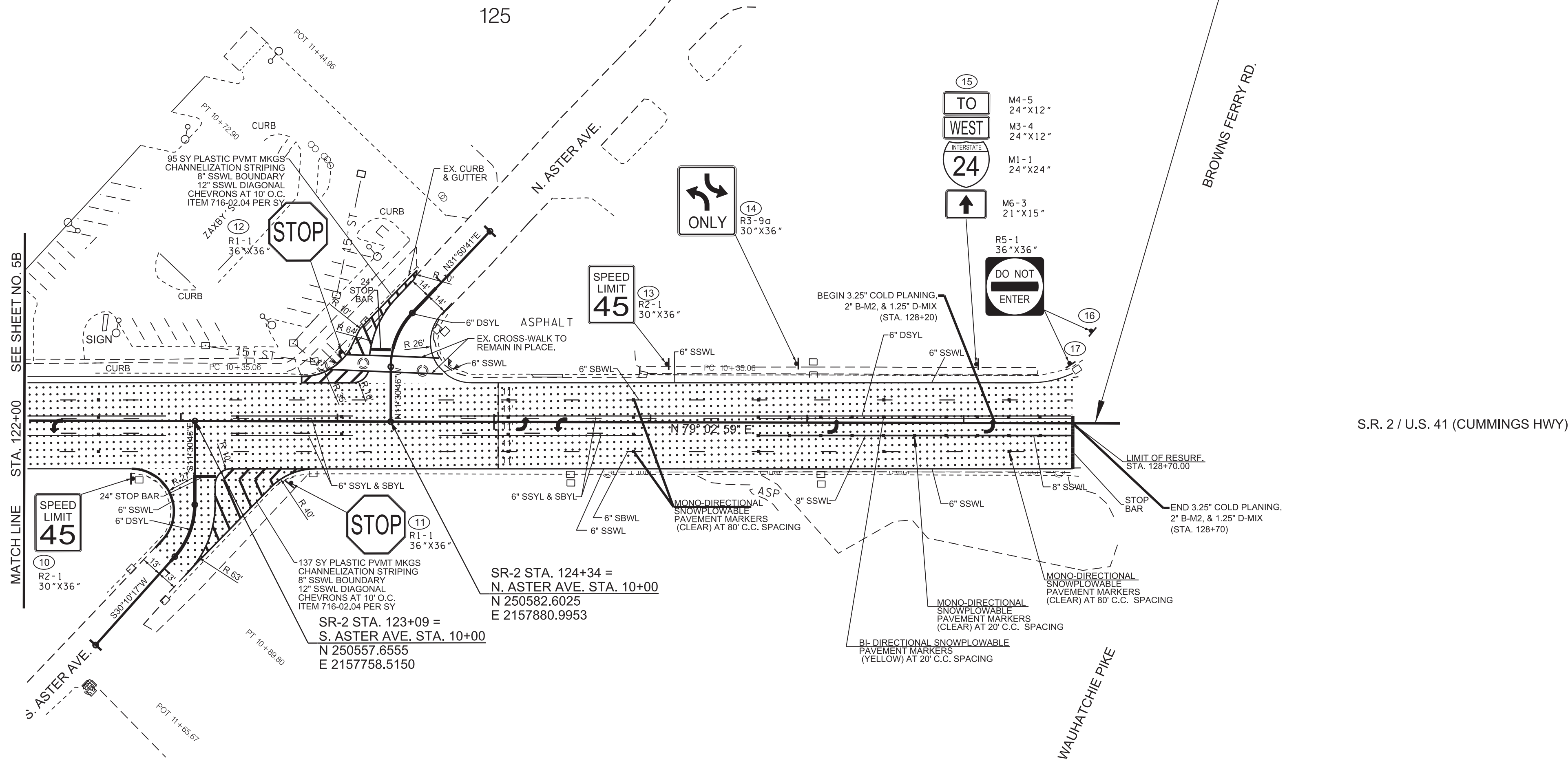


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS

STA.122+00 TO STA.128+84
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	6B
P.I.H.	2024	HSIP-2(268)	6B
PS&E	2025	HSIP-2(268)	6B

REV. 10/22/24:
ADDED COLD PLANING & RESURFACING
TO S. ASTER AVE.

ADDED EXISTING CROSSWALK ON N.
ASTER AVE. AND REVISED PERMANENT
STRIPING AND STOP BAR.

REVISED STRIPING LABELS.

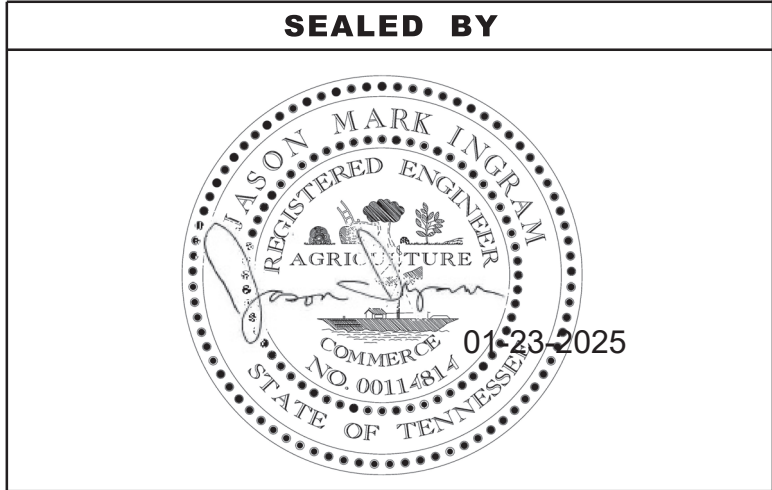
ADDED/REVISED SNOWPLOWABLE
MARKER LABELS.

ADDED 6\"/>

REMOVED DOUBLE TURN ARROWS IN
MIDDLE TURN LANE.

ADDED BEGIN & END LABELS FOR COLD
PLANING, B-M2, & D-MIX FROM STA.
128+20 TO 128+70.

REV. 1/21/25:
UPDATED PAVEMENT STRIPING



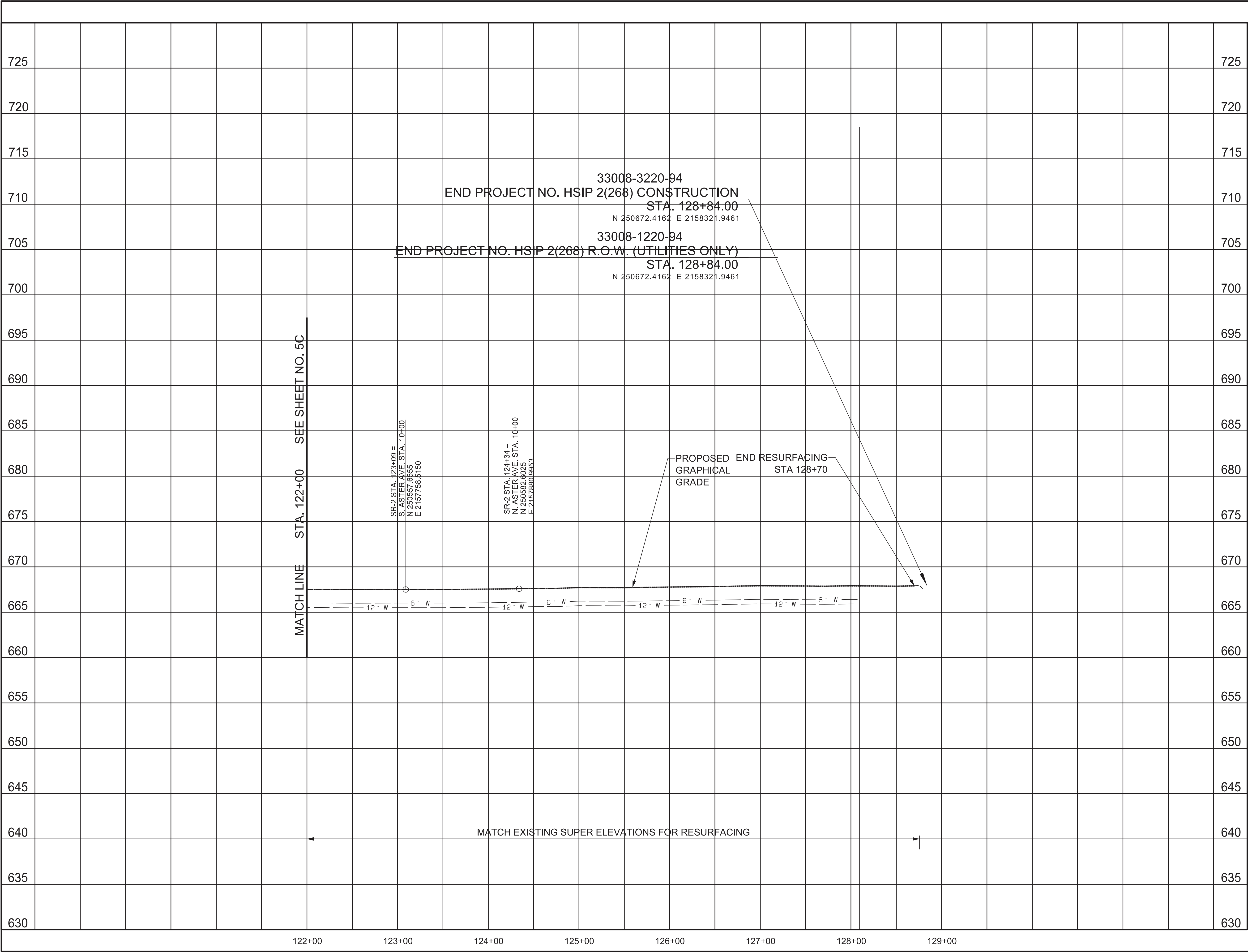
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA.122+00 TO STA.128+84
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	6C
P.I.H.	2024	HSIP-2(268)	6C
PS&E	2025	HSIP-2(268)	6C

REV. 10/22/24:
ADDED WATER LINES.

ADDED LABEL FOR PROPOSED
GRAPHICAL GRADE.

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COORDINATES ARE NAD 83(2011), ARE DATUM
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TIED TO THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988 WITH
GEOID 03 MODEL OBTAINED ON 6-20-2022.

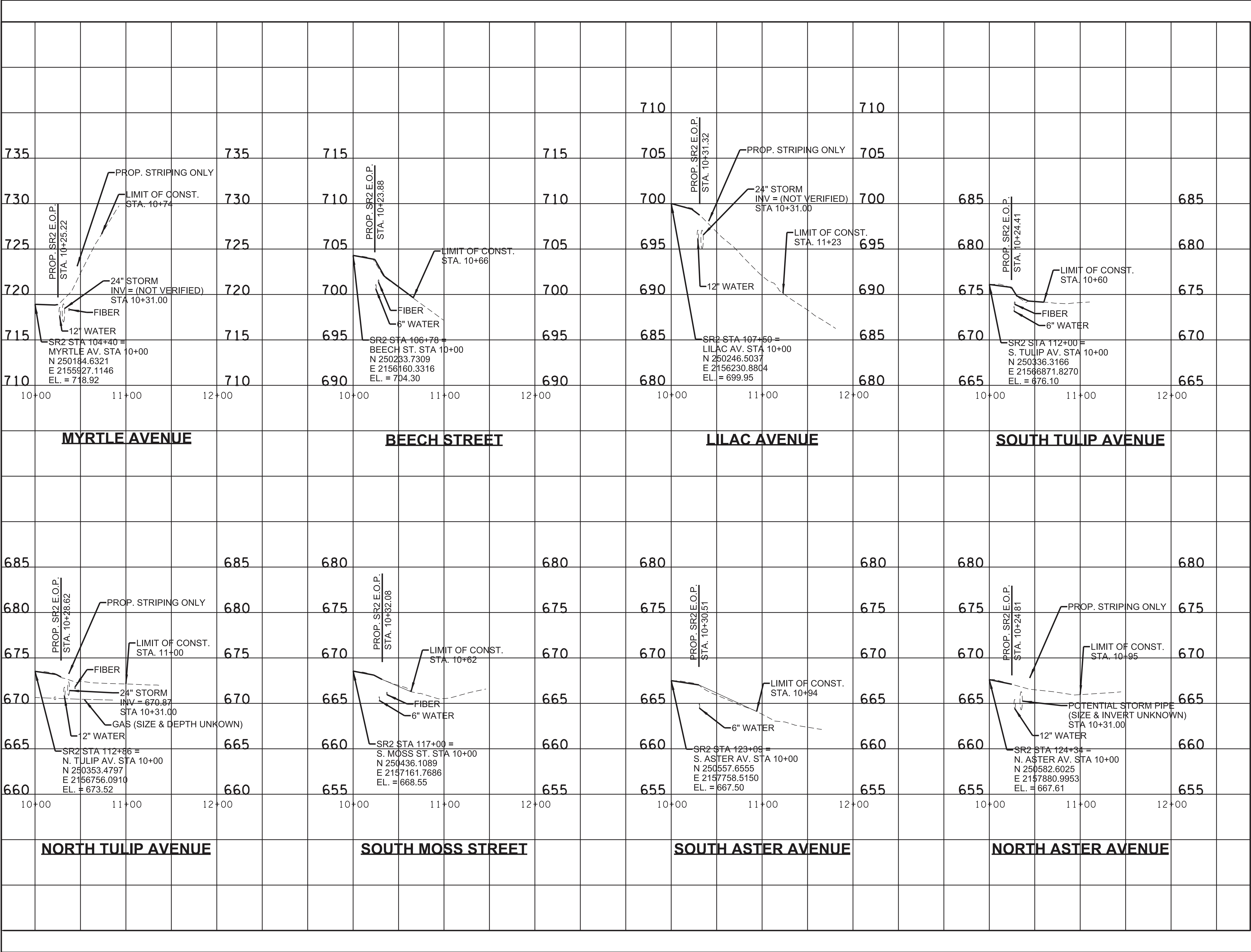
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROPOSED
PROFILE**

STA.122+00 TO STA.128+84

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	7
P.I.H.	2024	HSIP-2(268)	7
PS&E	2025	HSIP-2(268)	7

REV. 10/22/24:
REVISED S. ASTER AVE., S.
MOSS AVE., S. TULIP AVE. AND
BEECH STREET TO SHOW
RESURFACING FINISH GRADE
AND REMOVED STRIPING ONLY
NOTE.

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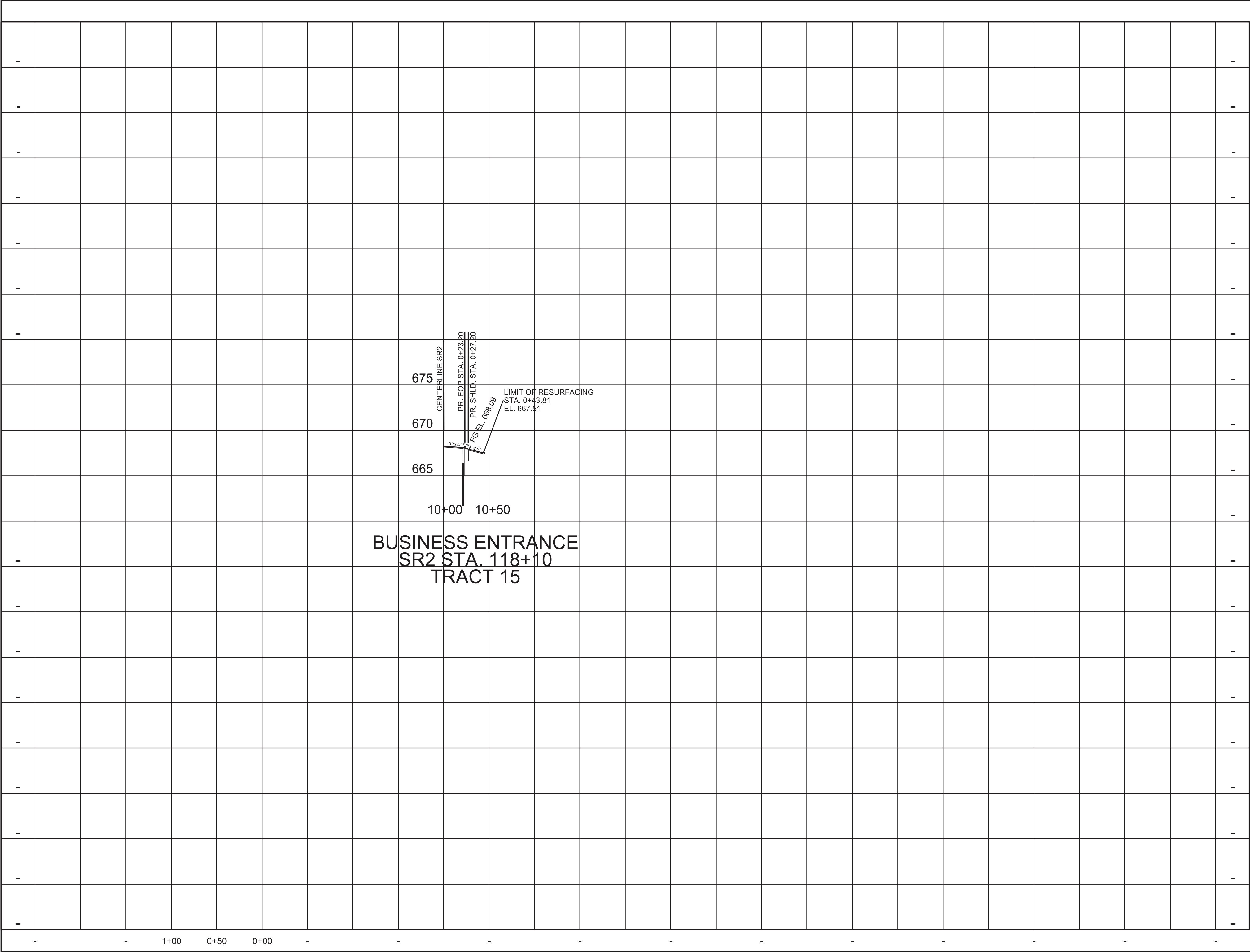
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD
PROFILES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	8
P.I.H.	2024	HSIP-2(268)	8
PS&E	2025	HSIP-2(268)	8

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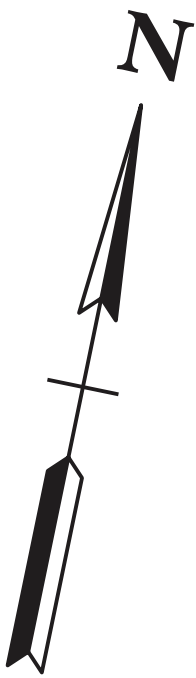
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BUSINESS ENTRANCE
PROFILE

