THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Digitally signed by Eric Kim
Date: 2025.04.14 21:19:45 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37954
ERIC KIM, P.E. NO. 127831

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD TRAFFIC DESIGN DRAWINGS	1A2
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS	2B1, 2B2
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SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEETS	2G, 2G1
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B
PRESENT LAYOUT	4
RIGHT-OF-WAY DETAILS	4A
PROPOSED LAYOUT	4B
HAUL ROAD LAYOUT	4B1
PROPOSED PROFILE	4C
SIDE ROAD PROFILES	5
HAUL ROAD PROFILES	6
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE	7
DRAINAGE MAP	8
CULVERT SECTION	9
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	10 – 14A
SIGNING AND PAVEMENT MARKING PLAN	15
SIGN SCHEDULE SHEET	16
ROADWAY CROSS SECTIONS	17 - 36
SIDE ROAD CROSS SECTIONS	37
TRAFFIC CONTROL PLANS	T1 – T8

YEAR	PROJECT NO.	SHEET NO.
2025	BR-NH-71(39)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	BR-NH-71(39)	
STATE PROJ. NO.	78008-3264-94	

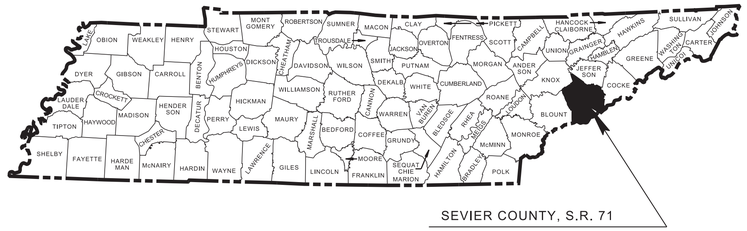
SEVIER COUNTY

SR 71 (US 321): BRIDGE OVER WEST PRONG
FORK LITTLE PIGEON RIVER, LM 21.04
IN PIGEON FORGE

PS&E

BRIDGE REPLACEMENT, GRADE, DRAIN, PAVE, AND GUARDRAIL

STATE HIGHWAY NO. 71 F.A.H.S. NO. 321



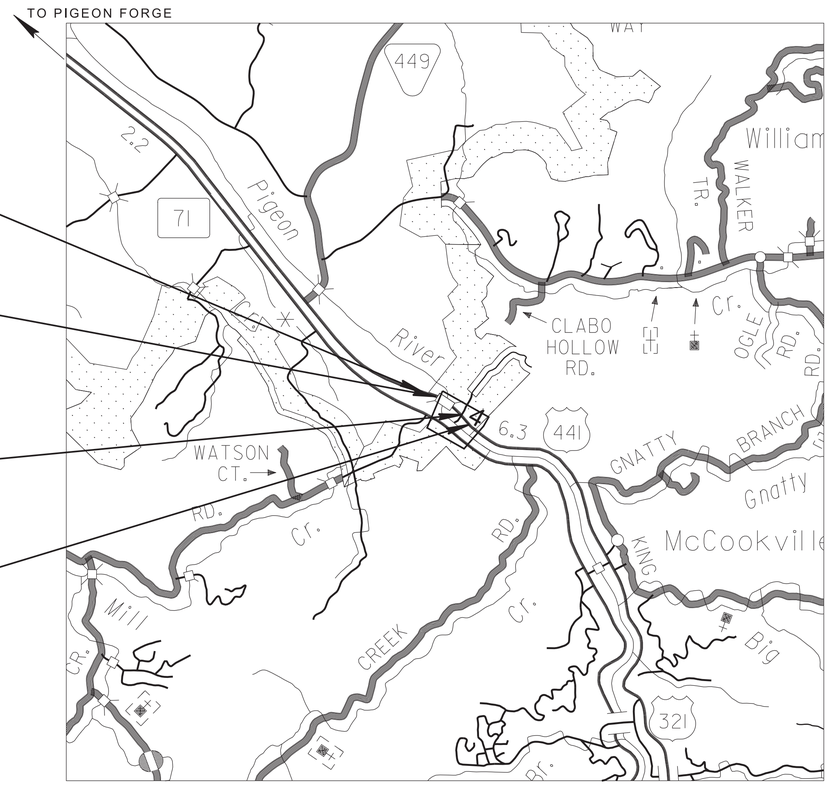
NO EXCLUSIONS

78008-3264-94
END PROJ. NO. BR-NH-71(39) CONST.
STA. 113+80.00
N 533615.0395 E 2698790.7112

78008-2264-94
END PROJ. NO. BR-NH-71(39) R.O.W.
STA. 110+95.23
N 533504.8012 E 2699053.2783

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39) R.O.W.
STA. 108+28.02
N 533401.3607 E 2699299.6545

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39) CONST.
STA. 102+00.00
N 533054.2549 E 2699817.7310



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: JOHN BARRETT, P.E.

DESIGNER : AARON HAYS, P.E. CHECKED BY : ERIC KIM, P.E.

P.E. NO. 78008-1264-94 (DESIGN)

PIN NO. 124563.00

R.O.W. LENGTH	0.044 MILES
ROADWAY LENGTH	0.148 MILES
BRIDGE LENGTH	0.075 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.223 MILES

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

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE 127851 ENGINEER STATE OF TENNESSEE 04/14/2025

APPROVED:
WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER

DATE:

APPROVED:
HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

S.R. 71
(TRAFFIC DATA RECEIVED 07/03/2024)

SURVEY 10-15-2018	TRAFFIC DATA	
UPDATED 07-15-2020	ADT (2025)	17620
UPDATED 01-11-2024	ADT (2045)	23260
	DHV (2045)	2623
	D	75 - 25
	T (ADT)	5 %
	T (DHV)	3 %
	V	40 MPH

STATE PLANE COORDINATES ARE BASED ON GPS MEASUREMENTS OBTAINED 09-13-18 USING GEOID 12B MODEL AND DATUM ADJUSTMENT FACTOR OF 1.0001

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
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SIDE ROAD CROSS SECTIONS	37
TRAFFIC CONTROL PLANS	T1 – T8
BRIDGE PLANS	B1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITY PLANS	U1-1

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

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-TS-1	02-05-16	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-3	10-15-02	DESIGN STANDARD FOR 2-LANE ARTERIAL HIGHWAYS
RD01-TS-3B	10-15-02	DESIGN STANDARDS 4 AND 6 LANE ARTERIALS WITH INDEPENDENT ROADWAYS
RD01-TS-6	01-07-19	TYPICAL CURB AND GUTTER SECTIONS WITH SHOULDER
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS
RD01-SD-6		INTERSECTION SIGHT DISTANCE 6-LANE DIVIDED HIGHWAYS

PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")
D-PEW-1		PROTECTED ENDWALLS FOR ROUND & OVAL PIPES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)
D-PEW-2		PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)

CATCH BASINS AND MANHOLES

DWG.	REV.	DESCRIPTION
D-CB-12LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12RA	01-28-22	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN
D-CB-42RB	02-20-20	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-43R	02-20-20	STANDARD PRECAST CIRCULAR NO. 43R CATCH BASIN
D-CB-99	02-20-20	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CB-99R	01-28-22	MISCELLANEOUS DETAILS FOR ROUND STRUCTURES
D-CB-99RA	10-29-21	BILL OF STEEL FOR ROUND CATCH BASIN LIDS
D-CBB-12A	06-28-19	TYPE ‘B’ CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-12D	07-07-23	TYPE "B" CAST IRON FRAME, GRATE & CURB HOOD DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-42	10-29-21	CAST IRON GRATE DETAILS FOR NOS. 42, 43 & 44 TYPE CATCH BASINS
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-I-5	05-01-20	EXAMPLES OF STREET & ALLEY INTERSECTIONS
RP-SC-1	05-04-22	SLOPING CONCRETE CURB AND CURB AND GUTTER
RP-VC-10	03-04-21	VERTICAL CONCRETE CURBS AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

MULTIMODAL

DWG.	REV.	DESCRIPTION
MM-CR-1	06-28-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
MM-CR-8		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
MM-CR-9		ALTERNATIVE CURB RAMP DETAILS
MM-SW-1	07-07-23	DETAILS FOR CONCRETE SIDEWALK

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04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	1A1

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-CC-1	01-09-24	CRASH CUSHION
S-GR31-1	06-15-21	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	07-07-23	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	02-28-20	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRS-3	06-28-19	SPECIAL CASE GUARDRAIL FOOTING
S-GRS-6		SPECIAL CASE FLEXIBITLTY ON GUARDRAIL POST INSTALLATIONS
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-30A		INSTREAM DIVERSION (WITH TRAFFIC)
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-40		CATCH BASIN FILTER ASSEMBLY FOR CIRCULAR STRUCTURES
EC-STR-44		CATCH BASIN FILTER ASSEMBLY (TYPE 4)
EC-STR-44A		CATCH BASIN FILTER ASSEMBLY (TYPE 4) SLIPCOVER DETAILS

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ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
MEMBER
12783
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	1A2

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-14	END OF ROADWAY AND DEAD END SIGNS, METAL BARRICADES (TYPE III)
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
PAVEMENT MARKINGS		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-18	01-24-25	FLEXIBLE DELINEATOR DETAILS
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
WORK ZONES		
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-16	07-30-24	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	07-07-23	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-55	10-29-21	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	10-10-24	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	10-01-24	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	01-28-22	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	12-09-22	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC DESIGN
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	1B
PS&E	2025	BR-NH-71(39)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 78SR0710039, SR-71 OVER WEST FORK LITTLE PIGEON RIVER, LM 21.04 (78-SR071-21.04). THE BRIDGE HAS ASBESTOS IN THE CEMENTITIOUS DECK DRAINS. THERE ARE APPROXIMATELY 84 LINEAR FEET OF CEMENTITIOUS DECK DRAINS AT 15% CHRYSOTILE AND 5% CROCIDOLITE. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS.	BRIDGE NO. 78SR0710039
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	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 SHOULD 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).	BRIDGE NO. 78SR0710039

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ERIC KIM
REGISTERED ENGINEER
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COMMERCE
127151
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04/14/2025

STATE OF TENNESSEE
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PROJECT COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 78008-3264-94
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-02.01	REMOVAL OF PIPE (48", STA. 105+15.84)	L.F.	38
	202-02.02	REMOVAL OF PIPE (42"X72", STA. 105+21.70)	L.F.	68
	202-02.03	REMOVAL OF PIPE (15" ,STA. 107+01.00)	L.F.	83
	202-02.04	REMOVAL OF PIPE (15" ,STA. 108+04.57)	L.F.	125
	202-02.05	REMOVAL OF PIPE (18" ,STA. 108+70.82)	L.F.	11
(1)(2)(22)(24)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	5955
	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	708
	203-06	WATER	M.G.	32
(3)	203-50	CONSTRUCTION OF HAUL ROAD	LS	1
(16)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	1
(2)	209-02.05	12" TEMPORARY SLOPE DRAIN	L.F.	20
(2)	209-05	SEDIMENT REMOVAL	C.Y.	77
(2)(4)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	4601
(2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	2
(2)	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	3
(2)	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	4
(2)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1
(2)	209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH	2
(2)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	600
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	4002
(2)(5)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	20
	303-10.04	MINERAL AGGREGATE (SIZE 57)	TON	1163
(1)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	269
(1)	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	675
(1)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	364
(1)(10)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	8.7
(1)(10)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	20
(1)(10)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	6.5
(1)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	104
(1)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	733
(1)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	518
(6)	602-01	STRUCTURAL STEEL	LB.	245
(6)	604-01.01	CLASS A CONCRETE (ROADWAY)	C.Y.	3
(8)(19)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	364
(8)(19)	607-09.02	48" CONCRETE PIPE CULVERT (CLASS III)	L.F.	144
	611-01.03	MANHOLES, > 8' - 12' DEPTH	EACH	1
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	10
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	386
	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	1
	611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	2
	611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH	1
	611-42.04	CATCH BASINS, TYPE 42, > 12' - 16' DEPTH	EACH	1
	611-43.02	CATCH BASINS, TYPE 43, > 4' - 8' DEPTH	EACH	1
	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	6020
	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	125
	701-02.03	CONCRETE CURB RAMP	S.F.	400
	702-01	CONCRETE CURB	C.Y.	3
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	40
	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	139
	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL3	EACH	2
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2
	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	2
	706-10.80	MICHIGAN AND MODIFIED MICHIGAN END SHOE	EACH	2
(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	576
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	4
(2)(7)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	150
(21)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	4
(9)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	3215
	712-01	TRAFFIC CONTROL	LS	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 78008-3264-94
(10)	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	2820
(10)	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	1700
(10)(17)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	5
(10)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	140
	712-04.50	BARRIER RAIL DELINEATOR	EACH	195
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	70
	712-06	SIGNS (CONSTRUCTION)	S.F.	661
	712-07.02	TEMPORARY BARRICADES (TYPE II)	L.F.	10
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	72
	712-08.03	ARROW BOARD (TYPE C)	EACH	1
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	114
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	2
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	225
	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	40
	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	45
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	482
	713-11.21	P POST SLIP BASE	EACH	8
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	23
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	90
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	6
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	87
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	32
(20)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	32
(23)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	15
(23)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	90
(23)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	100
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	3.3
	716-05.22	PAINTED PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	45
	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	2.6
	716-09.94	CONTRAST PAVEMENT SHADOW MARKING 6"	L.M.	0.1
(11)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
	717-01	MOBILIZATION	LS	1
	740-07.04	GEOGRID REINFORCEMENT TYPE 2	S.Y.	1268
(2)(12)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	455
	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	591
(2)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	2736
(2)(13)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	76
(2)(14)	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	3
(2)(15)	801-03	WATER (SEEDING & SODDING)	M.G.	16
(2)(18)	803-01	SODDING (NEW SOD)	S.Y.	4247

SEE SHEET 2-1 FOR FOOTNOTES

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127761
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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FOOTNOTES

(1) SEE SHEETS 2F AND 2F1 FOR MORE INFORMATION.
(2) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(3) HAUL ROAD SHALL BE CONSTRUCTED WITHIN PROPOSED RIGHTS-OF-WAY AND EASEMENTS WITHIN THE PROJECT LIMITS AS DEFINED IN THE CONTRACT PLANS. PAYMENT OF THIS ITEM INCLUDES ALL REQUIREMENTS FOR INSTALLATION INCLUDING GRADING, ROCK, GEOTEXTILE, AND 57 STONE NEEDED FOR BUILDING OF THE HAUL ROAD, MAINTENANCE OF THE HAUL ROAD DURING THE LIFE OF THE PROJECT, AND THE REMOVAL OF THE HAUL ROAD TO PREEXISTING CONDITIONS INCLUDING SEEDING AND STRAWING UPON COMPLETION OF THE HAUL ROAD REMOVAL. NO ADDITIONAL COMPENSATION WILL BE MADE FOR CLEARING, SURVEYING OR INCIDENTALS DUE TO THE LOCATION CHOSEN BY THE CONTRACTOR FOR ACCESS TO THE SITE. THE CONTRACTOR IS REQUIRED TO SUBMIT A PROPOSED LOCATION AND PLAN FOR REVIEW AND APPROVAL TO THE TDOT MANAGER PRIOR TO CONSTRUCTION OF HAUL ROAD.
(4) INCLUDES 194 L.F. FOR SEDIMENT FILTER BAG.
(5) INCLUDES 20 TONS FOR SEDIMENT FILTER BAG.
(6) TO BE USED FOR 5' X 19' CONCRETE GUARDRAIL FOOTING TO AVOID 16" WATER LINE.
(7) FOR TEMPORARY CONSTRUCTION EXITS
(8) BEDDING MATERIAL SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT.
(9) INCLUDES 8 TONS FOR RIP-RAP APRON FOR 18" PIPE (STA. 104+88.39), 161 TONS FOR RIP-RAP APRON FOR 48" PIPE (STA. 105+22.39), AND 3046 TONS FOR RIP-RAP AT BRIDGE ABUTMENTS.
(10) TO BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER.
(11) CONTRACTOR SHALL USE THE EXTRUDED RIBBON METHOD FOR APPLICATION.
(12) INCLUDES 258 S.Y. FOR TEMPORARY CONSTRUCTION EXITS, 192 S.Y. FOR SEDIMENT FILTER BAG, AND 5 S.Y. FOR ROCK FLUME.
(13) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(14) PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACTS TO STREAMS AND RIPRARIAN AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE 7-9-1 (PREFERRED SEED MIXES USING NATIVES OR NATURALIZED PLANS AND PLANTING DATES) FOUND IN CHAPTER 7.9 (PERMANENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.
(15) INCLUDES 16 THOUSAND GALLONS TO BE USED FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(16) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (2) FOR MORE INFORMATION.
(17) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS SHOWN ON THE MANUFACTURER'S DRAWING.
(18) INCLUDES 359 S.Y. FOR SPECIAL DITCHES. SEE SHEET 2F FOR TABULATION.
(19) INCLUDES THE COST OF REMOVAL OF CONFLICTING DRAINAGE STRUCTURES OR DRAINAGE. STRUCTURES WITHIN THE EXCAVATION LIMIT, AS DIRECTED BY THE OPERATIONS DISTRICT ENGINEER.
(20) ANY DAMAGE OCCURRED DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATIFACTION OF THE TDOT OPERATIONS DISTRICT ENGINEER.
(21) TO BE USED FOR ROCK FLUME. SEE DETAIL SHEET 2G FOR MORE INFORMATION.
(22) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(23) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(24) INCLUDES 41 C.Y. FOR TEMPORARY BERM (18" BERM - 4.875 C.Y./L.F.) AND 21 C.Y. FOR TEMPORARY CONSTRUCTION EXITS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2-1

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ESTIMATED ROADWAY QUANTITIES

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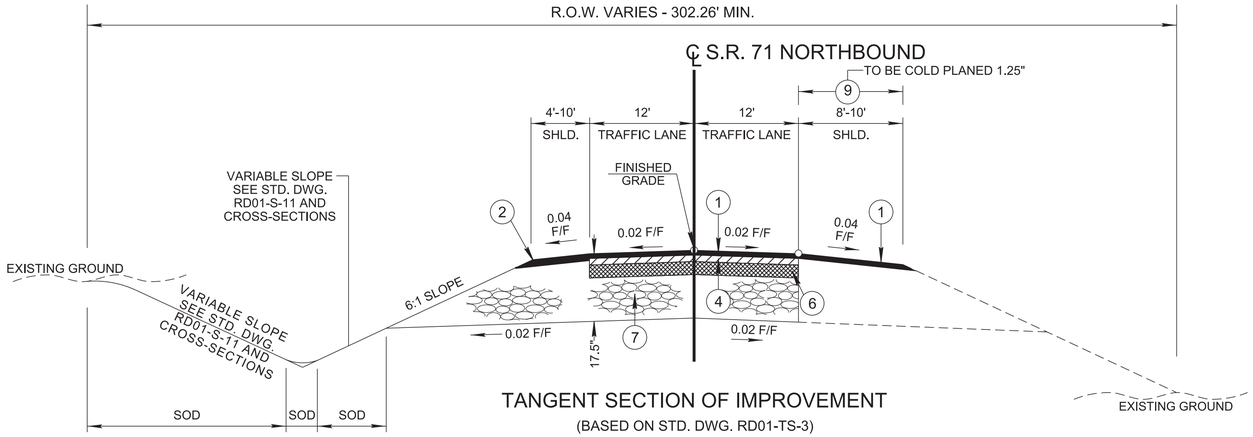
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2B
PS&E	2025	BR-NH-71(39)	2B

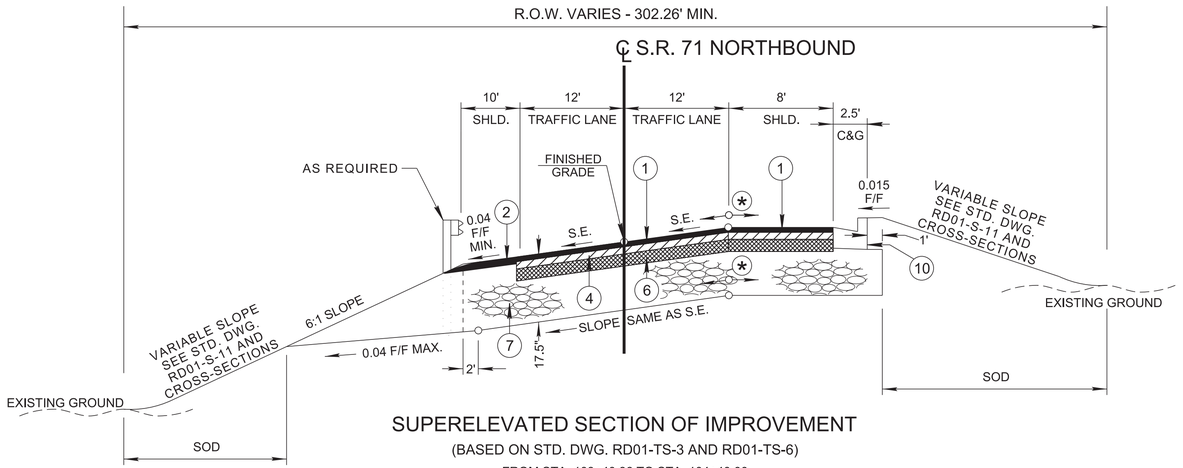


TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-3)

FROM STA. 102+00.00 TO STA. 103+40.86

STA. 113+40.00 (BEGIN C&G AND FULL DEPTH SHOULDER - RIGHT)

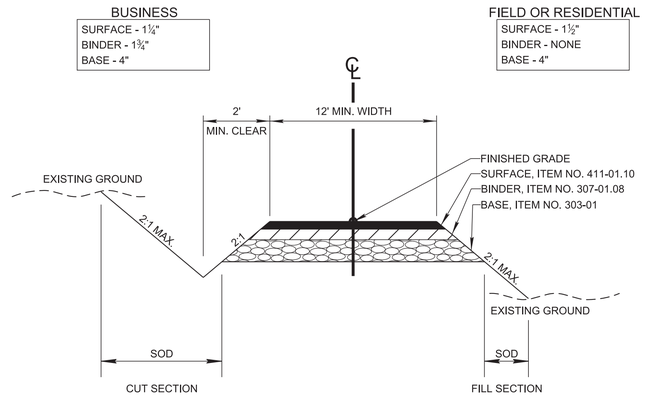


SUPERELEVATED SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-3 AND RD01-TS-6)

FROM STA. 103+40.86 TO STA. 104+40.00

(*) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FT/FT.



TYPICAL SECTION

PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY

STA. 104+80.00 LT.

NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

PAVEMENT & SHOULDER TRANSITIONS						
ROADWAY	TYPE	BEGIN STA.	END STA.	BEGIN OFFSET	END OFFSET	LENGTH (ft)
S.R. 71	PAVEMENT	102+00.00	103+40.00	-12.52	-12.00	140
S.R. 71	SHOULDER	102+00.00	103+40.00	-16.95	-22.00	140
S.R. 71	PAVEMENT	102+00.00	103+40.00	12.71	12.00	140
S.R. 71	SHOULDER	102+00.00	103+40.00	22.87	20.00	140
S.R. 71	PAVEMENT	104+40.00	106+00.00	-12.00	-18.00	160
S.R. 71	SHOULDER	104+40.00	106+00.00	-22.00	-28.00	160
S.R. 71	PAVEMENT	111+35.75	112+31.72	-18.00	-29.99	96
S.R. 71	SHOULDER	111+67.97	112+31.72	-28.00	-29.99	64
S.R. 71	PAVEMENT	112+60.00	113+10.00	18.00	17.15	50

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) - S.R. 71 (ROADWAY)
- 411-02.10 ASPHALTIC CONCRETE MIX (PG 70-22) GRADING "D" @ 1.25" + THICK (APPROX. 132.5 LB./S.Y.)
- 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)

(2) ASPHALTIC CONCRETE SURFACE (HOT MIX) - S.R. 71 (SHOULDER)
- 411-02.10 ASPHALTIC CONCRETE MIX (PG 70-22) GRADING "D" @ 1.50" + THICK (APPROX. 159 LB./S.Y.)
- 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30 - 0.35 GAL./S.Y.)
- 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 8 - 12 LB./S.Y.)

(3) ASPHALTIC CONCRETE SURFACE (HOT MIX) - SPRING VALLEY RD. & HUSKEY ST.
- 411-01.10 ASPHALTIC CONCRETE MIX (PG 64-22) GRADING "D" @ 1.25" + THICK (APPROX. 132.5 LB./S.Y.)
- 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)

(4) BITUMINOUS PLANT MIX BASE (HOT MIX) - S.R. 71
- 307-02.08 ASPHALT CONCRETE MIX (PG70-22) GRADING "B-M2" @ 2.25" + THICK (APPROX. 254.3 LB./S.Y.)
- 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)

(5) BITUMINOUS PLANT MIX BASE (HOT MIX) - SPRING VALLEY RD.
- 307-01.08 ASPHALT CONCRETE MIX (PG64-22) GRADING "B-M2" @ 2.00" + THICK (APPROX. 226 LB./S.Y.)
- 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30 - 0.35 GAL./S.Y.)
- 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 8 - 12 LB./S.Y.)

(6) BITUMINOUS PLANT MIX BASE (HOT MIX) - S.R. 71
- 307-02.01 ASPHALT CONCRETE MIX (PG70-22) GRADING "A" @ 4.00" + THICK (APPROX. 460 LB./S.Y.)
- 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30 - 0.35 GAL./S.Y.)
- 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 8 - 12 LB./S.Y.)

(7) MINERAL AGGREGATE BASE (ROADWAY) & FULL DEPTH (SHOULDERS) - S.R. 71
- 303-01 MINERAL AGGREGATE. TYPE "A" BASE, GRADING "D" @ 10.00" + THICK (ROADWAY) & FULL DEPTH (SHOULDERS)

(8) MINERAL AGGREGATE BASE (ROADWAY) & FULL DEPTH (SHOULDERS) - SPRING VALLEY RD.
- 303-01 MINERAL AGGREGATE. TYPE "A" BASE, GRADING "D" @ 10.00" + THICK

(9) COLD PLANE @ 1.25" + THICK
- 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

(10) COMBINED CONCRETE CURB & GUTTER - S.R. 71 & SPRING VALLEY RD.
- ITEM 702-03 (6-30) D = 8"
- DWG. NO. RP-VC-10

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE MEMBER 12783 STATE OF TENNESSEE

04/14/2025

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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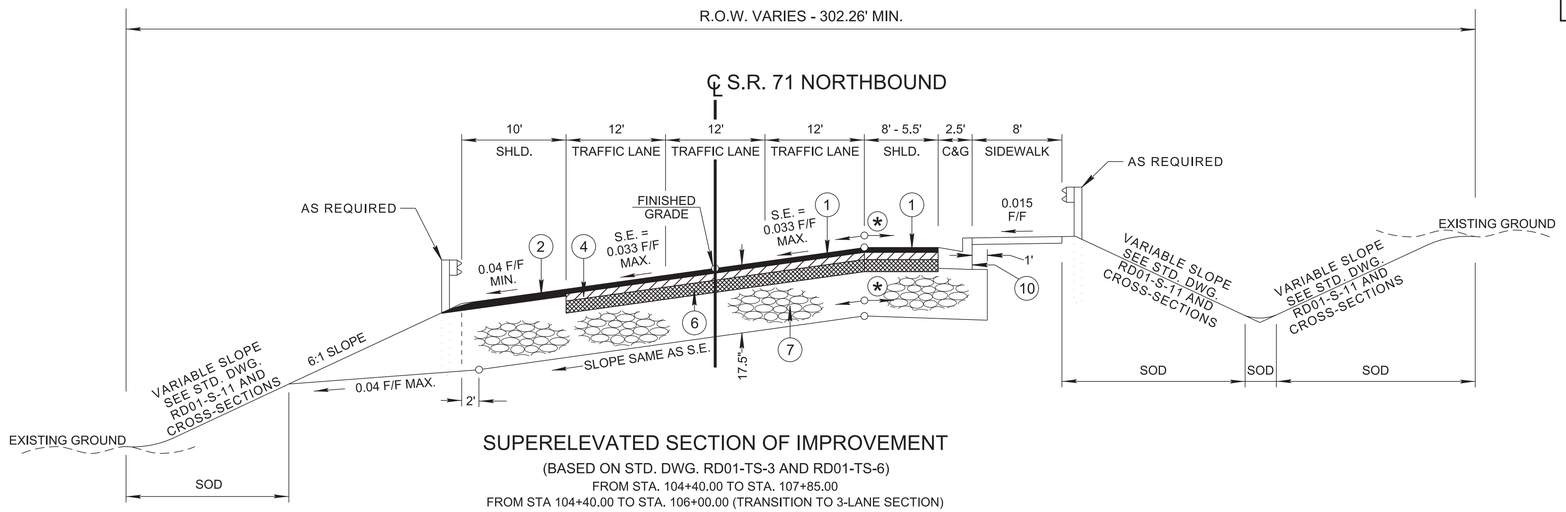
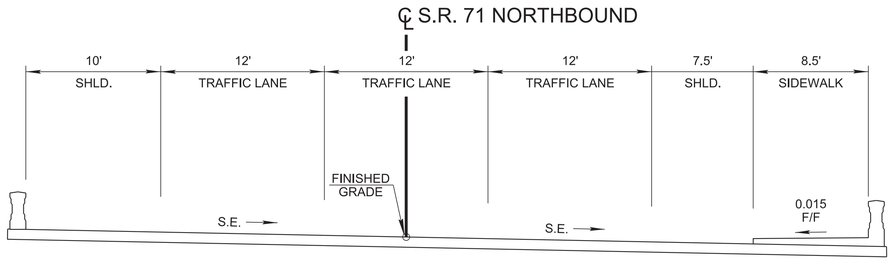
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2B1
PS&E	2025	BR-NH-71(39)	2B1

(*) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FT/FT.



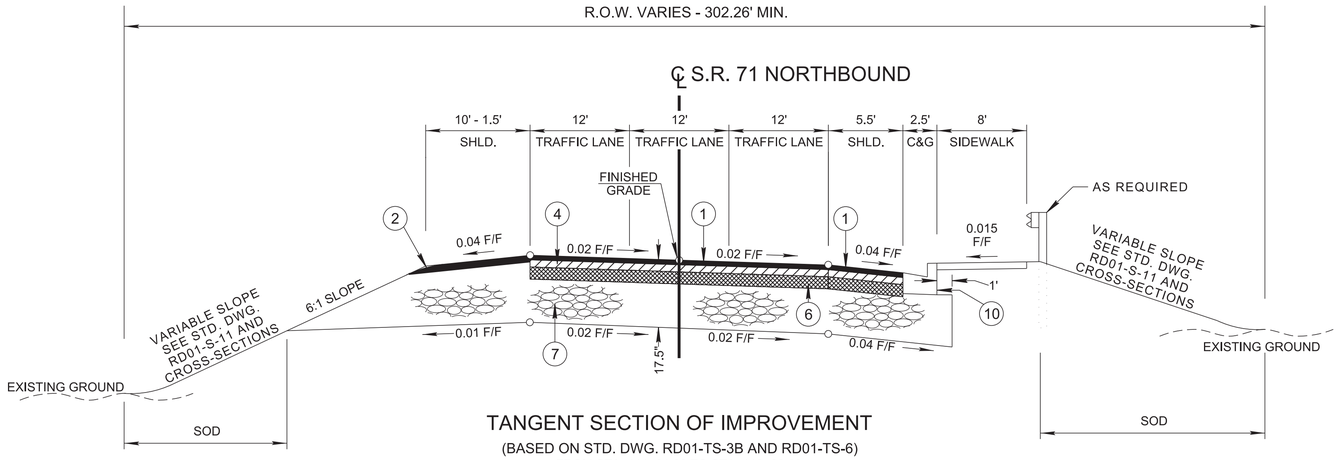
SUPERELEVATED SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-3 AND RD01-TS-6)
FROM STA. 104+40.00 TO STA. 107+85.00
FROM STA 104+40.00 TO STA. 106+00.00 (TRANSITION TO 3-LANE SECTION)
FROM STA. 105+98.09 TO STA. 107+85.00 (SIDEWALK - RIGHT)



BRIDGE SECTION OF IMPROVEMENT

FROM STA. 107+85.00 TO STA 111+81.00.



TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-3B AND RD01-TS-6)
FROM STA. 111+81.00 TO STA. 112+80.00
FROM STA. 111+81.00 TO STA. STA. 112+80.00 (SIDEWALK - RIGHT)
FROM STA. 112+31.72 TO STA. 112+80.00 (CURB - LEFT)

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
ENGINEER
12783
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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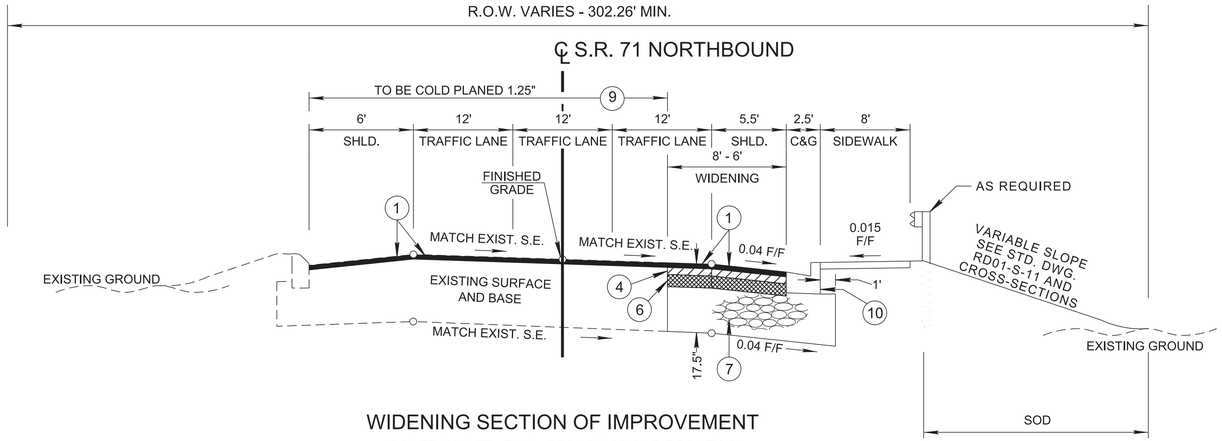
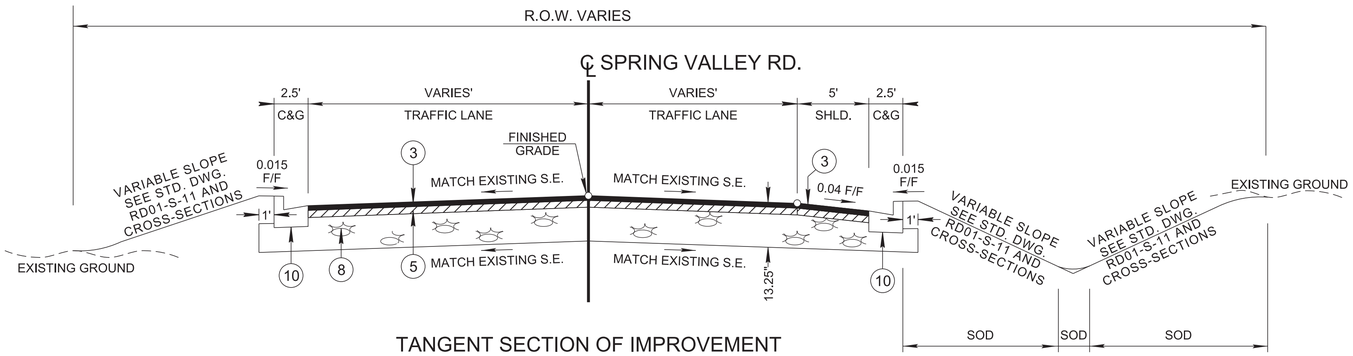
SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2B2
PS&E	2025	BR-NH-71(39)	2B2



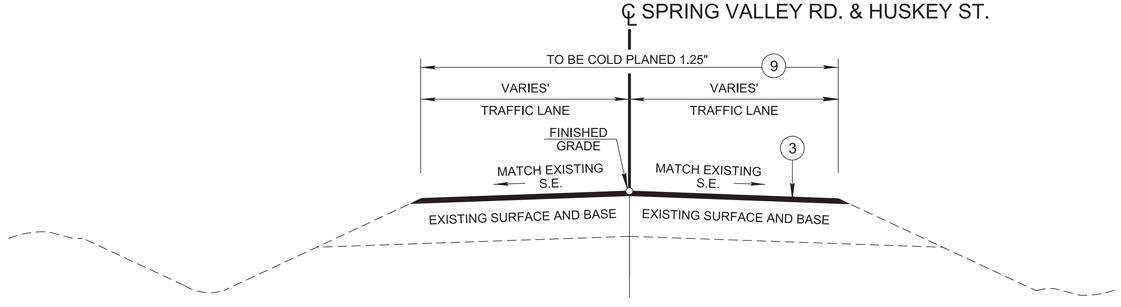
WIDENING SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-3B AND RD01-TS-6)
FROM STA. 112+80.00 TO STA. 113+10.00
FROM STA. 112+80.00 TO STA. STA. 113+09.05 (SIDEWALK - RIGHT)
FROM STA. 113+10.00 TO STA. 113+80.00 (COLD PLANE AND RESURFACING ONLY)



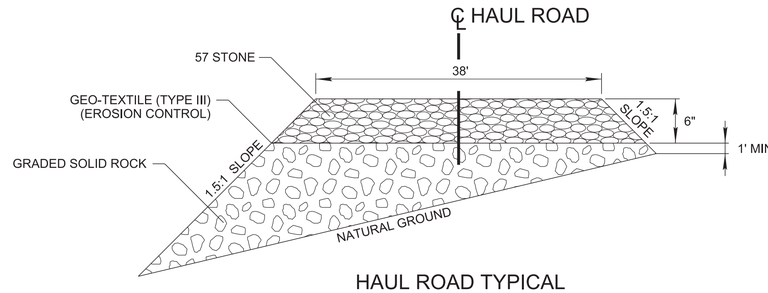
TANGENT SECTION OF IMPROVEMENT

(BASED ON STD. DWG. RD01-TS-1)
FROM STA. 20+15.27 TO STA. 20+61.00



RESURFACING SECTION OF IMPROVEMENT

SPRING VALLEY RD. - FROM STA. 20+61.00 TO STA. 20+93.00
HUSKEY ST. - FROM STA. 51+10.00 TO STA 54+00.00



HAUL ROAD TYPICAL

NOTE: IF CONSTRUCTION IN AREAS THAT ARE EITHER DRY OR UNSATURATED, HAUL ROAD SHALL BE CONSTRUCTED USING ONE OF THE FOLLOWING MATERIALS:

- MACHINED RIP-RAP (CLASS A-1)
- MACHINED RIP-RAP (CLASS B)
- MACHINED RIP-RAP (CLASS C)

IF CONSTRUCTED IN WATER OR IN AN AREA WITHIN THE FLOODPLAIN, IN THE CASE OF A 5-YEAR STORM EVENT, HAUL ROAD SHALL BE CONSTRUCTED OF BORROW EXCAVATION (GRADED SOLID ROCK).

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STATE OF TENNESSEE
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TYPICAL SECTIONS

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GENERAL NOTES

GRADING

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

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

SEEDING AND SODDING

(2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL

DRAINAGE

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

(2) EXCAVATION FOR PIPE CULVERTS AND STORM SEWERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

(3) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

(6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO. 208-01.05.

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

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(4) THE PAVEMENT MARKING ON THE LANE SHIFT FOR LANE LINES AND EDGE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6” LINE), L.M.

(5) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

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

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

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE. ALL EXTRUDED PANEL SIGNS SHALL BE ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

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

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

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

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

(6) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC DESIGN DIVISION, SIGNING SECTION (TDOT.TrafficDesign.SignsandMarking@tn.gov) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

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

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

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

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2C

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04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2C1

GENERAL NOTES (CONT'D)

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2D

SPECIAL NOTES

GRADING

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

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

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

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SODDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04.

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

(2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

MULTIMODAL

(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

SIGNING

(1) THE CONTRACTOR SHALL ENSURE THAT ALL TOD SIGNS ARE MAINTAINED AND VISIBLE TO MOTORISTS THROUGHOUT ALL PHASES OF CONSTRUCTION OR AS DIRECTED BY THE TDOT ENGINEER.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2E
PS&E	2025	BR-NH-71(39)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

SPECIES

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

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

PERMITS, PLANS & RECORDS

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

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

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

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

THIS PROJECT INCLUDES:

(6) THE GRADING, DRAINAGE, BASE, AND PAVEMENT FOR S.R. 71 TO LINES AND GRADES AS INDICATED ON THE ROADWAY PLANS, THE PROFILE SHEETS, AND CROSS-SECTION SHEETS.

(7) THE REMOVAL OF A 34.5' x 301' SEVEN-SPAN REINFORCED CONCRETE DIAPHRAGM GIRDER BRIDGE AND CONSTRUCTION OF A 64'-8" x 396' SIX-SPAN PRESTRESSED CONCRETE 36" x 33" BOX GIRDER BRIDGE OVER WEST PRONG LITTLE PIGEON RIVER (STR-1) ON S.R. 71.

(8) THE CONSTRUCTION OF ALL DITCHES AND DRAINAGE STRUCTURES. THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL DEVICES, SODDING, AND PAVEMENT MARKINGS. THE INSTALLATION OF RIPRAP, GUARDRAIL, SIGNING, TRAFFIC CONTROL DEVICES, AND OTHER DESIGN FEATURES.

(9) ALL WORK SHALL BE CONSTRUCTED AS INDICATED ON THE ROADWAY PLANS, THE PROFILE SHEETS, AND CROSS-SECTION SHEETS OR AS DIRECTED BY THE TDOT MANAGER.

NOTE: ONLY ONE HAUL ROAD WILL BE CONSTRUCTED IN THE STREAM CHANNEL DURING ANY PHASE OF CONSTRUCTION TO MINIMIZE IMPACTS TO STR-1. WHEN ANY CONSTRUCTION PHASE IS COMPLETED THAT REQUIRED THE USE OF A HAUL ROAD, THAT HAUL ROAD SHALL BE REMOVED BEYOND THE LIMITS OF THE BRIDGE ABUTMENTS, AND STR-1 SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITIONS BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED. THE CONTRACTOR SHALL COORDINATE WITH TDOT REGION 1 ENVIRONMENTAL TO OBTAIN APPROVAL FOR THE RESTORATION OF STR-1 TO ITS PRECONSTRUCTION CONDITION. AT NO TIME DURING THE CONSTRUCTION OF THIS PROJECT WILL MORE THAN ONE HAUL ROAD BE PERMITTED TO ENTER THE STREAM CHANNEL AT ANY TIME.

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ERIC KIM
REGISTERED ENGINEER
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COMMERCE
127851
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2F
PS&E	2025	BR-NH-71(39)	2F

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS								
										TYPE 12 611-12.01 0'-4'	TYPE 12 611-12.02 4'-8'	TYPE 14 611-14.01 0'-4'	TYPE 14 611-14.02 4'-8'	TYPE 3 611-01.03 8'-12'	TYPE 42 611-42.02 4'-8'	TYPE 42 611-42.03 8'-12'	TYPE 42 611-42.04 12'-16'	TYPE 43 611-43.02 4'-8'
4B	SR71	104+98.12	40.04	1	1048.01	1040.98	7.03	84" DIA	D-CB-42RB						1			
4B	SR71	105+13.79	33.78	2	1052.07	1047.57	4.50	48" DIA	D-CB-12RA		1							
4B	SR71	105+84.82	37.49	3	1052.30	1045.70	6.60	48" DIA	D-CB-12RA		1							
4B	SR71	106+50.00	44.56	4	1048.18	1043.81	4.37	96" DIA	D-CB-43R									1
4B	SR71	107+41.03	36.43	5	1051.60	1042.28	9.32	60" DIA	D-MH-2					1				
4B	SR71	107+40.00	25.50	6	1050.96	1047.19	3.77	32" X 32"	D-CB-12LP	1								
4B	SR71	105+10.00	98.10	8	1055.26	1041.88	13.38	84" DIA	D-CB-42RB								1	
TOTALS										1	2			1	1		1	1

CROSS DRAIN \ STORM DRAIN ENDWALLS

LOCATION \ SHEET NO.	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "B" 709-05.08 (TON)	PROTECTED ENDWALLS		SAFETY ENDWALLS (ITEM NO. 611-07.54 THRU 611-07.71 SERIES)																			
								CLASS "A" CONCRETE 611-07.01 (C.Y.)	STEEL BAR REINFORCING 611-07.02 (LB.)	18 IN. 3:1 07.54 (EACH)	18 IN. 4:1 07.55 (EACH)	18 IN. 6:1 07.56 (EACH)	24" IN. 3:1 07.57 (EACH)	24" IN. 4:1 07.58 (EACH)	24" IN. 6:1 07.59 (EACH)	30" IN. 3:1 07.60 (EACH)	30" IN. 4:1 07.61 (EACH)	30" IN. 6:1 07.62 (EACH)	36" IN. 3:1 07.63 (EACH)	36" IN. 4:1 07.64 (EACH)	36" IN. 6:1 07.65 (EACH)	42" IN. 3:1 07.66 (EACH)	42" IN. 4:1 07.67 (EACH)	42" IN. 6:1 07.68 (EACH)	48" IN. 3:1 07.69 (EACH)	48" IN. 4:1 07.70 (EACH)	48" IN. 6:1 07.71 (EACH)
4B	105+22.39	-46.34	74º	EW	"PEW"	D-PEW-1	161	8	296																			
4B	104+88.39	49.46	25º	EW	"ST"	D-PE-4	8	1	45																			
4B	108+75.00	38.82	90º	EW	"ST"	D-PE-4		1	45																			
TOTALS							169	10	386																			

STORM DRAINAGE PIPES

	SHEET NO.	INLET CODE NO.	INLET OUTLET ELEV.	OUTLET CODE NO.	OUTLET INLET ELEV.	% GRADE	REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.)						
								CLASS III 607-03.02 18"	CLASS III 607-05.02 24"	CLASS III 607-06.02 30"	CLASS III 607-07.02 36"	CLASS III 607-09.02 48"	
(1)	4B	8	1041.88	1	1041.05	1.50%						56'	
(1)	4B	1	1040.98	7	1040.55	0.50%						88'	
	4B	2	1047.57	3	1045.86	2.50%		69'					
	4B	3	1045.70	4	1044.14	2.50%		64'					
(1)	4B	4	1043.81	5	1042.49	1.50%		89'					
(1)	4B	6	1047.19	5	1046.97	2.60%		9'					
(1)	4B	5	1042.28	10	1040.30	1.50%		133'					
TOTALS								364'				144'	

(1) INCLUDES THE COST OF REMOVAL OF CONFLICTING DRAINAGE STRUCTURES OR DRAINAGE STRUCTURES WITHIN THE EXCAVATION LIMIT, AS DIRECTED BY THE OPERATIONS DISTRICT ENGINEER.

SPECIAL DITCHES

ROADWAY	STATION FROM	STATION TO	SIDE	DETAIL NO.	CONFIGURATION FORE (H/V)	CONFIGURATION BOTTOM WIDTH (FT.)	CONFIGURATION BACK (H/V)	SODDING NEW SOD 803-01 (S.Y.)
S.R. 71 (NORTHBOUND)	106+10.00	106+50.00	RT.	3A	2:1	0	2:1 - 3:1	87
S.R. 71 (NORTHBOUND)	106+50.00	108+50.00	RT.	3B	3:1	0	3:1	272
TOTALS								359

RIGHT OF WAY MARKERS

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

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04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	2F1
PS&E	2025	BR-NH-71(39)	2F1

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	4896	919	4652
SIDE ROADS	134	27	128
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	17	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	0	0	
OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...)	0	0	
TOPSOIL (EMB.)	313		
TOPSOIL (EXC.)	550		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	5893	963	5893	5030	4779

BALANCE SUMMARY

SHRINK = 5 % SWELL = 5 %

EXC.		EMB.
4779	VS.	-963
AVAILABLE	=	3816
WASTE MATERIAL	=	4007

NOTE: THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SATISFACTORY DISPOSAL OF 4007 C.Y. OF EXCESS MATERIAL.

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
38224	550	313	863	708	708	0	155

NOTE: PROPOSED SLOPE AREA INCLUDES AREA TO BE SCARIFIED.

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL			TERMINAL ANCHORS		GUARDRAIL FOOTING		REMARKS
		LT	RT	FROM	TO	THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 (EACH)	W BEAM GR (TYPE 2) MASH TL3 (LONG POST) 705-06.02 (L.F.)	MICHIGAN END SHOE (2.5') 706-10.80 (EACH)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	CLASS A CONCRETE (ROADWAY) 604-01.01 (C.Y.)	STRUCTURAL STEEL (ROADWAY) 602-01 (LB.)	
4B	SR 71	X		106+05.50	107+24.84	1	50			1			
4B	SR 71		X	107+57.83	108+37.95	1	13			1			
4B	SR 71	X		111+38.44	111+80.41		38	1	1				
4B	SR 71		X	112+50.45	112+97.54		38	1	1		3	245	GR FOOTING BASED ON 19' X 5' SLAB.
TOTALS						2	139	2	2	2	3	245	

CURB RAMP TABULATION

ROADWAY		LOCATION								SIGNALIZED	STANDARD DRAWING	CURB RAMP (RETROFIT) ITEM NO. 701-02.01	CURB RAMP (NEW) ITEM NO. 701-02.03	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT	QUADRANT N.	QUADRANT S.	QUADRANT E.	QUADRANT W.	YES / NO	NO.	S.F.	S.F.	
S.R. 71	SPRING VALLEY RD.	105+98.09			X	X			X	NO	MM-CR-8		150	
S.R. 71	SPRING VALLEY RD.	105+98.09			X	X			X	NO	MM-CR-9		150	
S.R. 71	BUSINESS ENTRANCE	113+30.00			X	X		X		NO	MM-CR-8		100	
S.R. 71	BUSINESS ENTRANCE	113+30.00			X	X		X		NO	MM-CR-1	125		
											TOTAL	125	400	

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	ALTERNATE	TYPE - GRADE - PAY ITEM (TON)																		COLD PLANING BITUMINOUS PLANT MIX		
		MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX) PG-64-22				BITUMINOUS PLANT MIX BASE (HOT MIX) PG-70-22				PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG-64-22			ASPHALTIC CONCRETE SURFACE (HOT MIX) PG 70-22					
		D	A	A-S	B-M	B-M2	A	A-S	B-M	B-M2				D	E	TL	D	E	OGFC	TL	TON	S.Y.	C.Y.
		303-01	307-01.01	307-01.20	307-01.07	307-01.08	307-02.01	307-01.21	307-02.21	307-02.08	402-01	402-02	403-01	411-01.10	411-01.07	411-03.07	411-02.10	411-02.11	411-03.22	411-03.08	415-01.01	415-01.02	415-01.03
S.R. 71		2760					675			364	5.0	18.0	2.0				240						
(1) S.R. 71 (RESURFACING)													2.5				365				361		
SPRING VALLEY RD.		249				48					0.5	2.0	0.5	27									
HUSKEY ST. (RESURFACING)													0.5	62							61		
PRIVATE DRIVEWAY (STA. 104+80.00)		40									0.2			15									
TEMP. PVMT. (TRAFFIC CONTROL)		953				221					3.0		1.0				128				96		
TOTALS		4002				269	675			364	8.7	20.0	6.5	104			733				518		

(1) INCLUDES QUANTITIES FOR BUSINESS ENTRANCE WITHIN RESURFACING SECTION (STA. 113+30.00).

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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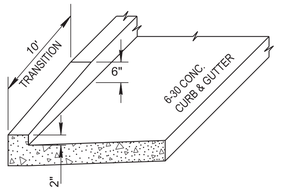
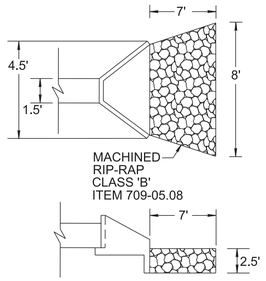
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2G



DETAIL OF CURB TRANSITION
AT END OF CURB & GUTTER

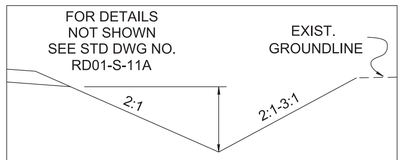
SEE STD. DWG. RP-VC-10
FOR OTHER DETAILS

DETAIL 1



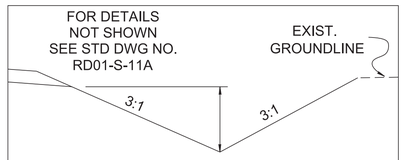
RIP-RAP APRON AT PIPE OUTLET
STA 104+88.39

DETAIL 2



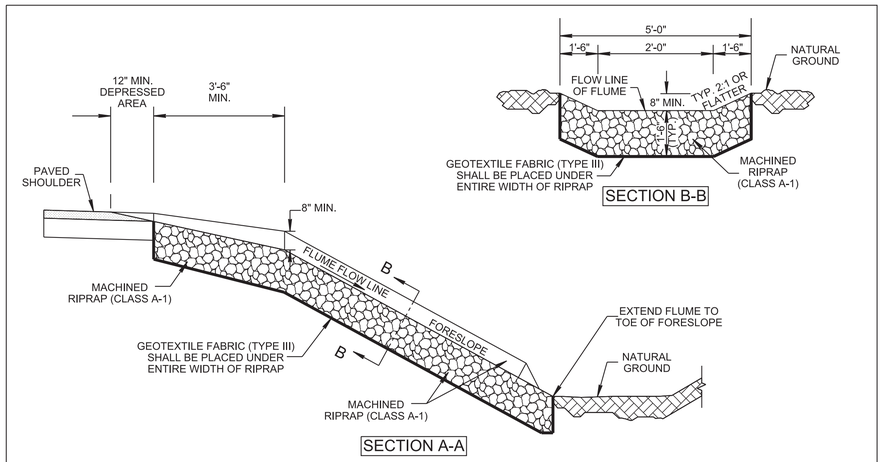
PROP. "V" BOTTOM SODDED DITCH
RIGHT STA. 106+10.00 TO STA. 106+50.00
(SEE SHEET 2F FOR SPECIAL DITCH TABULATION)

DETAIL 3A



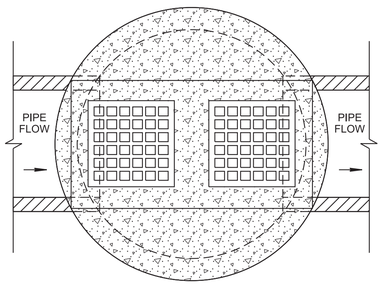
PROP. "V" BOTTOM SODDED DITCH
RIGHT STA. 106+50.00 TO STA. 108+50.00
(SEE SHEET 2F FOR SPECIAL DITCH TABULATION)

DETAIL 3B



DETAIL OF ROCK FLUME
STA 103+37.50

DETAIL 4



PLAN VIEW

DETAIL OF ROTATED LID FOR CIRCULAR NO. 43 CATCH BASIN
STA 106+50.00

SEE STD. DWG. D-CB-43R
FOR OTHER DETAILS

DETAIL 5

SEALED BY

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04/14/2025

STATE OF TENNESSEE
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DETAIL SHEET

SHEET 1 OF 2

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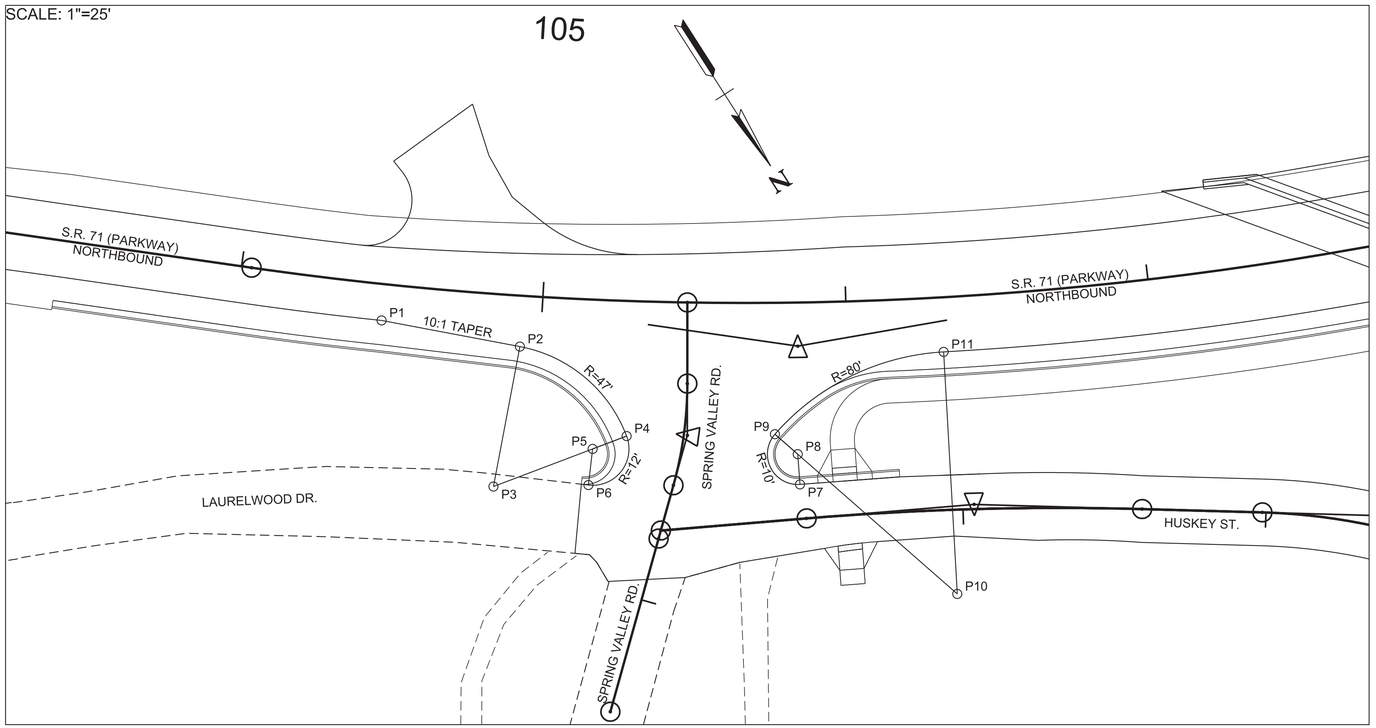
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	2G1

INTERSECTION DETAILS

NOTE: IT IS IMPERATIVE THAT RADII ARE CONSTRUCTED AS DETAILED.
DETAILS REFLECT THE APPROPRIATE MINIMUM VEHICLE TURNING PATHS.

SCALE: 1"=25'



EAST CORNER OF INTERSECTION S.R. 71/SPRING VALLEY RD.				
POINT	STATION	OFFSET	NORTHING	EASTING
P1	104+47.83	12.00 (RT.)	533225.0180	2699637.1518
P2	20+14.56	55.26 (RT.)	533256.9145	2699603.3812
P3	20+77.08	57.11 (RT.)	533291.0830	2699635.6537
P4	20+47.20	18.62 (RT.)	533300.7848	2699589.6659
P5	20+55.02	28.81 (RT.)	533298.2961	2699601.4050
P6	20+68.19	27.05 (RT.)	533307.5817	2699609.0061

WEST CORNER OF INTERSECTION S.R. 71/SPRING VALLEY RD.				
POINT	STATION	OFFSET	NORTHING	EASTING
P7	20+52.06	40.56 (LT.)	533345.0941	2699550.1080
P8	20+44.69	38.10 (LT.)	533336.2934	2699545.3596
P9	20+40.29	29.81 (LT.)	533326.6867	2699548.1364
P10	20+70.14	99.86 (LT.)	533403.5405	2699525.9218
P11	20+16.31	84.59 (LT.)	533333.8686	2699486.6048

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
KIMMERIC
127857
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	3
PS&E	2025	BR-NH-71(39)	3

RIGHT-OF-WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, PROJECT DEVELOPMENT DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL PROJECT DEVELOPMENT OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

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

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

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

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

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

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

(8) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(9) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

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

UTILITIES

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

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

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

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

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

UTILITY OWNERS

CABLE:

CHARTER
1774 HENRY G. LANE ST.

MARYVILLE, TN 37801
CONTACT: BILLY CLICK
CELL PHONE: 865 388 7524
Email: billy.click@charter.com

ELECTRIC:

SEVIER COUNTY ELECTRIC SYSTEM
P.O. BOX 4870,
315 E. MAIN ST.
SEVIERVILLE, TN 37862
CONTACT: JEFF HEDRICK
OFFICE PHONE: 865 774 6217
CELL PHONE: 865 428 4536
Email: jhedrick@sces.net

GAS:

SEVIER COUNTY UTILITY DISTRICT
P.O. BOX 4398
420 ROBERT HENDERSON ROAD
SEVIERVILLE, TN 37864-4398
CONTACT: JAMES GREEN, BINH CHAU
OFFICE PHONE: 865 900 2468
Email: james.greene@scudgas.org,
binh.chau@scudgas.org

TELEPHONE:

AT&T
9733 PARKSIDE DRIVE
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
CELL PHONE: 865 387 2685
Email: jf092@att.com

WATER:

CITY OF PIGEON FORGE
2320 GARLAND HARMAN DRIVE
SUITE 206
PIGEON FORGE, TN 37863
CONTACT: JERRY SUTTON
OFFICE PHONE: 865 453 3043
CELL PHONE: 865 850 4735
FAX: 865 429 7335
Email: jsutton@cityofpigeonforge.com

SEWER:

CITY OF PIGEON FORGE
2320 GARLAND HARMAN DRIVE
SUITE 206
PIGEON FORGE, TN 37863
CONTACT: JERRY SUTTON
OFFICE PHONE: 865 453 3043
CELL PHONE: 865 850 4735
FAX: 865 429 7335
Email: jsutton@cityofpigeonforge.com

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
12783
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	3A
PS&E	2025	BR-NH-71(39)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	CONSTRUCTION ①
				BOOK	PAGE									
1	CITICOMMUNITIES, LLC	95	56.00	5051	764		340.817	340.817					340.817	
2	JANE W. OGLE	106	37.00	1840	523		1.956	1.956					1.956	
3	GUEST PROPERTY, LLC	95	46.00	1895	613		0.266	0.266					0.266	
4	EUGENE WHALEY AND EDITH M. WHALEY AS CO-TRUSTEES OF THE EUGENE AND EDITH WHALEY TRUST DATED JANUARY 22, 2001	95	47.00	1166	213		3.093	3.093					3.093	
5	HUSKEY PROPERTIES, LLC	95	45.00	5508	49	0.544		0.544				0.544		
6	HUSKEY PROPERTIES, LLC	95	45.00	5508	49		2.339	2.339		0.219	0.219		2.120	0.151
				647	367									
7	HUSKEY PROPERTIES, LLC	95	45.00	647	367	1.587		1.587				1.587		
9	CONNER AND ASSOCIATES	95P/A	39.00	285	459		0.701	0.701					0.701	
				4061	706									
10	UMAMAYA, INC.	95P/A	40.00	4690	28		4.035	4.035					4.035	
11	UNKNOWN OWNER	95	44.00	NA	NA									
12	HUSKEY PROPERTIES, LLC	95	44.00	647	379		0.882	0.882					0.882	
13	SEVIER COUNTY BANK	95	42.00	3525	31	0.577		0.577				0.577		
14	SEVIER COUNTY BANK	95	42.00	3525	31	37.712		37.712				37.712		
15	HUSKEY PROPERTIES, LLC	95	44.00	647	379	4.928		4.928				4.928		
ACQUISITION TOTALS (ACRES)									**0.219**					**0.151**

① FOR EPSC MEASURES, HAUL ROAD, AND WORKING ROOM.

DISTURBED AREA	
IN BETWEEN SLOPE LINES	1.792 (AC)
15' OUTSIDE SLOPE LIMITS	0.470 (AC)
TOTAL DISTURBED AREA	2.262 (AC)
TOTAL PROJECT AREA	6.011 (AC)

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 12763
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	3B
PS&E	2025	BR-NH-71(39)	3B

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

DSR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N:533274.4847
E:2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

N

100 105 110 115

POT 100+00.00
N 533054.2549
E 2699863.3025

POT 114+00.00
N 533622.7818
E 2698772.2705

S.R. 71 (PARKWAY) NORTHBOUND
S.R. 71 (PARKWAY) SOUTHBOUND
WEST PRONG LITTLE PIGEON RIVER
PRES. R.O.W.
PROP. R.O.W.
PRES. & PROP. R.O.W.
STR-6
STR-4
STR-3
STR-2
STR-1
N 49° 10' 00" W
N 67° 13' 30" W
N 32° 20' 00" E
S 62° 06' 00" E
S 55° 45' 00" E
S 33° 10' 00" E
N 20° 14' 00" E
RANNOOR WAY
10' GRAVEL
LAURELWOOD DR.
SPRING VALLEY RD.
CONNER HEIGHTS RD.
CATES LN
HUSKEY ST.
HITCHING POST RD.
20' WIDE PRIVATE EASEMENT FOR ROAD
POT 20+50.00
N 533591.3574
E 2699334.6661
PROP. CONST. EASEMENT
POT 21+38.33
N: 533374.4740
E: 2699643.2960

1 2 3 4 5 6 7 9 10 11 12 13 14 15

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AGRICULTURE
NUMBER 12763
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA.108+28.02 TO STA.110+95.23

SCALE: 1"=100'

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CONTROL POINTS						
POINT	NORTH	EAST	ELEVATION	DESCRIPTION	STATION	OFFSET
S27	533331.0700	2699530.7550	1051.83	78-071-27	105+92.75	37.93' RT.
S28	533632.1210	2698810.1230	1048.26	78-071-28	113+68.71	23.26' RT.

CONTROL POINT STATIONS AND OFFSETS ARE REFERENCED TO S.R. 71 (PARKWAY) NORTHBOUND

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	4
PS&E	2025	BR-NH-71(39)	4

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

S.R. 71
PI 105+85.47
N 533,306.2954
E 2,699,526.0825
Δ 18° 03' 30" (LT)
D 5° 00' 00"
R 1,146.00
L 361.19
T 182.11
PC 104+03.36
PT 107+64.55
BK. BEARING N 49° 10' 00" W
AH. BEARING N 67° 13' 30" W
SE 0.033 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 125'

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

NOTE:
EXISTING BRIDGE CONVEYING STR 1
(78SR0710039)
IS A 34.5' X 301' SEVEN-SPAN
REINFORCED CONCRETE
DIAPHRAGM GIRDER BRIDGE
(TO BE REMOVED)

105

110

N 533000 E 2699500

N 533000 E 2699000

SPRING VALLEY RD.
PI 20+43.87
N 533,311.4171
E 2,699,572.6881
Δ 15° 34' 00" (RT)
D 45° 49' 32"
R 125.03
L 33.97
T 17.09
PC 20+26.78
PT 20+60.75
BK. BEARING N 32° 40' 00" E
AH. BEARING N 48° 14' 00" E
SE MATCH EXISTING
DESIGN SPEED 15 MPH

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

HUSKEY ST.
PI 52+96.35
N 533,381.6780
E 2,699,505.3044
Δ 6° 21' 00" (LT)
D 5° 43' 46"
R 1,000.00
L 110.83
T 55.47
PC 52+40.88
PT 53+51.71
BK. BEARING S 55° 45' 00" E
AH. BEARING S 62° 06' 00" E
SE MATCH EXISTING

HUSKEY ST.
PI 51+63.13
N 533,457.2041
E 2,699,394.3794
Δ 22° 05' 00" (LT)
D 28° 38' 52"
R 200.00
L 77.09
T 39.03
PC 51+24.10
PT 52+01.19
BK. BEARING S 33° 40' 00" E
AH. BEARING S 55° 45' 00" E
SE MATCH EXISTING

AREA TO BE SCARIFIED, OBLITERATED, TOPSOILED AND SODDED.

JANE W. OGLE (2)

GUEST PROPERTY, LLC (3)

EUGENE WHALEY AND EDITH WHALEY AS CO-TRUSTEES OF THE EUGENE AND EDITH WHALEY TRUST DATED JANUARY 22, 2001 (4)

HUSKEY PROPERTIES, LLC. (5)

HUSKEY PROPERTIES, LLC (6)

CONNER & ASSOCIATES (9)

HUSKEY PROPERTIES, LLC (7)

HUSKEY PROPERTIES, LLC (12)

HUSKEY PROPERTIES, LLC (15)

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12745
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.108+28.02 TO STA.110+95.23
SCALE: 1"=50'

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CONTROL POINTS						
POINT	NORTH	EAST	ELEVATION	DESCRIPTION	STATION	OFFSET
S27	533331.0700	2699530.7550	1051.83	78-071-27	105+92.75	37.93' RT.
S28	533632.1210	2698810.1230	1048.26	78-071-28	113+68.71	23.26' RT.

CONTROL POINT STATIONS AND OFFSETS ARE REFERENCED TO S.R. 71 (PARKWAY) NORTHBOUND

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	4A
PS&E	2025	BR-NH-71(39)	4A

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

POT 101+00.00
N 533054.2549
E 2699817.3925

POT 114+00.00
N 533622.7818
E 2698772.2705

105

110

N

W 533000

N 2699500

W 2699000

S.R. 71 (PARKWAY) NORTHBOUND

CP-S27
78-071-27

CP-S28
78-071-28

LIMIT OF CONST.
END COLD PLANE
AND RESURFACE
STA. 20+93.00

2 JANE W. OGLE

3 GUEST PROPERTY, LLC

4 ~~EUGENE WHALEY AND EDITH WHALEY AS CO-TRUSTEES OF THE EUGENE AND EDITH WHALEY TRUST DATED JANUARY 22, 2001~~

5 ~~HUSKEY PROPERTIES, LLC~~

6 HUSKEY PROPERTIES, LLC

7 ~~HUSKEY PROPERTIES, LLC~~

9 ~~CONNER & ASSOCIATES~~

12 ~~HUSKEY PROPERTIES, LLC~~

15 ~~HUSKEY PROPERTIES, LLC~~

20' WIDE
PRIVATE EASEMENT
FOR ROAD

PROP. CONST.
EASEMENT

PRES. & PROP. R.O.W.

PRES. R.O.W.

PRES. ROW

PROP. R.O.W.

LIMIT OF CONST.
END COLD PLANE
AND RESURFACE
STA. 54+16.00

STA. 20+76.26 SPRING VALLEY RD.
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER
127837
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA.108+28.02 TO STA.110+95.23
SCALE: 1"=50'

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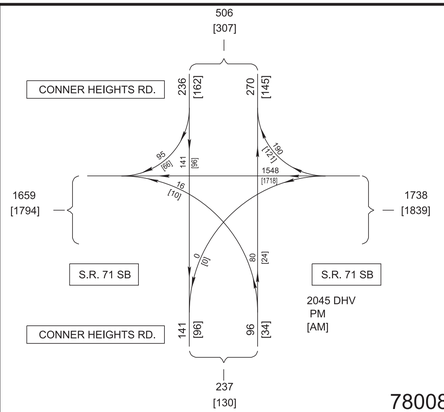
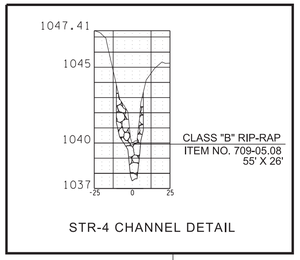
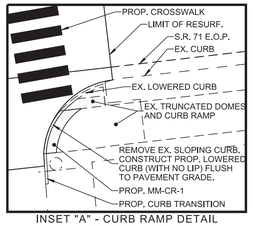
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	4B
PS&E	2025	BR-NH-71(39)	4B





STR-4 CHANNEL DETAIL

NOTE: RIP-RAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STR-4 CHANNEL. THE TOP OF THE PROPOSED RIP-RAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING CHANNEL STREAM. VOIDS WITHIN THE RIP-RAP SHALL BE FILLED WITH CREEK GravEL, IF AVAILABLE, TO PREVENT LOSS OF STREAM WITHIN RIP-RAP AREAS. CREEK GRAVEL CAN BE REMOVED FROM CULVERT EXCAVATION AREA.



INSET "A" - CURB RAMP DETAIL
SCALE: 1"=15'

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

PROPOSED BRIDGE TO CONVEY STR-1 IS A 64'-8" x 396' SIX SPAN PRESTRESSED CONCRETE 36" x 33" BOX GIRDER BRIDGE

CLASS "B" RIP-RAP ITEM NO. 709-05.08 285' ALONG STREAM

CLASS "B" RIP-RAP ITEM NO. 709-05.08 317' ALONG STREAM

END SPG-1/STR-2 IMPACT STA. 108+67.96 OFF. 4.08' (LT.)

BEGIN SPG-1/STR-2 IMPACT STA. 108+81.01 OFF. 15.11' (RT.)

END STR-1 TEMPORARY IMPACT STA. 111+96.68 OFF. 85.50' (RT.)

END STR-1 IMPACT STA. 112+60.00 OFF. 110.76' (RT.)

POT 50+50.00 N 533551.3574 E 2699331.6661

POT 114+00.00 N 533551.7818 E 2698772.2705

STA. 113+80.00 END COLD PLANE & RESURF.

TIE PROP. SHLD. TO EXIST. SHLD. BEGIN CURB (LT.) OFF. 30.00 (LT.)

END CURB (LT.) OFF. 42.30' (LT.) BEGIN WIDENING (RT.) BEGIN COLD PLANE & RESURFACE STA. 112+80.00

STA. 113+10.00 END GRADE & DRAIN END WIDENING (RT.)

CONNER HEIGHTS RD.

96' PVMT. TRANSITION

64' SHLD. TRANSITION

24' ASP. S.R. 71 (PARKWAY) SOUTHBOUND

74'-48' ST.

76'-24' ST.

12'-12' ST.

113'-48' ST.

TYPE 13 STA. 111+80.41 29.16' (LT.)

SEE INSET "A" THIS SHEET

MM-CR-1

LIMIT OF RESURF. OFF 18.00' (RT.)

END C & G STA. 113+05.75 OFF 26.00' (RT.)

END SIDEWALK STA. 113+09.05 OFF 34.00' (RT.)

TYPE 13 STA. 112+97.54 34.00' (RT.)

CONCRETE GUARDRAIL ANCHOR (S-GRS-3

STR-1/WEST PRONG LITTLE PIGEON RIVER

STA. 113+10.00

50' PVMT. TRANSITION

STR-3

END PROP. BR STA. 111+67.00

BEGIN PROP. BR. STA. 107+85.00

TYPE 38 STA. 106+03.65 29.00' (LT.)

APPROXIMATE LOCATION OF PROPOSED SPG-1

SIDEWALK

N 67° 13' 30" W

N 49° 10' 00" W

R=15'

R=50'

R=47'

R=80'

R=10'

R=12'

S 32° 49' 00" E

S 62° 06' 00" E

S 55° 45' 00" E

S 33° 40' 00" E

N 48° 14' 00" E

HUSKEY ST.

MM-CR-8

MM-CR-9

MM-CR-10

"V" SOD

SIDEWALK

STR-1/WEST PRONG LITTLE PIGEON RIVER

BEGIN STR-1 IMPACT STA. 107+40.00 OFF. 101.44' (LT.)

END STR-1 IMPACT STA. 105+17.87 OFF. 101.00' (LT.)

BEGIN STR-1 IMPACT STA. 107+92.97 OFF. 76.74' (LT.)

STA. 105+22.39 7 INV. 1040.55 OFF. 46.34' (PEW)

CLASS "B" RIP-RAP ITEM NO. 709-05.08 (55' X 26')

STA. 105+84.82 3 GT. EL. 1052.30 #12 IN. EL. 1045.86 OFF. 37.49' OUT.EL. 1045.70

STA. 107+40.00 6 GT. EL. 1050.96 #12 OFF. 25.50' OUT.EL. 1047.19

STA. 105+13.79 2 GT. EL. 1052.07 #12 OFF. 33.78' OUT.EL. 1047.57

105

110

STA. 102+00.00 POT 102+00.00 N 533054.2549 E 2698863.3925

BEGIN GRADE AND DRAIN BEGIN COLD PLANE & RESURF. (RT SHLD.)

PVMT. & SHLD. TRANSITION 140'

STA. 102+00.00 STA. 103+40.00 BEGIN COLD PLANE & RESURF (RT. SHLD.)

STA. 103+37.50 ROCK FLUME CLASS "A-1" RIPRAP (5' X 7.5')

PVMT. & SHLD. TRANSITION 140'

STA. 103+40.00 BEGIN C & G STA. 103+40.00 OFF 22.50'

BEGIN WIDENING STA. 20+15.27 GRADE TO DRAIN

106' - 18" CMP

STA. 104+00.00 26' PUBLIC ACCESS ENT. NO S.D. REQ'D

STA. 104+40.00

PVMT. & SHLD TRANSITION 160'

LIMIT OF CONST. STA. 0+57.00'

STA. 106+00.00

STR-4

STR-5

24" RCP

89° 44' RCP

35' - 18" CMP

168' - 24" ST.

STA. 104+98.12 1 GT. EL. 1048.01 #42 IN. EL. 1041.05 OFF. 40.04' OUT.EL. 1040.98

STA. 104+88.39 9 INV. 1051.52 ST OFF. 49.46'

CLASS "B" RIP-RAP ITEM NO. 709-05.08 (7'X8')

END C & G STA. 105+15.57 OFF 59.03' 34'-12" ST.

