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Jay Morgan
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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE

KNOXVILLE, TENNESSEE 37914
JAMES B. MORGAN, P.E. NO. 111658

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 SHEETS.....ROADWAY-SIGN1
TITLE SHEET.....1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....1A
STANDARD TRAFFIC DESIGN DRAWINGS.....1A1
ESTIMATED ROADWAY QUANTITIES.....2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....2B
GENERAL NOTES.....2C, 2C1
SPECIAL NOTES.....2D
ENVIRONMENTAL NOTES.....2E
TABULATED QUANTITIES.....2F
DETAIL SHEET.....2G
RIGHT-OF-WAY NOTES, UTILITY NOTES, UTILITY OWNERS, AND
RIGHT-OF-WAY ACQUISITION TABLE.....3
PROPERTY MAP.....3A
PRESENT LAYOUT.....4
RIGHT-OF-WAY DETAILS.....4A
PROPOSED LAYOUT.....4B
PROPOSED PROFILE.....4C
HAUL ROAD AND PRIVATE DRIVE PROFILES.....5
DRAINAGE MAP.....6
CULVERT SECTION.....7
EROSION PREVENTION AND SEDIMENT CONTROL PLANS.....8-12
SIGN SCHEDULE.....13
ROADWAY CROSS SECTIONS.....14 – 36
HAUL ROAD CROSS SECTIONS.....37 – 56
TRAFFIC CONTROL PLANS.....T1 – T4

YEAR	PROJECT NO.	SHEET NO.
2025	PROT-31(19)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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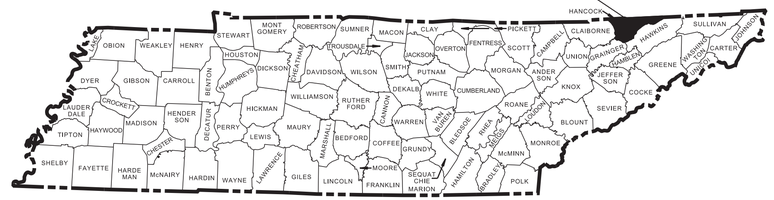
Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	PROT-31(19)	
STATE PROJ. NO.	34S031-F3-002	

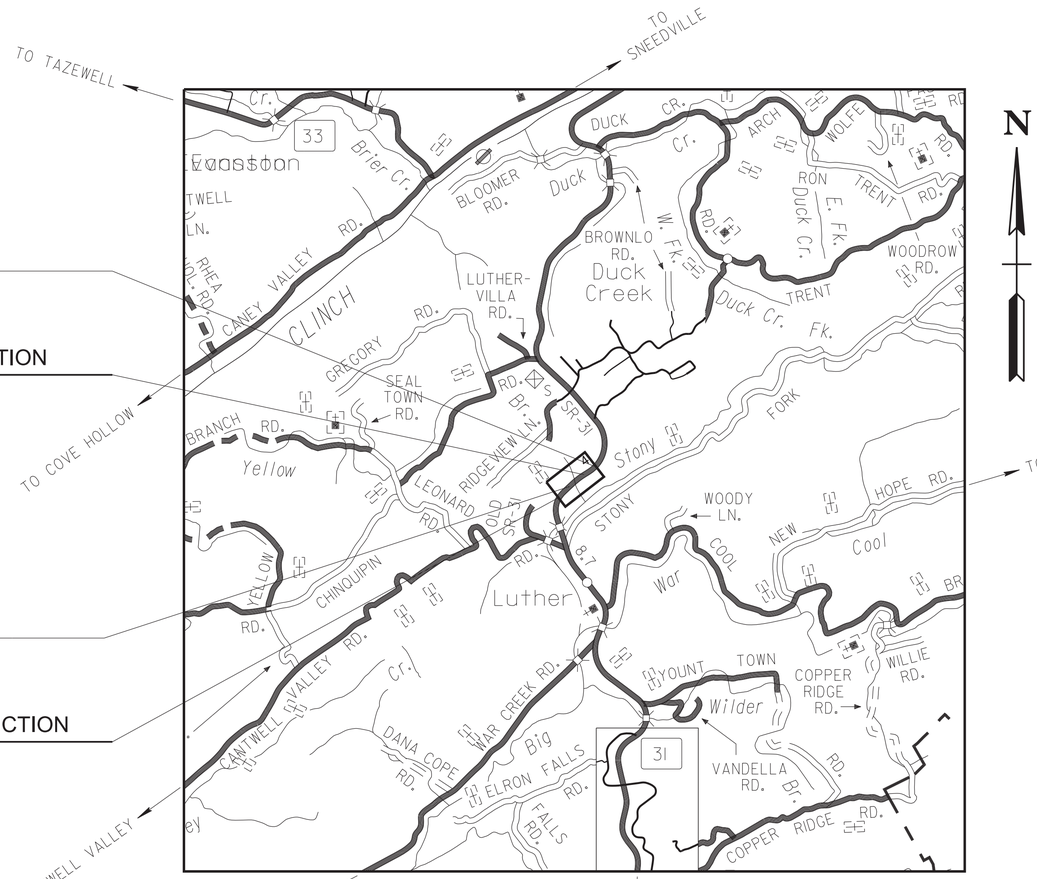
PROJECT LOCATION



PS&E

SLIDE MITIGATION (ROCK BUTTRESS), GRADE, DRAIN, GUARDRAIL, RESURFACE

STATE HIGHWAY NO. 31 F.A.H.S. NO. N/A



NO EXCLUSIONS

END PROJECT NO. 34S031-M2-002 R.O.W.

STA. 117+55.00

N 789652.5831 E 2779686.8454

34S031-F3-002

END PROJECT NO. PROT-31(19) CONSTRUCTION

STA. 127+45.00

N 790281.5883 E 2780439.5426

BEGIN PROJECT NO. 34S031-M2-002 R.O.W.

STA. 113+00.00

N 789348.5241 E 2779348.6039

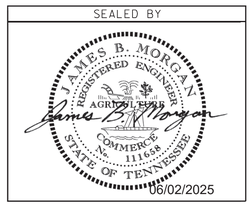
34S031-F3-002

BEGIN PROJECT NO. PROT-31(19) CONSTRUCTION

STA. 104+75.00

N 788651.4329 E 2778958.2134

SEALED BY



06/02/2025

APPROVED:

WILL REID, DEPUTY COMMISSIONER/ CHIEF ENGINEER

DATE:

APPROVED:

HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

SPECIAL NOTES

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

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

TDOT ROADWAY DESIGN MANAGER: STACY WEAVER, P.E.

DESIGNER : DAVID JORDAN, P.E. CHECKED BY : JAY MORGAN, P.E.

P.E. NO. 34S031-M1-002 (DESIGN)

PIN NO. 132360.00

R.O.W. LENGTH	0.086 MILES
ROADWAY LENGTH	0.429 MILES
PROJECT LENGTH	0.429 MILES

SURVEY 02-03-22	TRAFFIC DATA	
	ADT (2025)	3020
	ADT (2045)	3890
	DHV (2045)	390
	D	65 - 35
	T (ADT)	2 %
	T (DHV)	1 %
	V	50 MPH

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	1A
PS&E	2025	PROT-31(19)	1A

ROADWAY INDEX

SIGNATURE SHEETS.....ROADWAY-SIGN1
TITLE SHEET.....1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....1A
STANDARD TRAFFIC DESIGN DRAWINGS.....1A1
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TRAFFIC CONTROL PLANS.....T1 – T4
GEOTECHNICAL PLANS.....G-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS.....S-1
UTILITIES PLANS.....U1–1

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

NO PROJECT COMMITMENTS ARE INCLUDED IN THIS SET OF PLANS

STANDARD ROADWAY DRAWINGS

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

DWG.	REV.	DESCRIPTION
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-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

10-101.00 STANDARDS ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
RD11-TS-3		DESIGN STANDARD FOR ARTERIAL HIGHWAYS (2-LANE)
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION

10-102.00 PIPE CULVERTS, ENDWALLS, AND ENERGY DISSIPATERS

DWG.	REV.	DESCRIPTION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PE-5	06-28-19	STRAIGHT CONCRETE ENDWALLS FOR HORIZONTAL OVAL CONCRETE PIPES (ALL SIZES AND SKEWS)
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)
D-PEW-5		RIP-RAP END TREATMENT FOR CORRUGATED METAL PIPE, OVAL AND PIPE ARCH CULVERTS WITH BEVELED ENDS (PIPE SIZES 42” & LARGER)

10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS

10-106.00 SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
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-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-PL-7		SAFETY PLAN HARDWARE PLACEMENT AT INTERSECTIONS
S-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	03-13-25	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-GR1-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
S-GRS-1	06-15-21	SPECIAL CASE LONG SPAN GUARDRAIL 1 POST, 2 OR 3 POSTS OMITTED
S-GRS-3	06-28-19	SPECIAL CASE GUARDRAIL FOOTING
S-GRS-6	01-30-25	SPECIAL CASE FLEXIBITLTY ON GUARDRAIL POST INSTALLATIONS
S-GRS-8		SAFETY PLAN AT SIDEROADS OR DRIVEWAYS FOR LOW SPEED ROADWAYS
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
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

10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	1A1
PS&E	2025	PROT-31(19)	1A1

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00	**SIGN**	
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-12	07-10-17	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	10-21-19	I-BEAM BREAK-AWAY LARGE SIGN SUPPORT DETAILS
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-S-23A	07-11-17	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-02-15	BREAKWAY POST SIGN SUPPORTS
10-204.00	**DESIGN - TRAFFIC CONTROL**	
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	03-26-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

DWG.	REV.	DESCRIPTION

DWG.	REV.	DESCRIPTION

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD TRAFFIC DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	2
PS&E	2025	PROT-31(19)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 34S031-F3-002
	105-01	Construction Stakes, Lines And Grades	LS	1
	201-01	enhanced Rock Check Dam	LS	1
	202-08.10	Removal Of Curb (Along Eastbound SR-31))	L.F.	624
(1) (2)	203-01	Road & Drainage Excavation (Unclassified)	C.Y.	9101
(3)(4)	203-02.01	Borrow Excavation (Graded Solid Rock)	TON	18103
	203-06	Water	M.G.	2
	203-07	Furnishing & Spreading Topsoil	C.Y.	514
(5)	203-50	Construction Of Haul Road	LS	1
(6)	204-07	Bedding Material (Pipe) Class B	C.Y.	80
(7)	209-02.05	12" Temporary Slope Drain	L.F.	565
	209-05	Sediment Removal	C.Y.	62
(7)	209-08.07	Rock Check Dam	EACH	62
(7)	209-08.08	Enhanced Rock Check Dam	EACH	16
(7)	209-09.01	Sandbags	BAG	141
(7)	209-09.04	Sediment Filter Bag(15' X 10')	EACH	2
(8)	209-20.03	Polyethylene Sheeting (6 Mil. Minimum)	S.Y.	32
(8)	303-01	Mineral Aggregate, Type A Base, Grading D	TON	779
(9)	303-10.01	Mineral Aggregate (Size 57)	TON	50
	307-01.01	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading A	TON	254
(10)	307-01.08	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading B-M2	TON	57
	402-01	Bituminous Material For Prime Coat (Pc)	TON	4
(11)	402-02	Aggregate For Cover Material (Pc)	TON	14
	403-01	Bituminous Material For Tack Coat (Tc)	TON	5
	411-01.10	Acs Mix(Pg64-22) Grading D	TON	570
	411-12.03	Scoring For Rumble Stripe (Non-Continuous) (8In Width)	L.M.	1
(12)	415-01.02	Cold Planing Bituminous Pavement	S.Y.	9584
	602-01	Structural Steel	LB.	4834
	604-01.01	Class A Concrete (Roadway)	C.Y.	2
(13)	607-65.71	60" Minimum Id Pipe To Slip Line 72" Pipe	L.F.	239
(14)	611-07.01	Class A Concrete (Pipe Endwalls)	C.Y.	27
	611-07.02	Steel Bar Reinforcement (Pipe Endwalls)	LB.	1764
	621-03.05	36" Temporary Drainage Pipe	L.F.	333
(15)	705-04.50	Portable Barrier Rail Delineator	EACH	40
	705-06.01	W Beam Gr (Type 2) Mash Tl-3	L.F.	37.5
	705-06.02	W Beam Gr (Type 2) Mash Tl-3 (Long Post)	L.F.	1087
	705-06.11	Gr Terminal (In-Inline) Mash Tl-3	EACH	1
	705-06.20	Tangent Energy Absorbing Term Mash Tl-3	EACH	3
	705-06.30	Gr Terminal (Energy Absorbing) Mash Tl-2	EACH	1
	706-01	Guardrail Removed	L.F.	1019
	706-06.03	Radius Rail	L.F.	25
(16)	709-05.05	Machined Rip-Rap (Class A-3)	TON	100
(17)	709-05.06	Machined Rip-Rap (Class A-1)	TON	438
(18)	709-05.09	Machined Rip-Rap (Class C)	TON	103
	712-01	Traffic Control	LS	1
(15)	712-02.12	Portable Barrier Rail, Reduced Deflection (Mash Tl-3)	L.F.	2200
(19)	712-02.60	Temporary Work Zone Crash Cushion (Mash Tl-3)	EACH	11
(15)	712-04.01	Flexible Drums (Channelizing)	EACH	405
(15)	712-04.50	Barrier Rail Delineator	EACH	40
(15)	712-05.03	Warning Lights (Type C)	EACH	40
(15)	712-06	Signs (Construction)	S.F.	281
(15)	712-07.03	Temporary Barricades (Type III)	L.F.	240
	712-09.02	Removable Pavement Marking (8" Barrier Line)	L.F.	3000
	712-09.08	Removable Pavement Marking (6" Line)	L.F.	3000
	712-09.30	Removable Black-Out Tape (6")	L.F.	3000
	712-09.31	Removable Black-Out Tape (8In)	L.F.	3000
	713-02.21	Sign Post Delineation Enhancement	L.F.	8
	713-11.02	Perforated/Knockout Square Tube Post	LB.	101
	713-11.21	P Post Slip Base	EACH	1
	713-13.02	Flat Sheet Aluminum Signs (0.080" Thick)	S.F.	7
	713-13.03	Flat Sheet Aluminum Signs (0.100" Thick)	S.F.	9
	713-15	Removal Of Signs, Posts And Footings	LS	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 34S031-F3-002
	716-01.07	Temporary Raised Pavement Marker,Yellow	EACH	90
	716-01.21	Snowplowable Raised Pavement Markers (Bi-Dir) (1 Color)	EACH	30
	716-01.30	Removal Of Snowplowable Reflective Marker	EACH	30
	716-05.02	Painted Pavement Marking (8" Barrier Line)	L.F.	6810
	716-05.20	Painted Pavement Marking (6" Line)	L.M.	4
	716-08.01	Removal Of Pavement Marking (Line)	L.F.	20430
	716-08.02	Removal Of Pavement Marking (8" Barrier Line)	L.F.	6810
(20)	716-12.02	Enhanced Flatline Thermo Pvmt Mrkng (6In Line)	L.M.	2
	717-01	Mobilization	LS	1
(21)	740-10.03	Geotextile (Type III)(Erosion Control)	S.Y.	366
(3) (4)	740-10.04	Geotextile (Type IV)(Stabilization)	S.Y.	4109
(7)	740-11.05	Temporary Sediment Tube 24In	L.F.	3423
(22)	801-02	Seeding (Without Mulch)	UNIT	37
	801-02.08	Temporary Seeding (Without Mulch)	UNIT	37
(23)	801-03	Water (Seeding & Sodding)	M.G.	4
	805-12.02	Erosion Control Blanket (Type II)	S.Y.	4077

FOOTNOTES

(1) INCLUDES 14 C.Y. FOR TEMPORARY CONSTRUCTION ENTRANCES/EXITS, 209 C.Y. FOR TEMPORARY BERM AND 7 CY FOR PRIVATE DRIVE.

(2) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(3) FOR USE WITH ROCK BUTTRESS.

(4) SEE GEOTECHNICAL PLANS G-1 SERIES FOR MORE INFORMATION.

(5) HAUL ROADS SHALL BE CONSTRUCTED WITHIN PROPOSED RIGHT-OF-WAY AND EASEMENTS WITHIN THE PROJECT LIMITS AS DEFINED IN THE CONTRACT PLANS. PAYMENT OF THIS ITEM ITEM INCLUDES ALL REQUIREMENTS FOR INSTALLATION INCLUDING GRADING, ROCK, GEOTEXTILE, AND 57 STONE NEEDED FOR BUILDING OF THE HAUL ROADS, MAINTENANCE OF THE HAUL ROADS DURING THE LIFE OF THE PROJECT, AND THE REMOVAL OF THE HAUL ROADS TO PREEXISTING CONDITIONS INCLUDING SEEDING AND MULCHING UPON COMPLETION OF THE HAUL ROADS 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 THE CONSTRUCTION OF HAUL ROADS.

(6) FOR USE ON TOP OF EXISTING 72" CMP AND UNDERNEATH GRADED SOLID ROCK AT THE PIPE.

(7) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.

(8) INCLUDES 20 TONS FOR MAINTENANCE OF TRAFFIC AND 2 TONS FOR SPECIAL CASE GUARDRAIL FOOTING.

(9) INCLUDES 10 TONS FOR CULVERT PROTECTION (TYPE 2), 38 TONS FOR TEMPORARY CULVERT CROSSINGS, AND 2 TONS FOR GUARDRAIL FOOTING OVER WATER LINE.

(10) FOR RESURFACING RUMBLE STRIPE ON WESTBOUND SHOULDER AFTER COLD PLANING.

(11) ITEM TO BE USED AS DIRECTED BY THE TDOT MANAGER.

(12) INCLUDES 1009 S.Y. FOR REMOVING RUMBLESTRIPE ON WESTBOUND SHOULDER.

(13) SLIP-LINING (PAID BY THE FOOT) INCLUDES ALL COSTS INCLUDING, BUT NOT LIMITED TO THE FOLLOWING. ADEQUATE ACCESS TO THE PIPE TO ALLOW FOR APPROPRIATE INSTALLATION, INSTALLATION MEANS AND METHODS, INCIDENTALS (STONE, GROUT, TOOLS, ETC.) TO CONSTRUCTION, ALL OVERHEAD, AND TRAFFIC CONTROL REQUIRED TO SUCCESSFULLY SLIP-LINE THE PIPE IN-PLACE AS NOTED IN THE PLANS. ONCE COMPLETE, THE CONTRACTOR SHOULD CAMERA THE LINE TO ENSURE ALL JOINTS ARE SECURE AND SUCCESSFUL COMPLETION OF SUCH HAS BEEN ACCOMPLISHED. UPON RECEIVING CAMERA INSPECTION, THE CAMERA INSPECTION SHOULD BE MADE AVAILABLE TO THE TDOT CONSTRUCTION FIELD OFFICE TO BE INCLUDED AS PART OF THE CONTRACT. RECORD PAYMENT WILL BE MADE UPON CAMERA INSPECTION.

(14) INCLUDES ALL ITEMS NECESSARY TO CONSTRUCT AND BACKFILL THE ENDWALLS.

(15) QUANTITIES MAY BE INCREASED OR DECREASED BY THE TDOT MANAGER.

(16) FOR USE WITH TEMPORARY CONSTRUCTION EXITS.

(17) INCLUDES 350 TONS FOR TEMP. CULVERT CROSSING AND 88 TONS FOR TEMP. SLOPE DRAINS.

(18) INCLUDES 89 TONS TO BE USED AT OUTLET OF PERMANENT 72" CMP AND 14 TONS AT OUTLET OF TEMPORARY 36" PIPE.

(19) 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 AS SHOWN ON THE MANUFACTURER'S DRAWING.

(20) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

(21) INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS, 46 S.Y. FOR CULVERT PROTECTION TYPE 2, 116 S.Y. FOR RIP-RAP APRON AT OUTLET OF PERMANENT 72" CMP AND 32 S.Y. FOR RIP-RAP APRON AT OUTLET OF TEMP. 36" PIPE.

(22) THE COST OF FERTILIZER AND LIME USED IN THE INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

(23) INCLUDES 4 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

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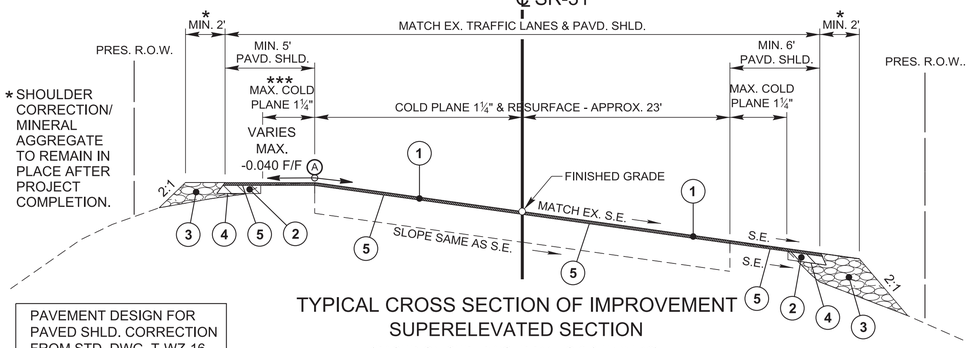
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	2B
PIH	2025	34S031-F3-002	2B
PS&E	2025	PROT-31(19)	2B

***COLD PLANE THE WESTBOUND SHLD. TO INCLUDE REMOVING THE 4' WIDE (OR COLD PLANE WIDER THAN 4') B-M2 USED IN PHASE I TRAFFIC CONTROL FOR SLOPE CORRECTION. SEE TRAFFIC CONTROL PLANS FOR MORE DETAILS.



TYPICAL CROSS SECTION OF IMPROVEMENT
SUPERELEVATED SECTION
(BASED ON STD. DWG. RD11-TS-3 & T-WZ-16)

STA. 104+75.00 TO STA. 114+00.00, LT. & STA. 120+85.00 TO STA. 127+45.00, LT.
STA. 104+75.00 TO STA. 112+00.00, RT. & STA. 120+25.00 TO STA. 127+45.00, RT.

PAVEMENT DESIGN FOR PAVED SHLD. CORRECTION FROM STD. DWG. T-WZ-16, DETAIL A, NOTE I.
"D" MIX
"A" MIX 3" MIN.
MINERAL AGGREGATE GRADING "D"

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)

411-01.10 ACS MIX (PG64-22) GRADING "D"

(2) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.)

307-01.01 ASPHALT CONCRETE MIX (PG64-22) GRADING "A"

(3) MINERAL AGGREGATE, THICKNESS VARIES.

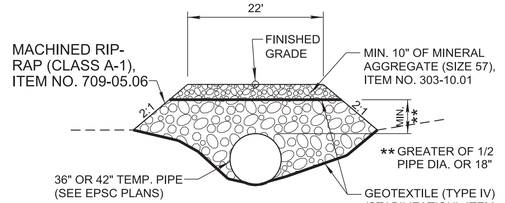
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

(4) PRIME COAT

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

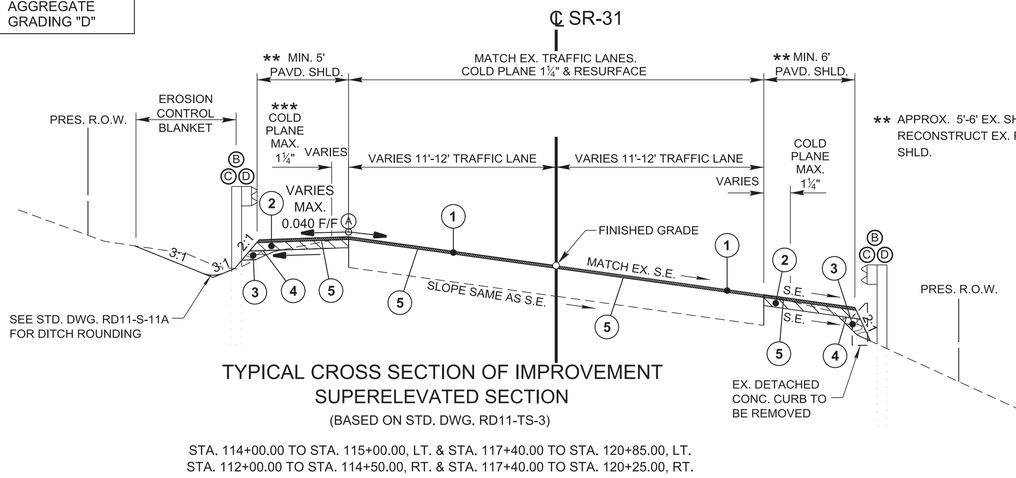
(5) TACK COAT

403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.



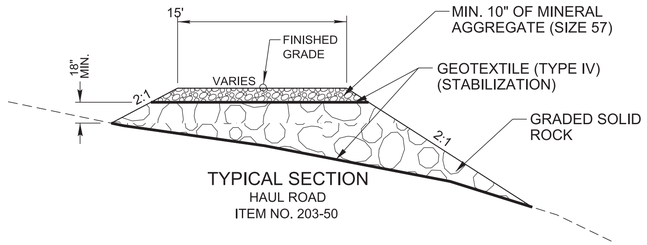
TYPICAL SECTION
TEMPORARY CULVERT CROSSING (SEE EC-STR-25)

HAUL RD. 1 STA. 17+56 TO STA. 17+76
HAUL RD. 2 STA. 12+93 TO STA. 13+13

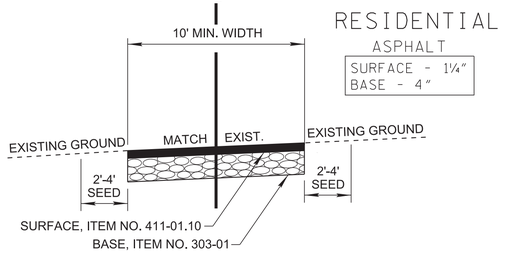


TYPICAL CROSS SECTION OF IMPROVEMENT
SUPERELEVATED SECTION
(BASED ON STD. DWG. RD11-TS-3)

STA. 114+00.00 TO STA. 115+00.00, LT. & STA. 117+40.00 TO STA. 120+85.00, LT.
STA. 112+00.00 TO STA. 114+50.00, RT. & STA. 117+40.00 TO STA. 120+25.00, RT.



TYPICAL SECTION
HAUL ROAD
ITEM NO. 203-50



TYPICAL SECTION
PRIVATE DRIVE

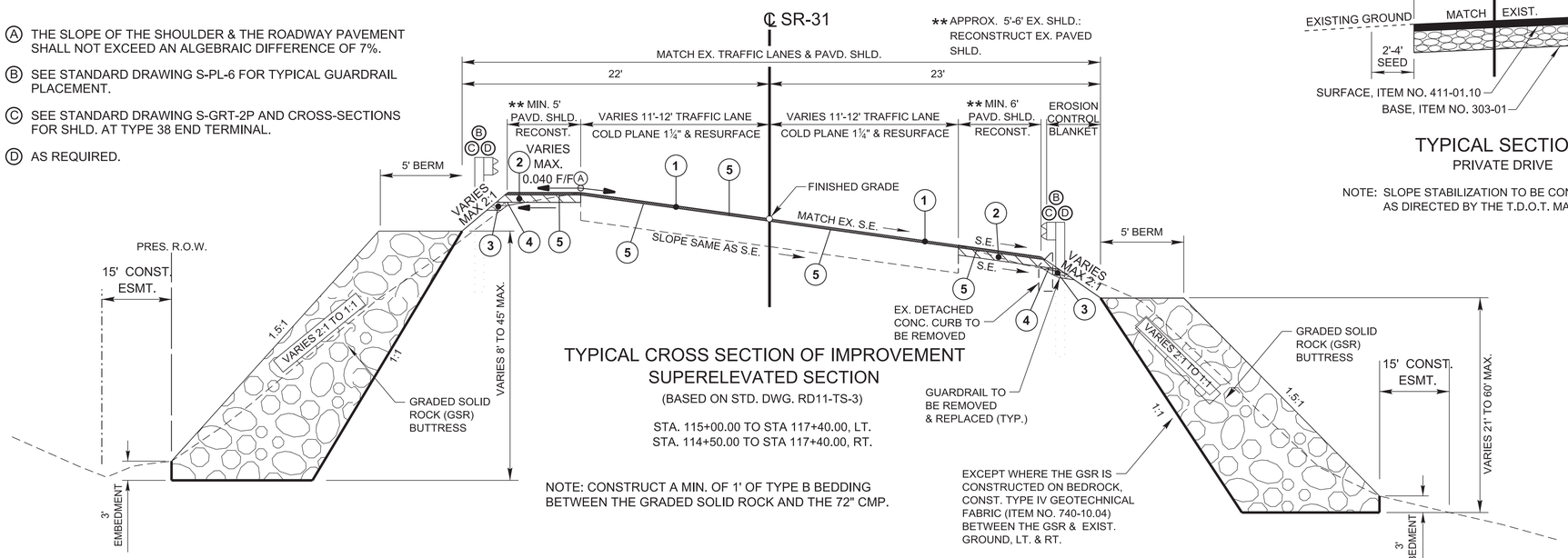
NOTE: SLOPE STABILIZATION TO BE CONSTRUCTED AS DIRECTED BY THE T.D.O.T. MANAGER.

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

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

Ⓒ SEE STANDARD DRAWING S-GRT-2P AND CROSS-SECTIONS FOR SHLD. AT TYPE 38 END TERMINAL.

Ⓓ AS REQUIRED.



TYPICAL CROSS SECTION OF IMPROVEMENT
SUPERELEVATED SECTION
(BASED ON STD. DWG. RD11-TS-3)

STA. 115+00.00 TO STA 117+40.00, LT.
STA. 114+50.00 TO STA 117+40.00, RT.

NOTE: CONSTRUCT A MIN. OF 1' OF TYPE B BEDDING BETWEEN THE GRADED SOLID ROCK AND THE 72" CMP.

EXCEPT WHERE THE GSR IS CONSTRUCTED ON BEDROCK, CONST. TYPE IV GEOTECHNICAL FABRIC (ITEM NO. 740-10.04) BETWEEN THE GSR & EXIST. GROUND, LT. & RT.

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111668
STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	2C
PS&E	2025	PROT-31(19)	2C

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

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

(3) ITEM NO. 801-02 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

(5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

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 MINOR STRUCTURES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

(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

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

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

(3) 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. 716-05.02, PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.

(4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.

FINAL PAVEMENT MARKING

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE SHIFT FOR EDGE LINES AND CENTER LINE 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. 712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE) L.F. AND ITEM NO. 712-09.08 REMOVABLE PAVEMENT MARKING (6” LINE), L.F.

(17) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE) L.F. AND ITEM NO. 712-09.08 REMOVABLE PAVEMENT MARKING (6” LINE), L.F. 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

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

PAVEMENT

PAVING

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

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

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

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

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3’-0”. AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1’-0” AND 3’-0” IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2” IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

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06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	34S031-F3-002	2C1
PS&E	2025	PROT-31(19)	2C1

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 REGIONAL TRAFFIC ENGINEER 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.

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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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	34S031-F3-002	2D
PS&E	2025	PROT-31(19)	2D

SPECIAL NOTES

GRADING

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

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

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

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

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

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DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	2E
PIH	2025	34S031-F3-002	2E
PS&E	2025	PROT-31(19)	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).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

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

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

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

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

SCOPE OF WORK

(6) CORRECT SLOPE STABILITY ISSUES BY INSTALLING ROCK BUTTRESSES ON BOTH SIDES OF ROADWAY. CONSTRUCT TWO HAUL ROADS AND RESTORE TO ORIGINAL CONDITION AFTER PROJECT COMPLETION. REMOVE EXISTING CURB ALONG ROADWAY. UPDATE GUARDRAIL TO CURRENT STANDARDS. COLD PLANE, RESURFACE, CONSTRUCT EPSC DEVICES, AND TRAFFIC CONTROL.