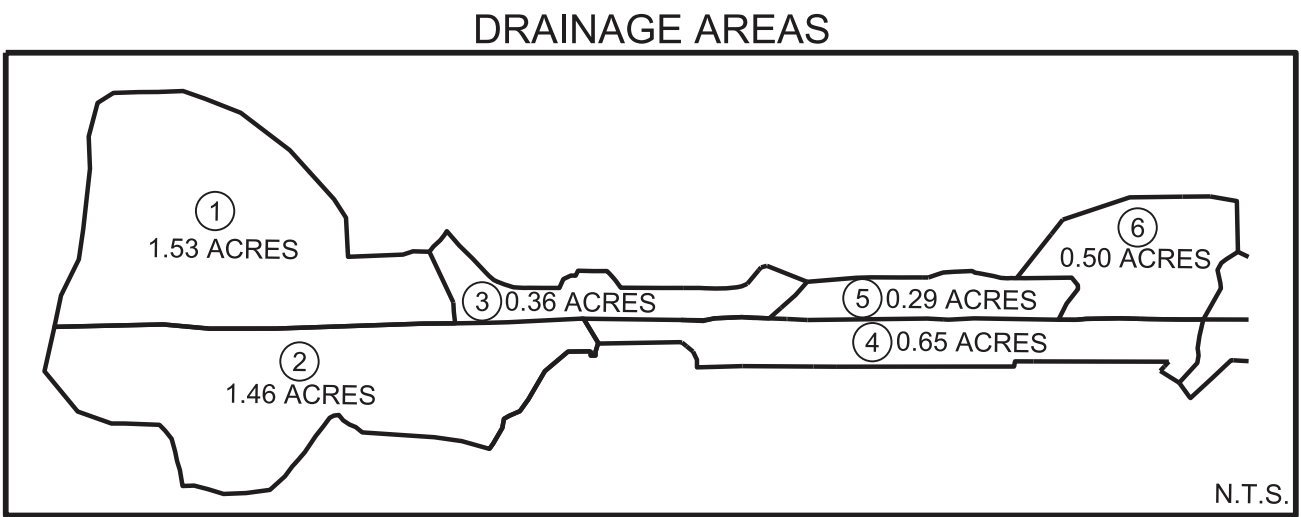
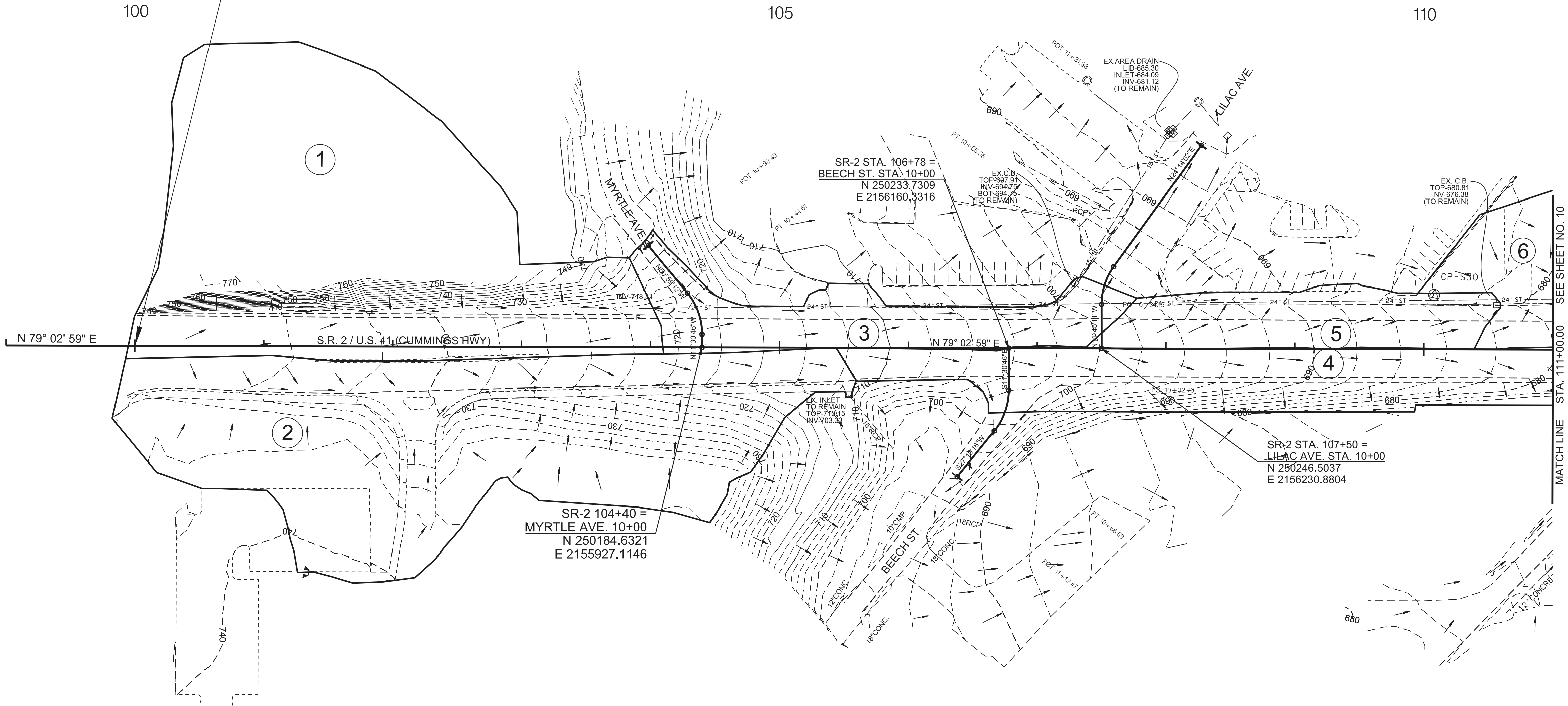
SCALE: 1"=50' HORIZ.
1"=5' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	9
P.I.H.	2024	HSIP-2(268)	9
PS&E	2025	HSIP-2(268)	9



33008-3220-94
BEGIN PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 100+00.00
N 250096.8157 E 2155495.9702

33008-1220-94
BEGIN PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 100+00.00
N 250096.8157 E 2155495.9702



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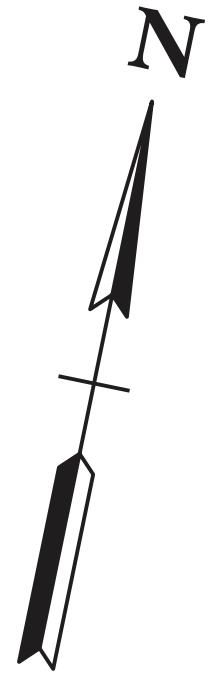
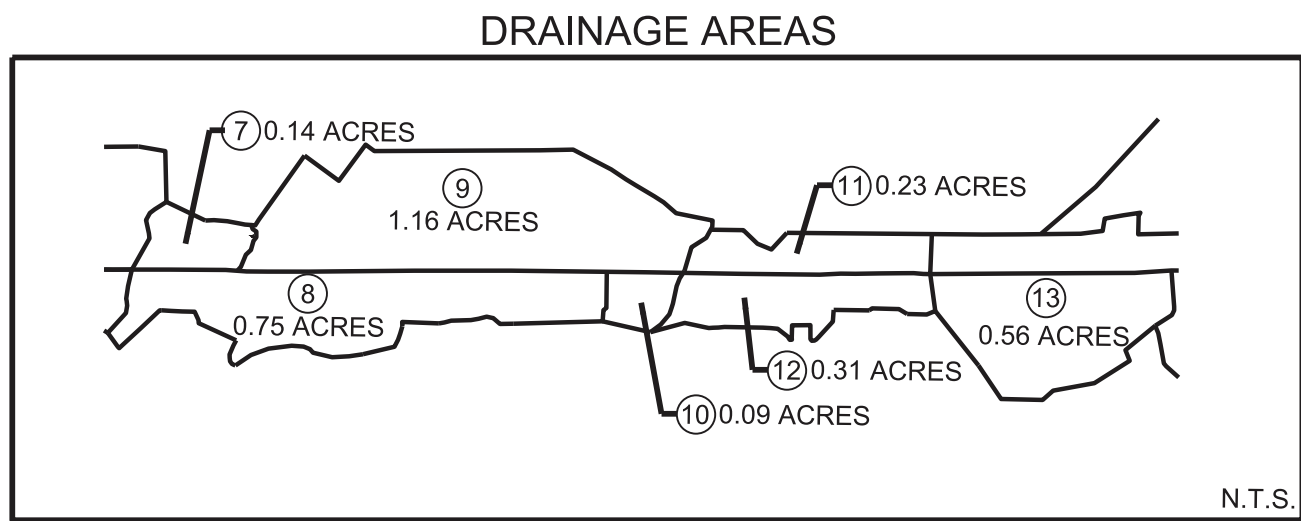
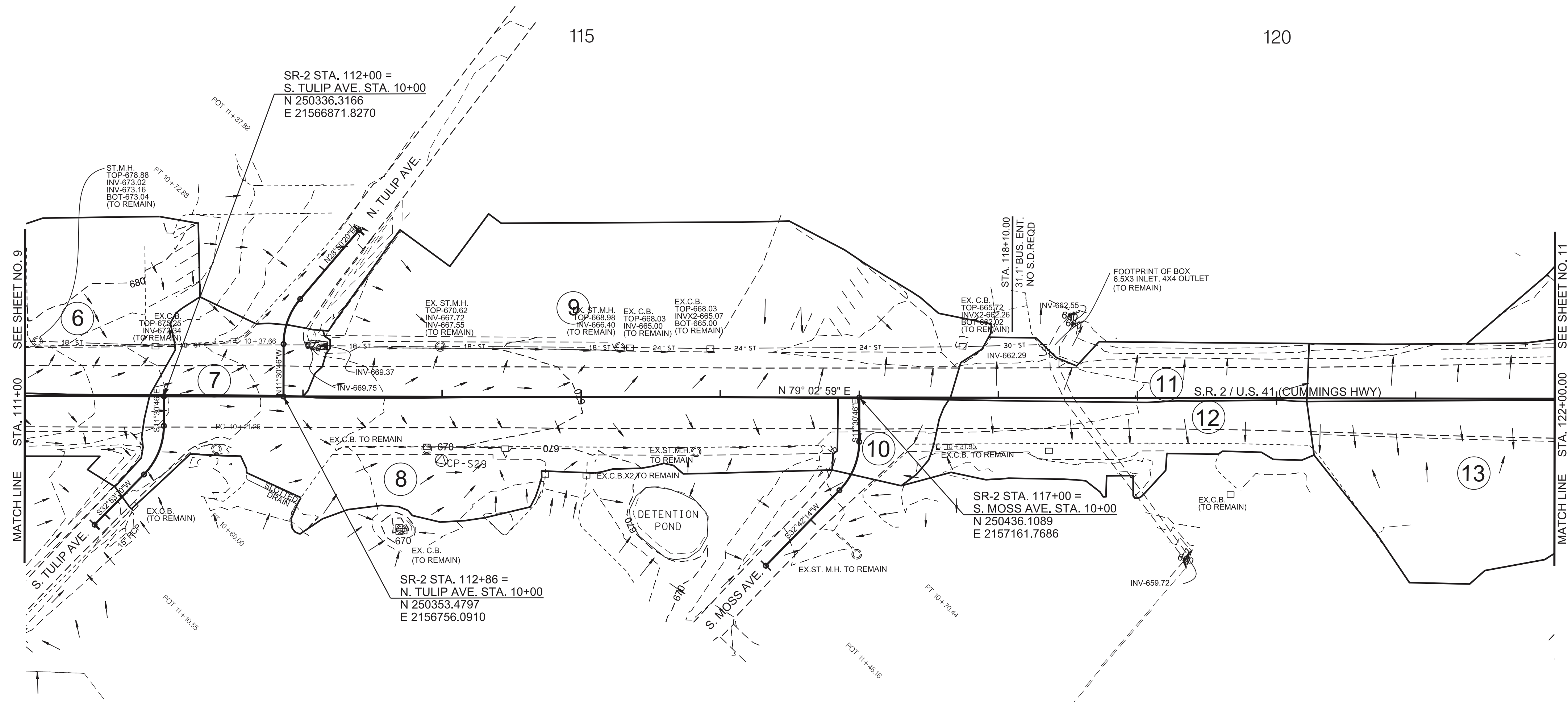
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP

STA.100+00 TO STA.111+00
SCALE: 1"=50'

EXISTING 2' CONTOURS SHOWN

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	10
P.I.H.	2024	HSIP-2(268)	10
PS&E	2025	HSIP-2(268)	10

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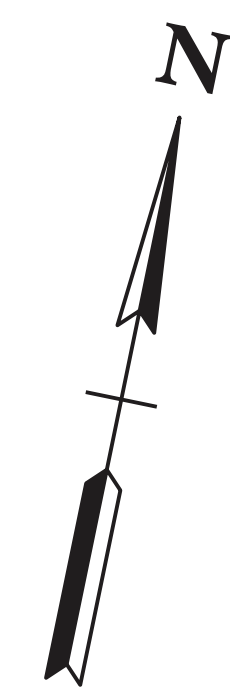
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE
MAP

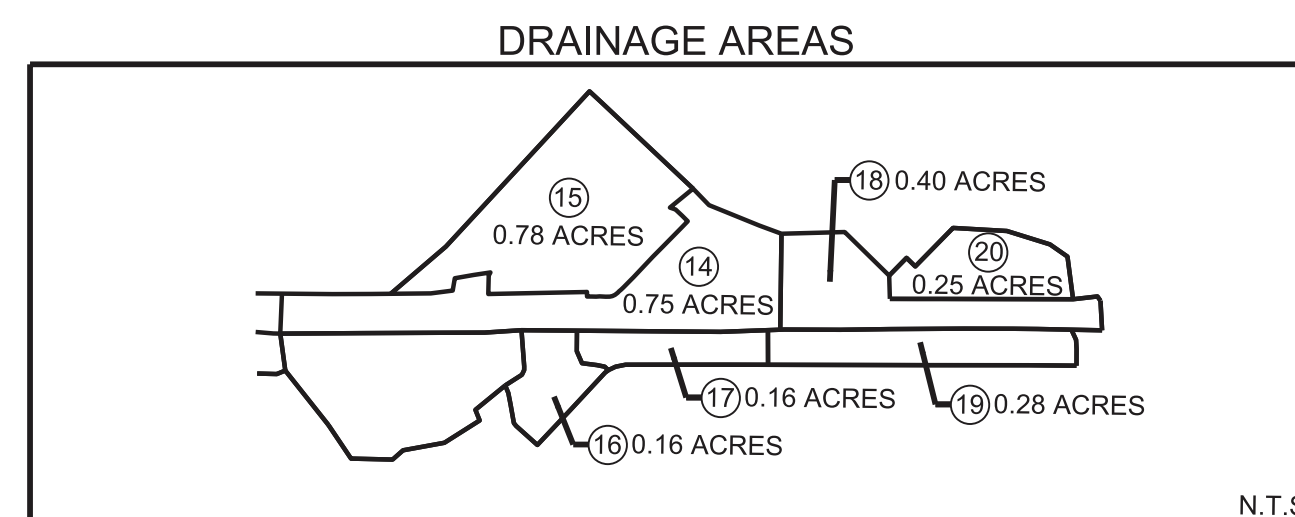
STA.111+00 TO STA.122+00
SCALE: 1"=50'



33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 128+84.00
N 250672.4162 E 2158321.9461



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	11
P.I.H.	2024	HSIP-2(268)	11
PS&E	2025	HSIP-2(268)	11



N.T.S

EXISTING 2' CONTOURS SHOWN

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

DRAINAGE MAP

STA.122+00 TO STA.128+84
SCALE: 1"=50'

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EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

INSPECTION, MAINTENANCE & REPAIR

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

EROSION PREVENTION

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

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

PERMITS, PLANS & RECORDS


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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	12
P.I.H.	2024	HSIP-2(268)	12
PS&E	2025	HSIP-2(268)	12

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

SUPPORT ACTIVITIES

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

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	12A
P.I.H.	2024	HSIP-2(268)	12A
PS&E	2025	HSIP-2(268)	12A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

TABULATED EPSC QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 33008-3220-94
(1)(2) 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	8
(1) 209-05	SEDIMENT REMOVAL	C.Y.	10
(1) 209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	206
(1) 209-08.06	ENHANCED SILT FENCE CHECK (TRAPEZOIDAL)	EACH	1
(1) 209-08.07	ROCK CHECK DAM	EACH	4
(1) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(1) 209-09.41	CURB INLET PROTECTION (TYPE 2)	EACH	1
(1) 209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	7
(1) 209-40.42	CATCH BASIN FILTER ASSEMBLY(TYPE 2)	EACH	1
(1) 209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH	3
(1)(2) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50
(1)(2) 740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	86
(1) 740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	1223
(1) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	6
(1) 801-03	WATER (SEEDING & SODDING)	M.G.	2
(1) 803-01	SODDING (NEWSOD)	S.Y.	421

FOOTNOTES

- (1) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) ITEMS TO BE USED FOR TEMPORARY CONSTRUCTION ENTRANCE.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	ENHANCED SILT FENCE CHECK(TRAPEZOIDAL DITCH)	EC-STR-4
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
**TUBE 12" **TUBE 12" **	12 INCH SEDIMENT TUBE	EC-STR-37
	CATCH BASIN FILTER ASSEMBLY (TYPE 2)	EC-STR-42
	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EC-STR-39A

STAGE 1 - CLEARING AND GRUBBING

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER.
- 2) CLEAR AND GRUB IN WORK ZONE.

STAGE 2 - FINAL STABILIZATION

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER. LEAVE EXISTING EPSC MEASURES FROM PREVIOUS STAGE AS NEEDED.
- 2) FINISH FINAL STABILIZATION IN DISTURBED AREAS.
- 3) REMOVE ALL EPSC MEASURES AFTER FINAL STABILIZATION HAS BEEN ESTABLISHED.

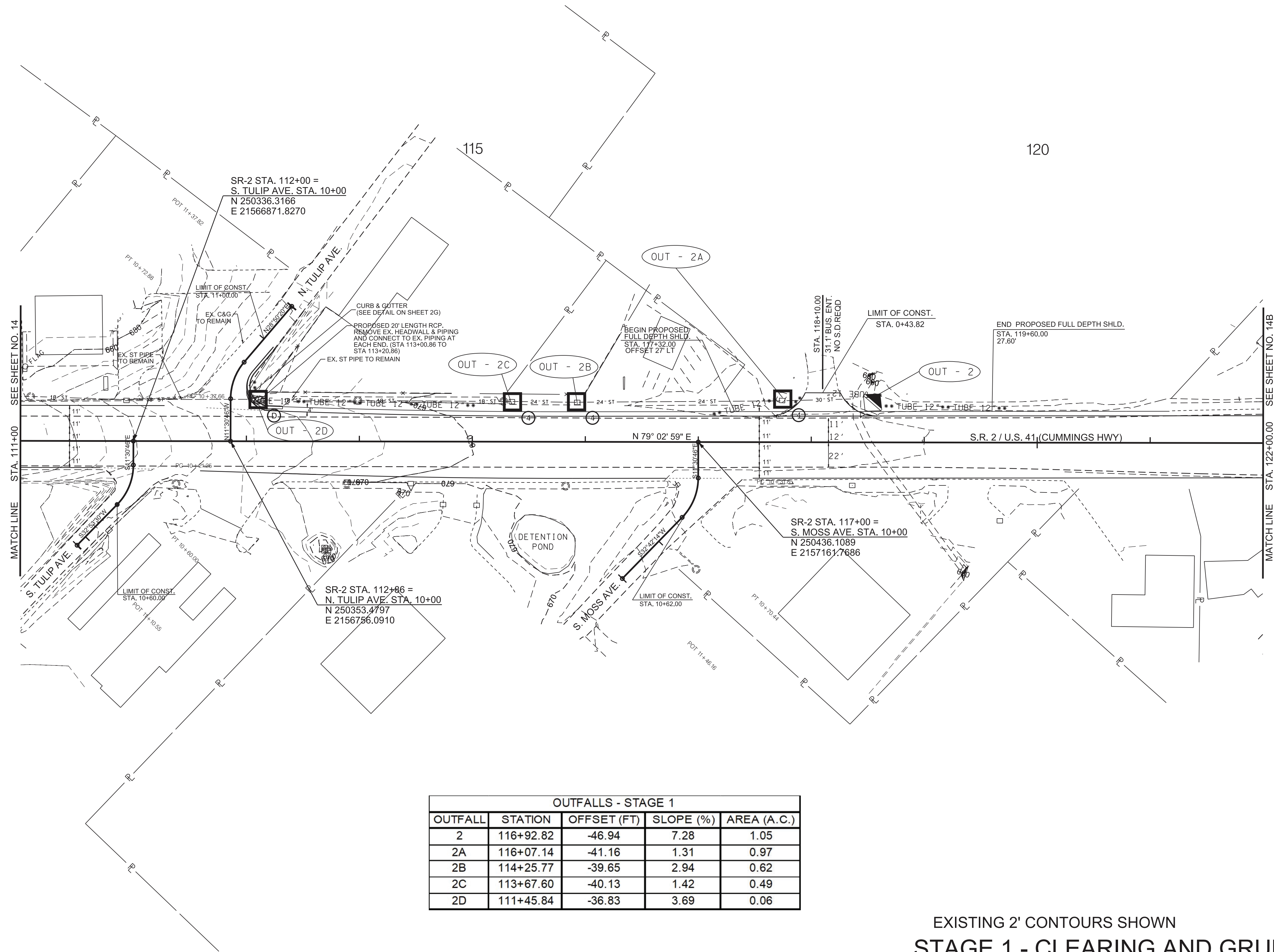
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	13
P.I.H.	2024	HSIP-2(268)	13
PS&E	2025	HSIP-2(268)	13

REV. 10/22/24:
ADDED ITEM 209-40.44 CATCH BASIN
FILTER ASSEMBLY (TYPE 4) TO
TABULATED EPSC QUANTITIES.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
EPSC
QUANTITIES, LEGEND,
& PHASING NOTES



OUTFALLS - STAGE 1				
OUTFALL	STATION	OFFSET (FT)	SLOPE (%)	AREA (A.C.)
2	116+92.82	-46.94	7.28	1.05
2A	116+07.14	-41.16	1.31	0.97
2B	114+25.77	-39.65	2.94	0.62
2C	113+67.60	-40.13	1.42	0.49
2D	111+45.84	-36.83	3.69	0.06

EXISTING 2' CONTOURS SHOWN
STAGE 1 - CLEARING AND GRUBBING

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER.
- 2) CLEAR AND GRUB IN WORK ZONE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	14A
P.I.H.	2024	HSIP-2(268)	14A
PS&E	2025	HSIP-2(268)	14A

REV. 10/22/24:
DELETE NOTES FOR CURB REMOVAL AND
ADJUSTED LABELS FOR LEGIBILITY.