BEGIN STR-1 IMPACT STA. 105+10.00 OFF. 98.10' (RT.)

STA. 105+10.00 8 GT. EL. 1055.26 #42 IN. EL. 1050.96 OFF. 98.10' OUT.EL. 1041.88

END WIDENING & BEGIN COLD PLANE AND RESURFACE STA. 20+61.00

LIMIT OF CONST. END COLD PLANE AND RESURFACE STA. 20+93.00

LIMIT OF COLD PLANE AND RESURFACE STA. 54+00.00

BEGIN SIDEWALK STA. 106+06.00 OFF 56.69'

BEGIN C & G STA. 106+15.96 OFF 56.48'

BEGIN SPECIAL V-DITCH STA. 106+10.00 OFF 45.68'

END SPECIAL V-DITCH STA. 106+50.00 OFF 44.56'

STA. 106+50.00 4 GT. EL. 1048.18 #43 IN. EL. 1044.14 OFF. 44.56' OUT.EL. 1043.81

BEGIN SPECIAL V-DITCH STA. 106+50.00 OFF 44.56'

STA. 107+41.03 5 GT. EL. 1051.60 MH IN. EL. 1046.80(A) IN. EL. 1042.49 (B) IN. EL. 1046.97 (C) OUT.EL. 1042.28 OFF. 36.43'

LIMIT OF CONST. END COLD PLANE & RESURF. STA. 51+10.00

END C & G STA. 108+30.03 OFF 26.00'

END SPECIAL V-DITCH STA. 108+50.00 OFF 42.62'

STA. 108+75.00 10 INV. 1040.30 ST OFF. 36.82'

TYPE 18 STA. 107+56.09 35.05' (RT.)

59'-12" ST.

89'-12" ST.

LAURELWOOD DR. 20' ASP.

SPRING VALLEY RD.

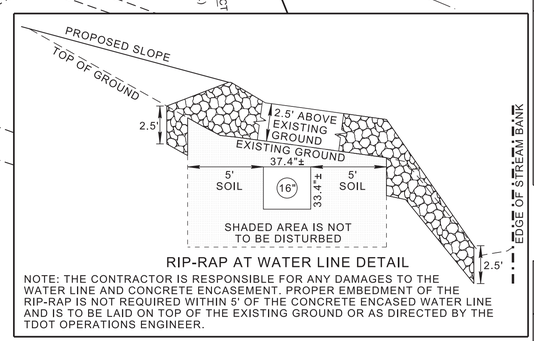
STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

237 [130]
CONNER HEIGHTS RD.
141 [96]
96 [34]
S.R. 71 NB
S.R. 71 NB
2623 [819]
2671 [882]
2526 [786]
2040 DHV
PM
[AM]
RESTAURANT ENT.
1 [0]
4 [1]
5 [1]

SEE SHEET 4C FOR S.R. 71 PROFILE.
SEE SHEET 5 FOR SPRING VALLEY ROAD PROFILE.

GRATES OF TYPE 43 TO BE ALIGNED WITH INVERTS OF SPECIAL DITCH.

NOTE: THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT RIP-RAP DESIGNATED FOR BRIDGE ABUTMENTS WILL NOT ENTER ANY PORTION OF STR-1, STR-3, STR-4, AND STR-5.



RIP-RAP AT WATER LINE DETAIL

NOTE: THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGES TO THE WATER LINE AND CONCRETE ENCASEMENT. PROPER EMBEDMENT OF THE RIP-RAP IS NOT REQUIRED WITHIN 5' OF THE CONCRETE ENCASED WATER LINE AND IS TO BE LAID ON TOP OF THE EXISTING GROUND OR AS DIRECTED BY THE TDOT OPERATIONS ENGINEER.

NOTE: THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STR-1, STR-3, STR-4, AND STR-5 AND THAT THE STREAM AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENTAND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE 125865 TENNESSEE STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.102+00.00 TO STA.113+80.00
SCALE: 1"=50'

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NOTE: ONLY ONE HAUL ROAD WILL BE CONSTRUCTED IN THE STREAM CHANNEL DURING ANY PHASE OF CONSTRUCTION TO MINIMIZE IMPACTS TO STR-1, WHEN ANY CONSTRUCTION PHASE IS COMPLETED THAT REQUIRED THE USE OF A HAUL ROAD, THAT HAUL ROAD SHALL BE REMOVED BEYOND THE LIMITS OF THE BRIDGE ABUTMENTS, AND STR-1 SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITIONS BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED. THE CONTRACTOR SHALL COORDINATE WITH TDOT REGION 1 ENVIRONMENTAL TO OBTAIN APPROVAL FOR THE RESTORATION OF STR-1 TO ITS PRECONSTRUCTION CONDITION. AT NO TIME DURING THE CONSTRUCTION OF THIS PROJECT WILL MORE THAN ONE HAUL ROAD BE PERMITTED TO ENTER THE STREAM CHANNEL AT ANY TIME.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	4B1

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

PROPOSED BRIDGE
TO CONVEY STR-1
IS A 64'-8" x 396' SIX SPAN
PRESTRESSED CONCRETE
36" x 33" BOX GIRDER BRIDGE

POT 101+00.00
N 533054.2549
E 2698863.3925

POT 114+00.00
N 533615.0818
E 2698772.2705

STR-1/WEST PRONG LITTLE PIGEON RIVER

S.R. 71 (PARKWAY) NORTHBOUND

24' ASP.
S.R. 71 (PARKWAY) SOUTHBOUND

CONNER HEIGHTS RD.

END STR-1 IMPACT
STA. 105+10.00
OFF. 101.00' (LT.)

BEGIN STR-1 IMPACT
STA. 107+40.00
OFF. 101.44' (LT.)

BEGIN STR-1
TEMPORARY IMPACT
STA. 107+92.97
OFF. 76.74' (LT.)

END SPG-1/STR-2 IMPACT
STA. 108+67.96
OFF. 4.08' (LT.)

BEGIN PROP. BR.
STA. 107+85.00

END PROP. BR.
STA. 111+81.00

HR_2 FILL

HR_3 FILL

HR_1 FILL

HR_4 FILL

STR-4

STR-5

STR-3

W.M.

BEGIN SPG-1/STR-2 IMPACT
STA. 108+81.01
OFF. 15.11' (RT.)

END STR-1
TEMPORARY IMPACT
STA. 111+96.68
OFF. 85.50' (RT.)

PROP. CONST. EASEMENT

POT 50+50.00
N 533551.3574
E 2699331.6661

END STR-1 IMPACT
STA. 112+55.35
OFF. 110.76' (RT.)

LAURELWOOD DR.
20' ASP.

HUSKEY ST.

BEGIN STR-4 IMPACT
STA. 105+10.00
OFF. 98.10' (RT.)

POT 7+43.38
N 533274.4847
E 2699643.2980

SPRING VALLEY RD.

STA. 20+76.26 SPRING VALLEY RD.
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

EXISTING CONTOURS

HAUL ROAD

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMISSION
12781
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD LAYOUT

STA.102+00.00 TO STA.113+80.00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	4C
PS&E	2025	BR-NH-71(39)	4C

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+10.00 (CONST.)
N: 533587.9416
E: 2698855.2534

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

SR71 STA 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N: 533274.4847
E: 2699549.0083

VPI 102+00.00
EL. 1053.373'
BEGIN GRADE AND DRAIN
BEGIN COLD PLANE & RESURF. (RT, SHLD.)

103+40.00
END COLD PLANE & RESURF. (RT. SHLD.)

STA. 105+13.79 (2) GT. EL. 1052.07
OFF. 33.78' #12 OUT EL. 1047.57

STA. 105+84.82 (3) GT. EL. 1052.30
OFF. 37.49' #12 IN. EL. 1045.86
OUT.EL. 1045.70

OH WIRE
STA. 106+50
LOW WIRE EL.1068.16'
1 POWER
2 GUY WIRE

STA. 107+40.00 (6) GT. EL. 1050.96
OFF. 25.50' #12 OUT.EL. 1047.19

OH WIRE
STA. 107+78
LOW WIRE EL.1067.99'
1 POWER
2 GUY WIRE

END SPECIAL V-DITCH.
STA. 108+50.00
OFFSET 42.62' RT

78SR0710039
PROPOSED BRIDGE
TO CONVEY STR-1
IS A 64'-8" x 396' 6-SPAN
PRESTRESSED CONC.
36" x 33" BOX GIRDER BRIDGE

78SR0710039
EXISTING BRIDGE IS A
34.5' X 301' 7-SPAN REINF. CONC.
DIAPHRAGM GIRDER BRIDGE

BEGIN WIDENING (RT.)
BEGIN COLD PLANE AND RESURFACE
STA. 112+80.00

END WIDENING (RT.)
END GRADE & DRAIN
VPI 113+10.00
EL. 1048.59'

113+80.00
END COLD PLANE AND RESURFACE

END BR.
STA. 111+81.00
EL. 1049.15'

END SIDEWALK
STA. 113+09.05
OFF 34.00'

BEGIN SIDEWALK
STA. 105+98.09
OFF 56.69'

BEGIN BR.
STA. 107+85.00
EL. 1050.86'

FINISHED GRADE

EXISTING GRADE

XCP 78-071-27

TO REMAIN

-0.43%

0.50%

'V' SOD

EXTREME HIGH WATER
1049.7

XCP 78-071-28
24" ST

EXISTING GRADE

STA 102+88.79
EXISTING 24" RCP
SKEW 88° 59' 52" RT
FLOWS LEFT
INLET 1048.40
OUTLET 1039.1816
(TO REMAIN)

STA 105+08.62
PROPOSED 48" RCP
SKEW 73° 57' 12" LT
FLOWS LEFT
INLET 1040.98
OUT.LET 1040.55

18" ST 2.50%
18" ST 1.50%
12" ST
48" ST

CB
STA. 107+42.02
32.49' (RT)
TOP 1048.67
INVERT 1045.94
(TO BE REMOVED)

CB
STA. 112+96.40
56.04' (LT)
TOP 1049.4'
INVERT 1042.08

WATER LINE
STA 113+87.08

BEGIN SPECIAL V-DITCH.
STA. 106+10.00
OFF 45.68' RT.

END SPECIAL V-DITCH.
STA. 106+50.00
OFFSET 44.56' RT.

BEGIN SPECIAL V-DITCH.
STA. 106+50.00
OFFSET 44.56' RT.

STA. 106+50.00 (4) GT. EL. 1048.18
OFF. 44.56' #43 IN. EL. 1044.14
OUT.EL. 1043.81

NORMAL WATER
1033.3

48" ST
STA.112+97.50
ELEV. 1041.57

XCP 78-071-27
STA. 105+92.75, 37.93'(RT)
N 533331.0700
E 2699530.7550
ELEV 1051.83
ALUM. DISK

STA 105+21.70
EXISTING 42"X72" CMP
SKEW 84° 3' 29" LT
FLOWS LEFT
INLET 1046.71
OUTLET 1042.37
(TO BE REMOVED)

STA. 107+41.03 (5) GT. EL. 1051.60
OFF. 36.43' (MH) IN. EL. 1046.80(A)
IN. EL. 1042.49 (B)
IN. EL. 1046.97 (C)
OUT.EL. 1042.28

10 INV. 1040.30
ST

STA. 108+75.00
OFF. 38.82'

XCP 78-071-28
STA. 113+68.71, 23.26'(RT)
N 533632.1210
E 2698810.1230
ELEV 1048.26
ALUM. DISK

STA 102+00.00
STA 102+14.58
STA 102+23.58
STA 103+40.86
STA 104+35.20
STA 104+65.86
STA 107+02.06
STA 107+79.88
STA 108+27.05
STA 112+51.15
STA 112+54.36
STA 112+80.00

-0.011 LT
-0.013 RT
-0.020 RT
-0.020 LT
-0.02 LT
-0.02 RT
-0.02 LT
0.033 RT
-0.033 LT
0.000 LT
0.000 RT
0.020 LT
-0.020 RT
0.020 RT
0.012 LT
-0.029 RT

S.R. 71 (PARKWAY) NORTHBOUND

101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
12781
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA.102+00.00 TO STA.113+80.00

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

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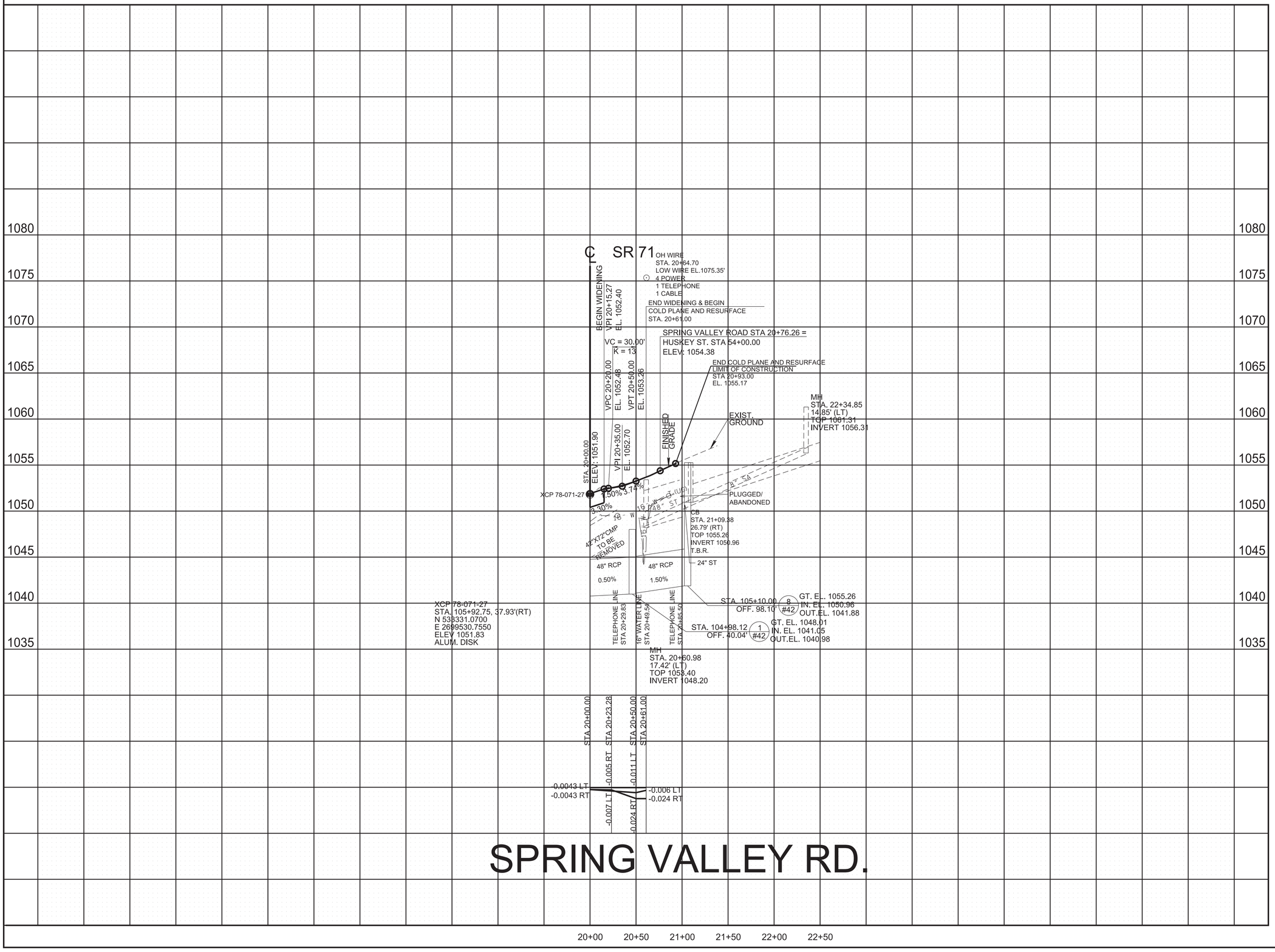
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	5
PS&E	2025	BR-NH-71(39)	5



SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
No. 127631
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILE

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

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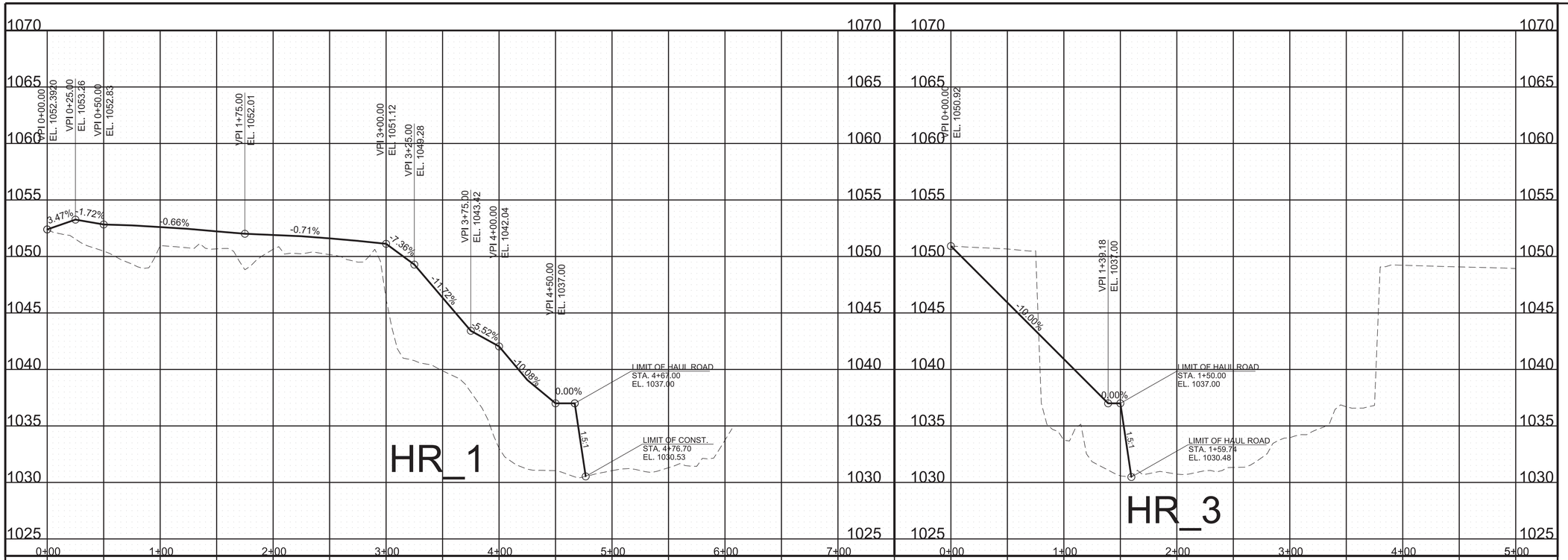

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	6

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 12783
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD PROFILES

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

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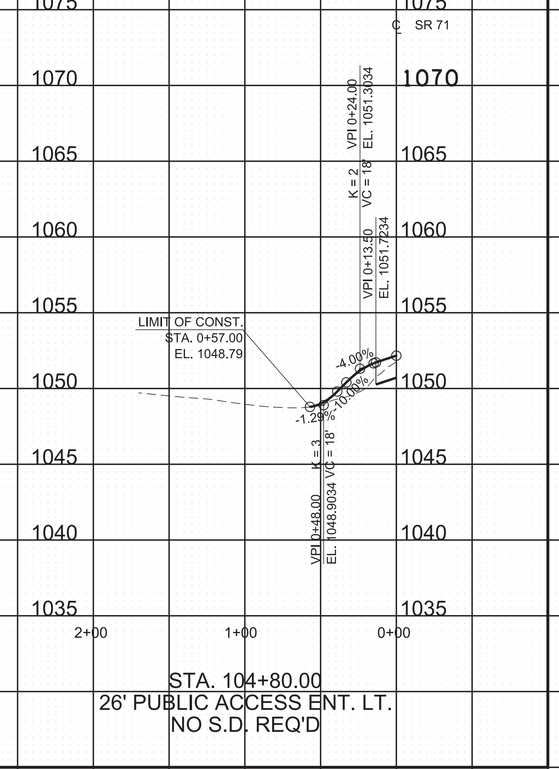
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	7



STA. 104+80.00
26' PUBLIC ACCESS ENT. LT.
NO S.D. REQ'D

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127761
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	6
PS&E	2025	BR-NH-71(39)	8

DRAINAGE / HYDRAULIC DATA FOR BRIDGE STATION 109+92.29 , STREAM NAME: WEST PRONG LITTLE PIGEON RIVER

STREAM BED LINING: GRAVEL, COBBLE & BEDROCK
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 74.14 SQ. MILES; ( ) FLAT; ( ) ROLLING; ( ) HILLY; (X) MTNS.
PRESENT STRUCTURE: SPAN 300.4', HEIGHT 23.7', STRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE
BEGIN STATION - OFFSET 1109+40.99 - 0.00, END STATION - OFFSET 1112+41.39 - 0.00
LOW BEAM ELEV. 1046.82, LOCATION: GIRDER BOTTOM AT UPSTREAM APPROX. BRIDGE MIDPOINT
INLET INVERT ELEV. 1029.90, OUTLET INVERT ELEV. 1030.58
NORMAL WATER ELEV. 1033.3, EXTREME HIGHWATER ELEV. 1049.7, DATE: 9/13/18
HOW OBTAINED: FEMA FLOOD INSURANCE STUDY 1% ANNUAL CHANCE FLOOD
BACKWATER FROM WHAT STREAM (IF APPLICABLE): NA
EXISTING STRUCTURE CONDITION: FAIR
SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER
SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.
SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

DRAINAGE DATA FOR PIPE STATION 112+97.50

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 20.6 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 48" RCP
EXISTING STRUCTURE CONDITION: FAIR

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

NOTE:
EXISTING BRIDGE CONVEYING STR 1 (78SR0710039) IS A 34.5' X 301' SEVEN-SPAN REINFORCED CONCRETE DIAPHRAGM GIRDER BRIDGE (TO BE REMOVED)

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

105

110

DRAINAGE AREA (D.A.) FOR CONCRETE GIRDER BRIDGE @ STA, 109+95.00
D.A. = 74.22 SQ. MILES

LIMIT OF D.A.

STR-1/WEST PRONG LITTLE PIGEON RIVER

24' ASP. S.R. 71 (PARKWAY) NORTHBOUND

N 49° 10' 00" W

24' ASP S.R. 71 (PARKWAY) SOUTHBOUND

N 67° 43' 30" W

78SR0710039

CONNER HEIGHTS RD.

134-24" RCP (TO REMAIN)

STR-5

INV-1048.40 -EW

INV 15" 1050.45

INV 24" 1048.81

35'-18" CMP (TO REMAIN)
24'-18" CMP (TO BE REMOVED)

INV-1049.01

INV-1046.71

108'-42" CMP (TO BE REMOVED)

INV-1042.37

STR-4

INV-1044.56

(T.B.R.) EW - CMP

DIR.

STR-3

BEGIN PROP. BR. STA. 107+85.00

END PROP. BR. STA. 112+05.00

LAUREL WOOD DR.

20' ASP.

INV-1063.43

38'-48" ST. (TO BE REMOVED)

106'-18" CMP (TO REMAIN)
20'-36" CMP (TO BE REMOVED)

N 32° 49' 00" E

S 62° 06' 00" E

S 55° 45' 00" E

S 53° 40' 00" E

N 48° 14' 00" E

ASP.

SPRING VALLEY RD. 24' ASP

WEST PRONG LITTLE PIGEON RIVER

HUSKEY ST.

LIMIT OF D.A.

DRAINAGE DATA FOR PIPE STATION 102+86.83

DIRECTION OF FLOW: LEFT
DRAINAGE AREA 2.7 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 24" RCP
EXISTING STRUCTURE CONDITION: FAIR

DRAINAGE DATA FOR PIPE STATION 104+88.39

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 1.5 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION: FAIR

DRAINAGE DATA FOR PIPE STATION 105+10.00

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 12.5 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 24" CMP
EXISTING STRUCTURE CONDITION: FAIR

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

DRAINAGE DATA FOR PIPE STATION 105+15.84

DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 39.9 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 48" CMP
EXISTING STRUCTURE CONDITION: FAIR

DRAINAGE DATA FOR PIPE STATION 105+21.70

DIRECTION OF FLOW: LEFT
DRAINAGE AREA 41.5 ACRES, ( ) FLAT; ( ) ROLLING; (X) HILLY; ( ) MTNS.
PRESENT STRUCTURE: 42" X 72" CMP
EXISTING STRUCTURE CONDITION: FAIR

BRIDGE 78SR0710039		
STATION: 109+95.00		
STRUCTURE: CONC. GIRDER BRIDGE		
SKEW	**25**	**DEG.**
DRAINAGE AREA	**74.22**	**SQ. MI.**
DESIGN DISCHARGE (Q50)	**10700**	**CFS**
DESIGN DISCHARGE (Q100)	**12400**	**CFS**
OVERTOPPING	**1049.95**	**ELEV.**

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
12781
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA.102+00.00 TO STA.113+80.00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	7
PS&E	2025	BR-NH-71(39)	9

PIPE CULVERT
STATION: 105+08.62
STRUCTURE: 48" REINFORCED CONCRETE PIPE (88')
SKEW 74 DEG.
DRAINAGE AREA 41.5 AC.
DESIGN DISCHARGE (Q50) 91.3 CFS
DESIGN DISCHARGE (Q100) 99.6 CFS
Q50 HEADWATER 1042.08' ELEV.
Q100 HEADWATER 1042.18' ELEV.
VELOCITY (Q50) 9.15 FT/S
VELOCITY (Q100) 9.21 FT/S
END WALLS REQUIRED: PEW
LENGTH: 88'
STANDARD DRAWING NOS.:
D-PB-1 D-PE-42RB
D-PEW-1
D-PEW-2
QUANTITIES:
CLASS "A" CONCRETE: 6 C.Y.
REINF. STEEL: 296 LBS

STA. 105+22.39 (7) OUT. EL. 1040.55
OFF. 46.34' PEW

℄ SR71 NORTHBOUND

STA. 105+10.00 (8) GT. EL. 1055.26
OFF. 98.10' #42 IN. EL. 1050.96
OUT EL. 1041.88

STA. 104+98.12 (1) GT. EL. 1048.01
OFF. 40.04' #42 IN. EL. 1041.05
OUT.EL. 1040.98

CLASS "B" RIP-RAP

OFFSET -103.30
EL 1057.44

STR 4

CLASS "B" RIP-RAP
ITEM NO. 709-05.08
55' X 26'

3:1
6:1
-0.038
-0.032
-0.033
-0.033
0.033
0.033
-0.036
-0.036

OFFSET -36.83
EL 1048.83

FC EL. 1052.05

0.50%
88'-48" RCP

EL. 1052.29
OFFSET 29.54

2:1
2:1

EL. 1048.01

OFFSET 49.90
EL. 1062.07

LAURELWOOD DR.

1.50%
56'-48" RCP

STR 4

105+08.62

1080 1070 1060 1050 1040 1030 1020

140 120 100 80 60 40 20 0 20 40 60 80 100

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DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71-39	8
PS&E	2025	BR-NH-71-39	10

EPSC NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

(7) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(8) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

(9) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

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

(11) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

(12) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

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

STREAMS, WETLANDS & BUFFER ZONES

(14) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, 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 THE TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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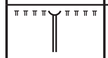
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	11
PS&E	2025	BR-NH-71(39)	11

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
✳ SFB ✳ SFB ✳ SFB ✳	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
IN DIV	INSTREAM DIVERSION	EC-STR-30 EC-STR-30A
✳ ✳TUBE 12" ✳ ✳TUBE 12" ✳ ✳	12 INCH SEDIMENT TUBE	EC-STR-37
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EC-STR-44
✳ HVF ✳ HVF ✳	HIGH VISIBILITY FENCE	S-F-1
	SODDING	

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE 1 QUANTITY 78008-3264-94	STAGE 2 QUANTITY	STAGE 3A QUANTITY	STAGE 3B QUANTITY	TOTAL QUANTITY
(1)(2)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	18	22	22		62
(2)	209-02.05	12" TEMPORARY SLOPE DRAIN	L.F.		10	10		20
(2)	209-05	SEDIMENT REMOVAL	C.Y.	77				77
(2)(4)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	1566	1566	1469		4601
(2)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2	1	1		4
(2)	209-09.03	SEDIMENT FILTER BAG (15' X 15')	EACH	1	1			2
(2)	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH			3		3
(2)	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH		2	2		4
(2)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1				1
(2)	209-40.44	CATCH BASIN FILTER ASSEMBLY(TYPE 4)	EACH		1	1		2
(2)	209-65.04	TEMPORARY IN STREAM DIVERSION	L.F.	300	300			600
(2)(5)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	10	10			20
(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	192	192	192		576
(2)(3)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	50	50	50		150
(2)(6)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	182	182	86		450
(2)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	912	912	912		2736
(2)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	38	38			76
(2)(7)	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT				3	3
(2)	801-03	WATER (SEEDING & SODDING)	M.G.	4	4	4	4	16
(2)	803-01	SODDING (NEW SOD)	S.Y.				4247	4247

FOOTNOTES

(1) INCLUDES 41 C.Y. FOR TEMPORARY BERM (18" BERM - 4.875 C.Y./L.F.) AND 21 C.Y. FOR TEMPORARY CONSTRUCTION EXITS.

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

(3) FOR TEMPORARY CONSTRUCTION EXITS.

(4) INCLUDES 194 L.F. FOR SEDIMENT FILTER BAG.

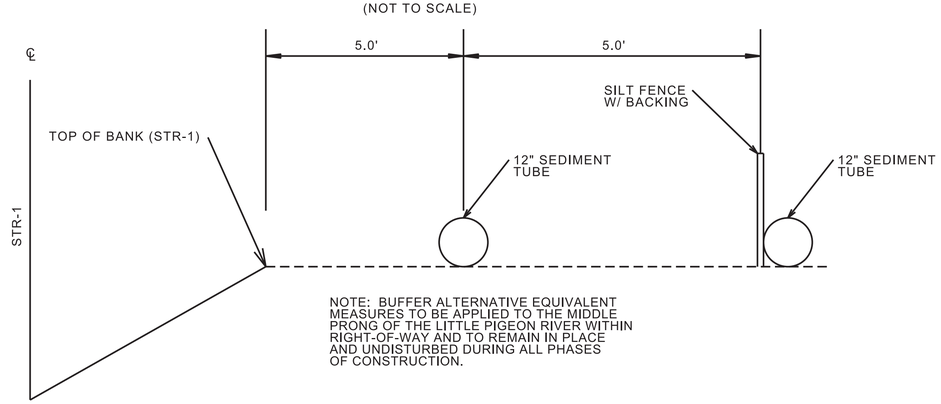
(5) INCLUDES 20 TONS FOR SEDIMENT FILTER BAG.

(6) 258 S.Y. FOR TEMPORARY CONSTRUCTION EXITS AND 192 S.Y. FOR SEDIMENT FILTER BAG.

(7) PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACTS TO STREAMS AND RIPRARIAN AREAS, INCLUDING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE 7-9-1 (PREFERRED SEED MIXES USING NATIVES OR NATURALIZED PLANS AND PLANTING DATES) FOUND IN CHAPTER 7.9 (PERMANENT VEGETATION) OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION.

DETAIL OF BUFFER ALTERNATIVE EQUIVALENT MEASURE

(NOT TO SCALE)



NOTE: BUFFER ALTERNATIVE EQUIVALENT MEASURES TO BE APPLIED TO THE MIDDLE PRONG OF THE LITTLE PIGEON RIVER WITHIN RIGHT-OF-WAY AND TO REMAIN IN PLACE AND UNDISTURBED DURING ALL PHASES OF CONSTRUCTION.

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE 127995 STATE OF TENNESSEE

04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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DRAINAGE / HYDRAULIC DATA FOR BRIDGE
STATION 109+92.29 , STREAM NAME: WEST PRONG LITTLE PIGEON RIVER

STREAM BED LINING: GRAVEL, COBBLE & BEDROCK
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 74.14 SQ. MILES; ( ) FLAT; ( ) ROLLING; ( ) HILLY; (X) MTNS.
PRESENT STRUCTURE: SPAN 300.4', HEIGHT 23.7', STRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE
BEGIN STATION - OFFSET 1109+40.99 - 0.00, END STATION - OFFSET 1112+41.39 - 0.00
LOW BEAM ELEV. 1046.82, LOCATION: GIRDER BOTTOM AT UPSTREAM APPROX. BRIDGE MIDPOINT
INLET INVERT ELEV. 1029.90, OUTLET INVERT ELEV. 1030.58
NORMAL WATER ELEV. 1033.3, EXTREME HIGHWATER ELEV. 1049.7, DATE: 9/13/18
HOW OBTAINED: FEMA FLOOD INSURANCE STUDY 1% ANNUAL CHANCE FLOOD
BACKWATER FROM WHAT STREAM (IF APPLICABLE): NA
EXISTING STRUCTURE CONDITION: FAIR
SEE STREAM CROSS-SECTIONS FOR VEGETATIVE COVER
SEE PRESENT LAYOUT (LEVEL 40) FOR STREAM ALIGNMENT AND CROSS-SECTION LOCATIONS.
SEE CENTERLINE PROFILE OR FIELD BOOK FOR EXISTING BRIDGE OPENING SKETCHES.

STAGE 1 OUTFALLS

Outfall No.	Drainage Area	Average Slope
1	1.500 AC	24.000 %
2	.100 AC	15.600 %
3	2.720 AC	6.250 %
3A	2.400 AC	8.600 %
3B	.320 AC	3.900 %

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	12
PS&E	2025	BR-NH-71(39)	12

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

NOTE:
EXISTING BRIDGE CONVEYING STR 1
(78SR0710039)
IS A 34.5' X 301' SEVEN-SPAN
REINFORCED CONCRETE
DIAPHRAGM GIRDER BRIDGE
(TO BE REMOVED)

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

105
110
UNDISTURBED AREA
LIMIT OF LAND DISTURBANCE AND CLEARING
STR-1/WEST PRONG LITTLE PIGEON RIVER
SCATTERED BRUSH & TREES
MOWED GRASS
24' ASP
S.R. 71 (PARKWAY) SOUTHBOUND
N 49° 10' 00" W
STR-5
OUT - 1
OUT - 2
20' ASP.
LAURELWOOD DR.
WOODS
PRES. & PROP R.O.W.
BEGIN STR-4 IMPACT STA. 105+10.00 OFF. 98.10' (RT.)
END STR-4 IMPACT STA. 107+47.97 OFF. 101.00' (LT.)
BEGIN STR-1 IMPACT STA. 107+01.44 OFF. 101.44' (LT.)
BEGIN STR-1 TEMPORARY IMPACT STA. 107+92.97 OFF. 76.74' (LT.)
N 32° 00' 00" W
S 62° 06' 00" E
N 46° 14' 00" E
LAWN
MB
ASP.
PRES. & PROP. R.O.W.
OUT - 3A
OUT - 3B
OUT - 3
UNDISTURBED AREA
LAWN
SPRING VALLEY RD.
PRES. R.O.W.
PRES. R.O.W. 24' ASP
END SPG-1/STR-2 IMPACT STA. 108+87.96 OFF. 4.08' (LT.)
CONNER HEIGHTS RD.
MOWED GRASS
APPROXIMATE LOCATION OF PROPOSED STR-1
PRES. R.O.W.
PROP. R.O.W.
PRES. & PROP. R.O.W.
N 67° 43' 30" W
78SR0710039
LAWN
PROP. CONST. EASEMENT
S 55° 45' 00" E
S 53° 40' 00" E
END STR-1 IMPACT STA. 112+55.35 OFF. 110.76' (RT.)
STR-1/WEST PRONG LITTLE PIGEON RIVER
BEGIN SPG-1/STR-2 IMPACT STA. 108+81.01 OFF. 15.11' (RT.)
END STR-1 TEMPORARY IMPACT STA. 111+96.68 OFF. 85.50' (RT.)
HUSKEY ST.
PRES. R.O.W.

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

DISTURBED AREA
EXISTING CONTOURS
STAGE 1

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127837
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA.102+00.00 TO STA.113+80.00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	13
PS&E	2025	BR-NH-71(39)	13

STAGE 2 OUTFALLS

Outfall No.	Drainage Area	Average Slope
4	2.570 AC	12.500 %
4A	1.000 AC	1.000 %
4B	1.500 AC	21.000 %
4C	.070 AC	10.300 %
5	1.070 AC	26.500 %
6	.810 AC	12.500 %
6A	.540 AC	13.000 %

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

DISTURBED AREA | EXISTING CONTOURS | PROPOSED CONTOURS | STAGE 2

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
12781
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA.102+00.00 TO STA.113+80.00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	13
PS&E	2025	BR-NH-71(39)	14

STAGE 3A OUTFALLS

Outfall No.	Drainage Area	Average Slope
4	2.570 AC	12.500 %
4A	1.000 AC	1.000 %
4B	1.500 AC	21.000 %
4C	.070 AC	10.300 %
5	1.070 AC	26.500 %
7	2.470 AC	6.700 %
7A	.540 AC	13.000 %
7B	.210 AC	.430 %
7C	1.410 AC	7.500 %
7D	.040 AC	.430 %

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

DISTURBED AREA | EXISTING CONTOURS | PROPOSED CONTOURS

STAGE 3A

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
12781
STATE OF TENNESSEE
04/14/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA.102+00.00 TO STA.113+80.00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	14A

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

105

110

UNDISTURBED AREA

LIMIT OF LAND DISTURBANCE AND CLEARING

CLASS "B" RIP-RAP
ITEM NO. 709-05.08
(55' X 26')

END STR-4 IMPACT
STA. 105+71.79
OFF. 101.00' (LT.)

BEGIN STR-4 IMPACT
STA. 107+00.00
OFF. 101.44' (LT.)

BEGIN STR-1
TEMPORARY IMPACT
STA. 107+92.97
OFF. 76.74' (LT.)

CLASS "B" RIP-RAP
ITEM NO. 709-05.08
285' ALONG STREAM

CONNER HEIGHTS RD.

74'-48" ST.

24" ASP.
S.R. 71 (PARKWAY) SOUTHBOUND

CLASS "B" RIP-RAP
ITEM NO. 709-05.08
317' ALONG STREAM

END SPG-1/STR-2 IMPACT
STA. 108+67.96
OFF. 4.08' (LT.)

76'-24" ST.

112'-12" ST.

STR-1/WEST PRONG
LITTLE PIGEON RIVER

STR-5

24" RCP

STR-3

BEGIN PROP. BR.
STA. 107+85.00

113'-48" ST.

S.R. 71 (PARKWAY)
NORTHBOUND

N 49° 10' 00" W

N 67° 13' 30" W

STR-5

STA. 103+37.50
ROCK FLUME
CLASS "A-1" RIPRAP
(5' X 7.5')

35" - 18" CMP

88'-44" RCP

N 32° 44' 00" E

SIDEWALK

PRES. R.O.W.

PRES. R.O.W.

SIDEWALK

END PROP. BR.
STA. 111+81.00

PRES. & PROP. R.O.W.

END STR-1
TEMPORARY IMPACT
STA. 111+96.68
OFF. 85.50' (RT.)

PRES. & PROP. R.O.W.

106' - 18" CMP

LAURELWOOD DR.
20' ASP.

PRES. & PROP. R.O.W.

CLASS "B" RIP-RAP
ITEM NO. 709-05.08 (7'X8')

34'-12" ST.

BEGIN STR-3 IMPACT
STA. 105+10.08
OFF. 98.10' (RT.)

S 62° 06' 00" E

HUSKEY ST.

S 55° 45' 00" E

PROP. R.O.W.

BEGIN SPG-1/STR-2 IMPACT
STA. 108+81.01
OFF. 15.11' (RT.)

PROP. CONST.
EASEMENT

PRES. & PROP. R.O.W.

END STR-1 IMPACT
STA. 112+35.35
OFF. 110.76' (RT.)

WEST PRONG LITTLE
PIGEON RIVER

89'-12" ST.

N 48° 14' 00" E

PRES. &
PROP. R.O.W.

59'-12" ST.

S 53° 40' 00" E

HUSKEY ST.

PRES. R.O.W.

PRES. R.O.W.

UNDISTURBED AREA

168' - 24" ST.

SPRING VALLEY RD.

PRES. R.O.W.

PRES. R.O.W.

UNDISTURBED AREA

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

PROPOSED CONTOURS

STAGE 3B

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE & BIOSYSTEMS
NUMBER 127693
STATE OF TENNESSEE

04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA.102+00.00 TO STA.113+80.00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	15

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

105

110

N

N 49° 10' 00" W
N 32° 30' 00" E
N 67° 13' 30" W
S 62° 06' 00" E
S 55° 45' 00" E
S 33° 40' 00" E
N 48° 14' 00" E

6" SSYL
6" SBWL
6" SSWL
8" DWL
6" SBWL WITH
6" CONTRAST (SHADOW) MARKINGS
24" STOP BAR
SIDEWALK
8" SSWL
LIMIT OF RESURF.
OFF 18.00' (RT.)

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
12781
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA.102+00.00 TO STA.113+80.00
SCALE: 1"=50'

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

CONCRETE AND STEEL QUANTITIES FOR FOOTINGS ARE PER EACH

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	16

SIGN NO.	LEGEND	SHEET NO.	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN. STEEL LBS.		
1	TN-22A SOUTH M3-3 321 M1-4	14	24" 24" 30"	12" 12" 24"									GREEN (REF.) BLACK BLACK	WHITE (REF.) WHITE (REF.) WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 11'-6"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
2	W3-3	14	36"	36"									BLACK	YELLOW/ RED/GREEN (REF.)	0.100" SHEET ALUMINUM	P5	h = 11'-3"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
3	W3-3	14	36"	36"									BLACK	YELLOW/ RED/GREEN (REF.)	0.100" SHEET ALUMINUM	P5	h = 10'-9"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
4	WRONG WAY R5-1A DO NOT ENTER R5-1	14	42" 36"	30" 36"									WHITE (REF.) RED (REF.)	RED (REF.) WHITE (REF.)	0.100" SHEET ALUMINUM	P5	h_1 = 12'-0" h_2 = 12'-3"	TYPE 4 1'-0" DIA.	0.12	24.9	5'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
5	SPEED LIMIT 35 R2-1	14	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 10'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
7	STOP R1-1	14	36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 10'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
8	Little Pigeon RIVER	14	3'-6"	1'-6"	3"	1"	5"	4"		E MOD			WHITE (REF.)	GREEN (REF.)	1-12" & 1-6" ALUMINUM EXTRUSIONS	P2	h_1 = 11'-6" h_2 = 11'-6"				7'	
9	WRONG WAY R5-1A	14	42"	30"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P2	h_1 = 12'-6" h_2 = 12'-6"				7'	
10	WRONG WAY R5-1A	14	42"	30"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P2	h_1 = 12'-6" h_2 = 12'-6"				7'	
11	STOP HERE ON RED R10-6R	14	24"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P5	h = 10'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
6	STOP R1-1 R3-2	14	36" 36"	36" 36"									WHITE (REF.) WHITE (REF.)	RED (REF.) RED (REF.)	0.100" SHEET ALUMINUM 0.100" SHEET ALUMINUM	P6	h = 13'-3"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P6 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A
12	DO NOT ENTER R5-1	14	36"	36"									WHITE (REF.)	RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 10'-0"	TYPE 4 1'-0" DIA.	0.12	24.9	7'	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD. DWG. T-S-23A SIGN TO BE PLACED ON THE BACKSIDE OF SIGN 11.

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE MEMBER NO. 127851 STATE OF TENNESSEE

04/14/2025

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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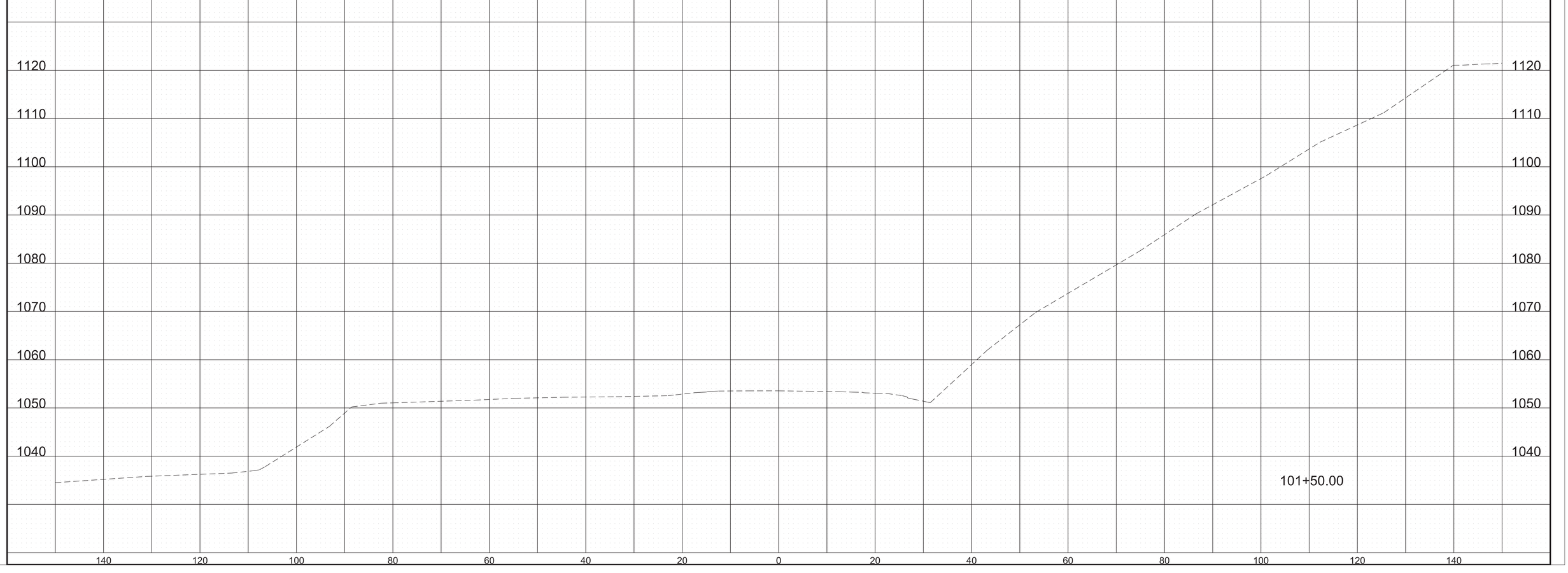
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	14
PS&E	2025	BR-NH-71(39)	17



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	15
PS&E	2025	BR-NH-71(39)	18

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1140
1130
1120
1110
1100
1090
1080
1070
1060
1050
1040

PRES. R.O.W.

OFFSET 12.52
EL. 1053.25
-0.010
FG EL. 1053.37
-0.013
EL. 1053.21
OFFSET 12.71

BEGIN CONSTRUCTION
BEGIN GRADE AND DRAIN
BEGIN COLD PLANE & RESURF. (RT. SHLD.)
STA 102+00.00

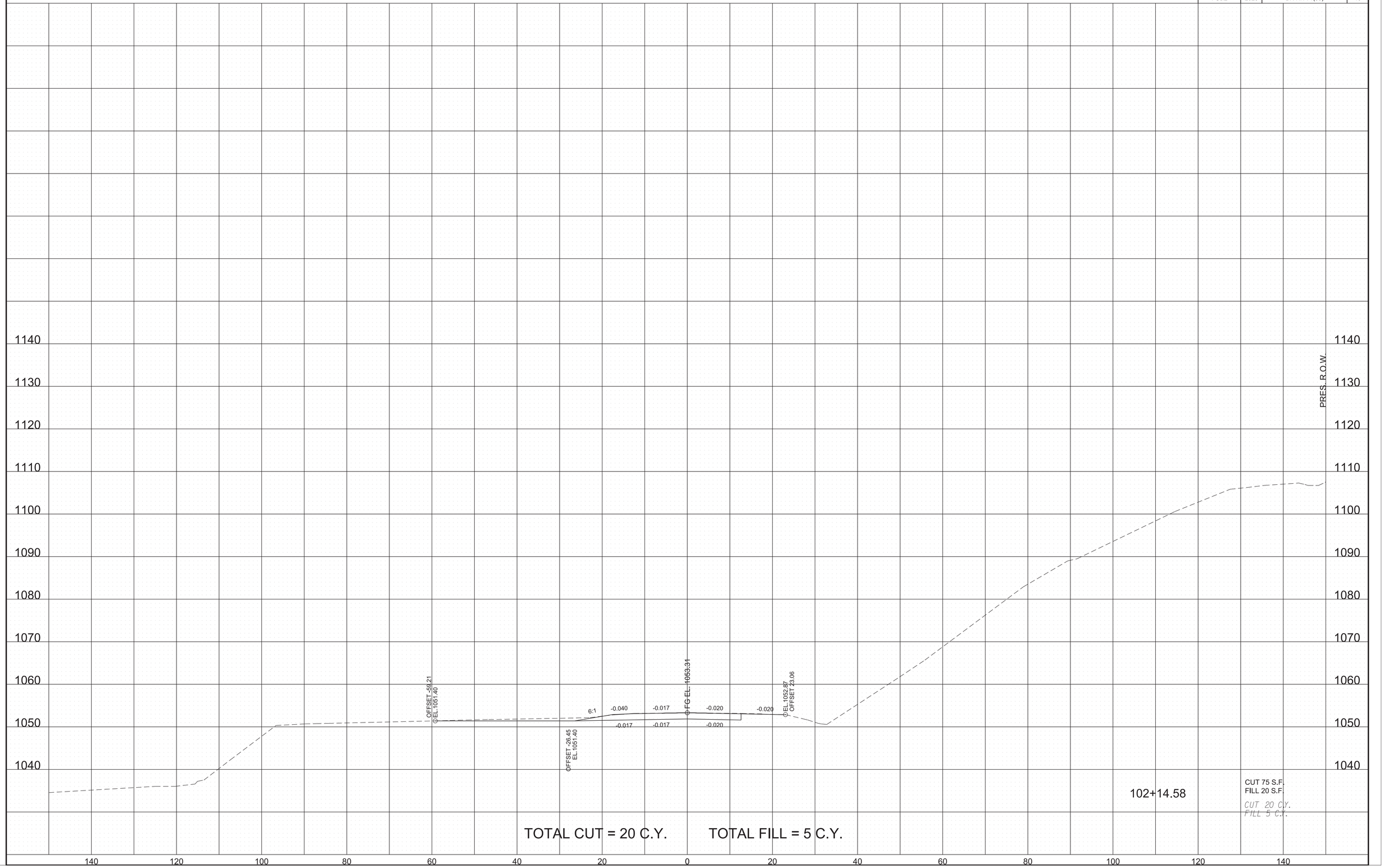
102+00.00

CUT 0 S.F.
FILL 0 S.F.
CUT 0 C.Y.
FILL 0 C.Y.

TOTAL CUT = 0 C.Y. TOTAL FILL = 0 C.Y.

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	16
PS&E	2025	BR-NH-71(39)	19



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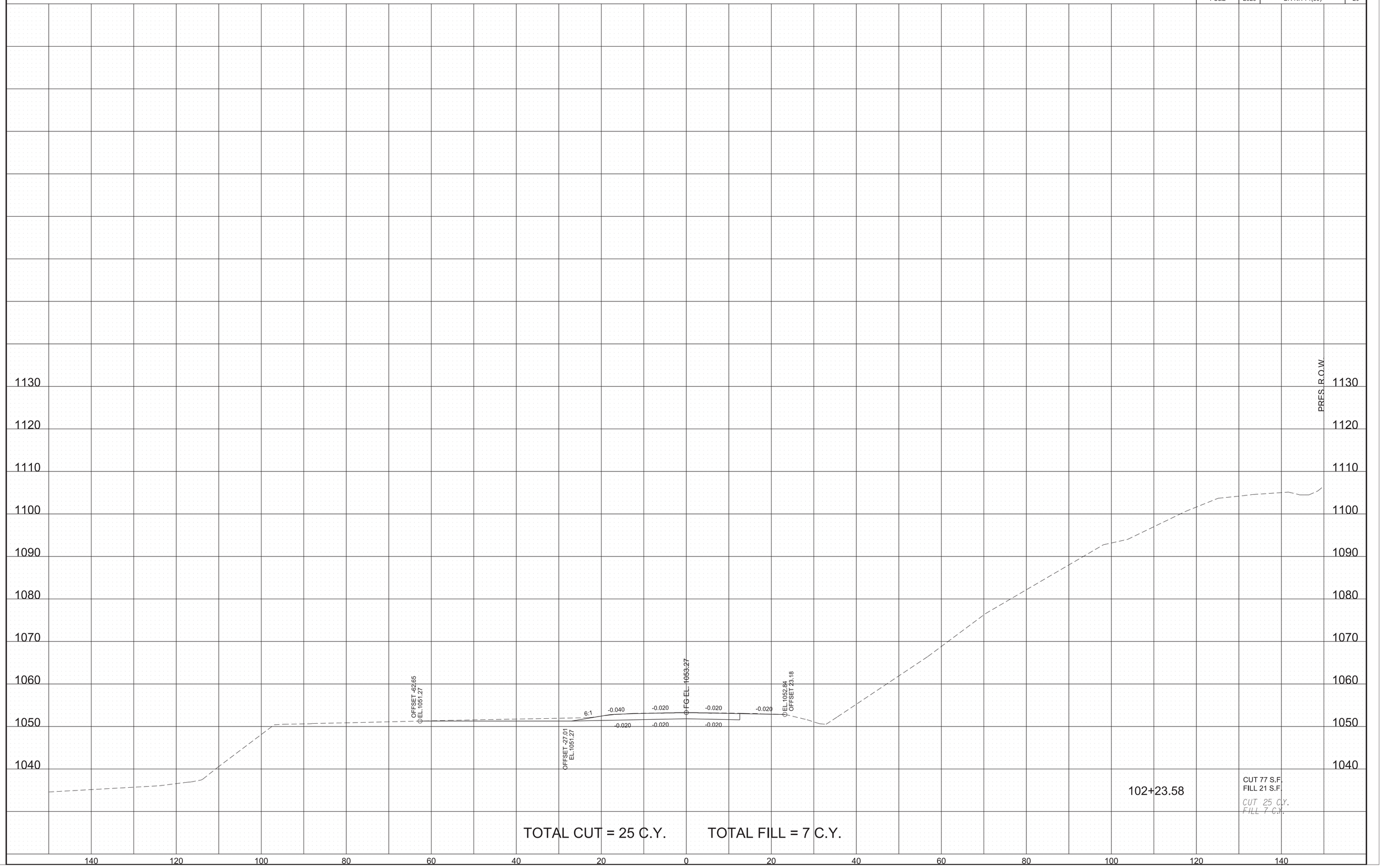
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	17
PS&E	2025	BR-NH-71(39)	20



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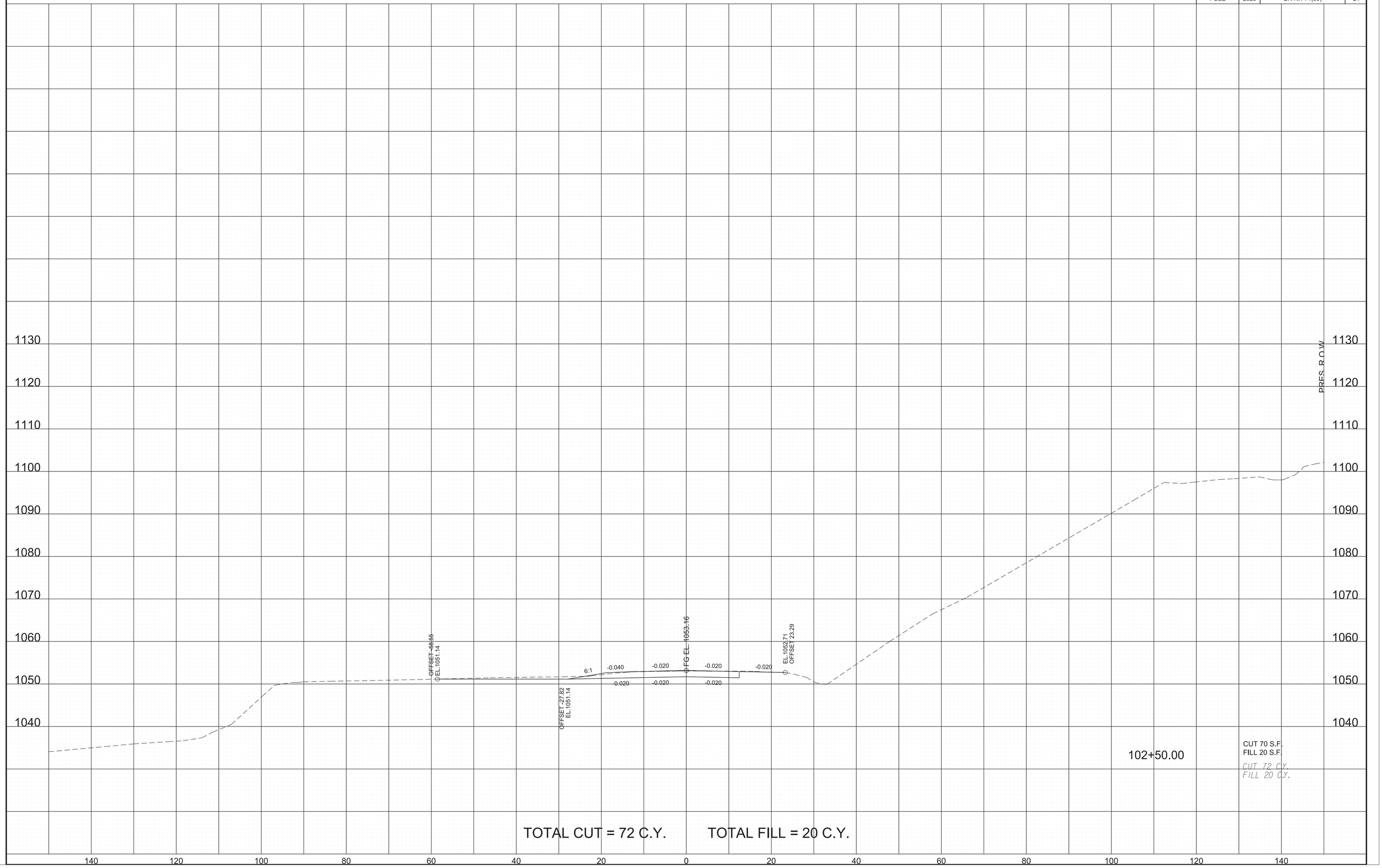
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	18
PS&E	2025	BR-NH-71(39)	21



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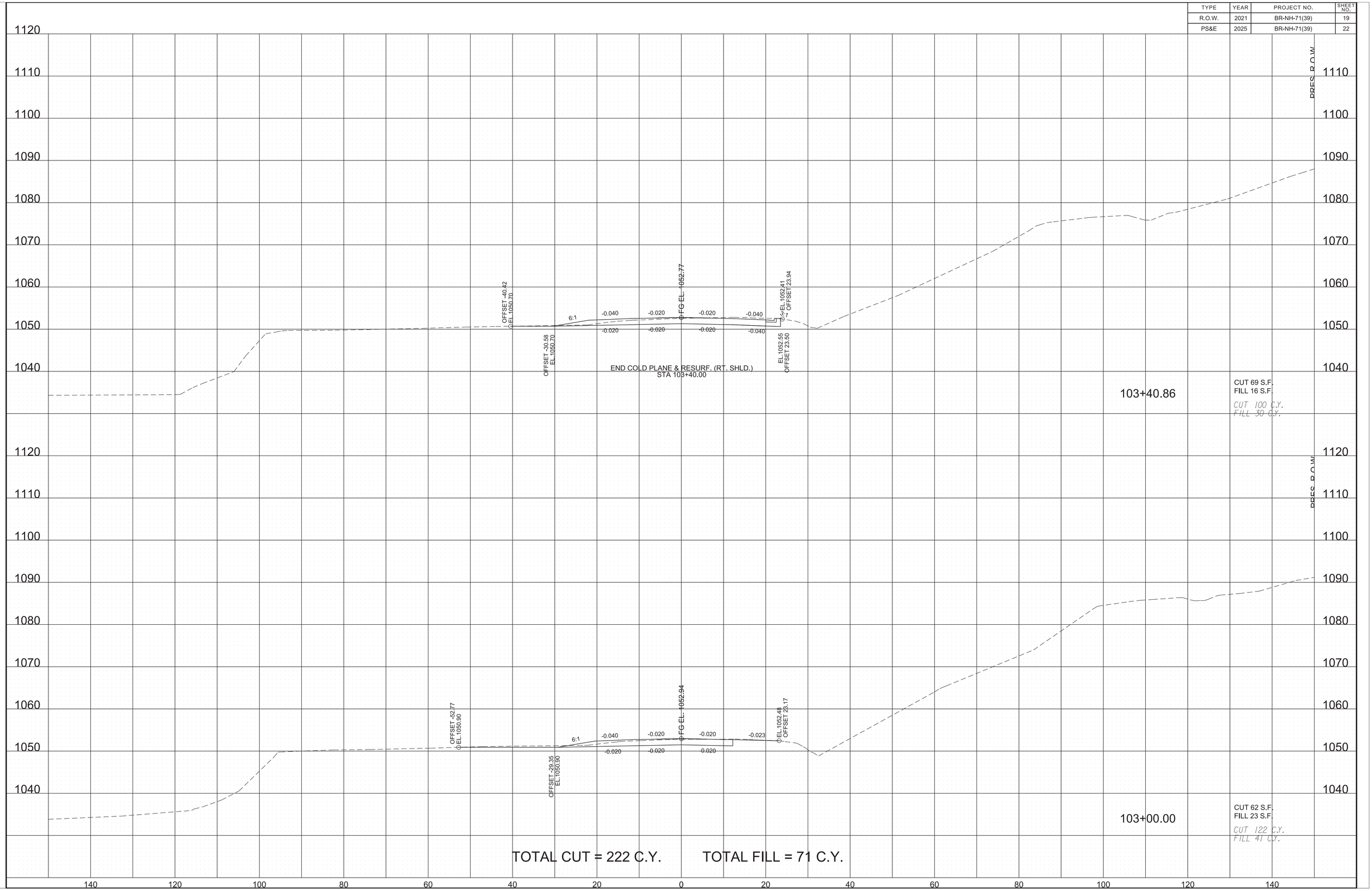
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	19
PS&E	2025	BR-NH-71(39)	22



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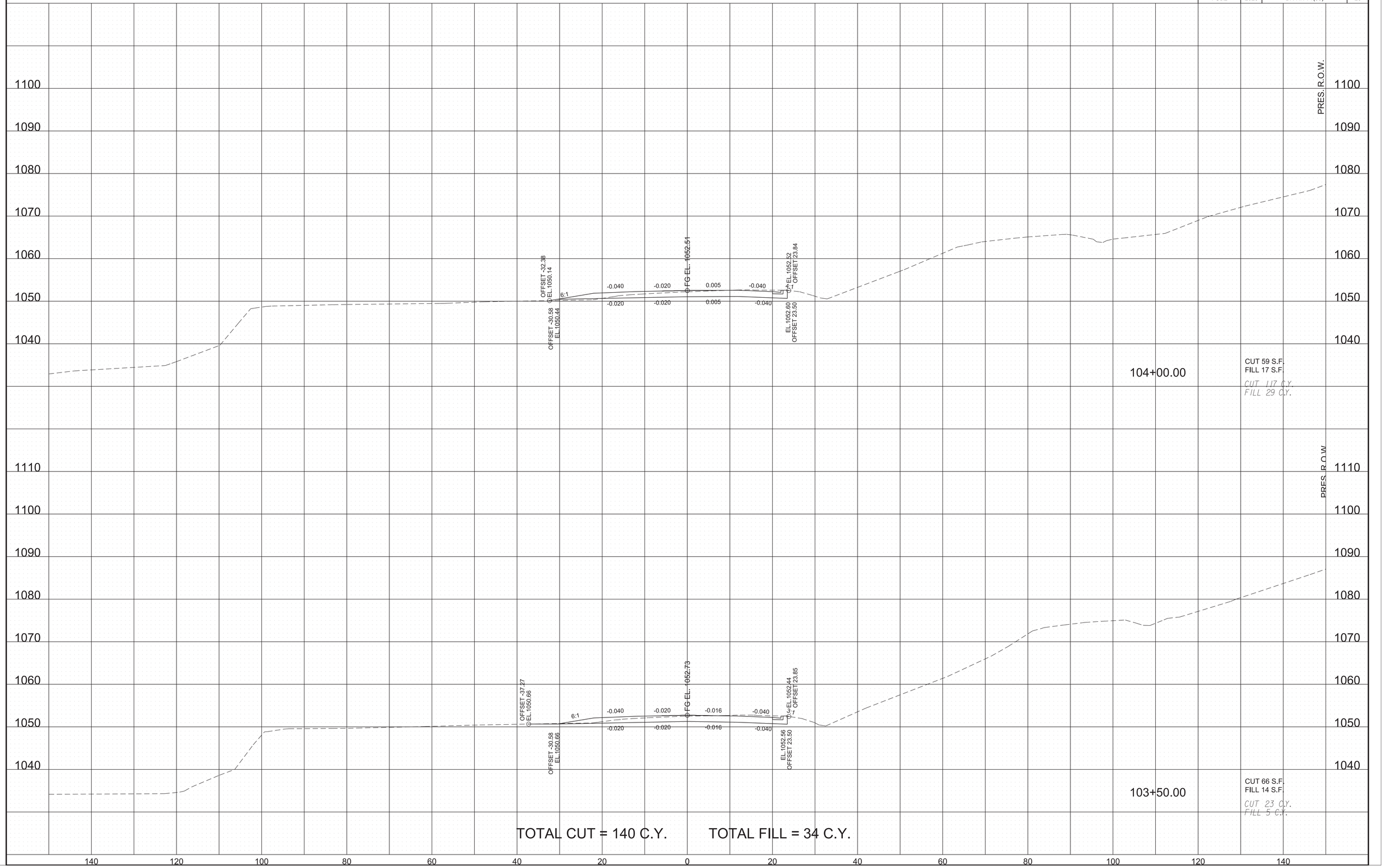
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	20
PS&E	2025	BR-NH-71(39)	23



TOTAL CUT = 140 C.Y. TOTAL FILL = 34 C.Y.

