THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Greg Green
2025.07.17 14:41:43 -04'00'

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COMPANY NAME ROBERT G. CAMPBELL AND ASSOCIATES
ADDRESS 7523 TAGGART LANE

CITY, STATE KNOXVILLE, TN 37938
PE NAME, PE NUMBER GREGORY GREEN, PE NO. 102001

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PROPOSED PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS	2B1
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B
PRESENT LAYOUT(S)	4 – 5
RIGHT-OF-WAY DETAILS	4A – 5A
PROPOSED LAYOUT(S)	4B – 5B
PROPOSED PROFILE(S)	4C – 5C
SIDE ROAD AND DRIVEWAY PROFILES	6
DRAINAGE MAP	7
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	8-10, 8A-10A
SIGNING AND PAVEMENT MARKING PLAN(S)	11-12
ROADWAY CROSS SECTIONS	15-24
SIDE ROAD CROSS SECTIONS	25-28
TRAFFIC CONTROL PLANS	T1 – T5, T4A, T5A

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jacob Brashear
Digitally signed by Jacob Brashear
Date: 2025.07.17 13:13:16 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN 37914
JACOB BRASHEAR, P.E. NO. 122645

SHEET NAME	SHEET NO.
SIGN SCHEDULE(S)	13-14

YEAR	PROJECT NO.	SHEET NO.
2025	HSIP-34(131)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

PROJECT TO BE BRACKETED WITH:
WASHINGTON COUNTY SIA, STATE INDUSTRIAL ACCESS SERVING APPALACHIAN PRODUCERS
PROJECT NO. 90LCOU-S3-004
PIN 134217.01

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WASHINGTON COUNTY

SR-34 (US-11E);
INTERSECTION AT
STOCKYARD ROAD AND PRECISION BOULEVARD

PS&E

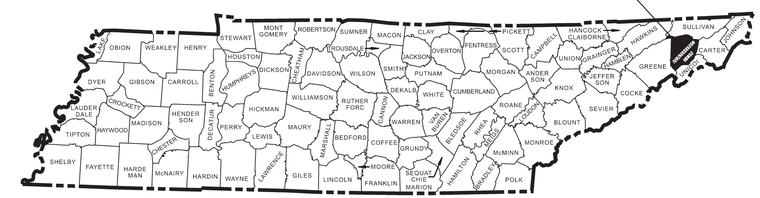
WIDEN, GRADE, DRAIN, RESURFACE AND TRAFFIC SIGNAL

STATE HIGHWAY NO. 34 F.A.H.S. NO. 11E, 321

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	HSIP-34(131)	
STATE PROJ. NO.	90S034-F3-002	

WASHINGTON COUNTY SR-34

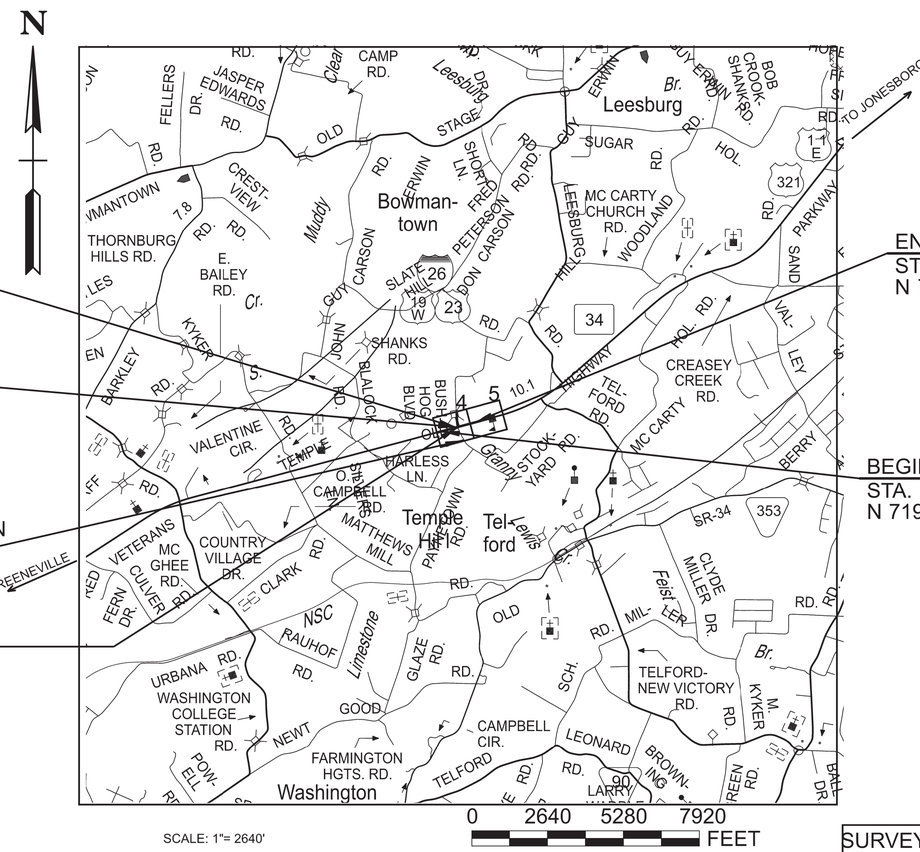


END ADJACENT PROJECT NO. 90LCOU-S3-004 CONSTRUCTION
STA. 19+61.79 STOCKYARD
N 719471.8174 E 2983265.9306

90S034-F2-002
BEGIN PROJECT NO. HSIP-34(131) R.O.W.
STA. 107+25.00 SR34
N 719497.0792 E 2983212.0921

BEGIN ADJACENT PROJECT NO. 90LCOU-S3-004 CONSTRUCTION
STA. 12+50.00 STOCKYARD
N 718849.1062 E 2983600.7517

90S034-F2-002
END PROJECT NO. HSIP-34(131) R.O.W
STA. 107+84.38 SR34
N 719512.3942 E 2983269.4595



NO EXCLUSIONS

90S034-F3-002
END PROJECT NO. HSIP-34(131) CONSTRUCTION
STA. 113+50.00
N 719658.2858 E 2983815.9443

PROJECT OF LIMITED SCOPE

90S034-F3-002
BEGIN PROJECT NO. HSIP-34(131) CONSTRUCTION
STA. 101+40.00
N 719346.1897 E 2982646.8865

SEALED BY
GREGORY A. GRANNEMAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE
7/18/2025

APPROVED:
WILL REID, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : ERIC WILSON, P.E.
DESIGNED BY : ROBERT G. CAMPBELL AND ASSOC., L.P.
DESIGNER : GREG GREEN, P.E. CHECKED BY JASON SIVERLING, P.E.
P.E. NO. 90S034-F1-002 (DESIGN)
PIN NO. 132103.00

SCALE: 1"= 2640'

0 2640 5280 7920 FEET

R.O.W. LENGTH	0.011 MILES
ROADWAY LENGTH	0.229 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.229 MILES

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

SURVEY 12-27-22

TRAFFIC DATA	
ADT (2025)	20,026
ADT (2045)	43,786
DHV (2045)	3,818
D	50 - 50
T (ADT)	3 %
T (DHV)	5 %
V	70 MPH

COORDINATES ARE NAD/83(1995) (2011 ADJUSTMENT) ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
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TRAFFIC CONTROL PLANS	T1 – T5, T4A, T5A
SIGNAL PLANS	SIG-1
UTILITIES PLANS	U1–1

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

10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

STANDARD ROADWAY DRAWINGS

10-101.00 STANDARDS ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS
RD11-TS-1A	06-28-19	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD11-TS-3A	06-28-19	DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH DEPRESSED MEDIAN (4 AND 6 LANE)
RD11-TS-3B		DESIGN STANDARDS FOR ARTERIAL HIGHWAYS WITH FLUSH MEDIAN (4 AND 6 LANE)
RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION

10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-DHO-1	05-01-20	MEDIAN OPENINGS ON 4-LANE DIVIDED HIGHWAY
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-R-1A	04-21-25	STANDARD RAMP DETAILS FOR LOW VOLUME RURAL ROADWAYS

10-106.00 SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA

10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

SEALED BY

GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00	**SIGN**	
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-12	07-10-17	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-02-15	BREAKWAY POST SIGN SUPPORTS
T-S-24	08-02-13	DETAILS OF SIGN WITH SOLAR FLASHING ASSEMBLY
10-201.00	**SIGNALS**	
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLIES
T-SG-7D	09-12-23	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-7G		TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-9	07-15-24	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	09-12-23	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
10-204.00	**DESIGN - TRAFFIC CONTROL**	
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-M-16B		MUMBLE STRIP/STRIPE DETAILS FOR EDGE OF PAVEMENT
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-04-21	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-15	05-01-20	INTERIOR LANE CLOSURE FOR FREEWAYS
T-WZ-16	07-30-24	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	07-07-23	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-31	09-01-05	TRAFFIC CONTROL 2-LANE, 2-WAY DIVERSION (GREATER THAN 40 MPH)
T-WZ-36	03-05-17	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-05-17	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	12-09-22	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	02-28-20	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	10-10-24	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	01-28-22	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	12-09-22	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
10-300.00	**NEW STRUCTURES**	
STD-8-4	02-26-25	SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	1A1

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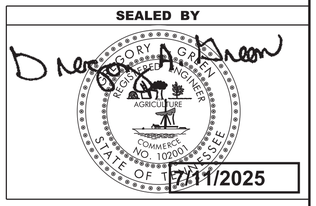

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 90S34-F0-002
15	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.6
15	201-01	CLEARING AND GRUBBING	LS	0.6
1 2	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1701
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	43
	203-06	WATER	M.G.	10
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	0.5
3 14	209-05	SEDIMENT REMOVAL	C.Y.	30
3 14	209-08.07	ROCK CHECK DAM PER	EACH	14
3 14	209-08.08	ENHANCED ROCK CHECK DAM	EACH	8
3 14	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1
4	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1050
3	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	50
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	175
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	135
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2
5	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	10
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	1450
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.5
6	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	660
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	4
7 14	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
12 15	712-01	TRAFFIC CONTROL	LS	0.6
12	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	184
12	712-05.03	WARNING LIGHTS (TYPE C)	EACH	92
12	712-06	SIGNS (CONSTRUCTION)	S.F.	772
12	712-08.03	ARROW BOARD (TYPE C)	EACH	4
16	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	1218
	713-11.21	P Post Slip Base	Each	2
	713-11.23	Round Post Slip Base	Each	10
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	60
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	174
15	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	0.6
12	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	30
	716-01.23	Snwplwble Pvmt Mrkrs (Bl-Dir)(2 Color)	EACH	110
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	20
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	110
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	11
	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	1200
	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT TURN ARROW)	EACH	2
	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	12
9	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	400
15	717-01	MOBILIZATION	LS	0.6
3 14	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	170
3 14	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	600
3 14	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	10
8	801-02	SEEDING (WITHOUT MULCH)	UNIT	9
10 11	801-03	WATER (SEEDING & SODDING)	M.G.	2
10 14	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	1000

FOOTNOTES

1. SEE GRADING SPECIAL NOTES ON SHEET 2D
2. INCLUDES 503 C.Y. FOR PRECISION, 1173 C.Y. FOR S.R. 34 AND 25 C.Y. FOR EROSION CONTROL DEVICES.
3. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
4. INCLUDES 250 TON FOR MAINTENANCE, 150 TON FOR S.R. 34 AND 650 TON FOR PRECISION.
5. ITEM TO BE USED AS DIRECTED BY THE ENGINEER
6. COLD PLANING TO BE USED TO TIE AT EXISTING ROADS AND ADJUSTMENT OF PAVEMENT HEIGHT WHERE NEEDED OR AS DIRECTED BY THE TDOT MANAGER.
7. TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.
8. COST TO REMOVE AND RELOCATE PORTABLE BARRIER RAIL TO BE INCLUDED IN THE COST OF THE PORTABLE BARRIER RAIL. NO BARRIER RAIL SHALL BE PLACED EARLIER THAN 30 DAYS BEFORE THE WORK IS TO BE DONE. BARRIER RAIL SHALL NOT BE USED UNLESS THE SPECIFIED VERTICAL DIFFERENCE AND HORIZONTAL SPACING CONDITIONS LISTED IN THE "PAVEMENT EDGE DROP-OFF NOTES ARE MET. IF NO WORK TAKES PLACE IN THE WORK ZONE BEHIND THE BARRIER RAIL OVER TWO SUCCESSIVE WEEKS, AND THE ENGINEERS DETERMINE THAT THE RAIL IS NOT WARRANTED, THE BARRIER RAIL IS TO BE REMOVED AT THE CONTRACTOR'S EXPENSE.
9. TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT.
10. TO BE USED ON ALL SLOPES OR AS DIRECTED BY THE TDOT MANAGER.
11. INCLUDES 1 M.G. FOR EROSION PREVENTION AND SEDIMENT CONTROL.
12. SEE SHEET T2 FOR TABULATED QUANTITIES
13. REFER TO STANDARD DRAWING S-CC-1
14. SEE SHEET 9 FOR TABULATED QUANTITIES
15. PROJECT TO BE BRACKETED WITH: WASHINGTON COUNTY SIA, STATE INDUSTRIAL ACCESS SERVING APPALACHIAN PRODUCERS PIN 134217.01
16. 654 POUNDS OF SQUARE TUBE AND 564 POUNDS OF P POST

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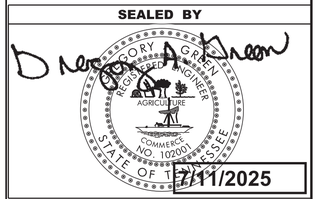

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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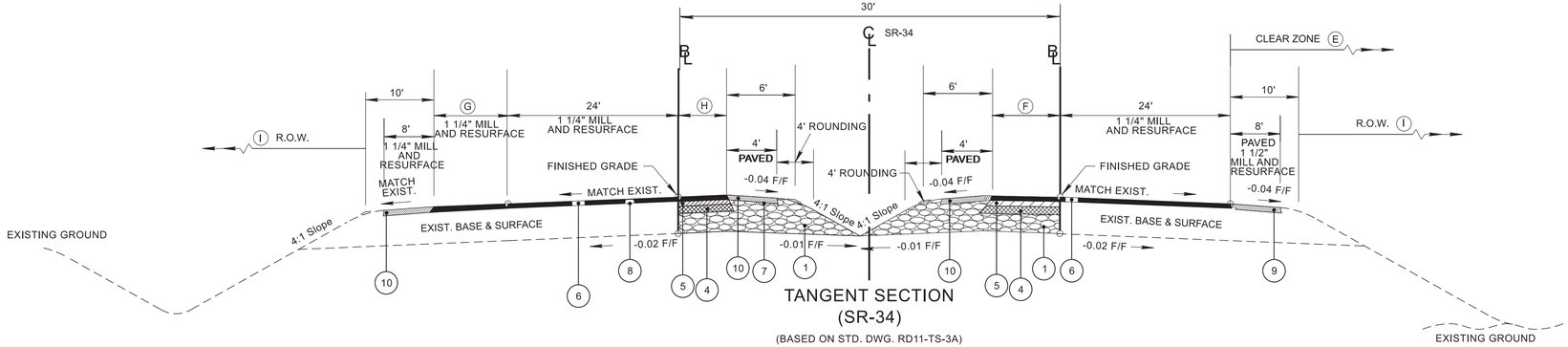
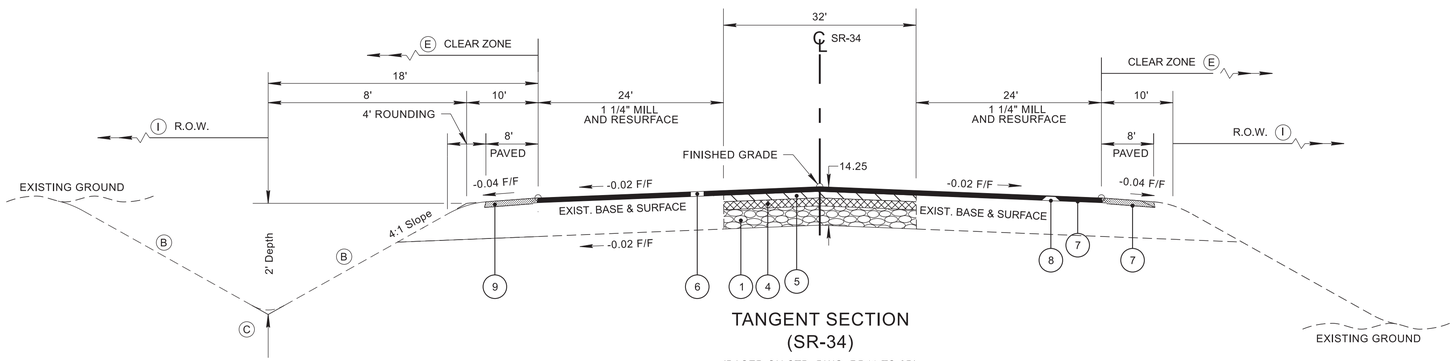
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	2B
PS&E	2025	HSIP-34(131)	2B



TANGENT SECTION
(SR-34)

(BASED ON STD. DWG. RD11-TS-3A)
FROM STA. 101+40.00 TO STA. 107+12.84



TANGENT SECTION
(SR-34)

(BASED ON STD. DWG. RD11-TS-3B)
FROM STA. 107+12.84 TO STA. 113+50.00

(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.

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

(F) VARIES FROM 0' WIDE AT STA. 101+40.00 TO 12' WIDE AT STA. 105+45.00. LANE WIDTH IS 12' WIDE FROM STA. 105+45.00 TO STA. 106+90.00.

(G) LANE IS 12' WIDE FROM STA. 108+55.00 TO STA. 110+80.00. VARIES FROM 12' WIDE AT STA. 110+80.00 TO 0' WIDE AT STA. 112+80.00. LANE IS 0' WIDE FROM STA. 101+40.00 TO STA. 107+12.84 AND FROM STA. 112+80.00 TO STA. 113+50.00.

(H) LANE WIDTH IS 12' WIDE FROM STA. 108+00.00 TO STA. 109+45.00. VARIES FROM 12' WIDE AT STA. 109+45.00 TO 0' WIDE AT STA. 113+50.00.

(I) RIGHT-OF-WAY WIDTH VARIES: SEE RIGHT-OF-WAY DETAILS (SHEETS 4A &5A) FOR SPECIFIC WIDTHS

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE BASE (ROADWAY) @ 8" THICK AND 12.75" DEPTH (SHOULDERS)
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

(2) NOT USED

(3) MINERAL AGGREGATE BASE (ROADWAY) @ 10" THICK AND 16.25" DEPTH (SHOULDERS)
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

(4) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "A" @ 3.0" THICK (APPROX. 344.5 LB./5 S.Y.)
307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"

(5) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "B-M2" @ 2" THICK (APPROX. 226LB./S.Y.)
307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"

PROPOSED PAVEMENT SCHEDULE

(6) MILL EXISTING ASPHALT & RESURFACE
ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 133 LB./S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING "D"

(7) PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y.
402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.

(8) TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD (GENERAL USE)
BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD (MILLING - COLD PLANE)

(9) MILL EXISTING ASPHALT & RESURFACE
BITUMINOUS SURFACE (SHOULDER) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22
GRADING "D" ROADWAY @1.25" THICK (APPROX. 133 LB./S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING "D"

(10) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 133 LB./S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING "D"

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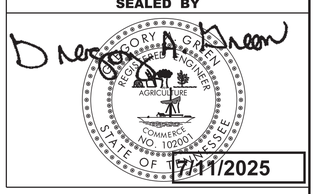

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
AND
PROPOSED PAVEMENT
SCHEDULE

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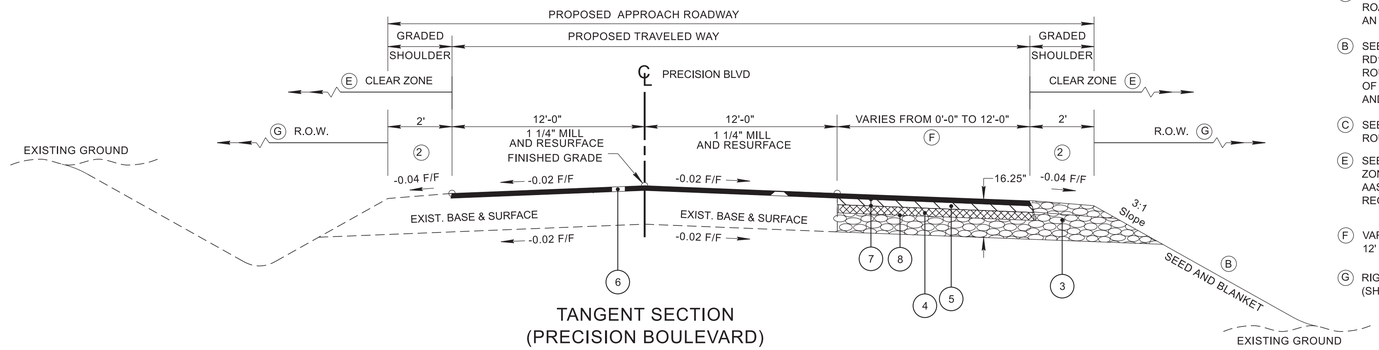
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	2B1
PS&E	2025	HSIP-34(131)	2B1



TANGENT SECTION
(PRECISION BOULEVARD)

(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 6+50.00 TO STA. 9+50.00

(2) WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE CAN MATCH THE ROADWAY PAVEMENT CROSS SLOPE.

(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.

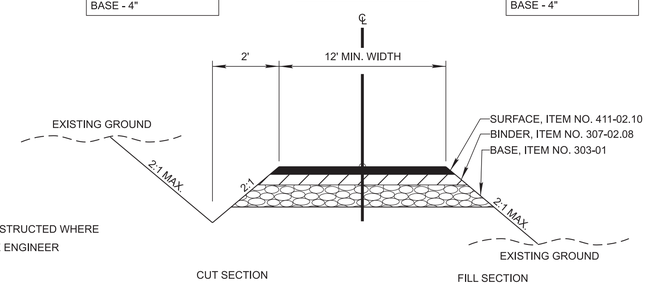
(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

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

(F) VARIES FROM 0' AT STA. 6+75.00 TO 12' AT STA. 7+75.00.

(G) RIGHT-OF-WAY WIDTH VARIES: SEE RIGHT-OF-WAY DETAILS (SHEETS 4A &5A) FOR SPECIFIC WIDTHS

BUSINESS	CONCRETE	FIELD OR RESIDENTIAL
SURFACE - 1¼"	SURFACE - 6"	SURFACE - 1½"
BINDER - 1¾"	BASE - 4"	BINDER - NONE
BASE - 4"		BASE - 4"



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

SEE SHEET 2B FOR PROPOSED PAVEMENT SCHEDULE

SEALED BY

GREGORY A. GREEN REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 102001 STATE OF TENNESSEE

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	2C

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-02.

(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

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

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

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

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

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

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

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE SHIFTS FOR LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO._716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

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.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(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

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

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

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

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

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

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

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

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

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

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

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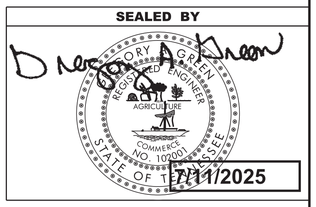

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	2C1

GENERAL NOTES

CONTINUED

SIGNALIZATION

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

(7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

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

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

(10) THE CONTRACTOR SHALL CONTACT MAYOR GRANDY (WASHINGTON COUNTY MAYOR) AT 423-791-1033 A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

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

(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.

SEALED BY

GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102061
STATE OF TENNESSEE

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	2D

SPECIAL NOTES

GRADING

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

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

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

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

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

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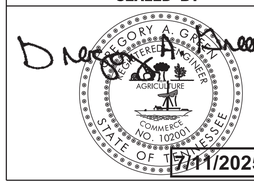

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	2E
PS&E	2025	HSIP-34(131)	2E

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 ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

SCOPE OF WORK

(1) THIS PROJECT INCLUDES THE GRADING, BASE, PAVEMENT, AND TRAFFIC SIGNALS FOR S.R. 34 AND ALL SIDEROADS TO LINES AND GRADES AS INDICATED ON THE TYPICAL CROSS-SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE TDOT DISTRICT MANAGER.

(2) CONSTRUCTION OF PRIVATE DRIVES TO LINES AND GRADES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT DISTRICT MANAGER.

