Technical Appendices

C-List Categorical Exclusion (CE)

State Route (SR) 353 (Bailey Bridge Road)

Emergency Bridge Replacement - Bridge over

Nolichucky River at Log Mile (LM) 0.45

(Hurricane Helene)

Washington County

PIN 135866.08

Project Development

JOHNSON CITY MTPO

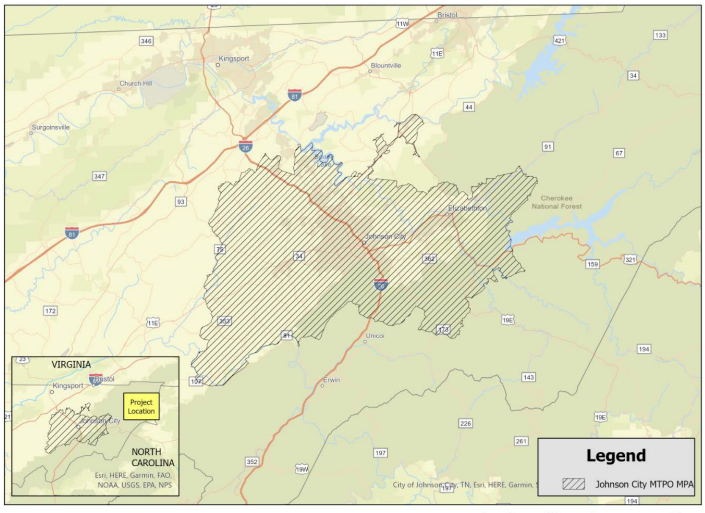
Fiscal Years 2023-2026 Transportation Improvement Program

Project Name	Surface Transportation System Preservation and Operation Urban Grouping			**TIP #**	2090565
Improvement Type	Road Upgrades			**Lead Agency**	TDOT
County	Multi-County	**Length**	0.00	**Regional Plan ID**	TSM, page 5-26
Air Quality Status	Attainment	**TDOT PIN**	126822.00	**Project Cost**	$6,155,000.00
Route					
Location	Throughout the Johnson City MTPO area				
Project Description	See TIP Grouping Descriptions for a comprehensive listing of activities included but not limited for eligibility				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2023	PE, Right-of-Way, Construction	STBG-S	$2,462,000.00	$1,969,600.00	$492,400.00	$0.00
2024	PE, Right-of-Way, Construction	STBG-S	$2,154,250.00	$1,723,400.00	$430,850.00	$0.00
2025	PE, Right-of-Way, Construction	STBG-S	$1,231,000.00	$984,800.00	$246,200.00	$0.00
2026	PE, Right-of-Way, Construction	STBG-S	$307,750.00	$246,200.00	$61,550.00	$0.00
TOTAL			$6,155,000.00	$4,924,000.00	$1,231,000.00	$0.00

REVISION HISTORY

PROJECT NOTES



Surface Transportation System Preservation & Operation - Urban Grouping

Environmental Studies

Environmental Studies Request

Project Information

Route: SR 353 (Bailey Bridge Road)

Termini: Bridge over Nolichucky River, LM 0.45

County: Washington

PIN: 135866.08

Request

Request Type: Initial Environmental Study

Project Plans: Aerial Layout

Date of Plans: 10/02/2024

Location: Email Attachment

Certification

Requestor: Sandy Sclafani

Title: Transportation Engineer

Signature: Layne-Sclafani, Sandy

Digitally signed by Layne-Sclafani, Sandy
Date: 2024.10.08 09:02:11 -05'00'

Environmental Study

Technical Section

Section: (Choose or Enter Technical Area)

Study Results

Enter written response here.

Commitments

Did the study of this project result in any environmental commitments? **(Yes/No)**

Additional Information

Is there any additional information or material included with this study? **(Yes/No)**

Certification

Responder: Enter Name

Signature:

Title: Enter Title

Sandy Layne-Sclafani

From: Sandy Layne-Sclafani
Sent: Wednesday, October 9, 2024 1:01 PM
To: TDOT.Env NEPA; TDOT.Env HazmatOffice; TDOT.Env Ecology; TDOT.Env CulturalResources; TDOT.Env AirNoise; TDOT MultimodalPlanning
Cc: Elizabeth Bender; William Spires; Samuel T. Patterson; Erick Hunt-Hawkins
Subject: R1, InitialTechReq, PIN 135866.08,
Attachments: 135866.08 ESR (sls).pdf; 135866.08 Location Map.pdf; SR 353 Photo Log.pdf

Good afternoon,

Gresham Smith has begun work on the **EXPEDITED C-List CE** documentation for the Bridge Replacement over Nolichucky River project on SR 353 (Bailey Bridge Road) LM 0.45 in Washington County.

You may have seen an earlier study area map for the project. Due to areas of pavement that have been undermined and/or washed out that must be repaired/replaced the study area has increased along SR 353. See the attached revised Location Map.

Below are the project details:

Date ESR request transmitted to tech:	10/9/2024
NOTE: EXPEDITED REVIEW NEEDED	
Completed ESR due:	**11/8/2024**
*Review the feasibility of the above due date and respond to sender regarding the feasibility of that date by:	**10/14/2024** or the next business day if on a weekend or holiday.
If infeasible, in the response to NEPA, briefly note why and provide an anticipated completion date.	
Project Information:	
County	Washington
Route	State Route (SR) 353 (Bailey Bridge Road), LM 0.45
Termini	Bridge Over Nolichucky River
PIN	135866.08
Brief Project Description/Scope	The project proposes the construction of a new bridge over Nolichucky River. This bridge was completely washed out during the September 2024 Hurrican Helene storm and is being replaced. In addition, there are areas of pavement that have been undermined and/or washed out that must be repaired/replaced.
Federal Funding #	TBD
State Funding #	90S353-M1-005
If State Only, is Federal funding	Yes
*Note for above: If not already known by NEPA Planner, Planner will mark "unknown." If "unknown" and a technical discipline needs this information for their work, that technical discipline is responsible for investigating. Any findings should be shared with the NEPA Planner.	
List of attachments or links to associated documentation:	Attachments: 135866.08 Location Map.pdf 135866.08 ESR (sls).pdf SR 353 Photo Log.pdf
*Note for above: ESR responses must be based on the plans/documents noted in the ESR form. Responses must **not** be based on other documents, even if more recently provided. NEPA Planners will submit an updated ESR if the review should be based on different plans/documents.	
Current NEPA Office Action	Original NEPA Document
Date of last official NEPA/TEER approval	NA
*Note for above: Where applicable, technical reviews should compare the current plans to those relevant to the above noted **official** NEPA or TEER effort to ensure we are capturing the cumulative change(s) since the last official approval.	
Known changes since the last official NEPA/TEER approval	NA
*Note for above: Though NEPA provides the results of their comparison above, tech should still do a reasonable independent review for changes. Some changes will be more apparent to some than to others (often depending on subject matter expertise).	
Other Relevant History and Notes:	This project is being developed as a future Design/Build project. There is currently a detour in place.

Please return your environmental clearance (ESR) to me and copy Sam Patterson and Jeremy Spires (copied on this email) on all correspondence.

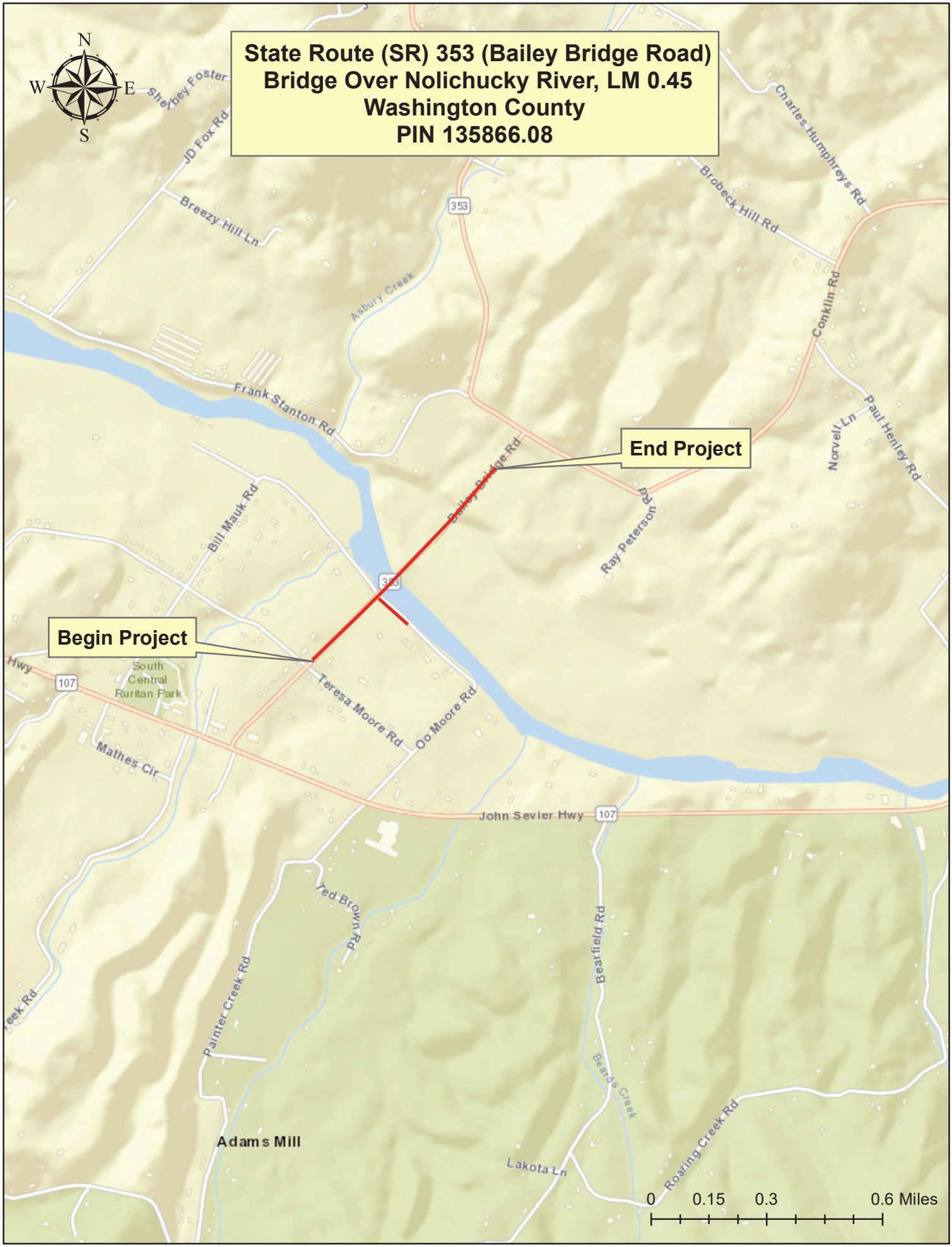
Thanks,
Sandy

Sandy Sclafani, P.E., CPESC
Senior Engineer

D: 615.770.8255

Gresham Smith
222 Second Avenue South, Suite 1400
Nashville, TN 37201-2308

GreshamSmith.com


State Route (SR) 353 (Bailey Bridge Road)
Bridge Over Nolichucky River, LM 0.45
Washington County
PIN 135866.08
N
W
E
S
End Project
Begin Project
Shelbey Foster
JD Fox Rd
Breezy Hill Ln
Asbury Creek
Frank Stanton Rd
Broyeck Hill Rd
Charles Humphreys Rd
Conklin Rd
Norvel Ln
Paul Henley Rd
Bailey Bridge Rd
Ray Peterson Rd
Bill Mauk Rd
353
Hwy
107
South Central Ruritan Park
Teresa Moore Rd
Oo Moore Rd
Mathes Cir
John Sevier Hwy
Ted Brown Rd
Painter Creek Rd
Bearfield Rd
Beards Creek
Roaring Creek Rd
Lakota Ln
Adams Mill
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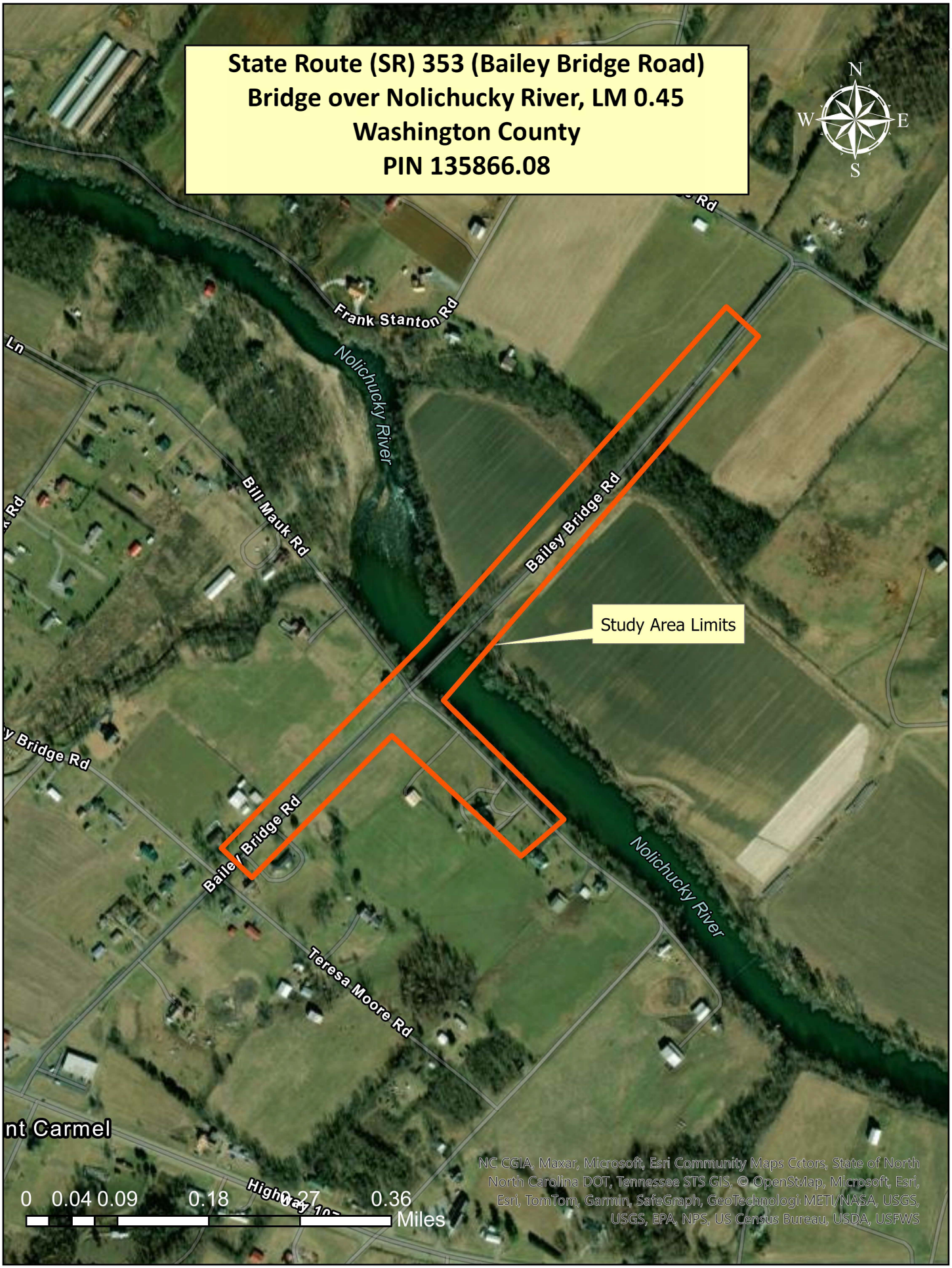
0.3
0.6 Miles


State Route (SR) 353 (Bailey Bridge Road)
Bridge over Nolichucky River, LM 0.45
Washington County
PIN 135866.08
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Frank Stanton Rd
Nolichucky River
Bill Mauk Rd
Bailey Bridge Rd
Study Area Limits
Teresa Moore Rd
nt Carmel
0 0.04 0.09 0.18 0.27 0.36
Miles
NC CGIA, Maxar, Microsoft, Esri Community Maps Cctors, State of North
North Carolina DOT, Tennessee STS GIS, © OpenStMap, Microsoft, Esri,
Esri, TomTom, Garmin, SafeGraph, GeoTechnologi METI/NASA, USGS,
USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Aerial photo at bridge location

Location of previous bridge

North side of the river looking towards river

North side of the river

Damaged road north side of the river looking towards river

Exposed Roadbed

Facing south towards O O Moore Road

From: William Spires
To: Sandy Layne-Sclafani; Elizabeth Bender
Subject: [EXTERNAL] Helene Projects - FHWA Guidance
Date: Tuesday, December 3, 2024 11:03:40 AM
Attachments: image001.png
image002.png
FW FHWA NEPA regulation flexibility - Hurricane Helen response .msg

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I want to make sure you have the attached guidance from FHWA.

A couple completed C-List CE's for the Helene projects have used the following language in the 'Background" portion of the document.

> Project implementation is urgent due to the emergency nature of the project. While some environmental consultations are still ongoing, guidance from FHWA on 10/17/2024 stated,
>
> "23 CFR 771.105(a) requires that all environmental consultations are to be coordinated as a single process and compliance with all environmental requirements to be reflected in the [National Environmental Policy Act (NEPA)] document to *the maximum extent practicable*. However, since there is an urgent need to let these emergency repair projects, our position is that it may not be practicable to finish consultations before NEPA approval given the amount of time the consultations may take. Therefore, on TDOT's Hurricane Helene projects, we are of the opinion that approving the NEPA document before wrapping up consultations is in compliance with 23 CFR 771.105(a) if it is not practicable from TDOT's perspective to finish consultations before NEPA approval and if TDOT is certain that there will not be any significant effects."

TN TDOT Department of Transportation

William Jeremy Spires| TDOT NEPA Team Lead
Environmental Division
Environmental Quality and NEPA Section
James K. Polk Building, 9th Floor
505 Deaderick Street
Nashville, TN 37243
P: 615-972-3048
William.Spires@tn.gov

RECEIVED
SEP 27 2024
Secretary of State
Tre Hargett

STATE OF TENNESSEE

EXECUTIVE ORDER

BY THE GOVERNOR

No. 105

AN ORDER TO PROVIDE RELIEF TO VICTIMS OF SEVERE WEATHER AND FLOODING IN TENNESSEE

WHEREAS, on September 26 and 27, 2024, severe weather, including severe rainfall and flash flooding, affected significant portions of the State and caused substantial damage and destruction, and threatened public safety, and these severe weather conditions continue to affect the lives and property of Tennesseans; and

WHEREAS, many people have suffered significant property damage; and

WHEREAS, many residents of the affected areas have evacuated their homes or places of lodging and are seeking temporary refuge in other locations within the State; and

WHEREAS, local, state, and federal agencies and other organizations are engaged in relief efforts throughout the affected regions; and

WHEREAS, in response to the severe weather and flooding, Tennessee has requested an Emergency Declaration from the President of the United States; and

WHEREAS, the severe weather impacts, as well as the relief efforts in response thereto, are expected to persist for several weeks.

NOW THEREFORE, I, Bill Lee, Governor of the State of Tennessee, by virtue of the power and authority vested in me by the Tennessee Constitution and applicable law including Tennessee Code Annotated § 58-2-107, do hereby declare a major disaster and state of emergency exist and direct and order the following, *nunc pro tunc* to 12:01 a.m., Central Time, on September 27, 2024:

1. The relevant provisions of Tennessee Code Annotated, Titles 63 and 68, and related rules are hereby suspended to give the Commissioner of Health the discretion to allow a health care professional who is licensed in another state, and who would otherwise be subject to licensing requirements under Title 63 or Title 68, to engage in the practice of such individual's profession, if such individual is a health care professional who is assisting victims of the severe weather in Tennessee.

2. The provisions of Tennessee Code Annotated, Section 63-10-207(a) and (c), are hereby suspended to allow a pharmacist to dispense a 30-day supply of a prescription drug without proper authorization to victims of the severe weather in Tennessee, subject to all other provisions of Tennessee Code Annotated, Sections 63-10-207 and 63-1-164.

3. Any provision of the Tennessee Code Annotated and related rules that require Tennessee residency as a condition of eligibility to participate in programs administered by the Department of Health are hereby suspended to allow otherwise eligible evacuees from the severe weather to participate in such programs. These programs include but are not limited to the Special Supplemental Nutrition Program for Women, Infants and Children (Tenn. Comp. R. & Regs. Chapter 1200-15-2-.03), Renal Disease Program (Tenn. Comp. R. & Regs. Chapter 1200-11-1-.03), Hemophilia Program (Tenn. Comp. R. & Regs. Chapter 1200-11-2-.03), Children's Special Services (Tenn. Comp. R. & Regs. Chapter 1200-11-3-.03), and the Child Safety Fund (Tenn. Comp. R. & Regs. Chapter 1200-11-4-.04).

4. The relevant provisions of Tennessee Code Annotated, Title 56, and related rules are hereby suspended to give the Commissioner of Commerce and Insurance the discretion to direct Tennessee-licensed insurance companies to make reasonable efforts to assist policyholders who have experienced losses as a result of the severe weather in Tennessee. Specifically, where a delay in premium payment appears to be the result of a disruption to the mail delivery system or the policyholder's displacement due to the severe weather in Tennessee, the Department of Commerce and Insurance requests that insurers work with policyholders and take those circumstances into account before cancelling a policy and that insurers suspend cancellations or non-renewals of policies for non-payment of premiums for a period of at least sixty (60) days from the effective date of this Order for those policyholders who have suffered property damage, injuries, or loss of life as a result of these catastrophic events. The Commissioner of Commerce and Insurance has the discretion to allow an insurance professional who is licensed in another state and who would otherwise be subject to licensing requirements under Title 56 to engage in the practice of such individual's profession, if the individual is assisting victims of the severe weather in Tennessee.

5. The provisions of Tennessee Code Annotated, Section 55-50-323, and related rules are hereby suspended to the extent necessary to give the Commissioner of Safety and Homeland Security the discretion to waive fees for duplicate driver licenses or

photo identification licenses issued to persons affected by the severe weather in Tennessee.

6. The relevant provisions of Tennessee Code Annotated, Title 62, Chapter 6, Part 1, and related rules are hereby suspended to allow the Board for Licensing Contractors to temporarily license a person otherwise qualified to be licensed as a contractor without examination if the person provides sufficient proof, in the discretion of the Board or the Board's designee, that the issuance of the license is to assist victims of the severe weather in Tennessee and that the person to be licensed has sufficient experience and knowledge in the field of contracting in which the license will be issued to provide for the protection of the health, safety, and welfare of the public. Any applicable fees shall be prorated. Any such license shall not be eligible for renewal and shall expire six (6) months from the date of issuance.

7. The provisions of Tennessee Code Annotated, Sections 55-6-101(a)(4) and 55-6-104(a)(4), are hereby suspended to waive the fees due to the State and county clerk for the issuance of a duplicate title to replace a motor vehicle title that is lost or mutilated, pursuant to Tennessee Code Annotated, Section 55-3-115, for persons affected by the severe weather in Tennessee.

8. In accordance with Tennessee Code Annotated, Section 47-18-5103, it is hereby declared that the severe weather in Tennessee has resulted in an abnormal economic disruption, and therefore, persons are prohibited from charging any other person a price for the goods or services listed in Tennessee Code Annotated, Section 47-18-5103(a)(1), that is grossly in excess of the price generally charged for the same or similar goods or services in the usual course of business. Paragraph 9 of this Order shall remain in effect until 11:59 p.m., Central Time, on October 11, 2024.

9. The provisions of Tennessee Code Annotated, Section 55-4-401, through Tennessee Code Annotated, Section 55-4-413, Tennessee Code Annotated, Section 55-7-201, through Tennessee Code Annotated, Section 55-7-209, and Tenn. Comp. R. & Regs. 1680-07-01-.01 through Tenn. Comp. R. & Regs. 1680-07-01-.25 that set forth maximum weight, height, length, and width limitations are hereby suspended in the case of vehicles providing relief efforts in response to the severe weather in Tennessee, subject to the following conditions:

    a. A vehicle must be transporting emergency supplies, equipment, or mobile housing units to the impacted areas.

    b. A vehicle shall be permitted only to travel on (1) Interstate Highways; (2) highways on the National Highway System; and (3) other state-maintained highways and roads as may be required to respond to the severe weather emergency, without any restrictions on their time of movement except as may otherwise be provided in this Order.

c. A vehicle may transport a divisible or non-divisible load up to a maximum gross vehicle weight of 95,000 pounds and a maximum axle weight of 20,000 pounds, except on any bridge or overpass with a lower posted weight limit.

d. The outer bridge span of any five-axle truck tractor/semi-trailer combination shall be no less than fifty-one feet (51').

e. The overall dimensions of a vehicle and load shall not exceed:

   i. One hundred feet (100') in length;

   ii. Fourteen feet, four inches (14' 4") in height on the Interstate Highway System, except on Interstate 55, and thirteen feet, six inches (13' 6") in height on Interstate 55 and any other highway on the National Highway System; or

   iii. Fourteen feet, six inches (14' 6") in width.

f. Vehicles that do not exceed ten feet (10') in width may travel seven (7) days per week during daylight or nighttime hours without any time restrictions.

g. Vehicles transporting FEMA or other mobile housing units exceeding ten feet (10') in width, but not exceeding fourteen feet, six inches (14' 6") in width, may travel seven (7) days per week during daylight or nighttime hours without any time restrictions except as follows:

   i. To promote public safety by avoiding "rush hour" traffic, vehicles shall not transport any load authorized herein between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. (local time) Monday through Friday in Knox, Hamilton, Davidson, Williamson, and Shelby Counties.

h. Vehicles are responsible for ensuring that they have proper oversize load signs, markings, flags, and escorts as required by the Tennessee Department of Transportation's rules and regulations for overdimensional movements on Tennessee's roads, except that a contracted FEMA carrier may use a single escort to escort up to three (3) overdimensional loads.

i. This Executive Order shall serve as a special permit for transporting any load authorized herein. Transporters shall keep appropriate identification as designated by FEMA or their state of origin in their vehicle while transporting any load permitted by this Order and shall reference this Order as permitting such transports.

j. Any person, firm, company, corporation, or other entity that undertakes the movement of any overweight and/or overdimensional article and/or commodity on the highways of Tennessee shall hold Tennessee and its officers and employees harmless from any claims for damages resulting from the exercise of any of the privileges granted under this Order and, to this end, shall carry liability insurance with an insurer, acceptable to the Tennessee Department of Transportation's Oversize and Overweight Permit Office, in the amount of not less than three hundred thousand dollars ($300,000) for each claimant and one million dollars ($1,000,000) per occurrence. The transporter shall carry the certificate of insurance in the vehicle at all times.

10. Any request by vehicles carrying appropriate identification designated by FEMA or their state of origin that are transporting emergency supplies, equipment, or mobile housing units in response to the severe weather in Tennessee for a special permit to transport loads in excess of the foregoing weight, height, length, and width limits or other restrictions shall be given expedited consideration and may be approved within the discretion of the Tennessee Department of Transportation's Oversize and Overweight Permit Office. The Commissioner of Transportation shall have the authority to waive any otherwise applicable permit fees related to such a request.

11. In accordance with 49 C.F.R. § 390.23 as adopted by Tenn. Comp. R. & Regs. 1340-06-01-.08, there is hereby provided a temporary exception from the federal rules and regulations in 49 C.F.R. Part 395 limiting the hours of service for the operator of a commercial motor vehicle providing supplies, equipment, personnel, and other provisions to assist persons affected by the severe weather in Tennessee, subject to the following conditions:

a. Nothing in this Order shall be construed as an exemption from the Commercial Driver's License requirements in 49 C.F.R. § 383, the financial requirements in 49 C.F.R. § 387, or applicable federal size and weight limitations.

b. No motor carrier operating under the terms of this Order shall require or allow an ill or fatigued driver to operate a motor vehicle. A driver who notifies a motor carrier that he or she needs immediate rest shall be given at least ten (10) consecutive hours off-duty before the driver is required to return to service.

12. The provisions of Tennessee Code Annotated, Section 62-35-115, and related rules are hereby suspended to the extent that they would otherwise apply to non-resident security guards or security officers properly registered or licensed in another jurisdiction providing support to the areas affected by the severe weather in Tennessee; provided, that the following conditions are met:

a. Such non-resident registered or licensed security guards or security officers are employed only within the areas affected by the severe weather in Tennessee; and

b. The employers of the non-resident licensed security guards or security officers provide to the Commissioner of Commerce and Insurance a list of the names, addresses, and social security numbers of all non-resident licensed security guards or security officers utilized under the terms of this Order.

13. The relevant provisions of Tennessee Code Annotated, Sections 62-6-102(4)(A)(i), 62-6-103(a)(1), and 62-6-502, and related rules are hereby suspended in the case of persons engaging solely in storm damage cleanup resulting from the severe weather in Tennessee, provided that the person has sufficient experience and knowledge in the field to provide for the protection of the health, safety, and welfare of the public.

14. The provisions of Tennessee Code Annotated, Sections 62-13-104(b)(l)(C), 62-13-103(a), and 62-13-301, are hereby suspended only to the extent necessary to permit vacation lodging services licensed pursuant to Tennessee Code Annotated, Section 62-13-104(b), to engage in the business of providing the services of management, marketing, booking and rental of residential units owned by others as sleeping accommodations furnished for pay to persons providing relief services to persons affected by the severe weather or who are victims of the severe weather periods longer than fourteen (14) days without the requirement that such vacation lodging services hold any other license with the Tennessee Real Estate Commission, be under the supervision of a licensed real estate broker, or hold a real estate firm license; provided, that sufficient proof of the status of each person providing relief services or who is a victim is maintained by the vacation lodging service and made available to the Tennessee Real Estate Commission upon request. All other provisions applicable to vacation lodging services, real estate firms, and real estate brokers remain in effect.

15. All state agencies are encouraged to work with persons adversely affected by a disruption to the mail delivery system or displacement due to the severe weather in Tennessee and to take those circumstances into account with respect to giving notice and providing state services.

Any law, order, rule, or regulation that would otherwise limit the enforceability of this Order is hereby suspended, pursuant to Tennessee Code Annotated, Section 58-2-107.

This Order shall remain in effect until 11:59 p.m., Central Time, on November 10, 2024, at which time the suspension of any state laws and rules shall cease and be of no further force and effect.

IN WITNESS WHEREOF, I have subscribed my signature and caused the Great Seal of the State of Tennessee to be affixed this 27th day of September, 2024.

Bill Lee

GOVERNOR

ATTEST:

Tre Hargett

SECRETARY OF STATE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2027

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

October 3, 2024

Mr. Daniel Hinton
Tennessee Division Administrator
Federal Highway Administration
404 BNA Drive
Building 200, Suite 508
Nashville, TN 37217

Re: ER-TN24-3 Hurricane Helene Response

Mr. Hinton:

In accordance with 23 CFR Part 668, Subpart A, Section 668.111(a), you are hereby notified of the Tennessee Department of Transportation's intent to apply for Emergency Relief funds to assist in the cost of repairing damages on federal-aid highways due to the remnants of Hurricane Helene.

- On September 24th, widespread severe thunderstorms and rainfall occurred throughout eastern portions of Tennessee due to a cold front stalling over the southern Appalachians dropping over a foot of rain prior to the remanence of Hurricane Helene entering the state.

- On September 26th, the outer bands of the hurricane began to enter the State of Tennessee and between 6 and 10 inches of rainfall has fallen in parts of East Tennessee between September 26th and September 28th, according to NOAA.

- On September 27th, heavy rains continued across the State with the heaviest precipitation in the eastern counties. A total of five state-owned bridges and six sections of roadway were destroyed by flash flooding along creeks, streams, and tributaries along the Nolichucky River, Pigeon River, Clinch River, and French Broad in Carter, Cocke, Johnson, Greene, Unicoi, and Washington Counties, including twin bridges on Interstate 26 in Unicoi County and a four-mile section of roadway on Interstate 40 in Cocke County. Two sinkholes also closed all lanes of State Route 39 in McMinn County.

- On September 28th, TDOT bridge inspection teams from across the state were deployed to East Tennessee Counties to survey the damage and determine which structures were compromised and which were passable. Aerial Survey was performed along sections of damaged highways, and Tennessee Highway Patrol conducted search and rescue in locations impacted by flash flooding. More than fifty patients and hospital employees had to be evacuated from the Unicoi County Hospital by boat and helicopter due to fast-rising flood waters. To date, at least eight deaths have been reported due to the disaster event. A total of 32 state highways remain closed due to flooding and major damage to the roadway. On September 28, 2024, President Joe Biden approved an emergency declaration and Tennessee Governor Bill Lee signed Executive Order 105

declaring a state of emergency in the State of Tennessee.

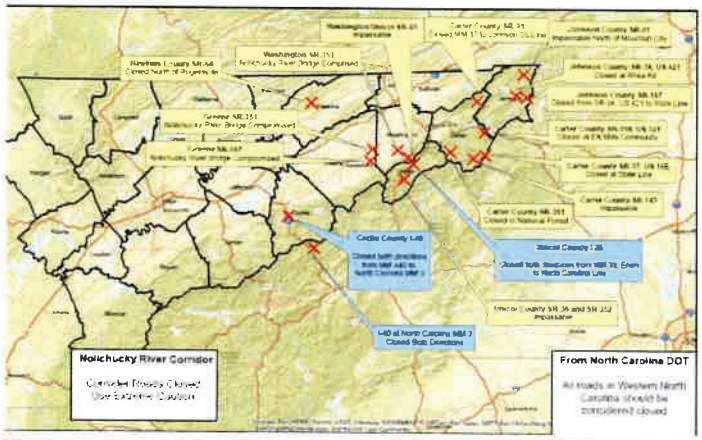
- On September 29th, TDOT continued to perform bridge inspections to determine which bridges have been compromised, surveying damaged roads and bridges, and performed emergency repair work to clear roadways and reestablish essential traffic. A virtual meeting was held with FHWA TN Division staff to provide an update on our progress and a set of presentation slides were shared with the TN Division during that meeting which outlines the nature of the damage sustained from this event. TDOT has assessed the condition of I-26 and I-40 and formulated a plan for quickly restoring essential traffic on those two interstates through emergency force account contract methods.

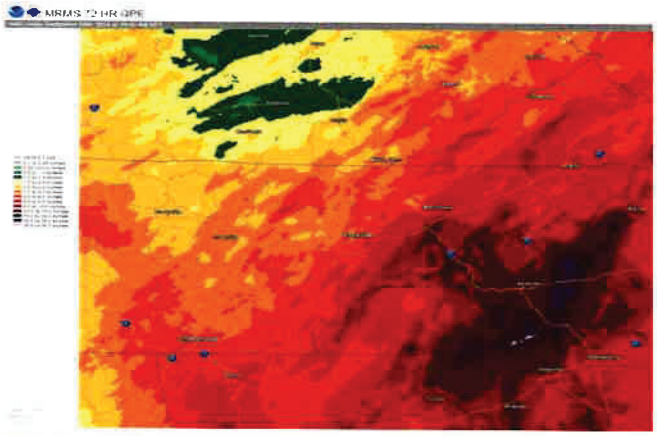
- On September 30th, TDOT issued four emergency force account contracts to ensure the quick restoration of essential traffic. One contract on I-26 in Unicoi and Washington Counties, two contracts on I-40 in Cocke County, and one on SR-34 in Johnson County. Two additional on-call contracts for debris removal are also slated to be awarded within the next week.

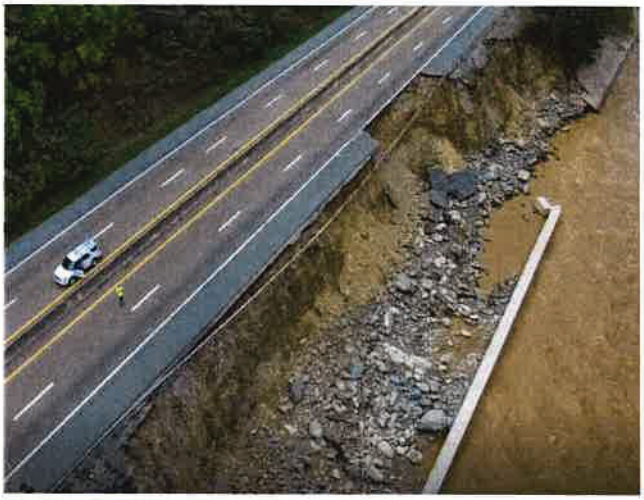
- On October 1st, discussions with representatives from the Florida Department of Transportation began regarding the deployment of disaster assessment teams to East Tennessee to assist TDOT with the assessment of the damage for this event and to provide an efficient method to document the estimated costs for each damage site as a result of this disaster event.

- On October 3rd, it is anticipated to have six two-man damage assessment teams deployed from the Florida Department of Transportation to assist TDOT.

Below is a traffic map showing road closures in Tennessee as of September 29th, a precipitation map showing cumulative rainfall totals September 26th through September 27th, and photos of several of the bridge and roadway sections that were impacted by the severe flooding from Hurricane Helene.










If you have any questions, please contact me at 615.741.0791 or at Will.Reid@tn.gov.

Sincerely,

Will Reid, P.E.
Deputy Commissioner and Chief Engineer

CC: Mr. Gilberto DeLeon, Mr. Sean Santalla, Mr. Austin Holliman, Mr. Daniel Newton, Mr. Richard Casalone, Ms. Jacinda Russell, Mr. Jason Oldham, Mr. Amos Pulley, Mr. Nathan Marshall, (FHWA)

Commissioner Eley, Mr. Steve Townsend, Mr. Joe Galbato, Mr. Preston Elliott, Mr. Joe Deering, Ms. Lori Lange, Mr. Matt Barnes, Ms. Alex H. Denis, Ms. Beth Emmons, Mr. Grant Heintzman, Mr. Chris Harris, Ms. Jamie Waller, Mr. Ronnie Porter, Mr. John Kahle, Mr. Brian Egan, Mr. Clayton Markham, Mr. James Kelley, Mr. Shane Hester, Mr. Andy Barlow, Mr. Joshua Brown, Mr. Clay Culwell, Mr. Justin Underwood, Ms. Heather Purdy, Ms. Jennifer Herstek, Ms. Sharon Schutz, Ms. Carma Smith, Mr. Steve Borden, Ms. Amanda Snowden, Mr. Dexter Justis, Ms. Christine Brown, Ms. Lori Fiorentino, Ms. Kristin Qualls, Mr. Michael Dick, Mr. Josh Metz, Mr. Daniel Oliver, Mr. Adam Casteel, Mr. David Wagner, Mr. Jay Norris, Mr. Nathan Vatter, Mr. Jason Baker, Mr. Michael Welch (TDOT)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2027

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

October 3, 2024

Mr. Daniel Hinton
Tennessee Division Administrator
Federal Highway Administration
404 BNA Drive
Building 200, Suite 508
Nashville, TN 37217

Re: Request for Quick Release of Emergency Relief Funds ER-TN24-3
Hurricane Helene Response

Mr. Hinton:

A Letter of Intent dated October 3, 2024 has been submitted for your consideration regarding TDOT's intent to seek Emergency Relief funding for the cost related to disaster response to the impacts of the remnants of Hurricane Helene, which began on September 26th, 2024. TDOT is continuing to conduct necessary emergency operations and repairs to maintain traffic throughout the disaster area.

We are performing damage assessments throughout the area. Currently, it not possible to provide exact cost estimates; however, damage to federal-aid highways is anticipated to exceed **500 million dollars**. We expect to be able to provide a more accurate estimate within six weeks.

Our budget for emergencies is limited and local governments have even greater financial constraints with limited cash flows available to fund emergencies. Consequently, we are requesting approval of ER funding for this disaster with a quick release of emergency relief funds to allow us to proceed expeditiously with emergency repairs to Federal-aid highways.

We are requesting a quick release of **100 million dollars** for these emergency repairs. Additional allocations will be requested as damage survey teams inventory damage. If you have any questions, please contact me at 615.741.0791 or by email at Will.Reid@tn.gov.

Sincerely,

Will Reid, P.E.
Deputy Commissioner and Chief Engineer

CC: Mr. Gilberto DeLeon, Mr. Sean Santalla, Mr. Austin Holliman, Mr. Daniel Newton, Mr. Richard Casalone, Ms. Jacinda Russell, Mr. Jason Oldham, Mr. Amos Pulley, Mr. Nathan Marshall, (FHWA)

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Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Latitude:36.15567, Longitude:-82.59055

Region 01, 90 - Washington County

Team Leader: Leon LaSalle

Inspectors: Adam Wallen, Jesse Dunn, Tom Williams

TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

BAILEY BRIDGE RD. Crossing NOLICHUCKY RIVER

36.15567, -82.59055

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

Region: 01, **County:** 90 - Washington

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

90 - LAST INSPECTION DATE	07/02/2024
10 - MIN. V.C. OVER DECK (ROADWAY + SHOULDERS)	99.99 FT.
520 - MIN. V.C. OVER DECK (EXCLUDES SHOULDERS)	99.99 FT.

36 - TRAFFIC SAFETY FEATURES

Br. Rail	Trans.	Appr. Rail	Terminal	SPEED LIM.
0	0	1	1	45

41 - STRC OPEN/CLOSED/POSTED	P
58 - DECK	5
59 - SUPERSTRUCTURE	5
60 - SUBSTRUCTURE	5
61 - CHANL/CHANL PROTECTION	7
62 - CULVERT AND RETAIN WALL	N
71 - WATERWAY ADEQUACY	7
72 - APPROACH RDWY ALIGNMENT	8
521 - OVERALL CONDITION	2 - Fair

16 - LATITUDE	17 - LONGITUDE
36.155667	-82.590550

TEAM LEADER SIGNATURE

N NOT APPLICABLE

9 EXCELLENT CONDITION

8 VERY GOOD CONDITION - NO PROBLEMS NOTED.

7 GOOD CONDITION - SOME MINOR PROBLEMS.

6 SATISFACTORY CONDITION - MINOR DETERIORATION OF STRUCTURAL ELEMENTS.

5 FAIR CONDITION - ALL PRIMARY STRUCTURAL ELEMENTS ARE SOUND BUT MAY HAVE MINOR SECTION LOSS, CRACKING, SPALLING OR SCOUR.

4 POOR CONDITION - ADVANCED SECTION LOSS, DETERIORATION, SPALLING OR SCOUR.

3 SERIOUS CONDITION - LOSS OF SECTION, DETERIORATION, SPALLING OR SCOUR HAVE SERIOUSLY AFFECTED PRIMARY STRUCTURAL COMPONENTS. LOCAL FAILURES ARE POSSIBLE. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT.

2 CRITICAL CONDITION - ADVANCED DETERIORATION OF PRIMARY STRUCTURAL ELEMENTS. FATIGUE CRACKS IN STEEL OR SHEAR CRACKS IN CONCRETE MAY BE PRESENT OR SCOUR MAY HAVE REMOVED SUBSTRUCTURE SUPPORT. UNLESS CLOSELY MONITORED IT MAY BE NECESSARY TO CLOSE THE BRIDGE UNTIL CORRECTIVE ACTION IS TAKEN.

1 "IMMINENT" FAILURE CONDITION - MAJOR DETERIORATION OR SECTION LOSS PRESENT IN CRITICAL STRUCTURAL COMPONENTS OR OBVIOUS VERTICAL OR HORIZONTAL MOVEMENT AFFECTING STRUCTURAL STABILITY. BRIDGE IS CLOSED TO TRAFFIC BUT CORRECTIVE ACTION MAY PUT IT BACK IN LIGHT SERVICE.

0 FAILED CONDITION - OUT OF SERVICE AND BEYOND CORREC

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	90S23860001
(5) Inventory Route	1
(2) Highway Agency District	Region 1
(3) County Code	90 - Washington
(4) Place Code	00000
(6) Features Intersected	NOLICHUCKY RIVER
(7) Facility Carried	FAS 353
(9) Location	.5 M NE JCT SR107&SR353
(11) Mile Point	0.450 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	36.155667
(17) Longitude	-82.590550
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	9
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1958
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	1355
(30) Year of ADT	2021
(109) Truck ADT	5 %
(19) Bypass, Detour Length	5 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	53.0 ft
(49) Structure Length	354.5 ft
(50) Curb or Sidewalk Width	
Left	0.0 ft
Right	0.0 ft
(51) Bridge Roadway Width Curb to Curb	24.0 ft
(52) Deck Width Out to Out	28.5 ft
(32) Approach Roadway Width (W/Shoulders)	28.0 ft
(33) Bridge Median	0 - No median
(34) Skew	90 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	24.0 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0.00 ft
Ref:	
(55) Min Lat Underclear RT	0.0 ft
Ref:	
(56) Min Lat Underclear LT	0.0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	
(39) Navigation Vertical Clearance	0.0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	0.0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	7
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	2 - M 13.5 / H 15
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	13.93
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	11.02
(70) Bridge Posting	4 - 00.1 - 09.9 % below
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	3
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	33 - Widening of existing brid
(76) Length of Structure Improvement	354.3 ft
(94) Bridge Improvement Cost	$ 621
(95) Roadway Improvement Cost	$ 63
(96) Total Project Cost	$ 932
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	2168
(115) Year of Future ADT	2042

INSPECTIONS *

(90) Inspection Date			10/23/2023
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	08/15/2021
C: Other Special Inspection	Yes	12	10/23/2023

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)
County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450
Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

PERFORMANCE EVALUATION

Time of Day Inspected: 0730
Weather Conditions: 68° Clear
Vehicles Observed: All Types

LIVE LOAD BEHAVIOR

Sub Horiz./ Vert. Defl	(No)	
Sub Vibration	(No)	
Super Horiz./ Vert. Defl	(No)	
Super Vibration	(No)	

APPROACH

Alignment	(Good)	
Pavement	(Good)	
Embankment	(Good)	

TRAFFIC SAFETY FEATURES

Bridge Railing Rating	(Fair)	Concrete patches, minor scale, high steel pop-outs
Transitions Rating	(Good)	
Guardrail Rating	(Good)	
Guardrail Terminal Rating	(Good)	

SIGNS POSTED ON ROUTE

Paddleboards	Yes	Weight Limit Posted	Yes
Vertical Clearance (<14'-6")		Gross	Tons
Posted Height		Single-unit Vehicle	10 Tons
Narrow Bridge Signs		Multi-unit Vehicle	18 Tons
One Lane Bridge Signs		564 Assigned Bridge Name	JOEL L. BAILEY BRIDGE (1961)
Other Signs or Plaques	"Nolichucky River"		

ATTACHED SIGNS

Sign No	Location	Text on Sign	Noted Defects

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

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DECK

Wearing Surface Type	Asphalt	**Wearing Surface Depth**	4

Wearing Surface	(Good)	
Deck - Structural Condition	(Good)	Previous deficiencies have been repaired in spans 1-9 with the following exceptions: Span #9: Heavy spalling right side overhang and in-place spalling Span #5: In place spall/delamination and high steel popout span #5 left overhang Span #1: In place spall/delamination in left overhang
Curbs	(Good)	Minor scale, minor spall outside edge span #1, high steel pop-outs spans #3 & #8
Parapet	(Fair)	Repaired bridge rail right side approach #1
Railing	(Good)	Concrete patches, minor scale, high steel pop-outs, minor spall right side span #5
Deck Drains	(Good)	
Expansion Joints	(Poor)	All are paved over expansion joints

SUPERSTRUCTURE

Bearing Devices	(Fair)	Heavy corrosion, flaking, pitting & section loss spans #3 - #6
Girders	(Good)	Cracking and spalls have been repaired in all beams and spans with the following exceptions: Hairline to 1/8” longitudinal crack beam “A” at midspan span #6
Diaphragms	(Good)	Hairline cracks
Alignment of Members	(Good)	

TEXTURE COAT

TN TDOT Department of Transportation

Asset **#90S23860001** (Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

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ABUTMENTS

Abutment Caps	(Good)	Previous deficiencies have been repaired
Abutment Wings	(Good)	Hairline cracks, minor scale
Abutment Backwall	(Good)	Previous deficiencies have been repaired
Abutment Plumb	(Good)	
Abutment Piles	(Fair)	2 piles exposed at abutment #2 left side
Abutment Embankment	(Good)	Previous erosion and settlement deficiencies has been repaired
Abutment Bearing Surface	(Good)	Hairline 1/16" cracks under girders "A-C" at abutment #1
Abutment Rip Rap	(Fair)	Some missing at both abutments

PIERS

Pier Caps	(Good)	
Pier Columns I Walls	(Good)	Minor water abrasion pier #3, moderate water abrasion pier #4
Pier Plumb	(Good)	
Pier Footing	(Not Visible)	
Pier Bearing Surface	(Good)	

BENTS

Bent Caps	(Good)	Previous deficiencies have been repaired
Bent Columns	(Good)	Previous deficiencies have been repaired
Bent Plumb	(Good)	
Bent Footing	(Not Visible)	
Bent Bearing Surface	(Good)	

Inspection Team's Summary

The subject C.D.G. bridge over Nolichucky River was inspected and found to be generally in FAIR condition.

The approach alignment is good. The approach rail is good. The bridge railing is good with patched areas, minor scale, minor spall, high steel pop-outs and is sub-standard. The damaged end-post and approach rail at approach #1 has been repaired. There are paddleboards, two “Nolichucky River” and "12 Ton two axle, 21 Ton three axle" weight limit signs present.

The wearing surface is good. The expansion joints are poor and have all been paved over. The underside deck is fair with hairline cracks and map cracks throughout. Previous deficiencies in deck have been repaired in spans 1 through 9, except span #1 and #9 have heavy spalling, span #5 has an in place spalling and high steel pop out. The girders are fair with cracking and spalls having been repaired in all spans except, beam “A” in span #6 has 1/8” longitudinal crack at mid span. Dead load deflection in span #6 was measured at 1.5”.

The abutments are good with previous deficiencies repaired. The piers are good with water abrasion and water stains. The bents are fair with minor scale, and water stains.

The channel opening appears adequate.

General Inspection Comment

Bridge has been repaired July 2024

HQ notes to TL

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	10129	10129	0	0	0
510	Wearing Surfaces	SF	10129	10129	0	0	0
(12) Element record added 2016-07-21.							
(510-12) Element record added 2016-07-21.							
110	Re Conc Opn Girder/Beam	LF	4639	4634	0	0	5
1080	Delamination/Spall/Patched Area	LF	5	0	0	0	5
(110) Element record added 2016-07-21.							
(1080-110) Element record added 11/18/2019							
205	Re Conc Column	EA	6	6	0	0	0
(205) Element record added 2016-07-21.							
210	Re Conc Pier Wall	LF	112	112	0	0	0
(210) Element record added 2016-07-21.							
215	Re Conc Abutment	LF	72	72	0	0	0
(215) Element record added 2016-07-21.							
234	Re Conc Pier Cap	LF	180	180	0	0	0
(234) Element record added 2016-07-21.							
302	Compressn Joint Seal	LF	259	0	0	259	0
9999	Unknown	LF	259	0	0	259	0
(302) Element record added 2016-07-21.							
311	Moveable Bearing	EA	72	0	72	0	0
1000	Corrosion	EA	72	0	72	0	0
(311) Element record added 2016-07-21.							
(1000-311) Element record added 11/18/2019							
330	Metal Bridge Railing	LF	554	554	0	0	0
(330) Element record added 2016-07-21.							
331	Re Conc Bridge Railing	LF	712	712	0	0	0
(331) Element record added 2016-07-21.							