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	2F
PS&E	2025	PROT-31(19)	2F

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL			TERMINAL ANCHORS			SPECIAL CASE GUARDRAIL FOOTING			GUARDRAIL REMOVED	REMARKS
						(1) W BEAM GR (TYPE 2) MASH TL3 (LONG SPAN)	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	RADIUS RAIL	IN-LINE MASH TL3	TYPE 38 MASH TL3 (46.875')	TYPE 21 MASH TL3	MINERAL AGGREGATE SIZE 57	STRUCTURAL STEEL	CLASS A CONCRETE ROADWAY		
		LT	RT	FROM	TO	705-06.01 (L.F.)	705-06.02 (L.F.)	706-06.03 (L.F.)	705-06.11 (EACH)	705-06.20 (EACH)	705-06.30 (EACH)	303-10.01 (TON)	602-01 (LB.)	604-01.01 (C.Y.)	706-01 (L.F.)	
4B	SR-31	X		114+34	X						1					
4B	SR-31	X		AS	NEEDED	37.5										
4B	SR-31	X		114+45	114-65							2	4834	2		
4B	SR-31	X		114+49	114+72			25								
4B	SR-31	X		114+71	119+32		461			1					378	
4B	SR-31	X		114+73	X				1							
4B	SR-31		X	113+47	119+73		626			2					641	
TOTALS						38	1087	25	1	3	1	2	4834	2	1019	

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
MAINLINE	8871	77	7984
SIDE ROADS	0	0	
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	7	0	7
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	14	0	13
TEMPORARY BERM (EXC.)	209	0	189
TOPSOIL (EMB.) (1)	0		
TOPSOIL (EXC.)	0		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = 10 % SWELL = 10 %

EXC.		EMB.
8191	VS.	-77
AVAILABLE	=	8114
WASTE MATERIAL	=	8926 (2)

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	9101	77	9101	9101	8191

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.
0	0	0	0	0	0	0	0

IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
27779	N/A	N/A	N/A	514	N/A	514	N/A

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)							COLD PLANING BITUMINOUS PLANT MIX
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)	
	D	A	B-M2				D	S.Y.
	303-01	307-01.01	307-01.08	402-01	402-02	403-01	411-01.10	415-01.02
SR-31 TRAVEL LANES RESURFACE						2.5	384	5801
SR-31 REMOVE/RESURF. RUMBLE STRIPES			57			0.5		1009
SR-31 SHOULDER RECONSTRUCTION/ CORRECTION	735	254		3.9	13.9	1.7	184	2774
DRIVEWAY	24			0.1	0.2		1.9	
MAINTENANCE OF TRAFFIC	20							
TOTALS	779	254	57	4.0	14.1	4.7	569.9	9584

CROSS DRAIN \ MEDIAN DRAIN ENDWALLS

LOCATION	STATION	OFFSET (FT.)	SKEW	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS C 709-05.09 (TON)	PROTECTED ENDWALLS	
							CLASS "A" CONCRETE 611-07.01 (C.Y.)	STEEL BAR REINFORCING 611-07.02 (LB.)
HAUL RD 1 SR-31 (RT.)	12+87.20 115+56.41	114	60°	PROTECTED	D-PEW-1 D-PEW-2	89	13.5	882
HAUL RD 2 SR 31 (LT.)	22+31.09 116+77.42	-92	60°	PROTECTED	D-PEW-1 D-PEW-2		13.5	882
TOTALS						89	27.0	1764

RIPRAP BASIN LOCATIONS, DIMENSIONS AND QUANTITIES

LOCATION				BASIN DIMENSIONS (FT.)			RIPRAP DEPTHS (FT.)	GEOTEXTILE FABTRIC TYPE III	MACHINED RIP-RAP
STATION	OFFSET DISTANCE (FT.)	OFFSET DIRECTION LT	OFFSET DIRECTION RT	PIPE SIZE	W1	W2	L	D	EROS. CTRL. (S.Y.) 740-10.03	CLASS C (TON) 709-05.09
115+56.46, SR-31	113.94		X	72" CMP	10	40	14	3.5	116	89
13+03.41, HAUL RD. 1	40.12		X	36" TEMP. PIPE	10	7	7	3.5	32	14
TOTALS									148	103

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JAMES B. MORGAN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 111658 STATE OF TENNESSEE

James B. Morgan

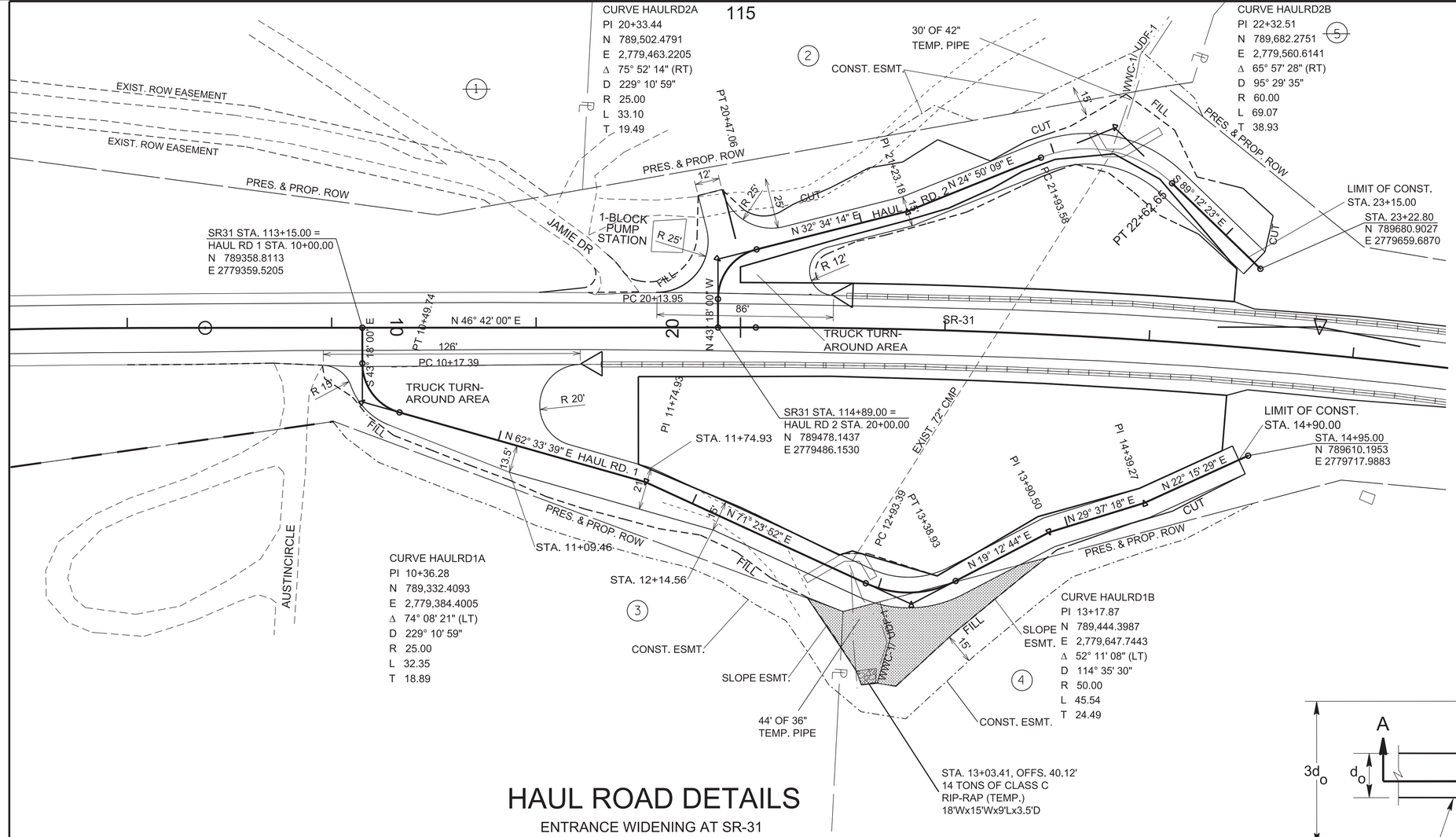
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

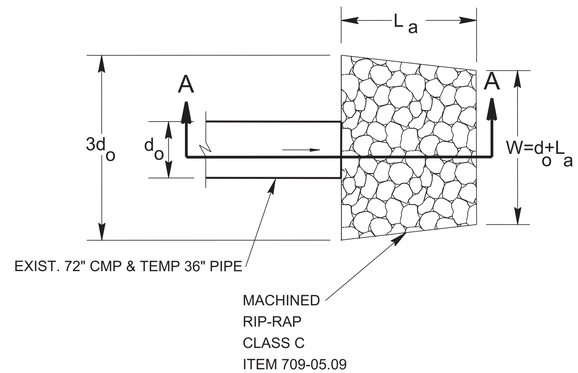
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	2G
P.I.H.	2025	34S031-F3-002	2G
PS&E	2025	PROT-31(19)	2G



HAUL ROAD DETAILS

ENTRANCE WIDENING AT SR-31
SCALE: 1" = 30'



SECTION A-A
RIP-RAP APRON
AT PIPE OUTLET

SLOPE EASEMENT

RIP-RAP APRON DETAILS

N.T.S.

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STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

SCALE: 1"= 30'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	3
PIH	2025	34S031-F3-002	3
PS&E	2025	PROT-31(19)	3

REV. 02-28-25: ADDED BOOK AND PAGE NO. ON TRACT NO. 4.

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	PERMANENT	SLOPE ①	CONSTRUCTION ①	AIR RIGHTS
				BOOK	PAGE												
1	~~CHARLES D. SIZEMORE AND BROTEN ALEXANDER SIZEMORE~~	~~65~~	~~12.16~~	~~V83~~	~~479~~	~~2.784~~		~~2.784~~				~~2.784~~					
2	AMY R. PANZERA AND DEREK E. ELLIOT	59	22.10	V63	739	7.975		7.975				7.975				1098 S.F.	
3	MICHAEL S. GOSHEN AND MARY K. GOSHEN, HUSBAND AND WIFE	65	12.05	V99	662		12.208	12.208					12.208		151 S.F.	3060 S.F.	
4	JEFFREY ALLEN LEVESQUE AND SARAH MARIE LEVESQUE, HUSBAND AND WIFE	59	22.04	V66 V66	532 547		4.940	4.940					4.940		2453 S.F.	2826 S.F.	
5	GILBERT CERELLI	59	22.05	V46	580	11.060		11.060				11.060				81 S.F.	

① FOR CONST. OF HAUL ROADS AND TEMPORARY PIPE

RIGHT-OF-WAY

(9) 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.

UTILITY

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

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

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

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

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

UTILITY OWNERS

WATER:

SNEEDVILLE UTILITY DISTRICT

P.O. BOX 255

SNEEDVILLE, TN 37869

CONTACT: MYSHONE COLLINS

OFFICE PHONE: 423 733 4382

CELL PHONE: 423 254 7828

EMAIL: SNEEDVILLEUTILITY@YAHOO.COM

FIBER & ELECTRIC:

POWELL VALLEY ELECTIC CO-OP

420 STRAIGHT CREEK ROAD
P.O. BOX 1528

NEW TAZWELL, TN 37825

CONTACT: BO GOODIN

OFFICE PHONE: 423 626 5204

CELL PHONE: 606 545 2972

EMAIL: BGOODIN@PVE.CORP

FIBER:

POINT BROADBAND

333 FRALEY AVENUE

DUFFIELD, VA 24244

CONTACT: RANDY HAMM

CELL PHONE: 276 780 4529

EMAIL: RANDY.HAMM@POINT-BROADBAND.COM

TELEPHONE:

AT&T

9733 PARKSIDE DRIVE

KNOXVILLE, TN 37922

CONTACT: JAY FRAZIER

OFFICE PHONE: 865 387 2685

EMAIL: JF092G@ATT.COM

DISTURBED AREA TABLE	
AREA BETWEEN SLOPE LINES	1.319 AC
15' WIDE STRIP OUTSIDE SLOPE LINES	0.500 AC
TOTAL DISTURBED AREA	1.819 AC
TOTAL PROJECT AREA	3.632 AC

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111668
STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	3A
PIH	2025	34S031-F3-002	3A
PS&E	2025	PROT-31(19)	3A

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

131+00.00
N 790606.8069
E 2780578.2983

102+00.00
N 788379.7782
E 2778993.0481

BEGIN PROJ. NO.
34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

105 110 115 120 125 130

1 2 3 4 5

EXIST. ROW EASEMENT
PRES.& PROP. ROW
JAMIE DR
SR-31
15' CONST. ESMT.
WWCV UDF-1
PRES. & PROP. ROW
N 57° 42' 13" E
AUSTIN CIR E
TRAIL DR
WWCV UDF-1
15' CONST. ESMT.
SLOPE ESMT.
PRES. & PROP. ROW
MOUNTAIN VIEW LN
EXIST. ROW ESMT.
PRES. & PROP ROW
N 49° 55' 11" E 143.98'

SLOPE EASEMENT

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 104+75 TO STA. 127+45
SCALE: 1"=100'

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CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
34-031-01	789209.4784	2779274.7805	1410.44	111+49.96	50.01' (RT)
34-031-02	789736.4683	2779714.3021	1440.30	118+27.33	49.68' (LT)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	4
PIH	2025	34S031-F3-002	4
PS&E	2025	PROT-31(19)	4

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

N

1
~~CHARLES D. SIZEMORE~~
~~AND~~
~~BROTEN ALEXANDER SIZEMORE~~

2
AMY R. PANZERA
AND DEREK E. ELLIOT

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

110

115
SIGN IS TO REMAIN. IF NECESSARY TO BE MOVED DURING CONSTRUCTION, IT SHALL BE PLACED BACK, COST TO BE INCLUDED WITH OTHER ITEMS.

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

5
GILBERT CERELLI

120
34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

NOTE: EXIST. 4'X6' CONC. BOX (TO REMAIN) CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, INLET IS BLOCKED BY BLOCK WALL. TO REMAIN.

PC 122+30.54

JAMIE DR.
EXIST. ROW EASEMENT
EXIST. ROW EASEMENT
PRES. & PROP. ROW
20'
WELL
P/T
P/SERVICE
TPOST
OTPOST
6X6 POST
GATE
SERVICE
CAP
CUT
FILL
WOODS
GRASS
CONC
PVC 6" W
N 46° 42' 00" E
SR31
24' ASP
PC 20+13.57
PC 19+17.89
1 BLOCK STATION
9" GR
WWW
INV-1380.57
INV-1421.10 (W)
INV-1421.22 (E)
S 89° 10' 21" E
HAUL RD 2
WWW GRADE +1
15' CONST. ESMT.
HAUL RD. 2 SLOPE LIMITS
BUTTRESS SLOPE LIMITS
LIMIT OF CONST. STA. 23+20.00
34-031-02
ROCK
GRASS
PRES. & PROP. ROW
CONC
6" CUT
N 57° 42' 13" E
23.0
20' ASP
MOUNTAIN VIEW LN
127' GR
EXIST. ROW EASEMENT
P/T
PT 120+57.66
N 2780000
N 790000

STA. 110+00.00
N 789135.0979
E 2779138.1377
REMOVE EXIST. DETACHED CONC. CURB FROM STA. 113+50.64 TO STA. 119+54.66, RT.

23.6
GRASS
34-031-01
10"BRADFORD PEAR
10"BRADFORD PEAR
PRES. & PROP. ROW
WOODPLANK
WOODPLANK
FILL
AUSTIN CIRCLE 12' ASP
HAUL RD 1
12" APPLE
12" APPLE
12" APPLE
72" CMP
WOODS
CUT
REMOVE EX. G.R. FROM STA. 115+04.88 TO STA. 118+01.11, LT.
INV-1416.64 (W)
INV-1416.69 (E)
LIMIT OF CONST. STA. 14+90.00
F-SHED
12" PLASTIC
INV-1412.02
INV-1414.17
F-GARAGE
15" CMP/OLD DIRECTIONAL WOOD RAIL
GRASS
PRES. & PROP. ROW
P/T
INV-1365.72
WICKET OF BARBED WIRE/OLD
FILL
CUT
BUTTRESS SLOPE LIMITS
15' CONST. ESMT.
SLOPE ESMT.
SLOPE ESMT.
GATE
HOGWIRE
HAUL RD. 1 SLOPE LIMITS
15' CONST. ESMT.
REMOVE EX. G.R. FROM STA. 113+56.92 TO STA. 119+12.15, RT.
ST 112+38.14
CS 109+88.14
SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205
PC 115+07.48
WELL
N 2779500
N 789000

3
MICHAEL S. GOSHEN AND
MARY K. GOSHEN,
HUSBAND AND WIFE

4
STA. 122+00.00
N 789209.4784
E 2779274.7805
JEFFREY ALLEN LEVESQUE
AND SARAH MARIE LEVESQUE,
HUSBAND AND WIFE

PT 120+57.66
N 2780000
N 789500
TPOST

SCS SR31A
PI 107+10.84
N 788,866.1345
E 2,778,836.7045
Δs 64° 19' 00" (RT)
Θs 8° 45' 00"
Δc 46° 49' 00" (RT)
Dc 7° 00' 00"
Rc 818.51
Lc 668.81
Ts 641.51
Ls 250.00

CURVE SR31B
PI 117+83.42
N 789,680.0615
E 2,779,700.4230
Δ 11° 00' 13" (RT)
D 2° 00' 00"
R 2,864.79
L 550.18
T 275.94

NOTE: GROUND UNDERNEATH HAUL ROADS SLOPES IS TO BE RESTORED TO ITS ORIGINAL CONDITION.

SLOPE EASEMENT

SEE SHEET NO. 2G FOR HAUL RD. CURVE DATA

ALL EXIST. DRAINAGE STRUCTURES TO REMAIN

WHEN HAUL ROADS ARE REMOVED, RESTORE SLOPES TO ORIGINAL CONDITION.

SEALED BY

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AGRICULTURE
COMMERCE
No. 111668
STATE OF TENNESSEE

06/02/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 104+75 TO STA. 127+45
SCALE: 1"= 50'

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CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
34-031-01	789209.4784	2779274.7805	1410.44	111+49.96	50.01' (RT)
34-031-02	789736.4683	2779714.3021	1440.30	118+27.33	49.68' (LT)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	4A
P.I.H.	2025	34S031-F3-002	4A
PS&E	2025	PROT-31(19)	4A

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

110 115 120

N 38^ 56' 6" E 122.46'
N 43^ 52' 17" E 177.44'
N 34^ 32' 34" E 69.38'
N 15^ 58' 28" E 41.64'
N 15^ 58' 28" E 27.95'
N 2^ 6' 50" W 65.57'

1 ~~CHARLES D. SIZEMORE AND BROTEN ALEXANDER SIZEMORE~~

2 AMY R. PANZERA AND DEREK E. ELLIOT

3 MICHAEL S. GOSHEN AND MARY K. GOSHEN, HUSBAND AND WIFE

4 JEFFREY ALLEN LEVESQUE AND SARAH MARIE LEVESQUE, HUSBAND AND WIFE

5 GILBERT CERELLI

N 789500 E 2779000
N 790000 E 2779500
N 790500 E 2780000
N 789500 E 2779500
N 790000 E 2780000

EXIST. ROW EASEMENT
EXIST. ROW EASEMENT
20'
PRES. & PROP. ROW
111+12.42 89.41'
N 54^ 20' 8" E 245.16'
STA. 110+00.00
N 789135.0979
E 2779138.1377
111+22.77 67.53'
71.67'
N 36^ 46' 52" E
113+51.98 55.15'
114.22'
N 36^ 45' 15" E
115+34.45 87.39'
175.25'
N 36^ 38' 55" E
116+99.63 124.57'
N 85^ 43' 39" E
124.97'
117+99.80 54.40'
N 56^ 13' 39" E
440.00'
122+35.34 53.91'
34-031-02 EL-1440.30
34-031-01 EL-1410.44
110+06.27 76.37'
N 38^ 41' 21" E 287.16'
PRES. & PROP. ROW 315.51'
113+01.03 45.83'
HAUL RD. 1
N 67^ 12' 24" E 265.80'
HAUL RD. 1 SLOPE LIMITS
15' CONST. ESMT.
115+53.22 138.65'
SLOPE ESMT.
SLOPE ESMT.
N 31^ 57' 34" E 252.03'
BUTTRESS SLOPE LIMITS
15' CONST. ESMT.
118+00.45 60.20'
257.36'
N 51^ 57' 34" E
PRES. & PROP. ROW
120+62.26 45.74'
N 87^ 1' 35" E
EXIST. ROW EASEMENT
217.13'
S 38^ 23' 35" E
210.59'
S 60^ 46' 24" W
369.87'
S 37^ 18' 07" E 241.16'
S 40^ 18' 17" E 328.02'
S 58^ 34' 28" W 325.75'
157.85' S 45^ 18' 50" W
POST
TPOST
OTPOST
EIP CAP
SR31 STA. 114+89.00 = HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530
HAUL RD. 2 SLOPE LIMITS
15' CONST. ESMT.
N 38^ 19' 20" E 13.57'
S 25^ 48' 3" E 34.51'
S 7^ 57' 9" E 165.51'
S 7^ 57' 9" E 6.06'
WWC-7 UDF-1
WWC-7 UDF-1
BUTTRESS SLOPE LIMITS
CUT
FILL
HAUL RD 2
SR-31
SR31 STA. 113+15.00 = HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205
STA. 122+00.00
N 789209.4784
E 2779274.7805

SLOPE EASEMENT

SEALED BY
JAMES B. MORGAN
REGISTERED ENGINEER
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111658
STATE OF TENNESSEE
06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 104+75 TO STA. 127+45
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	4B
PIH	2025	34S031-F3-002	4B
PS&E	2025	PROT-31(19)	4B

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

110 115 120

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

STA. 110+00.00
N 789135.0979
E 2779138.1377

STA. 122+00.00
N 789209.4784
E 2779274.7805

SPECIAL CASE GUARDRAIL FOOTING NEAR WATER LINE 5' X 20'

CONST. GRADED SOLID ROCK BUTTRESS STA. 115+00.00 TO STA. 117+40.00, LT.

PROTECTED ENDWALL STA. 116+77.42 OFFS. -92.28

WWC-1/UDF-1

INV-1380.57

STA. 45+22.00 9' ASP. DRV. NO S.D. RECD

TYPE 21 STA. 114+34 OFFS. -41.90

TYPE IN-LINE STA. 114+73 OFFS. -17.11'

BEGIN GRADING & SHLD. RECONSTRUTION STA. 114+00.00, LT.

LIMIT OF CONST. STA. 0+40.00 EL. 1420.48

TAPER 1' PER FT

R35'

R11'

R10'

HAUL RD 2

NOTE: OMIT POSTS WHERE IN CONFLICT WITH WATERLINE

REPLACE EX. G.R. FROM STA. 114+58.00 TO STA. 119+79.00, LT.

② W1-2L 36" x 36"

TYPE 38 STA. 119+79 OFFS. -18.14

END GRADING BEGIN SHLD. CROSS SLOPE CORRECTION STA. 120+85.00, LT.

CONC

6" SSWL

6" DSYL

SR31

24' ASP

10' 12'

23.6'

23.0'

BEGIN GRADING & SHLD. RECONSTRUTION STA. 112+00.00, RT.

TYPE 38 STA. 113+00.00 OFFS. 19.94'

BEGIN RESURFACE & SHLD. CROSS SLOPE CORRECTION (FROM STA. 104+75.00, LT. & RT.)

AUSTIN CIRCLE 12' ASP

REPLACE EX. G.R. FROM STA. 113+00.00 TO 120+20.00

HAUL RD 1

239.72' CMP

LIMIT OF CONST. STA. 14+90.00

TYPE 38 STA. 120+20.00 OFFS. 18.25

15" CMP / OLD

12" PLASTIC

MOUNTAIN VIEW LN 12" GR

END GRADING BEGIN SHLD. CROSS SLOPE CORRECTION STA. 120+25.00, RT.

END RESURFACING & SHLD. CROSS SLOPE CORRECTION STA. 127+45.00 LT. & RT.

INV-1365.72

CONST. GRADED SOLID ROCK BUTTRESS STA. 114+50.00 TO STA. 117+40.00, RT.

WWC-1/ UDF-1

PROTECTED ENDWALL STA. 115+56.41 OFFS. 113.99

NOTE: EXIST. 4'X6' CONC. BOX (TO REMAIN) CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, STRUCTURE IS BLOCKED BY BLOCK WALL.

72" CMP TO BE SLIP-LINED SEE NOTE 12, SHEET 2

STA. 115+56.46, OFFS. 113.94'
89 TONS OF CLASS C RIP-RAP
APPROX. 10'Wx40'Wx14'Lx3.5'D

① NORTH 31 Tennessee M3-1 24" x 12" TN-3C 30" x 24"

COLD PLANING AND RESURFACING LIMITS ARE TO THE OUTSIDE EDGE OF THE PAVED SHOULDER ALONG SR-31.

HAUL ROADS TO BE REMOVED AND RESTORED TO ORIGINAL CONDITION AFTER COMPLETION OF PROJECT. SEE SHEET NO. 2G FOR HAUL RD. DETAILS AND SHEET NO. 5 FOR HAUL ROAD PROFILES.

GRADED SOLID ROCK BUTTRESS

SEALED BY

JAMES B. MORGAN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 111658 STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 104+75 TO STA. 127+45
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	4C
P.I.H.	2025	34S031-F3-002	4C
PS&E	2025	PROT-31(19)	4C

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
34-031-01	789209.4784	2779274.7805	1410.44	111+49.96	50.01' (RT)
34-031-02	789736.4683	2779714.3021	1440.30	118+27.33	49.68' (LT)

SR-31 PROFILE SHOWN FOR INFORMATIONAL PURPOSES ONLY

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

OH WIRE
STA. 119+28.37
LOW WIRE EL. 1463.03'
TEMP. ____ DEG.
2 POWER
1 TELEPHONE
2 CABLE

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

COLD PLANE 1¼" AND RESURFACE WITHIN ENTIRE PROJECT LIMITS

GRAPHIC GRADE

EXIST. GROUND & PROP. GRADE

6" W

XCP 34-031-02
STA. 118+27.33, -49.68'(LT)
N 789736.4683
E 2779714.3021
ELEV 1440.30
ALUM. DISK

STA 117+50.08
EXISTING 4'X6' CONC. BOX
SKEW 90° LT
FLOWS RIGHT
INLET 1421.16
OUTLET 1416.67
BOX CULVERT CARRIES NO DRAINAGE
PREVIOUSLY USED FOR CATTLE CROSSING
BLOCK WALL ON ONE SIDE

XCP 34-031-01
STA. 111+49.96, 50.01'(RT
N 789209.4784
E 2779274.7805
ELEV 1410.44
ALUM. DISK

SR31 113+15.00 =
HAUL RD 1 10+00.00
ELEV. 1413.98
N 789358.8113
E 2779359.5205

SR31 114+89.00 =
HAUL RD 2 20+00.00
ELEV. 1422.51
N 789478.1437
E 2779486.1530

PIPE CULVERT
STATION: 116 +25.82
STRUCTURE: EXIST.72" CMP

SKEW	60	DEG.
DRAINAGE AREA	62	AC.
DESIGN DISCHARGE (Q50)	91	CFS
DESIGN DISCHARGE (Q100)	110	CFS
OVERTOPPING	1428.08	ELEV.
ALLOWABLE HEADWATER	1426.78	ELEV.
Q50 HEADWATER	1382.46	ELEV.
Q100 HEADWATER	1382.66	ELEV.
VELOCITY (Q50)	14.8	FT/S
VELOCITY (Q100)	15.6	FT/S

ENDWALLS REQUIRED: PROTECTED
STANDARD DRAWING NOS.: D-PEW-1, D-PEW-2

QUANTITIES:

CLASS "A" CONCRETE	27	C.Y.
STEEL BAR REINFORCING	1764	LB.
BEDDING MATERIAL	80	C.Y.

ENDWALL ITEM NOS.: 611-07.01, 611-07.02

1465 1460 1455 1450 1445 1440 1435 1430 1425 1420 1415 1410 1405 1400 1395 1390 1385 1380 1375

110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

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JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

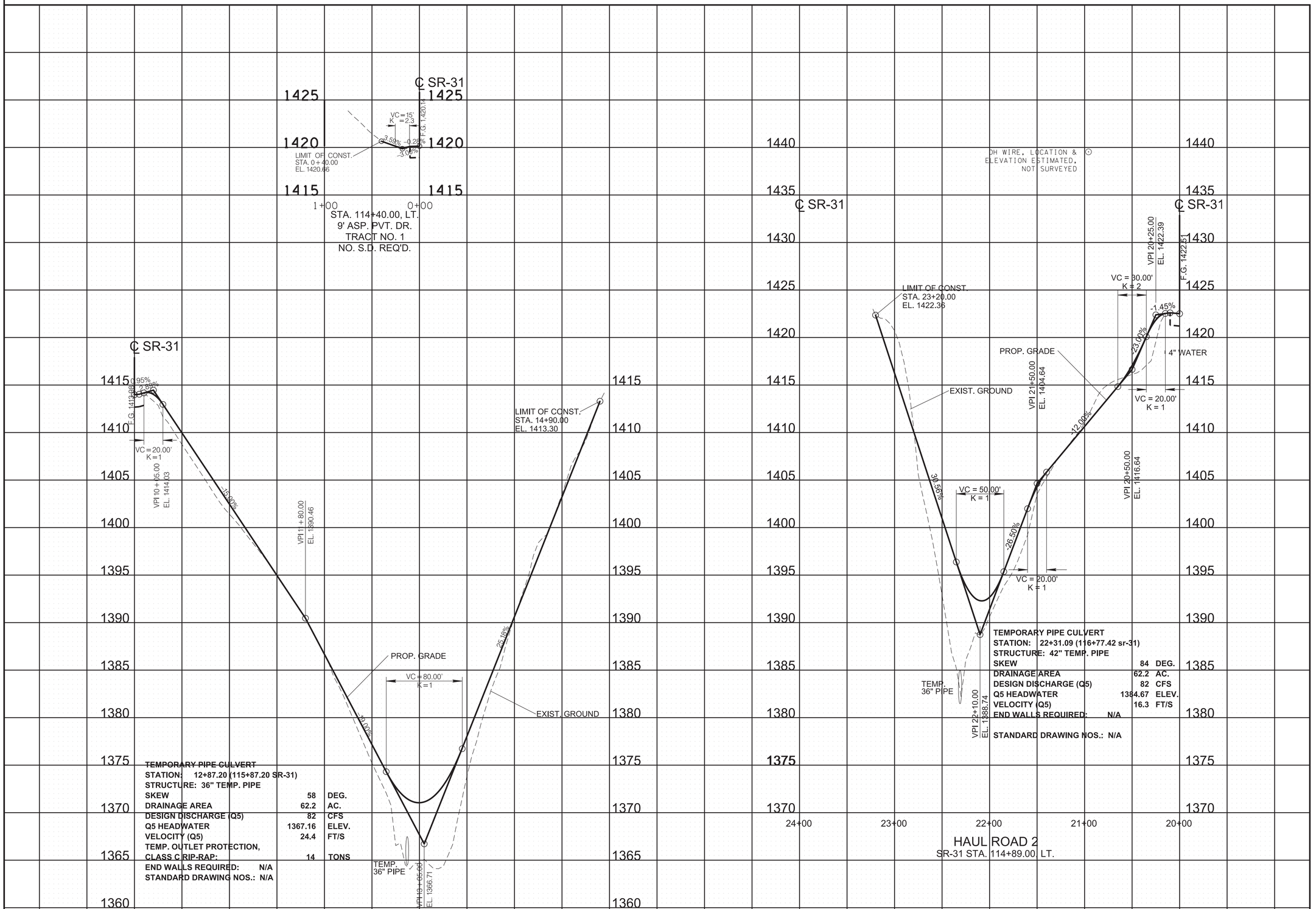
PROPOSED PROFILE

STA. 104+75 TO STA. 127+45

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	5
P.I.H.	2025	34S031-F3-002	5
PS&E	2025	PROT-31(19)	



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JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
111658
STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

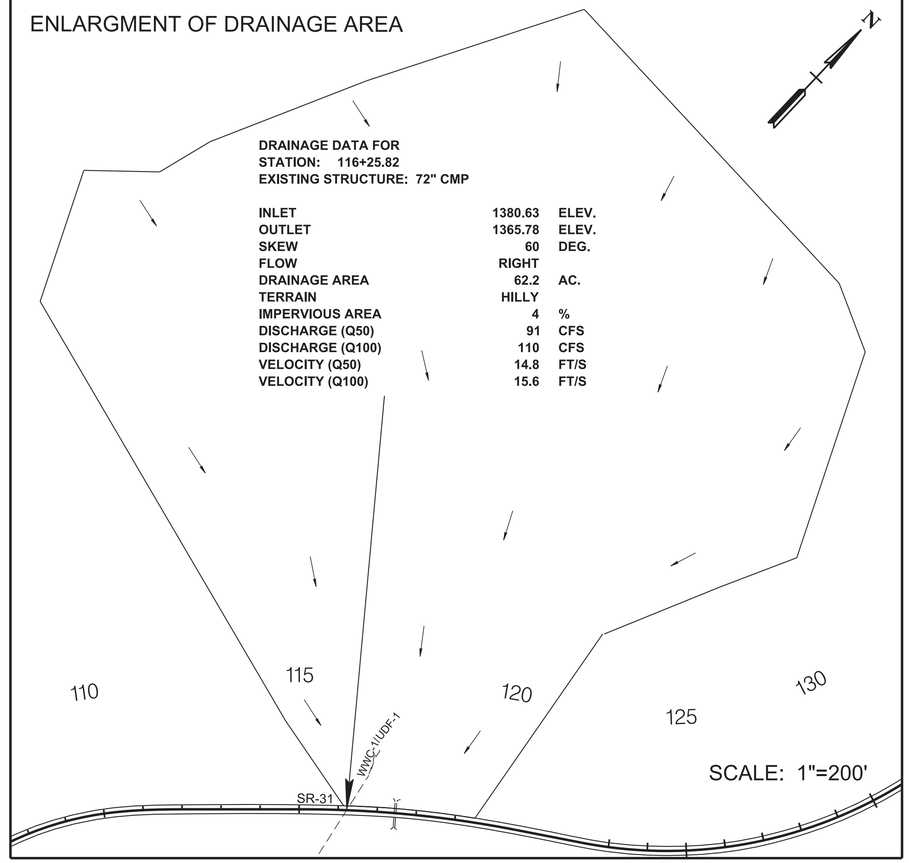
HAUL ROAD AND PRIVATE DRIVE PROFILES

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	6
PIH	2025	34S031-F3-002	6
PS&E	2025	PROT-31(19)	6

ENLARGMENT OF DRAINAGE AREA



DRAINAGE AREA ENLARGED

SEE SHT. NO. 10
FOR EXIST. CONTOURS

DRAINAGE AREA ENLARGED

110

115

120

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

72" CMP
STATION 116+25.82

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

4'X6' CONC. BOX
STATION 117+50.08

NOTE: EXIST. 4'X6' CONC. BOX CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, STRUCTURE IS BLOCKED BY BLOCK WALL. TO REMAIN.

