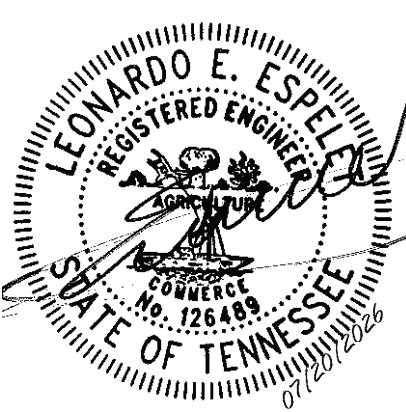




THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Leonardo Espelet

Digitally signed by Leonardo Espelet
Reason: I am the author of this document
Date: 2026.07.20 16:57:45-05'00'

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

KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE
SUITE 600
FRANKLIN, TN 37067
LEO ESPELET, P.E. NO. 126489

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

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS	2B
PAVEMENT SCHEDULE.....	2B1
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE(S)	3A
PROPERTY MAP.....	3B
PRESENT LAYOUT.....	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
PROPOSED PROFILE(S)	4C
SIDE ROADS PROFILE(S)	5
DRAINAGE MAP.....	6
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	7 – 12
ROADWAY CROSS SECTIONS	13 – 17
TRAFFIC CONTROL PLANS	T1 – T4

YEAR	PROJECT NO.	SHEET NO.
2026	NH-SIP-61(58)	ROADWAY-SIGN 1

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

ANDERSON COUNTY

S.R. 61 INTERSECTION AT
SINKING SPRINGS ROAD / LEWALLEN HOLLOW ROAD
IN CLINTON

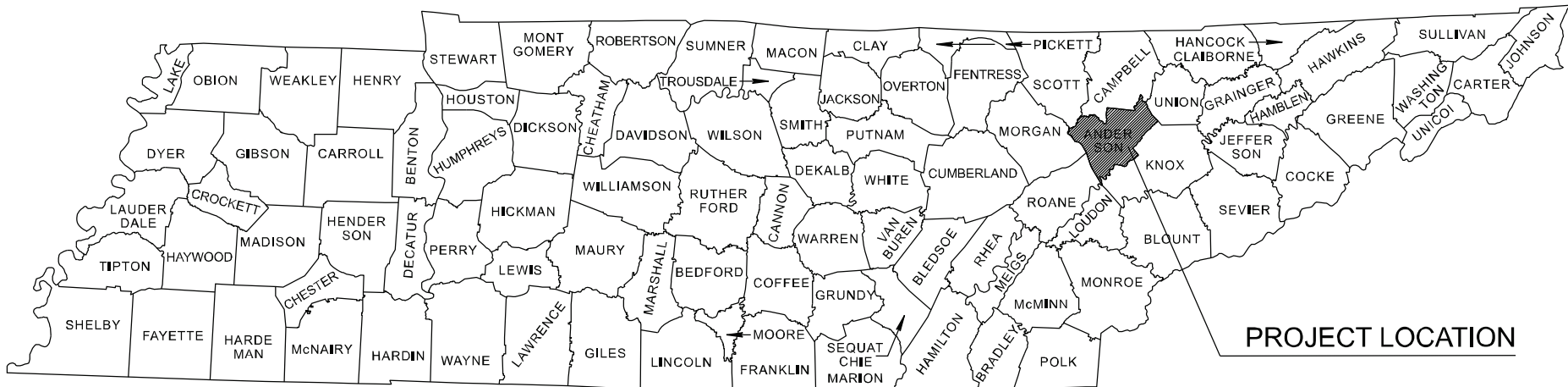
PS&E PLANS

GRADE, DRAIN, PAVE, RESURFACING, SIGN, MARKING, LIGHTING

STATE HIGHWAY NO. 61 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-SIP-61(58)	
STATE PROJ. NO.	01S061-F3-004	



01S061-F2-004
END PROJECT NO. NH-SIP-61(58)
R.O.W. (UTILITIES ONLY)
STA. 16+70.00 SR 61
N 658192.2191 E 2526170.3316

01S061-F3-004
END PROJECT NO. NH-SIP-61(58)
CONST.
STA. 16+70.00 SR 61
N 658192.2191 E 2526170.3316

01S061-F2-004
BEGIN PROJECT NO. NH-SIP-61(58)
R.O.W. (UTILITIES ONLY)
STA. 10+50.00 SR 61
N 657631.8348 E 2525905.1964

01S061-F3-004
BEGIN PROJECT NO. NH-SIP-61(58)
CONST.
STA. 10+50.00 SR 61
N 657631.8348 E 2525905.1964

PROJECT OF LIMITED SCOPE

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: ERIC WILSON, P.E.

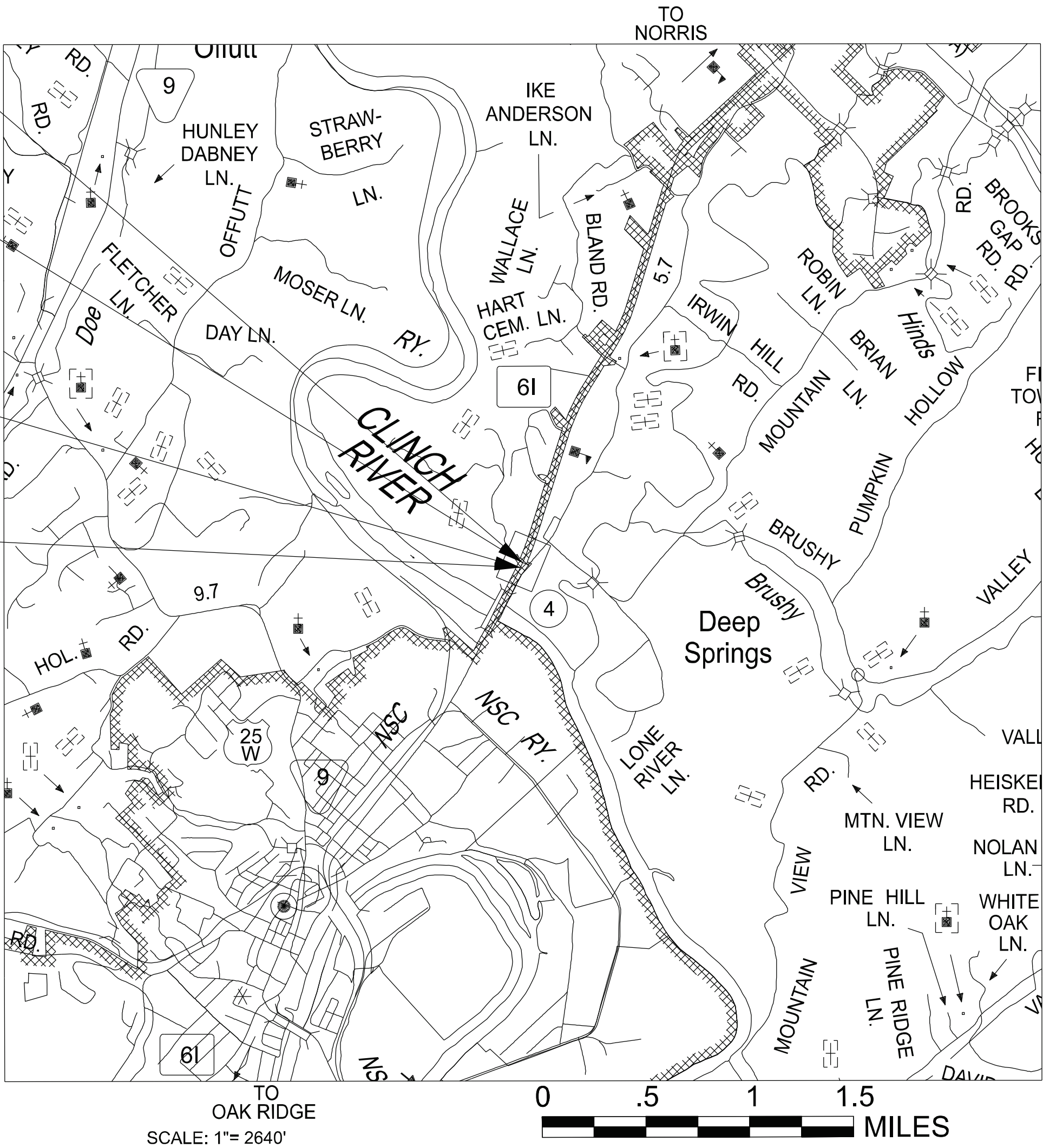
DESIGN FIRM : KIMLEY-HORN AND ASSOCIATES INC.

DESIGNER : JOE CASAGRANDE, E.I.

CHECKED BY LEONARDO ESPELET, P.E.

P.E. NO. 01S061-F1-004 (NEPA)

PIN NO. 136082.00



R.O.W. LENGTH 0.000 MILES
ROADWAY LENGTH 0.117 MILES
BRIDGE LENGTH 0.00 MILES
BOX BRIDGE LENGTH 0.00 MILES
BOX BRIDGE LENGTH 0.00 MILES ▲
PROJECT LENGTH 0.117 MILES

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

NO EXCLUSIONS

PS&E
PLANS

SEALED BY



APPROVED:

Shane Hester

SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:

Will Reid

WILL REID, COMMISSIONER

SURVEY 09-25-25	TRAFFIC DATA	
UPDATED 12-22-2025 01-28-2026	ADT (2026)	23,680
	ADT (2046)	26,050
	DHV (2046)	2,809
	D	50 - 50
	T (ADT)	5 %
	T (DHV)	3 %
	V	55 MPH

COORDINATES ARE NAD/83(1995) (2011 ADJUSTMENT) ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B

ROADWAY INDEX

STANDARD ROADWAY DRAWINGS

SHEET NAME	SHEET NO.	DWG.	REV.	DESCRIPTION	DWG.	REV.	DESCRIPTION			
TITLE SHEET	1	10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS			T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES			
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A									
PROJECT COMMITMENTS	1B				RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET	T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
ESTIMATED ROADWAY QUANTITIES.....	2				RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L	T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
TYPICAL SECTIONS	2B	RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z						
PAVEMENT SCHEDULE.....	2B1	RD-L-1	01-30-26	STANDARD LEGEND	T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT			
GENERAL NOTES.....	2C	RD-L-1A		STANDARD LEGEND	T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD			
SPECIAL NOTES.....	2D	RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS						
ENVIRONMENTAL NOTES.....	2E	RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING						
TABULATED QUANTITIES	2F	RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING						
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3	RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL						
RIGHT-OF-WAY ACQUISITION TABLE(S)	3A	RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL						
PROPERTY MAP.....	3B									
PRESENT LAYOUT.....	4	RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL						
RIGHT-OF-WAY DETAILS	4A									
PROPOSED LAYOUT	4B									
PROPOSED PROFILE(S)	4C	10-101.00 STANDARDS ROADWAY DRAWINGS								
SIDE ROADS PROFILE(S)	5									
DRAINAGE MAP.....	6	RD18-TS-2A	01-30-26	RURAL LOCAL ROADS AND STREETS						
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....	7 – 12	RD18-TS-6D		RURAL MAJOR ARTERIAL DEPRESSED MEDIAN (4-6 LANE)						
ROADWAY CROSS SECTIONS	13 – 17	RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT						
TRAFFIC CONTROL PLANS	T1 – T4									
LIGHTING PLANS	L-1 – L-4	RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION						
GEOTECHNICAL PLANS	G-1 – G-4									
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.		10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES								
		RP-DHO-1	05-01-20	MEDIAN OPENINGS ON 4-LANE DIVIDED HIGHWAY						

10-108.00 SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
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10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL

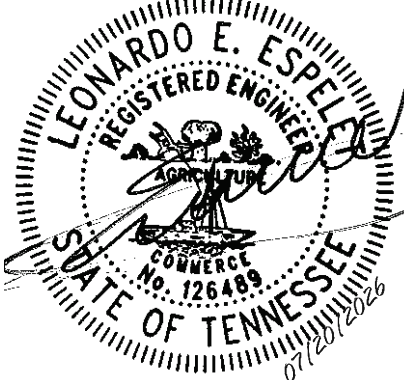
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

10-204.00 DESIGN - TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	1A
PS&E	2026	NH-SIP-61(58)	1A

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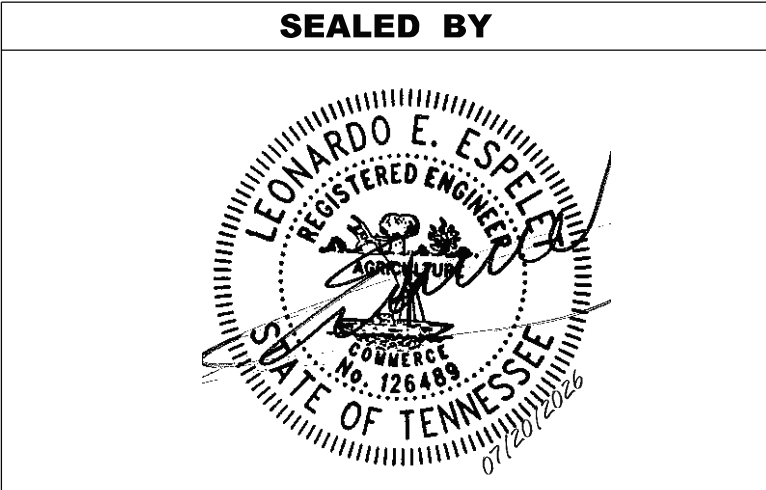


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	NH-SIP-61(58)	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDAC001	ENVIRONMENTAL DIVISION, ARCHEOLOGICAL	THE TN-SHPO DETERMINED THAT THE PROJECT AS CURRENTLY PROPOSED WILL NOT ADVERSELY AFFECT 40AN74 PROVIDED THAT ALL GROUND DISTURBING ACTIVITIES WITHIN THE VICINITY OF SITE 40AN74 ARE MONITORED BY AN ON-SITE QUALIFIED PROFESSIONAL ARCHAEOLOGIST. FOR THIS PROJECT, ALL GROUND DISTURBING ACTIVITIES TAKING PLACE BETWEEN SR-61 STATION 10+98.00 AND STATION 16+13.00 REQUIRE ARCHAEOLOGICAL MONITORING. SHOULD ARCHAEOLOGICAL RESOURCES BE IDENTIFIED DURING CONSTRUCTION, ALL GROUND-DISTURBING ACTIVITIES IN THE VICINITY MUST CEASE AND THE TN-SHPO BE CONTACTED FOR ADDITIONAL CONSULTATION. AT THE CONCLUSION OF MONITORING ACTIVITIES, A BRIEF REPORT MUST BE SUBMITTED TO THE TN-SHPO AND AN UPDATED SITE RECORD FOR 40AN74 SUBMITTED TO THE TENNESSEE DIVISION OF ARCHAEOLOGY.	STA. 10+98.00 TO STA 16+13.00