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)
County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450
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STREAM CHANNEL DATA AND CONDITIONS

Stream Crossing	Nolichucky River		
Type of bed material	Bedrock		
Has channel shifted?	No		
Condition of rip-rap	Good	Est. % failed	%
Overall condition of channel	Good		
Underwater Inspection Req?	Yes		
Why UW required?	Water too deep for TDOT inspectors		

Channel and bank stability conditions

Steep bank cond - Failure US		Moderate Bank Erosion	
Steep bank cond - Failure DS		Sediment or Gravel Accumulation	No
Bank Vegetation:		Channel Altered or Straightened	No
Low Growth	Yes	Stable Conditions:	
Large Timber	Yes	Live Growth	Yes
Clear Banks		Bedrock	Yes
Dead Trees - US		Boulders	Yes
Dead Trees - DS	Yes	FlatSlopes (<=2:1)	

Waterway adequacy and debris characteristics

Bridge deck elevations:		Large Scour Under Bridge	
Level with Approach Roadway		Indications Flood Overtop Bridge	No
Higher than Approach Roadway		Debris / Drift - Present	Yes
Road Appr >2' Above Natural Ground	Yes	Debris / Drift - Likely to Accumulate	Yes
Abutment Encroaches into Channel			

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

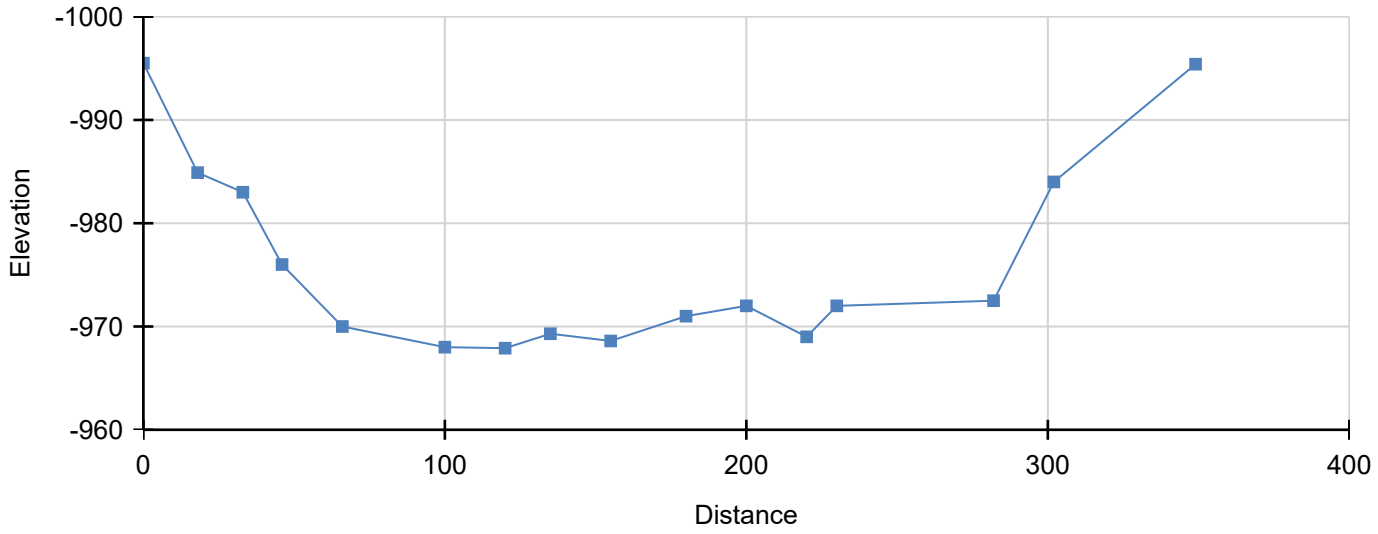
Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Channel Profile Upstream

Benchmark height 1000.00 Benchmark location Top of curb

Comment

Station	Distance	HI	Upstream
0.1	0	1000	-995.5
0.2	18	1000	-984.9
0.3	33	1000	-983
0.4	46	1000	-976
0.5	66	1000	-970
0.6	100	1000	-968
0.7	120	1000	-967.9
0.8	135	1000	-969.3
0.9	155	1000	-968.6
1.0	180	1000	-971
1.1	200	1000	-972
1.2	220	1000	-969
1.3	230	1000	-972
1.4	282	1000	-972.5
1.5	302	1000	-984
1.6	349	1000	-995.4



TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

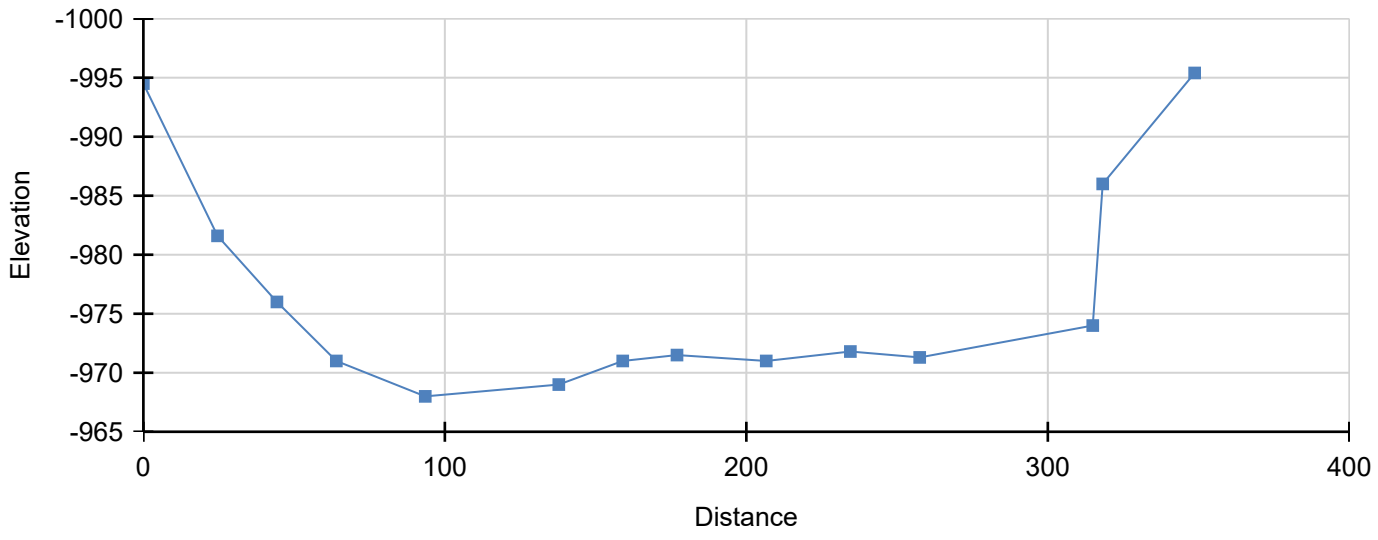
Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Channel Profile Downstream

Benchmark height 1000.00 Benchmark location Top of curb

Comment

Station	Distance	HI	Downstream
0.1	0	1000	-994.5
0.2	24.6	1000	-981.6
0.3	44.3	1000	-976
0.4	64	1000	-971
0.5	93.5	1000	-968
0.6	137.8	1000	-969
0.7	159	1000	-971
0.8	177	1000	-971.5
0.9	206.6	1000	-971
1.0	234.5	1000	-971.8
1.1	257.5	1000	-971.3
1.2	314.9	1000	-974
1.3	318.2	1000	-986
1.4	348.7	1000	-995.4



Substructure Exposure

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
	A1			3
	B1			5
	P1			23
	P2			24
	P3			22
	P4			22
	P5			23
	B2			14
	B3			12
	A2			3

Last Exposure Upstream _____

Last Exposure Downstream _____

Top of cap to top of water _____

Upstream Distance _____

Upstream Depth _____

Thru structure _____

Downstream Distance _____

Downstream Depth _____

Rip-Rap _____

@ Abutment _____

@ Bents _____

@ Piers _____

Upstream _____

Downstream _____

Thru Structure _____

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)
County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450
Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Equipment List

General Inspection

Yes Pocket knife
Yes Sounding/chipping hammer
_____ Chain drag
Yes Range pole
Yes 25' rod - depth and clearance

Visual Aid

_____ Binoculars
Yes Flashlight
_____ Magnifying glass
_____ Hand mirror

Cleaning

_____ Wisk broom
Yes Wire brush
Yes Flat bladed screwdriver
_____ Hand shovel
_____ Penetrating oil (WD-40, etc.)

Tools For Access

_____ Ladders
_____ Rope
_____ Waders
Yes Machete or bush axe

Comment

Reach-All Approval and Comments

Tools For Measuring

Yes Masonry/Wood Ruler
_____ 6’ Pocket Tape
Yes 25’ and 100’ Tape
_____ Calipers
_____ Thermometer
Yes Carpenter’s Level
_____ String and Weighted line (plumb bob)

Special Purpose Equipment

Yes Reach All
_____ Bucket Truck
Yes Traffic control
_____ Boat
_____ Sonar depth finder
_____ Increment borer
Yes Survey equipment
Yes Safety Harness
_____ Climbing equipment
_____ Dye penetrant
_____ Drone
_____ Air Meter

Special Purpose Equipment

Forward on log with weight posting

Back on log with weight posting obscured by vegetation

Bridge #

Elevation left

Elevation right at inlet

Downstream

Upstream

Repaired bottom of superstructure span #1, typical all

Pier typical

Bent typical

Abutment typical

Span #5: In place spall/delamination and high steel popout span #5 left overhang

In place spall/delamination in left overhang span #1

Repairs to spalling around drains all spans

Span #9: In-place spalling right side overhang

Span #9: Heavy spalling right side overhang

Heavy corrosion, flaking, pitting & section loss bearings spans #3 - #6

Crack repairs to beam "A" span #7

Crack repairs to beams "B, C, & D" span #6

Repairs to beam "A" span #6

Repairs to beam "D" span #6

Hairline to 1/8" longitudinal crack beam "A" at midspan span #6

Crack repairs to beam "A" span #4

Crack repairs to beams in span #4

Patches on beam "D" span #4

Repairs to beam "B" span #8, typical all

Repairs to beam "A" span #9

Repairs to vertical and transverse hairline to 1/8" cracks in all spans

Abutment caps have been repaired with new concrete

Previous cracks in abutment #2 backwall have been repaired

Shot rock added to abutment #2 bank

Previous settlement at abutment #2 has been repaired with a concrete cap

Previous void at abutment #1 has been repaired with a concrete cap, rip rap added to bank

Bent caps have been repaired with new concrete

Patch on pier #5

Spall and delamination repairs pier #3

Spall repairs pier #2

Cracking and spalls in bent columns have been repaired

1.5" dead load deflection span #6

4" asphalt depth

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

New wearing surface

TN TDOT Department of Transportation

Asset **#90S23860001**(Repair)

County: 90 - Washington, **Route:** SR353, **Log mile:** 0.450

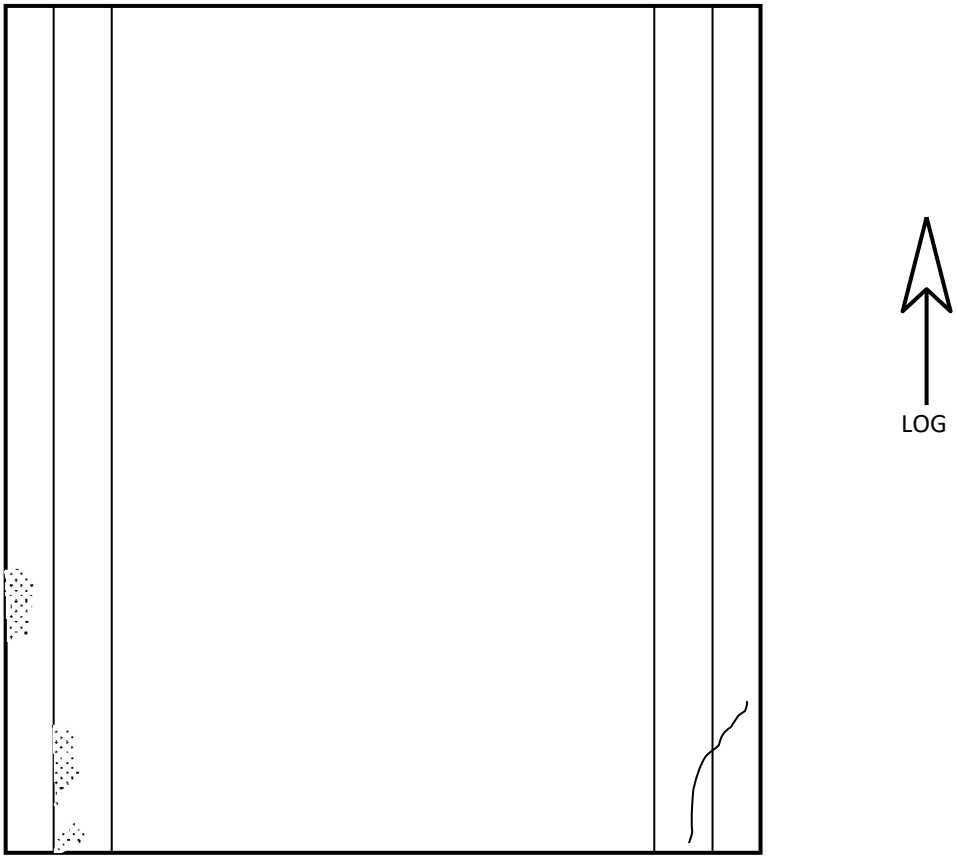
Team Lead: Leon LaSalle, **Inspection Date:** 07/02/2024

Maintenance Recommendations

525 - Repair List # 1 523 - Repair List Add Date 11/18/2019 524 - Repair List Revise Date 10/26/2022

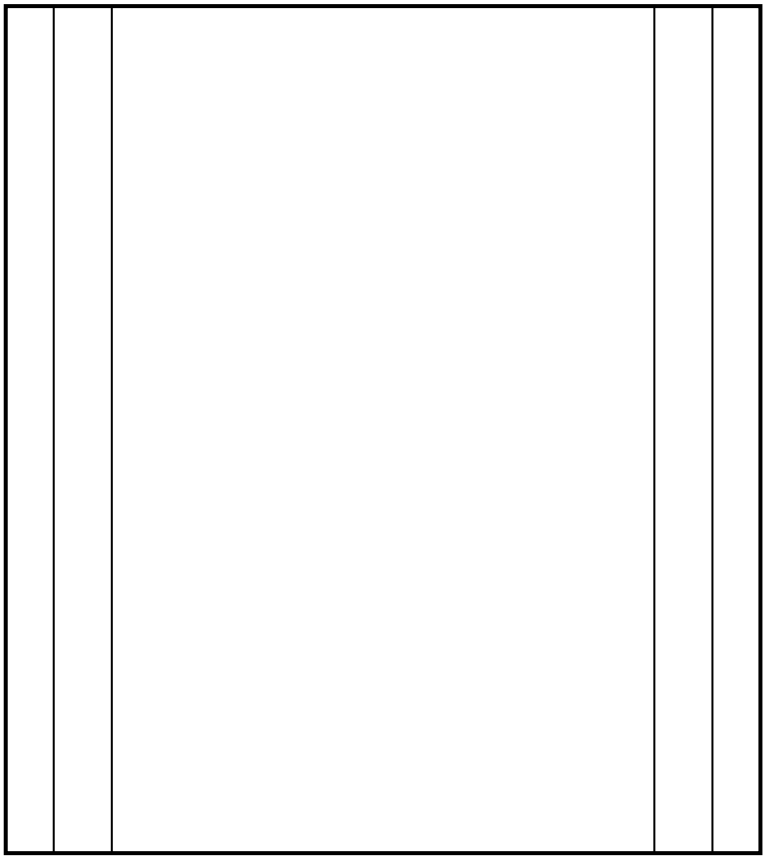
Date Added	Recommendation	Priority
01/24/2006	BRIDGERAILS ARE SUBSTANDARD	
01/26/2006	CLEAN & PAINT BEARING - ALL	
10/26/2022	REINSTALL WEIGHT POSTING SIGNS AT BOTH APPROACHES	4

Bridge #:	90-SR353-00.45
Fed #:	90S23860001
Span #:	1 of 9
Date:	7/02/24



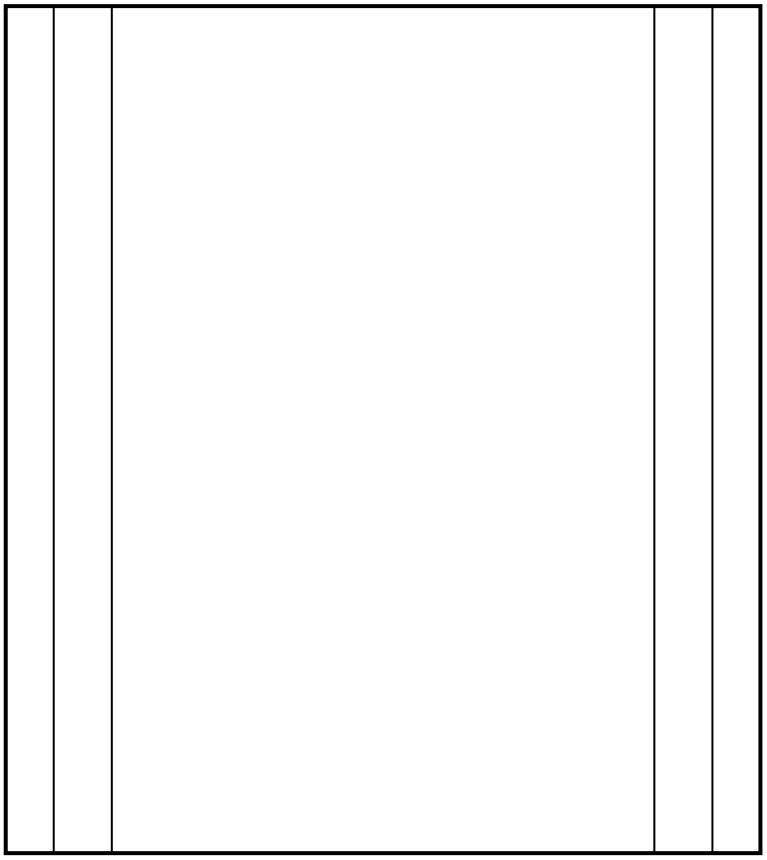
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Concrete patches
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor spall @ outside edge

Bridge #:	90-SR353-00.45
Span #:	2 of 9
Date:	7/02/24



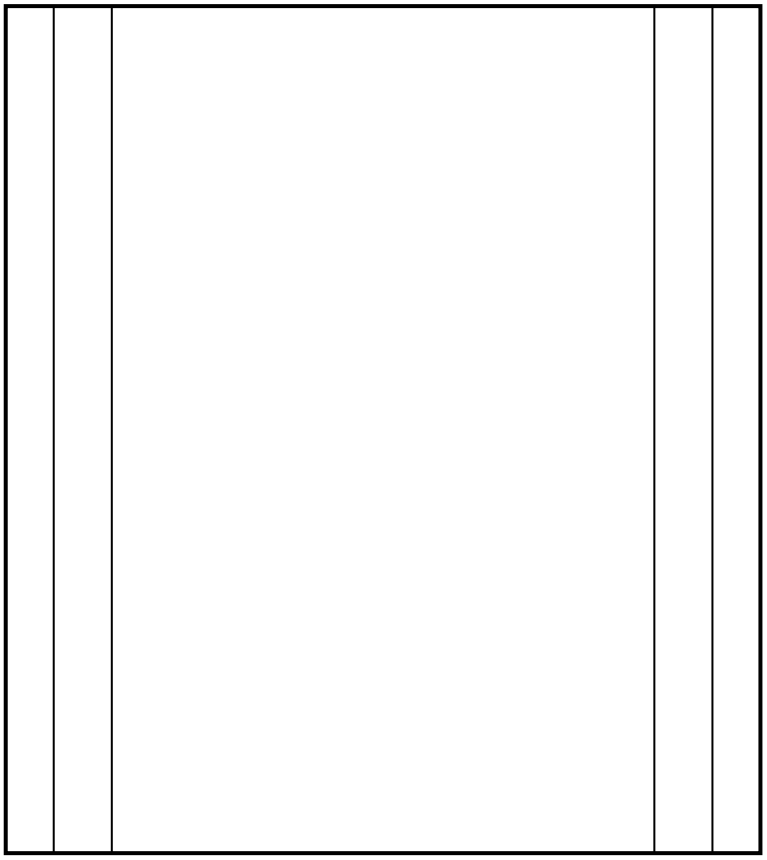
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	3 of 9
Date:	7/02/24



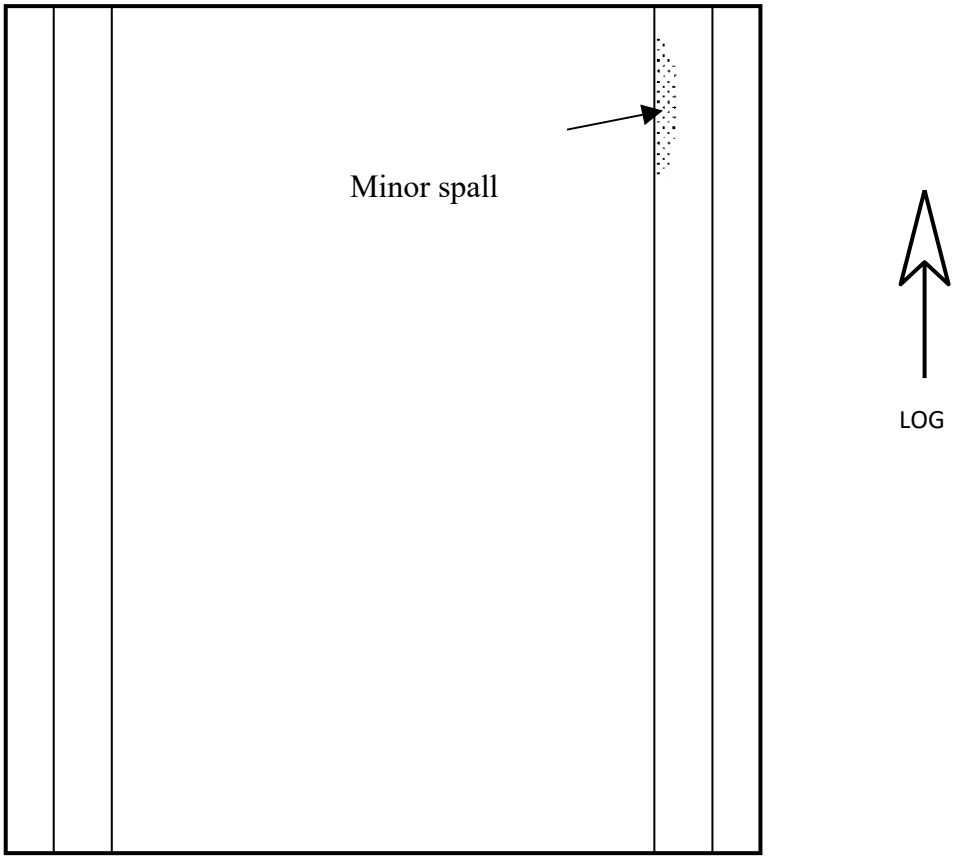
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale, high steel pop-outs

Bridge #:	90-SR353-00.45
Span #:	4 of 9
Date:	7/02/24



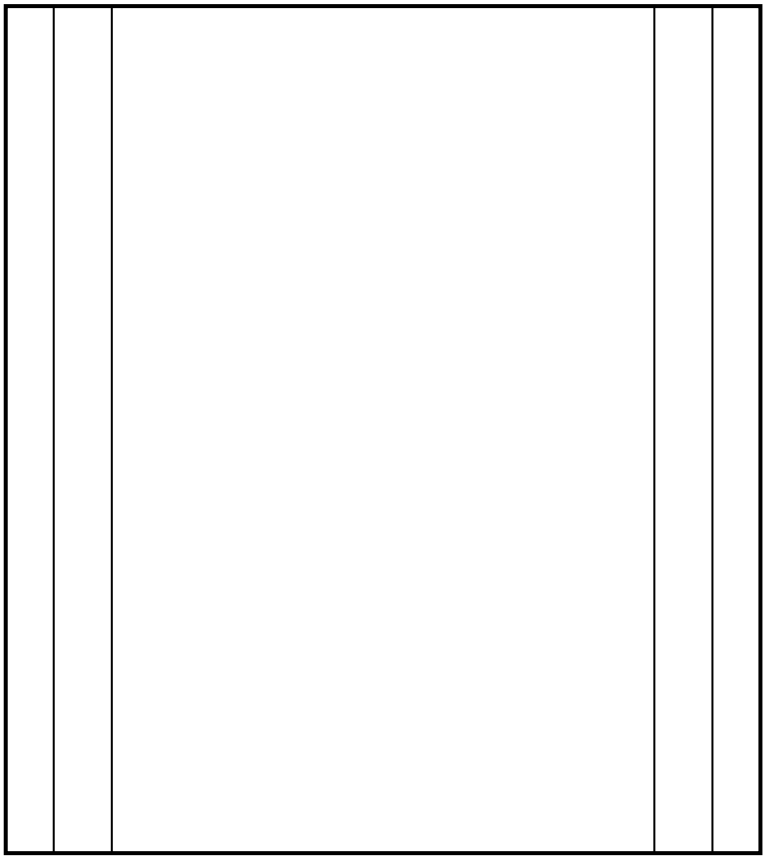
Element	Rating	Comments
Top Deck	G	
Bridge Rail	F	Minor scale, high steel pop-outs
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	5 of 9
Date:	7/02/24



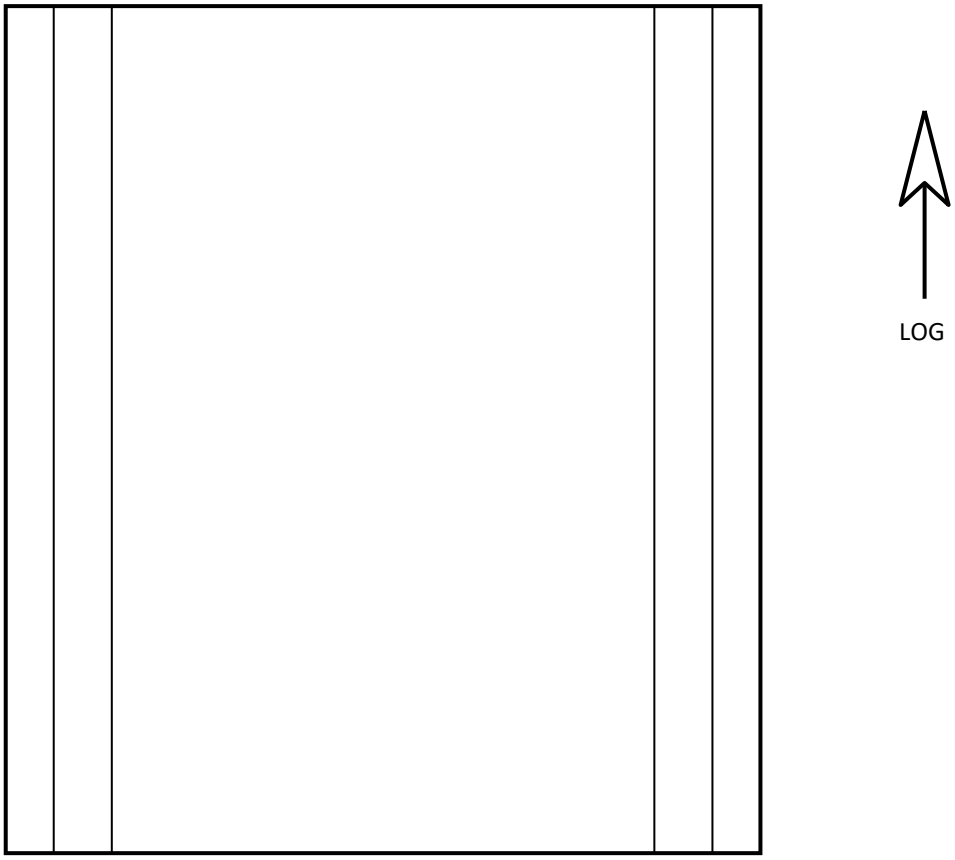
Element	Rating	Comments
Top Deck	G	
Bridge Rail	F	Minor scale, high steel pop-outs, minor spall
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	6 of 9
Date:	7/02/24



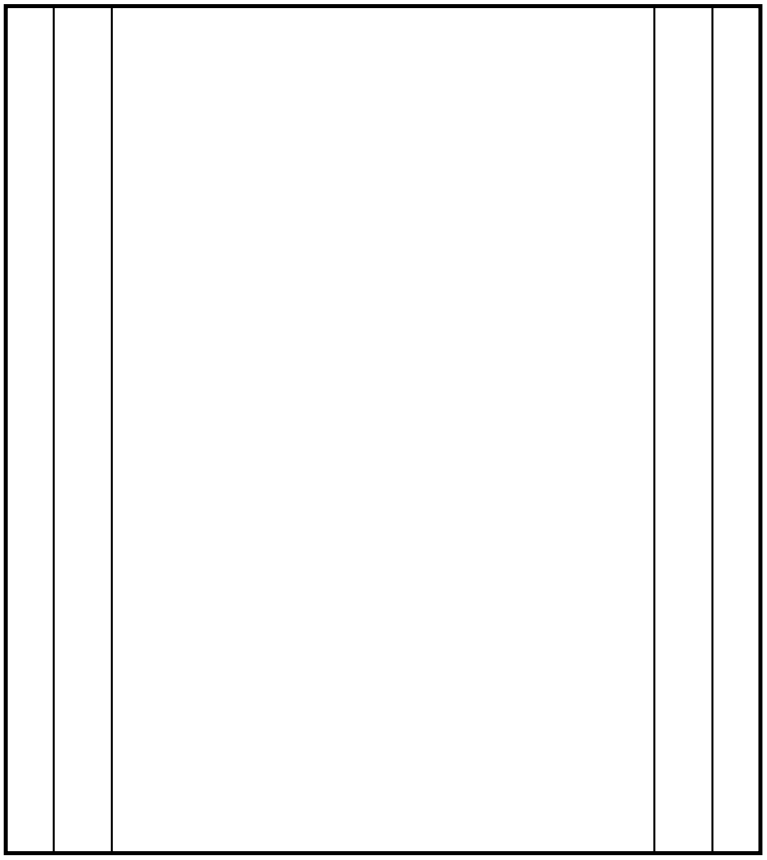
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	7 of 9
Date:	7/02/24



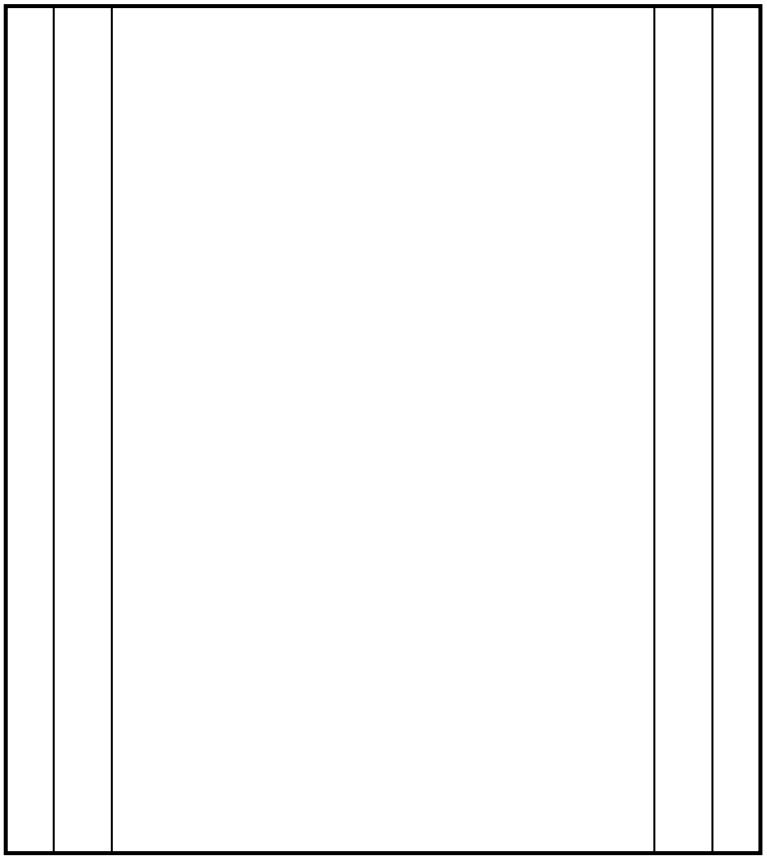
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale, high steel pop-outs
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

Bridge #:	90-SR353-00.45
Span #:	8 of 9
Date:	7/02/24



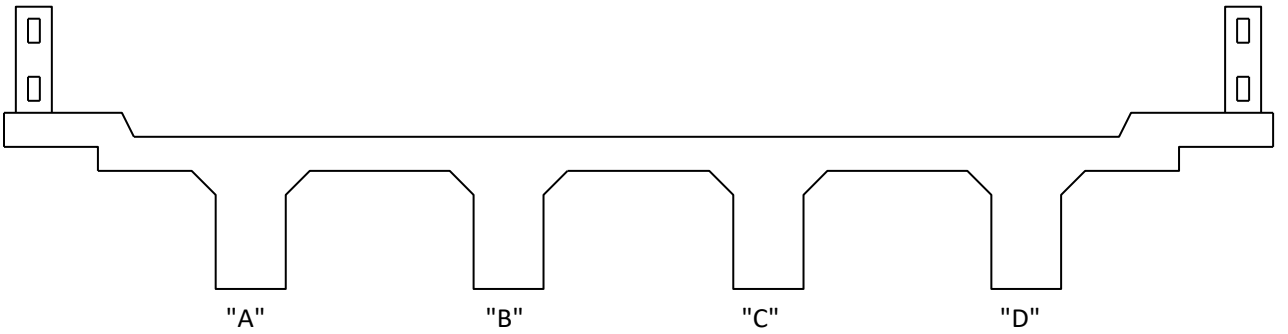
Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale, high steel pop-outs

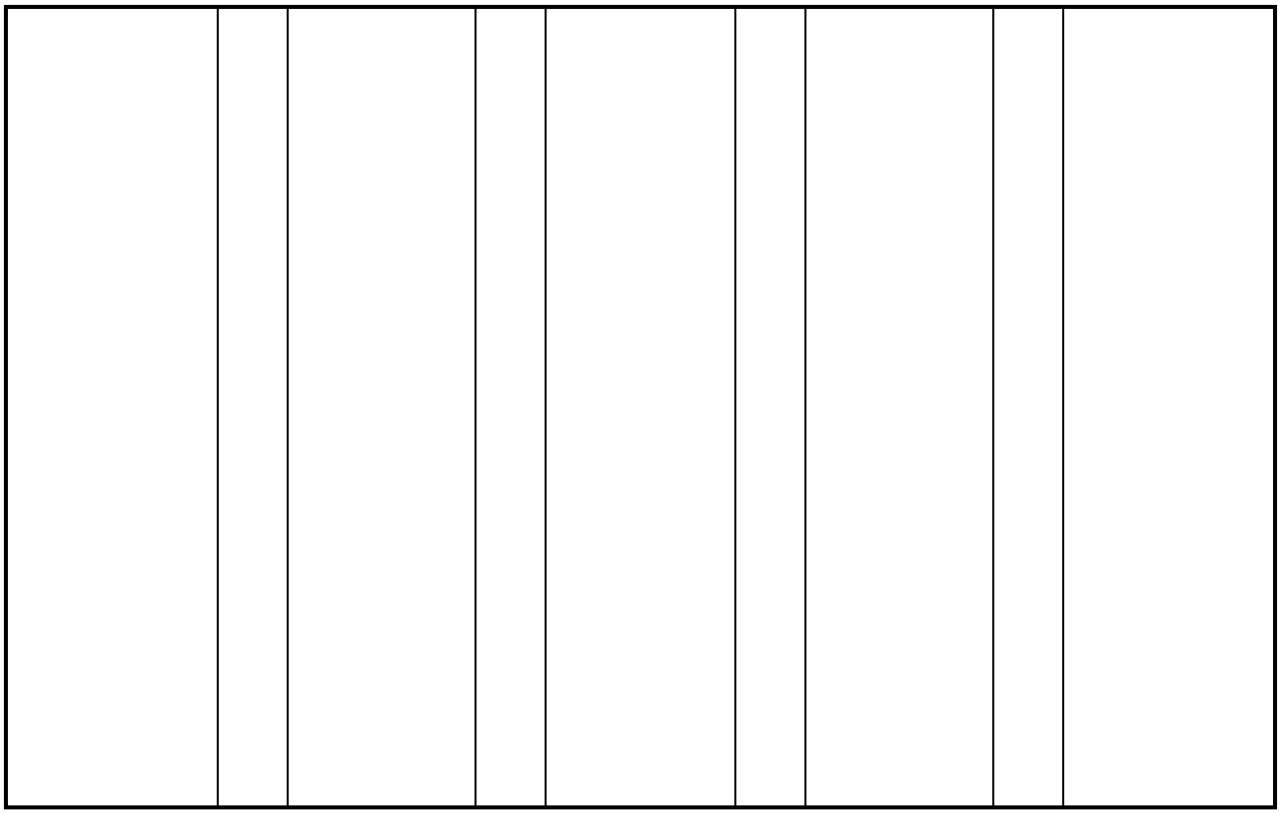
Bridge #:	90-SR353-00.45
Span #:	9 of 9
Date:	7/02/24



Element	Rating	Comments
Top Deck	G	
Bridge Rail	G	Minor scale
Exp. Joint	G	Paved over
Drains	G	
Curbs	G	Minor scale

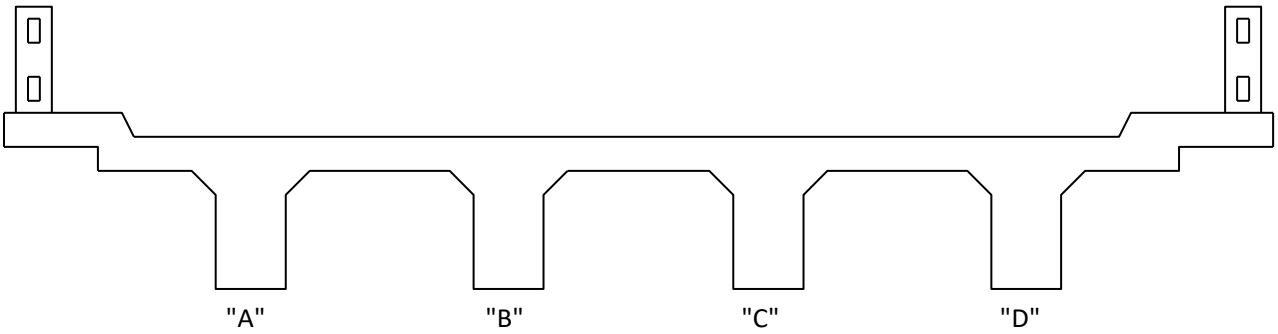
Bridge #:	90-SR353-00.45
Span #:	1 of 9
Date:	7/02/24

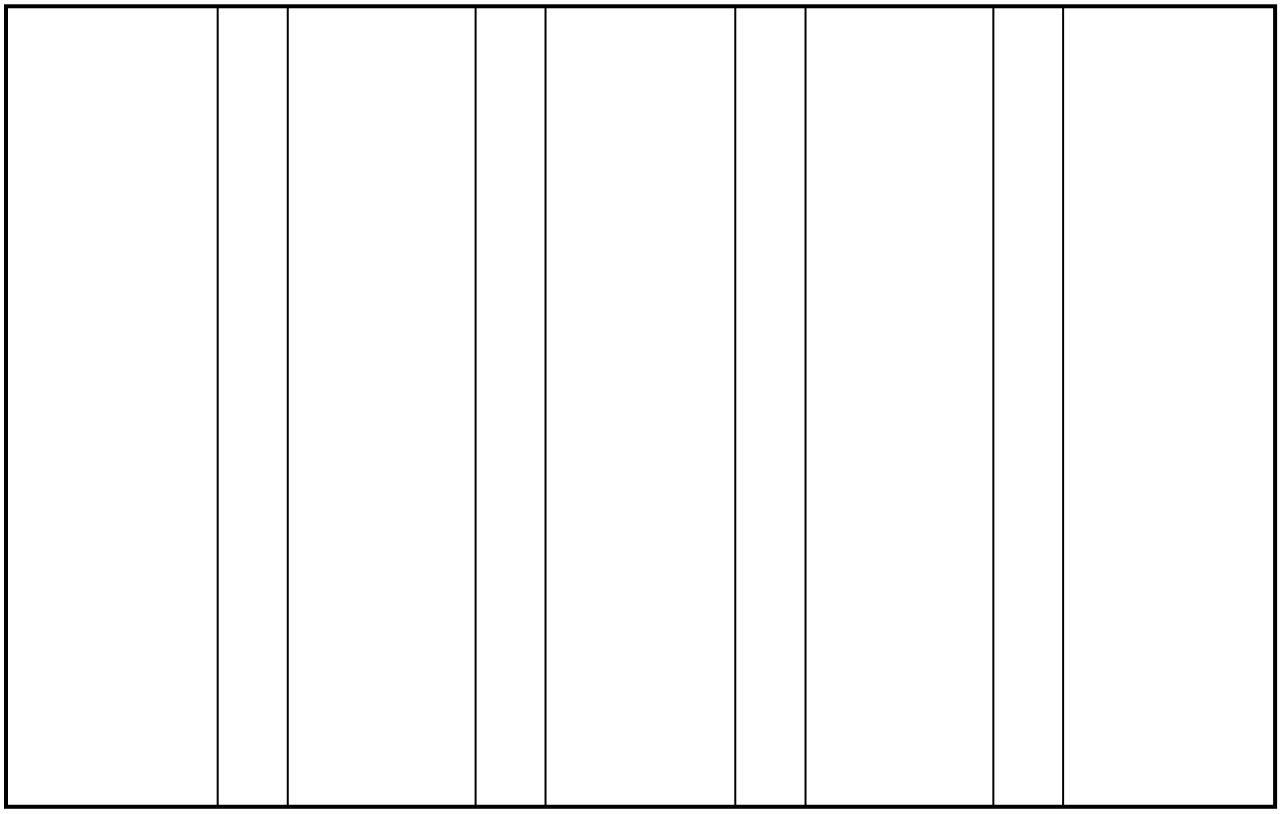




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

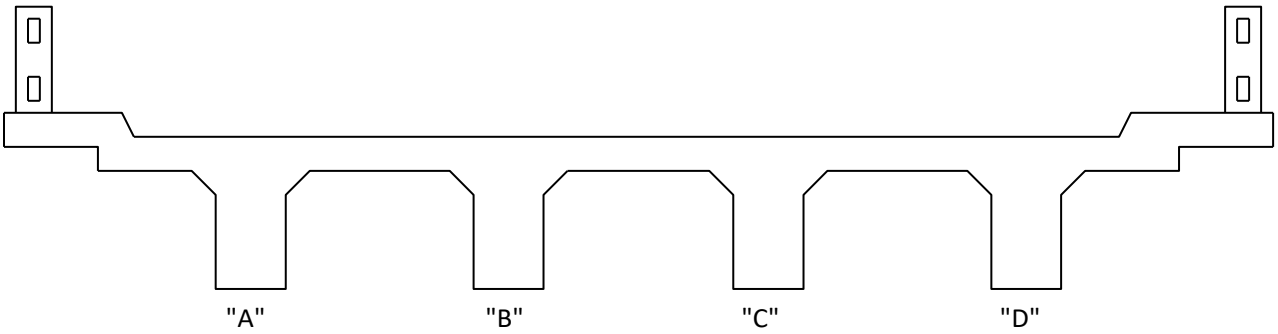
Bridge #:	90-SR353-00.45
Span #:	2 of 9
Date:	7/02/24

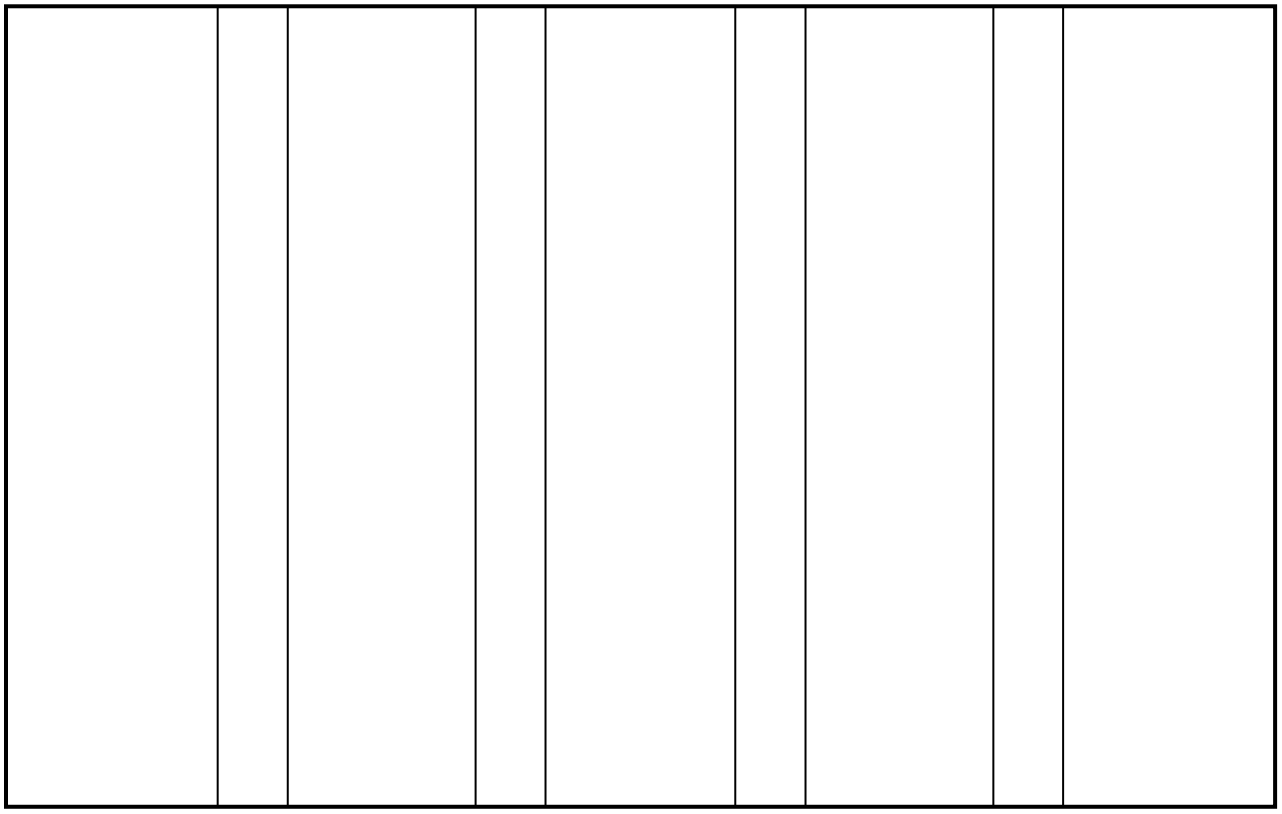




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

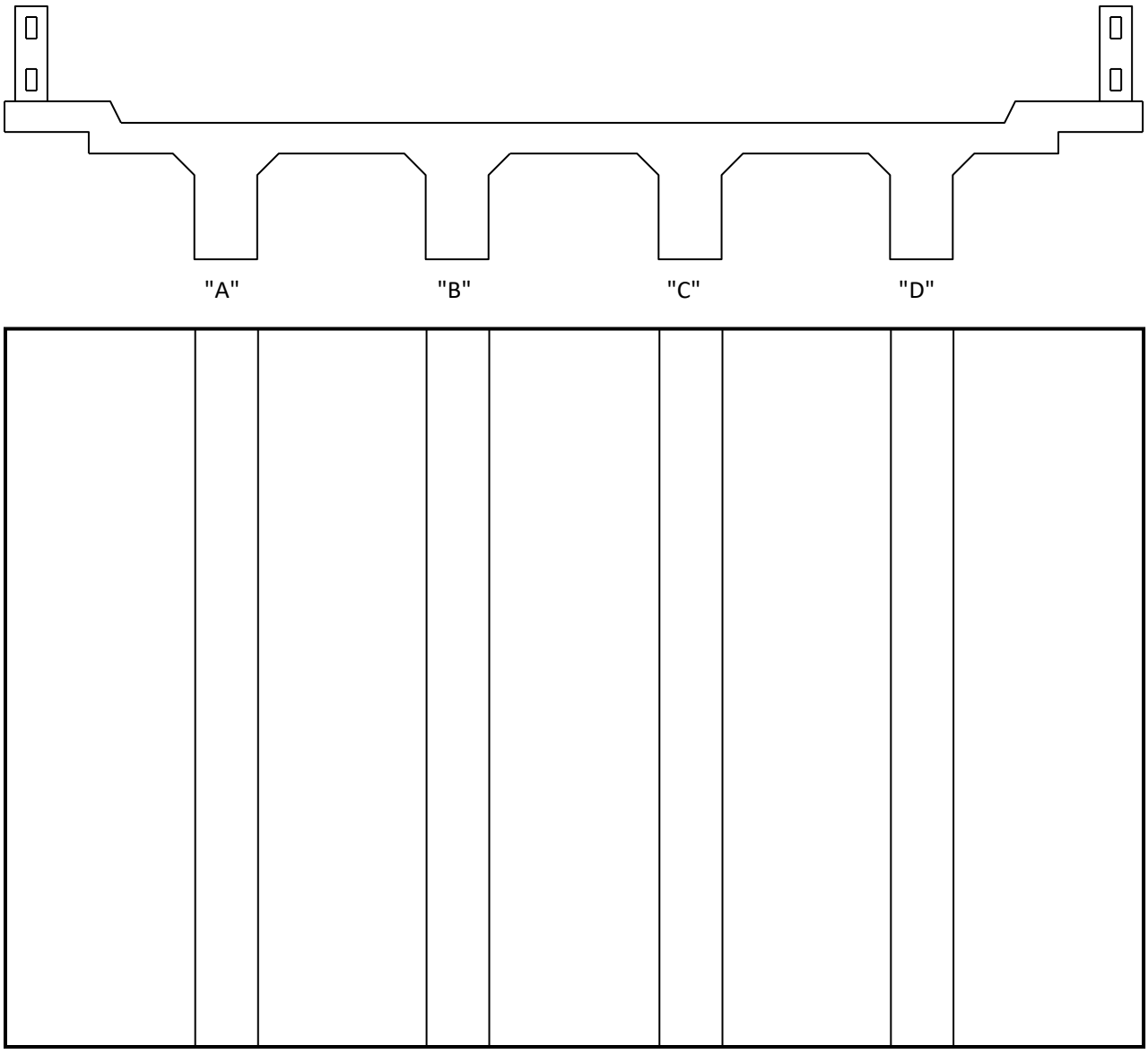
Bridge #:	90-SR353-00.45
Span #:	3 of 9
Date:	7/02/24





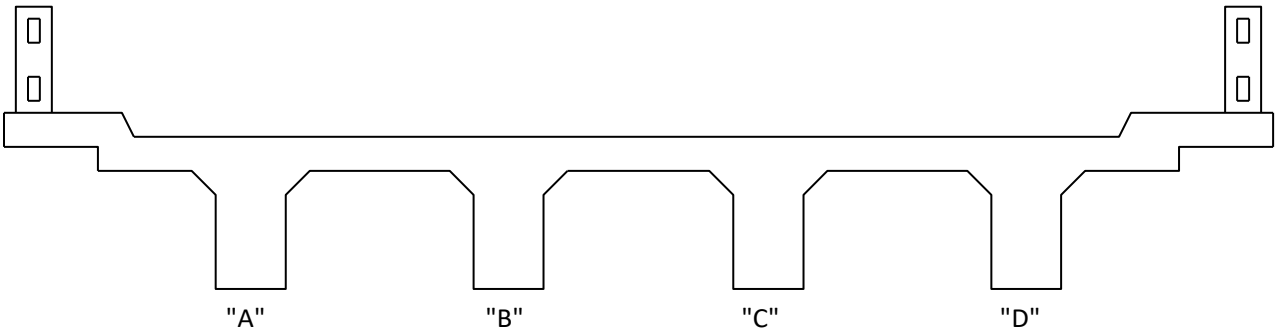
Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

