

PROPOSED CONSTRUCTION SEQUENCE

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THEIR 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.

TRAFFIC PHASE 1

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THE APPROPRIATE PLAN SHEETS.
3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4. THE TEMPORARY PAVEMENT ON THE NORTH SIDE OF SR 71/US 441 AS SHOWN TO THE EAST OF FORD HILL LANE ON THE PLAN SHEETS SHALL BE CONSTRUCTED PRIOR TO WORK TO THE SOUTH OF THE EXISTING ROAD IN ORDER TO SHIFT TRAFFIC. PORTIONS OF THE EXISTING PAVED SHOULDER PRIOR TO THE TEMPORARY PAVEMENT WILL BE UTILIZED AS PART OF A TEMPORARY TRAVEL LANE.
5. AFTER TRAFFIC IS SHIFTED TO THE NEWLY CONSTRUCTED TEMPORARY PAVEMENT, THE OTHER WORK AS SHOWN ON THE CORRESPONDING PLAN SHEETS CAN BE CONSTRUCTED INCLUDING THE PROPOSED TRAVEL LANES, WALL, AND TEMPORARY PAVEMENT TO BE USED IN PHASE 2.
6. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

TRAFFIC PHASE 2

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THE APPROPRIATE PLAN SHEETS.
3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 2 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4. TRAFFIC IS TO BE SHIFTED TO THE NEWLY CONSTRUCTED TRAVEL LANES AND TEMPORARY PAVEMENT TO THE SOUTH OF EXISTING SR 71/US 441 BUILT IN PHASE 1.
5. AFTER TRAFFIC IS SHIFTED, THE REMAINING FULL DEPTH PAVEMENT AREA ALONG THE PROPOSED SR 71/US 411 IS TO BE CONSTRUCTED.
6. ONCE ALL OF PHASE 2 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 3 TRAFFIC CONTROL.

TRAFFIC PHASE 3

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THE APPROPRIATE PLAN SHEETS.
3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.
4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.
5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.
6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71 (16)	44

TRAFFIC CONTROL QUANTITIES										
ITEM NO.	DESCRIPTION	UNIT	PHASE 1	PHASE 2	PHASE 3	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
705-08.51	PORTABLE IMPACT ATTENUATOR (NCHRP350 TL-3)	EACH	2			2				
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	900			900				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	205	260		260				
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.		35		35				
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4	4	4	4				
716-01.06	TEMPORARY RAISED PAVEMENT MARKER,WHITE	EACH	35	55		90				
716-01.07	TEMPORARY RAISED PAVEMENT MARKER,YELLOW	EACH	70	100		170				
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6000	8700		14700				
712-06	SIGNS (CONSTRUCTION)	EACH	2	2	2	2	16	48" X 24"	G20-2	END ROAD WORK
		EACH	8	8	8	8	36	36" X 18"	G20-2	END ROAD WORK
		EACH	2	2	2	2	32	48" X 48"	W20-1	ROAD WORK 1 MILE
		EACH	2	2	2	2	32	48" X 48"	W20-1	ROAD WORK 1/2 MILE
		EACH	2	2	2	2	32	48" X 48"	W20-1	ROAD WORK 1000 FT
		EACH	2	2	2	2	18	36" X 36"	W20-1	ROAD WORK 1/2 MILE
		EACH	2	2	2	2	18	36" X 36"	W20-1	ROAD WORK 1000 FT
		EACH	2	2	2	2	18	36" X 36"	W20-1	ROAD WORK 500 FT
		EACH	6	6	6	6	54	36" X 36"	W20-1	ROAD WORK AHEAD
TOTAL							256			

CONSTRUCTABILITY
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
NOTES AND
QUANTITIES

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 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 2 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 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE 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.
- WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

- a.

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

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

- a.

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
- (1)

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- (2)

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

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

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

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

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

1.

WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71 (16)	44A

CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF
TRAFFIC CONTROL
NOTES

TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

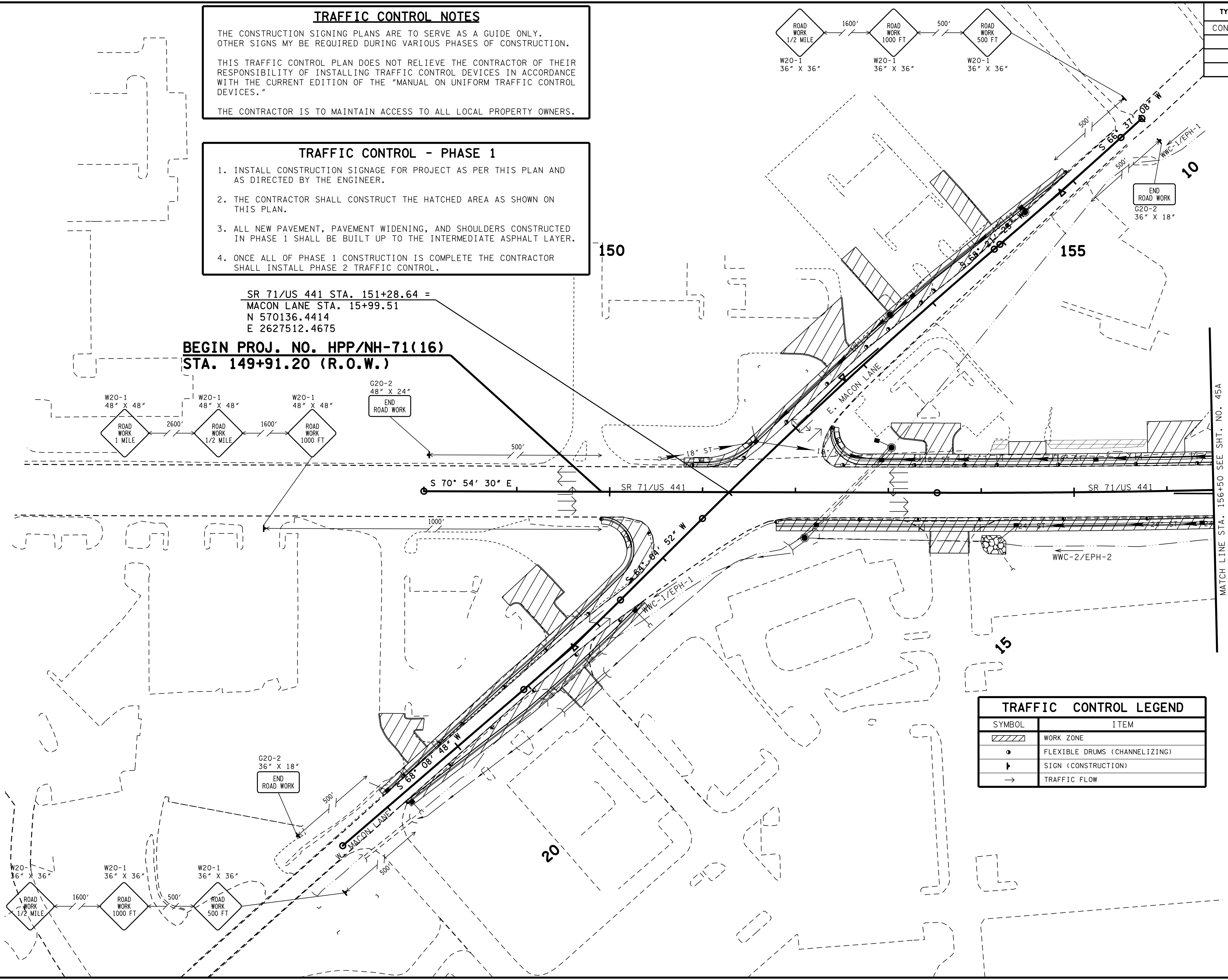
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THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

- TRAFFIC CONTROL - PHASE 1**
1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
 2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
 3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
 4. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

SR 71/US 441 STA. 151+28.64 =
MACON LANE STA. 15+99.51
N 57°136.4414
E 2627512.4675

BEGIN PROJ. NO. HPP/NH-71(16)
STA. 149+91.20 (R.O.W.)



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN
PHASE 1**
BEGIN TO STA. 156+50
SCALE: 1"=50'

TRAFFIC CONTROL - PHASE 1

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

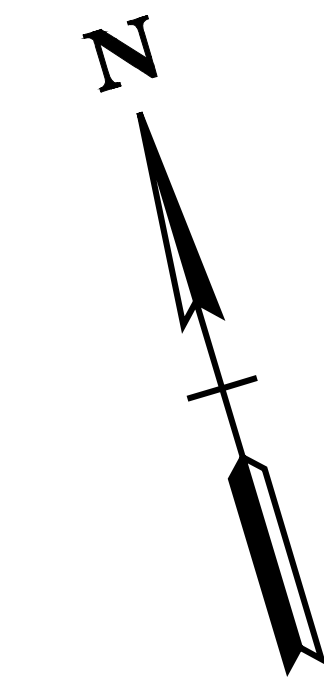
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.

4. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	45A



CONSTRUCTABILITY

FIELD

REVIEW

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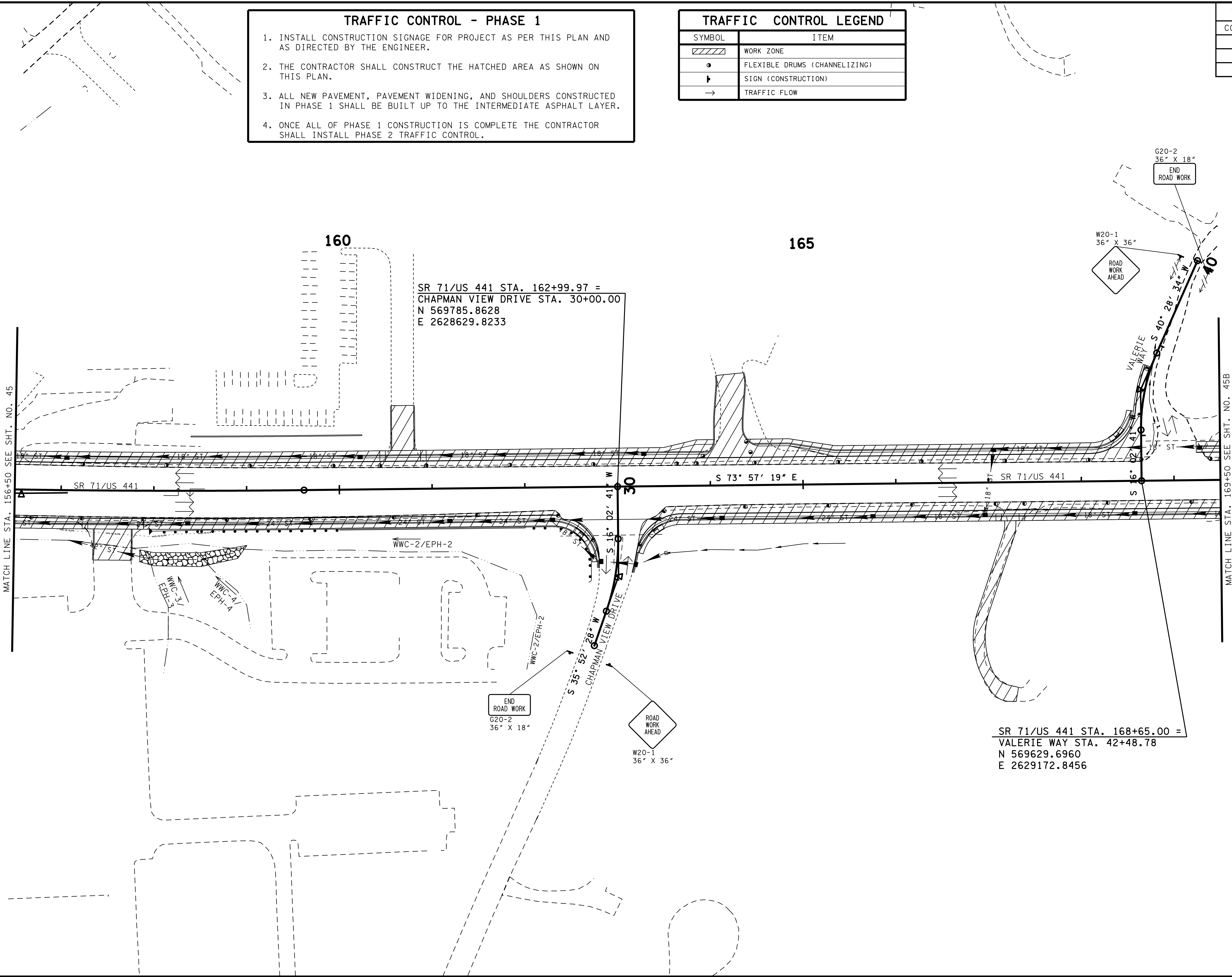
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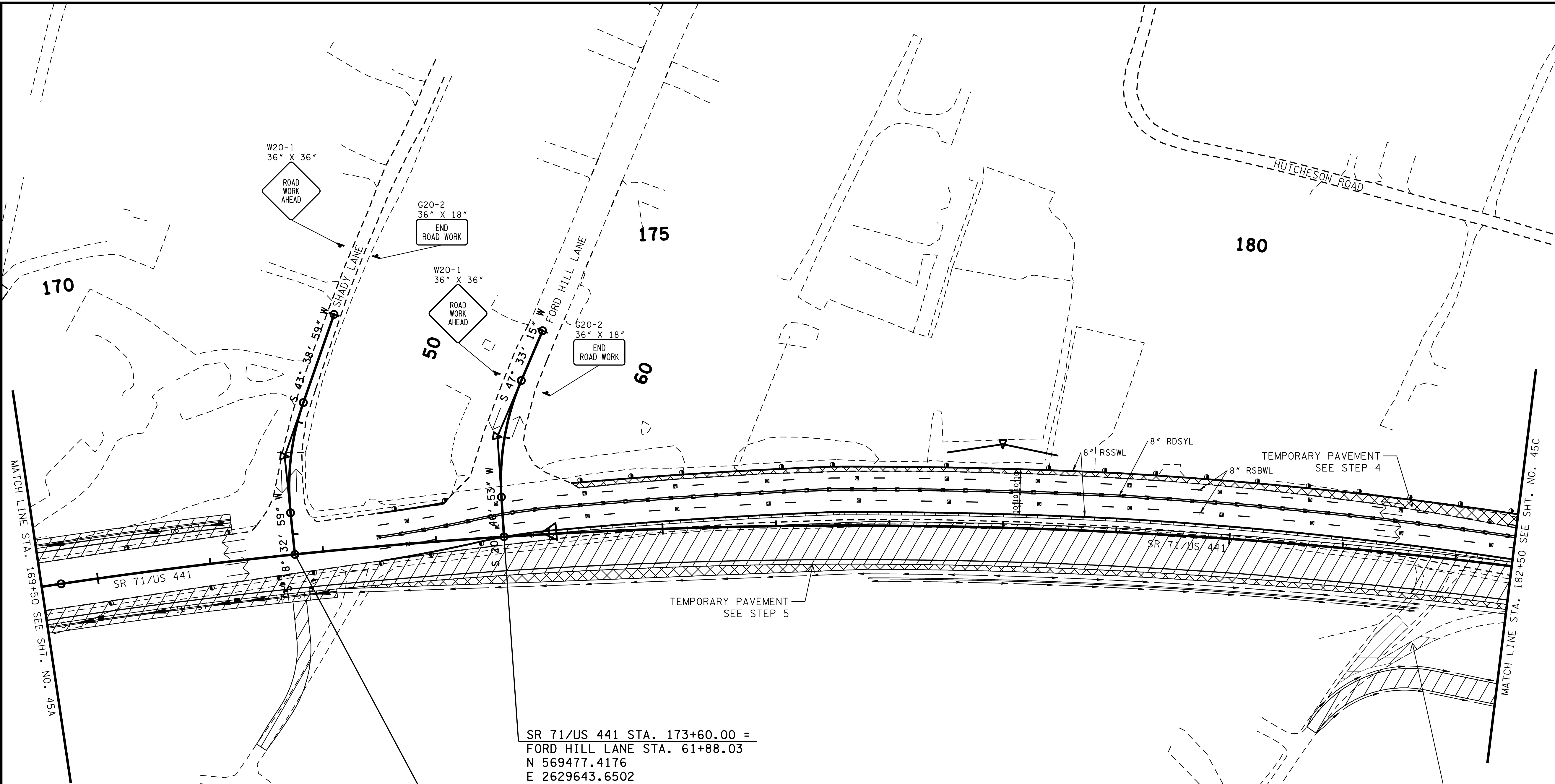
TRAFFIC
CONTROL PLAN
PHASE 1

STA. 156+50 TO STA. 169+50

SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	45B



SR 71/US 441 STA. 173+60.00 =
FORD HILL LANE STA. 61+88.03
N 569477.4176
E 2629643.6502

SR 71/US 441 STA. 171+75.00 =
SHADY LANE STA. 52+17.77
N 569539.6717
E 2629469.4517

TRAFFIC CONTROL - PHASE 1

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4. THE TEMPORARY PAVEMENT ON THE NORTH SIDE OF SR 71/US 441 AS SHOWN ON THIS PLAN SHALL BE CONSTRUCTED PRIOR TO WORK TO THE SOUTH OF THE ROAD IN ORDER TO SHIFT TRAFFIC. PORTIONS OF THE EXISTING PAVED SHOULDER PRIOR TO THE TEMPORARY PAVEMENT WILL BE UTILIZED AS PART OF A TEMPORARY TRAVEL LANE.
5. AFTER TRAFFIC IS SHIFTED TO THE NEWLY CONSTRUCTED TEMPORARY PAVEMENT THE OTHER WORK AS SHOWN ON THIS PLAN CAN BE CONSTRUCTED INCLUDING THE PROPOSED WALL AND TEMPORARY PAVEMENT TO BE USED IN PHASE 2.
6. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR
	TRAFFIC FLOW

