

**SWPPP INDEX OF SHEETS**

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NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

- 1. SWPPP REQUIREMENTS (3.0)**
- 1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (3.1.1)?
- YES (CHECK ALL THAT APPLY BELOW) OR  NO
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
  - A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
  - HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE
- 1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (3.1.1)? YES  NO
- IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT?  YES  NO
- 1.3. DO THE PROJECT STORMWATER OUTFALLS DIRECTLY DISCHARGE INTO THE FOLLOWING (5.4.1)?  YES (CHECK ALL THAT APPLY BELOW)  NO
- WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION OR HABITAT ALTERATION)
  - EXCEPTIONAL TENNESSEE WATERS
- IF YES TO SECTION 1.3, HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.4.1.b)?
- YES (CHECK ALL THAT APPLY BELOW) NO
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
  - A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
  - HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

- 2. SITE DESCRIPTION (3.5.1)**
- 2.1. PROJECT LIMITS (3.5.1.h): REFER TO TITLE SHEET
- 2.2. PROJECT DESCRIPTION (3.5.1.a):
- TITLE: I-24 Interchange at SR-171 (Old Hickory Blvd) Exit 62, Eastbound Ramp (Ramp Queue Project)  
COUNTY: Davidson  
PIN: 119739.00
- 2.3. SITE MAP(S) (2.6.2): REFER TO TITLE SHEET
- 2.4. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (3.5.1.d): REFER TO EXISTING CONTOURS SHEET(S) 11A-11E, DRAINAGE MAP SHEET(S) 10, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.3.

- 2.5. MAJOR SOIL DISTURBING ACTIVITIES (3.5.1.b) (CHECK ALL THAT APPLY):
- CLEARING AND GRUBBING
  - EXCAVATION
  - CUTTING AND FILLING
  - FINAL GRADING AND SHAPING
  - UTILITIES
  - OTHER (DESCRIBE): \_\_\_\_\_
- 2.6. TOTAL PROJECT AREA (3.5.1.c): 15.89 ACRES
- 2.7. TOTAL AREA TO BE DISTURBED (3.5.1.c): 1.49 ACRES
- 2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.
- 2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK?  YES  NO  
IF YES, LIST THE CORRESPONDING PLAN SHEET: \_\_\_\_\_
- 2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?
- YES \_\_\_\_\_ (DATE)  NO
- IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)**
- 2.11. SOIL PROPERTIES (3.5.1.f) (4.1.1).  
SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
StD-Stiversville loam, 12 to 25% slopes	A	14.1	0.28
HmD-Hampshire silt loam, 12 to 20% slopes	C	19.2	0.37
TbC-Talbott silt loam, 2 to 10% slopes	C	33.1	0.43
StC-Stiversville loam, 3 to 12% slopes	A	20.1	0.28
MmC-Mimosa silt loam, 5 to 12% slopes eroded	C	10.3	0.37
Ar-Arrington silt loam, 0 to 2% slopes, occasionally flooded	B	3.2	0.37

- 2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS?  YES  NO
- 2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT?  YES  NO; AND
- 2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT?  YES  NO  N/A (TDOT SP107L WILL BE APPLIED.)
- 2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (3.5.1.g).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS-Pavement	9.63	61		0.9
IMPERVIOUS-Rock	0	0		0.9
PERVIOUS-Grass	6.26	39		0.3
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.67

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS-Pavement	9.44	59		0.9
IMPERVIOUS-Rock	0.061	0.4		0.9
PERVIOUS-Grass	6.39	40		0.3
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.65

- 3. ORDER OF CONSTRUCTION ACTIVITIES (3.5.1.b, 3.5.2.a)**
- CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.
- 3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N/A)
  - 3.2. INSTALL STABILIZED CONSTRUCTION EXITS.
  - 3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.
  - 3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
  - 3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN 14 DAYS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).
  - 3.6. REMOVE AND STORE TOPSOIL.
  - 3.7. STABILIZE DISTURBED AREAS WITHIN 14 DAYS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY.
  - 3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.
  - 3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.
  - 3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.
  - 3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.
  - 3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.
  - 3.13. COMPLETE FINAL STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)
  - 3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.
  - 3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.
- 4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION**
- 4.1. STREAM INFORMATION (3.5.1.j, 3.5.1.k)
- 4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS?  YES  NO
- IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.
- 4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):
- 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
  - 303d WITH UNAVAILABLE PARAMETERS FOR HABITAT ALTERATION
  - EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (3.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION OR HABITAT ALTERATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	Hurricane Creek Branch	NO	NO	NO	YES

4.1.4. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (4.1.2, 5.4.2)  
 YES  NO

**BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)**

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) \_\_\_\_\_.  
 IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (9.0)  
 YES  NO

4.1.6. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1)  YES  NO  
 IF YES, EXISTING CONDITIONS DESCRIPTION: \_\_\_\_\_

4.1.7. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (5.4.2.)

4.1.8. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.9. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPs) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. RECEIVING WATERS OF THE UNITED STATES (WOTUS) (EPHEMERAL)

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WOTUS (EPHEMERAL)?  YES  NO

RECEIVING WOTUS (EPHEMERAL) INFORMATION		
TDOT WOTUS LABEL	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN 15-FT OF THE PROJECT LIMITS (YES OR NO)

4.2.1. ARE WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WOTUS (4.1.2)?  YES  NO

IF YES, A 15 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING EPHEMERAL STREAM IDENTIFIED AS A WOTUS (EPHEMERAL) BY THE U.S. ARMY CORPS OF ENGINEERS (USACE) OR THE ENVIRONMENTAL PROTECTION AGENCY SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE.  
 IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) \_\_\_\_\_

4.2.2. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR WOTUS (EPHEMERAL) DUE TO A USACE PERMIT?  
 YES  NO

4.3. OUTFALL INFORMATION

4.3.1. OUTFALL TABLE (3.5.1.e). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.3.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (3.5.1.h)?  YES  NO

4.3.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (2.6.2)?  YES  NO

4.3.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?  
 YES  NO  N/A

4.3.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S)?  YES  NO  N/A

4.3.6. A SEDIMENT BASIN OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS. A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. (3.5.3.3) OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS. A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. (5.4.1.g).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.4. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS?  YES  NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)

4.5. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (3.5.10)

4.5.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?  
 YES  NO

4.5.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?  
 YES  NO

4.5.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION OR HABITAT ALTERATION?  
 YES  NO

4.5.4. IF YES, HAS A SUMMARY OF THE CONSULTATION LETTER BEEN SUBMITTED/RECEIVED?  
 YES  NO

4.6. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?  
 YES  NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) \_\_\_\_\_.

4.7. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?  
 YES  NO  
 IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) \_\_\_\_\_.

5. **EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES** (3.5.3)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (3.5.3.3)?  
 YES  NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (3.5.3.3, 5.4.1.a).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (3.5.1.h)?  YES  NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

- 5.8. CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.
- 5.9. HAVE STAGED EPSC PLANS BEEN PREPARED FOR THE PROJECT (3.5.2)?  
YES  NO  (IF YES, CHECK ONE BELOW)
  - 5.9.1.  PROJECT DISTURBED AREA IS THAN LESS THAN 5 ACRES (MINIMUM OF TWO STAGES OF EPSC PLANS)
  - 5.9.2.  PROJECT DISTURBED AREA IS GREATER THAN 5 ACRES (MINIMUM OF THREE STAGES OF EPSC PLANS)
- 5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (3.5.3.2) (10. "STEEP SLOPE")?  YES  NO  N/A
- 5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (3.5.1.j). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET 7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.
- 5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 2 & 11 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (3.5.3.1.b).
- 5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.
- 5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.
- 5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.
- 5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.
- 5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.
- 5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- 5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 2 & 11 (3.5.3.1.n).
- 5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.4).
- 5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

- 5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (4.1.7).
- 5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.
- 5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.
- 5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.
- 5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 14 DAYS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (3.5.3.1.h).
- 5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 14 DAYS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (3.5.3.2).
- 5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE
- 5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- 5.30. A SOIL ANALYSIS SHALL BE PERFORMED PRIOR TO THE APPLICATION OF FERTILIZERS TO ANY PORTION OF THE STE. SOILS SHOULD BE ANALYZED FOR pH, BUFFER VALUE, PHOSPHOROUS, POTASSIUM, CALCIUM AND MAGNESIUM. SOIL SAMPLES SHOULD BE REPRESENTATIVE OF THE AREA FOR WHICH FERTILIZER WILL BE APPLIED. SAMPLE TYPE SHOULD BE COLLECTED AND ANALYZED IN ACCORDANCE WITH THE UT EXTENSION "SOIL TESTING" BROCHURE PB1061. (4.1.5.)
- 5.31. FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED FROM THE ANALYSES. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- 5.32. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (3.5.3.2).

**6. FLOCCULANTS (3.5.3.1.b)**

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.4.1.a)?  YES  NO

IF YES, THE FOLLOWING NOTES APPLY:

- 6.1. POLYACRYLAMIDES (PAM) SHALL BE OF THE ANIONIC OR NEUTRALLY CHARGED TYPE ONLY. PAM REQUIREMENTS ARE AS FOLLOWS:
  - 6.1.1. CATIONIC PAM IS NOT ALLOWED BECAUSE OF ITS TOXICITY TO FISH AND AQUATIC LIFE.
  - 6.1.2. ANIONIC AND NEUTRALLY CHARGED PAM SHALL MEET THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR LESS THAN 0.05% BY WEIGHT ACRYLAMIDE MONOMER.

- 6.1.3. ANIONIC AND NEUTRALLY CHARGED PAM SHALL HAVE A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLES.
- 6.1.4. PAM MIXTURES SHALL BE NON-COMBUSTIBLE.
- 6.1.5. PAM SHALL CONTAIN ONLY MANUFACTURER-RECOMMENDED ADDITIVES.

- 6.2. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE RESEARCHED, APPLIED IN ACCORDANCE WITH MANUFACTURE'S GUIDELINES AND FULLY DESCRIBED ON THE EPSC PLANS (3.5.3.1.b).
- 6.3. FLOCCULANTS SHALL BE HANDLED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET (MSDS) REQUIREMENTS AND SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USE CONFORMING TO ALL FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS.
- 6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANTS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT FOR BOTH ACUTE AND CHRONIC TOXICITY TESTS WHICH VERIFIES THAT THE FLOCCULANT EXHIBITS ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPA REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED.
- 6.5. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.
- 6.6. BEFORE FLOCCULANTS CAN BE USED ON A CONSTRUCTION PROJECT, SITE-SPECIFIC SOIL SAMPLES MUST BE OBTAINED AND TESTED BY THE MANUFACTURER OR THEIR REPRESENTATIVE, TO IDENTIFY THE OPTIMUM FLOCCULANT TYPE AND APPLICATION RATE. SINCE FLOCCULANT EFFICACY IS HIGHLY DEPENDENT ON SOIL TYPE, SOIL SAMPLES WILL NEED TO BE OBTAINED FROM EACH SOIL HORIZON THAT WILL BE ACCESSED DURING EXCAVATION. FLOCCULANTS SHOULD BE APPLIED ON A CONSTRUCTION SITE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED APPLICATION OR DOSAGE RATE. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. DO NOT APPLY EMULSION FORMS OF FLOCCULANTS DIRECTLY TO STORMWATER RUNOFF OR TO STREAMS, WETLANDS, OR OTHER WATER RESOURCES DUE TO SURFACTANT TOXICITY.
- 6.7. FLOCCULANT POWDER MAY BE APPLIED BY A HAND SPREADER OR A MECHANICAL SPREADER. IF APPROVED BY THE MANUFACTURER, FLOCCULANT MAY BE MIXED WITH DRY SILICA SAND, FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS TO AID IN SPREADING. FLOCCULANTS MAY ALSO BE APPLIED WITH A WATER TRUCK OR AS PART OF HYDRO-SEEDING. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.
- 6.8. MANUFACTURER'S GUIDANCE SHOULD BE FOLLOWED FOR BLOCK, LOG AND SOCK SPACING CONFIGURATIONS. BEFORE FLOCCULANTS CAN BE USED ON A CONSTRUCTION PROJECT, SITE-SPECIFIC SOIL SAMPLES MUST BE OBTAINED AND TESTED BY THE MANUFACTURER OR THEIR REPRESENTATIVE, TO IDENTIFY THE OPTIMUM FLOCCULANT TYPE AND APPLICATION RATE. SINCE FLOCCULANT EFFICACY IS HIGHLY DEPENDENT ON SOIL TYPE, SOIL SAMPLES WILL NEED TO BE OBTAINED FROM EACH SOIL HORIZON THAT WILL BE ACCESSED DURING EXCAVATION. FLOCCULANTS SHOULD BE APPLIED ON A CONSTRUCTION SITE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED APPLICATION OR DOSAGE RATE.

**7. UTILITY RELOCATION**

ARE UTILITIES INCLUDED IN THE CONTRACT?  YES  NO

IF YES, THE FOLLOWING APPLY:

- 7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- 7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.

- 7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- 7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- 7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.
- 7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- 7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.
- 7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- 7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- 7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.
- 7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:
  - 7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.
  - 7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.
  - 7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

**8. MAINTENANCE AND INSPECTION**

- 8.1. INSPECTION PRACTICES (3.5.8)
  - 8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (3.5.8.1.):
    - 8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

- 8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC "LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL" COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.
- 8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.
- 8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).
- 8.1.1.5. SUCCESSFULLY COMPLETED TDEC "LEVEL II - DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.
- 8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- 8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 "INSPECTOR") (3.5.1.o).
- 8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.
  - 8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.
- 8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (3.5.8.2.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.
- 8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (3.5.8.2.a).
- 8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (3.5.8.2.b).
- 8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 "INSPECTOR").
- 8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 7 DAYS OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 14 DAYS OF THE INSPECTION (3.5.8.2.e AND 3.5.8.2.f).
- 8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE "DOCUMENTATION AND PERMITS" BINDER. REPORTS WILL

BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

- 8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET FINAL STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.
- 8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (3.5.8.2.h).
- 8.2. DULY AUTHORIZED REPRESENTATIVE (7.7.3)
  - THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.
- 8.3. MAINTENANCE PRACTICES (3.5.3.1 AND 3.5.7)
  - 8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (3.5.3.1.b)
  - 8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
  - 8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (3.5.8.2.e).
  - 8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (3.5.3.1.e).
  - 8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
  - 8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.
  - 8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.
  - 8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (3.5.3.1.f).
  - 8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

**9. SITE ASSESSMENTS (3.1.2)**

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

**10. STORMWATER MANAGEMENT (3.5.4)**

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (3.5.4): N/A

10.3. OTHER ITEMS NEEDING CONTROL (3.5.5)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
- CONCRETE WASHOUT
- PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
- MINERAL AGGREGATES, ASPHALT
- EARTH
- LIQUID TRAFFIC STRIPING MATERIALS, PAINT
- ROCK
- CURING COMPOUND
- EXPLOSIVES
- OTHER \_\_\_\_\_

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (3.5.5.b)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S) CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

10.5. HAZARDOUS WASTE (3.5.5.c) (7.9)

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S ON-SITE REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

10.6. SANITARY WASTE (3.5.5.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- FERTILIZERS AND LIME
- PESTICIDES AND/OR HERBICIDES
- DIESEL AND GASOLINE
- MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

**11. NON-STORMWATER DISCHARGES (3.5.9)**

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

- DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

WATER USED TO CONTROL DUST. (3.5.3.1.n)

POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

UNCONTAMINATED GROUNDWATER OR SPRING WATER.

FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

OTHER: \_\_\_\_\_

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (3.5.1.i)?