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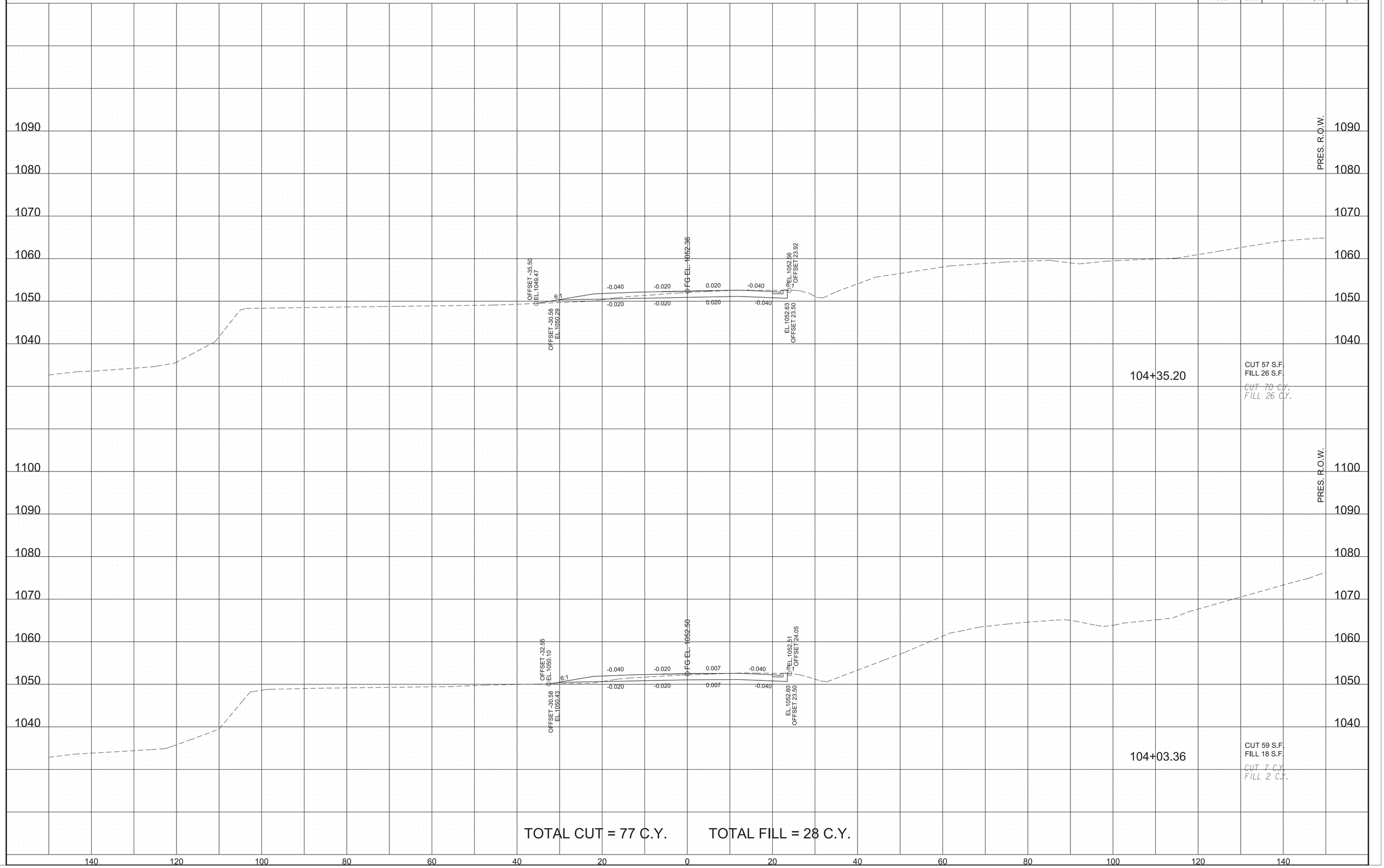
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	21
PS&E	2025	BR-NH-71(39)	24



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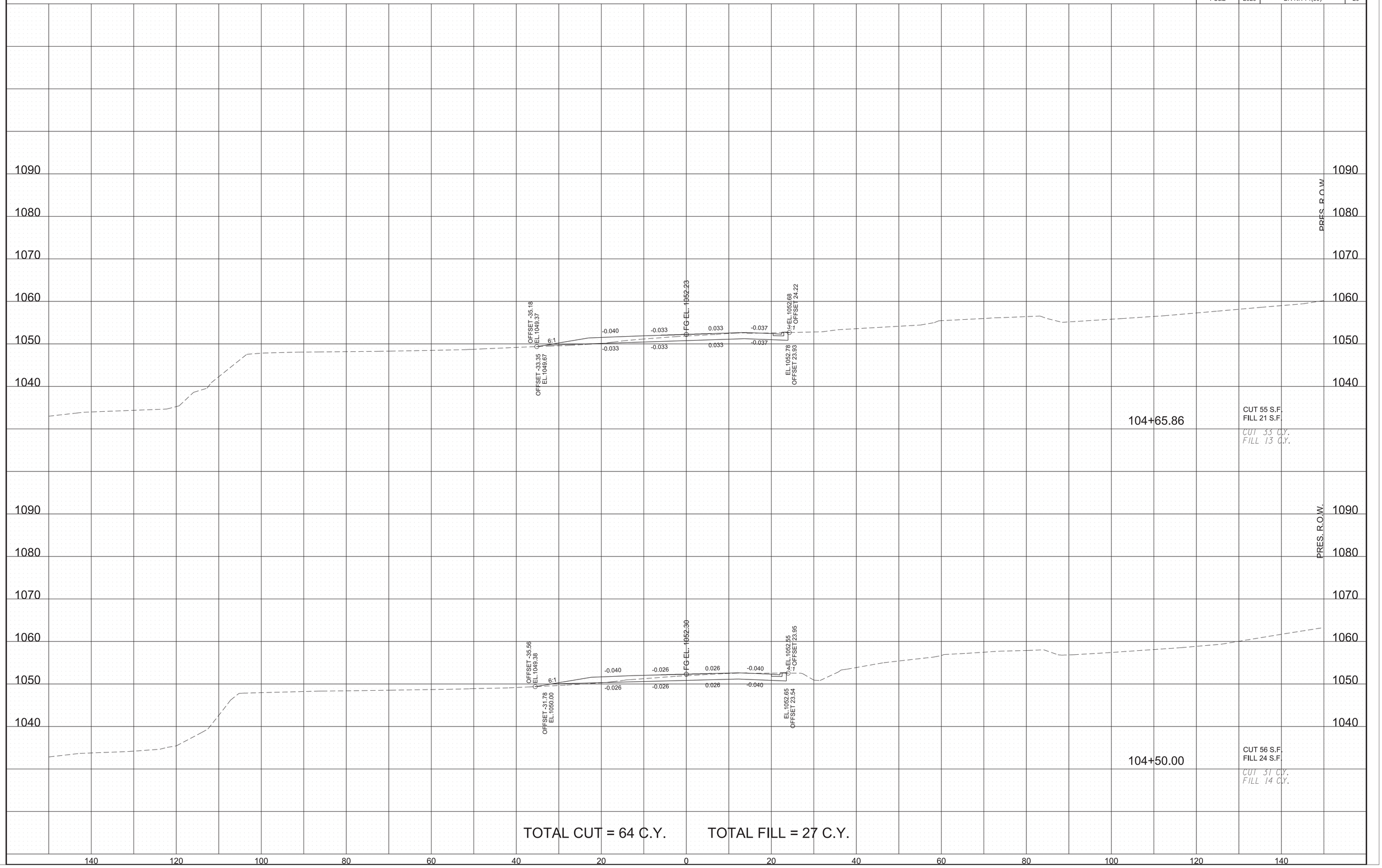
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	22
PS&E	2025	BR-NH-71(39)	25



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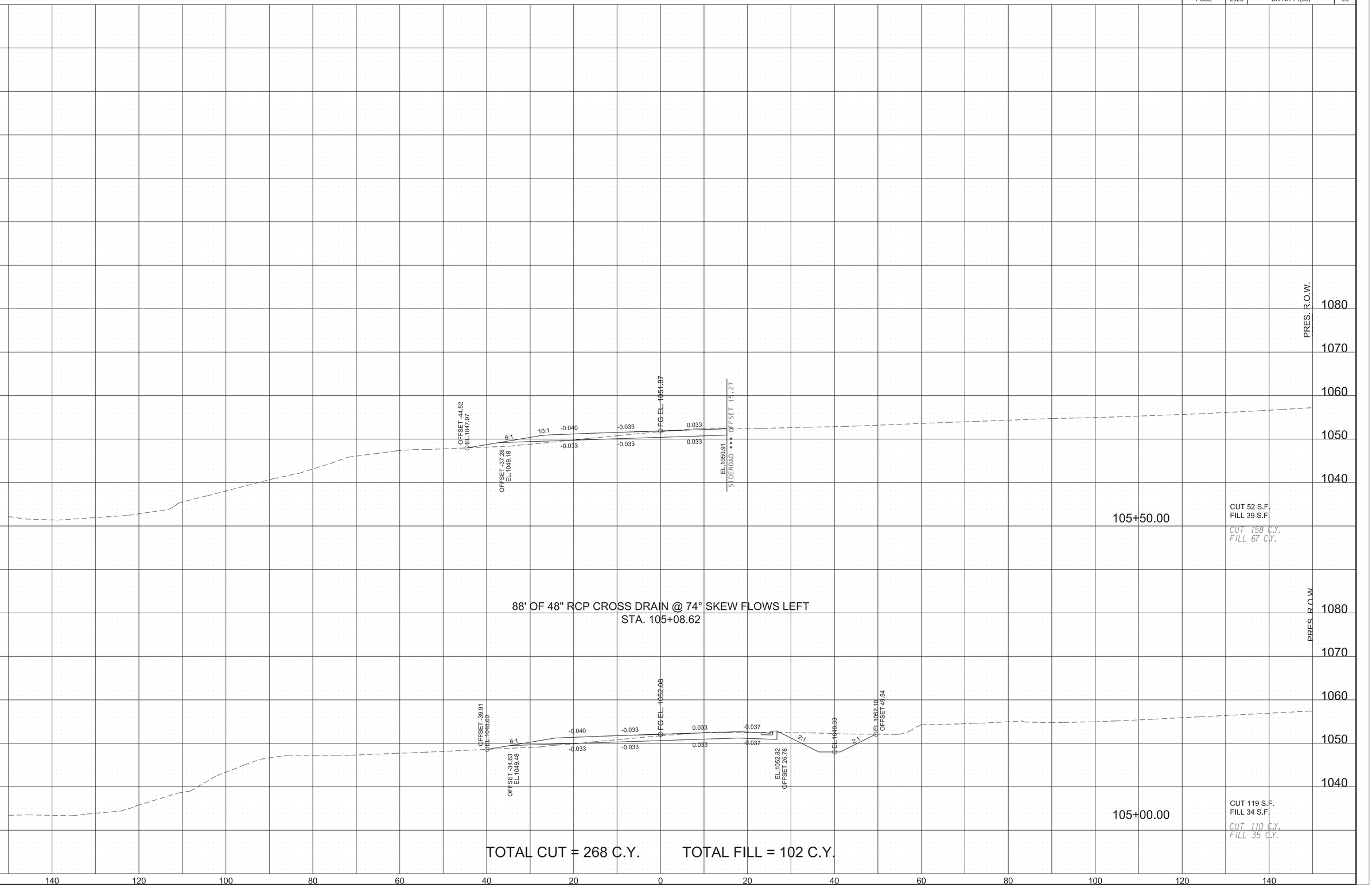
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	23
PS&E	2025	BR-NH-71(39)	26



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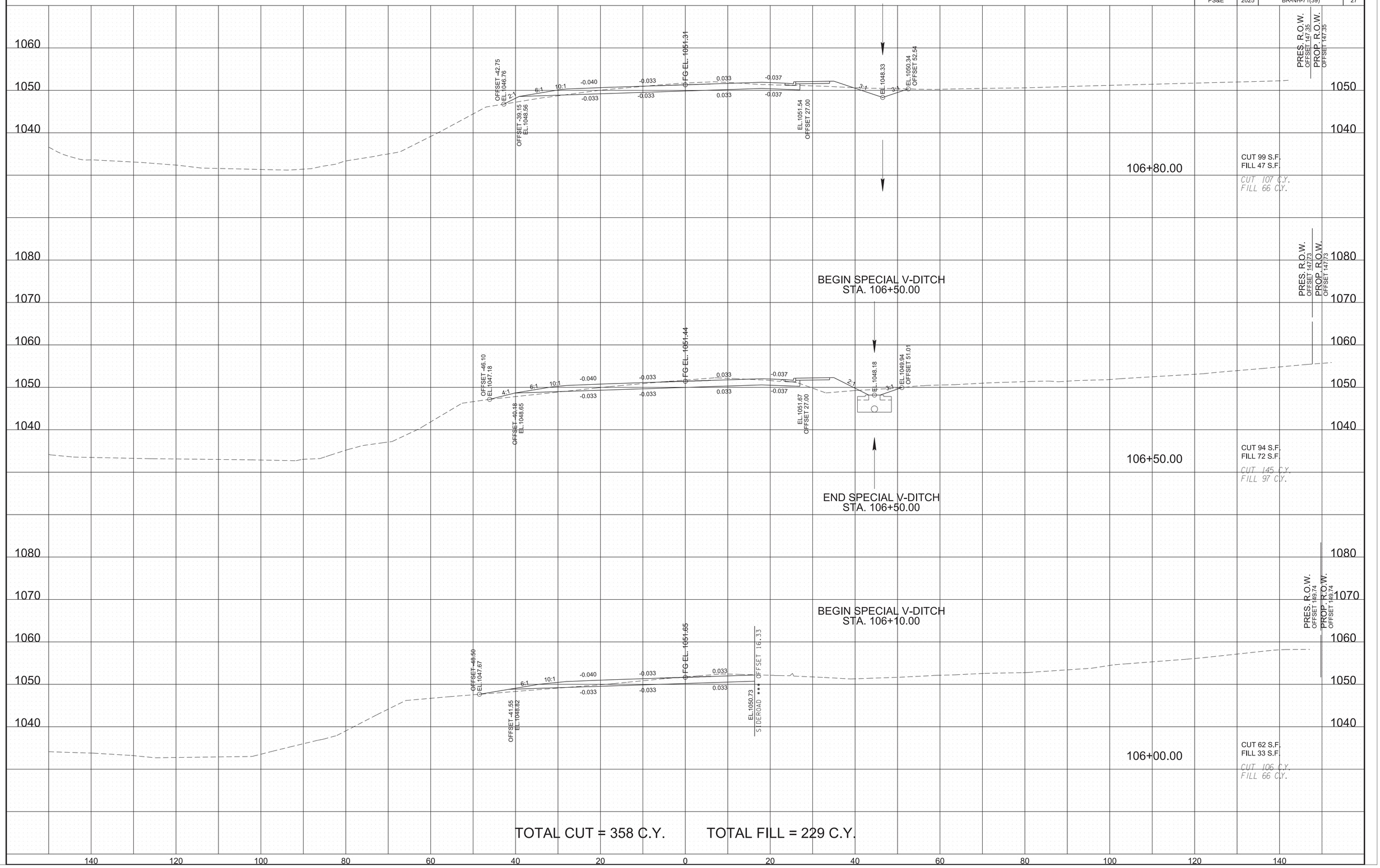
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	24
PS&E	2025	BR-NH-71(39)	27



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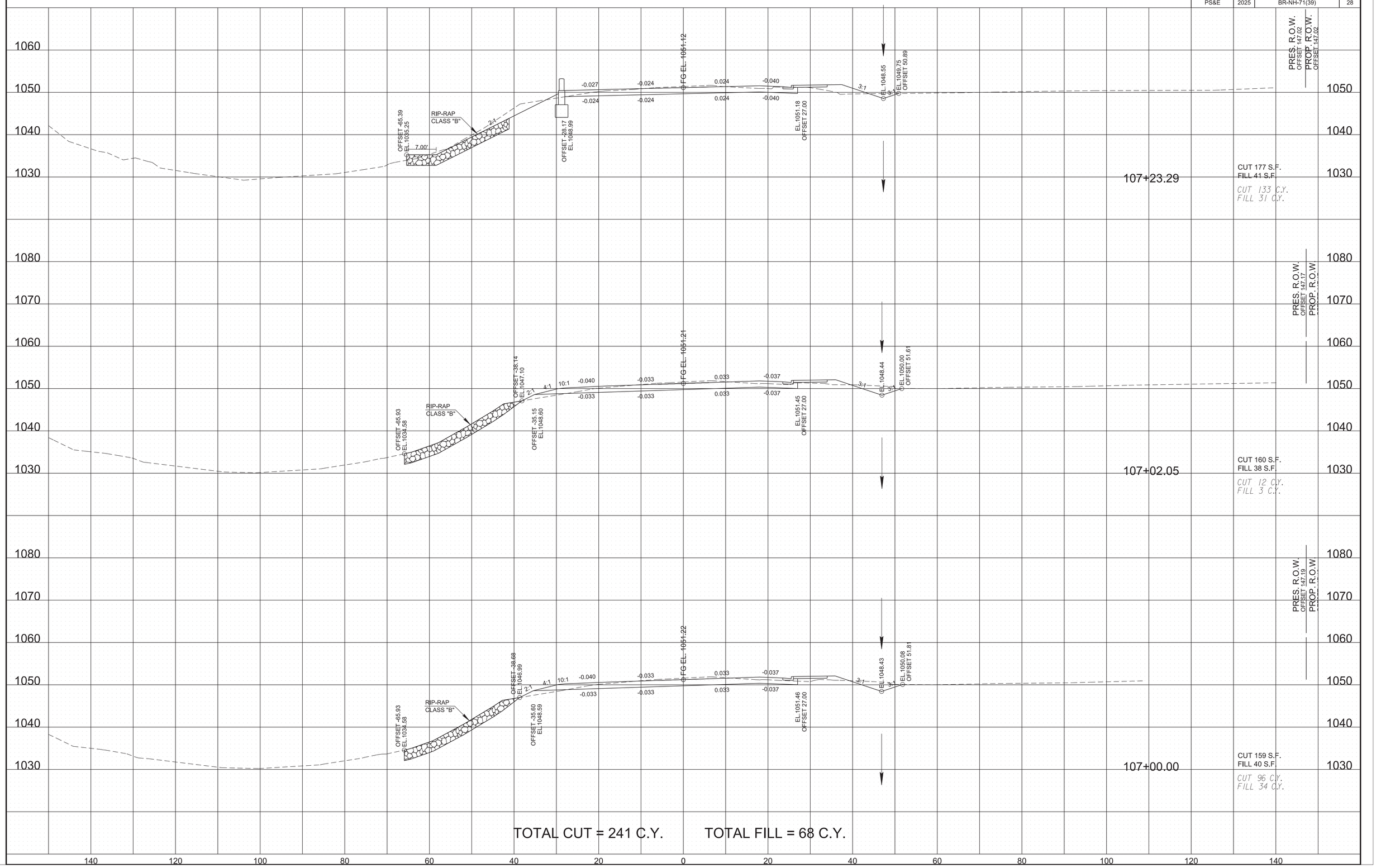
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	25
PS&E	2025	BR-NH-71(39)	28



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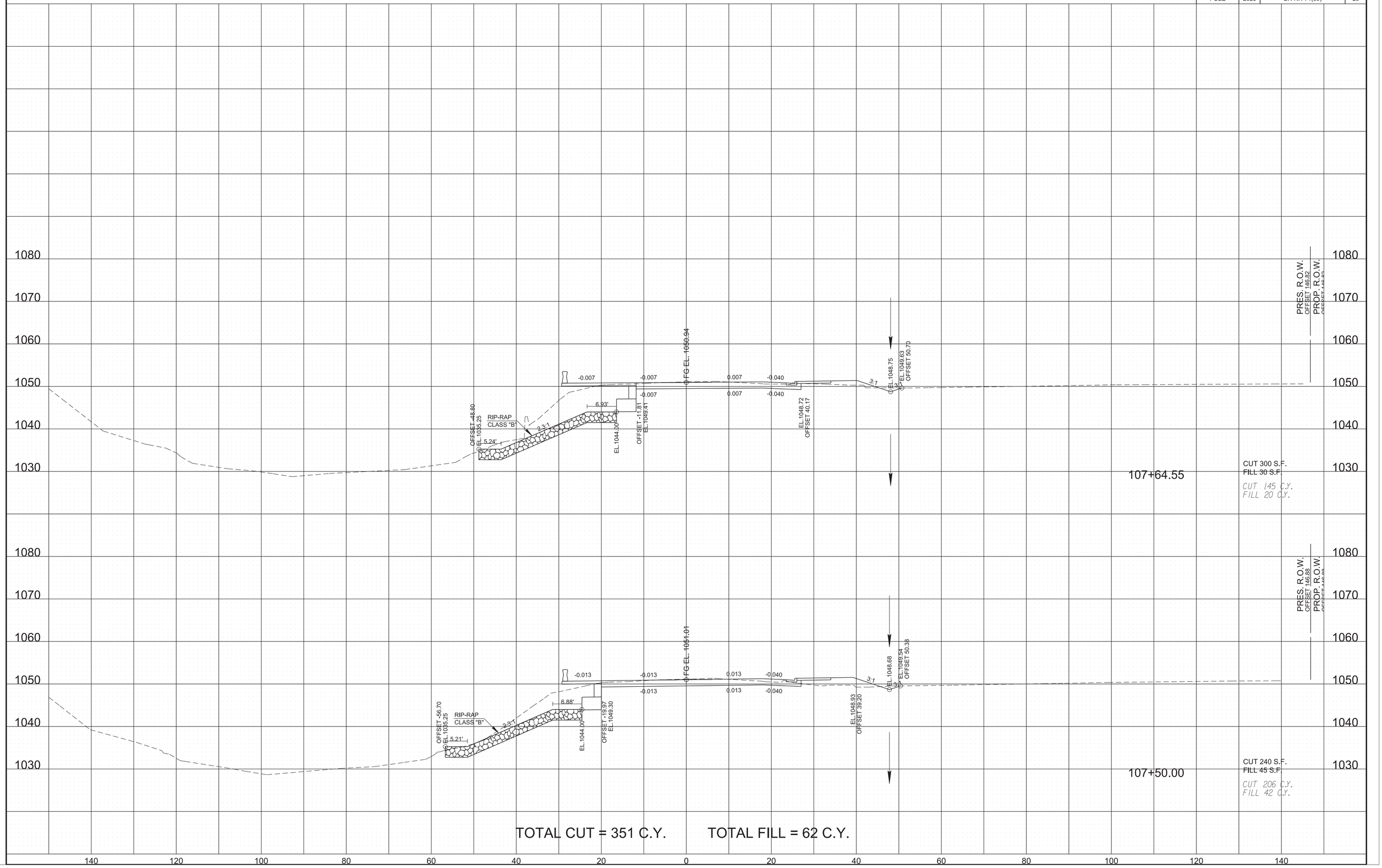
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	26
PS&E	2025	BR-NH-71(39)	29



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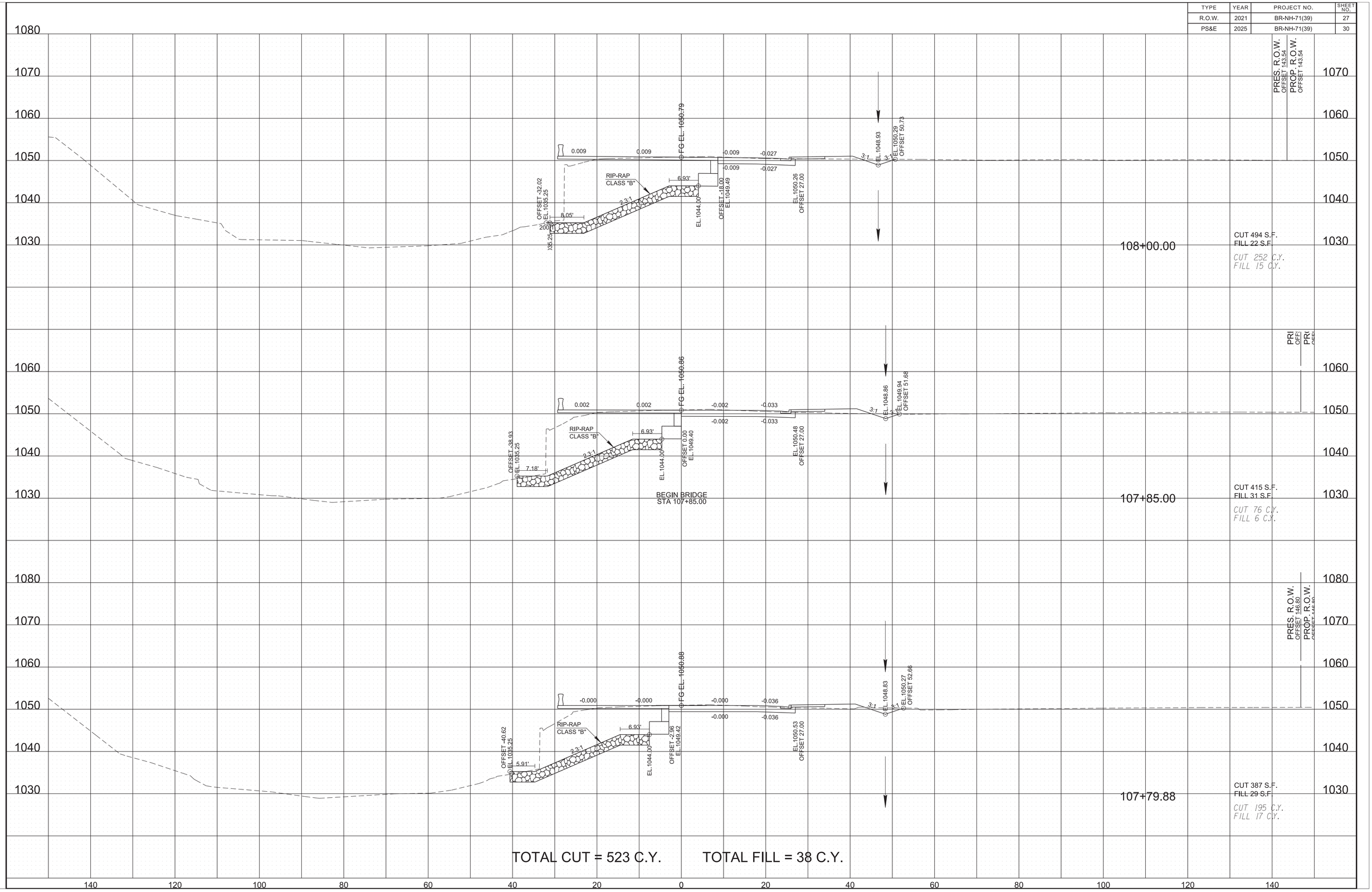
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	27
PS&E	2025	BR-NH-71(39)	30



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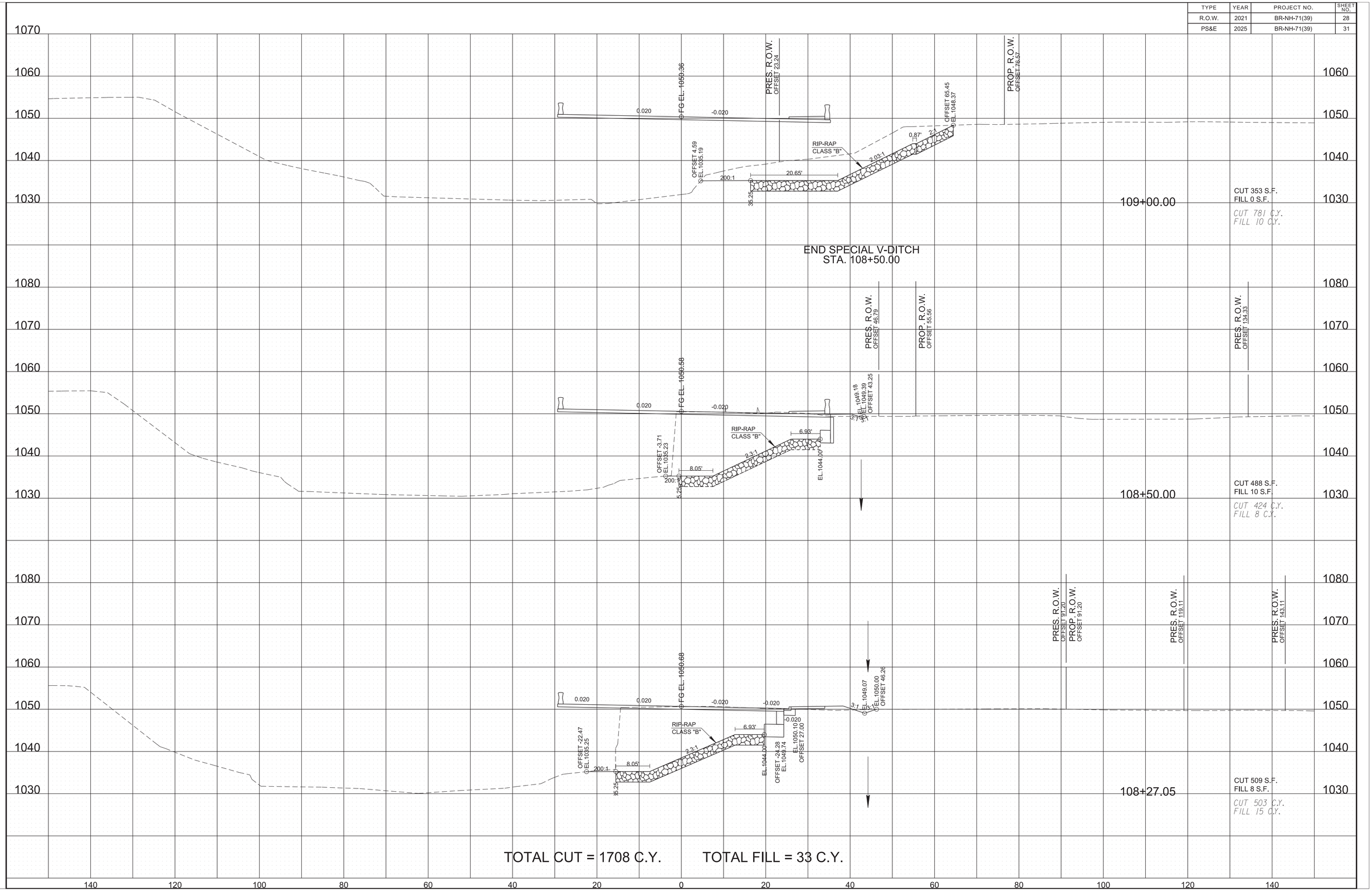
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	28
PS&E	2025	BR-NH-71(39)	31



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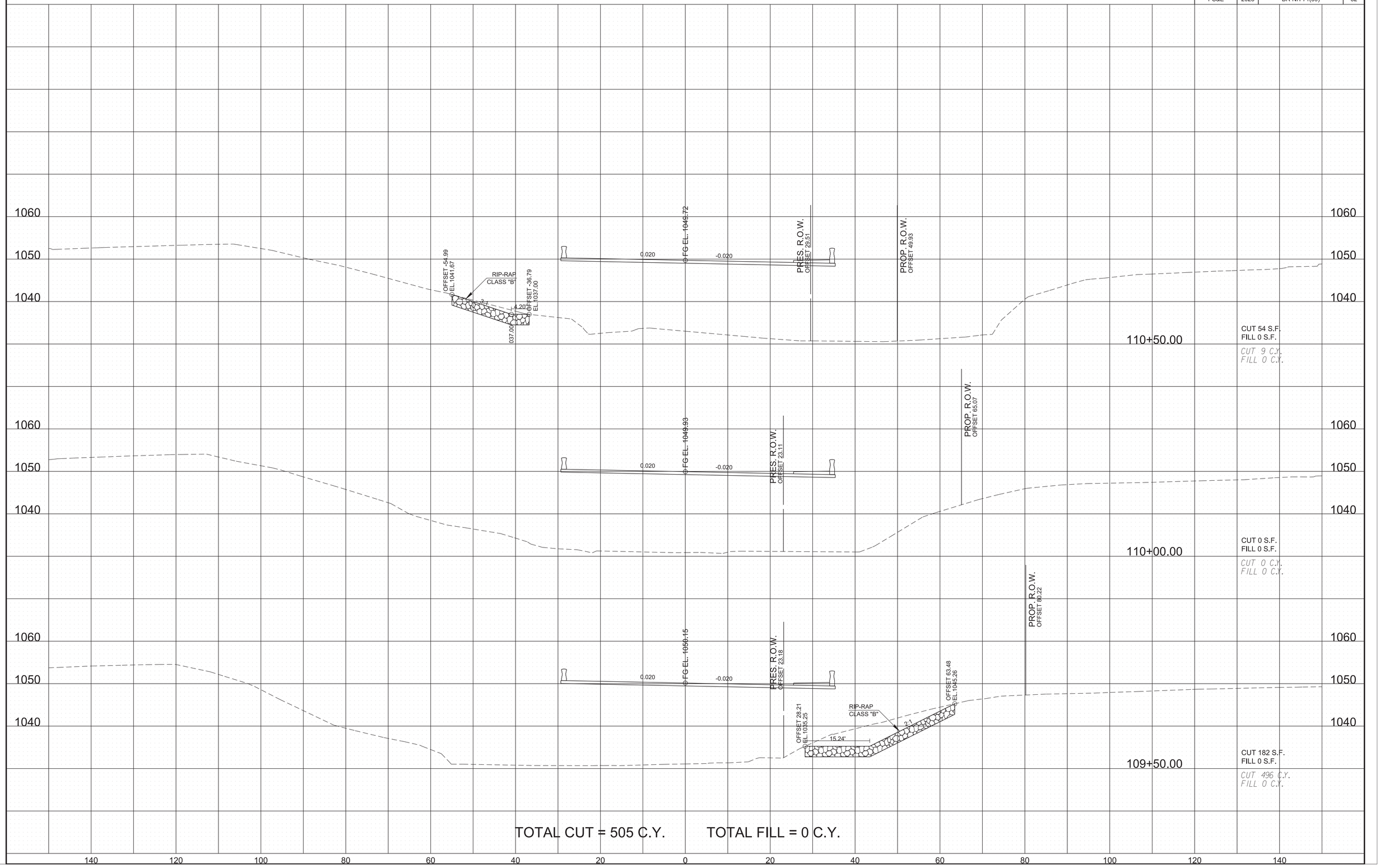
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	29
PS&E	2025	BR-NH-71(39)	32



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	30
PS&E	2025	BR-NH-71(39)	33

END BRIDGE
STA. 111+81.00

OFFSET -47.27
EL 1047.93

100:1

6:1

-0.003

0.020

-0.010

0.020

FG EL. 1049.15

-0.020

OFFSET -38.24
EL. 1048.02

EL 1047.69
OFFSET 0.00

6.93'

RIP-RAP
CLASS "B"

2:1

8.51'

EL.1042.38

OFFSET -31.43
EL. 1037.00

PRES. R.O.W.
OFFSET 79.96

PROP. R.O.W.
OFFSET 79.96

111+81.00

CUT 202 S.F.
FILL 5 S.F.

CUT 234 C.Y.
FILL 12 C.Y.

OFFSET -47.82
EL. 1046.45

6:1

0.020

0.020

-0.020

-0.010

0.020

FG EL. 1049.50

OFFSET -38.14
EL. 1048.16

6.93'

RIP-RAP
CLASS "B"

2:1

9.51'

EL.1042.38

OFFSET -14.54
EL. 1037.00

PRES. R.O.W.
OFFSET 69.00

PROP. R.O.W.
OFFSET 69.00

111+50.00

CUT 206 S.F.
FILL 16 S.F.

CUT 237 C.Y.
FILL 15 C.Y.

OFFSET -42.43
EL. 1042.38

0.020

-0.020

FG EL. 1049.50

6.93'

RIP-RAP
CLASS "B"

2:1

8.05'

OFFSET -12.91
EL. 1037.00

PRES. R.O.W.
OFFSET 51.31

PROP. R.O.W.
OFFSET 51.31

111+00.00

CUT 50 S.F.
FILL 0 S.F.

CUT 96 C.Y.
FILL 0 C.Y.

TOTAL CUT = 567 C.Y. TOTAL FILL = 27 C.Y.

1060
1050
1040
1030

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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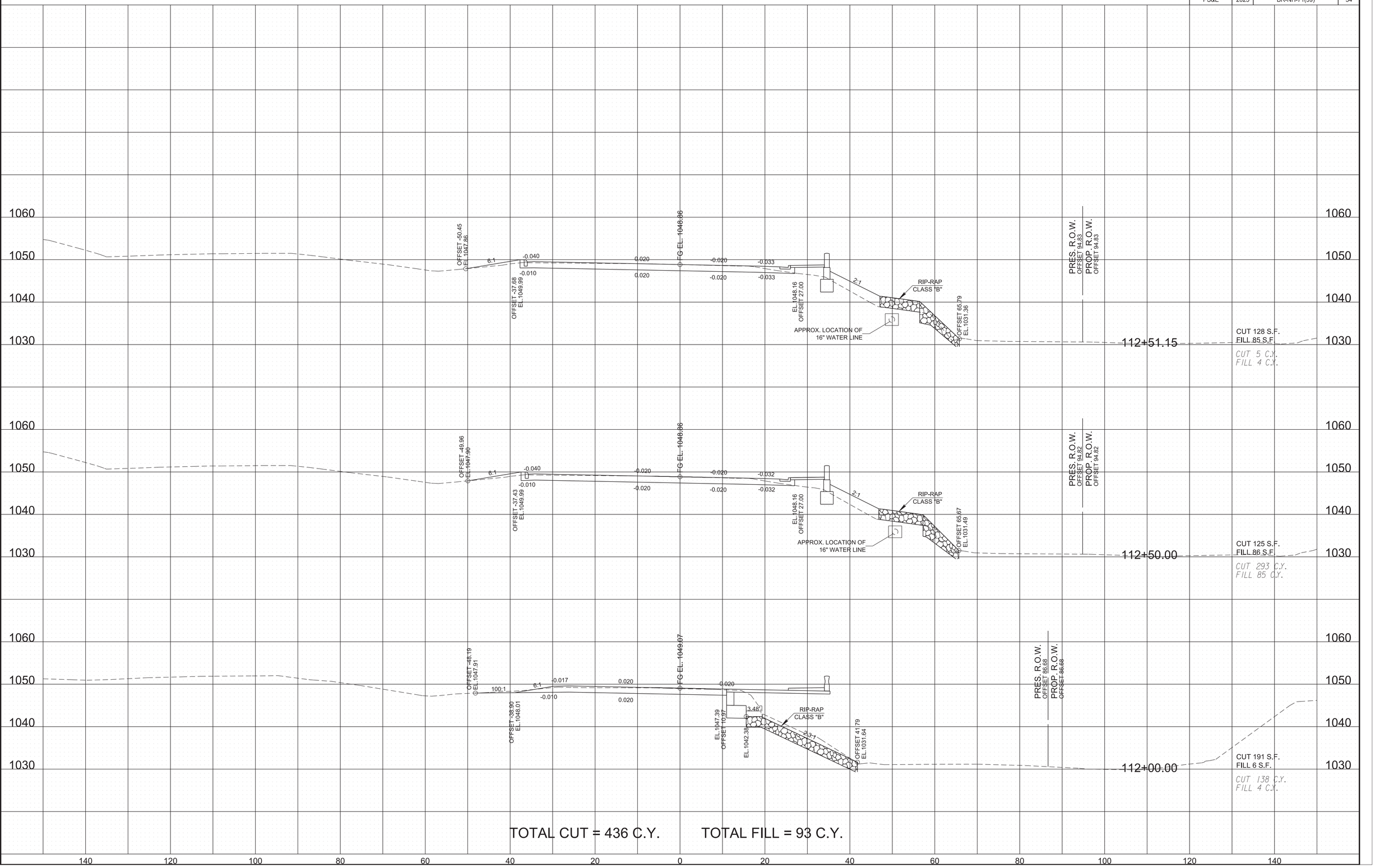
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	31
PS&E	2025	BR-NH-71(39)	34



TOTAL CUT = 436 C.Y. TOTAL FILL = 93 C.Y.

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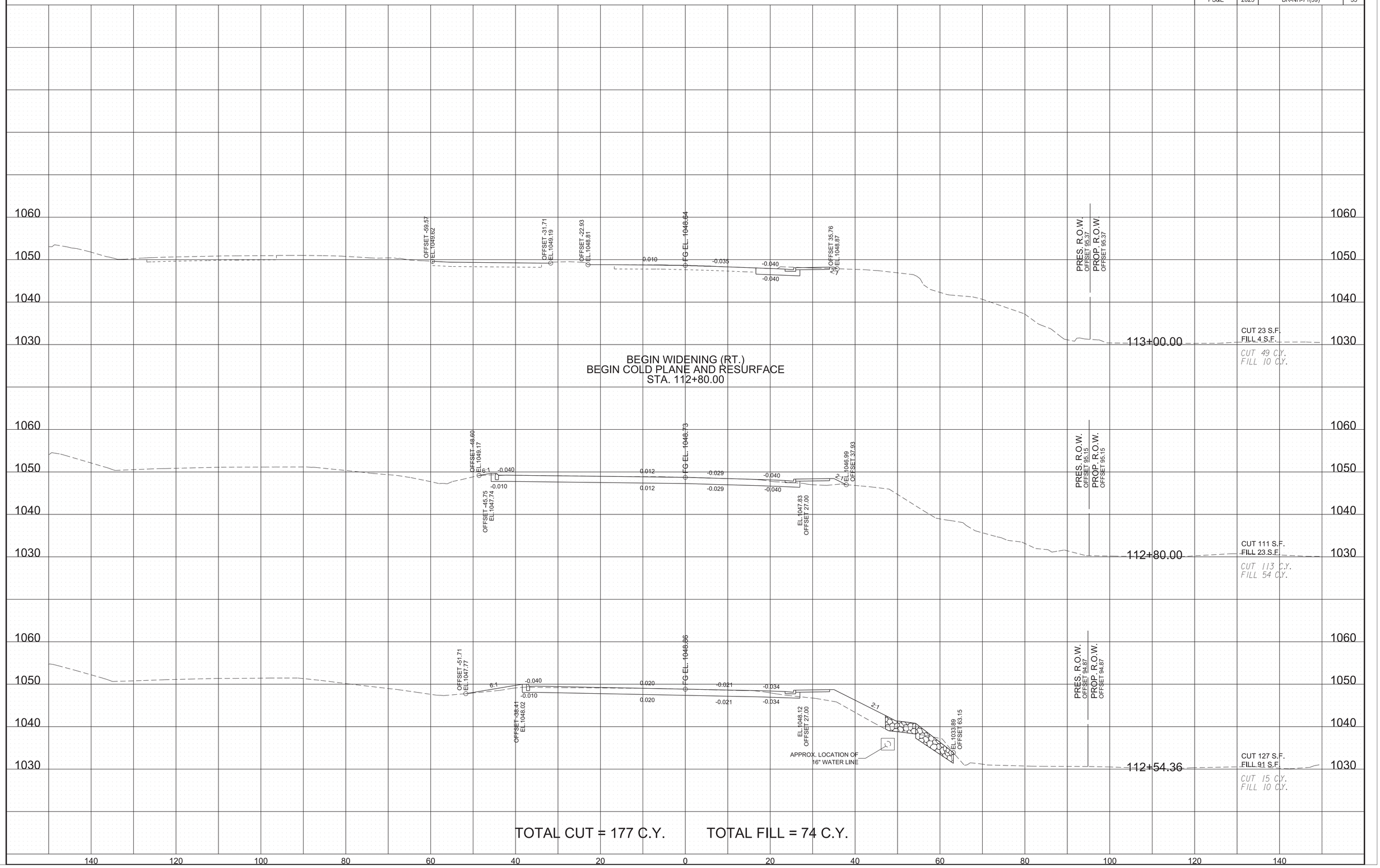
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	32
PS&E	2025	BR-NH-71(39)	35



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	33
PS&E	2025	BR-NH-71(39)	36

END COLD PLANE & RESURF.
END CONSTRUCTION
STA. 113+80.00

PRES. R.O.W.
OFFSET 95.93
PROP. R.O.W.
OFFSET 95.93

OFFSET -17.52
EL. 1048.67
FG EL. 1048.44
OFFSET 17.53
EL. 1047.86

1050
1040
1030

113+50.00

END GRADE AND DRAIN
END WIDENING (RT.)
STA. 113+10.00

1060
1050
1040
1030

OFFSET -16.80
EL. 1048.77
FG EL. 1048.60
0.010
-0.036
OFFSET 17.15
EL. 1047.98

PRES. R.O.W.
OFFSET 95.48
PROP. R.O.W.
OFFSET 95.48

113+10.00

CUT 1 S.F.
FILL 0 S.F.

CUT 5 C.Y.
FILL 1 C.Y.

TOTAL CUT = 5 C.Y. TOTAL FILL = 1 C.Y.

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2021	BR-NH-71(39)	34
PS&E	2025	BR-NH-71(39)	37

END COLD PLANE & RESURFACE
STA. 20+93.00

21+00.00

END WIDENING & BEGIN
COLD PLANE & RESURFACE
STA. 20+61.00

OFFSET -30.00
EL. 1053.52

-0.006

FG EL. 1053.69

-0.024

EL. 1053.32
OFFSET 15.56

20+61.00

CUT 0 S.F.
FILL 0 S.F.

CUT 26 C.Y.
FILL 8 C.Y.

EL. 1051.82
OFFSET -30.75

OFFSET -30.75
EL. 1052.92

-0.011

-0.011

FG EL. 1053.26

-0.024

-0.024

-0.040

-0.024

EL. 1052.96
OFFSET 27.42

4:1

EL. 1048.01

2:1

EL. 1053.85
OFFSET 62.87

20+50.00

CUT 125 S.F.
FILL 38 S.F.

CUT 108 C.Y.
FILL 19 C.Y.

OFFSET -56.15
EL. 1052.11

OFFSET -56.15
EL. 1051.01

-0.007

-0.007

FG EL. 1052.53

-0.005

-0.005

EL. 1052.37
OFFSET 35.59

EL. 1051.26
OFFSET 35.59

BEGIN WIDENING
STA. 20+15.27

20+23.28

CUT 94 S.F.
FILL 0 S.F.

CUT 0 C.Y.
FILL 0 C.Y.

SPRING VALLEY ROAD

TOTAL CUT = 134 C.Y. TOTAL FILL = 27 C.Y.

1070
1060
1050
1040

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

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AMMERS
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

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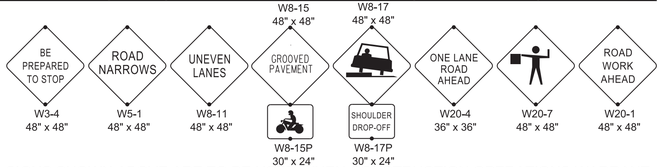
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T2

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE 1	NO. REQUIRED PHASE 2	NO. REQUIRED PHASE 3	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	48"	X	24"	8	5	5	5	5	40	T-WZ-10	
M4-8	DETOUR	24"	X	12"	2			9	9	18		DETOUR - PHASE 3
M4-8A	END DETOUR	24"	X	18"	3			2	2	6		DETOUR - PHASE 3
M5-1R	ADVANCE TURN RIGHT ARROW	21"	X	15"	2			2	2	4		DETOUR - PHASE 3
M6-1L	LEFT TURN ARROW	21"	X	15"	2			1	1	2		DETOUR - PHASE 3
M6-1R	RIGHT TURN ARROW	21"	X	15"	2			4	4	9		DETOUR - PHASE 3
M6-3	STRAIGHT ARROW	21"	X	15"	2			2	2	4		DETOUR - PHASE 3
MOD.	SPRING VALLEY RD	30"	X	24"	5			9	9	45		DETOUR - PHASE 3
R4-9	STAY IN LANE	48"	X	60"	20	2	2		2	40	T-WZ-16	
R9-9	SIDEWALK CLOSED	24"	X	12"	2			1	1	2	T-WZ-55	
SPECIAL	SPRING VALLEY RD CLOSED AT S.R. 71 1 MILE AHEAD	60"	X	30"	13			2	2	25		DETOUR - PHASE 3
W1-4BR	LANE SHIFT	48"	X	48"	16	2	2		2	32	T-WZ-16	
W1-4BL	LANE SHIFT	48"	X	48"	16	2	2		2	32	T-WZ-16	
W5-1	ROAD NARROWS	48"	X	48"	16	2	2		2	32		
W3-4	BE PREPARED TO STOP	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-11	UNEVEN LANES	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-15	GROOVED PAVEMENT	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-15P	MOTORCYCLE (PLAQUE)	30"	X	24"	5	2			2	10		TO BE USED WHEN CONST. OPS. WARRANT
W8-17	SHOULDER DROP OFF (SYMBOL)	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W8-17P	SHOULDER DROP OFF (PLAQUE)	30"	X	24"	5	2			2	10		TO BE USED WHEN CONST. OPS. WARRANT
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	2	2	2	2	32	T-WZ-10	
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	2	2	32	T-WZ-10	
W20-1	ROAD WORK AHEAD	48"	X	48"	16	3	3	3	3	48	T-WZ-10	
W20-2	DETOUR AHEAD	36"	X	36"	9			3	3	27		DETOUR - PHASE 3
W20-4	ONE LANE ROAD AHEAD	36"	X	36"	9	2			2	18		TO BE USED WHEN CONST. OPS. WARRANT
W20-7	FLAGGER (SYMBOL)	48"	X	48"	16	2			2	32		TO BE USED WHEN CONST. OPS. WARRANT
W21-5R	RIGHT SHOULDER CLOSED 1500 FT	48"	X	48"	16			1	1	16	T-WZ-18	
W21-5R	RIGHT SHOULDER CLOSED	48"	X	48"	16			1	1	16	T-WZ-18	
									TOTAL	661	S.F.	

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	PHASE 1 QUANTITY 78008-3264-94	PHASE 2 QUANTITY	PHASE 3 QUANTITY	TOTAL QUANTITY
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	783	170		953
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	193	28		221
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	2.6	0.4		3
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	0.8	0.2		1
411-02.10	ACS MIX(PG70-22) GRADING D	TON	112	16		128
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	96			96
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	900	720	1200	2820
712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	580	520	600	1700
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2	1	2	5
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	66	64	10	140
712-04.50	BARRIER RAIL DELINEATOR	EACH	56	56	83	195
712-05.01	WARNING LIGHTS (TYPE A)	EACH	33	32	5	70
712-06	SIGNS (CONSTRUCTION)	S.F.	661			661
712-07.02	TEMPORARY BARRICADES (TYPE II)	L.F.			10	10
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.		36	36	72
712-08.03	ARROW BOARD (TYPE C)	EACH	1	1	1	1
712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	62	52		114
713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH		40		40
713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	45			45
716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	45	42		87
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	1.3	1.3	0.7	3.3
716-05.22	PAINTED PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.			45	45



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

TRAFFIC CONTROL NOTES

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

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

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

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

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

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (CAUTION)
	FLEXIBLE DELINEATOR (GROUND MOUNTED)
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)
	TEMPORARY BARRICADE (TYPE III)
→	TRAFFIC FLOW
	WORK ZONE

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TRAFFIC CONTROL LEGEND AND TABULATION

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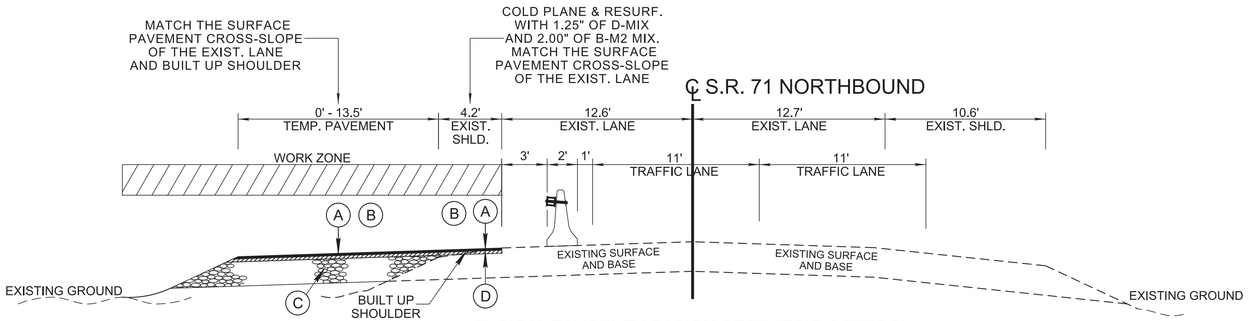
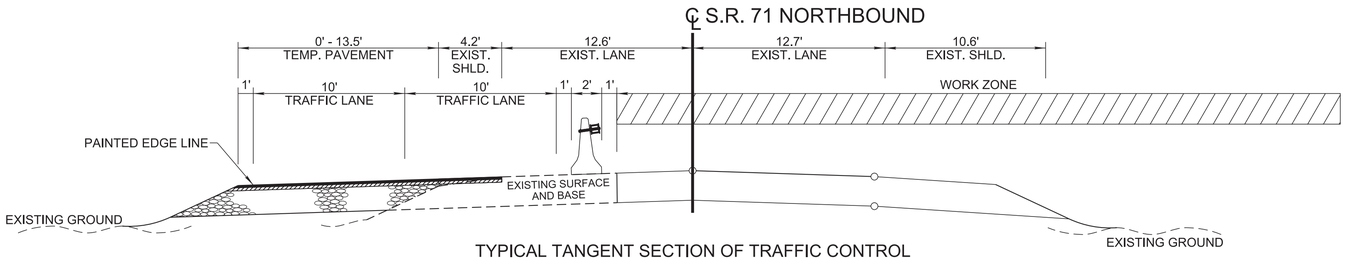
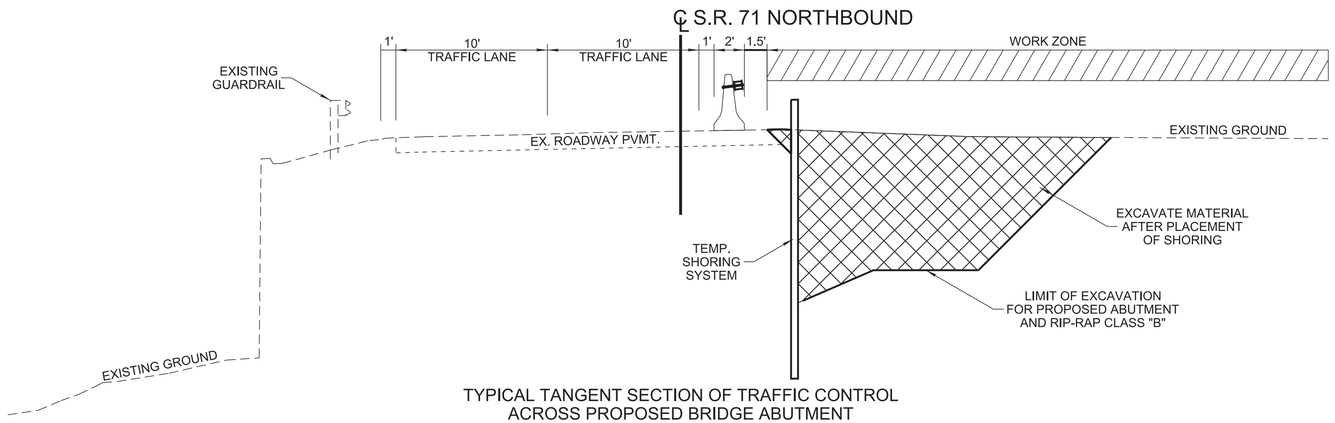
PS&E	2025	BR-NH-71(39)	T3



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
TEMPORARY PAVEMENT INSTALLATION



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
PHASE 1



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
ACROSS PROPOSED BRIDGE ABUTMENT
PHASE 1

NOTE: SHORING SHOWN IS CONCEPTUAL AND DOES NOT RELIEVE THE CONTRACTOR OF DETERMINING ITS MEANS AND METHODS OF CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT SHORING PLANS AND CALCULATIONS SEALED BY A PROFESSIONAL ENGINEER IN THE STATE OF TENNESSEE TO THE DEPARTMENT FOR REVIEW PRIOR TO BEGINNING THE WORK. THE CONTRACTOR'S SHORING PLAN SUBMITTAL SHALL INCLUDE ANY CHANGES TO TRAFFIC CONTROL OR EROSION CONTROL PLANS OR OTHER SHORING NOT DEPICTED HEREIN DEEMED NECCESSARY BY THE CONTRACTOR TO COMPLETE THE WORK. THE CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO SUBMITTAL OF SHORING PLANS.

NOTE: AT A MINIMUM, 2 - 10' TRAFFIC LANES WITH 1' SHOULDERS SHALL BE MAINTAINED ALONG S.R. 71 NORTHBOUND THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

TRAFFIC CONTROL PHASING NOTES

TEMPORARY PAVEMENT INSTALLATION - PRIOR TO PHASED CONSTRUCTION

1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS AND PAINTED PAVEMENT MARKINGS SETUP FOR LANE SHIFT OR AS DIRECTED BY THE TDOT MANAGER.
2) INSTALL PORTABLE CONCRETE BARRIER RAIL ALONG THE EXISTING INSIDE (LT.) SHOULDER FOR TEMPORARY PAVEMENT INSTALLATION OR AS DIRECTED BY THE TDOT MANAGER.
3) SHIFT TRAFFIC ONTO OUTSIDE SHOULDER (RT.) TO MAINTAIN 2-11' TRAFFIC LANES WITH 1' SHOULDERS AS SHOWN ON TRAFFIC CONTROL TYPICAL.
4) COLD PLANE UP TO 3.25" ON THE EXISTING INSIDE SHOULDER (LT.) AND BUILD SHOULDER UP TO MATCH THE SURFACE PAVEMENT CROSS-SLOPE OF THE EXISTING LANE. INSIDE SLOPES TO TIE INTO THE EXISTING GRASS MEDIAN. TO BE DETERMINED IN FIELD. MUST BE APPROVED BY THE TDOT MANAGER.
5) CONSTRUCT TEMPORARY PAVEMENT USED FOR PHASE 1 TRAFFIC OPERATIONS. SEE TRAFFIC CONTROL TYPICAL SECTION - TEMPORARY PAVEMENT INSTALLATION FOR DETAILS. MATCH THE SURFACE PAVEMENT CROSS-SLOPE OF THE EXISTING LANE AND BUILT UP SHOULDER.

PHASE 1

1) INSTALL ROAD WORK TRAFFIC CONTROL SIGNS, DEVICES AND PAVEMENT MARKINGS RECOMMENDED FOR PHASE 1.
2) SHIFT PORTABLE CONCRETE BARRIER RAIL USED FOR TEMPORARY PAVEMENT INSTALLATION TO THE CENTER OF THE EXISTING LEFT LANE. INSTALL BARRIER RAIL TO EXTEND TO LIMITS OF PHASE 1 TRAFFIC OPERATIONS.
3) SHIFT TRAFFIC ONTO TEMPORARY AND EXISTING PAVEMENT AS SHOWN ON THE PHASE 1 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
4) CONSTRUCT HAUL ROAD 1 FOR USE IN THE PARTIAL DEMOLITION OF THE EXISTING BRIDGE AND CONSTRUCTION OF THE NEW BRIDGE ON THE NORTH SIDE OF THE RIVER (STR-1). INSTALL RIP-RAP AROUND BRIDGE ABUTMENTS.
5) REMOVE HAUL ROAD 1 BEYOND THE LIMITS OF THE CONSTRUCTED BRIDGE ABUTMENT AND RESTORE STR-1 TO ITS PRECONSTRUCTION CONDITION BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED.
6) CONSTRUCT HAUL ROAD 4 FOR USE IN THE PARTIAL DEMOLITION OF THE EXISTING BRIDGE AND CONSTRUCTION OF THE NEW BRIDGE ON THE SOUTH SIDE OF THE RIVER (STR-1). INSTALL RIP-RAP AROUND BRIDGE ABUTMENTS.
7) REMOVE HAUL ROAD 4 BEYOND THE LIMITS OF THE CONSTRUCTED BRIDGE ABUTMENT AND RESTORE STR-1 TO ITS PRECONSTRUCTION CONDITION BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED.
8) CONSTRUCT PROPOSED CROSS-DRAINS, SPECIAL DITCHES, AND CATCH BASINS. REMOVE EXISTING DRAINAGE FEATURES AS SHOWN IN THE PLANS.
9) CONTRUCT PROPOSED S.R. 71 ROADWAY (RT.).
10) INSTALL PROPOSED GUARDRAIL ALONG THE PROPOSED S.R. 71 ROADWAY (RT.).
11) CONSTRUCT TEMPORARY PAVEMENT USED FOR PHASE 2 TRAFFIC OPERATIONS. SEE TRAFFIC CONTROL PHASE 2 TYPICAL. MATCH THE SURFACE PAVEMENT CROSS-SLOPE OF THE PROPOSED SHOULDER.

NOTE: ONLY ONE HAUL ROAD WILL BE CONSTRUCTED IN THE STREAM CHANNEL DURING ANY PHASE OF CONSTRUCTION TO MINIMIZE IMPACTS TO STR-1. WHEN ANY CONSTRUCTION PHASE IS COMPLETED THAT REQUIRED THE USE OF A HAUL ROAD, THAT HAUL ROAD SHALL BE REMOVED BEYOND THE LIMITS OF THE BRIDGE ABUTMENTS, AND STR-1 SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITIONS BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED. THE CONTRACTOR SHALL COORDINATE WITH TDOT REGION 1 ENVIRONMENTAL TO OBTAIN APPROVAL FOR THE RESTORATION OF STR-1 TO ITS PRECONSTRUCTION CONDITION. AT NO TIME DURING THE CONSTRUCTION OF THIS PROJECT WILL MORE THAN ONE HAUL ROAD BE PERMITTED TO ENTER THE STREAM CHANNEL AT ANY TIME.

NOTE: AT NO TIME SHALL THE CONTRACTOR BE PERMITTED TO WORK OUT OF PHASE OR MAKE AMENDMENTS TO THE TRAFFIC CONTROL PLAN WITHOUT WRITTEN AUTHORIZATION OF THE ASSISTANT CHIEF ENGINEER / REGION 1 DIRECTOR.

NOTE: THE CONTRACTOR SHALL COORDINATE WITH GARY RAGAN WITH THE CITY OF PIGEON FORGE (PHONE: 865-214-4151) PRIOR TO ANY LANE SHIFTS.

PROPOSED PAVEMENT SCHEDULE FOR TRAFFIC CONTROL

(A) ASPHALTIC CONCRETE SURFACE (HOT MIX) 411-02.10 ASPHALTIC CONCRETE MIX (PG 70-22) GRADING "D" @ 1.25" + THICK (APPROX. 132.5 LB./S.Y.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE SECTION 403.05 OF THE STANDARD SPECIFICATION FOR DETERMINING APPLICATION RATE IN THE FIELD)	**(C) MINERAL AGGREGATE BASE** 303-01 MINERAL AGGREGATE. TYPE "A" BASE, GRADING "D" @ 12.00" + THICK
(B) BITUMINOUS PLANT MIX BASE (HOT MIX) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.30 - 0.35 GAL./S.Y.)	**(D) COLD PLANING** 415-01.01 COLD PLANING BITUMINOUS PAVEMENT @ 3.25" THICK (APPROX. 341.3 LBS/SY)

SEALED BY

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04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICAL SECTIONS AND PHASING NOTES

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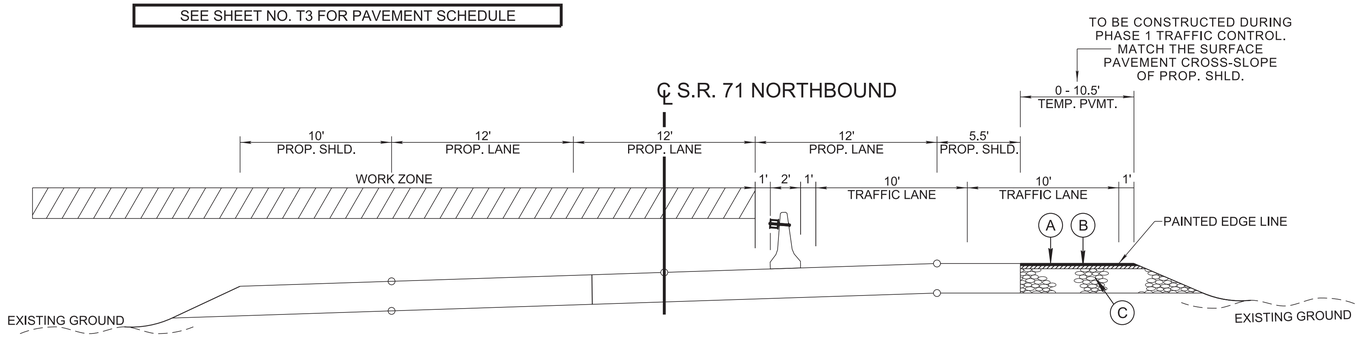
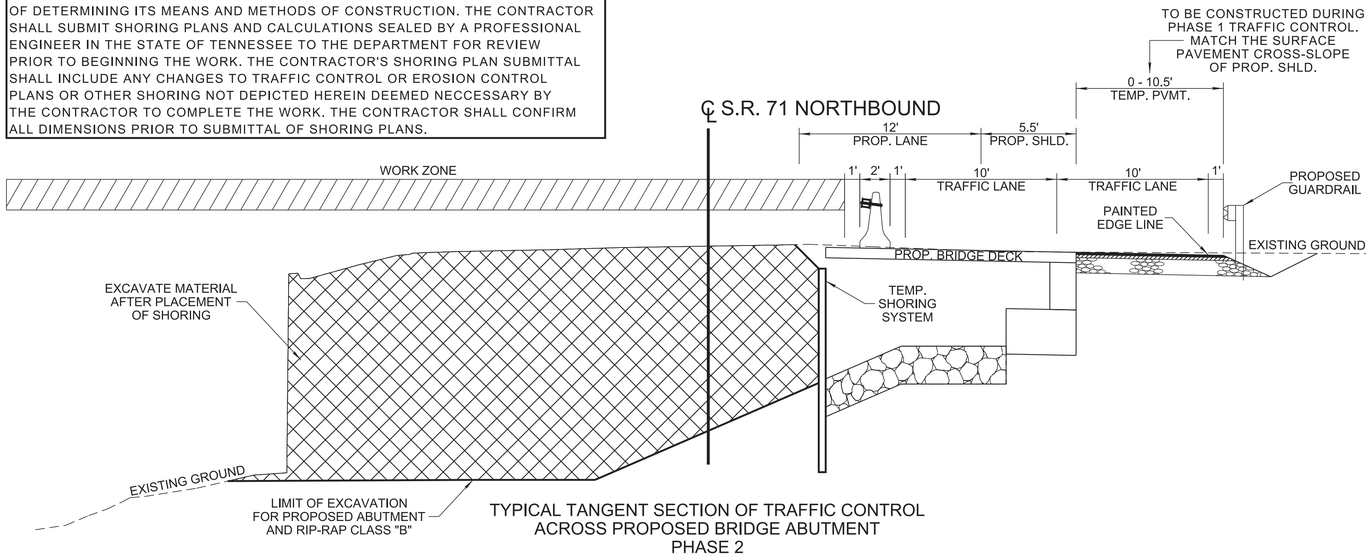
PS&E	2025	BR-NH-71(39)	T4

SEE SHEET NO. T3 FOR PAVEMENT SCHEDULE

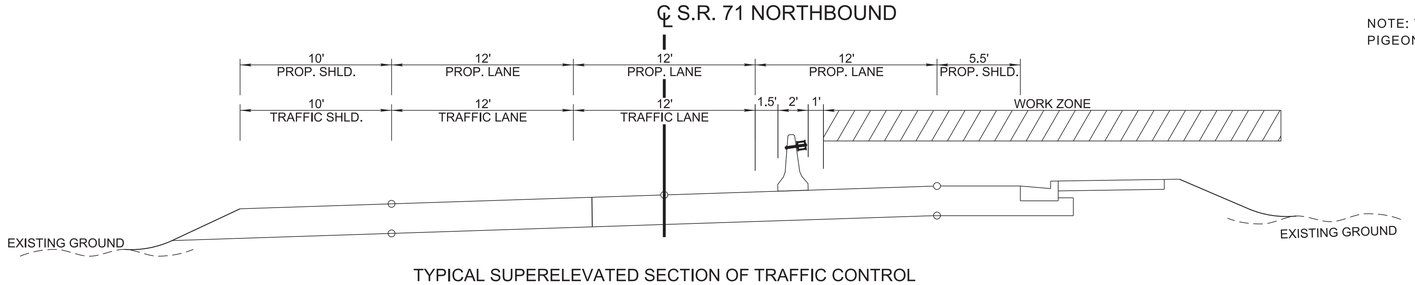


TYPICAL SUPERELEVATED SECTION OF TRAFFIC CONTROL
PHASE 2

NOTE: SHORING SHOWN IS CONCEPTUAL AND DOES NOT RELIEVE THE CONTRACTOR OF DETERMINING ITS MEANS AND METHODS OF CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT SHORING PLANS AND CALCULATIONS SEALED BY A PROFESSIONAL ENGINEER IN THE STATE OF TENNESSEE TO THE DEPARTMENT FOR REVIEW PRIOR TO BEGINNING THE WORK. THE CONTRACTOR'S SHORING PLAN SUBMITTAL SHALL INCLUDE ANY CHANGES TO TRAFFIC CONTROL OR EROSION CONTROL PLANS OR OTHER SHORING NOT DEPICTED HEREIN DEEMED NECCESSARY BY THE CONTRACTOR TO COMPLETE THE WORK. THE CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO SUBMITTAL OF SHORING PLANS.



TYPICAL TANGENT SECTION OF TRAFFIC CONTROL
ACROSS PROPOSED BRIDGE ABUTMENT
PHASE 2



TYPICAL SUPERELEVATED SECTION OF TRAFFIC CONTROL
PHASE 3

NOTE: AT A MINIMUM, 2 - 10' TRAFFIC LANES WITH 1' SHOULDERS SHALL BE MAINTAINED ALONG S.R. 71 NORTHBOUND THROUGH ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.

TRAFFIC CONTROL PHASING NOTES

PHASE 2

1) UPDATE TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS FOR PHASE 2 TRAFFIC SHIFT.
2) SHIFT PORTABLE CONCRETE BARRIER RAIL USED IN PHASE 1 TO LEFT SIDE OF PROPOSED RIGHT LANE TO ALLOW 2 - 10' TRAFFIC LANES WITH 1' SHOUDERS AS SHOWN ON PHASE 2 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
3) SHIFT TRAFFIC ONTO NEW LANES, NEW SHOULDERS, AND TEMPORARY PAVEMENT AS SHOWN ON THE PHASE 2 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
4) REMOVE TEMPORARY PAVEMENT USED FOR PHASE 1 TRAFFIC OPERATIONS AND RESTORE MEDIAN AND PAVEMENT TO PRE-CONSTRUCTION CONDITIONS.
5) CONSTRUCT HAUL ROAD 3 FOR USE IN THE FINAL DEMOLITION OF THE EXISTING BRIDGE AND CONSTRUCTION OF THE NEW BRIDGE ON THE NORTH SIDE OF THE RIVER (STR-1). INSTALL RIP-RAP AROUND BRIDGE ABUTMENTS.
6) REMOVE HAUL ROAD 3 BEYOND THE LIMITS OF THE CONSTRUCTED BRIDGE ABUTMENT AND RESTORE STR-1 TO ITS PRECONSTRUCTION CONDITION BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED.
7) CONSTRUCT HAUL ROAD 2 FOR USE IN THE FINAL DEMOLITION OF THE EXISTING BRIDGE AND CONSTRUCTION OF THE NEW BRIDGE ON THE SOUTH SIDE OF THE RIVER (STR-1). INSTALL RIP-RAP AROUND BRIDGE ABUTMENTS.
8) REMOVE HAUL ROAD 2 BEYOND THE LIMITS OF THE CONSTRUCTED BRIDGE ABUTMENT AND RESTORE STR-1 TO ITS PRECONSTRUCTION CONDITION.
9) CONSTRUCT PROPOSED CROSS-DRAINS, END WALLS, AND RIP-RAP. REMOVE EXISTING DRAINAGE FEATURES AS SHOWN IN THE PLANS.
10) CONTRUCT NEW S.R. 71 ROADWAY (LT.).
11) INSTALL NEW GUARDRAIL ALONG THE NEW S.R. 71 ROADWAY (LT.).
12) REMOVE ANY REMNANTS OF HAUL ROADS PRIOR TO PHASE 3 TRAFFIC OPERATIONS AND CONSTRUCTION.

PHASE 3

1) UPDATE TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS FOR PHASE 3 SHOULDER CLOSURE.
2) SHIFT PORTABLE CONCRETE BARRIER RAIL USED IN PHASE 2 TO LEFT SIDE OF PROPOSED RIGHT LANE TO ALLOW 2 - 12' TRAFFIC LANES WITH A 10' INSIDE (LT.) SHOULDER AND A 1.5' OUTSIDE (RT.) SHOULDER AS SHOWN ON PHASE 3 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
3) DIRECT TRAFFIC ONTO NEW LANES AND CLOSE SHOULDER AND PROPOSED RIGHT LANE AS SHOWN ON THE PHASE 3 TRAFFIC CONTROL TYPICAL AND LAYOUT SHEETS.
4) REMOVE TEMPORARY PAVEMENT USED FOR PHASE 2 TRAFFIC OPERATIONS.
5) CONSTRUCT PROPOSED SPRING VALLEY ROAD INTERSECTION.
6) INSTALL PROPOSED CURB AND GUTTER AND SIDEWALK ALONG S.R. 71
7) INSTALL REMAINING PROPOSED STORM DRAINAGE SYSTEMS AND CURB INLETS.
8) COLD PLANE AND RESURFACE THE LIMITS SHOWN ON THE TRAFFIC CONTROL PLAN SHEETS ALONG S.R. 71 (SHEETS T5 - T7A). FOR THE LANES AND SHOULDERS, COLD PLANE 1.25" AND RESURFACE WITH 1.25" "D" MIX (PG 70-22).
9) COLD PLANE AND RESURFACE SPRING VALLEY ROAD AND HUSKEY STREET TO THE LIMITS OF CONSTRUCTION.
10) REMOVE TEMPORARY SIGNS AND TEMPORARY TRAFFIC CONTROL DEVICES.

NOTE: ONLY ONE HAUL ROAD WILL BE CONSTRUCTED IN THE STREAM CHANNEL DURING ANY PHASE OF CONSTRUCTION TO MINIMIZE IMPACTS TO STR-1. WHEN ANY CONSTRUCTION PHASE IS COMPLETED THAT REQUIRED THE USE OF A HAUL ROAD, THAT HAUL ROAD SHALL BE REMOVED BEYOND THE LIMITS OF THE BRIDGE ABUTMENTS, AND STR-1 SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITIONS BEFORE THE NEXT HAUL ROAD IS CONSTRUCTED. THE CONTRACTOR SHALL COORDINATE WITH TDOT REGION 1 ENVIRONMENTAL TO OBTAIN APPROVAL FOR THE RESTORATION OF STR-1 TO ITS PRECONSTRUCTION CONDITION. AT NO TIME DURING THE CONSTRUCTION OF THIS PROJECT WILL MORE THAN ONE HAUL ROAD BE PERMITTED TO ENTER THE STREAM CHANNEL AT ANY TIME.

NOTE: AT NO TIME SHALL THE CONTRACTOR BE PERMITTED TO WORK OUT OF PHASE OR MAKE AMENDMENTS TO THE TRAFFIC CONTROL PLAN WITHOUT WRITTEN AUTHORIZATION OF THE ASSISTANT CHIEF ENGINEER / REGION 1 DIRECTOR.

NOTE: THE CONTRACTOR SHALL COORDINATE WITH GARY RAGAN WITH THE CITY OF PIGEON FORGE (PHONE: 865-214-4151) PRIOR TO ANY LANE SHIFTS.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL TYPICAL SECTIONS AND PHASING NOTES

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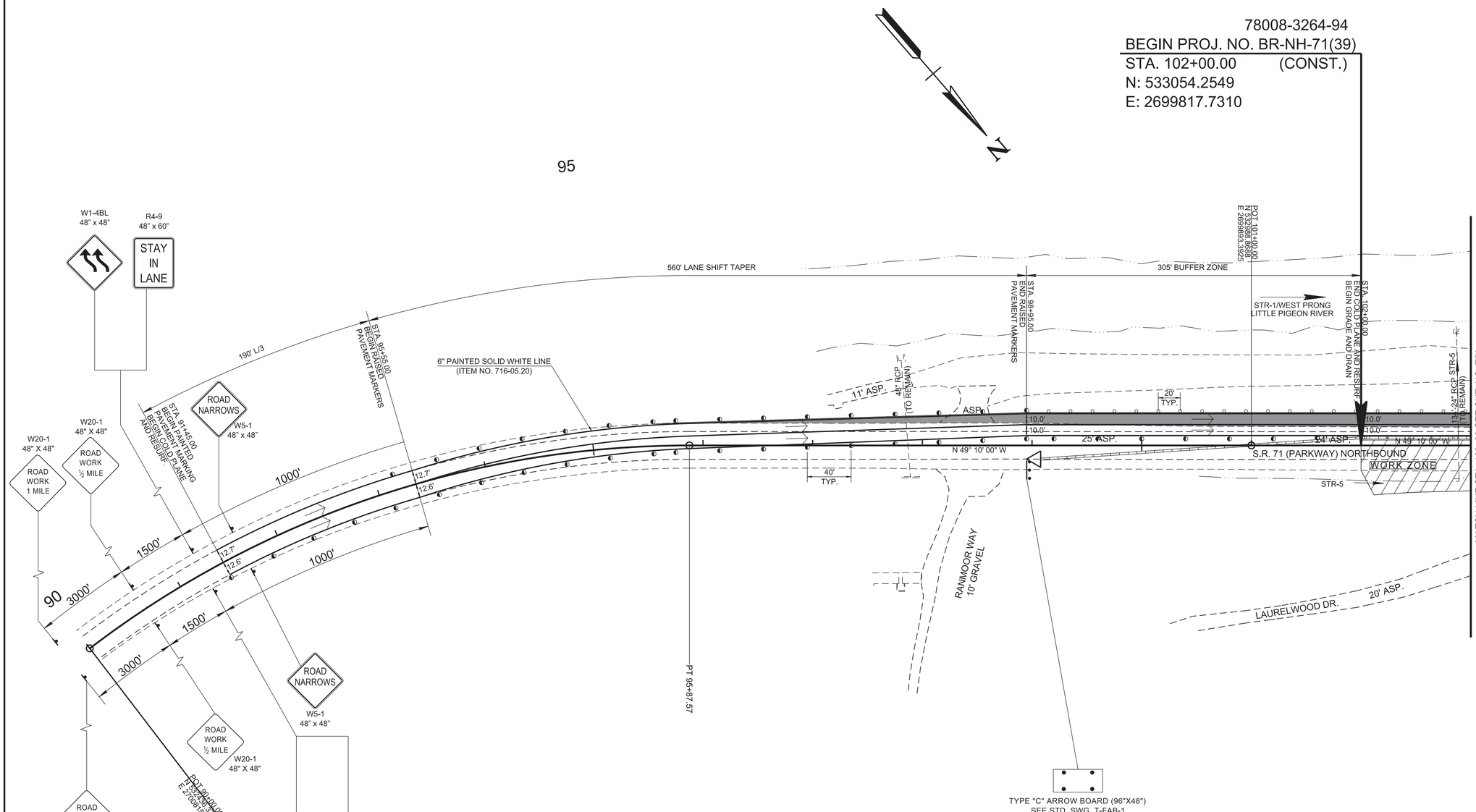
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T5

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, AND T-WZ-18 FOR MORE INFORMATION.



S.R. 71
PI 92+61.16
N 532,417.0688
E 2,700,555.0505
Δ 43° 49' 46" (RT)
D 6° 21' 58"
R 900.00
L 688.47
T 362.07

TEMPORARY PAVEMENT

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE TENNESSEE 127651 STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.91+45 TO STA.103+00
SCALE: 1"=50'

PHASE 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T5A

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, AND T-WZ-18 FOR MORE INFORMATION.

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

NOTE:
EXISTING BRIDGE CONVEYING STR 1
(78SR0710039)
IS A 34.5' X 301' SEVEN-SPAN
REINFORCED CONCRETE
DIAPHRAGM GIRDER BRIDGE
(TO BE REMOVED)

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

105 110 115

MATCH LINE STA. 103+00 SEE SHT. NO. T5

W1-4BR 48" x 48"

6" PAINTED SOLID WHITE LINE (ITEM NO. 716-05.20)

TO BE REMOVED

STR-4

STR-1/WEST PRONG LITTLE PIGEON RIVER

BEGIN PROP. BR. STA. 107+85.00

TO BE REMOVED

24' ASP
S.R. 71 (PARKWAY) SOUTHBOUND

STA. 111+95.00

BEGIN WIDENING (RT.) BEGIN COLD PLANE & RESURFACE STA. 112+80.00

END PAINTED PAVEMENT MARKING (RT.) STA. 112+95.00

STA. 113+10.00 END GRADE & DRAIN END WIDENING (RT.)

CONNER HEIGHTS RD.

POT 114+00.00 N 533672.2705 E 2698772.2705

STA. 113+80.00 END COLD PLANE & RESURF.

G20-2 48" X 24" END ROAD WORK

500'

36' ASP.

100' LANE SHIFT TAPER

12'-12" ST (TO REMAIN) INV-1046.35

76'-48" ST. (TO REMAIN)

76'-24" ST. (TO REMAIN)

END PROP. BR. STA. 111+81.00

S.R. 71 (PARKWAY) NORTHBOUND

WORK ZONE

106'-18" CMP (TO REMAIN) 23'-18" CMP (TO BE REMOVED)

58'-16" CMP (TO REMAIN)

88'-27" CMP (TO BE REMOVED)

N 39° 34' 00" W

N 41° 56' 37" W

S 67° 10' 34" E

125'-15" ST. (T.B.R.)

83'-15" ST. (T.B.R.)

HR-1

HR-4

78SR0710039

43'-48" ST. (TO REMAIN)

STR-3

LAURELWOOD DR.

S 62° 06' 00" E

S 55° 45' 00" E

S 33° 40' 00" E

N 68° 14' 00" E

CLASS "B" RIP-RAP ITEM NO. 709-05.06 (1'X8')

38'-48" ST. (TO BE REMOVED)

34'-12" ST. (TO REMAIN)

END ROAD WORK G20-2 48" X 24"

ROAD WORK AHEAD W20-1 48" X 48"

LIMIT OF CONST. END COLD PLANE AND RESURFACE STA. 26+93.00

177' ST. (TO REMAIN)

SPRING VALLEY RD. 24' ASP

POT 21+38.38 N 533414.1740 E 2699643.2960

ROAD WORK AHEAD W20-1 48" X 48"

89'-12" ST. (TO REMAIN) 6'-12" ST. (TO BE REMOVED)

ASP.

TEMP. PAINTED STOP LINE (ITEM NO. 716-05.05)

69'-12" ST. (TO REMAIN)

POT 50+50.00 N 533551.3574 E 2699331.6661

LIMIT OF HR-1 STA. 4+67.00 N 533509.5418 E 2699122.9751

LIMIT OF CONST. END COLD PLANE AND RESURFACE STA. 51+10.00

LIMIT OF HR-4 STA. 1+00.00 N 533538.2191 E 2699056.4251

WEST PRONG LITTLE PIGEON RIVER

END ROAD WORK G20-2 48" X 24"

HUSKEY ST.

ROAD WORK AHEAD W20-1 48" X 48"

END ROAD WORK G20-2 48" X 24"

TEMPORARY PAVEMENT

PHASE 1

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE COMMISSION NO. 127853 STATE OF TENNESSEE

04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.103+00 TO STA.113+80
SCALE: 1"=50'

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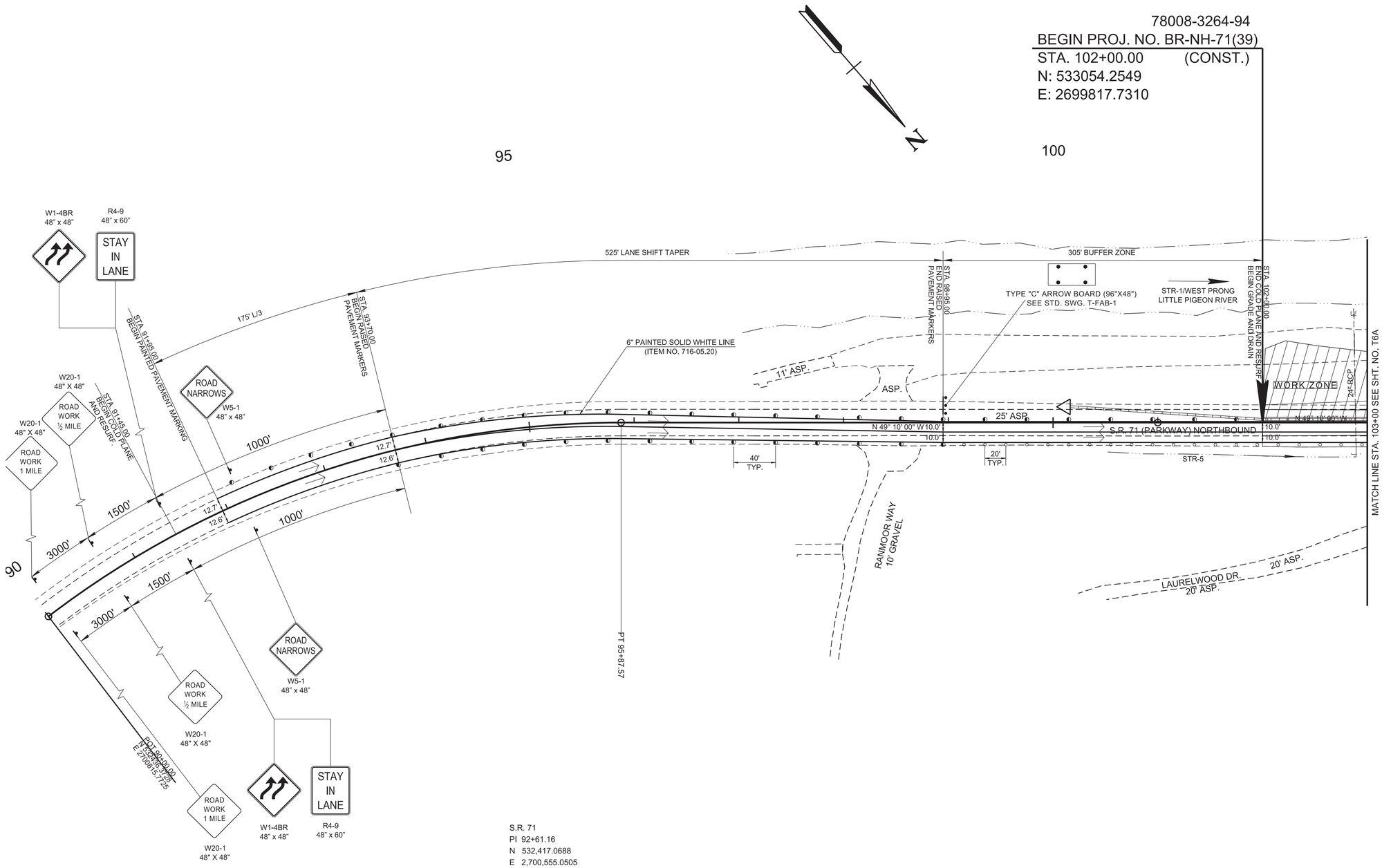
NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, AND T-WZ-18 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T6



S.R. 71
PI 92+61.16
N 532,417.0688
E 2,700,555.0505
Δ 43° 49' 46" (RT)
D 6° 21' 58"
R 900.00
L 688.47
T 362.07

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE & ENVIRONMENT 127951 STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.91+45 TO STA.103+00
SCALE: 1"=50'

PHASE 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T6A

NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, AND T-WZ-18 FOR MORE INFORMATION.

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

105 110 115

MATCH LINE STA. 103+00 SEE SHT. NO. T6

S.R. 71 (PARKWAY) NORTHBOUND

S.R. 71 (PARKWAY) SOUTHBOUND

24' ASP.