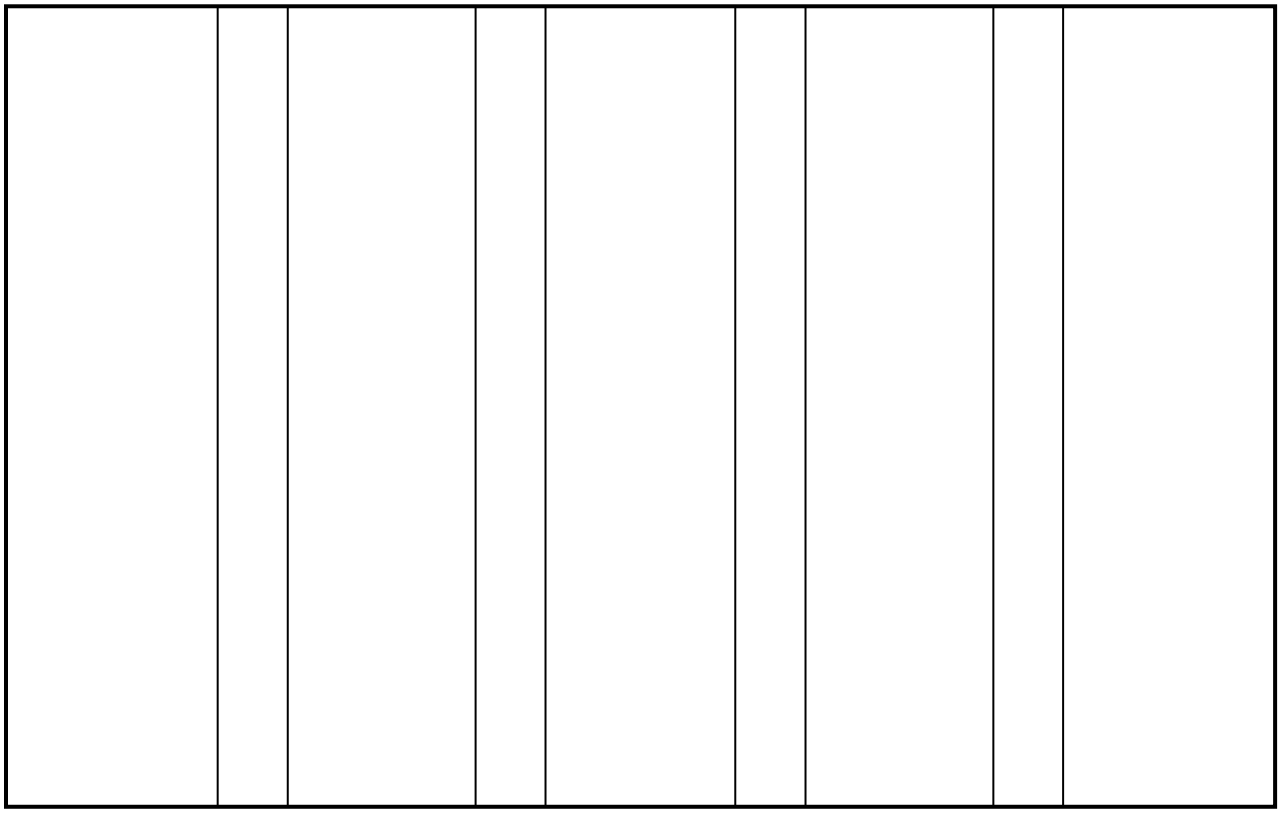
Bridge #: 90-SR353-00.45
Span #: 4 of 9
Date: 7/02/24



Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

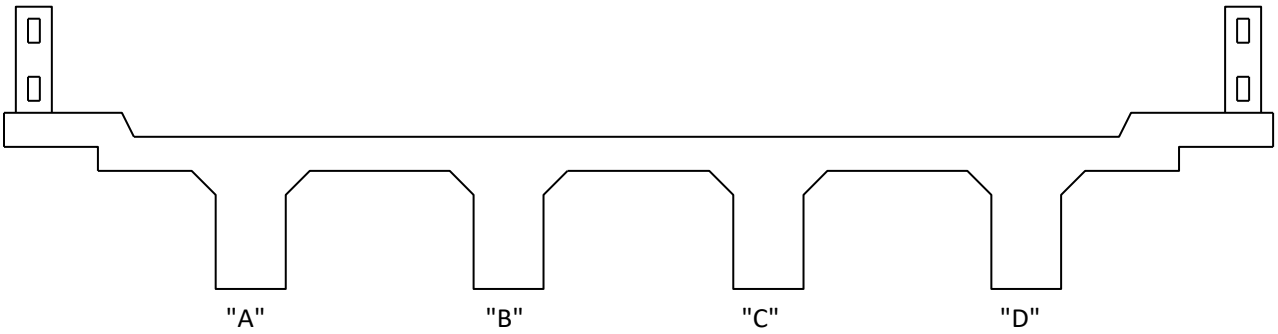
Bridge #:	90-SR353-00.45
Span #:	5 of 9
Date:	7/02/24

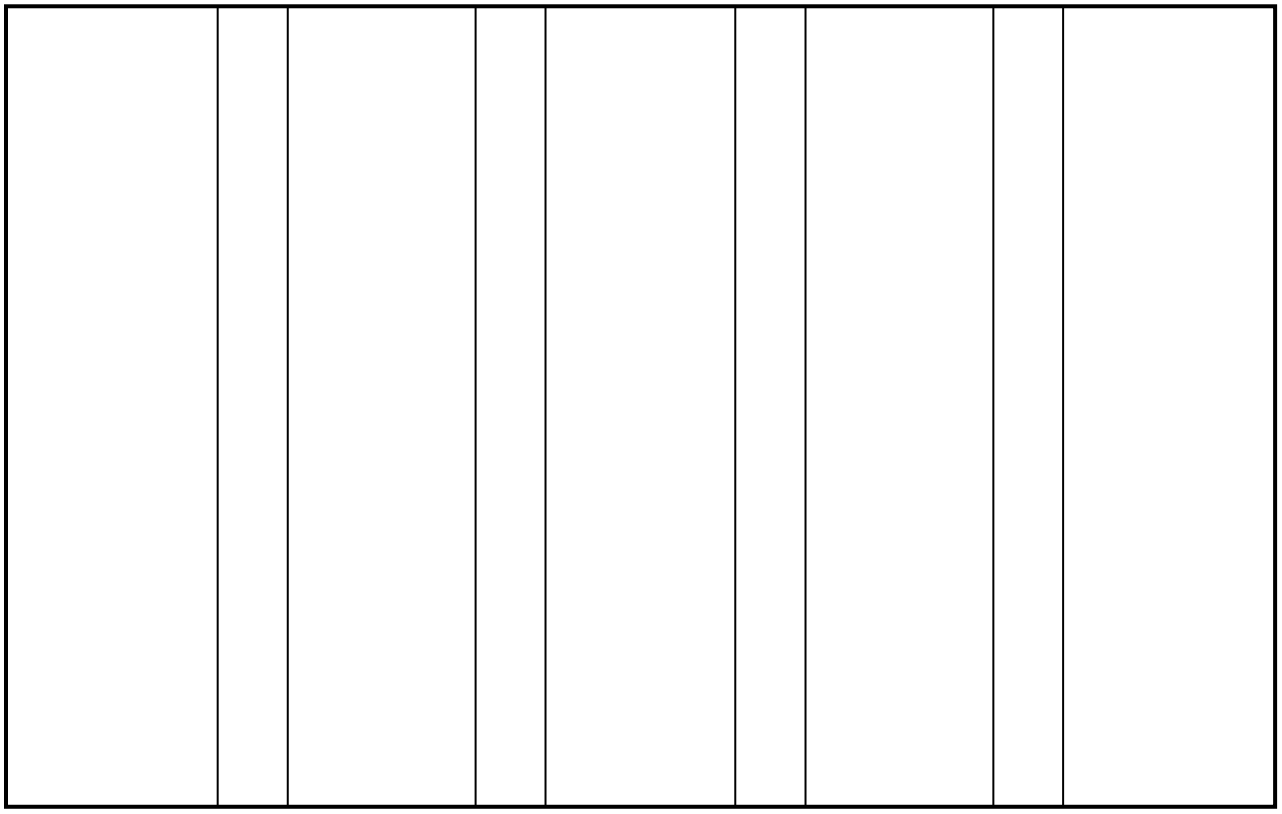




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

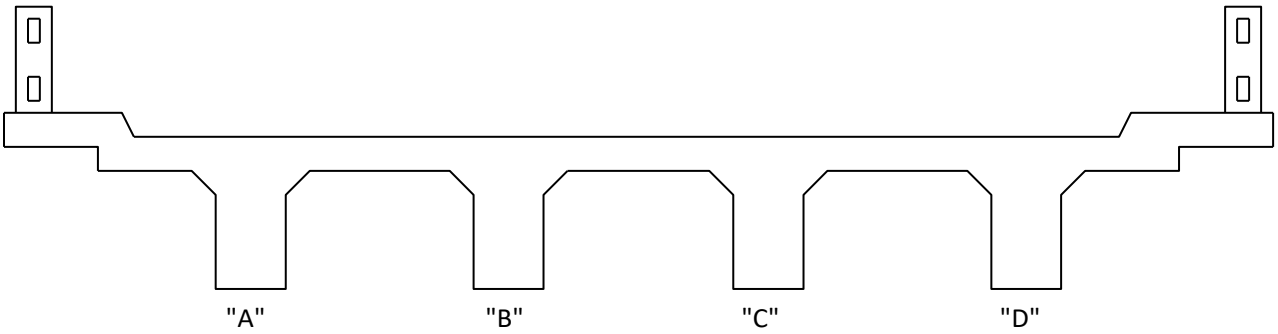
Bridge #:	90-SR353-00.45
Span #:	6 of 9
Date:	7/02/24

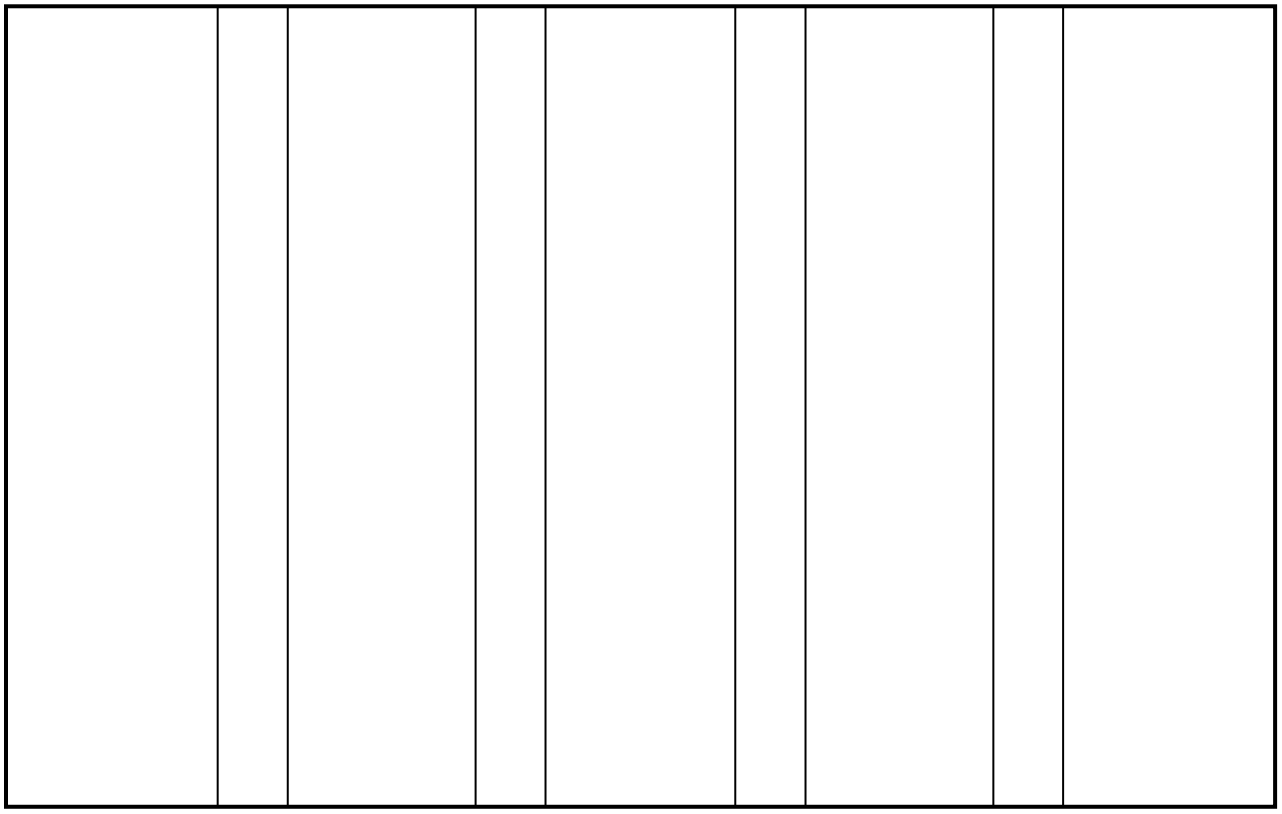




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Bearing Device	F	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

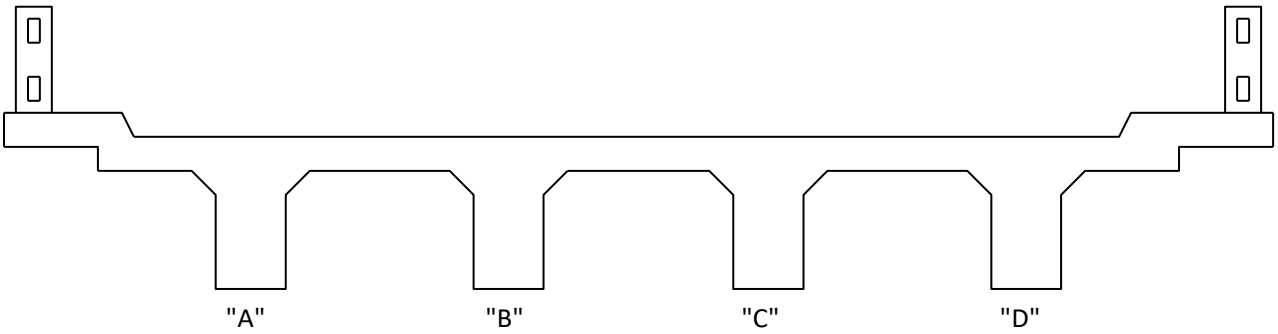
Bridge #:	90-SR353-00.45
Span #:	7 of 9
Date:	7/02/24

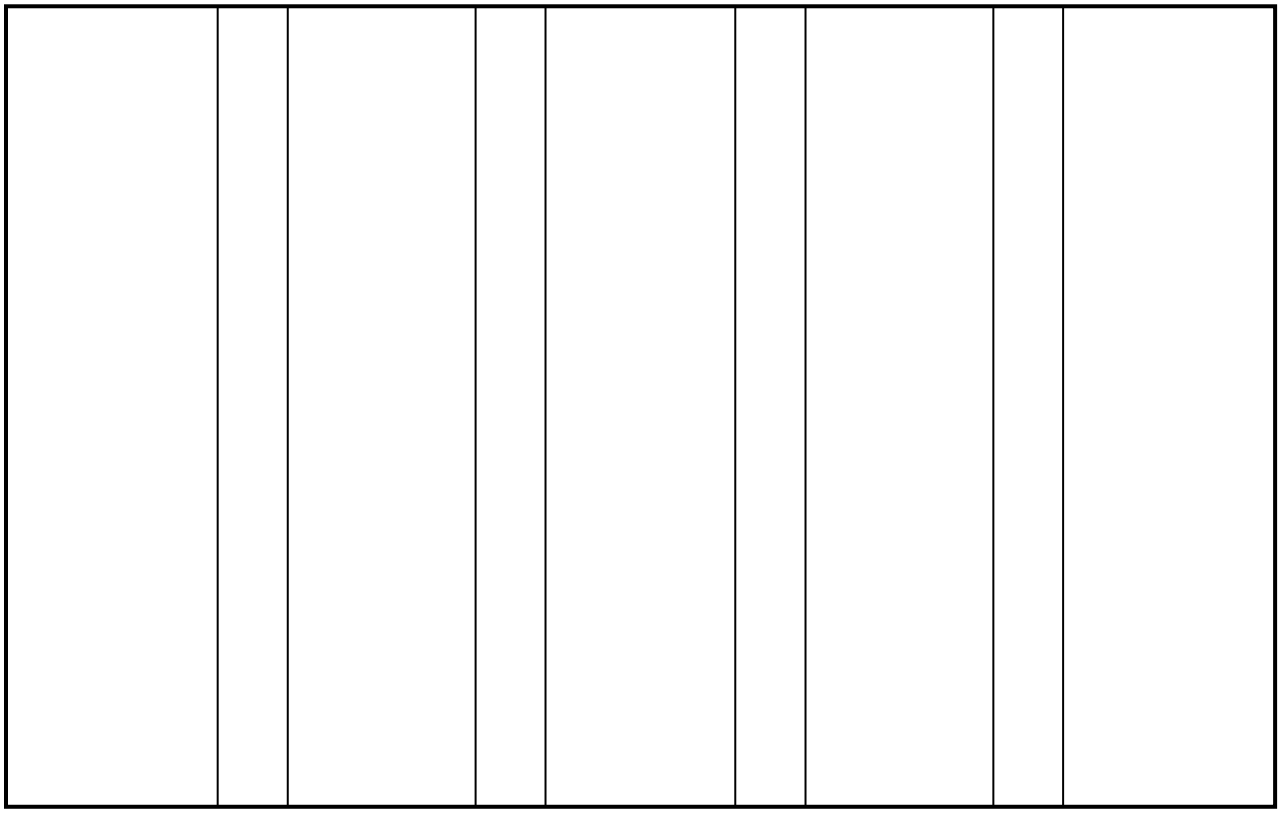




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

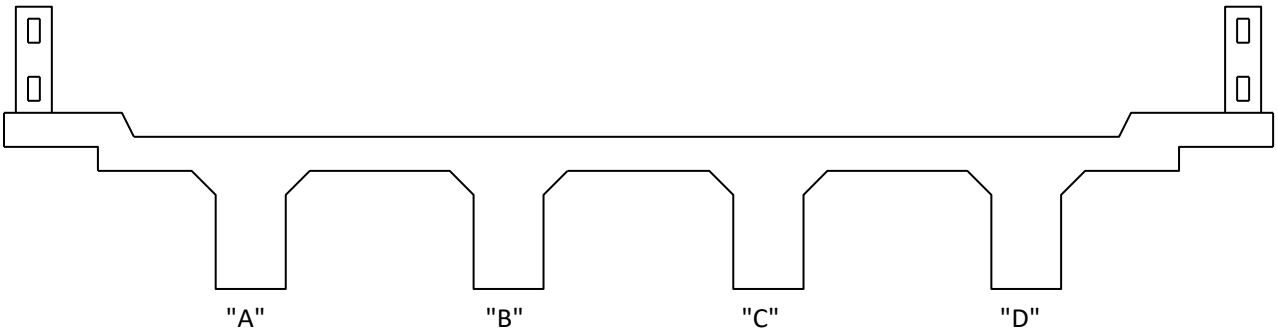
Bridge #:	90-SR353-00.45
Span #:	8 of 9
Date:	7/02/24

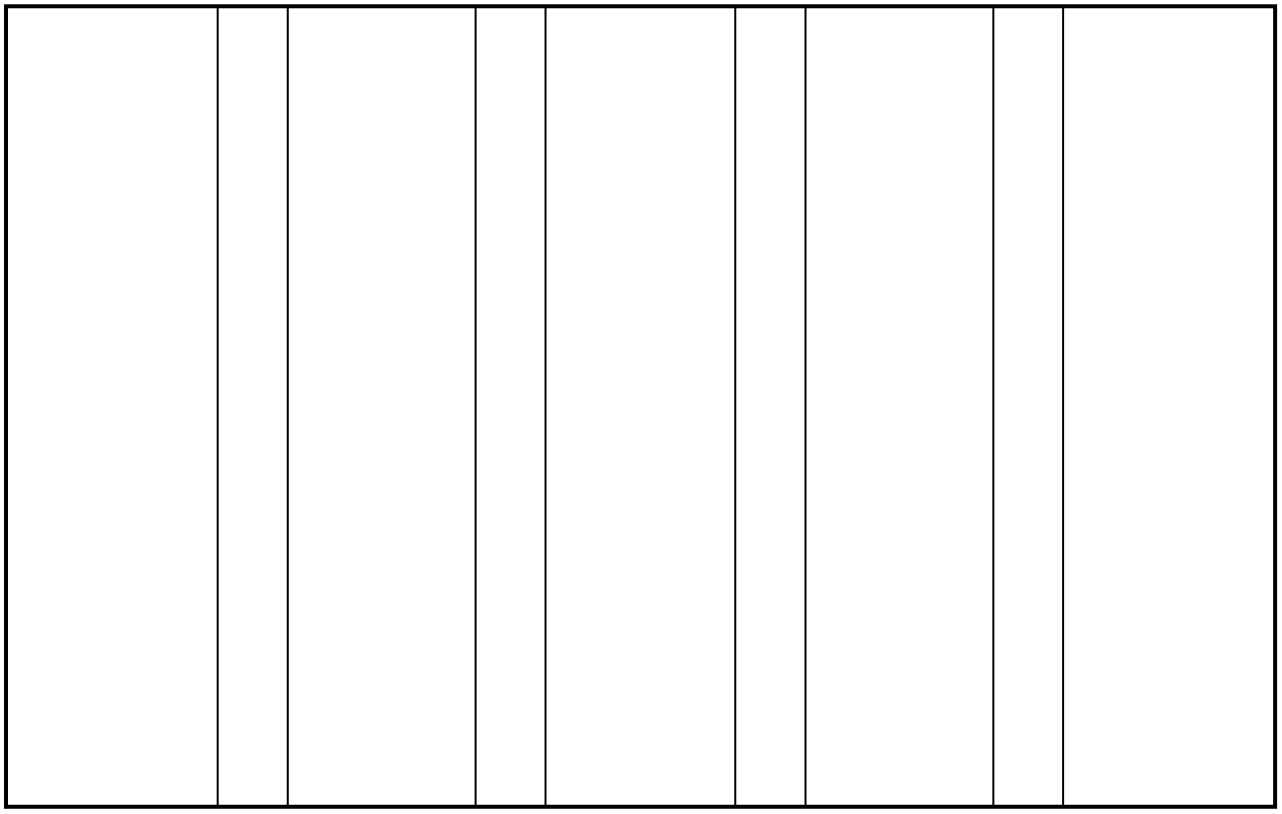




Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

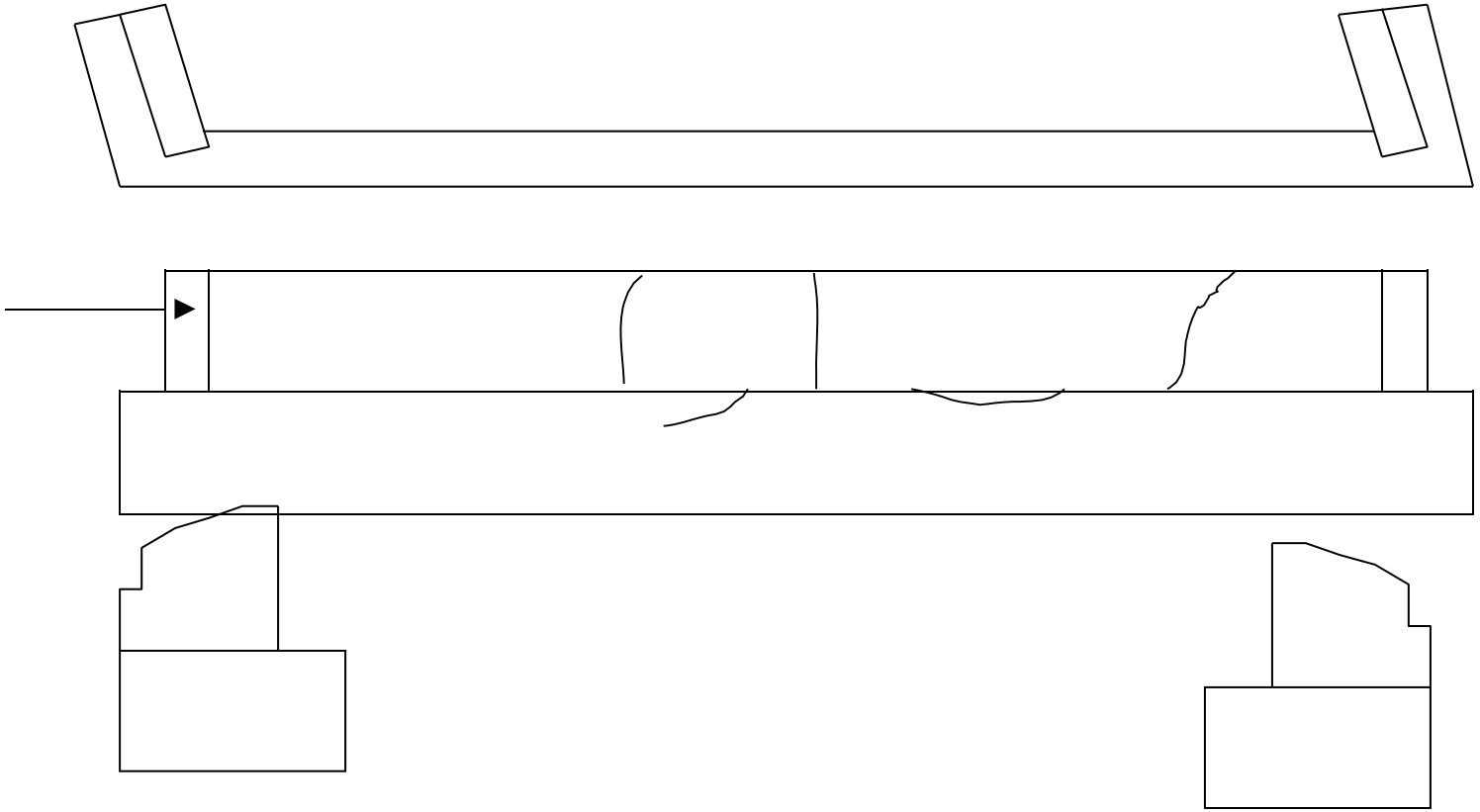
Bridge #:	90-SR353-00.45
Span #:	9 of 9
Date:	7/02/24





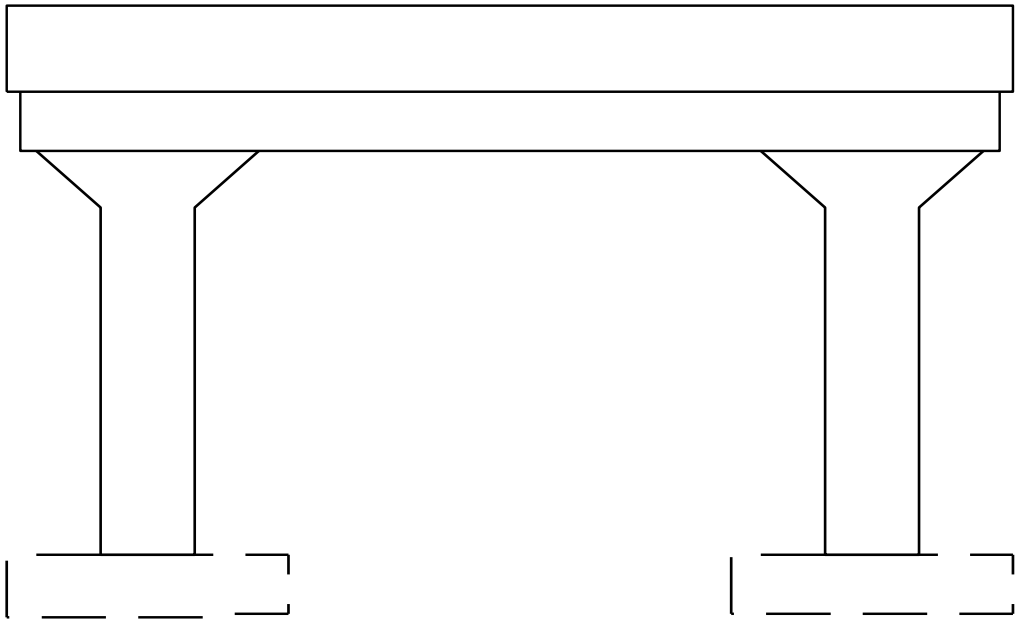
Element	Rating	Comments
Underside	F	
Diaphragms	G	
Beam “A”	F	
Beam “B”	F	
Beam “C”	F	
Beam “D”	F	

Bridge #: 90-SR353-00.45
Abutment #: 1
Date: 7/02/24



Element	Rating	Comments
Backwall	G	
Cap	G	
Wings	G	
Bearing Area	G	
Plumb	G	
Embankment	G	
Piles	N/V	
Rip Rap	G	

Bridge #:	90-SR353-00.45
Bent #:	1 of 3
Date:	7/02/24



Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	1 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	2 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	Heavy water stains
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	3 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	
Footing	G	Where visible
Bearing Area	G	
Plumb	G	

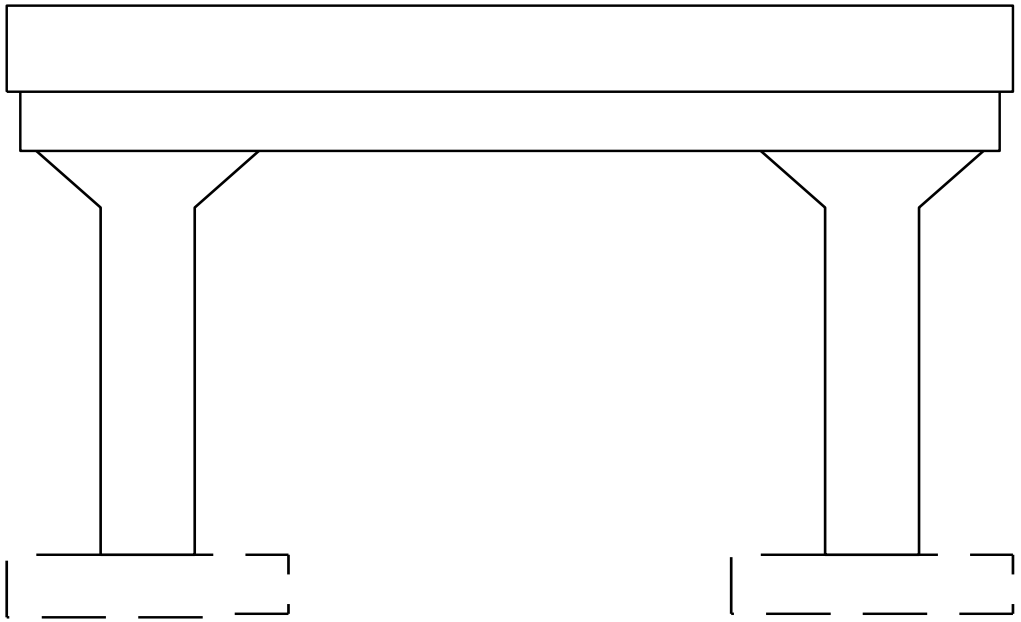
Bridge #:	90-SR353-00.45
Pier #:	4 of 5
Date:	7/02/24

Element	Rating	Comments
Cap	G	
Column	G	Moderate water abrasion
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Pier #:	5 of 5
Date:	7/02/24

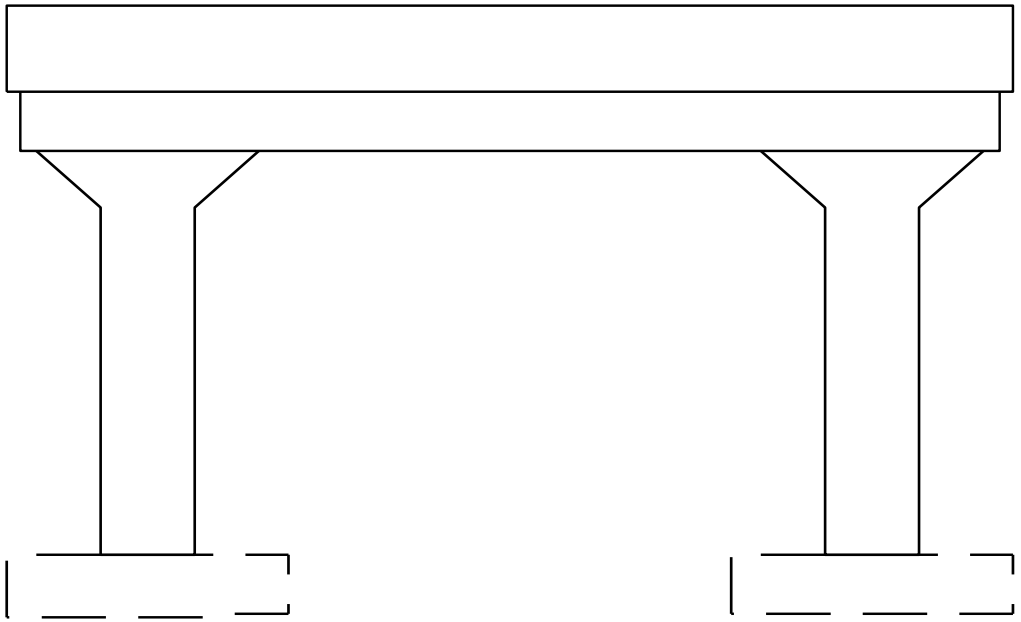
Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Bent #:	2 of 3
Date:	7/02/24



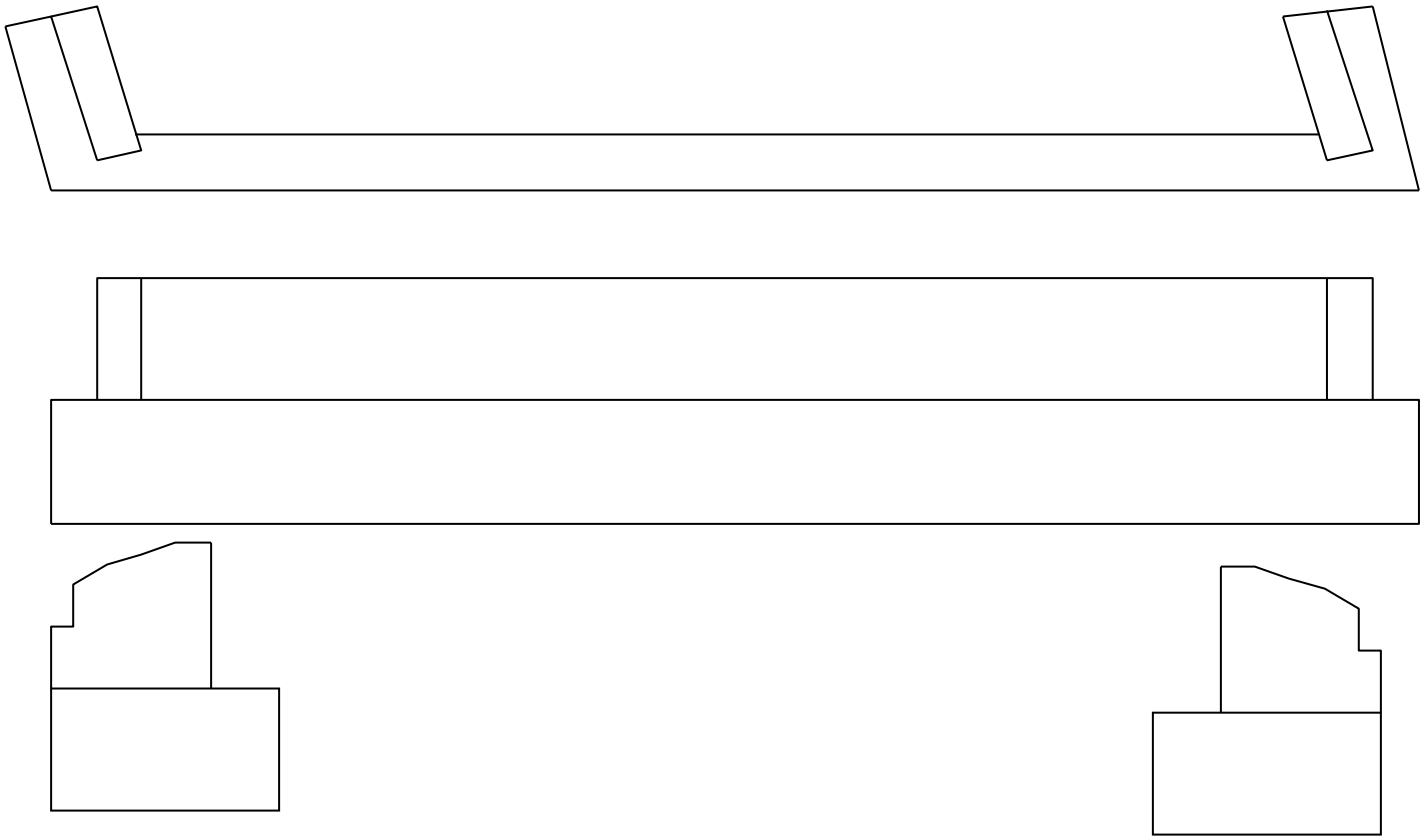
Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #:	90-SR353-00.45
Bent #:	3 of 3
Date:	7/02/24



Element	Rating	Comments
Cap	G	
Column	G	
Footing	N/V	
Bearing Area	G	
Plumb	G	

Bridge #: 90-SR353-00.45
Abutment #: 2
Date: 7/02/24



Element	Rating	Comments
Backwall	G	
Cap	G	
Wings	G	
Bearing Area	G	
Plumb	G	
Embankment	G	
Piles	G	
Rip Rap	G	

Project Design

Index Of Sheets

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

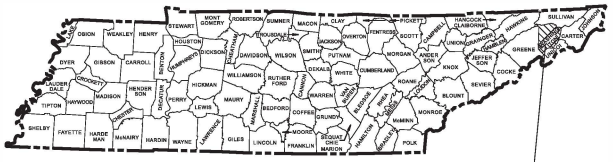
TENN.	YEAR	SHEET NO.
	2024	1
FED. AID PROJ. NO.	ER-BR-STP-353 (13)	
STATE PROJ. NO.	90S353-M1-005	

WASHINGTON COUNTY

S.R. 353 (BAILEY BRIDGE RD)
BRIDGE OVER NOLICHUCKY
L.M. 0.44 NOLICHUCKY RIVER

LINE AND GRADE

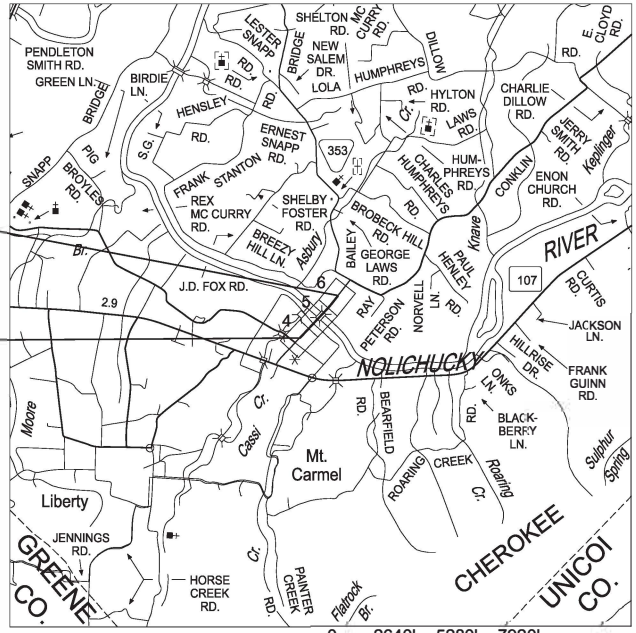
STATE HIGHWAY NO. 353 F.A.H.S. NO. N/A



BRIDGE ID. # 90S23860001

END PROJECT NO. 90S353-M1-005 PRELIMINARY
STA. 33+00.00
N 682022.3610 E 2975726.9590

BEGIN PROJECT NO. 90S353-M1-005 PRELIMINARY
STA. 11+00.00
N 680393.4160 E 2974249.9285



N

SCALE: 1"= 2640'

0 2640' 5280' 7920' FT

NO EXCLUSIONS

ROAD TO BE CLOSED DURING CONSTRUCTION

CONCEPTUAL PLANS

SEALED BY

APPROVED: _____
WILL REID, CHIEF ENGINEER

DATE:

APPROVED: _____
HOWARD H. ELEY, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: AMBER WARREN

DESIGNER : PATRICK FIVEASH, P.E. CHECKED BY : MATT NEWMAN, P.E.

P.E. NO. 90S353-M1-005 (NEPA)

PIN NO. 135866.08

R.O.W. LENGTH	0.373 MILES
ROADWAY LENGTH	0.326 MILES
BRIDGE LENGTH	0.091 MILES
PROJECT LENGTH	0.417 MILES

SURVEY 10-10-24	TRAFFIC DATA	
UPDATED 10-18-24	AADT (2025)	1,420
	AADT (2045)	1,820
	DHV (2045)	218
	D	65-35
	T (AADT)	5 %
	T (DHV)	3 %
	V	50 MPH

COORDINATES ARE NAD/83(2011), ARE ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B MODEL, OBTAINED ON 09-30-24.

11/20/2024 4:57:40 PM
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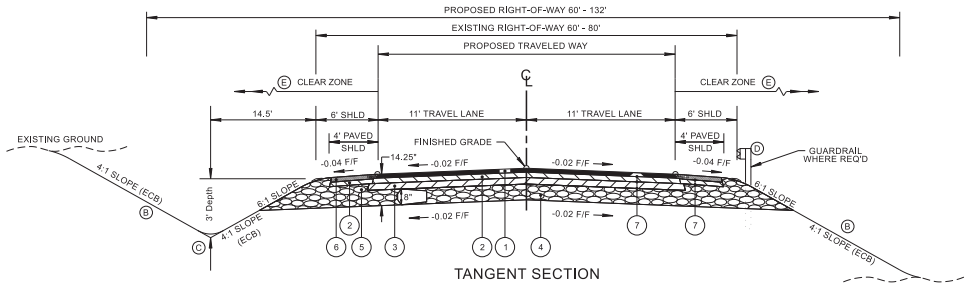


TANGENT SECTION
SR 353 (BAILEY BRIDGE RD)

(BASED ON STD. DWG. RD11-TS-2)
FROM STA. 11+00.00 TO STA. 17+62.00
FROM STA. 22+42.00 TO STA. 30+50.00

Ⓐ THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

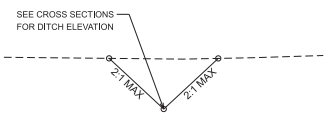
Ⓑ SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

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

Ⓓ SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

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

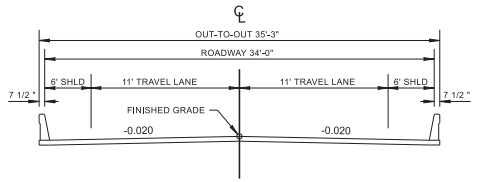
Ⓕ FULL DEPTH SECTION PROVIDED FOR PAVMENT REPAIR AREAS. DEPARTMENT REPRESENTATIVE TO DETERMINE LIMITS OR PAVEMENT SECTION.



INDEPENDENT SPECIAL DITCH
(SR-353)

FROM STA. 17+45.50 LT TO STA. 18+05.63 LT
FROM STA. 17+45.50 RT TO STA. 18+20.11 RT

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	2B

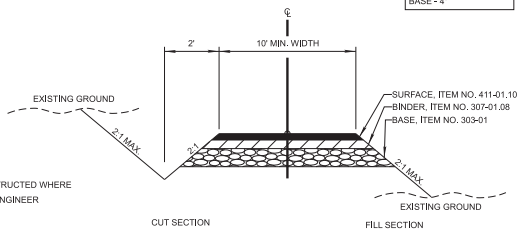


BRIDGE SECTION
SR 353 (BAILEY BRIDGE RD)

FROM STA. 17+62.00 TO STA. 22+42.00

FIELD OR RESIDENTIAL

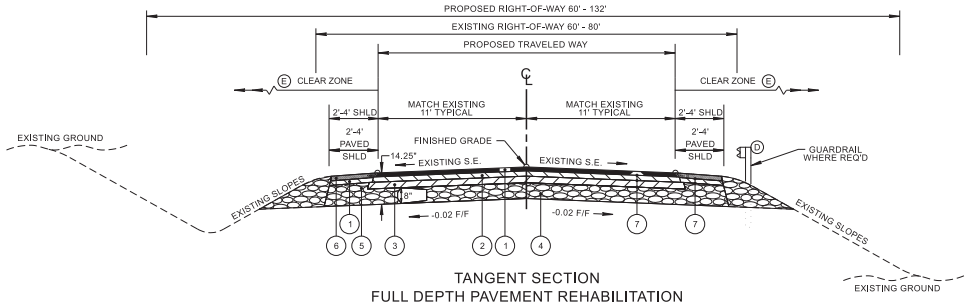
SURFACE - 1½"
BINDER - NONE
BASE - 4"



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

CUT SECTION FILL SECTION

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

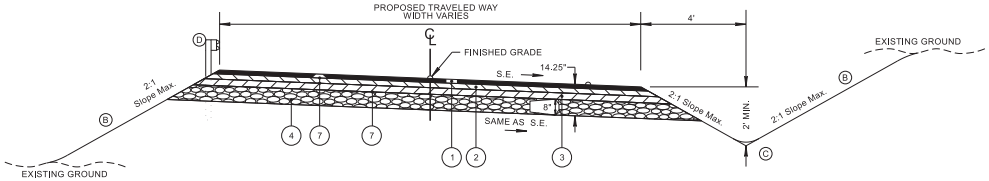


TANGENT SECTION
FULL DEPTH PAVEMENT REHABILITATION
SR 353 (BAILEY BRIDGE RD)

FROM STA. 30+50.00 TO STA. 33+00.00

PROPOSED PAVEMENT SCHEDULE

1	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.10 ACS MIX (PG64-22) GRADING "D"
2	BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M"
3	BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"
4	MINERAL AGGREGATE @ 8"± THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
5	MINERAL AGGREGATE @ 11"± THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
6	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "E" SHOULDER @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.07 ACS MIX (PG64-22) GRADING "D"
7	TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) AT 0.15 GALLONS/S.Y. SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD



SUPERELEVATED SECTION
(O.O. MOORE CUL-DE-SAC)

(BASED ON STD. DWG. RD11-TS-1A)

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DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE		90S353-M1-005	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)*			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	PERM SLOPE	CONST
				BOOK	PAGE											
1A	JOHN A. & ANNA K. MOORE	100	018.00	644	75	16.583		16.583	0.362		0.362	16.221				
1B	JOHN A. & ANNA K. MOORE	100	018.00	644	75	0.157		0.157				0.157				
2	TERESA MOORE PAINTER	100	034.02	R600	480		1.165	1.165		2597 S.F.	2597 S.F.		1.105			
3A	LLOYD F. FLEENOR JR.& SALLIE KATE IRR LIV TRUST	100	029.00	R919	1749		22.014	22.014		0.587	0.587		21.427			
3B	LLOYD F. FLEENOR JR.& SALLIE KATE IRR LIV TRUST	100	029.00	R919	1749		0.368	0.368		1522 S.F.	1522 S.F.		0.333			
4A	JONATHAN B. PHILLIPS	100	018.02	R1081	2006	0.412		0.412	2443 S.F.		2443 S.F.	0.356				
4B	JONATHAN B. PHILLIPS	100	018.02	R1081	2006	3877 S.F.		3877 S.F.				3877 S.F.				
5	STEVEN& MARY FRANCES SCOTT	100	020.03	R1089	1729	13.209		13.209	0.590		0.590	12.619				
6A	STEVENW. SCOTT	100	020.01	R1116	1698	12.099		12.099				12.099				
6B	STEVENW. SCOTT	100	020.01	R1116	1698		21.388	21.388		0.655	0.655		20.733			
ACQUISITION TOTALS (ACRES)									2.344*							

* FEE SIMPLE ROW ACQUISITION AREAS WERE OBTAINED AS TEMPORARY CONSTRUCTION EASEMENT FOR RIGHT-OF-ENTRY PURPOSES.