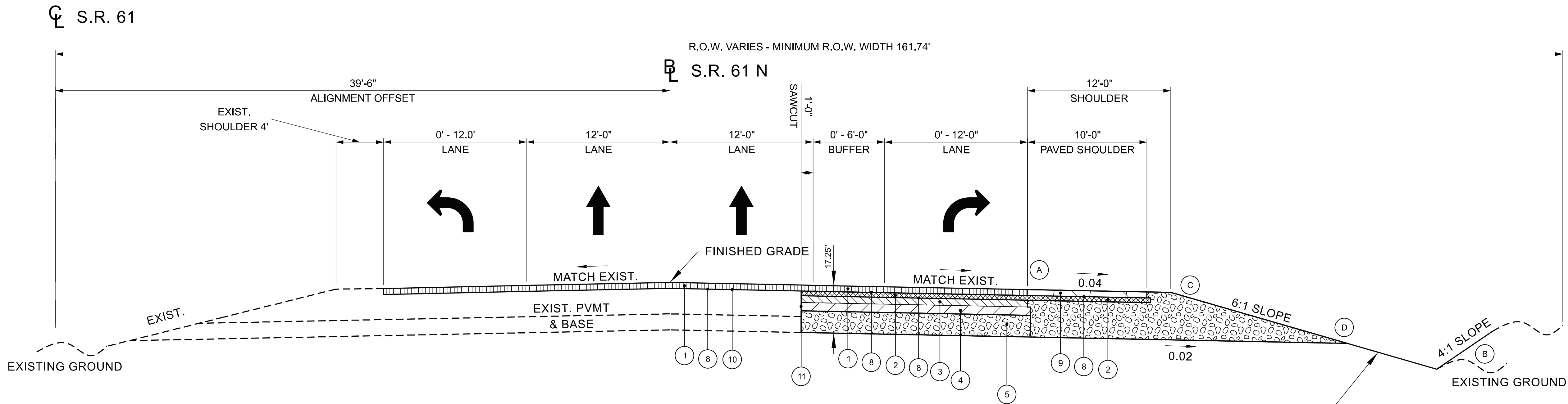


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

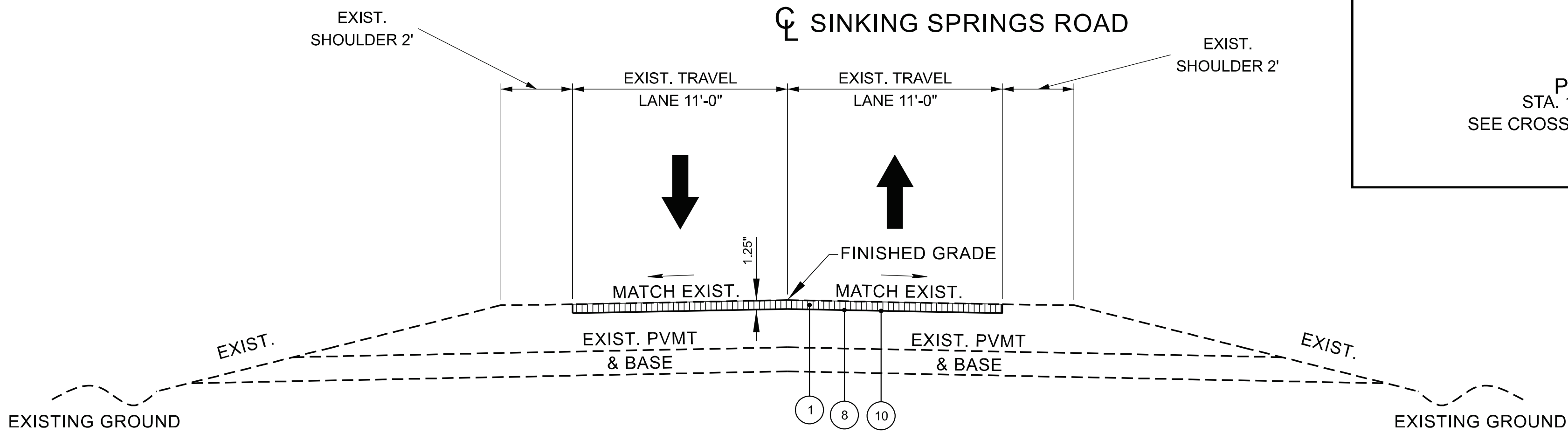
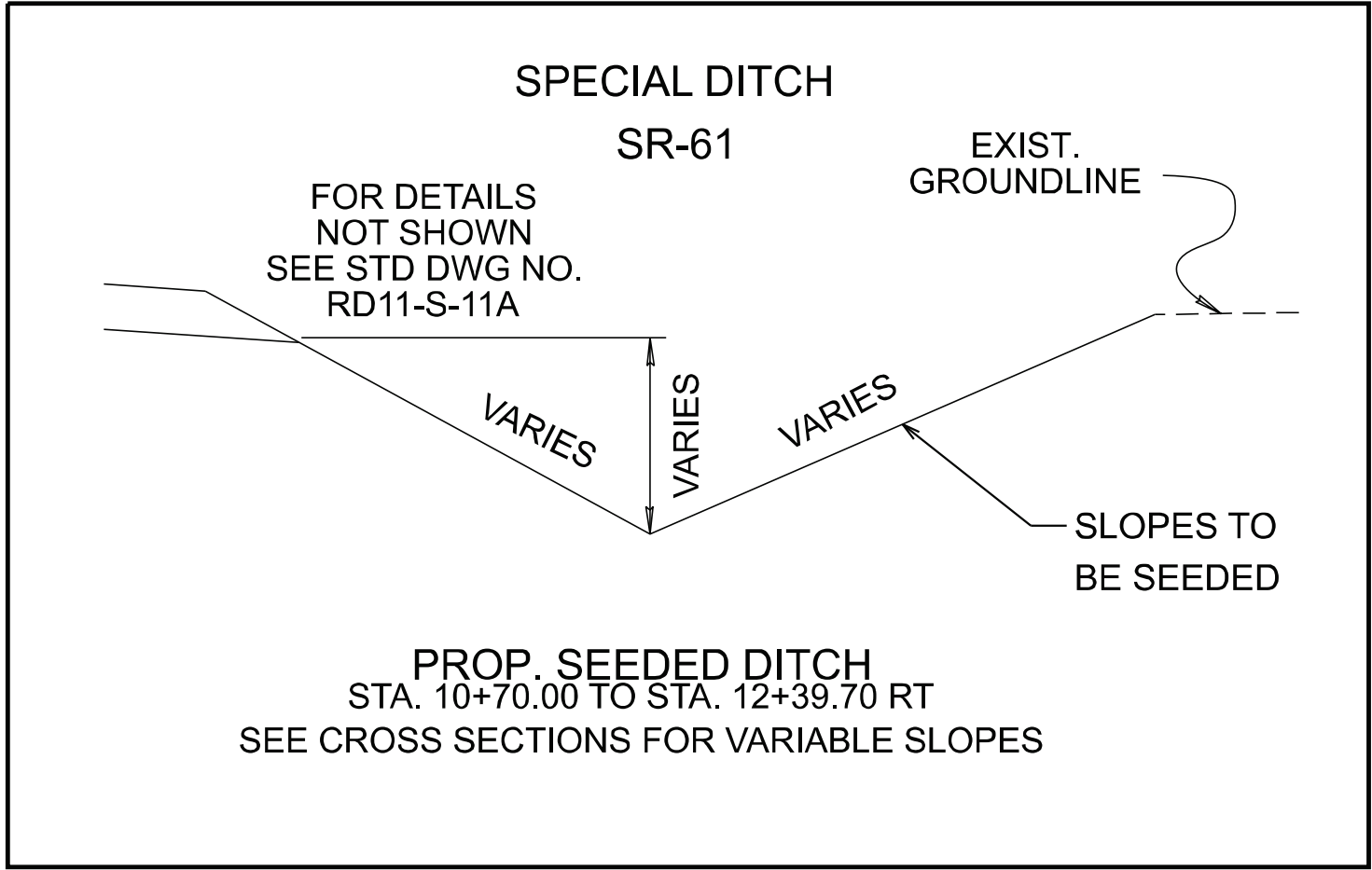
PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 01S061-F2-004
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	614
203-04	PLACING AND SPREADING TOPSOIL	CY	159
203-06	WATER	MG	1
209-05	SEDIMENT REMCVAL	CY	14
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	LF	617
209-40-43	CATCH BASIN FILTER ASSEMBLY (TYPE E)	EACH	3
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	882
307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	103
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	150.7
307-01.20	ASP. CONC. MIX(PG64-22) (BPMB-HM) GR. A-S	TON	98
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2.1
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LF	515
411-01.07	ACS MIX(PG64-22) GRADING E	TON	34
411-01.10	ACS MIX(PG64-22) GRADING D	TON	188
411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	LM	0.09
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	140
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	89
710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	LF	516
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	40
712-06	SIGNS (CONSTRUCTION)	SF	180
712-08.03	ARROW BOARD (TYPE C)	EACH	1
716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	7
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	SY	159
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	LF	20
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	3
716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	LF	404
716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	LM	0.23
716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	LM	0.2
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	LF	20
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	LM	0.1
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	SY	1200
801-02	SEEDING (WITHOUT MULCH)	UNIT	5.3
801-03	WATER (SEEDING & SODDING)	MG	1
805-12.01	EROSION CONTROL BLANKET (TYPE I)	SY	594

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	2B
FUNC.	2026	NH-SIP-61(58)	2B
PIH	2026	NH-SIP-61(58)	2B
PS&E	2026	NH-SIP-61(58)	2B



EXIST. SUPERELEVATED SECTION
NB SR-61 AT SINKING SPRINGS RD
(BASED ON STD. DWG. RD18-TS-6D)
FROM STA. 10+98.00 TO STA. 16+13.00
PAVEMENT TRANSITION FROM STA. 10+98.00 TO STA. 14+27.00



TANGENT SECTION
SINKING SPRINGS RD
(BASED ON STD. DWG. RD18-TS-2A)
FROM STA. 50+00.00 TO STA. 51+17.55

- (A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.
- (B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.
- (C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

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

SEE SHEET 2B1 FOR
PAVEMENT SCHEDULE.

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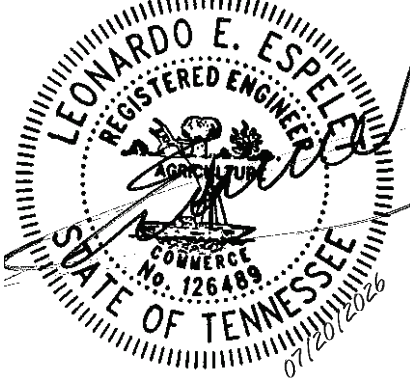
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	2B1
FUNC.	2026	NH-SIP-61(58)	2B1
PIH	2026	NH-SIP-61(58)	2B1
PS&E	2026	NH-SIP-61(58)	2B1

PROPOSED PAVEMENT SCHEDULE - ALL ROADWAYS	
1 ASPHALTIC CONCRETE SURFACES (HOT MIX) AT 1.25 IN. THICK (APPROX. 132.5 LBS/SY) ITEM NO. 411-01.10 ACS MIX (PG64-22) GRADING D	8 TACK COAT ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)
2 BITUMINOUS PLANT MIX BASE (HM) AT 2 IN. THICK (APPROX. 226 LBS/SY) ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	9 ASPHALTIC CONCRETE SURFACES (HOT MIX) AT 1.25 IN. THICK (APPROX. 132.5 LBS/SY) ITEM NO. 411-01.07 ACS MIX (PG64-22) GRADING E
3 BITUMINOUS PLANT MIX BASE (HM) AT 3 IN. THICK (APPROX. 345 LBS/SY) ITEM NO. 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	10 1.25" ASPHALT MILLING ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
4 BITUMINOUS PLANT MIX BASE (HM) AT 3 IN. THICK (APPROX. 318 LBS/SY) ITEM NO. 307-01.20 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A-S	11 EXISTING PAVEMENT TO BE SAW-CUT AND TRIMMED TO STRAIGHT VERTICAL LINE. ANY LOOSE OR DISTURBED PAVEMENT MUST BE REMOVED AND REPLACED.
5 MINERAL AGGREGATE BASE AT 8 IN. THICK (14 IN. THICK FOR SHOULDER) ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
SCHEDULE

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.
- (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

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

DRAINAGE

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING

- (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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

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

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN

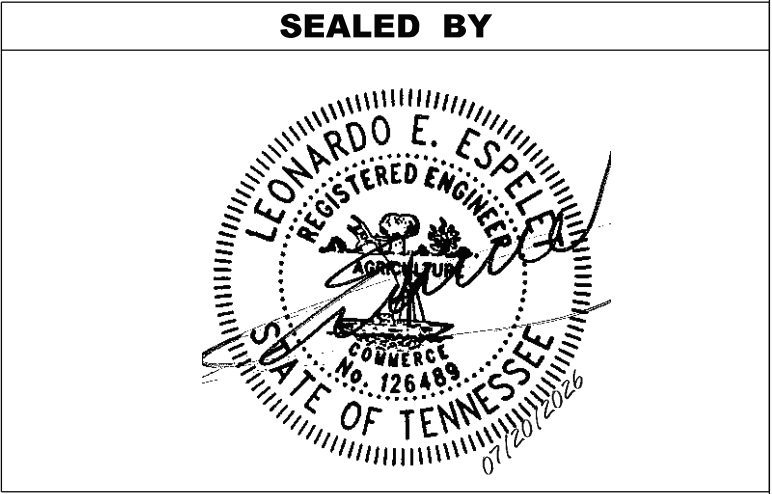
SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

LIGHTING

- (1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1, 2026 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.
- (2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.
- (3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.
- (4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.
- (5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.
- (6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.
- (7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.
- (8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.
- (9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.
- (10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.
- (11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	2C
PS&E	2026	NH-SIP-61(58)	2C



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

GRADING

- (4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.
- (6) THE CONTRACTOR SHALL CONSTRUCT AND COMPACT ALL EMBANKMENTS AND BRIDGE APPROACHES WITHIN THE PROJECT LIMITS AS PER 205.04.C IN THE STANDARD SPECIFICATIONS FOR DEGRADABLE ROCK. STOCKPILING OF NON-DEGRADABLE MATERIAL MAY BE REQUIRED FOR USE IN CAPPING EMBANKMENT. NO SEPARATE PAYMENT WILL BE MADE FOR STOCKPILING OR ADDITIONAL HANDLING OF NON-DEGRADABLE MATERIAL.

RESURFACING

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

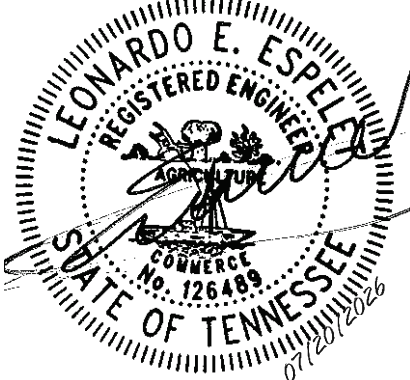
A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	2D
PS&E	2026	NH-SIP-61(58)	2D

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1)

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

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

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

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

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

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

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

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

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

SPECIES

- (10)

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

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND

EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

- (12)

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

PERMITS, PLANS & RECORDS

- (13)

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

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

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

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

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

SUPPORT ACTIVITIES

- (18)

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

ENVIRONMENTAL

- (20)

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1)

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

ECOLOGY

- (2)

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

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

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

PROJECT COMMITMENTS

- (5)

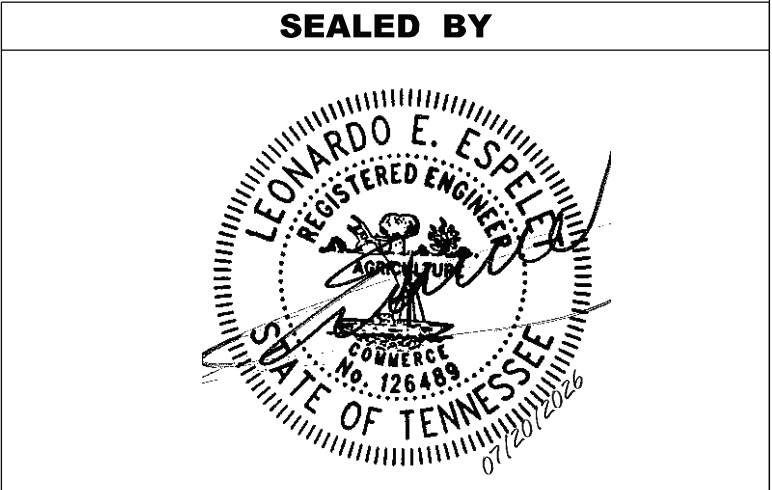
SEE PROJECT COMMITMENTS, SHEET 1B FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

- (6)

PROJECT CONSISTS OF ADDITIONAL TURN LANE BUILD OUT ALONG WITH MILL AND OVERLAY OF EXISTING LANES AND INTERSECTION. CROSS SLOPE REGRADES TO OCCUR ADJACENT TO THE NEW TURN LANE, WITH A NEW SPECIAL DITCH TO BE PLACED NEAR THE SOUTH SIDE OF THE PROJECT. FINALLY, LIGHTING IMPROVEMENTS / POLE RELOCATIONS TO ACCOMMODATE THE NEW TURN LANE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	2E
PIH	2026	NH-SIP-61(58)	2E
PS&E	2026	NH-SIP-61(58)	2E



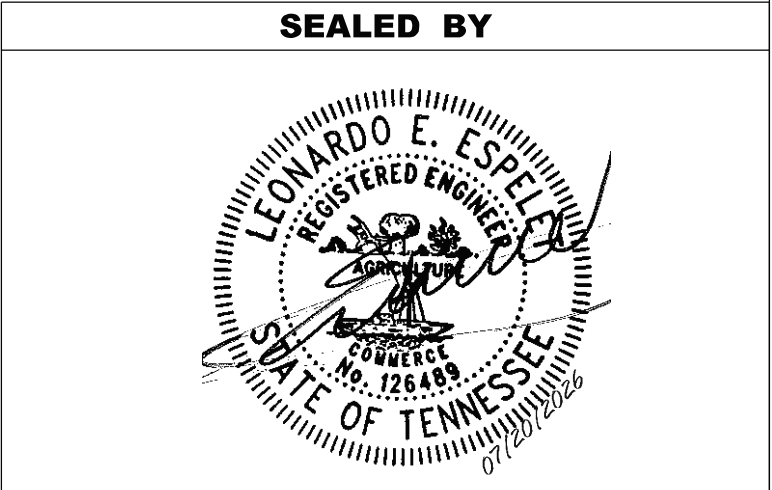
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

PAVEMENT QUANTITIES									
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)								
	MINERAL AGG.	ASPHAL TIC CONC MIX			PRIME COAT		TACK COAT	ASPHAL TIC CONCRETE SURFACE (HOT MIX)	ASPHAL TIC CONCRETE SURFACE (HOT MIX)
		PG 64-22						PG-64-22	PG-64-22
	TYPE B	B-M2	A	A-S			E	D	
	303-01	307- 01.08	307- 01.01	307- 01.20	402-01	402-02	403-01	411- 01.07	411- 01.10
SR 61	882.0	151.0	103.0	98.0			1.6	64.0	131.4
SINKING SPRINGS							0.5		56.6
TOTALS	882.0	151.0	103.0	98.0			2.1	64.0	188.0

ESTIMATED GRADING QUANTITIES									
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY				
		EXC.	EMB.	EXC.	SHRINK = 5 % SWELL = 5 %				
MAINLINE		609	158	579	EXC.	EMB.			
SIDE ROADS		0	0						
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES		0	0						
INDEPENDENT DITCHES		0	0						
TEMPORARY CONSTRUCTION EXITS		0	0						
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)		0	0						
TOPSOIL (EMB.)		0							
TOPSOIL (EXC.)		0							
TOPSOIL TOTALS (SEE TOPSOIL TABLE)					579	VS.	-158		
ROCK(C.Y.)		TOTALS (C.Y.)			AVAILABLE	=	421		
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)	WASTE MATERIAL	=	443
0	0	609	158	609	609	579			

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	2F
PIH	2026	NH-SIP-61(58)	2F
PS&E	2026	NH-SIP-61(58)	2F



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

TELEPHONE:

MCI-VERIZON

603 WAREHOUSE PARK LN
KNOXVILLE, TN 37932
CONTACT: STANLEY MAJKA
OFFICE PHONE:
CELL PHONE: 615 428 4943
Email: stanley.m.majka@verizon.com

TELEPHONE:

AT&T

9733 PARKSIDE DR
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
OFFICE PHONE:
CELL PHONE: 865 387 2685
Email: jf092g@att.com