CLASS "B" RIP-RAP
ITEM NO. 709-05.08 (2'X8')
285' ALONG STREAM

CLASS "B" RIP-RAP
ITEM NO. 709-05.08
317' ALONG STREAM

CLASS "B" RIP-RAP
ITEM NO. 709-05.08 (2'X8')
45' ALONG STREAM

W1-4BL
48" x 48"

BEGIN PROP. BR.
STA. 107+85.00

STR-1/WEST PRONG LITTLE PIGEON RIVER

LIMIT OF HR_2
STA. 3+60.00
N 533405.0794
E 2699179.5577

LIMIT OF HR_3
STA. 1+50.00
N 533429.9721
E 2699217.8197

WORK ZONE

HR 2

HR 3

APPROXIMATE LOCATION OF STR-1

S 67° 16' 26" E

S 78° 55' 23" E

N 67° 13' 30" W

N 67° 13' 30" W

N 38° 00' 00" E

S 62° 06' 00" E

S 55° 45' 00" E

S 53° 40' 00" E

N 38° 14' 07" E

POT 50+50.00
N 533551.3574
E 2699331.6661

POT 114+00.00
N 533615.1010
E 2698772.2705

BEGIN WIDENING (RT.)
STA. 112+80.00
BEGIN COLD PLANE & RESURFACE

STA. 113+10.00
END GRADE & DRAIN
END WIDENING (R.T.)

STA. 113+55.00
END PAINTED PAVEMENT MARKING

STA. 113+80.00
END COLD PLANE & RESURF.

CONNER HEIGHTS RD.

4'-4" - 48" ST.

76'-24" ST.

113'-48" ST.

12'-12" ST.

34'-12" ST.

89'-12" ST.

59'-12" ST.

169'-24" ST.

500'

12.0'

11.4'

10.6'

18" ST.

35' - 18" CMP

106' - 18" CMP

LAURELWOOD DR.
20' ASP.

SPRING VALLEY RD.

SOD

STA. 111+70.00

END PROP. BR.
STA. 111+81.00

STR-3

STA. 113+15.00

50' MIN.
STOP LINE
TO TRAFFIC
SIGNAL

STA. 113+65.00

6" PAINTED SOLID WHITE LINE
(ITEM NO. 716-05.20)

195' LANE SHIFT TAPER

STR-1/WEST PRONG LITTLE PIGEON RIVER

G20-2
48" X 24"
END ROAD WORK

END ROAD WORK
G20-2
48" X 24"

ROAD WORK AHEAD
W20-1
48" X 48"

LIMIT OF CONST.
END COLD PLANE
AND RESURFACE
STA. 20+93.00

POT 21+38.38
N 533474.4440
E 2699343.2960

LIMIT OF CONST.
END COLD PLANE
AND RESURFACE
STA. 51+10.00

ROAD CLOSED
R11-2
48" X 30"

A A

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

TEMPORARY PAVEMENT

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127951
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.103+00 TO STA.113+80
SCALE: 1"=50'

PHASE 2

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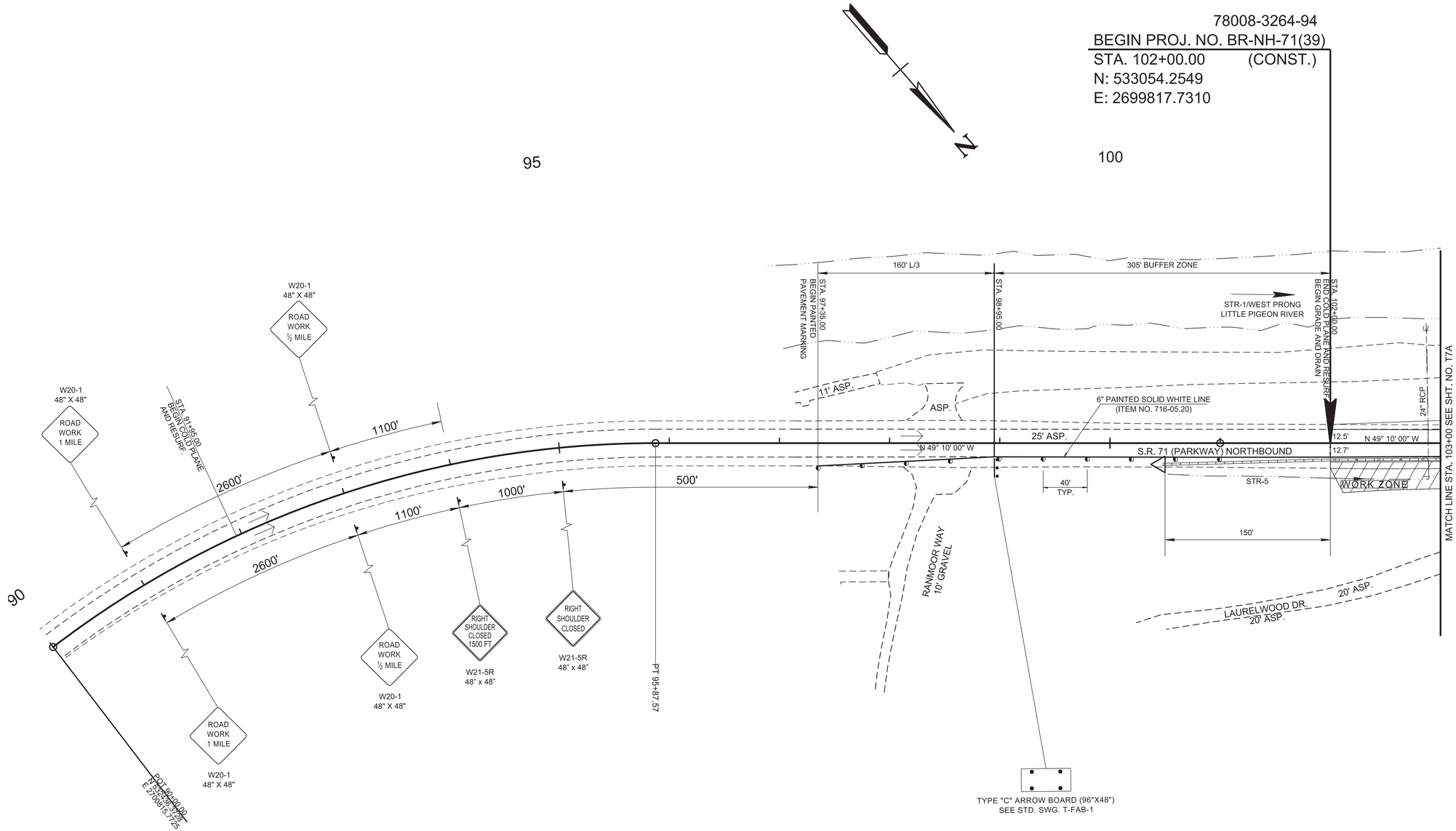
NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, AND T-WZ-18 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T7



S.R. 71
PI 92+61.16
N 532,417.0688
E 2,700,555.0505
Δ 43° 49' 46" (RT)
D 6° 21' 58"
R 900.00
L 688.47
T 362.07

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
TOMMORROW
127 NEXT
STATE OF TENNESSEE
04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.91+45 TO STA.103+00
SCALE: 1"=50'

PHASE 3

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NOTE: REFER TO STANDARD DRAWINGS T-WZ-10, T-WZ-16, T-WZ-18, AND T-WZ-55 FOR MORE INFORMATION.

(*) NOTE: THE COST OF MAINTAINING TEMPORARY CURB RAMP SHALL NOT BE PAID DIRECTLY BUT PAID FOR IN THE COST OF OTHER ITEMS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T7A

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+80.00 (CONST.)
N: 533615.0395
E: 2698790.7112

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

105 110 115

MATCH LINE STA. 103+00 SEE SHT. NO. T7

S.R. 71 (PARKWAY) NORTHBOUND

S.R. 71 (PARKWAY) SOUTHBOUND

24' ASP.

12.0' 12.0'

WORK ZONE

WORK ZONE SIDEWALK

CLASS "B" RIP-RAP ITEM NO. 709-05.08 (50 SQ. YD.)

CLASS "B" RIP-RAP ITEM NO. 709-05.08 285' ALONG STREAM

CLASS "B" RIP-RAP ITEM NO. 709-05.08 317' ALONG STREAM

6" PAINTED SOLID WHITE LINE (ITEM NO. 716-05.20)

STR-1/WEST PRONG LITTLE PIGEON RIVER

BEGIN PROP. BR. STA. 107+85.00

END PROP. BR. STA. 111+81.00

38' - 18" CMP

106' - 18" CMP

LAURELWOOD DR. 20' ASP.

SPRING VALLEY RD.

HUSKEY ST.

34'-12" ST.

89'-12" ST.

59'-12" ST.

113'-48" ST.

76'-24" ST.

12'-12" ST.

48'-24" ST.

CONNER HEIGHTS RD.

BEGIN WIDENING (RT.) BEGIN COLD PLANE & RESURFACE STA. 112+80.00

STA. 113+10.00 END GRADE & DRAIN END WIDENING (RT.)

STA. 113+80.00 END COLD PLANE & RESURF.

POT 114+00.00 N 533772.2705 E 2698772.2705

500'

G20-2 48" X 24" END ROAD WORK

TEMPORARY PEDESTRIAN CROSSWALK MARKING

STA. 113+76.00± TEMPORARY CURB RAMP (*) (SEE STD. DWG. T-WZ-55)

G20-2 48" X 24" END ROAD WORK

SIDEWALK CLOSED R9-9 24" X 12"

TYPE II BARRICADE w/ TYPE A WARNING LIGHT

WEST PRONG LITTLE PIGEON RIVER

STA. 112+95.00 END PAINTED PAVEMENT MARKING

POT 50+50.00 N 533551.3574 E 2699331.6661

LIMIT OF CONST. END COLD PLANE AND RESURFACE STA. 20+93.00

LIMIT OF CONST. END COLD PLANE AND RESURFACE STA. 51+10.00

ROAD WORK AHEAD W20-1 48" X 48"

END ROAD WORK G20-2 48" X 24"

ROAD WORK AHEAD W20-1 48" X 48"

ROAD CLOSED R11-2 48" X 30"

TYPE III BARRICADE ROAD CLOSURE w/ TYPE A WARNING LIGHTS

ROAD WORK AHEAD W20-1 48" X 48"

END ROAD WORK G20-2 48" X 24"

SEALED BY

ERIC KIM REGISTERED ENGINEER AGRICULTURE NUMBER 127837 STATE OF TENNESSEE

04/14/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA.103+00 TO STA.113+80
SCALE: 1"=50'

PHASE 3

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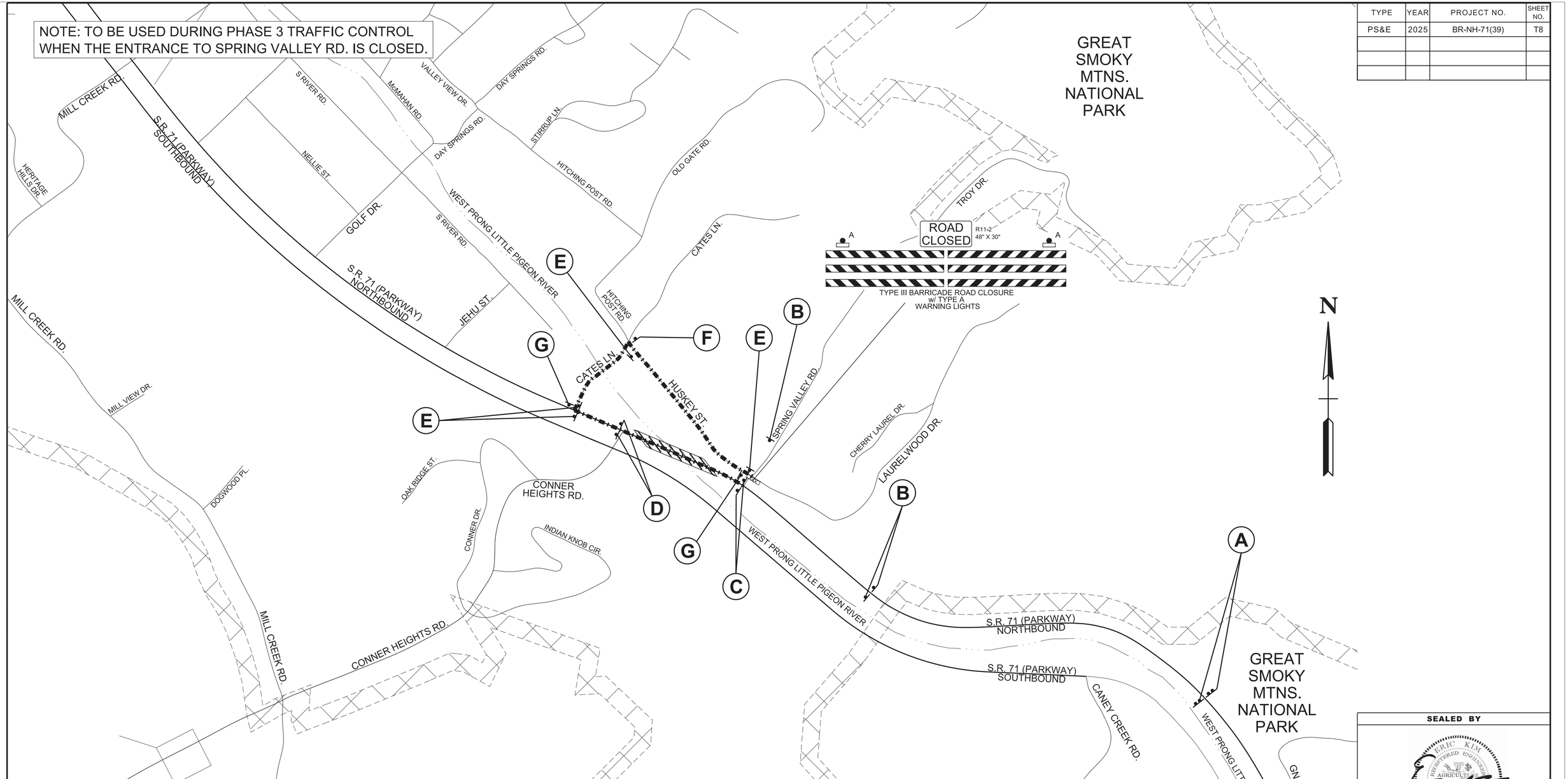
NOTE: TO BE USED DURING PHASE 3 TRAFFIC CONTROL
WHEN THE ENTRANCE TO SPRING VALLEY RD. IS CLOSED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	T8



ROAD CLOSURE (SPECIAL)
60" X 30"

SPRING VALLEY RD
CLOSED
AT S.R. 71
1 MILE AHEAD

(A)

SPRING VALLEY RD — STREET NAME 30" X 24"

DETOUR AHEAD — W20-2 36" X 36"

(B)

DETOUR — M4-8 24" X 12"
SPRING VALLEY RD — STREET NAME 30" X 24"
M6-3 21" X 15"

(C)

DETOUR — M4-8 24" X 12"
SPRING VALLEY RD — STREET NAME 30" X 24"
M5-1R 21" X 15"

(D)

DETOUR — M4-8 24" X 12"
SPRING VALLEY RD — STREET NAME 30" X 24"
M6-1R 21" X 15"

(E)

DETOUR — M4-8 24" X 12"
SPRING VALLEY RD — STREET NAME 30" X 24"
M6-1L 21" X 15"

(F)

M4-8A 24" X 18"
END DETOUR

(G)

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	DETOUR ROUTE

NOTE:
DETOUR SIGN LOCATIONS SHOWN ARE APPROXIMATE ONLY. FINAL PLACEMENT LOCATIONS SHOULD BE COORDINATED WITH TDOT BEFORE ORDERING OR SETTING OF ANY SIGNS.

SEALED BY

ERIC KIM
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127837
STATE OF TENNESSEE
04/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETOUR MAP
N.T.S.

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

James Ramsey Digitally signed by James Ramsey
Date: 2025.03.27 23:48:22 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
JAMES RIDGE RAMSEY, P.E. NO. 128648

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	STRUCTURE-SIGN1
INDEX OF DRAWINGS	U-94-741
LAYOUT OF BRIDGE	U-94-742
GENERAL NOTES	U-94-743
ESTIMATED QUANTITIES	U-94-744
CONSTRUCTION SEQUENCE	U-94-747
CONSTRUCTION SEQUENCE	U-94-748
SUPERSTRUCTURE DETAILS	U-94-749
SUPERSTRUCTURE DETAILS	U-94-750
SUPERSTRUCTURE DETAILS	U-94-751
SUPERSTRUCTURE DETAILS	U-94-752
PRESTRESSED GIRDER DETAILS	U-94-753
ABUTMENT NO. 1	U-94-754
ABUTMENT NO. 1 DETAILS	U-94-755
ABUTMENT NO. 1 DETAILS	U-94-756
ABUTMENT NO. 2	U-94-757
ABUTMENT NO. 2 DETAILS	U-94-758
ABUTMENT NO. 2 DETAILS	U-94-759
PIER NO. 1	U-94-760
PIER NO. 1	U-94-761
PIER NO. 2	U-94-762
PIER NO. 2	U-94-763
PIER NO. 3	U-94-764
PIER NO. 3	U-94-765
PIER NO. 4	U-94-766
PIER NO. 4	U-94-767
PIER NO. 5	U-94-768
PIER NO. 5	U-94-769
PIER NOS. 1 THRU 5 DETAILS	U-94-770
BILL OF STEEL	U-94-772
BILL OF STEEL	U-94-773
BILL OF STEEL	U-94-774

YEAR	PROJECT NO.	SHEET NO.
2025	BR-NH-71(39)	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$SYTIME$$$$$$$$
$$$$DGNSPEC$$$$$$$$

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B1

REVISIONS

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

LIST OF DRAWINGS

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STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-24
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REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM)	202ACM	07-07-14
DRILLED SHAFT SPECIFICATIONS	625	09-01-21

SEALED BY

03/27/2025

PIN NO.: 124563.00

DESIGN BY:	RIDGE RAMSEY	DATE:	07/2024
DRAWN BY:	RIDGE RAMSEY	DATE:	07/2024
SUPERVISED BY:	DAWOD BERWARY	DATE:	07/2024
CHECKED BY:	DAWOD BERWARY	DATE:	08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-741

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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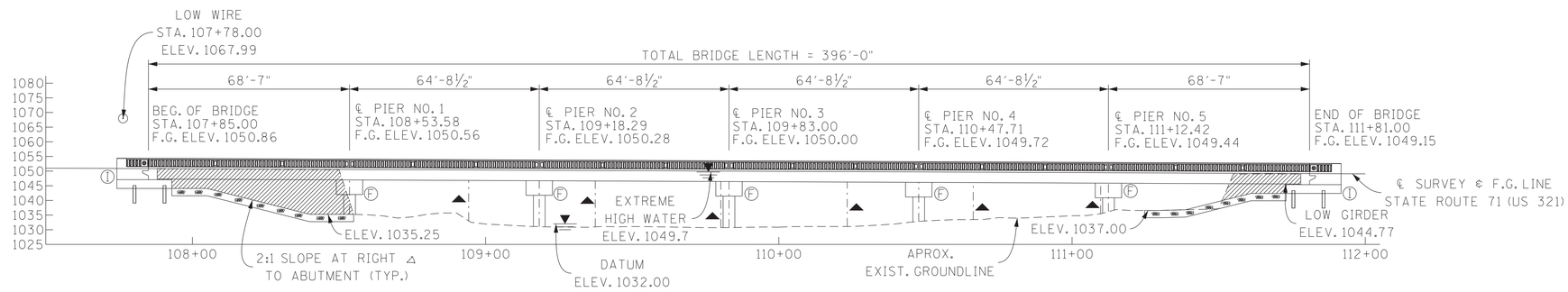
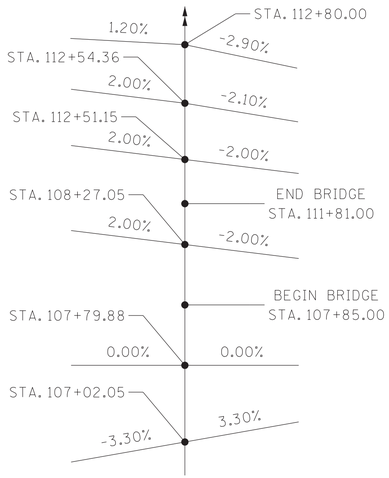


▨ DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS A ROADWAY ITEM
▲ DENOTES: EXISTING PIERS
Ⓘ DENOTES: INTEGRAL
Ⓕ DENOTES: FIXED

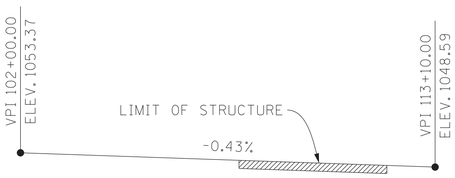
100 YR. SCOUR = ELEV. 1025.57
500 YR. SCOUR = ELEV. 1025.25
100 YR. BACKWATER = ELEV. 1048.72
500 YR. BACKWATER = ELEV. 1051.15

ELEVATION

NOTE: ELEVATION VIEW IS PROJECTED FROM PLAN VIEW BELOW

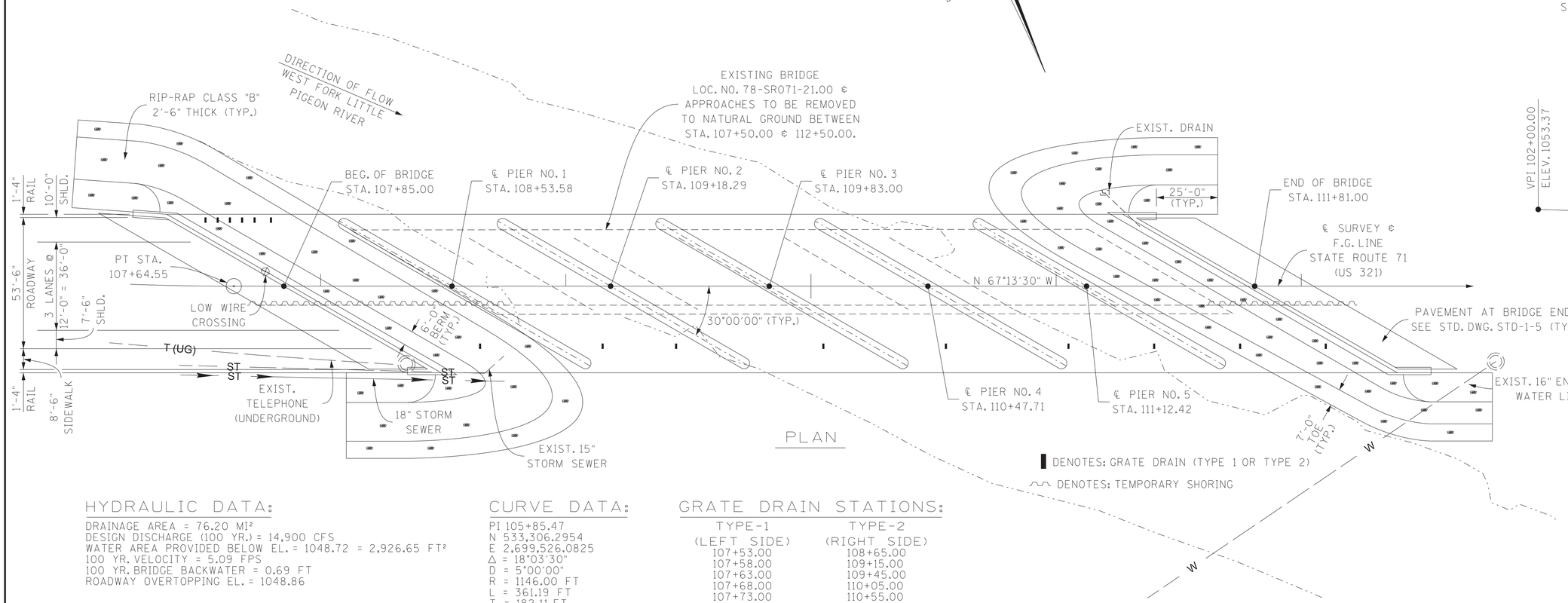


TRANSITION SKETCH



GRADE SKETCH

STATE ROUTE 71 (US 321)



PLAN

▌ DENOTES: GRATE DRAIN (TYPE 1 OR TYPE 2)
~~ DENOTES: TEMPORARY SHORING

HYDRAULIC DATA:

DRAINAGE AREA = 76.20 MI²
DESIGN DISCHARGE (100 YR.) = 14,900 CFS
WATER AREA PROVIDED BELOW EL. = 1048.72 = 2,926.65 FT²
100 YR. VELOCITY = 5.09 FPS
100 YR. BRIDGE BACKWATER = 0.69 FT
ROADWAY OVERTOPPING EL. = 1048.86

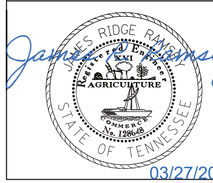
CURVE DATA:

PI 105+85.47
N 533,306.2954
E 2,699,526.0825
△ = 18°03'30"
D = 5°00'00"
R = 1146.00 FT
L = 361.19 FT
T = 182.11 FT
SE 0.033 (FT/FT)
DESIGN SPEED 40 MPH
TRANS. LENGTH = 125 FT

GRATE DRAIN STATIONS:

TYPE-1 (LEFT SIDE)	TYPE-2 (RIGHT SIDE)
107+53.00	108+65.00
107+58.00	109+15.00
107+63.00	109+45.00
107+68.00	110+05.00
107+73.00	110+55.00
107+79.70	111+05.00
	111+40.00
	111+75.00
	112+10.00

SEALED BY



03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
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SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-742

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B3

REVISIONS

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

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021 EDITION).

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.

LOADING:
HL-93 LIVE LOADING
SEISMIC DESIGN CATEGORY "A" WITH AS= 0.1772, SDS= 0.2861, SD1= 0.0627, (1000 YEAR RETURN PERIOD).
DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

BRIDGE DECKS: CLASS DS CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH METHOD "3" IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS SHALL BE REMAIN-IN-PLACE STEEL. FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. TEMPORARY ERECTION DIAPHRAGMS MUST BE USED AT THE ENDS OF PRECAST CONCRETE GIRDERS WHERE END DIAPHRAGMS, SUPPORT DIAPHRAGMS, OR ABUTMENT ENDWALLS ARE TO BE POURED CONCURRENTLY WITH THE DECK AND SHALL BE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO PREVENT GIRDER ROTATION. SEE STANDARD DRAWING STD-14- 3 AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTIONS 604 AND 907 OF THE STANDARD SPECIFICATIONS.

FOUNDATION PREPARATION: SEE SECTION 204 OF THE STANDARD SPECIFICATIONS. IF IT IS DETERMINED THAT COFFERDAMS ARE REQUIRED, THEY SHALL BE IN ACCORDANCE WITH SECTION 204.09 OF THE STANDARD SPECIFICATIONS.

END-BEARING STEEL PILES: TO BE HP 10 X 42 DRIVEN TO REFUSAL ON ROCK OR A MINIMUM BEARING OF 110 TONS FOR THE ABUTMENTS. ALL PILES SHALL BE ASTM A709 GRADE 50 STEEL.

PILE TIPS: PILES SHALL BE EQUIPPED WITH CAST STEEL POINTS. ALSO, SEE STANDARD DRAWING STD-5-1 FOR ADDITIONAL NOTES.

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).

DRILLED SHAFTS: SEE SPECIAL PROVISION 625 REGARDING DRILLED SHAFT SPECIFICATIONS.

UTILITIES: IT IS INTENDED THAT THE COST OF MATERIALS AND LABOR NECESSARY FOR THE COMPLETE INSTALLATION OF UTILITIES SHALL BE BORNE BY OTHERS AND SHALL NOT BE PAID FOR AS A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH OTHERS IN THE INSTALLATION OF UTILITIES WITH NO ADDITIONAL COMPENSATION ALLOWED THE CONTRACTOR AS A RESULT.

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWINGS STD-11-2 & 11-3. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS "B" IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05-08.

VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA: ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED.

REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION:

1.) THE PHASE CONSTRUCTION SEQUENCE MAY PROHIBIT THE EXTRACTION OF SOME SHEET PILING. ALL COSTS ASSOCIATED WITH SHEET PILING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

2.) THE LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CHANGED TO ACCOMMODATE STAY-IN-PLACE DECK FORMS.

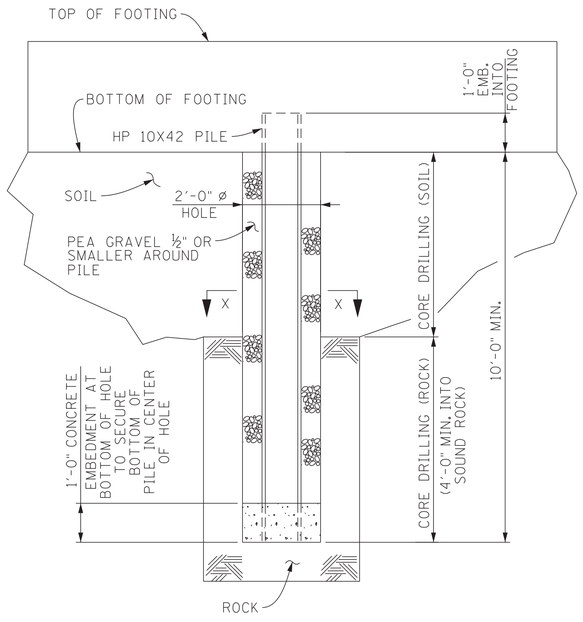
3.) NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING OR PROPOSED STRUCTURE.

4.) (2) – 11'-0" TRAFFIC LANES SHALL BE MAINTAINED AT ALL TIMES.

LEAD/CHROMATE PAINT: OUR MAINTENANCE RECORDS INDICATE THE BEARINGS WERE ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES. THE CONTRACTOR IS REQUIRED TO PROCEED ACCORDINGLY TO TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY STATE AND FEDERAL LAW FOR BOTH WORKER PROTECTION AND HAZARDOUS MATERIALS DISPOSAL.

CUTTING STEEL WITH LEAD/CHROMATE PAINT: IF BEARINGS COATED WITH LEAD AND/OR CHROMATE-BASED PAINTS ARE TO BE SEVERED USING THERMAL CUTTING METHODS, THE AREAS TO BE CUT SHALL FIRST BE CLEANED TO BARE METAL BY ABRASION.

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.01.



PRE-DRILLED PILE DETAILS

ABUTMENT PILES SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS ON THIS SHEET.

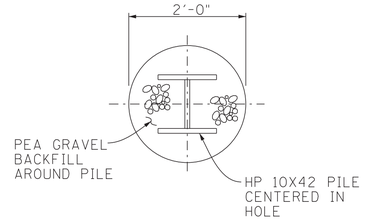
1. A 2'-0" DIAMETER HOLE (10'-0" MINIMUM IN LENGTH) SHALL BE DRILLED IN THE PLANS LOCATION FOR THE PILE. THE AMOUNT OF CORE DRILLING (SOIL) AND CORE DRILLING (ROCK) WILL VARY DUE TO LOCATION OF ROCK LINE.

2. THE HOLE SHALL BE THOROUGHLY CLEANED OF ALL LOOSE MATERIAL, MINIMUM OF 12 INCHES OF HIGH EARLY STRENGTH CONCRETE PLACED IN THE BOTTOM OF THE HOLE, THE PILE INSERTED AND CENTERED IN THE HOLE, AND THE PILE SUPPORTED UNTIL THE CONCRETE REACHES ITS INITIAL SET STRENGTH.

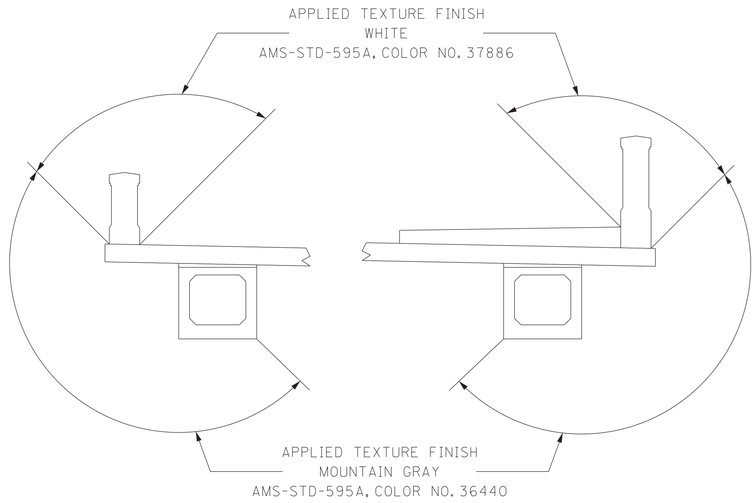
3. AS SOON AS THE CONCRETE HAS OBTAINED ITS INITIAL SET AND IT IS ABLE TO STABILIZE THE PILE TIP LOCATION IN THE BOTTOM OF THE HOLE, THE HOLE SHALL BE BACKFILLED WITH PEA GRAVEL. THE TOP OF THE PILE SHALL BE BRACED IN A MANNER SO THAT ITS VERTICAL POSITION IN THE CENTER OF THE HOLE IS MAINTAINED.

4. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS SO AS NOT TO DAMAGE THE EXISTING BRIDGE FOUNDATION DURING PILE PRE-DRILLING. CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR ANY DAMAGED AREAS.

BASIS FOR PAYMENT: THE COST OF ALL MATERIAL AND LABOR FOR DRILLING THE 2'-0" HOLES, PILE END ENCASEMENT, BACKFILLING WITH PEA GRAVEL, BRACING OF THE PILES, AND ANY OTHER INCIDENTALS REQUIRED FOR FULL INSTALLATION OF THE PILES SHALL BE INCLUDED IN ITEM NO. 606-02.03.



SECTION "X" - "X"



APPLIED TEXTURE FINISH SKETCH

TEXTURE FINISH: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAMS, PIERS, AND EXTERIOR PORTIONS OF THE ENDWALLS SHALL RECEIVE AN APPLIED TEXTURE FINISH, (GRAY, AMS-STD-595A, COLOR NO. 36440).

SEALED BY

03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-743

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B4

REVISIONS

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

ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABT. NO. 1	PIER NO. 1	PIER NO. 2	PIER NO. 3	PIER NO. 4	PIER NO. 5	ABT. NO. 2
(2), (3)	202-01.02	REMOVAL OF ASBESTOS	L.S.	1								
(2)	202-04.01	REMOVAL OF STRUCTURES	L.S.	1								
(4)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	638		305						333
(14)	204-05.01	CORE DRILLING AND SAMPLING	L.F.	250			50	50	50	50	50	
	204-14	CORE DRILLING FOR PILES (ROCK)	L.F.	219		110						109
	204-15	CORE DRILLING FOR PILES (SOIL)	L.F.	479		227						252
(10)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	128		64						64
(9)	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	218963	212171	3374						3418
(8)	604-03.01	CLASS "A" CONCRETE (BRIDGES)	C.Y.	817	91	119	94	102	101	99	98	113
(9)	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	153613	7945	14559	22093	24083	23911	23354	23255	14413
(1)	604-03.04	PAVEMENT AT BRIDGE ENDS	S.Y.	332								
	604-03.32	CLASS "DS" CONCRETE (BRIDGE DECK)	C.Y.	776	776							
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	2745	1514	55	204	230	249	219	217	57
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	2541								
	606-02.03	STEEL PILES (10 INCH)	L.F.	744		360						384
(11)	606-02.06	PILE TIPS (STEEL PILES, 10 INCH)	EA.	48		24						24
	610-10.45	DECK DRAINS (GRATE TYPE 1)	EA.	6								
	610-10.46	DECK DRAINS (GRATE TYPE 2)	EA.	9								
(6)	615-02.05	PRESTRESSED CONCRETE BOX BEAM (33" X 36")	L.F.	2646								
(12)	617-02	BRIDGE DECK CRACK SEALANT	L.F.	444								
(12)	617-05	SEALANT (HMWM)	GAL.	3								
	620-05.02	STANDARD CONCRETE CLASSIC PARAPET RAIL	L.F.	835								
	621-05.02	TEMPORARY SHORING	L.S.	1								
(16)	625-01.10	CAMERA INSPECTION - DRILLED SHAFT (DRY)	EA.	15			5			5	5	
(16)	625-01.11	CAMERA INSPECTION - DRILLED SHAFT (UNDERWATER)	EA.	10				5	5			
(13)	625-02.01	DRILLED SHAFT - SOIL (4'-6" DIA.)	V.F.	210			45	20	45	50	50	
(13)	625-02.13	DRILLED SHAFT - ROCK (4'-0" / 4'-6" DIA.)	V.F.	200			40	40	40	40	40	
(17)	625-02.25	DRILLED SHAFT CASING - PERMANENT (4'-6" INSIDE DIA.)	V.F.	210			45	20	45	50	50	
(18)	625-02.40	DRILLED SHAFT (SH-SCC) CONCRETE	C.Y.	221			46	31	46	49	49	
	625-02.44	DRILLED SHAFT REINFORCING STEEL	LB.	51380			10488	8420	10542	10974	10956	
(7)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	287		144						143
	710-09.02	6" PIPE UNDERDRAIN	L.F.	42		21						21

(1) **NOTE:** PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.

(2) **NOTE:** LUMP SUM (7 SPANS AT 28'-6", 34'-6" OUT-TO-OUT WIDTH, CONCRETE DECK GIRDER SUPERSTRUCTURE WITH CONCRETE SUBSTRUCTURES, BRIDGE I.D. NO. 78SR0710039, EXISTING LAYOUT DWG. NO. E-10-96).

(3) **NOTE:** SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.

(4) **NOTE:** EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.

(5) **NOTE:** THE COST OF BITUMINOUS-FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

(6) **NOTE:** COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED BEAM.

(7) **NOTE:** COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

(8) **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 105 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

(9) **NOTE:** MECHANICAL BAR SPLICERS MUST BE ON THE TDOT QUALIFIED PRODUCTS LIST 27. THE BAR SPLICERS SHALL MEET AASHTO LRFD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO SECTION 907 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-02.03 AND ITEM NO. 604-03.02.

(10) **NOTE:** GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

(11) **NOTE:** THE UNIT PRICE BID FOR THE CAST STEEL POINTS SHALL INCLUDE FURNISHING AND INSTALLATION TO THE PILES.

(12) **NOTE:** INCLUDES ALL COSTS FOR INSTALLING THE BRIDGE DECK CRACK SEALER (HMWM) INCLUDING CRACK PREPARATION, CLEANING, LABOR, AND ALL MISCELLANEOUS MATERIALS REQUIRED TO SEAL THE LONGITUDINAL CONSTRUCTION JOINT ACCORDING TO SPECIAL PROVISION 604CR AND MANUFACTURERS' SPECIFICATIONS. CRACK SEALING SHALL BE DONE AT THE END OF CONSTRUCTION TO ALLOW SHRINKAGE OF DECK CONCRETE CAUSING THE CRACK TO OCCUR.

(13) **NOTE:** THE COST OF THE FOLLOWING ITEMS IS TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NOS. 625-02.01 AND 625-02.13:

1. DRILLING THE SHAFT
2. CLEANING AND INSPECTING THE SHAFT
3. INSTALLATION OF ALL CASING AND/OR SLURRY, IF USED. NO PAYMENT WILL BE MADE FOR TEMPORARY CASING WHICH CANNOT BE REMOVED.
4. INSTALLATION OF 1.5" DIAMETER PIPES IN SHAFTS FOR CSL TESTING. 4 CSL TUBES ARE REQUIRED PER SHAFT AT ALL PIERS.

(14) **NOTE:** SEE ARTICLE 625.31 OF THE SPECIAL PROVISION. THE INTENT IS FOR THE CORE DRILLING AND SAMPLING TO BE PERFORMED PRIOR TO SHAFT DRILLING. SUBJECT TO THE APPROVAL FROM THE GEOTECHNICAL ENGINEER, THESE CORES ARE TO BE USED TO PRE-DETERMINE ACCEPTABLE SHAFT TIP ELEVATIONS. CORES SHALL EXTEND 10'-0" BELOW ESTIMATED TIP ELEVATIONS SHOWN ON THE PLANS. 1 CORE IS REQUIRED PER SHAFT.

(15) **NOTE:** CSL TESTING WITH THE ADDITION OF 3D TOMOGRAPHY SHALL BE PERFORMED ON ALL SHAFTS. THE CSL TESTING FIRM MUST BE PRESENT FOR ALL SHAFT POURS.

(16) **NOTE:** THE INTENT IS TO VERIFY THAT THE SHAFT TIP AND SIDE WALLS OF THE SOCKET ARE CLEAN AND INTACT.

(17) **NOTE:** THE CONTRACTOR SHALL USE PERMANENT CASING. THE STRUCTURAL CAPACITY OF THE CASING IS NOT INCORPORATED INTO THE DESIGN.

(18) **NOTE:** DRILLED SHAFT CONCRETE SHALL BE CLASS SH-SCC.

ESTIMATED ELEVATIONS TABLE

	EXISTING GROUND ELEV.	TOP OF DRILLED SHAFT	TOP OF SOUND ROCK	BOTTOM OF ROCK SOCKET	BOTTOM OF CORE	DISTANCE FROM GROUND TO BOTTOM OF CORE
PIER NO. 1	1038.00	1038.00	1029.00	1021.00	1011.00	27.00
PIER NO. 2	1034.00	1034.00	1030.00	1022.00	1012.00	22.00
PIER NO. 3	1031.00	1034.00	1025.00	1017.00	1007.00	24.00
PIER NO. 4	1035.00	1035.00	1025.00	1017.00	1007.00	28.00
PIER NO. 5	1035.00	1035.00	1025.00	1017.00	1007.00	28.00

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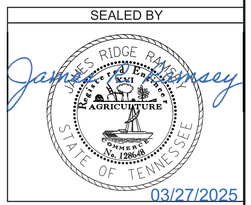

03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-744

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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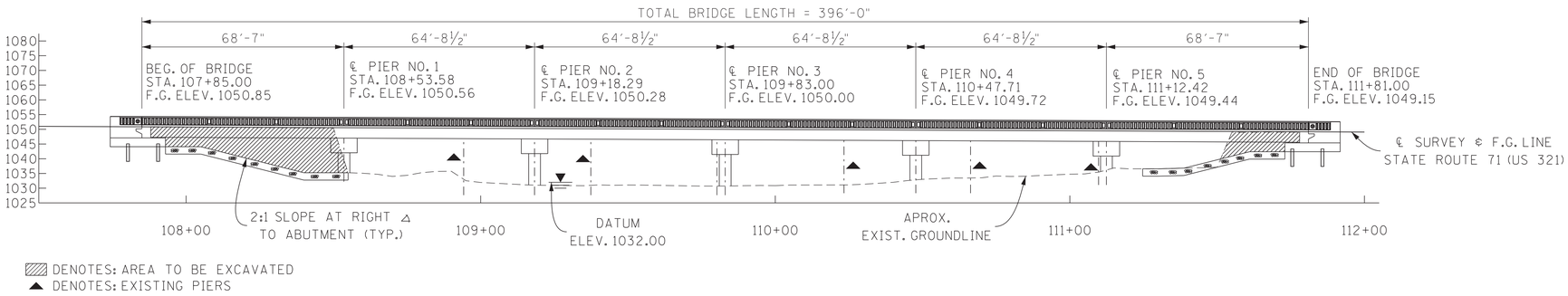


ELEVATION

NOTE: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

NOTE: TEMPORARY SHORING WILL BE NEEDED FOR CONSTRUCTION OF PHASE 1.

NOTE: BORING DEPICTIONS SHOWN ON FOUNDATION DATA SHEET INDICATE GENEREAL SOIL AND ROCK TYPE AT SPECIFIC BORING LOCATIONS.

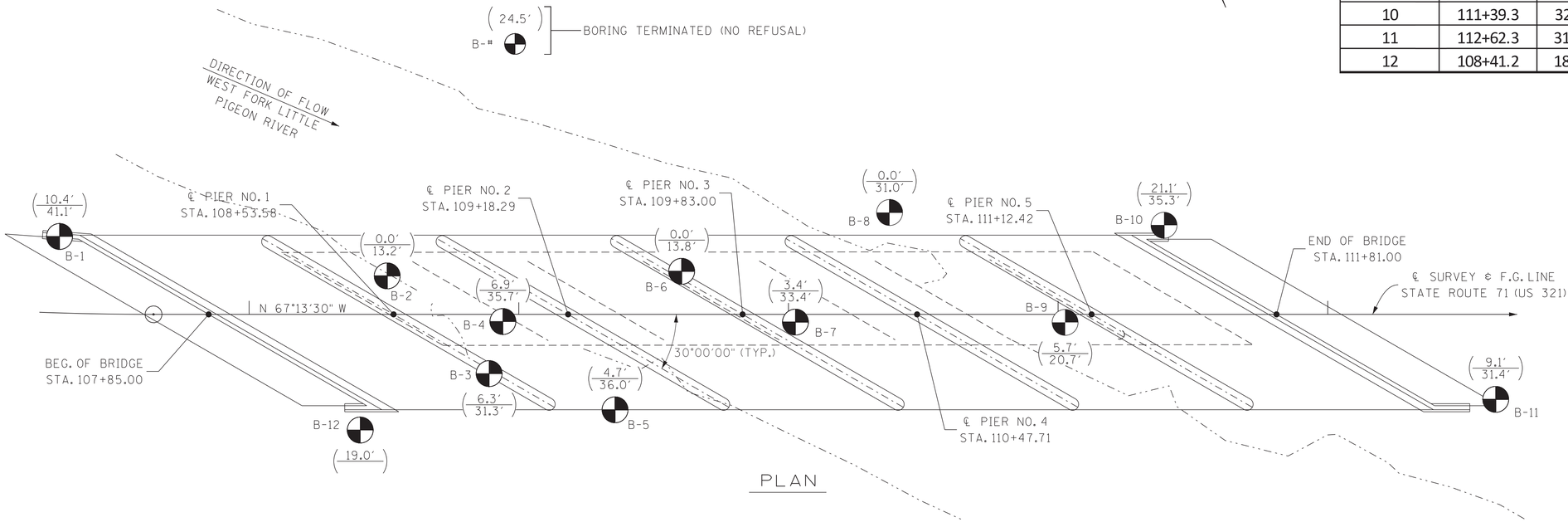
BORING LEGEND

(24.5′ / 70.3′) B-# — AUGER REFUSAL DEPTH / TOTAL DEPTH TO BOTTOM OF CORE SAMPLE

(24.5′) B-# — AUGER REFUSAL DEPTH / NO CORE SAMPLE TAKEN

(24.5′) B-# — BORING TERMINATED (NO REFUSAL)

POINT NO.	STATION	OFFSET (FT)	GROUND ELEVATION (FT)	ROCK ELEVATION (FT)	TOTAL DEPTH (FT)
1	107+29.7	28.4 LT	1048.9	1038.5	41.1
2	108+51.2	13.8 LT	1033.3	1033.3	13.2
3	108+89.0	22.4 RT	1040.1	1033.8	31.3
4	108+94.1	3.1 RT	1036.4	1029.5	35.7
5	109+35.7	35.7 RT	1039.3	1034.6	36.0
6	109+60.4	15.6 LT	1032.6	1030.4	13.8
7	110+02.6	3.1 RT	1031.8	1025.6	33.4
8	110+37.5	37.5 LT	1036.3	1036.3	31.0
9	111+02.3	3.2 RT	1034.5	1031.8	20.7
10	111+39.3	32.9 LT	1048.5	1028.5	35.3
11	112+62.3	31.5 RT	1046.9	1035.2	31.4
12	108+41.2	18.0 RT	1048.7	1029.7	19.0



PLAN

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-745

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B6

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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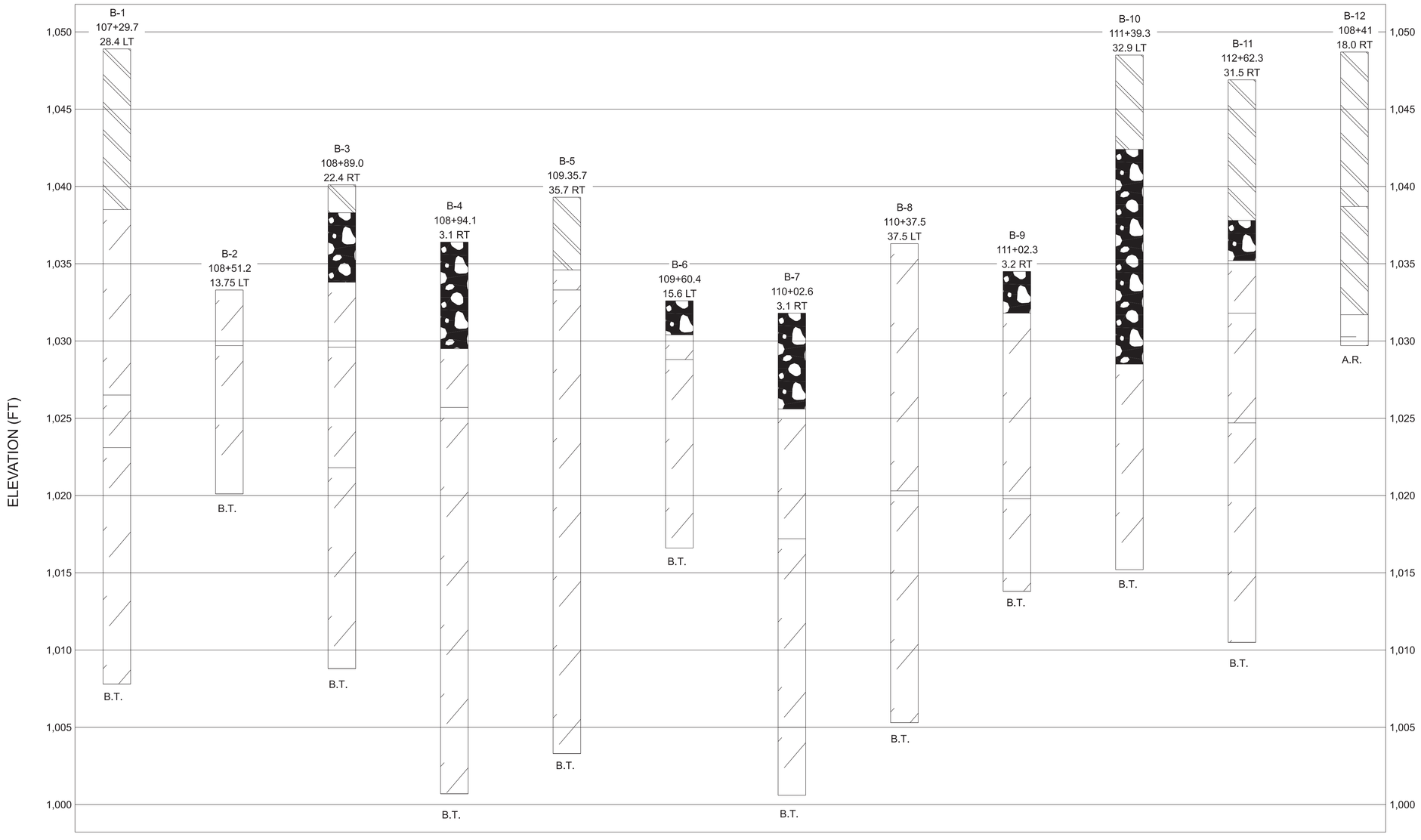

LEGEND

- BOULDERS AND COBBLES
- CLAY
- SLATE OR PHYLLITE
- WEATHERED SAPROLITE

A.R. = AUGER REFUSAL
B.T. = BORING TERMINATED

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PIN NO.: 124563.00
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-746

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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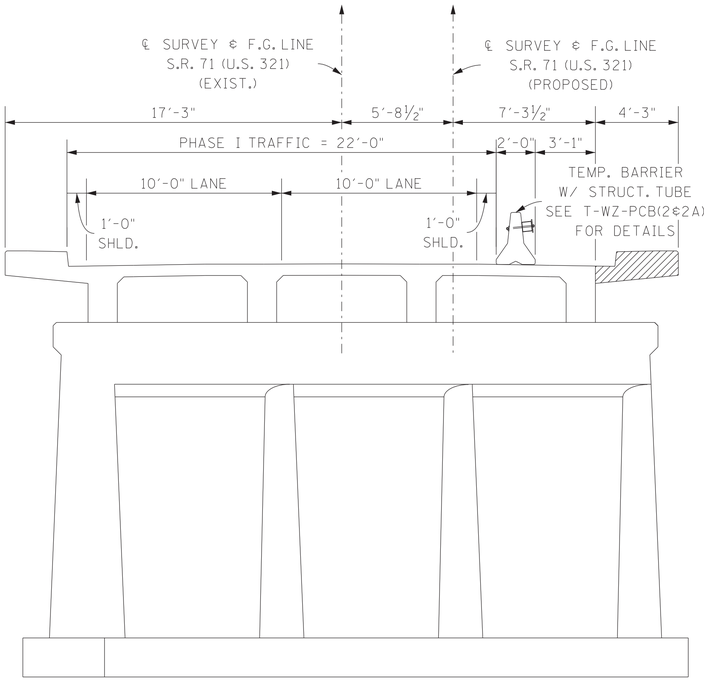
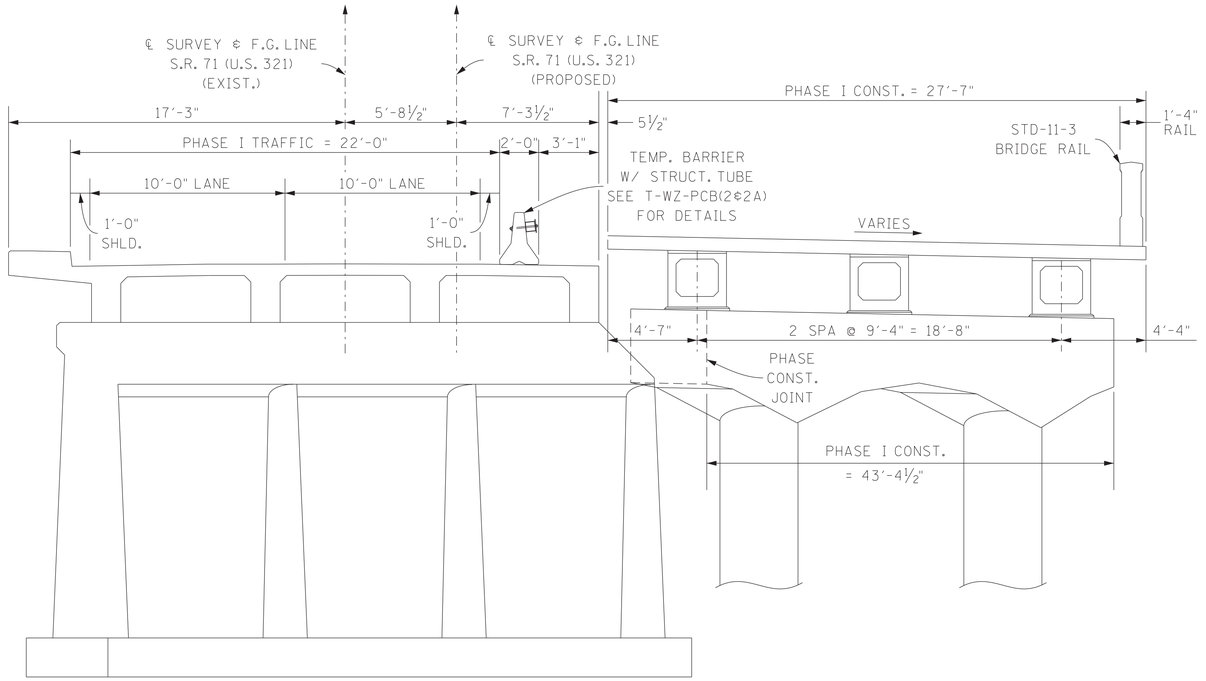
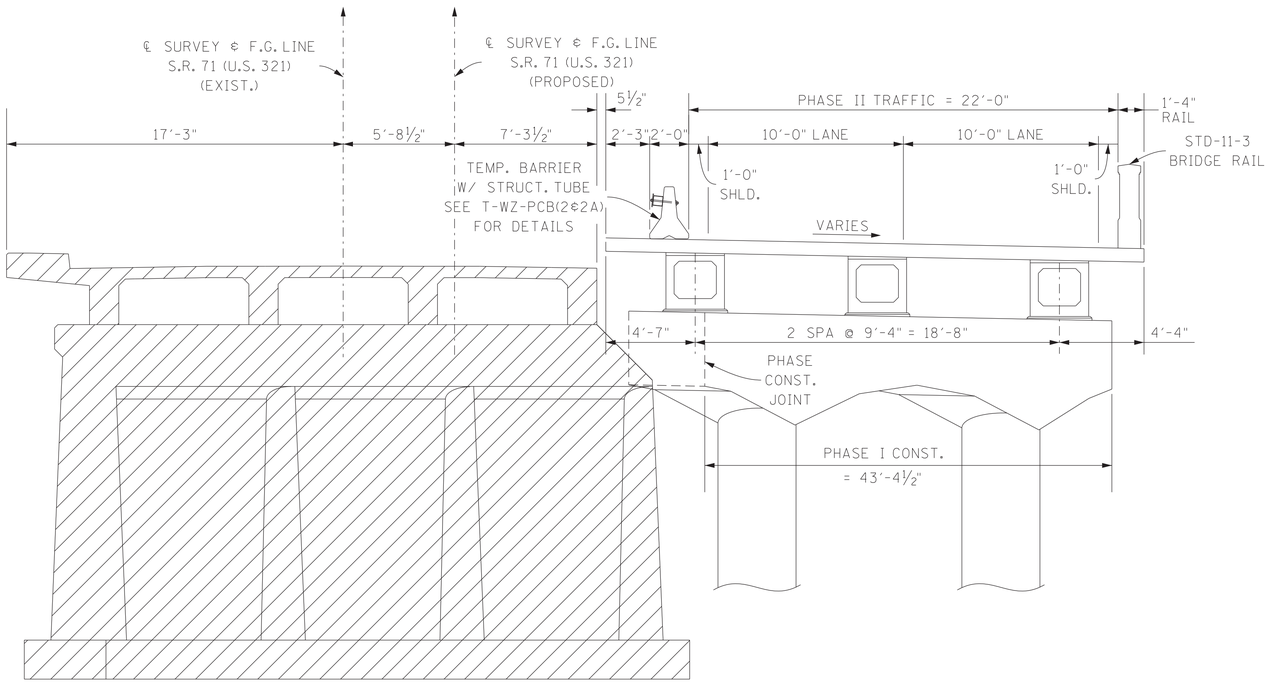


PHASE I - DEMOLITION
LOOKING AHEAD ON SURVEY
(PIER DIMENSIONS SHOWN ALONG SKEW)



PHASE I - CONSTRUCTION
LOOKING AHEAD ON SURVEY
(PIER DIMENSIONS SHOWN ALONG SKEW)

▨ DENOTES: DEMOLITION



PHASE II - DEMOLITION
LOOKING AHEAD ON SURVEY
(PIER DIMENSIONS SHOWN ALONG SKEW)

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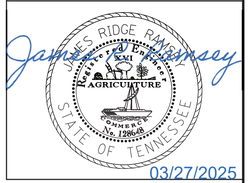

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SEQUENCE
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-747

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B8

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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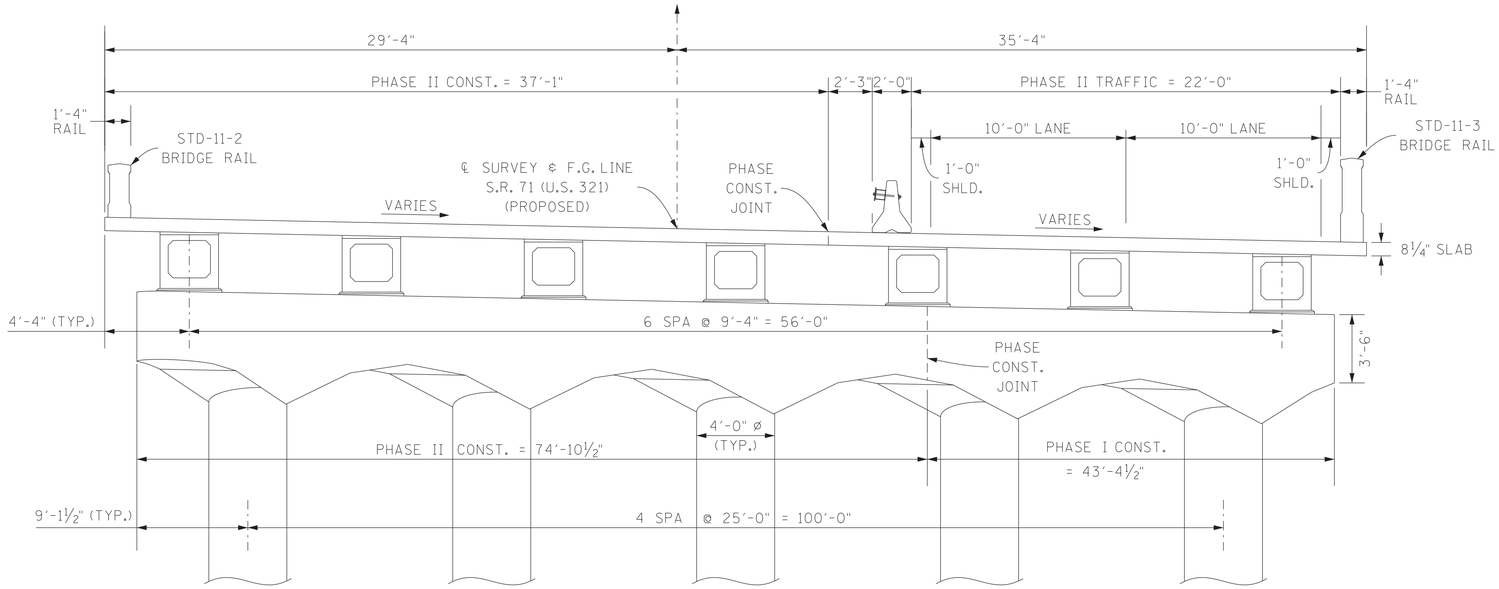
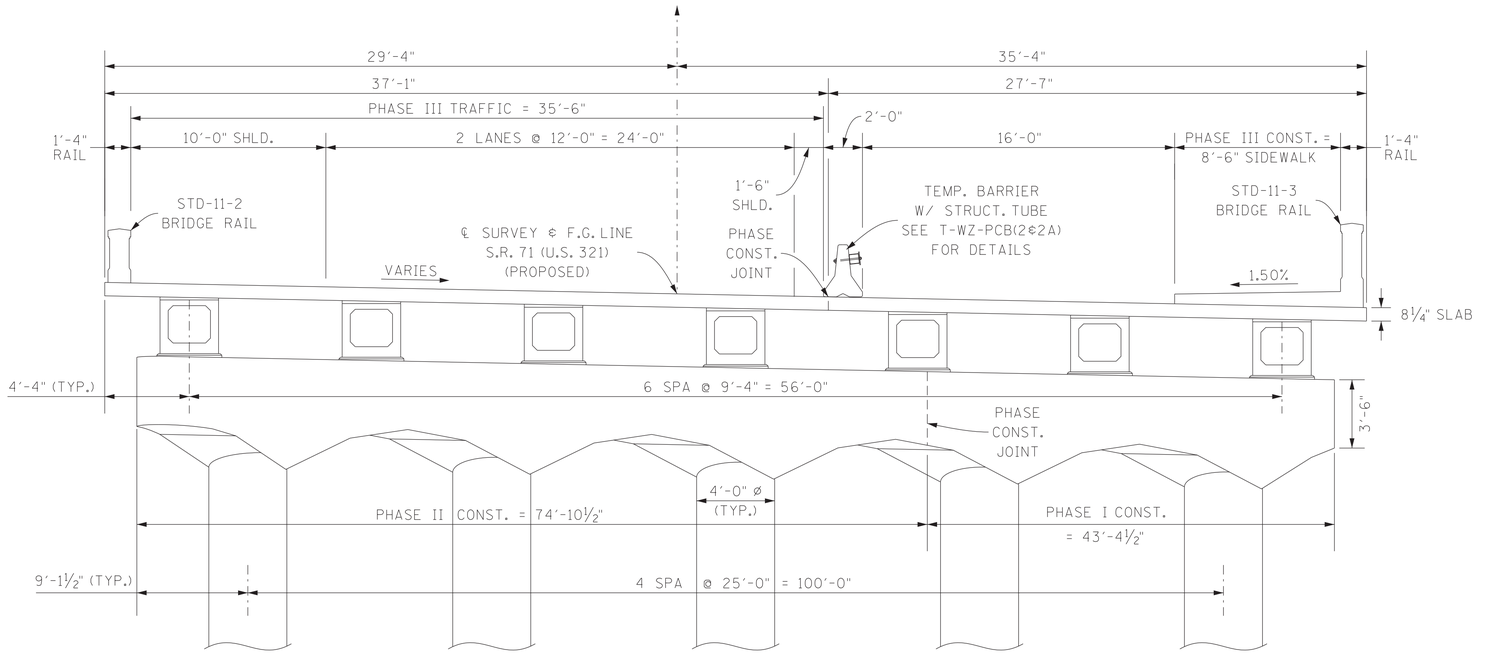


PHASE II - CONSTRUCTION
LOOKING AHEAD ON SURVEY
(PIER DIMENSIONS SHOWN ALONG SKEW)



PHASE III - CONSTRUCTION
LOOKING AHEAD ON SURVEY
(PIER DIMENSIONS SHOWN ALONG SKEW)

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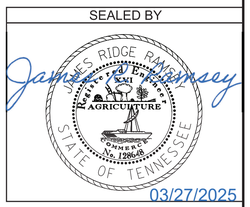

03/27/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION SEQUENCE
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LOG MILE 21.00
SEVIER COUNTY
2025

U-94-748

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B9

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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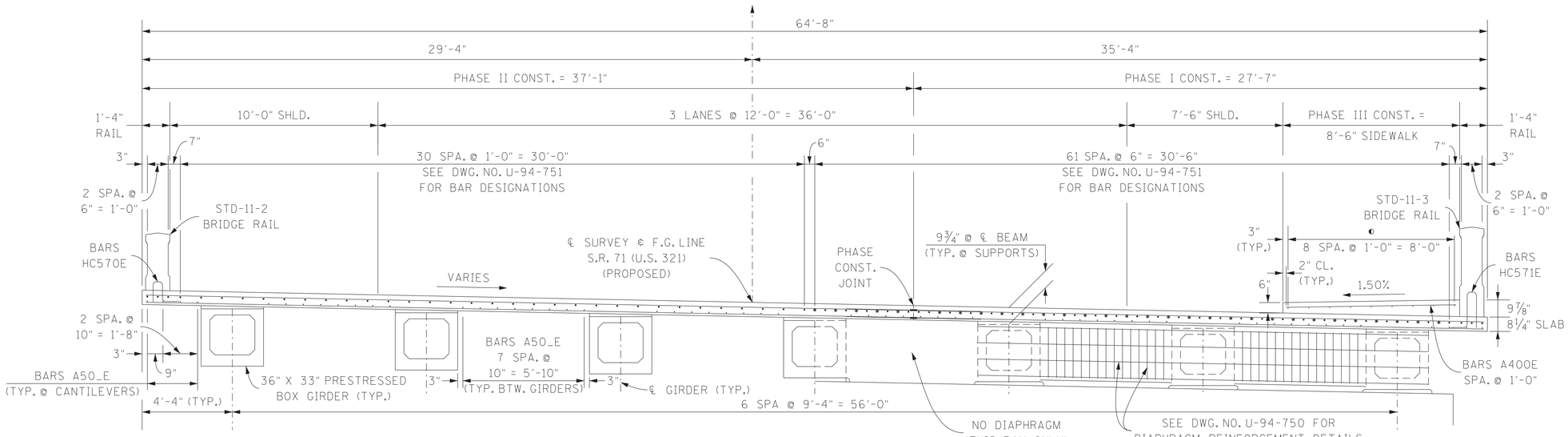


◉ DENOTES: TERMINATING BARS WITHIN SPAN
SEE DWG. NO. U-94-751 FOR LOCATIONS

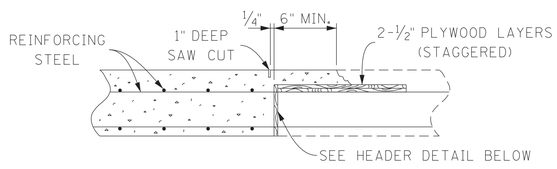
◐ DENOTES: (6) BARS A401E 5/8" BAR A402E (SLAB)
OR
BARS A403E (P.A.B.E.)

HALF SECTION IN SPAN

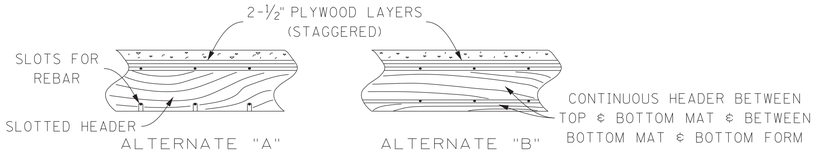
HALF SECTION @ SUPPORT

TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW



SLAB CONSTRUCTION JOINT DETAIL



ALTERNATE HEADER DETAIL
(THE CONTRACTOR MAY SUBMIT AN ALTERNATE DETAIL FOR APPROVAL)

NOTE: NO PORTION OF THE PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE, UNLESS REQUIRED FOR PHASE CONSTRUCTION.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. 11-2 & 11-3, RESPECTIVELY.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE GIRDERS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. WHILE IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE GIRDERS, IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE PIERS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE GIRDERS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. THE GIRDERS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE REMAINDER OF THE SUPPORT DIAPHRAGMS AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS DS CONCRETE.

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

1. NO CONSTRUCTION JOINT SHALL BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.

2. THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

3. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAILS SHOWN ON THIS SHEET.

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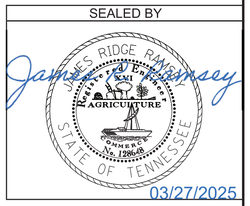
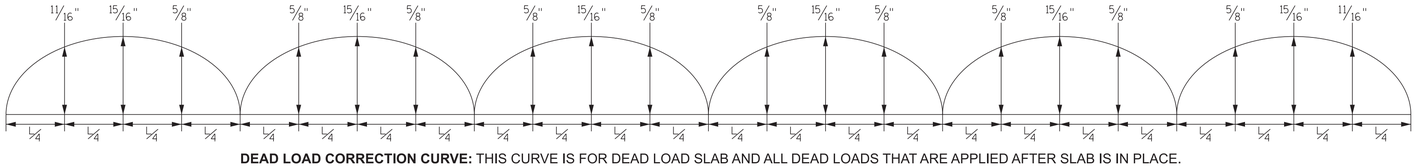


03/27/2025



DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE.

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-749

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B10

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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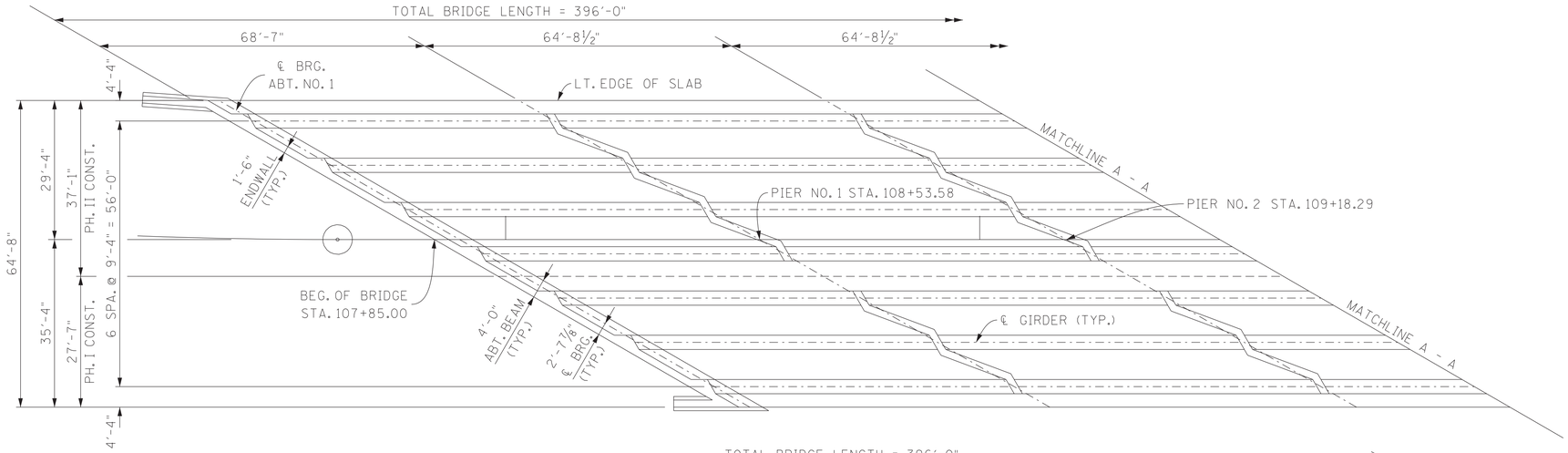
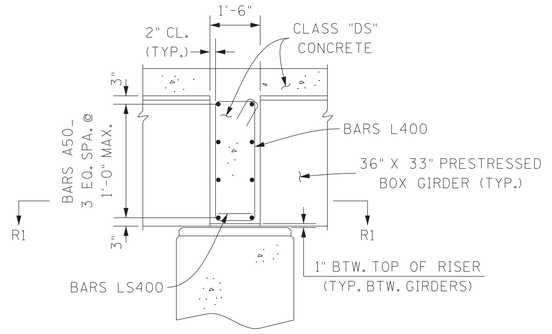
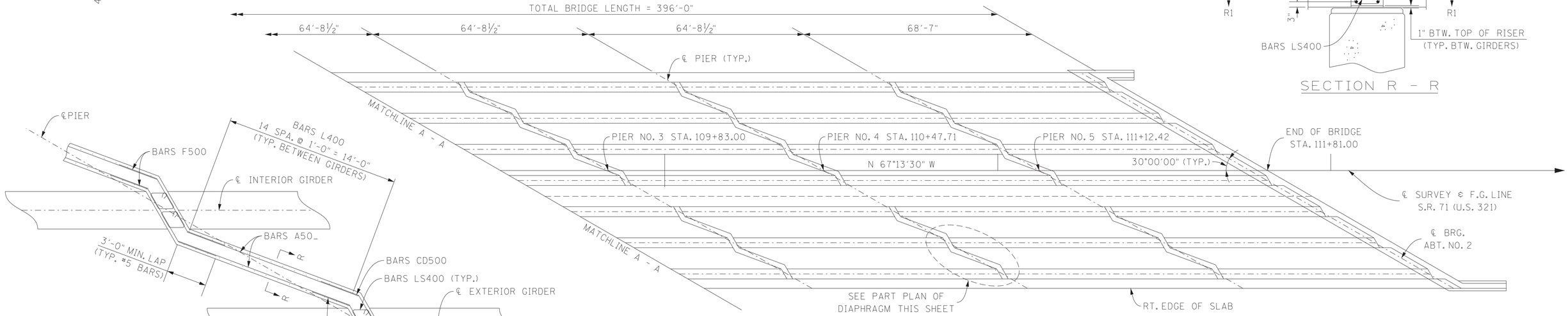
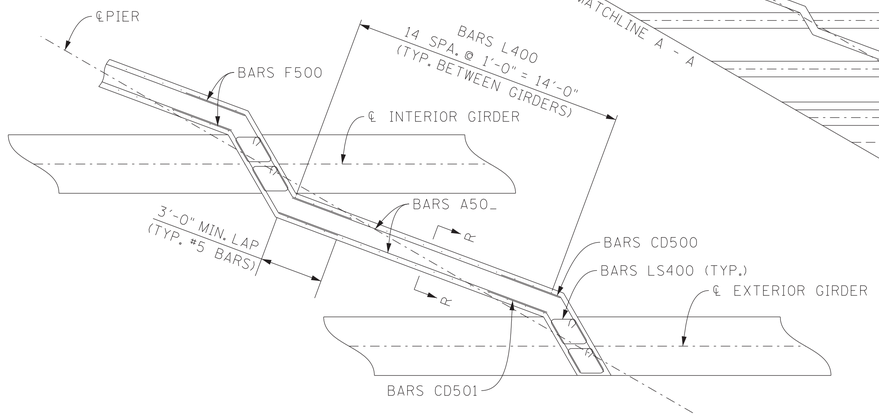




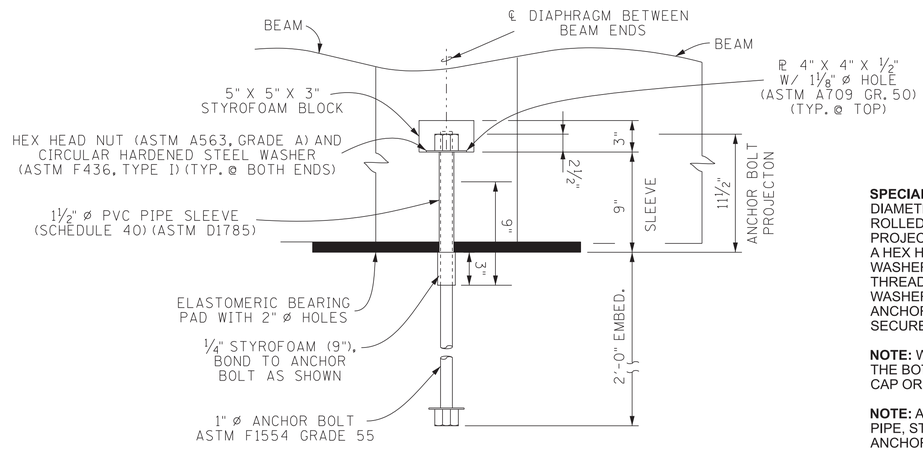
SECTION R - R



FRAMING PLAN



PART PLAN OF DIAPHRAGM



ANCHOR BOLT ASSEMBLY DETAILS

SPECIAL NOTE FOR ANCHOR BOLTS AT PIERS: ANCHOR BOLTS SHALL BE 1" DIAMETER BOLTS WITH CUT THREADS OR 0.906" MIN. DIAMETER BOLTS WITH ROLLED THREADS WITH A MINIMUM YIELD STRENGTH OF 55 KSI. THE ANCHOR BOLT PROJECTION SHALL HAVE A 1½" DIAMETER PVC SLEEVE (SCHEDULE 40) CAPPED BY A HEX HEAD NUT, WASHER, AND 4" X 4" X ½" PLATE WITH 1⅛" Ø HOLE. THE NUT, WASHER, AND PLATE SHALL BE TIGHTENED SNUG AGAINST THE PVC PIPE WITH THE THREADS OF THE ANCHOR BOLT BURRED. THE PROJECTING ANCHOR BOLT, NUT, WASHER, AND PLATE SHALL BE PAINTED WITH EPOXY PAINT. THE TOP OF THE ANCHOR BOLT SHALL BE COVERED WITH A 5" X 5" X 3" STYROFOAM BLOCK GLUED SECURELY TO THE TOP OF THE ASSEMBLY.