STA. 110+00.00
N 789135.0979
E 2779138.1377

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

STA. 122+00.00
N 789209.4784
E 2779274.7805

JAMIE DR
9' GR

SR31
24' ASP

AUSTIN CIRCLE 12' ASP

DRIVE
12' GR

MOUNTAIN VIEW LN 12' GR

20' ASP

23.6'

23.0'

WWC-1/ UDF-1

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

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COMMERCE
111658
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

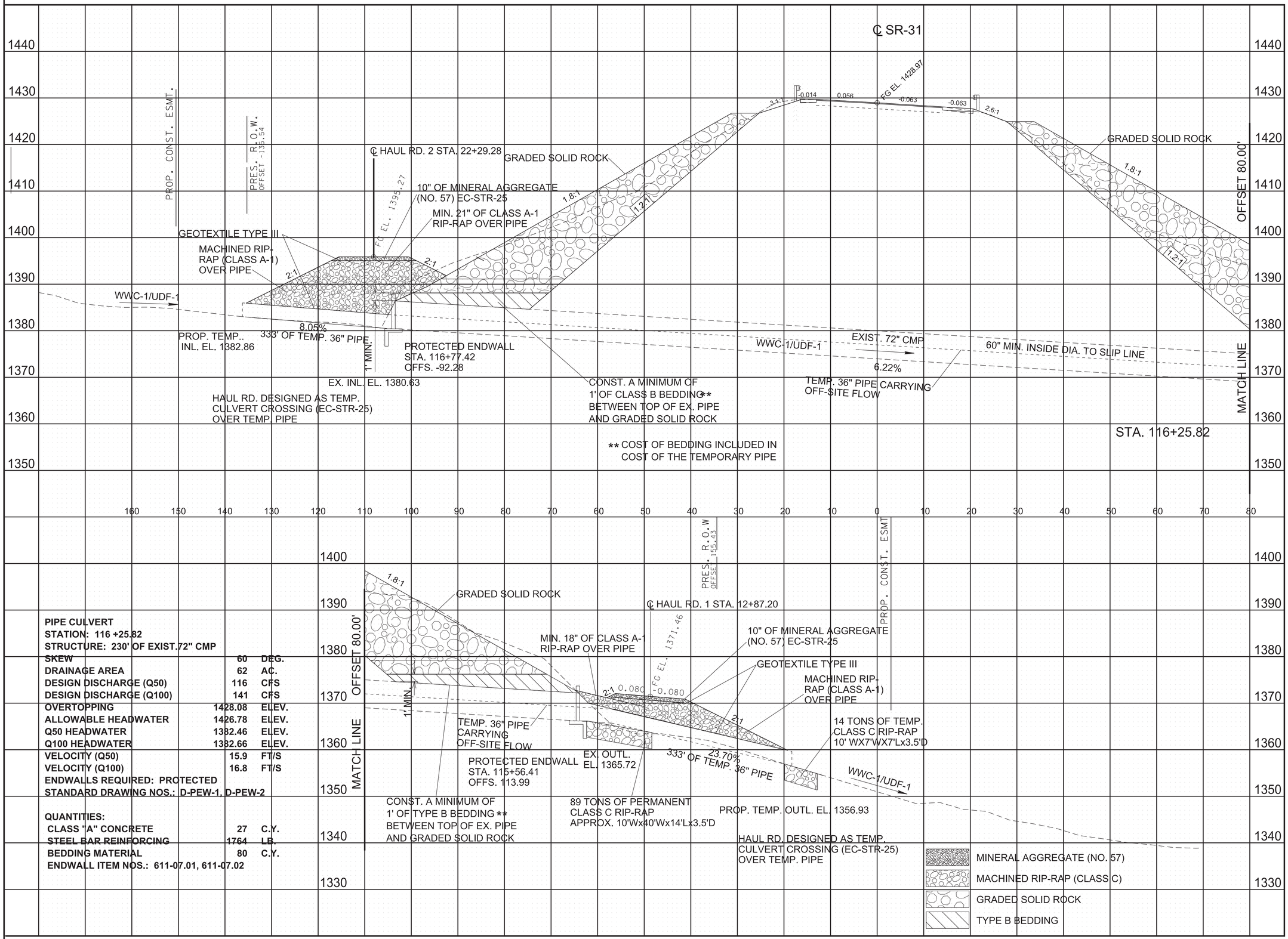
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 104+75 TO STA. 127+45
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	7
PIH	2025	34S031-F3-002	7
PS&E	2025	PROT-31(19)	7



PIPE CULVERT
STATION: 116 +25.82
STRUCTURE: 230' OF EXIST.72" CMP

SKEW	**60**	**DEG.**
DRAINAGE AREA	**62**	**AC.**
DESIGN DISCHARGE (Q50)	**116**	**CFS**
DESIGN DISCHARGE (Q100)	**141**	**CFS**
OVERTOPPING	**1428.08**	**ELEV.**
ALLOWABLE HEADWATER	**1426.78**	**ELEV.**
Q50 HEADWATER	**1382.46**	**ELEV.**
Q100 HEADWATER	**1382.66**	**ELEV.**
VELOCITY (Q50)	**15.9**	**FT/S**
VELOCITY (Q100)	**16.8**	**FT/S**

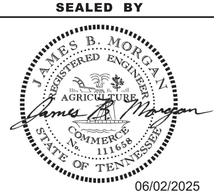
ENDWALLS REQUIRED: PROTECTED
STANDARD DRAWING NOS.: D-PEW-1, D-PEW-2

QUANTITIES:

CLASS "A" CONCRETE	**27**	**C.Y.**
STEEL BAR REINFORCING	**1764**	**LB.**
BEDDING MATERIAL	**80**	**C.Y.**

ENDWALL ITEM NOS.: 611-07.01, 611-07.02

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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.
FUNCT.	2024	34S031-M2-002	8
PIH	2025	34S031-F3-002	8
PS&E	2025	PROT-31(19)	8

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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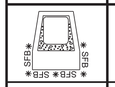
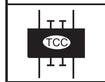
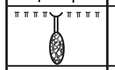
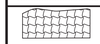
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	9
PIH	2025	34S031-F3-002	9
PS&E	2025	PROT-31(19)	9

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
	SEDIMENT FILTER BAG	EC-STR-2
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY CULVERT CROSSING (36" TEMP. PIPE)	EC-STR-25
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
	SAND BAG BERM	EC-STR-33
	EROSION CONTROL BLANKET	EC-STR-34
	24 INCH SEDIMENT TUBE	EC-STR-37

ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.

SEE SHEET NOS. 10-12 FOR OUTFALLS.

TABULATED EPSC QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			34S031-F3-002
(1) (2)	203-01	Road & Drainage Excavation (Unclassified)	C.Y.	9101
(3)(4)	203-02.01	Borrow Excavation (Graded Solid Rock)	TON	18103
	203-06	Water	M.G.	2
(5)	204-07	Bedding Material (Pipe) Class B	C.Y.	80
(6)	209-02.05	12" Temporary Slope Drain	L.F.	565
	209-05	Sediment Removal	C.Y.	62
(6)	209-08.07	Rock Check Dam	EACH	62
(6)	209-08.08	Enhanced Rock Check Dam	EACH	16
(6)	209-09.01	Sandbags	BAG	141
(6)	209-09.04	Sediment Filter Bag(15' X 10')	EACH	2
(6)	209-20.03	Polyethylene Sheeting (6 Mil. Minimum)	S.Y.	32
(7)	303-10.01	Mineral Aggregate (Size 57)	TON	50
	621-03.05	36" Temporary Drainage Pipe	L.F.	333
(8)	709-05.05	Machined Rip-Rap (Class A-3)	TON	100
(9)	709-05.06	Machined Rip-Rap (Class A-1)	TON	438
(10)	709-05.09	Machined Rip-Rap (Class C)	TON	103
(11)	740-10.03	Geotextile (Type III)(Erosion Control)	S.Y.	366
(3) (4)	740-10.04	Geotextile (Type IV)(Stabilization)	S.Y.	4109
(6)	740-11.05	Temporary Sediment Tube 24In	L.F.	3423
(12)	801-02	Seeding (Without Mulch)	UNIT	37
	801-02.08	Temporary Seeding (Without Mulch)	UNIT	37
(13)	801-03	Water (Seeding & Sodding)	M.G.	4
	805-12.02	Erosion Control Blanket (Type Ii)	S.Y.	4077

EPSC FOOTNOTES

(1)	INCLUDES 14 C.Y. FOR TEMPORARY CONSTRUCTION ENTRANCES/EXITS, 209 C.Y. FOR TEMPORARY BERM AND 7 CY FOR PRIVATE DRIVE.
(2)	SEE GRADING SPECIAL NOTES ON SHEET 2D.
(3)	FOR USE WITH ROCK BUTTRESS.
(4)	SEE GEOTECHNICAL PLANS G-1 SERIES FOR MORE INFORMATION.
(5)	FOR USE ON TOP OF EXISTING 72" CMP AND UNDERNEATH GRADED SOLID ROCK AT THE PIPE.
(6)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE TDOT MANAGER.
(7)	INCLUDES 10 TONS FOR CULVERT PROTECTION (TYPE 2), 38 TONS FOR TEMPORARY CULVERT CROSSINGS, AND 2 TONS FOR GUARDRAIL FOOTING OVER WATER LINE.
(8)	FOR USE WITH TEMPORARY CONSTRUCTION EXITS.
(9)	INCLUDES 350 TONS FOR TEMP. CULVERT CROSSING AND 88 TONS FOR TEMP. SLOPE DRAINS.
(10)	INCLUDES 89 TONS TO BE USED AT OUTLET OF PERMANENT 72" CMP AND 14 TONS AT OUTLET OF TEMPORARY 36" PIPE.
(11)	INCLUDES 172 S.Y. FOR TEMPORARY CONSTRUCTION EXITS, 46 S.Y. FOR CULVERT PROTECTION TYPE 2, 116 S.Y. FOR RIP-RAP APRON AT OUTLET OF PERMANENT 72" CMP AND 32 S.Y. FOR RIP-RAP APRON AT OUTLET OF TEMP. 36" PIPE.
(12)	THE COST OF FERTILIZER AND LIME USED IN THE INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF THE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(13)	INCLUDES 4 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.

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DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	10
PIH	2025	34S031-M3-002	10
PS&E	2025	PROT-31(19)	10

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

110 115 120

OUT - 1
STA. 110+00.00
N 789135.0979
E 2779138.1377

OUT - 2

OUT - 3A TEMP.
OUT - 3B TEMP.
OUT - 4A
OUT - 4B
OUT - 4C
OUT - 4D
OUT - 4E TEMP.
OUT - 3 TEMP.
OUT - 4
OUT - 5

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

STA. 122+00.00
N 789209.4784
E 2779274.7805

NOTE: EXIST. 4'X6' CONC. BOX (TO REMAIN) CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, STRUCTURE IS BLOCKED BY BLOCK WALL.

333' OF 36" TEMPORARY PIPE

14 TONS OF CLASS C RIP-RAP (TEMP.) 18'Wx15'Wx9'Lx3.5'D

15' CONST. ESMT.
CONST. ESMT.
SLOPE ESMT.

PRES. & PROP. ROW
MOUNTAIN VIEW LN

TCC
AUSTIN CIRCLE

OUTFALLS-Stage 1

Outfall No.	Drainage Area	Average Slope
1	2.200	20.80%
2	0.382	17.12%
3A	0.298	32.14%
3B	1.026	15.54%
3	61.100	19.70%
4A	0.775	21.37%
4B	0.240	26.99%
4C	0.465	56.59%
4D	0.338	32.26%
4E	0.154	25.15%
4	1.972	31.94%
5	62.200	19.70%

DRAINAGE DATA FOR
STATION: 116+25.82
EXISTING STRUCTURE: 72" CMP

INLET	1380.63	ELEV.
OUTLET	1365.78	ELEV.
SKEW	60	DEG.
FLOW	RIGHT	
DRAINAGE AREA	62.2	AC.
TERRAIN	HILLY	
IMPERVIOUS AREA	4	%
DISCHARGE (Q50)	116	CFS
DISCHARGE (Q100)	141	CFS
VELOCITY (Q50)	15.9	FT/S
VELOCITY (Q100)	16.8	FT/S

SLOPE EASEMENT
1430 EXIST. CONTOURS

STAGE I

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE & INSURANCE
No. 111668
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 104+75 TO STA. 127+45
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	11
PIH	2025	34S031-F3-002	11
PS&E	2025	PROT-31(19)	11

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

120
34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

110

115

OUT - 1
STA. 110+00.00
N 789135.0979
E 2779138.1377

OUT - 2

OUT - 3A
TEMP.

OUT - 3B
TEMP.

OUT - 4A

OUT - 4B

OUT - 4C

OUT - 3
TEMP.

OUT - 4

OUT - 5

OUT - 4D

OUT - 4E
TEMP.

30' OF 42"
TEMP. PIPE
INL. EL. 1382.86
OUTL. EL. 1380.63
S=8.1%

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

333' OF 36"
TEMPORARY PIPE

44' OF 36"
TEMP. PIPE
INL. EL. 1365.72
OUTL. EL. 1356.93
S=23.7%

14 TONS OF TEMP.
CLASS C RIP-RAP
10' WX7'WX7'Lx3.5'D

NOTE: EXIST. 4'X6' CONC. BOX (TO REMAIN) CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, STRUCTURE IS BLOCKED BY BLOCK WALL.

STA. 122+00.00
N 789209.4784
E 2779274.7805

PRES. & PROP. ROW

CONST. ESMT.

SLOPE ESMT.

TCO

TUBE 24"

12" PLASTIC

OUTFALLS-Stage 2		
Outfall	Drainage Area	Average
1	2.200	20.80%
2	0.382	17.12%
3A	0.287	32.18%
3B	1.019	15.64%
3	60.920	19.70%
4A	0.742	21.46%
4B	0.234	27.10%
4C	0.462	55.60%
4D	0.334	32.19%
4E	0.154	25.15%
4	1.926	31.94%
5	62.200	19.70%

DRAINAGE DATA FOR
STATION: 116+25.82
EXISTING STRUCTURE: 72" CMP

INLET	1380.63	ELEV.
OUTLET	1365.78	ELEV.
SKEW	60	DEG.
FLOW	RIGHT	
DRAINAGE AREA	62.2	AC.
TERRAIN	HILLY	
IMPERVIOUS AREA	4	%
DISCHARGE (Q50)	116	CFS
DISCHARGE (Q100)	141	CFS
VELOCITY (Q50)	15.9	FT/S
VELOCITY (Q100)	16.8	FT/S

GRADED SOLID ROCK BUTTRESS

SLOPE EASEMENT

1430 EXIST. CONTOURS

1410 PROP. CONTOURS FOR BUTTRESSES & HAUL RDS.

SLOPE LIMITS SHOWN ARE FOR HAUL ROAD CONSTRUCTION, TO BE RETURNED TO ORIGINAL CONDITION.

STAGE II

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111468
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 104+75 TO STA. 127+45

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	12
PIH	2025	34S031-M3-002	12
PS&E	2025	PROT-31(19)	12

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

110 115 120

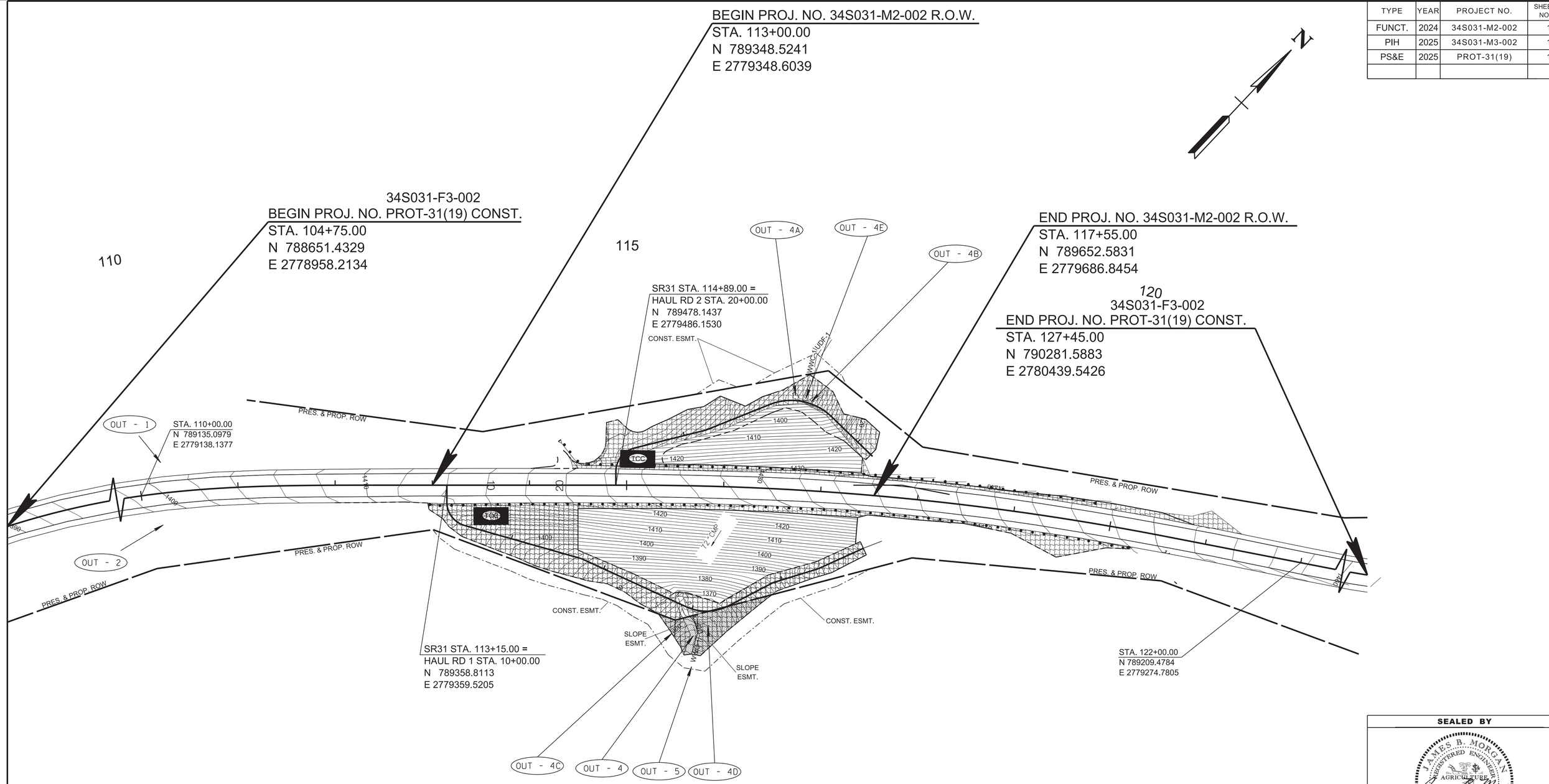
OUT - 1
STA. 110+00.00
N 789135.0979
E 2779138.1377

OUT - 2
OUT - 4A
OUT - 4E
OUT - 4B
OUT - 4C
OUT - 4
OUT - 5
OUT - 4D

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

STA. 122+00.00
N 789209.4784
E 2779274.7805



OUTFALLS-Stage 3		
Outfall	Drainage Area	Average
1	2.200	20.80%
2	0.382	17.12%
4A	0.775	43.60%
4B	0.234	27.10%
4C	0.462	55.60%
4D	0.482	16.90%
4	1.953	31.94%
5	62.200	19.70%

DRAINAGE DATA FOR
STATION: 116+25.82
EXISTING STRUCTURE: 72" CMP

INLET	1380.63	ELEV.
OUTLET	1365.78	ELEV.
SKEW	60	DEG.
FLOW	RIGHT	
DRAINAGE AREA	62.2	AC.
TERRAIN	HILLY	
IMPERVIOUS AREA	4	%
DISCHARGE (Q50)	116	CFS
DISCHARGE (Q100)	141	CFS
VELOCITY (Q50)	15.9	FT/S
VELOCITY (Q100)	16.8	FT/S

GRADED SOLID ROCK BUTTRESS

EROSION CONTROL BLANKET

SLOPE EASEMENT

1410 PROP. CONTOURS

SLOPE LIMITS SHOWN ARE FOR HAUL ROAD CONSTRUCTION, TO BE RETURNED TO ORIGINAL CONDITION.

STAGE III

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 104+75 TO STA. 127+45

SCALE: 1"= 50'

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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-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.	REINF. STEEL LBS.		
1	NORTH M3-1 31 Tennessee TN-6C	4B	24"	12"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P3	h=12'-0"				5'-0"	
		4B	30"	24"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM							
2	W1-2L	4B	36"	36"									BLACK	YELLOW	0.100" SHEET ALUMINUM	P5	h=13'-6"	TYPE 4 1'-00" DIA	12	24.9	5'-0"	P5 SUPPORTS REQUIRE SLIP BASE ITEM NO. 713-11.21 (INCLUDES STUB) - SEE DETAIL D ON STD DWG T-S-23A.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	13
PS&E	2025	PROT-31(19)	13

SEALED BY

JAMES B. MORGAN REGISTERED ENGINEER AGRICULTURE COMMERCE 111468 STATE OF TENNESSEE

06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	13
PIH	2025	34S031-F3-002	14
PS&E	2025	PROT-31(19)	14

1390
1380
1370
1360
1350

PRES. R.O.W.
OFFSET 76.83'

FG EL. 1364.24
0.081
-0.076

105+00.00

PRES. R.O.W.
OFFSET 80.36'

FG EL. 1362.47
0.080
-0.079

BEGIN PROJECT, BEGIN
RESURFACING & SHLD.
CROSS SLOPE CORRECTION
STA. 104+75.00, LT. RT.

104+75.00

PRES. R.O.W.
OFFSET 84.24'

FG EL. 1360.74
0.079
-0.078

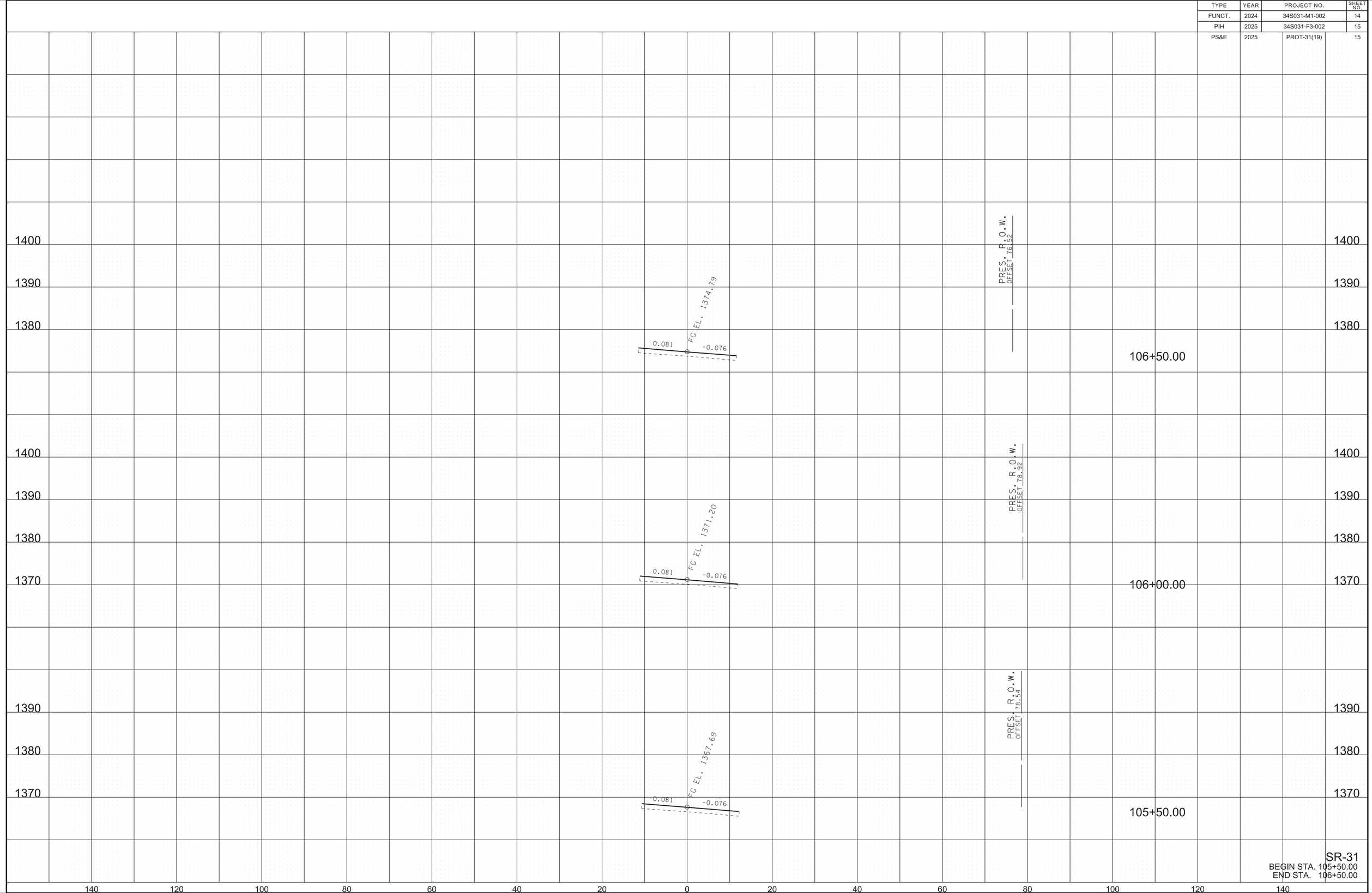
104+50.00

SR-31
BEGIN STA. 104+50.00
END STA. 105+00.00

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

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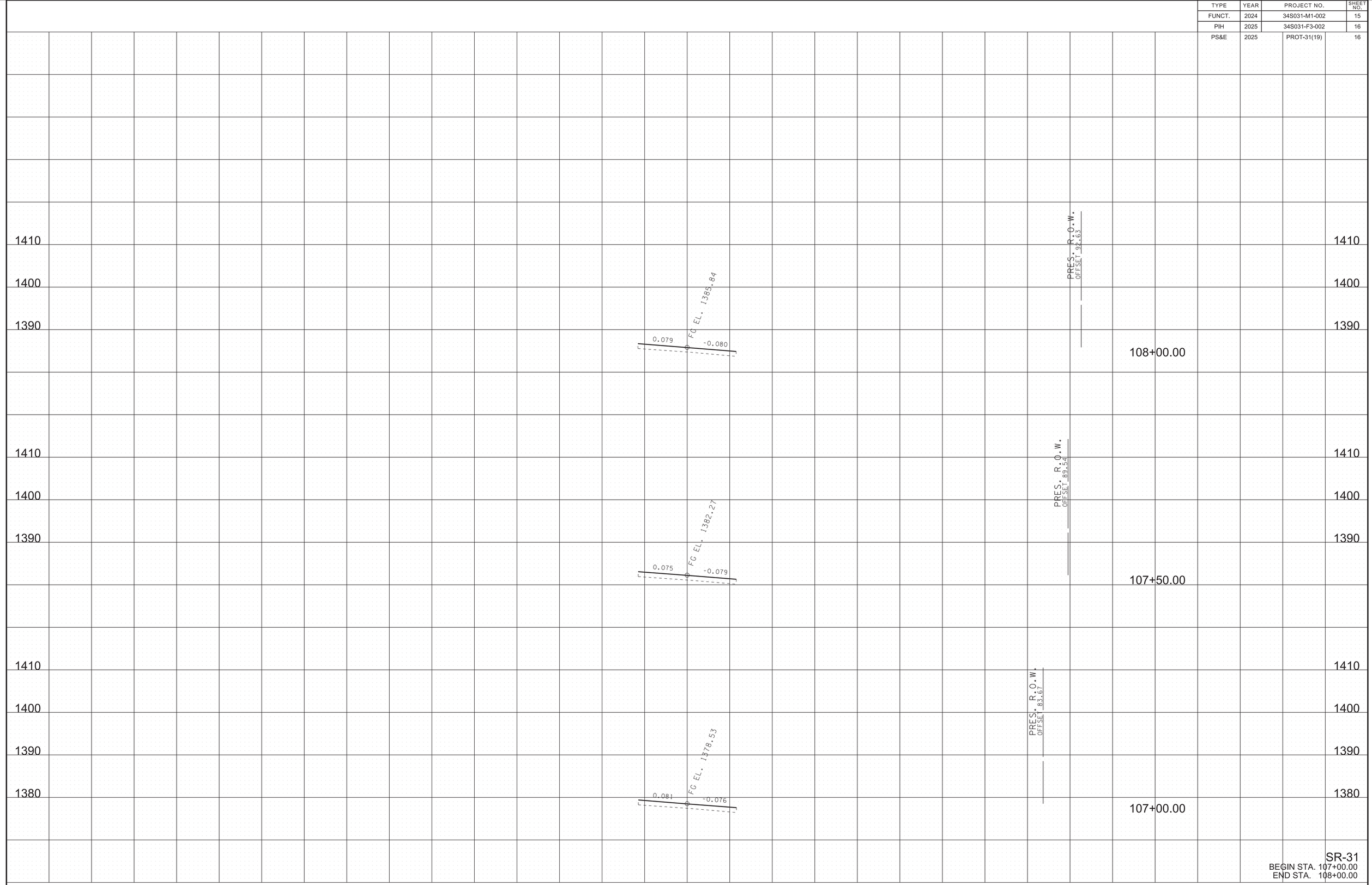
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	14
PIH	2025	34S031-F3-002	15
PS&E	2025	PROT-31(19)	15



SR-31
BEGIN STA. 105+50.00
END STA. 106+50.00

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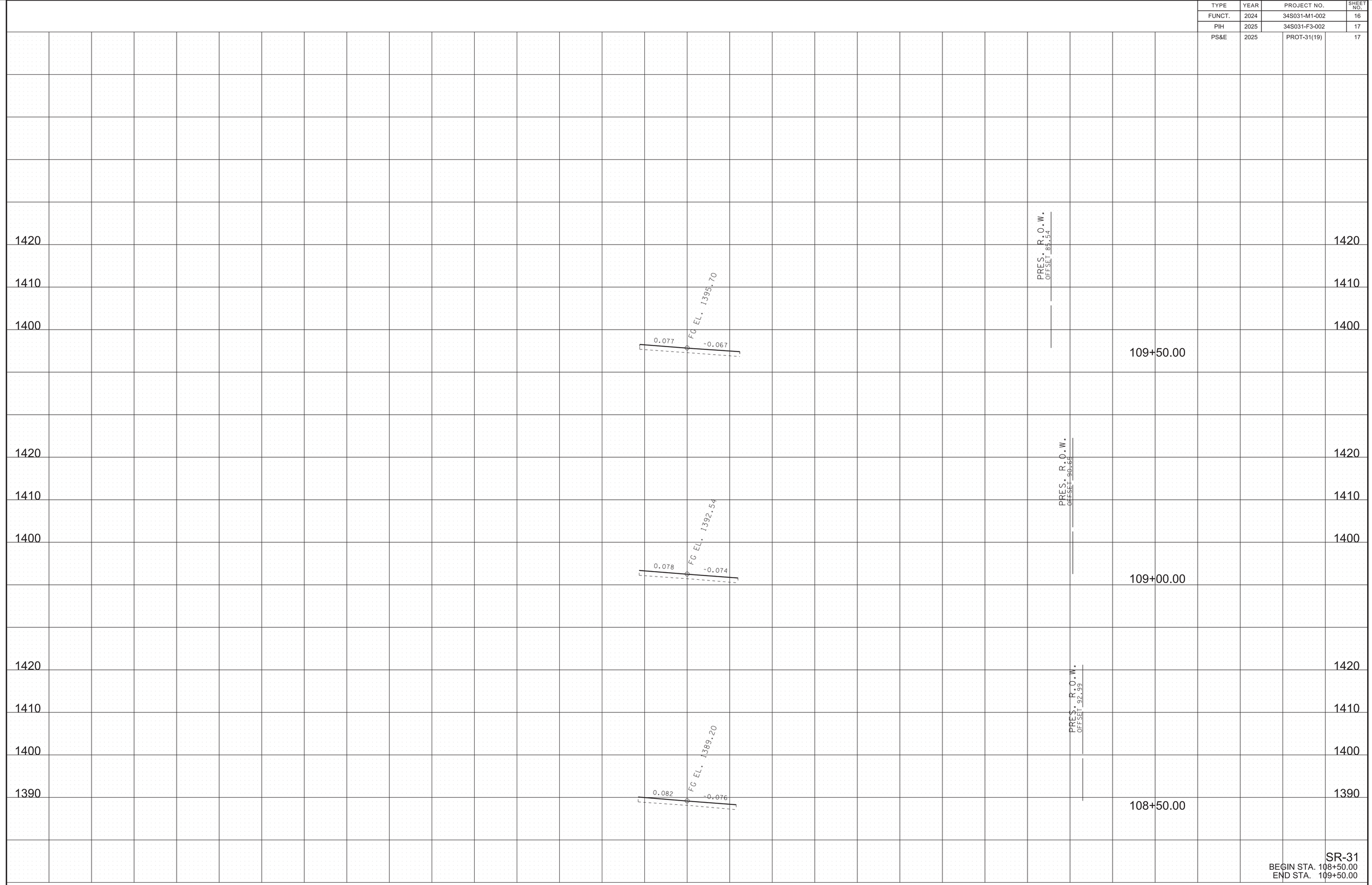
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	15
PIH	2025	34S031-F3-002	16
PS&E	2025	PROT-31(19)	16



SR-31
BEGIN STA. 107+00.00
END STA. 108+00.00

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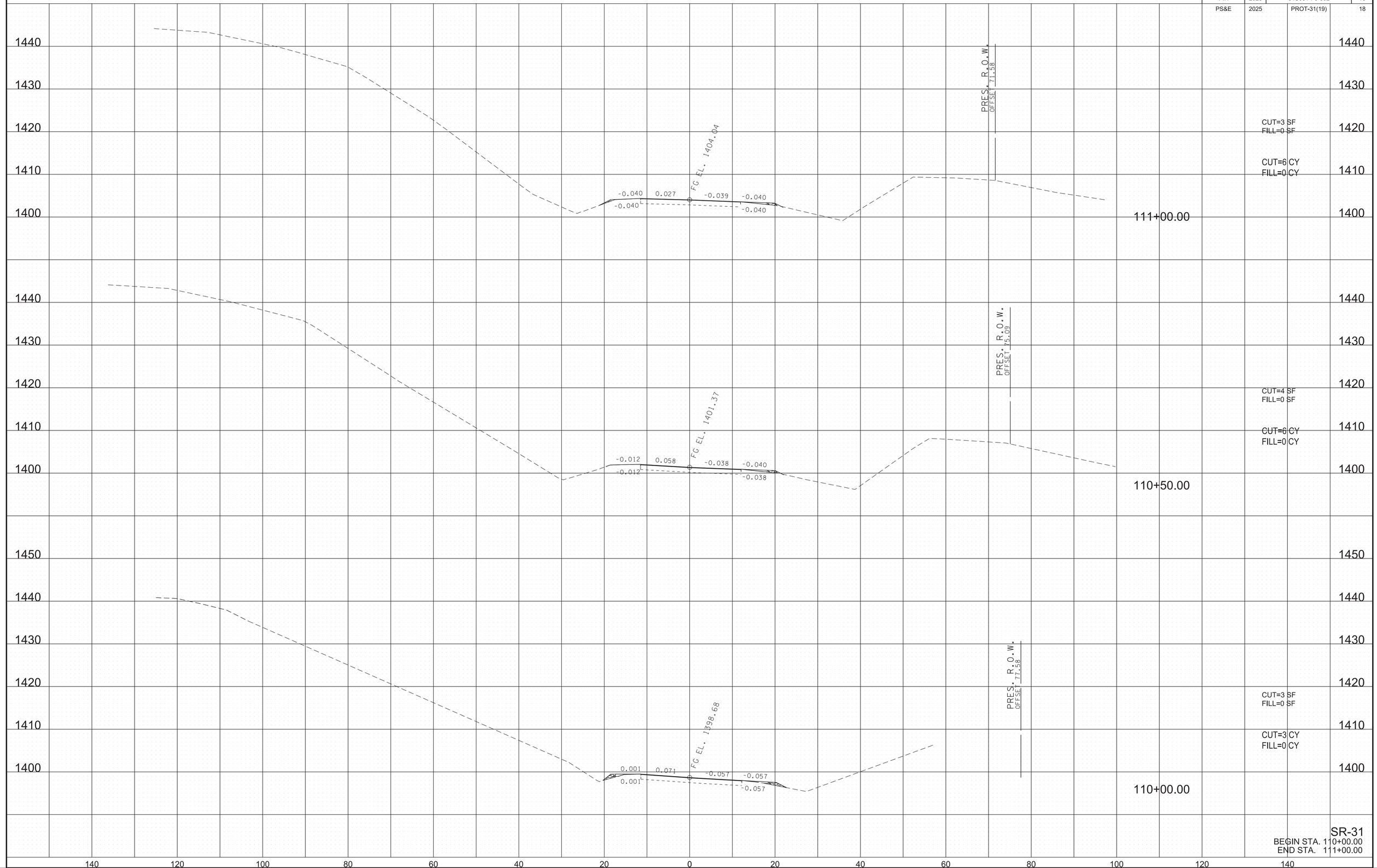
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	16
PIH	2025	34S031-F3-002	17
PS&E	2025	PROT-31(19)	17