YES  NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: \_\_\_\_\_

**12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (3.5.5.c, 5.1)**

12.1. SPILL PREVENTION (3.5.5.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY NEEDED PRODUCTS WILL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSAL OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED.

MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY THE SOIL ANALYSIS OR TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

12.4.2. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. AS APPROPRIATE, EQUIPMENT AND MATERIALS MAY INCLUDE ITEMS SUCH AS BOOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, KITTY LITTER, SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR CLEAN UP PURPOSES.

12.4.3. ALL SPILLS WILL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

12.4.4. THE CONTRACTOR'S RESPONSIBLE PARTY WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

12.4.5. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

12.4.6. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE

MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

- 12.4.7. IF A SPILL OCCURS THE CONTRACTOR'S SITE SUPERINTENDENT SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT CONSTRUCTION ENGINEER AND/OR PROJECT ENGINEER. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- 12.4.8. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- 12.5. SPILL NOTIFICATION (5.1)  
WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:
  - 12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.
  - 12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.
  - 12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 14 DAYS OF KNOWLEDGE OF THE RELEASE.
  - 12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 14 DAYS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

**13. RECORD-KEEPING**

- 13.1. REQUIRED RECORDS  
TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (3.5.3.1.m) (4.1.5.) (6.2.1):
  - 13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.
  - 13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.
  - 13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.
  - 13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.
  - 13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.
  - 13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING
  - 13.1.7. COPY OF REQUIRED SOIL ANALYSIS
  - 13.1.8. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.
- 13.2. RAINFALL MONITORING PLAN (3.5.3.1.o):
  - 13.2.1. EQUIPMENT  
AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH

SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

- 13.2.2. LOCATION  
THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.
- 13.2.3. METHODS  
RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.
- 13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.
- 13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.
- 13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.
- 13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.
- 13.3. KEEPING PLANS CURRENT (3.4)
  - 13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
  - 13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

- 13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;
- 13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;
- 13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;
- 13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;
- 13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.
- 13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 7 DAYS BY THE PROJECT EPSC INSPECTOR.
- 13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.
- 13.4. MAKING PLANS ACCESSIBLE
  - 13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF FINAL STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (6.2).
  - 13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE FINAL STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (3.3.3) (6.2.1):
    - 13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;
    - 13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;
    - 13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND
    - 13.4.2.4. THE LOCATION OF THE SWPPP.
  - 13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (8.0)

- 13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY FINAL STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.
- 13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE
  - 13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN FINALLY STABILIZED; AND
  - 13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND
  - 13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND
  - 13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND
  - 13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND
  - 13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE FINAL STABILIZATION IS MAINTAINED; AND
  - 13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (6.2)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. **SITE WIDE/PRIMARY PERMITTEE CERTIFICATION** (7.7.5)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

**Anthony Myers** Digitally signed by Anthony Myers  
Date: 2018.03.13 08:29:57 -05'00'

\_\_\_\_\_  
AUTHORIZED TDOT PERSONNEL SIGNATURE (3.3.1)

**Anthony Myers**  
\_\_\_\_\_  
PRINTED NAME

**Transportation Manager 2**  
\_\_\_\_\_  
TITLE

**03/13/2018**  
\_\_\_\_\_  
DATE

15. **SECONDARY PERMITTEE (OPERATOR) CERTIFICATION** (7.7.6)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

\_\_\_\_\_  
AUTHORIZED TDOT PERSONNEL SIGNATURE (3.3.1)

\_\_\_\_\_  
PRINTED NAME

\_\_\_\_\_  
TITLE

\_\_\_\_\_  
DATE

16. **ENVIRONMENTAL PERMITS** (9.0)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT (TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE):

ENVIRONMENTAL PERMITS			
PERMIT	YES OR NO	PERMIT OR TRACKING NO.	EXPIRATION DATE*
TDEC ARAP			
CORPS OF ENGINEERS (USACE)			
TVA 26A			
TDEC CGP			
OTHER:			

\*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP-I-24-1(109)	
P.E.	2018	19002-1186-94	S-8

TENNESSEE D.O.T.  
DESIGN DIVISION  
FILE NO.

OUTFALL TABLE (3.5.1.d, 5.4.1.g)

EPSC STAGE	OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
1,2,3	OUT-1		16+35 RT	2.9	2.10	2.10	2.10	N/A	STR-1 (Hurricane Creek Branch)	
1,2,3	OUT-2		18+80 RT	15.3	0.64	0.64	0.64	N/A	STR-1 (Hurricane Creek Branch)	
1,2,3	OUT-3		19+60 RT	20.3	0.40	0.40	0.40	N/A	STR-1 (Hurricane Creek Branch)	
1	OUT-4		33+00 RT	1.4	3.17			N/A	STR-1 (Hurricane Creek Branch)	
1,2,3	OUT-5		46+60 RT	2.3	0.40	0.40	0.40	N/A	STR-1 (Hurricane Creek Branch)	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.



# Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2A	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
3	PROPERTY MAP
3A	RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS
4-8	PRESENT LAYOUT
4A-8A	PROPOSED LAYOUT
4B-7B	PROPOSED PROFILE
9	PROFILE OF SIDE ROADS AND STREETS
10	DRAINAGE MAP
10A	CULVERT SECTIONS
11	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) NOTES
11A-11R	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLANS
12-12A	PROPOSED SIGNAL LAYOUT
13-28	I-24 CROSS SECTIONS
29-39	SR 171 CROSS SECTIONS

\*LETTER I,O, AND Q OMITTED FROM SHEET NUMBERING FOR CLARITY

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

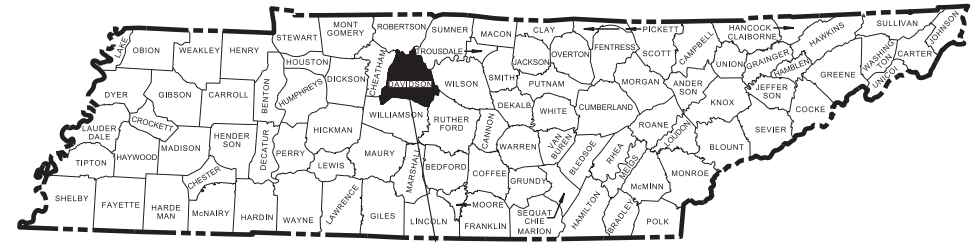
## DAVIDSON COUNTY

INTERSTATE NO. 24  
INTERCHANGE AT SR-171(OLD HICKORY BOULEVARD) EXIT 62,  
EASTBOUND RAMP (RAMP QUEUE PROJECT)

RIGHT-OF-WAY (UTILITIES ONLY)  
SAFETY

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-24

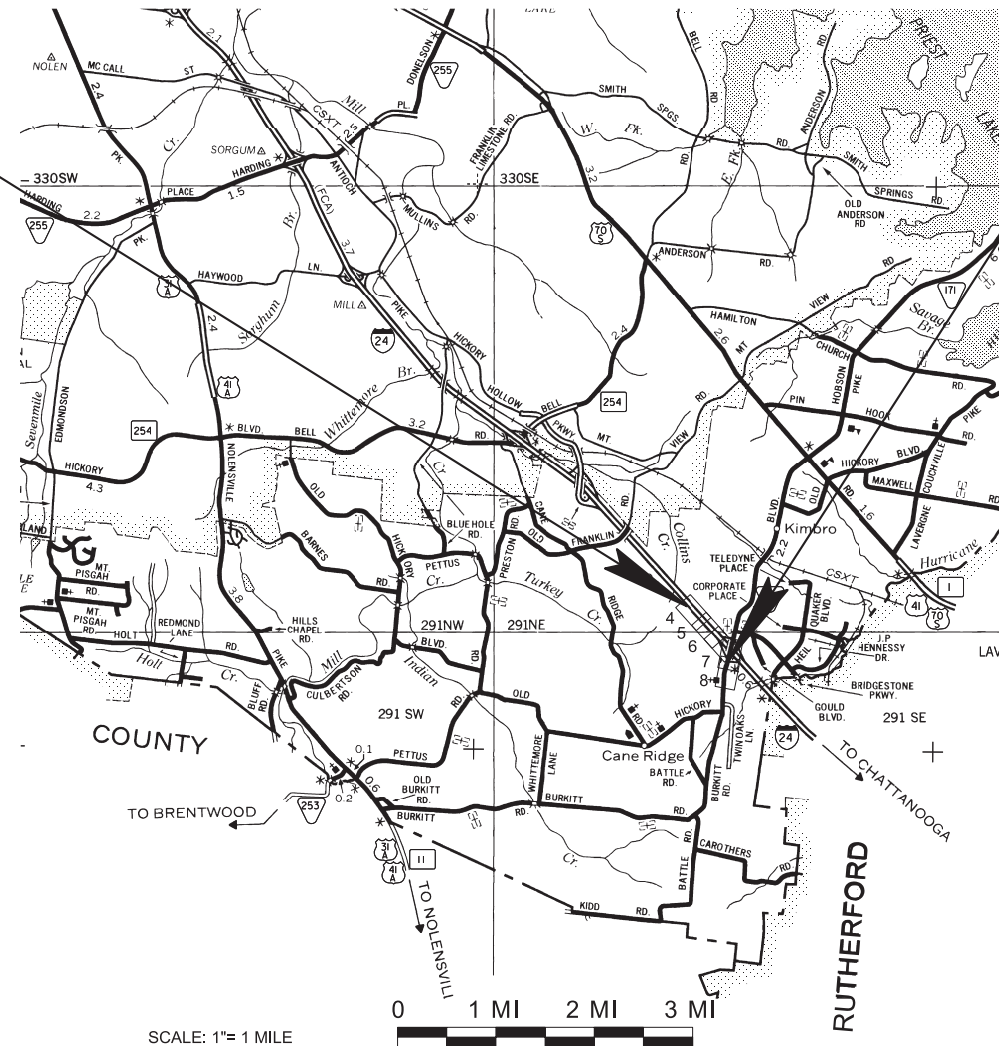
TENN.	YEAR	SHEET NO.
	2017	1
FED. AID PROJ. NO.	HSIP-I-24-1(109)	
STATE PROJ. NO.	19002-2186-94	



PROJECT LOCATION  
BRIDGE ID: 19100240047

19002-2186-94  
BEGIN PROJECT NO. HSIP-I-24-1(109) R.O.W. (UTILITIES ONLY)  
STA. 11+80.00  
N 614893.9024 E 1782904.3349

19002-2186-94  
END PROJECT NO. HSIP-I-24-1(109) R.O.W. (UTILITIES ONLY)  
STA. 46+73.60  
N 612181.8668 E 1785044.6758

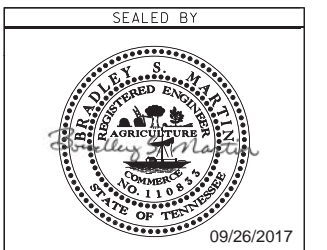


NO ROW OR EASEMENTS TO BE  
ACQUIRED AS PART OF THIS PROJECT

NO EXCLUSIONS

RSAR - PROJECT OF  
LIMITED SCOPE

R.O.W.  
PLANS  
(UTILITIES ONLY)



	I-24 EXIT RAMP	SR 171
ADT (2018)	10,330	25,890
ADT (2038)	11,030	33,310
DHV (2038)	924	3,099
D	50 - 50	51 - 49
T (ADT)	15 %	9 %
T (DHV)	10 %	6 %
V	70 MPH	45 MPH

SURVEY 05-18-16  
UPDATED 10-05-16

APPROVED: *Paul D. Degges*  
PAUL D. DEGGES, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
JOHN SCHROER, 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, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2: BRADLEY MARTIN, P.E.

DESIGNER: SETH BRADLEY CHECKED BY: FRANK RAINEAR

P.E. NO. 19002-1186-94 (DESIGN)

PIN NO. 119739.00

R.O.W. LENGTH 0.000 MILES

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

26-SEP-2017 13:45 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0001.sht

Index Of Sheets  
SEE SHEET NO. 1A

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

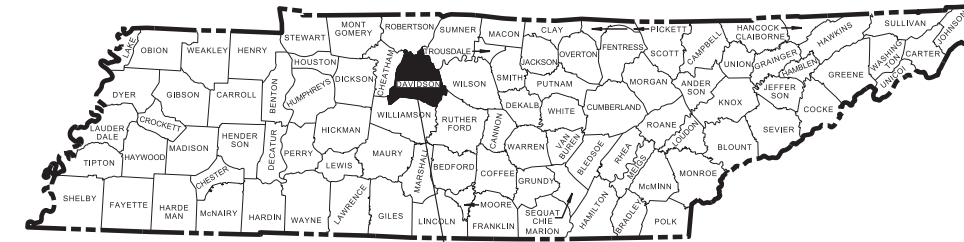
TENN.	YEAR	SHEET NO.
	2018	1
FED. AID PROJ. NO.	HSIP-I-24-1(109)	
STATE PROJ. NO.	19002-3186-94	

**DAVIDSON COUNTY**

INTERSTATE NO. 24  
INTERCHANGE AT SR-171(OLD HICKORY BOULEVARD) EXIT 62,  
EASTBOUND RAMP (RAMP QUEUE PROJECT)

CONSTRUCTION  
SAFETY

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-24



PROJECT LOCATION  
BRIDGE ID: 19100240047

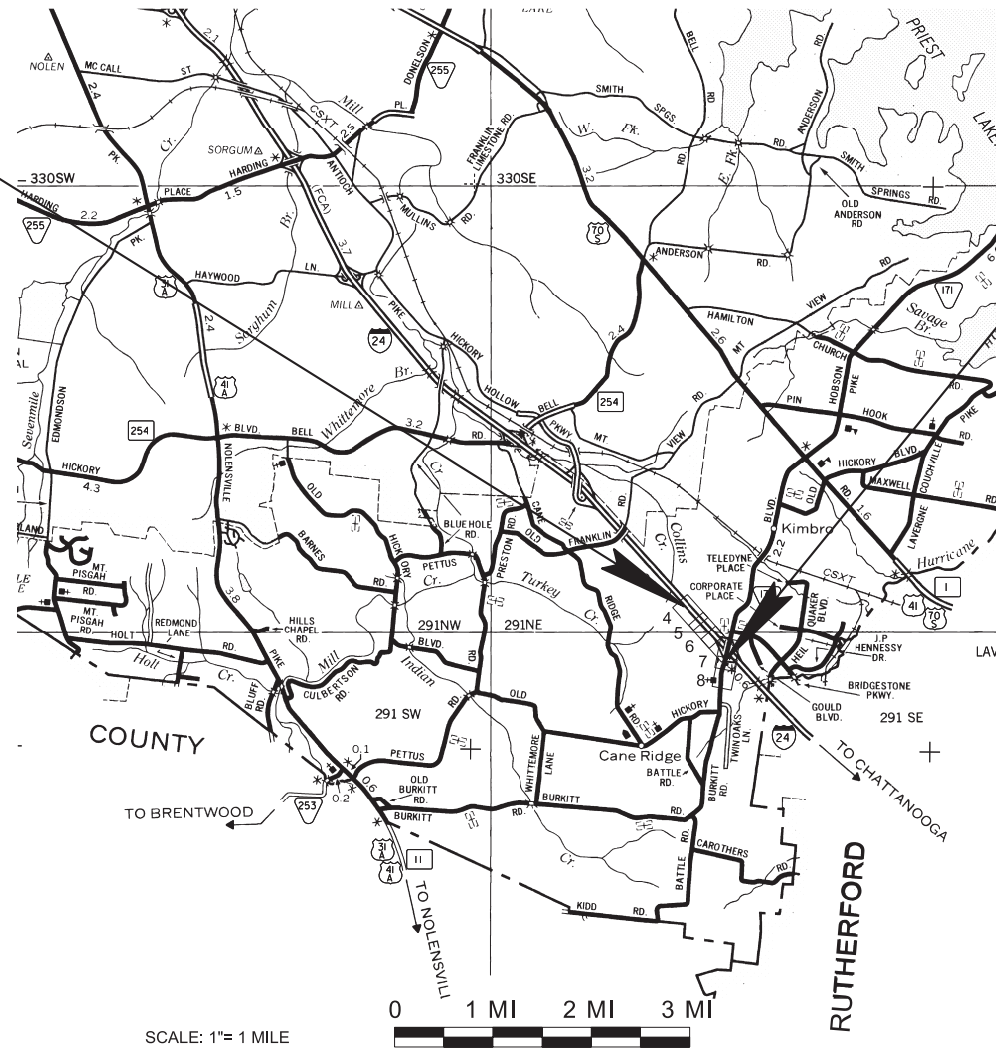
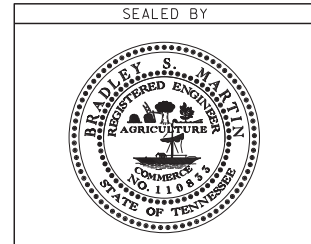
TO BE LET WITH:  
PIN 123055.00  
DAVIDSON COUNTY  
I-24 AT HICKORY  
HICKORY HOLLOW PKWY