NOTE: WHEN THE NUT IS TIGHTENED AGAINST THE TOP OF THE PVC PIPE SLEEVE, THE BOTTOM OF THE SLEEVE SHALL BEAR UNIFORMLY ON THE TOP OF THE PIER CAP OR RISER BLOCK.

NOTE: ALL ANCHOR BOLTS, HEX HEAD NUTS, WASHERS, PLATES, SCHEDULE 40 PVC PIPE, STYROFOAM BLOCKS, AND LABOR NECESSARY FOR INSTALLATION OF THE ANCHOR BOLT ASSEMBLY TO BE INCLUDED IN THE COST OF CLASS 'A' CONCRETE.

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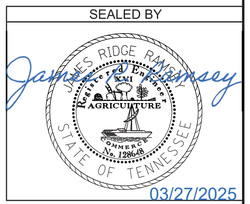

03/27/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
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SEVIER COUNTY
2025

U-94-750

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B11

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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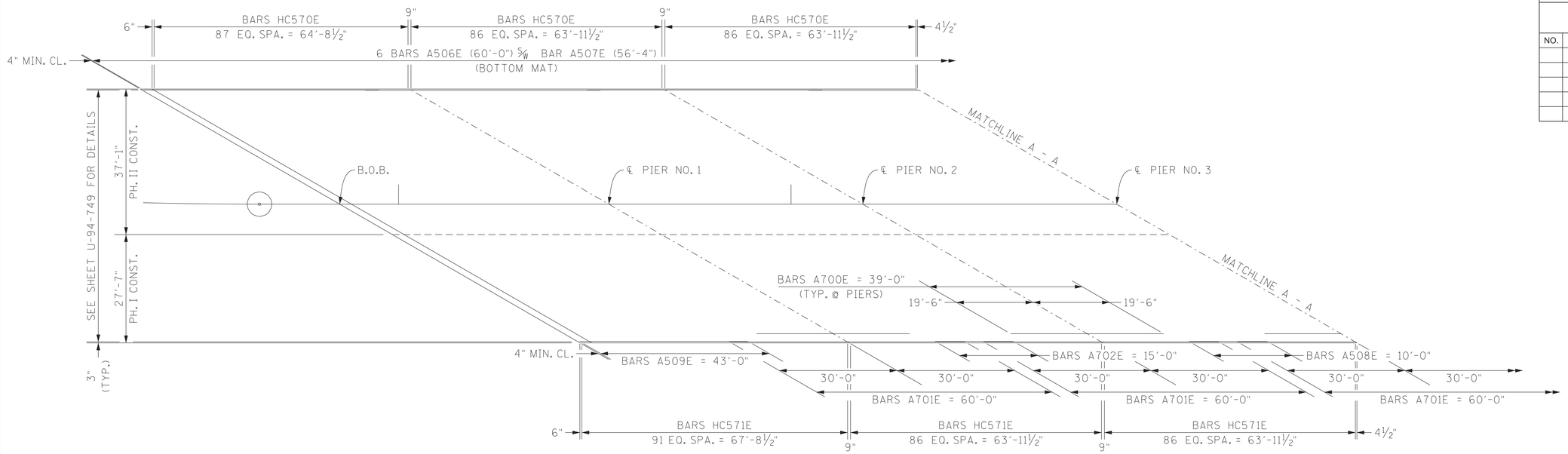
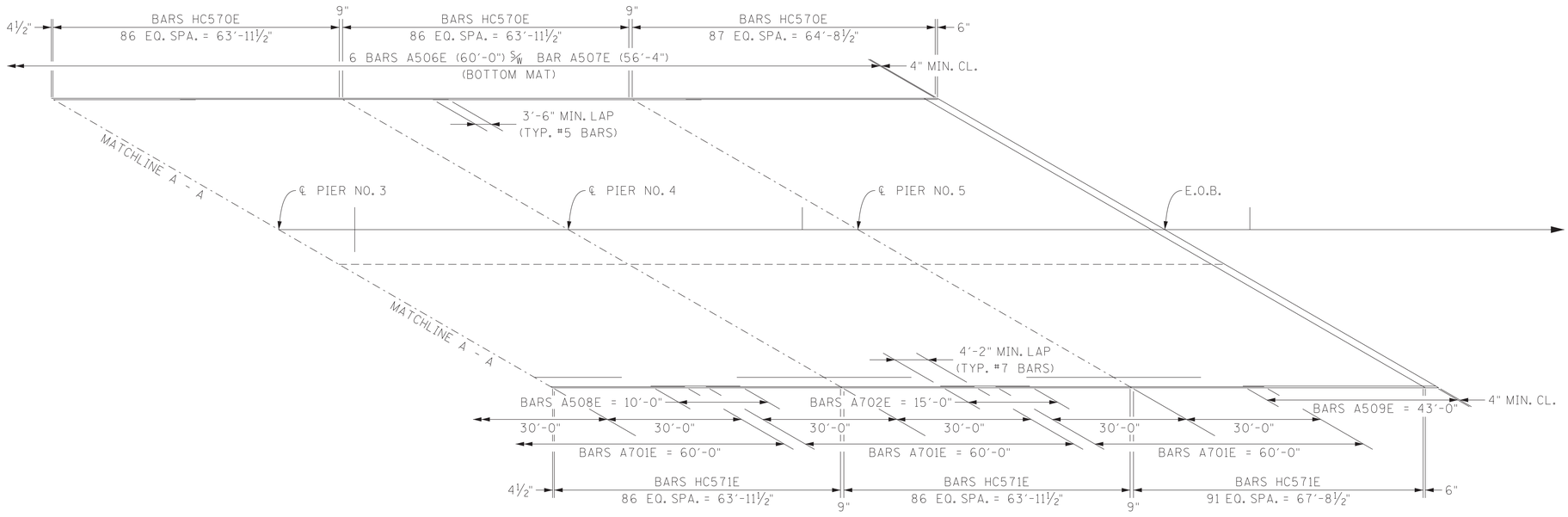
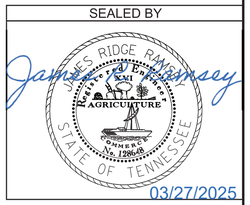




SLAB PLAN
(SHOWING LONGITUDINAL REINFORCEMENT)

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-751

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B12

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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	- -		
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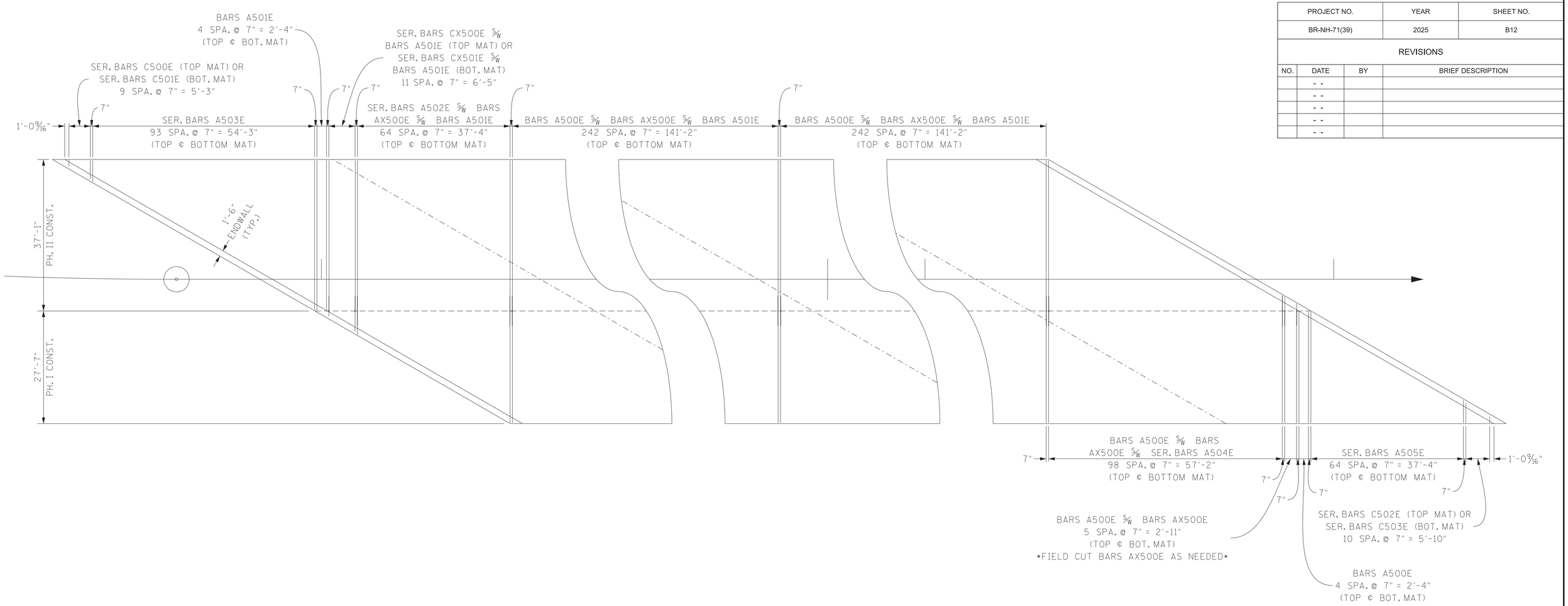

SLAB PLAN
(SHOWING TRANSVERSE REINFORCEMENT)

SEALED BY

JAMES RIDGE RAMSEY
STATE OF TENNESSEE
LICENSED
PROFESSIONAL
ENGINEER
KAI
AGRICULTURE
NUMBER
120646
03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-752

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B13

REVISIONS

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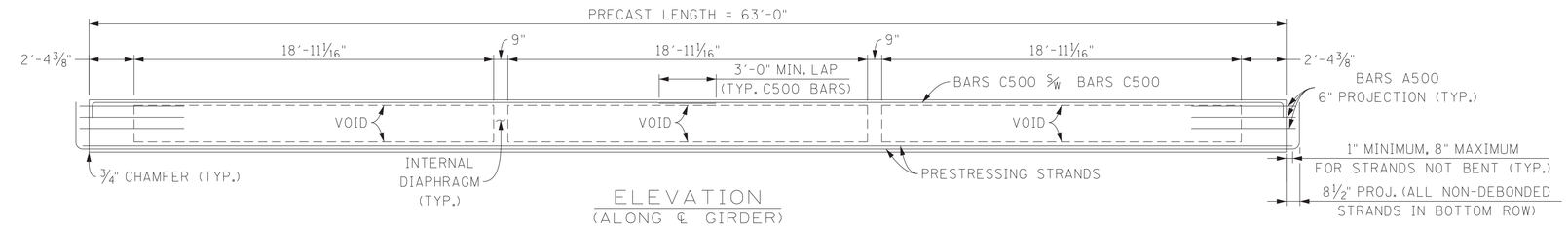
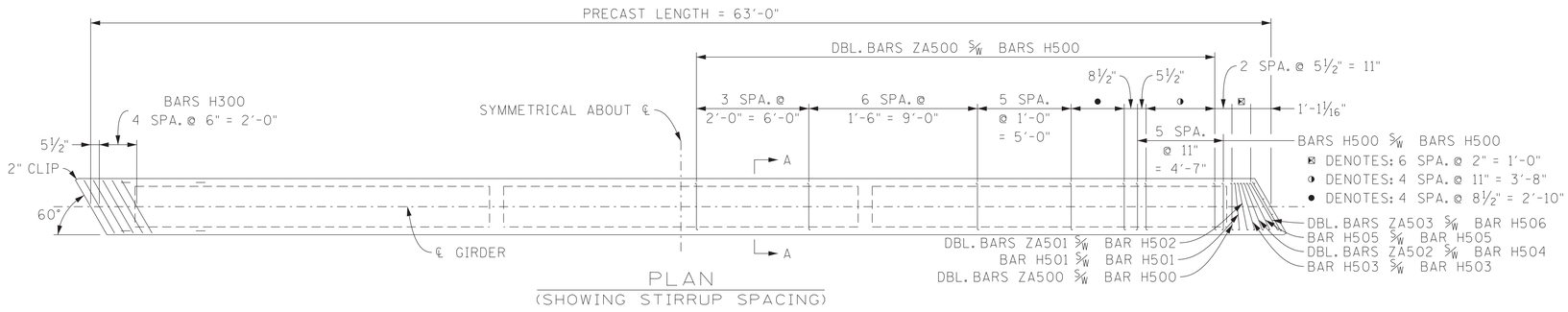
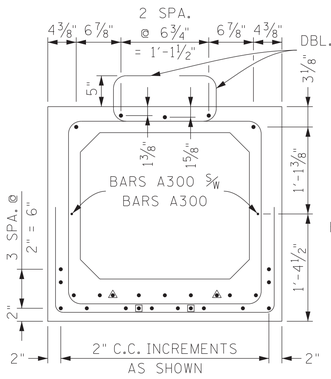


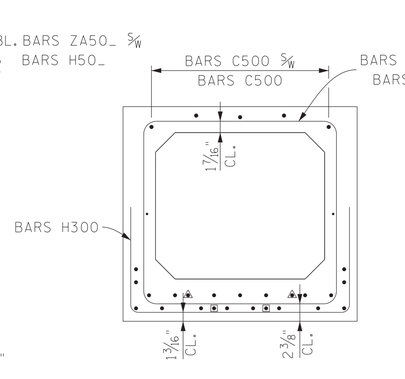
ELEVATION
(ALONG ℄ GIRDER)



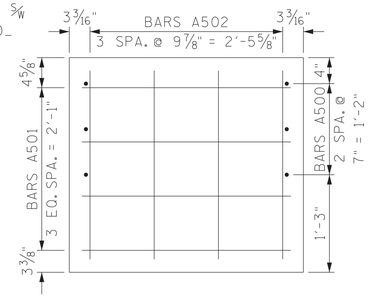
PLAN
(SHOWING STIRRUP SPACING)



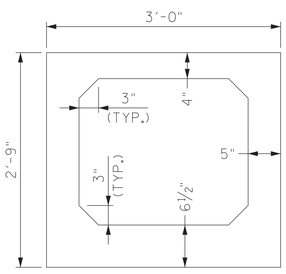
SECTION A - A
(SHOWING PROJ. REINF.)



SECTION A - A
(SHOWING NON-PROJ. REINF.)

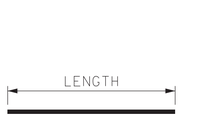


END ELEVATION
(PERPENDICULAR TO ℄ GIRDER)

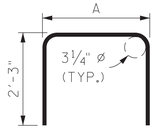


SECTION A - A
(SHOWING PROPERTIES)

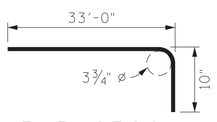
▲ DENOTES: DEBOND 3'-0" FROM ENDS
▣ DENOTES: DEBOND 4'-0" FROM ENDS



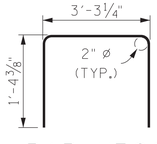
BAR A



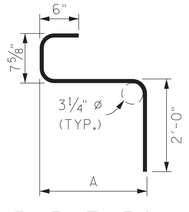
BAR H50_



BAR C500



BAR H300



BAR ZA50_

NOTE: SEE STD-14-3 FOR BOX GIRDER STANDARD DETAILS, NOTES AND REINFORCING NOT SHOWN ON THIS SHEET.

NOTE: THE PRESTRESSED GIRDERS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 7,000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 6,000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

NOTE: DOWNWARD DEFLECTION UNDER TOTAL DL IS NOT ALLOWED.

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED GIRDER DESIGN DATA (PER GIRDER):

LIVE LOAD DISTRIBUTION FACTOR:

MOMENT = 0.94 LANES

SHEAR = 1.33 LANES

COMPOSITE DEAD LOAD:

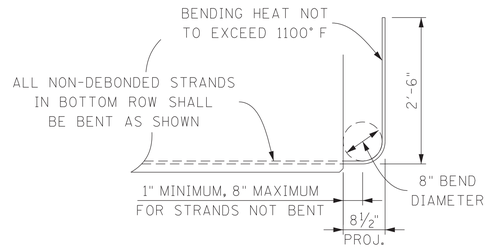
DC = 280 LB/FT

DW = 268 LB/FT

COMPOSITE SLAB DESIGN STRENGTH: F 'C = 4000 PSI

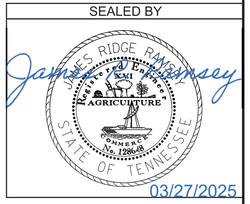
ESTIMATED QUANTITIES - (PER GIRDER)			
NO. REQ'D	0.6" Ø PRESTRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE CLASS "P" C.Y.	REINFORCING STEEL LB.
42	1,126	11	1,746

BILL OF STEEL - PER GIRDER				
BAR	SIZE	NO. REQ'D	BEND DIM. "A"	LENGTH
A300	3	4		32' - 4"
A500	5	12		5' - 6"
A501	5	8		3' - 1"
A502	5	8		2' - 5"
C500	5	10		33' - 10"
H300	3	10		6' - 1"
H500	5	74	2' - 6 ¼"	6' - 9 ⅜"
H501	5	4	2' - 6 ½"	6' - 9 ½"
H502	5	2	2' - 6 ⅞"	6' - 10"
H503	5	4	2' - 7 ½"	6' - 10 ⅝"
H504	5	2	2' - 8 ⅜"	6' - 11 ½"
H505	5	4	2' - 9 ⅜"	7' - 0 ⅝"
H506	5	2	2' - 10 ⅞"	7' - 2"
ZA500	5	100	1' - 11 ⅜"	4' - 8 ⅝"
ZA501	5	4	1' - 11 ⅞"	4' - 9 ⅛"
ZA502	5	4	2' - 1"	4' - 10 ¼"
ZA503	5	4	2' - 2 ⅛"	5' - 0 ⅛"



PRESTRESSING STRAND BENDING DETAIL

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESTRESSED GIRDER DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-753

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B14

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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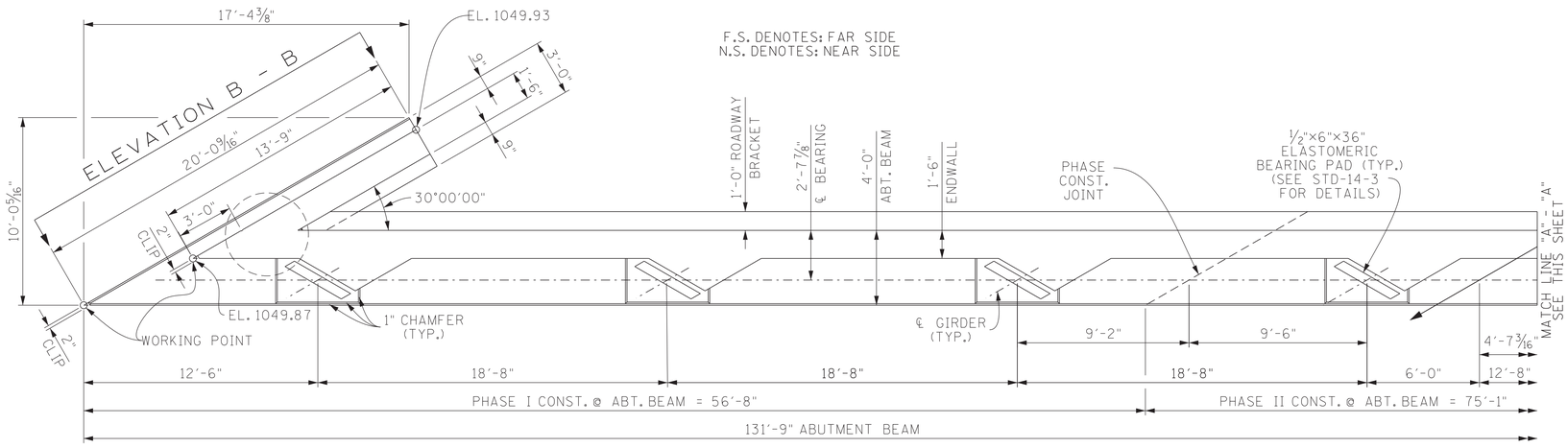
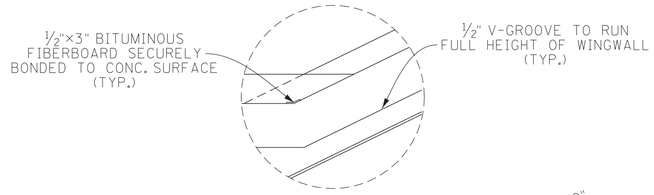
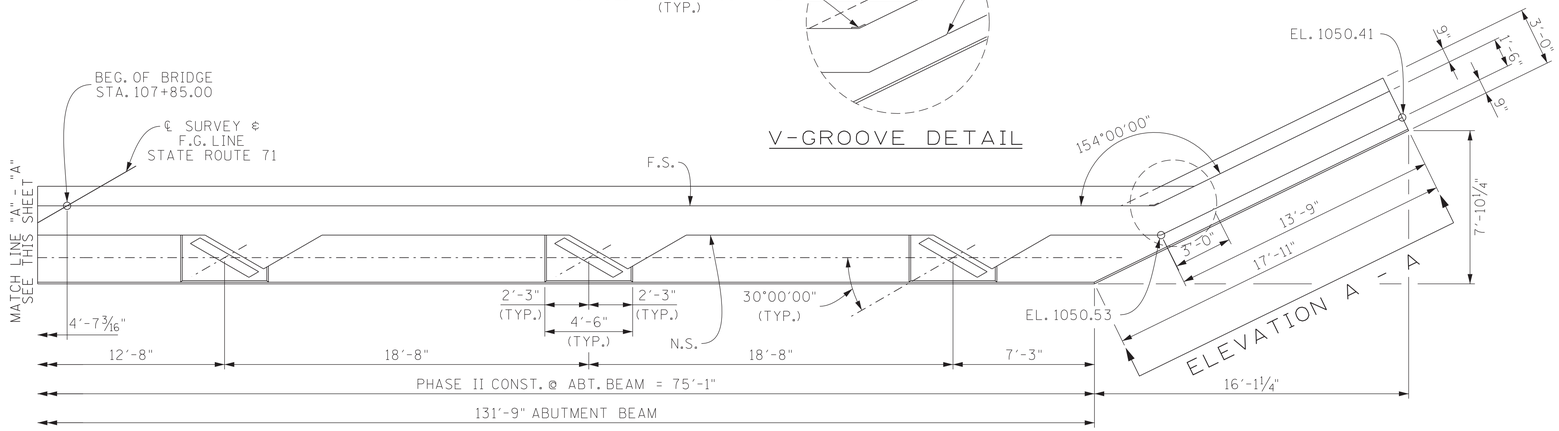


PLAN



V-GROOVE DETAIL



PLAN

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. 11-2 & 11-3, RESPECTIVELY.

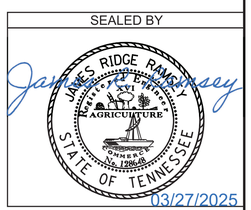
NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPANS SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. AT LEAST THE TOP 12 INCHES OF THE ENDWALLS SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

NOTE: COST OF PARAPET AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET SYSTEM.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

SEALED BY



03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1
STATE ROUTE 71 (U.S.321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-754

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: D. EASTERLY DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

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CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B15

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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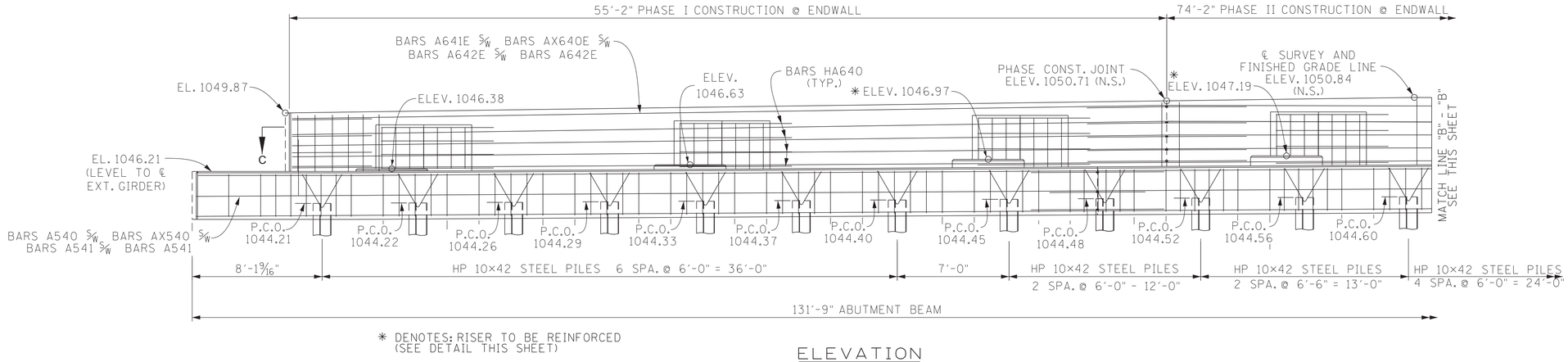
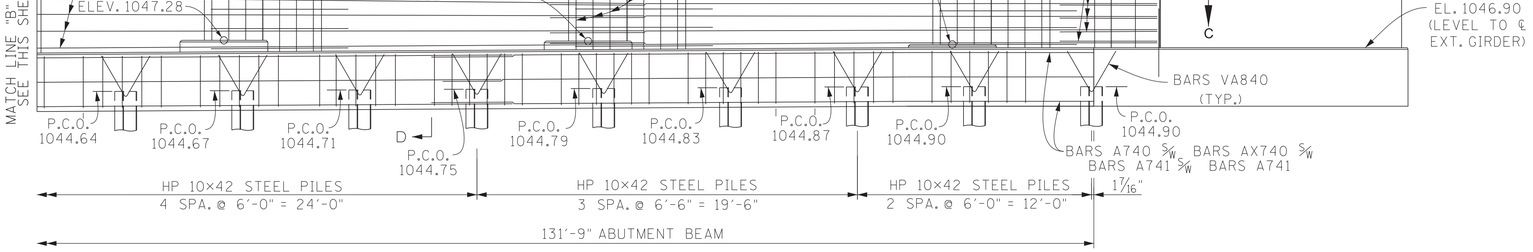
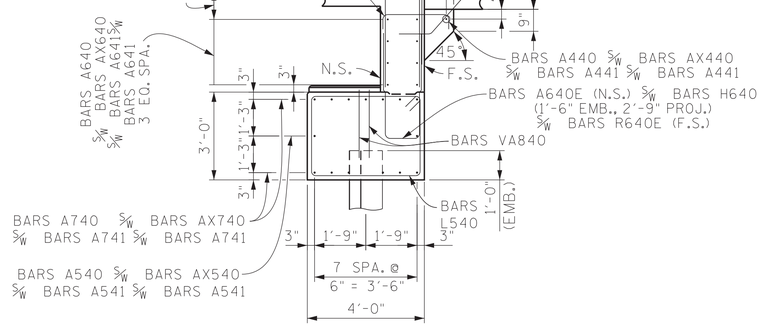


* DENOTES: RISER TO BE REINFORCED (SEE DETAIL THIS SHEET)

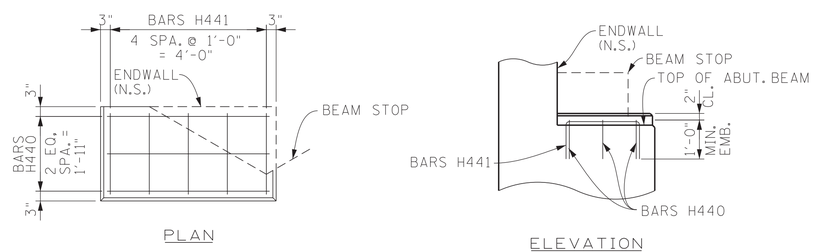
ELEVATION



ELEVATION



SECTION "D"-"D"



RISER REINFORCEMENT DETAIL

SEALED BY

JAMES RIDGE RAMSEY
REGISTERED PROFESSIONAL ENGINEER
No. 126618
STATE OF TENNESSEE
03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
STATE ROUTE 71 (U.S.321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-755

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: D. EASTERLY DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

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CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B16

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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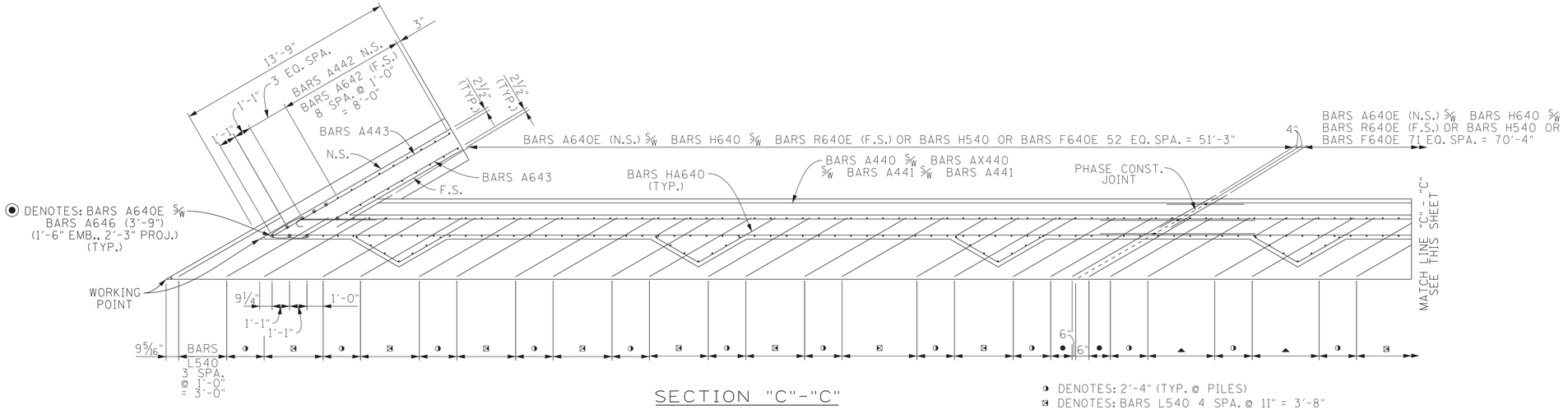
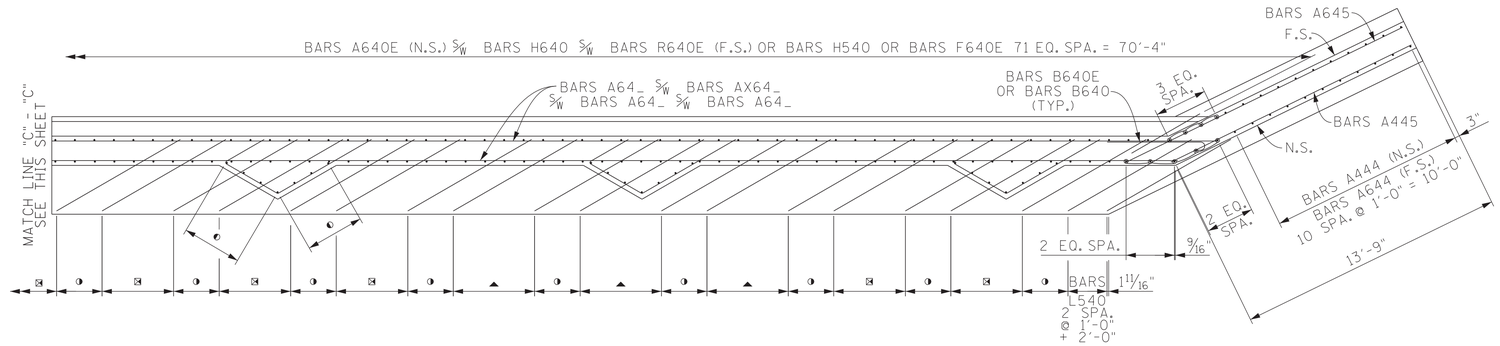


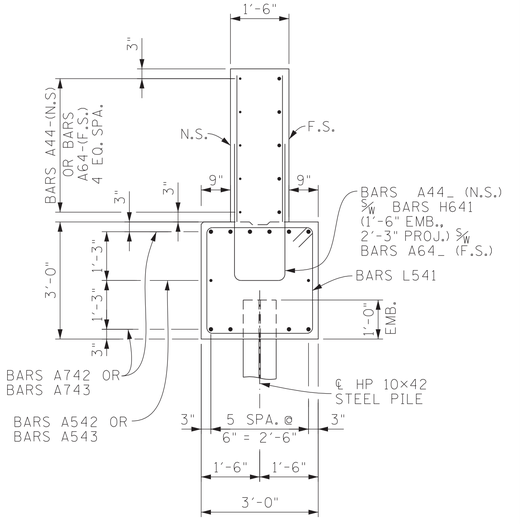
SECTION "C"-"C"

◑ DENOTES: 2'-4" (TYP. @ PILES)
⊠ DENOTES: BARS L540 4 SPA. @ 11" = 3'-8"
◭ DENOTES: BARS L540 5 SPA. @ 10" = 4'-2"
● DENOTES: BARS L540 2 SPA. @ 8' = 1'-4"
⊠ DENOTES: BARS L540 5 EQ. SPA. = 4'-8"

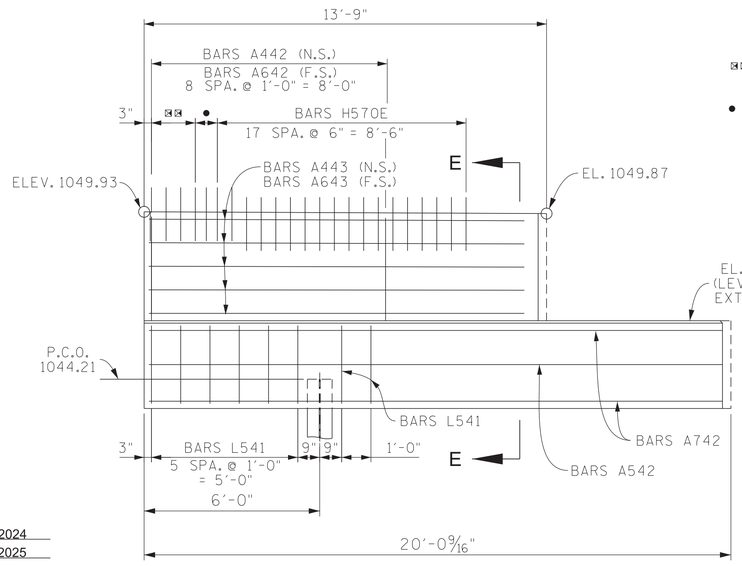


◑ DENOTES: BARS A647
3 SPA. @ 1'-0" = 3'-0"

SECTION "C"-"C"



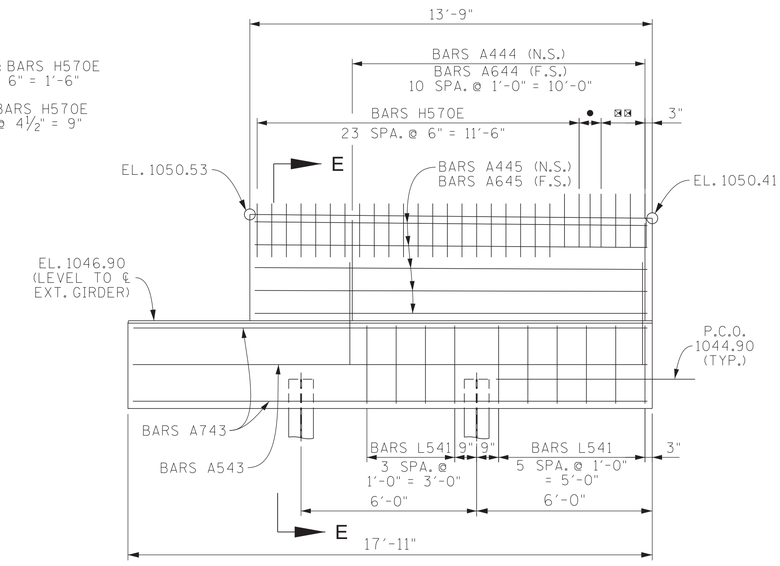
SECTION "E"-"E"



ELEVATION "B"-"B"

⊠⊠ DENOTES: BARS H570E
3 SPA. @ 6" = 1'-6"

● DENOTES: BARS H570E
2 SPA. @ 4½" = 9"



ELEVATION "A"-"A"

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 DETAILS
STATE ROUTE 71 (U.S.321) OVER
WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-756

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: D. EASTERLY DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

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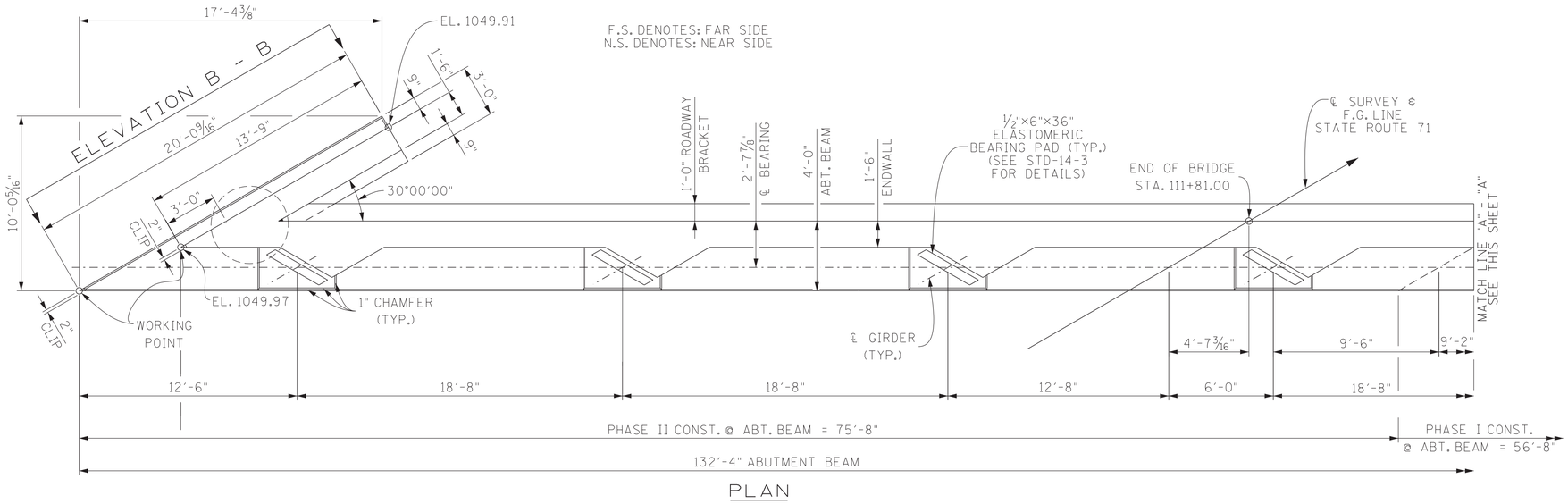
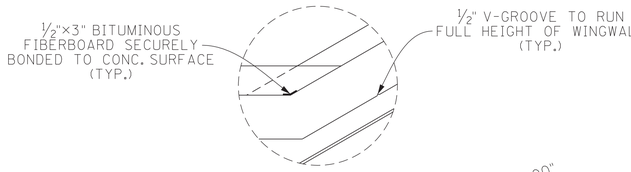


PLAN



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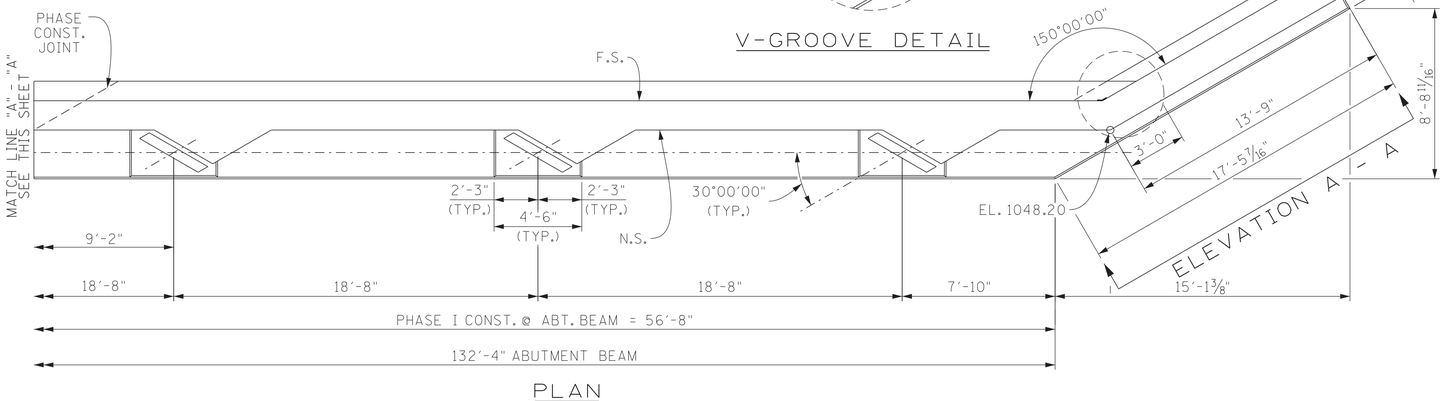

PLAN

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B17

REVISIONS

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

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. 11-2 & 11-3, RESPECTIVELY.

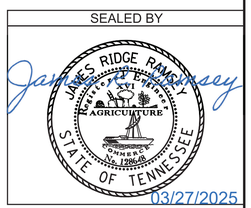
NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPANS SHALL BE POURED PRIOR TO, OR CONCURRENTLY WITH, PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. AT LEAST THE TOP 12 INCHES OF THE ENDWALLS SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

NOTE: COST OF PARAPET AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET SYSTEM.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: A. HUNTER DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2
STATE ROUTE 71 (U.S.321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-757

3/24/2025 1:01:30 PM
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CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B18

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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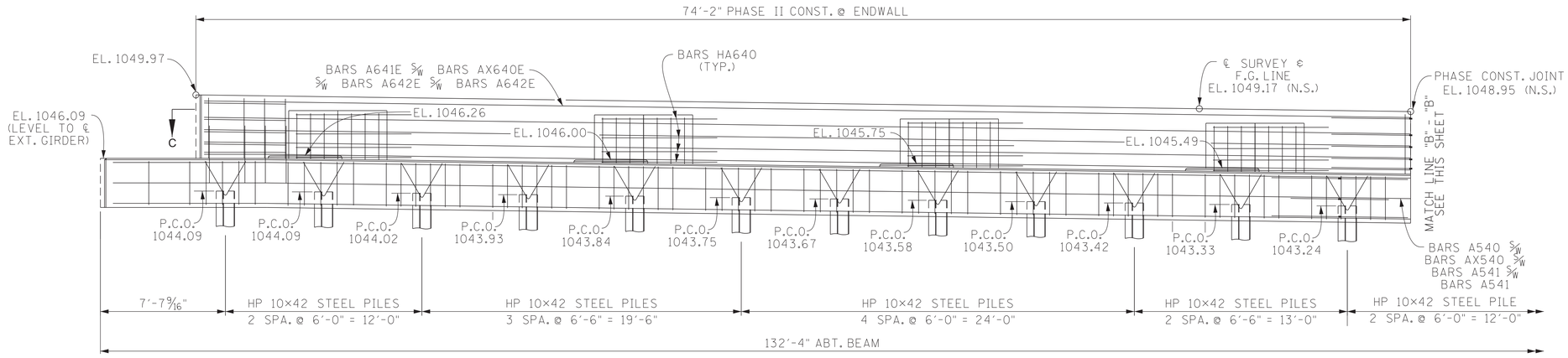
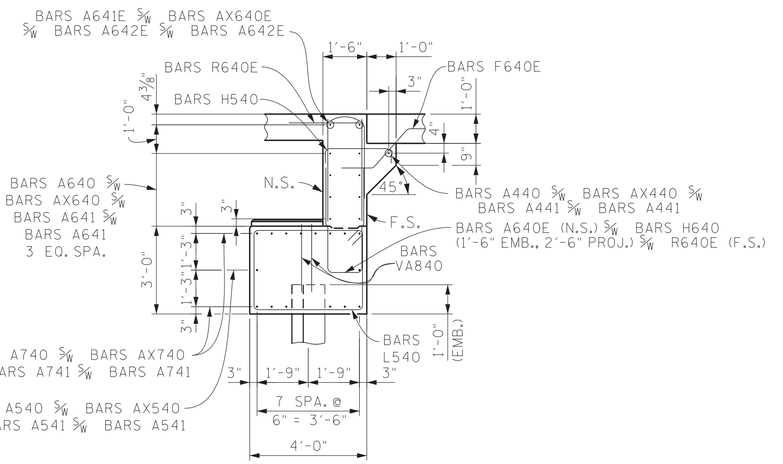
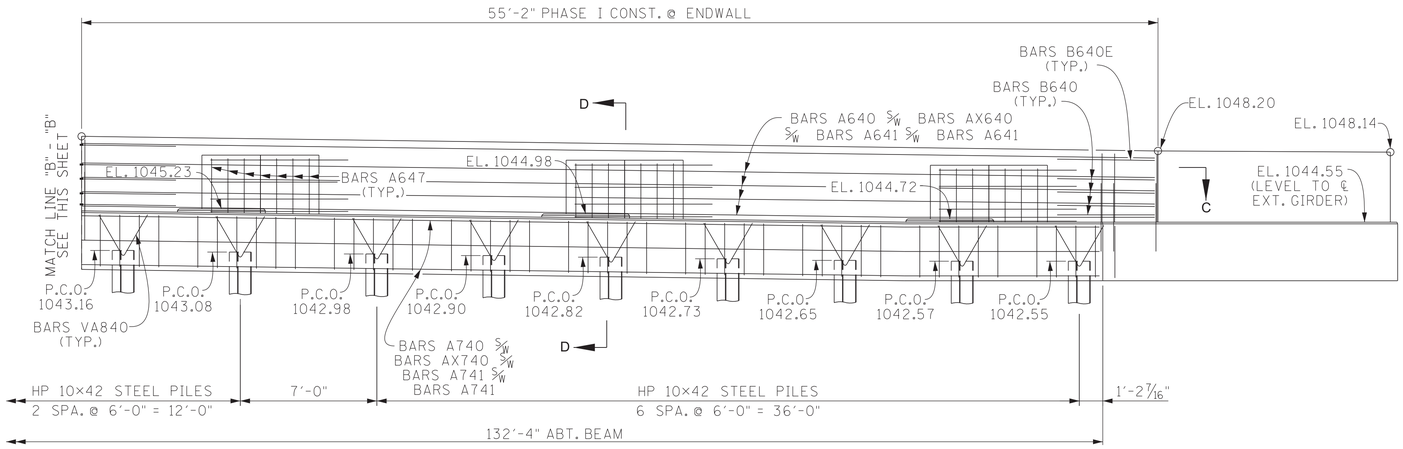


ELEVATION



SECTION D - D



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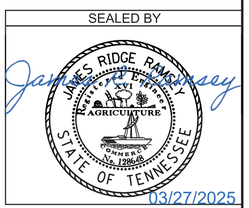

03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2 DETAILS
STATE ROUTE 71 (U.S.321) OVER
WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-758

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: A. HUNTER DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

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CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B19

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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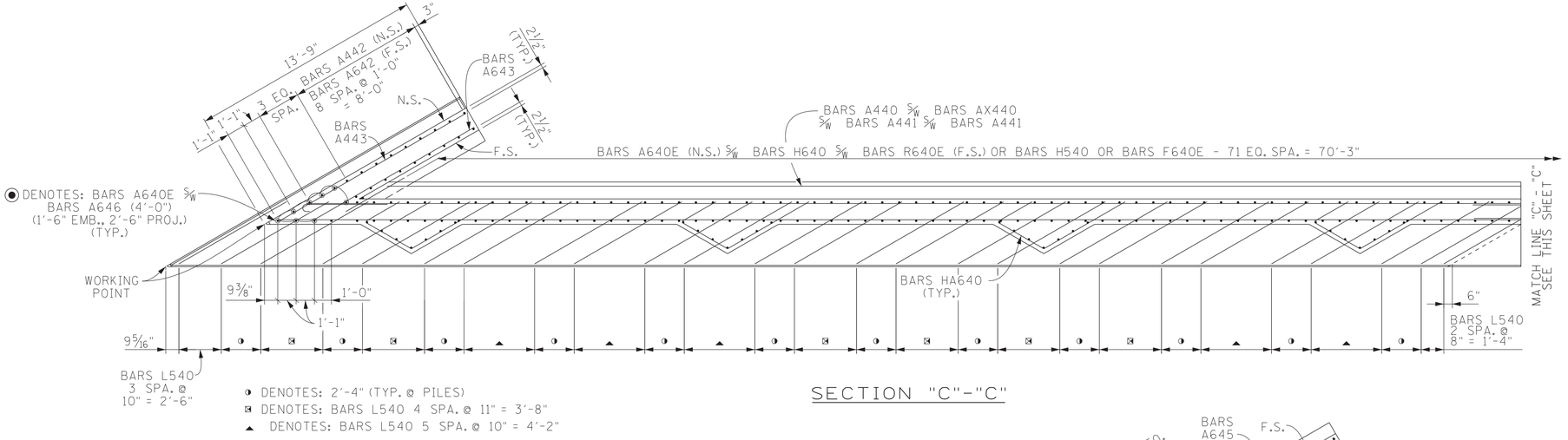

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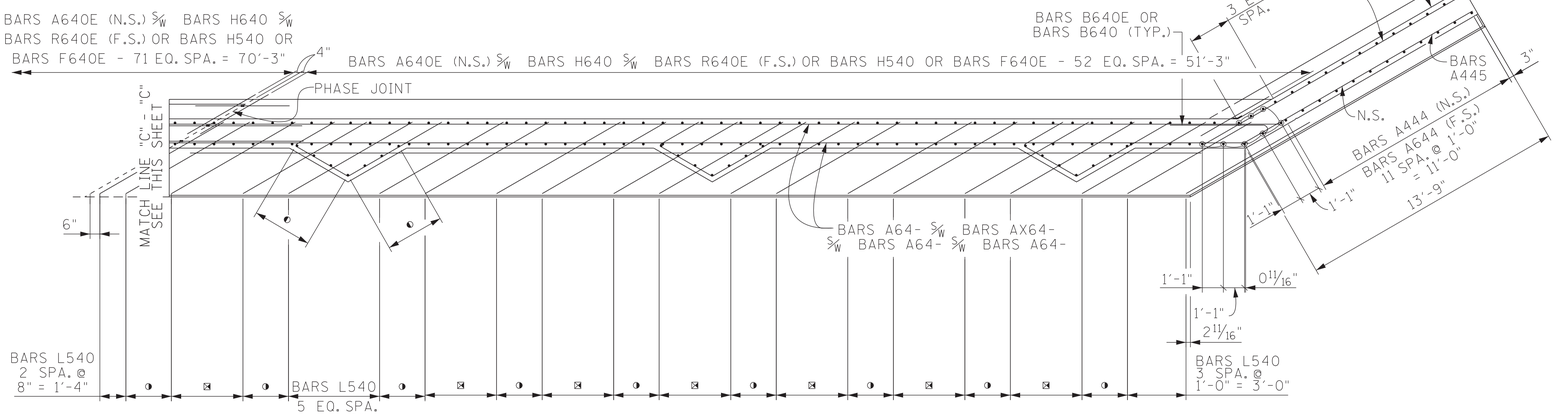

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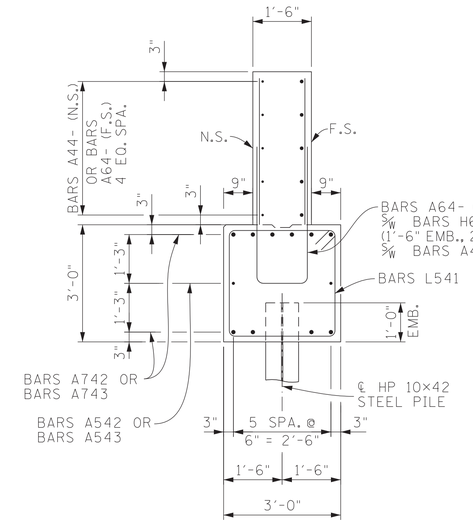

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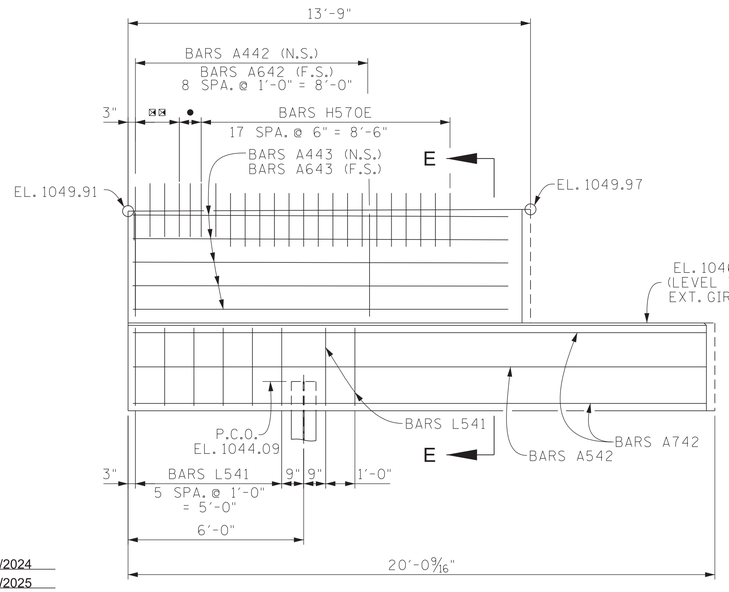
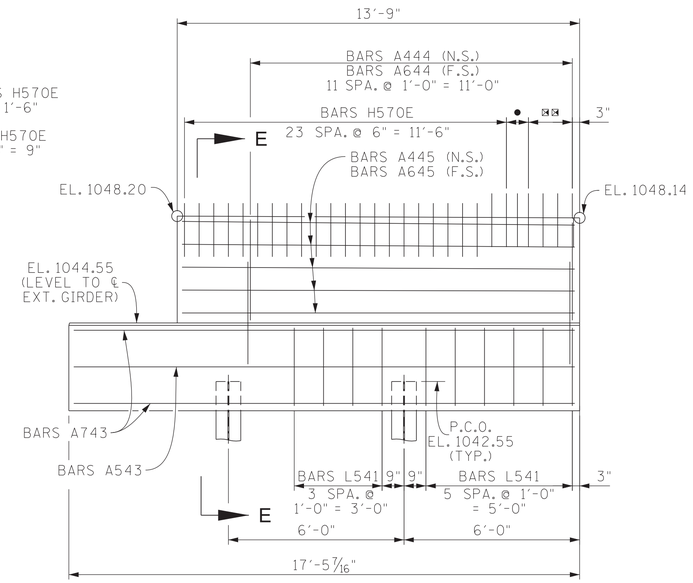


ELEVATION B - B

DENOTES: BARS H570E 3 SPA.@ 6" = 1'-6"

DENOTES: BARS H570E 2 SPA.@ 4½" = 9"



ELEVATION A - A

SEALED BY

JAMES RIDGE RAMSEY — REGISTERED ENGINEER — STATE OF TENNESSEE

03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2 DETAILS
STATE ROUTE 71 (U.S.321) OVER
WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-759

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: A. HUNTER DATE: 02/2025
SUPERVISED BY: D.E./D.B. DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 02/2025

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CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B20

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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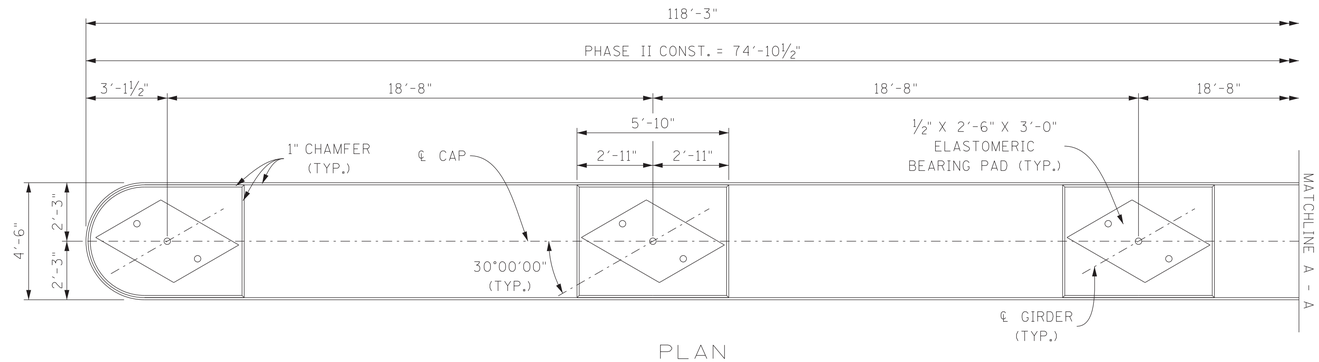
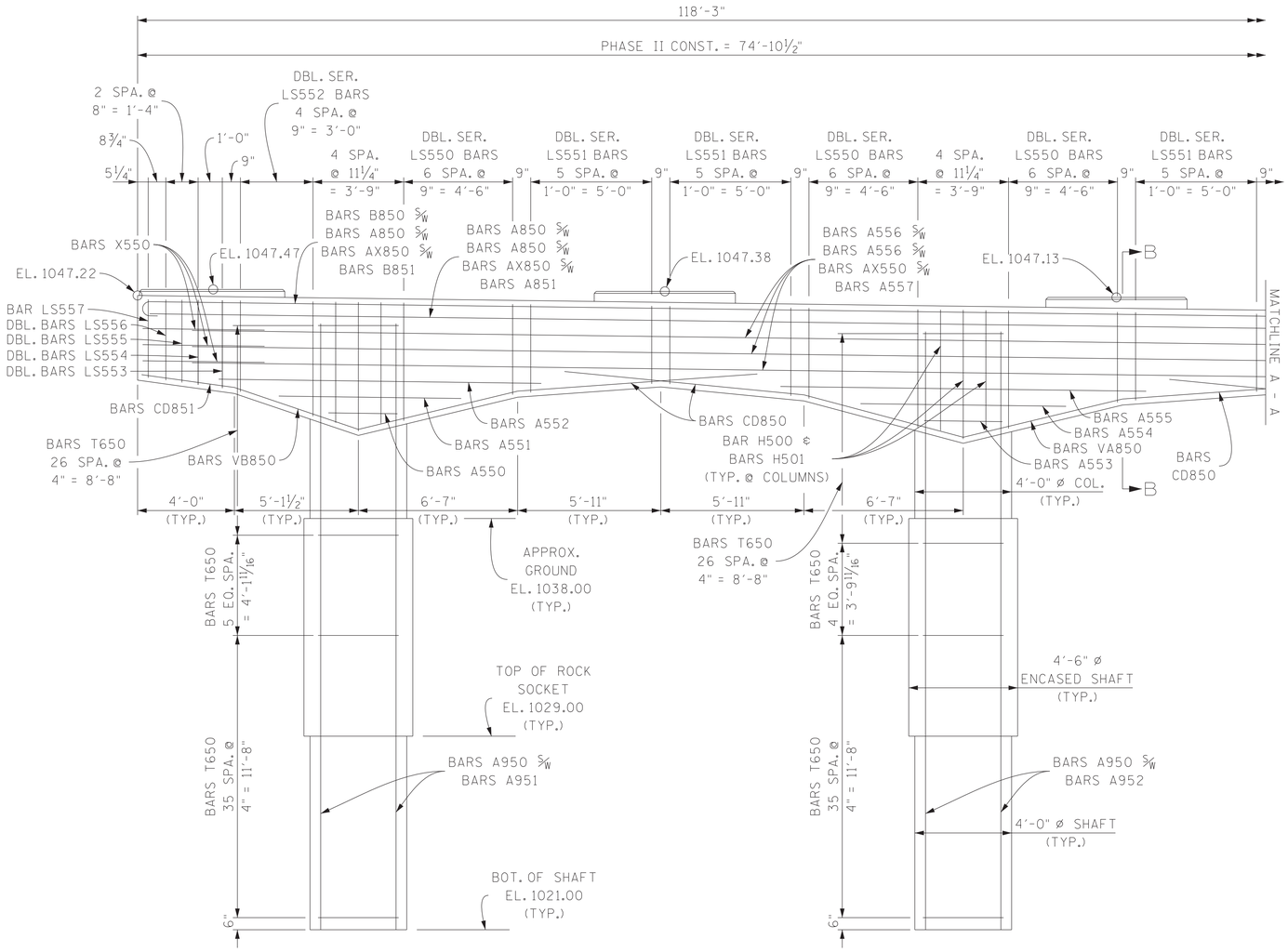


PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE SHEET U-94-750 FOR DETAILS. BOLT PROJECTION 11 ½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

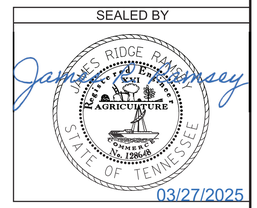
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: COLUMN STEEL SHALL EXTEND 4′-1" MIN. INTO PIER CAP.

MIN. LAP SPLICE LENGTHS:

#5 BARS = 3′-0"
#8 BARS = 4′-9"
#9 BARS = 4′-1"

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 1
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-760

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B21

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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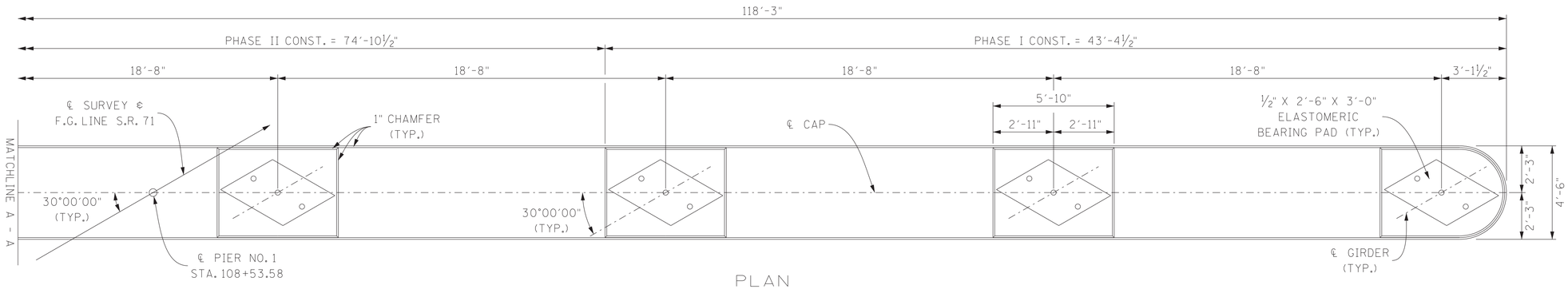

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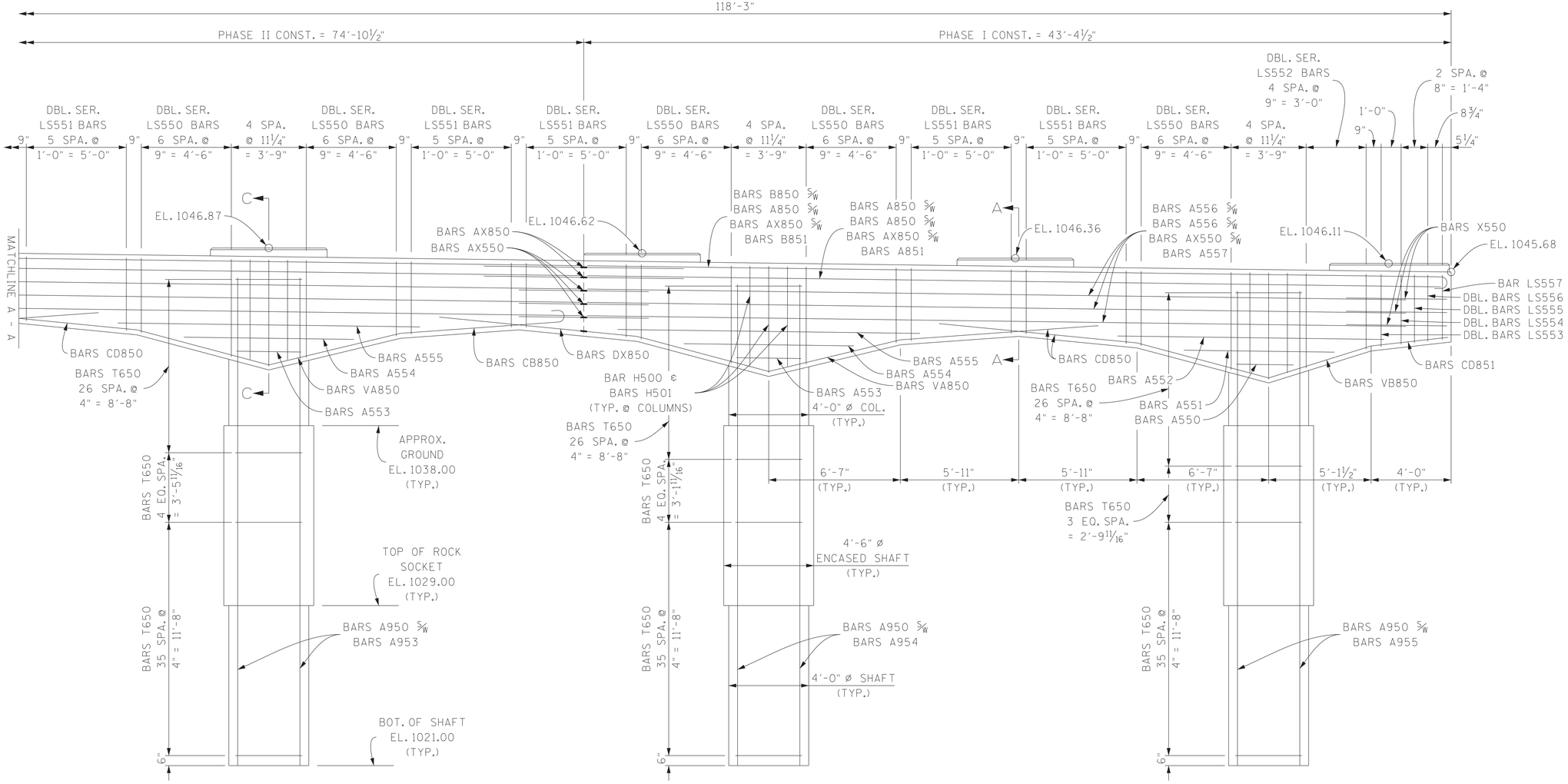

ELEVATION
(LOOKING AHEAD ON SURVEY)

SEALED BY

JAMES RIDGE RAMSEY
KNOXVILLE, TN
AGRICULTURE
NUMBER 139648
STATE OF TENNESSEE

03/27/2025

PIN NO.:	124563.00		
DESIGN BY:	RIDGE RAMSEY	DATE:	07/2024
DRAWN BY:	RIDGE RAMSEY	DATE:	07/2024
SUPERVISED BY:	DAWOD BERWARY	DATE:	07/2024
CHECKED BY:	DAWOD BERWARY	DATE:	08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 1
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-761

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B22

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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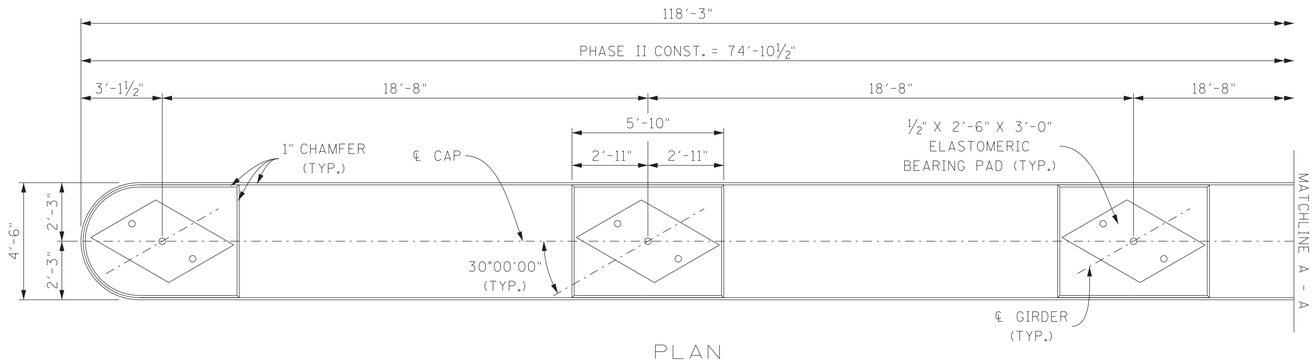

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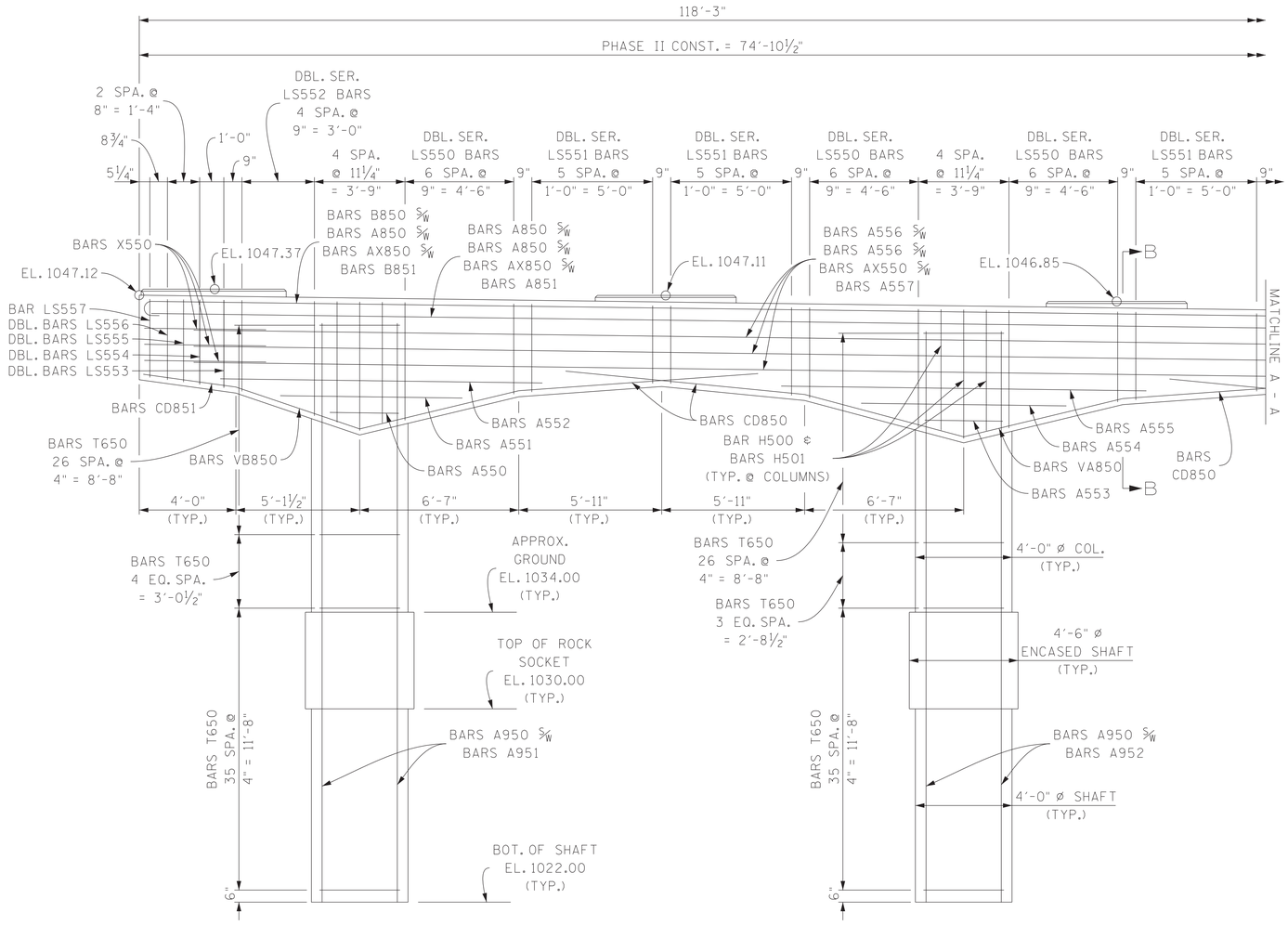


ELEVATION
(LOOKING AHEAD ON SURVEY)

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE SHEET U-94-750 FOR DETAILS. BOLT PROJECTION 11 ½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

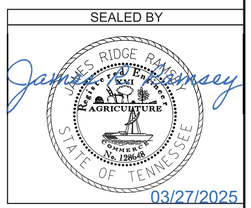
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: COLUMN STEEL SHALL EXTEND 4′-1" MIN. INTO PIER CAP.