SR-31
BEGIN STA. 108+50.00
END STA. 109+50.00

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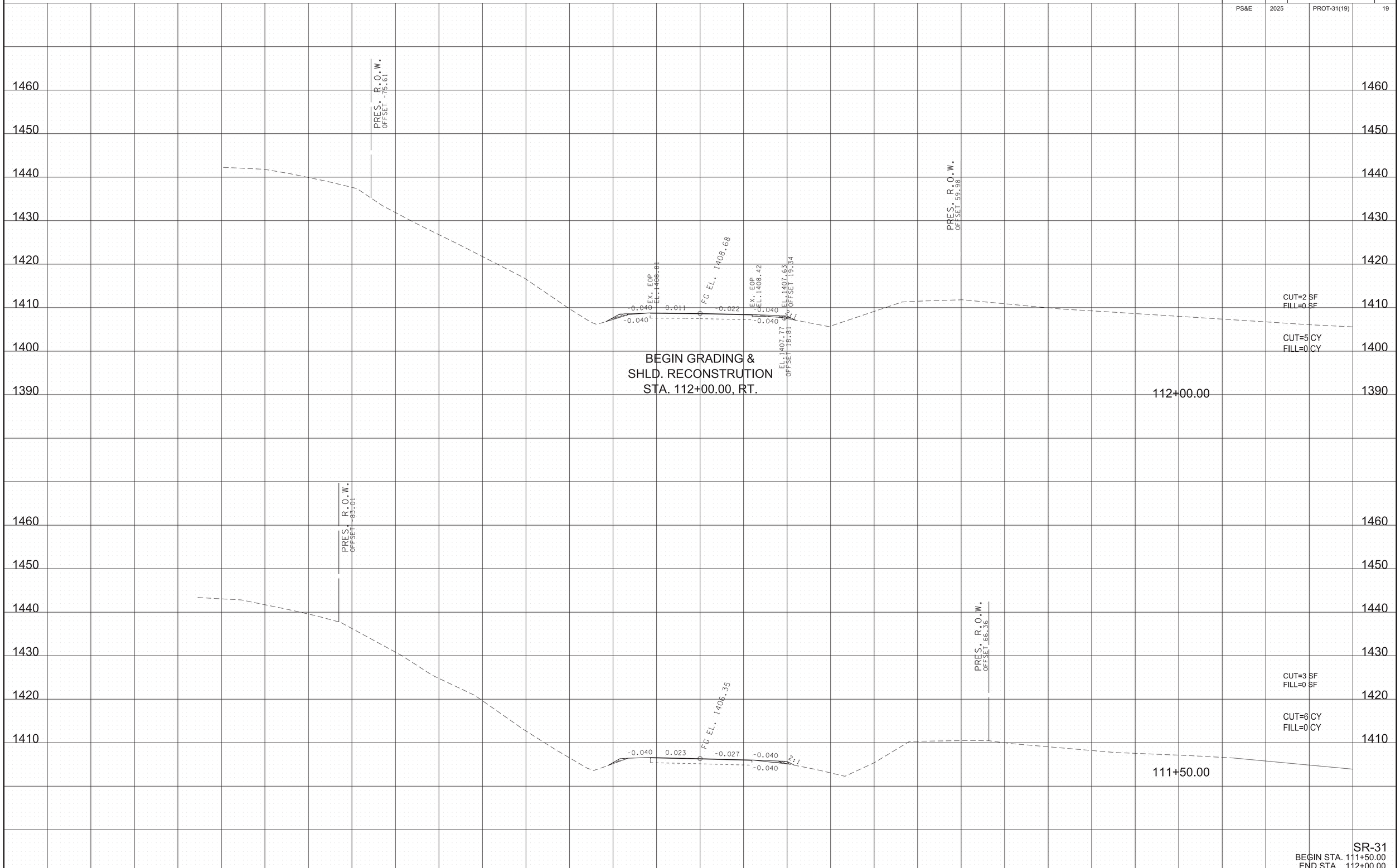
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	17
PIH	2025	34S031-F3-002	18
PS&E	2025	PROT-31(19)	18



SR-31
BEGIN STA. 110+00.00
END STA. 111+00.00

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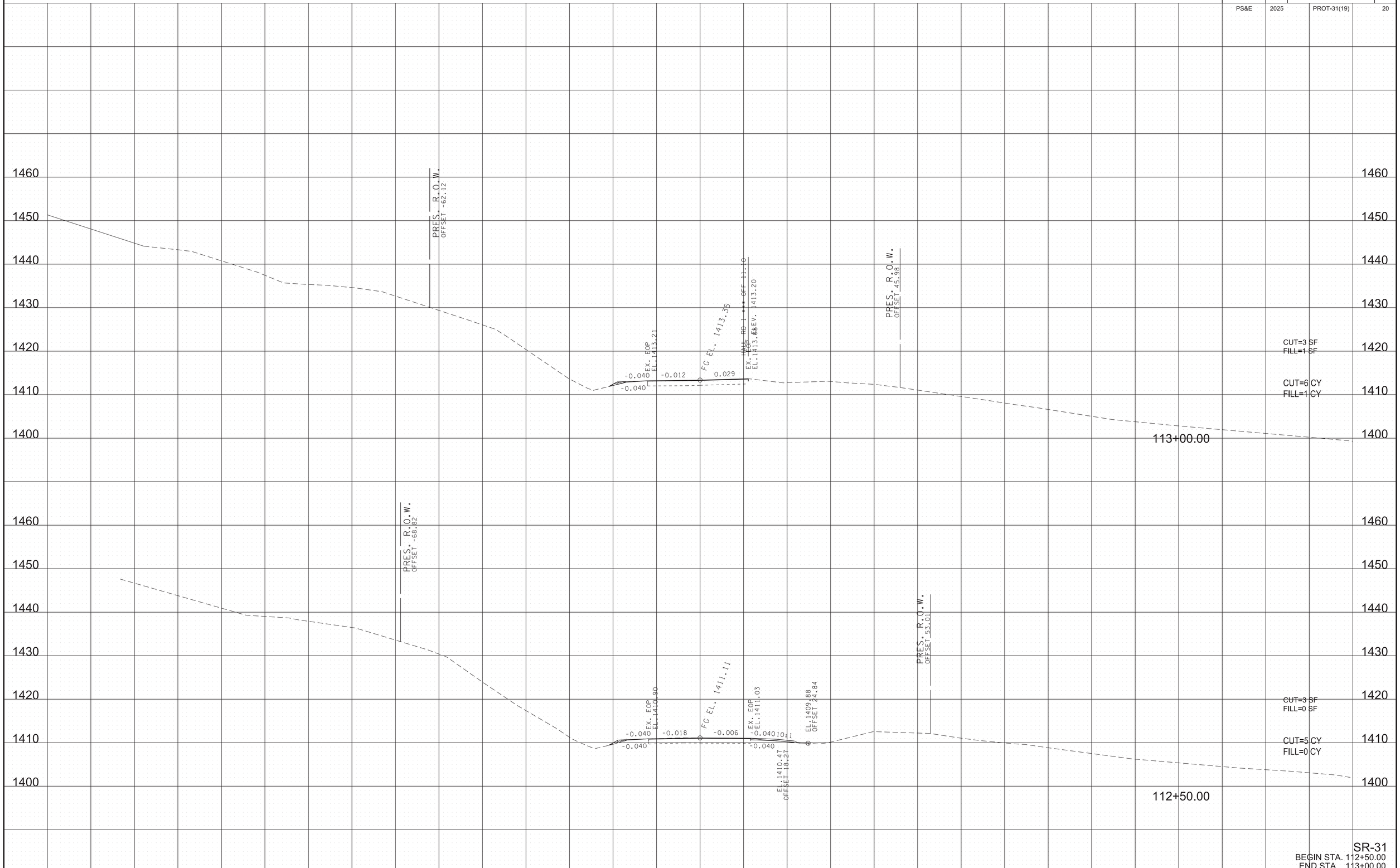
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	18
PIH	2025	34S031-F3-002	19
PS&E	2025	PROT-31(19)	19



SR-31
BEGIN STA. 111+50.00
END STA. 112+00.00

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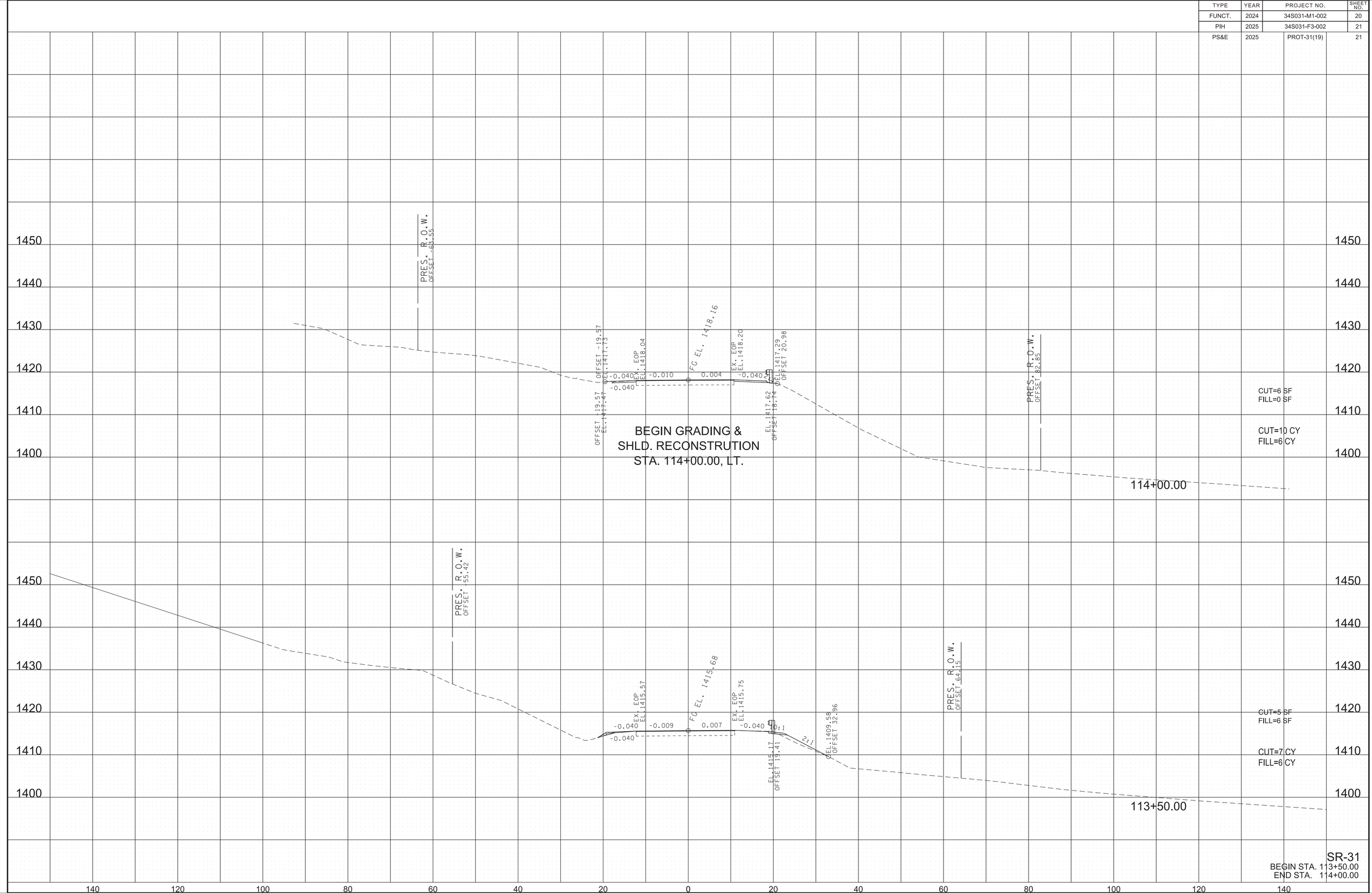
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	19
PIH	2025	34S031-F3-002	20
PS&E	2025	PROT-31(19)	20



SR-31
BEGIN STA. 112+50.00
END STA. 113+00.00

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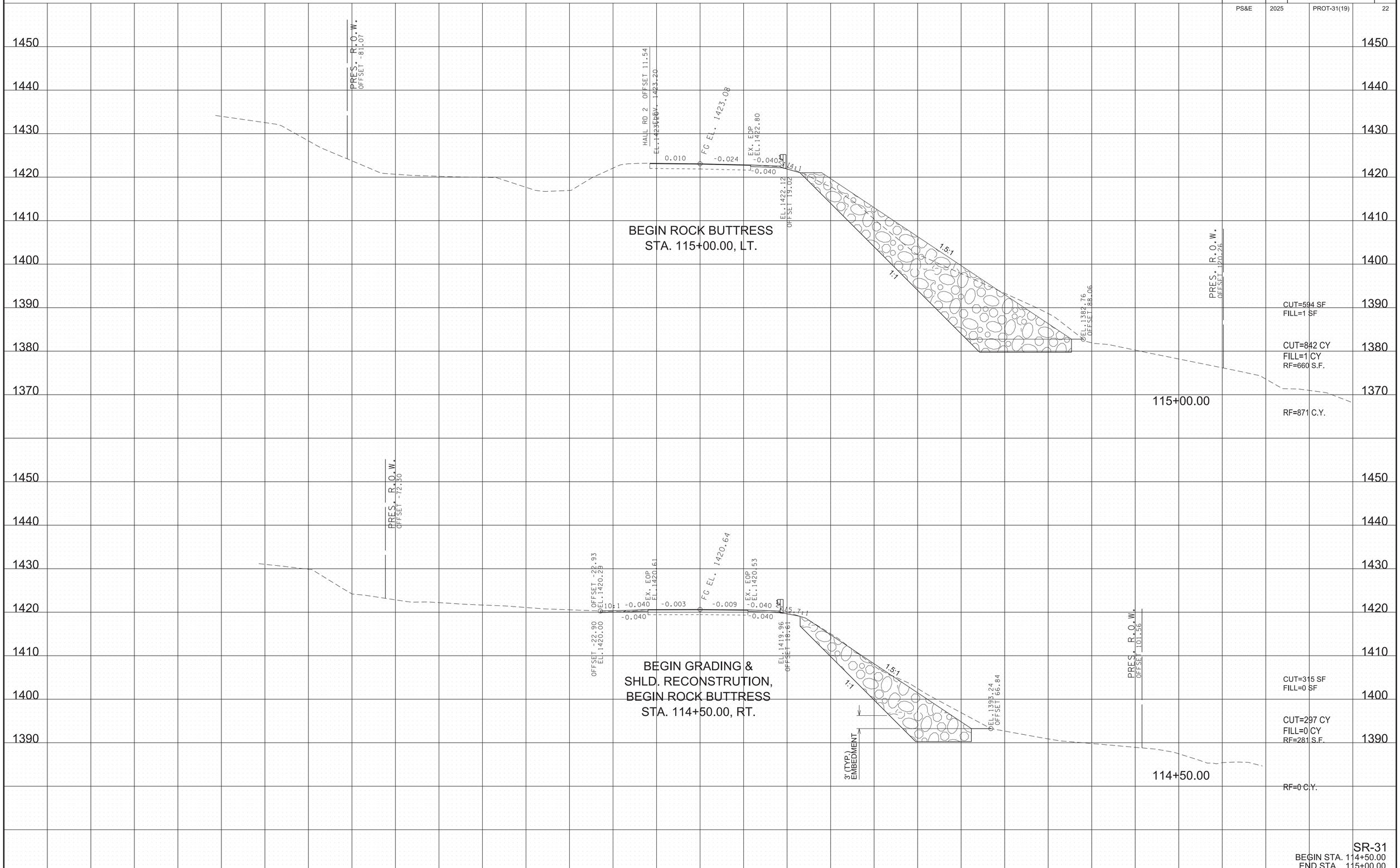
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	20
PIH	2025	34S031-F3-002	21
PS&E	2025	PROT-31(19)	21



SR-31
BEGIN STA. 113+50.00
END STA. 114+00.00

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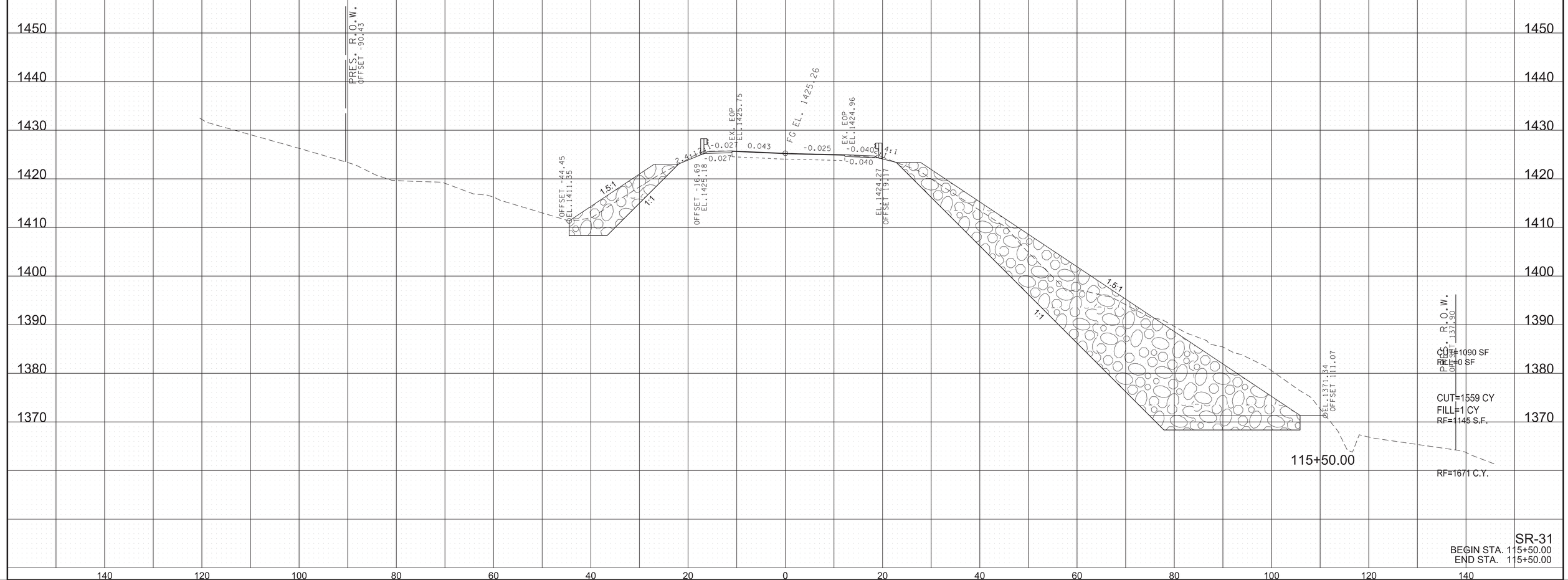
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	21
PIH	2025	34S031-F3-002	22
PS&E	2025	PROT-31(19)	22



SR-31
BEGIN STA. 114+50.00
END STA. 115+00.00

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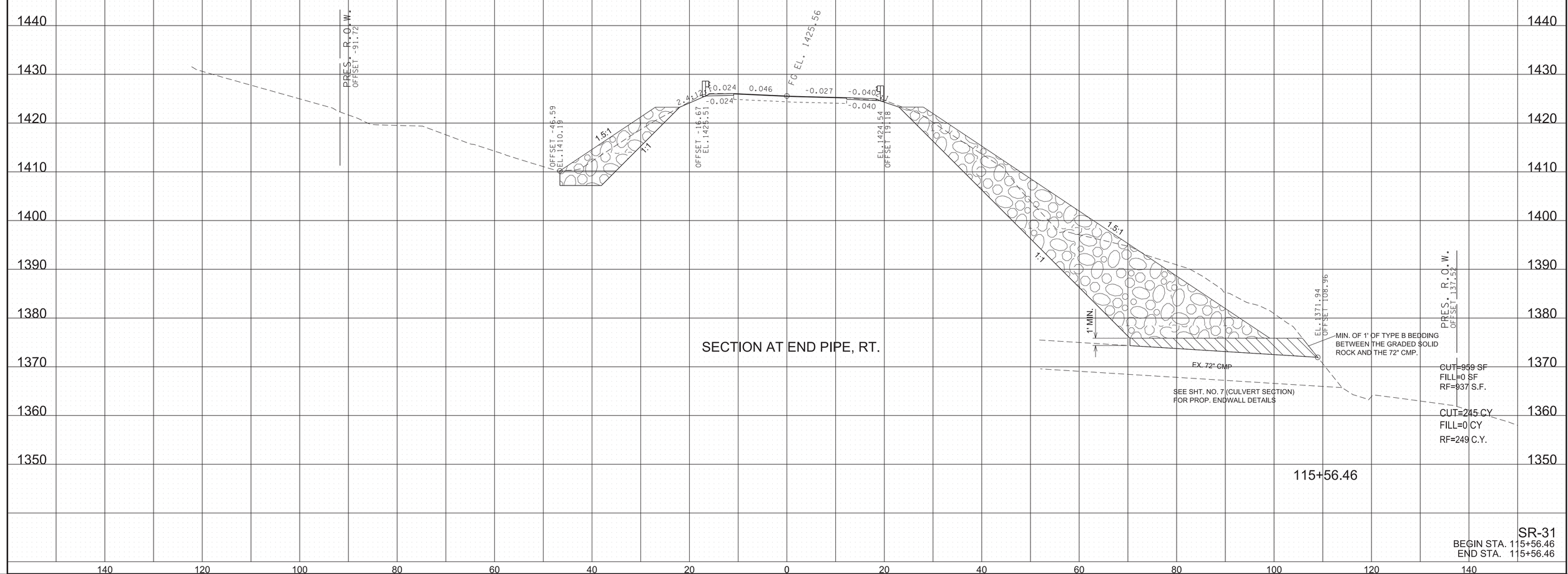
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	22
PIH	2025	34S031-F3-002	23
PS&E	2025	PROT-31(19)	23



SR-31
BEGIN STA. 115+50.00
END STA. 115+50.00

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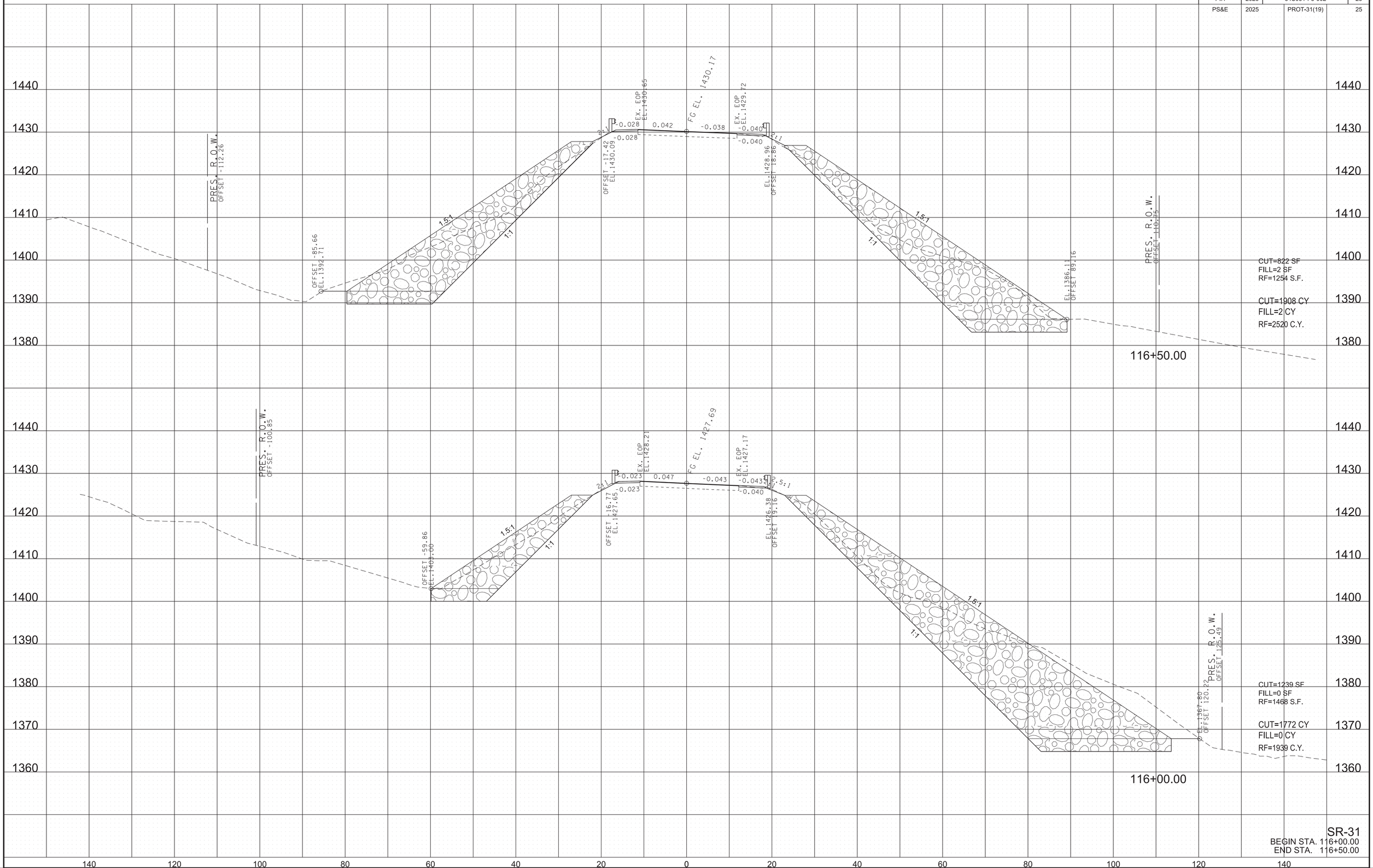
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	23
PIH	2025	34S031-F3-002	24
PS&E	2025	PROT-31(19)	24



SR-31
BEGIN STA. 115+56.46
END STA. 115+56.46

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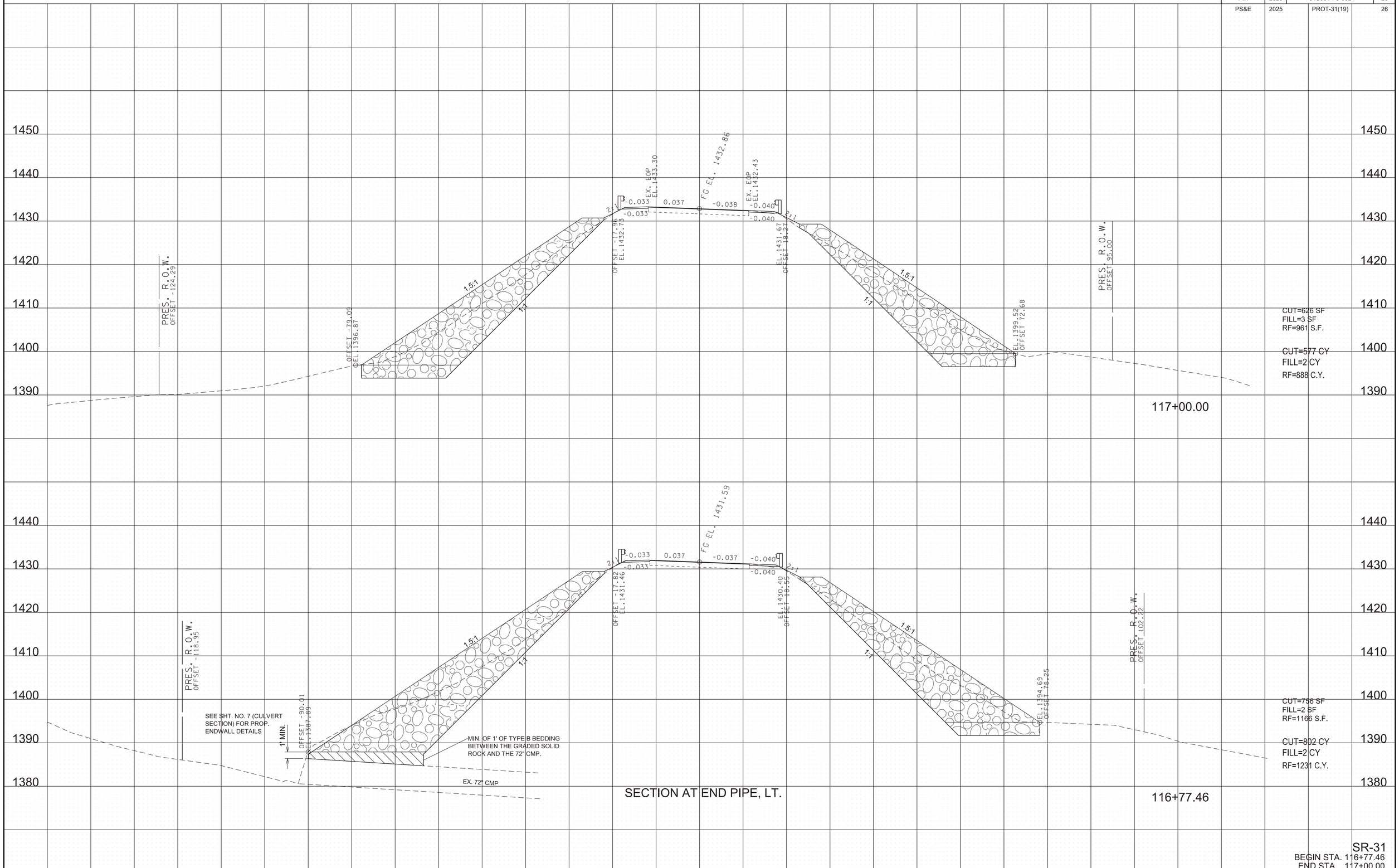
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	24
PIH	2025	34S031-F3-002	25
PS&E	2025	PROT-31(19)	25



SR-31
BEGIN STA. 116+00.00
END STA. 116+50.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	25
PIH	2025	34S031-F3-002	26
PS&E	2025	PROT-31(19)	26



SR-31
BEGIN STA. 116+77.46
END STA. 117+00.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	26
PIH	2025	34S031-F3-002	27
PS&E	2025	PROT-31(19)	27

END ROCK BUTTRESS
STA. 117+40.00, LT., RT.

NOTE: EXIST. 4'X6' CONC. BOX (TO REMAIN) CARRIES NO FLOW, PREVIOUSLY USED AS CATTLE CROSSING, STRUCTURE IS BLOCKED BY BLOCK WALL.

PRES. R.O.W.
OFFSET -88.42

OFFSET -19.18
EL. 1435.17

EX. EOP
EL. 1435.89

FG EL. 1435.44

EX. EOP
EL. 1435.15

OFFSET -17.79
EL. 1435.33

-0.032
-0.032
0.038
-0.027
-0.040
-0.040

EL. 1434.47
OFFSET 17.65

EL. 1435.05
OFFSET 20.46

PRES. R.O.W.
OFFSET 78.22

CUT=5 SF
FILL=0 SF

CUT=48 CY
FILL=0 CY

117+50.00

END ROCK BUTTRESS
STA. 117+40.00, LT., RT.

PRES. R.O.W.
OFFSET -95.45

OFFSET -37.92
EL. 1433.85

MATCH EXIST.
1:1

2.41
2.00

OFFSET -17.73
EL. 1434.86

-0.032
-0.032
0.038
-0.031
-0.040
-0.040

FG EL. 1434.97

EL. 1433.92
OFFSET 17.77

EL. 1432.78
OFFSET 19.99

MATCH EXIST.
1:1

EL. 1412.52
OFFSET 51.17

PRES. R.O.W.
OFFSET 81.66

CUT=253 SF
FILL=0 SF
RF=248 S.F.

CUT=651 CY
FILL=2 CY
RF= 896 C.Y.