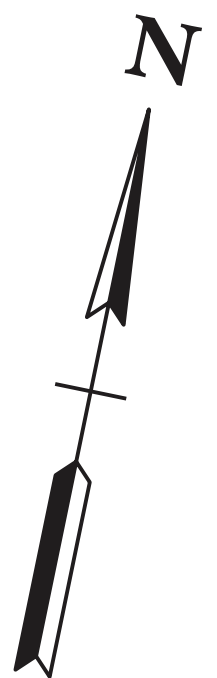


COORDINATES ARE NAD 83(2011), ARE DATUM
ADJUSTED BY THE FACTOR OF 0.99998 AND
TIED TO THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988 WITH
GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

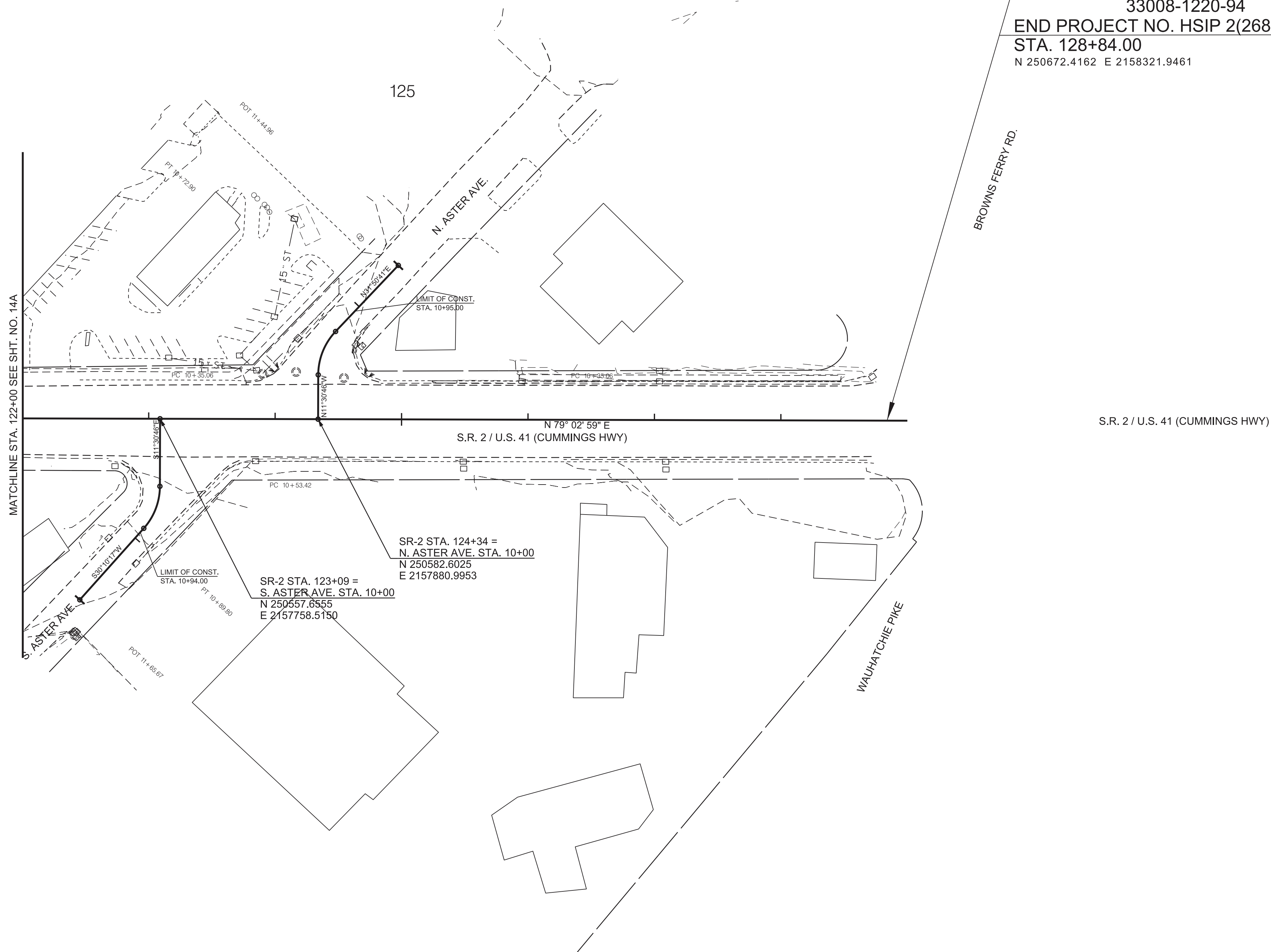
**EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS**
STA.111+00 TO STA.122+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	14B
P.I.H.	2024	HSIP-2(268)	14B
PS&E	2025	HSIP-2(268)	14B



33008-3220-94
END PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 128+84.00
N 250672.4162 E 2158321.9461



STAGE 1 - CLEARING AND GRUBBING

- 2) CLEAR AND GRUB IN WORK ZONE. EXISTING 3' CONTROL

EXISTING 2' CONTOURS SHOWN

SEALD BY



COORDINATES ARE NAD 83(2011), ARE DATUM
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TIED TO THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988 WITH
GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

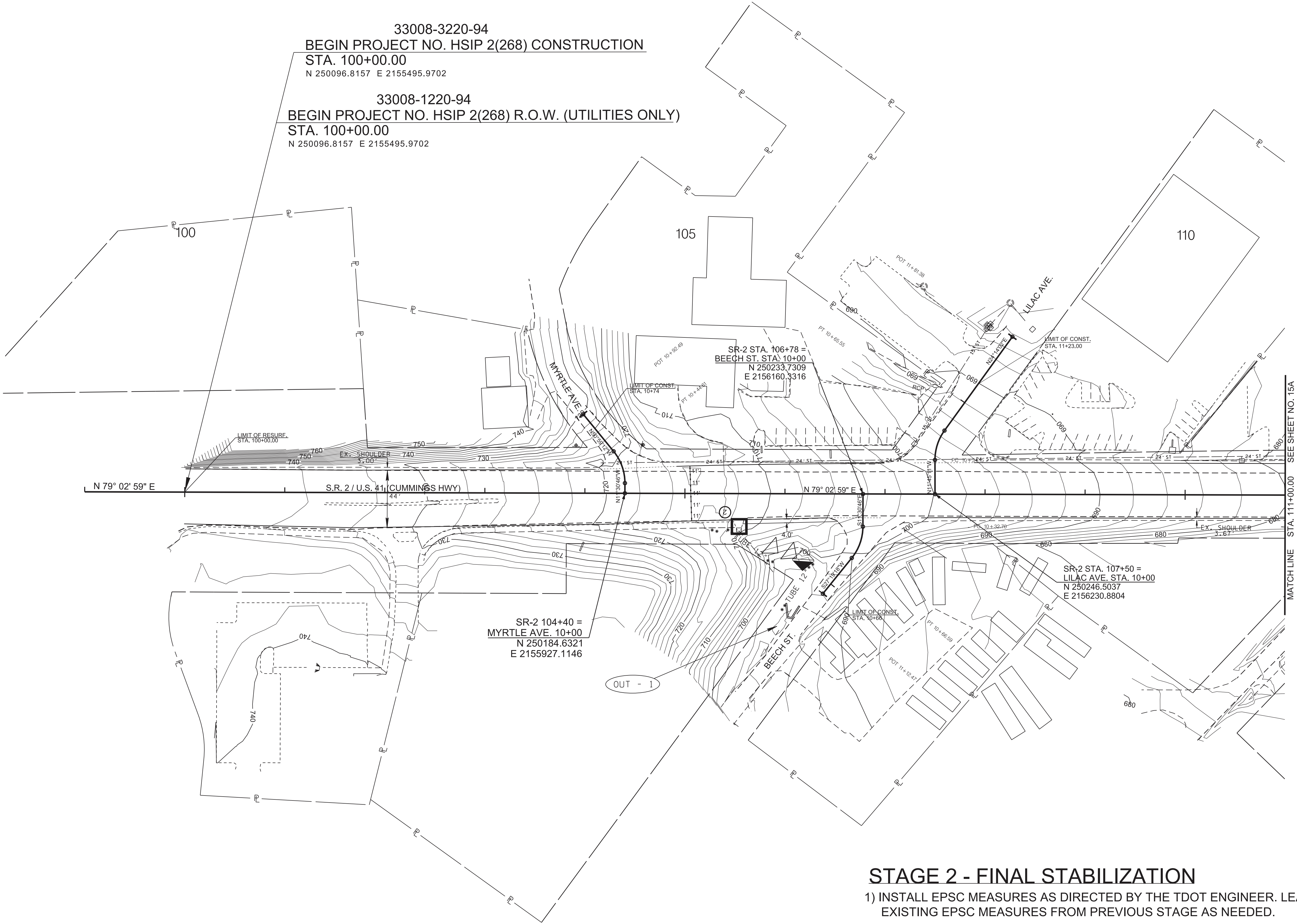
EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.122+00 TO STA.129+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP- 2 (268)	15
P.I.H.	2024	HSIP-2(268)	15
PS&E	2025	HSIP-2(268)	15

N

33008-3220-94
BEGIN PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 100+00.00
N 250096.8157 E 2155495.9702

33008-1220-94
BEGIN PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 100+00.00
N 250096.8157 E 2155495.9702



STAGE 2 - FINAL STABILIZATION

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER. LEAVE EXISTING EPSC MEASURES FROM PREVIOUS STAGE AS NEEDED.
- 2) FINISH FINAL STABILIZATION IN DISTURBED AREAS.
- 3) REMOVE ALL EPSC MEASURES AFTER FINAL STABILIZATION HAS BEEN ESTABLISHED.

PROPOSED 2' CONTOURS SHOWN

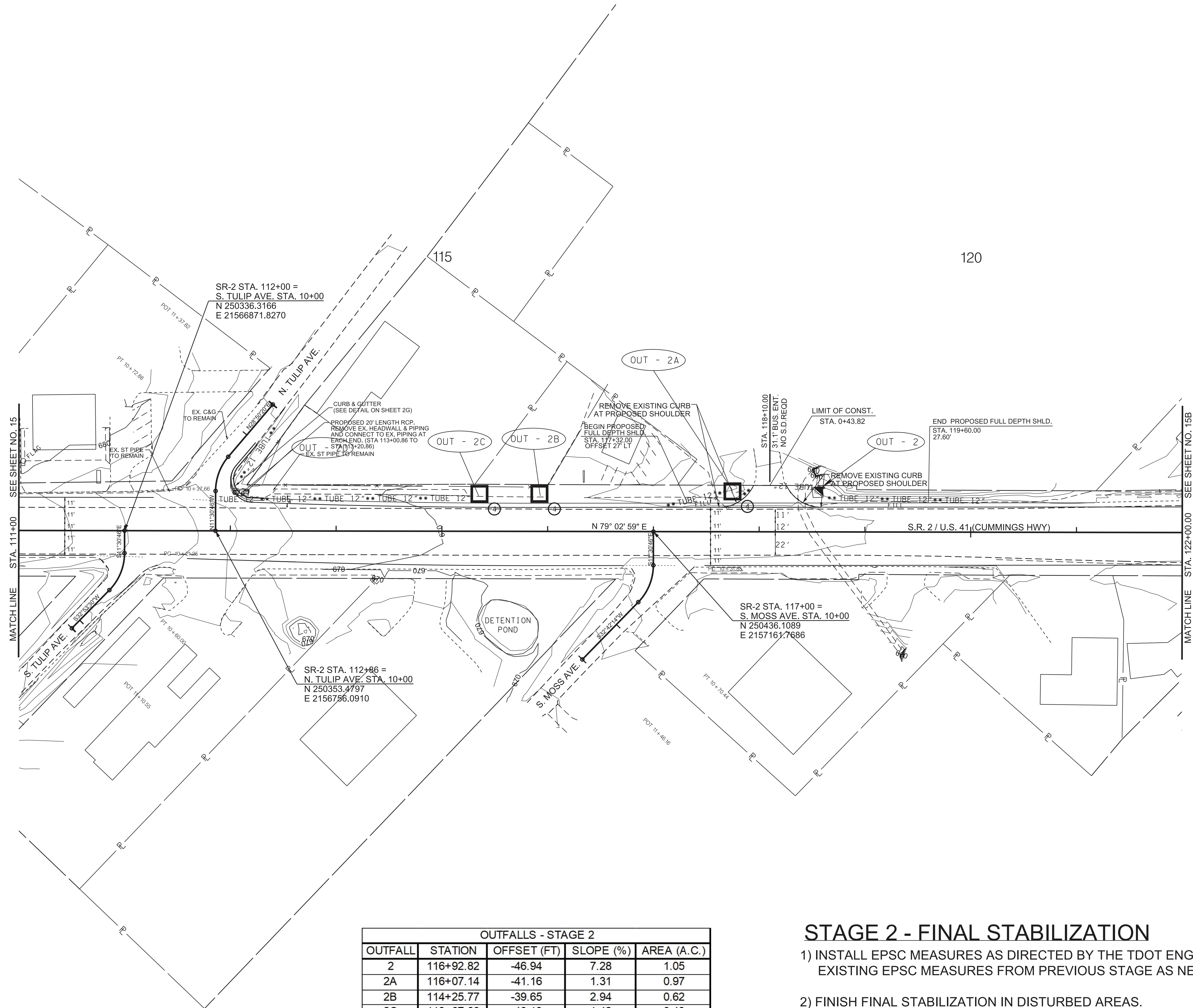
OUTFALLS - STAGE 2				
OUTFALL	STATION	OFFSET (FT)	SLOPE (%)	AREA (A.C.)
1	104+23	134.48	2.25	1.67



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.100+00 TO STA.111+00
SCALE: 1"=50'



OUTFALLS - STAGE 2				
OUTFALL	STATION	OFFSET (FT)	SLOPE (%)	AREA (A.C.)
2	116+92.82	-46.94	7.28	1.05
2A	116+07.14	-41.16	1.31	0.97
2B	114+25.77	-39.65	2.94	0.62
2C	113+67.60	-40.13	1.42	0.49
2D	111+45.84	-36.83	3.69	0.06

STAGE 2 - FINAL STABILIZATION

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER. LEAVE EXISTING EPSC MEASURES FROM PREVIOUS STAGE AS NEEDED.
- 2) FINISH FINAL STABILIZATION IN DISTURBED AREAS.
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PROPOSED 2' CONTOURS SHOWN

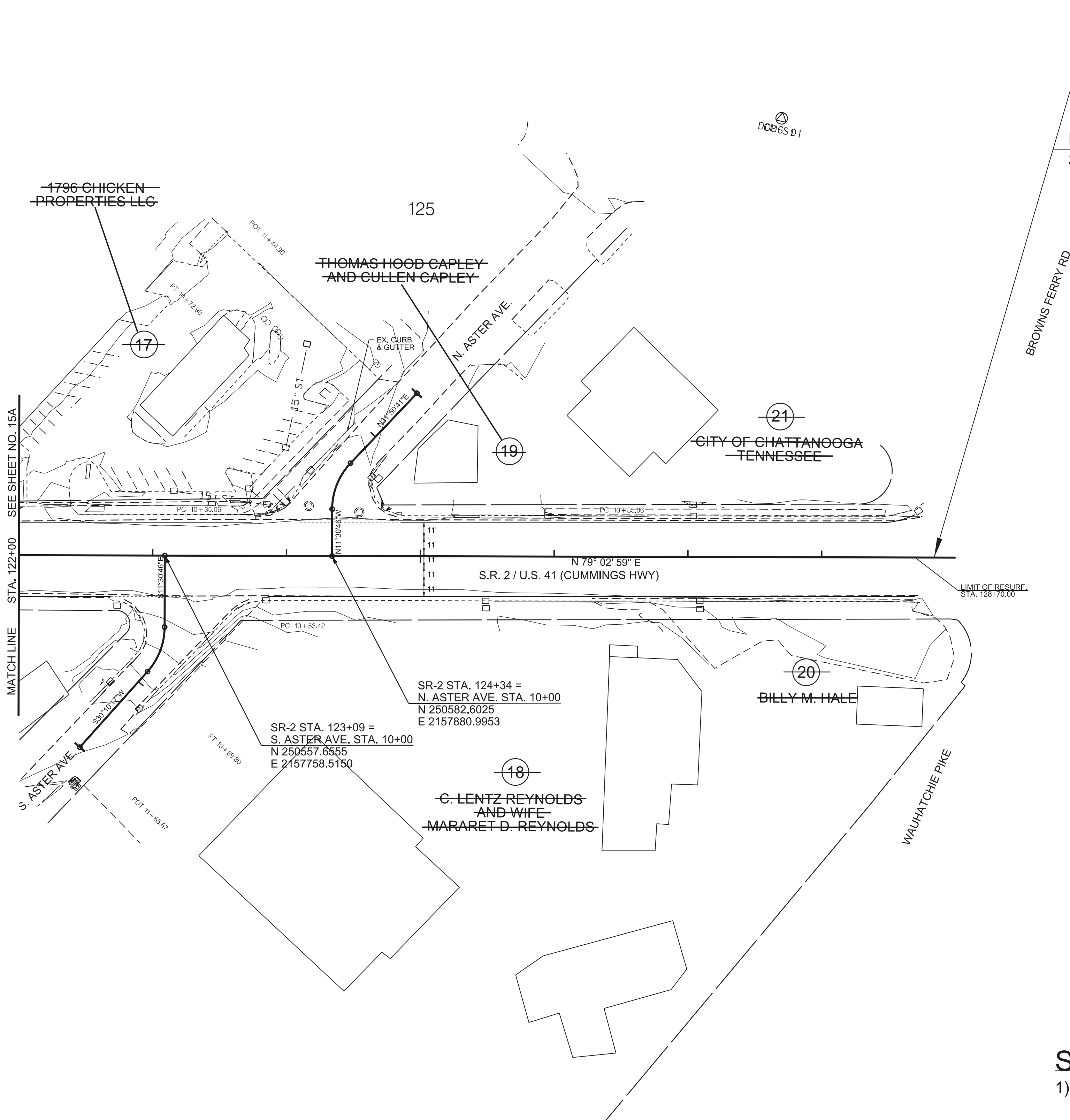
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	15A
P.I.H.	2024	HSIP-2(268)	15A
PS&E	2025	HSIP-2(268)	15A



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.111+00 TO STA.122+00
SCALE: 1"=50'



33008-3220-94
END PROJECT NO. HSIP 2(268) CONSTRUCTION
STA. 128+84.00
N 250672.4162 E 2158321.9461

33008-1220-94
END PROJECT NO. HSIP 2(268) R.O.W. (UTILITIES ONLY)
STA. 128+84.00
N 250672.4162 E 2158321.9461

S.R. 2 / U.S. 41 (CUMMINGS HWY)

STAGE 2 - FINAL STABILIZATION

- 1) INSTALL EPSC MEASURES AS DIRECTED BY THE TDOT ENGINEER. LEAVE EXISTING EPSC MEASURES FROM PREVIOUS STAGE AS NEEDED.
- 2) FINISH FINAL STABILIZATION IN DISTURBED AREAS.
- 3) REMOVE ALL EPSC MEASURES AFTER FINAL STABILIZATION HAS BEEN ESTABLISHED.