19002-3186-94  
BEGIN PROJECT NO. HSIP-I-24-1(109) CONSTRUCTION  
STA. 11+80.00  
N 614893.9024 E 1782904.3349

19002-3186-94  
END PROJECT NO. HSIP-I-24-1(109) CONSTRUCTION  
STA. 46+73.60  
N 612181.8668 E 1785044.6758

NO EXCLUSIONS

CONSTRUCTION  
FIELD  
REVIEW



I-24 EXIT RAMP		SR 171	
TRAFFIC DATA		TRAFFIC DATA	
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T (DHV)	10 %	T (DHV)	6 %
V	70 MPH	V	45 MPH

APPROVED: *Paul D. Degges*  
PAUL D. DEGGES, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
JOHN SCHROER, COMMISSIONER

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TDOT ROAD SP. SV. 2: BRADLEY MARTIN, P.E.  
DESIGNER: SETH BRADLEY CHECKED BY: NATHAN BARTLETT  
P.E. NO. 19002-1186-94 (DESIGN)  
PIN NO. 119739.00

I-24 OFF RAMP	0.662 MILES
SR 171	0.304 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.966 MILES

SURVEY 05-18-16  
UPDATED 10-05-16

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
  
APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

08-FEB-2018 17:40 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0001.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP-I-24-1(109)	1A

# ROADWAY INDEX

# STANDARD ROADWAY DRAWINGS

SHEET NAME	SHEET NO.
TITLE SHEET .....	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS .....	1A
STANDARD TRAFFIC OPERATIONS DRAWINGS .....	1A1
ESTIMATED ROADWAY QUANTITIES .....	2
ESTIMATED SIGNAL QUANTITIES AND SPECIAL NOTES .....	2A
TYPICAL SECTIONS .....	2B
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2C
TYPICAL SECTIONS .....	2D
GENERAL NOTES .....	2E-2G
SPECIAL NOTES .....	2H
TABULATED QUANTITIES .....	2J
PROPERTY MAP .....	3
RIGHT-OF-WAY NOTES, UTILITY NOTES and UTILITY OWNERS .....	3A
PRESENT LAYOUT .....	4-8
PROPOSED LAYOUT .....	4A-8A
PROPOSED PROFILE .....	4B-7B
PROFILE OF SIDE ROADS AND STREETS .....	9
DRAINAGE MAP .....	10
CULVERT SECTION .....	10A
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES, LEGEND & TABULATION .....	11
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS .....	11A-11R
TRAFFIC CONTROL PAVEMENT EDGE DROP-OFF NOTES .....	12
TRAFFIC CONTROL PHASING NOTES, LEGEND & TABULATION .....	12A
TRAFFIC CONTROL DETAIL I-24 E.B. ....	13
ADVANCED WARNING SIGN DETAIL .....	13A
TRAFFIC CONTROL PLANS .....	14-25
SIGNING AND PAVEMENT MARKING PLAN(S) .....	26-26D
SIGN SCHEDULE SHEET & MISCELLANEOUS SIGN DETAILS .....	27-27A
PROPOSED SIGNAL LAYOUT(S) .....	28-28C
ITS PLANS .....	29
ROADWAY CROSS SECTIONS .....	30-56
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INDEX .....	S-1
UTILITIES INDEX .....	U1-1

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

"NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS."

## ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-16-17	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	03-16-17	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-TS-3C	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIAL HIGHWAYS WITH FLUSH MEDIANS
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5B	10-15-02	DESIGN STANDARDS FREEWAYS WITH MEDIAN BARRIER
RD01-TS-6	10-10-16	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SD-4		INTERSECTION SIGHT DISTANCE 5-LANE AND 4-LANE UNDIVIDED ROADWAYS
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	01-25-16	UNDERDRAIN LATERAL DETAILS
RD-UD-9	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES

## PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PB-1	03-16-17	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PE-18A	01-06-15	18" CONCRETE ENDWALL CROSS DRAIN (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-99	11-01-13	PIPE GRATE & SKEWED CONNECTION DETAILS FOR "U" ENDWALLS (FOR 3:1, 4:1 & 6:1 SLOPES)

## ROADWAY AND PAVEMENT APPURTENANCES

DWG.	REV.	DESCRIPTION
RP-J-1	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING

## TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS

DWG.	REV.	DESCRIPTION
RP-J-5	07-01-01	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	07-14-14	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-15	01-19-02	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS

## SAFETY DESIGN AND FENCES

DWG.	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-6	10-10-16	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	03-28-17	W-BEAM GUARDRAIL
S-GR31-1A		W-BEAM BARRIER FASTENING HARDWARE
S-GRT-2	03-28-17	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P	07-05-17	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-F-1	05-24-12	HIGH VISIBILITY FENCE

## DESIGN - TRAFFIC CONTROL

DWG.	REV.	DESCRIPTION
T-M-1	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	10-10-16	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-PBR-1	03-16-17	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	06-16-17	DETAILS FOR FLEXIBLE DELINEATORS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-05-17	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-18	03-05-17	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
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

## EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-3B	03-16-17	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM

**CONSTRUCTION  
FIELD  
REVIEW**

SEALED BY

**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**ROADWAY INDEX  
AND  
STANDARD  
ROADWAY  
DRAWINGS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP-I-24-1(109)	1A1

# STANDARD TRAFFIC OPERATIONS DRAWINGS

**DWG. REV. DESCRIPTION**

**SIGNS**

- T-S-6 02-12-91 STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
- T-S-7 02-12-91 HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
- T-S-9 06-10-14 STANDARD LAYOUT - GROUND MOUNTED SIGNS
- T-S-10 04-04-12 STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
- T-S-11 06-06-11 DELINEATOR AND MILEPOST DETAILS
- T-S-12 07-10-17 STANDARD STEEL GROUND MOUNTED SIGNS, BREAKAWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
- T-S-13 07-20-12 STANDARD STEEL GROUND MOUNTED SIGNS, BREAKAWAY TYPE POST FOOTING DETAILS, I-BEAMS
- T-S-15 12-07-90 STANDARD CONDUIT & GROUND DETAILS FOR OVERHEAD & CANTILEVER SIGN STRUCTURES
- T-S-16 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 07-11-17 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-23C 07-02-15 BREAKWAY POST SIGN SUPPORTS

**SIGNALS**

- T-SG-2 07-29-04 LOOP LEAD-INS, CONDUIT, AND PULL BOXES
- T-SG-3 07-11-17 STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
- T-SG-3A ALTERNATE DETECTION DETAILS
- T-SG-5 12-04-13 CONTROLLER CABINET DETAILS
- T-SG-7 07-11-17 SIGNAL HEAD ASSEMBLIES
- T-SG-7E TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
- T-SG-7F 07-13-17 TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
- T-SG-7G TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
- T-SG-7H TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE AND FOUR-LANE APPROACHES
- T-SG-9 07-11-17 DETAILS OF CANTILEVER SIGNAL SUPPORT
- T-SG-9A 07-12-17 MISCELLANEOUS SIGNAL DETAILS
- T-SG-10 07-11-17 MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
- T-SG-11 07-12-17 MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
- T-SG-12 07-12-17 TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
- T-SG-13 06-01-09 FLASHING BEACON DETAIL

**CONSTRUCTION  
FIELD  
REVIEW**

SEALED BY

**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**STANDARD  
TRAFFIC  
OPERATIONS  
DRAWINGS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP-I-24-1(109)	2

**ESTIMATED ROADWAY QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
201-01	CLEARING AND GRUBBING	LS	1
(1) 202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	134
(20)(16) 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2556
(20) 203-04	PLACING AND SPREADING TOPSOIL	C.Y.	260
203-06	WATER	M.G.	43
(24) 204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	2.8
(2) 209-05	SEDIMENT REMOVAL	C.Y.	18
(17)(2) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	310
(2) 209-08.08	ENHANCED ROCK CHECK DAM	EACH	5
(2) 209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(3) 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2691
(19) 303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	6.6
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	105
307-01.22	ASP. CONC. MIX(PG76-22) (BPMB-HM) GR. A-S	TON	83
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	134
(25) 307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	212
307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	69
313-03	TREATED PERMEABLE BASE	S.Y.	2482
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	9.5
(4) 403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	7.8
(5) 411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	376
411-02.10	ACS MIX(PG70-22) GRADING D	TON	539
(22) 411-03.10	ACS MIX(PG76-22) GRADING D	TON	136
(26)(21) 415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	1054
501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	2482
607-03.30	18" PIPE CULVERT	L.F.	13
611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	50
701-03	CONCRETE MEDIAN PAVEMENT	C.Y.	51
705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	371
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	3
706-01	GUARDRAIL REMOVED	L.F.	368
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	2950
(8) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
(9) 709-05.08	MACHINED RIP-RAP (CLASS B)	TON	181
(10) 710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	820
710-05	LATERAL UNDERDRAIN	L.F.	83
710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	1
710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	2
712-01	TRAFFIC CONTROL	LS	0.1
(11) 712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	3816
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	237
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	190
712-05.01	WARNING LIGHTS (TYPE A)	EACH	20
712-06	SIGNS (CONSTRUCTION)	S.F.	751
712-08.03	ARROW BOARD (TYPE C)	EACH	3
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3170
713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	1.8
713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	360
(12) 713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	25
713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	10
713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.	533
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	91
713-11.21	P POST SLIP BASE	EACH	3
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	18
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	259
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	3
713-16.41	RELOCATE SIGN	LS	1

**ESTIMATED ROADWAY QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
713-16.50	REMOVE AND REPLACE SIGN (W13-3 ADVISORY RAMP SPEED SIGN 40 MPH)	EACH	1
713-16.51	REMOVE AND REPLACE SIGN (R5-1, DO NOT ENTER)	EACH	2
713-16.52	REMOVE AND REPLACE SIGN (R6-1L, ONE WAY LEFT)	EACH	2
713-16.53	REMOVE AND REPLACE SIGN (R6-1R, ONE WAY RIGHT)	EACH	2
716-01.23	Snwplwble Pmnt Mrkrs (Bi-Dir)(2 Color)	EACH	59
(13) 716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	830
(13) 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	160
(13) 716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	9
(7)(13) 716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	176
(13) 716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1
(13) 716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	9
(13) 716-04.08	PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	2
(13) 716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	5
716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	5700
(6) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1
(14) 716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	1
716-09.32	EXT ONLY ARROW	EACH	2
(15) 716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2.5
716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1130
716-12.06	ENHANCED FLAT LINE THERMO (8IN LINE)	L.F.	3080
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	192
(8)(18) 740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1807
740-11.05	TEMPORARY SEDIMENT TUBE 24IN	L.F.	499
801-03	WATER (SEEDING & SODDING)	M.G.	56
(23) 801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	45
803-01	SODDING (NEW SOD)	S.Y.	5034

**FOOTNOTES**

- FOR E.B. OFF-RAMP REMOVAL OF EXISTING RAISED CONCRETE ISLAND. THE COST OF SAWING CONCRETE PAVEMENT INCLUDED.
- SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT.
- INCLUDES 1599 TONS FOR I-24: E.B. DECELERATION LANE, 839 TONS FOR I-24: E.B. OFF RAMP, 252 TONS FOR I-24: TEMPORARY OUTSIDE SHOULDER.
- INCLUDES 5.9 TONS FOR SR-171 AND 1.9 TONS FOR I-24.
- INCLUDES 66 TONS FOR I-24 AND 306 TONS FOR SR-171.
- TO BE USED FOR TEMPORARY STRIPING OF S.R. 171.
- TO BE USED FOR GORE AREA ON THE EASTBOUND I-24 EXIT RAMP.
- TO BE USED FOR TWO TEMPORARY CONSTRUCTION EXITS.
- INCLUDES 166 TONS FOR SPECIAL DITCH ON I-24 FROM STA. 13+50.00 TO STA. 16+50.00. AND 15 TONS FOR CULVERT OUTLET AT STA. 17+00.53.
- COST TO INCLUDE TRENCHING, FURNISHING AND INSTALLING THE PIPE AND AGGREGATE.
- ITEM TO INCLUDE MOVING PORTABLE BARRIER RAIL BETWEEN PHASES.
- TO BE USED ON ON RAMP, QUANTITIES MAY BE INCREASED OR DECREASED, COST TO INCLUDE REMOVAL OF ANY EXISTING DELINATORS - AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- TO BE USED FOR FOR E.B. OFF-RAMP AND BRIDGE OVER I-24 ON S.R. 171.
- TO BE USED FOR EDGE LINES AND LANE LINES.
- INCLUDES 14.3 TONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- INCLUDES 96 L.F. FOR SEDIMENT FILTER SOCK.
- INCLUDES 92 S.Y. FOR SEDIMENT FILTER SOCK.
- TO BE USED FOR SEDIMENT FILTER SOCK.
- SEE GRADING SPECIAL NOTES ON SHEET 2H
- INCLUDES 180 TONS FOR I-24 DECELERATION LANE AND SHOULDER.
- TO BE USED FOR FOR I-24 DECELERATION LANE.
- INCLUDES 5 M.G. FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- TO BE USED AS BACKFILL FOR LATERAL UNDERDRAINS.
- TO BE PLACED IN TWO EQUAL 3" LIFTS.
- IF SUBSURFACE PAVEMENT FAILURE EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE B-M2 MIX PRIOR TO PROPOSED OVERLAY.

**CONSTRUCTION  
FIELD  
REVIEW**

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**ESTIMATED  
ROADWAY  
QUANTITIES**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP4-24-1(109)	2A

**ESTIMATED SIGNAL QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1) 713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	
(2) 713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	2
(3) 730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	2
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	6
730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
(4) 730-02.30	SIGNAL HEAD ASSEMBLY (130A2 WITH BACKPLATE)	EACH	5
730-03.21	INSTALL PULL BOX (TYPE B)	EACH	8
(5) 730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	2
730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	195
730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	275
730-08.05	SIGNAL CABLE - 12 CONDUCTOR	L.F.	430
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	185
730-12.13	CONDUIT 2" DIAMETER (JACK AND BORE)	L.F.	330
(6) 730-13.12	VEHICLE DETECTOR (RADAR)	EACH	6
(7) 730-13.13	VEHICLE DETECTOR (RADAR)	EACH	4
(8) 730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	2
(9) 730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	2
(10) 730-23.20	CANTILEVER SIGNAL SUPPORT (1 ARM @ 55')	EACH	1
(10) 730-23.36	CANTILEVER SIGNAL SUPPORT (1 ARM @ 75')	EACH	1
(10) 730-23.87	CANTILEVER SIGNAL SUPPORT (2 @ 40' & 45')	EACH	1
(10) 730-23.95	CANTILEVER SIGNAL SUPPORT (2 @ 45' & 45')	EACH	1
(11) 730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	2

**SPECIAL NOTES REGARDING SIGNAL HEADS**

- (1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.
- (2) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW. ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATON" FOR EXPANDED/EXTENDED VIEW. PEDESTRIAN INDICATIONS SHALL MEET "ITE PTCSI PART 2".
- (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.