117+40.00

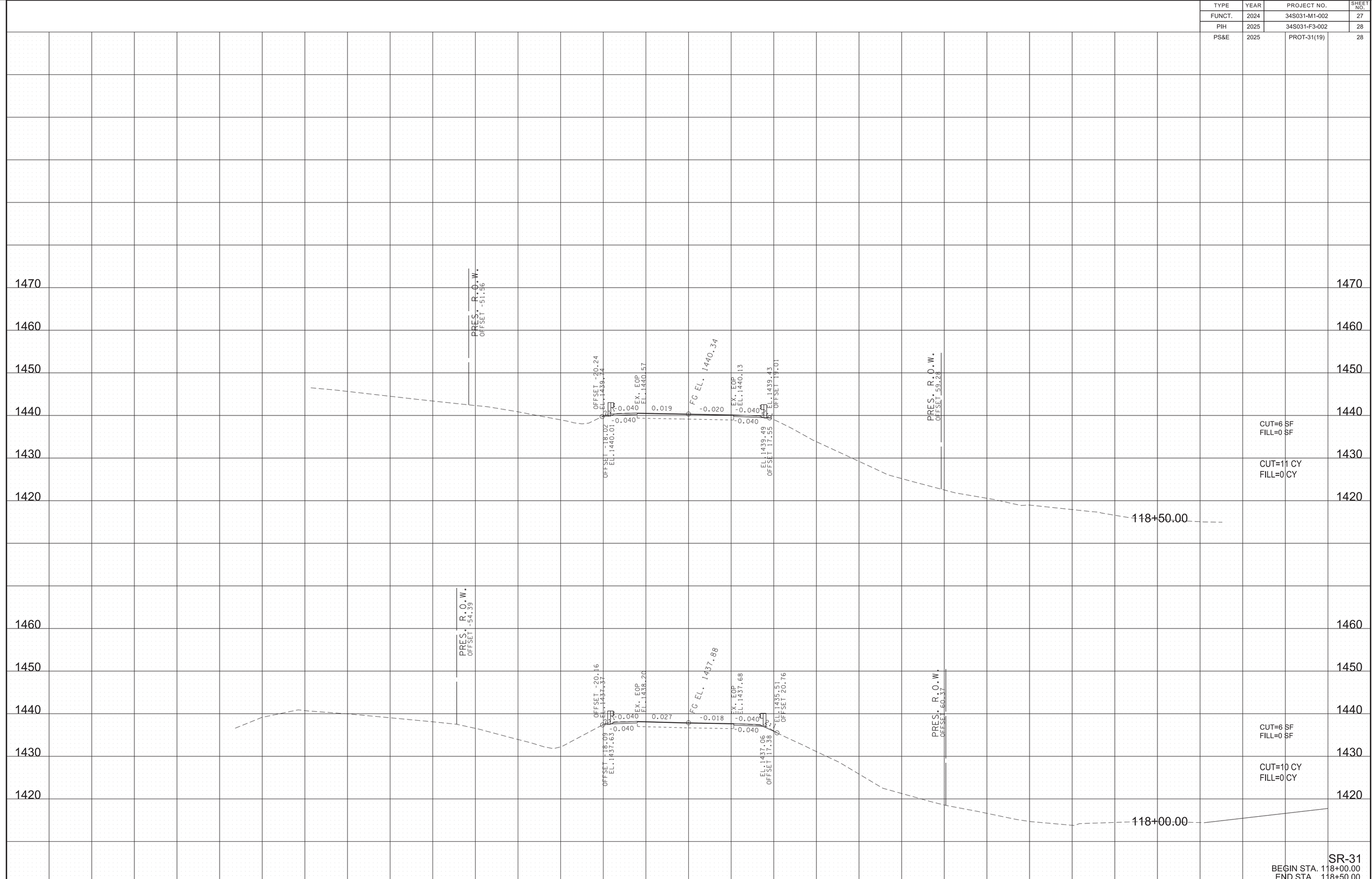
SR-31
BEGIN STA. 117+40.00
END STA. 117+50.00

1450 1440 1430 1420 1460 1450 1440 1430 1420 1410

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

5/30/2025 10:01:36 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

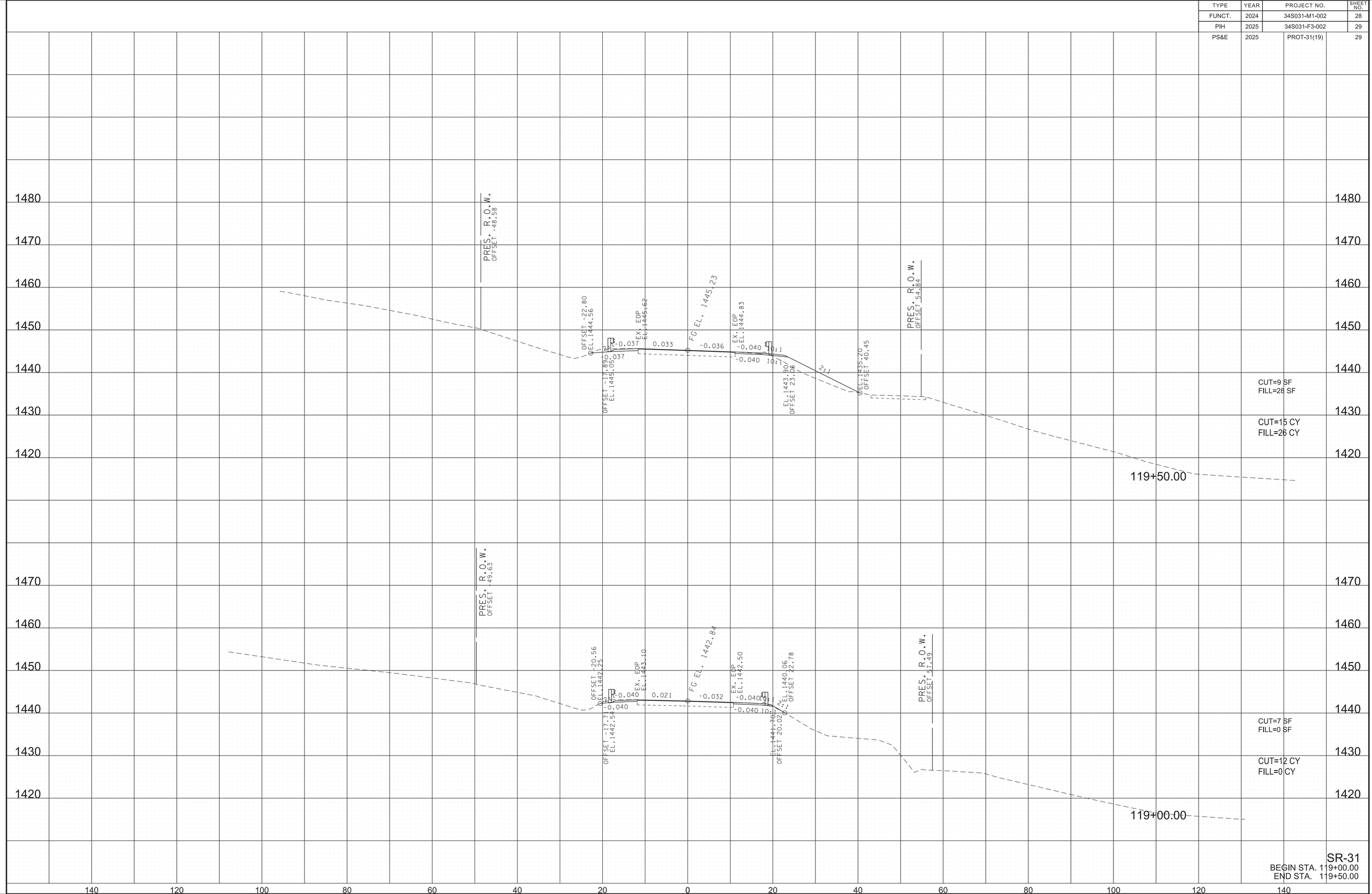
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	27
PIH	2025	34S031-F3-002	28
PS&E	2025	PROT-31(19)	28



SR-31
BEGIN STA. 118+00.00
END STA. 118+50.00

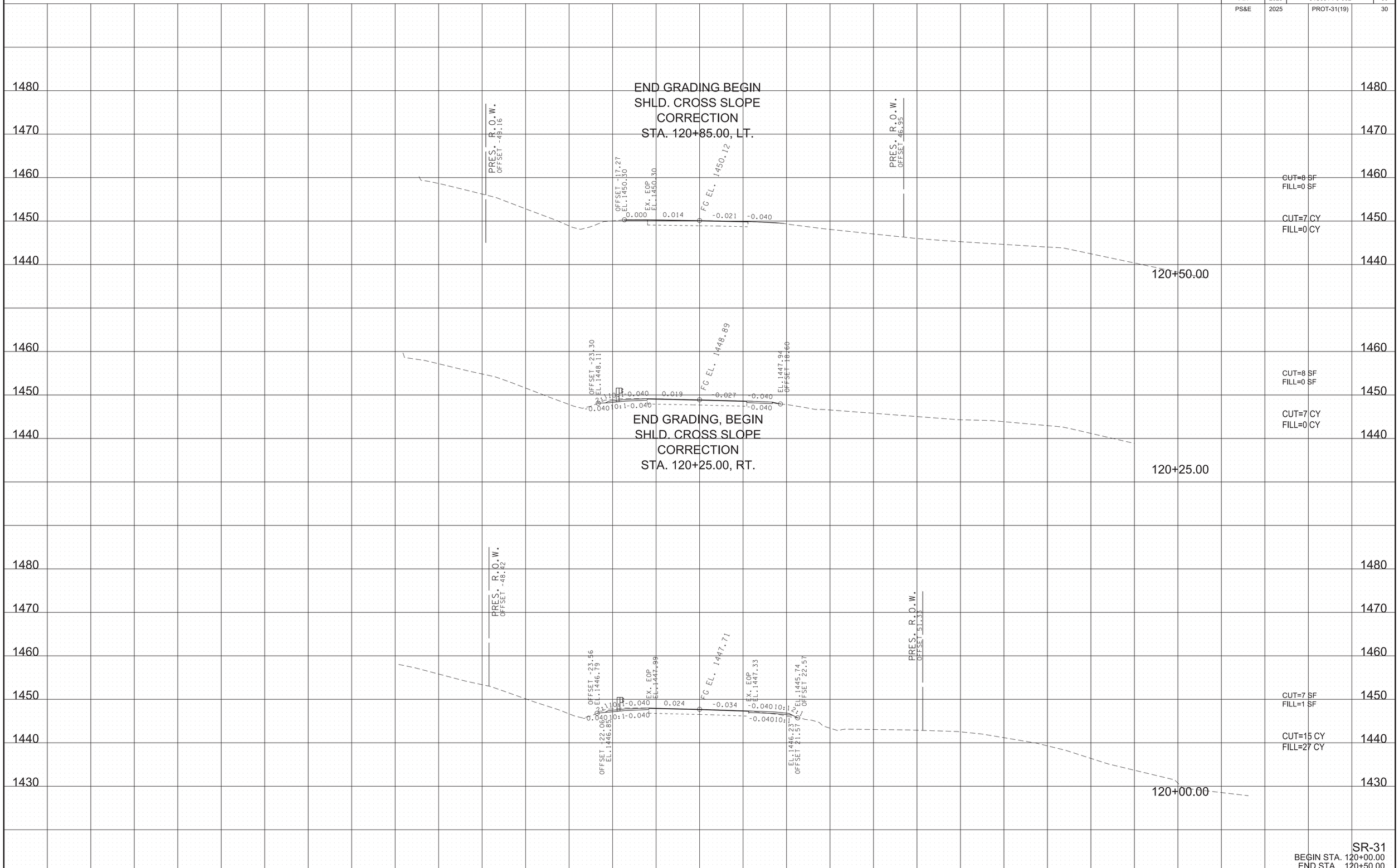
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	28
PIH	2025	34S031-F3-002	29
PS&E	2025	PROT-31(19)	29



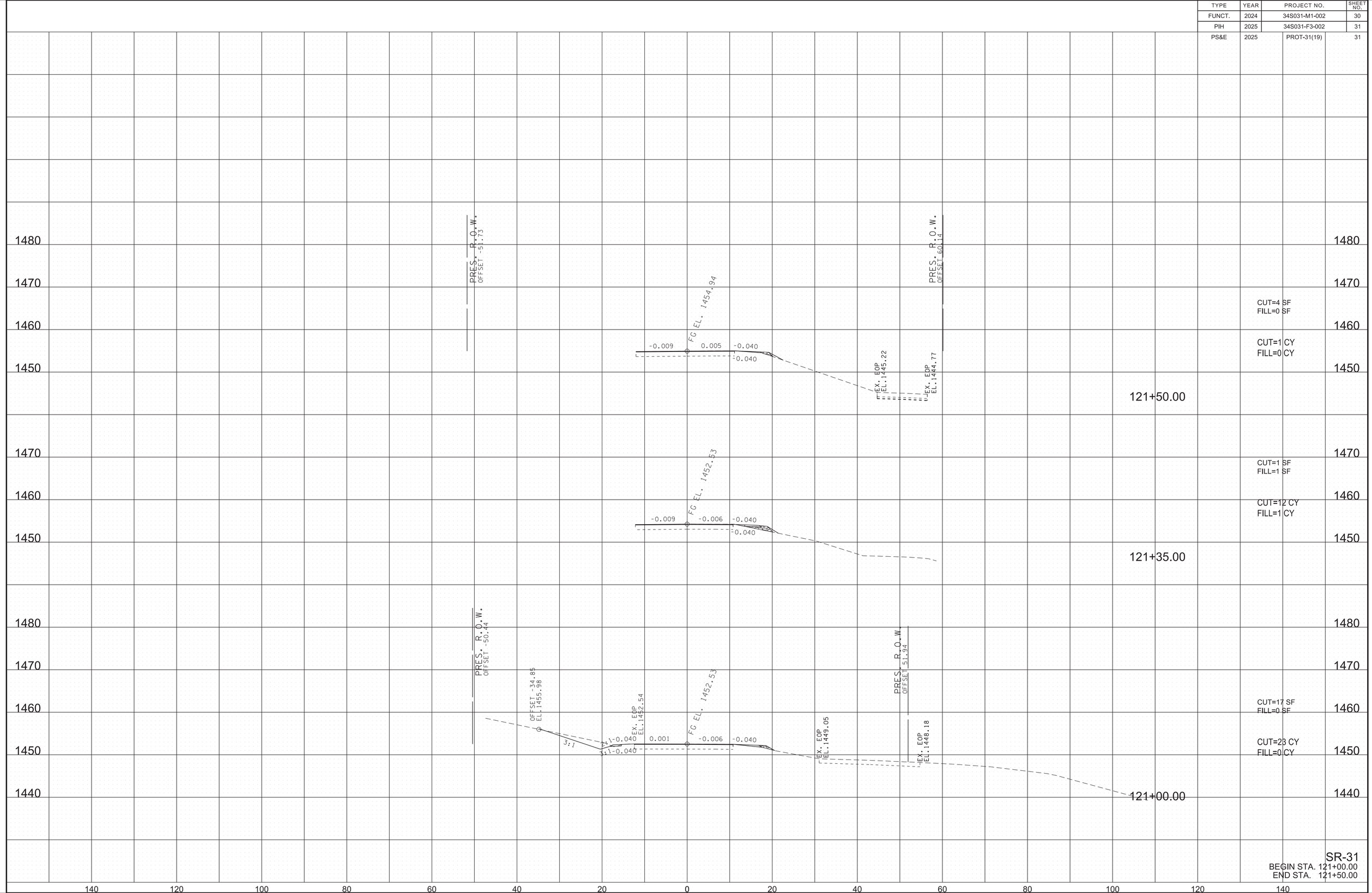
5/30/2025 10:01:41 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	29
PIH	2025	34S031-F3-002	30
PS&E	2025	PROT-31(19)	30



5/30/2025 10:01:44 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	30
PIH	2025	34S031-F3-002	31
PS&E	2025	PROT-31(19)	31



SR-31
BEGIN STA. 121+00.00
END STA. 121+50.00

5/30/2025 10:01:46 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	31
PIH	2025	34S031-F3-002	32
PS&E	2025	PROT-31(19)	32

1490
1480
1470
PRES. R.O.W.
OFFSET -64.80
FG EL. 1462.90
-0.049
0.050
123+00.00
1490
1480
1470
PRES. R.O.W.
OFFSET -56.63
FG EL. 1460.21
-0.029
0.031
122+50.00
PRES. R.O.W.
OFFSET 76.95
1490
1480
1470
1460
1450
1440
PRES. R.O.W.
OFFSET -53.01
FG EL. 1457.58
-0.019
0.022
-0.040
-0.040
EX. EOP
EL. 1439.43
EX. EOP
EL. 1439.06
122+00.00
PRES. R.O.W.
OFFSET 68.35
CUT=3 SF
FILL=0 SF
CUT=6 CY
FILL=0 CY
1490
1480
1470
1460
1450
1440
SR-31
BEGIN STA. 122+00.00
END STA. 123+00.00
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

5/30/2025 10:01:49 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	32
PIH	2025	34S031-F3-002	33
PS&E	2025	PROT-31(19)	33



SR-31
BEGIN STA. 123+50.00
END STA. 124+50.00

5/30/2025 10:01:52 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	33
PIH	2025	34S031-F3-002	34
PS&E	2025	PROT-31(19)	34

1510
1500
1490
1480

PRES. R.O.W.
OFFSET -64.84'

FG EL. 1480.75
-0.083
0.085

126+00.00

1500
1490
1480

PRES. R.O.W.
OFFSET -69.88'

FG EL. 1477.62
-0.084
0.087

125+50.00

1500
1490
1480

PRES. R.O.W.
OFFSET -73.04'

FG EL. 1474.56
-0.083
0.082

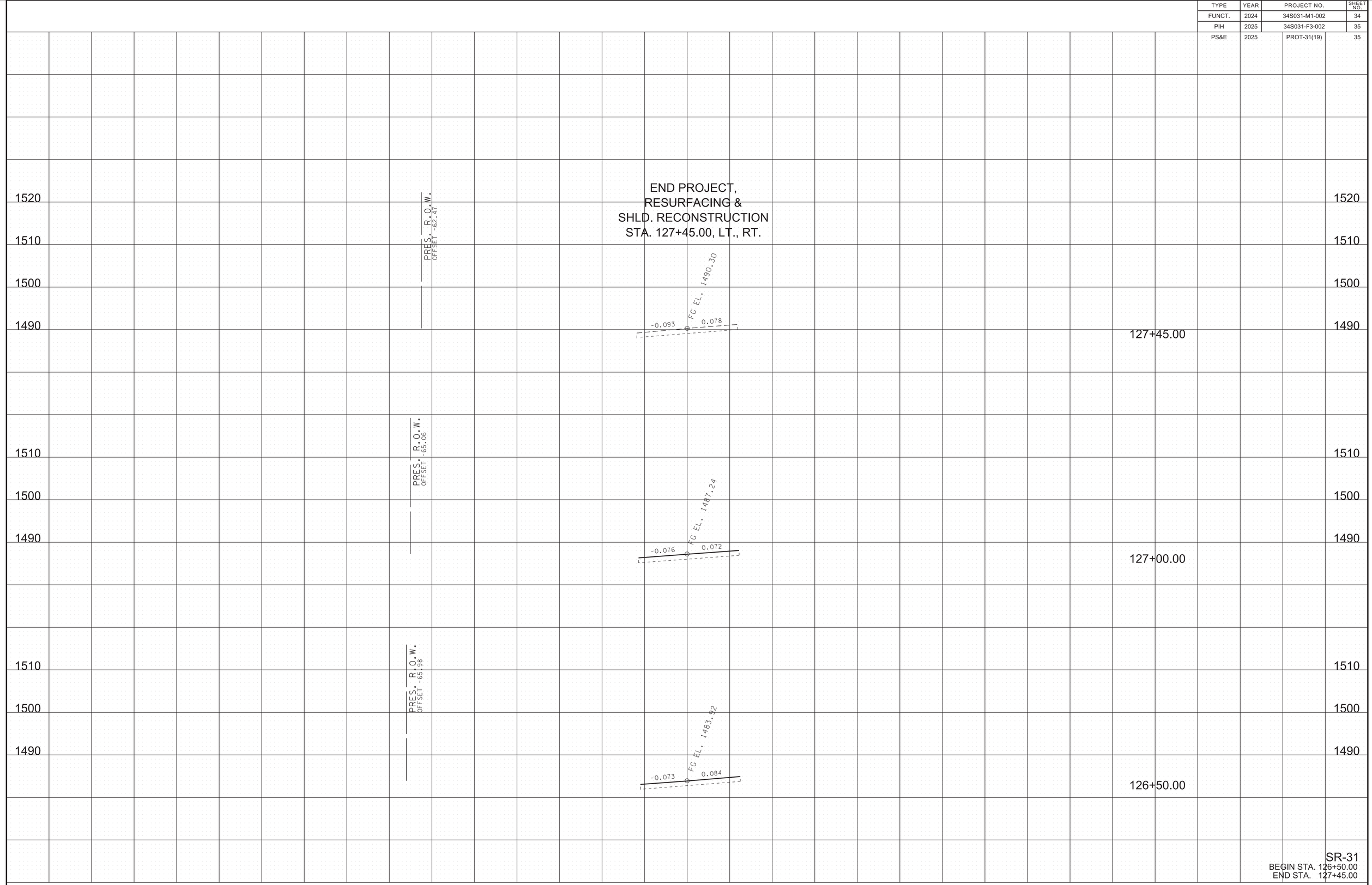
125+00.00

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

SR-31
BEGIN STA. 125+00.00
END STA. 126+00.00

5/30/2025 10:01:55 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

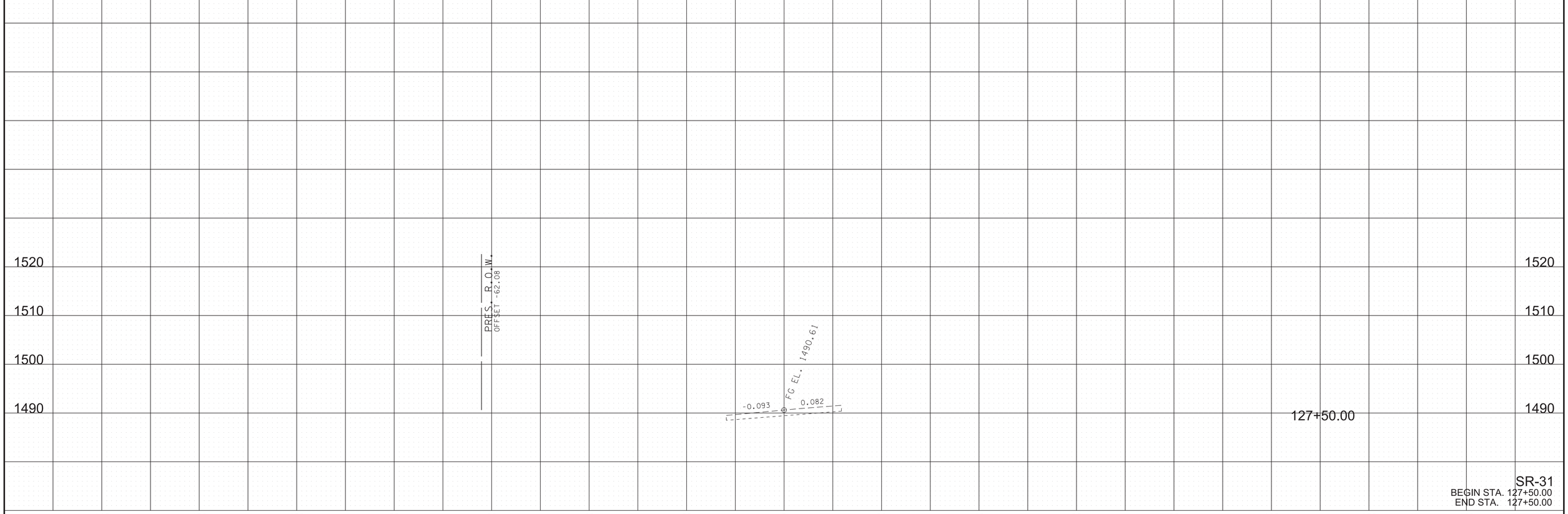
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	34
PIH	2025	34S031-F3-002	35
PS&E	2025	PROT-31(19)	35



SR-31
BEGIN STA. 126+50.00
END STA. 127+45.00

5/30/2025 10:01:57 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

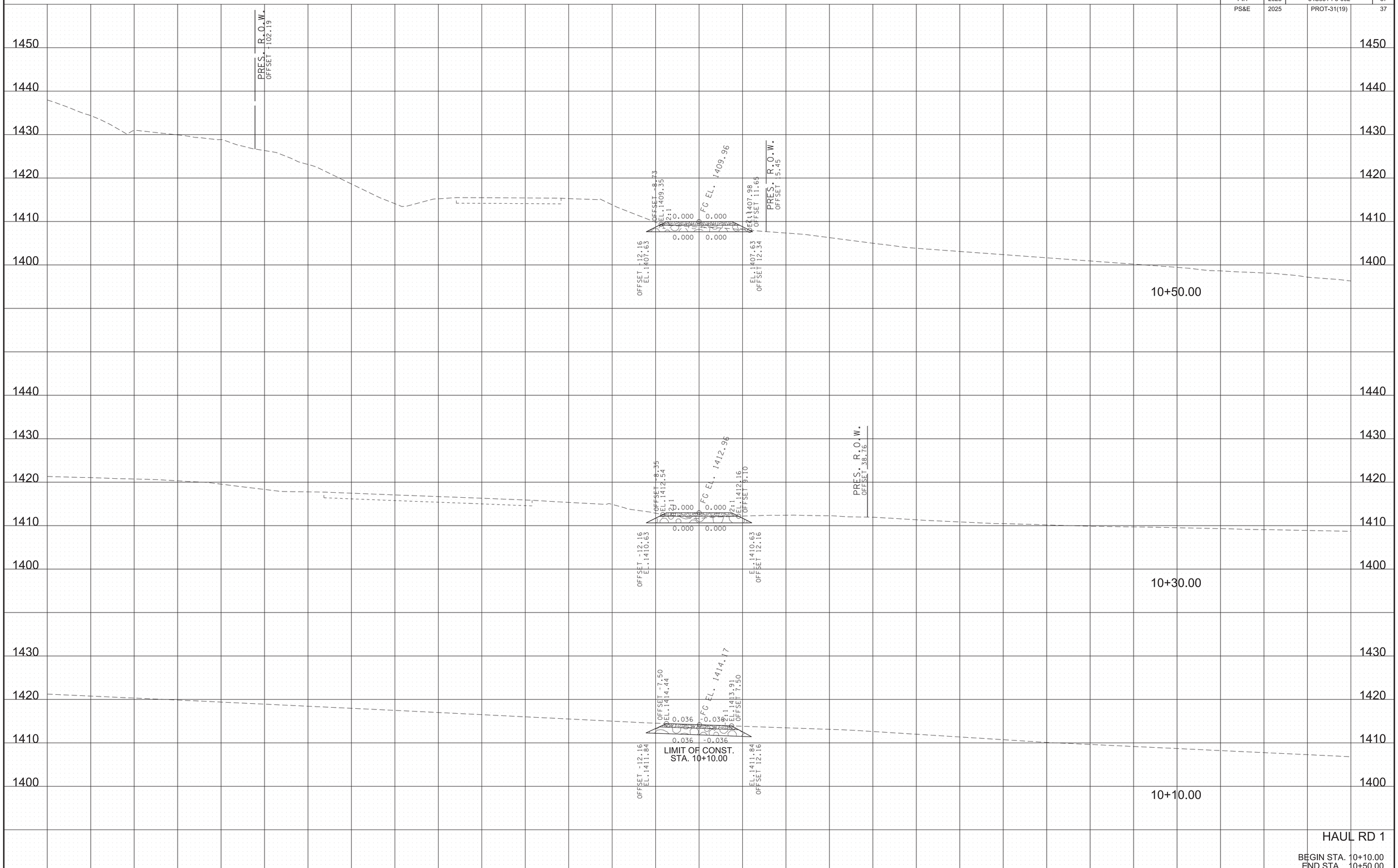
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M1-002	35
PIH	2025	34S031-F3-002	36
PS&E	2025	PROT-31(19)	36



SR-31
BEGIN STA. 127+50.00
END STA. 127+50.00

5/30/2025 10:02:00 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01CrossSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	36
PIH	2025	34S031-F3-002	37
PS&E	2025	PROT-31(19)	37

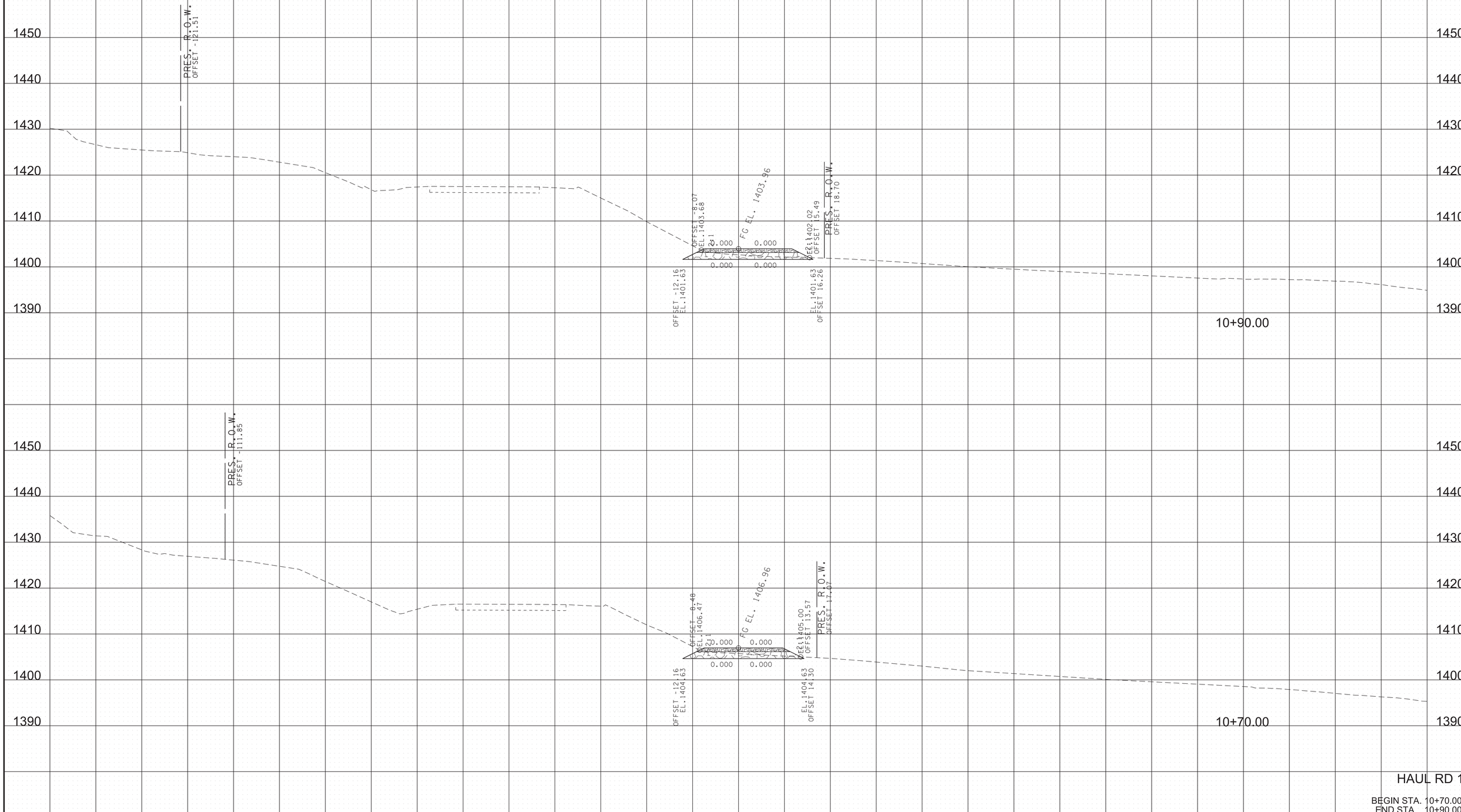


HAUL RD 1

BEGIN STA. 10+10.00
END STA. 10+50.00

5/30/2025 10:02:03 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01Haul\Road1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	37
PIH	2025	34S031-F3-002	38
PS&E	2025	PROT-31(19)	38

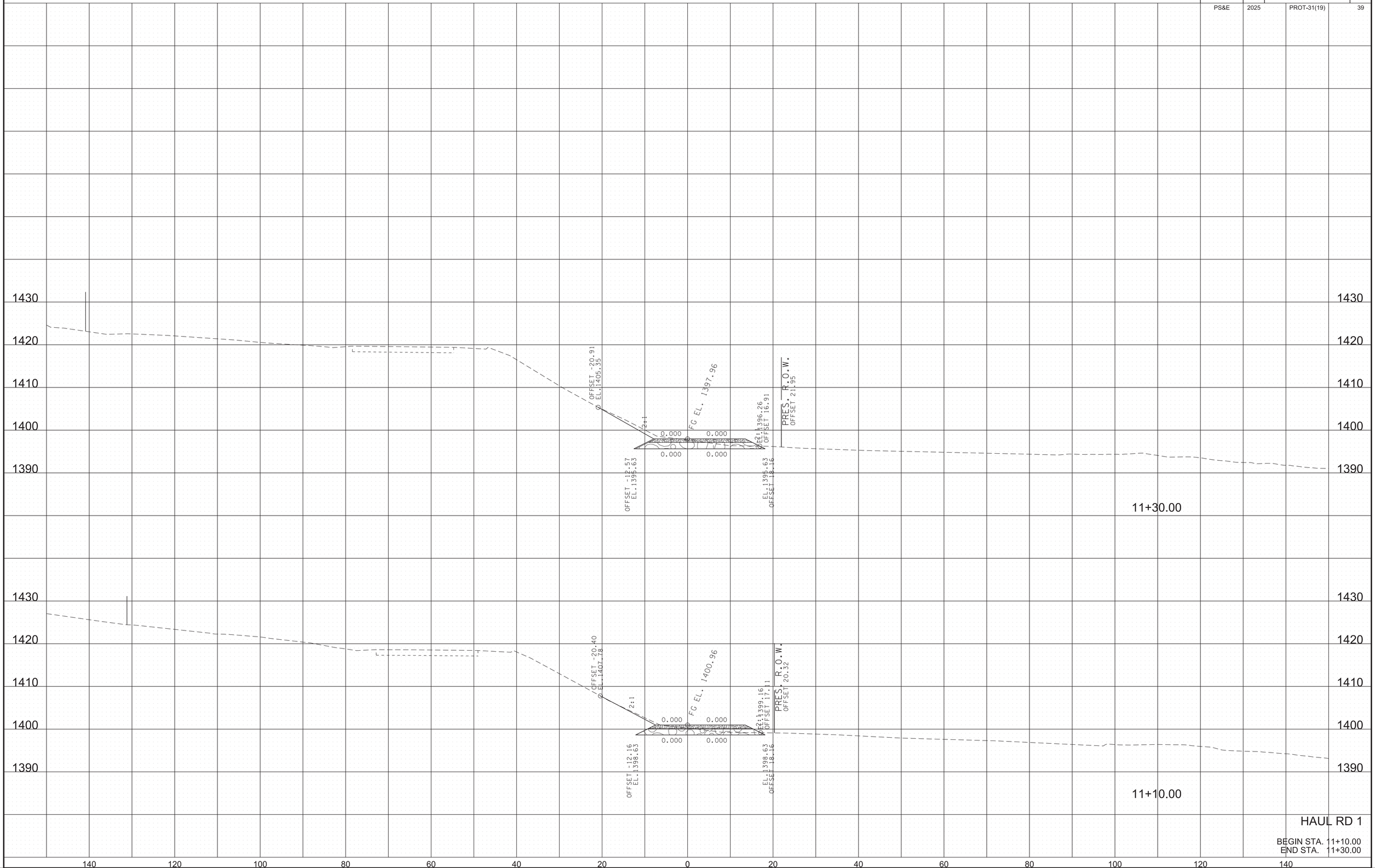


HAUL RD 1

BEGIN STA. 10+70.00
END STA. 10+90.00

5/30/2025 10:02:04 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	38
PIH	2025	34S031-F3-002	39
PS&E	2025	PROT-31(19)	39