EXISTING 2' CONTOURS SHOWN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	15B
P.I.H.	2024	HSIP-2(268)	15B
PS&E	2025	HSIP-2(268)	15B

SEALED BY







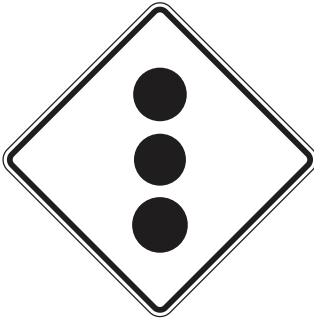
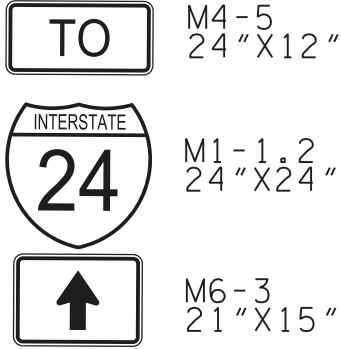

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS
STA.122+00 TO STA.129+00
SCALE: 1"=50'

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
10	 R2-1		30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 13'-0"				7'	
13																	h = 13'-0"					
2	 R1-1		36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 13'-0"				7'	
3																	h = 13'-0"					
4																	h = 13'-0"					
5																	h = 13'-0"					
6																	h = 13'-0"					
11																	h = 13'-0"					
12																	h = 13'-0"					
18																	h = 13'-0"					
1	 R3-9A		30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 13'-0"				7'	
14																	h = 13'-0"					
7	 TN17A		6"	12"			6"						WHITE (REF.)	GREEN (REF.)	0.080" SHEET ALUMINUM	P1	h = 9'-6"				5'	
8							2"										h = 9'-6"					
9	 W3-3		36"	36"									RED (REF.) GREEN (REF.)	YELLOW (FLOR.)	0.100" SHEET ALUMINUM	P5	h = 14'-6"				7'	
15	 M4-5 24"x12" M1-1,2 24"x24" M6-3 21"x15"		24"	12"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P5	h = 16'-6"				7'	REQUIRES SLIP BASE ITEM # 713-11.21
16	 R5-1		36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 13'-0"				7'	
17																	h = 13'-0"					

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	16
P.I.H.	2024	HSIP-2(268)	16
PS&E	2025	HSIP-2(268)	16

REV. 10/22/24:
REVISED STEEL DESIGN TEXT
FOR ALL SIGNS.

FOR SIGN 15, REMOVED SIGN
THAT READS "WEST".

SEALED BY

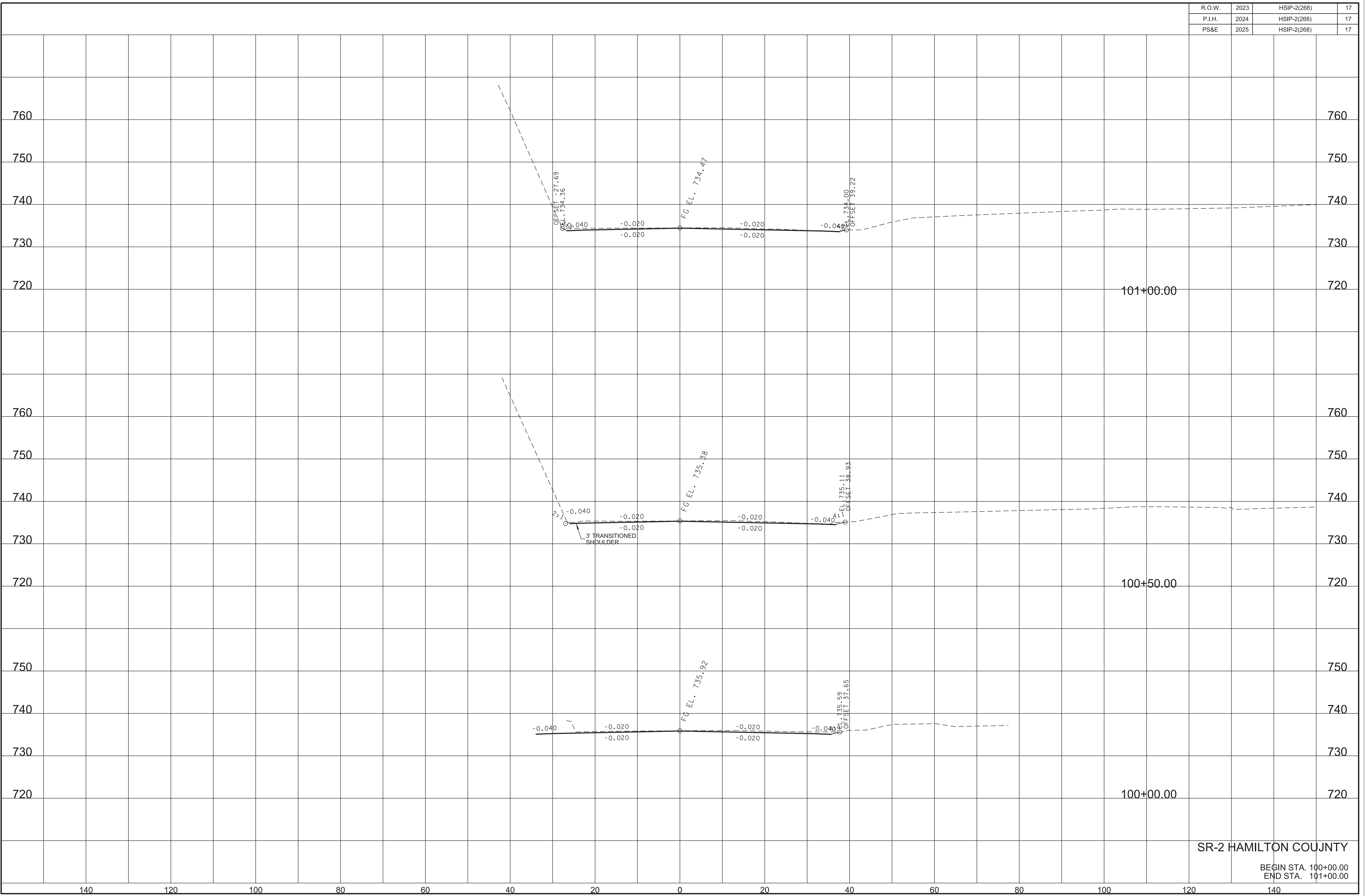


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN
SCHEDULE

07-JAN-2025 14:22

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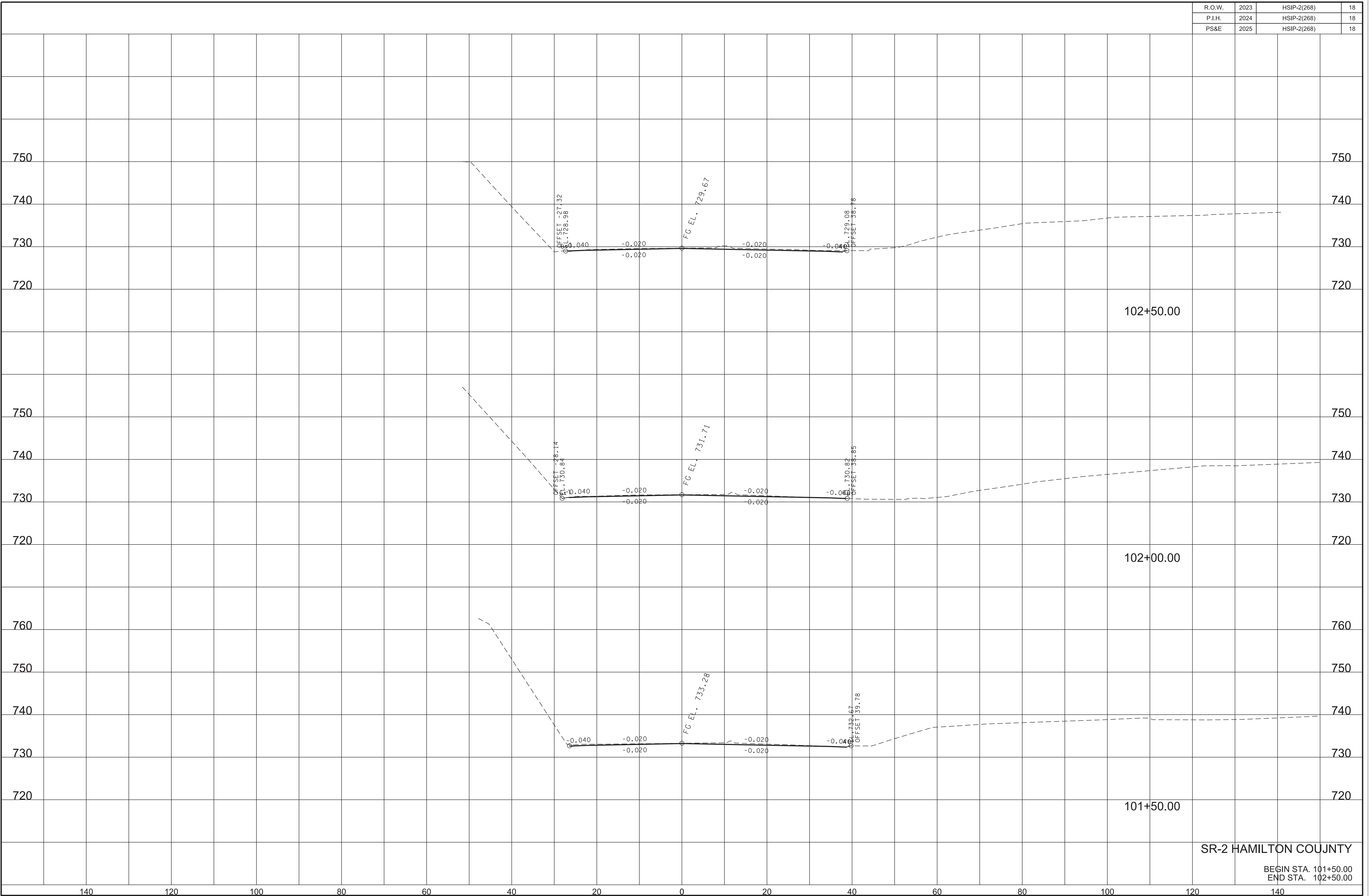


SR-2 HAMILTON COUNTY

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END STA. 101+00.00

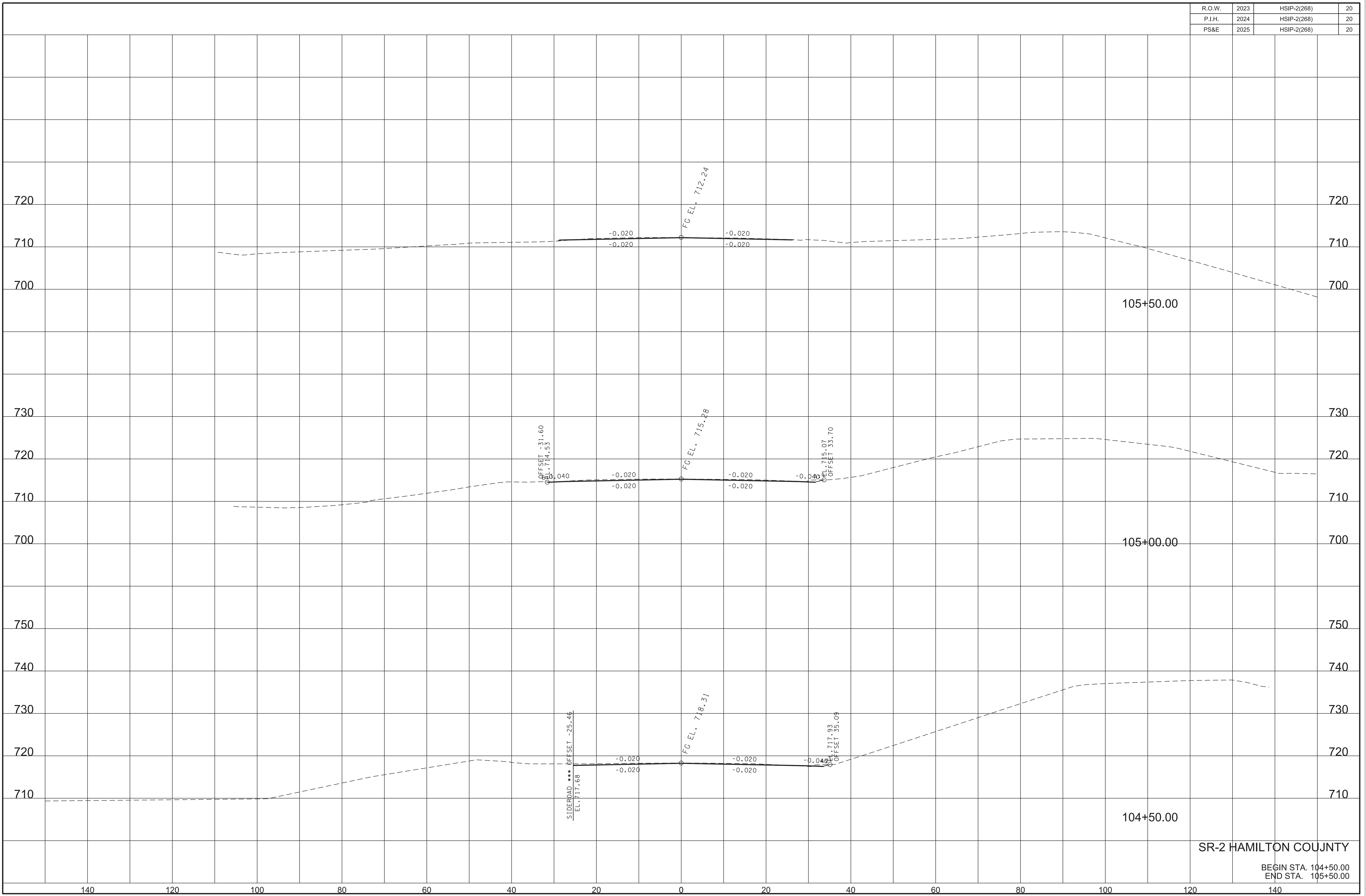
R.O.W.	2023	HSIP-2(268)	17
P.I.H.	2024	HSIP-2(268)	17
PS&E	2025	HSIP-2(268)	17

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SR-2 HAMILTON COUNTY

BEGIN STA. 104+50.00
END STA. 105+50.00

R.O.W.

2023

HSIP-2(268)

20

P.I.H.

2024

HSIP-2(268)

20

PS&E

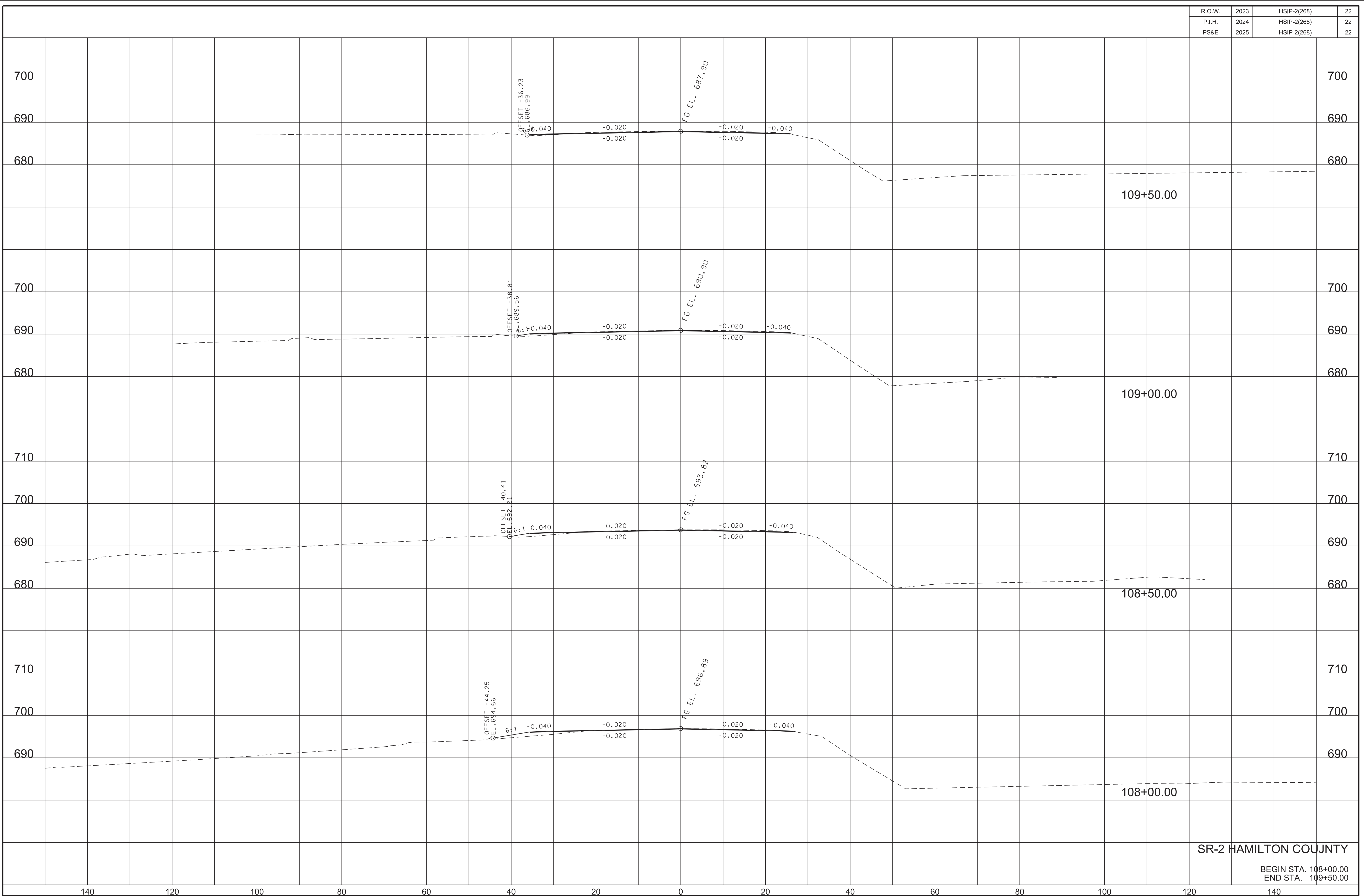
2025

HSIP-2(268)