CONSTRUCTABILITY
FIELD
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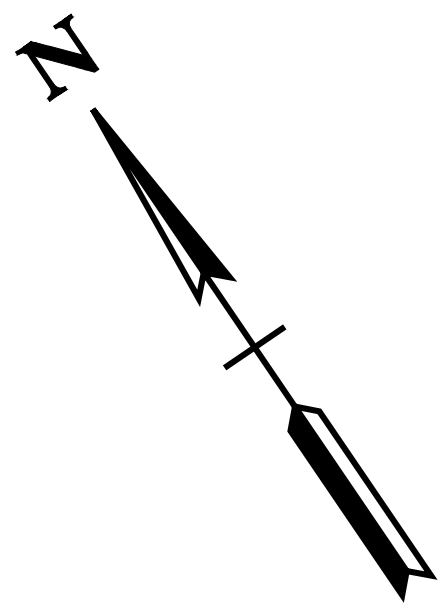
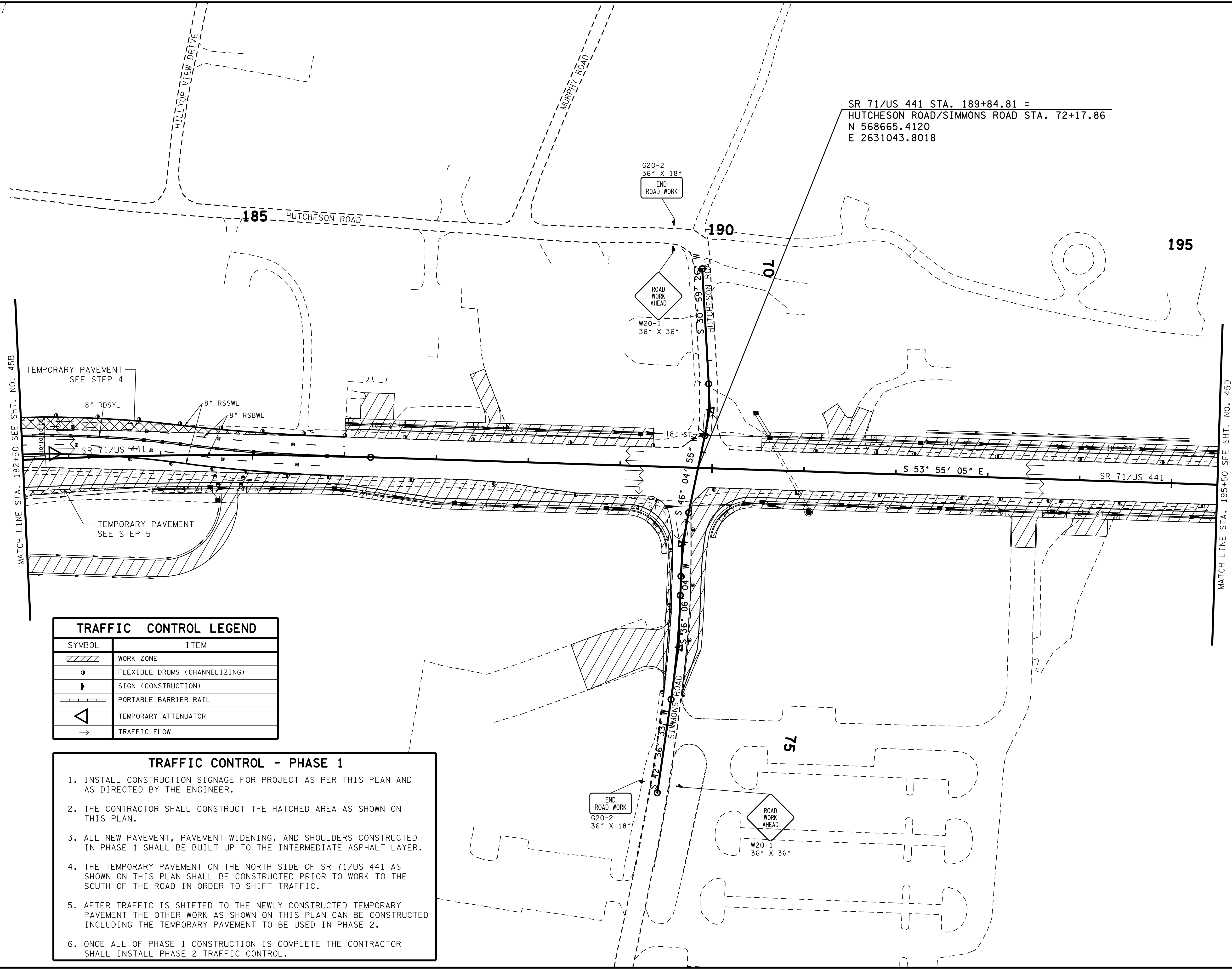
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL PLAN
PHASE 1

STA. 169+50 TO STA. 182+50

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	45C



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	PORTABLE BARRIER RAIL
	TEMPORARY ATTENUATOR
	TRAFFIC FLOW

- TRAFFIC CONTROL - PHASE 1
1.

INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2.

THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3.

ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4.

THE TEMPORARY PAVEMENT ON THE NORTH SIDE OF SR 71/US 441 AS SHOWN ON THIS PLAN SHALL BE CONSTRUCTED PRIOR TO WORK TO THE SOUTH OF THE ROAD IN ORDER TO SHIFT TRAFFIC.
5.

AFTER TRAFFIC IS SHIFTED TO THE NEWLY CONSTRUCTED TEMPORARY PAVEMENT THE OTHER WORK AS SHOWN ON THIS PLAN CAN BE CONSTRUCTED INCLUDING THE TEMPORARY PAVEMENT TO BE USED IN PHASE 2.
6.

ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

CONSTRUCTABILITY

FIELD

REVIEW

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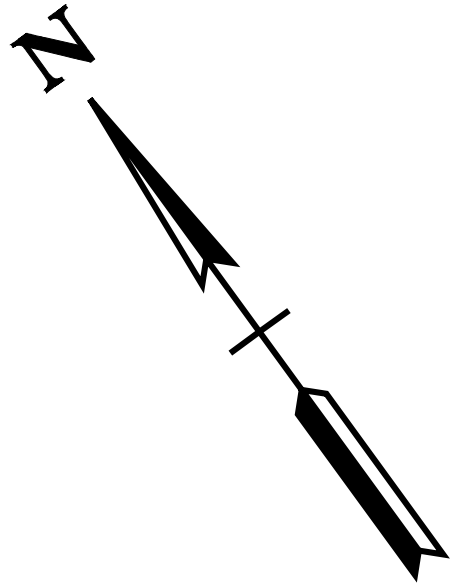
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STATE OF TENNESSEE
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TRAFFIC
CONTROL PLAN
PHASE 1

STA. 182+50 TO STA. 195+50
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	45D



- TRAFFIC CONTROL - PHASE 1
1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.

4. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

CONSTRUCTABILITY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

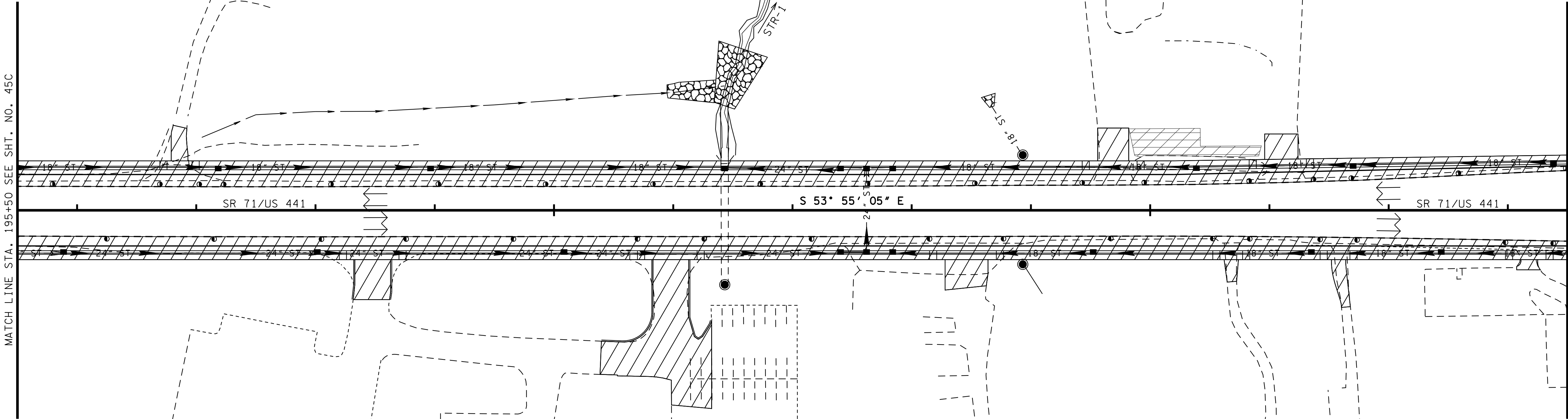
TRAFFIC

CONTROL PLAN

PHASE 1

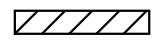



STA. 195+50 TO STA. 208+50

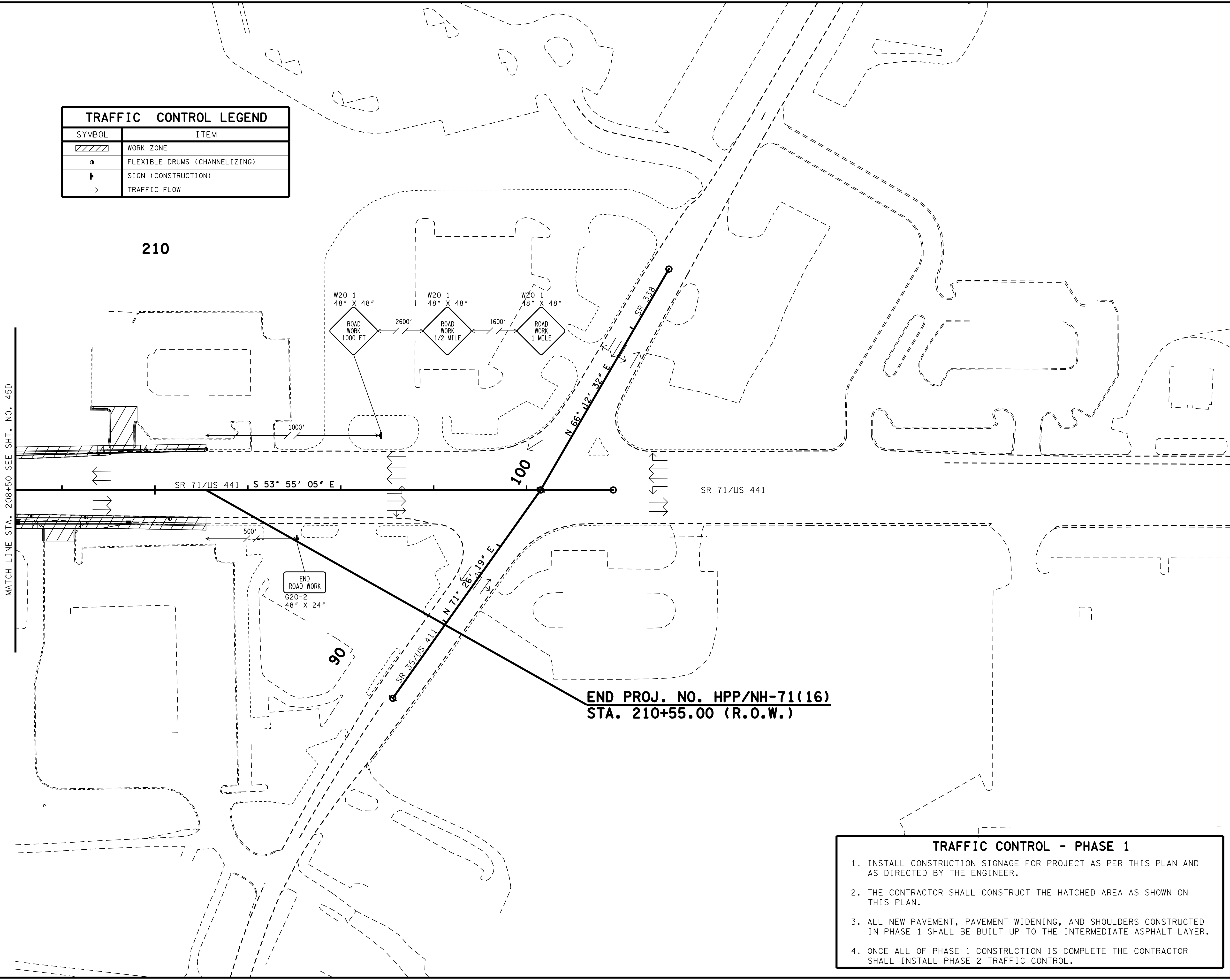
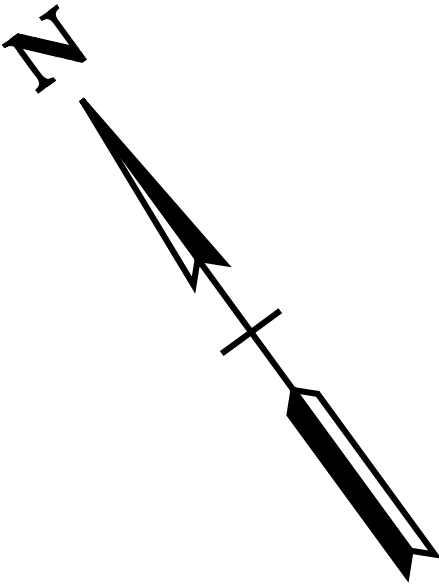
SCALE: 1"=50'



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	TRAFFIC FLOW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	45E

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW



CONSTRUCTABILITY

FIELD

REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00001 AND TIED TO
THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC

CONTROL PLAN

PHASE 1

STA.208+50 TO END

SCALE: 1"=50'

TRAFFIC CONTROL - PHASE 1

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 1 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4. ONCE ALL OF PHASE 1 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 2 TRAFFIC CONTROL.

END PROJ. NO. HPP/NH-71(16)
STA. 210+55.00 (R.O.W.)

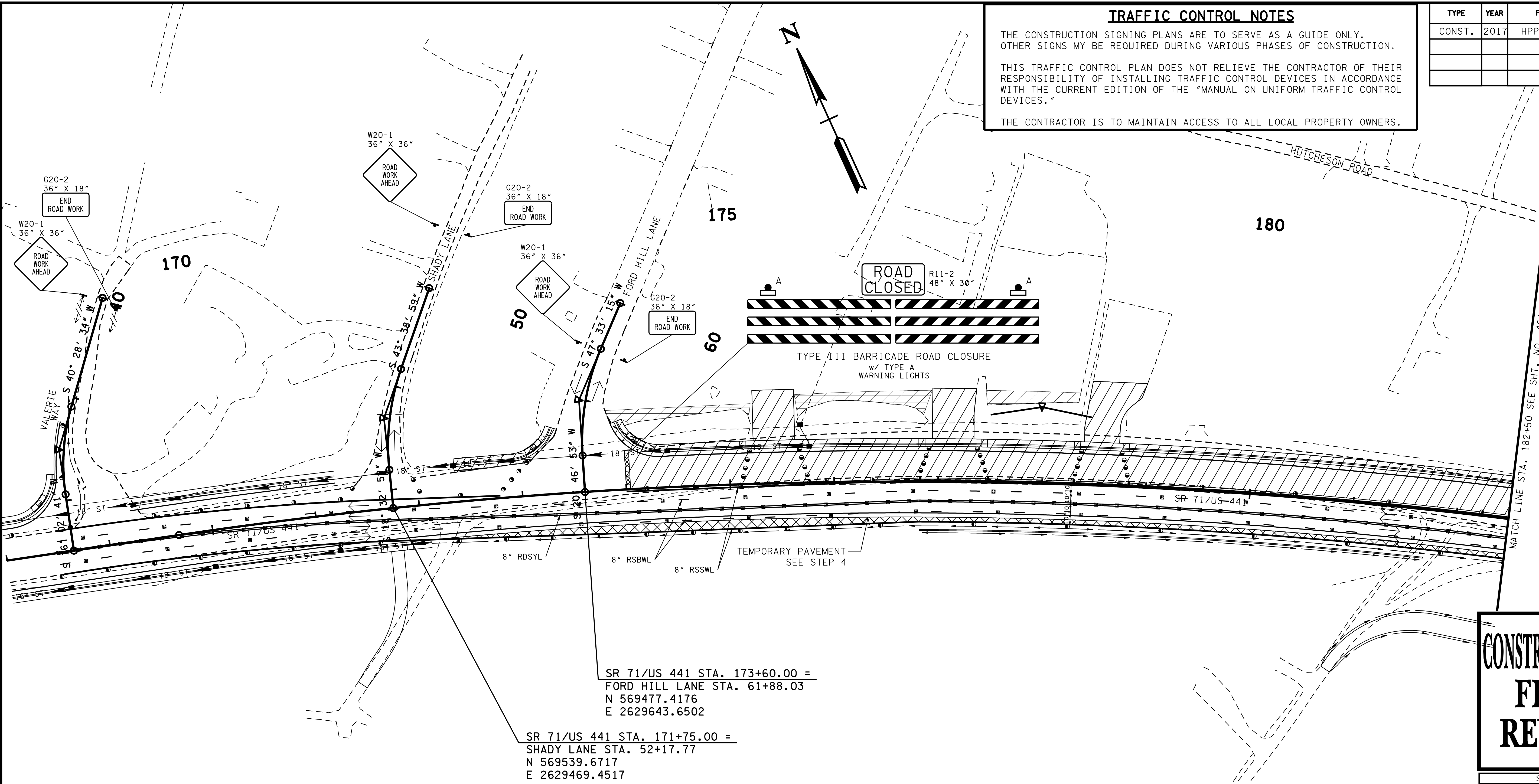
TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY.
OTHER SIGNS MY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THEIR
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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	46



- TRAFFIC CONTROL - PHASE 2
1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 2 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.