GA S:

POWELL CLINCH UTILITY DISTRICT

203 FIRST STREET P.O. BOX 428
LAKE CITY, TN 37932
CONTACT: AARON MCCOY
OFFICE PHONE: 865 426 3084
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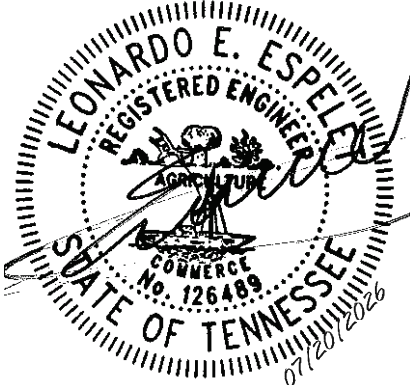
WATER:

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	3
FUNC.	2026	NH-SIP-61(58)	3
PIH	2026	NH-SIP-61(58)	3

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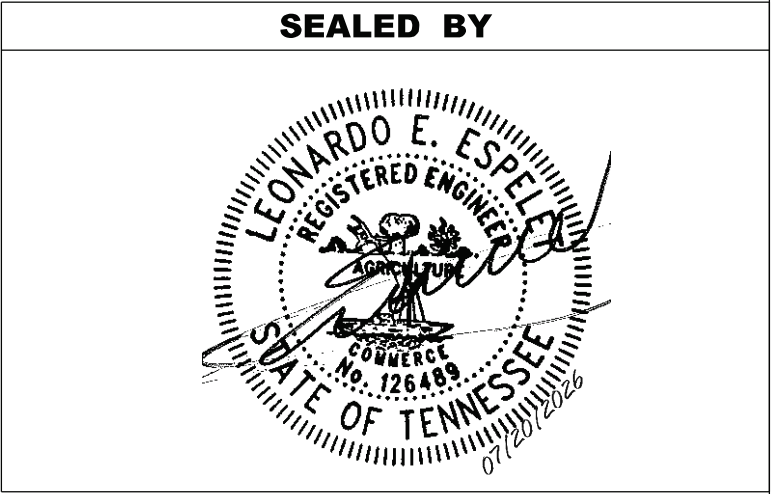
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	3A
FUNC.	2026	NH-SIP-61(58)	3A
PIH	2026	NH-SIP-61(58)	3A

R.O.W. ACQUISITION TABLE																			
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)					SEPTIC SYSTEM
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	PERM. SLOPE	CONSTRUCTION	AIR RIGHTS	PERM. HIGHWAY	
				BOOK	PAGE														
1	BRENDA PARKER	065E	016.00	1828	1957	2.39	0.00	2.39				2.39	0.00						
2	PACIFIC SOUTHWEST VENTURES	065	093.00	1808	1454	2.77	0.00	2.77				2.77	0.00						
3	FATHERS FIGHTING FOR THEIR CHILDRENS HEART	065	086.02	1771	753	0.00	1.99	1.99				0.00	1.99						
4	SHASTA L. SHARP	065	086.00	1821	2070	0.00	4.30	4.30				0.00	4.30						
5	RAELYNE SHARP	065	087.01	1074	554	0.00	0.85	0.85				0.00	0.85						
6	DOYLES S. CARDWELL	065	087.00	1528	1278	0.00	2.37	2.37				0.00	2.37						
7	JENNY SEIBER	064	087.02	1601	145	0.00	0.69	0.69				0.00	0.69						
8	LUCAS S. BARNES	085E	015.00	1532	1084	0.00	0.24	0.24				0.00	0.24						
TOTALS						5.16	10.44	15.60				5.16	10.44						

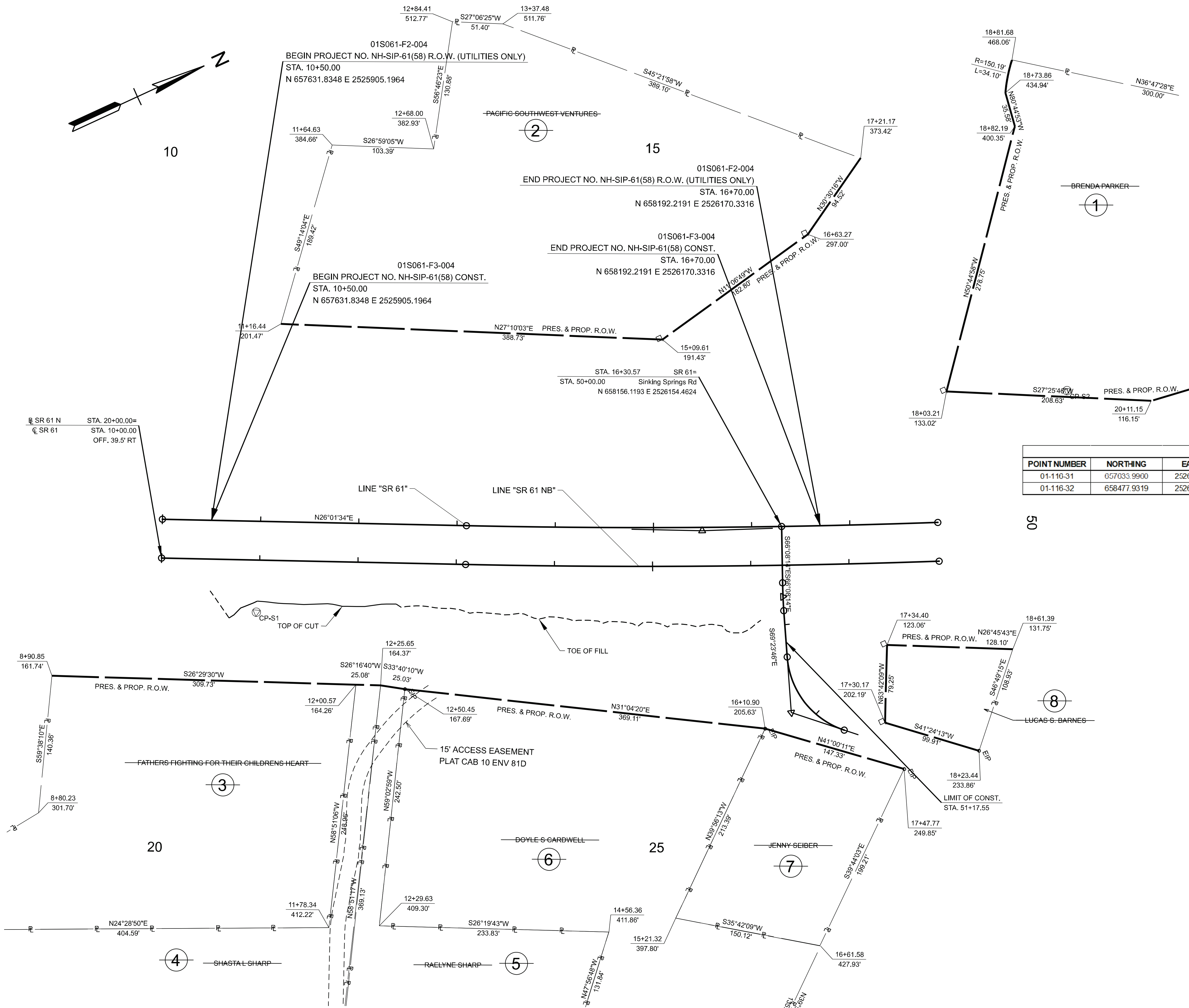
DISTURBED AREA		
IN BETWEEN SLOPE LINES		0.616 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)		0.180 (AC)
TOTAL DISTURBED AREA		0.796 (AC)
TOTAL PROJECT AREA		0.796 (AC)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

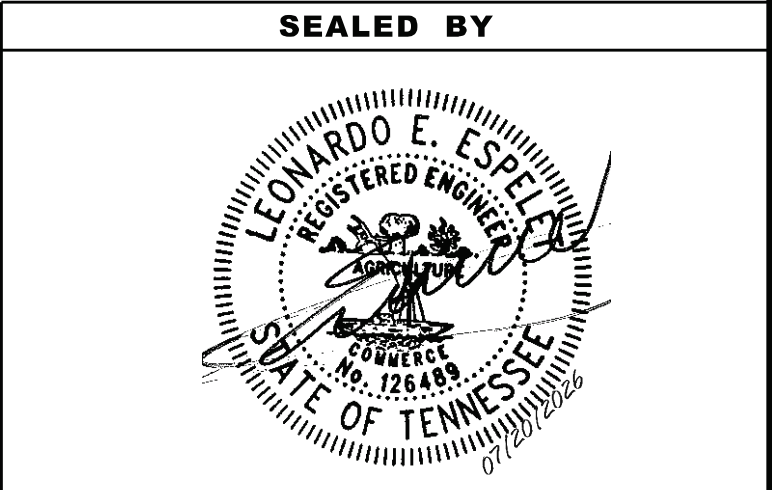
RIGHT-OF-WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	4A
FUNC.	2026	NH-SIP-61(58)	4A
PIH	2026	NH-SIP-61(58)	4A
PS&E	2026	NH-SIP-61(58)	4A



CONTROL POINT TABLE						
POINT NUMBER	NORTHING	EASTING	ELEVATION	SCALE FACTOR	STATION	OFFSET
01-116-31	657633.9960	2520009.3170	845.253	1.00008	10+97.64	92.01' RT
01-116-32	658477.9319	2526150.7090	852.473	1.00008	N/A	N/A

NOTE: STATIONING REFERENCES MAINLINE CENTERLINE



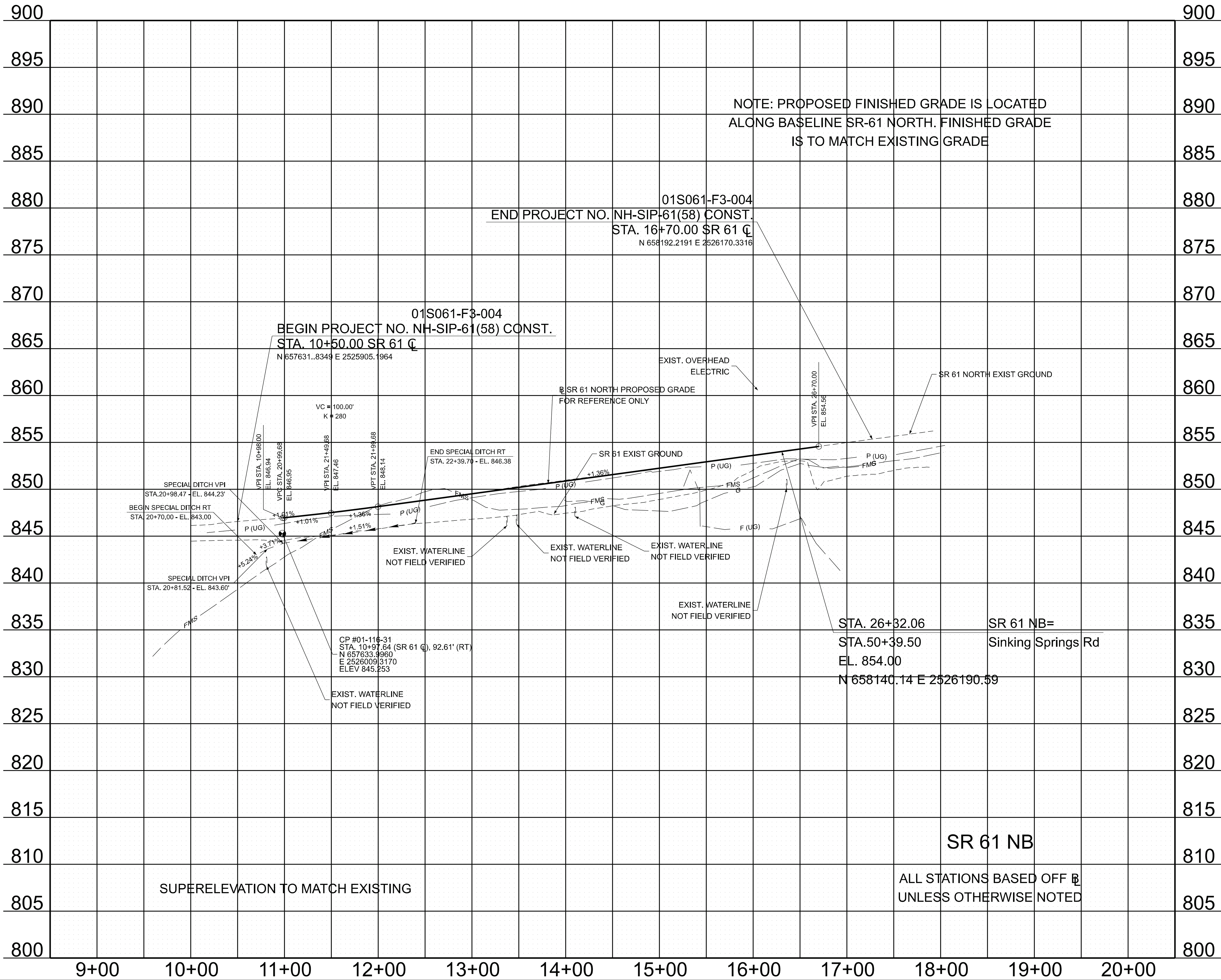
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

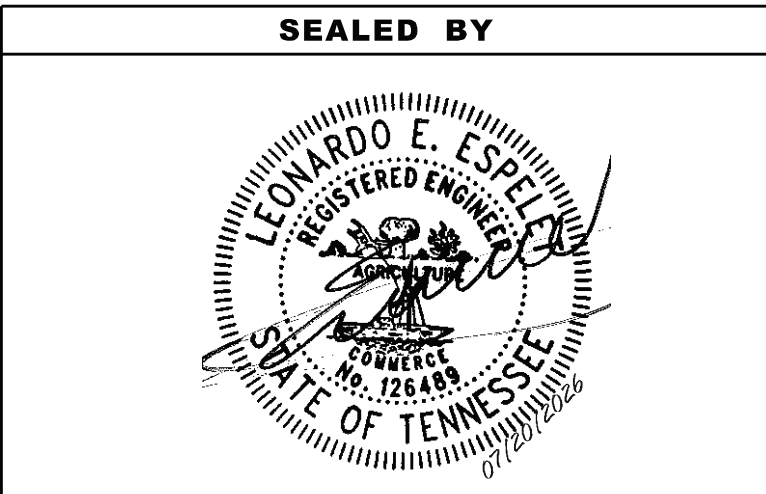
RIGHT-OF-WAY DETAILS

STA. 10+50.00 TO STA. 16+70.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	4C
FUNC.	2026	NH-SIP-61(58)	4C
PIH	2026	NH-SIP-61(58)	4C
PS&E	2026	NH-SIP-61(58)	4C



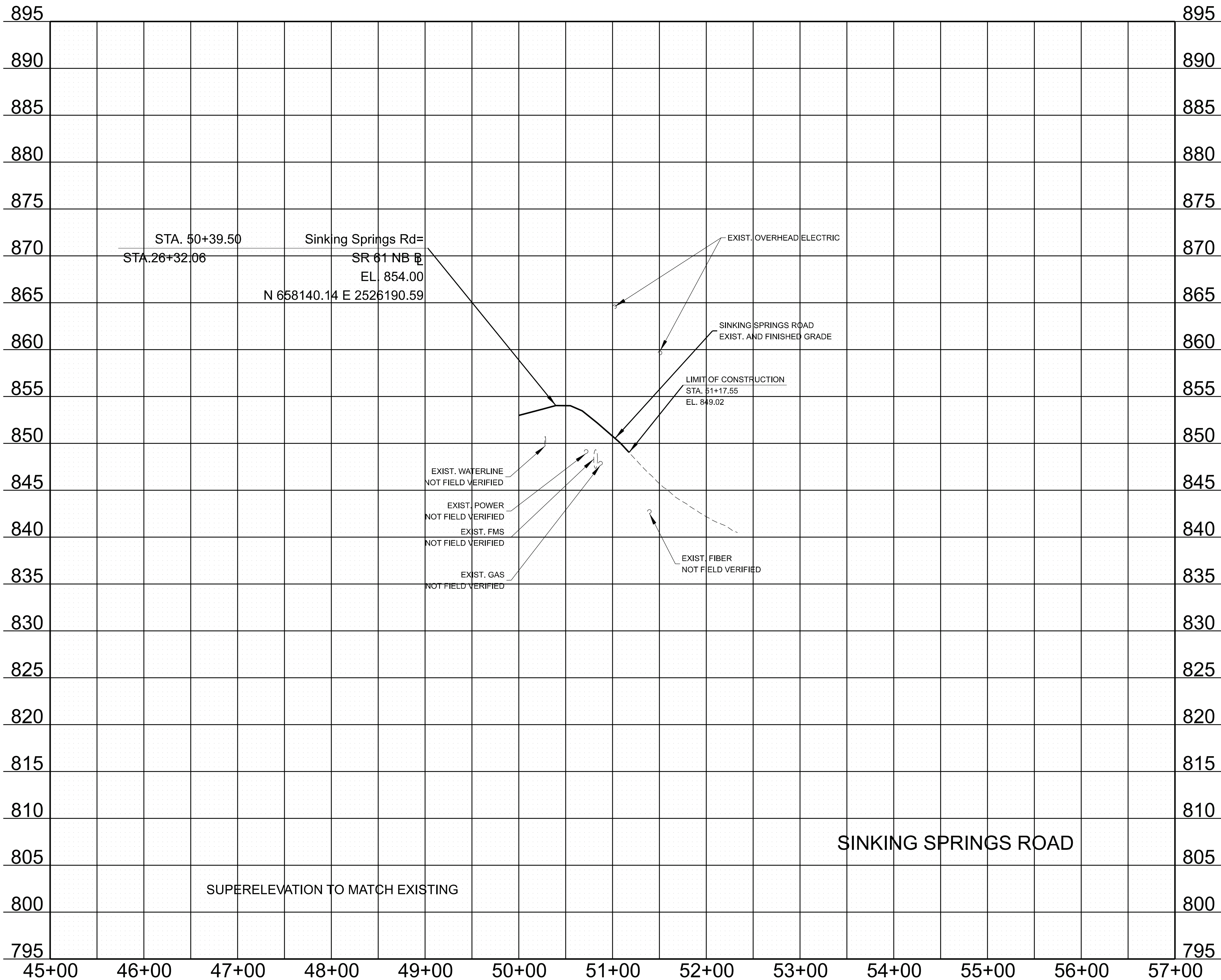
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