20

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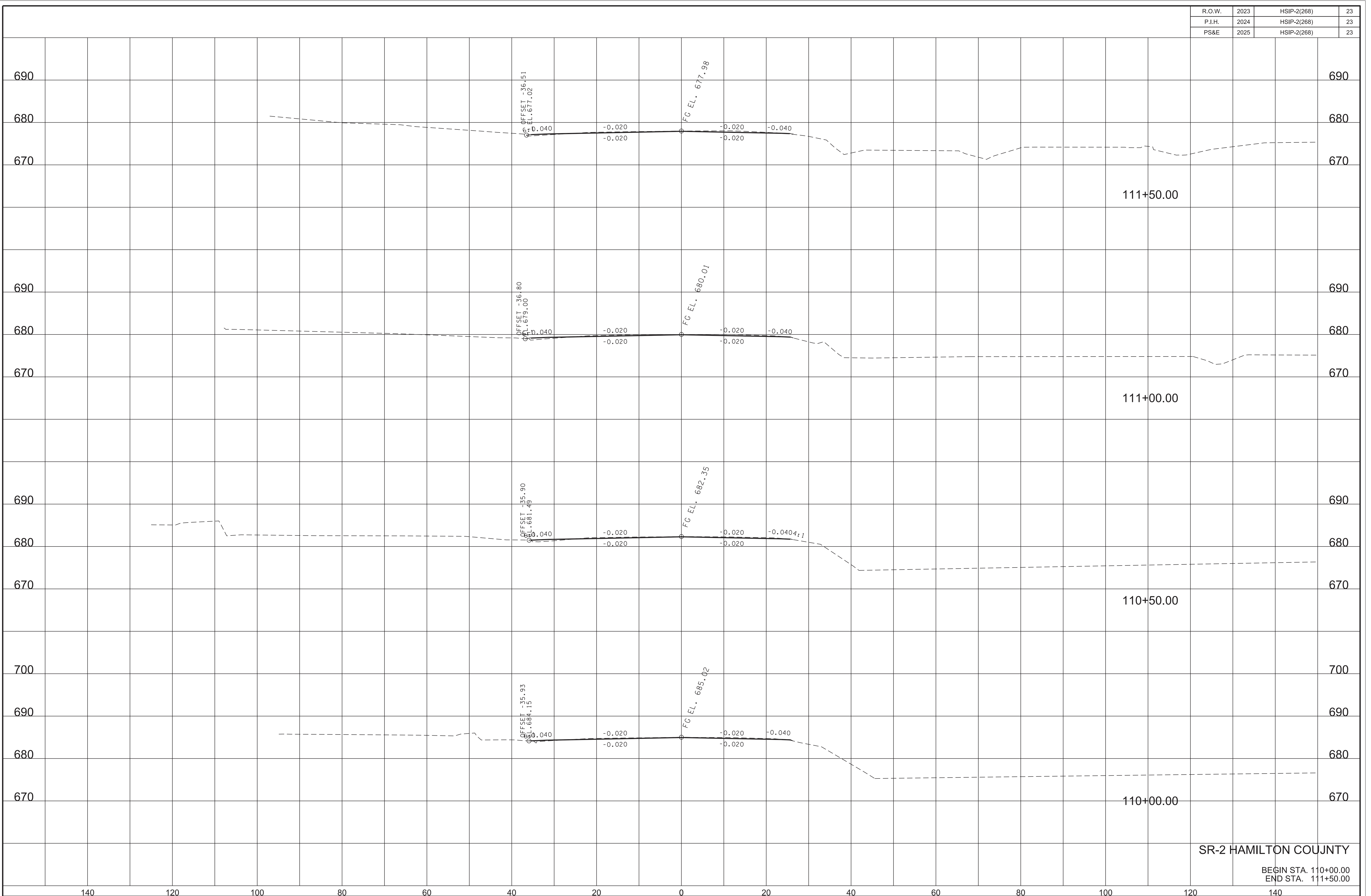


SR-2 HAMILTON COUNTY

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END STA. 109+50.00

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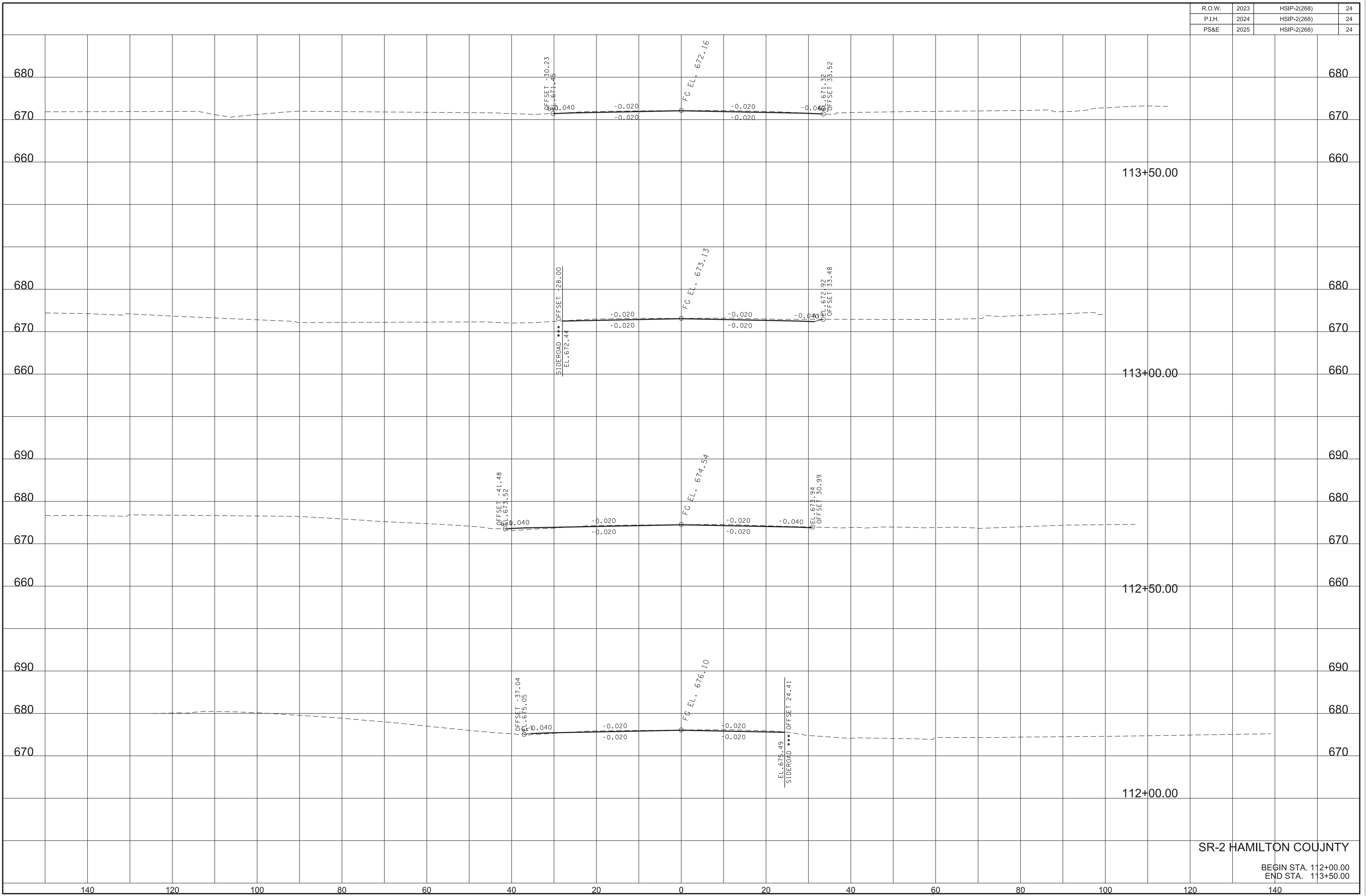


SR-2 HAMILTON COUNTY

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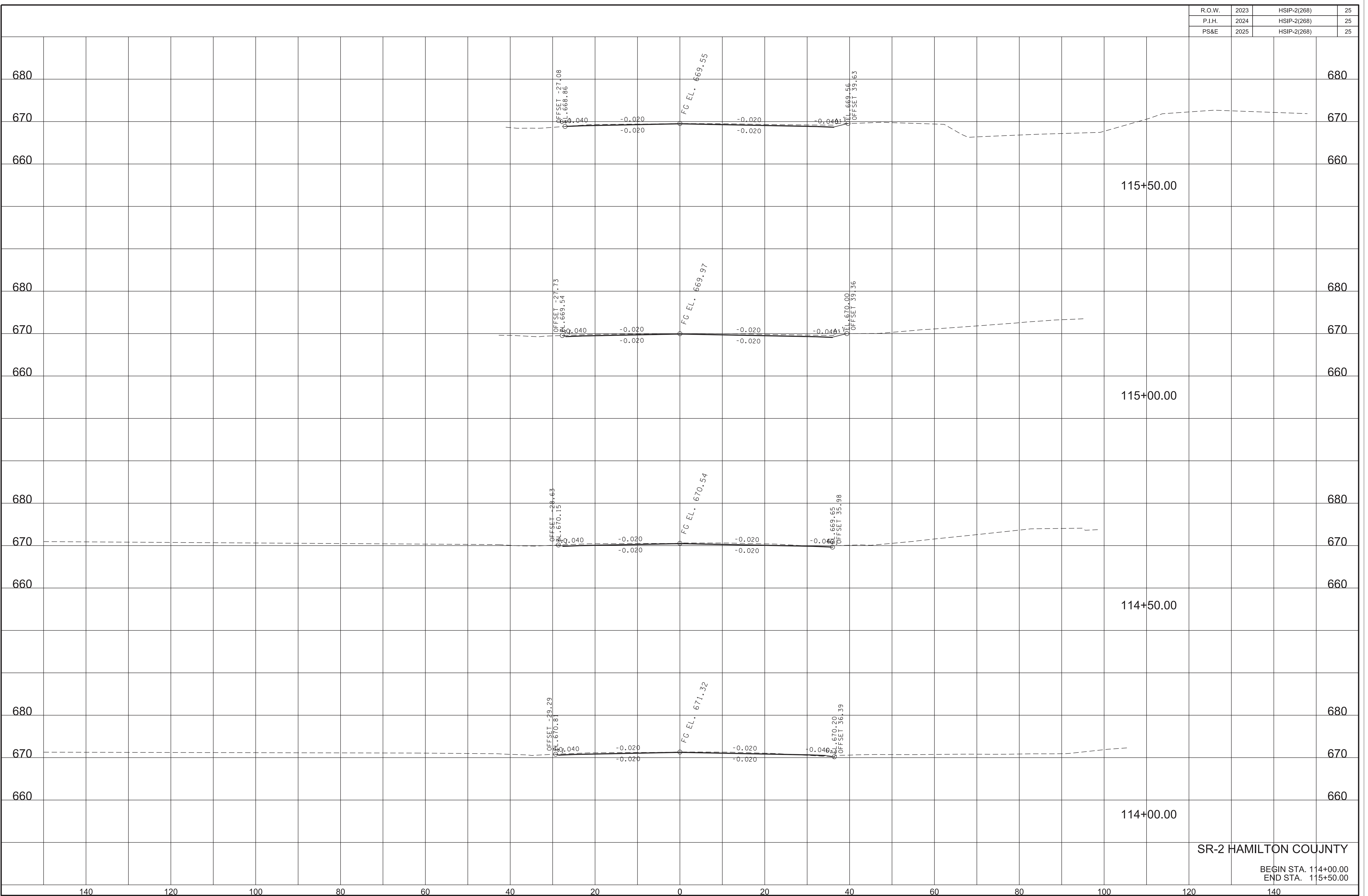


SR-2 HAMILTON COUNTY

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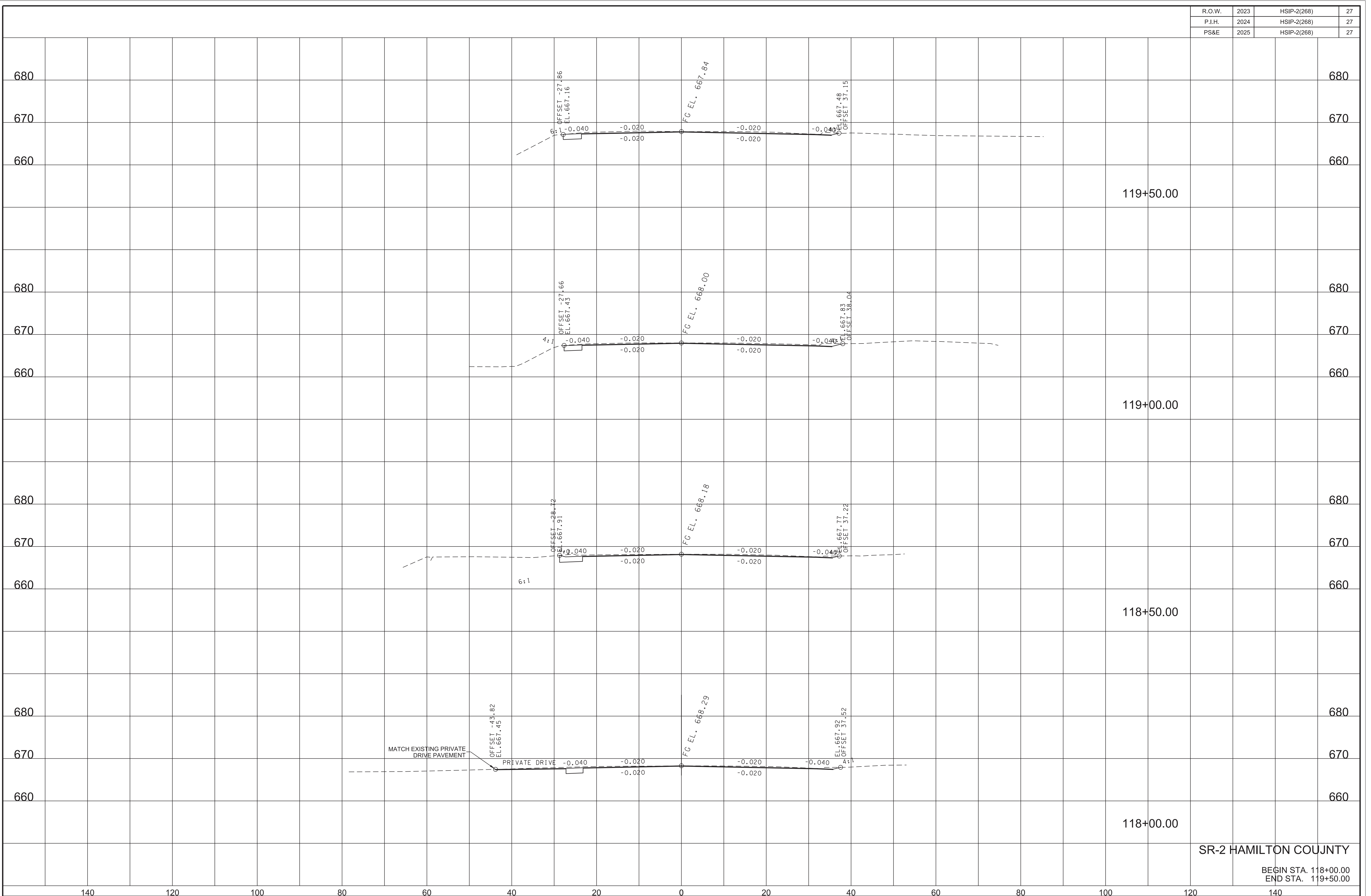