DISTURBED AREA

IN BETWEEN SLOPE LINES	3.085	(AC)
TOTAL DISTURBED AREA	5.251	(AC)
TOTAL PROJECT AREA	5.251	(AC)

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DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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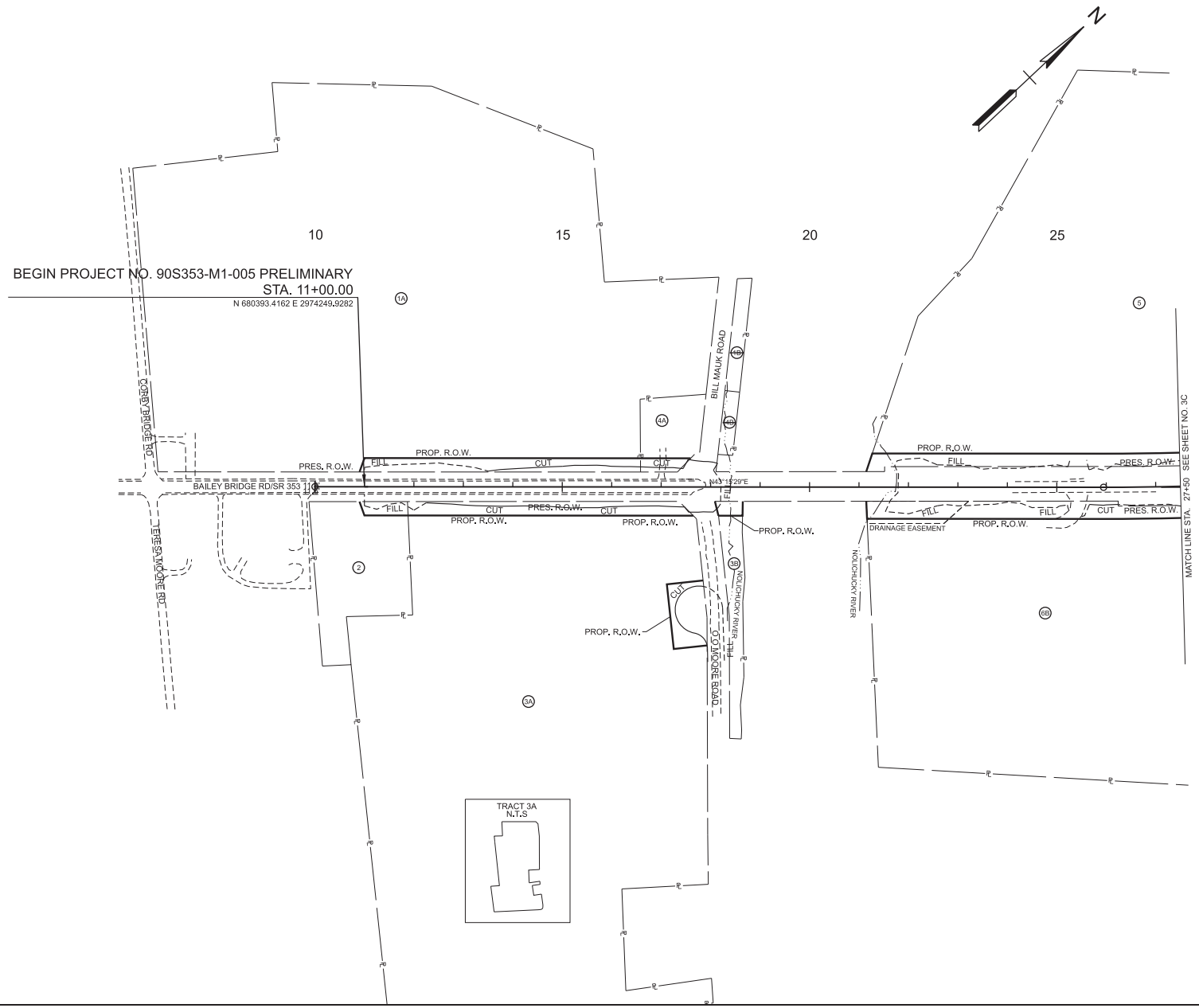
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	3B

REVISION 11/21/2024:
REVISED SLOPE LINES FOR FIELD ENTRANCE
ON TRACT 6B



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COORDINATES ARE NAD 83(2011). ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

B.O.P. TO STA. 27+50.00
SCALE: 1" = 100'

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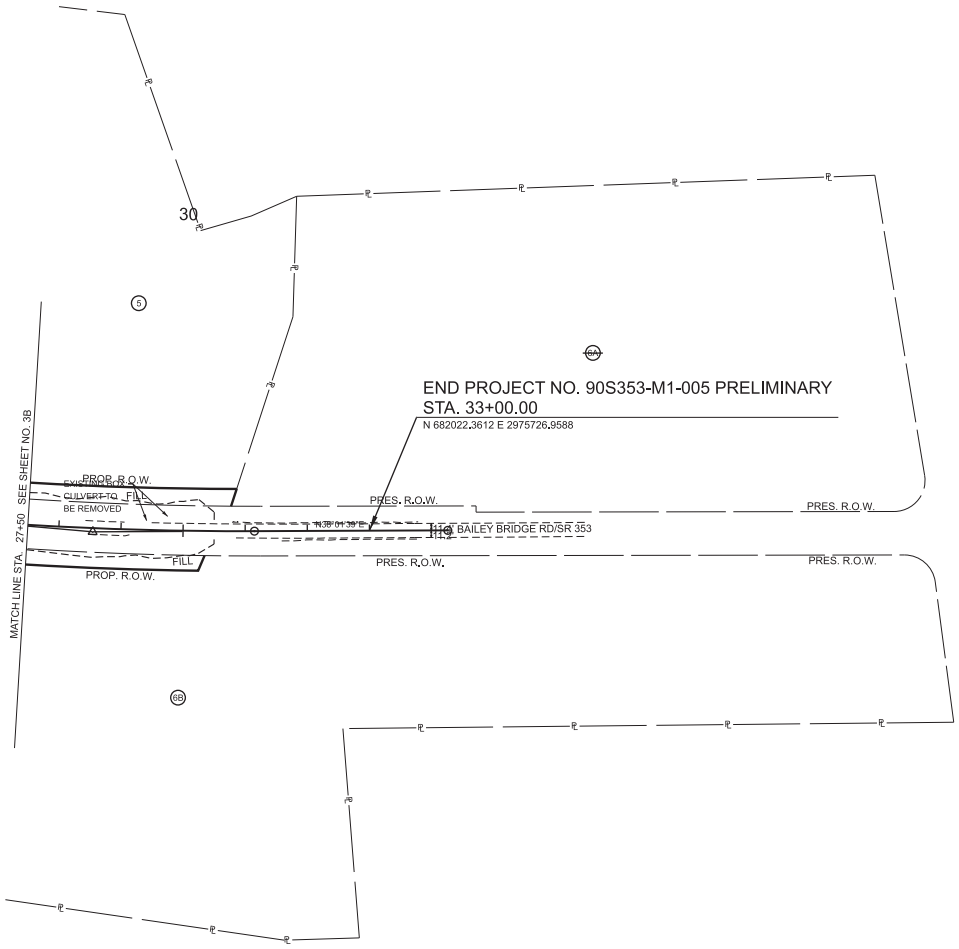
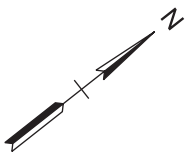
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	3C





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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 27+50.00 TO E.O.P.
SCALE: 1" = 100'

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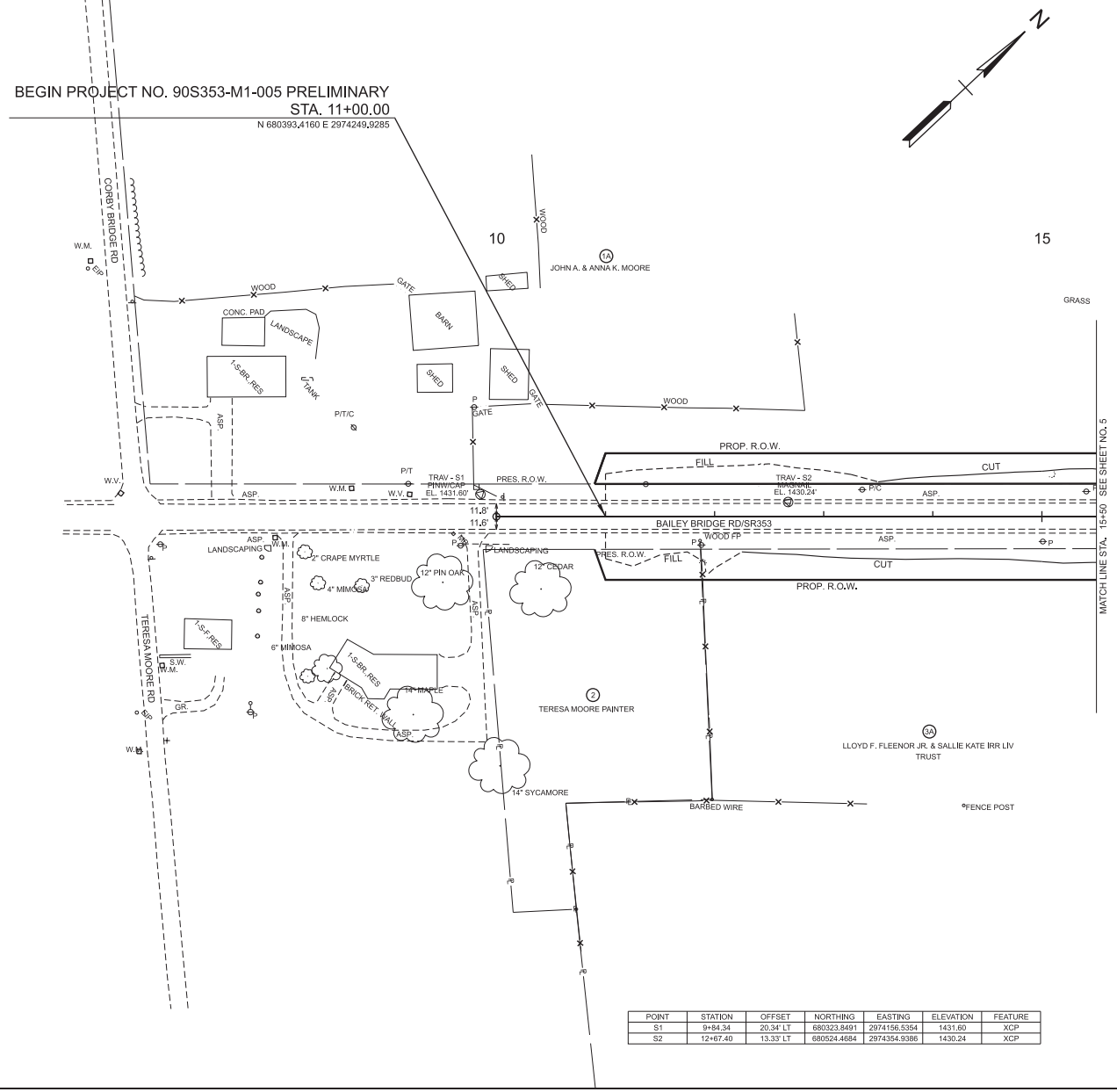
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	4



POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S1	9+84.34	20.34' LT	680323.8491	2974156.5354	1431.60	XCP
S2	12+67.40	13.33' LT	680524.4684	2974354.9386	1430.24	XCP

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

B.O.P. TO STA. 15+50.00
SCALE: 1" = 50'

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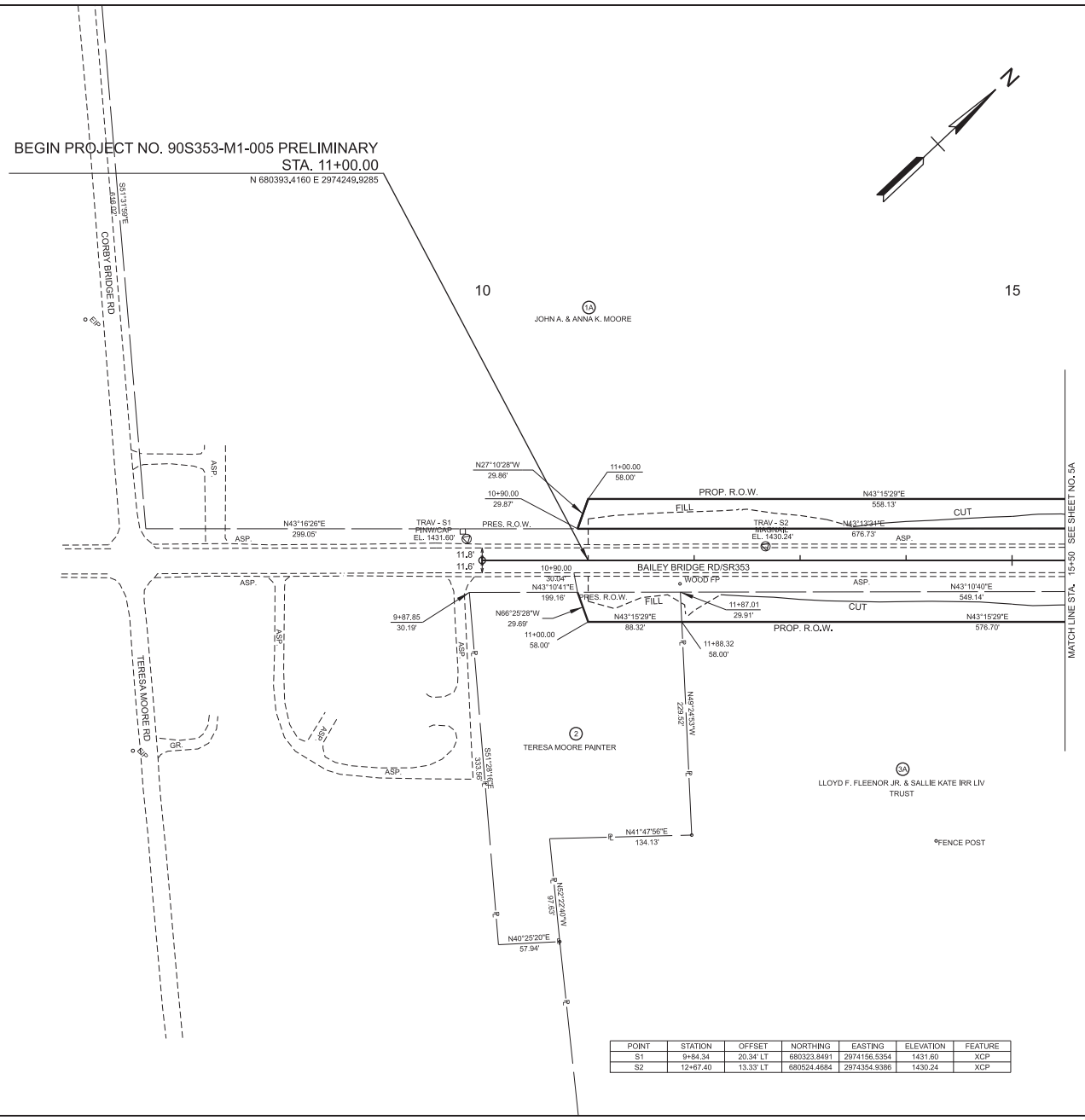
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	4A



POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S1	9+84.34	20.34' LT	680323.8491	2974156.5354	1431.60	XCP
S2	12+67.40	13.33' LT	680524.4684	2974354.9386	1430.24	XCP

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

B.O.P. TO STA. 15+50.00
SCALE: 1" = 50'

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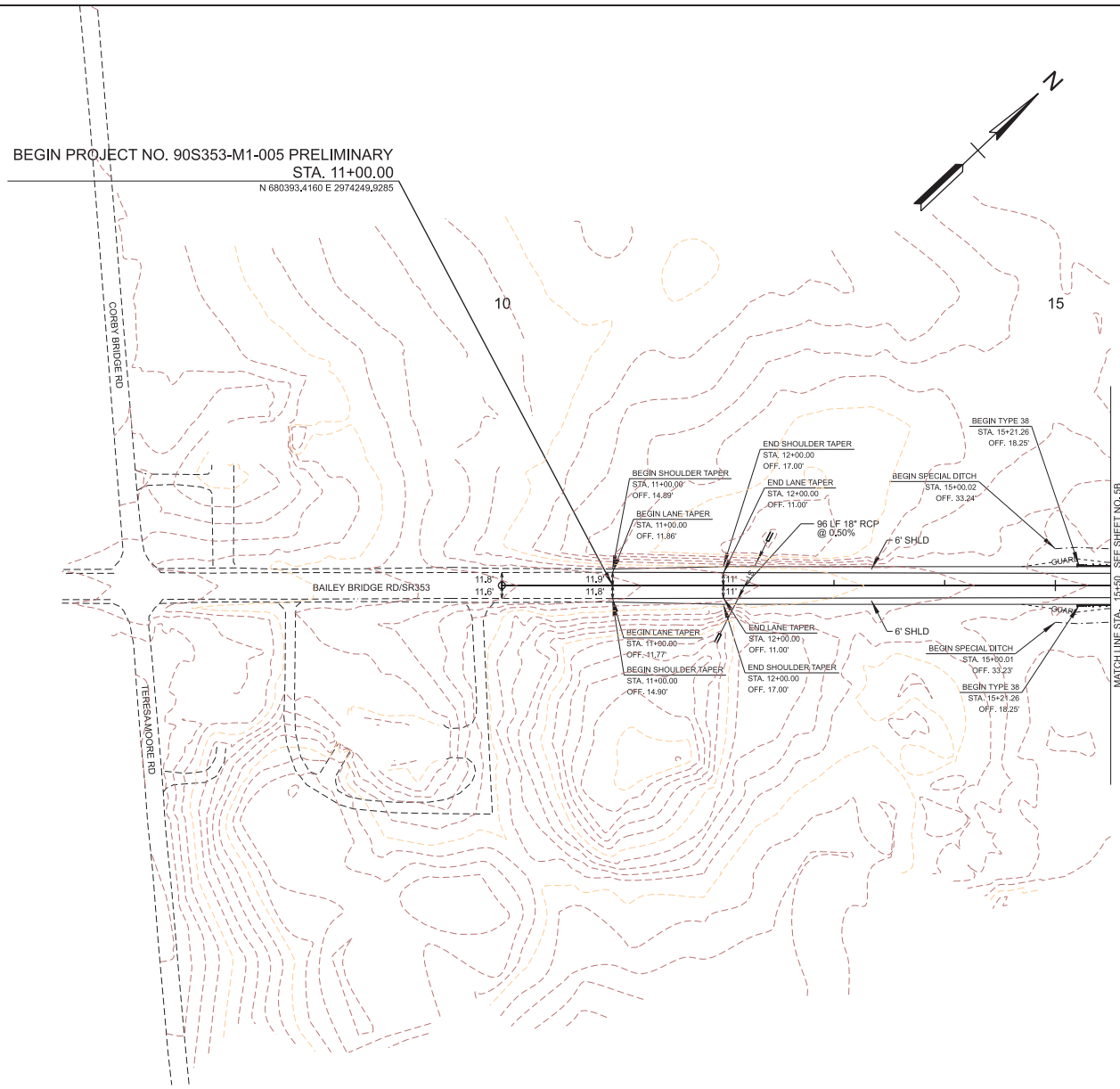
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	4B



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COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL..

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

B.O.P. TO STA. 15+50.00
SCALE: 1" = 50'

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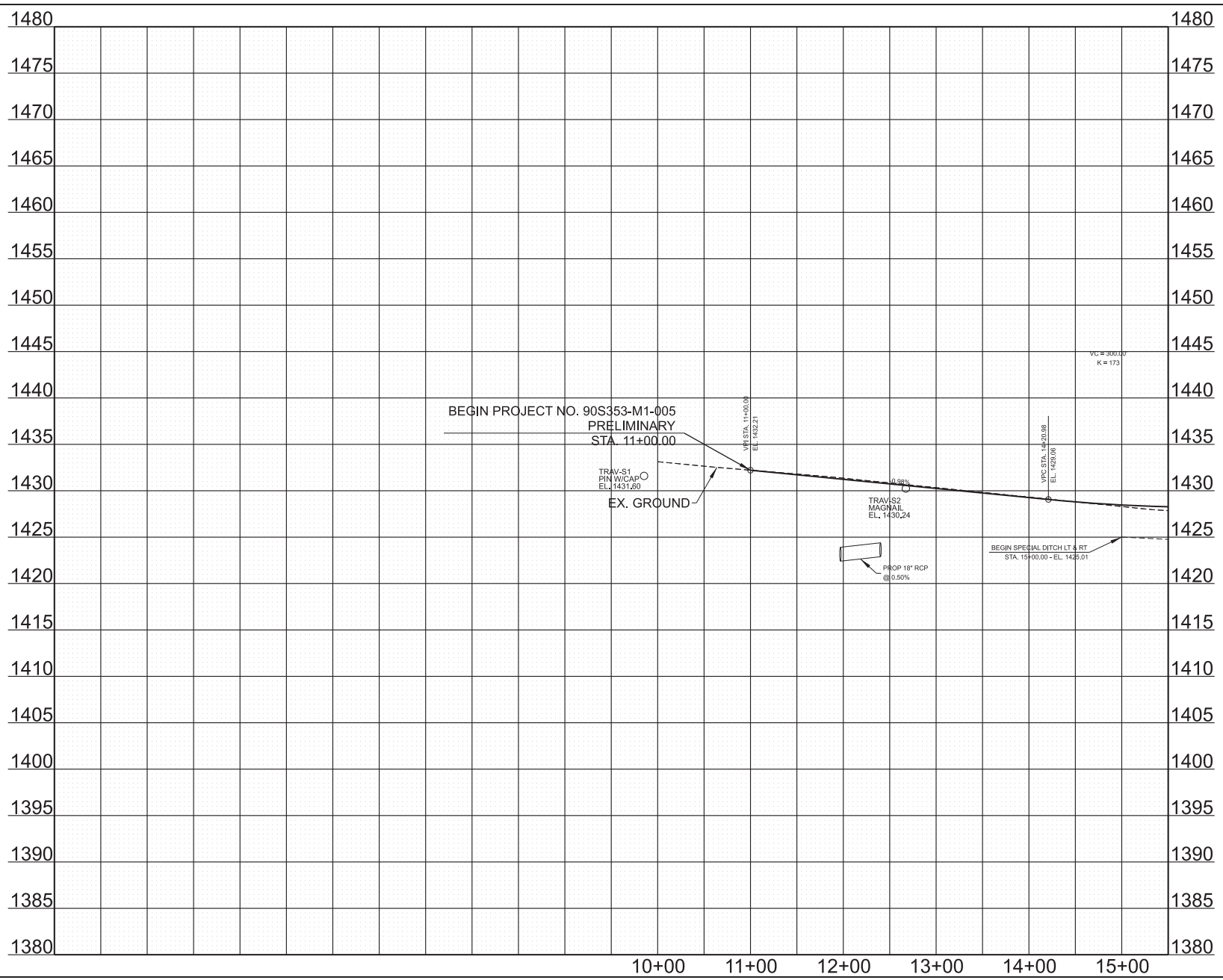

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	4C

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

B.O.P. TO STA. 15+50.00

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

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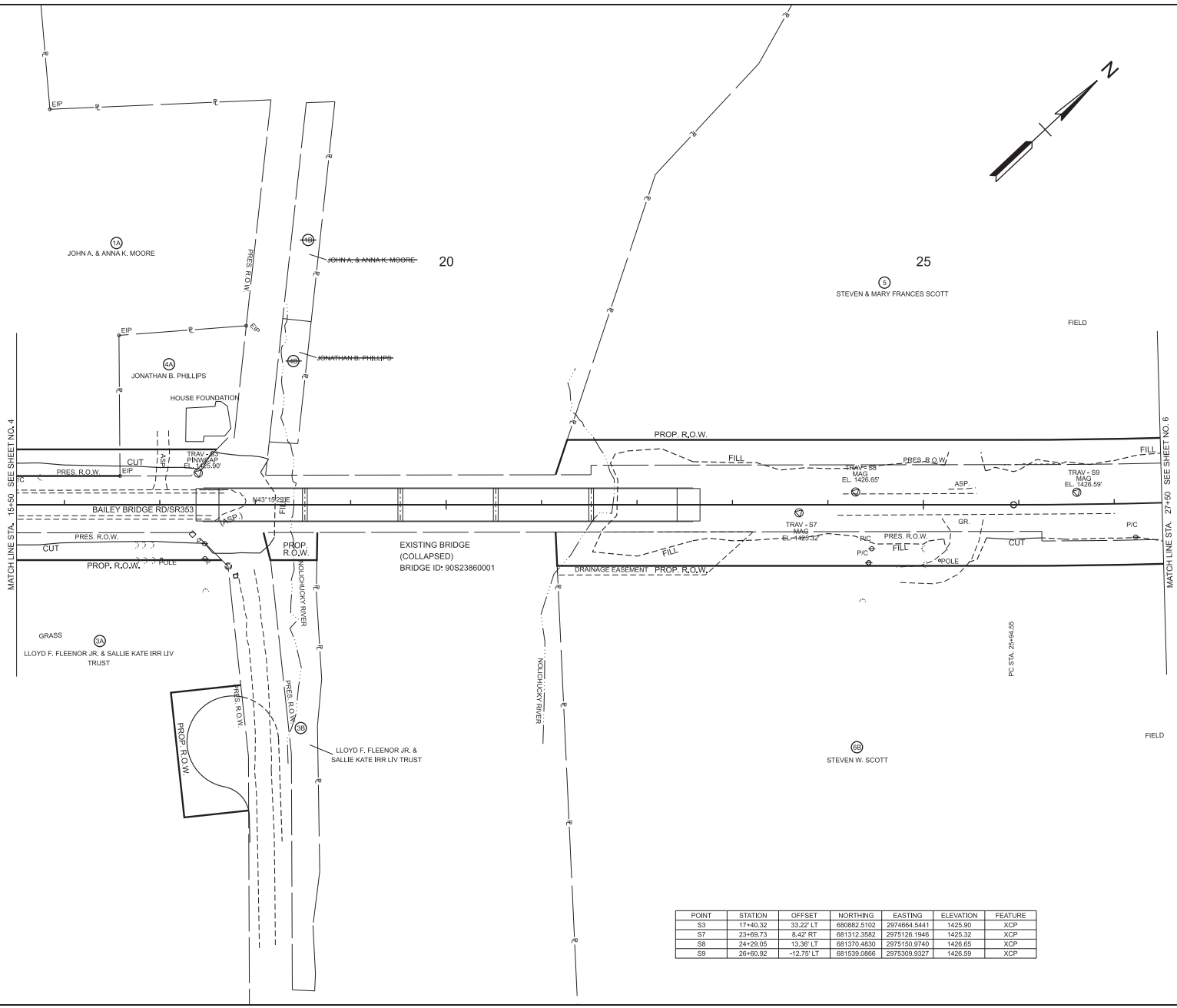

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	5

REVISION 11/21/2024:
REVISED SLOPE LINES FOR FIELD ENTRANCE
ON TRACT 6B

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S3	17+40.32	33.22' LT	680882.5102	2974664.5441	1425.90	XCP
S7	23+69.73	8.42' RT	681312.3582	2975126.1946	1425.32	XCP
S8	24+29.05	13.36' LT	681370.4830	2975150.9740	1426.65	XCP
S9	26+60.92	-12.75' LT	681539.0866	2975309.9327	1426.59	XCP

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

PRESENT LAYOUT

STA. 15+50.00 TO STA. 27+50.00
SCALE: 1" = 50'

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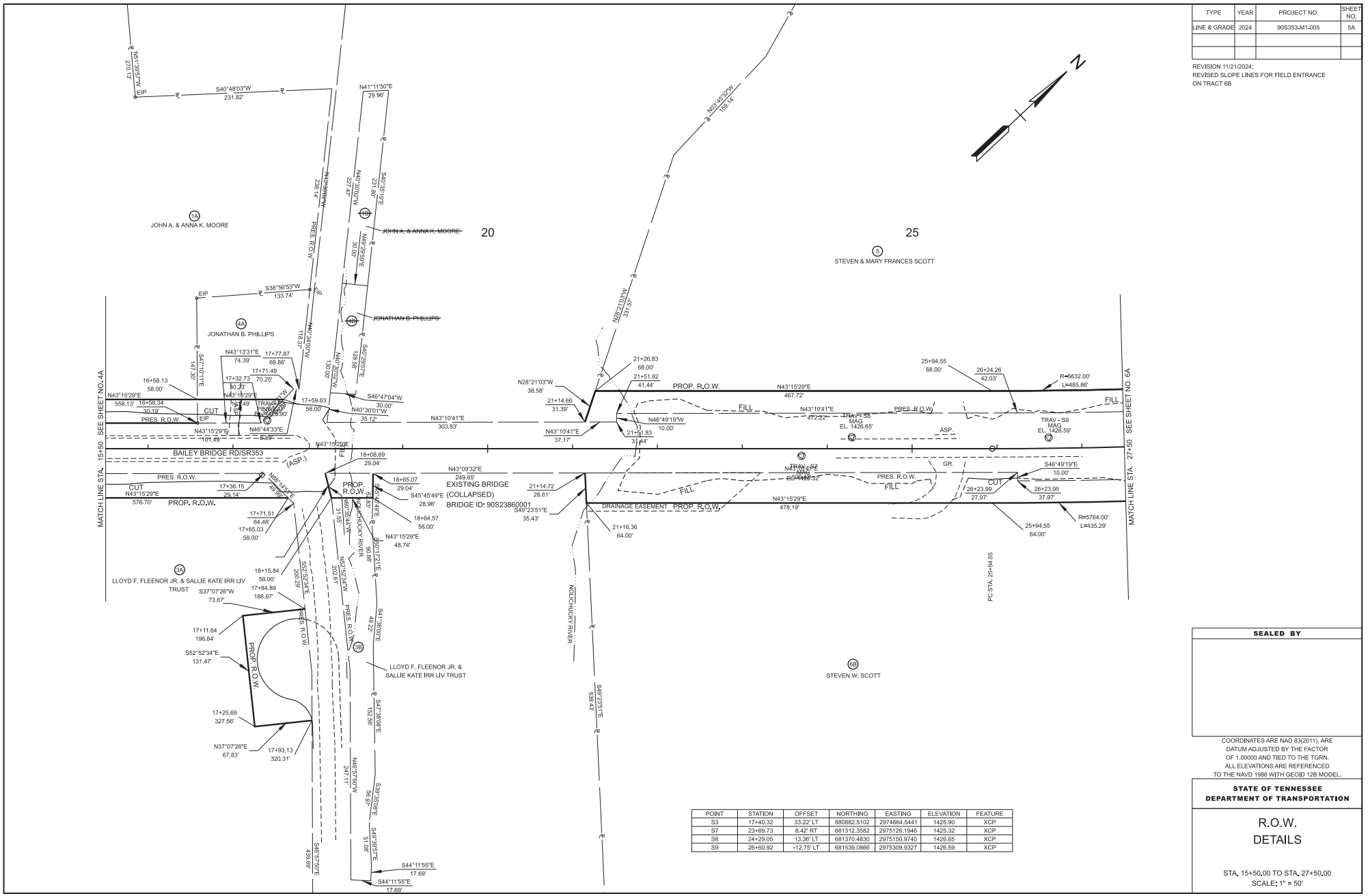

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S3	17+40.32	33.22' LT	680882.5102	2974664.5441	1425.90	XCP
S7	23+69.73	8.42' RT	681312.3582	2975126.1946	1425.32	XCP
S8	24+29.05	13.36' LT	681370.4830	2975150.9740	1426.65	XCP
S9	26+60.92	-12.75' LT	681539.0866	2975309.9327	1426.59	XCP

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	5A

REVISION 11/21/2024:
REVISED SLOPE LINES FOR FIELD ENTRANCE
ON TRACT 6B

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COORDINATES ARE NAD 83(2011). ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
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TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 15+50.00 TO STA. 27+50.00
SCALE: 1" = 50'

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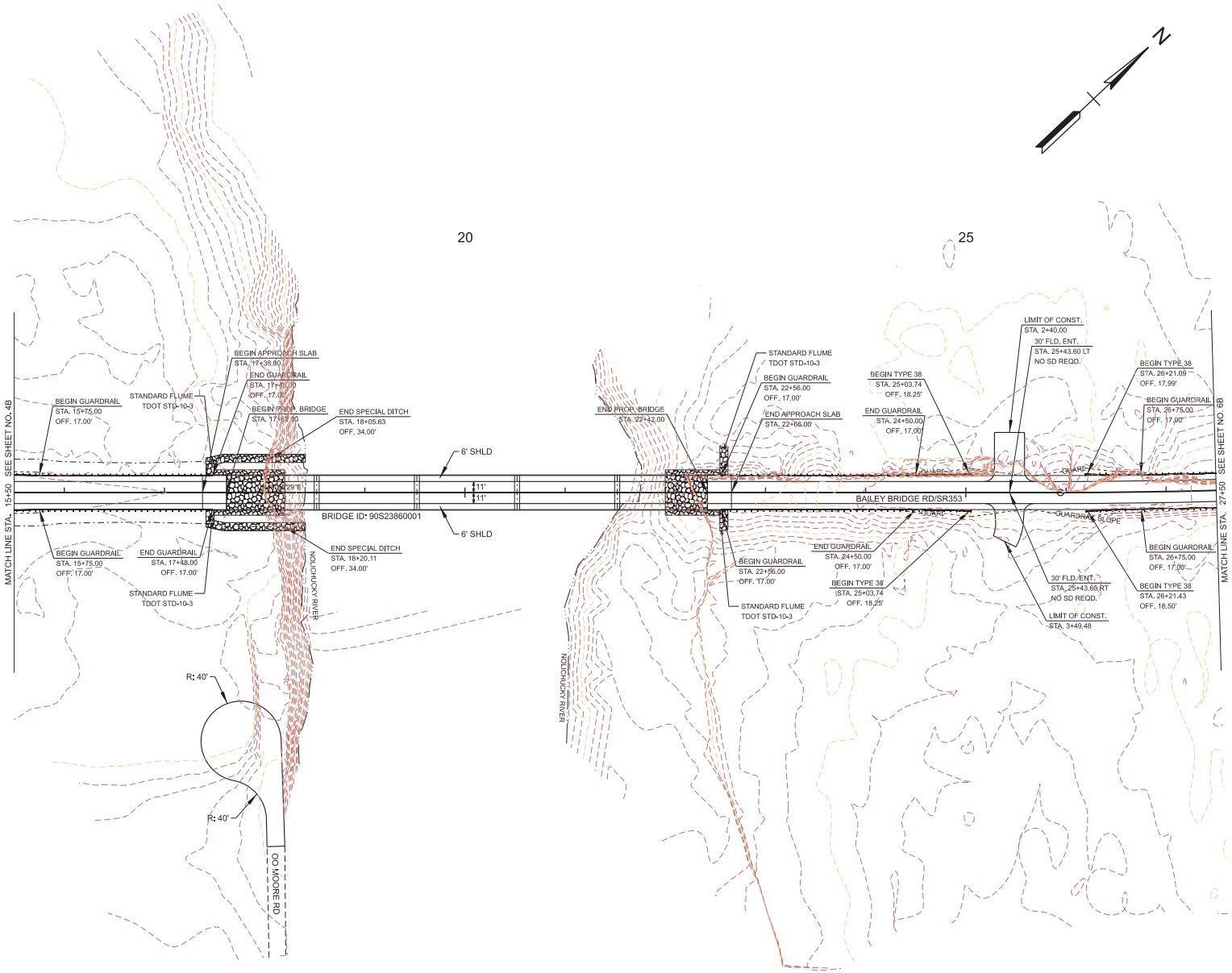
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	5B

REVISION 11/21/2024:
REVISED LIMITS FOR FIELD ENTRANCE AT STATION 25+43.60 RT



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COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 15+50.00 TO STA. 27+50.00
SCALE: 1" = 50'

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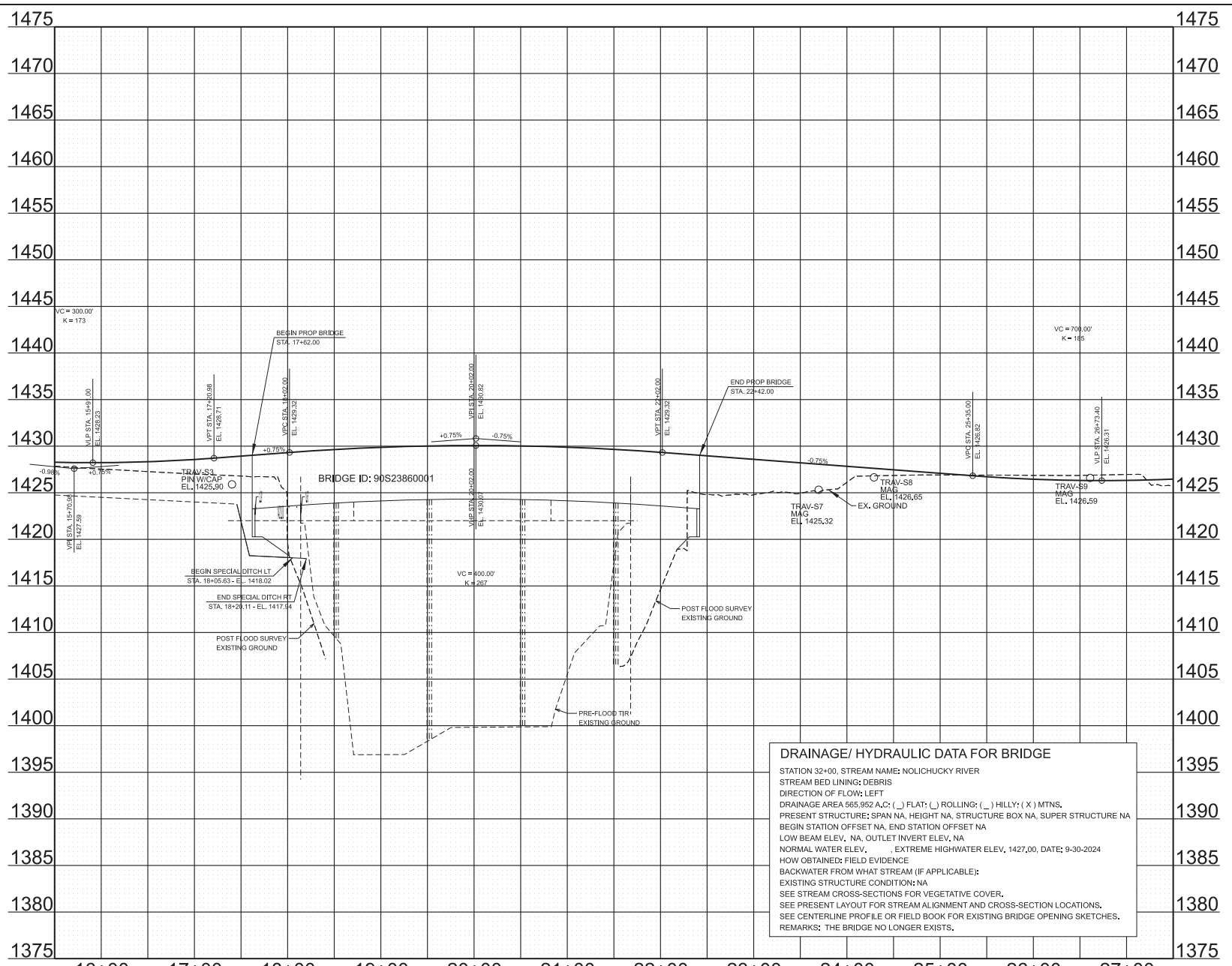

DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 32+00, STREAM NAME: NOLICHUCKY RIVER
STREAM BED LINING: DEBRIS
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 565,952 A.C: (_) FLAT: (_) ROLLING: (_) HILLY: (X) MTNS.
PRESENT STRUCTURE: SPAN NA, HEIGHT NA, STRUCTURE BOX NA, SUPER STRUCTURE NA
BEGIN STATION OFFSET NA, END STATION OFFSET NA
LOW BEAM ELEV. NA, OUTLET INVERT ELEV. NA
NORMAL WATER ELEV. , EXTREME HIGHWATER ELEV. 1427.00, DATE: 9-30-2024
HOW OBTAINED: FIELD EVIDENCE
BACKWATER FROM WHAT STREAM (IF APPLICABLE):
EXISTING STRUCTURE CONDITION: NA
SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER.
SEE PRESENT LAYOUT FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.
SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.
REMARKS: THE BRIDGE NO LONGER EXISTS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	5C

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 15+50.00 TO STA. 27+50.00

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

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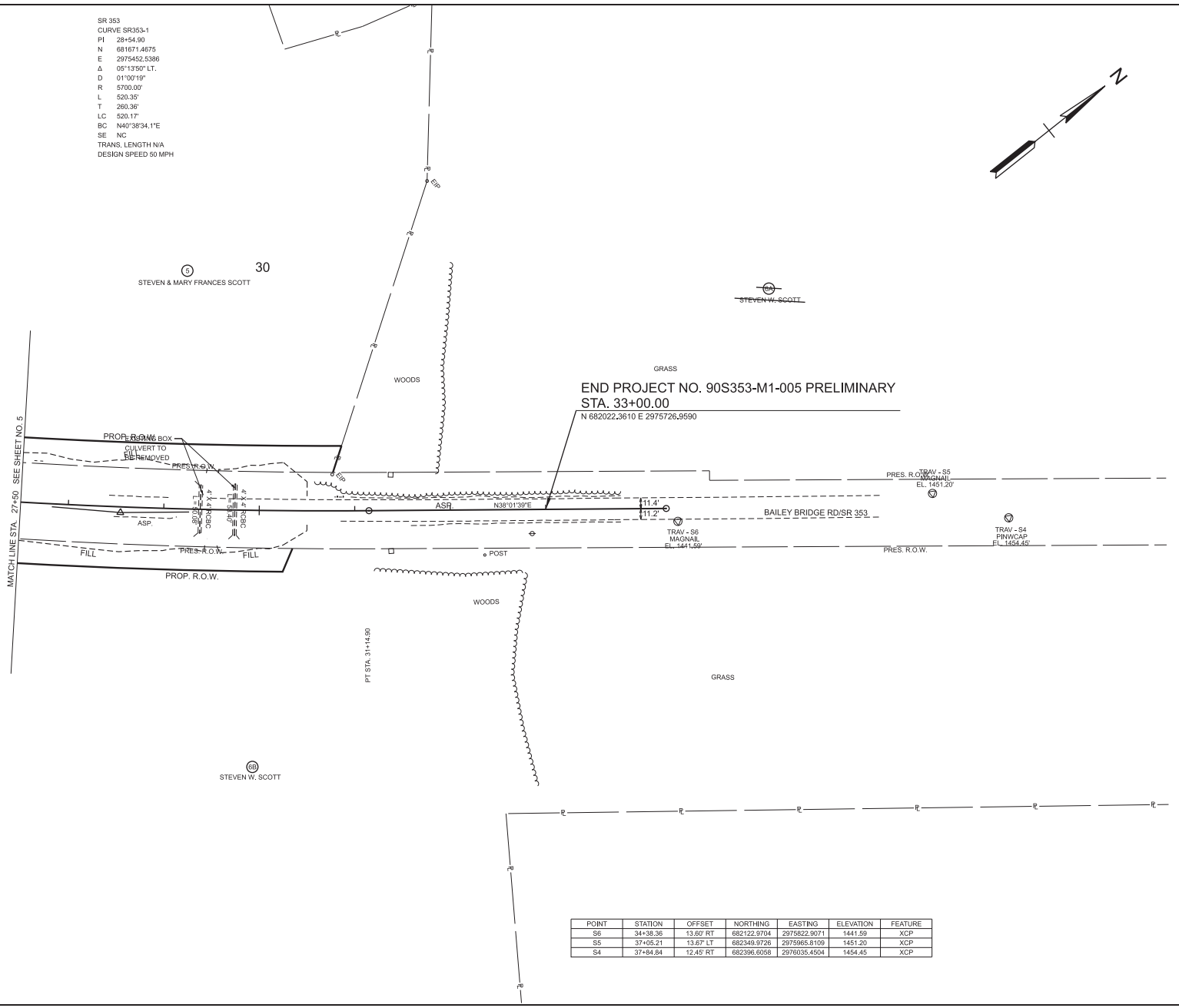
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	6

SR 353
CURVE SR353-1
PI 28+54.90
N 681671.4675
E 2975452.5386
Δ 05°13'50" LT.
D 01°00'19"
R 5700.00'
L 520.35'
T 260.36'
LC 520.17'
BC N40°38'34.1"E
SE NC
TRANS, LENGTH N/A
DESIGN SPEED 50 MPH



POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S6	34+38.36	13.60' RT	682122.9704	2975822.9071	1441.59	XCP
S5	37+05.21	13.67' LT	682349.9726	2975965.8109	1451.20	XCP
S4	37+84.84	12.45' RT	682396.6058	2976035.4504	1454.45	XCP

SEALED BY

COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 27+50.00 TO E.O.P.
SCALE: 1" = 50'

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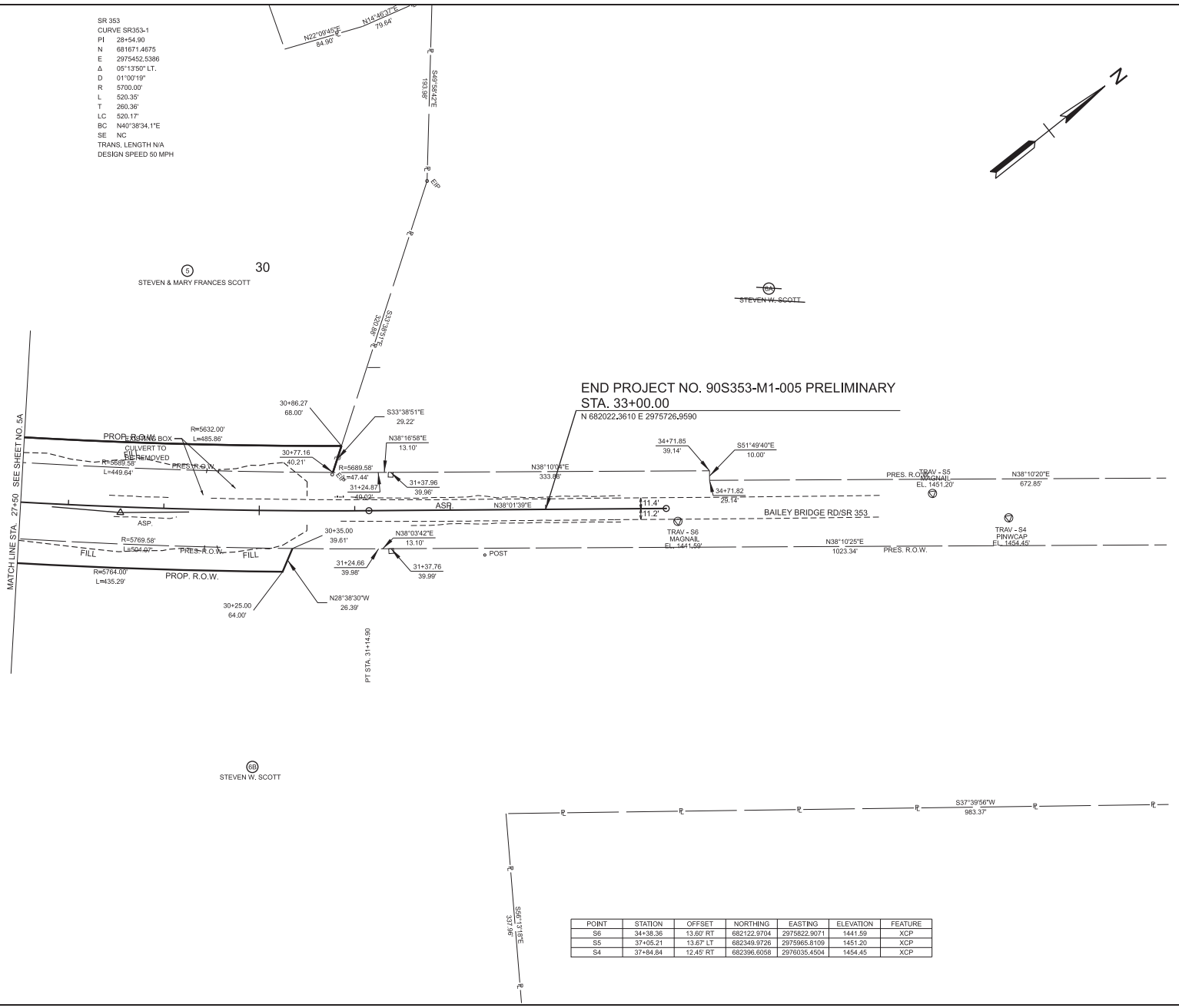
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	6A

SR 353
CURVE SR353-1
PI 28+54.90
N 681671.4675
E 2975452.5386
Δ 05°13'50" LT.
D 01°00'19"
R 5700.00'
L 520.35'
T 260.36'
LC 520.17'
BC N40°38'34.1"E
SE NC
TRANS. LENGTH N/A
DESIGN SPEED 50 MPH



POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
S6	34+38.36	13.60' RT	682122.9704	2975822.9071	1441.59	XCP
S5	37+05.21	13.67' LT	682349.9726	2975965.8109	1451.20	XCP
S4	37+84.84	12.45' RT	682396.6058	2976035.4504	1454.45	XCP

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAILS

STA. 27+50.00 TO E.O.P.
SCALE: 1" = 50'

11/20/2024 5:20:49 PM
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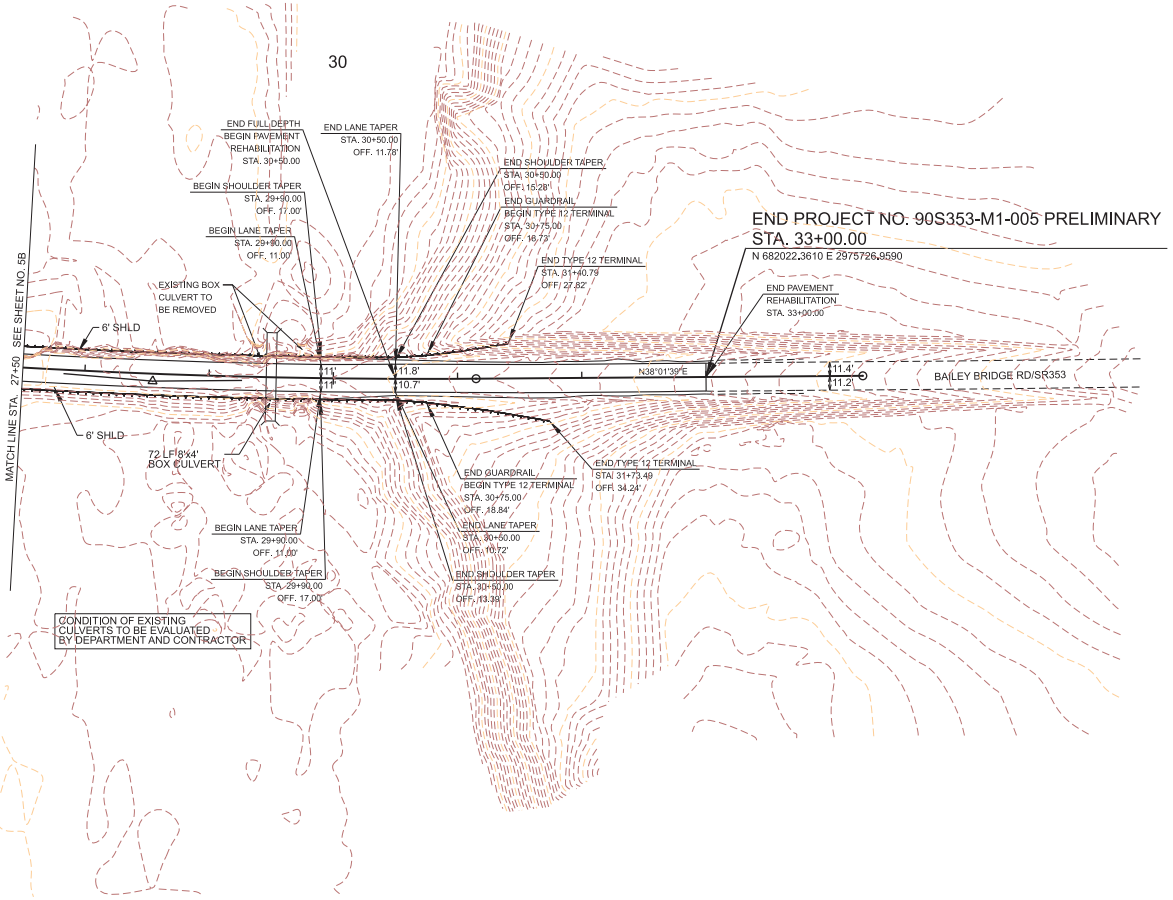
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	6B



SEALED BY

COORDINATES ARE NAD 83(2011). ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 27+50.00 TO E.O.P.
SCALE: 1" = 50'

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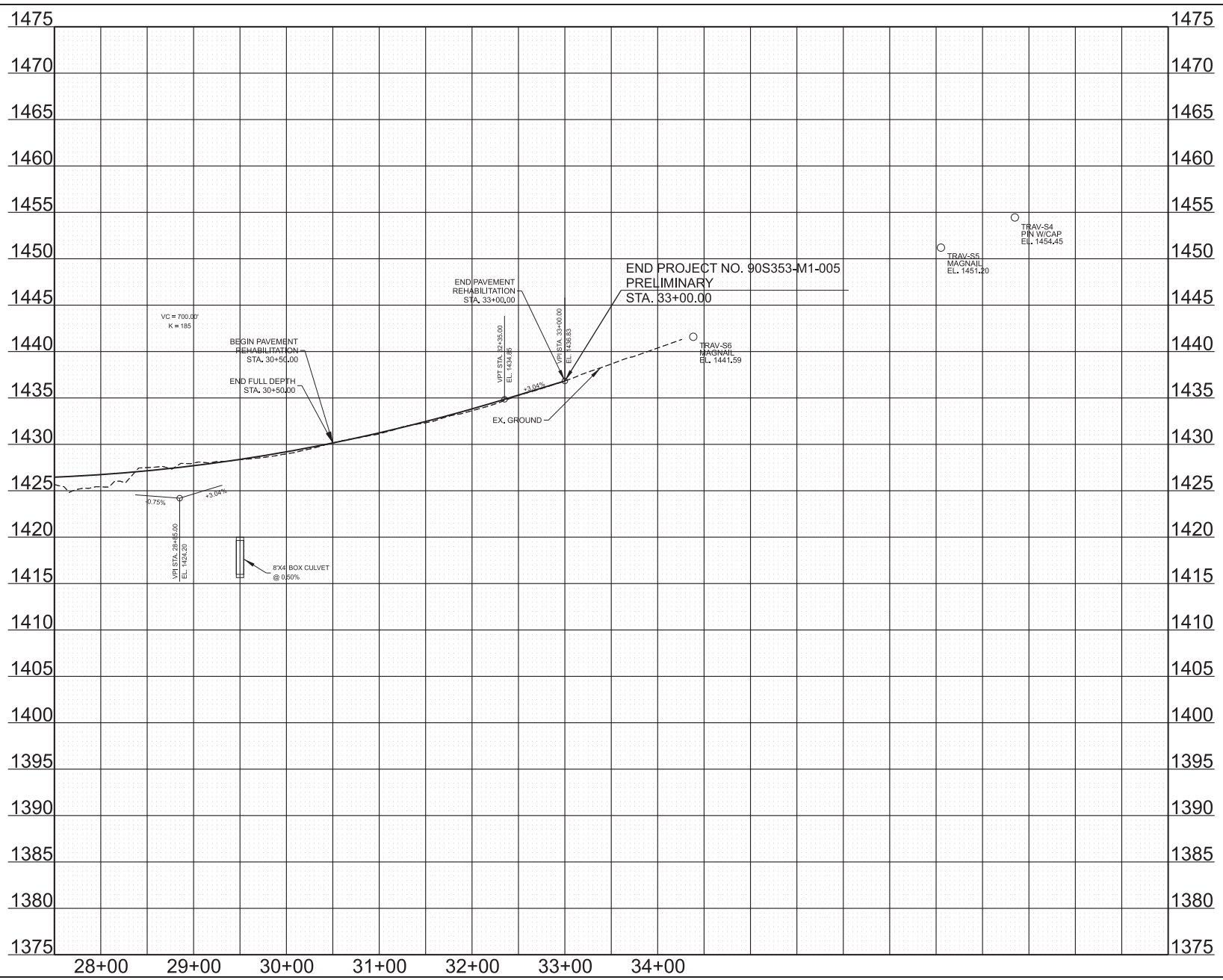

TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	6C

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 27+50.00 TO STA. E.O.P.