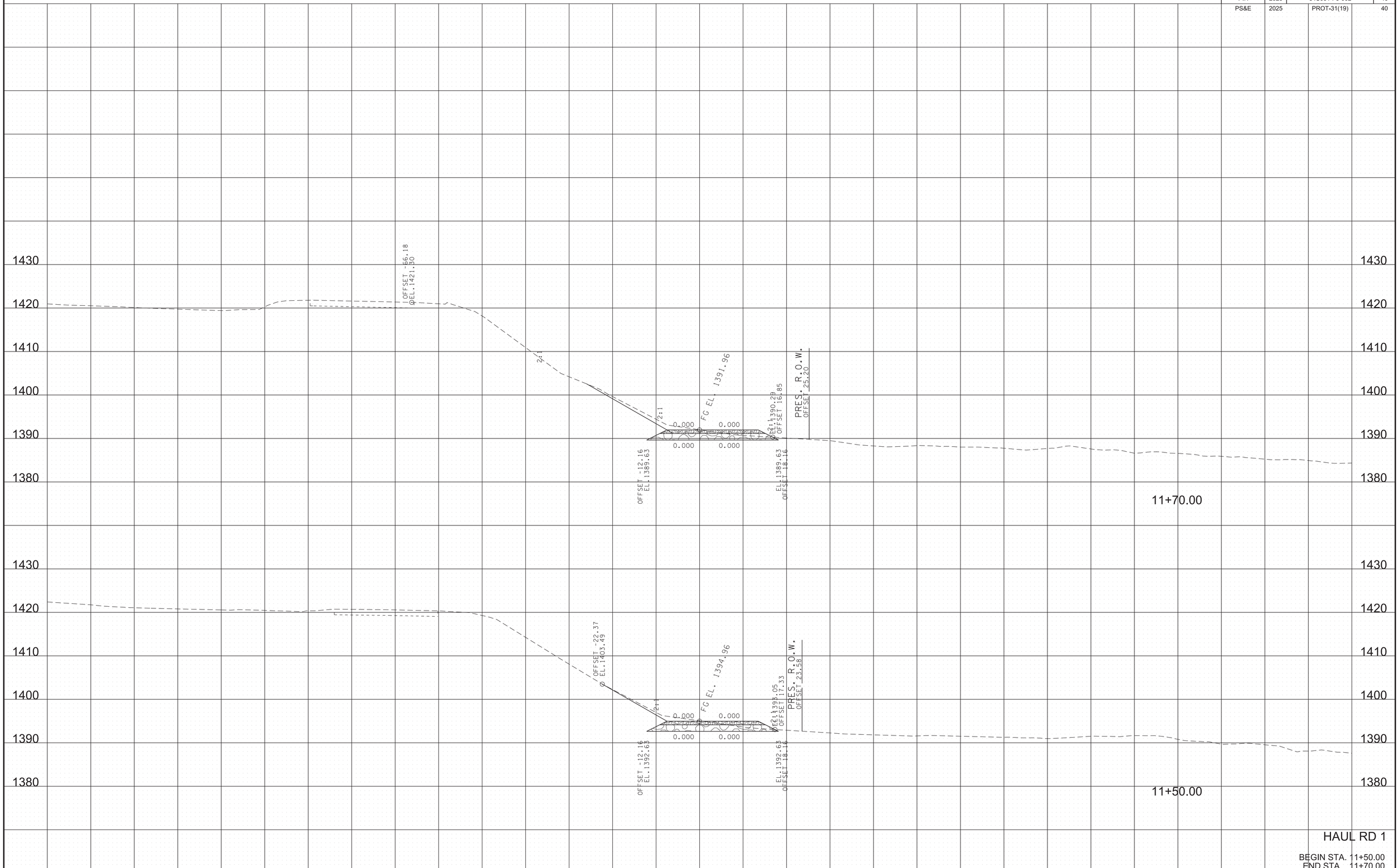


HAUL RD 1

BEGIN STA. 11+10.00
END STA. 11+30.00

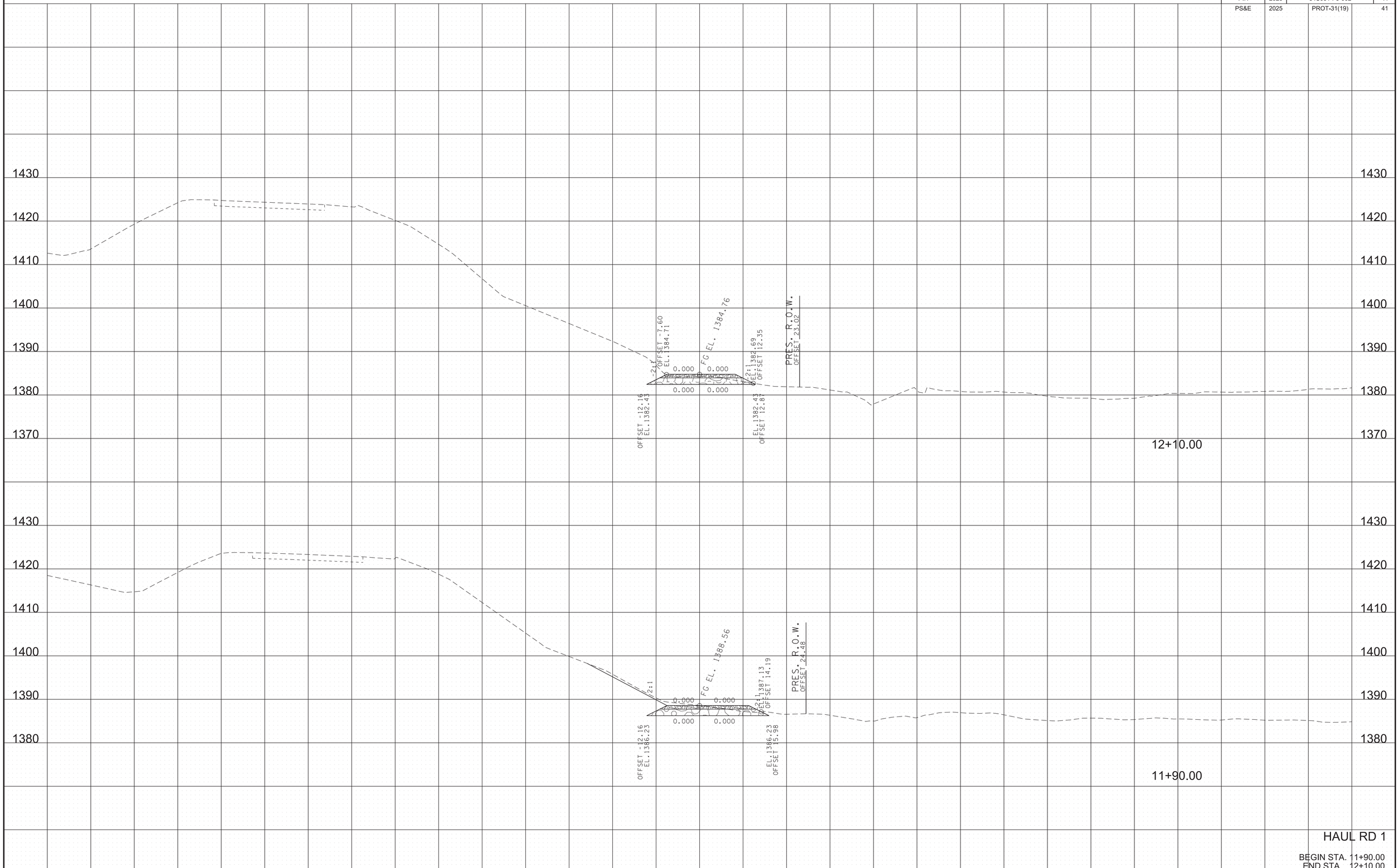
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C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	39
PIH	2025	34S031-F3-002	40
PS&E	2025	PROT-31(19)	40



5/30/2025 10:02:09 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	40
PIH	2025	34S031-F3-002	41
PS&E	2025	PROT-31(19)	41

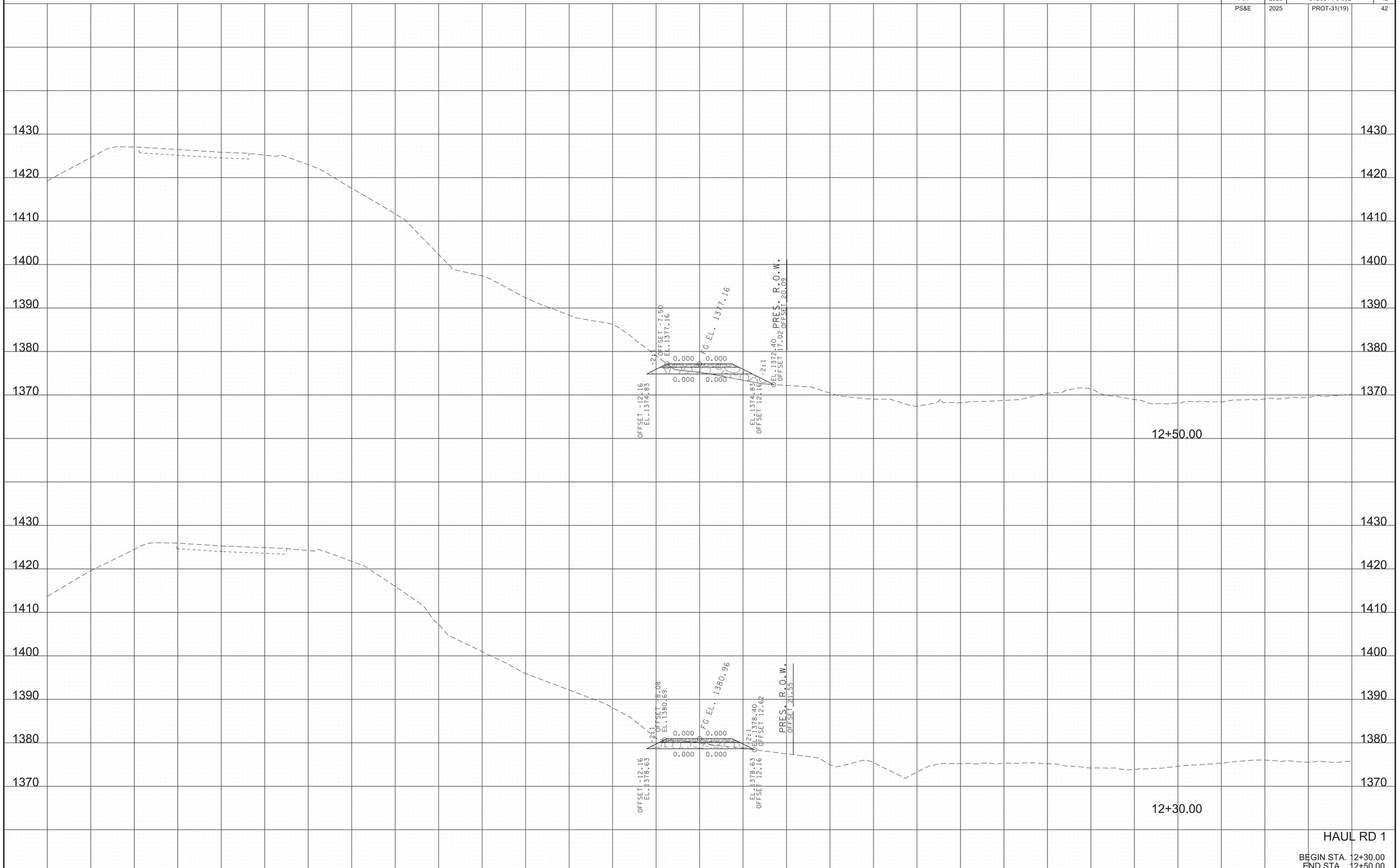


HAUL RD 1

BEGIN STA. 11+90.00
END STA. 12+10.00

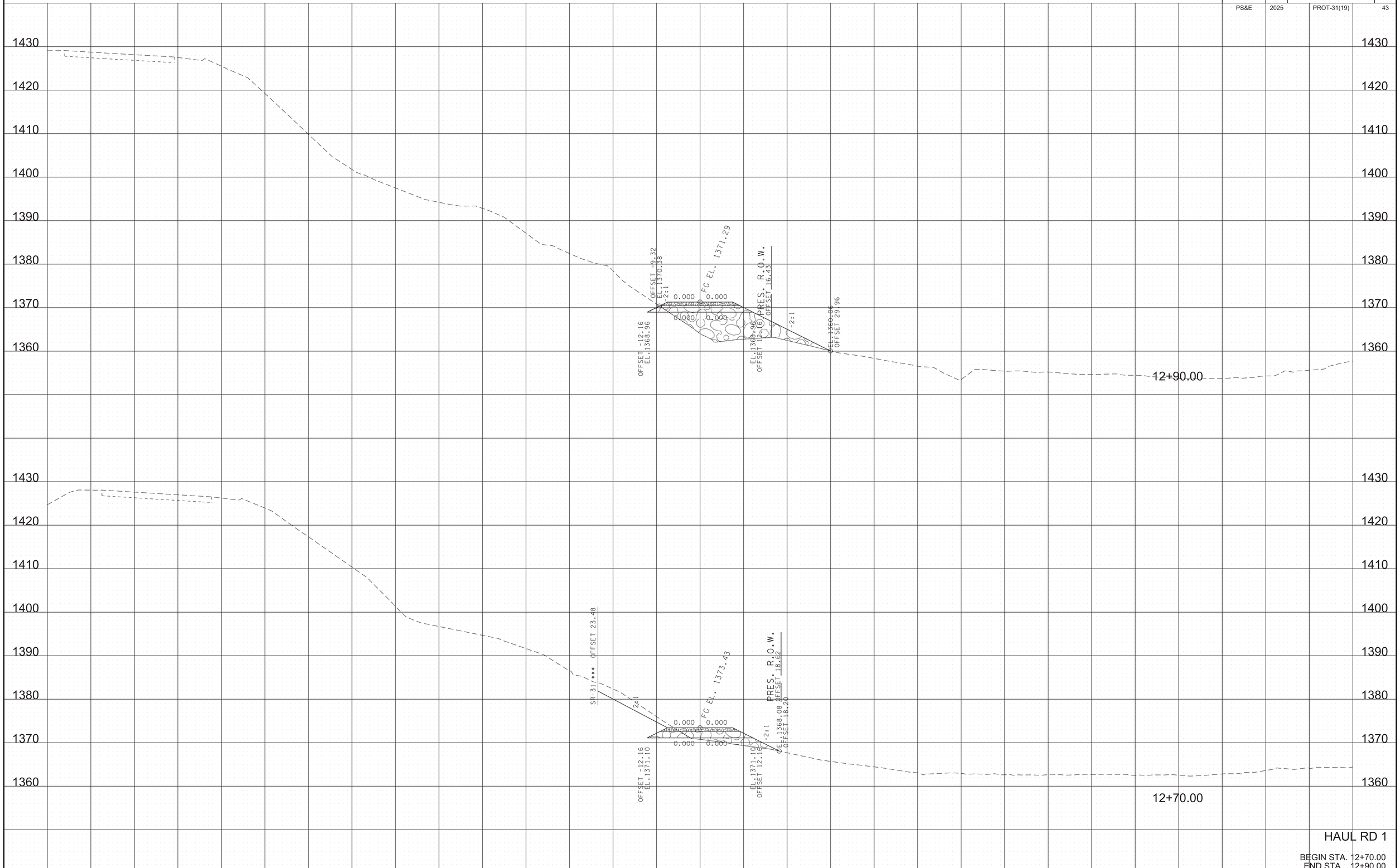
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	41
PIH	2025	34S031-F3-002	42
PS&E	2025	PROT-31(19)	42



5/30/2025 10:02:14 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	42
PIH	2025	34S031-F3-002	43
PS&E	2025	PROT-31(19)	43

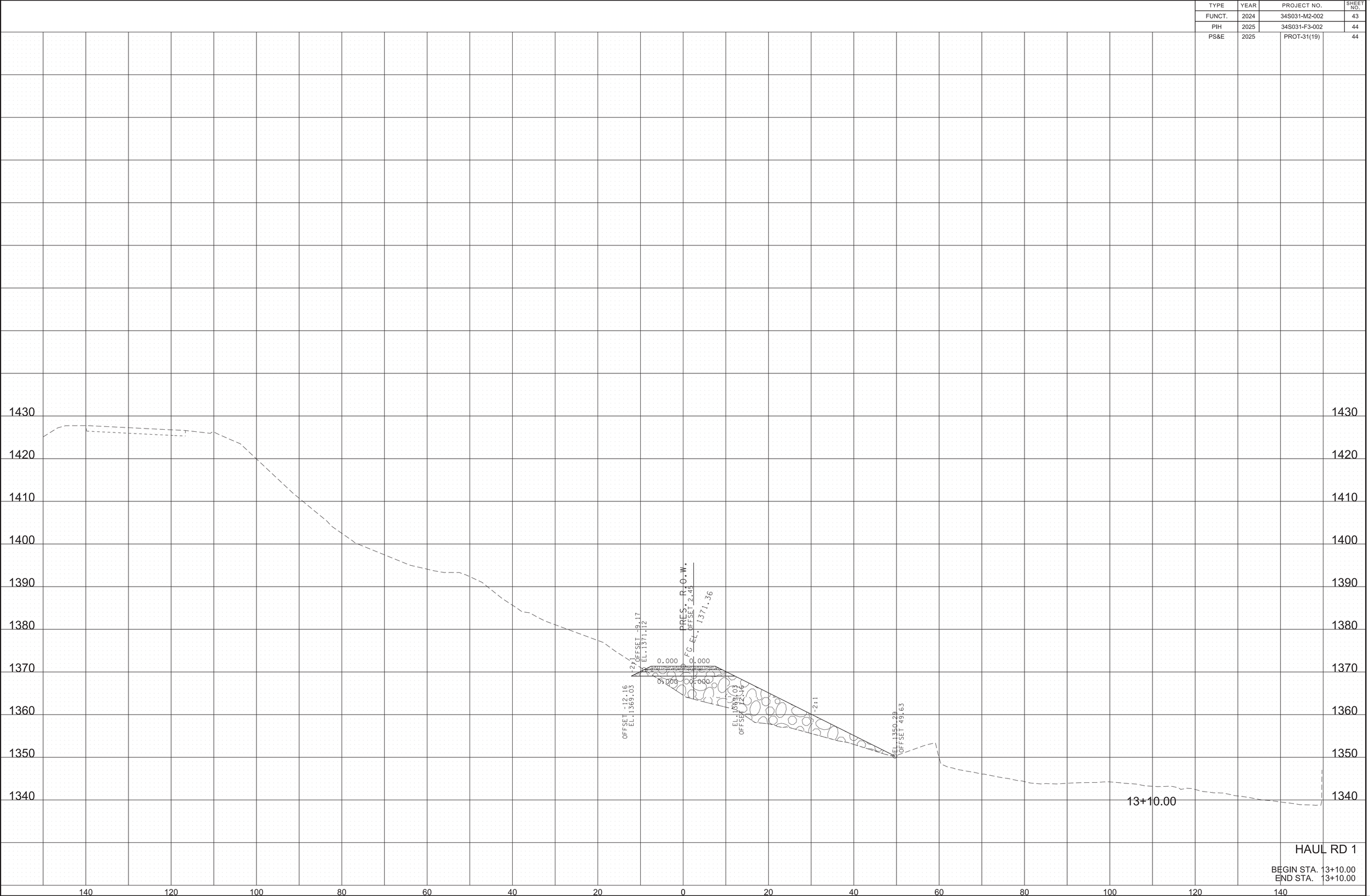


HAUL RD 1

BEGIN STA. 12+70.00
END STA. 12+90.00

5/30/2025 10:02:15 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	43
PIH	2025	34S031-F3-002	44
PS&E	2025	PROT-31(19)	44

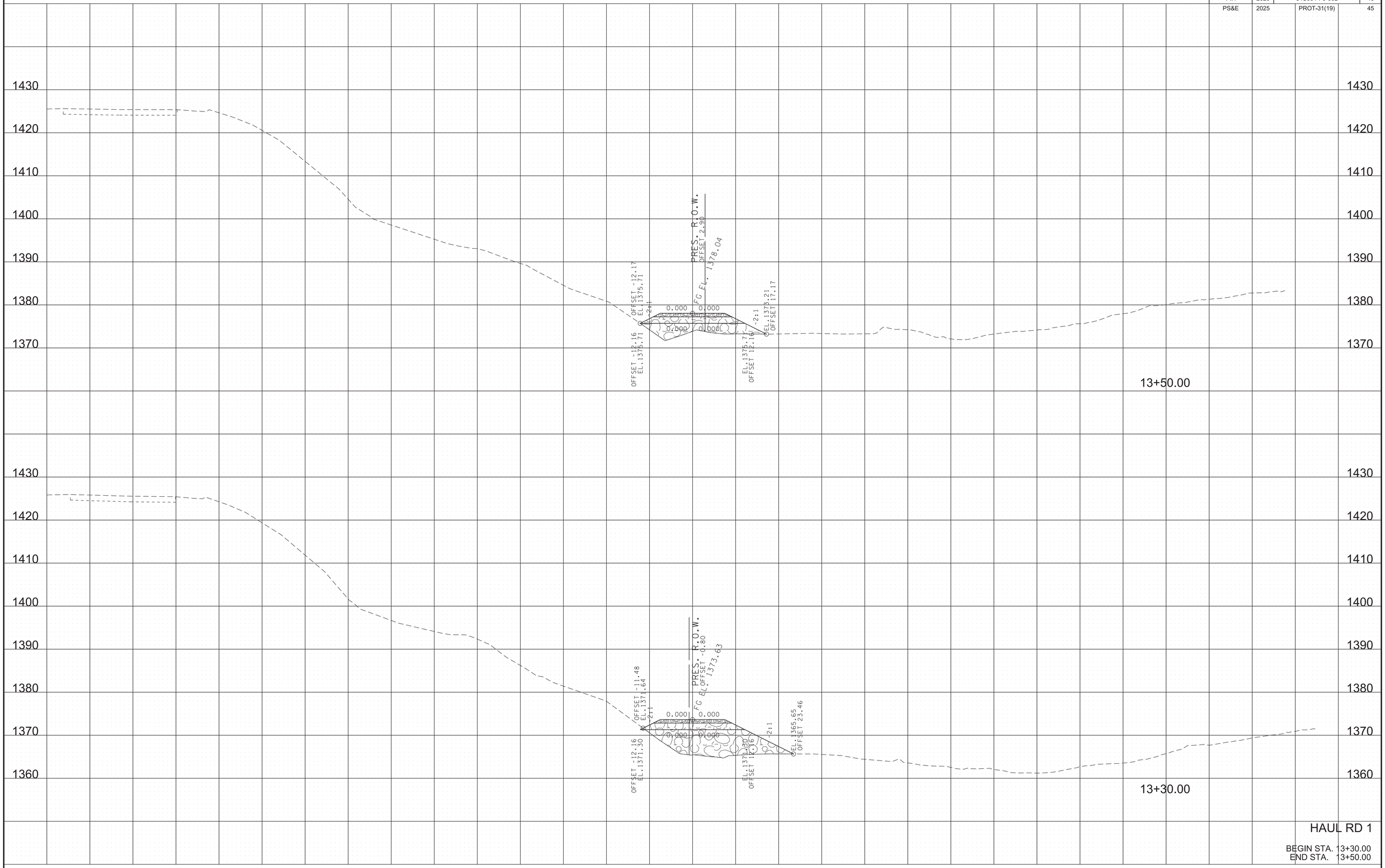


HAUL RD 1

BEGIN STA. 13+10.00
END STA. 13+10.00

5/30/2025 10:02:16 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	44
PIH	2025	34S031-F3-002	45
PS&E	2025	PROT-31(19)	45

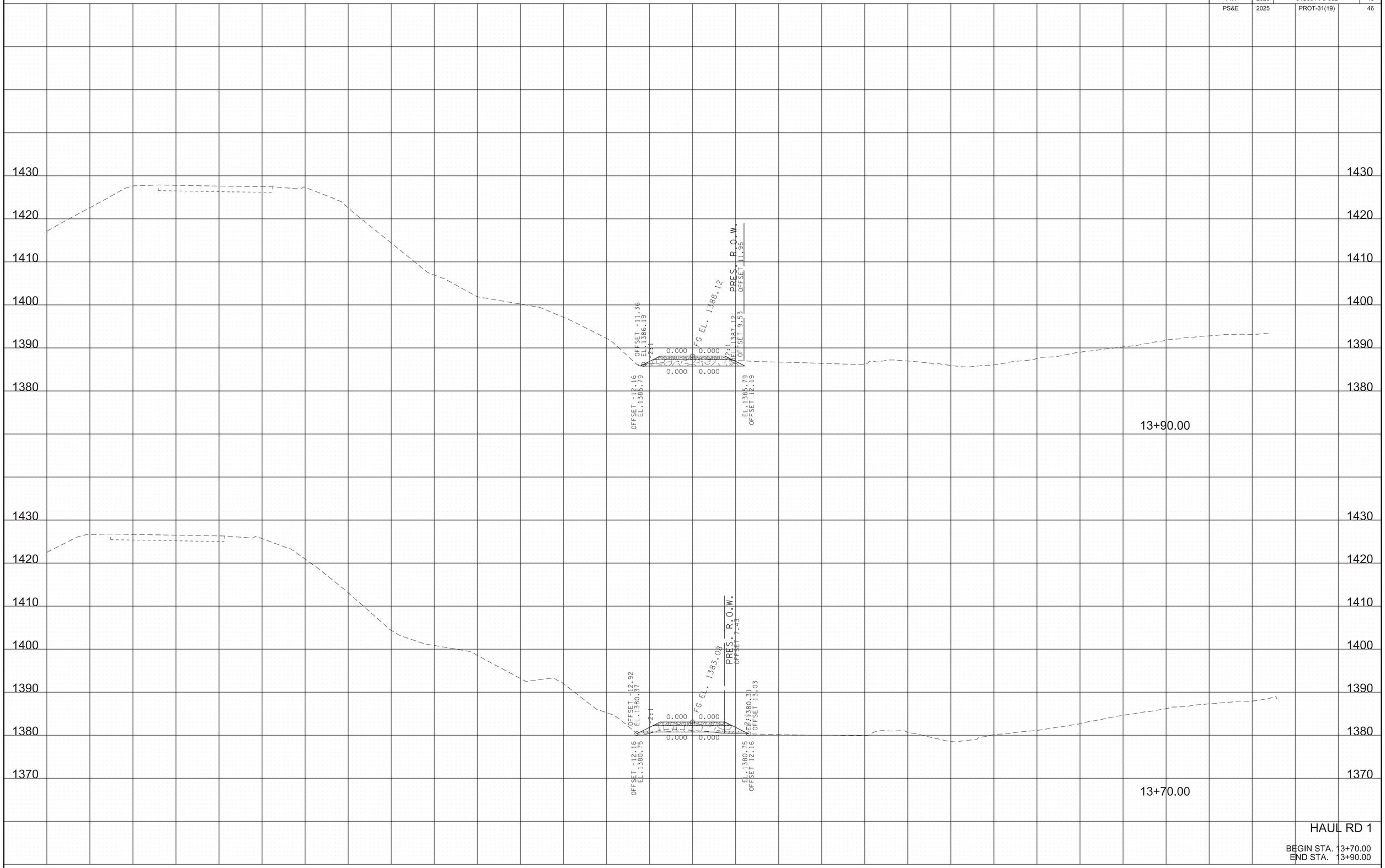


HAUL RD 1

BEGIN STA. 13+30.00
END STA. 13+50.00

5/30/2025 10:02:18 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	45
PIH	2025	34S031-F3-002	46
PS&E	2025	PROT-31(19)	46

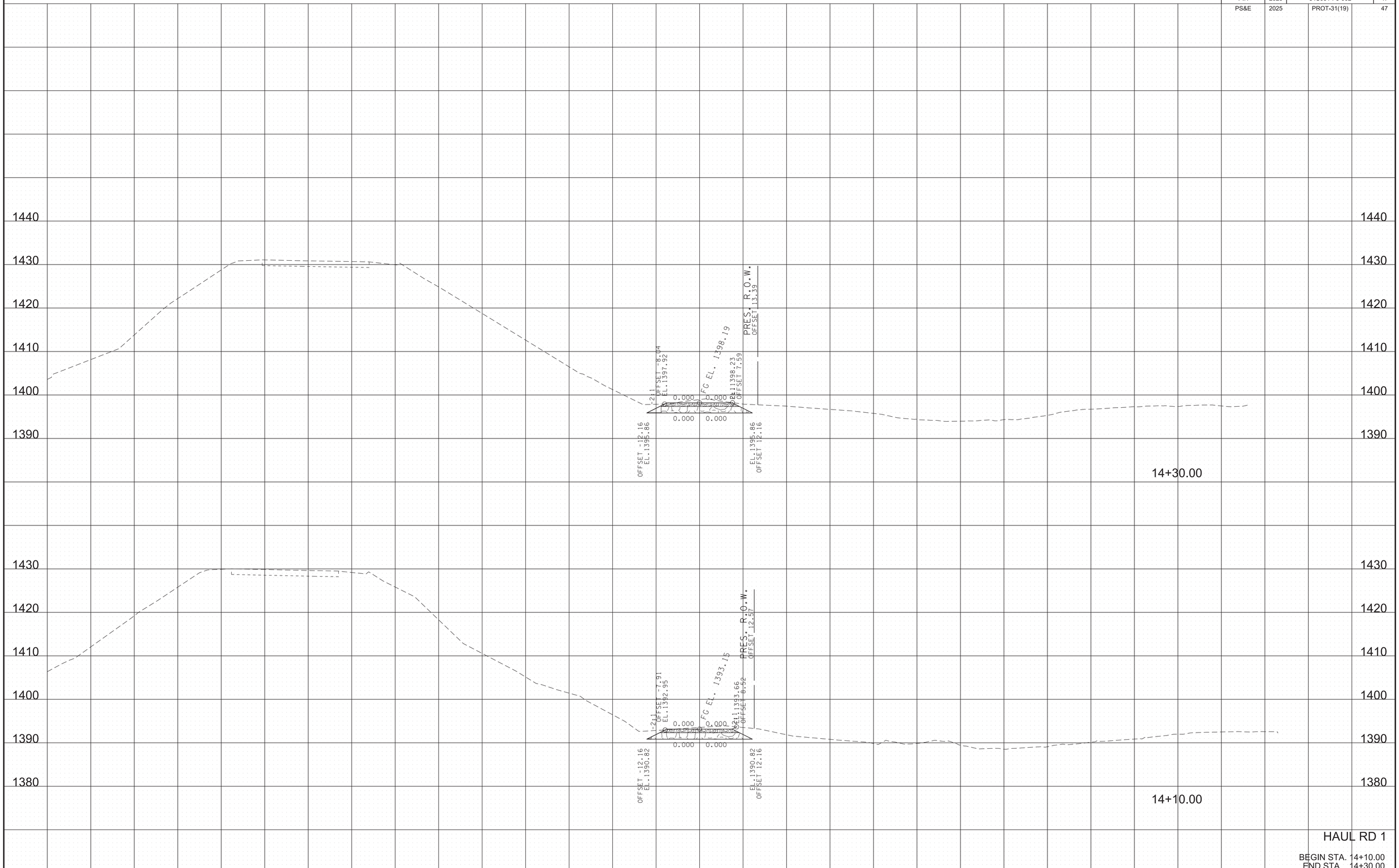


HAUL RD 1

BEGIN STA. 13+70.00
END STA. 13+90.00

5/30/2025 10:02:22 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	46
PIH	2025	34S031-F3-002	47
PS&E	2025	PROT-31(19)	47