SR-2 HAMILTON COUNTY

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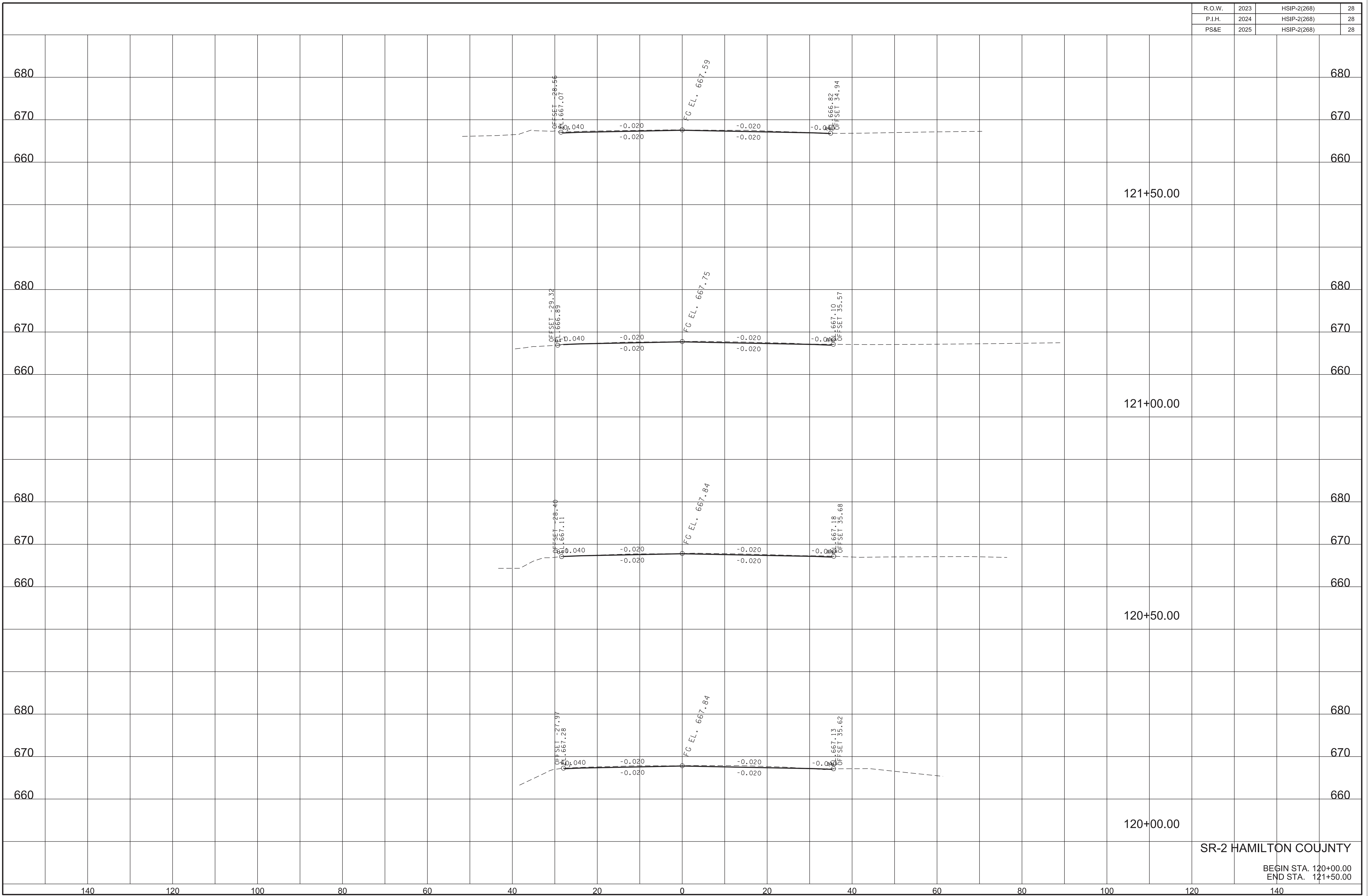
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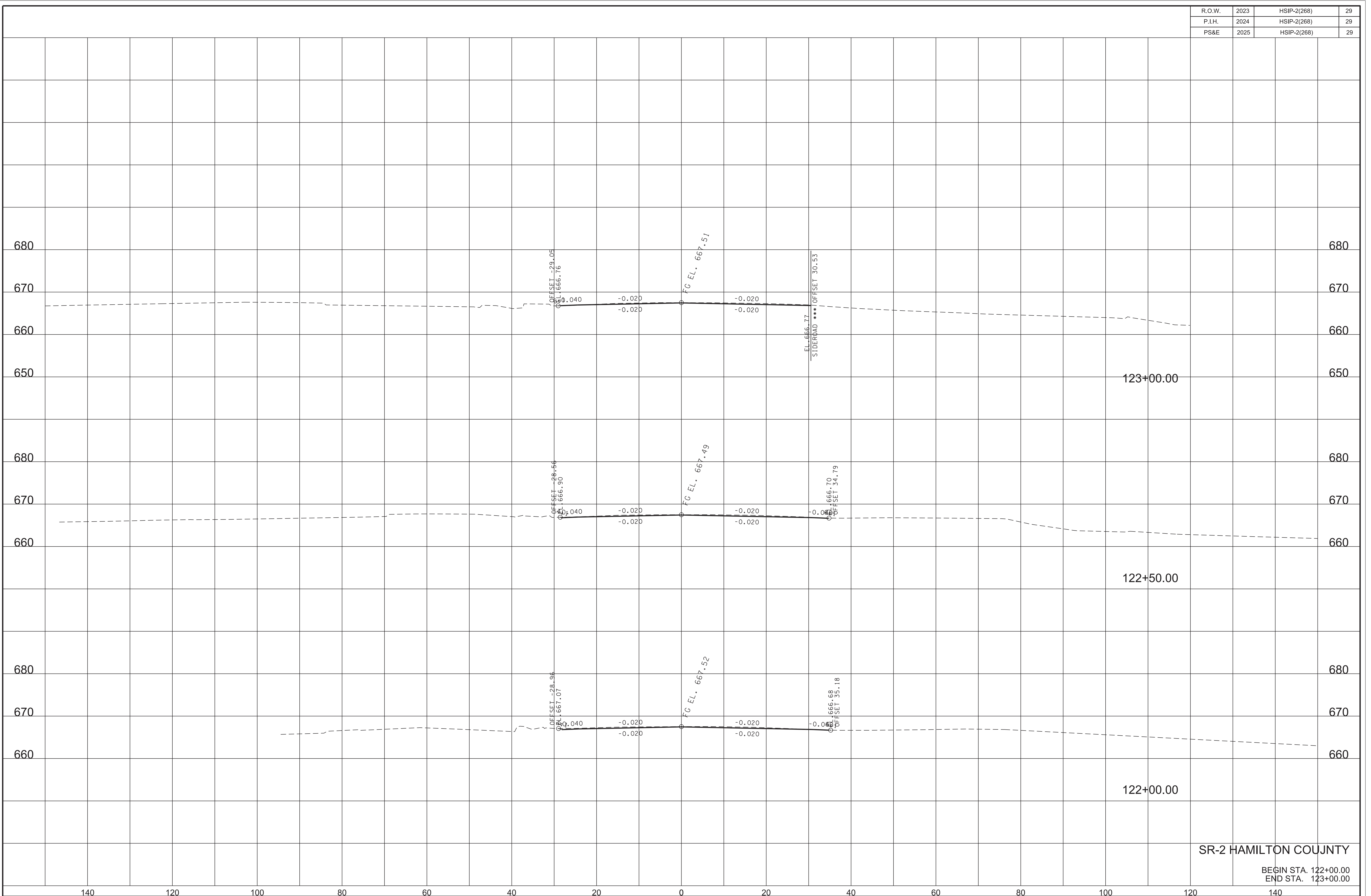
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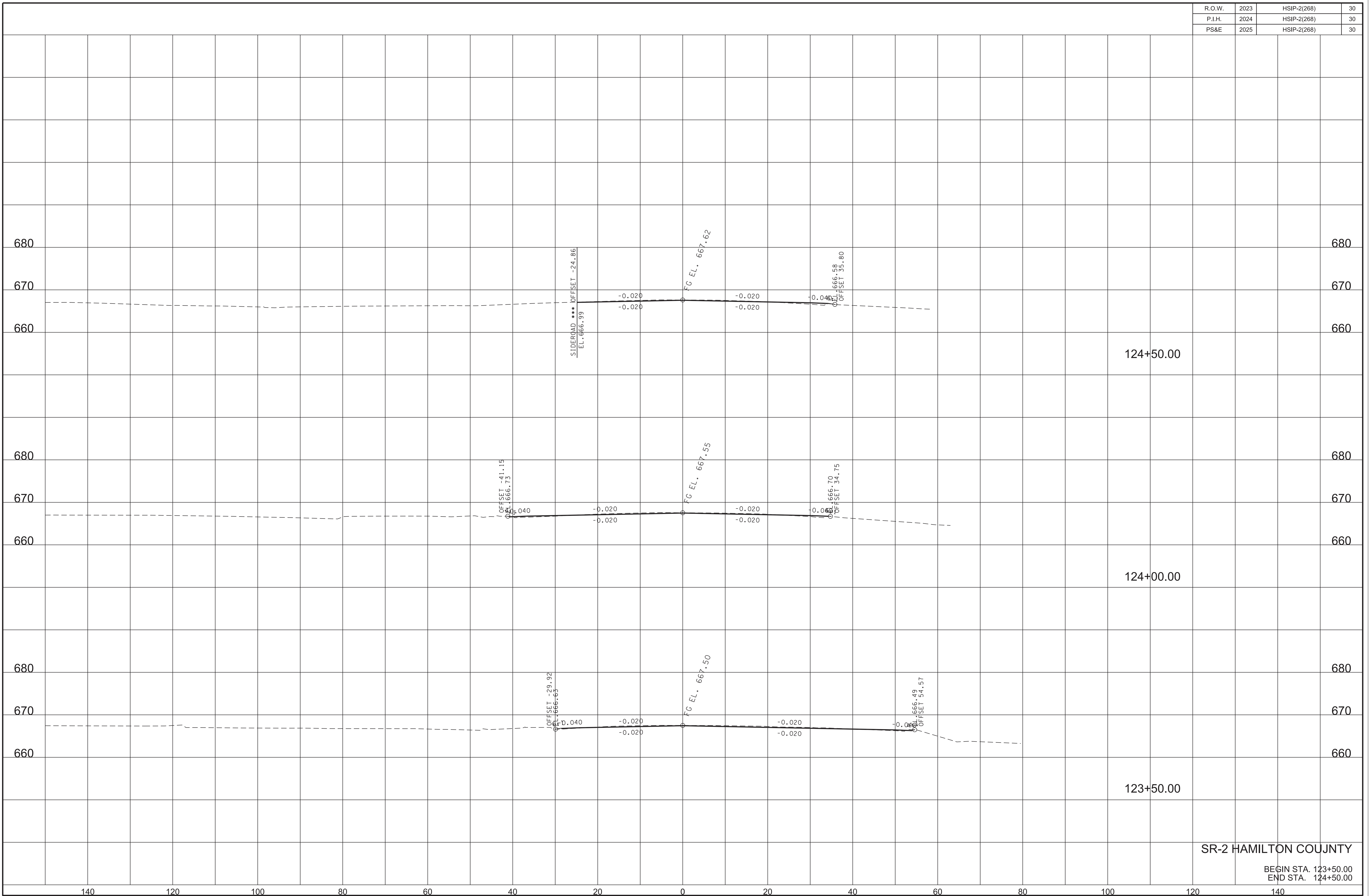
SR-2 HAMILTON COUNTY

BEGIN STA. 122+00.00
END STA. 123+00.00

R.O.W.	2023	HSIP-2(268)	29
P.I.H.	2024	HSIP-2(268)	29
PS&E	2025	HSIP-2(268)	29

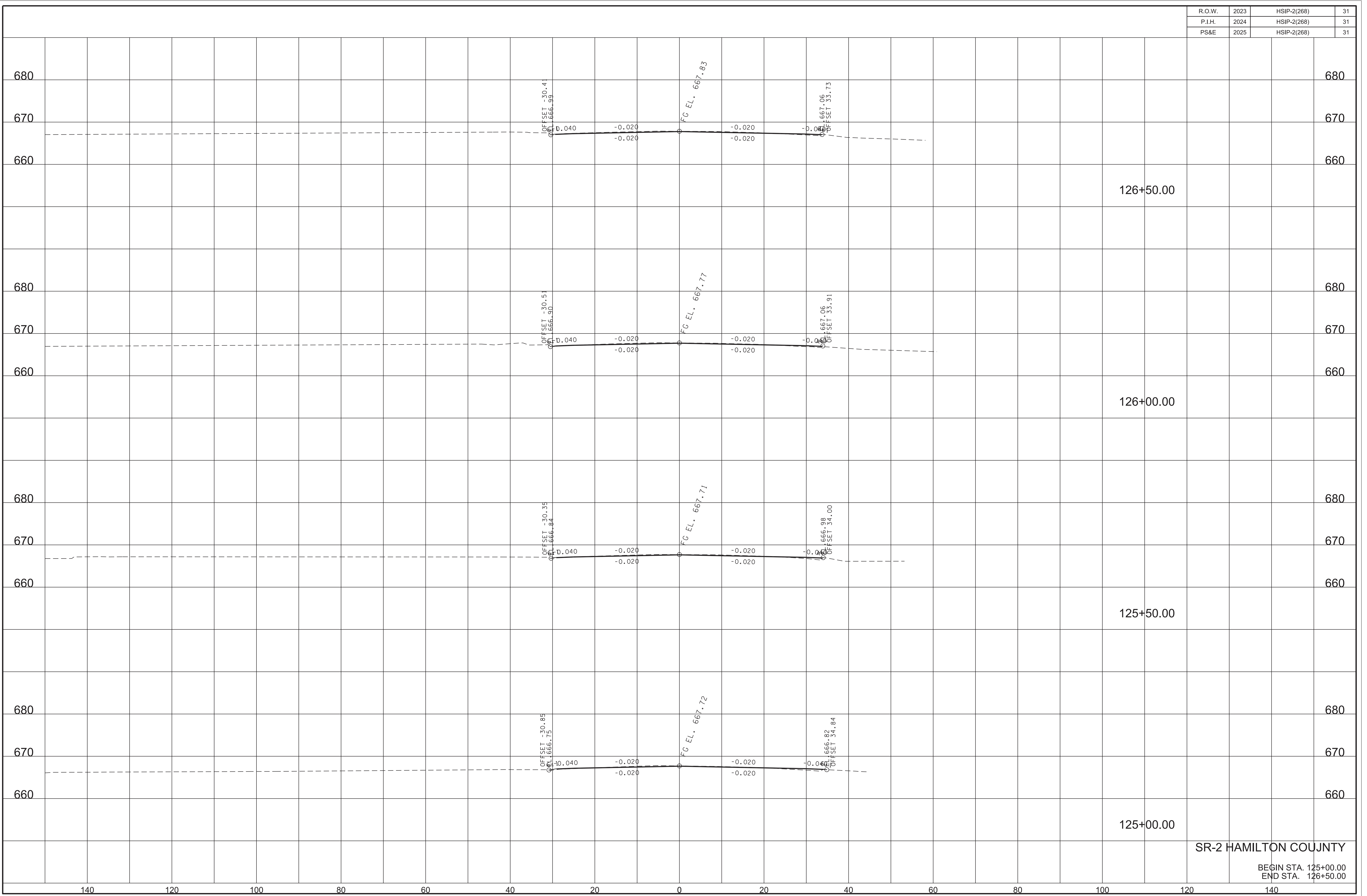
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SR-2 HAMILTON COUNTY

BEGIN STA. 125+00.00
END STA. 126+50.00

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

a.

WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

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

c.

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

d.

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

2.

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

a.

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

(1)

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

(2)

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

b.

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

c.

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

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

3.

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

a.

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

(1)

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

(2)

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

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

b.

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

c.

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

d.

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1.

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

a.

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

2.

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

a.

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

(1)

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

(2)

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

3.

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

a.

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

(1)

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

(2)

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

b.

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

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

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

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

1.

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


2.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T1
P.I.H.	2024	HSIP-2(268)	T1
PS&E	2025	HSIP-2(268)	T1

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

TABULATED TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 33008-3220-94
712-01	TRAFFIC CONTROL	LS	0.32
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	102
712-05.01	WARNING LIGHTS (TYPE A)	EACH	20
712-05.03	WARNING LIGHTS (TYPE C)	EACH	15
712-06	SIGNS (CONSTRUCTION)	S.F.	592
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	216
712-08.03	ARROW BOARD (TYPE C)	EACH	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(1) 716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	5240
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	68
716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	7
(2) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2.01
717-01	MOBILIZATION	LS	0.32

FOOTNOTES	
(1)	QUANTITIES FOR 8" PAINTED SOLID LINE INCLUDE 885 LF OF 8" PAINTED DOTTED LINE.
(2)	QUANTITIES FOR 6" PAINTED SOLID LINE INCLUDE 1682 LF OF 6" PAINTED DOTTED LINE.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	TEMPORARY BARRICADE (TYPE III)
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	WARNING LIGHT (TYPE C) (LOW-INTENSITY FLASHING)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T2
P.I.H.	2024	HSIP-2(268)	T2
PS&E	2025	HSIP-2(268)	T2

REV. 10/22/24:
REVISED QUANTITY OF
SIGN W1-4L TO 3.

REVISED 712-06 TO
REFLECT NEW SIGN
TOTAL OF 592 SF.

REV. 1/21/25:
UPDATED ITEM#: 712-01 AND 717-01 IN
TABULATED BLOCK.

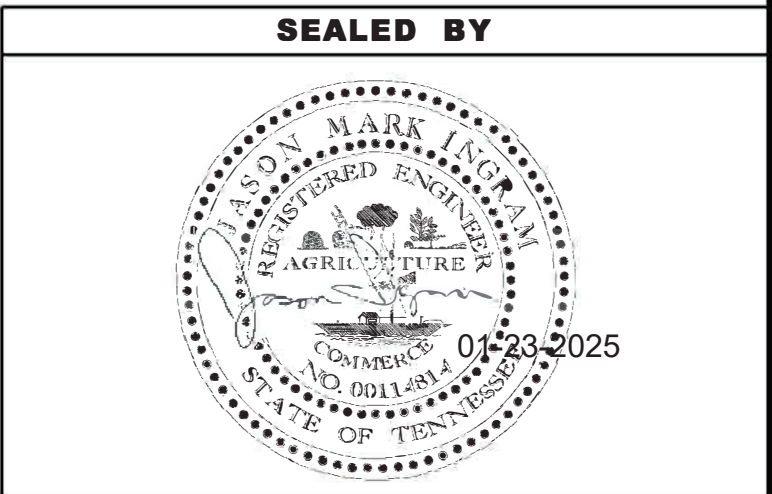
TRAFFIC CONTROL SIGN TABULATION										
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES		S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X W							
W20-1	ROAD WORK AHEAD	36"	36"	9	7	8	8	72.00	T-WZ-11	
G20-2	END ROAD WORK	48"	24"	8	2	4	4	32.00	T-WZ-10,16,11	
G20-2	END ROAD WORK	36"	18"	5	7	8	8	36.00	T-WZ-11	
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	48"	16	1		1	16.00	T-WZ-11	
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	48"	16	1		1	16.00	T-WZ-11	
W4-2R	LANE CLOSED MERGERIGHT - SYMBOL	48"	48"	16	1		1	16.00	T-WZ-11	
R11-2	ROAD CLOSED	48"	30"	10	4		4	40.00	MUTCD, FIG 6H-20	
R11-3A	ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY	60"	30"	13	2		2	25.00	MUTCD, FIG 6H-20	
W20-3	ROAD CLOSED AHEAD	36"	36"	9	1		1	9.00	MUTCD, FIG 6H-20	
W1-4L	1 - LANE SHIFT - LEFT	48"	48"	16	1		3	48.00	T-WZ-16	
W20-2	DETOUR AHEAD	36"	36"	9	1		1	9.00	MUTCD, FIG 6H-20	
W20-1	ROAD WORK 1 MILE	48"	48"	16	2		2	32.00	T-WZ-10	
W20-1	ROAD WORK 1/2 MILE	48"	48"	16	1		1	16.00	T-WZ-10	
W20-1	ROAD WORK 1000 FT	48"	48"	16	1		1	16.00	T-WZ-10	
W8-15A	GROOVED PAVEMENT	48"	48"	16		2	2	32.00	T-WZ-60	
W8-15PA	MOTORCYCLE (PLAQUE)	24"	18"	3		2	2	6.00	T-WZ-60	
W8-11	UNEVEN LANES	48"	48"	16		2	2	32.00	T-WZ-60	
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	48"	16	1		1	16.00	T-WZ-11	
M4-9L	DETOUR WITH ARROW - LEFT	30"	24"	5	7		7	35.00	MUTCD, FIG 6H-20	
M4-9R	DETOUR WITH ARROW - RIGHT	30"	24"	5	6		6	30.00	MUTCD, FIG 6H-20	
M4-9(MOD)	DETOUR WITH ARROW - THRU	30"	24"	5	2		2	10.00	MUTCD, FIG 6H-20	
M4-10L	DETOUR ARROW - LEFT	48"	18"	6	2		2	12.00	MUTCD, FIG 6H-20	
R3-1	NO RIGHT TURN	36"	36"	9	2		2	18.00	MUTCD, FIG 6H-20	
R3-2	NO LEFT TURN	36"	36"	9	1		1	9.00	MUTCD, FIG 6H-20	
M4-8A	END DETOUR	24"	18"	3	3		3	9.00	MUTCD, FIG 6H-20	
TOTAL								592	S.F.	

PHASE 1 NOTES:

1. REMOVE ALL SNOWPLOWABLE RAISED PAVEMENT MARKERS.
2. MILL 1.25" OF EXISTING PAVEMENT WITHIN PROJECT LIMITS AS DIRECTED BY THE TDOT ENGINEER.
3. PLACE TEMP. PAVEMENT MARKERS AND TRAFFIC CONTROL MEASURES AS DIRECTED BY THE TDOT ENGINEER.
4. BUILD IN WORKZONES.

PHASE 2 NOTES:

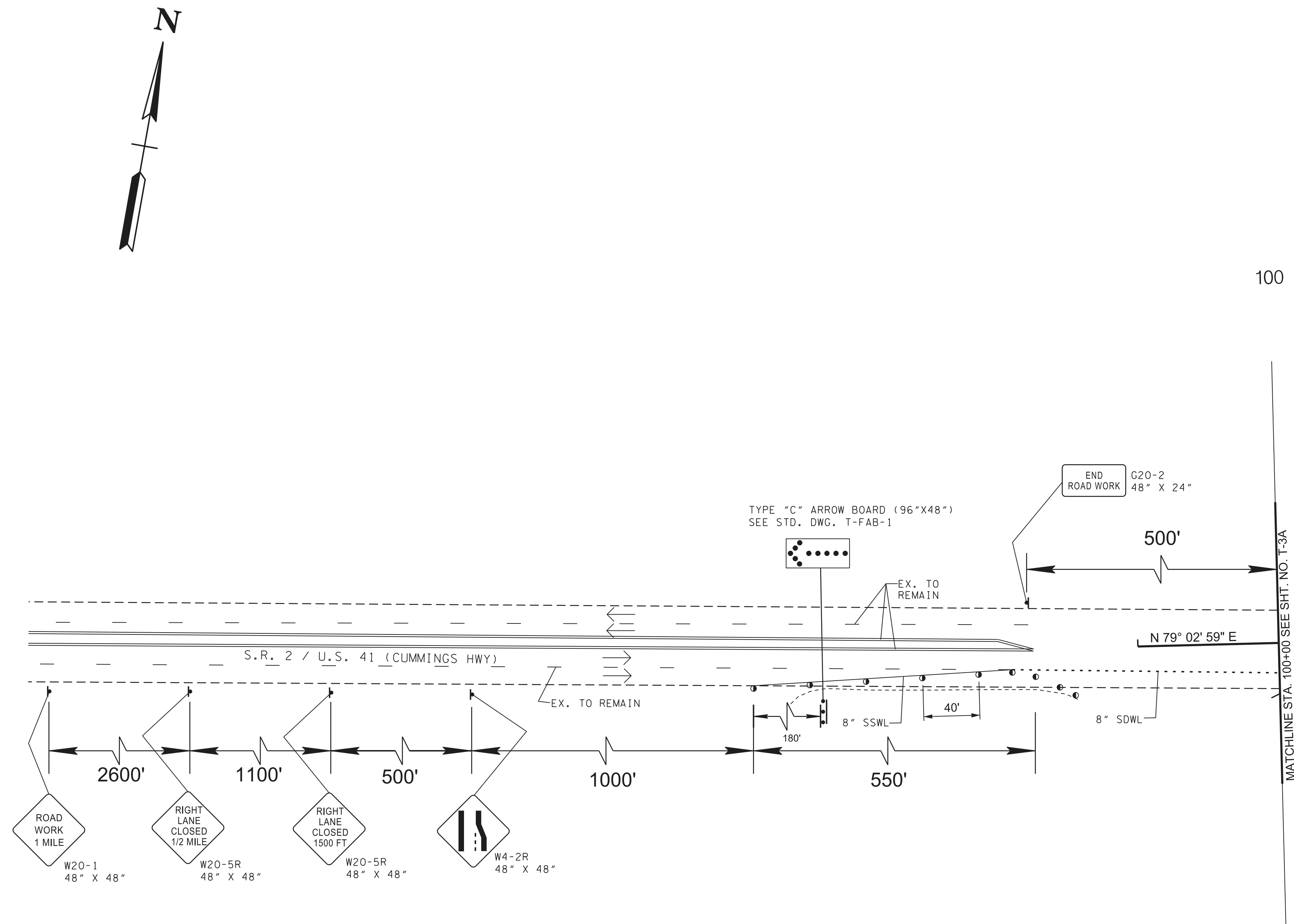
1. PLACE AND SHIFT TRAFFIC CONTROL MEASURES AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER.
2. SHIFT TRAFFIC AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER TO COLD-PLANE AND RESURFACE WITHIN PROJECT LIMITS.
3. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND SIGNS AS DIRECTED BY THE TDOT ENGINEER.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASING NOTES,
LEGEND AND
TABULATION