**FOOTNOTES:**

- (1) TO INCLUDE 2 OVERHEAD STREET NAME SIGNS AND ALL NECESSARY HARDWARE. SIGNS TO BE INSTALLED ON THE MAST ARM BY THE CONTRACTOR. SEE SHEET X FOR DETAILS OF SIGNS.
- (2) TO BE R10-12 SIGNS.
- (3) INCLUDES THE REMOVAL OF ALL SIGNAL POLES, SPAN WIRE, SIGNAL HEADS, AND ANY OTHER SIGNAL RELATED EQUIPMENT AT THE INTERSECTIONS OF LOCATION #1 AND LOCATION #2.
- (4) TO INCLUDE ONE SIGNAL HEAD WITH LOUVERS FOR ALL LENSES. SEE SHEETS 24 AND 24A FOR LOCATIONS AND DETAILS.
- (5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR PAYMENT BY THE CONTRACTOR.
- (6) DETECTION SHALL BE WAVETRONIX "SMARTSENSOR MATRIX" STOP LINE DETECTION.
- (7) DETECTION SHALL BE WAVETRONIX "SMARTSENSOR ADVANCE" ADVANCE DETECTION.
- (8) CABINETS TO INCLUDE ETHERWAN 3575 NETWORK SWITCHES.
- (9) CONTROLLER SHALL BE ECONOLITE COBALT-C.
- (10) THIS BID ITEM INCLUDES THE COST OF THE FOUNDATION DESIGN AND, IF NECESSARY, THE SOIL EXPLORATION REQUIRED FOR THE DESIGN OF THE SIGNAL POLE FOUNDATION.
- (11) TO BE USED AT THE INTERSECTIONS OF LOCATION #1 AND LOCATION #2. SYSTEM SHOULD INCLUDE WOOD POLES, GUYING DEVICES, SPAN WIRE, CONDUIT RISERS, AND ANY OTHER SIGNAL RELATED EQUIPMENT NEEDED TO HAVE A FULLY OPERATIONAL TRAFFIC SIGNAL SYSTEM. CONTRACTOR SHALL CONTACT MIKE HIRTZER AT 615-880-3261 AND THE METRO SIGNAL SHOP AT 615-862-8675 PRIOR TO INSTALLATION.

**CONSTRUCTION  
FIELD  
REVIEW**

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ESTIMATED  
SIGNAL  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2018	HSIP-I-24-1(109)	2E

# GENERAL NOTES

## GRADING

- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- 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

- 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 ITEMS 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.
- SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.
- ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

## GUARDRAIL

- THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

## DRAINAGE

- 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.
- EXCAVATION FOR CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).
- THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.
- DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

## MISCELLANEOUS

- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- 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

- 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 DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

### FINAL PAVEMENT MARKING

- 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.

## PAVEMENT

### PAVING

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

### SIGNING

- THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION (TDOT.TRAFFICOPS@TN.GOV) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO (REGION X, AND CONTACT PERSON, EMAIL) FOR REVIEW.
- ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- 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.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

## TRAFFIC CONTROL DIRECTIONAL SIGNING

- ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
- THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.
- ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-06, AS DIRECTED BY THE ENGINEER.
- SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.
- ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-06.

## SIGNALIZATION

- EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730N-TRAFFIC SIGNALS."
- SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OR COUNTY) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OR COUNTY).
- IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- 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 OPERATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.
- THE CONTRACTOR SHALL CONTACT MIKE HIRTZER WITH METRO PUBLIC WORKS AT (615)-880-3261. A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- 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.
- 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.
- 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.

**CONSTRUCTION  
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**GENERAL  
NOTES**

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CONST.	2018	HSIP-I-24-1(109)	2F

# GENERAL NOTES (CONT.)

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL (CONT.)

- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

## EROSION PREVENTION AND SEDIMENT CONTROL

### 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.

### INSPECTION, MAINTENANCE & REPAIR

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

### PERMITS, PLANS & RECORDS

- (14) 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).
- (15) 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.

- (16) 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.
- (17) 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.
- (18) 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.

## GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (19) 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.
- (20) 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.
- (21) 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.
- (22) 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.
- (23) 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.
- (24) 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.
- (25) 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.
- (26) 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.

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# GENERAL NOTES (CONT.)

## GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL (CONT.)

- (27) 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.
- (28) 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.
- (29) 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.
- (30) 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.

- (40) 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.
- (41) 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.

## SUPPORT ACTIVITIES

- (31) 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.

## SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (32) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (33) 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.
- (34) 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.
- (35) 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.
- (36) 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.
- (37) 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.
- (38) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (39) 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.

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## 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 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

- (6) 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.
- (7) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (CURRENT EDITION WITH ADDENDA). WIND LOADS SHALL BE BASED ON A BASIC WIND SPEED OF 90 MPH WITH A RECURRENCE INTERVAL OF 50 YEARS. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY I. FATIGUE LOADS ARE BASED ON THE REQUIREMENTS OF SECTION 11.7 OF THE SUBJECT AASHTO DOCUMENT AND THE FOLLOWING LOADS:
  - a. GALLOPING – NO DESIGN NECESSARY. VIBRATION DAMPENERS SHALL BE USED ON ALL CANTILEVERED ARMS THAT ARE 50' OR LONGER.
  - b. VORTEX SHEDDING – NOT APPLICABLE ON TRAFFIC SIGNAL SUPPORTS WITH A TAPER OF AT LEAST 0.14 IN/FT.
  - c. NATURAL WIND GUSTS – THE YEARLY MEAN WIND SPEED FOR NATURAL WIND GUSTS SHALL BE 11.2 MPH.
- (8) THE TRAFFIC SIGNAL SUPPORT POLES SHALL BE POLES WITH CURVED CANTILEVERED ARM(S) IN ACCORDANCE WITH METRO PUBLIC WORKS. FOR POLE AND ARM DETAILS, CONTACT MIKE HIRTZER AT 615-880-3261.

### EROSION PREVENTION AND SEDIMENT CONTROL

#### ENVIRONMENTAL

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

#### ECOLOGY

- (10) 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.
- (11) 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.
- (12) 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.

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# EPSC NOTES

## ENVIRONMENTAL

- (1) 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.

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EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SFB * SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1
	SEDIMENT FILTER BAG	EC-STR-2

OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
1	2.10	2.9
2	0.64	15.3
3	0.40	20.3
4	3.17	1.4
5	0.40	2.3

### EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY
(1) 203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	14.3			14.3
209-05	SEDIMENT REMOVAL	C.Y.	6	6	6	18
(3) 209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	310			310
209-08.08	ENHANCED ROCK CHECK DAM	EACH	5			5
209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2			2
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	6.6			6.6
(1) 621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	50			50
707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	2950			2950
(1) 709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100			100
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	192			192
740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	1734		73	1807
740-11.05	TEMPORARY SEDIMENT TUBE 24IN	L.F.		499		499
801-03	WATER (SEEDING & SODDING)	M.G.	2.4	2.1		5
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	24	21		45

#### FOOTNOTES

- (1) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.  
 (2) TO BE USED AS DIRECTED BY THE PROJECT ENGINEER.  
 (3) INCLUDES 86.8 LF FOR SEDIMENT FILTER BAG

CONSTRUCTION  
FIELD  
REVIEW

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TRANSPORTATION

EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) NOTES, LEGEND  
AND TABULATION

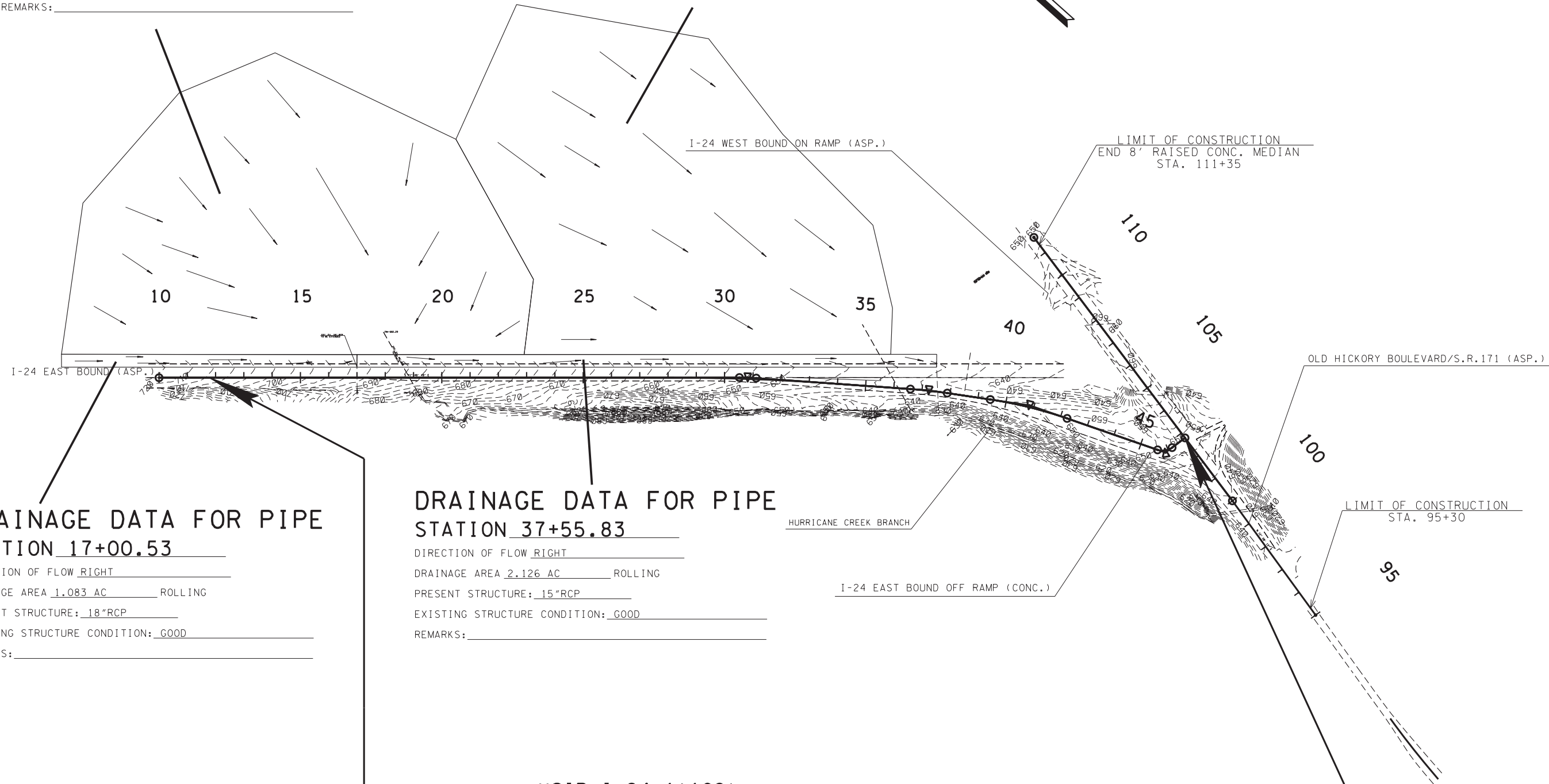
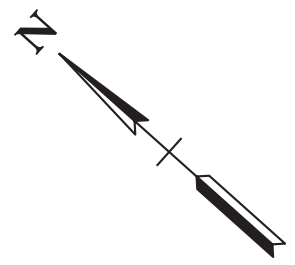
TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	10
CONST.	2018	HSIP-I-24-1(109)	10

### DRAINAGE DATA FOR PIPE STATION 18+85.83

DIRECTION OF FLOW RIGHT  
 DRAINAGE AREA 30.491 AC ROLLING  
 PRESENT STRUCTURE: 48"RCP  
 EXISTING STRUCTURE CONDITION: GOOD  
 REMARKS: \_\_\_\_\_

### DRAINAGE DATA FOR PIPE STATION 36+15.83

DIRECTION OF FLOW RIGHT  
 DRAINAGE AREA 30.855 AC ROLLING  
 PRESENT STRUCTURE: 54"RCP  
 EXISTING STRUCTURE CONDITION: GOOD  
 REMARKS: \_\_\_\_\_



### DRAINAGE DATA FOR PIPE STATION 17+00.53

DIRECTION OF FLOW RIGHT  
 DRAINAGE AREA 1.083 AC ROLLING  
 PRESENT STRUCTURE: 18"RCP  
 EXISTING STRUCTURE CONDITION: GOOD  
 REMARKS: \_\_\_\_\_

### DRAINAGE DATA FOR PIPE STATION 37+55.83

DIRECTION OF FLOW RIGHT  
 DRAINAGE AREA 2.126 AC ROLLING  
 PRESENT STRUCTURE: 15"RCP  
 EXISTING STRUCTURE CONDITION: GOOD  
 REMARKS: \_\_\_\_\_

HSIP-I-24-1(109)  
 BEGIN PROJECT 19002-3186-94 CONSTRUCTION  
 STA. 11+80.00  
 N 614893.9024  
 E 1782904.3349

HSIP-I-24-1(109)  
 END PROJECT 19002-3186-94 CONSTRUCTION  
 STA. 46+73.60  
 N 612181.8668  
 E 1785044.6758

**CONSTRUCTION  
FIELD  
REVIEW**

SEALED BY \_\_\_\_\_

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF  
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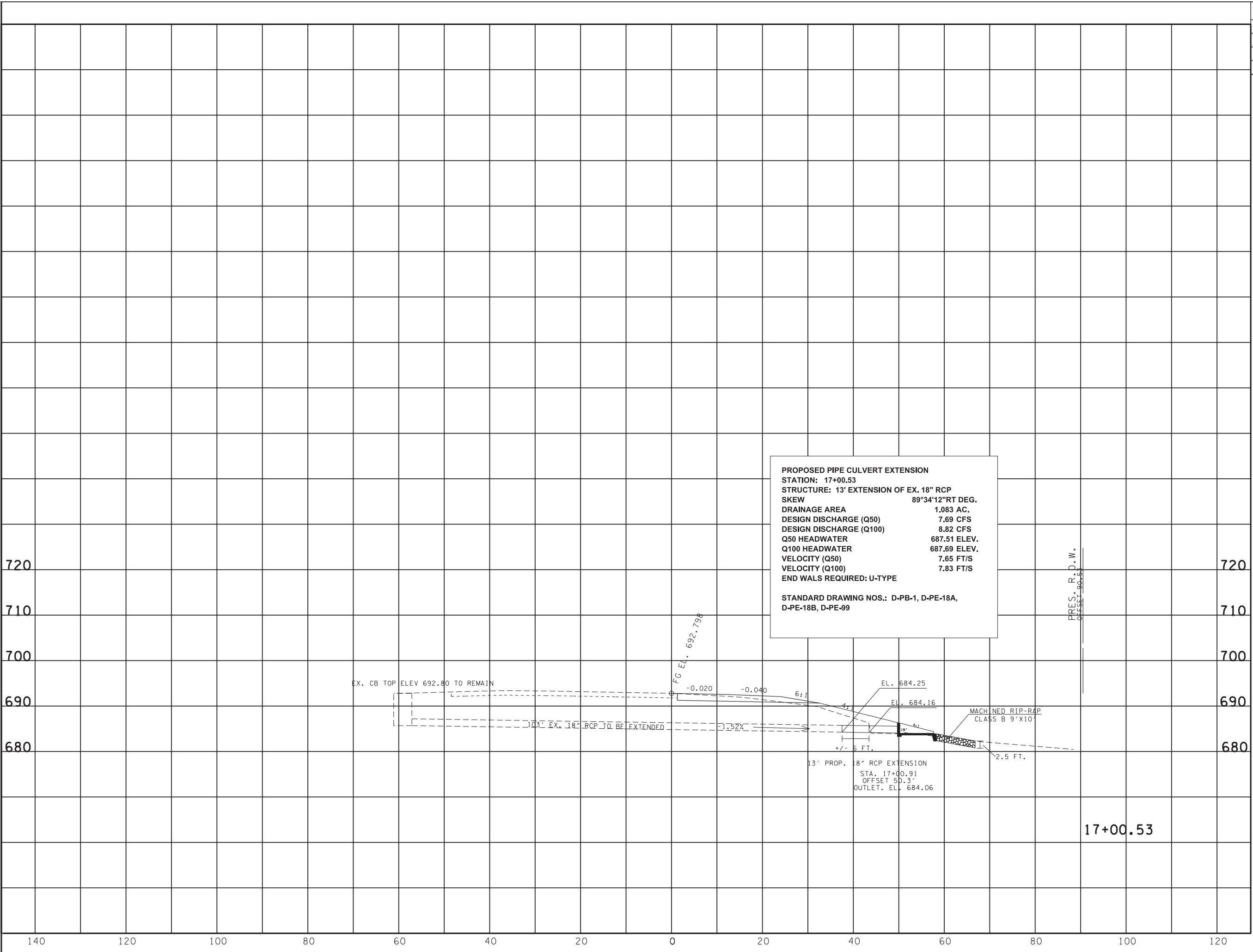
DRAINAGE  
MAP