4. TRAFFIC IS TO BE SHIFTED TO THE NEWLY CONSTRUCTED TRAVEL LANES AND TEMPORARY PAVEMENT BUILT IN PHASE 1.

5. AFTER TRAFFIC IS SHIFTED, THE REMAINING FULL DEPTH PAVEMENT AREA ALONG THE PROPOSED SR 71/US 411 IS TO BE CONSTRUCTED.

6. ONCE ALL OF PHASE 2 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 3 TRAFFIC CONTROL.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	TRAFFIC FLOW

CONSTRUCTABILITY

FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001AND TIED TO THE TORN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

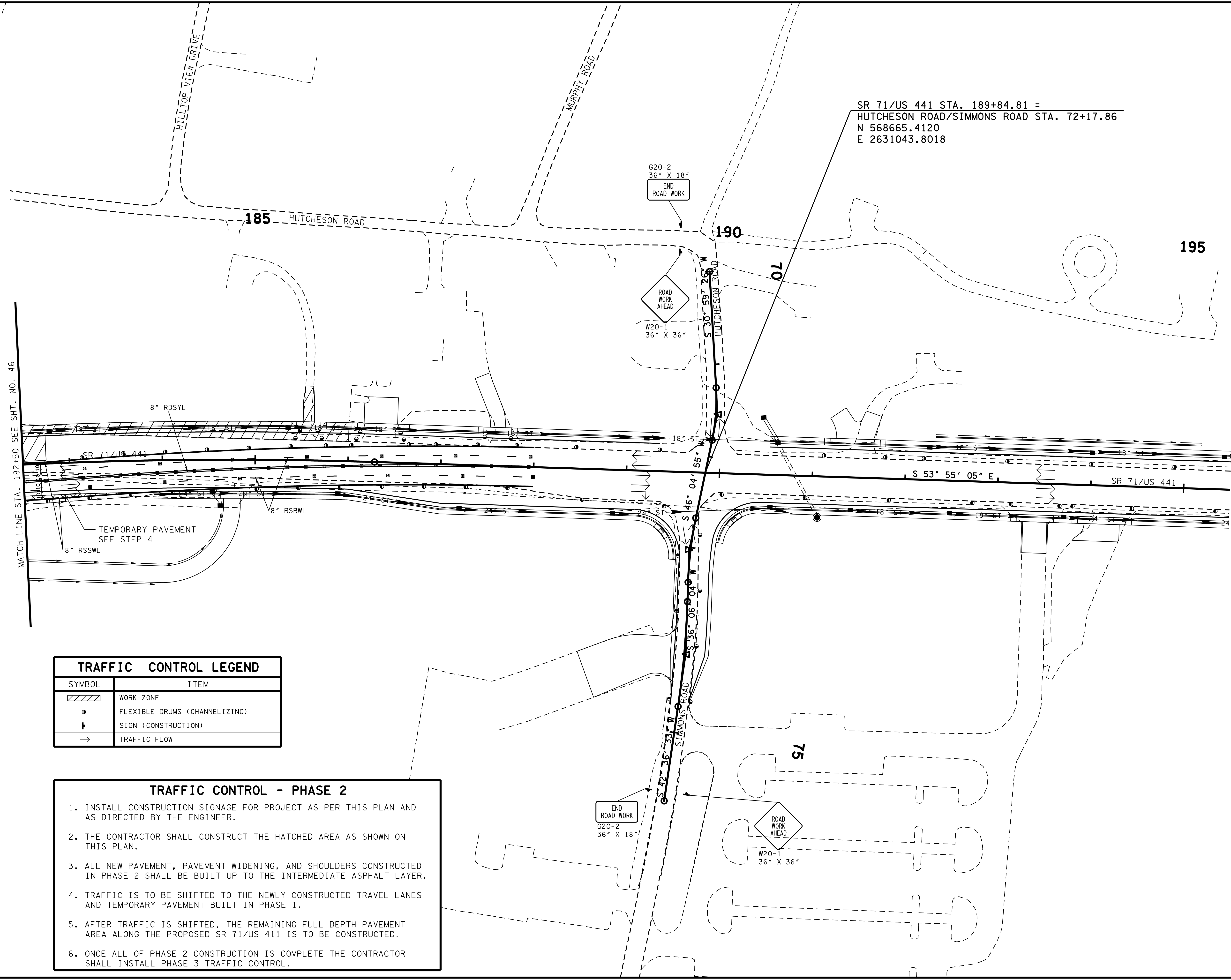
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
PHASE 2

STA.168+00 TO STA.182+50

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	46A



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

- TRAFFIC CONTROL - PHASE 2
1.

INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2.

THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3.

ALL NEW PAVEMENT, PAVEMENT WIDENING, AND SHOULDERS CONSTRUCTED IN PHASE 2 SHALL BE BUILT UP TO THE INTERMEDIATE ASPHALT LAYER.
4.

TRAFFIC IS TO BE SHIFTED TO THE NEWLY CONSTRUCTED TRAVEL LANES AND TEMPORARY PAVEMENT BUILT IN PHASE 1.
5.

AFTER TRAFFIC IS SHIFTED, THE REMAINING FULL DEPTH PAVEMENT AREA ALONG THE PROPOSED SR 71/US 411 IS TO BE CONSTRUCTED.
6.

ONCE ALL OF PHASE 2 CONSTRUCTION IS COMPLETE THE CONTRACTOR SHALL INSTALL PHASE 3 TRAFFIC CONTROL.

CONSTRUCTABILITY

FIELD

REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00001AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL PLAN
PHASE 2

STA.182+50 TO STA.195+50

SCALE: 1"=50'

TRAFFIC CONTROL - PHASE 3

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.
4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.
5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.
6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