MIN. LAP SPLICE LENGTHS:

#5 BARS = 3′-0"
#8 BARS = 4′-9"
#9 BARS = 4′-1"

SEALED BY



03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 2
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-762

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B23

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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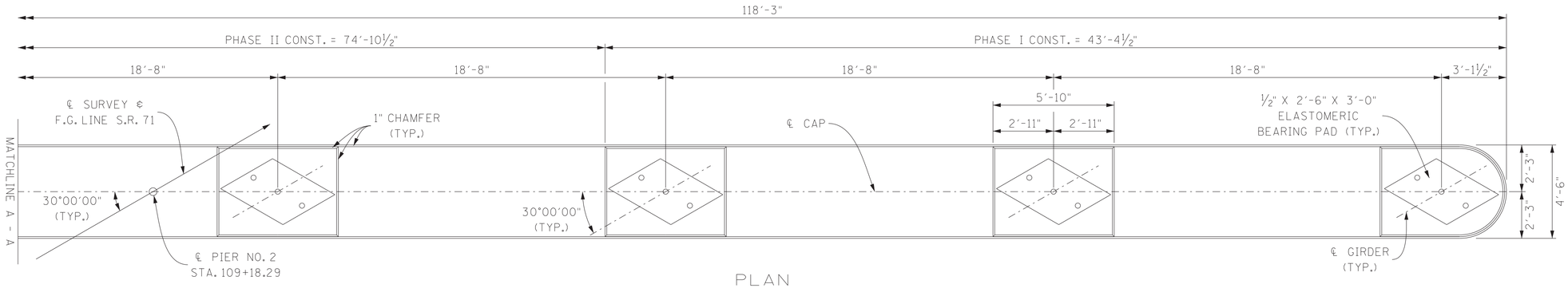

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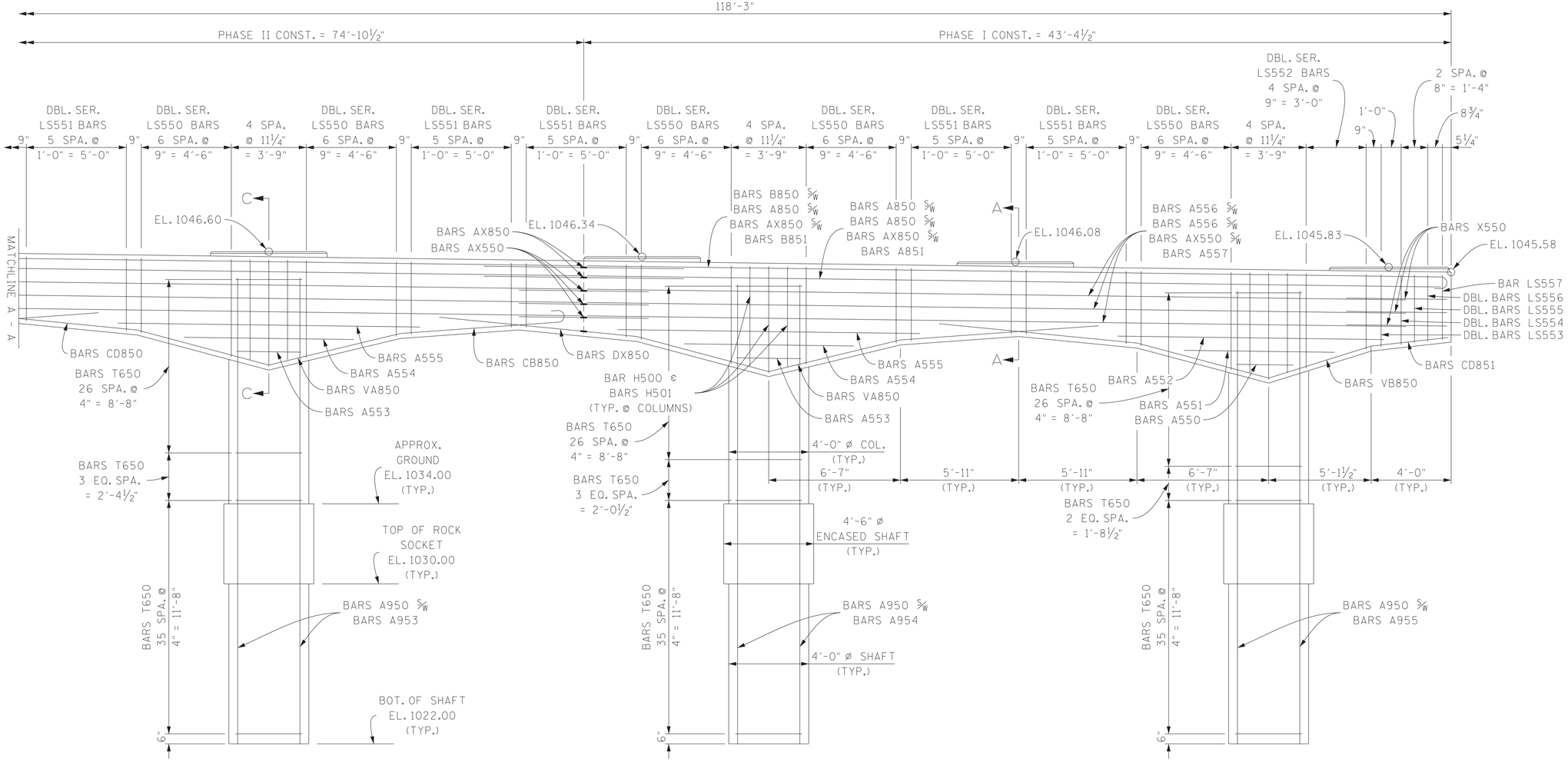

ELEVATION
(LOOKING AHEAD ON SURVEY)

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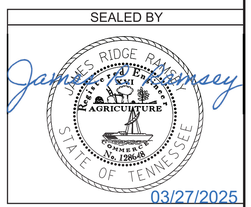

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 2
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-763

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B24

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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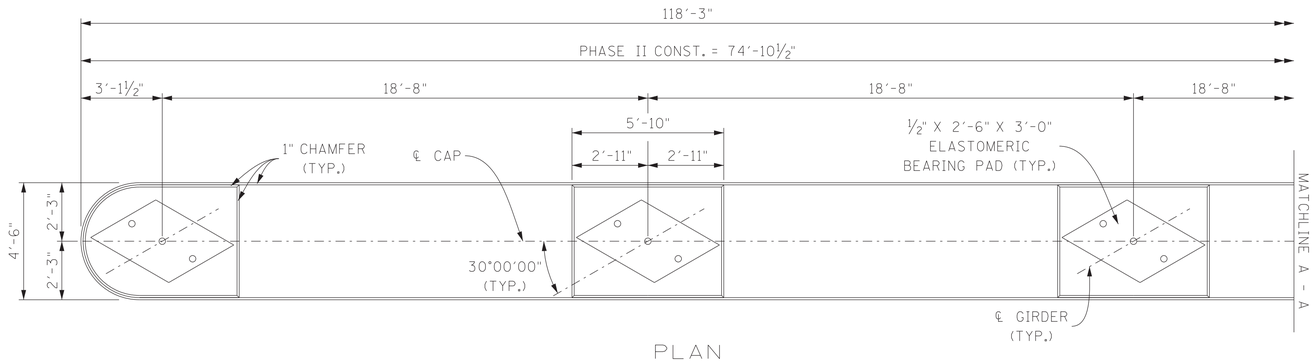

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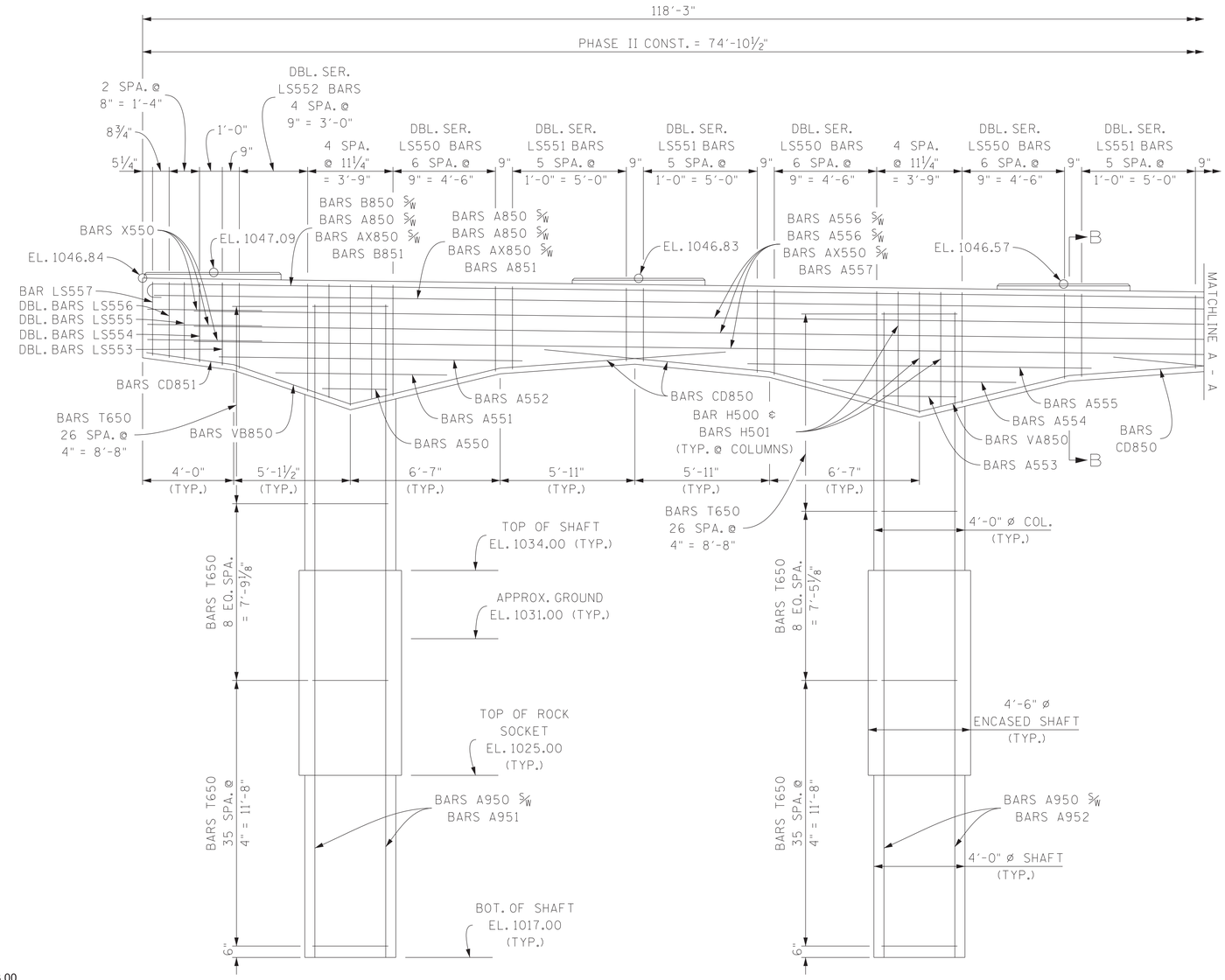


ELEVATION
(LOOKING AHEAD ON SURVEY)

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE SHEET U-94-750 FOR DETAILS. BOLT PROJECTION 11 ½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

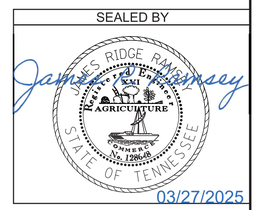
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: COLUMN STEEL SHALL EXTEND 4′-1" MIN. INTO PIER CAP.

MIN. LAP SPLICE LENGTHS:

#5 BARS = 3′-0"
#8 BARS = 4′-9"
#9 BARS = 4′-1"

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 3
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-764

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B25

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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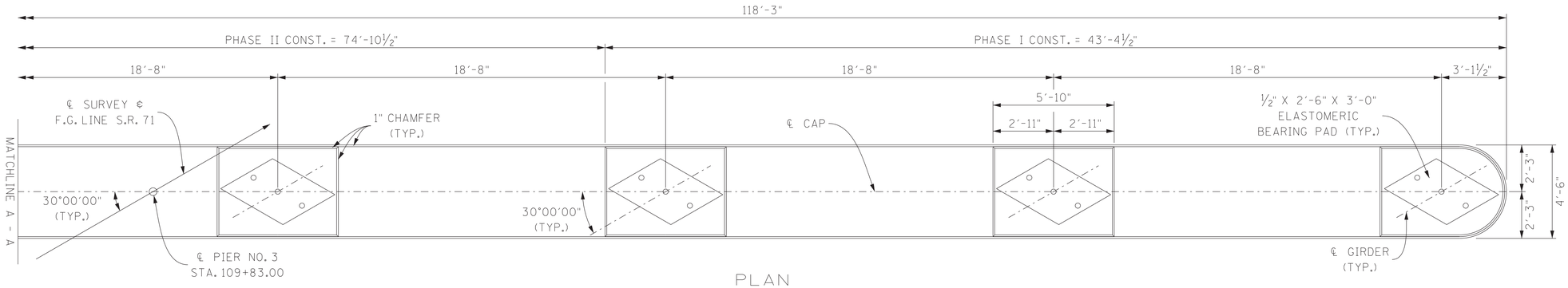
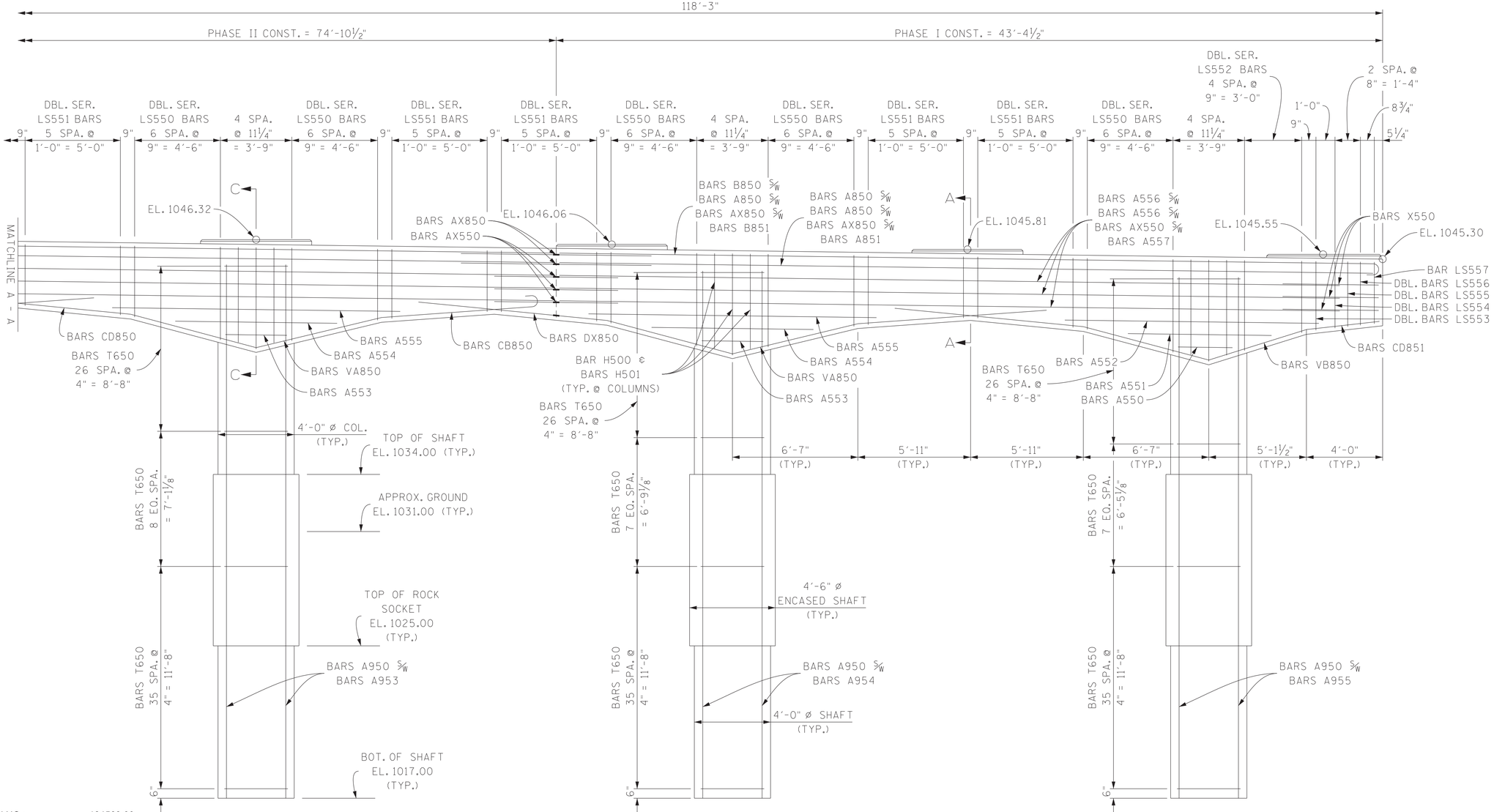


PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

SEALED BY

JAMES RIDGE RAMSEY
KAI
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE
NUMBER 139648
STATE OF TENNESSEE

03/27/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 3
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

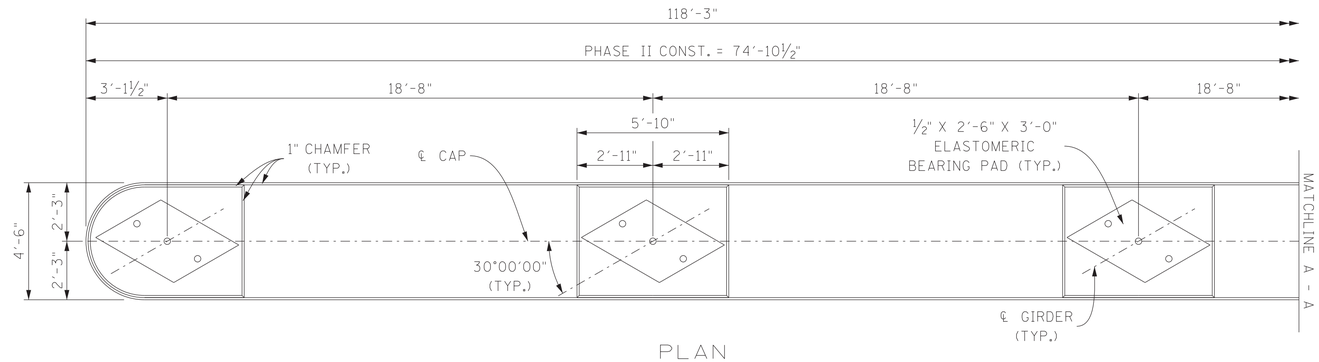
U-94-765

CONST. NO.: 78008-3264-94

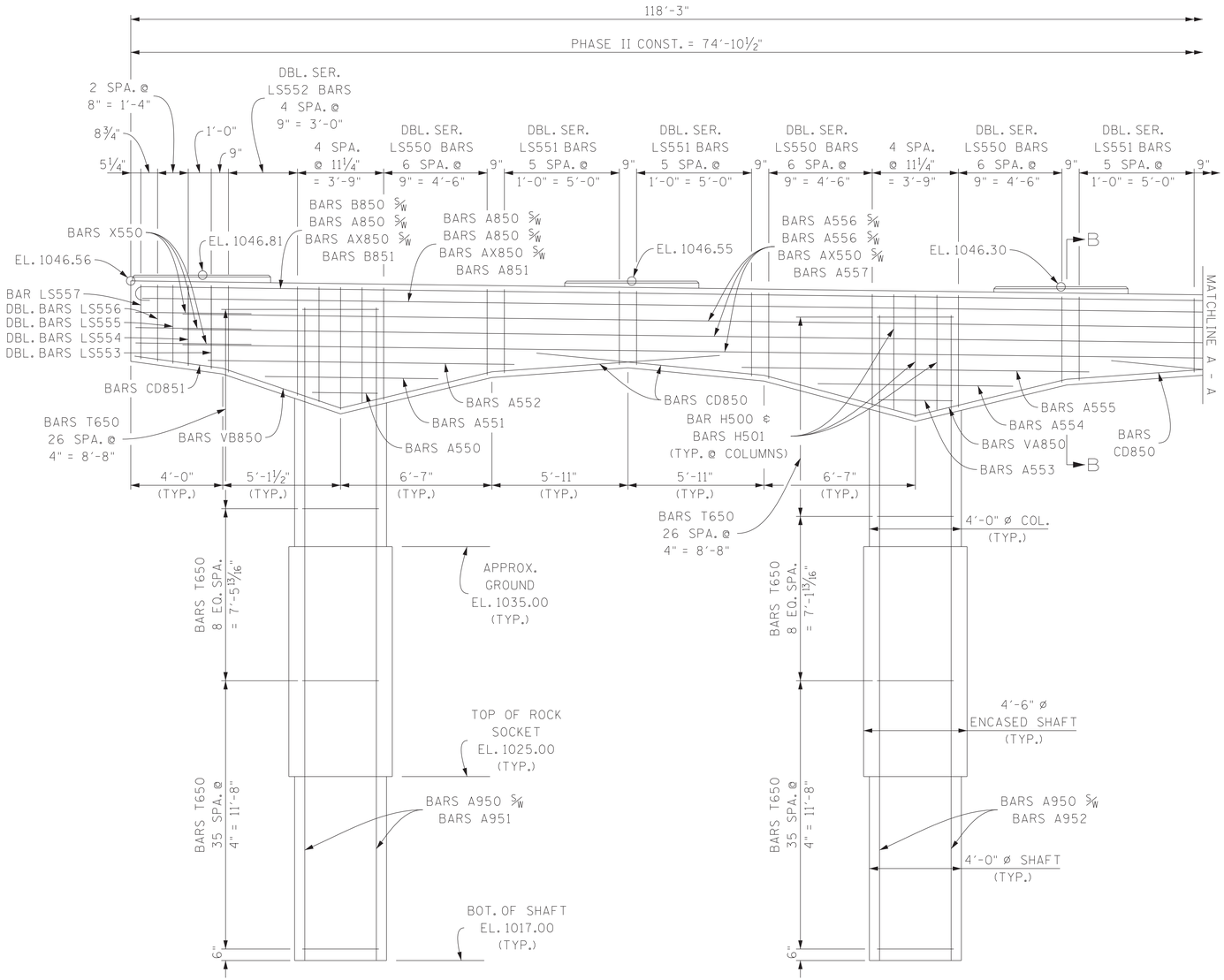
PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B26

REVISIONS

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



PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE SHEET U-94-750 FOR DETAILS. BOLT PROJECTION 11 ½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

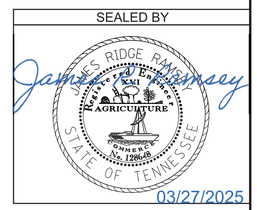
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: COLUMN STEEL SHALL EXTEND 4′-1" MIN. INTO PIER CAP.

MIN. LAP SPLICE LENGTHS:

#5 BARS = 3′-0"
#8 BARS = 4′-9"
#9 BARS = 4′-1"

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 4
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

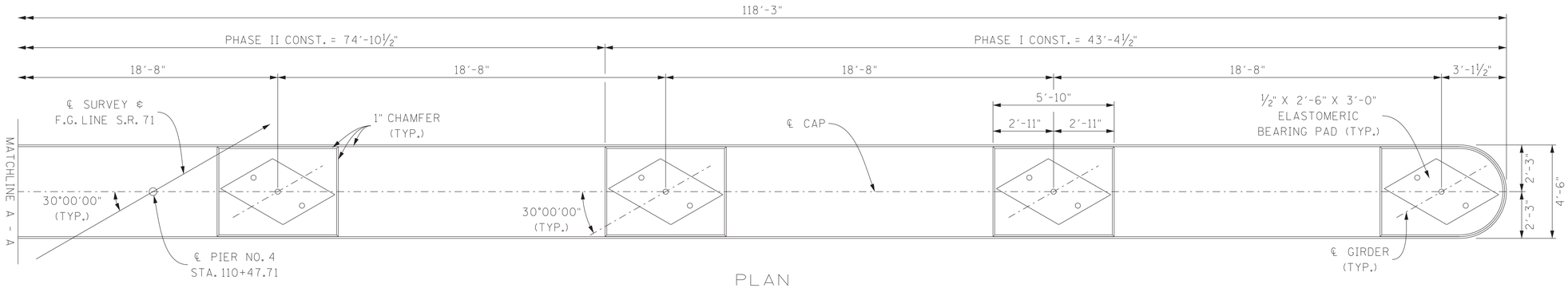
U-94-766

CONST. NO.: 78008-3264-94

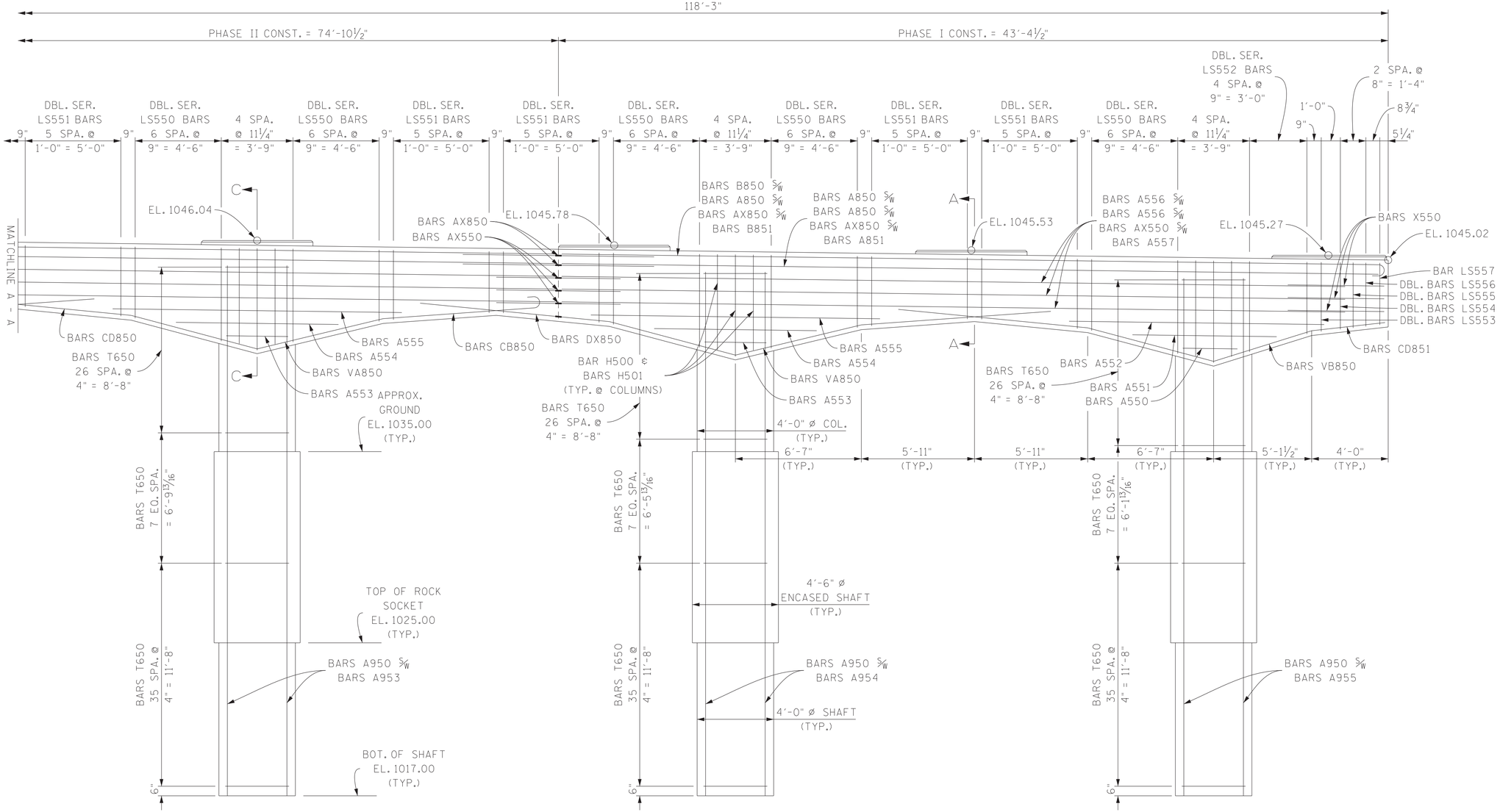
PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B27

REVISIONS

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



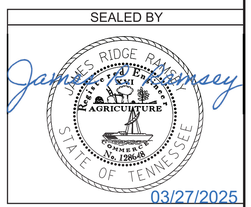
PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 4
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

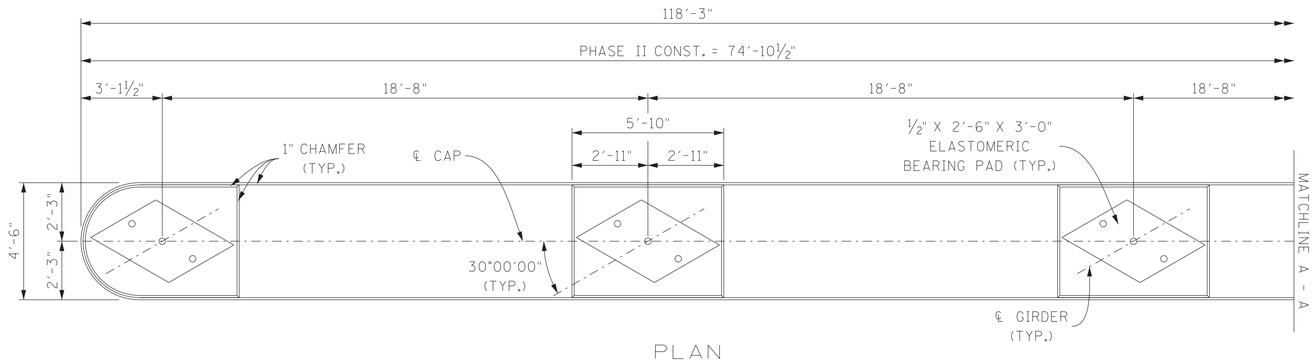
U-94-767

CONST. NO.: 78008-3264-94

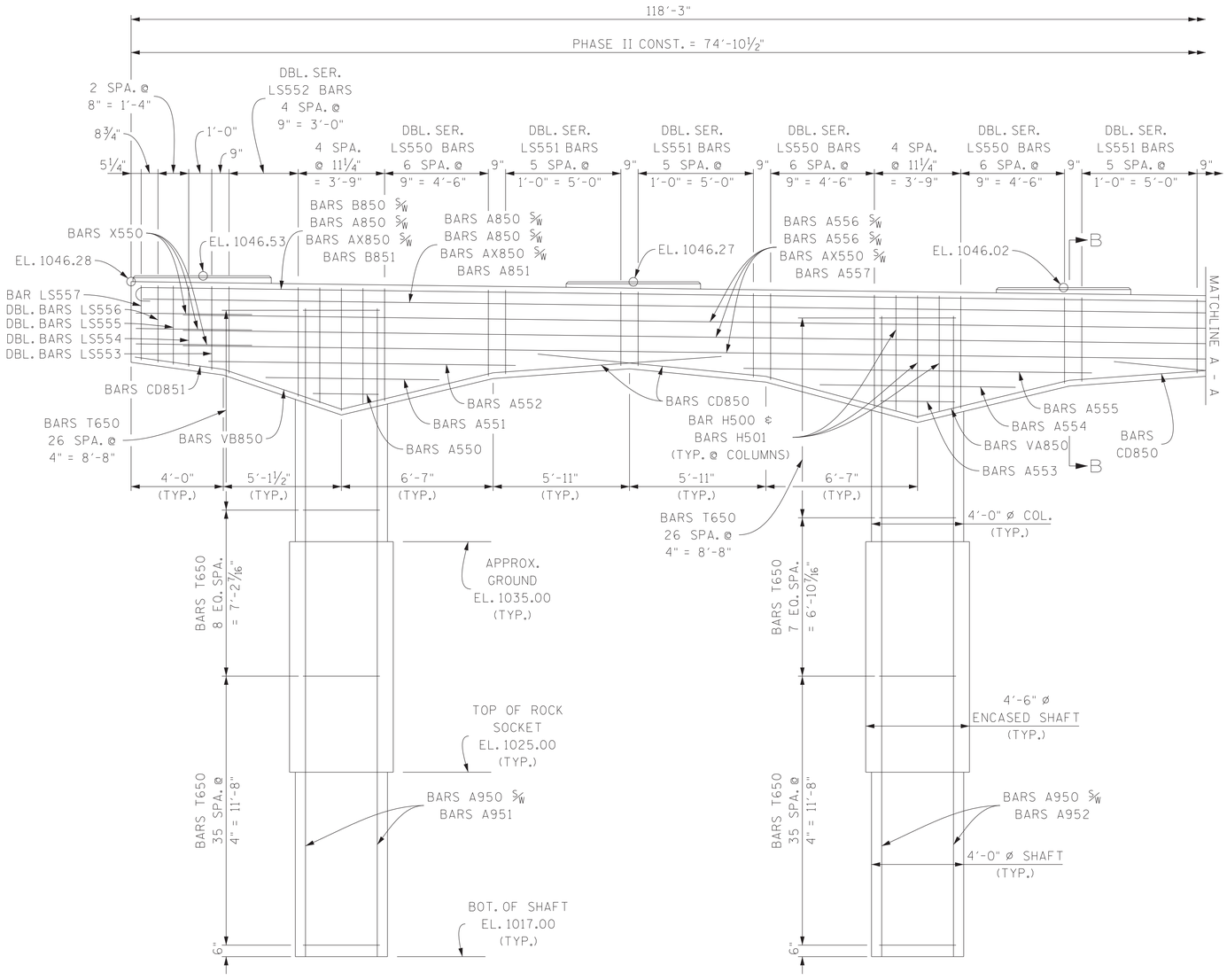
PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B28

REVISIONS

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



PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE SHEET U-94-750 FOR DETAILS. BOLT PROJECTION 11 ½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH PIER CAP.

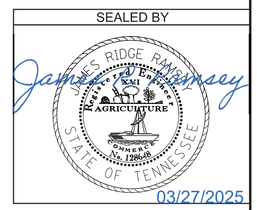
NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: COLUMN STEEL SHALL EXTEND 4′-1" MIN. INTO PIER CAP.

MIN. LAP SPLICE LENGTHS:

#5 BARS = 3′-0"
#8 BARS = 4′-9"
#9 BARS = 4′-1"

SEALED BY



PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 5
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

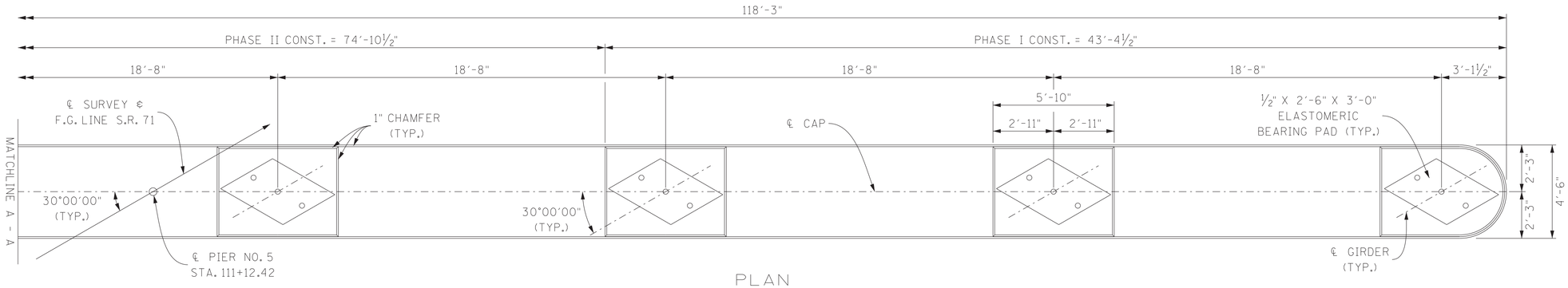
U-94-768

CONST. NO.: 78008-3264-94

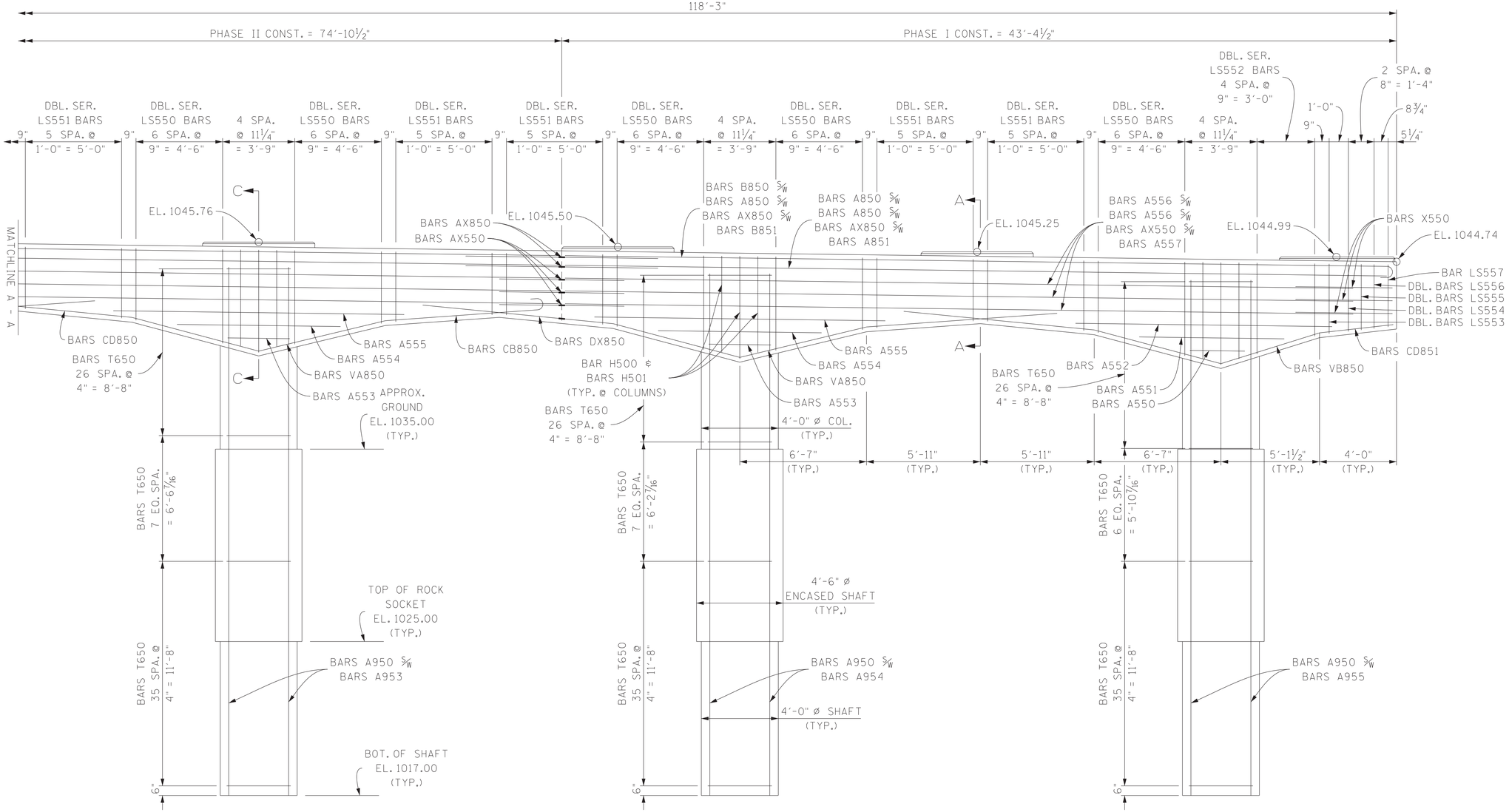
PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B29

REVISIONS

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



PLAN



ELEVATION
(LOOKING AHEAD ON SURVEY)

SEALED BY

JAMES RIDGE RAMSEY
STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
REGISTERED
LANDSCAPE ARCHITECT
NUMBER 1286
03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NO. 5
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

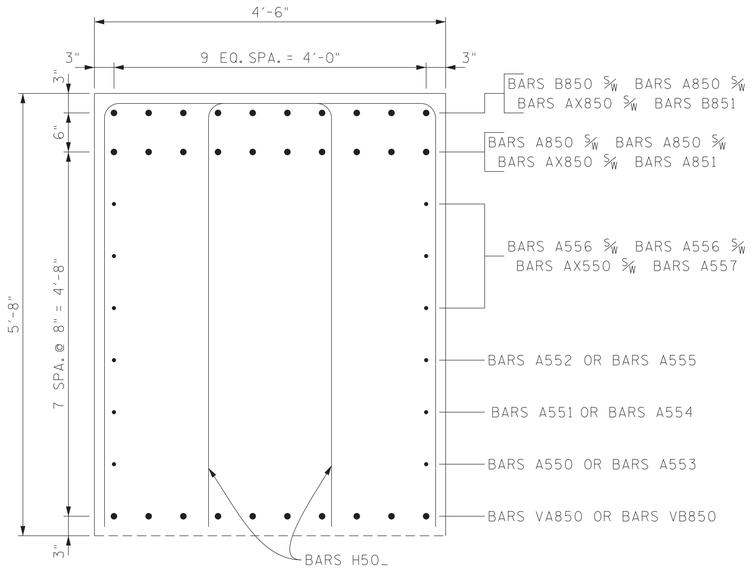
U-94-769

CONST. NO.: 78008-3264-94

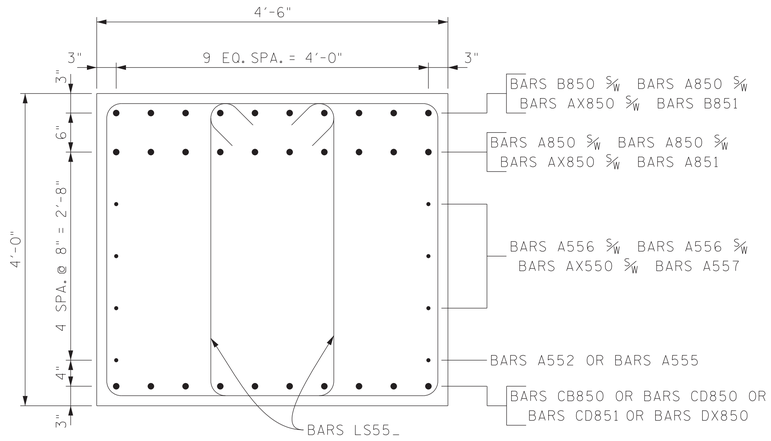
PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B30

REVISIONS

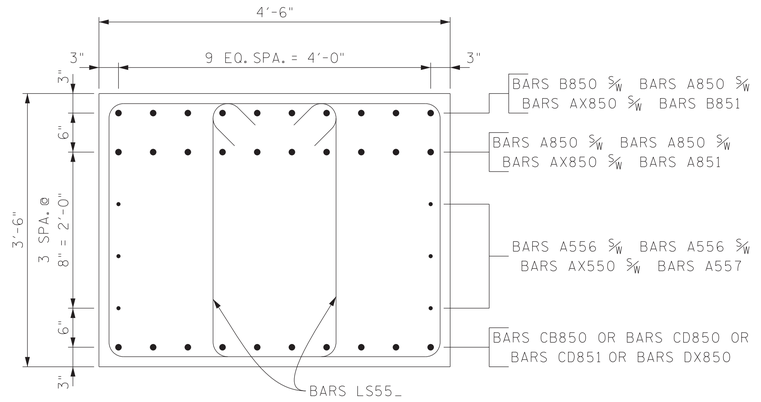
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



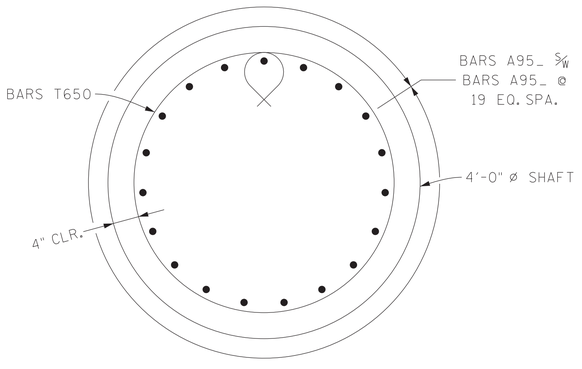
SECTION C - C



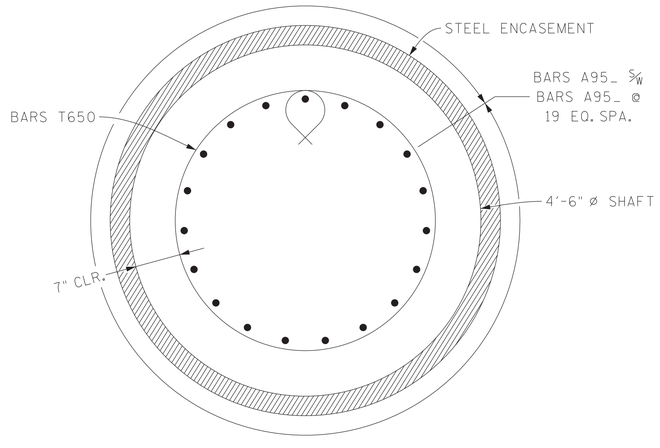
SECTION B - B



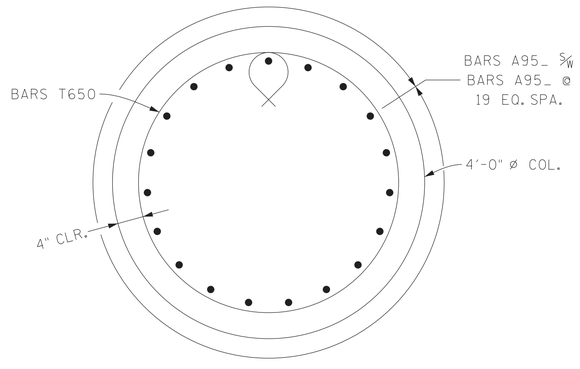
SECTION A - A



SECTION
(4'-0" Ø SHAFT)

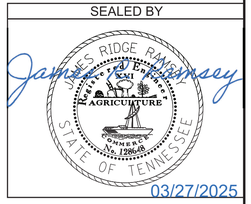


SECTION
(4'-6" Ø ENCASED SHAFT)



SECTION
(4'-0" Ø COLUMN)

SEALED BY



03/27/2025

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PIER NOS. 1 THRU 5 DETAILS
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-770

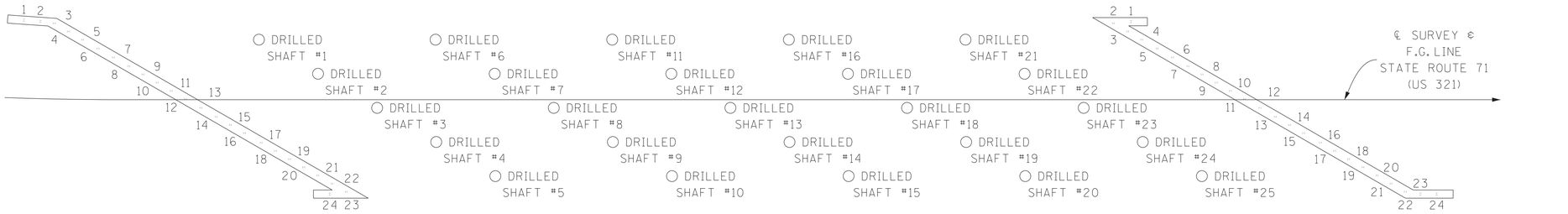
CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B31

REVISIONS

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

NOTE TO CONTRACTOR & CONSTRUCTION OFFICE:
THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR THE FIELD ENGINEER GIVING AS BUILT CONDITIONS. AFTER COMPLETION, IT IS TO BE SENT TO THE DIVISION OF STRUCTURES TO BECOME PART OF THE FINAL BRIDGE DOCUMENTS.



ABUTMENT NO. 1 PIER NO. 1 PIER NO. 2 PIER NO. 3 PIER NO. 4 PIER NO. 5 ABUTMENT NO. 2

ABT. NO. 1	PILE NO.	1	2	3	4	5	6	7	8	9	10	11	12
	PILE CUT OFF ELEV.												
	PILE TIP ELEV.												
	IN PLACE PILE LENGTH												
	PILE NO.	13	14	15	16	17	18	19	20	21	22	23	24
	PILE CUT OFF ELEV.												
	PILE TIP ELEV.												
	IN PLACE PILE LENGTH												

PIER NO. 1	DRILLED SHAFT NO.	1	2	3	4	5
	TOP OF SHAFT ELEV.					
	TOP OF ROCK ELEV.					
	BOTTOM OF SHAFT ELEV.					

PIER NO. 2	DRILLED SHAFT NO.	6	7	8	9	10
	TOP OF SHAFT ELEV.					
	TOP OF ROCK ELEV.					
	BOTTOM OF SHAFT ELEV.					

PIER NO. 3	DRILLED SHAFT NO.	11	12	13	14	15
	TOP OF SHAFT ELEV.					
	TOP OF ROCK ELEV.					
	BOTTOM OF SHAFT ELEV.					

PIER NO. 4	DRILLED SHAFT NO.	16	17	18	19	20
	TOP OF SHAFT ELEV.					
	TOP OF ROCK ELEV.					
	BOTTOM OF SHAFT ELEV.					

PIER NO. 5	DRILLED SHAFT NO.	21	22	23	24	25
	TOP OF SHAFT ELEV.					
	TOP OF ROCK ELEV.					
	BOTTOM OF SHAFT ELEV.					

ABT. NO. 2	PILE NO.	1	2	3	4	5	6	7	8	9	10	11	12
	PILE CUT OFF ELEV.												
	PILE TIP ELEV.												
	IN PLACE PILE LENGTH												
	PILE NO.	13	14	15	16	17	18	19	20	21	22	23	24
	PILE CUT OFF ELEV.												
	PILE TIP ELEV.												
	IN PLACE PILE LENGTH												

SEALED BY

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-771

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B32

REVISIONS

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

SUPERSTRUCTURE

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A500	DIAPHRAGM	5	200					14' - 8"
CD500	DIAPHRAGM	5	80	4' - 5 ½"	3' - 3"	2' - 6'		7' - 8"
CD501	DIAPHRAGM	5	80	3' - 6"	3' - 3"	2' - 6'		6' - 8 ½"
F500	DIAPHRAGM	5	120	3' - 3"	3' - 8 ⅞"	3' - 3'	3' - 1 ¼"	11' - 4"
L400	DIAPHRAGM	4	375	1' - 2"	2' - 6 ½"			7' - 11"
LS400	DIAPHRAGM	4	70	1' - 2"	1' - 3 ⅝"			6' - 1"

SUPERSTRUCTURE (EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A400E	SIDEWALK	4	444					8' - 2"
A401E	SIDEWALK	4	54					60' - 0"
A402E	SIDEWALK	4	9					52' - 10"
A403E	SIDEWALK	4	18					23' - 4"
A500E	SLAB	5	1192					27' - 3"
A501E	SLAB	5	1136					36' - 9"
SER.								
A502E	SLAB	5	2	LENGTH VARIES FROM 5' - 8" TO 27' - 0" IN INC. OF 4" (65 BARS)				1061' - 8"
SER.								
A503E	SLAB	5	2	LENGTH VARIES FROM 5' - 4 ⅛" TO 36' - 4 ⅛" IN INC. OF 4" (94 BARS)				1959' - 3 ¾"
SER.								
A504E	SLAB	5	2	LENGTH VARIES FROM 3' - 8 ½" TO 36' - 4 ½" IN INC. OF 4" (99 BARS)				1984' - 0 ⅛"
SER.								
A505E	SLAB	5	2	LENGTH VARIES FROM 5' - 8 ½" TO 27' - 0 ½" IN INC. OF 4" (65 BARS)				1064' - 4 ½"
A506E	SLAB	5	336					60' - 0"
A507E	SLAB	5	56					56' - 4"
A508E	SLAB	5	138					10' - 0"
A509E	SLAB	5	138					43' - 0"
A700E	SLAB	7	300					39' - 0"
A701E	SLAB	7	345					60' - 0"
A702E	SLAB	7	138					15' - 0"
SER.								
C500E	SLAB	5	1	1' - 0"	"B"			40' - 6 ⅞"
				"B" VARIES FROM 1' - 6 ⅛" TO 4' - 7 ¼" IN INC. OF 4 ⅛" (10 BARS)				
SER.								
C501E	SLAB	5	1	1' - 0"	"B"			36' - 3"
				"B" VARIES FROM 1' - 1 ½" TO 4' - 1 ½" IN INC. OF 4" (10 BARS)				
SER.								
C502E	SLAB	5	1	1' - 0"	"B"			46' - 6 ¼
				"B" VARIES FROM 1' - 6 ¾" TO 4' - 10 ¾" IN INC. OF 4" (11 BARS)				
SER.								
C503E	SLAB	5	1	1' - 0"	"B"			41' - 8 ½"
				"B" VARIES FROM 1' - 1 ½" TO 4' - 5 ½" IN INC. OF 4" (11 BARS)				
AX500E	SLAB	5	1312	3' - 8"				7' - 4"
SER.								
CX500E	SLAB	5	1	1' - 0"	"B"	3' - 8'		94' - 7 ½"
				"B" VARIES FROM 1' - 4 ⅝" TO 5' - 0 ⅝" IN INC. OF 4" (12 BARS)				
SER.								
CX501E	SLAB	5	1	1' - 0"	"B"	3' - 8'		89' - 0"
				"B" VARIES FROM 11" TO 4' - 7 " IN INC. OF 4" (12 BARS)				
HC570E	SLAB / RAIL	5	524	1' - 0"	6"	10"		2' - 11 ⅝"
HC571E	SLAB / RAIL	5	532	1' - 9"	6"	10"		4' - 5 ⅝"

ABT. NO. 1

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A440	ROADWAY BRKT.	4	1					51' - 10"
A441	ROADWAY BRKT.	4	2					36' - 10"
A442	WINGWALL	4	9					3' - 4"
A443	WINGWALL	4	5					12' - 10"
A444	WINGWALL	4	11					3' - 4"
A445	WINGWALL	4	5					13' - 9"
AX440	ROADWAY BRKT.	4	1	2' - 7"				5' - 2"
A540	ABUTMENT BEAM	5	2					56' - 4"
A541	ABUTMENT BEAM	5	4					39' - 0"
A542	WING BEAM	5	2					19' - 3"
A543	WING BEAM	5	2					17' - 7"
AX540	ABUTMENT BEAM	5	2	3' - 2"				6' - 4"
A640	ENDWALL	6	8					54' - 10"
A641	ENDWALL	6	16					39' - 0"
A642	WINGWALL	6	9					3' - 4"
A643	WINGWALL	6	5					11' - 1"
A644	WINGWALL	6	11					3' - 4"
A645	WINGWALL	6	5					15' - 9"
A646	ENDWALL	6	17					3' - 9"
A647	BEAM STOPS	6	49					3' - 0"
AX640	ENDWALL	6	8	3' - 9"				7' - 6"
A740	ABUTMENT BEAM	7	14					56' - 4"
A741	ABUTMENT BEAM	7	28					39' - 7"
A742	WING BEAM	7	10					19' - 3"
A743	WING BEAM	7	10					17' - 7"
AX740	ABUTMENT BEAM	7	14	4' - 4"				8' - 8"
B640	ENDWALL	6	8	5' - 0"				5' - 8"
H440	RISER BLOCK	4	9	4' - 2"	1' - 6"			7' - 0"
H441	RISER BLOCK	4	15	2' - 2"	1' - 6"			5' - 0"
H540	ENDWALL	5	125	4' - 3"	6"			5' - 0"
H640	ENDWALL	6	125	2' - 3"	4' - 3"			10' - 6"
H641	WINGWALL	6	20	1' - 2"	3' - 9"			8' - 5"
HA640	BEAM STOPS	6	28	3' - 2"	5' - 8"	2' - 3"		11' - 0"
L540	ABUTMENT BEAM	5	114	7' - 5"	2' - 9"			21' - 0"
L541	WING BEAM	5	18	2' - 9"	2' - 9"			11' - 8"
VA840	PILES / ABUT. BEAM	8	42	2' - 6"	2' - 6"			5' - 1"

ABT. NO. 1 (EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A640E	ENDWALL	6	142					3' - 4"
A641E	ENDWALL	6	2					54' - 10"
A642E	ENDWALL	6	4					39' - 6"
AX640E	ENDWALL	6	2	5' - 0"				10' - 0"
B640E	ENDWALL	6	2	5' - 0"				5' - 8"
F640E	ENDWALL / P.A.B.E.	6	125	1' - 1"	1' - 3"	1' - 1"	1' - 3"	4' - 0"
H570E	WINGWALL	5	42	8 ½"	2' - 4"			5' - 2"
R640E	ENDWALL	6	125	3' - 4"	3' - 4"			6' - 7"

ABT. NO. 2

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A440	ROADWAY BRKT.	4	1					51' - 10"
A441	ROADWAY BRKT.	4	2					36' - 10"
A442	WINGWALL	4	9					3' - 5"
A443	WINGWALL	4	5					12' - 10"
A444	WINGWALL	4	12					3' - 5"
A445	WINGWALL	4	5					13' - 8"
AX440	ROADWAY BRKT.	4	1	2' - 7"				5' - 2"
A540	ABUTMENT BEAM	5	2					56' - 4"
A541	ABUTMENT BEAM	5	4					39' - 3"
A542	WING BEAM	5	2					19' - 3"
A543	WING BEAM	5	2					17' - 2"
AX540	ABUTMENT BEAM	5	2	3' - 2"				6' - 4"
A640	ENDWALL	6	8					54' - 10"
A641	ENDWALL	6	16					39' - 0"
A642	WINGWALL	6	9					3' - 5"
A643	WINGWALL	6	5					11' - 1"
A644	WINGWALL	6	12					3' - 5"
A645	WINGWALL	6	5					15' - 5"
A646	ENDWALL	6	16					4' - 0"
A647	BEAM STOPS	6	49					2' - 8"
AX640	ENDWALL	6	8	3' - 9"				7' - 6"
A740	ABUTMENT BEAM	7	14					56' - 4"
A741	ABUTMENT BEAM	7	28					39' - 10"
A742	WING BEAM	7	10					19' - 3"
A743	WING BEAM	7	10					17' - 2"
AX740	ABUTMENT BEAM	7	14	4' - 4"				8' - 8"
B640	ENDWALL	6	8	5' - 0"				5' - 8"
H540	ENDWALL	5	125	4' - 3"	6"			5' - 0"
H640	ENDWALL	6	125	2' - 3"	4' - 0"			10' - 0"
H641	WINGWALL	6	21	1' - 2"	4' - 0"			8' - 11"
HA640	BEAM STOPS	6	28	3' - 2"	5' - 8"	2' - 3"		11' - 0"
L540	ABUTMENT BEAM	5	115	7' - 5"	2' - 9"			21' - 0"
L541	WING BEAM	5	18	2' - 9"	2' - 9"			11' - 8"
VA840	PILES / ABUT. BEAM	8	42	2' - 6"	2' - 6"			5' - 1"

ABT. NO. 2 (EPOXY)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A640E	ENDWALL	6	141					3' - 5"
A641E	ENDWALL	6	2					54' - 10"
A642E	ENDWALL	6	4					39' - 6"
AX640E	ENDWALL	6	2	5' - 0"				10' - 0"
B640E	ENDWALL	6	2	5' - 0"				5' - 8"
F640E	ENDWALL / P.A.B.E.	6	125	1' - 1"	1' - 3"	1' - 1"	1' - 3"	4' - 0"
H570E	WINGWALL	5	42	8 ½"	2' - 4"			5' - 2"
R640E	ENDWALL	6	125	3' - 5"	3' - 5"			6' - 9"

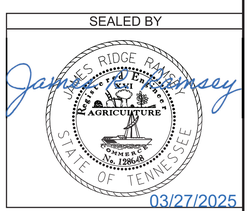
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. THE MOST CURRENT C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

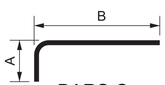
NOTE: THE SUFFIX "E" FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY

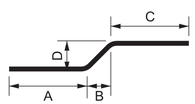


BARS A

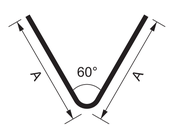
BARS AX



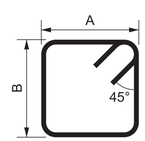
BARS C



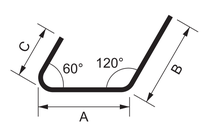
BARS F



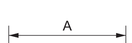
BARS VA



BARS L



BARS HA



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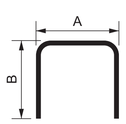

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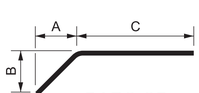

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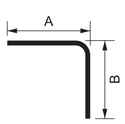
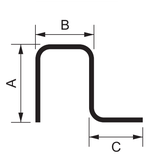
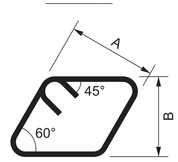


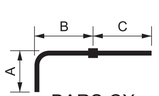
BARS R



BARS HC



BARS LS



BARS CX

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-772

PIER NO. 1

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	CAP	5	4					2' - 10 ⅜"
A551	CAP	5	4					7' - 6 ½"
A552	CAP	5	4					13' - 4 ⅛"
A553	CAP	5	6					3' - 2 ⅞"
A554	CAP	5	6					8' - 6"
A555	CAP	5	6					15' - 1 ½"
A556	CAP	5	12					37' - 9"
A557	CAP	5	6					41' - 0"
A850	CAP	8	30					40' - 0"
A851	CAP	8	10					42' - 8 ⅝"
AX550	CAP	5	6	3' - 3"				6' - 6"
AX850	CAP	8	20	5' - 0"				10' - 0"
B850	CAP	8	10	38' - 6"				39' - 5"
B851	CAP	8	10	43' - 0 ⅝"				43' - 11 ¾"
CB850	CAP	8	10	4' - 11 ¼"	9 ⅞"	8' - 3 ¼"		14' - 2 ¼"
CD850	CAP	8	60	4' - 11 ¼"	9 ¾"	9' - 11 ½"		14' - 11 ⅜"
CD851	CAP	8	20	4' - 11"	11 ½"	3' - 10 ⅜"		8' - 10 ¼"
DX850	CAP	8	10	4' - 11 ¼"	9 ¾"	2' - 8 ¼"	7' - 3 ¼"	14' - 11 ⅜"
SER. LS550	CAP	5	16	2' - 11"	"B"			106' - 7 ⅜"
				"B" VARIES FROM 3' - 9 ¾" TO 4' - 11 ¼" IN INC. OF 2 ¼" (7 BARS)				
SER. LS551	CAP	5	16	2' - 11"	"B"			80' - 9 ⅛"
				"B" VARIES FROM 3' - 3 ⅜" TO 3' - 8 ⅜" IN INC. OF 1" (6 BARS)				
SER. LS552	CAP	5	4	2' - 11"	"B"			75' - 7 ⅝"
				"B" VARIES FROM 3' - 10 ⅛" TO 4' - 9 ⅝" IN INC. OF 2 ⅞" (5 BARS)				
LS553	CAP	5	4	2' - 11"	3' - 8 ¼"			13' - 10 ¾"
LS554	CAP	5	4	2' - 11"	3' - 6 ¾"			13' - 7 ⅜"
LS555	CAP	5	4	2' - 5 ⅝"	3' - 5 ¾"			12' - 6 ⅝"
LS556	CAP	5	4	2' - 5 ⅝"	3' - 4 ¾"			12' - 4 ⅝"
LS557	CAP	5	2	1' - 7"	3' - 3 ⅝"			10' - 5 ⅛"
H500	CAP	5	10	2' - 11"	5' - 5"			13' - 6 ⅛"
H501	CAP	5	20	2' - 11"	5' - 2"			13' - 0 ⅛"
VA850	CAP	8	30	6' - 9 ⅝"				13' - 7"
VB850	CAP	8	20	6' - 9 ⅞"	5' - 4 ⅝"			12' - 3"
X550	CAP	5	6	2' - 0 ⅜"	3' - 2"			12' - 7 ½"
A951	COLUMN	9	19					8' - 1"
A952	COLUMN	9	19					7' - 9"
A953	COLUMN	9	19					7' - 5"
A954	COLUMN	9	19					7' - 1"
A955	COLUMN	9	19					6' - 9"
T650	COLUMN	6	110	3' - 4"				12' - 0 ¾"

PIER NO. 1 DRILLED SHAFTS

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A950	SHAFT	9	95					21' - 3"
T650	SHAFT	6	200	3' - 4"				12' - 0 ¾"

PIER NO. 2

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	CAP	5	4					2' - 10 ⅜"
A551	CAP	5	4					7' - 6 ½"
A552	CAP	5	4					13' - 4 ⅛"
A553	CAP	5	6					3' - 2 ⅞"
A554	CAP	5	6					8' - 6"
A555	CAP	5	6					15' - 1 ½"
A556	CAP	5	12					37' - 9"
A557	CAP	5	6					41' - 0"
A850	CAP	8	30					40' - 0"
A851	CAP	8	10					42' - 8 ⅝"
AX550	CAP	5	6	3' - 3"				6' - 6"
AX850	CAP	8	20	5' - 0"				10' - 0"
B850	CAP	8	10	38' - 6"				39' - 5"
B851	CAP	8	10	43' - 0 ⅝"				43' - 11 ¾"
CB850	CAP	8	10	4' - 11 ¼"	9 ⅞"	8' - 3 ¼"		14' - 2 ¼"
CD850	CAP	8	60	4' - 11 ¼"	9 ¾"	9' - 11 ½"		14' - 11 ⅜"
CD851	CAP	8	20	4' - 11"	11 ½"	3' - 10 ⅜"		8' - 10 ¼"
DX850	CAP	8	10	4' - 11 ¼"	9 ¾"	2' - 8 ¼"	7' - 3 ¼"	14' - 11 ⅜"
SER. LS550	CAP	5	16	2' - 11"	"B"			106' - 7 ⅜"
				"B" VARIES FROM 3' - 9 ¾" TO 4' - 11 ¼" IN INC. OF 2 ¼" (7 BARS)				
SER. LS551	CAP	5	16	2' - 11"	"B"			80' - 9 ⅛"
				"B" VARIES FROM 3' - 3 ⅜" TO 3' - 8 ⅜" IN INC. OF 1" (6 BARS)				
SER. LS552	CAP	5	4	2' - 11"	"B"			75' - 7 ⅝"
				"B" VARIES FROM 3' - 10 ⅛" TO 4' - 9 ⅝" IN INC. OF 2 ⅞" (5 BARS)				
LS553	CAP	5	4	2' - 11"	3' - 8 ¼"			13' - 10 ¾"
LS554	CAP	5	4	2' - 11"	3' - 6 ¾"			13' - 7 ⅜"
LS555	CAP	5	4	2' - 5 ⅝"	3' - 5 ¾"			12' - 6 ⅝"
LS556	CAP	5	4	2' - 5 ⅝"	3' - 4 ¾"			12' - 4 ⅝"
LS557	CAP	5	2	1' - 7"	3' - 3 ⅝"			10' - 5 ⅛"
H500	CAP	5	10	2' - 11"	5' - 5"			13' - 6 ⅛"
H501	CAP	5	20	2' - 11"	5' - 2"			13' - 0 ⅛"
VA850	CAP	8	30	6' - 9 ⅝"				13' - 7"
VB850	CAP	8	20	6' - 9 ⅞"	5' - 4 ⅝"			12' - 3"
X550	CAP	5	6	2' - 0 ⅜"	3' - 2"			12' - 7 ½"
A951	COLUMN	9	19					12' - 0"
A952	COLUMN	9	19					11' - 8"
A953	COLUMN	9	19					11' - 4"
A954	COLUMN	9	19					11' - 0"
A955	COLUMN	9	19					10' - 8"
T650	COLUMN	6	150	3' - 4"				12' - 0 ¾"

PIER NO. 2 DRILLED SHAFTS

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A950	SHAFT	9	95					16' - 3"
T650	SHAFT	6	175	3' - 4"				12' - 0 ¾"

PIER NO. 3

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	CAP	5	4					2' - 10 ⅜"
A551	CAP	5	4					7' - 6 ½"
A552	CAP	5	4					13' - 4 ⅛"
A553	CAP	5	6					3' - 2 ⅞"
A554	CAP	5	6					8' - 6"
A555	CAP	5	6					15' - 1 ½"
A556	CAP	5	12					37' - 9"
A557	CAP	5	6					41' - 0"
A850	CAP	8	30					40' - 0"
A851	CAP	8	10					42' - 8 ⅝"
AX550	CAP	5	6	3' - 3"				6' - 6"
AX850	CAP	8	20	5' - 0"				10' - 0"
B850	CAP	8	10	38' - 6"				39' - 5"
B851	CAP	8	10	43' - 0 ⅝"				43' - 11 ¾"
CB850	CAP	8	10	4' - 11 ¼"	9 ⅞"	8' - 3 ¼"		14' - 2 ¼"
CD850	CAP	8	60	4' - 11 ¼"	9 ¾"	9' - 11 ½"		14' - 11 ⅜"
CD851	CAP	8	20	4' - 11"	11 ½"	3' - 10 ⅜"		8' - 10 ¼"
DX850	CAP	8	10	4' - 11 ¼"	9 ¾"	2' - 8 ¼"	7' - 3 ¼"	14' - 11 ⅜"
SER. LS550	CAP	5	16	2' - 11"	"B"			106' - 7 ⅜"
				"B" VARIES FROM 3' - 9 ¾" TO 4' - 11 ¼" IN INC. OF 2 ¼" (7 BARS)				
SER. LS551	CAP	5	16	2' - 11"	"B"			80' - 9 ⅛"
				"B" VARIES FROM 3' - 3 ⅜" TO 3' - 8 ⅜" IN INC. OF 1" (6 BARS)				
SER. LS552	CAP	5	4	2' - 11"	"B"			75' - 7 ⅝"
				"B" VARIES FROM 3' - 10 ⅛" TO 4' - 9 ⅝" IN INC. OF 2 ⅞" (5 BARS)				
LS553	CAP	5	4	2' - 11"	3' - 8 ¼"			13' - 10 ¾"
LS554	CAP	5	4	2' - 11"	3' - 6 ¾"			13' - 7 ⅜"
LS555	CAP	5	4	2' - 5 ⅝"	3' - 5 ¾"			12' - 6 ⅝"
LS556	CAP	5	4	2' - 5 ⅝"	3' - 4 ¾"			12' - 4 ⅝"
LS557	CAP	5	2	1' - 7"	3' - 3 ⅝"			10' - 5 ⅛"
H500	CAP	5	10	2' - 11"	5' - 5"			13' - 6 ⅛"
H501	CAP	5	20	2' - 11"	5' - 2"			13' - 0 ⅛"
VA850	CAP	8	30	6' - 9 ⅝"				13' - 7"
VB850	CAP	8	20	6' - 9 ⅞"	5' - 4 ⅝"			12' - 3"
X550	CAP	5	6	2' - 0 ⅜"	3' - 2"			12' - 7 ½"
A951	COLUMN	9	19					11' - 9"
A952	COLUMN	9	19					11' - 5"
A953	COLUMN	9	19					11' - 1"
A954	COLUMN	9	19					10' - 9"
A955	COLUMN	9	19					10' - 5"
T650	COLUMN	6	145	3' - 4"				12' - 0 ¾"

PIER NO. 3 DRILLED SHAFTS

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A950	SHAFT	9	95					21' - 3"
T650	SHAFT	6	203	3' - 4"				12' - 0 ¾"

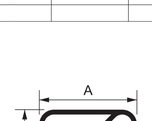
BARS A

BARS AX

BARS CB

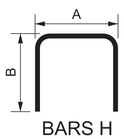
BARS DX

BARS VA

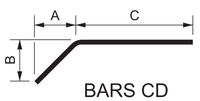


BARS LS

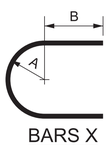
BARS B



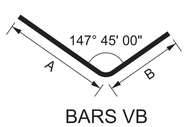
BARS H



BARS CD



BARS X



BARS VB

BARS T

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B33

REVISIONS

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

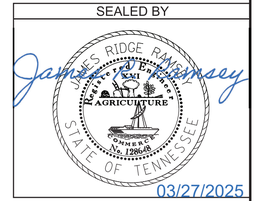
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. THE MOST CURRENT C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX "E" FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-773

PIER NO. 4

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	CAP	5	4					2' - 10 ⅜"
A551	CAP	5	4					7' - 6 ½"
A552	CAP	5	4					13' - 4 ⅛"
A553	CAP	5	6					3' - 2 ⅞"
A554	CAP	5	6					8' - 6"
A555	CAP	5	6					15' - 1 ½"
A556	CAP	5	12					37' - 9"
A557	CAP	5	6					41' - 0"
A850	CAP	8	30					40' - 0"
A851	CAP	8	10					42' - 8 ⅝"
AX550	CAP	5	6	3' - 3"				6' - 6"
AX850	CAP	8	20	5' - 0"				10' - 0"
B850	CAP	8	10	38' - 6"				39' - 5"
B851	CAP	8	10	43' - 0 ⅝"				43' - 11 ¾"
CB850	CAP	8	10	4' - 11 ¼"	9 ⅞"	8' - 3 ¼"		14' - 2 ¼"
CD850	CAP	8	60	4' - 11 ¼"	9 ¾"	9' - 11 ½"		14' - 11 ⅜"
CD851	CAP	8	20	4' - 11"	11 ½"	3' - 10 ⅜"		8' - 10 ¼"
DX850	CAP	8	10	4' - 11 ¼"	9 ¾"	2' - 8 ¼"	7' - 3 ¼"	14' - 11 ⅜"
SER. LS550	CAP	5	16	2' - 11"	"B"			106' - 7 ⅜"
				"B" VARIES FROM 3' - 9 ¾" TO 4' - 11 ¼" IN INC. OF 2 ¼" (7 BARS)				
SER. LS551	CAP	5	16	2' - 11"	"B"			80' - 9 ⅛"
				"B" VARIES FROM 3' - 3 ⅜" TO 3' - 8 ⅛" IN INC. OF 1" (6 BARS)				
SER. LS552	CAP	5	4	2' - 11"	"B"			75' - 7 ⅝"
				"B" VARIES FROM 3' - 10 ⅛" TO 4' - 9 ⅝" IN INC. OF 2 ⅞" (5 BARS)				
LS553	CAP	5	4	2' - 11"	3' - 8 ¼"			13' - 10 ¾"
LS554	CAP	5	4	2' - 11"	3' - 6 ¾"			13' - 7 ⅜"
LS555	CAP	5	4	2' - 5 ⅝"	3' - 5 ¾"			12' - 6 ⅝"
LS556	CAP	5	4	2' - 5 ⅝"	3' - 4 ¾"			12' - 4 ⅝"
LS557	CAP	5	2	1' - 7"	3' - 3 ⅝"			10' - 5 ⅛"
H500	CAP	5	10	2' - 11"	5' - 5"			13' - 6 ⅛"
H501	CAP	5	20	2' - 11"	5' - 2"			13' - 0 ⅛"
VA850	CAP	8	30	6' - 9 ⅝"				13' - 7"
VB850	CAP	8	20	6' - 9 ⅞"	5' - 4 ⅝"			12' - 3"
X550	CAP	5	6	2' - 0 ⅜"	3' - 2"			12' - 7 ½"
A951	COLUMN	9	19					10' - 5"
A952	COLUMN	9	19					10' - 1"
A953	COLUMN	9	19					9' - 9"
A954	COLUMN	9	19					9' - 5"
A955	COLUMN	9	19					9' - 1"
T650	COLUMN	6	138	3' - 4"				12' - 0 ¾"

PIER NO. 4 DRILLED SHAFTS

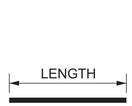
BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A950	SHAFT	9	95					22' - 3"
T650	SHAFT	6	209	3' - 4"				12' - 0 ¾"

PIER NO. 5

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	CAP	5	4					2' - 10 ⅜"
A551	CAP	5	4					7' - 6 ½"
A552	CAP	5	4					13' - 4 ⅛"
A553	CAP	5	6					3' - 2 ⅞"
A554	CAP	5	6					8' - 6"
A555	CAP	5	6					15' - 1 ½"
A556	CAP	5	12					37' - 9"
A557	CAP	5	6					41' - 0"
A850	CAP	8	30					40' - 0"
A851	CAP	8	10					42' - 8 ⅝"
AX550	CAP	5	6	3' - 3"				6' - 6"
AX850	CAP	8	20	5' - 0"				10' - 0"
B850	CAP	8	10	38' - 6"				39' - 5"
B851	CAP	8	10	43' - 0 ⅝"				43' - 11 ¾"
CB850	CAP	8	10	4' - 11 ¼"	9 ⅞"	8' - 3 ¼"		14' - 2 ¼"
CD850	CAP	8	60	4' - 11 ¼"	9 ¾"	9' - 11 ½"		14' - 11 ⅜"
CD851	CAP	8	20	4' - 11"	11 ½"	3' - 10 ⅜"		8' - 10 ¼"
DX850	CAP	8	10	4' - 11 ¼"	9 ¾"	2' - 8 ¼"	7' - 3 ¼"	14' - 11 ⅜"
SER. LS550	CAP	5	16	2' - 11"	"B"			106' - 7 ⅜"
				"B" VARIES FROM 3' - 9 ¾" TO 4' - 11 ¼" IN INC. OF 2 ¼" (7 BARS)				
SER. LS551	CAP	5	16	2' - 11"	"B"			80' - 9 ⅛"
				"B" VARIES FROM 3' - 3 ⅜" TO 3' - 8 ⅛" IN INC. OF 1" (6 BARS)				
SER. LS552	CAP	5	4	2' - 11"	"B"			75' - 7 ⅝"
				"B" VARIES FROM 3' - 10 ⅛" TO 4' - 9 ⅝" IN INC. OF 2 ⅞" (5 BARS)				
LS553	CAP	5	4	2' - 11"	3' - 8 ¼"			13' - 10 ¾"
LS554	CAP	5	4	2' - 11"	3' - 6 ¾"			13' - 7 ⅜"
LS555	CAP	5	4	2' - 5 ⅝"	3' - 5 ¾"			12' - 6 ⅝"
LS556	CAP	5	4	2' - 5 ⅝"	3' - 4 ¾"			12' - 4 ⅝"
LS557	CAP	5	2	1' - 7"	3' - 3 ⅝"			10' - 5 ⅛"
H500	CAP	5	10	2' - 11"	5' - 5"			13' - 6 ⅛"
H501	CAP	5	20	2' - 11"	5' - 2"			13' - 0 ⅛"
VA850	CAP	8	30	6' - 9 ⅝"				13' - 7"
VB850	CAP	8	20	6' - 9 ⅞"	5' - 4 ⅝"			12' - 3"
X550	CAP	5	6	2' - 0 ⅜"	3' - 2"			12' - 7 ½"
A951	COLUMN	9	19					10' - 2"
A952	COLUMN	9	19					9' - 10"
A953	COLUMN	9	19					9' - 6"
A954	COLUMN	9	19					9' - 2"
A955	COLUMN	9	19					8' - 10"
T650	COLUMN	6	137	3' - 4"				12' - 0 ¾"

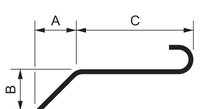
PIER NO. 5 DRILLED SHAFTS

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
A950	SHAFT	9	95					22' - 3"
T650	SHAFT	6	208	3' - 4"				12' - 0 ¾"

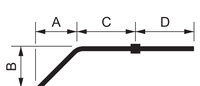


BARS A

BARS AX

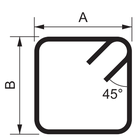


BARS CB

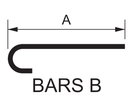


BARS DX

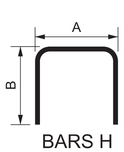
BARS VA



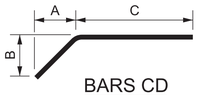
BARS LS



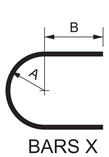
BARS B



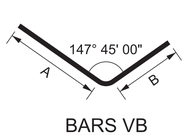
BARS H



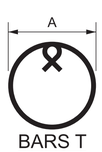
BARS CD



BARS X



BARS VB



BARS T

PIN NO.: 124563.00
DESIGN BY: RIDGE RAMSEY DATE: 07/2024
DRAWN BY: RIDGE RAMSEY DATE: 07/2024
SUPERVISED BY: DAWOD BERWARY DATE: 07/2024
CHECKED BY: DAWOD BERWARY DATE: 08/2024

CONST. NO.: 78008-3264-94

PROJECT NO.	YEAR	SHEET NO.
BR-NH-71(39)	2025	B34

REVISIONS

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

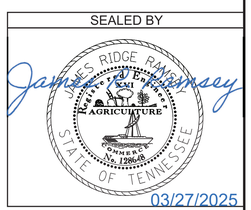
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. THE MOST CURRENT C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX "E" FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY



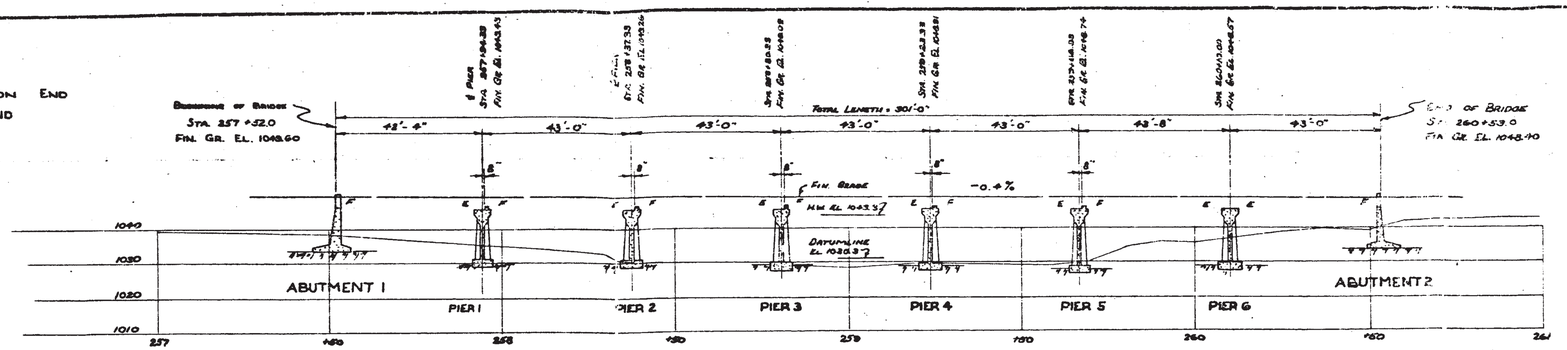
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
STATE ROUTE 71 (U.S. 321) OVER WEST FORK LITTLE PIGEON RIVER
BRIDGE I.D. NO. 78SR0710039
STATION 109+83.00
LOG MILE 21.00
SEVIER COUNTY
2025

U-94-774

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		19		

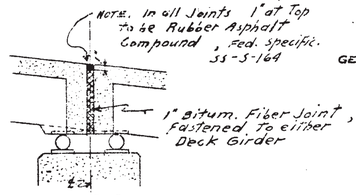
E = EXPANSION END
F = FIXED END



SECTION ALONG ℄ BRIDGE AND ROADWAY

NOTE: PIERS TO BE SET 1'-0" INTO ROCK

NOTE. Omit Roadway Brackets shown on Dwg. E-12-15 and E-12-16.
NOTE. Omit Expansion Device shown on Dwg. E-12-16 and use 1" Bitum. Fiber Joint as shown at right.