STA.10+00 TO STA.46+73  
SCALE: 1"=200'

08-FEB-2018 18:01 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0010 DRAINAGE MAP.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2017	HSIP-1-24-1(109)	10A
CONST.	2018	HSIP-4-24-1(109)	10A

08-FEB-2018 18:01 \\JJ03WF01.tdi.state.in.us\03Share\DESIGN\DESIGN\119739-00\119739-00-Construction-010A.Cult.XS.dgn



**PROPOSED PIPE CULVERT EXTENSION**  
**STATION: 17+00.53**  
**STRUCTURE: 13' EXTENSION OF EX. 18" RCP**  
 SKEW 89°34'12" RT DEG.  
 DRAINAGE AREA 1.083 AC.  
 DESIGN DISCHARGE (Q50) 7.69 CFS  
 DESIGN DISCHARGE (Q100) 8.82 CFS  
 Q50 HEADWATER 687.51 ELEV.  
 Q100 HEADWATER 687.69 ELEV.  
 VELOCITY (Q50) 7.65 FT/S  
 VELOCITY (Q100) 7.83 FT/S  
 END WALLS REQUIRED: U-TYPE

**STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B, D-PE-99**

**CONSTRUCTION  
FIELD  
REVIEW**

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**CULVERT  
SECTIONS**  
 SCALE: 1"=10' HORIZ.  
 1"=10' VERT.

17+00.53

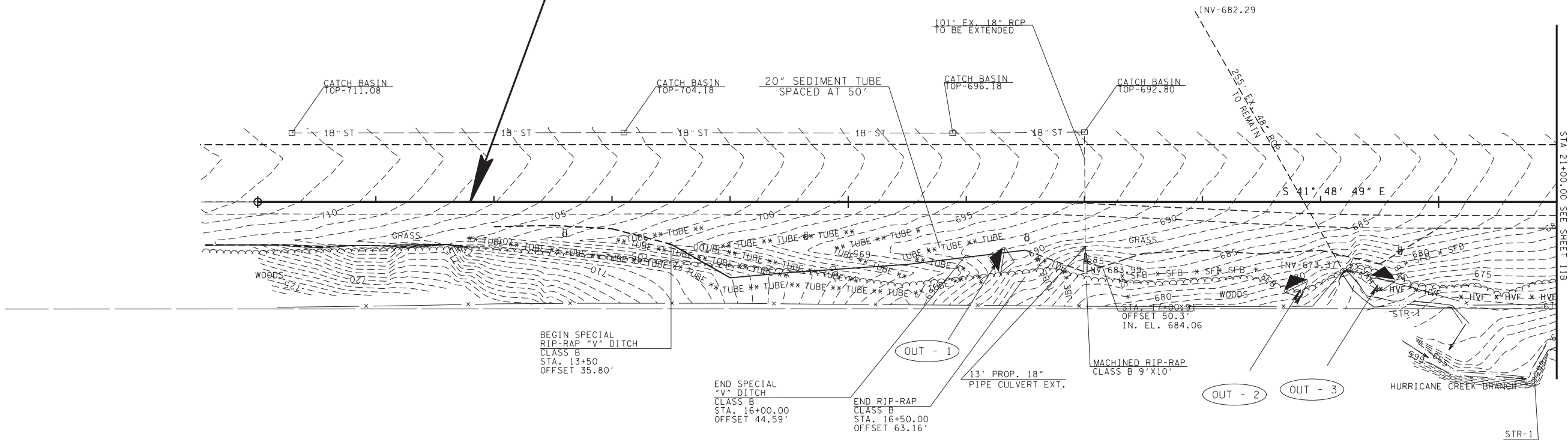
TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11A
CONST.	2018	HSIP-I-24-1(109)	11A

HSIP-I-24-1(109)  
 BEGIN PROJ. NO. 19002-3186-94 CONSTRUCTION  
 STA. 11+80.00  
 614893.9024  
 1782904.3349

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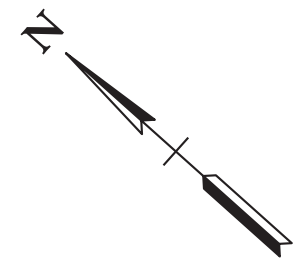
**CONSTRUCTION  
 FIELD  
 REVIEW**

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**EROSION  
 PREVENTION &  
 SEDIMENT CONTROL  
 (EPSC) PLANS**



OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
1	2.10	2.9
2	0.64	15.3
3	0.40	20.3

EPSC STAGE I: CLEARING AND GRUBBING

NOTE: EXISTING CONTOURS SHOWN

NOTE: SILT FENCE CROSSING CONTOURS  
 SHALL BE INSTALLED BY J-HOOK METHOD.

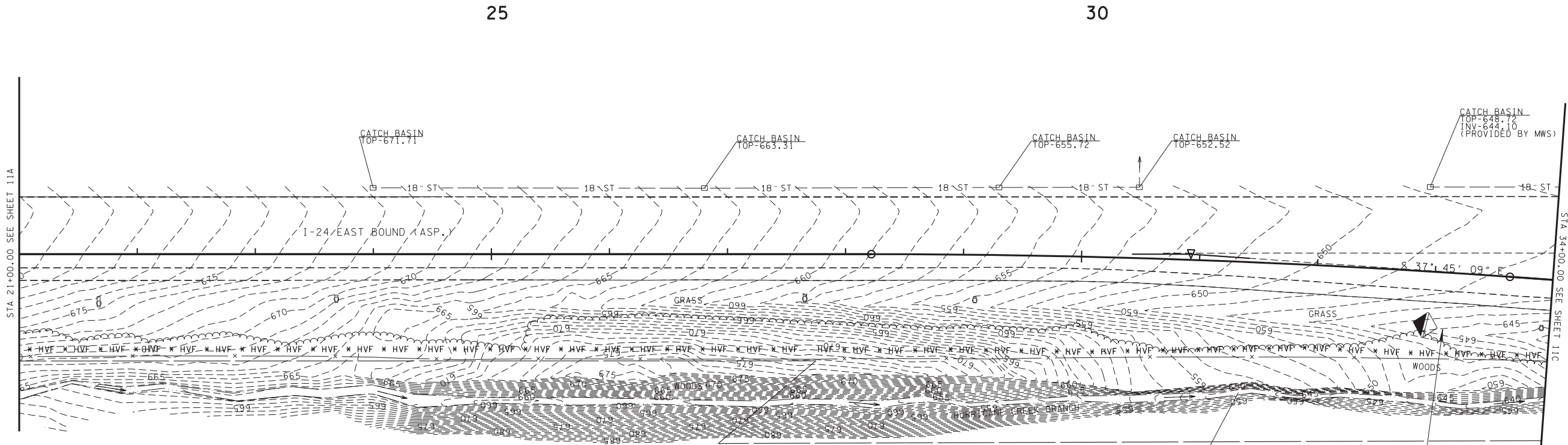
STA.10+00 TO STA.21+00

SCALE: 1"=50'

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011A EPSC Stage 1.1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11B
CONST.	2018	HSIP-4-24-1(109)	11B

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011B EPSC Stage 1.2.sht



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# CONSTRUCTION FIELD REVIEW

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

## EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

EPSC STAGE I: CLEARING AND GRUBBING

NOTE: EXISTING CONTOURS SHOWN

NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

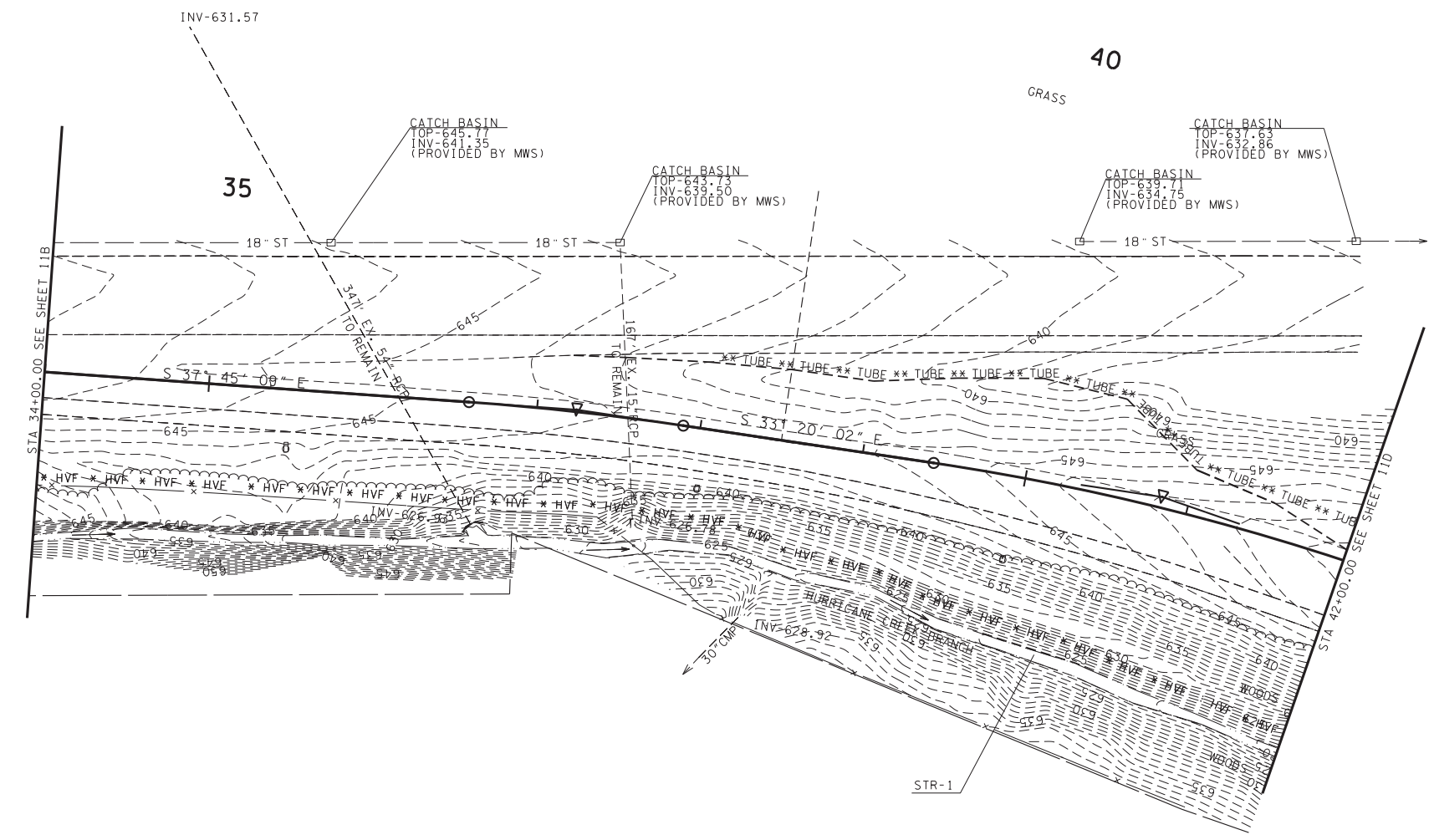
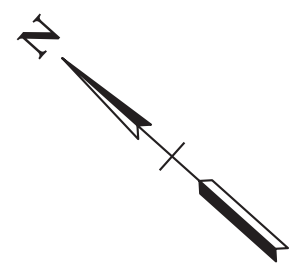
OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
4	3.17	1.4

STA.21+00 TO STA.34+00

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11C
CONST.	2018	HSIP-4-24-1(109)	11C

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011C EPSC Stage 1.3.sht



# CONSTRUCTION FIELD REVIEW

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

EPSC STAGE I: CLEARING AND GRUBBING

NOTE: EXISTING CONTOURS SHOWN

NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

STA.34+00 TO STA.42+00

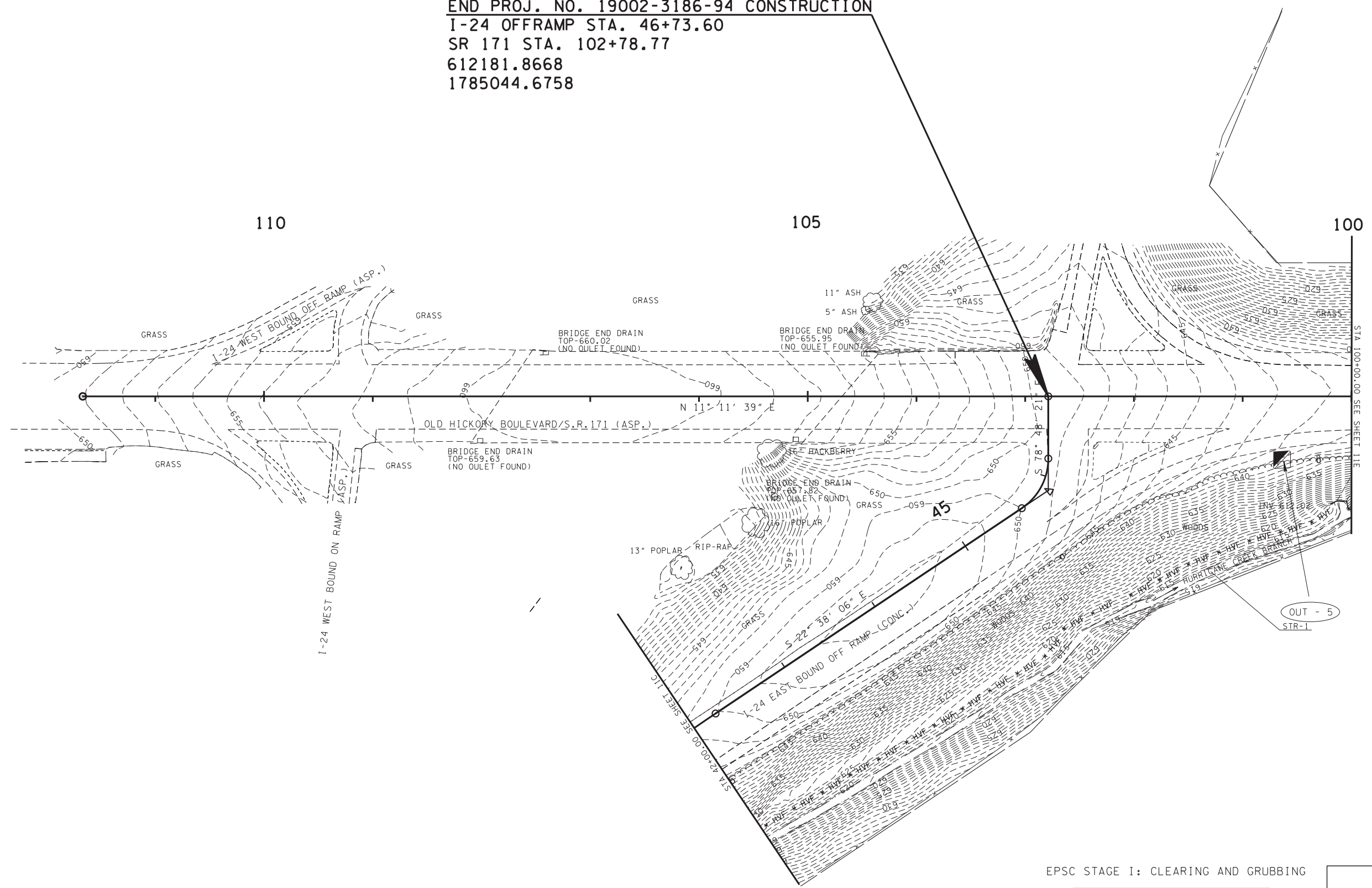
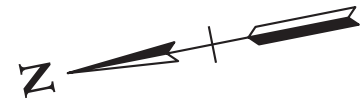
SCALE: 1"=50'