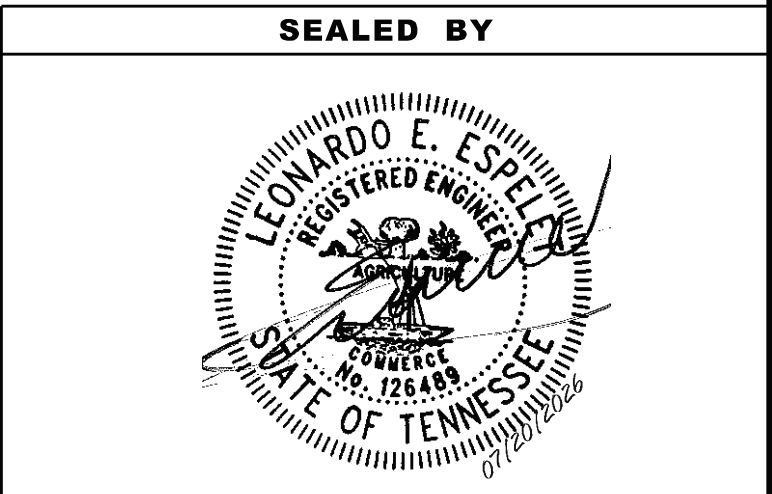
STA. 10+50.00 TO STA. 16+70.00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	5
PIH	2026	NH-SIP-61(58)	5
PS&E	2026	NH-SIP-61(58)	5



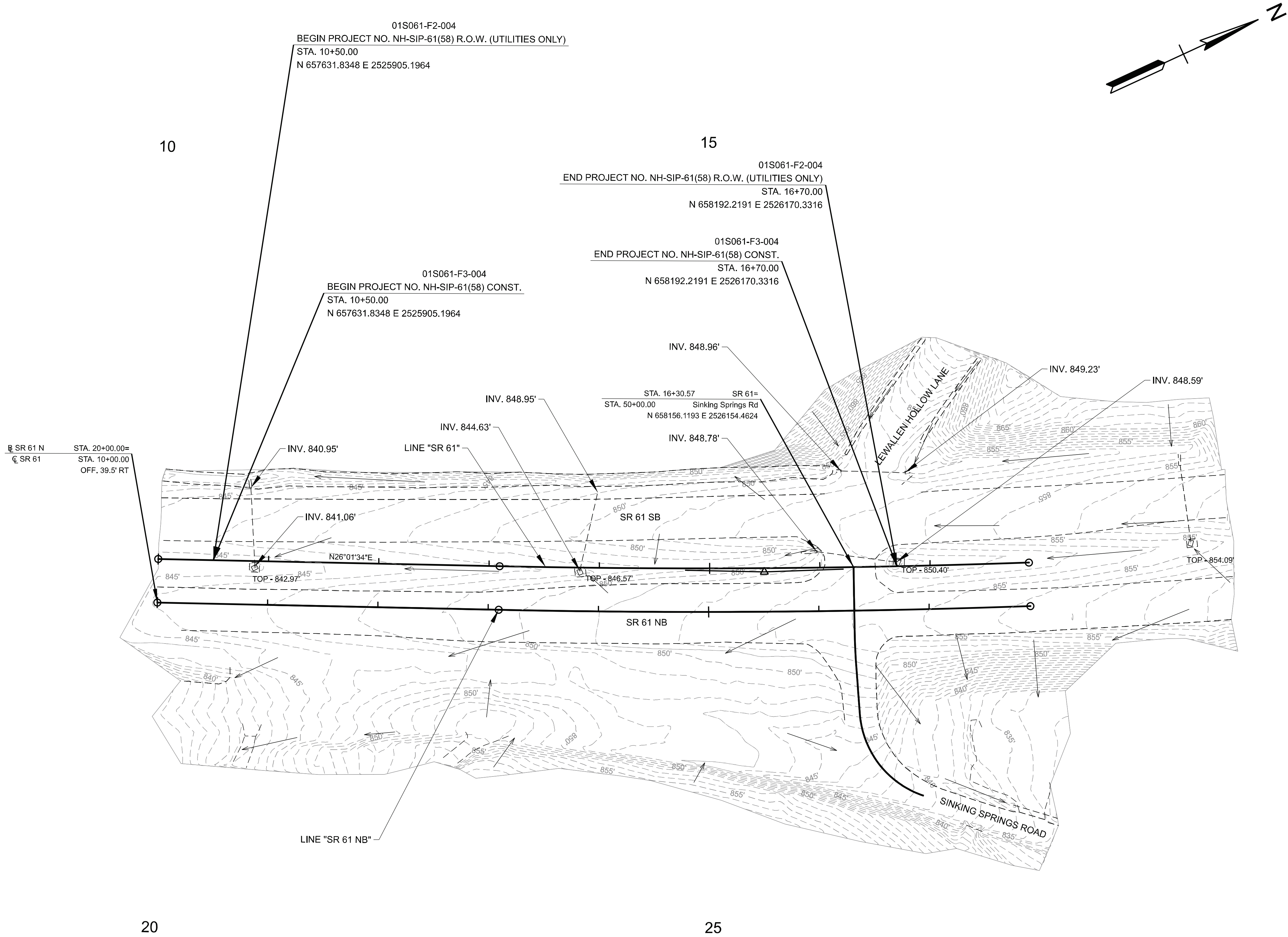
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD
PROFILE

STA. 50+00.00 TO STA. 51+17.55

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	6
FUNC.	2026	NH-SIP-61(58)	6
PIH	2026	NH-SIP-61(58)	6
PS&E	2026	NH-SIP-61(58)	6



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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

DRAINAGE MAP

STA. 10+50.00 TO STA. 16+70.00
SCALE: 1" = 50'

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)

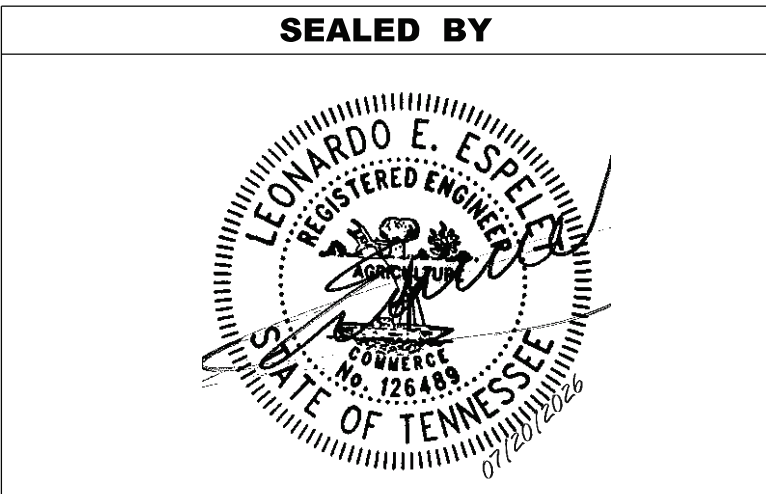
THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, 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.
FUNC.	2026	NH-SIP-61(58)	7
PIH	2026	NH-SIP-61(58)	7
PS&E	2026	NH-SIP-61(58)	7



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL
SPECIAL NOTES

- (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

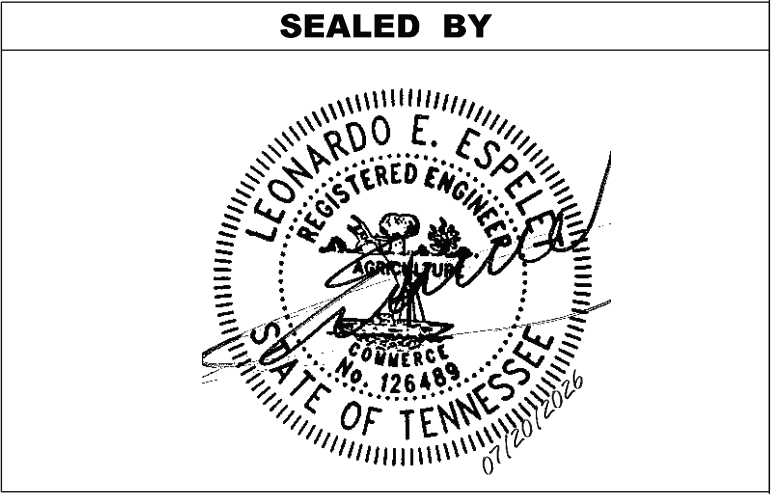
- (41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY 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.
FUNC.	2026	NH-SIP-61(58)	8
PIH	2026	NH-SIP-61(58)	8
PS&E	2026	NH-SIP-61(58)	8



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL
SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

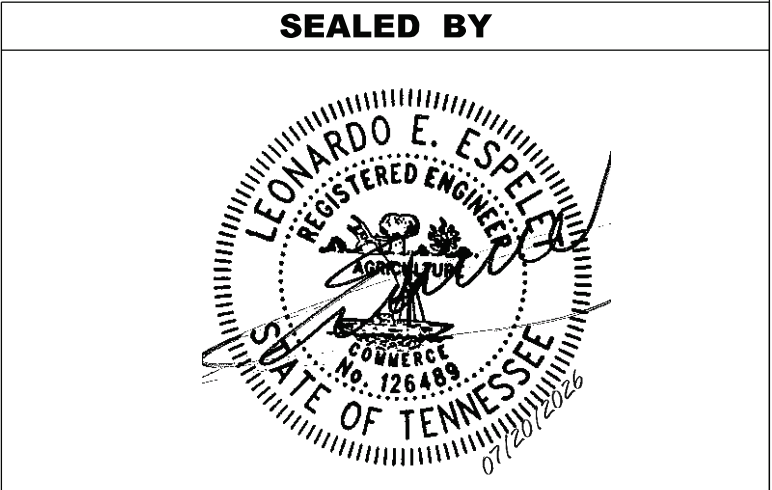
- (1)

FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (2)

A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.
- (3)

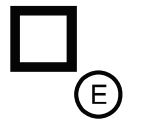
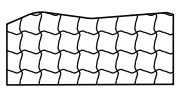
BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	9
PIH	2026	NH-SIP-61(58)	9
PS&E	2026	NH-SIP-61(58)	9



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL
SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF	SILT FENCE	EC-STR-3B
	CATCH BASIN PROTECTION (TYPE E)	EC-STR-19
	EROSION CONTROL BLANKET	EC-STR-34
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25

TABULATED EPSC QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	STAGE 1 QUANTITY	STAGE 2 QUANTITY	TOTAL QUANTITY
209-05	SEDIMENT REMOVAL	CY	7	7	14
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	617	617	617
209-40.43	CATCH BASIN FILTER ASSEMBLY(TYPE E)	EACH	3	3	3
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	89	89	89
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	1200	1200	1200
805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.		594	594

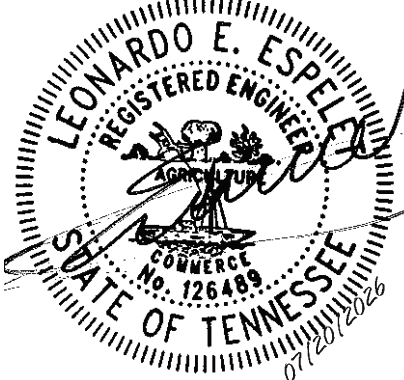
(1)(2)
(1)(2)
(1)(2)
(1)(3)
(1)(2)(3)

- (1) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- (3) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

OUTFALL	STAGE I		STAGE II	
	Area	Average Slope	Area	Average Slope
1	0.679 AC	1.83%	0.679 AC	1.83%

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	10
PIH	2026	NH-SIP-61(58)	10
PS&E	2026	NH-SIP-61(58)	10

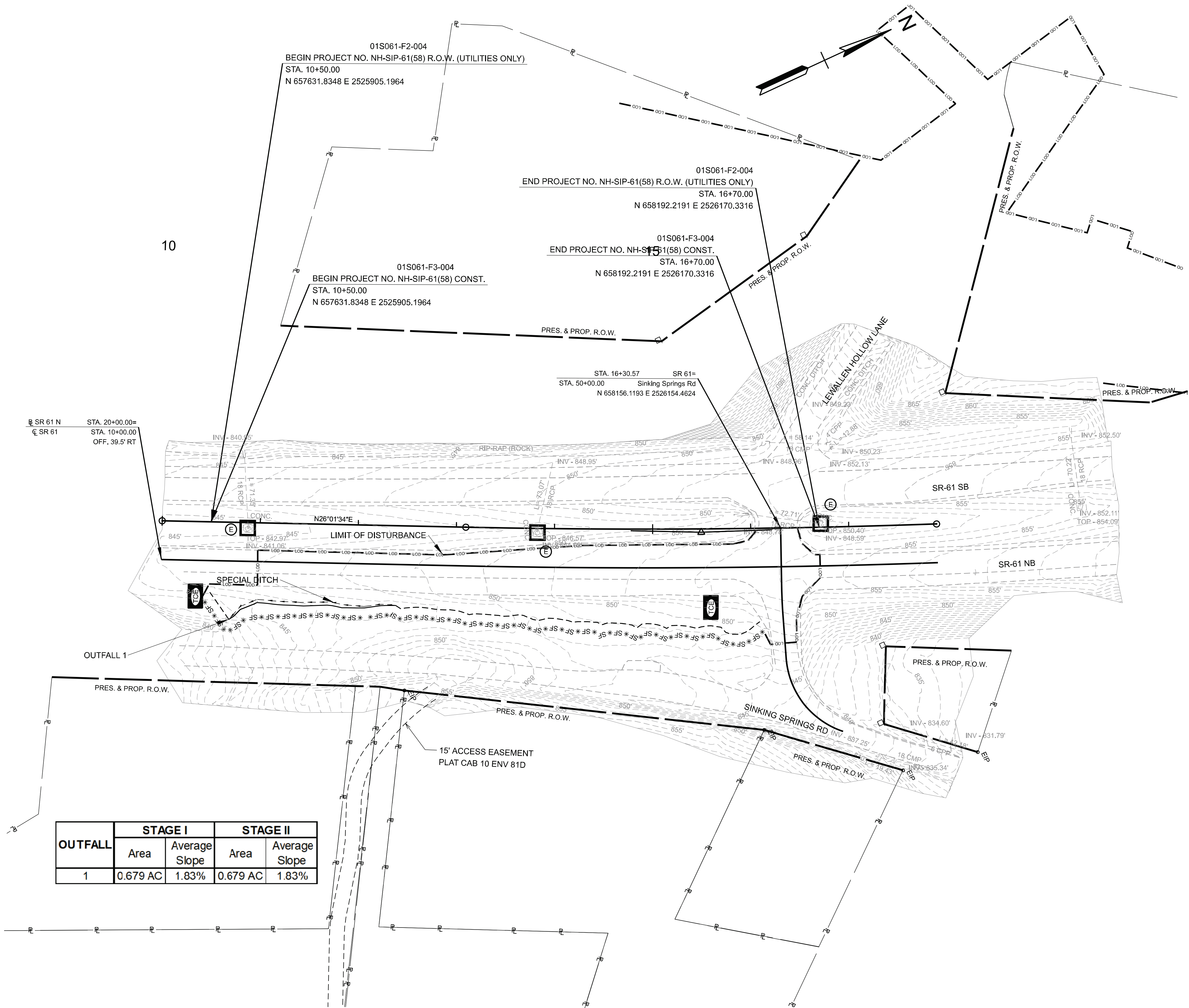
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) LEGEND &
TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	11
PIH	2026	NH-SIP-61(58)	11
PS&E	2026	NH-SIP-61(58)	11