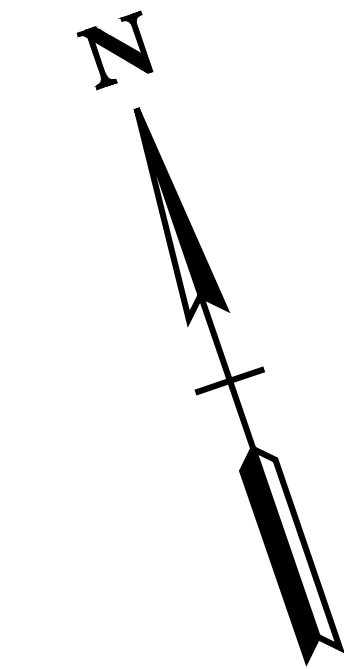
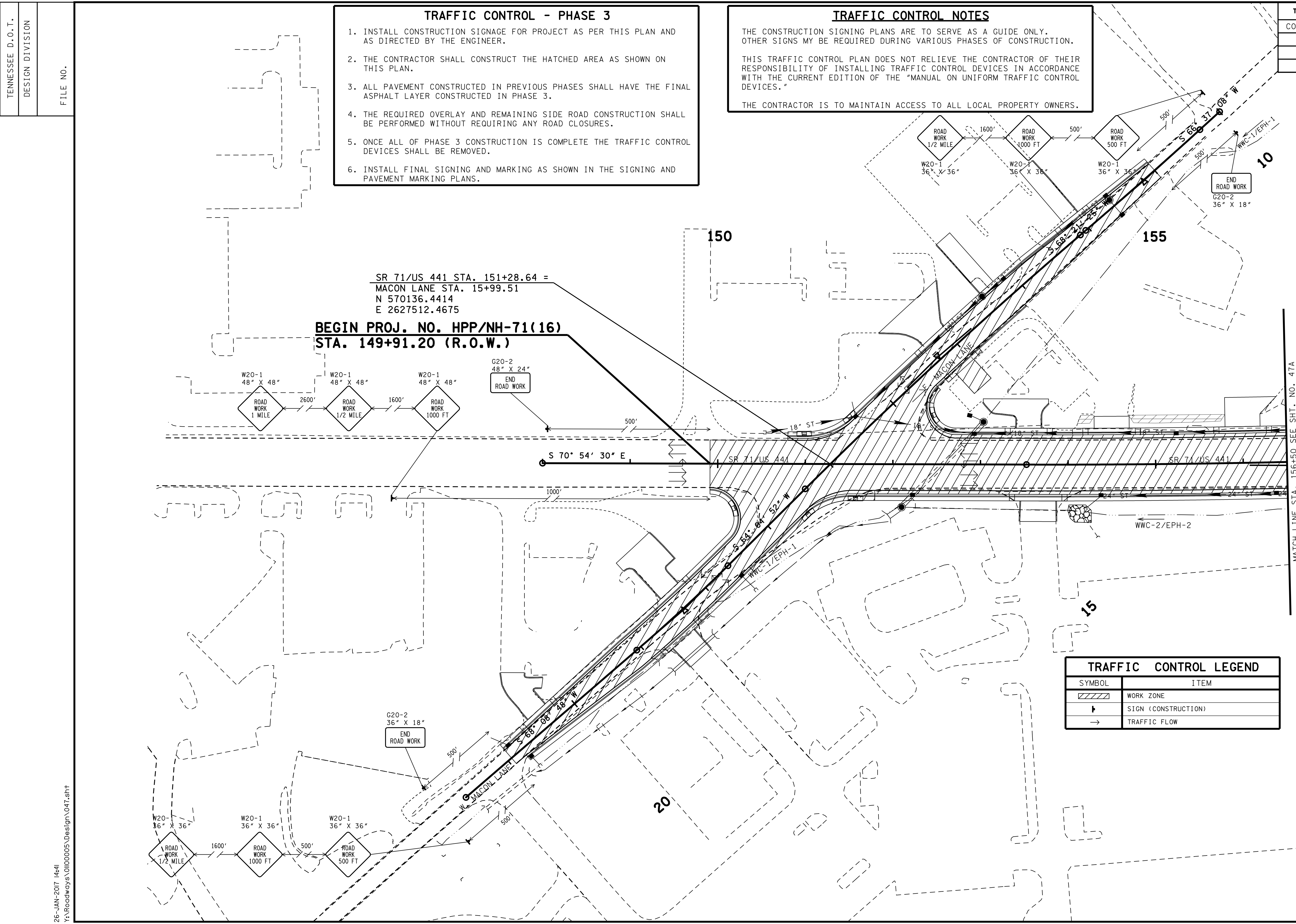
TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THEIR 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47



CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL PLAN
PHASE 3
BEGIN TO STA. 156+50
SCALE: 1"=50'

- TRAFFIC CONTROL - PHASE 3
1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

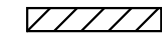


2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.

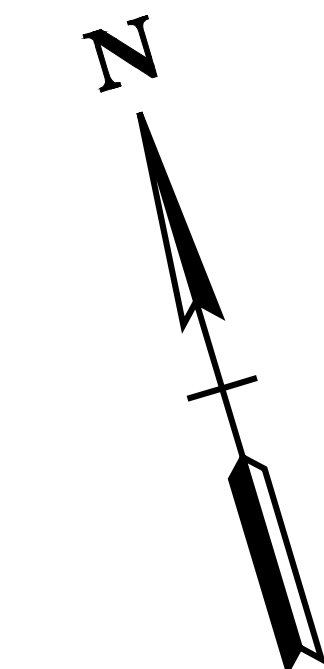
4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.

5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.

6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47A



CONSTRUCTABILITY

FIELD

REVIEW

SEALED BY

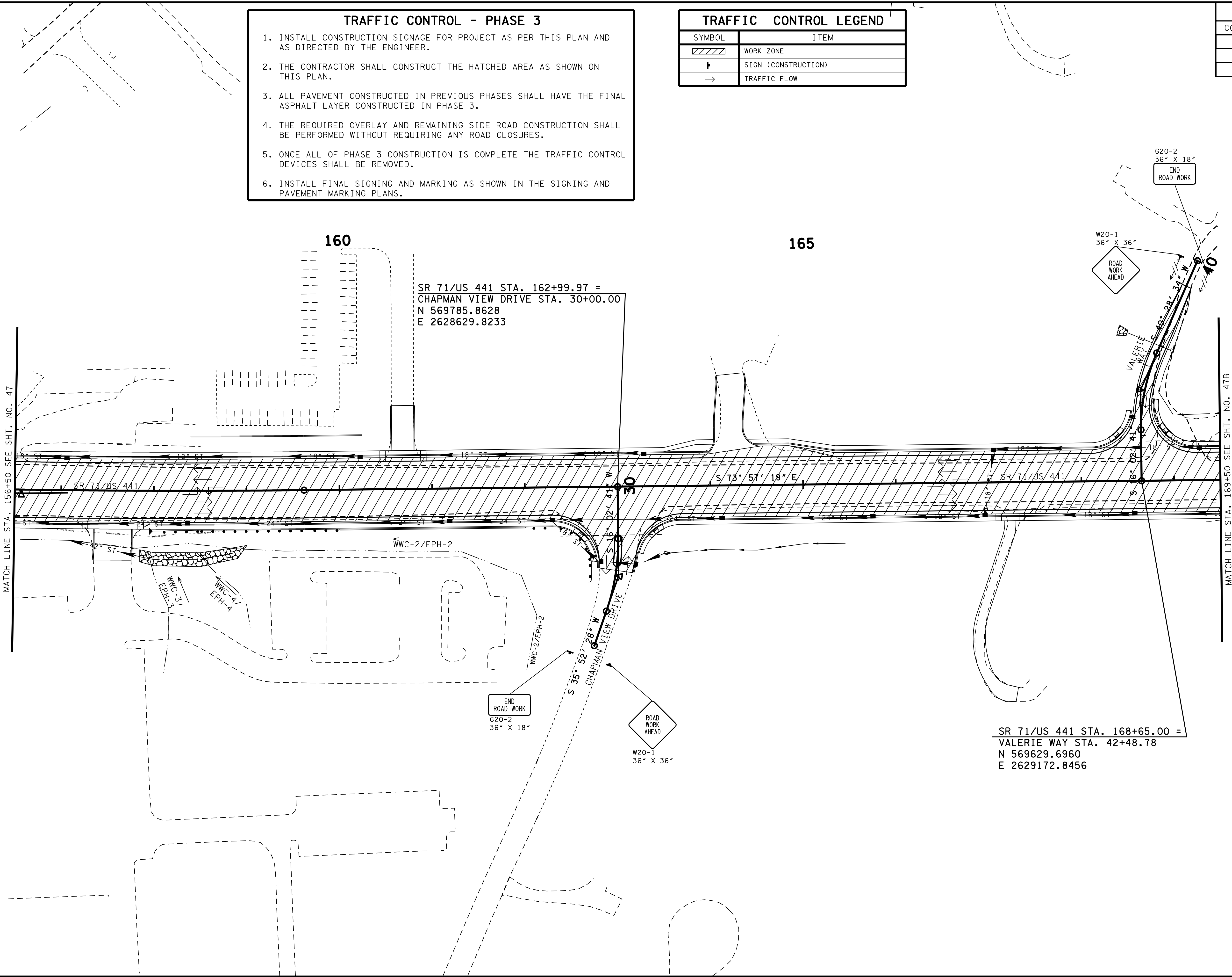
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