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**



TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11D
CONST.	2018	HSIP-I-24-1(109)	11D

HSIP-I-24-1(109)  
 END PROJ. NO. 19002-3186-94 CONSTRUCTION  
 I-24 OFFRAMP STA. 46+73.60  
 SR 171 STA. 102+78.77  
 612181.8668  
 1785044.6758



**CONSTRUCTION  
 FIELD  
 REVIEW**

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**STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION**

**EROSION  
 PREVENTION &  
 SEDIMENT CONTROL  
 (EPSC) PLANS**

EPSC STAGE I: CLEARING AND GRUBBING

NOTE: EXISTING CONTOURS SHOWN

NOTE: SILT FENCE CROSSING CONTOURS  
 SHALL BE INSTALLED BY J-HOOK METHOD.

OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
5	0.40	2.3

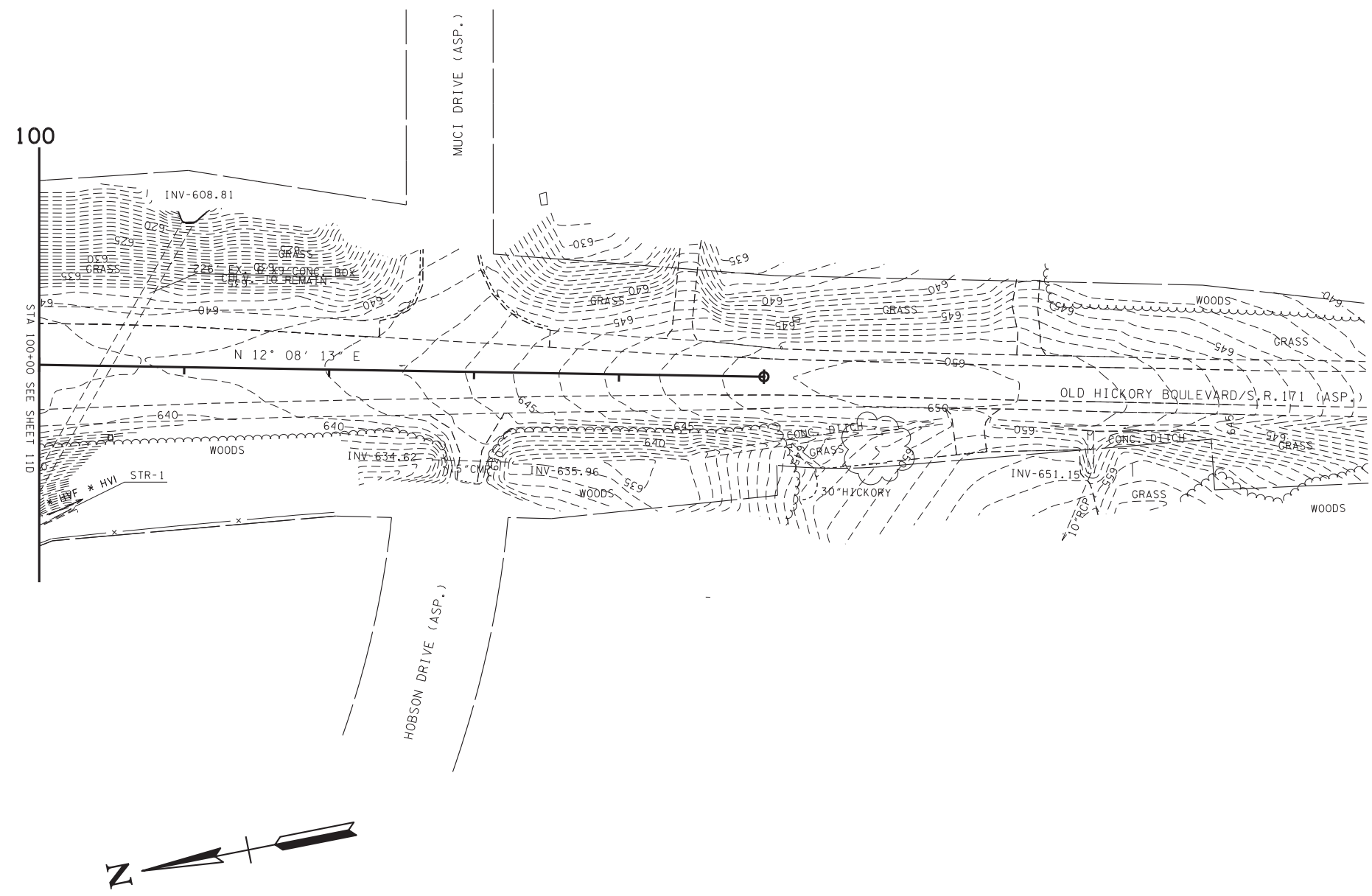
STA.42+00 TO STA.46+74

SCALE: 1"=50'

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PI\119739-00-Construction-0011D EPSC Stage 1.4.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-1-24-1(109)	11E
CONST.	2018	HSIP-4-24-1(109)	11E

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011E EPSC Stage 1.5.sht



# CONSTRUCTION FIELD REVIEW

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

EPSC STAGE I: CLEARING AND GRUBBING

NOTE: EXISTING CONTOURS SHOWN

STA.92+00 TO STA.100+00

SCALE: 1"=50'

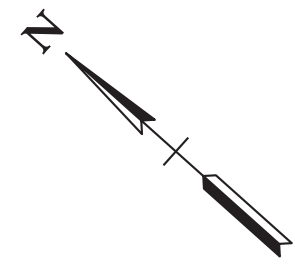
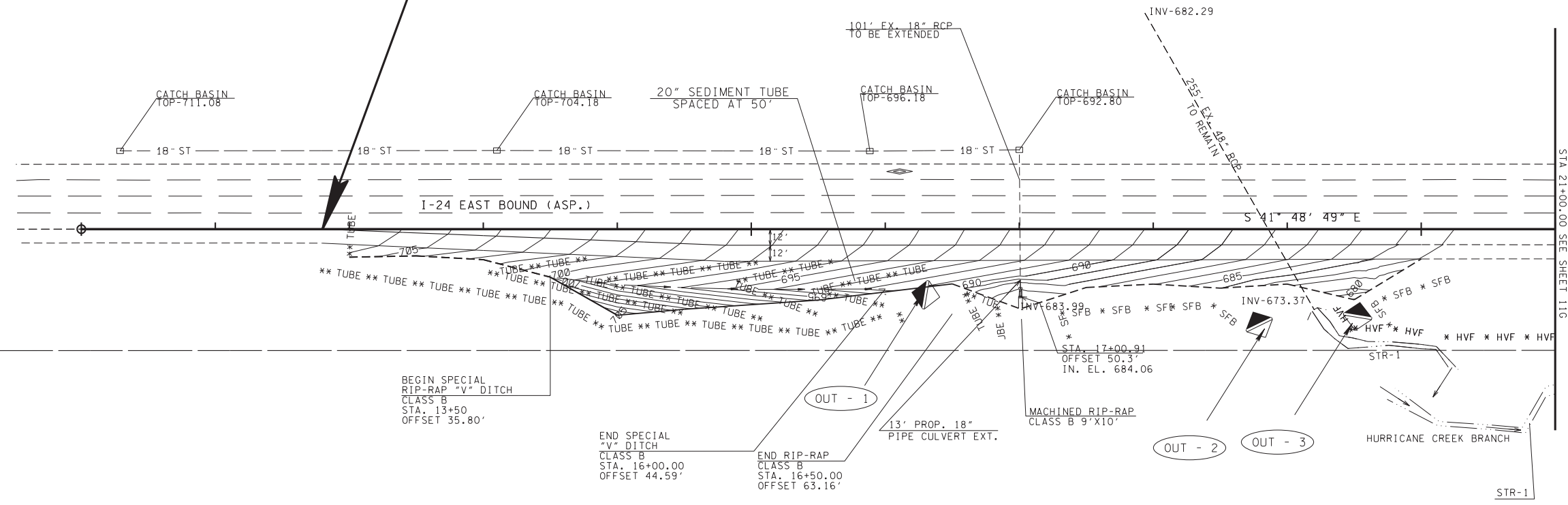
TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11F
CONST.	2018	HSIP-I-24-1(109)	11F

HSIP-I-24-1(109)  
 BEGIN PROJ. NO. 19002-3186-94 CONSTRUCTION  
 STA. 11+80.00  
 614893.9024  
 1782904.3349

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**CONSTRUCTION  
 FIELD  
 REVIEW**

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COORDINATES ARE NAD/83(1995),  
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**STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION**

**EROSION  
 PREVENTION &  
 SEDIMENT CONTROL  
 (EPSC) PLANS**

OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
1	2.10	2.9
2	0.64	15.3
3	0.40	20.3

EPSC STAGE II: INTERMEDIATE GRADING

NOTE: PROPOSED CONTOURS SHOWN.

NOTE: SILT FENCE CROSSING CONTOURS  
 SHALL BE INSTALLED BY J-HOOK METHOD.

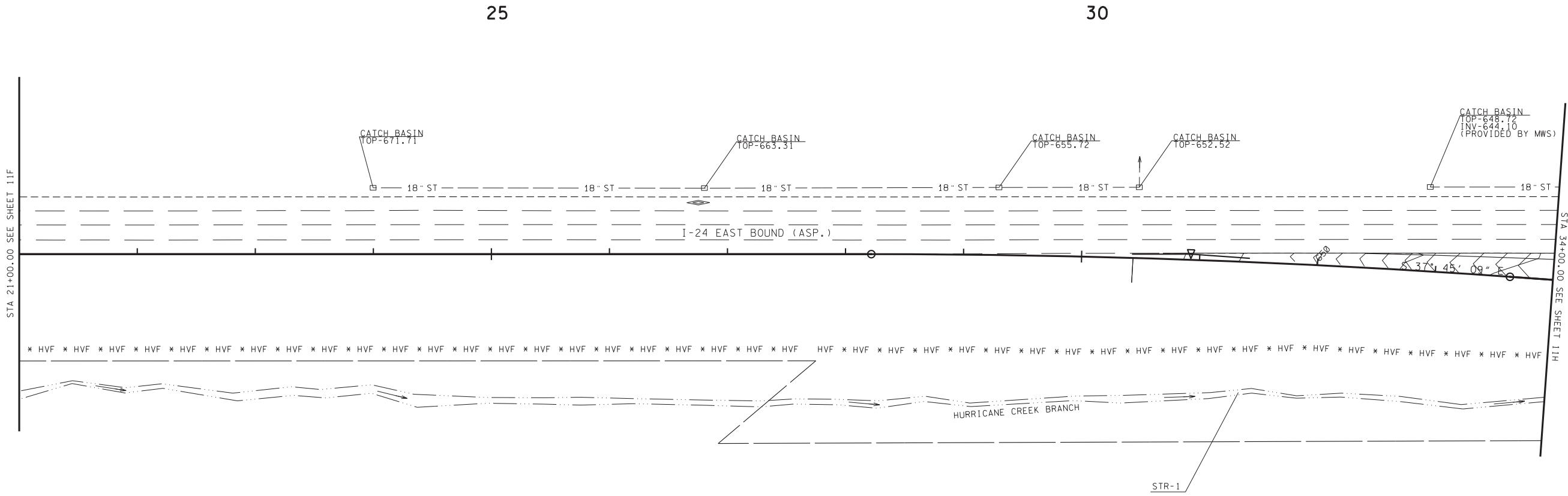
STA.10+00 TO STA.21+00

SCALE: 1"=50'

08-FEB-2018 18:02 \\JU03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\IPIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011F EPSC Stage 2.1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11G
CONST.	2018	HSIP-4-24-1(109)	11G

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011G EPSC Stage 2.2.sht



# CONSTRUCTION FIELD REVIEW

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

EPSC STAGE II: INTERMEDIATE GRADING

NOTE: PROPOSED CONTOURS SHOWN.