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

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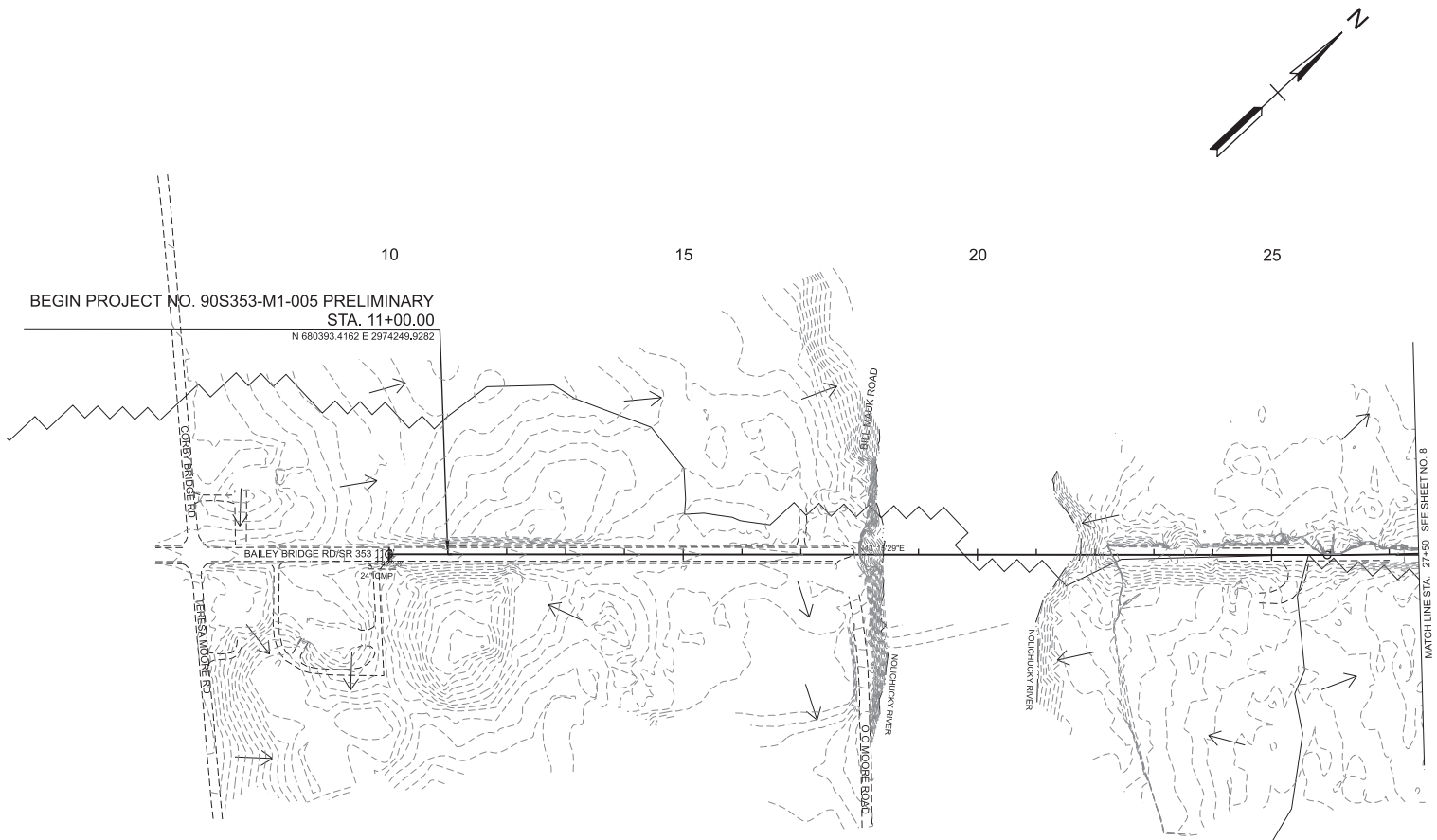
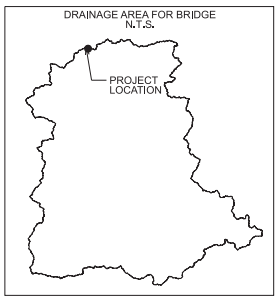
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	7





DRAINAGE/ HYDRAULIC DATA FOR BRIDGE

STATION 20+02, STREAM NAME: NOLICHUCKY RIVER
STREAM BED LINING: DEBRIS
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 565.952 A.C: (_) FLAT: (_) ROLLING: (_) HILLY: (X) MTNS.
PRESENT STRUCTURE: SPAN NA, HEIGHT NA, STRUCTURE BOX NA,
SUPER STRUCTURE NA
BEGIN STATION OFFSET NA, END STATION OFFSET NA
LOW BEAM ELEV. NA, OUTLET INVERT ELEV. NA
NORMAL WATER ELEV. , EXTREME HIGHWATER ELEV. 1427.00,
DATE: 9-30-2024
HOW OBTAINED: FIELD EVIDENCE
BACKWATER FROM WHAT STREAM (IF APPLICABLE):
EXISTING STRUCTURE CONDITION: NA
SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER.
SEE PRESENT LAYOUT FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.
SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.
REMARKS: THE BRIDGE NO LONGER EXISTS.

SEALED BY

COORDINATES ARE NAD 83(2011). ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

B.O.P. TO STA. 27+50.00
SCALE: 1" = 100'

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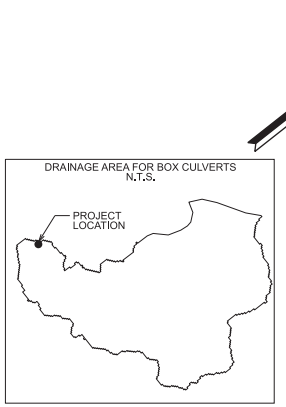
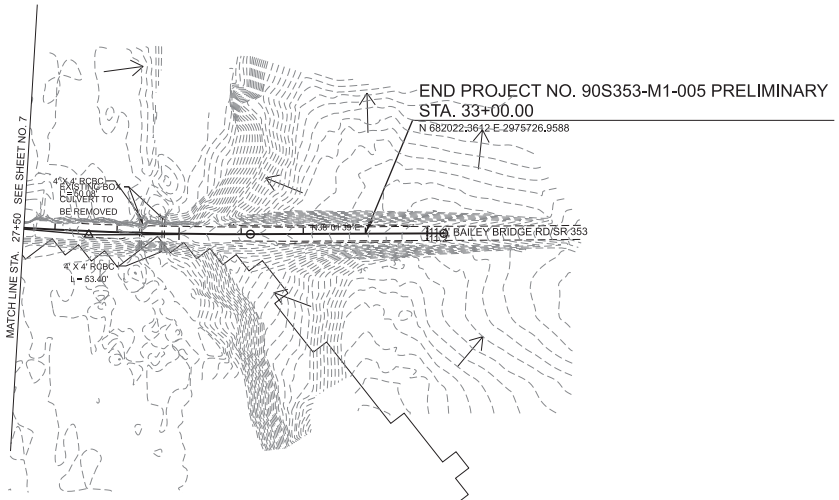
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	8



30



STATION 20+02, STREAM NAME: UNNAMED TRIBUTARY TO NOLICHUCKY RIVER
STREAM BED LINING: DEBRIS
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 313.6 A.C: (_) FLAT: (_) ROLLING: (_) HILLY: (X) MTNS.
PRESENT STRUCTURE: (2) 4'x4' REINFORCED CONCRETE BOX CULVERTS
BEGIN STATION OFFSET NA, END STATION OFFSET NA
LOW BEAM ELEV. NA, OUTLET INVERT ELEV. NA
NORMAL WATER ELEV. , EXTREME HIGHWATER ELEV.
DATE: 9-30-2024
HOW OBTAINED: FIELD EVIDENCE
BACKWATER FROM WHAT STREAM (IF APPLICABLE):
EXISTING STRUCTURE CONDITION: N/A .
SEE PRESENT LAYOUT FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.
REMARKS: BOTH CULVERTS WERE DAMAGED DURING FLOOD EVENT.
CONTRACTOR AND TDOT TO EVALUATE EXISITNG CONDITION OF REMAINING CULVERT.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 27+50.00 TO E.O.P.
SCALE: 1" = 100'

11/20/2024 5:01:51 PM
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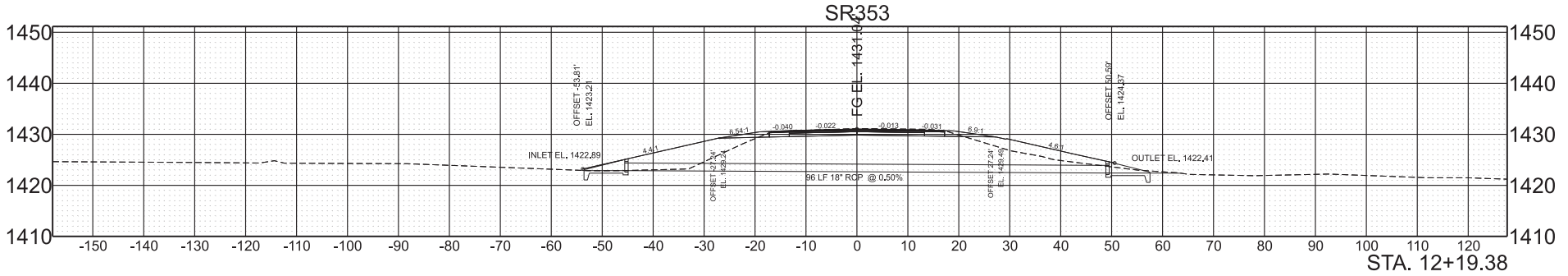
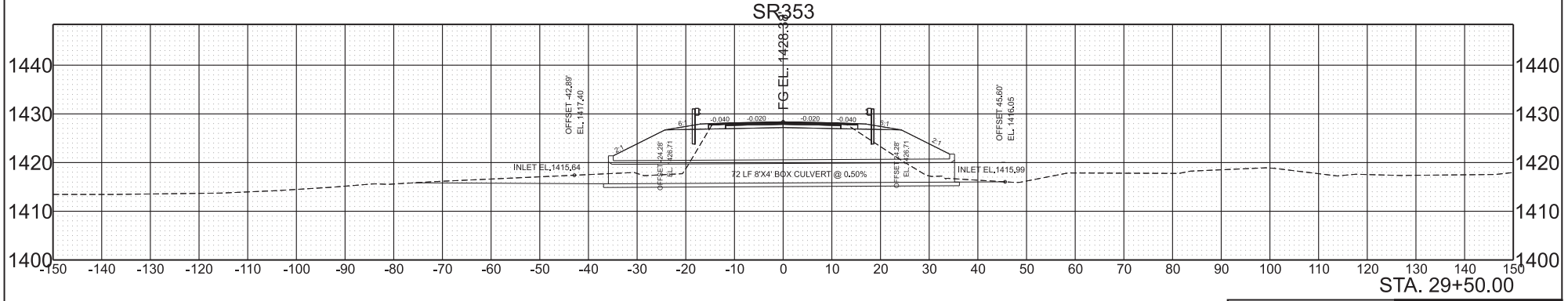
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	9





SCALE:	1"=10' HORIZ.	BEGIN STA. 29+50.00
	1"=10' VERT.	END STA. 29+50.00

11/20/2024 5:01:45 PM
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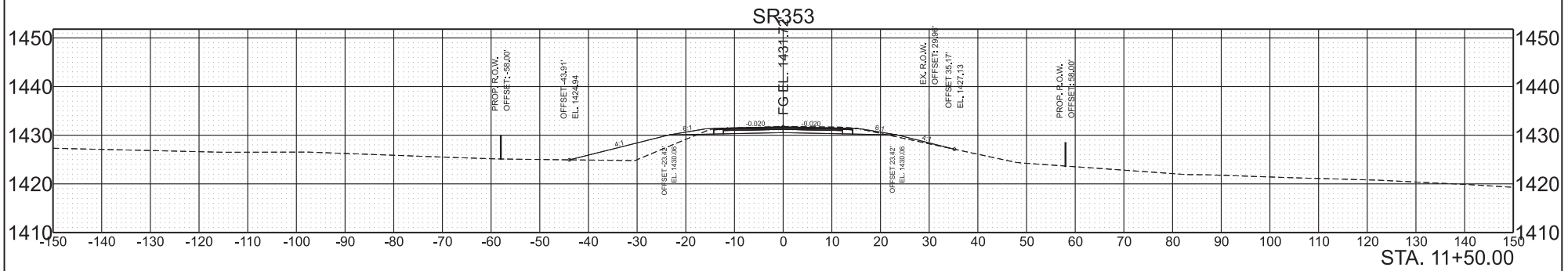
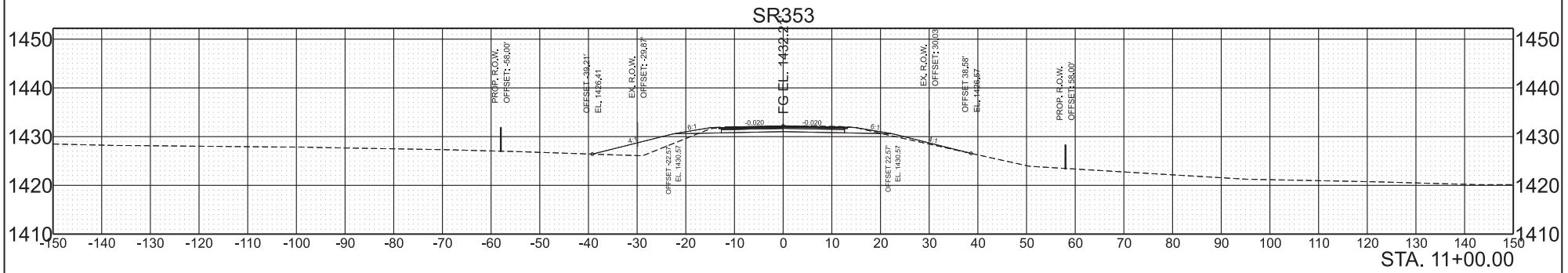
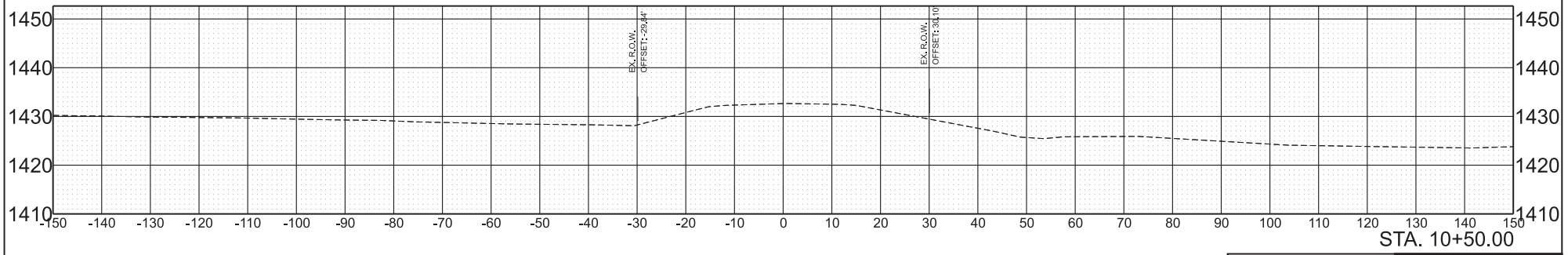
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	10







SCALE:	1"=10' HORIZ.	BEGIN STA. 10+50.00
	1"=10' VERT.	END STA. 11+50.00

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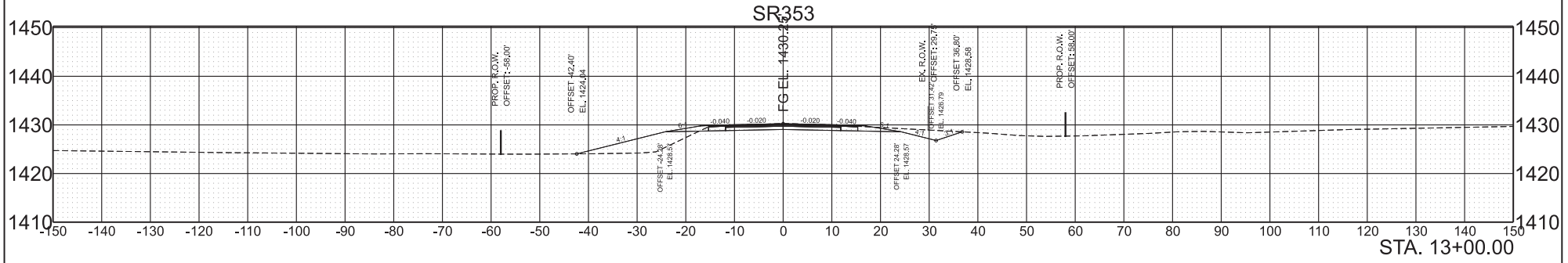
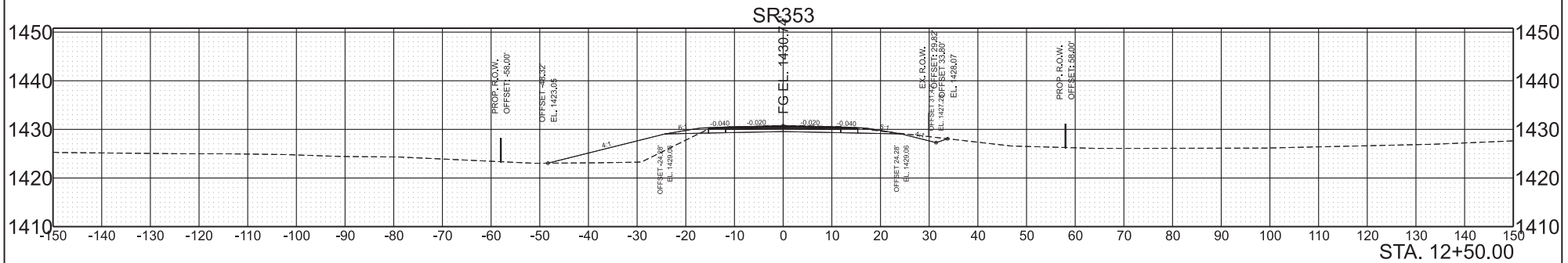
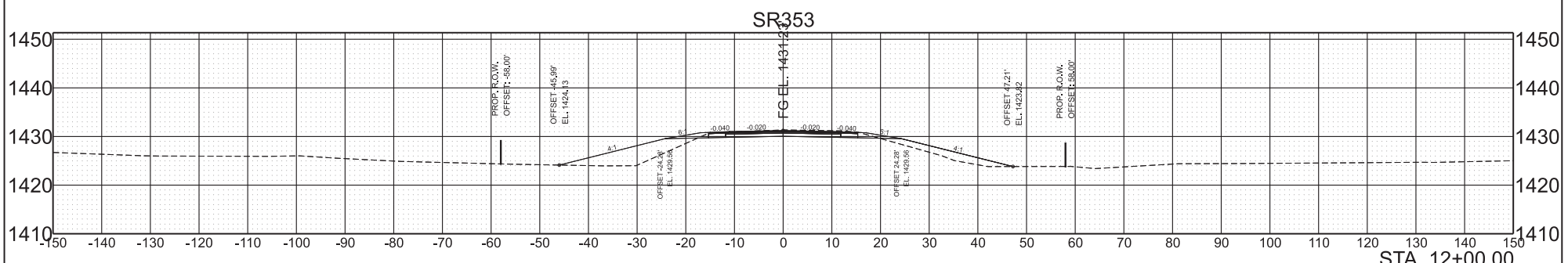
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	11







SCALE:	1"=10' HORIZ.	BEGIN STA. 12+00.00
	1"=10' VERT.	END STA. 13+00.00

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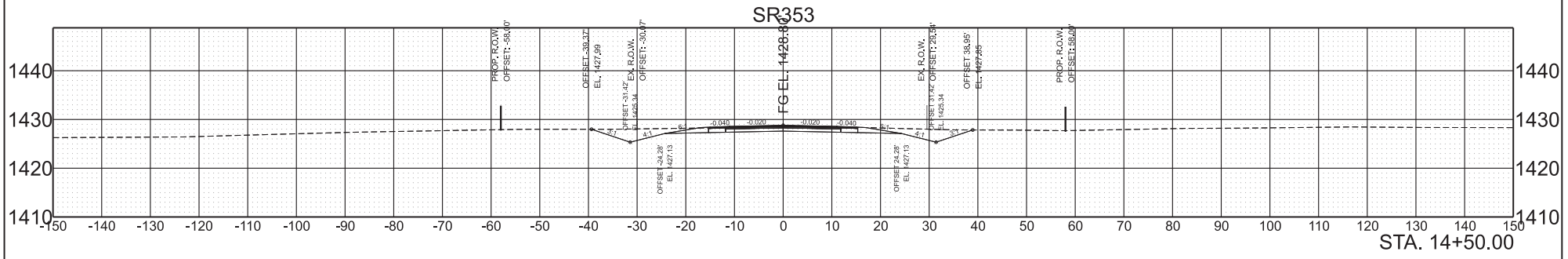
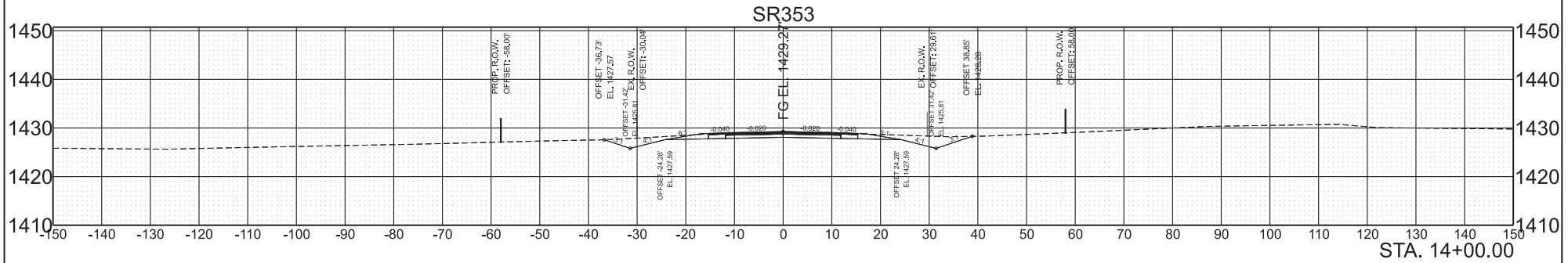
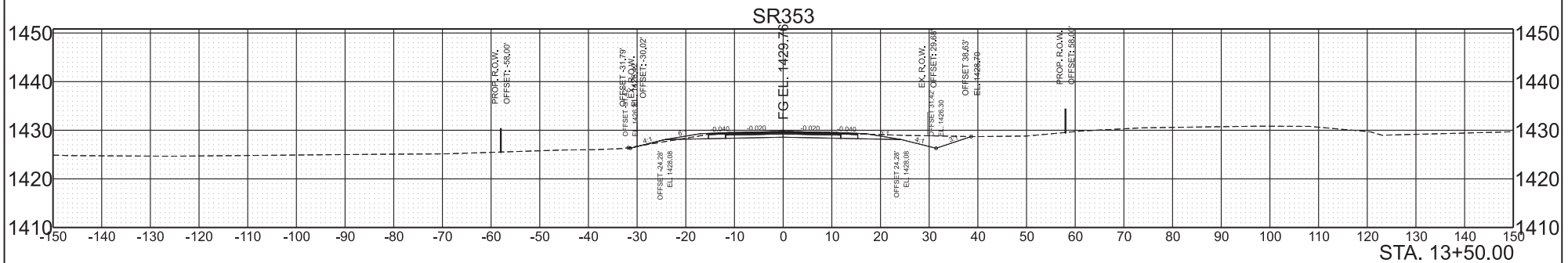
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	12







SCALE:	1"=10' HORIZ.	BEGIN STA. 13+50.00
	1"=10' VERT.	END STA. 14+50.00

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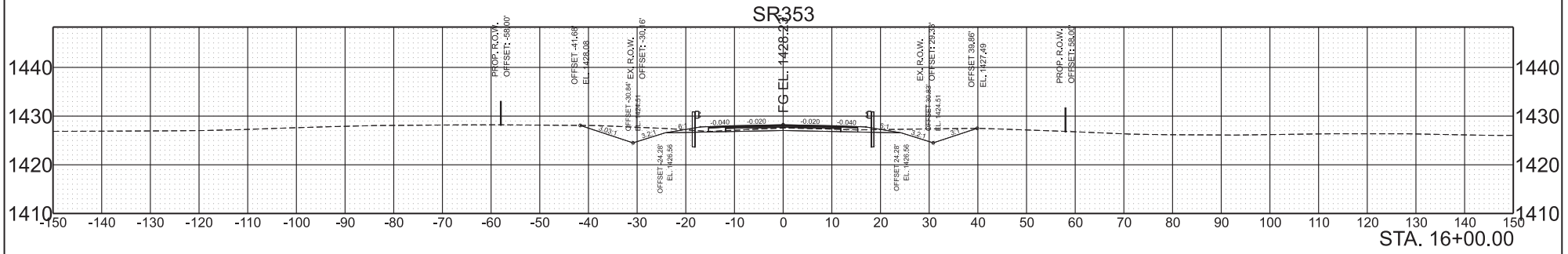
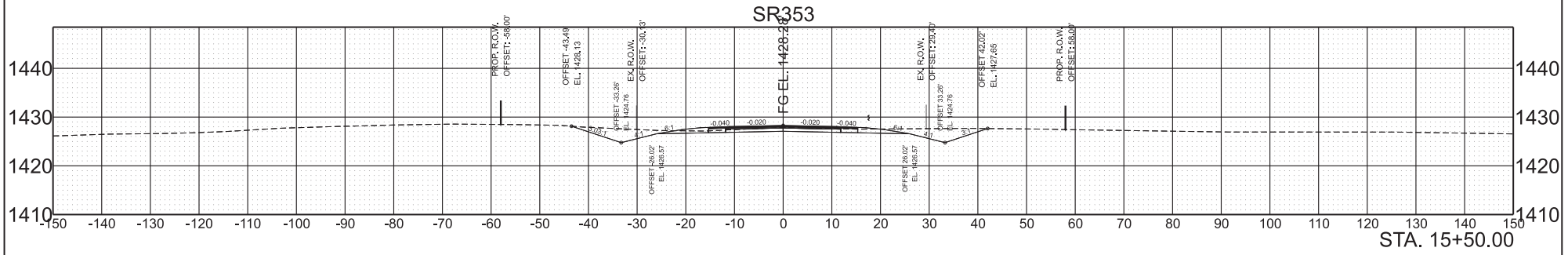
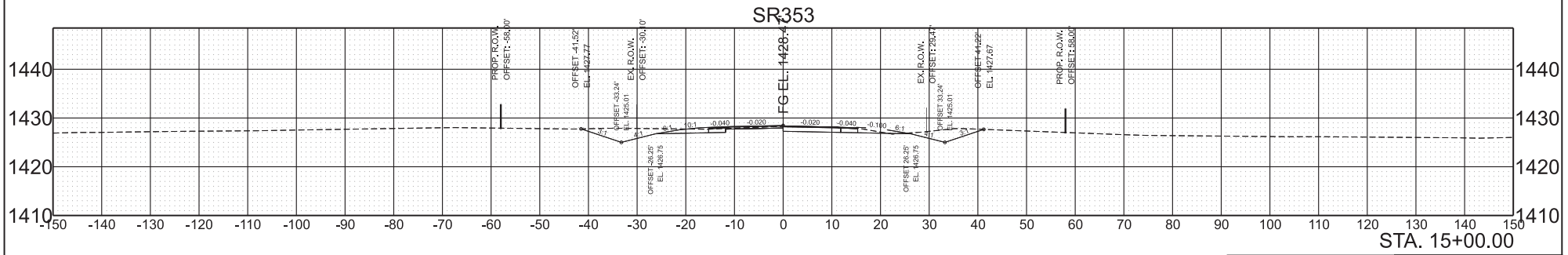
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	13







SCALE:	1"=10' HORIZ.	BEGIN STA. 15+00.00
	1"=10' VERT.	END STA. 16+00.00

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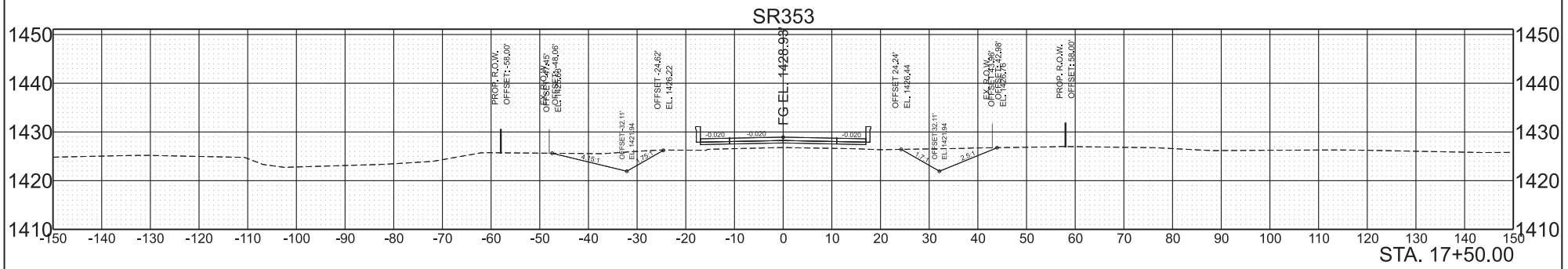
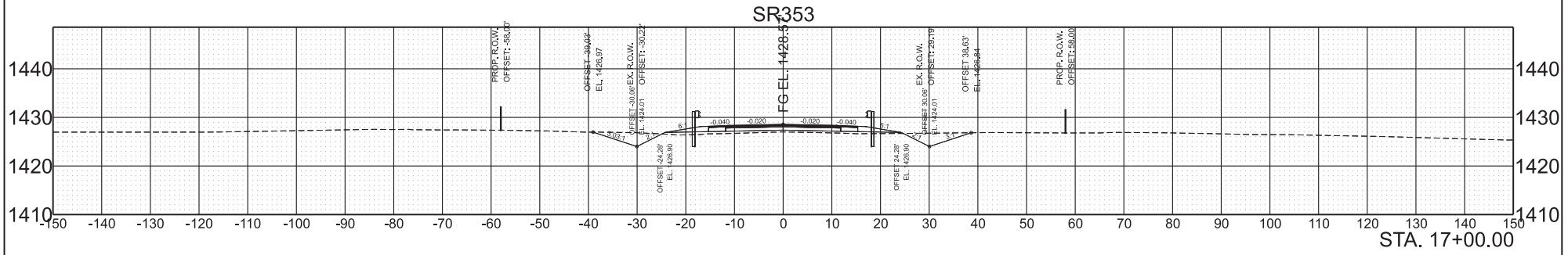
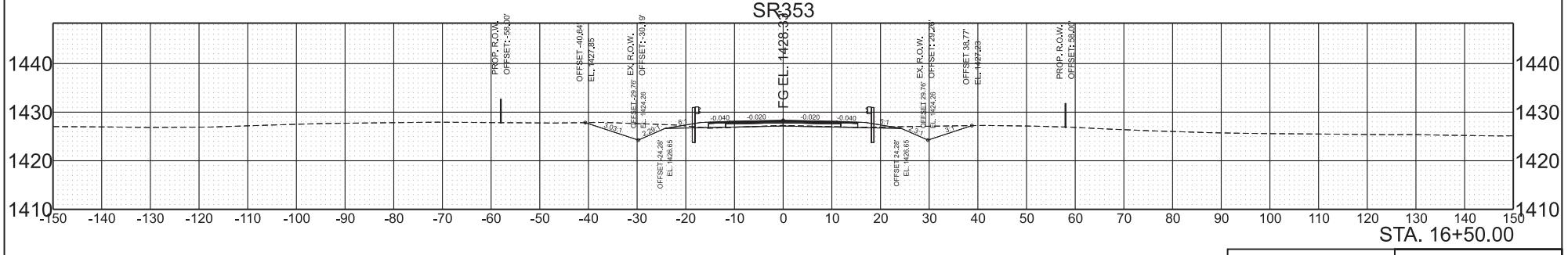
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	14







SCALE:	1"=10' HORIZ.	BEGIN STA. 16+50.00
	1"=10' VERT.	END STA. 17+50.00

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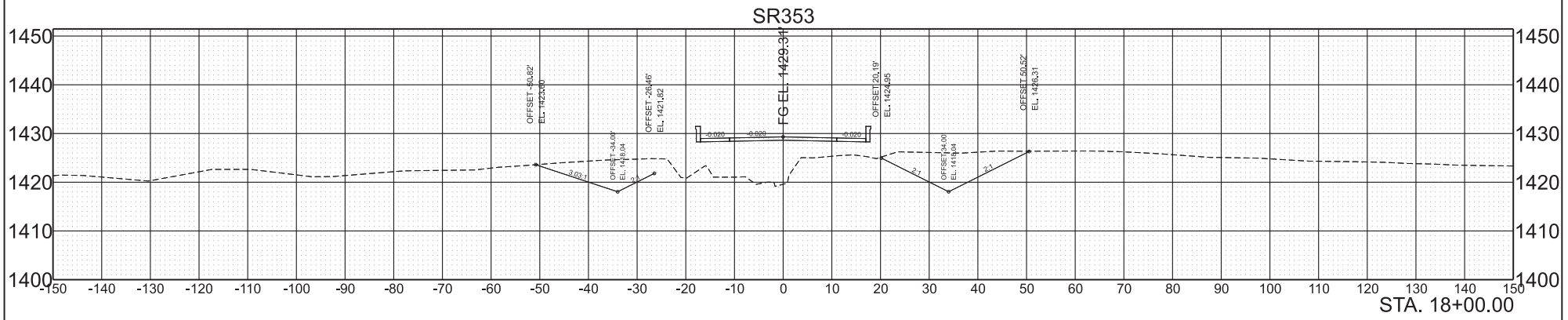
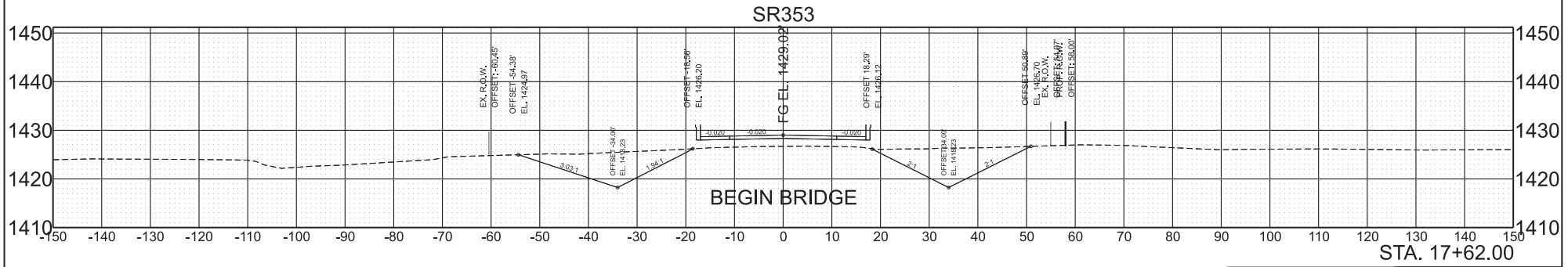
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	15





SCALE:	1"=10' HORIZ.	BEGIN STA. 17+62.00
	1"=10' VERT.	END STA. 18+00.00

11/20/2024 5:02:10 PM
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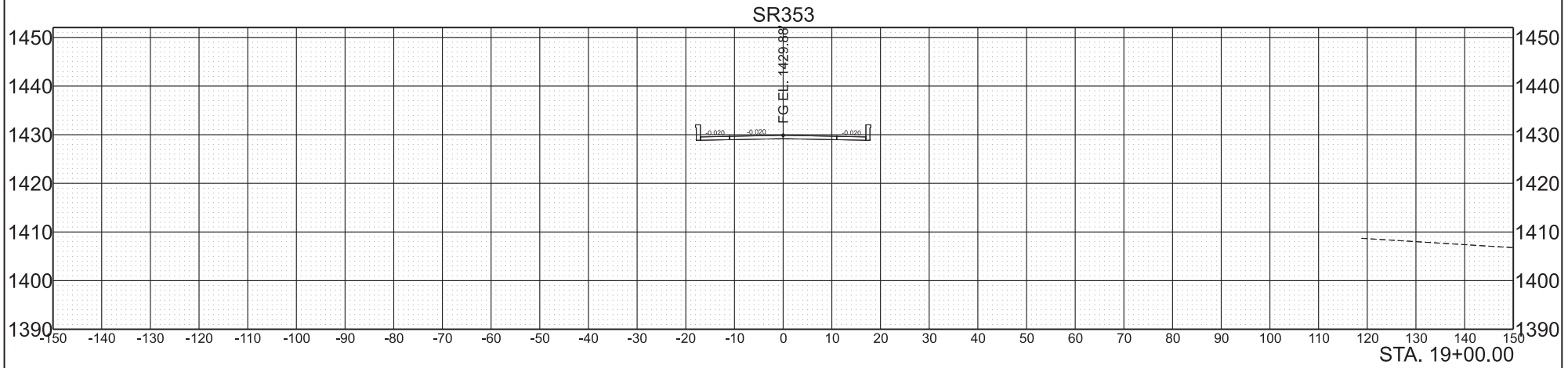
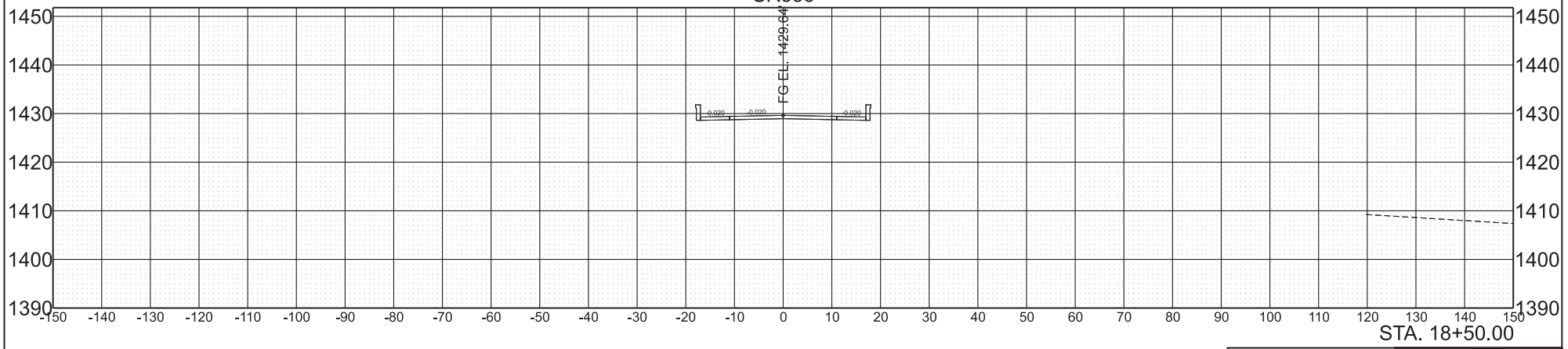
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	16





SCALE:		
	1"=10' HORIZ.	BEGIN STA. 18+50.00
	1"=10' VERT.	END STA. 19+00.00

11/20/2024 5:02:11 PM
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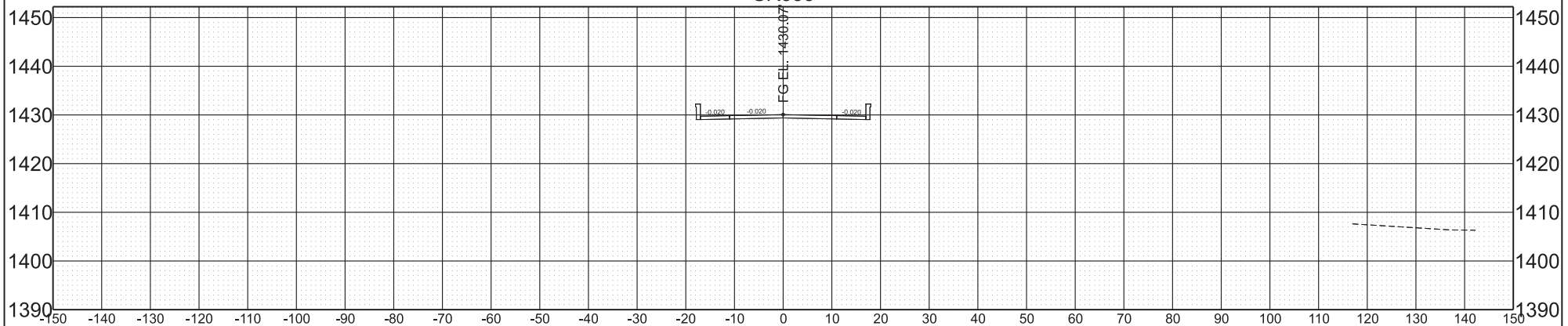
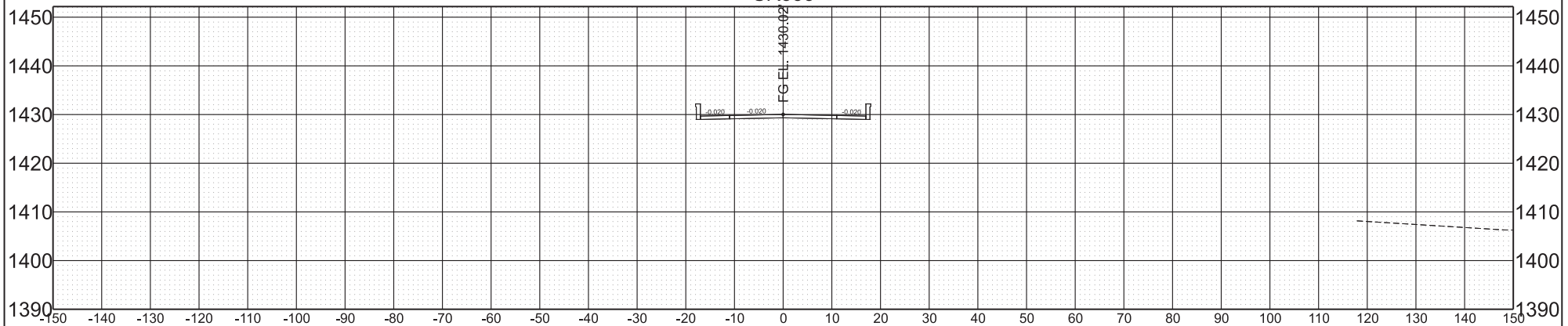
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	17

SR353



STA. 20+00.00

SR353



STA. 19+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 19+50.00
	1"=10' VERT.	END STA. 20+00.00

11/20/2024 5:02:13 PM
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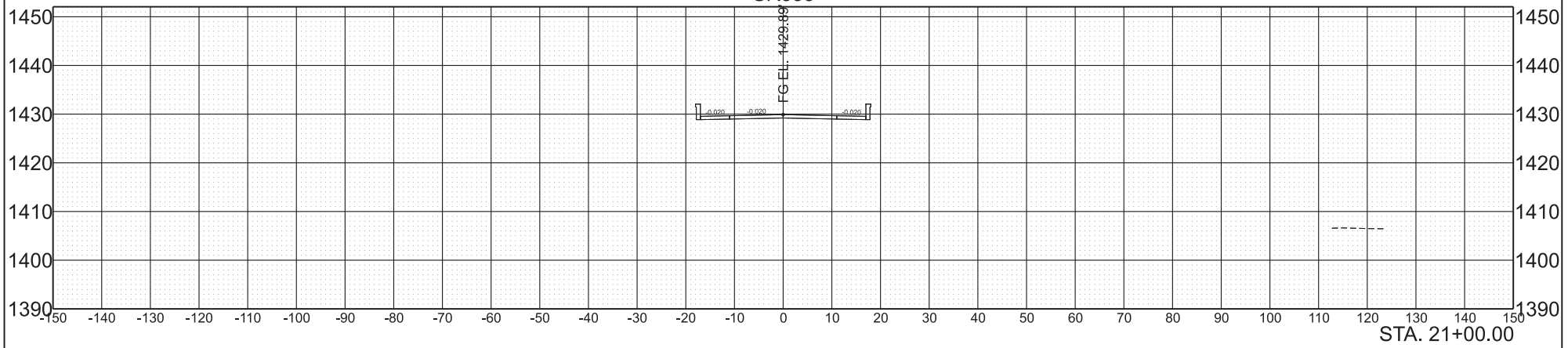
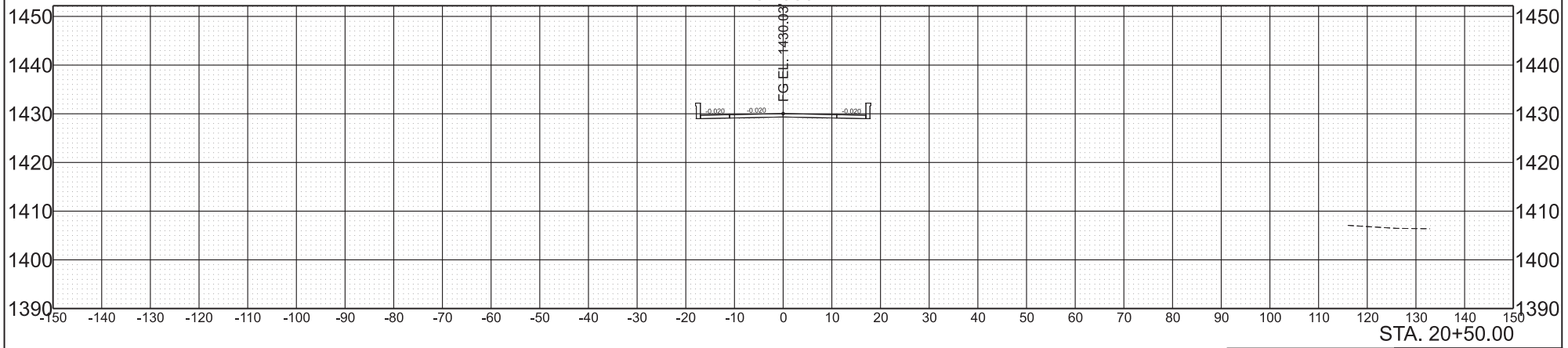
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	18

SR353



STA. 21+00.00

SR353



STA. 20+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 20+50.00
	1"=10' VERT.	END STA. 21+00.00

11/20/2024 5:02:15 PM
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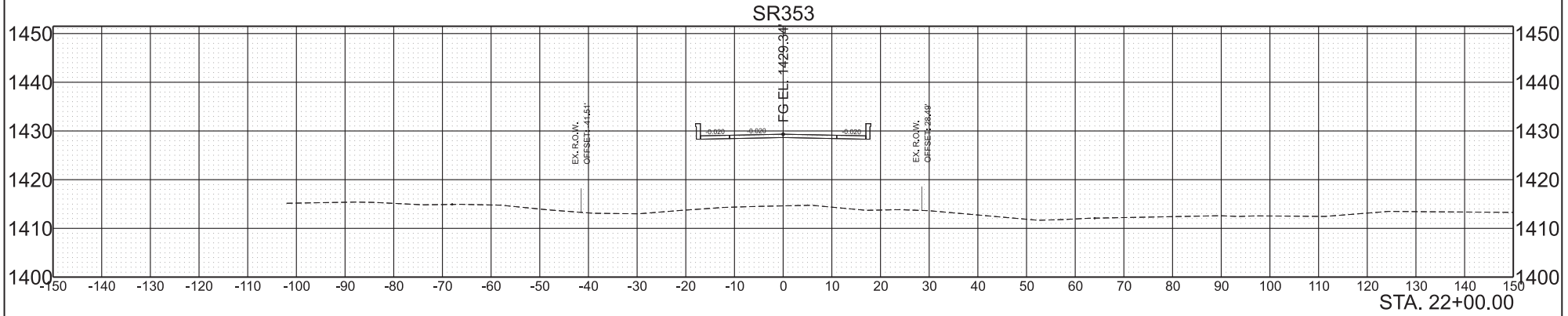
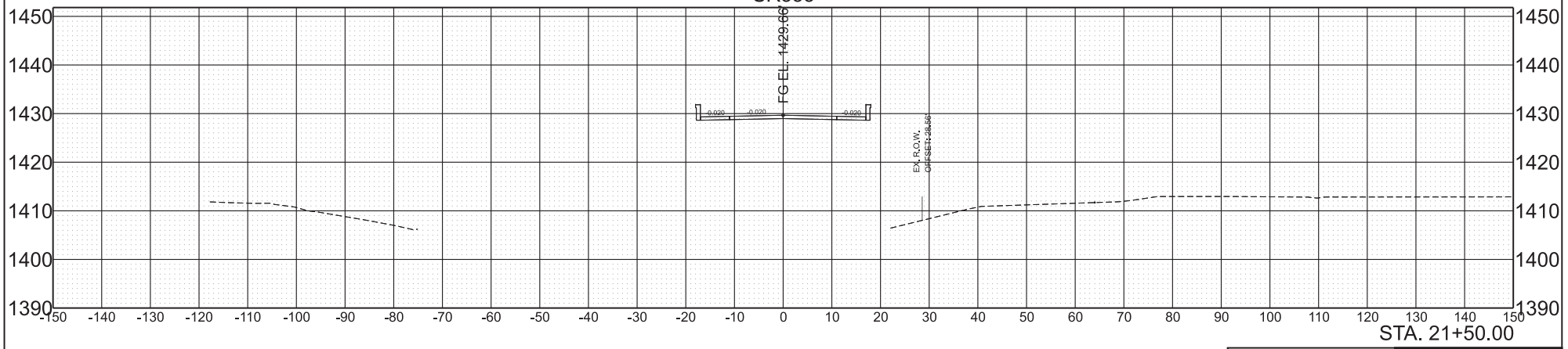
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	19