DESIGN DATA:

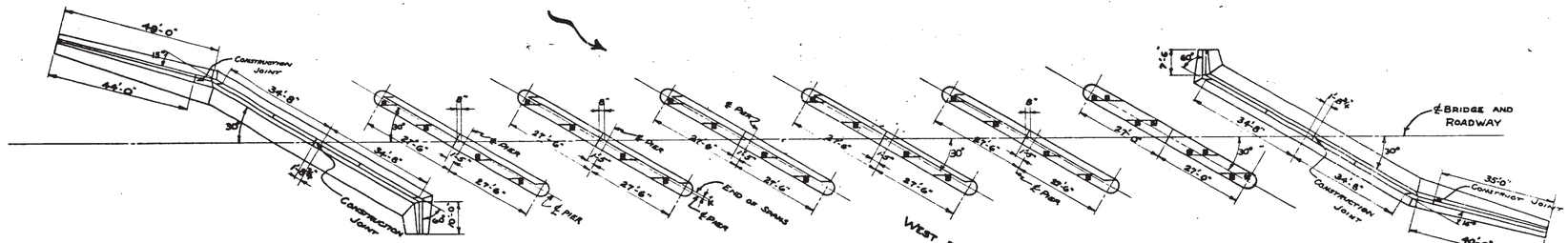
DRAINAGE AREA 45'300 ACR.
A FACTOR OF C=0.25 IN TALBOTS FORMULA GIVES 1550 SQ. FT. REQUIRED
AREA PROVIDED 1550 SQ FT. (AT RT. ∠ TO CHANNEL)

GENERAL NOTES:

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPT. OF HIGHWAYS AND PUBLIC WORKS.
H20 - 44 LOADING.
CONCRETE TO BE CL. "A"
REINF. STEEL : SEE SPECIFICATIONS
FORMS & FINISH : " "
ROCK FOUNDATION : " "

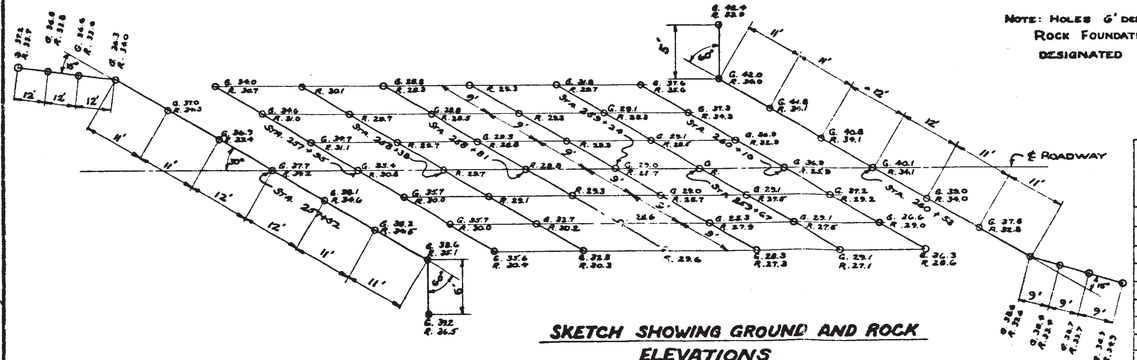
NOTE: 3" TRANSITE PIPE OR EQUAL TO BE USED IN LIEU OF 4" C.I. DRAIN PIPES SHOWN ON DRWG. E-12-15

38 PIPES, 1'-0" LONG, REQUIRED



PLAN

SCALE: 1"=20'



SKETCH SHOWING GROUND AND ROCK ELEVATIONS

NOTE: HOLES 6' DEEP TO BE DRILLED INTO ROCK FOUNDATIONS AT POINTS DESIGNATED BY THE ENGINEER.

78-71-20.95

ESTIMATED QUANTITIES

	EXCAVATION Cu Yds. DRY	EXCAVATION Cu Yds. WET	EXCAVATION Cu Yds. ROCK	CL. "A" CONCRETE Cu Yds.	STEEL LBS. REINF.	STEEL LBS. STRUCT.	STEEL LBS. FDGINGS	ROCK DRILLING LIN. FT.
SUPER STRUCTURE				30.1	5,819			
DECK GIRDERS				488.2	119,734	3,745	5,922	
ABUTMENT 1	190	0	38	141.6	11,620			
PIER 1	83	0	35	86.8	4052			
PIER 2	5	12	24	86.8	4052			
PIER 3	0	30	27	90.8	4193			
PIER 4	0	40	20	90.8	4193			
PIER 5	0	43	30	93.1	4301			
PIER 6	93	25	35	97.0	3662			
ABUTMENT 2	335	0	18	111.5	9559			
TOTALS	706	150	277	1316.7	171,185	3,745	5,922	144

LIST OF DRAWINGS

	DWG. NO.
HANDRAIL	E-2-87
SEE ALSO NOTES ON	E-12-16
* DECK GIRDERS - 40' CLEAR	E-12-15
SKEWED SLAB PLAN	E-12-16
ABUTMENT 1	E-10-97
PIERS 1-5	E-10-98
PIER 6	E-10-99
ABUTMENT 2	E-10-100
CONSTRUCTION JOINTS IN ABUTMENTS	C-2-95

* See also Details on this sheet.

28'-0" ROADWAY WITH SAFETY CURBS

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

LAYOUT OF BRIDGE
STA 257+52.0
SEVIER COUNTY

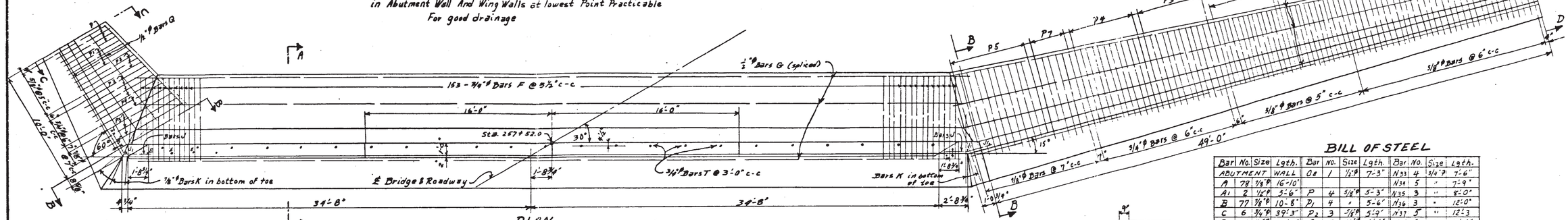
DESIGNED BY _____ DATE _____
DRAWN BY M.S. DATE 8-21-52
TRACED BY Wm Meeks DATE 8-22-52
CHECKED BY _____ DATE _____

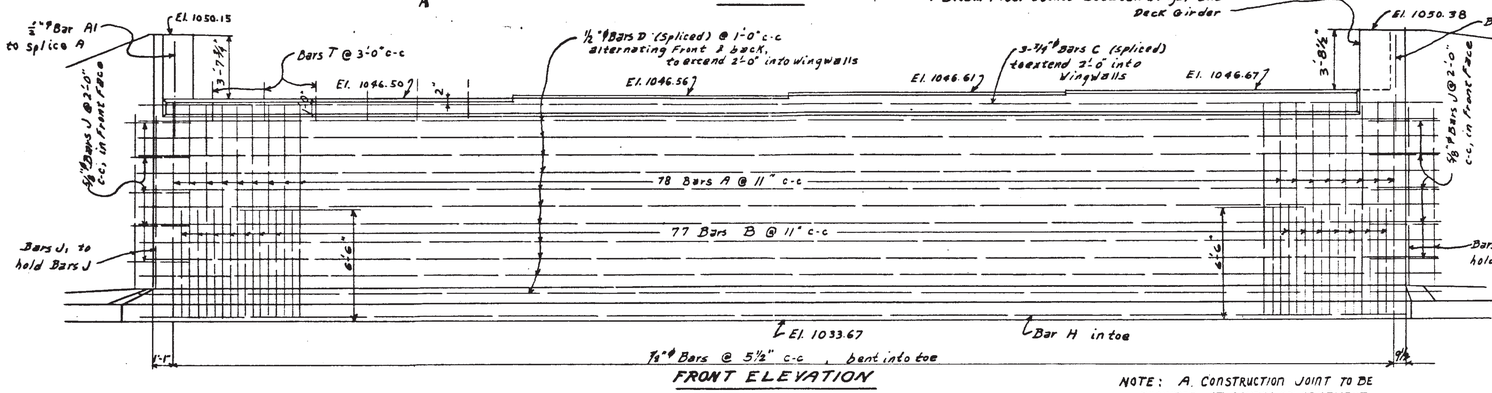
CORRECT L.H. Erickson 1952
BY SECTION ENGR.
APPROVED S En Squires
STATE ENGINEER

E-10-96

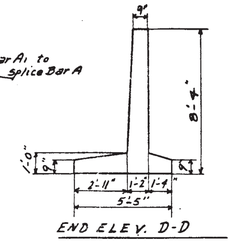
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		19	-	-

NOTE: 4" Tile Drains @ 5'-0" c-c To be placed in Abutment Wall And Wing Walls at lowest Point Practicable For good drainage

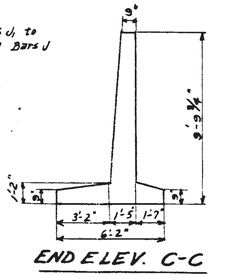




NOTE: A CONSTRUCTION JOINT TO BE PROVIDED AT CENTER OF ABUTMENT WALL AND IN LONG WINGWALL AS INDICATED ON LAYOUT SHEET.



END ELEV. D-D

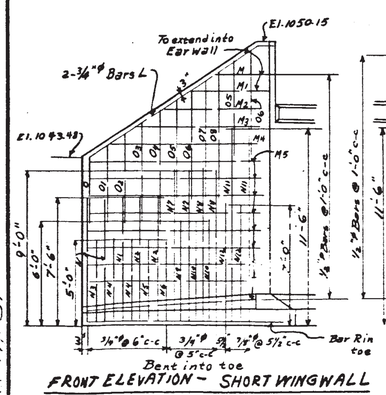


END ELEV. C-C

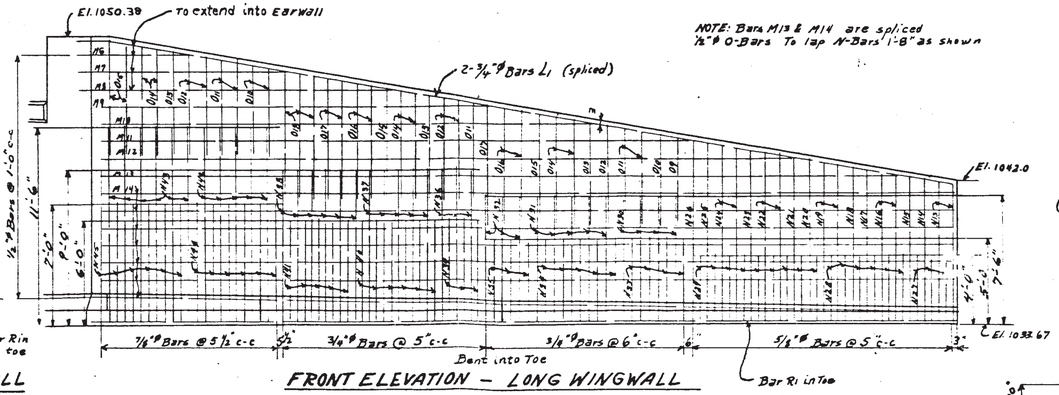
BILL OF STEEL

Bar	No.	Size	Lgth.	Bar	No.	Size	Lgth.	Bar	No.	Size	Lgth.
ABUTMENT			WALL	O8	1	1/2"ϕ	7'-3"	N33	4	3/4"ϕ	7'-6"
A	78	7/8"ϕ	16'-10"					N34	5	"	7'-9"
A1	2	1/2"ϕ	5'-6"	P	4	5/8"ϕ	5'-3"	N35	3	"	8'-0"
B	77	7/8"ϕ	10'-8"	P1	4	"	5'-6"	N36	3	"	12'-0"
C	6	3/4"ϕ	39'-3"	P2	3	5/8"ϕ	5'-9"	N37	5	"	12'-3
D	22	1/2"ϕ	39'-0"	P3	4	3/4"ϕ	6'-6"	N38	6	"	12'-6"
E	36	1/2"ϕ	9'-0"	P4	2	3/4"ϕ	6'-9"	N39	3	"	9'-0"
F	153	3/4"ϕ	7'-0"	P5	3	7/8"ϕ	7'-6"	N40	6	"	9'-3"
G	6	1/2"ϕ	36'-0"					N41	5	3/4"ϕ	9'-6"
H	2	1/2"ϕ	38'-0"	Q	3	1/2"ϕ	9'-9"	N42	5	7/8"ϕ	15'-3"
J	10	5/8"ϕ	4'-3"	R	1	1/2"ϕ	11'-6"	N43	6	"	15'-6"
J1	4	1/2"ϕ	10'-0"					N44	6	"	10'-9"
K	5	7/8"ϕ	6'-0"	LONG WING				N45	6	7/8"ϕ	11'-0"
T	23	3/4"ϕ	2'-0"	L1	4	3/4"ϕ	26'9"				
SHORT WING				M6	1	1/2"ϕ	7'-0"	O9	1	1/2"ϕ	5'-0"
L	2	3/4"ϕ	12'-3"	M7	1	"	12'-0"	O10	3	"	5'-3"
M	1	1/2"ϕ	3'-0"	M8	1	"	19'-0"	O11	5	"	5'-6"
M1	1	"	4'-6"	M9	1	"	22'-0"	O12	5	"	5'-9"
M2	1	"	6'-0"	M10	1	"	28'-0"	O13	3	"	6'-0"
M3	1	"	7'-3"	M11	1	"	34'-0"	O14	6	"	6'-3"
M4	1	"	8'-9"	M12	1	"	40'-0"	O15	H	"	6'6"
M5	9	1/2"ϕ	10'-0"	M13	2	"	24'-0"	O16	4	"	6'9"
N	2	3/4"ϕ	9'-9"	M14	14	1/2"ϕ	25'-6"	O17	3	"	7'-0"
N1	1	"	10'-0					O18	3	1/2"ϕ	7'-3"
N2	2	"	10'-3"	N13	2	5/8"ϕ	9'9"				
N3	1	"	7'-3"	N14	1	"	10'-0"	P	13	5/8"ϕ	5'-3"
N4	2	"	7'-6"	N15	1	"	10'-3"	P1	16	"	5'-6"
N5	1	"	7'-9"	N16	2	"	10'-6"	P2	14	3/4"ϕ	5'-9"
N6	1	"	8'-0"	N17	1	"	10'-9"	P3	12	3/4"ϕ	6'-6"
N7	2	"	12'-3"	N18	1	"	11'-0"	P4	12	3/4"ϕ	6'-9"
N8	2	"	12'-6"	N19	2	"	11'-3"	P5	12	7/8"ϕ	7'-6"
N9	1	"	9'-3"	N20	1	"	11'-6"	P6	16	5/8"ϕ	5'-0"
N10	2	3/4"ϕ	9'-6"	N21	1	"	11'-9"	P7	6	7/8"ϕ	7'-3"
N11	2	7/8"ϕ	15'-6"	N22	2	"	12'-0"				
N12	2	7/8"ϕ	10'-9"	N23	1	"	12'-3"	Q1	6	1/2"ϕ	26'-0"
				N24	2	"	12'-6"	R1	2	1/2"ϕ	26'-0"
O	1	1/2"ϕ	4'-0"	N25	1	"	12'-9"				
O1	1	"	4'-6"	N26	1	"	13'-0"				
O2	1	"	5'-3"	N27	3	"	5'-9"				
O3	1	"	6'-0"	N28	6	"	6'-0"				
O4	1	"	6'-6"	N29	9	5/8"ϕ	6'-3"				
O5	2	"	5'-9"	N30	4	3/4"ϕ	10'-0"				
O6	2	"	6'-3"	N31	5	"	10'-3"				
O7	1	1/2"ϕ	6'-9"	N32	3	3/4"ϕ	10'-6"				

NOTE: 1/2" O-Bars to lap N-Bars 1'-8" as shown



FRONT ELEVATION - SHORT WINGWALL



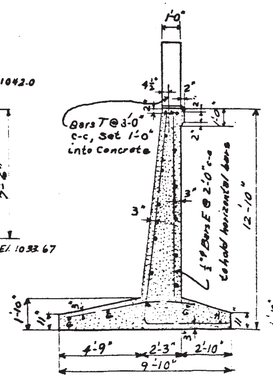
FRONT ELEVATION - LONG WINGWALL

NOTE: Bars M13 & M14 are spliced 1/2"ϕ O-Bars To lap N-Bars 1'-8" as shown

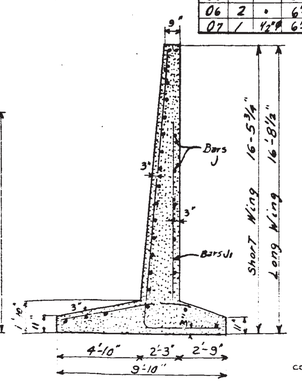
ESTIMATED QUANTITIES:

Cl. 'A' Concrete 141.6 Cu. yds.

Reinf. Steel 11,620 Lbs.



SECTION A-A



SECTION B-B

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

ABUTMENT 1

Bridge at Sta. 257+52.0
Sevier County
1952

CORRECT L. H. Erickson BRIDGE ENGINEER

APPROVED S. F. Lyons STATE HIGHWAY ENGINEER

E-10-97

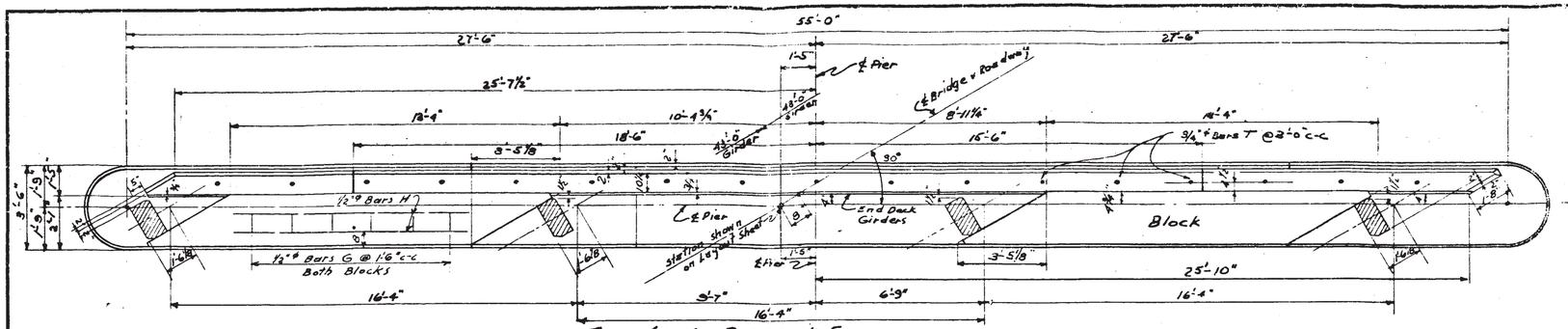
DESIGNED BY _____ DATE _____
DRAWN BY M.S. DATE 8-13-52
TRACED BY H.V.D. DATE 8-25-52
CHECKED BY _____ DATE _____

Chk. K. H. S.

FED ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		19	7	

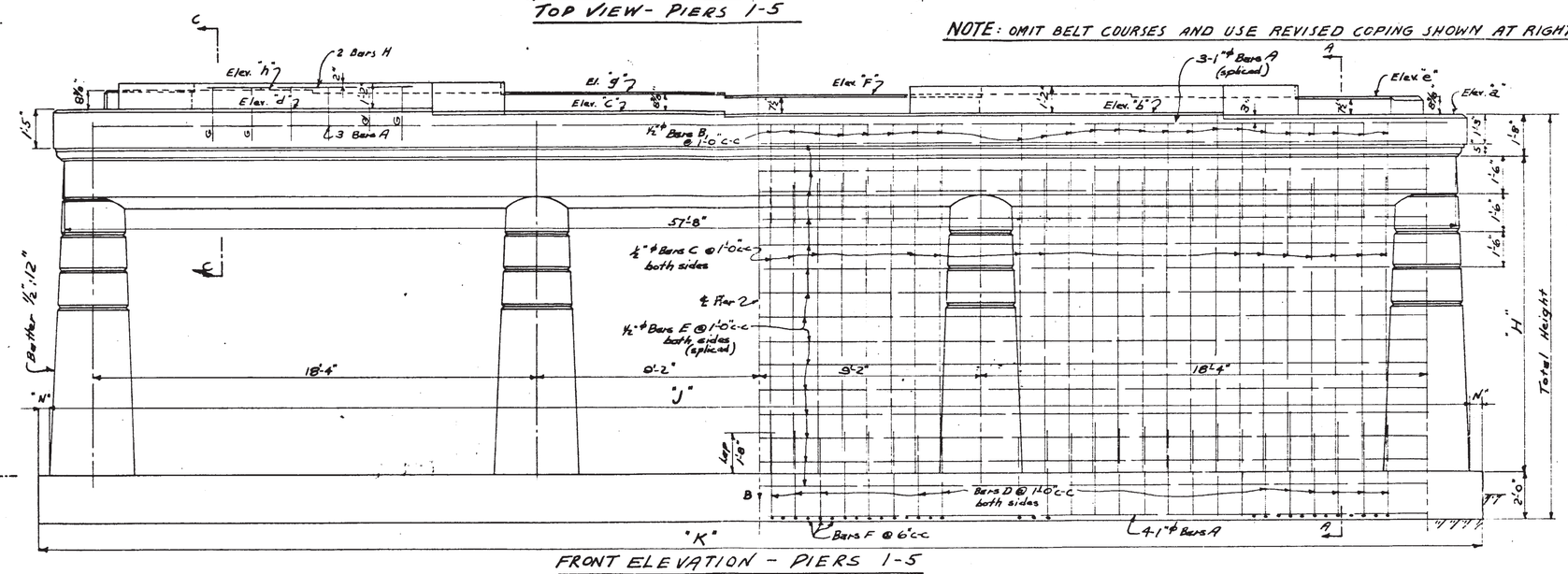
F 045-1-8

NOTE. When pouring Bridge Seats, provision shall be made for setting bolts for Bearing Plates.



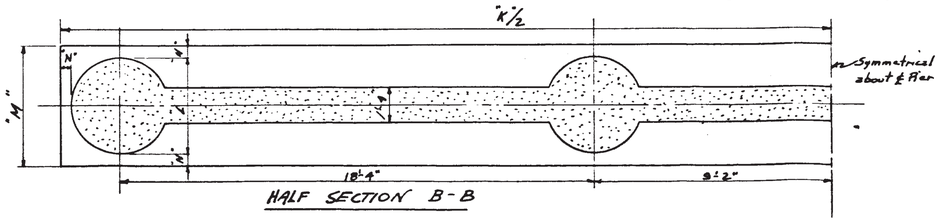
TOP VIEW - PIERS 1-5

NOTE: OMIT BELT COURSES AND USE REVISED COPING SHOWN AT RIGHT

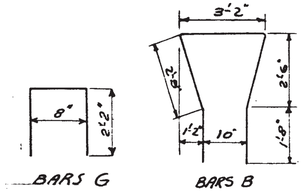


FRONT ELEVATION - PIERS 1-5

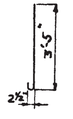
Looking ahead on Surveyline



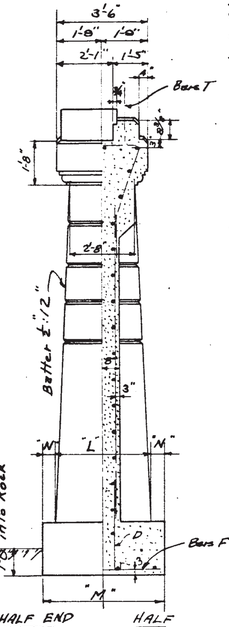
HALF SECTION B-B



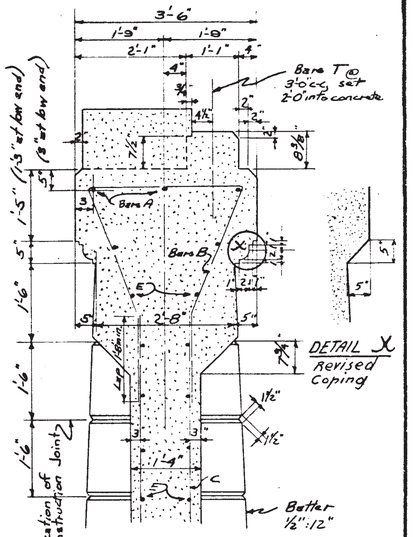
BARS G BARS B



BARS D



HALF END ELEVATION HALF SECTION A-A



SECTION C-C

SPECIAL NOTE:
Belt Courses shall be spaced 1'-6". They shall be formed by nailing triangular strips inside the forms. The pouring of the concrete shall be so arranged that the construction joints between successive lifts will be made at the apex of the bead as shown. The bottom belt course shall be so located, that the distance between it and the ground line or L.W. Elev. does not exceed 1'-6".

TABLE OF DIMENSIONS AND ELEVATIONS

	Tot. Height	"H"	"J"	"K"	"L"	"M"	"N"	El. "a"	El. "b"	El. "c"	El. "d"	El. "e"	El. "f"	El. "g"	El. "h"
Pier 1	16'-8"	13'-0"	58'-9"	59'-9"	3'-9"	4'-9"	6"	1045.69	1045.69	1045.74	1045.80	1046.33	1046.39	1046.44	1046.50
Pier 2	16'-8"	13'-0"	58'-9"	59'-9"	3'-9"	4'-9"	6"	1045.46	1045.52	1045.57	1045.63	1046.16	1046.22	1046.27	1046.33
Pier 3	17'-8"	14'-0"	58'-10"	59'-10"	3'-10"	4'-10"	6"	1045.29	1045.35	1045.40	1045.46	1045.93	1046.05	1046.10	1046.16
Pier 4	17'-8"	14'-0"	58'-10"	59'-10"	3'-10"	4'-10"	6"	1045.11	1045.17	1045.22	1045.28	1045.81	1045.87	1045.92	1045.98
Pier 5	18'-2"	14'-6"	58'-10½"	59'-10"	3'-10½"	4'-10½"	5¾"	1044.94	1045.00	1045.05	1045.11	1045.64	1045.70	1045.75	1045.81

ESTIMATED QUANTITIES

Pier	Cl. "A" Concrete Cu.yds.	Reinf. Steel Lbs.
1	86.8	4052
2	86.8	4052
3	90.8	4193
4	90.8	4193
5	93.1	4301

BILL OF STEEL

		Pier 1		Pier 2		Pier 3		Pier 4		Pier 5	
Bar	Size	No.	Lgth	No.	Lgth.	No.	Lgth.	No.	Lgth.	No.	Lgth.
A	1" ϕ	14	29'-3"	14	29'-3"	14	29'-3	14	29'-3"	14	29'-3"
B	½" ϕ	48	12'-0"	48	12'-0"	48	12'-0"	48	12'-0"	48	12'-0"
C	"	96	12'-0"	96	12'-0"	96	13'-6"	96	18'-0"	96	13'-6"
D	"	96	3'-10"	96	3'-10"	96	3'-10"	96	3'-10"	96	3'-10"
E	"	60	28'-6"	60	28'-6"	64	28'-6"	64	28'-6"	68	28'-6"
F	½" ϕ	93	4'-4"	93	4'-4"	93	4'-4"	93	4'-4"	93	4'-4"
T	¾" ϕ	17	3'-0"	17	3'-0"	17	3'-0"	17	3'-0"	17	3'-0"
G	½" ϕ	12	5'-0	12	5'-0	12	5'-0	12	5'-0	12	5'-0"
H	½" ϕ	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"	4	8'-0"

Revised 8-15-57 : Coping changed & Belt courses omitted.

Check: M.S.

DESIGNED BY _____ DATE _____
DRAWN BY M.S. DATE 7-2-52
TRACED BY W.O. MINTER DATE 7-2-52
CHECKED BY _____ DATE _____

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

PIERS 1-5

BRIDGE AT STA. 257+52.0

SEVIER COUNTY

1952

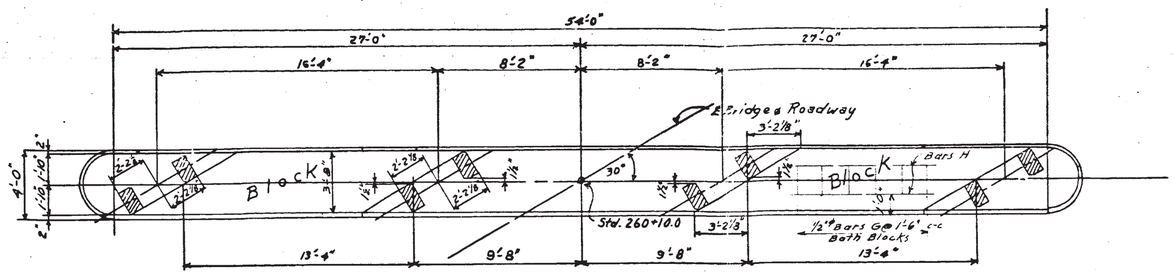
CORRECT L. N. Endsley BRIDGE ENG. MGR.

APPROVED S. Sm. Squires STATE HIGHWAY ENG. MGR.

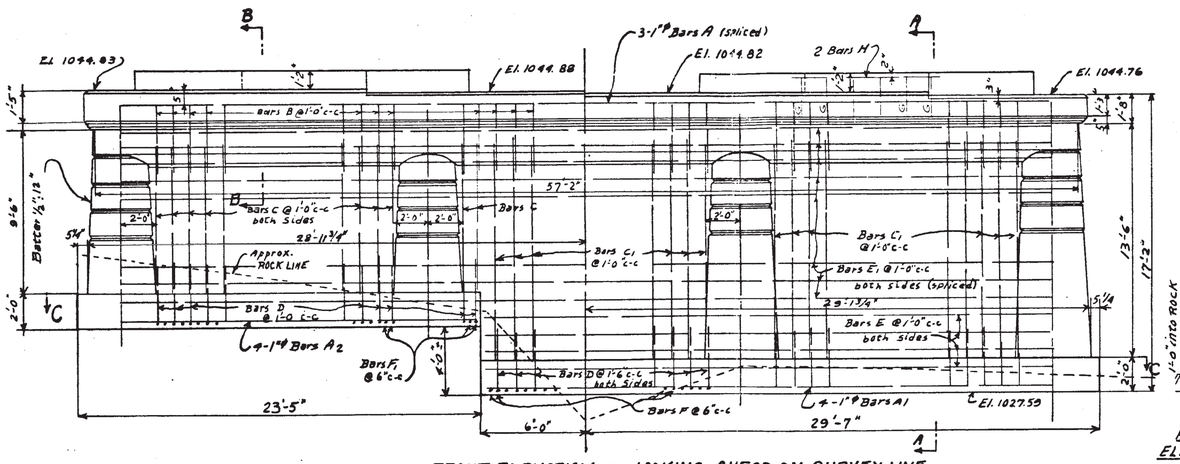
E-10-98

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		19		

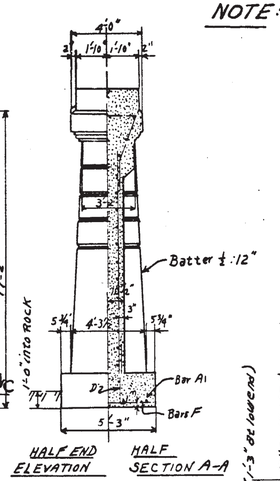
F-045-1-3



TOP VIEW



FRONT ELEVATION - LOOKING AHEAD ON SURVEY LINE

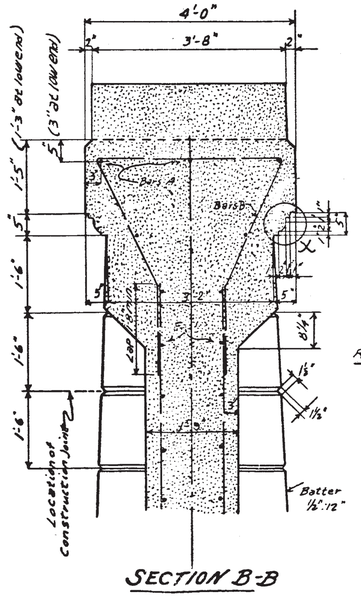


HALF END ELEVATION

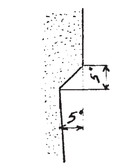
HALF SECTION A-A

NOTE: OMIT BELT COURSES AND USE REVISED COPING SHOWN BELOW

~~See Special Note on Dwg. E-10-98~~



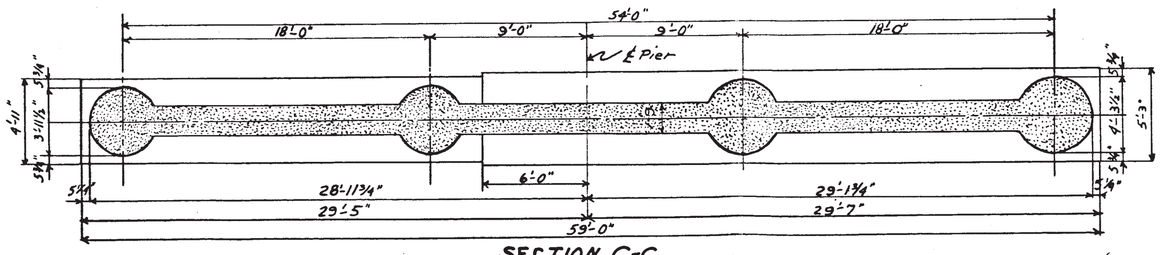
SECTION B-B



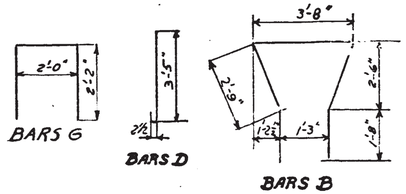
DETAIL X

REVISED COPING

NOTE: WHEN POURING BRIDGE SEAT, PROVISION SHALL BE MADE FOR SETTING BOLTS FOR BEARING PLATES



SECTION C-C



BILL OF STEEL

Bar	No.	Size	Length
A	6	1"ø	28'-9"
A1	4	"	33'-0"
A2	4	1"ø	21'-0"
B	45	½"ø	12'-6"
C	34	½"ø	8'-6"
C1	56	½"ø	12'-6"
D	90	½"ø	3'-10"
E	8	½"ø	32'-9"
E1	44	½"ø	28'-0"
F	55	½"ø	4'-10"
F1	32	½"ø	6'-6"
G	12	½"ø	6'-0"
H	4	½"ø	8'-0"

ESTIMATED QUANTITIES:
Cl. "A" Concrete 97.0 Cu. yds.
Reinf. Steel 3662 Lbs.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

PIER 6

Bridge at Sta. 257+52.0
Sevier County
1952

CORRECT L. N. Erickson BRIDGE ENGINEER
APPROVED S. M. Squires STATE HIGHWAY ENGINEER

E-10-99

DESIGNED BY _____ DATE _____
DRAWN BY MS DATE 7-8-52
TRACED BY N.V.D. DATE 7-16-52
CHECKED BY _____ DATE _____

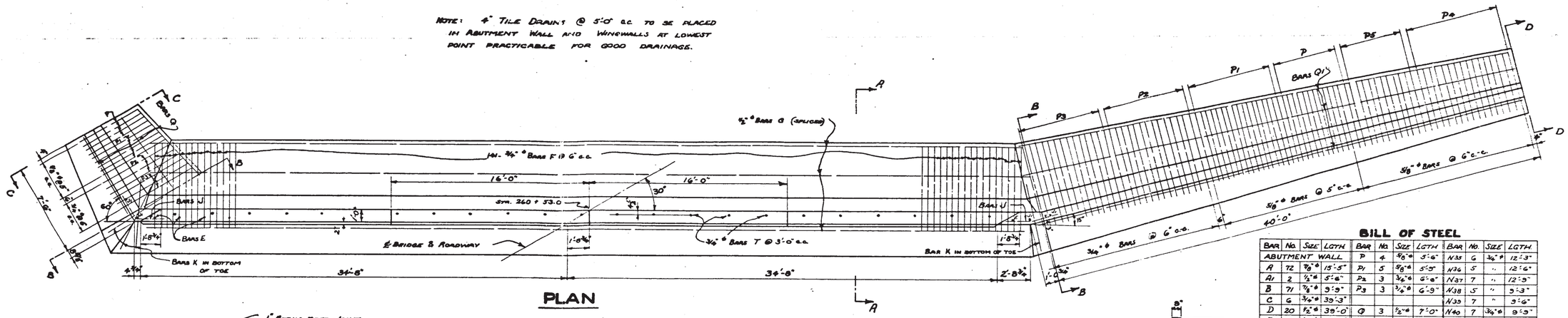
Revised: 8-15-51: Belt courses omitted & Coping changed.

Check: W.F.S.

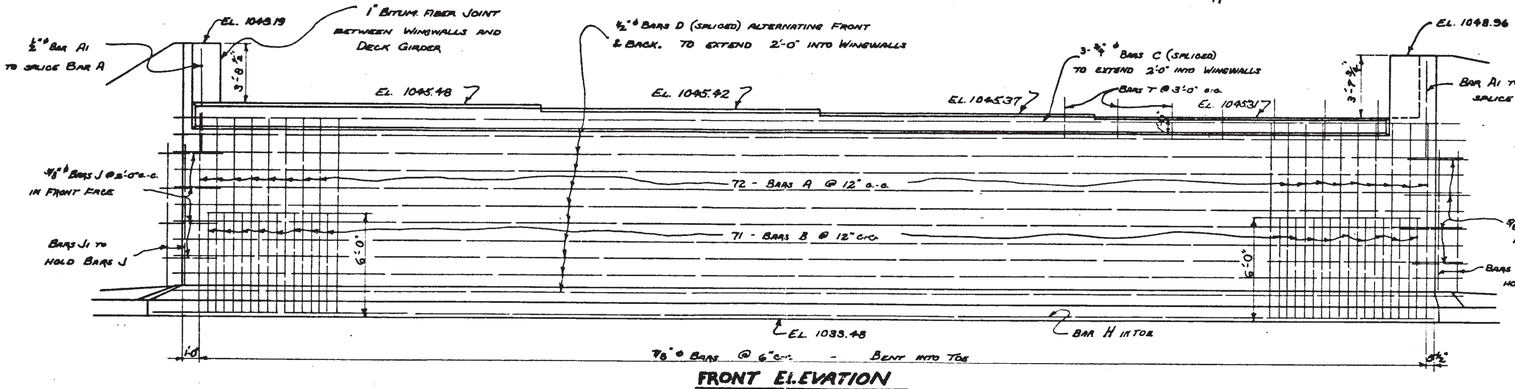
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
8	TENN.		19		

F-345 1-3

NOTE: 4" TILE DRAINS @ 5'-0" o.c. TO BE PLACED IN ABUTMENT WALL AND WINGWALLS AT LOWEST POINT PRACTICABLE FOR GOOD DRAINAGE.



PLAN

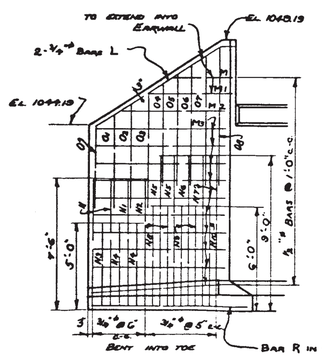


FRONT ELEVATION

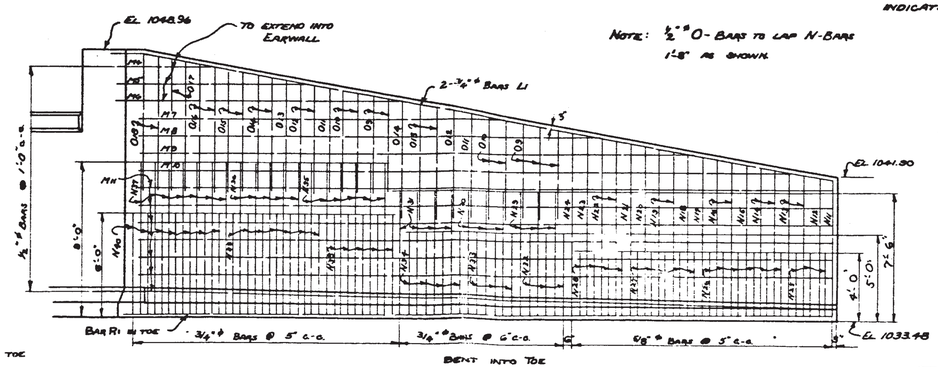
NOTE: ½" ø O-BARS TO LAP N-BARS 1'-8" AS SHOWN

NOTE: A CONSTRUCTION JOINT TO BE PROVIDED AT CENTER OF ABUTMENT WALL AND IN LONG WINGWALL AS INDICATED ON LAYOUT SHEET.

NOTE: ½" ø O-BARS TO LAP N-BARS 1'-8" AS SHOWN.

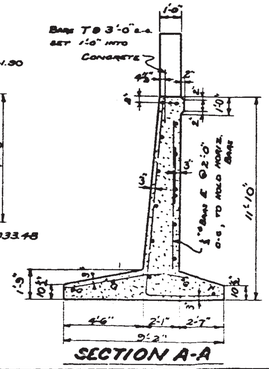


FRONT ELEVATION - SHORT WINGWALL

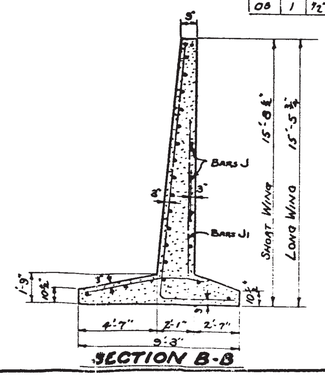


FRONT ELEVATION - LONG WINGWALL

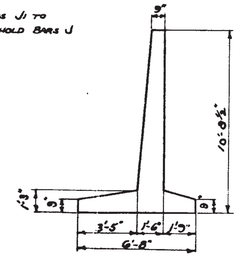
ESTIMATED QUANTITIES
CL 'A' CONCRETE 111.5 CU YDS.
REINF STEEL 9559 LBS.



SECTION A-A



SECTION B-B



END ELEV C-C

BILL OF STEEL

BAR	NO.	SIZE	LGTH	BAR	NO.	SIZE	LGTH	BAR	NO.	SIZE	LGTH
ABUTMENT WALL				P	4	⅝" ø	5'-6"	N35	6	¾" ø	12'-3"
A	72	⅞" ø	15'-5"	P1	5	⅝" ø	5'-5"	N36	5	"	12'-6"
A1	2	½" ø	5'-6"	P2	3	¾" ø	6'-8"	N37	7	"	12'-9"
B	71	⅞" ø	3'-9"	P3	3	¾" ø	6'-9"	N38	5	"	9'-3"
C	6	¾" ø	39'-3"					N39	7	"	9'-6"
D	20	½" ø	39'-0"	Q	3	½" ø	7'-0"	N40	7	¾" ø	9'-9"
E	36	½" ø	9'-0"	R	1	½" ø	8'-6"				
F	141	¾" ø	6'-9"					O9	5	½" ø	5'-6"
G	6	½" ø	36'-3"	LONG WING				O10	4	"	5'-9"
H	2	½" ø	37'-9"	L1	2	¾" ø	42'-0"	O11	2	"	6'-0"
J	8	⅝" ø	4'-3"	M9	1	½" ø	5'-6"	O12	3	"	6'-3"
J1	4	½" ø	8'-0"	M5	1	"	11'-0"	O13	3	"	6'-6"
K	4	⅝" ø	6'-0"	M6	1	"	16'-6"	O14	3	"	6'-9"
T	23	¾" ø	2'-0"	M7	1	"	21'-3"	O15	2	"	7'-0"
				M8	1	"	26'-6"	O16	2	"	7'-3"
SHORT WING				M3	1	"	32'-0"	O17	2	"	7'-6"
L	2	¾" ø	9'-3"	M10	1	"	37'-6"	O18	2	½" ø	7'-9"
M	1	½" ø	3'-6"	M11	7	½" ø	40'-3"				
M1	1	"	4'-9"					P4	16	⅝" ø	5'-0"
M2	1	"	6'-0"	N11	1	⅜" ø	5'-9"	P5	11	"	5'-3"
M3	10	½" ø	7'-6"	N12	1	"	10'-0"	P	13	"	5'-6"
				N13	2	"	10'-3"	P1	17	⅝" ø	5'-5"
N	2	¾" ø	10'-0"	N14	2	"	10'-9"	P2	14	¾" ø	6'-6"
N1	1	"	10'-3"	N15	1	"	11'-0"	P3	14	¾" ø	6'-9"
N2	1	"	10'-6"	N16	2	"	11'-3"				
N3	1	"	7'-6"	N17	1	"	11'-6"	Q1	3	½" ø	40'-3"
N4	2	"	7'-9"	N18	1	"	11'-9"	R1	1	½" ø	41'-0"
N5	2	"	12'-3"	N19	2	"	12'-0"				
N6	1	"	12'-6"	N20	1	"	12'-3"				
N7	2	"	12'-9"	N21	1	"	12'-6"				
N8	2	"	9'-3"	N22	2	"	12'-9"				
N9	2	"	9'-6"	N23	1	"	13'-0"				
N10	1	¾" ø	9'-9"	N24	1	"	13'-3"				
				N25	3	"	5'-9"				
O	1	½" ø	4'-9"	N26	6	"	6'-0"				
O1	1	"	5'-6"	N27	5	"	6'-3"				
O2	1	"	6'-8"	N28	4	⅞" ø	6'-6"				
O3	1	"	6'-9"	N29	3	¾" ø	10'-0"				
O4	1	"	6'-0"	N30	3	"	10'-3"				
O5	1	"	6'-6"	N31	4	"	10'-6"				
O6	1	"	7'-0"	N32	3	"	7'-6"				
O7	1	"	7'-6"	N33	3	"	7'-9"				
O8	1	½" ø	8'-0"	N34	4	¾" ø	8'-0"				

DESIGNED BY M.S. DATE
DRAWN BY M.S. DATE 8-20-52
TRACED BY Wm Medley DATE 8-26-52
CHECKED BY DATE

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

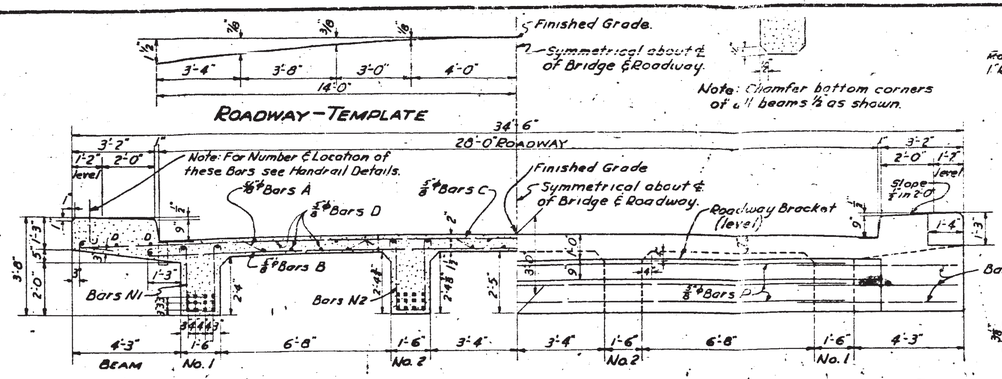
ABUTMENT 2
BRIDGE AT STA. 257+52.0
SEVIER CO.
1952

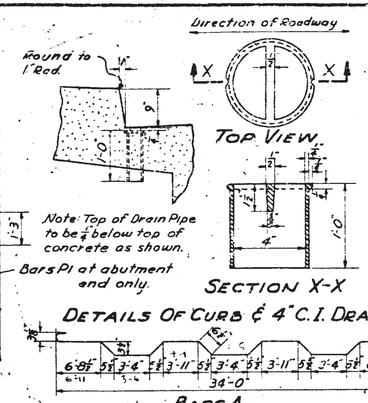
CORRECT L. H. Erickson BRIDGE ENGINEER
APPROVED S. Finn Lewis STATE HIGHWAY ENGINEER

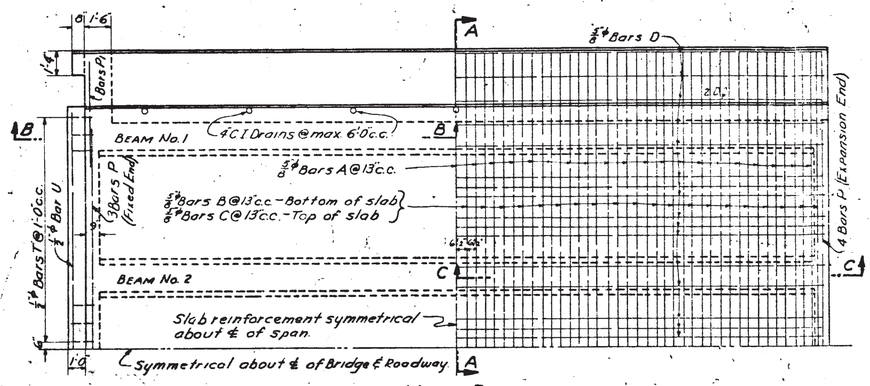
E-10-100

Corrected: M.S.

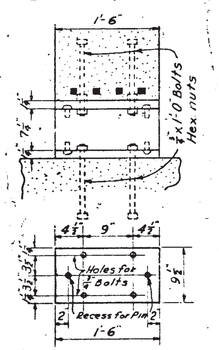
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		19		

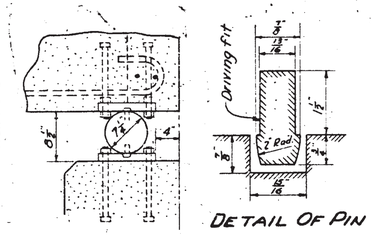






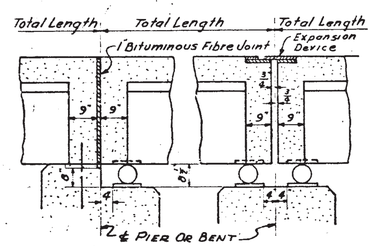
Note: When two or more spans are built, place a Bituminous Fibre Joint between spans at Expansion end, except where there are two Expansion ends on one pier or bent. See details on this Sheet.





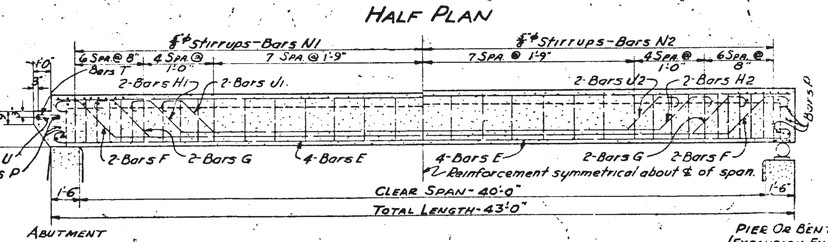
Note: Plates to be cast steel or structural steel. Rollers to be forged and annealed.

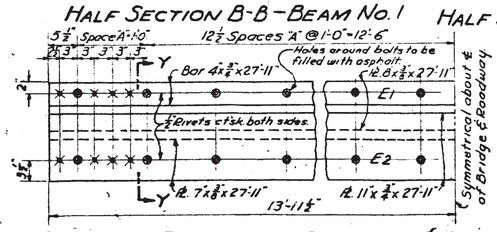
DETAILS OF ROLLER BEARINGS

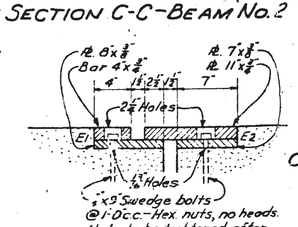


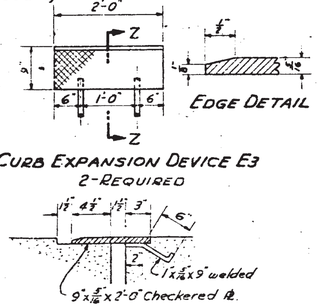
ONE EXPANSION END
ONE FIXED END
ON PIER OR BENT

TWO EXPANSION ENDS
ON PIER OR BENT









DETAILS OF EXPANSION DEVICES E1 - E3
FOR TWO EXPANSION ENDS ON PIER OR BENT
WEIGHT = 1669 LBS. OF STRUCTURAL STEEL.

DESIGNED BY
DRAWN BY
TRACED BY R.E. AILEY
CHECKED BY
DATE
DATE 6-20-52
DATE 8-27-52
DATE

BILL OF STEEL

ONE INTERMEDIATE SPAN

BAR	NO	SIZE	LENGTH	LOCATION
A	39	⅝" ℄	35'-6"	SLAB
B	40	"	29'-6"	"
C	40	"	35'-0"	"
D	34	⅝" ℄	42'-6"	SLAB
E	16	1¼" ℄	44'-6"	BEAMS No. 1 & 2
F	8	"	46'-3"	" "
G	8	"	42'-0"	" "
H1	4	1¼" ℄	37'-7"	BEAMS No. 1
H2	4	1⅛" ℄	37'-5"	" No. 2
J1	4	1¼" ℄	33'-10"	" No. 1
J2	4	1" ℄	33'-6"	" No. 2
N1	70	⅝" ℄	7'-4"	" No. 1
N2	70	⅝" ℄	7'-6"	" No. 2
P	7	⅝" ℄	25'-6"	END WALLS

NOTE: FOR EACH ABUTMENT END ADD:
6 - ⅝" ℄ x 6'-3" - BARS P1
28 - ½" ℄ x 2'-3" - BARS T
1 - ½" ℄ x 27'-6" - BAR U

STEEL BENDING TABLE

BAR	a	b	c	d
E	42'-6"	2'-1½"	35'-7"	3'-0"
G	38'-3"	2'-1½"	31'-4"	3'-0"
H1, H2	34'-0"	1'-10½"	27'-1"	2'-8"
J1, J2	30'-3"	1'-10½"	24'-0"	2'-8"

ESTIMATED QUANTITIES

ITEM	CONCRETE CLASS A CU.YDS.	STEEL LBS. REINFORC.	STEEL LBS. STRUCT.*	FORGINGS LBS
INTERMED. SPAN	66.8	17,037	541	846
END SPAN	69.3	17,137	541	846

* Weight of Expansion Devices E1-E3 is NOT included in these structural steel quantities.

NOTE: Cost of C.I. Drains and Joint material to be included in the unit price bid for Class A Concrete.

GENERAL NOTES

SPECIFICATIONS: Standard Road & Bridge Specifications of the Tennessee Department of Highways & Public Works.
LOADING: H20-44
CONCRETE: To be Class "A."
REINFORCING STEEL: See Specifications.
FORMS & FINISH: See Specifications.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

STANDARD

CONCRETE BRIDGES

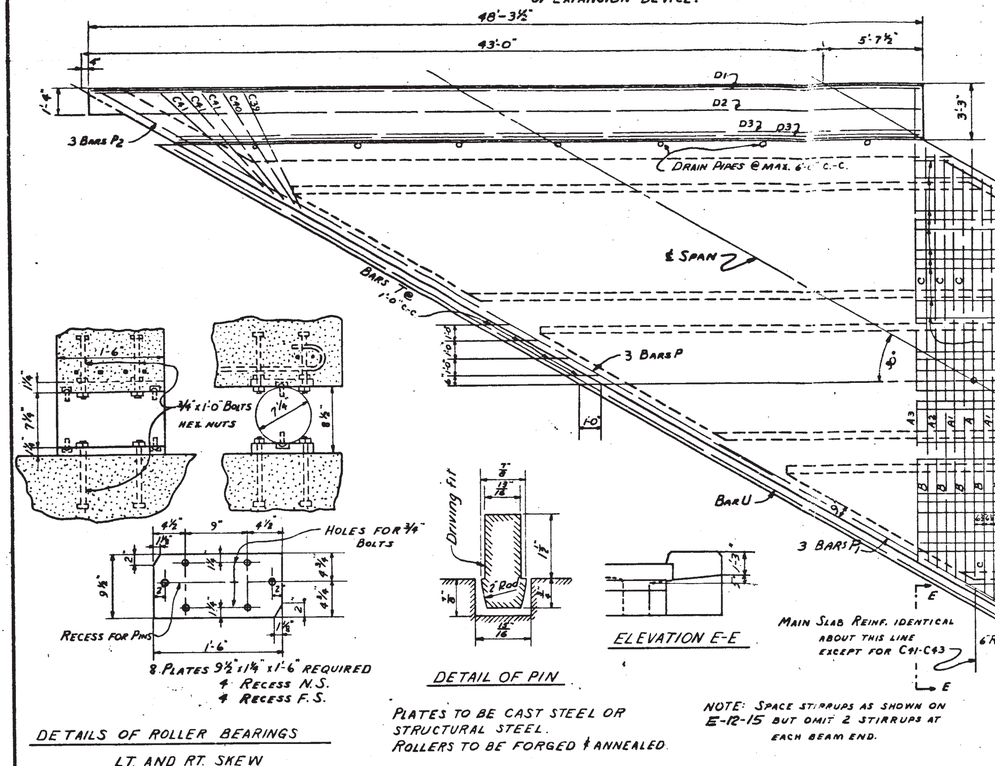
DECK GIRDER TYPE
SPAN 40'-0" ROADWAY 28'-0"
WITH SAFETY CURB
1945

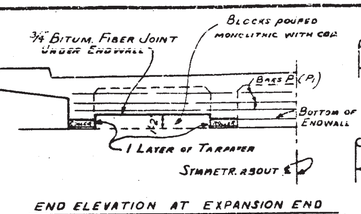
L. H. Erickson
CHIEF ENGINEER
S. M. Squires
ENGINEER

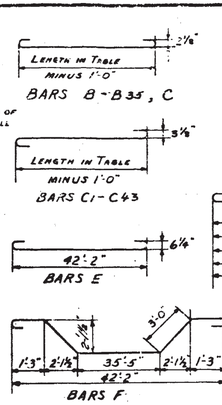
E-12-15

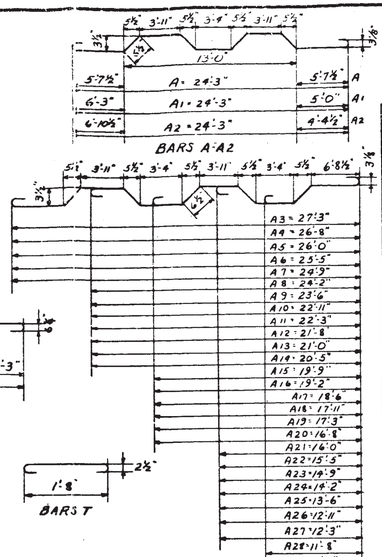
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	TENN.		'9		

NOTE: WHEN TWO OR MORE SPANS ARE BUILT, PLACE A ¾" BITUM. FIBER JOINT BETWEEN DECK GIRDERS AT EXPANSION END, EXCEPT WHEN THERE ARE TWO EXPANSION ENDS ON PIER OR BENT. SEE DETAILS OF EXPANSION DEVICE.









BILL OF STEEL - CONSTANT FOR END & INTERMED SPAN

BAR	No.	SIZE	LGTH.	BAR	No	SIZE	LGTH.	BAR	No.	SIZE	LGTH.
A	1	⅞" ℄	25'-7"	B17	2	⅞" ℄	15'-2"	C28	2	⅞" ℄	11'-4"
A1	2	"	25'-7"	B18	2	"	14'-7"	C29	2	"	11'-1"
A2	2	"	25'-7"	B19	2	"	13'-11"	C30	2	"	10'-9"
A3	2	"	28'-8"	B20	2	"	13'-4"	C31	2	"	10'-5"
A4	2	"	28'-1"	B21	2	"	12'-8"	C32	2	"	10'-1"
A5	2	"	27'-5"	B22	2	"	12'-1"	C33	2	"	9'-10"
A6	2	"	26'-10"	B23	2	"	11'-5"	C34	2	"	9'-6"
A7	2	"	26'-2"	B24	2	"	10'-10"	C35	2	"	9'-2"
A8	2	"	25'-6"	B25	2	"	10'-2"	C36	2	"	8'-10"
A9	2	"	24'-10"	B26	2	"	9'-7"	C37	2	"	8'-7"
A10	2	"	24'-3"	B27	2	"	8'-11"	C38	2	"	8'-3"
A11	2	"	23'-7"	B28	2	"	8'-7"	C39	8	"	8'-2"
A12	2	"	23'-0"	B29	2	"	8'-4"	C40	2	⅝" ℄	8'-6"
A13	2	"	22'-4"	B30	2	"	8'-0"				
A14	2	"	21'-9"	B31	2	"	7'-8"				
A15	2	"	21'-0"	B32	2	"	7'-4"	E	16	1¼" ℄	44'-2"
A16	2	"	20'-5"	B33	2	"	6'-9"				
A17	2	"	19'-9"	B34	2	"	6'-1"	F	8	1¼" ℄	45'-11"
A18	2	"	19'-2"	B35	2	⅝" ℄	5'-6"				
A19	2	"	18'-6"					G	8	1¼" ℄	42'-0"
A20	2	"	17'-11"	C	6	⅝" ℄	25'-3"				
A21	2	"	17'-2"	C1	2	"	27'-11"	H1	4	1¼" ℄	37'-7"
A22	2	"	16'-7"	C2	2	"	27'-4"	H2	4	1¼" ℄	37'-5"
A23	2	"	15'-11"	C3	2	"	26'-8"	J1	4	1¼" ℄	33'10"
A24	2	"	15'-9"	C4	2	"	26'-1"	J2	4	1" ℄	33'6"
A25	2	"	14'-8"	C5	2	"	25'-5"				
A26	2	"	14'-1"	C6	2	"	24'-10"	N1	62	⅝" ℄	7'-4"
A27	2	"	13'-5"	C7	2	"	24'-2"	N2	62	⅝" ℄	7'-6"
A28	2	"	12'-9"	C8	2	"	23'-7"	P	7	⅝" ℄	33'9"
A29	2	⅝" ℄	12'-1"	C9	2	"	22'-11"	P1	7	⅝" ℄	19'-9"
				C10	2	"	22'-4"				
B	6	⅝" ℄	25'-3"	C11	2	"	21'-8"				
B1	2	"	25'-2"	C12	2	"	21'-1"				
B2	2	"	24'-7"	C13	2	"	20'-5"				
B3	2	"	23'-11"	C14	2	"	19'-10"				
B4	2	"	23'-4"	C15	2	"	19'-2"				
B5	2	"	22'-8"	C16	2	"	18'-7"				
B6	2	"	22'-1"	C17	2	"	17'-11"				
B7	2	"	21'-5"	C18	2	"	17'-4"				
B8	2	"	20'-10"	C19	2	"	16'-8"				
B9	2	"	20'-2"	C20	2	"	16'-1"				
B10	2	"	19'-7"	C21	2	"	15'-5"				
B11	2	"	18'-11"	C22	2	"	14'-10"				
B12	2	"	18'-4"	C23	2	"	14'-2"				
B13	2	"	17'-8"	C24	2	"	13'-7"				
B14	2	"	17'-1"	C25	2	"	12'-11"				
B15	2	"	16'-5"	C26	2	"	12'-4"				
B16	2	⅝" ℄	15'-10"	C27	2	⅝" ℄	11'-8"				

DETAIL OF PIN

PLATES TO BE CAST STEEL OR STRUCTURAL STEEL.
ROLLERS TO BE FORGED & ANNEALED.

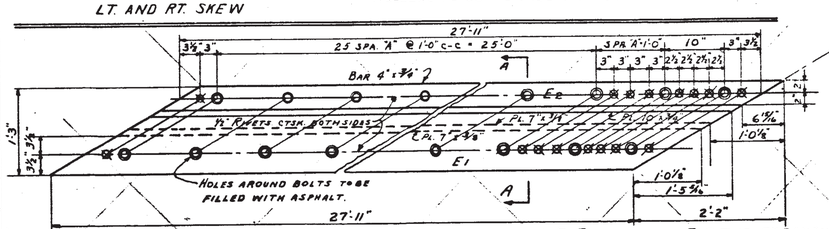
ELEVATION E-E

Main Slab Reinf. identical about this line except for C41-C43

NOTE: SPACE STIRRUPS AS SHOWN ON E-12-15 BUT OMIT 2 STIRRUPS AT EACH BEAM END.

DETAILS OF ROLLER BEARINGS

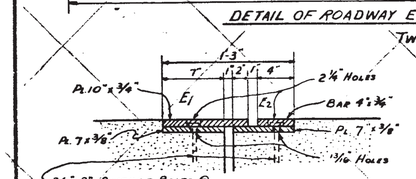
LT. AND RT. SKEW



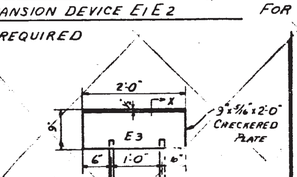
DETAIL OF ROADWAY EXPANSION DEVICE E1 E2

TWO REQUIRED

FOR TWO EXPANSION ENDS ON PIER OR BENT

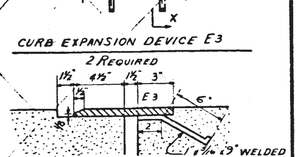


SECTION A-A



CURB EXPANSION DEVICE E3

2 Required



SECTION X-X

WEIGHT OF EXPANSION DEVICES E1 E2 E3 = 3,101 # STRUCT. STEEL.

NOTE: DETAILS SHOWN ON THIS SHEET SUPERSEDE THOSE ON DWG. E-12-15
FOR DETAILS NOT SHOWN SEE DWG. E-12-15

HANDRAIL NOTES

BUILD RAIL ACCORDING TO STANDARD E-2-87

40' SPAN, BUT MAKE THE FOLLOWING CHANGES.

END SPAN - LONG SIDE M = 48'-3½"
MAKE 6 SPA. "L" 6'-0¼", 24 BARS G 6'-2"
12 BARS F 5'-8" LONG.

SHORT SIDE M = 42'-8" MAKE 6 SPA. "L" 5'-1";
24 BARS G 5'-3", 12 BARS F 4'-9" LONG.
FOR BOTH SIDES USE 66 BARS C & 66 BARS E (TOTAL)

INTERMED SPAN : BUILD AS SHOWN ON E-2-87

NOTE: Roadway Brackets to be omitted

ADDITIONAL BILLS OF STEEL

END SPAN			
C41	4	⅝" ℄	8'-9"
C42	1	⅝" ℄	8'-6"
C43	1	⅝" ℄	6'-9"
D	30	⅝" ℄	42'-3"
D1	1	"	47'-9"
D2	1	"	45'-3"
D3	2	⅝" ℄	42'-6"
P2	6	⅝" ℄	10'-9"
F	28	1¼" ℄	2'-6"
V	2	1¼" ℄	20'-9"

INTERMED. SPAN			
C41	2	⅝" ℄	8'-9"
C42	2	⅝" ℄	8'-6"
C43	2	⅝" ℄	6'-9"
D	26	⅝" ℄	42'-3"
D3	8	⅝" ℄	42'-6"

ESTIMATED QUANTITIES

	CL. "A" CONCRETE CU. YDS.	STEEL LBS. REINF.	STRUCT.	FORGINGS
END SPAN	71.6	17,187	535	846
INTERMED. SPAN	69.0	17,072	535	846

NOTE: WEIGHT OF EXPANSION DEVICES IS NOT INCLUDED IN STRUCT. STEEL QUANTITIES.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE
STANDARD

SLAB DETAIL

40' DECK GIRDER 30° SKEW RIGHT
28'-0" ROADWAY WITH SAFETY CURBS
1952

DESIGNED BY _____ DATE _____
DRAWN BY M.S. DATE 6-25-48
TRACED BY R.E. ALLEE DATE 7-1-52
CHECKED BY _____ DATE _____

CORRECT L. V. Erickson BY DES. ENGINEER
APPROVED S. M. Squires STATE ENGINEER

E-12-16
WITH DWG. E-12-15

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS & E	2025	BR-NH-71(39)	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS (5.0.)	1
2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1-2
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	3
6. FLOCCULANTS (3.5.3.1.b)	3
7. UTILITY RELOCATION	3-4
8. MAINTENANCE AND INSPECTION	4
9. SITE ASSESSMENTS (5.5.3.8.)	4
10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
11. NON-STORMWATER DISCHARGES (5.5.3.12.)	5
12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)	5-6
13. RECORD-KEEPING	6-7
14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)	7
15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)	7
16. ENVIRONMENTAL PERMITS (1.5.2.)	7
17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)	8

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

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☐ YES (CHECK ALL THAT APPLY BELOW) ☒ NO

- ☐ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 2.208 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 2.208 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR 71: Bridge over West Prong Fork Little Pigeon River, LM 21.04
COUNTY: Sevier
PIN: 124563.00

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 11, DRAINAGE MAP SHEET(S) 7, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☒ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES

PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
Cataska-Sylco Complex	D	7.0	0.24
Lostcove very cobbly loam	B	47.8	0.10
Sequatchie loam rarely flooded	B	20.5	0.32
Urban land	NA	14.4	0
Water	NA	10.3	0

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	1.058	47.9	98	
PERVIOUS	1.15	52.1	61	
WEIGHTED CURVE NUMBER OR C-FACTOR =			78	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS

AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	1.008	45.7	98	
PERVIOUS	1.2	54.3	61	
WEIGHTED CURVE NUMBER OR C-FACTOR =			78	

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS _____)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☒ YES ☐ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION

TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	West Prong Little Pigeon River	No	No	Yes	Yes
SPG-1/STR-2	West Prong Little Pigeon River	No	No	No	Yes
STR-3	West Prong Little Pigeon River	No	No	No	Yes
STR-4	West Prong Little Pigeon River	No	No	No	No

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-5	West Prong Little Pigeon River	No	No	No	No

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

☒ YES ☐ NO

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

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 11, 12, 13A.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

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

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

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

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

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☒ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☒ YES ☐ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:ARAP has been obtained

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

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

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

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-11, 12, 13A FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☒ YES ☐ NO ☐ N/A

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

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

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

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

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

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

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

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☐YES ☒ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☐ YES ☒ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☒ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

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

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

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

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5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

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

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

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 2-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

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

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

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

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☐ YES ☐ NO ☒ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET 7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 10 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

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

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 10 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

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

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

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

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

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

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

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

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

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

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

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

10. STORMWATER MANAGEMENT (5.5.3.11.h)

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

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): NA

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS & E	2025	BR-NH-71(39)	S-5

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

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

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

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

10.7. OTHER MATERIALS

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

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

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

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

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.
☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.
☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)
☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.
☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.
☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.
☐ OTHER: _____

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

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

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

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

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

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

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

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

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

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

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

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

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

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

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

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

12.4. SPILL MANAGEMENT

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

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

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

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

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

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

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

12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

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12.4.8. IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

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

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

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13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

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

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

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

Keven Brown
AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

KEVEN BROWN
PRINTED NAME

TEAM LEAD
TITLE

3-5-25
DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

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

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

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

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP	Yes	NRS23.340	12/13/2029
CORPS OF ENGINEERS (USACE)	Yes	LRN-2023-00950	3/14/2026
TVA 26A	No	NA	NA
TDEC CGP	Yes	TBD	TBD
OTHER:			

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS & E	2025	BR-NH-71(39)	S-8

17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-1		105+10 RT	24.000	1.500	NA	NA	No	No	West Prong to the Little Pigeon River	
OUT-2		105+11 RT	15.600	0.100	NA	NA	No	No	West Prong to the Little Pigeon River	
OUT-3		108+60 RT	6.250	2.700	NA	NA	No	No	West Prong to the Little Pigeon River	
	OUT-3A	106+40 RT	8.600	2.400	NA	NA	No	No	West Prong to the Little Pigeon River	
	OUT-3B	107+40 RT	3.900	0.320	NA	NA	No	No	West Prong to the Little Pigeon River	
OUT-4		104+98 RT	12.500	NA	2.570	2.570	No	No	West Prong to the Little Pigeon River	
	OUT-4A	104+95 RT	1.000	NA	1.000	1.000	No	No	West Prong to the Little Pigeon River	
	OUT-4B	104+97 RT	21.000	NA	1.500	1.500	No	No	West Prong to the Little Pigeon River	
	OUT-4C	104+93 RT	10.300	NA	0.070	0.070	No	No	West Prong to the Little Pigeon River	
OUT-5		105+05 RT	26.500	NA	1.070	1.070	No	No	West Prong to the Little Pigeon River	
OUT-6		109+80 RT	12.500	NA	0.810	NA	No	No	West Prong to the Little Pigeon River	
	OUT-6A	106+50 RT	13.00	NA	0.540	NA	No	No	West Prong to the Little Pigeon River	
OUT-7		106+50 RT	6.700	NA	NA	2.470	No	No	West Prong to the Little Pigeon River	
	OUT-7A	106+50 RT	13.00	NA	NA	0.540	No	No	West Prong to the Little Pigeon River	
	OUT-7B	105+10 RT	0.430	NA	NA	0.210	No	No	West Prong to the Little Pigeon River	
	OUT-7C	106+90 RT	7.500	NA	NA	1.410	No	No	West Prong to the Little Pigeon River	
	OUT-7D	107+40 RT	0.430	NA	NA	0.040	No	No	West Prong to the Little Pigeon River	

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

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TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	BR-NH-71(39)	
STATE PROJ. NO.	78008-3264-94	

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DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SEVIER COUNTY

SR 71 (US 321): BRIDGE OVER WEST PRONG
FORK LITTLE PIGEON RIVER, LM 21.04
IN PIGEON FORGE

UTILITIES

STATE HIGHWAY NO. 71 U.S. ROUTE NO. 321

UTILITIES INDEX

SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES
AT&T (TELECOMMUNICATIONS)	U2 SERIES
CITY OF PIGEON FORGE (WATER)	U3 SERIES

UTILITIES IN ROADWAY CONTRACT

COMM: AT&T 9733 PARKSIDE DRIVE KNOXVILLE, TN 37922 JAY FRAZIER (865) 387-2685 (CH 86 MOVE IN STATE)	WATER: CITY OF PIGEON FORGE 2320 GARLAND HARMAN DRIVE PIGEON FORGE, TN 37863 JERRY SUTTON (865) 453-3043 (CH 86 MOVE IN STATE)

UTILITIES NOT IN ROADWAY CONTRACT

SEWER: CITY OF PIGEON FORGE 2320 GARLAND HARMAN DRIVE PIGEON FORGE, TN 37863 JERRY SUTTON (865) 453-3043 (NO CONFLICT)	CATV: CHARTER 1774 HENRY G LANE ST MARYVILLE, TN 37801 BILLY CLICK (865) 388 7524 (NO CONFLICT)
ELECTRIC: SEVIER COUNTY ELECTRIC SYSTEM P.O. BOX 4870, 315 E MAIN ST SEVIERVILLE, TN 37862 JEFF HEDRICK (865) 428-4536 (NO COST)	GAS: SEVIER COUNTY UTILITY DISTRICT P.O. BOX 4398 420 ROBERT HENDERSON RD SEVIERVILLE, TN 37864 BINH CHAU (865) 900-2468 (NO CONFLICT)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

$$$$DGNSPEC$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U1-2

CITY OF PIGEON FORGE WILL ADJUST EXISTING POLE DURING PROJECT REGRADING TO AVOID CONFLICTS.