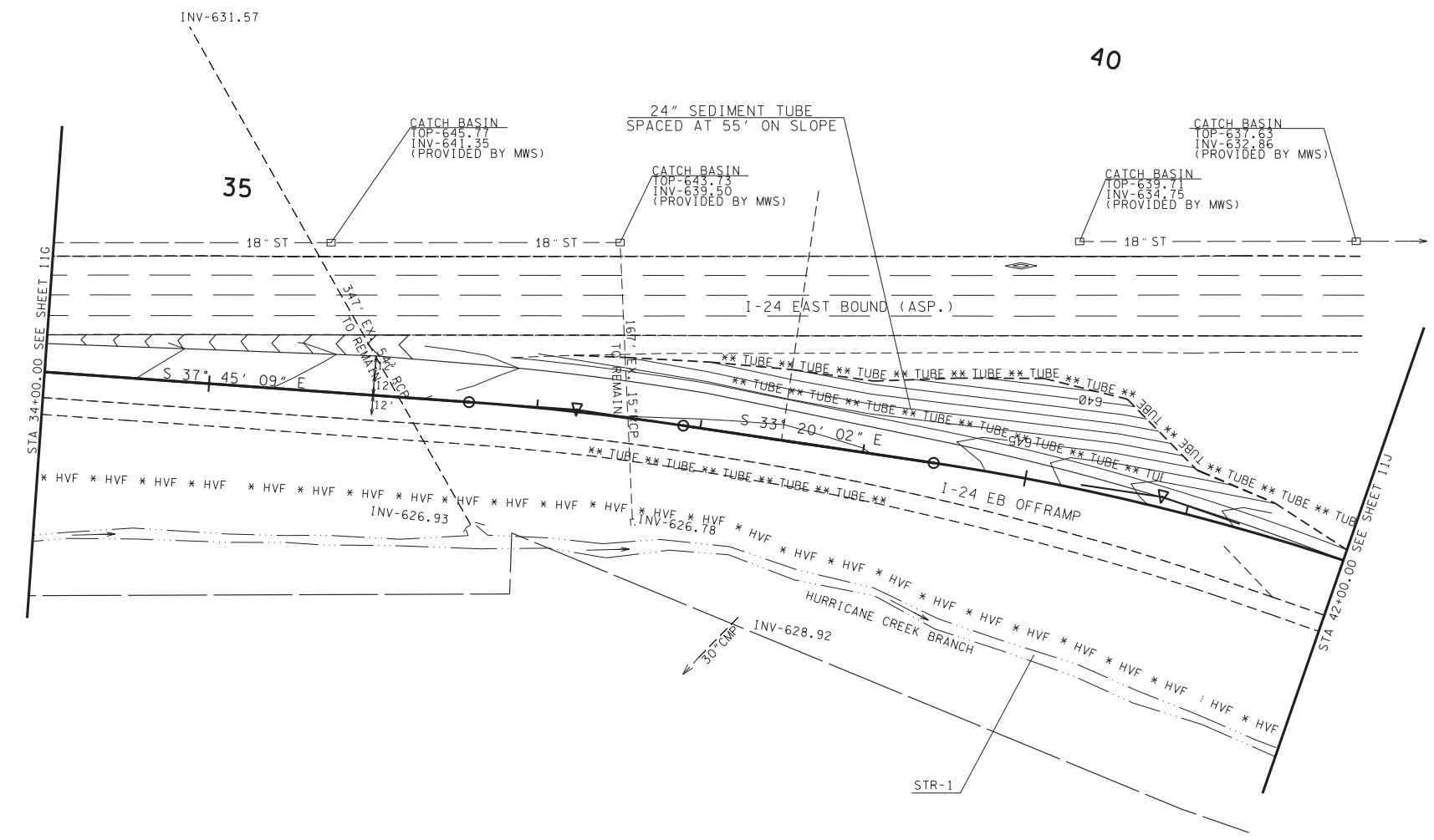
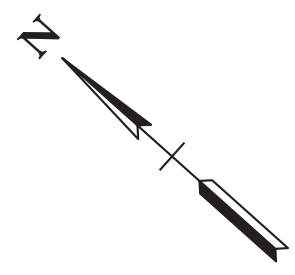
NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

STA.21+00 TO STA.34+00

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11H
CONST.	2018	HSIP-4-24-1(109)	11H

08-FEB-2018 18:02 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\IPIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011H EPSC Stage 2.3.sht



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**STATE OF TENNESSEE  
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EPSC STAGE II: INTERMEDIATE GRADING

NOTE: PROPOSED CONTOURS SHOWN.

NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

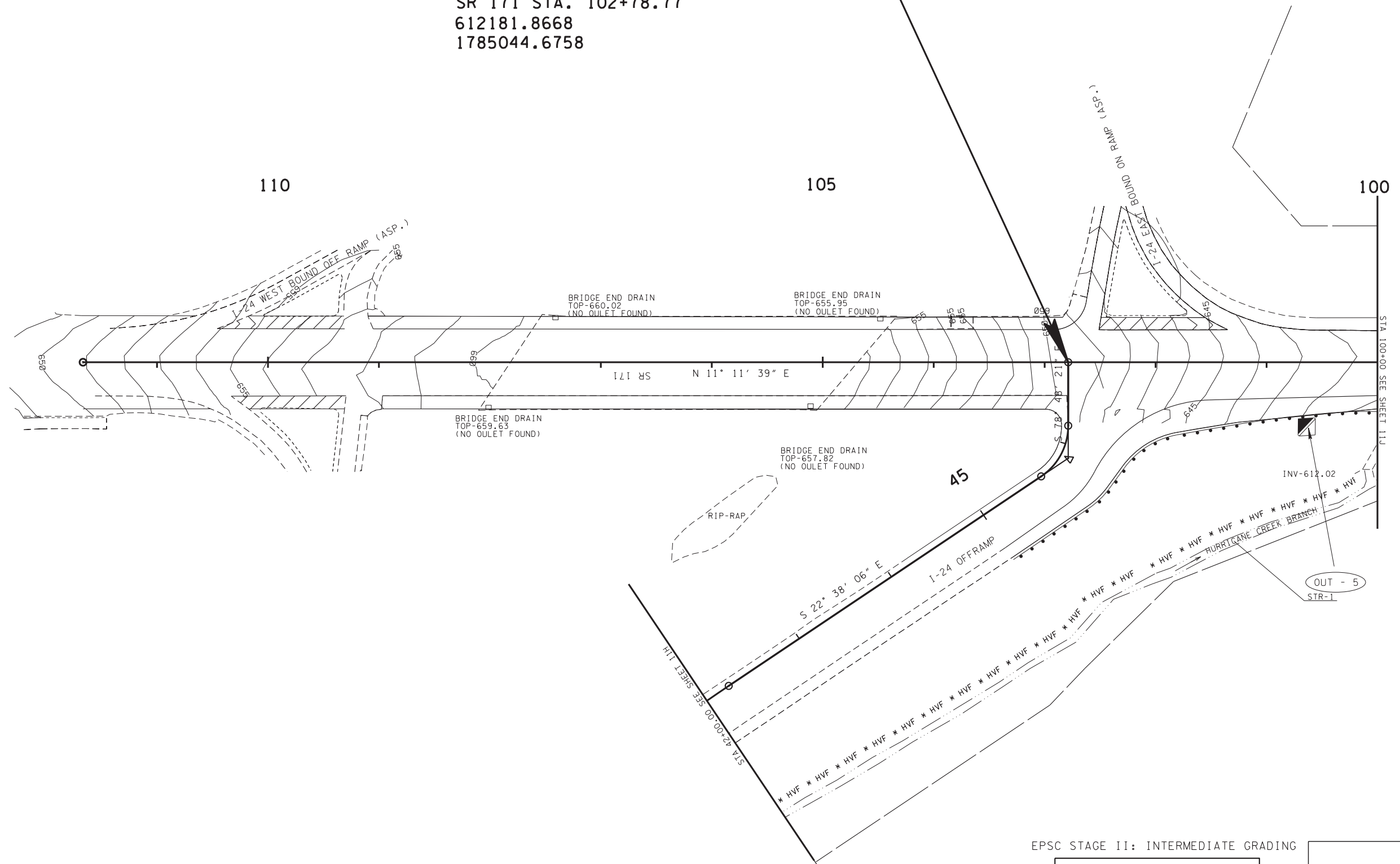
STA.34+00 TO STA.42+00

SCALE: 1"=50'

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11J
CONST.	2018	HSIP-I-24-1(109)	11J

HSIP-I-24-1(109)  
 END PROJ. NO. 19002-3186-94 CONSTRUCTION  
 I-24 OFFRAMP STA. 46+73.60  
 SR 171 STA. 102+78.77  
 612181.8668  
 1785044.6758



110

105

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**CONSTRUCTION  
FIELD  
REVIEW**

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**STATE OF TENNESSEE  
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**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

EPSC STAGE II: INTERMEDIATE GRADING

NOTE: PROPOSED CONTOURS SHOWN.

NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
5	0.40	2.3

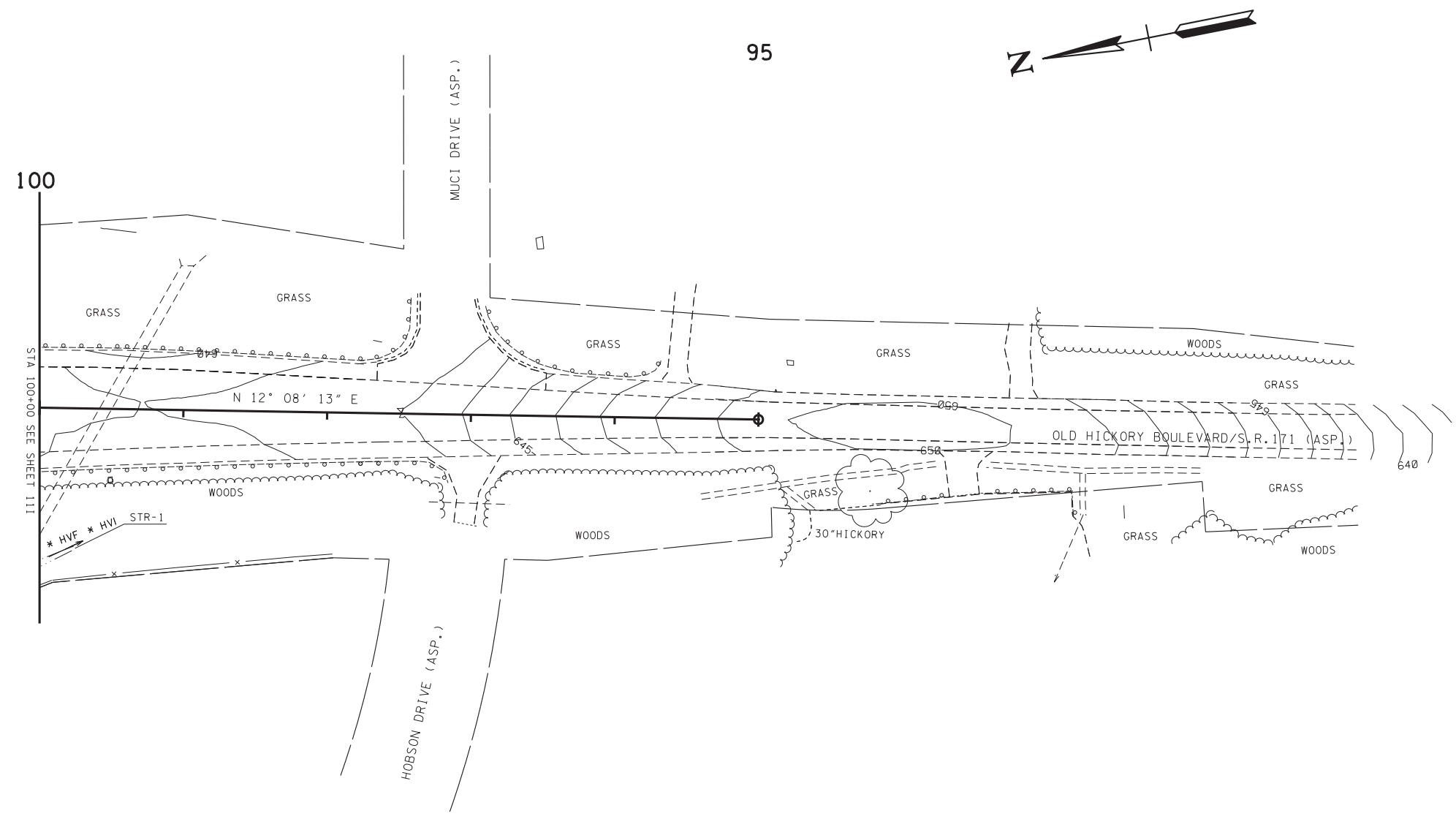
STA.42+00 TO STA.46+74

SCALE: 1"=50'

08-FEB-2018 18:02  
 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011J EPSC Stage 2.4.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11K
CONST.	2018	HSIP-4-24-1(109)	11K

08-FEB-2018 18:03 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011K EPSC Stage 2.5.sht



**CONSTRUCTION  
FIELD  
REVIEW**

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REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE  
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EPSC STAGE II: INTERMEDIATE GRADING  
NOTE: PROPOSED CONTOURS SHOWN.

STA.92+00 TO STA.100+00

SCALE: 1"=50'

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

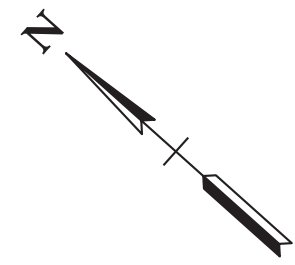
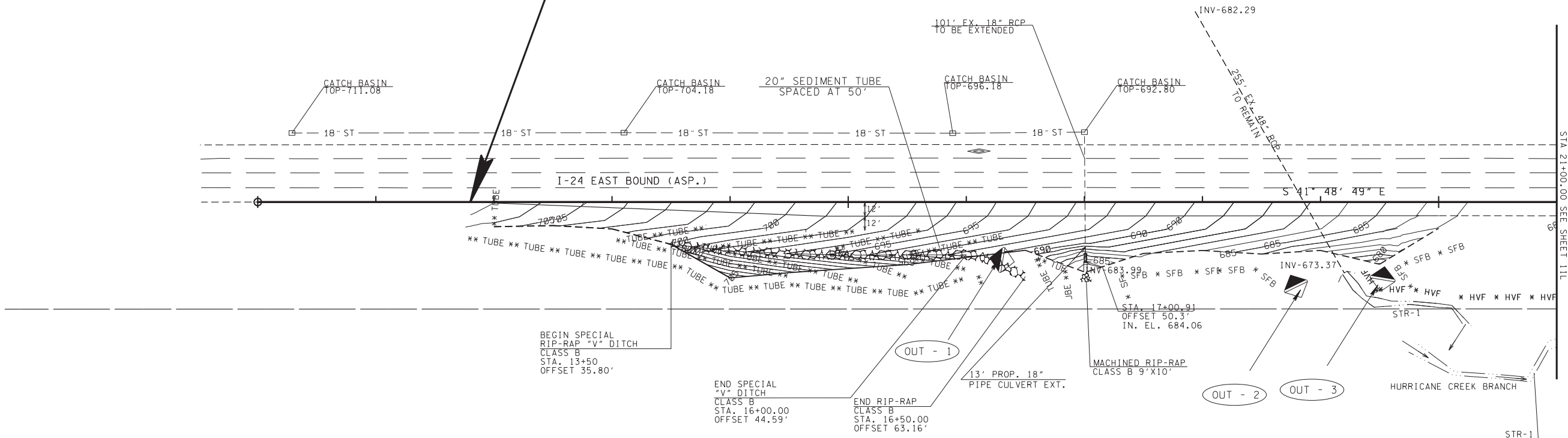
TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11L
CONST.	2018	HSIP-I-24-1(109)	11L

HSIP-I-24-1(109)  
 BEGIN PROJ. NO. 19002-3186-94 CONSTRUCTION  
 STA. 11+80.00  
 614893.9024  
 1782904.3349

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**CONSTRUCTION  
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**EROSION  
 PREVENTION &  
 SEDIMENT CONTROL  
 (EPSC) PLANS**

OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
1	2.10	2.9
2	0.64	15.3
3	0.40	20.3

EPSC STAGE III: FINAL CONSTRUCTION

NOTE: FINAL CONTOURS SHOWN.

NOTE: SILT FENCE CROSSING CONTOURS  
 SHALL BE INSTALLED BY J-HOOK METHOD.