(3) CONSTRUCTION OF ALL DITCHES, SIGNING,SIGNALS, APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES, SEEDING, PAVEMENT MARKINGS, INSTALLATION OF THE TRAFFIC CONTROL DEVICES, AND OTHER DESIGN FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE TDOT MANAGER

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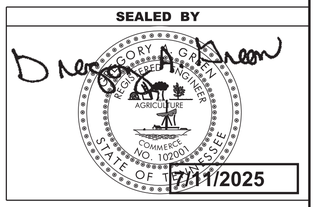

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	2F
PS&E	2025	HSIP-34(131)	2F

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)											
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)			
	D	A	A-S	B-M	B-M2				D	E		
	303-01	307-02.01	307-01.20	307-01.07	307-02.08	402-01	402-02	403-01	411-02.10	411-01.07	411-xx.xx	411-xx.xx
S.R.-34	150.0	30.0			30.0	1.0	5.0	1.0	1295.0			
PRECISION BLVD	650.0	145.0			105.0	1.0	5.0	1.0	155.0			
TOTALS	**800.0**	**175.0**			**135.0**	**2.0**	**10.0**	**2.0**	**1450.0**			

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
2311	331	12	343	43	43	0	300

IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
0	N/A	N/A	N/A	0	N/A	0	N/A

RIGHT OF WAY MARKERS

SHEET NO.	Item #: 708-02.01 QUANTITIES "A"	"B"	"C"	TOTALS
4A	4			4
TOTALS	**4**			**4**

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY) EXC.	EMB.	ADJUSTED VOLUMES (CY) EXC.
MAINLINE	1161	27	1103
SIDE ROADS	503	11	478
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	25	0	24
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	12		
TOPSOIL (EXC.)	331		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = 5 % SWELL = 0 %

EXC.		EMB.
1291	VS.	-38
AVAILABLE	=	1253
WASTE MATERIAL	=	1316

ROCK (C.Y.) EXC.	EMB.	TOTALS (C.Y.) EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	1701	38	1701	1358	1291

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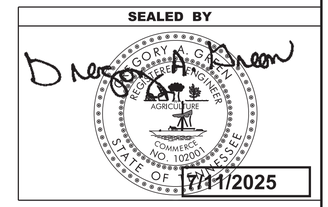

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	3
PS&E	2025	HSIP-34(131)	3

RIGHT-OF-WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE PROJECT MANAGER AND REGIONAL PRECONSTRUCTION OFFICE ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

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

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

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

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

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

(7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

(8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

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

UTILITY

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

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

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

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

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

UTILITY OWNERS

COMM:

BRIGHTRIDGE

2600 POONES CREEK ROAD (PO BOX 1636)

JOHNSON CITY, TN 37605

CONTACT: ERIC RICE

OFFICE PHONE: 423 952 5002

GAS:

ATMOS

2833 WEST MARKET STREET

JOHNSON CITY, TN 37604

CONTACT: ISAIAH GREER / SETH BRADBURN

OFFICE PHONE: 423 202 1455

COMM:

BRIGHTSPEED

101 NORTH ROAN STREET

JOHNSON CITY, TN 37601

CONTACT: ANDREW ICE

OFFICE PHONE: 423 952 5002

WATER:

TOWN OF JONESBOROUGH

123 BOONE STREET

JONESBOROUGH, TN 37659

CONTACT: KEVEN BROBECK

OFFICE PHONE: 423 753 1009

CELL PHONE: 423 791 4692

SEWER:

TOWN OF JONESBOROUGH

123 BOONE STREET

JONESBOROUGH, TN 37659

CONTACT: KEVEN BROBECK

OFFICE PHONE: 423 753 1009

CELL PHONE: 423 791 4692

COMM:

XFINITY

1794 OLD GRAY STATION RD

JOHNSON CITY, TN 37615

CONTACT: KEVIN WALDROP

OFFICE PHONE: 865 862 5061

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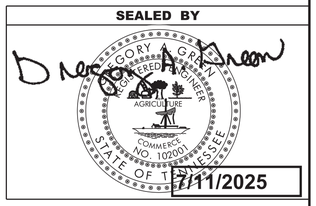

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	3A
PS&E	2025	HSIP-34(131)	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)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE													
				BOOK	PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
1	WASHINGTON COUNTY TENNESSEE	66	4	953	3290	7.595	30.066	37.661				7.595	30.066				
2	WASHINGTON COUNTY TENNESSEE	66	31	726	324	11.039	25.437	36.476				11.039	25.437				
3	THE INDUSTRIAL DEVELOPMENT BOARD OF WASHINGTON COUNTY TENNESSEE	66	31.01	R1085	I713		29.867	29.867					29.867				
4	THE INDUSTRIAL DEVELOPMENT BOARD OF WASHINGTON COUNTY TENNESSEE	66	112.01	R1088	I1910	39.282		39.282	4187 S.F.		4187 S.F.	39.186					
5	WASHINGTON COUNTY TENNESSEE	66	112.07	927	2166	4.295		4.295				4.295					
6	WASHINGTON COUNTY TENNESSEE	66	112.05	R134	I62	22.196	774 S.F.	22.214				22.196	774 S.F.				
7	THE INDUSTRIAL DEVELOPMENT BOARD OF WASHINGTON COUNTY TENNESSEE	66	112	R529	I1990	29.951		29.951	#NAME?		#NAME?	#NAME?					
8	WASHINGTON COUNTY TENNESSEE	66	112.03	R134	I62		8.176	8.176					8.176				
9	WASHINGTON COUNTY TENNESSEE	66	112.03	R134	I62		5.470	5.470					5.470				

DISTURBED AREA

IN BETWEEN SLOPE LINES	0.690	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.150	(AC)
TOTAL DISTURBED AREA	0.840	(AC)
TOTAL PROJECT AREA	0.990	(AC)

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GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

7/11/2025 10:15:28 AM
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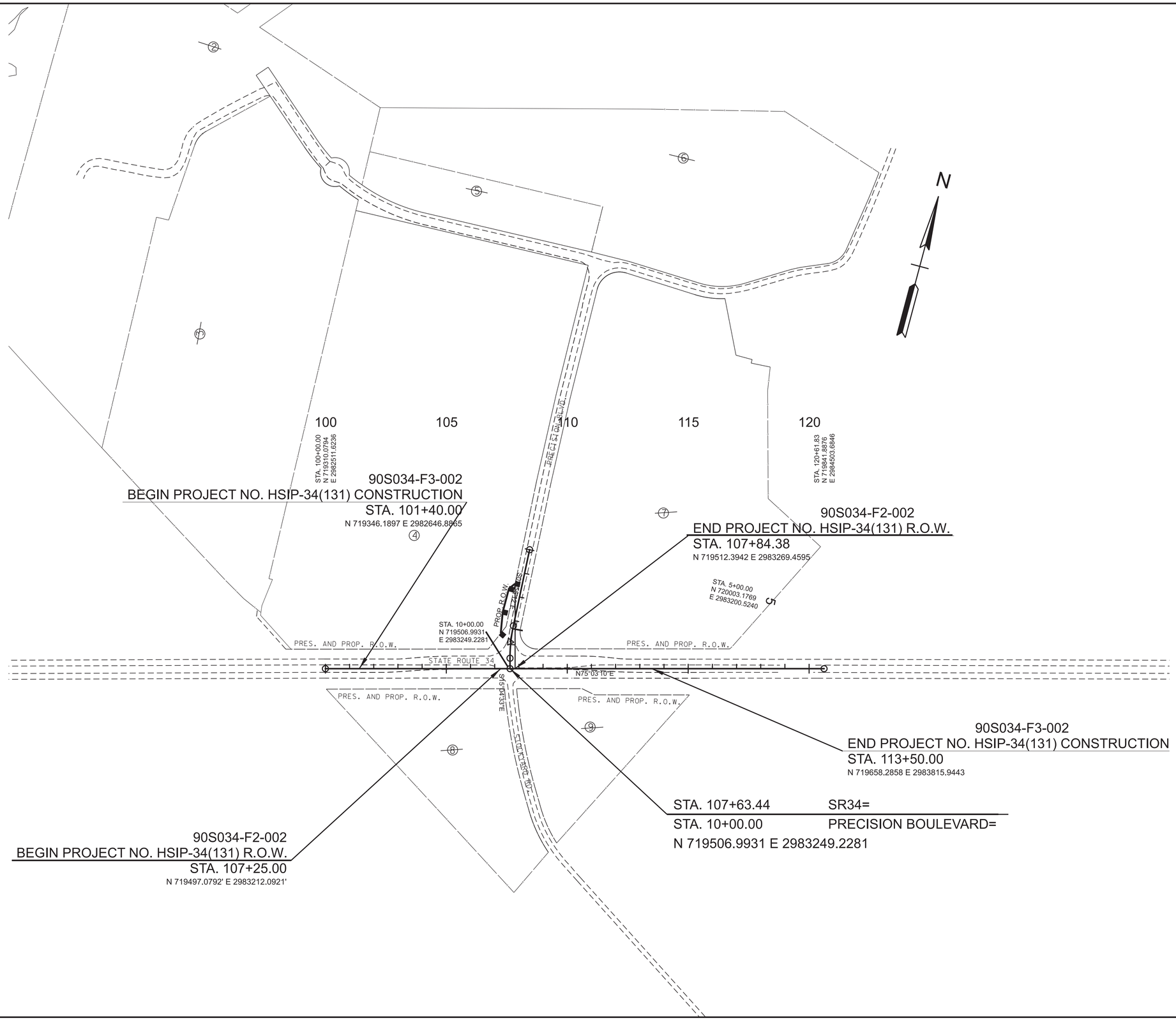
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	3B
PS&E	2025	HSIP-34(131)	3B



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NO. 102001
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE 1" = 200'

7/11/2025 10:15:42 AM
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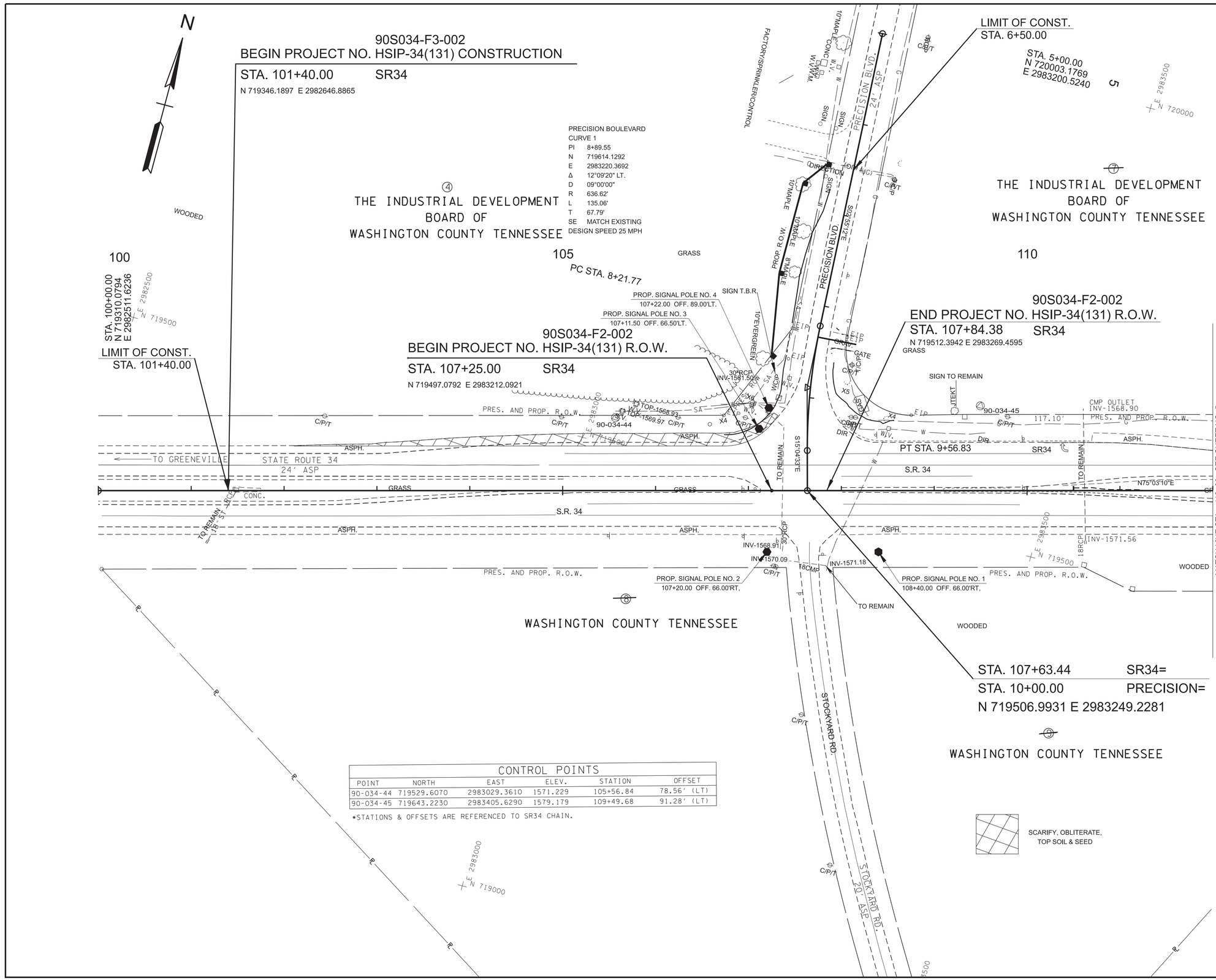
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	4
PS&E	2025	HSIP-34(131)	4



CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
90-034-44	719529.6070	2983029.3610	1571.229	105+56.84	78.56' (LT)
90-034-45	719643.2230	2983405.6290	1579.179	109+49.68	91.28' (LT)

*STATIONS & OFFSETS ARE REFERENCED TO SR34 CHAIN.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

7/11/2025 10:15:44 AM
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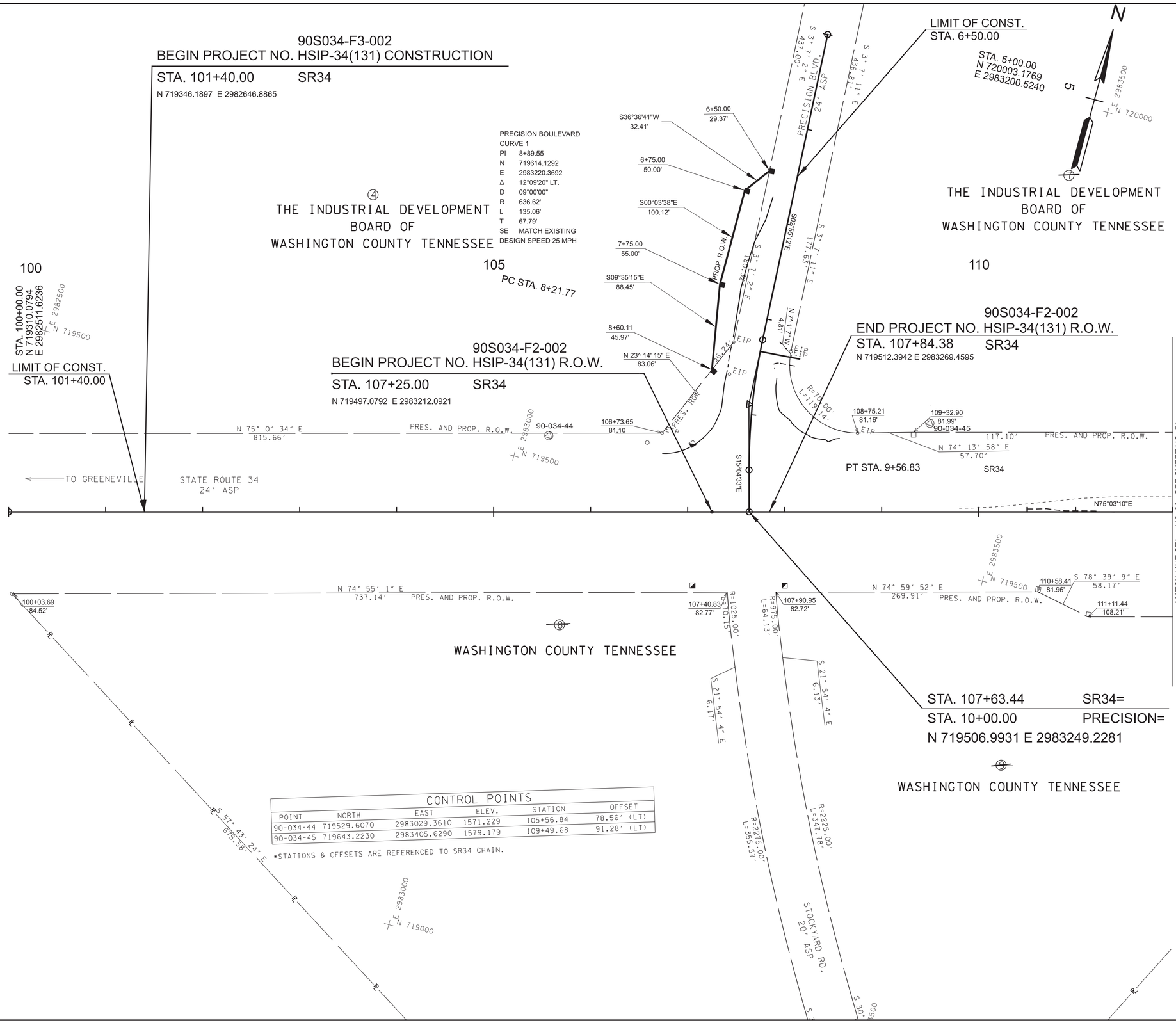
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	4A
PS&E	2025	HSIP-34(131)	4A



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
90-034-44	719529.6070	2983029.3610	1571.229	105+56.84	78.56' (LT)
90-034-45	719643.2230	2983405.6290	1579.179	109+49.68	91.28' (LT)

*STATIONS & OFFSETS ARE REFERENCED TO SR34 CHAIN.

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GREGORY A. GREEN REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 102001 STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 100+00 TO STA. 112+00.00
SCALE: 1" = 50'

7/11/2025 10:15:45 AM
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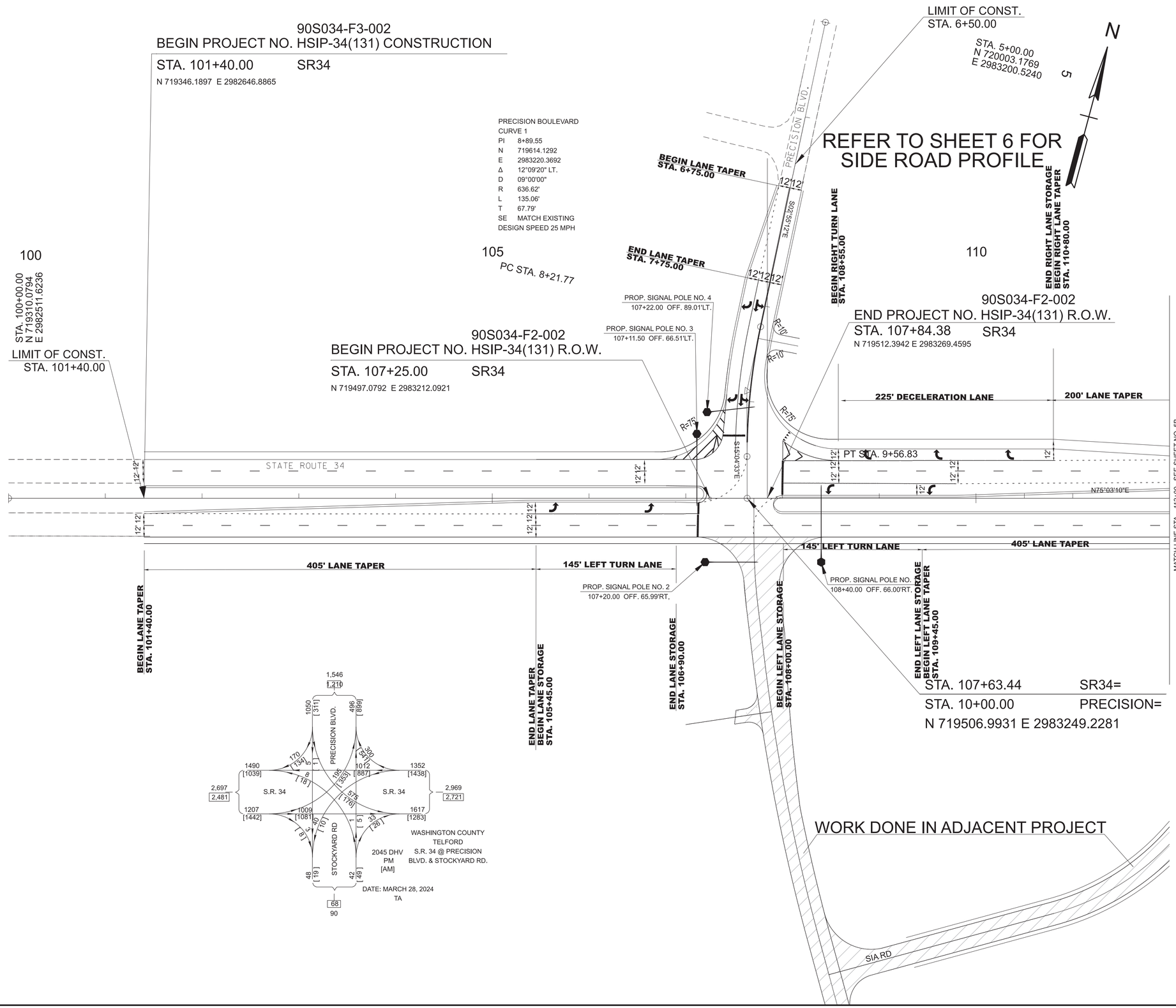
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	4B
PS&E	2025	HSIP-34(131)	4B



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COMMERCE
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STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

7/11/2025 10:15:47 AM
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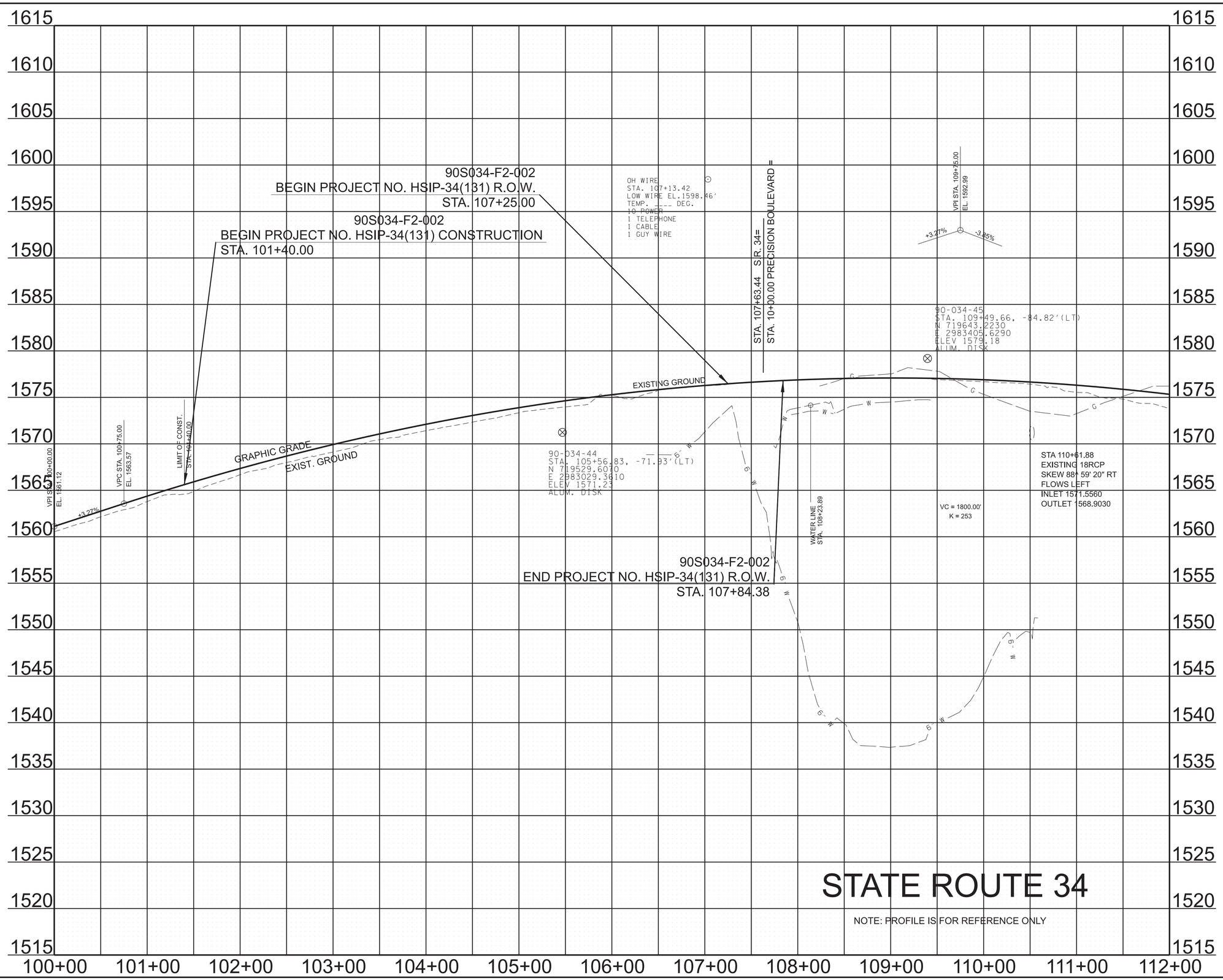
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	4C
PS&E	2025	HSIP-34(131)	4C



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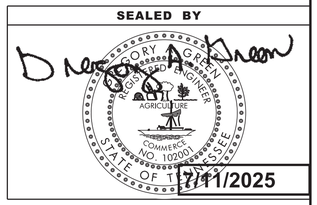

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 100+00 TO STA. 112+00

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

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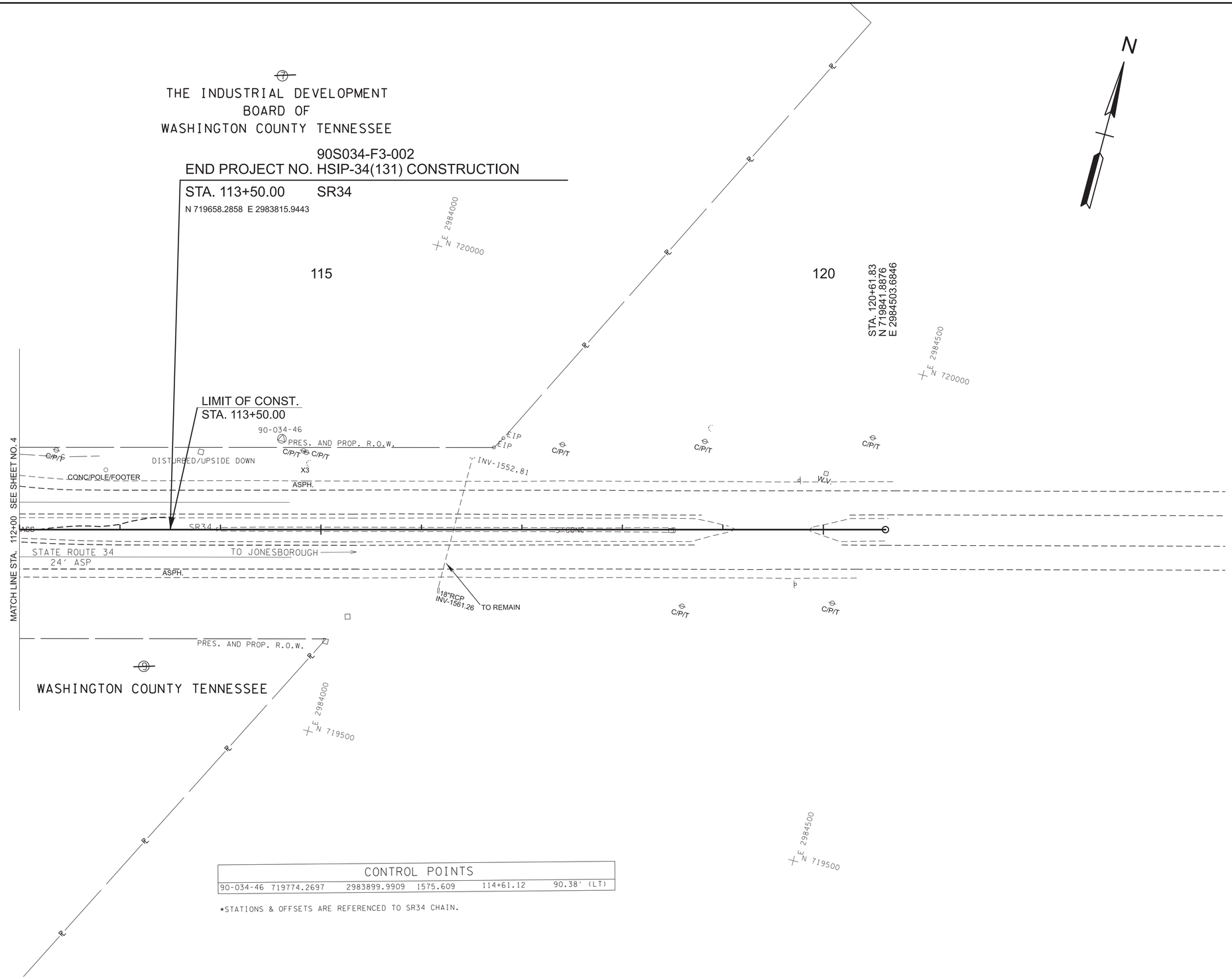
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	5
PS&E	2025	HSIP-34(131)	5



CONTROL POINTS				
90-034-46	719774.2697	2983899.9909	1575.609	114+61.12	90.38' (LT)

*STATIONS & OFFSETS ARE REFERENCED TO SR34 CHAIN.