SCALE:	1"=10' HORIZ.	BEGIN STA. 21+50.00
	1"=10' VERT.	END STA. 22+00.00

11/20/2024 5:02:17 PM
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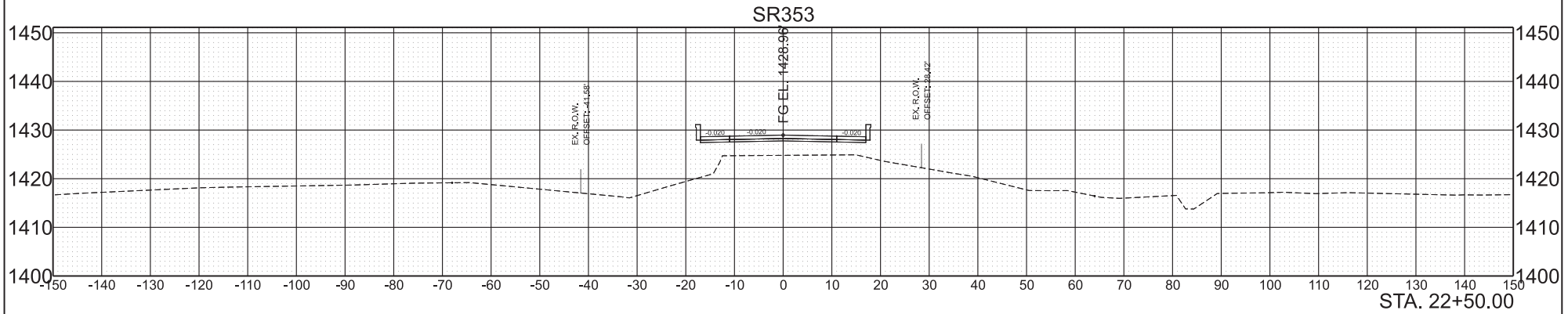
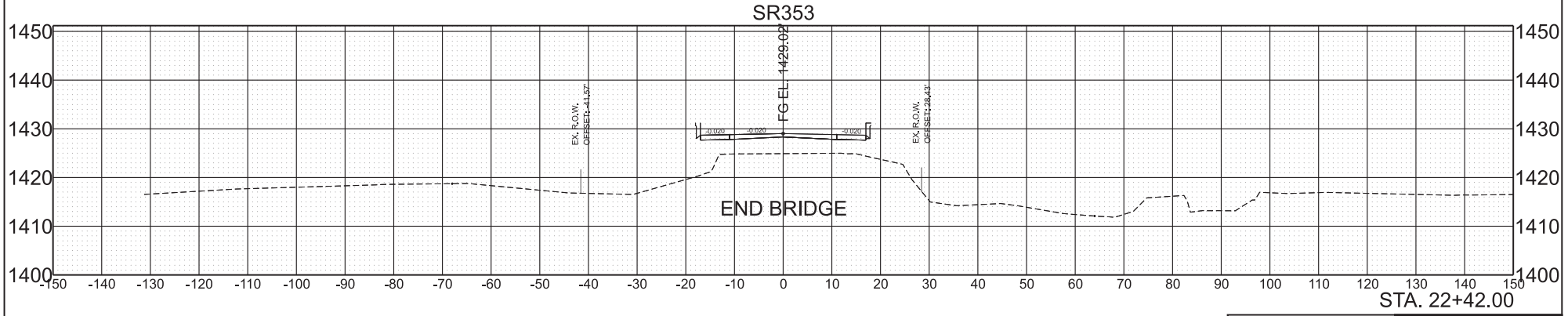
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	20





SCALE:		
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	1"=10' VERT.	END STA. 22+50.00

11/20/2024 5:02:18 PM
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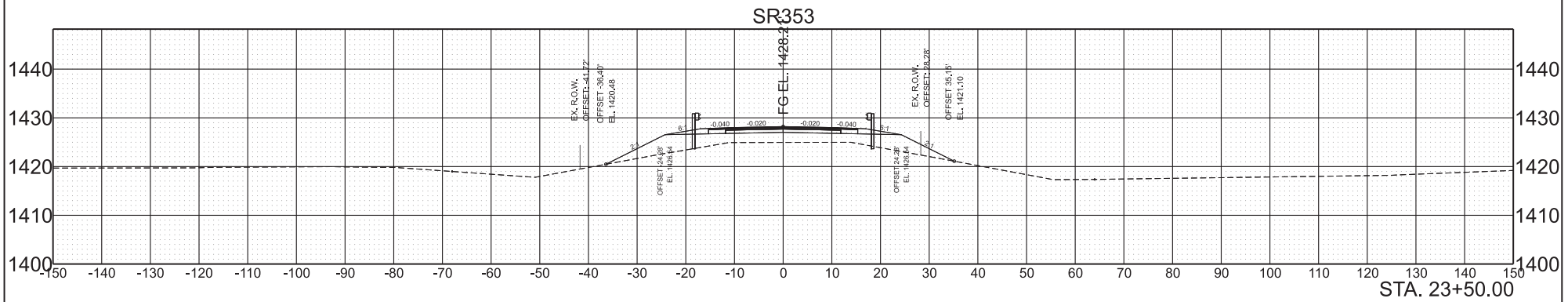
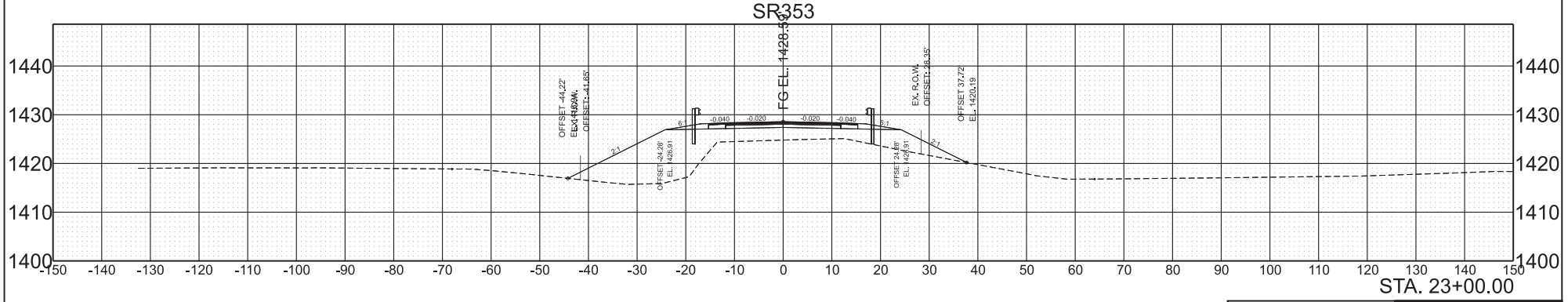
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	21





SCALE:	1"=10' HORIZ.	BEGIN STA. 23+00.00
	1"=10' VERT.	END STA. 23+50.00

11/20/2024 5:02:20 PM
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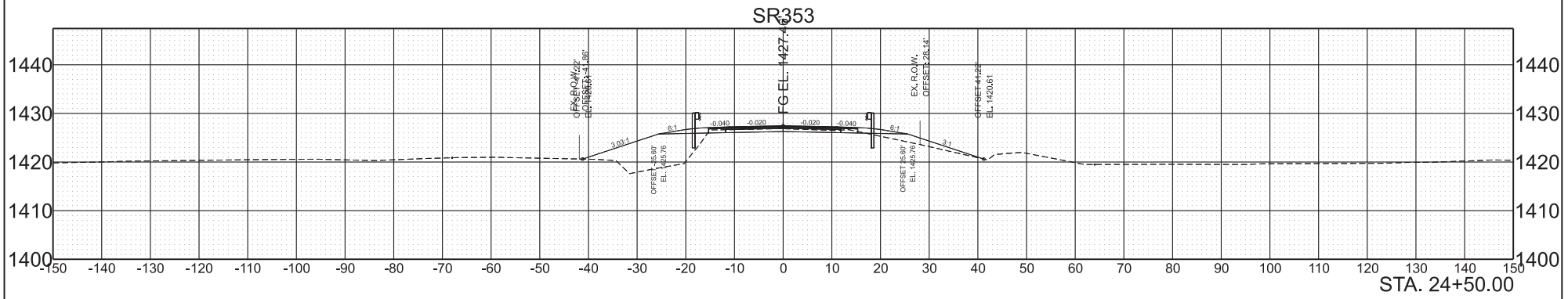
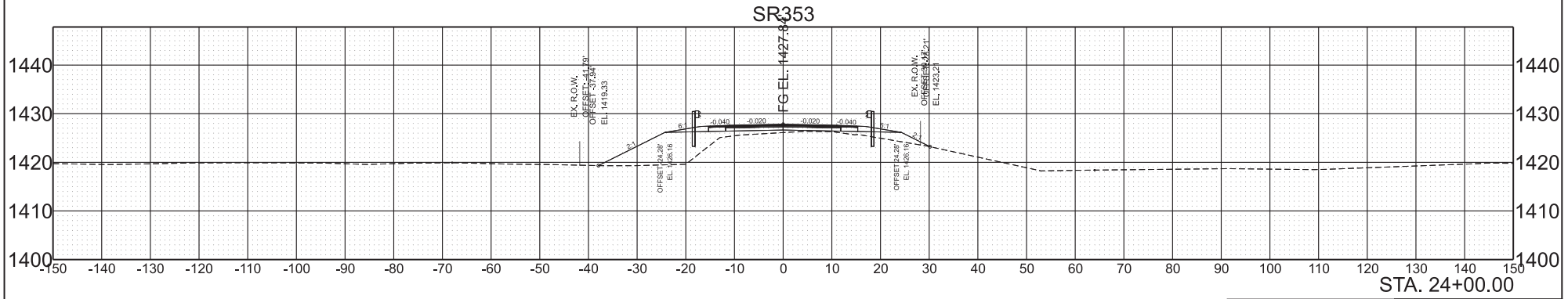
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	22





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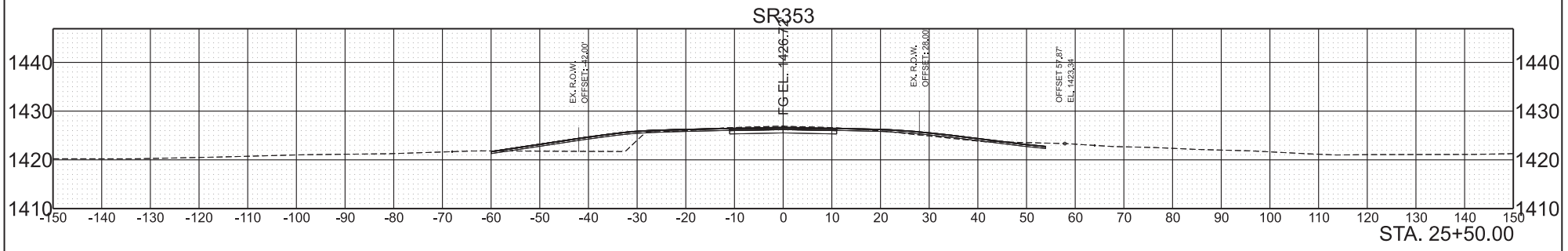
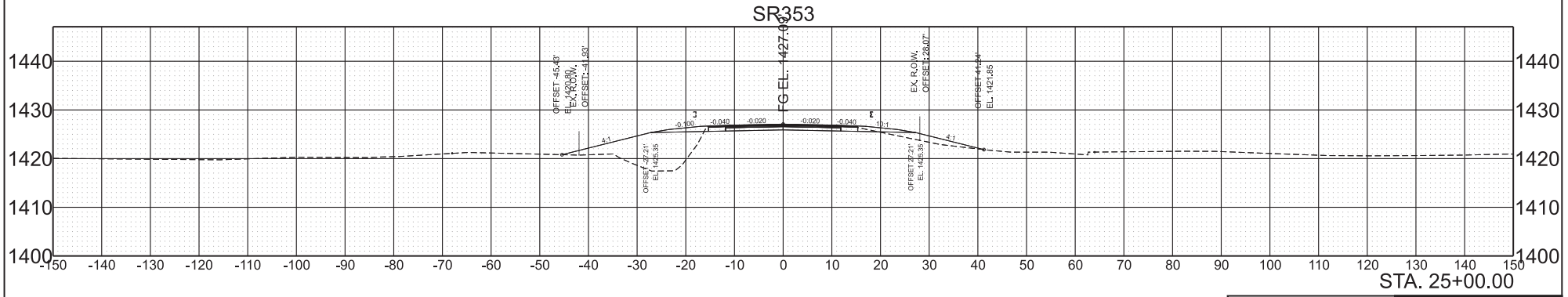
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	23





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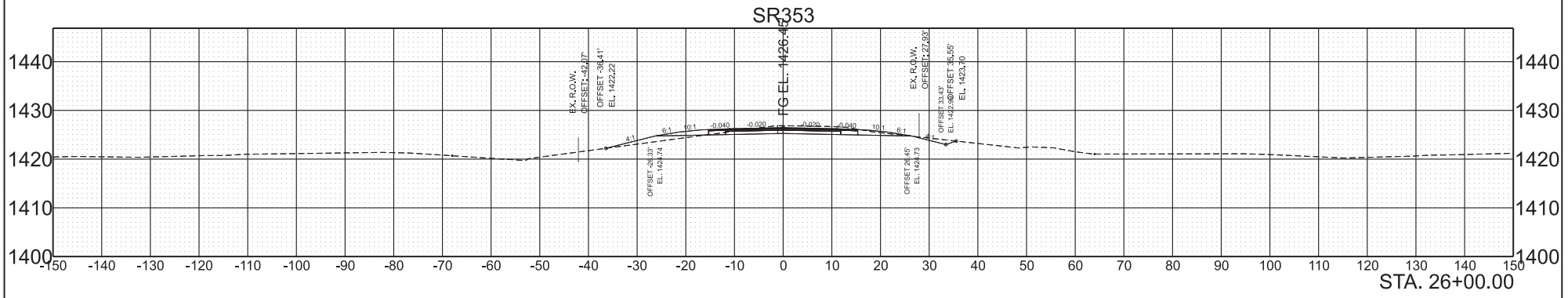
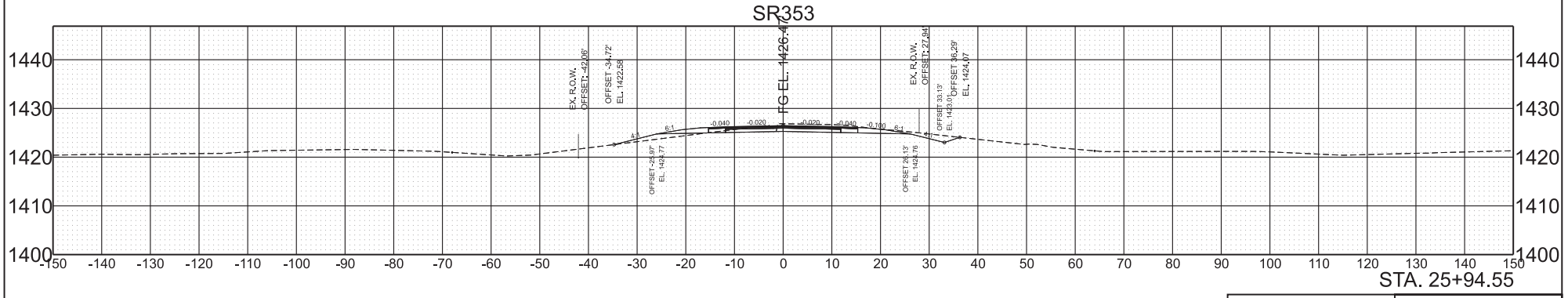
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	24





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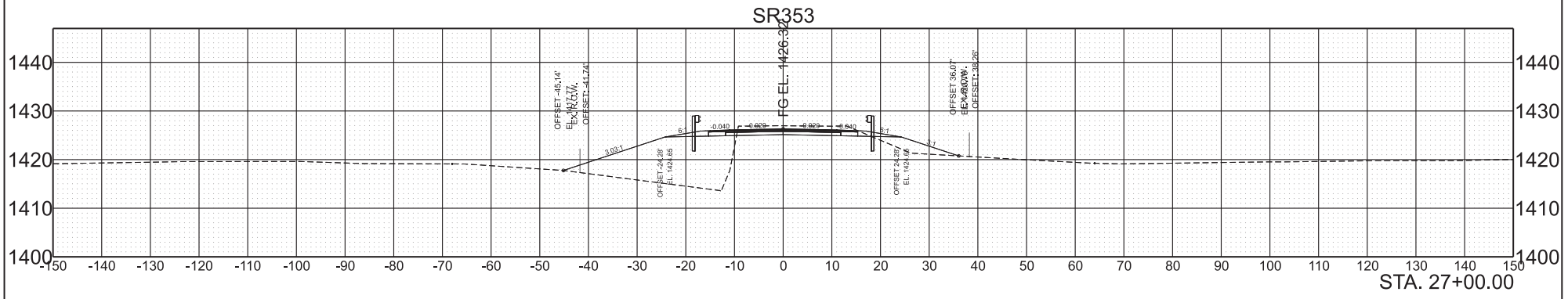
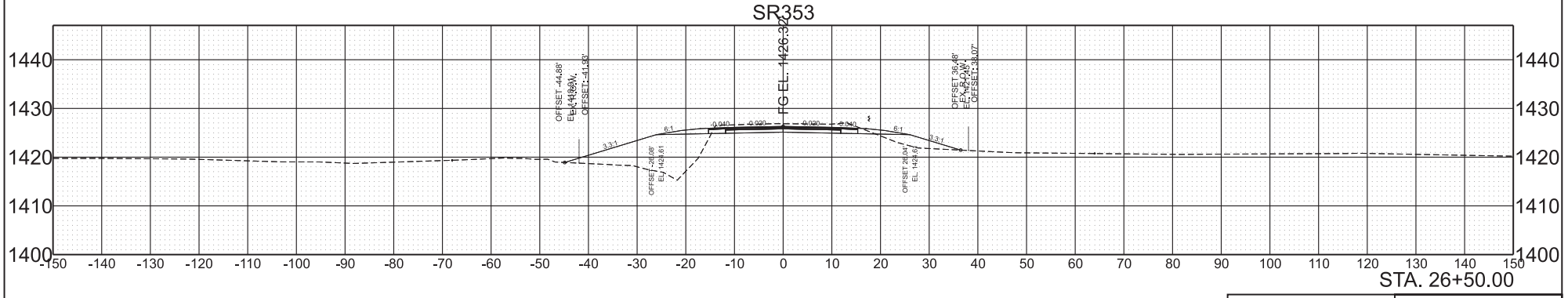
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	25





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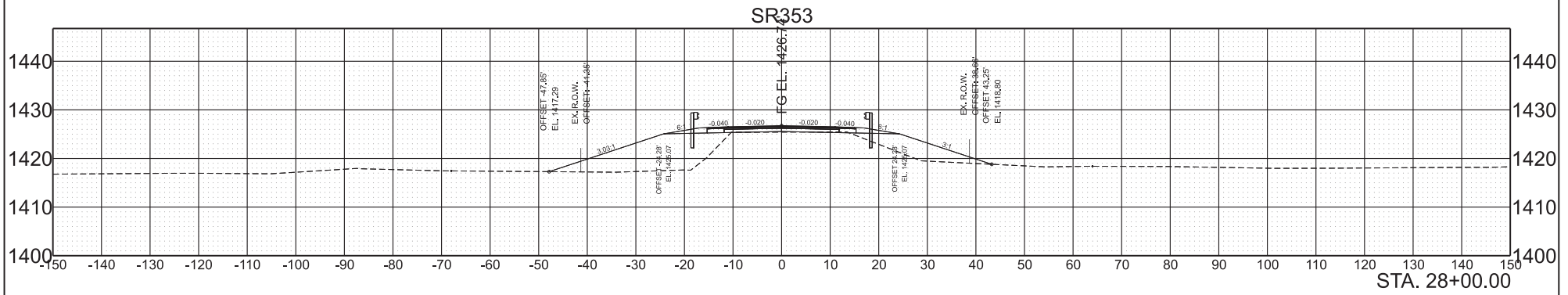
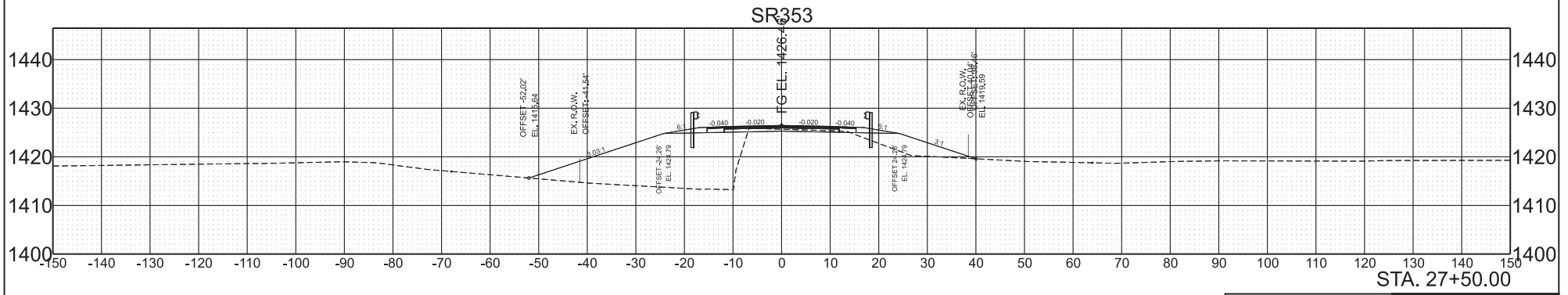
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	26





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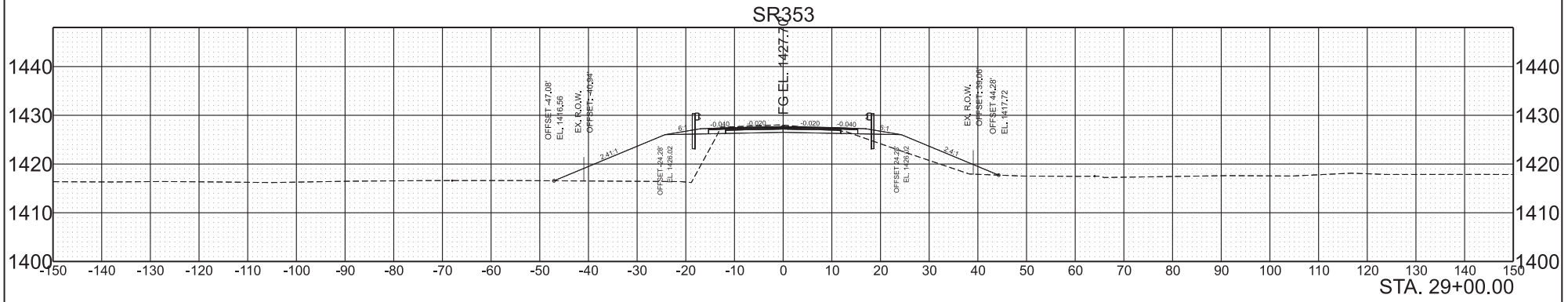
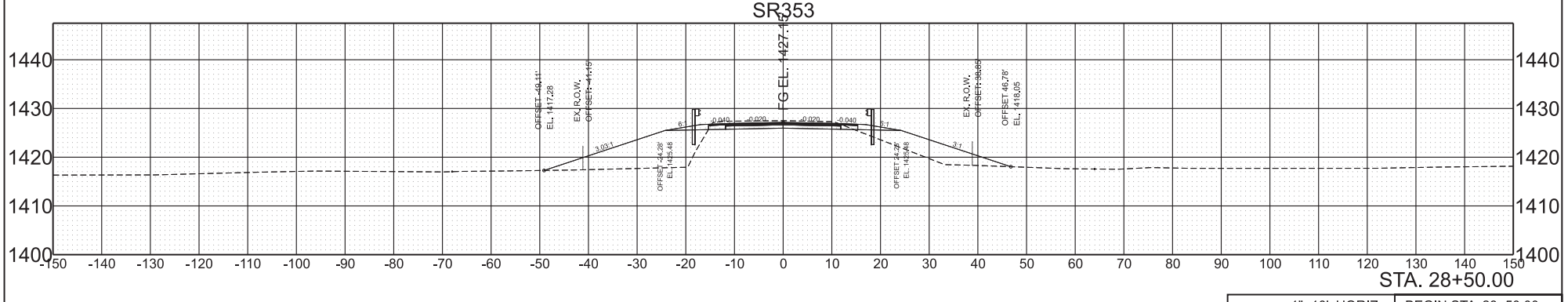
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	27





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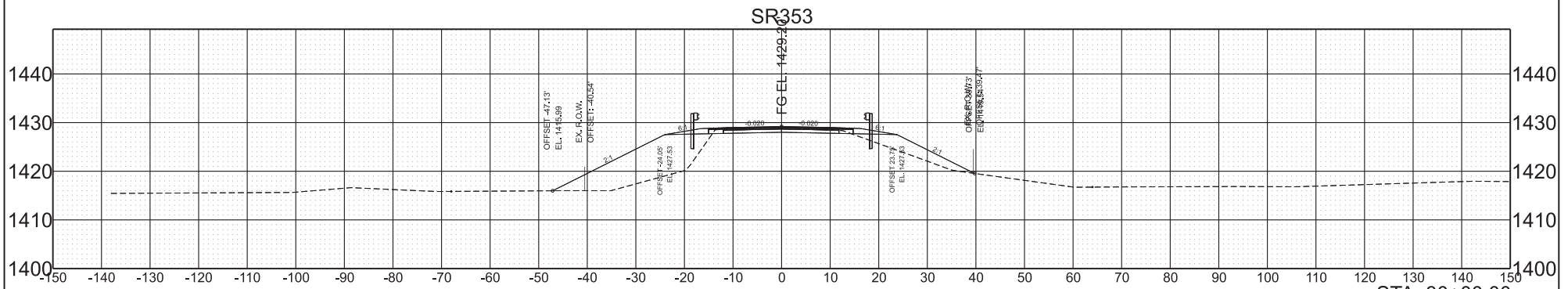
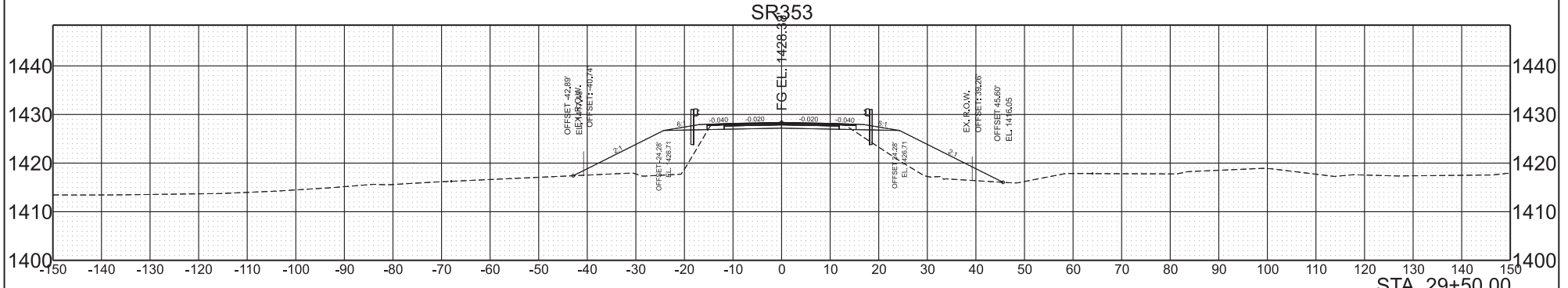
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	28





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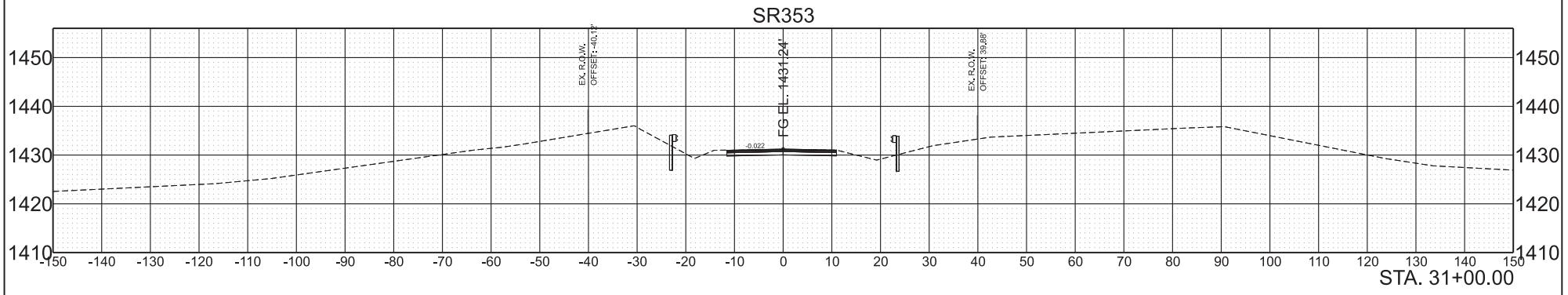
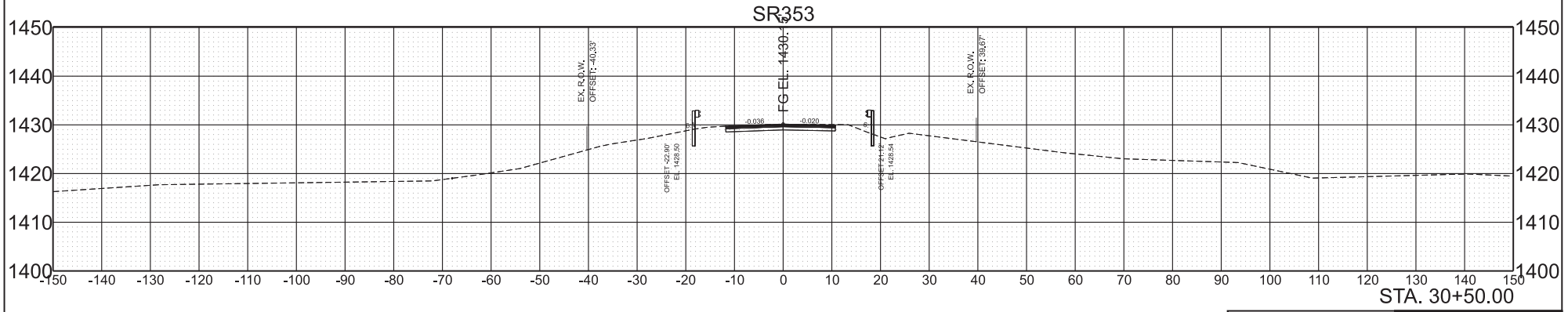
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	29





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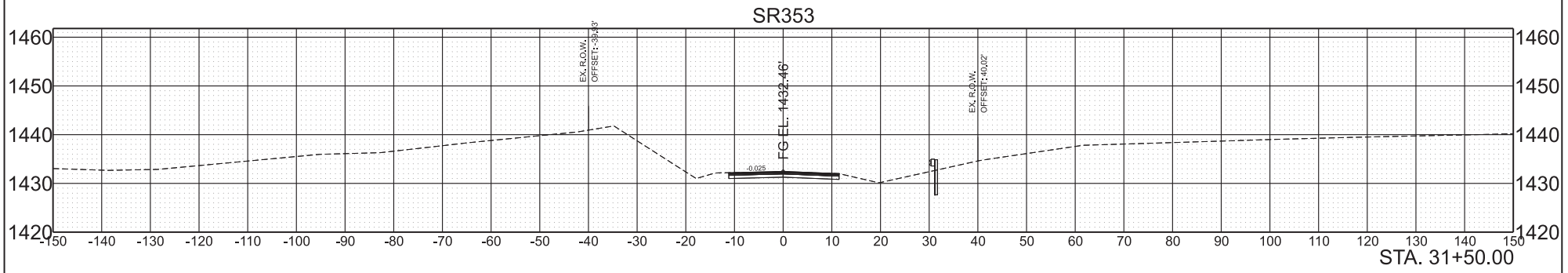
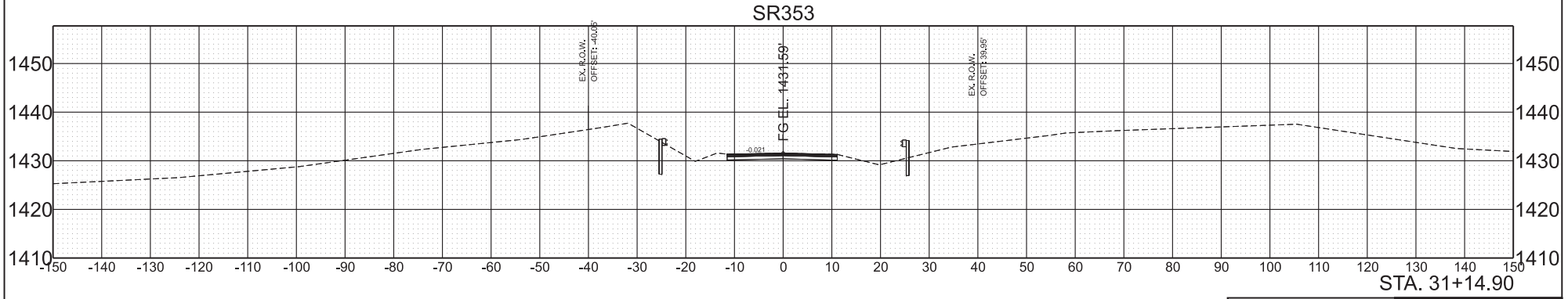
LINE & GRADE	2024	90S353-M1-005	30





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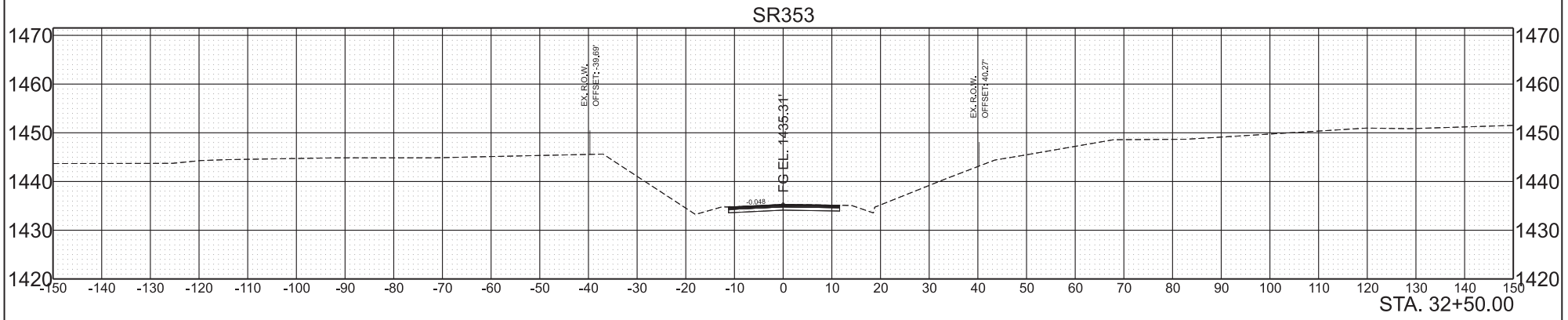
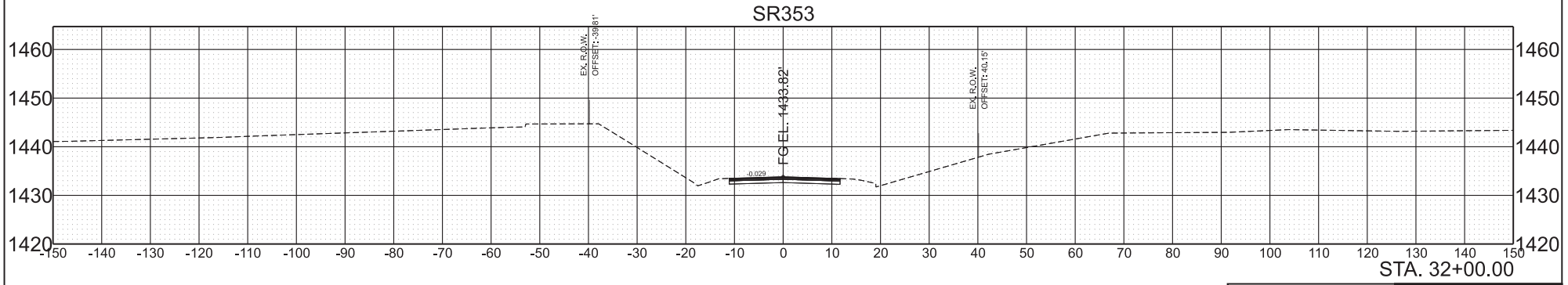
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	31





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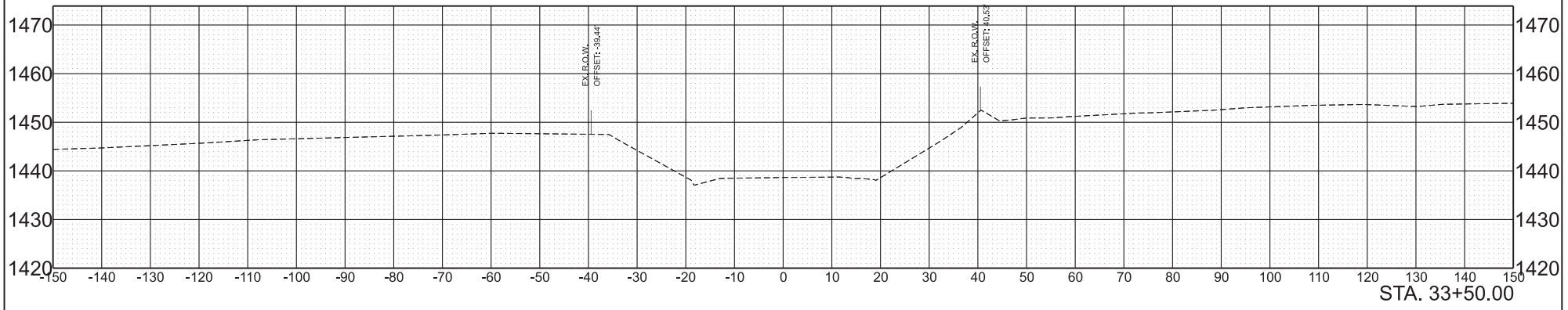
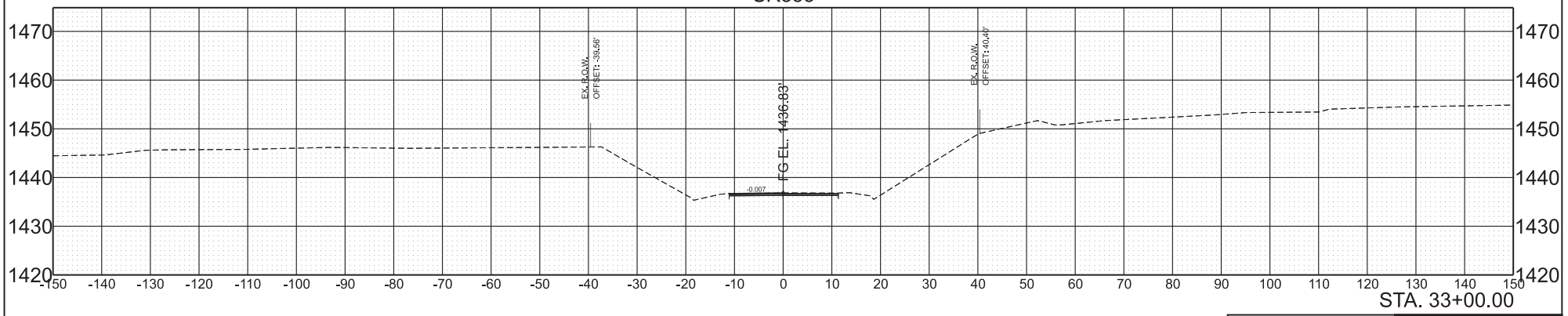
TYPE	YEAR	PROJECT NO.	SHEET NO.
LINE & GRADE	2024	90S353-M1-005	32



SR353



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HYDRAULIC DATA:

(TO BE DETERMINED BY DESIGN BUILD TEAM)
DRAINAGE AREA = _____ SQ. MI.
DESIGN DISCHARGE (50 YR) = _____ CFS
WATER AREA PROVIDED
BELOW EL. _____ = _____ FT²
50 YR BACKWATER = ____ FT @ EL. _____
50 YR VELOCITY = ____ FPS
ROADWAY OVERTOPPING EL. = _____
50 YR DISCHARGE = _____ CFS @ EL. _____
100 YR DISCHARGE = _____ CFS @ EL. _____

DRAIN LOCATIONS

(LEFT & RIGHT SIDE)

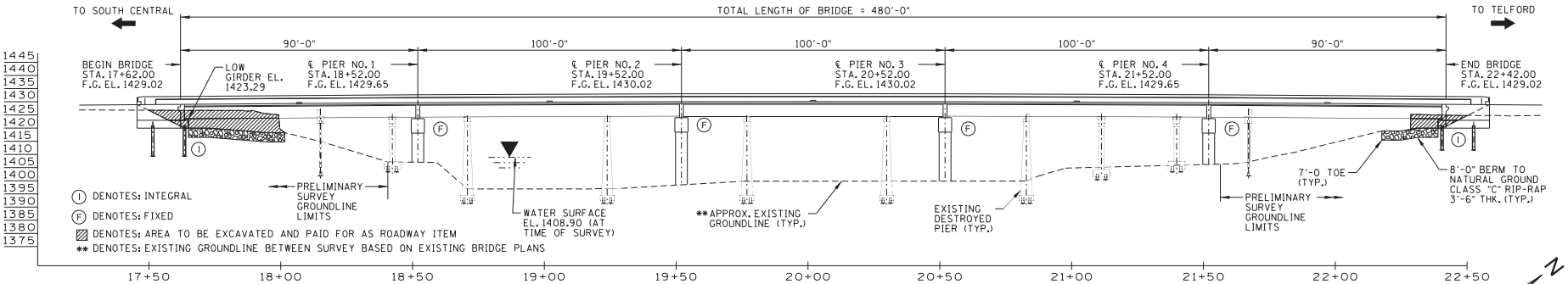
STA. 18+07
STA. 19+02
STA. 20+02
STA. 21+22
STA. 21+97

CONST. NO.:

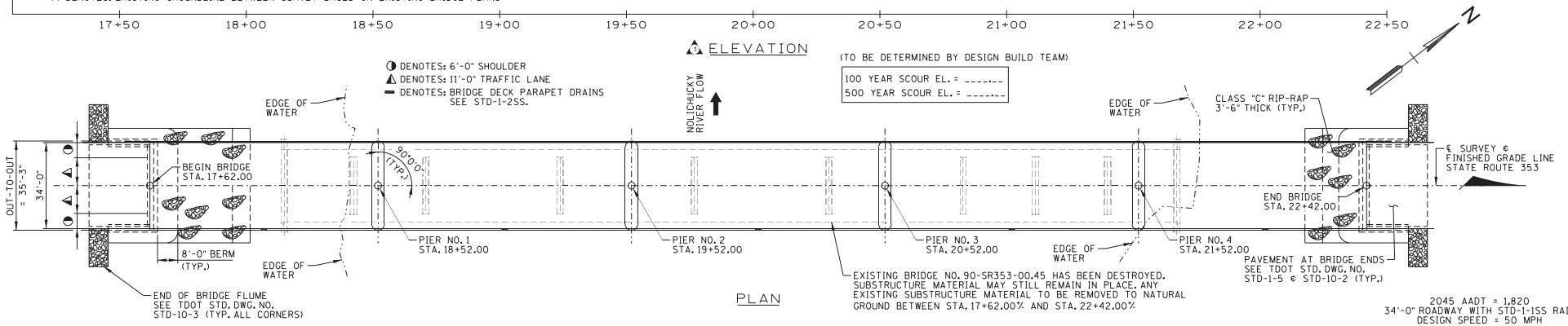
PROJECT NO.	YEAR	SHEET NO.
90S353-M1-005	2024	B1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	11-21-2024	BGW	REVISED LOW GIRDER ELEVATION
	- -		
	- -		
	- -		
	- -		

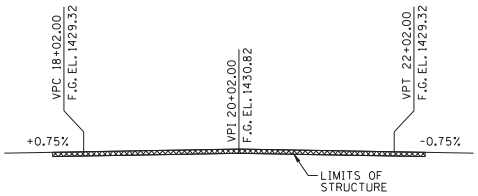


ELEVATION



PLAN

2045 AADT = 1,820
34'-0" ROADWAY WITH STD-1-ISS RAIL
DESIGN SPEED = 50 MPH



GRADE SKETCH

(STATE ROUTE 353)
N.T.S.

NOTES:

1. CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021 EDITION.)
2. DESIGN SPECIFICATIONS: 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.
3. LOADING: HL-93 LIVE LOADING; SEISMIC CATEGORY "B" WITH As = 0.186, Sds = 0.368, Sd1 = 0.152 (1000 YEAR RETURN PERIOD); DEAD LOADS TO INCLUDE 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.
4. SUPERSTRUCTURE: TO CONSIST OF 5 SPANS OF CONTINUOUS PRESTRESS PRECAST BT-54 WITH COMPOSITE CONCRETE SLAB.
5. CONCRETE: CLASS A f'c=3000 PSI. CLASS D f'c=4000 PSI FOR BRIDGE DECK.
6. REINFORCING STEEL: TO BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. EPOXY COAT ALL SLAB STEEL.
7. BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD 1 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.
8. USE TDOT STD. DWG. NO. STD-1-ISS FOR PARAPETS.
9. TEXTURE COATING: TO BE GRAY (36440) EXCEPT TRAFFIC FACE AND TOP OF PARAPET TO BE WHITE (37886).
10. EXCAVATION: TO BE BASED ON FINAL PROFILE AT ABUTMENTS AND EXISTING GROUND AT PIERS.
11. RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS "C" IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.09.
12. FLUMES AT BRIDGE ENDS ARE REQUIRED.
13. BRIDGE DECK DRAINS ARE REQUIRED.
14. EXISTING BRIDGE DESCRIPTION (DESTROYED): BRIDGE NO. 90-SR353-00.45. TOTAL LENGTH = 354'-6", 5 SPANS AT 28'-6" AND 4 SPANS AT 53'-0". CONTINUOUS CONCRETE DECK GIRDER BRIDGE WITH CONCRETE SUBSTRUCTURES.
15. STREAM CHANNEL: ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G. PIER/BENT FOOTING, RIP-RAP PLACEMENT, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR TEMPORARY DIVERSION CHANNELS (EC-STR-31).