---	EXISTING CONTOURS
---	PROPOSED CONTOURS

EPSC STAGE I

CORRESPONDS TO
CLEARING AND GRUBBING
PHASE

SEE SHEETS 7 - 10 FOR
NOTES AND LEGEND

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

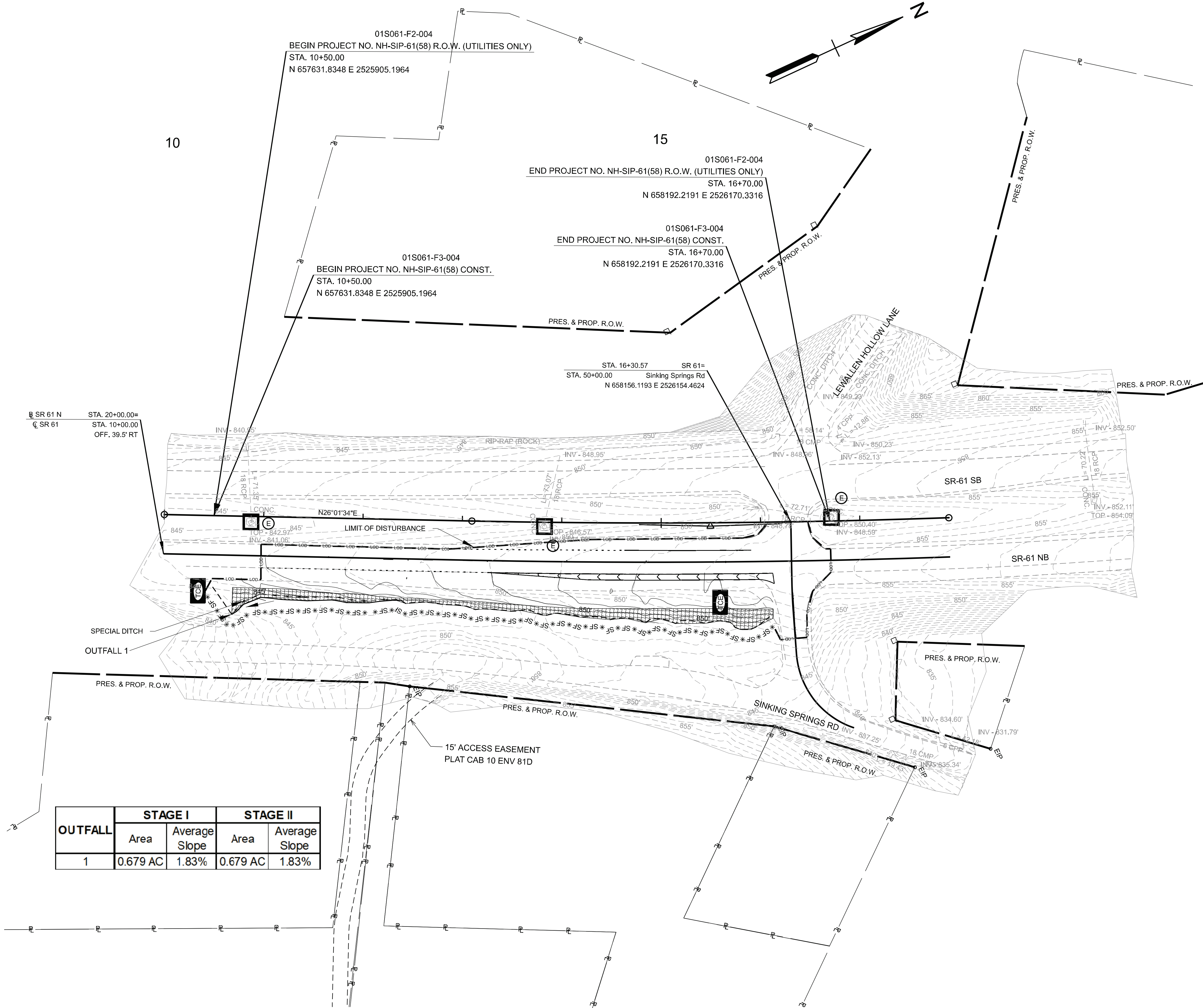
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS

STA. 10+50.00 TO STA. 16+70.00
SCALE: 1"=50'

OUTFALL	STAGE I		STAGE II	
	Area	Average Slope	Area	Average Slope
1	0.679 AC	1.83%	0.679 AC	1.83%

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	12
PIH	2026	NH-SIP-61(58)	12
PS&E	2026	NH-SIP-61(58)	12



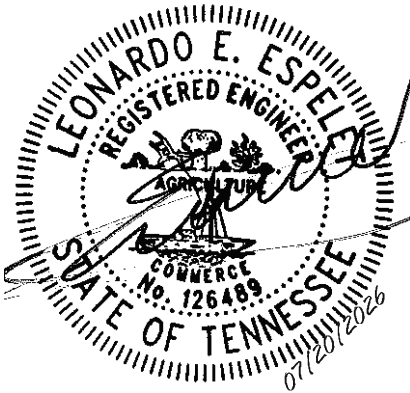
---	EXISTING CONTOURS
---	PROPOSED CONTOURS

EPSC STAGE II

CORRESPONDS TO
FINAL CONSTRUCTION
PHASE

SEE SHEETS 7 - 10 FOR
NOTES AND LEGEND

SEALED BY



COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

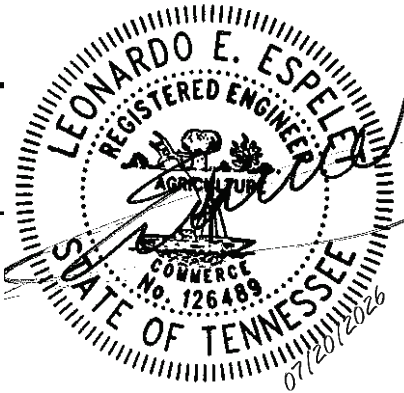
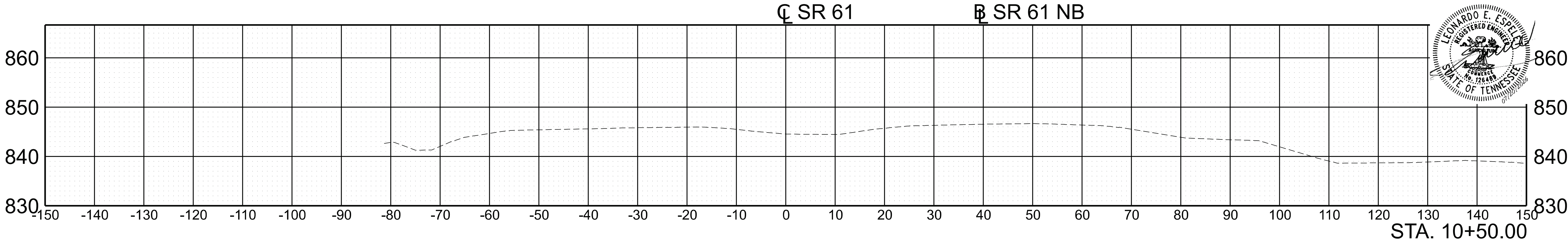
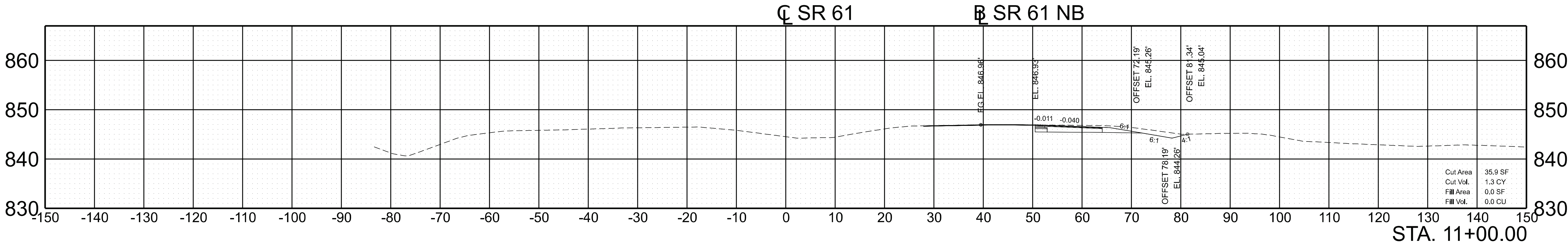
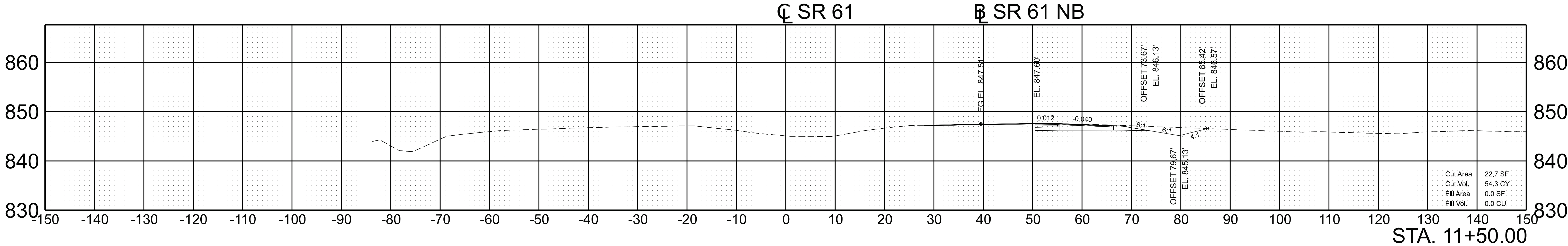
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION &
SEDIMENT CONTROL
(EPSC) PLANS

STA. 10+50.00 TO STA. 16+70.00
SCALE: 1"=50'

NOTE: R.O.W. IS BEYOND CROSS SECTION VIEW (MIN. 161.74' FROM CL)

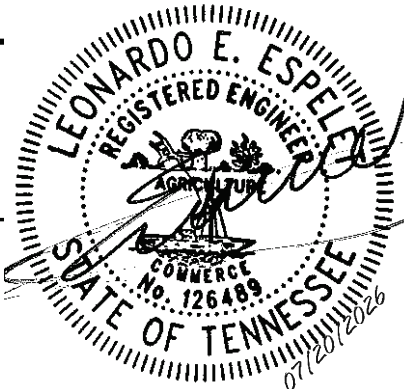
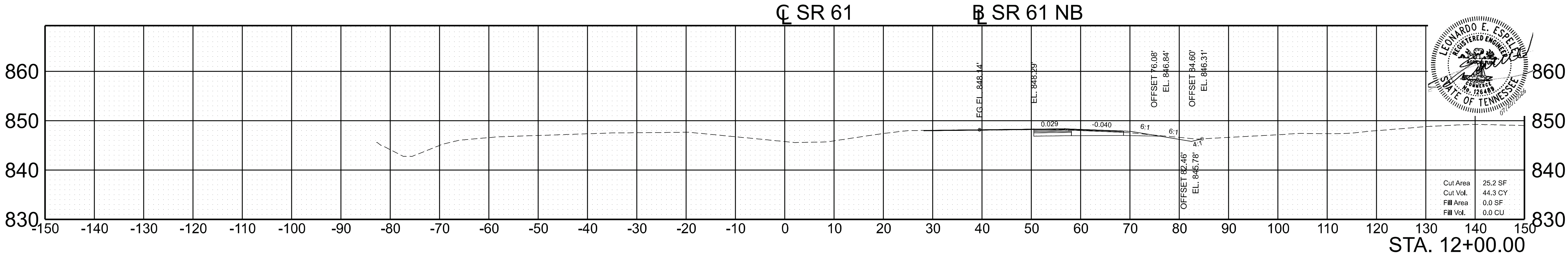
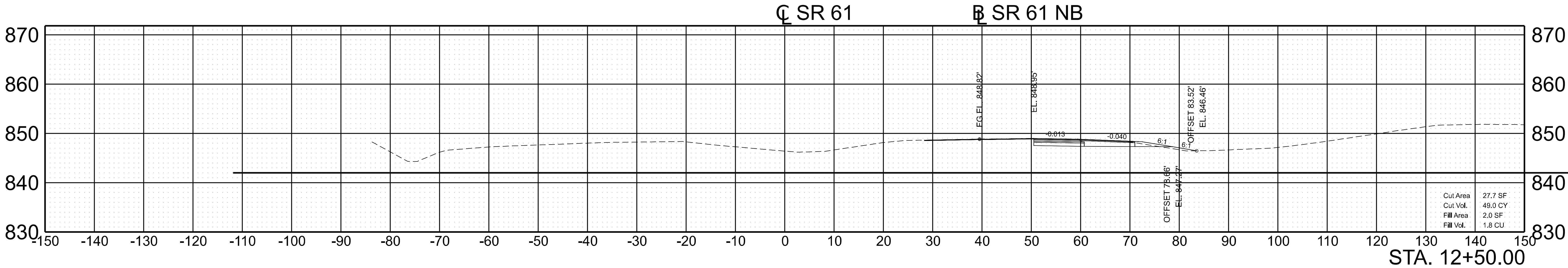
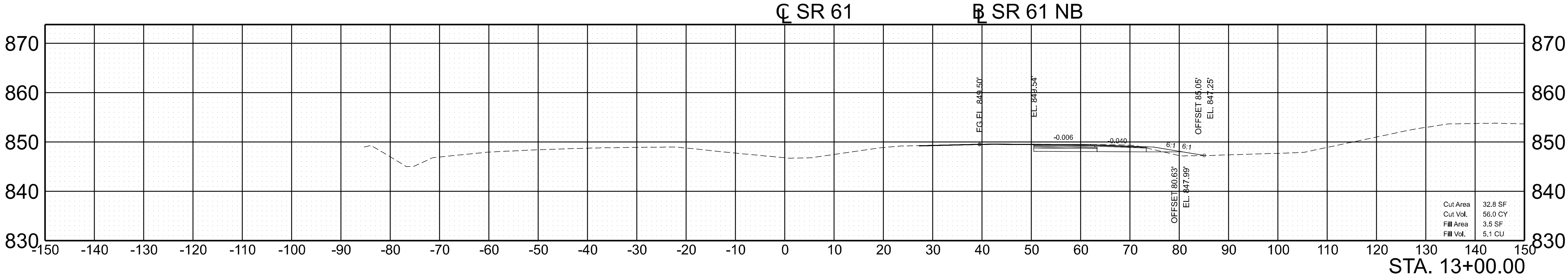
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	13
FUNC.	2026	NH-SIP-61(58)	13
PIH	2026	NH-SIP-61(58)	13



SCALE: 1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 10+98.00 END STA. 11+50.00
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NOTE: R.O.W. IS BEYOND CROSS SECTION VIEW (MIN. 161.74' FROM CL)

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	14
FUNC.	2026	NH-SIP-61(58)	14
PIH	2026	NH-SIP-61(58)	14

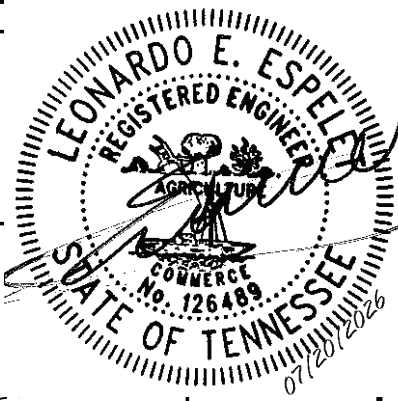
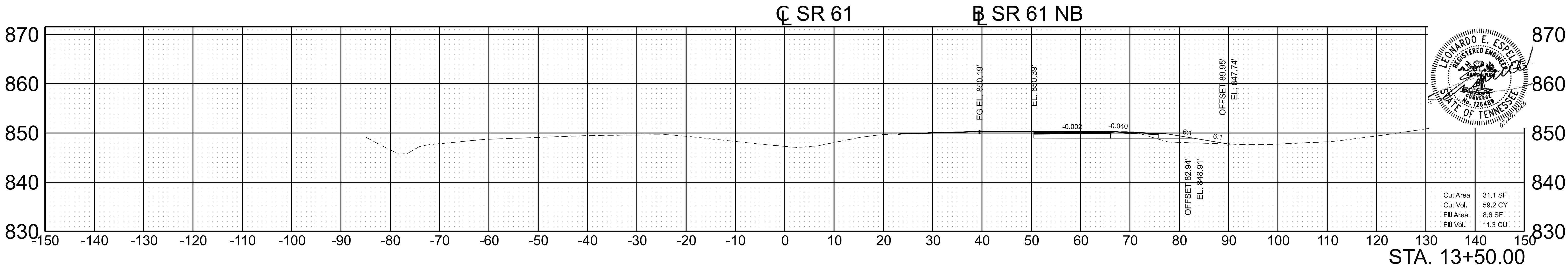
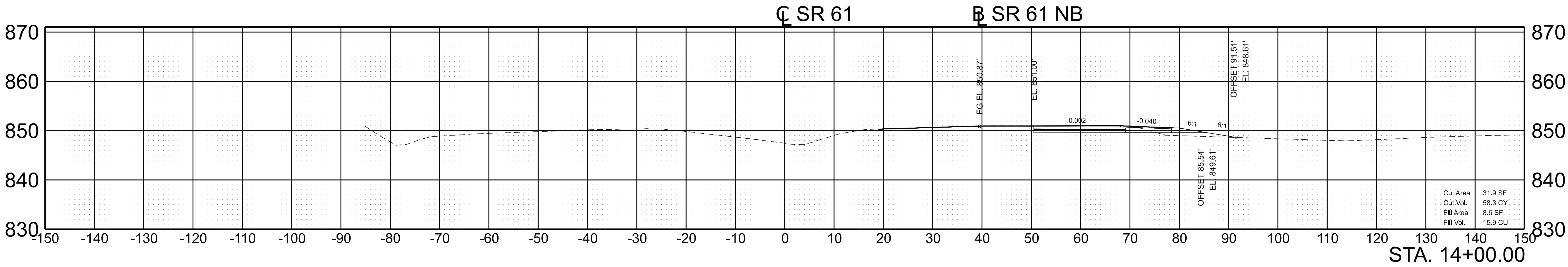
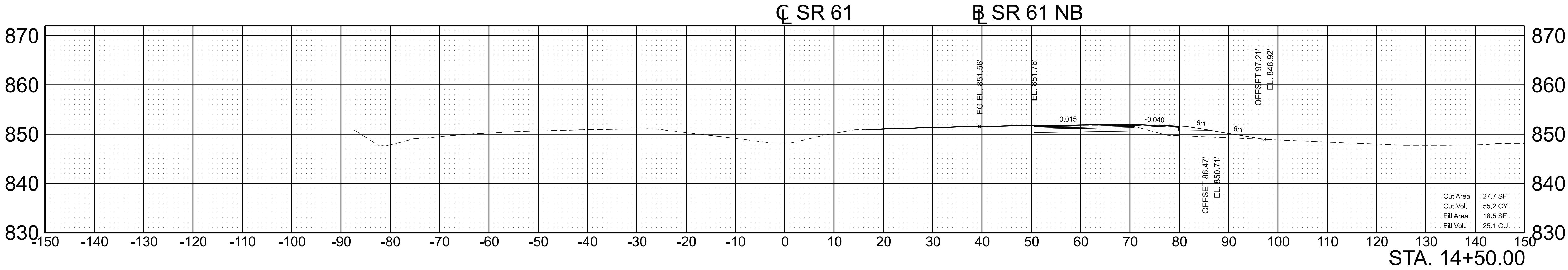