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COMMERCE
NO. 102001
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 112+00 TO STA. 120+61.83
SCALE: 1" = 50'

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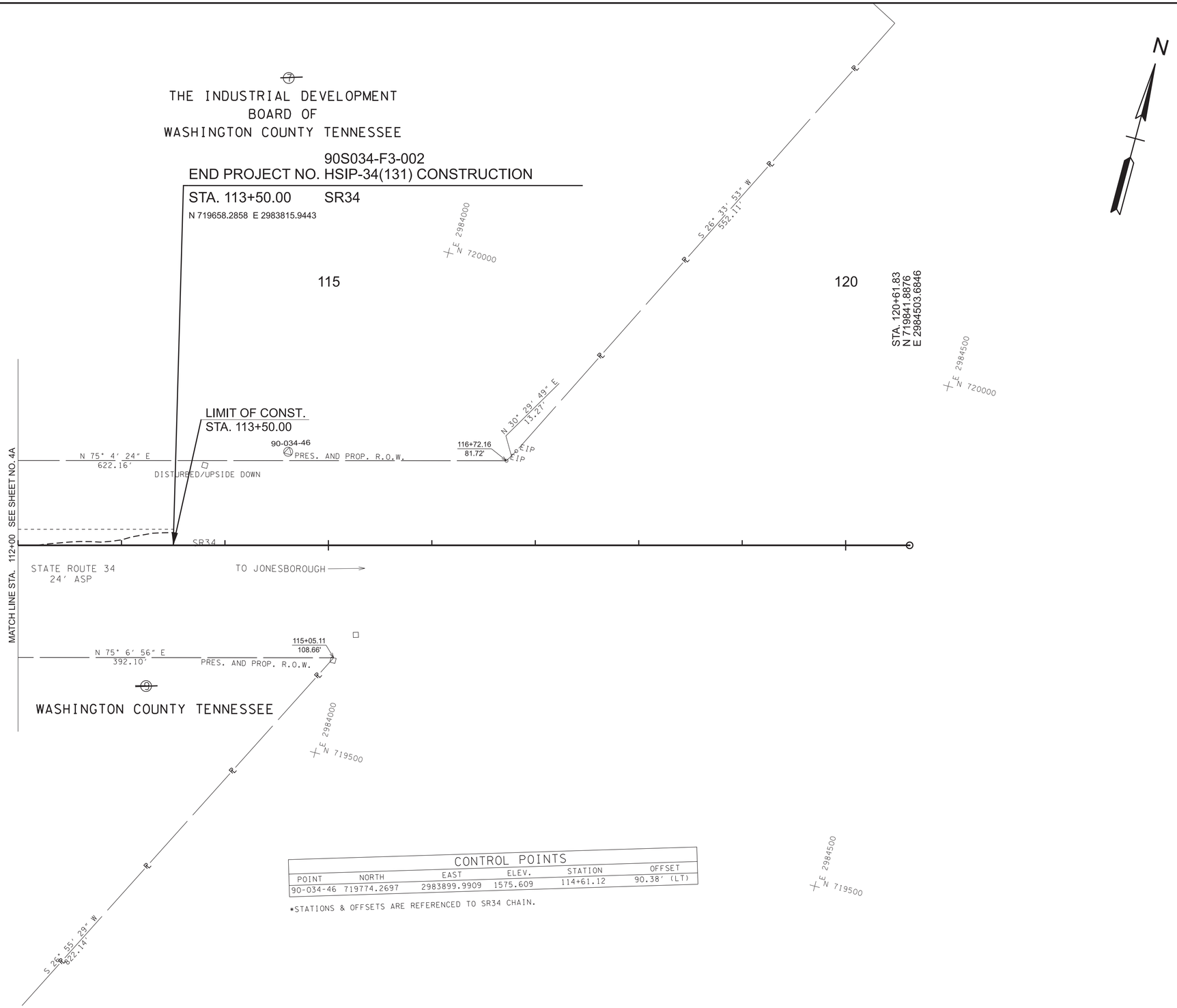
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	5A
PS&E	2025	HSIP-34(131)	5A



CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
90-034-46	719774.2697	2983899.9909	1575.609	114+61.12	90.38' (LT)

*STATIONS & OFFSETS ARE REFERENCED TO SR34 CHAIN.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS

STA. 112+00 TO STA. 124+00.00
SCALE: 1" = 50'

7/11/2025 10:15:45 AM
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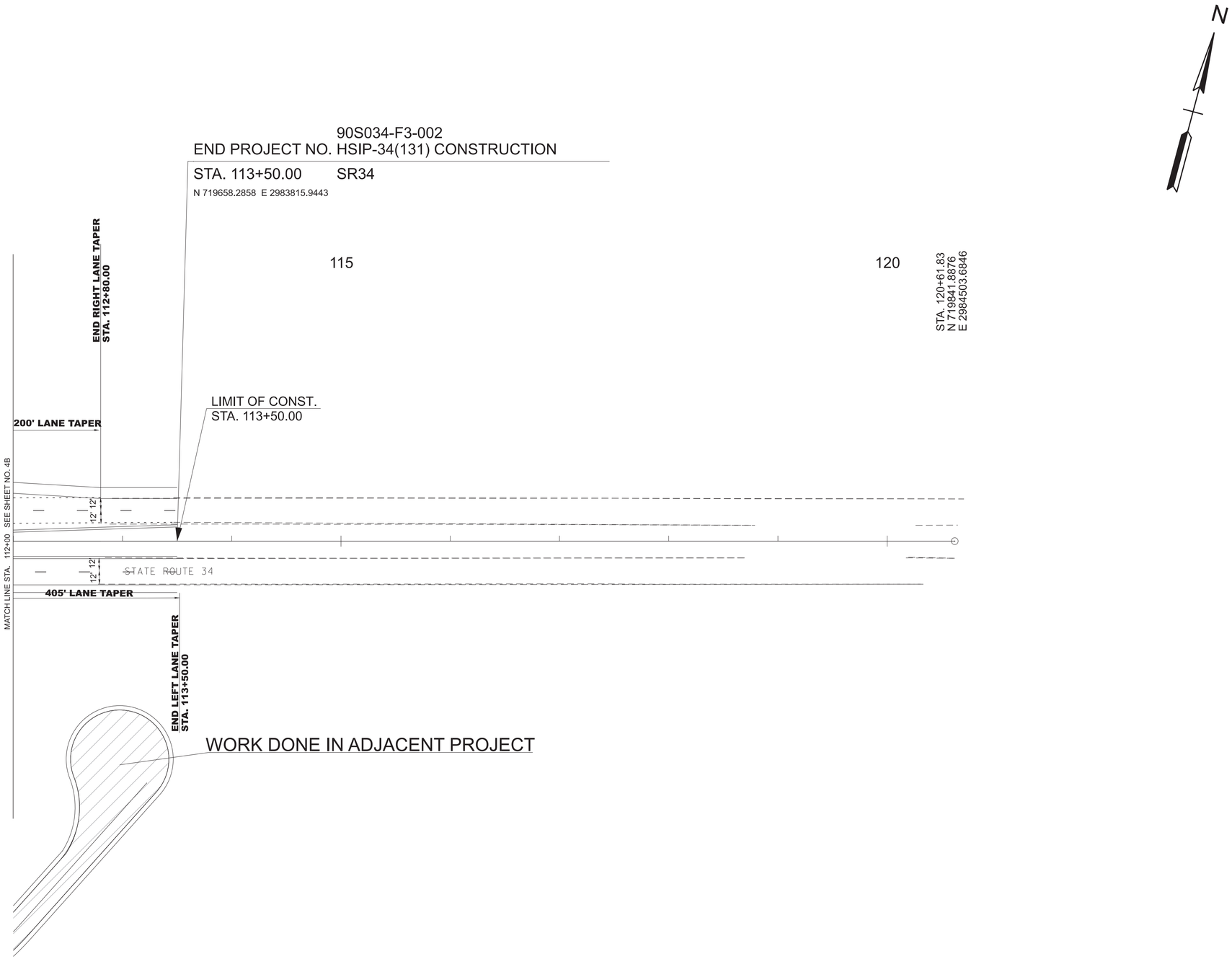
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	5B
PS&E	2025	HSIP-34(131)	5B



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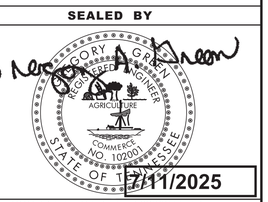

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
LAYOUT

STA. 112+00 TO STA. 120+61.83
SCALE: 1" = 50'

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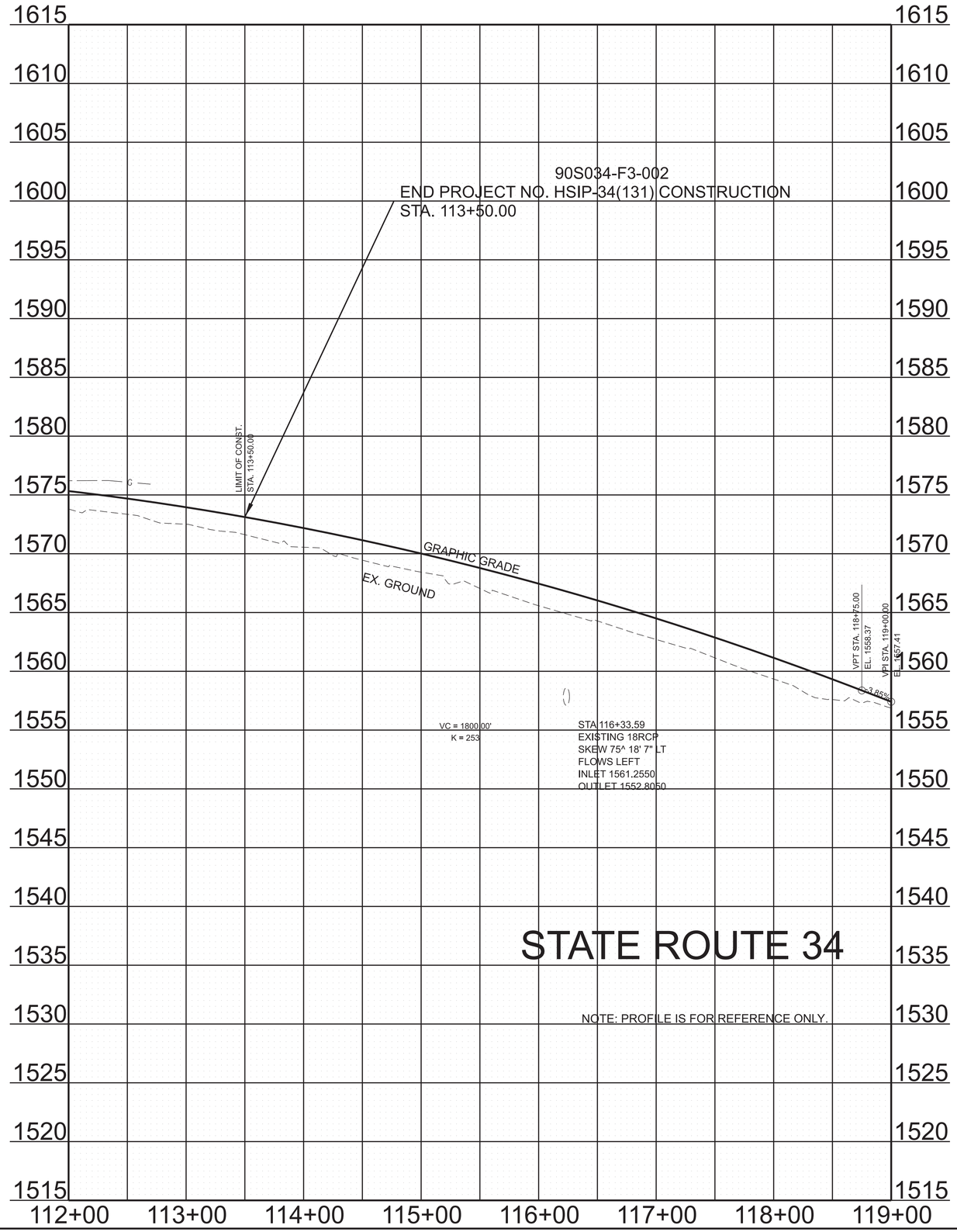
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	5C
PS&E	2025	HSIP-34(131)	5C



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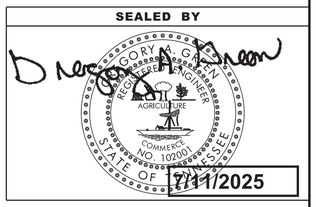

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 112+00 TO STA. 119+00

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

7/11/2025 10:16:28 AM
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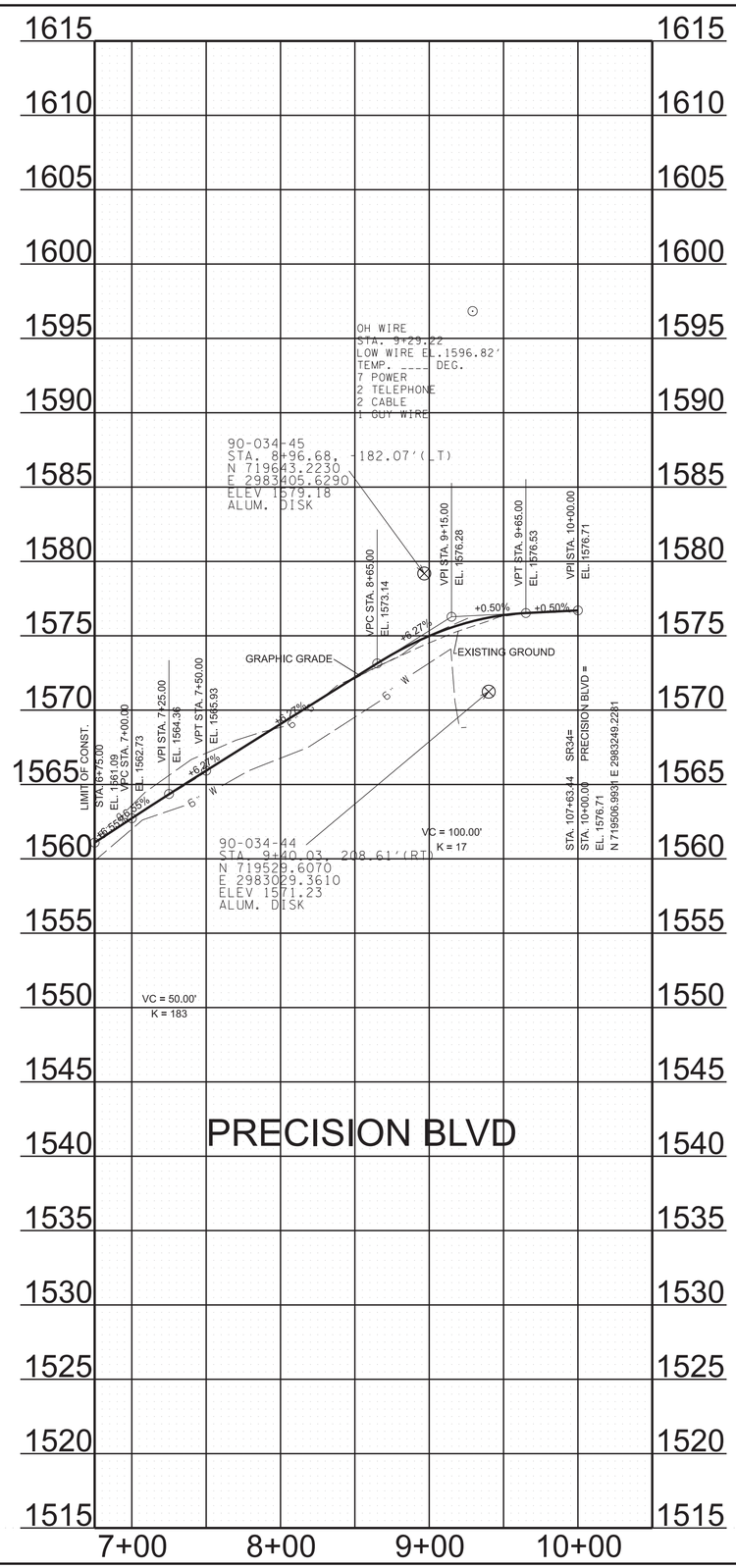
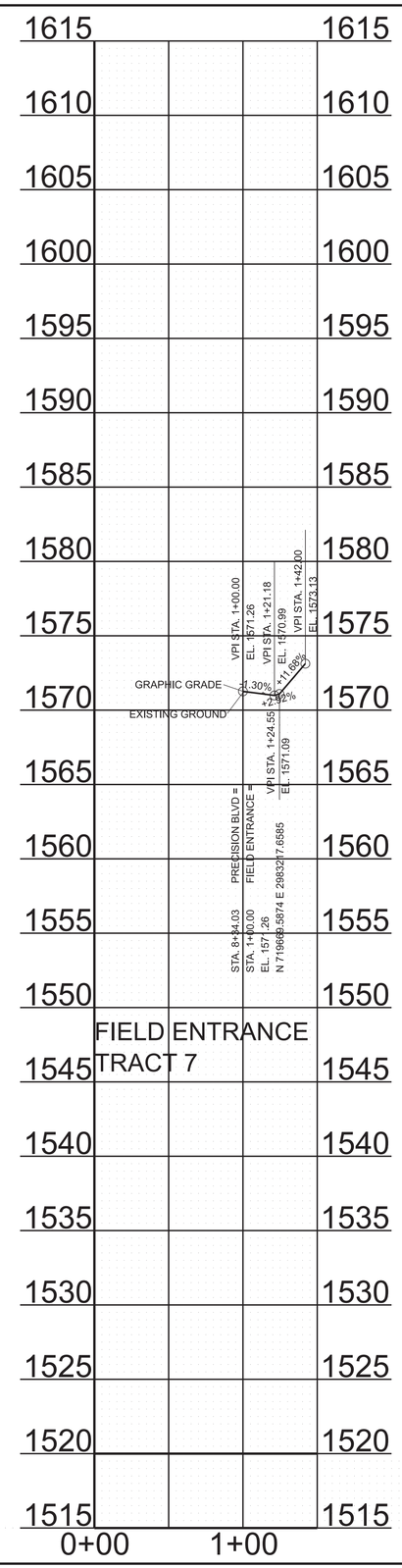
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	6
PS&E	2025	HSIP-34(131)	6





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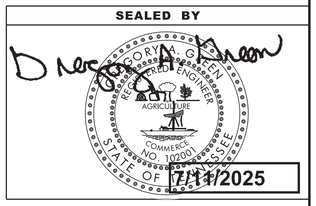

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD
AND DRIVEWAY
PROFILES

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

7/11/2025 10:16:29 AM
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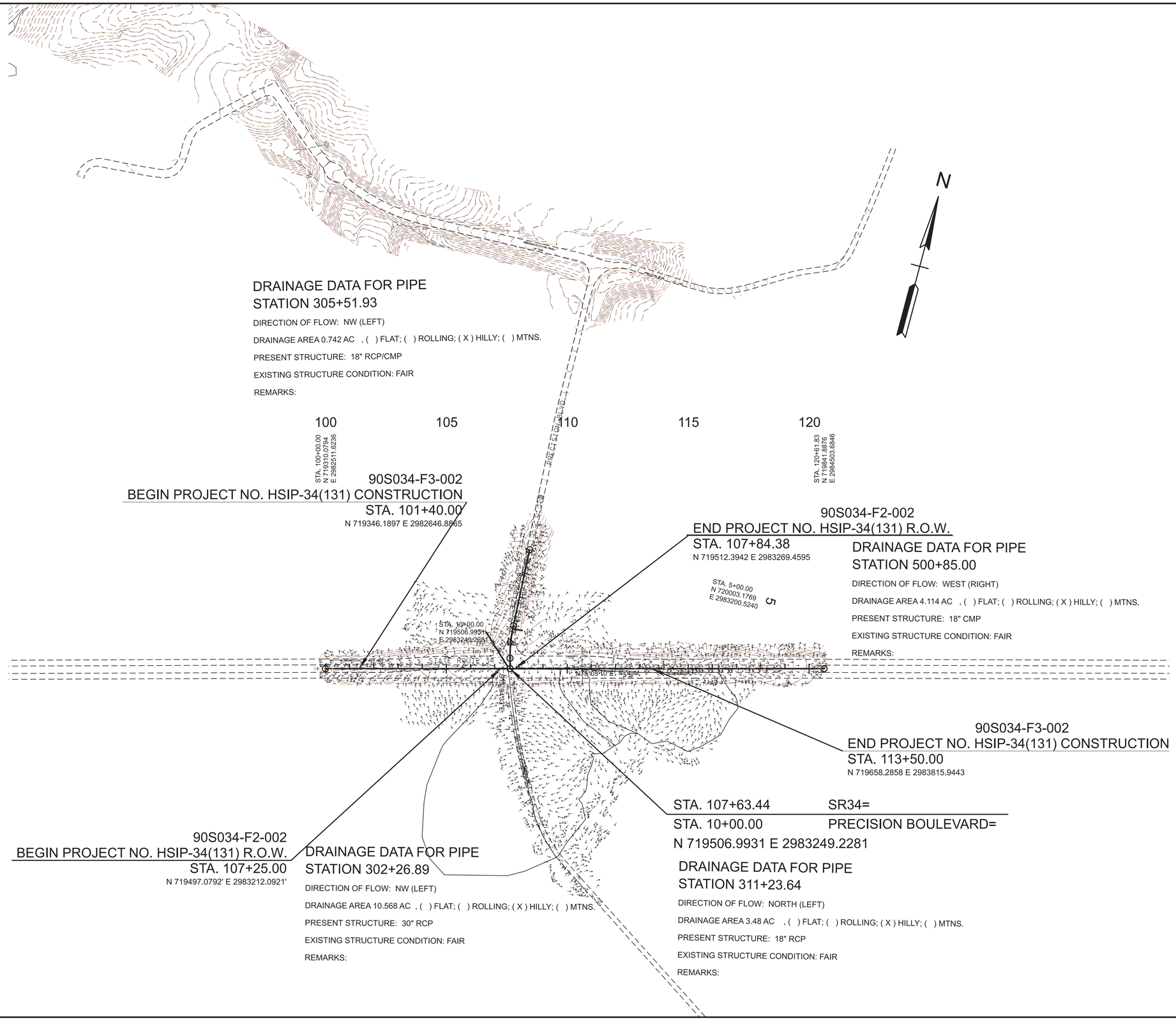
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	7
PS&E	2025	HSIP-34(131)	7



DRAINAGE DATA FOR PIPE
STATION 305+51.93

DIRECTION OF FLOW: NW (LEFT)

DRAINAGE AREA 0.742 AC , ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: 18" RCP/CMP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS:

DRAINAGE DATA FOR PIPE
STATION 500+85.00

DIRECTION OF FLOW: WEST (RIGHT)

DRAINAGE AREA 4.114 AC , ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: 18" CMP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS:

DRAINAGE DATA FOR PIPE
STATION 302+26.89

DIRECTION OF FLOW: NW (LEFT)

DRAINAGE AREA 10.568 AC , ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: 30" RCP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS:

DRAINAGE DATA FOR PIPE
STATION 311+23.64

DIRECTION OF FLOW: NORTH (LEFT)

DRAINAGE AREA 3.48 AC , ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.