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PHASE 1 NOTES:

1. REMOVE ALL SNOWPLOWABLE RAISED PAVEMENT MARKERS.
2. MILL 1.25" OF EXISTING PAVEMENT WITHIN PROJECT LIMITS AS DIRECTED BY THE TDOT ENGINEER.
3. PLACE TEMP. PAVEMENT MARKERS AND TRAFFIC CONTROL MEASURES AS DIRECTED BY THE TDOT ENGINEER.
4. BUILD IN WORKZONES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T3
P.I.H.	2024	HSIP-2(268)	T3
PS&E	2025	HSIP-2(268)	T3

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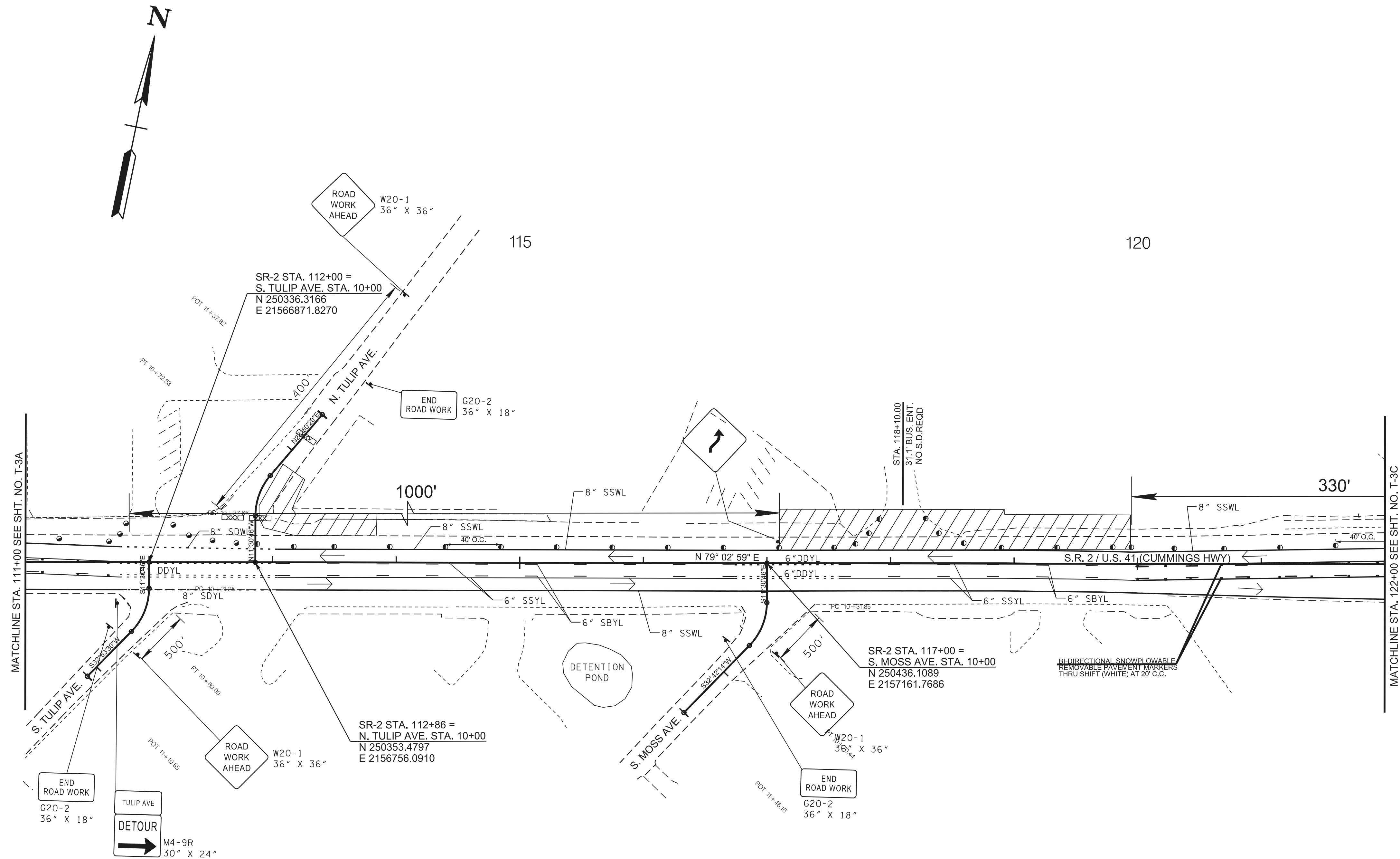


COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03. MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

PHASE I

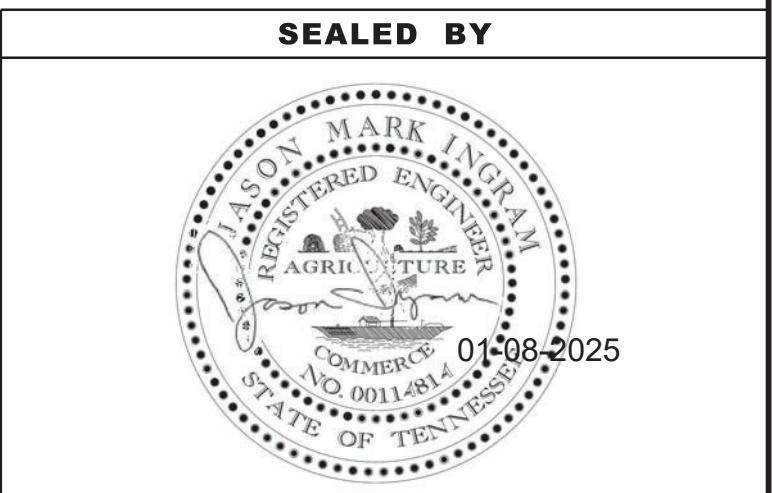


PHASE 1 NOTES:

1. REMOVE ALL SNOWPLOWABLE RAISED PAVEMENT MARKERS.
2. MILL 1.25" OF EXISTING PAVEMENT WITHIN PROJECT LIMITS AS DIRECTED BY THE TDOT ENGINEER.
3. PLACE TEMP. PAVEMENT MARKERS AND TRAFFIC CONTROL MEASURES AS DIRECTED BY THE TDOT ENGINEER.
4. BUILD IN WORKZONES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T3B
P.I.H.	2024	HSIP-2(268)	T3B
PS&E	2025	HSIP-2(268)	T3B

REV. 10/22/24:
ADDED REMOVABLE PAVEMENT
MARKINGS THRU LANE SHIFT.



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

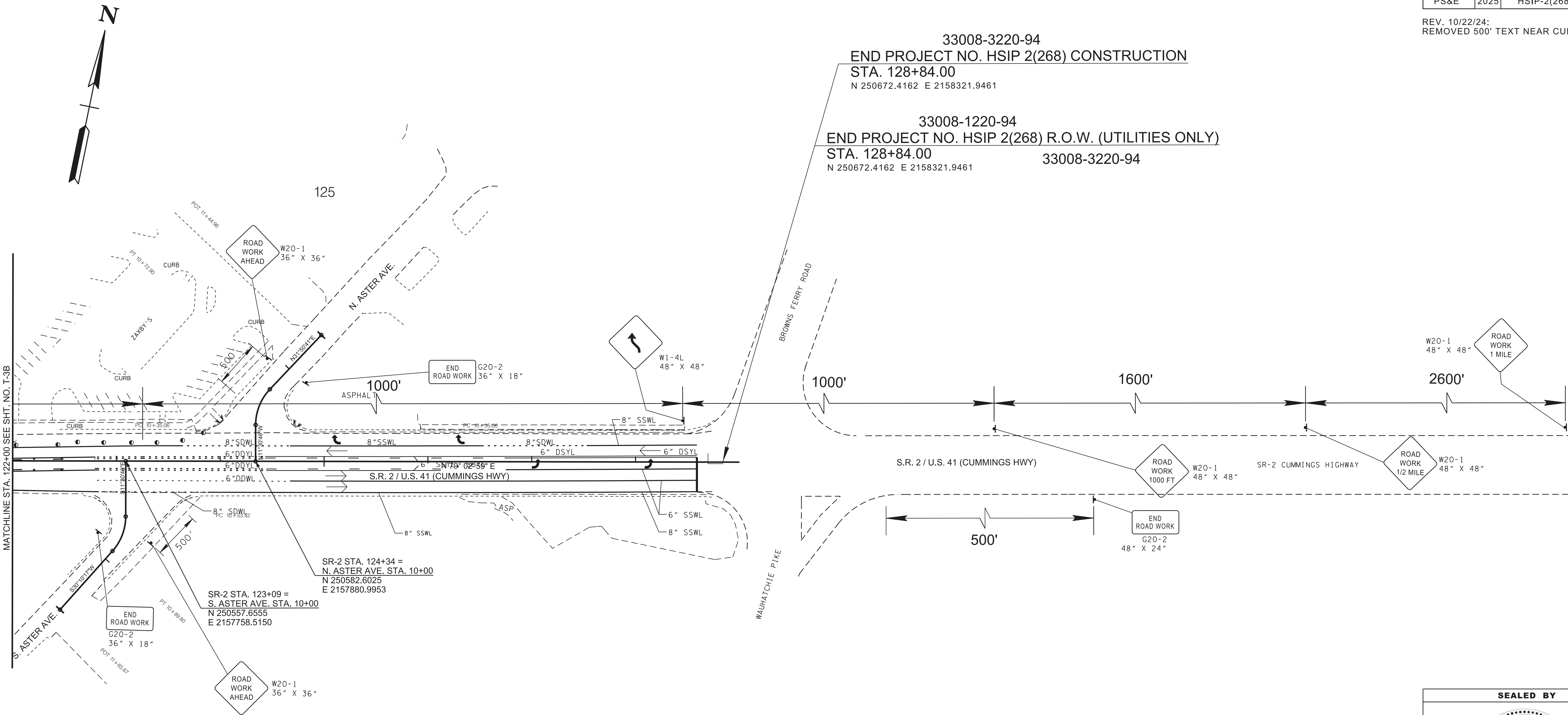
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.111+00 TO STA.122+00
SCALE: 1"=50'

PHASE I

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T3C
P.I.H.	2024	HSIP-2(268)	T3C
PS&E	2025	HSIP-2(268)	T3C

REV. 10/22/24:
REMOVED 500' TEXT NEAR CURVE SIGN.



PHASE 1 NOTES:

1. REMOVE ALL SNOWPLOWABLE RAISED PAVEMENT MARKERS.
2. MILL 1.25" OF EXISTING PAVEMENT WITHIN PROJECT LIMITS AS DIRECTED BY THE TDOT ENGINEER.
3. PLACE TEMP. PAVEMENT MARKERS AND TRAFFIC CONTROL MEASURES AS DIRECTED BY THE TDOT ENGINEER.
4. BUILD IN WORKZONES.

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

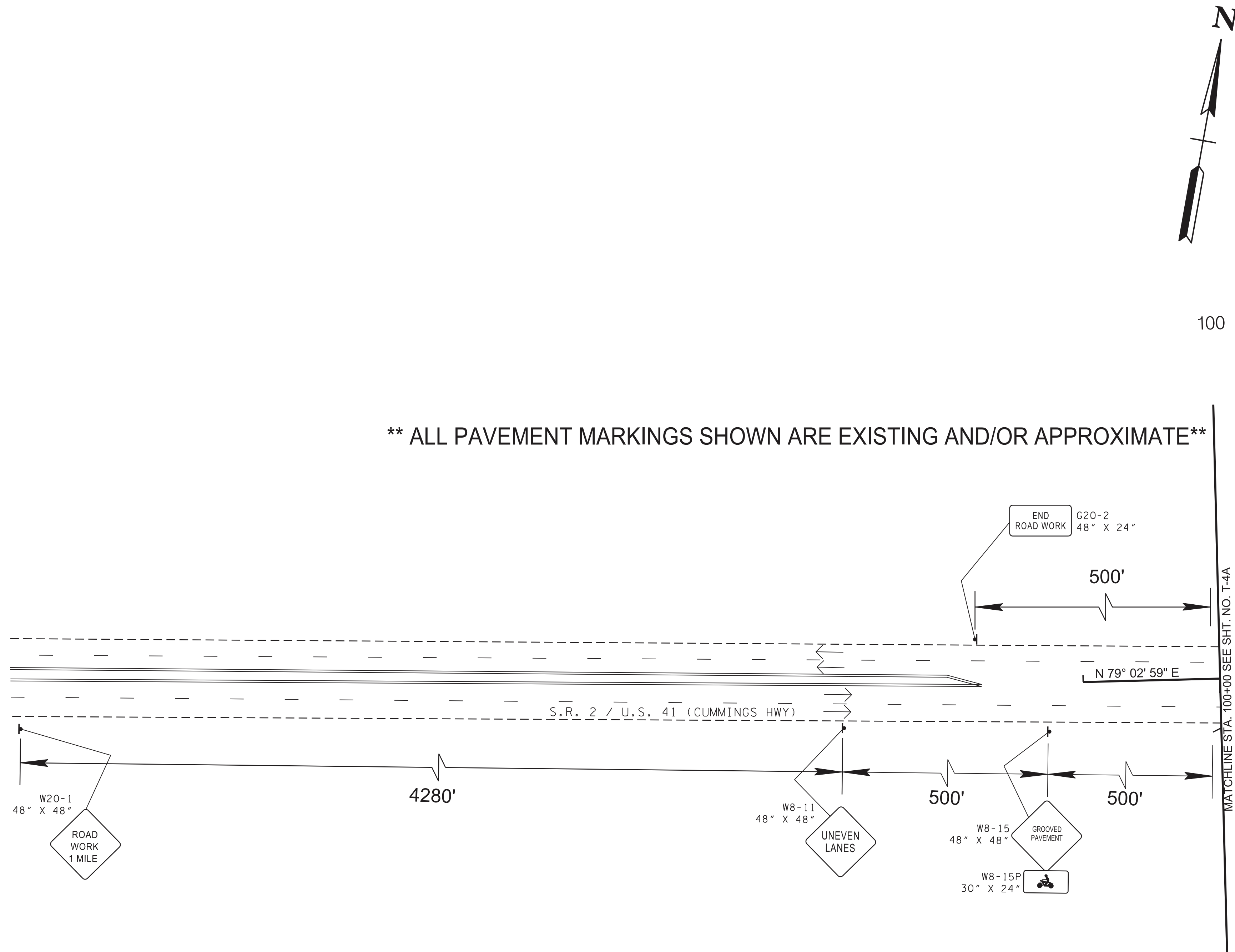
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.122+00 TO -----
SCALE: 1"=50'

PHASE I

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T4
P.I.H.	2024	HSIP-2(268)	T4
PS&E	2025	HSIP-2(268)	T4



PHASE 2 NOTES:

1. PLACE AND SHIFT TRAFFIC CONTROL MEASURES AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER.
2. SHIFT TRAFFIC AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER TO COLD-PLANE AND RESURFACE WITHIN PROJECT LIMITS.
3. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND SIGNS AS DIRECTED BY THE TDOT ENGINEER.

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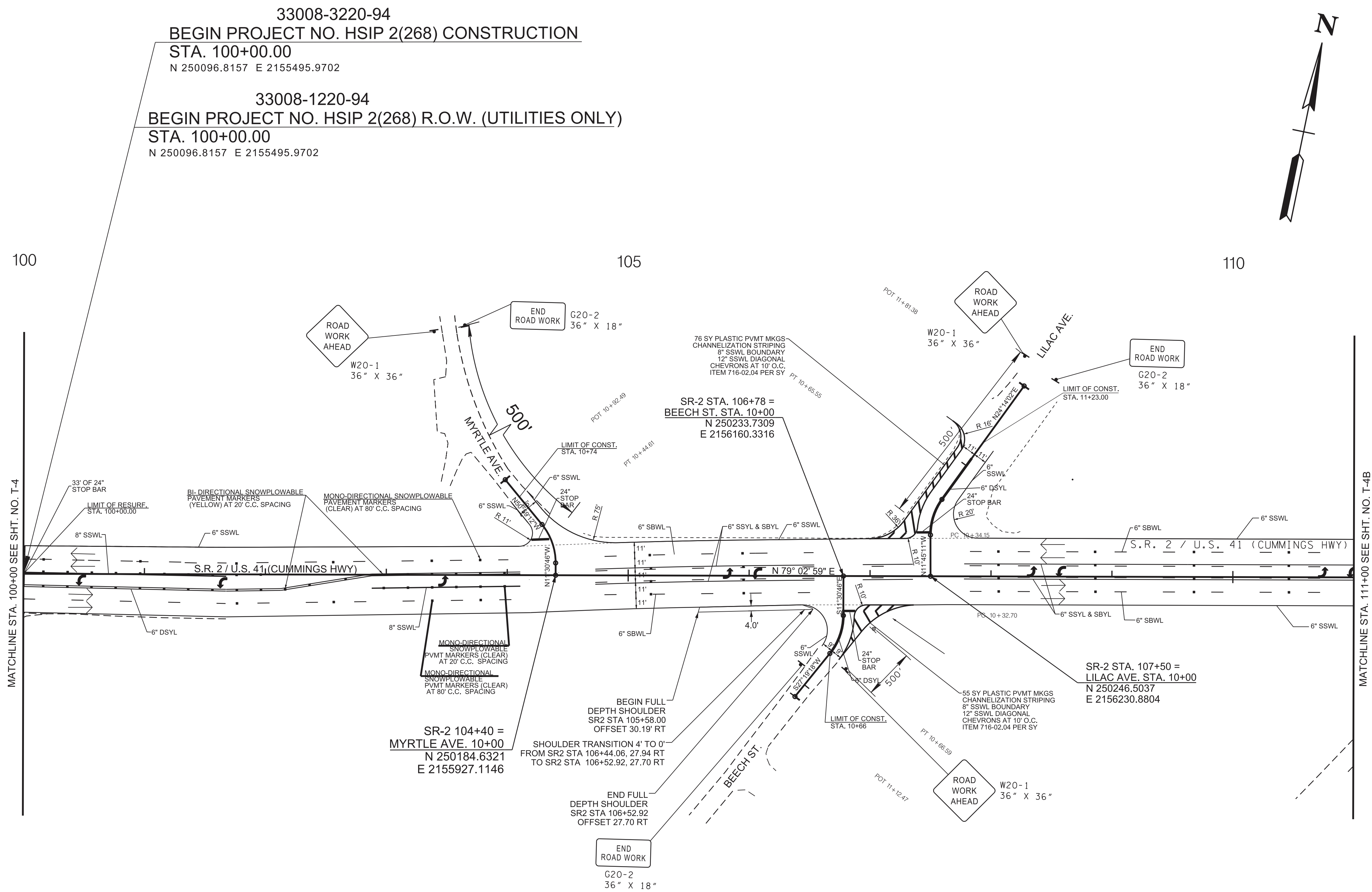
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
STA.100+00
SCALE: 1"=50'

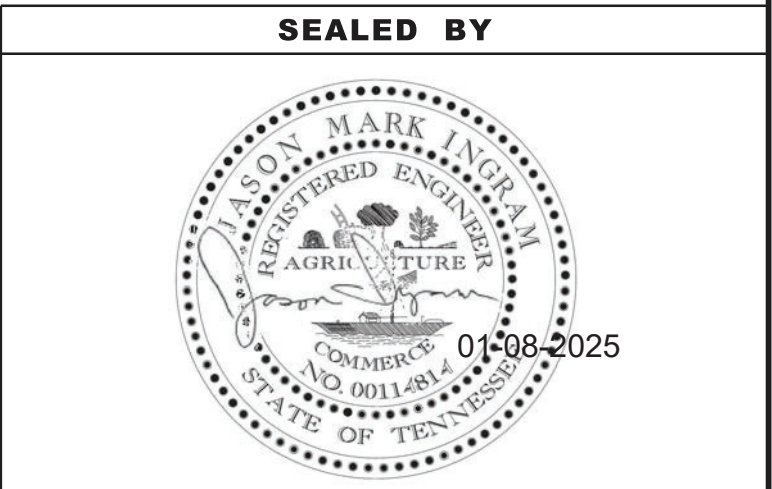
PHASE II

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T4A
P.I.H.	2024	HSIP-2(268)	T4A
PS&E	2025	HSIP-2(268)	T4A



PHASE 2 NOTES:

1. PLACE AND SHIFT TRAFFIC CONTROL MEASURES AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER.
2. SHIFT TRAFFIC AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER TO COLD-PLANE AND RESURFACE WITHIN PROJECT LIMITS.
3. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND SIGNS AS DIRECTED BY THE TDOT ENGINEER.