CONCEPTUAL PLANS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRELIMINARY LAYOUT
STATE ROUTE 353 OVER
NOLICHUCKY RIVER
BRIDGE ID. NO. 90S23860001
STA.20+02.00
LOG MILE 0.45
WASHINGTON COUNTY
2024

SHEET 1 OF 2

PIN NO.:	135866.08	
DESIGN BY:	GRESHAM SMITH	DATE: 10/2024
DRAWN BY:	B. WELLS	DATE: 10/2024
SUPERVISED BY:	D. MCCRARY	DATE: 10/2024
CHECKED BY:	A. ALLSBROOK	DATE: 10/2024

Gresham Smith

11/21/2024 8:35:41 AM
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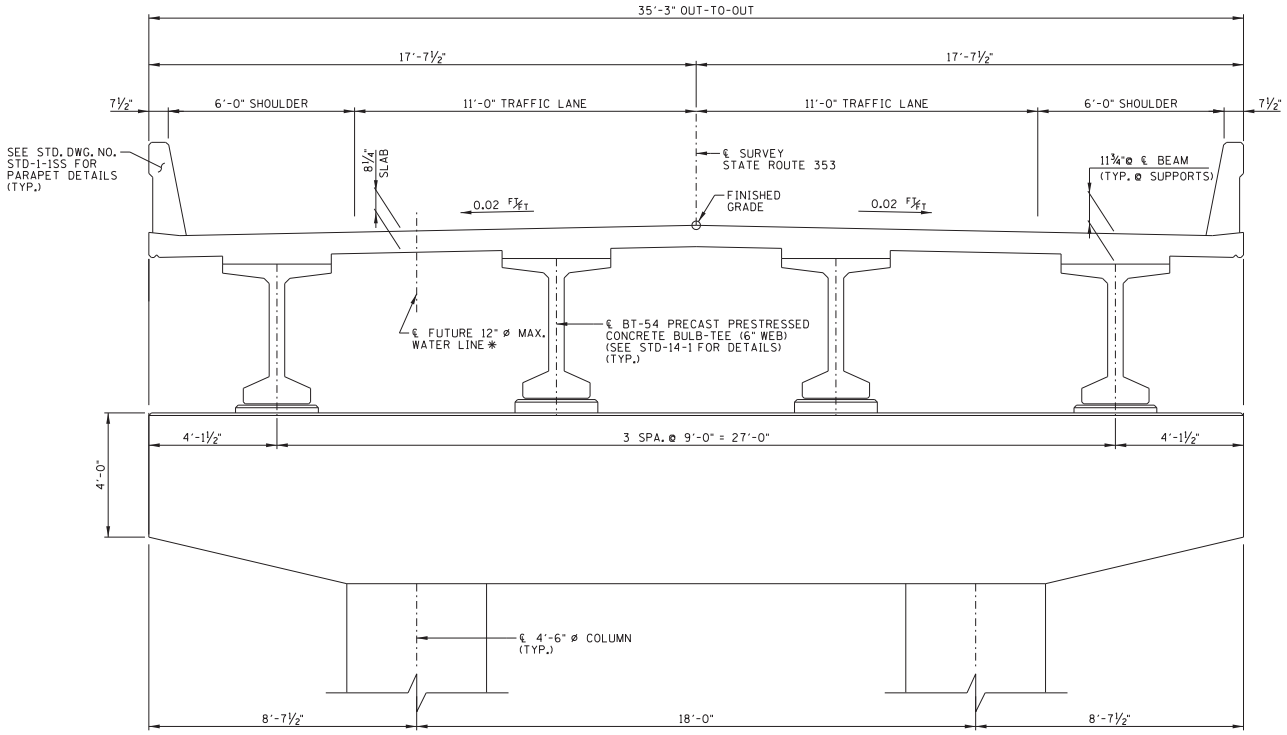
CLASS "C" MACHINED RIP-RAP = 695 TONS

CONST. NO.:

PROJECT NO.	YEAR	SHEET NO.
90S353-M1-005	2024	B2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



TYPICAL CROSS-SECTION

(LOOKING FORWARD ON SURVEY)

✱ DENOTES: THE DESIGN BUILD TEAM SHALL MAKE PROVISIONS FOR THE FUTURE WATER LINE WITH REGARD TO THE DIAPHARGMS AND ABUTMENT BACKWALLS

CONCEPTUAL PLANS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRELIMINARY LAYOUT
STATE ROUTE 353 OVER
NOLICHUCKY RIVER
BRIDGE ID. NO. 90S23860001
STA.20+02.00
LOG MILE 0.45
WASHINGTON COUNTY
2024

SHEET 2 OF 2

PIN NO.: 135866.08
DESIGN BY: GRESHAM SMITH DATE: 10/2024
DRAWN BY: B. WELLS DATE: 10/2024
SUPERVISED BY: D. MCCRARY DATE: 10/2024
CHECKED BY: A. ALLSBROOK DATE: 10/2024

Gresham Smith

10/31/2024 8:59:52 AM
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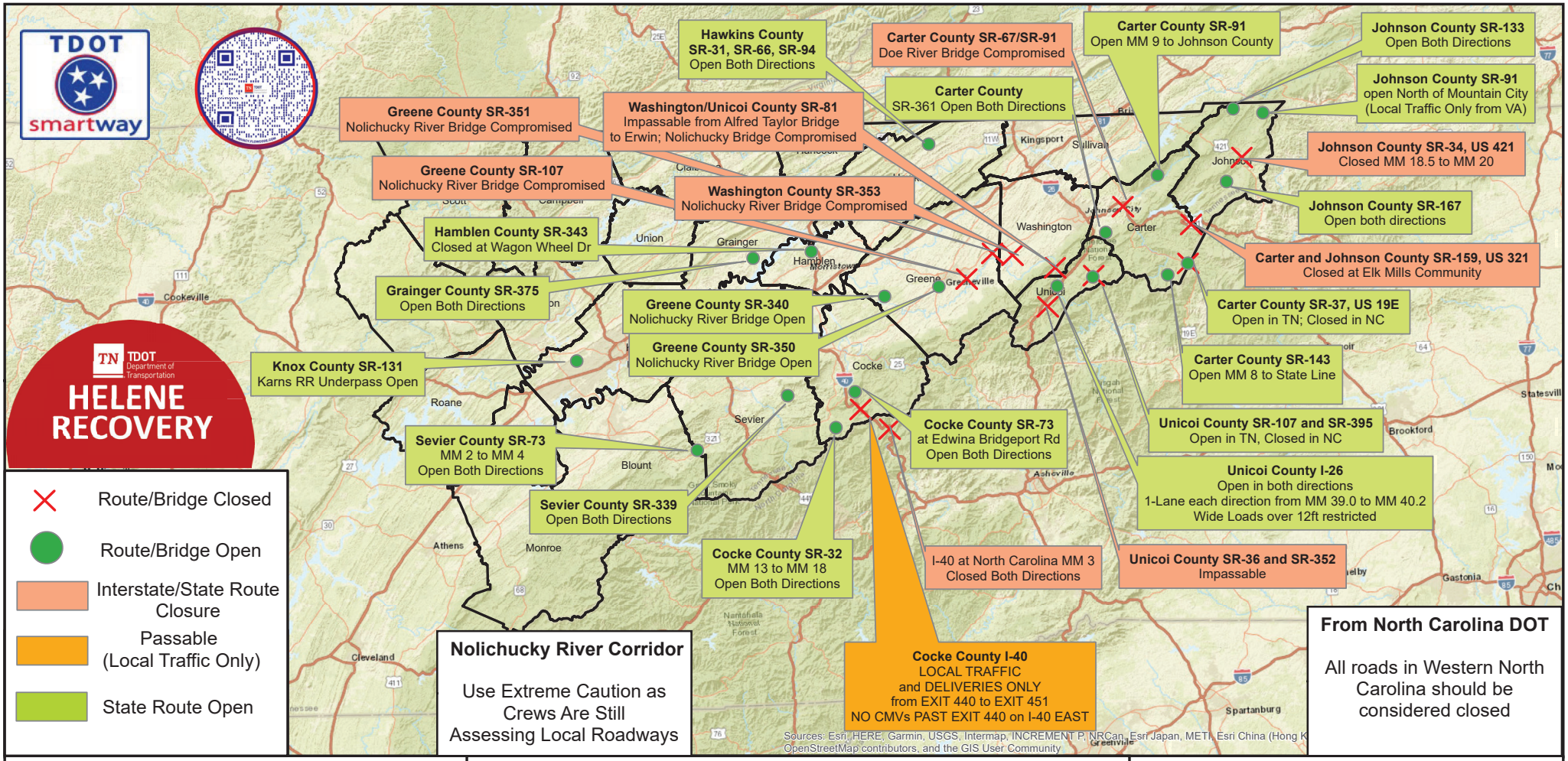
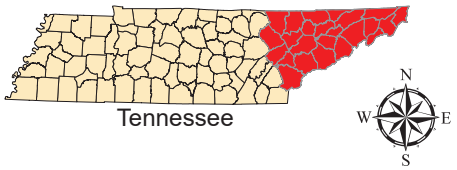


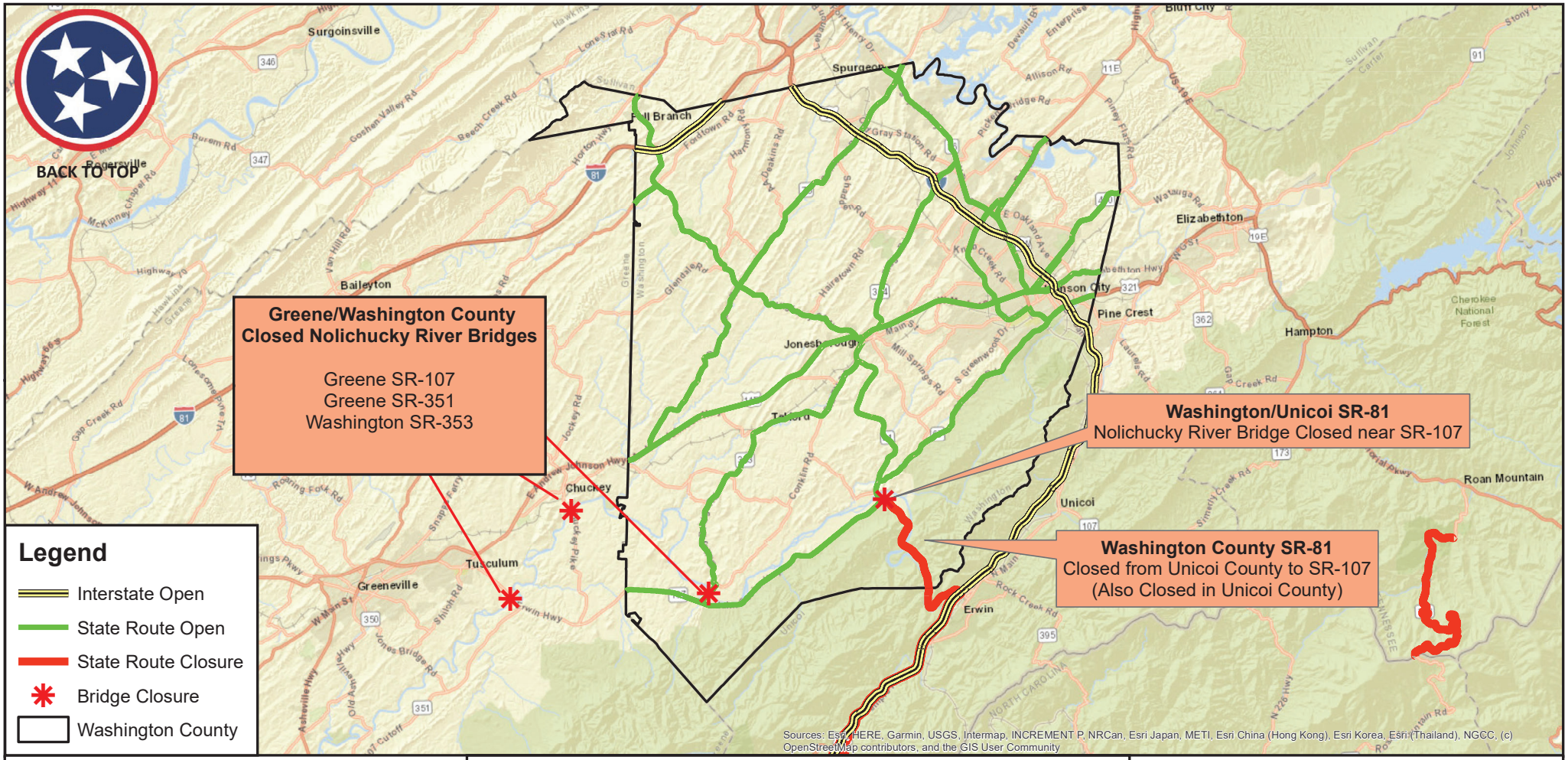
TN TDOT Department of Transportation

TDOT TRAFFIC OPERATIONS
REGION 1



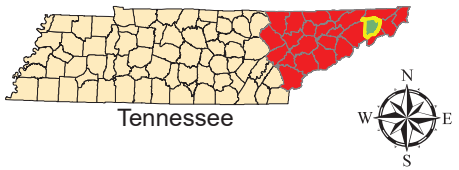
East Tennessee Roadway Closures

Source: TDOT GIS



TDOT Department of Transportation

TDOT TRAFFIC OPERATIONS
REGION 1



Washington County State Road System

Source: TDOT GIS

Ecology

Environmental Study

Technical Section

Section: Ecology

Study Results

EBR was completed 12/2/24 and is valid.

Commitments

Did the study of this project result in any environmental commitments? **Yes**

USFWS has concerns for potential impacts due to tree clearing across the entire project. Given that this is a summer record only, tree clearing preference would be between October 1 and March 31 as a protective BMP. It should be communicated to the repair team that tree clearing should be minimized as much as possible, in addition to following the standard BMPs already provided by USFWS.

Additional Information

Is there any additional information or material included with this study? **No**

Certification

Responder: Matt Beeler

Title: TDOT SR TECHNICAL SPECIALIST

Signature: Matt Beeler Digitally signed by Matt Beeler Date: 2024.12.03 09:00:19 -05'00'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
ENVIRONMENTAL TECHNICAL STUDIES OFFICE
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

MEMORANDUM

To: *Stacy Weaver*
TDOT Manager

From: *Matt Beeler*
Region One Ecology

Date: *12/2/24*

Subject: **Environmental Boundaries Report For**:
SR-353 Bridge over Nolichucky River
PIN: 135866.08

An ecological evaluation of the subject project has been conducted in response to Hurricane Helene

STREAMS: *There is one stream within project limits*

WETLANDS: None.

OTHER FEATURES: *None*

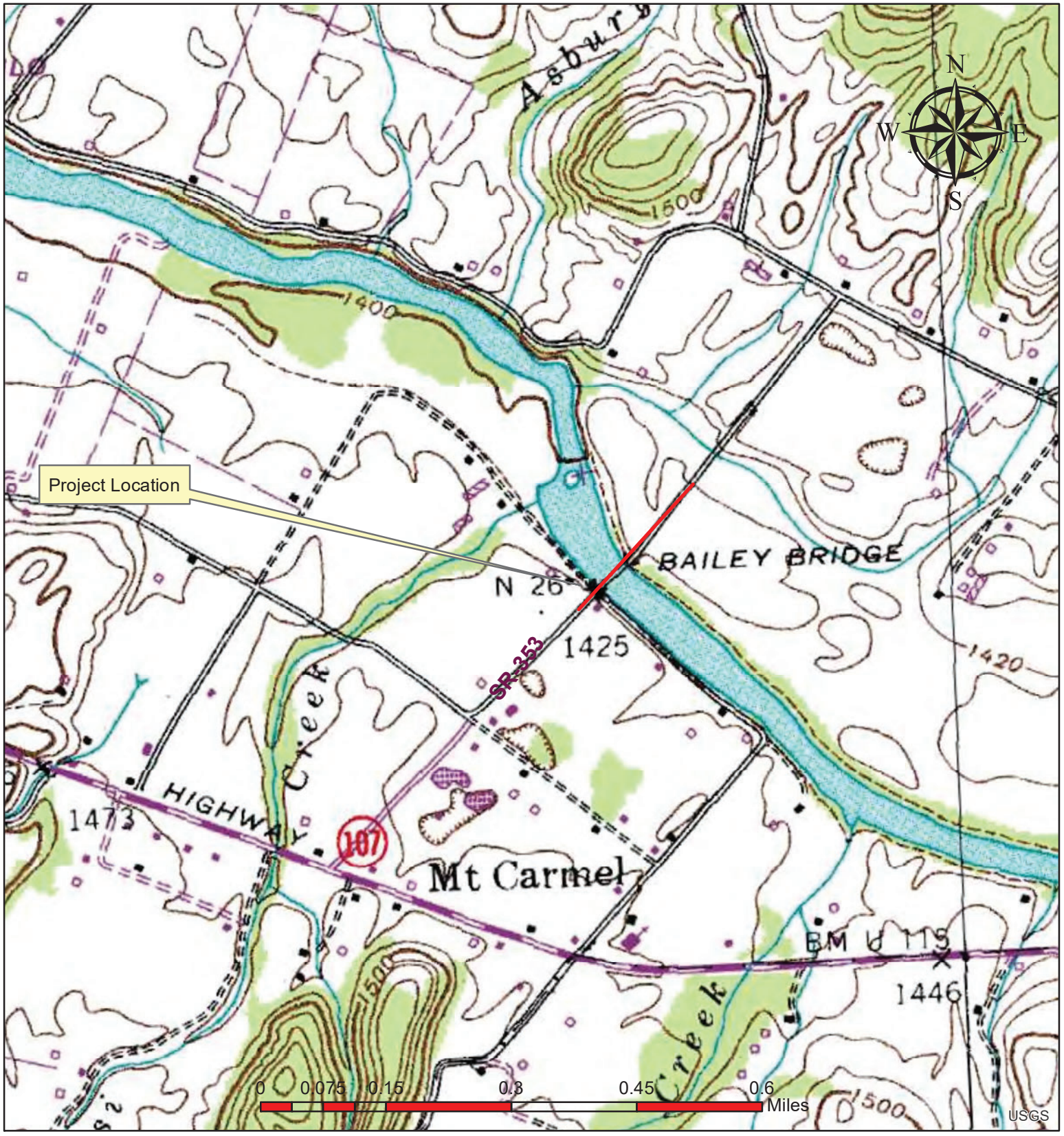
SPECIES:

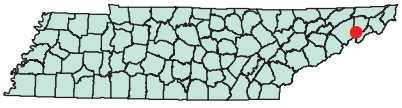
- *USFWS: USFWS coordination was completed November 1, 2024, with species concern of bat habitat.*
- *TWRA: TWRA coordination was completed November 7, 2024, with no species concern.*
- *TDEC DNA: TDEC DNA 2023 MOA applies for this project under Condition 1.*

COMMITMENTS: USFWS has concerns for potential impacts due to tree clearing across the entire project. Given that this is a summer record only, tree clearing preference would be between October 1 and March 31 as a protective BMP. It should be communicated to the repair team that tree clearing should be minimized as much as possible, in addition to following the standard BMPs already provided by USFWS.

Your assistance is appreciated. If you have any questions or comments, please contact me at 865-216-2448 or *e-mail* matthew.beeler@tn.gov.

xc: *Region 1 Project Development:* Dexter Justis, John Barrett, Mark Doty
Design Lead: Stacy Weaver
HQ Ecology: Shawn Wurst, Dennis Crumby
HQ Permits: Claire Sichko
Region 1 Permits: Chad Weaver
TDOT.Env.Ecology@tn.gov
TDOT.Env.Permits@tn.gov
TDOT.Env.Mitigation@tn.gov
TDOT.Env.NEPA@tn.gov



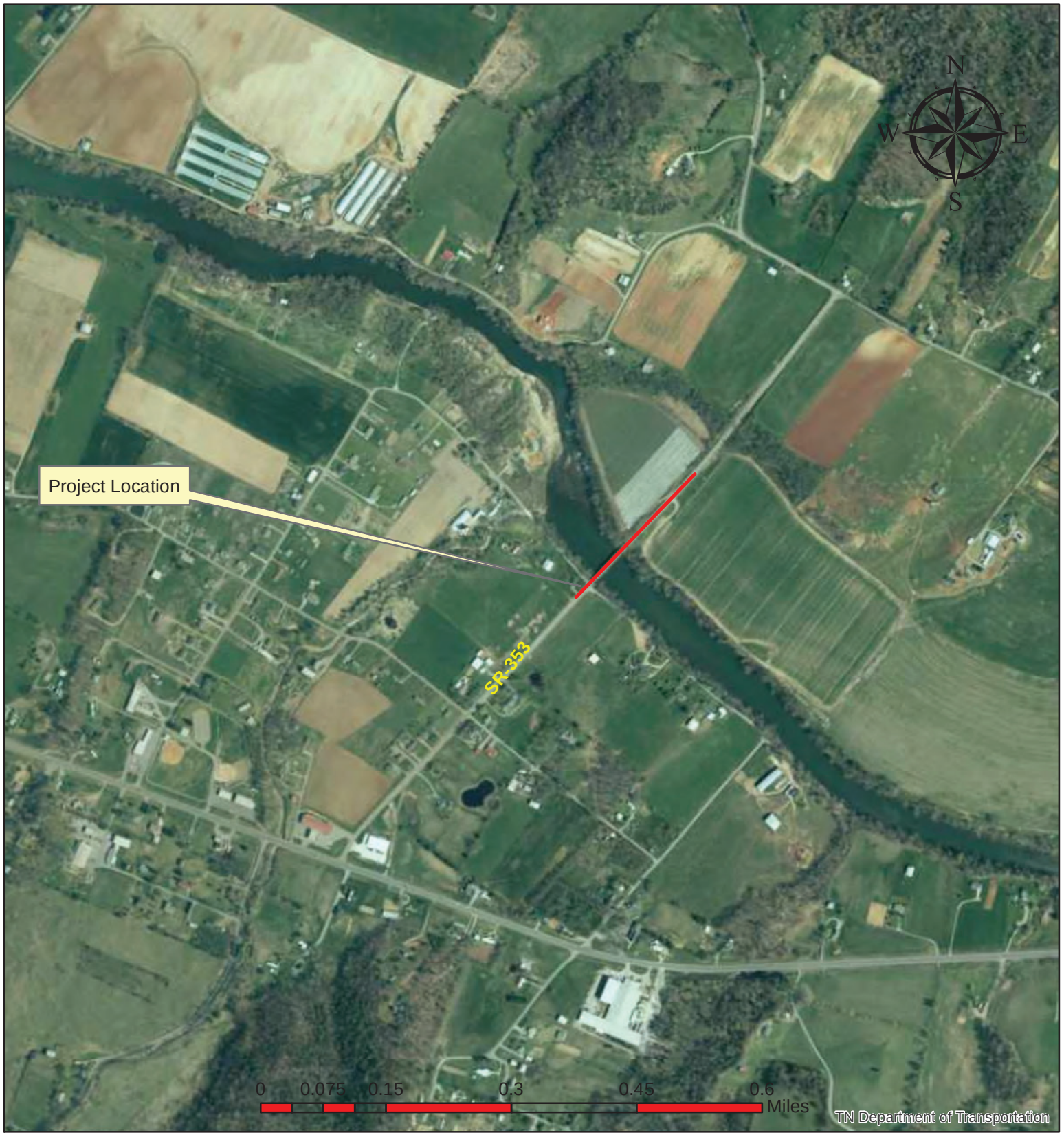


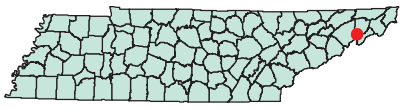
Project Location Map - topo
SR-353 Bridge over Nolichucky River
Washington County

Telford 190 NE

10-2-24

PIN:135866.08



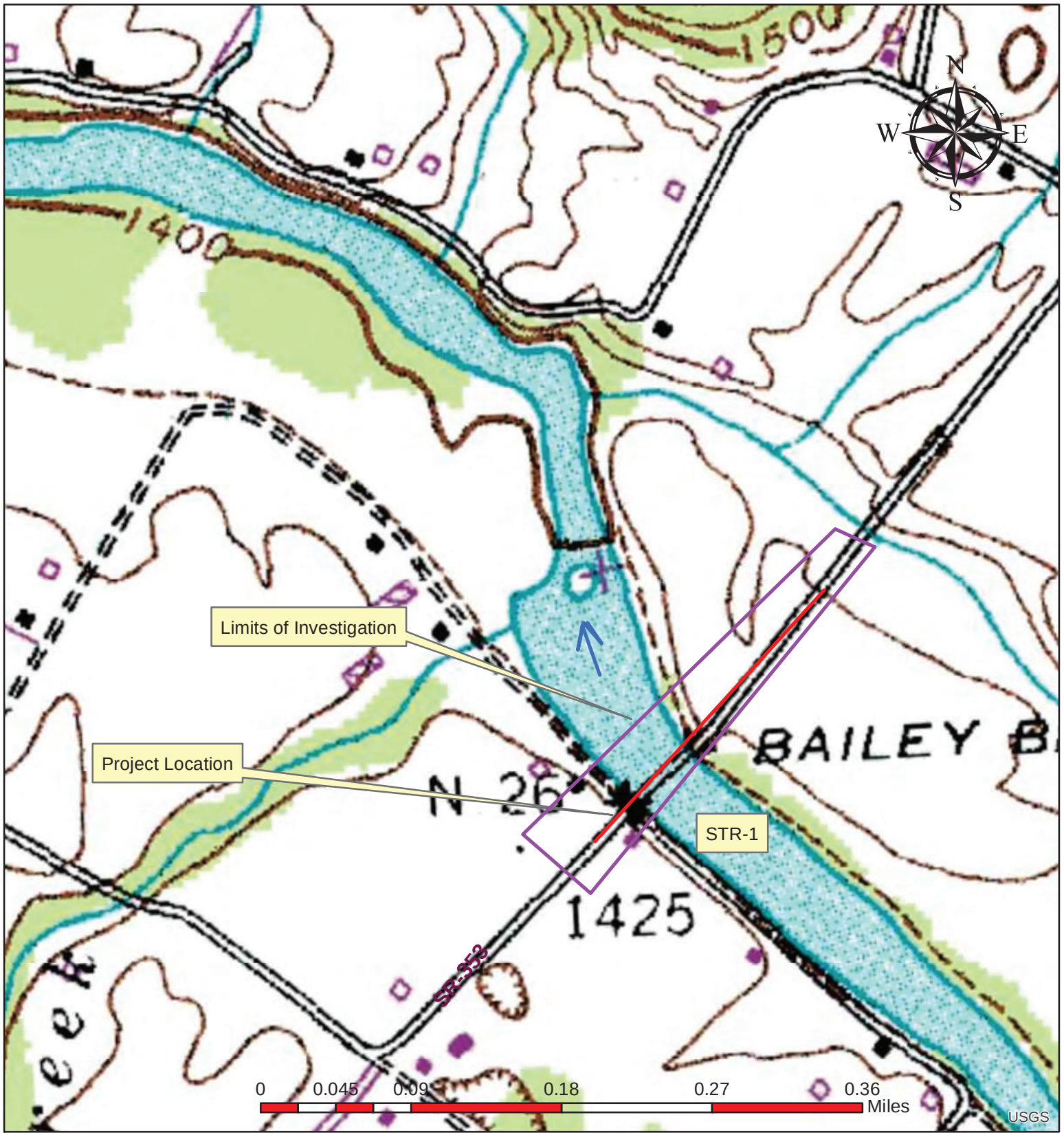


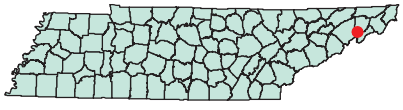
Project Location Map - aerial
SR-353 Bridge over Nolichucky River
Washington County

Telford 190 NE

10-2-24

PIN:135866.08



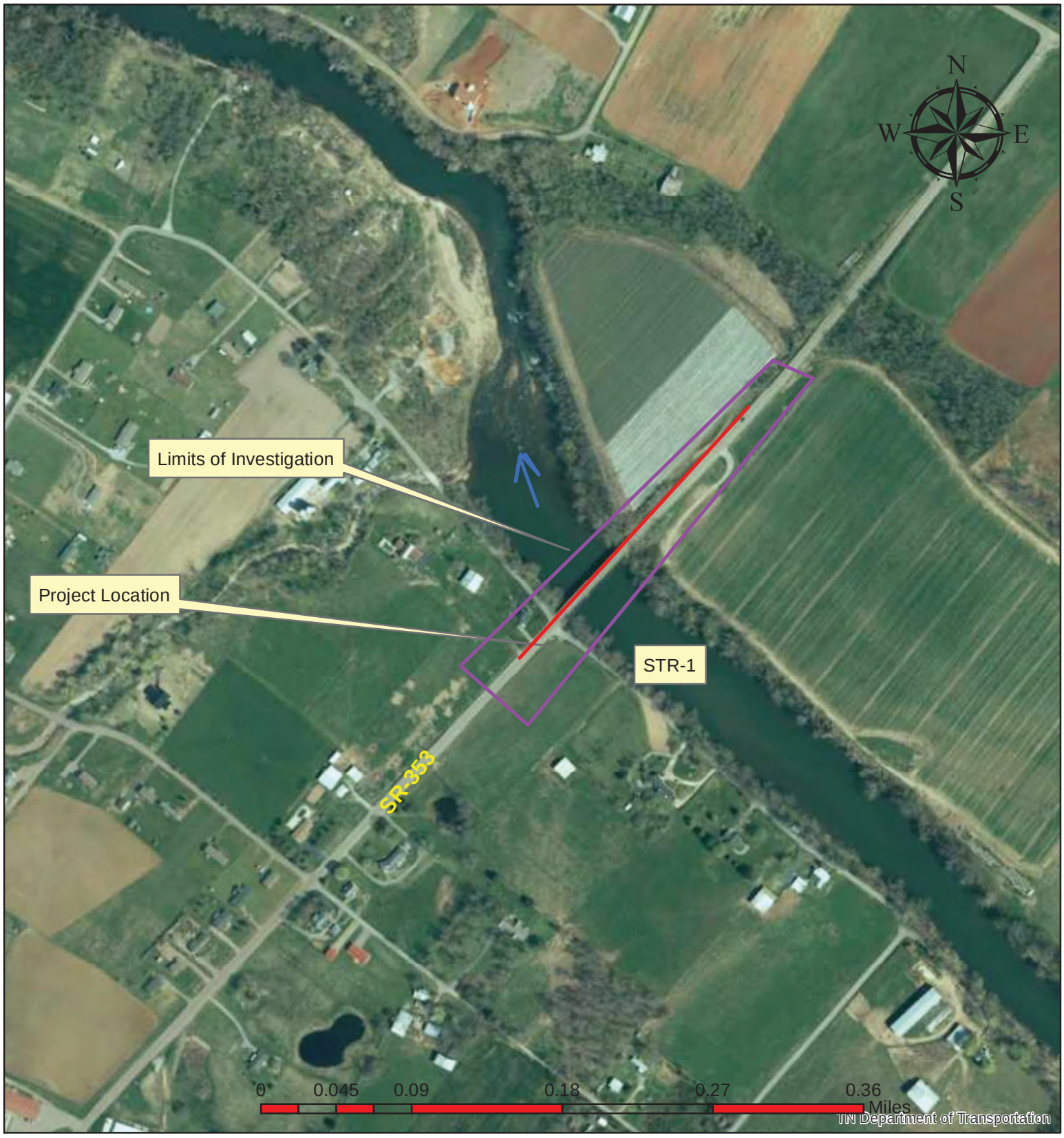


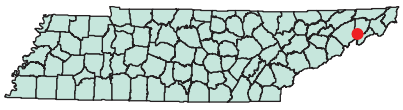
Topo Water Resources Map
SR-353 Bridge over Nolichucky River
Washington County

Telford 190 NE

10-2-24

PIN:135866.08





Aerial Water Resources Map
SR-353 Bridge over Nolichucky River
Washington County

Telford 190 NE

10-2-24

PIN:135866.08

Project Name: SR-353 Bridge over Nolichucky River **PIN:** 135866.08

Water Resource Table for EBR

Based on: Planning Report

Date:

Water Resources (Non-Wetland)					
Label	**Type**	**Latitude**	**Longitude**	**Receiving Waters**	**Quality**
STR-1	Perennial Stream	36.15598	-82.590556	Douglas Lake	Not Supporting/Impaired (303(d))

Water Resources (Wetland)*

Label	Type	Latitude	Longitude	Receiving Waters	Quality
None					

*Unless described otherwise in the NEPA document; all wetlands are presumed to serve the following functions to varying degrees, based on location: wildlife habitat, flood storage, groundwater recharge, nutrient processing, contaminant filtering, and recreation.

Note- Features referenced in this table are based on information available and may change as the project is further refined througout project development.

Ecology Field Data Sheet: **Water Resources**

Project: SR 353 Bridge over Nolichucky River PIN:135866.08					
Biologist:	Matt Beeler	**Affiliation:**	TDOT	**Date:**	8/5/22

1-Station: from plans											
2-Map label and name	STR-1, Nolichucky River										
3-Latitude/Longitude	36.155980 N, -82.590556 W										
4-Feature description:											
-channel identification	perennial stream	✓	intermittent stream		ephemeral stream		wwc				
-HD score (if applicable)											
-OHWM indicators	bed & banks	✓	deposition	✓	presence of litter debris		scour		veg absent, bent, matted		
	change in plant community		destruction of terrestrial veg		multiple observe flow events	✓	sediment sorting	✓	water staining	✓	
	change in soil character		leaf litter disturb or absent		natural line impressed on bank	✓	shelving		wracking	✓	
-channel bottom width	250'		-top of bank width		260'						
-width and max depth at ordinary high water mark	255', NA										
-width at bankfull	260'										
-bank height	LDB - 4-5'				RDB - 4-5'						
-riffle/pool complex or other specialized habitat present?	No										
-dominant riparian species: ----------(LDB /RDB)----------	LDB: Sycamore, Black Walnut, Box Elder										
	RDB: Sycamore, Black Walnut, Box Elder										
-particle size distribution %	Silt/Sand:	NA	Gravel:	NA	Cobble:	NA	Boulder:	NA	Bedrock:	NA	
5-photo numbers	7,9										
6-HUC -8 Code & Name	06010108, Tennessee Region										
7-Assessed	yes	✓	no								
8-ETW	yes	✓	no								
9-303 (d) List	yes	✓	siltation		habitat:		other:				
	no										
10-Notes	This assessment is before the hurricane.										

Ecology Field Data Sheet: **Water Resources**

Project: SR 353 Bridge over Nolichucky River PIN:135866.08					
Biologist:	Matt Beeler	**Affiliation:**	TDOT	**Date:**	10/1/24

1-Station: from plans											
2-Map label and name	STR-1, Nolichucky River										
3-Latitude/Longitude	36.155980 N, -82.590556 W										
4-Feature description:											
-channel identification	perennial stream	✓	intermittent stream		ephemeral stream		wwc				
-HD score (if applicable)											
-OHWM indicators	bed & banks	✓	deposition	✓	presence of litter debris		scour		veg absent, bent, matted		
	change in plant community		destruction of terrestrial veg		multiple observe flow events	✓	sediment sorting	✓	water staining	✓	
	change in soil character		leaf litter disturb or absent		natural line impressed on bank	✓	shelving		wracking	✓	
-channel bottom width	270'				-top of bank width		380'				
-width and max depth at ordinary high water mark	300', NA										
-width at bankfull	380'										
-bank height	LDB - 10'				RDB - 10'						
-riffle/pool complex or other specialized habitat present?	No										
-dominant riparian species: ----------(LDB /RDB)----------	LDB: None										
	RDB: None										
-particle size distribution %	Silt/Sand:	NA	Gravel:	NA	Cobble:	NA	Boulder:	NA	Bedrock:	NA	
5-photo numbers	2,8,10										
6-HUC -8 Code & Name	06010108, Tennessee Region										
7-Assessed	yes	✓	no								
8-ETW	yes	✓	no								
9-303 (d) List	yes	✓	siltation		habitat:		other:				
	no										
10-Notes	Channel widths based from google earth										

Revised July 2022

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #1: Looking north on SR 353 at the beginning of project.

Photo #2: Looking south on SR 353 where SR-353 Bridge over the Nolichucky stood.

TN TDOT Department of Transportation

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #3: Looking towards the Intersection of SR-353 and Bill Mauk Road.

Photo #4: The house foundation that was at the intersection of SR-353 and Bill Mauk Road.

TN TDOT Department of Transportation

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #5: Looking north on the SR-353 Bridge over Nolichucky River.

Photo #6: Looking south on SR-353 towards where photo 3 was taken in the past.

TN TDOT Department of Transportation

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #7: Looking downstream on STR-1 from SR-353 Bridge over Nolichucky River.

Photo #8: Looking downstream on the Nolichucky River.

TN TDOT Department of Transportation

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #9: Looking on the upstream side of SR-353 Bridge over Nolichucky River.

Photo #10: Looking upstream on the Nolichucky River.

TN TDOT Department of Transportation

SR-353 Bridge over Nolichucky River PIN:135866.08	Date: (Only if dates are NOT on photos)

Photo #11: Looking south off of SR-353 .

Photo #12: Looking north on SR-353

TN TDOT Department of Transportation

TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
5107 EDMONDSON PIKE
NASHVILLE, TENNESSEE 37211

11/7/2024

RE: TDOT R1 Emergency - The SR-353 (Bailey Bridge Road) Bridge over Nolichucky River at LM 0.45 in Washington County (PIN 135866.08)

The Tennessee Wildlife Resources Agency has reviewed the information provided for the proposed Emergency Repairs of the SR-353 (Bailey Bridge Road) Bridge over Nolichucky River at LM 0.45 in Washington County, Tn. You have requested that we provide your office with a list of threatened or endangered species that may be present in the vicinity of the proposed project.

The SR-353 (Bailey Bridge Road) Bridge over Nolichucky River at LM 0.45 in Washington County (PIN 135866.08) was damaged by flood waters associated with Hurricane Helene. The proposed bridge replacement project will be in-kind replacement like the previous structure with minor changes to meet current safety and design standards. The project will likely require haul road(s) to be installed in stream below the OHWM for the removal of debris and remnants of the previous structures as well as construction of the new bridge. TDOT is currently working on bridge plans for this location.

Our records indicate presence of the following state listed species within 4.0 miles of the proposed project:

COMMON NAME	SCIENTIFIC NAME	LAST OBSERVED	STATE PROTECTION	FEDERAL PROTECTION
Highfin Carpsucker	Carpiodes velifer	1998-08-11	D	--
Sharphead Darter	Etheostoma acuticeps	1991-07-09	Rare, Not State Listed	--
Carolina Mountain Dusky Salamander	Desmognathus carolinensis	2005-09-20	Rare, Not State Listed	--

To avoid impacts to the state listed species listed previously, we recommend instream construction be conducted during periods of low flow to the extent possible, that any necessary instream operation of heavy equipment are minimized, that bank or channel modifications are contained to the minimum extent necessary for project completion, and that best management practices to address erosion and sediment be implemented and maintained during all construction activities.

Thank you for the opportunity to review and comment on this proposed project. If I may be of further assistance, please contact me at Andy.Barlow@tn.gov.

Sincerely,

Andy Barlow
Wildlife Biologist/Liaison to TDOT and the Federal Highway Administration

Matthew Beeler

From: Keven Brown
Sent: Tuesday, November 5, 2024 9:07 AM
To: Rita M. Thompson
Cc: Mark Doty; K.Brandon Chance; Shawn Wurst; Matthew Beeler
Subject: Re: IPaC delivered Official Species List for project: TDOT R1 Emergency - SR-353 (Bailey Bridge Rd.) bridge over Nolichucky River, LM 0.45, PIN 135866.08

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Rita. There probably aren't any trees left to clear at that location but we'll pass on the request.
Sent from my iPhone

On Nov 4, 2024, at 3:39 PM, Rita M. Thompson <Rita.M.Thompson@tn.gov> wrote:

Region 1,

Please see the response below from the USFWS regarding the SR-353 Emergency Repairs PIN 135886.08. USFWS has concerns for potential impacts due to tree clearing across the entire project. Given that this is a summer record only, tree clearing preference would be between October 1 and March 31 as a protective BMP. It should be communicated to the repair team that tree clearing should be minimized as much as possible, in addition to following the standard BMPs already provided by USFWS. Should tree clearing need to occur outside this window it will need to be documented (when, where, how, why). Since we are already within the window for clearing on this one, we are probably not going to have any issues, but if there is please let me know.

Thanks,

Rita Thompson | Statewide Technical Specialist
Environmental Division / Tech Studies Office – Ecology Unit
James K. Polk, 9th Floor
505 Deaderick Street
Nashville, TN 37243
p. 615-253-2459
rita.m.thompson@tn.gov

From: Griffith, John <john_griffith@fws.gov>
Sent: Friday, November 1, 2024 10:32 AM
To: Shawn Wurst <Shawn.Wurst@tn.gov>
Cc: Rita M. Thompson <Rita.M.Thompson@tn.gov>; Sykes, Robbie <robbie_sykes@fws.gov>; Sikula, Nicole R <nicole_sikula@fws.gov>
Subject: [EXTERNAL] Re: IPaC delivered Official Species List for project: TDOT R1 Emergency - SR-353 (Bailey Bridge Rd.) bridge over Nolichucky River, LM 0.45, PIN 135866.08

Shawn,

Thank you for requesting a species list for the SR-353 (Bailey Bridge Rd) emergency bridge replacement over the Nolichucky River at LM 0.45 in Washington County, Tennessee. The proposed bridge replacement will be an in-kind replacement like the previous structures, with minor changes to meet current safety and design standards. The project will likely require haul roads to be installed instream below the OHWM for the removal of debris and remnants of the previous structures as well as construction of the new bridge. TDOT is currently working on plans for the bridge at this location. You are providing notification of this emergency bridge replacement and requesting measures to minimize effects as required by the Endangered Species Act.

Our database indicates that the the project lies within a summer buffer for the federally endangered Indiana bat (*Myotis sodalis*). If tree clearing would be required for the project, this potential impact should be documented for future consultation with our office. Siltation from agricultural runoff and water quality impacts from mining in North Carolina have affected the upper Nolichucky River. The nearest record for listed species in the Nolichucky River is a population of Appalachian elktoe (*Alasmidonta raveneliana*), documented roughly 20 river miles upriver of the SR-353 crossing on the Cherokee National Forest (CNF) in Unicoi County, Tennessee. Because we have no evidence of listed mussels occurring downriver of the CNF until Johnson Island (RM 42) below the Nolichucky Dam, we would not anticipate impacts to any federally listed or proposed mussel species as a result of this bridge replacement.

This email will serve as our official project response and acknowledgement of notification. Please document potential impacts to Indiana bat from tree removal and implement any standard emergency repair BMPs where practicable. Thanks,

John Griffith

Transportation Biologist

U.S. Fish and Wildlife Service

Tennessee Field Office

931-444-1393 (office)

931-261-3755 (cell)

From: Administrator Email <ecosphere_support@ecosphere.fws.gov>
Sent: Wednesday, October 30, 2024 2:00 PM
To: Griffith, John <john_griffith@fws.gov>; Tennessee ES, FWS <tennesseeES@fws.gov>; Sykes, Robbie <robbie_sykes@fws.gov>; Alexander, Steven <steven_alexander@fws.gov>

Subject: IPaC delivered Official Species List for project: TDOT R1 Emergency - SR-353 (Bailey Bridge Rd.) bridge over Nolichucky River, LM 0.45, PIN 135866.08

To: IPaC point(s) of contact for Tennessee Ecological Services Field Office
Project Location: Washington County, Tennessee

IPaC has delivered an official Section 7 species list on behalf of your office. For your convenience, IPaC has created an ETK project (2025-0013251) with a new associated 'Species List Provided' event. A PDF file of the species list document is attached to the event and contact information for the project can be found on the last page of the PDF.

IPaC has automatically set the consultation status to "Closed". If you need to do any additional work in this project (*e.g.*, add staff, add events, change lead office, etc.), you must first change the status to "active" so that you can edit the project. You can access the project via the link, above.

Lead FWS Office:
The Tennessee Ecological Services Field Office is currently designated as the lead office for Section 7 on this project. The following additional offices have jurisdiction and have been notified: None. If another office is the lead office on this project, please access the project (via the link above) and update it. IPaC will not reset the Lead Office once it has been updated by a biologist.

*Projects created in ETK by IPaC have not been assigned to an FWS staff member. To identify the staff assigned to this project, please access the project (via the link above) and add their name(s).

MEMORANDUM OF AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION
TENNESSEE DIVISION OFFICE

AND

TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF NATURAL AREAS

March 2023

SUBJECT:

This Memorandum of Agreement (MOA) is being instituted between the Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA), the Tennessee Department of Transportation (TDOT), and the Federal Highway Administration, Tennessee Division Office (FHWA) to streamline TDOT projects and activities which typically result in no adverse effects to state listed plant species or their habitats in Tennessee.

PURPOSE:

FHWA is required, pursuant to the Fish and Wildlife Coordination Act, (Title 16 United States Code (U.S.C) 662(a)) to consult with the head of the State agency exercising administration over wildlife resources if any stream or water body is "controlled or modified for any purpose whatever." "Wildlife resources" includes animals as well as "all types of aquatic and land vegetation upon which wildlife is dependent" (16 U.S.C. 666b). TDOT, on behalf of FHWA, coordinates these projects, in part, with TDEC DNA.

TDEC DNA is charged with conserving rare plant species and their habitats as well as administering a system of state natural areas within Tennessee. In this role, TDEC DNA maintains data on the location and status of rare species and natural communities within the state and maintains a list of rare plants classified as endangered, threatened, or as a species of concern. TDEC DNA provides technical

support regarding the use and interpretation of such data and provides written comments (as needed) regarding potential effects to rare plants (sometimes animals), natural communities, and conservation sites for federally funded and state funded projects.

This MOA applies to both State- and Federally funded projects and is intended to define conditions and provide example categories of projects and activities for which project-specific consultation with TDEC DNA is not required. Documentation for projects covered under this MOA will include a copy of this agreement and a statement from the TDOT Ecology staff citing the applicability of this agreement, rather than written correspondence to and from TDEC DNA. This documentation will be included in the Appendices of all applicable environmental documents (e.g., NEPA, TEER) and in the documentation for all applicable permit applications.

SCOPE:

The following conditions and example projects and activities have been evaluated and a conclusion reached by TDEC DNA, FHWA and TDOT that specific work meeting these conditions within these categories will not result in adverse effects to state listed plant species or their habitats. As a result, this MOA constitutes programmatic consultation/coordination between TDEC DNA, FHWA and TDOT.

CONDITIONS FOR COVERAGE UNDER THIS MEMORANDUM

1. Based on a review of the project study area and the TDEC Natural Heritage Database, both of the following criteria must be met:

    - TDOT ecology project review staff have determined that there are no known records of State- or Federally listed plant species within the project study area; and

    - TDOT ecology project review staff or qualified consultants have determined the project area does not contain habitat for State-listed plant species documented within four miles, or if potential habitat is present, an appropriately timed presence/absence survey has been conducted for State-listed plant species with negative results.

OR

2. TDOT ecology project review staff have determined that proposed activity is such

that it would not impact undeveloped areas or natural vegetation outside the current developed footprint. Examples of such projects are listed below as a project type covered under this MOA which can be completed without regard to proximity of known or potential occurrences of rare plant species.

A. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway by implementing Best Management Practices (BMP's) or properly installed erosion controls. Activities in this category include the following:

   - Bridge deck repair (scarification, patching, replacement, etc.)
   - Installation and repair of expansion joints
   - Removal and resurfacing of bridge and approach roadway pavement
   - Patching of substructures
   - Removal, replacement, and repair of beams
   - Removal and replacement of bridge deck cantilevers
   - Modification of piers and abutments above the surface of the water
   - Repair and replacement of bridge and approach guardrails
   - Sand blasting, painting, and sealing

B. Installation of impact attenuators on bridge piers, providing substrate work is not involved, and they do not affect flow downstream

C. Bridge inspections, including the portions of the piers under the surface of the water, if no soil or substrate is disturbed

D. Addition of intersection turning lanes provided new lanes are within the developed footprint of the roadway.

E. Installation, replacement, or addition of traffic control signals or information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble

strips and stripes, signs, and sidewalks provided such work is in the current developed footprint.

F. Turning radius improvement at intersections

G. Removal and replacement of existing pavement, provided that all old pavement is properly disposed of according to current regulations.

H. Installation and repair of guardrails, cable barriers, and jersey barriers

I. Installation of railroad signals, signs, and other improvements at crossings

J. Maintenance of roadway ditches and catch basins, provided that the original size and dimensions are not increased. This category is confined to sloped ditches which only convey water for a short period during storm events. No work under this exception can occur within 50 feet of any stream.

K. Replacement of overpasses which span roadways or railways

L. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. Work may not extend past the top of bank and no equipment or material is allowed in the stream channel.

M. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler system installation, lighting, building replacement or additions, sidewalk refurbishing)

N. Addition of intersection lighting

O. Installation of noise walls

P. Removal of vegetation along roads or under bridges provided such work is within the current developed footprint

Q. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other

safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Inventory, control, and removal of outdoor advertising
- Construction of turnouts, overlooks, and viewing areas provided such work is within the current developed footprint
- Historic preservation and rehabilitation of historic transportation facilities
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Any signatory agency may unilaterally withdraw from this agreement with 30 days written notice. This MOA will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by any signatory agency. All revisions will be made in writing and require the concurrence of the signatory agencies.

AGREEMENT BY:

Tennessee Department of Environment and Conservation, Division of Natural Areas

Roger McCoy (Mar 1, 2023 13:33 CST)

Date: Mar 1, 2023

Roger McCoy, Director TDEC DNA

Tennessee Department of Transportation

Date: Mar 6, 2023

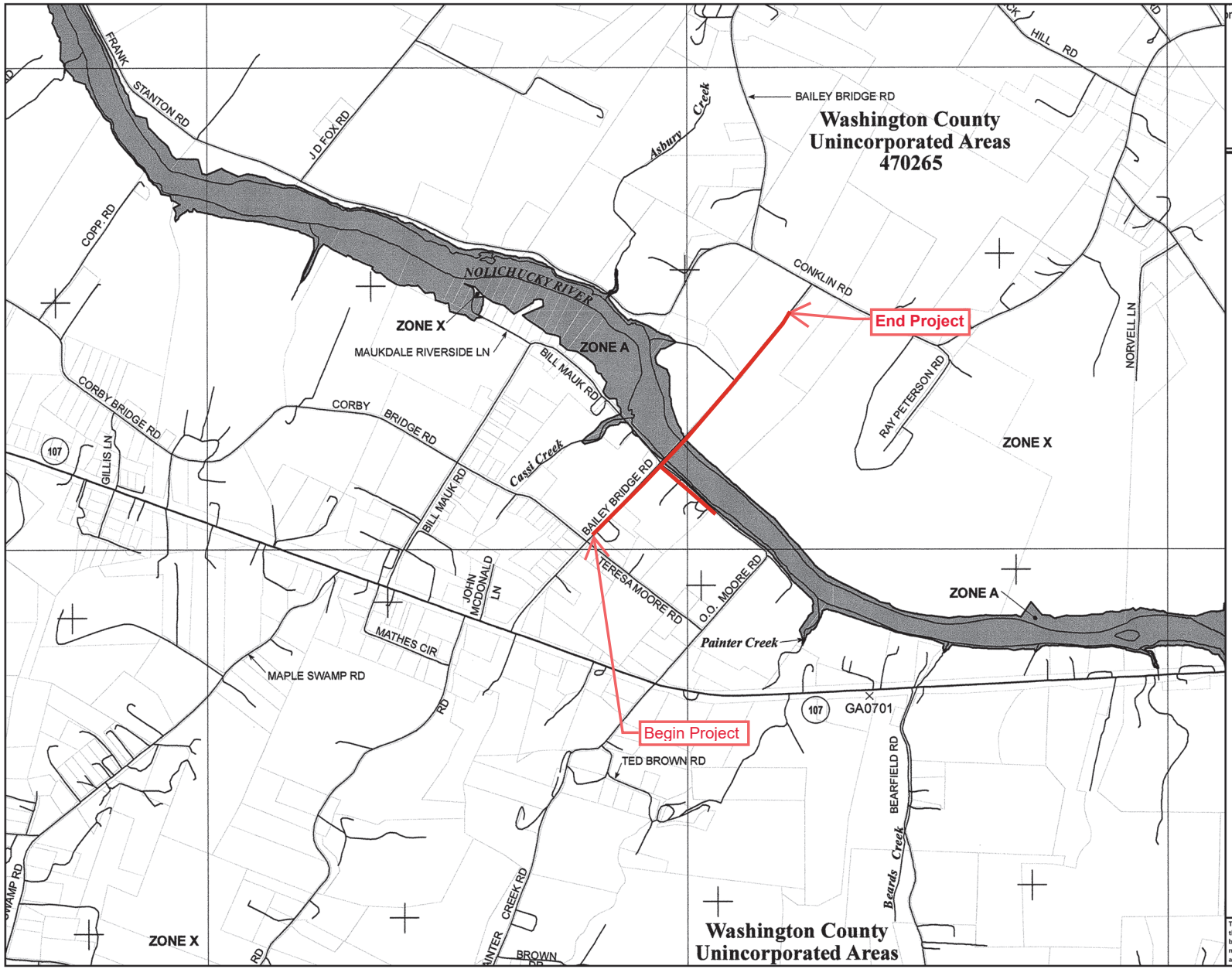
Howard H. Eley, Deputy Governor and Commissioner

Federal Highway Administration, Tennessee Division Office

Date: Mar 20, 2023

Pamela M. Kordenbrock, Division Administrator

Floodplain Management



nal Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 F

300 0 300

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0240D

FIRM

FLOOD INSURANCE RATE MAP

WASHINGTON COUNTY, TENNESSEE

AND INCORPORATED AREAS

PANEL 240 OF 325

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
WASHINGTON COUNTY	470265	0240	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
47179C0240D

MAP REVISED
SEPTEMBER 29, 2006

Federal Emergency Management Agency

Air and Noise

Environmental Study

Technical Section

Section: Air and Noise

Study Results

AIR QUALITY

Transportation Conformity
This project is in Washington County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project.

Mobile Source Air Toxics (MSATs)
This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated January 2023.

NOISE

This project is Type III in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy; therefore, a noise study is not needed.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **No**

Certification

Responder: Chasity L. Stinson

Title: Senior Technical Specialist, TDOT Environmental Division

Signature: Chasity Stinson

Digitally signed by Chasity Stinson
Date: 2024.10.11 16:02:41 -05'00'

Cultural Resources

Environmental Study

Technical Section

Section: Cultural Resources

Study Results

In a letter dated October 30, 2024, the TN-SHPO concurred that no historic or archaeological resources would be affected by this undertaking as currently proposed. Should there be any changes to the project, including the addition of right-of-way or easements, updated studies may be required.

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **Yes**

Type: SHPO Letter and Report

Location: Email Attachment

Certification

Responder: Marley Abbott

Title: Senior Tech Specialist- Historian

Signature: Marley Abbott

Digitally signed by Marley Abbott
Date: 2024.10.30 10:50:11 -05'00'

From:	TN Help
To:	Marley Abbott
Cc:	Kimberly Vasut-Shelby; Alan Longmire
Subject:	Emergency Replacement of SR-353 Bridge over the Nolichucky River, LM 0.45, PIN 135866.08 - Project # SHPO0005915
Date:	Wednesday, October 30, 2024 10:36:55 AM
Attachments:	image image

TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

2024-10-30 10:16:15 CDT

Kimberly Vasut-Shelby
TDOT Cultural Resources

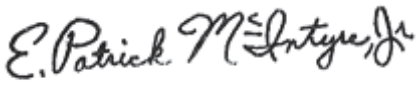
RE: Federal Highway Administration (FHWA), Emergency Replacement of SR-353 Bridge over the Nolichucky River, LM 0.45, PIN 135866.08, Project#: SHPO0005915, Chuckey, Washington County, TN

Dear Kimberly Vasut-Shelby:

In response to your request, we have reviewed the cultural resources survey report and accompanying documentation submitted by you regarding the above-referenced undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicants for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739).

Considering the information provided, we find that no historic properties eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. Please provide your Project # when submitting any additional information regarding this undertaking. Questions or comments may be directed to Kelley Reid, who drafted this response, at Kelley.Reid@tn.gov, +16157701099.