PRESENT STRUCTURE: 18" RCP

EXISTING STRUCTURE CONDITION: FAIR

REMARKS:

SEALED BY

GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

SCALE: 1"=200'

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SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

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

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

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

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

SEDIMENT CONTROL

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

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

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

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

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

INSPECTION, MAINTENANCE & REPAIR

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

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

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

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

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

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

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

(19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

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

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

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

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

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

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

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

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

PERMITS, PLANS & RECORDS

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	8
PS&E	2025	HSIP-34(131)	8

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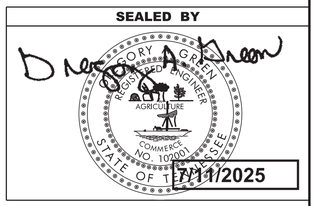

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION SEDIMENT CONTROL NOTES

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(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.

SUBSECTION 4 – 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.

NPDES

UTILITY RELOCATION

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

(6) SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

(7) UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.

(8) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.

(9) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.

(10) IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

(11) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.

(12) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.

(13) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

(14) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

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PS&E	2025	HSIP-34(131)	8A

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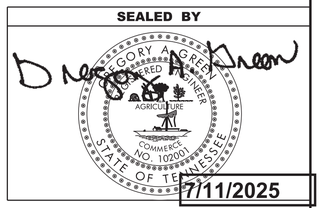

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION SEDIMENT CONTROL NOTES

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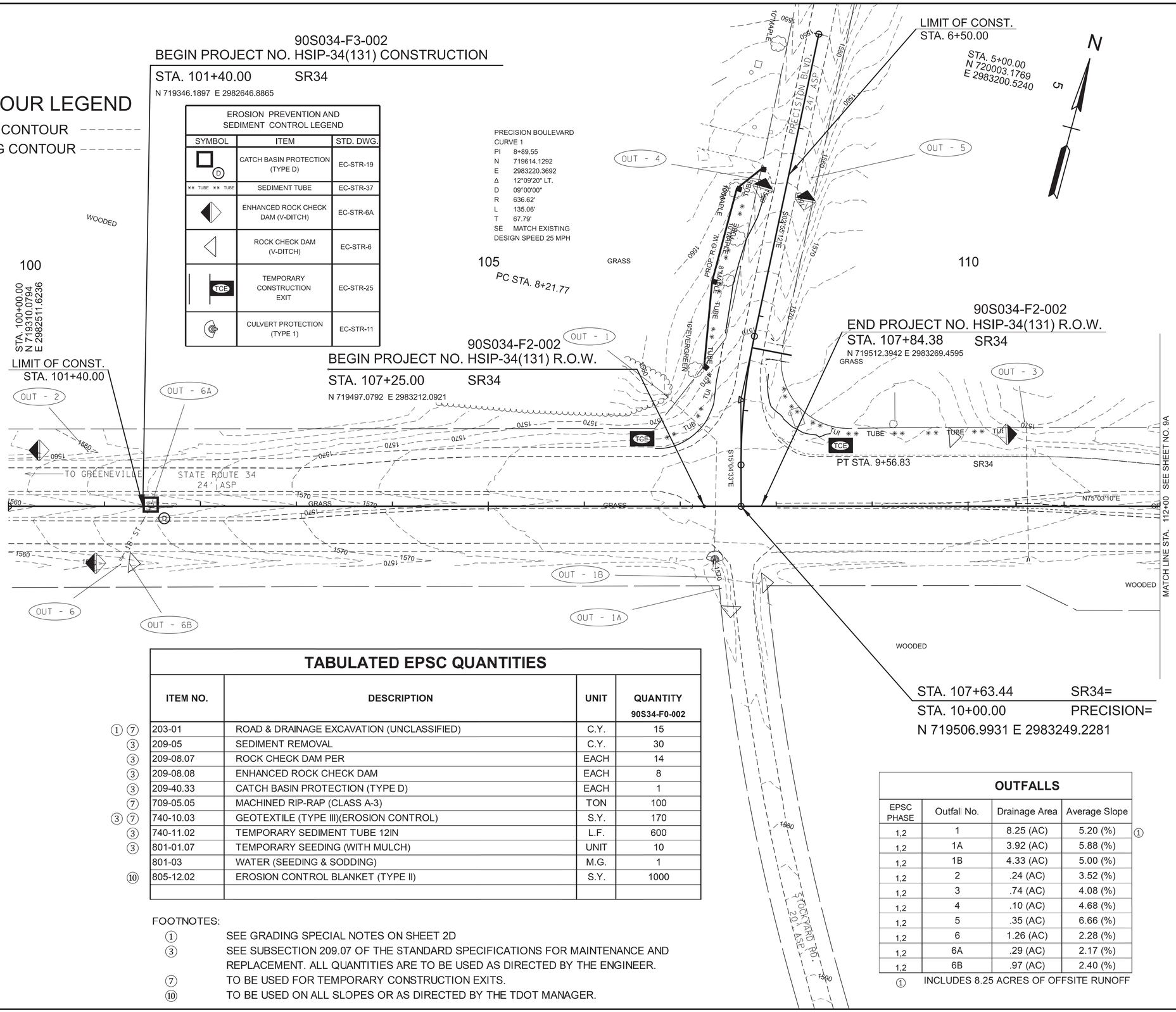
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	9
PS&E	2025	HSIP-34(131)	9

CONTOUR LEGEND

2' EXISTING CONTOUR

10' EXISTING CONTOUR

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
TUBE TUBE	SEDIMENT TUBE	EC-STR-37
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	CULVERT PROTECTION (TYPE 1)	EC-STR-11



TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 90S34-F0-002
1 7	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	15
3	209-05	SEDIMENT REMOVAL	C.Y.	30
3	209-08.07	ROCK CHECK DAM PER	EACH	14
3	209-08.08	ENHANCED ROCK CHECK DAM	EACH	8
3	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1
7	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
3 7	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	170
3	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	600
3	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	10
	801-03	WATER (SEEDING & SODDING)	M.G.	1
10	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	1000

FOOTNOTES:

1 SEE GRADING SPECIAL NOTES ON SHEET 2D

3 SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

7 TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

10 TO BE USED ON ALL SLOPES OR AS DIRECTED BY THE TDOT MANAGER.

OUTFALLS

EPSC PHASE	Outfall No.	Drainage Area	Average Slope
1,2	1	8.25 (AC)	5.20 (%) 1
1,2	1A	3.92 (AC)	5.88 (%)
1,2	1B	4.33 (AC)	5.00 (%)
1,2	2	.24 (AC)	3.52 (%)
1,2	3	.74 (AC)	4.08 (%)
1,2	4	.10 (AC)	4.68 (%)
1,2	5	.35 (AC)	6.66 (%)
1,2	6	1.26 (AC)	2.28 (%)
1,2	6A	.29 (AC)	2.17 (%)
1,2	6B	.97 (AC)	2.40 (%)

1 INCLUDES 8.25 ACRES OF OFFSITE RUNOFF

STAGE I

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GREGORY A. GREEN REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 102001 STATE OF TENNESSEE

7/11/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 112+00.00

SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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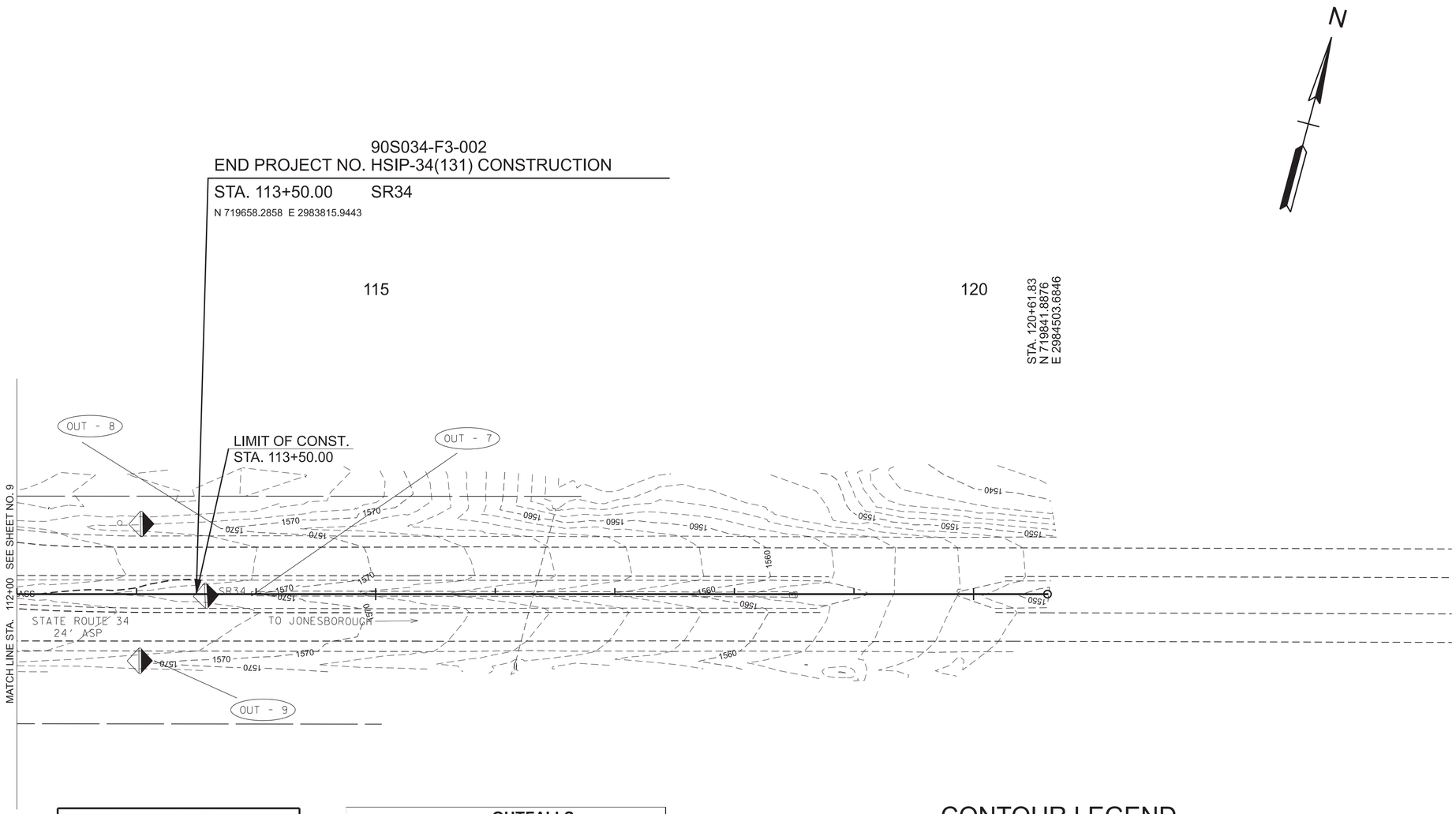
PS&E	2025	HSIP-34(131)	9A



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
×× TUBE ×× TUBE	SEDIMENT TUBE	EC-STR-37
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	ROCK CHECK DAM (V-DITCH)	EC-STR-6

OUTFALLS			
EPSC PHASE	Outfall No.	Drainage Area	Average Slope
1,2	7	.19 (AC)	1.88 (%)
1,2	8	.33 (AC)	2.36 (%)
1,2	9	.68 (AC)	2.00 (%)

CONTOUR LEGEND

2' EXISTING CONTOUR - - - - - - -

10' EXISTING CONTOUR - - - - - - -

STAGE I

SEALED BY

GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 112+00 TO STA. 124+00.00

SCALE: 1" = 50'

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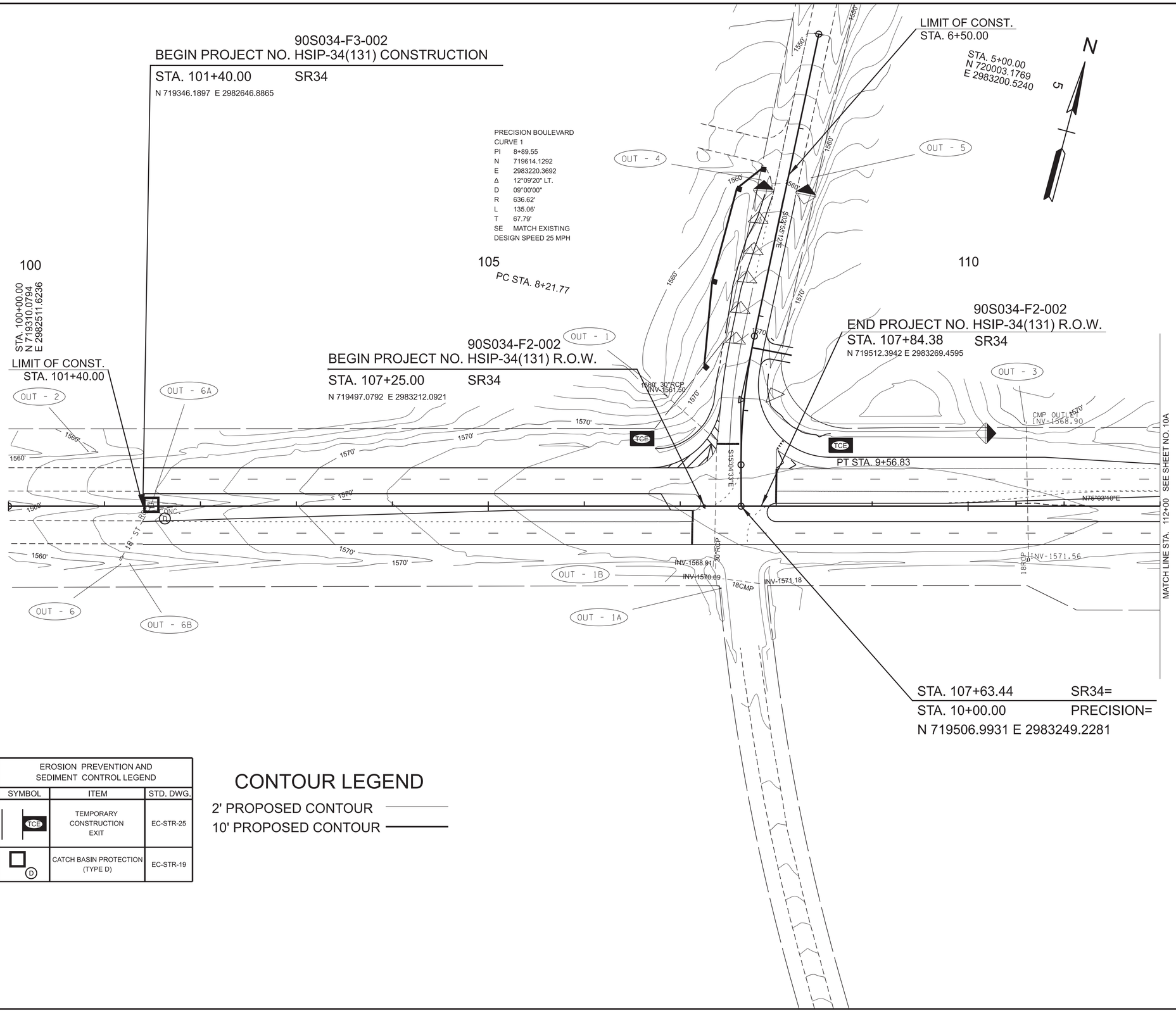
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	10
PS&E	2025	HSIP-34(131)	10



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19

CONTOUR LEGEND

2' PROPOSED CONTOUR

10' PROPOSED CONTOUR

STAGE II

SEALED BY

Digitally signed by Gregory A. Green
REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 102001 STATE OF TENNESSEE
7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 100+00 TO STA. 112+00.00

SCALE: 1" = 50'

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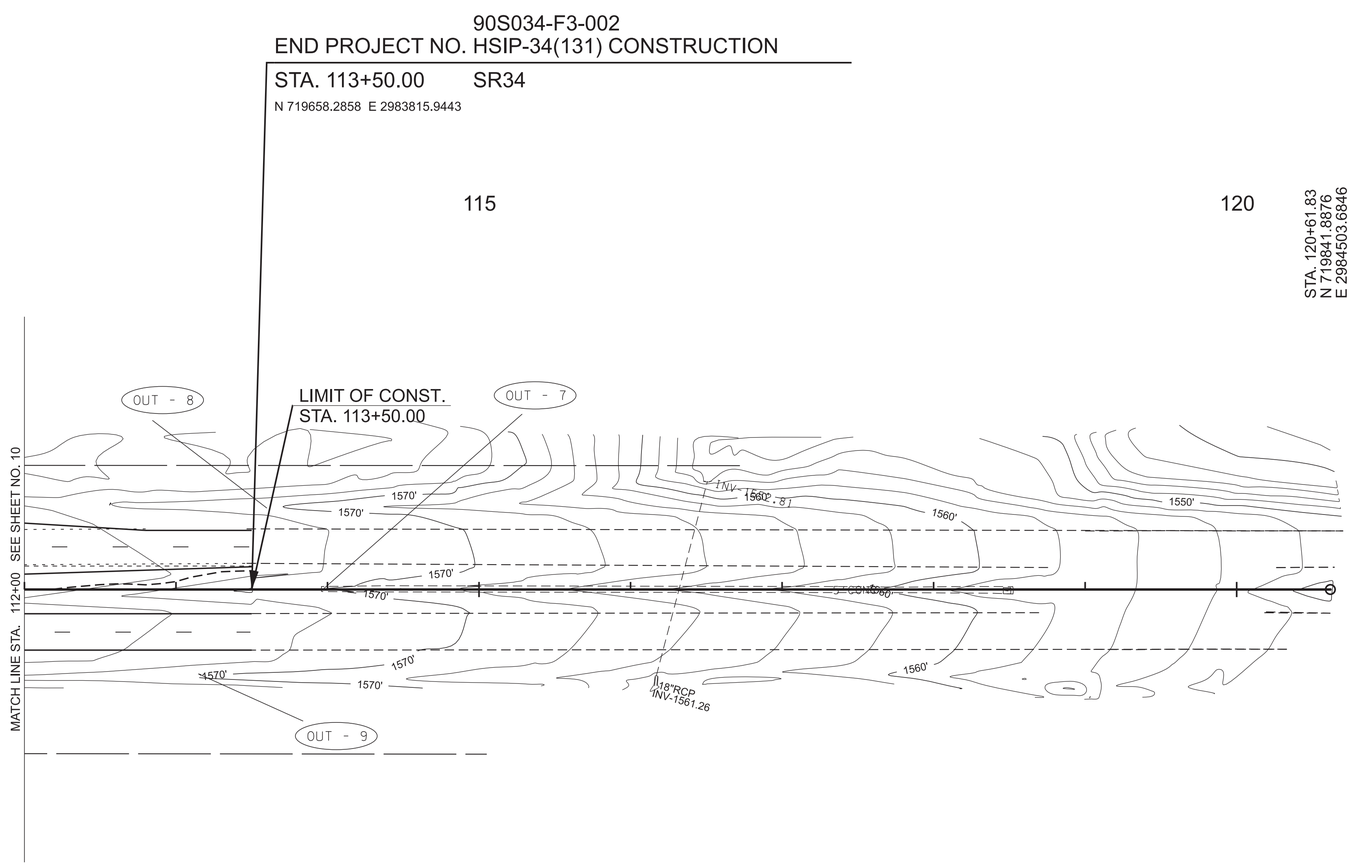
PS&E	2025	HSIP-34(131)	10A



N

CONTOUR LEGEND

2' PROPOSED CONTOUR

10' PROPOSED CONTOUR

SEALED BY

GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 112+00 TO STA. 124+00.00

SCALE: 1" = 50'

STAGE II

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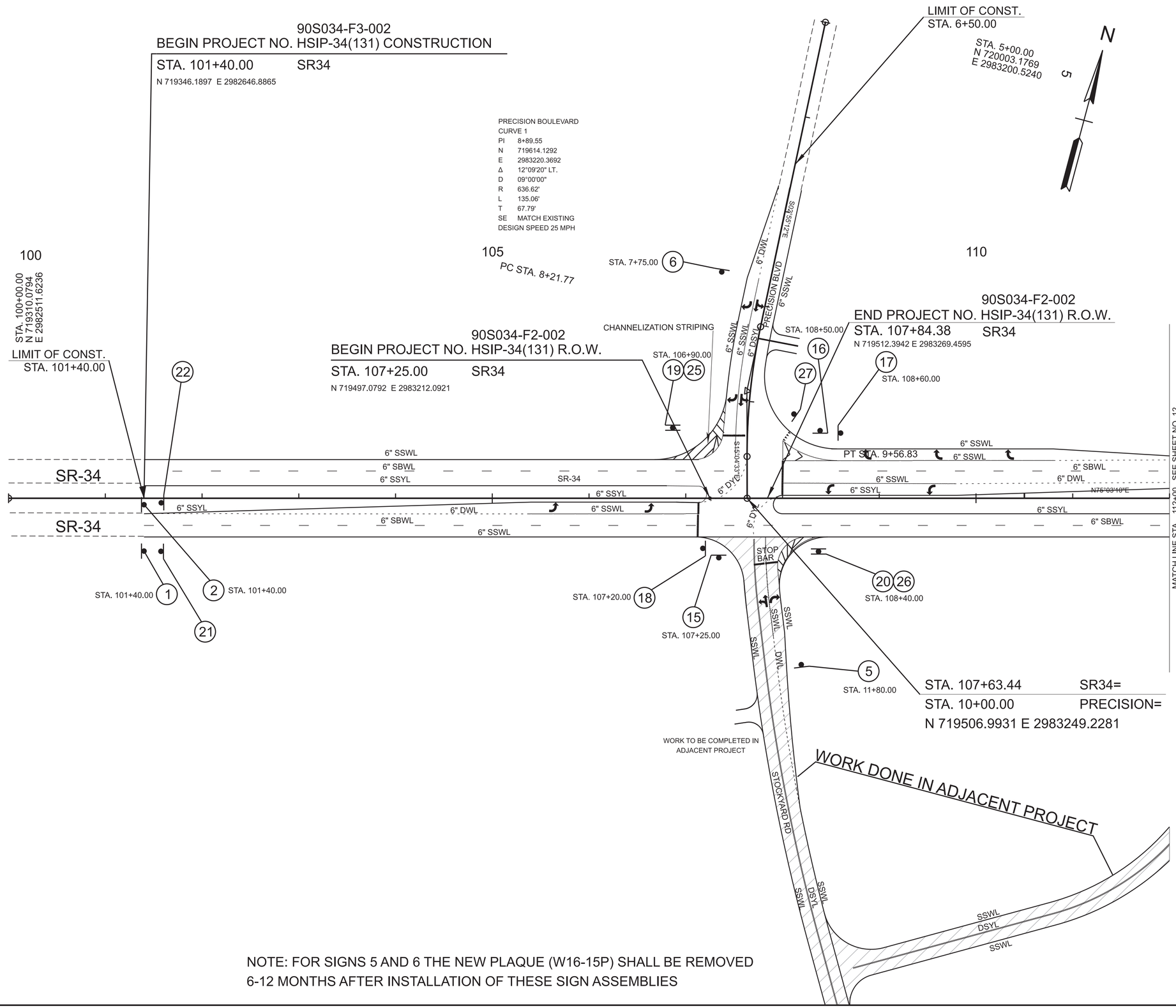
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	11



NOTE: FOR SIGNS 5 AND 6 THE NEW PLAQUE (W16-15P) SHALL BE REMOVED
6-12 MONTHS AFTER INSTALLATION OF THESE SIGN ASSEMBLIES

SEALED BY

GREGORY A. GRANT
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 100+00 TO STA. 112+00
SCALE: 1" = 50'

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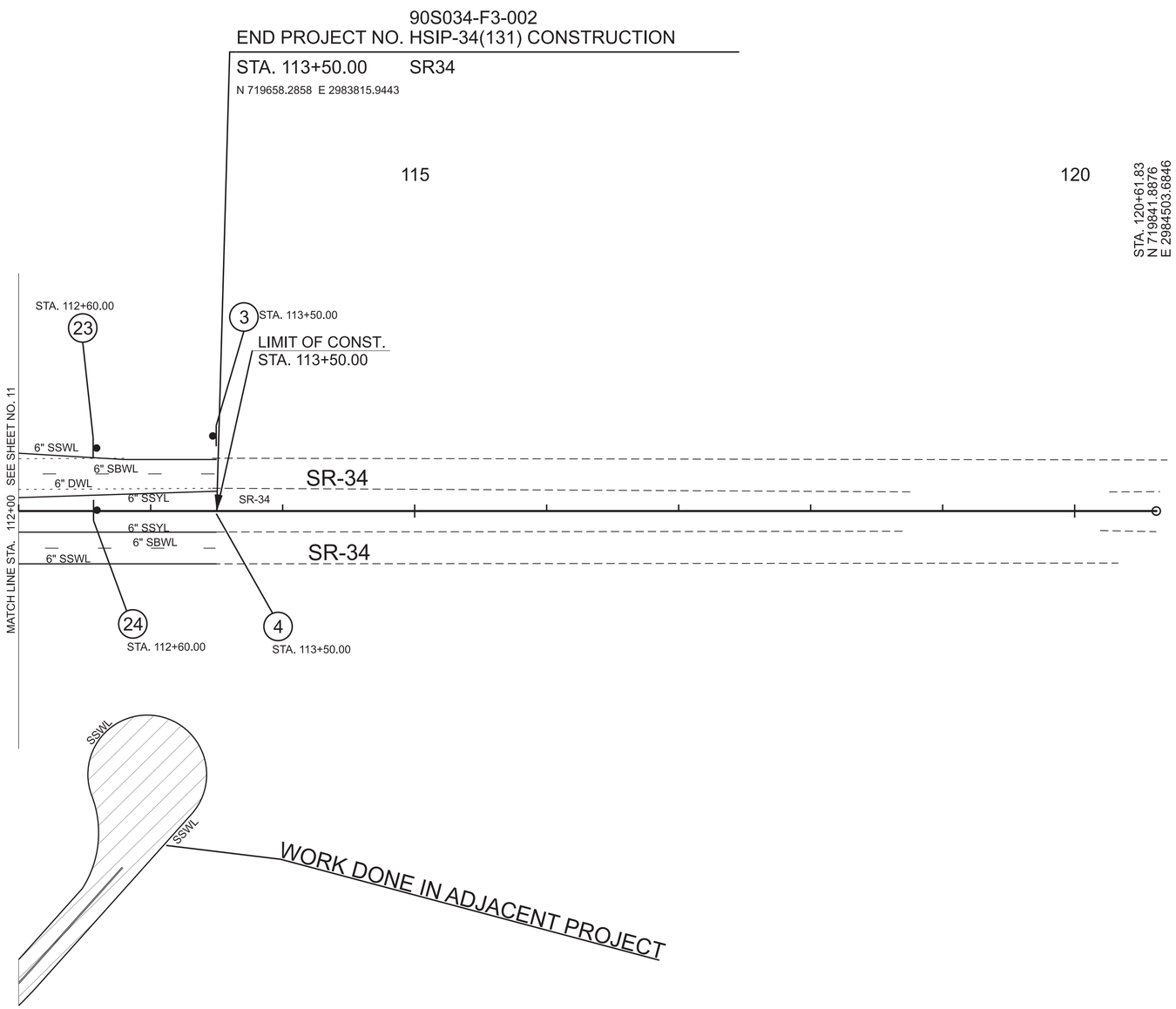
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	12