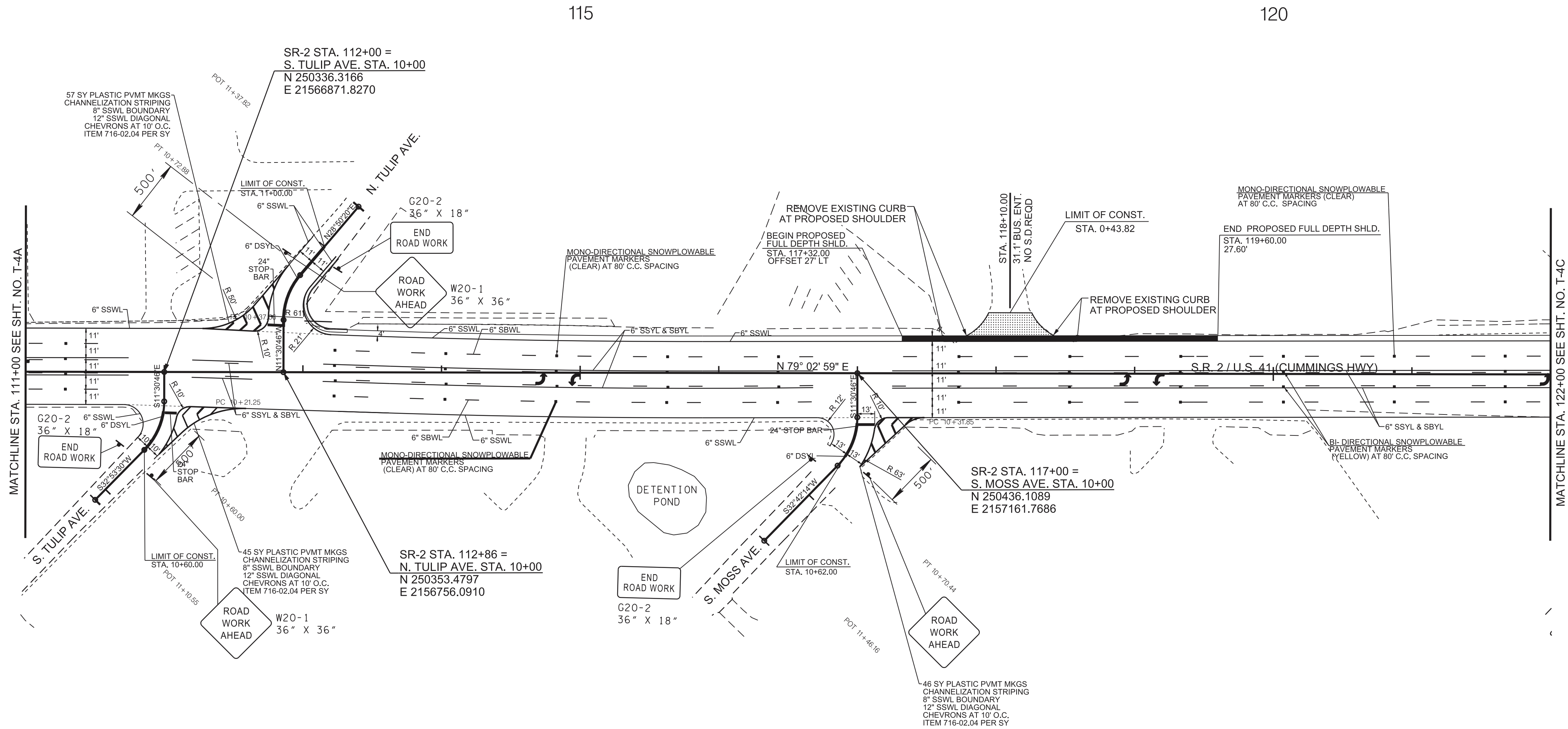
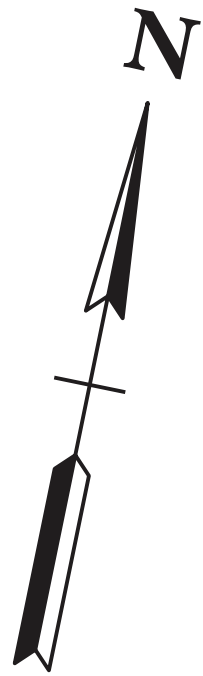
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.100+00 TO STA.111+00
SCALE: 1"=50'

PHASE II

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T4B
P.I.H.	2024	HSIP-2(268)	T4B
PS&E	2025	HSIP-2(268)	T4B



PHASE 2 NOTES:

1. PLACE AND SHIFT TRAFFIC CONTROL MEASURES AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER.
2. SHIFT TRAFFIC AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER TO COLD-PLANE AND RESURFACE WITHIN PROJECT LIMITS.
3. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND SIGNS AS DIRECTED BY THE TDOT ENGINEER.

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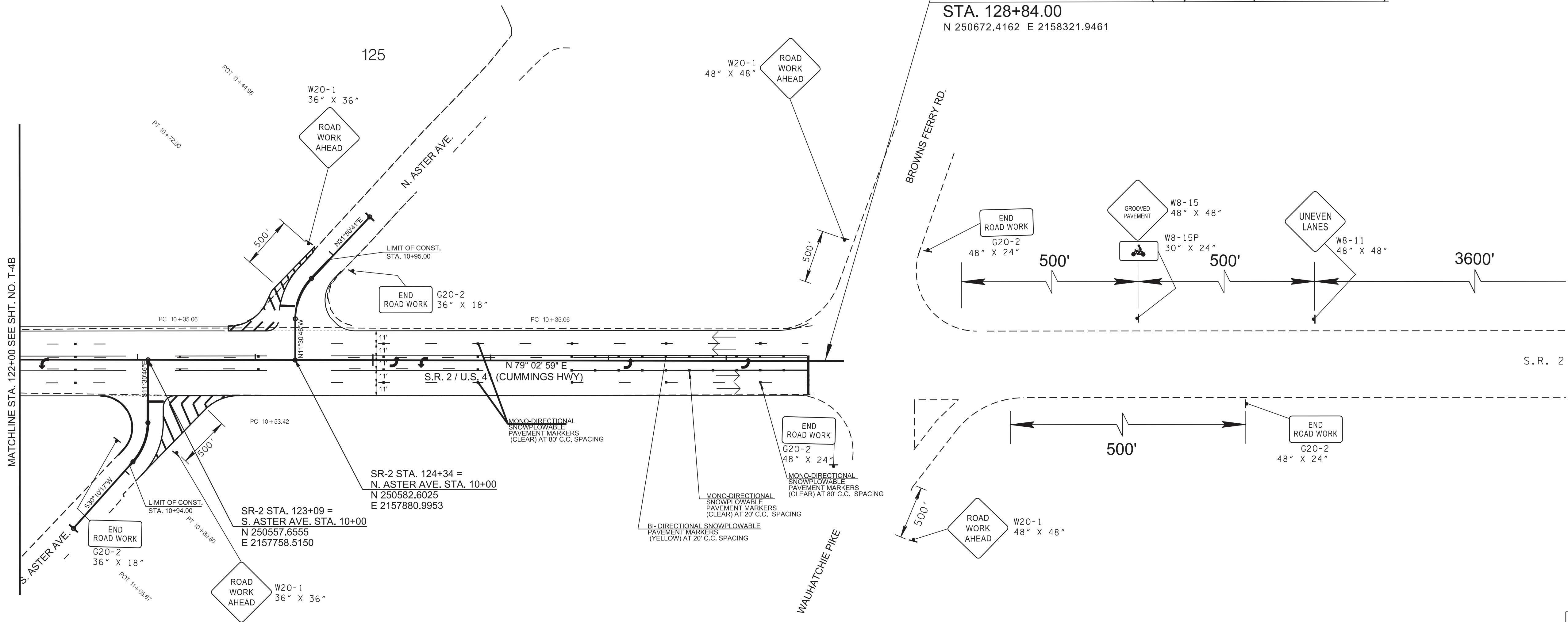


COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.111+00 TO STA.122+00
SCALE: 1"=50'

PHASE II



- PHASE 2 NOTES:
1. PLACE AND SHIFT TRAFFIC CONTROL MEASURES AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER.
 2. SHIFT TRAFFIC AS NEEDED UNDER THE DIRECTION OF THE TDOT ENGINEER TO COLD-PLANE AND RESURFACE WITHIN PROJECT LIMITS.
 3. PLACE FINAL PROPOSED PAVEMENT MARKINGS AND SIGNS AS DIRECTED BY THE TDOT ENGINEER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T4C
P.I.H.	2024	HSIP-2(268)	T4C
PS&E	2025	HSIP-2(268)	T4C

REV. 10/22/24:
FIXED MISPLACED & OVERLAPPING TEXT.

REMOVED TEXT FOR PROPOSED
PAVEMENT MARKINGS.



COORDINATES ARE NAD 83(2011), ARE DATUM
ADJUSTED BY THE FACTOR OF 0.99998 AND
TIED TO THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988 WITH
GEOID 03 MODEL OBTAINED ON 6-20-2022.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

STA.122+00 TO STA.129+00
SCALE: 1"=50'

PHASE II

07-JAN-2025 14:25
\\tdot02nas002.tdot.state.tn.us\02Shared\Design County Folders\Hamilton\128211-00-SR2RSAR\T05 -TrafficControl-DetourMap.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T5
P.I.H.	2024	HSIP-2(268)	T5
PS&E	2025	HSIP-2(268)	T5

REV. 10/22/24;
REVISED SIGN LABELS & LOCATIONS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS

NOTE: SEE SHEET T5A FOR DETOUR SIGNING DETAILS


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	HSIP-2(268)	T5A
P.I.H.	2024	HSIP-2(268)	T5A
PS&E	2025	HSIP-2(268)	T5A

REV. 10/22/24:
REMOVED DETOUR SIGN "N" AND
LABELED "NOT USED".

REMOVED DETOUR SIGN "Q" AND
LABELED "NOT USED".

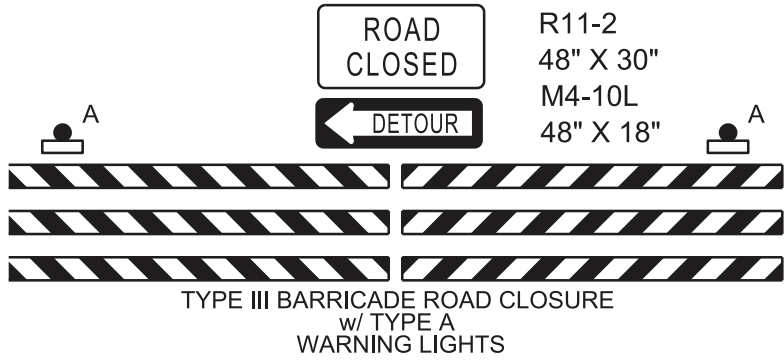






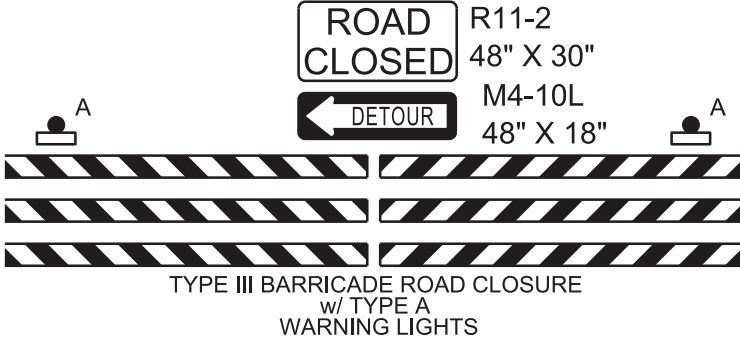


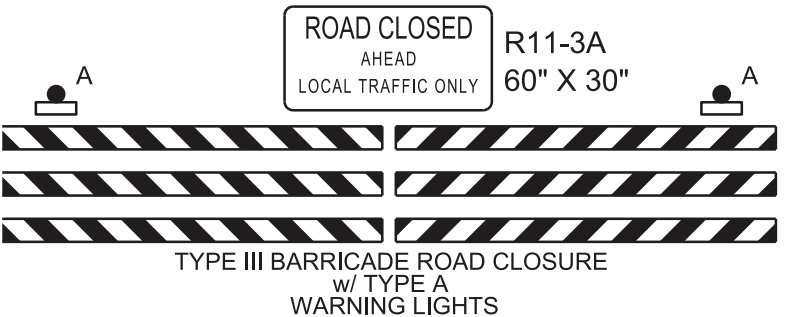





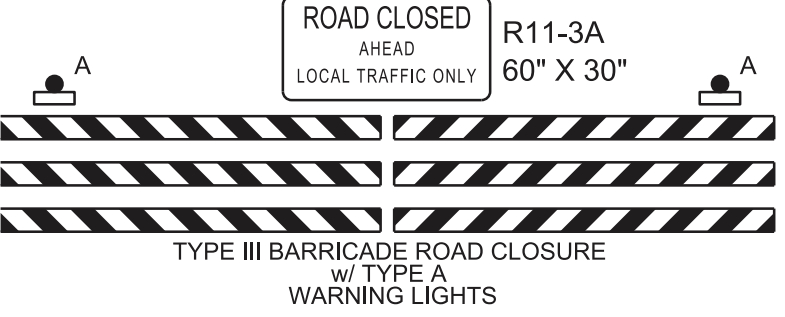
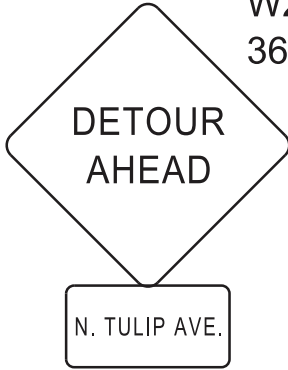
ADDED "N." FOR NORTH TO ALL SIGN
REFERENCES TO TULIP AVE.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS

<div>A</div> <div><div>R3-1 24" x 24"</div></div>	<div>E</div> <div><div>M4-9R 30" X 24"</div></div>	<div>H</div> <div><div>M4-9R 30" X 24"</div></div>	<div>J</div> <div><div>M4-9R(MOD) 30" X 24"</div></div>	<div>K</div> <div><div>M4-9R 30" X 24"</div></div>	<div>S</div> <div><div>M4-9R 30" X 24"</div></div>
<div>B</div> <div><div>M4-9L 30" X 24"</div></div>	<div>F</div> <div><div>R3-1 24" x 24"</div><div>M4-9L 30" X 24"</div></div>	<div>N</div> <div>NOT USED</div>	<div>O</div> <div><div>M4-9L 30" X 24"</div></div>	<div>I</div> <div><div>M4-8A 24" X 18"</div></div>	
<div>C</div> <div><div>M4-9R 30" X 24"</div><div>M4-9L 30" X 24"</div></div>	<div>G</div> <div><div>M4-9L 30" X 24"</div></div>	<div>L</div> <div><div>M4-9L 30" X 24"</div></div>	<div>P</div> <div><div>M4-9L 30" X 24"</div></div>		
<div>D</div> <div><div>M4-9R 30" X 24"</div><div>M4-9R(MOD) 30" X 24"</div><div>R3-2 24" x 24"</div></div>	<div>M</div> <div><div>M4-9L 30" X 24"</div></div>	<div>Q</div> <div>NOT USED</div>	<div>R</div> <div><div>W20-2 36" X 36"</div></div>		

12/17/2024 1:13:45 PM M:\Reg 2 ROW Utilities\Relocation Projects\HAMILTON\128211.00 SR-8 Myrtle Ave to Wauhatchie Pike-Brown Ferry Rd\Microstation Files\U1-1 NoCost.dgn

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

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-2(268)	U1-1
		33008-3220-94	
		128211.00	

SPECIAL NOTES

SEVERAL UTILITIES WERE NOT RESPONSIVE. ANY RELOCATIONS ARE COMPLETED AT NO COST TO THE STATE.

LOCATIONS ARE APPROXIMATE AND FOR REFERENCE ONLY (IF NECESSARY)

BELLSOUTH DBA AT&T
ADJUSTING MANHOLES DURING CONSTRUCTION.
REQUIRES CLOSE COORDINATION WITH AT&T.
SEE SCHEDULE OF CALENDAR DAYS FOR MORE INFORMATION.

UTILITY OWNERS AND CONTACTS:

<div>(NO COST) COMMS:</div> <div>BELLSOUTH DBA AT&T 300 E. MARTIN LUTHER KING BLVD, 5TH FLOOR CHATTANOOGA, TN 37403</div> <div>MR. JOE PERREL JP1389@ATT.COM (423) 266-1566</div>	<div>(NO RESPONSE - NO COST) FIBER:</div> <div>AT&T 360 GEES MILL BUSINESS PARKWAY CONYERS, GA 30013</div> <div>MS. TRINA IVEY KI2863@ATT.COM (678) 641-5522</div>
<div>(NO RESPONSE - NO COST) GAS:</div> <div>CHATTANOOGA GAS CO. PO BOX 4569 ATLANTA, GA 30302</div> <div>MR. BRANDON STEPHENS BSTEPHENS@SOUTHERNCO.COM (404) 584-3915</div>	<div>(NO KNOWN CONFLICTS) SEWER:</div> <div>CITY OF CHATTANOOGA 1250 MARKET STREET, SUITE 2100 CHATTANOOGA, TN 37402</div> <div>MR. DENNIS MALONE DMALONE@CHATTANOOGA.GOV (423) 643-6188</div>
<div>(NO KNOWN CONFLICTS) CATV:</div> <div>COMCAST 2030 EAST POLYMER DR. CHATTANOOGA, TN 37421</div> <div>MR. TIM GREGORY TIM_GREGORY@COMCAST.COM (706) 252-4185</div>	<div>(NO RESPONSE - NO COST) ELECTRIC:</div> <div>ELECTRIC POWER BOARD OF CHATTANOOGA PO BOX 182255 CHATTANOOGA, TN 37422</div> <div>MR. ADAM NORWOOD NORWOODAW@EPB.NET (426) 483-3305</div>
<div>(NO KNOWN CONFLICTS) WATER:</div> <div>TENNESSEE AMERICAN WATER 1500 RIVERSIDE DR. CHATTANOOGA, TN 37406</div> <div>MR. GRADY STOUT GRADY.STOUT@AMWATER.COM (423) 771-4713</div>	<div>(NO RESPONSE - NO COST) FIBER:</div> <div>ELECTRIC POWER BOARD OF CHATTANOOGA PO BOX 182255 CHATTANOOGA, TN 37422</div> <div>MR. ADAM NORWOOD NORWOODAW@EPB.NET (426) 483-3305</div>

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UTILITY
REFERENCE