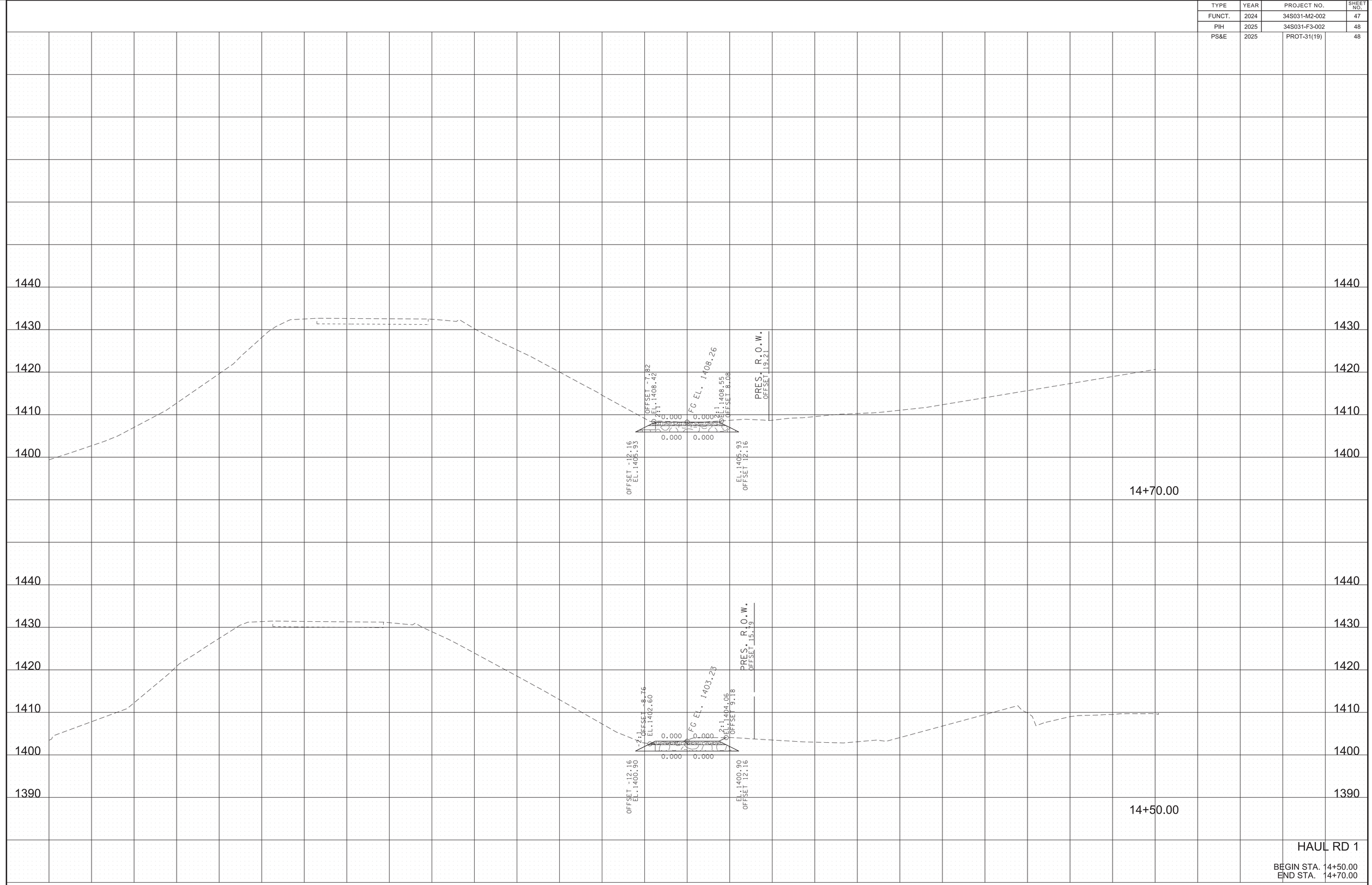


HAUL RD 1

BEGIN STA. 14+10.00
END STA. 14+30.00

5/30/2025 10:02:23 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad1XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	47
PIH	2025	34S031-F3-002	48
PS&E	2025	PROT-31(19)	48

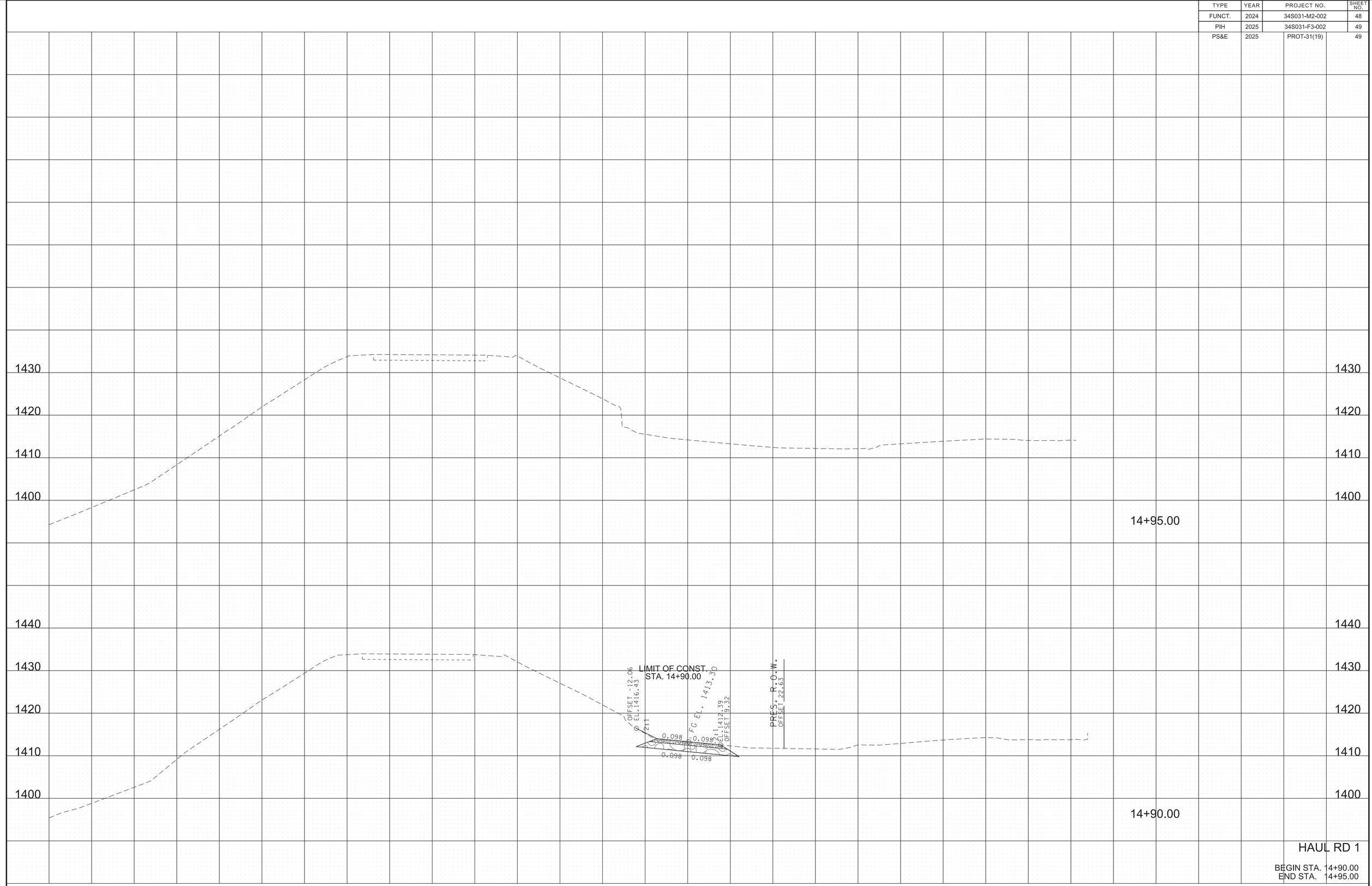


HAUL RD 1

BEGIN STA. 14+50.00
END STA. 14+70.00

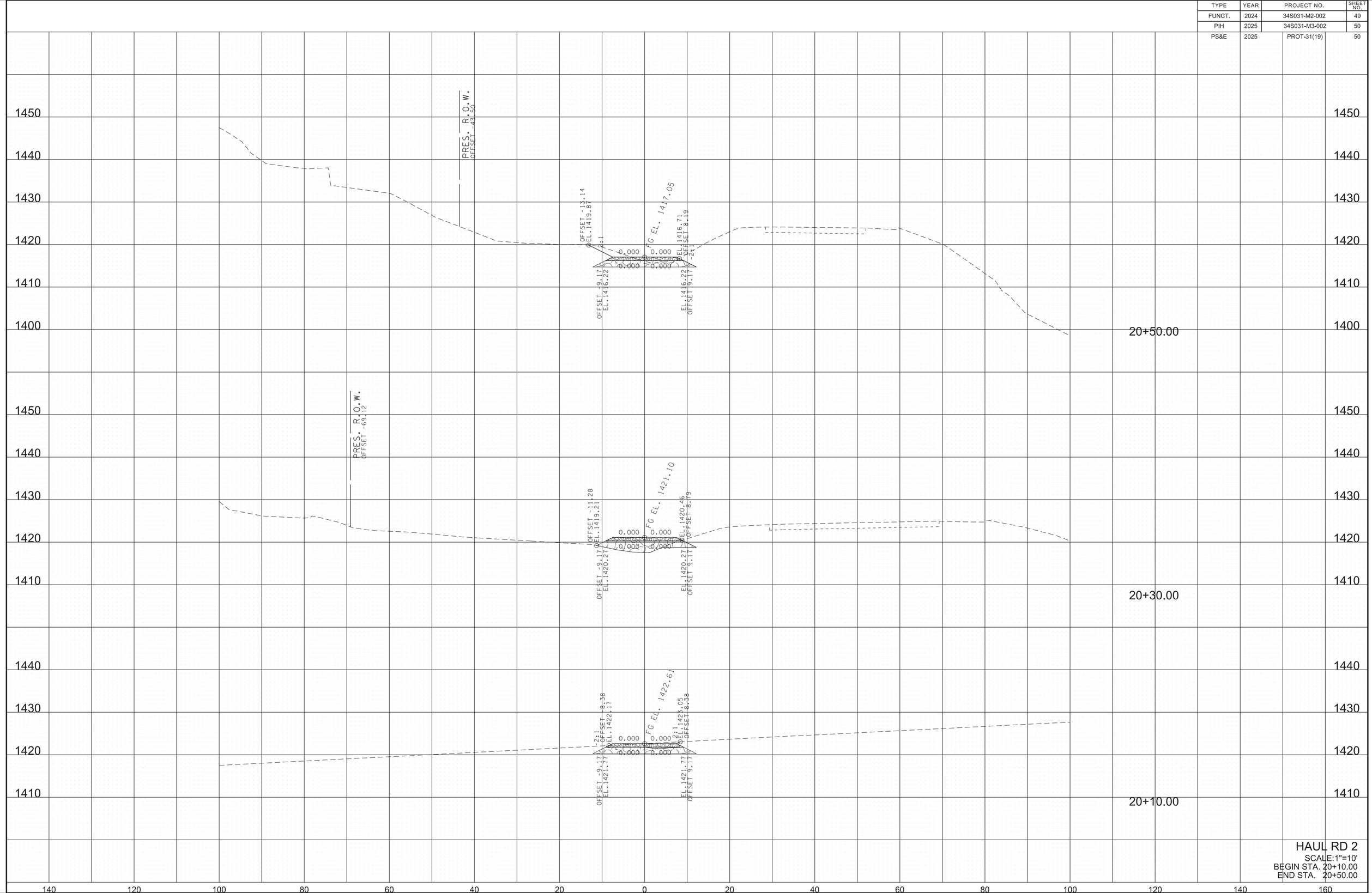
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	48
PIH	2025	34S031-F3-002	49
PS&E	2025	PROT-31(19)	49



5/30/2025 10:02:27 PM
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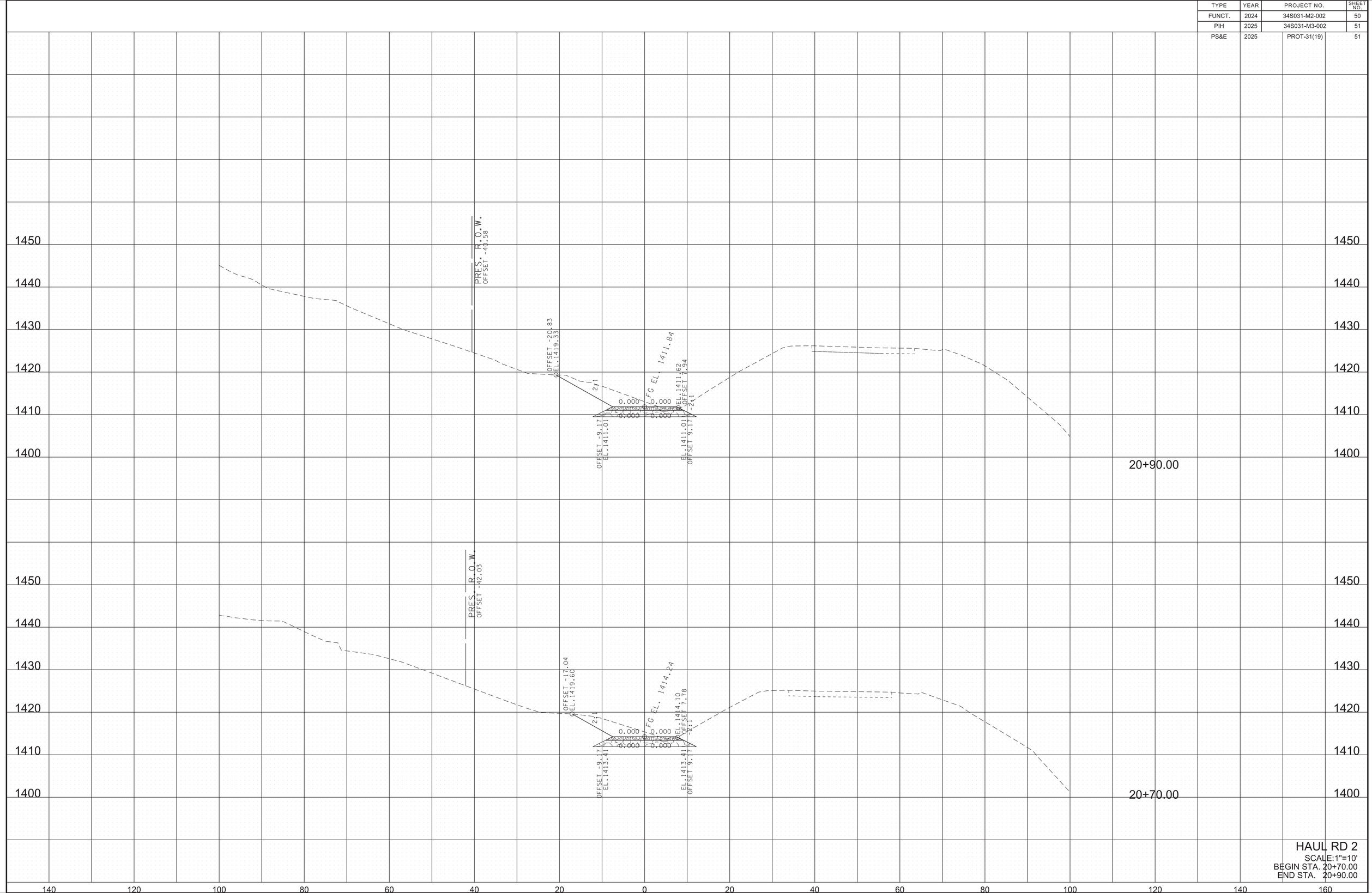
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	49
PIH	2025	34S031-M3-002	50
PS&E	2025	PROT-31(19)	50



HAUL RD 2
SCALE:1"=10'
BEGIN STA. 20+10.00
END STA. 20+50.00

5/30/2025 10:02:30 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad2XSections.sht

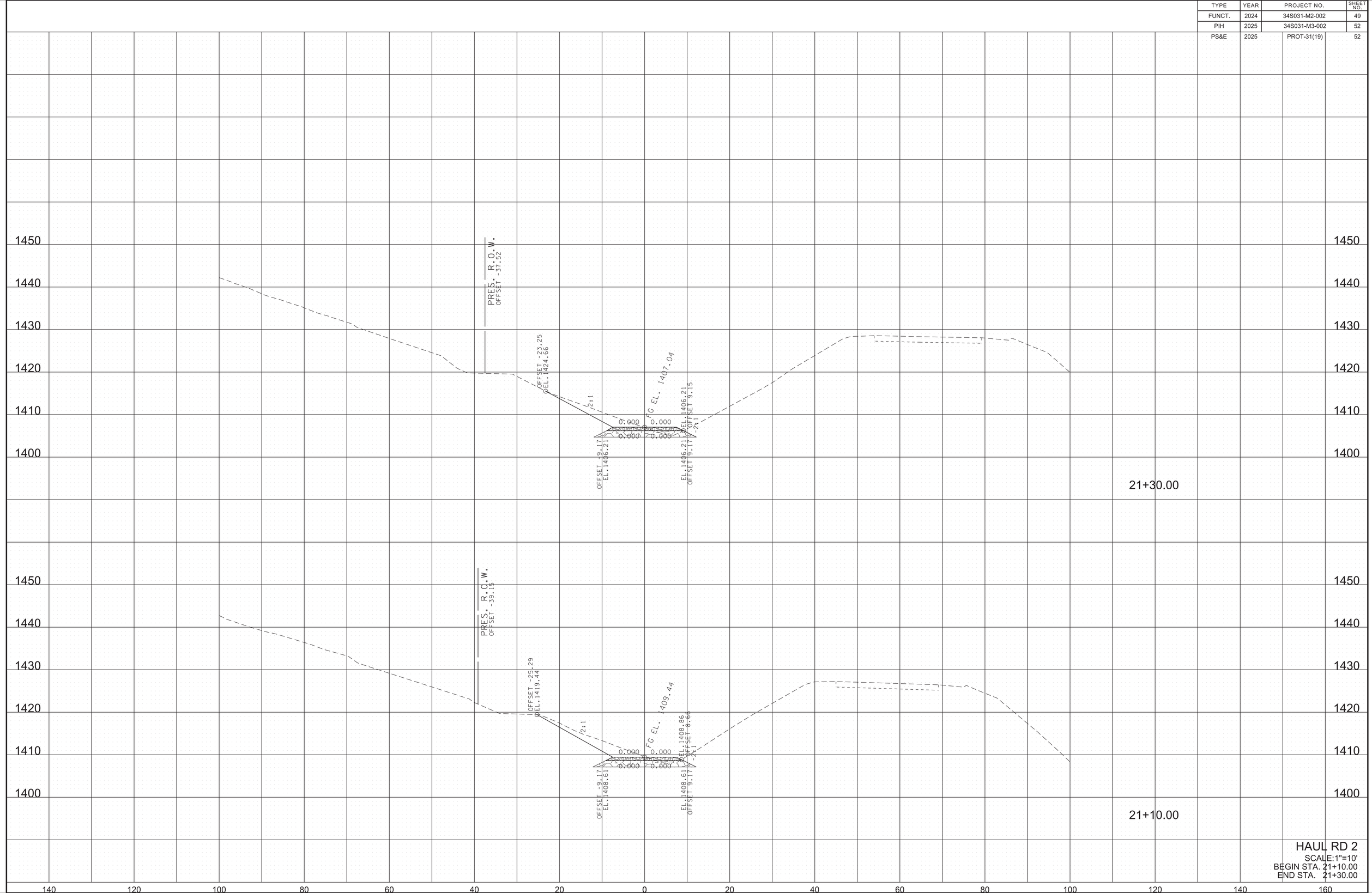
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	50
PIH	2025	34S031-M3-002	51
PS&E	2025	PROT-31(19)	51



HAUL RD 2
SCALE:1"=10'
BEGIN STA. 20+70.00
END STA. 20+90.00

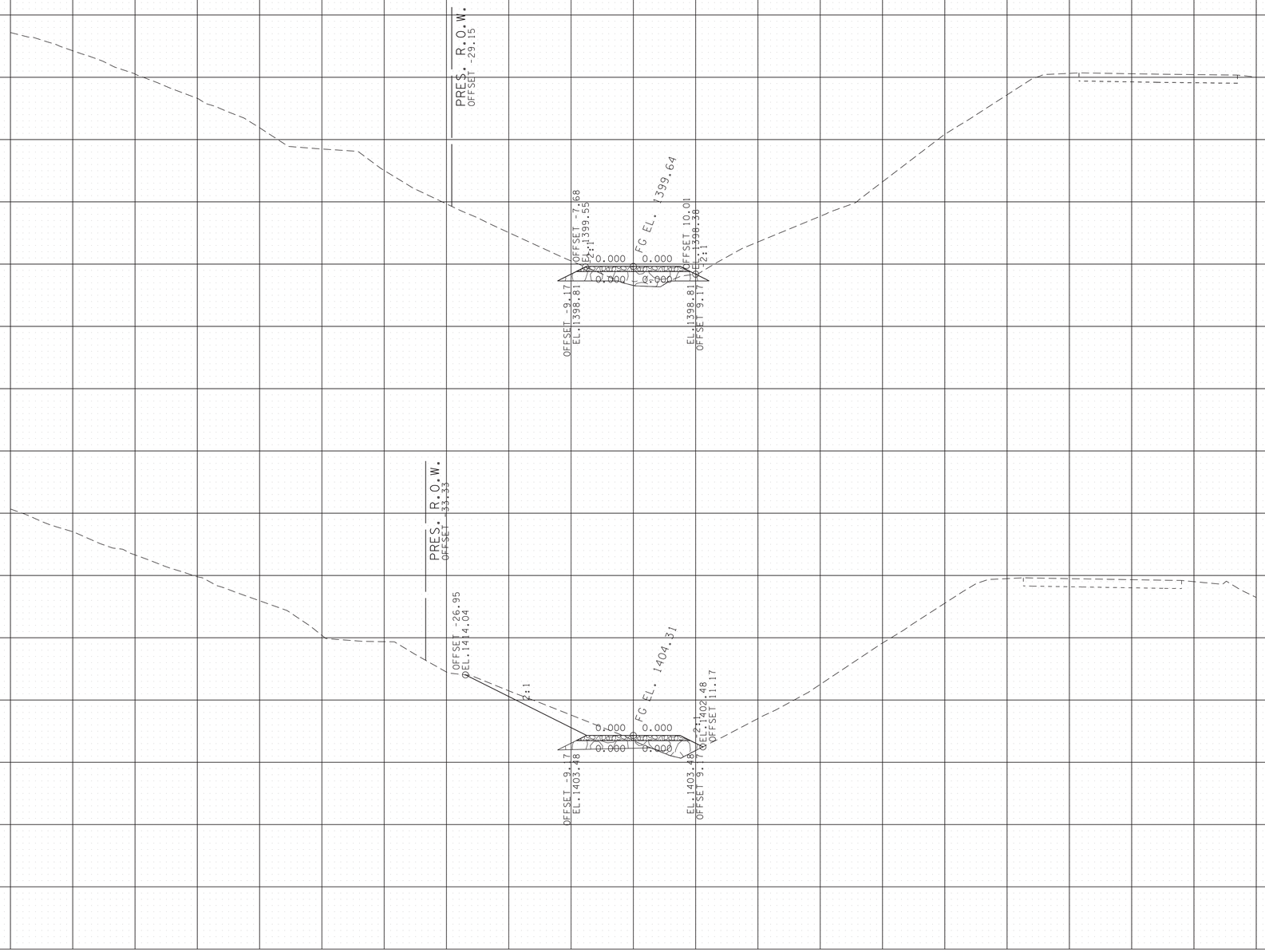
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C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad2XSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	49
PIH	2025	34S031-M3-002	52
PS&E	2025	PROT-31(19)	52



5/30/2025 10:02:33 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad2XSections.sht

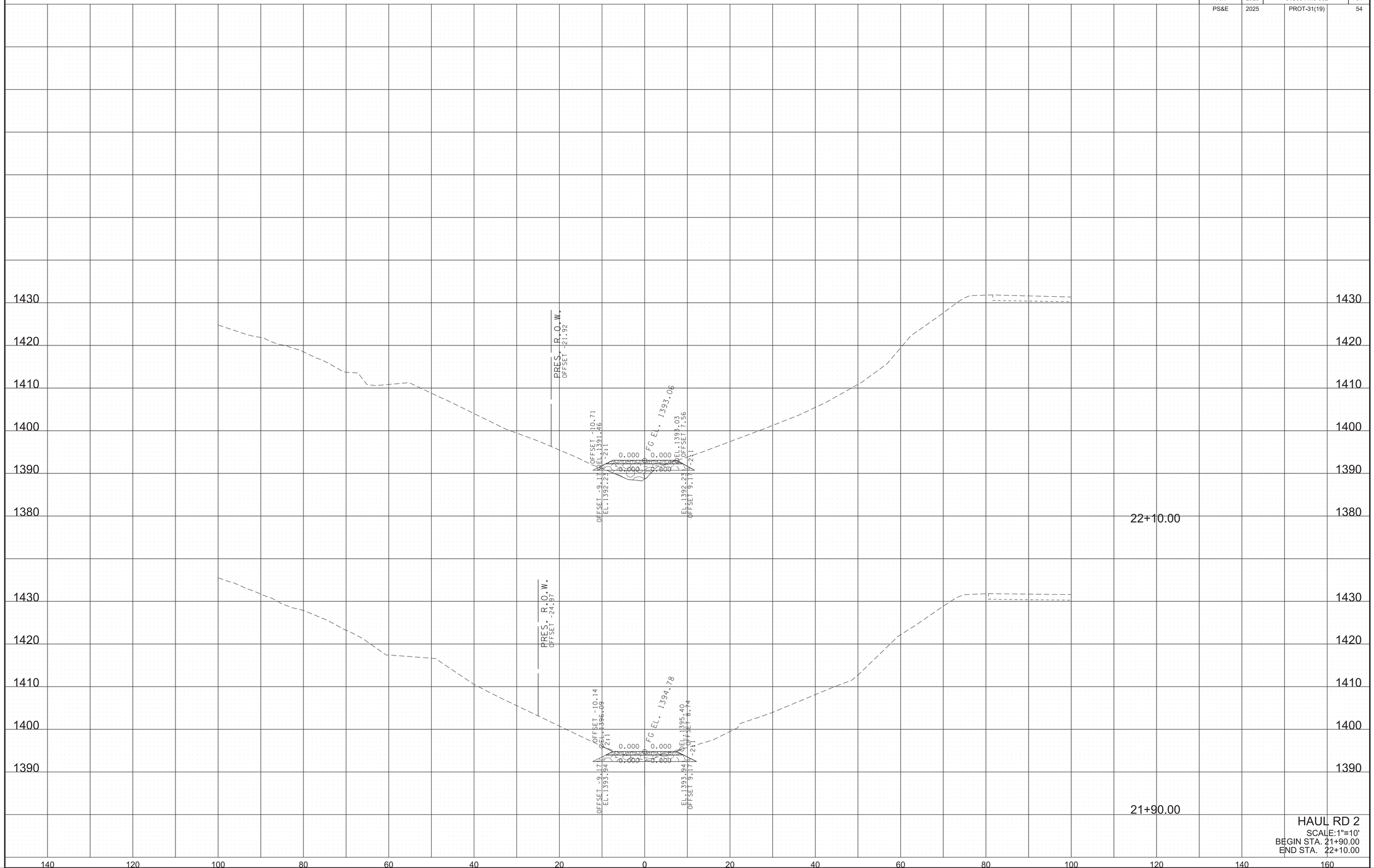
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	52
PIH	2025	34S031-M3-002	53
PS&E	2025	PROT-31(19)	53



HAUL RD 2
SCALE:1"=10'
BEGIN STA. 21+50.00
END STA. 21+70.00

5/30/2025 10:02:34 PM
C:\Users\JJ05683\Documents\Hancock SR 031 LM 5.54\HC031-01HaulRoad2XSections.sht

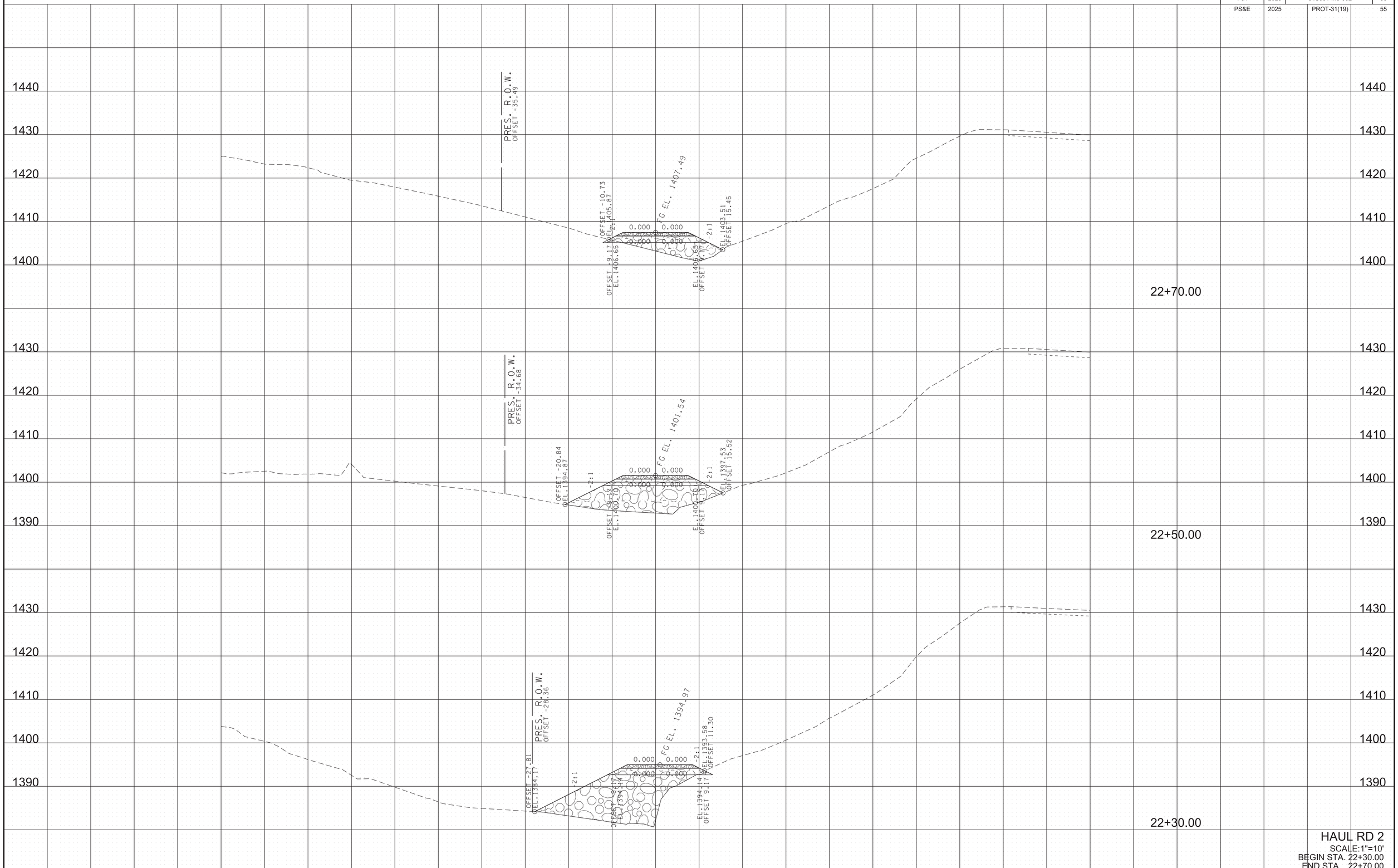
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	53
PIH	2025	34S031-M3-002	54
PS&E	2025	PROT-31(19)	54



HAUL RD 2
SCALE:1"=10'
BEGIN STA. 21+90.00
END STA. 22+10.00

6/2/2025 8:39:01 AM
L:\SURVDES\Design\PROJECTS\Hancock SR 031 LM 5.54\HC031-01HaulRoad2XSections.sht

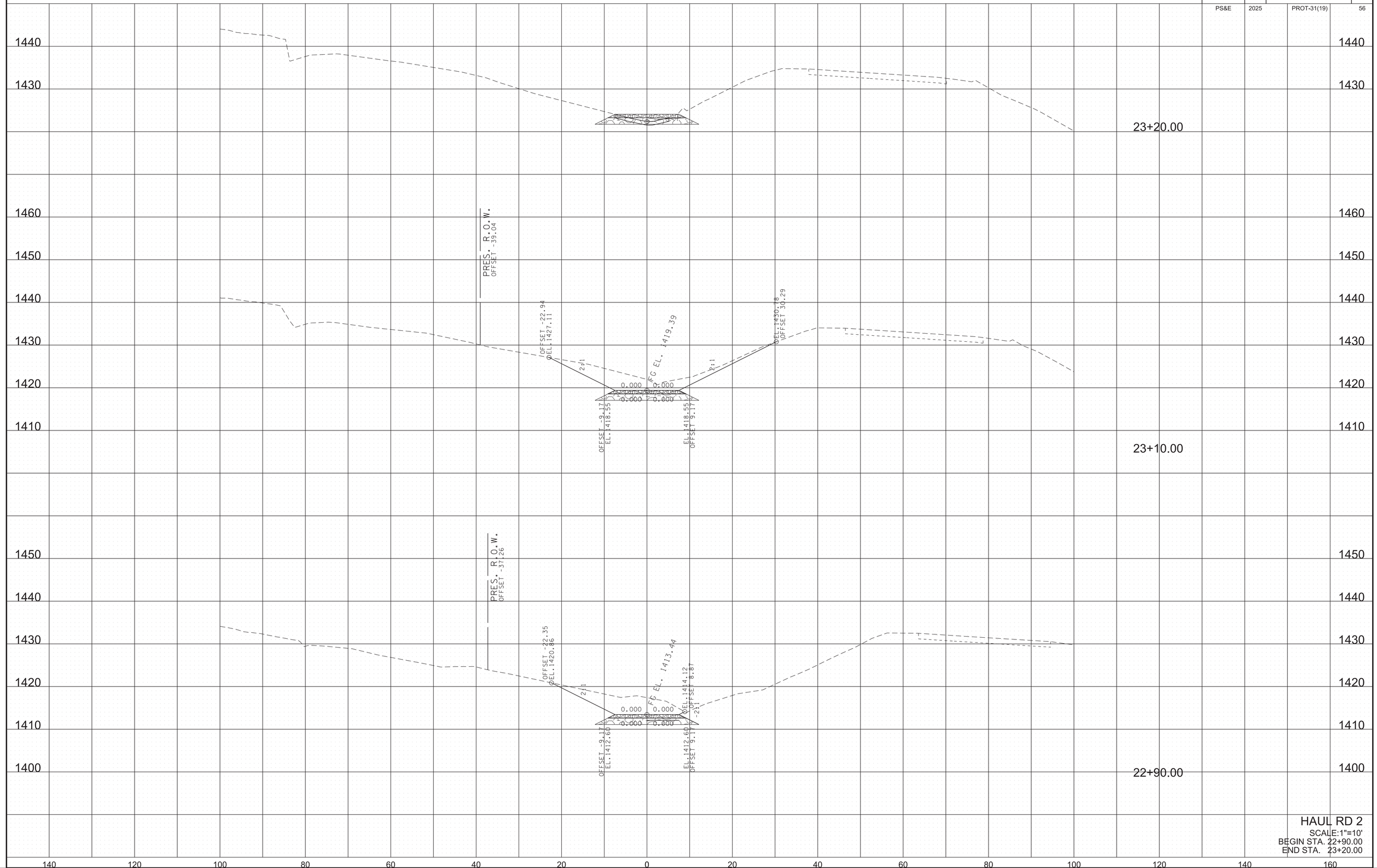
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	54
PIH	2025	34S031-M3-002	55
PS&E	2025	PROT-31(19)	55



HAUL RD 2
SCALE:1"=10'
BEGIN STA. 22+30.00
END STA. 22+70.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCT.	2024	34S031-M2-002	55
PIH	2025	34S031-M3-002	56
PS&E	2025	PROT-31(19)	56



HAUL RD 2
SCALE:1"=10'
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END STA. 23+20.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2025	34S031-F3-002	T1
PS&E	2025	PROT-31(19)	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.