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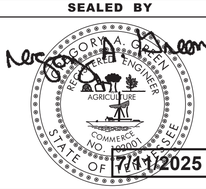

7/11/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 112+00 TO STA. 124+00

SCALE: 1" = 50'

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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

CONCRETE AND STEEL QUANTITIES FOR FOOTINGS ARE PER EACH

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	13

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.		
1	W3-3	11	48"	48"									BLACK (REF.)	YELLOW/ RED/GREEN (REF.)	0.100" SHEET ALUMINUM	2½" ∅ @ 3.98 #/FT.	h1 = 18'-3"	TYPE 4 1'-0" DIA.	0.12	24.9	6'	SUPPORT LENGTHS BASED ON 6' MINIMUM OFFSET. SEE SIGNAL SHEETS FOR ADDITIONAL DETAIL FOR FLASHING BEACON.
2																	h2 = 18'-0"					SUPPORT LENGTHS BASED ON 6' MINIMUM OFFSET. SEE SIGNAL SHEETS FOR ADDITIONAL DETAIL FOR FLASHING BEACON.
3	PREPARE TO STOP WHEN FLASHING W6-13P MOD.	12	48"	24"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM		h1 = 17'-6"					
																	h2 = 17'-3"					
																	h1 = 14'-3"					
																	h2 = 11'-3"					
4																	h1 = 17'-6"					SUPPORT LENGTHS BASED ON 6' MINIMUM OFFSET. SEE SIGNAL SHEETS FOR ADDITIONAL DETAIL FOR FLASHING BEACON.
																	h2 = 17'-3"					
5	W3-3	11	36"	36"									BLACK	YELLOW/ RED/GREEN (REF.)	0.100" SHEET ALUMINUM	2½" ∅ @ 3.98 #/FT.	h = 16'-9"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	THE NEW PLAQUE (W16-15P) SHALL BE REMOVED 6-12 MONTHS AFTER INSTALLATION OF THESE SIGN ASSEMBLIES; P5 SUPPORT REQUIRES SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A. SUPPORT LENGTHS BASED ON 6' MINIMUM OFFSET.
6	NEW W16-15P		24"	12"									BLACK	YELLOW (REF.)	0.080" SHEET ALUMINUM		h = 16'-0"					
7	LEFT ON GREEN ARROW ONLY R10-5	SIG-2	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
8																						
9	← Precision Blvd	SIG-2	102"	24"	2¼"	1"	12"	9"		B		ORD SIGNCAD ARROW TYPE A	WHITE	GREEN/ (REF.)	0.100" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
10	Precision Blvd →	SIG-2	102"	24"	2¼"	1"	12"	9"		B		ORD SIGNCAD ARROW TYPE A	WHITE	GREEN/ (REF.)	0.100" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
11	Stockyard Rd →	SIG-2	102"	24"	2¼"	1"	12"	9"		B		ORD SIGNCAD ARROW TYPE A	WHITE	GREEN/ (REF.)	0.100" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
12	← Stockyard Rd	SIG-2	102"	24"	2¼"	1"	12"	9"		B		ORD SIGNCAD ARROW TYPE A	WHITE	GREEN/ (REF.)	0.100" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
13	U.S. 11E	SIG-2	66"	24"									BLACK/ WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM						17'	OVERHEAD SIGN - SEE SIGNAL SHEETS FOR PLACEMENT
14																						
15	ONE WAY R6-1L	11	54"	18"									BLACK	BLACK/ WHITE (REF.)	0.080" SHEET ALUMINUM	P3	h1 = 11'-0"				5'	SUPPORT LENGTH BASED ON MINIMUM 6' OFFSET.
																	h2 = 11'-6"					
16																	h1 = 11'-3"					
																	h2 = 12'-0"					
25																						SIGN 27 TO BE MOUNTED ON BACK OF SIGN 21
26																						SIGN 28 TO BE MOUNTED ON BACK OF SIGN 22

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

08-JUL-2025 16:40
\\tdot01nas002.tdot.state.tn.us\01Shared\SURVDES\Design\PROJECTS\Region 1 Signing\Region 1 Signing Requests\Washington Co\132103.00 Washington SR-34 @ Precision and Stockyard\SignSchedule.sht

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" OR THE CURRENT EDITION OF THE "TENNESSEE SUPPLEMENT TO THE STANDARD HIGHWAY SIGNS BOOK"

CONCRETE AND STEEL QUANTITIES FOR FOOTINGS ARE PER EACH

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.		
17	R5-1	11	36"	36"									WHITE	RED/ WHITE (REF.)	0.100" SHEET ALUMINUM	P5	h = 13'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.23 (INCLUDES STUB) - SEE DETAIL B ON STD. DWG. T-S-23B. SUPPORT LENGTH BASED ON MINIMUM 6' OFFSET.
18																	h = 12'-6"					
19	R6-1R R6-3	11	54" 36"	18" 30"									BLACK	BLACK/ WHITE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM 0.080" SHEET ALUMINUM	P3	h1 = 10'-9" h2 = 11'-3"				5'	SUPPORT LENGTH BASED ON MINIMUM 6' OFFSET.
20																	h1 = 11'-0" h2 = 11'-6"					
21	R5-1a	11	42"	30"									WHITE (REF.)	RED/ (REF.)	0.100" SHEET ALUMINUM	P3	h1 = 12'-9" h2 = 13'-6"				5'	SUPPORT LENGTH BASED ON MINIMUM 6' OFFSET.
22																	h1 = 12'-3" h2 = 12'-9"					
23		12															h1 = 12'-0" h2 = 12'-6"					
24																	h1 = 12'-3" h2 = 12'-9"					
27	R1-2	11	48"	48"									WHITE (REF.)	WHITE (REF.) RED/ (REF.)	0.100" SHEET ALUMINUM	P2	h = 10'-6"				5'	SUPPORT LENGTH BASED ON MINIMUM 6' OFFSET.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	14

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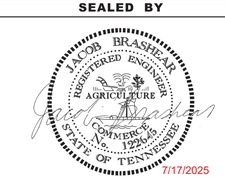

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

08-JUL-2025 16:40
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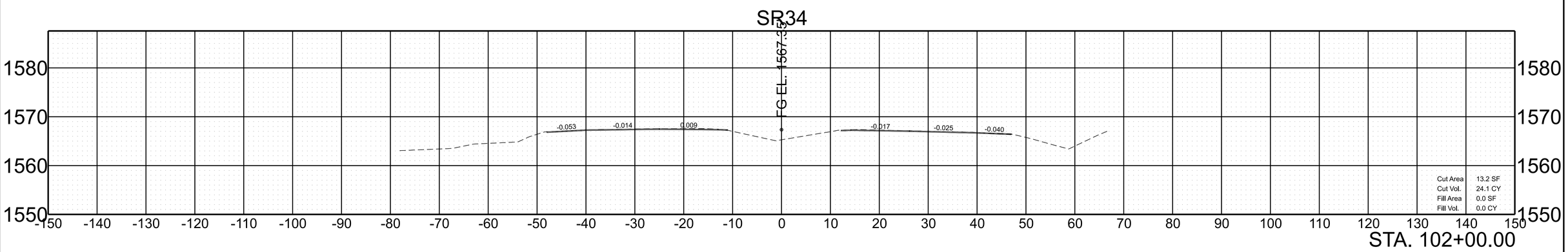
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	11
PS&E	2025	HSIP-34(131)	15



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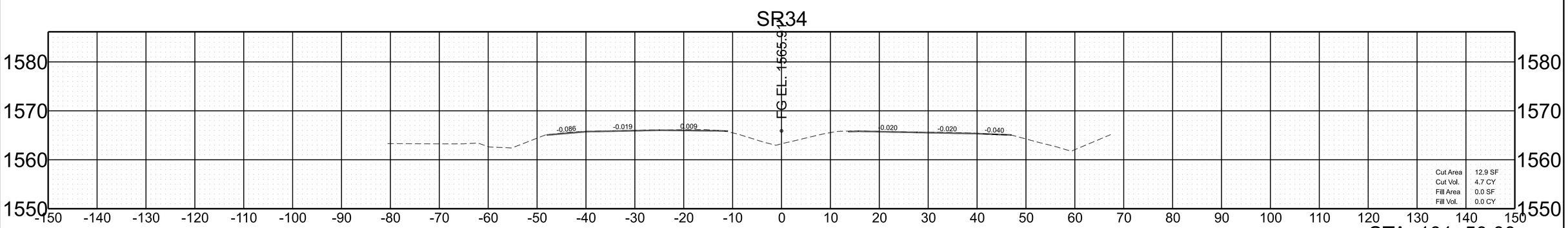

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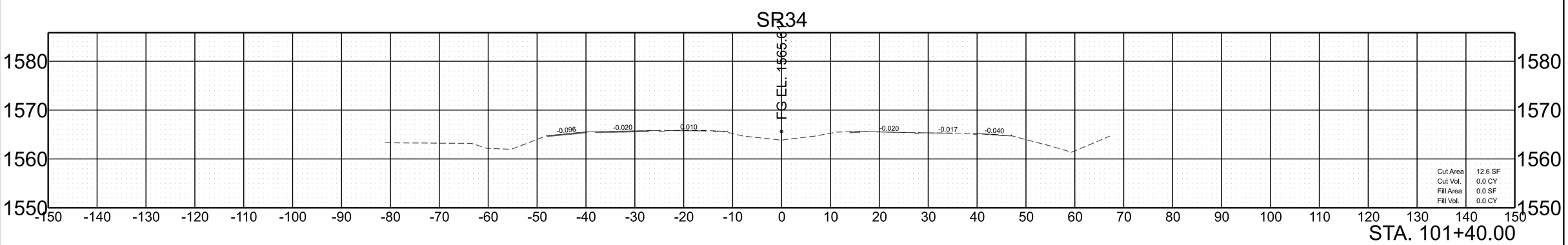

STA. 101+40.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 101+40.00 END STA. 102+00.00

7/11/2025 11:40:56 AM
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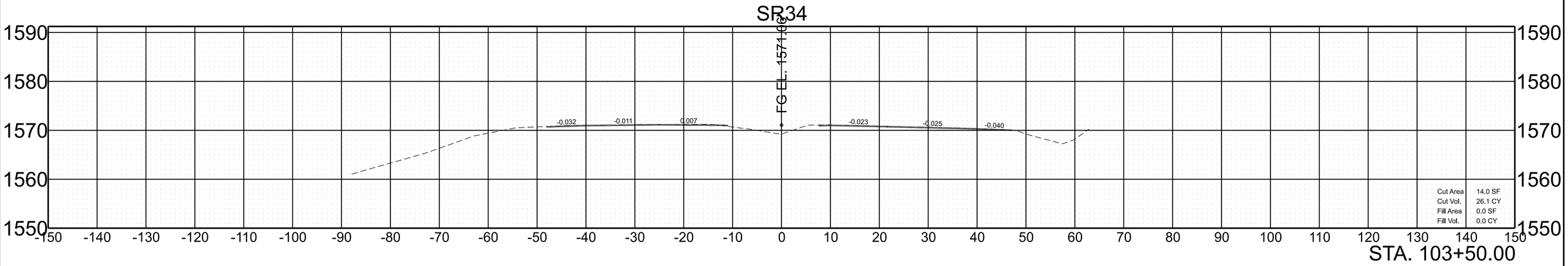
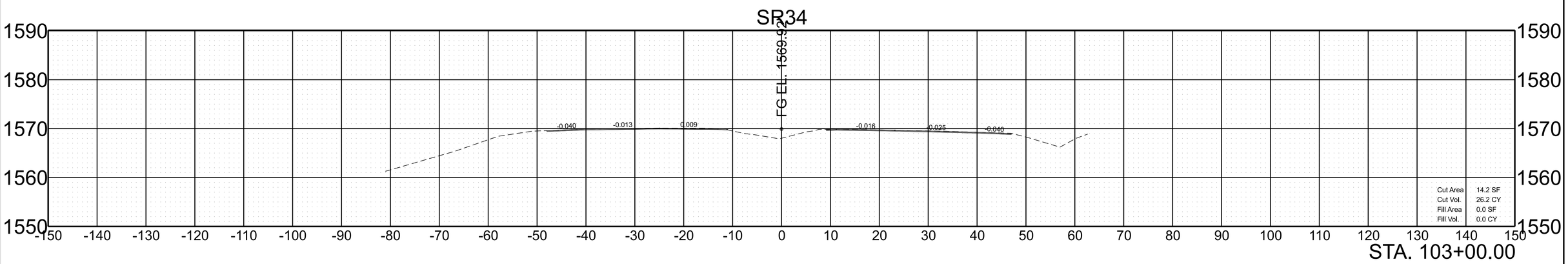
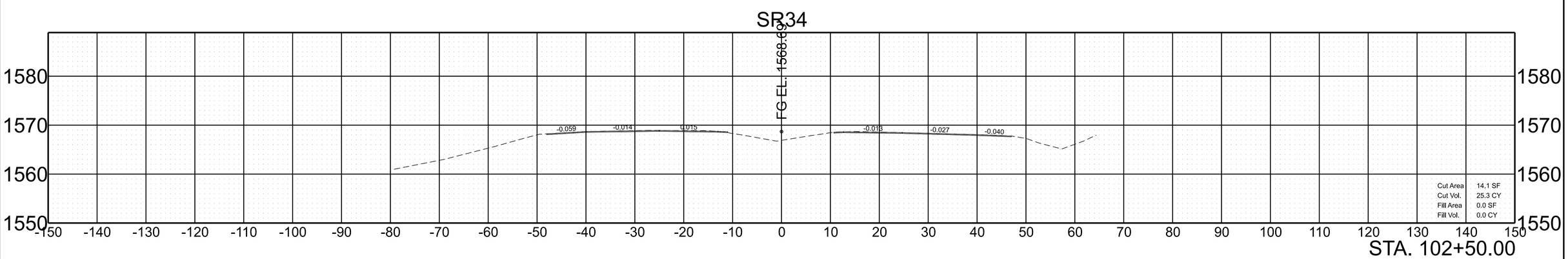
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	12
PS&E	2025	HSIP-34(131)	16



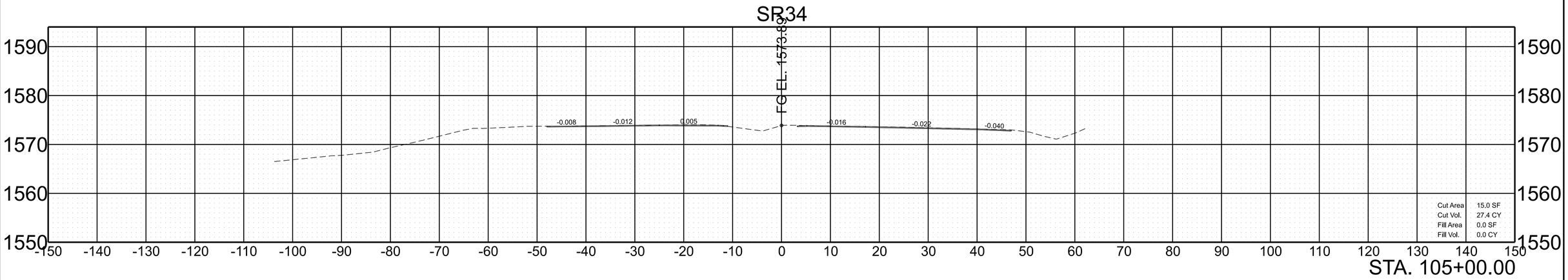




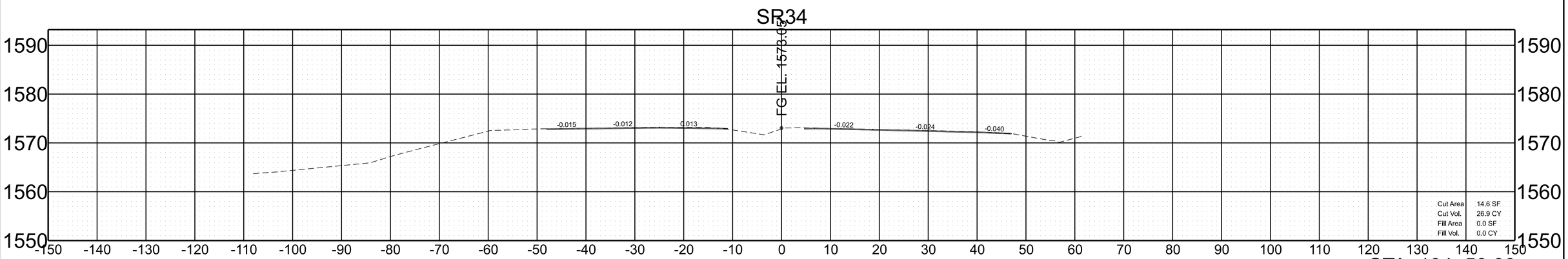
SCALE:		
1"=10' HORIZ.	BEGIN STA. 102+50.00
1"=10' VERT.	END STA. 103+50.00

7/11/2025 11:40:57 AM
O:\WORKSPACES\TDOT_STANDARDS\WORKSETS\22905\DGN\90S034-13-SHT- XS-ROADWAY.DGN

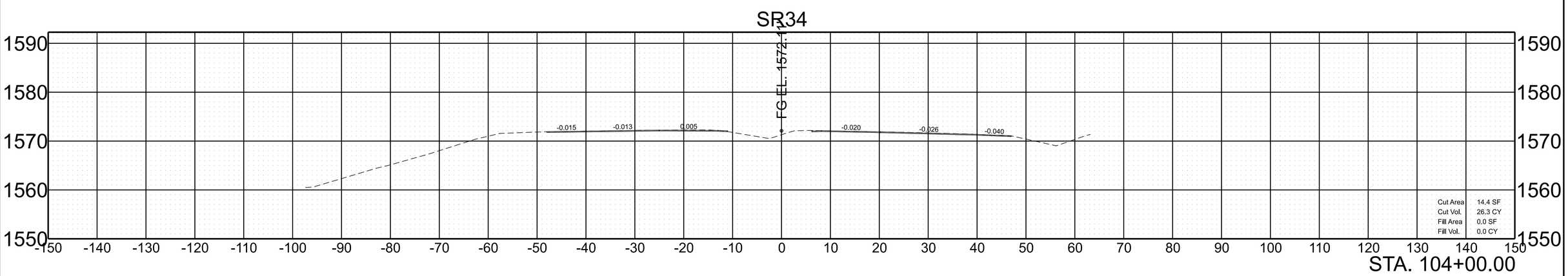
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	13
PS&E	2025	HSIP-34(131)	17



STA. 105+00.00



STA. 104+50.00

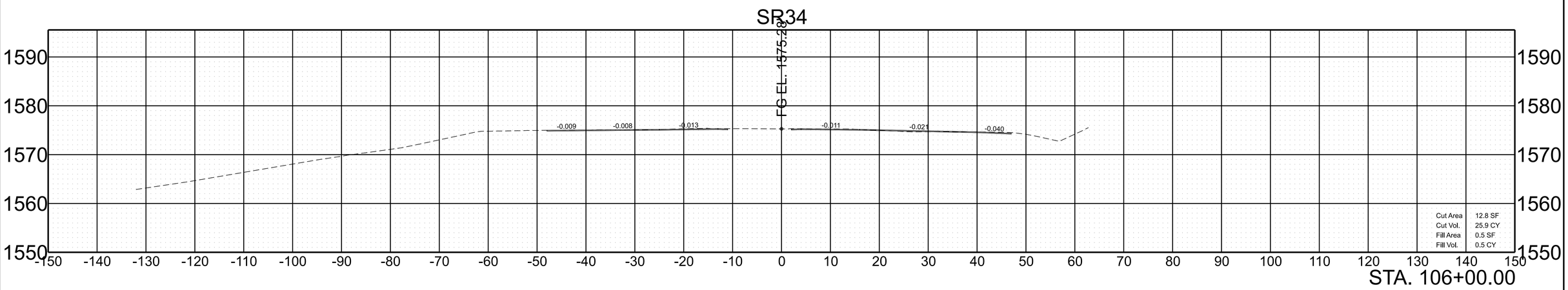


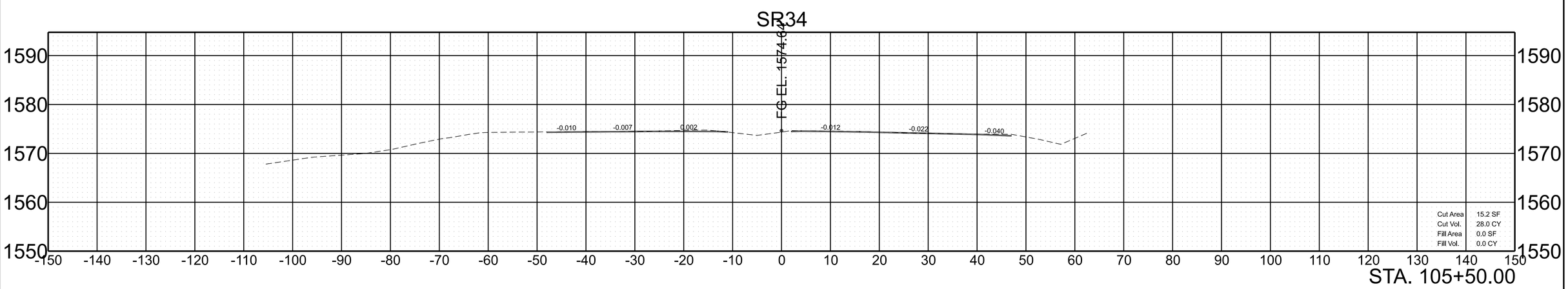
STA. 104+00.00

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

7/11/2025 11:40:58 AM
O:\WORKSPACES\TDOT_STANDARDS\WORKSETS\22905\DGN\90S034-13-SHT- XS-ROADWAY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	14
PS&E	2025	HSIP-34(131)	18





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

7/11/2025 11:40:58 AM
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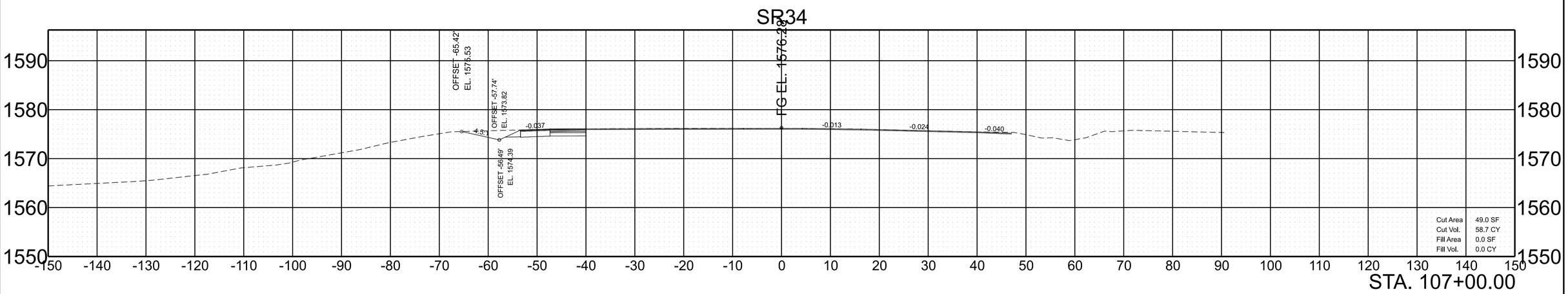
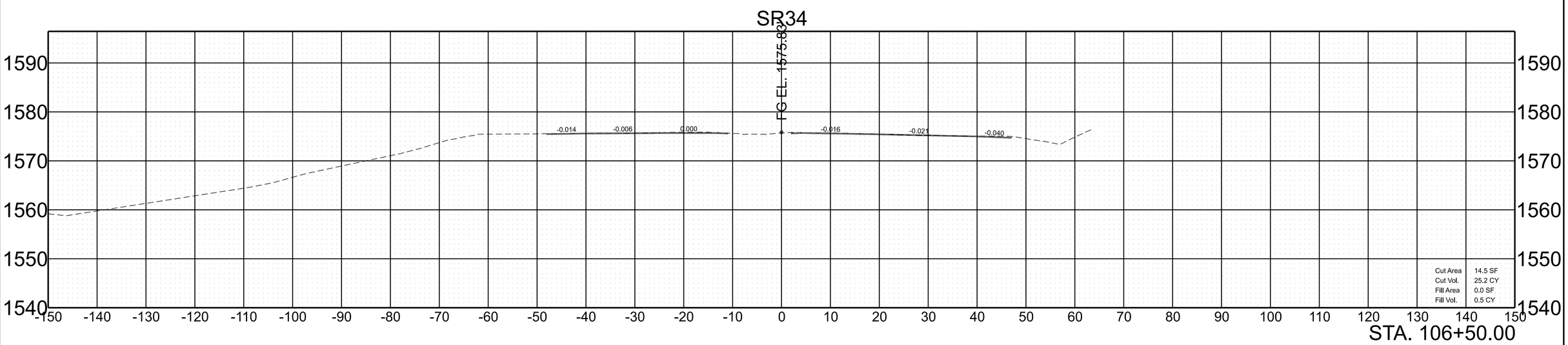
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	15
PS&E	2025	HSIP-34(131)	19