STA.10+00 TO STA.21+00

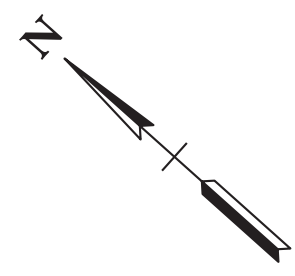
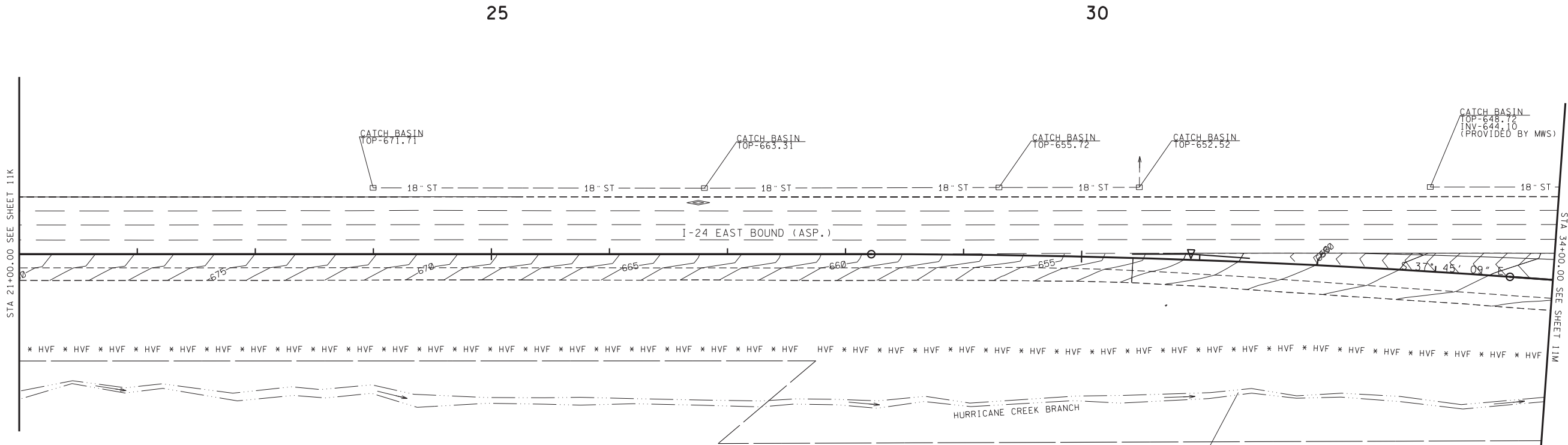
SCALE: 1"=50'

08-FEB-2018 18:03 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\IPIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011L EPSC Stage 3.1.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11M
CONST.	2018	HSIP-4-24-1(109)	11M

08-FEB-2018 18:03 \\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011M EPSC Stage 3.2.sht



**CONSTRUCTION  
FIELD  
REVIEW**

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS

EPSC STAGE III: FINAL CONSTRUCTION

NOTE: FINAL CONTOURS SHOWN.

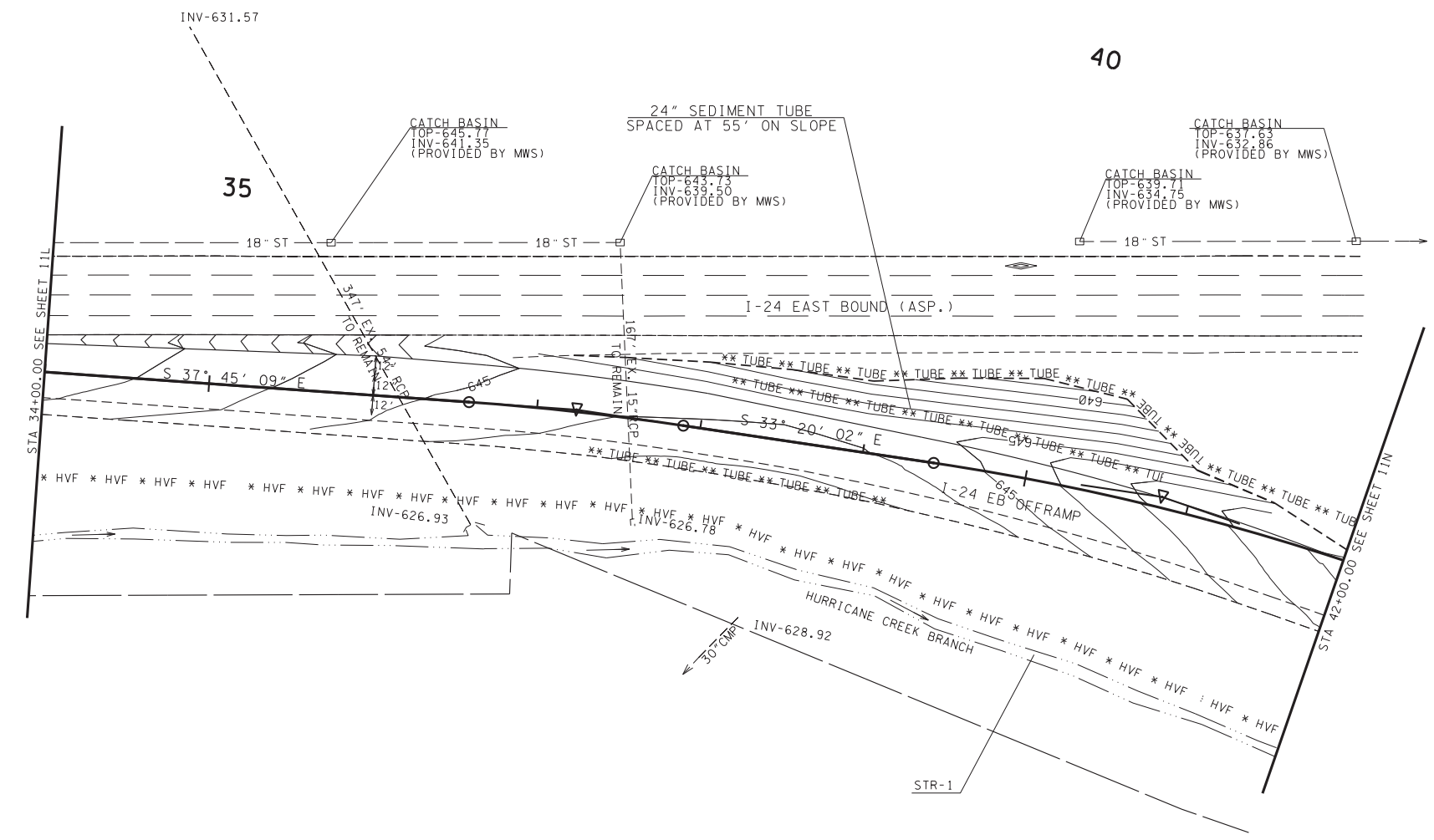
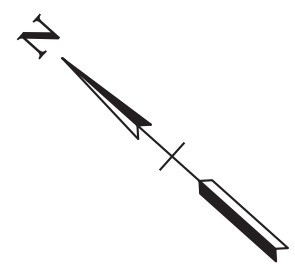
NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

STA.21+00 TO STA.34+00

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11N
CONST.	2018	HSIP-4-24-1(109)	11N

08-FEB-2018 18:03 \\J03WFO1.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011N EPSC Stage 3.3.sht



# CONSTRUCTION FIELD REVIEW

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

EPSC STAGE III: FINAL CONSTRUCTION

NOTE: FINAL CONTOURS SHOWN.

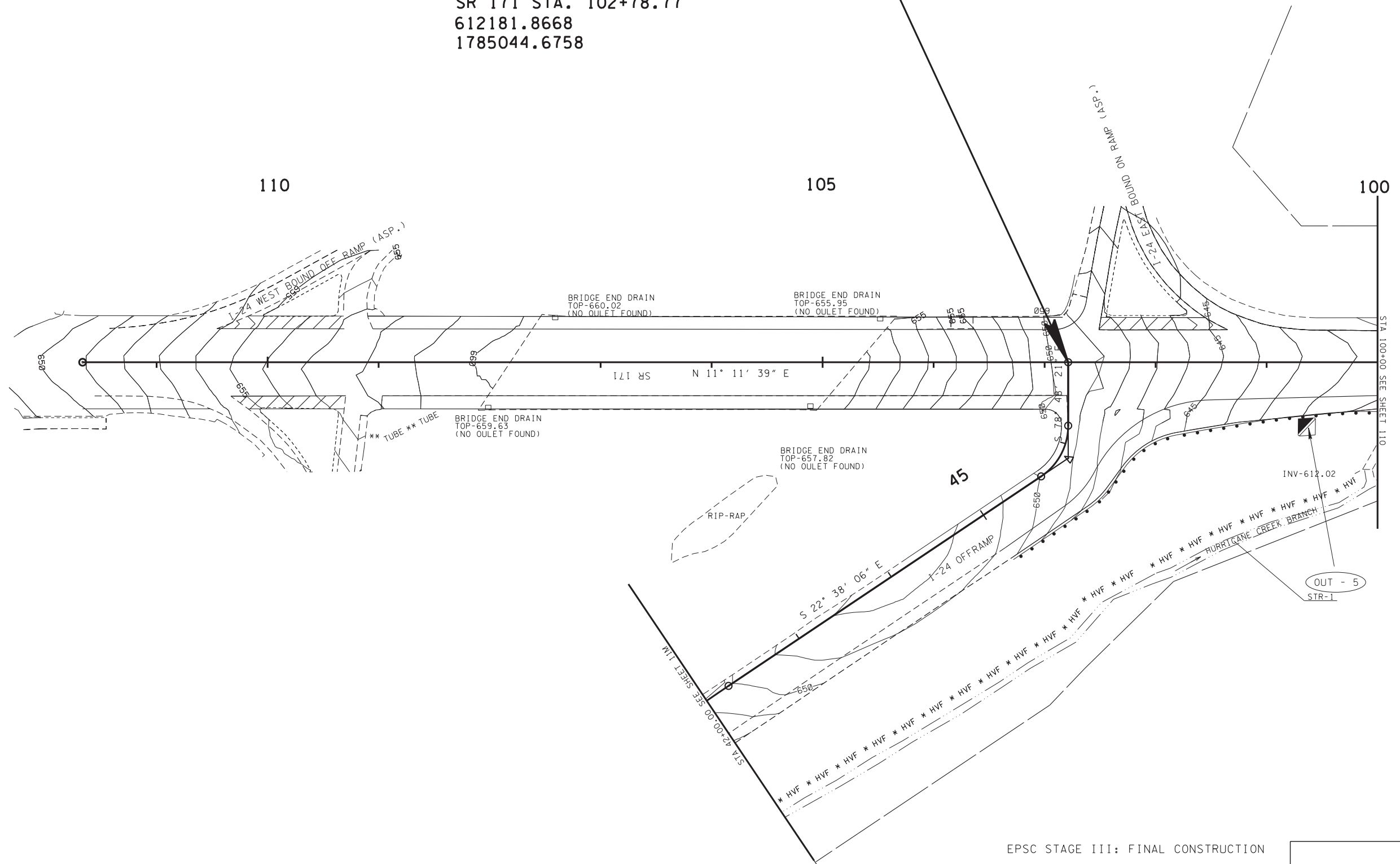
NOTE: SILT FENCE CROSSING CONTOURS SHALL BE INSTALLED BY J-HOOK METHOD.

STA.34+00 TO STA.42+00

SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11P
CONST.	2018	HSIP-I-24-1(109)	11P

HSIP-I-24-1(109)  
 END PROJ. NO. 19002-3186-94 CONSTRUCTION  
 I-24 OFFRAMP STA. 46+73.60  
 SR 171 STA. 102+78.77  
 612181.8668  
 1785044.6758



# CONSTRUCTION FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995),  
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**STATE OF TENNESSEE**  
**DEPARTMENT OF**  
**TRANSPORTATION**

## EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

EPSC STAGE III: FINAL CONSTRUCTION

NOTE: FINAL CONTOURS SHOWN.

NOTE: SILT FENCE CROSSING CONTOURS  
SHALL BE INSTALLED BY J-HOOK METHOD.

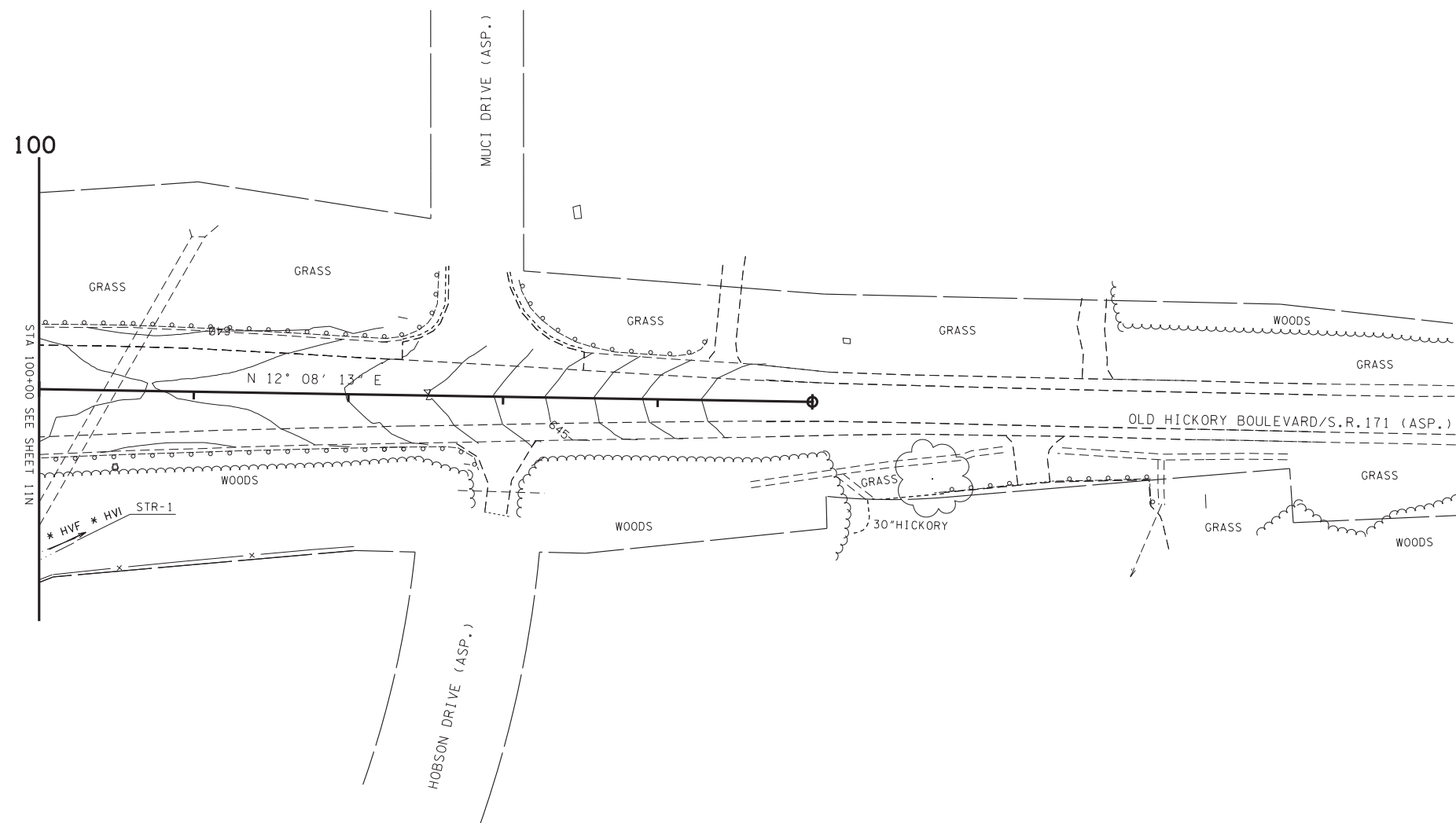
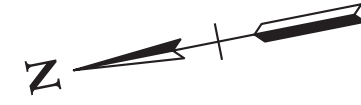
OUTFALL	DRAINAGE AREA (AC)	AVERAGE SLOPE (%)
5	0.40	2.3

STA.42+00 TO STA.46+74

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2017	HSIP-I-24-1(109)	11R
CONST.	2018	HSIP-4-24-1(109)	11R



**CONSTRUCTION  
FIELD  
REVIEW**

SEALED BY

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**EROSION  
PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS**

EPSC STAGE III: FINAL CONSTRUCTION

NOTE: FINAL CONTOURS SHOWN.

STA.92+00 TO STA.100+00

SCALE: 1"=50'

08-FEB-2018 18:03  
\\J03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\PIN 119739.00 Davidson Co. I-24 EB Exit at SR-171\01-119739-00-Construction-0011R EPSC Stage 3.5.sht