SCALE: 1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 12+00.00 END STA. 13+00.00
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NOTE: R.O.W. IS BEYOND CROSS SECTION VIEW (MIN. 161.74' FROM CL)

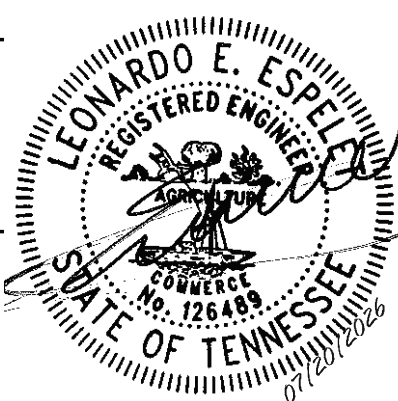
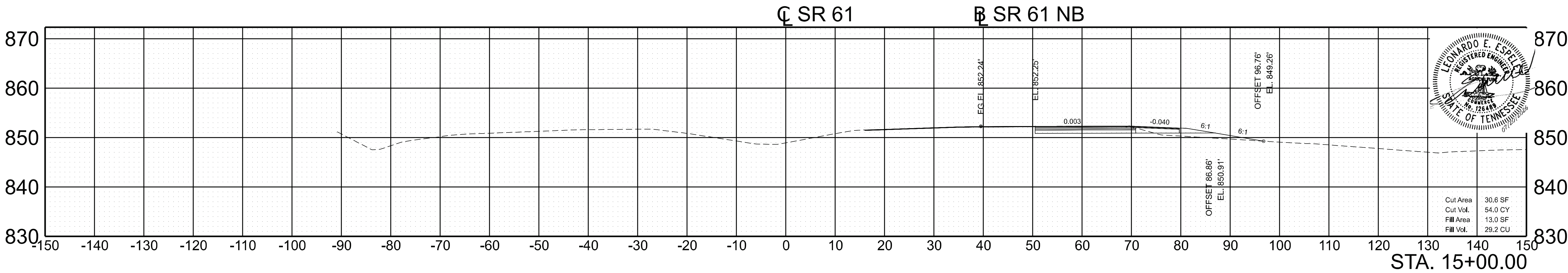
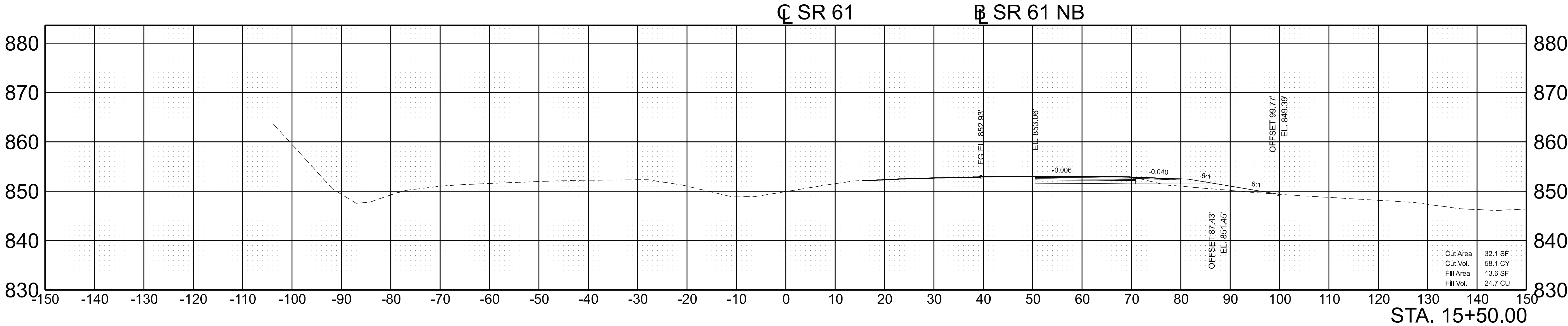
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	15
FUNC.	2026	NH-SIP-61(58)	15
PIH	2026	NH-SIP-61(58)	15



SCALE: 1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 13+50.00 END STA. 14+50.00
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NOTE: R.O.W. IS BEYOND CROSS SECTION VIEW (MIN. 161.74' FROM CL)

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	16
FUNC.	2026	NH-SIP-61(58)	16
PIH	2026	NH-SIP-61(58)	16

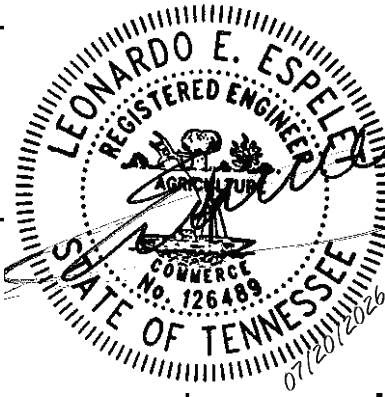
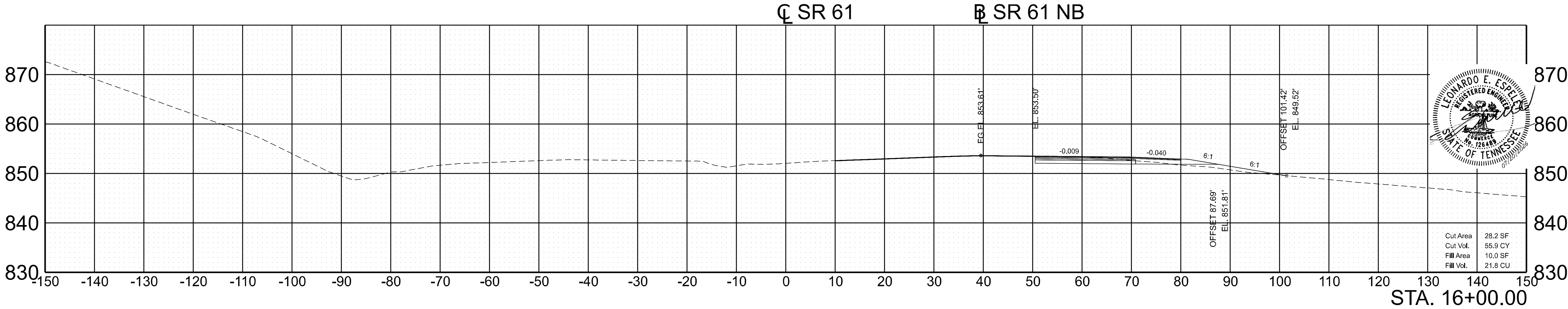
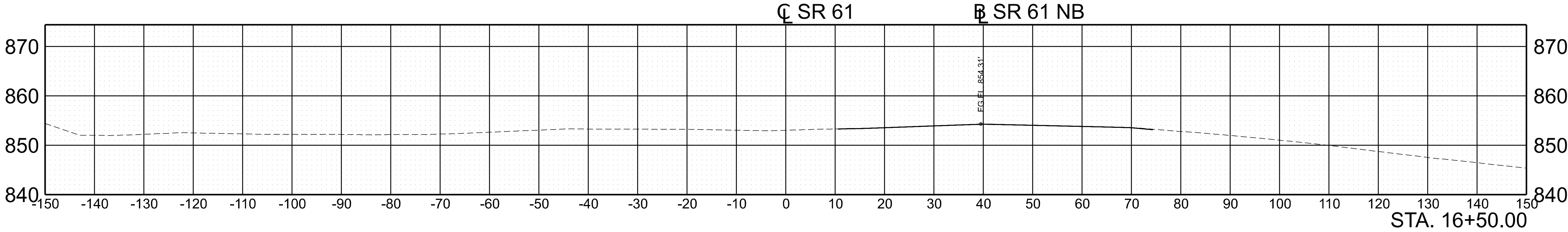
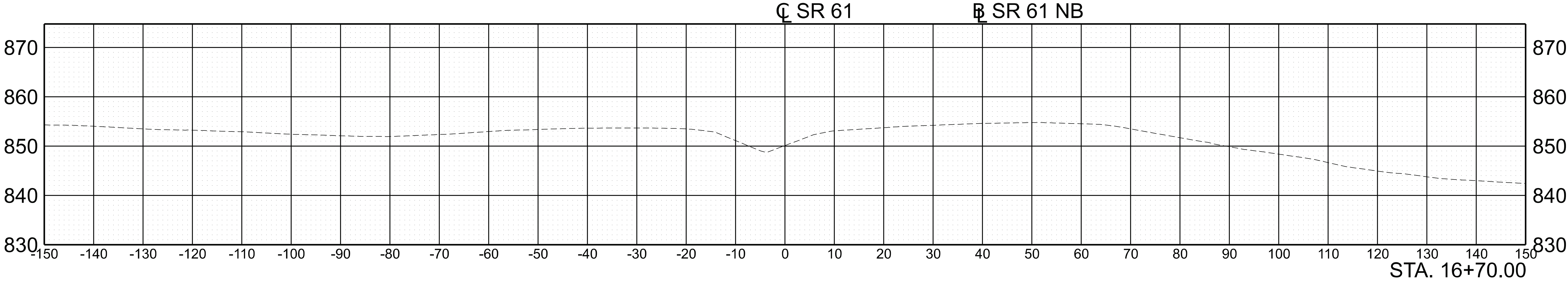


SCALE: 1"=10' HORIZ.
1"=10' VERT.

BEGIN STA. 15+00.00
END STA. 15+50.00

NOTE: R.O.W. IS BEYOND CROSS SECTION VIEW (MIN. 161.74' FROM CL)

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	NH-SIP-61(58)	17
FUNC.	2026	NH-SIP-61(58)	17
PIH	2026	NH-SIP-61(58)	17



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

BEGIN STA. 16+00.00
END STA. 16+70.00

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. 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 6 INCHES OR LESS.

d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.
- FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.
4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.
- SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.
- IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.
- B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:
1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
- a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

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

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

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

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

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

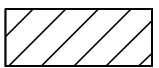
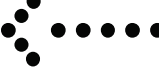
b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | | | | |
|------|------|---------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| PIH | 2026 | NH-SIP-61(58) | T1 |
| PS&E | 2026 | NH-SIP-61(58) | T1 |
| | | | |
- SEALED BY
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF TRAFFIC
CONTROL NOTES
- 7/16/2026 3:09:01 PM C:\PW\KH1\0640019\ROADWAY WORD.DGN

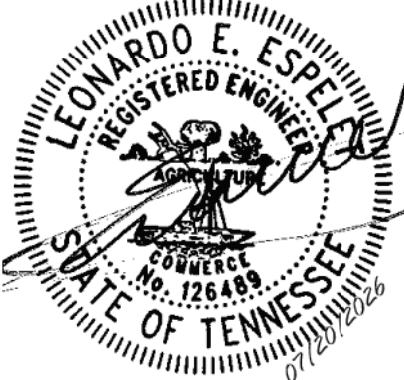
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	T2
PS&E	2026	NH-SIP-61(58)	T2

TRAFFIC CONTROL QUANTITIES							
ITEM NO.	DESCRIPTION	UNIT	QUANTITY REQUIRED			TOTAL REQUIRED	REMARKS
			ADVANCE WARNING	PHASE 1	PHASE 2		
712-01	TRAFFIC CONTROL	LS		1		1	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH		40		40	
712-06	SIGNS (CONSTRUCTION)	SF		164		164	
712-08.03	ARROW BOARD (TYPE C)	EACH		1		1	
716-05.07	PAINTED PAVEMENT MARKING (24" BARRIER LINE)	LF		20		20	

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS
	CONSTRUCTION ZONE
	MILL & OVERLAY
	ARROW BOARD

TRAFFIC CONTROL SIGN TABULATION														
M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO.	NO.	NO.	NO.	NO.	TOTAL	ITEM NO.	STANDARD	REMARKS
		L	X	W		REQUIRED PHASE I	REQUIRED PHASE II	REQUIRED PHASE III	REQUIRED PHASE IV	REQUIRED PHASE V	NO. REQUIRED	712-06 S.F.	DRAWING NO.	
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	2					2	32.00		
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16	2					2	32.00		
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	X	48"	16	2					2	32.00		
W4-2R	RIGHT LANE ENDS - MERGE LEFT	48"	X	48"	16	2					2	32.00		
W20-1	ROAD WORK AHEAD	48"	X	48"	16	1					1	16.00		
R1-1	STOP	48"	X	48"	20	1					1	20.00		
G20-2A	END ROAD WORK	48"	X	24"	8	2					2	16.00		
TOTAL											180	S.F.		

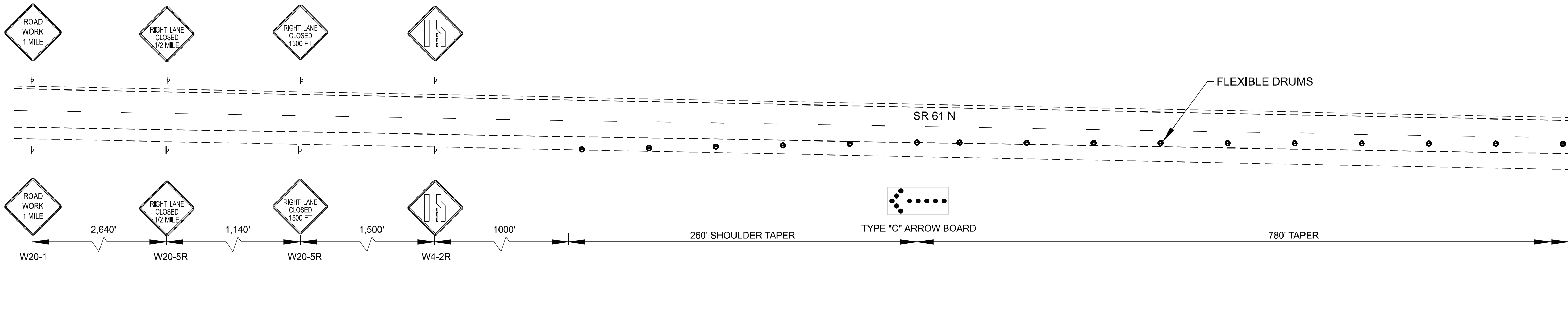
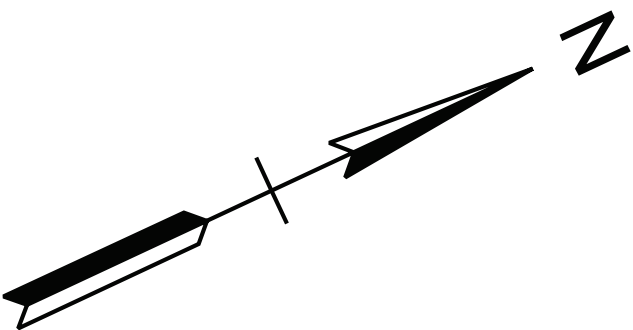
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC PHASING
NOTES, LEGEND,
AND TABULATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	T3
PS&E	2026	NH-SIP-61(58)	T3



PHASING NOTES:

- ALL FULL DEPTH PAVEMENT WORK TO BE COMPLETED WITHIN PHASE I
- MILL AND OVERLAY WORK TO BE COMPLETED UNDER FLAGGER CONTROL

GENERAL NOTES:

- TRAFFIC CONTROL DESIGN BASED ON STD. T-WZ-21
- BARREL SPACING TO BE 40' DURING TAPERS, OTHERWISE 80'

PHASE I

SEALED BY

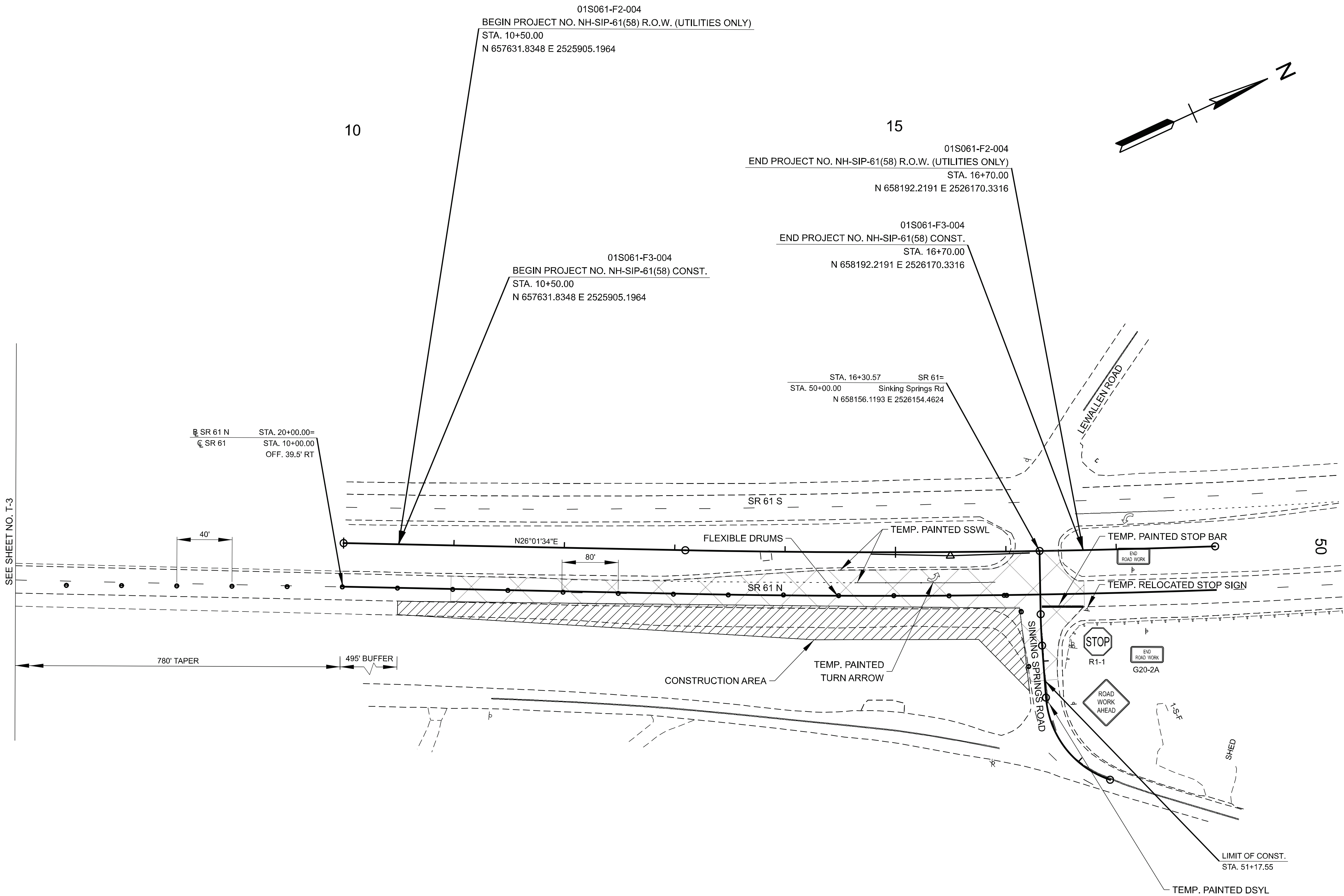
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	T4
PS&E	2026	NH-SIP-61(58)	T4