SCALE:	1"=10' HORIZ.	BEGIN STA. 106+50.00
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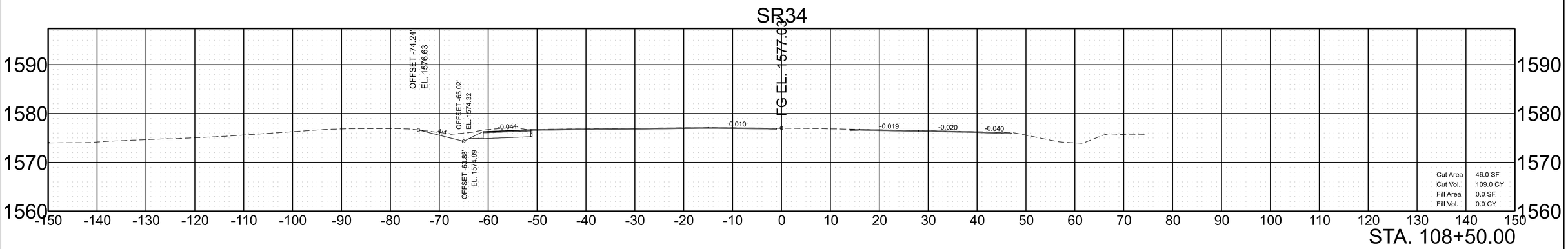
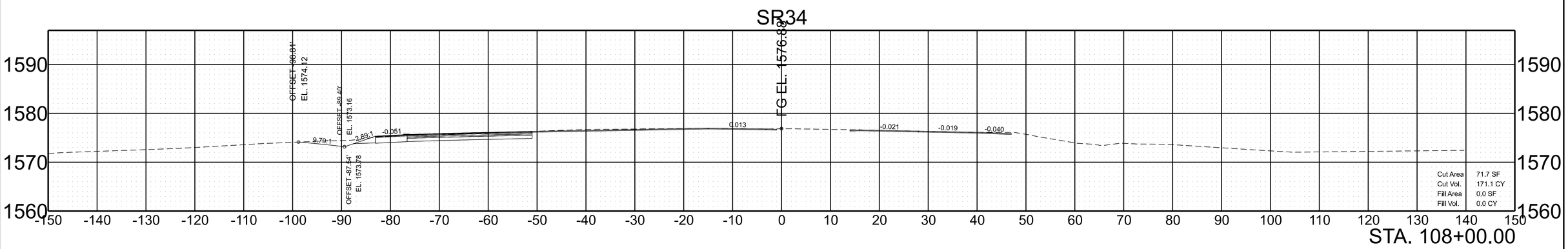
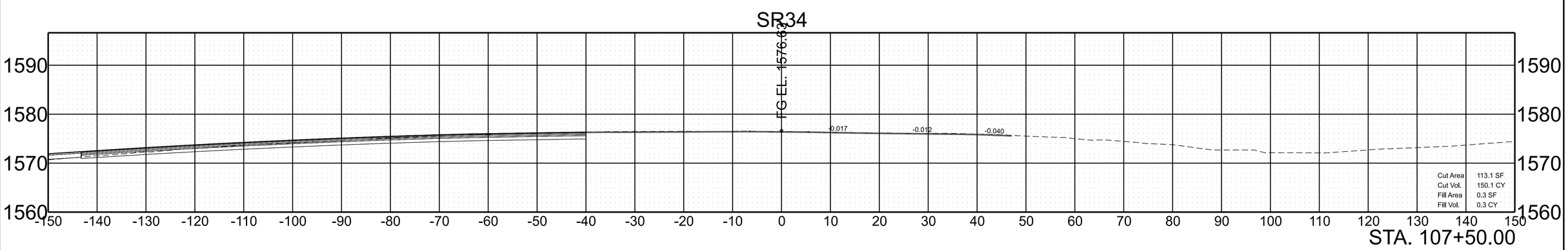
7/11/2025 11:40:59 AM
O:\WORKSPACES\TDOT_STANDARDS\WORKSETS\22905\DGN\90S034-13-SHT-XS-ROADWAY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	16
PS&E	2025	HSIP-34(131)	20







SCALE:	1"=10' HORIZ.	BEGIN STA. 107+50.00
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7/11/2025 11:40:59 AM
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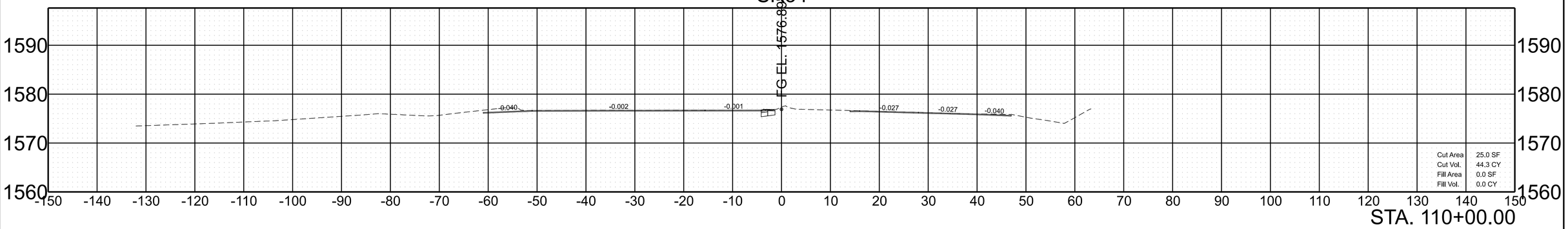
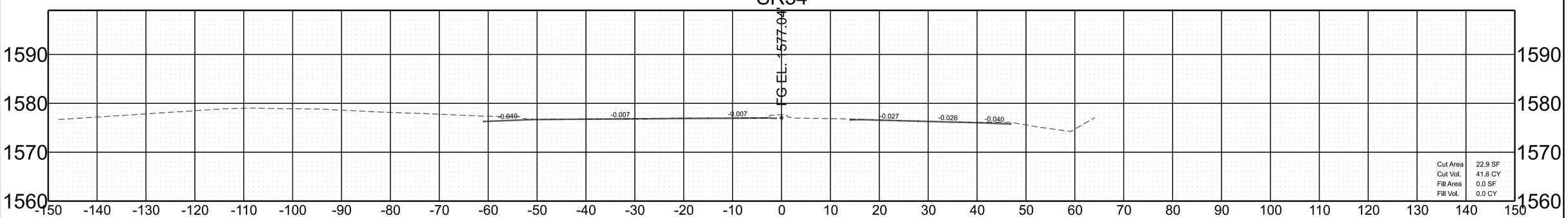
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	17
PS&E	2025	HSIP-34(131)	21

SR34



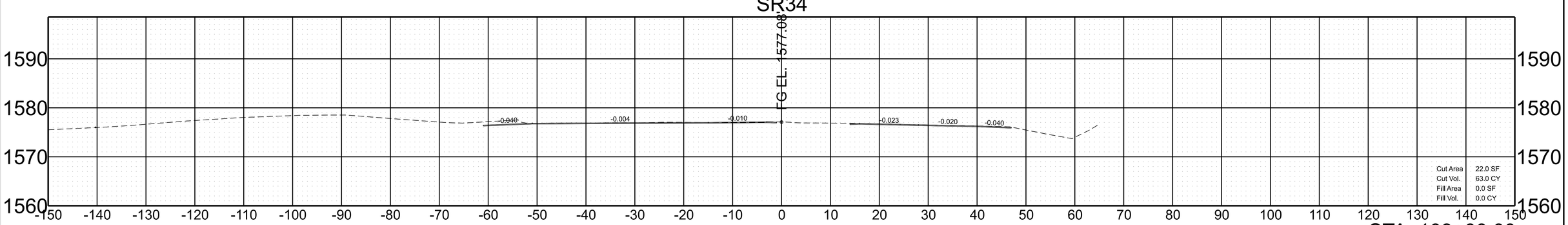
STA. 110+00.00

SR34



STA. 109+50.00

SR34



STA. 109+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 109+00.00
	1"=10' VERT.	END STA. 110+00.00

7/11/2025 11:41:00 AM
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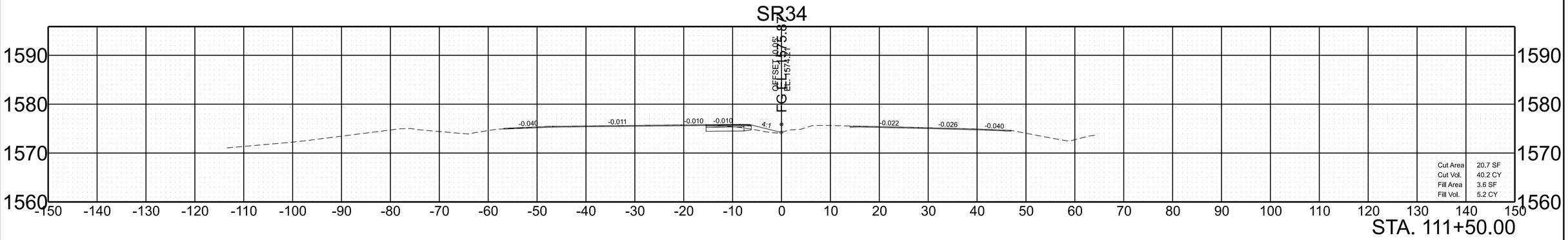
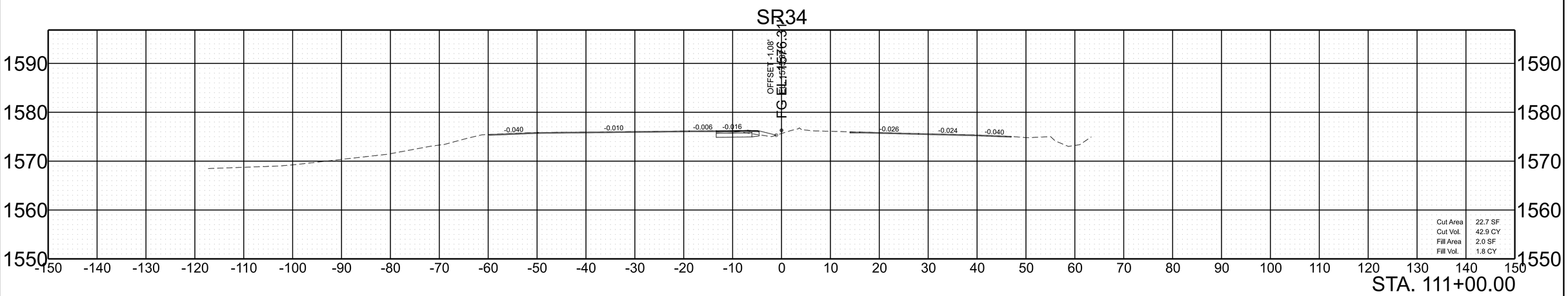
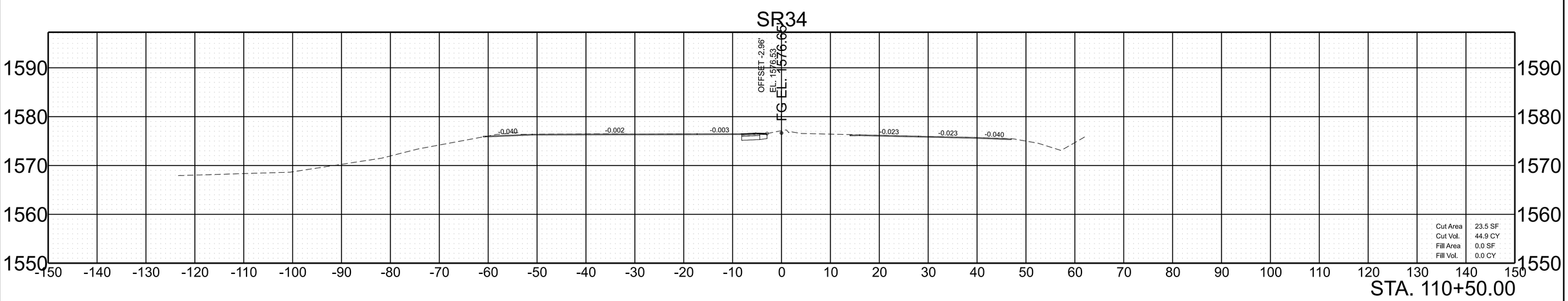
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	18
PS&E	2025	HSIP-34(131)	22



Cut Area	20.7 SF
Cut Vol.	40.2 CY
Fill Area	3.6 SF
Fill Vol.	5.2 CY



Cut Area	22.7 SF
Cut Vol.	42.9 CY
Fill Area	2.0 SF
Fill Vol.	1.8 CY



Cut Area	23.5 SF
Cut Vol.	44.9 CY
Fill Area	0.0 SF
Fill Vol.	0.0 CY

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 110+50.00 END STA. 111+50.00

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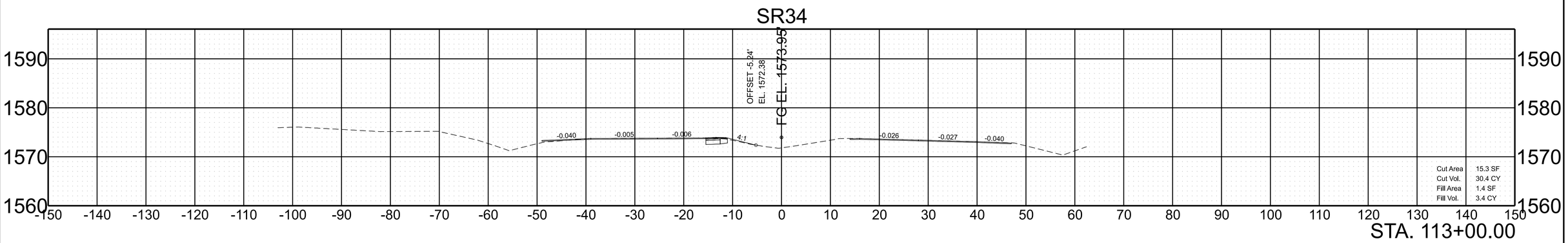
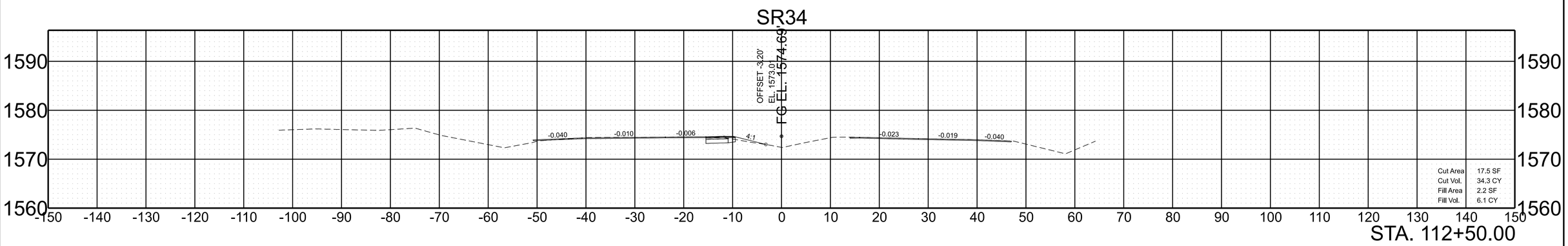
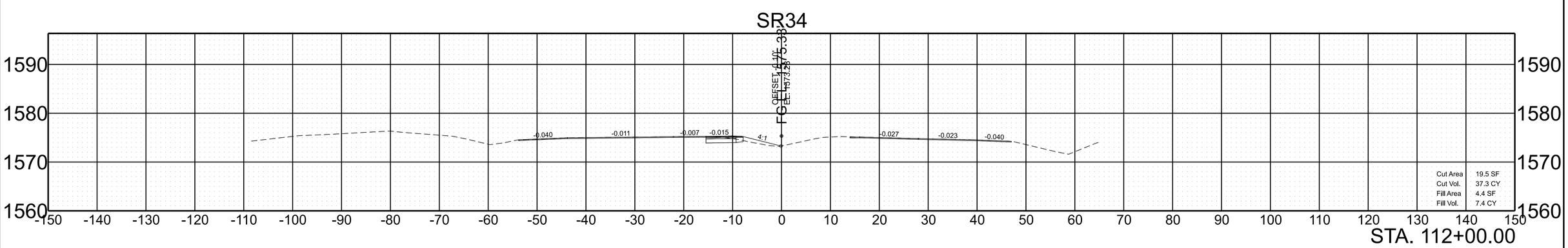
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	19
PS&E	2025	HSIP-34(131)	23







SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 112+00.00 END STA. 113+00.00

7/11/2025 11:41:01 AM
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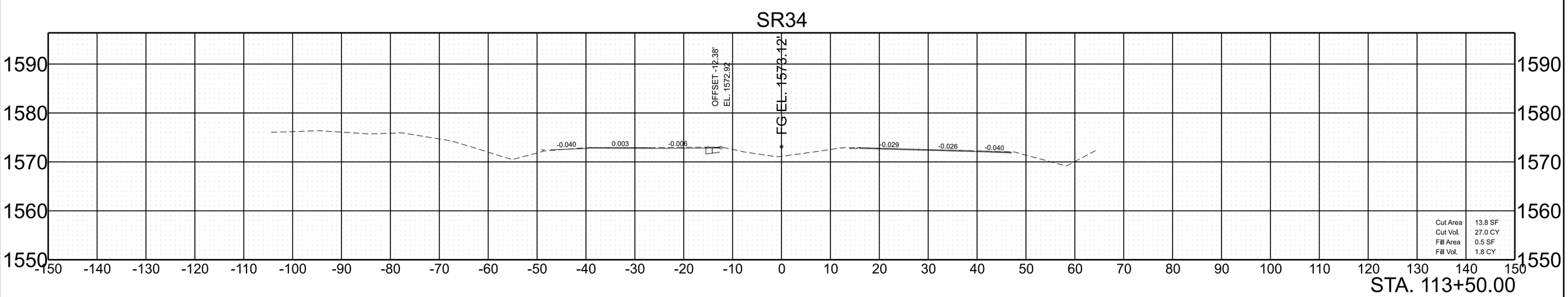
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	20
PS&E	2025	HSIP-34(131)	24



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

7/11/2025 11:41:02 AM
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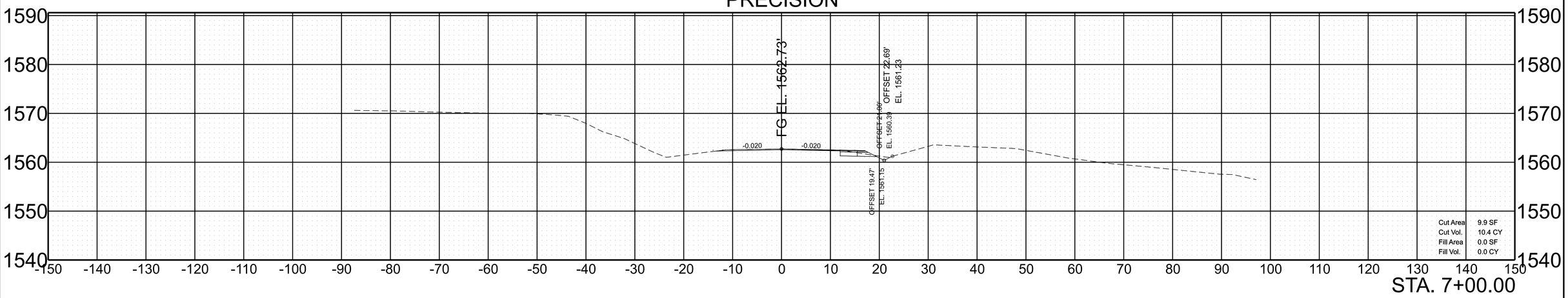
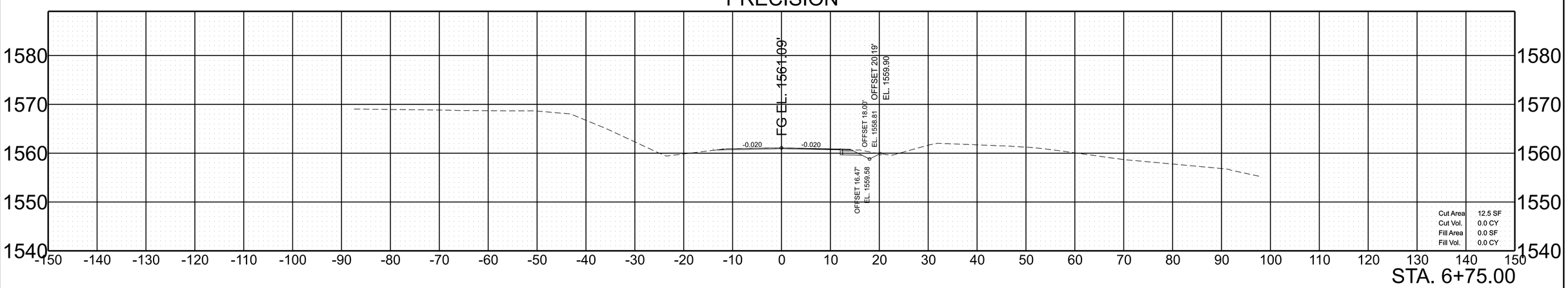
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	21
PS&E	2025	HSIP-34(131)	25

PRECISION



STA. 7+00.00

PRECISION



STA. 6+75.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 6+75.00 END STA. 7+00.00

7/11/2025 11:41:02 AM
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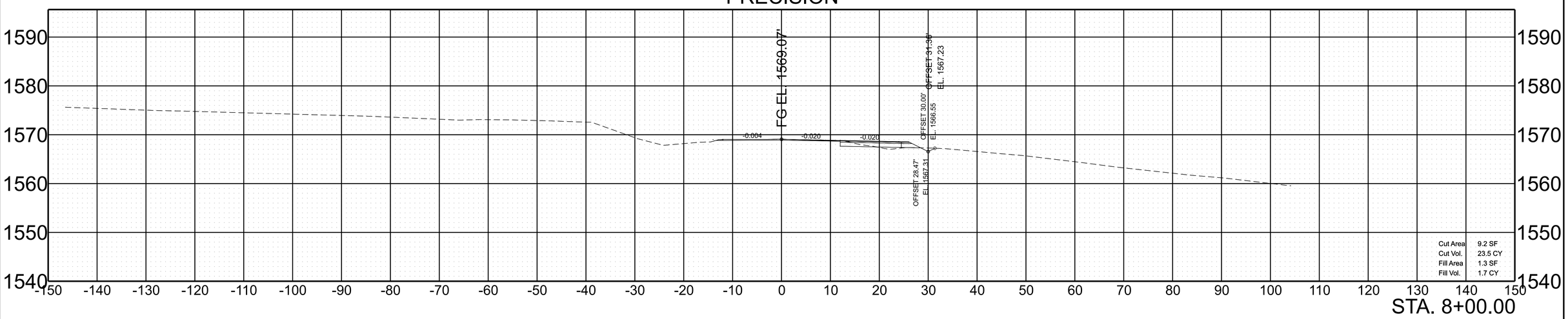
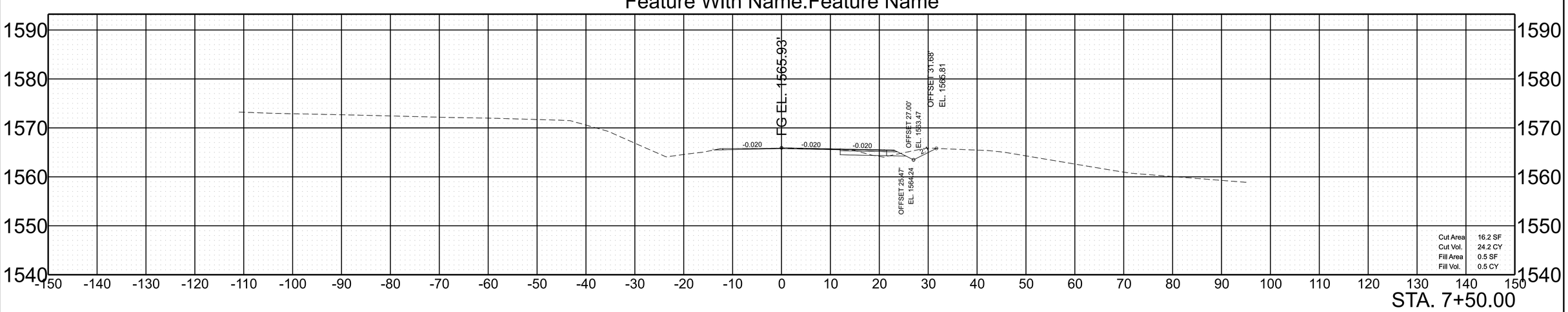
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	22
PS&E	2025	HSIP-34(131)	26

PRECISION



STA. 8+00.00

Feature With Name.Feature Name



STA. 7+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 7+50.00 END STA. 8+00.00