ELECTRIC LEGEND

- ELECTRIC EXISTING OR REMAIN
- ELECTRIC NEW INSTALLATION
- ELECTRIC TO BE REMOVED OR RETIRED
- ELECTRIC TEMPORARY LOCATION
- THIS IS A CITY OF PIGEON FORGE POLE

SEVIER COUNTY ELECTRIC SYSTEM

PRESENT LAYOUT

UTILITY REFERENCE - SEVIER COUNTY ELECTRIC SYSTEM - ELECTRIC

(NO COST - MOVE IN CONJUNCTION - NOT TO SCALE)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITIES REFERENCE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U2-1

S.R. 71 SEVIER
78008-3264-94
PIN # 124563.00

UTILITIES INDEX

SHEET NAME	SHEET NUMBER
ESTIMATED UTILITY QUANTITIES	U2-1
SPECIAL CONDITIONS	U2-2
UTILITY RELOCATION STA. 102+00 TO STA. 113+10	U2-4
UTILITY RELOCATION DETAILS	U2-5

LEGEND:

- TEMPORARY LOCATION (BLUE)
- EXISTING REMAIN (ORANGE)
- EXISTING TO BE REMOVED OR RETIRED (GREEN)
- NEW INSTALLATION (RED)
- T (UG) — NEW AT& UNDERGROUND CABLE (DIRECT BURIED)
- T — NEW AT&T OVERHEAD LINE
- NEW AT& SERVICE DROP
- T (UG) — EXISTING AT&T UNDERGROUND CABLE TO REMAIN
- T — EXISTING AT&T OVERHEAD LINE TO REMAIN
- T (UG) — EXISTING AT&T UNDERGROUND CABLE TO BE REMOVED OR RETIRED
- T — EXISTING AT&T OVERHEAD LINE TO BE REMOVED OR RETIRED
- EXISTING AT&T POLE TO REMAIN
- EXISTING AT&T POLE TO BE REMOVED OR RETIRED
- NEW INSTALLATION OF AT&T POLE
- EXISTING AT&T GUY WIRE TO REMAIN
- EXISTING AT&T GUY WIRE TO BE REMOVED
- NEW INSTALLATION OF AT&T GUY WIRE
- EXISTING ELECTRIC UTILITY POLE TO REMAIN
- EXISTING ELECTRIC UTILITY POLE TO BE REMOVED OR RETIRED
- NEW INSTALLATION OF UTILITY POLE
- EXISTING AT&T PUSH BRACING TO REMAIN
- EXISTING AT&T PUSH BRACING TO BE REMOVED
- NEW AT&T PUSH BRACING
- TELE — EXISTING AT&T PULL BOX TO REMAIN
- TELE — EXISTING AT&T PULL BOX TO BE REMOVED OR RETIRED
- TELE — NEW INSTALLATION OF AT&T PULL BOX
- NEW INSTALLATION OF AT&T MANHOLE
- NEW INSTALLATION OF AT&T HANDHOLE

ESTIMATED UTILITY QUANTITIES

Project No. 1: 78008-3264-94

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	% Utility Betterment	%Project Public	%Project Private
1	793-01.41	ANCHOR 1 IN	EACH	2		69.75%	5.25%
3	793-13.22	3 DUCT FORMATION @ 36IN DEPTH	L.F.	65		69.75%	5.25%
6	793-14.02	CONCRETE ENCASEMENT PER DUCT	L.F.	195		69.75%	5.25%
4	793-14.12	1 1/4IN INNERDUCT	L.F.	195		69.75%	5.25%
5	793-16.01	MH (RETIRE/REMOVE/GRAVEL BACKFILL)	EACH	1		69.75%	5.25%
2	793-98.04	REMOVE POLES ALL SIZES	EACH	1		69.75%	5.25%
7	793-98.05	RETIRE BURIED FACILITIES IN PLACE	L.F.	1366		69.75%	5.25%

FOOTNOTES:

1 INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUNDING.

2 INCLUDES TRAFFIC CONTROL, LABOR AND EQUIPMENT.

3 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BENDS, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.

4 INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.

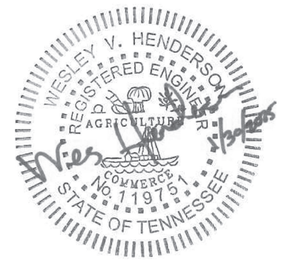
5 INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.

6 ALL DUCT FORMATIONS

7 INCLUDES GROUNTING. RETIRED FACILITIES REMAIN THE PROPERTY OF THE UTILITY.

GENERAL NOTES:

1. ALL PLACEMENT OF DUCT BANKS & DIRECT BURIED CABLES TO BE AT 36" DEPTH TO FINAL GRADE IN CUTS. 36" DEPTH TO CURRENT GRADE IN FILLS.
2. FOR DIRECT BURIED CABLES AT TELEPHONE PEDESTALS, LOOP CABLES 5' ABOVE GROUND LEVEL. DO NOT PLACE IN HAND HOLES UNLESS NOTED.
3. PROVIDE CABLE MARKERS EVERY 500' AND IN-LINE OF SIGHT FROM EACH MARKER. ADD MARKERS AT ALL ROAD CROSSINGS.
4. SEE DETAIL SHEETS FOR MANHOLE SPECIFICATIONS.
5. RETURN TO AT&T EXISTING MANHOLE FRAME/COVERS REMOVED. BACKFILL MANHOLES ACCORDING TO T.D.O.T. REQUIREMENTS.
6. COORDINATE CROSSINGS WITH EXISTING AND PROPOSED UTILITIES TO SET FINAL GRADE FOR DUCT BANKS.
7. GROUND BED LOCATIONS AS DIRECTED BY AT&T AS NEEDED
8. SURVEY INFORMATION IN THESE DRAWINGS ARE FROM OTHERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES. ANY UTILITIES NOT SHOWN ON THESE DRAWINGS ARE ALSO THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO, AND FOR PROTECTION OF ALL EXISTING UTILITIES.



COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

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UTILITY COMPANY CONTACT

AT&T TENNESSEE
307 DR. MARTIN LUTHER KING JR. PARKWAY
MORRISTOWN, TN. 37813
SAM TRENT
423-317-8804
EMAIL: ST3528@ATT.COM

GENERAL NOTES:

1. ALL PLACEMENT OF DUCT BANKS AND DIRECT BURIED CABLES AT 81 CM (36") DEPTH TO FINAL GRADE IN CUT. 91 CM (36") TO FINAL GRADE IN FILLS. UNLESS OFTHERWISE NOTED.
2. HAND HOLES ARE 122CM L x 91CM W x 76 CM D (48" L c 36" W x 30" D), FIBERGLASS WITH DOUBLE LIDS, UNLESS NOTED OTHERWISE.
3. CABLE MARKERS EVRY 152M (500') AND LINE OF SIGHT FROM EACH MARKER.

AT&T TENNESSEE

ESTIMATED UTILITY QUANTITIES

SCALE: N.T.S.

$$$$$SYTIME$$$$$$$
$$$$$DGNSPEC$$$$$$

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U2-2

S.R. 71 SEVIER
78008-3264-94
PIN # 124563.00

AT&T SPECIAL CONDITIONS AND ADDITIONAL BREAKDOWN OF TIME

IF ALL OTHER SECTIONS OF AT&T'S WORK ARE READY AT THE SAME TIME, THEN 241 DAYS ARE NEEDED TO COMPLETE THE PROJECT. TO HELP KEEP THE PROJECT MOVING FORWARD, AT&T AGREES TO WORK SECTIONS OF PLACEMENT AND CUTOVER AS THEY BECOME AVAILABLE AS LONG AS THEY CAN LOGISTICALLY BE WORKED, AND DO NOT PLACE ADDITIONAL COSTS ON AT&T OR CAUSE ANY SAFETY CONCERNS. AT&T ALSO AGREES TO EVALUATE AND WORK WITH THE STATE CONTRACTOR IF THERE ARE TEMPORARY RELOCATIONS THAT ARE NEEDED. THESE TEMPORARY RELOCATIONS WILL HAVE THEIR OWN SCHEDULE OF CALENDAR DAYS AND MAY BE 1OO% REIMBURSABLE IN ADDITION TO ANY CHAPTER 86 REIMBURSEMENTS.

BY BREAKING IT DOWN INTO SECTIONS, EACH SECTION HAS ITS OWN MOBILIZATION AND MATERIAL ORDERING TIME. THE SPECIAL CONDITIONS APPLY TO EACH SECTION INDIVIDUALLY; HOWEVER, ADDITIONAL CLARIFICATION WILL BE INCLUDED IN EACH SECTION.

THE CONSTRUCTION SCHEDULE LISTED INCLUDES STANDARD MATERIAL ORDERING INTERVALS, PROJECTED WORKLOADS AT THE TIME OF CONSTRUCTION, ESTIMATED WORK CONTENT, AND LIMITED DELAYS DUE TO WEATHER OR CUSTOMER RELEASES FOR SCHEDULED SERVICE INTERRUPTIONS. COMPLETION OF WORK IS ALSO CONTINGENT ON NATIONAL OR STATE EMERGENCY ORDERS WHICH CAN RESTRICT TELECOMMUNICATIONS WORK.

THE CONSTRUCTION SCHEDULE LISTED CANNOT BE IMPLEMENTED UNTIL AT&T HAS BEEN NOTIFIED IN WRITING BY TDOT AND/OR THE STATE CONTRACTOR THAT ALL AT&T ITEMS INCLUDED IN THE STATE CONTRACT HAVE BEEN PLACED, ALL POWER COMPANY POLES HAVE BEEN SET, AND ALL OTHER OVERHEAD UTILITIES HAVE BEEN TRANSFERRED DUE TO SAFETY REGULATIONS AND POTENTIAL CONSTRUCTION CONFLICTS.

ALL SCHEDULES/SECTIONS ARE BASED ON AT&T BEING ABLE TO GET APPROVAL FROM TDOT FOR USE OF THE DIMINIMIS FOR THOSE ITEMS THAT CANNOT BE OBTAINED USING FHWA/BUY AMERICA APPROVED STEEL. ANY DELAYS ON APPROVAL OF THESE ITEMS WILL CAUSE AN EQUAL DELAY ON AT&T'S SCHEDULE.

ANY CHANGES THAT THE STATE'S CONTRACTOR MAKES TO THE PLANS PROVIDED TO THEM BY TDOT MAY CAUSE A REDESIGN TO AT&T'S PLANS. AT&T WILL REQUIRE TIME TO EVALUATE AND MAKE CHANGES IF NECESSARY. THESE CHANGES WILL HAVE TO BE APPROVED BY TDOT THROUGH A FORMAL STAMPED REDESIGN AND WILL REQUIRE ADDITIONAL TIME ON THE SCHEDULE. AT&T'S TIME WILL NOT START UNTIL AFTER THE DESIGN CHANGES AND ALL OTHER SPECIAL CONDITIONS HAVE BEEN APPROVED/COMPLETED.

GENERAL NOTES

1. COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIfi ED FOR THE UTILITY INSTAL-LATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIfi CATIONS OR DRAWINGS.

2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIfi CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.

3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, fi LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIfi C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)

4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.

5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.

6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.

7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM fl OWING WATER AND ACCOM-PLISHED

8. DURING LOW fl OW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF fl UMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COff ERDAMS. ALTERNATIVELY, BASED ON fl ELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

WESLEY V. HENDERSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119751
STATE OF TENNESSEE

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AT&T TENNESSEE

SPECIAL CONDITIONS

SCALE: N.T.S.

$$$$SYTIME$$$$$$$
$ $$DGNSPEC$$$$$$$

TYPE	YEAR	4B PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U2-4

S.R. 71 SEVIER
78008-3264-94
PIN # 124563.00

78008-3264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 102+00.00 (CONST.)
N: 533054.2549
E: 2699817.7310

78008-2264-94
BEGIN PROJ. NO. BR-NH-71(39)
STA. 108+28.02 (R.O.W.)
N: 533401.3607
E: 2699299.6545

78008-3264-94
END PROJ. NO. BR-NH-71(39)
STA. 113+10.00 (CONST.)
N: 533587.9416
E: 2698855.2534

78008-2264-94
END PROJ. NO. BR-NH-71(39)
STA. 110+95.23 (R.O.W.)
N: 533504.8012
E: 2699053.2783

SR71 STA. 105+47.70 =
SPRING VALLEY ROAD STA 20+00.00
N 533274.4847
E 2699549.0083

STA. 20+76.26 SPRING VALLEY RD. =
STA. 54+00.00 HUSKEY ST.
N 533333.1282
E 2699596.9991

STA. 105+72.62 SR71 =
STA. 0+00.00 HR_RIGHT
N 533316.6288
E 2699546.2188

100 105 110 115

STR-1/WEST PRONG LITTLE PIGEON RIVER

OFFSITE CABLE BY AT&T FORCES UTILIZING EXISTING 4" CONDUIT APPROX. 3,995 L.F. TO MH A52. FIBER SPLICE AT THIS LOCATION APPROX. 7,533 TO MH C-19 FIBER SPLICE AT THIS LOCATION

HH TO BE PLACED BY AT&T FORCES

NOTE TO CONTRACTOR: AT&T CANNOT RETIRE EXISTING UG UNTIL ALL AERIAL AND OFFSITE WORK IS COMPLETED

EXISTING AT&T UG TO REMAIN 2-4"C

NOT TO CONTRACTOR: ROPOSED STORM WORK BETWEEN CB1 AND CB8 AROUND PROPOSED AT&T UG TO BE COMPLETED PRIOR TO AT&T UG INSTALLATION, ENSURE SUFFICIENT DEPTH BELOW RIP RAP

NOTE TO CONTRACTOR: PROPOSED STORM WORK BETWEEN CB1 AND CB8 AROUND PROPOSED AT&T UG TO BE COMPLETED PRIOR TO AT&T UG INSTALLATION, ENSURE SUFFICIENT DEPTH BELOW RIP RAP

PROPOSED AT&T UG ST. 3-4"C SCH 80 PVC W/ 3" DUCT, WITH 1 1/4" INT. DUCT, TURN UP AT POLE. CONCRETE ENCASED CONTRACTOR TO INSURE MIN. 3' CLEARANCE BELOW EXISTING AND PROPOSED STORM SEWER

PROPOSED AT&T ANCHOR 11' LEAD

EXISTING AT&T OH TO REMAIN

PROPOSED AT&T ANCHOR TO BE PLACED BY AT&T FORCES

PROPOSED AT&T OH

EXISTING AT&T OH TO BE RETIRED

PROPOSED AT&T ANCHOR 8' LEAD

OFFSITE BY AT&T FORCES APPROX. 2,208 L.F. TO POLE 367 1/2 FIBER SPLICE AT THIS LOCATION

FIBER SPLICE

BLOWDOWN

GAS LINE WITNESS POST

FLAG FLAG LIGHT SIGNS

TRAFFIC COUNTER

SOLAR PANEL

END PROP. BR STA. 111+81.00

END OF WATER LINE MARKING

8' CONC. SIDEWALK

PROPOSED AT&T ANCHOR TO BE PLACED BY AT&T FORCES 9' LEAD

PROPOSED AT&T OH

PROPOSED AT&T OH & PROPOSED AT&T COPPER SPLICE

EXISTING AT&T OH TO REMAIN

CONNECTOR TO EXISTING DUCTBANK

IRON POLE

SPLIT-RAIL FENCE

SILT FENCE

TROLLEY STOP

BOLLARD

GRAVEL PARKING FOR RECREATIONAL VEHICLE (TYPICAL)

CONCRETE PAD (TYPICAL)

RETAINING WALL

POOL

PLAY SET

POWER BOX

1.5' ASP. OUTLET

PRES. & PROP. R/W

HR_1 HR_2 HR_3 HR_4

FILL

59'-12" ST.

68'-24" ST.

74'-48" ST.

76'-24" ST.

12'-12" ST.

59'-12" RCP

106' - 18" CMP

68'-24" RCP

MH TOP-1053.40 INV(A)-1048.30 INV(B)-1048.20

MH TOP-1050.41 INV(A)-1045.31 INV(B)-1046.01

MH TOP-1061.31 (A) INV(A)-1056.31

MH TOP-1047.54 INV(A)-1042.64 INV(B)-1042.54

JANE W. OGLE (2)

GUEST PROPERTY, LLC (3)

HUSKEY PROPERTIES, LLC (4)

EUGENE WHALEY AND EDITH WHALEY AS CO-TRUSTEES OF THE EUGENE AND EDITH WHALEY TRUST DATED JANUARY 22, 2001 (5)

HUSKEY PROPERTIES, LLC (6)

HUSKEY PROPERTIES, LLC (7)

CONNER & ASSOCIATES (9)

HUSKEY PROPERTIES, LLC (12)

HUSKEY PROPERTIES, LLC (15)

20' WIDE PRIVATE EASEMENT FOR ROAD

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WESLEY V. HENDERSON JR. REGISTERED ENGINEER AGRICULTURE COMMERCE No. 119751 STATE OF TENNESSEE

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AT&T TENNESSEE

UTILITY RELOCATION

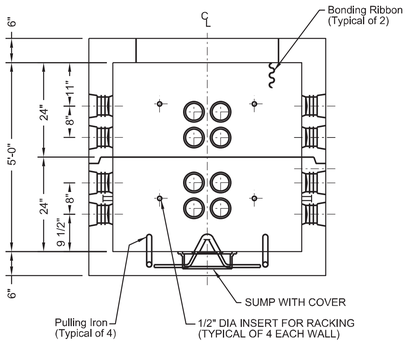
STA.102+00 TO STA.113+10
SCALE: 1"=50'

$$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$$$$

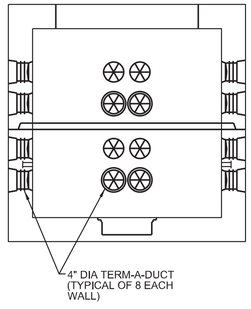
SPECIFICATIONS:

COMPRESSIVE STRENGTH:	4500 PSI @ 28 DAYS:
DESIGN:	ACI 318,, LATEST ED./AASHTO, LATEST ED.
LOAD:	H-20 TRAFFICE BRIDGE LOADING
REINFORCEMENT:	ASTM A-615 GRADE 60
GRADE:	STANDARD DESIGN IS BASED ON THE TOP SLAB AT ANY ELEVATION BETWEEN FINISHED GRADE AND 3 FEET
SITE PREPARATION:	THE STRUCTURE SHALL BE PLACED ON A COMPACTED GRANULAR BASE TO INSURE UNIFORM LOAD DISTRIBUTION
WATER TABLE:	STANDARD DESIGN IS BASED ON 3 FEET BELOW GRADE
SEALANT:	BUTYL RUBBER SS-S-00210

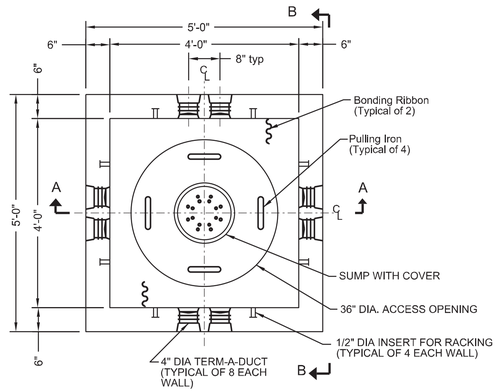
OPTIONAL FEATURES APPERTUNANCES OR AS SPECIFED BY CUSTOMER (RING AND COVER, KNOCKOUTS, STEPS, ETC.)



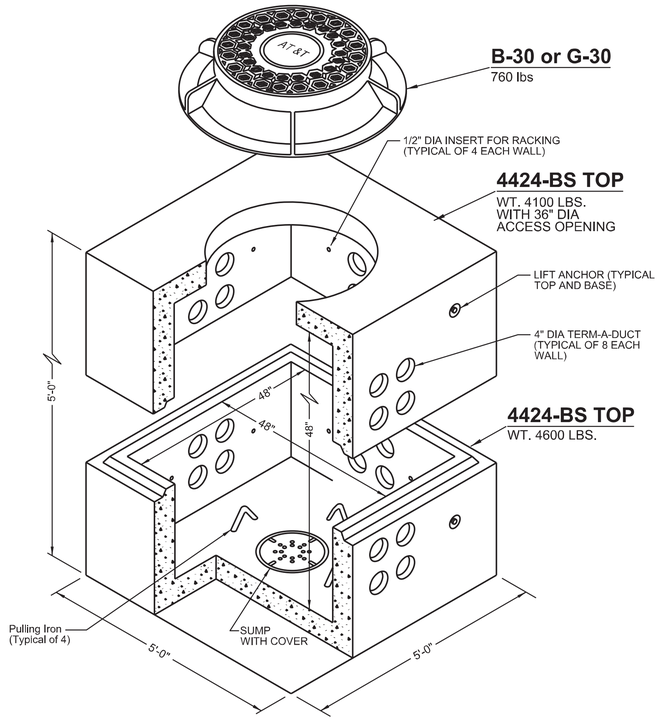
SECTION A-A



SECTION B-B



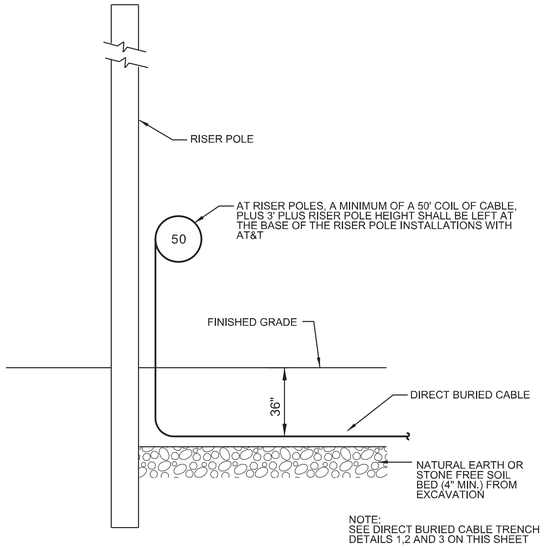
PLAN VIEW



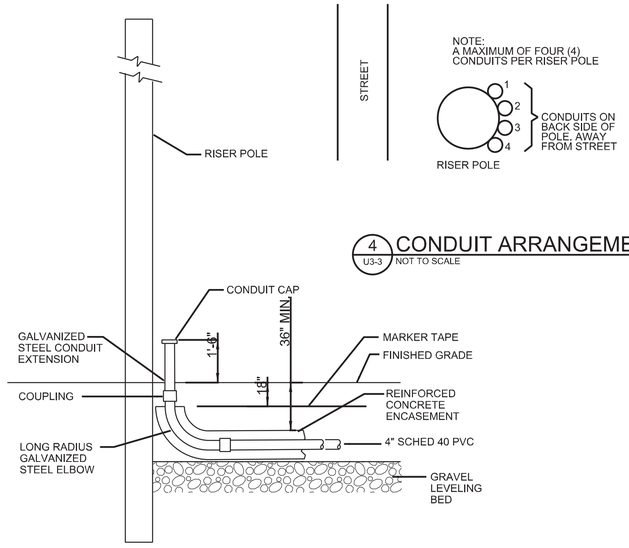
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U2-5

S.R. 71 SEVIER
78008-3264-94
PIN # 124563.00

1 TYPICAL 4'-0"x4'-0"x4'-0" HANDHOLE
U3-3 NOT TO SCALE



2 FIBER CABLE TURN UP AT RISER POLE
U3-3 NOT TO SCALE



3 RISER POLE
U3-3 NOT TO SCALE

4 CONDUIT ARRANGEMENT
U3-3 NOT TO SCALE

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AT&T TENNESSEE

UTILITY RELOCATION DETAILS

SCALE: N.T.S.

$$$$SYTIME$$$$$$$
$$$$DGNSPEC$$$$$$$

INDEX OF DRAWINGS

SHT. NUMBER	SHT. NAME
U3-1	WATER LINE NOTES
U3-2	WATER LINE RELOCATION
U3-3	WATER LINE INSETS
U3-4	WATER LINE PROFILE – LINE 'A'
U3-5	WATER LINE DETAILS
U3-6	WATER LINE DETAILS
U3-7	WATER LINE DETAILS

BIDDING NOTE TO CONTRACTORS:

1. 16IN DUCTILE IRON PIPE (ITEM NO. 795-01.13) SHALL BE PROVIDED TO THE CONTRACTOR BY THE UTILITY OWNER. CONTRACTOR WILL BE RESPONSIBLE FOR RECEIVING DIRECTLY FROM SUPPLIER OR TRANSPORTING FROM OWNER'S FACILITY, STORING AND SECURING DIP AND ALL OTHER MATERIALS DURING CONSTRUCTION.
2. FOR ITEM NO. 795-01.13, CONTRACTOR SHALL NOT INCLUDE COST OF DIP PIPE IN BID ITEM PRICE. UNIT PRICE FOR THIS ITEM NO. SHALL INCLUDE ALL OTHER LABOR, EQUIPMENT, AND MATERIAL (INCLUDING 16IN RESTRAINT GASKETS) COST NECESSARY FOR PIPE INSTALLATION.
3. CONTRACTOR, NOT OWNER, SHALL PROVIDE THE 6IN AND 12IN DIP AND RESTRAINT GASKETS FOR ITEM NOS. 795-01.03 AND 795-01.12.

TDOT FOOTNOTES	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	% Utility Betterment	% Project Public	% Project Private
1	795-01.03	6IN DIP RESTRAINED JOINT WATER LINE	L.F.	30	0.00%	100.00%	0.00%
1	795-01.12	12IN DIP RESTRAINED JOINT WATER LINE	L.F.	60	0.00%	100.00%	0.00%
1	795-01.13	16IN DIP RESTRAINED JOINT WATER LINE	L.F.	920	0.00%	100.00%	0.00%
2	795-05.69	BORE/JACK 30IN STEEL CASING PIPE-UNCON.	L.F.	140	0.00%	100.00%	0.00%
3	795-06.04	CONNECT TO 6IN WATER LINE	EACH	1	0.00%	100.00%	0.00%
3	795-06.07	CONNECT TO 12IN WATER LINE	EACH	1	0.00%	100.00%	0.00%
3	795-06.09	CONNECT TO 16IN WATER LINE	EACH	2	0.00%	100.00%	0.00%
	795-06.33	CUT AND CAP 6IN WATER LINE	EACH	1	0.00%	100.00%	0.00%
	795-06.37	CUT AND CAP 12IN WATER LINE	EACH	2	0.00%	100.00%	0.00%
	795-06.39	CUT AND CAP 16IN WATER LINE	EACH	2	0.00%	100.00%	0.00%
4	795-07.21	16IN X 16IN TAPPING SLEEVE AND VALVE	EACH	1	0.00%	100.00%	0.00%
5	795-07.37	INSERTION VALVE (16IN)	EACH	2	0.00%	100.00%	0.00%
5	795-08.04	6IN GATE VALVE ASSEMBLY	EACH	1	0.00%	100.00%	0.00%
5	795-08.08	12IN BUTTERFLY VALVE ASSEMBLY	EACH	1	0.00%	100.00%	0.00%
5	795-08.13	16IN BUTTERFLY VALVE ASSEMBLY	EACH	3	0.00%	100.00%	0.00%
6	795-09.09	RELOCATE / RECONNECT SERVICE ASSEMBLY	EACH	4	0.00%	100.00%	0.00%
7	795-09.28	3/4IN COPPER SERVICE PIPE	L.F.	170	0.00%	100.00%	0.00%
8	795-10.03	1IN AUTO AIR RELEASE VALVE ASSEMBLY	EACH	1	0.00%	100.00%	0.00%
8	795-11.02	FIRE HYDRANT ASSEMBLY	EACH	1	0.00%	100.00%	0.00%
9	795-11.12	RETIRE IN PLACE EXISTING WATER MAIN	L.F.	892	0.00%	100.00%	0.00%
12	795-12.02	REMOVAL OF EXISTING LINE	LS	1	0.00%	100.00%	0.00%
	795-12.20	ADJUST EXISTING VALVE BOXES	EACH	2	0.00%	100.00%	0.00%
10	795-13.01	DI FITTINGS	LBS	6,000	0.00%	100.00%	0.00%
11	795-14.01	CLASS A CONCRETE	C.Y.	10	0.00%	100.00%	0.00%
11	795-14.05	CONCRETE ENCASEMENT	L.F.	10	0.00%	100.00%	0.00%
12	795-21.02	RETIRE WATER VALVES AND HYDRANTS	LS	1	0.00%	100.00%	0.00%

TDOT FOOTNOTES (SEE TABLE ABOVE):

1. INCLUDES ALL MATERIALS, LABOR, EQUIPMENT FOR COMPLETE INSTALLATION OF PIPE INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, MATERIALS, EQUIPMENT, EXCAVATION IN BOTH UNCONSOLIDATED AND ROCK, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL, ENVELOPE/BEDDING MATERIAL, BACKFILLING, FLOWABLE FILL, THRUST BLOCKING, CONCRETE DEADMAN, PIPE FUSION, TRACER WIRE, WARNING TAPE, APPURTENANCES, TEMPORARY/PERMANENT SHORING, MAINTAINING THE TRENCH, TESTING, FLUSHING, DISINFECTION, BACTERIOILOGICAL SAMPLING, TEMPORARY/PERMANENT SURFACE RESTORATION, AND ANY OTHER LABOR OR MATERIAL REQUIRED TO COMPLETE THE WORK AS SPECIFIED ON THE PLANS.
2. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO CASING PIPE, PIPE SPACERS, CASING END SEALS, FITTINGS, TRACER WIRE, WARNING TAPE, UTILITY LINE MARKERS AND TRAFFIC CONTROL. IF CASING PIPE HAS CARRIER PIPE, THE CARRIER PIPE SHALL BE PAID AT THE OPEN CUT ITEM.
3. INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY FOR CONNECTING TO AN EXISTING WATER LINE INCLUDING TRAFFIC CONTROL.
4. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TAPPING SLEEVE, VALVE, VALVE BOX, BOX ADJUSTMENT, VALVE BOX COLLAR, UTILITY MARKER, EXCAVATION, BEDDING, BACKFILL, BLOCKING AND RESTRAINT, TAP OF EXISTING LINE, AND TRAFFIC CONTROL.
5. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO FITTINGS, VALVE, VALVE STEM EXTENSIONS, VALVE BOX AND COVER, BOX ADJUSTMENT, VALVE BOX COLLAR, UTILITY MARKER, EXCAVATION, BEDDING, BACKFILL, BLOCKING, AND TRAFFIC CONTROL.
6. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR REMOVAL OF EXISTING WATER SERVICE METER ASSEMBLY AND INSTALLING AT NEWLY IDENTIFIED LOCATION.
7. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION OF SERVICE LINE OR CASING FOR SERVICE LINE ON LONG SIDE AND SHORT SIDE OF MAIN.
8. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MACHINERY, TOOLS OR APPARATUS NECESSARY FOR INSTALLATION OF ASSEMBLIES AS DESCRIBED IN THE PLANS AND SPECS EXCEPT FOR SERVICE LINE WHICH IS PAID SEPERATELY FOR EACH FOOT INSTALLED.
9. INCLUDES FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR COMPLETE ABANDONMENT OF DESIGNATED FACILITIES, INCLUDING BUT NOT LIMITED TO, EXCAVATION, CRUSHED STONE BACKFILL, CONCRETE, COMPLETE FLOWABLE FILL FOR ENTIRE LENGTH OF ABANDONMENT, PLUGS, RESTRAINTS, THRUST BLOCKING, RETIRING VALVES, HYDRANTS, SERVICES, BACKFILL (INCLUDING FULL CRUSHED STONE BACKFILL IN OR WITHIN 5-FT OF PAVEMENT), SURFACE RESTORATION, AND PAVEMENT REPAIR, AND ALL OTHER WORK NECESSARY FOR OR INCIDENTAL TO ABANDONING DESIGNATED FACILITIES PER THE PLANS.
10. INCLUDES FITTINGS, GLANDS AND RESTRAINT DEVICES DESCRIBED IN POUNDS.
11. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR COMPLETE INSTALLATION OF UNIT OR LUMP SUM ITEM AS SPECIFIED ON BID FORM.
12. INCLUDES ALL MATERIALS, LABOR AND EQUIPMENT FOR REMOVAL OF ITEM. SALVAGE ITEMS TO BE RETURNED TO OWNER. REMAINING ITEMS TO BE REMOVED BY CONTRACTOR.

UTILITY INFORMATION

UTILITY TITLE	CITY OF PIGEON FORGE
ADDRESS	P.O. BOX 1350 PIGEON FORGE, TN 37868
CONTACT PERSON	JERRY SUTTON
PHONE	PHONE: 865-429-7312

GENERAL NOTES:

1. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED.
2. PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD THE EXISTING UTILITIES FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT. FURNISH ANY SPECIAL EQUIPMENT REQUIRED TO WORK OVER AND AROUND THE UTILITIES.
3. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS TO NOTIFY THEM OF WORK IN THE AREA AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY. NOTIFICATION SHALL BE GIVEN AT LEAST THREE BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.
4. UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, AT 811.
5. TRENCH DESIGN AND SAFETY FOR PIPELINE CONSTRUCTION IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM WITH ALL APPLICABLE LOCAL, STATE, AND OSHA REGULATIONS.
6. THE STONE BEDDING AND BACKFILL SHALL BE INSTALLED IN STRICT COMPLIANCE WITH THE WATER UTILITY SPECIFICATIONS.
7. ALL WATER LINES AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH THE WATER UTILITY SPECIFICATIONS.
8. CONTRACTOR TO INSTALL WATER LINES AT A POSITIVE GRADE BETWEEN DESIGNATED HIGH AND LOW POINTS TO PREVENT TRAPPING OF AIR.
9. PROPOSED 1" AIR RELEASE VALVES SHALL BE INSTALLED AT HIGH POINTS IN THE PROPOSED WATER LINE, AND SHALL BE FIELD LOCATED BY THE RESIDENT PROJECT REPRESENATIVE.
10. CONTRACTOR TO COORDINATE FIELD LOCATIONS OF PROPOSED FIRE HYDRANTS, WATER SERVICES AND METERS WITH RESIDENT PROJECT REPRESENTATIVE.
11. NO VALVES SHALL BE INSTALLED UNDER AREAS TO RECEIVE ASPHALT PAVEMENT UNLESS APPROVED BY RESIDENT PROJECT REPRESENTATIVE.
12. VALVES, HYDRANTS AND METER ASSEMBLIES SHALL BE ORIENTED SO AS TO ASSURE WATER LINE APPURTENANCES ARE NOT LOCATED WITHIN SIDEWALK AND/OR CURB/CURB & GUTTER AREAS.
13. THRUST BLOCKS SHALL BE INSTALLED WHEREVER THE WATER MAIN CHANGES DIRECTION (AT TEES AND BENDS), AT DEAD ENDS, OR AT ANY OTHER POINT RECOMMENDED BY THE MANUFACTURER OR REQUIRED BY THE OWNER. THRUST BLOCKS SHALL BE CONSIDERED AN INTREGAL PART OF THE WATER LINE WORK. WHERE THRUST BLOCKING IS INADEQUATE OR INAPPROPRIATE, TIE RODS OR SPECIALTY RESTRAINT MEGALUG MECHANICAL JOINT GLANDS (MANUFACTURER IN THE USA), SHALL BE INSTALLED.
14. CONTRACTOR SHALL INSTALL DETECTION WIRE AND WARNING TAPE PER WATER UTILITY SPECIFICATIONS.
15. WATER LINE CROSSINGS UNDER STATE ROADS SHALL BE ENCASED WITH STEEL CASING AND BE INSTALLED BY OPEN CUT, HORIZONTAL DIRECTIONAL DRILL, OR BORE AND JACK METHOD PER STATE RESIDENT PROJECT REPRESENTATIVE'S DISCRETION.
16. WATER LINE INSTALLED INSIDE STEEL CASING SHALL BE RESTRAINED BY LOCKING GASKETS AND ALIGNED BY CASING SPACERS PER DETAIL #4 ON SHEET U3-6.
17. WATER MAIN MIN. COVER SHALL BE 36" AND MAX. COVER SHALL BE 54", UNLESS OTHERWISE APPROVED BY RESIDENT PROJECT REPRESENATIVE.
18. CONTRACTOR SHALL SALVAGE FOR THE UTILITY OWNER EXISTING FIRE HYDRANTS, VALVE BOXES, VALVE MARKERS, AND OTHER MATERIALS LOCATED ON WATER LINES TO BE RETIRED. SALVAGED MATERIALS SHALL BE DELIVERED TO UTILITY OWNER'SSTORAGE YARD. VALVES SHALL BE RETIRED IN ACCORDANCE WITH DETAIL #14 ON SHEET U3-8. HYDRANT, INCLUDING PIPING DOWN TO EXISTING 90° BEND, SHALL BE REMOVED AND EXISTING PIPE SHALL BE CAPPED OFF.
19. CONTRACTOR TO USE FITTINGS WITH MECHANICAL RESTRAINTS AS REQUIRED FOR PROPER HORIZONTAL AND VERTICAL ALIGNMENT.
20. RESTRAINED JOINT FITTINGS SHALL BE "MEGALUG" AS MANUFACTURED BY EBAA IRON OR APPROVED EQUAL.
21. FIRE HYDRANT ASSEMBLIES SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH WATER UTILITY SPECIFICATIONS AND OTHER NATIONALLY RECOGNIZED STANDARDS OR REQUIREMENTS.
22. ALL PROPOSED SERVICES TO BE INSTALLED UNDER PAVEMENT SHALL HAVE HDPE CASING.
23. ALL SERVICE LINE CONNECTIONS SHALL BE MADE WITH SERVICE SADDLES. NO DIRECT TAPS WILL BE ALLOWED.
24. CONTRACTOR SHALL REPLACE AND RESTORE ANY DAMAGED PAVEMENT, DRIVEWAYS, CURBS, SIDEWALKS, LANDSCAPING, SIGNS, ETC. LOCATED ON WATER UTILITY EASEMENT OR OTHERWISE NOT PART OF ROAD PROJECT TO MATCH PRE-CONSTRUCTION CONDITIONS OR BETTER.
25. CONTRACTOR TO VERIFY LOCATION AND DIAMETER OF ALL EXISTING WATER SERVICES AND METERS AND RECONNECT ALL EXISTING WATER SERVICES. COORDINATE FIELD LOCATION OF ALL PROPOSED SERVICES AND METERS WITH RESIDENT PROJECT REPRESENTATIVE.
26. WATER MAIN (BOTH TEMPORARY AND PERMANENT), SERVICE LINES, FIRE HYDRANTS, ETC. SHALL BE TESTED IN ACCORDANCE WITH WATER UTILITY SPECIFICATIONS.
27. BACTERIOLOGICAL SAMPLES FOR BOTH TEMPORARY AND PERMANENT LINES SHALL BE PULLED AND TESTED BY UTILITY OWNER PER WATER UTILITY SPECIFICATIONS.
28. CONTRACTOR SHALL MAINTAIN WATER SERVICE AT ALL TIMES UNLESS PRIOR APPROVAL IS OBTAINED FROM THE UTILITY OWNER. EVERY TIN-IN SHALL BE COORDINATED WITH RESIDENT PROJECT REPRESENATIVE.
29. ALL INCIDENTAL WORK, INCLUDING LABOR AND MATERIALS, NECESSARY TO COMPLETE THE WATER LINE RELOCATION PROJECT AS SHOWN IN THE CONTRACT DOCUMENTS, FOR WHICH A SEPERATE PAY ITEM IS NOT SHOWN SHALL BE PERFORMED BY THE CONTRACTOR AND NO ADDITIONAL PAYMENT SHALL BE MADE. THE COST OF THIS WORK SHALL BE MERGED INTO THE UNIT PRICES BID FOR THE BID ITEMS SHOWN.

LEGEND

——— ℄ ———	PROPOSED CENTERLINE
——— ———	PROP/EXIST. R.O.W.
——— W ———	PROPOSED WATER LINE
——— 12" ST ———	PROPOSED STORM SEWER
——— P ———	EXIST. PROPERTY LINE
- —— 8" SA —— -	EXIST. SANITARY SEWER
- —— 8" W —— -	EXIST. WATER LINE
— — P/T — —	EXIST. POWER LINE
- —— 3" G —— -	EXIST. NATURAL GAS
- - - - - - - - - -	EXIST. STORM SEWER
——— ··· ——— ···	EXIST. STREAM
□ W.M.	EXIST. WATER METER
□ G.M.	EXIST. GAS METER
□ MB	EXIST. MAILBOX

T.D.O.T. UTILITY NOTES:

1. EXCEPT FOR EROSION SEDIMENT CONTROL ITEMS, NO ROADWAY OR BRIDGE ITEMS SHALL BE UTILIZED TO COMPENSATE FOR WORK METHODS OR MATERIALS ASSOCIATED WITH AND/OR SPECIFI ED FOR THE UTILITY INSTAL-LATION, EVEN THOUGH THE SAME OR SIMILAR ROADWAY OR BRIDGE MATERIALS MAY HAVE BEEN CALLED FOR IN THE UTILITY SPECIFI CATIONS OR DRAWINGS.
2. ALL MATERIALS, METHODS, AND/OR INTEGRAL MATERIALS OUTLINED IN THE UTILITY SPECIFI CATIONS OR DRAWINGS NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL INSTALLATION MUST BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED UTILITY WORK ITEM.
3. THE CONTRACTOR MUST MAINTAIN ALL SERVICES DURING THE CONSTRUCTION OF THE RELOCATED FACILITY. ANY COSTS ASSOCIATED WITH INSTALLATION OF REQUIRED TEMPORARY SERVICE LINES DUE TO THE ROADWAY CONSTRUCTION SEQUENCE OF WORK (I.E., CUTS, FI LLS, PHASING, ETC.) SHALL BE INCLUDED IN THE COST OF THE PERMANENT UTILITY ITEMS. (NOTE TO UTILITY: THE UTILITY RELOCATION PLANS SHALL PROVIDE TO THE CONTRACTOR THE UTILITY'S REQUIREMENTS FOR TEMPORARY TIE-INS (INCLUDING NECESSARY TESTING AND STERILIZATION TO ACCOMPLISH THE TIE-IN) AND ALSO ANY RESTRICTIONS FOR TAKING LINES OUT OF SERVICE. IF A TEMPORARY LINE WILL BE A MAJOR ITEM OF WORK, A SPECIFI C TEMPORIZATION PLAN AND ITEM MUST BE INCLUDED IN THE UTILITY'S PLANS.)
4. IT SHALL BE THE RESPONSIBILITY OF THE PRIME CONTRACTOR'S SURVEYOR TO LAY OUT ALL THE FACILITIES BEING RELOCATED WITHIN THE CONTRACT.
5. FOR BURIED UTILITIES, THE PRIME CONTRACTOR OR SUBCONTRACTOR SHALL BE REQUIRED TO PROVIDE TO THE UTILITY UPON COMPLETION OF THE UTILITY'S RELOCATION WORK A SET OF AS-BUILT DRAWINGS FOR THEIR RECORDS. THESE AS-BUILT DRAWINGS SHOULD BE PREPARED AS THE JOB PROGRESSES TO ENSURE THEIR ACCURACY.
6. WHERE EROSION CONTROL MEASURES ARE NEEDED FOR THE UTILITY RELOCATION WORK OCCURRING INSIDE OR OUTSIDE STATE RIGHT-OF-WAY, THE CONTRACTOR SHALL SUBMIT TO THE TDOT PROJECT SUPERVISOR FOR APPROVAL A PROPOSED EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING THE WORK. TDOT APPROVAL MUST BE RECEIVED BEFORE THE EROSION CONTROL PAY ITEMS FOR ROADWAY CONSTRUCTION CAN BE USED FOR ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED FOR THE UTILITY RELOCATION WORK.
7. DRIVEWAY, SIDEWALK AND ROADWAY TEMPORARY RESTORATION SHALL BE PART OF THE IN-PLACE COST OF PLACING THE UTILITY ITEM WITHIN THE ROW.

   WHEN APPLICABLE, THE UTILITY RELOCATION PLANS WILL SHOW ANY STREAM CROSSINGS AND CROSS-SECTIONS OF THE STREAMS CROSSINGS WITH THE FOLLOWING NOTE:

8. ANY EXCAVATION OF THE STREAM CHANNEL AREA SHALL BE SEPARATED FROM FL OWING WATER AND ACCOM-PLISHED DURING LOW FL OW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF FL UMES, LINED DIVERSION CHANNEL WITH SANDBAG BERM, DIVERSION PIPE WITH SANDBAG DAM AT PIPE INLET, OR IN SOME CASES COFF ERDAMS. ALTERNATIVELY, BASED ON FI ELD CONDITIONS AND CONTRACTOR SELECTION, THE UTILITY RELOCATION MAY BE ACCOMPLISHED USING BORE TECHNOLOGY WITH NO STREAM CHANNEL IMPACTS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-1

REV. 09/13/21: REVISED TRACTS 5 & 6 PROPERTY OWNER NAMES AND SCARIFICATION AREA. ADDED CHAIN INFORMATION FOR HUSKEY STREET.

SEVIER COUNTY
PIN 124563.00
CCI NO. 00367-0020

B-DATE SUBMITTAL
DATE: 12/12/2024
BASED ON T.D.O.T. PLANS
REVISION FROM 05/28/2024.

YEARS OF FORGING PROGRESS
PIGEON FORGE
T·E·N·N·E·S·S·E·E

WATER LINE RELOCATION BY

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

WATER PLANS

SEALED BY

WILLIAM W. LITTLETON
REGISTERED ENGINEER
AGRICULTURE
12/17/2024
No. 120410
STATE OF TENNESSEE

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER LINE NOTES

1/29/2025 3:10:10 PM
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UTILITY NOTES:
1. CONCRETE "DEAD MAN" TO BE INSTALLED PRIOR TO THE INSTALLATON OF INSERTION VALVES OR CUTTING & CAPPING EXISTING WATER MAINS. CONNECT THREADED RODS FROM CAP/FITTING TO CONCRETE DEADMAN. SEE DETAIL #15, SHT. U3-7.
2. BACKFILL OF ALL PIPES SHALL OCCUR BEFORE VALVE CLOSURE AND PIPE CAPPING OCCURS. ALL OPEN CUT TRENCHING SHALL BE BACKFILLED WITH #67 STONE COMPACTED IN 6-INCH LIFTS TO 95% DENSITY. SEE SECTION 02221.
3. ALL D.I.P. SHOWN FOR INSTALLATION IS TO BE CLASS 350 RESTRAINED JOINT PIPE.
4. WATER RELOCATION DESIGN BASED ON TDOT R.O.W. REVISION, DATED MAY 28, 2024. CHANGES CAUSED BY TDOT PLANS REVISIONS AFTER THIS DATE MAY REQUIRE FIELD ADJUSTMENTS TO WATER LINE RELOCATION TO ACCOMODATE ROADWAY IMPROVEMENTS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-2

REV. 09/13/21: REVISED TRACTS 5 & 6 PROPERTY OWNER NAMES AND SCARIFICATION AREA. ADDED CHAIN INFORMATION FOR HUSKEY STREET.

SEVIER COUNTY
PIN 124563.00
CCI NO. 00367-0020

B-DATE SUBMITTAL
DATE: 12/12/2024
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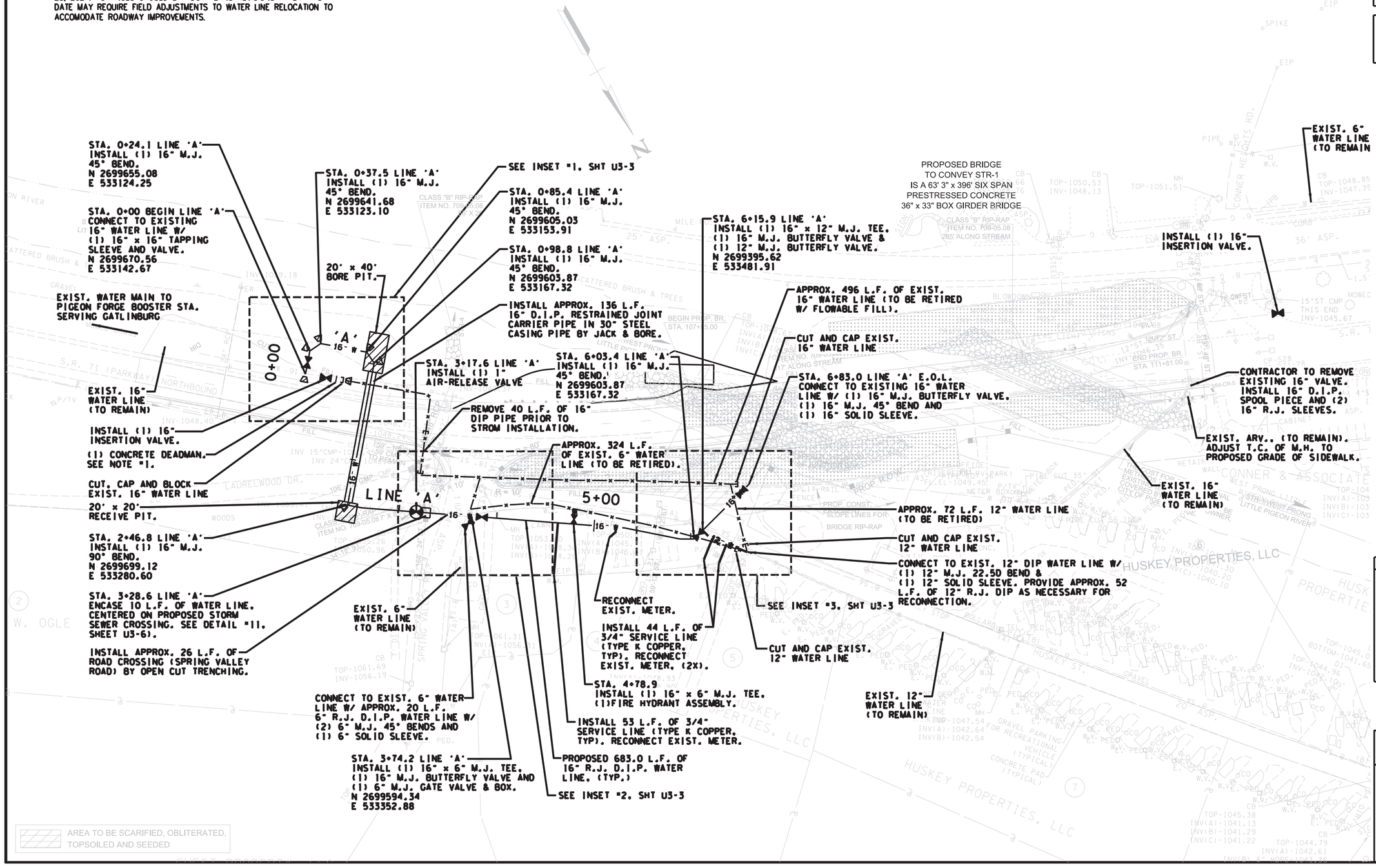

YEARS OF FORGING PROGRESS
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SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER LINE RELOCATION

STA.102+00 TO STA.113+10
SCALE: 1"=50'

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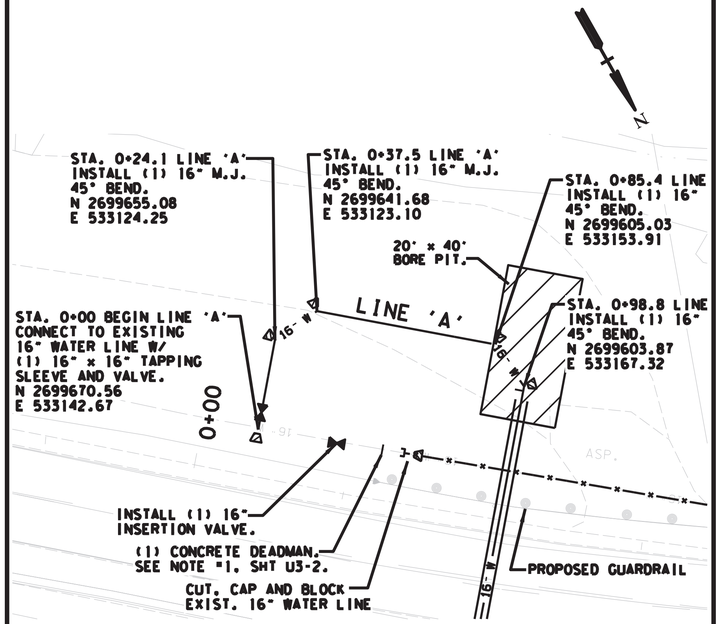

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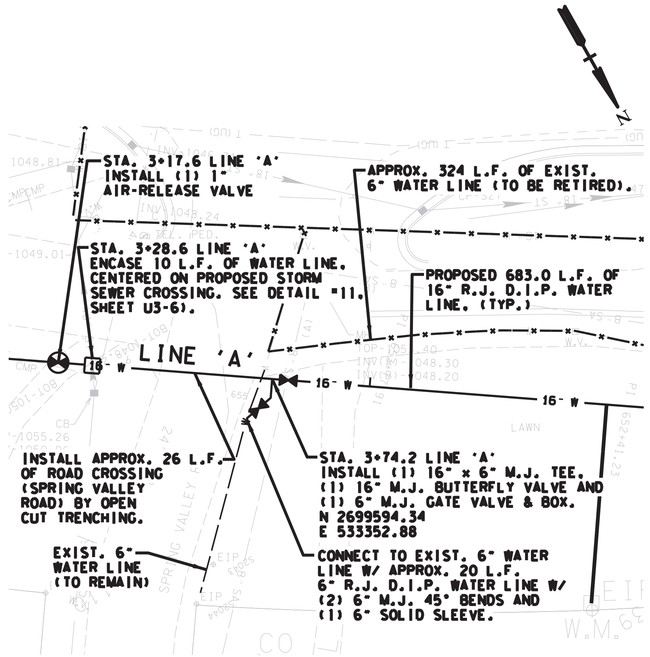

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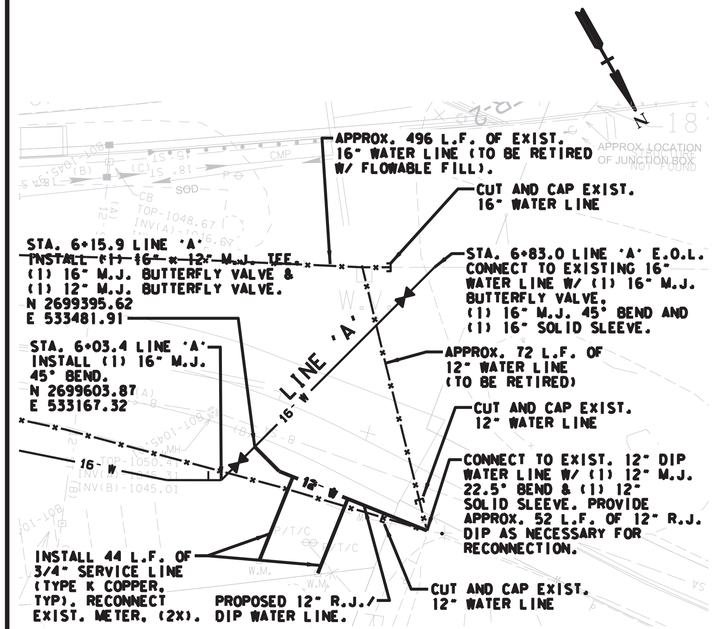

INSET #3
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-3

REV. 09/13/21: REVISED TRACTS 5 & 6 PROPERTY OWNER NAMES AND SCARIFICATION AREA. ADDED CHAIN INFORMATION FOR HUSKEY STREET.

SEVIER COUNTY
PIN 124563.00
CCI NO. 00367-0020

B-DATE SUBMITTAL
DATE: 12/12/2024
BASED ON T.D.O.T. PLANS
REVISION FROM 05/28/2024.

YEARS OF FORGING PROGRESS
PIGEON FORGE
T·E·N·N·E·S·S·E·E

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WATER PLANS

SEALED BY

WILLIAM W. LITTLEJOHN
REGISTERED ENGINEER
AGRICULTURE
No. 120418
STATE OF TENNESSEE
12/17/2024

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER LINE INSETS

12/17/2024 10:29:02 AM
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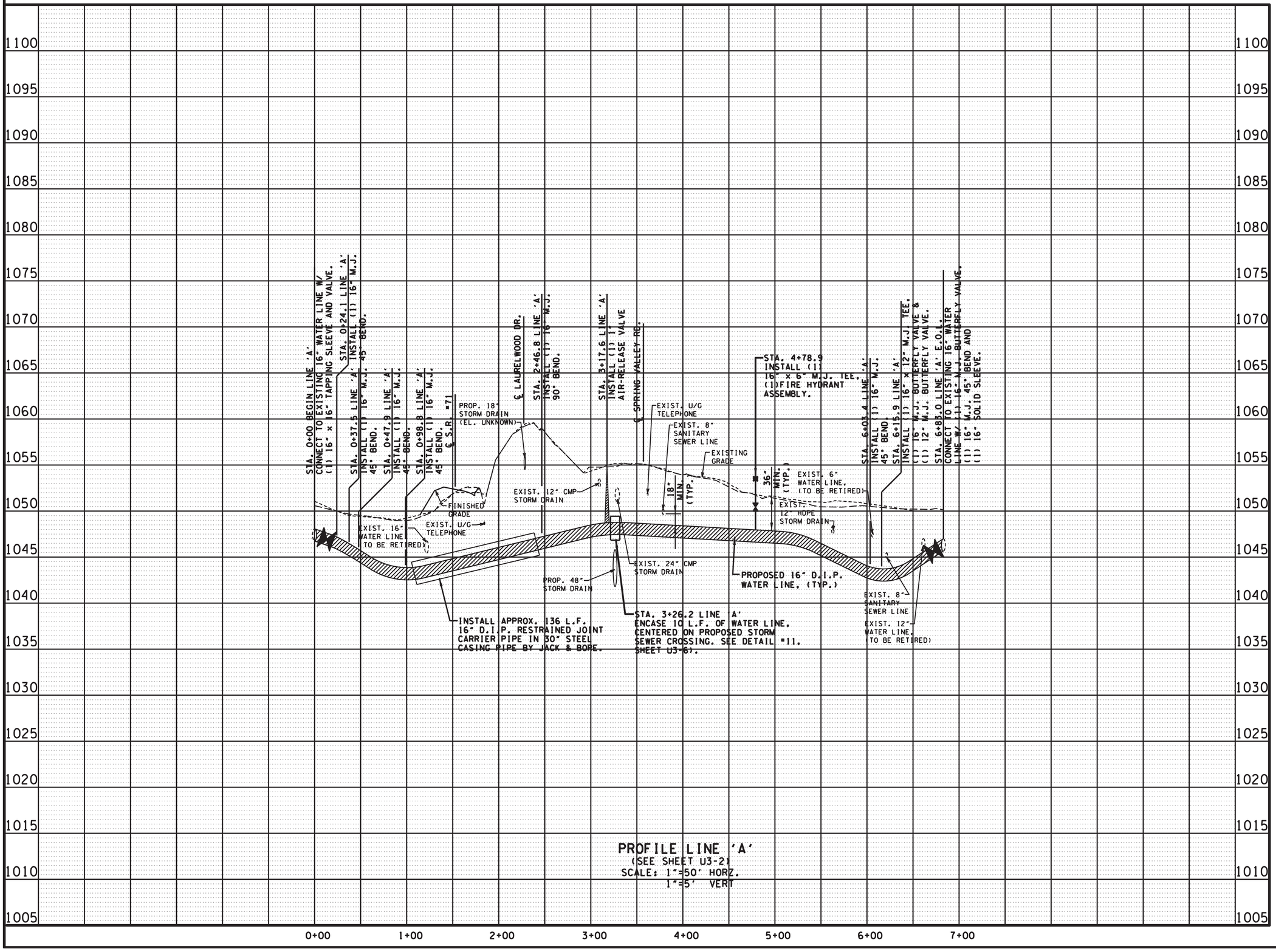

PROFILE LINE 'A'
(SEE SHEET U3-2)
SCALE: 1"=50' HORZ.
1"=5' VERT

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-4

REV. 09/13/21: REVISED TRACTS 5 & 6 PROPERTY OWNER NAMES AND SCARIFICATION AREA. ADDED CHAIN INFORMATION FOR HUSKEY STREET.

SEVIER COUNTY
PIN 124563.00
CCI NO. 00367-0020

B-DATE SUBMITTAL
DATE: 12/12/2024
BASED ON T.D.O.T. PLANS
REVISION FROM 05/28/2024.

NOTE:
1. CROSSING UNDERGROUND WATER & GAS UTILITY LINES SHOWN IN PROFILE VIEW ARE AT AN ASSUMED DEPTH OF 3 FEET. CONTRACTOR SHALL VERIFY VERTICAL LOCATION OF THESE UTILITIES PRIOR TO CONSTRUCTION. ROTATED AND/OR ADDITIONAL FITTINGS MAY BE NECESSARY TO MAKE CONNECTIONS AND MEET MINIMUM SEPARATION REQUIREMENTS.

YEARS OF FORGING PROGRESS
PIGEON FORGE
T·E·N·N·E·S·S·E·E

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WATER PLANS

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER LINE PROFILE LINE 'A'

SCALE: AS SHOWN

12/17/2024 10:30:19 AM
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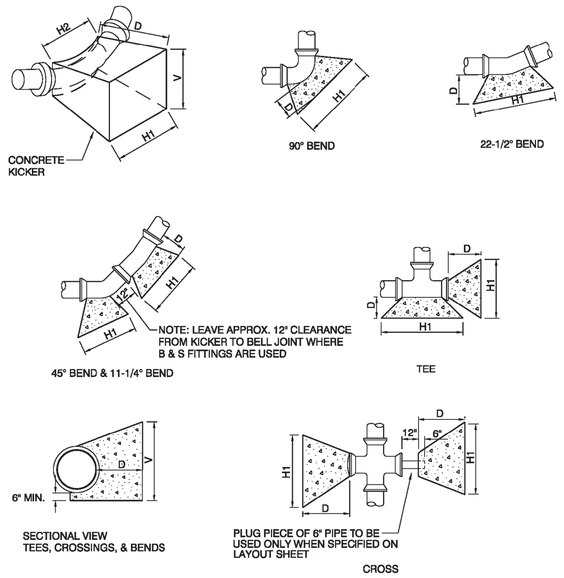
SIZE OF PIPE	TEES & PLUG				90° BEND				45° BEND				22 1/2 °BEND				11 1/4° BEND			
	H1	H2	V	D	H1	H2	V	D	H1	H2	V	D	H1	H2	V	D	H1	H2	V	D
3"&4"	24"	12"	12"	18"	24"	12"	12"	18"	18"	8"	12"	18"	18"	8"	12"	18"	18"	8"	12"	18"
6"	24"	16"	18"	18"	30"	16"	18"	18"	24"	10"	16"	18"	24"	10"	16"	18"	24"	10"	16"	18"
8"	36"	18"	18"	18"	39"	18"	24"	18"	30"	11"	18"	18"	24"	11"	18"	18"	24"	11"	16"	18"
10"	48"	24"	18"	24"	54"	32"	24"	18"	24"	18"	21"	18"	24"	18"	21"	18"	24"	18"	21"	18"
12"	54"	30"	24"	24"	54"	32"	36"	24"	42"	18"	24"	24"	24"	18"	24"	24"	24"	18"	21"	24"
16"	66"	34"	36"	24"	69"	48"	48"	24"	48"	30"	36"	24"	36"	30"	27"	24"	27"	24"	27"	24"
18"		36"		24"		48"		24"		30"		24"		30"		24"		30"		
20"		38"		24"		48"		24"		40"		24"		36"		24"		40"		
24"	85"	24"	48"	50"	106"	48"	53"	23"	68"	25"	45"	22"	44"	21"	36"	14"	28"	18"	28"	14"
30"		52"		24"		72"		24"		48"		24"		48"		24"		48"		
36"		58"		24"		96"		24"		72"		24"		72"		24"		48"		

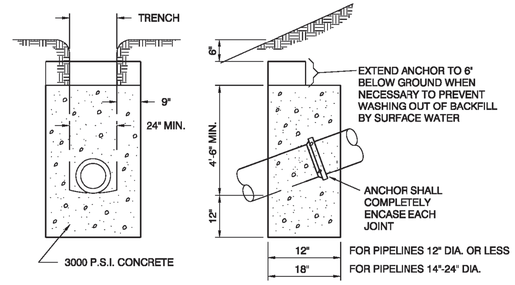
TABLE BASED ON 225 P.S.I. OR 150 P.S.I. WORKING PRESSURE PLUS 50% SURGE ALLOWANCE. THRUST BLOCK DIMENSIONS SHALL BE INCREASED AS NEEDED IF WORKING PRESSURE EXCEEDS 150 P.S.I.

NOTE: CONCRETE USED FOR BLOCKING SHALL BE 3000 P.S.I.- 3500# SQ. IN. EARTH PRESSURES ARE FIGURED AT 4000# PER SQ. FT. BEARING AREA SHALL BE INCREASED WHEN POURED AGAINST SAND, LOOSE FILL, WET EARTH, CINDRES, ETC.

1 - TABLE OF DIMENSIONS FOR CONCRETE TRUSTBLOCKS
N.T.S.

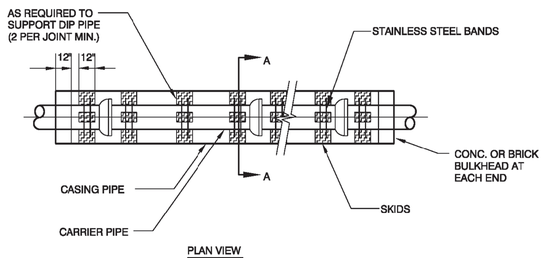


2 - TYPICAL CONCRETE THRUST BLOCKING
N.T.S.

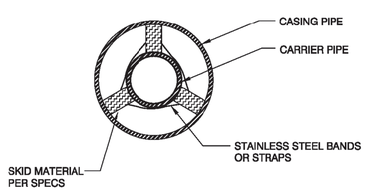


NOTE: PROVIDE NO ANCHOR ON GRADES LESS THAN 20% UNLESS NOTED. PROVIDE ANCHOR AT EACH JOINT ON GRADES BETWEEN 20% AND 34%. FOR CONDITIONS OTHER THAN SHOWN HEREON PROVIDE ANCHORS AS REQUIRED BY THE CONTRACT OR AS REQUIRED BY THE ENGINEER IN THE FIELD.

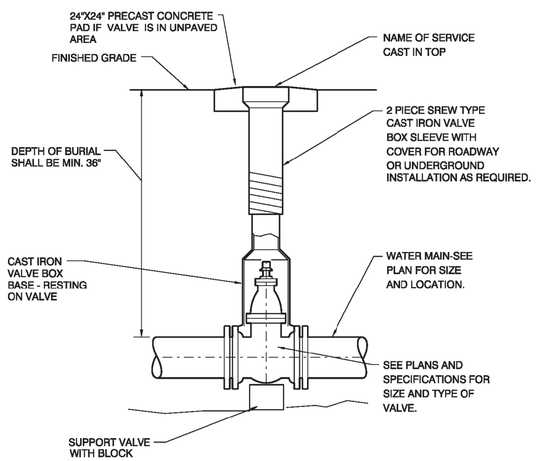
3 - CONCRETE ANCHOR
N.T.S.



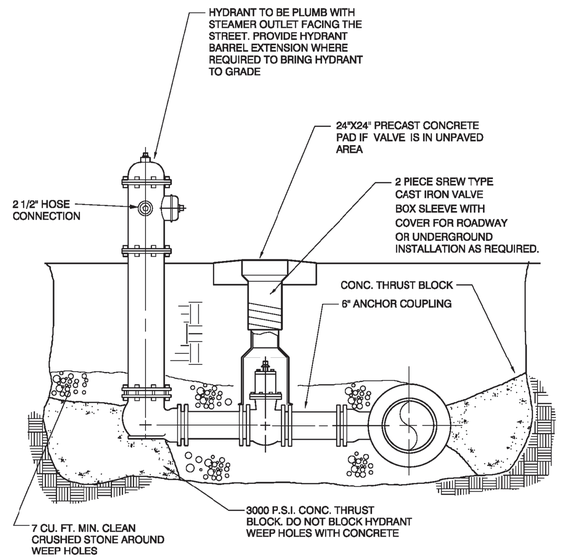
NOTE:
ALL JOINTS LOCATED WITHIN CASINGS SHALL BE RESTRAINED JOINTS



4 - CASING PIPE DETAIL
N.T.S.



5 - VALVE BOX SETTING
N.T.S.



NOTE: FIRE HYDRANT SHALL NOT BE SET CLOSER THAN 3' FROM THE NEAREST OBSTRUCTION

6 - FIRE HYDRANT INSTALLATION DETAIL
N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-5

REV. 09/13/21: REVISED TRACTS 5 & 6 PROPERTY OWNER NAMES AND SCARIFICATION AREA. ADDED CHAIN INFORMATION FOR HUSKEY STREET.

SEVIER COUNTY
PIN 124563.00
CCI NO. 00367-0020

B-DATE SUBMITTAL
DATE: 12/12/2024
BASED ON T.D.O.T. PLANS
REVISION FROM 05/28/2024.

YEARS OF FORGING PROGRESS
PIGEON FORGE
T·E·N·N·E·S·S·E·E

WATER LINE RELOCATION BY

CANNON & CANNON INC
10025 Investment Drive, Suite 120
Knoxville, TN 37932
865.670.8555
www.cci-corp.com

WATER PLANS

SEALED BY

WILLIAM W. LITTLEJOHN REGISTERED ENGINEER AGRICULTURE No. 120418 STATE OF TENNESSEE
12/17/2024

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.0001 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

WATER LINE DETAILS

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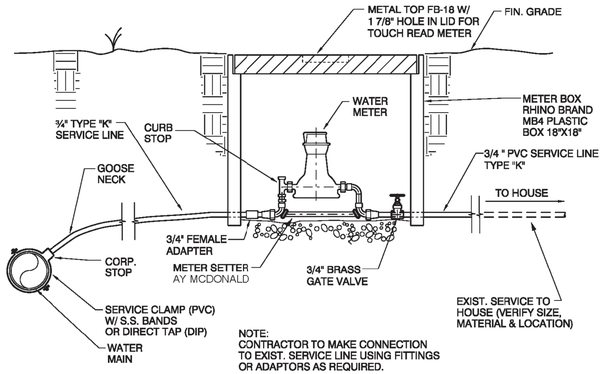
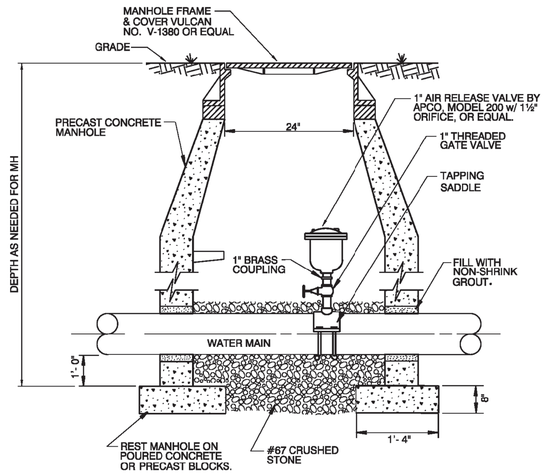
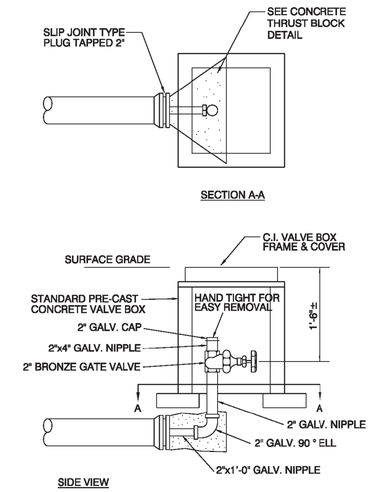


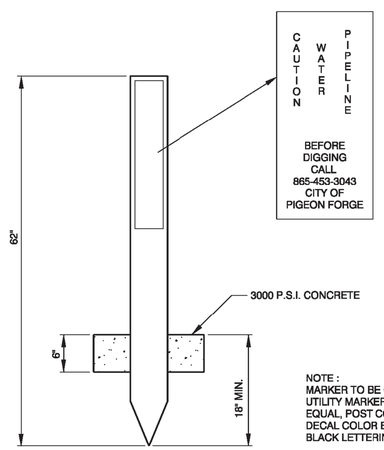
7 - WATER SERVICE LINE CONNECTION DETAIL
N.T.S.



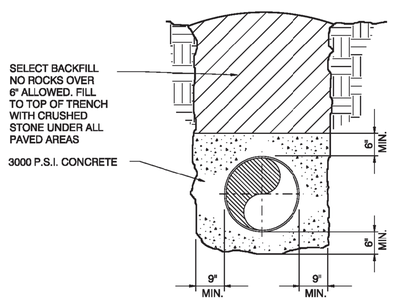
8 - 1" AIR RELIEF VALVE
N.T.S.



9 - 2" BLOW OFF DETAIL
N.T.S.

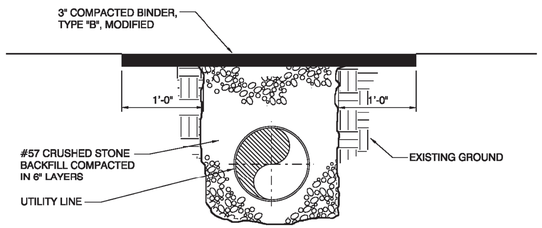


10 - UTILITY MARKER DETAIL
N.T.S.



NOTES:
1. CONCRETE ENCASEMENT IN THIS DETAIL SHALL BE USED FOR PROTECTION FROM CROSSING PIPE EXCAVATIONS.

11 - CONCRETE ENCASEMENT
N.T.S.



12 - PAVEMENT REPLACEMENT
N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-6

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T·E·N·N·E·S·S·E·E
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WATER LINE DETAILS

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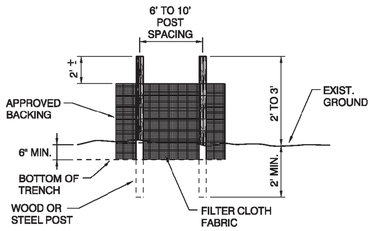
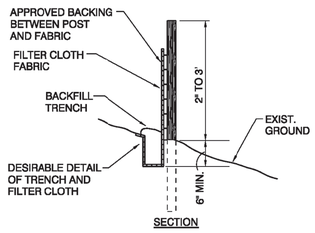
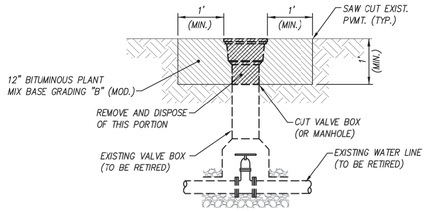


ELEVATION



SECTION

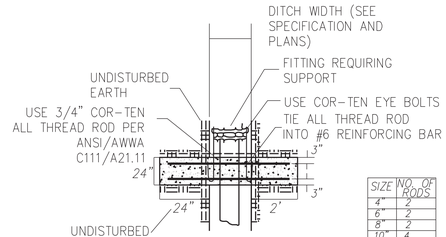
13 TEMPORARY SILT FENCE
- N.T.S.



NOTES:

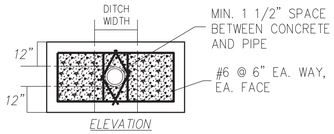
1. AFTER EXISTING WATER LINE(S) HAVE BEEN RETIRED, SAW CUT EXISTING PAVEMENT A MINIMUM OF 1 FOOT BEYOND THE OUTSIDE EDGE OF VALVE (OR STRUCTURE) TO A MINIMUM DEPTH OF 1 FOOT.
2. CUT VALVE BOX (OR MANHOLE) AT 1 FOOT BELOW GRADE, REMOVE TOP PORTION, AND DISPOSE OF REMOVED MATERIAL PROPERLY. CONTRACTOR MAY REMOVE ENTIRE TOP SECTION OF VALVE BOX (OR MANHOLE) WITHOUT CUTTING IF APPROPRIATE, AT NO ADDITIONAL COST TO OWNER.
3. PROVIDE #57 CRUSHED STONE FOR LEVELING COURSE TO 1 FOOT BELOW GRADE.
4. WHEN A TEMPORARY ASPHALT PATCH IS USED, IT SHALL BE PLACED IMMEDIATELY AFTER CRUSHED STONE BACKFILL. ALL TEMPORARY REPAIRS MUST BE REPLACED PERMANENTLY WITHIN 90 DAYS.

14 TYPICAL VALVE BOX & MANHOLE RETIREMENT DETAIL
- N.T.S.



PLAN

SIZE	NO. OF RODS
4"	2
6"	2
8"	2
10"	4
12"	4
16"	6
20"	8
24"	8
30"	10



ELEVATION

15 CONCRETE DEADMAN
- N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	BR-NH-71(39)	U3-7

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