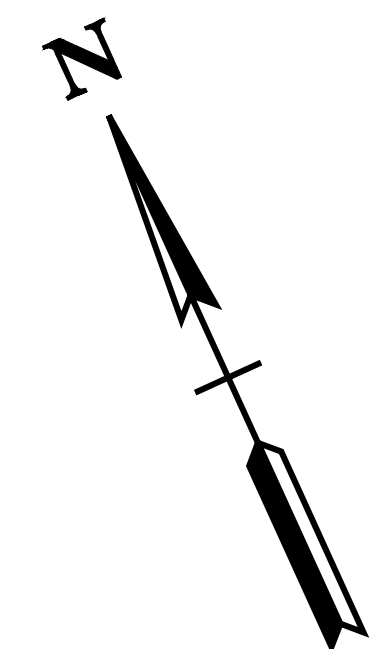
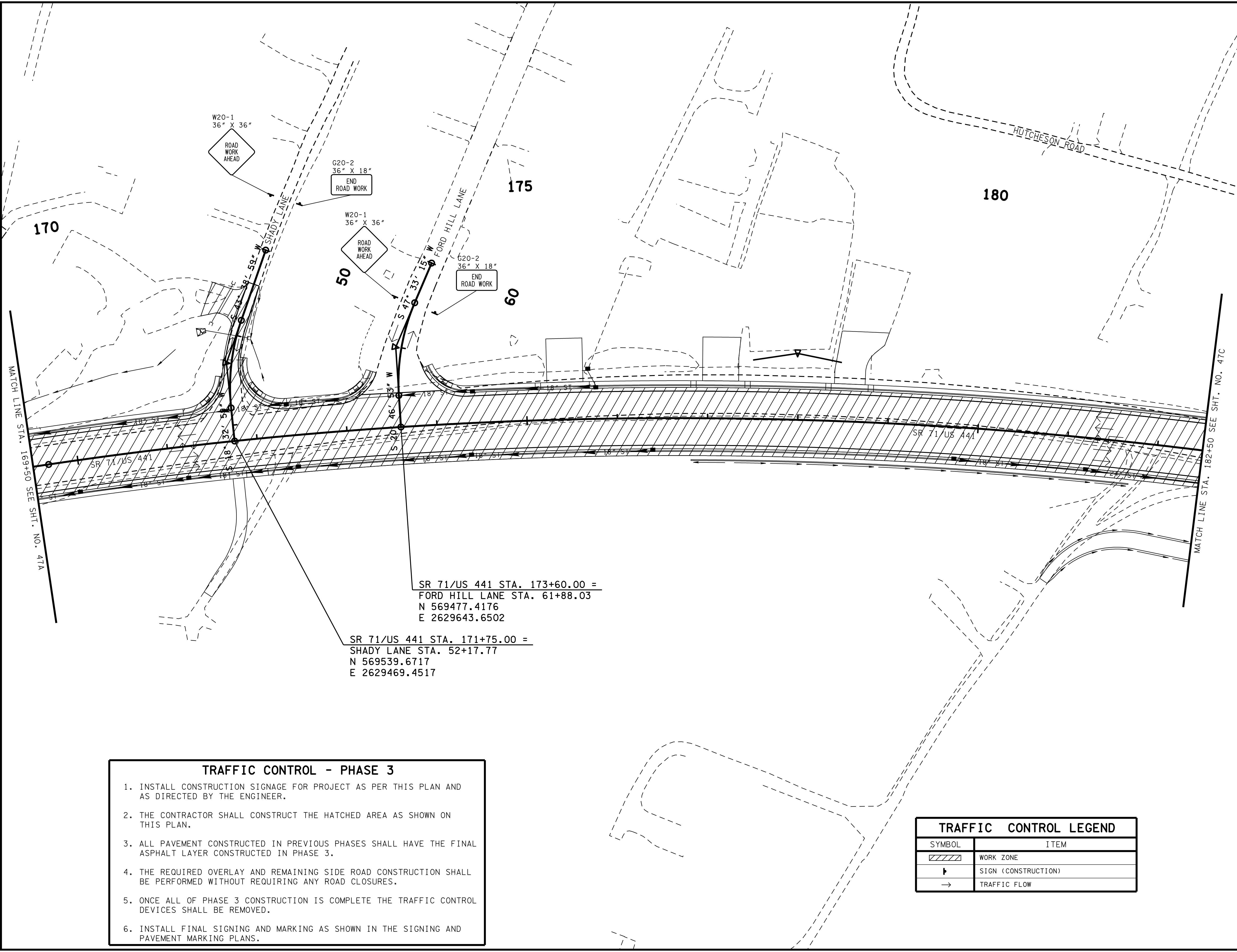
TRAFFIC
CONTROL PLAN
PHASE 3

STA. 156+50 TO STA. 169+50

SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47B



TRAFFIC CONTROL - PHASE 3

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.

4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.

5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.

6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

CONSTRUCTABILITY

FIELD

REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

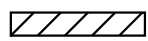


TRAFFIC

CONTROL PLAN

PHASE 3

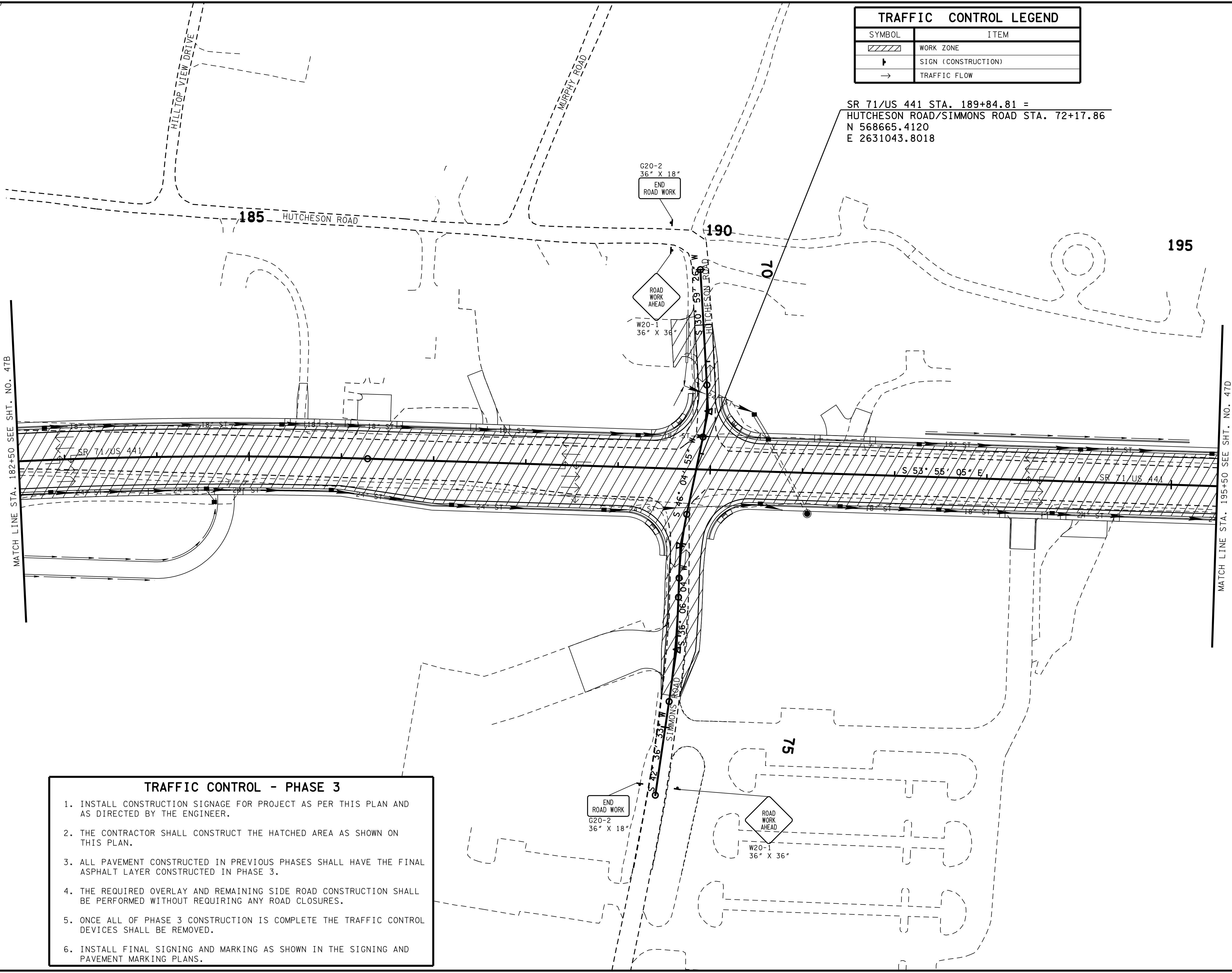
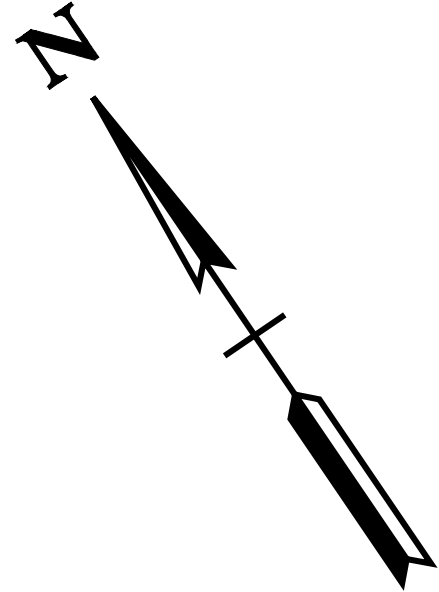
STA. 169+50 TO STA. 182+50

SCALE: 1"=50'

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47C

SR 71/US 441 STA. 189+84.81 =
HUTCHESON ROAD/SIMMONS ROAD STA. 72+17.86
N 568665.4120
E 2631043.8018



TRAFFIC CONTROL - PHASE 3

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.
4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.
5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.
6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

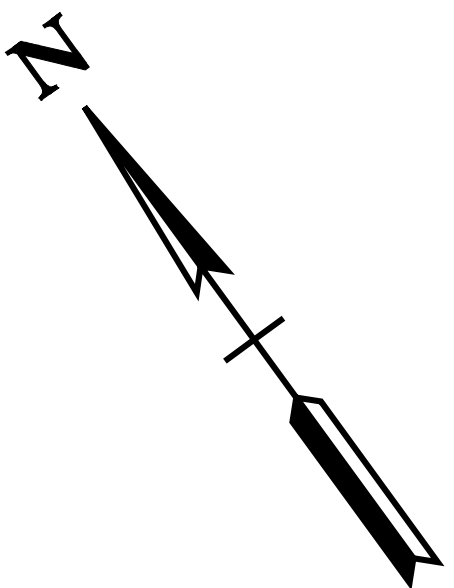
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL PLAN
PHASE 3

STA. 182+50 TO STA. 195+50
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47D



- TRAFFIC CONTROL - PHASE 3
1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.