7/11/2025 11:41:03 AM
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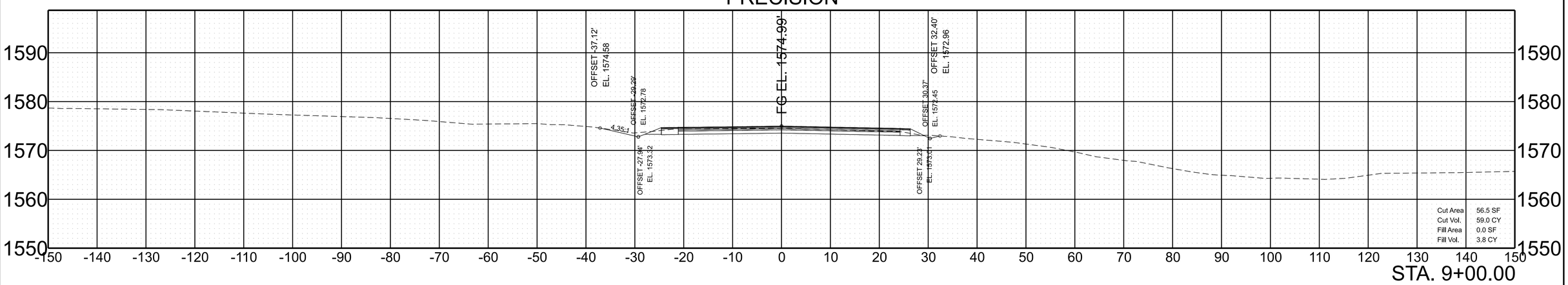
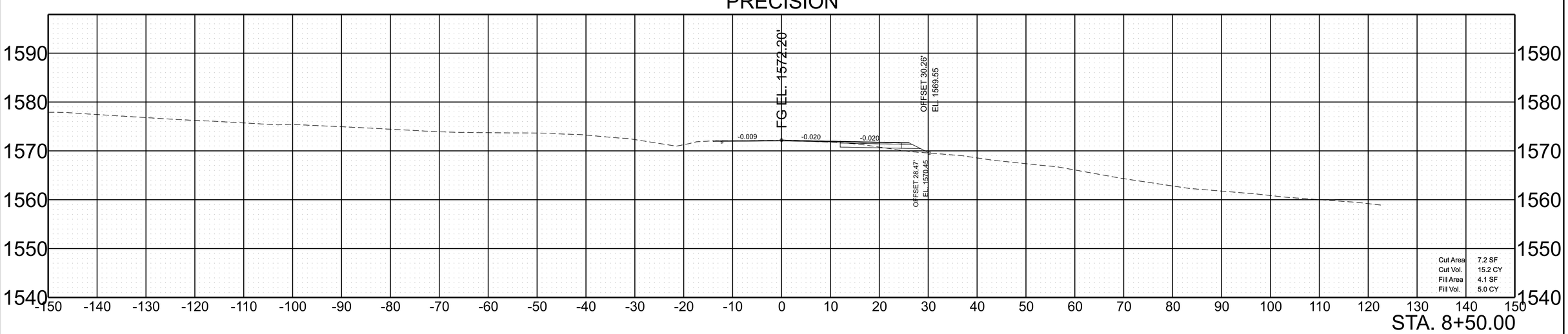
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	23
PS&E	2025	HSIP-34(131)	27

PRECISION



STA. 9+00.00

PRECISION



STA. 8+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 8+50.00 END STA. 9+00.00

7/11/2025 11:41:03 AM
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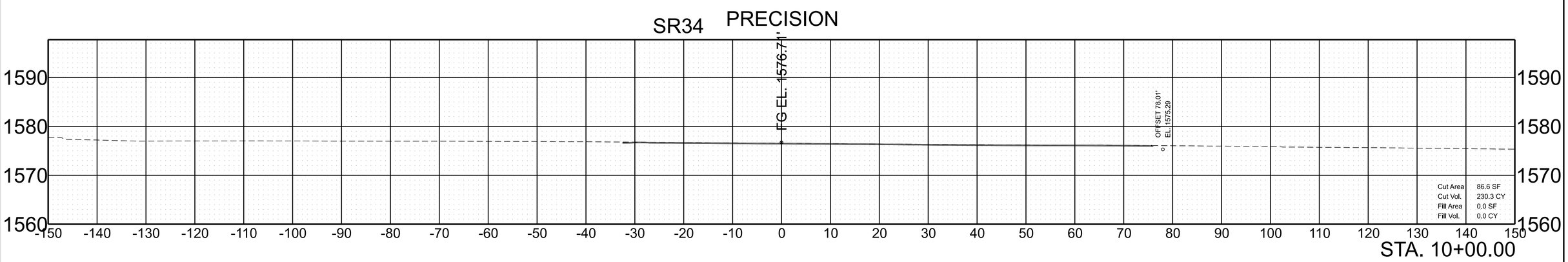
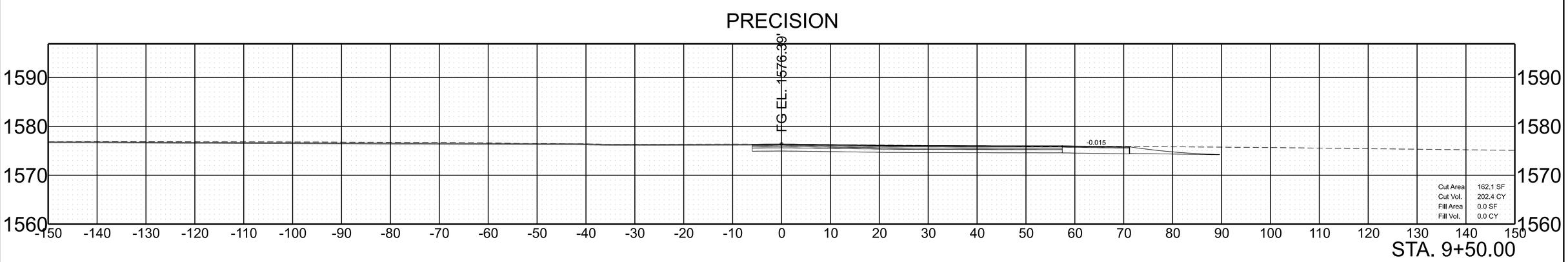
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	24
PS&E	2025	HSIP-34(131)	28





SCALE:	1"=10' HORIZ.	BEGIN STA. 9+50.00
	1"=10' VERT.	END STA. 10+00.00

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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T1
PS&E	2025	HSIP-34(131)	T1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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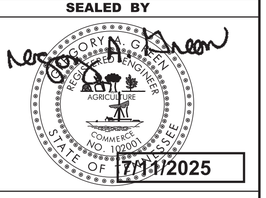

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF
TRAFFIC CONTROL NOTES

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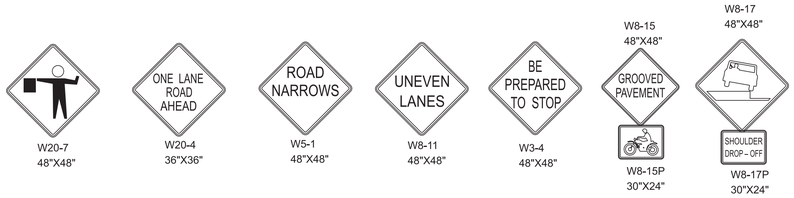
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T2
PS&E	2025	HSIP-34(131)	T2

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES W	x	H	S.F.	NO. REQUIRED ADVANCE WARNING	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	NO. REQUIRED PHASE IV	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
W20-1M	ROAD WORK 1 MILE	48"	x	48"	16.0	4	4	4			4	64.0	T-WZ-10	
W20-1M	ROAD WORK 1/2 MILE	48"	x	48"	16.0	6	2	2			6	96.0	T-WZ-10	
W20-1F	ROAD WORK 1000 FT	48"	x	48"	16.0	6	2	2			6	96.0	T-WZ-10	
G20-2	END ROAD WORK	48"	x	24"	8.0	6	6	6			6	48.0	T-WZ-10	
W20-1F	ROAD WORK 500 FT	48"	x	48"	16.0	2	4	4			4	64.0	T-WZ-10	
W20-7	FLAGGER AHEAD	36"	x	36"	9.0			6			6	54.0		
W20-4	ONE LANE ROAD AHEAD	36"	x	36"	9.0			6			6	54.0		
W5-1	ROAD NARROWS	36"	x	36"	9.0			6			6	54.0		
W8-11	UNEVEN LANES	36"	x	36"	9.0			6			6	54.0		
W3-4	BE PREPARED TO STOP	48"	x	48"	16.0			6			6			
W8-15 (MOD)	GROOVED PAVEMENT	48"	x	48"	16.0			6			6	96.0		
W8-15P	MOTORCYCLE PLAQUE	30"	x	24"	5.0			6			6	30.0		
W8-17 (MOD)	SHOULDER DROP-OFF	48"	x	48"	16.0			6			6	96.0		
W8-17P	SHOULDER DROP-OFF	30"	x	24"	5.0			6			6	30.0		
											TOTAL	772.0	S.F.	

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	ARROW BOARD TYPE C
	CHANGEABLE MESSAGE SIGN
	SIGN (CONSTRUCTION)
	WORK ZONE
→	TRAFFIC FLOW



SIGNS SHOWN ABOVE ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE USED AS DIRECTED BY THE ENGINEER

PHASE 1

SEQUENCE OF CONSTRUCTION

1) PERFORM GRADING OPERATIONS WITHIN THE AREAS SHOWN THAT ARE IN THE CLEAR ON S.R. 34 AND PERCISION BOULEVARD.
2) ADD BASE STONE AND PAVE THROUGH THE BINDER LAYER AS SHOWN ON THE PLANS.

PHASE 2

SEQUENCE OF CONSTRUCTION

1) MILL AND OVERLAY WITHIN THE AREAS THAT ARE SHOWN ON S.R. 34 AND PERCISION BOULEVARD.
2) AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN AT ALL TIMES ON S.R. 34 ALONG WITH LEFT TURN LANE WHILE THE MILLING AND PAVING OPERATIONS ARE BEING COMPLETED.
3) AT LEAST ONE LANE OF TRAFFIC WILL REMAIN OPEN ON PRECISION BOULEVARD AT ALL TIMES WHILE THE MILLING AND PAVING OPERATIONS ARE BEING COMPLETED.
4) AFTER ALL OF THE FINAL PAVING HAS BEEN COMPLETED, THE FINAL PAVEMENT MARKINGS WILL BE INSTALLED ACCORDING TO THE PLANS AND OPENED TO TRAFFIC.

TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS AARE TO SERVE AS A GUIDE ONLY, OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

ALL CONSTRUCTION SIGNS ON THE PROJECT SHALL BE COVERED WHEN WORK WILL NOT BE AFFECTING TRAFFIC. COST OF COVERING/UNCOVERING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COST SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

ALL TRAFFIC CONTROL DEVICES SHALL BE APPROVED BY THE TDOT MANAGER.

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	184
712-05.03	WARNING LIGHTS (TYPE C)	EACH	92
712-06	SIGNS (CONSTRUCTION)	S.F.	772
712-08.03	ARROW BOARD (TYPE C)	EACH	4
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2

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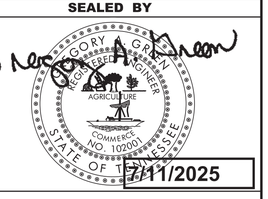

7/11/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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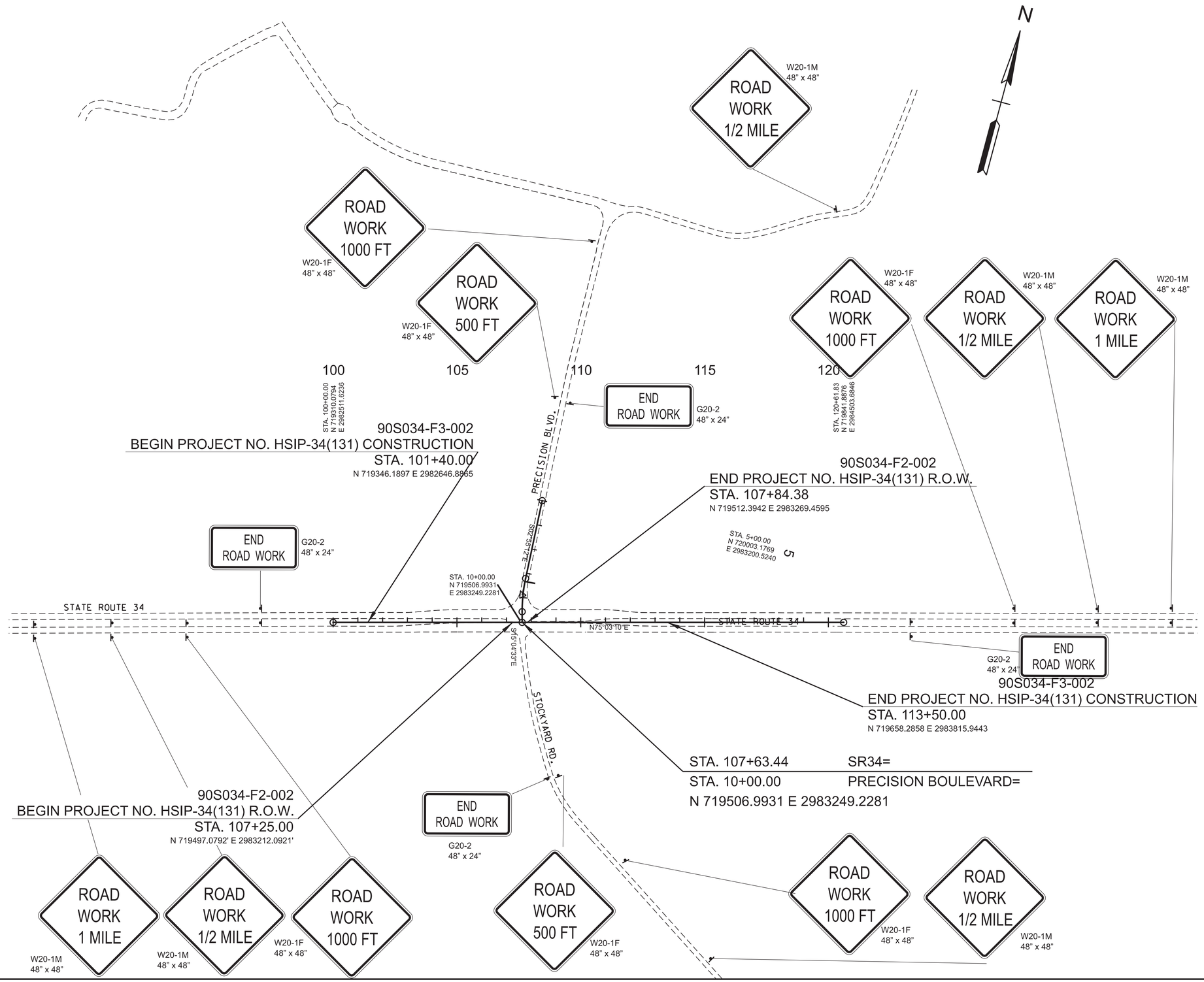
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T3
PS&E	2025	HSIP-34(131)	T3



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GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
ADVANCE WARNING SIGNS

SCALE: 1" = 200'

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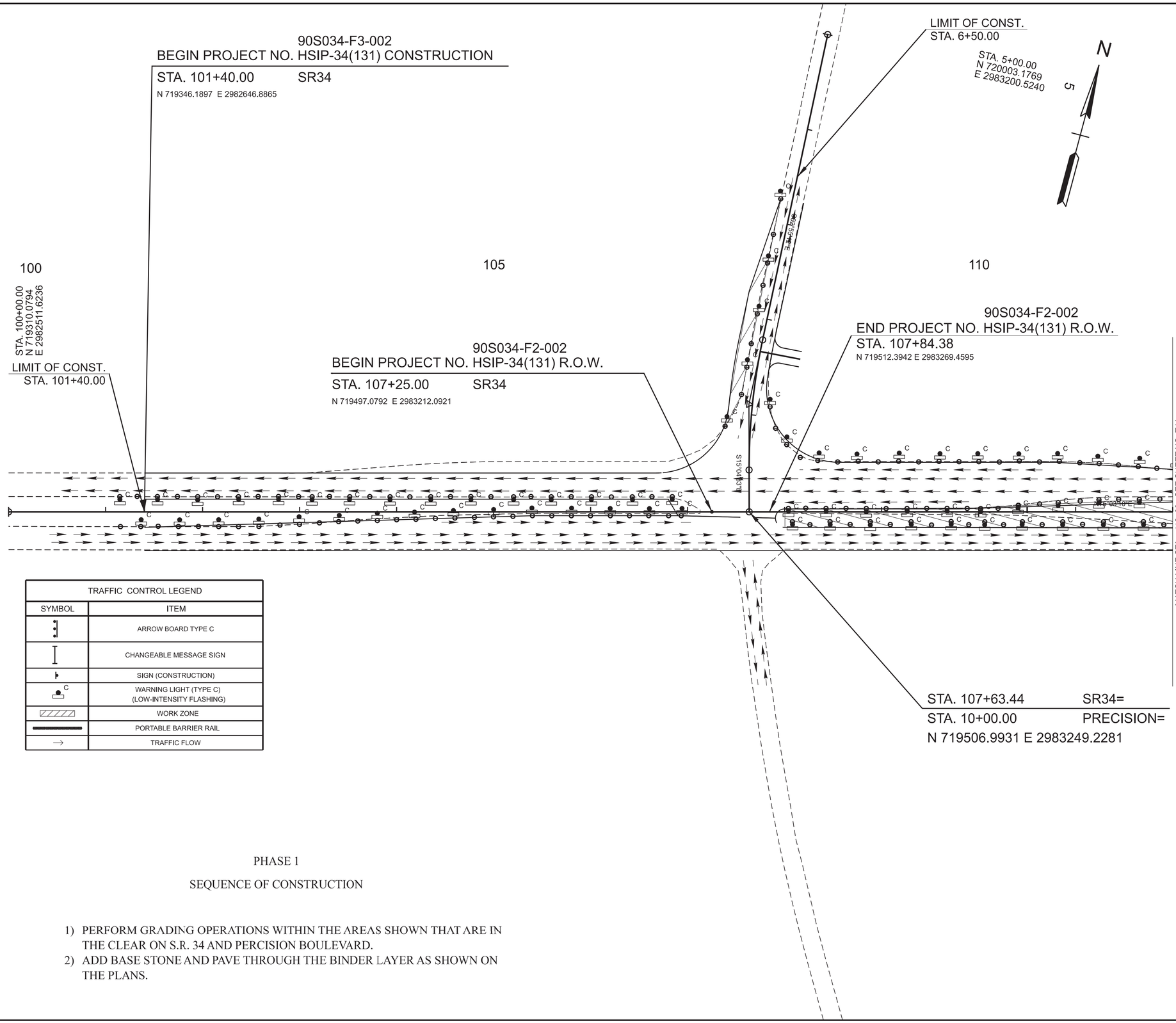
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T4
PS&E	2025	HSIP-34(131)	T4



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	ARROW BOARD TYPE C
	CHANGEABLE MESSAGE SIGN
	SIGN (CONSTRUCTION)
C	WARNING LIGHT (TYPE C) (LOW-INTENSITY FLASHING)
	WORK ZONE
	PORTABLE BARRIER RAIL
→	TRAFFIC FLOW

PHASE 1

SEQUENCE OF CONSTRUCTION

1) PERFORM GRADING OPERATIONS WITHIN THE AREAS SHOWN THAT ARE IN THE CLEAR ON S.R. 34 AND PERCISION BOULEVARD.
2) ADD BASE STONE AND PAVE THROUGH THE BINDER LAYER AS SHOWN ON THE PLANS.

SEALED BY

GREGORY A. GRAHAM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 102001
STATE OF TENNESSEE

7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS
PHASE 1

STA. 100+00.00 TO STA. 112+00.00
SCALE: 1" = 50'

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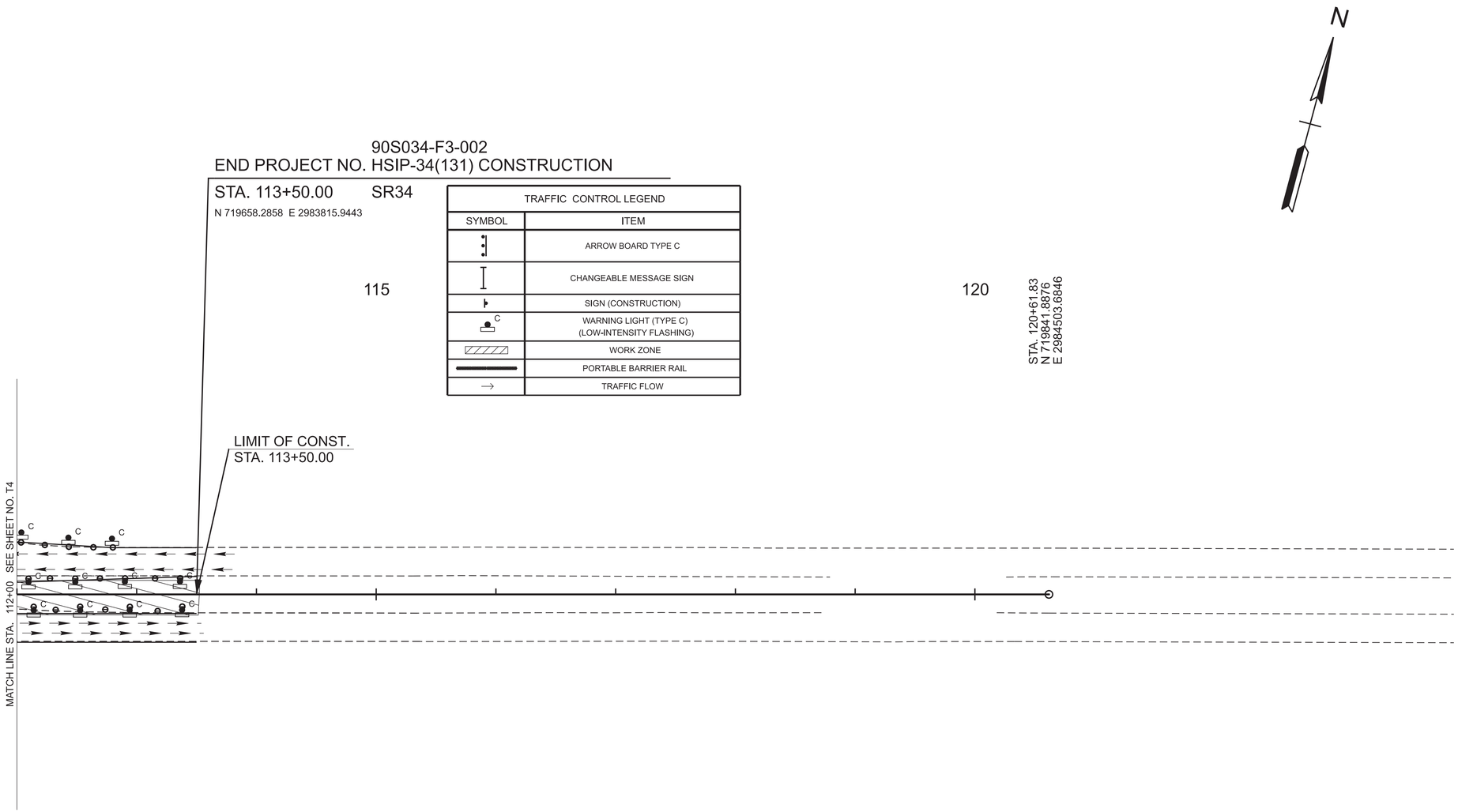
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T4A
PS&E	2025	HSIP-34(131)	T4A



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	ARROW BOARD TYPE C
	CHANGEABLE MESSAGE SIGN
	SIGN (CONSTRUCTION)
C	WARNING LIGHT (TYPE C) (LOW-INTENSITY FLASHING)
	WORK ZONE
	PORTABLE BARRIER RAIL
→	TRAFFIC FLOW

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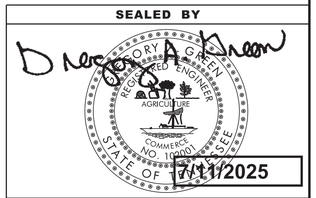

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS
PHASE 1

STA. 112+00.00 TO STA. 124+00.00
SCALE: 1" = 50'

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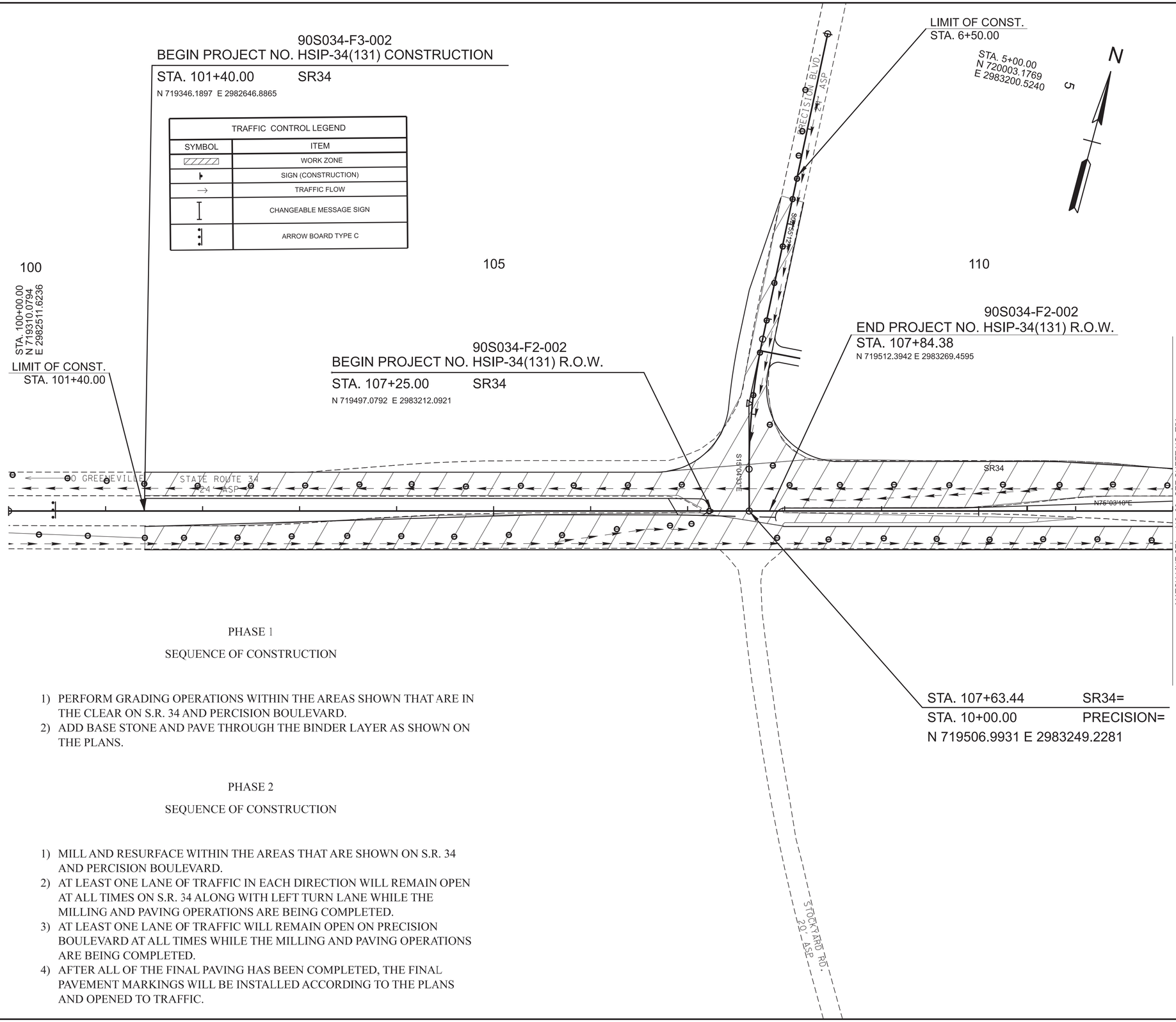
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T5
PS&E	2025	HSIP-34(131)	T5

90S034-F3-002
BEGIN PROJECT NO. HSIP-34(131) CONSTRUCTION
STA. 101+40.00 SR34
N 719346.1897 E 2982646.8865

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	CHANGEABLE MESSAGE SIGN
	ARROW BOARD TYPE C



PHASE 1

SEQUENCE OF CONSTRUCTION

1) PERFORM GRADING OPERATIONS WITHIN THE AREAS SHOWN THAT ARE IN THE CLEAR ON S.R. 34 AND PERCISION BOULEVARD.
2) ADD BASE STONE AND PAVE THROUGH THE BINDER LAYER AS SHOWN ON THE PLANS.