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06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TRAFFIC CONTROL PHASING NOTES
(BASED ON STD. DWG. NO. T-WZ-10, T-WZ-16)

PHASE I
(1) REMOVE THE EXISTING RUMBLESTRIPE ON THE WESTBOUND SIDE OF SR-31 BY COLD PLANING 1" DEEP, 4' WIDE AND RESURFACING WITH 1" OF B-M2 MIX ASPHALT.
(2) REDUCE TRAVEL LANE WIDTHS TO 11 FEET AND SHIFT TRAFFIC ONTO THE 5-FOOT WESTBOUND SHOULDER.
(3) PROTECT THE WORK AREA WITH PORTBLE BARRIER RAIL AS SHOWN ON SHEET NO. T3.
(4) INSTALL EPSC MEASURES AND THE TEMPORARY PIPE THROUGH THE EXISTING 72" CMP.
(5) CONSTRUCT THE ROCK BUTTRESS ON THE EASTBOUND SIDE OF SR-31.
(6) REMOVE THE EXISTING CURB AND GUARDRAIL. THEN CONSTRUCT THE 6-FOOT EASTBOUND SHOULDER AND SHOULDER SLOPE CORRECTION.
(7) INSTALL THE NEW GUARDRAIL ON THE EASTBOUND SIDE OF SR-31.
(8) INSTALL RUMBLESTRIPE ALONG EASTBOUND SHOULDER IN PHASE III.

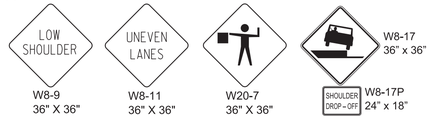
PHASE II
(1) REDUCE TRAVEL LANE WIDTHS TO 11 FEET AND SHIFT TRAFFIC ONTO THE 6-FOOT EASTBOUND SHOULDER.
(2) PROTECT THE WORK AREA WITH BARRIER RAIL AS SHOWN ON SHEET NO. T4.
(3) REMOVE THE EXISTING GUARDRAIL AND CONSTRUCT THE ROCK BUTTRESS ON THE WESTBOUND SIDE OF SR-31.
(4) CONSTRUCT THE 5-FOOT WESTBOUND SHOULDER AND SHOULDER SLOPE CORRECTION.
(5) INSTALL THE NEW GUARDRAIL ON THE WESTBOUND SIDE OF SR-31.

PHASE III
(1) SHIFT TRAFFIC BACK ONTO ORIGINAL TRAFFIC LANES.
(2) MAINTAIN MINIMUM 11-FOOT TRAFFIC LANES UNTIL ALL PHASES ARE COMPLETE.
(3) PROTECT THE WORK AREA WITH FLEXIBLE DRUMS AS NEEDED.
(4) COLD PLANE AND RESUFACE ALL TRAFFIC LANES AND SHOULDERS IN THE BUTTRESS AREA.
(5) CONSTRUCT RUMBLESTRIPES.

NOTE: TYPE C LIGHTS ON FLEXIBLE DRUMS ARE RECOMMENDED ONLY ON TAPERS.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
C	WARNING LIGHT (TYPE C) (LOW-INTENSITY FLASHING)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
→	TRAFFIC FLOW

NOTES:
1. CONTRACTOR IS TO MAINTAIN ACCESS FOR ALL LOCAL PROPERTY OWNERS.
2. THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
3. 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".
4. SIGNS SHOWN BELOW ARE TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE USED AS DIRECTED BY THE TDOT MANAGER.



TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	T2
PS&E	2025	PROT-31(19)	T2

TABULATED TRAFFIC CONTROL QUANTITIES

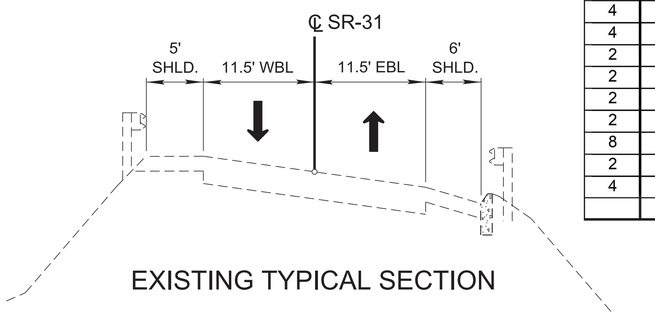
	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 34S031-F3-002
(1)	307-01.08	Asphalt Concrete Mix (Pg64-22) (Bpmb-Hm) Grading B-M2	TON	54
	411-12.03	Scoring For Rumble Stripe (Non-Continuous) (8In Width)	L.M.	1
	712-01	Traffic Control	LS	1
(2)	712-02.12	Portable Barrier Rail, Reduced Deflection (Mash Tl-3)	L.F.	2200
(2)	712-02.60	Temporary Work Zone Crash Cushion (Mash Tl-3)	EACH	11
(2)	712-04.01	Flexible Drums (Channelizing)	EACH	405
(2)	712-04.50	Barrier Rail Delineator	EACH	40
(2)	712-05.03	Warning Lights (Type C)	EACH	40
(2)	712-06	Signs (Construction)	S.F.	281
(2)	712-07.03	Temporary Barricades (Type Iii)	L.F.	240
	712-09.02	Removable Pavement Marking (8" Barrier Line)	L.F.	3000
	712-09.08	Removable Pavement Marking (6" Line)	L.F.	3000
	712-09.30	Removable Black-Out Tape (6")	L.F.	3000
	712-09.31	Removable Black-Out Tape (8In)	L.F.	3000
(2)	716-01.07	Temporary Raised Pavement Marker,Yellow	EACH	90
	716-01.21	Snowplowable Raised Pavement Markers (Bi-Dir) (1 Color)	EACH	30
	716-01.30	Removal Of Snowplowable Reflective Marker	EACH	30
	716-05.02	Painted Pavement Marking (8" Barrier Line)	L.F.	6810
	716-05.20	Painted Pavement Marking (6" Line)	L.M.	4
	716-08.01	Removal Of Pavement Marking (Line)	L.F.	20430
	716-08.02	Removal Of Pavement Marking (8" Barrier Line)	L.F.	6810
(3)	716-12.02	Enhanced Flatline Thermo Pvmt Mrkng (6In Line)	L.M.	2

TRAFFIC CONTROL FOOTNOTES

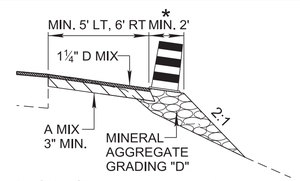
(1)	FOR RESURFACING 4' WIDE AREA OF RUMBLE STRIPE REMOVAL ON WESTBOUND SHOULDER AFTER COLD PLANING.
(2)	QUANTITIES MAY BE INCREASED OR DECREASED BY THE TDOT MANAGER.
(3)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

CONSTRUCTION SIGNS ITEM NO. 712-06

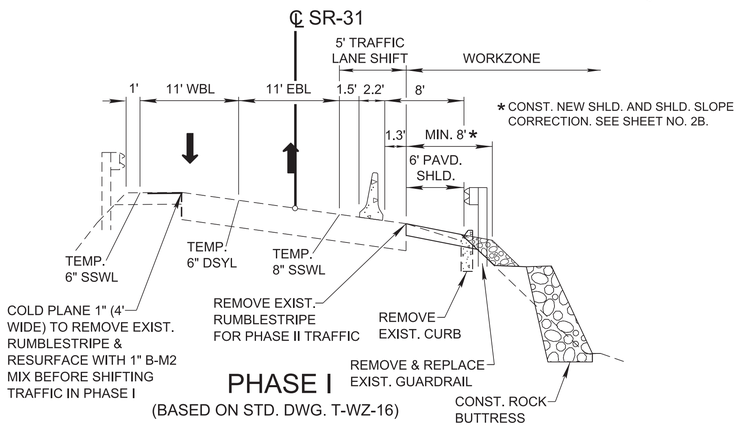
NO.	TYPE	SIZE	QUANTITY	REMARKS
5	G20-2	36" X 18"	23 S.F.	END ROAD WORK
4	W1-4L	36" X 36"	36 S.F.	LANE SHIFT - LEFT
4	W1-4R	36" X 36"	36 S.F.	LANE SHIFT - RIGHT
2	W8-9	36" X 36"	18 S.F.	LOW SHOULDER
2	W8-11	36" X 36"	18 S.F.	UNEVEN LANES
2	W8-17	36" X 36"	18 S.F.	SHOULDER DROP-OFF (SYMBOL)
2	W8-17P	24"X18"	6 S.F.	SHOULDER DROP-OFF (PLAQUE)
8	W20-1	36" X 36"	72 S.F.	ROAD WORK AHEAD
2	W20-7	36" X 36"	18 S.F.	FLAGMAN
4	W21-5b	36" X 36"	36 S.F.	SHOULDER CLOSED AHEAD
		TOTAL	281 S.F.	



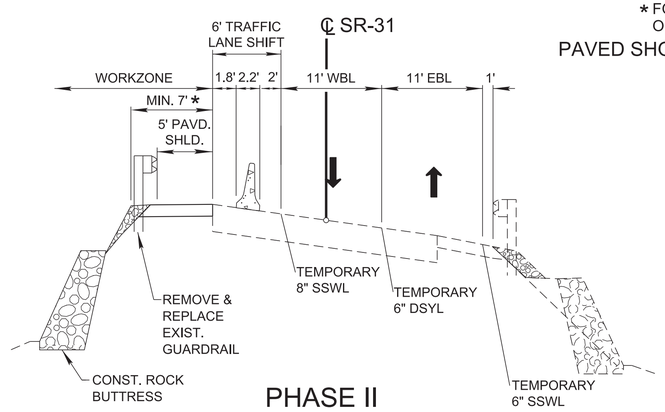
EXISTING TYPICAL SECTION



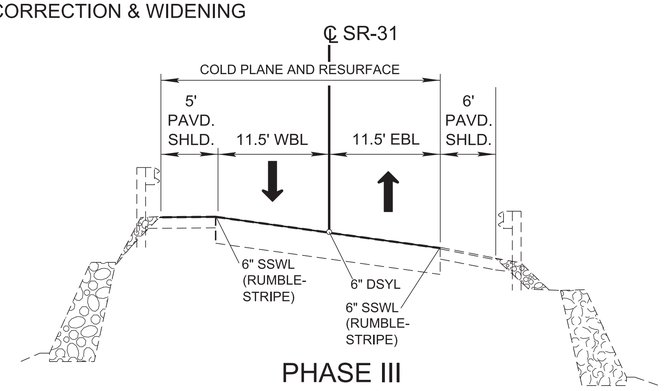
* FOR PORTABLE BARRIER RAIL OR FLEXIBLE DRUMS AS NEEDED
PAVED SHOULDER CORRECTION & WIDENING



PHASE I
(BASED ON STD. DWG. T-WZ-16)



PHASE II
(BASED ON STD. DWG. T-WZ-16)



PHASE III
(BASED ON STD. DWG. T-WZ-16)

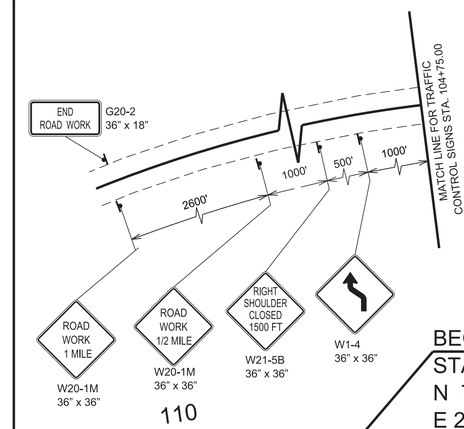
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06/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	T4
PS&E	2025	PROT-31(19)	T3



110

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

115

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

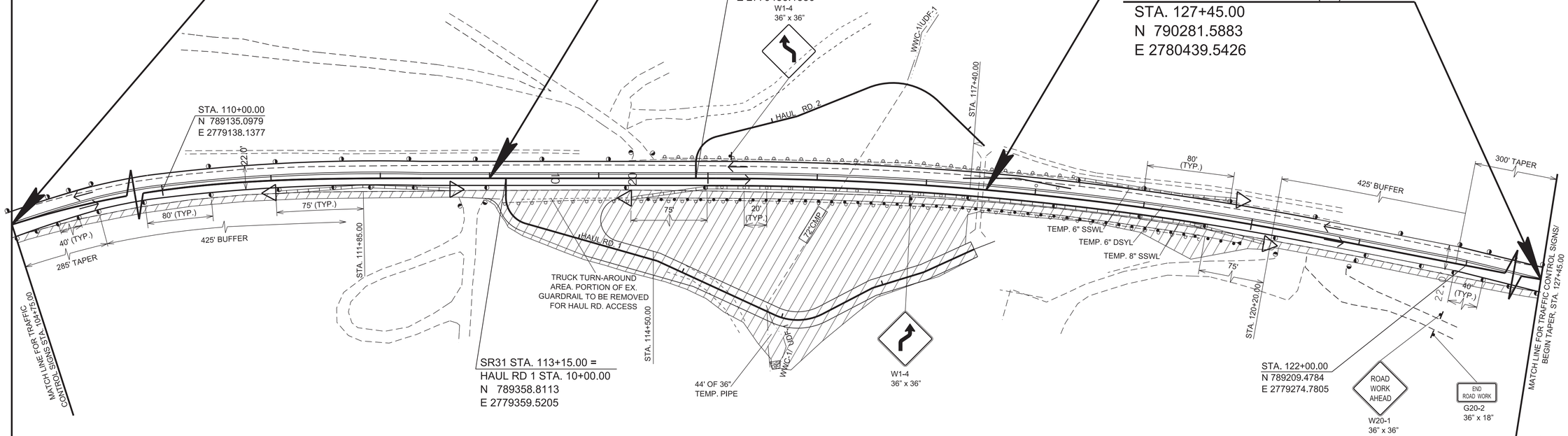
END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

120

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530
W1-4 36" x 36"

STA. 110+00.00
N 789135.0979
E 2779138.1377



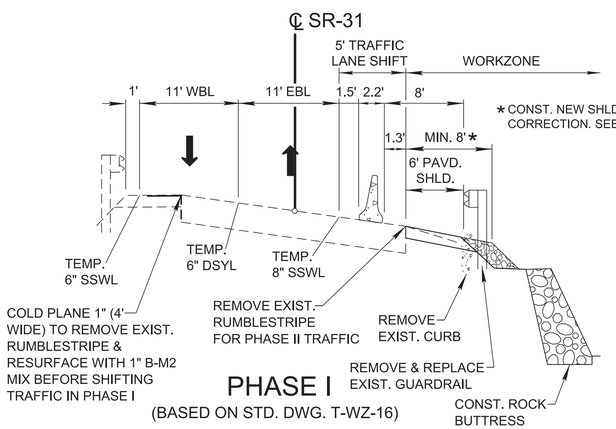
SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

W1-4 36" x 36"

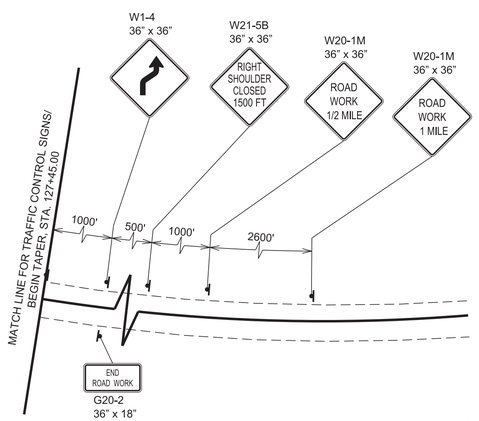
STA. 122+00.00
N 789209.4784
E 2779274.7805

ROAD WORK AHEAD
W20-1 36" x 36"

END ROAD WORK
G20-2 36" x 18"



PHASE I
(BASED ON STD. DWG. T-WZ-16)



PHASE I

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STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 104+75 TO STA. 127+45

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2025	34S031-F3-002	T5
PS&E	2025	PROT-31(19)	T4

END ROAD WORK
G20-2
36" x 18"

1000' 500' 1000' 2600'

MATCH LINE FOR TRAFFIC CONTROL SIGNS STA. 104+75.00

ROAD WORK 1 MILE
W20-1M
36" x 36"

ROAD WORK 1/2 MILE
W20-1M
36" x 36"

RIGHT SHOULDER CLOSED 1500 FT
W21-5B
36" x 36"

W1-4
36" x 36"

110

34S031-F3-002
BEGIN PROJ. NO. PROT-31(19) CONST.
STA. 104+75.00
N 788651.4329
E 2778958.2134

BEGIN PROJ. NO. 34S031-M2-002 R.O.W.
STA. 113+00.00
N 789348.5241
E 2779348.6039

115

END PROJ. NO. 34S031-M2-002 R.O.W.
STA. 117+55.00
N 789652.5831
E 2779686.8454

120

34S031-F3-002
END PROJ. NO. PROT-31(19) CONST.
STA. 127+45.00
N 790281.5883
E 2780439.5426

SR31 STA. 114+89.00 =
HAUL RD 2 STA. 20+00.00
N 789478.1437
E 2779486.1530

W1-4
36" x 36"

TRUCK TURN-AROUND AREA. PORTION OF EX. GUARDRAIL TO BE REMOVED AND KEPT CLEAR FOR HAUL RD. ACCESS

WWC-1/UDF-1

335' OF 36" TEMP. PIPE

STA. 110+00.00
N 789135.0979
E 2779138.1377

80' (TYP.)

90' (TYP.)

JAMIE DR
9" GR

HAUL RD 2

SR31

24' ASP

TEMP. 6" SSWL

TEMP. 6" DSYL

TEMP. 8" SSWL

STA. 119+90.00

425' BUFFER

330' TAPER

90' TYP.

40' TYP.

40' (TYP.)

23.6'

425' BUFFER

12' ASP

AUSTIN CIRCLE

HAUL RD 1 STA. 112+49.00

20' (TYP.)

80' (TYP.)

20' ASP

MOUNTAIN VIEW LN 12" GR

23.0'

MATCH LINE FOR TRAFFIC CONTROL SIGNS STA. 104+75.00

MATCH LINE FOR TRAFFIC CONTROL SIGNS/ BEGIN TAPER, STA. 127+45.00

300' TAPER

SR31 STA. 113+15.00 =
HAUL RD 1 STA. 10+00.00
N 789358.8113
E 2779359.5205

WWC-1/ UDF-1

W1-4
36" x 36"

STA. 122+00.00
N 789209.4784
E 2779274.7805

ROAD WORK AHEAD
W20-1
36" x 36"

END ROAD WORK
G20-2
36" x 18"

W1-4
36" x 36"

RIGHT SHOULDER CLOSED 1500 FT
W21-5B
36" x 36"

ROAD WORK 1/2 MILE
W20-1M
36" x 36"

ROAD WORK 1 MILE
W20-1M
36" x 36"

1000' 500' 1000' 2600'

END ROAD WORK
G20-2
36" x 18"

MATCH LINE FOR TRAFFIC CONTROL SIGNS/ BEGIN TAPER, STA. 127+45.00

6' TRAFFIC LANE SHIFT

℄ SR-31

WORKZONE

MIN. 7' *

1.8' 2.2' 2'

11' WBL

11' EBL

1'

5' PAVD. SHLD.

TEMPORARY 8" SSWL

TEMPORARY 6" DSYL

REMOVE & REPLACE EXIST. GUARDRAIL

CONST. ROCK BUTTRESS

TEMPORARY 6" SSWL

PHASE II
(BASED ON STD. DWG. T-WZ-16)

PHASE II

SEALED BY

JAMES B. MORGAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 111658
STATE OF TENNESSEE

06/02/2025

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00005 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 104+75 TO STA. 127+45

SCALE: 1"= 50'

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Lori Fiorentino Digitally signed by Lori Fiorentino
Date: 2025.04.09 09:55:45 -04'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION- GEOTECHNICAL ENGINEERING SECTION
7345 REGION LN.
KNOXVILLE, TN 37914
LORI ANN FIORENTINO, P.E. NO. 113743

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	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-2
GEOTECHNICAL BORING LAYOUT	G-3
GEOTECHNICAL TYPICAL SECTIONS	G-4

YEAR	PROJECT NO.	SHEET NO.
2025	PROT-31(19)	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH.	2025	PROT-31(19)	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-2
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GEOTECHNICAL TYPICAL SECTIONS	G-4

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL INDEX

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	PROT-31(19)	G-2

DEFINITION OF EARTHWORK TERMS

THE TERMS AND DEFINITIONS BELOW SHALL CHARACTERIZE THE MATERIAL TYPE THAT WILL BE ENCOUNTERED DURING EXCAVATION AND GRADING. SEE TYPE MATERIAL REFERENCE IN TYPICAL SECTIONS LEGEND.

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, WATER OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS.

B. SOLID ROCK MATERIAL

SOLID ROCK MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E. BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS AND WHICH WHEN SUBJECTED TO PROPER PRE-SPLIT AND PRODUCTION BLASTING WOULD RESULT IN A UNIFORM STABLE ROCK CUT FACE. NOTE THAT THIS MATERIAL WOULD NOT BY DEFINITION NECESSARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOLID ROCK, RIP RAP, OR OTHER ROCK AGGREGATE CONSTRUCTION PRODUCTS.

C. SOFT ROCK OR DEGRADABLE ROCK

THIS MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES THAT ARE SO FIRMLY BONDED SUCH THAT THEY ARE NOT FAIRLY READILY SEPARATED INTO SMALL PIECES YET HAS SUCH RELATIVELY LOW BONDING STRENGTH THAT WOULD ALLOW FOR SEPARATING INTO SMALL PIECES THROUGH MODERATE TO HEAVY CRUSHING FORCES. FOR CONSTRUCTION PURPOSES THIS MATERIAL WOULD HAVE TO BE SUBJECTED TO RIPPING TYPE EQUIPMENT, HOE RAMS, OR RUGGED USE OF A LARGE BULLDOZER IN ORDER TO SEPARATE THE MATERIAL SUCH THAT IT CAN BE READILY LOADED INTO EARTH MOVING TRUCKS. THESE MATERIALS WOULD TYPICALLY BE SHALES, CLAYSTONES, SILTSTONES, WEATHERED SANDSTONES, WEATHERED SCHIST AND WEATHERED GNEISS.

D. TRANSITIONAL MATERIALS

THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C) OCCURRING IN EITHER NON-UNIFORM INTERBEDDED LAYERS OF THE ABOVE MATERIALS (I.E. SHALE MATERIAL WITH RELATIVELY THIN LAYERS OF SOLID ROCK SUCH AS HARD LIMESTONE) OR ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH LATERALLY AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE). FOR CONSTRUCTION PURPOSES, THIS MATERIAL MAY HAVE TO BE EXCAVATED USING A COMBINATION OF EXCAVATION METHODS SUCH AS BLASTING OF ROCK PINNACLES, LAYERS OR BOULDERS ALONG WITH A RIPPING OF WEATHERED ROCK AND EXCAVATING OF SOIL WITH TRACK HOES OR LOADERS ALL WITHIN A LOCALIZED AREA. THIS MATERIAL WOULD NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

ESTIMATED GEOTECH QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)(2)	203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	18,103
(1)(2)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	4,109

FOOTNOTES:

(1) THIS ITEM ARE TO BE USED BETWEEN STATIONS 114+50 AND 117+40 (RT/CL) AND BETWEEN STATIONS 115+00 TO 117+40 (LT/CL) OR OTHERWISE AS DIRECTED BY ENGINEER FOR THE STABILIZATION OF SUBGRADE.

(2) FOR BIDDING PURPOSES, THESE ITEMS ARE INCLUDED IN THE ROADWAY QUANTITIES SHEET 2 SERIES.

NOTES

GRADED SOLID ROCK PADS WILL BE REQUIRED:

* 114+50 TO 117+40 (RT/CL)
* 115+00 TO 117+40 (LT/CL)

SEALED BY

LORI ANN FIORENTINO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 113161
STATE OF TENNESSEE

Lori Ann Fiorentino

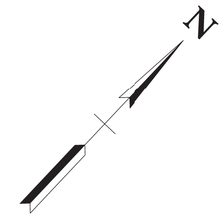
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES

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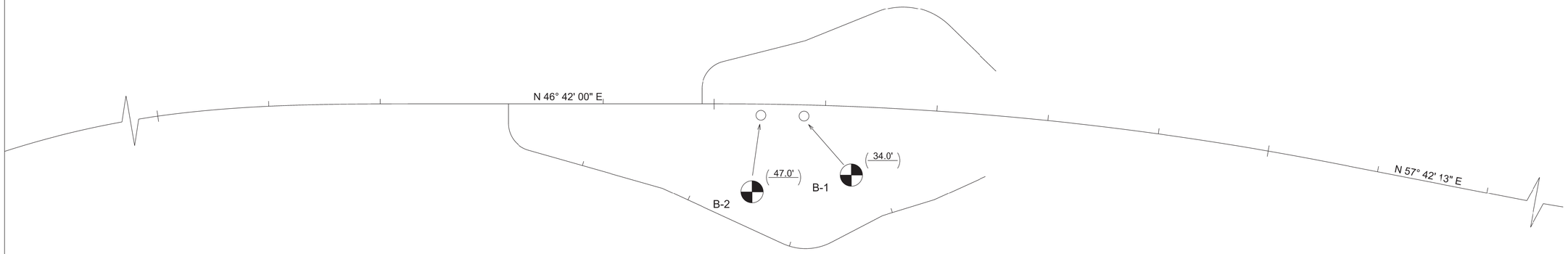
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	PROT-31(19)	G-3



110

115

120



LEGEND

B-1 (24.5') — BORING LOCATION WITH DEPTH TO REFUSAL

SEALED BY

LORI ANN FIORENTINO
REGISTERED ENGINEER
STATE OF TENNESSEE

Lori Ann Fiorentino

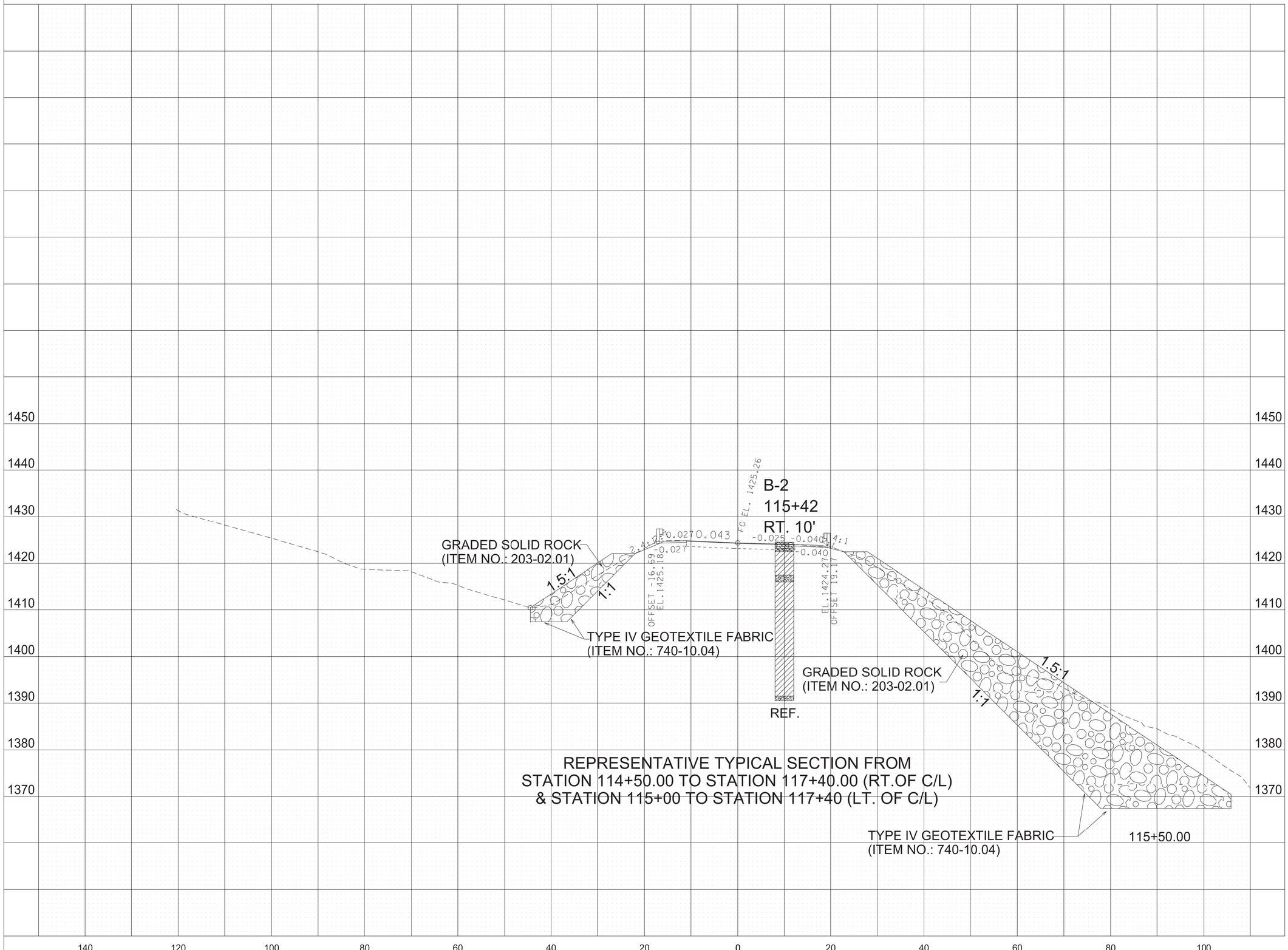
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	PROT-31(19)	G-4



REPRESENTATIVE TYPICAL SECTION FROM
STATION 114+50.00 TO STATION 117+40.00 (RT.OF C/L)
& STATION 115+00 TO STATION 117+40 (LT. OF C/L)

LEGEND

ASPHALT

BOULDERS AND COBBLES

CLAY

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL EST. QTYS. SHEET.
REF.= AUGER REFUSAL

SEALED BY

LORI ANN FIORENTINO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

Lori Ann Fiorentino
04/09/2025

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	PROT-31(19)	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
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2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
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5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	2-3
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7. UTILITY RELOCATION	3-4
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10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
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14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)	7
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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): 3.632 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 1.819 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-31; Near LM 5.54 (Rock Buttress Installation)
COUNTY: Hancock
PIN: 132360.00

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) 10, 11, DRAINAGE MAP SHEET(S) 6, 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)
Fullerton cherty silt loam	B	36.6	0.17
Minvale silt loam	B	26.0	0.43
Talbott-Rock outcrop complex	C	37.4	0.43

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	1.65	0.45	98	
PERVIOUS	1.98	0.55	55	
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	1.65	0.45	98	
PERVIOUS	1.98	0.55	55	
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)
WWC-1/UDF-1	Stony Fork	No	No	No	Yes

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.

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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)
WWC-1/UDF-1	Yes	Yes

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) _____.

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:_____

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-10, 11, 12 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) _____.

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.

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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 9 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 9 (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.

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.

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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): _____

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

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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.

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.

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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

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	PROT-31(19)	S-7

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.

Digitally signed by Keven Brown
Date: 2025.05.30 15:08:07 -04'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Keven Brown

PRINTED NAME

Team Lead

TITLE

5-30-25

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	No	NA	NA
CORPS OF ENGINEERS (USACE)	No	NA	NA
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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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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
1		110+20 LT	20.80	2.20	2.20	2.20	NA	NA	Stony Fork	
2		110+18 RT	17.12	0.382	0.382	0.382	NA	NA	Stony Fork	
3		115+70 RT	19.70	61.10	60.920	-	NA	Yes	Stony Fork	
	3A	116+75 LT	32.14	0.298	0.287	-	NA	NA	Stony Fork	
	3B	116+90 LT	15.54	1.026	1.190	-	NA	NA	Stony Fork	
4		115+60 RT	31.91	1.972	1.926	1.953	NA	Yes	Stony Fork	
	4A	116+75 LT	21.37	0.775	0.742	0.775	NA	NA	Stony Fork	
	4B	117+00 LT	26.99	0.240	0.234	0.234	NA	NA	Stony Fork	
	4C	115+30 RT	56.59	0.465	0.462	0.462	NA	NA	Stony Fork	
	4D	115+90 RT	32.26	0.338	0.334	0.482	NA	NA	Stony Fork	
	4E	116+00 RT	25.15	0.154	0.154	-	NA	NA	Stony Fork	
5		115+75 RT	19.70	62.200	62.200	62.200	NA	NA	Stony Fork	

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

STATE OF TENNESSEE
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STORMWATER POLLUTION PREVENTION PLAN

TENN.	YEAR	SHEET NO.
	2025	U1-1
FED. AID PROJ. NO.	PROT-31(19)	
STATE PROJ. NO.	34S031-F3-002	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

HANCOCK COUNTY

S.R. 31: NEAR LM 5.54
(ROCK BUTTRESS INSTALLATION)

STATE HIGHWAY NO. 31 F.A.H.S. NO. NA

UTILITIES INDEX

SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITY OWNERS	U1 SERIES

UTILITIES NOT IN ROADWAY CONTRACT

ELEC:	POWELL VALLEY ELECTRIC CO-OP 420 STRAIGHT CREEK ROAD NEW TAZEWELL, TN 37825 BO GOODIN (606) 545-2972 (NO CONFLICT)	FIBER:	POWELL VALLEY ELECTRIC CO-OP 420 STRAIGHT CREEK ROAD NEW TAZEWELL, TN 37825 BO GOODIN (606) 545-2972 (NO CONFLICT)
COMM:	AT&T 9733 PARKSIDE DRIVE KNOXVILLE, TN 37922 JAY FRAZIER 865-387-2685 (NO CONFLICT)	WATER:	SNEEDVILLE UTILITY DISTRICT P.O. BOX 255 SNEEDVILLE, TN 37869 MYSHOWN COLLINS (423) 254-7828 (NO CONFLICT)
FIBER:	POINT BROADBAND 333 FRALEY AVE. DUFFIELD, VA 24244 RANDY HAMM (276) 780-4529 (NO CONFLICT)		

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX,
UTILITY OWNERS

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