3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.

4. THE REQUIRED OVERLAY AND REMAINING SIDE ROAD CONSTRUCTION SHALL BE PERFORMED WITHOUT REQUIRING ANY ROAD CLOSURES.

5. ONCE ALL OF PHASE 3 CONSTRUCTION IS COMPLETE THE TRAFFIC CONTROL DEVICES SHALL BE REMOVED.

6. INSTALL FINAL SIGNING AND MARKING AS SHOWN IN THE SIGNING AND PAVEMENT MARKING PLANS.

CONSTRUCTABILITY

FIELD

REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

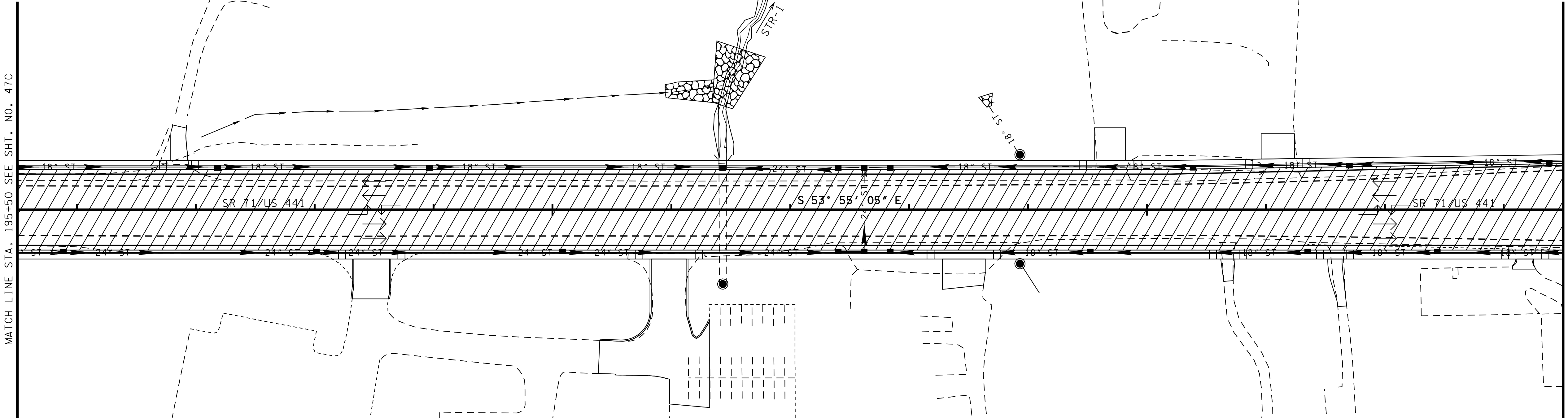
TRAFFIC

CONTROL PLAN

PHASE 3

STA.195+50 TO STA.208+50

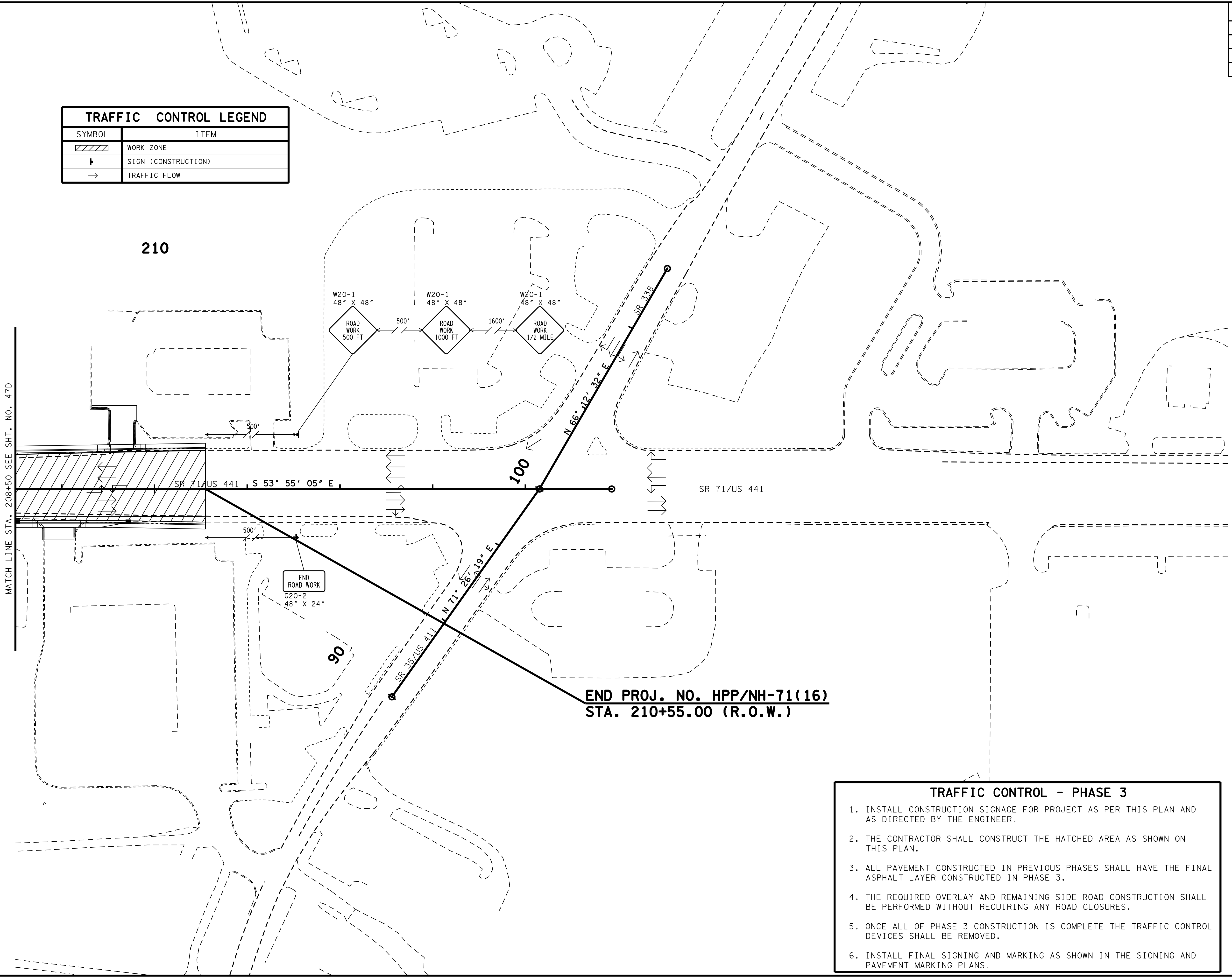
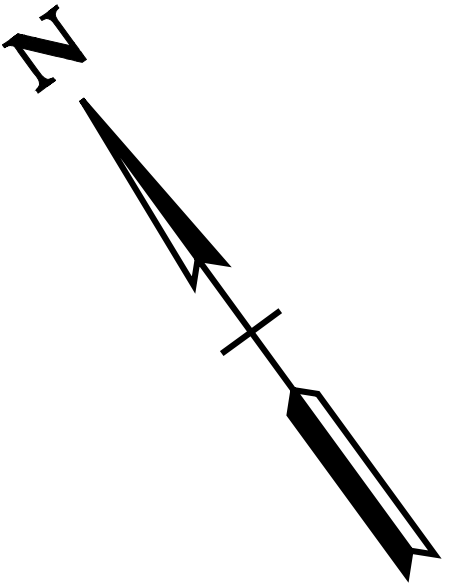
SCALE: 1"=50'



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	TRAFFIC FLOW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2017	HPP/NH-71(16)	47E

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW



CONSTRUCTABILITY

FIELD

REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL PLAN
PHASE 3
STA. 208+50 TO END
SCALE: 1"=50'

TRAFFIC CONTROL - PHASE 3

1. INSTALL CONSTRUCTION SIGNAGE FOR PROJECT AS PER THIS PLAN AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL CONSTRUCT THE HATCHED AREA AS SHOWN ON THIS PLAN.
3. ALL PAVEMENT CONSTRUCTED IN PREVIOUS PHASES SHALL HAVE THE FINAL ASPHALT LAYER CONSTRUCTED IN PHASE 3.
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