PHASE 2

SEQUENCE OF CONSTRUCTION

1) MILL AND RESURFACE WITHIN THE AREAS THAT ARE SHOWN ON S.R. 34 AND PERCISION BOULEVARD.
2) AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN AT ALL TIMES ON S.R. 34 ALONG WITH LEFT TURN LANE WHILE THE MILLING AND PAVING OPERATIONS ARE BEING COMPLETED.
3) AT LEAST ONE LANE OF TRAFFIC WILL REMAIN OPEN ON PRECISION BOULEVARD AT ALL TIMES WHILE THE MILLING AND PAVING OPERATIONS ARE BEING COMPLETED.
4) AFTER ALL OF THE FINAL PAVING HAS BEEN COMPLETED, THE FINAL PAVEMENT MARKINGS WILL BE INSTALLED ACCORDING TO THE PLANS AND OPENED TO TRAFFIC.

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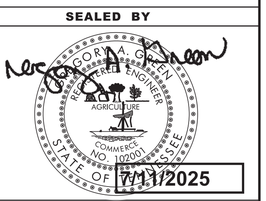

7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS
PHASE 2

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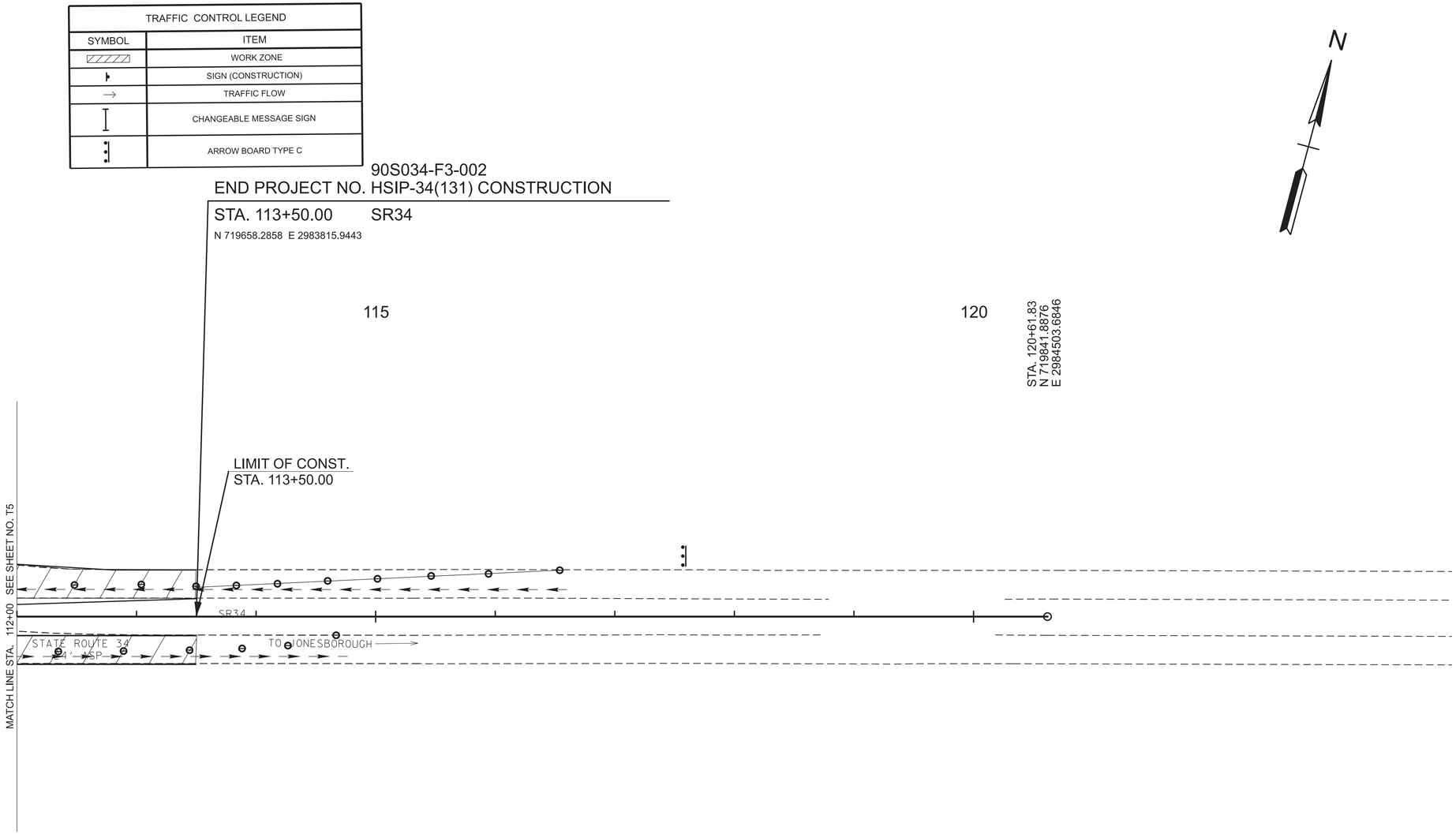
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC	2024	HSIP-34(131)	T5A
PS&E	2025	HSIP-34(131)	T5A

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	CHANGEABLE MESSAGE SIGN
	ARROW BOARD TYPE C



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GREGORY A. GREEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 100001
STATE OF TENNESSEE

7/11/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS PHASE 2

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jacob Brashear Digitally signed by Jacob Brashear
Date: 2025.07.09 09:40:27 -04'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TN 37914
JACOB BRASHEAR, P.E. NO. 122645

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX AND SPECIAL NOTES	SIG-1
ESTIMATED SIGNAL QUANTITIES	SIG-1A
SIGNAL LAYOUT	SIG-2
SIGNAL DETAILS	SIG-2A
SIGNAL PHASING AND TIMING	SIG-2B

YEAR	PROJECT NO.	SHEET NO.
2025	HSIP-34(131)	SIGNAL-SIGN-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HSIP-34(131)	SIG-1
PS&E	2025	HSIP-34(131)	SIG-1

SIGNAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX AND SPECIAL NOTES	SIG-1
ESTIMATED SIGNAL QUANTITIES	SIG-1A
SIGNAL LAYOUT	SIG-2
SIGNAL DETAILS	SIG-2A
SIGNAL PHASING AND TIMING	SIG-2B

SPECIAL NOTES

SIGNAL HEADS

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

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

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

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

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

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

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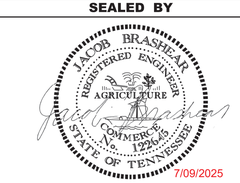

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INDEX
AND
SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	SIG-1A

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 90S034-F3-002
1	713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	79
7	713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	2
	730-02.03	SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	2
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	4
	730-02.14	SIGNAL HEAD ASSEMBLY (140 A1 WITH BACKPLATE)	EACH	2
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	14
2	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	2362
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1034
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	1301
3	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	312
3	730-12.24	CONDUIT 3" DIAMETER (DIRECTIONAL BORE)	L.F.	125
4	730-13.12	VEHICLE DETECTOR (RADAR - STOP LINE)	EACH	4
4	730-13.13	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	2
5	730-15.07	CABINET (ATC)	EACH	1
	730-16.04	CONTROLLER (ATC)	EACH	1
6	730-25.01	CANTILEVER SIGNAL SUPPORT (1 ARM @ 50')	EACH	1
6	730-25.07	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	1
6	730-25.15	CANTILEVER SIGNAL SUPPORT (1 ARM @ 75')	EACH	1
6	730-25.16	CANTILEVER SIGNAL SUPPORT (1 ARM @ 80')	EACH	1
	730-26.08	FLASHING WARNING BEACON (AMBER)	EACH	4

FOOTNOTES

1. INCLUDES STREET NAME SIGN, SIGN R10-5, AND ALL NECESSARY HARDWARE. SIGN TO BE INSTALLED ON THE MAST ARM BY THE CONTRACTOR. SEE SIGNAL LAYOUT SHEET FOR SIGN LOCATION AND SEE SIGNSCHEDULE SHEET(S) FOR SIGN DETAILS.

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

3. ALL DIRECTIONAL BORE CONDUIT TO BE PVC SCHEDULE 80.

4 INCLUDES ALL SENSOR UNITS, HARDWARE, SOFTWARE, MOUNTING ASSEMBLIES, 1297 LF OF POWER CABLE, SURGE PROTECTION, AND ANY RELATED EQUIPMENT NECESSARY TO PROVIDE FUNCTIONAL DETECTION ZONES AS SHOWN ON PLANS. CONTRACTOR TO ENSURE COMPATIBILITY WITH SIGNAL CONTROLLER.

5. SEE TDOT STANDARD SPECIFICATION 730 FOR ADDITIONAL INFORMATION.

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

7. INCLUDES TWO (2) R10-5.

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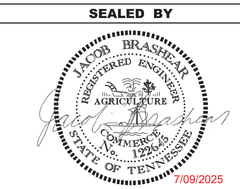

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
SIGNAL
QUANTITIES

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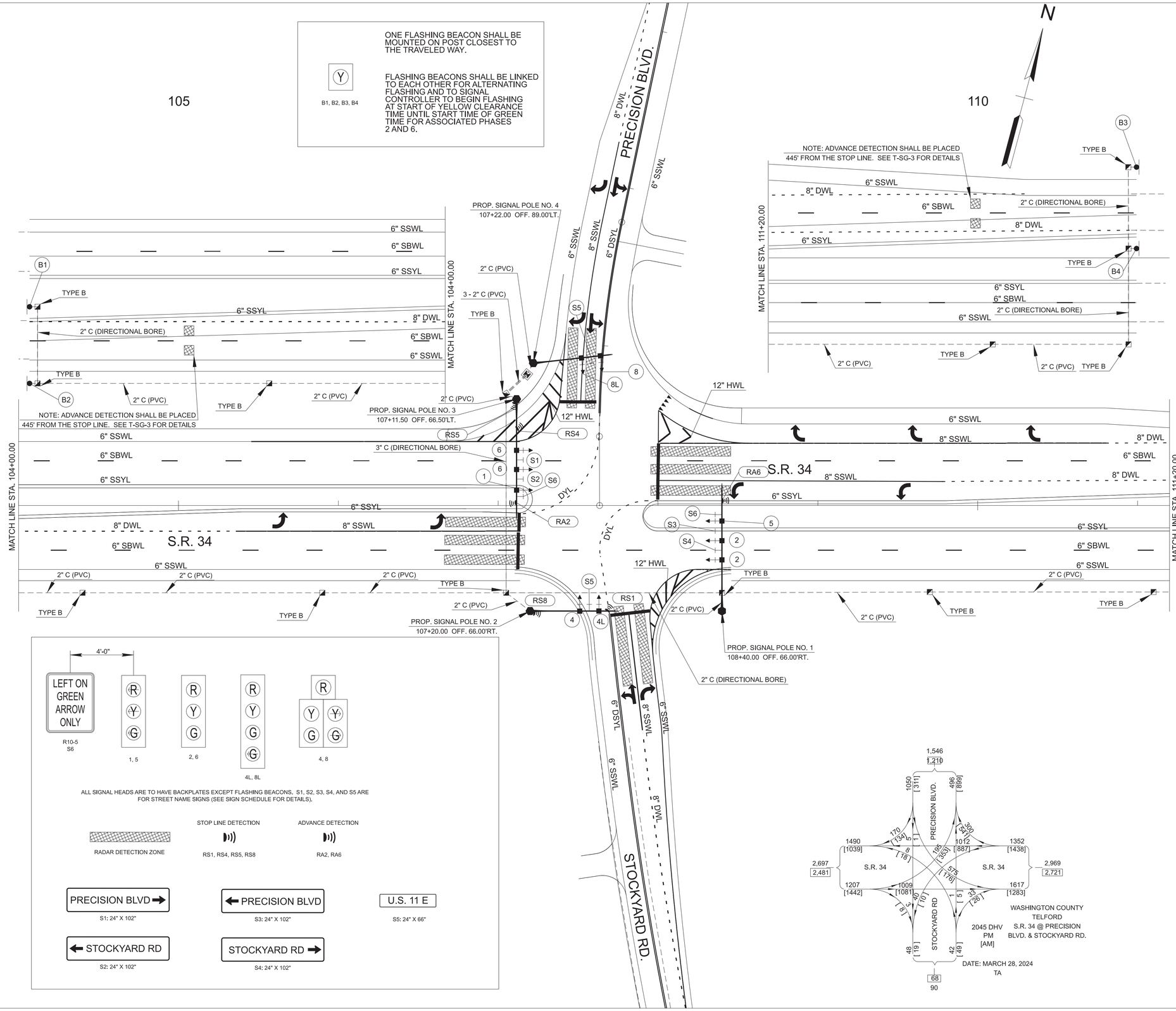
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HSIP-34(131)	SIG-2
PS&E	2025	HSIP-34(131)	SIG-2

ONE FLASHING BEACON SHALL BE MOUNTED ON POST CLOSEST TO THE TRAVELED WAY.

Y — B1, B2, B3, B4

FLASHING BEACONS SHALL BE LINKED TO EACH OTHER FOR ALTERNATING FLASHING AND TO SIGNAL CONTROLLER TO BEGIN FLASHING AT START OF YELLOW CLEARANCE TIME UNTIL START TIME OF GREEN TIME FOR ASSOCIATED PHASES 2 AND 6.



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JACOB BRASHEAR
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 122045
STATE OF TENNESSEE

7/09/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL LAYOUT

INTERSECTION @ SR-34 & STOCKYARD RD / PRECISION BLVD
SCALE: 1" = 30'

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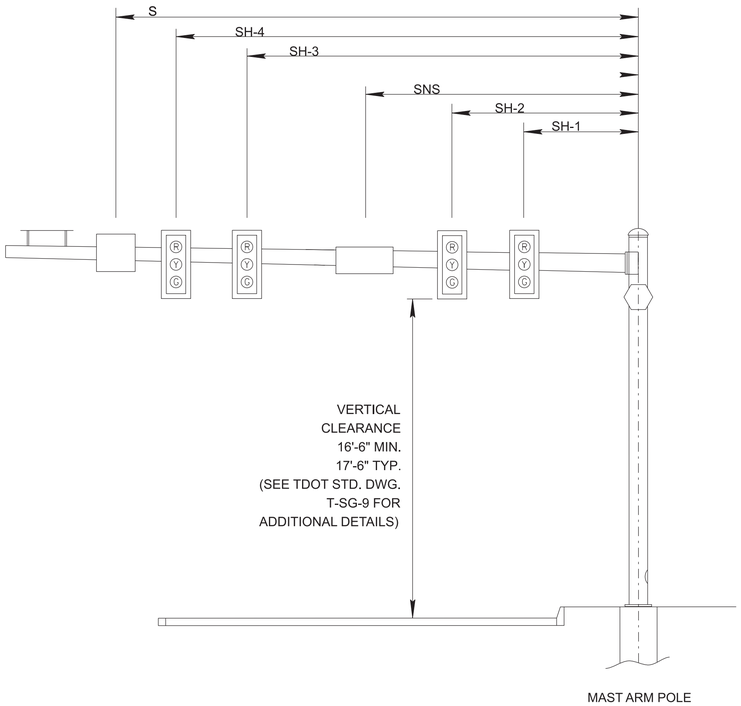
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HSIP-34(131)	SIG-2A
PS&E	2025	HSIP-34(131)	SIG-2A



PRE:	PRE-EMPTION DEVICE
S:	SIGN
SNS:	STREET NAME SIGN
SH-X:	SIGNAL HEAD
VD:	VEHICLE DETECTOR

LEGEND

- SIGNAL HEAD
- STREET NAME SIGN
- SIGN
- VEHICLE DETECTOR (RADAR)
- VIBRATION DAMPER PLATE

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-1	SH-2	VD	SNS	SNS	SH-3	SH-4	S	VD	VD	GROUND EL. @ POLE
SP-1	108+40.00	66.00' RT	719462.9745	2983340.2243		80'	32.0'	44.0'	0.0'	38.0'	50.0'	56.3'		60.3'	69.0'		1575.18'
SP-2	107+20.00	66.00' RT	719432.0227	2983224.2847		55'	31.0'	43.0'	0.0'	37.0'					48.0'		1573.09'
SP-3	107+11.50	66.50' LT	719557.8458	2983181.8968		75'	32.0'	44.0'	0.0'	38.0'	50.0'	56.9'		60.9'	18.6'	64.8'	1575.41'
SP-4	107+22.00	89.00' LT	719582.2939	2983186.2378		50'	30.3'	42.2'		36.3'							1573.44'

INTERSECTION @ SR-34 & STOCKYARD RD / PRECISION BLVD

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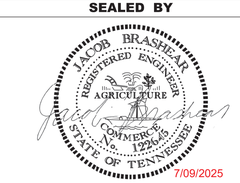

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL
DETAILS

INTERSECTION @ SR-34 &
STOCKYARD RD / PRECISION BLVD

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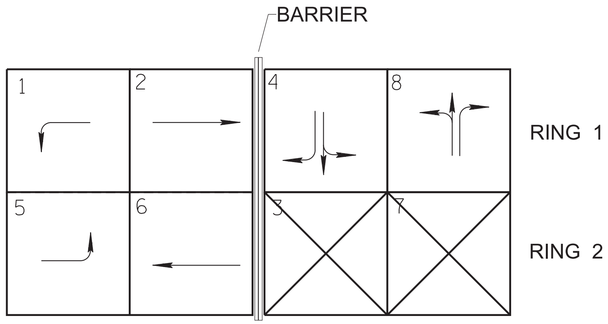
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	HSIP-34(131)	SIG-2B



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SINGLE DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- PHASES 4 AND 8 ARE TO BE SPLIT PHASE.

BASIC OR SEMI - ACTUATED TIMING (SECS)

PHASE	MINIMUM INTERVAL	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED			
1	5.0	2.5	10.0	5.0	2.0	NONE	NL	PROT
5	5.0	2.5	15.0	5.0	2.0	NONE	NL	PROT
4	5.0	3.5	21.0	3.5	2.5	NONE	NL	
8	5.0	3.5	6.5	4.0	1.5	NONE	NL	

VOLUME-DENSITY TIMING (SECS)

PHASE	INITIAL INTERVAL	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION (1)
				YELLOW	ALL RED		
2	10.0	3.5	32.0	6.0	1.0	MIN	NL
6	10.0	3.5	30.0	6.0	1.0	MIN	NL

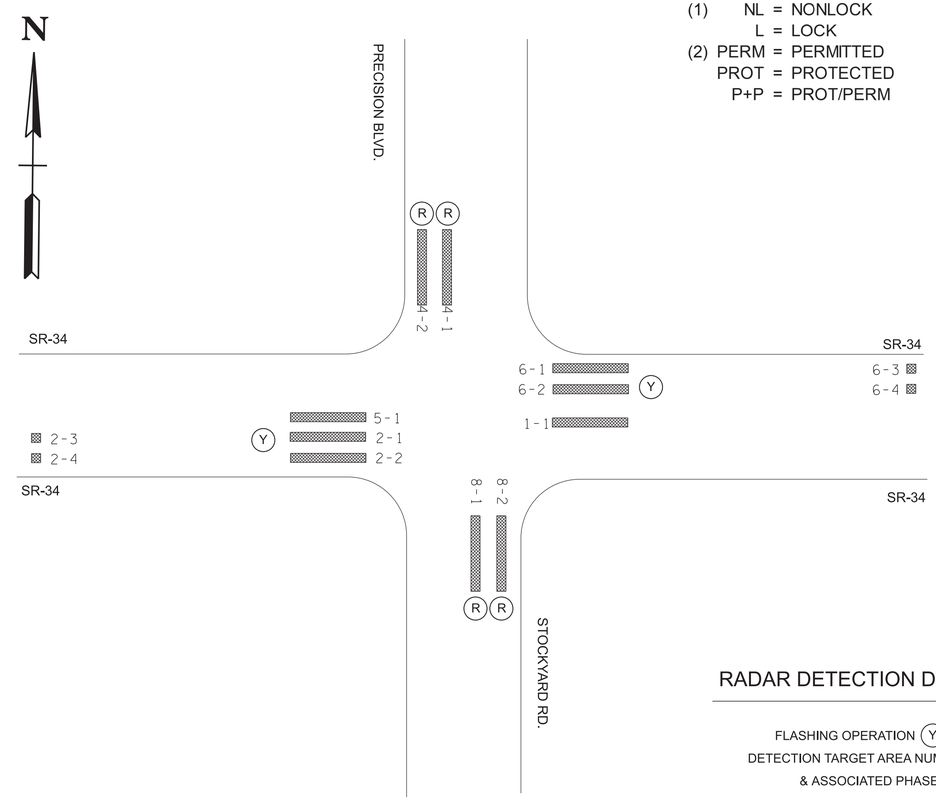
THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

(1) NL = NONLOCK
L = LOCK
(2) PERM = PERMITTED
PROT = PROTECTED
P+P = PROT/PERM

RADAR DETECTOR TARGET ASSIGNMENTS

TARGET AREA #	VEHICLE DETECTION #	TARGET AREA (FT)	ASSOC. Ø	COMMENTS
1-1	RS1	50	1	
2-1	RS2	50	2	
2-2	RS2	50	2	
2-3	RA2	6	2	
2-4	RA2	6	2	
4-1	RS4	50	4	
4-2	RS4	50	4	
5-1	RS5	50	5	
6-1	RS6	50	6	
6-2	RS6	50	6	
6-3	RA6	6	6	
6-4	RA6	6	6	
8-1	RS8	50	8	
8-2	RS8	50	8	

INTERSECTION @ SR-34 & STOCKYARD RD / PRECISION BLVD



RADAR DETECTION DIAGRAM

FLASHING OPERATION (Y) OR (R)
DETECTION TARGET AREA NUMBERING
& ASSOCIATED PHASE.

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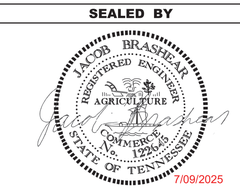

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING AND TIMING

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TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	HSIP-34(131)	
STATE PROJ. NO.	90S034-F3-002	

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WASHINGTON COUNTY

SR-34 (US-11E) INTERSECTION AT STOCKYARD ROAD
AND PRECISION BOULEVARD

PS&E
WIDEN, GRADE, DRAIN, RESURFACE AND TRAFFIC SIGNAL

STATE HIGHWAY NO. 34 F.A.H.S. NO. 11E, 321

UTILITIES NOT IN ROADWAY CONTRACT

COMM:	XFINITY 1794 OLD GRAY STATION RD JOHNSON CITY, TN 37615 KEVIN WALDROP 865-862-5061 (NO CONFLICT)	GAS:	ATMOS GAS 2833 WEST MARKET ST JOHNSON CITY, TN 37604 ISAIAH GREER 423-202-1455 (NO CONFLICT)
COMM:	BRIGHTRIDGE 2600 BOONES CREEK RD JOHNSON CITY, TN 37615 ERIC RICE 423-952-5002 (NO CONFLICT)	WATER:	TOWN OF JONESBOROUGH 123 BOONE STREET JONESBOROUGH, TN 37659 KEVIN BROBECK 423-753-1009 (NO CONFLICT)
COMM:	BRIGHTSPEED 101 NORTH ROAN ST JOHNSON CITY, TN 37601 ANDREW ICE 423-461-7724 (NO CONFLICT)	SEWER:	TOWN OF JONESBOROUGH 123 BOONE STREET JONESBOROUGH, TN 37659 KEVIN BROBECK 423-753-1009 (NO CONFLICT)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

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