PHASING NOTES:

- ALL FULL DEPTH PAVEMENT WORK TO BE COMPLETED WITHIN PHASE I
- MILL AND OVERLAY WORK TO BE COMPLETED UNDER FLAGGER CONTROL

GENERAL NOTES:

- TRAFFIC CONTROL DESIGN BASED ON STD. T-WZ-21
- BARREL SPACING TO BE 40' DURING TAPERS, OTHERWISE 80'

PHASE I

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS

SCALE: 1" = 50'



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kodi L Berger

2026.07.21 07:28:22-04'00'

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

KIMLEY-HORN AND ASSOCIATES, INC.
4525 MAIN STREET
SUITE 1000
VIRGINIA BEACH, VA 23462
KODI L. BERGER, P.E. NO. 129668

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	LIGHTING - SIGN1
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES, &	
INDEX SHEET	L-1
ELECTRICAL SERVICE AND POLE WIRING DETAILS.....	L-2
LIGHTING DETAILS (POLE DATA	
AND CONDUIT SCHEDULE).....	L-3
PROPOSED LIGHTING LAYOUT.....	L-4

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	NH-SIP-61(58)	LIGHTING-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	L-1
PIH	2026	NH-SIP-61(58)	L-1
PS&E	2026	NH-SIP-61(58)	

LIGHTING INDEX

SHEET NAME

SHEET NO.

SIGNATURE SHEETS.....LIGHTING-SIGN1
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES,
& INDEX SHEET.....L-1
ELECTRICAL SERVICE AND POLE WIRING DETAILS.....L-2
LIGHTING DETAILS (POLE DATA
AND CONDUIT SCHEDULE).....L-3
PROPOSED LIGHTING LAYOUT.....L-4

LIGHTING SPECIAL NOTES:

- (1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1, 2026 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.
- (2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.
- (3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.
- (4) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

ESTIMATED ROADWAY LIGHTING QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 01S061-F0-004
(1)	714-03	JACKED OR BORED CONDUIT	L.F. 250
	714-03.01	DIRECT BURIAL CONDUIT (2" PVC, SCHEDULE 40)	L.F. 330
	714-05.04	PULL BOXES (TYPE C)	EACH 2
	714-06.04	CABLE (1/C #8 AWG)	L.F. 1,914
(2)	714-08.30	REMOVE AND RELOCATE LIGHT STANDARD (DIRECT-BURY POLE)	EACH 2
(3)	714-25.01	ELECTRICAL CONNECTION	L.S. 1

FOOTNOTES - LIGHTING	
(1)	DIRECTIONAL BORING ONLY.
(2)	DIRECT-BURY LIGHT POLES TO BE RELOCATED (AS INDICATED IN THE PLANS) BY THE CONTRACTOR. RELOCATION INCLUDES RELOCATION OF POLE, FIXTURE, AND GROUND ROD; REPLACEMENT OF FUSE HOLDERS IN EACH LIGHT POLE; AND COORDINATION WITH AND PAYMENT TO CLINTON UTILITIES BOARD FOR DE-ENERGIZING AND RE-ENERGIZING LEAD-IN POWER.
(3)	ELECTRICAL CONNECTION TO BE PROVIDED AS FOLLOWS: CLINTON UTILITIES BOARD CONTACT: DAVID METCHIKOFF OFFICE PHONE: (865) 220-6270 EMAIL: DMETCHIKOFF@CLINTONUB.COM ELECTRICAL CONNECTION TO INCLUDE COORDINATION WITH AND PAYMENT TO UTILITY COMPANY FOR DE-ENERGIZING AND RE-ENERGIZING 'EXISTING CIRCUITS AND CONNECTION TO EXISTING RIGID METAL RISER CONDUIT.

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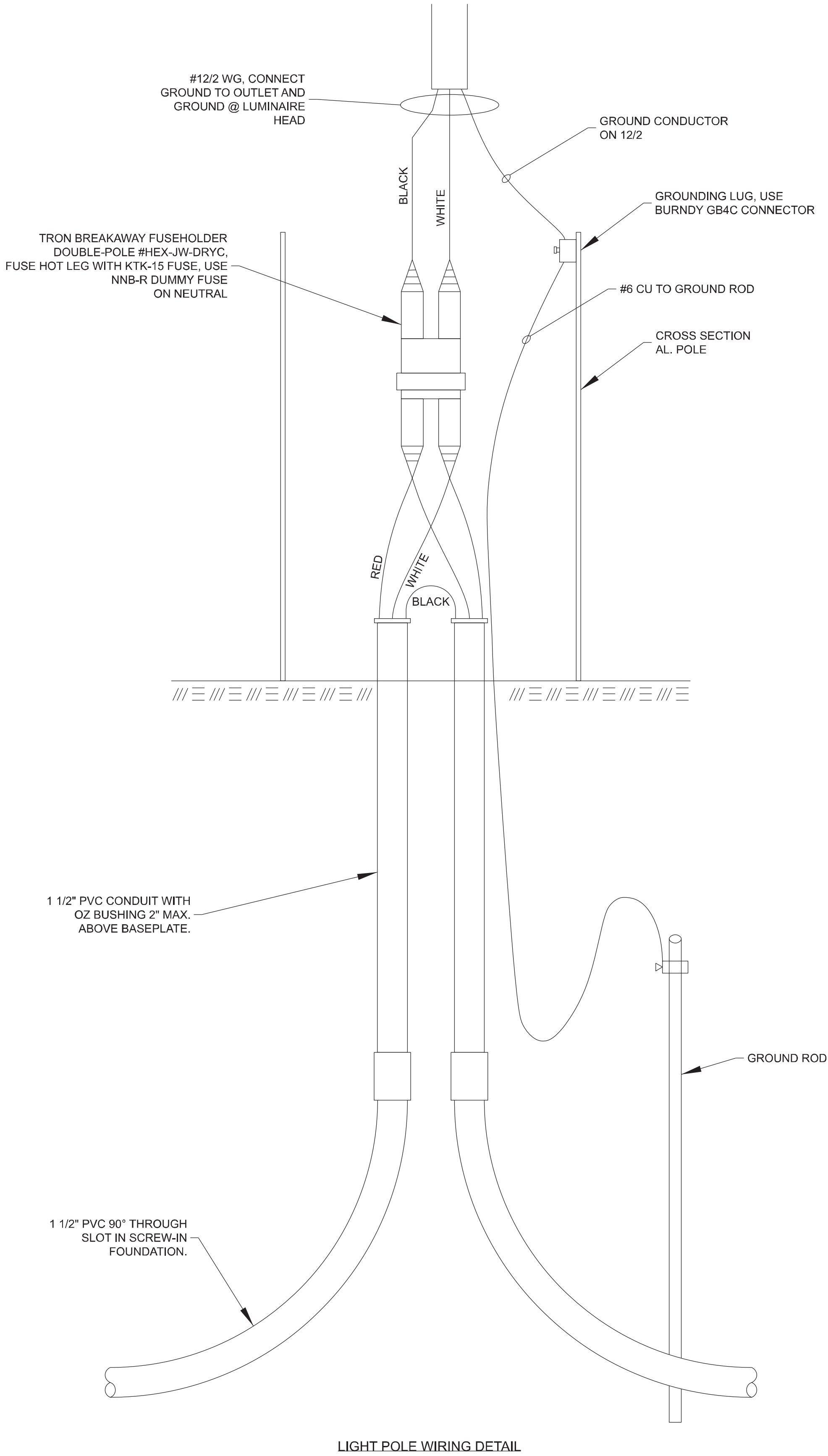
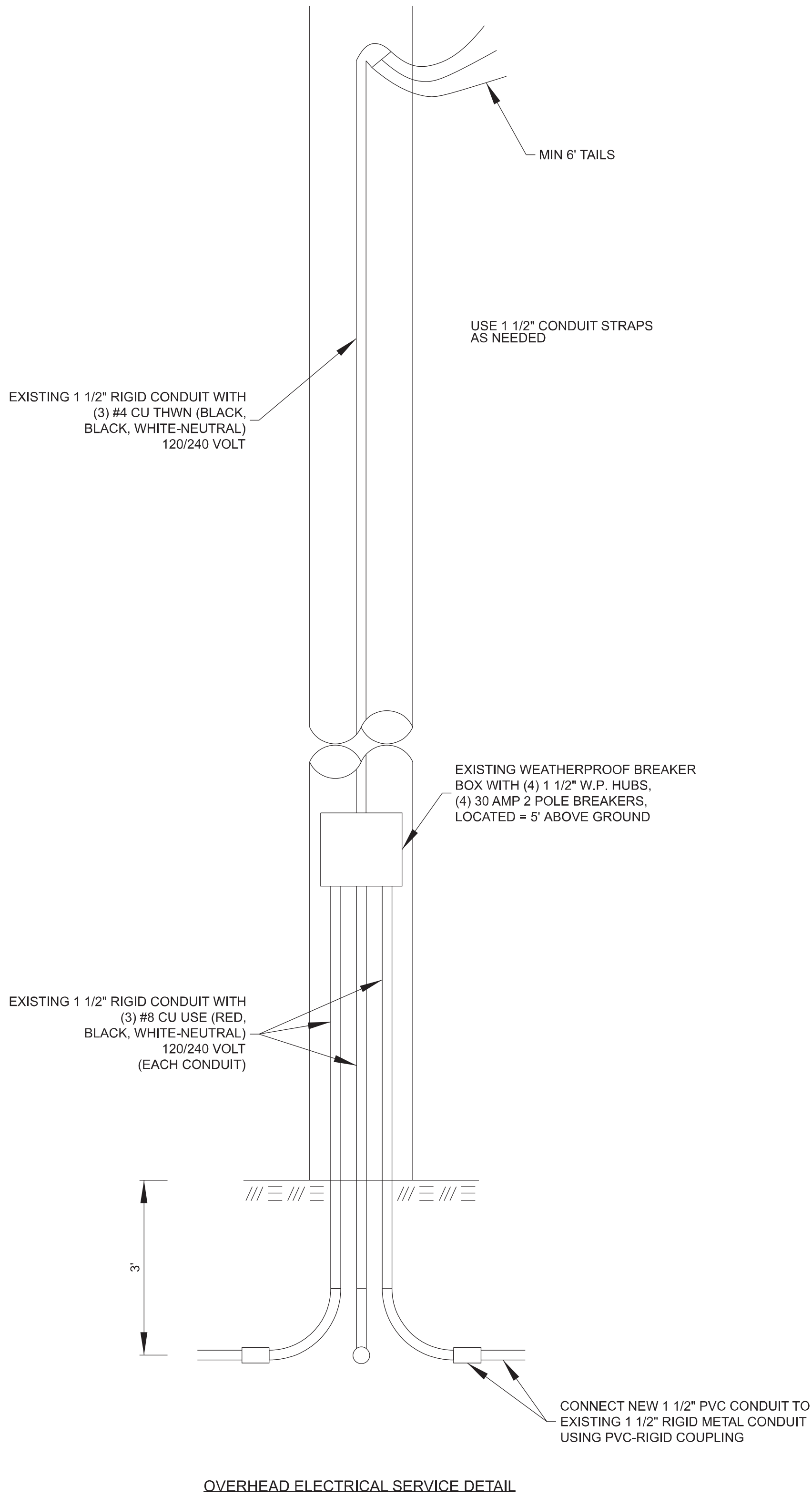


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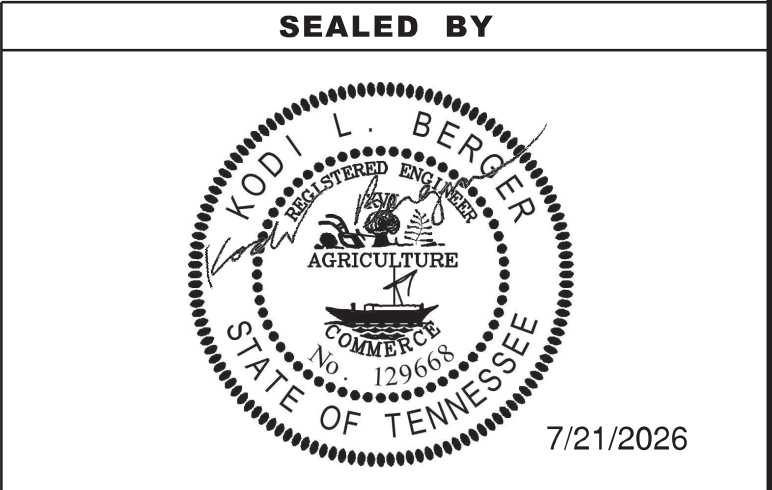
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED LIGHTING
QUANTITIES, SPECIAL
NOTES, & INDEX SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	L-2
PIH	2026	NH-SIP-61(58)	L-2



- NOTES**
- CONTRACTOR IS RESPONSIBLE FOR ALL MATERIAL AND INSTALLATION UP TO BREAKER BOX.
 - CONTRACTOR SHALL CONTACT CLINTON UTILITIES BOARD PRIOR TO MODIFYING OR ACCESSING THE EXISTING LIGHTING BREAKER BOX.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SERVICE
AND POLE WIRING
DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	L-3
PIH	2026	NH-SIP-61(58)	L-3

ROADWAY LIGHT POLE SCHEDULE															
LIGHT POLE NO.	LOCATION	SHEET NO.	MOUNTING HEIGHT (FT)	LAMP WATTAGE	ARM (FT)	NO. OF LUMINAIRES	VOLTAGE	CONTROL CENTER NO.	CIRCUIT NO.	BASE LINE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING
LP 1	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	10+70.03	64.70	LT	657676.53	2525859.64
LP 2	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	13+29.01	69.52	LT	657911.26	2525968.87
LP 3	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	15+91.66	75.12	LT	658149.80	2526073.97
LP 4	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	18+51.83	78.19	LT	658389.07	2526173.17
LP 5	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	17+40.20	71.67	RT	658229.77	2526260.12
LP 6	RELOCATED	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	14+90.55	87.93	RT	657991.64	2526176.56
LP 7	RELOCATED	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	12+30.74	85.49	RT	657756.72	2526061.30
LP 8	EXISTING	L-4	45	A	16	1	240	PSA	EXISTING	SR-61	9+66.93	72.02	RT	657526.78	2525929.60