Sincerely,



E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer

Ref:MSG16054277_wZieeOoUdUUni0ZVRm5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

October 28, 2024

Mr. E. Patrick McIntyre, Jr.
Executive Director and State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

RE: **EMERGENCY**- Joint Cultural Resources Assessment SR-353, Bridge Over the Nolichucky River; Chuckey, Washington County, PIN 135866.08

Dear Mr. McIntyre,

The Tennessee Department of Transportation (TDOT), with federal funding administered by the Federal Highway Administration (FHWA), is proposing the replacement of the bridge over the Nolichucky River on Bailey Bridge Road I Chuckey, Washington County. This project is considered an emergency undertaking as a result of damage from Hurricane Helene in September 2024. The scope of work will include the replacement of the bridge as well as any damaged pavement in areas that have been washed out. No right-of-way (ROW) or easements are currently required.

Under 36 CFR 800.4, TDOT staff completed a desktop review of the emergency project. The Area of Potential Effect (APE) for this project is defined as the area encompassed by the technical study area as shown in Figure 1 of the enclosed report. It is the opinion of TDOT that there are no historic or archaeological resources within the APE listed in or eligible for listing in the National Register of Historic Places that will be affected by this undertaking as currently proposed.

In compliance with Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review the enclosed information and provide me with your comments. If any additional information is needed, please contact Marley Abbott at (615) 532-3412 for historic resources or Alan Longmire at (423) 854-5469 for archaeological resources. I appreciate your assistance.

Sincerely,

Kimberly Vasut-Shelby | Manager
Environmental Division – Cultural Resources

KVS/ma/al

EMERGENCY

CULTURAL RESOURCES ASSESSMENT FOR SR-353, BRIDGE OVER THE NOLICHUCKY RIVER

CHUCKEY, WASHINGTON COUNTY

PIN 135866.08

Marley Abbott, Historian
Alan Longmire, Archaeologist
Tennessee Department of Transportation
505 Deaderick Street, Suite 900
Nashville, TN 37243

EMERGENCY

CULTURAL RESOURCES ASSESSMENT FOR SR-353, BRIDGE OVER THE NOLICHUCKY RIVER

CHUCKEY, WASHINGTON COUNTY

PIN 135866.08

INTRODUCTION

The Tennessee Department of Transportation (TDOT), with federal funding anticipated from the Federal Highway Administration (FHWA), is proposing the emergency replacement of the bridge over the Nolichucky River along State Route 353 (SR-353)/Bailey Bridge Road in Chuckey, Washington County. This project is considered an emergency undertaking resulting from damage left by Hurricane Helene in September 2024. The previous bridge and multiple areas of pavement along both approaches have been either undermined or completed washed out and require emergency repairs. The scope of work will include the construction of a new bridge over the Nolichucky River, as well as the replacement of damaged pavement in areas that have been washed out. No right-of-way (ROW) or easements are currently required but may be anticipated; work will be limited to the existing ROW as much as possible.

In compliance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800, TDOT staff reviewed the area of potential effects (APE) to identify National Register of Historic Places (NRHP) listed eligible historic properties that may be affected by the subject undertaking. The APE for this project is defined as the area encompassed by the technical study area as shown in Figure 1.

Under 36 CFR 800.4, TDOT historians completed a desktop review of the emergency project. It is the opinion of TDOT that there are no properties within the architectural APE listed in or eligible for listing in the National Register of Historic Places. Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, gives special consideration to the use of historic sites by federally assisted transportation projects. Regulations concerning TDOT's responsibilities under Section 4(f) are codified at 23 CFR 774. Due to the lack of historic resources in the APE, Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, does not apply.

TDOT archaeologists reviewed the proposed project to determine if any archaeological resources are located within the project's APE. Background research identified two previously recorded archaeological sites and no areas within a one-mile radius of the APE. TDOT Legacy files indicated one survey had occurred within a one-mile radius. No sites will be impacted by the proposed undertaking, as the sites are well away from the APE and one of the two sites, 40WG18, has been washed away in the flooding. It is the opinion of TDOT that no archaeological resources eligible for listing in the NRHP will be affected by this undertaking as currently proposed.

PROJECT DESCRIPTION

TDOT, with federal funding anticipated, is proposing the emergency replacement of the Floyd W. Jason Lamb Jr. Memorial Bridge over the Nolichucky River along SR-353/Bailey Bridge Road in Chuckey, Washington County (Bridge ID# 90S2386001). This project is considered an emergency undertaking resulting from damage left by Hurricane Helene in September 2024. The scope of work will include the construction of a new bridge over the Nolichucky River, as well as the replacement of damaged pavement in areas that have been washed out.

The proposed project area spans approximately .66 miles of SR-353/Bailey Bridge Road, beginning near the intersection with Teresa Moore Road and ending near the intersection with Conklin Road to the northeast, with a portion extending onto O.O. Moore Road.

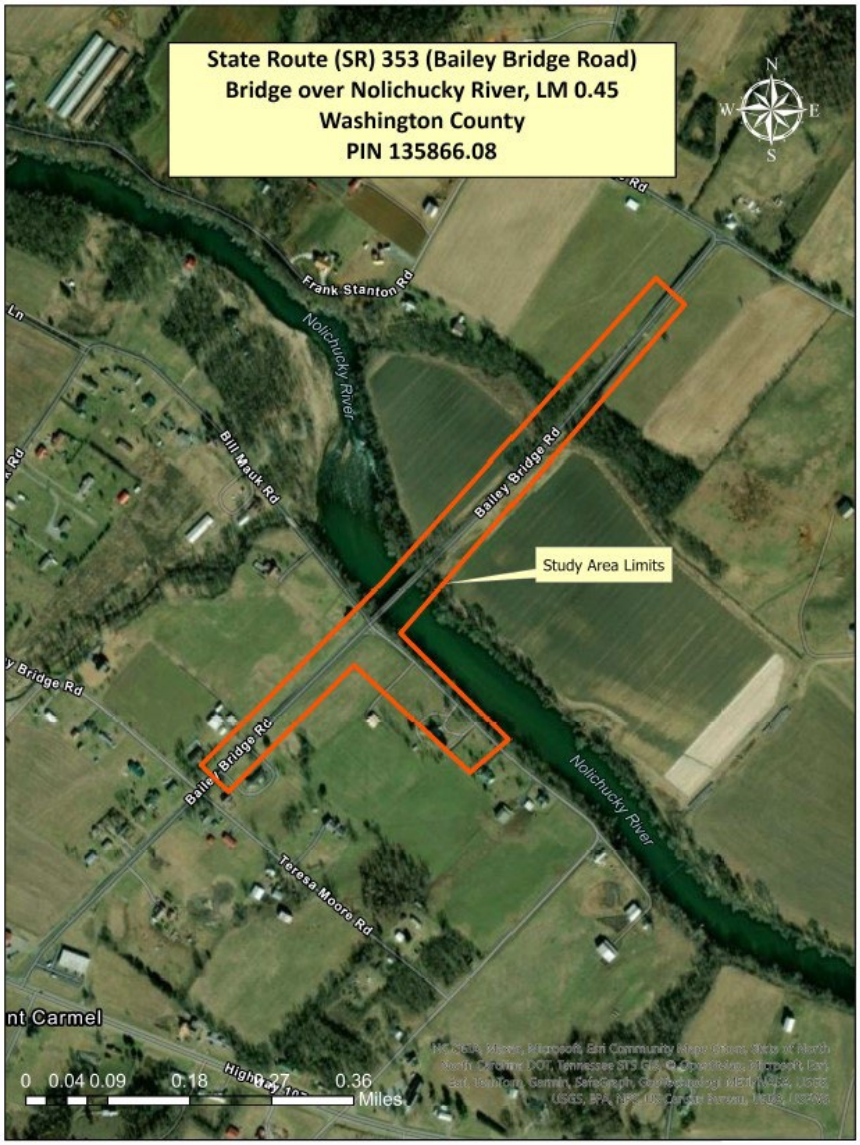


***Figure 1**: Aerial project location map.*

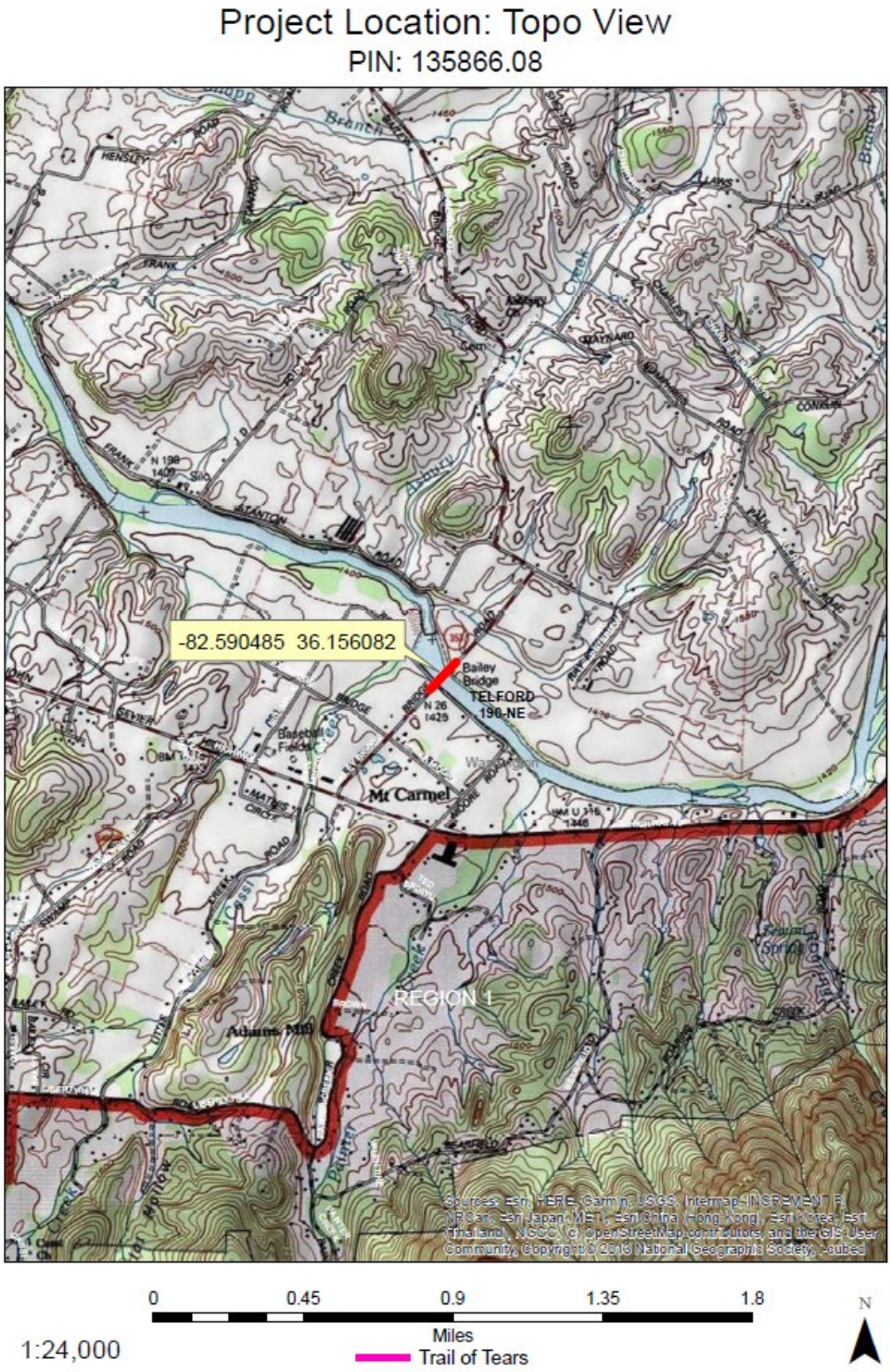


***Figure 2**: Topo map of proposed project area.*

***Figure 3**: Aerial photo at bridge location, view to the north.*

***Figure 4**: Location of previous bridge, south bank looking downstream.*

***Figure 5**: North side of river, looking north.*

***Figure 6**: Damaged roadbed on the north side of the river looking south towards bridge location.*

***Figure 7**: Facing east toward O'O Moore Road from SR-353.*

***Figure 8**: Looking west/northwest down Bill Mauk Rd.*

***Figure 9**: Looking north across the Nolichucky River.*

***Figure 10**: Looking northeast across the Nolichucky River.*

***Figure 11**: Looking east/northeast toward O.O. Moore Road.*

NATIVE AMERICAN COORDINATION & PUBLIC PARTICIPATION

TDOT has begun the process of consultation with eight Native American tribes or representatives, asking each for information regarding the project and if they would like to participate in the Section 106 review process as a consulting party. To date, TDOT has not received any comments regarding historic resources.

Absentee- Shawnee Tribe of Indians in Oklahoma
Cherokee Nation
Eastern Band of Cherokee Indians
Eastern Shawnee Tribe of Oklahoma
The Muscogee (Creek) Nation
Shawnee Tribe
Thlopthlocco Tribal Town
United Keetoowah Band of Cherokee Indians in Oklahoma

TDOT historians prepared a list of historic groups and other such organizations that might be interested in proposed projects. This list is regularly updated and refined. From this list, TDOT identified four potential consulting parties in Washington County. If requested by the party, TDOT will provide a copy of this report to the following groups and individuals. To date, TDOT has not received any comments regarding historic resources.

First Tennessee Development District
Heritage Alliance of Northeast Tennessee & Southwest Virginia

Tennessee Valley Authority
Washington County Mayor

ARCHITECTURAL METHODS AND RESULTS

Federal laws require TDOT and FHWA to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. This legislation requires TDOT and FHWA to identify any properties (either above ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, properties with historic significance are defined as those which are included in the NRHP or which are eligible for inclusion in the NRHP.

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, historic preservation staff surveyed the APE for this project in compliance with 36 CFR 800 regulations. The purpose of this survey was to identify any resources either included in or potentially eligible for inclusion in the NRHP (eligibility criteria are set forth in 36 CFR 60.4).

A project's APE is defined in 36 CFR 800.16 (d) as

> the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE for this project is defined as the area encompassed by the technical study area as shown in Figure 1.

In October 2024, TDOT historians performed an emergency desktop review and checked the survey records of the Tennessee Historical Commission (THC). It was determined that there are no historic properties within the APE that would be affected by this undertaking as currently proposed.

LIT/RECORDS SEARCH: 10/10/2024— Marley Abbott

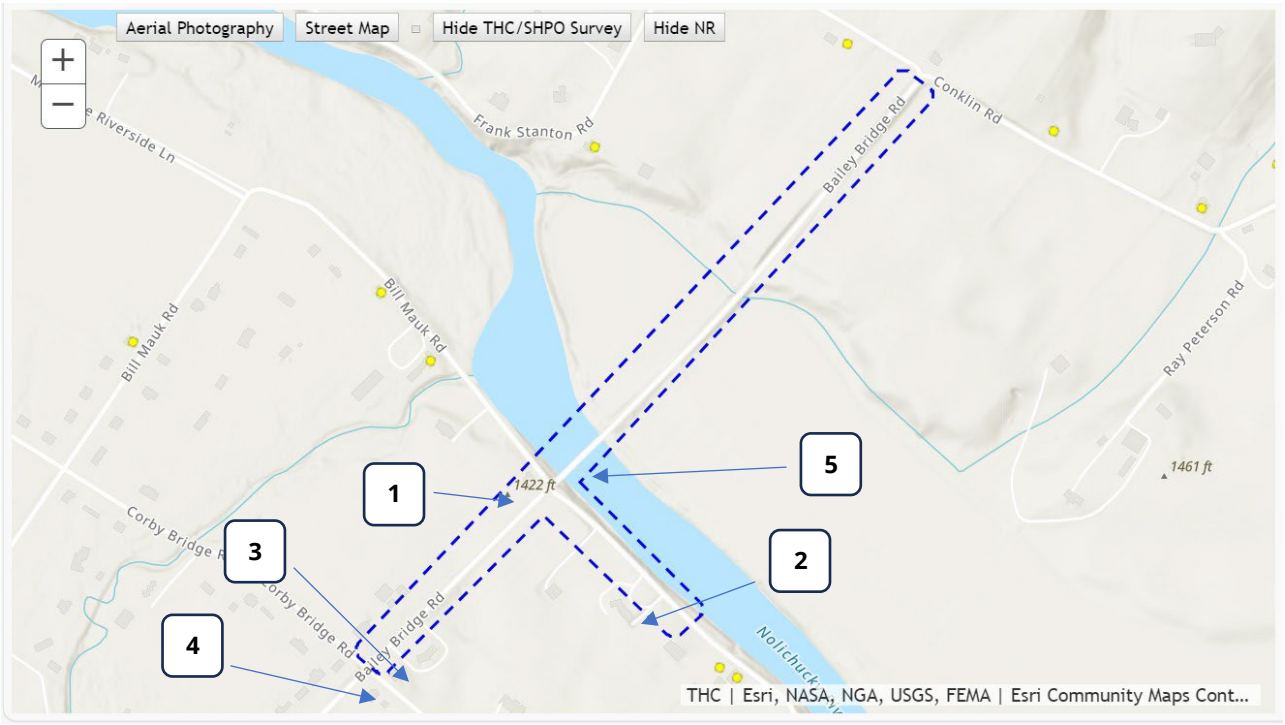


***Figure 12**: Approximate APE marked in blue on THC map. There are no previously surveyed properties within the APE.*

Inventoried Properties

Several of the properties documented during the emergency desktop review have been either damaged or destroyed from flooding caused by Hurricane Helene in September 2024. Emergency aerial imagery taken before and after the storm has been included for reference. The most recent available street view imagery for each property has also been included. Full inventory and survey were not completed due to damage and limited access to the project area and the emergency status of the proposed project.

ID	Address	Type	Construction	NRHP Evaluation
Property #1	2300 Bailey Bridge Road	Single-family Residential	1955	N/A; non-extant
Property #2	221 O.O. Moore Road	Single-family Residential	1972	Not eligible
Property #3	2339 Bailey Bridge Road	Single-family Residential	1968	Not eligible
Property #4	104 Teresa Moore Road	Single-family Residential	1955	Not eligible
Property #5	Floyd W. Jason Lamb Jr. Memorial Bridge ID# 90S23860001	Bridge	1958	N/A; non-extant

Property #1: 2300 Bailey Bridge Road, Parcel ID: 100 018.02

Property #1 was a two-story, single-family residence located on the corner of Bailey Bridge Road and Bill Mauk Road on the southern bank of the Nolichucky River. Property #1 was constructed in 1955 on a continuous concrete foundation with a side-gabled metal roof. Based on street view imagery dated October 2024, the front (eastern) façade had a replacement two-bay hipped entry porch supported by two wooden posts. The rear elevation of the home had a covered secondary entry point, wooden deck and backyard enclosed with chain-link fencing. There appeared to be a crawlspace accessed from the exterior of the northwestern corner. The southern elevation of the home had an exterior brick chimney. Windows appeared to be mostly vinyl replacements with a gabled dormer window on the rear elevation.

Based upon emergency aerial imagery and fieldwork, Property #1 is no longer extant.

NRHP Evaluation: N/A. Property #1 is no longer extant.

***Figure 13**: Front (eastern) façade of Property #1, looking southwest. [Google Earth, October 2023]*

***Figure 14**: Rear elevation of Property #1, looking southeast. [Google Earth, October 2023]*

***Figure 15**: Property #1 as shown in emergency aerial imagery, dated October 2024.*

***Figure 16**: Photograph taken in the field on October 28, 2024. Property #1 is no longer extant.*

***Figure 17**: Photograph taken in the field on October 28, 2024. Property #1 is no longer extant.*

Property #2: 221 O.O. Moore Road, parcel ID# 100 029.00

Constructed in 1972, Property #2 consists of a two-story, single-family residence located at 221 O.O. Moore Road on the southern bank of the Nolichucky River. It sits on an irregular, somewhat V-shaped continuous foundation. The side-gabled roof appears to be a metal replacement. The exterior of the home is clad in brick.

A two-story covered porch supported by six wooden posts and wooden railing spans the majority of the front façade. The southern elevation shows a small shed-roofed balcony on the second story supported by Windows shown in the most recent street view imagery all appear to be vinyl replacements. A one-story gabled addition on the southwestern corner appears to be a garage. There are two single-bay garage doors on the northwestern elevation.

NRHP Evaluation: Not eligible. Property #2 is recommended not eligible under Criteria A or B because it has no known associations with events or persons that have contributed significantly to our history. The resource does not represent any significant academic style or type whether at the local, state, or national levels and lacks any outstanding architectural features, and is therefore recommended not eligible under Criterion C. Therefore, it is the opinion of TDOT that Property #2 is not eligible for inclusion in the National Register of Historic Places under Criteria A, B, or C.

***Figure 18**: Photograph taken in the field on October 28, 2024.*

***Figure 19**: Photograph taken in the field on October 28, 2024.*

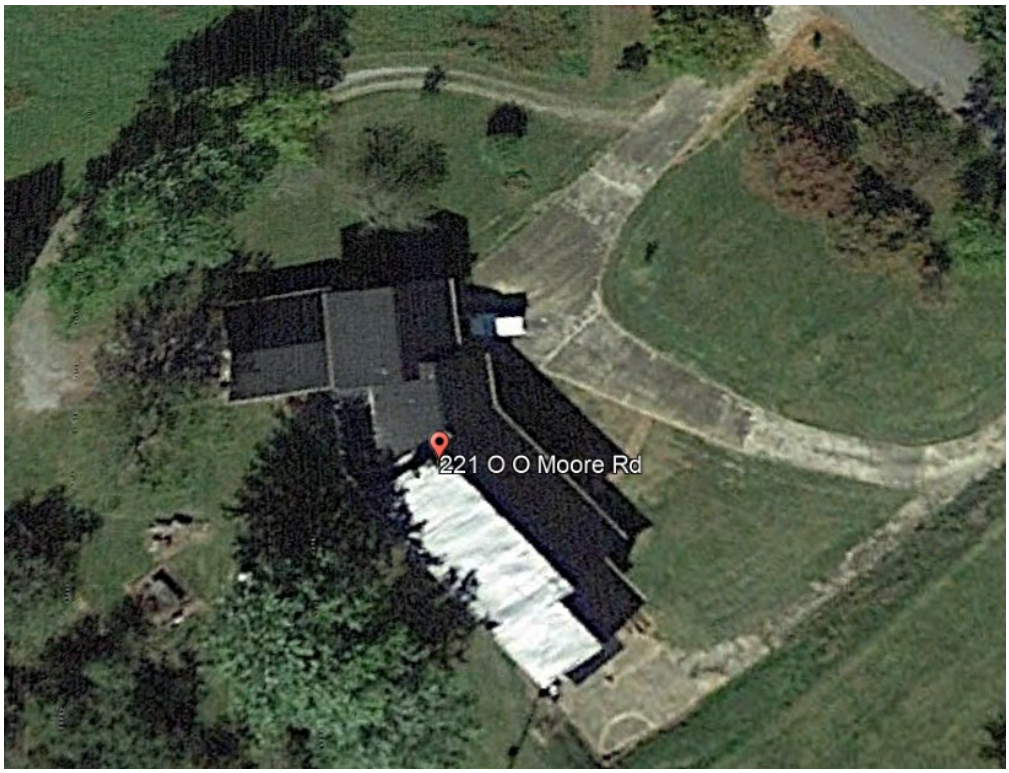


***Figure 20**: Aerial imagery taken before storm damage.*

Figure 21: *Emergency aerial imagery taken October 2024.*

Property #3: 2339 Bailey Bridge Road, Parcel ID: 100 034.00

Property #3 is a one-story, single-family Ranch home constructed in 1968. It rests on a continuous foundation with an exterior clad in brick. It is sheltered by a metal side-gabled replacement roof with one interior chimney and one central exterior chimney included in a hexagonal room on the southern elevation. A large U-shaped driveway loops around the rear of the home and connects to what appears to be a garage on the northeastern elevation.

NRHP Evaluation**:** Not eligible. Property #3 is recommended not eligible under Criteria A or B because it has no known associations with events or persons that have contributed significantly to our history. The resource does not represent any significant academic style or type whether at the local, state, or national levels and lacks any outstanding features, and is therefore recommended not eligible under Criterion C. Consequently, it is the opinion of TDOT that Property #3 is not eligible for inclusion in the National Register of Historic Places under Criteria A, B, or C.

Figure 22: *Front (western) façade of Property #3. [Google Earth, July 2013]*

Figure 23*: Front (western) façade of Property #3. [Microsoft, December 2014]*

***Figure 24**: Emergency aerial imagery dated October 2024.*

Property #4: 104 Teresa Moore Road, Parcel ID: 100 034.03

Property #4 is a one-story, single-family, Minimal Traditional residence located on the corner of Bailey Bridge Road and Teresa Moore Road. Constructed in 1955, the front façade of the home faces west, but the primary entrance appears to be a small, enclosed entryway and wooden deck adjacent to a curved, unpaved drive on the eastern elevation. It rests on a rectangular-shaped continuous concrete foundation and is sheltered by a side-gabled roof clad in asphalt shingles, with an exterior clad in original siding. The roof extends over a small, gabled porch centered around the entryway and supported by two square wooden posts. The windows as shown in street view imagery dated October 2023 appeared to be mostly 1/4 single-hung wooden originals surrounded by decorative black trim, with some picture windows fixed on the front façade and southern elevation. Windows on the front façade are sheltered by metal awnings. The southern elevation also features a brick chimney on the exterior end, with a small diamond-shaped fixed window on either side.

Property #4 has undergone numerous non-historic alterations, including the replacement of the roof, window awnings, and repainting of the window trim. There is a secondary residence and several outbuildings noted

on this same parcel, although these structures are on a separate lot across the street, approximately 460 feet from the edge of the project area and are considered outside of the APE and scope for this proposed project.

Figure 25: *Front (western) façade of Property #4. [Google Earth, October 2023]*

Figure 26*: Rear elevation and secondary entry point for Property #4. [Google Earth, October 2023]*

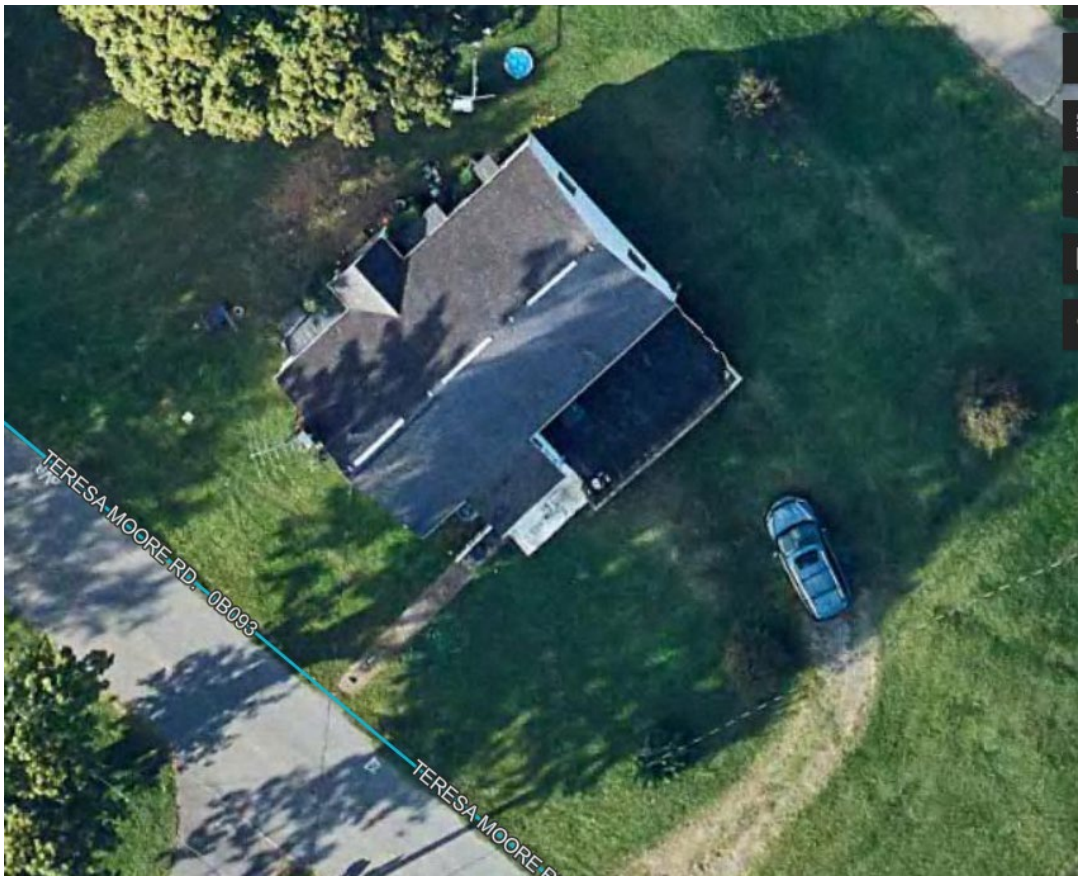


***Figure 27**: Emergency aerial imagery dated October 2024.*

NRHP Evaluation**:** Not eligible. Property #4 is recommended not eligible under Criteria A or B because it has no known associations with events or persons that have contributed significantly to our history. The resource does not represent any significant academic style or type whether at the local, state, or national levels and lacks any outstanding features, and is therefore recommended not eligible under Criterion C. Consequently, it is the opinion of TDOT that Property #4 is not eligible for inclusion in the National Register of Historic Places under Criteria A, B, or C.

Property #5: Floyd W. Jason Lamb Jr. Memorial Bridge, ID# 90S23860001

Property #5 was the Floyd W. Jason Lamb Jr. Memorial Bridge. The bridge was constructed in 1958 with 9 main spans and a concrete cast-in-place deck spanning 354.5 ft. in total length. The bridge was washed away as a result of flooding from Hurricane Helene in September 2024.

Based upon emergency aerial imagery and fieldwork, Property #5 is no longer extant.

NRHP Evaluation: N/A. Property #5 is no longer extant.

Figure 28: *Photograph of Property #5 taken from July 2024 bridge inspection report. Property #5 is no longer extant.*

Figure 29: *Photograph of Property #5 taken from July 2024 bridge inspection report. Property #5 is no longer extant.*

***Figure 30**: Photograph of Property #5 taken from July 2024 bridge inspection report. Property #5 is no longer extant.*

APPLICABILITY OF SECTION 4(F)

The FHWA determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied. The proposed undertaking would not incorporate any land from any properties listed in or eligible for listing in the national register of historic places, therefore, section 4(f) does not apply.

ARCHAEOLOGICAL METHODS AND RESULTS

LIT/RECORDS SEARCH: 10/8/2024— Alan Longmire

FIELD VISIT: 10/14/2024 Alan Longmire

Methods

TDOT archaeology staff reviewed TDOA site files mapping online and conducted in-person pedestrian survey on the south bank of the river.

Results

Flood scouring revealed a few small fragments of possible fire cracked rock (FCR) and part of a horseshoe along O. O. Moore Road 30 meters east of SR-353, but no other artifacts were located in or near the APE.

CONCLUSION

TDOT is proposing the emergency replacement of the bridge over the Nolichucky River along SR-353/Bailey Bridge Road in Chuckey, Washington County. This project is considered an emergency undertaking resulting from damage left by Hurricane Helene in September 2024. No ROW or easements are currently required but may be anticipated; work will be limited to the existing ROW as much as possible. It is the opinion of TDOT that no historic or archaeological resources will be affected by this undertaking as currently proposed.

Native American Coordination

Environmental Study

Technical Section

Section: Native American Coordination

Study Results

An invitation to participate in the Section 106 process was sent on October 15, 2024 to all federally recognized Native American tribes with interests in the subject county: Absentee-Shawnee Tribe of Indians in Oklahoma, Cherokee Nation, Eastern Band of Cherokee Indians, Eastern Shawnee Tribe of Oklahoma, The Muscogee (Creek) Nation, Shawnee Tribe, Thlopthlocco Tribal Town, and United Keetoowah Band of Cherokee Indians in Oklahoma.

The Muscogee (Creek) Nation responded and accepted the invitation to be a consulting party on November 8, 2024. A combined cultural resources report was sent to this consulting party on November 18, 2024.

On November 14, 2024, the Cherokee Nation responded with a finding of no impacts to Cherokee cultural resources. The Cherokee Nation requested to be contacted in the event of an inadvertent archaeological finding.

On November 14, 2024, the Eastern Shawnee Tribe responded with a finding of “no adverse effect.” The Eastern Shawnee Tribe requested to be contacted in the event of an inadvertent archaeological finding.

To date, no other responses have been received. TDOT will re-initiate consultation if additional cultural resources studies are required or if archaeological materials or human remains are discovered during construction. All NAC correspondence is on file with TDOT Cultural Resources.

Commitments

Did the study of this project result in any environmental commitments? No

Additional Information

Is there any additional information or material included with this study? No

Certification

Responder: Lauren Le Pere

Title: Native American Coordination

Signature: Lauren Le Pere

Digitally signed by Lauren Le Pere
Date: 2024.11.18 14:02:58 -06'00'

Environmental Justice

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CIVIL RIGHTS OFFICE
SUITE 1800, JAMES K. POLK BUILDING
505 DEADERICK STREET, NASHVILLE, TENNESSEE 37243-1402
(615) 741-3681 TOLL FREE (888) 370-3647

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

December 6, 2024

Tennessee Department of Transportation
James K. Polk Building
505 Deaderick Street
Environmental Division
Sharon M. Schutz, Director
Nashville, TN 37243-0334

Subject: Environmental Justice Analysis for State Route 353, Bridge Over Nolichucky River at LM 0.45 (Replacement), Washington County, Tennessee, TDOT PIN 135866.08

Dear Ms. Schutz:

The Civil Rights Division's Title VI Program staff reviewed Environmental Justice Analysis for State Route 353, Bridge Over Nolichucky River at LM 0.45 (Replacement), Washington County, Tennessee, TDOT PIN 135866.08.

Actions and steps taken are found to be in accordance with the mandates of Title VI of the 1964 Civil Rights Act, the National Environmental Policy Act of 1969, and 42.U.S.C. 4332(2), and Executive Order 12898. There does not appear to be any Title VI nor Environmental Justice issues.

Thank you for the opportunity to review the updated analysis. Should you have questions or comments, please do not hesitate to contact me at 615-253-1066 or Cynthia.Howard@TN.GOV.

Best Regards,

Cynthia Howard

Cynthia Howard
Title VI Program Director

CC: Pamela Sharp, Title VI Specialist

Environmental Justice Analysis

The EJ Analysis was completed using U.S. Census Bureau data from 2018-2022 American Community Survey (ACS) 5-year Estimates database. There is one block group within the project area that was analyzed for the 2024 EJ assessment: Census Tract (CT) 619.04, Block Group (BG) 1. Table 1 displays population data for the block group, comparing the respective minority population and low-income population percentages to that of Washington County as a whole.

For populations analysis, TDOT assumes, according to FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations:

- A minority population includes any readily identifiable group of minority persons who live in geographic proximity and who will be similarly affected by a proposed FHWA program, policy, or activity. Minority populations include Black or African American, Hispanic or Latino, Asian American, American Indian or Alaskan Native, and Native Hawaiian or Pacific Islander individuals.

- A low-income population includes any readily identifiable group of low-income persons who live in geographic proximity and who will be similarly affected by a proposed FHWA program, policy, or activity. Low-income populations include individuals whose median household income is at or below the poverty guidelines published yearly by the U.S. Department of Health and Human Services.

For population analysis, TDOT assumes that persons living in "geographic proximity" reside within the same US Census block group. Where the concentration of minority or low-income individuals is a readily identifiable group, this indicates the presence of an EJ population. TDOT has developed two threshold indicators to identify and report minority and low-income populations (EJ populations) present within a project study area. The TDOT thresholds include:

1) the percent of the block group population that is minority and/or low-income exceeds the county percentage by 10 percentage points or more and/or

2) minority and/or low-income individuals within the block group account for 50 percent or more of the overall block group population.

Minority Populations

According to the 2018-2022 American Community Survey (ACS), the minority population for Washington County is 12.6 percent. Within CT 619.04, BG 1 the minority population is 0.5 percent. Table 1 displays the block groups in the project area and their minority population percentage, while Figure 1 shows the geographic location. Block groups that exceed the county minority average by 10 percent or more, or have minority populations that are greater than 50 percent of the total population for the block group are considered to be EJ populations as defined in “Effective Methods for Environmental Justice Assessment” report (National Cooperative Highway Research Program Report 532). Based on the analysis, the BG does not meet the criteria for an EJ population.

Table 1 – Environmental Justice Population Analysis

Minority Populations		
Census Tract (CT) Block Group (BG)	CT 619.04 BG 1	Washington County
Total Population	2022	133,282
Total Minority Population	10	16,832
% Minority/Non-White	0.5%	12.6%
Exceeds County % by 10 Percentage Points or More	No	N/A
Exceeds 50% of Block Group Population	No	N/A
Meet EJ Criteria?	No	N/A
Low-Income Populations		
Census Tract (CT) Block Group (BG)	CT 619.04 BG 1	Washington County
Total Population	2022	128,603
Total Low-Income Population	665	20,237
% Low-Income/Below Poverty Line	32.9%	15.7%
Exceeds County % by 10 Percentage Points or More	Yes	N/A
Exceeds 50% of Block Group Population	No	N/A
Meet EJ Criteria?	Yes	N/A

N/A = Not Applicable
Source: U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates. ACS data was accessed and reviewed on 11/01/2024 via the U.S. Census Bureau website.

Low Income Populations

According to the 2018-2022 ACS, the low-income population for Washington County is 15.7 percent. Within CT 619.04, BG 1 the low-income population is 32.9 percent. Table 1 displays the block groups in the project area and their low-income population percentages, and Figure 1 shows the geographic location. Based on the analysis, CT 619.04, BG 1 does meet the criteria for a low-income (EJ) population.

Summary

In summary, based on this current EJ analysis completed for the project limits of State Route (SR) 353, Hurricane Helene Emergency Bridge Replacement project (TDOT PIN 135866.08), CT 619.04, BG 1 does meet the criteria for an EJ population. While some impacts are anticipated based on temporary construction impacts, the improvements associated with the project will be shared amongst all populations. TDOT will comply with Title VI to ensure that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

List of Appendices:

Appendix A: 2018-2022 American Community Survey 5-Year Estimates Data

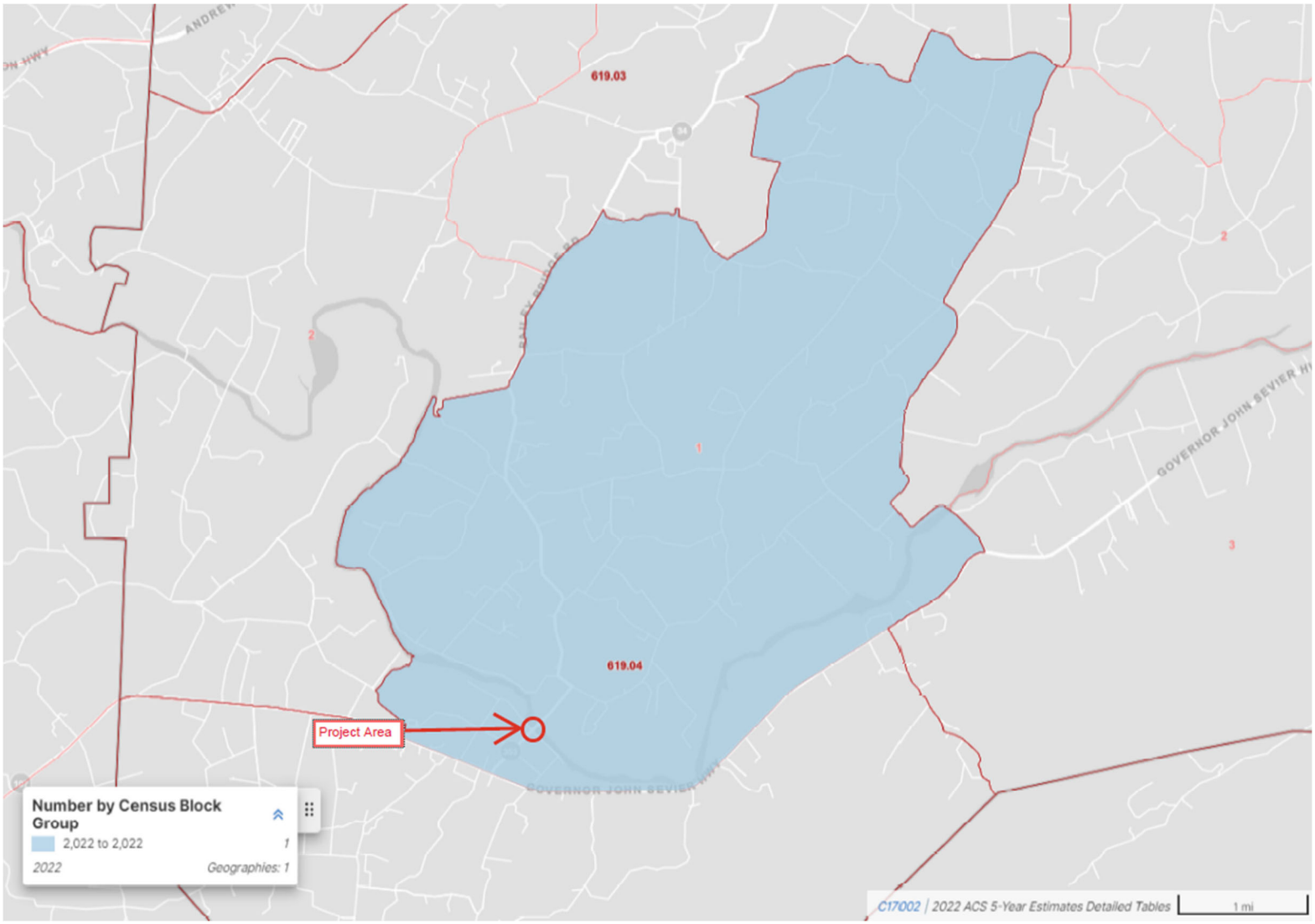


FIGURE 1: Census Tract and Block Group within the Project Area

Appendix A:

2018 – 2022 American Community Survey 5-year Estimates

Tables B02002; C17002

Table: ACSDT5Y2022.B03002

	Washington County, Tennessee	Block Group 1; Census Tract 619.04; Washington County; Tennessee
Label	**Estimate**	**Estimate**
Total:	133,282	2,022
Not Hispanic or Latino:	128,110	2,012
White alone	116,450	2,012
Black or African American alone	4,872	0
American Indian and Alaska Native alone	118	0
Asian alone	2,051	0
Native Hawaiian and Other Pacific Islander alone	0	0
Some other race alone	123	0
Two or more races:	4,496	0
Two races including Some other race	759	0
Two races excluding Some other race, and three or more races	3,737	0
Hispanic or Latino:	5,172	10
White alone	2,080	0
Black or African American alone	59	0
American Indian and Alaska Native alone	143	0
Asian alone	43	0
Native Hawaiian and Other Pacific Islander alone	0	0
Some other race alone	1,554	0
Two or more races:	1,293	10

Table: ACSDT5Y2022.B03002

	Washington County, Tennessee	Block Group 1; Census Tract 619.04; Washington County; Tennessee
Label	**Estimate**	**Estimate**
Two races including Some other race	1,216	10
Two races excluding Some other race, and three or more races	77	0

Table: ACSDT5Y2022.C17002

	Washington County, Tennessee	Block Group 1; Census Tract 619.04; Washington County; Tennessee
Label	**Estimate**	**Estimate**
Total:	128,603	2,022
Under .50	9,047	3
.50 to .99	11,190	662
1.00 to 1.24	7,270	154
1.25 to 1.49	5,548	20
1.50 to 1.84	7,163	134
1.85 to 1.99	3,206	102
2.00 and over	85,179	947

Hazardous Materials

Environmental Study

Technical Section

Section: Hazardous Materials

Study Results

No known hazardous materials sites are adjacent to this bridge location. An asbestos survey was previously completed and asbestos was detected. Since this bridge has been mostly or completely washed away, it seems unlikely that these asbestos containing materials remain. If the materials described in the commitment below are encountered they must be handled and disposed as described.

In the event hazardous materials or wastes are encountered within the right-of-way, notification shall be made per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Section 107.08.C. Disposition of hazardous materials or wastes shall be subject to all applicable Federal, State, and local regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended. Databases reviewed include Google Earth imagery, EPA National Priorities List, EPA EnviroMapper (Envirofacts), TDEC Registered Underground Storage Tanks Public Data Viewer and Data and Reports, TDEC Division of Water Resources Public Data Viewer and Oil and Gas Wells database, TDEC Division of Remediation Sites Public Data Viewer, TDOT Integrated Bridge Information System, and others, as necessary.

Both the 2022 asbestos survey and 2024 flood damage reports are attached.

Commitments

Did the study of this project result in any environmental commitments? **Yes**

EDHZ001. An Asbestos Containing Material (ACM) survey was completed on Bridge No. 90S23860001 SR-353 over Nolichucky River LM 0.45 (90-SR353-00.45). The bridge has asbestos in 116 deck drains at 6% chrysotile and 4% crocidolite, and 2000 square feet of bearing pads at 20% chrysotile. Please see the report for further details and photographs.

EDHZ002. The State of Tennessee asbestos accreditation requirements (TDEC Rules Chapter 1200-01-20) mandates that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. Abatement of this material shall be accomplished per SP202ACM Special Provision Regarding Removal of Asbestos-Containing Materials. ACM abatement should be completed prior to any demolition activities if possible. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08.D and 202.03).

Additional Information

Is there any additional information or material included with this study? **Yes**

Type: Asbestos survey and damage reports

Location: Email Attachment

Certification

Responder: Kyle Kirschenmann

Title: Statewide Technical Specialist

Signature: Digitally signed by Kyle Kirschenmann
Date: 2024.10.10 06:18:43 -04'00'

Multimodal

Environmental Study

Technical Section

Section: Multimodal

Study Results

Multimodal Access Policy exception (VII.Procedures.B.2) given. In this project, the IIJA/BIL "Bicycle transportation and pedestrian walkways" 23 USCA § 217 applies, but active transportation integrtion would be beyond reasonable cost for this project due to width of the proposed bridge (two 12 ft lanes with shoulder)

Commitments

Did the study of this project result in any environmental commitments? **No**

Additional Information

Is there any additional information or material included with this study? **Yes**

Type: Agency Coordination

Location: Email Attachment

Certification

Responder: Will Rogers III

Title: Program Monitor II

Signature: William Rogers III

Digitally signed by William Rogers III
Date: 2024.10.25 14:14:15 -05'00'

TN TDOT Department of Transportation **DEPARTMENTAL POLICY** **State of Tennessee** **Department of Transportation**	**Policy Number: 530-01**
	Effective Date: **July 31, 2015**
Approved By:	**Supersedes:** **December 1, 2010**
SUBJECT: Multimodal Access Policy	

I. RESPONSIBLE OFFICE: Multimodal Transportation Resources Division

II. AUTHORITY: T.C.A. 4-3-2303. If any portion of this policy conflicts with applicable state or federal laws or regulations, that portion shall be considered void. The remainder of this policy shall not be affected thereby and shall remain in full force and effect.

III. PURPOSE: To create and implement a multimodal transportation policy that encourages safe access and mobility for users of all ages and abilities through the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities that are federally or state funded. Users include, but are not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians.

IV. APPLICATION: All Tennessee Department of Transportation (TDOT) employees, consultants and contractors involved in the planning, design, construction, maintenance, and operation of state and federally funded projects, and local governments managing and maintaining transportation projects with funding through TDOT's Local Programs Development Office.

V. DEFINITIONS:

a. Highway: A main road or thoroughfare, such as a street, boulevard, or parkway, available to the public for use for travel or transportation
b. Multimodal: For the purposes of this policy, multimodal is defined as the movement of people and goods on state and functionally-classified roadways. Users include, but are not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians, including those with disabilities.
c. Reconstruction: Complete removal and replacement of the pavement structure or the addition of new continuous traffic lanes on an existing roadway.
d. Retrofit: Changes to an existing highway within the general right-of-way, such as adding lanes, modifying horizontal and vertical alignments, structure rehabilitation, safety improvements, and maintenance.
e. Roadway: The portion of a highway, including shoulders, that is available for vehicular, bicycle or pedestrian use.

VI. POLICY: The Department of Transportation recognizes the benefits of integrating multimodal facilities into the transportation system as a means to improve the mobility, access and safety of all users. The intent of this policy is to promote the inclusion of multimodal accommodations in all transportation planning and project development activities at the local, regional and statewide levels, and to develop a comprehensive, integrated, and connected multimodal transportation network. TDOT will collaborate with local government agencies and regional planning agencies through established transportation planning processes to ensure that multimodal accommodations are addressed throughout the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities as outlined in TDOT's Multimodal Access Policy Implementation Plan.

VII. PROCEDURES:

A. TDOT is committed to the development of a transportation system that improves conditions for multimodal transportation users through the following actions:

1. Provisions for multimodal transportation shall be given full consideration in new construction, reconstruction and retrofit roadway projects through design features appropriate for the context and function of the transportation facility.

2. The planning, design and construction of new facilities shall give full consideration to likely future demand for multimodal facilities and not preclude the provision of future improvements. If all feasible roadway alternatives have been explored and suitable multimodal facilities cannot be provided within the existing or proposed right of way due to environmental constraints, an alternate route that provides continuity and enhances the safety and accessibility of multimodal travel should be considered.

3. Multimodal provisions on existing roadways shall not be made more difficult or impossible by roadway improvements or routine maintenance projects.

4. Intersections and interchanges shall be designed (where appropriate based on context) to accommodate the mobility of bicyclists and pedestrians to cross corridors as well as travel along them in a manner that is safe, accessible, and convenient.

5. While it is not the intent of resurfacing projects to expand existing facilities, opportunities to provide or enhance bicycle and pedestrian facilities shall be given full consideration during the program development stage of resurfacing projects.

6. Pedestrian facilities shall be designed and built to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings

(including over- and under-crossings) and other infrastructure shall be constructed so that all pedestrians, including those with disabilities, can travel independently.

7. Provisions for transit riders, pedestrians, and bicyclists shall be included when closing roads, bridges or sidewalks for construction projects where pedestrian, bicycle, or transit traffic is documented or expected.

B. It is TDOT's expectation that full consideration of multimodal access will be integrated in all appropriate new construction, reconstruction and retrofit infrastructure projects. However, there are conditions where it is generally inappropriate to provide multimodal facilities. Examples of these conditions include, but are not limited to:

1. Controlled access facilities where non-motorized users are prohibited from using the roadway. In this instance, a greater effort may be necessary to accommodate these users elsewhere within the same transportation corridor.

2. The cost of accommodations would be excessively disproportionate to the need and probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project. The twenty percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify. Compliance with ADA requirements may require greater than 20% of project cost to accommodate multimodal access. Costs associated with ADA requirements are NOT an exception.

3. Areas in which the population and employment densities or level of transit service around the facility, both existing and future, does not justify the incorporation of multimodal alternatives.

4. Inability to negotiate and enter into an agreement with a local government to assume the operational and maintenance responsibility of the facility.

5. Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.

C. Exceptions for not accommodating multimodal transportation users on State roadway projects in accordance with this policy shall be documented describing the basis and supporting data for the exception, and must be approved by TDOT's Chief Engineer and Chief of Environment or their designees.

D. The Department recognizes that a well-planned and designed transportation network is responsive to its context and meets the needs of its users. Therefore, facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance, including but not limited to the following: TDOT Standard Drawings and guidelines, American Association of State Highway and Transportation Officials (AASHTO) publications, Institute of

Transportation Engineers (ITE) publications, the Manual of Uniform Traffic Control Devices (MUTCD), National Association of City Transportation Officials (NACTO) publications, the Public Rights-of-Ways Accessibility Guidelines (PROWAG), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).