TYPE	MANUFACTURER	CATALOGUE NUMBER	DESCRIPTION	WATTAGE
A	STREETWORKS	ARCH4-200-730-U-T3-AP-20MSP	ROADWAY	200

CONDUIT AND CONDUCTOR SCHEDULE				
CONDUCTOR RUN NO.		1	2	
CONDUIT SIZE		2"	2"	
CONDUIT TYPE		P	H	
AWG	#8	1C	3	3

P - PVC CONDUIT
H - HDPE BORED CONDUIT

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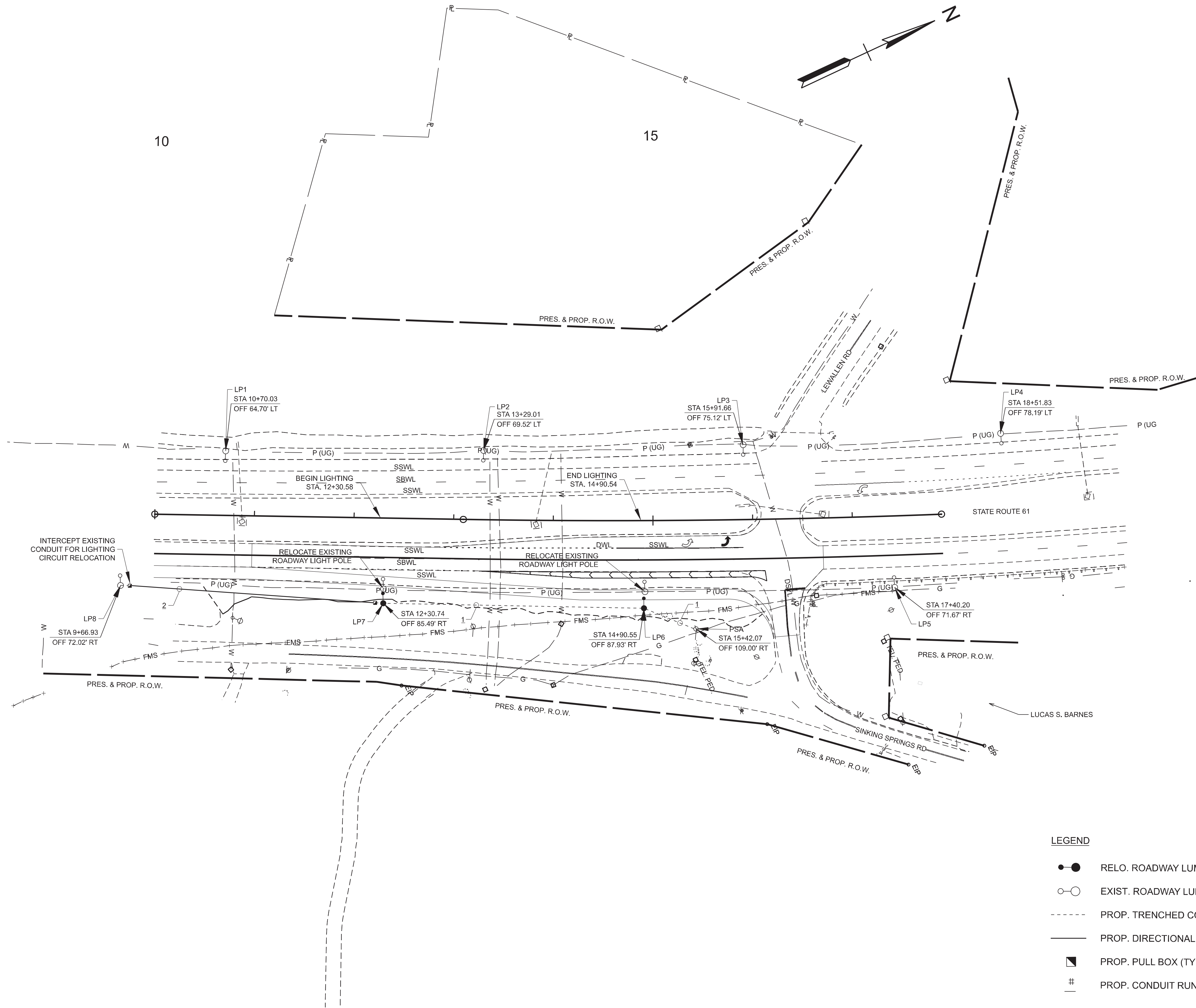
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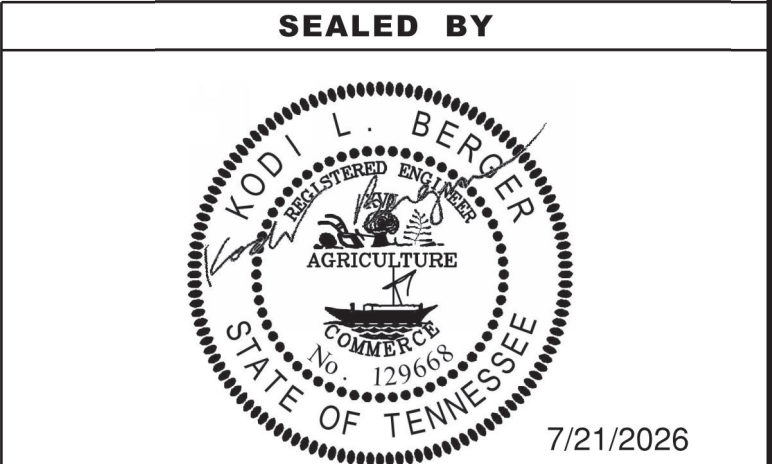
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING
DETAILS
(POLE DATA AND CONDUIT SCHEDULE)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	L-4
PIH	2026	NH-SIP-61(58)	L-4



- LEGEND**
- RELO. ROADWAY LUMINAIRE
 - EXIST. ROADWAY LUMINAIRE
 - PROP. TRENCHED CONDUIT
 - PROP. DIRECTIONAL DRILL CONDUIT
 - PROP. PULL BOX (TYPE C)
 - # PROP. CONDUIT RUN (SEE SHEET L-3)



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING
LAYOUT**

STA. 10+00.00 TO STA. 17+89.63
SCALE: 1" = 50'

LORI ANN FIORENTINO Digitally signed by LORI ANN FIORENTINO
Date: 2026.07.28 12:53:59 -04'00'

TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION- GEOTECHNICAL ENGINEERING SECTION
7345 REGION LN.
KNOXVILLE, TN 37914
LORI ANN FIORENTINO, P.E. NO. 113743

GEOTECHNICAL INDEX

GEOTECHNICAL BORING PROFILE G-4

\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DAYSPE\$\$\$\$\$

YEAR	PROJECT NO.	SHEET NO.
2026	NH-SIP-61 (58)	GEOTECH-SIGN1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
SIGNATURE SHEETS

CELL BDRSG

\$\$\$\$SYTIME\$\$\$\$\$\$\$\$
\$\$\$\$DGN\$PEOC\$\$\$\$\$\$\$\$

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61 (58)	G-1
PIH	2026	NH-SIP-61 (58)	G-1
PS&E	2026	NH-SIP-61 (58)	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES	G-2
GEOTECHNICAL BORING LAYOUT	G-3
GEOTECHNICAL BORING PROFILE	G-4

PS&E

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
INDEX

CELL BDRSG

\$\$\$\$SYTIME\$\$\$\$\$\$\$
\$\$\$\$DGN\$PE\$\$\$\$\$

DEFINITION OF EARTHWORK TERMS

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

A. SOIL MATERIAL

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

B. SOLID ROCK MATERIAL

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

C. SOFT ROCK OR DEGRADABLE ROCK

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

D. TRANSITIONAL MATERIALS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61 (58)	G-2
PIH	2026	NH-SIP-61 (58)	G-2
PS&E	2026	NH-SIP-61 (58)	G-2

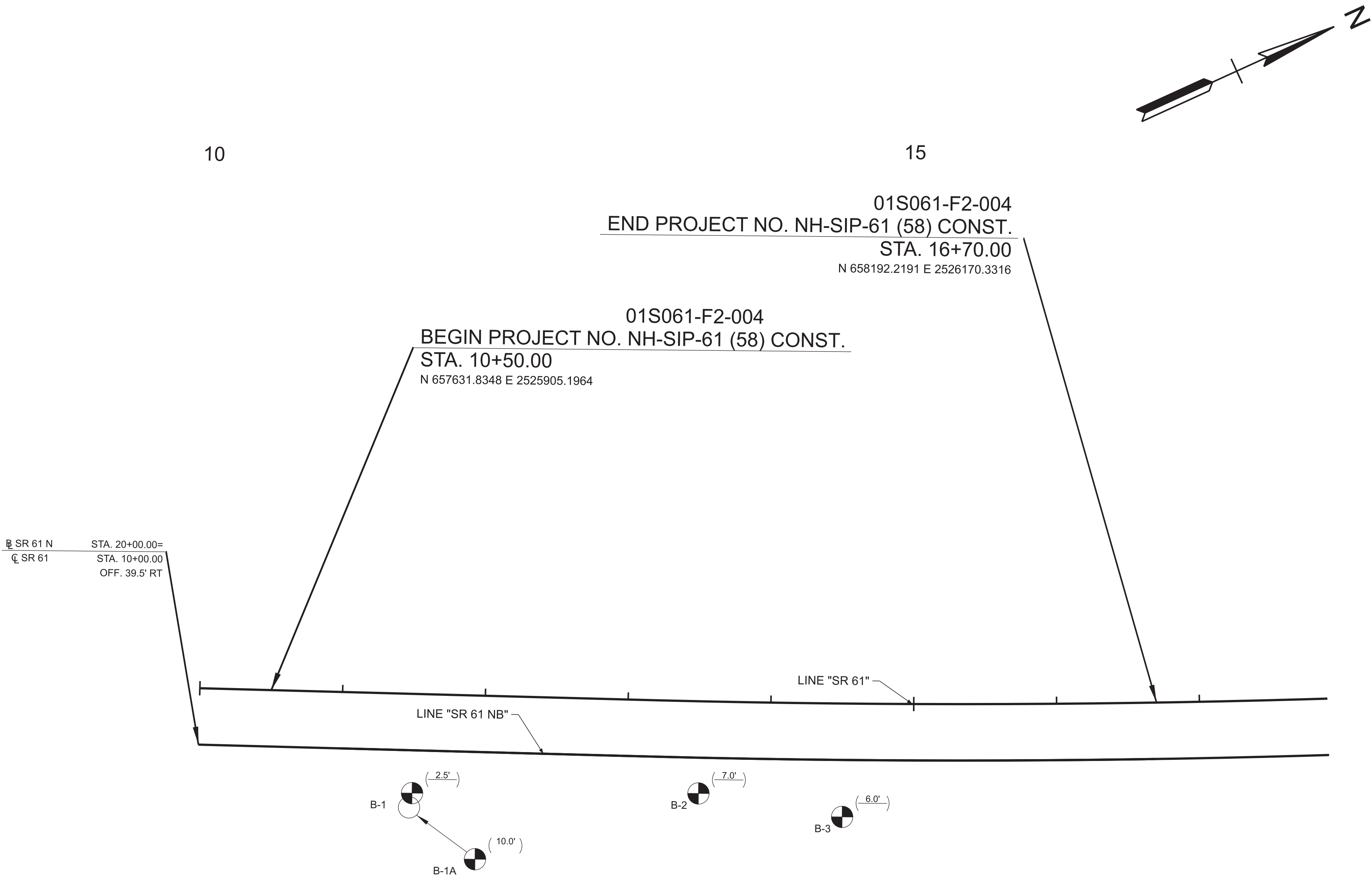
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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

GEOTECHNICAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	G-3
PIH	2026	NH-SIP-61(58)	G-3
PS&E	2026	NH-SIP-61(58)	G-3



LEGEND

- BORING LOCATION. DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)
- BORING LOCATION WITH DEPTH TO REFUSAL
- BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

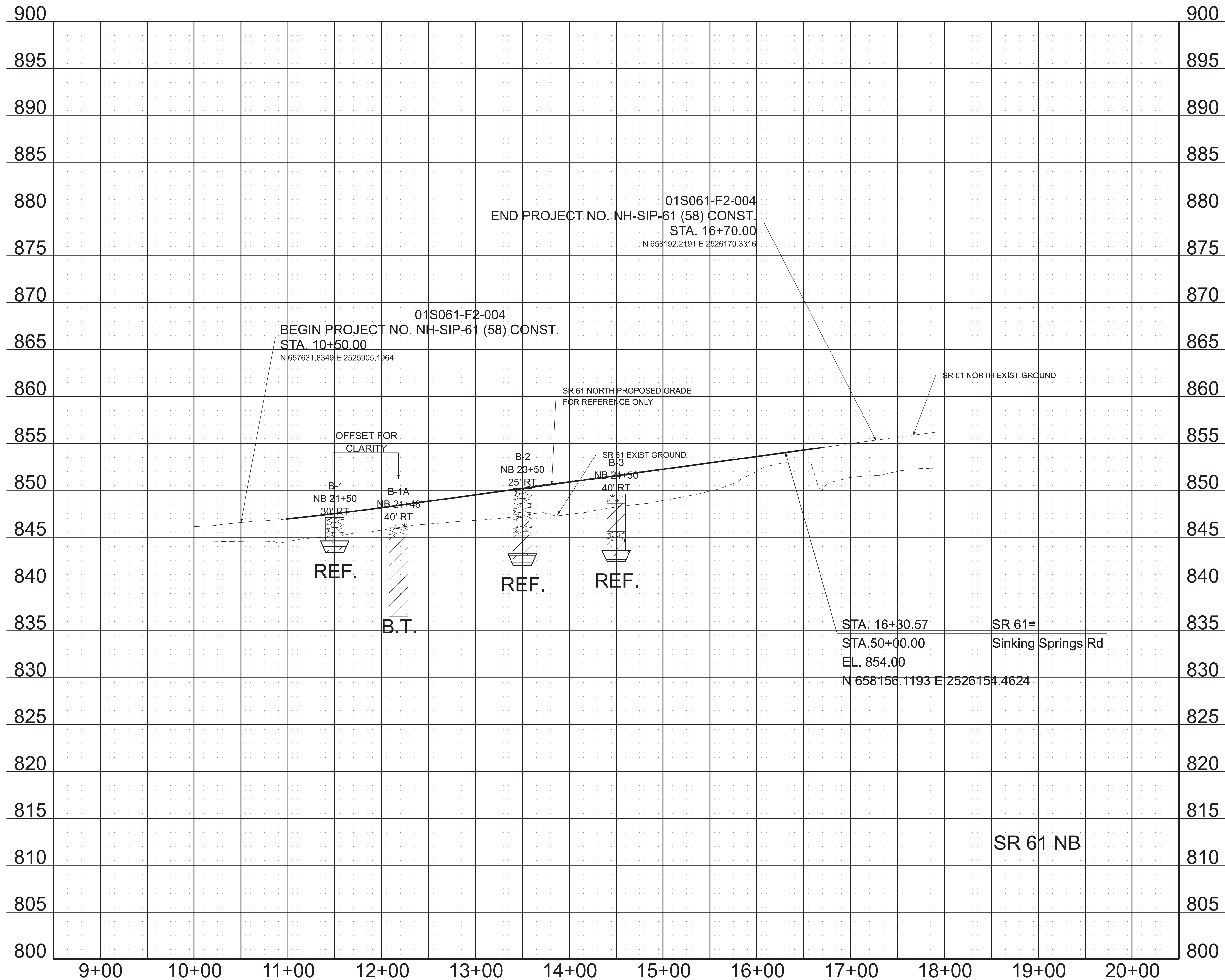
SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**GEOTECHNICAL
BORING
LAYOUT**

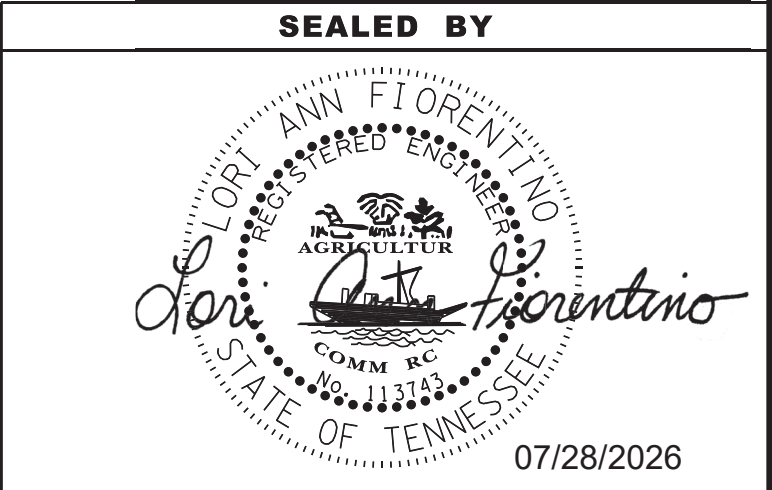
7/21/2026 11:27:44 AM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\GEOTECH\FILES\REGION 1\01-ANDERSON\FY2026\0106426\04-FILE\NET\01-A&E SCHEDULE\LG PLANS\EXPORTED DGN\B\LP-NEW\LDGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2026	NH-SIP-61(58)	G-4
PIH	2026	NH-SIP-61(58)	G-4
PS&E	2026	NH-SIP-61(58)	G-4

LEGEND

- TOPSOIL
- ASPHALT
- SILTY CLAY (TYPE A MATERIAL)
- DOLOSTONE (TYPE B MATERIAL)
- TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL EST. QTYS. SHEET.
- B.T.= BORING TERMINATED
- REF.= AUGER REFUSAL



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

UTILITIES INDEX	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

BUREAU OF ENGINEERING

ANDERSON COUNTY

S.R.61: INTERSECTION AT SINKING SPRINGS

ROAD / LEWALLEN HOLLOW ROAD IN CLINTON

PS&E

UTILITIES

STATE HIGHWAY NO. 61 F.A.H.S. NO.

UTILITIES NOT IN ROADWAY CONTRACT	
NA	NA

UTILITIES NOT IN ROADWAY CONTRACT			
COMM:	MCI/VERIZON/BROOKS 603 WAREHOUSE PARK LN KNOXVILLE, TN 37932 STANLEY MAJKA (615) 428-4943 (NO CONFLICT)	COMM:	XFINITY 5720 ASHEVILLE HWY. KNOXVILLE, TN 37924 ROGELIO GOMEZ (865) 985-4481 (NO CONFLICT)
COMM:	AT&T 9733 PARKSIDE DRIVE KNOVILLE TN, 37922 JAY FRAZIER (865) 387-2685 (NO CONFLICT)	ELEC:	CLINTON UTILITIES BOARD 1001 CHARLES G.SEIVERS BLVD. CLINTON, TN 37717 DAVID METCHIKOFF (865) 740-0957 (NO CONFLICT)
GAS:	POWELL CLINCH UTILITY DISTRICT 203 FIRST STREET LAKE CITY, TN 37769 AARON MCCOY 865-964-5439 (NO CONFLICT)	SEWER:	CLINTON UTILITIES BOARD 1001 CHARLES G.SEIVERS BLVD. CLINTON, TN 37717 GREG JONES (865)640-4095 (NO CONFLICT)
WATER:	ANDERSON COUNTY WATER AUTHORITY 1611 N CHARLES G.SEIVERS BLVD. P.O. BOX 70 CLINTON, TN 37716 JEFF ELROD (865) 250-2847 (NO CONFLICT)	WATER:	CLINTON UTILITIES BOARD 1001 CHARLES G.SEIVERS BLVD. CLINTON, TN 37717 GREG JONES (865)640-4095 (NO CONFLICT)

TENN.	YEAR	SHEET NO.
	2026	U1-1
FED. AID PROJ. NO.	NH-SIP-61(58)	
STATE PROJ. NO.	01S061-F3-004	

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
UTILITY INDEX, UTILITY OWNERS

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